

PAVING IMPROVEMENTS

TO SERVE

GLENVIEW-PRIVATE PAVING IMPROVEMENTS

LOTS 1 THRU 16, BLOCK 1, GLENVIEW

CITY OF WICHITA, KANSAS

GARY JANZEN, P.E. - INTERIM CITY ENGINEER

PRIVATE PROJECT NO. 0217 PPP (607879)

DEVELOPER CONTACT

MR. DAVID HAMBRICK
SLAWSON COMPANIES
727 N. WACO, SUITE 400
WICHITA, KANSAS 67203
(316) 263-3201

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EARTHWORK

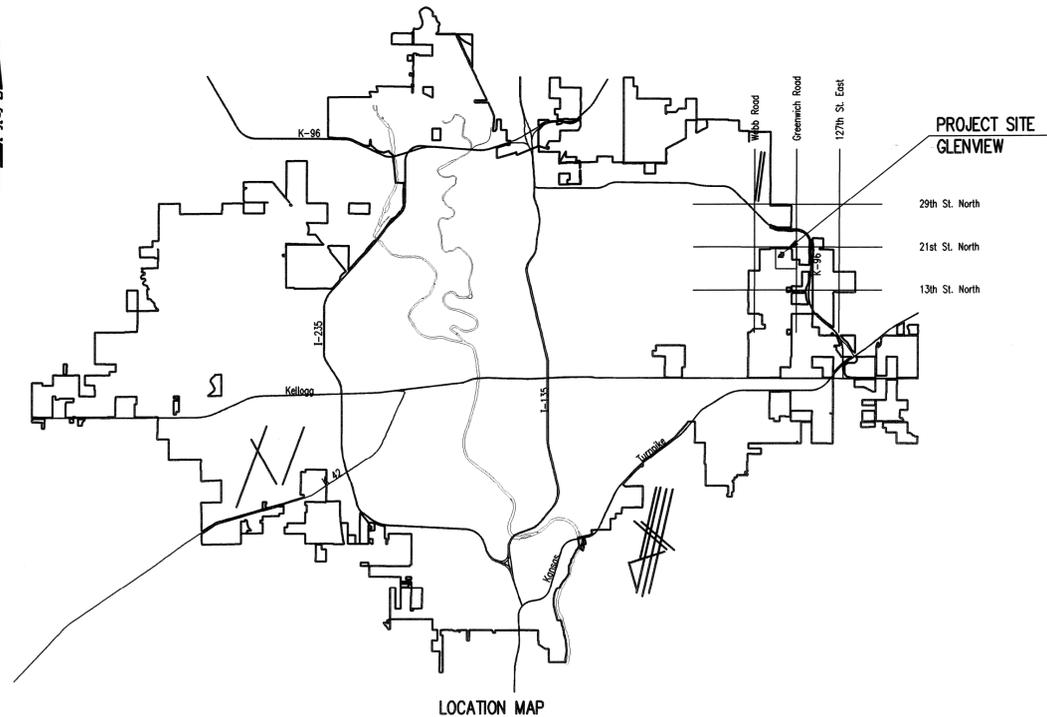
EXCAVATION 2,980 CU. YDS.
LOOSE FILL 400 CU. YDS.

EARTHWORK TOTALS SHOWN ABOVE ARE APPROXIMATE.
CADD FILES FOR GRADING ARE AVAILABLE UPON REQUEST.
CONTRACTOR MUST SATISFY THEMSELVES WITH EARTHWORK
BALANCING PRIOR TO BID. NO CHANGE ORDER WILL BE ISSUED.

SUBDIVISION BENCH MARKS (SBM)

NO.	STREET AND STATION	FROM @	DESCRIPTION	ELEVATION
1	GLENGATE CIRCLE, @ STA. 19+45.83	2.50' RT.	SW P.C.C. CURB RETURN OF CUL-DE-SAC	
1	GLENGATE CIRCLE, @ STA. 24+60.93	2.50' RT.	NORTH P.T. OF CURB, 56' SE OF EXIST. LIGHT POLE	

THE COST OF THE BENCH MARK DISC, INCLUDING INSTALLATION, SHALL BE INCIDENTAL TO THE CURB.



AUGUST 2012

PLANS PREPARED BY
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

APPROVED AS NOTED
BY CITY ENGINEER OF WICHITA

Engineering *Julian Kallman 8-8-12*

NOTE TO CONTRACTORS

Inspection and testing for this project are to be provided by a Licensed Consulting Engineering Firm under contract with the Owner/Developer. Said inspection to be in accordance with the City of Wichita standard construction engineering practices and certified by a Licensed Professional Engineer. No work shall be performed in dedicated easements or public right-of-way by the Contractor without such inspection, nor shall any work be commenced without written authorization by the City Engineer.

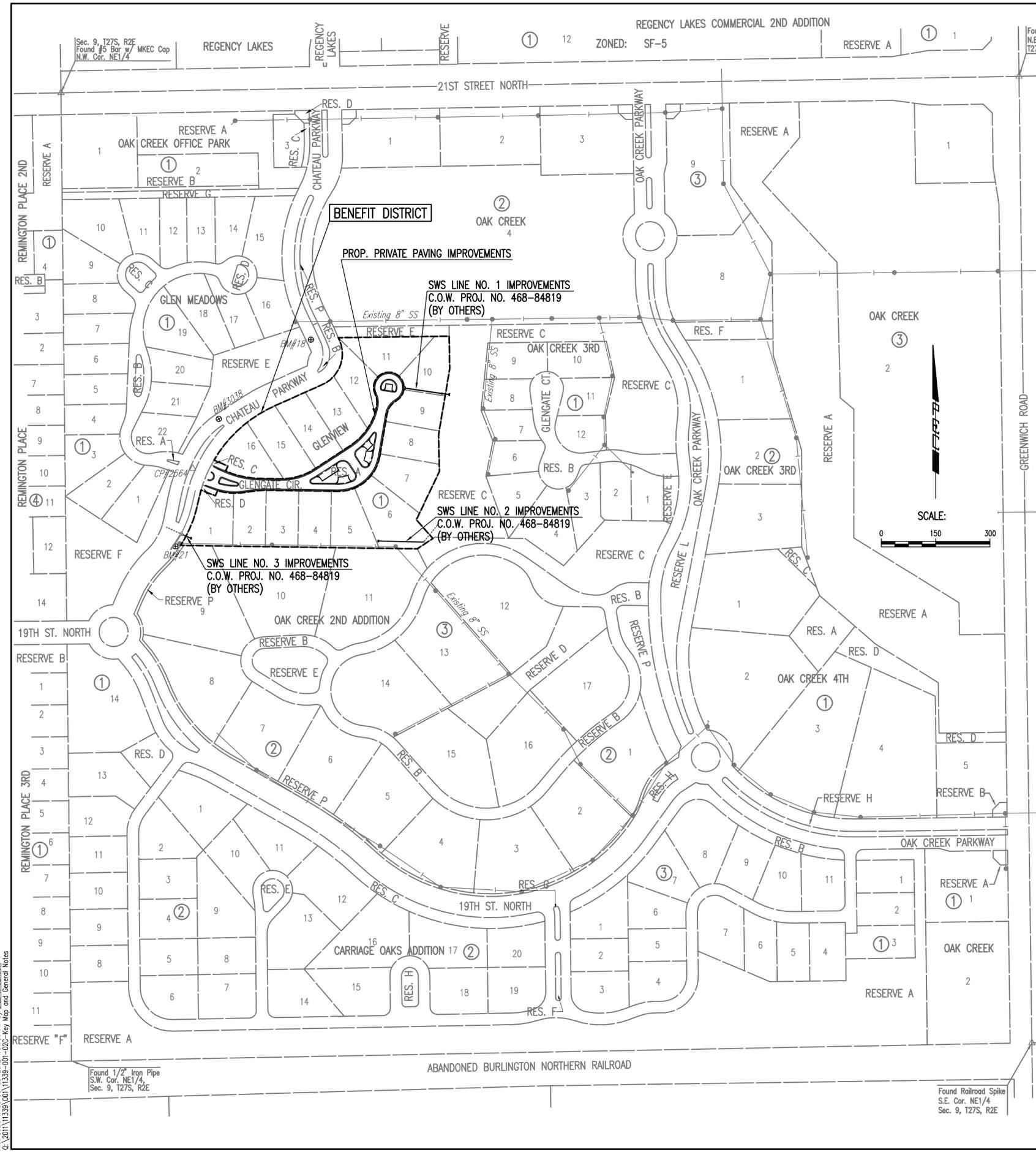


GENERAL NOTES

- ALL ELEVATIONS SHOWN ARE NGVD29 DATUM. (AT THIS LOCATION, NGVD29 + 0.489' = NAVD88 DATUM).
- THE CONTRACTOR SHALL NOT START WORK ON THE PROJECT UNTIL THE PROJECT INSPECTOR IS ASSIGNED AND IS PRESENT ON THE SITE. ANY WORK DONE WITHOUT INSPECTION WILL BE REQUIRED TO BE UNCOVERED FOR INSPECTION.
- ALL CONSTRUCTION WORK AND MATERIAL IN THIS PROJECT SHALL COMPLY WITH CITY OF WICHITA STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF CITY PROJECTS UNLESS OTHERWISE NOTED IN THE PLANS OR SPECIAL PROVISIONS.
- UNDERGROUND UTILITY SERVICE LINES AND OVERHEAD UTILITY POLE LINES ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR. 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 UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.
- 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.
- RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR AND APPROVED AS NOTED BELOW.

ALL DISPOSAL SITES MUST BE APPROVED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT. MATERIAL EITHER STOCKPILED OR DISPOSED OF IN A FLOOD PLAIN WOULD 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 ARCHEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.
- EACH BIDDER SHALL VISIT THE SITE OF THE PROJECT BEFORE SUBMITTING THE PROPOSAL FOR THIS WORK SO THAT HE WILL BE FULLY INFORMED OF THE EXISTING FIELD CONDITIONS AND THE OBSTACLES WHICH MIGHT BE ENCOUNTERED. UPON AWARD OF THE CONTRACT THE CONTRACTOR WILL NOT BE GRANTED ANY ADDITIONAL COMPENSATION WITH REGARDS TO TIME AND MONEY FOR CONDITIONS THAT MAY HAVE BEEN EVALUATED DURING ANY INSPECTION OF THE SITE.
- FIELD LOCATE ALL EXISTING UTILITIES PRIOR TO BEGINNING ANY EXCAVATION WORK. CONTACT THE KANSAS-ONE-CALL SYSTEM AT (316) 687-2470 AT LEAST 72 HOURS IN ADVANCE TO REQUEST FIELD LOCATES. FOR UTILITIES THAT ARE NOT MEMBERS OF THE KANSAS-ONE-CALL SYSTEM, CONTACT THOSE COMPANIES DIRECTLY.
- THE LUMP SUM BID ITEM "SITE PREPARATION AND RESTORATION" SHALL INCLUDE, BUT NOT BE LIMITED TO CONSTRUCTION STAKING, MOBILIZATION, REMOVAL OF MINOR OBSTRUCTIONS, REMOVAL AND SALVAGE OF CONFLICTING PRIVATE IMPROVEMENTS WITHIN THE PROJECT AREA, MINOR SHAPING AND GRADING OF SLOPES FOR FINISHED APPEARANCE, REMOVAL OF CONSTRUCTION DEBRIS, REMOVAL OF TREES WITHIN CONSTRUCTION LIMITS, AND GENERAL CLEAN-UP.
- 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, OR WHICH ARE COVERED BY 12" OR MORE OF FILL MATERIAL BY THIS PROJECT. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS AND AT NO ADDITIONAL COST TO THE CITY.
- THE CONTRACTOR SHALL APPLY TEMPORARY SEED AND MULCH TO ALL UNPAVED AREAS DISTURBED BY HIS CONSTRUCTION OPERATIONS WITHIN 14 DAYS AFTER SUCH OPERATIONS CEASE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. SEED SHALL BE ANNUAL RYE APPLIED AT THE RATE OF 4 LBS. PER 1,000 SQUARE FEET. MULCH SHALL BE PRAIRIE HAY APPLIED AT THE RATE OF 15 BALES PER ACRE. THIS WORK SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE BID FOR "TEMPORARY PROJECT SEEDING".
- EROSION CONTROL (BMP'S)
THE CONTRACTOR SHALL INSTALL AND/OR MAINTAIN EROSION CONTROL METHODS AS SPECIFIED ON THE EROSION CONTROL PLAN CONTAINED HEREIN. THE FOLLOWING QUANTITIES ARE ESTIMATED, AND SHOULD BE CONSIDERED THE MINIMUM EFFORT REQUIRED. INSTALLATION OF THESE BMP'S DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF ABATING SOIL EROSION.

BACK OF CURB PROTECTION 1,477 L.F.
CURB INLET PROTECTION (MAINTENANCE) 1 EACH
STABILIZED CONSTRUCTION ENTRANCE (MAINTENANCE) 1 EACH
- THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ADJUTING THE CONSTRUCTION OF THIS PROJECT A MINIMUM OF 10 DAYS ADVANCE NOTICE PRIOR TO START OF CONSTRUCTION IN THE VICINITY OF THE AFFECTED PROPERTY.
- THE CONTRACTOR SHALL REMOVE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION. SIGNS DAMAGED THRU NEGLIGENCE OF THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE PROJECT.
- CONTRACTOR SHALL SUPPLY, INSTALL, AND MAINTAIN CONSTRUCTION TRAFFIC CONTROL AS NECESSARY TO PROTECT THE TRAVELING PUBLIC. ALL TRAFFIC CONTROL DEVICES, AND THE INSTALLATION AND USE THEREOF, SHALL CONFORM TO THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION. ALL DEVICES SHALL BE REFLECTORIZED. CONSTRUCTION TRAFFIC CONTROL SHALL BE SUBSIDIARY TO OTHER BID ITEMS OF WORK.
- WATER FOR EARTHWORK SHALL BE CONSIDERED SUBSIDIARY TO "UNCLASSIFIED EXCAVATION".
- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL RE-ESTABLISH CONTROL POINTS AND BENCH MARKS AND VERIFY THEIR ACCURACY.
- INLET HOOKUPS AND INLET PROTECTION SHALL BE BID PER EACH REGARDLESS OF INLET SIZE.
- THE CONTRACTOR SHALL EXERCISE CAUTION WHILE WORKING IN THE VICINITY OF EXISTING IRRIGATION AND LANDSCAPING ITEMS. SPRINKLER HEADS, IRRIGATION SYSTEMS OR OTHER PRIVATE IMPROVEMENTS THAT ARE IN DIRECT CONFLICT WITH CONSTRUCTION SHALL BE COORDINATED WITH THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE PROPERTY OWNER OF ANY SUCH WORK, AND FOR REPAIRING ANY DAMAGE TO THE EXISTING PRIVATE IMPROVEMENTS RESULTING FROM CONSTRUCTION OF THE PROJECT. THE MATERIAL COST, LABOR COST AND ALL INCIDENTALS NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR "SITE PREPARATION AND RESTORATION".
- THE LUMP SUM BID ITEM "ELECTRICAL" SHALL INCLUDE ALL WORK TO BE PERFORMED BY THE CONTRACTOR(S) AS OUTLINED IN THE ELECTRICAL PLAN SHEETS.



BENCHMARK LIST

- BM #18 - CHISELED SQUARE ON CENTER FACE OF CURB INLET ON WEST SIDE OF CHATEAU PARKWAY, 600' SOUTH OF 21ST STREET NORTH NEAR NORTHWEST CORNER GLENVIEW ADDITION. ELEV. = 1378.64 NGVD29
- BM #3038 - BRASS DISC ON TOP OF WEST CURB OF CHATEAU PARKWAY, 165 FEET NORTH OF GLENVIEW CIRCLE. ELEV. = 1384.11 NGVD29
- BM #21 - CHISELED SQUARE ON WEST SIDE OF CONCRETE BASE FOR LIGHT POLE ON EAST SIDE OF CHATEAU PARKWAY NEAR SOUTHWEST CORNER OF GLENVIEW ADDITION, 1200± SOUTH OF 21ST STREET NORTH. ELEV. = 1389.81 NGVD29

CONTROL POINTS

- Pt. No. 2564
N-386,218.0002, E-2,371,797.9142
PK NAIL AND SHINER IN @ OF CHATEAU PARKWAY AND GLENGATE CIR.
1. 57.11' SW TO CENTER WATER VALVE
2. 64.45' SE TO CENTER WATER VALVE
3. 64.02' NE TO CENTER LIGHT POLE

NOTE:
CONTRACTOR SHALL NOT REMOVE ANY TREES FROM THE PROJECT SITE WITHOUT SPECIFIC APPROVAL OF THE OWNER AND/OR ENGINEER.

No.	Revision	By	Date
GLENVIEW-PRIVATE PAVING IMPROVEMENTS			
KEY MAP AND GENERAL NOTES			
PEC PROFESSIONAL ENGINEERING CONSULTANTS, P.A. 303 SOUTH TOPEKA WICHITA, KS 67202 316-262-2691 www.pec1.com			
Designed by	BMM, JAG	Job No. 35-11339-001	Sht. 2 of 19
Drawn by	BJS	Date March 2012	

Served 08-08-2012 1:06:37 PM by BJS
 Plot Scale 1:150 08-08-2012 1:01:06 PM by BILL J. SEASON
 G:\2011\11339\001\11339-001-02C-Key Map and General Notes

Sec. 9, T27S, R2E
Found #5 Bar w/ MKEC Cap
N.W. Cor. NE1/4

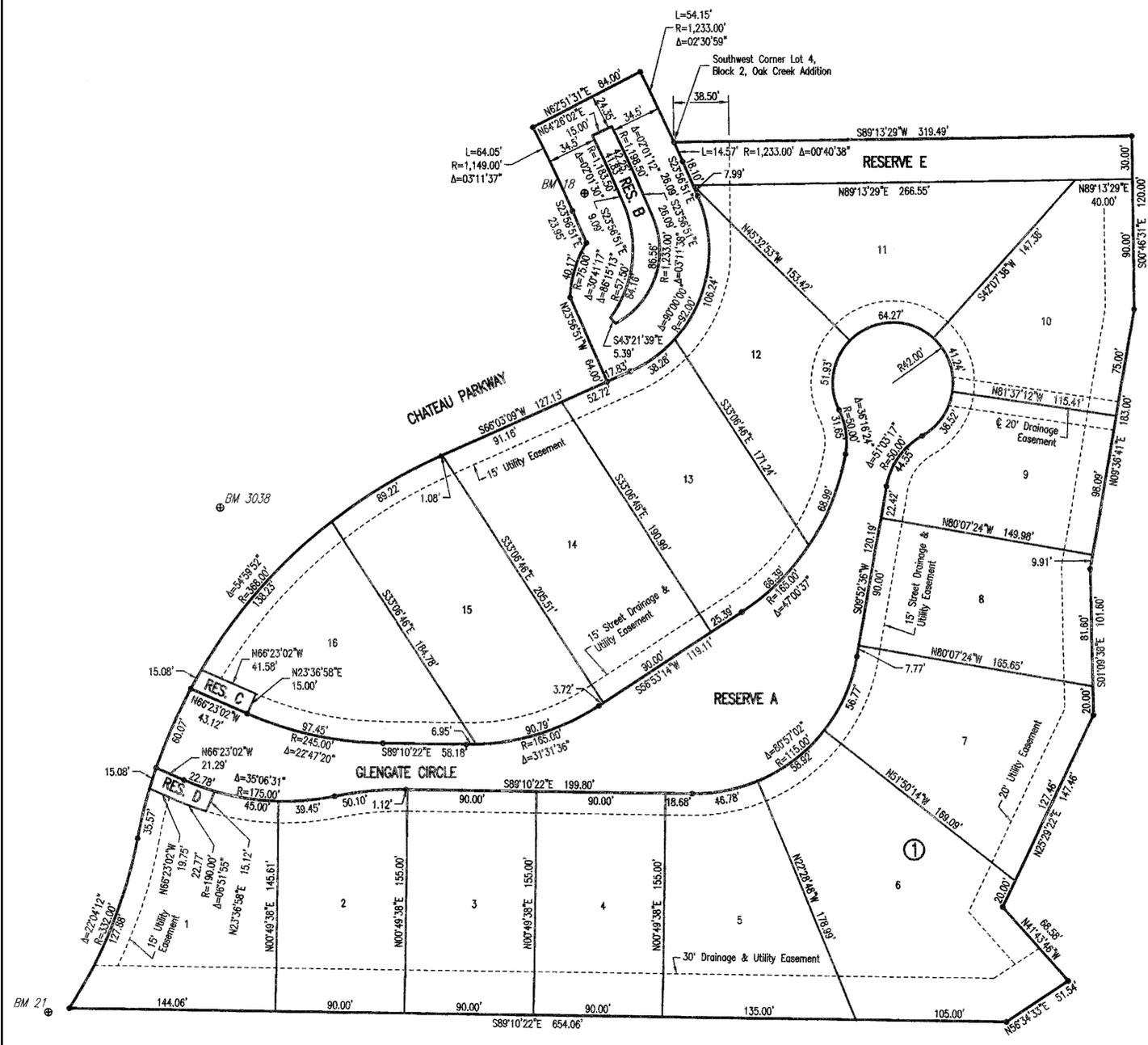
Found Chiseled "4"
N.E. Cor. Sec. 9
T27S, R2E

Found 1/2" Iron Pipe
S.W. Cor. NE1/4,
Sec. 9, T27S, R2E

Found Railroad Spike
S.E. Cor. NE1/4
Sec. 9, T27S, R2E

GLENVIEW

AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS



Block	City Datum	N.G.V.D.
Block 1		
Lot 6	197.6	1385.0
Lot 7	191.6	1379.0
Lots 8-10	191.6	1379.0

Correct City Datum Elev. = 191.6 per Affidavit/Certificate of Correction recorded at Film 2928, Page 6044 04/24/2012.

BENCHMARKS

- BM 18
CHISELED "d" ON CENTER FACE CURB INLET ON WEST SIDE CHATEAU PARKWAY, 60' SOUTH OF 21ST ST. NORTH NEAR NORTHWEST CORNER GLENVIEW ADDITION.
ELEV. = 1378.64 N.G.V.D.
- BM 21
CHISELED "d" ON WEST SIDE OF CONCRETE BASE FOR LIGHT POLE ON EAST SIDE CHATEAU PARKWAY, 1,200' SOUTH OF 21ST ST. NORTH NEAR SOUTHWEST CORNER GLENVIEW ADDITION.
ELEV. = 1389.73 N.G.V.D.
- BM 3038
CITY DISC ON WEST TOP OF CURB CHATEAU PARKWAY, 165' NORTH OF GLENVIEW CIRCLE.
ELEV. = 1384.11 N.G.V.D.

SCALE: 1" = 50'

• = 1/2" REBAR W/PEC CAP UNLESS OTHERWISE NOTED

STATE OF KANSAS }
COUNTY OF SEDGWICK } SS

WE, PROFESSIONAL ENGINEERING CONSULTANTS, P.A., ENGINEERS AND SURVEYORS IN AFORESAID STATE AND COUNTY, DO HEREBY CERTIFY THAT OF THIS 15TH DAY OF MARCH, 2012, WE HAVE SURVEYED

AND PLATTED GLENVIEW, AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS, INTO LOTS, BLOCKS, AND RESERVES, THE SAME BEING DESCRIBED AS FOLLOWS:

LOTS 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, AND 27, BLOCK 1, RESERVE "A" (GLENVIEW CIRCLE), THAT PART OF RESERVE "C" LYING WEST OF THE EAST LINE OF LOT 17, BLOCK 1, EXTENDED 400'48"31"W TO THE NORTH LINE OF OAK CREEK 3RD, SAID POINT BEING 319.49 FEET EAST OF THE NORTHWEST CORNER OF RESERVE "C" AND RESERVE "D" OF OAK CREEK 3RD AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS.

TOGETHER WITH RESERVES "J" AND "G" AND THE CHATEAU PARKWAY ROUNDABOUT, LYING WITHIN OAK CREEK 2ND AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS DESCRIBED AS: BEGINNING AT THE SOUTHWEST CORNER OF LOT 4, BLOCK 2, OAK CREEK; THENCE ALONG SAID CURVE TO THE RIGHT (NON TANGENT), HAVING A RADIUS OF 1,233.00 FEET, A CHORD BEARING OF S24°17'11"E, A CHORD DISTANCE OF 14.57 FEET AND THROUGH A CENTRAL ANGLE OF 0°40'38", AN ARC DISTANCE OF 14.57 FEET; THENCE BEARING S23°56'51"E, A DISTANCE OF 23.95 FEET; THENCE ALONG SAID CURVE TO THE RIGHT (NON TANGENT), HAVING A RADIUS OF 75.00 FEET, A CHORD BEARING OF S25°27'08"W, A CHORD DISTANCE OF 144.65 FEET AND THROUGH A CENTRAL ANGLE OF 210°41'17", AN ARC DISTANCE OF 275.79 FEET; THENCE BEARING N23°56'51"W, A DISTANCE OF 64.00 FEET; THENCE ALONG SAID CURVE TO THE RIGHT (NON TANGENT), HAVING A RADIUS OF 75.00 FEET, A CHORD BEARING OF N16°39'08"E, A CHORD DISTANCE OF 39.89 FEET AND THROUGH A CENTRAL ANGLE OF 30°41'17", AN ARC DISTANCE OF 40.17 FEET; THENCE BEARING N23°56'51"W, A DISTANCE OF 23.95 FEET; THENCE ALONG SAID CURVE TO THE LEFT (TANGENT), HAVING A RADIUS OF 1,149.00 FEET, A CHORD BEARING OF N25°32'40"W, A CHORD DISTANCE OF 64.04 FEET AND THROUGH A CENTRAL ANGLE OF 03°11'37", AN ARC DISTANCE OF 64.05 FEET; THENCE BEARING N62°51'31"E, A DISTANCE OF 84.00 FEET; THENCE ALONG SAID CURVE TO THE RIGHT (NON TANGENT), HAVING A RADIUS OF 1,233.00 FEET, A CHORD BEARING OF S25°52'58"E, A CHORD DISTANCE OF 54.15 FEET AND THROUGH A CENTRAL ANGLE OF 02°30'59", AN ARC DISTANCE OF 54.15 FEET TO THE POINT OF BEGINNING.

ALL PUBLIC EASEMENTS LYING WITHIN THE ABOVE DESCRIBED TRACT OF LAND ARE HEREBY VACATED AND REPLATTED BY VIRTUE OF KSA 12-512(b) AMENDED.



JAMES R. BECKETT, R.L.S. NO. 832
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

THIS ADDITION IS SUBJECT TO THE CONDITIONS OF OAK CREEK COMMUNITY UNIT PLAN (CUP 2004-09, DP-274).

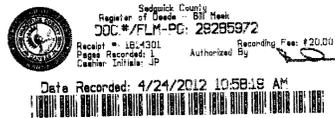
EASEMENTS FOR THE CONSTRUCTION AND MAINTENANCE OF PUBLIC UTILITIES ARE HEREBY GRANTED.

RESERVE "A" IS HEREBY PLATTED FOR PRIVATE STREET, ENTRY MONUMENTS, GATES, DRAINAGE, LANDSCAPING, SIGNAGE, PARKING, AND UTILITIES. RESERVES "B" IS HEREBY PLATTED FOR ENTRY MONUMENTS, DRAINAGE, LANDSCAPING, SIDEWALKS, AND UTILITIES. RESERVES "C" AND "D" ARE HEREBY PLATTED FOR ENTRY MONUMENTS, GATES, LANDSCAPING, DRAINAGE, AND UTILITIES. RESERVE "E" IS HEREBY PLATTED FOR SIDEWALKS, DRAINAGE, UTILITIES, AND LANDSCAPING. RESERVES "A" THROUGH "E" SHALL BE OWNED AND MAINTAINED BY AN OWNER'S ASSOCIATION TO BE FORMED WITHIN GLENVIEW ADDITION.

A DRAINAGE PLAN HAS BEEN APPROVED FOR THIS PLAT. ALL DRAINAGE EASEMENTS, RIGHTS-OF-WAY, OR RESERVES SHALL REMAIN AT ESTABLISHED GRADES AND UNOBSTRUCTED TO ALLOW FOR THE CONVEYANCE OF STORM WATER, UNLESS MODIFIED WITH THE APPROVAL OF THE CITY ENGINEER.

KNOW ALL MEN BY THESE PRESENTS THAT WE, THE UNDERSIGNED PROPERTY OWNERS OF THE LAND AS ABOVE SET FORTH IN THE SURVEYOR'S CERTIFICATE, HAVE CAUSED THE LAND TO BE SURVEYED AND PLATTED INTO LOTS, BLOCKS, AND RESERVES; THE SAME TO BE KNOWN AS GLENVIEW ADDITION, AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS.

OWNERS:
SLAWSON COMMERCIAL PROPERTIES, L.L.C.
DAVID A. HAMBRICK, VICE PRESIDENT



STATE OF KANSAS }
COUNTY OF SEDGWICK } SS
THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THIS 16TH DAY OF MARCH, 2012, BY DAVID A. HAMBRICK, VICE PRESIDENT OF SLAWSON COMMERCIAL PROPERTIES, L.L.C.

F. Lynn Holloway, NOTARY PUBLIC
F. LYNN HOLLOWAY

MY APPOINTMENT EXPIRES: 7/27/13

WE, INTRUST BANK, N.A., HOLDER OF A MORTGAGE ON THE ABOVE DESCRIBED PROPERTY, DO HEREBY CONSENT TO THE PLATTING OF GLENVIEW ADDITION, AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS.

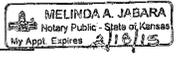
Roger G. Eastwood
ROGER G. EASTWOOD, SENIOR VICE PRESIDENT

STATE OF KANSAS }
COUNTY OF SEDGWICK } SS

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THIS 16TH DAY OF MARCH, 2012, BY ROGER G. EASTWOOD, SENIOR VICE PRESIDENT OF

INTRUST BANK.

Melinda A. Jabara, NOTARY PUBLIC
MELINDA A. JABARA



MY APPOINTMENT EXPIRES: 2/18/15

THIS PLAT OF GLENVIEW ADDITION HAS BEEN SUBMITTED TO AND APPROVED BY THE WICHITA-SEDGWICK COUNTY METROPOLITAN AREA PLANNING COMMISSION, WICHITA, KANSAS.

DATED THIS 8TH DAY OF MAY, 2012.

WICHITA-SEDGWICK COUNTY METROPOLITAN AREA PLANNING COMMISSION

Shawn Farney, CHAIR
SHAWN FARNEY
John L. Schrebel, SECRETARY
JOHN L. SCHREBEL



REVIEWED IN ACCORDANCE WITH K.S.A. 58-2005 ON THIS 15TH DAY OF MARCH, 2012.



TRICIA L. ROBELLO, L.S. #1248
DEPUTY COUNTY SURVEYOR
SEDGWICK COUNTY KANSAS

THIS PLAT IS APPROVED AND ALL DEDICATIONS SHOWN HEREON, IF ANY ARE ACCEPTED BY THE CITY COUNCIL OF THE CITY OF WICHITA, KANSAS, THIS 10TH DAY OF APRIL, 2012.

Carl Brocher, MAYOR
CARL BROCHER
Karen Sublett, CITY CLERK
KAREN SUBLETT

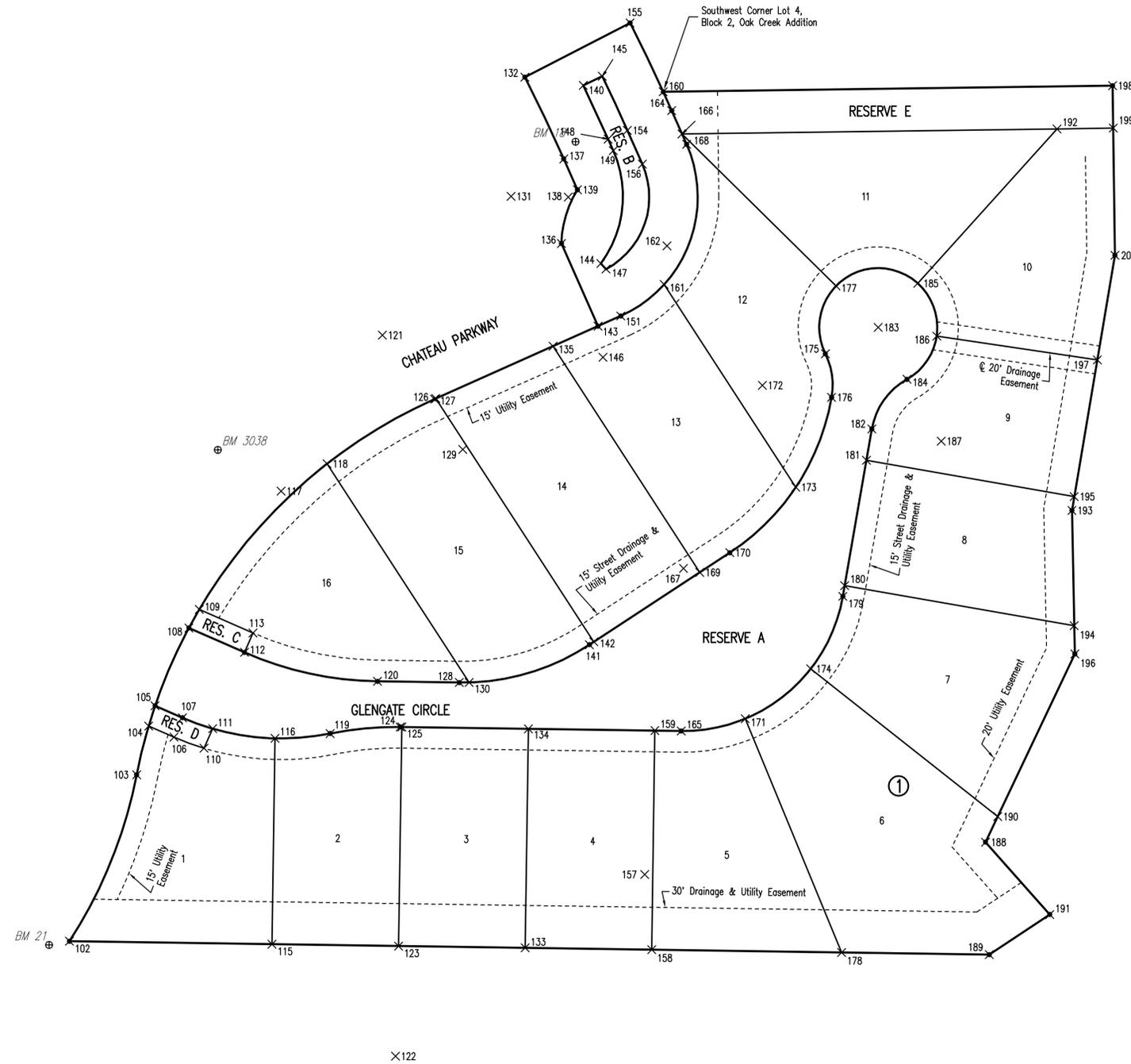
ENTERED ON TRANSFER RECORD THIS 24TH DAY OF APRIL, 2012.
Kelly Arnold, COUNTY CLERK
KELLY ARNOLD



No.	Revision	By	Date
GLENVIEW-PRIVATE PAVING IMPROVEMENTS			
PLAT			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A. 303 SOUTH TOPEKA WICHITA, KS 67202 316-262-2691 www.pec1.com			
Designed by	BMM, JAG	Job No. 35-11339-001	Sht. 3 of 19
Drawn by	BJS	Date March 2012	

GLENVIEW

AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS
BUBBLE MAP



BENCHMARK LIST

- BM #18 - CHISELED SQUARE ON CENTER FACE OF CURB INLET ON WEST SIDE OF CHATEAU PARKWAY, 600' SOUTH OF 21ST STREET NORTH NEAR NORTHWEST CORNER GLENVIEW ADDITION. ELEV. = 1378.64 NGVD29
- BM #3038 - BRASS DISC ON TOP OF WEST CURB OF CHATEAU PARKWAY, 165 FEET NORTH OF GLENVIEW CIRCLE. ELEV. = 1384.11 NGVD29
- BM #21 - CHISELED SQUARE ON WEST SIDE OF CONCRETE BASE FOR LIGHT POLE ON EAST SIDE OF CHATEAU PARKWAY NEAR SOUTHWEST CORNER OF GLENVIEW ADDITION, 1200'± SOUTH OF 21ST STREET NORTH. ELEV. = 1389.81 NGVD29

CONTROL POINTS

- Pt. No. 2564
N-386,218.0002, E-2,371,797.9142
PK NAIL AND SHINER IN C OF CHATEAU PARKWAY AND GLENGATE CIR.
1. 57.11' SW TO CENTER WATER VALVE
2. 64.45' SE TO CENTER WATER VALVE
3. 64.02' NE TO CENTER LIGHT POLE

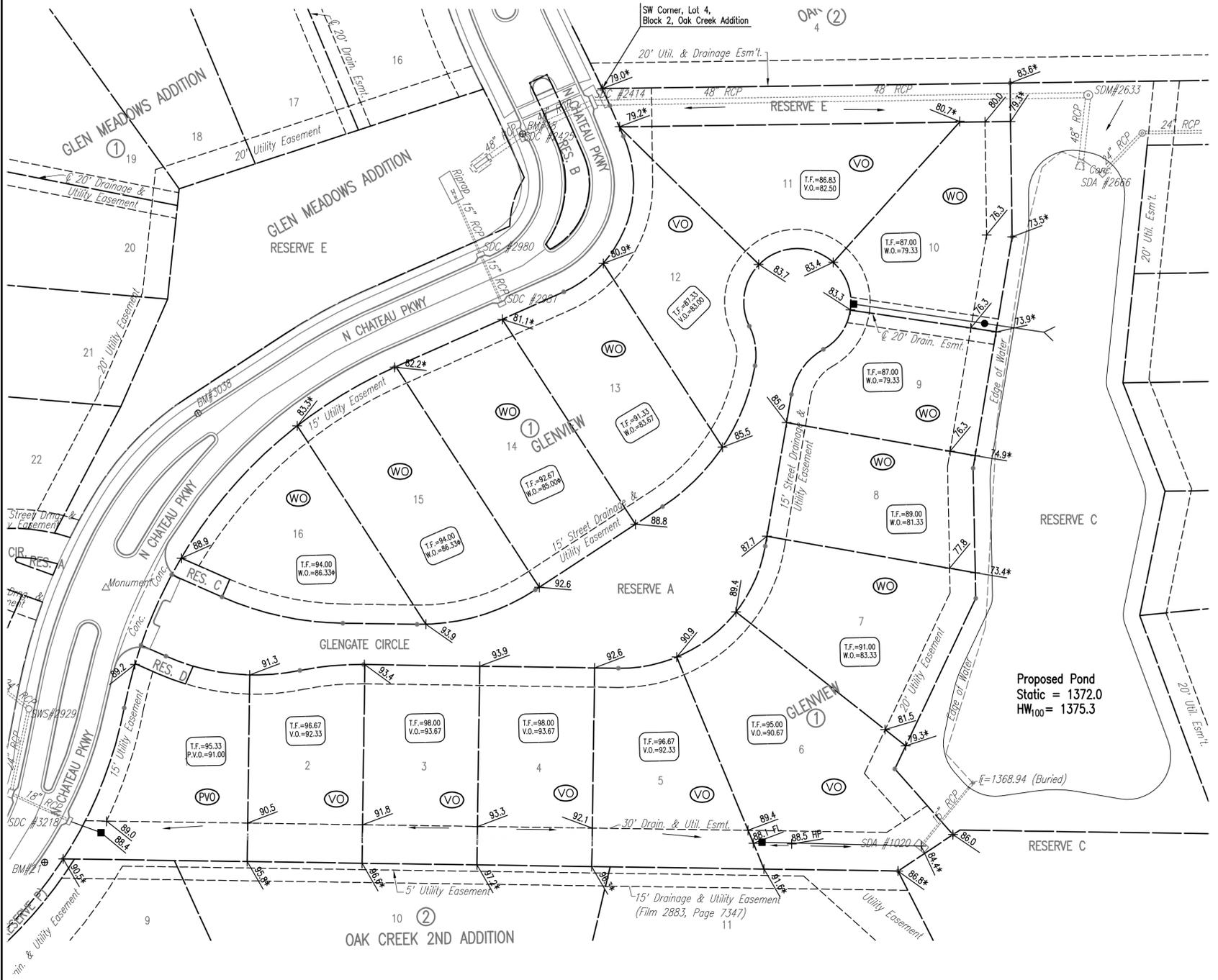
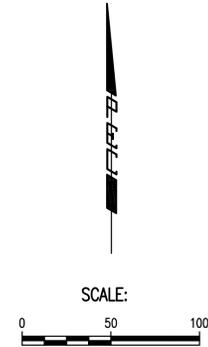
Pt. #	Northing	Easting
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104	386158.9417	2371820.8301
105	386173.3012	2371825.4310
106	386151.0290	2371838.9277
107	386164.7728	2371844.9368
108	386228.2762	2371849.4673
109	386241.4043	2371856.8845
110	386143.1789	2371860.2827
111	386157.0306	2371866.3389
112	386211.0015	2371888.9776
113	386224.7452	2371894.9866
114	386224.7453	2371894.9867
115	386004.5717	2371908.5892
116	386150.1708	2371910.6913
117	386325.1167	2371915.0427
118	386344.4840	2371947.7645
119	386153.6253	2371949.9098
120	386190.5084	2371983.5890
121	386435.4829	2371987.1258
122	385925.2968	2371996.3328
123	386003.2725	2371998.5799
124	386158.2725	2371999.6964
125	386158.2564	2372000.8174
126	386390.1781	2372024.1355
127	386390.6179	2372025.1258
128	386189.6686	2372041.7580
129	386354.6514	2372044.1400
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137	386560.1889	2372116.0003
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140	386612.1123	2372129.8802
141	386216.4481	2372134.2779
142	386218.4814	2372137.3954
143	386441.7818	2372140.3251
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145	386618.5857	2372143.4119
146	386419.7200	2372143.9058
147	386482.1867	2372146.0010
148	386574.1925	2372147.5304
149	386565.8877	2372151.2188
150	386565.8865	2372151.2194

Pt. #	Northing	Easting
151	386449.0193	2372156.6209
152	386449.0196	2372156.6215
153	386580.2810	2372161.2391
154	386580.2800	2372161.2396
155	386656.2872	2372163.1364
156	386556.4390	2372171.8282
157	386053.8567	2372173.5072
158	386000.6741	2372178.5611
159	386155.6579	2372180.7987
160	386607.5693	2372186.7749
161	386471.2833	2372187.4156
162	386498.5597	2372189.3279
163	386594.2846	2372192.7693
164	386594.2837	2372192.7697
165	386155.3883	2372199.4772
166	386577.7470	2372200.1142
167	386270.3763	2372201.1373
168	386570.4426	2372203.3583
169	386267.6476	2372212.7790
170	386281.5167	2372234.0437
171	386164.1147	2372245.1086
172	386399.9942	2372257.2014
173	386327.8506	2372280.9642
174	386199.3182	2372291.5572
175	386422.2233	2372301.9883
176	386391.4178	2372306.4604
177	386470.3087	2372309.6281
178	385998.7252	2372313.5470
179	386250.6505	2372314.4329
180	386258.3030	2372315.7653
181	386346.9691	2372331.2029
182	386369.0605	2372335.0492
183	386440.8957	2372339.6094
184	386404.1860	2372360.0153
185	386472.0453	2372367.7821
186	386434.7748	2372381.1610
187	386360.4841	2372384.3081
188	386076.7828	2372415.9017
189	385997.2095	2372418.5361
190	386094.8361	2372424.5086
191	386025.5991	2372461.5517
192	386581.3536	2372466.6443
193	386311.4731	2372477.3043
194	386229.8899	2372478.9570
195	386321.2435	2372478.9588
196	386209.8940	2372479.3621
197	386417.9558	2372495.3361
198	386611.8920	2372506.2347
199	386581.8948	2372506.6406
200	386491.9030	2372507.8583

No.	Revision	By	Date
GLENVIEW-PRIVATE PAVING IMPROVEMENTS			
PLAT COORDINATE POINTS			
PECC PROFESSIONAL ENGINEERING CONSULTANTS, P.A. 303 SOUTH TOPEKA WICHITA, KS 67202 316-262-2691 www.pec1.com			
Designed by	BMM, JAG	Job No. 35-11339-001	Sht. 4 of 19
Drawn by	BJS	Date March 2012	

GLENVIEW

AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS
FOUR-CORNER PLAN



- LEGEND**
- SPOT ELEVATION
 - HIGH POINT ELEVATION
 - MATCH EXISTING ELEVATION
 - STORM SEWER AND INLET
 - STORM SEWER AND MANHOLE
 - VIEW-OUT BASEMENT
 - VIEW-OUT BASEMENT
 - VIEW-OUT BASEMENT

ADD 1300 TO ELEVATIONS FOR N.G.V.D. DATUM.
 ♦ EXTENDED FOOTINGS OR FOUNDATIONS MAY BE NECESSARY.

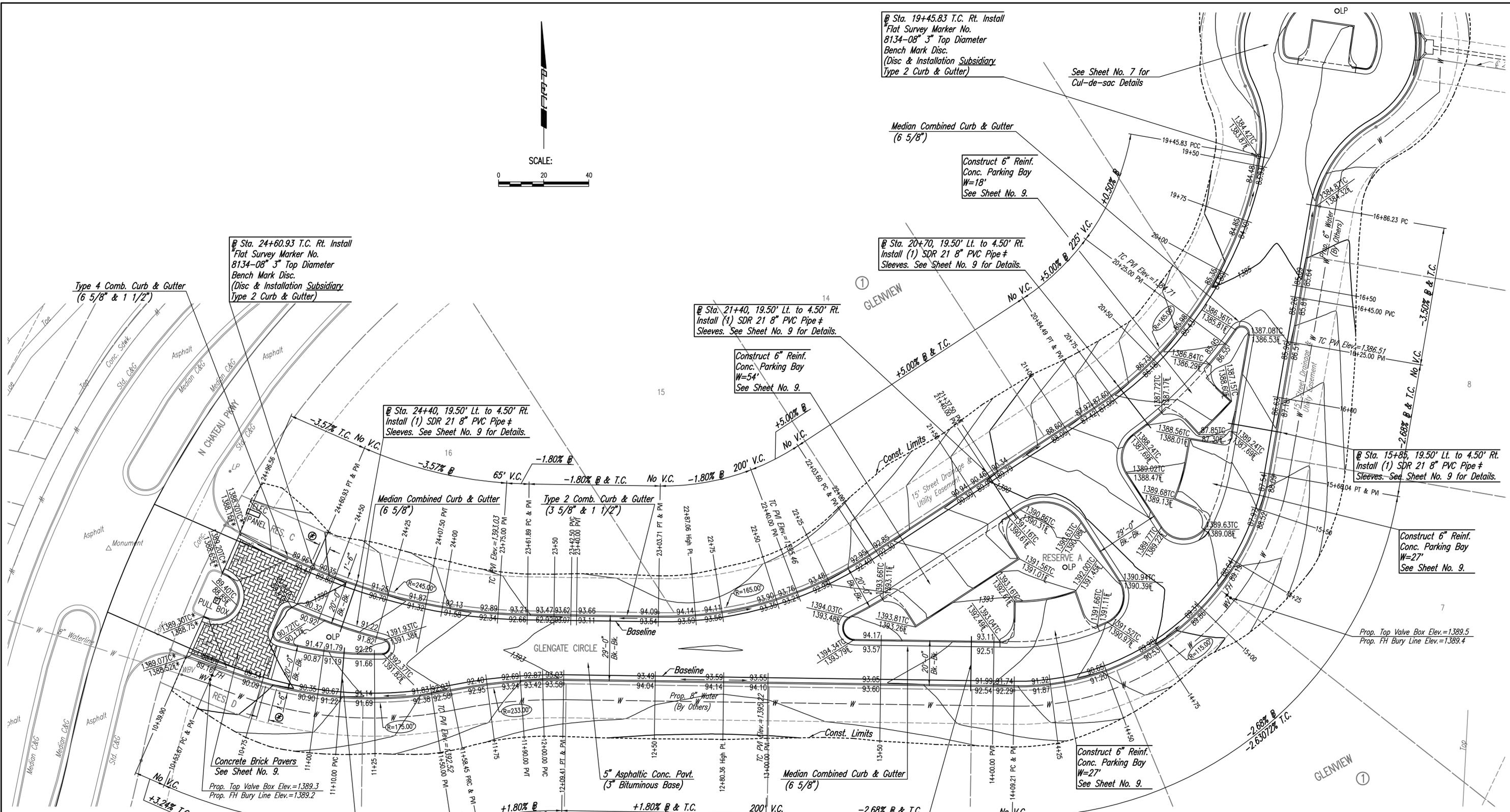
MINIMUM PAD ELEVATIONS (LOWEST OPENING) SHALL BE AS FOLLOWS:		
BLOCK	CITY DATUM	N.G.V.D.
BLOCK 1	197.6	1385.0
LOT 6	191.6	1379.0
LOT 7	191.6	1379.0
LOTS 8-10	191.6	1379.0

Correct City Datum Elev. = 191.6 per Affidavit/Certificate of Correction recorded at Film 2928, Page 6044 04/24/2012.

Served 08-06-2012 9:11:03 AM by BJS
 Plot Scale 1:50 08-08-2012 1:05:59 PM by BILL J. SEASON
 G:\2011\11339-001\11339-001-05C-4 Corner

No.	Revision	By	Date
	GLENVIEW-PRIVATE PAVING IMPROVEMENTS		
FOUR CORNER LOT GRADING PLAN			
(FOR INFORMATION ONLY)			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A. 303 SOUTH TOPEKA WICHITA, KS 67202 316-262-2691 www.pec1.com			
Designed by	BMM, JAG	Job No.	35-11339-001
Drawn by	BJS	Date	March 2012
			Sht. 5 of 19

Sowed: 08-07-2012 6:41:45 AM by BJS
 Plot Scale: 1:20 08-08-2012 1:07:59 PM by BJS
 G:\2011\11339\001\11339-001-66C-GLENGATE CIR-PLAN



@ Sta. 24+60.93 T.C. Rt. Install
 Flat Survey Marker No.
 8134-08 3" Top Diameter
 Bench Mark Disc.
 (Disc & Installation Subsidiary
 Type 2 Curb & Gutter)

Type 4 Comb. Curb & Gutter
 (6 5/8" & 1 1/2")

@ Sta. 24+40, 19.50' Lt. to 4.50' Rt.
 Install (1) SDR 21 8" PVC Pipe &
 Sleeves. See Sheet No. 9 for Details.

@ Sta. 21+40, 19.50' Lt. to 4.50' Rt.
 Install (1) SDR 21 8" PVC Pipe &
 Sleeves. See Sheet No. 9 for Details.

Construct 6" Reinf.
 Conc. Parking Bay
 W=54'
 See Sheet No. 9.

@ Sta. 20+70, 19.50' Lt. to 4.50' Rt.
 Install (1) SDR 21 8" PVC Pipe &
 Sleeves. See Sheet No. 9 for Details.

Construct 6" Reinf.
 Conc. Parking Bay
 W=18'
 See Sheet No. 9.

See Sheet No. 7 for
 Cul-de-sac Details

@ Sta. 15+85, 19.50' Lt. to 4.50' Rt.
 Install (1) SDR 21 8" PVC Pipe &
 Sleeves. See Sheet No. 9 for Details.

Construct 6" Reinf.
 Conc. Parking Bay
 W=27'
 See Sheet No. 9.

Concrete Brick Pavers
 See Sheet No. 9.
 Prop. Top Valve Box Elev.=1389.3
 Prop. FH Bury Line Elev.=1389.2

5" Asphaltic Conc. Pavt.
 (3" Bituminous Base)

Construct 6" Reinf.
 Conc. Parking Bay
 W=27'
 See Sheet No. 9.

@ Sta. 11+00, 19.50' Lt. to 4.50' Rt.
 Install (1) SDR 21 8" PVC Pipe &
 Sleeves. See Sheet No. 9 for Details.

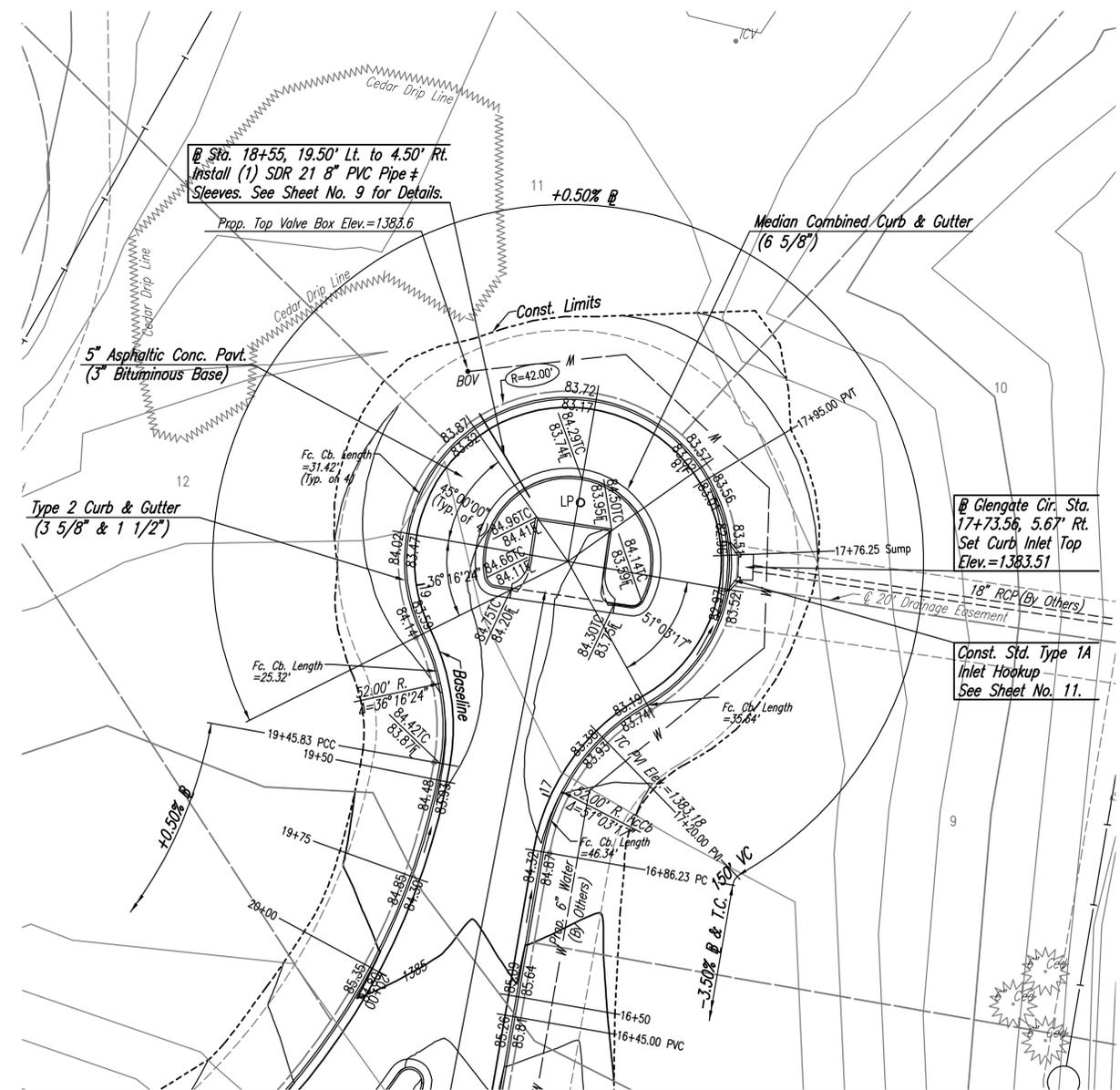
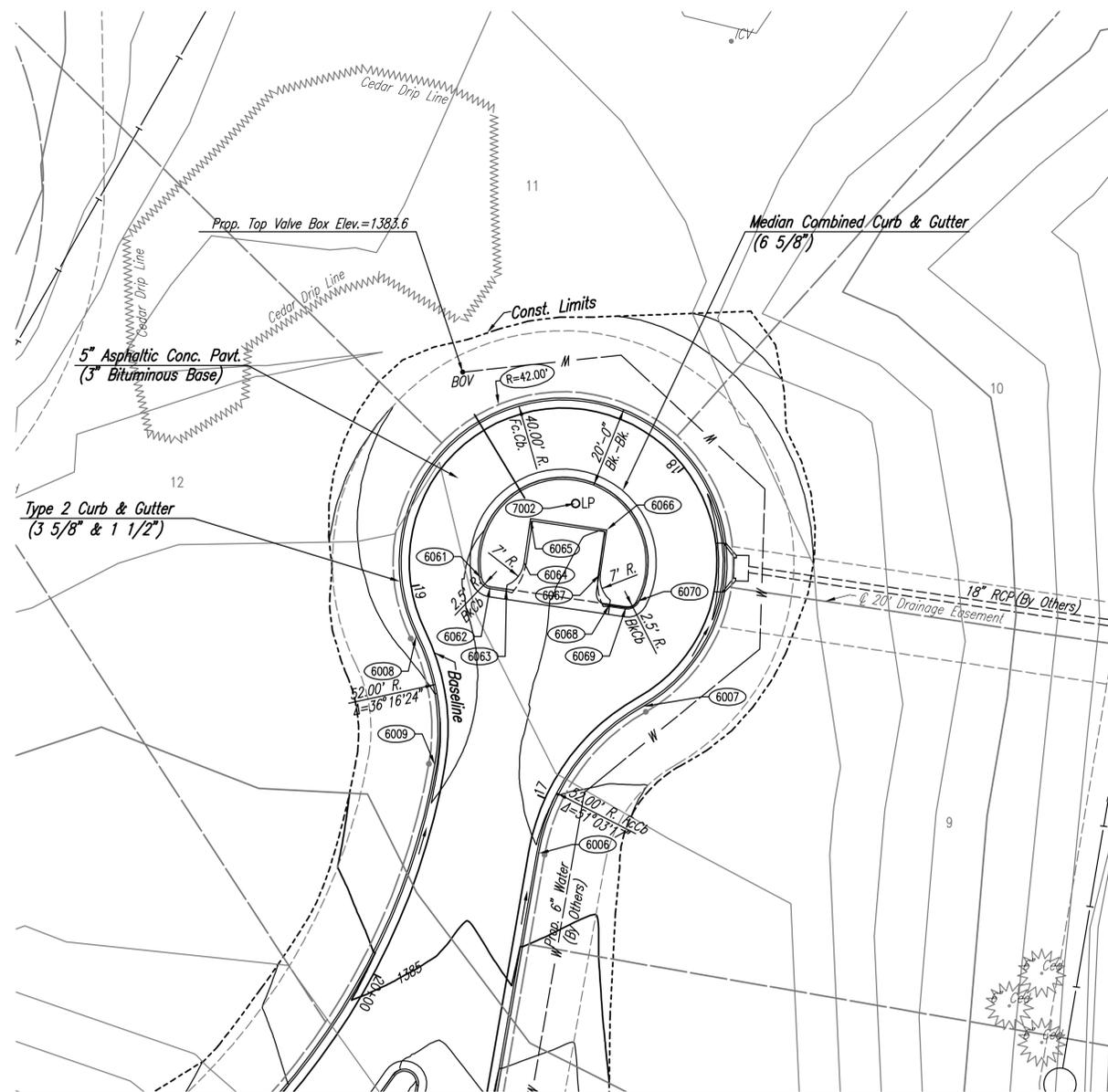
@ 5' Transition from Type 4 Comb. Curb and Gutter
 (6 5/8" & 1 1/2") to Type 2 Comb. Curb and Gutter
 (3 5/8" & 1 1/2"). To be bid and paid for
 as "Type 2 Comb. Curb and Gutter (3 5/8" & 1 1/2)".

† Sleeves to be 42" below top of curb.
 Each end of 4" PVC pipe sleeves shall be capped
 and marked with steel "T" posts or 2" dia.
 steel pipe a maximum of 12" above finished
 grade. Pipe, caps, markers, and installation
 thereof shall be paid for at the unit price bid
 per each "PVC Sleeves".

@ Sta. 13+90, 19.50' Lt. to 4.50' Rt.
 Install (1) SDR 21 8" PVC Pipe &
 Sleeves. See Sheet No. 9 for Details.

NOTE: THIS STREET TO BE CONSTRUCTED WITH
 ROLL-TYPE CURB. TOP OF CURB ELEVATIONS
 GIVEN ARE FOR FULL HEIGHT CURB.

No.	Revision	By	Date
GLENGATE PRIVATE PAVING IMPROVEMENTS			
PAVING PLAN GLENGATE CIRCLE			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A. 303 SOUTH TOPEKA WICHITA, KS 67202 316-262-2691 www.pec1.com			
Designed by	BMM, JAG	Job No. 35-11339-001	Sht. 6 of 19
Drawn by	BJS	Date	March 2012



GEOMETRY PLAN

GRADING PLAN

COORDINATE LIST		
POINT	NORTH	EAST
6006	386,369.3178	2,372,333.5714
6007	386,405.4971	2,372,359.2865
6008	386,422.8901	2,372,303.3320
6009	386,391.1605	2,372,307.9381

COORDINATE LIST FOR LIGHT POLE		
POINT	NORTH	EAST
7002	386,455.4116	2,372,342.6909

7002 = COORDINATE POINT NO.
SEE SHEET NO. 4 FOR PLAT COORDINATES

6061	386,436.9520	2,372,319.4923
6062	386,434.9596	2,372,321.5812
6063	386,434.3656	2,372,325.6138
6064	386,440.7962	2,372,329.9922
6065	386,451.6787	2,372,331.5953
6066	386,448.9098	2,372,350.3924
6067	386,438.0272	2,372,348.7893
6068	386,430.6072	2,372,351.1274
6069	386,430.0132	2,372,355.1600
6070	386,431.3186	2,372,357.7347

6006 = COORDINATE POINT NO.
SEE SHEET NO. 4 FOR PLAT COORDINATES

NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

‡ Sleeves to be 42" below top of curb. Each end of 4" PVC pipe sleeves shall be capped and marked with steel "T" posts or 2" dia. steel pipe a maximum of 12" above finished grade. Pipe, caps, markers, and installation thereof shall be paid for at the unit price bid per each "PVC Sleeves".

No.	Revision	By	Date
GLENVIEW-PRIVATE PAVING IMPROVEMENTS			
PAVING PLAN CUL-DE-SAC			
PEC PROFESSIONAL ENGINEERING CONSULTANTS, P.A. 303 SOUTH TOPEKA WICHITA, KS 67202 316-262-2691 www.pec1.com			
Designed by	BMM, JAG	Job No. 35-11339-001	Sht. 7 of 19
Drawn by	BJS	Date March 2012	

POINT	NORTH	EAST
6000	386,170.0423	2,371,832.1604
6001	386,160.8511	2,371,859.1941
6002	386,155.0952	2,371,949.6109
6003	386,159.7724	2,371,999.7180
6004	386,156.8881	2,372,199.4989
6005	386,250.9078	2,372,312.9552
6006	386,369.3178	2,372,333.5714
6007	386,405.4971	2,372,359.2865
6008	386,422.8901	2,372,303.3320
6009	386,391.1605	2,372,307.9381
6010	386,280.2603	2,372,234.8632
6011	386,215.1917	2,372,135.0973
6012	386,188.1688	2,372,041.7364
6013	386,189.0086	2,371,983.5674
6014	386,209.6271	2,371,888.3767
6015	386,217.8965	2,371,869.4631
6016	386,225.0733	2,371,856.2334
6017	386,206.8024	2,371,848.3869
6018	386,193.1878	2,371,854.6320
6019	386,188.1236	2,371,840.2716
6020	386,181.4956	2,371,871.3480
6021	386,177.4069	2,371,873.2805

POINT	NORTH	EAST
6022	386,171.6762	2,371,919.3161
6023	386,177.5783	2,371,919.9883
6024	386,191.8360	2,371,879.1433
6025	386,190.2891	2,371,875.1927
6026	386,177.9111	2,372,128.7868
6027	386,176.9802	2,372,193.2604
6028	386,187.3921	2,372,199.4392
6029	386,194.8930	2,372,199.5475
6030	386,199.3878	2,372,226.8452
6031	386,189.0229	2,372,230.5292
6032	386,183.8027	2,372,236.4540
6033	386,185.6468	2,372,240.6743
6034	386,203.8029	2,372,245.8585
6035	386,229.3890	2,372,229.1710
6036	386,235.0694	2,372,202.1852
6037	386,231.7788	2,372,197.1398
6038	386,219.6910	2,372,197.8270
6039	386,213.4091	2,372,201.9241
6040	386,183.3631	2,372,155.8564
6041	386,189.6430	2,372,151.7561
6042	386,195.4487	2,372,141.2829
6043	386,187.3946	2,372,126.6470

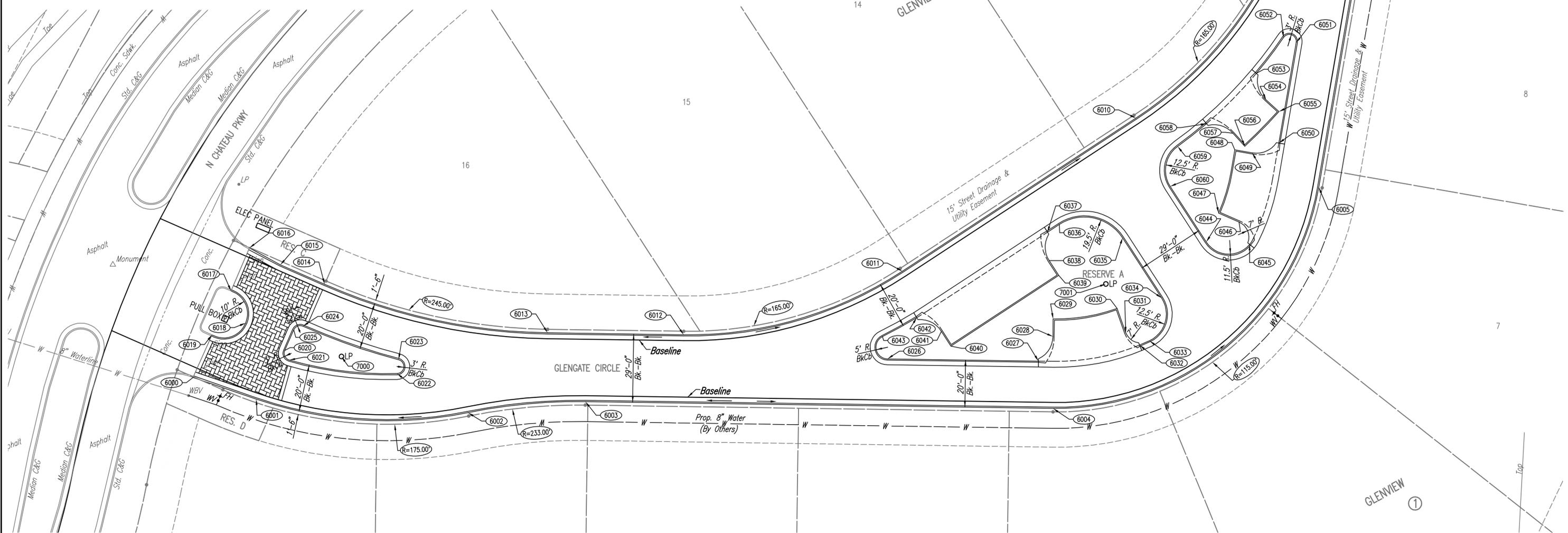
POINT	NORTH	EAST
6044	386,227.6210	2,372,264.9470
6045	386,226.5918	2,372,283.4558
6046	386,236.0998	2,372,278.9120
6047	386,239.8770	2,372,270.2029
6048	386,266.7851	2,372,277.1479
6049	386,265.4986	2,372,284.5367
6050	386,269.6361	2,372,295.9151
6051	386,312.3320	2,372,303.3488
6052	386,314.5385	2,372,297.9159
6053	386,299.2988	2,372,286.3172
6054	386,288.0489	2,372,290.4514
6055	386,283.0255	2,372,296.0139
6056	386,268.2943	2,372,281.3559
6057	386,273.8397	2,372,276.2916
6058	386,277.9099	2,372,265.0344
6059	386,268.2441	2,372,252.7052
6060	386,251.2629	2,372,249.5274
6061	386,436.9520	2,372,319.4923
6062	386,434.9596	2,372,321.5812
6063	386,434.3656	2,372,325.6138
6064	386,440.7962	2,372,329.9922
6065	386,451.6787	2,372,331.5953

POINT	NORTH	EAST
6066	386,448.9098	2,372,350.3924
6067	386,438.0272	2,372,348.7893
6068	386,430.6072	2,372,351.1274
6069	386,430.0132	2,372,355.1600
6070	386,431.3186	2,372,357.7347

6000 = COORDINATE POINT NO.
SEE SHEET NO. 4 FOR PLAT COORDINATES

POINT	NORTH	EAST
7000	386,178.9412	2,371,895.5721
7001	386,209.7606	2,372,222.0300
7002	386,455.4116	2,372,342.6909

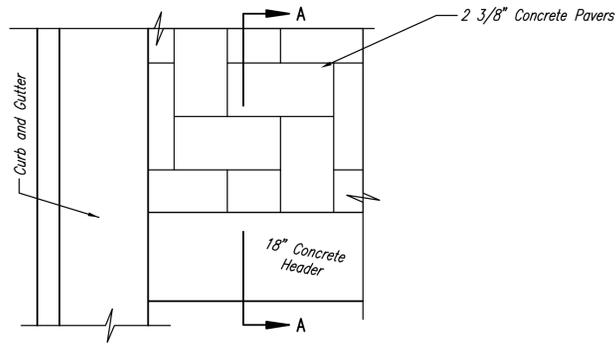
7000 = COORDINATE POINT NO.
SEE SHEET NO. 4 FOR PLAT COORDINATES



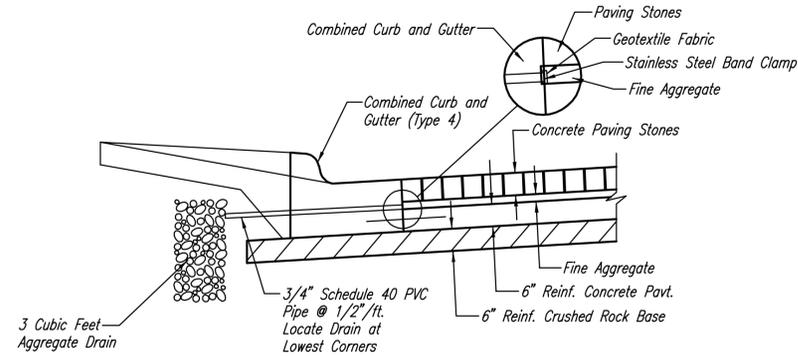
See Sheet No. 7 for
Cul-de-sac Details

Sowed 08-08-2012 12:59:10 PM by BJS
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 G:\2011\11339\001\11339-001-08C-GLENGATE CIR-GEOMETRY PLAN

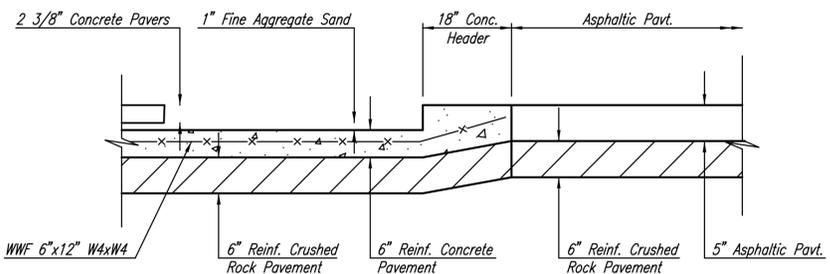
No.	Revision	By	Date
GLENGATE PRIVATE PAVING IMPROVEMENTS			
GEOMETRY PLAN-GLENGATE CIRCLE			
PEC PROFESSIONAL ENGINEERING CONSULTANTS, P.A. 303 SOUTH TOPEKA WICHITA, KS 67202 316-262-2691 www.pec1.com			
Designed by	BMM, JAG	Job No. 35-11339-001	Sht. 8 of 19
Drawn by	BJS	Date March 2012	



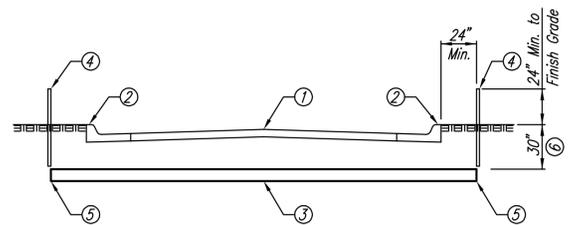
PLAN



BRICK PAVEMENT DRAIN DETAIL
(4 Required)



SECTION A-A THRU CROSS WALK
CROSS WALK DETAILS



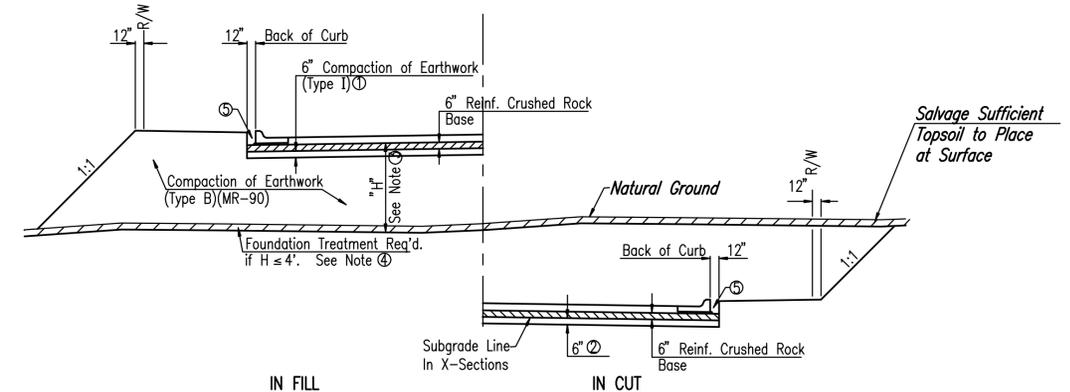
SDR 21 PVC PIPE SLEEVES

Payment for "PVC Sleeves" Shall be Per Each, Regardless of Length, and Shall Include Items 2 thru 5 Listed Below.

- ① Pavement/Street
- ② Permanent Mark on Top of Curb, Stamped in Wet Concrete—"x" or "s"
- ③ 8" SDR 21 PVC Pipe Sleeve Extended 2' Past Back of Curbs. Sleeves Shall be Bedded and Backfilled in Accordance with City of Wichita Specifications for Flexible Sanitary/Storm Sewer Pipe.
- ④ Temporary T-Post Marker, Until Permanent Benchmark is Made in Concrete (2 Total)
- ⑤ 8" PVC Caps-Not Glued (2 Total)
- ⑥ Adjust Depth Where Necessary to Avoid Other Utilities.

GENERAL NOTES
BRICK PAVEMENT

1. CONCRETE PAVING BRICK SHALL BE 2 3/8" MIN. THICKNESS AND MEET OR EXCEED ASTM C-936-82. PAVING STONES TO BE "HOLLAND STONE" IN THE ANTIQUE RED COLOR AS MANUFACTURED BY PAVESTONE CO., OR APPROVED EQUAL. STONES SHALL BE LAID IN A HERRINGBONE PATTERN.
2. SAND BEDDING SHALL MEET THE CITY'S REQUIREMENTS FOR FINE AGGREGATE. AN UNCOMPACTED SAND LAYING COURSE SHALL BE SPREAD EVENLY OVER THE AREA TO BE PAVED AND THEN SCREEDED TO A LEVEL OF APPROXIMATELY 1" THICKNESS. ONCE SCREEDED AND LEVELED TO THE DESIRED ELEVATION, THE SAND LAYING COURSE SHALL NOT BE DISTURBED IN ANY WAY.
3. THE PAVING BRICK SHALL BE INSTALLED PERPENDICULAR AND PARALLEL TO THE MAJOR AXIS OF THE CROSSWALK OR AREA BEING PAVED. STONES SHALL BE PLACED WITH THE CHAMFERED SIDE UP, AND JOINT SPACES KEPT UNIFORM APPROXIMATELY 1/8" THICK. THE GAPS AT THE EDGE OF THE PAVED SURFACE SHALL BE FILLED WITH STONES CUT TO FIT. CUTTING SHALL BE ACCOMPLISHED TO LEAVE A CLEAN EDGE TOWARD THE TRAFFIC SURFACE, USING A MASONRY SAW. WHENEVER POSSIBLE, NO CUTS SHOULD RESULT WITH A PAVER LESS THAN ONE-THIRD OF ITS ORIGINAL DIMENSION.
4. PAVING BRICK SHALL BE VIBRATED TO THEIR FINAL LEVEL IN THE SAND LAYING COURSE BY TWO OR THREE PASSES OF A VIBRATING COMPACTOR CAPABLE OF 3000 TO 5000 POUNDS COMPACTION FORCE WITH THE SURFACE CLEAN AND JOINTS OPEN.
5. AFTER VIBRATION, CLEAN CONCRETE SAND SHALL BE SPREAD OVER THE PAVING STONE SURFACE, ALLOWED TO DRY, AND VIBRATED INTO JOINTS WITH ADDITIONAL PASSES OF THE PLATE VIBRATOR SO AS TO COMPLETELY FILL THE JOINTS. A LIGHT COATING OF SAND SHALL BE SWEEPED OVER THE COMPLETED SURFACE AND LEFT TO WEATHER IN.
6. PLACEMENT AND COMPACTION OF SAND FOR INSTALLATION OF THE PAVING BRICK IS SUBSIDIARY TO THE PAVING BRICK ITEM. PLACEMENT OF THE 5" REINFORCED CONCRETE PAVEMENT UNDER ALL PAVING BRICK AREAS, INCLUDING THE 18" CONCRETE HEADER AT CROSS WALK SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARDS OF "CONCRETE BRICK PAVERS".



FOUNDATION TREATMENT & COMPACTION DIAGRAM

- ① ONLY PROJECT AREA SILTY CLAYS OR EQUAL PERMITTED (NO SHALE PERMITTED).
- ② WHERE SHALE OR OTHER UNSUITABLE MATERIAL IS ENCOUNTERED, OVEREXCAVATE TO A DEPTH OF 6 INCHES BELOW THE SUBGRADE LINE. BACKFILL WITH PROJECT AREA SILTY CLAYS OR EQUAL AND COMPACT TO TYPE I. WHERE SHALE IS NOT ENCOUNTERED, SCARIFY TO A DEPTH OF 6 INCHES BELOW THE SUBGRADE LINE AND COMPACT TO TYPE I. THIS WORK INCLUDING EXCAVATION, PLACEMENT, AND COMPACTION OF MATERIAL SHALL BE SUBSIDIARY.
- ③ "H", AS SHOWN, IS DEFINED AS THE FULL EMBANKMENT HEIGHT.
- ④ SCARIFY TO 6 INCHES DEPTH. COMPACT TO TYPE I (SUBSIDIARY).
- ⑤ BACKFILL WITH SUITABLE MATERIAL. COMPACT TO TYPE B (MR-90). THIS WORK INCLUDING EXCAVATION, PLACEMENT, AND COMPACTION OF THIS MATERIAL SHALL BE SUBSIDIARY.

CRUSHED ROCK
GRADATION REQUIREMENTS
PERCENT OF AGGREGATE RETAINED

2-1/2"	0
3/4"	20-60
#4	50-80
#40	80-94
#200	90-98

ROCK QUALITY SHALL CONFORM TO THE REQUIREMENTS SPECIFIED BY THE KDOT 1990 EDITION STANDARD SPECIFICATION SUBSECTION 1102 FOR DURABILITY CLASS I

GENERAL NOTES

FABRIC BASE REINFORCEMENT SHALL BE BX 1100 GEOTRID AS MANUFACTURED BY TENSAR CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

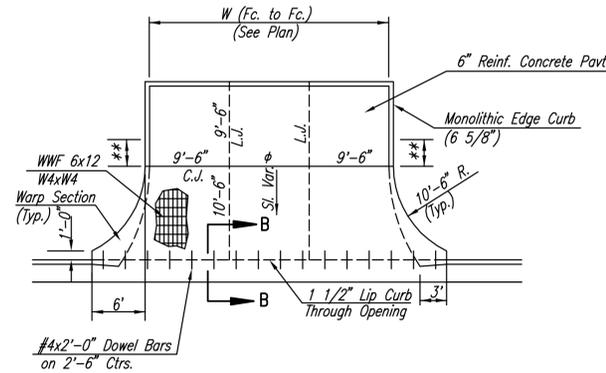
ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PRIOR TO PLACEMENT OF ASPHALT. TACK COAT WILL NOT BE APPLIED TO ROCK BASE.

A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.

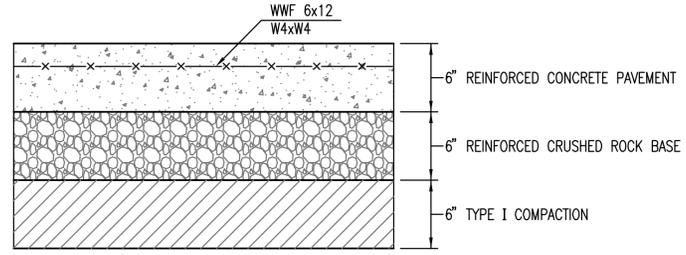
THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 5" ASPHALTIC CONCRETE (3 BITUMINOUS BASE).



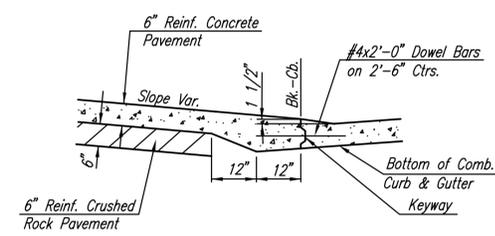
PLAN

PARKING BAY DETAILS

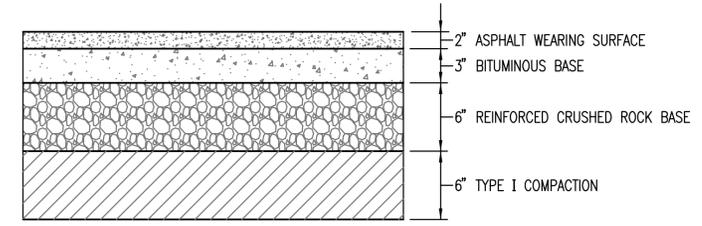
- 6"x12" W4xW4 WIRE FABRIC REINFORCING SHALL BE PLACED SUCH THAT THE WIRES WITH THE 6" SPACING WILL RUN PARALLEL WITH THE LONGITUDINAL JOINT.
- ** Taper Curb Height to 0" in 3 ft. (Typ. Both Side)
- φ Additional Concrete Panels shall be 9'-0" Wide. Number of Additional Concrete Panels Varies, See Plan Dimensions (W).



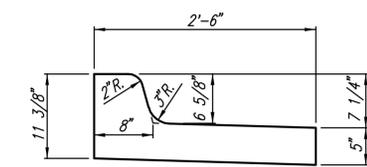
TYPICAL PAVEMENT SECTION
6" Reinf. Conc. Pavt.



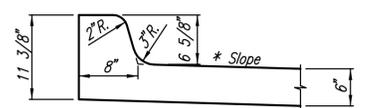
SECTION B-B



TYPICAL PAVEMENT SECTION
5" A.C. Pavement



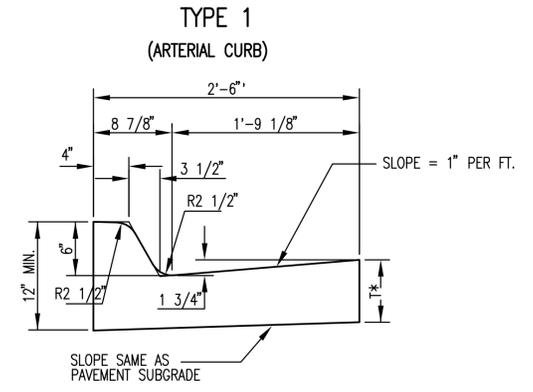
MEDIAN COMBINED CURB & GUTTER
(6 5/8")



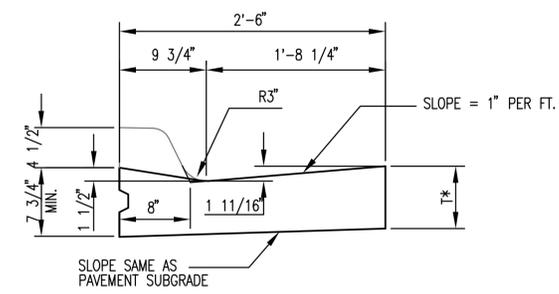
MONOLITHIC MEDIAN COMBINED CURB & GUTTER
(6 5/8")

* Slope to Match Adjacent Pavement

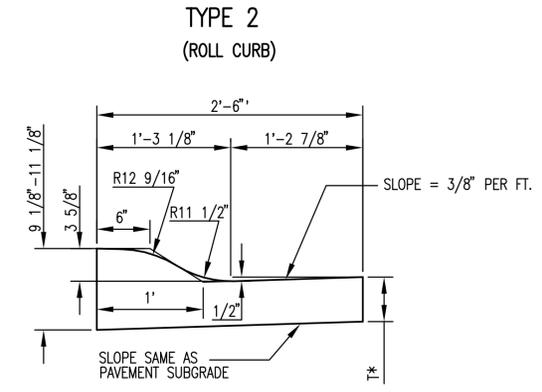
No.	Revision	By	Date
GLENVIEW-PRIVATE PAVING IMPROVEMENTS			
MISCELLANEOUS PAVING DETAILS			
PEC PROFESSIONAL ENGINEERING CONSULTANTS, P.A. 303 SOUTH TOPEKA WICHITA, KS 67202 316-262-2691 www.pec1.com			
Designed by	BMM, JAG	Job No. 35-11339-001	Sht. 9 of 19
Drawn by	BJS	Date March 2012	



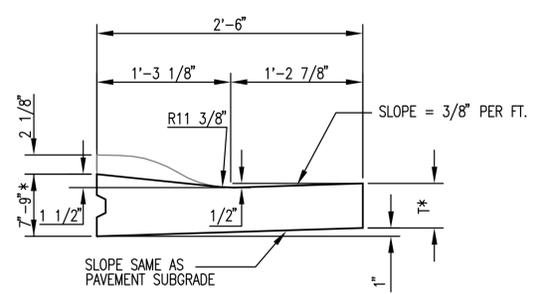
COMBINED CURB & GUTTER (6")



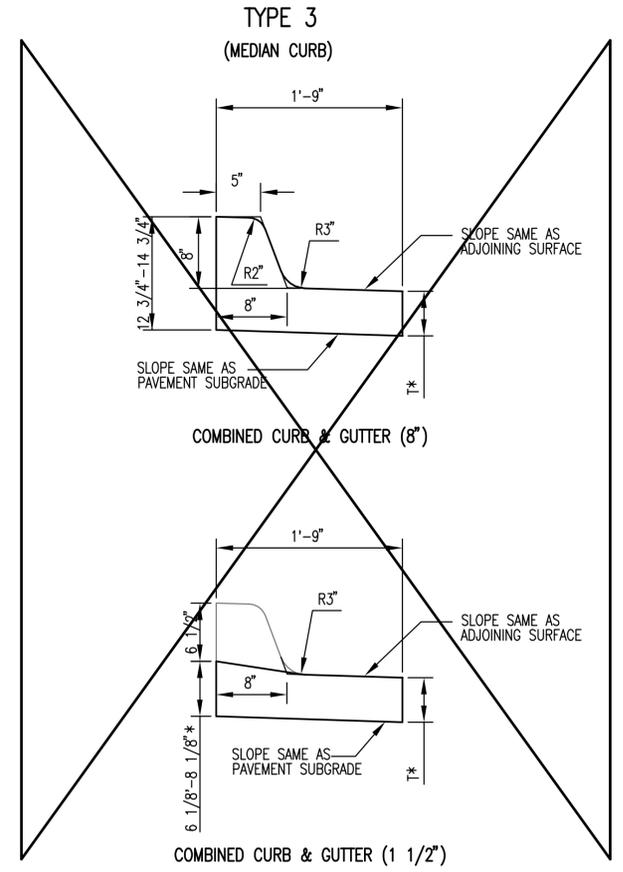
COMBINED CURB & GUTTER (1 1/2")



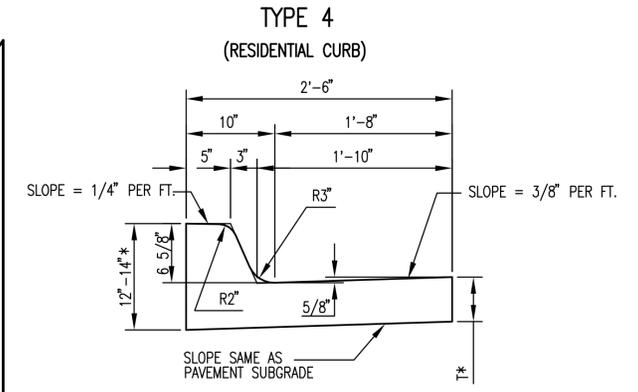
COMBINED CURB & GUTTER (3 5/8")



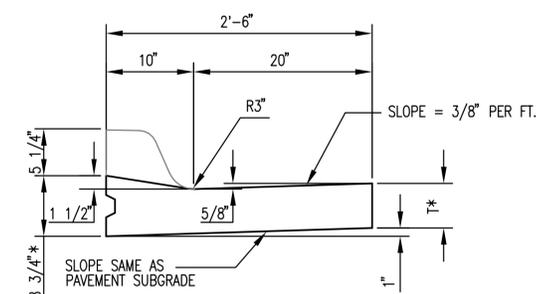
COMBINED CURB & GUTTER (1 1/2")



SEE MISC. PAVING DETAILS SHEET FOR MEDIAN CURB AND GUTTER



COMBINED CURB & GUTTER (6 5/8")

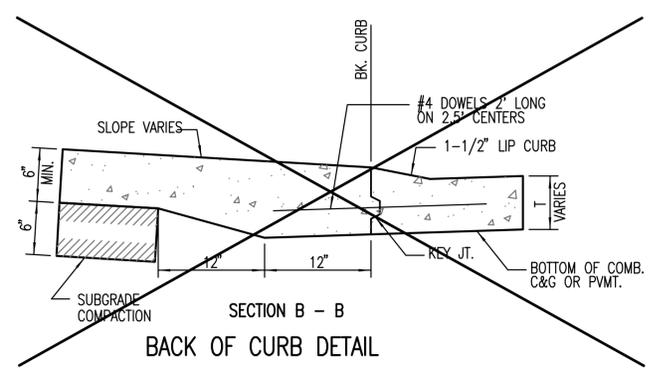


COMBINED CURB & GUTTER (1 1/2")

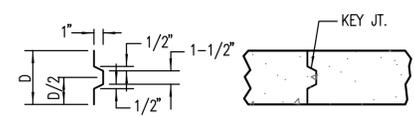
T* = THICKNESS OF CURB TO ADJUST WITH PAVEMENT THICKNESS

GENERAL NOTES

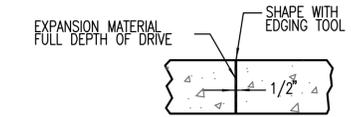
1. EXPANSION (ISOLATION) JOINTS SHALL BE CONSTRUCTED A MAXIMUM OF 300' APART AND AT ALL PIS, PCS, CUL-DE-SAC QUADRANTS, AND ENDS OF RETURNS.
2. CONTRACTION JOINTS SHALL BE CONSTRUCTED A MINIMUM OF 12' APART.
3. JOINT SEALER SHALL BE REQUIRED AT ALL JOINTS ON ARTERIAL AND INDUSTRIAL STREETS AND AT INTERSECTIONS ON RESIDENTIAL STREETS.



SEE MISC. PAVING DETAILS SHEET FOR SECTION B-B



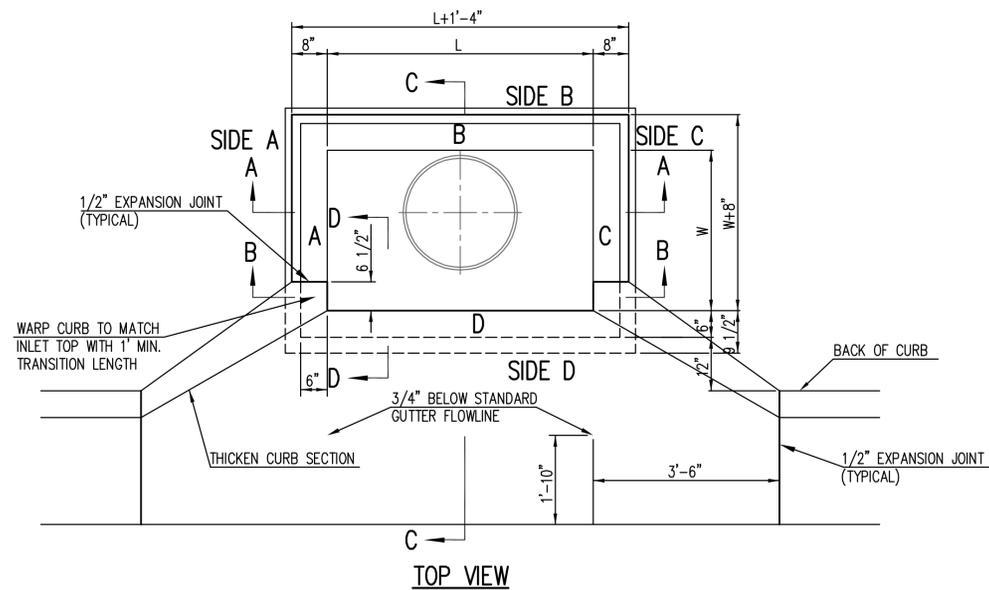
ALT. LONGITUDINAL CONSTRUCTION JOINT



EXPANSION JOINT (E.J.)

Sheet: 08-06-2012 2:52:18 PM by: BJS
 Plot Date: 1-10-08-08-2012 1:18:45 PM by: BJS
 C:\2011\11339\001\11339-001-10C-CURB AND GUTTER DTL

		CURB & GUTTER DETAILS	
		INTERIM CITY ENGINEER GARY JANZEN, P.E.	
PROJECT NUMBER	OCA NUMBER	DATE	
0217 PPP		12/2010	
CITY ENGINEER'S OFFICE		DESIGN	DRAWN
CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET	
		10 of 19	



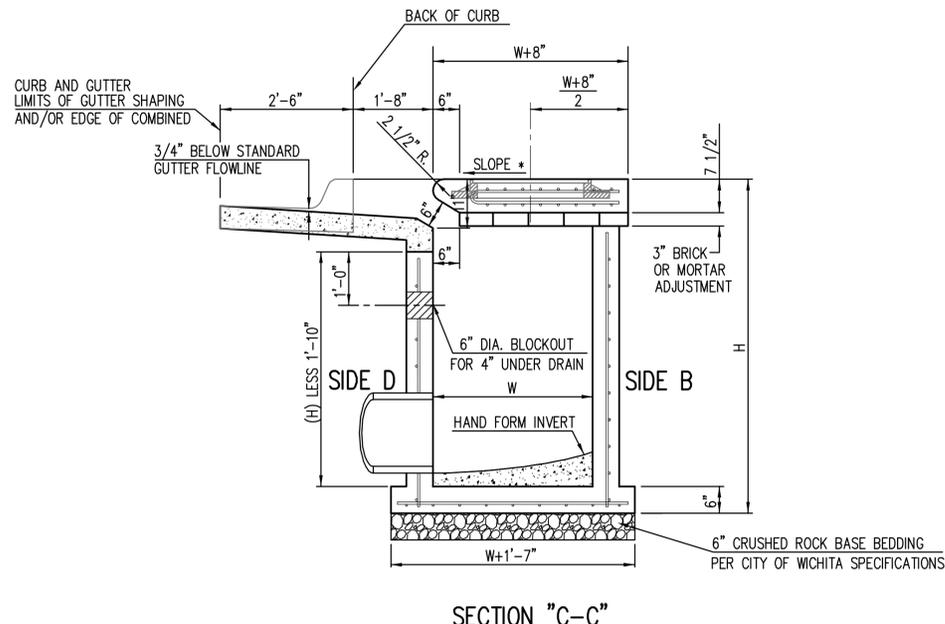
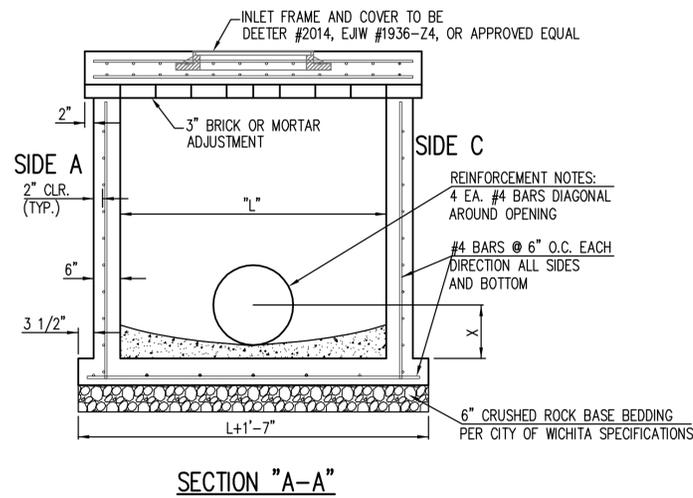
BAR SCHEDULE		
INLET OPENING	B1 BARS	SPACING
5'-0"	#4	4"
10'-0"	#6	3.5"

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

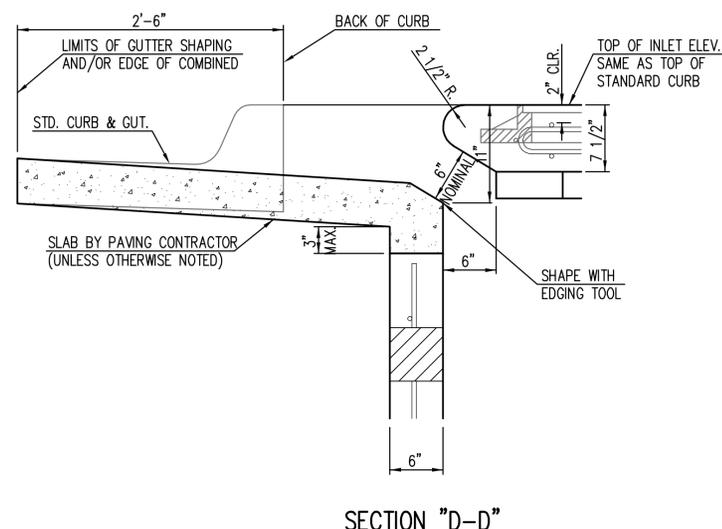
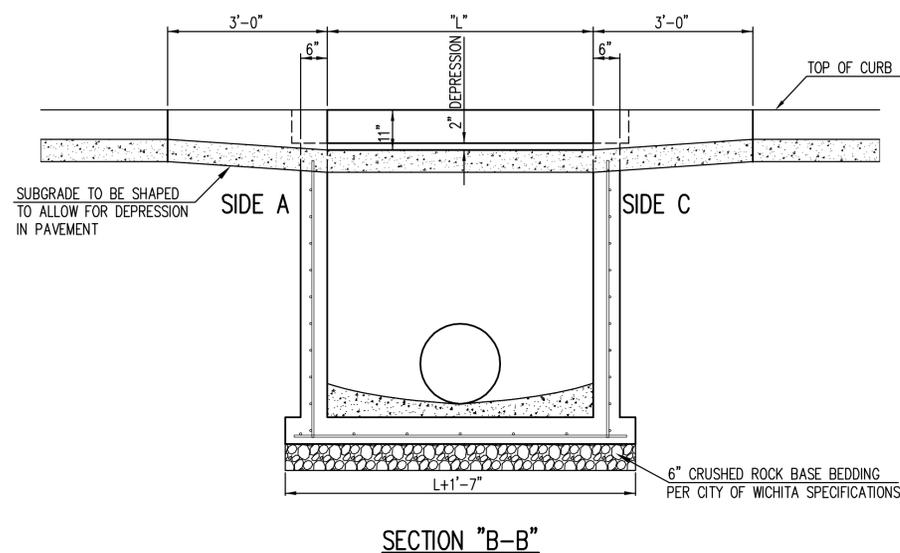
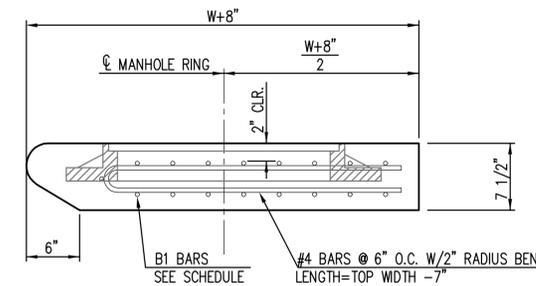
** FOR PIPES PERPENDICULAR TO INLET WALL

GENERAL NOTES

- CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
- CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP OF THIS INLET WHEN W=5'-0" AND H=7'-0" OR LESS.
- INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
- THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.
- INLET FRAME AND COVER TO BE DEETER #2014, EJJW #1936-Z4, OR APPROVED EQUAL, SEE SW-303.
- CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN INLET WALL SHALL BE GROUTED FLUSH TO THE INLET WALL WITH HYDRAULIC CEMENT AFTER THE INLET IS IN PLACE. LIFTING HOLES THRU THE INLET WALL WILL NOT BE ACCEPTED.



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

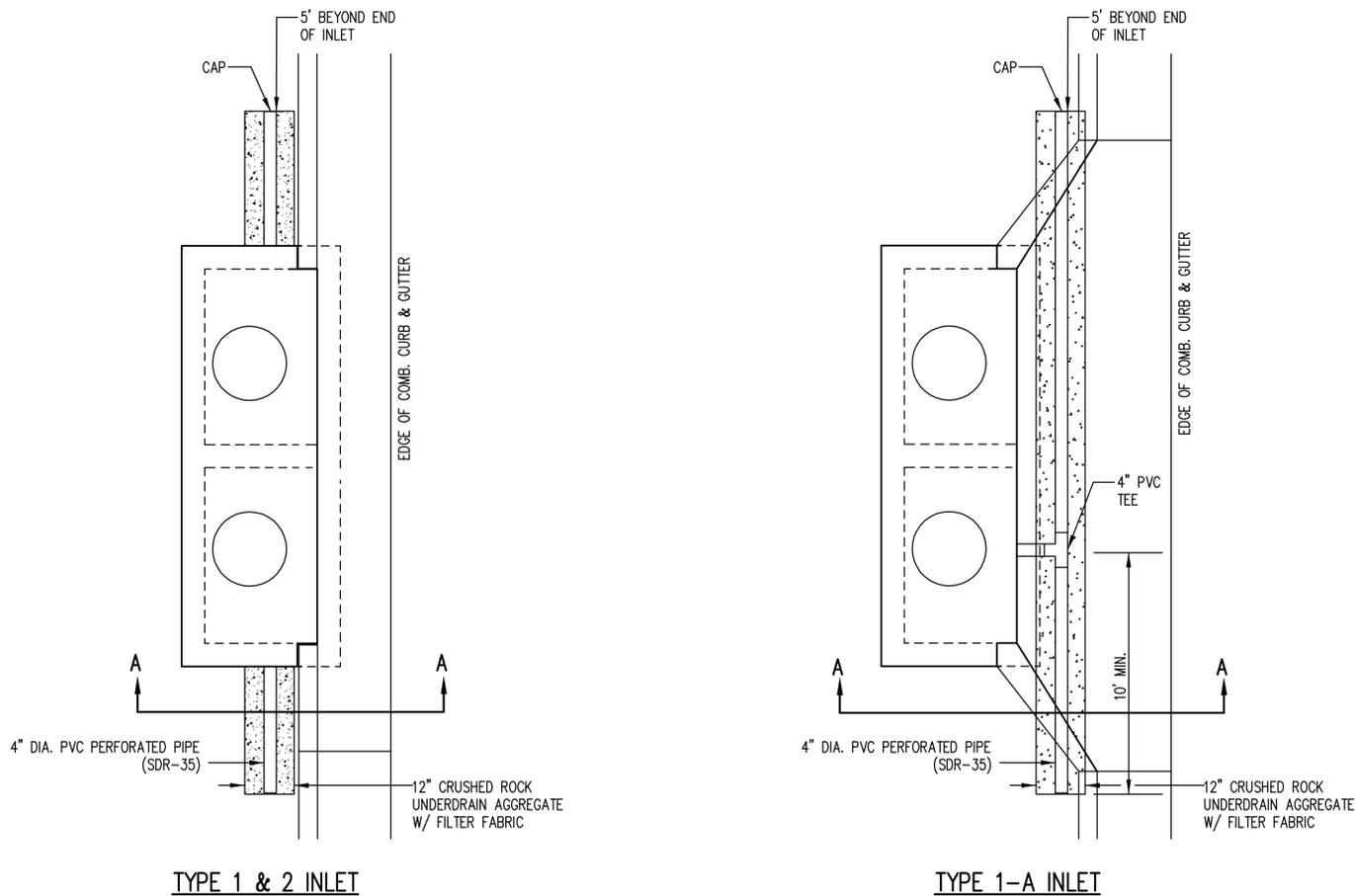


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 Plot Scale 1:20 08-06-2012 1:22:53 PM by BILL L. SESSON
 Q:\2011\1339\001\1339-001-11C-11C-1A Inlet L=5 and 10'



STANDARD TYPE 1A CURB INLET		
5'-0" OR 10'-0" OPENING		
INTERIM CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER 0217 PPP	OCA NUMBER	DATE 11/2010
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		DESIGN DRAWN SHEET 11 of 19

PAVEMENT UNDERDRAIN SHALL BE INSTALLED ON ALL CURB INLETS.



TYPE 1 & 2 INLET

TYPE 1-A INLET

PAVEMENT UNDERDRAIN DETAIL

BID ITEM TO BE PROVIDED PER 4" PERFORATED UNDERDRAIN PIPE.

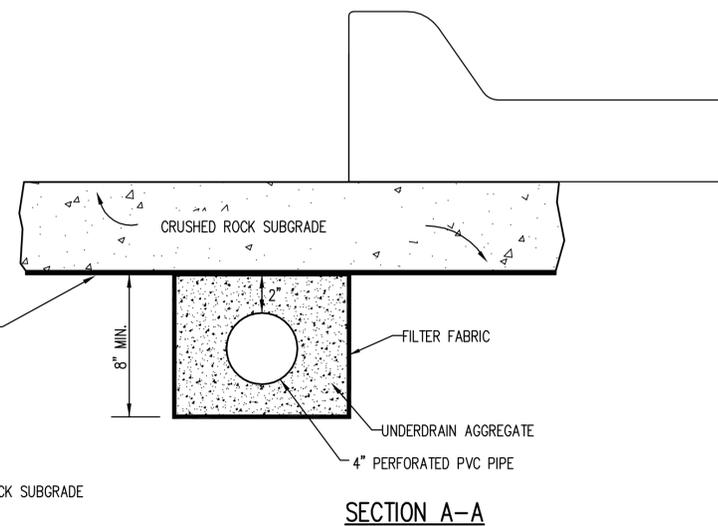
**CRUSHED ROCK GRADATION REQUIREMENTS
PERCENT OF AGGREGATE RETAINED**

1 1/2"	0
3/4"	15-60
# 4	40-80
#40	74-92
P-200	4-12

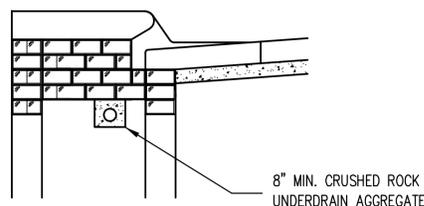
ROCK QUALITY SHALL BE THE SAME AS SPECIFIED FOR COARSE AGGREGATE FOR ASPHALT CONCRETE MIXES.

GENERAL NOTES

- PAVEMENT CONTRACTOR WILL BE REQUIRED TO INSTALL SDR 35, 4" PERFORATED DRAIN PIPE AND TEE AS INDICATED IN THE DETAILS ABOVE. A PIPE STUB HAS BEEN INSTALLED THROUGH WALLS OF CURB INLETS BY OTHERS IN A MANNER ALLOWING CONNECTION OF ADDITIONAL DRAIN PIPE AND TEE AS REQUIRED BY DETAILS ABOVE.
- WHEN SWD CONSTRUCTED BY SEPARATE PROJECT, SWS CONTRACTOR SHALL INSTALL SDR 35, 4" DRAIN PIPE STUB ONLY THROUGH WALLS OF CURB INLETS AND CAP TO ALLOW FUTURE CONNECTION OF TEE AND ADDITIONAL DRAIN PIPE BY OTHERS.

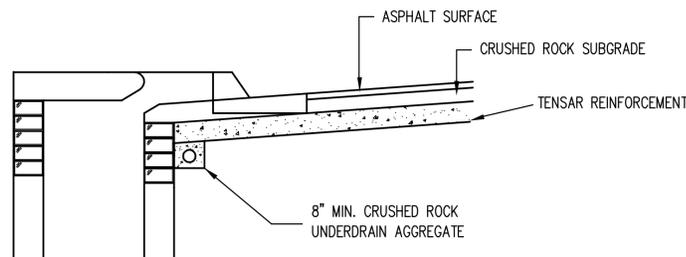


SECTION A-A



(MIN. 16 PERFORATIONS PER LIN. FT. @ 1/4" DIA.)
PERFORATIONS TO BE ON BOTTOM HALF

SECTION A-A



CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

**CURB INLET
PAVEMENT UNDERDRAIN
DETAIL**

INTERIM CITY ENGINEER

GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
0217 PPP		11/2010
CITY ENGINEER'S OFFICE		DESIGN
CITY HALL - SEVENTH FLOOR		DRAWN
455 NORTH MAIN STREET		SHEET
WICHITA, KANSAS 67202-1620		12 of 19
(316) 268-4501		

A. General Instructions:

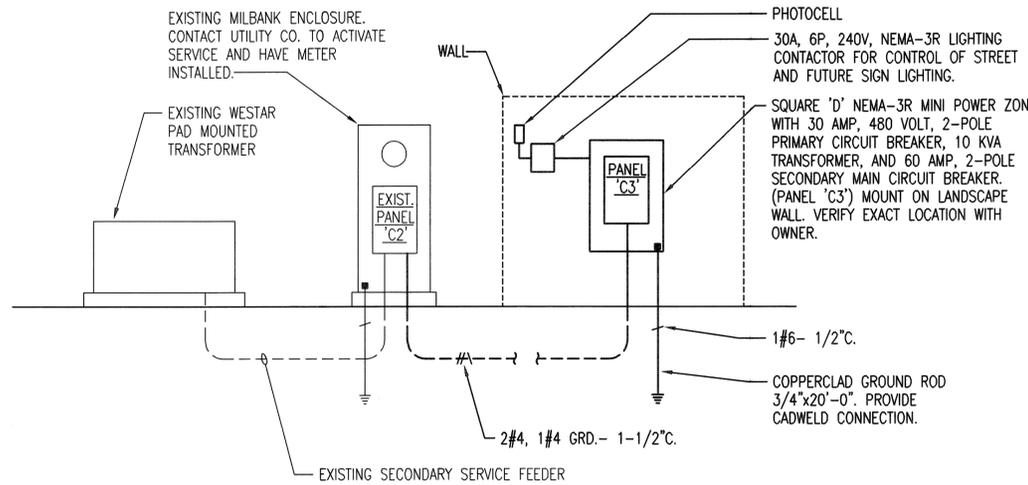
- Codes, Permits and Inspections:
 - Wiring shall be in accordance with latest edition National Electrical Code (NEC), NFPA, and/or applicable local, state, and Utility Company rules, laws, codes, and ordinances.
 - Secure all permits and inspections required for the installation of the electrical work.
 - All work shall comply with the latest edition of the Americans With Disabilities Act (ADA).
 - Pay all fees associated with new utility services.
- Verifications:
 - Verify mounting heights and locations of electrical equipment before installation or rough-in.
 - Verify exact location of electrical service entrance including point of service and system characteristics.
- Wiring Methods:
 - The Electrical Contractor shall cooperate with other Contractors and install equipment in proper sequence so as not to interfere with the progress of other Contractors.
 - All materials shall be new and carry the Underwriter's Label or be "listed" by that group, and be fully equal to makes specified.
 - Use only insulated copper conductors in conduit. Use flexible conduit for connections to motors and similar equipment.
 - All wiring shall be concealed and all outlets shall be flush mounted in finished spaces except as noted otherwise.
- Tests:
 - This Contractor shall be responsible for performing all tests necessary to prevent concealment of defective or improper work.
 - Upon completion of work, test the installation thoroughly and render it free from shorts, grounds or improper connections.
- Guarantee - This Contractor shall guarantee that all defective items of workmanship, material, labor or mechanical operation developing within one (1) year from the date of final acceptance of completed installation shall be replaced to the complete satisfaction of the Owner.
- Workmanship - Electrical equipment shall be installed in a neat and workmanlike manner. Unsafty installations shall be removed or reworked at no additional expense to the Owner.
- Identification of disconnecting means - Provide a permanent nameplate for each disconnect switch indicating its purpose. The marking shall be of sufficient durability to withstand the environment it is installed in as required by N.E.C. Section 110-22 and 230-72(a).
- Electrical Equipment:
 - Conduits:
 - All underground horizontal conduit shall be PVC.
 - Provide a ground wire sized per N.E.C. Art. 250-122 in all conduits, both metallic and nonmetallic.
 - Conduit shall be installed and sized according to code requirements and protected from damage during construction.
 - Conduit may be re-routed where such action does not adversely affect the intended design or circuiting.
 - Provide Robroy, Perma-Core or Korkpac PVC coated steel elbows and risers. (typical)
 - Conductors:
 - Conductors shall be copper, generally with 600 volt rated insulation. Branch circuit wiring min. size #12 Type "THW" or "THWN/THHN" as required. Service entrance, feeder conductors Type "THWN/THHN" or "THHN". Low voltage wire shall be Type "TF" or "TFE" minimum #18 gauge unless noted otherwise. All other types shall be as required by N.E.C.
 - All conductors shall be color coded with type and size marking. Connections to service equipment, feeder panels shall be made with solderless lugs. All splices, taps, connections to service entrance conductors shall be made by bronze solderless lugs. All other splices, connections shall be pressure type connectors.
 - Insulate joints, splices with Scotch #33 plastic tape or plastic molded jackets.
 - Grounding:
 - Provide system ground as required by N.E.C. and utility company if not already existing.
 - Bond mechanical equipment frames.
 - Bond all service entrance equipment and conduit system.
 - An equipment grounding conductor sized per N.E.C. Art. 250-122 shall be provided in all conduits. The ground wire is required for both metallic and nonmetallic conduit installations.
 - Photo Electric Controls:
 - Photo Electric Controls by Tork, Intermatic and Paragon equal to those indicated below and approved by the Engineer will be acceptable.

EXIST. PANEL: C2		480/277 VOLTS, 1 PHASE, 3 WIRE 100 AMP MAIN BKR, SURFACE MTD. AIC LABELED						
CIRC NO.	LOAD V. A.	LOAD TYPE	DESCRIPTION	AMP SIZE	LOAD DESCRIPTION	LOAD TYPE	LOAD V. A.	CIRC NO.
1			POWER ZONE PANEL 'C3'	2 30 A				2
3				1 B				4
5			SPARE	2 30 A				6
7				1 B				8
9			SPARE	2 20 A	15 1			10
11				1 B				12
13			SPACE	A				14
15			SPACE	B				16
17			SPACE	A				18
19			SPACE	B				20
21			SPACE	A				22
23			SPACE	B				24

① EXISTING BREAKER TO REMAIN.

PANELBOARD: C3		240/120 VOLTS, 1 PHASE, 3 WIRE 60 AMP MAIN BKR, SURFACE MTD. 18000 AIC LABELED						
CIRC NO.	LOAD V. A.	LOAD TYPE	DESCRIPTION	AMP SIZE	LOAD DESCRIPTION	LOAD TYPE	LOAD V. A.	CIRC NO.
1			SIGN	1 20 A				2
3			LANDSCAPE LTS	1 20 B				4
5			SPARE	1 20 A	20 1	LITG CONTROL	LH	50 6
7			SPARE	1 20 B	20 2	GLENVIEW POLES	LH	375 8
9			SPARE	1 20 A				10

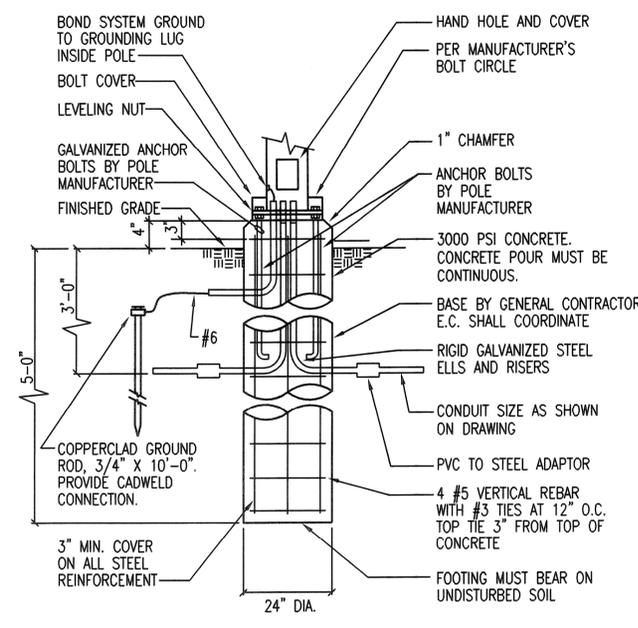
① ROUTE VIA LIGHTING CONTACTOR.



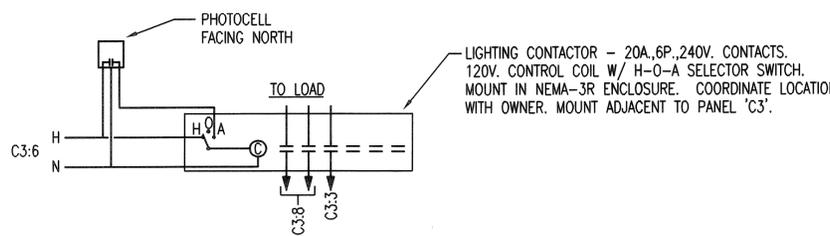
2 ELECTRICAL RISER DIAGRAM
N.T.S.

LIGHTING FIXTURE SCHEDULE (P.E.C.)												
FIXT. LTR.	MANUFACTURER	CATALOG NUMBER	LAMPS		VOLTS	LENS/FINISH	DESCRIPTION	DIMENSIONS			REMARKS	
			NO.	TYPE				W	L	D		
② P4	HOLOPHANE		1	100W MH	240	DK BRONZE	POLE MOUNTED					

- MANUFACTURERS LISTED IN THIS SCHEDULE OR APPROVED BY WRITTEN ADDENDUM WILL BE THE ONLY APPROVED MANUFACTURERS TO BID THE LIGHTING FIXTURES FOR THIS PROJECT. CONTRACTORS AND SUPPLIERS USING PRICING FROM MANUFACTURERS NOT LISTED ON SCHEDULE OR BY ADDENDUM DO SO AT THEIR OWN RISK.
- HOLOPHANE FIXTURE #GVU-10-DMH-24-Z-8-N-S-Z WITH POLE #MRA-14-5SJ-19-P09-ABG-BZ WITH LUNAR OPTICS, TYPE V DISTRIBUTION AND NO HOUSE SIDE SHIELD.



1 POLE BASE DETAIL FOR TYPES 'P4'
N.T.S.



3 LIGHTING CONTROL WIRING DIAGRAM
NO SCALE

SYMBOL LIST		
SYMBOL	DESCRIPTION	MOUNTING
P3 - □	LIGHT FIXTURE & FIXTURE LETTER	POLE
WP	WEATHERPROOF	
□	PULL BOX	
▨	ELECTRICAL DISTRIBUTION EQUIPMENT	
—	CONDUIT RUN TWO (2) CIRCUITS, 3/4" & 1/2" GRD.- 3/4"	EARTH/FLOOR
—	CONDUIT RUN TWO (2) CIRCUITS	CEILING/WALL
—	PHASE CONDUCTORS (#12 U.O.N.)	
—	NEUTRAL CONDUCTOR (#12 U.O.N.)	
—	SWITCH LEGS (#12 U.O.N.)	
—	GROUND CONDUCTOR (#12 U.O.N.)	

GENERAL NOTES

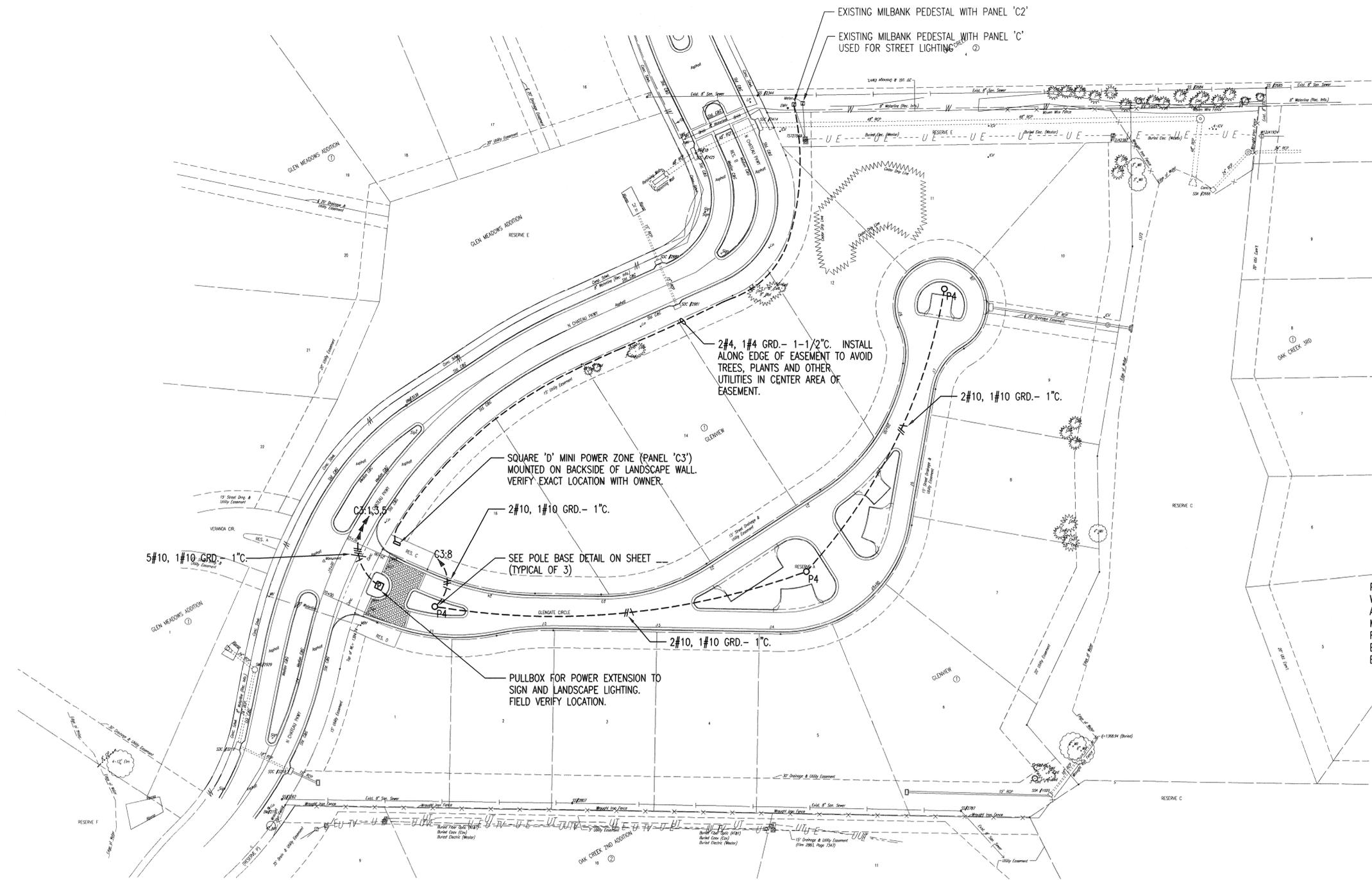
- E.C. SHALL VISIT THE SITE TO VERIFY EXISTING CONDITIONS AND THE REQUIREMENTS CALLED OUT ON THE PLANS.
- ALL ELECTRICAL WORK SHALL BE IN ACCORDANCE WITH NATIONAL, STATE, AND LOCAL ELECT. CODES OR REGULATIONS OF THE UTILITY COMPANY.
- REFER TO SPECIFICATIONS FOR DATA NOT SHOWN ON DRAWINGS.
- E.C. SHALL PAY FOR ALL FEES AND PERMITS FOR ELECTRICAL WORK ON THIS PROJECT.
- E.C. IS RESPONSIBLE FOR DAMAGE TO CITY PROPERTY OR THE WORK BY OTHERS THAT MAY BE CAUSED BY THE E.C.'S WORK OR ACTIVITY IN THE AREA.
- ALL ELECTRICAL WORK SHALL BE DONE IN A NEAT AND WORKMANLIKE MANNER. UNSIGHTLY INSTALLATION WORK SHALL BE REMOVED AND REWORKED AT THE DIRECTION OF THE FIELD ENGINEER OR THE ARCHITECT WITHOUT ADDITIONAL COST TO THE OWNER.
- THE G.C. SHALL BE RESPONSIBLE FOR: PAYING ALL UTILITY BILLS FOR OPERATION OF THE ELECTRICAL SYSTEM THROUGH FINAL ACCEPTANCE. ALL SLEEVES, RUBBLE EXCAVATION AND REMOVAL, CONCRETE WORK, REINFORCING, STEEL SUPPORTS AND BRACKETS, SEAL AND GROUT ALL OPENINGS AFTER E.C. HAS COMPLETED ELECTRICAL WORK OR PORTIONS THEREOF, AREA CLEAN UP OF OWN WORK, PAINTING OF SURFACES REQUIRED BY CITY SPECS. OR UTILITY CO., AND ALL WORK REQUIRED FOR THE E.C. THAT IS NOT ELECTRICAL RELATED.
- E.C. SHALL PROVIDE, FURNISH AND INSTALL ALL PARTS, EQUIPMENT, SUPPLIES AND LABOR TO CONSTRUCT AND INSTALL A COMPLETE LIGHTING SYSTEM.
- E.C. SHALL VERIFY ALL EQUIPMENT SPECIFIED ON THE LIGHTING PLAN AND COORDINATE MANUFACTURER'S CHANGES WITH PLAN INFORMATION AFTER NOTICE TO PROCEED IS GIVEN. THESE CHANGES SHALL NOT ACCRUE ADDITIONAL COST TO THE OWNER.
- E.C. SHALL RECORD SYSTEM LOAD PER PHASE OF DISTRIBUTION PANEL AND SUBMIT FINAL READINGS TO OWNER WITH PRODUCT INFORMATION.
- E.C. SHALL TEST COMPLETE SYSTEM TO INSURE CIRCUITS ARE FREE FROM SHORT CIRCUITS AND TO MAKE ALL NECESSARY ADJUSTMENTS TO ELECTRICAL EQUIPMENT. INSTALLED FIXTURES AND POLES SHALL BE CLEAN, FREE OF SCRATCHES AND MARKS.
- E.C. SHALL DELIVER TO THE OWNER BEFORE FINAL ACCEPTANCE IN TRIPPLICATE: SHOP DRAWINGS, CATALOG DATA, PRODUCT INFORMATION, OPERATION AND MAINTENANCE INSTRUCTIONS, AND PARTS LIST. DELIVER TWO RED LINE "AS BUILT" BLUEPRINTS OF THE LIGHTING PLAN, ADDENDA AND CHANGE ORDERS THAT PERTAIN TO THIS WORK.
- E.C. SHALL FULLY INSTRUCT THE OWNER OR IT'S REPRESENTATIVE AS TO THE PROPER OPERATION, CARE, MAINTENANCE AND CHARACTERISTICS OF THE LIGHTING SYSTEM AND IT'S EQUIPMENT.
- ALL CONDUCTOR SIZES ARE FOR COPPER CONDUCTORS.
- REFER TO THIS SHEET FOR ELECTRICAL SPECIFICATIONS.

	No.	Revision	By	Date
	GLENVIEW-PRIVATE PAVING IMPROVEMENTS			
ELECTRICAL SCHEDULES AND DETAILS				
PROFESSIONAL ENGINEERING CONSULTANTS, P.A. 303 SOUTH TOPEKA WICHITA, KS 67202 316-262-2691 www.pcc1.com				
Designed by DCG	Job No. 20-11339-001		Sh. 13 of 19	
Drawn by ---	Date March 2012			

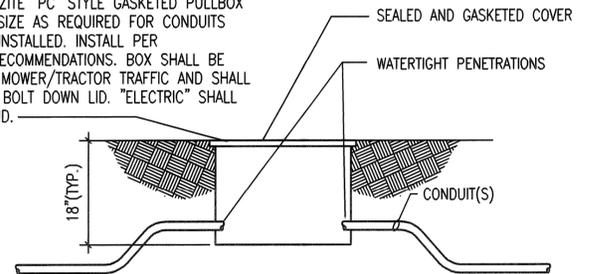
PLAN NOTES:

1. MINIMUM CONDUIT SIZE SHALL BE 1".
2. PVC COATED STEEL ELLS AND RISERS AS MANUFACTURED BY ROBROY, PERMA-COLE OR KORKAP SHALL BE USED FOR ALL LOCATIONS.
3. MAXIMUM UNDERGROUND BRANCH CIRCUIT CONDUCTOR PULL/INSTALLATION LENGTH SHALL NOT EXCEED 300'. PROVIDE AND INSTALL PULL BOXES PER DETAIL 1 SHEET 32 FOR ALL BRANCH CIRCUITS INSTALLED WHERE THE PULL/INSTALLATION DISTANCE WILL EXCEED 300'. CONTRACTOR TO DETERMINE PULL BOX LOCATIONS IN THE FIELD.
4. CONDUIT ROUTING SHOWN ON PLANS IS SCHEMATIC ONLY. COORDINATE ROUTING WITH OTHER UTILITIES AND EXISTING TREES.

REFERENCE SHEET #8 FOR COORDINATES FOR LOCATING POLE BASES.



PROVIDE DEEP QUAZITE 'PC' STYLE GASKETED PULLBOX WITH SOLID BASE. SIZE AS REQUIRED FOR CONDUITS AND CONDUCTORS INSTALLED. INSTALL PER MANUFACTURER'S RECOMMENDATIONS. BOX SHALL BE RATED FOR RIDING MOWER/TRACTOR TRAFFIC AND SHALL BE PROVIDED WITH BOLT DOWN LID. "ELECTRIC" SHALL BE MOLDED INTO LID.



NOTE: ELECTRICAL CONTRACTOR SHALL PROVIDE A PULLBOX WHERE NECESSARY SO NO RUN OF CONDUIT BETWEEN POLES OR HOMERUNS EXCEED 300'. ALL CONNECTIONS IF REQUIRED IN PULL BOX SHALL BE WATERTIGHT.

1 PULLBOX DETAIL
NO SCALE

ELECTRICAL SITE PLAN
SCALE: 1" = 50'-0"

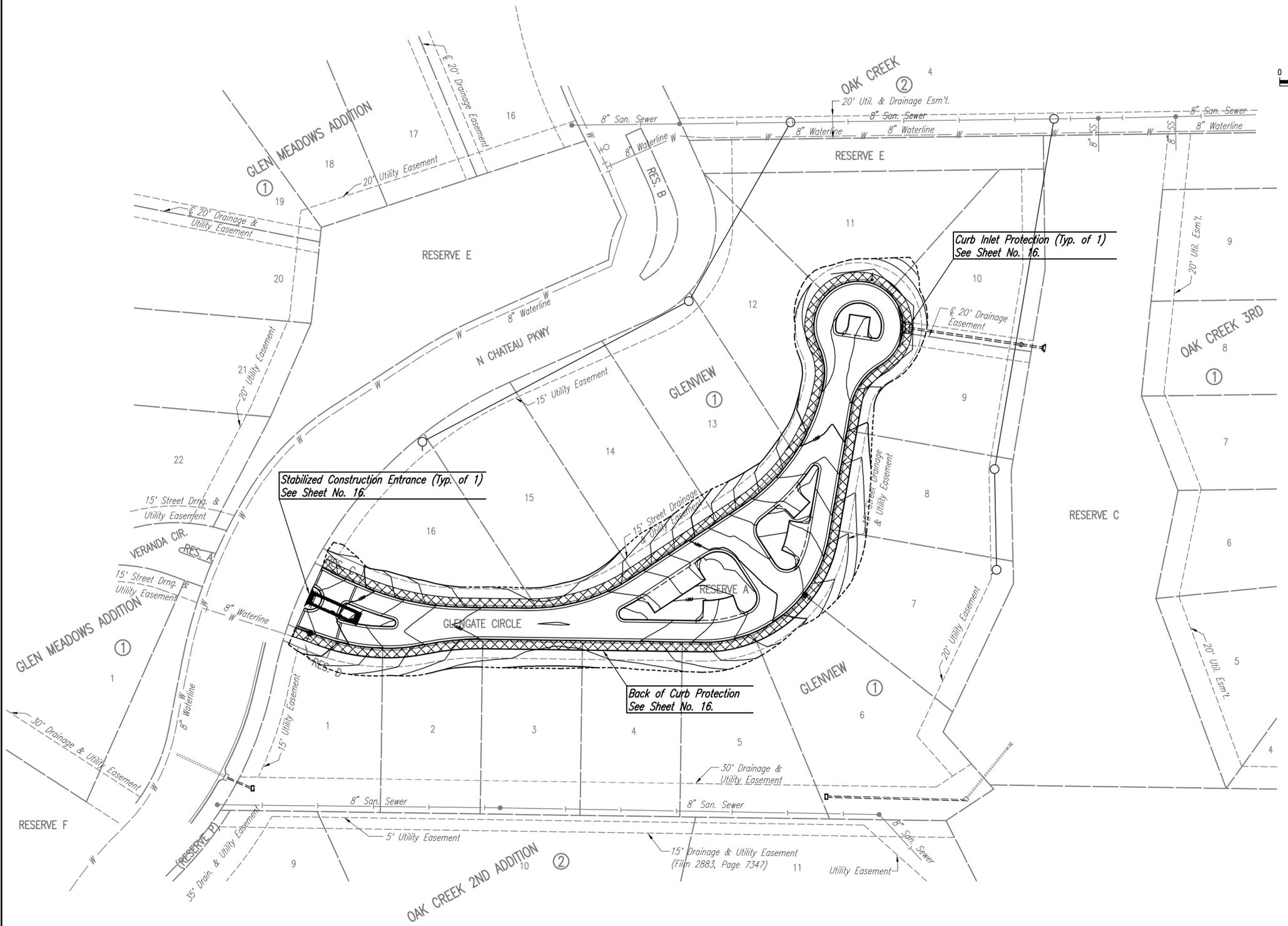
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No.	Revision	By	Date
GLENVIEW-PRIVATE PAVING IMPROVEMENTS ELECTRICAL PLAN			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A. 303 SOUTH TOPEKA WICHITA, KS 67202 316-262-2691 www.pec1.com		Designed by DCG Job No. 20-11339-001 Drawn by --- Date March 2012	
			Sht. 14 of 19

LEGEND

-  BACK OF CURB PROTECTION
-  PROPOSED CURB INLET PROTECTION
-  STABILIZED CONSTRUCTION ENTRANCE



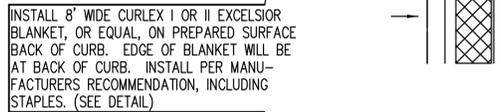
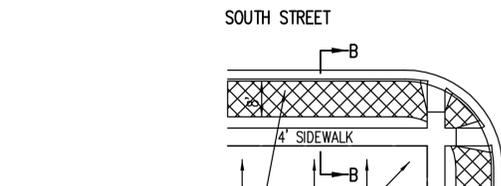
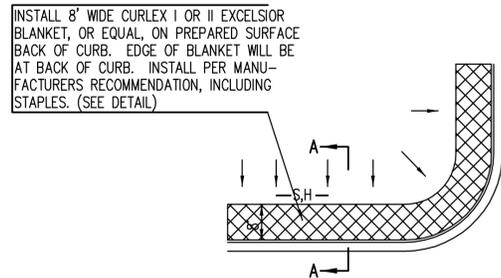
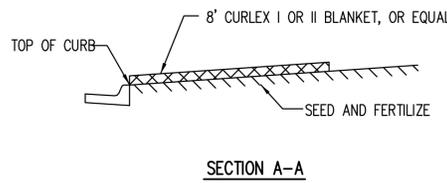
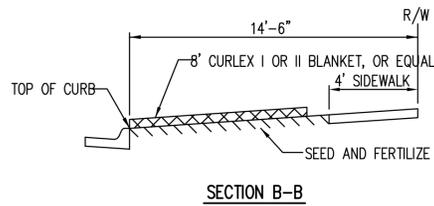
GENERAL NOTES

1. CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION PROTECTION THROUGHOUT THE ENTIRE PROJECT.

PAVING	
BACK OF CURB PROTECTION	1,477 L.F.
CURB INLET PROTECTION (MAINTENANCE)	1 EACH
STABILIZED CONSTRUCTION ENTRANCE (MAINTENANCE)	1 EACH
2. THE EROSION CONTROL DEVICES SHOWN ON THIS SHEET ARE CONSIDERED MINIMUM STANDARDS. WHENEVER SEDIMENT ENTERS THE STREETS, STORM SEWERS, DITCHES, OR PONDS, CONTRACTOR WILL INSTALL ADDITIONAL DEVICES, AS NEEDED, TO CORRECT THE PROBLEM.
3. THE EROSION CONTROL DEVICES SHOWN HEREON MUST BE IN PLACE AT ALL TIMES DURING CONSTRUCTION UNTIL SUCH TIME AS THE SITE IS REESTABLISHED WITH PAVING OR GRASS. TEMPORARY OR PERMANENT SEEDING AND MULCH WILL BE INSTALLED WHEN EARTHWORK ACTIVITIES CEASE IN AN AREA FOR 14 DAYS OR MORE.
4. ANY MUD INADVERTENTLY TRACKED ONTO ANY STREET SHALL BE CLEANED UP BY THE CONTRACTOR, AT THE END OF EACH DAY'S WORK, OR AS DIRECTED BY THE FIELD ENGINEER.
5. CONTRACTOR TO FURNISH A TRUCK WASH-OUT PIT TO BE PLACED AT A CONVENIENT LOCATION THAT DOES NOT CONFLICT WITH CONSTRUCTION. CONTRACTOR SHALL CLEAN OUT AND BACKFILL PIT PRIOR TO FINAL INSPECTION. LOCATION SHALL BE APPROVED BY THE FIELD ENGINEER.

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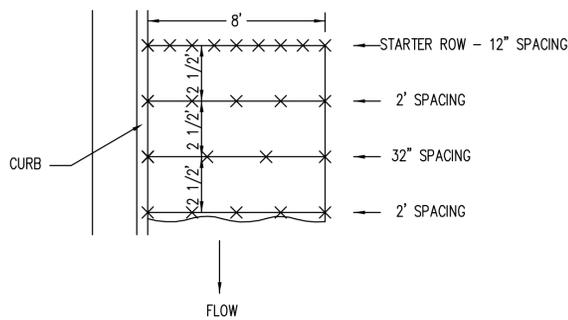
No.	Revision	By	Date
GLENVIEW-PRIVATE PAVING IMPROVEMENTS			
EROSION CONTROL PLAN			
 PEC PROFESSIONAL ENGINEERING CONSULTANTS, P.A. 303 SOUTH TOPEKA WICHITA, KS 67202 316-262-2691 www.pec1.com			
Designed by	BMM, JAG	Job No.	35-11339-001
Drawn by	BJS	Date	March 2012
			Sht. 15 of 19



GENERAL NOTES

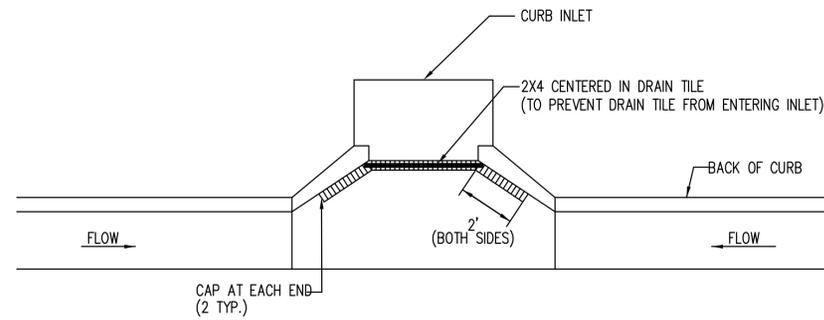
- EXCELSIOR MAT TO BE INSTALLED WHEN SOD IS NOT SPECIFIED ON PROJECT.
- EXCELSIOR BLANKET TO BE INSTALLED OVER SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS.
- AFTER INSTALLATION OF EXCELSIOR BLANKET, AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE CURB AND INTO THE GUTTER,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

BACK OF CURB PROTECTION DETAIL



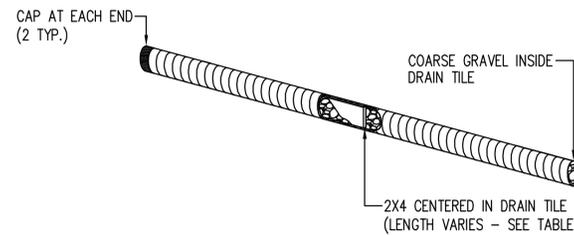
NOTES: USE 6" SEAM OVERLAP

DETAILS FOR CURLEX I OR II BLANKETS

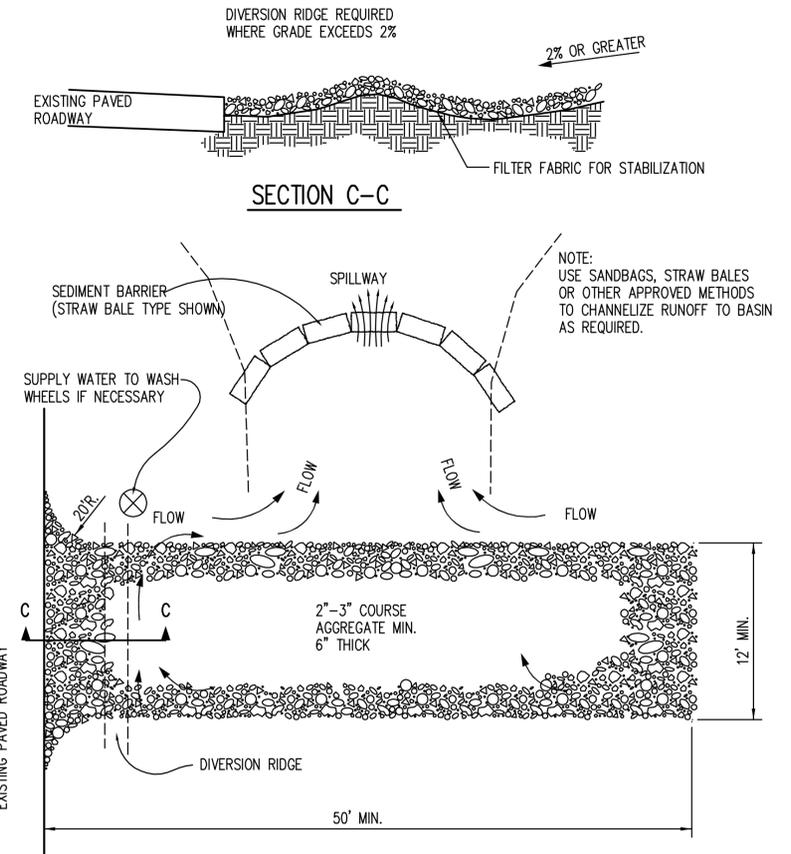


NOTE: PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

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**



STABILIZED CONSTRUCTION ENTRANCE

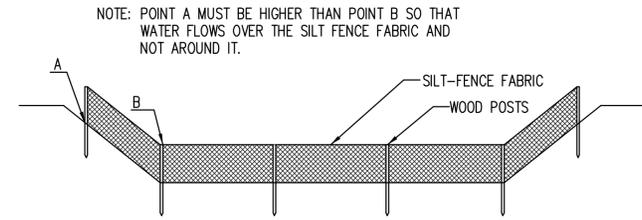
GENERAL NOTES

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



**BACK OF CURB PROTECTION,
CURB INLET PROTECTION AND
CONSTRUCTION ENTRANCE**

INTERIM CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER 0217 PPP	OCA NUMBER	DATE 11/2010
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		DESIGN DRAWN SHEET 16 of 19



ELEVATION
SILT FENCE DITCH CHECKS
(STREAM PROTECTION)

MATERIAL SPECIFICATION:

SILT FENCE FABRIC SHOULD CONFORM TO THE AASHTO M288 96 SILT FENCE SPECIFICATION. THE POSTS USED TO SUPPORT THE SILT FENCE FABRIC SHOULD BE A HARDWOOD MATERIAL WITH THE FOLLOWING MINIMUM DIMENSIONS: 2" SQUARE (NOMINAL) BY 4' LONG. SILT FENCE FABRIC SHOULD BE ATTACHED TO THE WOODEN POSTS WITH STAPLES, WIRE, ZIP TIES, OR NAILS.

PLACEMENT:

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

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

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

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH PERPENDICULAR TO THE DITCH FLOWLINE THAT IS AT LEAST 12" DEEP BY 6" WIDE. EXTEND THE TRENCH IN A STRAIGHT LINE ALONG THE ENTIRE LENGTH OF THE PROPOSED DITCH CHECK. PLACE THE SOIL ON THE UPSTREAM SIDE OF THE TRENCH FOR LATER USE. ROLL OUT A CONTINUOUS LENGTH OF SILT FENCE FABRIC ON THE DOWNSTREAM SIDE OF THE TRENCH. PLACE THE EDGE OF THE FABRIC IN THE TRENCH STARTING AT THE TOP 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.

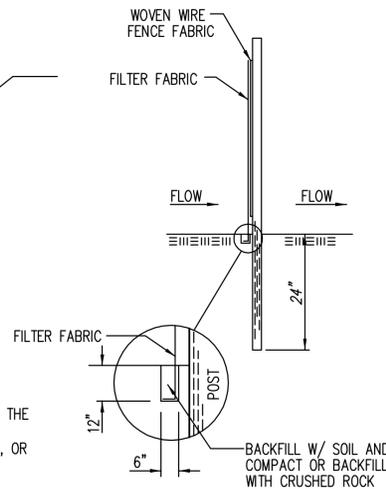
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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.

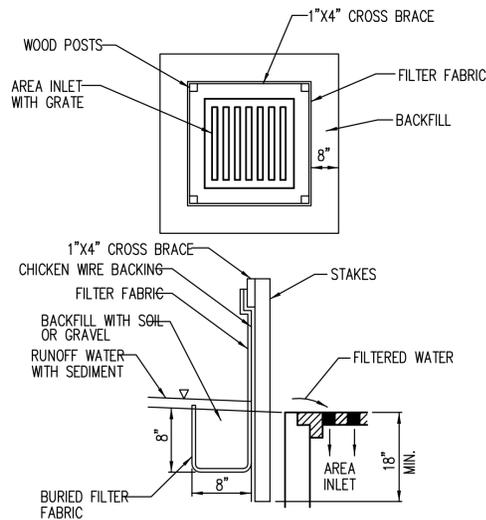
INSPECTION AND MAINTENANCE:

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?



ANCHOR TRENCH DETAIL



SILT FENCE BARRIERS FOR AREA INLETS
(INLET PROTECTION)

MATERIAL SPECIFICATION:

SILT FENCE FABRIC SHOULD CONFORM TO THE AASHTO M288 96 SILT FENCE SPECIFICATION. THE WIRE OR POLYMERIC MESH BACKING USED TO HELP SUPPORT THE SILT FENCE FABRIC SHOULD CONFORM TO THE AASHTO M288 96 SILT FENCE SPECIFICATION. THE POSTS USED TO SUPPORT THE SILT FENCE FABRIC SHOULD BE A HARDWOOD MATERIAL WITH THE FOLLOWING MINIMUM DIMENSIONS: 2" SQUARE (NOMINAL) BY 4' LONG. THE MATERIAL USED TO FRAME THE TOPS OF THE POSTS SHOULD BE 1" BY 4" BOARDS. SILT FENCE FABRIC AND SUPPORT BACKING SHOULD BE ATTACHED TO THE WOODEN POSTS AND FRAME WITH STAPLES, WIRE, ZIP TIES, OR NAILS.

PLACEMENT:

PLACE A SILT FENCE DROP INLET BARRIER IN A LOCATION WHERE IT IS UNLIKELY TO BE OVERTOPPED. WATER SHOULD FLOW THROUGH SILT FENCE, NOT OVER IT. SILT FENCE BARRIERS FOR AREA INLETS OFTEN FAIL WHEN REPEATEDLY OVERTOPPED. WHEN USED AS A BARRIER FOR AREA INLETS, SILT FENCE FABRIC AND POSTS MUST BE SUPPORTED AT THE TOP BY A WOODEN FRAME. WHEN A SILT FENCE BARRIER FOR AREA INLETS IS LOCATED NEAR AN INLET THAT HAS STEEP APPROACH SLOPES, THE STORAGE CAPACITY BEHIND THE BARRIER IS DRASTICALLY REDUCED. TIMELY REMOVAL OF SEDIMENT MUST OCCUR FOR A BARRIER TO OPERATE PROPERLY IN THIS LOCATION.

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH AROUND THE PERIMETER OF THE AREA INLET THAT IS AT LEAST 8" DEEP BY 8" WIDE. DRIVE POSTS TO A DEPTH OF AT LEAST 18" AROUND THE PERIMETER OF THE AREA INLET. THE DISTANCE BETWEEN POSTS SHOULD BE 4' OR LESS. IF THE DISTANCE BETWEEN TWO ADJACENT CORNER POSTS IS MORE THAN 4', ADD ANOTHER POST(S) BETWEEN THEM. CONNECT THE TOPS OF ALL THE POSTS WITH A WOODEN FRAME MADE OF 1" BY 4" BOARDS. USE NAILS OR SCREWS FOR FASTENING. ATTACH THE WIRE OR POLYMERIC-MESH BACKING TO THE OUTSIDE OF THE POST/FRAME STRUCTURE WITH STAPLES, WIRE, ZIP TIES, OR NAILS. ROLL OUT A CONTINUOUS LENGTH OF SILT FENCE FABRIC LONG ENOUGH TO WRAP AROUND THE PERIMETER OF THE AREA INLET. ADD MORE LENGTH FOR OVERLAPPING THE FABRIC JOINT. PLACE THE EDGE OF THE FABRIC IN THE TRENCH, STARTING AT THE OUTSIDE EDGE OF THE TRENCH. LINE ALL THREE SIDES OF THE TRENCH WITH THE FABRIC. BACKFILL OVER THE FABRIC IN THE TRENCH WITH THE EXCAVATED SOIL AND COMPACT. AFTER FILLING THE TRENCH, APPROXIMATELY 24" TO 36" OF SILT FENCE FABRIC SHOULD REMAIN EXPOSED. ATTACH THE SILT FENCE TO THE OUTSIDE OF THE POST/FRAME STRUCTURE WITH STAPLES, WIRE, ZIP TIES, OR NAILS. THE JOINT SHOULD BE OVERLAPPED TO THE NEXT POST.

NOTE: WHEN A SILT FENCE BARRIER FOR AREA INLET IS PLACED IN A SHALLOW MEDIAN DITCH, MAKE SURE THAT THE TOP OF THE BARRIER IS NOT HIGHER THAN THE PAVED ROAD. IN THIS CONFIGURATION, WATER MAY SPREAD ONTO THE ROADWAY CAUSING A HAZARDOUS CONDITION.

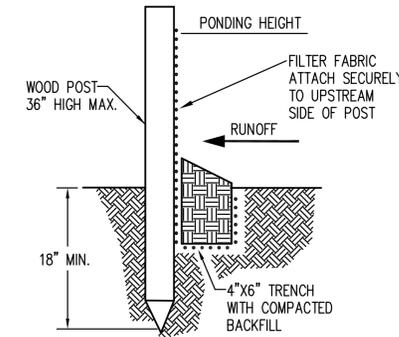
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

WATER SHOULD FLOW THROUGH A SILT FENCE BARRIER FOR AREA INLET—NOT OVER IT. PLACE A SILT FENCE BARRIER FOR AREA INLET IN A LOCATION WHERE IT IS UNLIKELY TO BE OVERTOPPED. SILT FENCE BARRIER FOR AREA INLETS OFTEN FAIL WHEN REPEATEDLY OVERTOPPED. DO NOT PLACE POSTS ON THE OUTSIDE OF THE SILT FENCE BARRIER FOR AREA INLET. IN THIS CONFIGURATION, THE FORCE OF THE WATER IS NOT RESISTED BY THE POSTS, BUT ONLY BY THE STAPLES (WIRE, ZIP TIES, NAILS, ETC.). THE SILT FENCE WILL RIP AND FAIL. DO NOT INSTALL SILT FENCE BARRIER FOR AREA INLETS WITHOUT FRAMING THE TOP OF THE POSTS. THE CORNER POSTS AROUND AREA INLETS ARE STRESSED IN TWO DIRECTIONS WHEREAS A NORMAL SILT FENCE IS ONLY STRESSED IN ONE DIRECTION. THIS ADDED STRESS REQUIRES MORE SUPPORT.

INSPECTION AND MAINTENANCE:

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

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



SILT FENCE BARRIERS

MATERIAL SPECIFICATION:

SILT FENCE FABRIC SHOULD CONFORM TO THE AASHTO M288 96 SILT FENCE SPECIFICATION. THE POSTS USED TO SUPPORT THE SILT FENCE FABRIC SHOULD BE A HARDWOOD MATERIAL WITH THE FOLLOWING MINIMUM DIMENSIONS: 2" SQUARE (NOMINAL) BY 4' LONG. SILT FENCE FABRIC SHOULD BE ATTACHED TO THE WOODEN POSTS WITH STAPLES, WIRE, ZIP TIES, OR NAILS.

PLACEMENT:

A SLOPE BARRIER SHOULD BE USED AT THE TOE OF A SLOPE WHEN A DITCH DOES NOT EXIST. THE SLOPE BARRIER SHOULD BE PLACED ON NEARLY LEVEL GROUND 5' TO 10' AWAY FROM THE TOE OF A SLOPE. THE BARRIER IS PLACED AWAY FROM THE TOE OF THE SLOPE TO PROVIDE ADEQUATE STORAGE FOR SETTLING OUT SEDIMENT. WHEN PRACTICABLE, SILT FENCE SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. SILT FENCE SLOPE BARRIERS CAN ALSO BE PLACED ALONG RIGHT-OF-WAY FENCE LINES TO KEEP SEDIMENT FROM CROSSING ONTO ADJACENT PROPERTY. WHEN PLACED IN THIS MANNER, THE SLOPE BARRIER WILL NOT LIKELY FOLLOW CONTOURS.

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH THE LENGTH OF THE PLANNED SLOPE BARRIER THAT IS 6" DEEP BY 4" WIDE. MAKE SURE THAT THE TRENCH IS EXCAVATED ALONG A SINGLE CONTOUR. WHEN PRACTICABLE, SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. PLACE THE SOIL ON THE UPSLOPE SIDE OF THE TRENCH FOR LATER USE. ROLL OUT A CONTINUOUS LENGTH OF SILT FENCE FABRIC ON THE DOWNSLOPE SIDE OF THE TRENCH. PLACE THE EDGE OF THE FABRIC IN THE TRENCH STARTING AT THE TOP UPSLOPE EDGE. LINE ALL THREE SIDES OF THE TRENCH WITH THE FABRIC. BACKFILL OVER THE FABRIC IN THE TRENCH WITH THE EXCAVATED SOIL AND COMPACT. AFTER FILLING THE TRENCH, APPROXIMATELY 24" TO 36" OF SILT-FENCE FABRIC SHOULD REMAIN EXPOSED. LAY THE EXPOSED SILT FENCE UPSLOPE OF THE TRENCH TO CLEAR AN AREA FOR DRIVING IN THE POSTS. JUST DOWNSLOPE OF THE TRENCH, DRIVE POSTS INTO THE GROUND TO A DEPTH OF AT LEAST 18". PLACE POSTS NO MORE THAN 4' APART. ATTACH THE SILT FENCE TO THE ANCHORED POST WITH STAPLES, WIRE, ZIP TIES, OR NAILS.

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

WHEN PRACTICABLE, DO NOT PLACE SILT FENCE SLOPE BARRIERS ACROSS CONTOURS. SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. WHEN THE FLOW CONCENTRATES, IT OVERTOPS THE BARRIER AND THE SILT FENCE SLOPE BARRIER QUICKLY DETERIORATES. DO NOT PLACE SILT-FENCE POSTS ON THE UPSLOPE SIDE OF THE SILT FENCE FABRIC. IN THIS CONFIGURATION, THE FORCE OF THE WATER IS NOT RESTRICTED BY THE POSTS, BUT ONLY BY THE STAPLES (WIRE, ZIP TIES, NAILS, ETC.). THE SILT FENCE WILL RIP AND FAIL. DO NOT PLACE SILT FENCE 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.

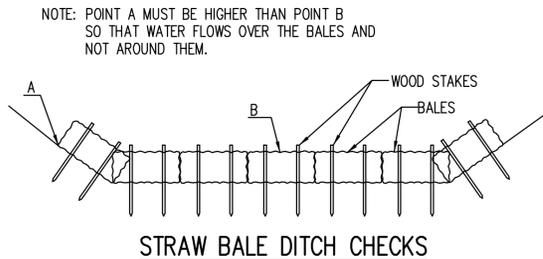
INSPECTION AND MAINTENANCE:

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?

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 CITY OF WICHITA PUBLIC WORKS & UTILITIES ENGINEERING DIVISION	SILT FENCE DITCH CHECK AND BARRIER DETAILS		
	INTERIM CITY ENGINEER GARY JANZEN, P.E.		
	PROJECT NUMBER 0217 PPP	OCA NUMBER	DATE 11/2010
	CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		DESIGN DRAWN SHEET 17 of 19



MATERIAL SPECIFICATION:

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

PLACEMENT:

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

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

PROPER INSTALLATION METHOD:

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

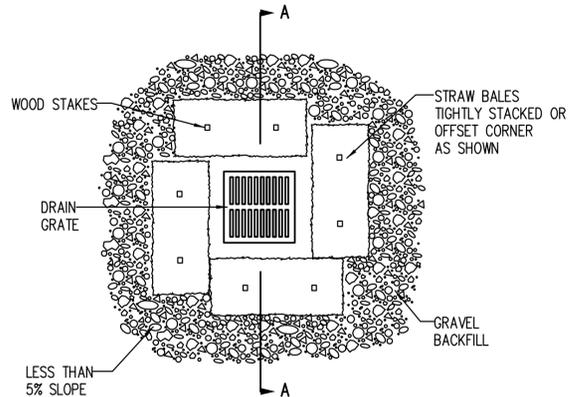
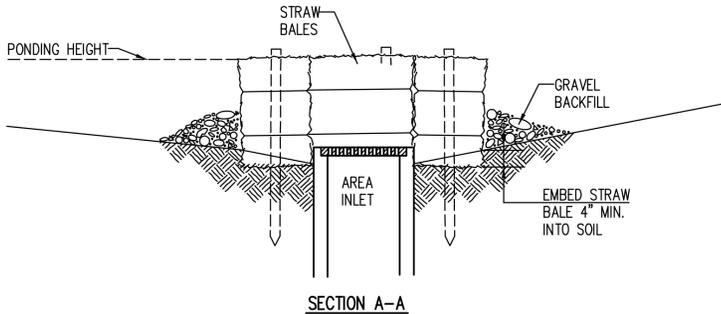
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



STRAW BALE BARRIERS FOR AREA INLETS (INLET PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

BALE AREA INLET BARRIERS SHOULD BE PLACED DIRECTLY AROUND THE PERIMETER OF A DROP INLET. WHEN A BALE AREA INLET BARRIER IS LOCATED NEAR AN INLET THAT HAS STEEP APPROACH SLOPES, THE STORAGE CAPACITY BEHIND THE BARRIER IS DRASTICALLY REDUCED. TIMELY REMOVAL OF SEDIMENT MUST OCCUR FOR A BARRIER TO OPERATE PROPERLY IN THIS LOCATION.

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH AROUND THE PERIMETER OF THE AREA INLET THAT IS AT LEAST 4" DEEP BY A BALE'S WIDTH WIDE. PLACE THE BALES IN THE TRENCH, MAKING SURE THAT THEY ARE BUTTED TIGHTLY. SOME BALES MAY NEED TO BE SHORTENED TO FIT INTO THE TRENCH AROUND THE AREA INLET. TWO STAKES SHOULD BE DRIVEN THROUGH EACH BALE, APPROXIMATELY 6" TO 8" IN FROM THE BALE ENDS. STAKES SHOULD BE DRIVEN AT LEAST 12" INTO THE GROUND. ONCE ALL THE BALES HAVE BEEN INSTALLED AND ANCHORED, PLACE THE EXCAVATED SOIL AGAINST THE RECEIVING SIDE OF THE BARRIER AND COMPACT IT. THE COMPACTED SOIL SHOULD BE NO MORE THAN 3" TO 4" DEEP. NOTE: WHEN A BALE AREA INLET BARRIER IS PLACED IN A SHALLOW MEDIAN DITCH, MAKE SURE THAT THE TOP OF THE BARRIER IS NOT HIGHER THAN THE PAVED ROAD. IN THIS CONFIGURATION, WATER MAY SPREAD ONTO THE ROADWAY CAUSING A HAZARDOUS CONDITION.

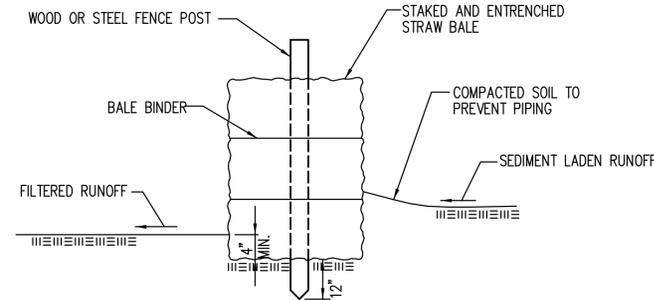
LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

BALE AREA INLET BARRIERS SHOULD BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A RAINFALL OF 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?

				STRAW BALE DITCH CHECK AND BARRIER DETAILS	
				INTERIM CITY ENGINEER GARY JANZEN, P.E.	
PROJECT NUMBER	OCA NUMBER	DATE			
217 PPP		11/2010			
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501				DESIGN	DRAWN
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