

GENERAL NOTES

- THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE SAFETY REGULATIONS. ALL CONSTRUCTION SHALL BE COMPLETED FOLLOWING CURRENT CITY STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
- CONTRACTOR WILL BE REQUIRED TO PROVIDE NOTICE TO UTILITY COMPANIES A MINIMUM OF SEVENTY-TWO (72) HOURS PRIOR TO ANY EXCAVATION, AS FOLLOWS:
KANSAS ONE-CALL 687-2470
THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:

| | |
|----------------------------|----------------|
| AT&T | 1-800-246-8464 |
| BLACK HILLS ENERGY | 1-800-694-8989 |
| CITY OF WICHITA WATER | 1-316-268-4555 |
| CITY OF WICHITA SEWER | 1-316-268-4073 |
| CITY OF WICHITA STORMWATER | 1-316-268-4090 |
| CITY OF WICHITA TRAFFIC | 1-316-268-4034 |
| COX COMMUNICATIONS | 1-888-249-3530 |
| KANSAS GAS SERVICE | 1-888-482-4950 |
| WESTAR ENERGY | 1-800-544-4857 |

UTILITY SERVICE LINES, POLES, ETC. ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR OR UNLESS THE PLANS SPECIFICALLY IDENTIFY A UTILITY TO BE ADJUSTED BY ITS OWNER DURING CONSTRUCTION. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM VARIOUS COMPANIES AND IS EITHER FROM COMPANY UTILITY DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. THE PLAN LOCATIONS SHOWN ARE NOT GUARANTEED. ADDITIONAL EXISTING UTILITIES MAY BE ENCOUNTERED. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION. ANY AND ALL UTILITY SYSTEM COMPONENTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION AND REPORT FINDINGS TO THE PROJECT ENGINEER.

RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO STABILITY, 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 MATERIALS STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS WILL REQUIRE ADDITIONAL ARCHAEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.

TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE. EQUIPMENT AND CONSTRUCTION MATERIALS SHALL REMAIN OUT OF AND AWAY FROM TREE DRIP LINES SO AS NOT TO COMPACT THE ROOT ZONE OR DAMAGE TREES.

THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ADJUTING THE CONSTRUCTION OF THIS PROJECT A MINIMUM OF TEN (10) DAYS NOTICE PRIOR TO START OF CONSTRUCTION.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.

THE WATER DISTRIBUTION DIVISION SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. WATER VALVES, VALVE BOXES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY CONTRACTOR AT HIS OWN EXPENSE. WATER VALVES AND WATER METERS WITHIN THE PROJECT LIMITS SHALL BE ADJUSTED TO MATCH FIELD GRADES.

THE CONTRACTOR SHALL NOTIFY THE CONSULTANT ENGINEER AND TOM MASON WITH THE CITY AT 316-268-4574 WITH THE ANTICIPATED CONSTRUCTION START DATE AND NOTIFY THEM OF PROJECT COMPLETION. STAKING, TESTING, INSPECTION AND SHOP DRAWING REVIEW FOR THIS PROJECT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. INSPECTION, TESTING AND SHOP DRAWING DOCUMENTS SHALL BE PROVIDED TO THE ENGINEERING FIRM FOR RECORDS.

IF TRAFFIC IS IMPACTED BY CONSTRUCTION, A TRAFFIC CONTROL PLAN MUST BE SUBMITTED AND APPROVED BY THE CITY TRAFFIC ENGINEER, BRIAN COON AT TRAFFIC@WICHITA.GOV 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 U.S. DEPT. OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION. ALL COSTS ASSOCIATED WITH CONSTRUCTION MARKINGS AND SIGNAGE SHALL BE THE CONTRACTOR'S RESPONSIBILITY.

ALL ELEVATIONS SHOWN ARE NAVD 88.

ALL AREAS DISTURBED DURING CONSTRUCTION THAT WILL NOT BE UNDER PROPOSED PAVEMENT SHALL BE RESTORED TO MATCH EXISTING CONDITIONS.

ALL EXISTING PAVEMENT AND CURB AND GUTTER WITHIN THE CONSTRUCTION LIMITS SHALL BE SAW CUT, FULL DEPTH, TO THE LINES SHOWN ON THE PLANS, OR TO THE NEAREST JOINT, AND REMOVED, UNLESS OTHERWISE NOTED. IF REMOVAL LIMITS ARE WITHIN THREE FEET OF A JOINT, REMOVE TO THE JOINT.

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 GRASHWORTHY (NCHRP REPORT 350 OR MASH COMPLIANT).
[HTTP://SAFETY.FHWA.DOT.GOV/ROADWAY/DEPT/POLICY/GUIDE/ROADHARDWARE/WZD](http://SAFETY.FHWA.DOT.GOV/ROADWAY/DEPT/POLICY/GUIDE/ROADHARDWARE/WZD)

ALL CONSTRUCTION EQUIPMENT, INCLUDING VEHICLES, MATERIALS, AND DEBRIS, SHALL BE STORED OUTSIDE OF THE CLEAR ZONE. WHERE THIS CANNOT BE ACHIEVED THE CONTRACTOR SHALL PLACE APPROPRIATE SIGNS, OBJECT IDENTIFIERS, AND/OR BARRICADES IN COMPLIANCE WITH THE MUTCD.

EXCEPT WHEN REQUIRED FOR SAFETY, TRAFFIC CONTROL SHALL NOT BLOCK ANY LANES OR SIDEWALKS WHEN WORK IS NOT BEING PERFORMED.

THE CONTRACTOR SHALL RESTORE ALL DITCHES, SWALES, ROAD SHOULDERS, ENTRANCES AND BANK LINES TO THEIR ORIGINAL SLOPES AND GRADES EXCEPT AS SHOWN OTHERWISE.

SITE RESTORATION AND PREPARATION SHALL BE SUBSIDIARY TO THE PROJECT.

THE CONTRACTOR SHALL USE BEST MANAGEMENT PRACTICES (BMP'S) TO PREVENT ERODED SOIL FROM ENTERING DITCHES, CULVERTS AND DRAINAGE AREAS. THE CONTRACTOR SHALL FOLLOW THE INTENT OF THE BMP'S WHICH ACT AS A GUIDELINE.

EACH BIDDER SHALL VISIT THE SITE OF THE PROJECT BEFORE SUBMITTING A PROPOSAL IN ORDER TO BECOME BETTER INFORMED OF THE EXISTING FIELD CONDITIONS AND OBSTACLES WHICH MIGHT BE ENCOUNTERED DURING CONSTRUCTION. EACH BIDDER SHOULD UNDERSTAND THAT NO ADDITIONAL COMPENSATION WILL BE AWARDED FOR EXTRA WORK THAT SHOULD HAVE BEEN EVALUATED PRIOR TO BIDDING.

THE PRECAST MANUFACTURER SHALL PROVIDE A SEALED DESIGN DETAIL FOR ALL PRECAST ITEMS USED ON THE PROJECT TO INSURE THE INTENT OF THE PLANS ARE MET.

PLANS FOR PRIVATE TURN LANE IMPROVEMENTS

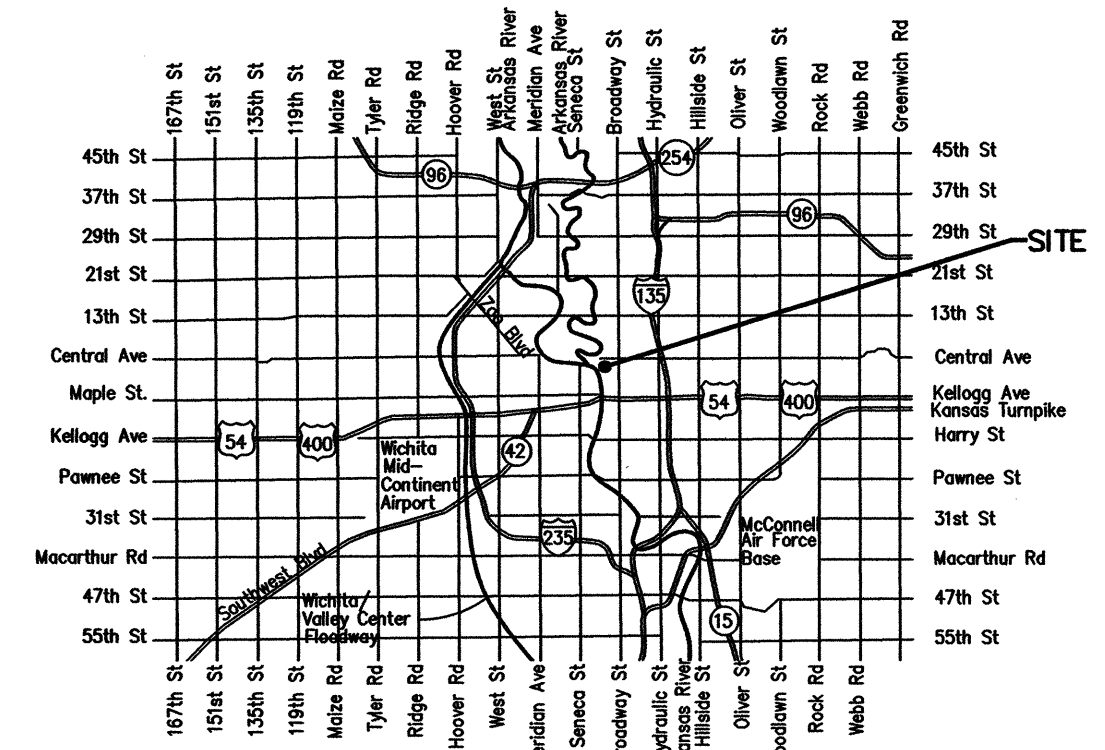
to serve

PORTION OF LOT 2, EMERSON ADDITION

(429 W. CENTRAL)
CITY OF WICHITA, KANSAS

Gary Janzen, P.E. City Engineer

Project Number
253 PPP (607879)



VICINITY MAP

SHEET INDEX

| | |
|-------------------------|-------|
| TITLE SHEET | 1 |
| PLAN | 2 |
| TYPICAL SECTION | 3 |
| PRIVATE PAVING PLANS | 4-5 |
| CURB AND GUTTER DETAILS | 6 |
| DRIVE ENTRANCE DETAILS | 7 |
| EROSION CONTROL PLANS | 8 |
| EROSION CONTROL DETAILS | 9-13 |
| TRAFFIC CONTROL PLAN | 14-15 |
| TRAFFIC CONTROL DETAILS | 16-18 |

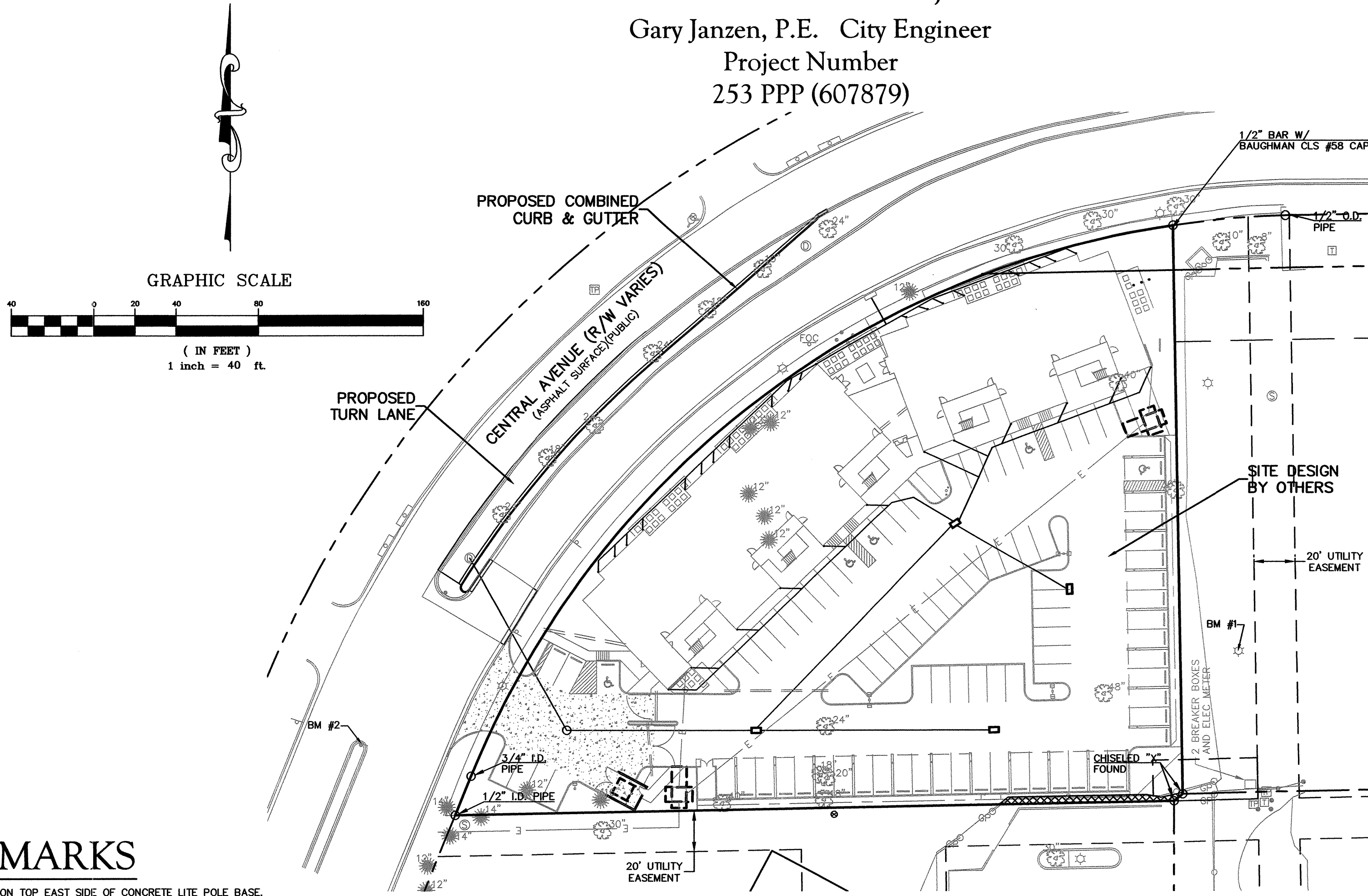
APPROVED AS NOTED
BY WICHITA PUBLIC WORKS
ENGINEERING DIVISION

Engineering

NOTE TO CONTRACTORS

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

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



BENCHMARKS

BM #1: CHISELED SQUARE ON TOP EAST SIDE OF CONCRETE LITE POLE BASE. 70'± NORTH AND 25'± EAST OF SOUTHEAST PROPERTY CORNER. ELEV=1304.63

BM#2: CHISELED SQUARE ON TOP OF CURB AT NOSE OF CURB ISLAND. 60'± NORTHWEST OF SOUTHWEST PROPERTY CORNER. ELEV=1301.73

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

WARRANTY / DISCLAIMER
THE DESIGNS REPRESENTED IN THESE PLANS ARE IN ACCORDANCE WITH ESTABLISHED PRACTICES OF CIVIL ENGINEERING FOR THE DESIGN FUNCTIONS AND USES INTENDED BY THE OWNER AT THIS TIME. HOWEVER, NEITHER KAW VALLEY ENGINEERING, INC NOR ITS PERSONNEL CAN OR DO WARRANTY THESE DESIGNS OR PLANS AS CONSTRUCTED, EXCEPT IN THE SPECIFIC CASES WHERE KAW VALLEY ENGINEERING PERSONNEL INSPECT AND CONTROL THE PHYSICAL CONSTRUCTION ON A CONTINGUARY BASIS AT THE SITE.

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

AS-Built Plans
Contractor: Pearson Construction
Superintendent: Doug Hall (ICON Structures)
Foreman: Steve Trotter (Pearson Const.)
Client: City of Wichita
Inspector: E. Strecker, Schwab-Eaton, PA
PDF by: ELS, 02/11/16

GAS SERVICE
KANSAS GAS SERVICE
1021 E. 26TH ST. NORTH
WICHITA, KANSAS 67219
(316)832-3126
JAMES COE

WATER & SANITARY SEWER SERVICE
WICHITA WATER DEPARTMENT
455 NORTH MAIN, 8TH FLOOR
WICHITA, KANSAS 67202
(316)268-4555
GREG / LADONNA

CALL TELEVISION SERVICE
COX COMMUNICATIONS
701 EAST DOUGLAS
WICHITA, KANSAS 67202
(316)260-7748



CALL BEFORE YOU
DIG - DRILL - BLAST
800-344-7233
(DIG-SAFE)
(316) 687-3753
(FAX)



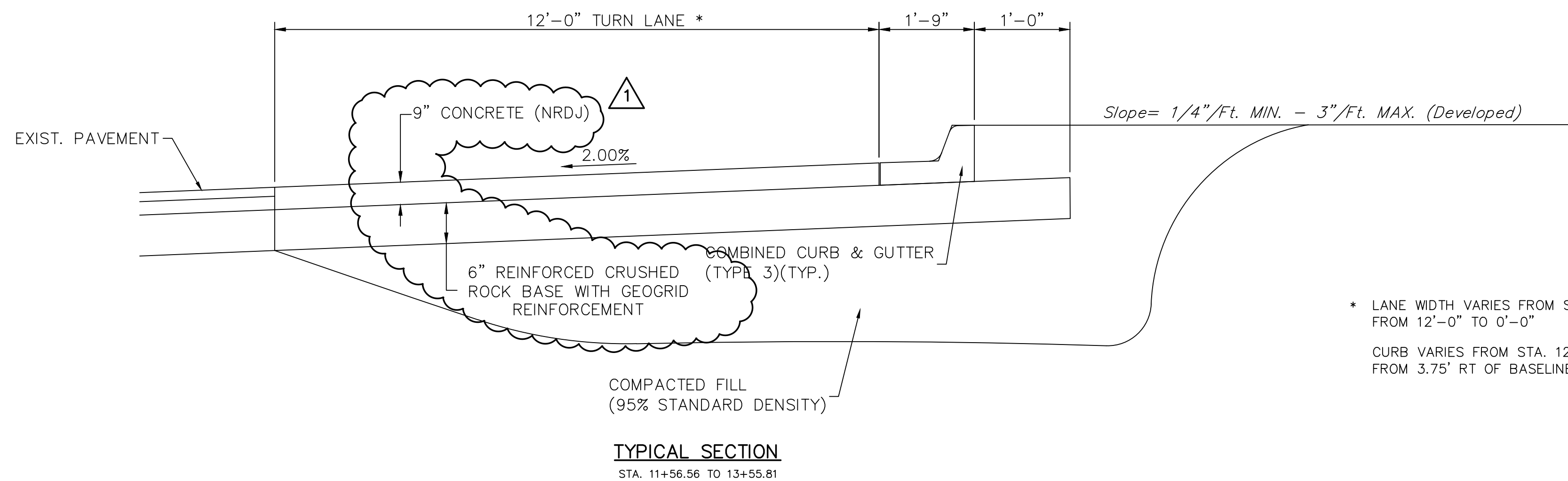
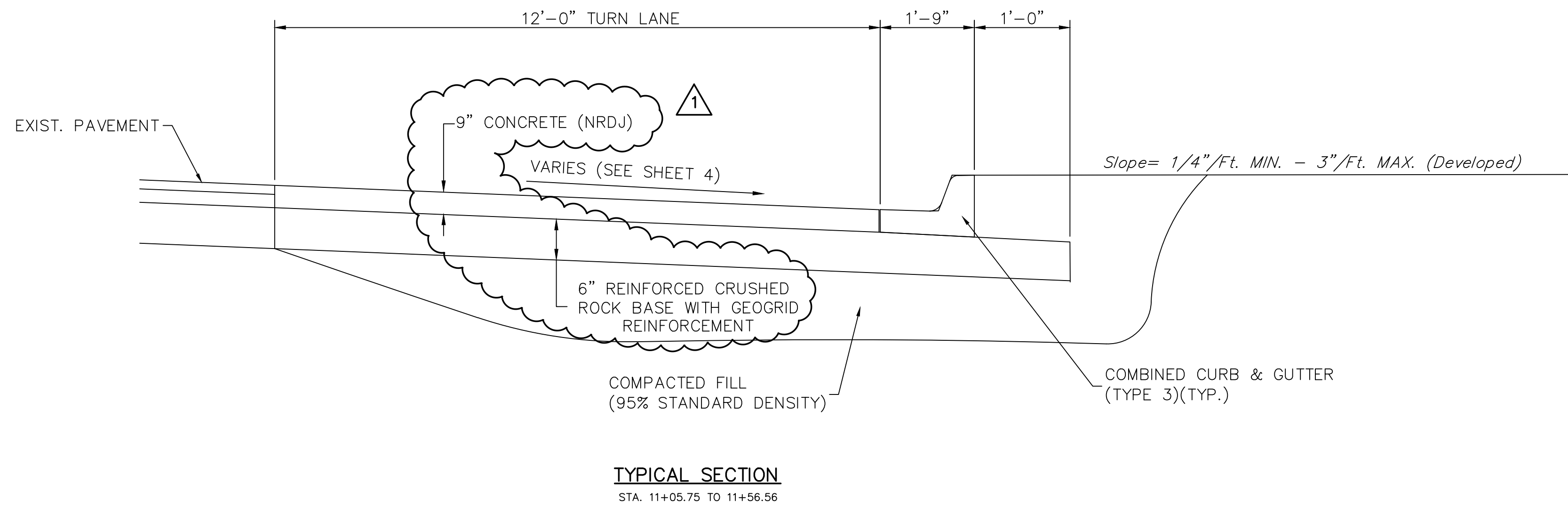
THE COORDINATES PROVIDED IN THESE PLANS ARE FOR INFORMATION AND CHECKING PURPOSES ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CALCULATE CONSTRUCTION STAKING COORDINATES ACCORDING TO THE DIMENSIONS SHOWN ON THESE PLANS. CONTRACTOR SHALL VERIFY THE ACCURACY OF THE COORDINATES SHOWN IN THE TABLE HEREON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

AUGUST 2015

PROJ. NO. G14_0114 DSN: SRS
CFN: DWN: JSB

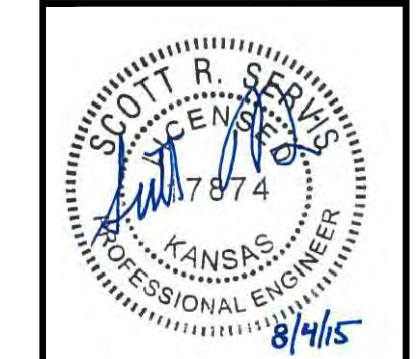
KV KAW VALLEY ENGINEERING
200 N. EMPORIA, SUITE 100
WICHITA, KANSAS 67202
PH. (316) 440-4304 | FAX (316) 440-4309
wh@kveng.com | www.kveng.com

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



* LANE WIDTH VARIES FROM STA. 12+57.01 TO STA. 13+55.81 FROM 12'-0" TO 0'-0"
CURB VARIES FROM STA. 12+57.01 TO STA. 13+55.81 FROM 3.75' RT OF BASELINE TO 8.09' LT OF BASELINE

| | | | |
|---|-----------|--|------|
| | | SRS | SRS |
| | | JSB | JSB |
| | | SRS | DSN |
| | | SRS | CHK |
| | | REV PER CITY COMMENTS - CONSTRUCTION SET | |
| | | INITIAL ISSUE | |
| | | REV | DATE |
| 1 | B-25-2015 | | |
| 0 | B-04-2015 | | |



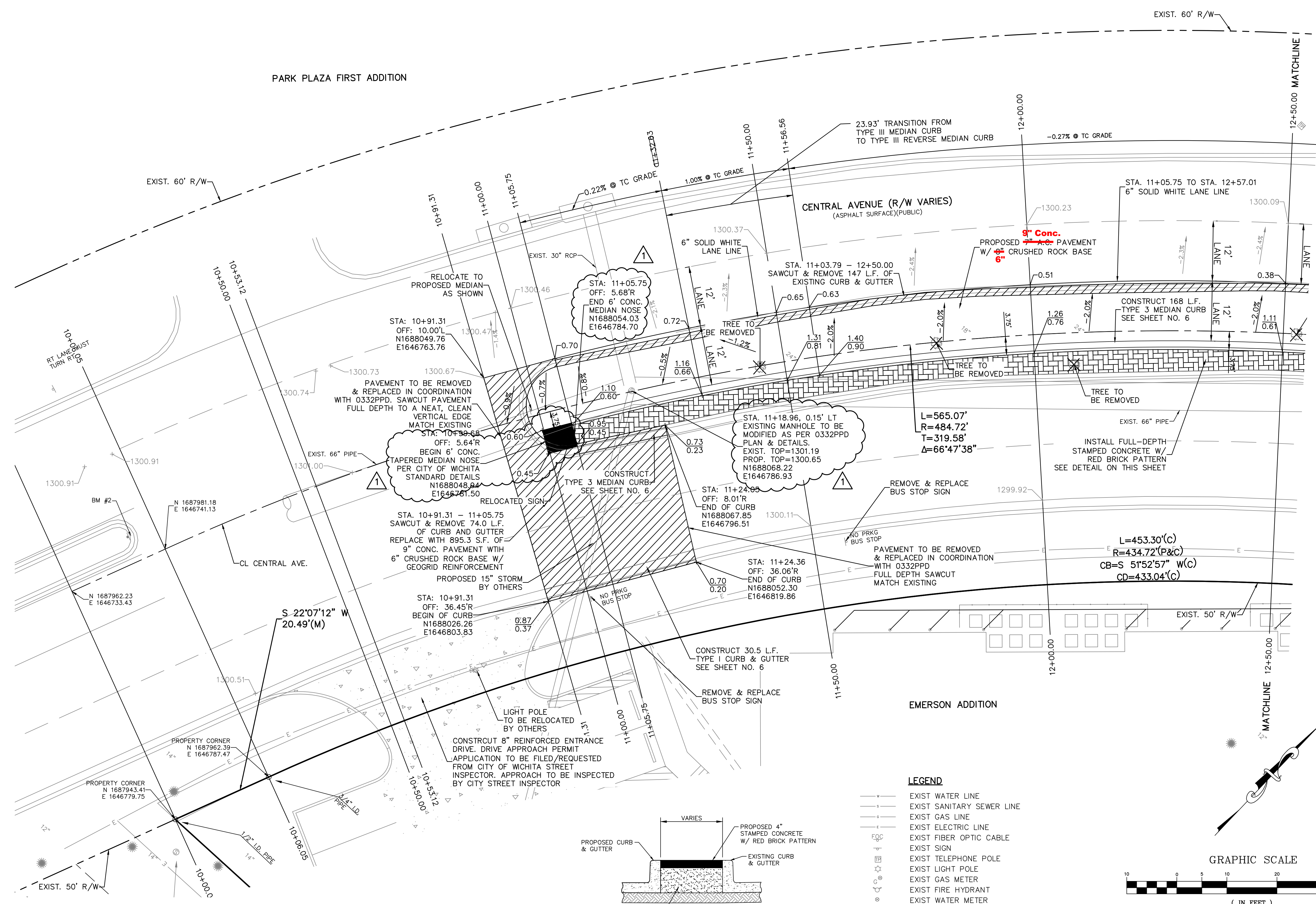
SCOTT R. SERVIS
ENGINEER
KS # 17874

200 N. EMPORIA, SUITE 100
WICHITA, KANSAS 67202-4400-4309
PH: (316) 261-1111
www.kaveg.com | info@kaveg.com

KAW VALLEY ENGINEERING

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

| | | | |
|---|-----------|--|----------|
| PORTION OF LOT 2, EMERSON ADDITION WICHITA, KS | | GENERAL NOTES & TYPICAL SECTION | |
| PROJ. NO. | G14_0114 | DESIGNER | SRS |
| | | DRAWN BY | JSB |
| CFN | 0114STTYP | SHEET | 03_STTYP |
| | | REV | 1 |



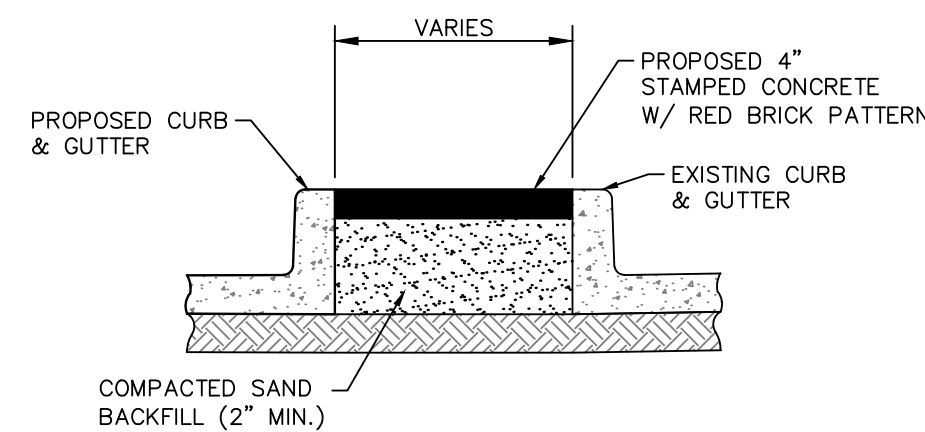
PARK PLAZA FIRST ADDITION

CENTRAL AVENUE (R/W VARIES)
(ASPHALT SURFACE)(PUBLIC)

EMERSON ADDITION

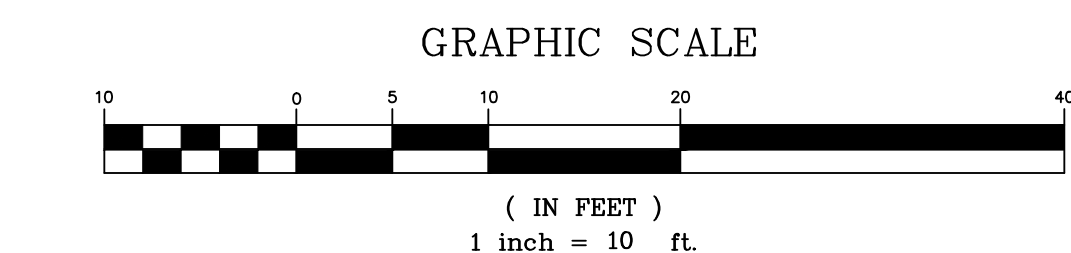
THE COORDINATES PROVIDED IN THESE PLANS ARE FOR INFORMATION AND CHECKING PURPOSES ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CALCULATE CONSTRUCTION STAKING COORDINATES ACCORDING TO THE DIMENSIONS SHOWN ON THESE PLANS. CONTRACTOR SHALL VERIFY THE ACCURACY OF THE COORDINATES SHOWN IN THE TABLE HEREON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

FULL-DEPTH STAMPED CONCRETE W/ RED BRICK PATTERN



LEGEND

- EXIST WATER LINE
- EXIST SANITARY SEWER LINE
- EXIST GAS LINE
- EXIST ELECTRIC LINE
- EXIST FIBER OPTIC CABLE
- EXIST SIGN
- EXIST TELEPHONE POLE
- EXIST LIGHT POLE
- EXIST GAS METER
- EXIST FIRE HYDRANT
- EXIST WATER METER
- EXIST SANITARY SEWER MANHOLE
- EXIST STORM SEWER MANHOLE
- TREES TO BE REMOVED
- X.XX EXISTING SPOT ELEVATION (+1300')
- X.XX PROPOSED TOP OF CURB ELEVATION
- X.XX PROPOSED FLOW LINE OF GUTTER
- X.XX PROPOSED SPOT ELEVATION
- PAVEMENT REMOVAL

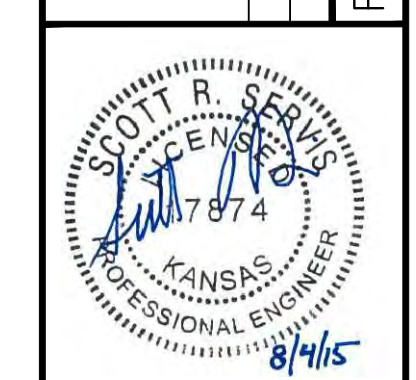


BENCHMARKS:

BM #1: CHISELED "SQUARE" ON THE TOP EAST SIDE OF CONCRETE LIGHT POLE BASE. 70' +/- NORTH AND 25' +/- EAST OF THE SOUTHEAST PROPERTY CORNER.
ELEV=1340.63 (NAVD88)

BM #2: CHISELED SQUARE ON TOP OF CURB AT NOSE OF CURB ISLAND. 60' +/- NORTHWEST OF SOUTHWEST PROPERTY CORNER.
ELEV=1301.73 (NAVD88)

| | | |
|-----------|-----------|--|
| PROJ. NO. | G14_0114 | |
| DESIGNER | SRS | |
| DRAWN BY | JSB | |
| CFN | 0114STPP | |
| SHEET | 04_STPP | |
| REV | 1 | |
| REV | DATE | DESCRIPTION |
| 1 | 8-25-2019 | REV PER CITY COMMENTS - CONSTRUCTION SET |
| 0 | 8-04-2019 | INITIAL ISSUE |
| | | DSN |
| | | DWN |
| | | CHK |



SCOTT R. SERVIS
ENGINEER
KS # 17874

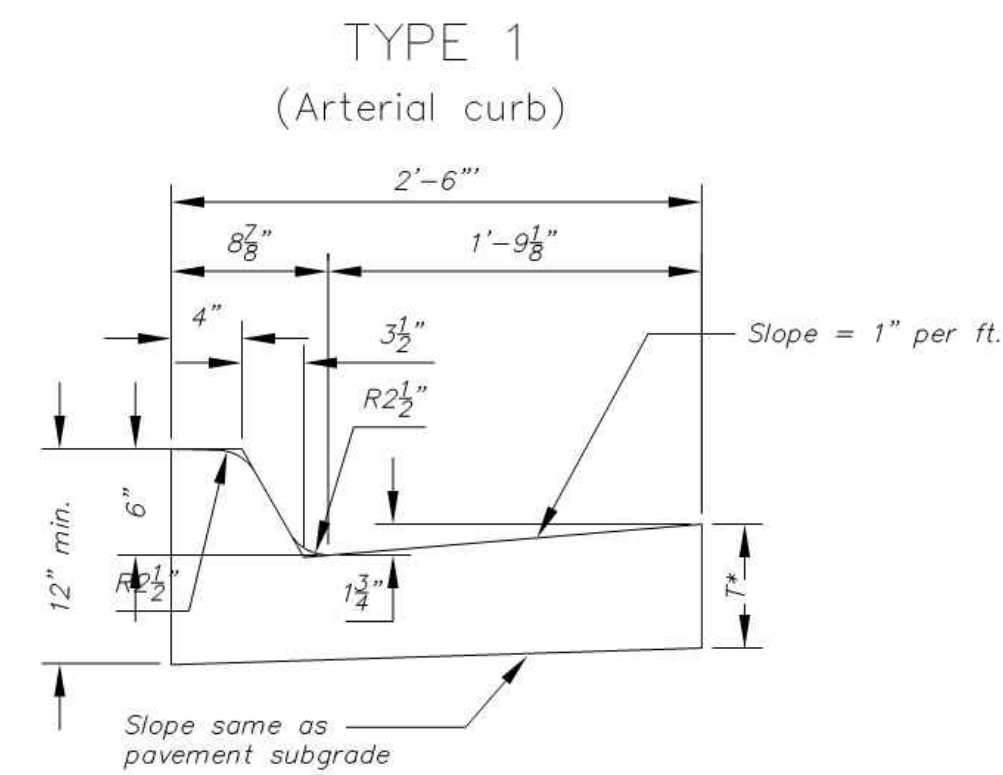
200 N. EMPORIA, SUITE 100
WICHITA, KANSAS 67203-4400-4309
PH: (316) 261-1111
www.kawvalley.com | info@kawvalley.com

KAW VALLEY ENGINEERING

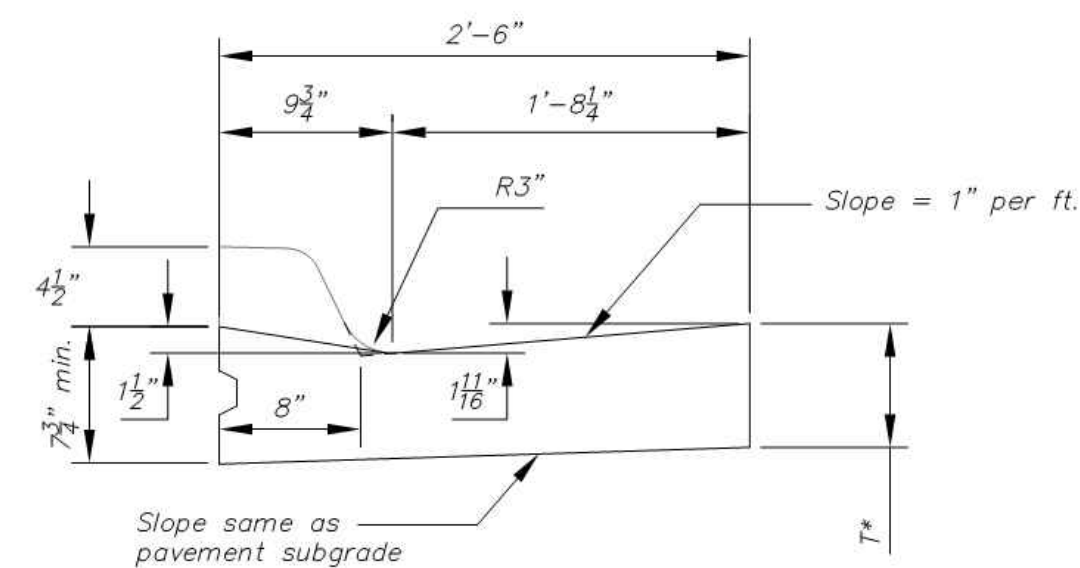
KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES IN THE STATE OF KANSAS UNDER CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/16.

**PORTION OF LOT 2,
EMERSON ADDITION
WICHITA, KS**

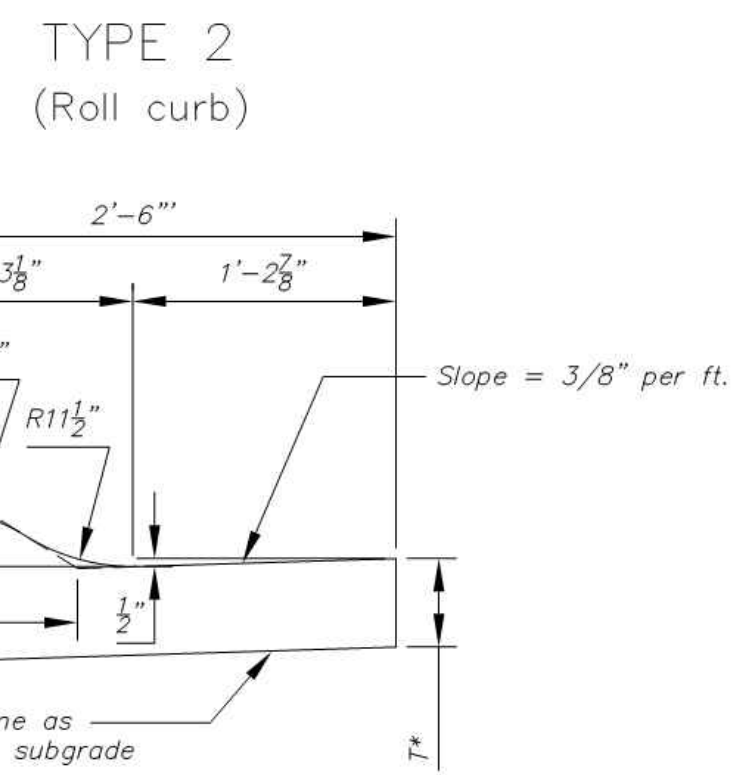
PAVING PLAN



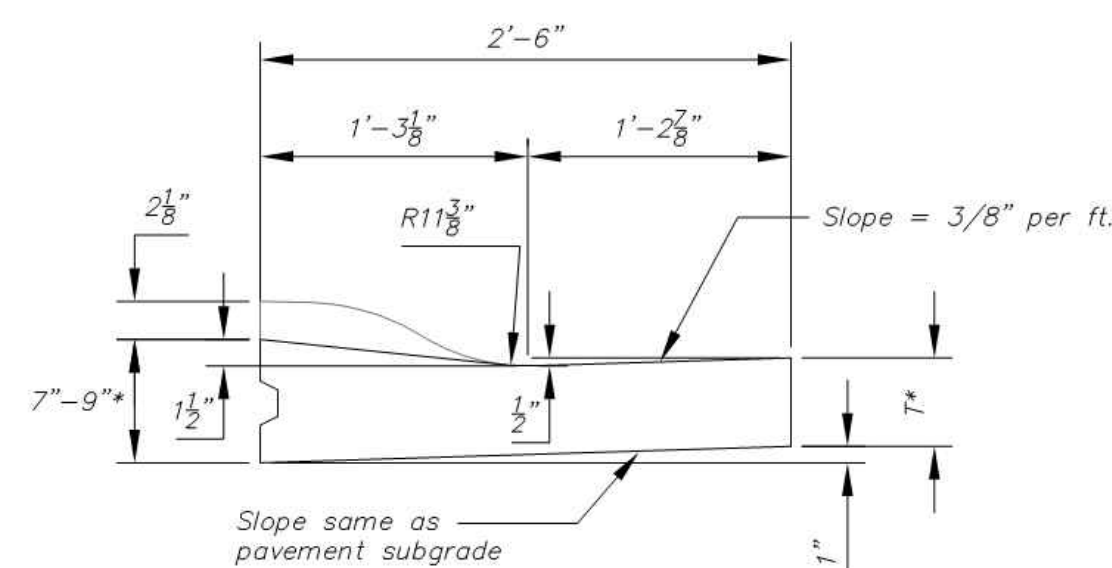
Combined Curb & Gutter (6")



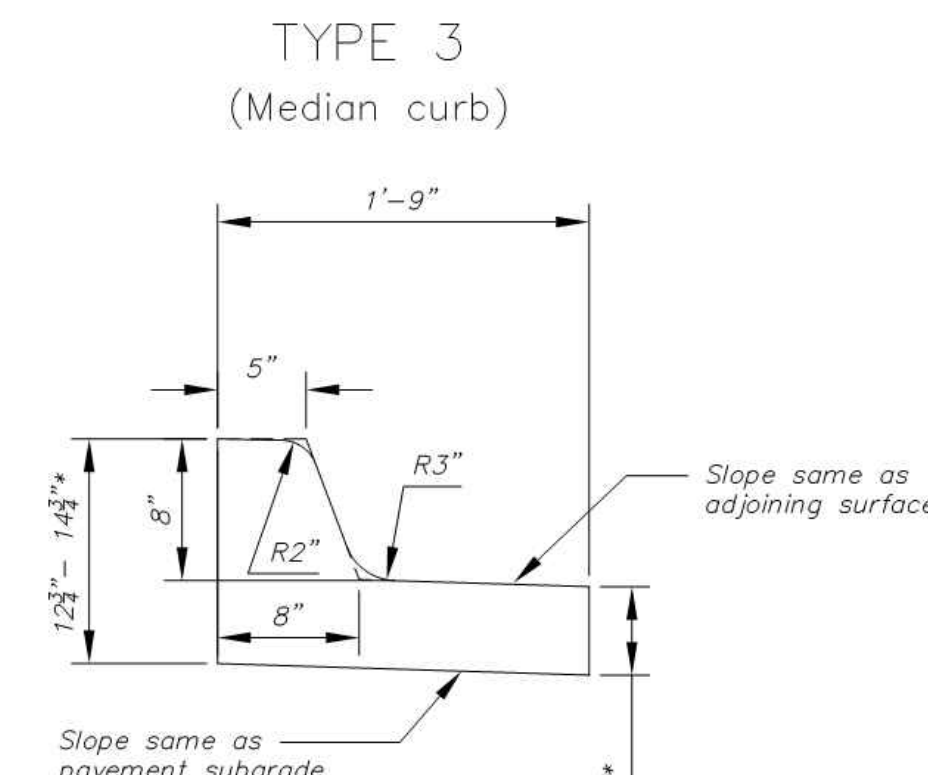
Combined Curb & Gutter (1 1/2")



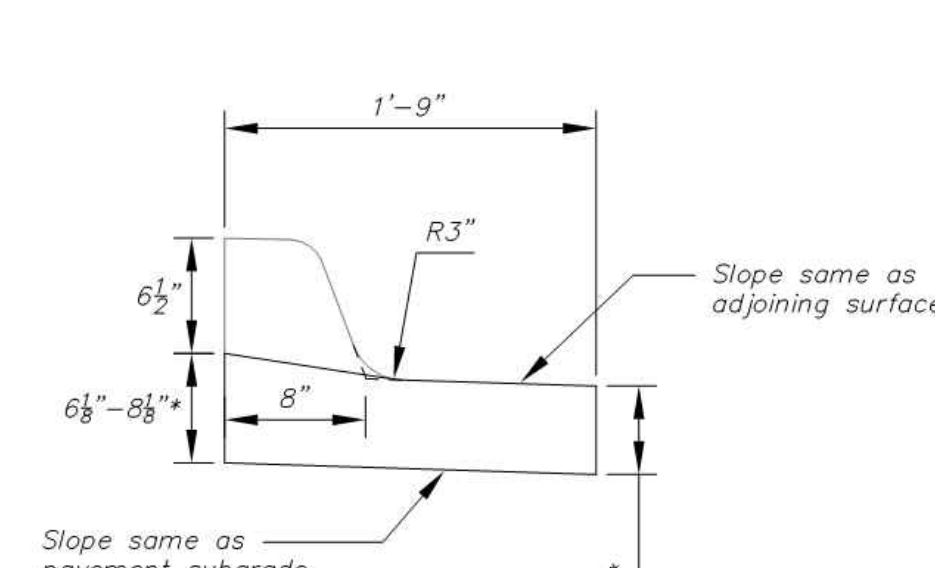
Combined Curb & Gutter (3 5/8")



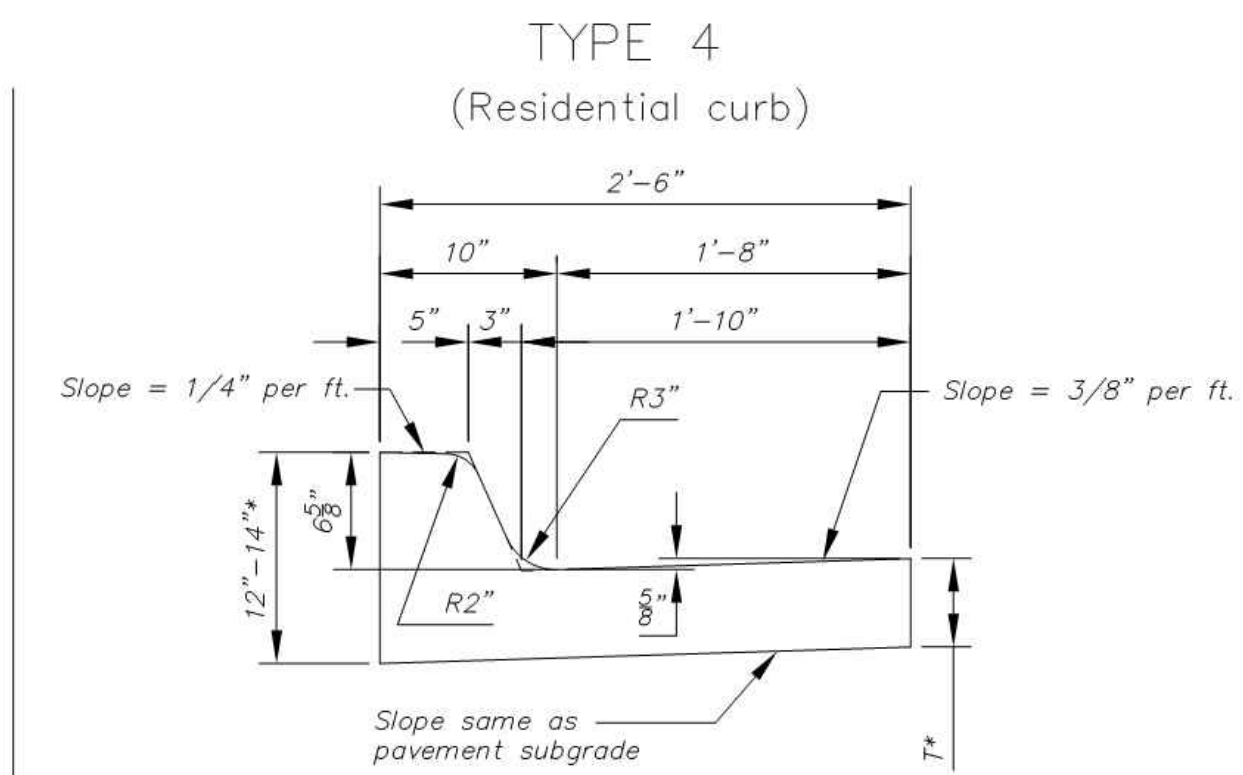
Combined Curb & Gutter (1 1/2")



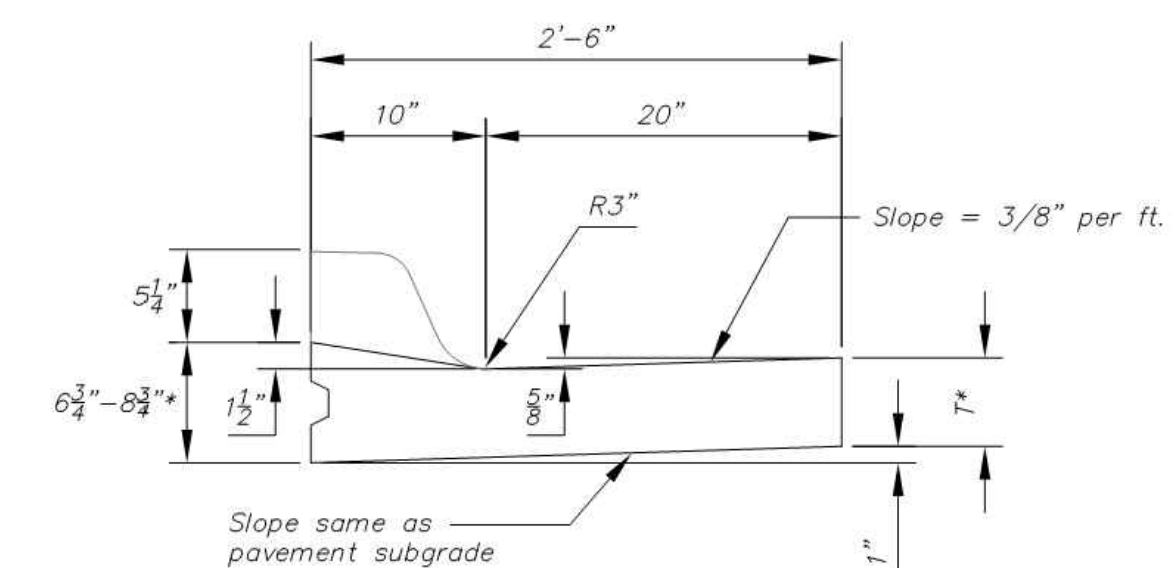
Combined Curb & Gutter (8")



Combined Curb & Gutter (1 1/2")



Combined Curb & Gutter (6 5/8")

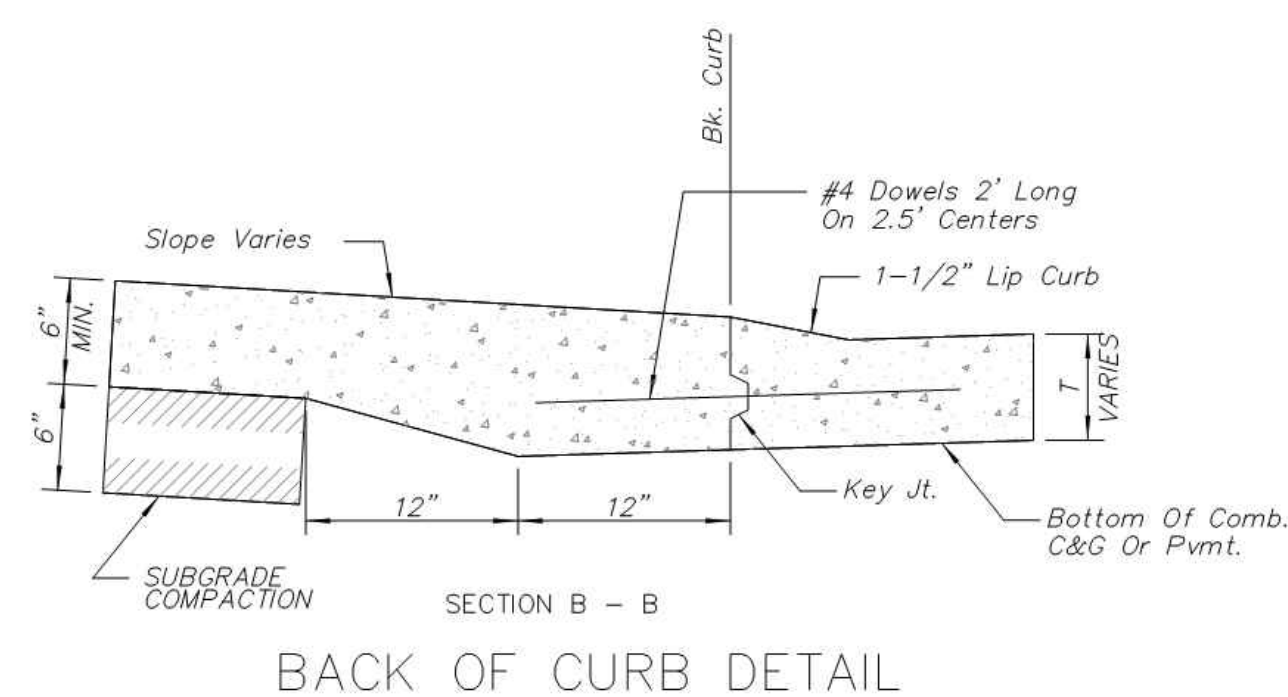


Combined Curb & Gutter (1 1/2")

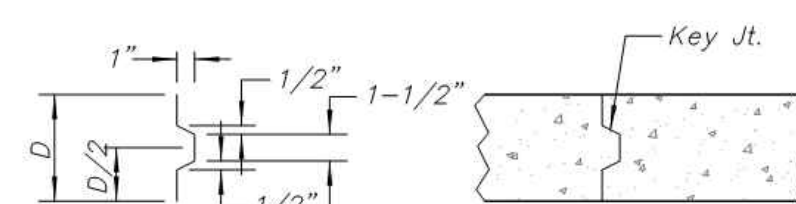
* = Thickness of curb to adjust with pavement thickness

GENERAL NOTES

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



ALT. LONGITUDINAL CONSTRUCTION JOINT

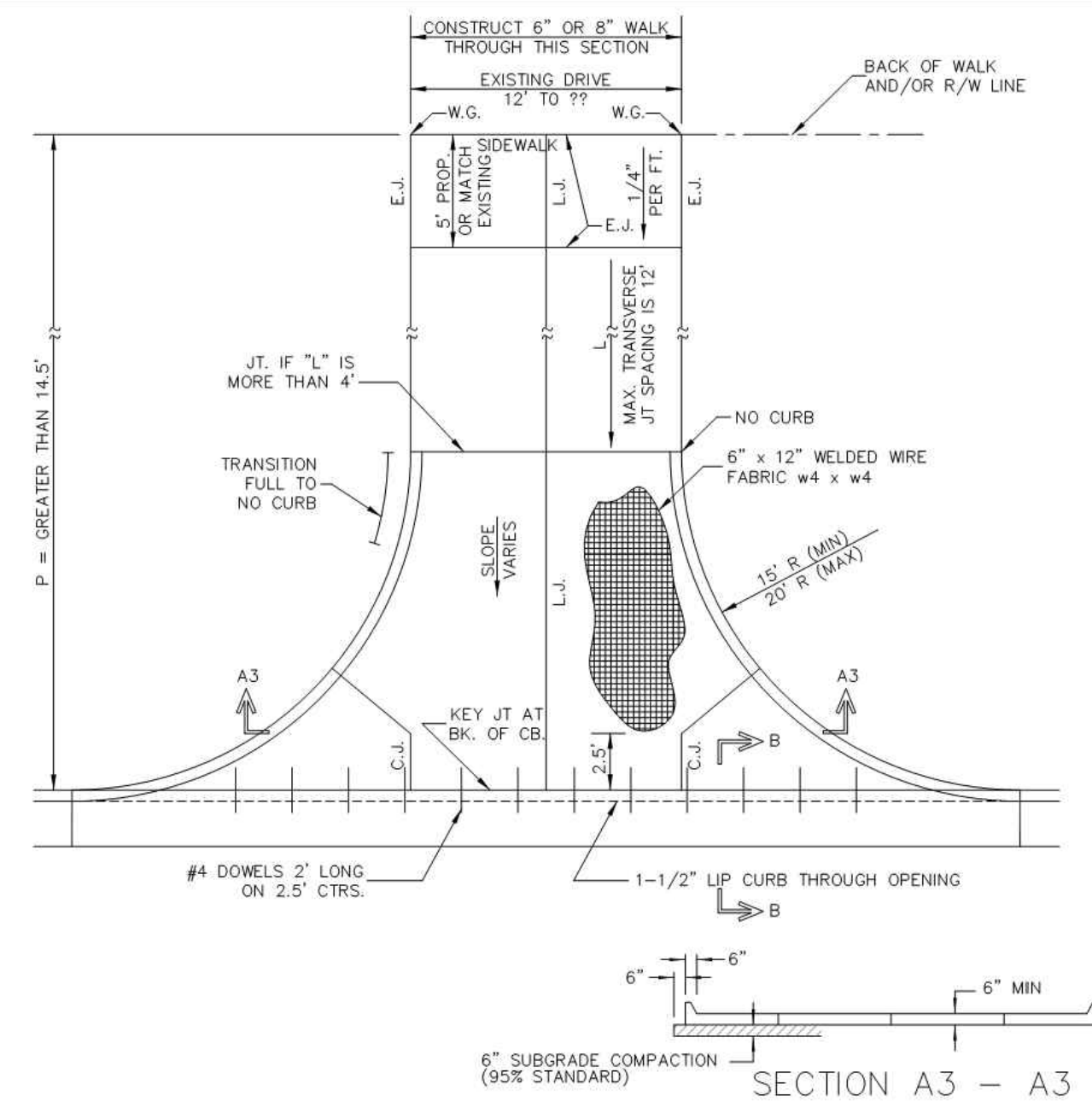


EXPANSION JOINT (E.J.)



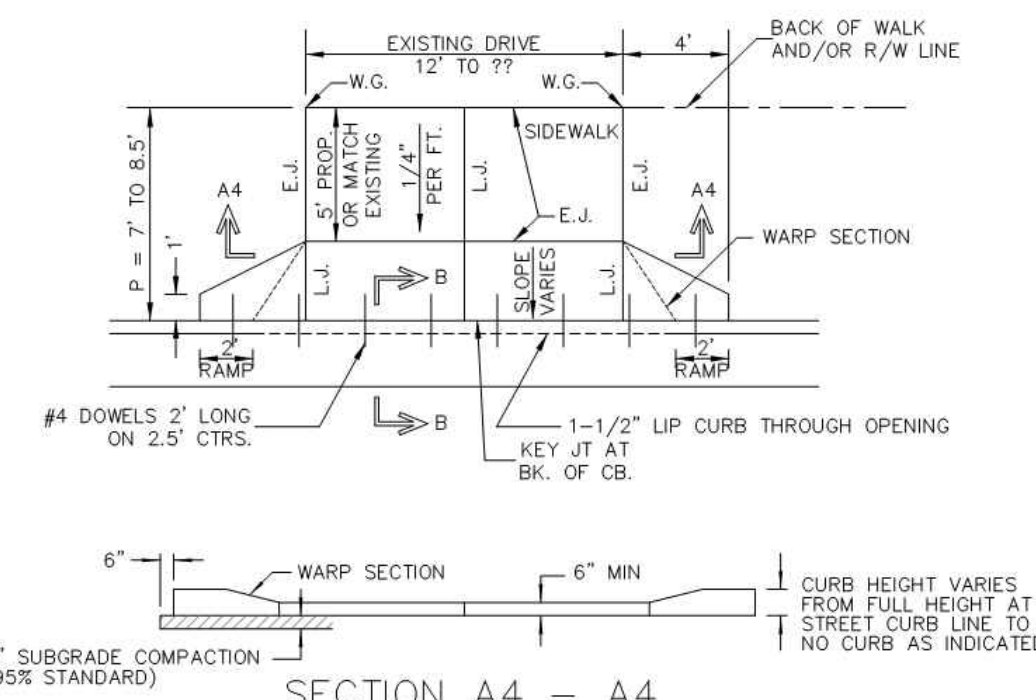
| | | |
|--|------------|---------|
| CURB & GUTTER DETAILS | | |
| CITY ENGINEER GARY JANZEN, P.E. | | |
| PROJECT NUMBER | OCA NUMBER | DATE |
| | | 12/2010 |
| CITY ENGINEER'S OFFICE | | SHEET |
| CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501 | | |

| | | | | | |
|--|--|------------|--|-------------|-----|
| | | | | | |
| | | | | DESCRIPTION | CHK |
| | | | | DATE | DWN |
| | | | | REV | CHK |
| | | | | | |
| SCOTT R. SERVIS ENGINEER KS # 17874 | | | | | |
| | | | | | |
| KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES IN KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/16. | | | | | |
| 200 N. EMPORIA, SUITE 100 WICHITA, KANSAS 67202-4400-4309 PH: (316) 268-4501 info@kveeng.com www.kveeng.com | | | | | |
| PORTION OF LOT 2, EMERSON ADDITION WICHITA, KS | | | | | |
| STANDARD DETAILS | | | | | |
| PROJ. NO. | | G14D0114 | | | |
| DESIGNER | | DRAWN BY | | | |
| SRS | | JSB | | | |
| CFN | | 0114STDDET | | | |
| SHEET | | REV | | | |
| 06_STDTL | | | | | |



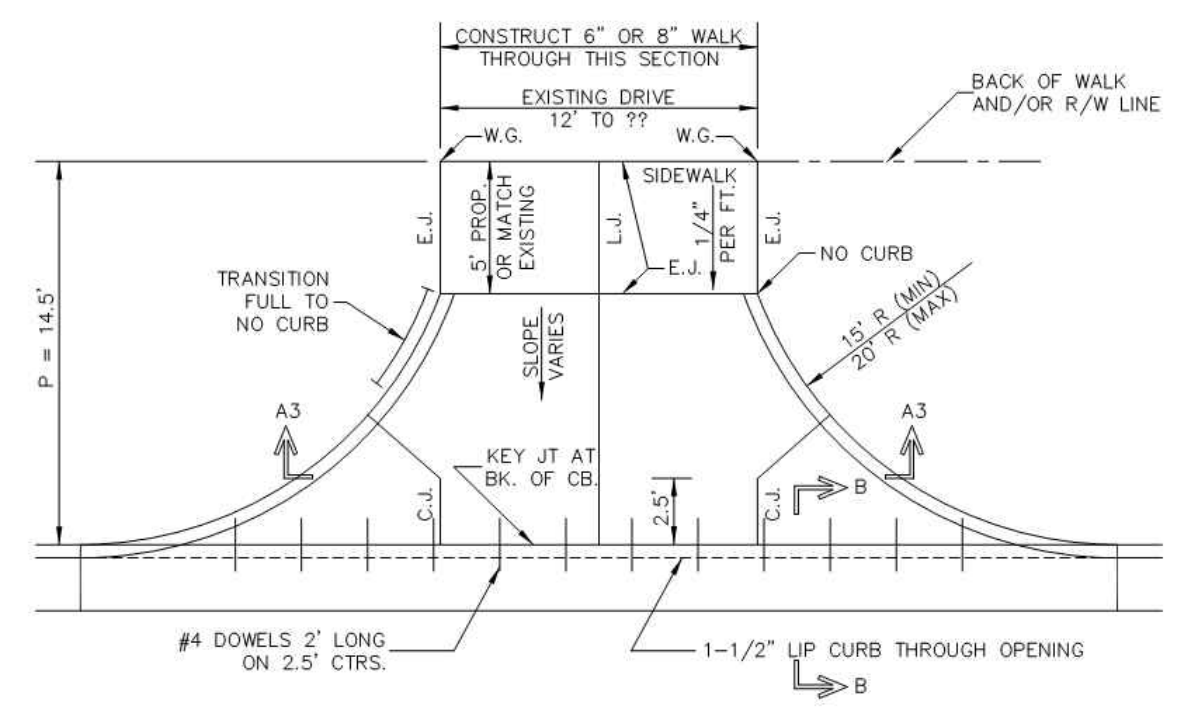
| PARKING WIDTH "P" | 14.5' | 20' | 25' | 30' | 35' | 40' | 45' | 50' |
|--|-------|------|------|------|------|------|------|------|
| ABSOLUTE MAX. DIST. OF PT. "W" ABOVE OR BELOW TOP OF FULL CURB | 0.72 | 1.27 | 1.77 | 2.27 | 2.77 | 3.27 | 3.77 | 4.27 |
| OPTIMUM MAX. DIST. OF PT. "W" ABOVE OR BELOW TOP OF FULL CURB | 0.20 | 1.04 | 1.30 | 1.56 | 1.82 | 2.08 | 2.34 | 2.60 |
| OPTIMUM MIN. DIST. OF PT. "W" ABOVE OR BELOW TOP OF FULL CURB | 0.30 | 0.42 | 0.52 | 0.62 | 0.72 | 0.82 | 0.92 | 1.02 |
| ABSOLUTE MIN. DIST. OF PT. "W" ABOVE OR BELOW TOP OF FULL CURB | 0.00 | 0.00 | 0.15 | 0.25 | 0.35 | 0.45 | 0.55 | 0.65 |

FULL RADIUS DRIVES (P = 14.5' & GREATER)



| PARKING WIDTH "P" | 7' | 7.5' | 8' | 8.5' |
|--|------|-------|-------|-------|
| ABSOLUTE MAX. DIST. OF PT. "W" ABOVE OR BELOW TOP OF FULL CURB | -08" | 0.02' | 0.18' | 0.22' |
| OPTIMUM MAX. DIST. OF PT. "W" ABOVE OR BELOW TOP OF FULL CURB | -08" | 0.02' | 0.18' | 0.22' |
| OPTIMUM MIN. DIST. OF PT. "W" ABOVE OR BELOW TOP OF FULL CURB | -15" | -16" | -17" | -17" |
| ABSOLUTE MIN. DIST. OF PT. "W" ABOVE OR BELOW TOP OF FULL CURB | -25" | -20" | -20" | -20" |

FULL RAMP DRIVES (P = 7.0' & 8.5')

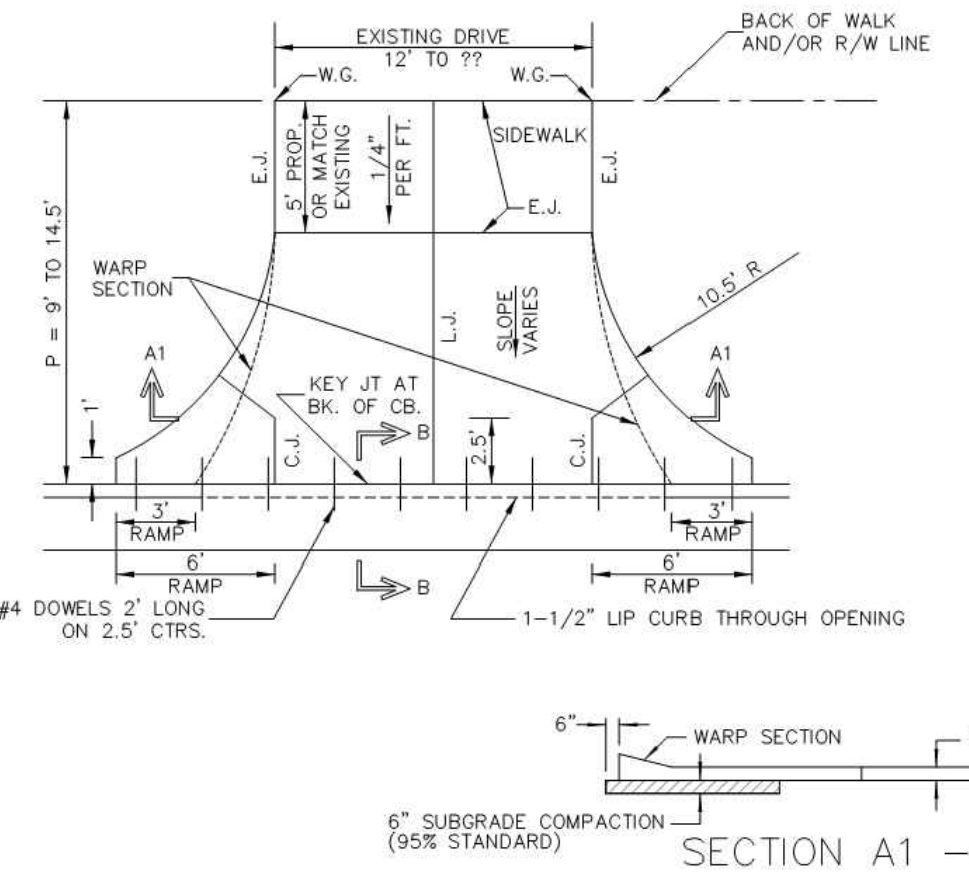
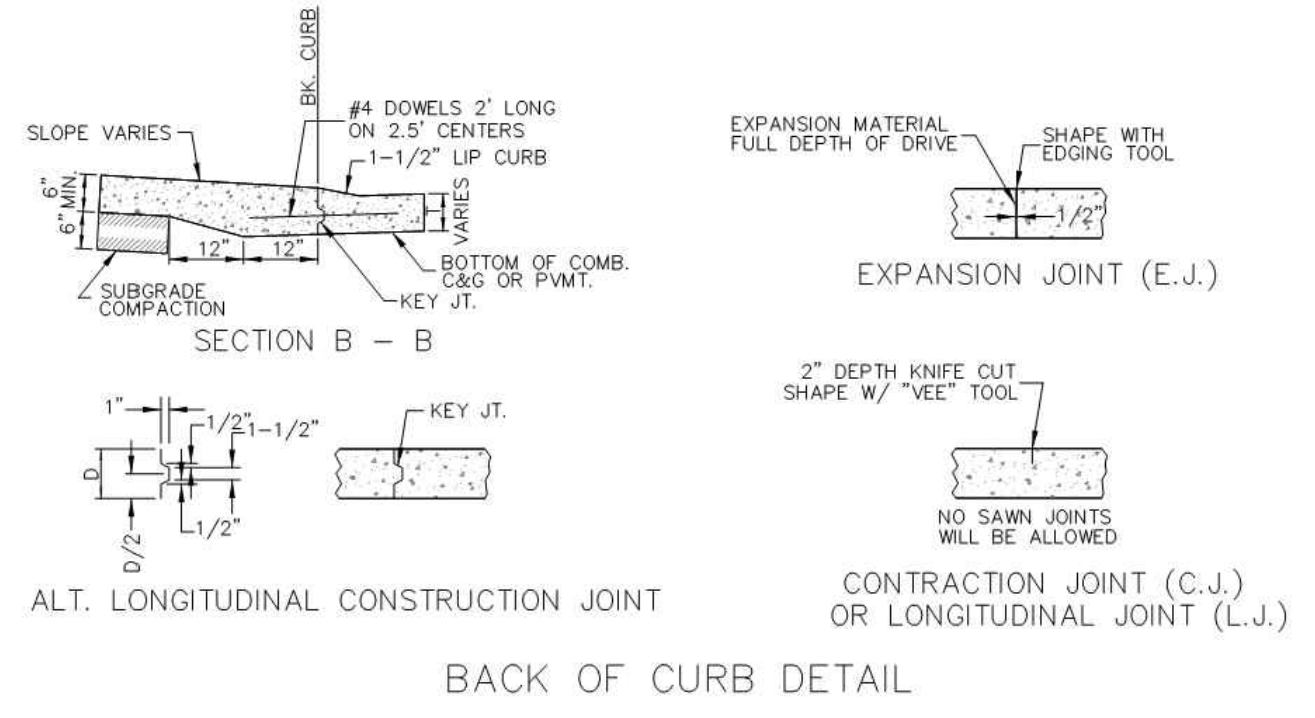


| PARKING WIDTH "P" | 4' | 4.5' | 5' | 5.5' | 6' | 6.5' |
|---|------|-------|-------|-------|-------|-------|
| DIST. OF PT. "1" ABOVE TOP OF FULL CURB | -08" | 0.02' | 0.18' | 0.22' | 0.18' | 0.22' |
| DIST. OF PT. "2" BELOW TOP OF FULL CURB | -08" | 0.02' | 0.18' | 0.22' | 0.18' | 0.22' |

FULL RAMP DRIVES (P = 4.0' & 6.5')

GENERAL NOTES

- DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
- ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "W" DIMENSION GREATER THAN 24'.
- DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
- CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
- ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
- ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
- ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND THEY MAY BE REINFORCED WITH 6"x12" W4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
- ALL DRIVEWAYS TO COMMERCIAL PROPERTY SHALL BE A MINIMUM OF 8" IN THICKNESS AND SHALL HAVE REINFORCEMENT WITH 6"x12", W4xW4.
- OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHEREVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED ONLY WHEN THESE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES OR PARKING LOTS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL CURB HEIGHT ELEVATION OF 0.55' ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.



| PARKING WIDTH "P" | 9' | 10' | 11' | 12' | 13' | 14.5' | 20' | 25' | 30' | 35' | 40' | 45' | 50' |
|--|------|------|------|------|------|-------|------|------|------|------|------|------|------|
| ABSOLUTE MAX. DIST. OF PT. "W" ABOVE OR BELOW TOP OF FULL CURB | 0.27 | 0.27 | 0.32 | 0.37 | 0.80 | 3.27 | 1.30 | 1.80 | 2.30 | 2.85 | 3.35 | 3.77 | 4.27 |
| OPTIMUM MAX. DIST. OF PT. "W" ABOVE OR BELOW TOP OF FULL CURB | 0.27 | 0.27 | 0.32 | 0.37 | 0.62 | 2.08 | 0.96 | 1.22 | 1.48 | 1.74 | 2.00 | 2.34 | 2.60 |
| OPTIMUM MIN. DIST. OF PT. "W" ABOVE OR BELOW TOP OF FULL CURB | 0.19 | 0.21 | 0.23 | 0.25 | 0.30 | 0.82 | 0.42 | 0.52 | 0.62 | 0.72 | 0.82 | 0.92 | 1.02 |
| ABSOLUTE MIN. DIST. OF PT. "W" ABOVE OR BELOW TOP OF FULL CURB | -19" | -16" | -13" | -10" | -08" | 0.00 | 0.00 | 0.15 | 0.25 | 0.35 | 0.45 | 0.55 | 0.65 |

RADIUS RAMP DRIVES (P = 9.0' & GREATER)



STANDARD DRIVE ENTRANCES FULL HEIGHT CURB

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER: OCA NUMBER: DATE: 08/2001

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

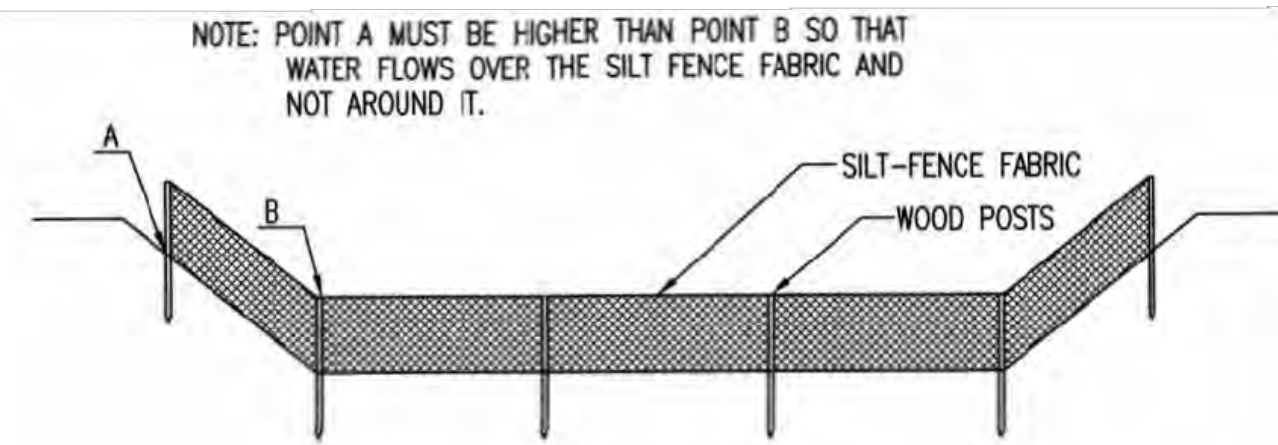
| | |
|-------------|------------------------|
| PROJ. NO. | G1400114 |
| DESIGNER | SRS |
| DRAWN BY | JSB |
| CFN | 0114STDET |
| SHEET | 07_STDTL |
| REV | 1 |
| DESCRIPTION | DRIVE ENTRANCE DETAILS |

SCOTT R. SERVIS
ENGINEER
KS # 17874

200 N. EMPORIA, SUITE 100
WICHITA, KANSAS 67202-4400-4309
PH: (316) 268-4501
www.kawvalley.com | www.kveeng.com

KAW VALLEY ENGINEERING

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



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.

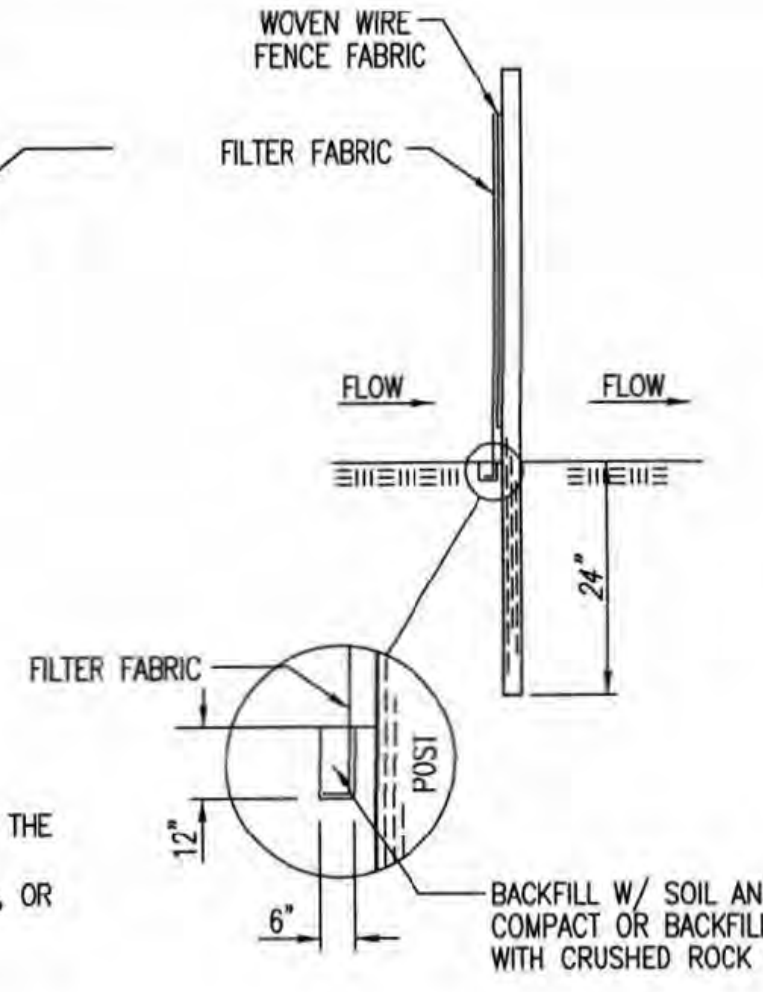
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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.

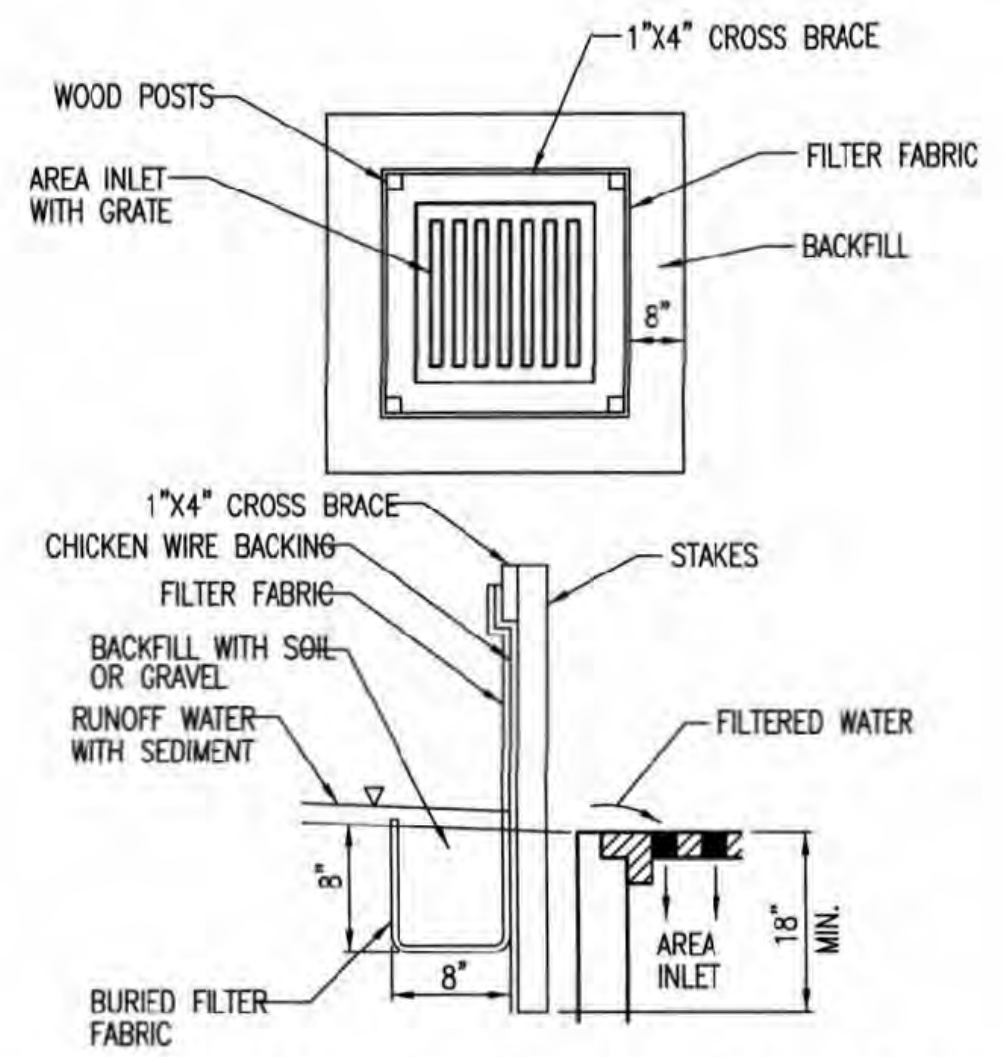
INSPECTION AND MAINTENANCE:

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.

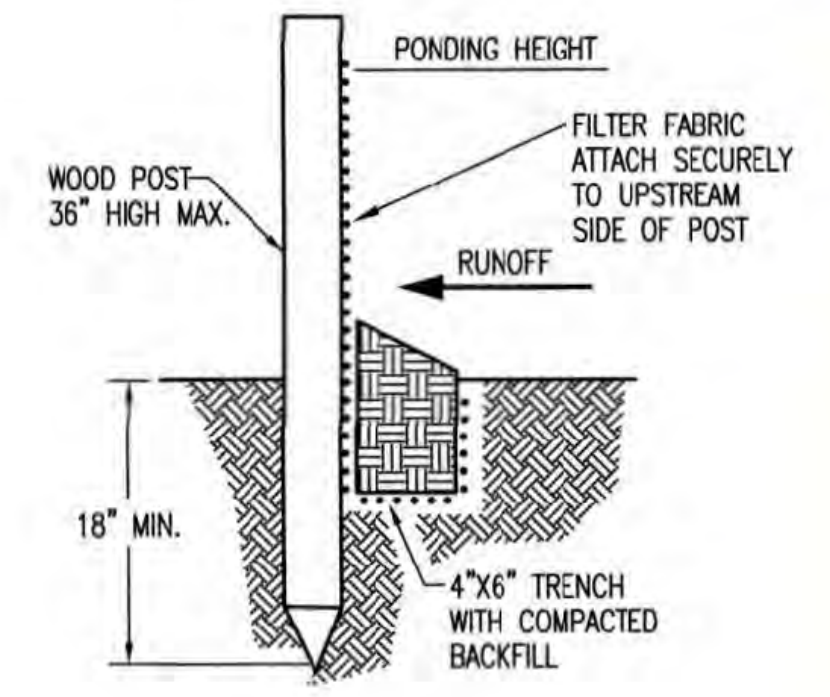
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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 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?



SILT FENCE DITCH CHECK AND BARRIER DETAILS

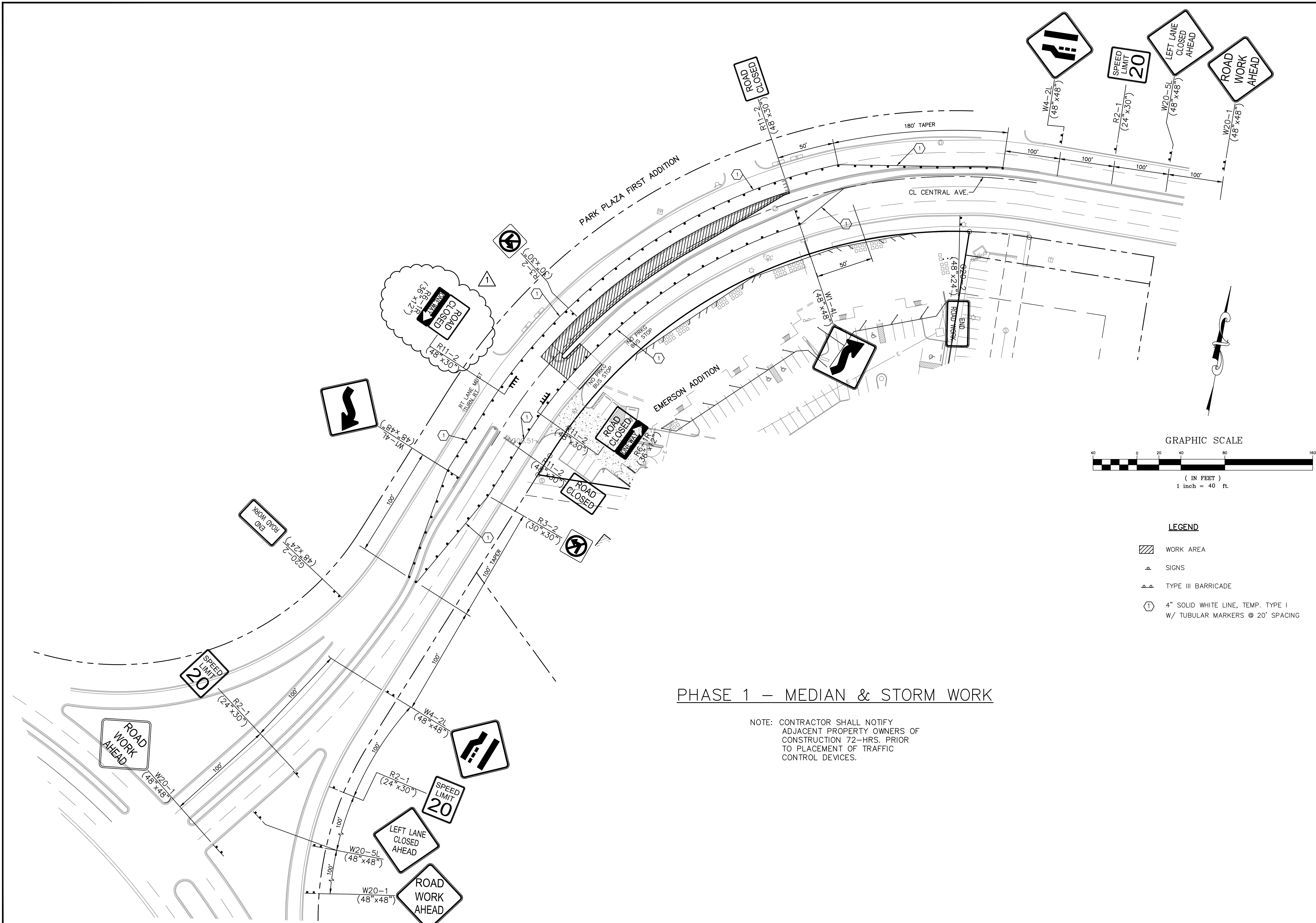
CITY ENGINEER
GARY JANZEN, P.E.

| | | |
|----------------|------------|------|
| PROJECT NUMBER | OCA NUMBER | DATE |
| | | |

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

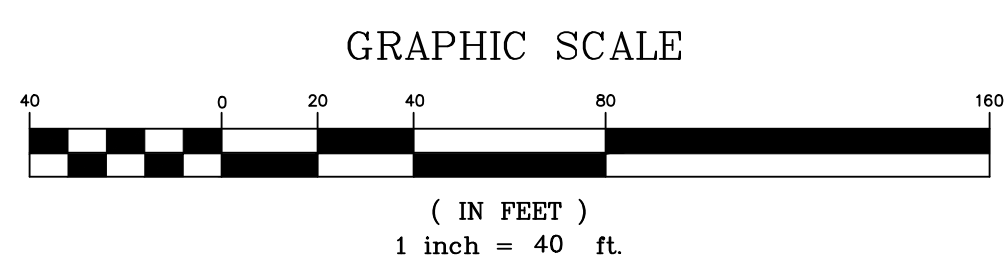
SHEET

| | |
|--|-------------------------|
| PORTION OF LOT 2, EMERSON ADDITION WICHITA, KS | EROSION CONTROL DETAILS |
| PROJ. NO. G14D0114 | DESIGNER SRS |
| CFN 0114STDET | DRAWN BY JSB |
| SHEET 10_BMP | REV |
| REV | DATE |
| DESCRIPTION | DSN DWN CHK |



PHASE 1 – MEDIAN & STORM WORK

NOTE: CONTRACTOR SHALL NOTIFY ADJACENT PROPERTY OWNERS OF CONSTRUCTION 72-HRS. PRIOR TO PLACEMENT OF TRAFFIC CONTROL DEVICES.



- LEGEND**
- WORK AREA
 - SIGNS
 - TYPE III BARRICADE
 - 4" SOLID WHITE LINE, TEMP. TYPE I
W/ TUBULAR MARKERS @ 20' SPACING

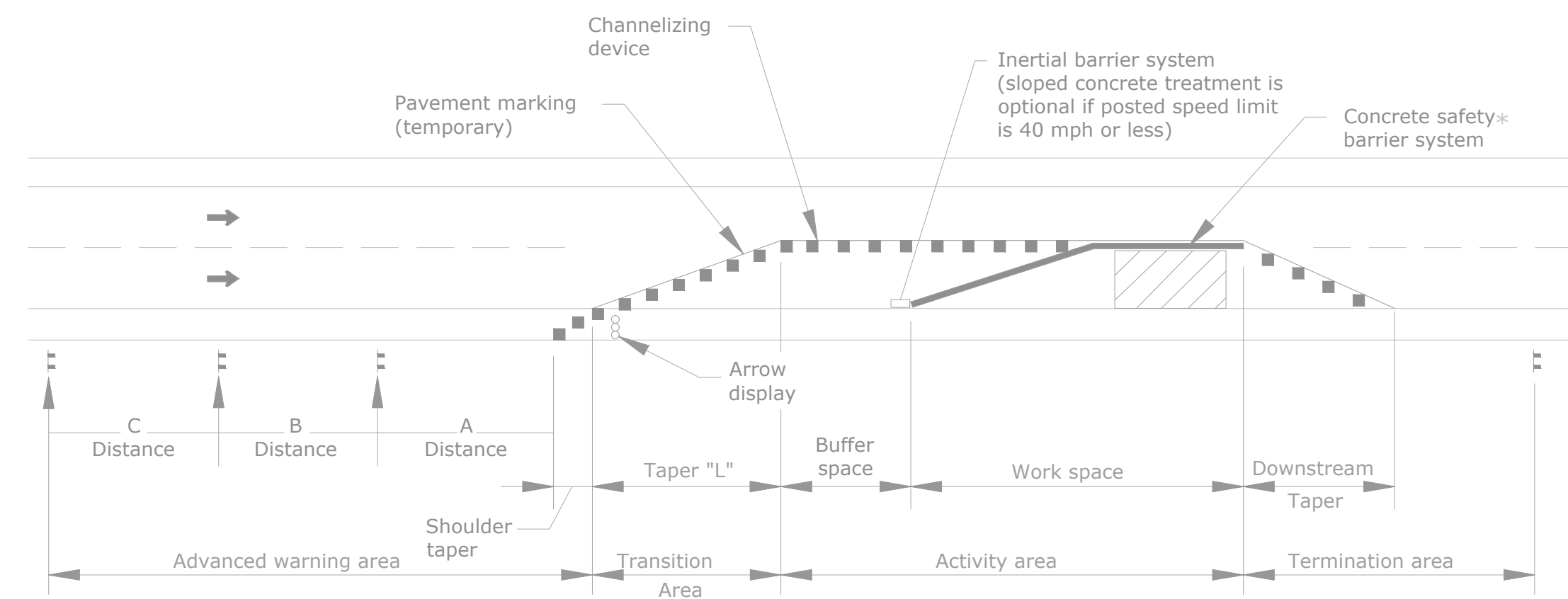
| | |
|---|--|
| | |
| SCOTT R. SERVIS ENGINEER KS # 17874 | |
| 200 N. EMPORIA, SUITE 100 WICHITA, KANSAS 67203-4400-4309 PH: (316) 261-4400 info@kveeng.com www.kveeng.com | |
| | |
| KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES UNDER THE KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113, EXPIRES 12/31/16. | |
| PORTION OF LOT 2, EMERSON ADDITION WICHITA, KS | |
| TRAFFIC CONTROL PLAN | |
| PROJ. NO. G14_0114 DESIGNER SRS CFN SHEET 0114STTC 14_STTC | DRAWN BY JSB REV 1 |
| REV 0 B-04-2015 INITIAL ISSUE | REV 1 B-25-2015 REV PER CITY COMMENTS - CONSTRUCTION SET |
| DSN DWN CHK | DESCRIPTION |

THIS DRAWING SHALL NOT BE UTILIZED BY ANY PERSON, FIRM, OR CORPORATION IN WHOLE OR IN PART WITHOUT THE SPECIFIC PERMISSION OF KAW VALLEY ENGINEERING, INC.

- 1) Design Speed: Those items delegated to temporary traffic control should be designed and installed using the posted/legal speed of the roadway prior to work starting.
- 2) Minimum lane width: Lane widths shall be a minimum of 11' (measured between centerlines of pavement markings) or as shown on the plans, or as directed by the engineer. A lane width less than 11' may require restricted roadway width signing.
- 3) Consideration should be made to separate pedestrian and, if needed, bicycle movements from both work site activity and vehicular traffic. Unless a reasonable safe route that does not involve crossing the roadway can be provided, pedestrians should be appropriately directed with advance signing that encourages them to cross to the opposite side of the roadway. In urban and suburban areas with high vehicular traffic volumes, these signs should be placed at intersections (rather than midblock locations) so that pedestrians are not confronted with midblock work sites that will induce them to attempt skirting the work site or making a midblock crossing.
- 4) When existing pedestrian facilities are disrupted, closed, or relocated, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.
- 5) When the driving surface open to traffic is milled, is a temporary surface made of loose material, or when directed by the engineer use the W8-15 (Grooved Pavement) or W8-7(Loose Gravel) a "C" distance after the W20-1 (Road Work Ahead) on mainline approaches. Signs may be used with the W8-15p motorcycle plaque as directed by the engineer. Display signs in advance of the condition as long as the condition is present.
- 6) Alternative temporary rumble strip options may be available. Please contact the Temporary Traffic Control Unit for more information at 785-296-0355 or 785-296-1183.

Drawn By: \$USER\$
 Plotted: \$TIME\$
 File: \$DGN\$
 \$KDOTGRP\$

| | | | | |
|--------|------------------|------|-----------|--------------|
| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
| KANSAS | XX-XX XX-XXXX-XX | XXXX | XXX | XXX |



TYPICAL WORK ZONE COMPONENTS

* When concrete barrier system is used, portable channelizing devices are not needed along the tangent barrier section.

Minimum advance warning sign spacing (in feet):

| SPEED (MPH) * | A | B | C |
|--------------------------|------|------|------|
| URBAN (40 MPH OR LOWER) | 100 | 100 | 100 |
| URBAN (45 MPH OR HIGHER) | 350 | 350 | 350 |
| RURAL (55 MPH OR LOWER) | 500 | 500 | 500 |
| RURAL (60 MPH OR HIGHER) | 750 | 750 | 750 |
| EXPRESSWAY/FREEWAY | 1000 | 1500 | 2640 |

* Posted speed prior to work starting
 The minimum spacing between signs shall be no less than 100', unless directed by the engineer.
 The spacing between any signs may be increased beyond the minimum values in the table above as approved by the engineer in order to maximize visibility.

Buffer Space

| SPEED (MPH) * | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| LENGTH (ft) | 115 | 155 | 200 | 250 | 305 | 360 | 425 | 495 | 570 | 645 | 730 | 820 |

* Posted speed prior to work starting
 Neither work activity nor storage of equipment, vehicles, or material should occur in the buffer space. When a protection vehicle is placed in advance of the work space, only the space upstream of the vehicle constitutes the buffer space.
 If temporary concrete safety barrier system is used to separate approaching traffic from the work space, the barrier system shall be considered part of the activity area. A full lane width should be available throughout the length of the buffer space. See typical work zone components above.

Taper Formulas:

$L = WS$ for speeds of 45 MPH or more
 $L = WS^2/60$ for speeds of 40 MPH or less
 Where: L = Minimum length of taper in feet
 S = Numerical value of posted speed prior to work starting in MPH
 W = Width in offset feet
 Shifting taper = 1/2 L
 Shoulder taper = 1/3 L

| | | | | | |
|-----|------|-----------|----|-------|--|
| 3 | | | | | |
| 2 | | | | | |
| 1 | | | | | |
| NO. | DATE | REVISIONS | BY | APP'D | |

KANSAS DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL
GENERAL NOTES**

TE700

KDOT Graphics Certified 06-01-2015 Sh. No. XXX

| | | | | | |
|--|--|--|--|-----|-------------|
| | | | | | |
| | | | | DSN | DWN |
| | | | | | CHK |
| | | | | REV | DATE |
| | | | | REV | DESCRIPTION |
| | | | | | |
| SCOTT R. SERVIS ENGINEER KS # 17874 | | | | | |
| | | | | | |
| 200 N. EMPORIA, SUITE 100 WICHITA, KANSAS 67202-4400-4309 PH: (316) 841-4400 info@kveeng.com www.kveeng.com | | | | | |
| KAW VALLEY ENGINEERING KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES UNDER THE KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/16. | | | | | |
| PORTION OF LOT 2, EMERSON ADDITION WICHITA, KS | | | | | |
| TRAFFIC CONTROL DETAILS | | | | | |
| PROJ. NO. G14D0114 DESIGNER SRS DRAWN BY JSB CFN 0114STDET SHEET 16_TCDTL | | | | | |

