

PROJECT BENCHMARK

Chiseled square cut, center front face of inlet East side of Greenwich Road, 342 feet +/- South of the intersection of East 27th Street and Greenwich Road
 Project Elevation = 1377.42
 KDOT Elevation = 1378.05
 (Project Elevation is -0.63 feet from KDOT)

TEMPORARY BENCHMARKS:

TBM 1:
 Chiseled Square cut on E. Curb of island in center of Greenwich Road. Approximately 60' S. of intersection of westbound ramp to K-96.
 RIC Project Datum Elev. = 1373.08

TBM 2:
 Chiseled Square cut on south curb of 27th Street approximately 690 feet east of intersection of Greenwich Road.
 RIC Project Datum Elev. = 1378.40

TBM 3:
 Chiseled Square cut on south side of 27th Street approximately 330 feet east of intersection of Greenwich Road.
 RIC Project Datum Elev. = 1378.36

Public Street Plan for 27th Street WICHITA DESTINATION DEVELOPMENT - PHASE 2 LOTS 1-3, K-96 AND GREENWICH ADDITION

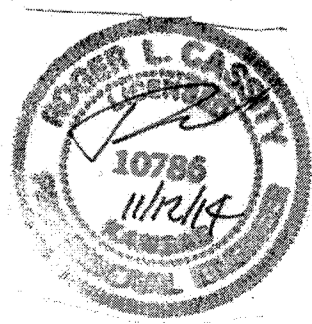
an Addition to Wichita, Sedgwick County, Kansas
 245PPP(607879)
 City of Wichita, Kansas
 Gary Janzen, P.E., City Engineer

INDEX OF SHEET

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NO.	BY	DATE	REVISION
1	JAR	11/11/14	PER CITY COMMENTS
	MWM	10/27/14	ORIGINAL SUBMITTAL

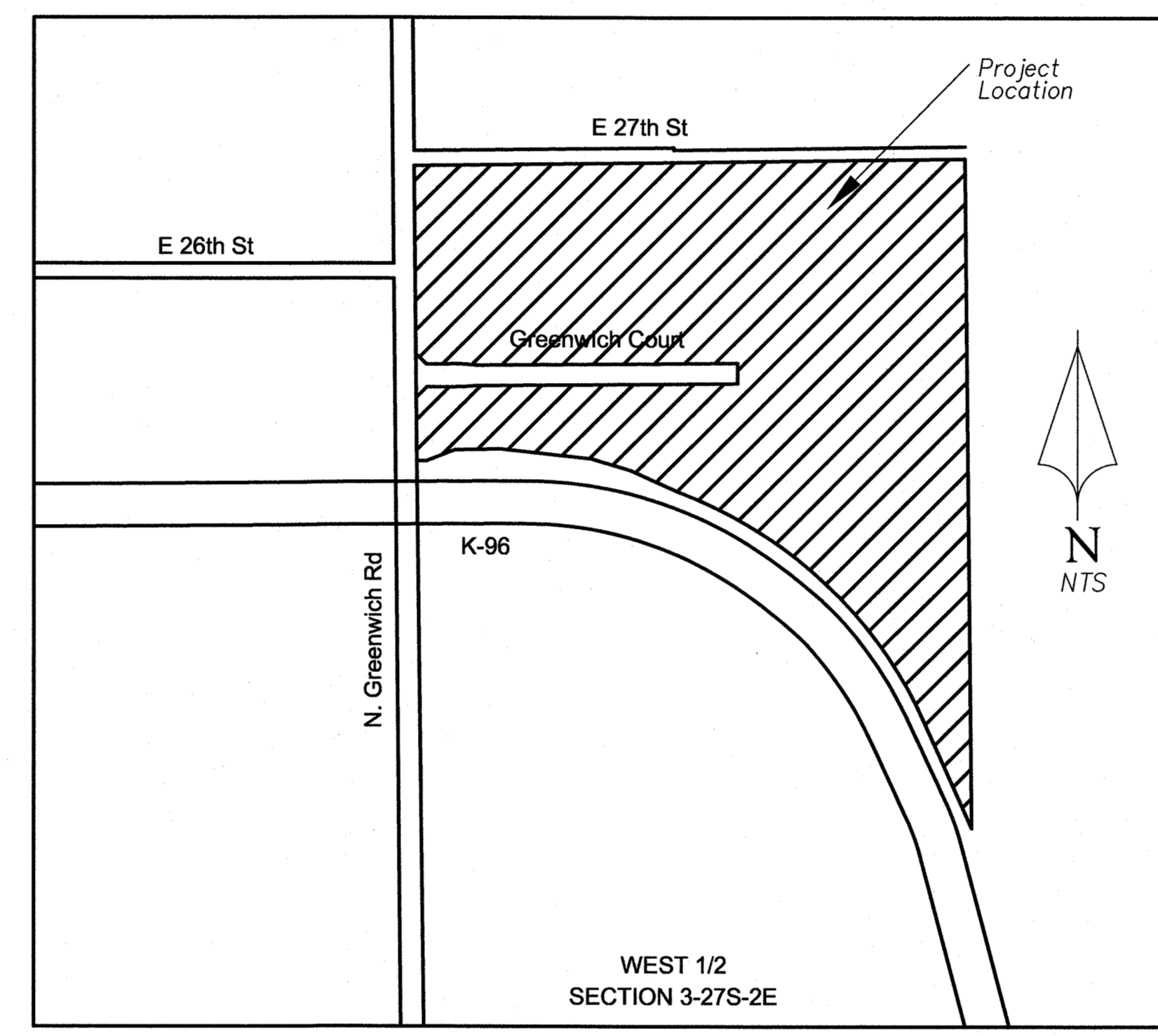
Renaissance Infrastructure Consulting
 913.317.9500
 1138 WEST CAMBRIDGE CIRCLE DRIVE
 KANSAS CITY, KANSAS 66103
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an Addition to Wichita, Sedgwick County, Kansas
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LEGEND

- Existing Section Line
- Existing Right-of-Way Line
- Existing Lot Line
- Existing Easement Line
- Existing Curb & Gutter
- Existing Sidewalk
- Existing Storm Sewer
- Existing Storm Structure
- Existing Waterline
- Existing Gas Main
- Existing Underground Cable
- Existing Underground Power
- Existing Overhead Power
- Existing Sanitary Sewer
- Existing Sanitary Manhole
- Existing Contour Major
- Existing Contour Minor
- Existing Tree
- Existing Bush
- Existing Electrical Box
- Existing Power Pole
- Existing Light Pole
- Existing Traffic Manhole
- Existing Water Valve
- Existing Sign
- Existing Gas Line Meter
- Existing Gas Valve
- Existing Traffic Signal Pole
- Existing Bollard
- Existing Gas Riser
- Existing Cable Box
- Existing Fire Hydrant
- Proposed Right-of-Way
- Proposed Property Line
- Proposed Lot Line
- Proposed Easement
- Proposed Curb & Gutter
- Proposed Sidewalk
- Proposed Contour Major
- Proposed Contour Minor



LOCATION MAP

AS BUILTS

contractor: CORNEJO
 INSPECTOR: LARRY GANN
 DATE: 3/25/2015

KEMILLER ENGINEERING PA
 117 E. Lewis,
 Wichita, KS 67202 (316)264-0242

Wichita Destination Developers, INC., a Kansas corporation
 Michael J. Boyd, President

APPROVED AS NOTED
 City Engineers Office: *Rebecca Sulf* 11/10/14
 NOTE TO CONTRACTORS
 Installation, inspection and testing for this project is to be provided by a Licensed Consulting Engineering Firm under contract with the Owner/Developer. Said Inspection to be in accordance with the City of Wichita standard construction engineering practices and certified by a Licensed Professional Engineer. No work shall be performed in dedicated easements or public right-of-way by the Contractor without such inspection nor shall any work be commenced without written authorization by the City Engineer. All Construction and Materials shall comply with the City of Wichita Specifications and Standards (on file and available in the City Engineer's Office).

PREPARED FOR:
 Wichita Destination Developers, Inc.
 Attn: Michael J. Boyd, President
 1707 N. Waterfront Parkway
 Wichita, Kansas 67206

October 2014

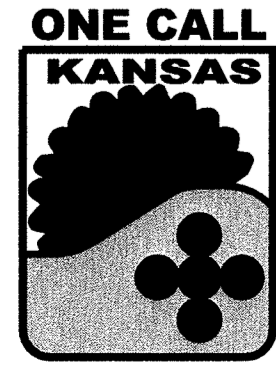
UTILITY SERVICE & INSTALLATION CONTACTS

- | | |
|---|---|
| KANSAS GAS SERVICE
Attn: Tim Hamlin
(316) 832-3121 | WICHITA WATER
Attn: Greg Lolley
(316) 268-4334 |
| WESTAR ENERGY
Attn: Becky Thompson
(316) 261-6320 | AT&T
Attn: Jason Edwards
(316) 268-2008 |
| BLACK HILLS ENERGY
Attn: Daryl Keller
(316) 941-1654 | COX COMMUNICATIONS
Attn: Mark Henderson
(316) 260-7745 |
| NUSTAR ENERGY L.P.
Attn: Renee Davis
(316) 721-7059 | WICHITA SEWER
Attn: LaDonna
(316) 268-4334 |

UTILITY EMERGENCY CONTACTS

- | | |
|---|--|
| KANSAS ONE-CALL
(316) 687-2470 | AT&T
1-555-1212 |
| COX COMMUNICATIONS
(316) 687-2470 | CITY OF WICHITA WATER DEPT
(316) 268-4908 |
| WESTAR ENERGY/
KANSAS GAS & ELECTRIC COMPANY
(800) 482-4950 | CITY OF WICHITA SEWER DEPT
(316) 268-4071 |
| AQUILA NATURAL GAS
(316) 941-1608
(800) 303-0357 | KANSAS ONE-CALL:
1-800-DIG-SAFE
(1-800-344-7233) |

Protect yourselves and your property against underground utility damage and liability.



Find out where the underground utility lines might be buried before you dig.
 Anyone digging in Kansas must call before digging. The person who is doing the work is responsible for calling KOC. If the owner contracts with a professional excavator to do the excavation then the professional excavator is responsible for calling KOC. You (the digger) will need to provide information about the work site when you call. This is a FREE service.

CALL BEFORE YOU DIG
 IT'S THE LAW.

GENERAL NOTES

1. 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.
2. 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 the 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.
3. 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.
4. Rubble from the removal of miscellaneous structures shall be disposed of on sites to be provided by the contractor and approved as noted below.
5. 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 borrow location.
6. Contractor shall satisfy himself of surface and subsurface conditions prior to bidding.
7. Field locate all existing utilities prior to beginning any excavation work. Contact the Kansas One-Call system at 316-687-2470 at least 48 hours in advance to request field locates. For utilities that are not members of the Kansas One-Call system, contact those companies directly.
8. Contractor is responsible for preserving existing property irons. Re-establish any existing property irons which are damaged or destroyed by 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.
9. The water department 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, water meter boxes or fire hydrants damaged during construction shall be repaired by the contractor at his own expense.
10. Water valves, meters and fire hydrants shall be adjusted by the contractor to meet final grades, as directed by the engineer.
11. The contractor shall remove existing road signs that interfere with construction. Signs damaged through negligence of the contractor shall be replaced by the contractor at no cost to the city. The contractor shall stockpile the signs along the R/W (at a central location) for removal by city forces. Contractor to notify City when signs are ready for removal.
12. All existing pavement and curb and gutter within the construction limits shall be saw cut, full depth, to the neat lines shown on the plans, or to the nearest joint, and removed, unless otherwise noted. Saw cutting shall be subsidiary to the bid item "pavement removed."
13. All RCB, stormwater sewer and waterline excavation under proposed pavement shall be sand filled and flushed (Jetted and vibrated) with water per requirements listed in the standard specifications for the city of Wichita, unless flowable fill for other approved backfill material is otherwise specified. The sand fill shall be brought up uniformly to an elevation 12 inches above the top of the pipe or 2 feet below the bottom of proposed pavement whichever is higher. All costs for sand filling and flushing shall be included in the unit price bid per linear foot of trench filled regardless of the trench depth and/or pipe size unless indicated otherwise by the plans or contract.
14. A saw cut of at least one half the depth of the existing surface courses or one fourth the depth of the existing total pavement thickness shall be provided at locations where proposed construction abuts an existing surface or pavement for which partial removal of that surface or pavement is required. Saw joint to facilitate removal within three feet of existing joints will not be permitted and for such instances the limits of removal shall extend to the existing joint, such saw cuts will not be paid for directly and this cost shall be considered as subsidiary to the removal of surface or pavement.
15. The contractor shall restore all ditches, swales, road shoulders, entrances and bank lines to their original slopes and grades except as shown otherwise.
16. Contractor shall reseed and mulch all disturbed areas. Cost shall be considered subsidiary to site restoration.
17. All labor, materials, and equipment necessary to make connections to existing pipe or existing small structures shall not be paid for directly; but shall be subsidiary to other items of the contract.
18. All valves, fittings, and other appurtenances shall be subsidiary to the associated item.

27TH STREET QUANTITIES

<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>
Pavement (Surface)	381	SY
Pavement (Base)	381	SY
Crushed Rock Subgrade	493	SY
Type 1 Curb & Gutter	295	LF
Seeding	1	LS
Connect to Existing	1	EA
ADA Accessible Ramp	2	EA
Sidewalk	90	LF


QUANTITIES ARE FOR INFORMATION ONLY.
CONTRACTOR TO VERIFY ALL QUANTITIES
PRIOR TO CONSTRUCTION.

PUBLIC STREET PLANS

14-0225
GOODSPORTS INFRASTRUCTURE

GENERAL NOTES AND
QUANTITIES

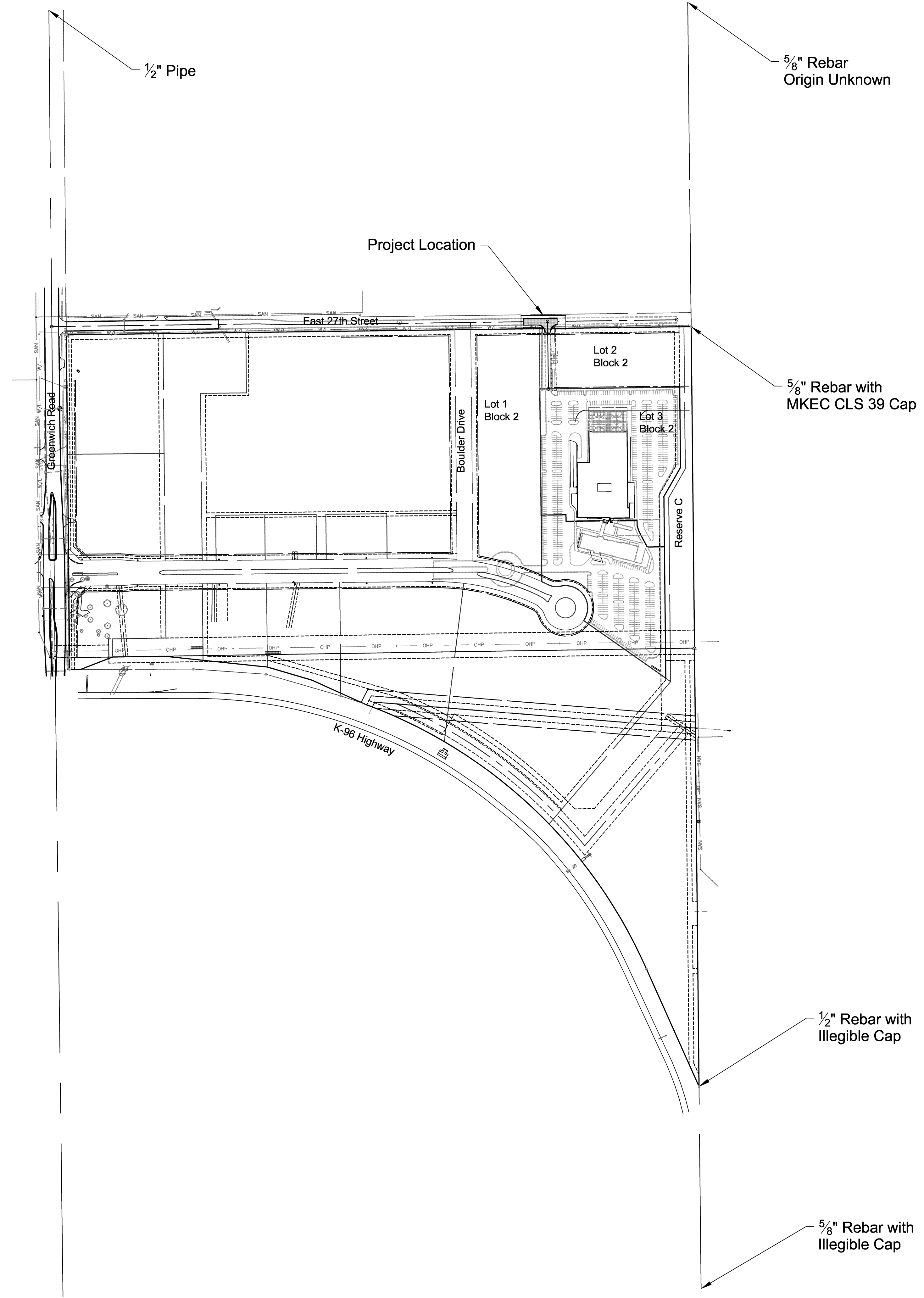
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	MMW RLC	10/27/14	ORIGINAL SUBMITTAL



**Renaissance
Infrastructure
Consulting**

1138 WEST CAMBRIDGE CIRCLE DRIVE
KANSAS CITY, KANSAS 66103

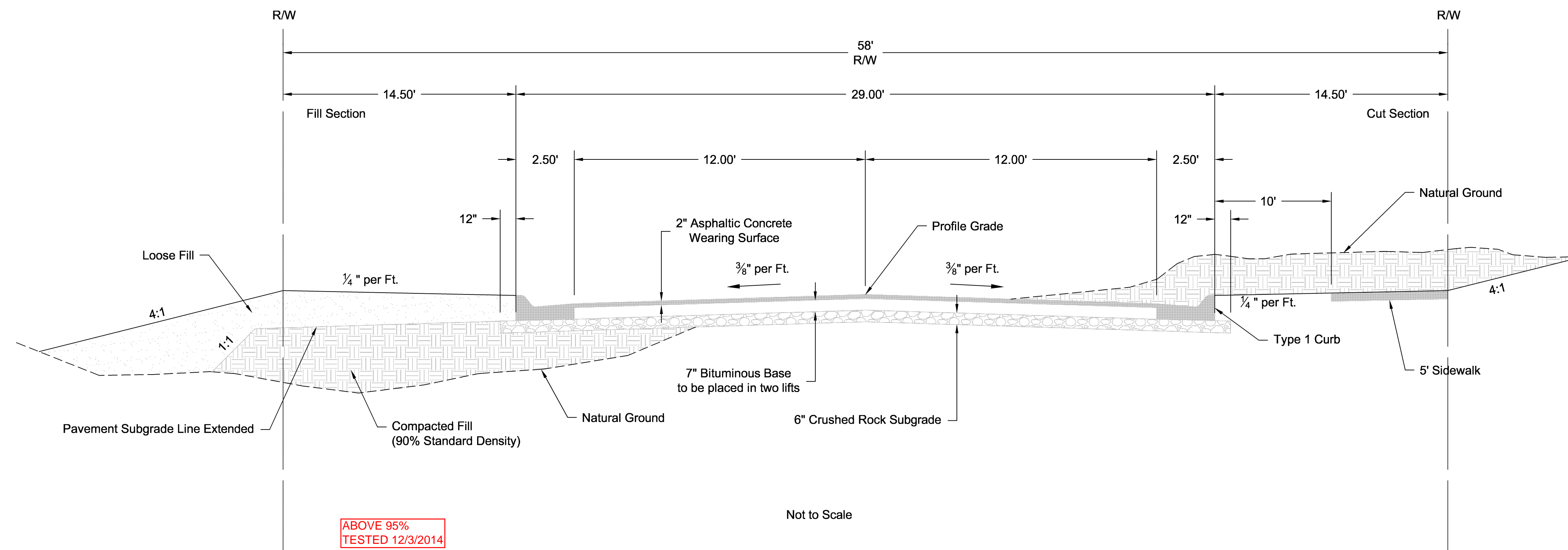
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	MWM RLC	10/27/14	REVISION

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TYPICAL SECTION



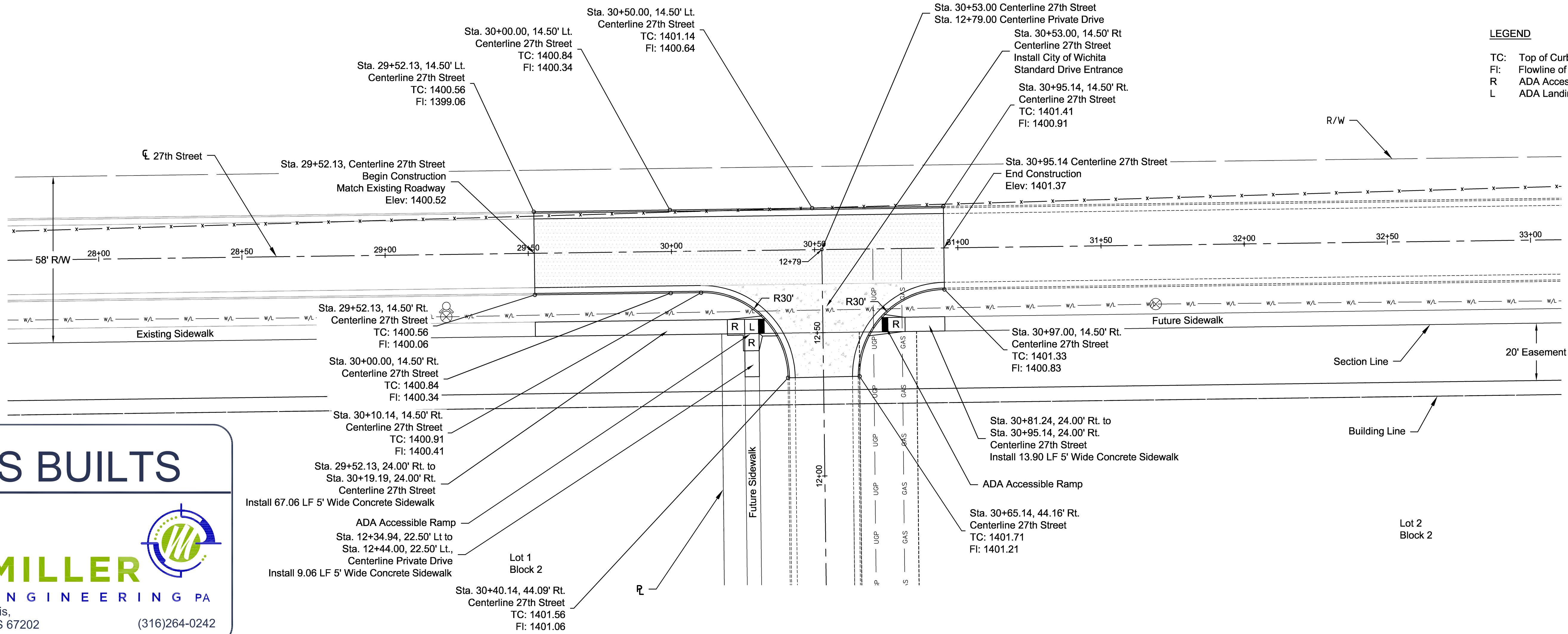
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AS BUILTS

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117 E. Lewis,
Wichita, KS 67202 (316)264-0242

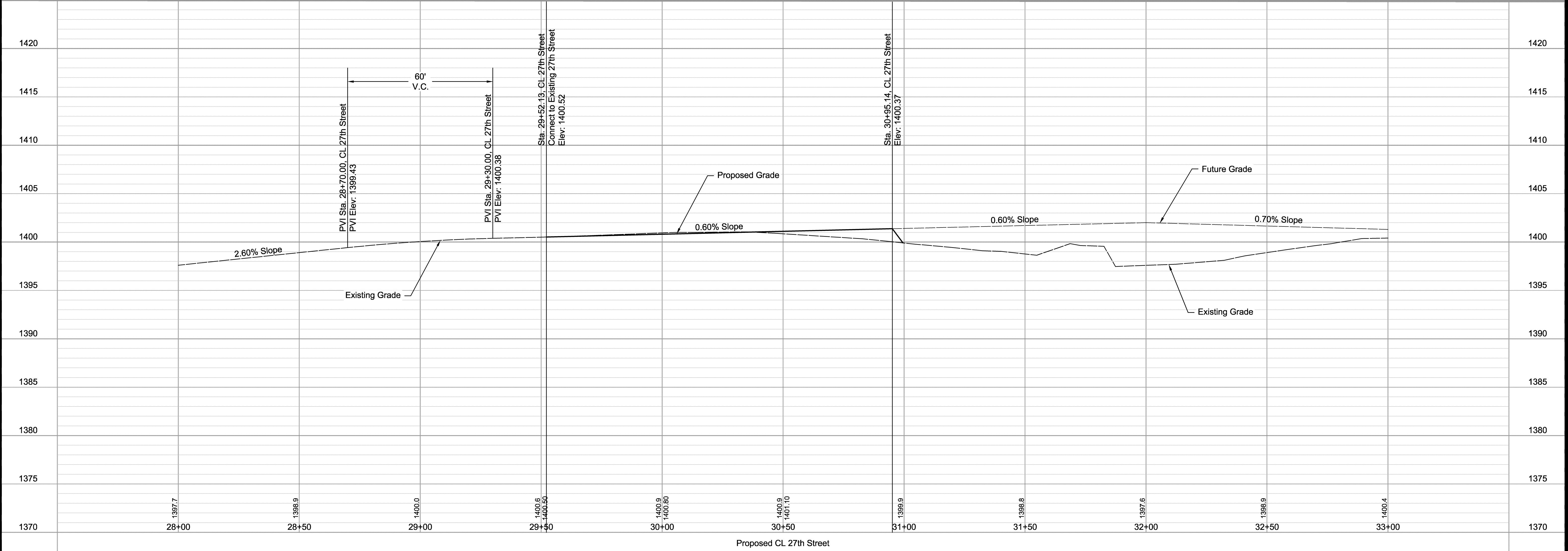
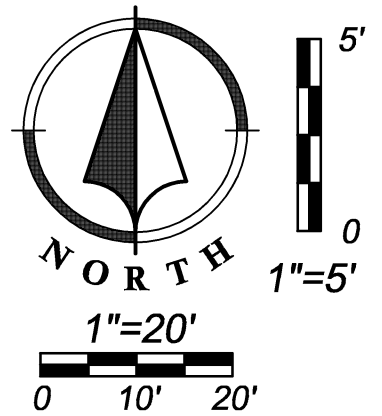
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LEGEND
TC: Top of Curb
FI: Flowline of Gutter
R: ADA Accessible Ramp
L: ADA Landing



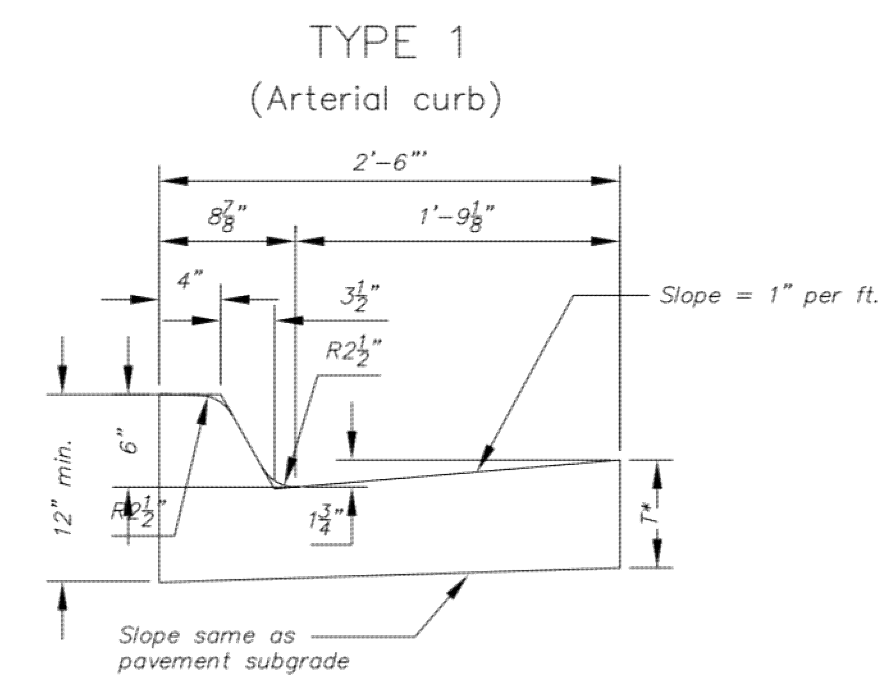
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Wichita, KS 67202 (316)264-0242

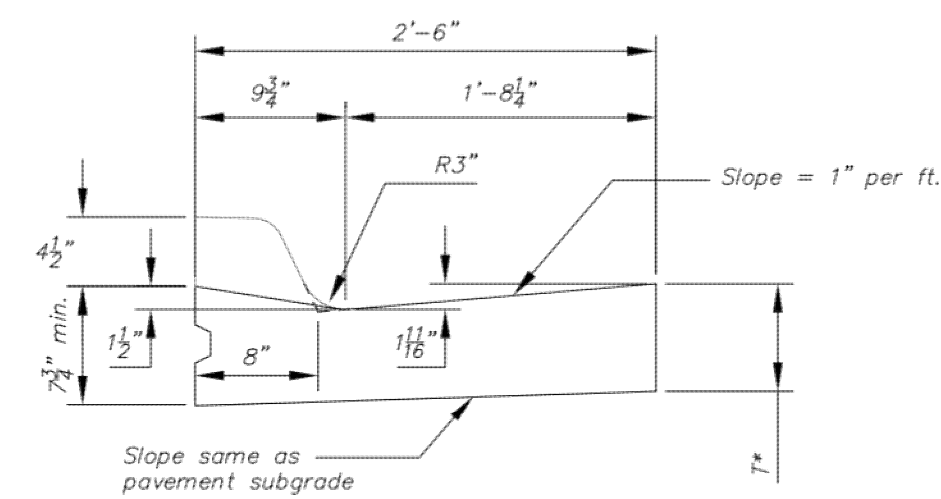


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			REVISION

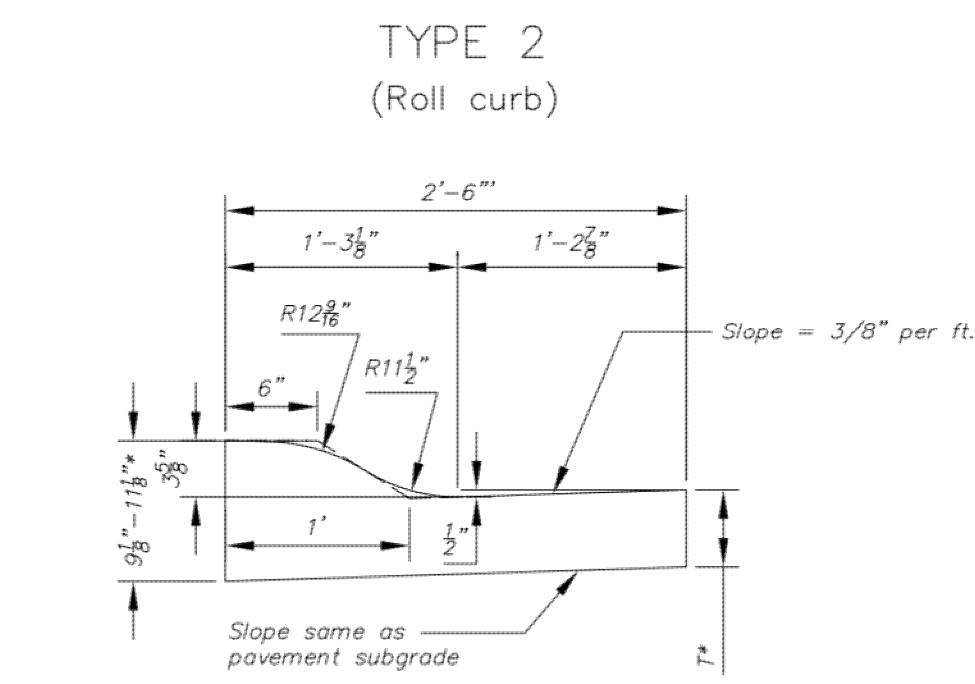
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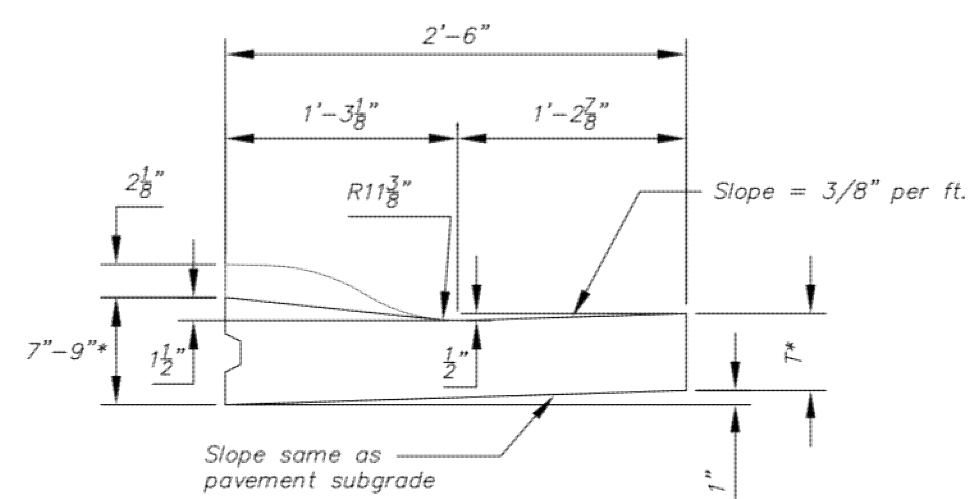
Combined Curb & Gutter (6")



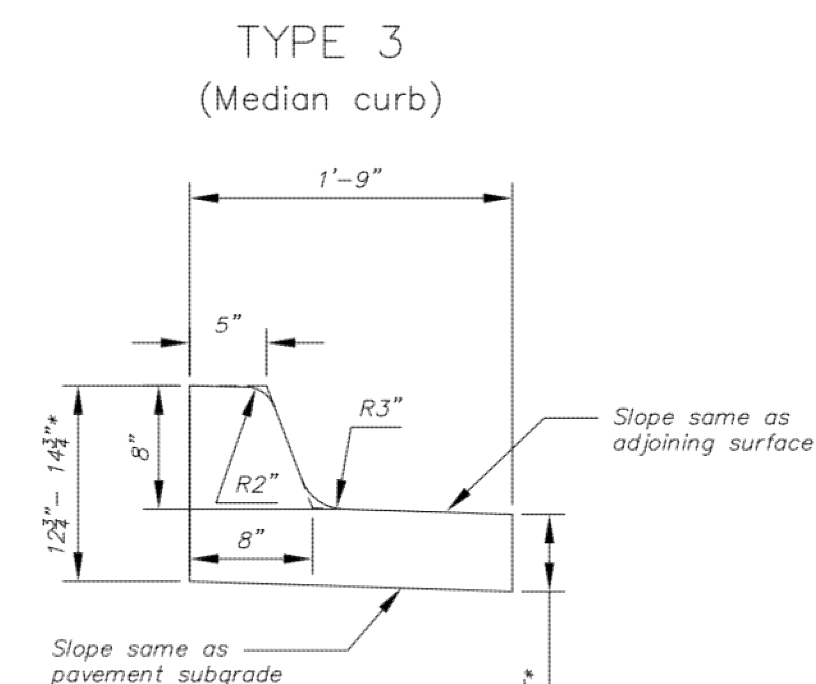
Combined Curb & Gutter (1 1/2")



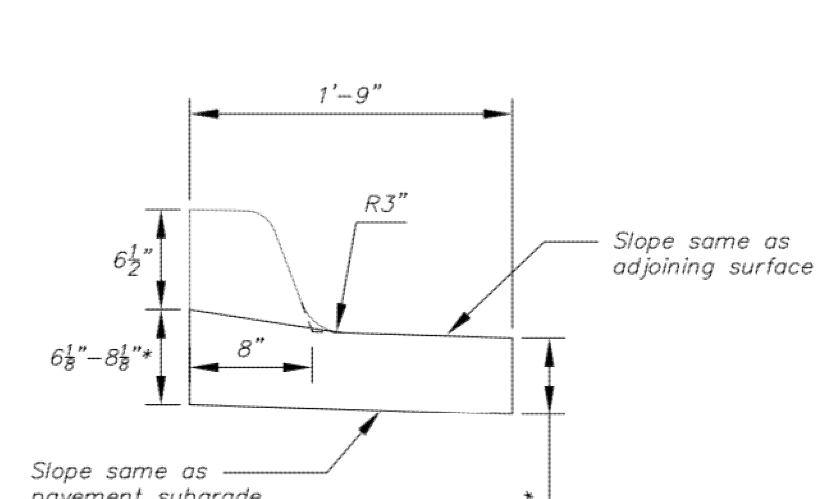
Combined Curb & Gutter (3 5/8")



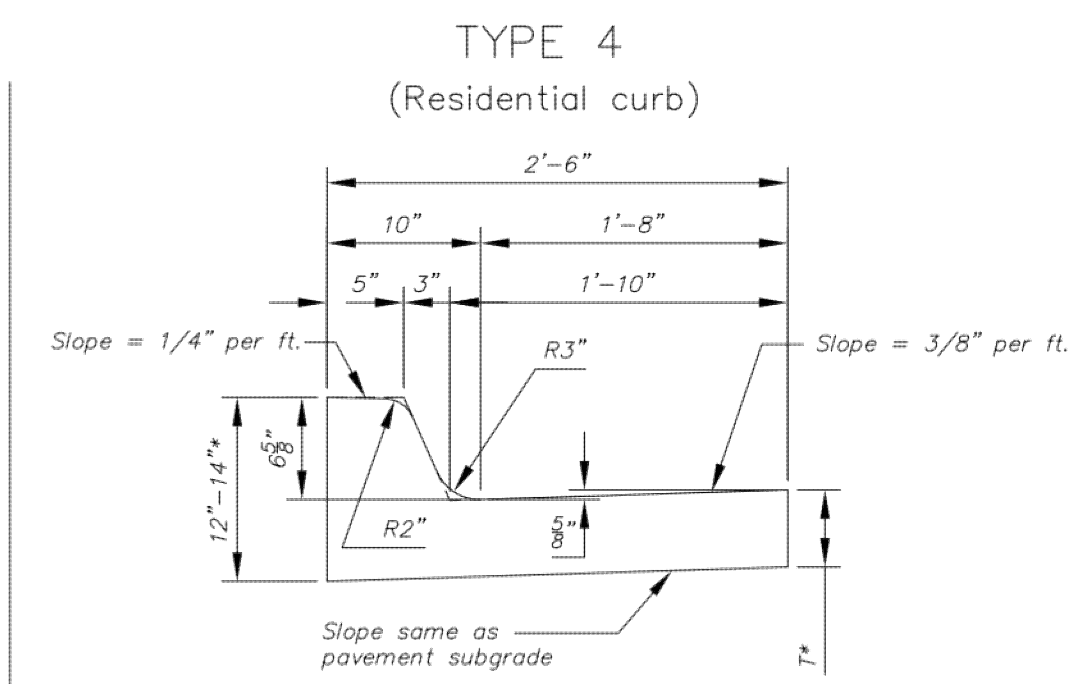
Combined Curb & Gutter (1 1/2")



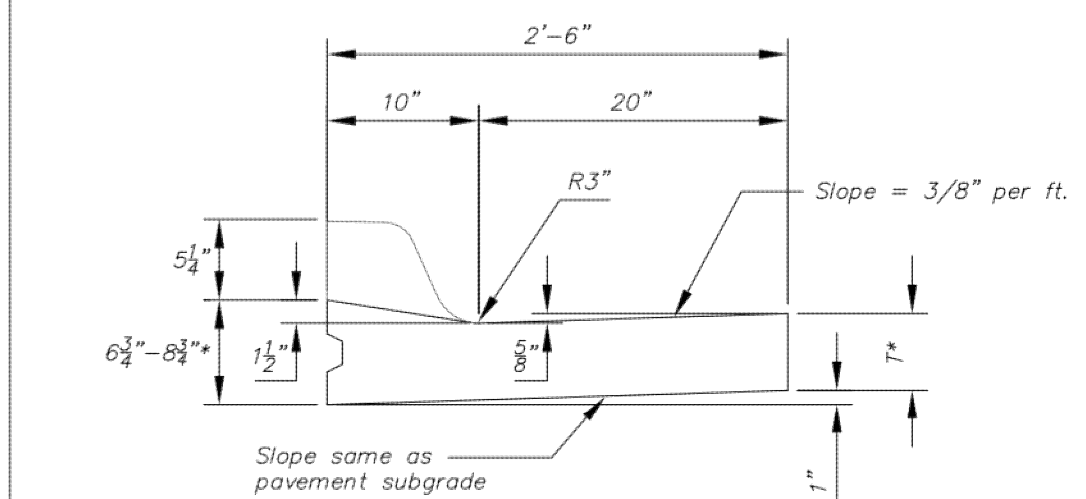
Combined Curb & Gutter (6")



Combined Curb & Gutter (1 1/2")



Combined Curb & Gutter (6 5/8")

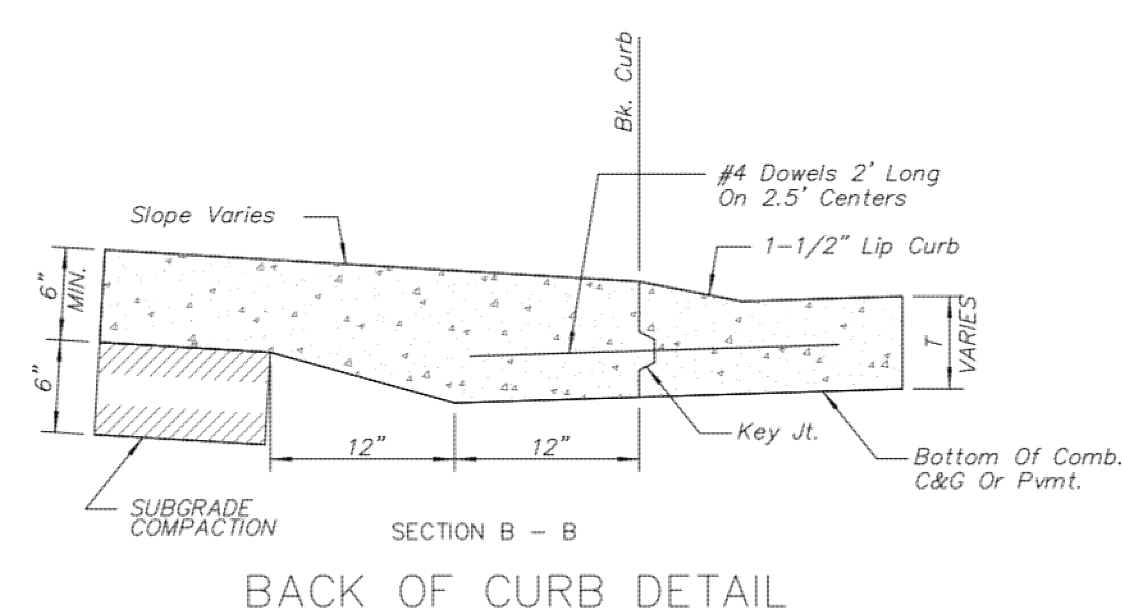


Combined Curb & Gutter (1 1/2")

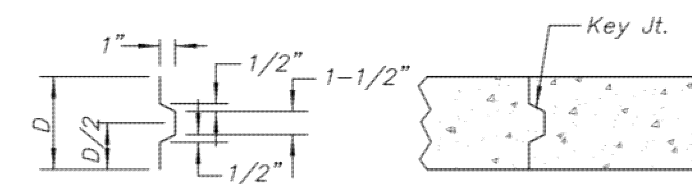
T* = Thickness of curb to adjust with pavement thickness

GENERAL NOTES

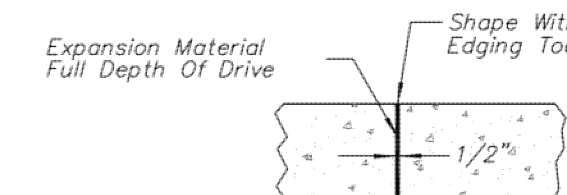
- Expansion (isolation) joints shall be constructed a maximum of 300' apart and at all Pls, PCs, cul-de-sac quadrants, and ends of returns.
- Contraction joints shall be constructed a minimum of 12' apart.
- Joint sealer shall be required at all joints on arterial and industrial streets and at intersections on residential streets.



SECTION B - B
BACK OF CURB DETAIL



ALT. LONGITUDINAL CONSTRUCTION JOINT



EXPANSION JOINT (E.J.)



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

PV-101

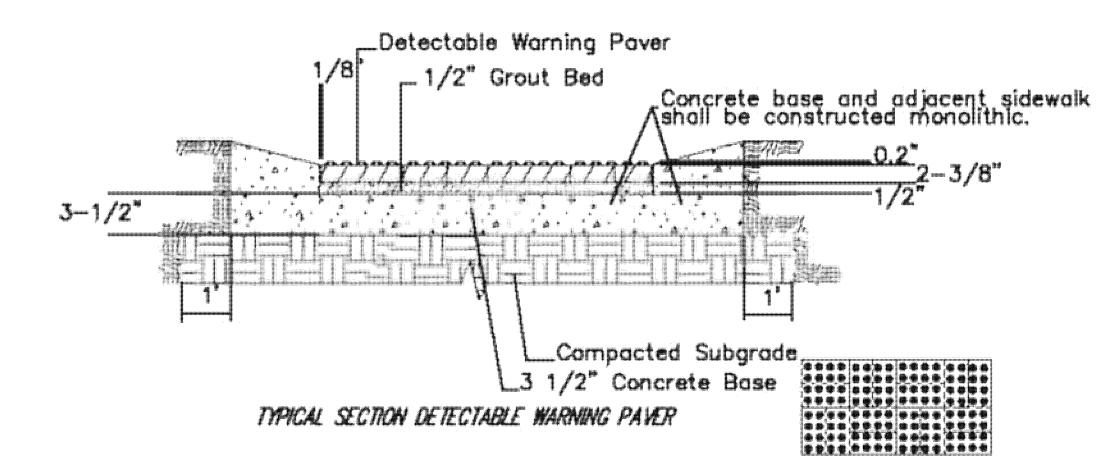
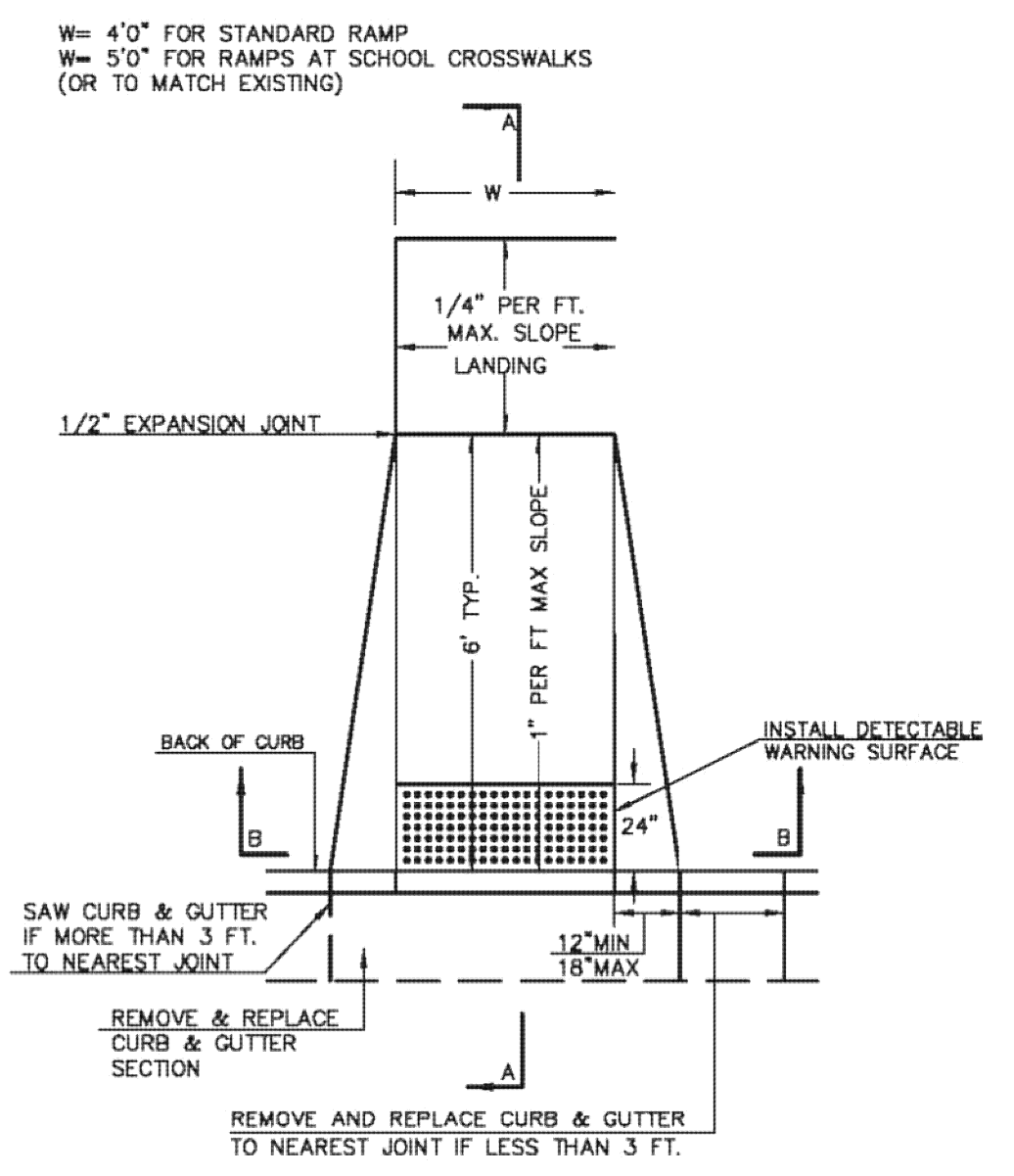
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	MMW	10/27/14	ORIGINAL SUBMITTAL

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	MMW	10/27/14	

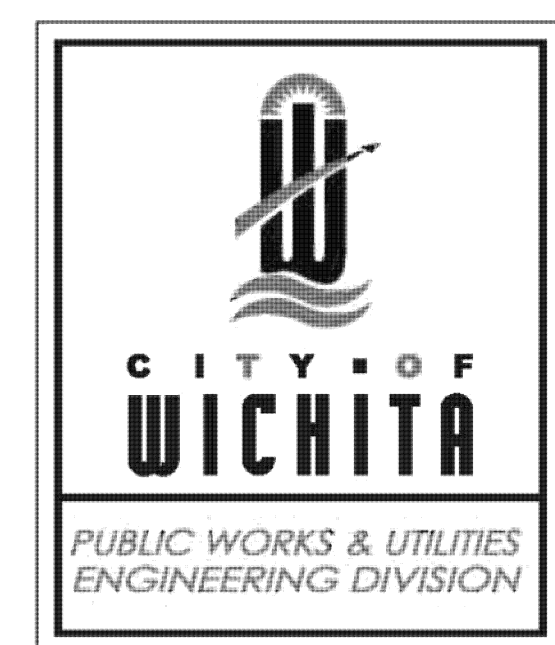
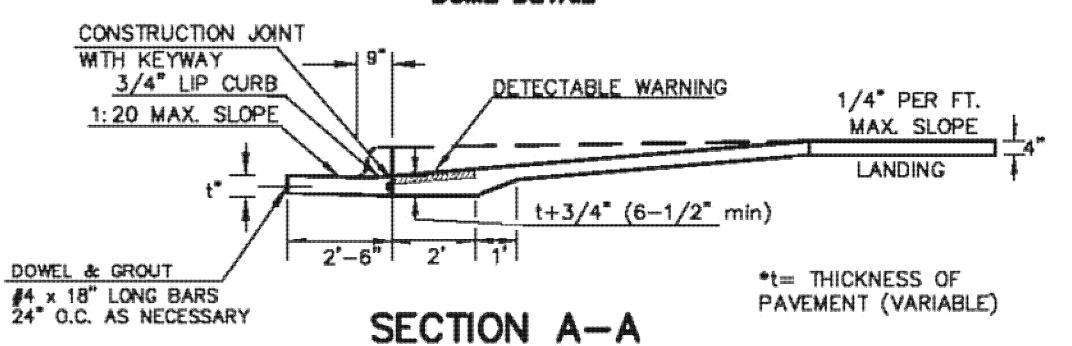
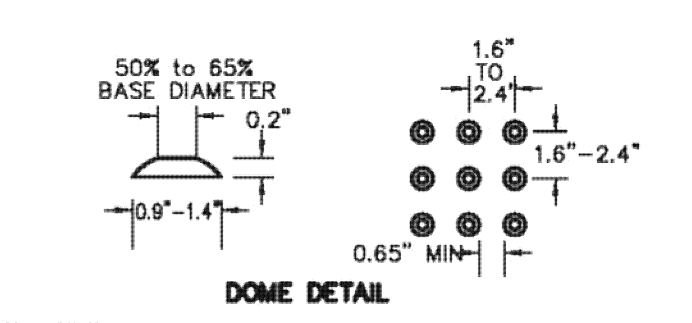
Renaissance Infrastructure Consulting
 CITY ENGINEER
GARY L. JANZEN, P.E.
 PROJECT NUMBER: PPP-0233
 OCA NUMBER: 607879
 CITY ENGINEER'S OFFICE
 CITY HALL - SEVENTH FLOOR
 455 NORTH MAIN STREET
 WICHITA, KANSAS 67202-1620
 (314) 268-4601

(TYPE A) STANDARD WHEELCHAIR RAMP WITH DETECTABLE WARNING CONSTRUCTION DETAIL FOR STREETS WITH COMBINED CURB & GUTTER

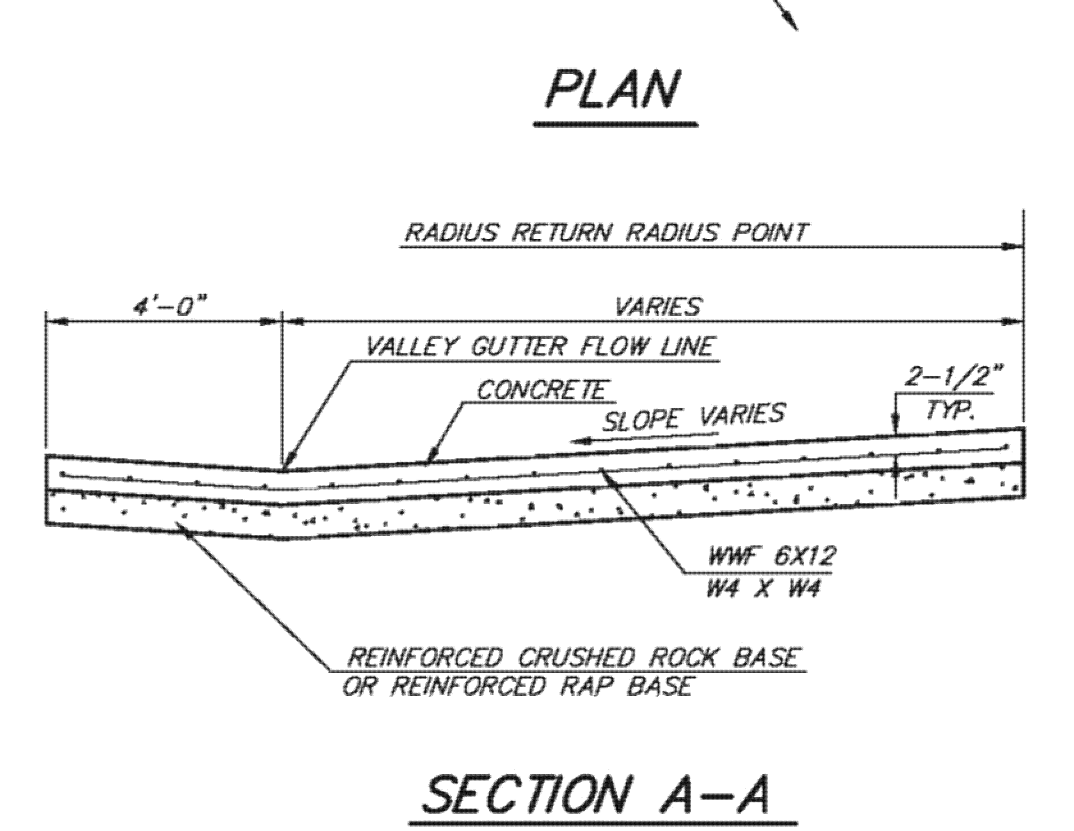
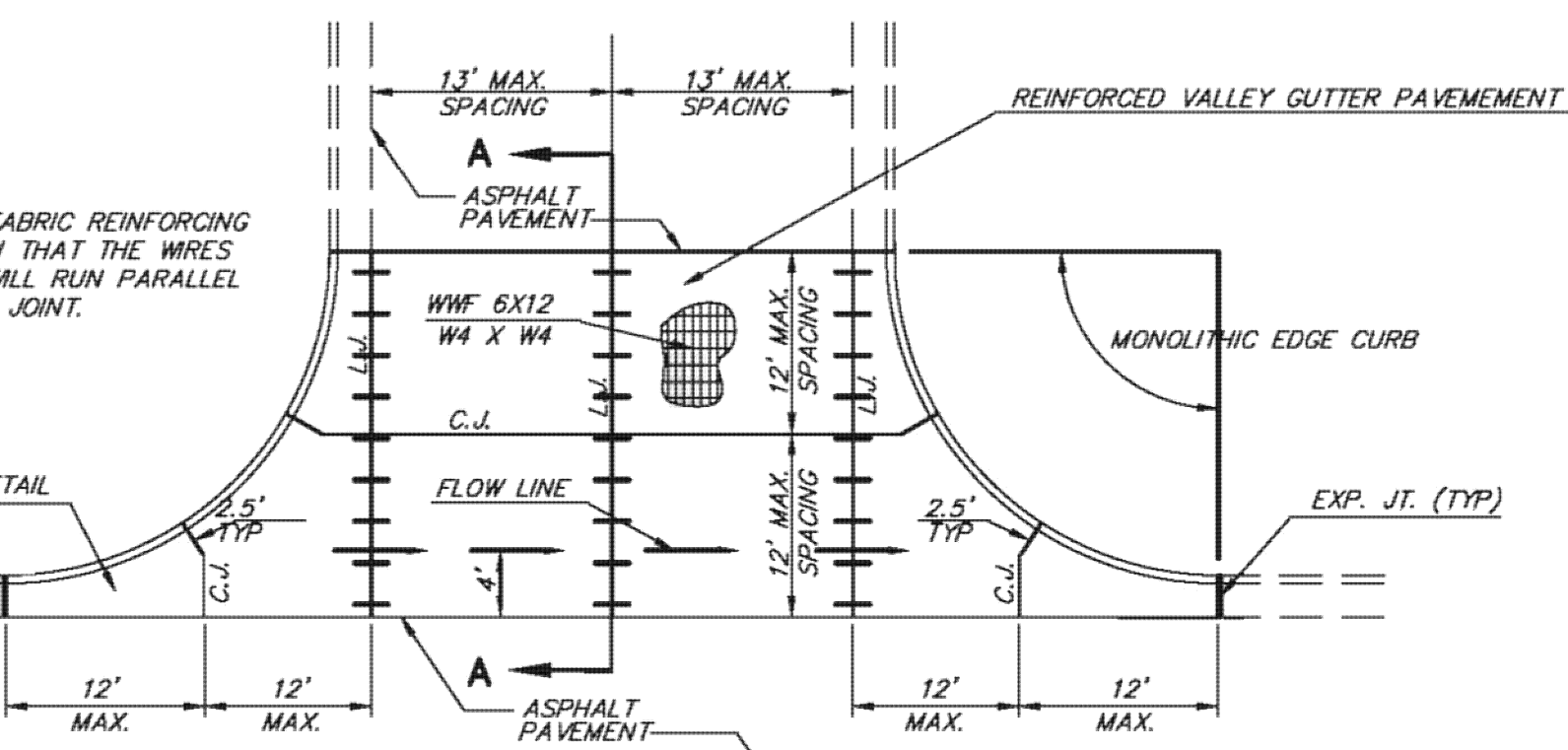


NOTE: RAMPS TO COMPLY WITH LATEST ADAAG GUIDELINES. PAVESTONE DETECTABLE WARNING PAVERS (OR AN APPROVED EQUAL) SHALL BE USED IN ALL WHEELCHAIR RAMPS. THE RED PAVER SHALL BE INSTALLED USING A BASKET WEAVE/PARQUET PATTERN. OTHER PATTERNS MAY BE USED WITH APPROVAL OF ENGINEER. SAND FILL JOINTS. ALIGN DOMES IN THE DIRECTION OF PEDESTRIAN TRAVEL.

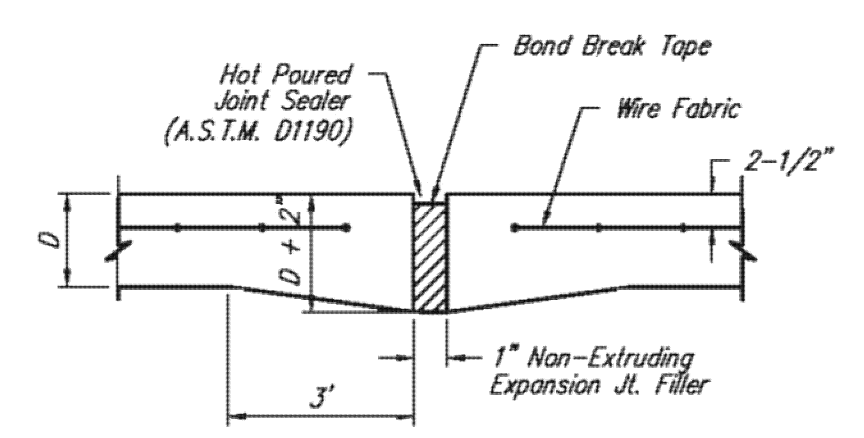
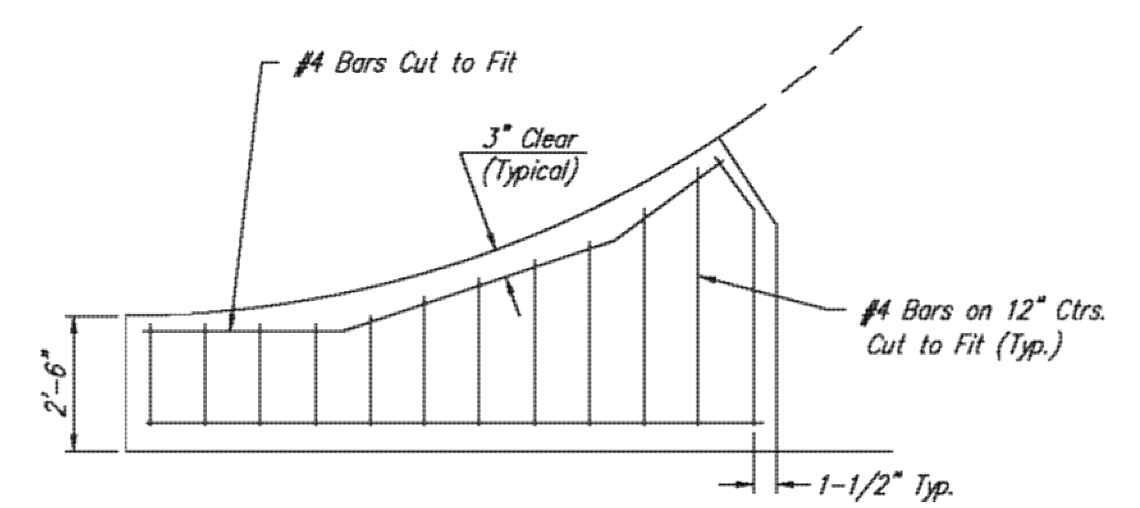
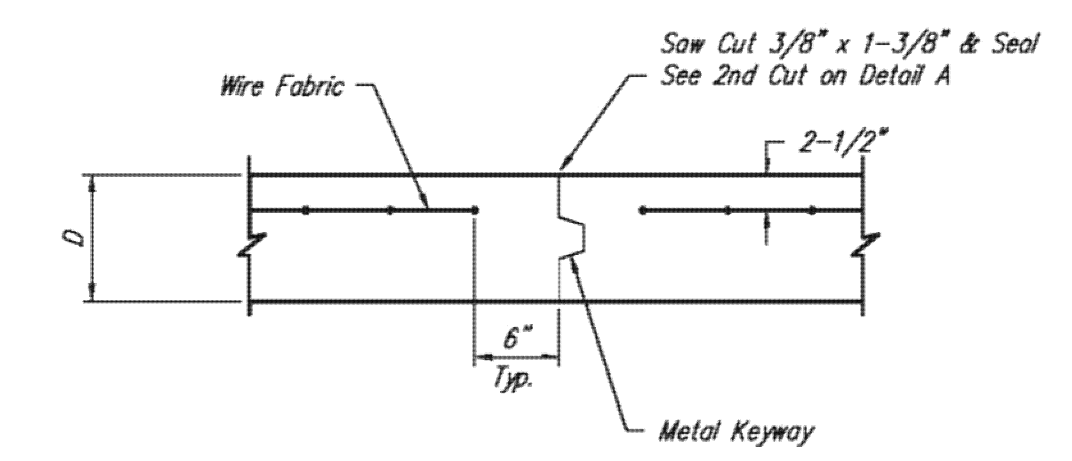
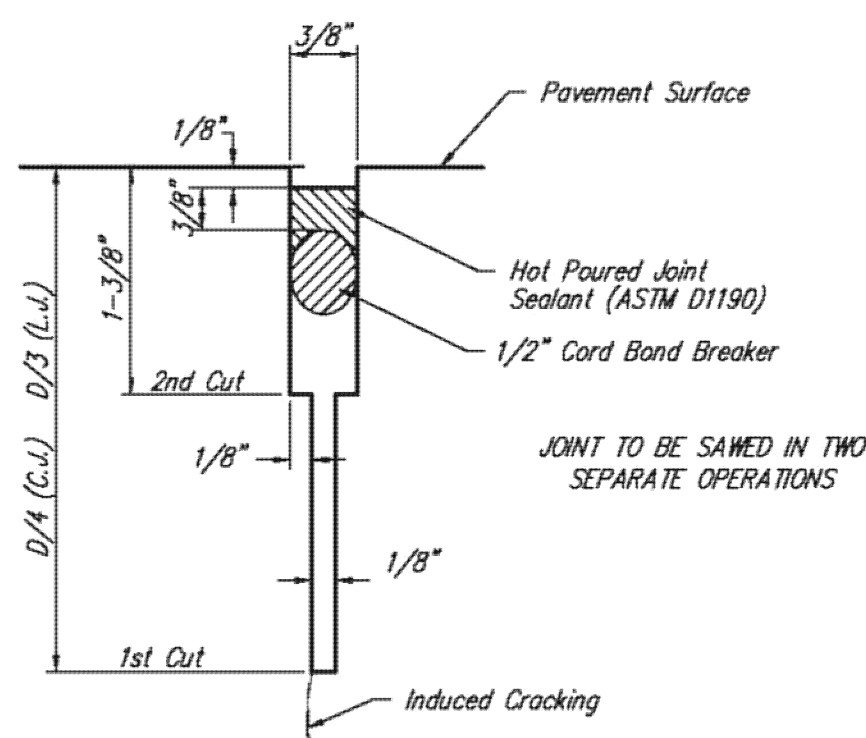
SECTION B-B



VALLEY GUTTER DETAILS WHEELCHAIR RAMP DETAILS
 CITY ENGINEER
GARY L. JANZEN, P.E.
 PROJECT NUMBER: PPP-0233
 OCA NUMBER: 607879
 CITY ENGINEER'S OFFICE
 CITY HALL - SEVENTH FLOOR
 455 NORTH MAIN STREET
 WICHITA, KANSAS 67202-1620
 (314) 268-4601

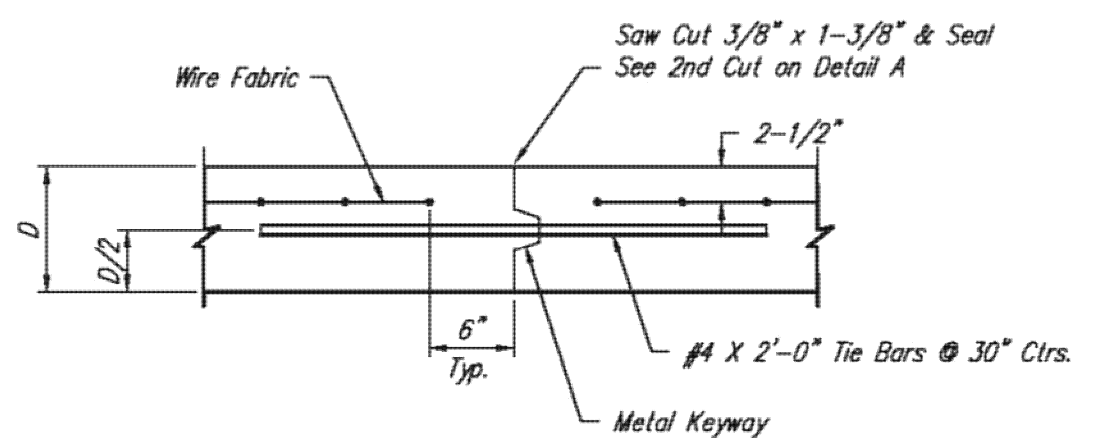
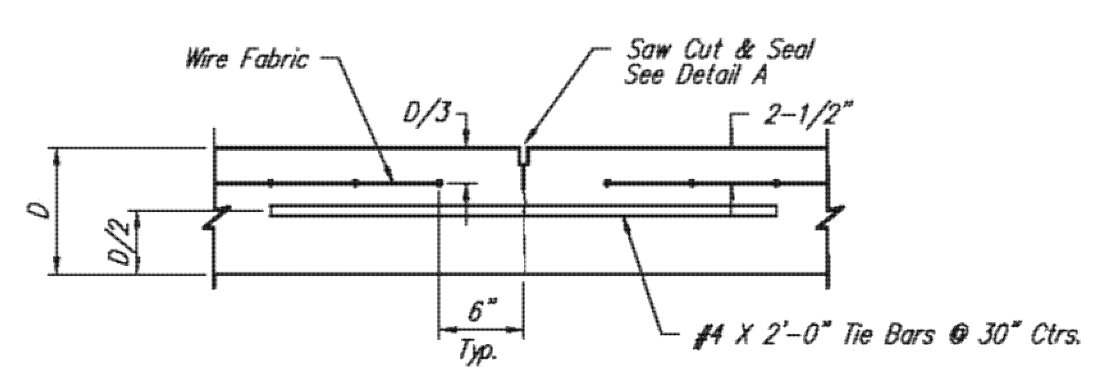
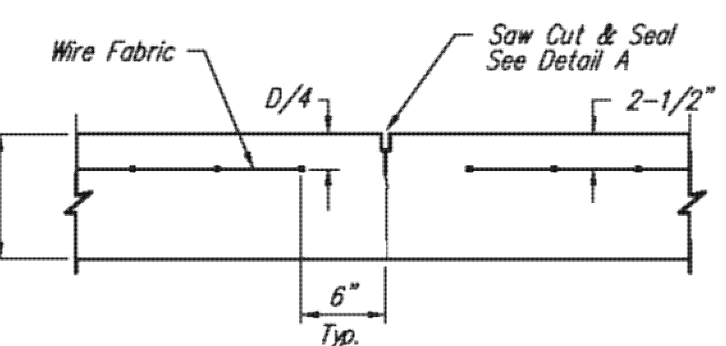


REINFORCED VALLEY GUTTER DETAIL



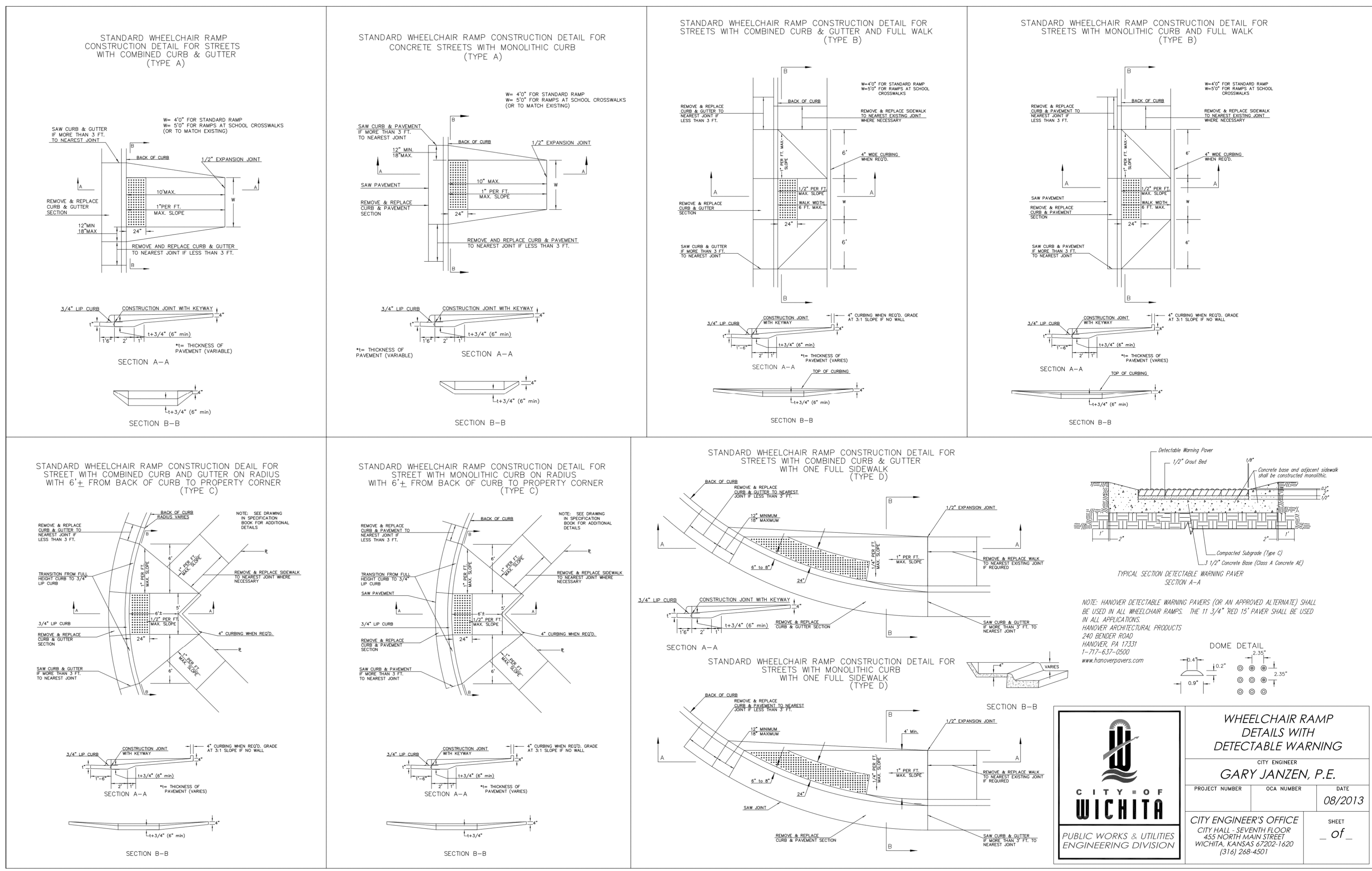
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement

KEYWAY DETAIL



OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)

PV-105
 J:\C:\V\95039\dwg\C:\w\3D\gpa\Phase 2\0500\9EFD03.dwg



**WHEELCHAIR RAMP
DETAILS WITH
DETECTABLE WARNING**

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER: [] GCA NUMBER: [] DATE: 08/2013

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

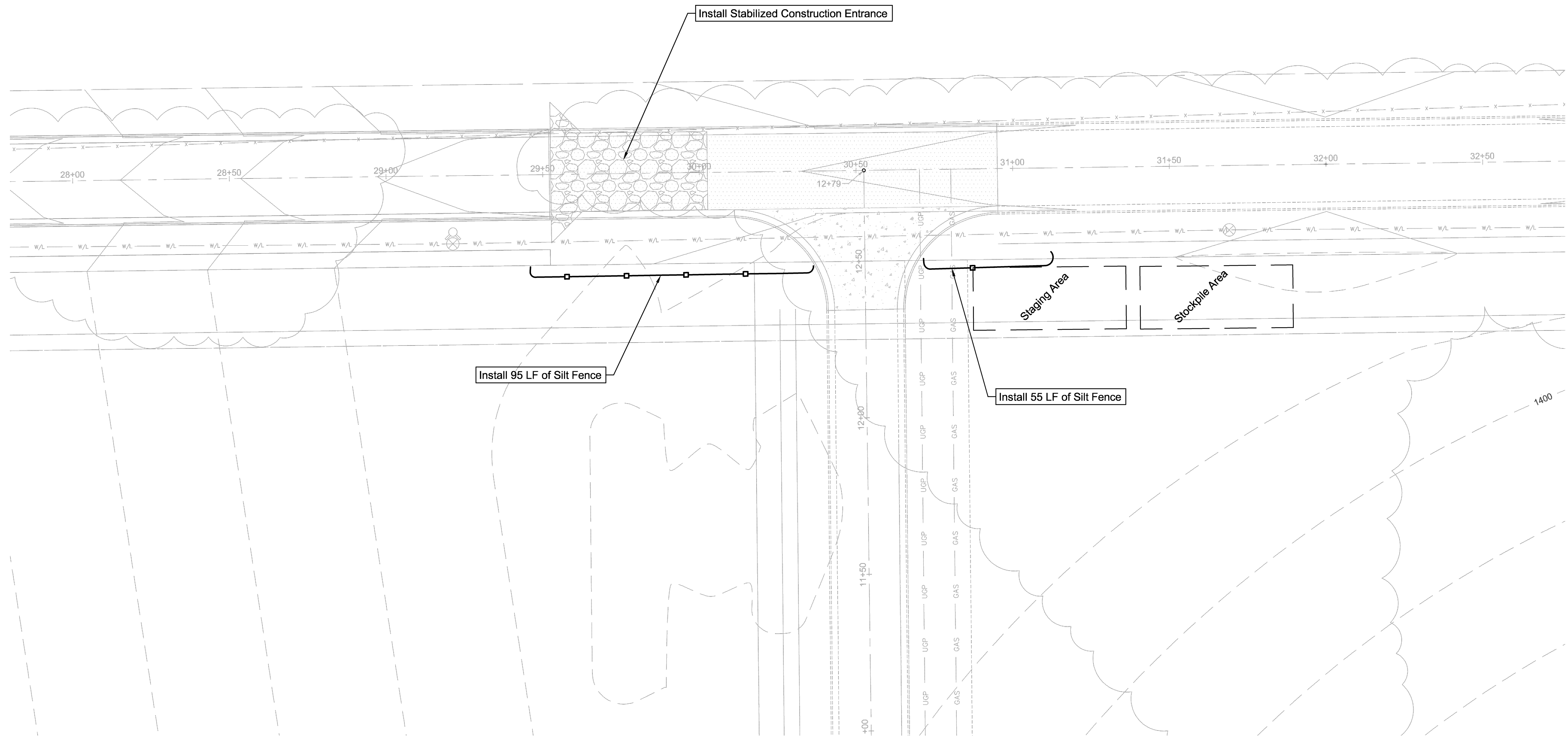
SHEET
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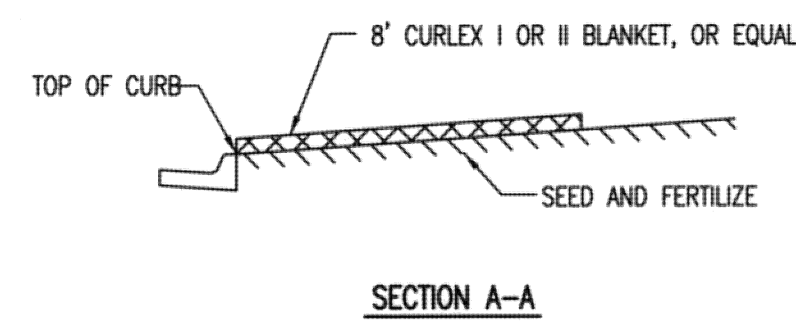
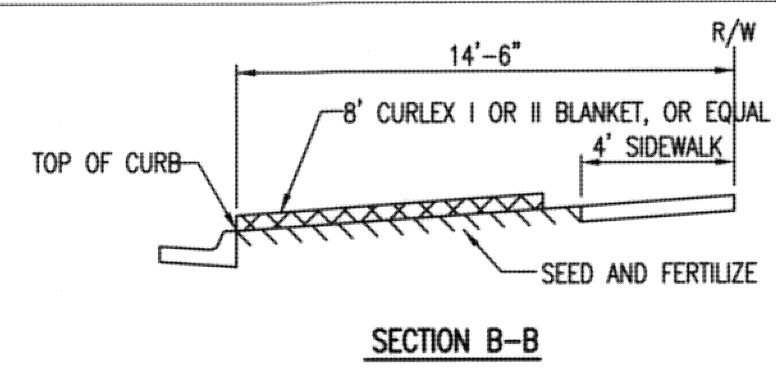


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	MMW	10/27/14	ORIGINAL SUBMITTAL

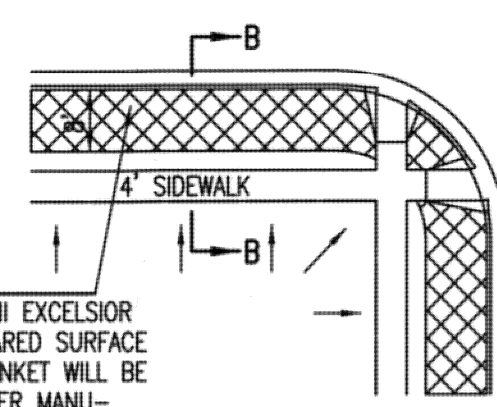
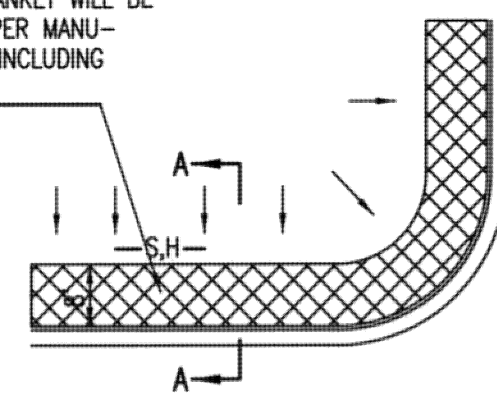
**Renaissance
Infrastructure
Consulting**

1138 WEST CAMBRIDGE CIRCLE DRIVE
KANSAS CITY, KANSAS 66103

913.317.9500
WWW.RIC-CONSULT.COM



INSTALL 8" WIDE CURLEX I OR II EXCELSIOR BLANKET, OR EQUAL, ON PREPARED SURFACE BACK OF CURB. EDGE OF BLANKET WILL BE AT BACK OF CURB. INSTALL PER MANUFACTURER'S RECOMMENDATION, INCLUDING STAPLES. (SEE DETAIL)

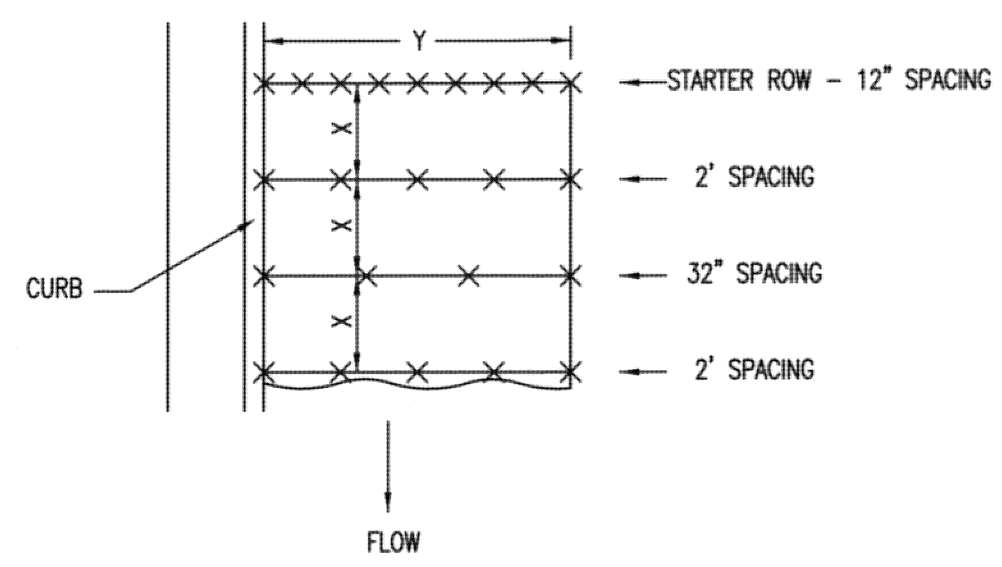


INSTALL 8" WIDE CURLEX I OR II EXCELSIOR BLANKET, OR EQUAL, ON PREPARED SURFACE BACK OF CURB. EDGE OF BLANKET WILL BE AT BACK OF CURB. INSTALL PER MANUFACTURER'S RECOMMENDATION, INCLUDING STAPLES. (SEE DETAIL)

GENERAL NOTES

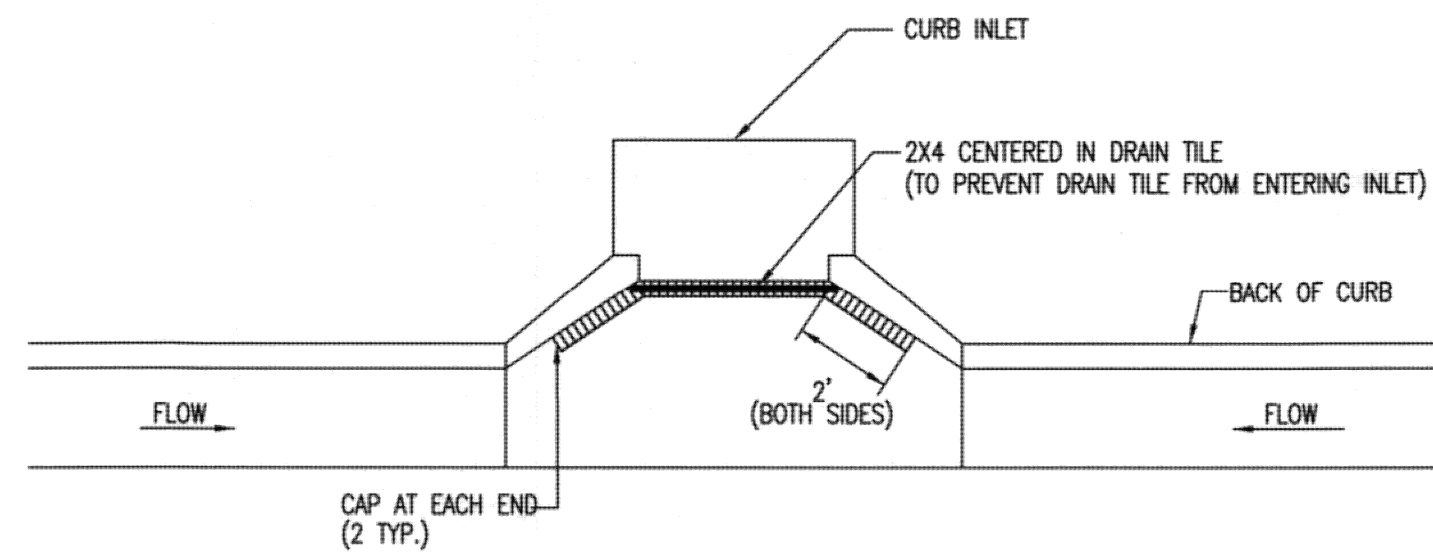
- EXCELSIOR MAT TO BE INSTALLED WHEN SOD IS NOT SPECIFIED ON PROJECT.
- EXCELSIOR BLANKET TO BE INSTALLED OVER SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS.
- AFTER INSTALLATION OF EXCELSIOR BLANKET, AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE CURB AND INTO THE GUTTER,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

BACK OF CURB PROTECTION DETAIL



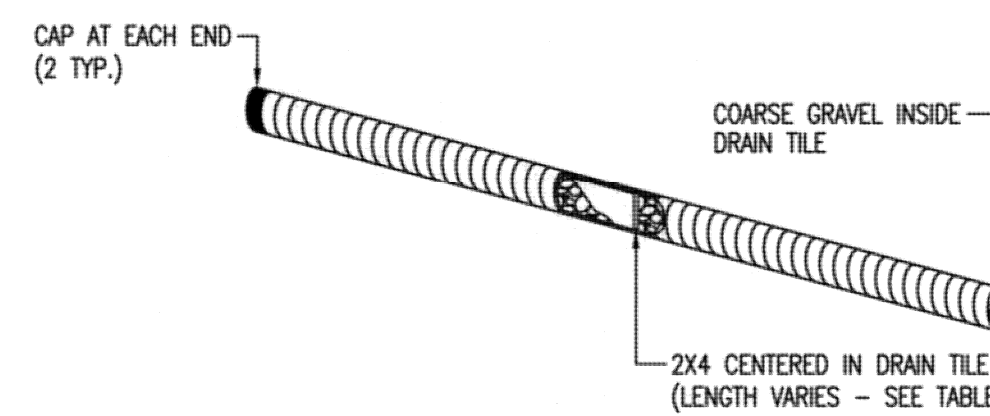
NOTES: USE 6" SEAM OVERLAP
(X & Y = RECOMMENDED BY MANUFACTURE)

DETAILS FOR APPROVED EROSION CONTROL MAT

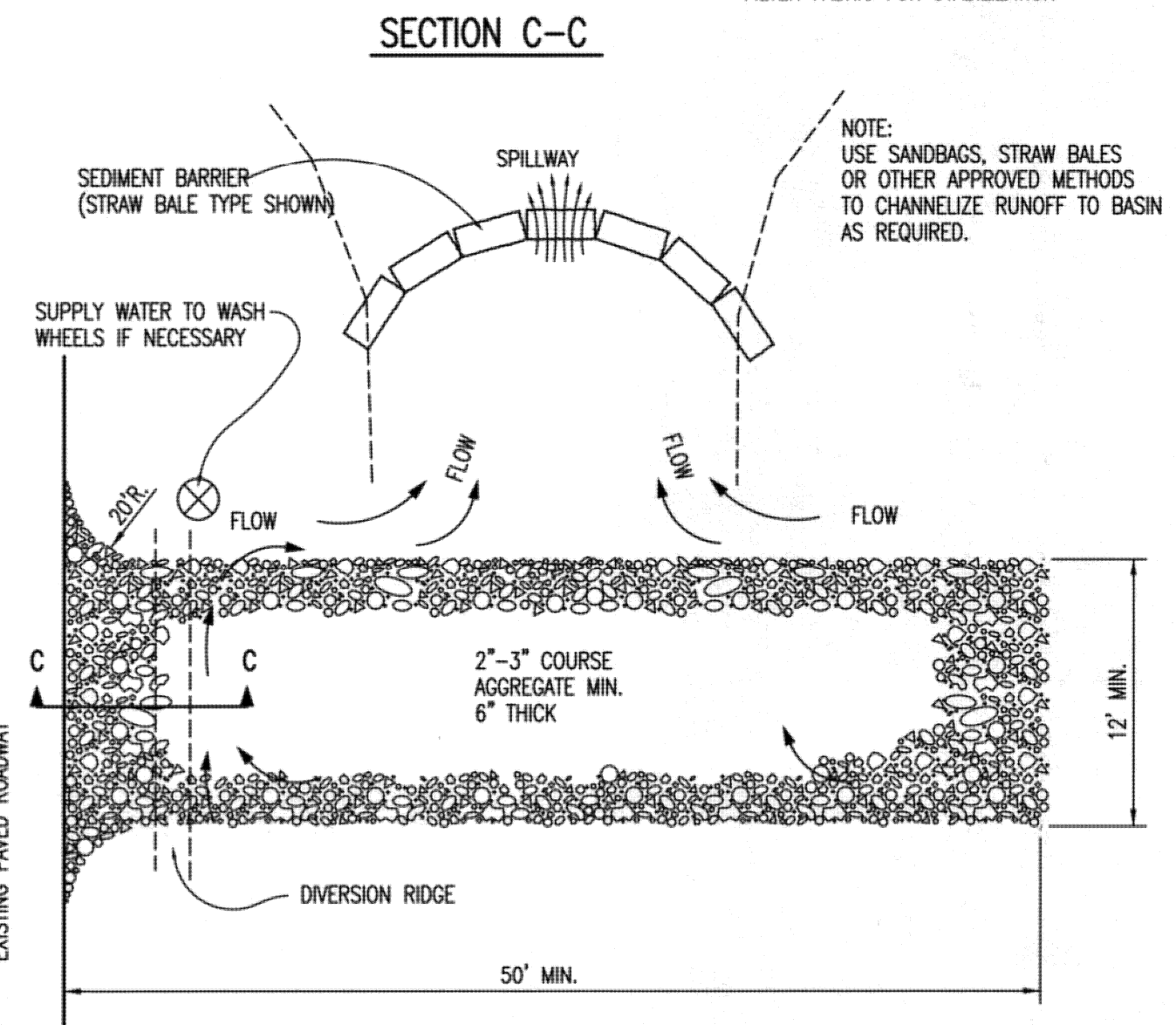
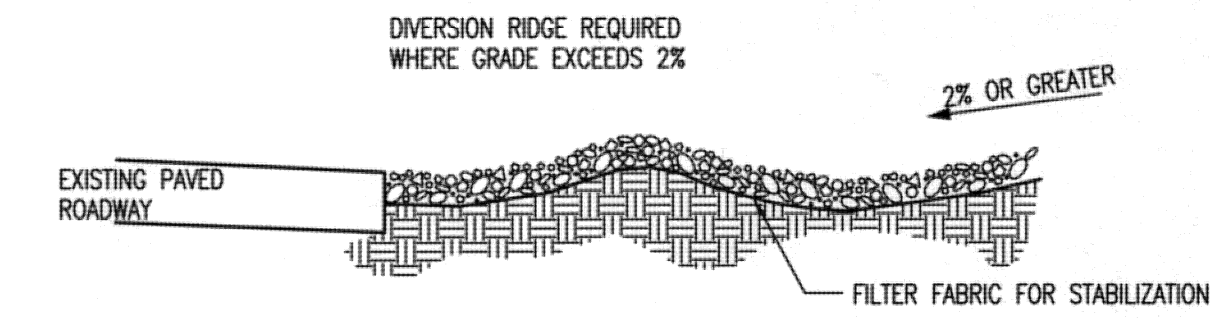


NOTE: PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

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



STABILIZED CONSTRUCTION ENTRANCE

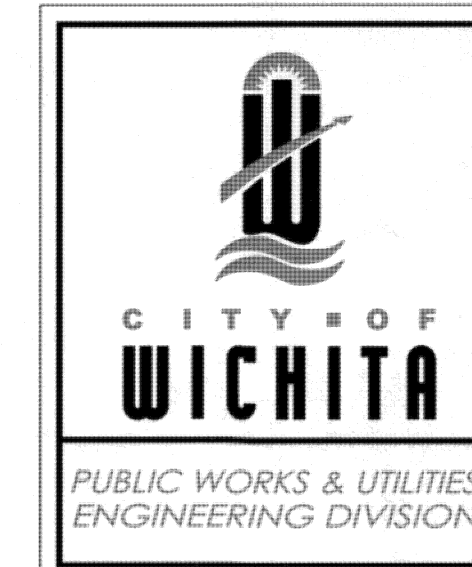
GENERAL NOTES

- 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.

REVISION DATE: MAY 2013



05/20/13



BACK OF CURB PROTECTION, CURB INLET PROTECTION AND CONSTRUCTION ENTRANCE

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER OCA NUMBER DATE

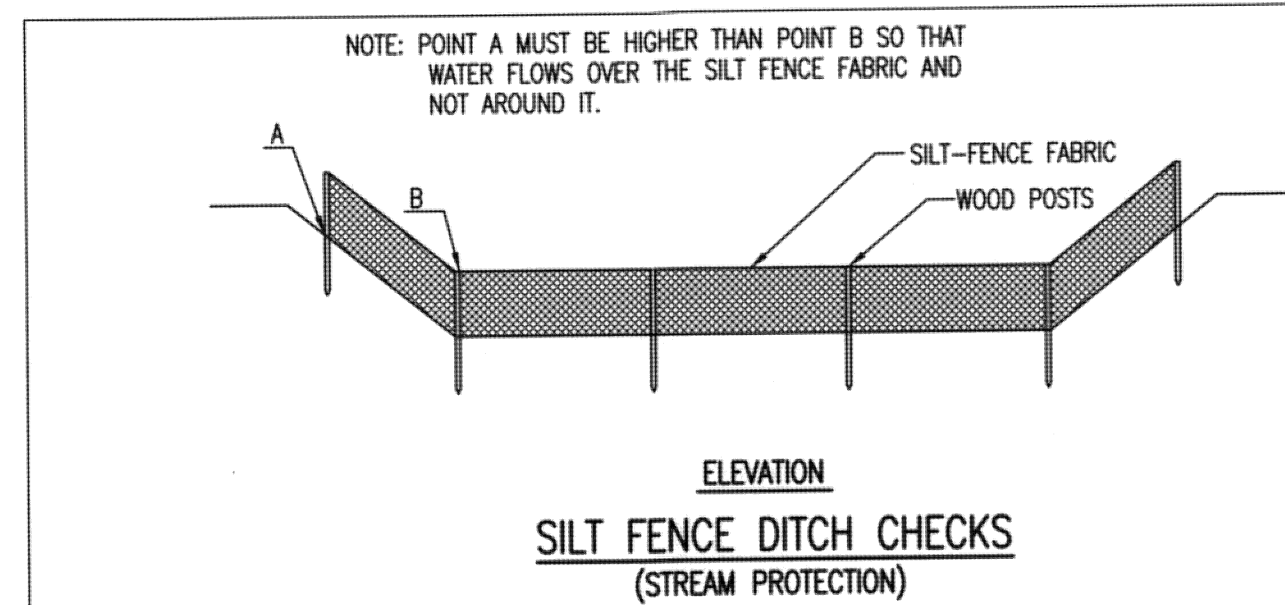
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET

SW-501

NO.	BY	DATE	REVISION
1	JAR	11/11/14	PER CITY COMMENTS ORIGINAL SUBMITTAL
	MMW	10/27/14	

Renaissance Infrastructure Consulting
1138 WEST CAMBRIDGE CIRCLE DRIVE
KANSAS CITY, KANSAS 66103
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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.

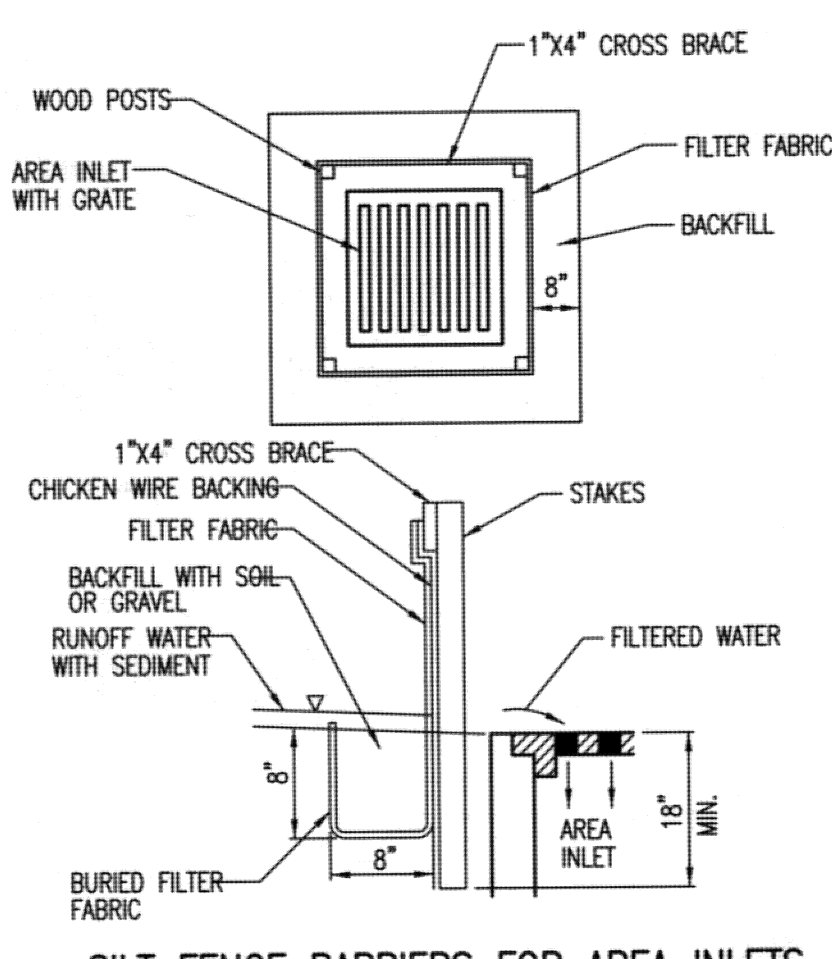
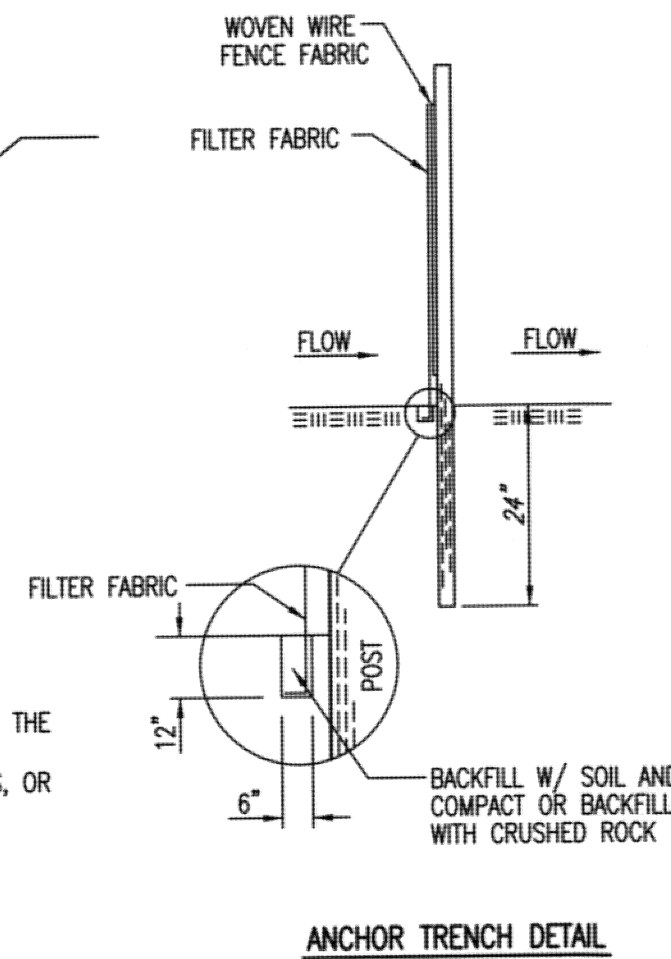
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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?



MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

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

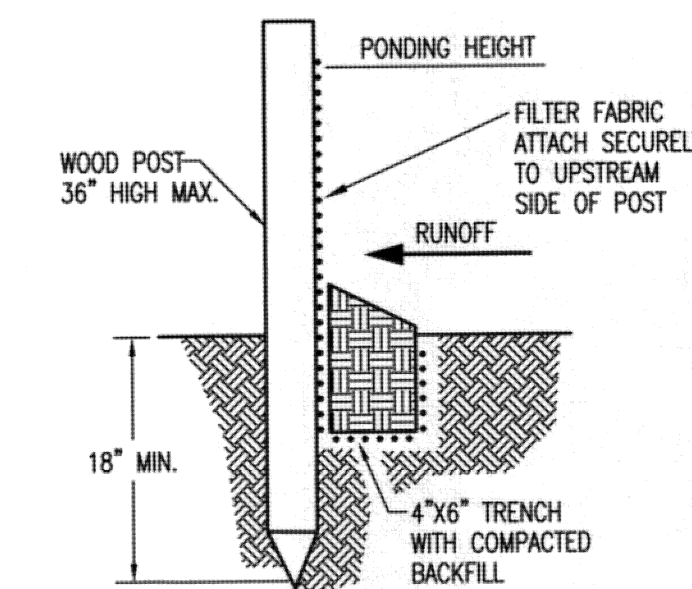
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



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:

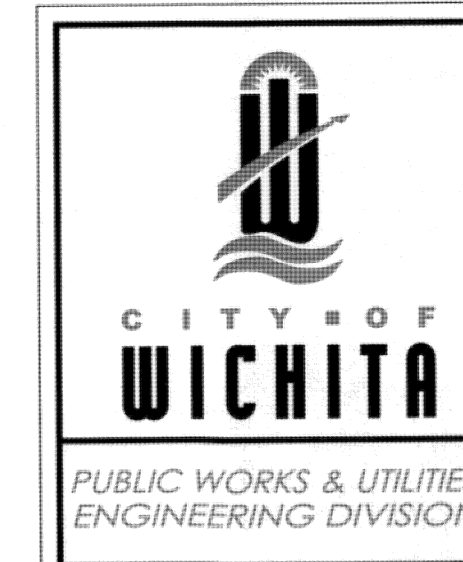
WHEN PRACTICABLE, DO NOT PLACE SILT FENCE SLOPE BARRIERS ACROSS CONTOURS. SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. WHEN THE FLOW CONCENTRATES, IT OVERTOPS THE BARRIER AND THE SILT FENCE SLOPE BARRIER QUICKLY DETERIORATES. DO NOT PLACE SILT-FENCE POSTS ON THE UPSLOPE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

REVISION DATE: MAY 2013



SILT FENCE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

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



SW-502

NO.	BY	DATE	REVISION
1	JAR	11/11/14	PER CITY COMMENTS
	WWW	10/27/14	ORIGINAL SUBMITTAL
			REVISION

Renaissance
Infrastructure
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1138 WEST CAMBRIDGE CIRCLE DRIVE
KANSAS CITY, KANSAS 66103

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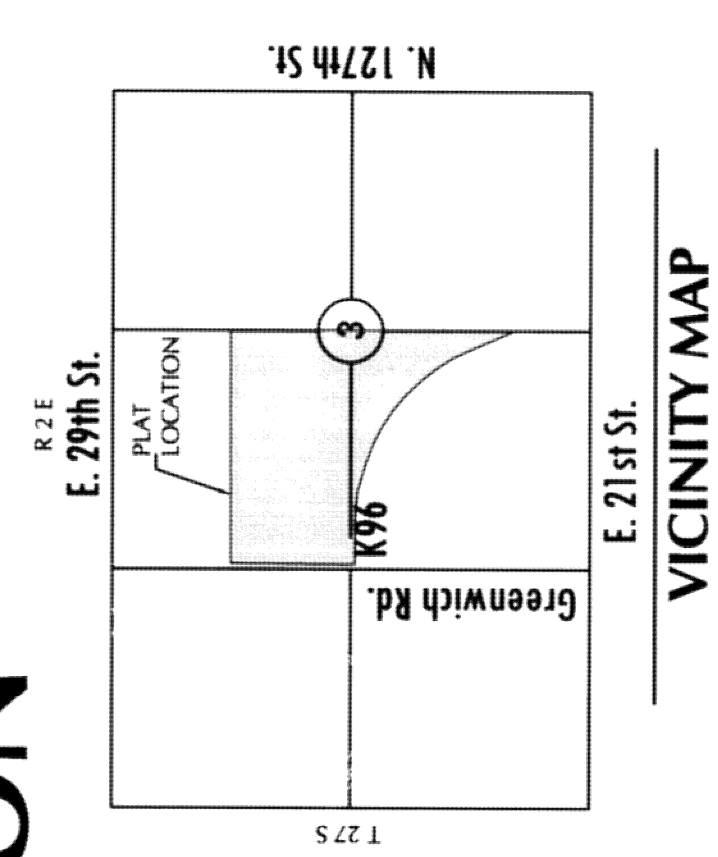
K96 AND GREENWICH NORTH ADDITION

AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS

A portion of the Northwest and Southwest Quarter, Section 3,
Township 27 South, Range 2 East, of the 6th Principal Meridian

FINAL PLAT

PC 242-7A



1 275
N. 127th St.

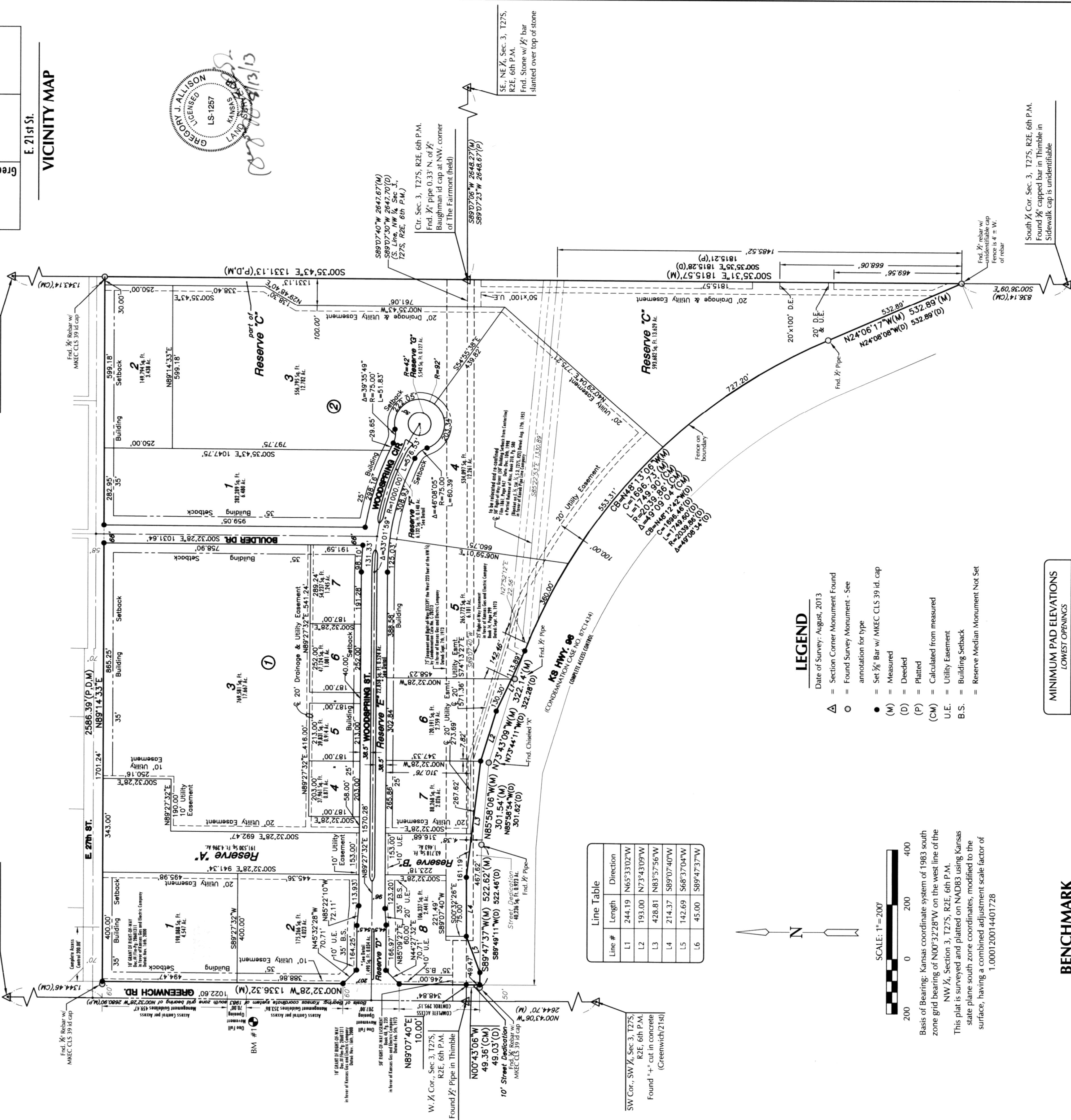
E. 29th St.

E. 21st St.

VICINITY MAP

NE Cor., NW 1/4, Sec. 3,
T27S, R2E, 6th P.M.
Found 1/2" Rebar w/ id cap

NW Cor., NW 1/4, Sec. 3,
T27S, R2E, 6th P.M.
Found 1/2" Pipe in Thimble



- LEGEND**
- Date of Survey: August, 2013
 - △ = Section Corner Monument Found
 - = Found Survey Monument - See annotation for type
 - = Set 1/2" Bar w/ MKEC CLS 39 id. cap
 - (M) = Measured
 - (D) = Deeded
 - (P) = Platted
 - (CM) = Calculated from measured
 - U.E. = Utility Easement
 - B.S. = Building Setback
 - = Reserve Median Monument Not Set

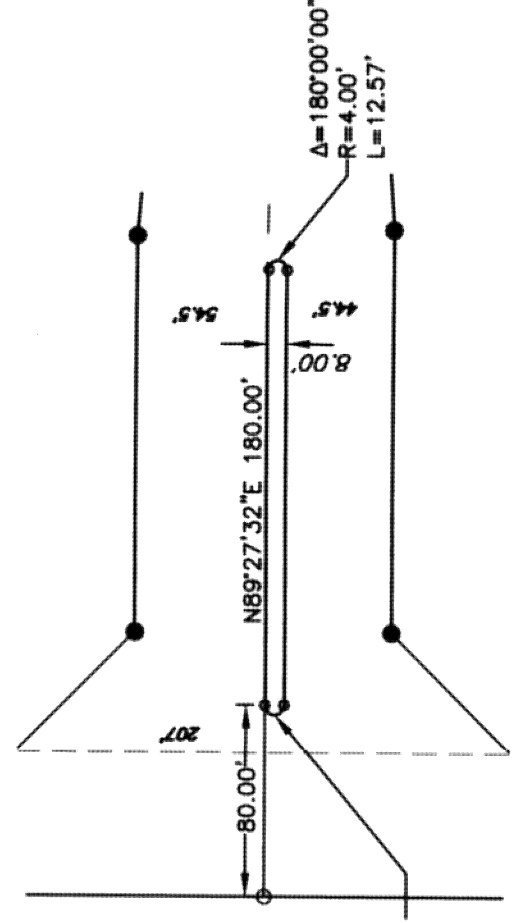
MINIMUM PAD ELEVATIONS LOWEST OPENINGS		
LOTS	BLOCK	ELEVATION NAVD 88
1, 2, 3, 4	1	1380.0
2, 3, 4	2	1381.1
7, 8	2	1375.0

DETAIL NOTE

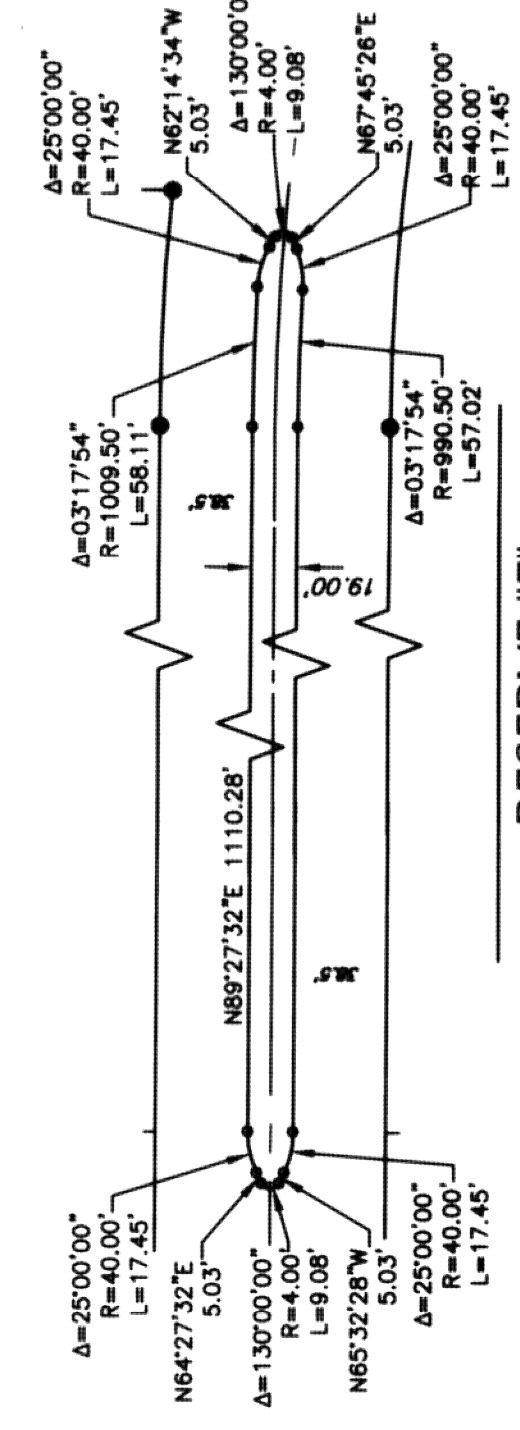
- = Reserve Median Monument Not Set

BENCHMARK

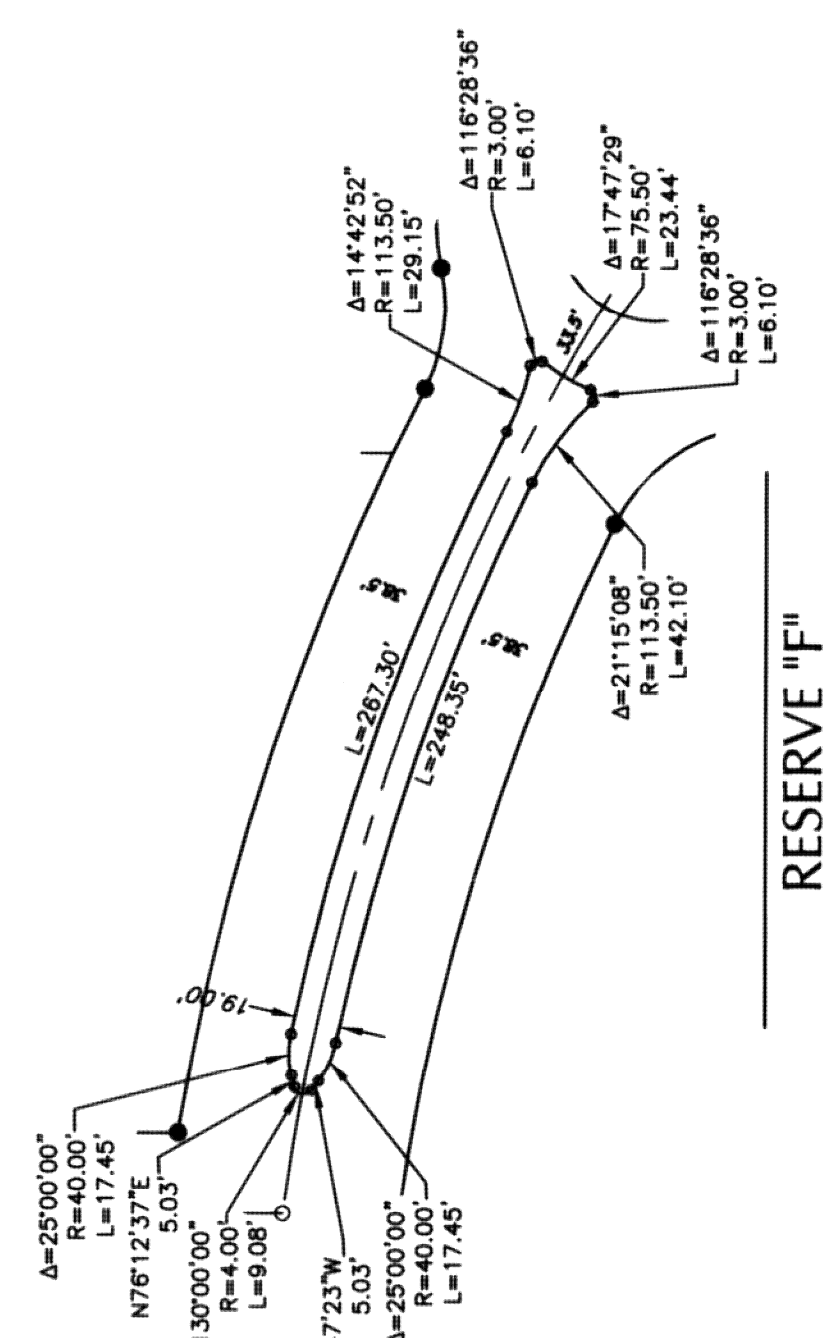
BM #1
Brass disc in top of south curb of 26th Street
North, 67' west of centerline Greenwich Road, 20'
south of centerline 26th Street.
Elev. = 1379.44 (NAVD 88)



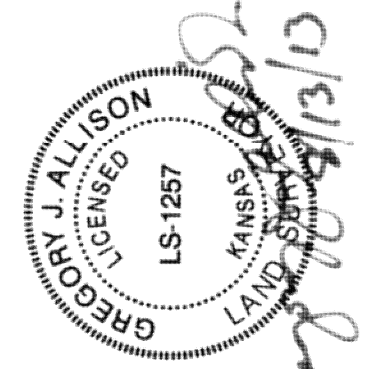
RESERVE "D"
DETAIL
1"=50'



RESERVE "E"
DETAIL
1"=50'



RESERVE "F"
DETAIL
1"=50'



10/13/13

