

## GENERAL NOTES

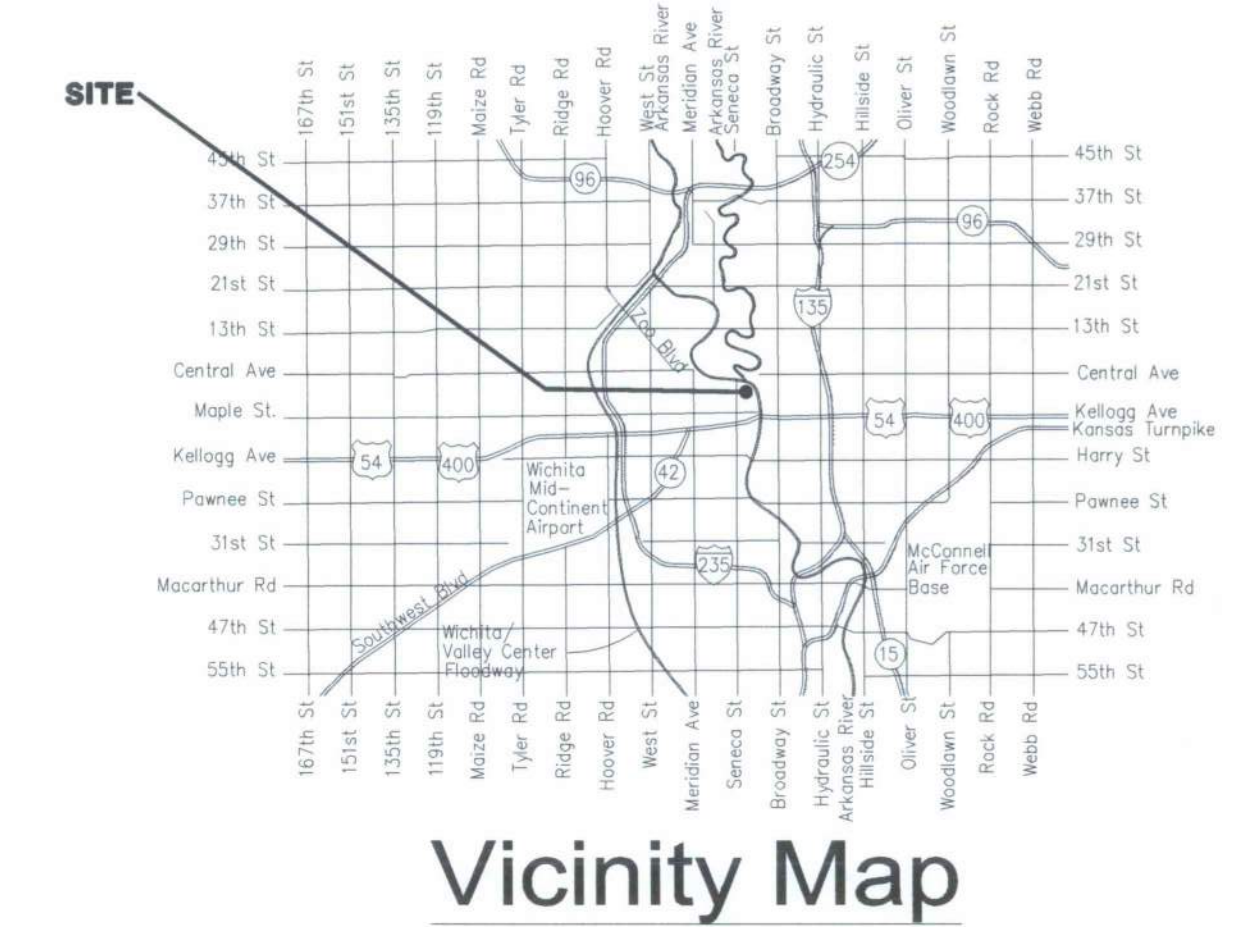
- THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE SAFETY REGULATIONS. ALL CONSTRUCTION SHALL BE COMPLETED FOLLOWING CURRENT CITY STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
- CONTRACTOR WILL BE REQUIRED TO PROVIDE NOTICE TO UTILITY COMPANIES A MINIMUM OF SEVENTY-TWO (72) HOURS PRIOR TO ANY EXCAVATION, 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 1-888-492-4950  
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. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.
- 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.
- THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ADJUTING 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 AND INSPECTION FOR THIS PROJECT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- IF TRAFFIC WILL BE IMPACTED BY CONSTRUCTION, A TRAFFIC CONTROL PLAN MUST BE SUBMITTED AND APPROVED BY THE CITY TRAFFIC ENGINEER, BRIAN COOK 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 CONTRACTOR'S 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.

- ALL EXISTING PAVEMENT AND CURB AND GUTTER WITHIN THE CONSTRUCTION LIMITS SHALL BE SAW CUT, FULL DEPTH, TO THE LINES SHOWN ON THE PLANS, OR TO THE NEAREST JOINT, AND REMOVED, UNLESS OTHERWISE NOTED. IF REMOVAL LIMITS ARE WITHIN THREE FEET OF A JOINT, REMOVE TO THE JOINT.
- ANY SIDEWALK, DRIVE APPROACH, CURB, 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.
- ALL TRAFFIC CONTROL DEVICES IN THE WORK ZONE (INCLUDING MARKINGS AND SIGNS) AND THEIR INSTALLATION AND MAINTENANCE SHALL COMPLY WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). ALL TRAFFIC CONTROL DEVICES IN THE TRAVELED WAY OR CLEAR ZONE SHALL BE CRASHWORTHY (NCHRP Report 350 or CRASH compliant)  
[http://safety.fhwa.dot.gov/roadway\\_dept/policy\\_guide/road\\_hardware/wzd](http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/wzd)
- ALL CONSTRUCTION EQUIPMENT, INCLUDING VEHICLES, MATERIALS, AND DEBRIS, SHALL BE STORED OUTSIDE OF THE CLEAR ZONE. WHERE THIS CANNOT BE ACHIEVED THE CONTRACTOR SHALL PLACE APPROPRIATE SIGNS, OBJECT IDENTIFIERS, AND/OR BARRICADES IN COMPLIANCE WITH THE MUTCD.
- EXCEPT WHEN REQUIRED FOR SAFETY, TRAFFIC CONTROL SHALL NOT BLOCK ANY LANES OR SIDEWALKS WHEN WORK IS NOT BEING PERFORMED.
- THE CONTRACTOR SHALL INSTALL AND/OR MAINTAIN EROSION CONTROL METHODS AS SPECIFIED. THE GENERAL LOCATION OF THE REQUIRED EROSION CONTROL IS ILLUSTRATED ON THE EROSION CONTROL PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE EROSION CONTROL SHOWN THROUGHOUT THE COMPLETION OF THIS PROJECT. INSTALLATION OF THESE BMP'S DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF ABATING SOIL EROSION

**AS-BUILT PLAN - BUILT PER PLAN**  
**Contractor: SmithCon, LLC**  
**Inspecting Firm: GSI Engineering**  
**Inspector: Taylor Boone**  
**Date: July 30, 2018**

# PAVING IMPROVEMENTS to serve ADVANCED LEARNING LIBRARY 345 N. SYCAMORE ST. CITY OF WICHITA, KANSAS

Gary Janzen, P.E. City Engineer  
Project Number  
264 PPP (607879)



## SHEET INDEX

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SHEET NO. C6.1	EROSION CONTROL PLAN
SHEET NO. C6.2-C6.6	EROSION CONTROL BMP DETAILS

## KEY MAP

SEE SHEET NO. C7.2.

## BENCHMARKS

SEE SHEET NO. C7.2.

Vicinity Map

APPROVED AS NOTED  
BY WICHITA PUBLIC WORKS  
ENGINEERING DIVISION

Engineering *Rebecca Duf* 9/9/2016

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 by 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).*

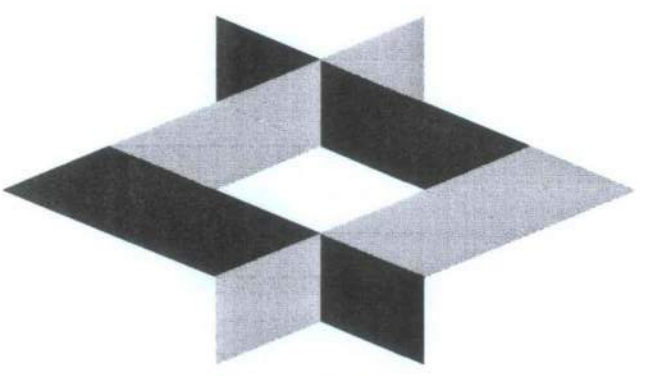
*An approved copy of these plans signed by City staff are required on-site.*

AUGUST 2016

ENTIRE SHEET



PROFESSIONAL ENGINEERING CONSULTANTS, P.A.  
303 SOUTH TOPEKA WICHITA, KS 67202  
316-262-2691 www.pec1.com



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1525 East Douglas, Wichita, KS 67211  
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**CITY OF WICHITA**  
**ADVANCED LEARNING LIBRARY**  
 McLean & 2nd Street  
 Wichita, KS

MARK	DATE	DESCRIPTION
12	8/5/16	ASI 001
	8/9/16	RPT NO. 4
11	6/7/16	CITY COMMENTS
8	4/7/16	ADDENDUM NO. 6
5	4/5/16	ADDENDUM NO. 5
3	3/31/16	ADDENDUM NO. 3

PPP TITLE SHEET

PROJECT NO: 14016.000  
DATE: 12/23/15  
DRAWN BY: CSL/CHE  
CHK'D BY:

C7.1

SHEET OF



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# CITY OF WICHITA ADVANCED LEARNING LIBRARY

McLean & 2nd Street Wichita, KS

MARK	DATE	DESCRIPTION
12	8/5/16	ASI 001
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3	3/31/16	ADDENDUM NO. 3

PPP KEY MAP

PROJECT NO: 14016.000  
 DATE: 12/23/15  
 DRAWN BY: CSJ, CAE  
 CHECKED BY: SHEET OF

**C7.2**

ENTIRE SHEET

**PEC** PROFESSIONAL ENGINEERING CONSULTANTS, P.A.  
 303 SOUTH TOPEKA WICHITA, KS 67202  
 316-262-2691 www.pec1.com

**PROPOSED PRIVATE PAVING IMPROVEMENTS,**  
See sheet no. C7.3

2ND STREET (PREVIOUSLY WEBSTER)

McLEAN BOULEVARD

SYCAMORE ST.

**PROPOSED PRIVATE PAVING IMPROVEMENTS,**  
See sheet no. C7.3

**PROPOSED PRIVATE PAVING IMPROVEMENTS,**  
See sheet no. C7.4

**PROPOSED PRIVATE PAVING IMPROVEMENTS,**  
See sheet no. C7.4

1ST ST. (PREVIOUSLY CHEROKEE ST.)

VACATED 1ST ST. (PREVIOUSLY CHEROKEE ST.)

**ADVANCED LEARNING LIBRARY**  
FF = 1304.00

**BENCHMARKS**

**BM #1** Elevation: 1302.22 NAVD88  
Project Datum Bench Mark. Chiseled square on the top of curb at the west curb return at the southwest corner of 2nd Street and McLean Blvd. From R&B ALTA Survey dated October 15, 2014. (Pt. #100)

**BM #2** Elevation: 1302.235 NAVD88 (NOT SHOWN)  
Chiseled square on north corner of traffic signal vault in traffic island on southeast corner of 2nd Street and McLean Blvd, north vault of two vaults. (Also BM-2 in Final Plat of River Vista Village with a RECORD elevation of 1302.16 NAVD88.)

**BM #3** Elevation: 1302.42 NAVD88  
Chiseled square with diot in center, on top of northeast curb of southeast-bound McLean Blvd, 40 feet southeast of centerline of Sycamore Street, where utility marker posts show AT&T fiber optic line crossing McLean. (Pt. #403)

**BM #4** Elevation: 1303.91 NAVD88 (NOT SHOWN)  
Chiseled square with diot in center, on top of northeast curb of southeast-bound McLean Blvd, at southeast corner of Project, where old railroad right of way used to cross McLean Blvd (extension of Pacific Street), northeast of and in-line with a PVC gas line marker post and a PVC telephone marker post. (Pt. #404)

**BM #5** Elevation: 1302.62 NAVD88 (NOT SHOWN)  
Chiseled square on top of east curb of Sycamore Street, 680 feet south of intersection with McLean Blvd, 6 feet north of a light pole at the south right of way line of Pacific Street (old railroad right of way). (Pt. #400)

**BM #6** Elevation: 1302.70 NAVD88  
Railroad spike in west face of power pole on south side of driveway, on east side of Sycamore Street, 400 feet south of intersection of Sycamore and McLean Blvd. (Pt. #407)

**CONTROL POINTS**

**Pt. No. 101**  
1/2" Rebar in grass  
N: 19,519.9719, E: 20,127.4253  
1. 205.1' NE to back of southwest curb for McLean Blvd  
2. 69.3' W to back of east curb for Sycamore Street  
3. 67' W power pole on south side of drive entrance in east side of Sycamore Street  
4. 380' N to intersection of Sycamore and McLean

**Pt. No. 102 (NOT SHOWN)**  
1/2" Rebar in grass  
N: 19,500.0476, E: 20,310.0403  
1. 70.3' NE to back of southwest curb for McLean Blvd  
2. 251.7' W to back of east curb for Sycamore Street  
3. 151.3' SE to south adjainer's NE building corner

**Pt. No. 103**  
1/2" Rebar in grass  
N: 19,796.3004, E: 20,125.4932  
1. 42.0' NE to back of southwest curb for McLean Blvd  
2. 69.1' W to back of east curb for Sycamore Street  
3. 104' NW to centerline of Sycamore at intersection with McLean Blvd

**Pt. No. 403 (NOT SHOWN)**  
600 Nail  
N: 19,881.7159, E: 20,146.6230  
Diot in center of chiseled square for BM #3.

**Pt. No. 404 (NOT SHOWN)**  
600 Nail  
N: 19,494.5024, E: 20,434.5491  
Diot in center of chiseled square for BM #4.

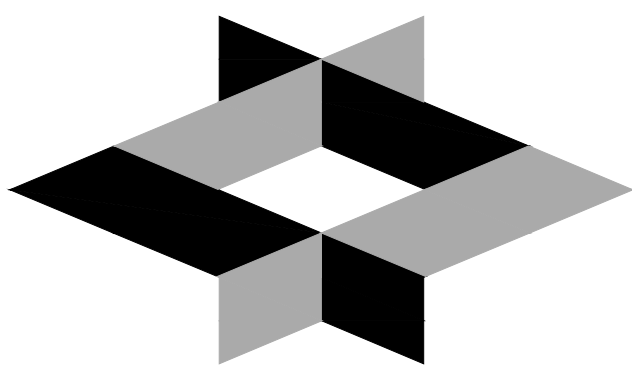
**Pt. No. 405 (NOT SHOWN)**  
600 Nail  
N: 19,284.5505, E: 20,044.1074  
1. in centerline joint of Sycamore Street north and south  
2. in centerline of gravel road Pacific Street to the west-southwest  
3. 32.6' N to south edge of asphalt patch at centerline of Sycamore

**Pt. No. 406**  
600 Nail  
N: 19,239.7859, E: 20,040.7227  
1. in centerline joint of Sycamore Street  
2. at south end of curve for intersection of Sycamore and McLean

No.	Revision	By	Date
<b>WICHITA PUBLIC LIBRARY NEW CENTRAL BRANCH BUILDING            PRIVATE PAVING IMPROVEMENTS            PPP KEY MAP</b> GARY JANZEN, P.E. - CITY ENGINEER PRIVATE PROJECT NO. 264 PPP (607879)			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A. 303 SOUTH TOPEKA WICHITA, KS 67202 316-262-2691 www.pec1.com			
Designed by	TBK	Job No.	35-13493-001-6780
Drawn by	CAE	Date	AUGUST 2016
			Sht. C7.2 of

Saved: 08:05:00 12/23/15 12:30:00 PM 37 DWG by CAE  
 Plot: 12/23/2016 4:11:37 PM by CAE  
 US: Wichita-Fish\2013\13493\001\Main\Drawings\13493-001-C7.2-PPP-KEY MAP





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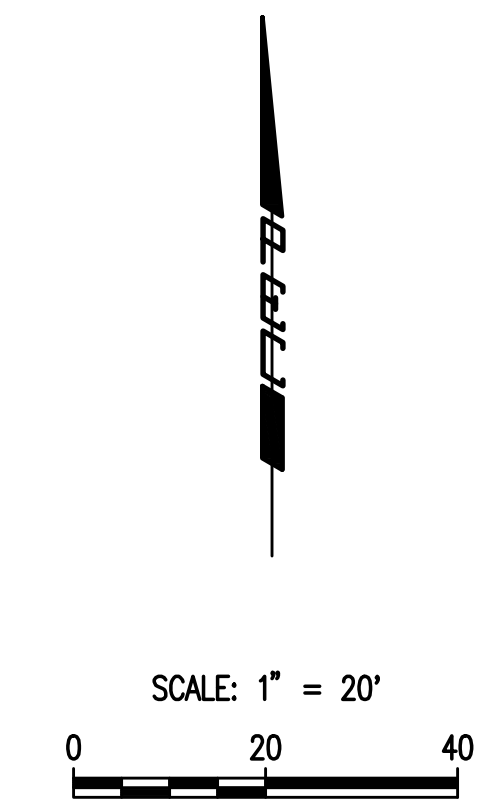
McLean & 2nd Street  
 Wichita, KS

NO.	DATE	DESCRIPTION
12	8/5/16	ASI 001
	6/8/16	RFI NO. 4
11	6/7/16	CITY COMMENTS
6	4/7/16	ADDENDUM NO. 6
5	4/5/16	ADDENDUM NO. 5
3	3/31/16	ADDENDUM NO. 3

## PPP-GRADING PLAN SOUTH

PROJECT NO: 14016.000  
 DATE: 12/23/15  
 DRAWN BY: CS, CAE  
 CHK'D BY: MCK  
 SHEET OF

# C7.4

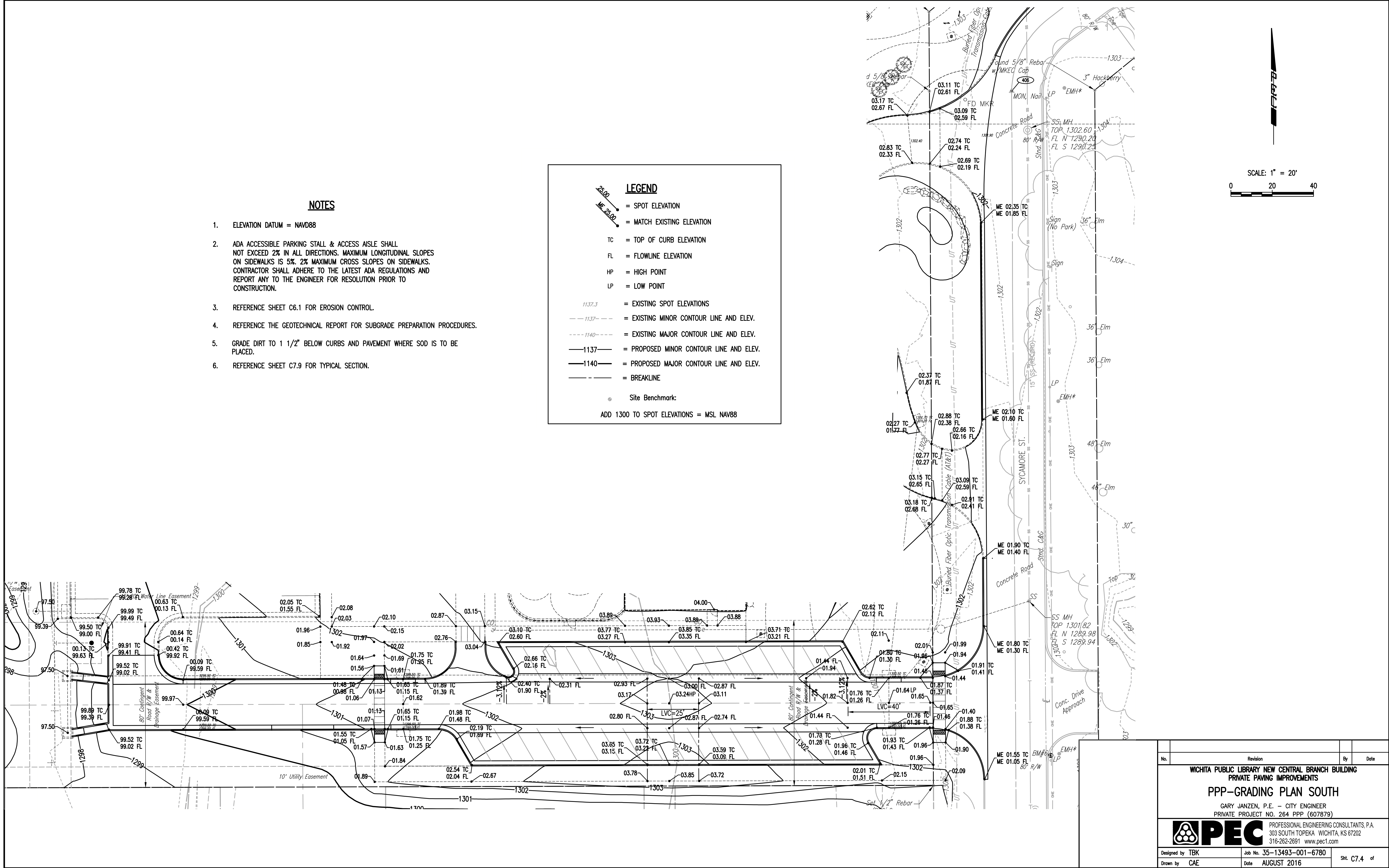


**LEGEND**

- = SPOT ELEVATION
- = MATCH EXISTING ELEVATION
- TC = TOP OF CURB ELEVATION
- FL = FLOWLINE ELEVATION
- HP = HIGH POINT
- LP = LOW POINT
- 1137.3 = EXISTING SPOT ELEVATIONS
- - - 1137 - - - = EXISTING MINOR CONTOUR LINE AND ELEV.
- - - 1140 - - - = EXISTING MAJOR CONTOUR LINE AND ELEV.
- - - 1137 - - - = PROPOSED MINOR CONTOUR LINE AND ELEV.
- - - 1140 - - - = PROPOSED MAJOR CONTOUR LINE AND ELEV.
- - - - - = BREAKLINE
- Site Benchmark
- ADD 1300 TO SPOT ELEVATIONS = MSL NAV88

**NOTES**

1. ELEVATION DATUM = NAVD88
2. ADA ACCESSIBLE PARKING STALL & ACCESS AISLE SHALL NOT EXCEED 2% IN ALL DIRECTIONS. MAXIMUM LONGITUDINAL SLOPES ON SIDEWALKS IS 5%. 2% MAXIMUM CROSS SLOPES ON SIDEWALKS. CONTRACTOR SHALL ADHERE TO THE LATEST ADA REGULATIONS AND REPORT ANY TO THE ENGINEER FOR RESOLUTION PRIOR TO CONSTRUCTION.
3. REFERENCE SHEET C6.1 FOR EROSION CONTROL.
4. REFERENCE THE GEOTECHNICAL REPORT FOR SUBGRADE PREPARATION PROCEDURES.
5. GRADE DIRT TO 1 1/2" BELOW CURBS AND PAVEMENT WHERE SOD IS TO BE PLACED.
6. REFERENCE SHEET C7.9 FOR TYPICAL SECTION.

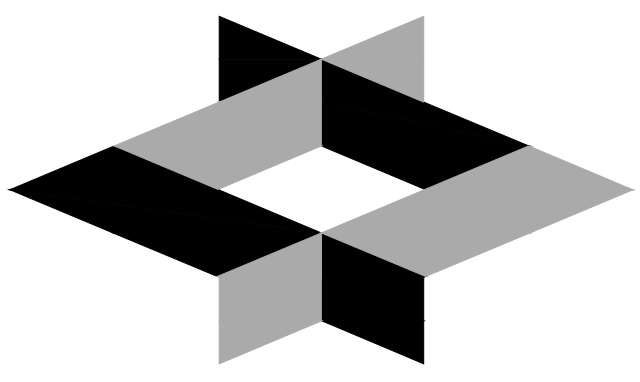


No.	Revision	By	Date
<b>WICHITA PUBLIC LIBRARY NEW CENTRAL BRANCH BUILDING          PRIVATE PAVING IMPROVEMENTS          PPP-GRADING PLAN SOUTH</b>			
GARY JANZEN, P.E. - CITY ENGINEER PRIVATE PROJECT NO. 264 PPP (607879)			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A. 303 SOUTH TOPEKA WICHITA, KS 67202 316-262-2691 www.pec1.com			
Designed by	TBK	Job No.	35-13493-001-6780
Drawn by	CAE	Date	AUGUST 2016
			Sht C7.4 of

Saved: 08/05/2016 10:26:05 AM by CAE  
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 U:\Working-Fest\2013\13493\001\Main\Drawings\13493-001-C17-GRADING PLAN SOUTH

ENTIRE SHEET

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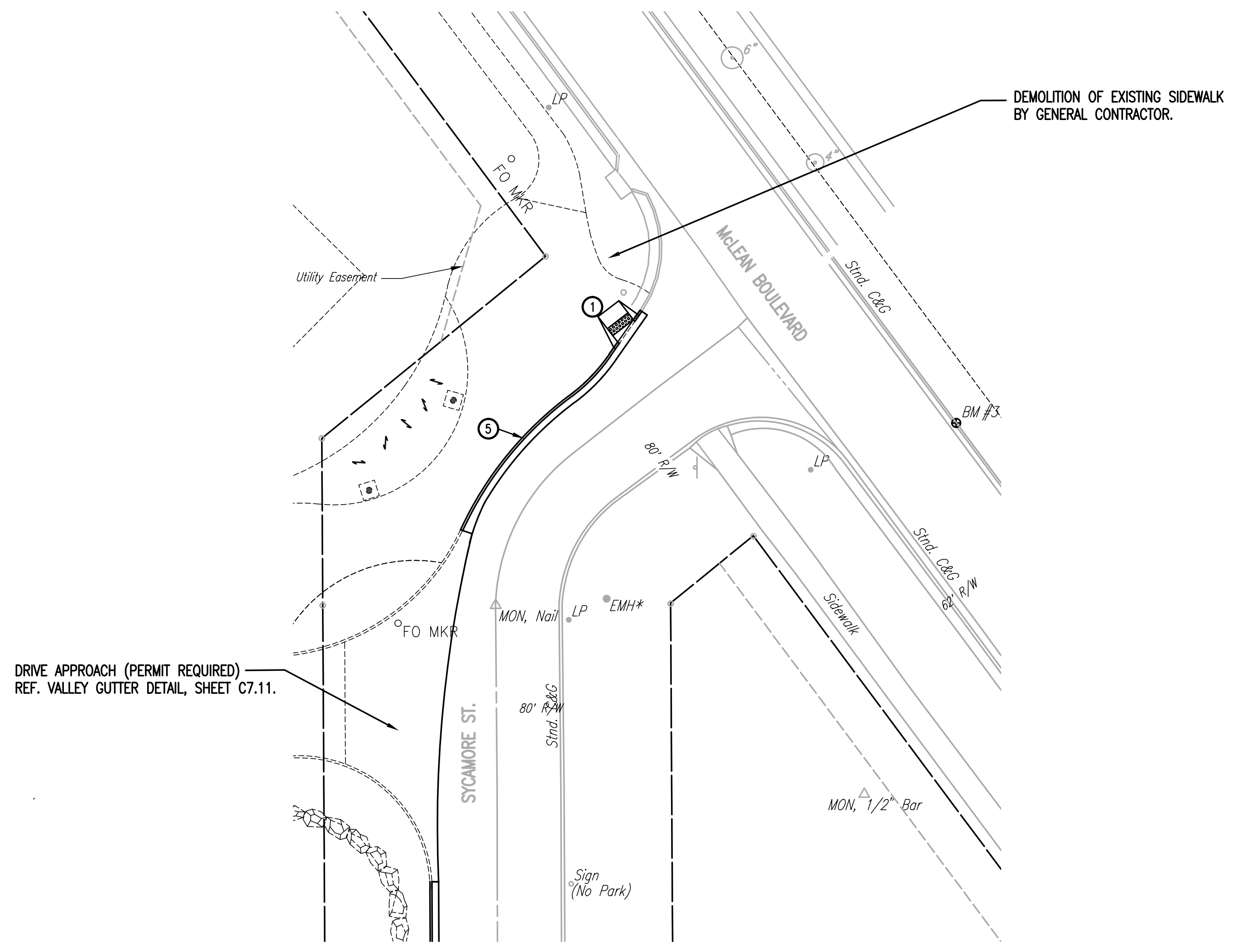
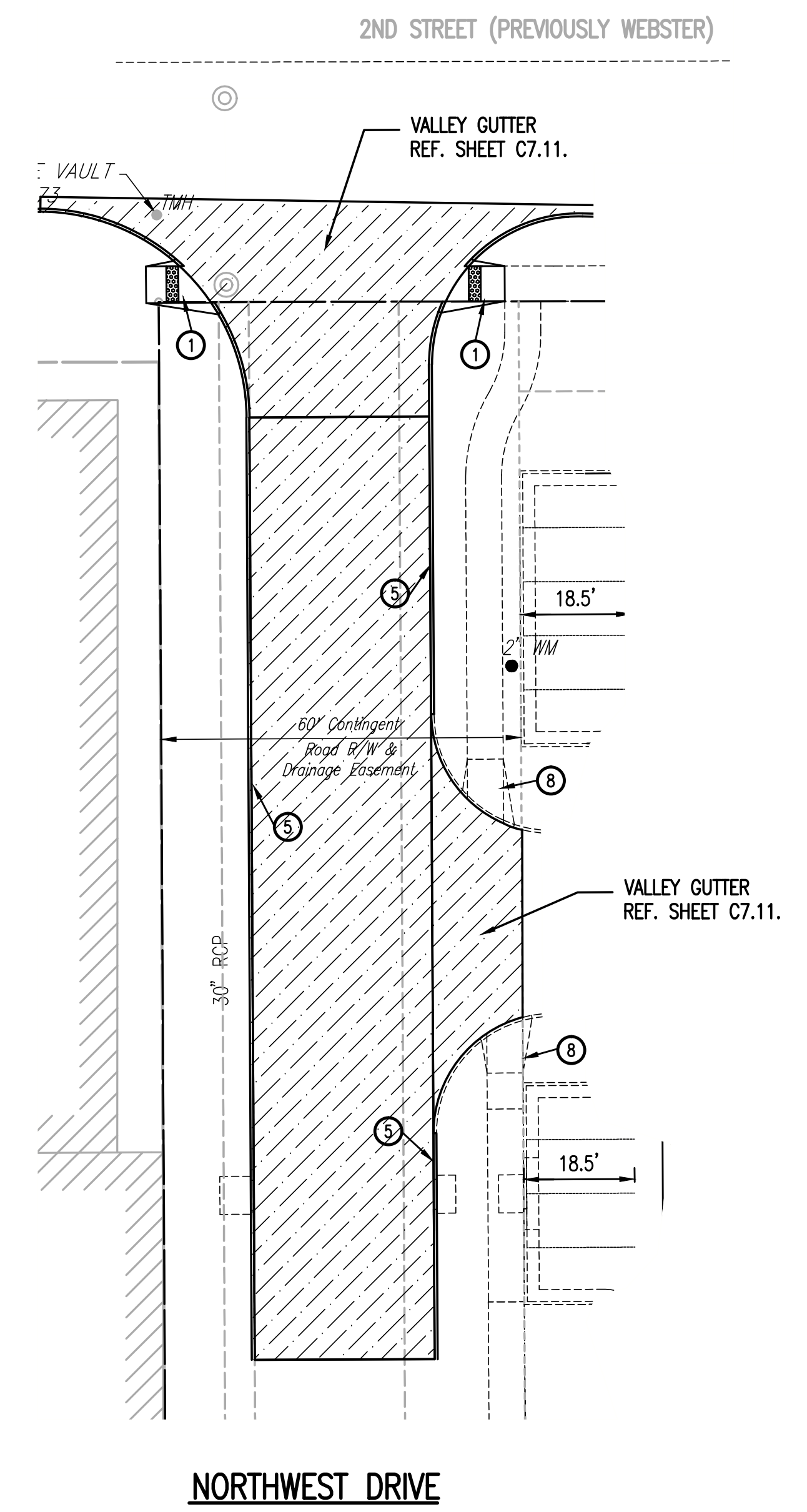
## PPP-PAVING PLAN NORTH


PROJECT NO: 14016.000  
 DATE: 12/23/15  
 DRAWN BY: CSJ, CAE  
 CHK'D BY: MCK  
 SHEET OF  
**C7.5**

**LEGEND**  
 = 8" CONCRETE PAVEMENT ON 6" REINFORCED CRUSHED ROCK BASE  
 REF. SHEET C7.9 FOR DETAILS.

- KEY NOTES**
- ① = STANDARD SIDEWALK RAMP (WITH DETECTABLE WARNING PLATES) REFERENCE DETAIL SHEET C7.9 & C7.13.
  - ② = CONCRETE CURB AND GUTTER. REFERENCE DETAIL SHEET C7.10 AT THE CONTRACTORS OPTION, CAN BE POUR MONOLITHIC WITH CONCRETE PAVEMENT.
  - ③ = STANDARD SIDEWALK RAMP (WITHOUT DETECTABLE WARNING PLATES) REFERENCE DETAIL SHEET C7.9 & C7.13.

**NOTE:**  
 ALL DRIVE APPROACHES AND SIDEWALK (TO INCLUDE WHEELCHAIR RAMPS) WILL BE CONSTRUCTED AND INSPECTED WITH A PAVEMENT CUT/CURB CUT PERMIT. REFERENCE GENERAL NOTE 14 ON SHEET C7.1.

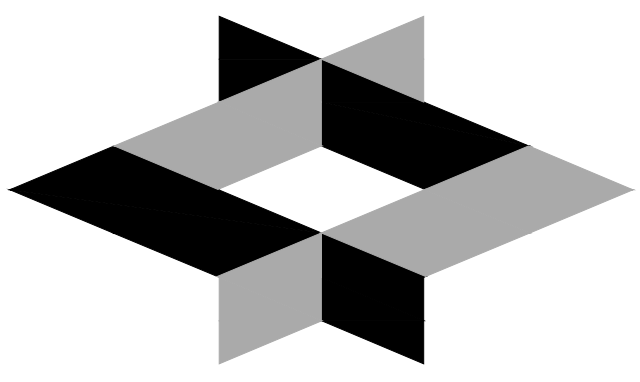


No.	Revision	By	Date
<b>WICHITA PUBLIC LIBRARY NEW CENTRAL BRANCH BUILDING            PRIVATE PAVING IMPROVEMENTS            PPP-PAVING PLAN NORTH</b> GARY JANZEN, P.E. - CITY ENGINEER PRIVATE PROJECT NO. 264 PPP (607879)			
 <b>PEC</b> PROFESSIONAL ENGINEERING CONSULTANTS, P.A. 303 SOUTH TOPEKA WICHITA, KS 67202 316-262-2891 www.pec1.com			
Designed by	TBK	Job No.	35-13493-001-6780
Drawn by	CAE	Date	AUGUST 2016
			Sht. C7.5 of

ENTIRE SHEET

**PEC** PROFESSIONAL ENGINEERING CONSULTANTS, P.A.  
 303 SOUTH TOPEKA WICHITA, KS 67202  
 316-262-2891 www.pec1.com

Saved: 08/05/2015 10:56:15 AM by CAE  
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 US: Wichita-Forest\2013\13493\001\PPP-Paving\13493-001-C7.5-PPP-PAVING PLAN NORTH



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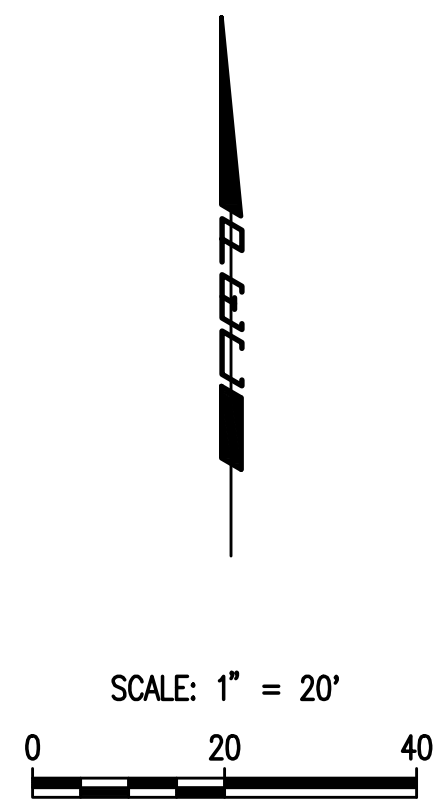
McLean & 2nd Street  
 Wichita, KS

MARK	DATE	DESCRIPTION
12	8/5/16	ASI 001
	6/8/16	RFI NO. 4
11	6/7/16	CITY COMMENTS
6	4/7/16	ADDENDUM NO. 6
5	4/5/16	ADDENDUM NO. 5
3	3/31/16	ADDENDUM NO. 3

## PPP-PAVING PLAN SOUTH

PROJECT NO: 14016.000  
 DATE: 12/23/15  
 DRAWN BY: C.S. CAE  
 CHK'D BY: MCK  
 SHEET 4 OF 4

**C7.6**

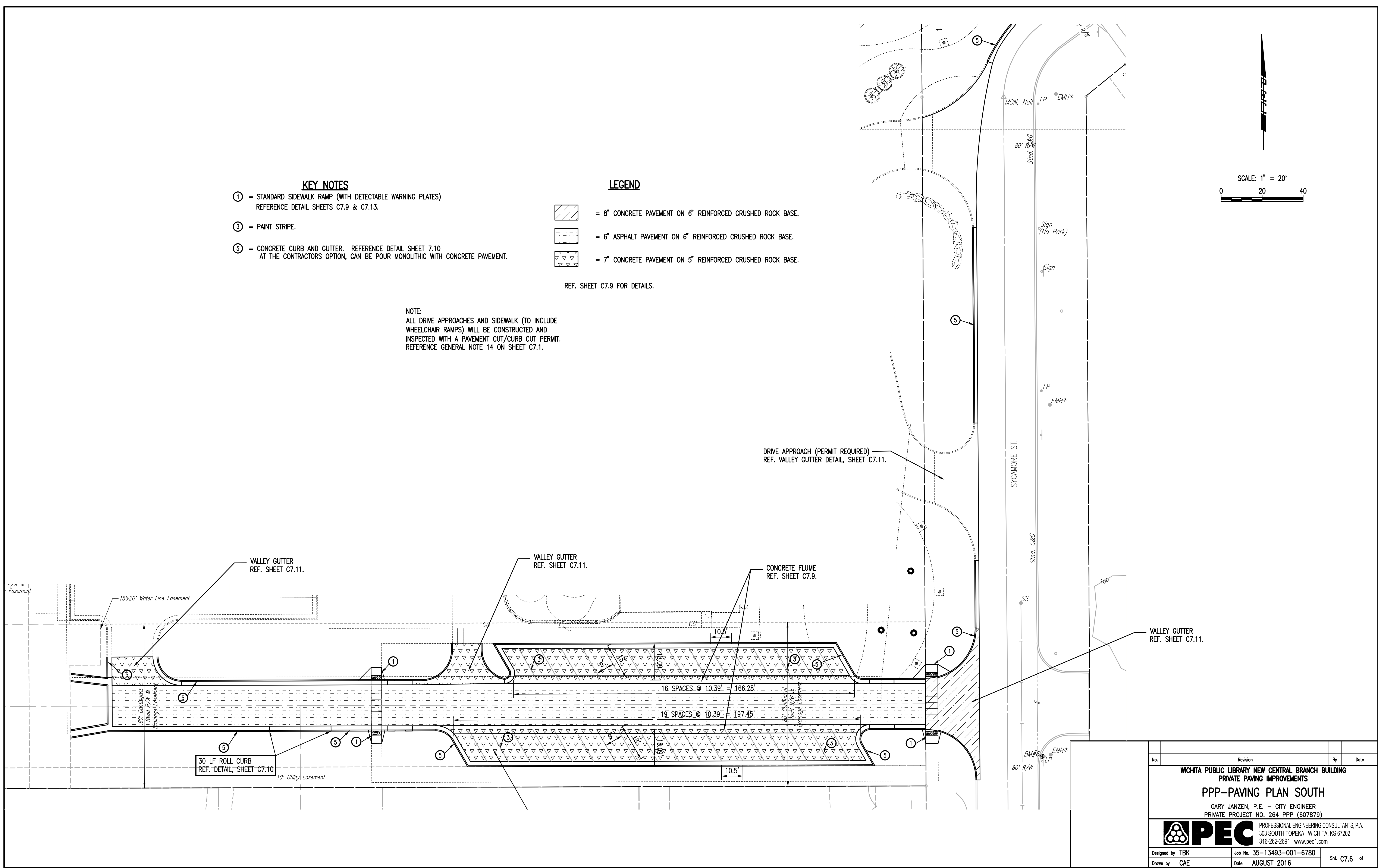


- KEY NOTES**
- ① = STANDARD SIDEWALK RAMP (WITH DETECTABLE WARNING PLATES)  
 REFERENCE DETAIL SHEETS C7.9 & C7.13.
  - ③ = PAINT STRIPE.
  - ⑤ = CONCRETE CURB AND GUTTER. REFERENCE DETAIL SHEET 7.10  
 AT THE CONTRACTORS OPTION, CAN BE POUR MONOLITHIC WITH CONCRETE PAVEMENT.

- LEGEND**
- = 8" CONCRETE PAVEMENT ON 6" REINFORCED CRUSHED ROCK BASE.
  - = 6" ASPHALT PAVEMENT ON 6" REINFORCED CRUSHED ROCK BASE.
  - = 7" CONCRETE PAVEMENT ON 5" REINFORCED CRUSHED ROCK BASE.

REF. SHEET C7.9 FOR DETAILS.

**NOTE:**  
 ALL DRIVE APPROACHES AND SIDEWALK (TO INCLUDE WHEELCHAIR RAMPS) WILL BE CONSTRUCTED AND INSPECTED WITH A PAVEMENT CUT/CURB CUT PERMIT. REFERENCE GENERAL NOTE 14 ON SHEET C7.1.



No.	Revision	By	Date

**WICHITA PUBLIC LIBRARY NEW CENTRAL BRANCH BUILDING  
 PRIVATE PAVING IMPROVEMENTS  
 PPP-PAVING PLAN SOUTH**

GARY JANZEN, P.E. - CITY ENGINEER  
 PRIVATE PROJECT NO. 264 PPP (607879)

**PEPC** PROFESSIONAL ENGINEERING CONSULTANTS, P.A.  
 303 SOUTH TOPEKA WICHITA, KS 67202  
 316-262-2691 www.pec1.com

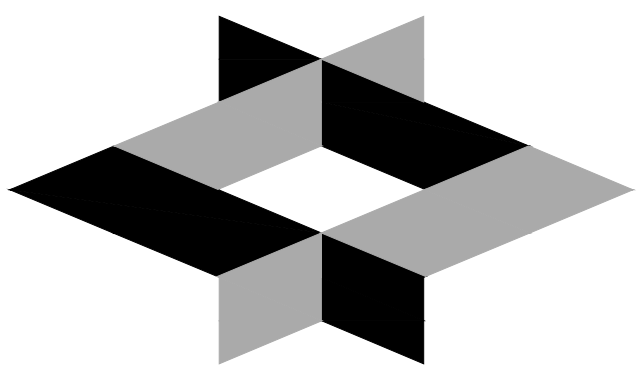
Designed by TBK Job No. 35-13493-001-6780 Sht C7.6 of  
 Drawn by CAE Date AUGUST 2016

ENTIRE SHEET



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 US: Wichita-Floor(2013)13493-001-C7.6-PAVING PLAN SOUTH



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# CITY OF WICHITA ADVANCED LEARNING LIBRARY McLean & 2nd Street Wichita, KS

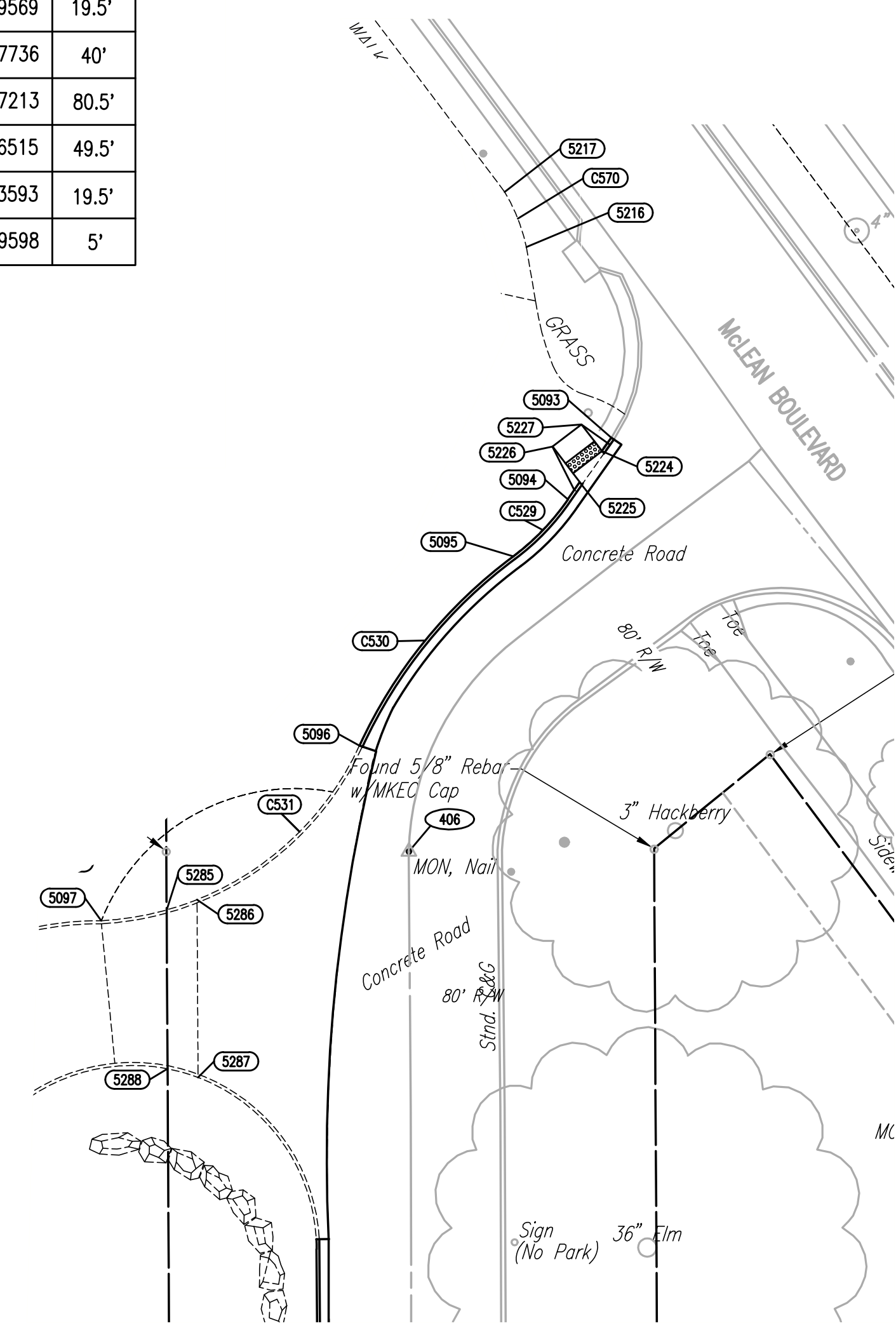
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11	6/7/16	CITY COMMENTS
6	4/7/16	ADDENDUM NO. 6
5	4/5/16	ADDENDUM NO. 5
3	3/31/16	ADDENDUM NO. 3
MARK	DATE	DESCRIPTION

## PPP-SITE GEOMETRY PLAN NORTH

PROJECT NO: 14016.000  
 DATE: 12/23/15  
 DRAWN BY: C.S. CAE  
 CHK'D BY: MCK  
 SHEET OF

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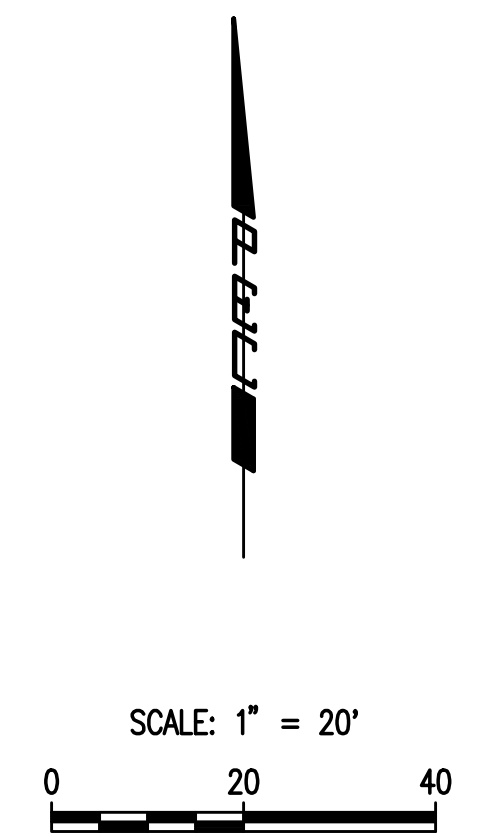
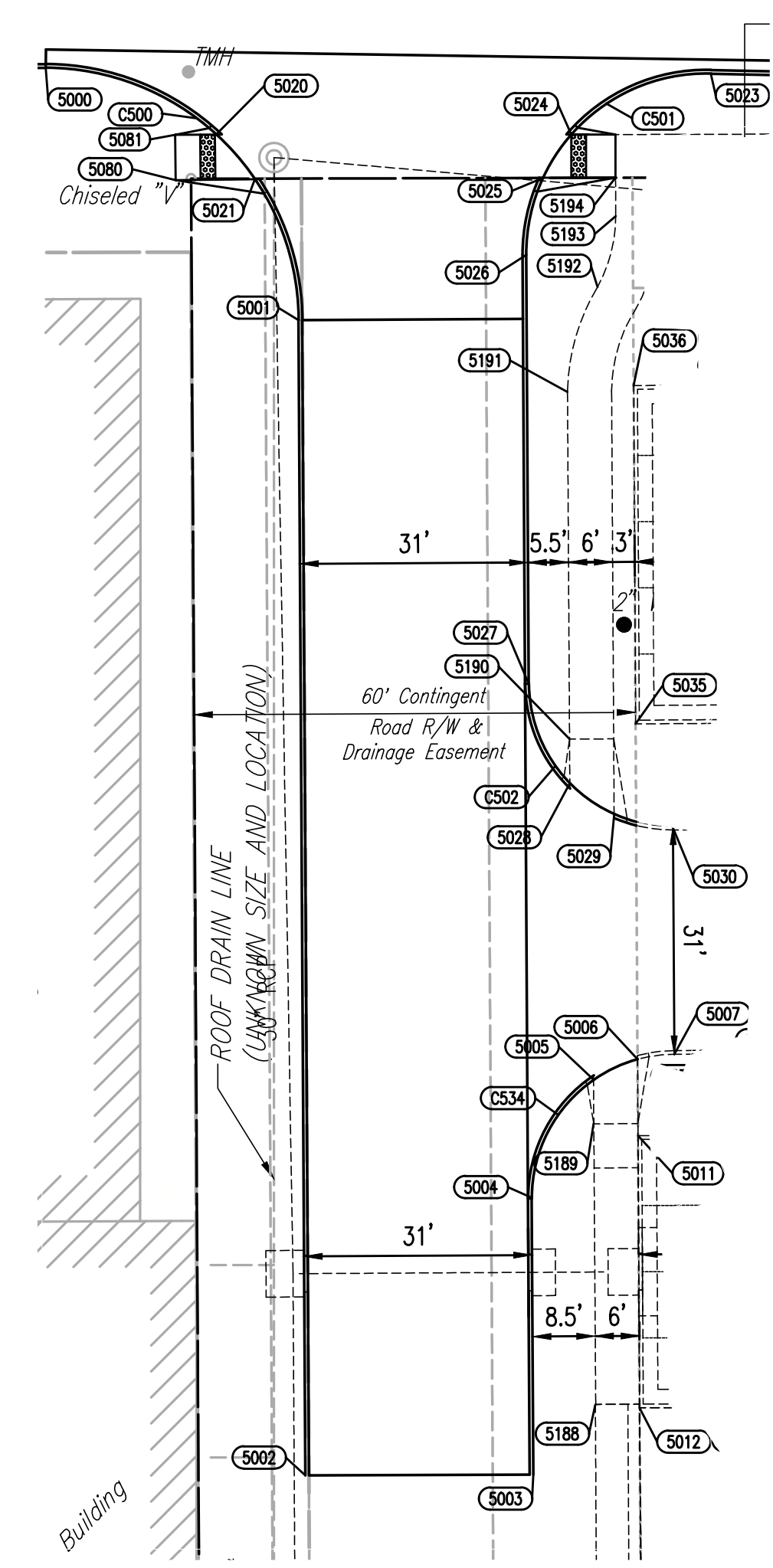


COORDINATE LIST		
POINT	NORTHING	EASTING
5226	19,906.1731	20,064.2460
5227	19,909.8301	20,069.0040
5285	19,830.2051	20,000.9901
5286	19,831.8925	20,005.9804
5287	19,802.7491	20,006.1499
5288	19,804.1712	20,001.1416

CURVE LIST			
POINT	NORTHING	EASTING	RADIUS
C500	20,038.1710	19,502.6639	34.5'
C501	20,047.3915	19,592.6118	24.5'
C502	19,989.0603	19,587.9569	19.5'
C529	19,920.1929	20,033.7736	40'
C530	19,823.4725	20,105.7213	80.5'
C531	19,877.8740	19,987.6515	49.5'
C534	19,919.0614	19,588.3593	19.5'
C570	19,918.0971	20,030.9598	5'

COORDINATE LIST		
POINT	NORTHING	EASTING
5035	19,983.4813	19,582.9889
5036	20,029.4805	19,582.7244
5080	20,057.4135	19,520.4653
5081	20,063.5567	19,520.4042
5093	19,907.6593	20,073.9274
5094	19,897.5426	20,066.7995
5095	19,888.1900	20,057.8475
5096	19,857.1596	20,032.6089
5097	19,828.4440	19,990.2824
5188	19,890.9484	19,577.5208
5189	19,929.1449	19,577.2914
5190	19,981.4056	19,574.0002
5191	20,028.6207	19,573.7216
5192	20,042.8661	19,577.7984
5193	20,052.5018	19,580.2726
5194	20,057.7448	19,580.2548
5216	19,938.9042	20,059.9875
5217	19,947.9585	20,056.4322
5224	19,905.4420	20,072.3894
5225	19,900.3683	20,068.7246

COORDINATE LIST		
POINT	NORTHING	EASTING
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5001	20,038.3713	19,537.1633
5002	19,881.2839	19,538.0757
5003	19,881.4098	19,569.0755
5004	19,919.0614	19,568.8593
5005	19,935.1303	19,577.2568
5006	19,937.8804	19,583.2511
5007	19,938.5611	19,588.2472
5011	19,927.4822	19,583.3108
5012	19,890.4828	19,583.5236
5020	20,063.6120	19,525.9664
5021	20,057.5256	19,531.2234
5023	20,071.8844	19,593.2038
5024	20,063.5971	19,574.2371
5025	20,057.7206	19,570.3956
5026	20,047.2507	19,568.1122
5027	19,988.9481	19,568.4572
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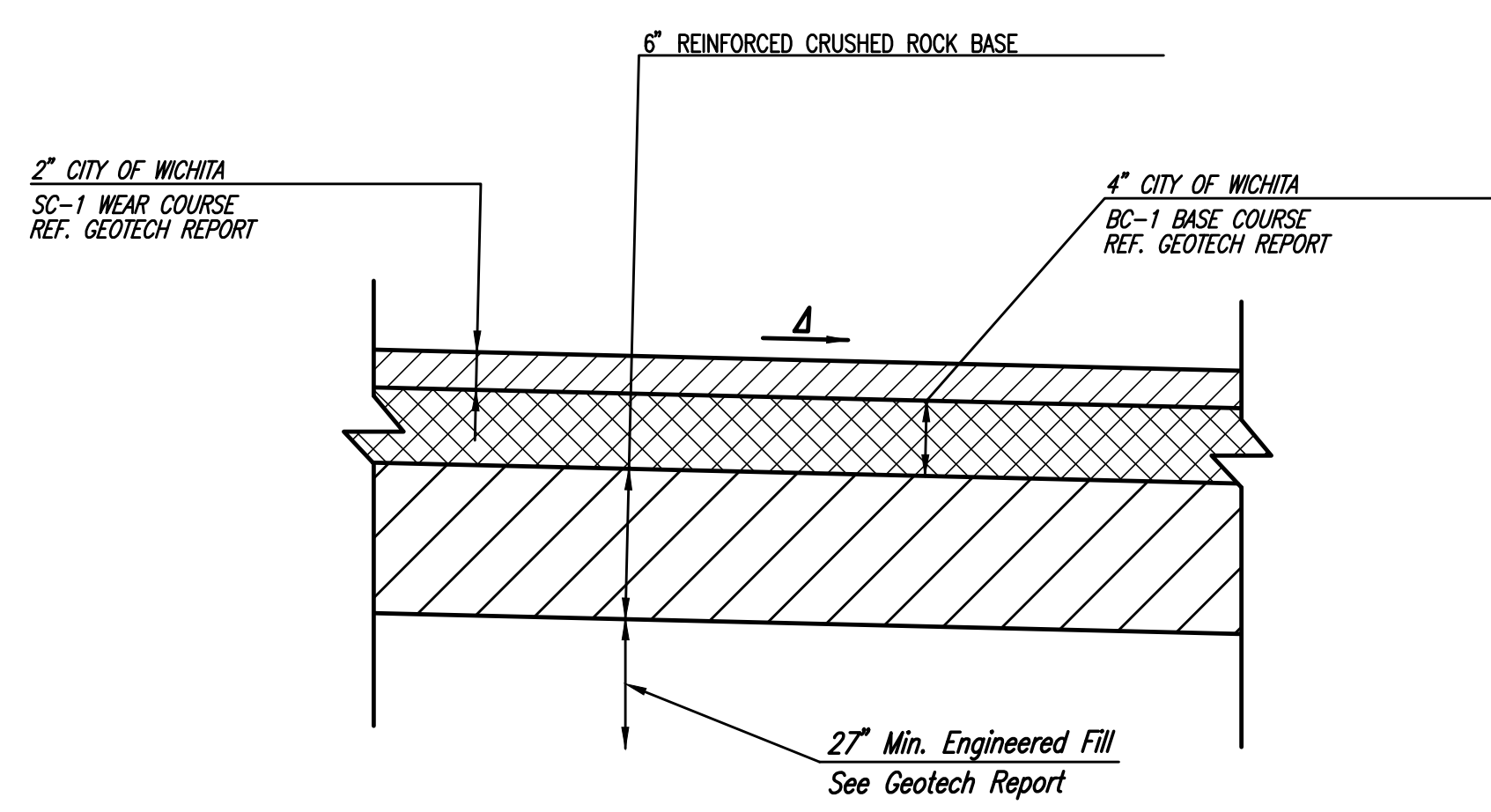
McLean & 2nd Street Wichita, KS

NO.	DATE	DESCRIPTION
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11	6/7/16	CITY COMMENTS
6	4/7/16	ADDENDUM NO. 6
5	4/5/16	ADDENDUM NO. 5
3	3/31/16	ADDENDUM NO. 3

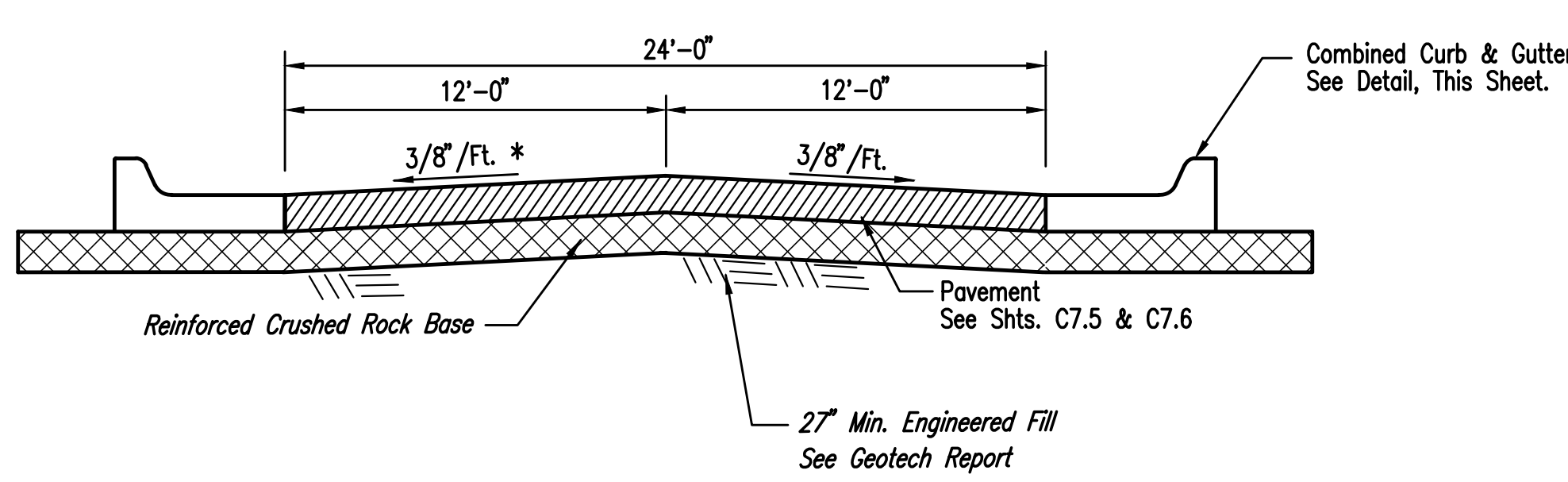
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DATE: 12/23/15  
DRAWN BY: CSJ, CAE  
CHK'D BY: SHEET OF

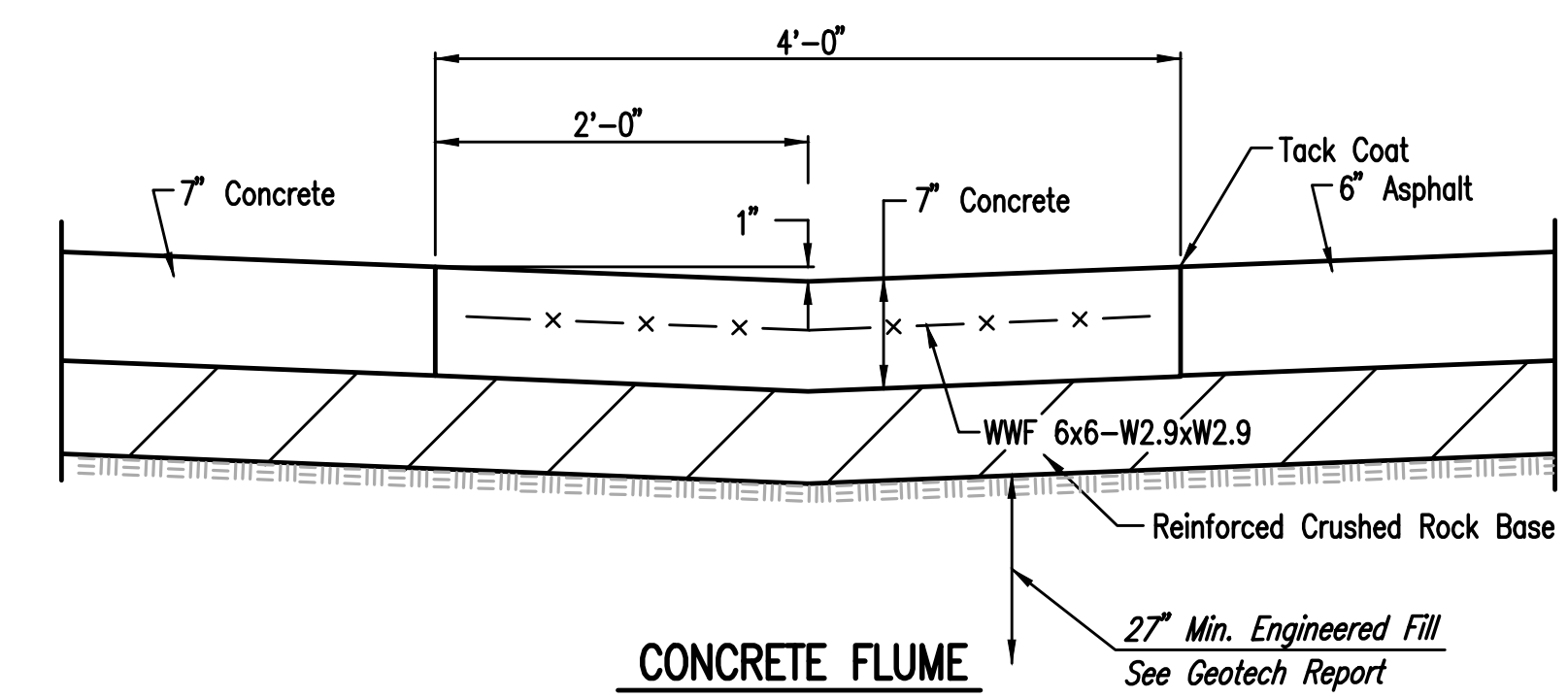
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Cast Iron Detectable Warning Plate (unpainted) by Neenah or Approved Equal.  
Model 4984-24Q (24"x24")  
Model 4984-30Q (24"x30")  
Model 4984-36Q (24"x36")  
Contractor to order plates as necessary for total width of Detectable Warning Surface in the plans. Ref. C1.7 & C1.8 for dimensions.



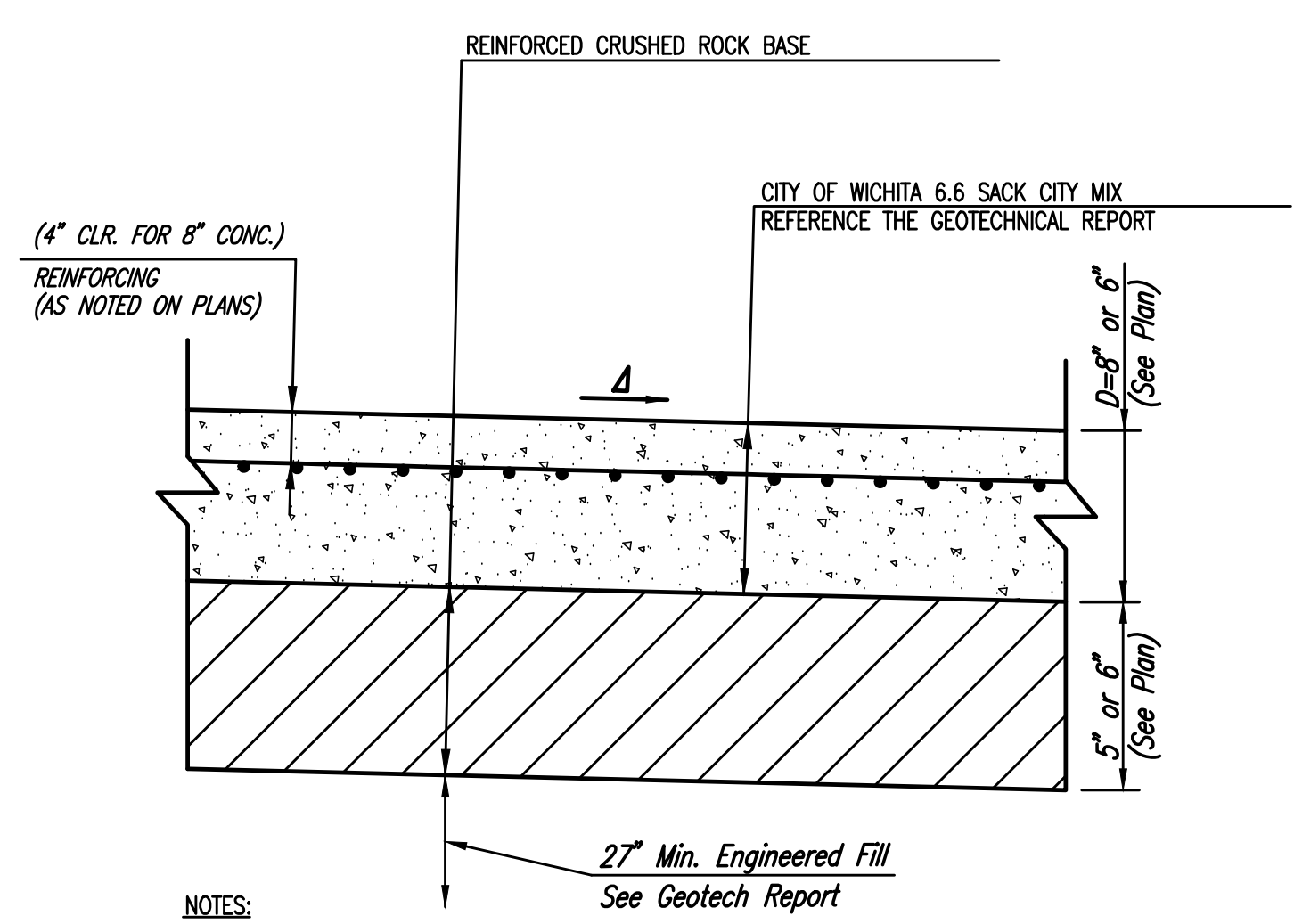
**6" ASPHALT PAVEMENT**  
▲ See Grading Plan for Pavement Slopes



**TYPICAL PAVEMENT SECTION**  
\* SEE GRADING PLAN FOR VARIATIONS




**CONCRETE FLUME TYPICAL SECTION**  
\* SEE GRADING PLAN FOR VARIATIONS



- NOTES:**
1. STABILIZED SUBGRADE SHALL BE EXTENDED TO 1' BEYOND THE LIMITS OF ALL PAVING, EXCEPT WHERE ADJACENT TO EXISTING PAVING.
  2. PORTLAND CEMENT CONCRETE MEETS CITY OF WICHITA STANDARD SPECIFICATIONS FOR CONSTRUCTION.

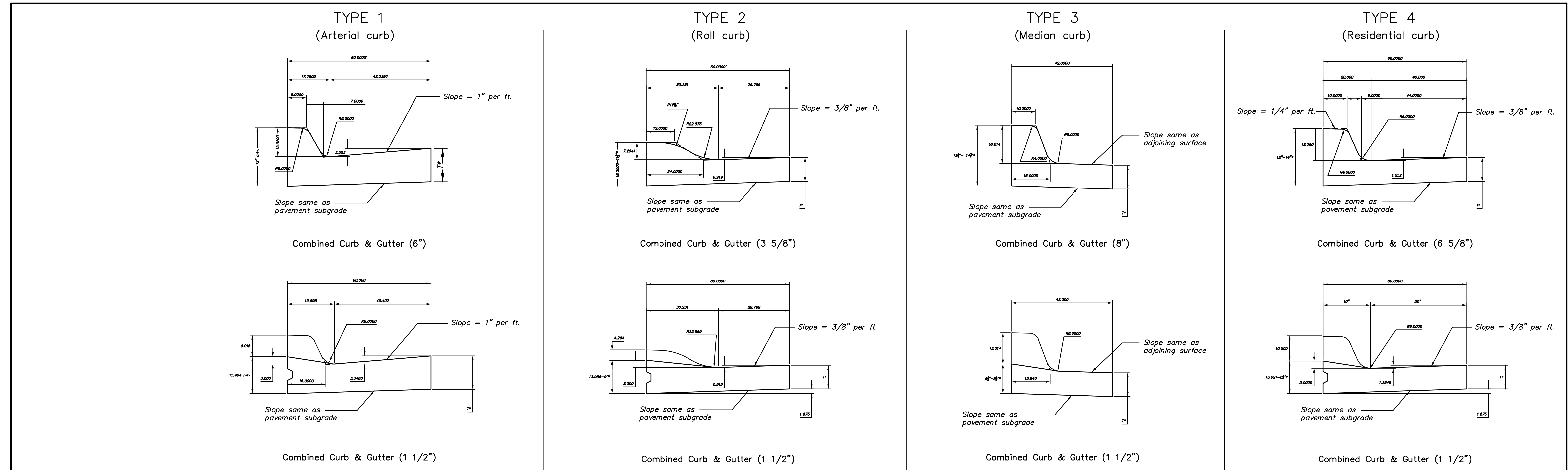
**CONCRETE PAVEMENT TYPICAL SECTION**  
▲ See Grading Plan for Pavement Slopes

No.	Revision	By	Date
<b>WICHITA PUBLIC LIBRARY NEW CENTRAL BRANCH BUILDING PRIVATE PAVING IMPROVEMENTS PPP-PAVING DETAILS</b> GARY JANZEN, P.E. - CITY ENGINEER PRIVATE PROJECT NO. 264 PPP (607879)			
 PROFESSIONAL ENGINEERING CONSULTANTS, P.A. 303 SOUTH TOPEKA WICHITA, KS 67202 316-262-2691 www.pec1.com			
Designed by	TBK	Job No.	35-13493-001-6780
Drawn by	CAE	Date	AUGUST 2016
			SHT C7.9 of

ENTIRE SHEET

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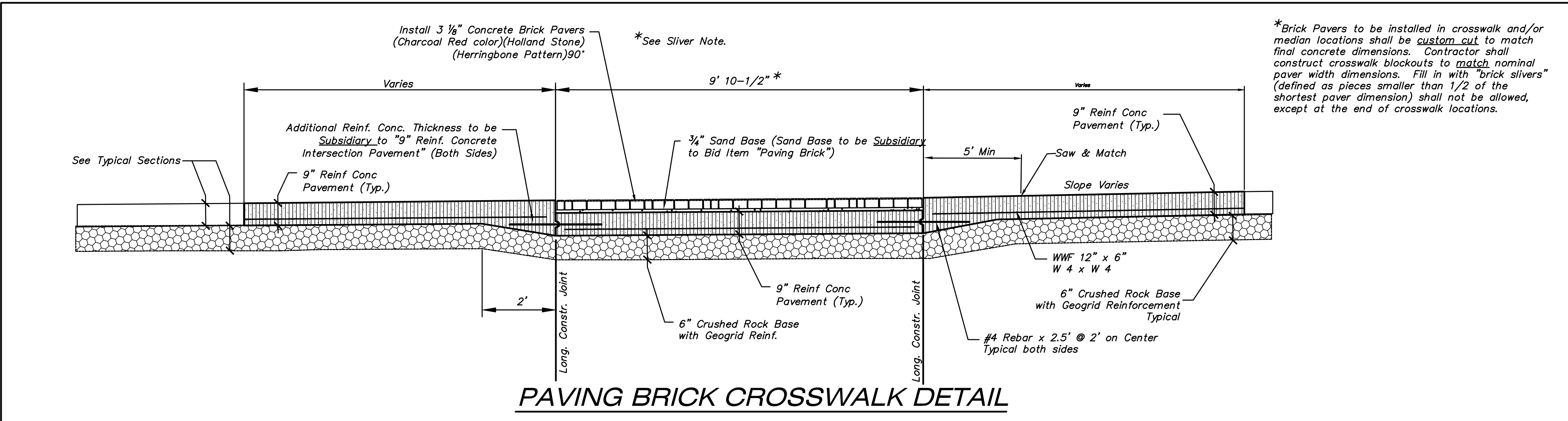
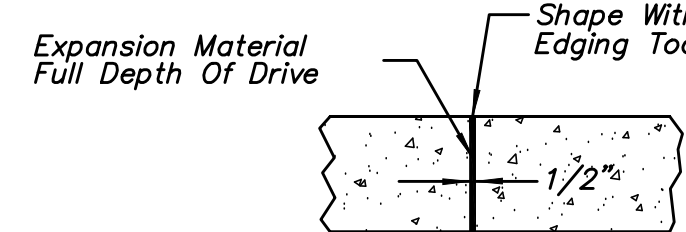
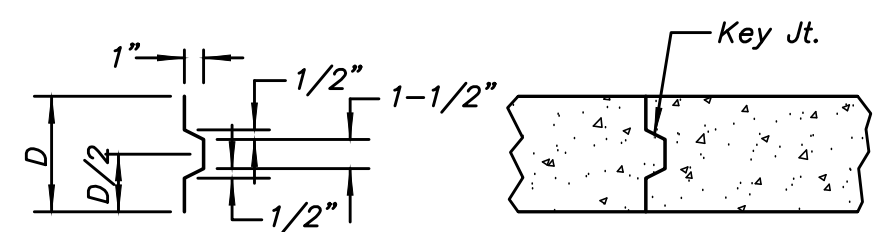
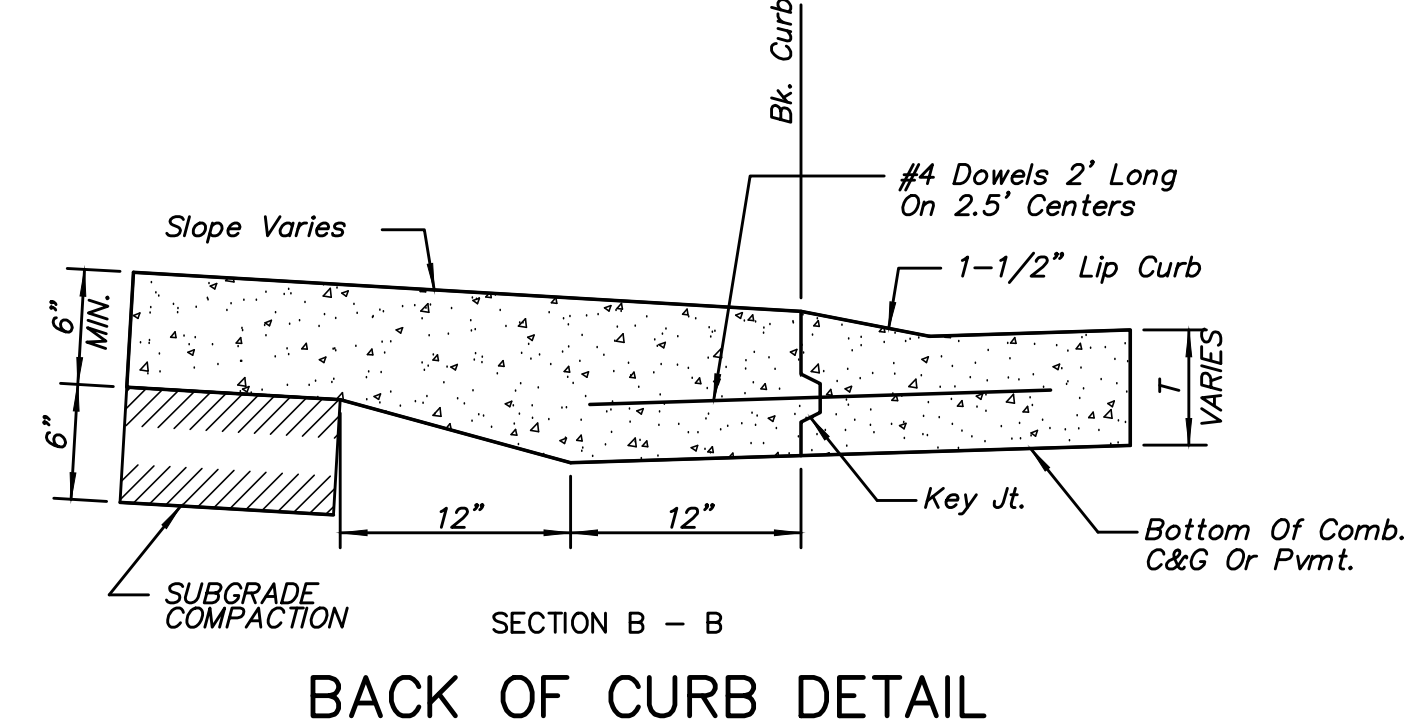
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T\* = Thickness of curb to adjust with pavement thickness

**GENERAL NOTES**

- Expansion (isolation) joints shall be constructed a maximum of 300' apart and at all PIs, PCs, cul-de-sacs, 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.



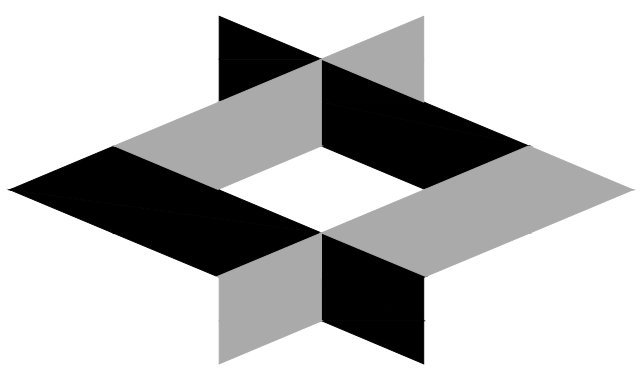
REVISED: OCTOBER 2015		
<b>CURB &amp; GUTTER &amp; PAVING BRICK CROSSWALK DETAILS</b>		
CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET <b>C7.10</b>

PV-101

**PPP-CURB DETAILS**

PROJECT NO:	14016.000	<b>C7.10</b>
DATE:	12/23/15	
DRAWN BY:	CSL/GAE	
CHK'D BY:		
		SHEET OF

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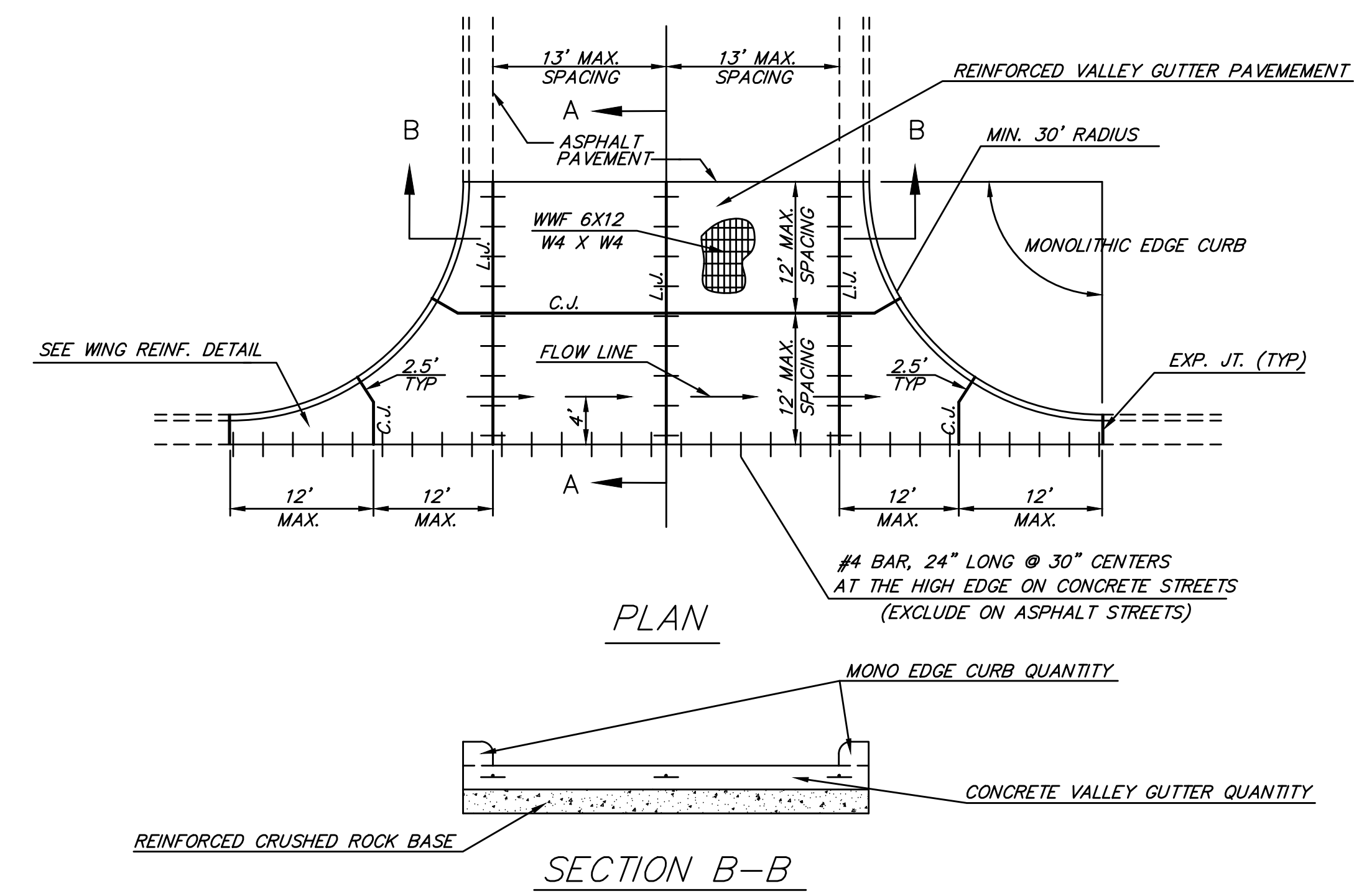
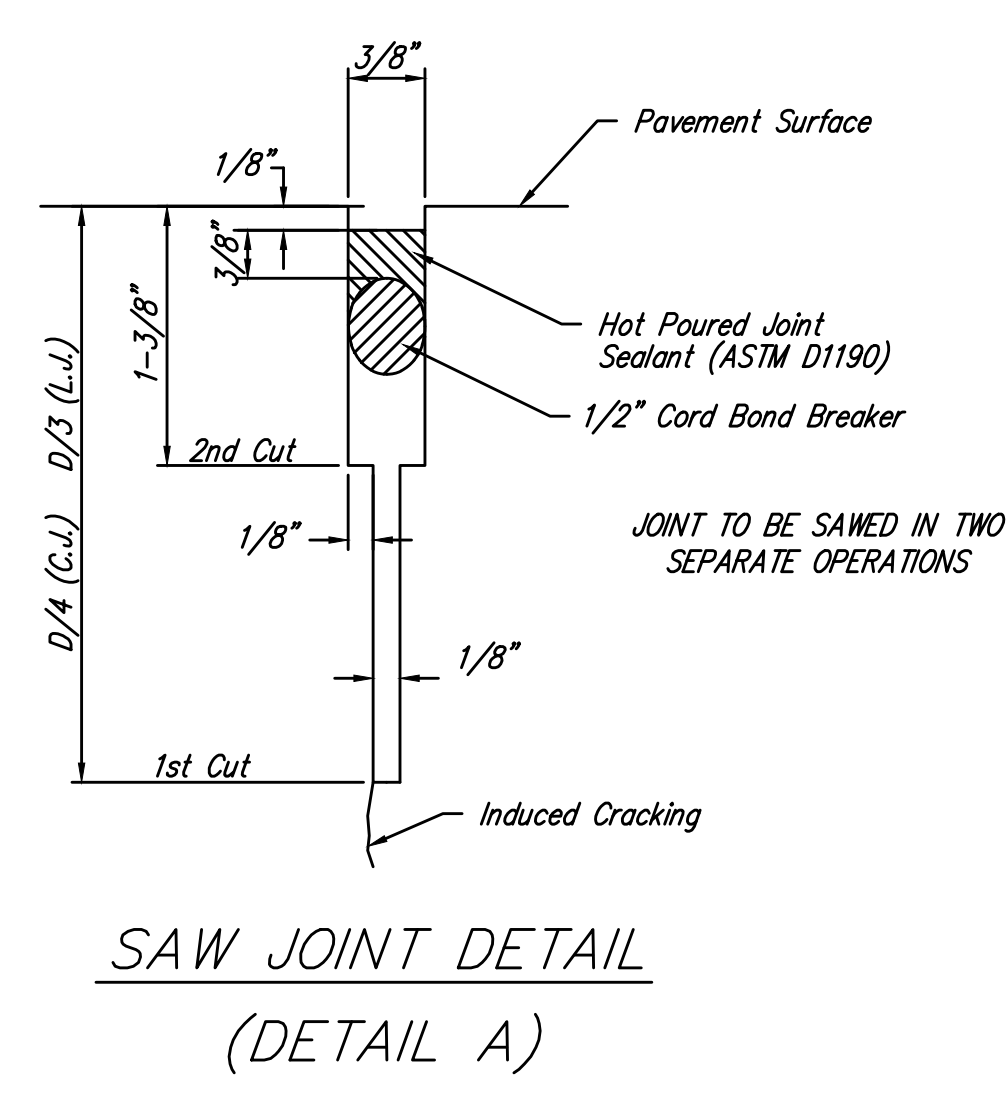
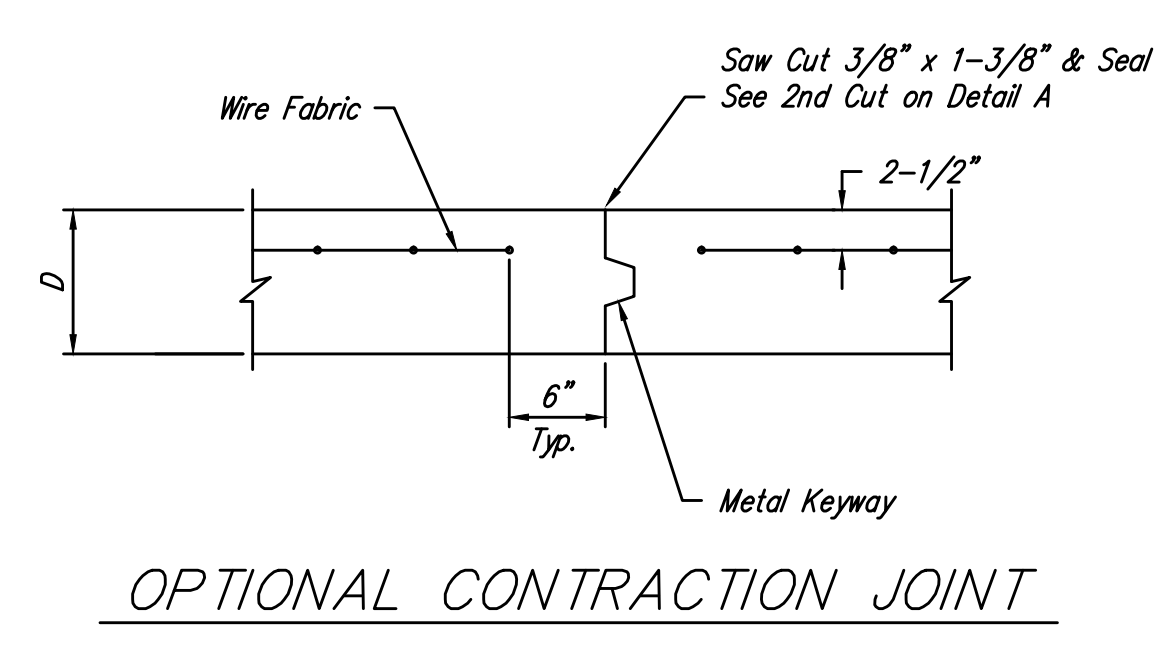
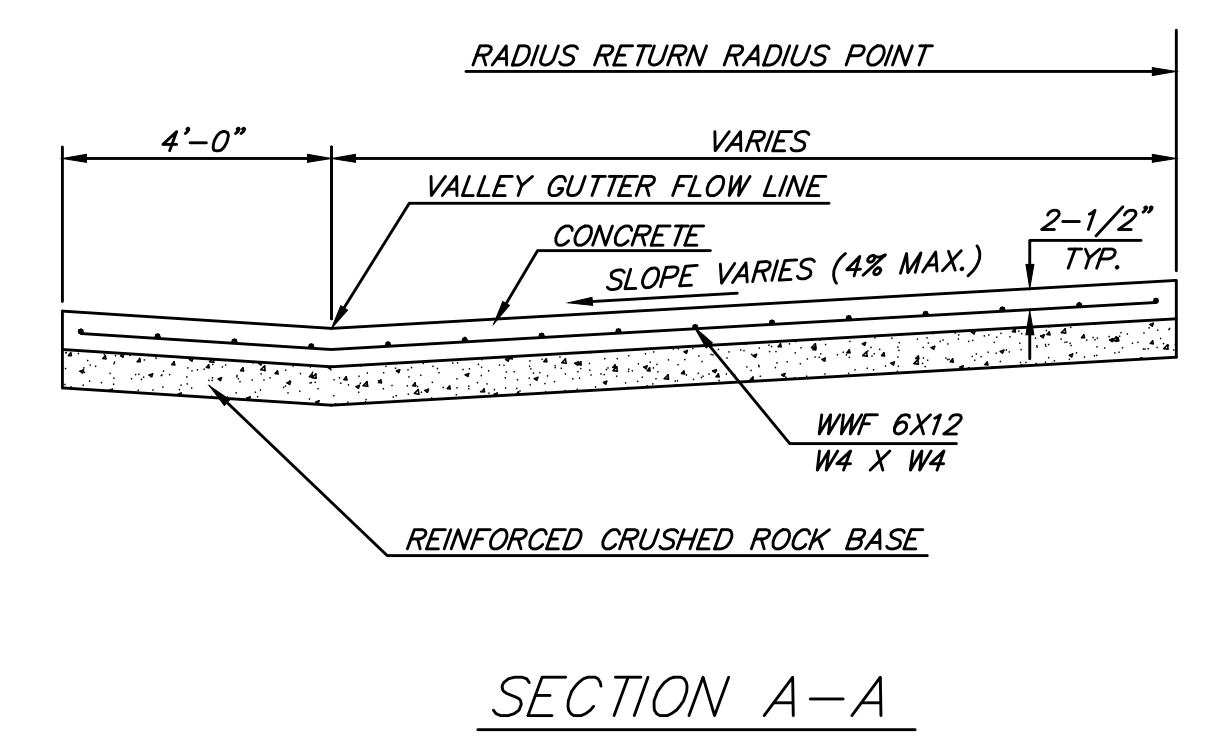
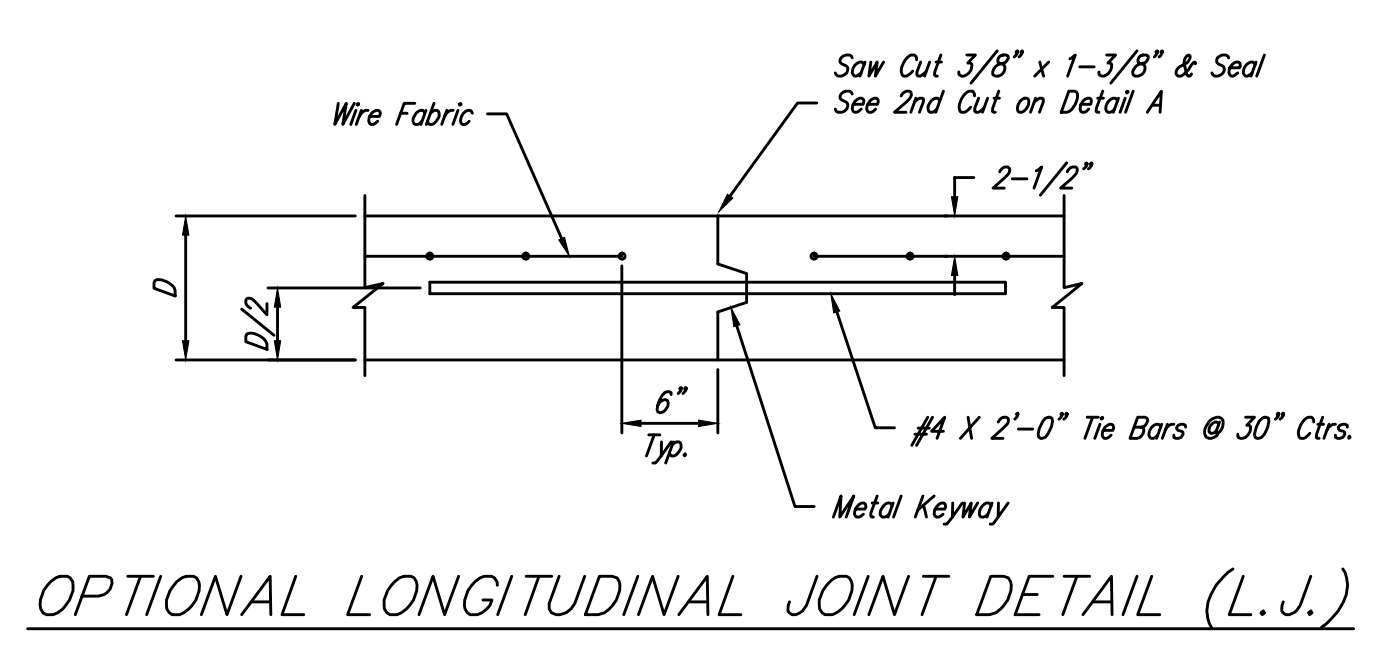
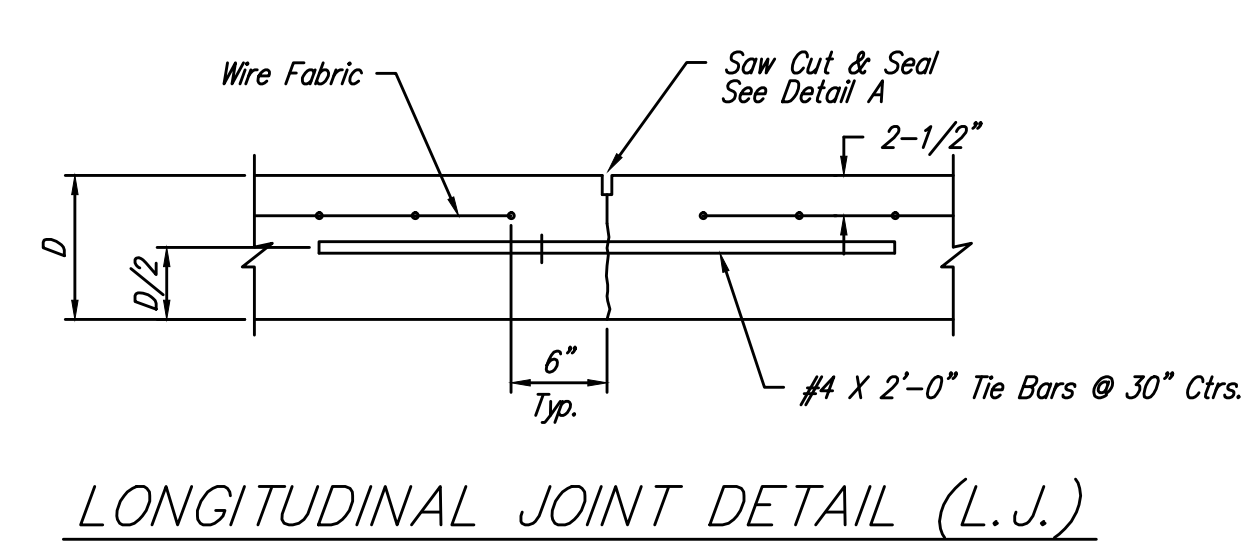
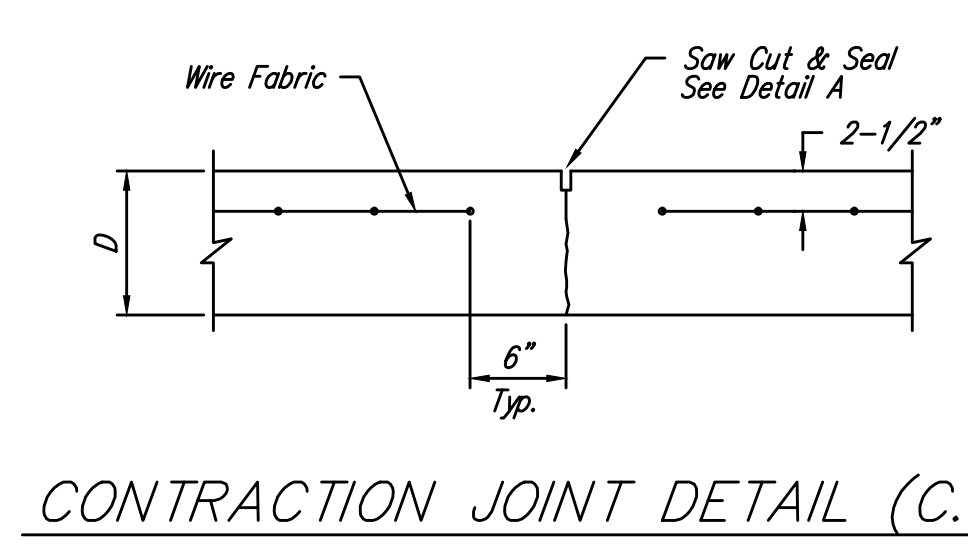
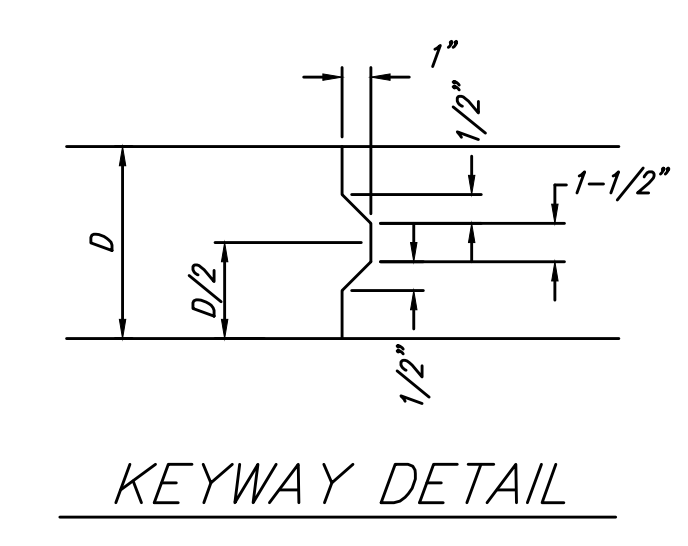
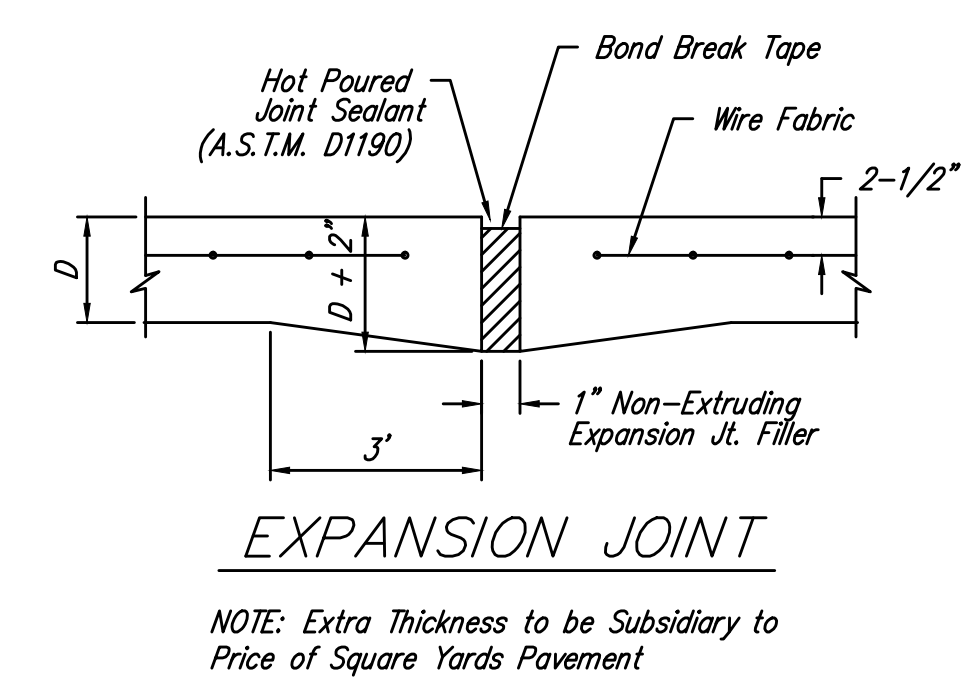
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11	6/7/16	CITY COMMENTS
6	4/7/16	ADDENDUM NO. 6
5	4/5/16	ADDENDUM NO. 5
3	3/31/16	ADDENDUM NO. 3

## PPP-VALLEY GUTTER DETAILS

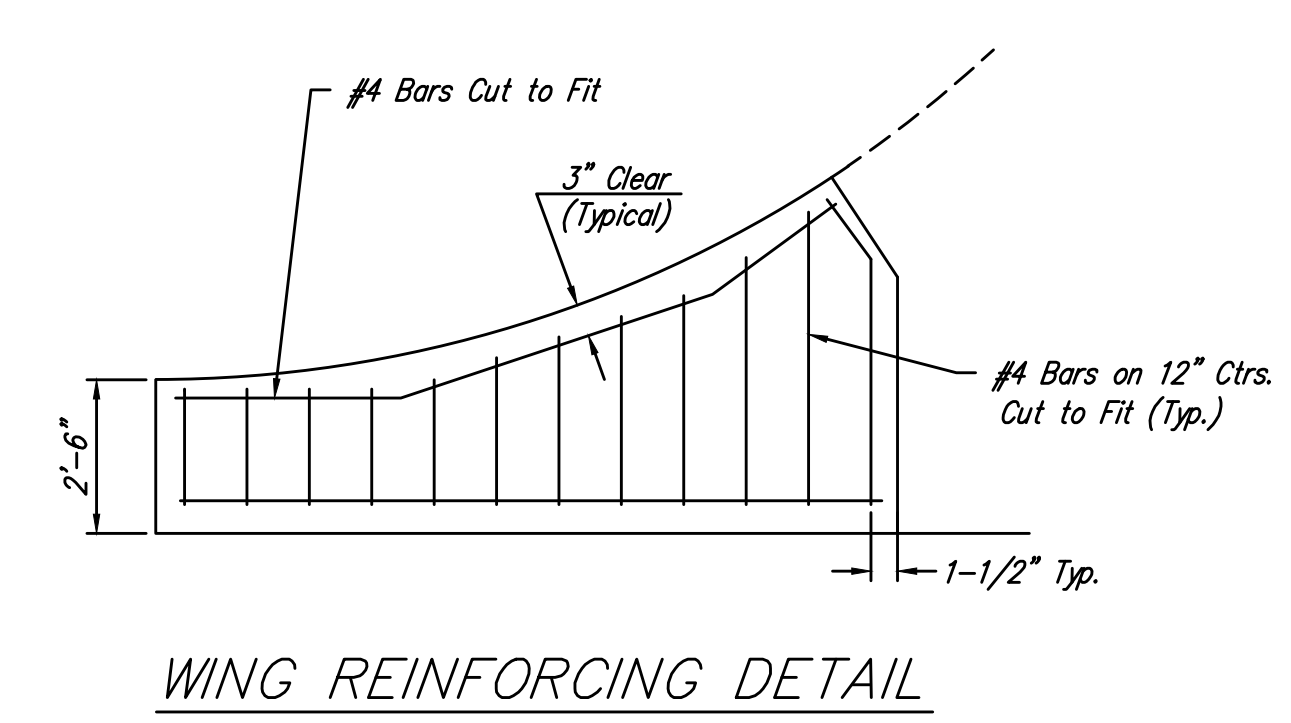
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### REINFORCED VALLEY GUTTER DETAIL



REVISED: NOVEMBER 2015

**VALLEY GUTTER DETAILS**

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

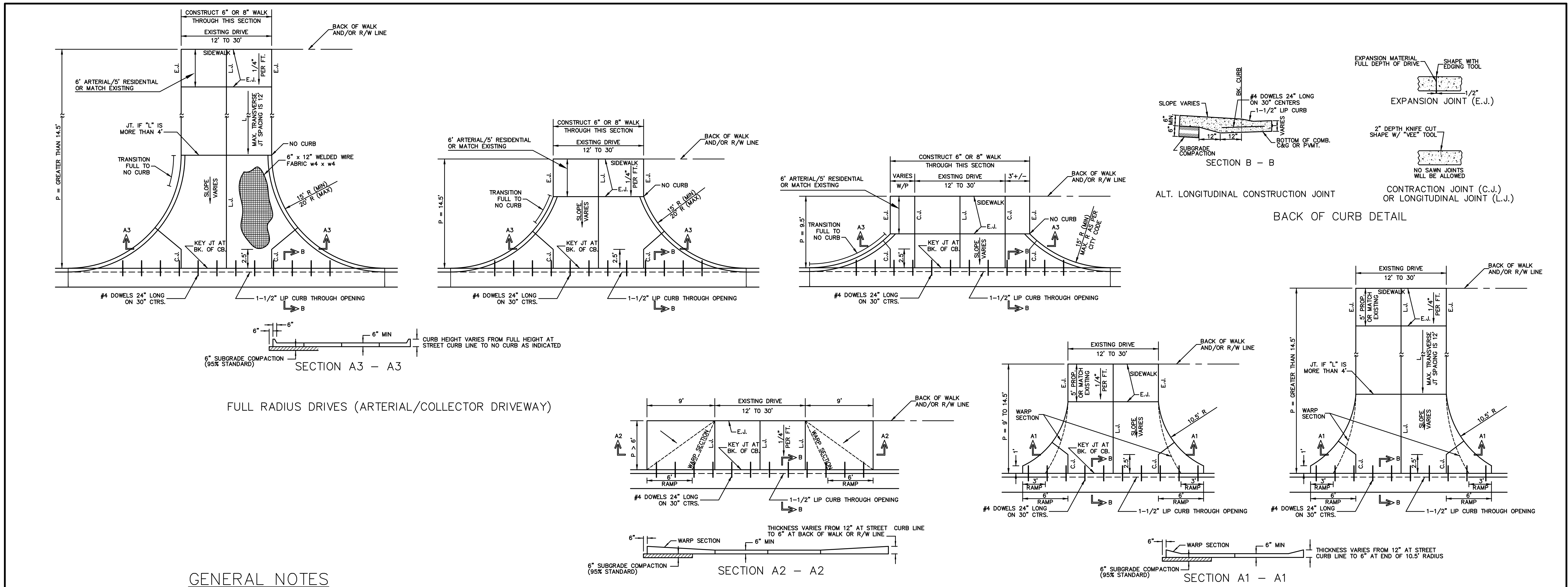
PROJECT NUMBER	OCA NUMBER	DATE

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

SHEET  
**C7.11**

ENTIRE SHEET





**GENERAL NOTES**

- DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
- ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A WIDTH DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A WIDTH DIMENSION GREATER THAN 24'.
- DRIVEWAY WIDTH DENOTED AS WIDTH ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 12' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
- CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
- ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
- ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
- DRIVEWAYS ONLY ON RESIDENTIAL PROPERTIES ONLY CAN BE CONSTRUCTED WITH 6" IN THICKNESS AND CAN BE WITHOUT REINFORCEMENT.
- ALL DRIVEWAYS TO NONRESIDENTIAL PROPERTY SHALL BE A MINIMUM OF 8" IN THICKNESS AND SHALL HAVE REINFORCEMENT WITH 6"x12", W4xW4.

Sheet 08-01-2016 12:29:36 PM by GJE  
 Plot Scale 1:1 08-10-2016 4:16:07 PM by GJE  
 C:\Users\jordan\Documents\13493-001-C2.0 DRIVE ENTRANCE



REVISED: NOVEMBER 2015

**STANDARD DRIVE ENTRANCES FULL HEIGHT CURB**

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

PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE		SHEET
CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		<b>C7.12</b>

**CITY OF WICHITA**  
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	6/8/16	RFI NO. 4
11	6/7/16	CITY COMMENTS
6	4/7/16	ADDENDUM NO. 6
5	4/5/16	ADDENDUM NO. 5
3	3/31/16	ADDENDUM NO. 3
MARK	DATE	DESCRIPTION

PPP- DRIVE ENTRANCE

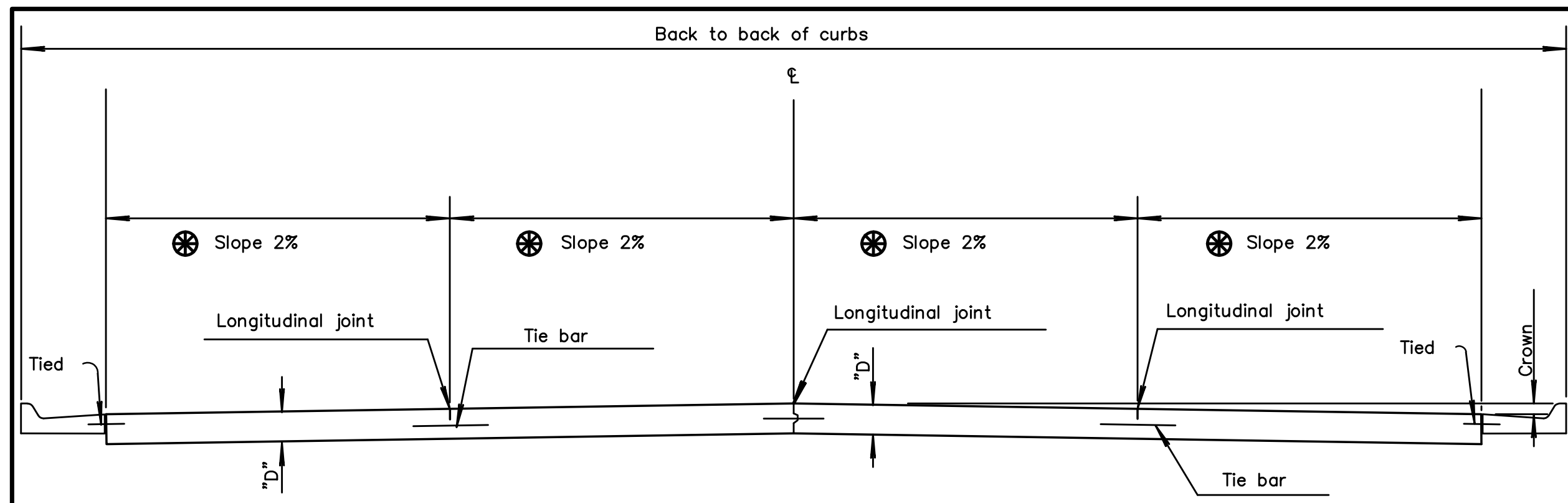
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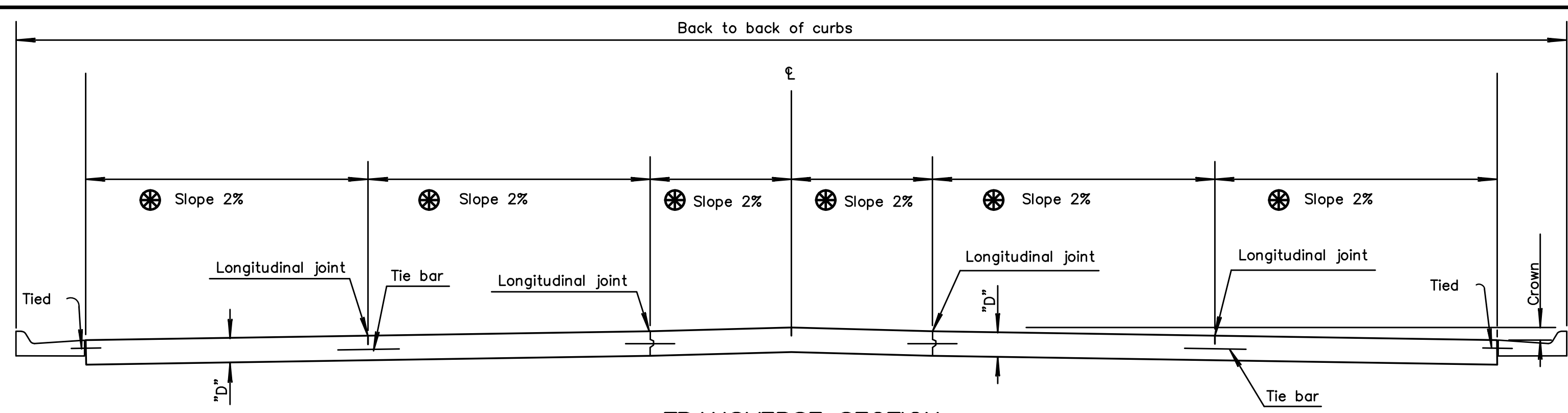
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SHEET OF





TRANSVERSE SECTION  
 (4 - LANE WITH CURB & GUTTER)

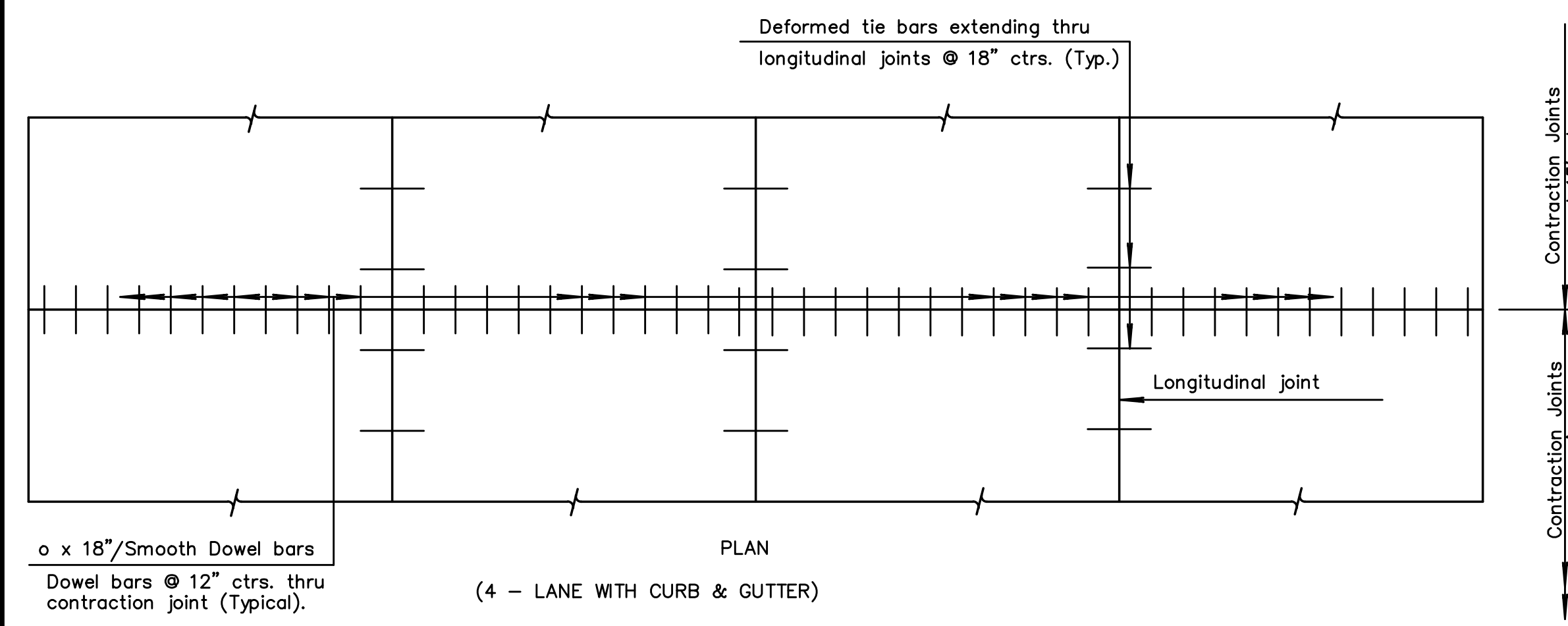


TRANSVERSE SECTION  
 (5 - LANE WITH CURB & GUTTER)

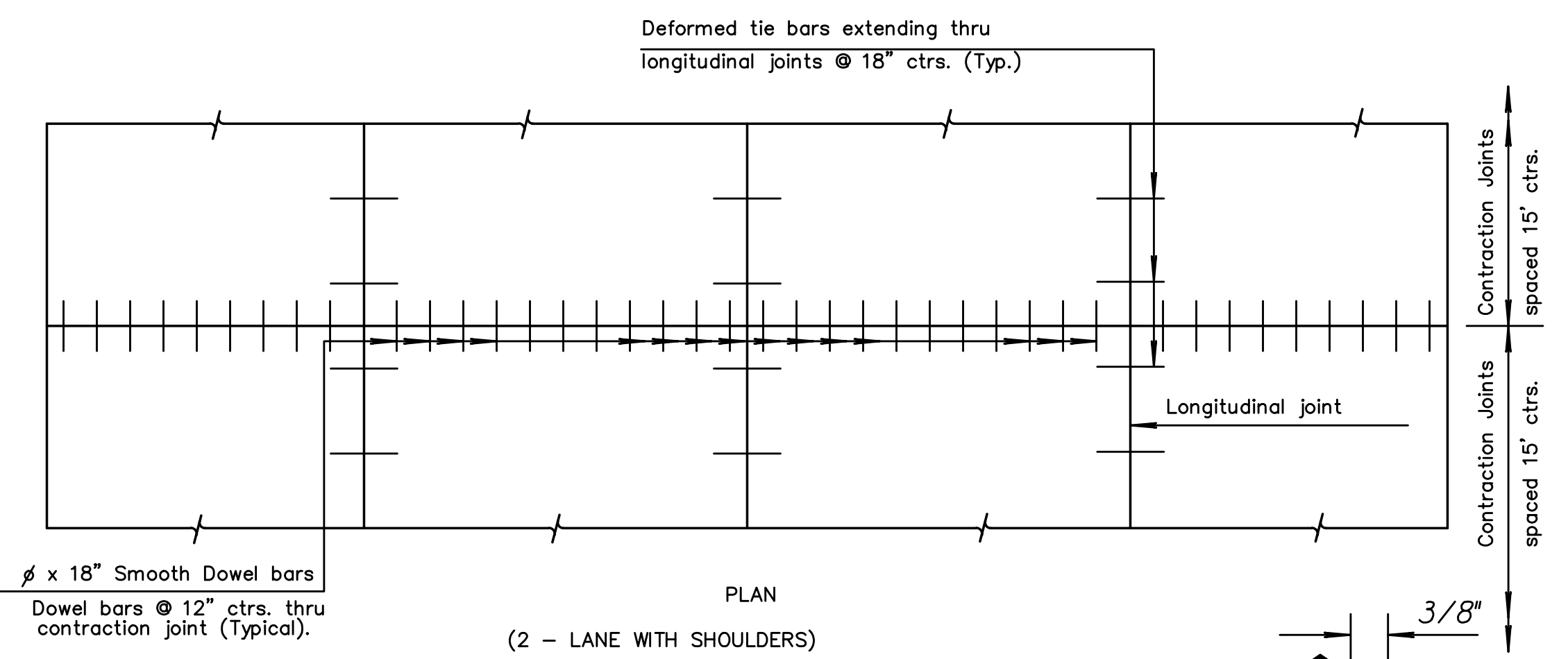
⊗ Normal cross slopes. See Typical Section or Cross Sections for variations.

**GENERAL NOTE**

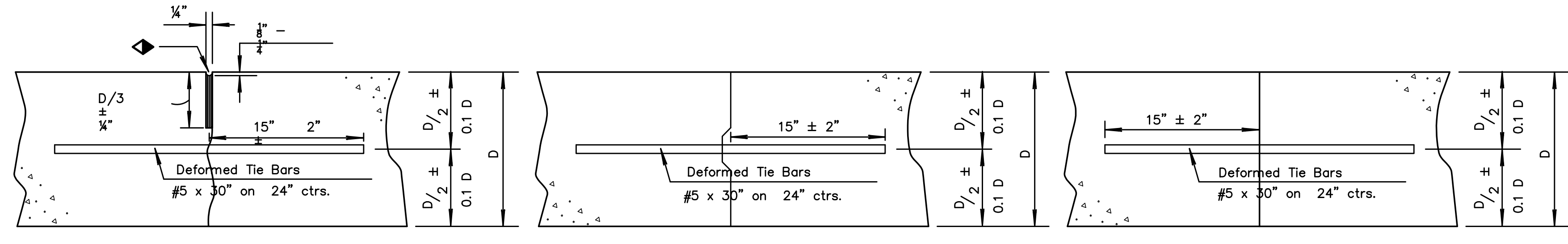
Epoxy coat all deformed tie bars. Patch any damage to the epoxy coating in accordance with the Standard Specifications. Use billet steel Grade 40 reinforcing for deformed tie bars THAT require bending, may or may not be epoxy coated. Place pressure relief joint at the end of the bridge approach pavement slab (no bars through joint). For details of pressure relief joint see KDOT Standard Drawing RD712. Use load transfer devices as shown in details at all construction joints on mainline pavement unless otherwise noted. Fill all sawed joints on the project in accordance with the Standard Specifications. Shape all keyed joints similar to section of recessed form leg as shown on this sheet. Evenly space tie bars along the length of slab with no tie bar within 12" of contraction joint. All longitudinal joints are tied.



PLAN  
 (4 - LANE WITH CURB & GUTTER)

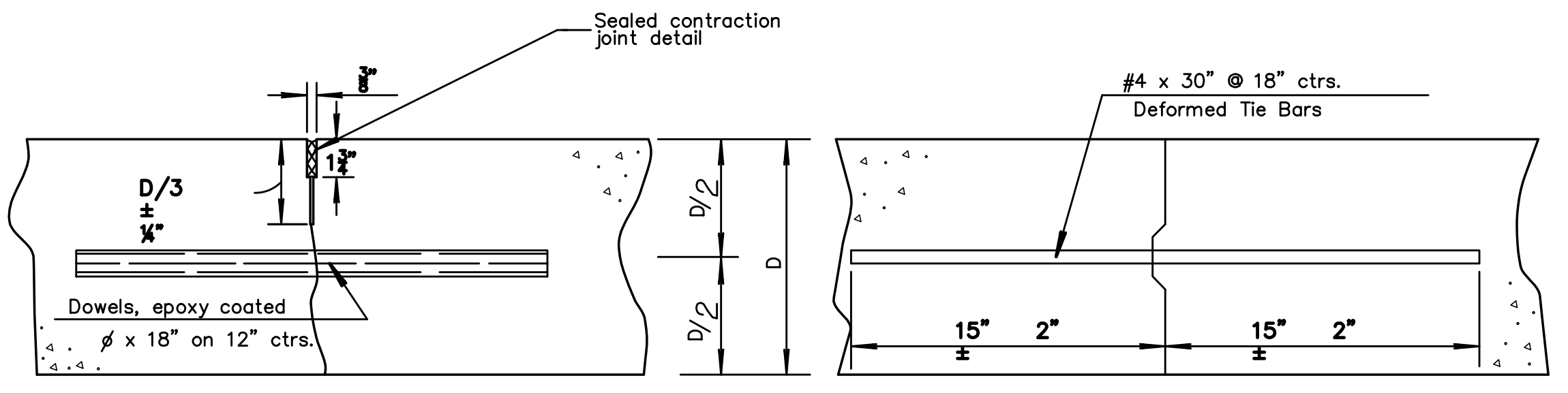


PLAN  
 (2 - LANE WITH SHOULDERS)



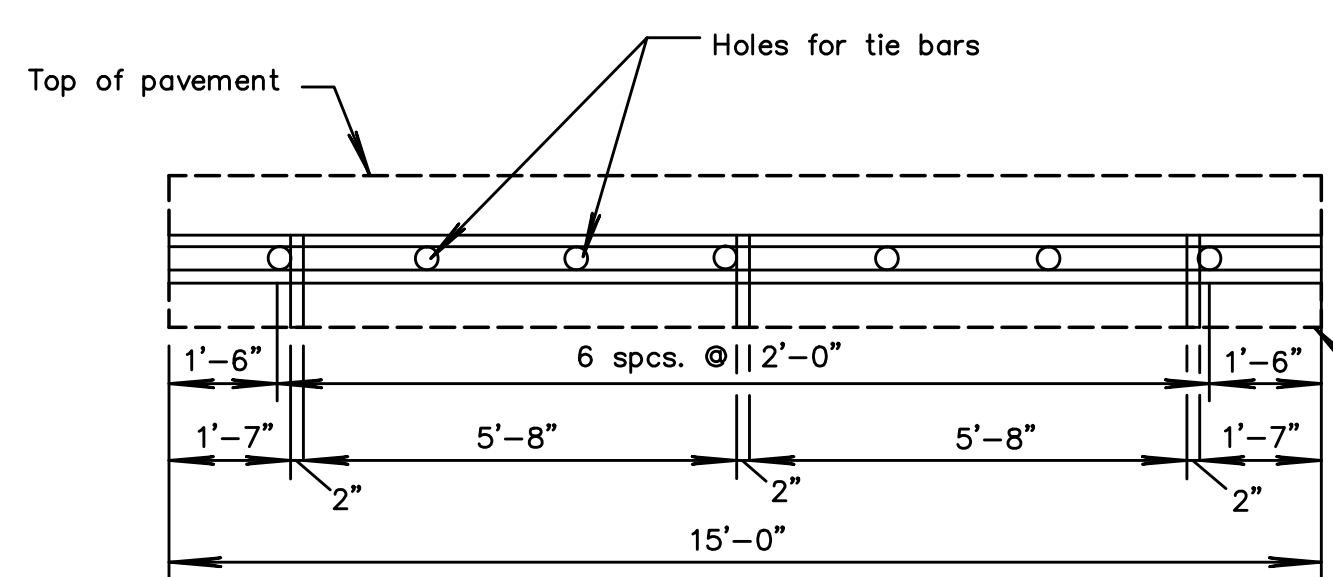
Note: For longitudinal construction joints the contractor has the option of using either the keyed or butt type. Place deformed tie bars mid-depth of the shoulder.

**LONGITUDINAL JOINTS**



**TRANSVERSE JOINTS**

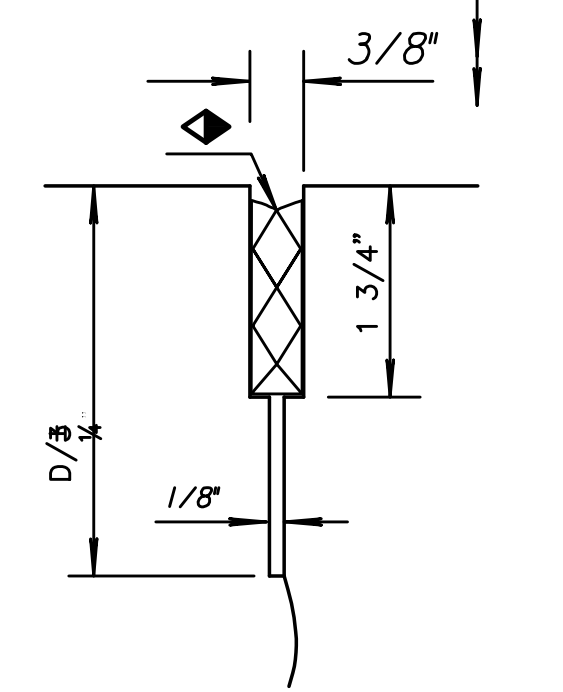
Note: Construct contraction joints at plan locations or at the Engineer's direction. When necessary to interrupt continuous placement for a substantial length of time or at the end of a day's paving, the Contractor has the option of ending placement at a contraction joint or with a construction joint located a minimum of five (5) feet from a contraction joint. Construct either joint type by placing a header at the end of the pour or by paving past the joint location. After the concrete has hardened, saw joint and drill holes for tie bars or dowels.



**METAL STRIP FOR LONGITUDINAL CONSTRUCTION JOINT**

To be used only against forms, do not extend through contraction joints. For automated placement tie bars are spaced at uniform 24" centers.

★ Use snap-in leg or other approved design in lieu of welded leg.



**DETAIL OF SEALED CONTRACTION JOINT SAWCUT**

Make an initial 1/8" saw cut (D/3 ± 1/4" depth); the second 3/8" saw cut is a separate operation done after concrete has gained sufficient strength to avoid spalling as determined by the Engineer.

DOWEL SIZE	
D (in.)	Diameter
6 < D < 9	1"
9 ≤ D < 11	1 1/4"
D ≥ 11	1 1/2"

PAVEMENT DEPTH  
 D = \_

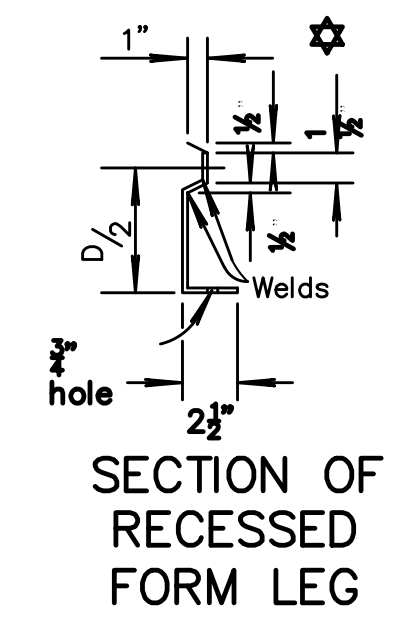


REVISOR: NOVEMBER 2015

**CONCRETE PAVEMENT DOWEL JOINTED NON-REINFORCED**

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		<b>C7.14</b>



**SECTION OF RECESSED FORM LEG**

ENTIRE SHEET



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**CITY OF WICHITA  
 ADVANCED LEARNING LIBRARY**  
 McLean & 2nd Street Wichita, KS

**PPP-CONCRETE PAVEMENT DOWEL DETAILS**

PROJECT NO:	14016.000	<b>C7.14</b>
DATE:	12/23/15	
DRAWN BY:	CSL/GAE	
CHECKED BY:		
PROJECT NO:	14016.000	
DATE:	12/23/15	
DRAWN BY:	CSL/GAE	
CHECKED BY:		
PROJECT NO:	14016.000	
DATE:	12/23/15	
DRAWN BY:	CSL/GAE	
CHECKED BY:		

**CITY OF WICHITA**  
**ADVANCED LEARNING LIBRARY**  
 McLean & 2nd Street Wichita, KS

12	8/5/16	ASI 001
	6/8/16	RFI NO. 4
11	6/7/16	CITY COMMENTS
6	4/7/16	ADDENDUM NO. 6
5	4/5/16	ADDENDUM NO. 5
3	3/31/16	ADDENDUM NO. 3
MARK	DATE	DESCRIPTION

PPP-CONTRACTION & EXPANSION JT.DETAILS

PROJECT NO: 14016.000  
 DATE: 12/23/15  
 DRAWN BY: CSL/GAE  
 CHECKED BY: SHEET OF

**GENERAL NOTE**

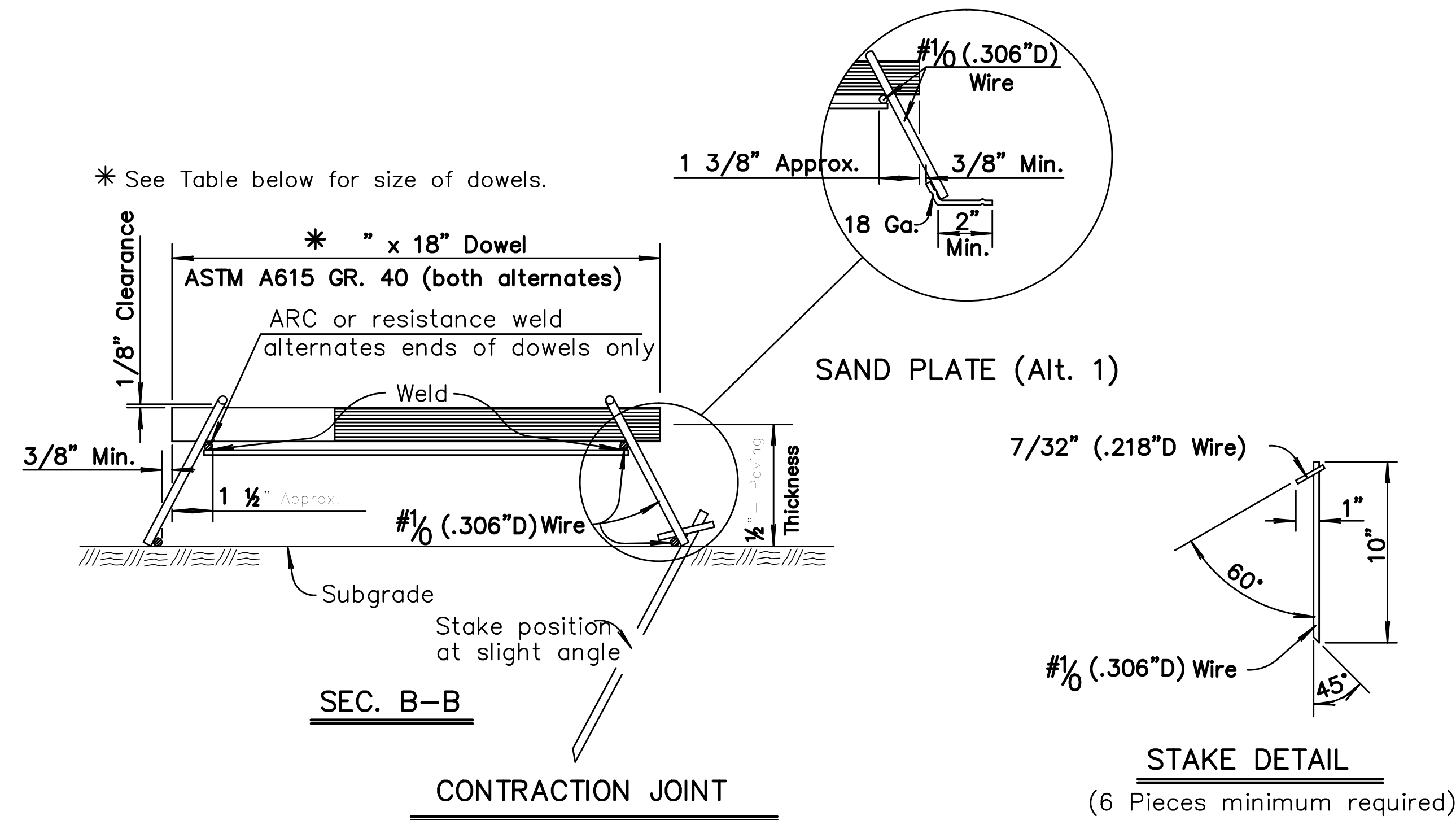
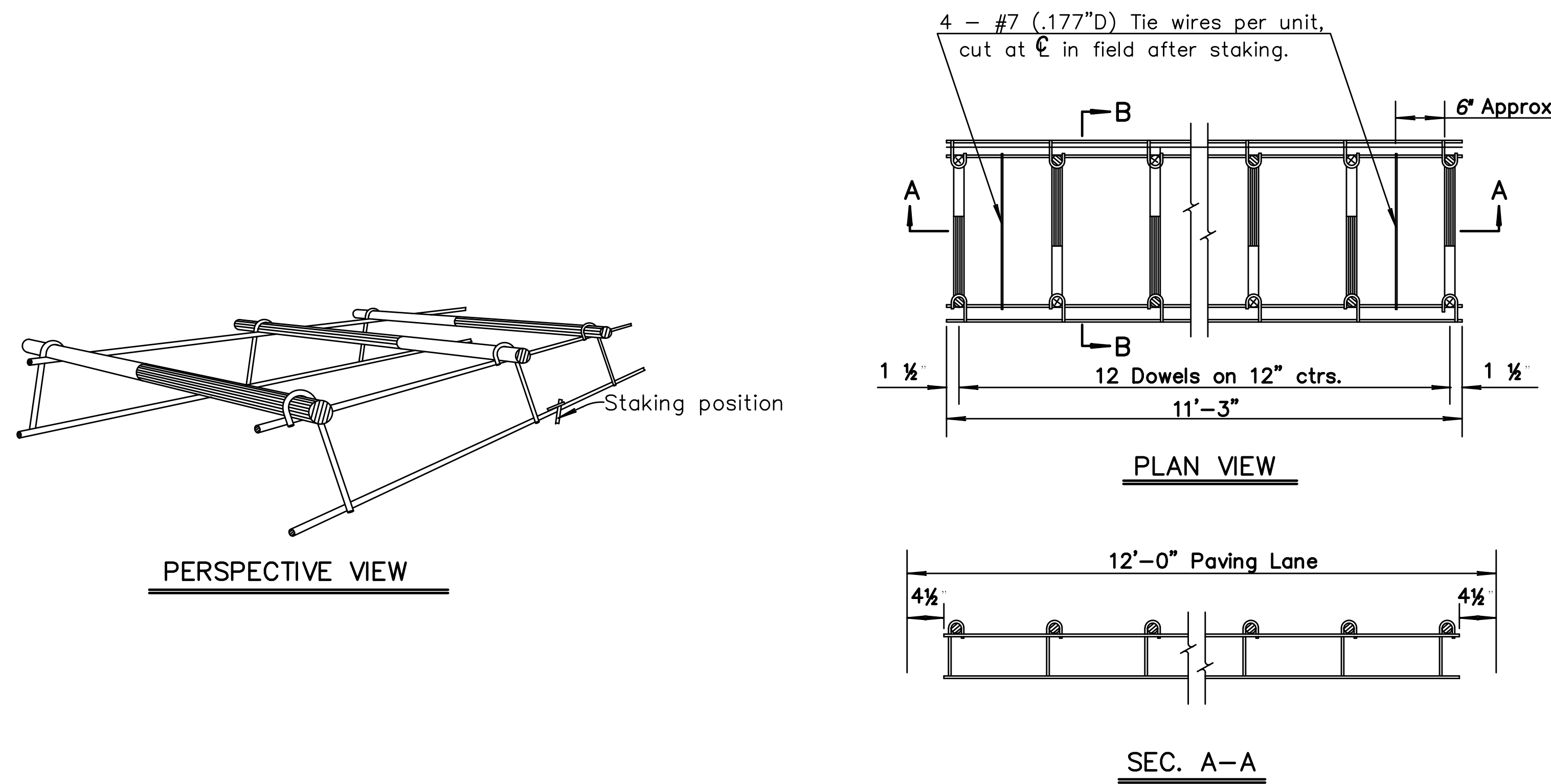
Dowel bar insertion may be by mechanical dowel placers regardless of the joint spacing.  
 Each dowel bar shall be coated with an epoxy coating that meets the standard specifications. The coating material shall be a powdered epoxy resin approved by the City of Wichita and shall be uniformly applied according to accepted practice and the resin manufacturer's recommendations. For Alt. 1 the coating need not be applied to the end faces of the bars and will not be required within 2" of the end which will be fixed in the supporting basket by welding.  
 The cutting to length of the dowel bars shall be done in such a manner to result in no appreciable deformation of the ends.

**Alt. 1 (Baskets)**

Wire sizes shown are minimum required.  
 Basket to be staked to sub-grade, as shown. Ramset or similar type fastener with clip to be use when subgrade condition requires it.  
 A string line shall be stretched between the pavement forms along the center line of joint. The position of the joint shall be carefully marked so that the saw cut will coincide with the center line of the joint.  
 In order to identify the location to the bond breaker application, the working end of dowel and the supporting leg shall receive a light application of red paint at the place of fabrication. The bond breaker to be applied in the field prior to concrete placement shall consist of coating approximately three-fifths of the length of each dowel bar with hard grease at the working end identified by the red paint.  
 The entire joint assembly shall be carefully leveled so that the dowels are parallel to the slab surface and free to slide in the dowel holders. Any coating scraped off the dowels in assembling the joint shall be replaced.  
 After the complete contraction joint is assembled, it shall be checked to be certain that the vertical plane of joint will be perpendicular to the slab unless shown otherwise on the plans. The dowels shall be checked to be certain that they are level and will remain in a position parallel with the finished surface of the slab.  
 Concrete shall be placed over and adjacent to the joint in accordance with the requirements of the Specifications.  
 Other approved designs may be used in lieu of the type shown.

**Alt. 2 (Mechanical placement)**

Joint spacing shall be normal to centerline.  
 The pavement shall be placed and consolidated to full depth prior to insertion of the dowel bars.  
 The dowel bars shall be coated with a bond breaking agent prior to insertion into the plastic concrete.  
 The dowel bars shall be inserted into the plastic concrete ahead of the finishing beam or screed.  
 The installing device shall consolidate the concrete around the dowel bars such that no voids exist, without the supplemental use of hand held vibrators.  
 The dowel bars shall be located within one inch of the planned transverse location and within the range of depth of  $D \pm 0.1 D$  measured from mid depth and mid length of the bar where D represents the pavement thickness.  
 The dowel bars shall be located within two inches of the planned longitudinal location.  
 The dowel bars shall be parallel to the pavement surface and centerline within a tolerance of one half inch in 18 inches in both the vertical and horizontal direction.  
 The forward movement of the finishing beam or screed shall not be interrupted by the inserting of the dowel bars.  
 A positive method of marking the locations of the transverse joints shall be provided.



DOWEL SIZE	
D (in.)	Diameter
6 < D < 9	1"
9 ≤ D < 11	1 1/4"
D ≥ 11	1 1/2"

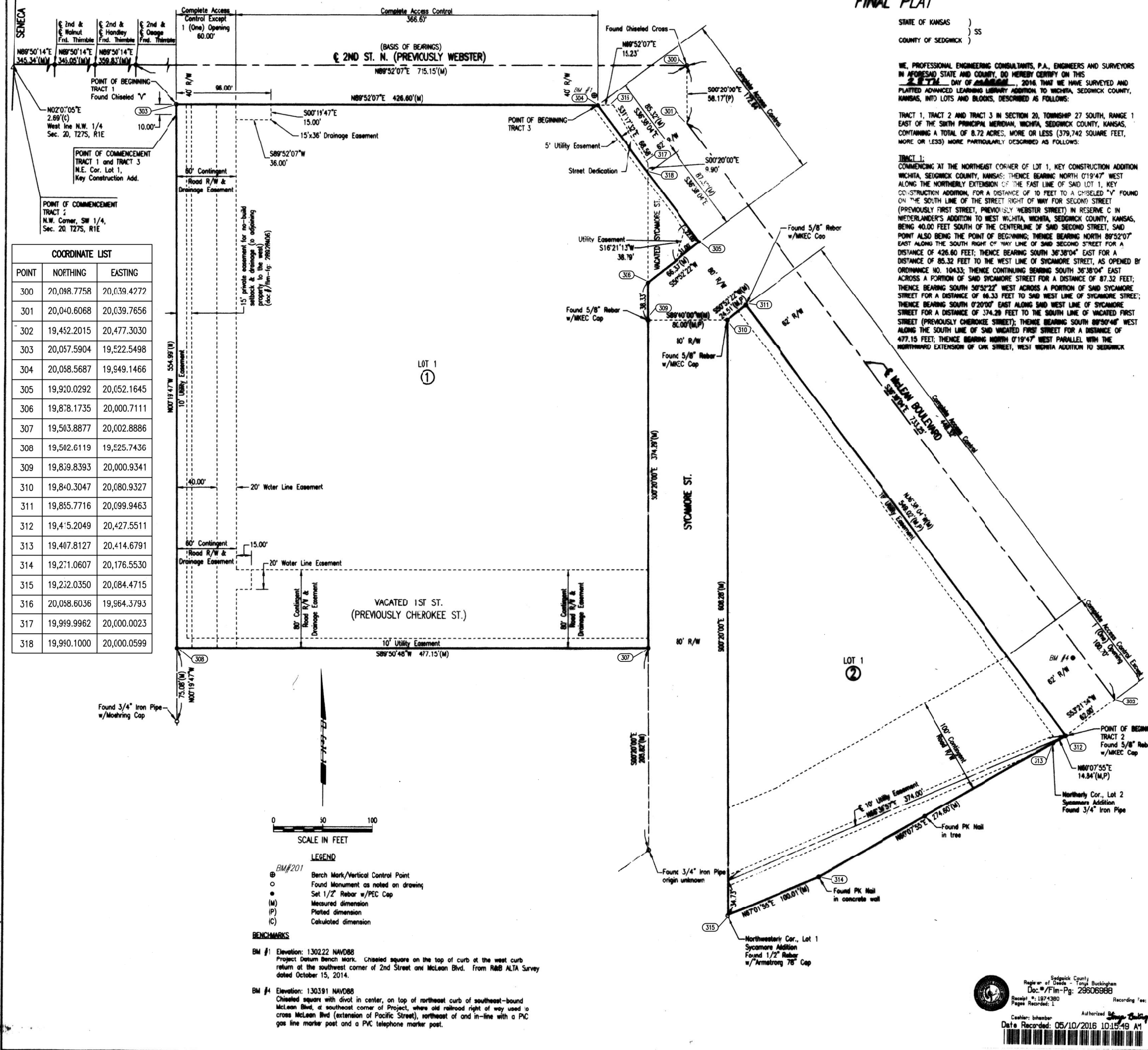
PAVEMENT DEPTH  
 D = \_

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 Plot: 08-02-2016 4:16:45 PM by GAE  
 C:\Wichita-Fest\2015\15483\001\Main\Drawings\15483-001-C7.15 PPP-CONTRACTION & EXPANSION JT.DETAILS

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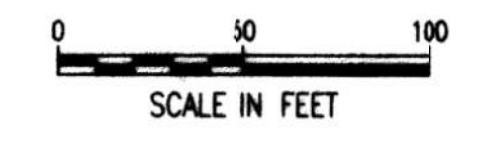
ENTIRE SHEET

# ADVANCED LEARNING LIBRARY ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS FINAL PLAT



**COORDINATE LIST**

POINT	NORTHING	EASTING
300	20,098.7758	20,039.4272
301	20,040.6068	20,039.7656
302	19,452.2015	20,477.3030
303	20,057.5904	19,522.5498
304	20,058.5687	19,949.1466
305	19,920.0292	20,052.1645
306	19,878.1735	20,000.7111
307	19,503.8877	20,002.8886
308	19,502.6119	19,825.7436
309	19,839.8393	20,000.9341
310	19,840.3047	20,080.9327
311	19,855.7716	20,099.9463
312	19,452.2015	20,427.5511
313	19,407.8127	20,414.6791
314	19,221.0607	20,176.5530
315	19,232.0350	20,084.4715
316	20,038.6036	19,964.3793
317	19,999.9962	20,000.0023
318	19,990.1000	20,000.0599



- LEGEND**
- BM#201 Bench Mark/Vertical Control Point
  - Found Monument as noted on drawing
  - Set 1/2" Rubber w/PEC Cap
  - Measured dimension
  - Plotted dimension
  - Calculated dimension
- BENCHMARKS**
- BM #1 Elevation: 1302.22 NAVD88  
Project Datum Bench mark. Chiseled square on the top of curb at the west curb return at the southwest corner of 2nd Street and McLean Blvd. From RMB ALTA Survey dated October 15, 2014.
  - BM #4 Elevation: 1303.91 NAVD88  
Chiseled square with divot in center, on top of northeast curb of southeast-bound McLean Blvd. at southeast corner of Project, where old railroad right of way used to cross McLean Blvd (extension of Pacific Street), northwest of and in-line with a PC gas line marker post and a PVC telephone marker post.

STATE OF KANSAS } SS  
 COUNTY OF SEDGWICK }

WE, PROFESSIONAL ENGINEERING CONSULTANTS, P.A., ENGINEERS AND SURVEYORS IN AFORESAID STATE AND COUNTY, DO HEREBY CERTIFY ON THIS 20 DAY OF March, 2016 THAT WE HAVE SURVEYED AND PLATTED ADVANCED LEARNING LIBRARY ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS, INTO LOTS AND BLOCKS, DESCRIBED AS FOLLOWS:

TRACT 1: TRACT 2 AND TRACT 3 IN SECTION 20, TOWNSHIP 27 SOUTH, RANGE 1 EAST OF THE SIXTH PRINCIPAL MERIDIAN, WICHITA, SEDGWICK COUNTY, KANSAS, CONTAINING A TOTAL OF 8.72 ACRES, MORE OR LESS (379,742 SQUARE FEET, MORE OR LESS) MORE PARTICULARLY DESCRIBED AS FOLLOWS:

TRACT 1: COMMENCING AT THE NORTHEAST CORNER OF LOT 1, KEY CONSTRUCTION ADDITION WICHITA, SEDGWICK COUNTY, KANSAS; THENCE BEARING NORTH 01°14'7" WEST ALONG THE NORTHERLY EXTENSION OF THE EAST LINE OF SAID LOT 1, KEY CONSTRUCTION ADDITION, FOR A DISTANCE OF 10 FEET TO A CHISELED "Y" FOUND ON THE SOUTH LINE OF THE STREET RIGHT OF WAY FOR SECOND STREET (PREVIOUSLY FIRST STREET, PREVIOUSLY WEBSTER STREET) IN RESERVE C IN NEDERLANDER'S ADDITION TO WEST WICHITA, WICHITA, SEDGWICK COUNTY, KANSAS, BEING 40.00 FEET SOUTH OF THE CENTERLINE OF SAID SECOND STREET; SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE BEARING NORTH 89°50'14" EAST ALONG THE SOUTH RIGHT OF WAY LINE OF SAID SECOND STREET FOR A DISTANCE OF 426.60 FEET; THENCE BEARING SOUTH 30°38'04" EAST FOR A DISTANCE OF 85.32 FEET TO THE WEST LINE OF SYCAMORE STREET; AS OPENED BY ORDINANCE NO. 10433; THENCE CONTINUING BEARING SOUTH 30°38'04" EAST ACROSS A PORTION OF SAID SYCAMORE STREET FOR A DISTANCE OF 87.32 FEET; THENCE BEARING SOUTH 30°38'04" EAST FOR A PORTION OF SAID SYCAMORE STREET FOR A DISTANCE OF 68.33 FEET TO SAID WEST LINE OF SYCAMORE STREET; THENCE BEARING SOUTH 02°00'07" EAST ALONG SAID WEST LINE OF SYCAMORE STREET FOR A DISTANCE OF 374.29 FEET TO THE SOUTH LINE OF WACATED FIRST STREET (PREVIOUSLY CHEROKEE STREET); THENCE BEARING SOUTH 89°50'46" WEST ALONG THE SOUTH LINE OF SAID WACATED FIRST STREET FOR A DISTANCE OF 477.15 FEET; THENCE BEARING NORTH 01°14'7" WEST PARALLEL WITH THE NORTHERLY EXTENSION OF SAID STREET, WEST WICHITA ADDITION TO SEDGWICK COUNTY, KANSAS, FOR A DISTANCE OF 454.99 FEET TO THE POINT OF BEGINNING; SAID TRACT 1 CONTAINING 6.10 ACRES, MORE OR LESS (265,918 SQUARE FEET, MORE OR LESS).

TRACT 2: A PORTION OF RESERVE B, WEST WICHITA ADDITION, WICHITA, SEDGWICK COUNTY, KANSAS, AND THE SOUTH HALF OF WACATED FIRST STREET (PREVIOUSLY CHEROKEE STREET) ADJOINING ON THE NORTH, TOGETHER WITH A PORTION OF RESERVE C, NEDERLANDER'S ADDITION TO WEST WICHITA, WICHITA, SEDGWICK COUNTY, KANSAS, AND THE NORTH HALF OF WACATED FIRST STREET (PREVIOUSLY CHEROKEE STREET) ADJOINING ON THE SOUTH, SAID PORTIONS LYING EAST OF SYCAMORE STREET, LYING SOUTHWEST OF RIVER VISTA VILLAGE, AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS, AND LYING NORTH OF SYCAMORE ADDITION TO WICHITA, KANSAS; SAID PORTIONS MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 27 SOUTH, RANGE 1 EAST OF THE SIXTH PRINCIPAL MERIDIAN, WICHITA, SEDGWICK COUNTY, KANSAS; THENCE NORTH 27°02'05" EAST ALONG THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 20 FOR A DISTANCE OF 2.89 FEET TO THE CENTERLINE OF SECOND STREET (PREVIOUSLY FIRST STREET, PREVIOUSLY WEBSTER STREET); THENCE BEARING NORTH 89°50'14" EAST ALONG SAID CENTERLINE OF SECOND STREET FOR A DISTANCE OF 340.54 FEET TO A TRIMBLE AT THE CENTERLINE OF WALNUT STREET; THENCE CONTINUING BEARING NORTH 89°50'14" EAST ALONG SAID CENTERLINE OF SECOND STREET FOR A DISTANCE OF 359.83 FEET TO A TRIMBLE AT THE CENTERLINE OF OSAGE STREET; THENCE BEARING NORTH 89°50'14" EAST ALONG SAID CENTERLINE OF SECOND STREET FOR A DISTANCE OF 715.15 FEET TO A CHISELED CROSS FOR THE CENTERLINE OF SYCAMORE STREET; THENCE BEARING SOUTH 02°00'07" EAST FOR A DISTANCE OF 58.17 FEET TO THE CENTERLINE OF THE RIGHT OF WAY FOR MCLEAN BOULEVARD AS PLATTED IN SAID RIVER VISTA VILLAGE; THENCE BEARING SOUTH 89°50'14" EAST ALONG SAID CENTERLINE OF SECOND STREET FOR A DISTANCE OF 733.25 FEET; THENCE BEARING SOUTH 53°21'56" WEST FOR A DISTANCE OF 82.00 FEET TO THE POINT OF BEGINNING, BEING A DEFLECTION IN THE SOUTHWESTERLY LINE OF THE STREET RIGHT OF WAY FOR MCLEAN BOULEVARD AS PLATTED IN SAID RIVER VISTA VILLAGE; THENCE BEARING NORTH 36°38'04" WEST ALONG THE SOUTHWESTERLY LINE OF THE STREET RIGHT OF WAY FOR MCLEAN BOULEVARD AS PLATTED IN SAID RIVER VISTA VILLAGE; THENCE BEARING NORTH 36°38'04" WEST ALONG THE SOUTHWESTERLY LINE OF THE STREET RIGHT OF WAY FOR MCLEAN BOULEVARD AS PLATTED IN SAID RIVER VISTA VILLAGE FOR A DISTANCE OF 349.02 FEET; THENCE BEARING SOUTH 89°52'22" WEST FOR A DISTANCE OF 24.31 FEET TO THE EAST LINE OF THE 80-FOOT WIDE STREET RIGHT OF WAY FOR SYCAMORE STREET; THENCE BEARING SOUTH 02°00'07" EAST ALONG EAST LINE OF SAID SYCAMORE STREET FOR A DISTANCE OF 608.28 FEET TO THE NORTHWESTERLY CORNER OF LOT 1, SYCAMORE ADDITION TO WICHITA, KANSAS; THENCE BEARING NORTH 67°01'55" EAST ALONG THE NORTHWESTERLY LINE OF SAID LOT 1, SYCAMORE ADDITION FOR A DISTANCE OF 100.01 FEET TO A DEFLECTION IN SAID NORTHWESTERLY LINE OF SAID LOT 1, SYCAMORE ADDITION; THENCE BEARING NORTH 89°52'22" EAST ALONG THE NORTHWESTERLY LINES OF LOTS 1 AND 2 IN SAID SYCAMORE ADDITION FOR A DISTANCE OF 274.60 FEET TO THE NORTHERLY CORNER OF SAID LOT 2, SYCAMORE ADDITION, BEING A DEFLECTION IN THE SOUTHWESTERLY RIGHT OF WAY LINE OF MCLEAN BOULEVARD AS PLATTED IN SAID RIVER VISTA VILLAGE; THENCE CONTINUING BEARING NORTH 89°52'22" EAST ALONG SAID RIGHT OF WAY LINE OF MCLEAN BOULEVARD FOR A DISTANCE OF 14.84 FEET TO THE POINT OF BEGINNING; SAID TRACT 2 CONTAINING 2.60 ACRES, MORE OR LESS (113,127 SQUARE FEET, MORE OR LESS).

TRACT 3: COMMENCING AT THE NORTHEAST CORNER OF LOT 1, KEY CONSTRUCTION ADDITION, WICHITA, SEDGWICK COUNTY, KANSAS; THENCE BEARING NORTH 01°14'7" WEST ALONG THE NORTHERLY EXTENSION OF THE EAST LINE OF SAID LOT 1, KEY CONSTRUCTION ADDITION, FOR A DISTANCE OF 10 FEET TO A CHISELED "Y" FOUND ON THE SOUTH LINE OF THE STREET RIGHT OF WAY FOR SECOND STREET (PREVIOUSLY FIRST STREET, PREVIOUSLY WEBSTER STREET) IN RESERVE C IN NEDERLANDER'S ADDITION TO WEST WICHITA, WICHITA, SEDGWICK COUNTY, KANSAS, BEING 40.00 FEET SOUTH OF THE CENTERLINE OF SAID SECOND STREET; THENCE BEARING NORTH 89°52'07" EAST ALONG THE SOUTH RIGHT OF WAY LINE OF SAID SECOND STREET FOR A DISTANCE OF 15.23 FEET TO A POINT 23 FEET SOUTHWEST OF THE CENTERLINE OF THE MIDLAND VALLEY RAILROAD, NOW ABANDONED, ALSO BEING A POINT ON THE SOUTHWEST RIGHT OF WAY LINE OF MCLEAN BOULEVARD, AS PLATTED IN RIVER VISTA VILLAGE, AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS; THENCE BEARING SOUTH 31°17'32" EAST ALONG THE SOUTHWEST RIGHT OF WAY LINE OF MCLEAN BOULEVARD, AS PLATTED IN SAID RIVER VISTA VILLAGE AND ALONG A LINE 23 FEET SOUTHWEST OF AND PARALLEL WITH SAID ABANDONED MIDLAND VALLEY RAILROAD FOR A DISTANCE OF 86.84 FEET TO THE WEST LINE OF SYCAMORE STREET, AS OPENED BY ORDINANCE NO. 10433; THENCE BEARING SOUTH 02°00'07" EAST ALONG SAID WEST LINE OF SYCAMORE STREET FOR A DISTANCE OF 9.80 FEET TO THE NORTHEAST CORNER OF TRACT 1; THENCE BEARING NORTH 36°38'04" WEST ALONG THE NORTHEAST LINE OF TRACT 1 FOR A DISTANCE OF 85.32 FEET TO THE POINT OF BEGINNING; SAID TRACT 3 CONTAINING 0.016 ACRES, MORE OR LESS (697 SQUARE FEET, MORE OR LESS).

TRACT 1: COMMENCING AT THE NORTHEAST CORNER OF LOT 1, KEY CONSTRUCTION ADDITION WICHITA, SEDGWICK COUNTY, KANSAS; THENCE BEARING NORTH 01°14'7" WEST ALONG THE NORTHERLY EXTENSION OF THE EAST LINE OF SAID LOT 1, KEY CONSTRUCTION ADDITION, FOR A DISTANCE OF 10 FEET TO A CHISELED "Y" FOUND ON THE SOUTH LINE OF THE STREET RIGHT OF WAY FOR SECOND STREET (PREVIOUSLY FIRST STREET, PREVIOUSLY WEBSTER STREET) IN RESERVE C IN NEDERLANDER'S ADDITION TO WEST WICHITA, WICHITA, SEDGWICK COUNTY, KANSAS, BEING 40.00 FEET SOUTH OF THE CENTERLINE OF SAID SECOND STREET; SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE BEARING NORTH 89°50'14" EAST ALONG THE SOUTH RIGHT OF WAY LINE OF SAID SECOND STREET FOR A DISTANCE OF 426.60 FEET; THENCE BEARING SOUTH 30°38'04" EAST FOR A DISTANCE OF 85.32 FEET TO THE WEST LINE OF SYCAMORE STREET; AS OPENED BY ORDINANCE NO. 10433; THENCE CONTINUING BEARING SOUTH 30°38'04" EAST ACROSS A PORTION OF SAID SYCAMORE STREET FOR A DISTANCE OF 87.32 FEET; THENCE BEARING SOUTH 30°38'04" EAST FOR A PORTION OF SAID SYCAMORE STREET FOR A DISTANCE OF 68.33 FEET TO SAID WEST LINE OF SYCAMORE STREET; THENCE BEARING SOUTH 02°00'07" EAST ALONG SAID WEST LINE OF SYCAMORE STREET FOR A DISTANCE OF 374.29 FEET TO THE SOUTH LINE OF WACATED FIRST STREET (PREVIOUSLY CHEROKEE STREET); THENCE BEARING SOUTH 89°50'46" WEST ALONG THE SOUTH LINE OF SAID WACATED FIRST STREET FOR A DISTANCE OF 477.15 FEET; THENCE BEARING NORTH 01°14'7" WEST PARALLEL WITH THE NORTHERLY EXTENSION OF SAID STREET, WEST WICHITA ADDITION TO SEDGWICK COUNTY, KANSAS, FOR A DISTANCE OF 454.99 FEET TO THE POINT OF BEGINNING; SAID TRACT 1 CONTAINING 6.10 ACRES, MORE OR LESS (265,918 SQUARE FEET, MORE OR LESS).

FEMA FLOODPLAIN AND REGULATORY FLOODWAY BOUNDARIES ARE SUBJECT TO PERIODIC CHANGE, AND SUCH CHANGE MAY AFFECT THE INTENDED LAND USE WITHIN THE SUBDIVISION.

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

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

OWNER: CITY OF WICHITA, KANSAS, A MUNICIPAL CORPORATION

*Jeff Longwell*  
 JEFF LONGWELL, MAYOR

STATE OF KANSAS } SS  
 COUNTY OF SEDGWICK }

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 20 DAY OF March, 2016, BY JEFF LONGWELL, MAYOR OF THE CITY OF WICHITA, KANSAS, A MUNICIPAL CORPORATION.

*Jan Edwards*  
 JAMES EDWARDS, NOTARY PUBLIC  
 MY APPOINTMENT EXPIRES 12-19-18

THIS PLAT OF ADVANCED LEARNING LIBRARY ADDITION HAS BEEN SUBMITTED TO AND APPROVED BY THE WICHITA-SEDGWICK COUNTY METROPOLITAN AREA PLANNING COMMISSION, WICHITA, KANSAS APPROVED THE 19 DAY OF NOVEMBER, 2014, 2014

*Carol Chapman Abougent*  
 CAROL CHAPMAN ABONGENT, SECRETARY

*Dale Miller*  
 DALE MILLER, SECRETARY

REVIEWED IN ACCORDANCE WITH K.S.A. 58-2005 ON THIS 30th DAY OF March, 2016.

*Trina*  
 TRINA L. ROBELLO, LS #246  
 DEPUTY COUNTY SURVEYOR  
 SEDGWICK COUNTY, KANSAS

THIS PLAT IS APPROVED AND ALL DEDICATIONS SHOWN HEREON ACCEPTED BY THE CITY COUNCIL OF THE CITY OF WICHITA, KANSAS, THIS 19 DAY OF March, 2016.

*Jeff Longwell*  
 JEFF LONGWELL, MAYOR

*Karen Soblett*  
 KAREN SOBLETT, CITY CLERK

ENTERED ON TRANSFER RECORD THIS 10 DAY OF May, 2016.

*Kelly Arnold*  
 KELLY ARNOLD, COUNTY CLERK

THIS IS TO CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD IN THE REGISTER OF DEEDS OFFICE AT WICHITA, KANSAS, ON THE 10th DAY OF May, 2016.

*Tonya Buckingham*  
 TONYA BUCKINGHAM, REGISTER OF DEEDS

JUDY J. PARET  
 JUDY J. PARET, DEPUTY

**PEC** PROFESSIONAL ENGINEERING CONSULTANTS, P.A.  
 303 SOUTH TOPEKA WICHITA, KS 67202  
 316-262-2891 www.pec1.com

**ERNEST CHWU JR., P.S.#1407**  
 PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ALL PUBLIC EASEMENTS LYING WITHIN ABOVE DESCRIBED TRACT OF LAND ARE HEREBY VACATED AND REPLATED BY VIRTUE OF K.S.A. 12-512b, AS AMENDED.

DRAINAGE EASEMENTS AS SHOWN FOR THE CONSTRUCTION AND MAINTENANCE OF STORM WATER UTILITIES ARE HEREBY GRANTED.

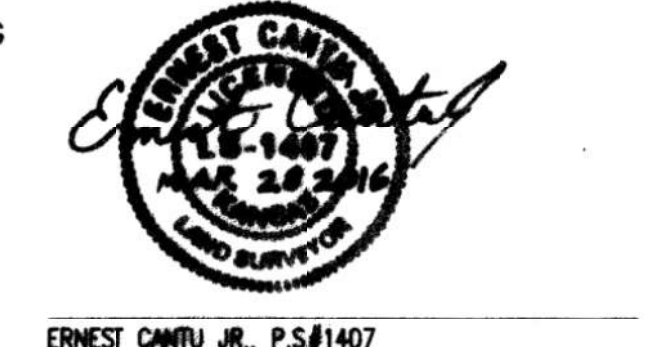
WATER LINE EASEMENTS AS SHOWN FOR THE CONSTRUCTION AND MAINTENANCE OF WATER UTILITIES ARE HEREBY GRANTED.

UTILITY EASEMENTS AS SHOWN FOR THE CONSTRUCTION AND MAINTENANCE OF PUBLIC UTILITIES ARE HEREBY GRANTED. NO SIGNS, LIGHT POLES, PRIVATE DRAINAGE SYSTEMS, WASTEWATER TREATMENT SYSTEMS OR OTHER STRUCTURES SHALL BE LOCATED WITHIN PUBLIC UTILITY EASEMENTS.

THE STREET IS HEREBY DEDICATED TO AND FOR THE USE OF THE PUBLIC.

THE CONTINGENT STREET DEDICATIONS SHALL BECOME EFFECTIVE IN THE EVENT THAT THE CITY DETERMINES A NEED FOR THE RIGHT-OF-WAY FOR ANY STREET-RELATED PURPOSES.

ALL ADJUTERS' RIGHT OF ACCESS TO AND FROM 2ND STREET AND MCLEAN BOULEVARD ARE HEREBY GRANTED TO THE APPROPRIATE GOVERNING BODY; PROVIDED HOWEVER THAT LOT 1, BLOCK 1, SHALL HAVE ACCESS TO 2ND STREET AT ONE (1) LOCATION AND THAT LOT 1, BLOCK 2, SHALL HAVE ACCESS TO MCLEAN BOULEVARD AT ONE (1) LOCATION AS SHOWN.



Register of Deeds  
 Sedgewick County Substitution  
 Doc #/Fm-Pg: 29506986  
 Paper Recorded: 1  
 Recording Fee: \$28.00  
 Creation Number: 05/10/2016 10:15:49 AM  
 Authorized: *Ernest Chwu Jr.*

RFI NO. 4  
 ENTIRE SHEET

# CITY OF WICHITA ADVANCED LEARNING LIBRARY McLean & 2nd Street Wichita, KS

MARK	DATE	DESCRIPTION
12	8/5/16	ASI 001
6/8/16	8/6/16	RFI NO. 4
11	6/7/16	CITY COMMENTS
6	4/7/16	ADDENDUM NO. 6
5	4/5/16	ADDENDUM NO. 5
3	3/31/16	ADDENDUM NO. 3

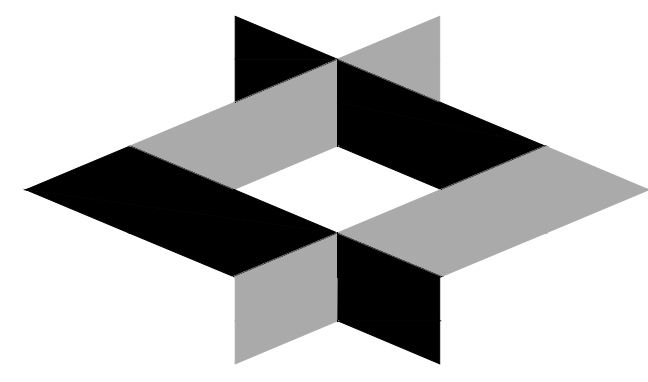
PROJECT NO: 14016.000  
 DATE: 12/23/15  
 DRAWN BY: CSJ/GAE  
 CHECKED BY: CSJ/GAE

**C2.3**

SHEET OF

**PEC** PROFESSIONAL ENGINEERING CONSULTANTS, P.A.  
 303 SOUTH TOPEKA WICHITA, KS 67202  
 316-262-2891 www.pec1.com

Plat 257-2, 05-28-2016, 8:40 AM, by: 05016.01488  
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 Saved: 05-28-2016 8:40 AM, by: 05016.01488  
 Plotted: 05-28-2016 11:00 AM, by: 05016.01488  
 U:\Working\2015\257-2\257-202 Final Plat.dwg



**GLMV Architecture**  
 1525 East Douglas, Wichita, KS 67211  
 Tel: (316) 265-9367  
 www.glmv.com



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GLMV Architecture, Inc.

# CITY OF WICHITA ADVANCED LEARNING LIBRARY

McLean & 2nd Street Wichita, KS

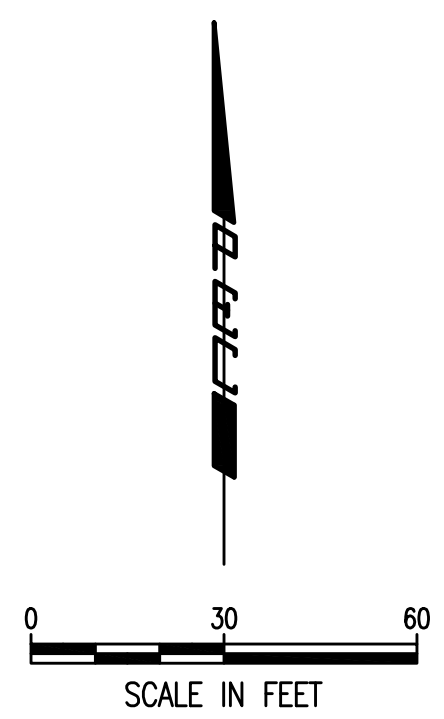
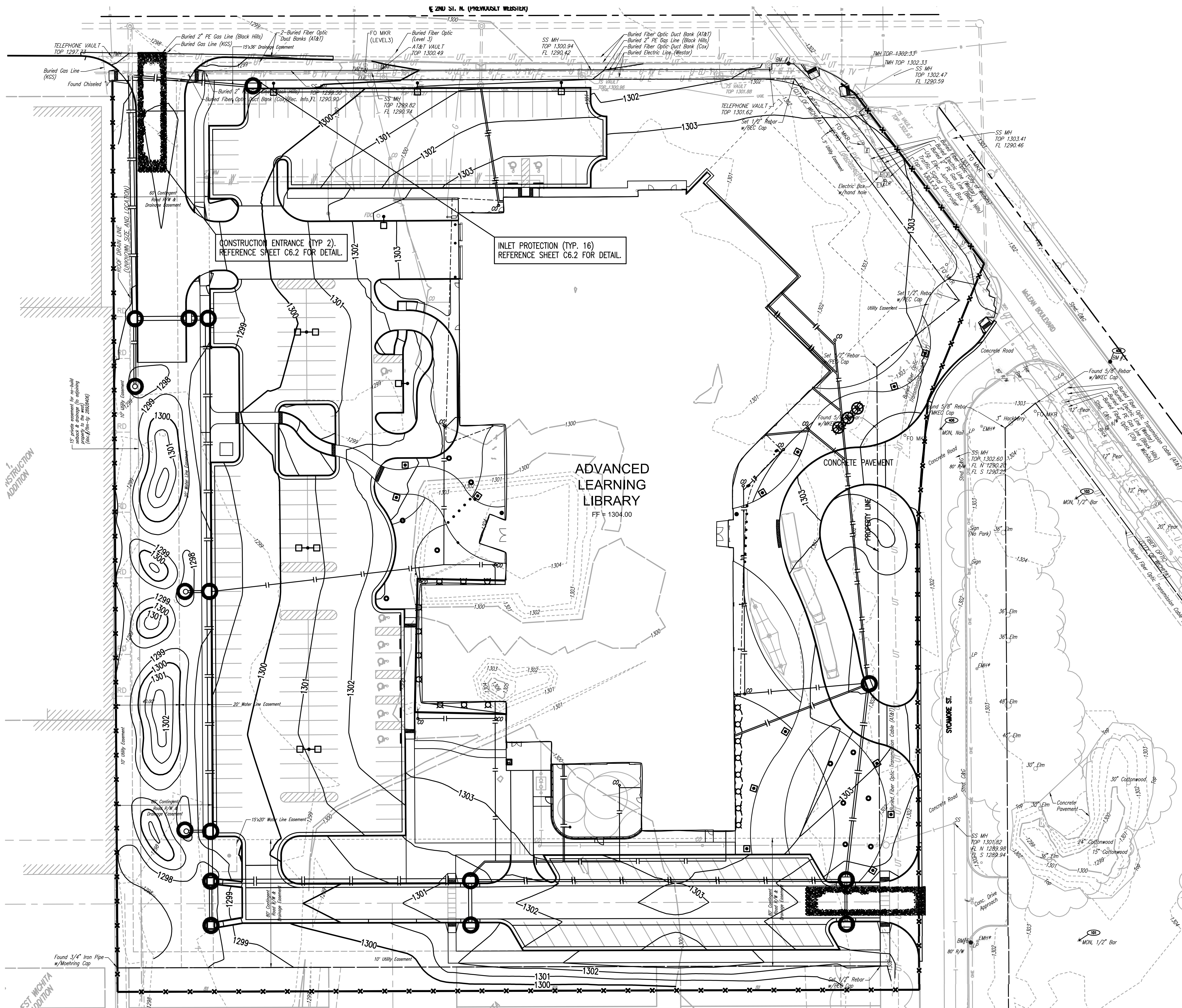
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6	4/7/16	ADDENDUM NO. 6
5	4/5/16	ADDENDUM NO. 5
3	3/31/16	ADDENDUM NO. 3
MARK	DATE	DESCRIPTION

## EROSION CONTROL PLAN

PROJECT NO: 14016.000  
 DATE: 12/23/15  
 DRAWN BY: CSI, CJE  
 CHK'D BY: MCV  
**C6.1**  
 SHEET OF



PROFESSIONAL ENGINEERING CONSULTANTS, P.A.  
 303 SOUTH TOPEKA WICHITA, KS 67202  
 316-262-2691 www.pec1.com



### LEGEND

- PROPOSED CURB INLET PROTECTION
- STABILIZED CONSTRUCTION ENTRANCE (FINAL LOCATION DETERMINED BY CONTRACTOR)
- SILT FENCE BARRIERS

### NOTES

1. THE EROSION CONTROL DEVICES SHOWN ON THIS SHEET ARE CONSIDERED MINIMUM STANDARDS. WHENEVER SEDIMENT ENTERS STREETS, STORM SEWERS, DITCHES, OR PONDS, THE CONTRACTOR WILL INSTALL ADDITIONAL DEVICES AS NEEDED TO CORRECT THE PROBLEM.
2. THE EROSION CONTROL DEVICES SHOWN HEREON MUST BE IN PLACE AT ALL TIMES DURING CONSTRUCTION UNTIL SUCH TIME AS THE SITE IS REESTABLISHED WITH PAVING OR GRASS. THE CONTRACTOR SHALL INSTALL TEMPORARY OR PERMANENT SEED IN ACCORDANCE WITH ATTACHMENT "A" OF THE KDHE NOTICE OF INTENT PERMIT.
3. THE CONTRACTOR SHALL CLEAN UP ANY MUD INADVERTENTLY TRACKED ONTO ANY STREET AT THE END OF EACH DAY'S WORK.
4. THE EROSION CONTROL PLAN IS CONSIDERED A DYNAMIC PLAN. THE CONTRACTOR MAY MAKE CHANGES AS NECESSARY TO MEET PERMIT REQUIREMENTS. ANY CHANGES OR DELETION SHALL BE RECORDED AND KEPT ON SITE AT ALL TIMES.
5. ANY FINES IMPOSED UPON THE OWNER BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT (KDHE) DUE TO IMPROPER EROSION CONTROL PRACTICES SHALL BE REIMBURSED BY THE CONTRACTOR.
6. CONTAMINATED SOILS SHALL BE IMMEDIATELY PLACED IN TRUCKS FOR HAULING OFF SITE. NO CONTAMINATED SOILS SHALL BE STOCKPILED ON SITE. EROSION CONTROL MEASURES TO AVOID THE DISCHARGE OF CONTAMINANTS SHALL BE IN ACCORDANCE WITH THE GENERAL NPDES PERMIT PART 7.

PROJECT DISTURBED AREA = 6.8 ACRES.

### 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.

Saved: 06-24-2015 10:56:46 AM by CJE  
 Plot: 11-04-2015 12:20:15 27% Plot by CJE  
 US: Wichita-Forest(2013)134831(001)Wichita(000000)134831-001-C6.1 EROSION CONTROL PLAN



**GLMV Architecture**  
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# CITY OF WICHITA ADVANCED LEARNING LIBRARY

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3	3/31/16	ADDENDUM NO. 3
MARK	DATE	DESCRIPTION

## EROSION CONTROL DETAILS

PROJECT NO: 14016.000  
 DATE: 12/23/15  
 DRAWN BY: CSL/CJE  
 C6.2  
 SHEET OF



PROFESSIONAL ENGINEERING CONSULTANTS P.A.  
 303 SOUTH TOPEKA WICHITA, KS 67202  
 316-262-2891 www.pec1.com



**CITY OF WICHITA**  
 PUBLIC WORKS & UTILITIES  
 ENGINEERING DIVISION

REVISION DATE: MAY 2013

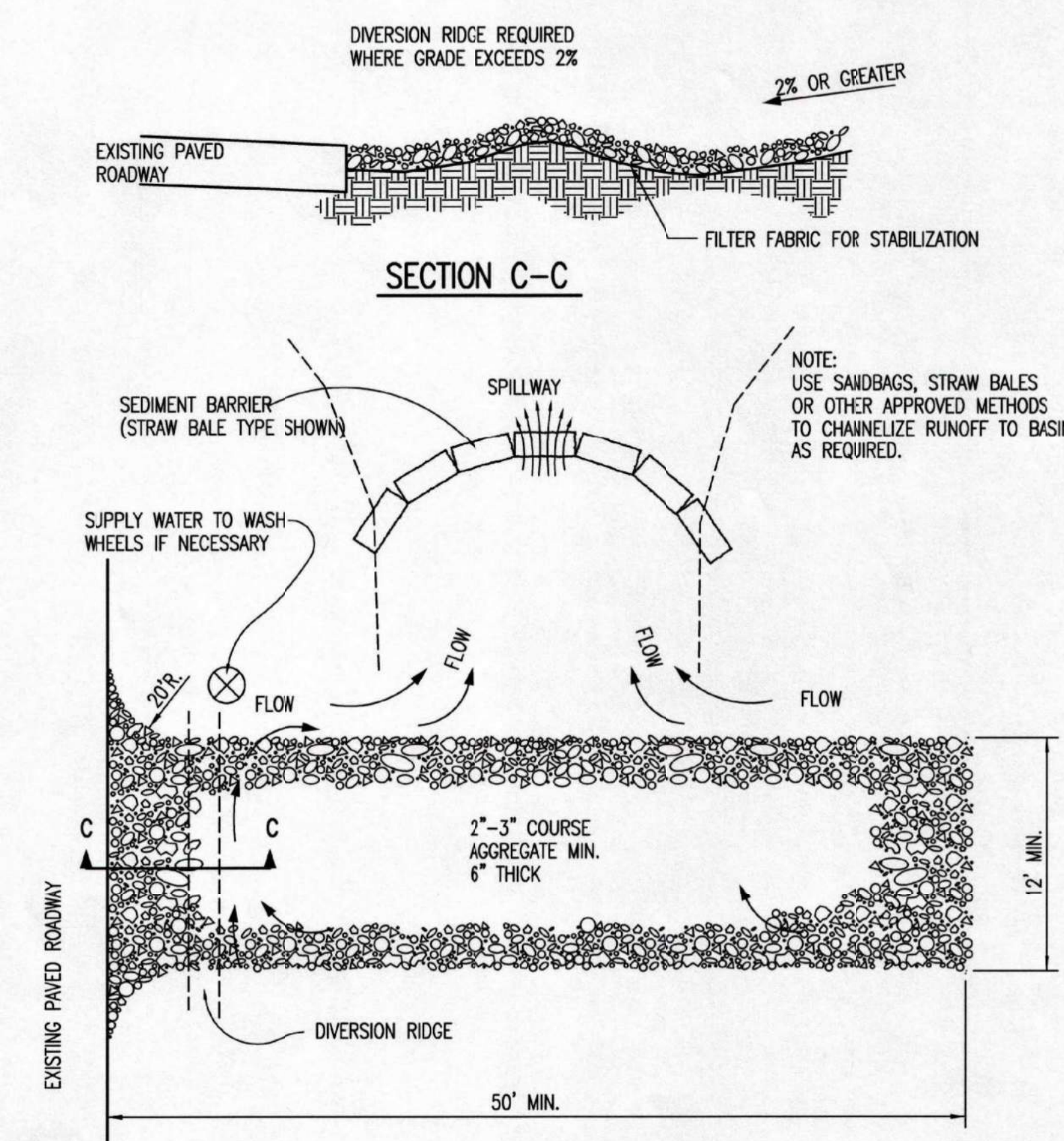
**BACK OF CURB PROTECTION,  
 CURB INLET PROTECTION AND  
 CONSTRUCTION ENTRANCE**

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

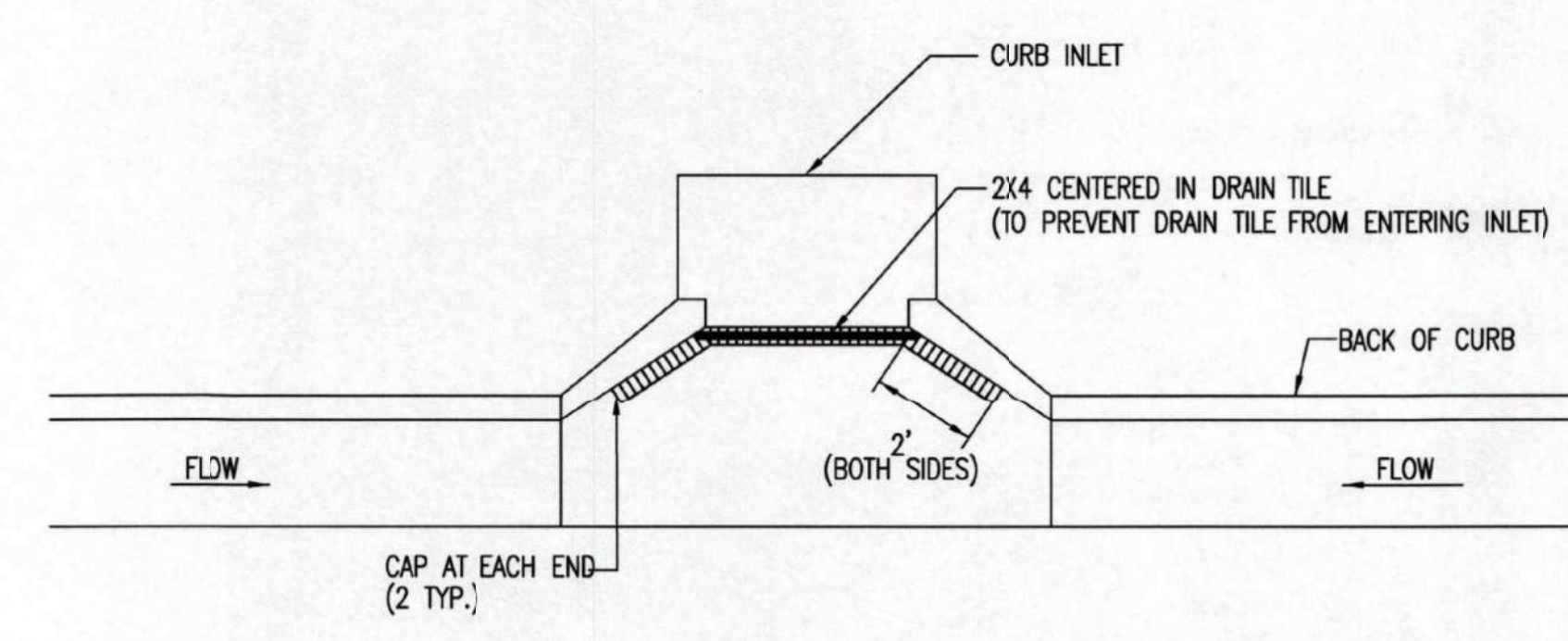
PROJECT NUMBER	OCA NUMBER	DATE

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

SHEET

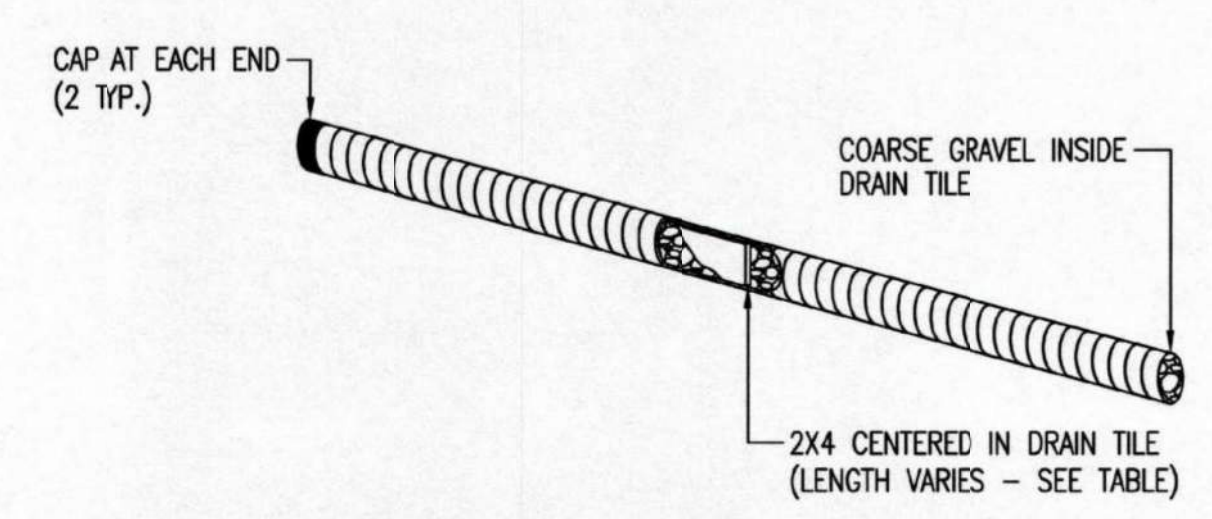


- GENERAL NOTES**
1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
  2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE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

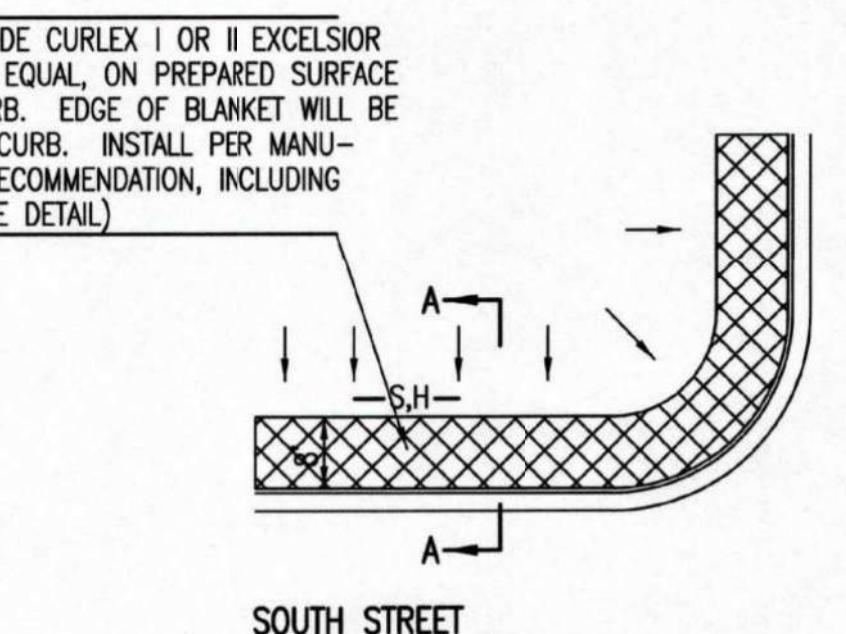
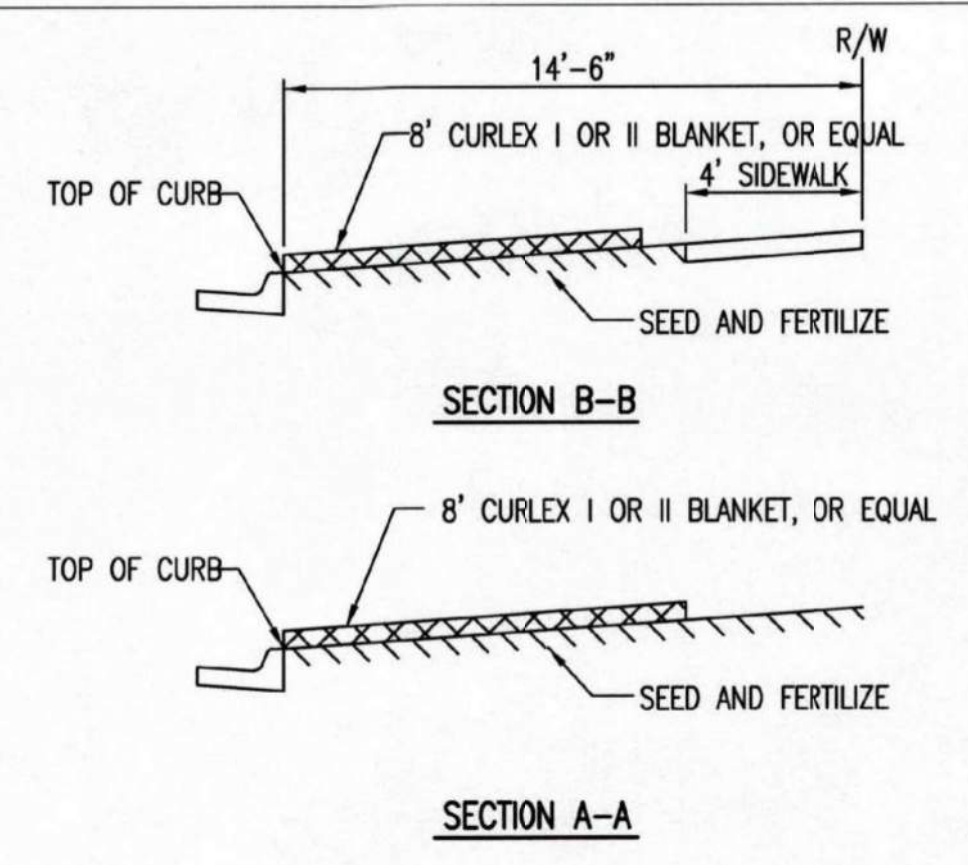


NOTE: PLACE 4\"/>

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\"/>

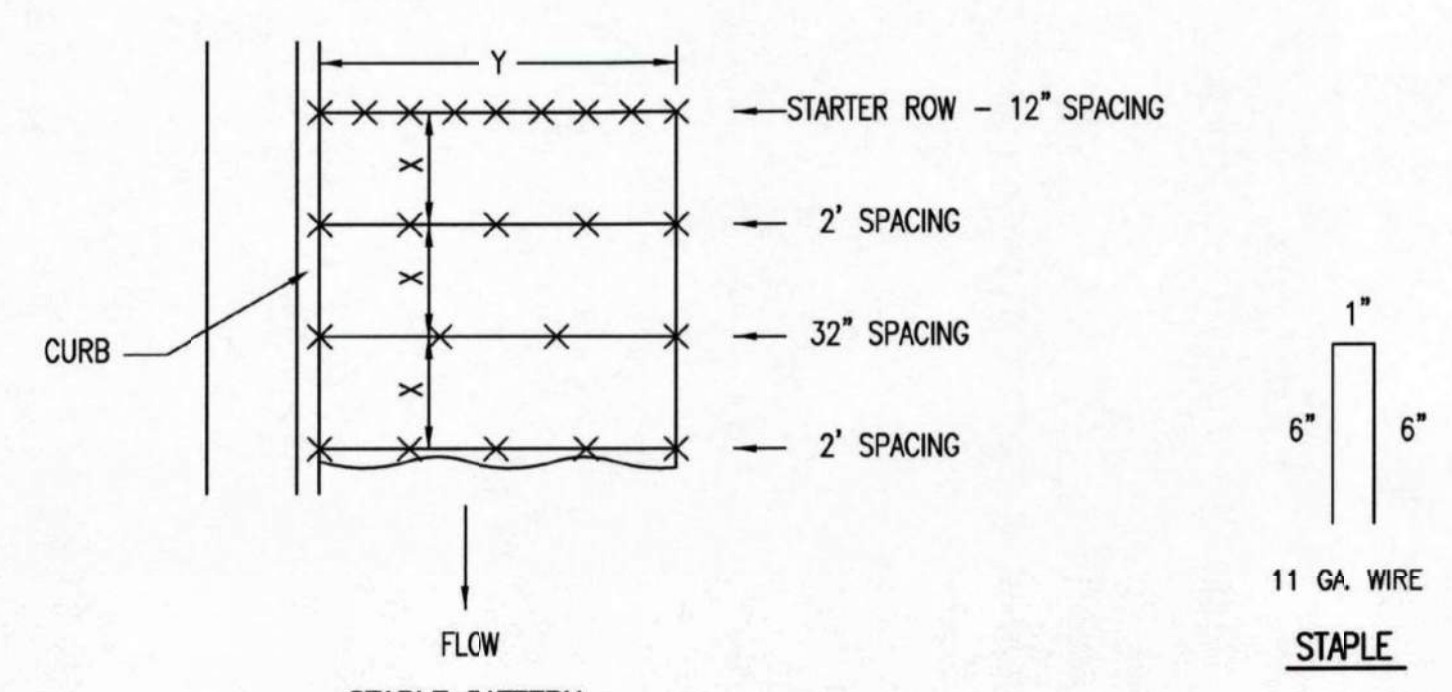


INSTALL 8\"/>

INSTALL 8\"/>

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

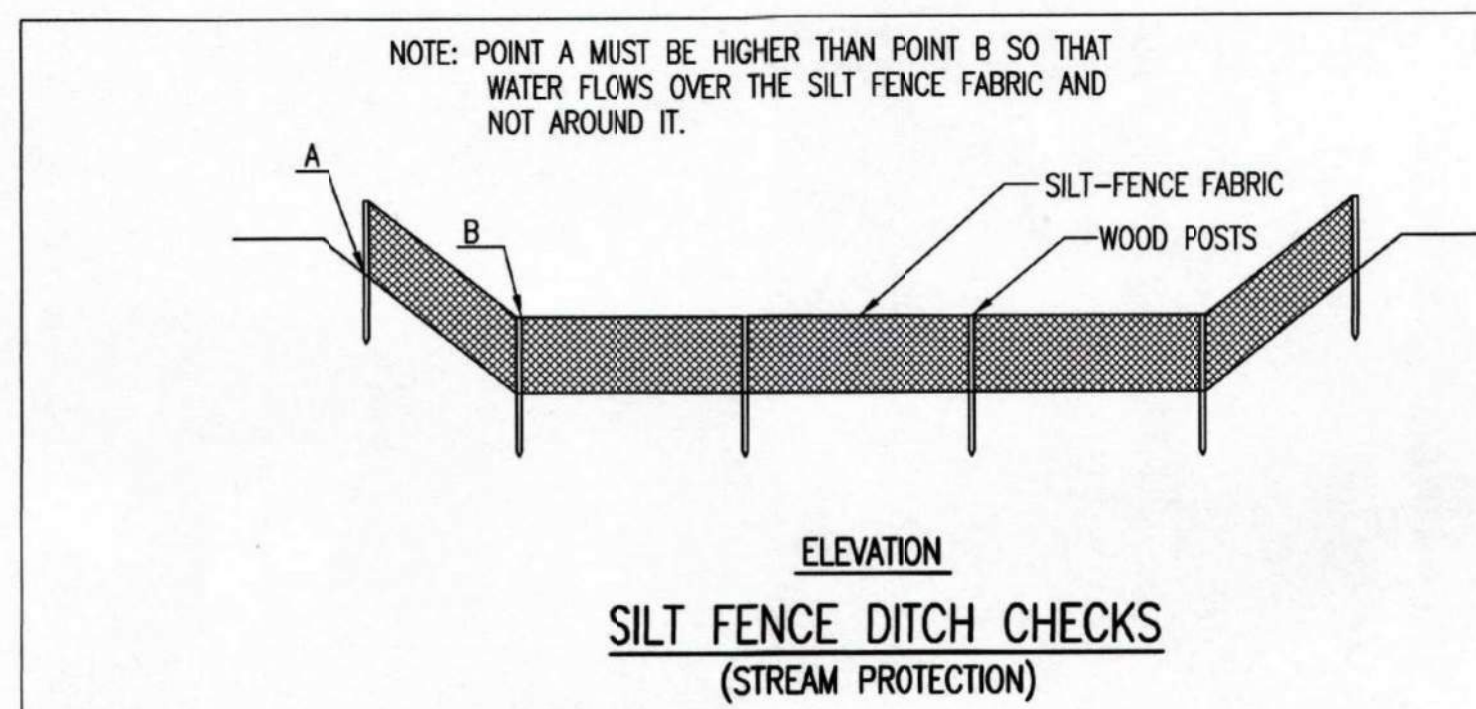
**BACK OF CURB PROTECTION DETAIL**



**STAPLE PATTERN**  
 NOTES: USE 6\"/>

**DETAILS FOR APPROVED EROSION CONTROL MAT**

Saved: 06-27-2016 11:07:02 AM by GJE  
 U:\Projects-Files\2015\1483\001\Main\Drawings\1483-001-C6.2 EROSION CONTROL DETAILS



**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 SILT FENCE 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 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.

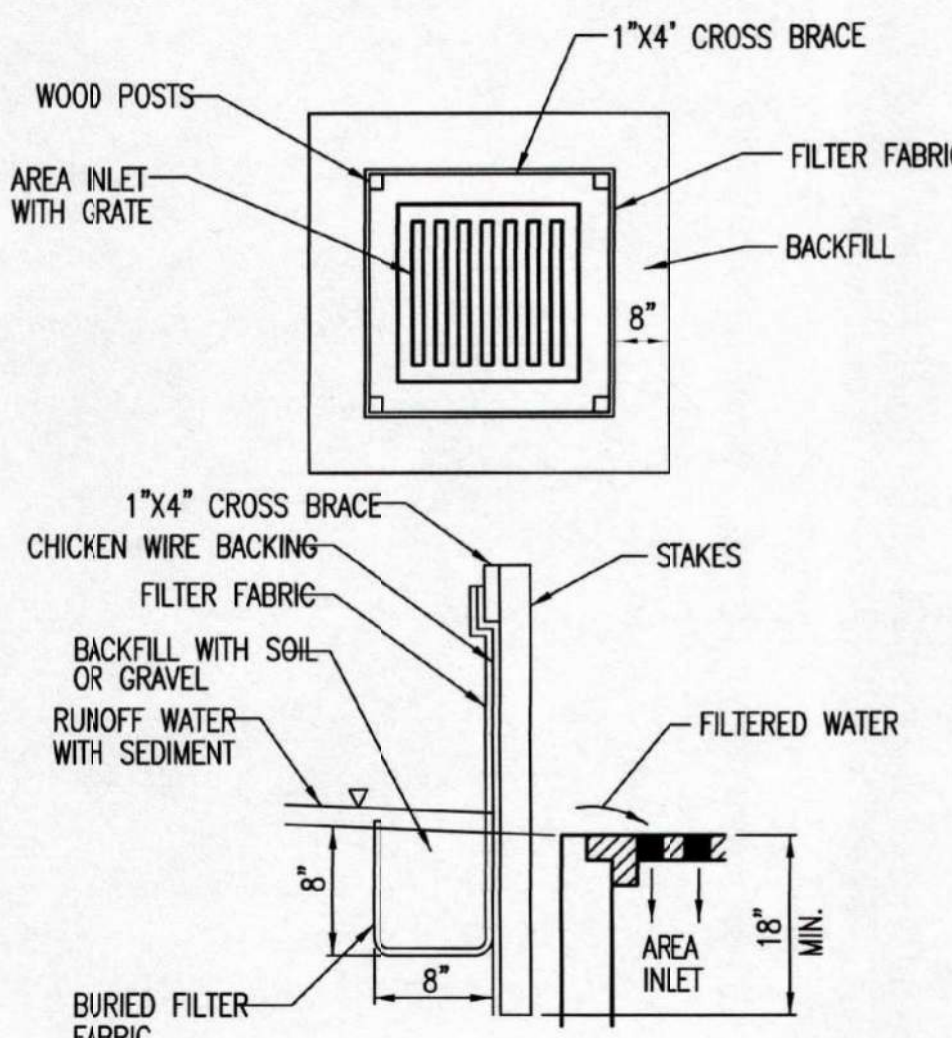
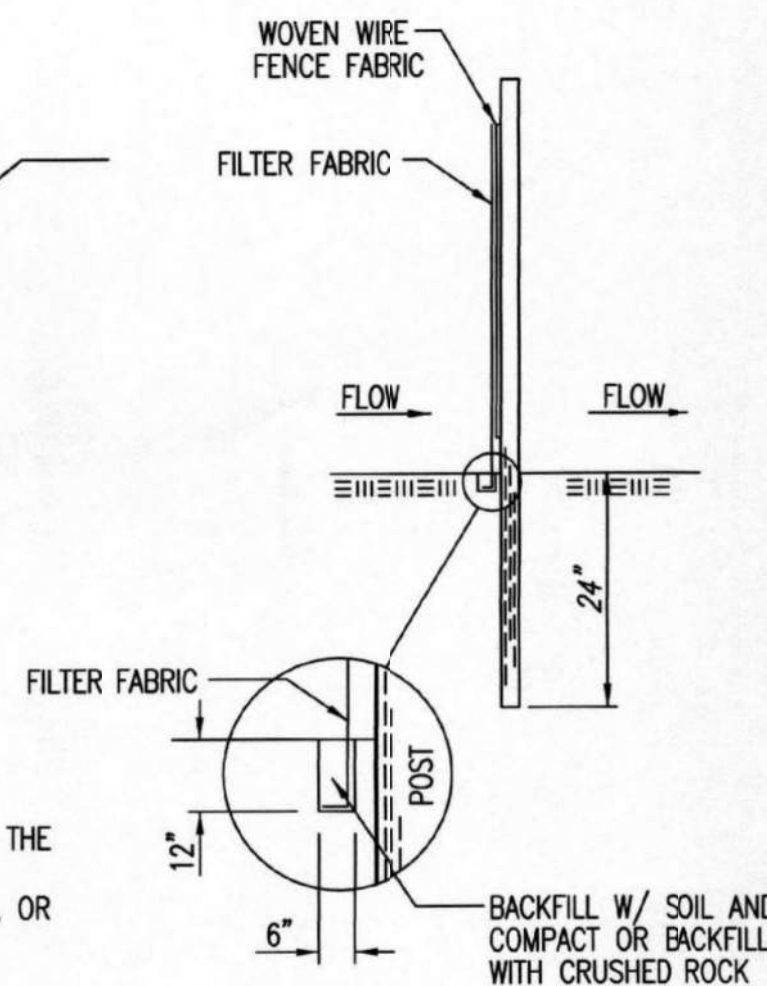
**LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:**

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 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.

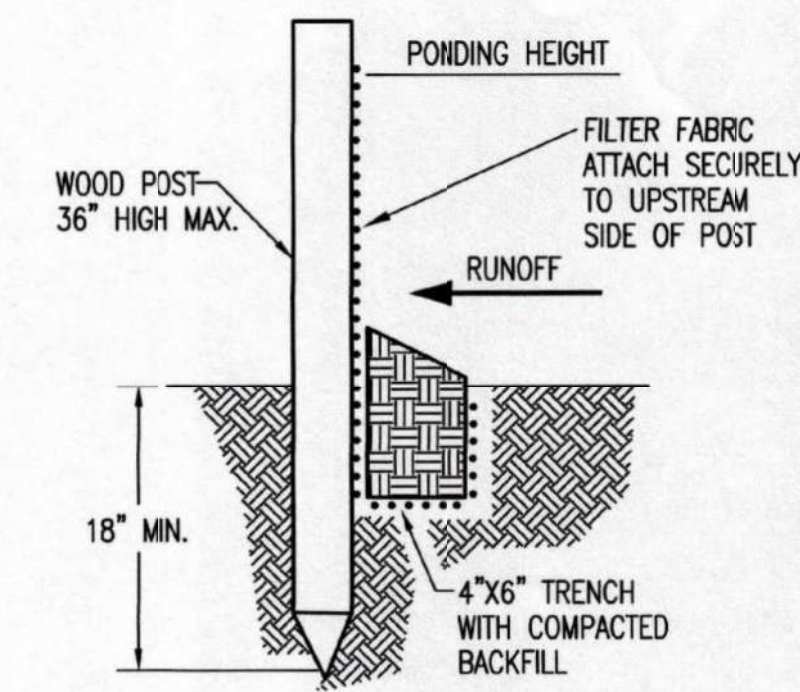
**LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:**

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

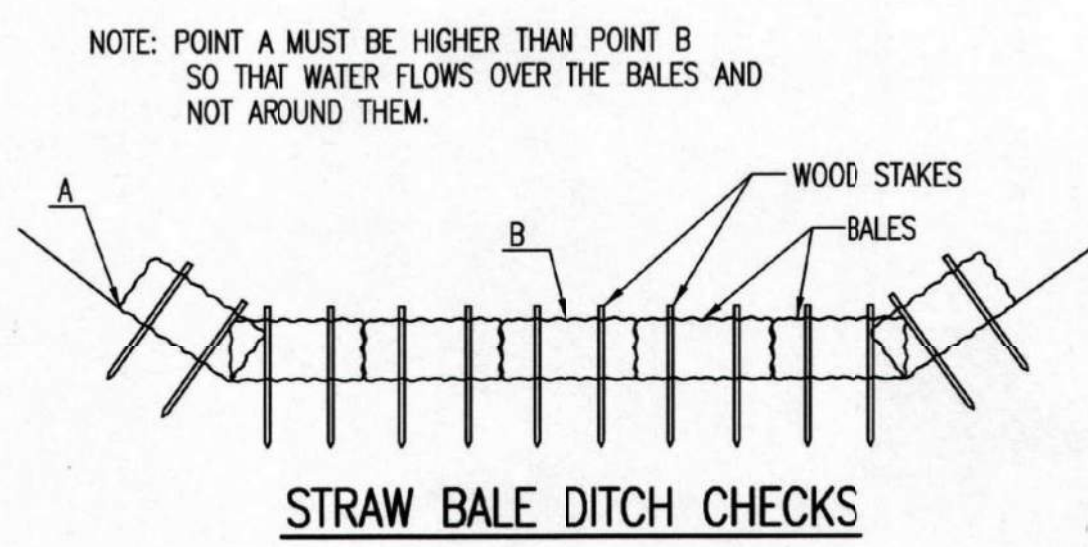
<p><b>CITY OF WICHITA</b> PUBLIC WORKS &amp; UTILITIES ENGINEERING DIVISION</p>		<p><b>SILT FENCE DITCH CHECK AND BARRIER DETAILS</b></p>	
		<p>CITY ENGINEER <b>GARY JANZEN, P.E.</b></p>	
PROJECT NUMBER	QA NUMBER	DATE	
CITY ENGINEER'S OFFICE		SHEET	
<p>CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501</p>			



SW-502

MARK	DATE	DESCRIPTION
12	8/5/16	ASI 001
	6/8/16	RFI NO. 4
11	6/7/16	CITY COMMENTS
6	4/7/16	ADDENDUM NO. 6
5	4/5/16	ADDENDUM NO. 5
3	3/31/16	ADDENDUM NO. 3

**EROSION CONTROL  
DETAILS**



**STRAW BALE DITCH CHECKS**

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

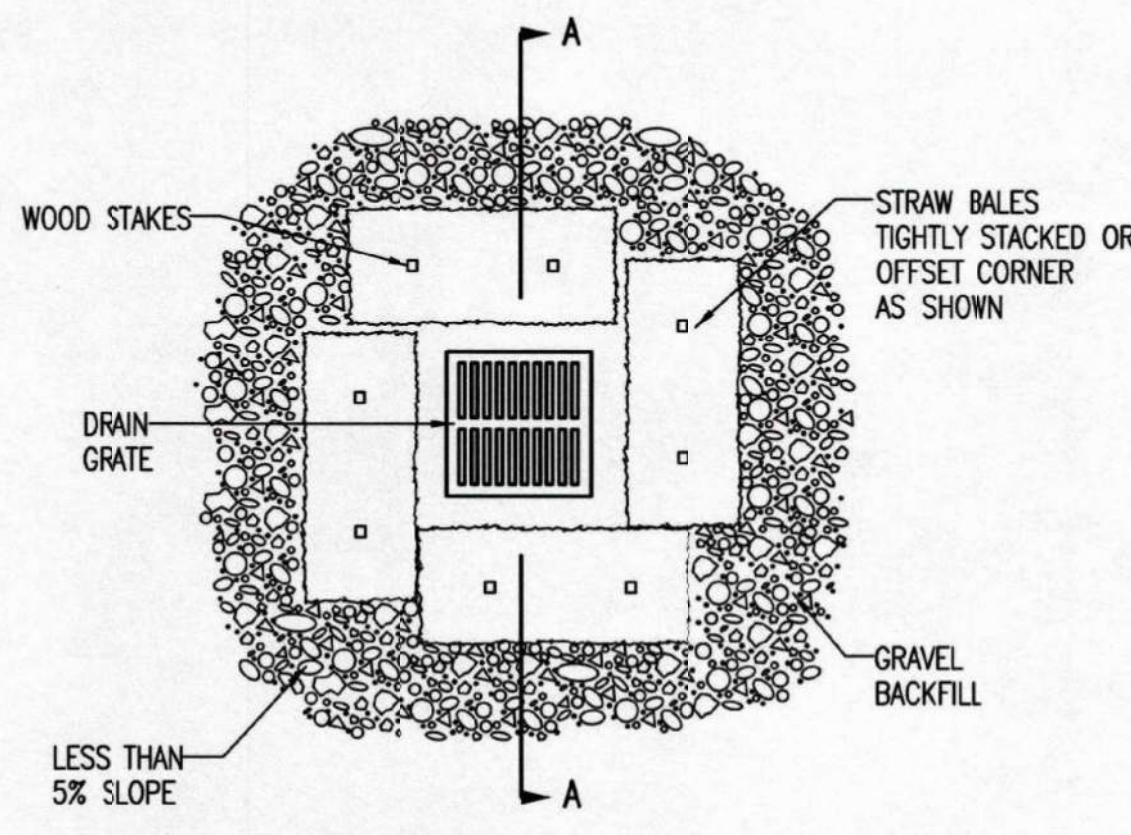
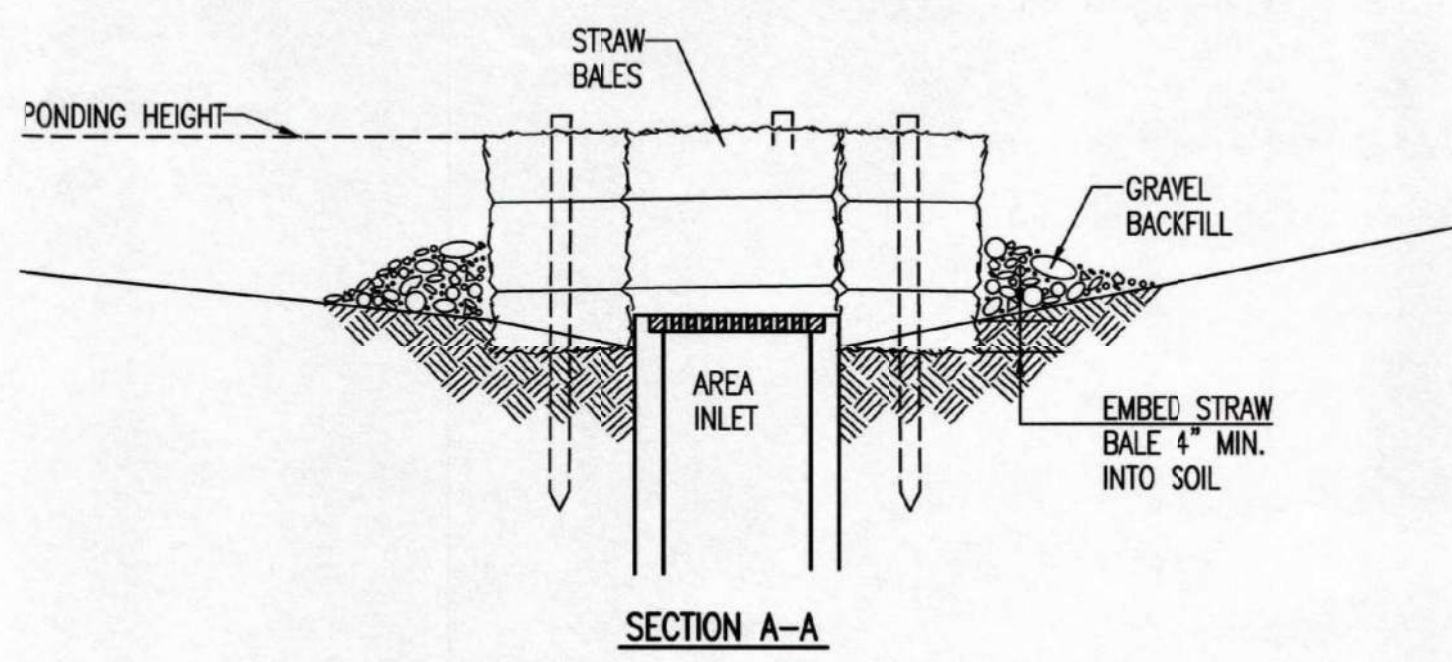
**PLACEMENT:**  
 BALE DITCH CHECKS SHOULD BE PLACED PERPENDICULAR TO THE FLOWLINE OF THE DITCH. THE DITCH CHECK SHOULD EXTEND FAR ENOUGH SO THAT THE GROUND LEVEL AT THE ENDS OF THE CHECK IS HIGHER THAN THE TOP OF THE LOWEST CENTER BALE. THIS PREVENTS WATER FROM FLOWING AROUND THE CHECK.  
 STRAW BALE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

DITCH CHECK SPACING (%)	CHECK SPACING (FEET)
0.5	300
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)**

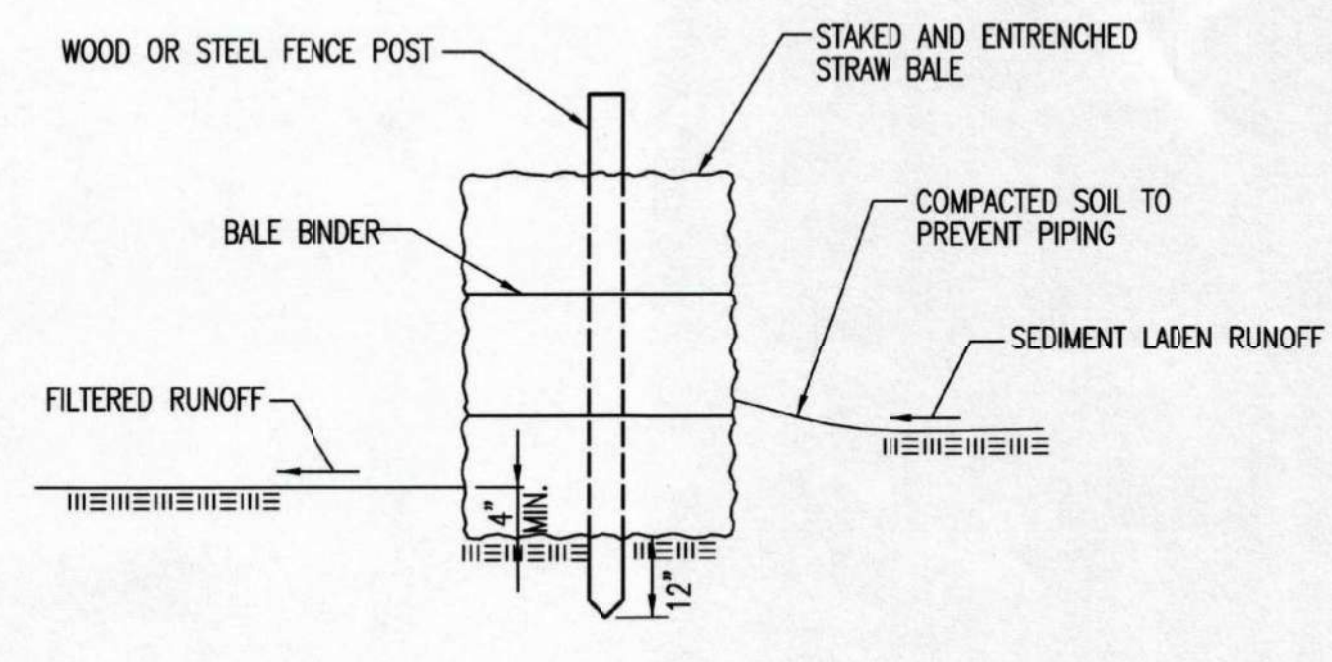
**MATERIAL SPECIFICATION:**  
 BALE AREA INLET BARRIERS SHOULD BE CONSTRUCTED OF WHEAT STRAW, OAT STRAW, PRAIRIE HAY, OR BROMEGRASS HAY THAT IS FREE OF WEEDS DECLARED NOXIOUS BY THE KANSAS STATE BOARD OF AGRICULTURE. THE STAKES USED TO ANCHOR THE BALES SHOULD BE A HARDWOOD MATERIAL WITH THE FOLLOWING 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 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 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: 1955 PPW  
 OCA NUMBER: \_\_\_\_\_  
 DATE: \_\_\_\_\_

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

SHEET: C6.4

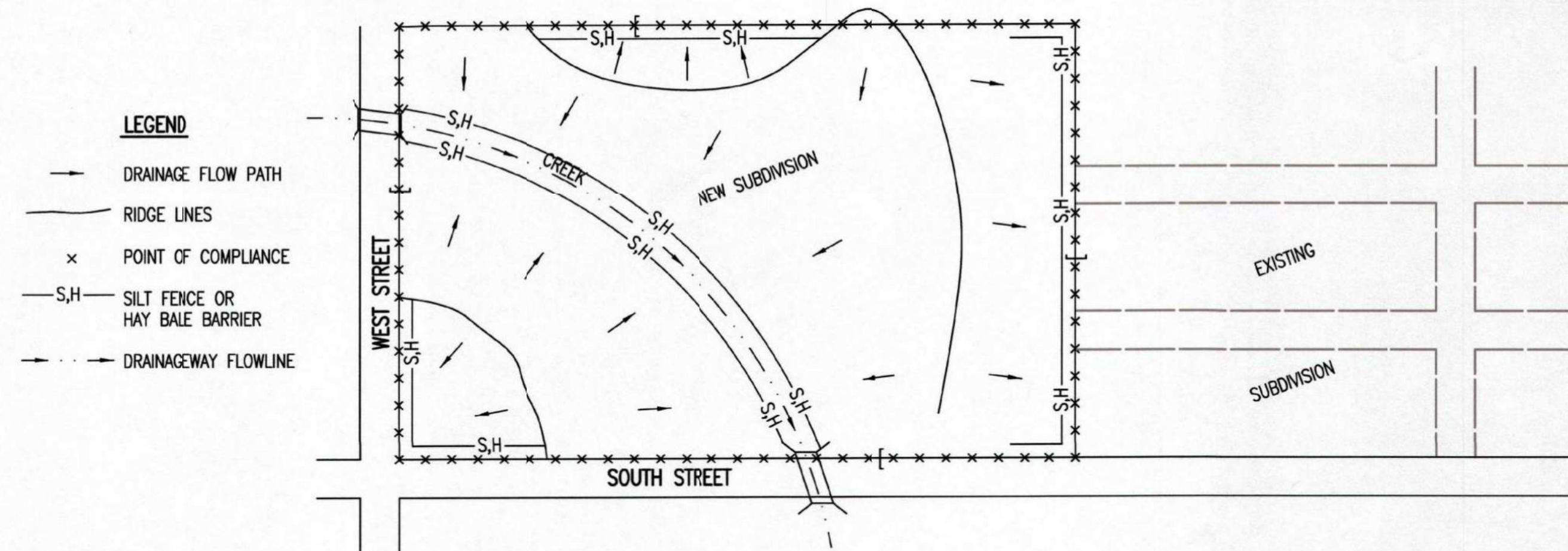


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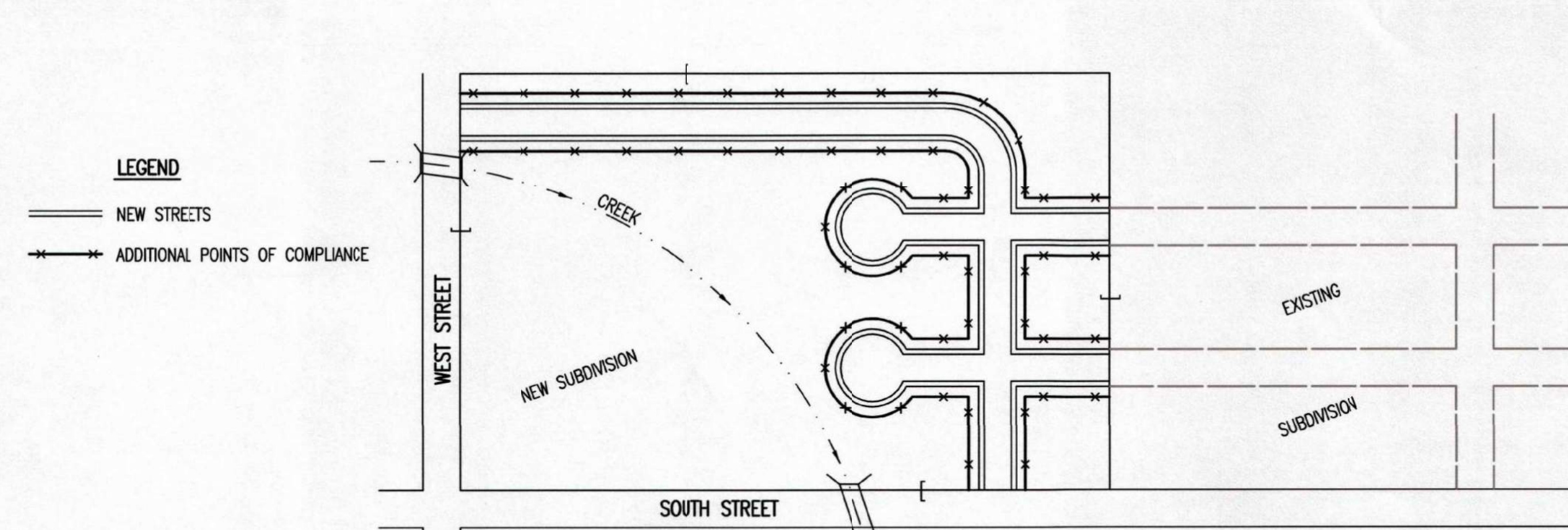


**PHASE 1 – INITIAL EARTHWORK AND UTILITIES (EXCEPT STORM SEWER)**



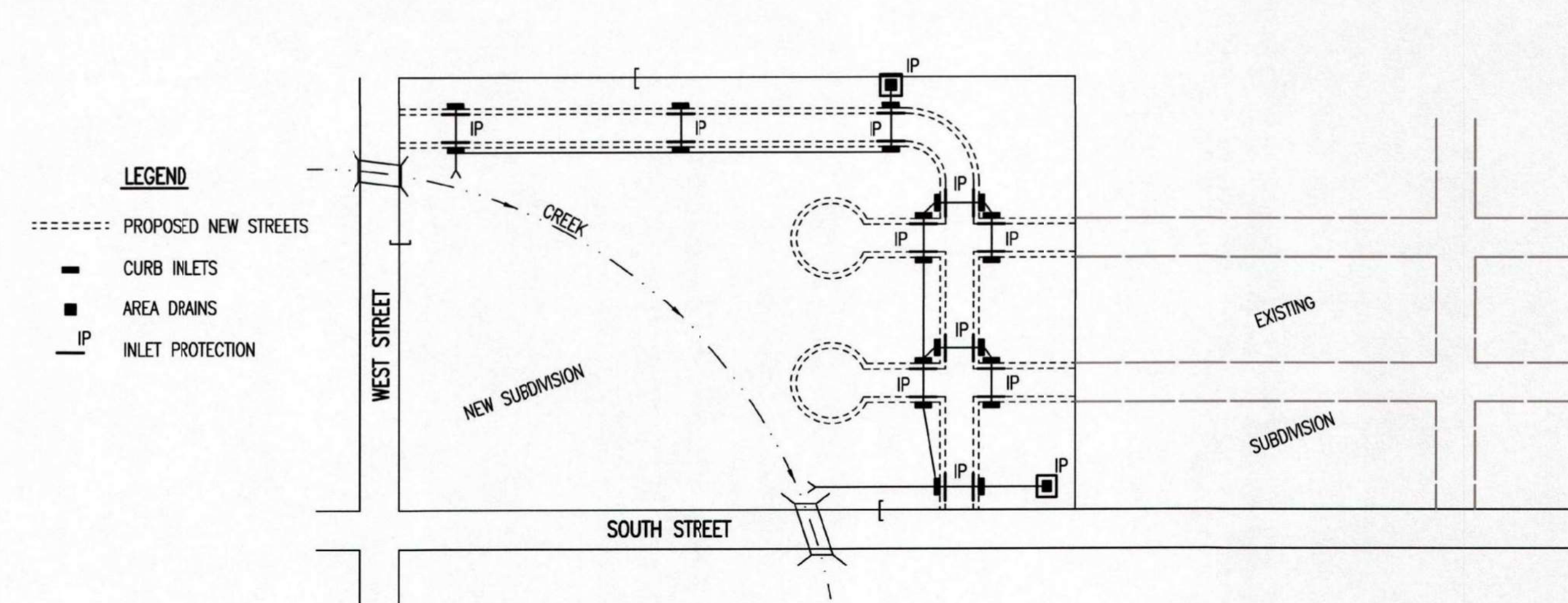
- DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM THE SITE. SHOULD LAKES BE CONSTRUCTED WITHIN THE SUBDIVISION THAT WILL DISCHARGE DURING STORMS, THEY ARE ALSO A POINT OF COMPLIANCE.
- HAY BALES OR SILT FENCE MUST BE CONSTRUCTED ALONG THE PROPERTY LINE WHERE ON SITE WATER CAN DRAIN OFF THE PROPERTY. THESE EROSION CONTROL DEVICES WILL ALSO BE INSTALLED ALONG ANY DRAINAGE DITCH OR LAKE THAT CAN DISCHARGE.
- SHOULD SILT OR SEDIMENT ENTER THE DITCHES OR STREETS ON THE ADJACENT BOUNDARY STREETS, APPROPRIATE EROSION CONTROL DEVICES WILL BE PLACED WITHIN THE SUBDIVISION TO PREVENT THIS.
- ANY MUD TRACKED ONTO ADJACENT STREETS WILL BE REMOVED WITHIN 48 HOURS OR BY FRIDAY AT 6:00 PM, WHICHEVER IS EARLIER.
- CONTRACTORS WORKING WITHIN THE SITE WILL NOT BE REQUIRED TO USE INDIVIDUAL EROSION CONTROL DEVICES AS LONG AS THOSE SPECIFIED ABOVE ARE IN PLACE AND EFFECTIVE. CONTRACTORS WORKING ON THE BOUNDARY LINE STREETS OR ON ADJACENT PROPERTIES TO EXTEND UTILITIES ARE EXPECTED TO USE EROSION CONTROL DEVICES AT THEIR WORK LOCATIONS, AS NEEDED.
- UTILIZE STABILIZED CONSTRUCTION ENTRANCE AT ENTRANCE AND EXIT ONTO ANY EXISTING PUBLIC STREETS.
- IF THE INITIAL EARTH WORK AND UTILITIES ARE DONE AS PART OF A PUBLIC IMPROVEMENT PROJECT, THESE EROSION CONTROL DEVICES WILL BE INSTALLED BY THE CONTRACTOR AS SPECIFIED IN THE INDIVIDUAL PROJECT CONTRACTS. THE CONTRACTOR WILL MAINTAIN THE DEVICES UNTIL COMPLETION OF THE CONTRACT, AT WHICH TIME THE DEVELOPER WILL ASSUME MAINTENANCE RESPONSIBILITIES. IF THESE CONTRACTS ARE NOT PUBLIC IMPROVEMENT PROJECTS, THE DEVELOPER WILL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THESE DEVICES.
- WITHIN 14 DAYS OF COMPLETION OF EARTHWORK ACTIVITIES IN ANY GIVEN AREA, THAT AREA SHALL BE TEMPORARILY OR PERMANENTLY SEEDED AND MULCHED.

**PHASE 3 – STREET CONSTRUCTION**



- DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, NEW STREETS ARE INSTALLED. ALL EROSION CONTROL DEVICES INSTALLED DURING PHASE 1 AND 2 MUST STILL BE MAINTAINED. THE POINT OF COMPLIANCE NOW SHIFTS TO THE BACK OF CURB ALONG EACH STREET.
- CURB OPENING INLET PROTECTION:
  - SUMP AREAS – INLET PROTECTION SHALL BE PROVIDED WHEN STREET SUBGRADE WORK IS COMPLETED.
  - NON-SUMP LOCATIONS – PROVIDE INLET PROTECTION AS SOON AS BASE COURSE ASPHALT IS INSTALLED, BEFORE THE SURFACE COURSE LIFT.
- EROSION CONTROL DEVICES WILL BE REQUIRED BACK OF CURB WHEREVER WATER CAN FLOW OVER THE CURB AND THE CURB HAS BEEN BACKFILLED TO WITHIN 3" OR LESS OF THE TOP OF CURB (SEE CURB BACKFILL DETAIL). FOR CURBS NOT YET ENTIRELY BACKFILLED (3" OR MORE BELOW TOP OF CURB), ADDITIONAL DEVICES WILL BE REQUIRED AT POINTS WHERE WATER BREAKS OVER CURB WHICH COULD RESULT IN THE PLACEMENT OF SEDIMENT IN THE GUTTER.
- SEE DETAIL SHEET FOR BACK OF CURB PROTECTION.
- THE BACK OF CURB PROTECTION SPECIFIED ON THIS PLAN MAY HAVE TO BE SUPPLEMENTED WITH HAY BALE OR SILT FENCE EROSION CONTROL DEVICES AT LOCATIONS WHERE CONCENTRATED FLOW RESULTS IN SEDIMENT BEING CARRIED OVER THE EXCELSIOR MATS.
- THE STREET CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING BACK OF CURB EROSION CONTROL DEVICES.
- THE INDIVIDUAL LOT OWNERS WILL BE RESPONSIBLE FOR MAINTAINING THE BACK OF CURB EROSION CONTROL DEVICES IN FRONT OF THEIR LOTS UNTIL SUCH TIME AS ADJACENT DISTURBED EARTH IS STABILIZED WITH GRASS OR SOD.

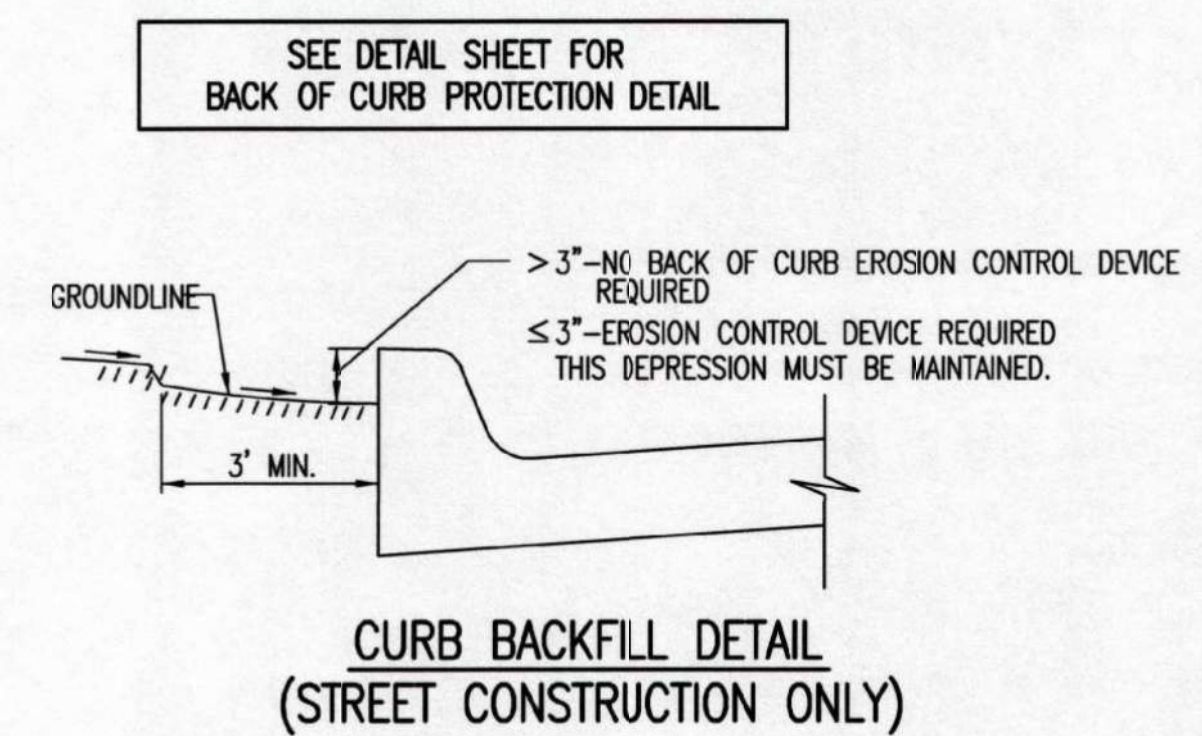
**PHASE 2 – INSTALLATION OF STORM SEWER**



- DURING THIS PHASE OF SUBDIVISION DEVELOPMENT, ALL EROSION CONTROL DEVICES REQUIRED IN PHASE 1 SHALL REMAIN IN PLACE AND BE MAINTAINED.
- AS NEW STORM SEWERS, WITH INLETS, ARE INSTALLED, THE STORM SEWERS MUST NOW BE PROTECTED SO ALL NEW INLETS BECOME POINTS OF COMPLIANCE.
- AREA DRAINS – AS SOON AS WATER CAN FLOW INTO THESE DRAINS, HAY BALE OR SILT FENCE PROTECTION WILL BE INSTALLED AROUND THEM.
- CURB OPENING INLETS – AS SOON AS WATER CAN FLOW INTO THESE DRAINS, INLET PROTECTION DEVICES MUST BE INSTALLED. IF WATER CANNOT FLOW INTO CURB INLETS UNTIL STREET CONSTRUCTION IS COMPLETE, THEN STREET CONTRACTOR WILL INSTALL INLET PROTECTION. SEE PHASE 3 – STREET CONSTRUCTION.
- THE STORM SEWER CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING THESE DEVICES.
- THE SUBDIVISION DEVELOPER WILL MAINTAIN THESE EROSION CONTROL DEVICES ONCE INSTALLED.
- ALL DISTURBED GROUND WILL BE FINAL GRADED AND TEMPORARILY OR PERMANENTLY SEEDED WITHIN 14 DAYS IF COMPLETION OF WORK IN ANY GIVEN PART OF THE SUBDIVISION.
- ONCE ALL DISTURBED GROUND DRAINING TO AN INLET HAS BEEN RESTABILIZED WITH GRASS OR SOD, THE SUBDIVISION DEVELOPER WILL BE RESPONSIBLE FOR PERMANENTLY REMOVING THE INLET PROTECTION.

**GENERAL NOTES**

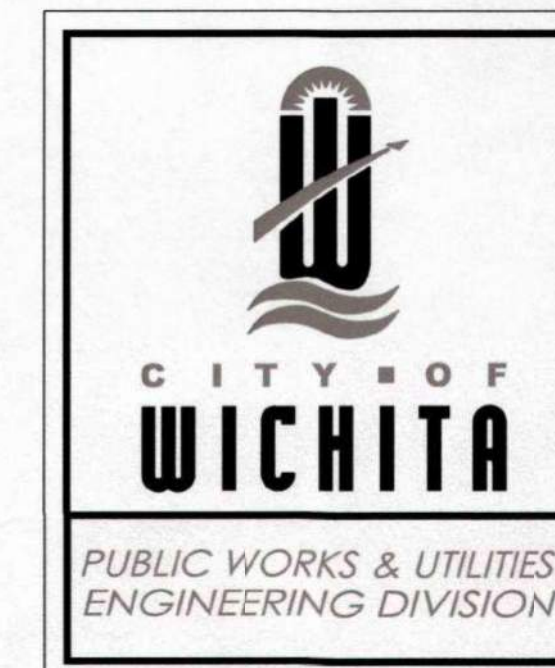
- THE INTENT OF ALL EROSION CONTROL DEVICES IS TO PREVENT ERODED SOIL FROM ENTERING DITCHES, STORM SEWERS, LAKES, STREETS OR ANY OTHER OTHER DRAINAGE FEATURE.
- THIS SHEET IS INTENDED TO PROVIDE GUIDELINES AS TO WHAT TYPE OF EROSION CONTROL DEVICES WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS. CONTRACTORS ARE EXPECTED TO BID PROJECTS ACCORDINGLY.
- EROSION CONTROL DEVICES SHALL BE MAINTAINED DURING THE CONSTRUCTION PROCESS TO REMAIN EFFECTIVE. MAINTENANCE SHALL BE AS INDICATED ON SOIL EROSION BMP'S DETAIL SHEETS.
- PERSONS DESTROYING EROSION CONTROL DEVICES SHALL BE RESPONSIBLE FOR IMMEDIATELY REPAIRING THEM OR INSTALLING SUITABLE REPLACEMENT DEVICES.
- THE DEVELOPMENT OF ANY SUBDIVISION THAT DISTURBS 1 ACRE OR MORE WILL REQUIRE A FEDERAL/STATE NPDES STORMWATER PERMIT. THE PREPARATION OF A STORMWATER POLLUTION PREVENTION PLAN IS REQUIRED. EROSION CONTROL DEVICES ARE REQUIRED. THE DETAILS SHOWN ON THIS SHEET ARE THE MINIMUM STANDARDS TO BE SHOWN ON POLLUTION PREVENTION PLANS.
- FOR SUBDIVISIONS SMALLER THAN 1 ACRE, SOIL EROSION DEVICES ARE REQUIRED. ALSO, DEVELOPERS AND CONTRACTORS ARE ENCOURAGED TO DEVELOP POLLUTION PREVENTION PLANS FOR EACH PROJECT PRIOR TO CONSTRUCTION.
- FAILURE TO USE AND MAINTAIN SOIL EROSION DEVICES IS A VIOLATION OF SECTION 16.32 OF THE CITY CODE AND WILL SUBJECT THE SUBDIVISION DEVELOPER AND CONTRACTORS TO THE PENALTIES PROVIDED THEREIN.
- THE APPLICATION OF EROSION CONTROL DEVICES SHOWN ON THIS SHEET IS FOR SITUATIONS NORMALLY ENCOUNTERED. FROM TIME TO TIME, SITUATIONS WILL ARISE THAT MAY REQUIRE DEVICES OTHER THAN THAT SHOWN. EROSION CONTROL DEVICES, OTHER THAN THOSE SHOWN, MAY BE UTILIZED SO LONG AS THEY ARE EFFECTIVE AND MAINTAINED.
- A STABILIZED EARTH SURFACE IS DEFINED AS ONE THAT IS HARD SURFACED WITH CONCRETE, ASPHALT, OR THE LIKE, OR ONE ON WHICH 70% OF THE GRASS HAS GERMINATED ON THE ENTIRE SURFACE.



**CURB BACKFILL DETAIL  
(STREET CONSTRUCTION ONLY)**

THIS IS A TEMPORARY MEASURE ONLY. WHEN APPROVED BY THE PROJECT ENGINEER, THE DIRT GRADE BEHIND THE CURB SHALL BE BROUGHT TO THE TOP OF CURB, WITH TEMPORARY EROSION CONTROL MAT OR PERMANENT VEGETATION PLACED, PRIOR TO THE COMPLETION OF ALL PROJECTS.

REVISION DATE: MAY 2013



<b>SUBDIVISION DEVELOPMENT PROCESS</b>	
CITY ENGINEER <b>GARY JANZEN, P.E.</b>	
PROJECT NUMBER 1955 PPW	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501	SHEET C6.6

SW-505

**CITY OF WICHITA  
 ADVANCED LEARNING LIBRARY  
 McLean & 2nd Street Wichita, KS**

12	8/5/16	ASI 001
	6/8/16	RFI NO. 4
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MARK	DATE	DESCRIPTION

**EROSION CONTROL DETAILS**

PROJECT NO: 14016.000	<b>C6.6</b>
DATE: 12/23/15	
DRAWN BY: CSL/CAF	
CHK'D BY:	SHEET OF