

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 & SEWER 1-316-219-8921
CITY OF WICHITA STORMWATER 1-316-268-4090
CITY OF WICHITA TRAFFIC 1-316-268-4034
COX COMMUNICATIONS 1-888-249-3530
KANSAS GAS SERVICE 1-888-482-4950
WESTAR ENERGY 1-800-544-4857
- UTILITY SERVICE LINES, POLES, ETC. ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR OR UNLESS THE PLANS SPECIFICALLY IDENTIFY A UTILITY TO BE ADJUSTED BY ITS OWNER DURING CONSTRUCTION. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.
- RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE AND SITE LOCATION. LOCATIONS, IN THE OPINION OF THE ENGINEER, THAT WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED. ALL DISPOSAL SITES MUST BE APPROVED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT. MATERIAL EITHER STOCKPILED OR DISPOSED OF IN A FLOOD PLAIN WILL REQUIRE A KANSAS STATE BOARD OF AGRICULTURE PERMIT. ANY MATERIAL DUMPED IN WATERS OF THE UNITED STATES OR WETLANDS IS SUBJECT TO U.S. CORPS. OF ENGINEERS PERMITTING REGULATIONS. ANY MATERIAL BURIED OR STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS WILL REQUIRE ADDITIONAL ARCHAEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.
- TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.
- THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS 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 ENGINEERING DIVISION SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. WATER VALVES, VALVE BOXES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY CONTRACTOR AT HIS OWN EXPENSE. VALVE BOXES AND WATER METERS WITHIN THE PROJECT LIMITS SHALL BE ADJUSTED TO MATCH FINAL GRADES BY THE CONTRACTOR.
- THE CONTRACTOR SHALL NOTIFY THE CONSULTANT ENGINEER AND TOM MASON WITH THE CITY AT 316-268-4574 WITH THE ANTICIPATED CONSTRUCTION START DATE AND NOTIFY THEM OF PROJECT COMPLETION. STAKING AND INSPECTION FOR THIS PROJECT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- IF TRAFFIC WILL BE IMPACTED BY CONSTRUCTION, A TRAFFIC CONTROL PLAN MUST BE SUBMITTED AND APPROVED BY THE CITY TRAFFIC ENGINEER, BRIAN 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 US DEPT. OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION. ALL COSTS ASSOCIATED WITH CONSTRUCTION MARKINGS AND SIGNAGE SHALL BE THE CONTRACTORS RESPONSIBILITY.
- ALL ELEVATIONS SHOWN ARE NAVD 88.
- ALL AREAS DISTURBED DURING CONSTRUCTION THAT WILL NOT BE UNDER PROPOSED PAVEMENT SHALL BE RESTORED TO MATCH EXISTING CONDITIONS.
- ANY SIDEWALK, DRIVE APPROACH, CURB, OR STREET PAVEMENT REMOVED TO CONSTRUCT PROJECT MUST HAVE A PAVEMENT CUT PERMIT AND BE REPLACED BY THE CITY CONTRACTOR. PERMITS CAN BE OBTAINED BY CALLING 316-268-4501 OR 316-268-4480.
- ALL APPLICABLE FEES (TAP, EQUITY, IN LIEU OF & MAIN BENEFIT) MUST BE PAID BEFORE ANY WORK ON THIS PROJECT CAN COMMENCE.
- CITY MAINTENANCE OF WATER MAINS ENDS AT RIGHT-OF-WAY OR EASEMENT LINE OR WITHIN TWO FEET OF VAULT STRUCTURE.

- OPENING AND CLOSING OF WATER VALVES SHALL BE DONE SLOWLY TO PREVENT DAMAGE TO THE WATER DISTRIBUTION SYSTEM FROM WATER HAMMER. ALL VALVES CLOSED BY THE CONTRACTOR MUST BE REOPENED AS NEW CONSTRUCTION PERMITS. THE PROJECT INSPECTOR MUST ASCERTAIN THAT ANY VALVE CLOSED BY THE CONTRACTOR IS REOPENED. THE CONTRACTOR WILL BE PERMITTED TO OPERATE WATER VALVES ONLY WHEN THE PROJECT INSPECTOR ASSIGNED TO THE PROJECT IS PRESENT.
- THE CONTRACTOR SHALL LAY A TRACER WIRE AND SET TEST STATIONS ALONG ALL WATER PIPE INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS AND TRACER WIRE DETAIL, COST IS SUBSIDIARY TO PIPE INSTALLATION.
- THE CONTRACTOR SHALL PROVIDE MATERIALS FOR TEMPORARY BLOWOFF OF WATERLINES. CONNECTIONS TO THE EXISTING WATERLINE(S) SHALL BE MADE WITH CLEAN, SWABBED PIPE AND FLUSHED UPON COMPLETION OF TIE-INS.
- REQUESTS FOR SHORT TERM WATER INTERRUPTIONS SHALL BE MADE TO THE CITY WATER DISTRIBUTION DIVISION AND WILL BE SUBJECT TO THEIR APPROVAL. THE CONTRACTOR SHALL GIVE WRITTEN NOTICE TO ANY PROPERTY OWNER, BUSINESS, AND/OR TENANTS THAT WILL HAVE WATER SERVICE INTERRUPTED AT LEAST 5 DAYS IN ADVANCE. SUCH NOTIFICATIONS SHOULD INDICATE THE TIME AND DATE THAT THE WATER WILL BE TURNED OFF AND WHEN THE SERVICE WILL BE RESTORED. NO BUSINESS, PROPERTY OWNER, AND/OR TENANTS SHALL BE WITHOUT WATER SERVICE FOR MORE THAN 8 HOURS. PROPOSED TIE IN LOCATIONS WHICH WILL AFFECT WATER SERVICE TO PROPERTY OWNERS SHALL BE PERFORMED DURING NON-PEAK HOURS.
- THE CONTRACTOR MUST SCHEDULE THE CONNECTIONS TO THE EXISTING MAIN WITH THE CITY SUCH THAT THERE IS A MINIMUM DISRUPTION OF SERVICE. CONNECTIONS SHALL BE MADE DURING PERIODS OF LOW WATER USAGE. THE CONTRACTOR SHALL SUBMIT HIS PROPOSED SCHEDULE FOR COMPLETING WORK FOR CITY APPROVAL AT LEAST 10 DAYS PRIOR TO BEGINNING CONSTRUCTION.
- DEFLECTIONS AT PIPE JOINT OR COUPLINGS SHALL NOT EXCEED THE PIPE MANUFACTURERS RECOMMENDED MAXIMUM. WHERE DEFLECTIONS ARE GREATER THAN THE MAXIMUM ALLOWED, THE CONTRACTOR SHALL UTILIZE FITTINGS.
- ANY EXISTING JOINT EXPOSED DURING EXCAVATION SHALL BE REPLACED IF WITHIN FOUR FEET OF PROPOSED JOINT.
- VALVES 12 INCH AND LARGER ARE TO BE OPERATED BY THE CITY WATER DISTRIBUTION DIVISION, 48 HOURS OF ADVANCE NOTICE IS REQUIRED WITH THE WATER DISPATCH AT 316-291-8921.
- ALL WET TAPS SHALL BE INSTALLED BY THE CITY OF WICHITA.
- THE CONTRACTOR SHALL PROTECT FROM DAMAGE AND SUPPORT EXISTING UTILITIES THROUGH CONSTRUCTIONS AS APPROVED BY THE UTILITY OWNER AND THE ENGINEER AT THE CONTRACTORS EXPENSE.
- CONTRACTOR SHALL LIMIT THE EXTENT OF TRENCH OPENINGS OVERNIGHT AND WEEKENDS TO LESS THAN 50 FEET.
- WICHITA FIRE DEPARTMENT INSPECTIONS MAY BE SCHEDULED BY CALLING 316-268-4441.
- ANY SIDEWALK, DRIVE APPROACH, CURB, OR STREET PAVEMENT REMOVED TO CONSTRUCT PROJECT MUST HAVE A PAVEMENT CUT PERMIT AND BE REPLACED BY THE CITY CONTRACTOR. PERMITS CAN BE OBTAINED BY CALLING 316-268-4501 OR 316-268-4480.
- 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. STANDARD DETAILS FOR EROSION BMP'S ARE AVAILABLE FROM THE ENGINEER. THE CONTRACTOR SHALL FOLLOW THE INTENT OF THE BMP'S WHICH ACT AS A GUIDELINE.
- EACH BIDDER SHALL VISIT THE SITE OF THE PROJECT THROUGHOUT ITS ENTIRE EXTENT 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.
- ALL WATER PIPE TRENCHING IN PAVEMENT OR DRIVEWAYS, WHICH WILL BE REQUIRED TO CARRY TRAFFIC UNTIL PERMANENT PAVING REPLACEMENT, SHALL BE TOPPED WITH A MINIMUM OF 6" CRUSHED ROCK (COMPACTED) TO BE INCIDENTAL TO THE PROJECT. CONTRACTOR SHALL BE REQUIRED TO MAINTAIN TEMPORARY CRUSHED ROCK UNTIL PERMANENT PAVEMENT IS INSTALLED.
- CONTRACTOR TO FIELD VERIFY LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION AND REPORT FINDINGS TO PROJECT ENGINEER. 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.
- BACKFILL SAND FLUSH & VIBRATE ALL UTILITIES UNDER PAVEMENT. ALL TRENCHING AND PIPE EMBEDMENT TO BE PER CITY OF WICHITA STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

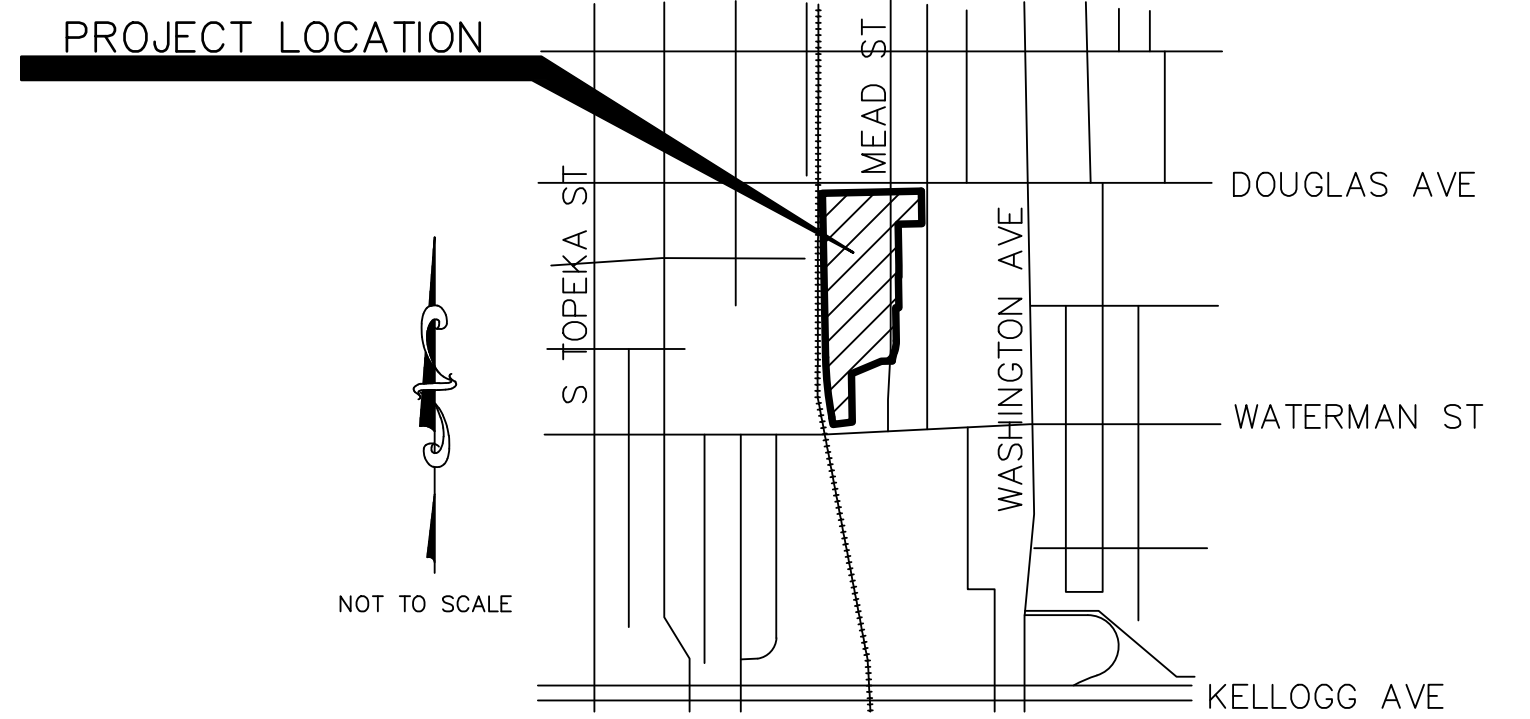
WATER DISTRIBUTION SYSTEM IMPROVEMENTS

TO SERVE

LOTS 1, 2 & 3 UNION STATION ADDITION 701 E DOUGLAS AVE CITY OF WICHITA, KANSAS

GARY JANZEN, P.E. CITY ENGINEER
PROJECT NO. 448-90895; OCA 638202

Line 1 & 4 is City owned, the rest are privately owned and maintained.



VICINITY MAP

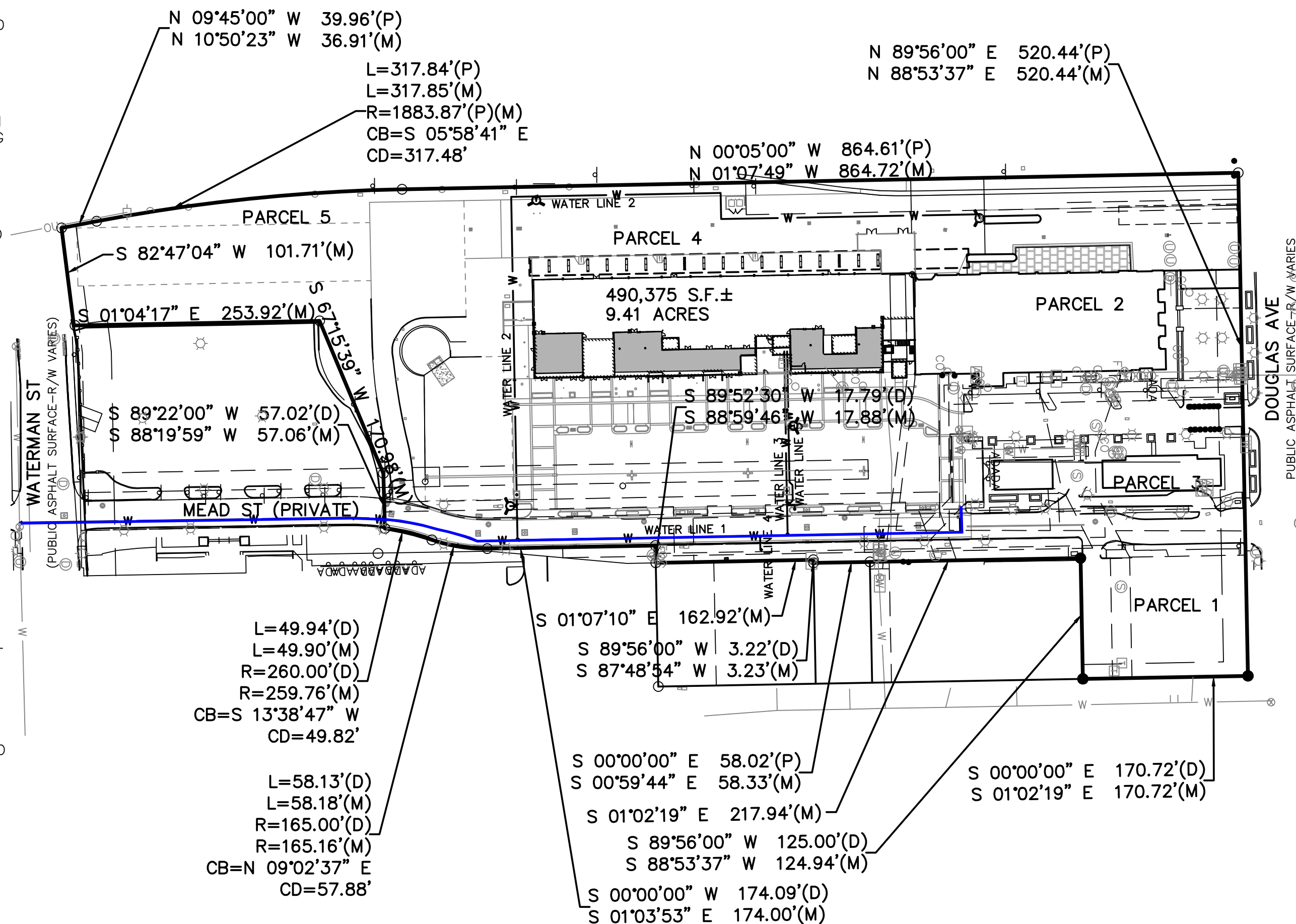
SHEET INDEX

01	TITLE SHEET
02	WATER BUBBLE MAP
03-07	WATER PLAN & PROFILE
08-09	EROSION CONTROL PLAN
10-14	EROSION CONTROL DETAILS
15-18	STANDARD DETAILS
19	TRAFFIC CONTROL
20-22	ALTA SURVEY

Date: 2-26-2019
Inspector: J.Myers
Design/Inspecting Firm: Kaw Valley Engineering, Inc.
Contractor: Hutton Construction
Subcontractor: McCullough Excavating, Inc
Built in general conformance to construction plans, except where noted on plans.

Pipe Information	Type	Size	Approximate Length
Manufacturer	C900-07 PVC	4 in	144.27 LF
North American Pipe Corp.	C900-07 PVC	8 in	1717.19 LF
Star Pipe Products	DICL	4 in	11.44 LF
Star Pipe Products	DICL	8 in	281.4 LF
American Darling Fire Hydrants			

FIRE VAULT:
METER NUMBER: 18340576
METER READING: 000000.45



THIS PLAN SHEET IS PART OF AN OVERALL KAW VALLEY ENGINEERING PLAN SET FOR THE SPECIFIC IMPROVEMENTS CONTEMPLATED THEREIN. AS SUCH, THE INFORMATION CONTAINED MAY BE LIMITED AND SHOULD ONLY BE INTERPRETED WITHIN THE CONTEXT OF THE COMPLETE PLAN SET.

BENCHMARKS

DATUM BENCHMARK:
U.S. SURVEY FEET AND REFER TO NAVD 88 DATUM BASED ON THE WICHITA RTCM 3.0 GNSS NETWORK. ORTHOMETRIC HEIGHT WAS CALCULATED USING THE GEOID 12B MODEL.

BENCHMARKS:
BM #1: CHISELED "X" ON NE CORNER OF CONCRETE PAD WITH ACCESS GATE ARM. ELEV=1314.65 (NAVD 88)

BM #2: NGS DISK A 237, HF0487. LOCATED ON SIDE OF BUILDING, 10.4 FEET SOUTH OF THE NORTHWEST CORNER OF THE UNION STATION, 28 FEET EAST OF THE EAST RAIL OF THE TRACK, 2.3 FEET ABOVE THE GROUND, 3.5 RAILS SOUTH OF THE CENTER LINE OF THE DOUGLAS AVENUE VIADUCT, SET VERTICALLY IN THE WEST WALL OF THE RAILROAD STATION. ELEV=1317.08 (NAVD 88)

LEGAL DESCRIPTION

PART OF LOT 1, LOT 2 AND THE NORTH 170.72 FEET OF LOT 3, UNION STATION ADDITION, WICHITA, SEDGWICK COUNTY, KANSAS.



TIMOTHY R. AUSTIN
PROFESSIONAL ENGINEER

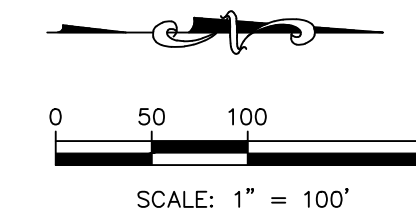
JUNE 2018

PROJ. NO. C17-0597-1 DSN: TRA
CRN: 0597-1PPW DWN: EAM

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

KAW VALLEY ENGINEERING

KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/18



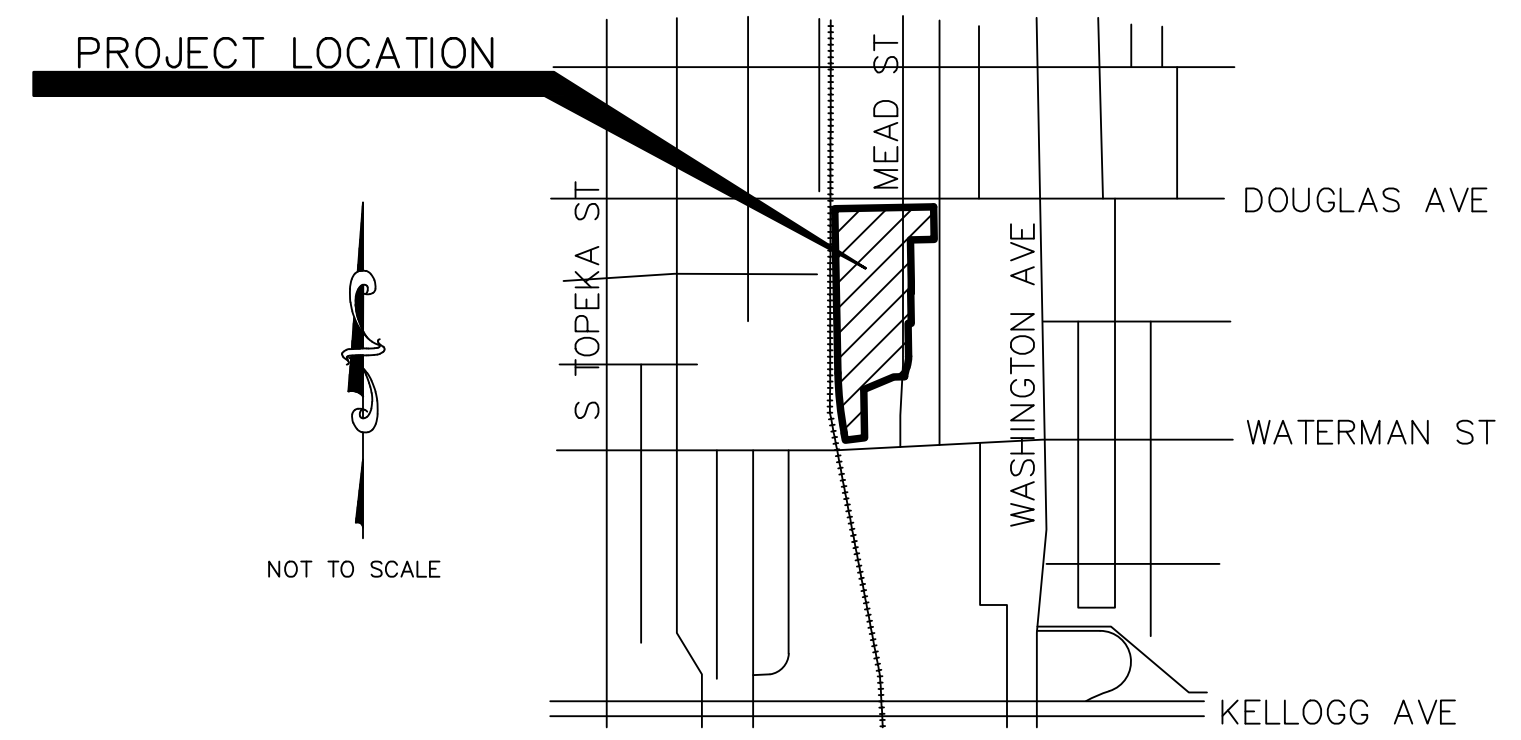
SAFETY NOTICE TO CONTRACTOR
IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND 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 CONTEMPORARY BASIS AT THE SITE.

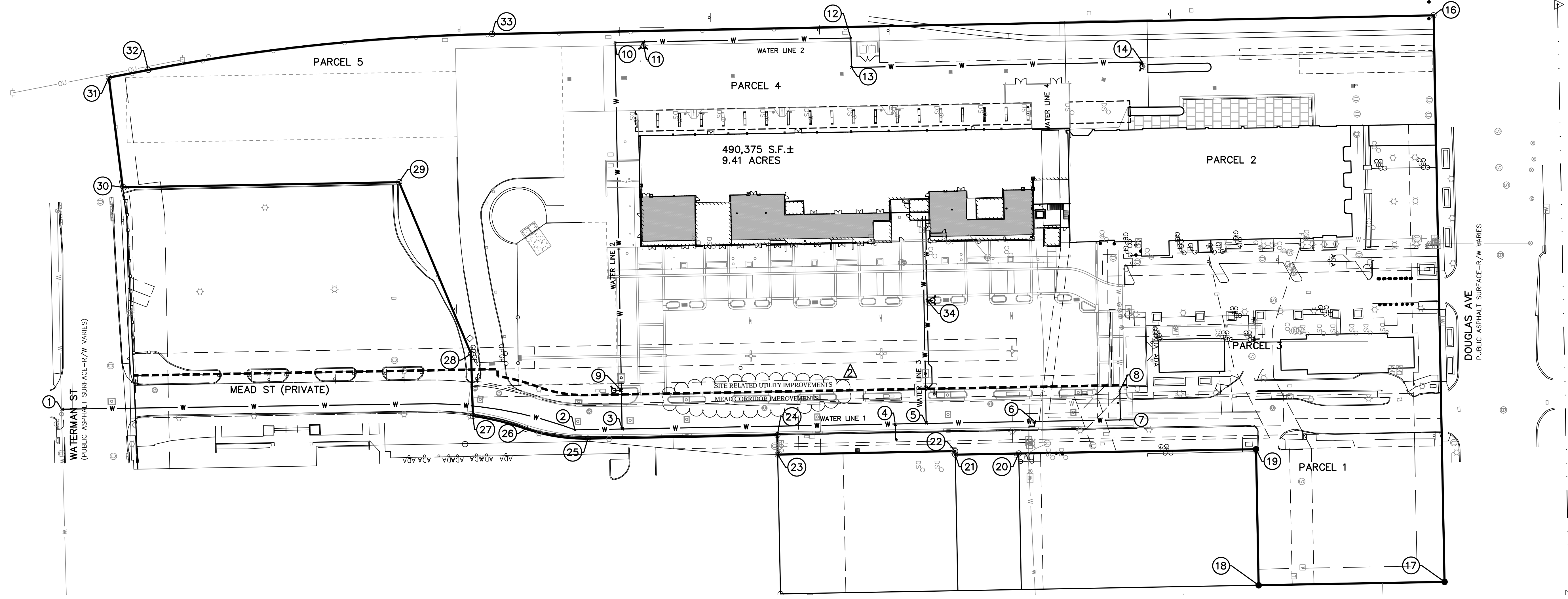
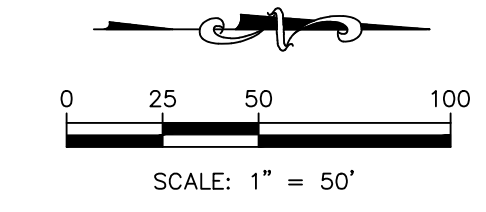
CAUTION - NOTICE TO CONTRACTOR
THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS 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.

COORDINATE TABLE			
POINT #	NORTHING	EASTING	DESCRIPTION
1	1684318.74	1651232.69	CONNECTION
2	1684790.20	1651251.69	BEND
3	1684833.57	1651250.90	TEE
4	1685084.34	1651246.29	TEE
5	1685112.78	1651245.76	TEE
6	1685212.35	1651243.93	TEE
7	1685291.11	1651242.48	BEND
8	1685290.61	1651215.32	CONNECTION
9	1684832.92	1651215.53	FH CONNECT
10	1684827.04	1650895.78	BEND
11	1684852.81	1650895.31	FH CONNECT
12	1685043.58	1650891.80	BEND
13	1685044.08	1650918.80	BEND
14	1685311.13	1650913.89	FH CONNECT
16	1685578.61	1650870.95	PROPERTY COR.
17	1685588.75	1651391.29	PROPERTY COR.
18	1685418.05	1651394.38	PROPERTY COR.
19	1685415.64	1651269.47	PROPERTY COR.
20	1685197.74	1651273.42	PROPERTY COR.
21	1685139.43	1651274.43	PROPERTY COR.

COORDINATE TABLE			
POINT #	NORTHING	EASTING	DESCRIPTION
22	1685139.30	1651271.21	PROPERTY COR.
23	1684976.41	1651274.39	PROPERTY COR.
24	1684976.10	1651256.52	PROPERTY COR.
25	1684802.12	1651259.75	PROPERTY COR.
26	1684744.96	1651250.65	PROPERTY COR.
27	1684696.55	1651238.90	PROPERTY COR.
28	1684694.89	1651181.86	PROPERTY COR.
29	1684628.80	1651024.17	PROPERTY COR.
30	1684374.92	1651028.92	PROPERTY COR.
31	1684362.15	1650928.01	PROPERTY COR.
32	1684398.40	1650921.07	PROPERTY COR.
33	1684714.14	1650888.01	PROPERTY COR.
34	1685113.73	1651132.68	FH CONNECTS



VICINITY MAP



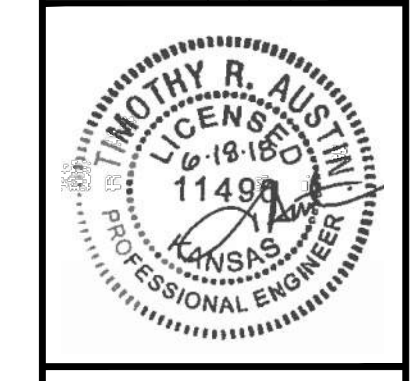
LEGEND:
 - - - - - DIVIDING LINE BETWEEN MEAD CORRIDOR IMPROVEMENTS & SITE RELATED UTILITY IMPROVEMENTS

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.

THIS PLAN SHEET IS PART OF AN OVERALL KAW VALLEY ENGINEERING PLAN SET FOR THE SPECIFIC IMPROVEMENTS CONTEMPLATED THEREIN. AS SUCH, THE INFORMATION CONTAINED MAY BE LIMITED AND SHOULD ONLY BE INTERPRETED WITHIN THE CONTEXT OF THE COMPLETE PLAN SET.

BENCHMARKS:
 BM #1: CHISELED "X" ON NE CORNER OF CONCRETE PAD WITH ACCESS GATE ARM. ELEV=1314.65 (NAVD 88)
 BM #2: NGS DISK A 237, HF0487. LOCATED ON SIDE OF BUILDING, 10.4 FEET SOUTH OF THE NORTHWEST CORNER OF THE UNION STATION, 28 FEET EAST OF THE EAST RAIL OF THE TRACK, 2.3 FEET ABOVE THE GROUND, 3.5 RAILS SOUTH OF THE CENTER LINE OF THE DOUGLAS AVENUE VIADUCT, SET VERTICALLY IN THE WEST WALL OF THE RAILROAD STATION. ELEV=1317.08 (NAVD 88)

REV	DATE	DESCRIPTION
2	6-18-18	ESMITS REVISION/ LIMIT OF IMPROVEMENTS
1	5-24-18	REVISION 1 PER C.O.W. COMMENTS
0	5-17-18	FOR C.O.W. SUBMITTAL



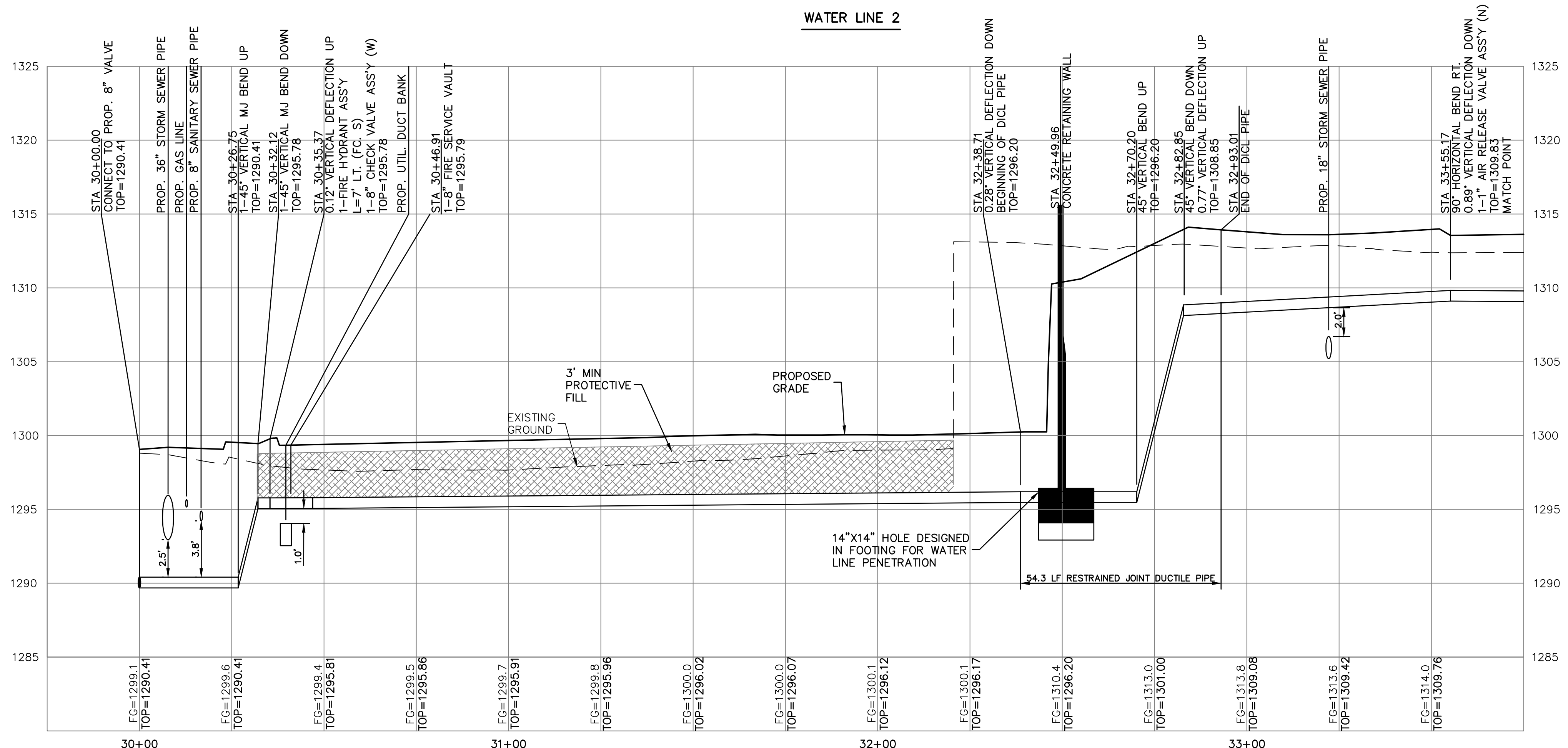
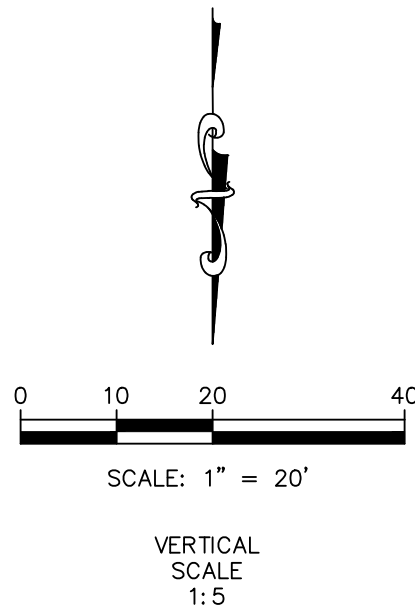
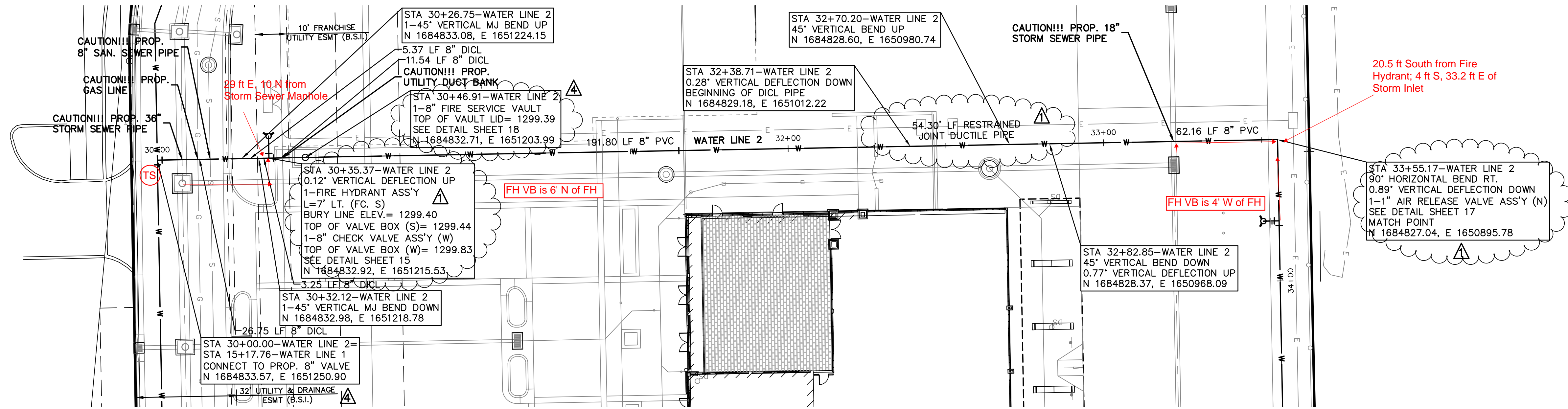
TIMOTHY R. AUSTIN
 ENGINEER
 KS # 11499

200 N. EMPORIA, SUITE 100
 CHICITA, KANSAS 67203-4400-4309
 PH: (316) 424-4400 | www.kaveg.com | info@kaveg.com

KAW VALLEY ENGINEERING

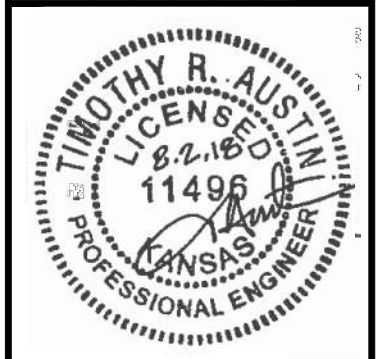
KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES IN THE STATE OF KANSAS UNDER CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/18

UNION STATION MEAD ST		WATER BUBBLE SHEET
107 E DOUGLAS AVE WICHITA, KS		
PROJ. NO.	0597-1	DESIGNER TRA
DRAWN BY	EAM	
SHEET	02	REV
		2



BENCHMARKS:
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REV	DATE	DESCRIPTION	DSN	CHK
4	8-2-18	WATER LINE REV.	TRA	MLT
3	7-25-18	WATER LINE - 2 REV.	TRA	MLT
2	6-18-18	ESMTS REVISION/ LIMIT OF IMPROVEMENTS	TRA	TRA
1	5-24-18	REVISION 1 PER C.O.W. COMMENTS	TRA	MLT
0	5-17-18	FOR C.O.W. SUBMITTAL	TRA	MLT



TIMOTHY R. AUSTIN
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 KS # 11496

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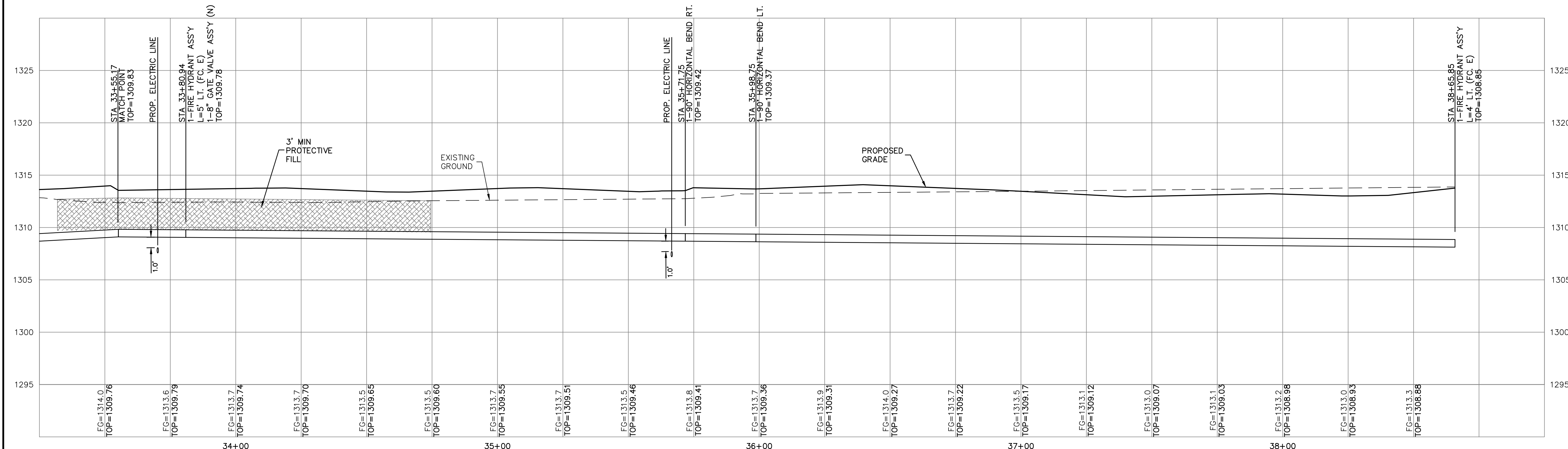
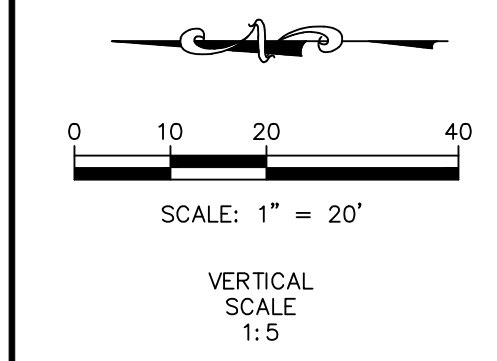
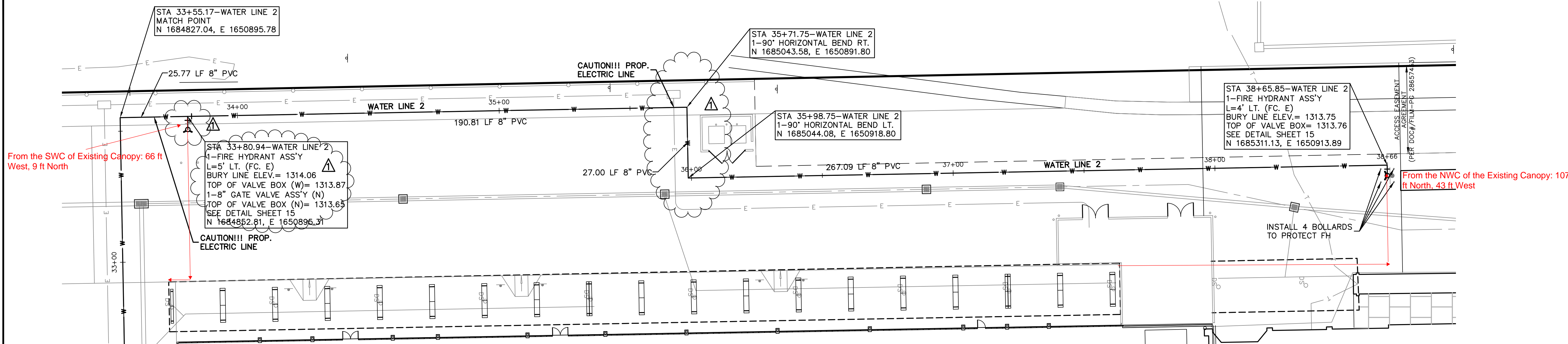
KAW VALLEY ENGINEERING

KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES IN KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/18

UNION STATION MEAD ST
107 E DOUGLAS AVE
WICHITA, KS

WATER LINE 2
WATER PLAN & PROFILE

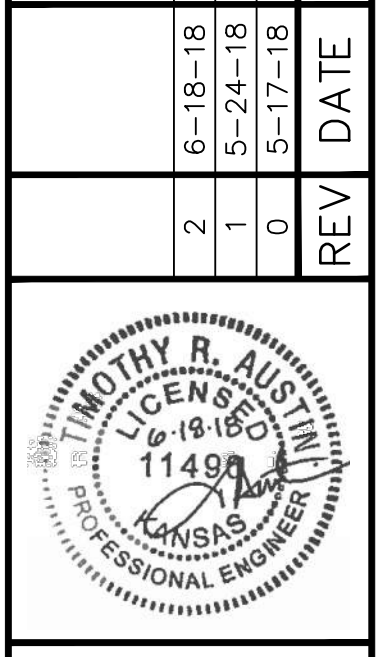
PROJ. NO. 0597-1
 DESIGNER TRA
 DRAWN BY EAM
 SHEET 05
 REV 4



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TRA	TRA	TRA	TRA	TRA	TRA
EAM	EAM	EAM	EAM	EAM	EAM
MLT	MLT	MLT	MLT	MLT	MLT
CHK	CHK	CHK	CHK	CHK	CHK

REV	DATE	DESCRIPTION
2	6-18-18	ESMITS REVISION/ LIMIT OF IMPROVEMENTS
1	5-24-18	REVISION 1 PER C.O.W. COMMENTS
0	5-17-18	FOR C.O.W. SUBMITTAL



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 ENGINEER
 KS # 11499

200 N. EMPORIA, SUITE 100
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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 12/31/18

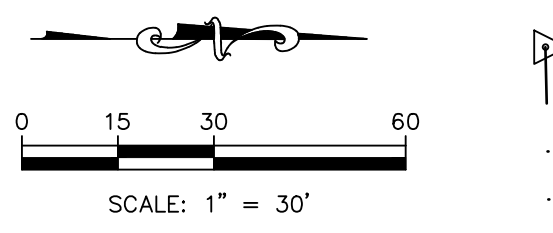
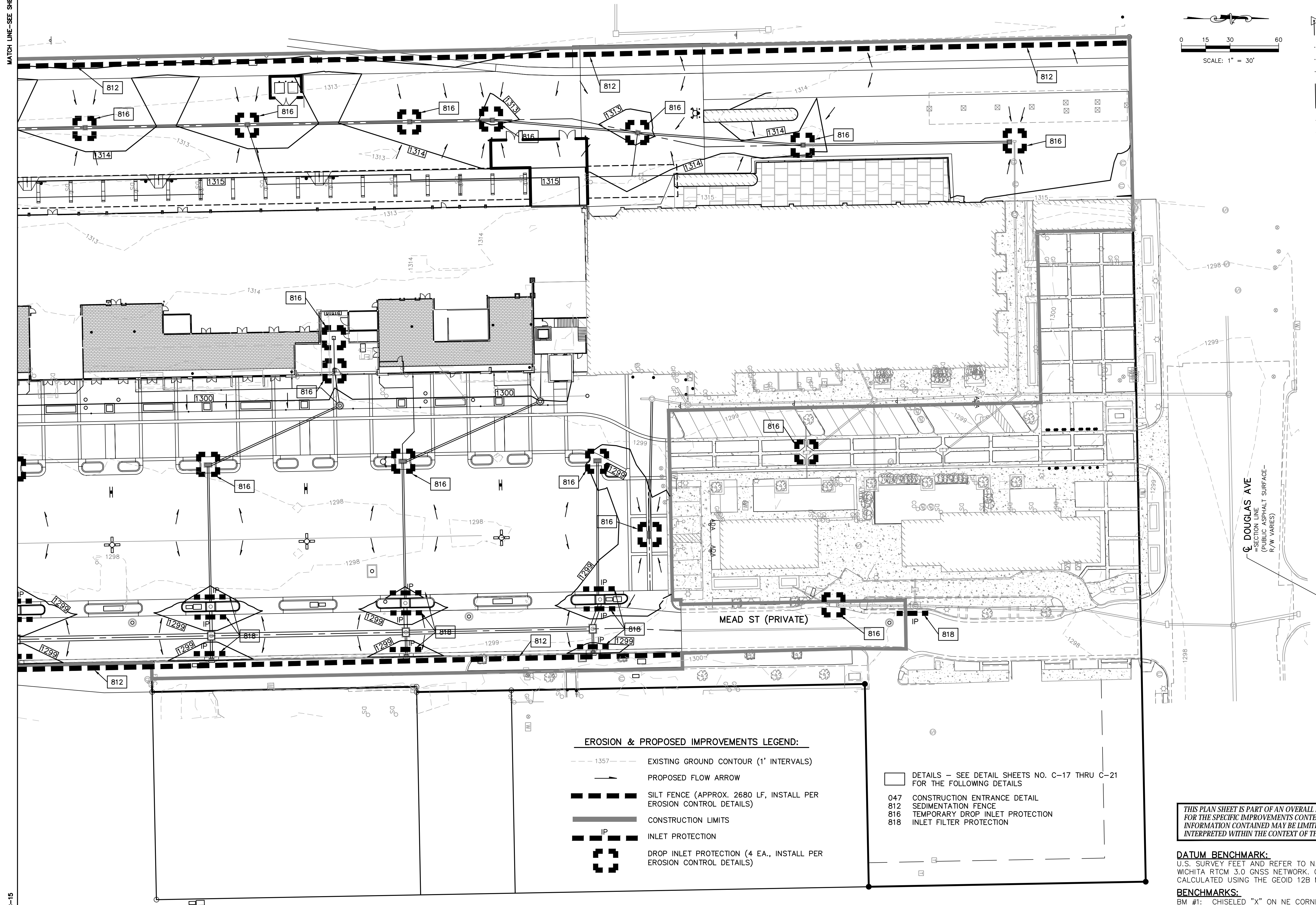
UNION STATION MEAD ST
107 E DOUGLAS AVE
WICHITA, KS

WATER LINE 2
WATER PLAN & PROFILE

PROJ. NO. **0597-1**
 DESIGNER **TRA** DRAWN BY **EAM**
 SHEET **06** REV **2**

MATCH LINE-SEE SHEET C-15

MATCH LINE-SEE SHEET C-15



EROSION & PROPOSED IMPROVEMENTS LEGEND:

- 1357 --- EXISTING GROUND CONTOUR (1' INTERVALS)
- PROPOSED FLOW ARROW
- SILT FENCE (APPROX. 2680 LF, INSTALL PER EROSION CONTROL DETAILS)
- CONSTRUCTION LIMITS
- IP INLET PROTECTION
- ⊕ DROP INLET PROTECTION (4 EA., INSTALL PER EROSION CONTROL DETAILS)

- DETAILS - SEE DETAIL SHEETS NO. C-17 THRU C-21 FOR THE FOLLOWING DETAILS
- 047 CONSTRUCTION ENTRANCE DETAIL
- 812 SEDIMENTATION FENCE
- 816 TEMPORARY DROP INLET PROTECTION
- 818 INLET FILTER PROTECTION

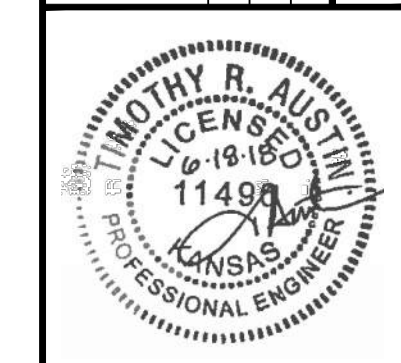
THIS PLAN SHEET IS PART OF AN OVERALL KAW VALLEY ENGINEERING PLAN SET FOR THE SPECIFIC IMPROVEMENTS CONTEMPLATED THEREIN. AS SUCH, THE INFORMATION CONTAINED MAY BE LIMITED AND SHOULD ONLY BE INTERPRETED WITHIN THE CONTEXT OF THE COMPLETE PLAN SET.

DATUM BENCHMARK:
U.S. SURVEY FEET AND REFER TO NAVD 88 DATUM BASED ON THE WICHITA RTCM 3.0 GNSS NETWORK. ORTHOMETRIC HEIGHT WAS CALCULATED USING THE GEOID 12B MODEL.

BENCHMARKS:
BM #1: CHISELED "X" ON NE CORNER OF CONCRETE PAD WITH ACCESS GATE ARM.
ELEV=1314.65 (NAVD 88)

BM #2: NGS DISK A 237, HF0487. LOCATED ON SIDE OF BUILDING, 10.4 FEET SOUTH OF THE NORTHWEST CORNER OF THE UNION STATION, 28 FEET EAST OF THE EAST RAIL OF THE TRACK, 2.3 FEET ABOVE THE GROUND, 3.5 RAILS SOUTH OF THE CENTER LINE OF THE DOUGLAS AVENUE VIADUCT, SET VERTICALLY IN THE WEST WALL OF THE RAILROAD STATION.
ELEV=1317.08 (NAVD 88)

REV	DATE	DESCRIPTION	DSN	DWN	CHK
2	6-18-18	ESMITS REVISION/ LIMIT OF IMPROVEMENTS	TRA	EAM	MLT
1	5-24-18	REVISION 1 PER C.O.W. COMMENTS	TRA	EAM	MLT
0	5-17-18	FOR C.O.W. SUBMITTAL	TRA	EAM	MLT



TIMOTHY R. AUSTIN
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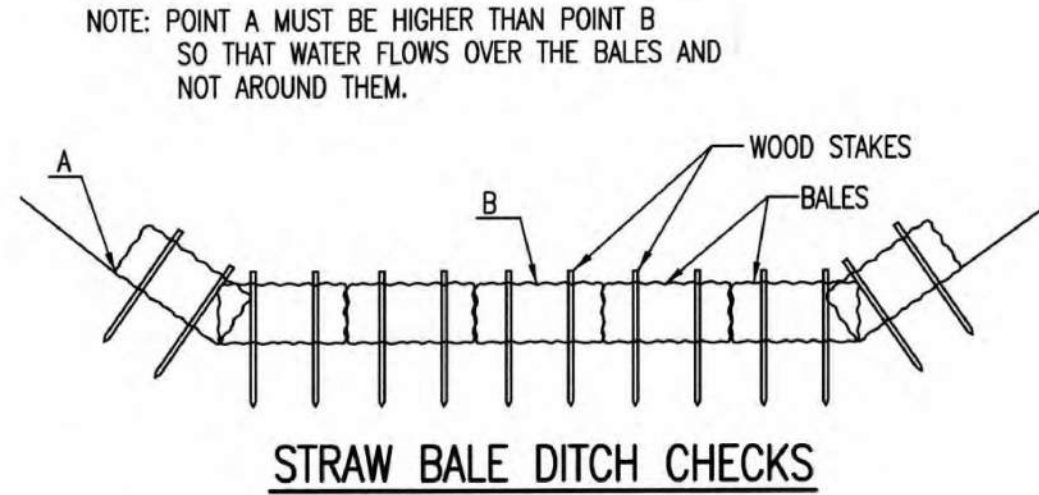
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UNION STATION MEAD ST
107 E DOUGLAS AVE
WICHITA, KS

EROSION CONTROL PLAN

PROJ. NO.	0597-1
DESIGNER	TRA
DRAWN BY	MLT
CFN	0597-1WSECP
SHEET	09
REV	2



STRAW BALE DITCH CHECKS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

DITCH 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".

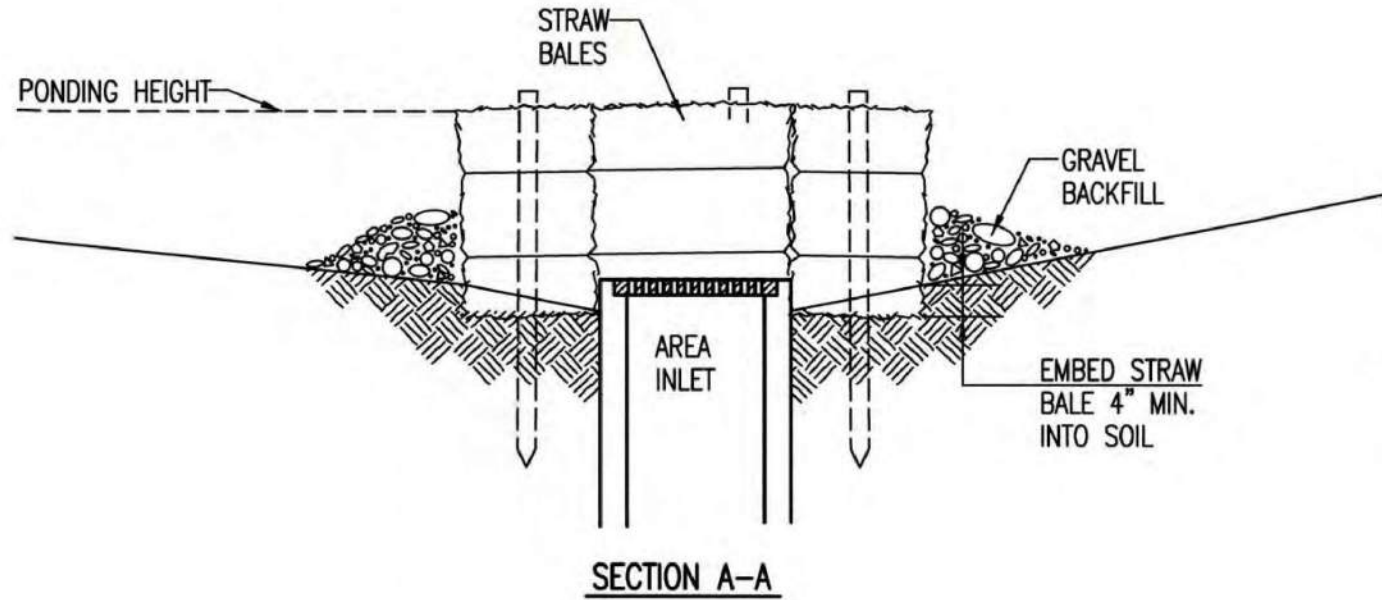
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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.

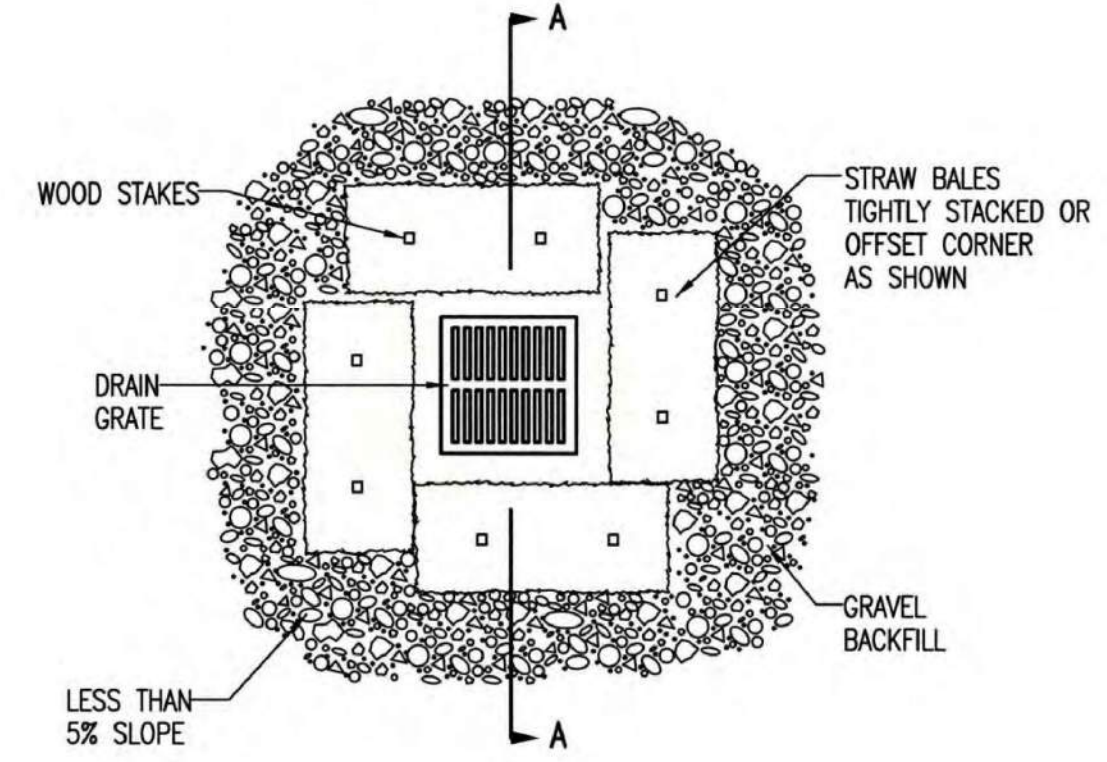
INSPECTION AND MAINTENANCE:

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

PROPER INSTALLATION METHOD:

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

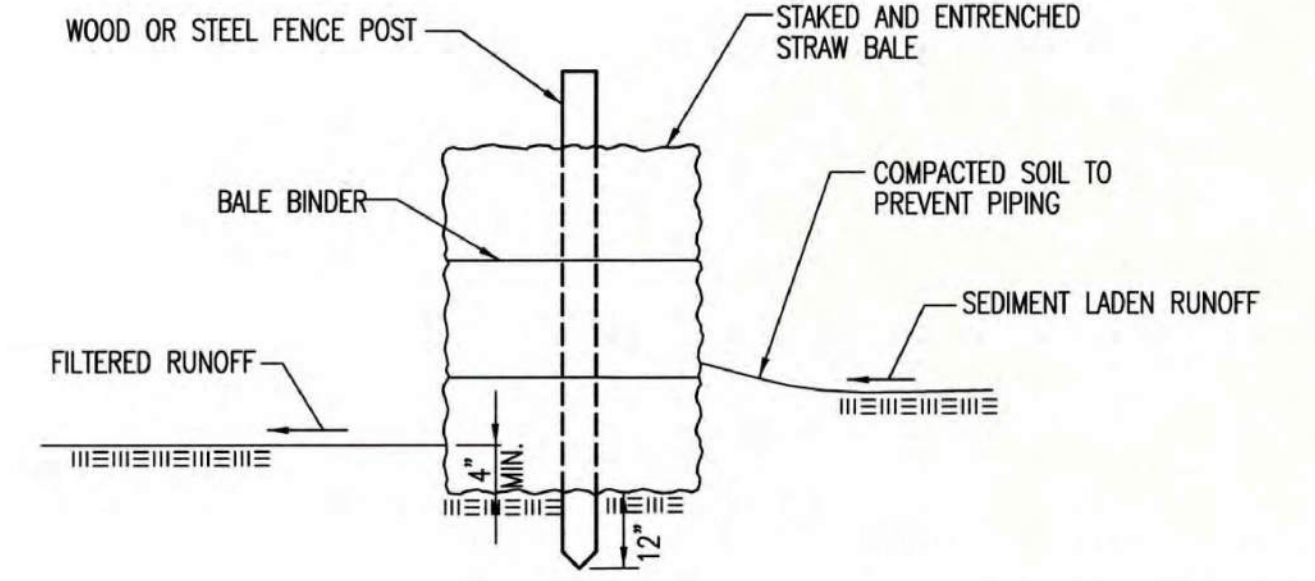
LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

BALE AREA INLET BARRIERS SHOULD BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A RAINFALL 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?



STRAW BALE DITCH CHECK AND BARRIER DETAILS

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

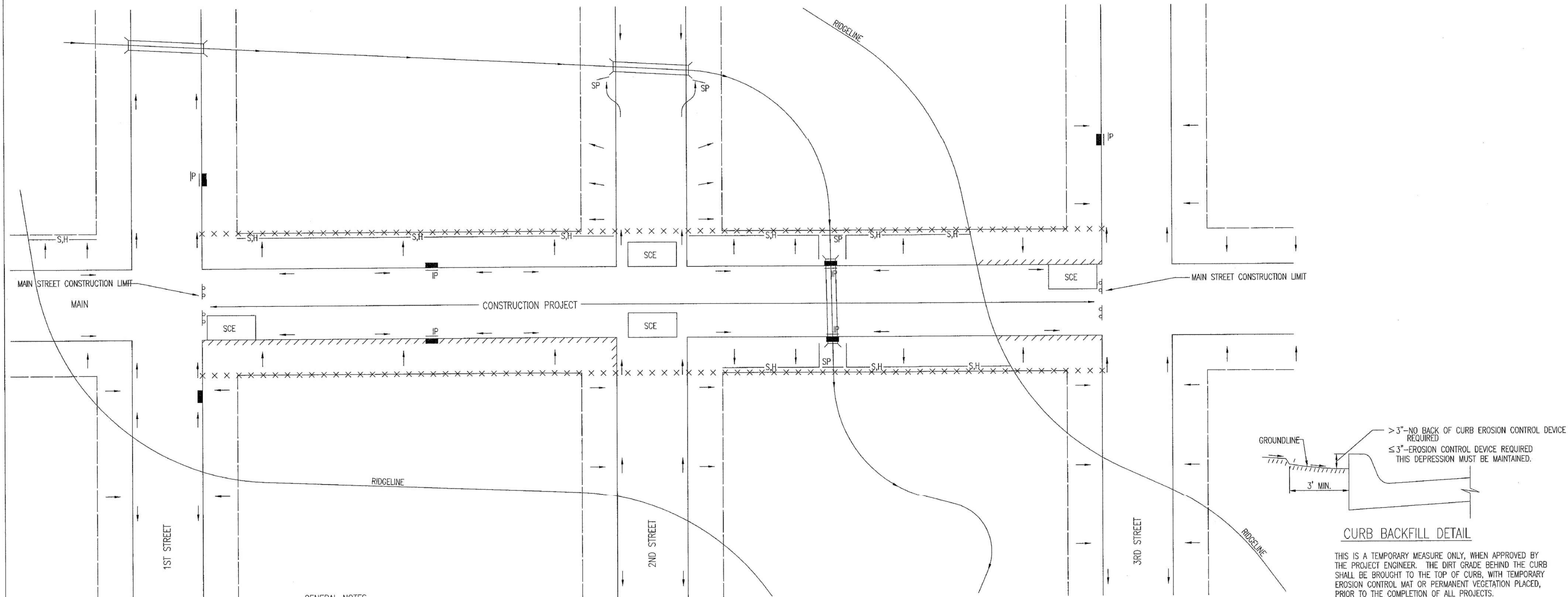
REVISION DATE: MAY 2013

SW-503

	2	6-18-18	ESMITS REVISION/ LIMIT OF IMPROVEMENTS	TRA	EAM	TRA
	1	5-24-18	REVISION 1 PER C.O.W. COMMENTS	TRA	EAM	MLT
	0	5-17-18	FOR C.O.W. SUBMITTAL	TRA	EAM	MLT
					DSN	DWN
	REV	DATE	DESCRIPTION			
TIMOTHY R. AUSTIN ENGINEER KS # 11498						
200 N. EMPORIA, SUITE 100 WICHITA, KANSAS 67203-4400-4309 PH: (316) 268-4400 www.kawvalleyeng.com www.kveing.com						
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UNION STATION MEAD ST 107 E DOUGLAS AVE WICHITA, KS			EROSION CONTROL DETAILS			
PROJ. NO.	0597-1					
DESIGNER	TRA					
CFN	0597-1WDET					
SHEET	REV					
12	2					

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.

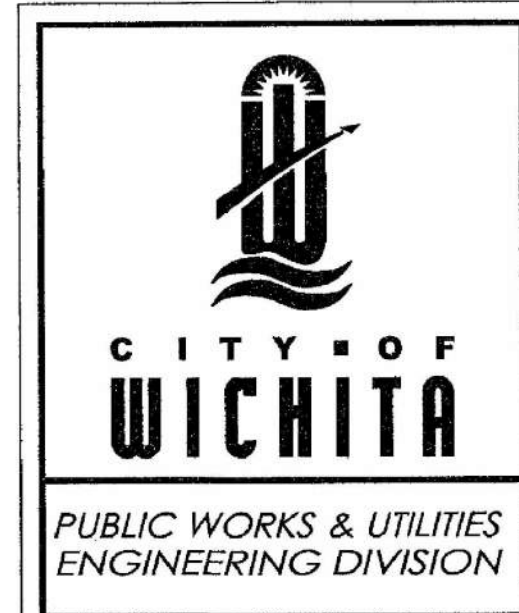


LEGEND

---	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

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 BMPs 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)



REVISION: JUNE 2015

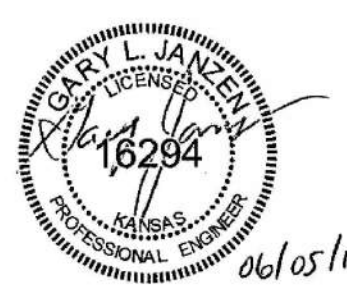
STREET IMPROVEMENT PROJECTS

CITY ENGINEER
GARY JANZEN, P.E.

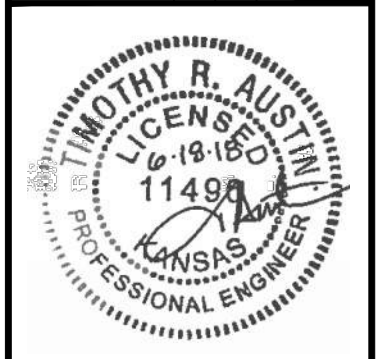
PROJECT NUMBER	OCA NUMBER	DATE

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

SHEET



REV	DATE	DESCRIPTION
2	6-18-18	ESMITS REVISION/ LIMIT OF IMPROVEMENTS
1	5-24-18	REVISION 1 PER C.O.W. COMMENTS
0	5-17-18	FOR C.O.W. SUBMITTAL



TIMOTHY R. AUSTIN
ENGINEER
KS # 11498

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CHICITA, KANSAS 67203-4400-4309
PH: (316) 268-4501 | www.kawvalley.com | info@kawvalley.com

KAW VALLEY ENGINEERING

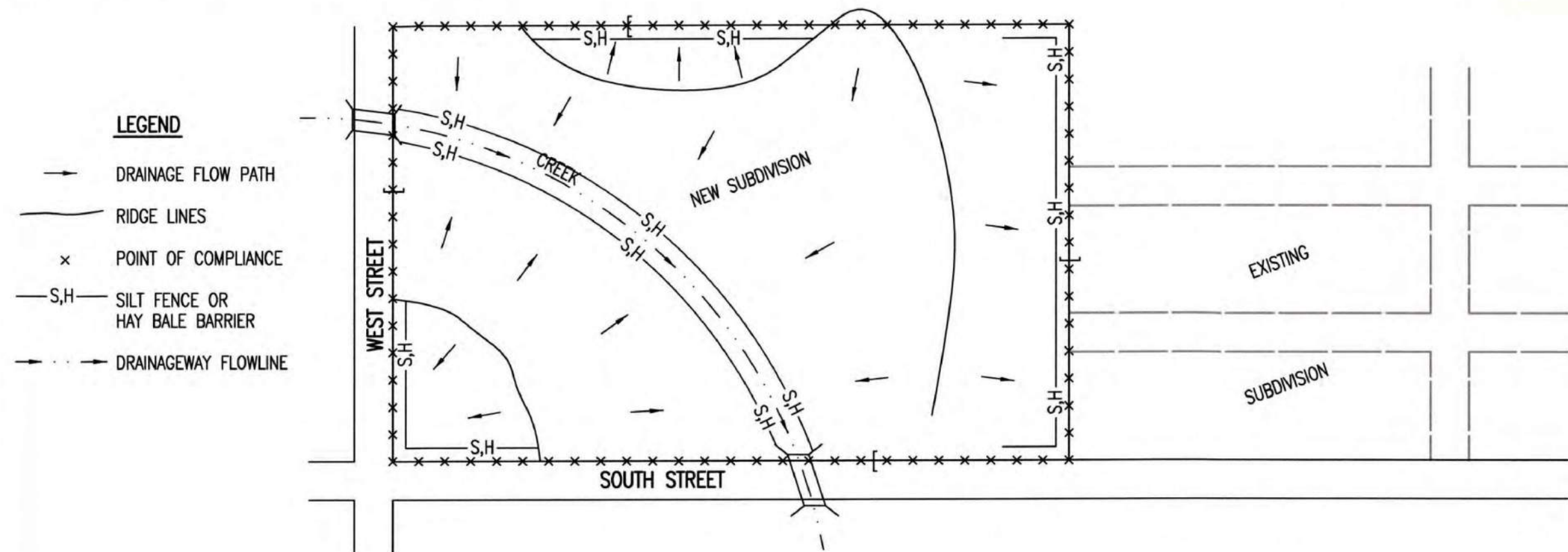
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UNION STATION MEAD ST
107 E DOUGLAS AVE
WICHITA, KS

EROSION CONTROL DETAILS

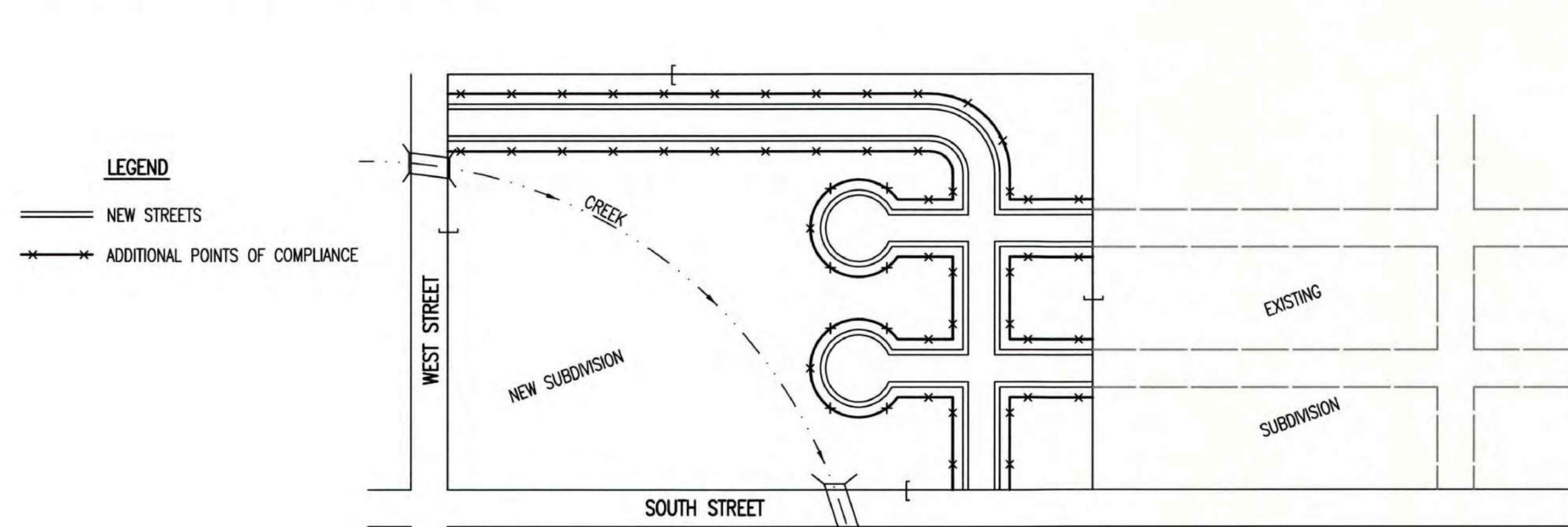
PROJ. NO.	0597-1
DESIGNER	TRA
DRAWN BY	EAM
CFN	0597-1WDET
SHEET	13
REV	2

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



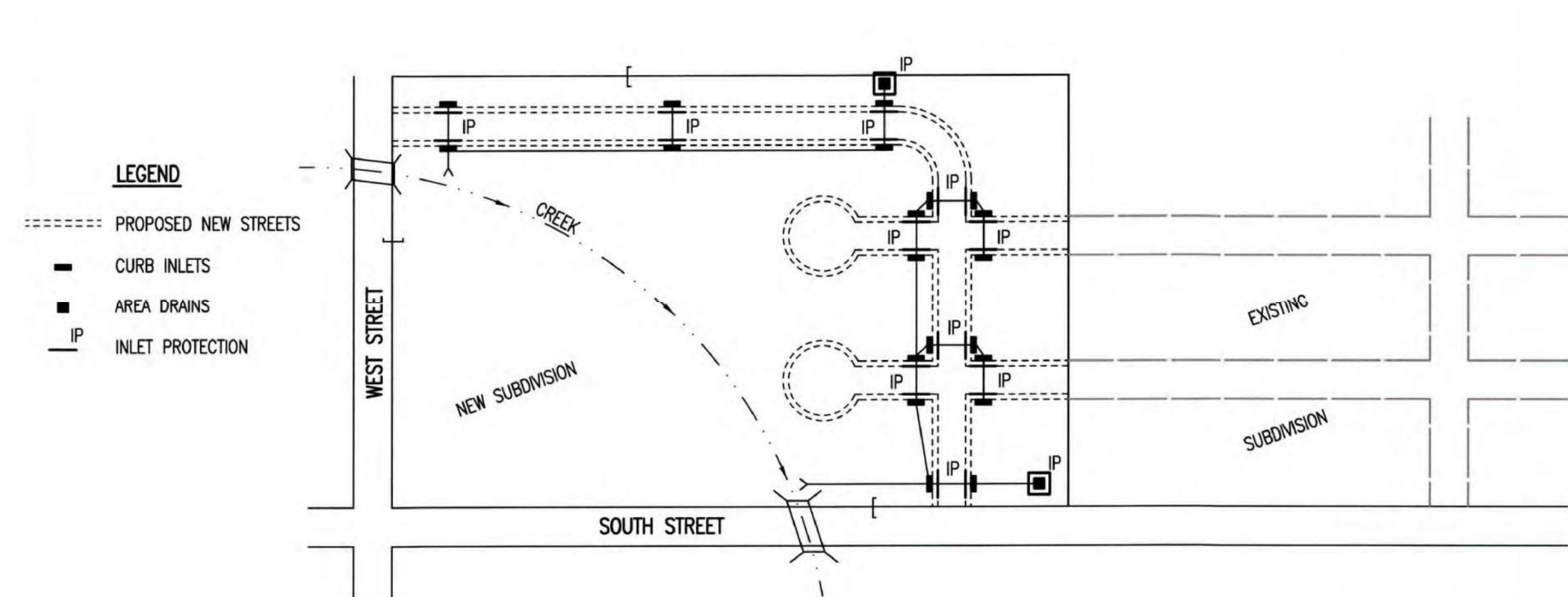
- DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM THE SITE. SHOULD LAKES BE CONSTRUCTED WITHIN THE SUBDIVISION THAT WILL DISCHARGE DURING STORMS, THEY ARE ALSO A POINT OF COMPLIANCE.
-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

PHASE 3 - STREET CONSTRUCTION



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

PHASE 2 - INSTALLATION OF STORM SEWER

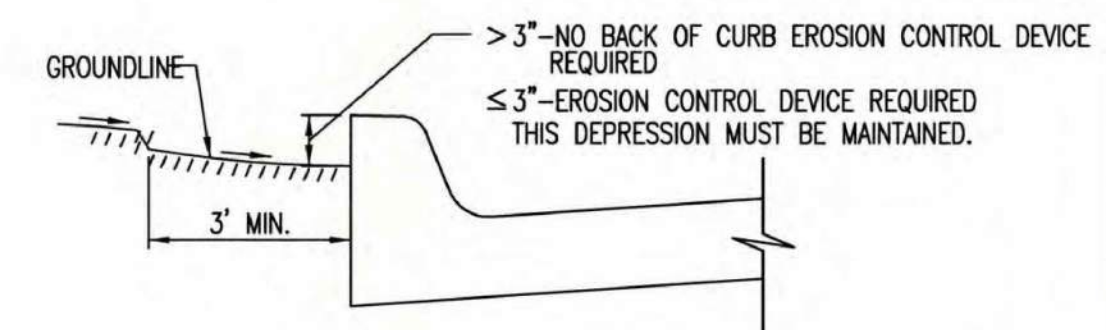


- DURING THIS PHASE OF SUBDIVISION DEVELOPMENT, ALL EROSION CONTROL DEVICES REQUIRED IN PHASE 1 SHALL REMAIN IN PLACE AND BE MAINTAINED.
- AS NEW STORM SEWERS, WITH INLETS, ARE INSTALLED, THE STORM SEWERS MUST NOW BE PROTECTED SO ALL NEW INLETS BECOME POINTS OF COMPLIANCE.
- AREA DRAINS - AS SOON AS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

GENERAL NOTES

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

SEE DETAIL SHEET FOR BACK OF CURB PROTECTION DETAIL



CURB BACKFILL DETAIL (STREET CONSTRUCTION ONLY)

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

REVISION DATE: MAY 2013



CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

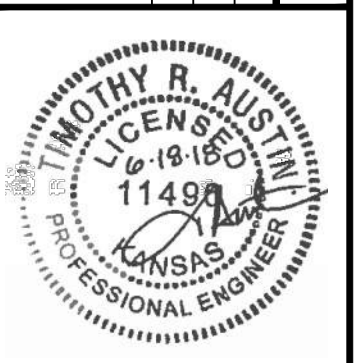
SUBDIVISION DEVELOPMENT PROCESS

CITY ENGINEER
GARY JANZEN, P.E.

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

	TRA
	EAM
	MLT
	DWN
	CHK

REV	DATE	DESCRIPTION
2	6-18-18	ESMITS REVISION/ LIMIT OF IMPROVEMENTS
1	5-24-18	REVISION 1 PER C.O.W. COMMENTS
0	5-17-18	FOR C.O.W. SUBMITTAL



TIMOTHY R. AUSTIN
ENGINEER
KS # 11498

200 N. EMPORIA, SUITE 100
CHICITA, KANSAS 67203-4400-4309
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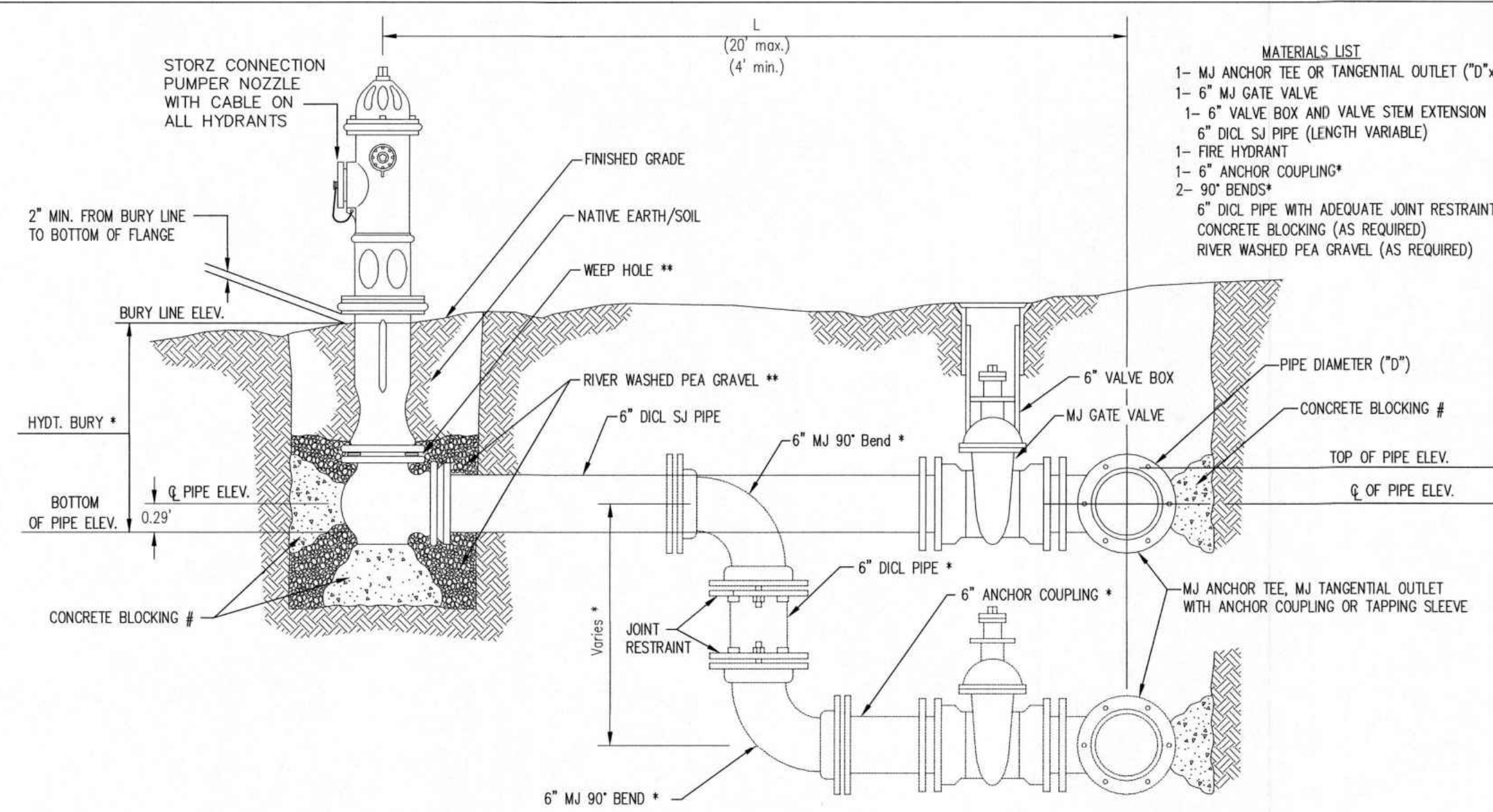
KAW VALLEY ENGINEERING

KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES IN THE STATE OF KANSAS UNDER CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/18

UNION STATION MEAD ST
107 E DOUGLAS AVE
WICHITA, KS

EROSION CONTROL DETAILS

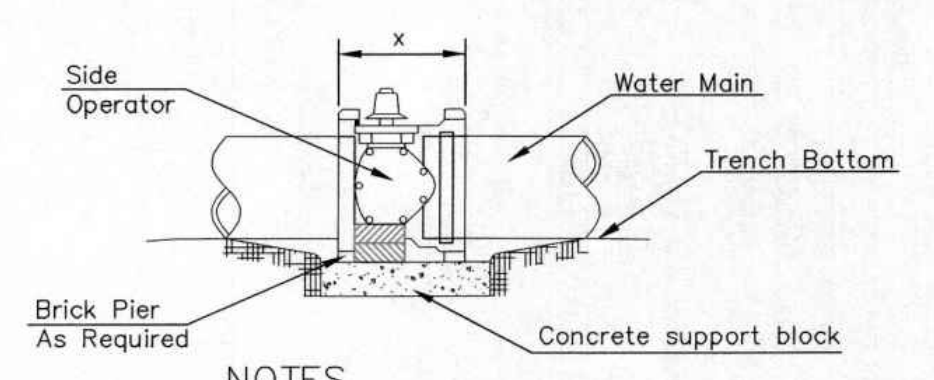
PROJ. NO.	0597-1
DESIGNER	TRA
DRAWN BY	EAM
CFN	
SHEET	0597-1WDET
REV	
14	2



- MATERIALS LIST**
- 1- MJ ANCHOR TEE OR TANGENTIAL OUTLET (D"x 6")
 - 1- 6" MJ GATE VALVE
 - 1- 6" VALVE BOX AND VALVE STEM EXTENSION IF REQUIRED *
 - 6" DI CL SJ PIPE (LENGTH VARIABLE)
 - 1- FIRE HYDRANT
 - 1- 6" ANCHOR COUPLING*
 - 2- 90° BENDS*
 - 6" DI CL PIPE WITH ADEQUATE JOINT RESTRAINT *
 - CONCRETE BLOCKING (AS REQUIRED)
 - RIVER WASHED PEA GRAVEL (AS REQUIRED)

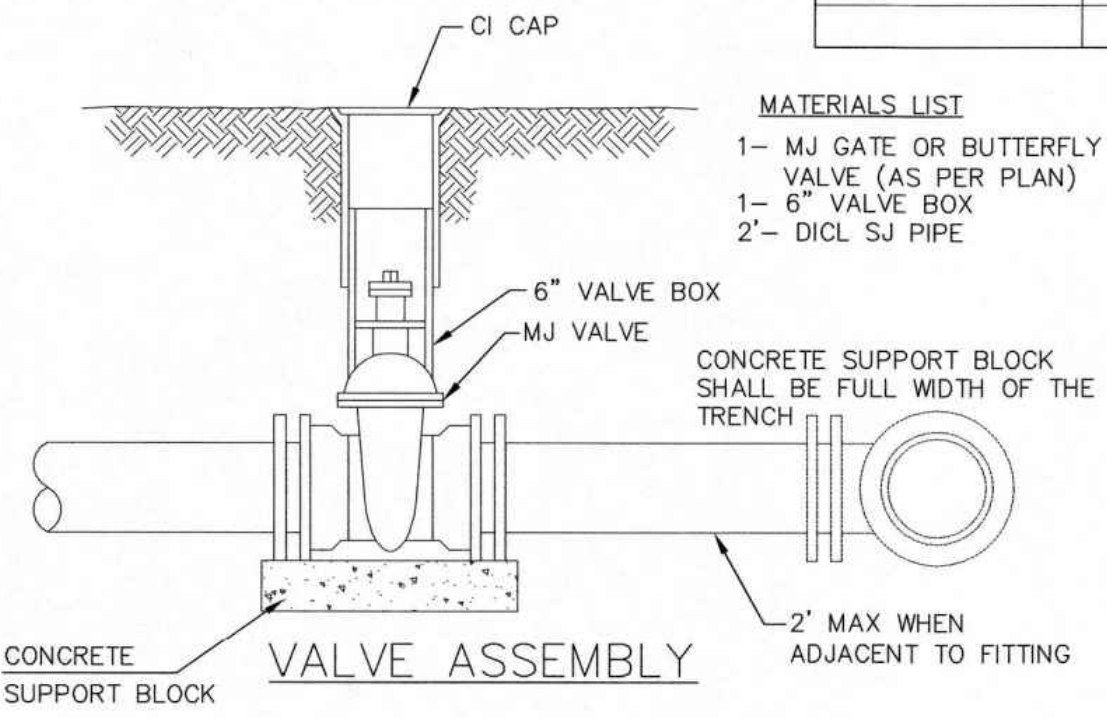
FIRE HYDRANTS REQUIRED

STATION	BURY LINE ELEVATION	TOP OF PIPE ELEVATION	FIRE HYDRANT BURY REQUIRED*	VALVE STEM EXT. REQUIRED (ft)*
STA 30+35.37	1299.40	1295.78	4.5'	
STA 33+80.94	1312.91	1309.78	4.0'	
STA 38+65.85	1313.75	1308.85	6.0'	
STA 90+85.74	1299.73	1294.99	5.5'	

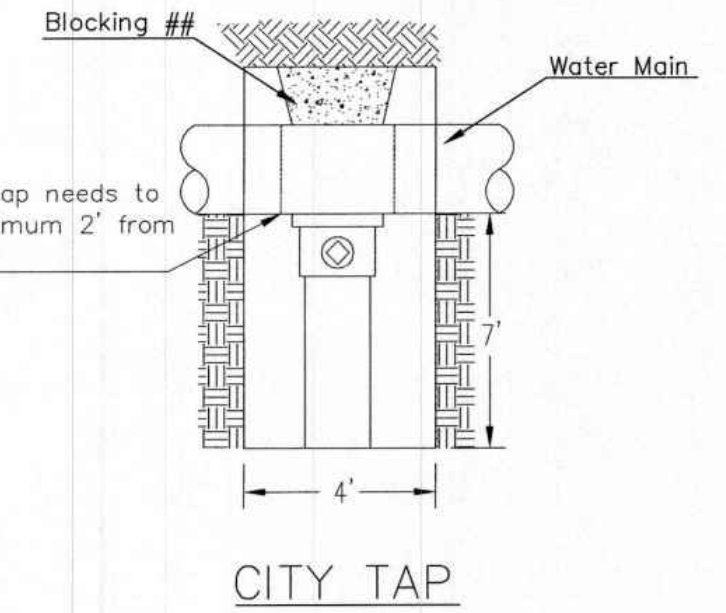


- NOTES**
- This detail covers Butterfly Valve installation, inclusive, regardless of type of pipe or joint used. 24" and larger lines to be detailed on plans.
 - 6" Valve Box and Cover required per City of Wichita Std. Specifications.
 - Conc. Support Block to be full width of trench.

CONCRETE SUPPORT BLOCKING FOR BUTTERFLY VALVE INSTALLATION



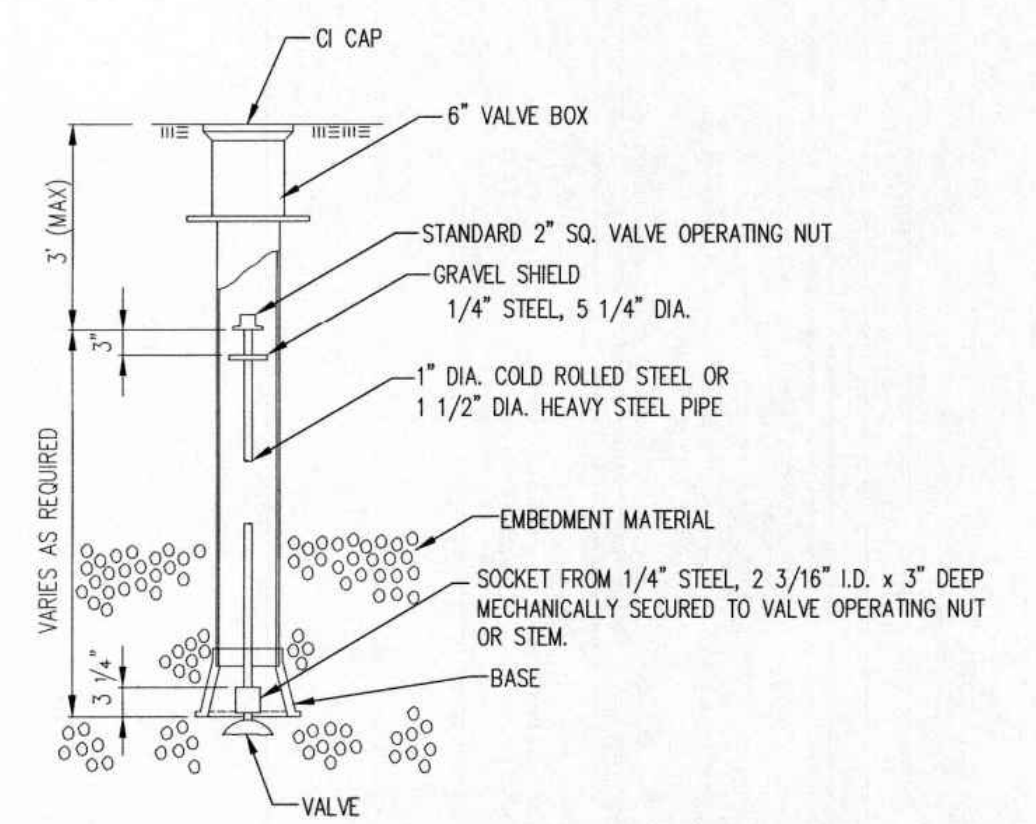
- MATERIALS LIST**
- 1- MJ GATE OR BUTTERFLY VALVE (AS PER PLAN)
 - 1- 6" VALVE BOX
 - 2- DI CL SJ PIPE



Edge of tap needs to be a minimum 2' from a joint.

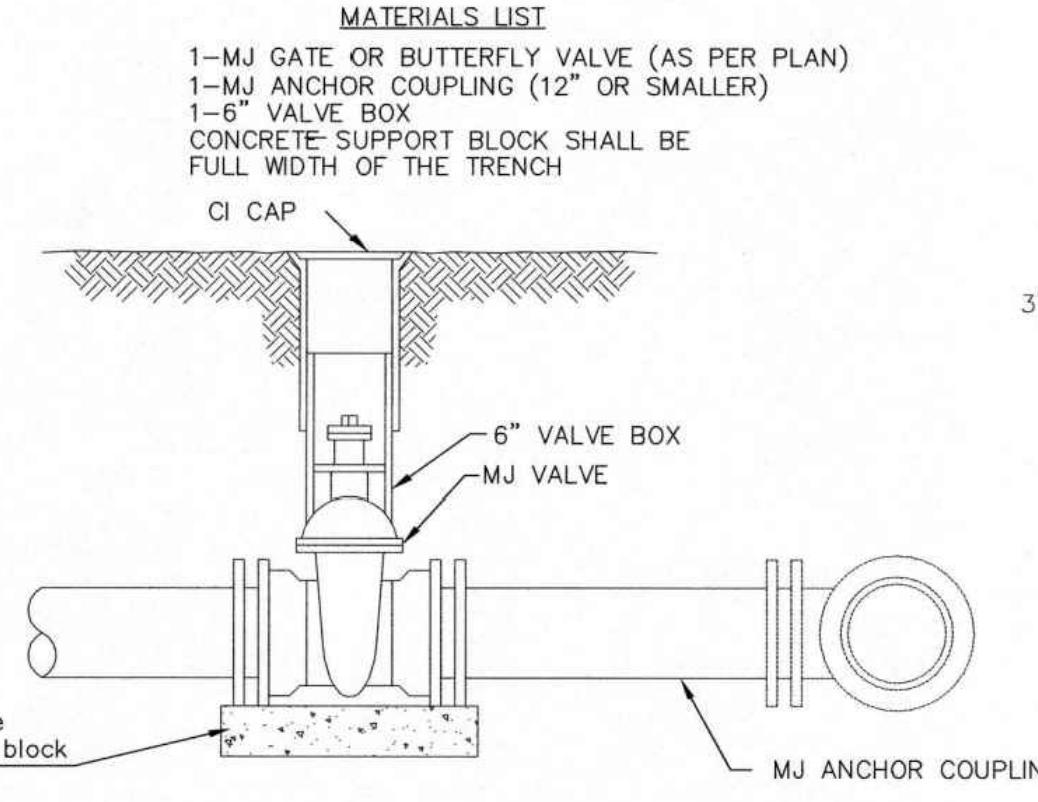
CITY TAP

When the City of Wichita makes tap, blocking is to be done by Contractor

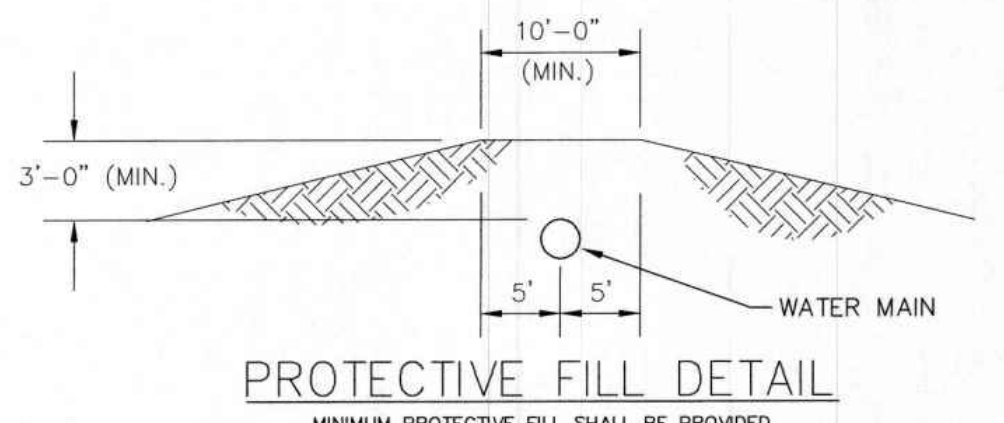


VALVE STEM EXTENSION DETAIL

NOTE: ONE VALVE STEM EXTENSION FOR EACH VALVE BURIED GREATER THAN 5'.

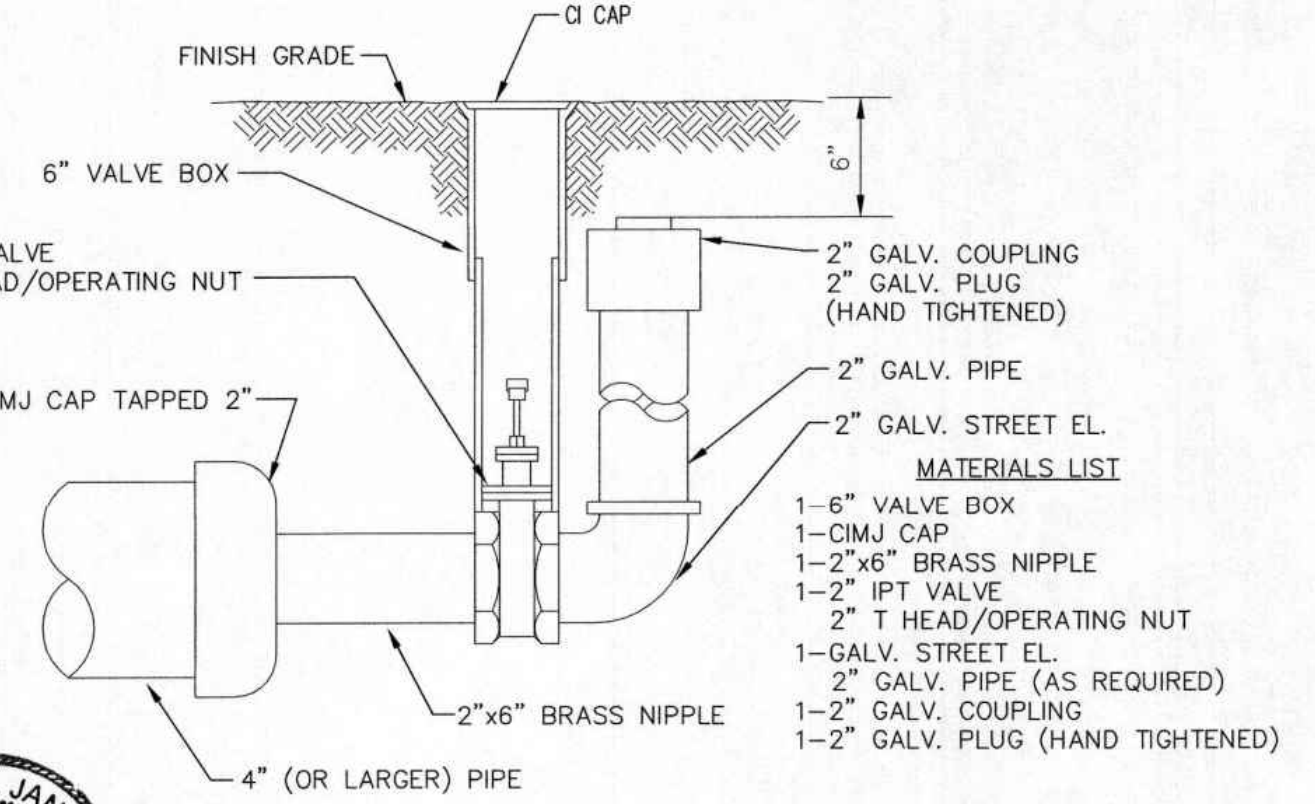


- MATERIALS LIST**
- 1- MJ GATE OR BUTTERFLY VALVE (AS PER PLAN)
 - 1- MJ ANCHOR COUPLING (12" OR SMALLER)
 - 1- 6" VALVE BOX
 - CONCRETE SUPPORT BLOCK SHALL BE FULL WIDTH OF THE TRENCH



PROTECTIVE FILL DETAIL

MINIMUM PROTECTIVE FILL SHALL BE PROVIDED IN ALL INSTANCES WHERE COVER OVER THE PROP. WATER LINE IS LESS THAN 5' (COST SUBSIDIARY TO PIPE INSTALLATION)

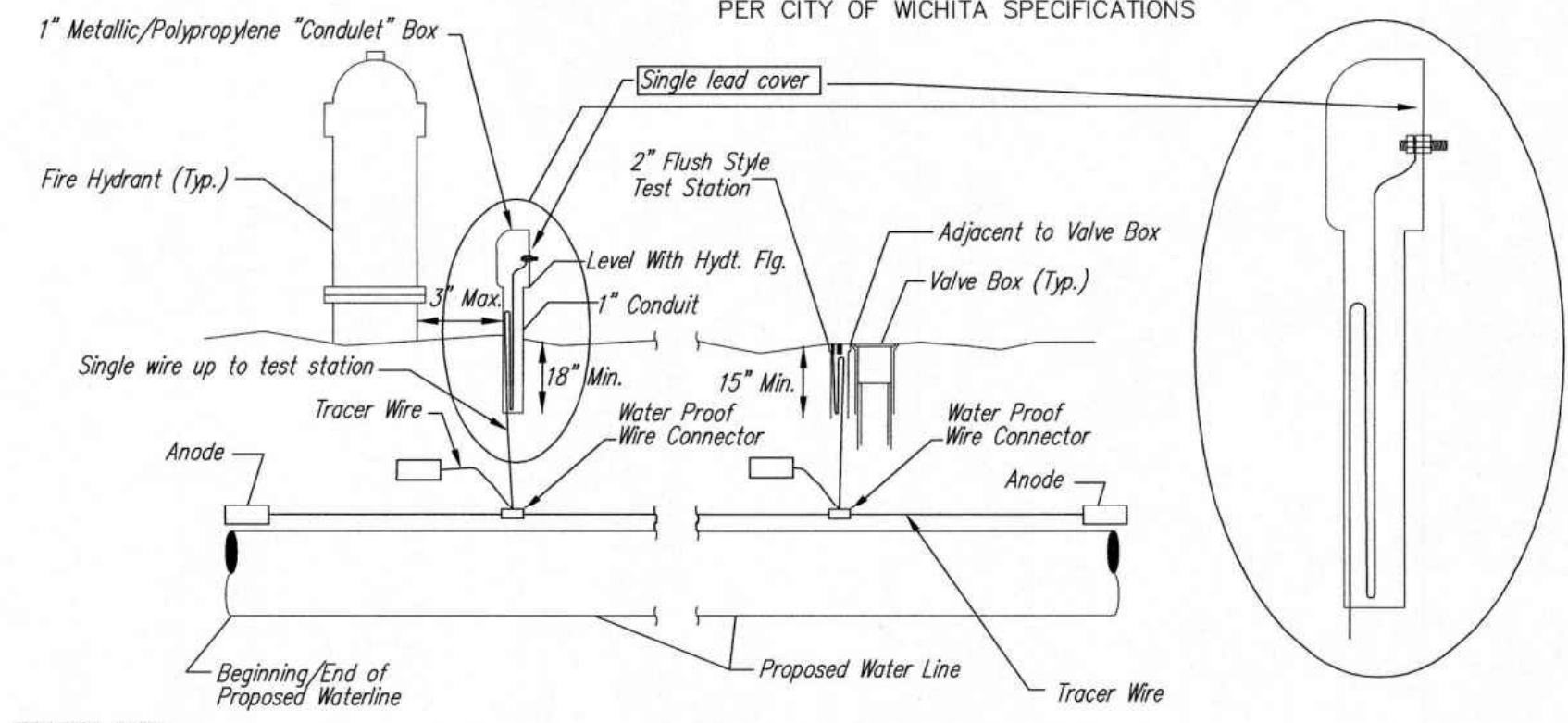


2" BLOWOFF ASSEMBLY

- MATERIALS LIST**
- 1- 6" VALVE BOX
 - 1- CI MJ CAP
 - 1- 2"x6" BRASS NIPPLE
 - 1- 2" IPT VALVE
 - 2" T HEAD/OPERATING NUT
 - 1- GALV. STREET EL.
 - 2" GALV. PIPE (AS REQUIRED)
 - 1- 2" GALV. COUPLING
 - 1- 2" GALV. PLUG (HAND TIGHTENED)

- * IF THE REQUIRED HYDRANT BURY IS IN EXCESS OF 5', BUT LESS THAN 7', CONTRACTOR SHALL USE STANDARD 5' HYDRANT BURY AND HYDRANT BARREL EXTENSIONS AS NECESSARY. IF THE REQUIRED HYDRANT BURY IS GREATER THAN 7', CONTRACTOR SHALL USE 5' HYDRANT BURY, 2-MJ 90° BENDS, 6" ANCHOR COUPLING AND 6" DI CL PIPE AS NECESSARY FOR VERTICAL ADJUSTMENT. THE CONTRACTOR SHALL PROVIDE ADEQUATE THRUST BLOCKING AT HYDRANT AND MEGALUGS, OR SIMILAR RESTRAINT BETWEEN 90° BENDS TO SECURE ALL FITTINGS DURING TESTING AND OPERATION. THE CONTRACTOR SHALL PROVIDE A VALVE STEM EXTENSION PER DETAIL THIS SHEET.
- ** CAUTION: WEEP HOLES TO BE KEPT CLEAR DURING CONSTRUCTION AND BACKFILL. CONCRETE FOR THRUST BLOCKING SHALL NOT OBSTRUCT WEEP HOLES. PLACE 1 CUBIC FOOT OF RIVER WASHED PEA GRAVEL AROUND EACH WEEP HOLE.
- # CONCRETE THRUST BLOCKING SHALL BE KEPT CLEAR OF BOLTS, NUTS, AND MJ ACCESSORIES.

FIRE HYDRANT ASSEMBLY
PER CITY OF WICHITA SPECIFICATIONS



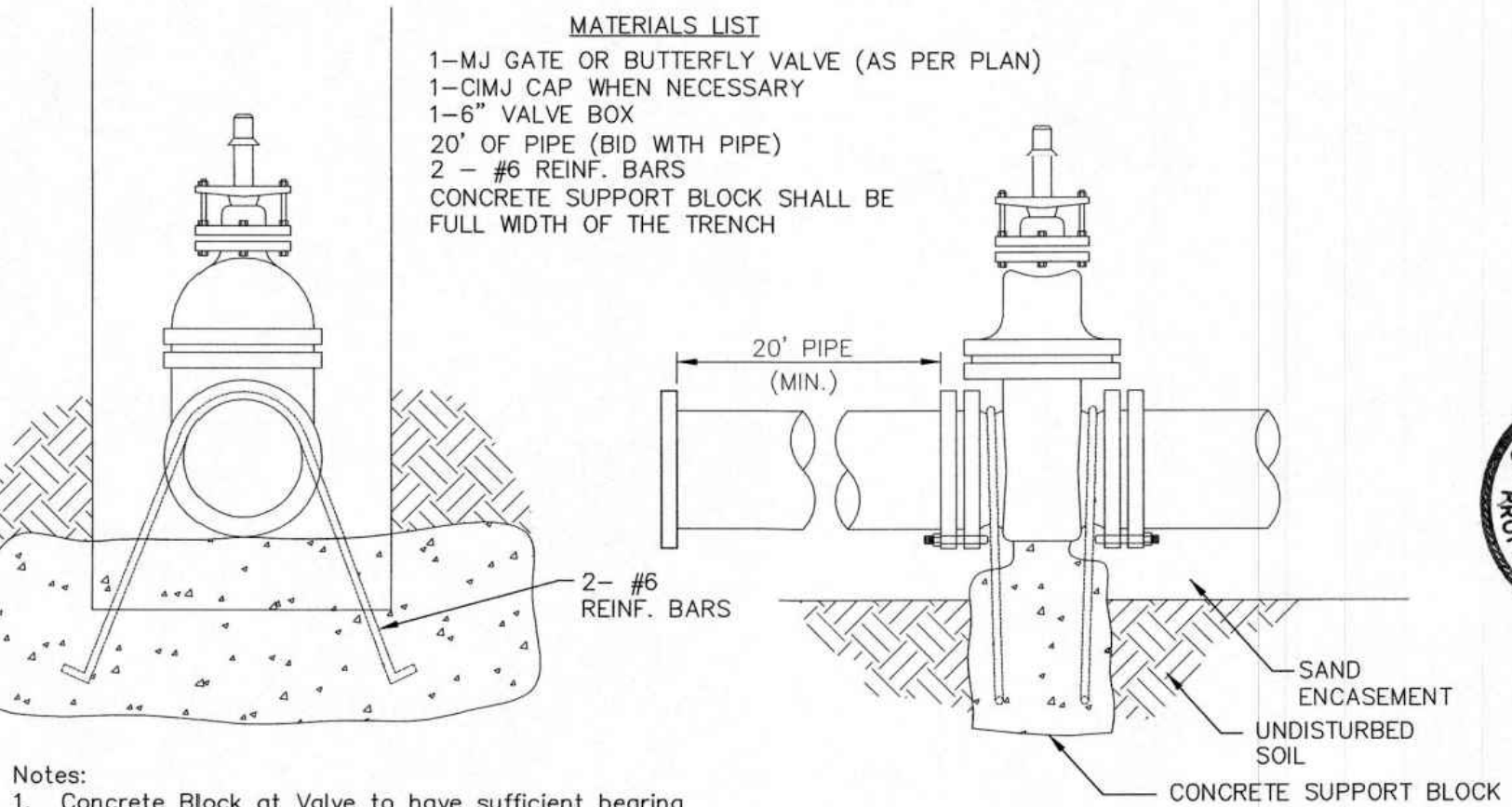
TRACER WIRE
Conductive type pipe locator/tracer wire shall be install to locate all waterline pipe regardless of pipe material. The wire shall extend the entire length of the proposed pipe. The wire shall be taped to the waterline and pulled with the pipe. A waterproof connector shall be used at splice locations. A complete list of approved tracer wire and waterproof connectors can be found on the City of Wichita's website at www.wichita.gov.

WIRE
The tracer wire shall be Blue No. 12 AWG CCS with 45 mil HDPE insulation. To allow for grade adjustment, a minimum of 12" of excess wire shall be coiled at the bottom of the test station for all wires. Wire connectors shall be installed per manufacturer recommendations. Contractor shall attach wire being installed with proposed water main to any tracer wire installed with adjacent waterline projects.

TEST STATIONS
The test station for fire hydrant application shall be a 1" "condulet" style station as manufactured by AGRA Industries with a removable solid cover having a single lead extending from the face or approved equal. The "conduit" style test station shall be attached to a 1" rigid galvanized conduit with a minimum length of 36" and plastic end bushing. The flush style shall have the word "WATER" stamped or molded into the lid. The test station for valve applications shall be a 2" flush style test station with wire connector on lid. Model # T2PH7B1LP Handley Industries or CD14*TP SnakePit as manufactured by Copperhead Industries or approved equal. The flush style shall have the word "WATER" stamped or molded into the lid. All test stations shall be manufactured using molded blue tops or sufficiently coated with blue enamel paint. The tracer wire and the anode wire shall be install to allow 12" of wire within the test station. The location of all test stations shall be recorded, and shown in the as-built drawings. Flush style test stations shall not be installed in pavement or sidewalk unless approved by the Engineer. Contractor shall extend tracer wire & move flush mount test station to nearest location out of pavement or sidewalk.

ANODES
The anodes shall be 3 lb. bare zinc or magnesium. The anodes shall be buried at the same elevation as the waterline at each test station. The anodes shall be connected to 12 AWG CCS which shall be extended to the test station.

TRACER WIRE DETAIL
COST IS SUBSIDIARY TO PIPE INSTALLATION



- Notes:**
- Concrete Block at Valve to have sufficient bearing in undisturbed soil to prevent thrust movement as shown in table at right. Field Engineer to determine thrust loading of undisturbed soil and final size of thrust block.
 - The thrust block shall be constructed such that bolts, nuts, and other MJ accessories are kept clear of concrete.
 - All valves at dead ends and at other locations as called out on the plans shall be blocked as shown here.

THRUST AT VALVES

VALVE	THRUST AT 150 #/sq
4"	1809 lbs.
6"	4245 lbs.
8"	7540 lbs.
12"	16965 lbs.

ANCHORED VALVE ASSEMBLY, SPECIAL



STANDARD WATER ASSEMBLY DETAIL

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER: OCA NUMBER: DATE:

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

SHEET

UNION STATION MEAD ST
107 E DOUGLAS AVE
WICHITA, KS

STANDARD DETAILS

PROJ. NO. **0597-1**
DESIGNER **TRA** DRAWN BY **EAM**
CFN **0597-1WDET**
SHEET **15** REV **2**

ESMITS REVISION/ LIMIT OF IMPROVEMENTS
TRA EAM MLT
TRA EAM MLT
TRA EAM MLT
DSN DWN CHK

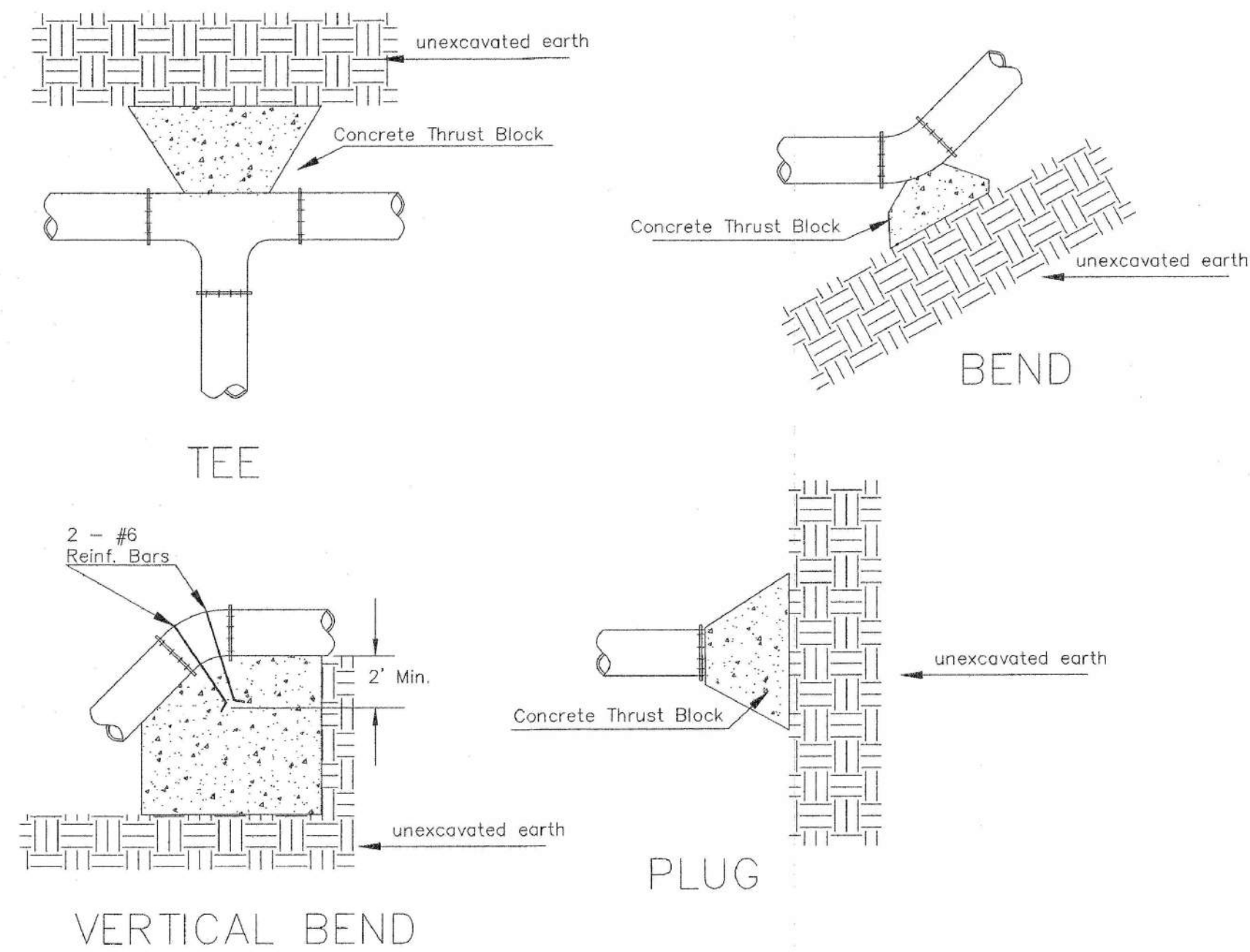
REV DATE DESCRIPTION

2 6-18-18
1 5-24-18
0 5-17-18

TIMOTHY R. AUSTIN
ENGINEER
KS # 11496

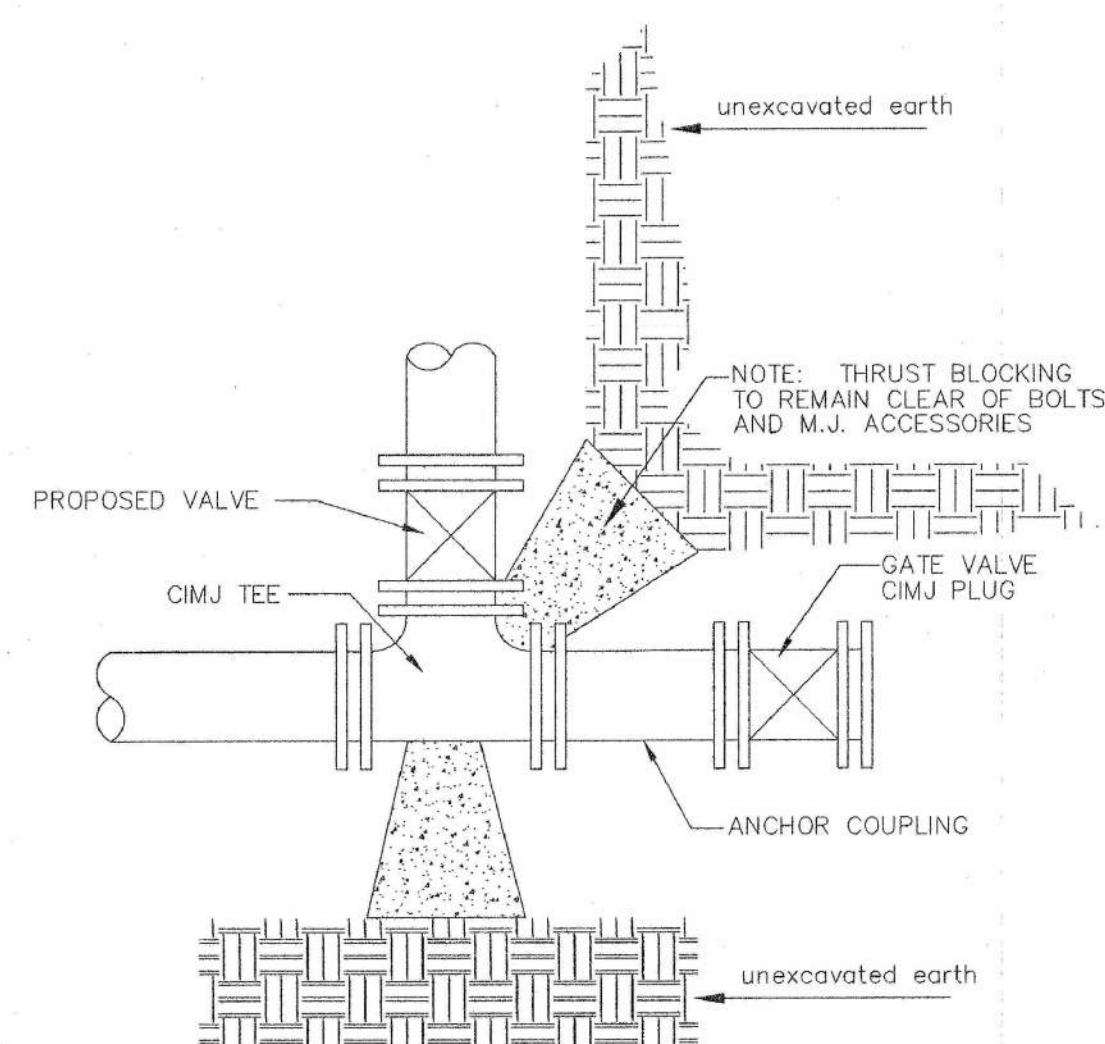
KAW VALLEY ENGINEERING
200 N. EMPORIA, SUITE 100
WICHITA, KANSAS 67203-4400-4309
PH: (316) 268-4501
www.kaveg.com | info@kaveg.com

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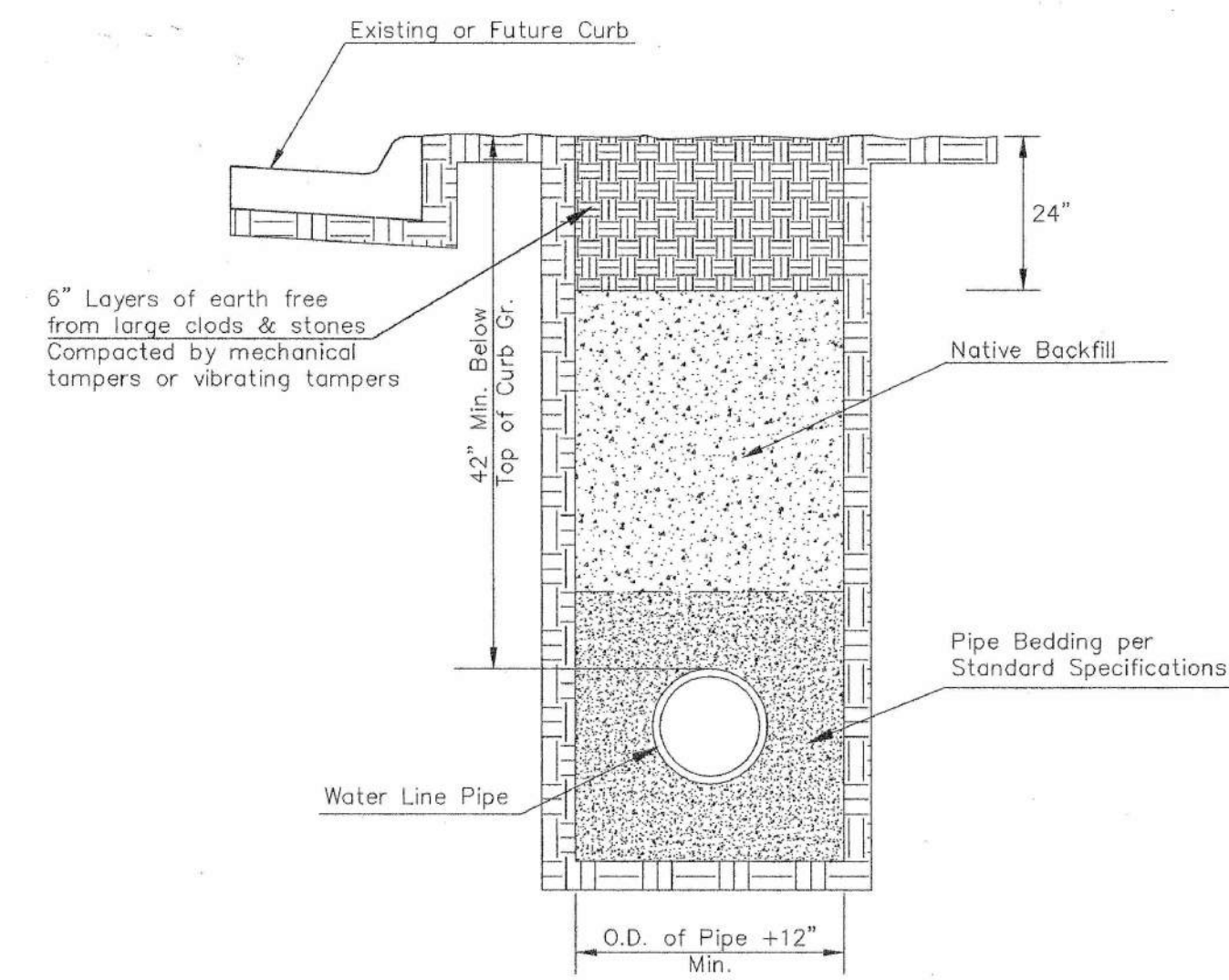
PIPE SIZE	THRUST AT FITTINGS IN TONS-AT 150#/IN ² P					
	PLUG	90°	45°	22 1/2°	11 1/4°	TEE
6"	2.8	3.95	2.15	1.09	.55	2.8
8"	4.9	6.95	3.75	1.90	.96	4.9
12"	11.4	16.1	8.75	4.45	2.25	11.4
16"	20.15	28.5	15.4	7.85	3.95	20.15
20"	31.15	44.0	23.85	12.15	6.10	31.15
24"	44.55	63.0	34.1	17.4	8.75	44.55

TYPICAL THRUST BLOCKS



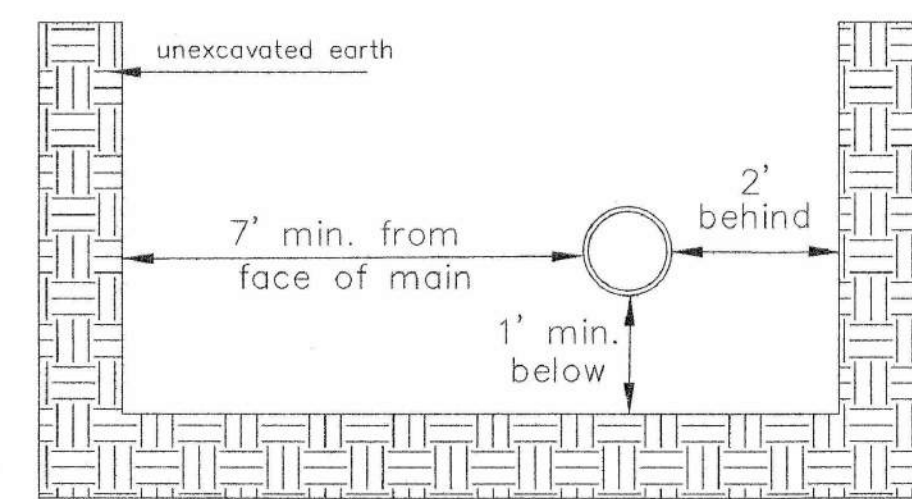
KEY BLOCK DETAIL

* PLANS GOVERN UNLESS OTHERWISE NOTED ON PLANS



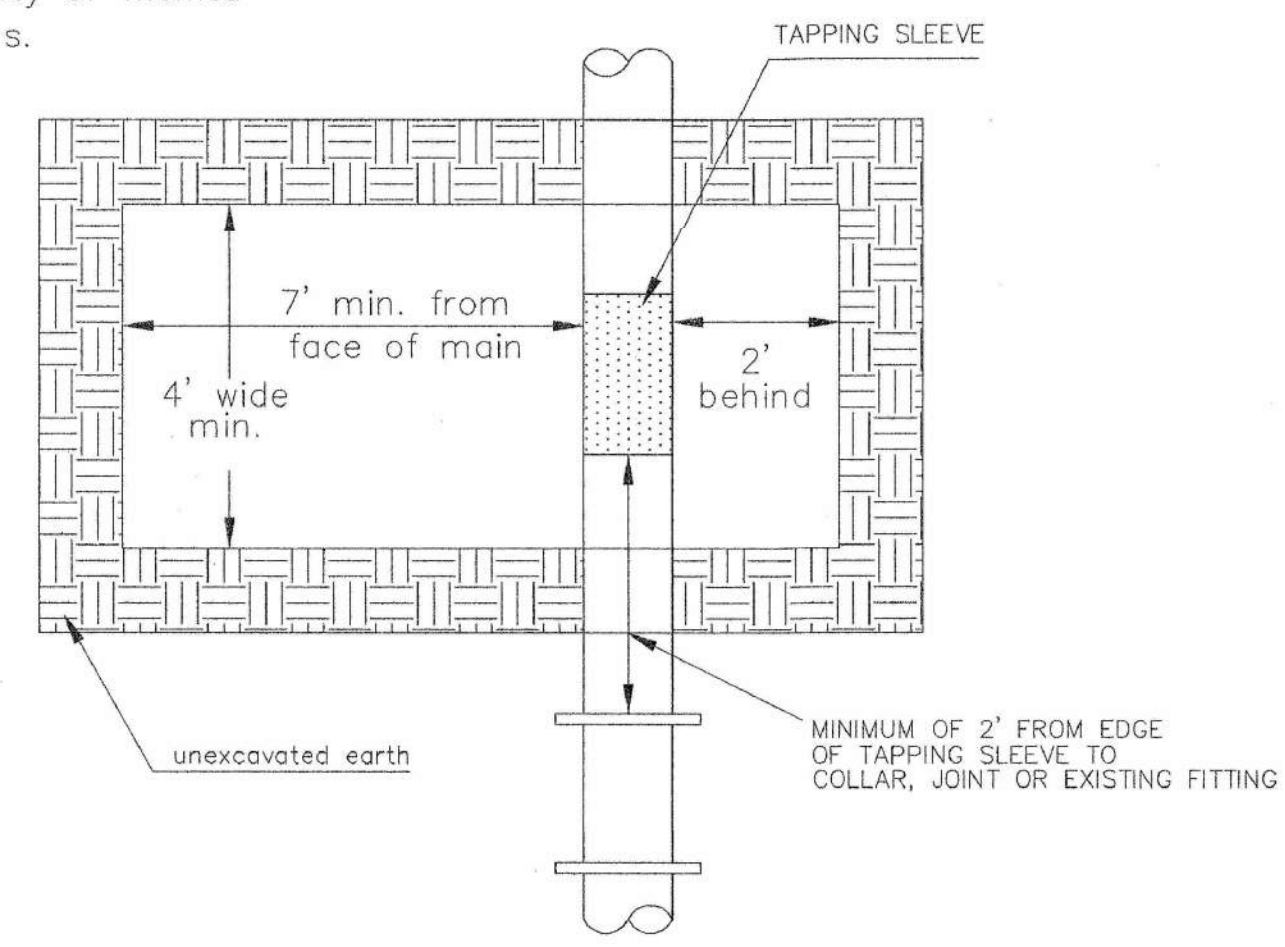
TRENCH COMPACTION IN ROAD RIGHT-OF-WAY

SIDE VIEW

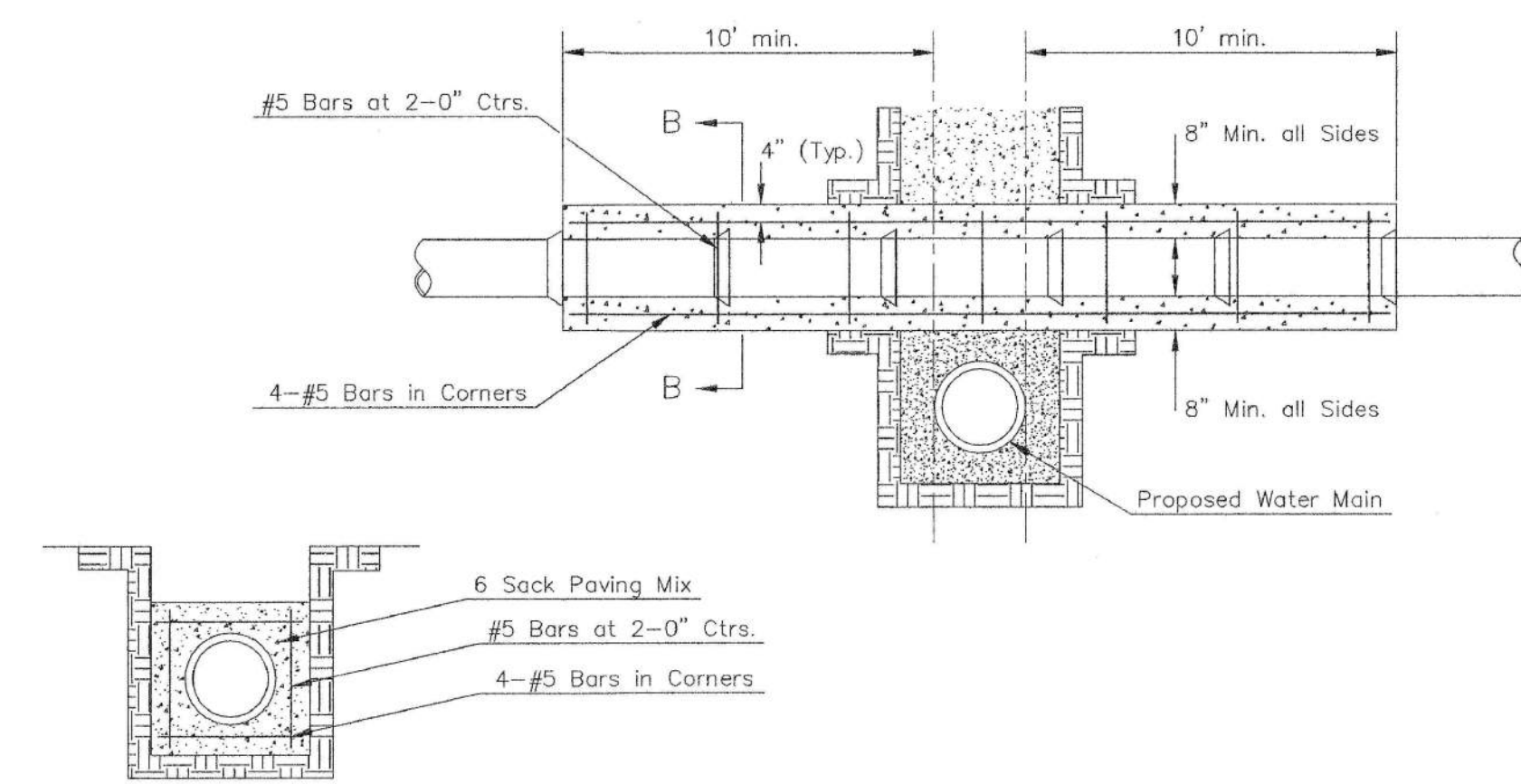


TOP VIEW

Note: When shoring is required it is to be per The City of Wichita Standard Specifications.

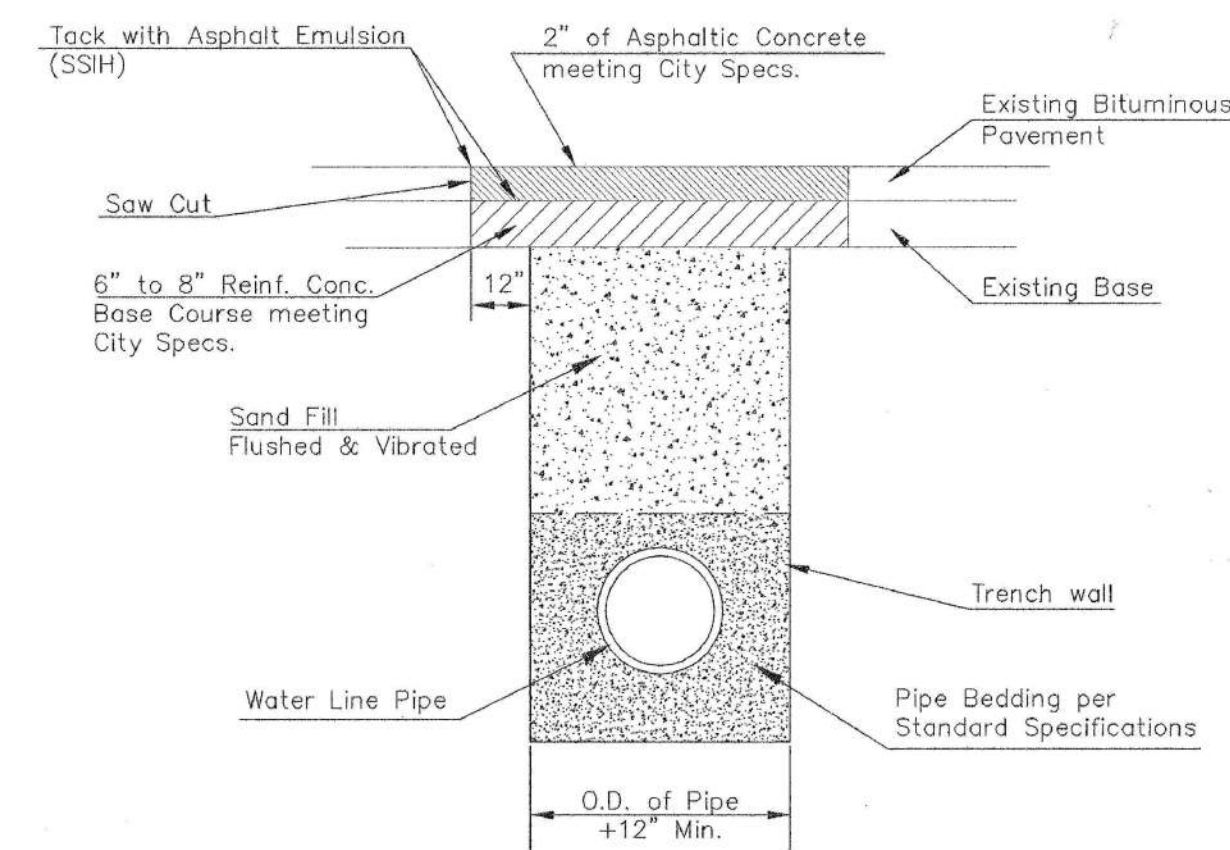


EXCAVATION FOR WET TAP



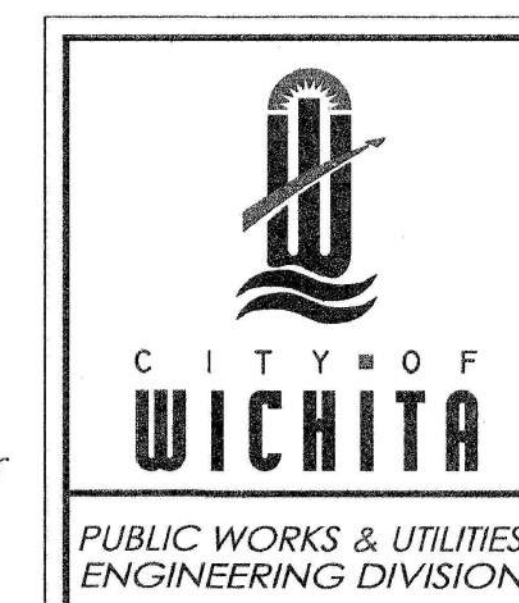
REINFORCED CONCRETE ENCASEMENT OF SANITARY SEWER

Note: Encasement to begin and end at a Bell on Sanitary Sewer Pipe.



PAVEMENT REPLACEMENT & TRENCH COMPACTION UNDER EXISTING AND PROPOSED CITY ROADS

REVISED: JULY 2015



MISCELLANEOUS WATER DETAILS

CITY ENGINEER GARY JANZEN, P.E.

PROJECT NUMBER OCA NUMBER DATE

CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 435 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4301

WL-104

	TRA	MLT	CHK
	EAM	EAM	DWN
	TRA	TRA	DSN

REV	DATE	DESCRIPTION
2	6-18-18	ESMITS REVISION/ LIMIT OF IMPROVEMENTS
1	5-24-18	REVISION 1 PER C.O.W. COMMENTS
0	5-17-18	FOR C.O.W. SUBMITTAL



TIMOTHY R. AUSTIN ENGINEER KS # 11496

200 N. EMPORIA, SUITE 100
WICHITA, KANSAS 67203-4400-4309
PH: (316) 268-4301
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KAW VALLEY ENGINEERING

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UNION STATION MEAD ST
107 E DOUGLAS AVE
WICHITA, KS

STANDARD DETAILS

PROJ. NO.	0597-1
DESIGNER	TRA
DRAWN BY	EAM
CFN	
SHEET	0597-1WDET
	REV
16	2

