

GENERAL NOTES:

1. The Contractor shall comply with all applicable safety regulations. All construction shall be completed following current City Standard Specifications and Special Provisions.

2. Contractor will be required to provide notice to utility companies a minimum of seventy-two (72) hours prior to any excavation, as follows:

Kansas One-Call 687-2470

The Contractor must notify the following in case of an emergency:

AT&T 1-800-246-8464
Black Hills Energy 1-800-694-8989
City of Wichita Water & Sewer 1-316-219-8921
City of Wichita Stormwater 1-316-268-4090
City of Wichita Traffic 1-316-268-4034
Cox Communications 1-888-249-3530
Kansas Gas Service 1-888-482-4950
Evergy 1-800-544-4857

3. Utility service lines, poles, etc. are to be adjusted as necessary by others prior to construction unless the plans specifically call for their adjustment by the Contractor or unless the plans specifically identify a utility to be adjusted by its owner during construction. Existing utilities and their location, as shown on the plans, represent the best information obtainable for design. The Contractor will be required to work around existing utilities within the right-of-way which do not conflict with proposed construction.

4. Rubble from the removal of miscellaneous structures and excess excavation which is to be wasted shall be disposed of on sites to be provided by the Contractor. These sites shall be approved by the Engineer as to suitability, appearance and site location. Locations, in the opinion of the Engineer, that will leave an unsightly appearance will not be approved. All disposal sites must be approved by the Kansas Department of Health and Environment. Material either stockpiled or disposed of in a flood plain will require a Kansas State Board of Agriculture permit. Any material dumped in waters of the United States or wetlands is subject to U.S. Corps. of Engineers permitting regulations. Any material buried or stockpiled beyond approved construction limits will require additional archaeological investigations unless buried in a previously approved borrow location.

5. Trees and shrubs in public right-of-way which are in direct conflict with proposed new construction shall be removed by the Contractor with the City Engineer's approval. Trees and shrubs which are not in direct conflict with proposed new construction shall be saved and protected from damage.

6. The Contractor shall give all property owners and/or tenants of developed property abutting the construction of this project a minimum of ten (10) days notice prior to start of construction.

7. The Contractor shall be responsible for preserving property irons. The Contractor will be required to re-establish any property irons which are damaged or destroyed by his construction operations. Such irons shall be re-established by a licensed land surveyor in accordance with state laws.

8. The Engineering Division shall field locate water valves one time during construction when requested by the Contractor. It shall be the Contractor's responsibility to preserve such field locations during the construction process. Water valves, valve boxes or fire hydrants damaged during construction shall be repaired by Contractor at his own expense. Valve boxes and water meters within the project limits shall be adjusted to match final grades by the contractor.

9. All elevations shown are NAVD 88.

10. All areas disturbed during construction that will not be under proposed pavement shall be restored to match existing conditions.

11. 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.

12. If traffic will be impacted by construction, a traffic control plan must be submitted and approved by the City Traffic Engineer, Mike Armour at traffic@wichita.gov before construction can begin. The Contractor shall be responsible for all traffic control measures to facilitate construction. All construction zone markings and signage shall conform to the latest version of the Manual on Uniform Traffic Control Devices (MUTCD) as published by the US Dept. of Transportation, Federal Highway Administration. All costs associated with construction markings and signage shall be the Contractors responsibility. All traffic control devices in the work zone (including markings and signs) and their installation and maintenance shall comply with the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). All traffic control devices in the traveled way or clear zone shall be crashworthy (NCHRP Report 350 or MASH compliant). http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/wzd

13. 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.

14. Except when required for safety, traffic control shall not block any lanes or sidewalks when work is not being performed.

15. Traffic lane blockages more than four hours may need permitted. Call 316-268-4501 City of Wichita Traffic Engineering to determine requirements and request permit.

16. All areas within Reserves shall be seeded and mulched as follows (Permanent Seeding):
SEED -- Kansas Premium Fescue Blend; 8#/1000 Sq. Ft.
Rye grass(PLS); 3#/1000 Sq. Ft. and FERTILIZER -- 12-24-12 Ratio at 350Lbs/Ac. MULCH -- 2 Tons Prairie Hay / Acre -- where E.C. Mat not specified.

All other disturbed areas not in street R/W are to be seeded as follows (Temporary Seeding):
SEED -- Rye grass (PLS) --5#/1000 Sq. Ft.

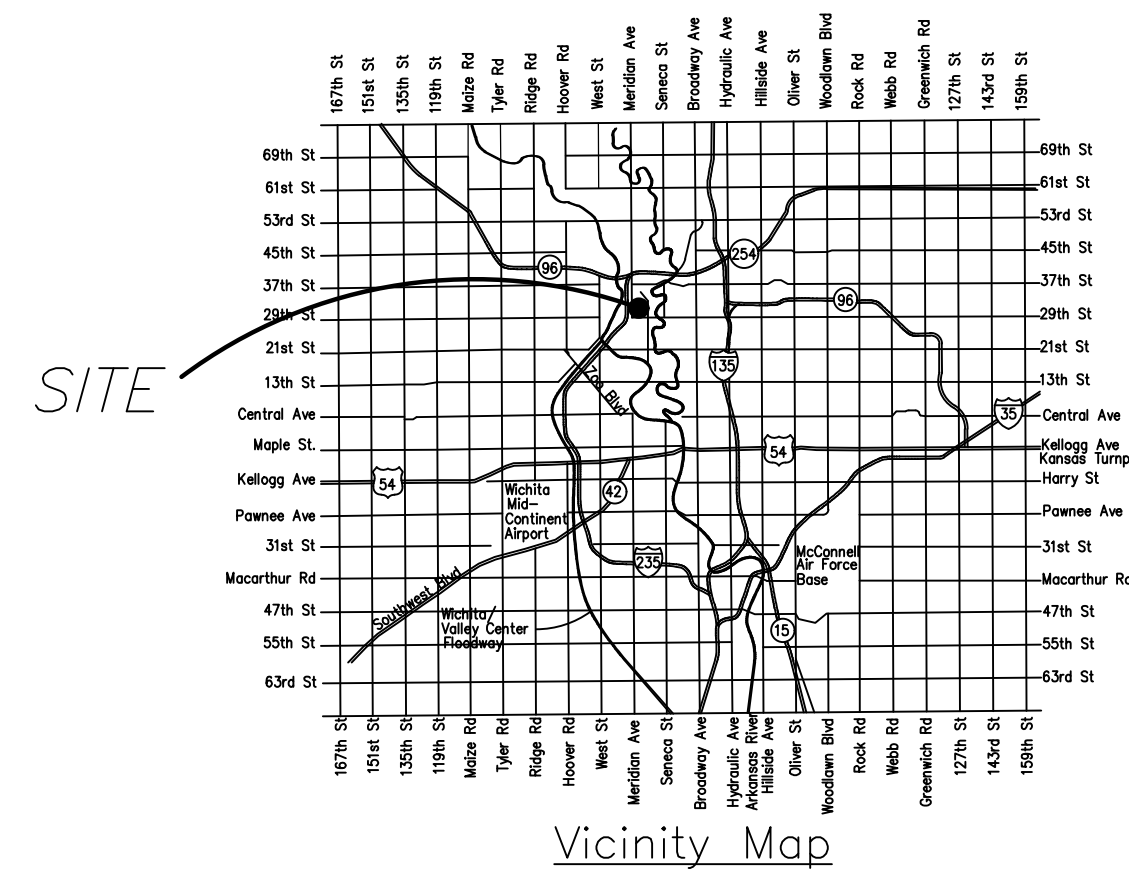
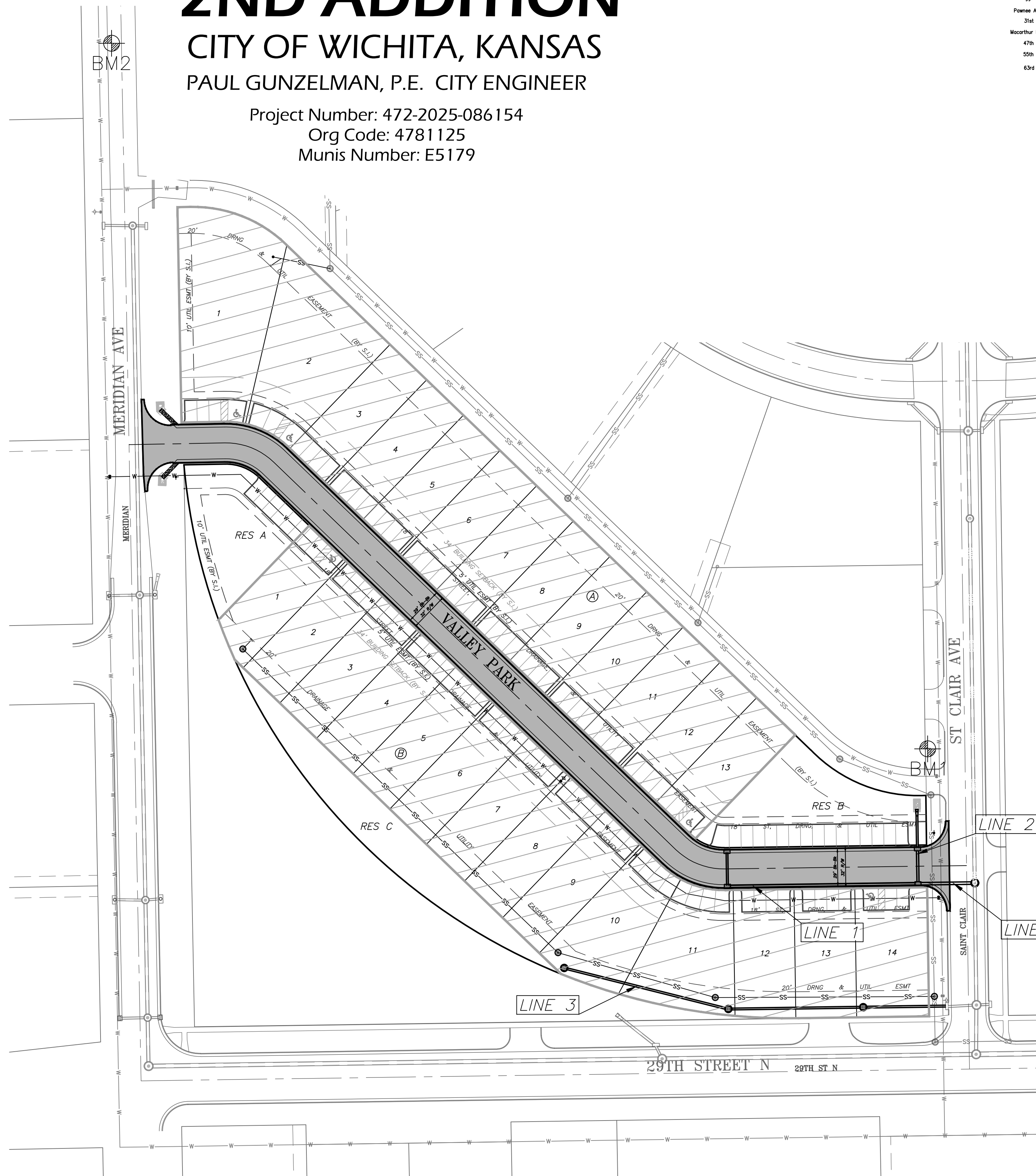
All costs associated with seeding including mobilization, preparation of ground, seeding, fertilizing, mulching, etc. shall be included in the L.S. bid item "Seeding".

Developer:
Robert Armstrong & Nick Mills
nmills4@cox.net
john@rjcastle.net
316-312-3303

PAVING & STORM WATER DRAIN
TO SERVE
PIERPOINT ACRES
2ND ADDITION
CITY OF WICHITA, KANSAS

PAUL GUNZELMAN, P.E. CITY ENGINEER

Project Number: 472-2025-086154
Org Code: 4781125
Munis Number: E5179



INDEX OF SHEETS:

- 1.0 Cover Sheet
- 2.0 Control Map
- 2.1-2.4 SWS Details
- 3.0 SWS Plan & Profile - Lines 1&2
- 3.1 SWS Plan & Profile - Line 3
- 4.0-4.1 Paving Plan
- 5.0-5.1 Cross Sections
- 6.0 Asphalt Paving Detail
- 7.0-7.0 Misc. Paving Details
- 8.0 Erosion Control Plan
- 8.1-8.5 Erosion Control Details
- 9.0 Master Grading Plan
- 10.0 Demolition Plan
- 11.0 ERU Plan
- 12.0 Plat (For Reference Only)

- Benefit Area
- Proposed Pavement

BENCHMARKS:

BM#1:
Chiseled "+" in sidewalk, on the west side of Saint Clair Ave, Approx. 35' north, and 2' east of the NE corner of Reserve B, Pierpoint Acres 2nd Addition.

ELEVATION = 1315.80 (NAVD88)

BM#2:
Mag Nail in asphalt on Meridian Ave., Approx. 124' north and 50' west of the NW corner of Pierpoint Acres 2nd Addition.

ELEVATION = 1317.57 (NAVD88)

Stormwater Certification:

New Development or ☒ Redevelopment (Circle One)

Stormwater Permit # SWO2026-0005

NOI Permit # KSR123192; S-AR94-1969

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

Site Area (Acres) = 4.02

Disturbed Area (Acres) = 3.74

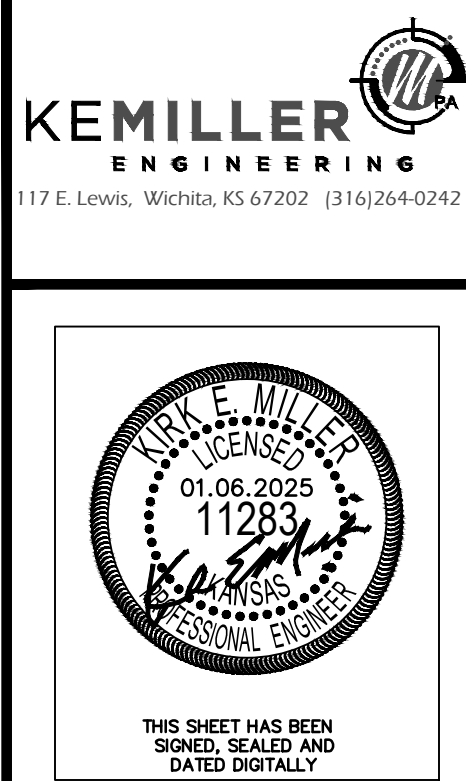
Water Quality Treatment: COW Off-Site BMP Program

Downstream Channel Protection: N/A

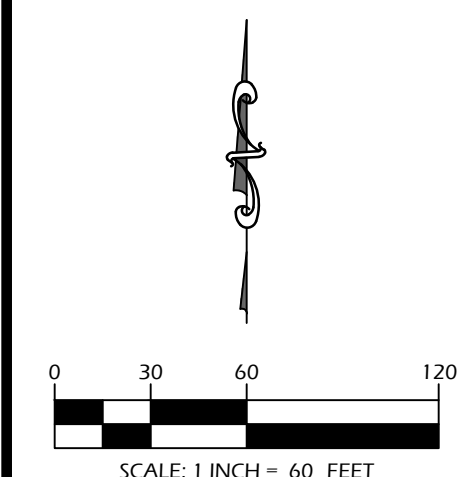
Detention: N/A

The BMP used for this development is COW Off-Site BMP Program

FEBRUARY 2025



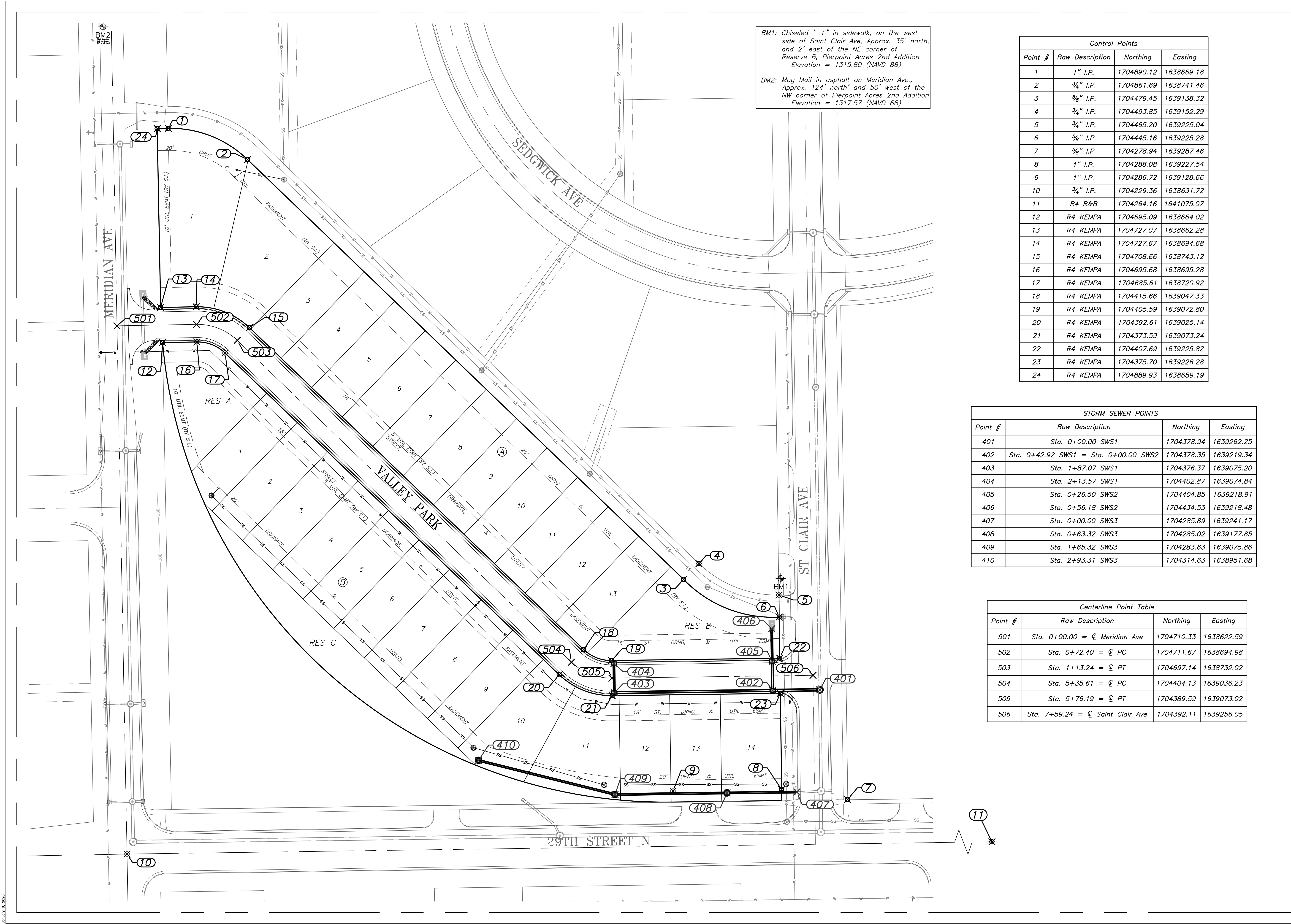
PAVING & STORM WATER DRAIN
PIERPOINT ACRES 2ND ADDITION
2ND ADDITION
WICHITA, KANSAS



REVISIONS	
KEM PROJ. 19015	DATE 02.2025
DESIGNED KEM	DRAWN JW

Title Sheet

SHEET 1.0



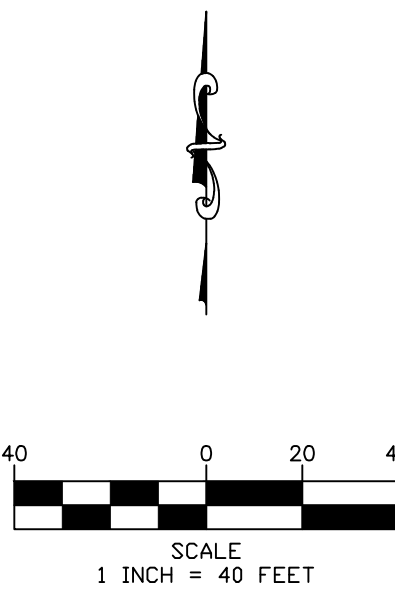
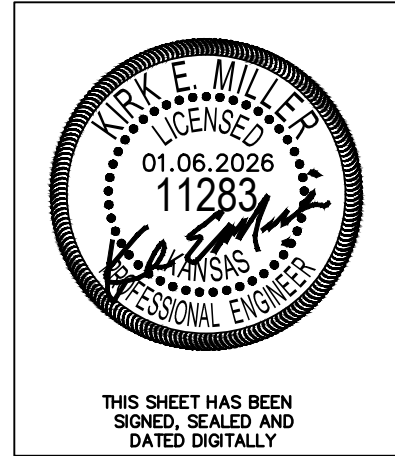
BM1: Chiseled " + " in sidewalk, on the west side of Saint Clair Ave. Approx. 35' north, and 2' east of the NE corner of Reserve B. Pierpoint Acres 2nd Addition Elevation = 1315.80 (NAVD 88)

BM2: Mag Mail in asphalt on Meridian Ave., Approx. 124' north' and 50' west of the NW corner of Pierpoint Acres 2nd Addition Elevation = 1317.57 (NAVD 88).

Control Points			
Point #	Raw Description	Northing	Easting
1	1" I.P.	1704890.12	1638669.18
2	3/4" I.P.	1704861.69	1638741.46
3	5/8" I.P.	1704479.45	1639138.32
4	3/4" I.P.	1704493.85	1639152.29
5	3/4" I.P.	1704465.20	1639225.04
6	5/8" I.P.	1704445.16	1639225.28
7	5/8" I.P.	1704278.94	1639287.46
8	1" I.P.	1704288.08	1639227.54
9	1" I.P.	1704286.72	1639128.66
10	3/4" I.P.	1704229.36	1638631.72
11	R4 R&B	1704264.16	1641075.07
12	R4 KEMPA	1704695.09	1638664.02
13	R4 KEMPA	1704727.07	1638662.28
14	R4 KEMPA	1704727.67	1638694.68
15	R4 KEMPA	1704708.66	1638743.12
16	R4 KEMPA	1704695.68	1638695.28
17	R4 KEMPA	1704685.61	1638720.92
18	R4 KEMPA	1704415.66	1639047.33
19	R4 KEMPA	1704405.59	1639072.80
20	R4 KEMPA	1704392.61	1639025.14
21	R4 KEMPA	1704373.59	1639073.24
22	R4 KEMPA	1704407.69	1639225.82
23	R4 KEMPA	1704375.70	1639226.28
24	R4 KEMPA	1704889.93	1638659.19

STORM SEWER POINTS			
Point #	Raw Description	Northing	Easting
401	Sta. 0+00.00 SWS1	1704378.94	1639262.25
402	Sta. 0+42.92 SWS1 = Sta. 0+00.00 SWS2	1704378.35	1639219.34
403	Sta. 1+87.07 SWS1	1704376.37	1639075.20
404	Sta. 2+13.57 SWS1	1704402.87	1639074.84
405	Sta. 0+26.50 SWS2	1704404.85	1639218.91
406	Sta. 0+56.18 SWS2	1704434.53	1639218.48
407	Sta. 0+00.00 SWS3	1704285.89	1639241.17
408	Sta. 0+63.32 SWS3	1704285.02	1639177.85
409	Sta. 1+65.32 SWS3	1704283.63	1639075.86
410	Sta. 2+93.31 SWS3	1704314.63	1638951.68

Centerline Point Table			
Point #	Raw Description	Northing	Easting
501	Sta. 0+00.00 = $\oslash$ Meridian Ave	1704710.33	1638622.59
502	Sta. 0+72.40 = $\oslash$ PC	1704711.67	1638694.98
503	Sta. 1+13.24 = $\oslash$ PT	1704697.14	1638732.02
504	Sta. 5+35.61 = $\oslash$ PC	1704404.13	1639036.23
505	Sta. 5+76.19 = $\oslash$ PT	1704389.59	1639073.02
506	Sta. 7+59.24 = $\oslash$ Saint Clair Ave	1704392.11	1639256.05

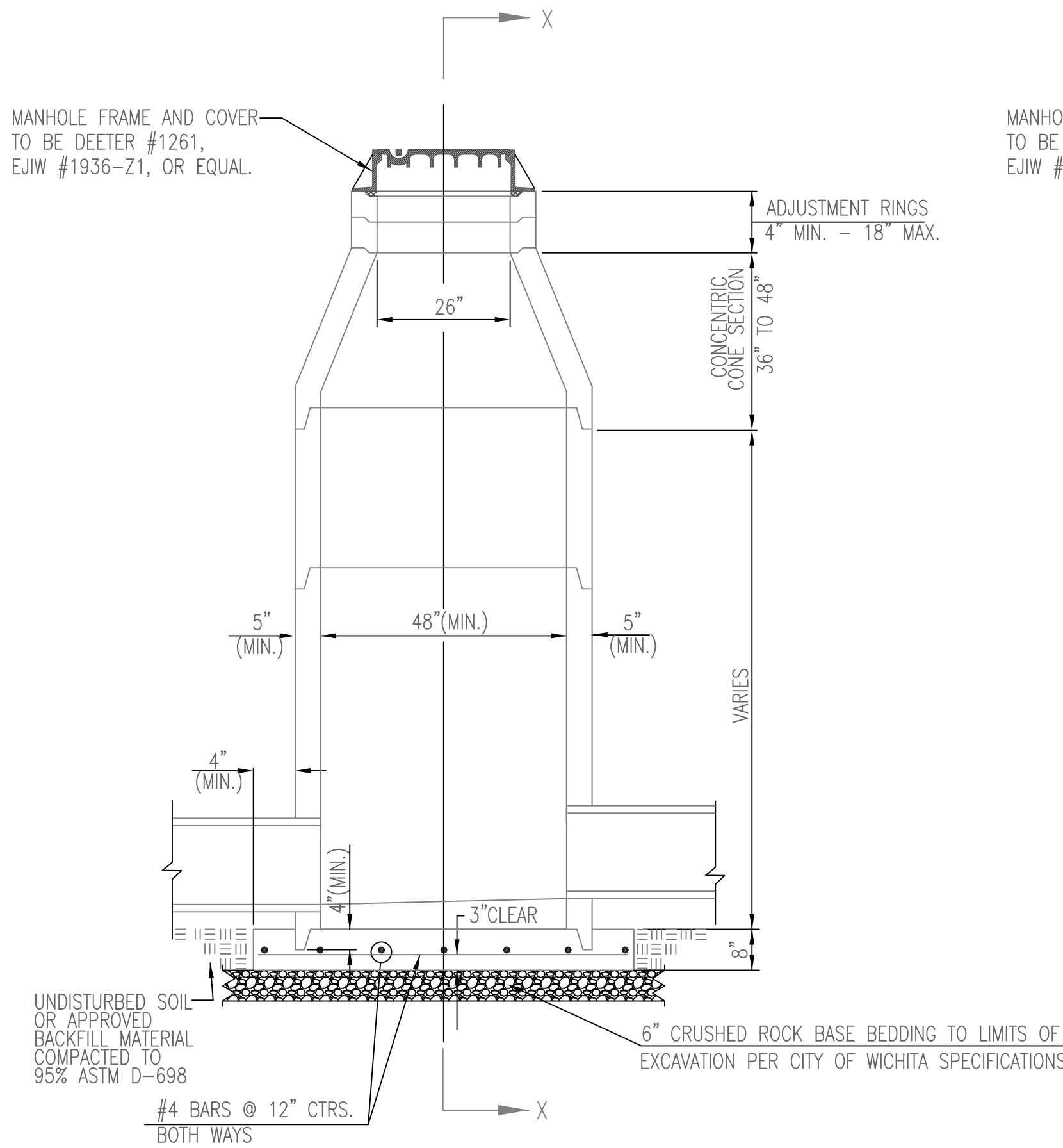


Pierpoint Acres 2nd Addition
Control Map
Wichita, Kansas

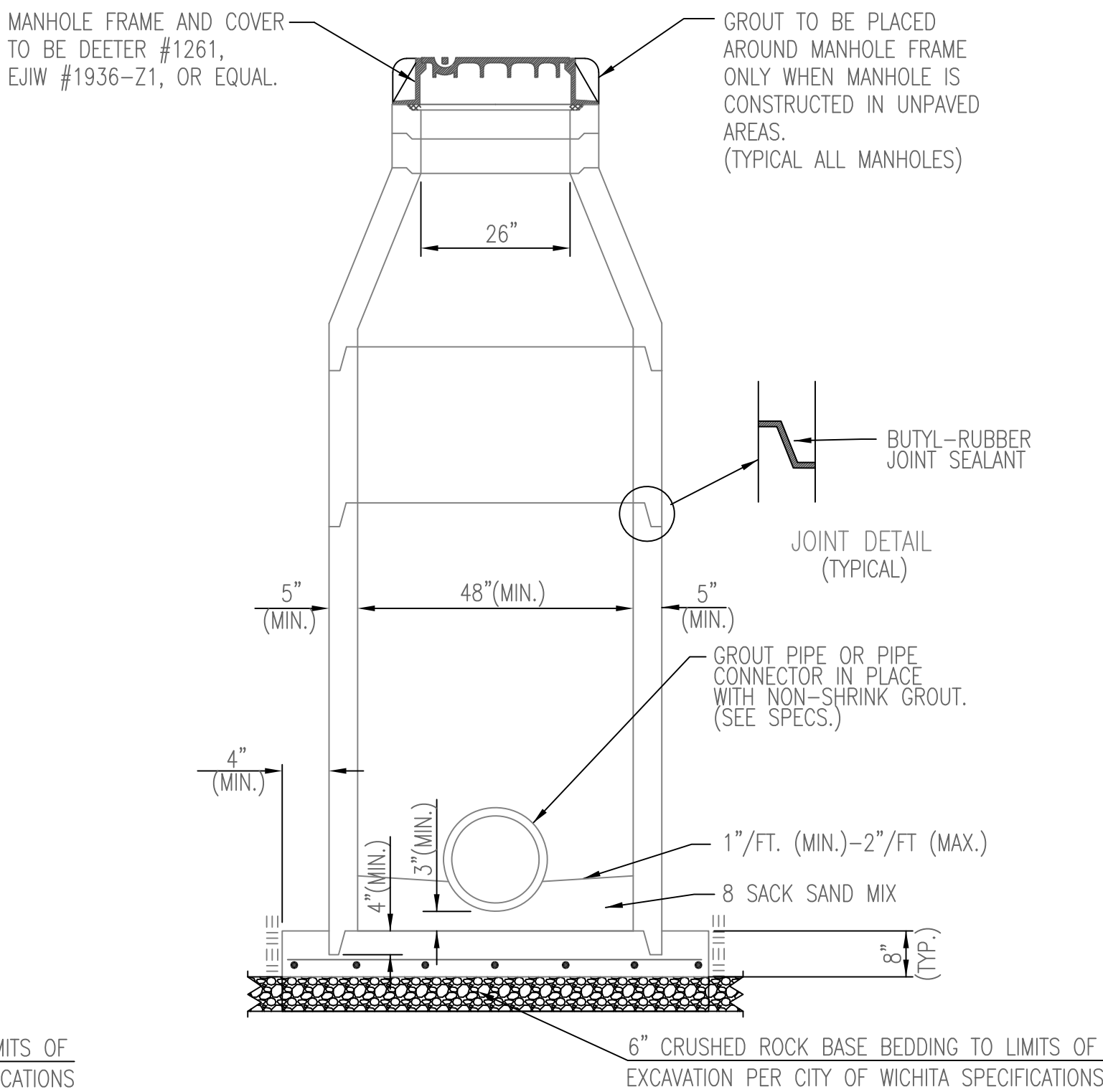


KEMILLER
ENGINEERING
117 E. Lewis, Wichita, KS 67202 (316)264-0242

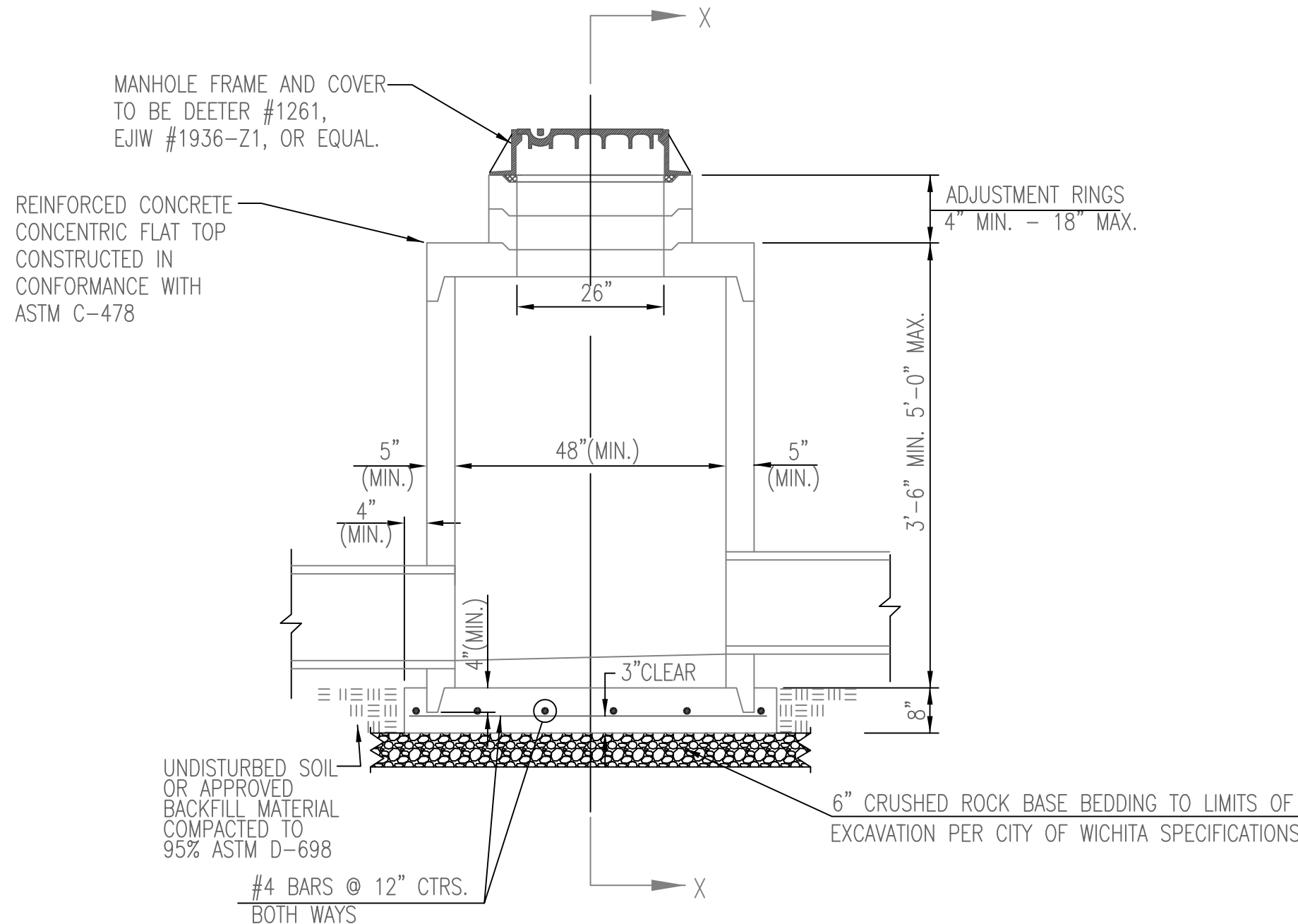
KEM PROJ. 19015	DATE 04.2023	SHEET 2.0
DESIGN KEM	DRAWN JW	



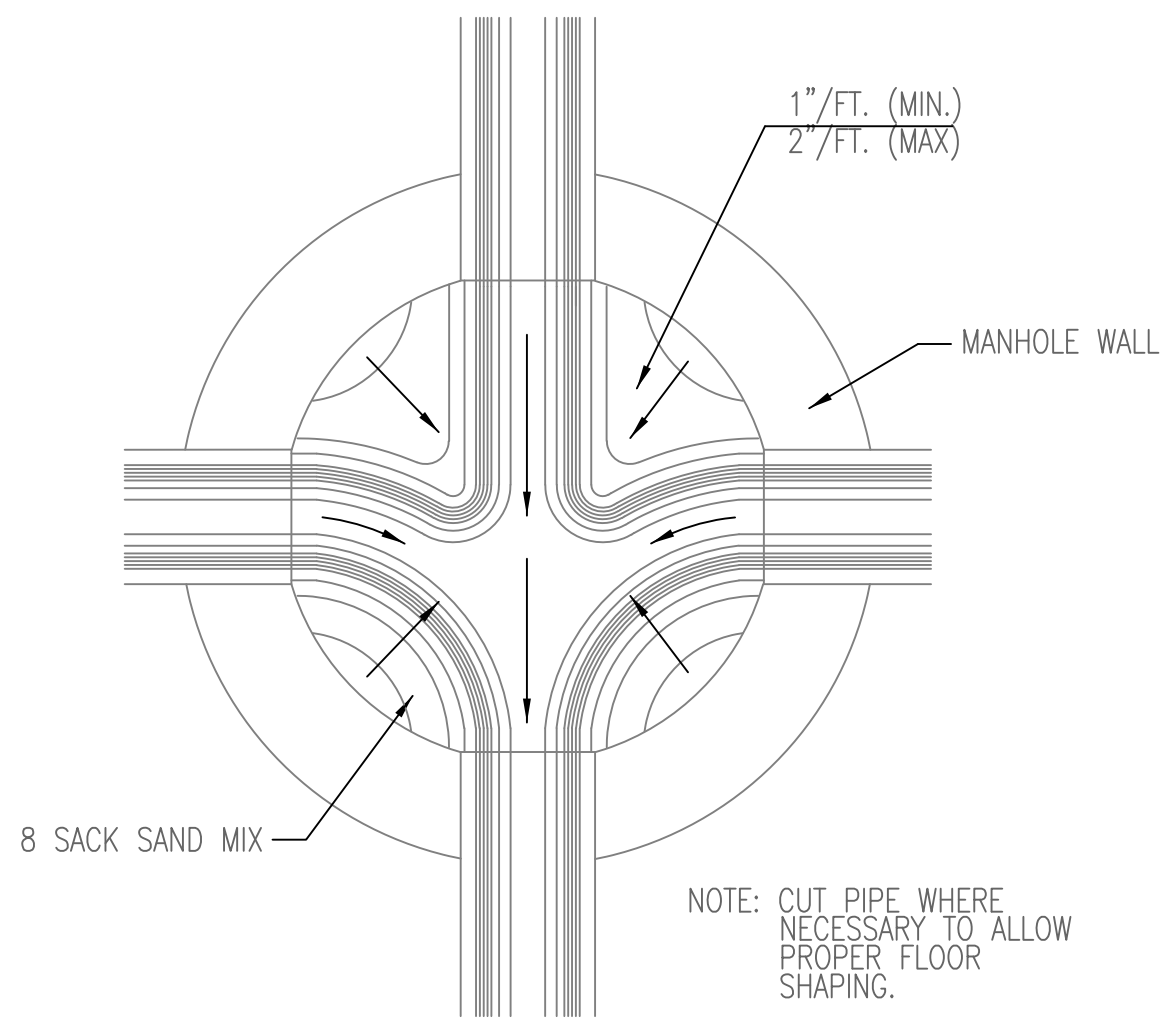
PRECAST
STANDARD MANHOLE
TYPE "A"



SECTION X-X
(TYPICAL)



PRECAST
SHALLOW MANHOLE
TYPE "B"



TYPICAL MANHOLE
FLOOR SHAPING

- GENERAL NOTES
- IF, IN THE OPINION OF THE ENGINEER, THE MANHOLE SUBGRADE APPEARS UNSTABLE, THE CONTRACTOR WILL HAVE THE OPTION TO COMPACT SUBGRADE AS SHOWN OR INCREASE THE THICKNESS OF THE MANHOLE BASE AS DIRECTED BY THE ENGINEER.
 - STEEL REINFORCING WILL BE REQUIRED IN ALL MANHOLE BASES.
 - ALL MANHOLE CONSTRUCTION SHALL BE WATER TIGHT.
 - TOP OF MANHOLE FLOOR SLAB SHALL BE AT LEAST 3 INCHES BELOW THE FLOW LINE OF THE OUTLET PIPE TO INSURE SUFFICIENT MINIMUM THICKNESS OF SHAPED INVERT.
 - ALL PRECAST CONCRETE MANHOLE SECTIONS SHALL CONFORM TO THE LATEST REVISION OF ASTM C-478 AS MODIFIED BY THE SPECIFICATIONS.
 - CONCRETE USED FOR MANHOLE CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
 - PRECAST MANHOLES SHALL BE SET AT LEAST 4 INCHES INTO MANHOLE BASE.
 - MANHOLES WITH PIPE SIZES 24" AND LARGER SHALL HAVE 5 FOOT INSIDE DIAMETER (MIN.)
 - MANHOLES WITH PRECAST BASES MAY BE USED AT THE CONTRACTORS OPTION. THESE MANHOLES SHALL HAVE AN 8" MINIMUM BASE THICKNESS AND SHALL BE PLACED ON AN 8" MIN. CRUSHED ROCK BASE. PIPES SHALL BE ENCASED WITH CRUSHED ROCK TO AT LEAST 3 FEET FROM THE MANHOLE WALL.
 - CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN MANHOLE WALL SHALL BE GROUTED FLUSH TO THE MANHOLE WALL WITH HYDRAULIC CEMENT AFTER THE MANHOLE IS IN PLACE. LIFTING HOLES THRU THE MANHOLE WALL WILL NOT BE ACCEPTED.
 - THE ENDS OF ALL PIPES IN MANHOLES SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE MANHOLE WALL.
 - MANHOLE INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE MANHOLE WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
 - MANHOLE FRAME AND COVER TO BE DEETER #1261, EJIW #1936-Z1, OR APPROVED EQUAL, SEE SW-303.
 - FOR FLAT GRATED INLET APPLICATION, GRATE TO BE DEETER #1933, EJIW #1205 MDI, OR APPROVED EQUAL.
 - FOR BEEHIVE GRATE APPLICATION, GRATE TO BE DEETER #4495, EJIW #120545, OR APPROVED EQUAL.

CITY OF
WICHITA

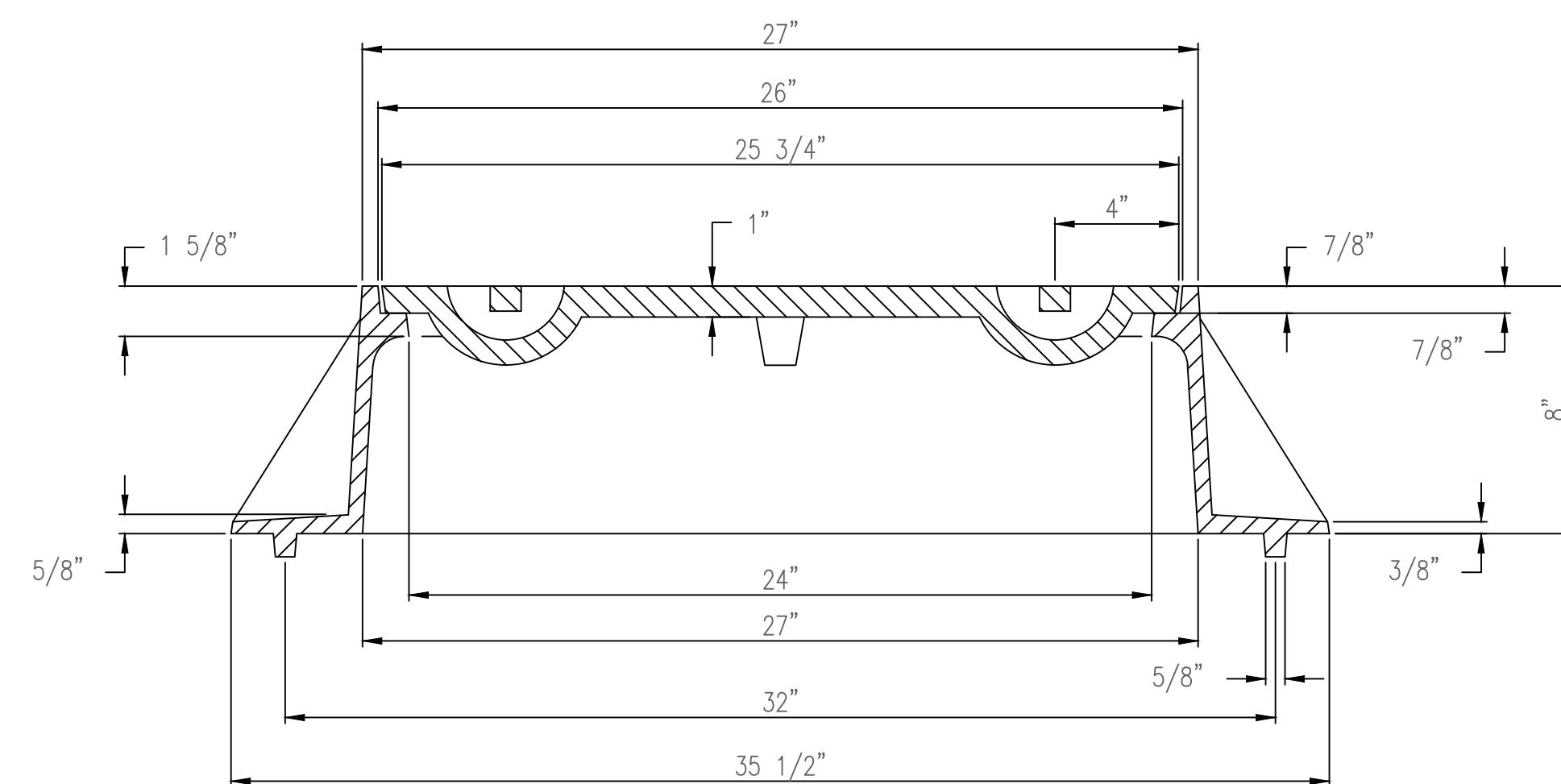
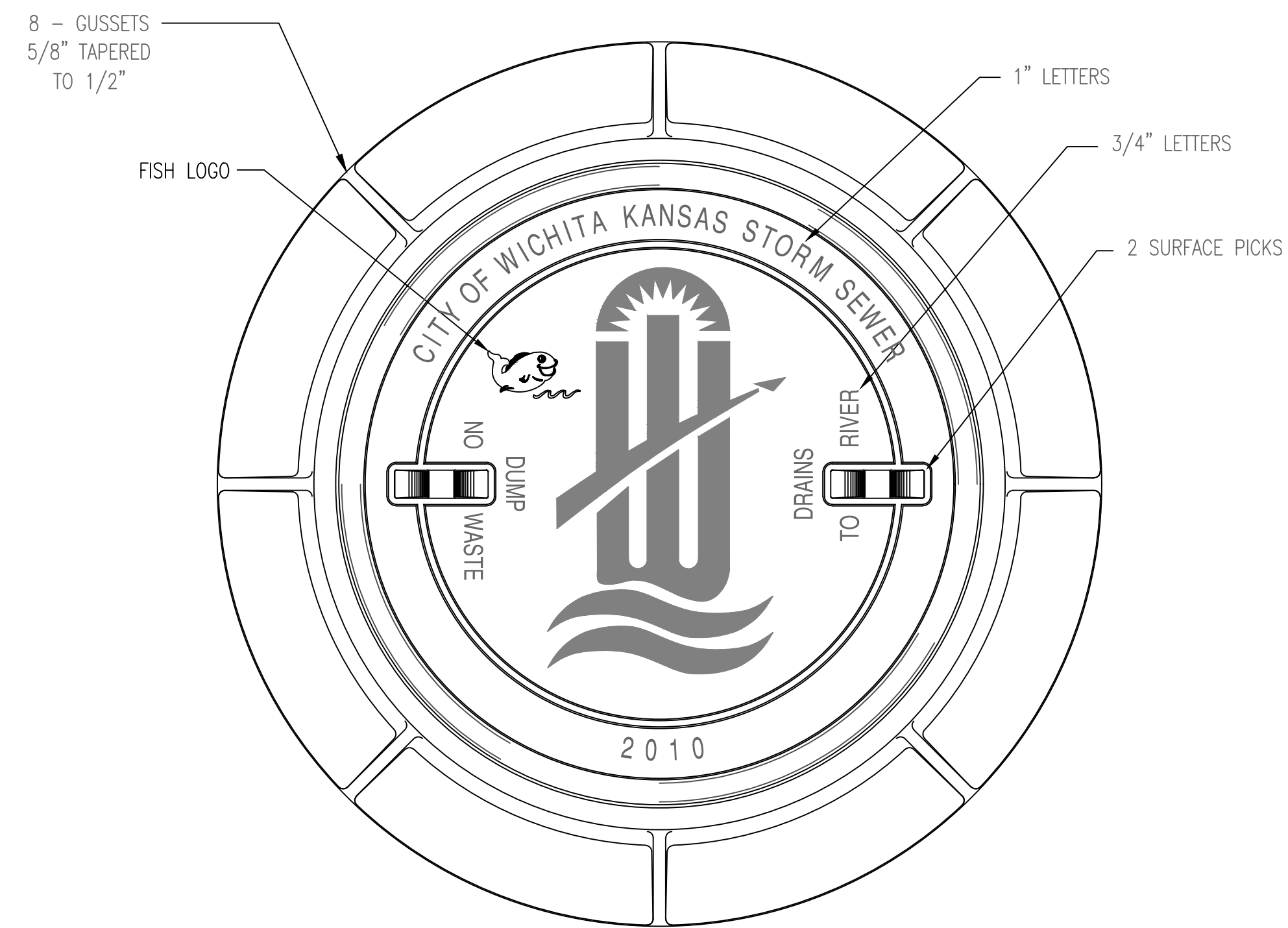
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

REVISED: MARCH 2015

PRECAST CONCRETE
MANHOLE
(STORM SEWER)

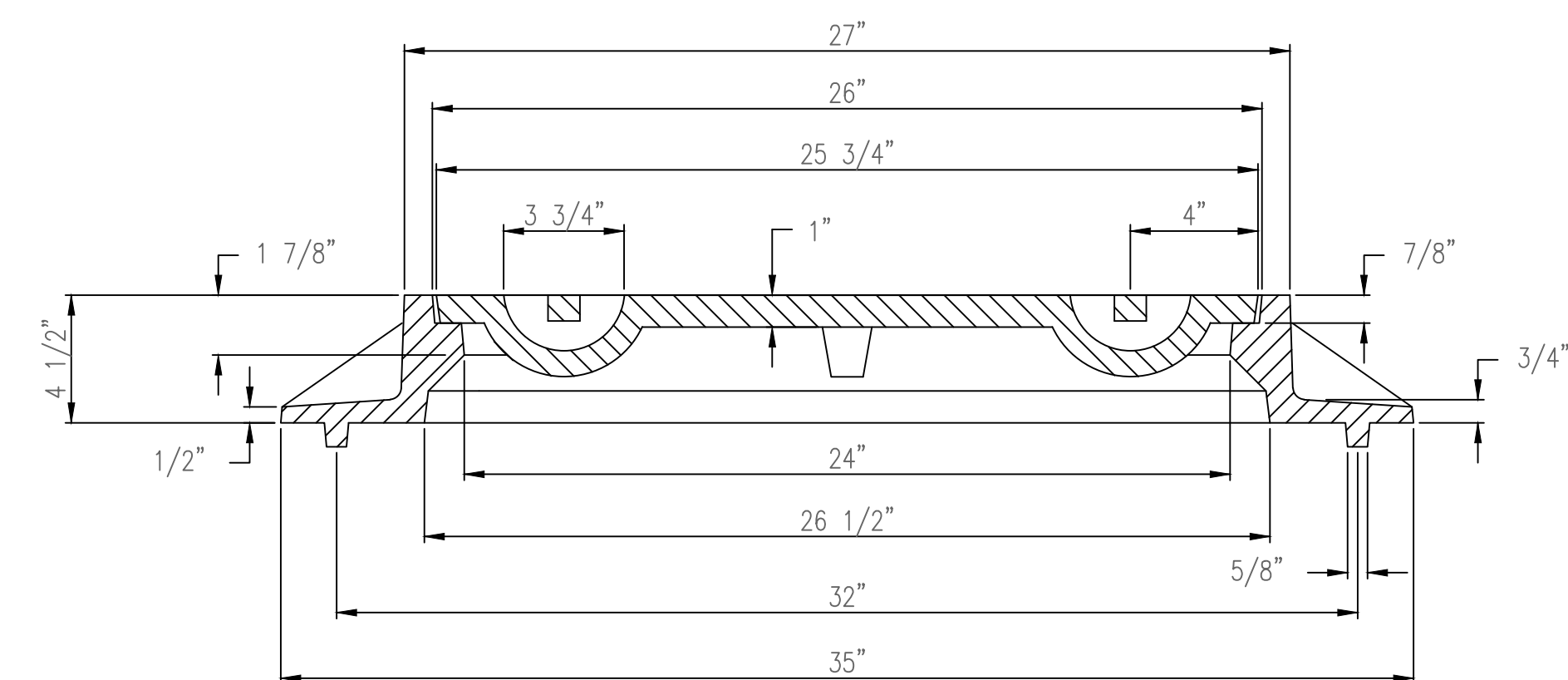
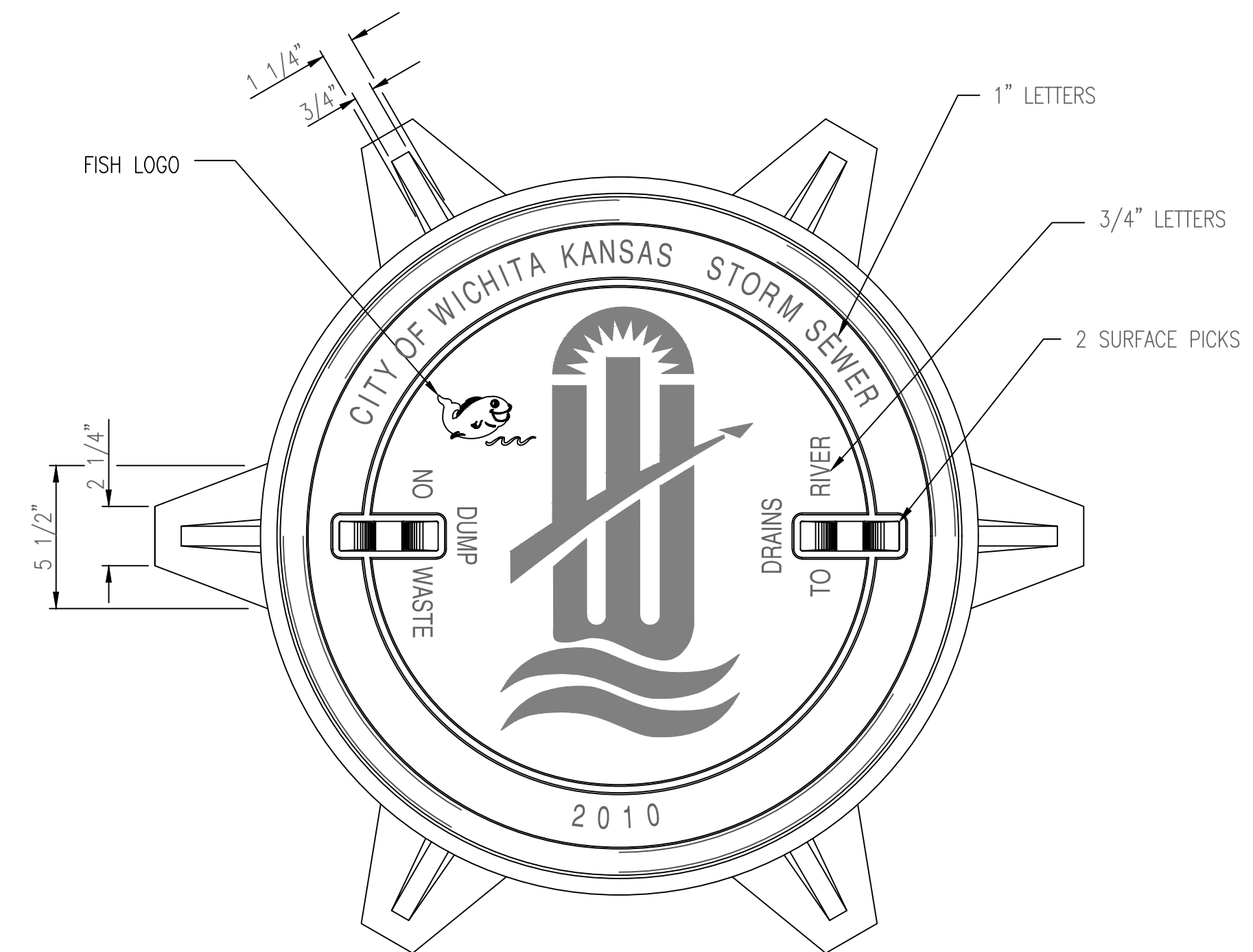
CITY ENGINEER
GARY JANZEN, P.E.

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 2.1



MANHOLE FRAME
DEETER #1261 OR EJIW #1936-Z1

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



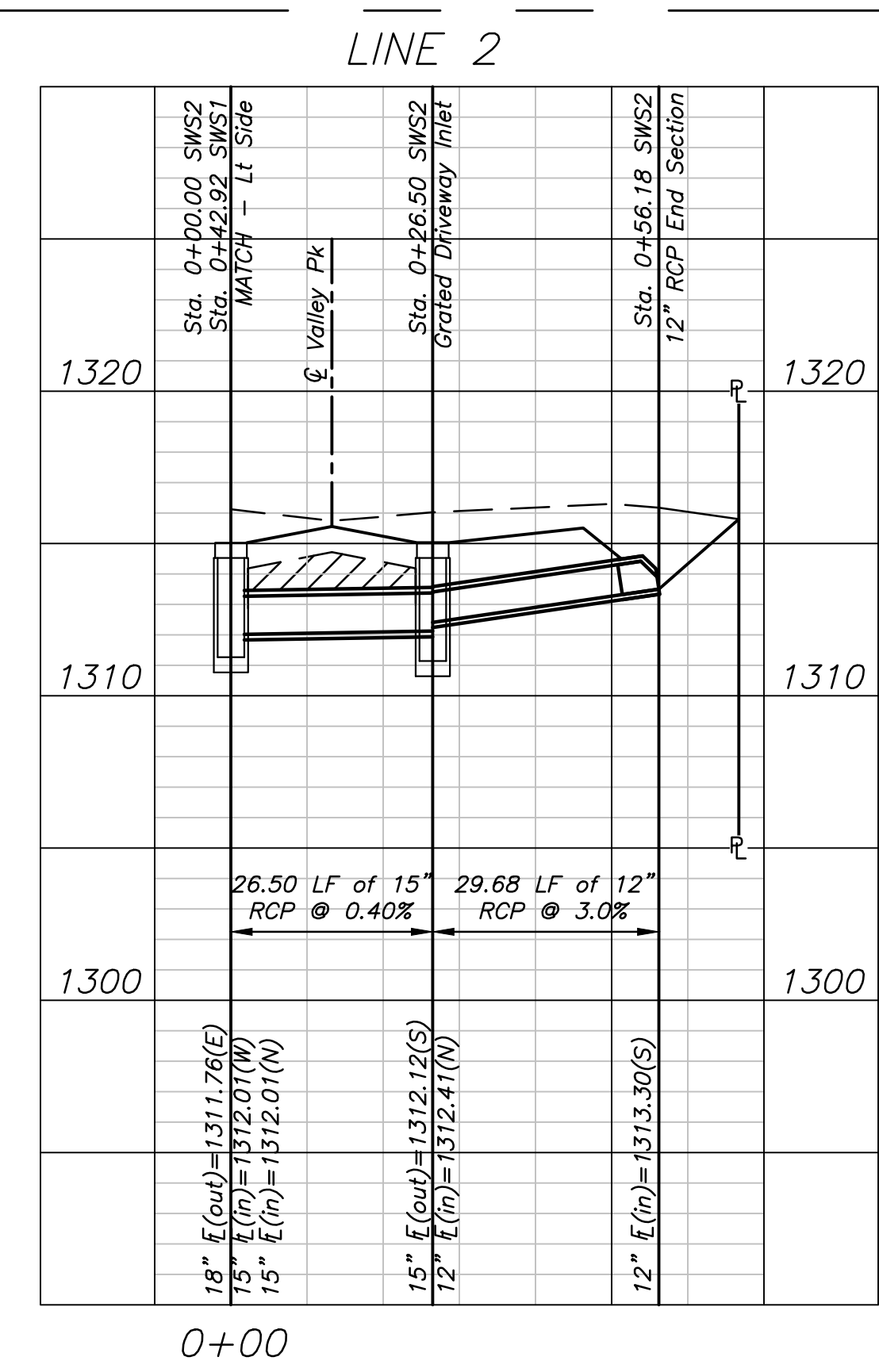
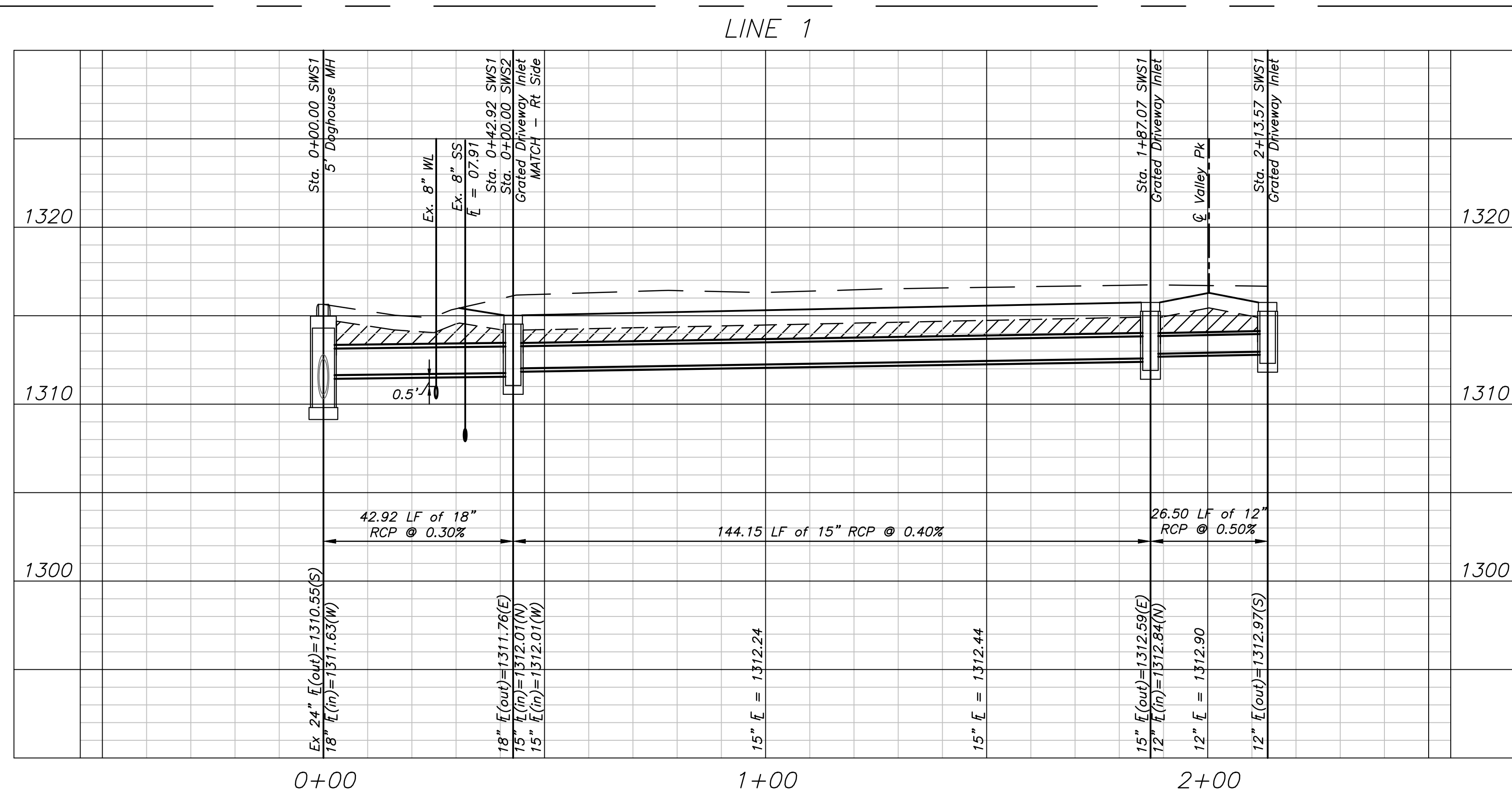
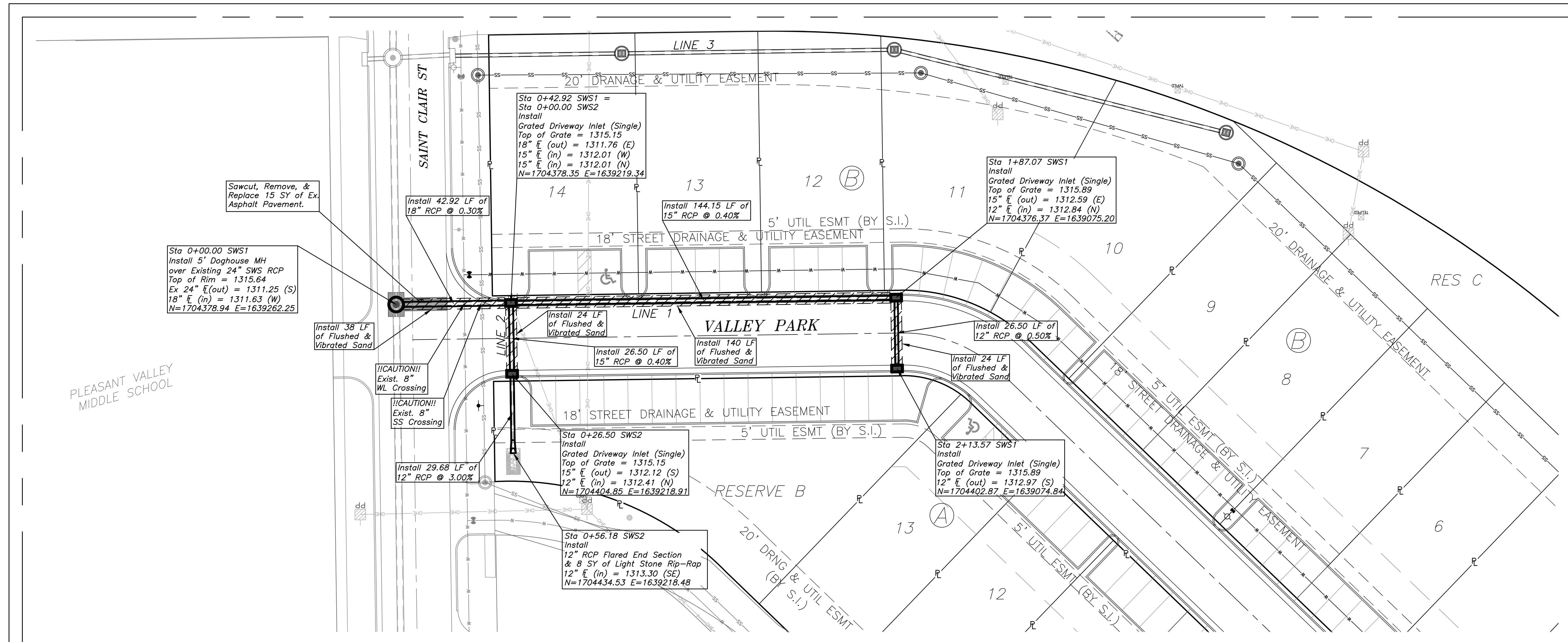
INLET FRAME
DEETER #2014 OR EJIW #1936-Z4

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

 CITY OF WICHITA PUBLIC WORKS & UTILITIES ENGINEERING DIVISION	MANHOLE/INLET FRAME AND COVER (STORM SEWER)		
	CITY ENGINEER <i>GARY JANZEN, P.E.</i>		
	PROJECT NUMBER	OCA NUMBER	DATE <i>11/2010</i>
	CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 2.2



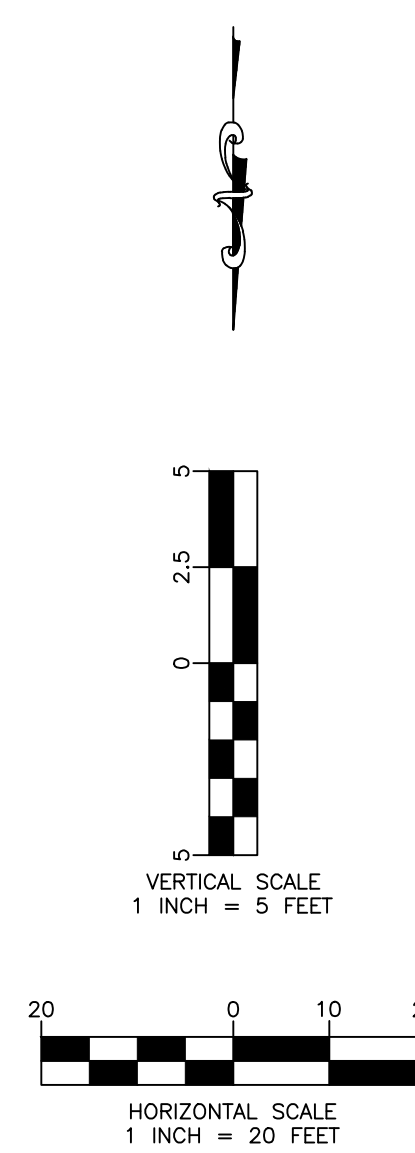
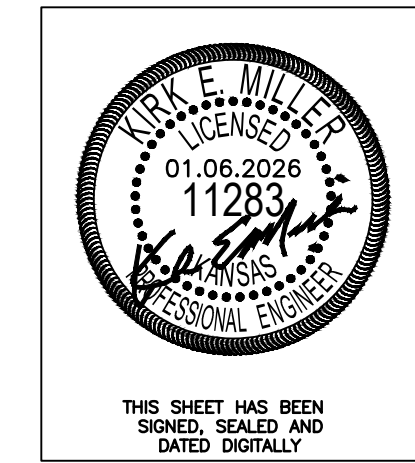
DEETER #2512 CATCH BASIN INLET GRATE & FRAME



LEGEND

EXISTING GROUND

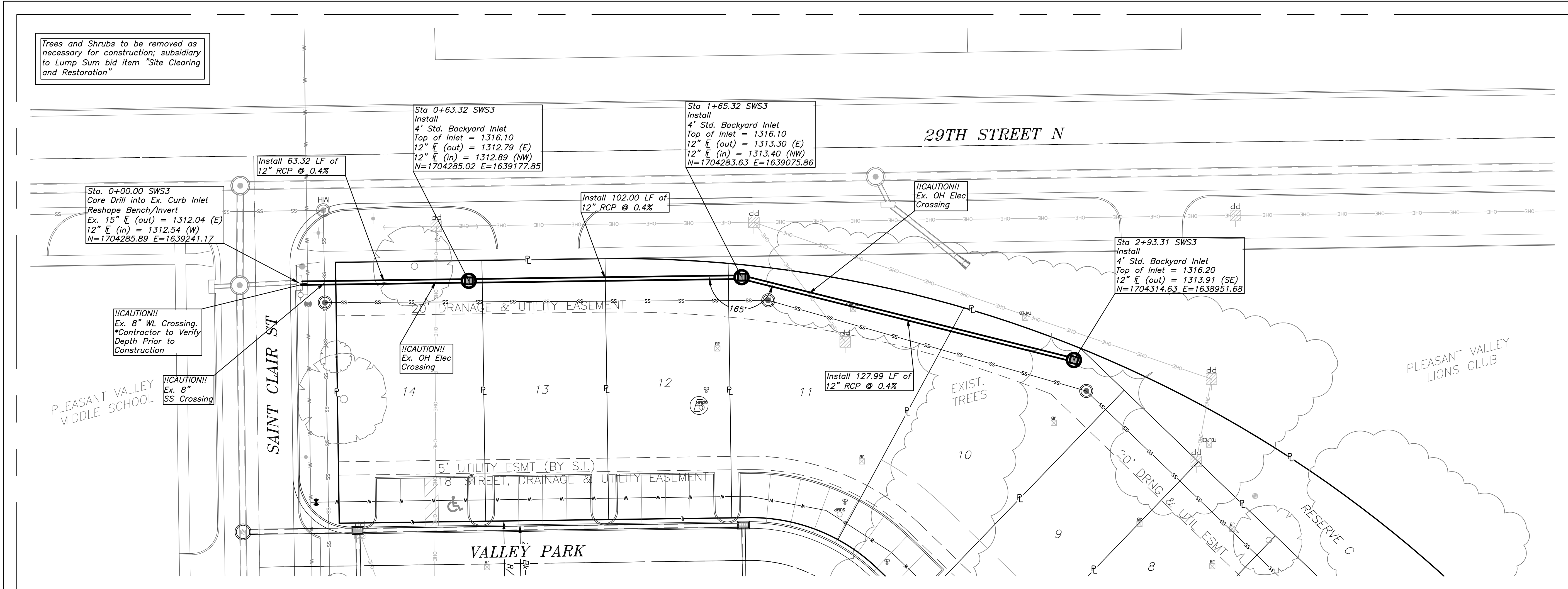
PROPOSED GRADE



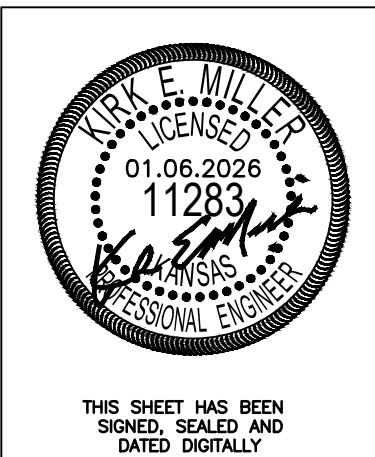
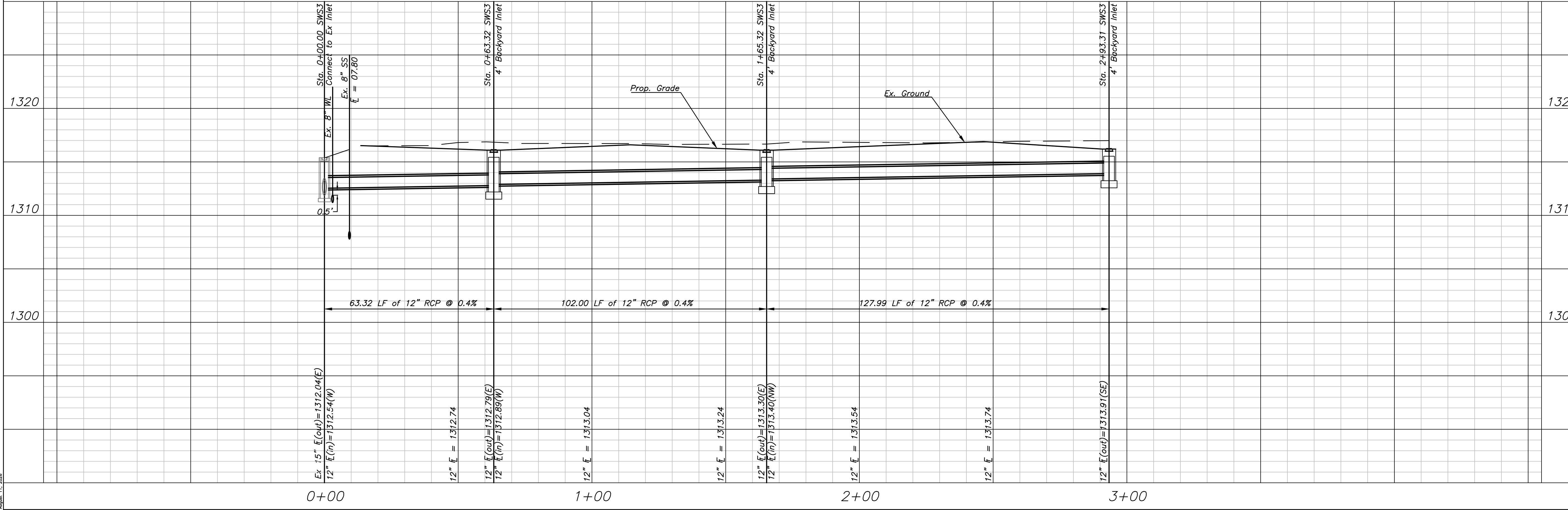
Pierpoint Acres 2nd Addition
SWS Plan & Profile
Wichita, Kansas

KEMILLER
ENGINEERS & ARCHITECTS
117 E. Lewis, Wichita, KS 67202 (316)264-0242

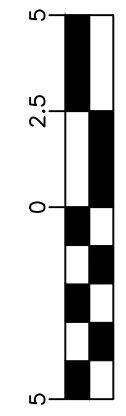
KEM PROJ. 19015	DATE 09.2022	SHEET 3.0
DESIGN KEM	DRAWN JW	



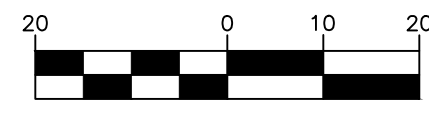
LINE 3



THIS SHEET HAS BEEN
SIGNED, SEALED AND
DATED DIGITALLY



VERTICAL SCALE
1 INCH = 5 FEET



HORIZONTAL SCALE
1 INCH = 20 FEET

REVISED

Pierpoint Acres 2nd Addition
SWS Plan & Profile
Wichita, Kansas

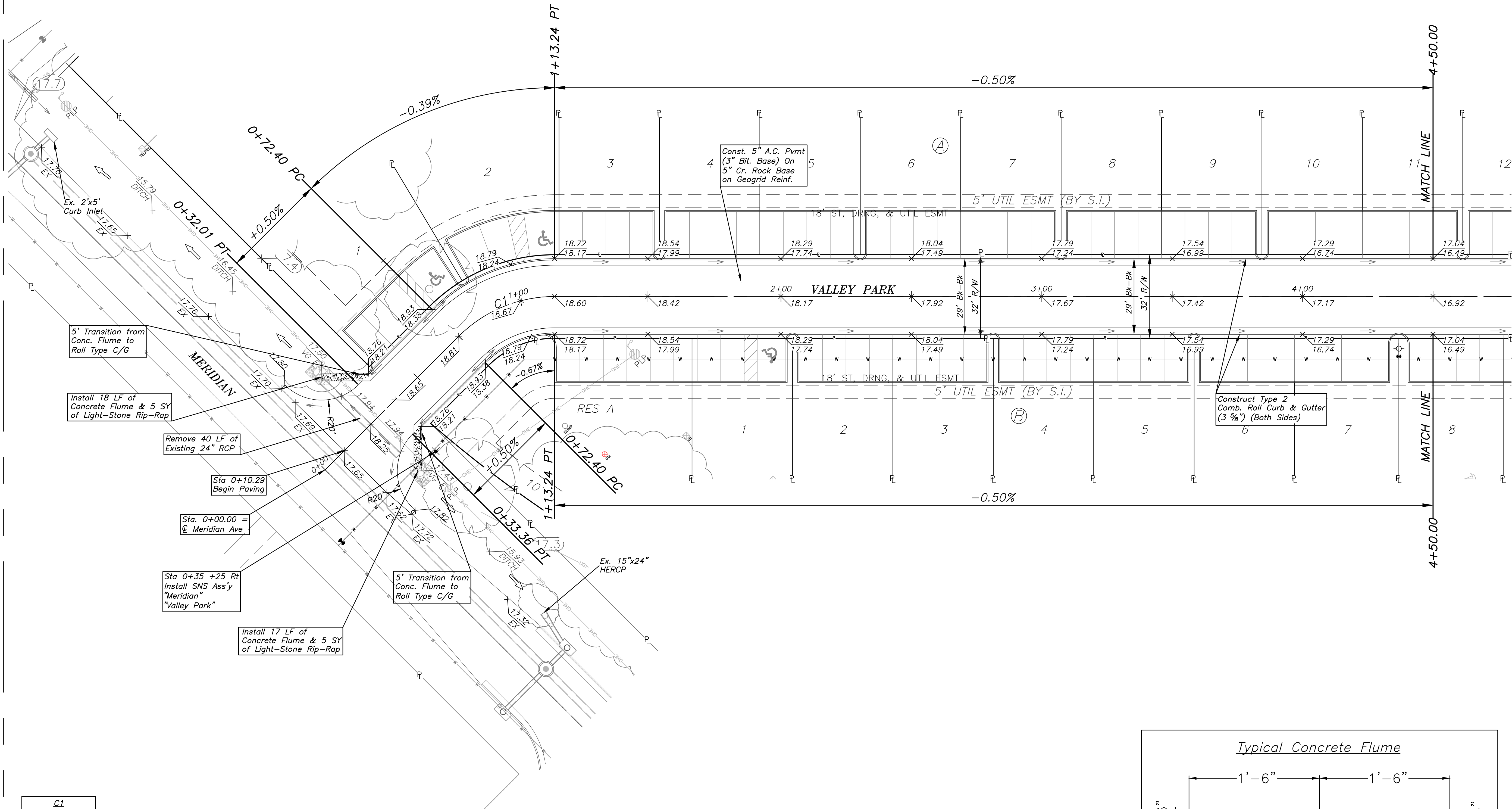


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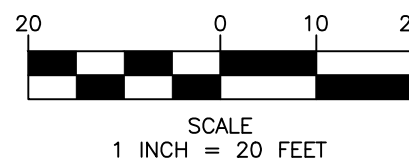
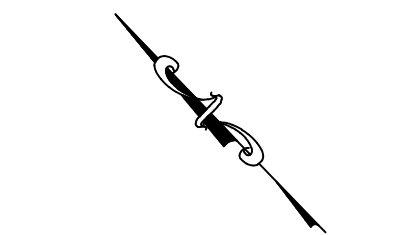
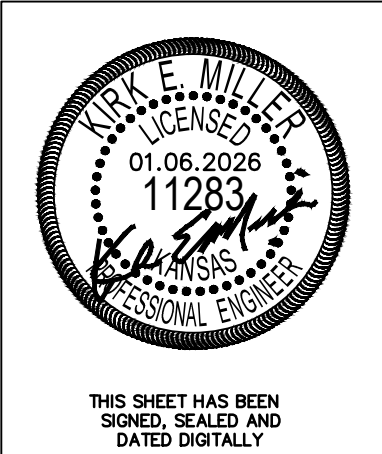
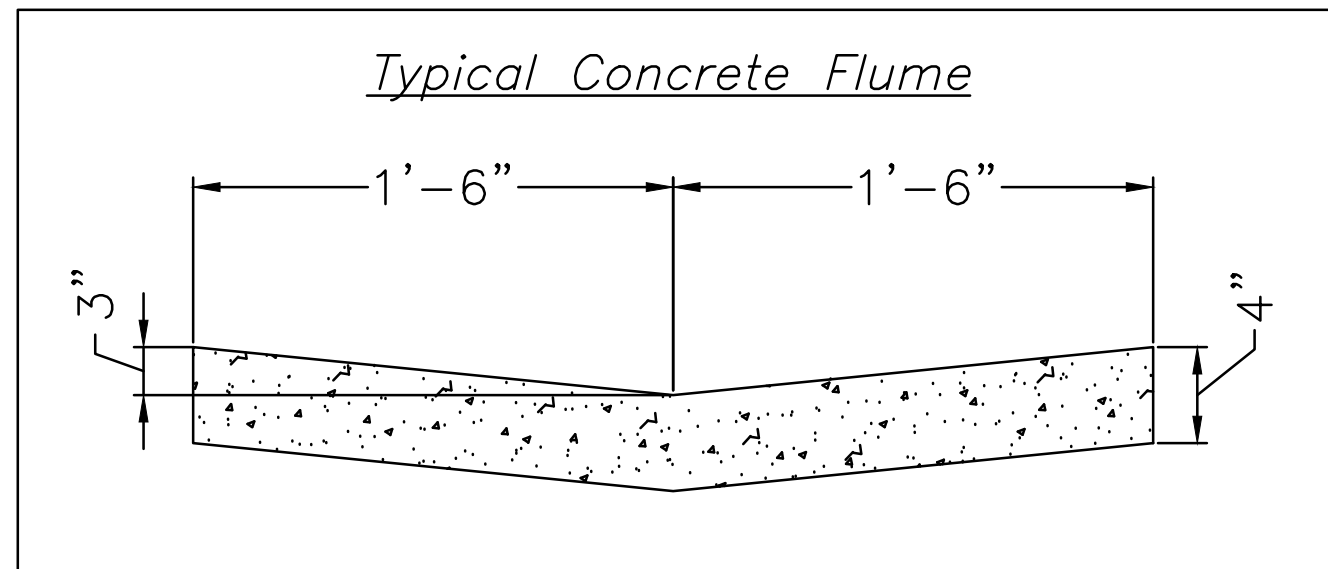
KEM PROJ. 19015	DATE 04.2023	SHEET 3.1
DESIGN KEM	DRAWN JW	

PARKING PAVEMENT TO BE
INSTALLED IN FUTURE BY
OTHERS; NOT PART OF PROJECT

Roll Type Curb & Gutter to be
Constructed on this sheet.
Elevations for top of curb are
given for standard full height curb.



C1	
R	52.00'
L	40.83'
Ch	39.71'
Δ	44°59'30"
Tan	21.53'



REVISED
—

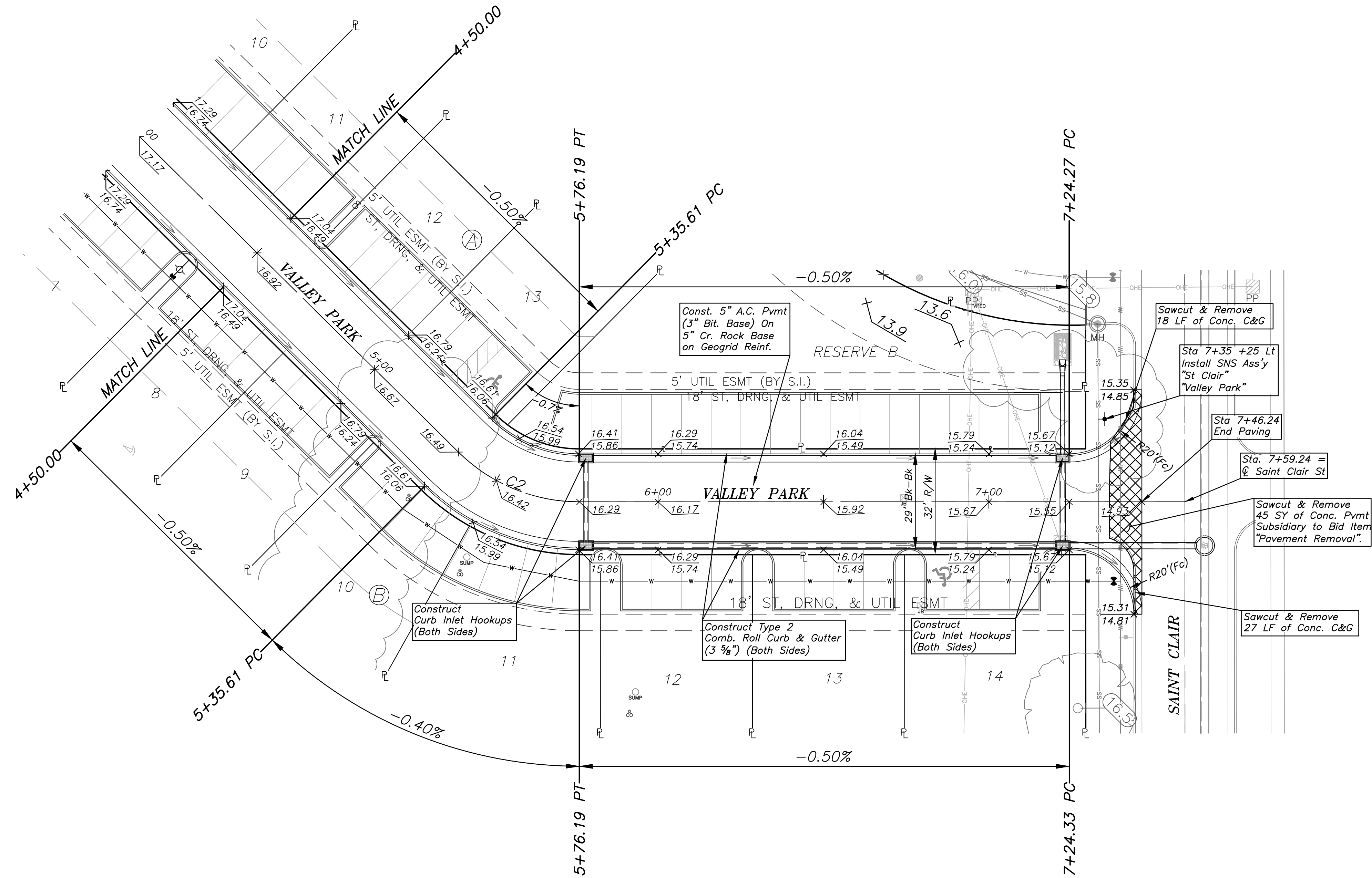
Pierpoint Acres 2nd Addition
Paving Plan
Wichita, Kansas

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

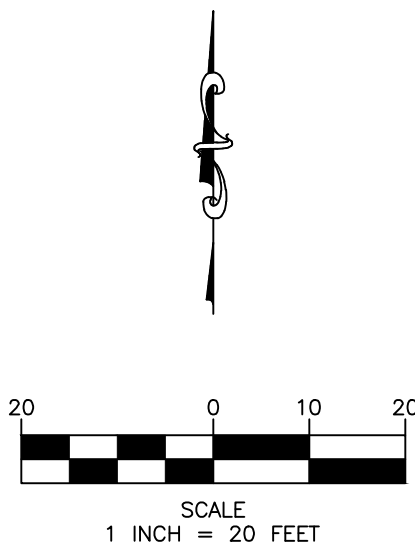
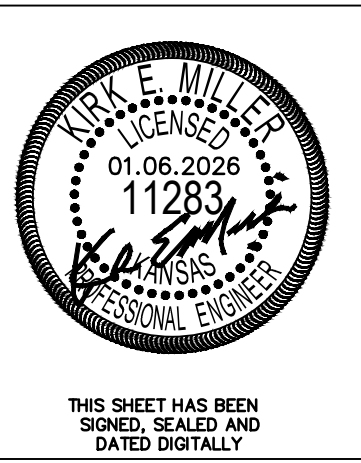
KEM PROJ. 19015	DATE 04.2023	SHEET 4.0
DESIGN KEM	DRAWN JW	

PARKING PAVEMENT TO BE
INSTALLED IN FUTURE BY
OTHERS; NOT PART OF PROJECT

Roll Type Curb & Gutter to be
Constructed on this sheet.
Elevations for top of curb are
given for standard full height curb.



C2	
R	52.00'
L	40.58'
Ch	39.56'
Δ	44°42'45"
Tan	21.39'



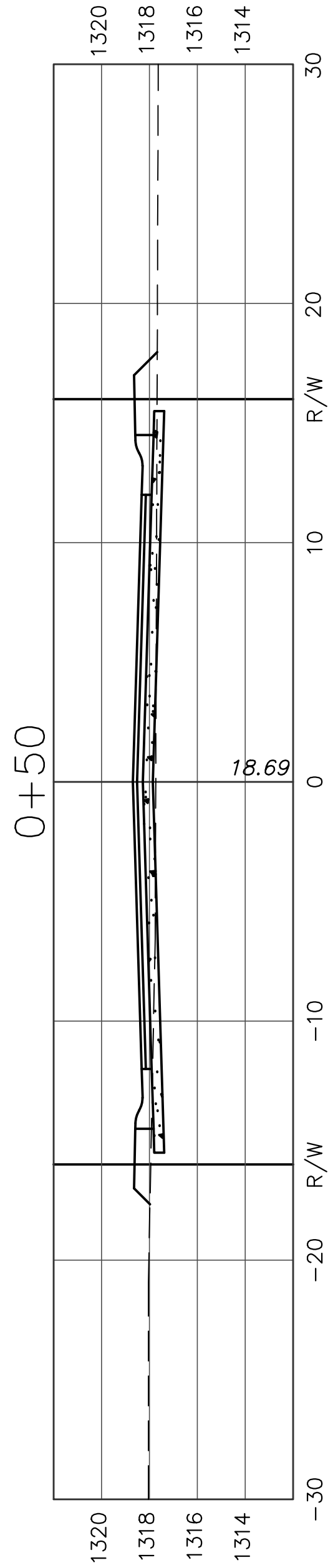
REVISED
—

Pierpoint Acres 2nd Addition
Paving Plan
Wichita, Kansas

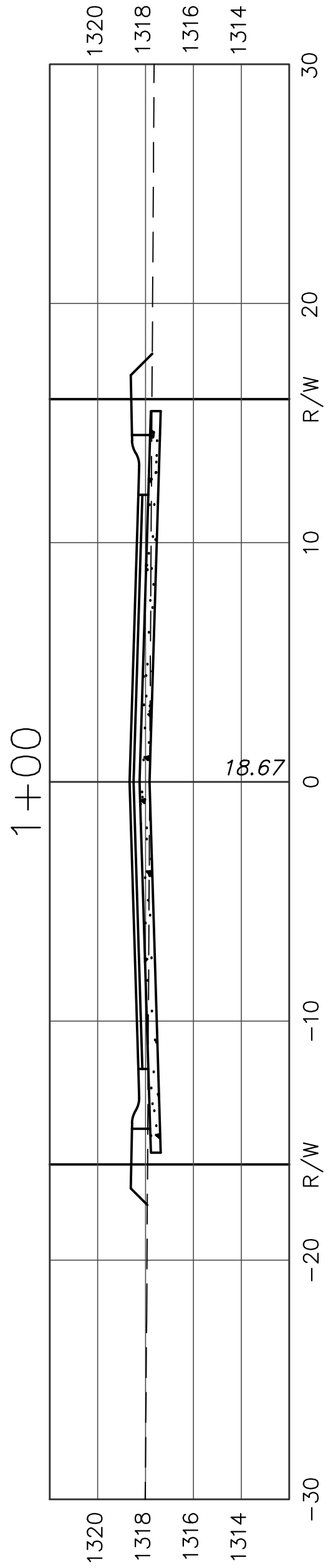
KEMILLER
ENGINEERING
117 E. Lewis, Wichita, KS 67202 (316)264-0242

KEM PROJ. 19015	DATE 04.2023	SHEET 4.1
DESIGN KEM	DRAWN JW	

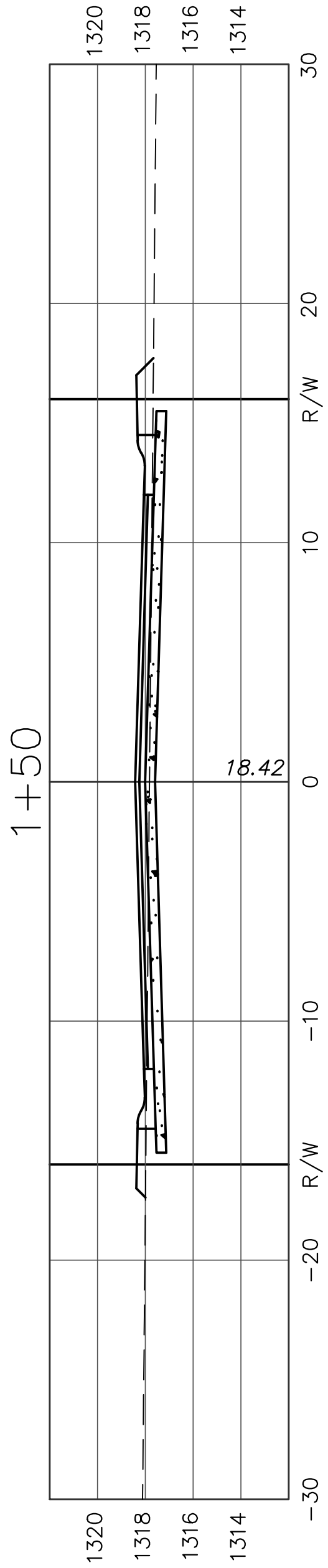
TOTAL EARTHWORK
THIS SHEET:
EXC: 234.59 CY
LF: 22.50 CY
CF: NONE



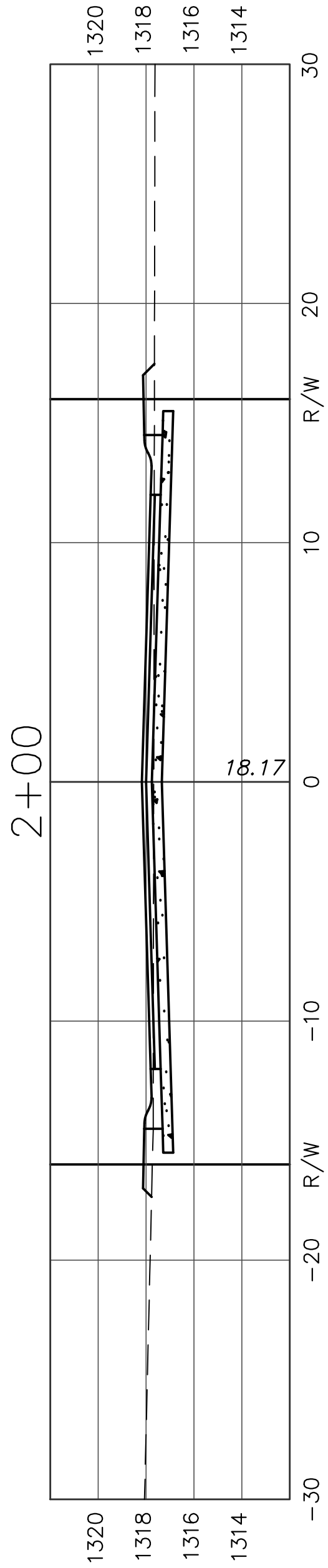
EXC: 11.15 CY
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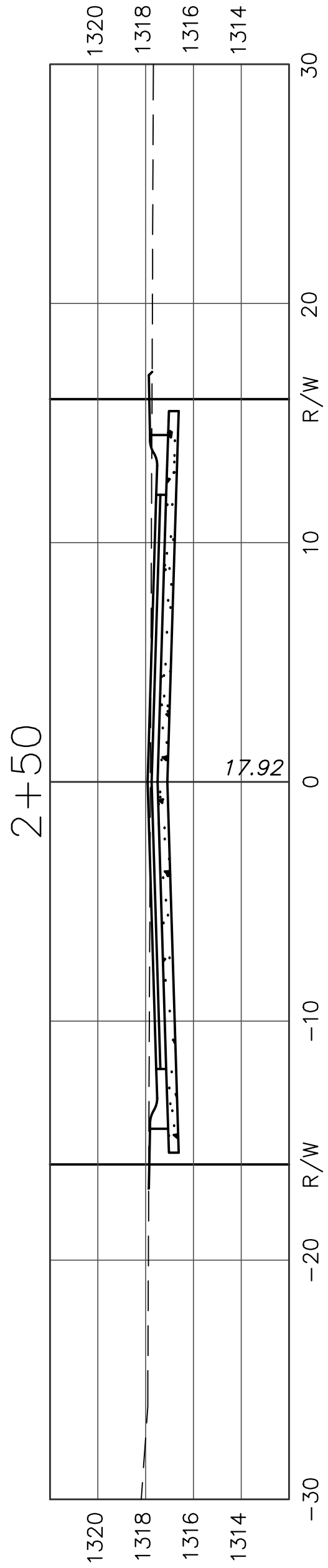
EXC: 20.09 CY
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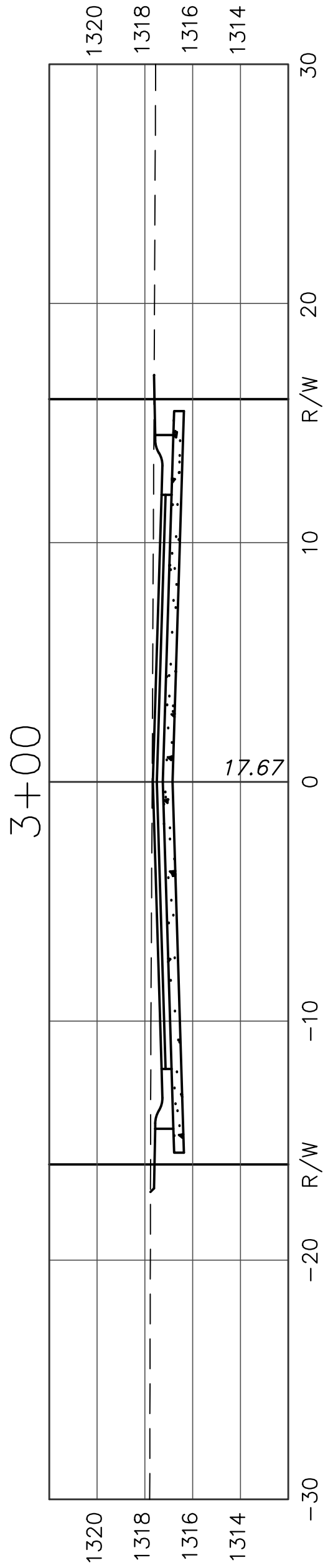
EXC: 29.93 CY
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CF: NONE



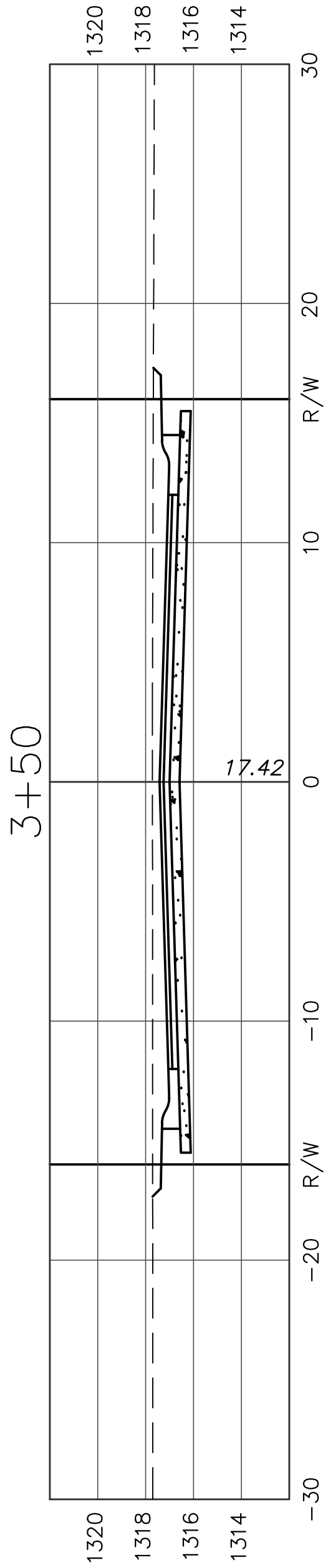
EXC: 43.64 CY
LF: 2.31 CY
CF: NONE



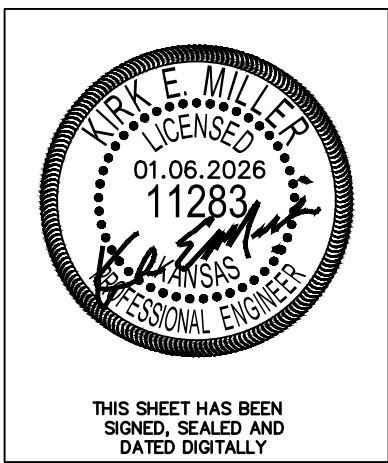
EXC: 58.52 CY
LF: 0.27 CY
CF: NONE



EXC: 71.27 CY
LF: NONE
CF: NONE

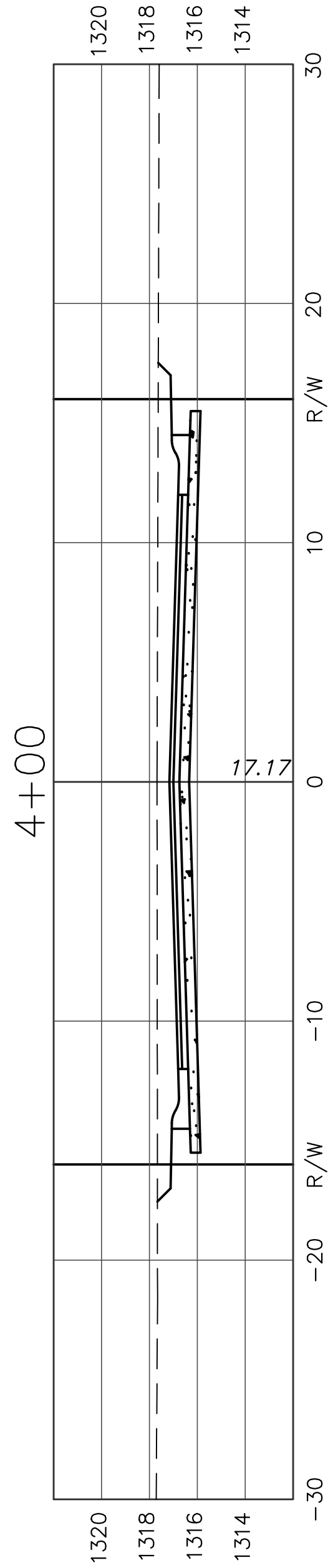


EXC: 86.58 CY
LF: NONE
CF: NONE



Pierpoint Acres 2nd Addition Cross Sections Wichita, Kansas			
PROJECT NUMBER			
KEM. NO. 19015	FILE	DATE 04.2023	SHEET 5.0
DESIGN KEM	DRAWN ZJS	REVISED	

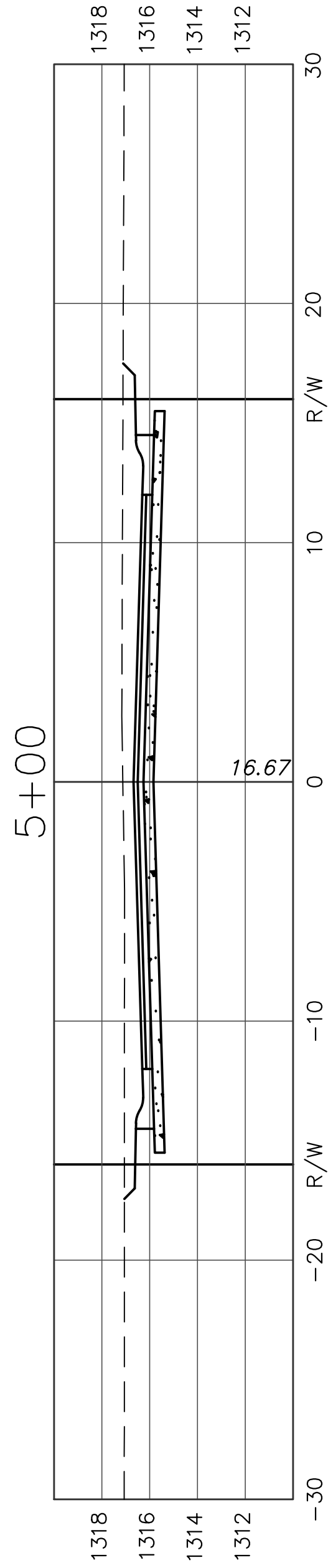
TOTAL EARTHWORK
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LF: NONE
CF: NONE



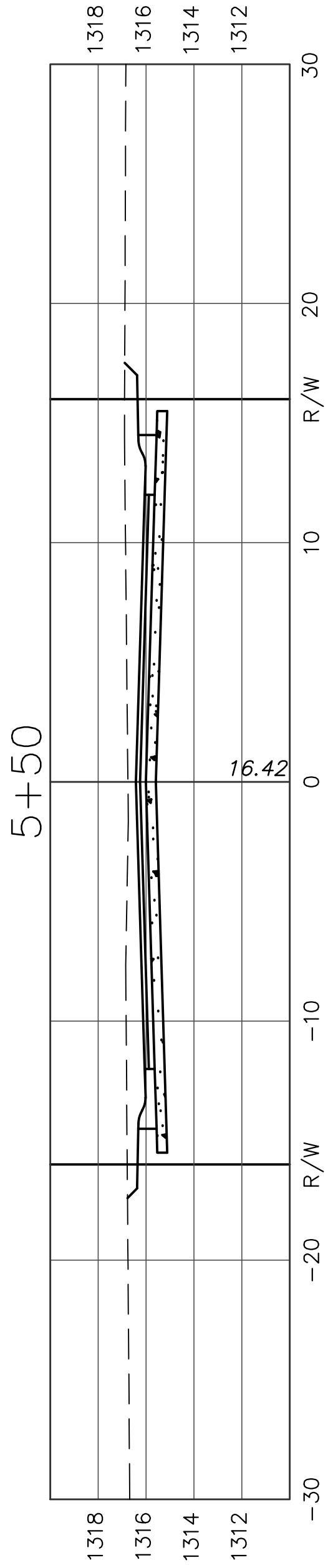
EXC: 98.45 CY
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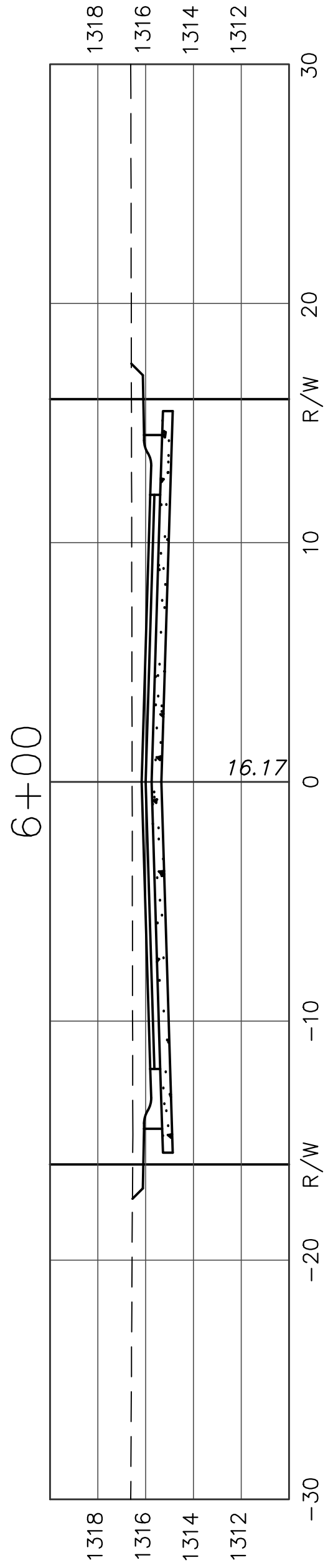
EXC: 96.26 CY
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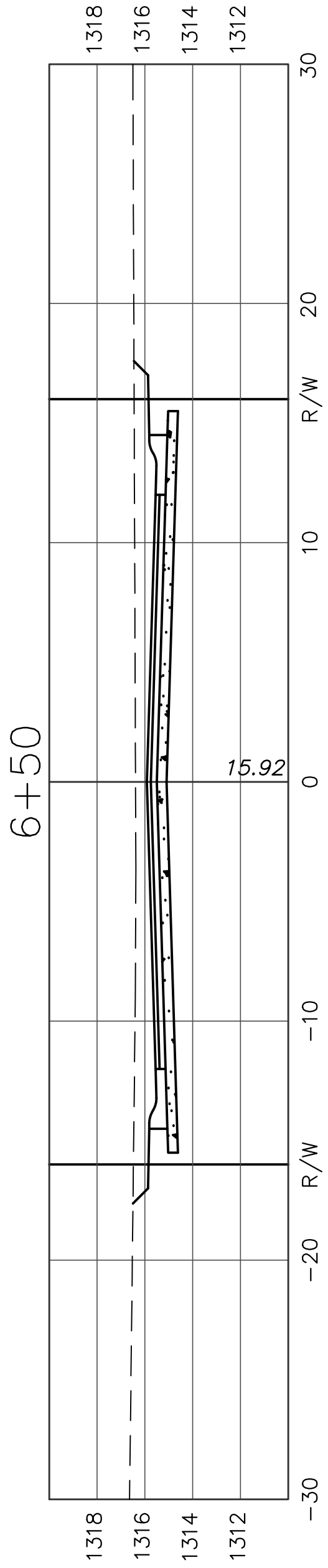
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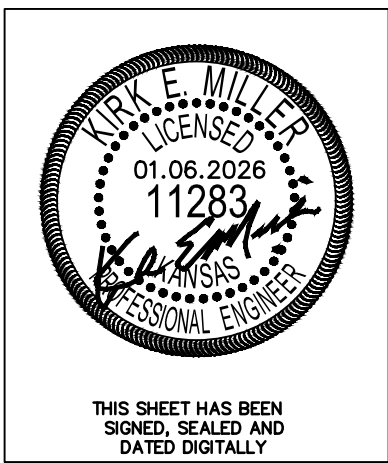
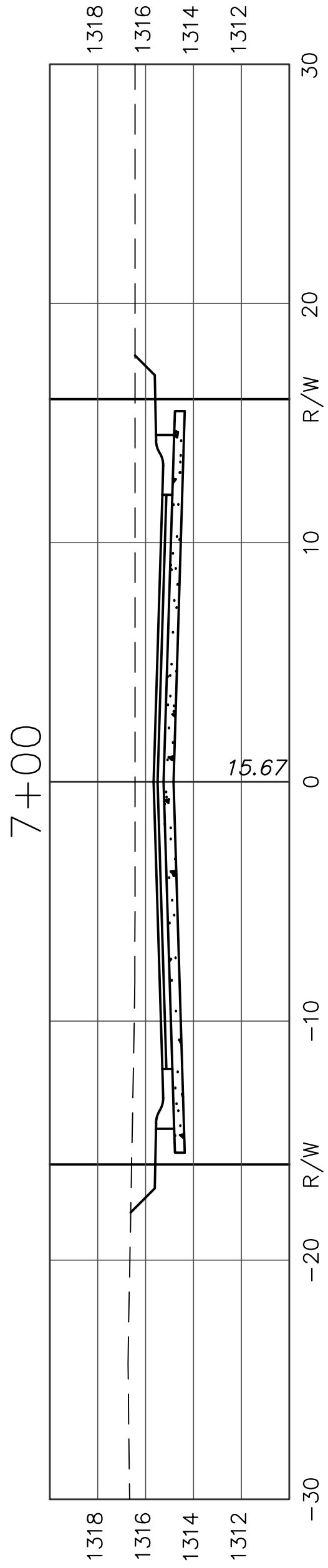
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CF: NONE



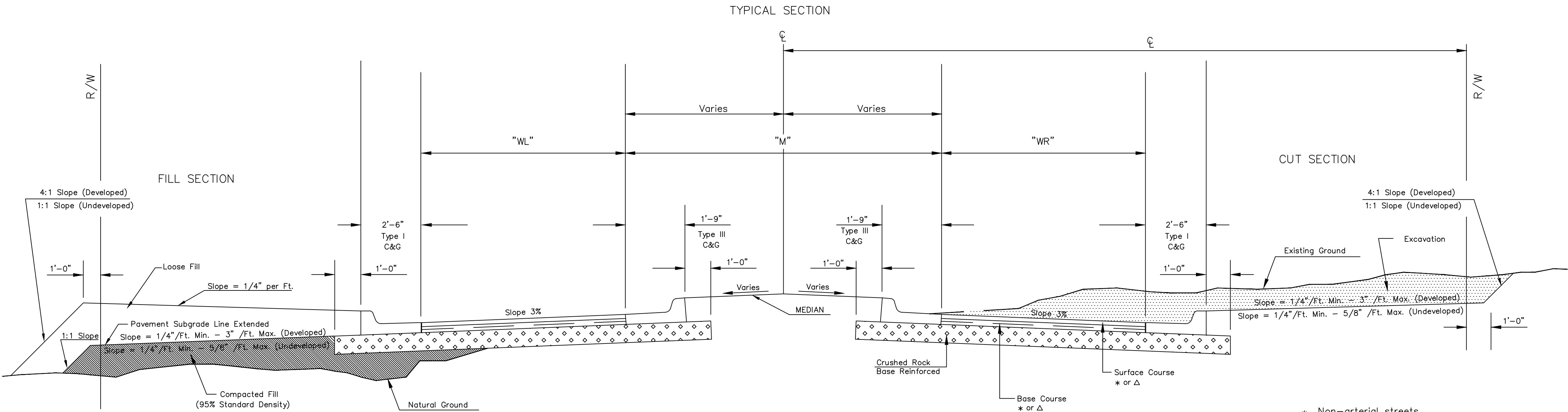
EXC: 90.24 CY
LF: NONE
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EXC: 103.52 CY
LF: NONE
CF: NONE

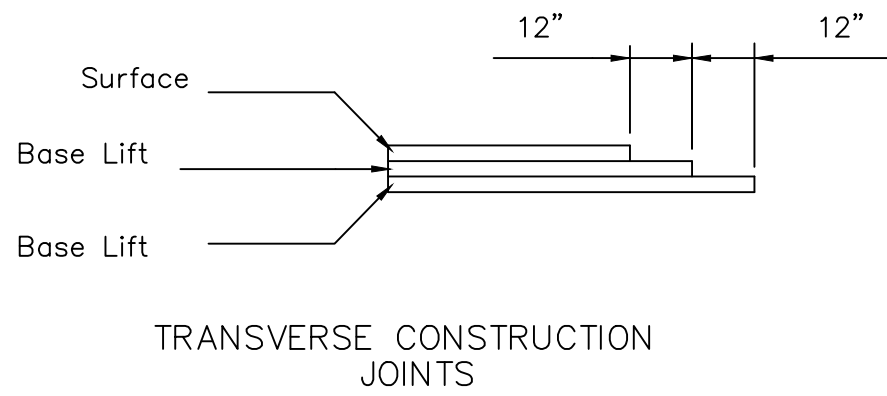


Pierpoint Acres 2nd Addition Cross Sections Wichita, Kansas				
PROJECT NUMBER				
KEM. NO. 19015	FILE	DATE 04.2023	SHEET 5.1	
DESIGN KEM	DRAWN ZJS	REVISED		



- * Non-arterial streets
BC-1, SC-1 AND PG 64-22
- Δ Arterial streets
BM-2 PG 64-22(Base) PG 70-28(Surface)

Base Course thicker than 4" shall be installed in two lifts



Transverse construction joints shall be constructed in flexible base pavement at locations where pavement joins existing flexible base pavement as show by the detail. All costs associated with the construction of the transverse joint shall be included in the bid price for Square Yards of pavement.

GENERAL NOTES

Fabric base reinforcement shall be an approved grid. Fabric base reinforcement shall be installed in accordance with manufacturer's recommendations. Crushed rock shall be uniformly graded from 1 - 1/2" maximum size to not more than 10% passing a No. 200 sieve. Rock quality shall be the same as specified for coarse aggregate for concrete mixes.

Rock base is to be compacted and smoothed with a steel faced roller prior to placement of asphalt. Tack coat will not be applied to rock base.

A tack coat of emulsified asphalt (SC-1H or CSS-1H) shall be applied to an approximate rate of 0.05 gallons per square yard between each lifts of asphaltic material.

Bituminous base and asphaltic concrete wearing surface shall be placed with a laydown machine having automatic controls for line and grade.

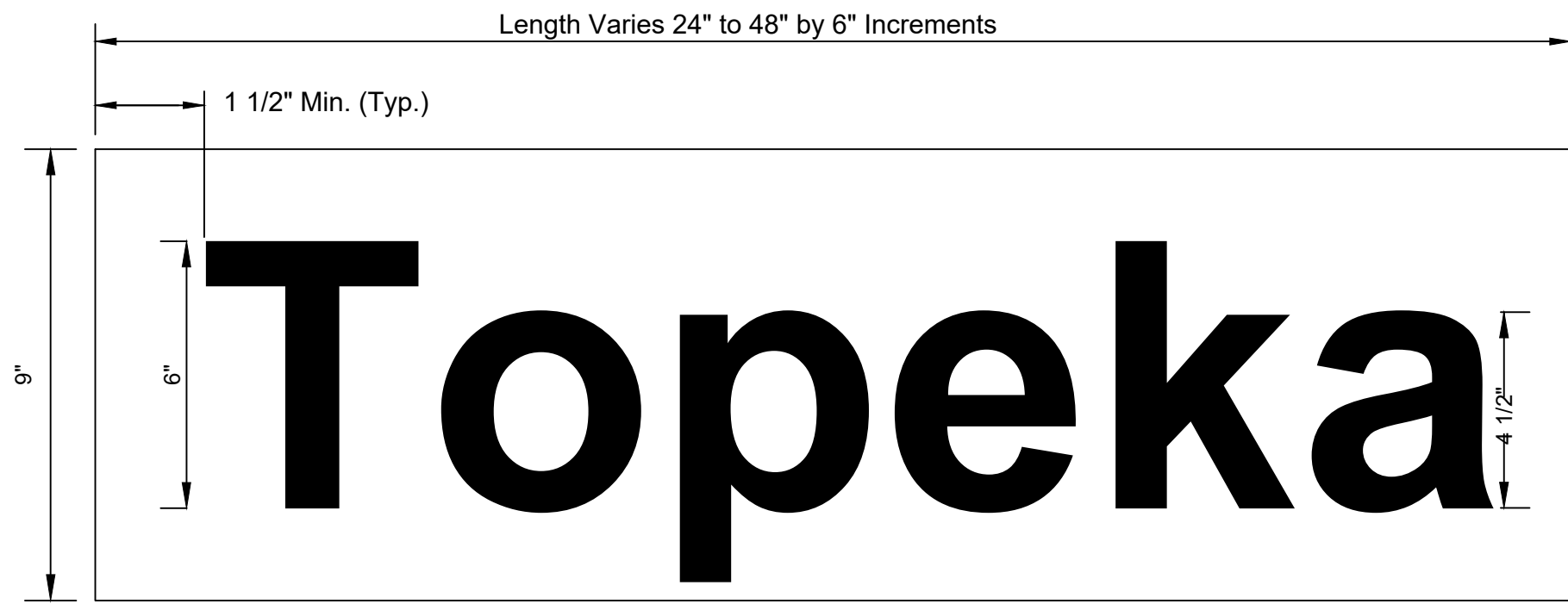
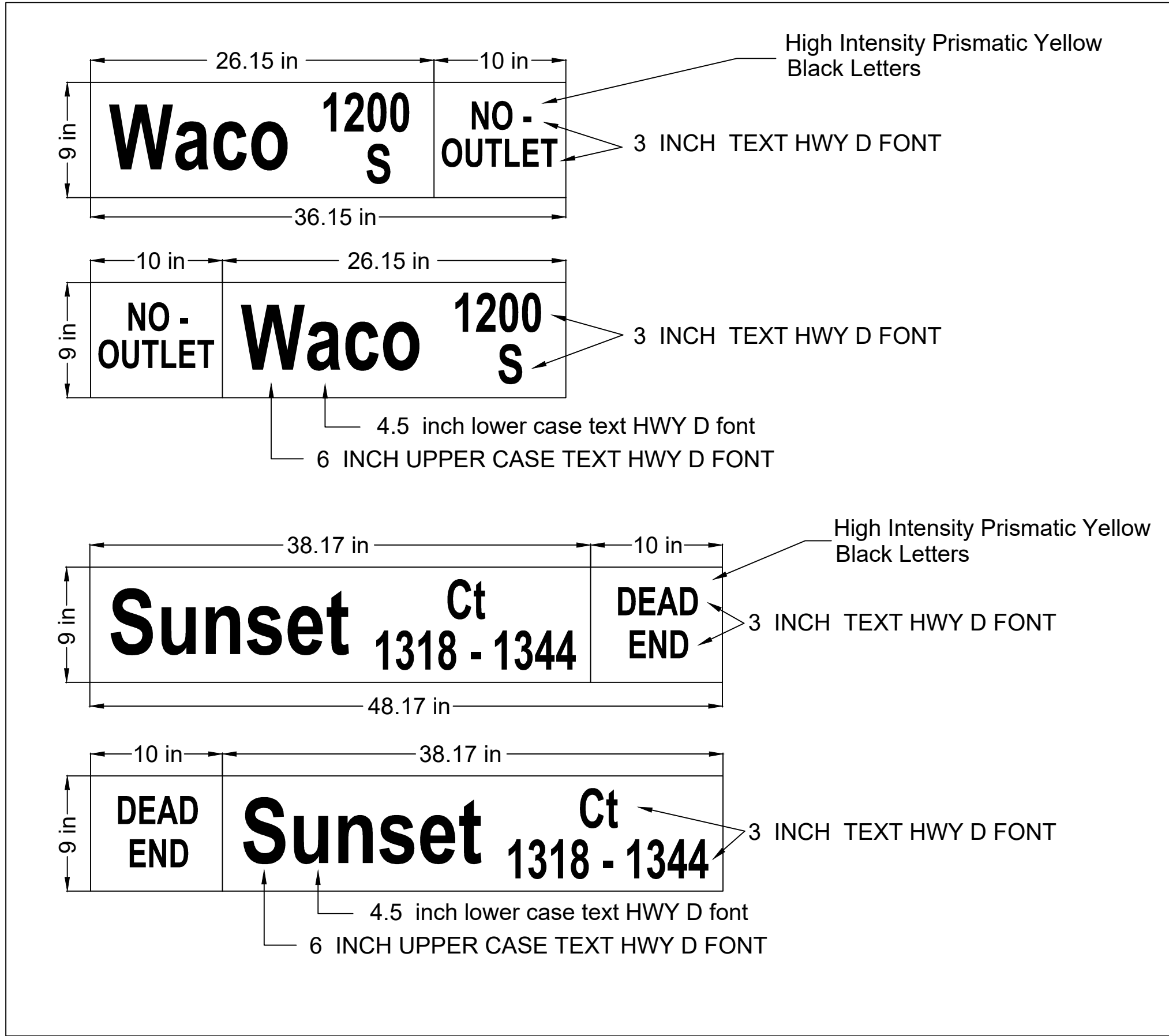
Construction joints in each lift shall be staggered a minimum distance of one (1) foot from joints in preceding lifts and placed so that a join will be constructed on the centerline of the top lift.

The asphaltic concrete pavement between the combined curb and gutter shall be paid as square yards of of pavement.

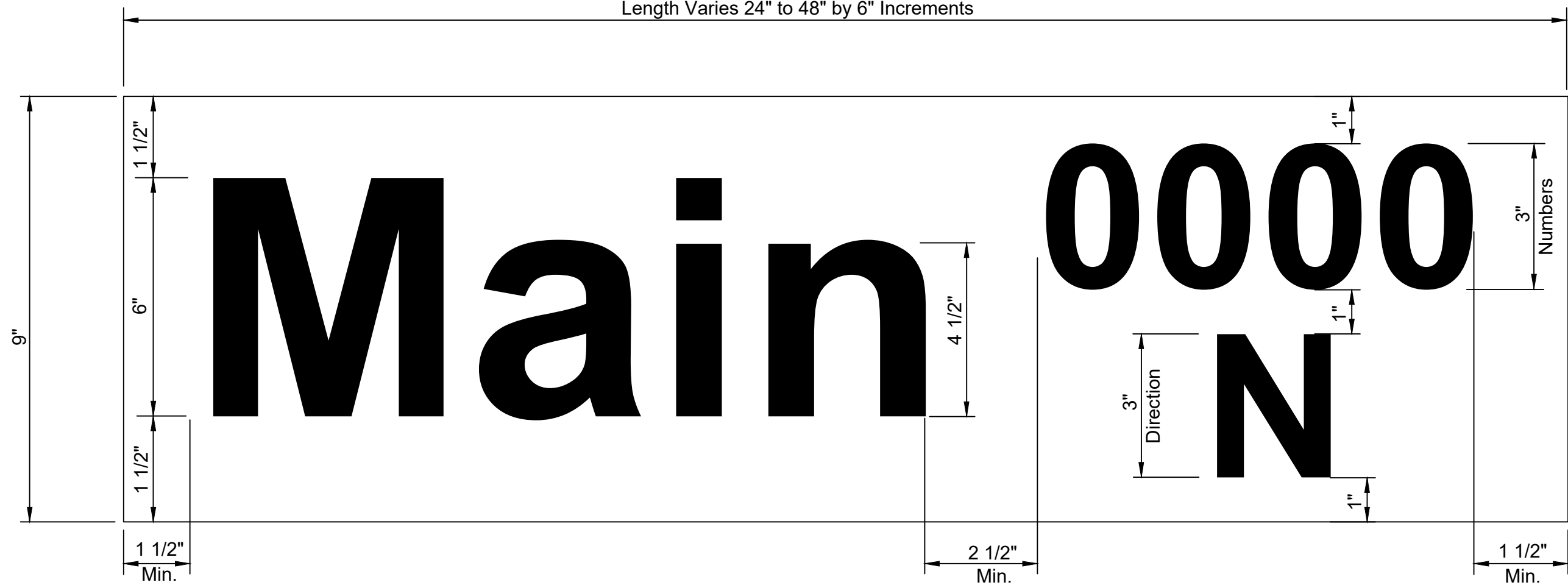
STREET NAME	"WL"	"M"	"WR"	STATION	CENTER LINE	ROW DIMENSION	MEDIAN DESCRIPTION	SLOPE	ROCK THICKNESS	PAVEMENT THICKNESS	COMMENTS
VALLEY PARK	12'	—	12'	ALL	16'	32'	N/A	3.125%	5"	5"	



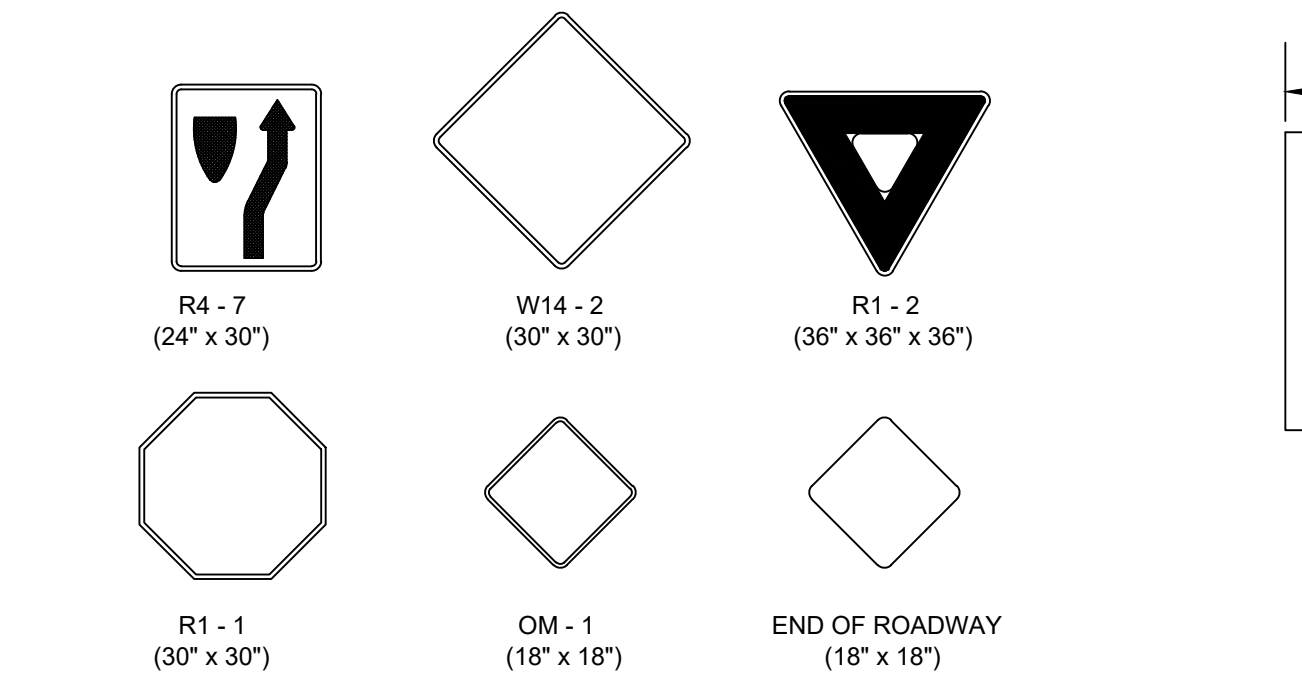
REVISED: OCTOBER 2015		
ASPHALT PAVING DETAIL		
CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 6.0



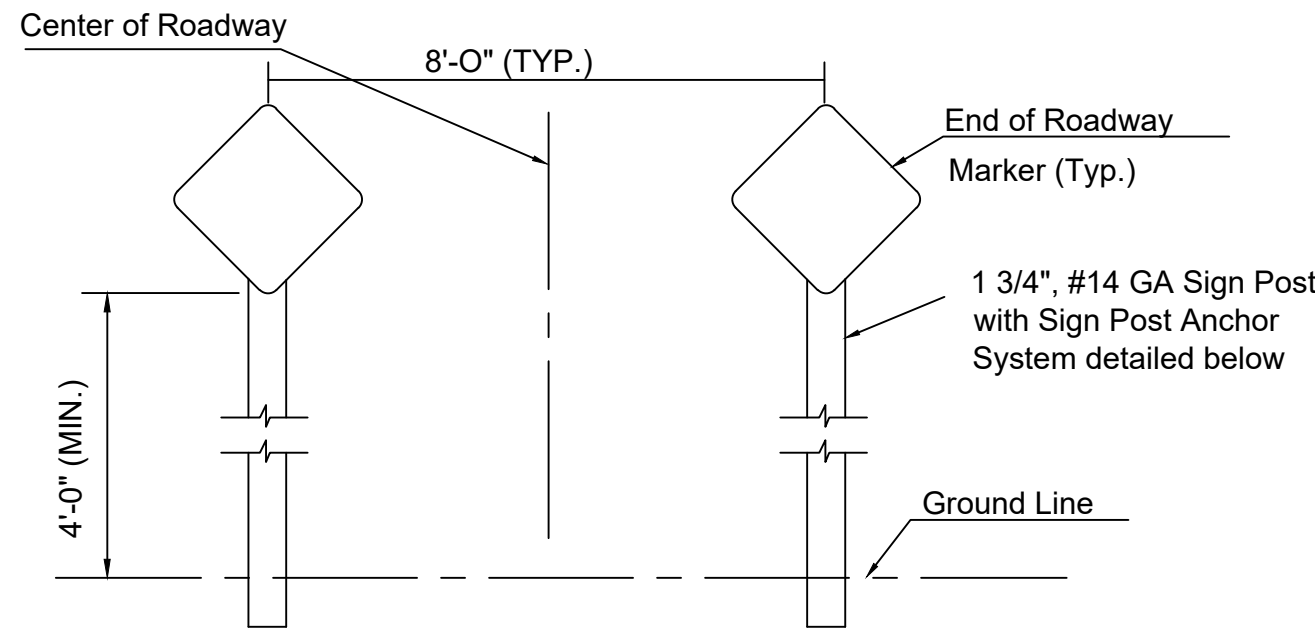
DETAIL A
9" STANDARD
Length Varies 24" to 48" by 6" Increments



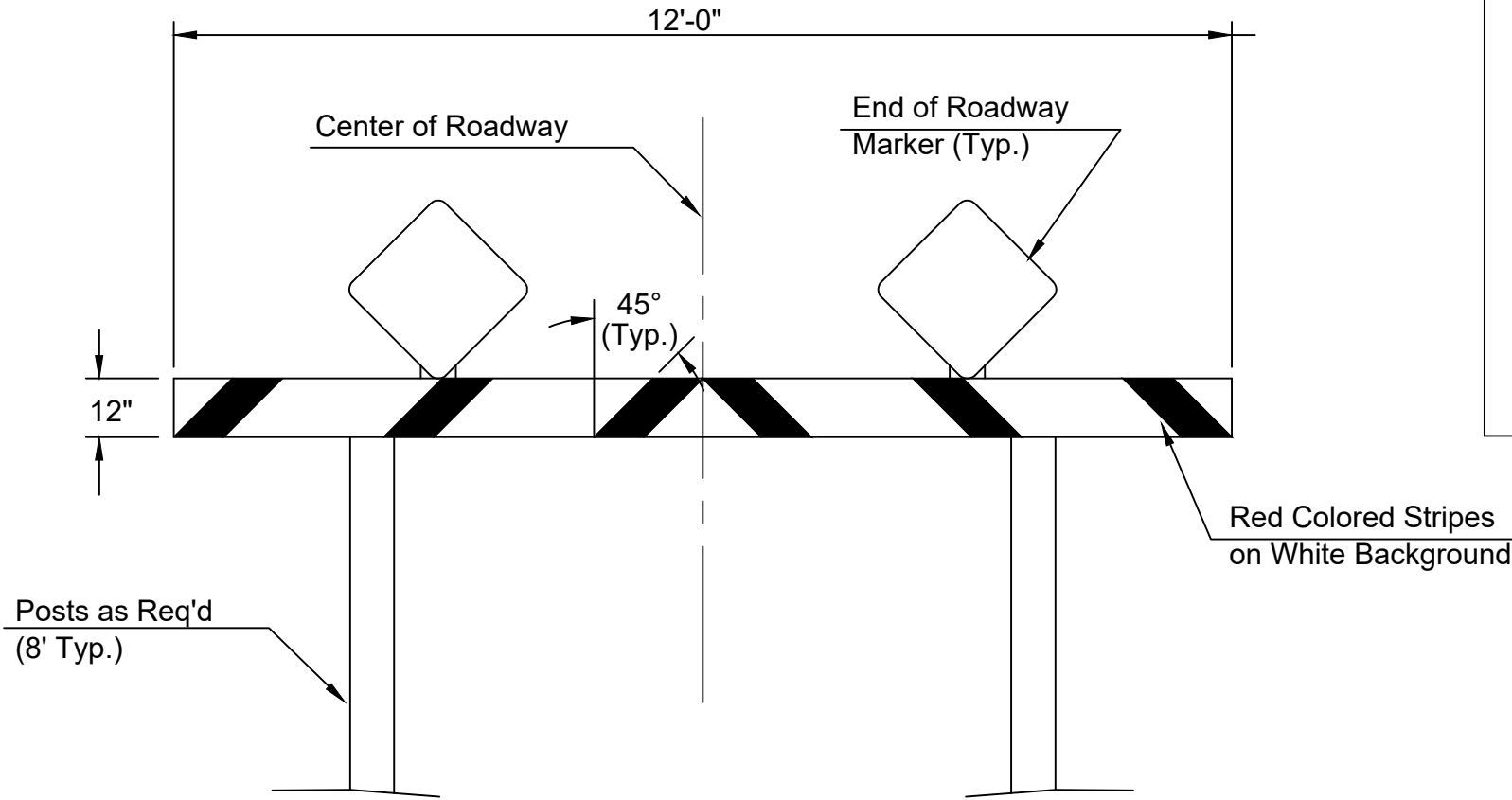
DETAIL B
9" METRO



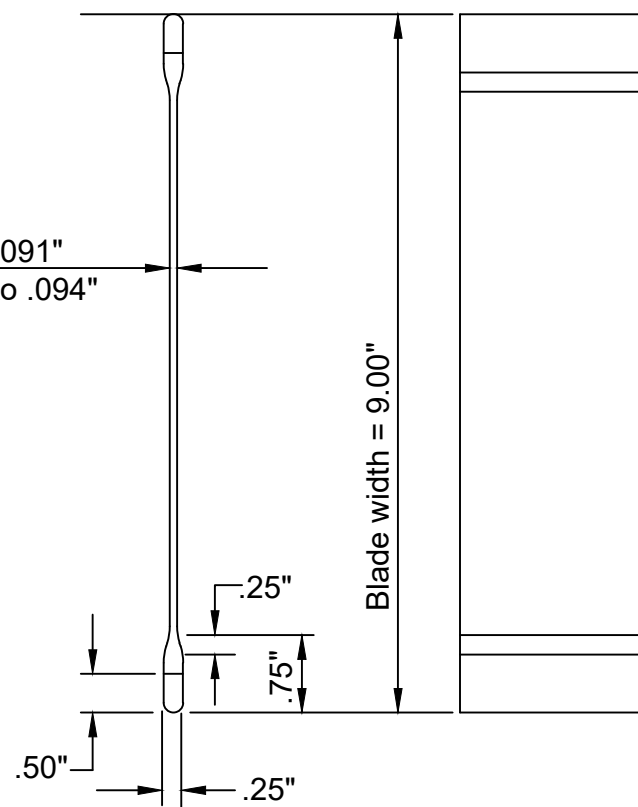
* IN NO CASE SHALL THE SPECIFICATIONS BE LESS THAN REQUIRED BY THE CURRENT MUTCD.



TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION



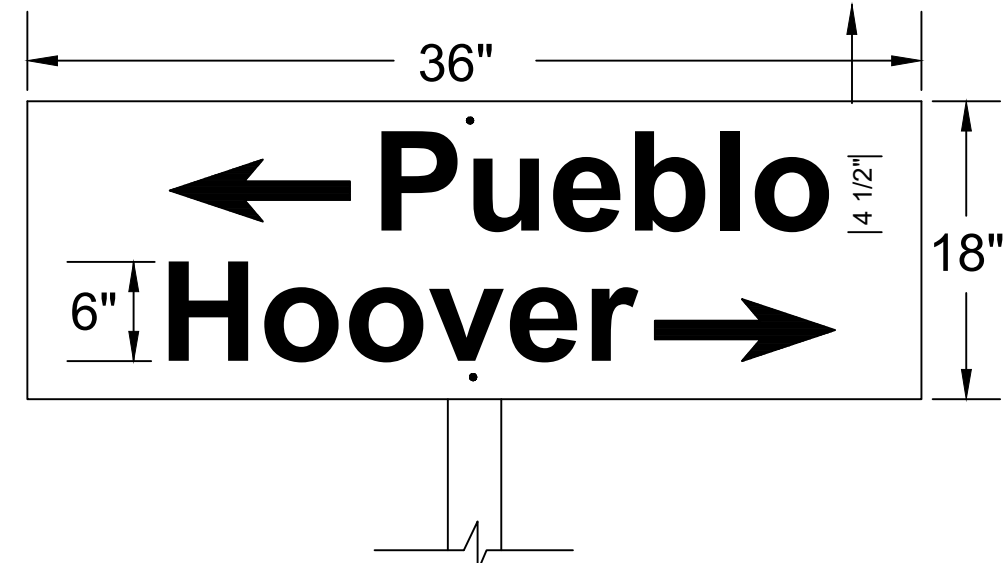
TYPE I BARRICADE DETAIL W/ E.O.R. MARKERS



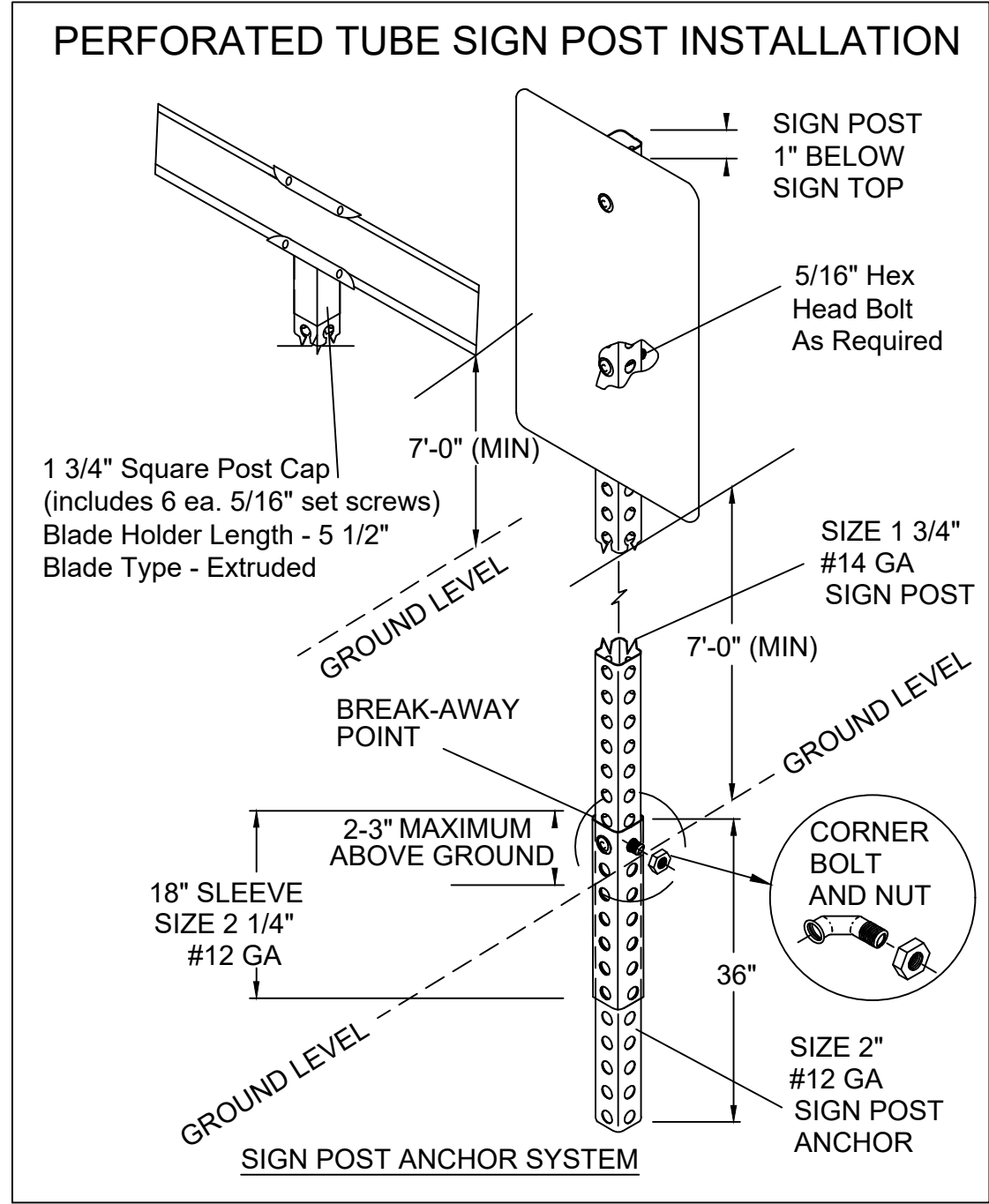
STREET NAME SIGN
BLADE DETAILS

NOTE: Contractor to Contact
Engineer for Block Numbers
Prior to Construction.

STREET NAME	NO. BLADES REQ'D	
	9" STD	9" METRO
Valley Park	2	
St Clair	1	
Meridian	1	
TOTAL	4	



FLAT PLATE STREET NAME SIGN



SIGN ASSEMBLY TABLE			
STATION	OFFSET	SIGN	QUANTITY*
0+30	20 Rt	SNS	1
7+35	25 Lt	SNS	1
TOTAL			2

NOTE: REFERENCES BELOW TO "STANDARD SPECIFICATIONS" DENOTE "STANDARD SPECIFICATION FOR STATE ROAD AND BRIDGE CONSTRUCTION EDITION 2015" BY THE KANSAS DEPARTMENT OF TRANSPORTATION.

- FABRICATION AND INSTALLATION OF ALL SIGNS SHALL CONFORM TO THE LATEST EDITION OF THE MUTCD.**
- POST ANCHORS: POSTS SHALL BE ANCHORED WITH A YIELDING BASE POST SUPPORT AS DETAILED.
- POSTS FOR TRAFFIC CONTROL SIGNS: POSTS SHALL BE GALVANIZED AND CONFORM TO THE REQUIREMENTS OF SUBSECTION 1620 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT ALL POSTS SHALL WEIGH 3 LBS./FT. MINIMUM.
- POSTS FOR STREET NAME SIGNS (SNS): POSTS SHALL BE 9 FEET LONG, CONSTRUCTED FROM #14 GALVANIZED STEEL PIPE AND SHALL BE 1 3/4" SQUARE WEIGHING A MINIMUM OF 3 LBS./FT. POSTS SHALL BE POSITIONED SO THAT THE BOTTOM BLADE IS 7 FEET ABOVE GRADE.
- POSTS FOR END OF ROADWAY SIGN TO BE 8' LONG AND INSTALLED A MINIMUM OF 4' FROM ROADWAY TO BOTTOM OF SIGN.
- SIGN BLANKS FOR TRAFFIC CONTROL SIGNS: SIGN BLANKS SHALL BE FABRICATED FROM 0.080" ALUMINUM ALLOY 6063-T6 CONFORMING TO THE REQUIREMENTS OF SUBSECTION 1626 OF THE STANDARD SPECIFICATIONS.
- SIGN BLADES FOR STREET NAME SIGNS: EXTRUDED ALUMINUM BLADES SHALL BE ALUMINUM ALLOY CONFORMING TO 6063-T6 OR 5052-H38 (ASTM SPECIFICATION B221, LATEST ISSUE). BLADES SHALL HAVE AN ALODINE OR PHOSPHATE ETCHED FINISH. BLADES SHALL HAVE SQUARE CORNERS AND NO HOLES.

MINIMUM BLADE LENGTH SHALL BE 24". MAXIMUM BLADE LENGTH SHALL BE 48". LENGTH VARIES BY INCREMENTS OF 6".

BLADES BEARING THE STREET NAMES SHALL BE FIRMLY ATTACHED TO THE MOUNTING BRACKETS USING ALLEN-TYPE CONICAL SET SCREWS. THE BLADES SHALL BE ORIENTED PARALLEL TO THE STREET.
- MOUNTING BRACKETS FOR SIGNS: DIE-CAST ALUMINUM BRACKETS SHALL BE ALUMINUM ALLOY 360 HAVING A TENSILE STRENGTH OF 44,000 PSI. THE BRACKETS SHALL BE SMOOTHLY FINISHED FREE OF PITS, BURRS, AND FLAWS. EACH BRACKET SHALL BE TAPPED AND DRILLED FOR 5/16" ZINC-PLATED ALLEN-TYPE SET SCREWS HAVING SELF-LOCKING SAW-TOOTH ENDS.
- FASTENERS: ALL STEEL FASTENERS FOR TRAFFIC CONTROL SIGNS SHALL BE GALVANIZED AND SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1614 OF THE STANDARD SPECIFICATIONS.
- REFLECTIVE SHEETING: REFLECTIVE SHEETING SHALL BE A MINIMUM OF HIGH INTENSITY PRISMATIC.
- PROCESS INK: ALL PROCESS INK SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 2202 OF THE STANDARD SPECIFICATIONS.
- DETAILS - SNS: THE REFLECTIVE SHEETING FOR THE 9" STANDARD SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVER-WHITE #2 COPY WITH 6" UPPER CASE AND 4 1/2" LOWER CASE PRIMARY COPY AND SUFFIX COPY. BOTH SERIES "C". FACES TO TRIM TO A 8 1/2". (SEE DETAIL A.)

THE REFLECTIVE SHEETING FOR THE 9" METRO SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVERWHITE #2 COPY WITH 6" UPPER CASE AND 4 1/2" LOWER CASE PRIMARY COPY AND SUFFIX COPY, BOTH SERIES "C". THE CARDINAL DIRECTION CENTERED DIRECTLY BELOW THE BLOCK NUMBER SHALL BE AN UPPER CASE, 3" SERIES "C" LETTER. FACES TO TRIM TO A 8 1/2" WIDTH. (SEE DETAIL B.)

FOR CUL-DE-SAC STREETS, A 9" METRO SIZE BLADE SHALL BE USED WITH THE BLOCK NUMBERS DISPLAYED BENEATH THE STREET NAME.

IF BLOCK NUMBERS ARE NOT SHOWN ON THE PLANS THE CONTRACTOR SHALL CONTACT THE TRAFFIC ENGINEER AT 268-4501 PRIOR TO MANUFACTURING THE SIGN.

SHOP DRAWINGS OF LAYOUT FOR SNS SHALL BE SUBMITTED TO THE TRAFFIC ENGINEERING DIVISION OF THE CITY OF WICHITA FOR APPROVAL PRIOR TO FABRICATION. THE FINISHED SIGNS AS SUPPLIED SHALL BE OF GOOD APPEARANCE, FREE FROM RAGGED EDGES, CRACKS, SCALES OR BLISTERS AND SHALL BE CLEAN-CUT. SIGNS SHALL BE PACKED IN SUCH MANNER AS TO PREVENT DAMAGE OR DEFACEMENT DURING SHIPMENT OR STORAGE.

- PERMANENT TRAFFIC CONTROL AND SNS: PERMANENT TRAFFIC CONTROL AND SNS SHALL BE MEASURED AND PAID FOR AT THE LUMP SUM PRICE FOR SIGNING. THE PAYMENT AS SET FORTH ABOVE SHALL BE CONSIDERED FULL COMPENSATION FOR ALL EXCAVATION, BACKFILLING, POSTS, ANCHORS, FASTENERS, MATERIALS, LABOR, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK.

REVISED NOVEMBER 2014



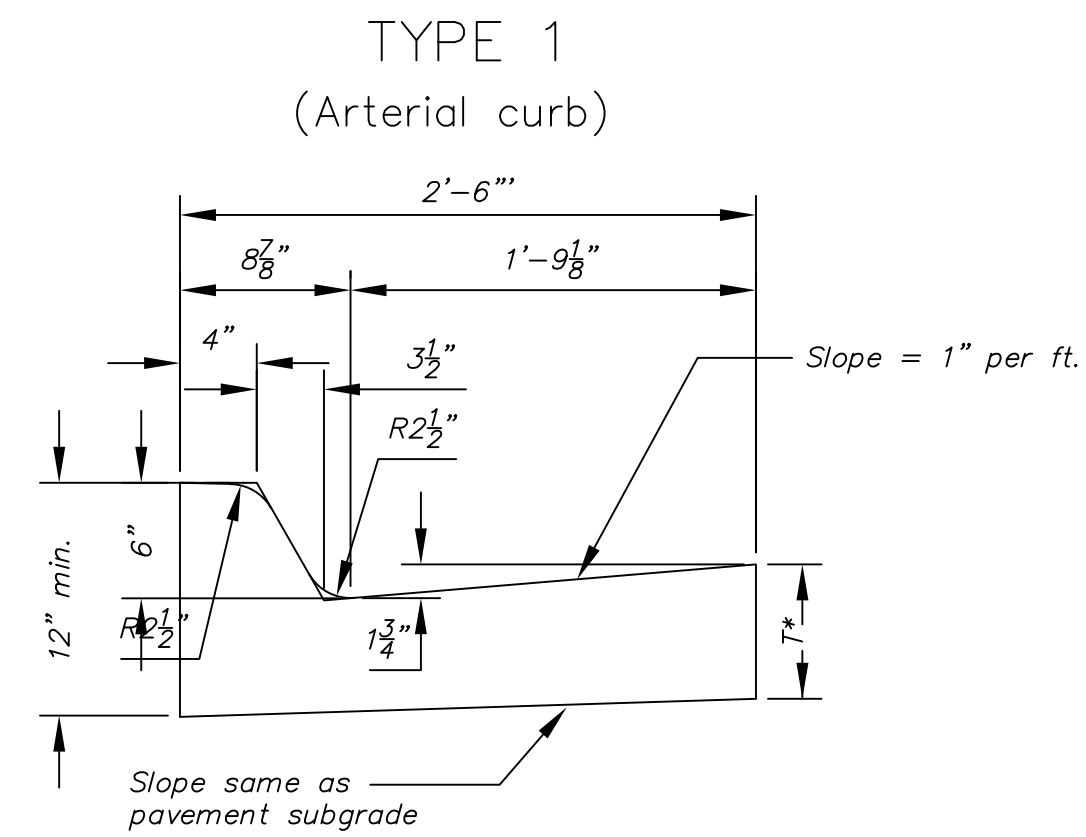
CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

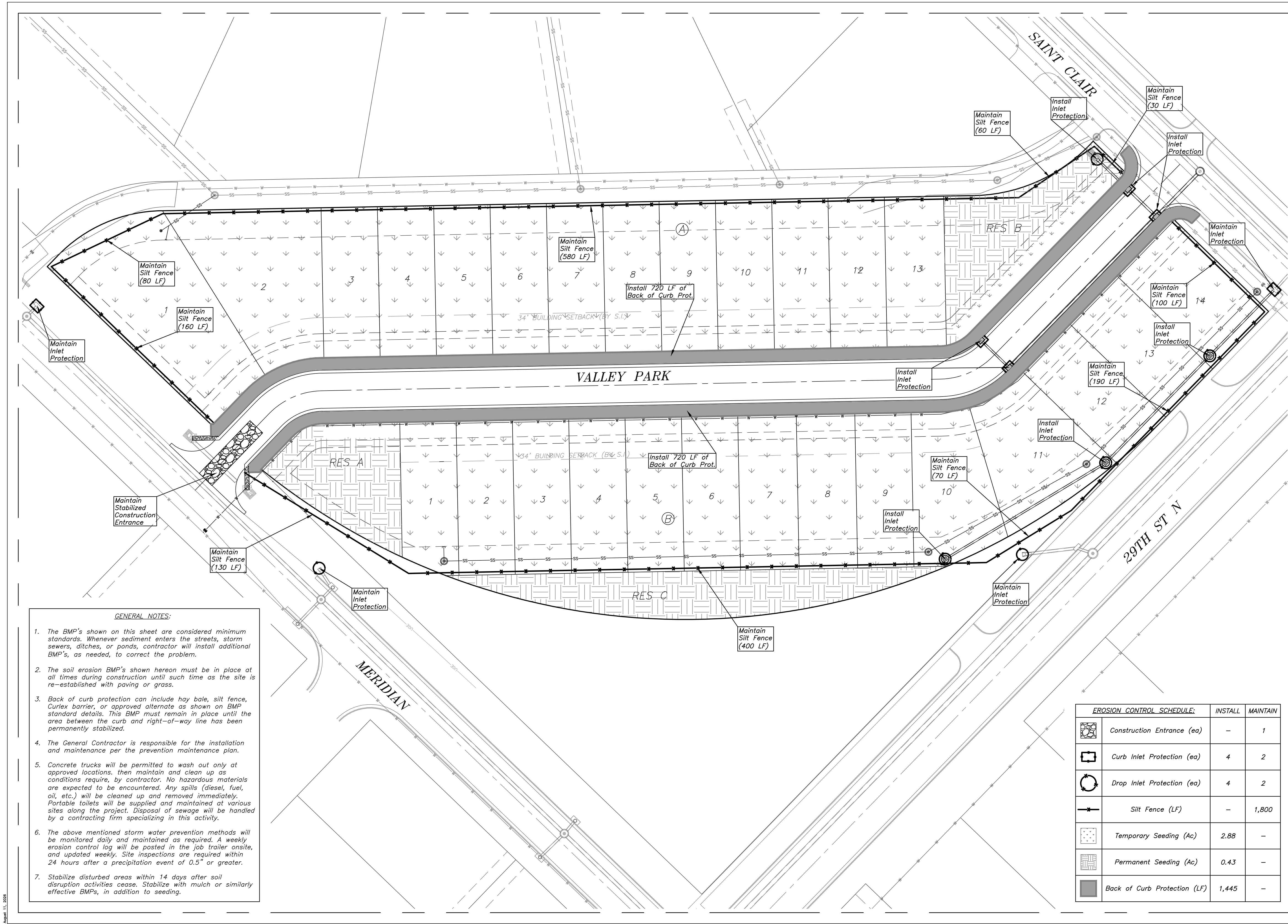
SIGN DETAILS

TRAFFIC ENGINEER
Mike Armour

PROJECT NUMBER	OCA NUMBER	DATE
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<i>CITY ENGINEER'S OFFICE</i> CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501	SHEET 7.0
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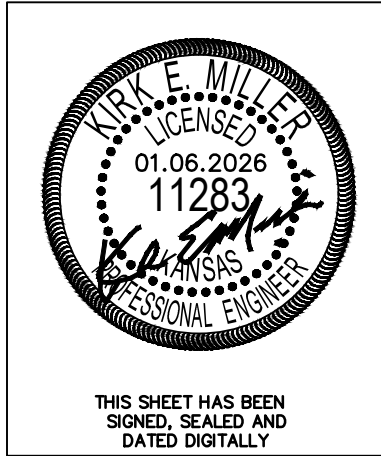




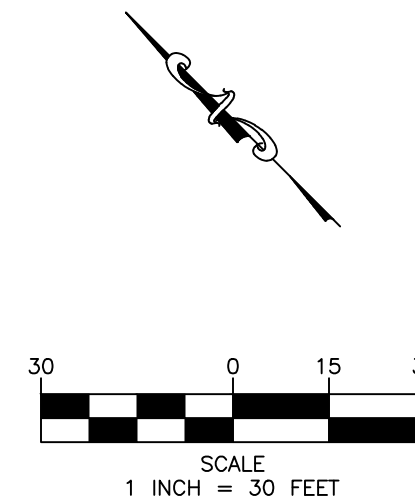
GENERAL NOTES:

1. The BMP's shown on this sheet are considered minimum standards. Whenever sediment enters the streets, storm sewers, ditches, or ponds, contractor will install additional BMP's, as needed, to correct the problem.
2. The soil erosion BMP's shown hereon must be in place at all times during construction until such time as the site is re-established with paving or grass.
3. Back of curb protection can include hay bale, silt fence, Curlex barrier, or approved alternate as shown on BMP standard details. This BMP must remain in place until the area between the curb and right-of-way line has been permanently stabilized.
4. The General Contractor is responsible for the installation and maintenance per the prevention maintenance plan.
5. Concrete trucks will be permitted to wash out only at approved locations, then maintain and clean up as conditions require, by contractor. No hazardous materials are expected to be encountered. Any spills (diesel, fuel, oil, etc.) will be cleaned up and removed immediately. Portable toilets will be supplied and maintained at various sites along the project. Disposal of sewage will be handled by a contracting firm specializing in this activity.
6. The above mentioned storm water prevention methods will be monitored daily and maintained as required. A weekly erosion control log will be posted in the job trailer onsite, and updated weekly. Site inspections are required within 24 hours after a precipitation event of 0.5" or greater.
7. Stabilize disturbed areas within 14 days after soil disruption activities cease. Stabilize with mulch or similarly effective BMP's, in addition to seeding.

EROSION CONTROL SCHEDULE:		INSTALL	MAINTAIN
	Construction Entrance (ea)	-	1
	Curb Inlet Protection (ea)	4	2
	Drop Inlet Protection (ea)	4	2
	Silt Fence (LF)	-	1,800
	Temporary Seeding (Ac)	2.88	-
	Permanent Seeding (Ac)	0.43	-
	Back of Curb Protection (LF)	1,445	-



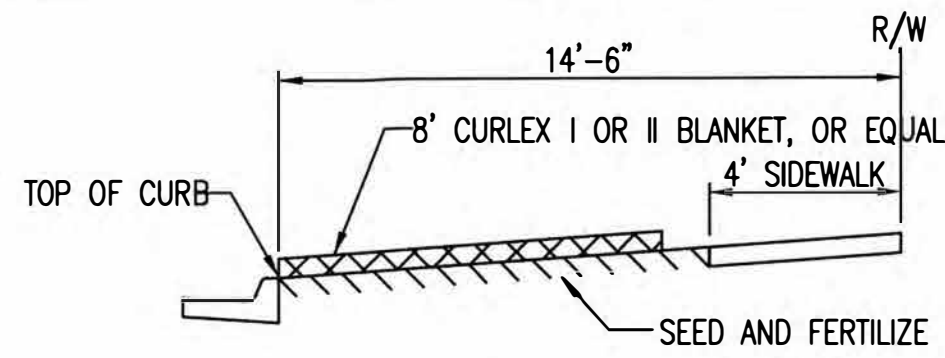
THIS SHEET HAS BEEN
SIGNED, SEALED AND
DATED DIGITALLY



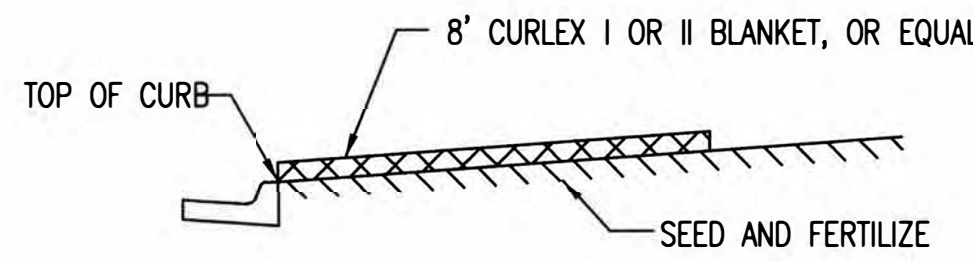
Pierpoint Acres 2nd Addition
PAV - Erosion Control Plan
Wichita, Kansas

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

KEM PROJ. 19015	DATE 08.2022	SHEET 8.0
DESIGN KEM	DRAWN JMW	

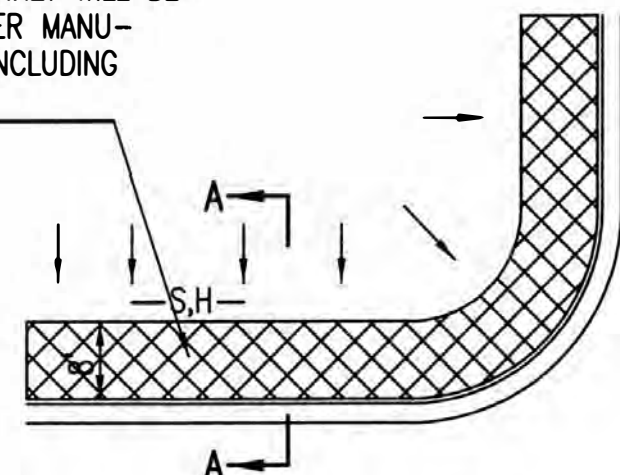


SECTION B-B

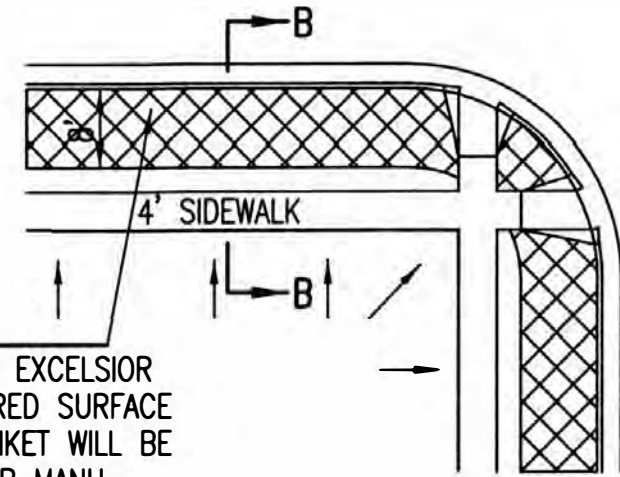


SECTION A-A

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



SOUTH STREET

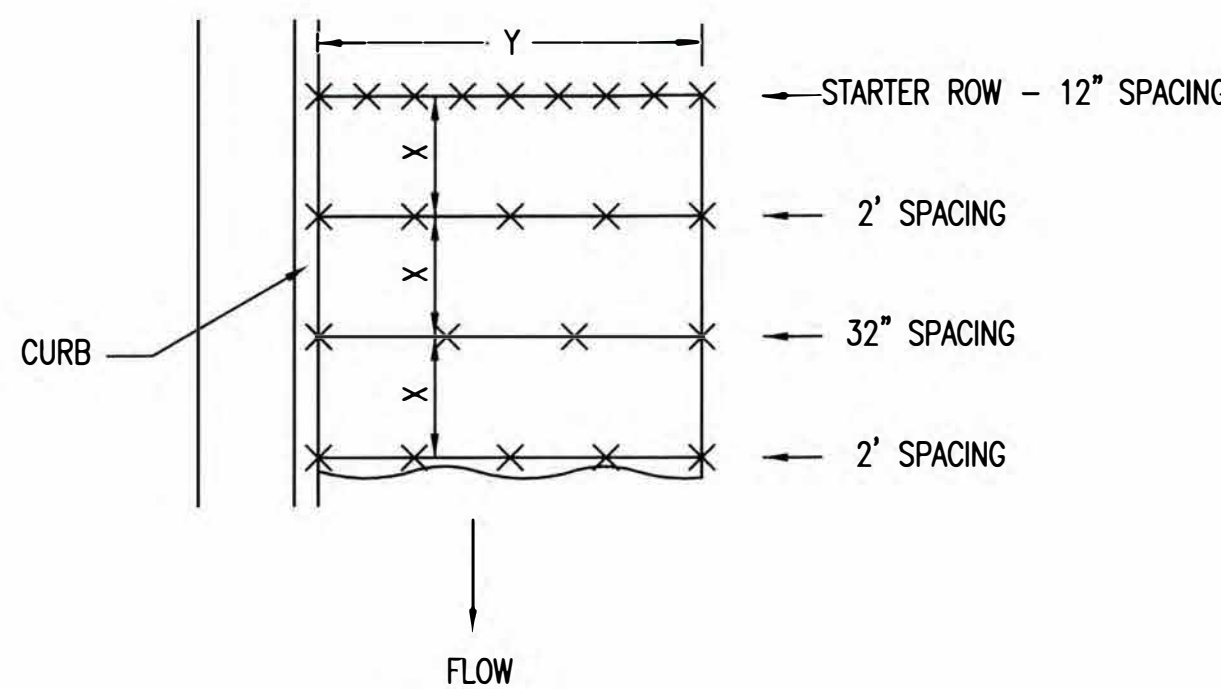


INSTALL 8" WIDE CURLEX I OR II EXCELSIOR BLANKET, OR EQUAL, ON PREPARED SURFACE BACK OF CURB. EDGE OF BLANKET WILL BE AT BACK OF CURB. INSTALL PER MANUFACTURERS RECOMMENDATION, INCLUDING STAPLES. (SEE DETAIL)

GENERAL NOTES

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

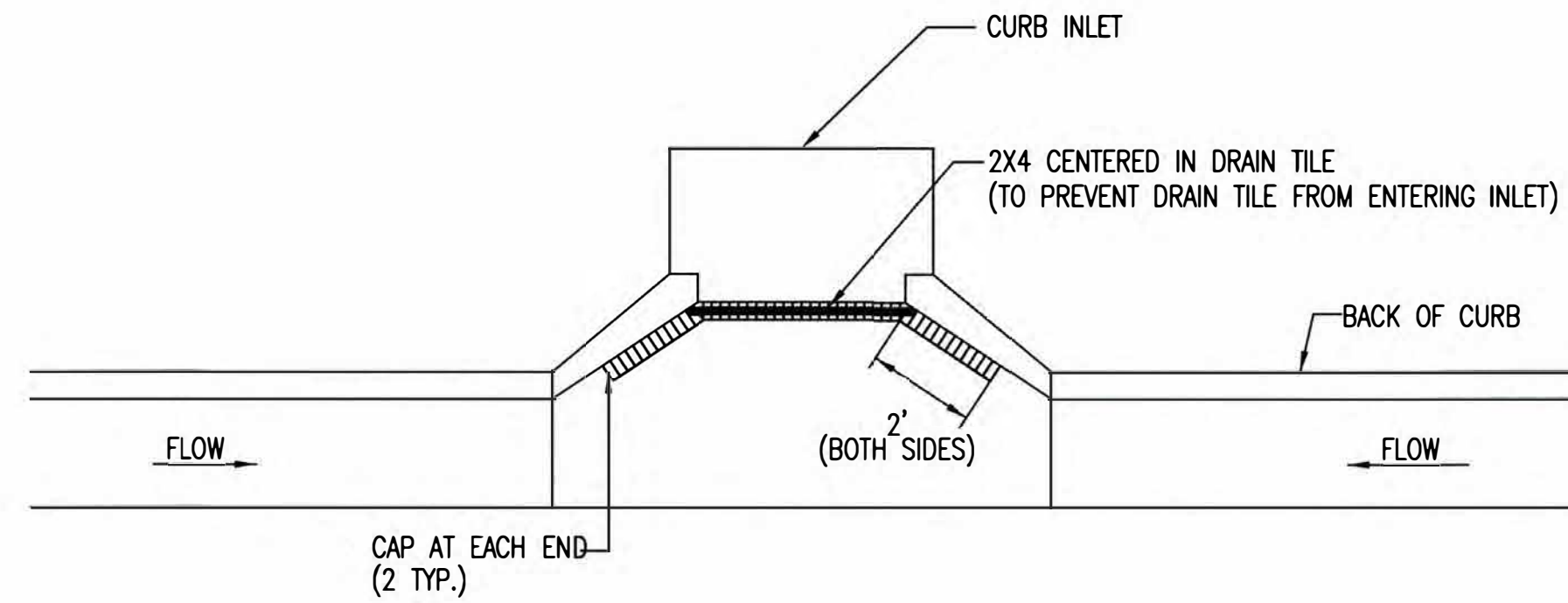
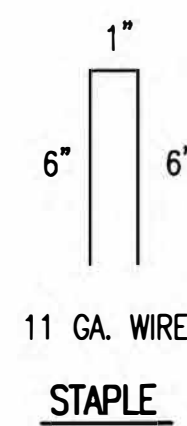
BACK OF CURB PROTECTION DETAIL



STAPLE PATTERN

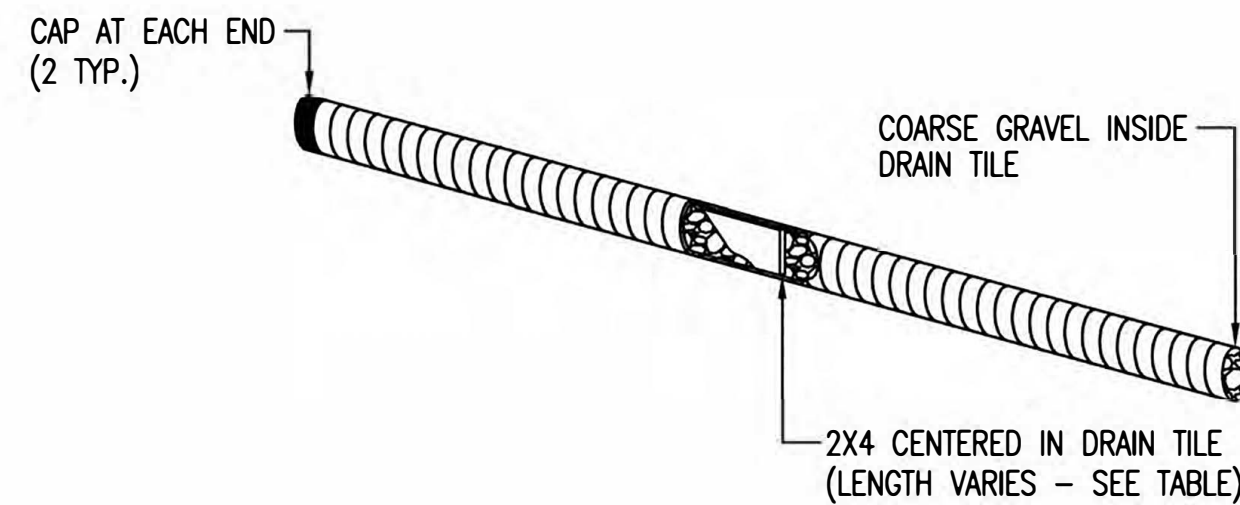
NOTES: USE 6" SEAM OVERLAP
(X & Y = RECOMMENDED BY MANUFACTURE)

DETAILS FOR APPROVED EROSION CONTROL MAT



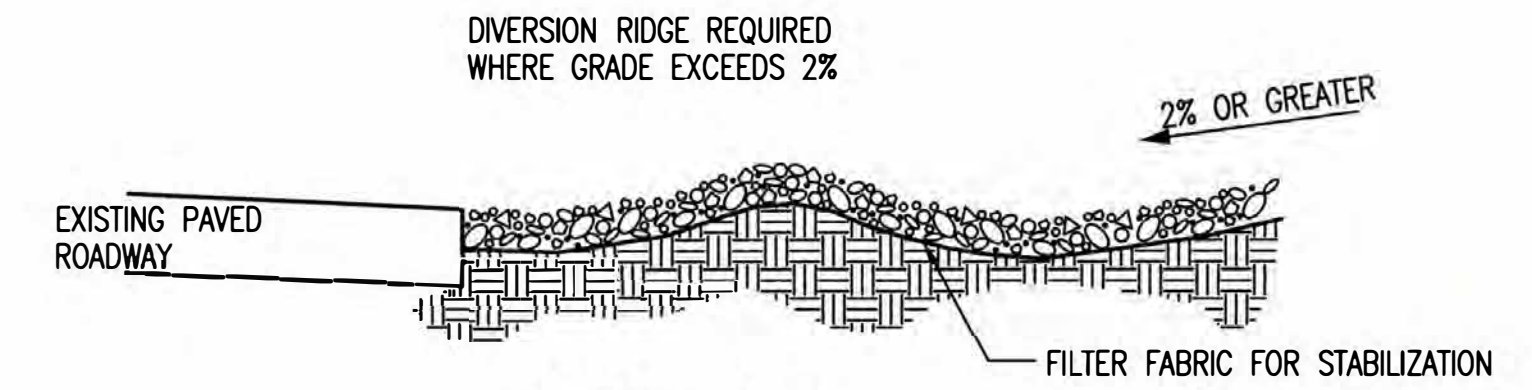
NOTE: PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

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

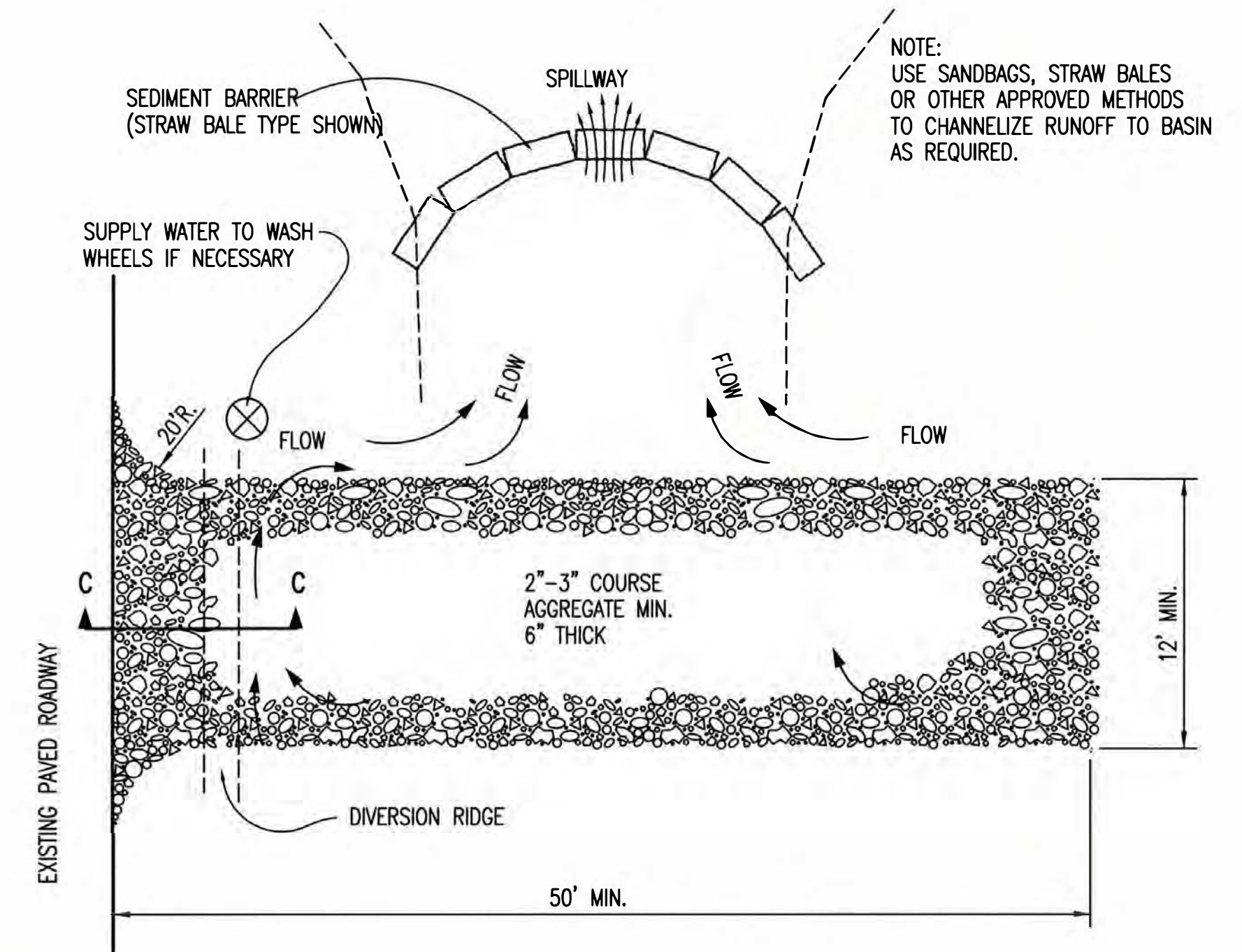


CURB INLET PROTECTION

4" PERFORATED PIPE W/ GRAVEL



SECTION C-C

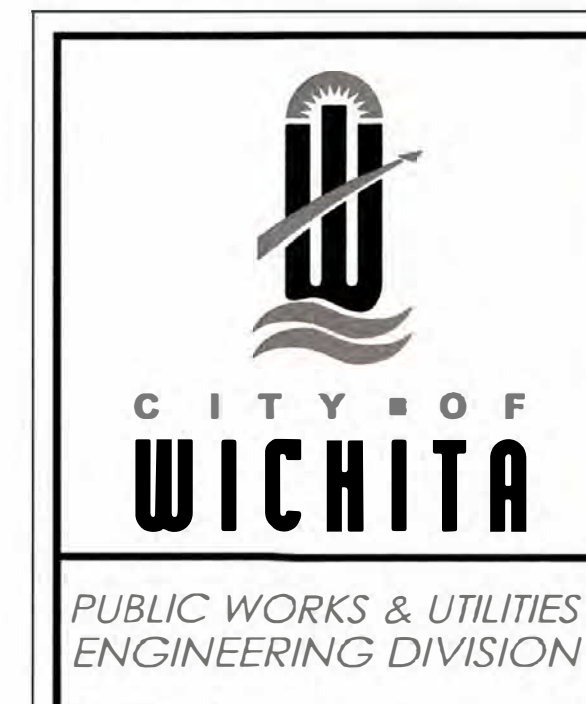


STABILIZED CONSTRUCTION ENTRANCE

GENERAL NOTES

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

REVISION DATE: MAY 2013



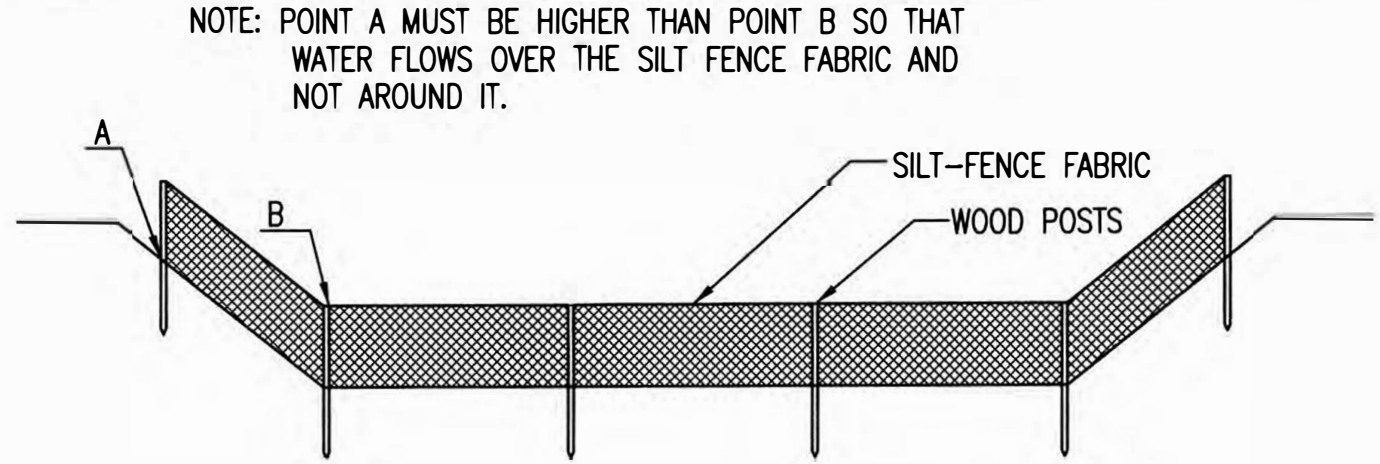
BACK OF CURB PROTECTION, CURB INLET PROTECTION AND CONSTRUCTION ENTRANCE

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
8.1



ELEVATION
SILT FENCE DITCH CHECKS
(STREAM PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

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

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

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH PERPENDICULAR TO THE DITCH FLOWLINE THAT IS AT LEAST 12" DEEP BY 6" WIDE. EXTEND THE TRENCH IN A STRAIGHT LINE ALONG THE ENTIRE LENGTH OF THE PROPOSED DITCH CHECK. PLACE THE SOIL ON THE UPSTREAM SIDE OF THE TRENCH FOR LATER USE. ROLL OUT A CONTINUOUS LENGTH OF SILT FENCE FABRIC ON THE DOWNSTREAM SIDE OF THE TRENCH. PLACE THE EDGE OF THE FABRIC IN THE TRENCH STARTING AT THE TOP UPSTREAM EDGE OF THE TRENCH. LINE TWO SIDES OF THE TRENCH WITH THE FABRIC AS SHOWN ON DETAIL. BACKFILL OVER THE FABRIC IN THE TRENCH WITH THE EXCAVATED SOIL AND COMPACT. AFTER FILLING THE TRENCH, APPROXIMATELY 24" TO 36" OF SILT FENCE FABRIC SHOULD REMAIN EXPOSED. LAY THE EXPOSED SILT FENCE ON THE UPSTREAM SIDE OF THE TRENCH TO CLEAR AN AREA FOR DRIVING IN THE POSTS. JUST DOWNSTREAM OF THE TRENCH, DRIVE POSTS INTO THE GROUND TO A DEPTH OF AT LEAST 24". PLACE POSTS NO MORE THAN 4' APART. ATTACH THE SILT FENCE TO THE ANCHORED POST WITH STAPLES, WIRE, ZIP TIES, OR NAILS.

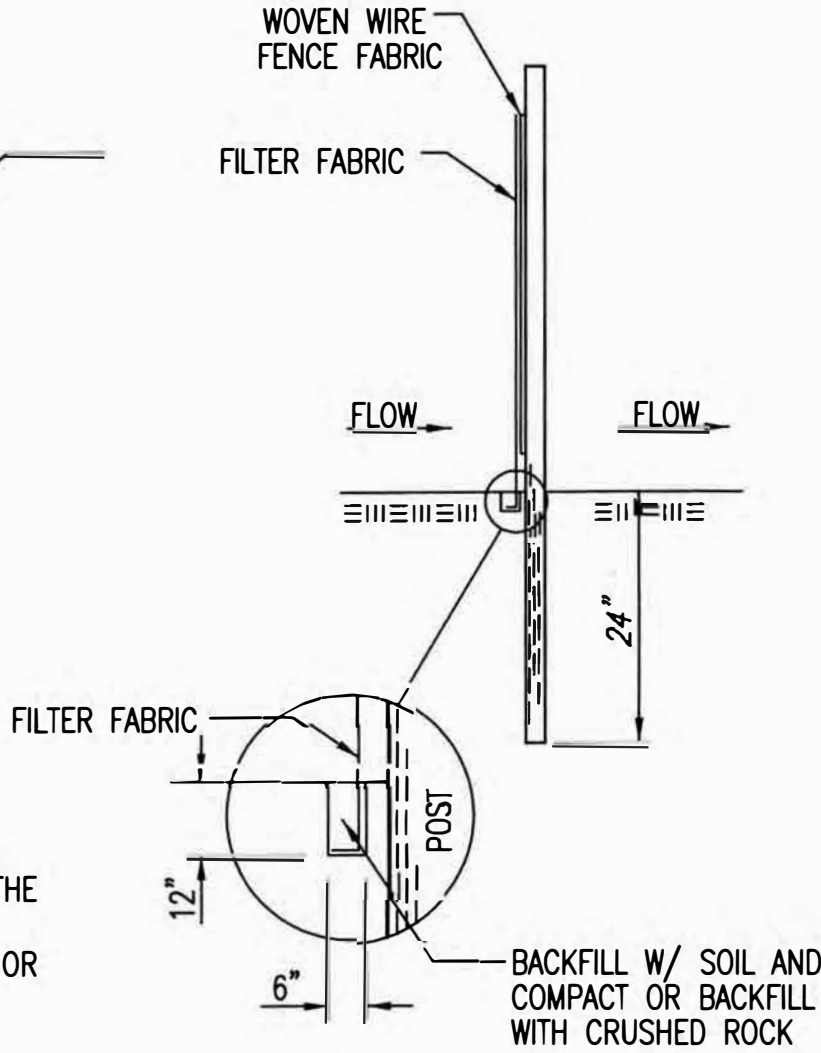
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

WATER SHOULD FLOW THROUGH A SILT FENCE DITCH CHECK--NOT OVER IT. PLACE SILT FENCE IN DITCHES WHERE IT IS UNLIKELY THAT IT WILL BE OVERTOPPED. SILT FENCE INSTALLATIONS QUICKLY DETERIORATE WHEN WATER OVERTOPS THEM. DO NOT PLACE SILT FENCE POSTS ON THE UPSTREAM SIDE OF THE SILT FENCE FABRIC. IN THIS CONFIGURATION, THE FORCE OF THE WATER IS NOT RESTRICTED BY THE POSTS, BUT ONLY BY THE STAPLES (WIRE, ZIP TIES, NAILS, ETC.). THE SILT FENCE WILL RIP AND FAIL. DO NOT PLACE A SILT FENCE DITCH CHECK DIRECTLY IN FRONT OF A CULVERT OUTLET. IT WILL NOT STAND UP TO THE CONCENTRATED FLOW. DO NOT PLACE SILT FENCE DITCH CHECKS IN DITCHES THAT WILL LIKELY EXPERIENCE HIGH FLOWS. THEY WILL NOT STAND UP TO CONCENTRATED FLOW. FOLLOW PRESCRIBED DITCH CHECK SPACING GUIDELINES. IF SPACING GUIDELINES ARE EXCEEDED, EROSION WILL OCCUR BETWEEN THE DITCH CHECKS. DO NOT ALLOW WATER TO FLOW AROUND THE DITCH CHECK. MAKE SURE THAT THE DITCH CHECK IS LONG ENOUGH SO THAT THE GROUND LEVEL AT THE ENDS OF THE FENCE IS HIGHER THAN THE LOW POINT ON THE TOP OF THE FENCE. DO NOT PLACE SILT FENCE DITCH CHECKS IN CHANNELS WITH SHALLOW SOILS UNDERLAIN BY ROCK. IF THE CHECK IS NOT ANCHORED SUFFICIENTLY, IT WILL WASH OUT.

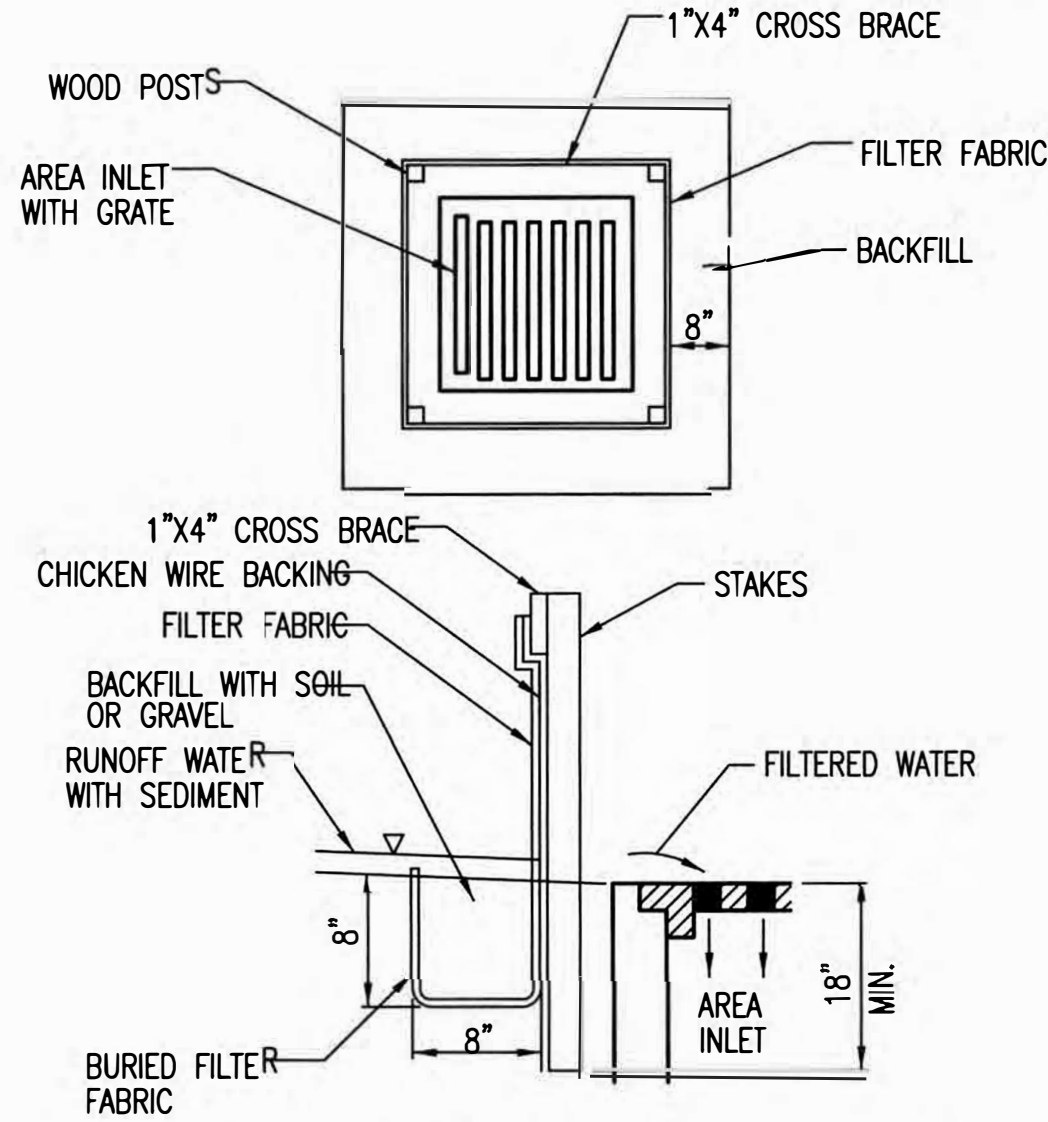
INSPECTION AND MAINTENANCE:

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

DOES WATER FLOW AROUND THE DITCH CHECK?
DOES WATER FLOW UNDER THE DITCH CHECK?
DOES THE SILT FENCE SAG EXCESSIVELY?
HAS THE SILT FENCE TORN OR BECOME DETACHED FROM THE POSTS?
DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE DITCH CHECK?



ANCHOR TRENCH DETAIL



SILT FENCE BARRIERS FOR AREA INLETS
(INLET PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

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

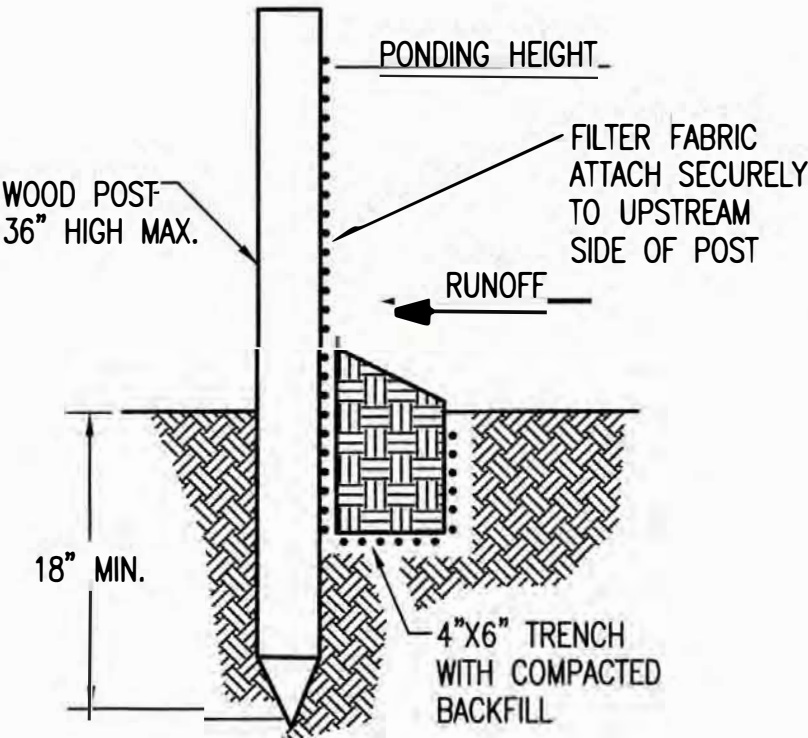
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



SILT FENCE BARRIERS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

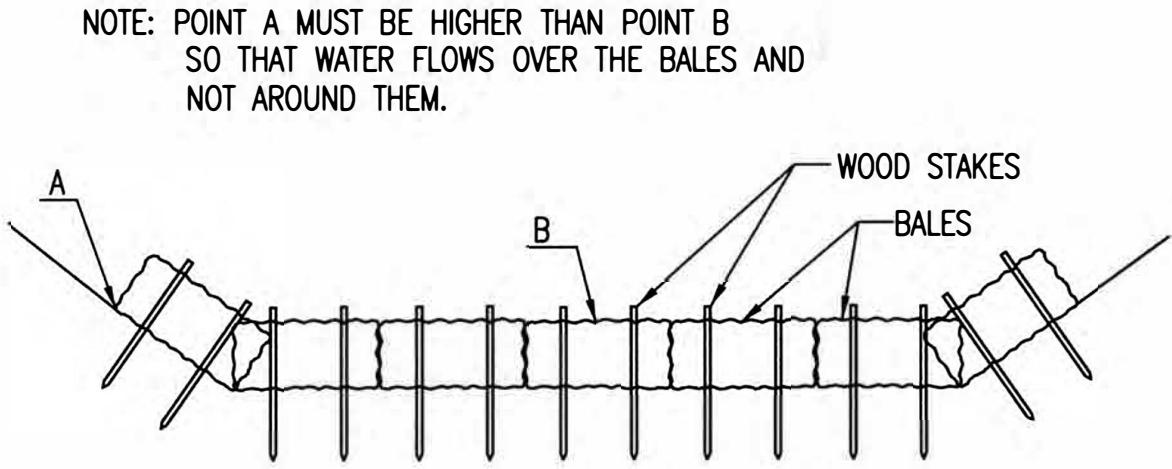
ARE THERE ANY POINTS ALONG THE SLOPE BARRIER WHERE WATER IS CONCENTRATING?
DOES WATER FLOW UNDER THE SLOPE BARRIER?
DO THE SILT FENCES SAG EXCESSIVELY?
HAS THE SILT FENCE TORN OR BECOME DETACHED FROM THE POSTS?
DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE SLOPE BARRIER?

REVISION DATE: MAY 2013



SILT FENCE DITCH CHECK
AND BARRIER DETAILS

CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 435 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 8.2



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

PROPER INSTALLATION METHOD:

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

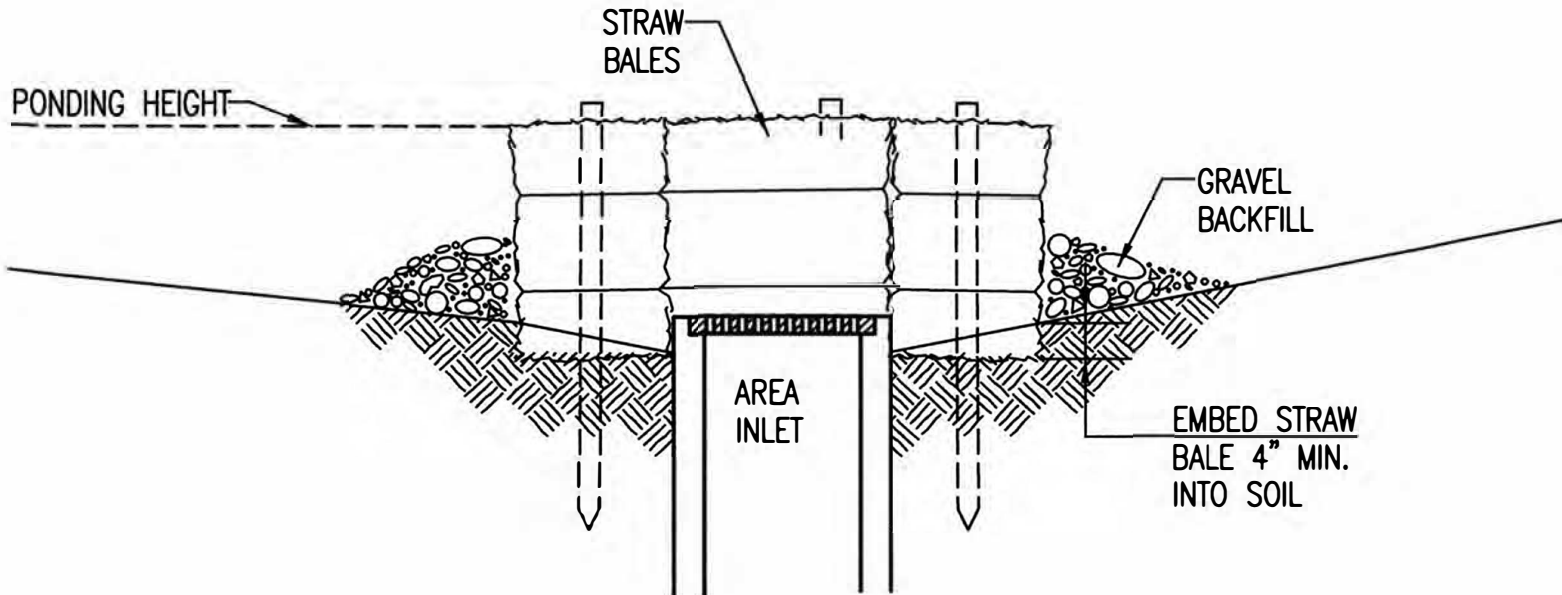
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

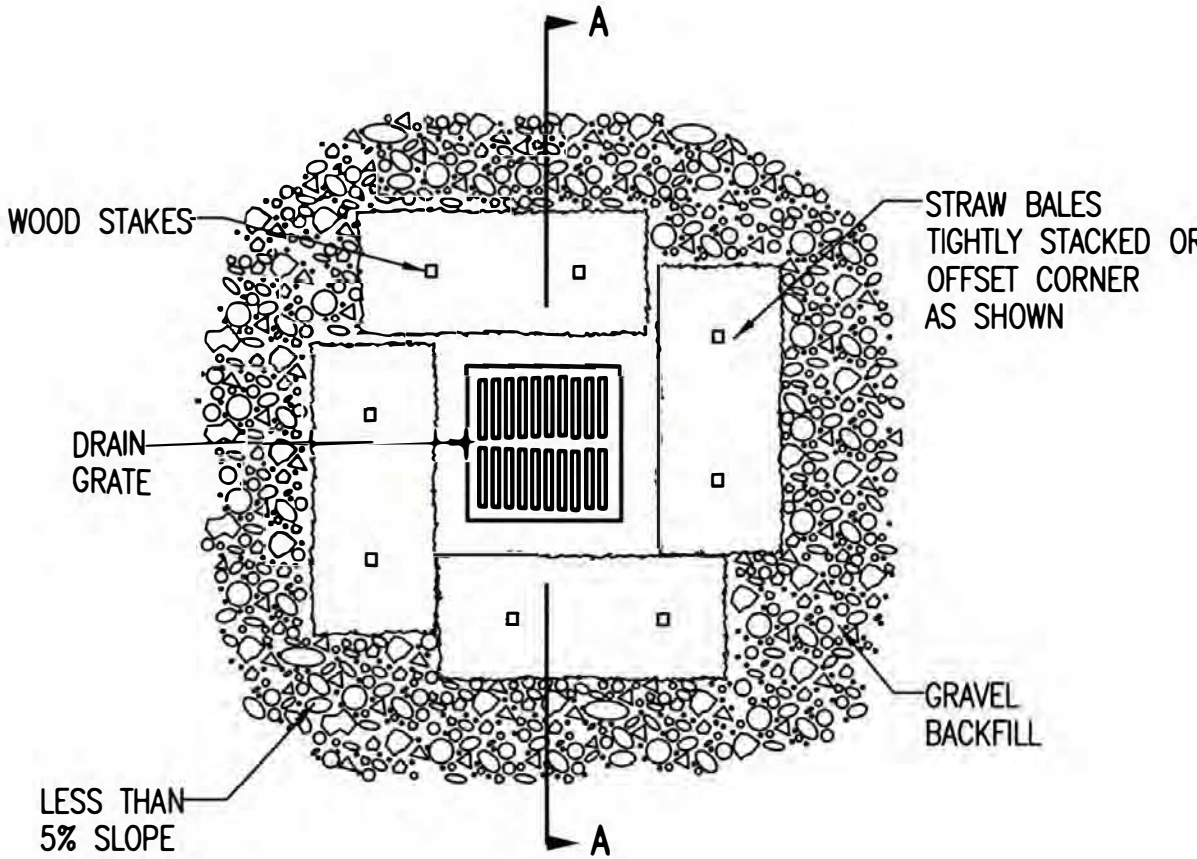
INSPECTION AND MAINTENANCE:

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

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



SECTION A-A



STRAW BALE BARRIERS FOR AREA INLETS
(INLET PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

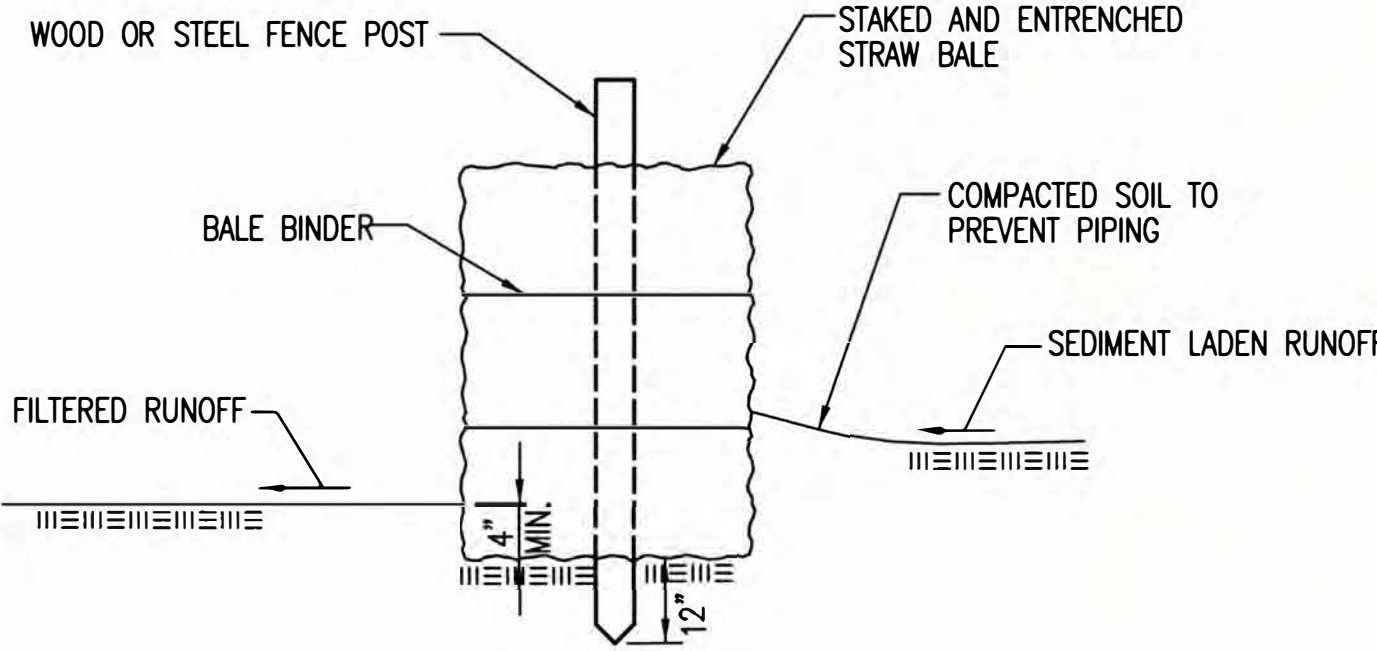
LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

DOES WATER FLOW UNDER THE AREA INLET BARRIER?
DOES WATER FLOW THROUGH SPACES BETWEEN ABUTTING BALES?
ARE ANY BALES DISLODGED?
ARE BALES DECOMPOSING DUE TO AGE AND/OR WATER DAMAGE?
DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE AREA INLET BARRIER?



STRAW BALE BARRIERS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH THE LENGTH OF THE PLANNED SLOPE BARRIER THAT IS 4" DEEP AND A BALE'S WIDTH WIDE. MAKE SURE THAT THE TRENCH IS EXCAVATED ALONG A SINGLE CONTOUR. WHEN PRACTICABLE, SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. PLACE THE SOIL ON THE UPSLOPE SIDE OF THE TRENCH FOR LATER USE. PLACE THE BALES IN THE TRENCH, MAKING SURE THAT THEY ARE BUTTED TIGHTLY. TWO STAKES SHOULD BE DRIVEN THROUGH EACH BALE ALONG THE CENTERLINE OF THE DITCH CHECK, APPROXIMATELY 6" TO 8" IN FROM THE BALE ENDS. STAKES SHOULD BE DRIVEN AT LEAST 12" INTO THE GROUND. ONCE ALL THE BALES HAVE BEEN INSTALLED AND ANCHORED, PLACE THE EXCAVATED SOIL AGAINST THE UPSLOPE SIDE OF THE CHECK AND COMPACT IT. THE COMPACTED SOIL SHOULD BE NO MORE THAN 3" TO 4" DEEP.

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

WHEN PRACTICAL, DO NOT PLACE BALE SLOPE BARRIERS ACROSS CONTOURS. SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. CONCENTRATED FLOW OVER A SLOPE BARRIER CREATES A SCOUR HOLE ON THE DOWNSLOPE SIDE OF THE BARRIER. THE SCOUR HOLE EVENTUALLY UNDERMINES THE BALES AND THE BARRIER FAILS. DO NOT PLACE BALE SLOPE BARRIERS IN AREAS WITH SHALLOW SOILS UNDERLAIN BY ROCK. IF THE BARRIER IS NOT ANCHORED SUFFICIENTLY, IT WILL WASH OUT. BALE SLOPE BARRIERS MUST BE DUG INTO THE GROUND. BALES AT GROUND LEVEL DO NOT WORK BECAUSE THEY ALLOW WATER TO FLOW UNDER THE BARRIER.

INSPECTION AND MAINTENANCE:

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

ARE THERE ANY POINTS ALONG THE SLOPE BARRIER WHERE WATER IS CONCENTRATING?
DOES WATER FLOW UNDER THE SLOPE BARRIER?
DOES WATER FLOW THROUGH SPACES BETWEEN ABUTTING BALES?
ARE ANY BALES DISLODGED?
ARE BALES DECOMPOSING DUE TO AGE AND/OR WATER DAMAGE?
DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE SLOPE BARRIER?

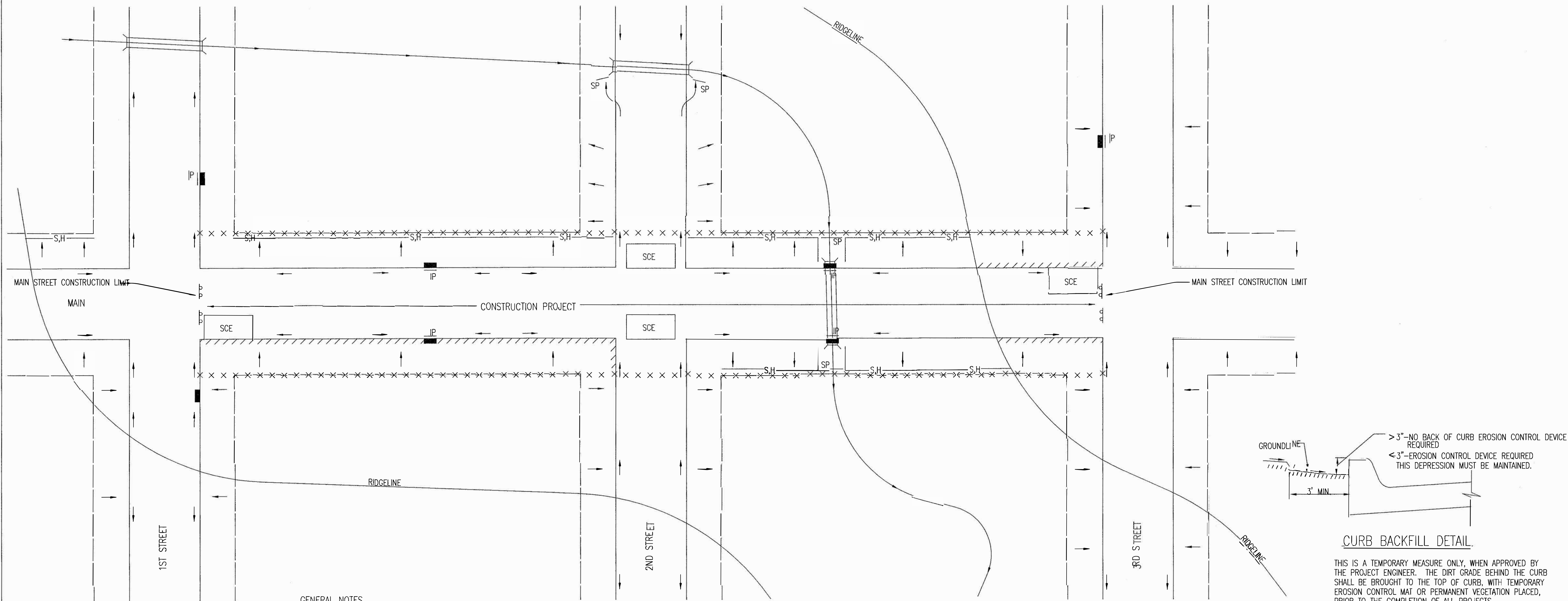
REVISION DATE: MAY 2013



 CITY OF WICHITA PUBLIC WORKS & UTILITIES ENGINEERING DIVISION		STRAW BALE DITCH CHECK AND BARRIER DETAILS	
CITY ENGINEER GARY JANZEN, P.E.			
PROJECT NUMBER	OCA NUMBER	DATE	
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 8.3	

GENERAL NOTES

1. THIS SHEET IS INTENDED TO PROVIDE GUIDELINES AS TO WHAT TYPES OF EROSION CONTROL DEVICES WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS. CONTRACTORS ARE EXPECTED TO BID PROJECTS ACCORDINGLY.
2. EROSION CONTROL DEVICES MUST BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE CONSTRUCTION PROCESS AND UNTIL THE DISTURBED EARTH IS RESTABILIZED.
3. IF THE PROJECT WILL DISTURB 1 ACRE OR MORE, A FEDERAL/STATE NPDES STORMWATER PERMIT IS REQUIRED. A DETAILED STORMWATER POLLUTION PREVENTION PLAN, IS REQUIRED. THE EROSION CONTROL DEVICES SHOWN ON THIS SHEET ARE CONSIDERED TO BE THE MINIMUM TO BE SHOWN IN THE POLLUTION PREVENTION PLAN.
4. FOR PROJECTS DISTURBING LESS THAN 1 ACRE, CONTRACTORS ARE ENCOURAGED TO PREPARE STORMWATER POLLUTION PREVENTION PLANS PRIOR TO CONSTRUCTION. EROSION CONTROL DEVICES MUST BE USED ON ALL PROJECTS.
5. FAILURE TO USE AND MAINTAIN EROSION CONTROL DEVICES IS A VIOLATION OF SECTION 16.32 OF THE CITY CODE AND WILL SUBJECT THE CONTRACTOR TO THE PENALTIES PROVIDED FOR THEREIN.
6. THE APPLICATION OF EROSION CONTROL DEVICES SHOWN ON THIS SHEET IS FOR SITUATIONS NORMALLY ENCOUNTERED. FROM TIME TO TIME, SITUATIONS WILL ARISE THAT MAY REQUIRE A DIFFERENT DEVICE OTHER THAN THOSE SHOWN. EROSION CONTROL DEVICES, OTHER THAN THOSE SHOWN, MAY BE UTILIZED AS LONG AS THEY ARE EFFECTIVE AND MAINTAINED.



GENERAL NOTES

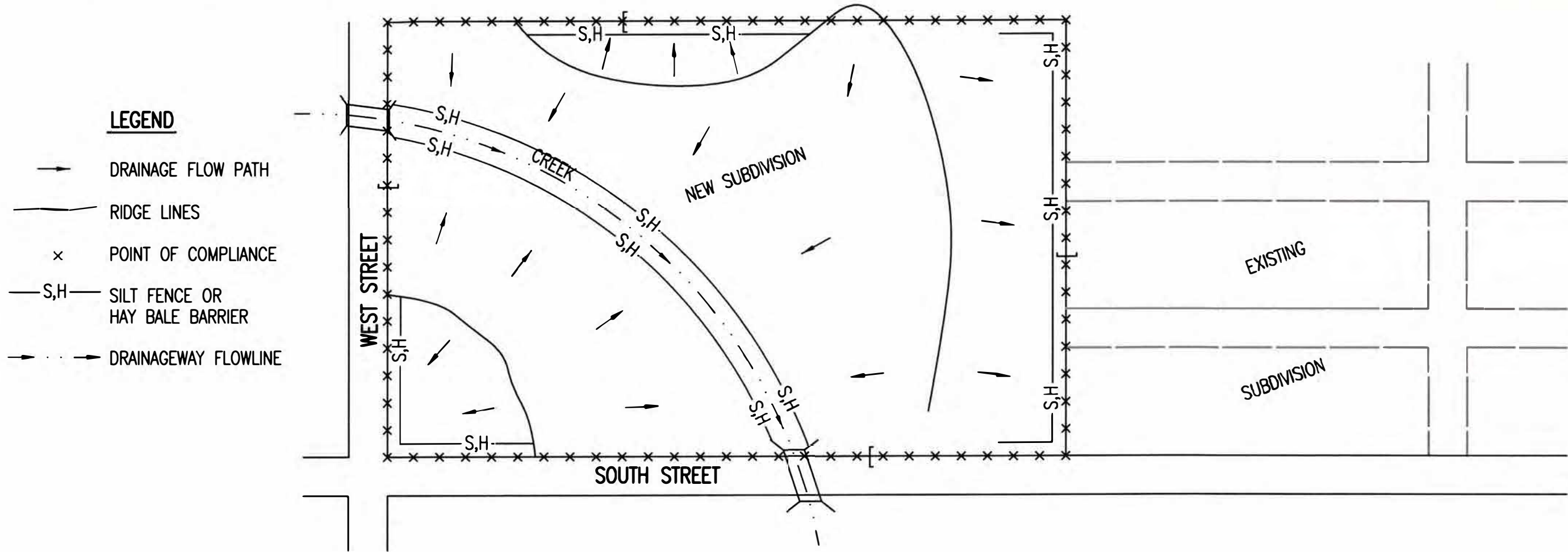
1. THE INTENT OF ALL EROSION CONTROL DEVICES IS TO KEEP ALL SEDIMENT CONFINED TO THE CONSTRUCTION SITE, AND OUT OF ALL UNDERGROUND PIPES, DITCHES, LAKES, AND OTHER DRAINAGE FACILITIES, AND OFF OF STREETS.
2. THE POINT OF COMPLIANCE IS GENERALLY THE RIGHT-OF-WAY LINES WITHIN THE LIMITS OF CONSTRUCTION.
3. EROSION CONTROL DEVICES WILL BE REQUIRED AT ALL POINTS ALONG THE PROJECT WHERE DISTURBED EARTH CAN DRAIN ONTO PRIVATE PROPERTY.
4. INLET PROTECTION DEVICES WILL BE REQUIRED WHEREVER WATER CAN DRAIN OFF THE PROJECT SITE INTO AN INLET, INCLUDING ANY SIDE STREET INLETS.
5. EROSION CONTROL DEVICES SHALL BE INSTALLED AT CREEK CROSSINGS SO AS TO PREVENT SEDIMENT FROM ENTERING THEREIN.
6. STABILIZED CONSTRUCTION ENTRANCES SHALL BE PROVIDED, AS NEEDED, TO PREVENT MUD FROM TRACKING ONTO STREETS NOT UNDER CONSTRUCTION AND ON STREETS WITHIN THE PROJECT LIMITS IF TRAFFIC IS BEING MAINTAINED THROUGH THE PROJECT.
7. ANY MUD TRACKED ONTO STREETS MUST BE REMOVED AT THE END OF EACH WORK DAY.
8. THE CONTRACTOR WILL BE REQUIRED TO PLACE EROSION CONTROL DEVICES BACK OF CURB, WHENEVER WATER CAN DRAIN OVER CURB, TO KEEP ERODED SOIL OUT OF THE GUTTERLINES, IN ACCORDANCE WITH THE FOLLOWING:
 - A. THE DEVICE REQUIRED WILL BE APPROVED EROSION CONTROL MAT LISTED ON THE CITY'S APPROVED MATERIAL LIST. SAID BLANKET SHALL BE PLACED OVER THE APPROPRIATE SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS. (SEE SOIL EROSION BMPs - BACK OF CURB SEDIMENT BARRIER DETAILS)
 - B. THIS DEVICE SHALL BE INSTALLED IMMEDIATELY WHENEVER THE CURB IS BACKFILLED TO WITHIN 3" OF THE TOP OF CURB. (SEE CURB BACKFILL DETAIL) OTHER BMP'S MAY BE REQUIRED AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE CURB.
 - C. ADDITIONALLY, OTHER EROSION CONTROL DEVICES (HAY BALES, SILT FENCE, ETC.) WILL BE INSTALLED AT LOCATIONS OF CONCENTRATED FLOW RESULTING IN SEDIMENT OVERRUNNING THE MAT.
 - D. SHOULD THE PROJECT PLANS SPECIFY THAT THE RIGHT-OF-WAY IS TO BE SODDED, THE EXCELSIOR MAT WILL NOT BE REQUIRED SO LONG AS THE SOD IS PLACED WITHIN 48 HOURS AFTER CURB BACKFILL REACHES A HEIGHT OF 3" OR LESS FROM TOP OF CURB. (SEE CURB BACKFILL DETAIL)

- LEGEND**
- R-O-W LIMITS
 - DRAINAGE FLOW PATH
 - x x x x R/W LIMIT WITHIN CONSTRUCTION LIMIT
 - STORM WATER INLETS
 - IP INLET PROTECTION
 - S.H. SILT FENCE OR HAY BALE BARRIER
 - SP STREAM PROTECTION
 - SCE STABILIZED CONSTRUCTION ENTRANCE
 - ~~~~~ BACK OF CURB PROTECTION



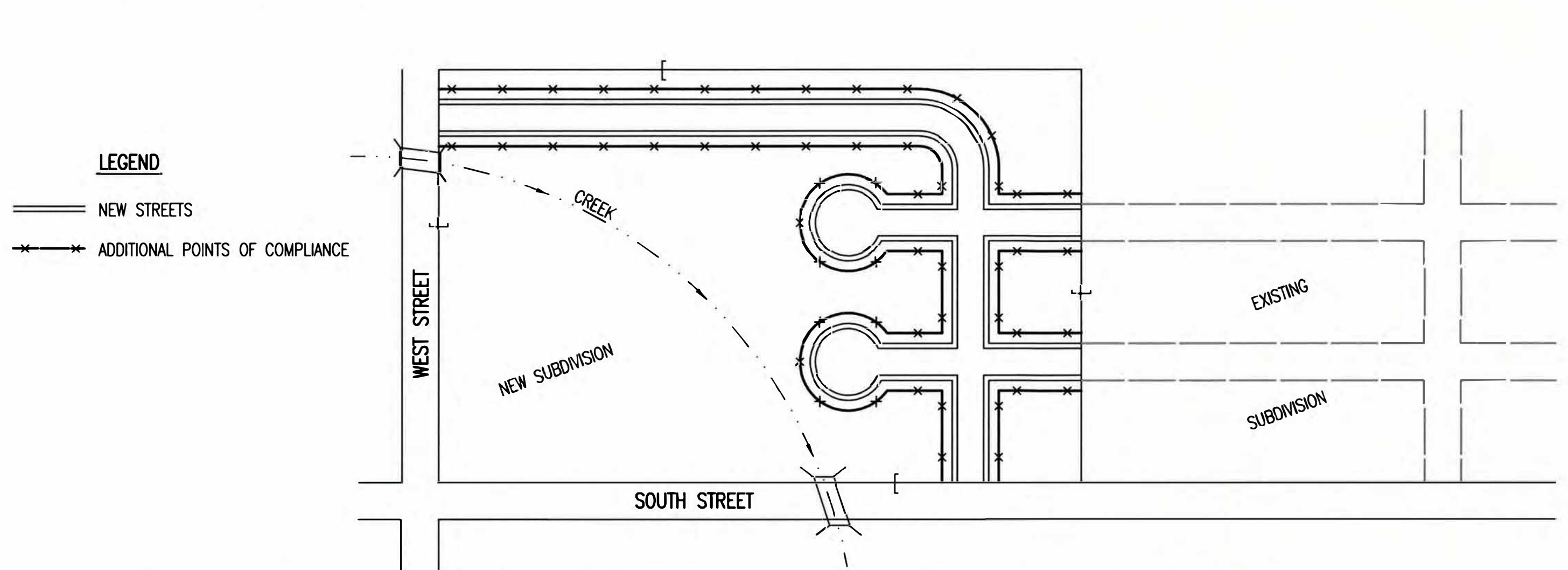
 CITY OF WICHITA PUBLIC WORKS & UTILITIES ENGINEERING DIVISION		REVISION: JUNE 2015	
		STREET IMPROVEMENT PROJECTS	
CITY ENGINEER GARY JANZEN, P.E.		SHEET 8.4	
PROJECT NUMBER	OCA NUMBER	DATE	
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501			

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



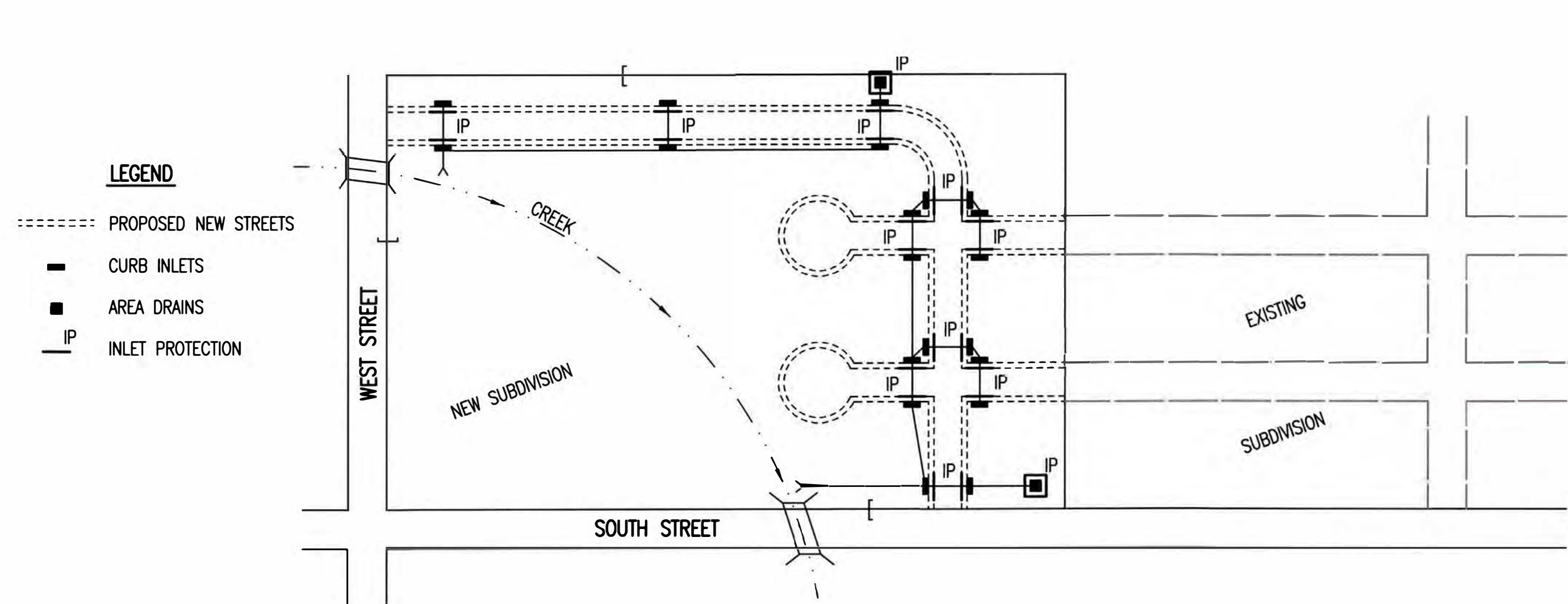
1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM THE SITE. SHOULD LAKES BE CONSTRUCTED WITHIN THE SUBDIVISION THAT WILL DISCHARGE DURING STORMS, THEY ARE ALSO A POINT OF COMPLIANCE.
2.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

PHASE 3 – STREET CONSTRUCTION



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

PHASE 2 – INSTALLATION OF STORM SEWER

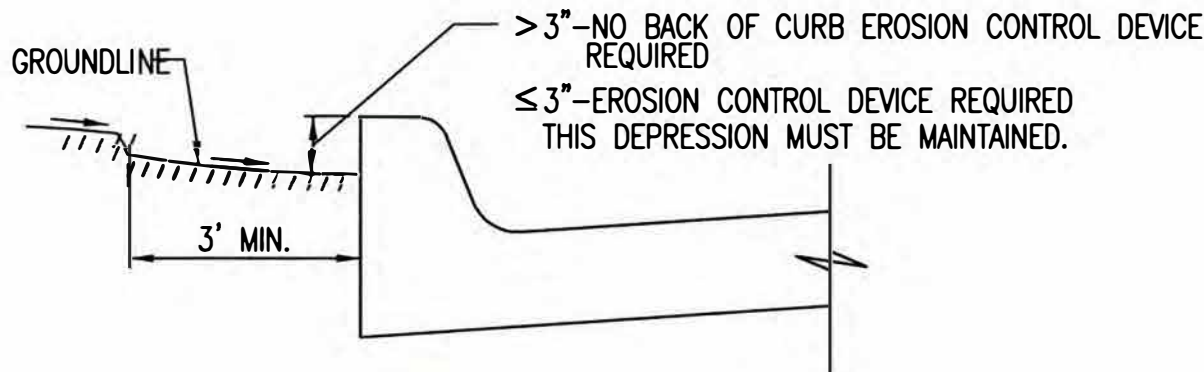


1. DURING THIS PHASE OF SUBDIVISION DEVELOPMENT, ALL EROSION CONTROL DEVICES REQUIRED IN PHASE 1 SHALL REMAIN IN PLACE AND BE MAINTAINED.
2. AS NEW STORM SEWERS, WITH INLETS, ARE INSTALLED, THE STORM SEWERS MUST NOW BE PROTECTED SO ALL NEW INLETS BECOME POINTS OF COMPLIANCE.
3. AREA DRAINS – AS SOON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

GENERAL NOTES

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

SEE DETAIL SHEET FOR
BACK OF CURB PROTECTION DETAIL



CURB BACKFILL DETAIL
(STREET CONSTRUCTION ONLY)

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

REVISION DATE: MAY 2013



 CITY OF WICHITA PUBLIC WORKS & UTILITIES ENGINEERING DIVISION		
SUBDIVISION DEVELOPMENT PROCESS		
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 8.5

- NOTES:
1. Top 3" of soil shall be stripped on all lots, all locations within the right-of-way, and under any proposed fill prior to mass grading.
 2. Remove Existing Trees as Necessary for Construction. All Associated Costs are Subsidiary to Lump Sum Bid Item "Site Clearing".
 3. Compaction of 95% shall be obtained in all street R/W's, and in all other areas. Compaction requirements shall be placed within $\pm 2\%$ of optimum moisture content at the time of placement.
 4. Street elevations shown on this sheet are to top of pavement.
 5. Site grading will not adversely affect neighboring properties.

LEGEND

CONTOURS

EXIST. —XXXX—

PROP. —XXXX—

SPOT GRADES

PROPOSED XX.X

MATCH EXISTING(XX.X)

CURB GRADES XX.xx TC
XX.xx FL

GRADING LIMITS

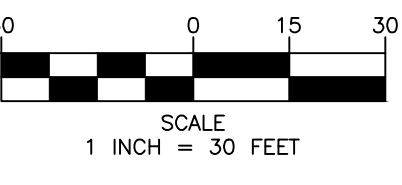
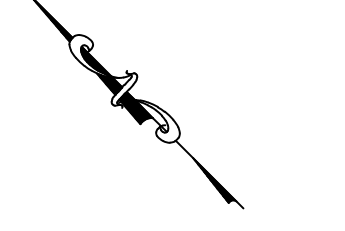
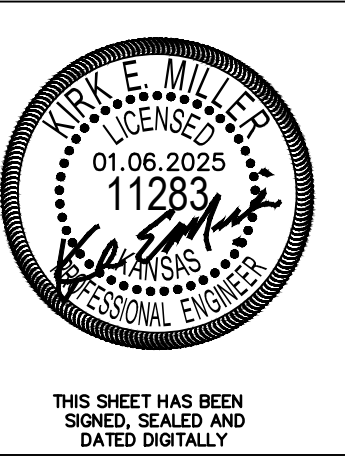
EARTHWORK TOTALS:
(For Information Only)
(Unadjusted for Shrink & Swell)

Excavation: 2,400 C.Y.

Contractor Furnished Borrow:
(Estimated Volume to be Excavated w/
Pavement Removal)

2,250 C.Y.

Compaction: 4,650 C.Y.

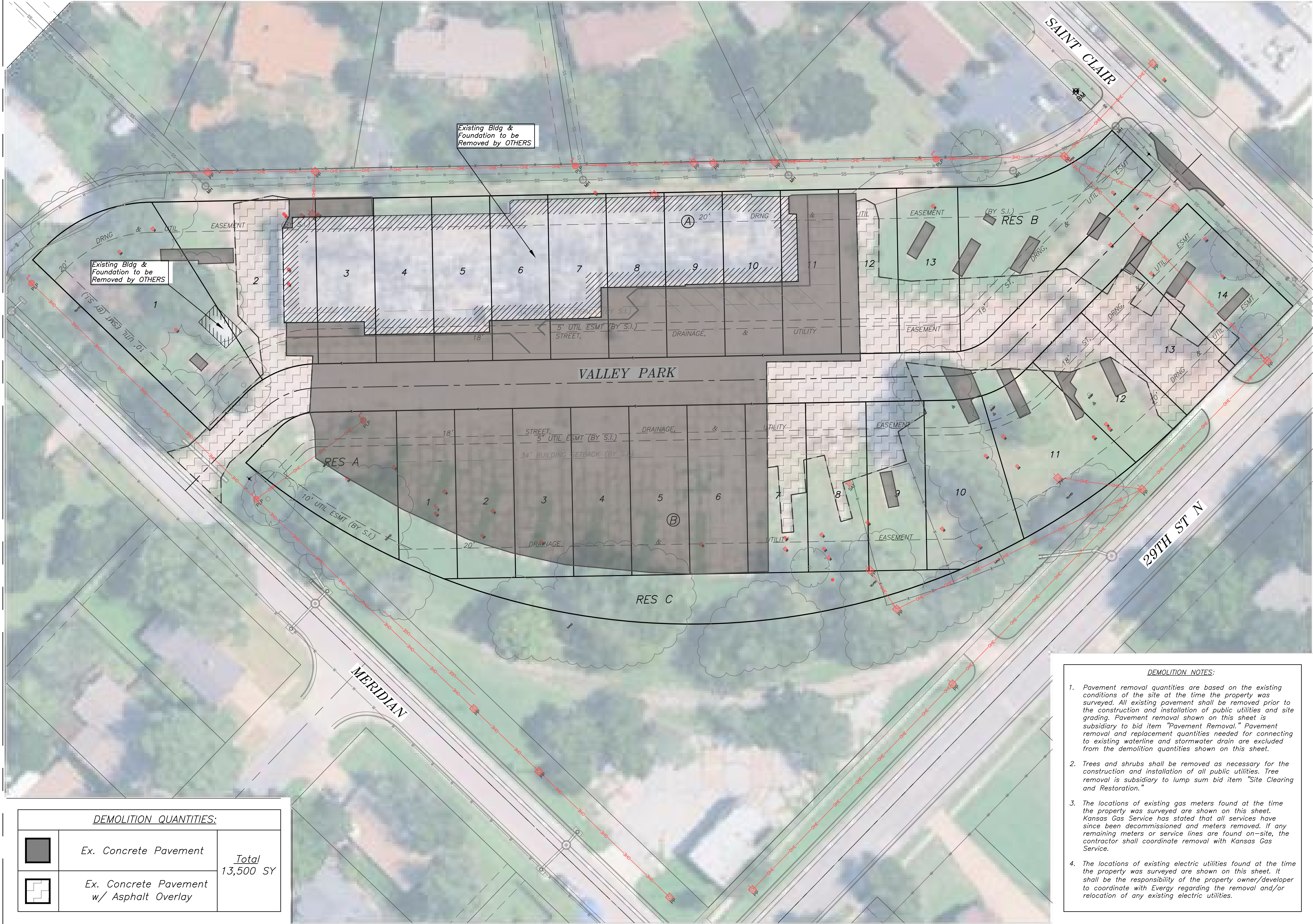


REVISED
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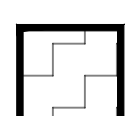
Pierpoint Acres 2nd Addition
Lot Grading Plan
Wichita, Kansas

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

KEM PROJ. 19015	DATE 04.2023	SHEET 9.0
DESIGN KEM	DRAWN JW	

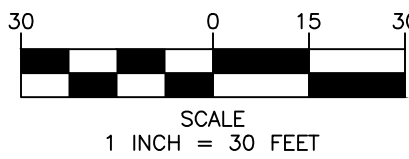
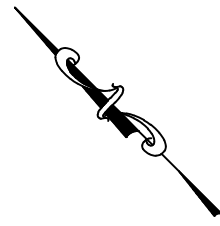


DEMOLITION QUANTITIES:

	Ex. Concrete Pavement	Total 13,500 SY
	Ex. Concrete Pavement w/ Asphalt Overlay	

DEMOLITION NOTES:

1. Pavement removal quantities are based on the existing conditions of the site at the time the property was surveyed. All existing pavement shall be removed prior to the construction and installation of public utilities and site grading. Pavement removal shown on this sheet is subsidiary to bid item "Pavement Removal." Pavement removal and replacement quantities needed for connecting to existing waterline and stormwater drain are excluded from the demolition quantities shown on this sheet.
2. Trees and shrubs shall be removed as necessary for the construction and installation of all public utilities. Tree removal is subsidiary to lump sum bid item "Site Clearing and Restoration."
3. The locations of existing gas meters found at the time the property was surveyed are shown on this sheet. Kansas Gas Service has stated that all services have since been decommissioned and meters removed. If any remaining meters or service lines are found on-site, the contractor shall coordinate removal with Kansas Gas Service.
4. The locations of existing electric utilities found at the time the property was surveyed are shown on this sheet. It shall be the responsibility of the property owner/developer to coordinate with Every regarding the removal and/or relocation of any existing electric utilities.

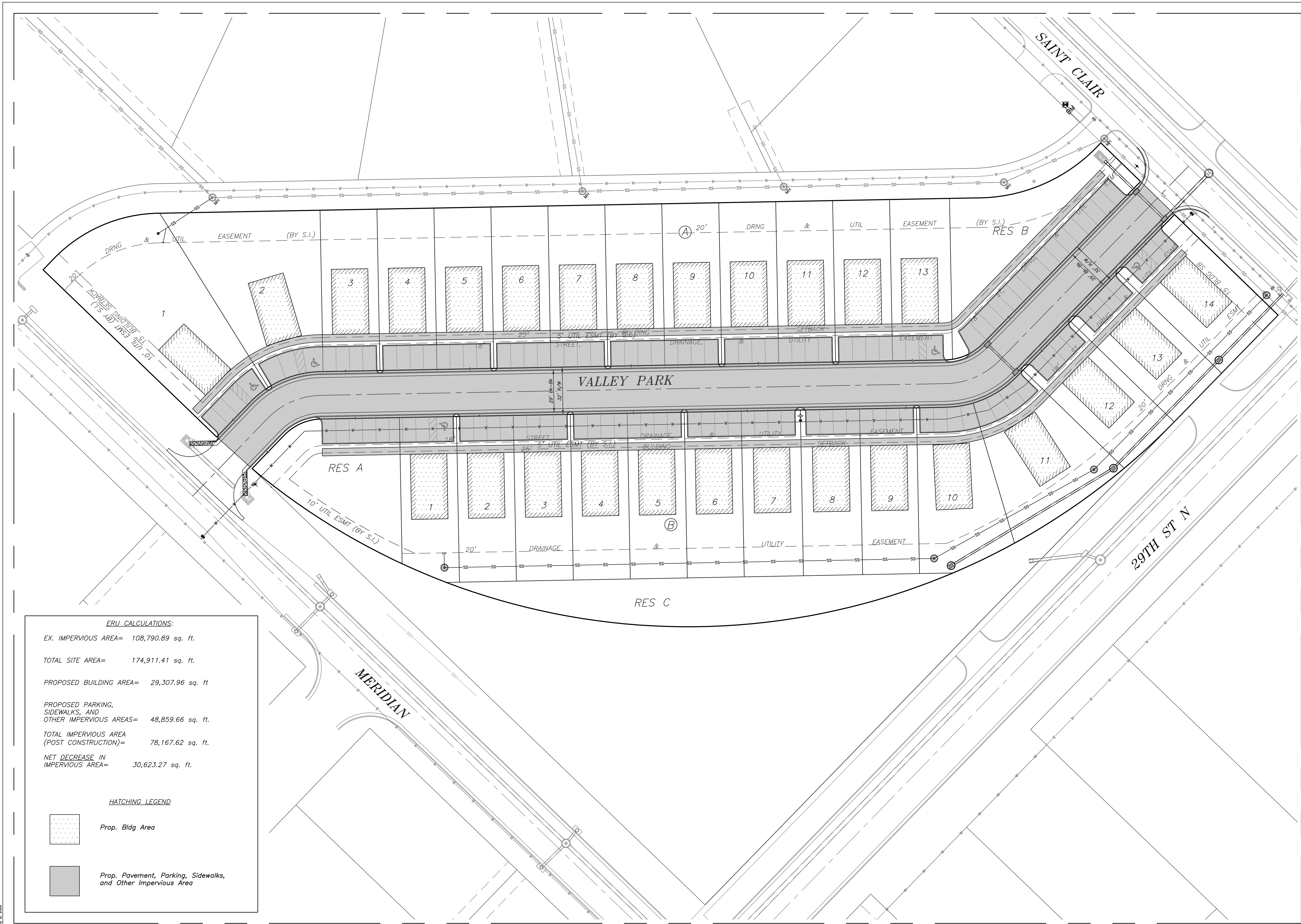


REVISED

Pierpoint Acres 2nd Addition
Demolition Plan
Wichita, Kansas



KEM PROJ. 19015	DATE 12.2025	SHEET 10.0
DESIGN KEM	DRAWN JMW	



ERU CALCULATIONS:

EX. IMPERVIOUS AREA= 108,790.89 sq. ft.

TOTAL SITE AREA= 174,911.41 sq. ft.

PROPOSED BUILDING AREA= 29,307.96 sq. ft.

PROPOSED PARKING, SIDEWALKS, AND OTHER IMPERVIOUS AREAS= 48,859.66 sq. ft.

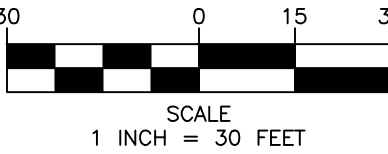
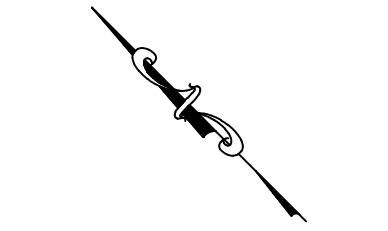
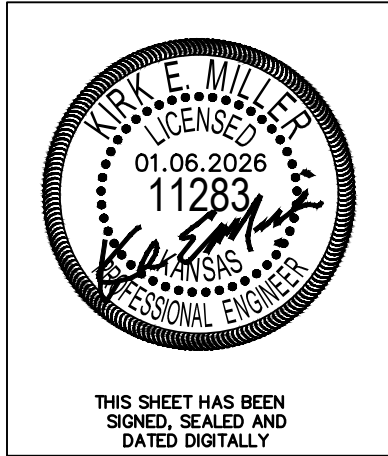
TOTAL IMPERVIOUS AREA (POST CONSTRUCTION)= 78,167.62 sq. ft.

NET DECREASE IN IMPERVIOUS AREA= 30,623.27 sq. ft.

HATCHING LEGEND

Prop. Bldg Area

Prop. Pavement, Parking, Sidewalks, and Other Impervious Area



REVISED
—

Pierpoint Acres 2nd Addition
ERU Plan
Wichita, Kansas



KEM PROJ. 19015	DATE 08.2022	SHEET 11.0
DESIGN KEM	DRAWN JMW	

January 8, 2025

BM2

FOR
REFERENCE
ONLY

LEGEND
Boundary Symbols

- (M) = Measured
(P) = Platted
(C) = Calculated
○ = Set KEMPA R4 (1/2") Rebar
● = Set Magnail
● = Found Iron Pipe (1")
● = Found Iron Pipe (5/8")
⊗ = Found Iron Pipe (3/4")
⊗ = Found Iron Pipe (3/4") - Pinched
⊗ = Found R4 (1/2") Rebar - Ruggles & Bohm in Thimble

40 20 0 40
(IN FEET)
1 inch = 40 ft.

Benchmark: BM
Found Cross approx. S00°49'24"E a distance of 35.16 feet and S°89'10'36"W a distance of 1.87 feet to the Northeast Corner of Res. "B".
Elevation= 1315.80 NAVD 88
Magnail approx. S01°05'14"E a distance of 124.77 feet and S°88°54'46"W a distance of 47.66 feet to the Northwest corner of Lot 1, Block A.
Elevation= 1317.57 NAVD 88

State of Kansas } SS
County of Sedgwick }

I, Keith A. Severns, a licensed land surveyor of the State of Kansas, do hereby certify that the following described tract of land was surveyed on this 8th day of July, 2022 and the accompanying one-step final plat prepared and that all the monuments shown herein actually exist and their positions are correctly shown to the best of my knowledge and belief.

LEGAL DESCRIPTION

A tract of land described at the Southwest Quarter of Section 31, Township 26 South, Range 1 East at the Sixth Principal Meridian:

Lot 1, Block 1, Pierpoint Acres, Sedgwick County, Kansas; together with that portion of 29th Street North, Meridian Avenue and Old K-96 Highway vacated in "Order of Vacation" recorded in Misc. book 646, Page 146 described as follows: Beginning at the Southeast corner of Lot 1, Block 1, Pierpoint Acres; thence South to a point forty (40) feet North of the South line of the Southwest Quarter of Section 31, Township 26 South, Range 1 East of the 6th P.M.; thence West parallel to and forty (40) feet North of said South line to the Westerly right of way line of old K-96 highway; thence Northwesterly along said right of way line to a point forty (40) feet East of the West line of said Southwest Quarter; thence North parallel to and forty (40) feet East of said West line to a point ten (10) feet West of the Northwest corner of said Lot 1, Block 1, Pierpoint Acres; thence East to the Northwest corner of said Lot 1; thence South, Southeasterly, and East along the Southwest line of said Lot 1 to the point of beginning.

All easements and rights-of-way within said tract are hereby vacated by virtue of KSA 12-512b as amended.

Keith A. Severns, PS #1355

Pierpoint Acres 2nd Addition
Wichita, Sedgwick County, Kansas
Part of the SW 1/4, Section 31, Township 26 South, Range 1 East

State of Kansas } SS
County of Sedgwick }

Know all men by these presents, that we, the undersigned, have caused the land described in the surveyor's certificate to be platted into Lots, Blocks, Reserves and Street to be known as Pierpoint Acres 2nd Addition, to Wichita, Sedgwick County, Kansas. The street, drainage and utility easements are hereby granted to the public as indicated for street drainage purposes and for the construction and maintenance of all public utilities. No sign, light poles, private drainage systems, berms, walls, masonry trash enclosures or other structures shall be located within public utility easements unless permitted by the City of Wichita Department of Engineering and that they do not inhibit the conveyance of surface drainage. Reserves "A" is hereby platted for open space, parking, drainage, landscaping and utilities confined to easement. Reserve "B" is hereby platted for open space, parking, drainage, landscaping, signage, and utilities confined to easement. Reserve "C" is hereby platted for drainage, landscaping, and fencing. Reserves shall be owned and maintained by the Home Owner's Association. Compliance with any platted restrictions and applicable restrictive covenants affecting said Reserves shall be binding on any owners, successors, heirs or assigns. No private drainage systems shall be located within public drainage easements unless a Residential Drainage Relief Permit is obtained from the City of Wichita Public Works & Utilities Department. And further that the land contained herein is held and shall be conveyed subject to any applicable restrictions, reservations and covenants now on file or hereafter filed in the Office of the Register of Deeds of Sedgwick County, Kansas.

State of Kansas } SS
City of Wichita }

This plat of the Pierpoint Acres 2nd Addition, Wichita, Sedgwick County, Kansas, has been submitted to and approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Kansas. Dated this _____ day of _____, 2022.
Wichita-Sedgwick County Metropolitan Area Planning Commission.

Bryan K. Frye, Chair

Scott A. Wadle, Secretary

State of Kansas } SS
County of Sedgwick }

This plat approved and all dedications shown hereon accepted by the City Council of the City of Wichita, Kansas, this _____ day of _____, 2023.

At the Direction of the City Council.

Lily Wu, Mayor

Jamie Buster, City Clerk

Entered on transfer record this _____ day of _____, 2024.

Kelly B. Arnold, County Clerk

State of Kansas } SS
County of Sedgwick }

This is to certify that this plat has been filed for record in the Office of the Register of Deeds this _____ day of _____, 2024, at _____ M; and is duly recorded.

Tonya Buckingham, Register of Deeds

Kenly Zehring, Chief Deputy

Reviewed in accordance with K.S.A. 58-2005 on this _____ day of _____, 2024.

Tricia L. Robello, P.S. #1246
Deputy County Surveyor
Sedgwick County, Kansas

By: Nick Mills Date

By: Robert J. Armstrong Date

State of Kansas }
County of Sedgwick } SS

This instrument was acknowledged before me on this _____ day of _____, 2024, by Nick Mills.

Notary Public

My Commission Expires: _____

State of Kansas } SS
County of Sedgwick }

This instrument was acknowledged before me on this _____ day of _____, 2024, by Robert J. Armstrong.

Notary Public

My Commission Expires: _____

A master drainage plan has been developed for this plat. All drainage easements, rights-of-way, and reserves shall remain at established grades (unless modified with the approval of the City Engineer) and shall be unobstructed to allow for the conveyance of stormwater in accordance with the Stormwater Manual. The maintenance of all drainageways and drainage facilities in backyard drainage easements and reserves shall be the responsibility of the property owner, and shall be enforced by the Homeowners' Association and be provided for in the Homeowners' Association covenants.

19015\Pierpoint Acres 2nd Addition Prepared: 09/25/2024

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