

# GENERAL NOTES

- The Contractor shall comply with all applicable safety regulations. All construction shall be completed following current City Standard Specifications and Special Provisions.
- Contractor will be required to provide notice to utility companies a minimum of seventy-two (72) hours prior to any excavation, as follows:  
 Kansas One-Call 687-2470  
 The Contractor must notify the following in case of an emergency:  
 AT&T 1-800-246-8464  
 Black Hills Energy 1-800-694-8989  
 City of Wichita Water 1-316-268-4555  
 City of Wichita Sewer 1-316-268-4073  
 City of Wichita Stormwater 1-316-268-4090  
 City of Wichita Traffic 1-316-268-4034  
 Cox Communications 1-888-249-3530  
 Kansas Gas Service 1-888-482-4950  
 Westar Energy 1-800-544-4857
- Utility service lines, poles, etc. are to be adjusted as necessary by others prior to construction unless the plans specifically call for their adjustment by the Contractor or unless the plans specifically identify a utility to be adjusted by its owner during construction. Existing utilities and their location, as shown on the plans, represent the best information obtainable for design. Location information has been obtained from various companies and is either from company utility drawings or company provided field locations. The plan locations shown are not guaranteed. Additional existing utilities may be encountered. The Contractor will be required to work around existing utilities within the right-of-way which do not conflict with proposed construction. Any and all utility system components damaged during construction shall be repaired at the contractor's expense. The contractor shall field verify the location and depth of all utilities prior to construction and report findings to the project engineer.
- Rubble from the removal of miscellaneous structures and excess excavation which is to be wasted shall be disposed of on sites to be provided by the Contractor. These sites shall be approved by the Engineer as to suitability, appearance and site location. Locations, in the opinion of the Engineer, that will leave an unsightly appearance will not be approved. All disposal sites must be approved by the Kansas Department of Health and Environment. Material either stockpiled or disposed of in a flood plain will require a Kansas State Board of Agriculture permit. Any material dumped in waters of the United States or wetlands is subject to U.S. Corps. of Engineers permitting regulations. Any material buried or stockpiled beyond approved construction limits will require additional archaeological investigations unless buried in a previously approved borrow location.
- Trees and shrubs in public right-of-way which are in direct conflict with proposed new construction shall be removed by the Contractor with the Engineer's approval. Trees and shrubs which are not in direct conflict with proposed new construction shall be saved and protected from damage. Equipment and construction materials shall remain out of and away from tree drip lines so as not to compact the root zone or damage trees.
- The Contractor shall give all property owners and/or tenants of developed property abutting the construction of this project a minimum of ten (10) days notice prior to start of construction.
- The Contractor shall be responsible for preserving property irons. The Contractor will be required to re-establish any property irons which are damaged or destroyed by his construction operations. Such irons shall be re-established by a licensed land surveyor in accordance with state laws.
- The Water Distribution Division shall field locate water valves one time during construction when requested by the Contractor. It shall be the Contractor's responsibility to preserve such field locations during the construction process. Water valves, valve boxes or fire hydrants damaged during construction shall be repaired by Contractor at his own expense. Valve boxes and water meters within the project limits shall be adjusted to match field grades.
- The Contractor shall notify the consultant engineer and Tom Mason with the City at 316-268-4574 with the anticipated construction start date and notify them of project completion. Staking, testing, inspection and shop drawing review for this project will be the responsibility of the Contractor. Inspection, testing and shop drawing documents shall be provided to the engineering firm for records.
- If traffic is impacted by construction, a traffic control plan must be submitted and approved by the City Traffic Engineer, Brian Coon at [traffic@wichita.gov](mailto:traffic@wichita.gov) before construction can begin. The Contractor shall be responsible for all traffic control measures to facilitate construction. All construction zone markings and signage shall conform to the latest version of the Manual on Uniform Traffic Control Devices (MUTCD) as published by the US Dept. of Transportation, Federal Highway Administration. All costs associated with construction markings and signage shall be the Contractors responsibility.
- All elevations shown are NAVD 88.
- All areas disturbed during construction that will not be under proposed pavement shall be restored to match existing conditions.
- A portion of excess excavated material shall be mounded around manholes which extend more than one (1) foot above the existing ground. Such mound shall be constructed with new development a six (6) foot diameter flat top with 4 to 1 side slopes down to the original ground. The elevation of the flat top of the mound shall be 0.4 foot below the top to the manhole.

- Contractor shall limit the extent of trench openings overnight and weekends to less than 50 feet.
- Contractor shall provide positive drainage away from all manhole covers.
- City maintenance of storm sewer ends at right-of-way or easement line.
- Any sidewalk, drive approach, or street pavement removed to construct project must have a pavement cut permit and be replaced by the City contractor. Permits can be obtained by calling 316-268-4501 or 316-268-4480.
- The inspecting firm shall submit to the City Stormwater Maintenance Division a digital copy of the CCTV inspection of the conduits and structures following construction. The digital file formation shall be compatible with the City input template. A copy of the template is available upon request at 316-268-4090.
- All trenching in pavement or driveways, which will be required to carry traffic until permanent paving replacement, shall be topped with a minimum of 6" crushed rock (compacted) to be incidental to the project. The Contractor shall be required to maintain temporary crushed rock until permanent pavement is installed.
- The Contractor shall restore all ditches, swales, road shoulders, entrances and bank lines to their original slopes and grades except as shown otherwise.
- Site restoration and preparation shall be subsidiary to the project.
- The Contractor shall use best management practices (BMP's) to prevent eroded soil from entering ditches, culverts and drainage areas. The Contractor shall follow the intent of the BMP's which act as a guideline.
- Each bidder shall visit the site of the project before submitting a proposal in order to become better informed of the existing field conditions and obstacles which might be encountered during construction. Each bidder should understand that no additional compensation will be awarded for extra work that should have been evaluated prior to bidding.

**SAFETY NOTICE TO CONTRACTOR**  
 IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.

**WARRANTY / DISCLAIMER**  
 THE DESIGNS REPRESENTED IN THESE PLANS ARE IN ACCORDANCE WITH ESTABLISHED PRACTICES OF CIVIL ENGINEERING FOR THE DESIGN FUNCTIONS AND USES INTENDED BY THE OWNER AT THIS TIME. HOWEVER, NEITHER KAW VALLEY ENGINEERING, INC NOR ITS PERSONNEL CAN OR DO WARRANTY THESE DESIGNS OR PLANS AS CONSTRUCTED.

**CAUTION - NOTICE TO CONTRACTOR**  
 THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

**THE CONTRACTOR SHALL EXPOSE EXISTING UTILITIES AT LOCATIONS OF POSSIBLE CONFLICTS PRIOR TO ANY CONSTRUCTION.**

## BENCHMARKS

- BM #1: CHISELED "+" ON SOUTHWEST CORNER OF WINGWALL AT THE SOUTHWEST CORNER OF BRIDGE ELEV=1273.29
- BM #2: CHISELED "SQUARE" ON NORTH END RADIUS OF DRIVE ENGRANCE AT SOUTHEAST CORNER OF LOT 8 ELEV=1275.19
- BM #3: CHISELED "SQUARE" AT SOUTHEAST CORNER OF CURB INLET NORTH OF LOTS 1 AND 2 ELEV=1270.95

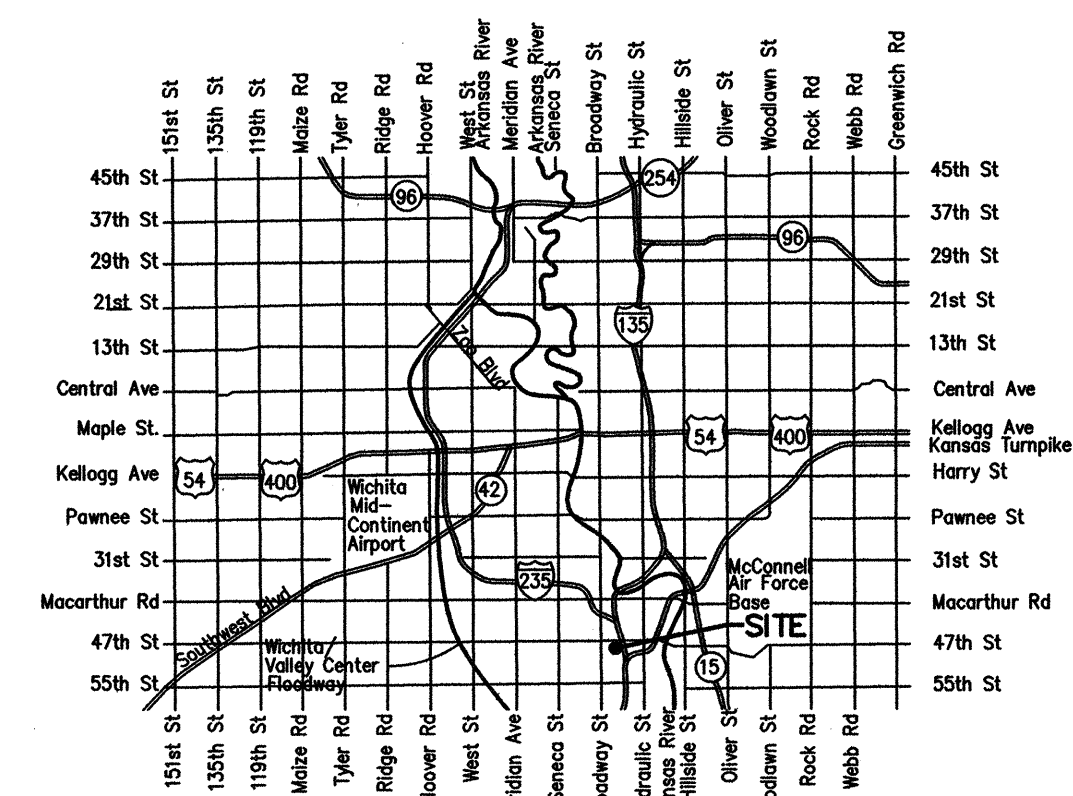
# STORM SEWER IMPROVEMENTS

to serve

# LOT 7 & LOT 8, BLOCK 1, SOUTHFORK COMMERCIAL ADDITION

## CITY OF WICHITA, KANSAS

Gary Janzen, P.E. City Engineer  
 Project Number  
 0357 PPD (607861)



## VICINITY MAP

## SHEET INDEX

|                             |       |
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| EROSION CONTROL PLAN        | 9     |
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**Stormwater Certification:**  
 New Development

These construction plans were prepared in accordance with the current Stormwater Management Regulations as set forth in the City of Wichita's Stormwater Management Ordinance 16.32 and the policies/guidelines presented in the Wichita/Sedgwick County Stormwater Manual.

Disturbed Area = 18,230 SF (0.42 ACRES ±)  
 Water Quality Treatment: SNOUT BMP and Regional Extended Detention Water Treatment  
 Downstream Channel Protection: N/A  
 Detention: Existing Regional Detention in Reserve "B", Southfork Commercial Addition. The BMP's used for this development are: a SNOUT BMP.

APPROVED AS NOTED  
 BY WICHITA PUBLIC WORKS ENGINEERING AND STORMWATER DIVISION

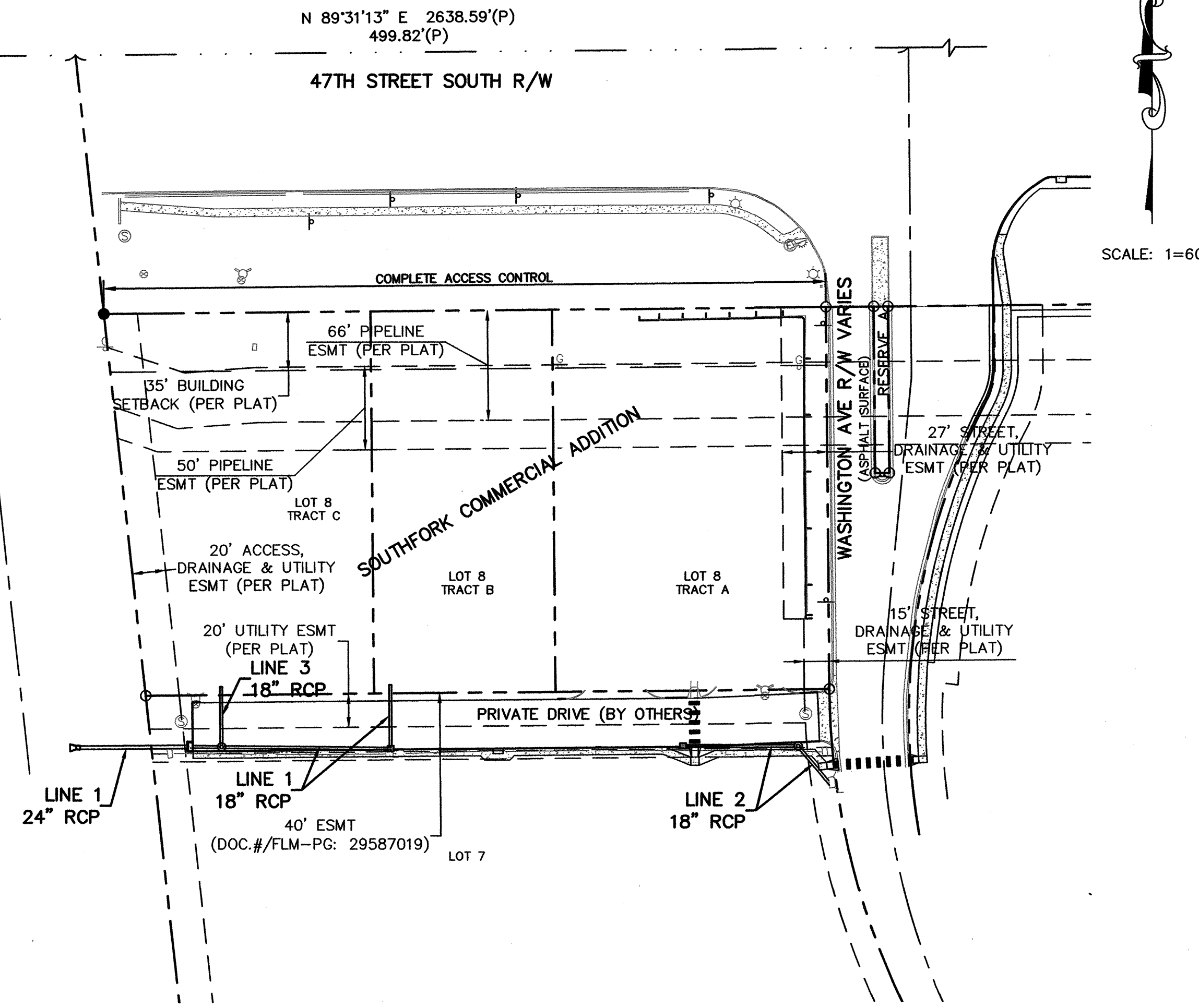
Engineering *[Signature]* 6/8/16  
 Stormwater *[Signature]* 6/8/16

### NOTE TO CONTRACTORS

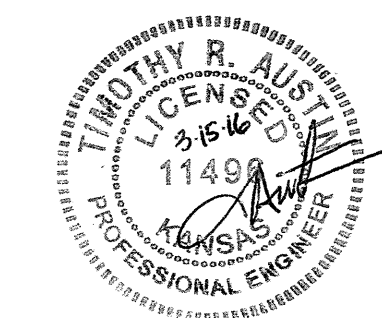
Inspection and testing for this project is to be provided by a Licensed Consulting Engineering Firm under contract with the Owner/Developer. Said inspection to be in accordance with the City of Wichita standard construction engineering practices and certified by a Licensed Professional Engineer in the state of Kansas. No work shall be performed the Contractor without such inspection nor shall any work be commenced without written authorization by City Engineering. All Construction and Materials shall comply with the current City of Wichita Specifications and Standards and Special Provisions. (on file and available at Wichita.gov).

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

JUNE 2016



RECORD DRAWING  
 DESIGNED BY: KAW VALLEY ENGINEERING  
 CONSTRUCTED BY: EWERTZ EXCAVATING  
 INSPECTION / PDF BY: T.R.A. 10-13-2016

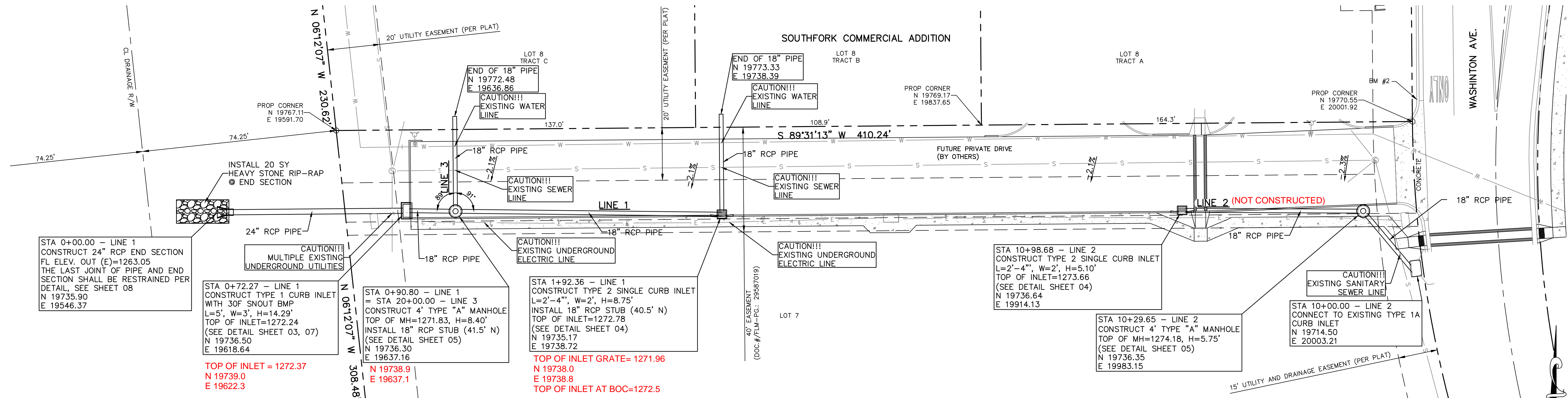


PROJ. NO. G14D0024-1 DSN: TRA  
 DWN: JSB

**KV KAW VALLEY ENGINEERING**

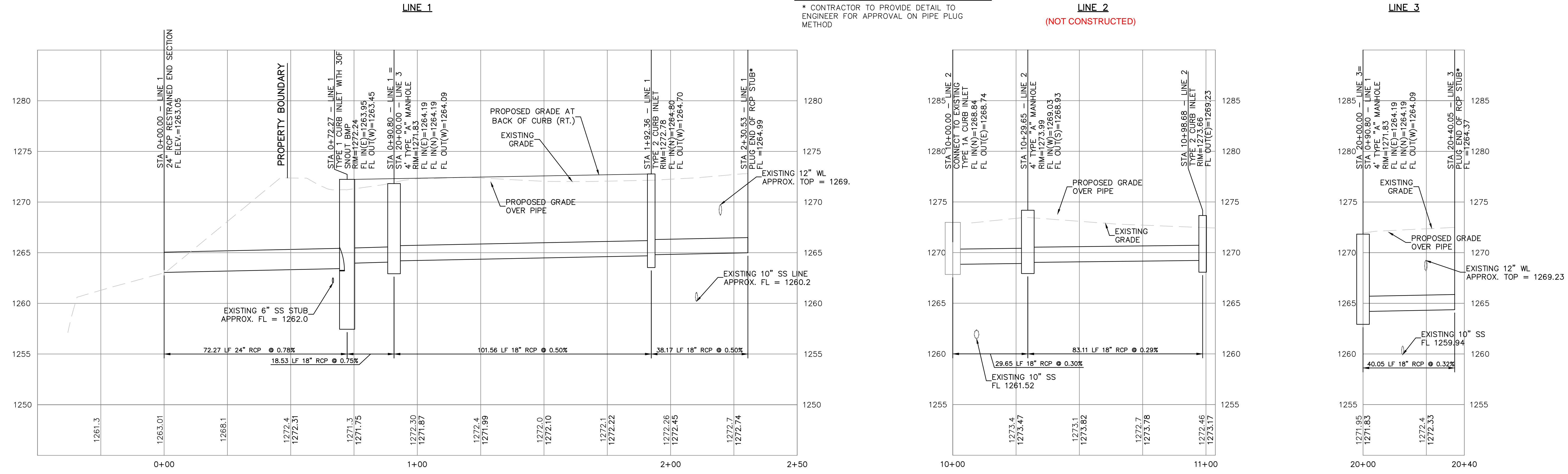
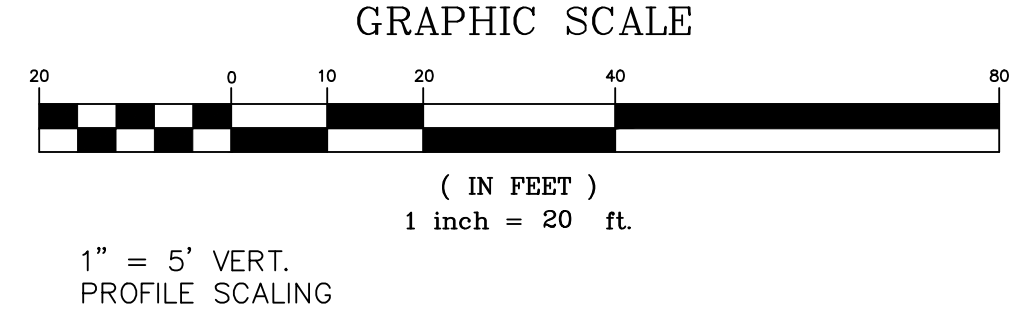
200 N. EMPORIA, SUITE 100  
 WICHITA, KANSAS 67202  
 PH. (316) 440-4304 | FAX (316) 440-4309  
[www.kveng.com](http://www.kveng.com) | [www.kveng.com](http://www.kveng.com)

KAW VALLEY ENGINEERING, INC., IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/16



RECORD DRAWING  
T.R.A. 10-13-2016

THE COORDINATES PROVIDED IN THESE PLANS ARE FOR INFORMATION AND CHECKING PURPOSES ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CALCULATE CONSTRUCTION STAKING COORDINATES ACCORDING TO THE DIMENSIONS SHOWN ON THESE PLANS. CONTRACTOR SHALL VERIFY THE ACCURACY OF THE COORDINATES SHOWN IN THE TABLE HEREON BEFORE CONSTRUCTION.



|     |     |     |     |
|-----|-----|-----|-----|
| CHK | CHK | CHK | CHK |
| MLT | JSB | TRA | TRA |
| TRA | TRA | TRA | TRA |
| DSN | DWN | CHK | CHK |

| REV | DATE     | DESCRIPTION                   |
|-----|----------|-------------------------------|
| 0   | 3-24-16  | FINAL PLAN SUBMITTAL TO CITY  |
|     | 12-07-15 | PLAN SET FOR REVIEW AT C.O.W. |

TIMOTHY R. AUSTIN  
ENGINEER  
KS # 11496

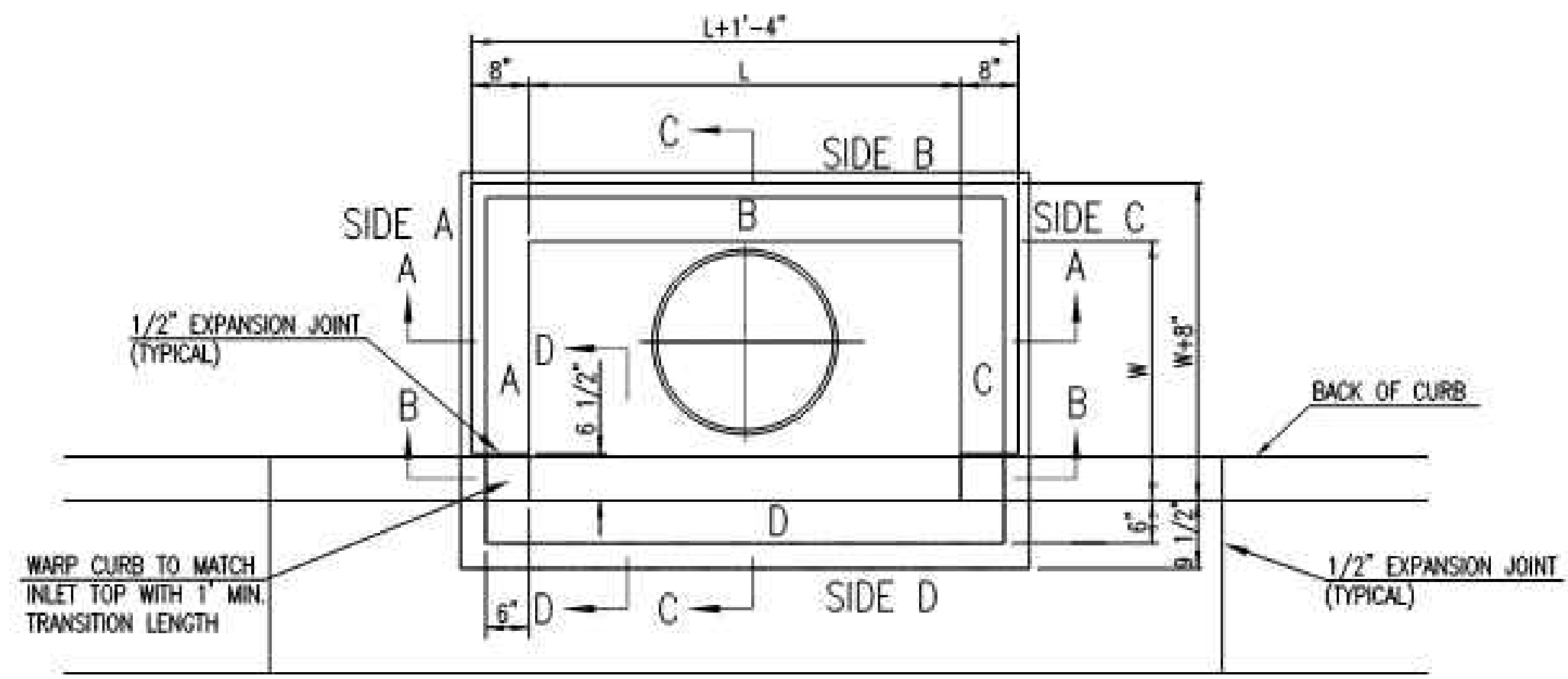
200 N. EMPORIA, SUITE 100  
WICHITA, KANSAS 67202  
PH. (316) 440-4304 | FAX (316) 440-4309  
www.kveeng.com | www.kveeng.com

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**PRIVATE DRIVE - 0357DPP**  
**BLOCK 1 SOUTHFORK COMM.**  
**ADDITION, WICHITA, KS.**

**STORM SEWER PLAN & PROFILE**

|           |            |
|-----------|------------|
| PROJ. NO. | G1400024-1 |
| DESIGNER  | TRA        |
| DRAWN BY  | JSB        |
| CFN       | 0024DPP    |
| SHEET     | 02_DPP     |
| REV       | 0          |



TOP VIEW

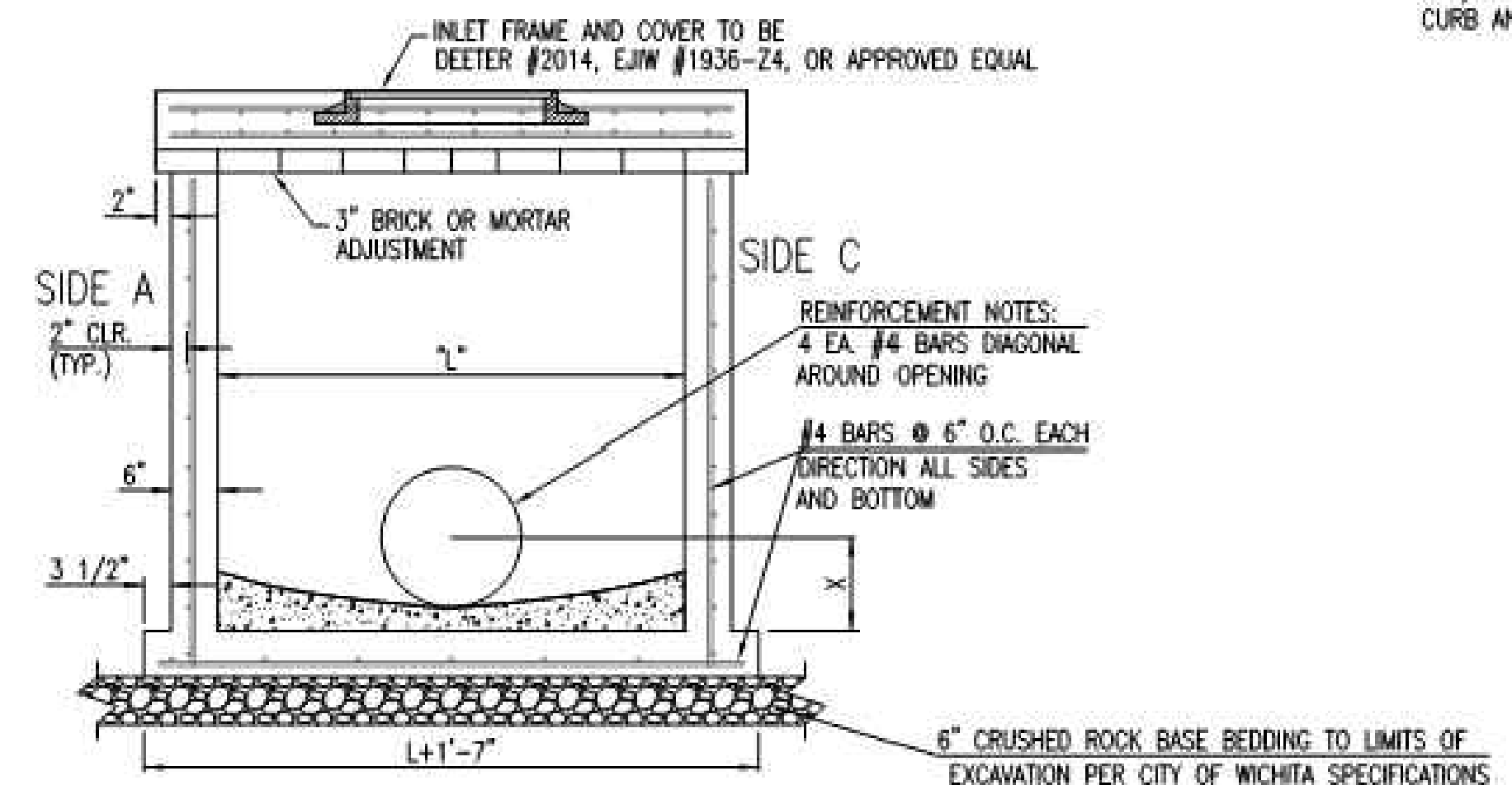
| BAR SCHEDULE  |         |         |
|---------------|---------|---------|
| INLET OPENING | B1 BARS | SPACING |
| 5'-0"         | #4      | 4"      |
| 10'-0"        | #6      | 3.5"    |

| PRECAST CURB INLET WIDTHS |                   |         |        |               |
|---------------------------|-------------------|---------|--------|---------------|
| 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"     |

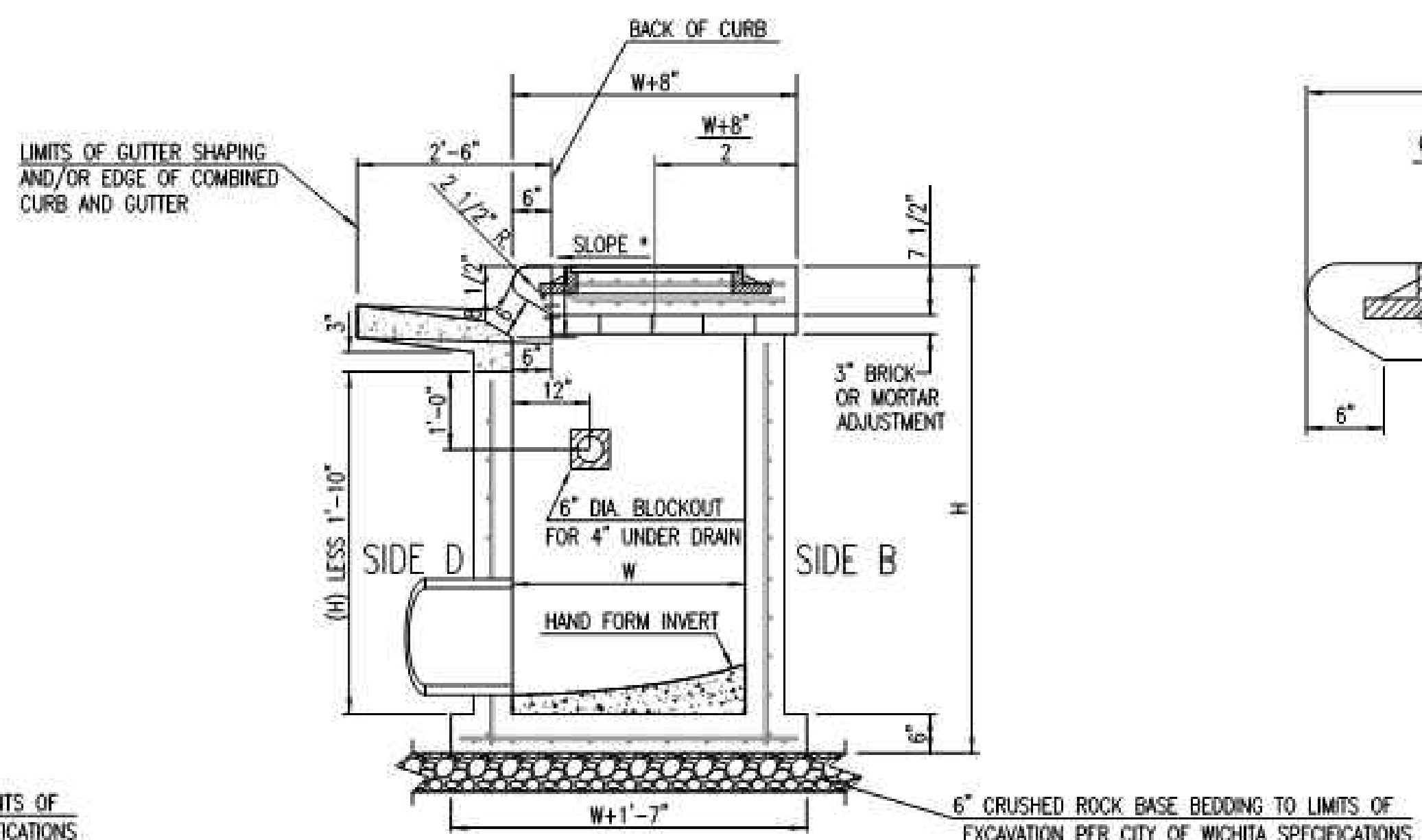
\*\* FOR PIPES PERPENDICULAR TO INLET WALL

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, EJM #1936-24, 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.

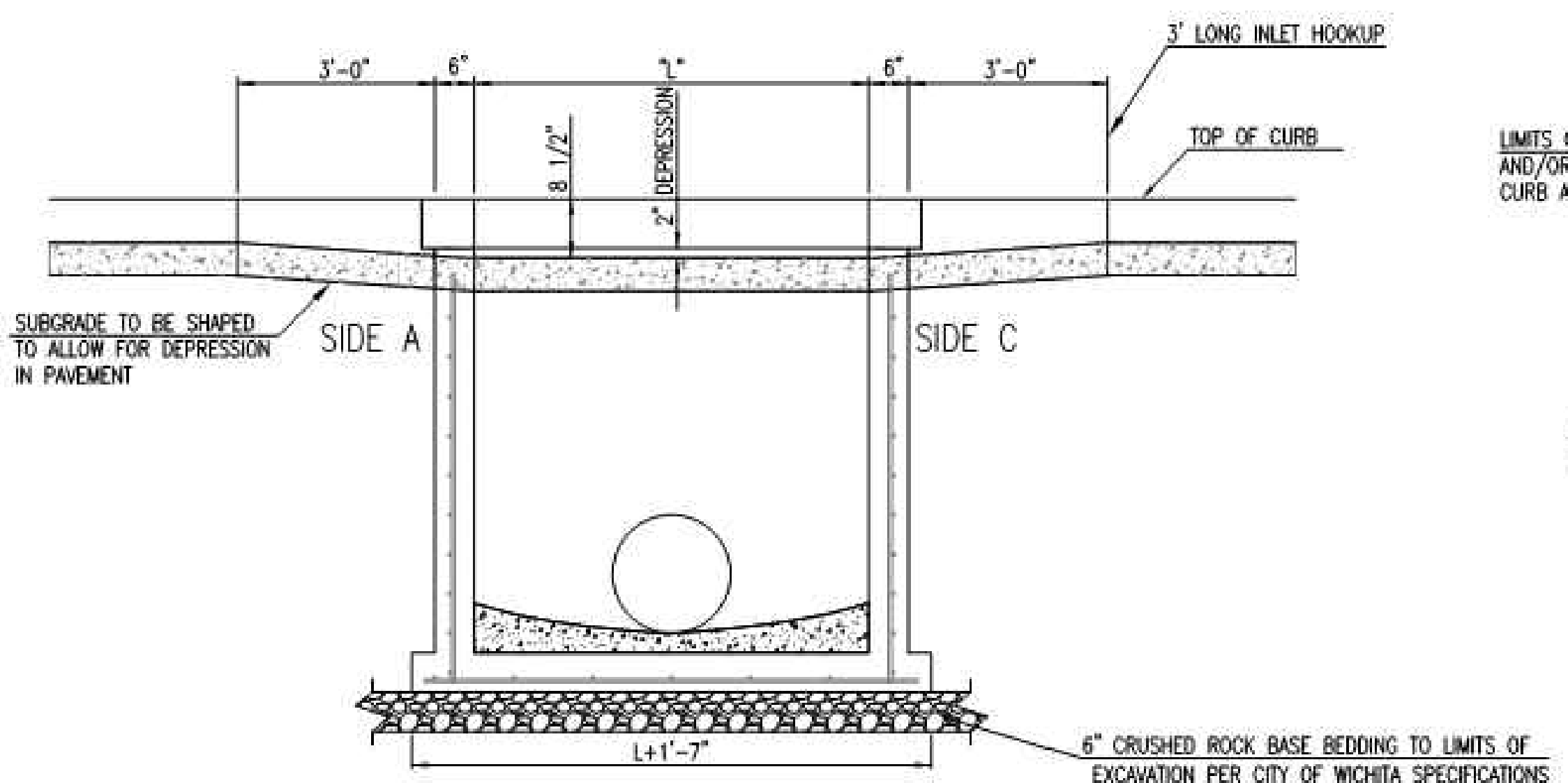
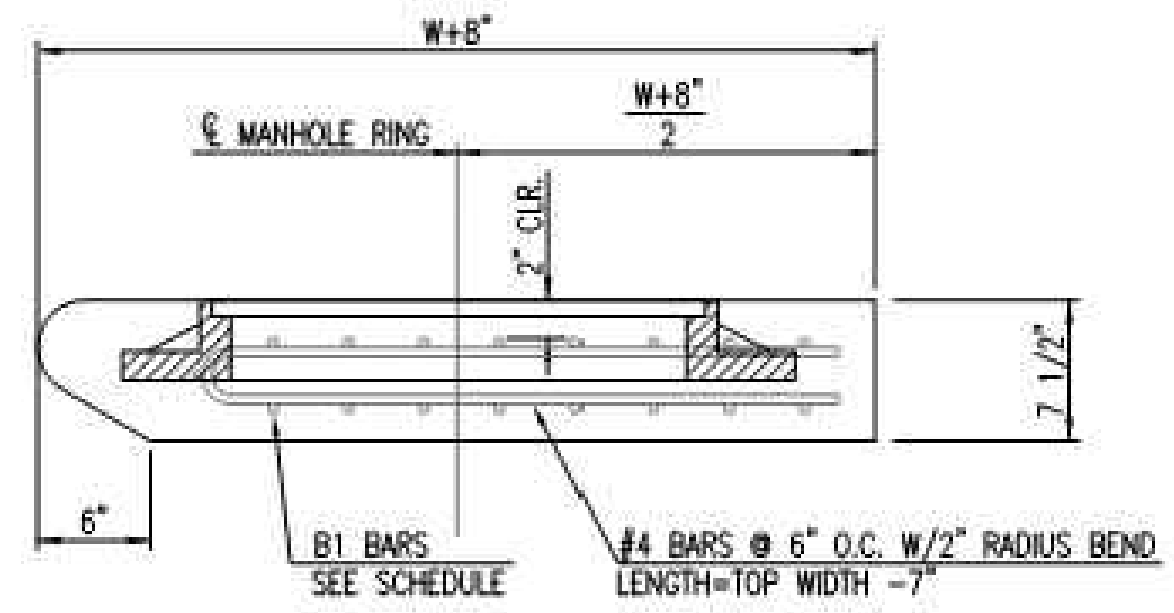


SECTION "A-A"

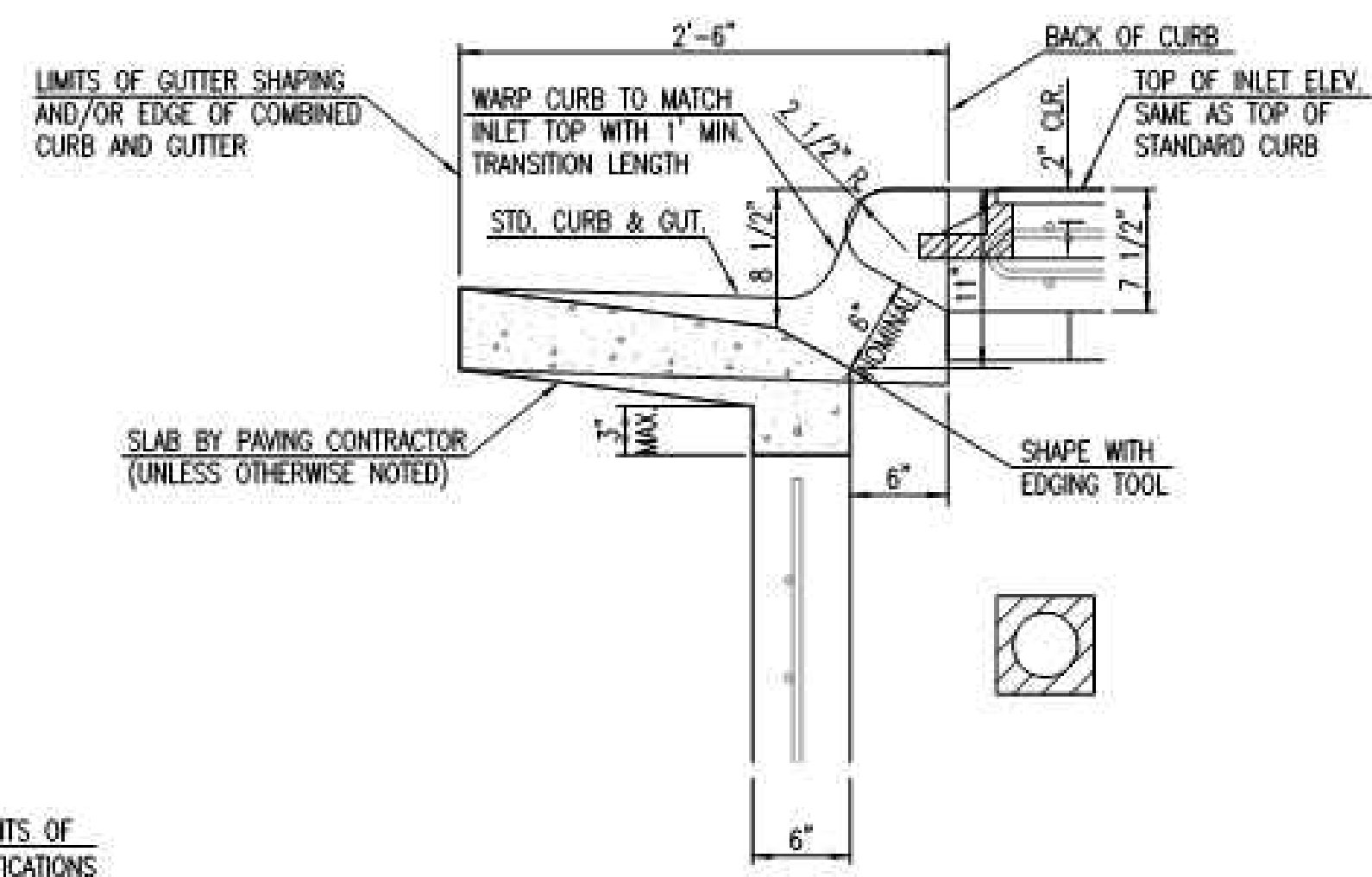


SECTION "C-C"

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



SECTION "B-B"

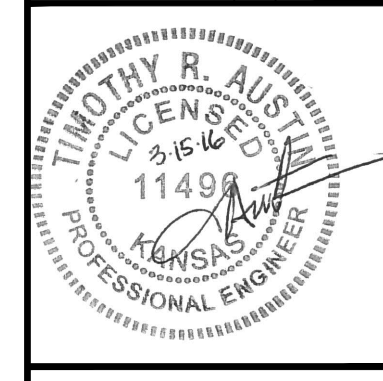


SECTION "D-D"

RECORD DRAWING  
T.R.A. 10-13-2016

|     |     |
|-----|-----|
| CHK | CHK |
| MLT | JSB |
| TRA | TRA |
| TRA | DSN |
| TRA | DWN |
| TRA | CHK |

| REV | DATE     | DESCRIPTION                   |
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| 0   | 3-24-16  | FINAL PLAN SUBMITTAL TO CITY  |
|     | 12-07-15 | PLAN SET FOR REVIEW AT C.O.W. |



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www.kaveeng.com | www.kveeng.com

**KAW VALLEY ENGINEERING**

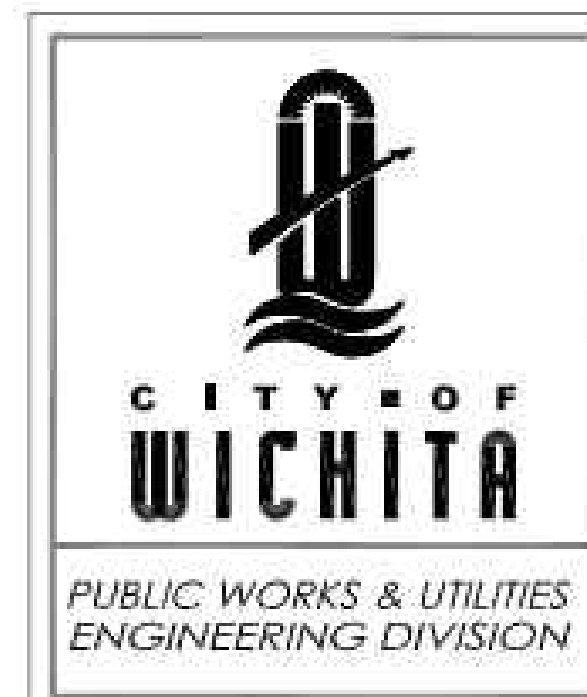
KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/16

**PRIVATE DRIVE - 0357DPP**  
**BLOCK 1 SOUTH FORK COMM.**  
**ADDITION, WICHITA, KS.**

STANDARD DETAILS

PROJ. NO. G14D0024-1  
DESIGNER TRA  
CFN 0024DET  
SHEET 03\_DET

DRAWN BY JSB  
REV 0



REVISED: MARCH 2015

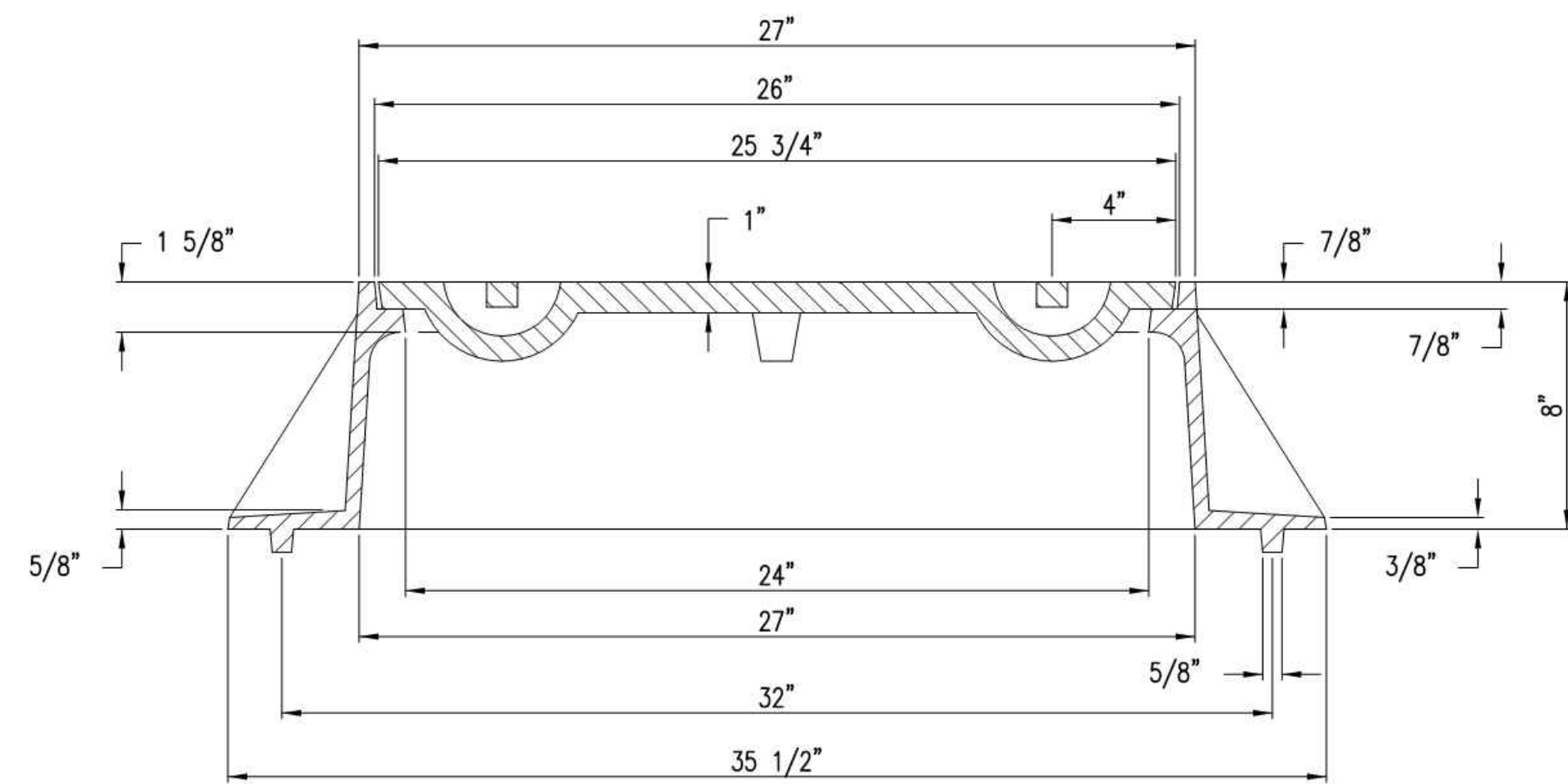
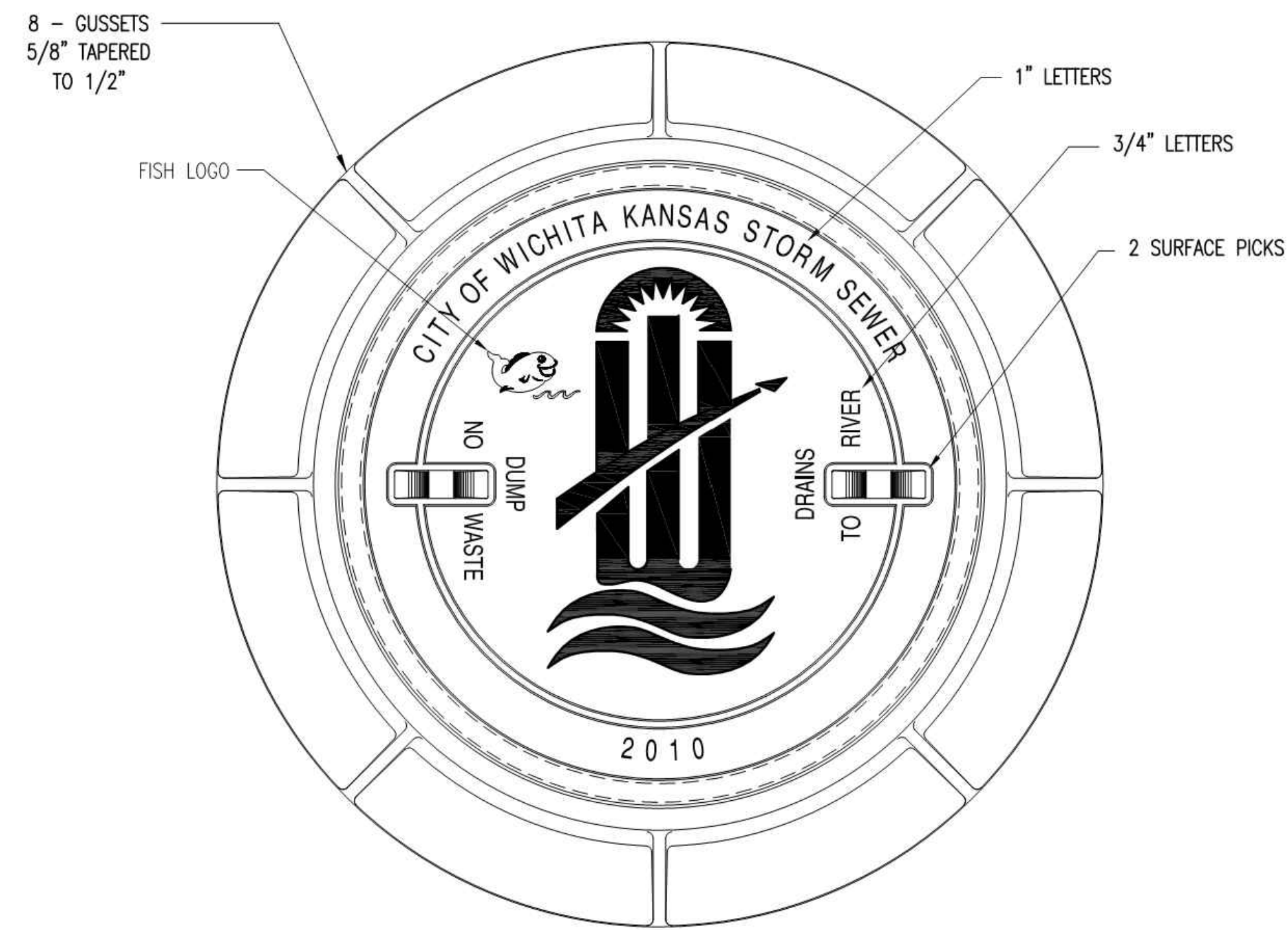
**STANDARD TYPE 1 CURB INLET**  
**5'-0" OR 10'-0" OPENING**

CITY ENGINEER  
**GARY JANZEN, P.E.**

|  |            |      |
|--|------------|------|
| PROJECT NUMBER   | OCA NUMBER | DATE |
| CITY ENGINEER'S OFFICE<br>CITY HALL - SEVENTH FLOOR<br>455 NORTH MAIN STREET<br>WICHITA, KANSAS 67202-1620<br>(316) 268-4301 |            |      |

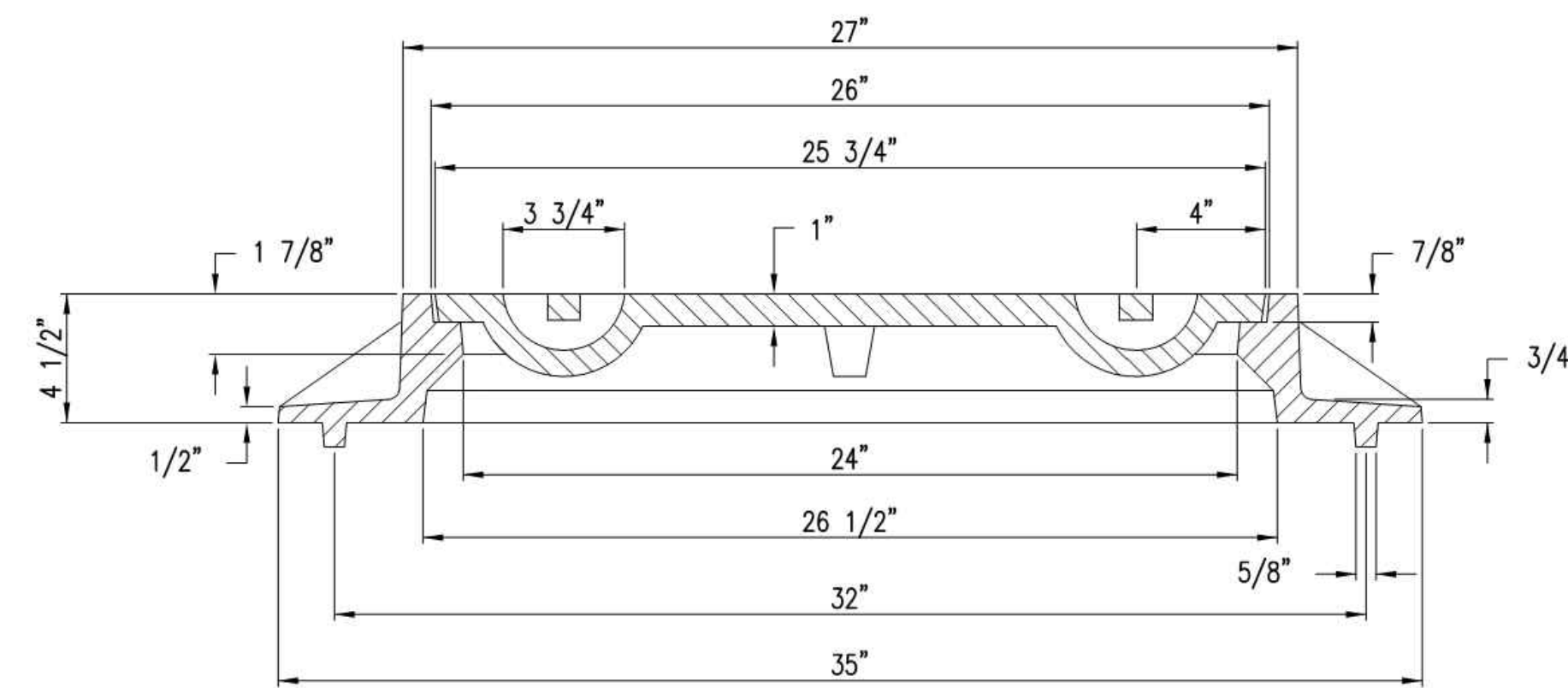
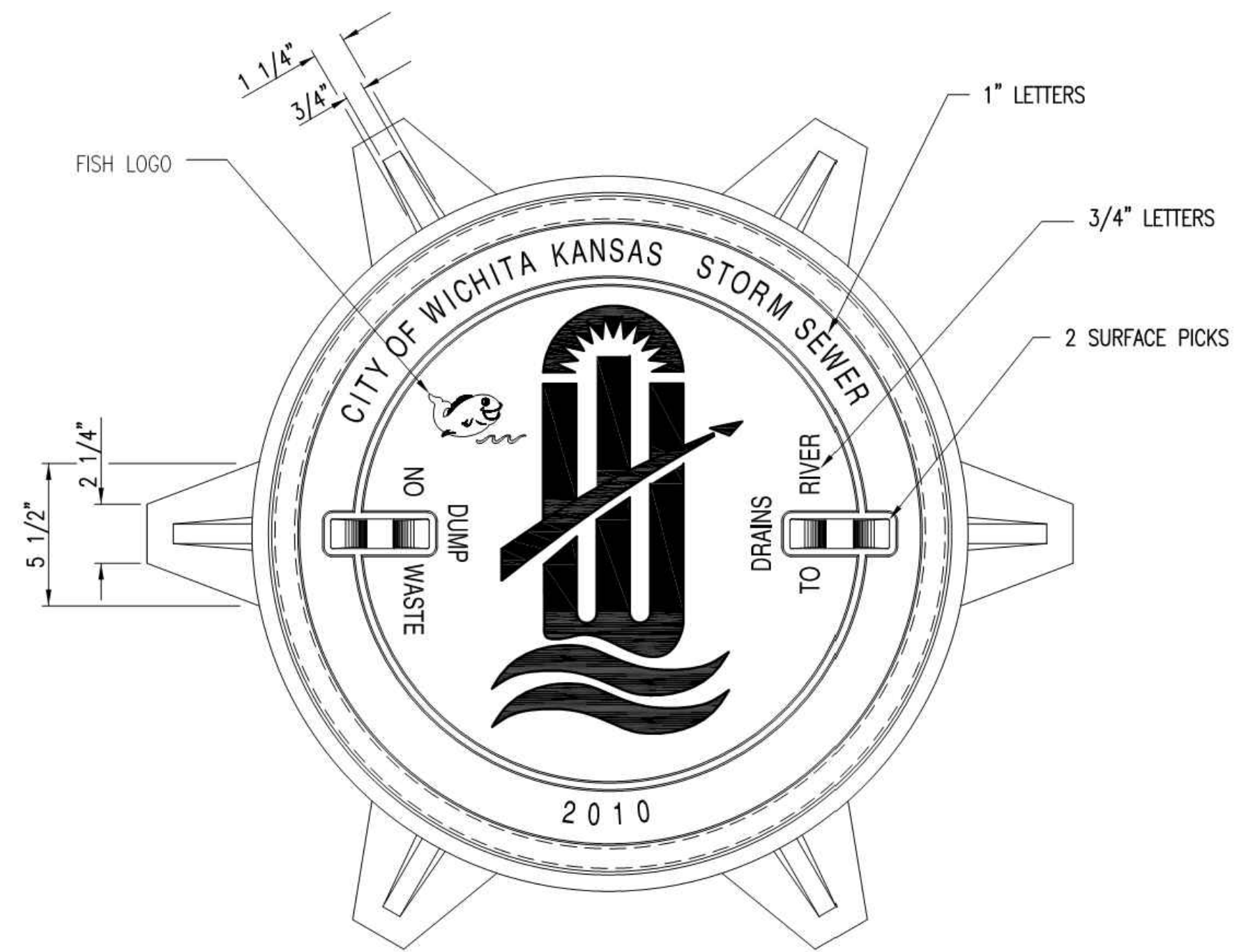






**MANHOLE FRAME**  
DEETER #1261 OR EJIW #1936-Z1

- NOTE:
- FURNISHED WITH MACHINED HORIZONTAL BEARING SURFACE.
  - COVER TO BE DEETER #1261 OR EJIW #1936A.



**INLET FRAME**  
DEETER #2014 OR EJIW #1936-Z4

- NOTE:
- FURNISHED WITH MACHINED HORIZONTAL BEARING SURFACES.
  - NOT TO BE USED UNDER PAVEMENT.
  - COVER TO BE DEETER #1261 OR EJIW #1936A.

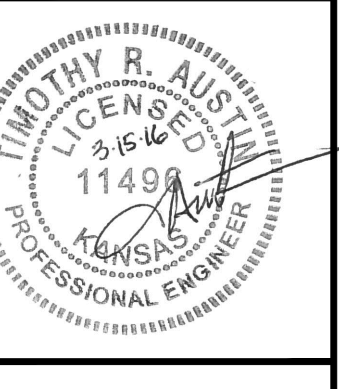


|  |            |         |
|--|------------|---------|
| <b>MANHOLE/INLET FRAME AND COVER (STORM SEWER)</b>   |            |         |
| CITY ENGINEER<br><b>GARY JANZEN, P.E.</b>  |            |         |
| PROJECT NUMBER   | OCA NUMBER | DATE    |
|  |            | 11/2010 |
| CITY ENGINEER'S OFFICE<br>CITY HALL - SEVENTH FLOOR<br>455 NORTH MAIN STREET<br>WICHITA, KANSAS 67202-1620<br>(316) 268-4501 |            | SHEET   |

RECORD DRAWING  
T.R.A. 10-13-2016

|     |     |
|-----|-----|
| CHK | CHK |
| MLT | CHK |
| TRA | CHK |
| TRA | CHK |
| DSN | CHK |

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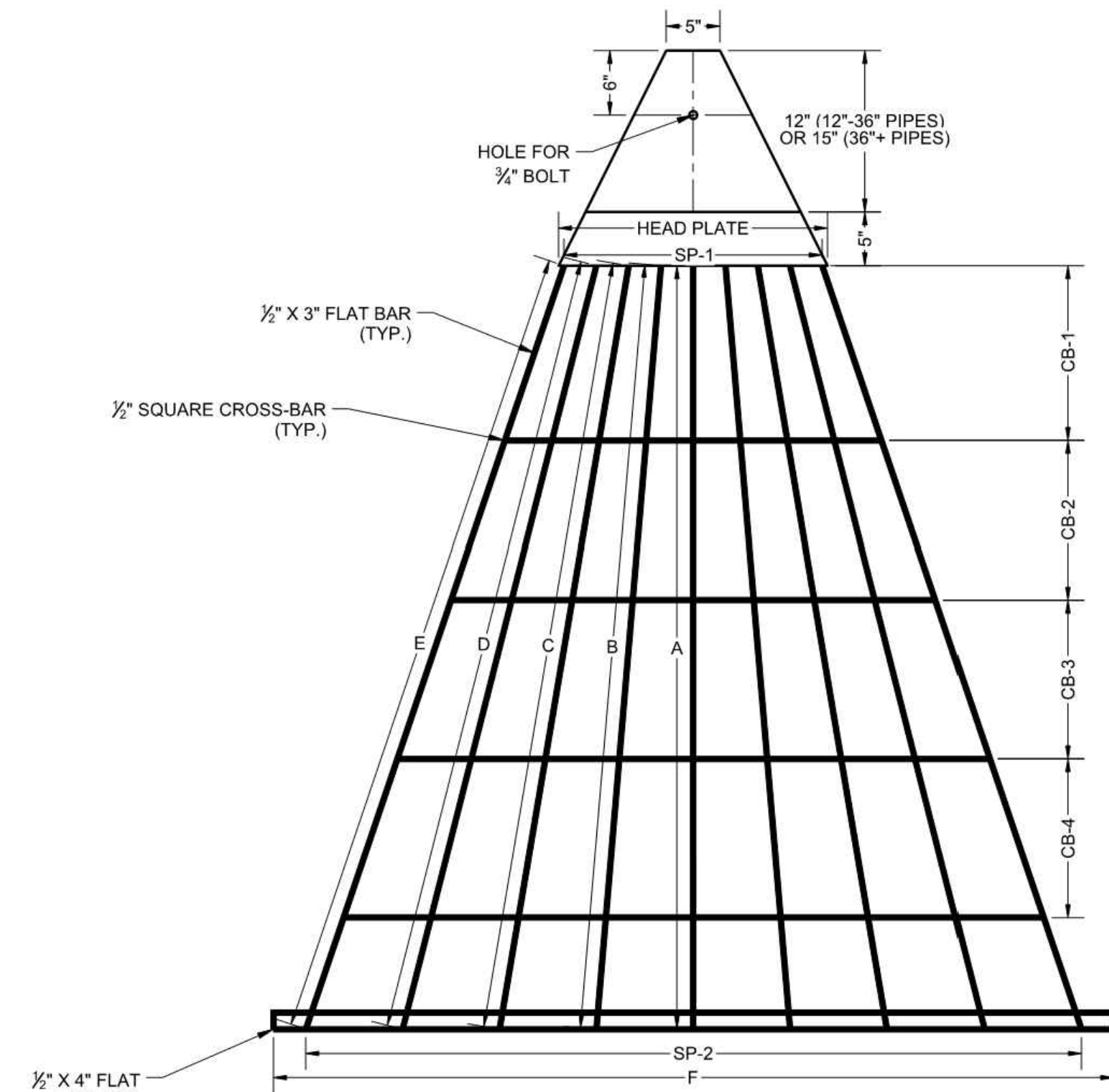
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**BLOCK 1 SOUTH FORK COMM.**  
**ADDITION, WICHITA, KS.**

**STANDARD DETAILS**

|           |            |
|-----------|------------|
| PROJ. NO. | G14D0024-1 |
| DESIGNER  | TRA        |
| DRAWN BY  | JSB        |
| CFN       | 0024DET    |
| SHEET     | 06_DET     |
| REV       | 0          |

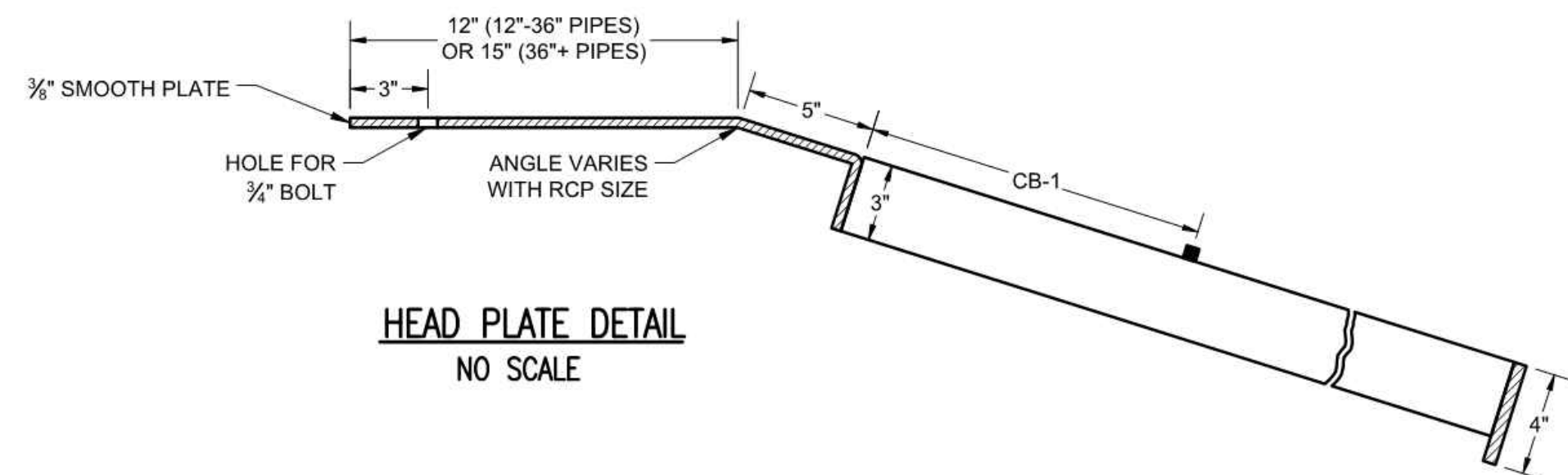




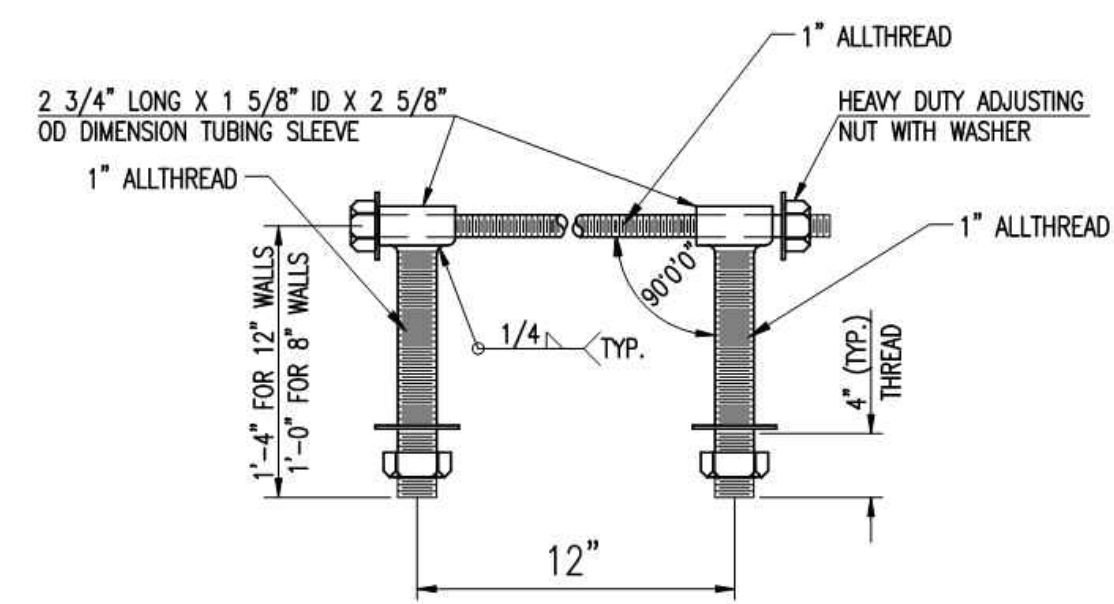
**END GRATE DETAIL**  
NO SCALE

NOTE: GRATE TO BE USED AS DIRECTED BY THE CITY OF WICHITA.

| PIPE SIZE | HEAD PLATE | A       | B       | C       | D       | E       | F    | CB-1    | CB-2    | CB-3    | CB-4    | SP-1          | SP-2  |
|-----------|------------|---------|---------|---------|---------|---------|------|---------|---------|---------|---------|---------------|-------|
| 12"       | 13"        | 19 1/4" | 19 3/8" | -       | -       | -       | 27"  | 10 3/8" | -       | -       | -       | 3@4"          | 3@6"  |
| 15"       | 13"        | 23 1/2" | 25 1/4" | -       | -       | -       | 34"  | 10 3/4" | -       | -       | -       | 3@4"          | 3@8"  |
| 18"       | 13"        | 25"     | 26 1/8" | -       | -       | -       | 40"  | 12 7/8" | -       | -       | -       | 3@4"          | 3@9"  |
| 24"       | 17"        | 41 1/2" | 42 1/2" | 43 1/2" | -       | -       | 53"  | 12"     | 15"     | -       | -       | 4@4"          | 4@9"  |
| 30"       | 19"        | 51 1/2" | 52 1/2" | 53 1/2" | -       | -       | 65"  | 16 1/4" | 11 3/4" | 12"     | -       | 2@3"+3@4"     | 5@9"  |
| 36"       | 21"        | 60 1/2" | 61 1/2" | 62 1/2" | -       | -       | 78"  | 18 5/8" | 14 1/4" | 16"     | -       | 2@2"+4@4"     | 6@9"  |
| 42"       | 22"        | 65 1/2" | 66 1/2" | 67 3/8" | 68 3/4" | -       | 86"  | 13 3/8" | 12 5/8" | 13"     | 11 3/4" | 7@3"          | 7@9"  |
| 48"       | 25"        | 70 7/8" | 71"     | 71 3/4" | 73"     | 74 1/2" | 90"  | 16 1/4" | 14 3/4" | 14 3/4" | 14 3/4" | 8@3"          | 8@9"  |
| 54"       | 26"        | 71 3/4" | 73"     | 74 1/2" | 74 3/4" | 76 3/4" | 96"  | 6 7/8"  | 20 7/8" | 17 7/8" | 15 5/8" | 4@2 3/4"+5@3" | 9@9"  |
| 60"       | 28"        | 61 1/8" | 61 3/4" | 62 3/4" | 64 1/2" | 66 5/8" | 102" | 12"     | 12"     | 11 1/2" | 13"     | 2@2"+8@3"     | 10@9" |



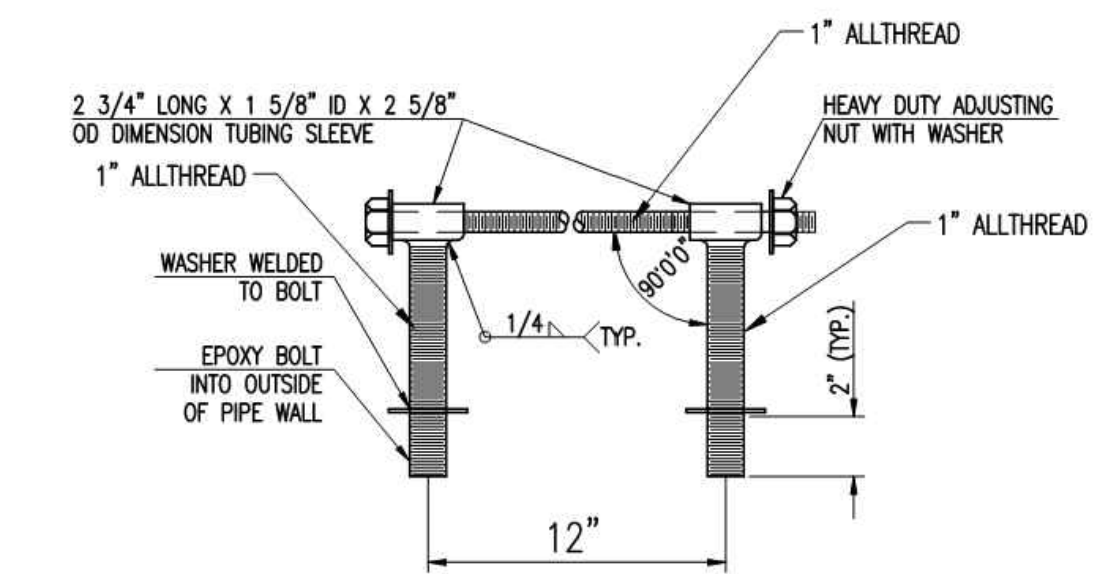
**HEAD PLATE DETAIL**  
NO SCALE



**HEAVY DUTY (H.D.) COUPLER (>=36")**  
NO SCALE

**NOTES**

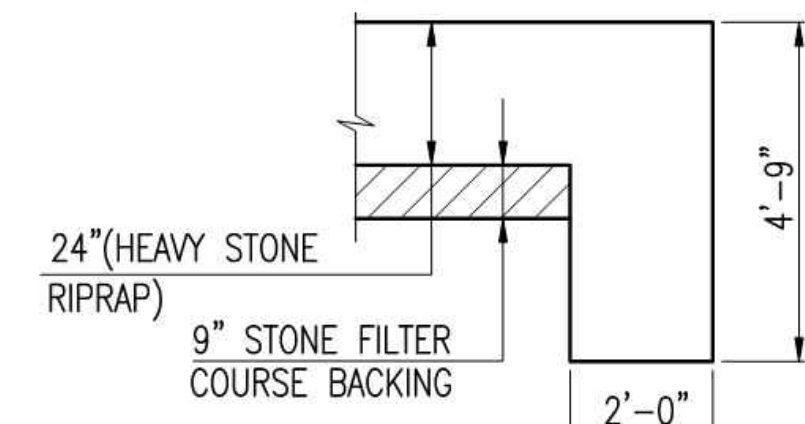
1. BOLTS TO BE A-36 1 1/2" DIAMETER.
2. BOLTS, NUTS, WASHERS AND SLEEVES TO BE ZINC PLATED.
3. WASHERS TO BE 3 1/2" O.D. X 7 GAUGE.
4. SHIP WITH NUTS AND WASHERS PLACED ON BOLTS.



**HEAVY DUTY (H.D.) COUPLER (<=30")**  
NO SCALE

**NOTES**

1. BOLTS TO BE A-36 1 1/2" DIAMETER.
2. BOLTS, NUTS, WASHERS AND SLEEVES TO BE ZINC PLATED.
3. WASHERS TO BE 3 1/2" O.D. X 7 GAUGE.
4. SHIP WITH NUTS AND WASHERS PLACED ON BOLTS.

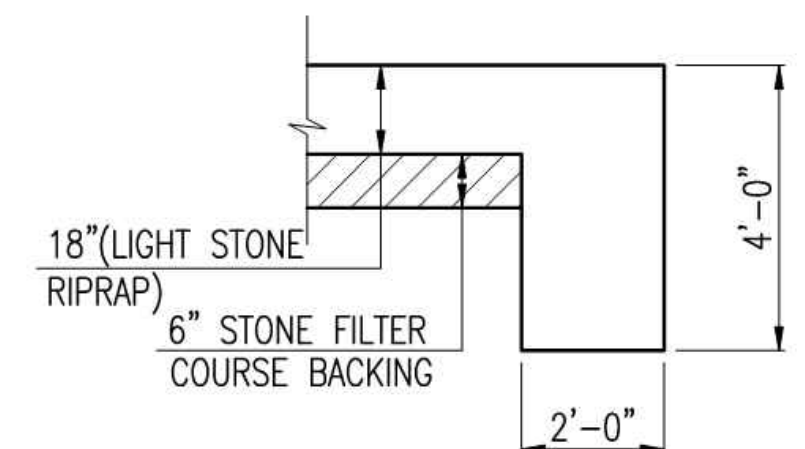


**TYPICAL SECTION THRU TOEWALL**  
NO SCALE

**NOTES**

1. ALL RIPRAP FOR THIS PROJECT SHALL BE NATURAL STONE. NEITHER BROKEN CONCRETE, FABRIC ENVELOPE, NOR PREMIXED DRY PACKAGED CONCRETE BAG ALTERNATES WILL BE ALLOWED, UNLESS INDICATED OTHERWISE.
2. TOEWALLS SHALL BE INSTALLED ALONG ALL UNPROTECTED EDGES OF STONE RIPRAP.
3. GROUTING OF THE SURFACE OF THE RIPRAP SHALL NOT BE PERFORMED, UNLESS INDICATED OTHERWISE. GROUTING OF THE TOEWALLS SHALL BE PERFORMED PER CITY SPECIFICATIONS.

**HEAVY STONE RIPRAP DETAILS**



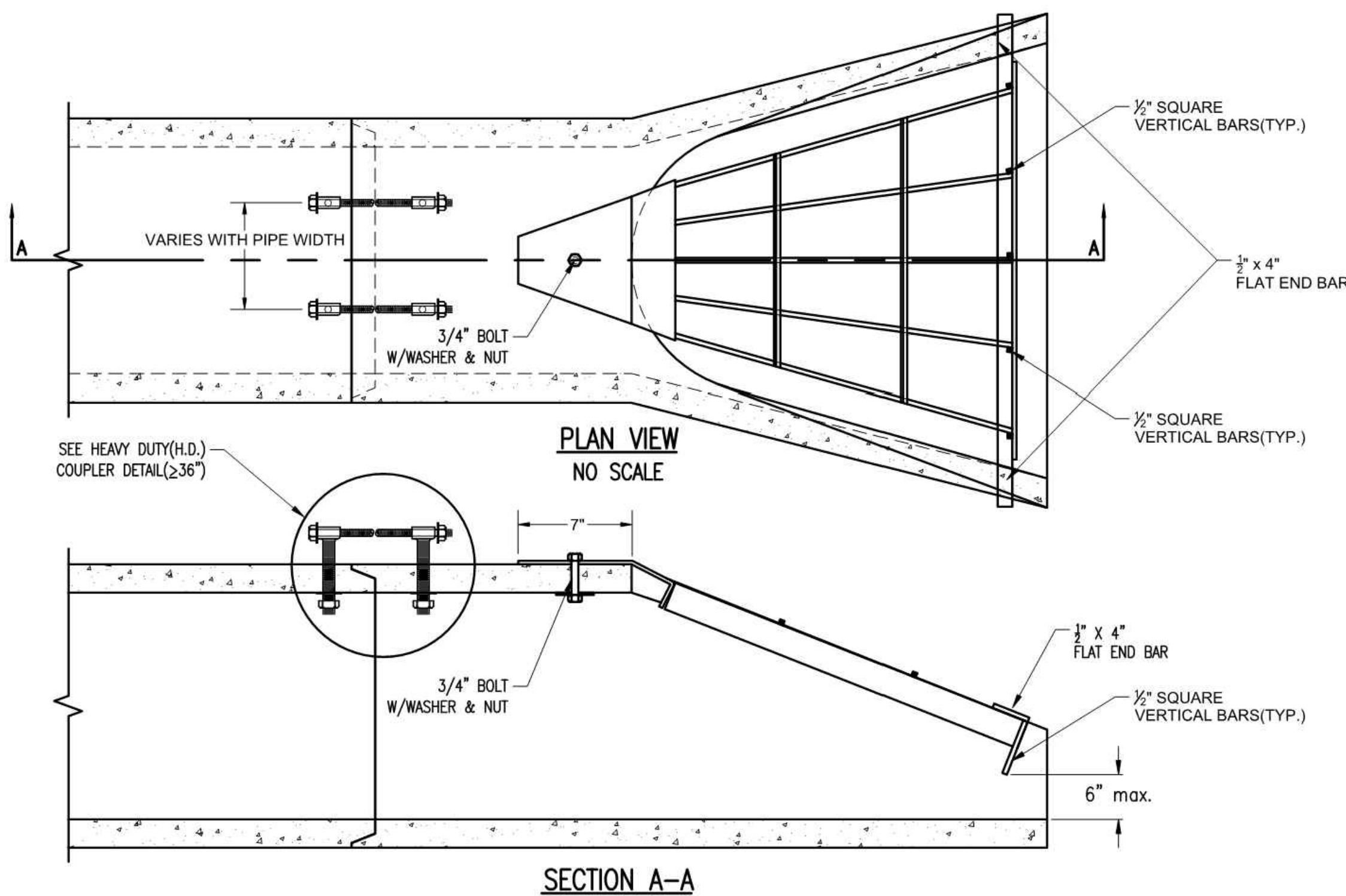
**TYPICAL SECTION THRU TOEWALL**  
NO SCALE

**NOTES**

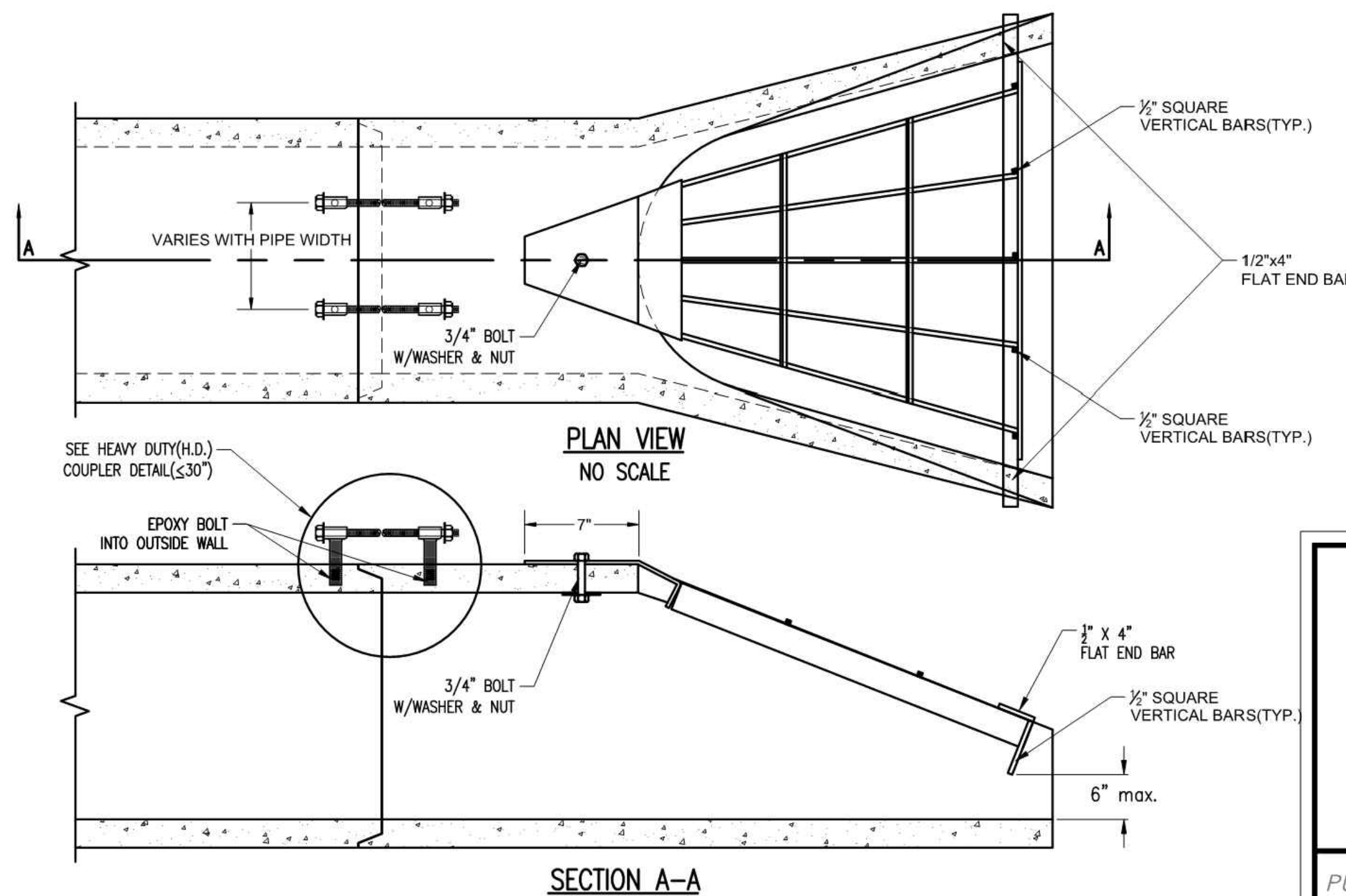
1. ALL RIPRAP FOR THIS PROJECT SHALL BE NATURAL STONE. NEITHER BROKEN CONCRETE, FABRIC ENVELOPE, NOR PREMIXED DRY PACKAGED CONCRETE BAG ALTERNATES WILL BE ALLOWED, UNLESS INDICATED OTHERWISE.
2. TOEWALLS SHALL BE INSTALLED ALONG ALL UNPROTECTED EDGES OF STONE RIPRAP.
3. GROUTING OF THE SURFACE OF THE RIPRAP SHALL NOT BE PERFORMED, UNLESS INDICATED OTHERWISE. GROUTING OF THE TOEWALLS SHALL BE PERFORMED PER CITY SPECIFICATIONS.

**LIGHT STONE RIPRAP DETAILS**

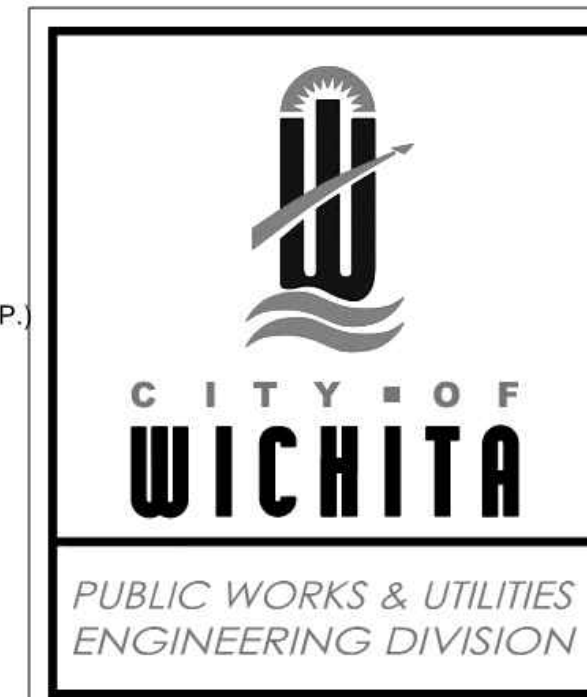
RECORD DRAWING  
T.R.A. 10-13-2016



**SECTION A-A**



**SECTION A-A**



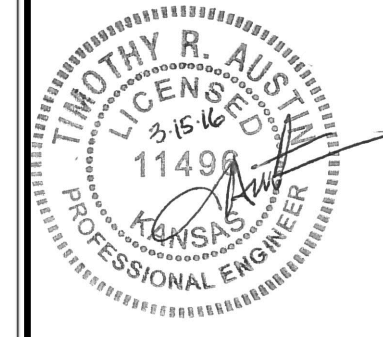
**END SECTION, PIPE RESTRAINT COUPLER & END GRATE**

CITY ENGINEER  
**GARY JANZEN, P.E.**

|                |            |         |
|----------------|------------|---------|
| PROJECT NUMBER | OCA NUMBER | DATE    |
|                |            | 01/2015 |
| DESIGN         | DRAWN      |         |
| CFN            | 0024DET    |         |
| SHEET          | 08_DET     | REV     |
|                |            | 0       |

**PRIVATE DRIVE - 0357DPP**  
**BLOCK 1 SOUTH FORK COMM.**  
**ADDITION, WICHITA, KS.**

**STANDARD DETAILS**

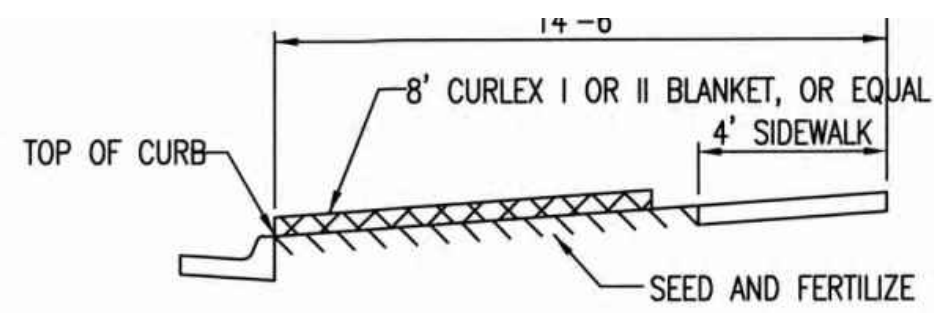


TIMOTHY R. AUSTIN  
ENGINEER  
KS # 11496

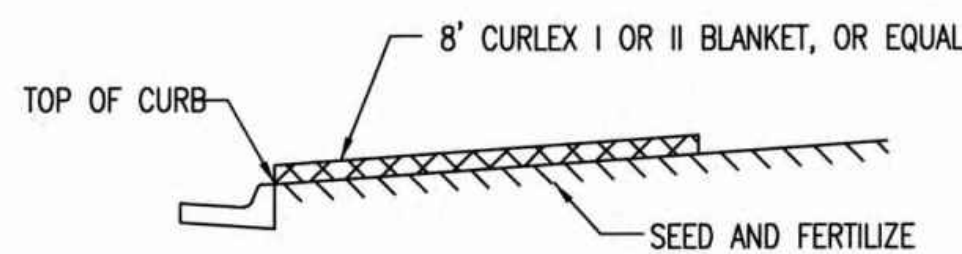
200 N. EMPORIA, SUITE 100  
WICHITA, KANSAS 67202  
PH. (316) 440-4304 | FAX (316) 440-4309  
www.kaveg.com | www.kveing.com

**KAW VALLEY ENGINEERING**  
KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/16



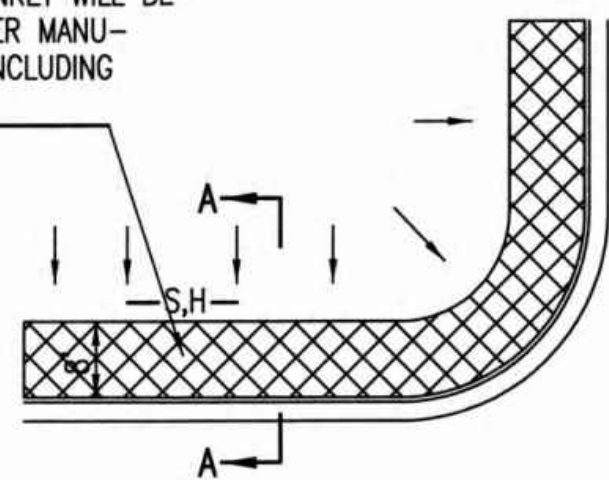


SECTION B-B

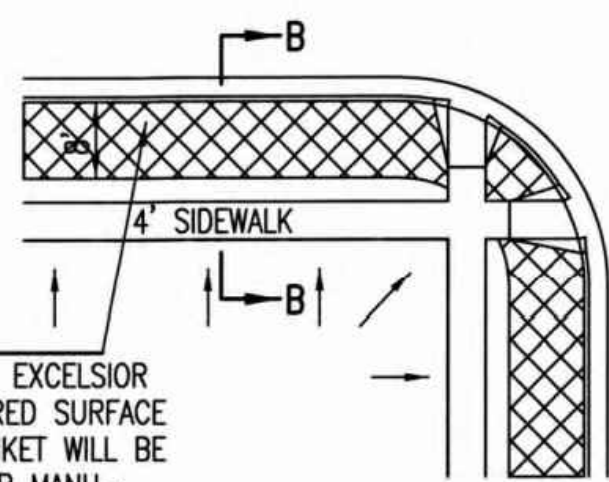


SECTION A-A

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 MANUFACTURERS RECOMMENDATION, INCLUDING STAPLES. (SEE DETAIL)



SOUTH STREET

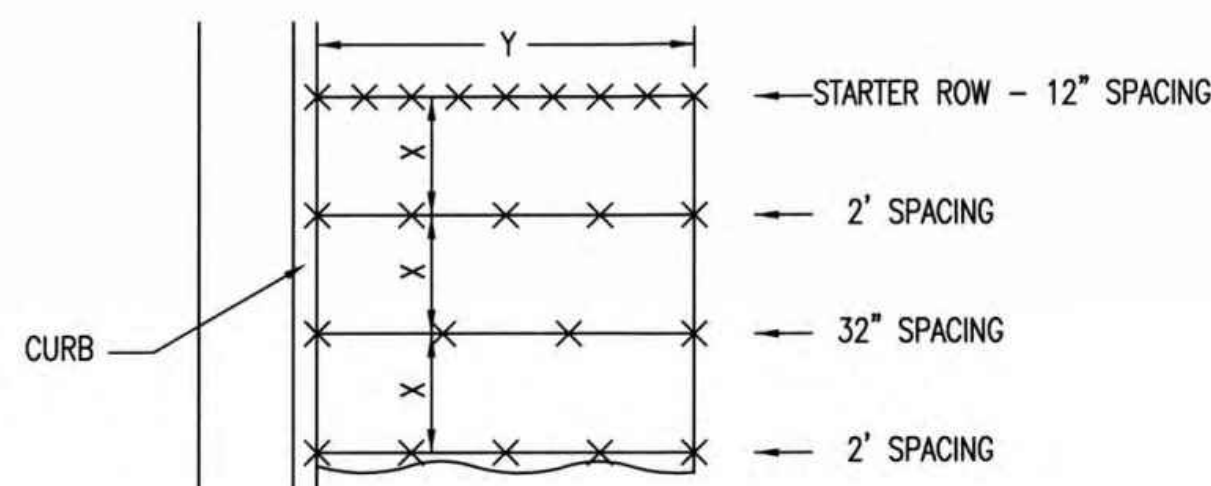


INSTALL 8' WIDE CURLEX I OR II EXCELSIOR BLANKET, OR EQUAL, ON PREPARED SURFACE BACK OF CURB. EDGE OF BLANKET WILL BE AT BACK OF CURB. INSTALL PER MANUFACTURERS RECOMMENDATION, INCLUDING STAPLES. (SEE DETAIL)

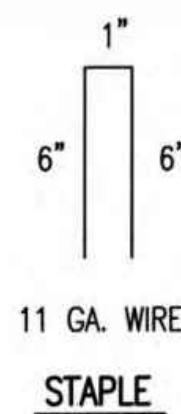
GENERAL NOTES

- 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.

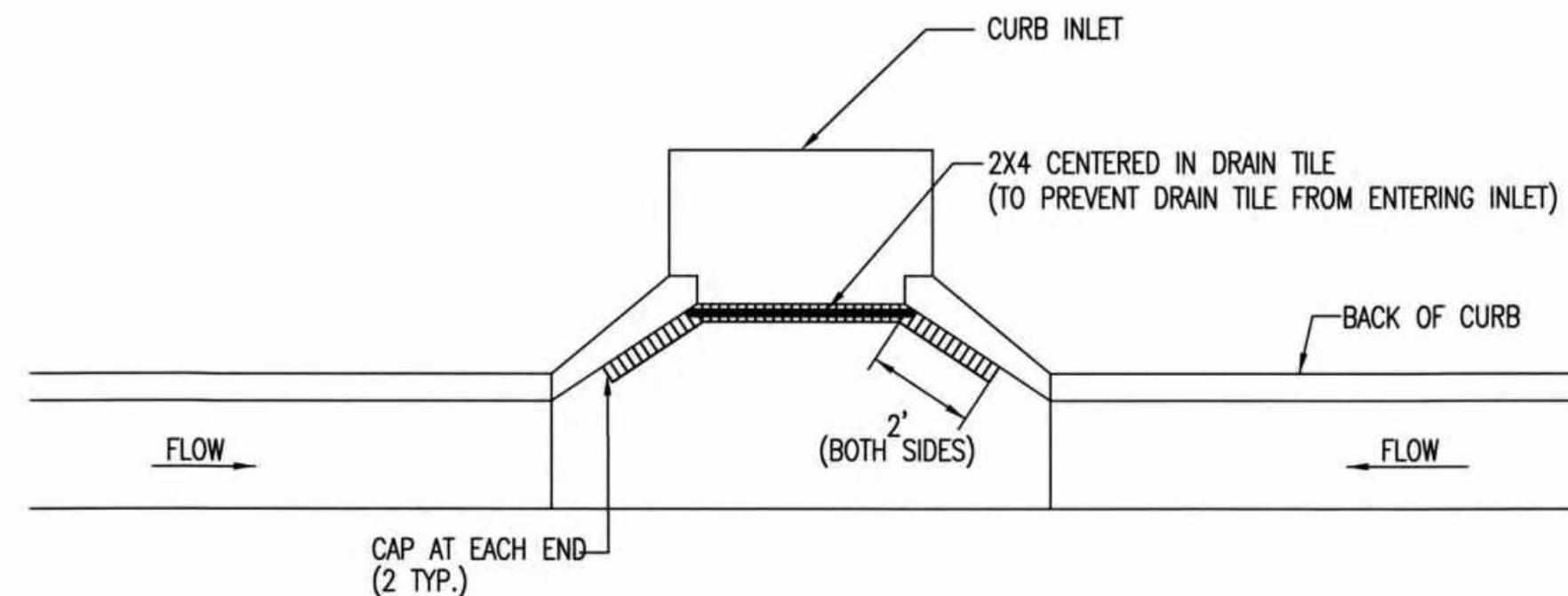
BACK OF CURB PROTECTION DETAIL



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

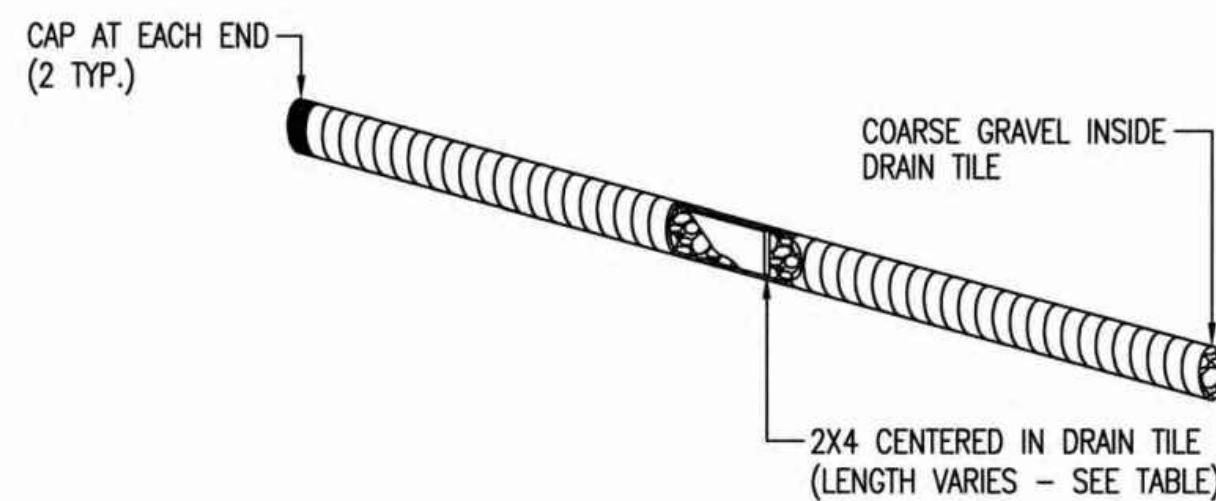


DETAILS FOR APPROVED EROSION CONTROL MAT

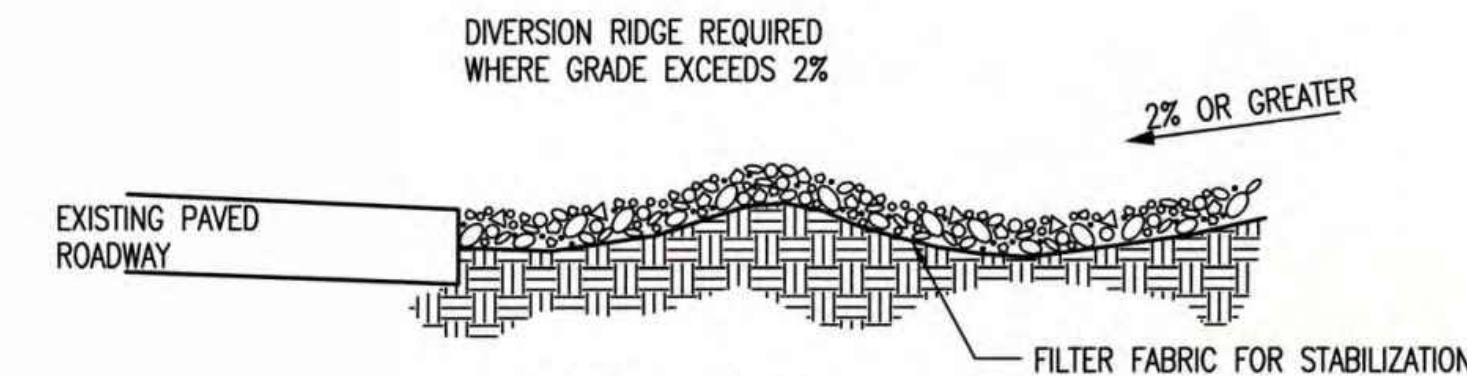


NOTE:  
PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

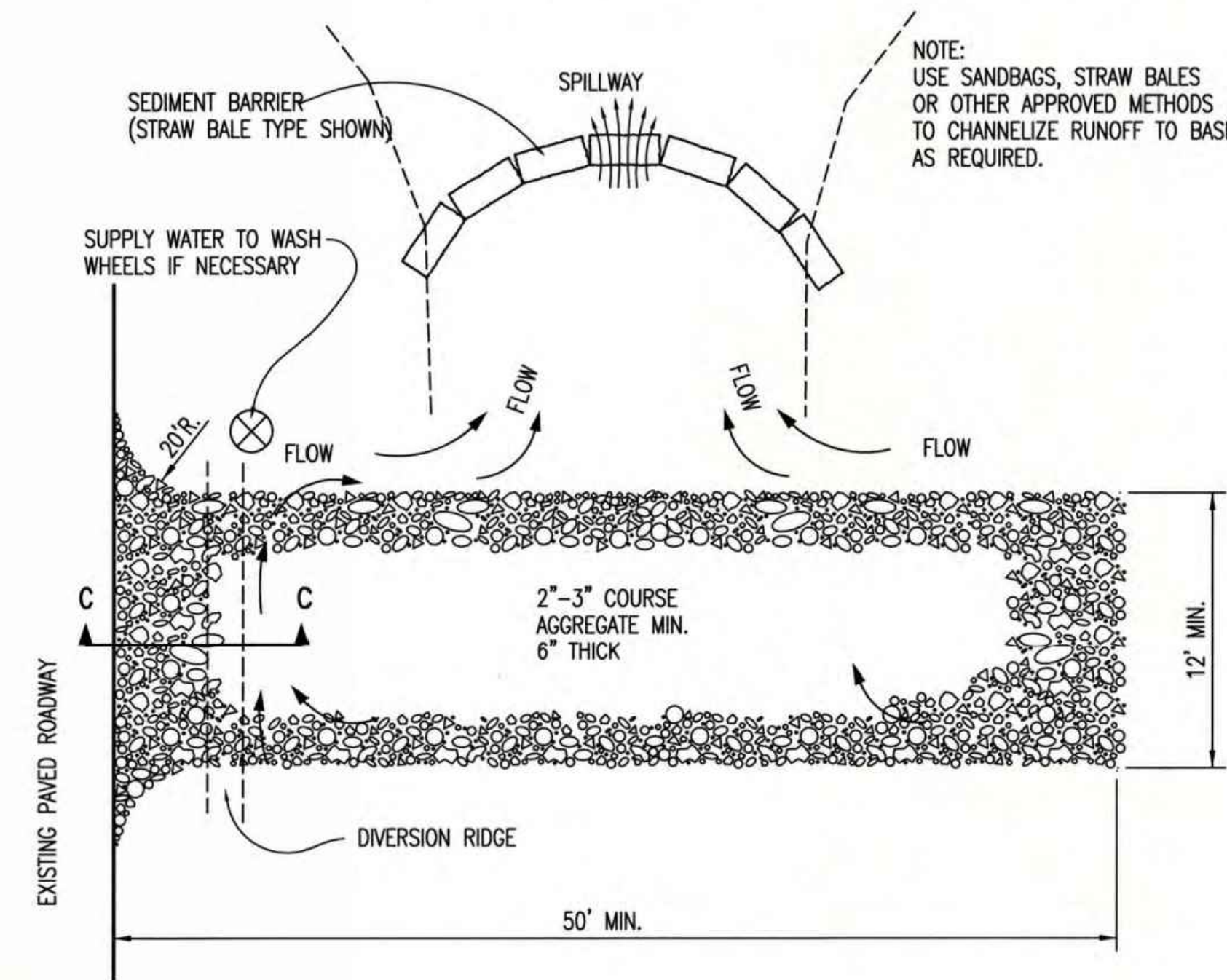
| 2X4 LENGTH | INLET TYPE | INLET OPENING |
|------------|------------|---------------|
| 5'-6"      | 1-A        | 5'-0"         |
| 10'-6"     | 1-A        | 10'-0"        |
| 15'-6"     | 1-A        | 15'-0"        |



CURB INLET PROTECTION  
4" PERFORATED PIPE W/ GRAVEL



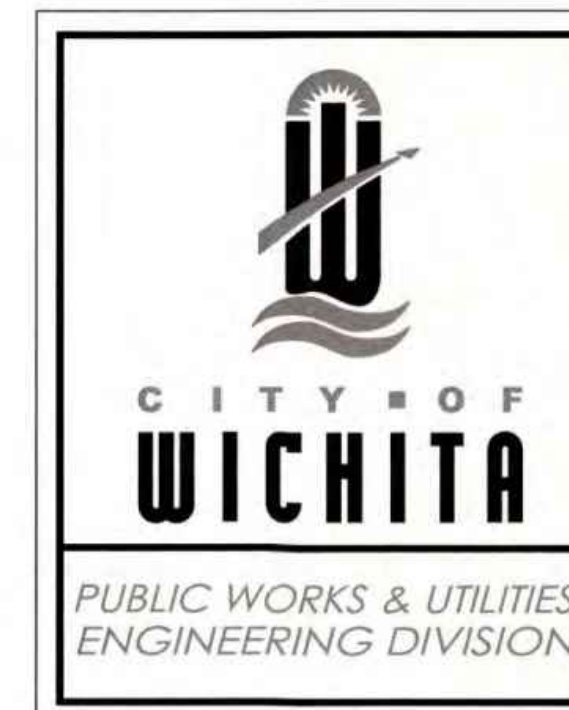
SECTION C-C



STABILIZED CONSTRUCTION ENTRANCE

GENERAL NOTES

- 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.



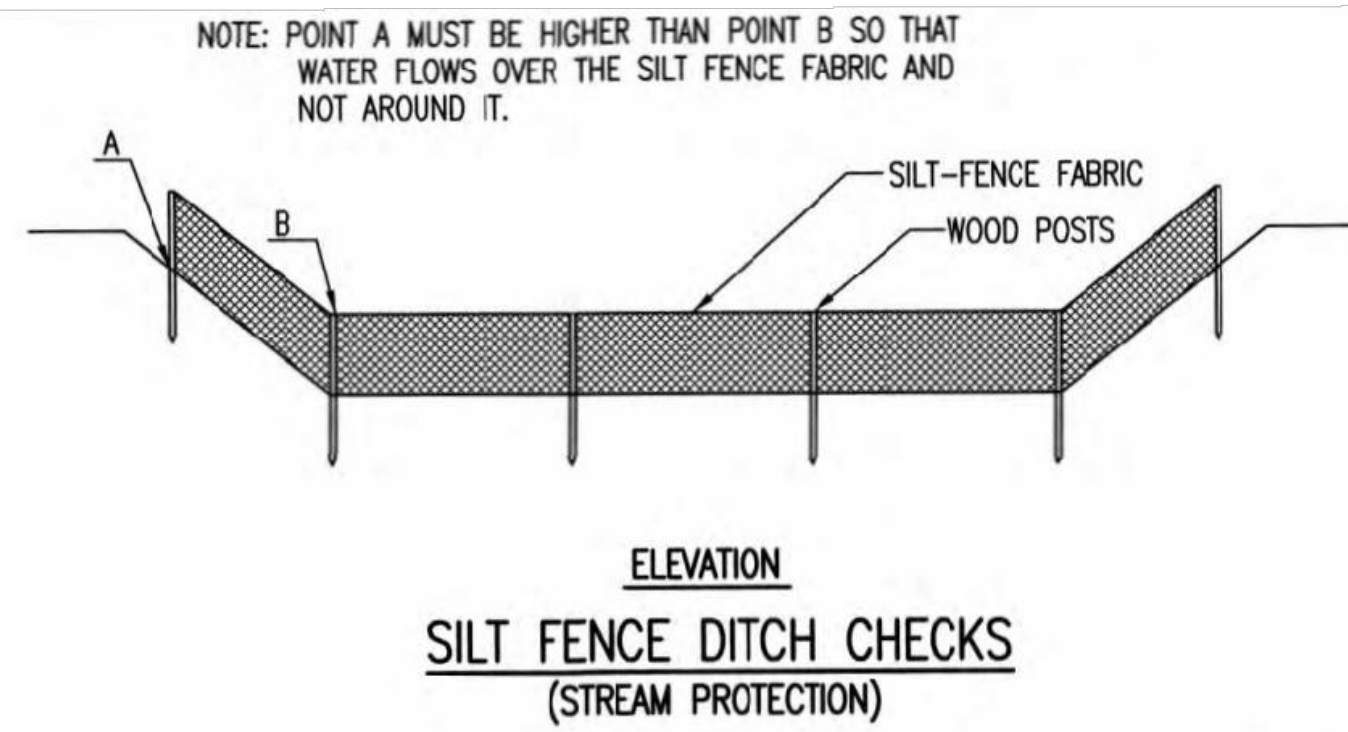
BACK OF CURB PROTECTION,  
CURB INLET PROTECTION AND  
CONSTRUCTION ENTRANCE

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            |                       |

|   |                               |          |
|---|-------------------------------|----------|
| CHK   | CHK                           | CHK      |
| MLT   | JSB                           | DWN      |
| TRA   | TRA                           | DSN      |
| 3-24-16   | 12-07-15                      | REV      |
| FINAL PLAN SUBMITTAL TO CITY  | PLAN SET FOR REVIEW AT C.O.W. | DATE     |
| DESCRIPTION   |                               |          |
| TIMOTHY R. AUSTIN<br>LICENSED PROFESSIONAL ENGINEER<br>KANSAS # 11496   |                               |          |
| TIMOTHY R. AUSTIN<br>ENGINEER<br>KS # 11496   |                               |          |
| 200 N. EMPORIA, SUITE 100<br>WICHITA, KANSAS 67202<br>PH. (316) 440-4304   FAX (316) 440-4309<br>www.kaveg.com   www.kveing.com                 |                               |          |
| <b>KAW VALLEY ENGINEERING</b>   |                               |          |
| KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/16 |                               |          |
| PRIVATE DRIVE - 0357DPP<br>BLOCK 1 SOUTHFORK COMM.<br>ADDITION, WICHITA, KS.  |                               |          |
| EROSION CONTROL DETAILS   |                               |          |
| PROJ. NO.   | G14D0024-1                    | DRAWN BY |
| DESIGNER  | TRA                           | JSB      |
| CFN   | 0024DET                       | REV      |
| SHEET   | 10_BMP                        | 0        |

RECORD DRAWING  
T.R.A. 10-13-2016



**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 DOWNSLOPE 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 DOWNSLOPE 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.

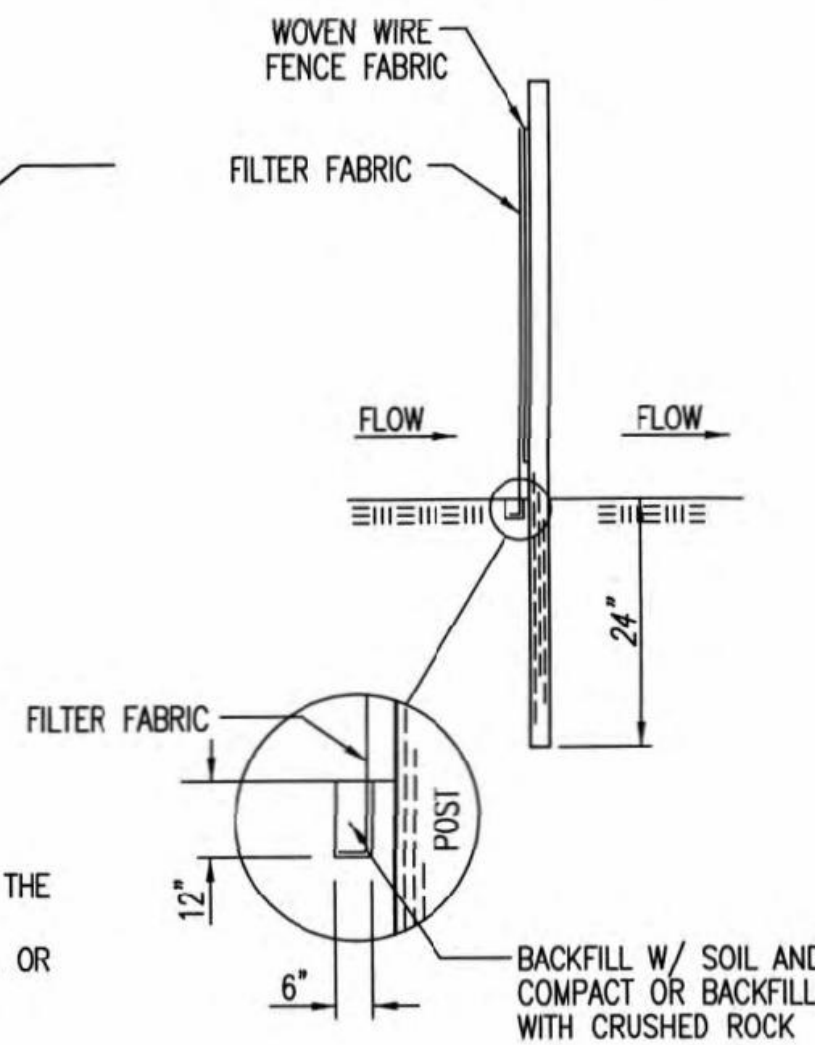
**LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:**

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.

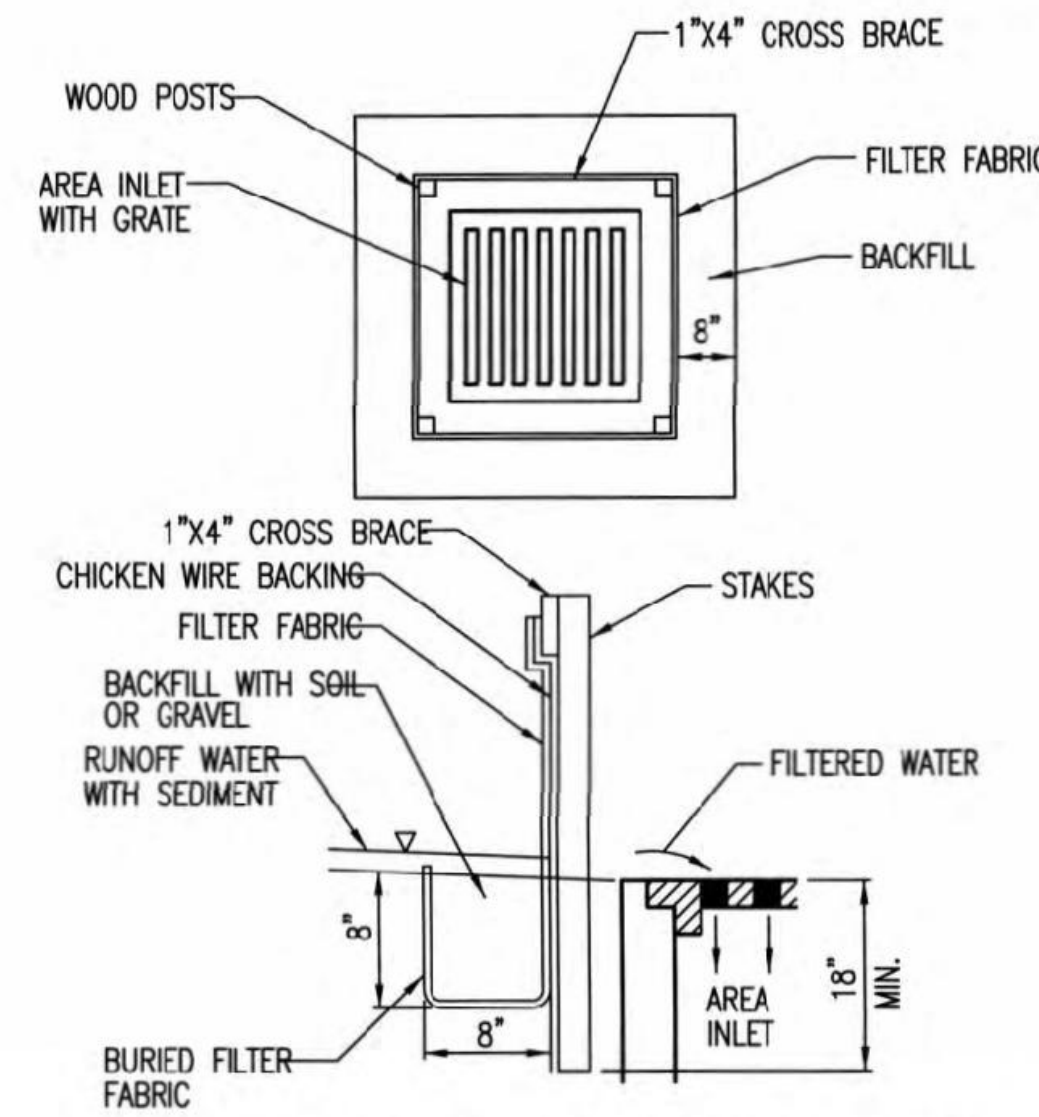
**INSPECTION AND MAINTENANCE:**

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 DRAMATICALLY REDUCED. TIMELY REMOVAL OF SEDIMENT MUST OCCUR FOR A BARRIER TO OPERATE PROPERLY IN THIS LOCATION.

**PROPER INSTALLATION METHOD:**

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

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

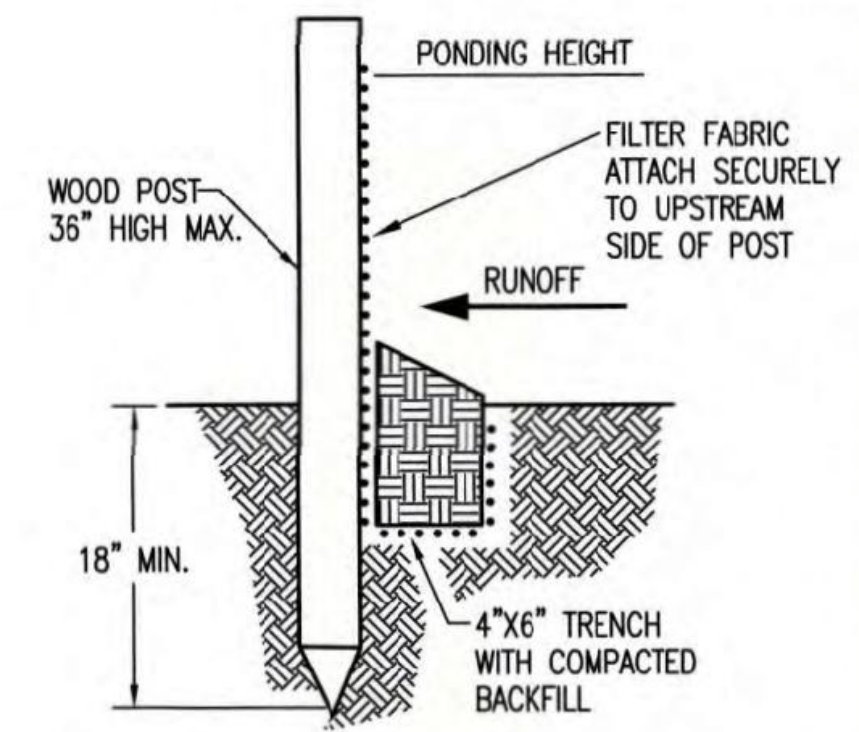
**LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:**

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

**INSPECTION AND MAINTENANCE:**

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

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



**SILT FENCE BARRIERS**

**MATERIAL SPECIFICATION:**

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

**PLACEMENT:**

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

**PROPER INSTALLATION METHOD:**

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

**LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:**

WHEN PRACTICABLE, DO NOT PLACE SILT FENCE SLOPE BARRIERS ACROSS CONTOURS. SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. WHEN THE FLOW CONCENTRATES, IT OVERTOPS THE BARRIER AND THE SILT FENCE SLOPE BARRIER QUICKLY DETERIORATES. DO NOT PLACE SILT-FENCE POSTS ON THE UPSLOPE SIDE OF THE SILT FENCE FABRIC. IN THIS CONFIGURATION, THE FORCE OF THE WATER IS NOT RESTRICTED BY THE POSTS, BUT ONLY BY THE STAPLES (WIRE, ZIP TIES, NAILS, ETC.). THE SILT FENCE WILL RIP AND FAIL. DO NOT PLACE SILT FENCE SLOPE BARRIERS IN AREAS WITH SHALLOW SOILS UNDERLAIN BY ROCK. IF THE BARRIER IS NOT SUFFICIENTLY ANCHORED, IT WILL WASH OUT. SILT FENCE SLOPE BARRIERS MUST BE DUG INTO THE GROUND—SILT FENCE AT GROUND LEVEL DOES NOT WORK BECAUSE WATER WILL FLOW UNDERNEATH.

**INSPECTION AND MAINTENANCE:**

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

- ARE THERE ANY POINTS ALONG THE SLOPE BARRIER WHERE WATER IS CONCENTRATING?
- DOES WATER FLOW UNDER THE SLOPE BARRIER?
- DO THE SILT FENCES SAG EXCESSIVELY?
- HAS THE SILT FENCE TORN OR BECOME DETACHED FROM THE POSTS?
- DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE SLOPE BARRIER?

REVISION DATE: MAY 2013



**SILT FENCE DITCH CHECK AND BARRIER DETAILS**

CITY ENGINEER  
**GARY JANZEN, P.E.**

PROJECT NUMBER    OCA NUMBER    DATE

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



| REV | DATE     | DESCRIPTION                   | CHK |
|-----|----------|-------------------------------|-----|
| 0   | 3-24-16  | FINAL PLAN SUBMITTAL TO CITY  | MLT |
|     | 12-07-15 | PLAN SET FOR REVIEW AT C.O.W. | TRA |
|     |          |                               | TRA |
|     |          |                               | JSB |
|     |          |                               | CHK |
|     |          |                               | CHK |
|     |          |                               | DSN |
|     |          |                               | DWN |
|     |          |                               | CHK |

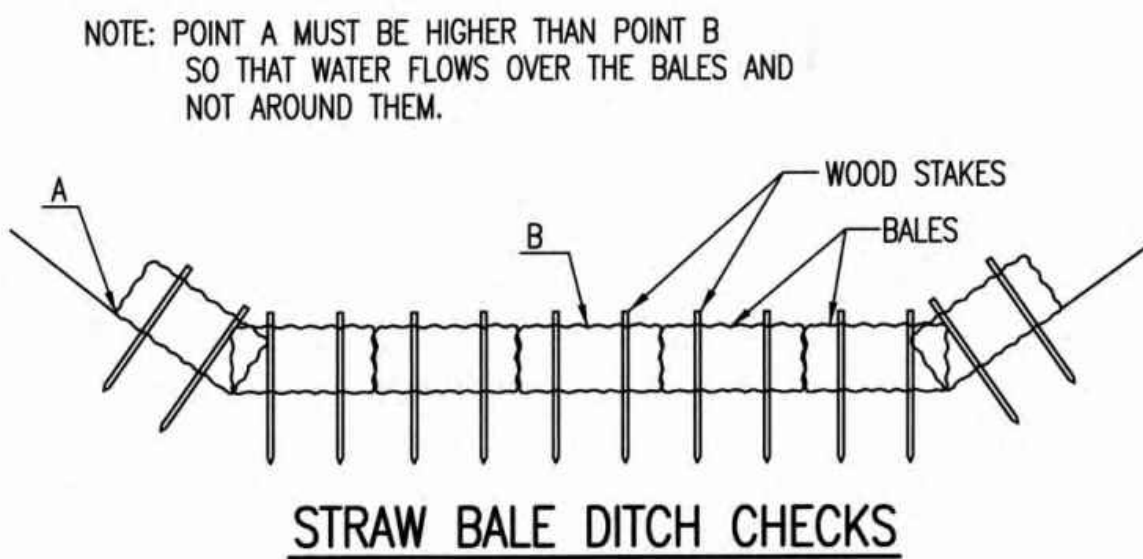
|   |  |
|---|--|
| <p>200 N. EMPORIA, SUITE 100<br/>WICHITA, KANSAS 67202<br/>PH. (316) 440-4304   FAX (316) 440-4309<br/>www.kaveg.com   www.kveing.com</p> <p><b>KAW VALLEY ENGINEERING</b></p> <p>KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/16</p> | <p>TIMOTHY R. AUSTIN<br/>ENGINEER<br/>KS # 11496</p> |
|---|--|

|   |                                |
|---|--------------------------------|
| <p>PRIVATE DRIVE - 0357DPP<br/>BLOCK 1 SOUTHWORK COMM.<br/>ADDITION, WICHITA, KS.</p> | <p>EROSION CONTROL DETAILS</p> |
|---|--------------------------------|

|           |            |
|-----------|------------|
| PROJ. NO. | G14D0024-1 |
| DESIGNER  | TRA        |
| DRAWN BY  | JSB        |
| CFN       | 0024DET    |
| SHEET     | REV        |
| 11_BMP    | 0          |



**MATERIAL SPECIFICATION:**

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

**PLACEMENT:**

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

| DITCH CHECK SPACING (%) | 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".

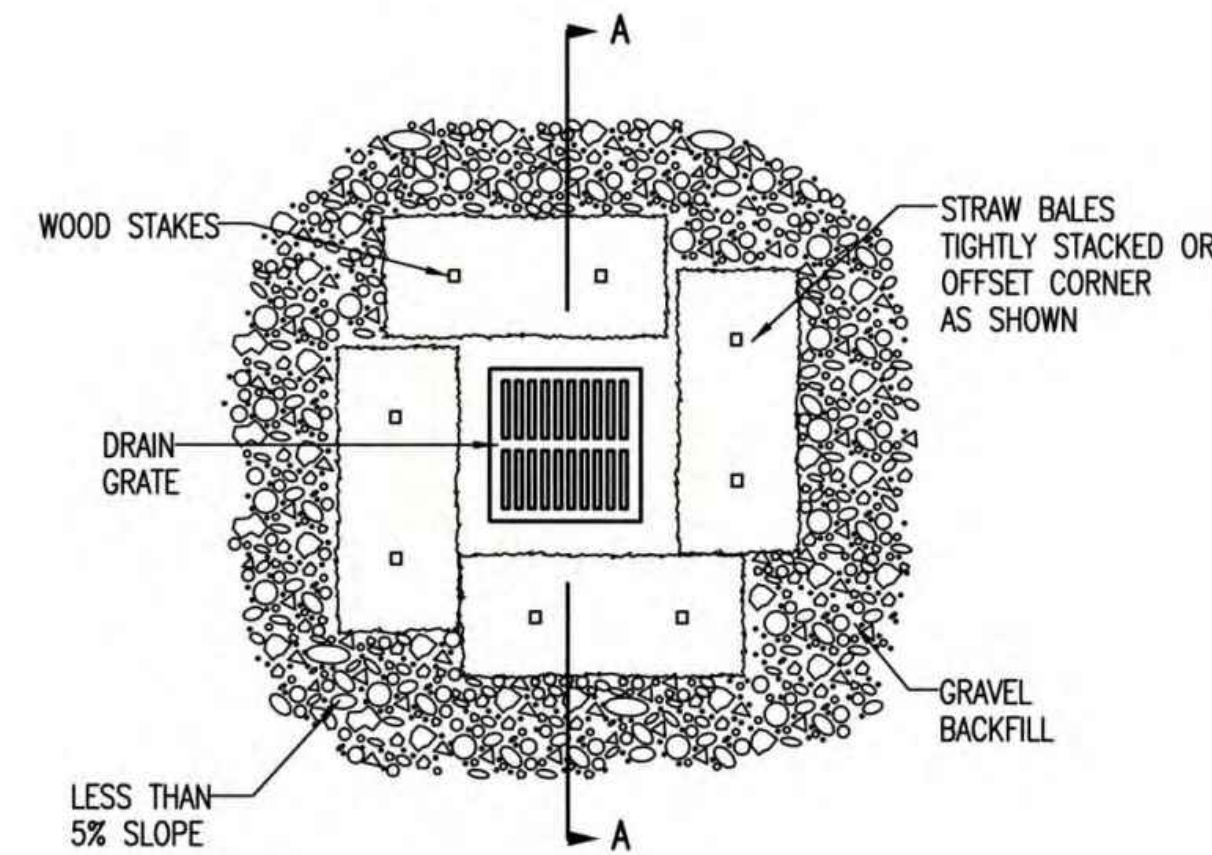
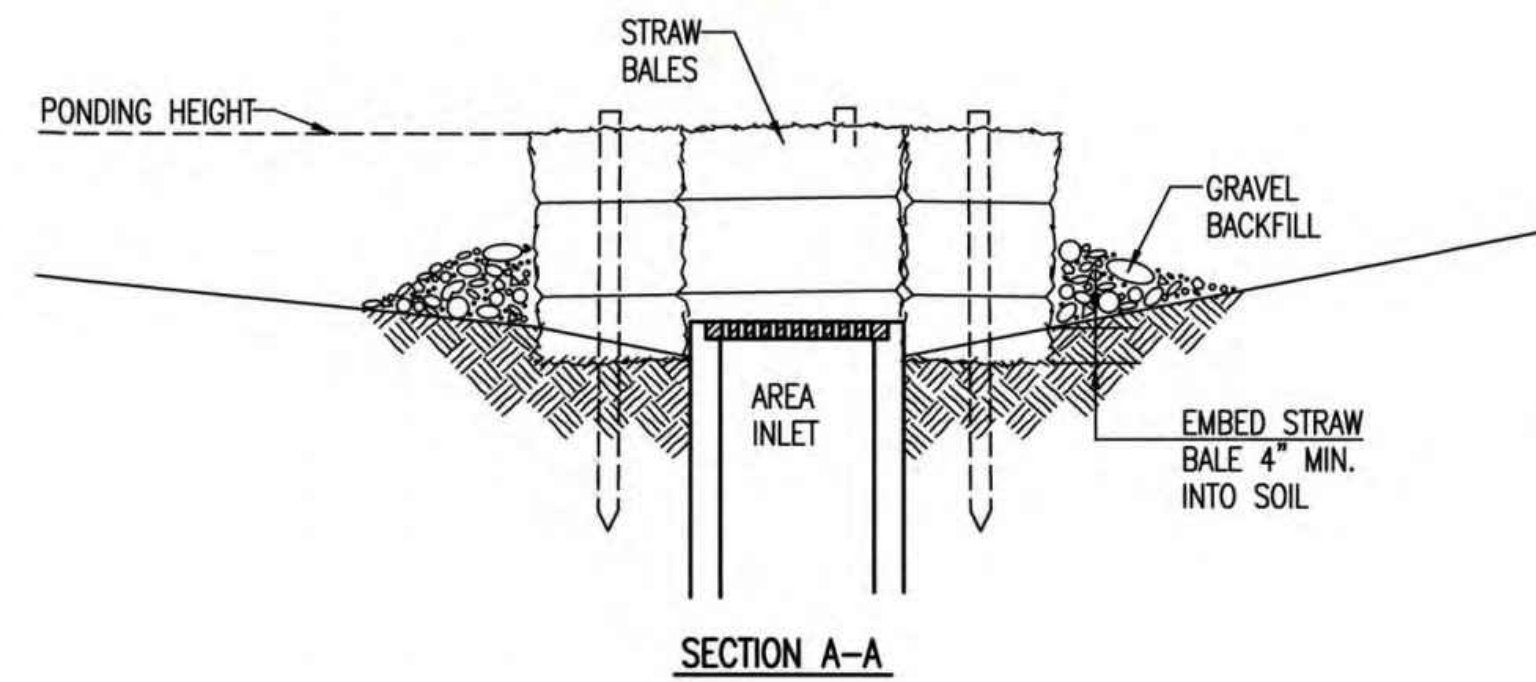
**LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:**

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.

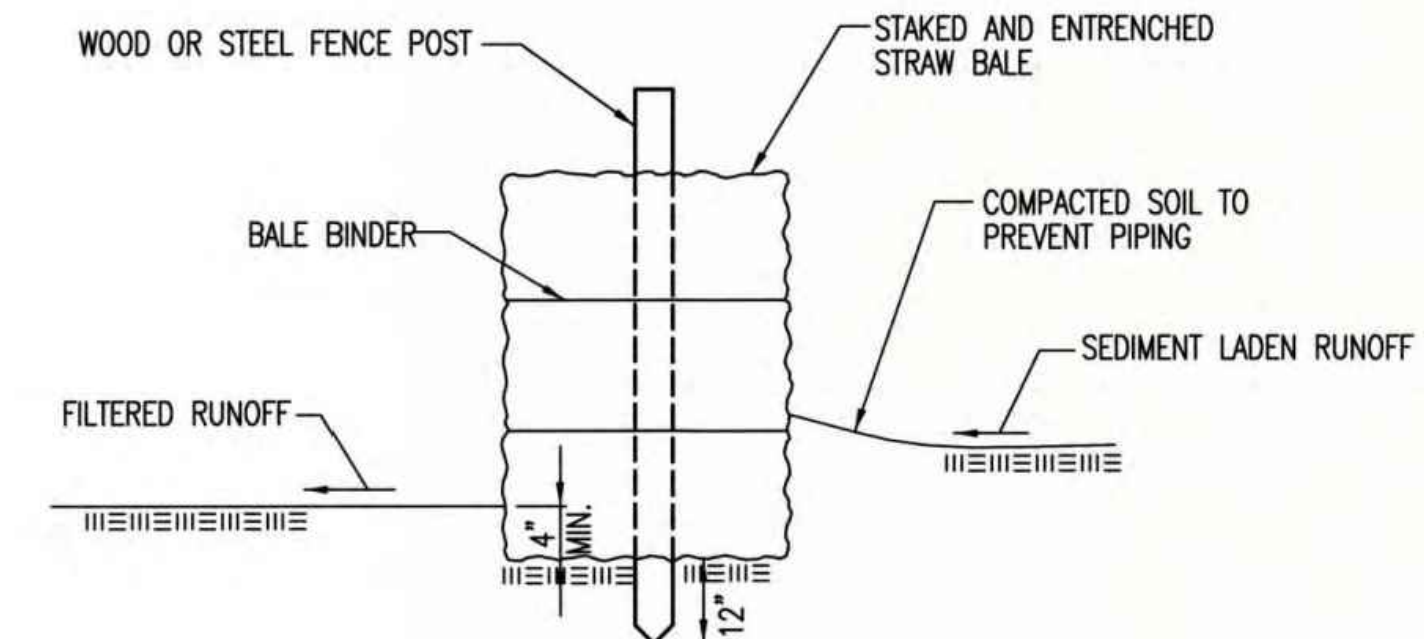
**LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:**

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?

REVISION DATE: MAY 2013



**STRAW BALE DITCH CHECK AND BARRIER DETAILS**

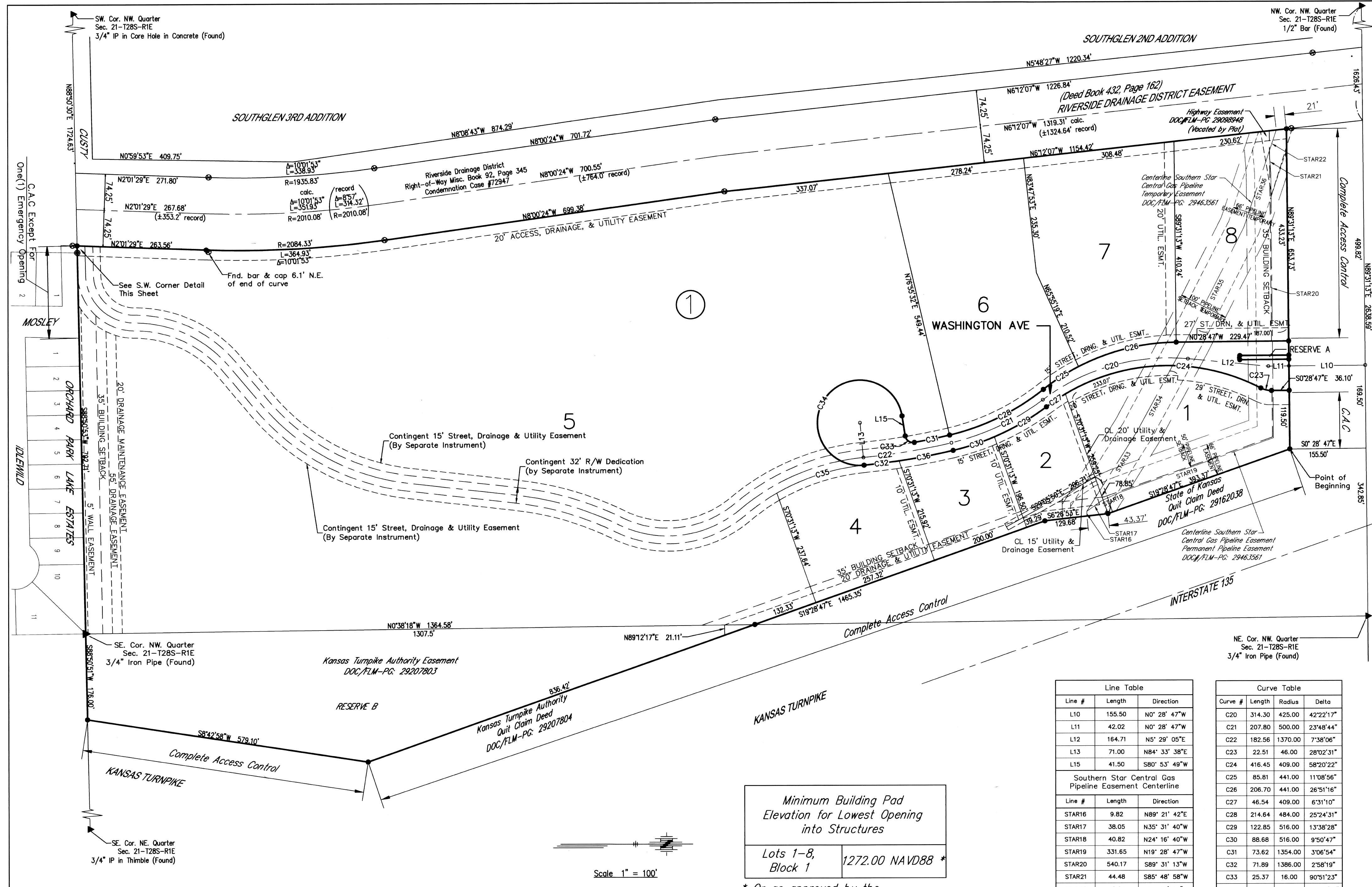
CITY ENGINEER  
**GARY JANZEN, P.E.**

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

|   |                              |                               |             |
|---|------------------------------|-------------------------------|-------------|
| CHK   | CHK                          | CHK                           | CHK         |
| MLT   | JSB                          | DWN                           | CHK         |
| TRA   | TRA                          | DSN                           | CHK         |
| 3-24-16   | FINAL PLAN SUBMITTAL TO CITY | REV                           | DATE        |
| 0   | 12-07-15                     | PLAN SET FOR REVIEW AT C.O.W. | DESCRIPTION |
|   |                              |                               |             |
| TIMOTHY R. AUSTIN<br>ENGINEER<br>KS # 11498   |                              |                               |             |
| 200 N. EMPORIA, SUITE 100<br>WICHITA, KANSAS 67202<br>PH. (316) 440-4304   FAX (316) 440-4309<br>www.kaweng.com   www.kaweng.com  |                              |                               |             |
|   |                              |                               |             |
| KAW VALLEY ENGINEERING<br>KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/16 |                              |                               |             |
| PRIVATE DRIVE - 0357DPP<br>BLOCK 1 SOUTHFORK COMM.<br>ADDITION, WICHITA, KS.  |                              | EROSION CONTROL DETAILS       |             |
| PROJ. NO.   | G14D0024-1                   | DESIGNER                      | TRA         |
| CFN   | 0024DET                      | DRAWN BY                      | JSB         |
| SHEET   | 12_BMP                       | REV                           | 0           |





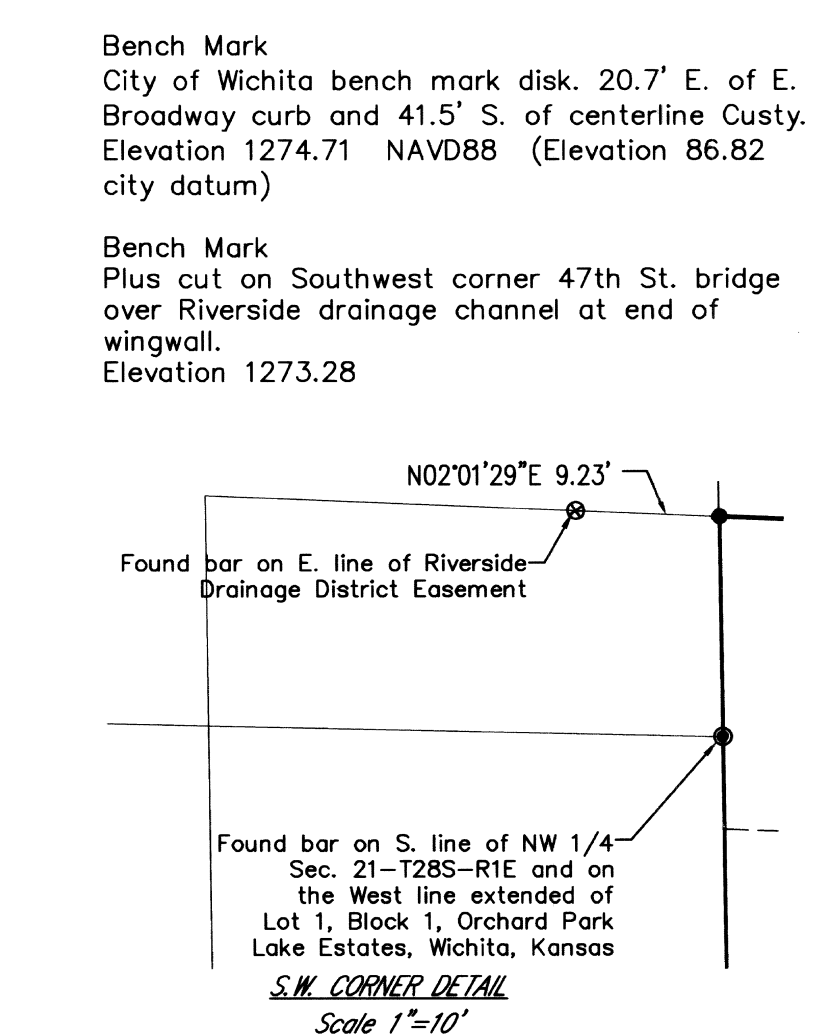


**LEGEND**

- 1 1/2" Pipe Found
- ⊗ Mooring Bar & Cap Found
- ▶ Section Corner Found
- 5/8" Bar w/ Pole Cap Set

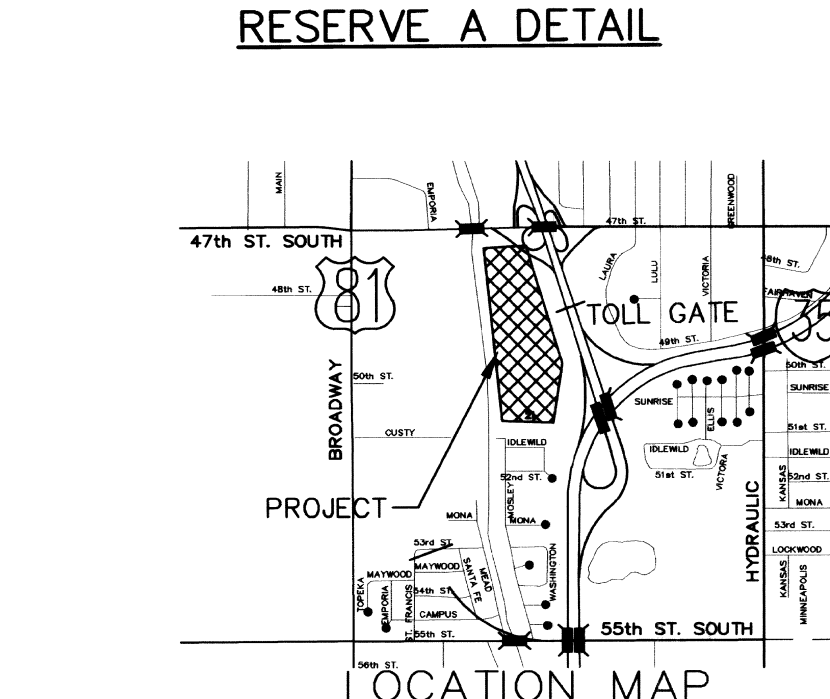
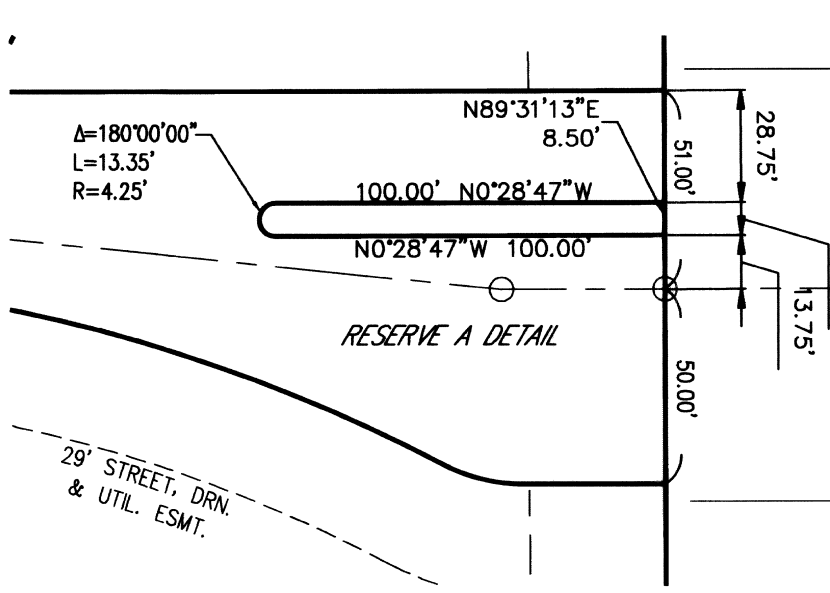
Bench Mark  
City of Wichita bench mark disk. 20.7' E. of E. Broadway curb and 41.5' S. of centerline Custy. Elevation 1274.71 NAVD88 (Elevation 86.82 city datum)

Bench Mark  
Plus cut on Southwest corner 47th St. bridge over Riverside drainage channel at end of wingwall. Elevation 1273.28



**NOTES:**

- This plot is subject to the Provisions of Southfork Commercial Addition Community Unit Plan, D#-249 on file with the Metropolitan Area Planning Dept.
- This plot is subject to a drainage plan on file with City Public Works.



| Line # | Length | Direction      |
|--------|--------|----------------|
| L10    | 155.50 | N0° 28' 47" W  |
| L11    | 42.02  | N0° 28' 47" W  |
| L12    | 164.71 | N5° 29' 05" E  |
| L13    | 71.00  | N8° 33' 38" E  |
| L15    | 41.50  | S80° 53' 49" W |

| Curve # | Length | Radius  | Delta      |
|---------|--------|---------|------------|
| C20     | 314.30 | 425.00  | 42°22'17"  |
| C21     | 207.80 | 500.00  | 23°48'44"  |
| C22     | 182.56 | 1370.00 | 7°38'06"   |
| C23     | 22.51  | 46.00   | 28°02'31"  |
| C24     | 416.45 | 409.00  | 58°20'22"  |
| C25     | 85.81  | 441.00  | 11°08'56"  |
| C26     | 206.70 | 441.00  | 26°51'16"  |
| C27     | 46.54  | 409.00  | 6°31'10"   |
| C28     | 214.64 | 484.00  | 25°24'31"  |
| C29     | 122.85 | 516.00  | 13°38'28"  |
| C30     | 88.68  | 516.00  | 9°50'47"   |
| C31     | 73.62  | 1354.00 | 3°06'54"   |
| C32     | 71.89  | 1386.00 | 2°58'19"   |
| C33     | 25.37  | 16.00   | 90°51'23"  |
| C34     | 404.42 | 87.00   | 266°20'12" |
| C35     | 188.67 | 444.00  | 24°20'48"  |
| C36     | 112.80 | 1386.00 | 4°39'47"   |

Minimum Building Pad Elevation for Lowest Opening into Structures

|                   |                |
|-------------------|----------------|
| Lots 1-8, Block 1 | 1272.00 NAVD88 |
|-------------------|----------------|

\* Or as approved by the City Stormwater Engineer

Scale 1" = 100'

# SOUTHFORK COMMERCIAL ADDITION

TO WICHITA, SEDGWICK COUNTY, KANSAS

THIS digital plat record accurately reproduces in all details the original plat filed with the Sedgwick County Register of Deeds. Digitized under the supervision of Register of Deeds Bill Meek by Sedgwick County Geographic Information Systems.

Bill Meek, Register of Deeds  
Digitized rendition of original signature

**POE & ASSOCIATES, INC.**  
CONSULTING ENGINEERS  
5840 E. Central, Suite 200 • Wichita, KS 67208-4242  
Phone 316/685-4114 • FAX 316/685-4444

RECORD DRAWING  
T.R.A. 10-13-2016

|     |          |                               |     |
|-----|----------|-------------------------------|-----|
| CHK | CHK      | CHK                           | CHK |
| MLT | MLT      | MLT                           | MLT |
| TRA | TRA      | TRA                           | TRA |
| TRA | TRA      | TRA                           | TRA |
| DSN | DSN      | DSN                           | DSN |
| REV | DATE     | DESCRIPTION                   |     |
| 0   | 3-24-16  | FINAL PLAN SUBMITTAL TO CITY  |     |
|     | 12-07-15 | PLAN SET FOR REVIEW AT C.O.W. |     |

TIMOTHY R. AUSTIN  
ENGINEER  
KS # 11496

200 N. EMPORIA, SUITE 100  
WICHITA, KANSAS 67202  
PH. (316) 440-4304 | FAX (316) 440-4309  
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**BLOCK 1 SOUTHFORK COMM.**  
**ADDITION, WICHITA, KS.**

PROJ. NO. G1400024-1  
DESIGNER TRA DRAWN BY JSB  
CFN 0024DET  
SHEET 15\_PLAT REV 0

