

# 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	(316)-268-2931
Butler Rural Electric Coop	(316)-321-9600
Cox Communications	(316)-260-7195
Kansas Gas Service (ONE Gas)	(316)-832-3128
Westar Energy	(316)-261-6554
Phillips 66 Pipeline	(580)-767-3324
Wichita Water Utilities	(316)-262-6000

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 would require a Kansas State Board of Agriculture permit. Any material dumped in waters of the United States or wetlands is subject to U.S. Corps. of Engineers permitting regulations. Any material buried or stockpiled beyond approved construction limits would require additional 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 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 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 the Contractor at his own expense. Valve boxes and water meters within the project limits shall be adjusted to match field grades.

9. 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.

10. If traffic is impacted by construction, a traffic control plan must be submitted and approved by the City Traffic Engineer, Brian Coon at [traffic@wichita.gov](mailto:traffic@wichita.gov) before construction can begin. The Contractor shall be responsible for all traffic control measures to facilitate construction. All construction zone markings and signage shall conform to the latest version of the Manual on Uniform Traffic Control Devices (MUTCD) as published by the US Dept. of Transportation, Federal Highway Administration. All costs associated with construction markings and signage shall be the Contractor's responsibility.

11. All elevations shown are NAVD88.

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

13. 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.

14. 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](http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/wzd)

15. 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.

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

17. No access to Stampede Street shall be permitted to construction vehicles.

## PRIVATE PAVING IMPROVEMENTS

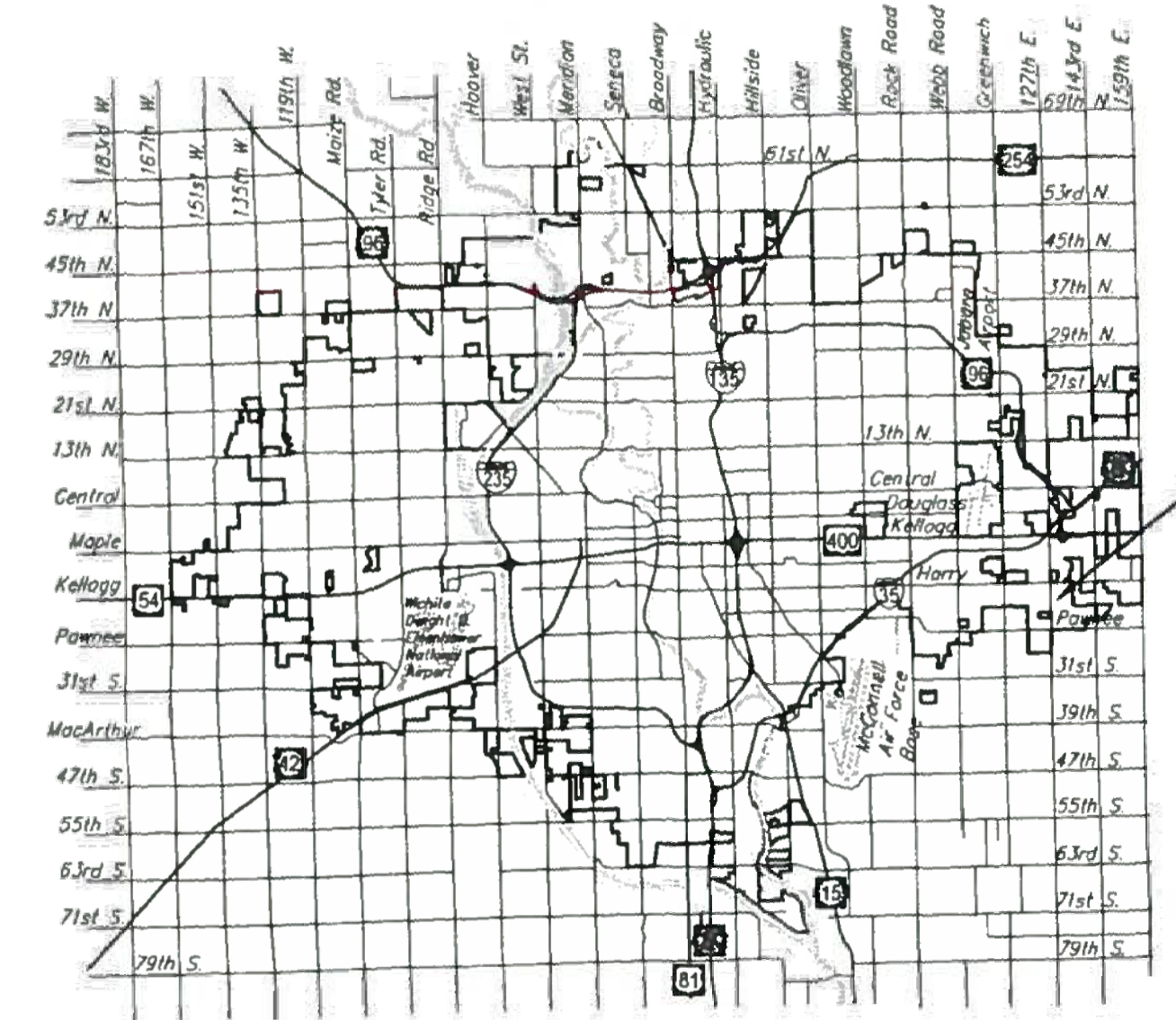
to serve

### The Paddock at 127th

CITY OF WICHITA, KANSAS

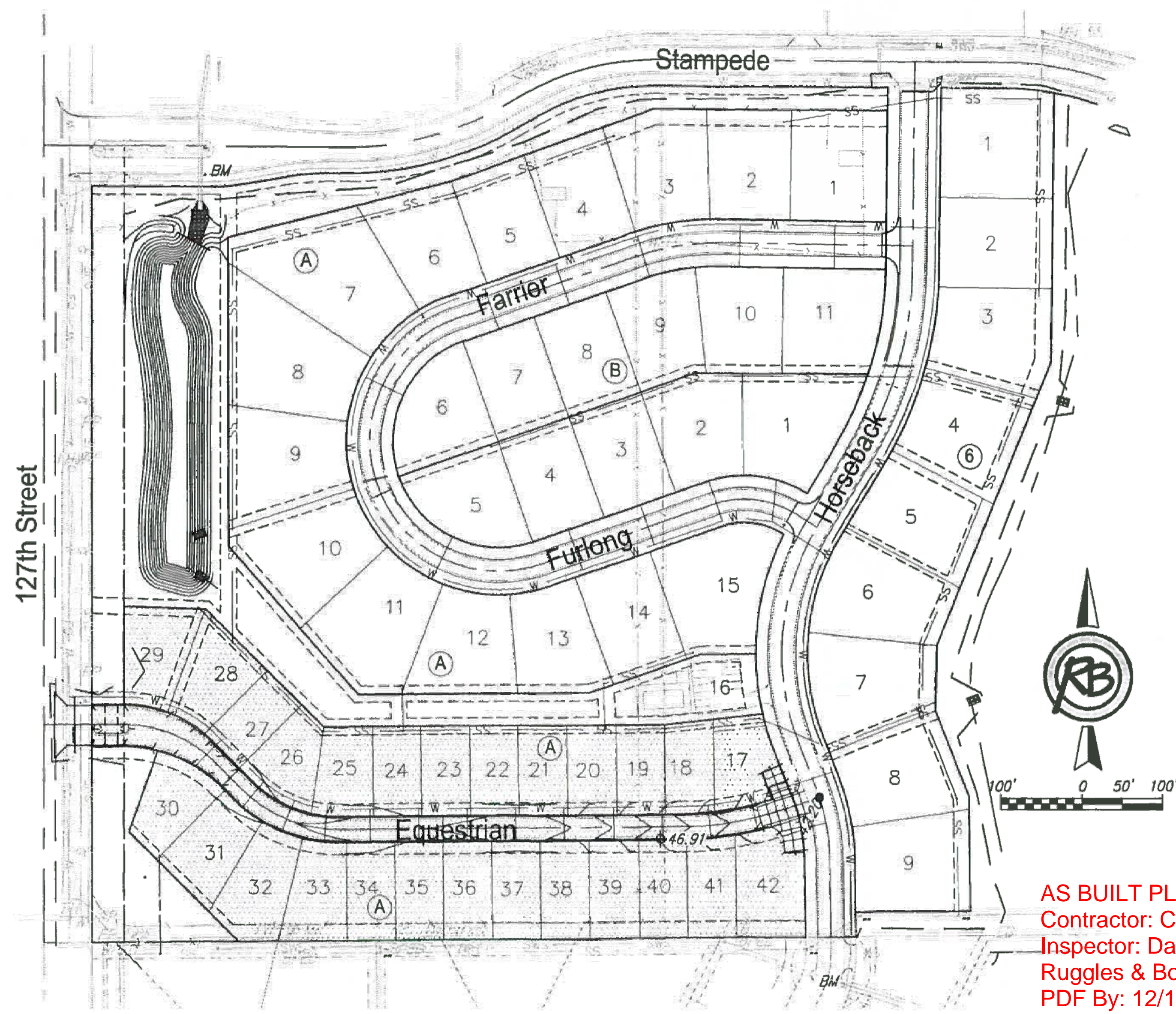
Gary Janzen, P.E. City Engineer

273 PPP 132003



PROJECT LOCATION

Vicinity Map



#### Sheet List Table

Sheet	Title
1	Private Titlesheet
2	Curb & Gutter
3	Valley Gutter & Ramp
4	Asphalt Paving
5	TR106 Sign Details
6	Equestrian
7	Equestrian (2)
8	Turnaround & Valley Gutter
9	Erosion Control Plan
10	Private Paving Map
11	Private Paving Table
12	Four-Corner Grading
13	BOC
14	Silt Fc
15	Straw Bale
16	SIP
17	SDP
18	Paving (Private)

APPROVED AS NOTED  
BY WICHITA PUBLIC WORKS  
ENGINEERING DIVISION

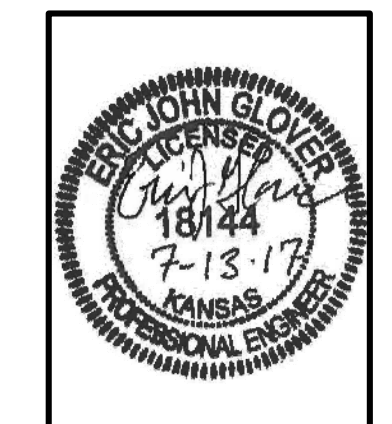
Engineering *Julian Kallman 6-29-17*

NOTE TO CONTRACTORS

Installation, inspection and testing for this project is to be provided by a Licensed Consulting Engineering Firm under contract with the Owner/Developer. Said inspection to be in accordance with the City of Wichita standard construction engineering practices and certified by a Licensed Professional Engineer in the state of Kansas. No work shall be performed the Contractor without such inspection nor shall any work be commenced without written authorization by the 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.

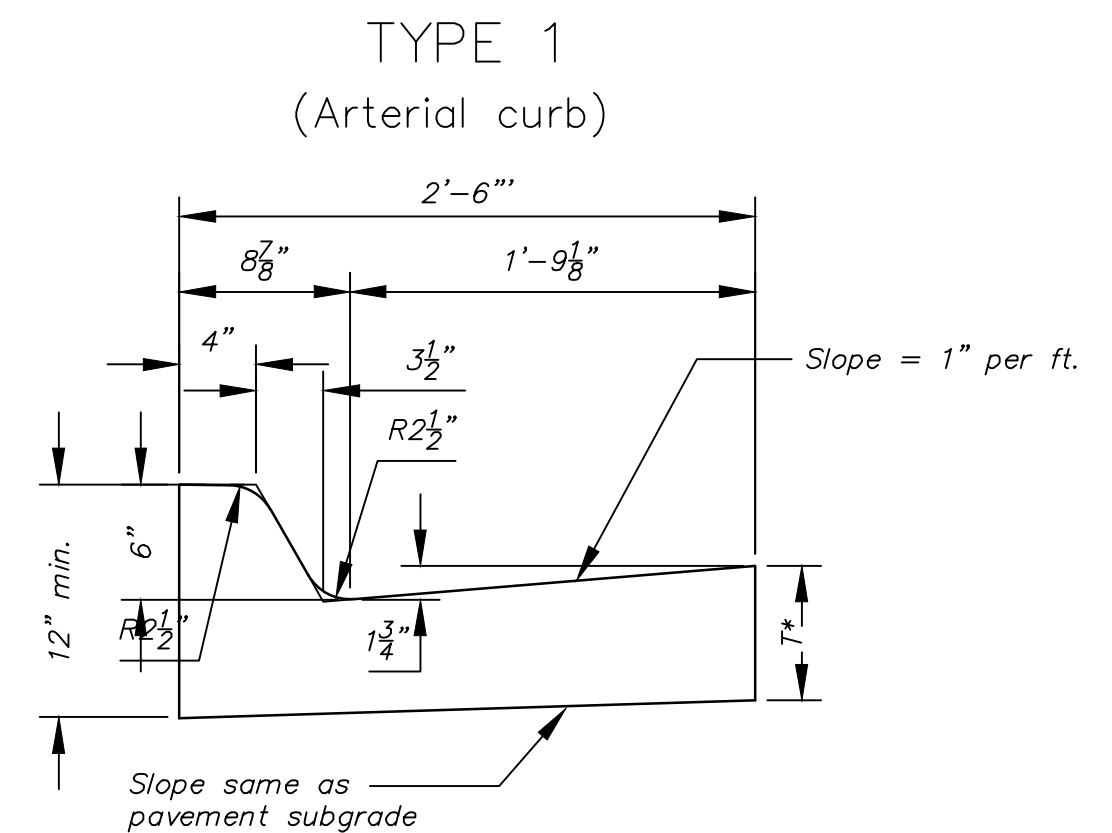
EARTHWORK QUANTITIES	
Description	Cu. Yds.
Cut	942
Fill	604
Net (Cut)	338



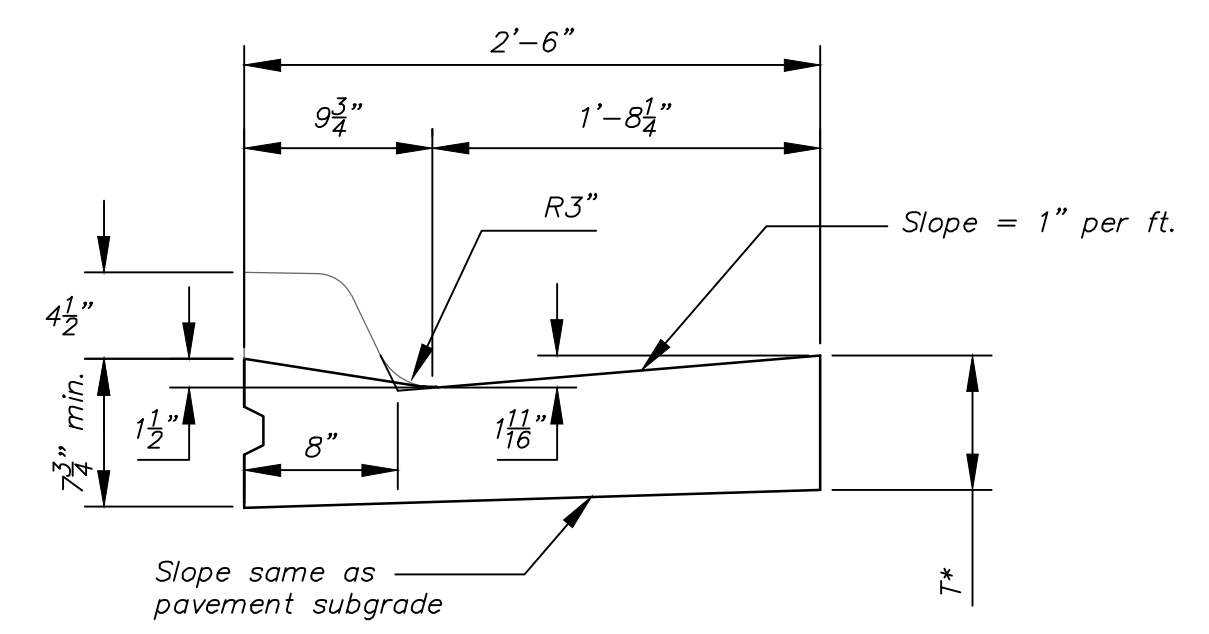
AS BUILT PLANS  
Contractor: Cornejo  
Inspector: Dakota Zimmerman  
Ruggles & Bohm, P.A.  
PDF By: 12/19/17 DGZ

IMPROVEMENT DISTRICT

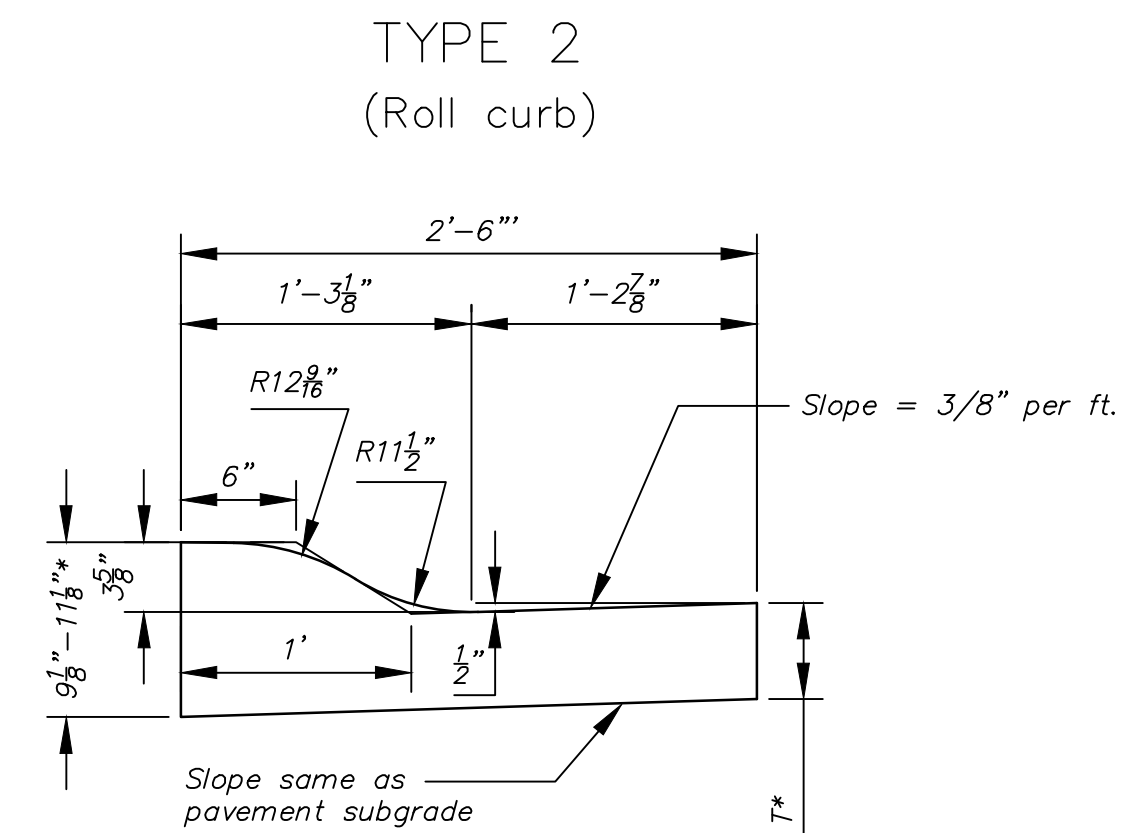
May 2017  
PLANS PREPARED BY  
**RUGGLES & BOHM**  
ENGINEERING | SURVEYING | LANDSCAPE ARCHITECTURE | GOVERNMENT  
824 NORTH MAIN WICHITA, KANSAS 67203 P (316) 264-9008 F (316) 264-4621  
WWW.RBKANSAS.COM 4858E



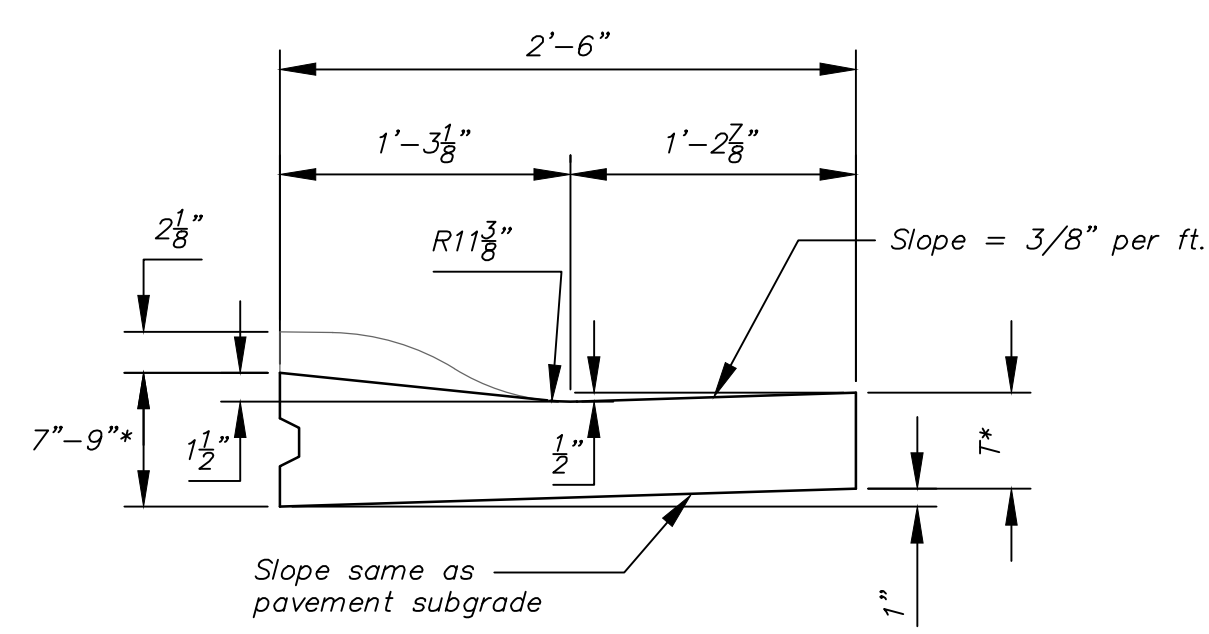
Combined Curb & Gutter (6")



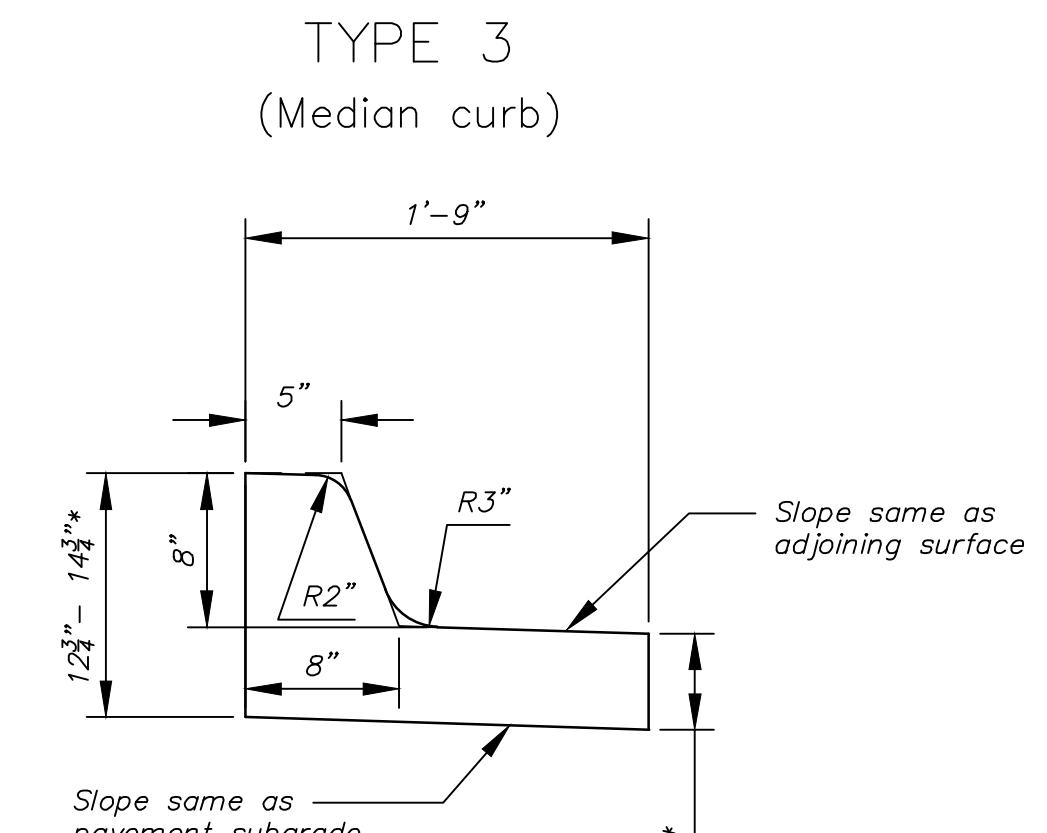
Combined Curb & Gutter (1 1/2")



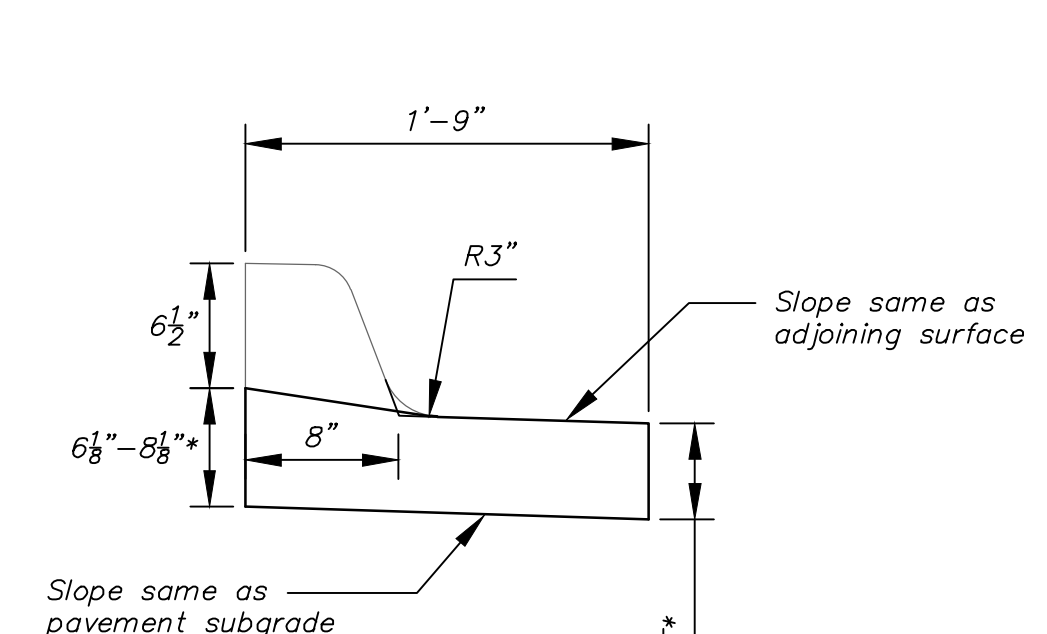
Combined Curb & Gutter (3 5/8")



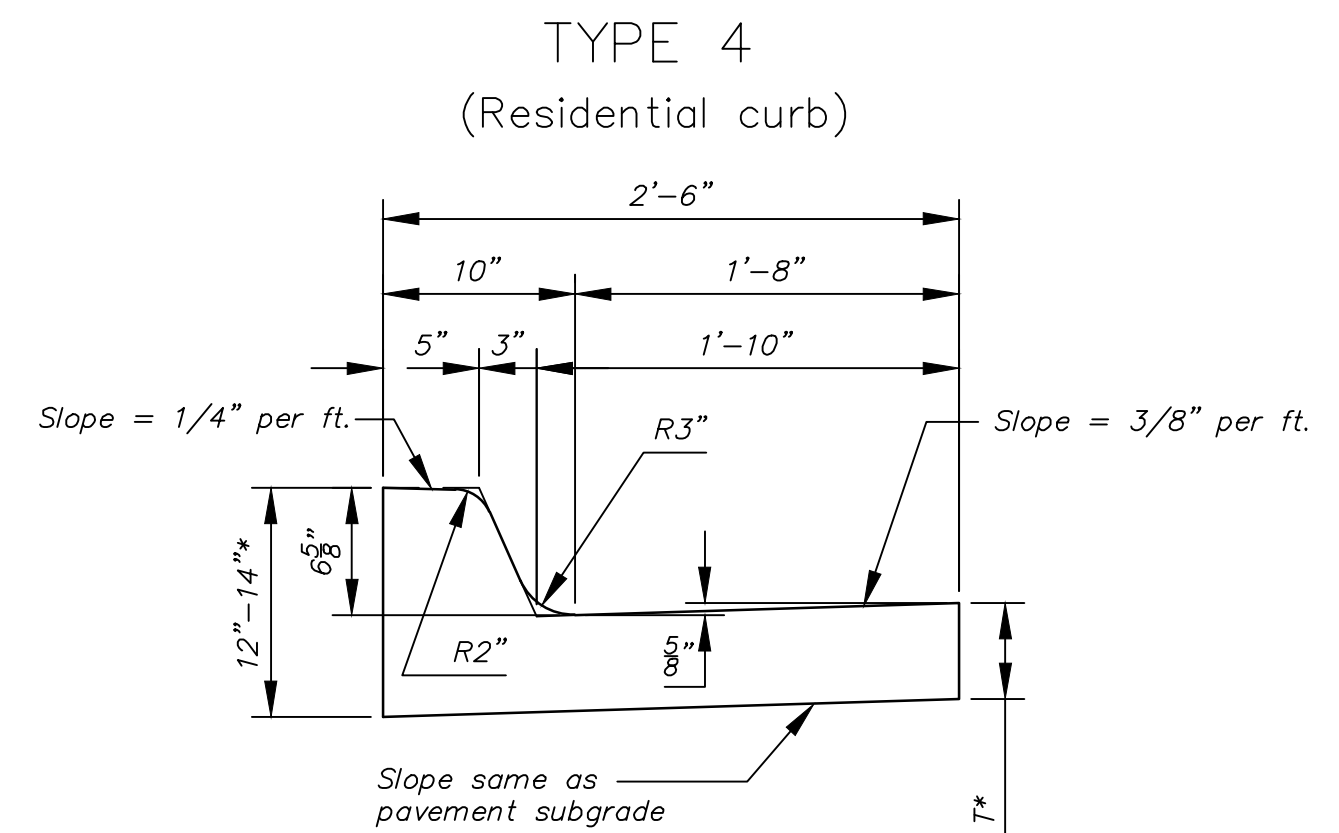
Combined Curb & Gutter (1 1/2")



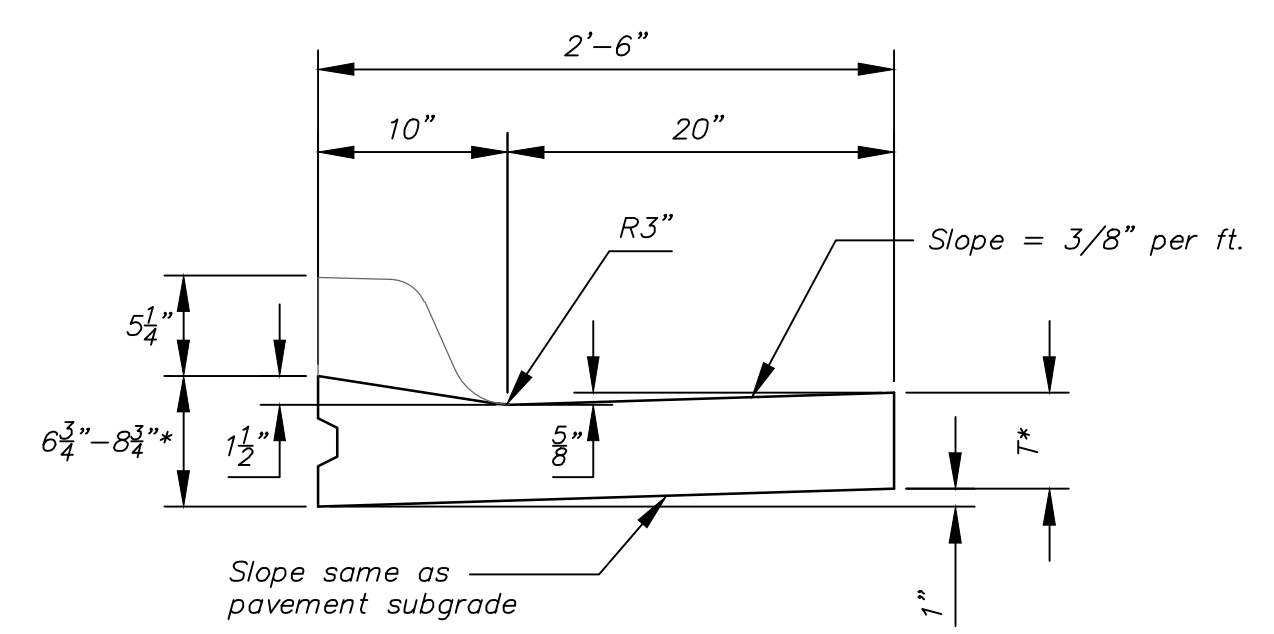
Combined Curb & Gutter (8")



Combined Curb & Gutter (1 1/2")



Combined Curb & Gutter (6 5/8")

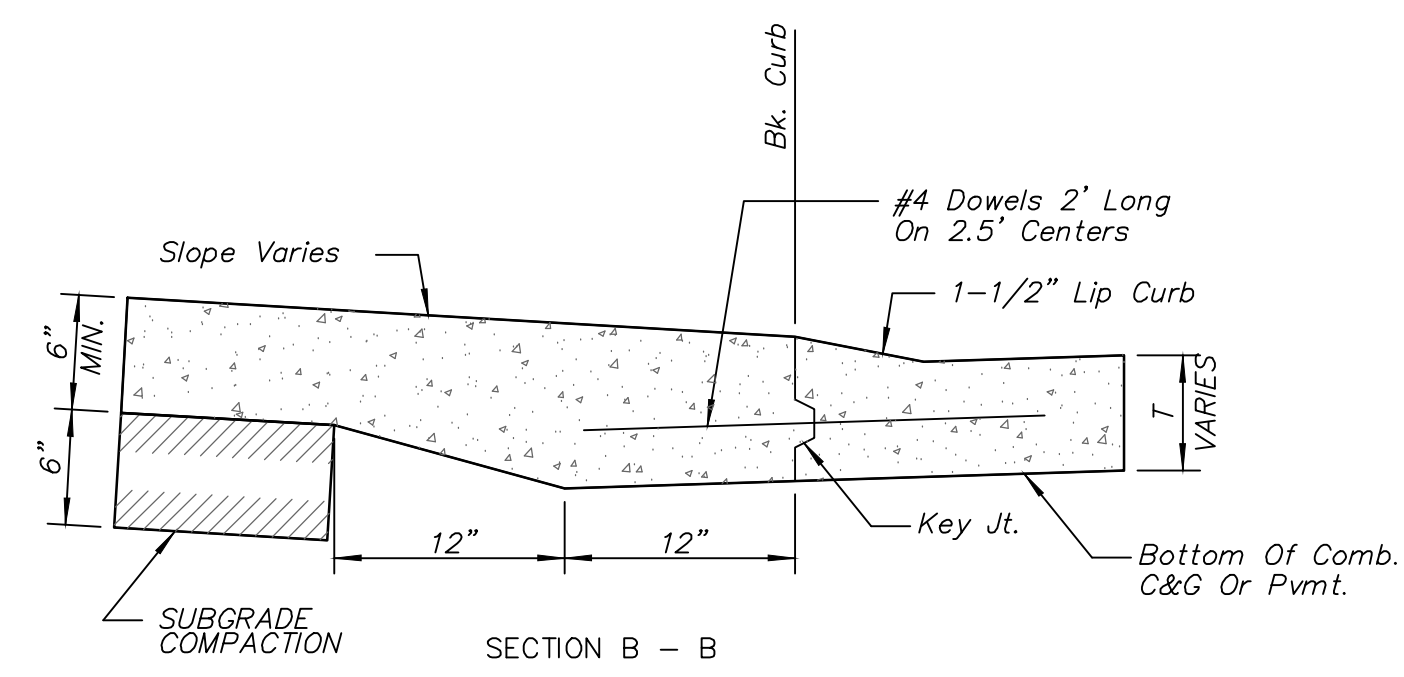


Combined Curb & Gutter (1 1/2")

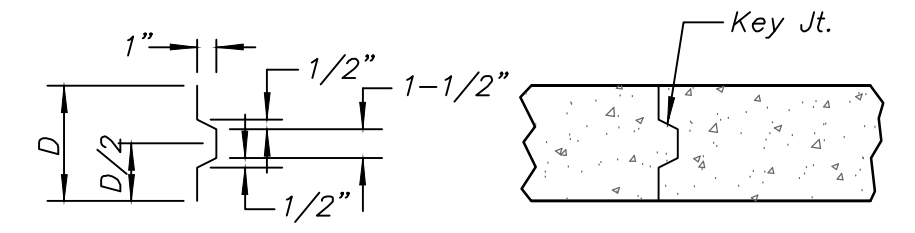
T\* = Thickness of curb to adjust with pavement thickness

GENERAL NOTES

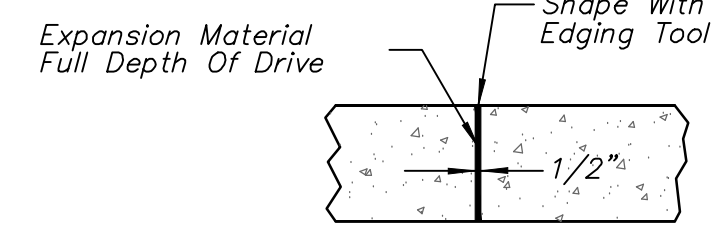
- Expansion (isolation) joints shall be constructed a maximum of 300' apart and at all Pls, PCs, cul-de-sac quadrants, and ends of returns.
- Contraction joints shall be constructed a minimum of 12' apart.
- Joint sealer shall be required at all joints on arterial and industrial streets and at intersections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



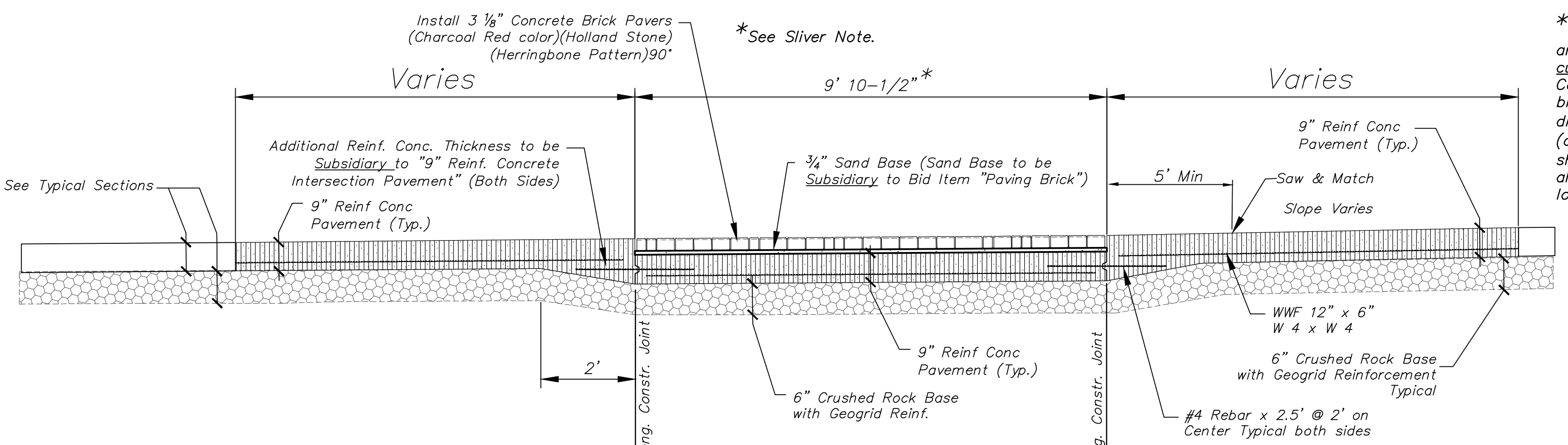
BACK OF CURB DETAIL



ALT. LONGITUDINAL CONSTRUCTION JOINT



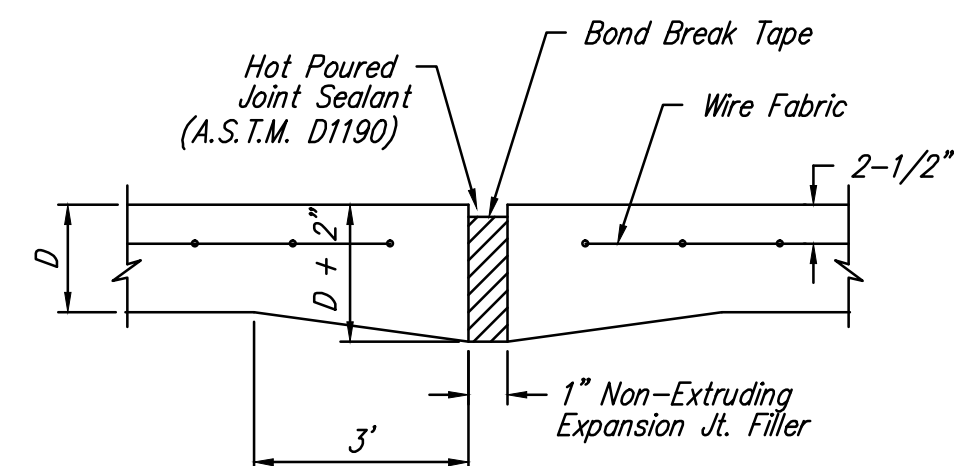
EXPANSION JOINT (E.J.)



PAVING BRICK CROSSWALK DETAIL

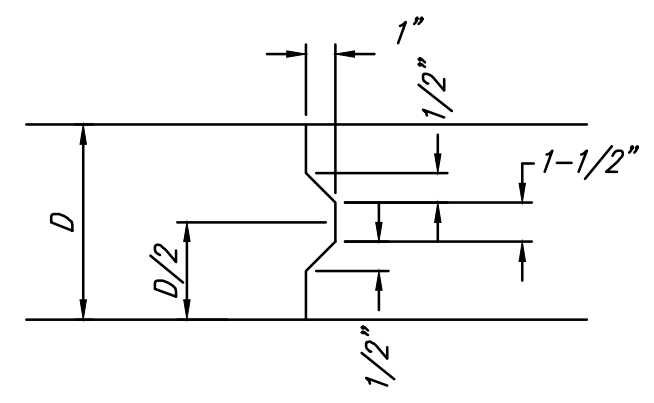
\*Brick Pavers to be installed in crosswalk and/or median locations shall be custom cut to match final concrete dimensions. Contractor shall construct crosswalk blockouts to match nominal paver width dimensions. Fill in with "brick slivers" (defined as pieces smaller than 1/2 of the shortest paver dimension) shall not be allowed, except at the end of crosswalk locations.

<p>CITY OF WICHITA PUBLIC WORKS &amp; UTILITIES ENGINEERING DIVISION</p>	<p>REVISOR: OCTOBER 2015</p> <p><b>CURB &amp; GUTTER &amp; PAVING BRICK CROSSWALK DETAILS</b></p> <p>CITY ENGINEER <b>GARY JANZEN, P.E.</b></p>		
	<p>PROJECT NUMBER 273 PPP 132003</p>	<p>OCA NUMBER</p>	<p>DATE May 2017</p>
	<p>CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501</p>		<p>SHEET <b>2</b> 18</p>

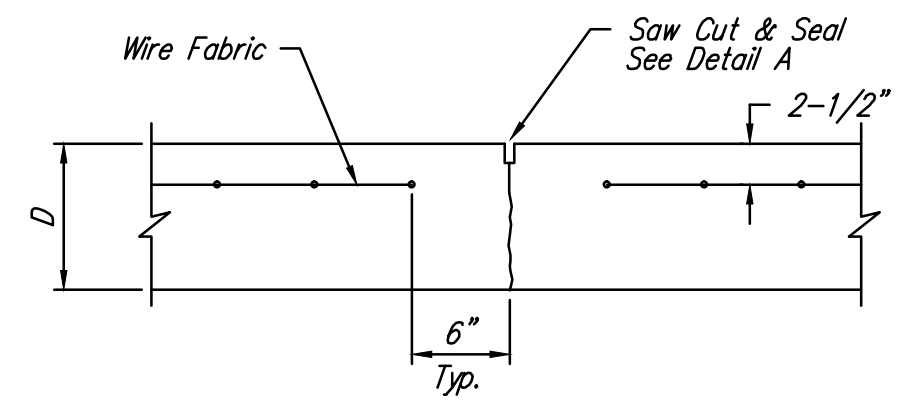


EXPANSION JOINT

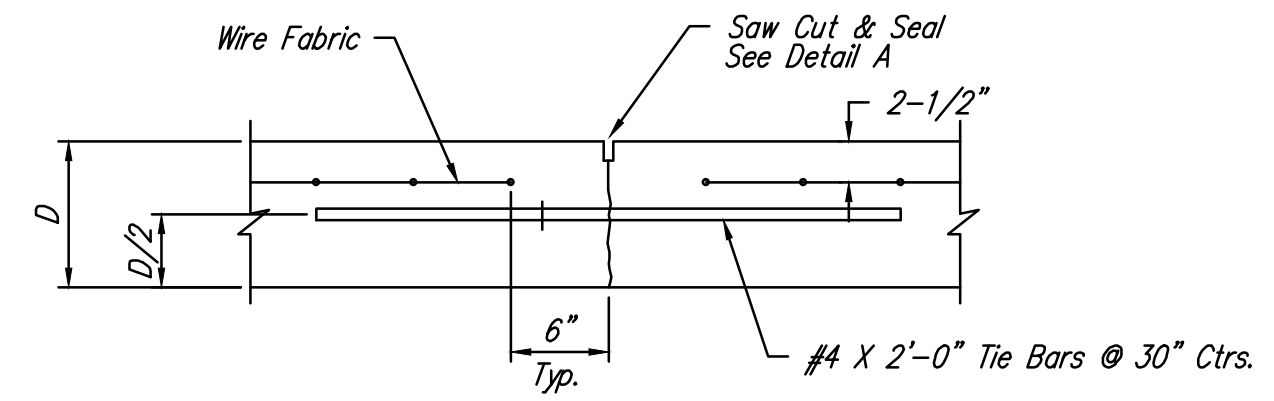
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement



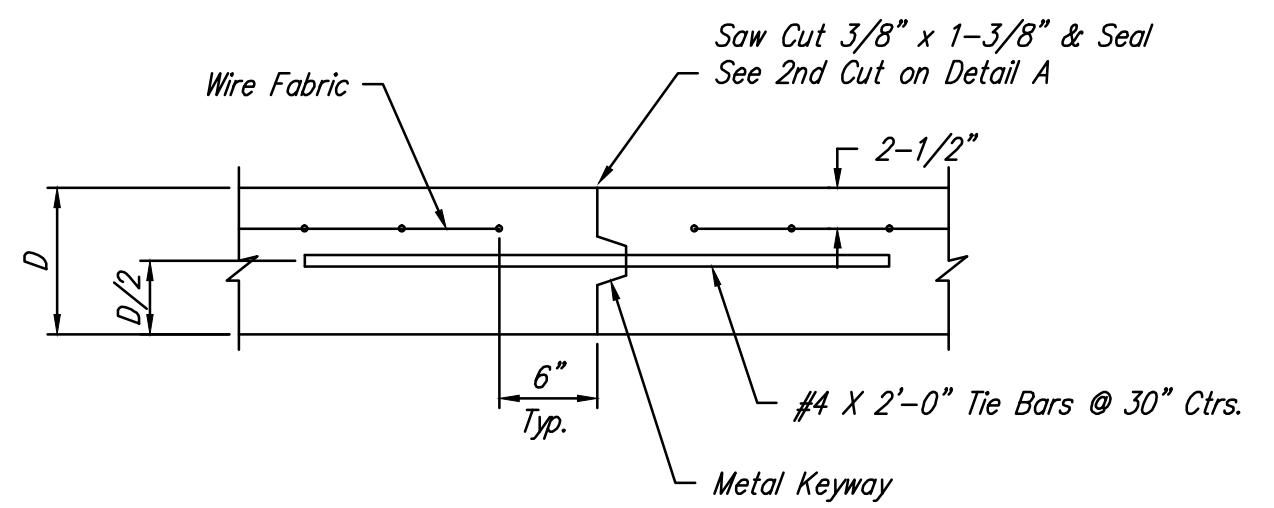
KEYWAY DETAIL



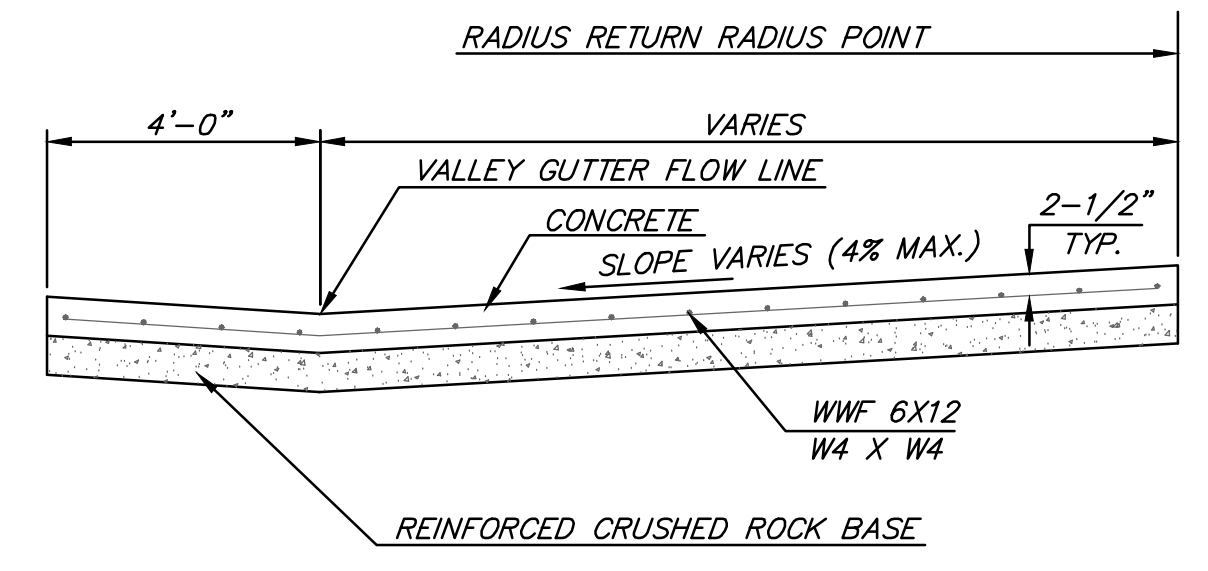
CONTRACTION JOINT DETAIL (C.J.)



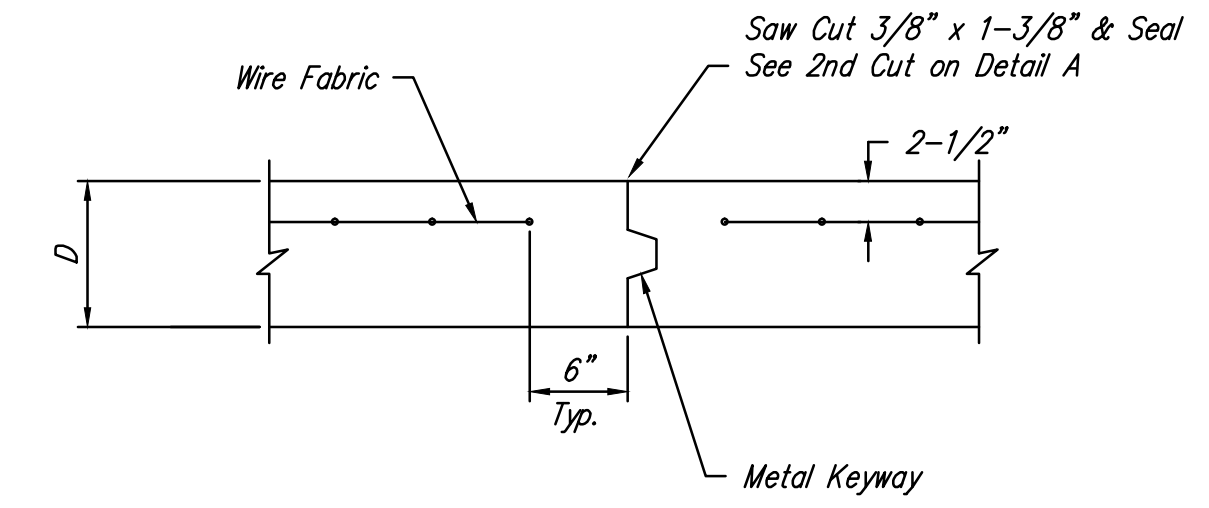
LONGITUDINAL JOINT DETAIL (L.J.)



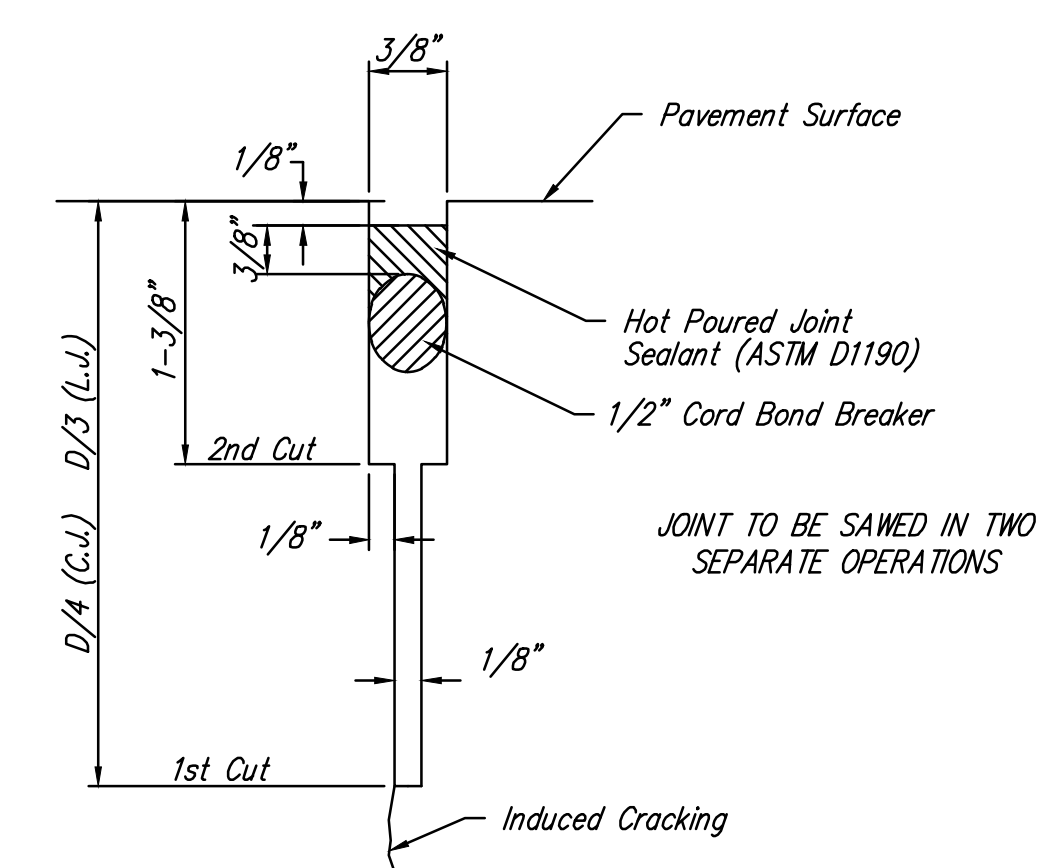
OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)



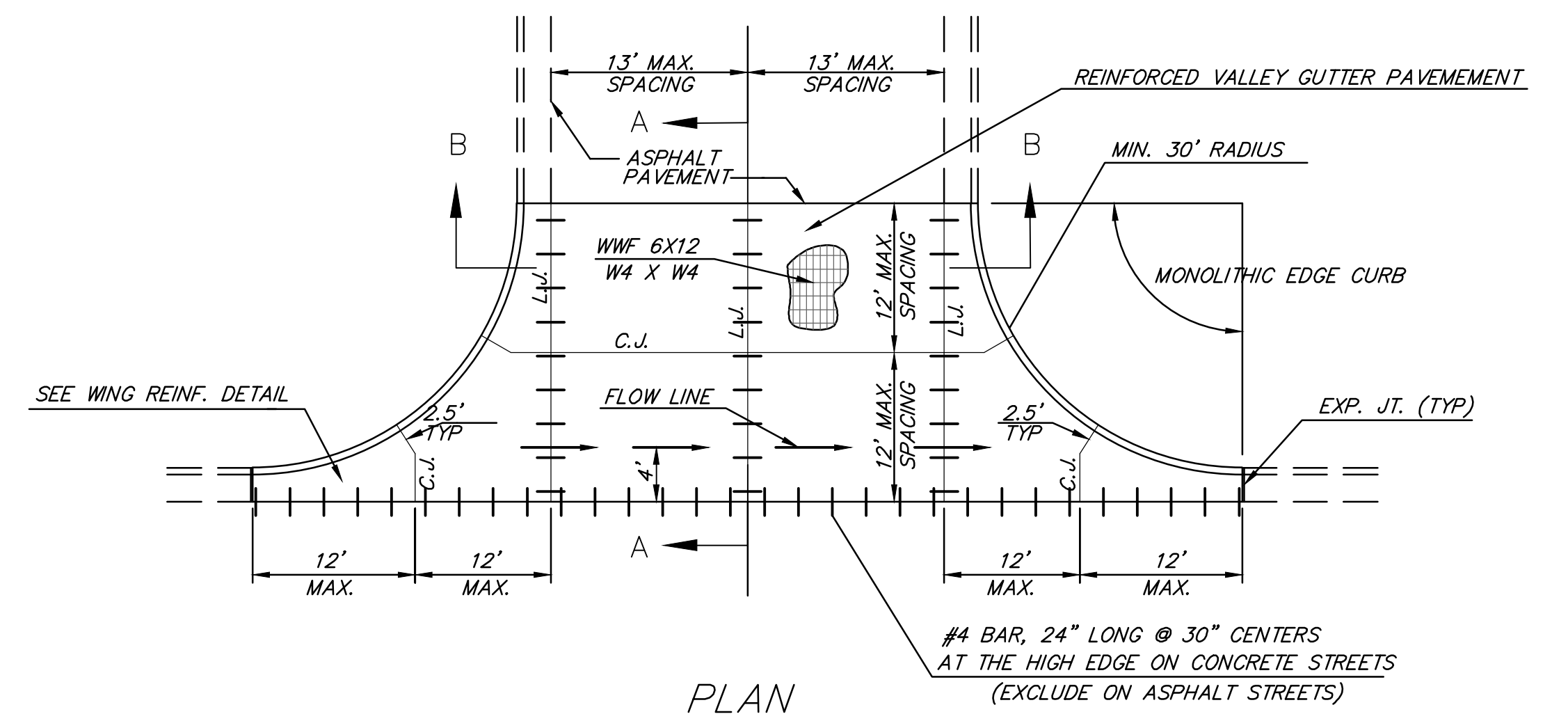
SECTION A-A



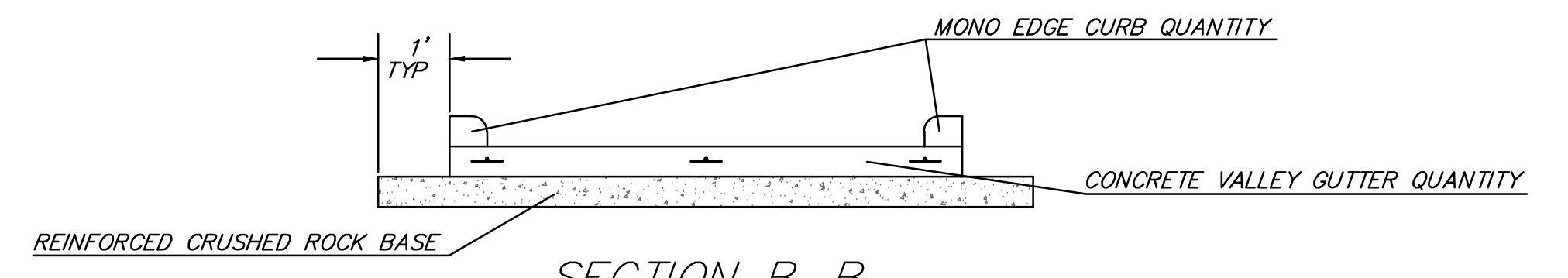
OPTIONAL CONTRACTION JOINT



SAW JOINT DETAIL (DETAIL A)

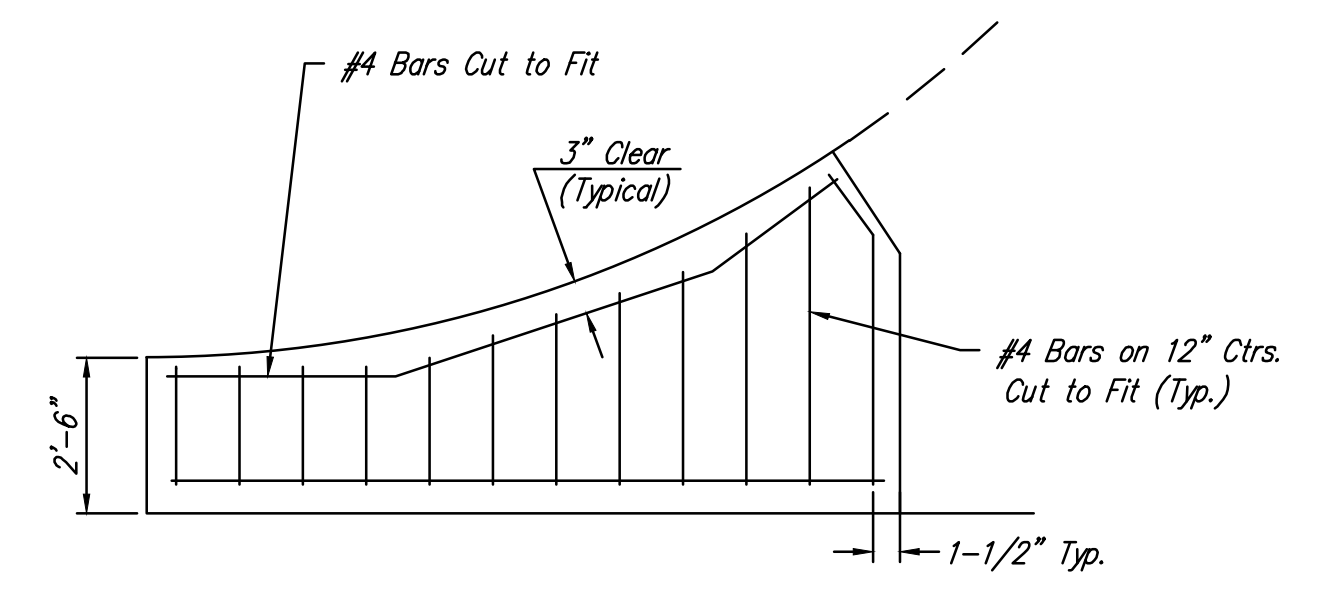


PLAN




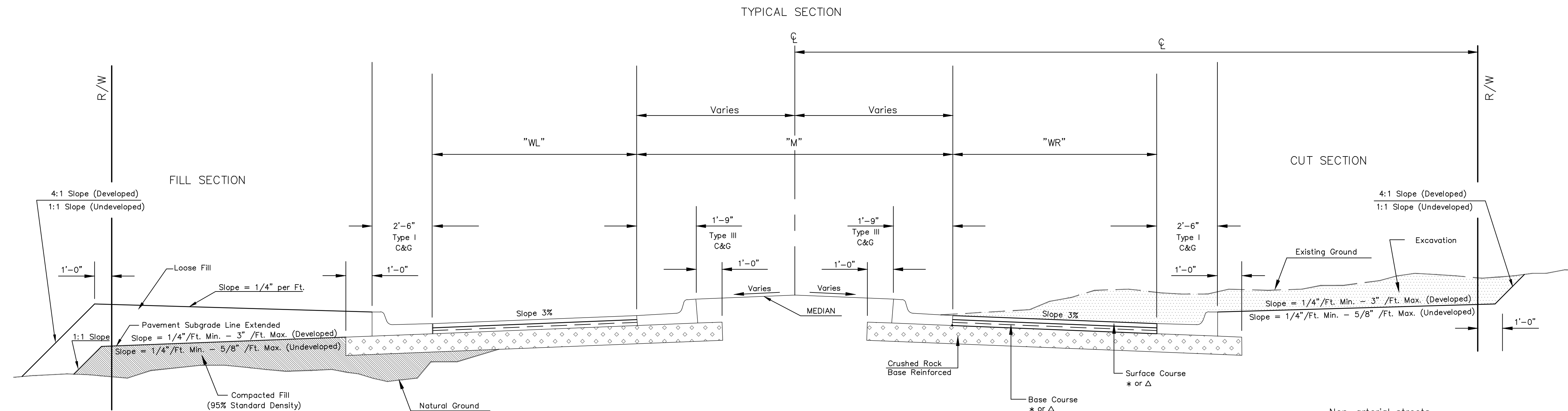
SECTION B-B

REINFORCED VALLEY GUTTER DETAIL



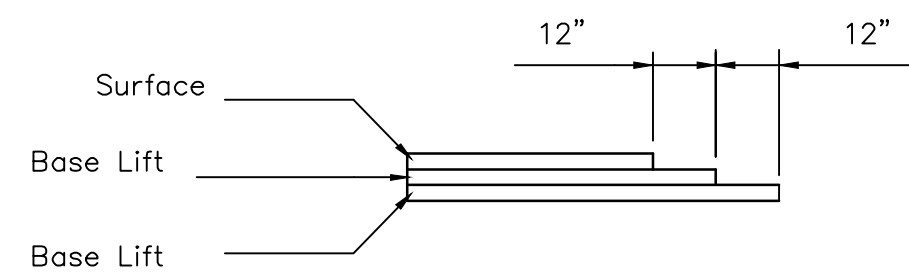
WING REINFORCING DETAIL

REVISION MAY 2017		SECTION B-B, ROCK EXTENDED ONE FOOT BEYOND PAVEMENT	
			
<b>VALLEY GUTTER DETAILS</b>			
CITY ENGINEER <b>GARY JANZEN, P.E.</b>			
PROJECT NUMBER 273 PPP 132003	OCA NUMBER _____	DATE May 2017	
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET <b>3</b>	<b>18</b>



- \* 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

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 joint will be constructed on the centerline of the top lift.

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

STREET NAME	"WL"	"M"	"WR"	STATION	CENTER LINE	ROW DIMENSION	MEDIAN DESCRIPTION	SLOPE	ROCK THICKNESS	PAVEMENT THICKNESS	COMMENTS
Equestrian Street	18'	16'	10'	0+68 - 1+00	22'	22'L 30'R	FULL CURB	3%	5"	5"	
Equestrian Street	Varies	0'	Varies	1+00 - 2+51	Varies	Varies	NONE	3%	5"	5"	
Equestrian Street	12'	0'	12'	2+51 - 9+25	16'	16' L&R	NONE	3%	5"	5'	

REVISED: OCTOBER 2015



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

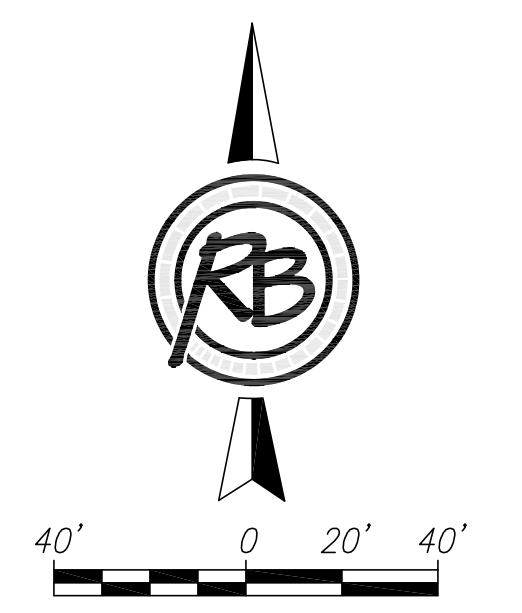
**ASPHALT PAVING  
DETAIL**

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

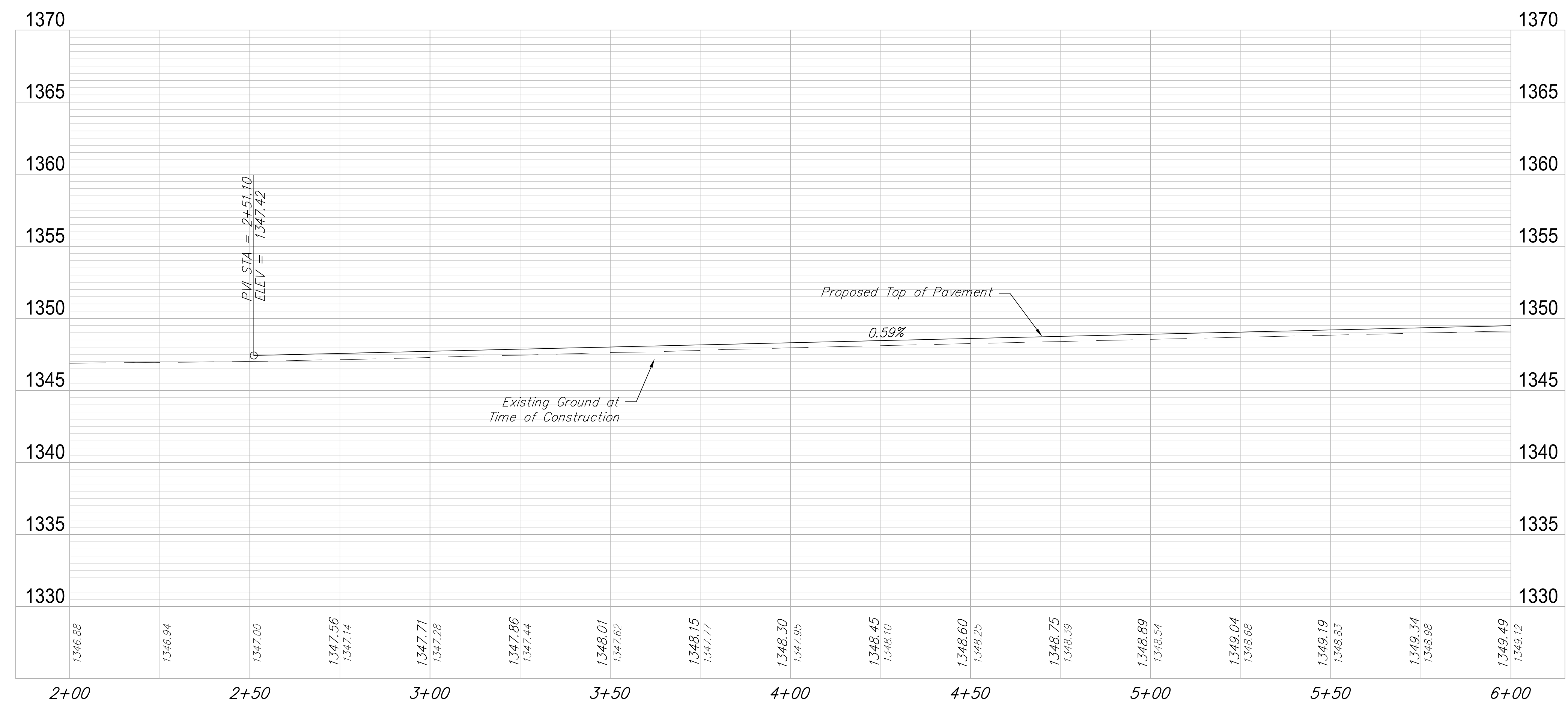
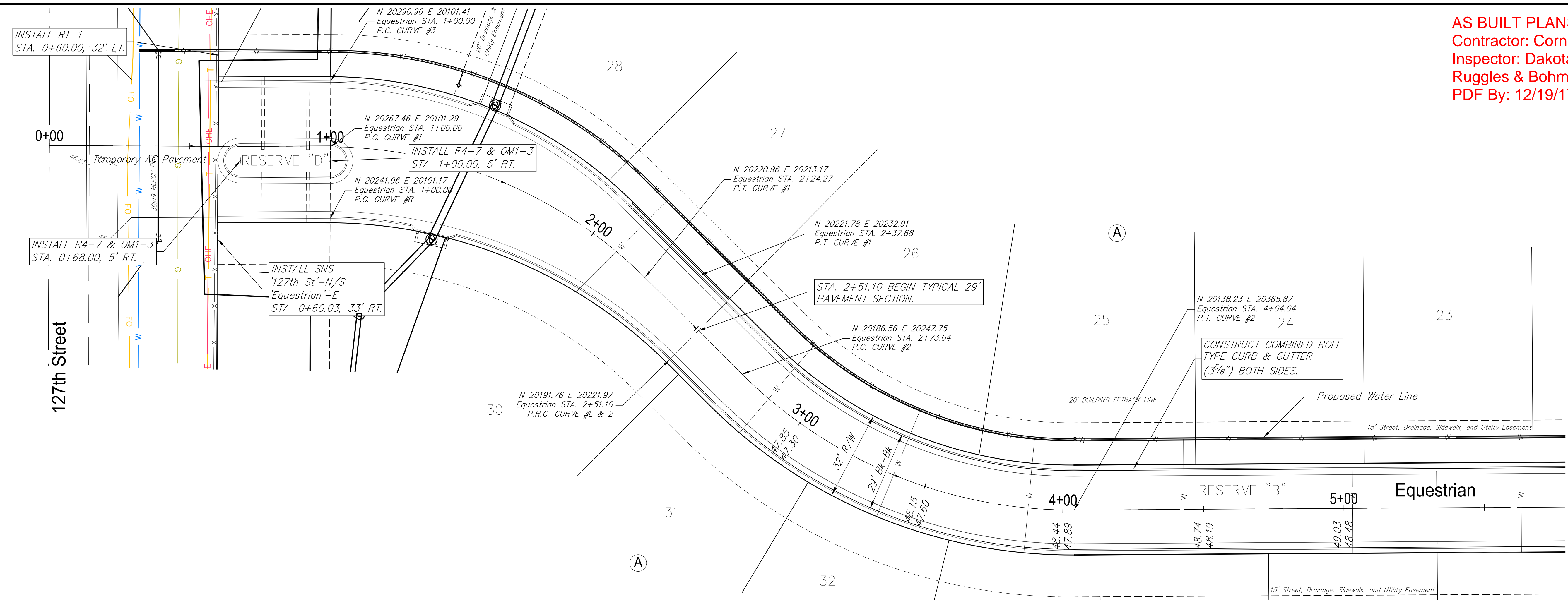
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CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET <b>4</b> <b>18</b>



AS BUILT PLANS  
 Contractor: Cornejo  
 Inspector: Dakota Zimmerman  
 Ruggles & Bohm, P.A.  
 PDF By: 12/19/17 DGZ



NOTE: ALL TOP OF CURB ELEVATIONS ON THIS SHEET ARE FULL HEIGHT CURB ELEVATIONS.



**RUGGLES & BOHM**  
 ENGINEERING | SURVEYING | LANDSCAPE ARCHITECTURE | CONSULTING  
 1000 N. W. 10th St., Wichita, Kansas 67202-1000

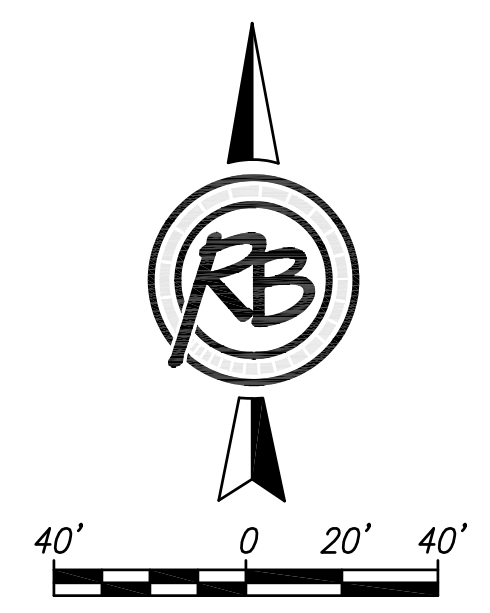
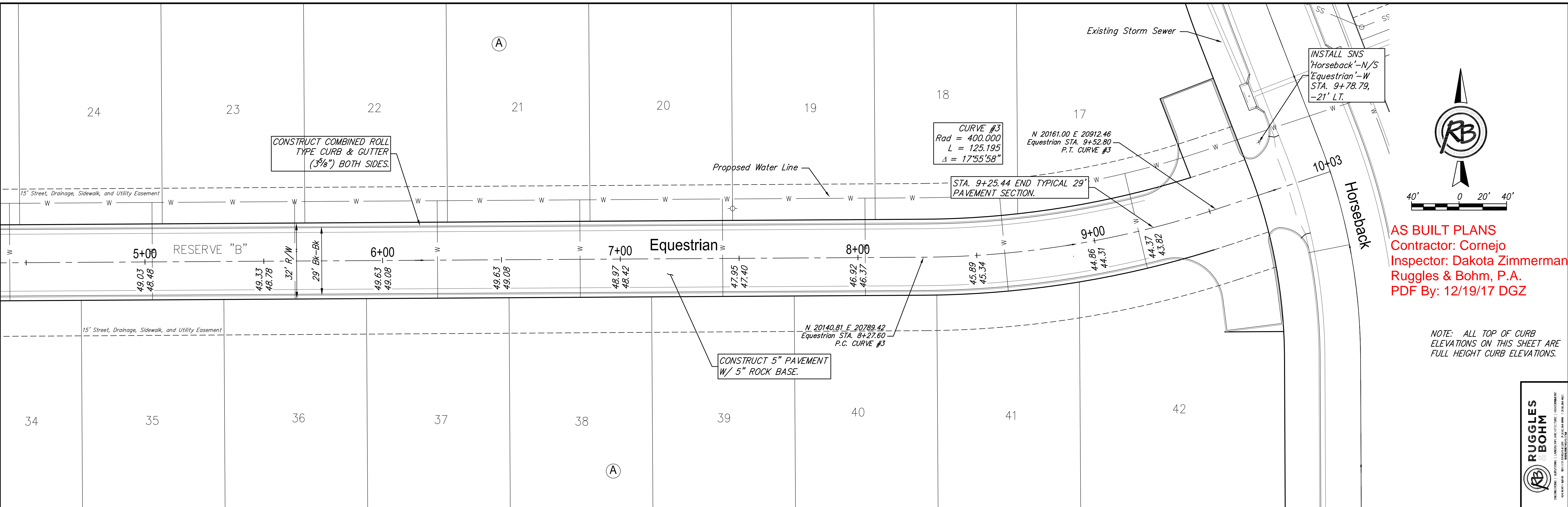
PROJECT NUMBER: 273 PPP 132003  
 DRAWING FILE: Equestrian

DESIGN: CMB/KWL  
 DRAWING: CDJ

REVIEWED: April 2017  
 REVIEWED: May 2017

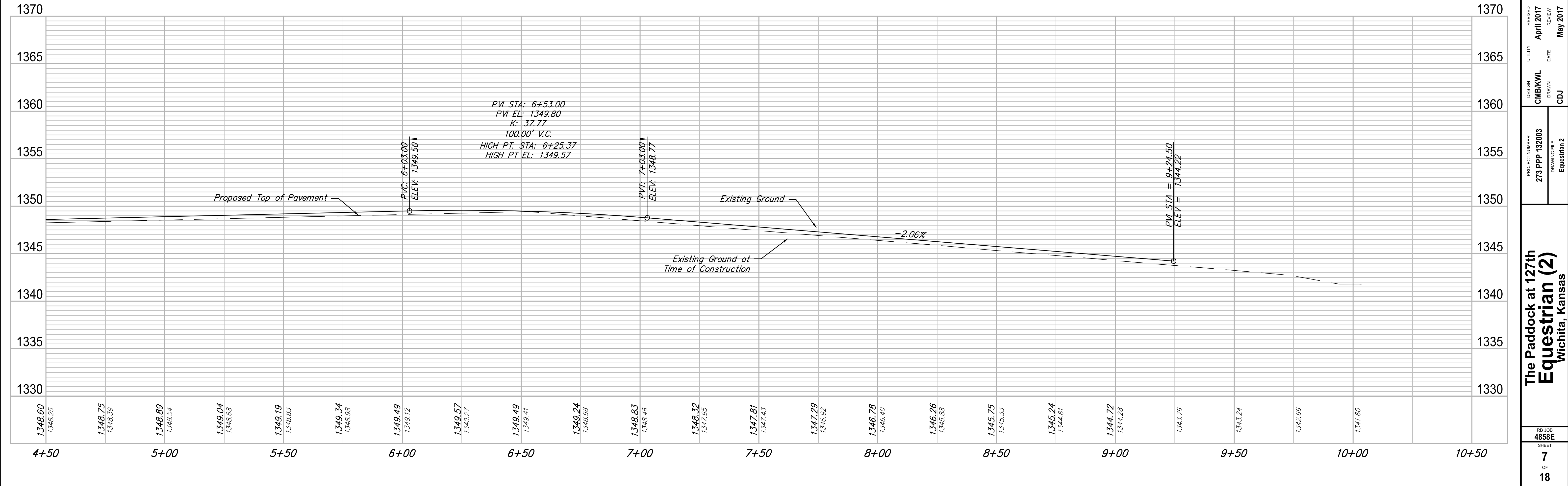
**The Paddock at 127th Equestrian**  
 Wichita, Kansas

RB JOB: 4858E  
 SHEET: 6 OF 18



**AS BUILT PLANS**  
 Contractor: **Cornejo**  
 Inspector: **Dakota Zimmerman**  
 Ruggles & Bohm, P.A.  
 PDF By: 12/19/17 DGZ

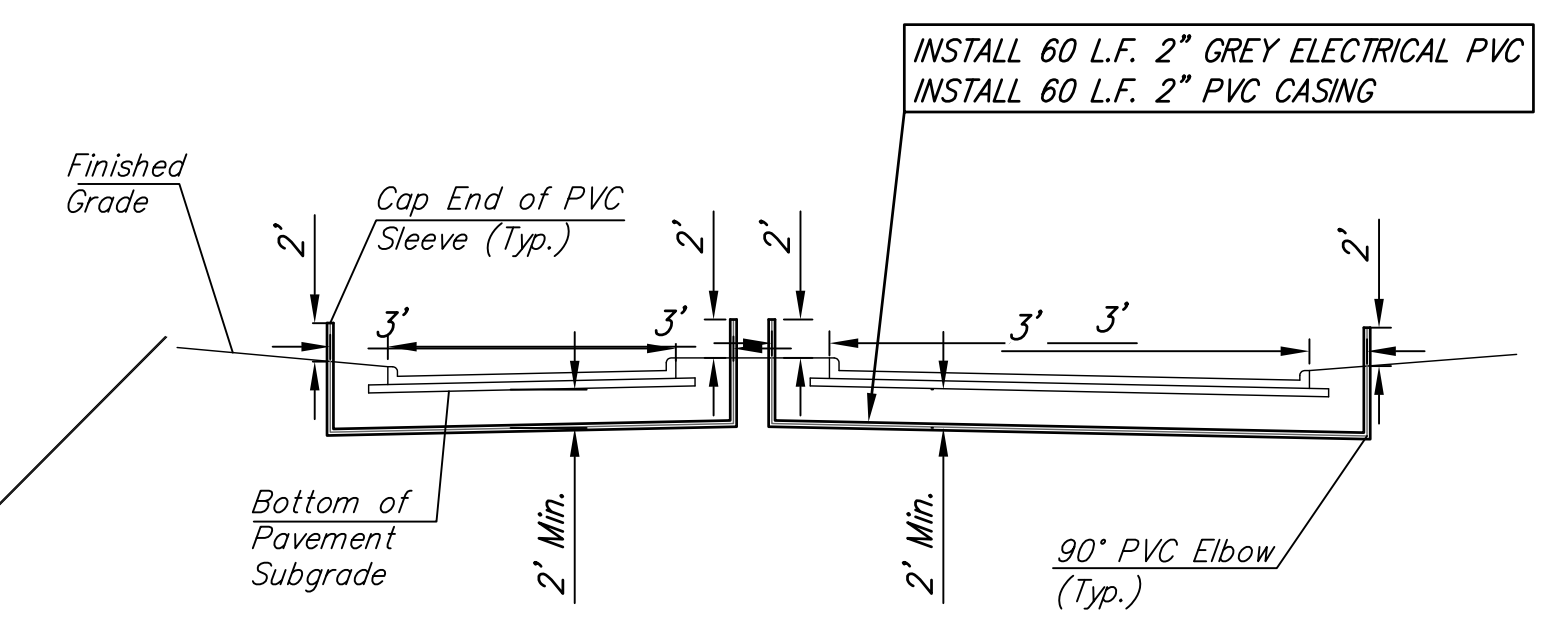
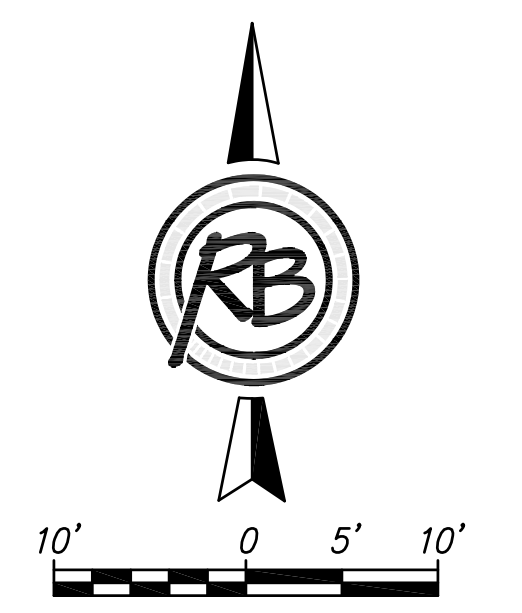
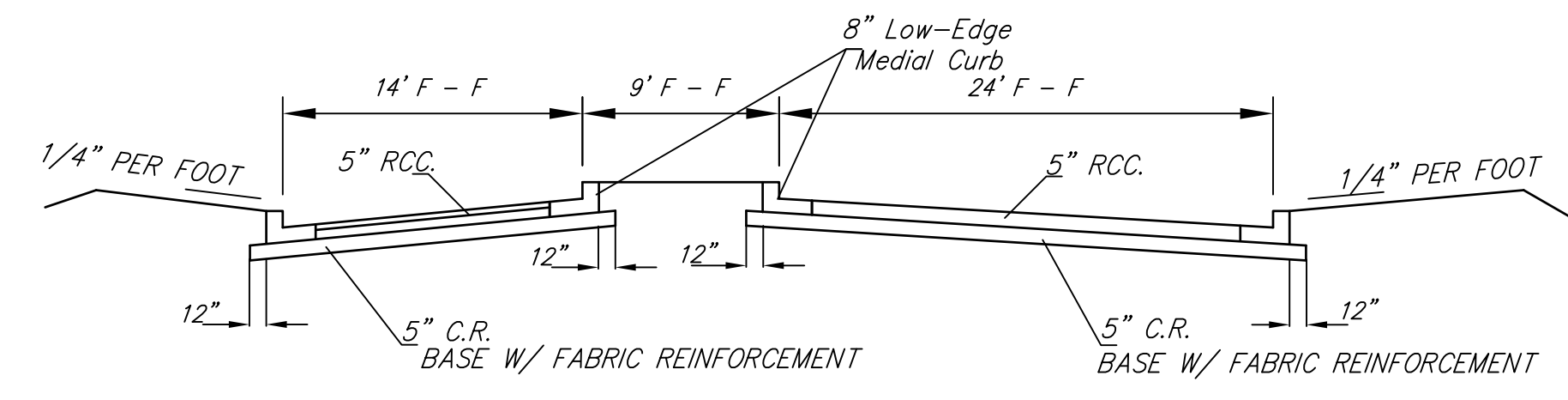
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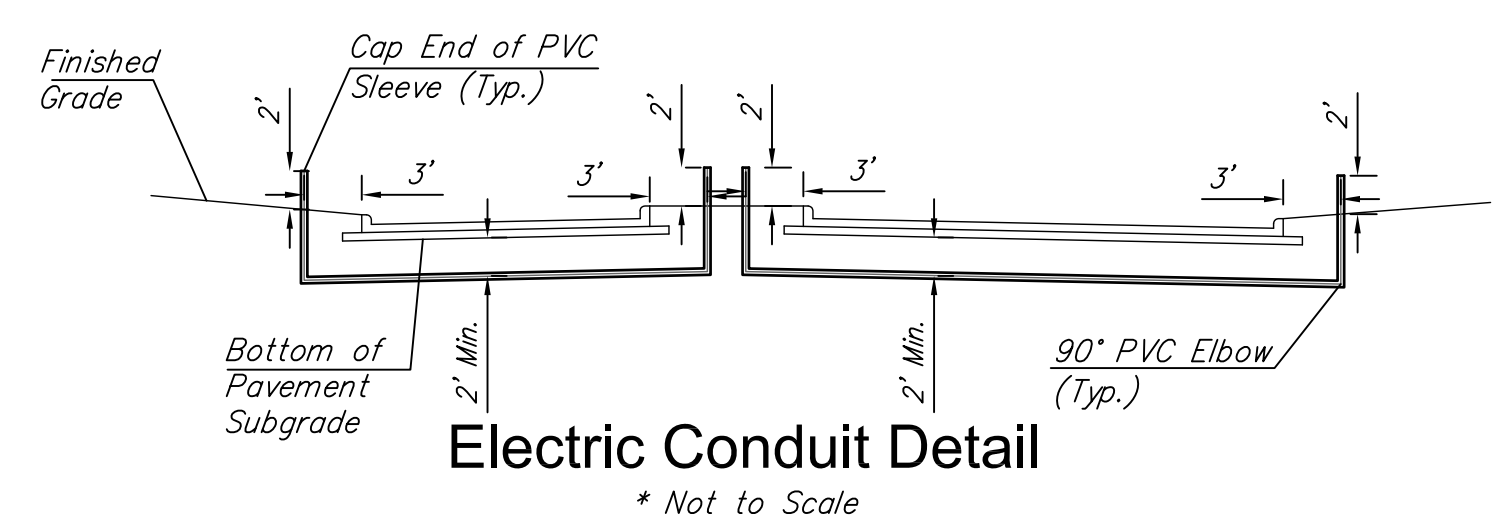
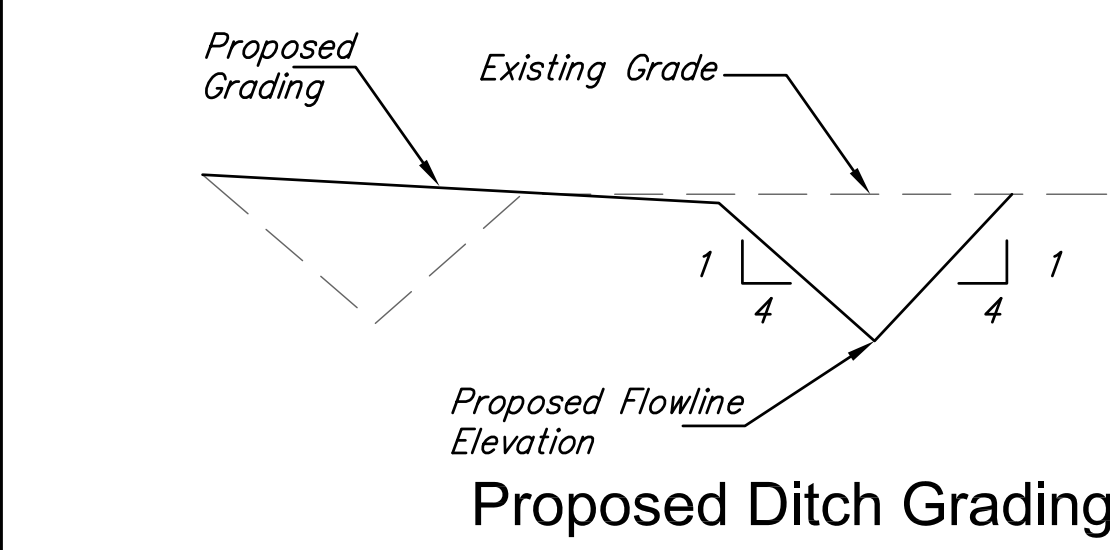
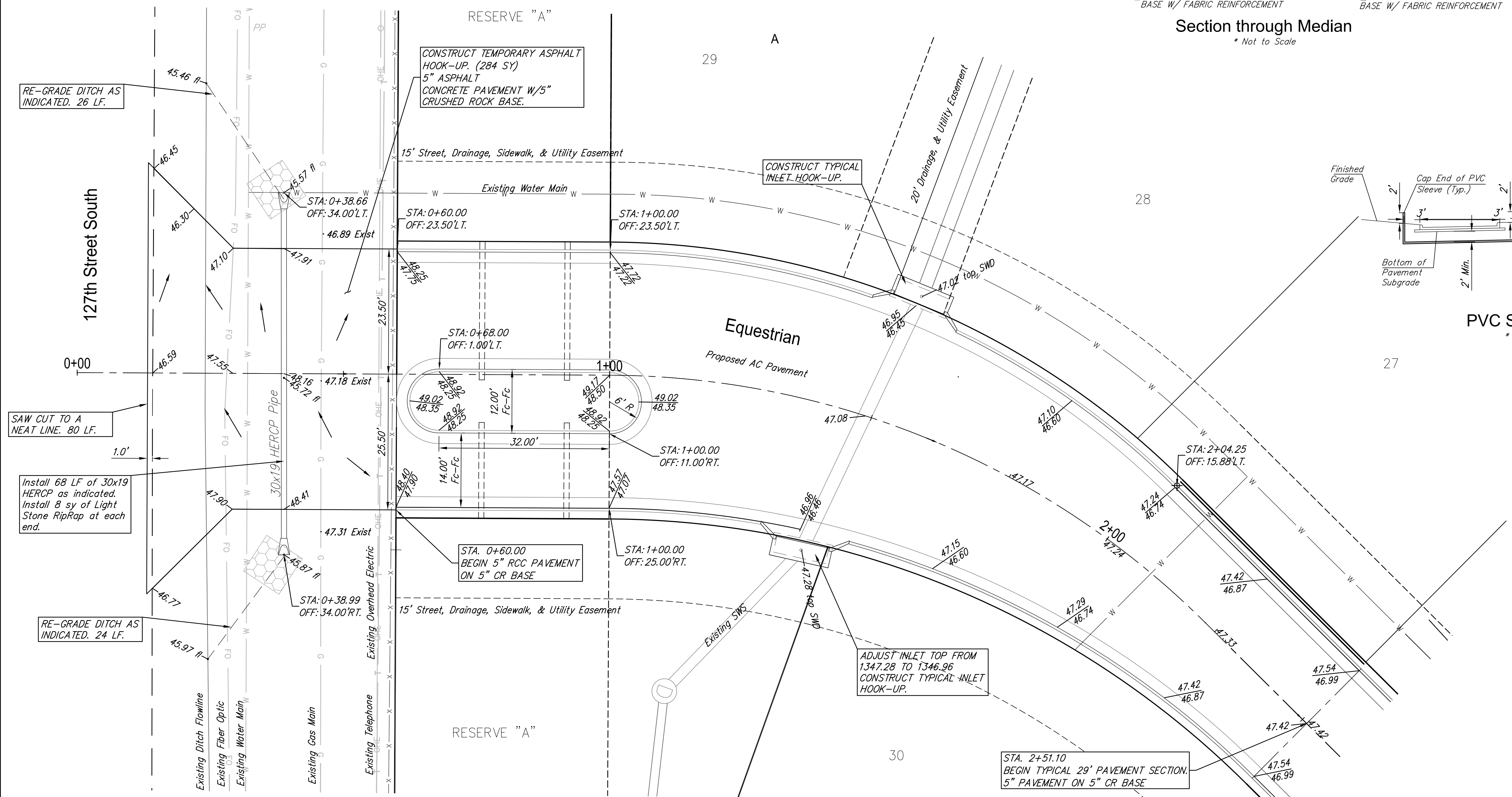
REVISIONS  
 REVISED: April 2017  
 UTILITY DATE: April 2017  
 DESIGN: CMBIKWL  
 DRAWING FILE: Equestrian 2  
 CDJ

PROJECT NUMBER: 273 PPP 132003  
 DRAWING FILE: Equestrian 2

**The Paddock at 127th Equestrian (2)**  
 Wichita, Kansas

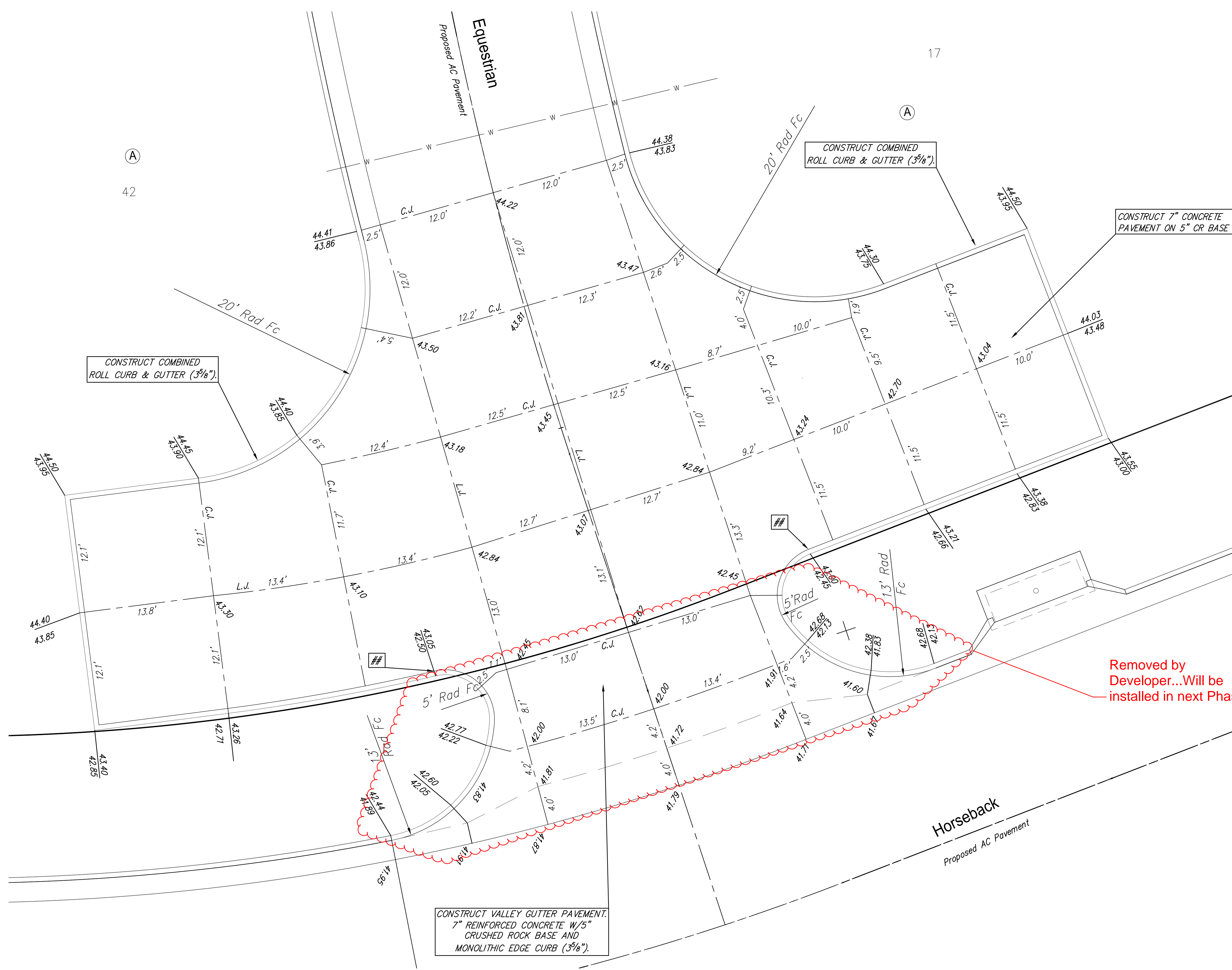
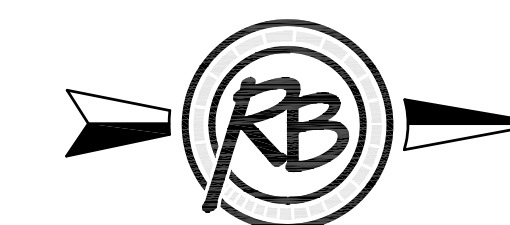


**AS BUILT PLANS**  
 Contractor: Cornejo  
 Inspector: Dakota Zimmerman  
 Ruggles & Bohm, P.A.  
 PDF By: 12/19/17 DGZ



NOTE: ALL TOP OF CURB ELEVATIONS ON THIS SHEET ARE FULL HEIGHT CURB ELEVATIONS.

<b>The Paddock at 127th Entrance</b>		DATE May 2017
		DESIGN CMB/KWL
ENGINEERING   SURVEYING   LANDSCAPE ARCHITECTURE   GOVERNMENT		DRAWN CDJ
924 NORTH MAIN WICHITA, KANSAS 67203 P (316) 264-8008 F (316) 264-4621 WWW.RB-KANSAS.COM		REVIEW April 2017
PROJECT NUMBER 273 PPP 132003	RB JOB NO. 4858E	DWG. SCALE 10
DRAWING FILE Turnaround & Valley Gutter [Entrance]		SHEET 8 OF 18



Removed by Developer...Will be installed in next Phase

## TRANSITION FROM ROLL CURB TO MEDIAL CURB IN 5' BEGINNING AT PC OF CURVE

C.J. --- CONSTRUCTION JOINTS (C.J.)  
 L.J. --- LONGITUDINAL JOINTS (L.J.)

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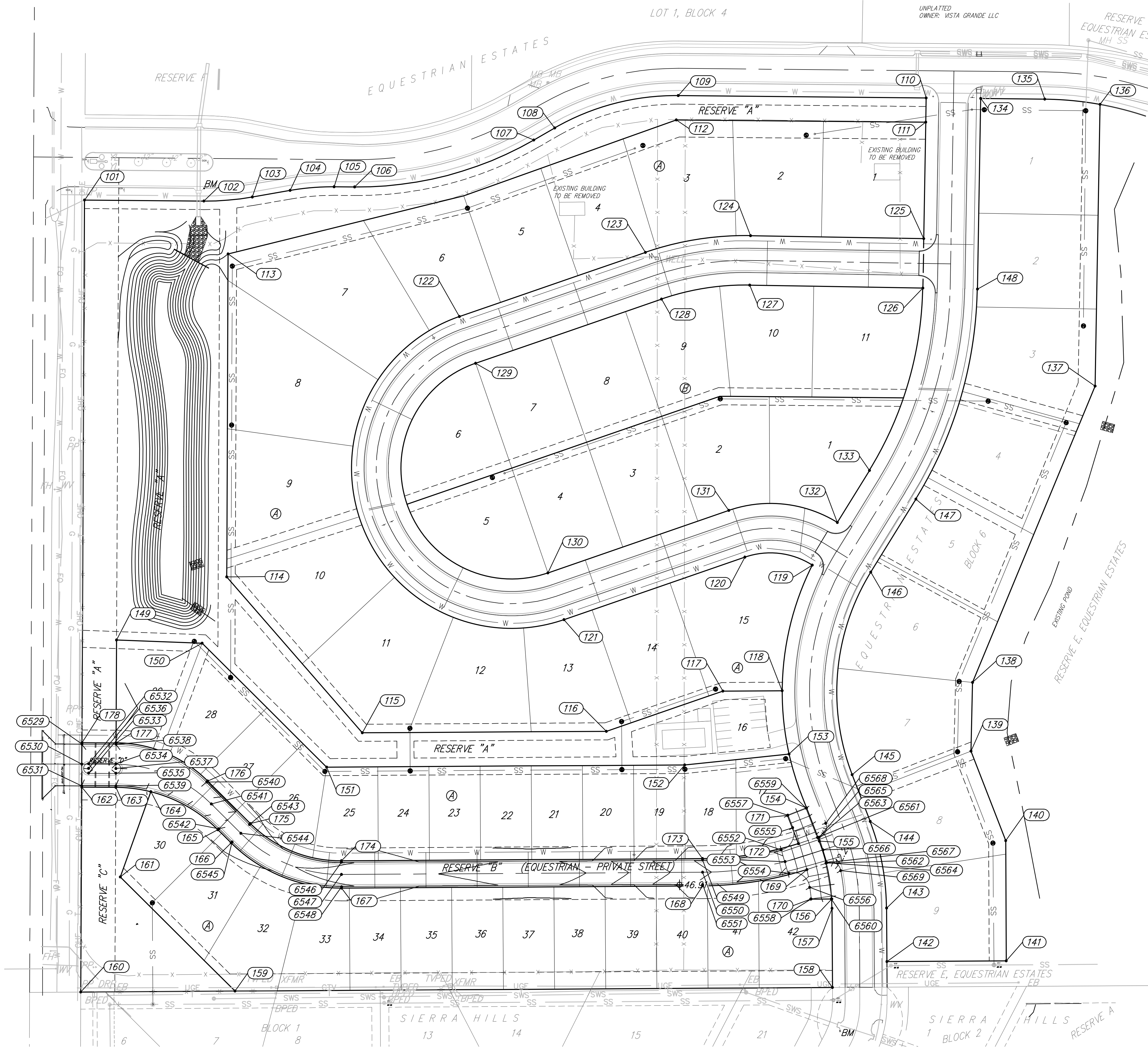
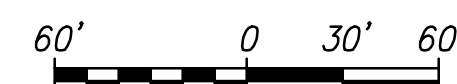
CONSTRUCT VALLEY GUTTER PAVEMENT.  
 7" REINFORCED CONCRETE W/5" CRUSHED ROCK BASE AND MONOLITHIC EDGE CURB (3 5/8").

<b>The Paddock at 127th Turnaround &amp; Valley Gutter (2)</b>		DATE May 2017
<b>RUGGLES &amp; BOHM</b>		DESIGN CMB/KWL
<small>ENGINEERING   SURVEYING   LANDSCAPE ARCHITECTURE   GOVERNMENT 924 NORTH MAIN WICHITA, KANSAS 67203 P (316) 264-8008 F (316) 264-4621 WWW.RBKANSAS.COM</small>		DRAWN CDJ
PROJECT NUMBER 273 PPP 132003	RB JOB NO. 4858E	REVIEW April 2017
DRAWING FILE Turnaround & Valley Gutter [Turnaround & Valley Gutter (2)]	DWG. SCALE 10	SHEET 9 OF 18

LOT 1, BLOCK 4

UNPLATTED  
OWNER: VISTA GRANDE LLC

RESERVE A  
EQUESTRIAN ES  
MH SS



**The Paddock at 127th  
Private Paving Map**


 <b>RUGGLES &amp; BOHM</b>	ENGINEERING   SURVEYING   LANDSCAPE ARCHITECTURE   GOVERNMENT		DATE May 2017
	924 NORTH MAIN WICHITA, KANSAS 67203 P (316) 264-8008 F (316) 264-4621 WWW.RB-KANSAS.COM		DESIGN CMB/KWL
PROJECT NUMBER 273 PPP 132003	RB JOB NO. 4858E	DWG. SCALE 60	DRAWN CDJ
DRAWING FILE 4858E Bubble Maps [Private Paving Map]			REVIEW April 2017
			SHEET 10 OF 18

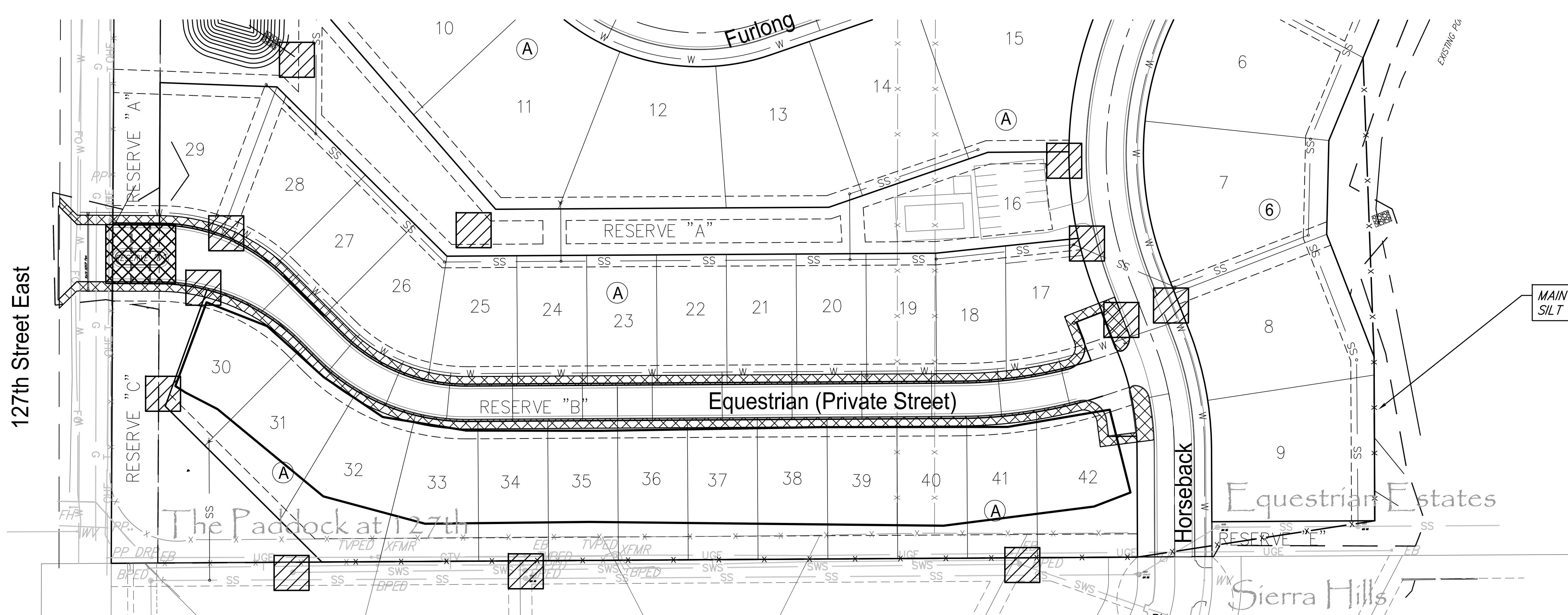
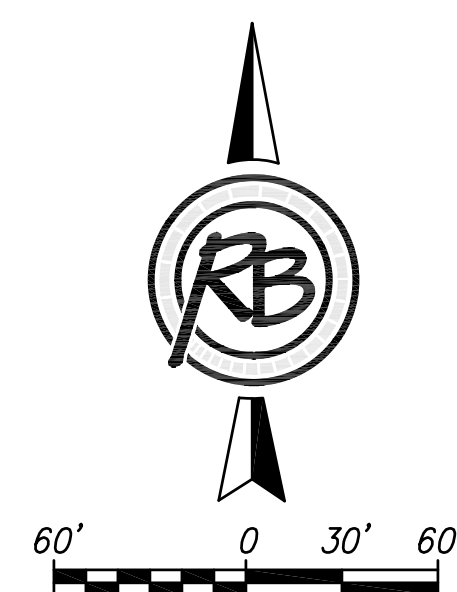
(c) Copyright 2015, Ruggles & Bohm, P.A.

Point Table			
Point #	Northing	Easting	Description
101	20929.22	20064.49	PROP CNR
102	20928.01	20204.42	PC
103	20932.70	20261.29	PT
104	20940.44	20305.57	PC
105	20944.69	20357.20	PT
106	20944.48	20381.31	PC
107	20999.53	20591.34	PT
108	21013.69	20615.99	PC
109	21051.61	20760.91	PT
110	21048.84	21051.73	PROP CNR
111	21020.52	21051.23	LOT CNR
112	21023.12	20758.59	LOT CNR
113	20865.91	20232.84	LOT CNR
114	20487.25	20231.25	LOT CNR
115	20304.38	20390.31	LOT CNR
116	20306.12	20676.54	LOT CNR
117	20353.31	20813.25	LOT CNR
118	20353.74	20882.78	LOT CNR
119	20501.02	20918.11	LOT CNR
120	20510.32	20839.07	PT
121	20437.09	20626.87	PC
122	20792.51	20504.20	PT
123	20867.80	20722.34	PC
124	20887.39	20845.72	PT
125	20883.85	21048.86	LOT CNR
126	20825.86	21047.85	LOT CNR/PT
127	20829.40	20844.71	PC
128	20812.97	20741.27	PT
129	20737.68	20523.12	PC
130	20491.91	20607.95	PT
131	20565.15	20820.15	PC
132	20551.04	20947.49	LOT CNR
133	20612.06	20985.16	PC
134	21048.23	21115.73	PROP CNR
135	21047.51	21190.77	PC
136	21041.39	21255.62	PROP CNR
137	20710.92	21249.87	PROP CNR
138	20363.45	21106.11	PROP CNR
139	20282.88	21104.28	PROP CNR
140	20177.88	21144.95	PROP CNR

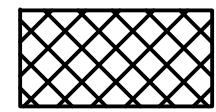
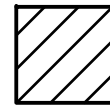
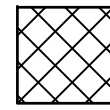
Point Table			
Point #	Northing	Easting	Description
141	20036.93	21145.59	PROP CNR
142	20036.08	21005.59	PROP CNR
143	20098.80	21005.31	PC
144	20200.46	20986.07	PT
145	20255.18	20964.87	PC
146	20492.75	20986.72	PT
147	20578.45	21039.62	PC
148	20824.75	21111.84	PT
149	20413.14	20102.00	LOT CNR
150	20409.44	20202.39	LOT CNR
151	20264.12	20348.43	LOT CNR
152	20266.68	20768.42	LOT CNR
153	20279.48	20890.79	LOT CNR
154	20216.20	20911.34	PT
155	20177.34	20926.39	PC
156	20109.51	20940.99	LOT CNR
157	20098.51	20941.31	PT
158	20005.73	20941.73	PROP CNR
159	20001.47	20240.94	LOT CNR
160	20000.37	20060.00	PROP CNR
161	20135.28	20106.47	LOT CNR
162	20240.65	20061.16	LOT CNR
163	20240.46	20101.16	PC
164	20235.23	20142.29	LOT CNR
165	20190.69	20220.91	PT
166	20175.22	20236.46	PC
167	20122.23	20365.96	PT
168	20124.81	20789.52	PC
169	20143.95	20911.76	LOT CNR
170	20109.35	20916.18	LOT CNR
171	20207.54	20888.96	LOT CNR
172	20174.37	20901.81	LOT CNR
173	20156.81	20789.33	LOT CNR
174	20154.23	20365.77	PC
175	20197.90	20259.03	PT
176	20247.79	20208.90	PC
177	20292.46	20101.41	PT
178	20292.65	20061.42	LOT CNR
6529	20291.15	20061.41	0+60 EQUESTRIAN BC/TC 23.5' L
6530	20267.65	20061.29	0+60 EQUESTRIAN CL

Point Table			
Point #	Northing	Easting	Description
6531	20242.15	20061.17	0+60 EQUESTRIAN BC/TC 25.5' R
6532	20268.11	20069.30	0+68 EQUESTRIAN ISLAND BC/TC 0.5' L
6533	20257.11	20069.24	0+68 EQUESTRIAN ISLAND BC/TC 10.5' R
6534	20267.96	20101.30	1+00 EQUESTRIAN ISLAND BC/TC 0.5' L
6535	20256.96	20101.24	1+00 EQUESTRIAN ISLAND BC/TC 10.5' R
6536	20262.61	20069.27	0+68 EQUESTRIAN ISLAND RP 5' R
6537	20262.46	20101.27	1+00 EQUESTRIAN ISLAND RP 5.0' R
6538	20290.96	20101.41	1+00 EQUESTRIAN PC BC/TC 23.5' L
6539	20241.96	20101.17	1+00 EQUESTRIAN PC BC/TC 25.5' R
6540	20246.73	20207.84	2+04 EQUESTRIAN PT BC/TC 15.9' L
6541	20220.96	20213.17	2+24 EQUESTRIAN PT CL
6542	20191.76	20221.97	2+51 EQUESTRIAN PT BC/TC 14.5' R
6543	20196.84	20257.98	2+73 EQUESTRIAN PC BC/TC 14.5' L
6544	20186.56	20247.75	2+73 EQUESTRIAN PC CL
6545	20176.28	20237.52	2+73 EQUESTRIAN PC BC/TC 14.5' R
6546	20152.73	20365.78	4+04 EQUESTRIAN PT BC/TC 14.5' L
6547	20138.23	20365.87	4+04 EQUESTRIAN PT CL
6548	20123.73	20365.95	4+04 EQUESTRIAN PT BC/TC 14.5' R
6549	20155.31	20789.34	8+28 EQUESTRIAN PC BC/TC 14.5' L
6550	20140.81	20789.42	8+28 EQUESTRIAN PC CL
6551	20126.31	20789.51	8+28 EQUESTRIAN PC BC/TC 14.5' R
6552	20167.12	20881.71	9+25 EQUESTRIAN PC BC/TC 14.5' L
6553	20153.30	20886.21	9+25 EQUESTRIAN CL
6554	20139.49	20890.71	8+28 EQUESTRIAN PC BC/TC 14.5' R
6555	20193.06	20895.10	9+46 EQUESTRIAN PT BC/TC 35.9' L
6556	20123.08	20914.93	9+44 EQUESTRIAN PT BC/TC 36.9' R
6557	20207.72	20889.42	9+45 EQUESTRIAN BC/TC 51.5' L
6558	20109.42	20916.68	9+42 EQUESTRIAN BC/TC 50.5' R
6559	20216.02	20910.87	9+69 EQUESTRIAN BC/TC 52.8' L
6560	20109.48	20940.49	9+63 EQUESTRIAN BC/TC 57.7' R
6561	20181.61	20924.20	9+70 EQUESTRIAN PC BC/TC 15.9' L
6562	20151.39	20934.13	9+70 EQUESTRIAN PC BC/TC 15.9' R
6563	20181.33	20924.85	9+71 EQUESTRIAN PT BC/TC 15.4' L
6564	20151.99	20934.49	9+71 EQUESTRIAN PT BC/TC 15.5' R
6565	20181.84	20926.18	9+72 EQUESTRIAN VG BC/TC 15.5' L
6566	20167.01	20930.68	9+72 EQUESTRIAN VG CL
6567	20152.17	20935.19	9+72 EQUESTRIAN VG BC/TC 15.5' R
6568	20198.21	20933.86	9+85 EQUESTRIAN VG BC/TC 28.6' L
6569	20142.72	20951.43	9+84 EQUESTRIAN VG BC/TC 29.6' R


<b>The Paddock at 127th Private Paving Table</b>			
 <b>RUGGLES &amp; BOHM</b>	<small>ENGINEERING   SURVEYING   LANDSCAPE ARCHITECTURE   GOVERNMENT</small> <small>524 NORTH MAIN WICHITA, KANSAS 67203 P (316) 264-8008 F (316) 264-4621</small> <small>WWW.RKANSAS.COM</small>		<small>DATE</small> <b>May 2017</b>
	<small>PROJECT NUMBER</small> <b>273 PPP 132003</b>		<small>DESIGN</small> <b>CMB/KWL</b>
<small>DRAWING FILE</small> <b>4858E Bubble Maps [Private Paving Table]</b>		<small>DRAWN</small> <b>CDJ</b>	<small>REVIEW</small> <b>April 2017</b>
<small>DWG. SCALE</small> <b>60</b>		<small>SHEET</small> <b>11</b>	
		<small>OF</small> <b>18</b>	

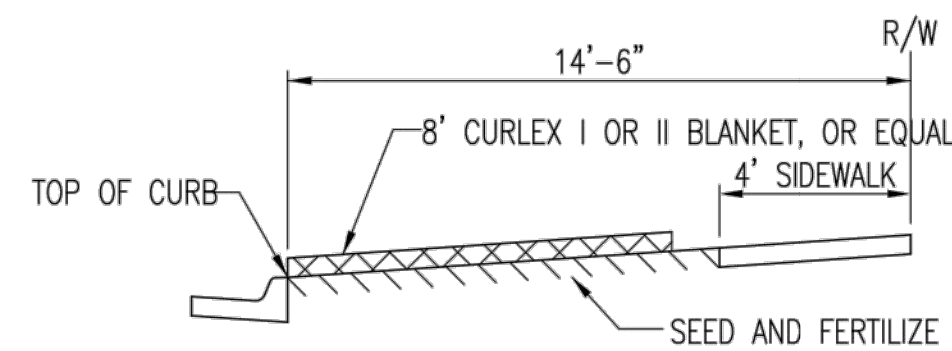


MAINTAIN 1305 L.F. SILT FENCE

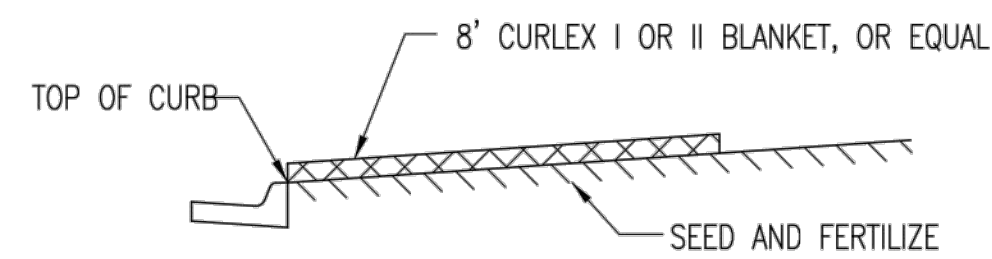
- x — MAINTAIN SILT FENCE (1305 L.F.)
-  MAINTAIN CONSTRUCTION ENTRANCE (1 EA)
-  MAINTAIN INLET PROTECTION (12 EA)
-  INSTALL 8" CURLEX BLANKET (1900 S.Y.)

127th Street East

<b>The Paddock at 127th</b>			
<b>Erosion Control Plan</b>			
SEAL	 <b>RUGGLES &amp; BOHM</b> <small>ENGINEERING   SURVEYING   LANDSCAPE ARCHITECTURE   GOVERNMENT</small> <small>924 NORTH MAIN WICHITA, KANSAS 67203 P (316) 264-8008 F (316) 264-4621 WWW.RBKANSAS.COM</small>	DATE May 2017	DESIGN CMB
			DRAWN CDJ
			REVIEW April 2017
	PROJECT NUMBER 273 PPP 132003	RB JOB NO. 4858E	DWG. SCALE 60
	DRAWING FILE 14 - BMP Details Private Paving [Erosion Control Plan]		SHEET <b>12</b> OF <b>18</b>

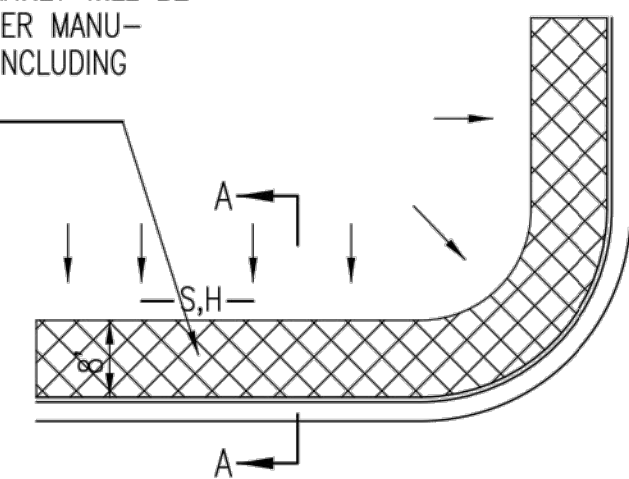


SECTION B-B

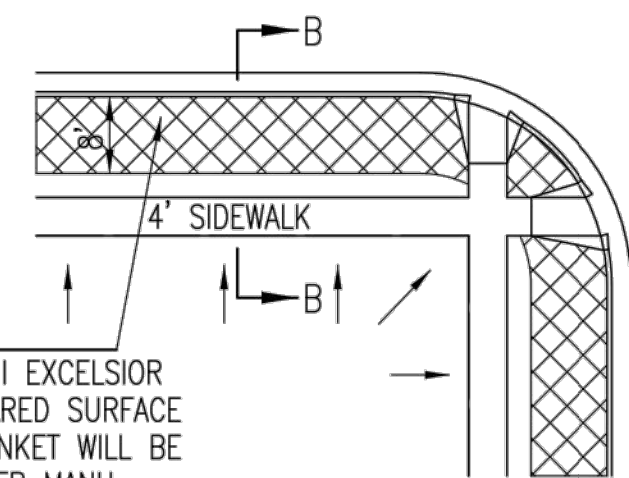


SECTION A-A

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

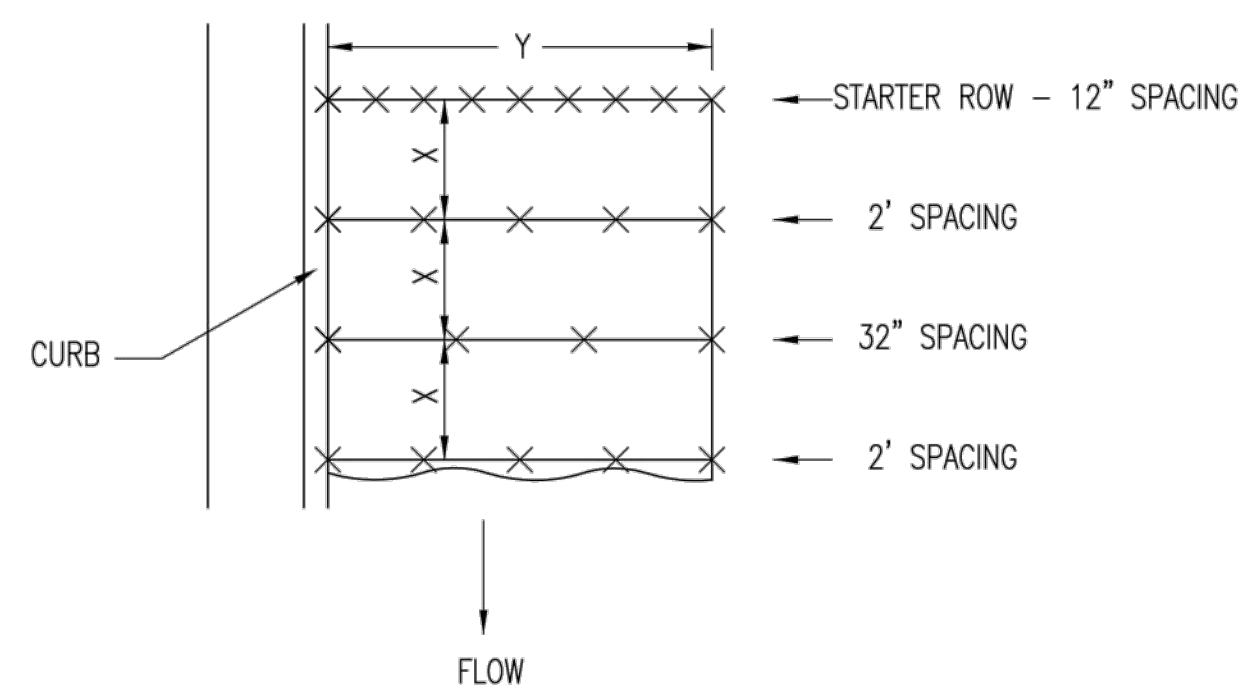


INSTALL 8' WIDE CURLEX I OR II EXCELSIOR BLANKET, OR EQUAL, ON PREPARED SURFACE BACK OF CURB. EDGE OF BLANKET WILL BE AT BACK OF CURB. INSTALL PER MANUFACTURERS RECOMMENDATION, INCLUDING STAPLES. (SEE DETAIL)

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.

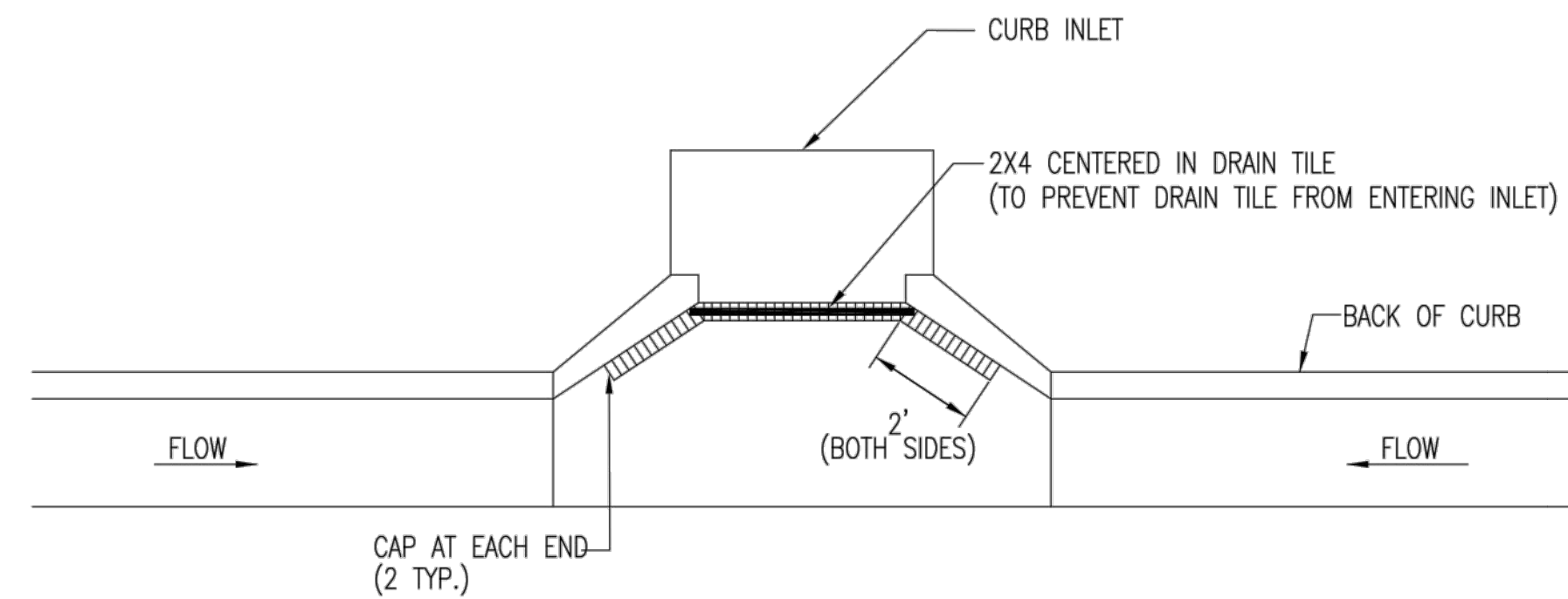
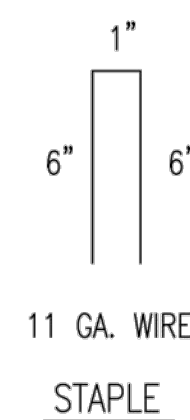
BACK OF CURB PROTECTION DETAIL



STAPLE PATTERN

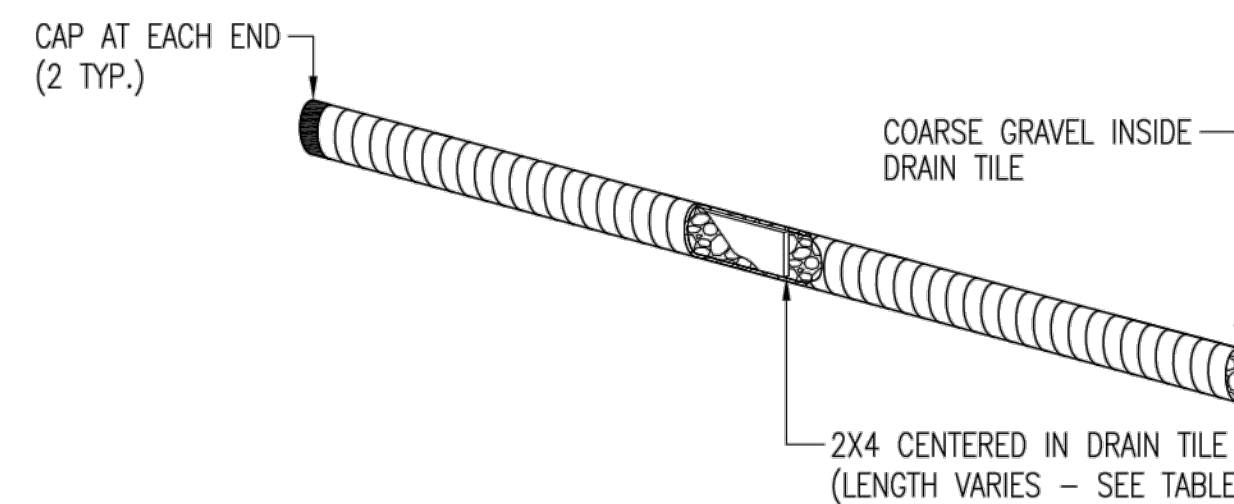
NOTES: USE 6" SEAM OVERLAP  
(X & Y = RECOMMENDED BY MANUFACTURE)

DETAILS FOR APPROVED EROSION CONTROL MAT

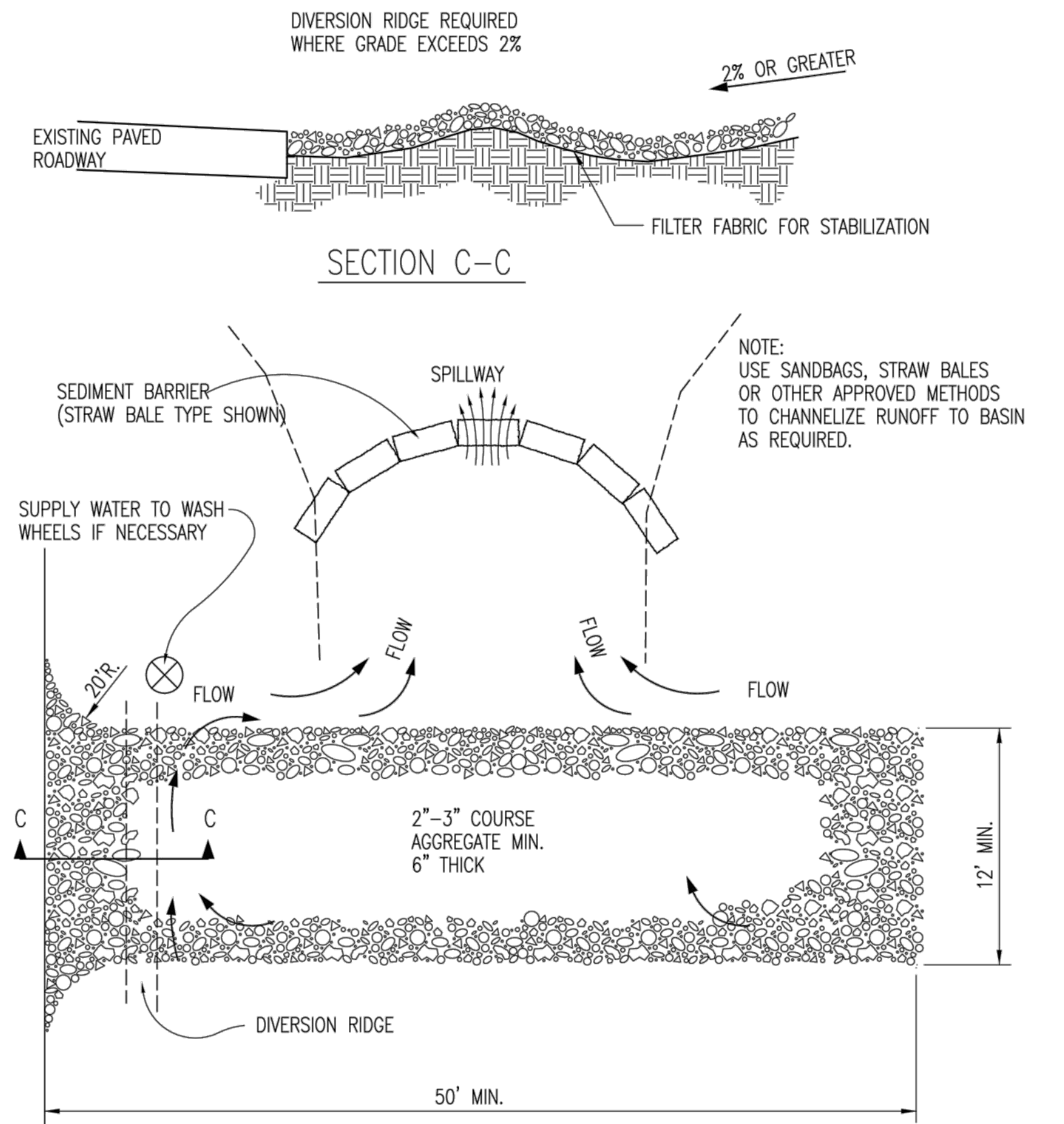


NOTE: PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

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

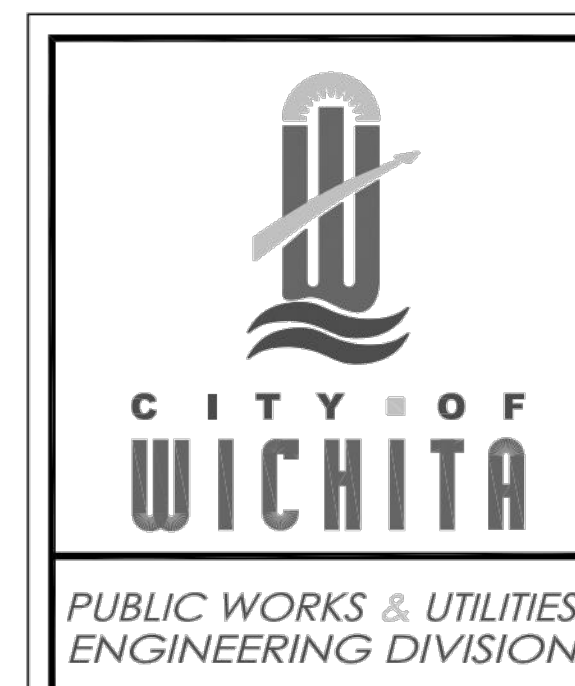


STABILIZED CONSTRUCTION ENTRANCE

GENERAL NOTES

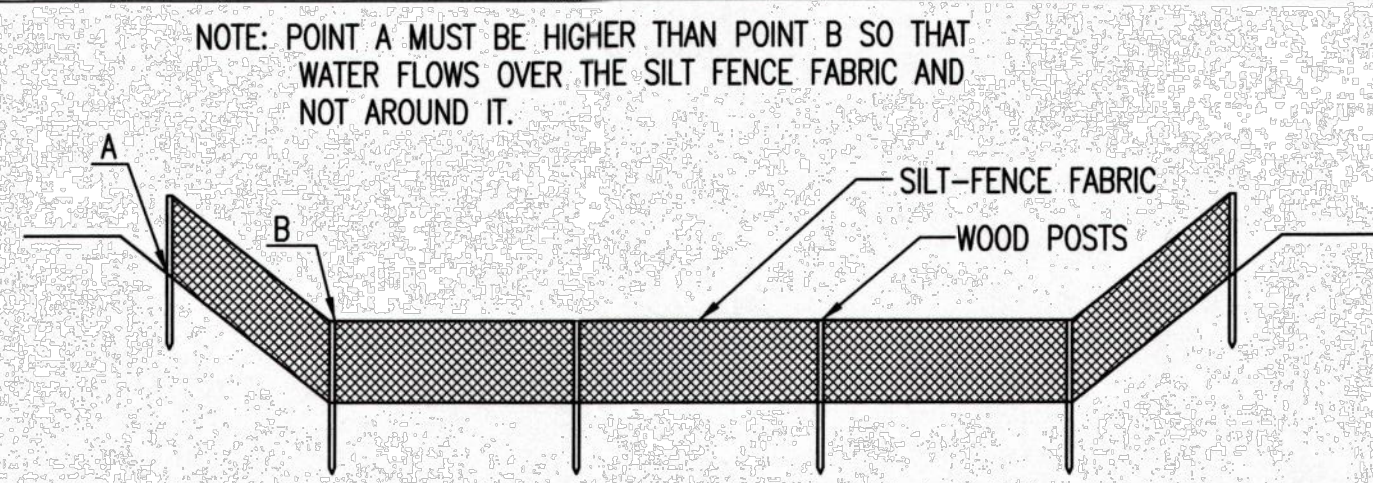
- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
- WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
- 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 <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER 273 PPP 132003	OCA NUMBER	DATE May 2017
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 13 18



**ELEVATION**  
**SILT FENCE DITCH CHECKS**  
(STREAM PROTECTION)

**MATERIAL SPECIFICATION:**

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

**PLACEMENT:**

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

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

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

**PROPER INSTALLATION METHOD:**

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

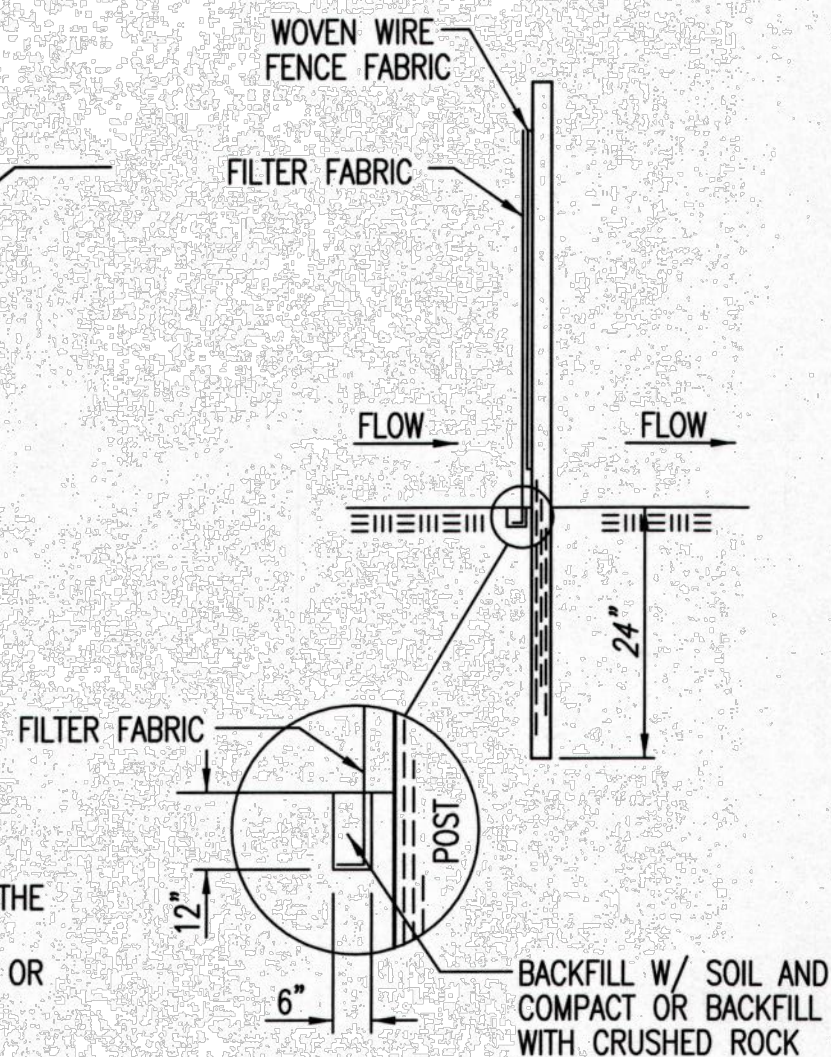
**LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:**

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

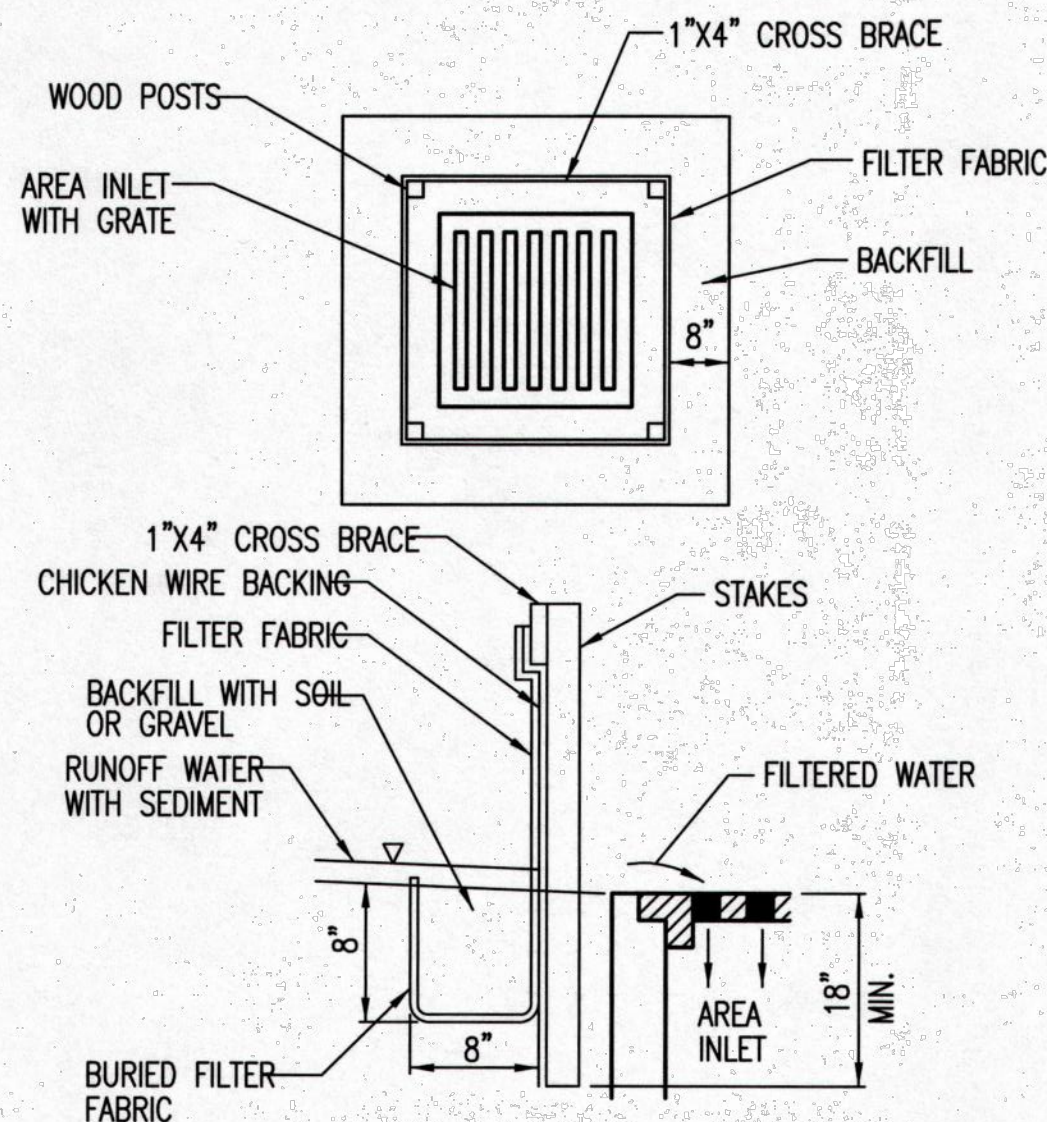
**INSPECTION AND MAINTENANCE:**

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

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



**ANCHOR TRENCH DETAIL**



**SILT FENCE BARRIERS FOR AREA INLETS**  
(INLET PROTECTION)

**MATERIAL SPECIFICATION:**

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

**PLACEMENT:**

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

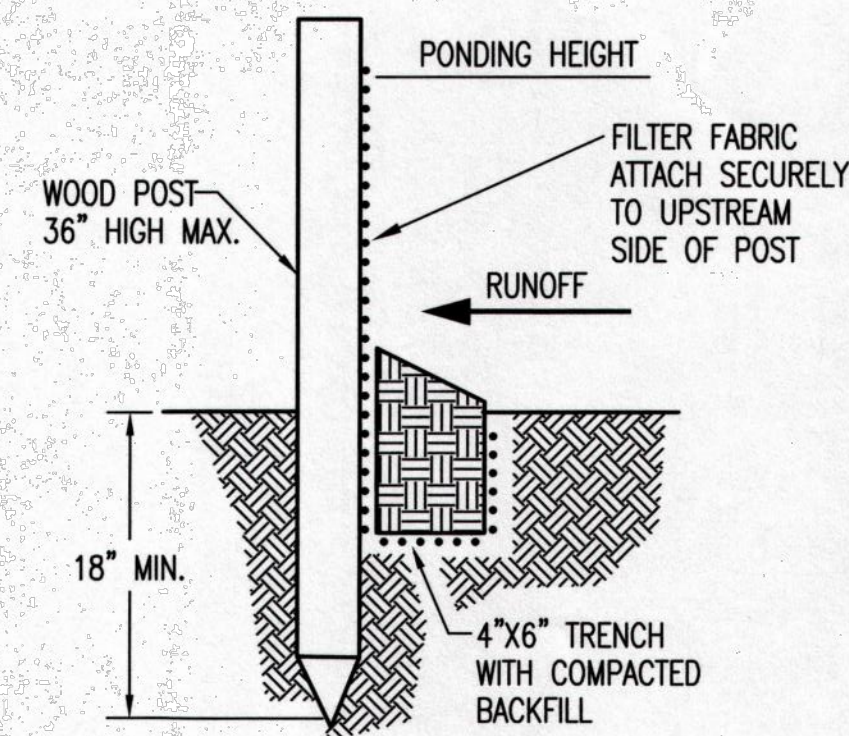
**LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:**

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?



**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 UP THE 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:**

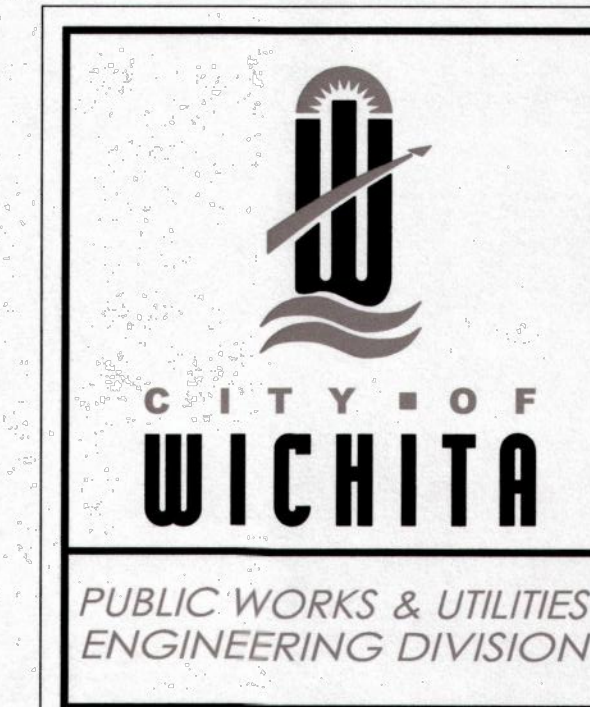
WHEN PRACTICABLE, DO NOT PLACE SILT FENCE SLOPE BARRIERS ACROSS CONTOURS. SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. WHEN THE FLOW CONCENTRATES, IT OVERTOPS THE BARRIER AND THE SILT FENCE SLOPE BARRIER QUICKLY DETERIORATES. DO NOT PLACE SILT-FENCE POSTS ON THE UPSLOPE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

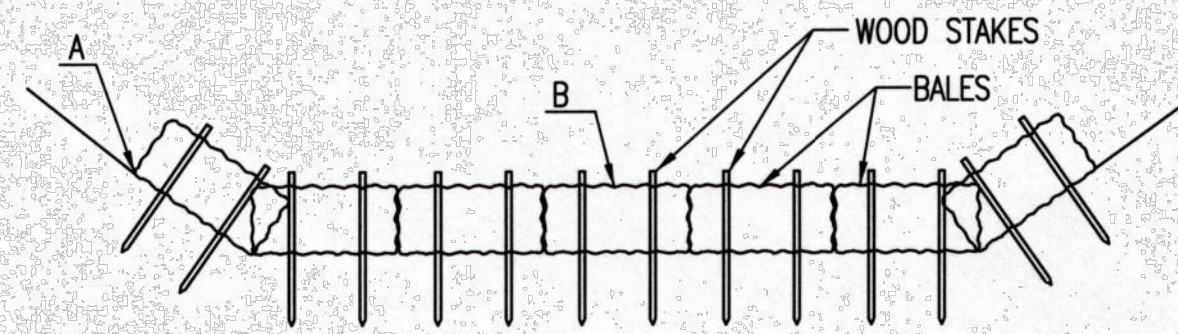
- ARE THERE ANY POINTS ALONG THE SLOPE BARRIER WHERE WATER IS CONCENTRATING?
- DOES WATER FLOW UNDER THE SLOPE BARRIER?
- DO THE SILT FENCES SAG EXCESSIVELY?
- HAS THE SILT FENCE TORN OR BECOME DETACHED FROM THE POSTS?
- DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE SLOPE BARRIER?

REVISION DATE: MAY 2013



<b>SILT FENCE DITCH CHECK AND BARRIER DETAILS</b>		
CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER 273 PPP 132003	OCA NUMBER	DATE May 2017
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET <b>14</b> <b>18</b>

NOTE: POINT A MUST BE HIGHER THAN POINT B SO THAT WATER FLOWS OVER THE BALES AND NOT AROUND THEM.



### 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	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".

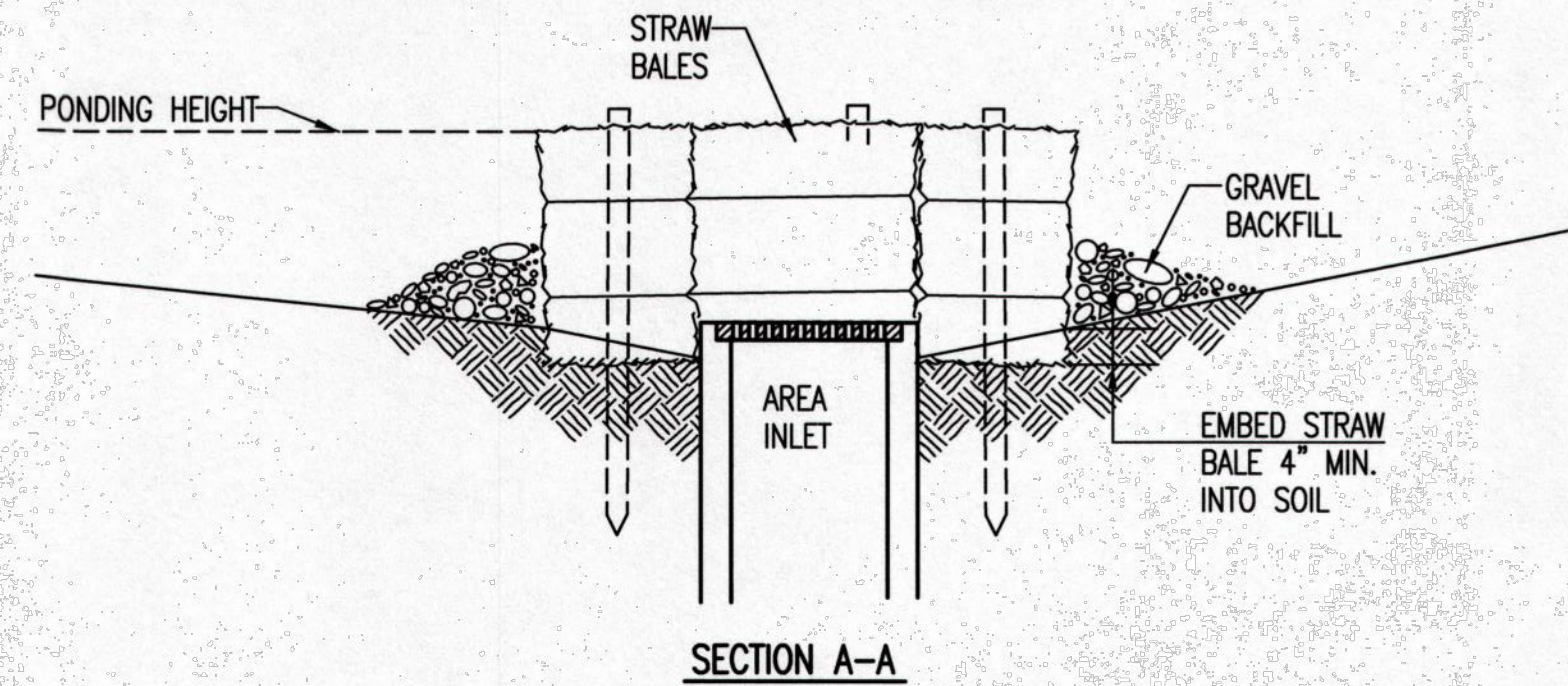
#### LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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.

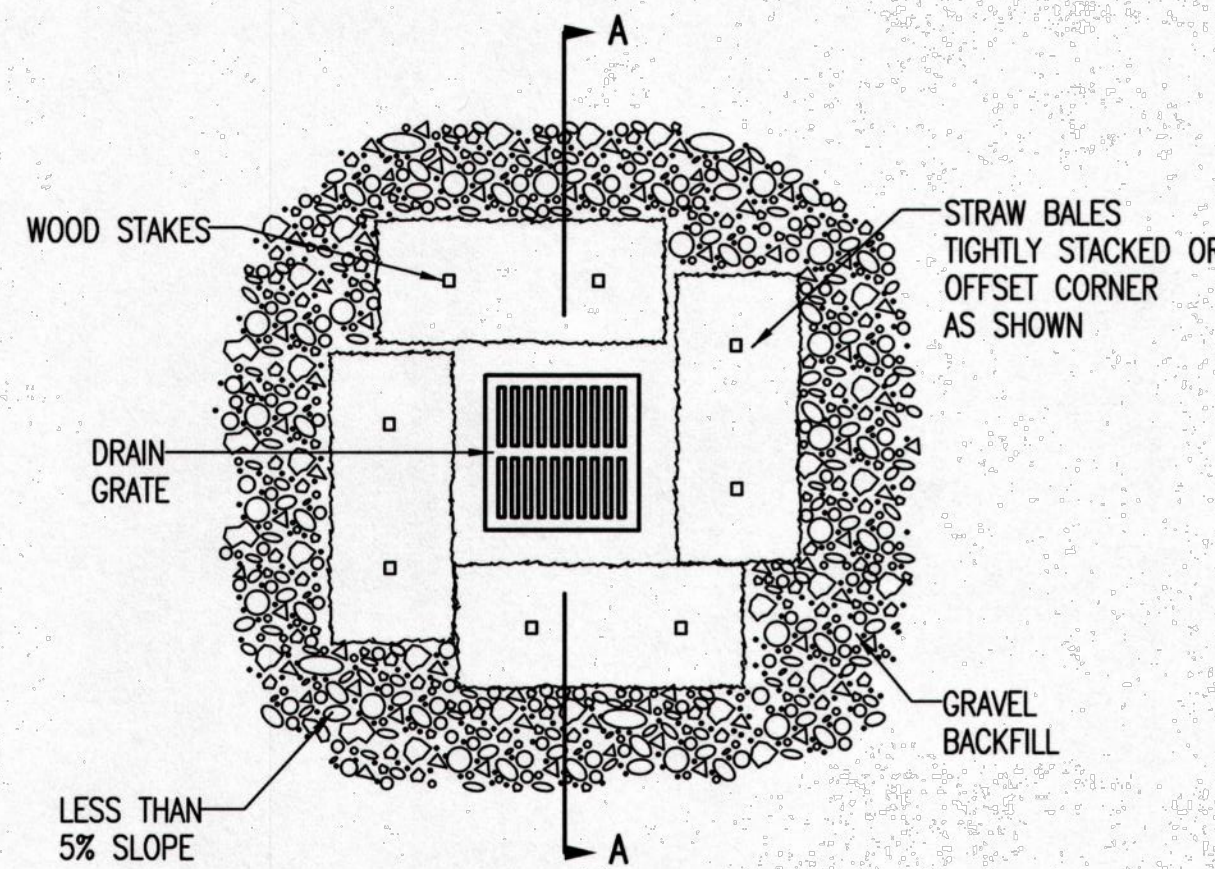
#### INSPECTION AND MAINTENANCE:

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.

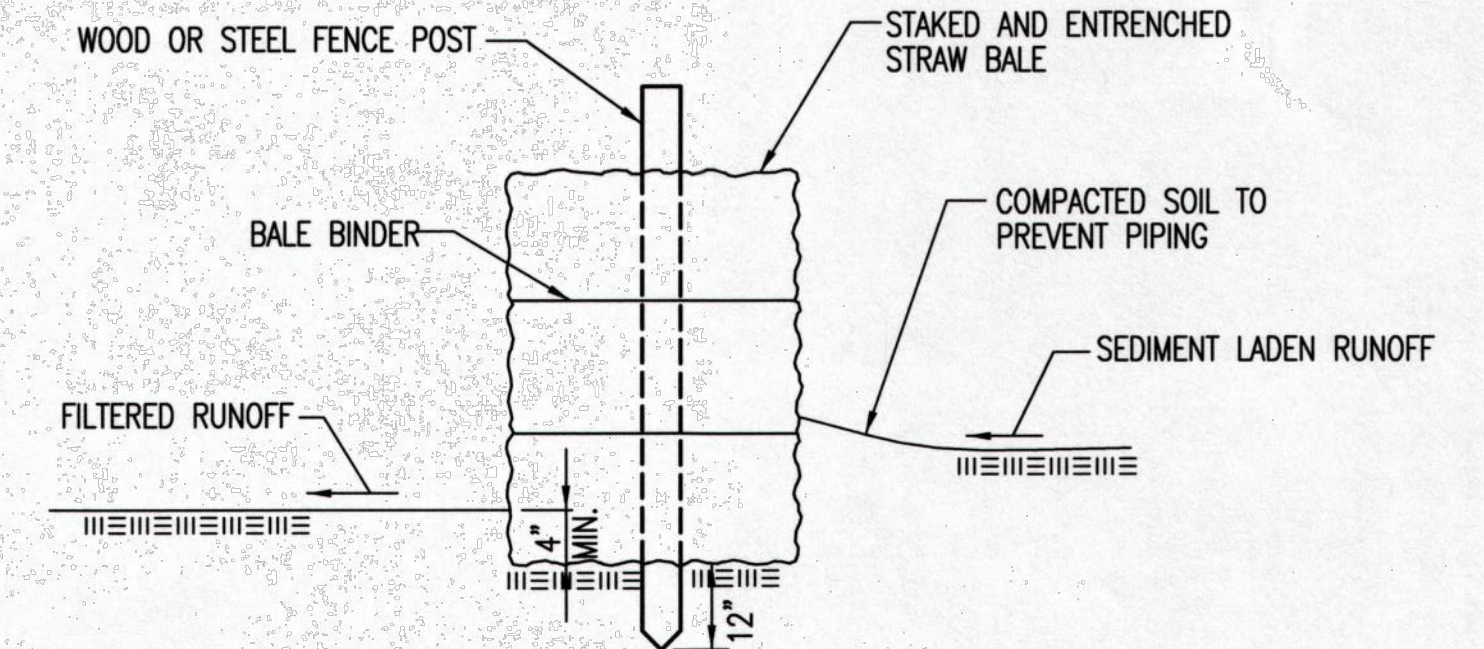
#### LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

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:

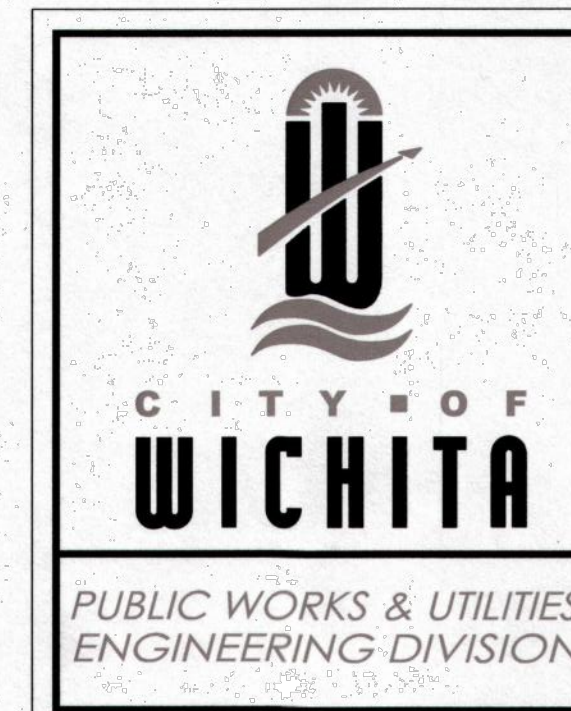
WHEN PRACTICAL, DO NOT PLACE BALE SLOPE BARRIERS ACROSS CONTOURS. SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. CONCENTRATED FLOW OVER A SLOPE BARRIER CREATES A SCOUR HOLE ON THE DOWNSLOPE SIDE OF THE BARRIER. THE SCOUR HOLE EVENTUALLY UNDERMINES THE BALES AND THE BARRIER 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



### STRAW BALE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER

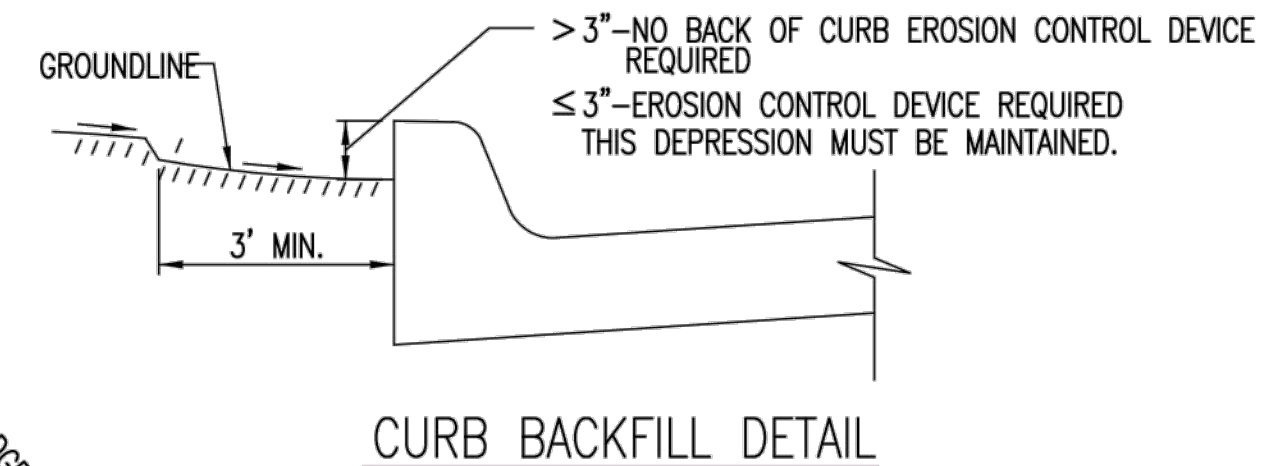
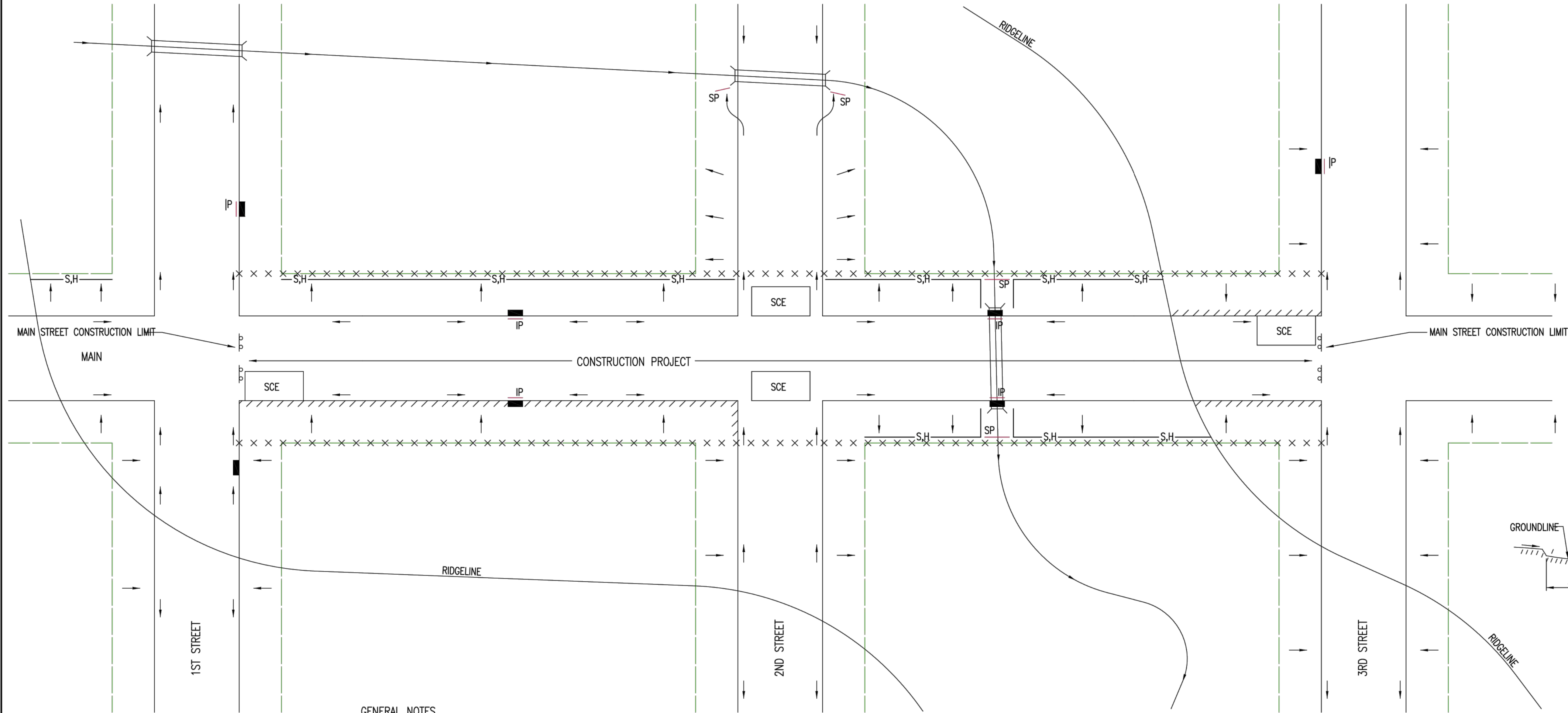
**GARY JANZEN, P.E.**

PROJECT NUMBER	OCA NUMBER	DATE
273 PPP 132003		May 2017

CITY ENGINEER'S OFFICE		SHEET
CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		
		15
		18

GENERAL NOTES

- 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.
- EROSION CONTROL DEVICES MUST BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE CONSTRUCTION PROCESS AND UNTIL THE DISTURBED EARTH IS RESTABILIZED.
- 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.
- 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.
- 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.
- 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.



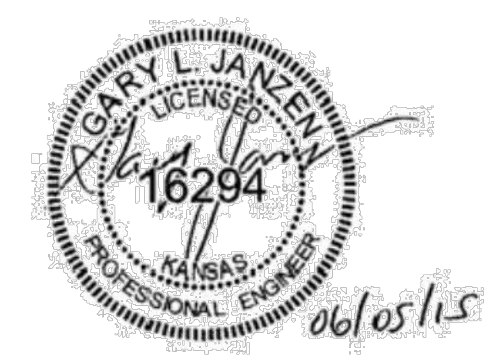
THIS IS A TEMPORARY MEASURE ONLY, WHEN APPROVED BY THE PROJECT ENGINEER. THE DIRT GRADE BEHIND THE CURB SHALL BE BROUGHT TO THE TOP OF CURB, WITH TEMPORARY EROSION CONTROL MAT OR PERMANENT VEGETATION PLACED, PRIOR TO THE COMPLETION OF ALL PROJECTS.

GENERAL NOTES

- 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.
- THE POINT OF COMPLIANCE IS GENERALLY THE RIGHT-OF-WAY LINES WITHIN THE LIMITS OF CONSTRUCTION.
- EROSION CONTROL DEVICES WILL BE REQUIRED AT ALL POINTS ALONG THE PROJECT WHERE DISTURBED EARTH CAN DRAIN ONTO PRIVATE PROPERTY.
- INLET PROTECTION DEVICES WILL BE REQUIRED WHEREVER WATER CAN DRAIN OFF THE PROJECT SITE INTO AN INLET, INCLUDING ANY SIDE STREET INLETS.
- EROSION CONTROL DEVICES SHALL BE INSTALLED AT CREEK CROSSINGS SO AS TO PREVENT SEDIMENT FROM ENTERING THEREIN.
- 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.
- ANY MUD TRACKED ONTO STREETS MUST BE REMOVED AT THE END OF EACH WORK DAY.
- 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:
  - 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)
  - 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.
  - ADDITIONALLY, OTHER EROSION CONTROL DEVICES (HAY BALES, SILT FENCE, ETC.) WILL BE INSTALLED AT LOCATIONS OF CONCENTRATED FLOW RESULTING IN SEDIMENT OVERRUNNING THE MAT.
  - 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
- × × × × × 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

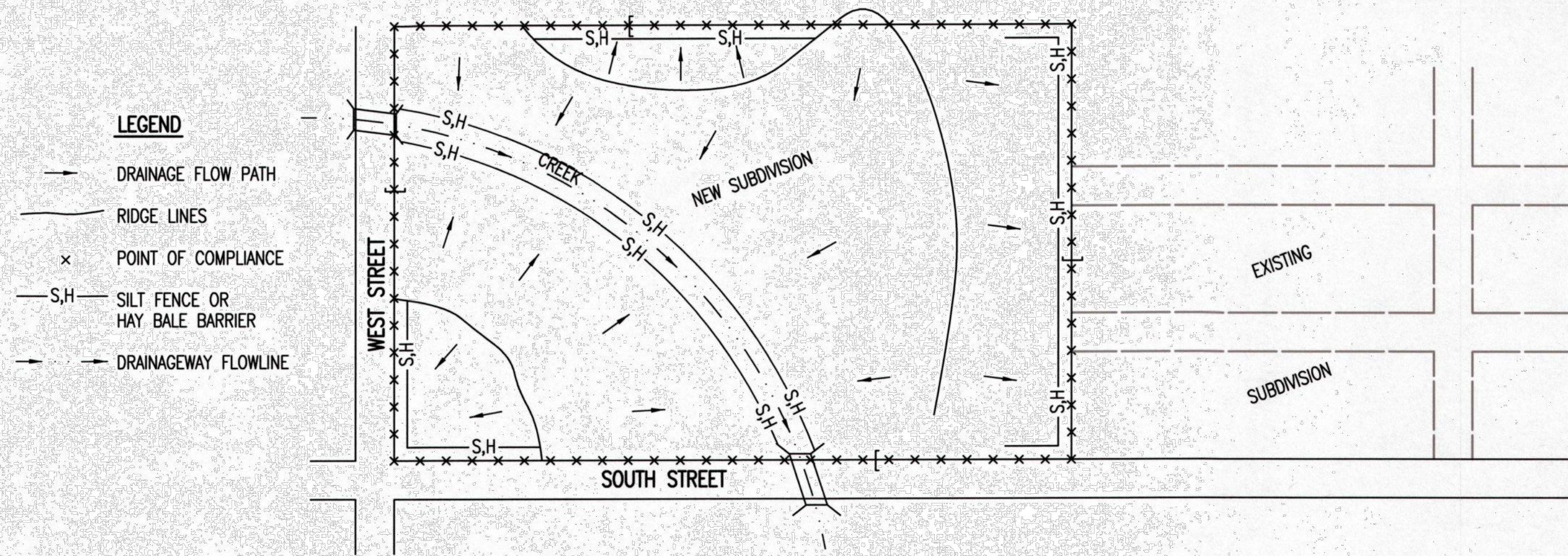


**CITY OF WICHITA**  
PUBLIC WORKS & UTILITIES  
ENGINEERING DIVISION

<b>STREET IMPROVEMENT PROJECTS</b>		
CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER 273 PPP 132003	OCA NUMBER _____	DATE May 2017
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET <b>16</b> 18

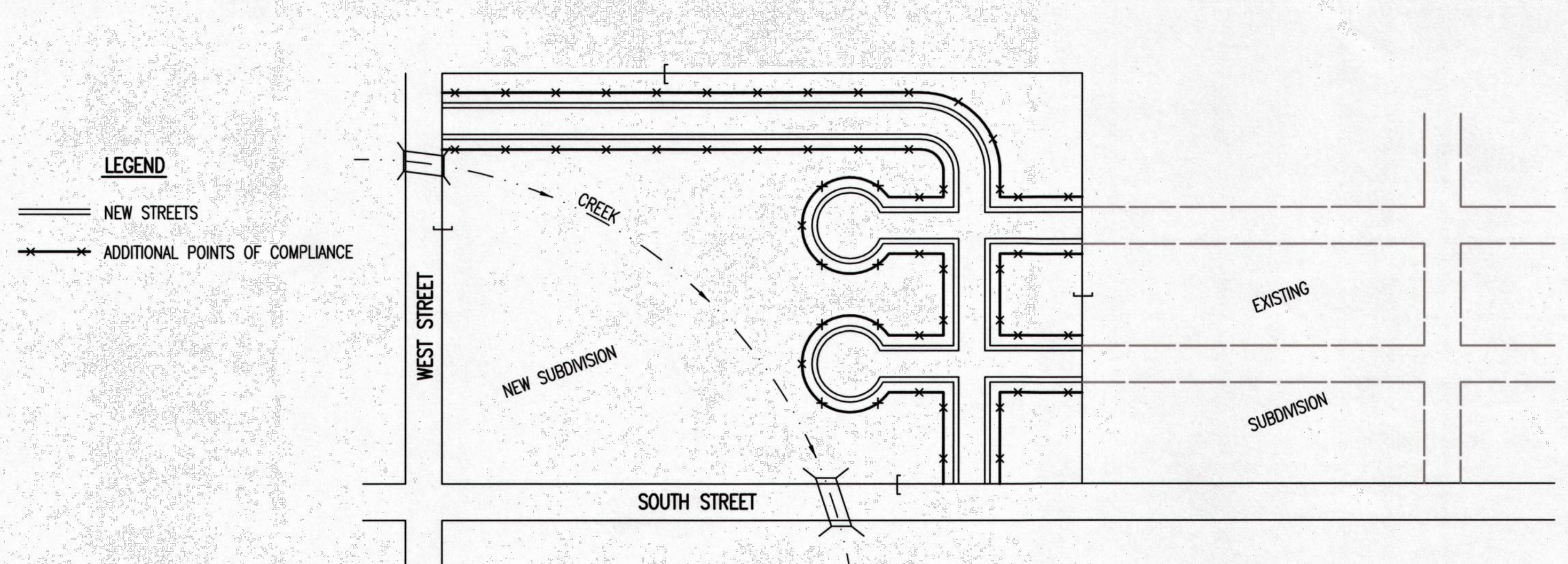
REVISION: JUNE 2015

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



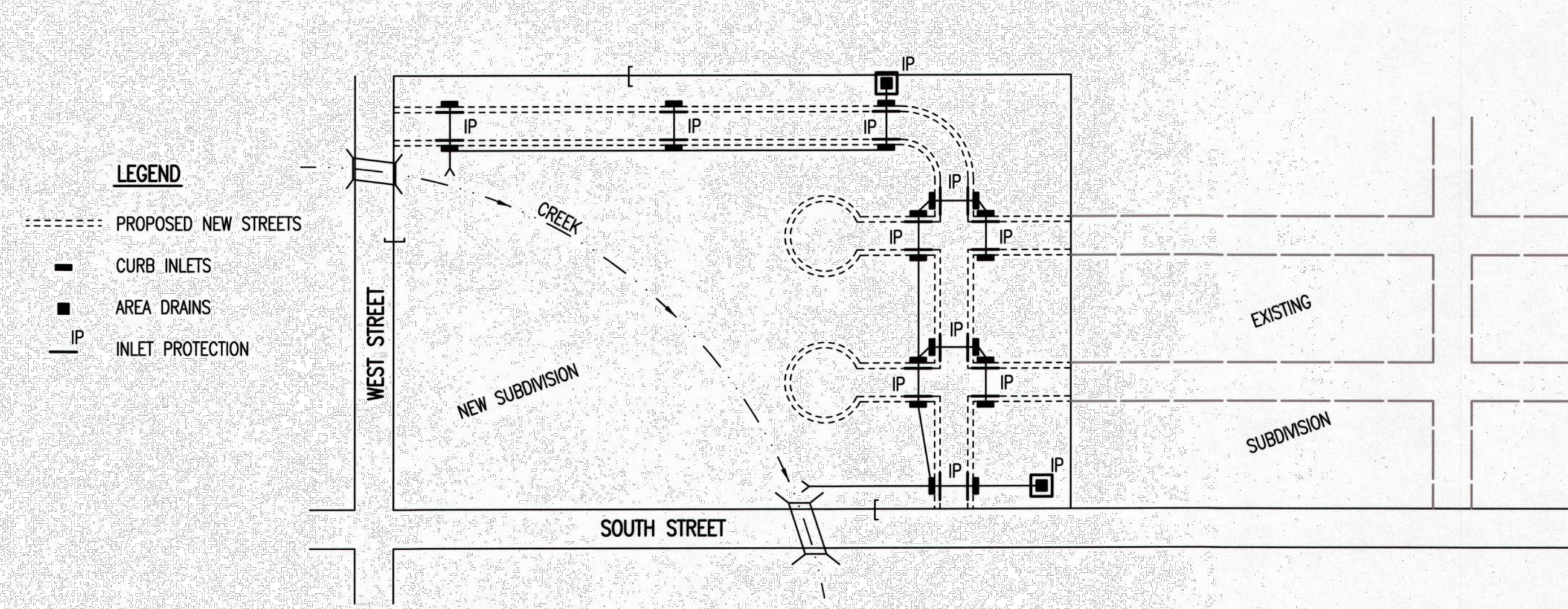
- LEGEND**
- DRAINAGE FLOW PATH
  - RIDGE LINES
  - x POINT OF COMPLIANCE
  - S,H SILT FENCE OR HAY BALE BARRIER
  - DRAINAGEWAY FLOWLINE
1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM 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**



- LEGEND**
- NEW STREETS
  - x ADDITIONAL POINTS OF COMPLIANCE
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**

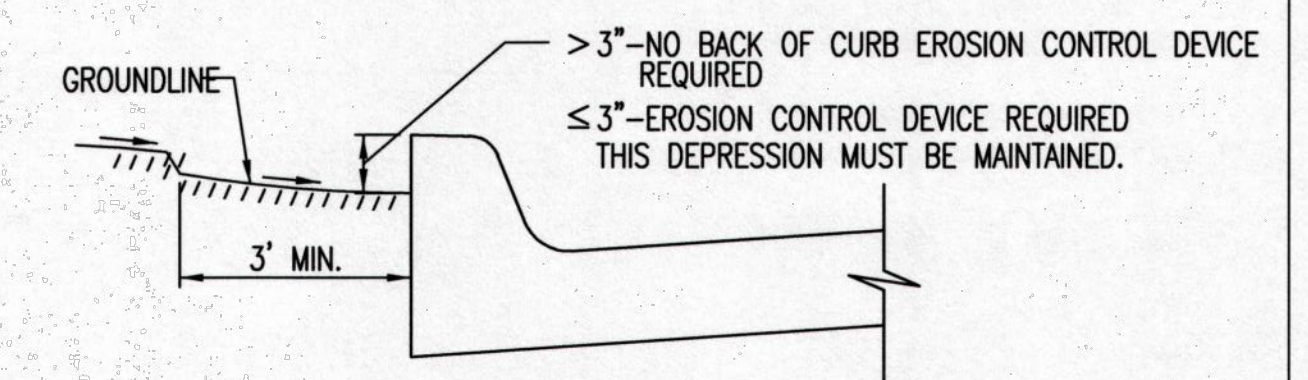


- LEGEND**
- PROPOSED NEW STREETS
  - CURB INLETS
  - AREA DRAINS
  - IP INLET PROTECTION
1. DURING THIS PHASE OF SUBDIVISION DEVELOPMENT, ALL EROSION CONTROL DEVICES REQUIRED IN PHASE 1 SHALL REMAIN IN PLACE AND BE MAINTAINED.
  2. AS NEW STORM SEWERS, WITH INLETS, ARE INSTALLED, THE STORM SEWERS MUST 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.

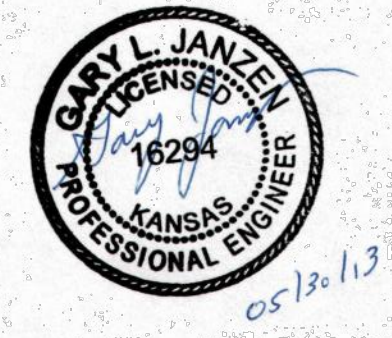
SEE DETAIL SHEET FOR BACK OF CURB PROTECTION DETAIL



**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

<b>SUBDIVISION DEVELOPMENT PROCESS</b>		
CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER 273 PPP 132003	OCA NUMBER	DATE May 2017
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 17 18

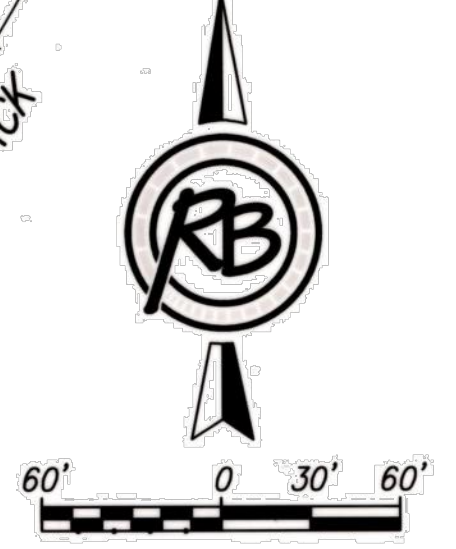
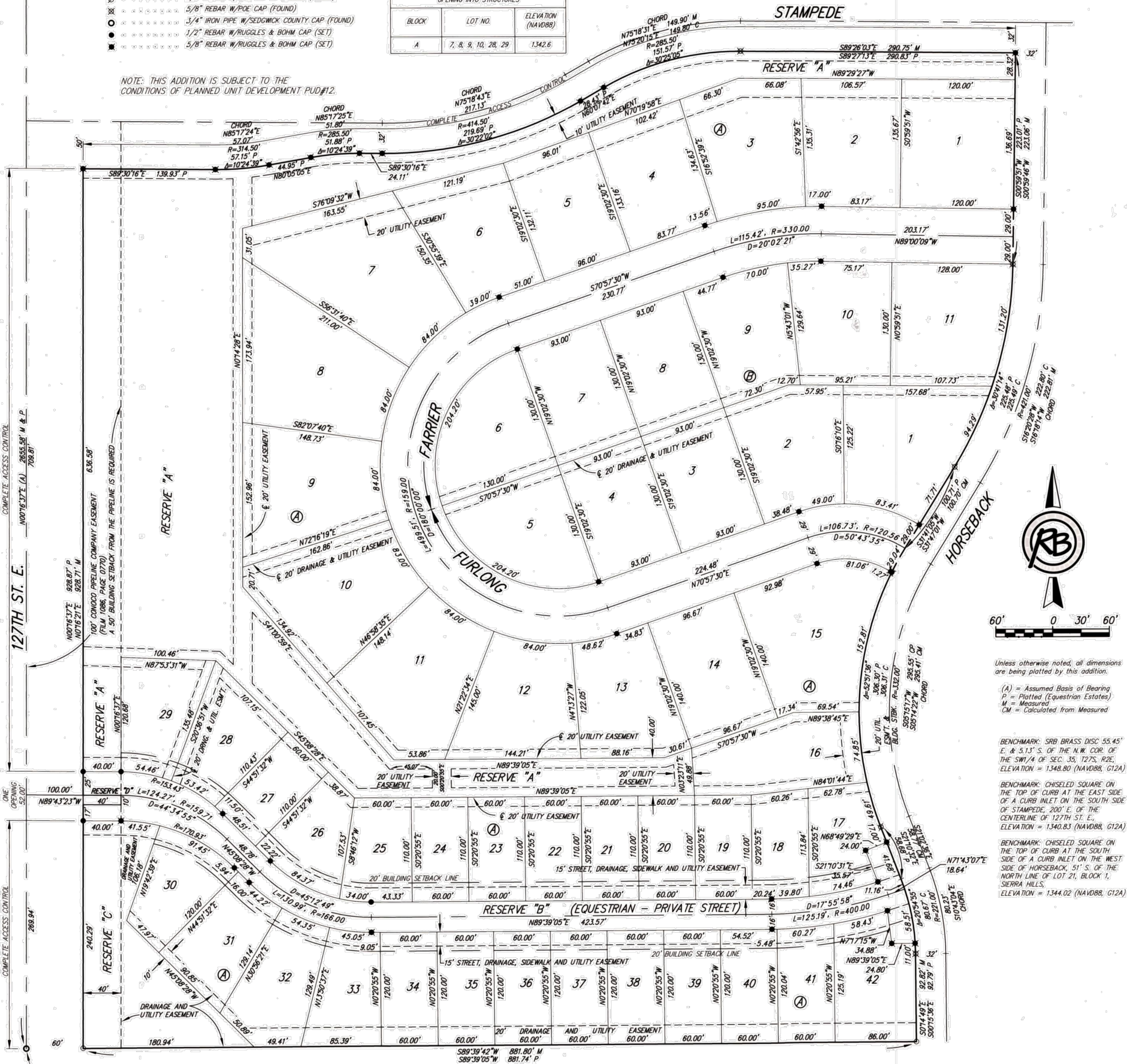
# THE PADDOCK AT 127TH

## Wichita, Sedgwick County, Kansas

- SURVEY MARKER LEGEND**
- 5/8" REBAR (FOUND - ORIGIN UNKNOWN)
  - 5/8" REBAR W/RIB CAP IN THIMBLE (FOUND)
  - 5/8" REBAR W/POE CAP (FOUND)
  - 3/4" IRON PIPE W/SEDGWICK COUNTY CAP (FOUND)
  - 1/2" REBAR W/RUGGLES & BOHM CAP (SET)
  - 5/8" REBAR W/RUGGLES & BOHM CAP (SET)

BLOCK	LOT NO.	ELEVATION (NAVD88)
A	7, 8, 9, 10, 28, 29	1342.6

NOTE: THIS ADDITION IS SUBJECT TO THE CONDITIONS OF PLANNED UNIT DEVELOPMENT PUD#12.



Unless otherwise noted, all dimensions are being platted by this addition.

(A) = Assumed Basis of Bearing  
 P = Platted (Equestrian Estates)  
 M = Measured  
 CM = Calculated from Measured

BENCHMARK: SRB BRASS DISC 55.45' E. & 5.13' S. OF THE N.W. COR. OF THE SW1/4 OF SEC. 35, T27S, R2E. ELEVATION = 1348.80 (NAVD88, G124)

BENCHMARK: CHISELED SQUARE ON THE TOP OF CURB AT THE EAST SIDE OF A CURB INLET ON THE SOUTH SIDE OF STAMPEDE, 200' E. OF THE CENTERLINE OF 127TH ST. E. ELEVATION = 1340.83 (NAVD88, G124)

BENCHMARK: CHISELED SQUARE ON THE TOP OF CURB AT THE SOUTH SIDE OF A CURB INLET ON THE WEST SIDE OF HORSEBACK, 51' S. OF THE NORTH LINE OF LOT 21, BLOCK 1, SIERRA HILLS. ELEVATION = 1344.02 (NAVD88, G124)

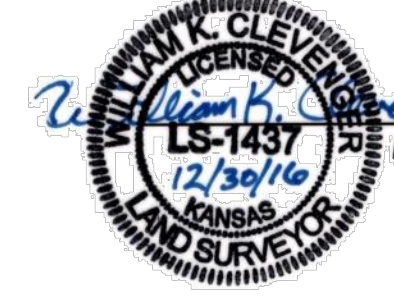
State of Kansas)  
 Sedgwick County)

We, Ruggles & Bohm, P.A., Land Surveyors in aforesaid county and state, do hereby certify that, under the supervision of the undersigned, we have surveyed and platted "THE PADDOCK AT 127TH", Wichita, Sedgwick County, Kansas, and that the accompanying plat is a true and correct exhibit of the property surveyed, described as follows:

Lot 1, Block 5, Equestrian Estates, an addition to Wichita, Kansas, Sedgwick County, Kansas.

All public easements and dedications are hereby vacated by virtue of K.S.A. 12-512b, as amended.

*William K. Clevenger*  
 William K. Clevenger  
 Land Surveyor



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 Streets, to be known as "THE PADDOCK AT 127TH", Wichita, Sedgwick County, Kansas. The utility easements are hereby granted for the construction and maintenance of all public utilities. No signs, light poles, private drainage systems, masonry trash enclosures or other structures shall be located within public utility easements. The drainage easements are hereby granted to the public as indicated for drainage purposes. The drainage & utility easements are hereby granted as indicated for drainage purposes and for the construction and maintenance of all public utilities. The street, drainage, sidewalk & utility easements are hereby granted as indicated for street, sidewalk and drainage purposes and for the construction and maintenance of all public utilities. Access Controls as indicated are hereby granted to the appropriate governing body. The streets are hereby dedicated to and for the use of the public. Reserve "A" is hereby reserved for irrigation, walls, signage, walks, lighting, landscaping, berms, community buildings, gates, gate equipment, playground equipment, lakes, drainage, drainage structures, and utilities confined to easements. Reserves "B" and "D" are hereby reserved for signage, entry features, irrigation, gates, gate equipment, walks, private streets, and utilities confined to easements. Reserve "C" is hereby reserved for signage, landscaping, irrigation, gates, gate equipment, berms, walks, community buildings, playground equipment, and utilities confined to easements. The Reserves are to be owned and maintained by the Home Owners Association for the addition. A Minimum Pad Elevation for lowest openings has been established for this addition and is shown on the table below. A drainage plan has been developed for this plat and all drainage easements, rights-of-way, or reserves shall remain at established grades, or as modified with the approval of the City Engineer, and unobstructed to allow for the conveyance of stormwater.

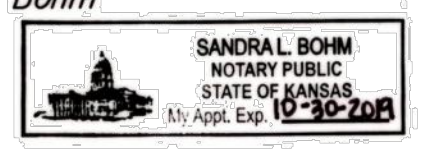
The Paddock at 127th, LLC, a Kansas limited liability company  
*Miles Millspaugh*  
 Miles Millspaugh  
 Managing Member

State of Kansas)  
 Sedgwick County)

The foregoing instrument acknowledged before me, this 30th day of December, 2016, by Miles Millspaugh, Managing Member of The Paddock at 127th, LLC, a Kansas limited liability company, on behalf of the company.

My appointment expires October 30, 2019.

*Sandra L. Bohm*  
 Sandra L. Bohm  
 Notary Public



We the undersigned, holders of a mortgage on a portion of the above described property, do hereby consent to this plat of "THE PADDOCK AT 127TH", Wichita, Sedgwick County, Kansas.

Conway Bank  
*Joseph C. Rottinghaus*  
 Joseph C. Rottinghaus  
 President

State of Kansas)  
 Sedgwick County)

The foregoing instrument acknowledged before me this 30th day of December, 2016, by Joseph C. Rottinghaus, President of Conway Bank, on behalf of the Bank.

My appointment expires October 30, 2019.



We the undersigned, holders of a mortgage on a portion of the above described property, do hereby consent to this plat of "THE PADDOCK AT 127TH", Wichita, Sedgwick County, Kansas.

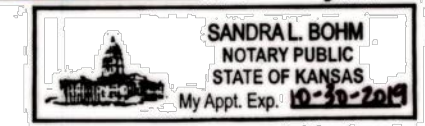
EED, LLC  
*John W. McKay, Jr.*  
 John W. McKay, Jr.  
 Managing Member

State of Kansas)  
 Sedgwick County)

The foregoing instrument acknowledged before me this 30th day of December, 2016, by John W. McKay, Jr., Managing Member of EED, LLC, on behalf of the corporation.

My appointment expires October 30, 2019.

*Sandra L. Bohm*  
 Sandra L. Bohm  
 Notary Public



This plat of "THE PADDOCK AT 127TH", Wichita, Sedgwick County, Kansas, has been submitted to and approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Kansas.

Dated this 30th day of October, 2016.

Wichita-Sedgwick County Metropolitan Area Planning Commission  
  
*David W. Foster*  
 David W. Foster  
 Chair  
*Dale Miller*  
 Dale Miller  
 Secretary

This plat approved and all dedications shown hereon accepted by the City Council of the City of Wichita, Kansas, this 1st day of January, 2017.

At the Direction of the City Council  
  
*Jeff Longwell*  
 Jeff Longwell  
 Mayor  
*Karen Sublett*  
 Karen Sublett  
 City Clerk

Reviewed in accordance with K.S.A. 58-2005 on this 5th day of January, 2017.

*Tricia L. Robello*  
 Tricia L. Robello  
 Deputy County Surveyor  
 Sedgwick County Kansas  
 License No. LS-1248

Entered on transfer record this 5th day of January, 2017.  
 Kelly B. Arnold  
 County Clerk

State of Kansas)  
 Sedgwick County)

This is to certify that this plat has been filed for record in the office of the Register of Deeds, this 5th day of January, 2017, at 10:00 o'clock A.M., and is duly recorded.

Register of Deeds  
*Tonya Buckingham*  
 Tonya Buckingham  
 Deputy  
*Judy J. Paget*  
 Judy J. Paget

