

GENERAL NOTES:

1. Contractor will be required to provide notice to utility companies a minimum of forty-eight (48) hours prior to any excavation, as follows:

- Kansas One-Call 687-2470
- The Contractor must notify the following in case of an emergency:
- Cox Communications 262-4270
 - Kansas Gas Service 1-888-482-4950
 - Everg 383-8650
 - Black Hills Energy 1-800-303-0357
 - ATT 268-2245
 - City of Wichita Water Dept. 268-4563
 - City of Wichita Sewer Maint. 268-4024
 - City of Wichita Storm Sewer Maint. 268-4090
 - City of Wichita Traffic Maint. 268-4034
 - Conoco Phillips Pipeline Co. 1-877-267-2290
 - Southern Star Pipeline Co. 529-6600
 - Kinder-Morgan Pipeline Co. 1-888-844-5658

2. Utility service lines, poles, valve boxes, meters, and etcetera 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.

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

4. Trees and shrubs in public right-of-way which are in direct conflict with proposed new construction shall be removed by the Contractor ONLY with the Developer or Baughman Company approval. Trees and shrubs which are not in direct conflict with proposed new construction shall be saved and protected from damage.

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

6. 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.

7. All existing and proposed erosion control measures including silt fencing, erosion control mat, straw bales, inlet barriers, and const. entrance shall be maintained throughout construction by the Contractor and until project is accepted by the City of Wichita. The on-site Engineer shall complete weekly reports on the status of erosion control measures. The Contractor shall be required to comply with maintenance and/or replacement of erosion control measures as determined by the on-site Engineer until project is accepted by City of Wichita.

8. A saw cut of at least one-half the depth of existing surface courses or one-fourth the depth of the existing total pavement thickness shall be provided at locations where proposed construction abuts the existing surface course or pavement for which partial removal of that surface or pavement is required. Sawed joint to facilitate removal within three (3) feet of existing joints will not be permitted and for such instances the limits of removal shall extend to the existing joint. Such saw cuts will not be paid for directly and this cost shall be considered as subsidiary to the removal of the surface or pavement.

9. All areas disturbed during construction shall be seeded as follows: (Temporary Seeding)
SEED -- Rye grass (PLS) -- 5 Lbs/1,000 Sq Ft.

10. The Contractor shall adjust valve boxes as necessary to match proposed grade. Cost to be included in bid item, "Site Restoration."

11. The Contractor shall drain any standing water in sump areas of the proposed pavement. Contractor shall overexcavate and recompact these areas as required to maintain compaction of 95% Standard Proctor Density. Cost to be incidental to pavement.

12. Limits of earthwork shall match existing ground elevations at the right-of-way line unless otherwise noted on the plans with a new finished grade elevation. When a new finished grade elevation is shown, the earthwork shall extend one foot beyond the right-of-way line and then slope up or down using permissible slopes to match the existing ground surface.

13. The Developer for this project is Jeff Mullen
8100 E. 22nd St. N., Bldg. 1000, Wichita, KS 67272
(316) 684-7300 email: Jeff@itchiebuilding.com

14. Excess excavation shall be stockpiled or spread on-site at a location determined by the Developer or Design Engineer.

Street Paving for WINSTON CIR to serve BROOKFIELD ADDITION - PHASE 2B

WINSTON CIR: From the west line of Lot 15, Block A, to and including the cul-de-sac

CITY OF WICHITA, KANSAS

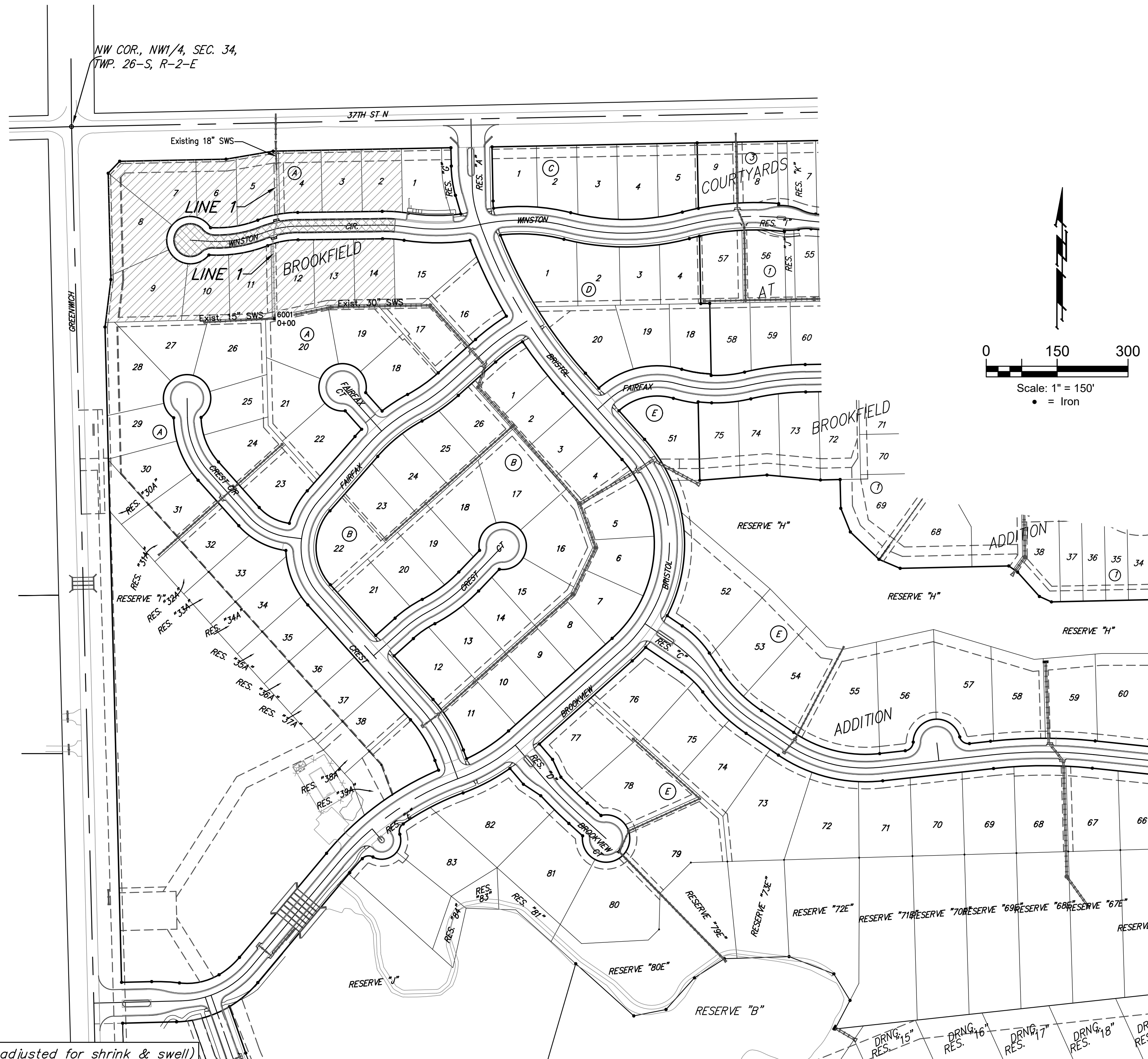
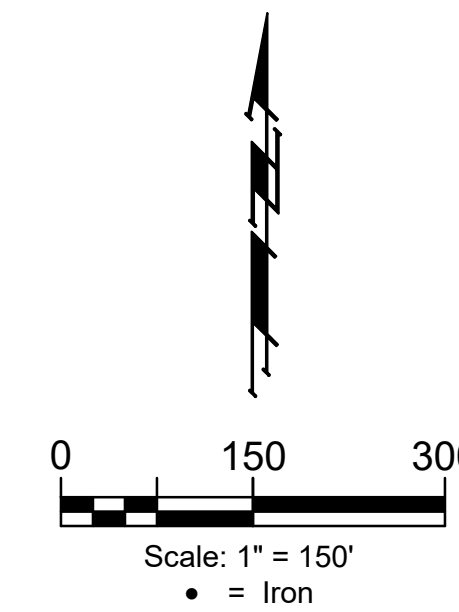
Paul Gunzelman, P.E., City Engineer

Project Number: 472-2020-085624

Org. Code: 47477124 Munis #: E4109

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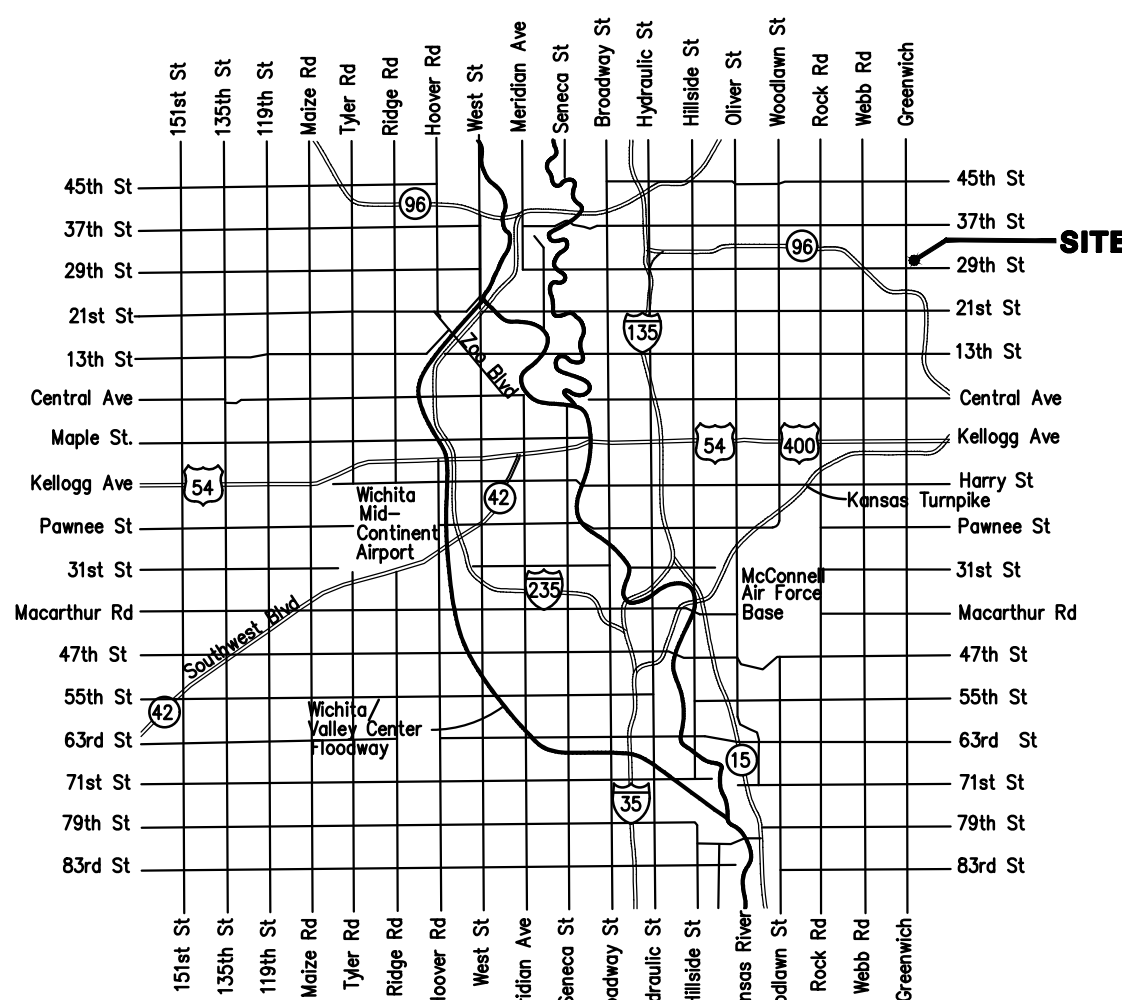
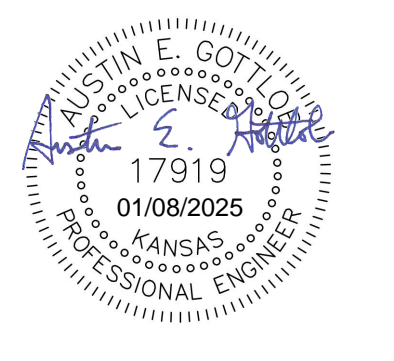


BENCHMARKS

RR spike in asphalt, SW COR., N1/2, SW1/4, Sec. 34, TWP. 26-S, R-2-E. Elev. = 1400.59 NAVD88

RR spike in E. face of power pole, 174± N. of S. line, N1/2, SW1/4 & 49± E. of W. line, SW1/4, Sec. 34, TWP. 26-S, R-2-E. Elev. = 1398.64 NAVD88

RR spike in S. face of power pole, 294± S. of N. line, SW1/4, & 48± E. of W. line, SW1/4, Sec. 34, TWP. 26-S, R-2-E. Elev. = 1386.14 NAVD88



VICINITY MAP

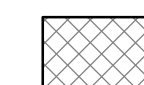
Project Earthwork Totals (CY unadjusted for shrink & swell)
Excavation Compacted Fill Loose Fill*

Street (R/W)	140	197	397
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Total Project Length
402 L.F. = 0.08 Miles

* Not a bid item

PROPOSED PAVEMENT

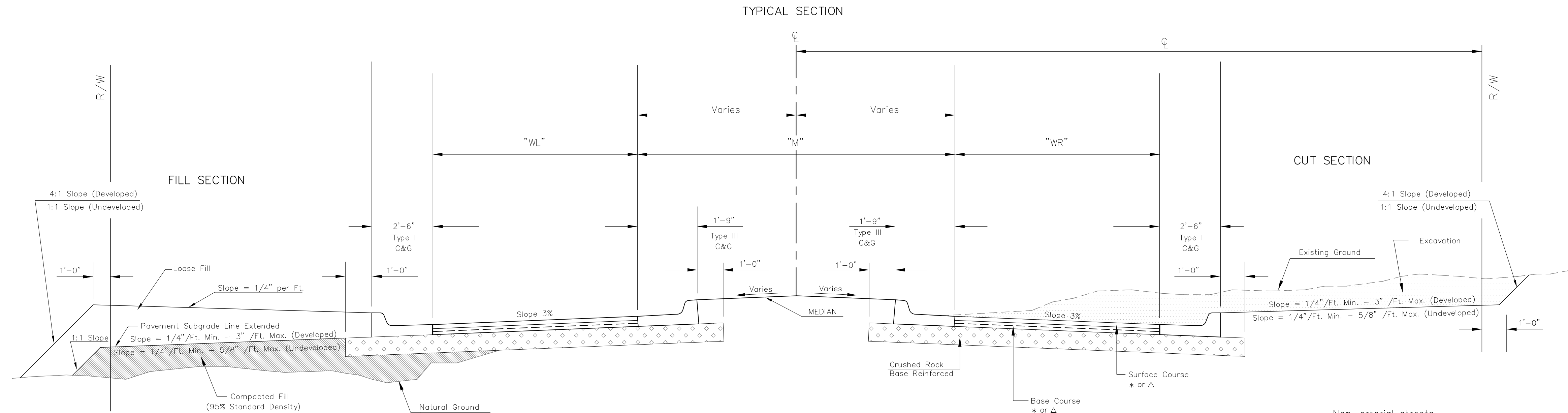


BENEFIT DISTRICT



Dec. 20, 2024

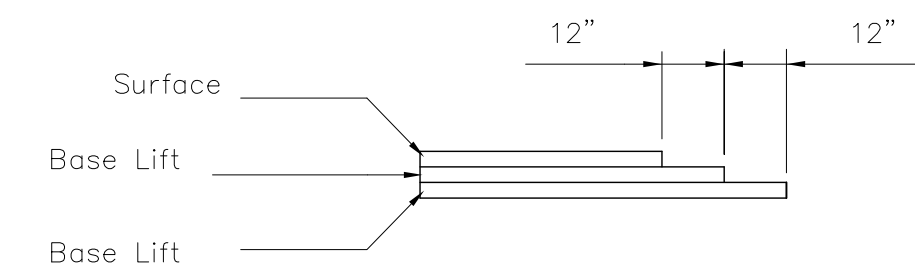
BAUGHMAN COMPANY
315 Ellis St. Wichita, KS 67211 316-262-7271
BaughmanCo.com



* Non-arterial streets
BC-1, SC-1 AND PG 64-22

Δ Arterial streets
BM-2 PG 64-22(Base) PG 70-28(Surface)

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



TRANSVERSE CONSTRUCTION JOINTS

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

GENERAL NOTES

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

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

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

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

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

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

STREET NAME	"WL"	"M"	"WR"	STATION	CENTER LINE	ROW DIMENSION	MEDIAN DESCRIPTION	SLOPE	ROCK THINKNESS	PAVEMENT THINKNESS	COMMENTS
Winston Cir.	12'	0	12'	ALL	29	29' L & R	none	3%	5"	5"	

REVISED: OCTOBER 2015

**ASPHALT PAVING
DETAIL**

CITY ENGINEER
GARY JANZEN, P.E.

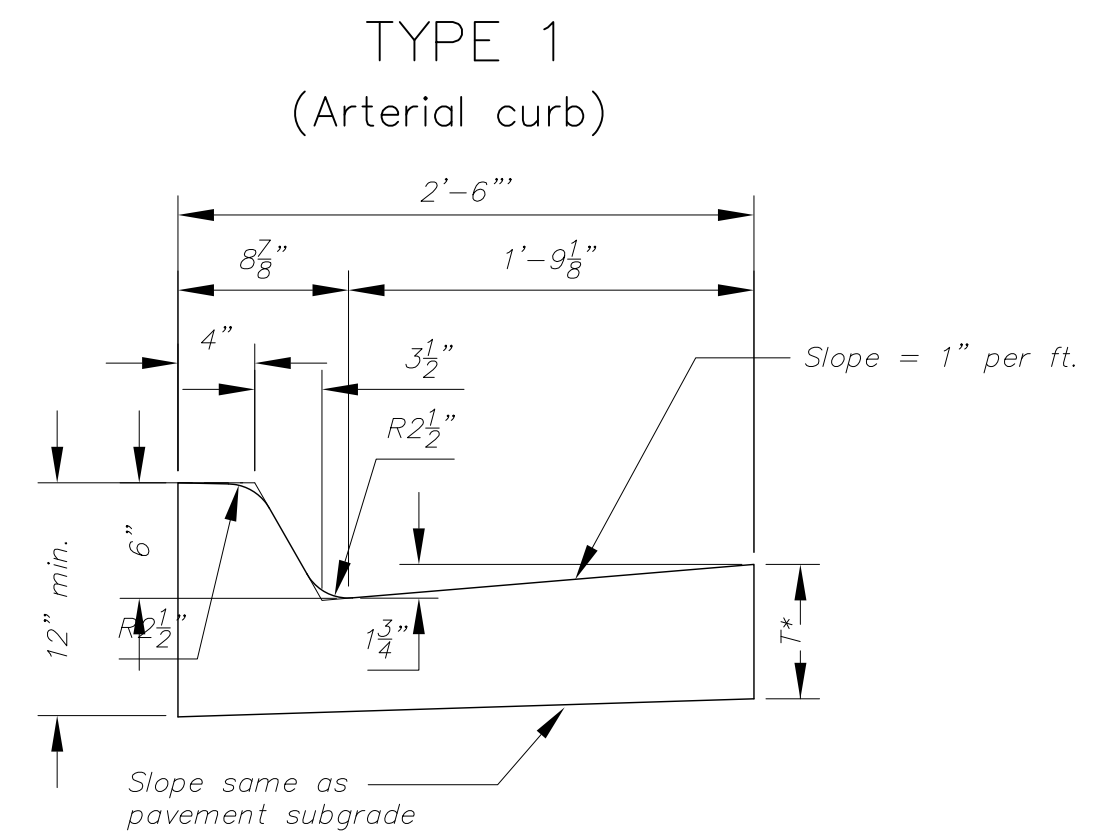
PROJECT NUMBER	OCA NUMBER	DATE
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CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

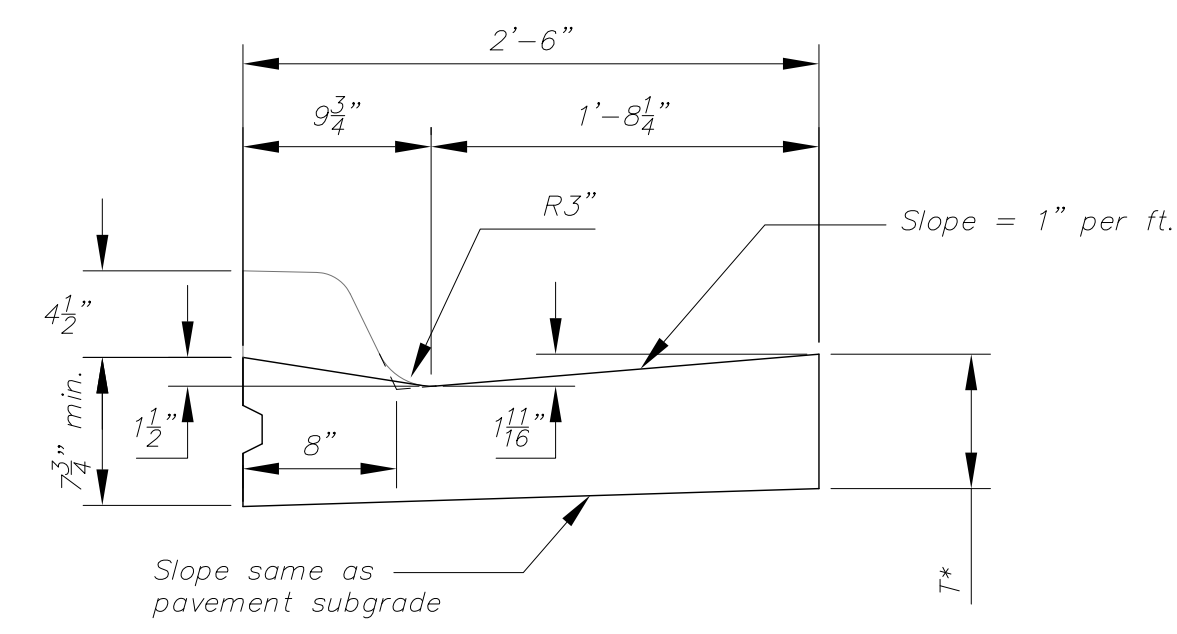
SHEET
2 of 21

**CITY OF
WICHITA**

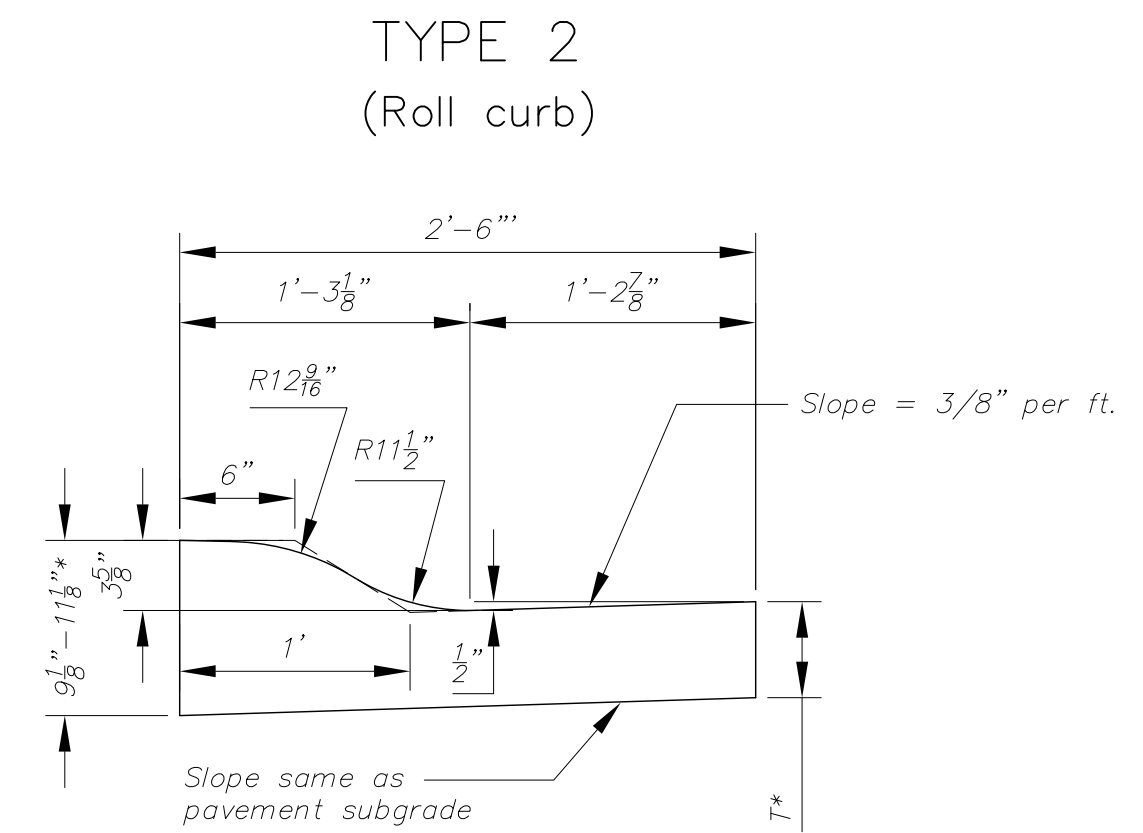
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION



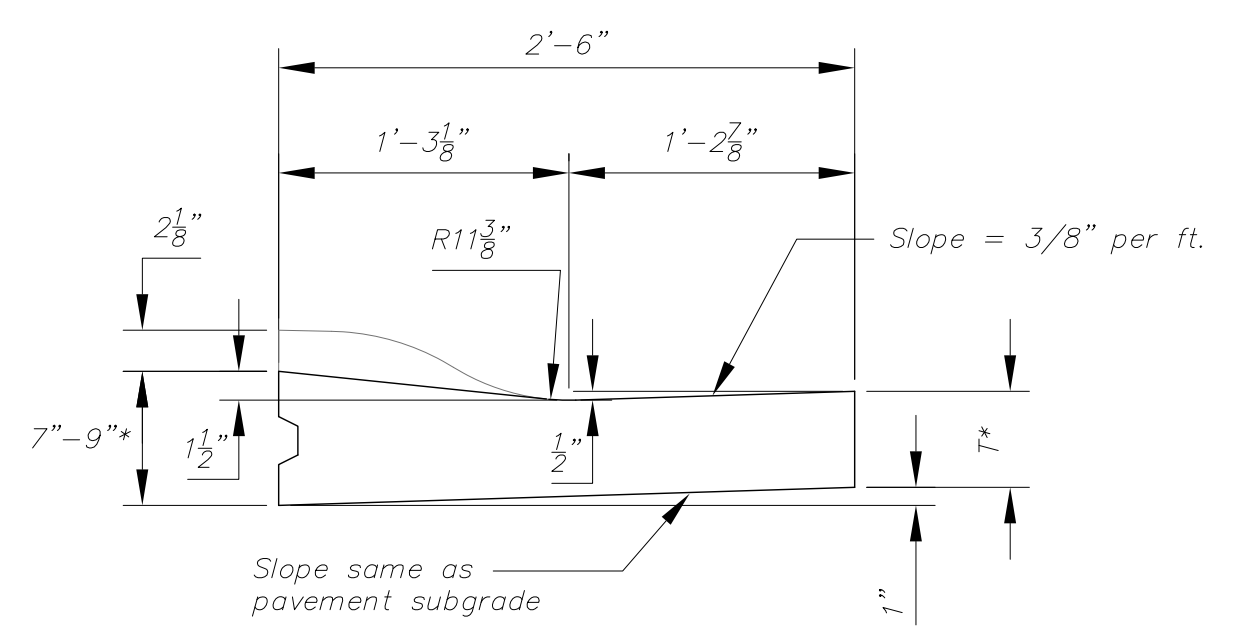
Combined Curb & Gutter (6")



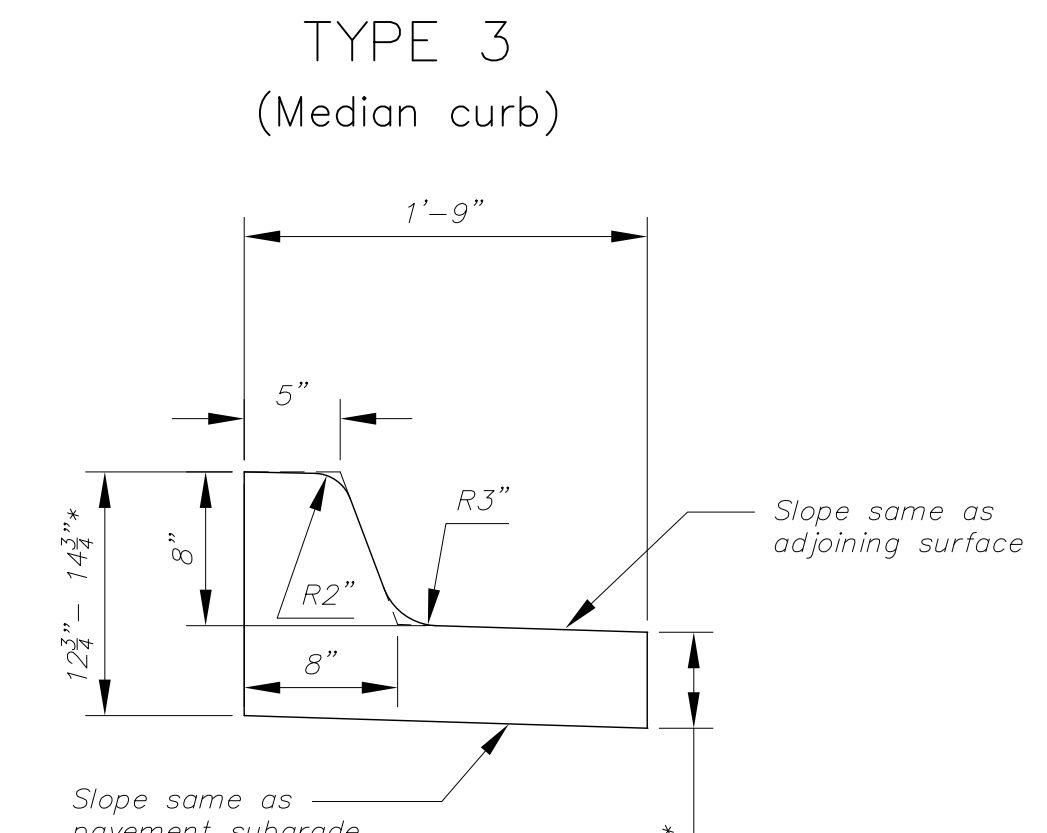
Combined Curb & Gutter (1 1/2")



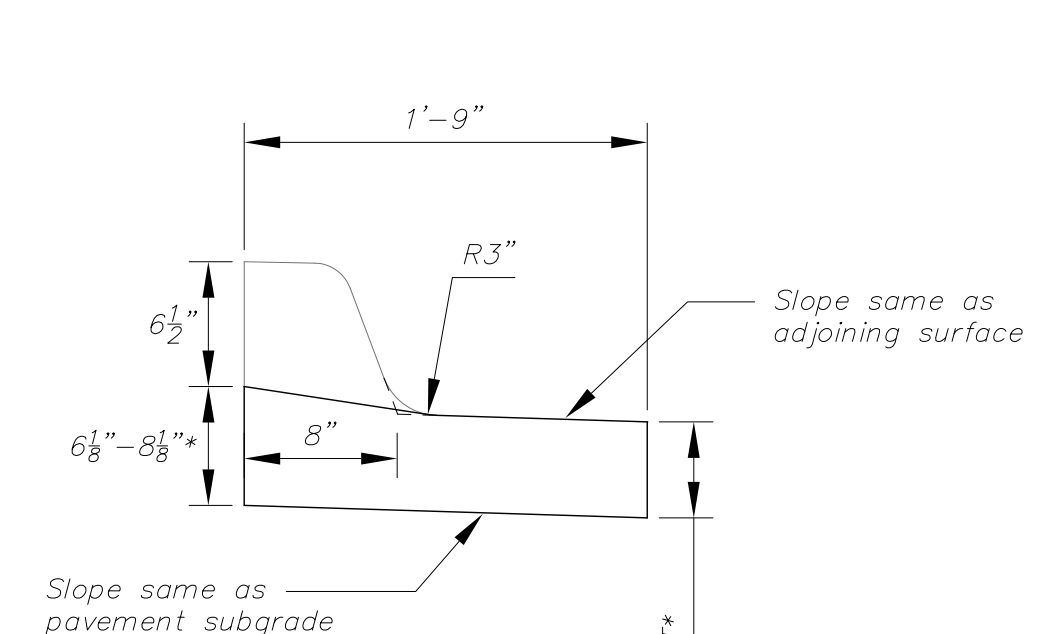
Combined Curb & Gutter (3 5/8")



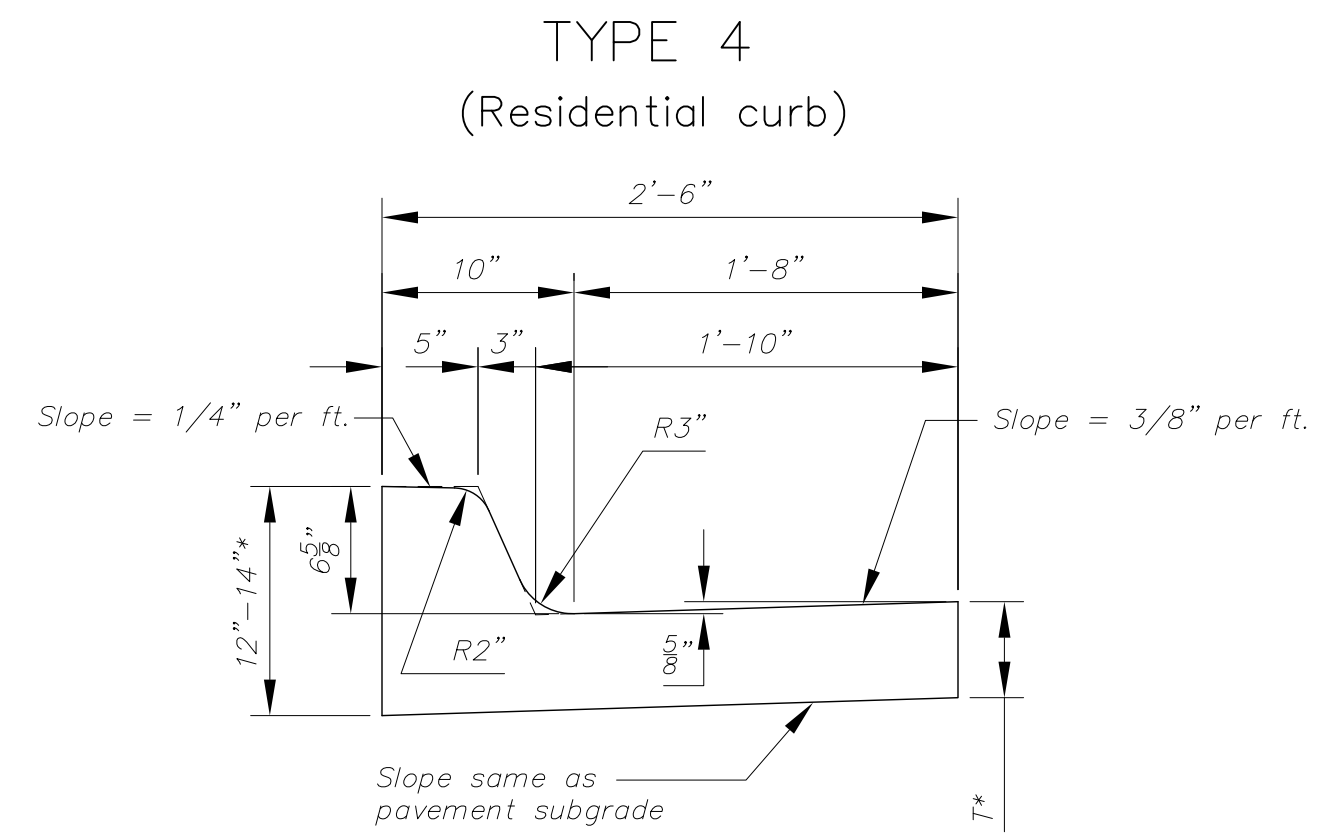
Combined Curb & Gutter (1 1/2")



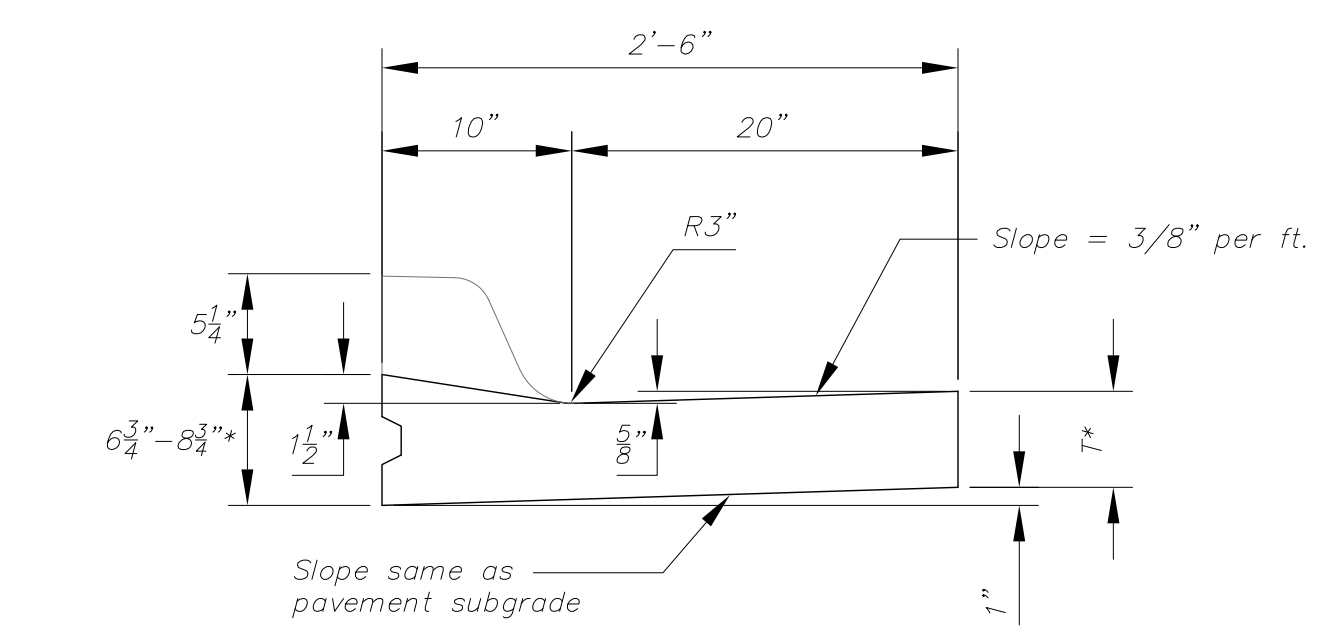
Combined Curb & Gutter (8")



Combined Curb & Gutter (1 1/2")



Combined Curb & Gutter (6 5/8")

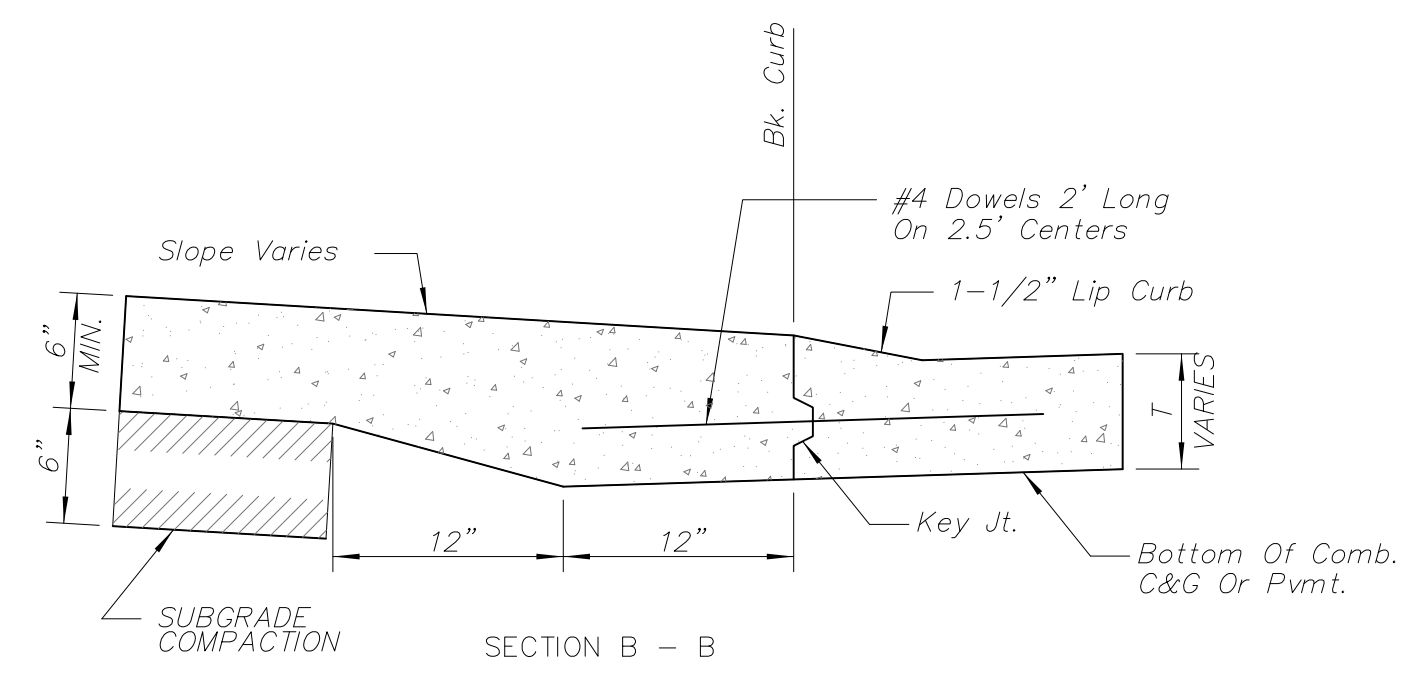


Combined Curb & Gutter (1 1/2")

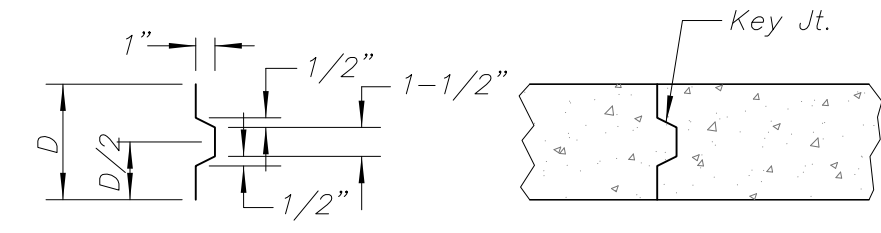
T* = Thickness of curb to adjust with pavement thickness

GENERAL NOTES

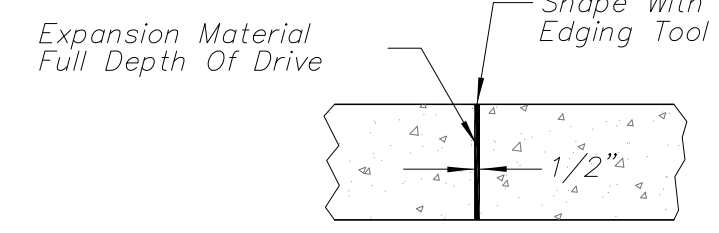
- Expansion (isolation) joints shall be constructed a maximum of 300' apart and at all Pls, PCs, cul-de-sac quadrants, and ends of returns.
- Contraction joints shall be constructed a minimum of 12' apart.
- Joint sealer shall be required at all joints on arterial and industrial streets and at intersections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



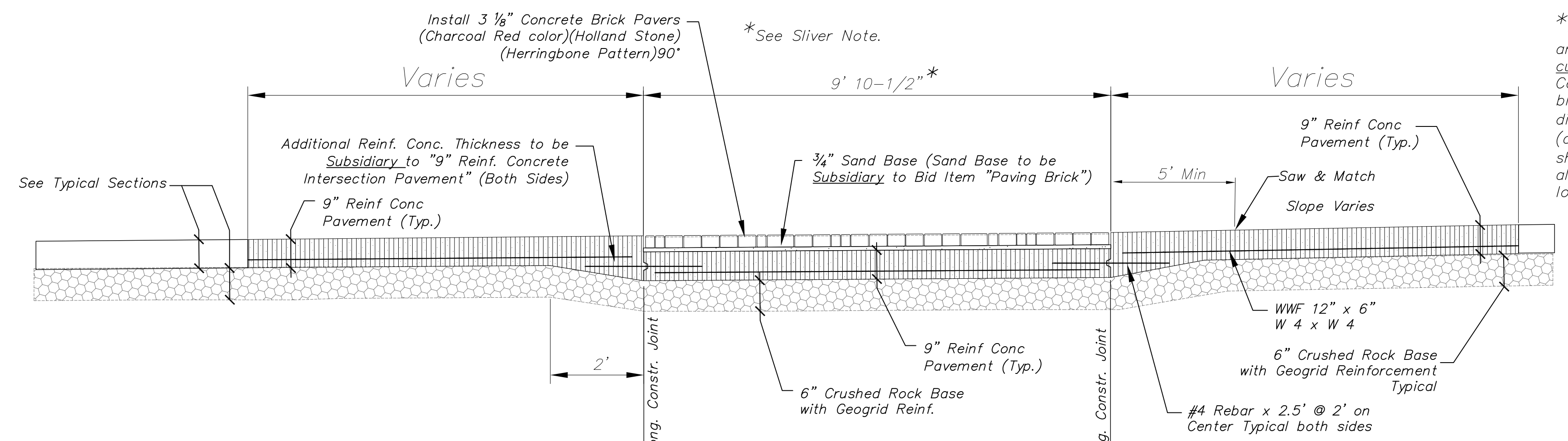
SECTION B - B
BACK OF CURB DETAIL



ALT. LONGITUDINAL CONSTRUCTION JOINT



EXPANSION JOINT (E.J.)



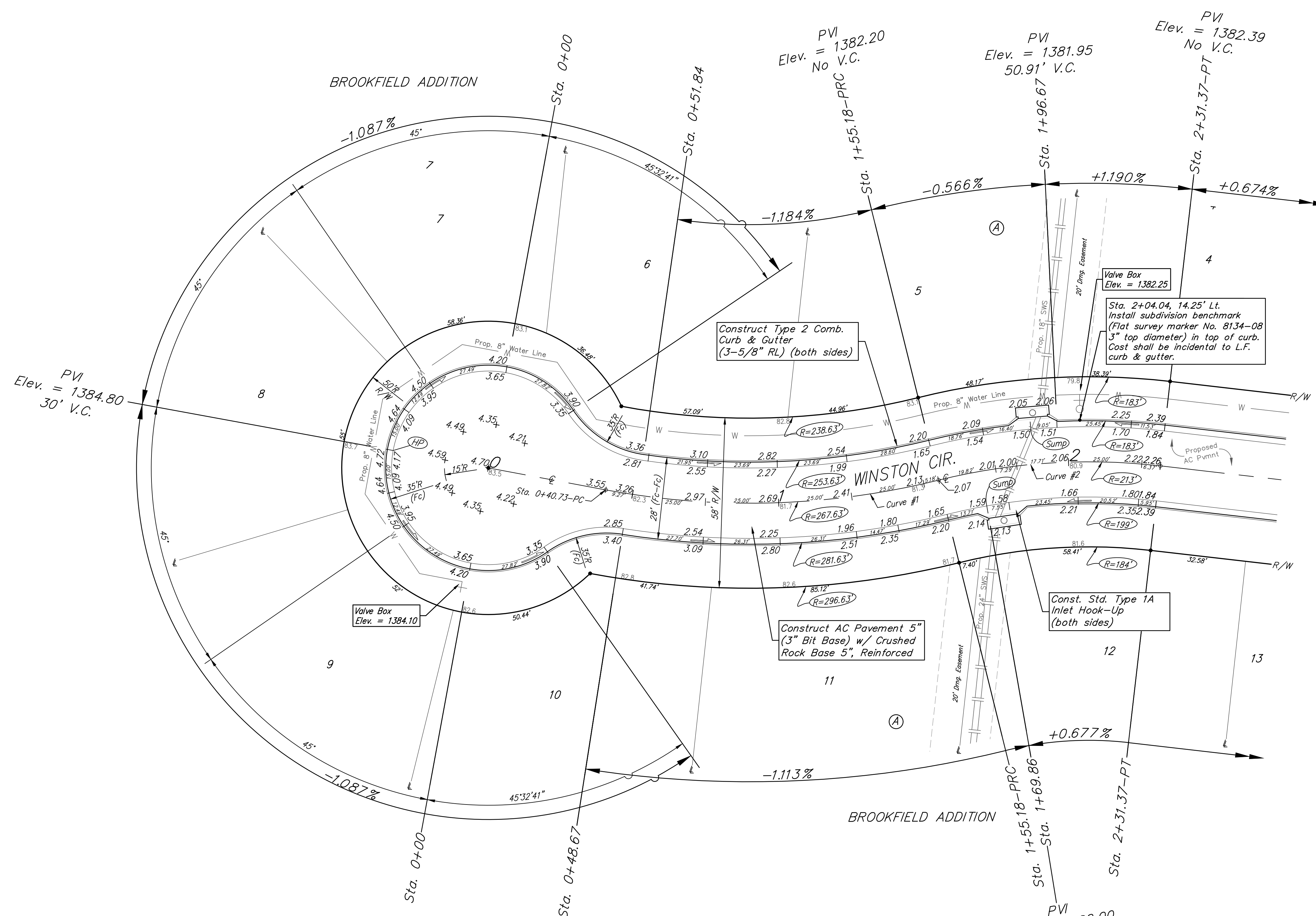
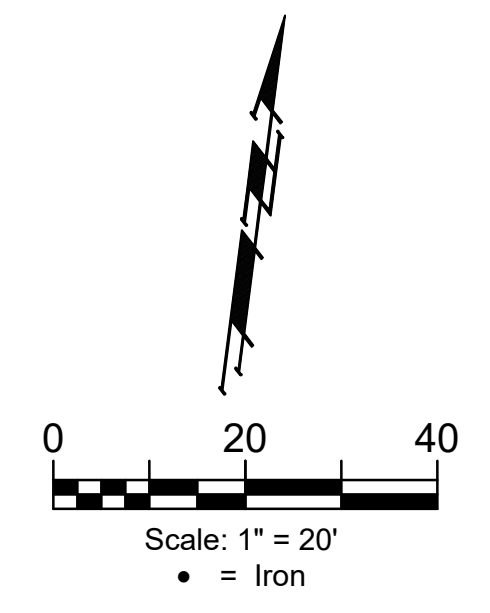
PAVING BRICK CROSSWALK DETAIL

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

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

<p>REVISD: OCTOBER 2015</p> <p>CURB & GUTTER & PAVING BRICK CROSSWALK DETAILS</p> <p>CITY ENGINEER GARY JANZEN, P.E.</p>		
PROJECT NUMBER	OCA NUMBER	DATE
<p>CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501</p>		<p>SHEET 3 of 21</p>

BENCHMARKS:
 RR spike in asphalt, SW COR., N1/2, SW1/4, Sec. 34, TWP. 26-S, R-2-E. Elev. = 1400.59 NAVD88
 RR spike in E. face of power pole, 174± N. of S. line, N1/2, SW1/4 & 49± E. of W. line, SW1/4, Sec. 34, TWP. 26-S, R-2-E. Elev. = 1398.64 NAVD88
 RR spike in S. face of power pole, 294± S. of N. line, SW1/4, & 48± E. of W. line, SW1/4, Sec. 34, TWP. 26-S, R-2-E. Elev. = 1386.14 NAVD88



Curve #1
 Curve Data Based on Centerline
 Rad. = 267.63' Delta = 24°30'10" Tangent = 58.11'
 Arc = 114.45' L.C. = 113.58' Def./Ft. = 6.42275 Min.

Station	Arc	Face Chord Lengths		Defl.	Total Defl.
		8' Left	8' Right		
0+40.73	-	-	-	0'00"00"	0'00"00"
0+48.67	7.94'	7.29'	8.59'	0'51"00"	0'51"00"
0+51.84	3.17'	2.91'	3.43'	0'20"21"	1'11"21"
0+75.00	23.16'	21.25'	25.06'	2'28"45"	3'40"06"
1+00.00	25.00'	22.94'	27.05'	2'40"35"	6'20"41"
1+25.00	25.00'	22.94'	27.05'	2'40"34"	9'01"15"
1+50.00	25.00'	22.94'	27.05'	2'40"34"	11'41'49"
1+55.18	5.18'	4.75'	5.61'	0'33"16"	12'15"05"

Curve #2
 Curve Data Based on Centerline
 Rad. = 213' Delta = 20°29'34" Tangent = 38.50'
 Arc = 76.19' L.C. = 75.78' Def./Ft. = 8.06908 Min.

Station	Arc	Face Chord Lengths		Defl.	Total Defl.
		8' Left	8' Right		
1+55.18	-	-	-	0'00"00"	0'00"00"
1+75.00	19.82'	21.86'	17.76'	2'39"56"	2'39"56"
2+00.00	25.00'	27.56'	22.40'	3'21"43"	6'01'39"
2+25.00	25.00'	27.56'	22.40'	3'21"44"	9'23'23"
2+31.37	6.37'	7.03'	5.71'	0'51"24"	10'14'47"

Subdivision Bench Marks		
Street & Station	Location Description	Elevation
Winston Cir	Brass Disc in top of curb adjacent to fire hydrant south of the SW Cor., Lot 4, Blk A, Brookfield Adn.	
2+04.04, 14.25' Lt.		

Roll type curb & gutter to be constructed on the pavement on this sheet. Top of curb elevation are given for full height curb.

BAUGHMAN COMPANY
 315 Ellis St.
 Wichita, KS 67211
 316-262-7271
 BaughmanCo.com

BROOKFIELD ADDITION
 PHASE 2B

WINSTON CIR

Sta. 0+00 to Sta. 2+31.37
 Street Paving Improvements

PROJECT NUMBER:
 472-448-2020-018392

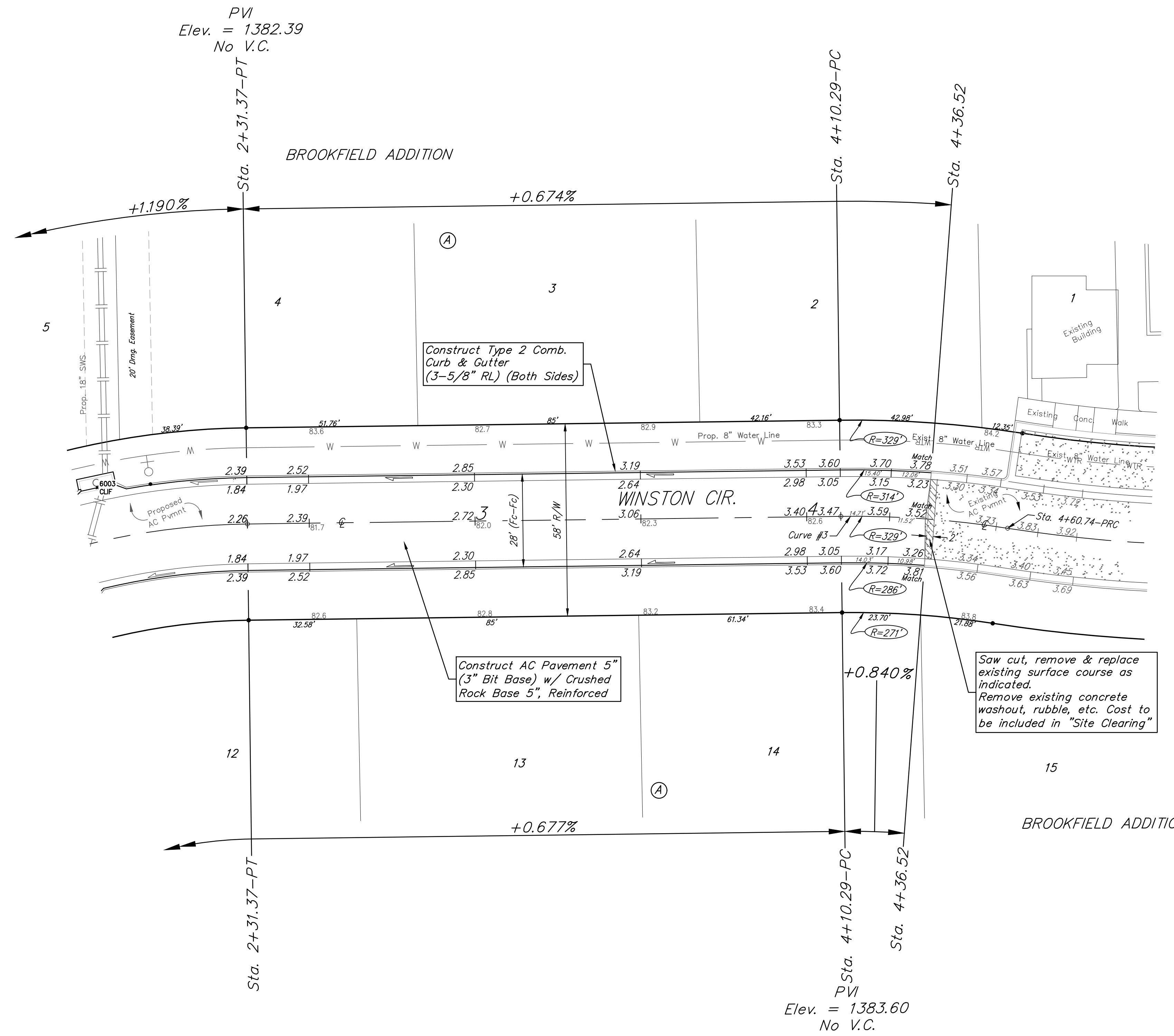
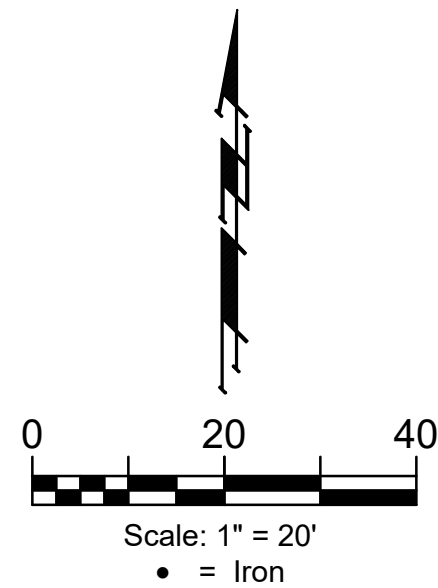
DESIGN: AEG DRAWN: JAK
 DATE: Dec. 20, 2024

SHEET OF
4 21

BENCHMARKS:
 RR spike in asphalt, SW COR., N1/2,
 SW1/4, Sec. 34, TWP. 26-S, R-2-E.
 Elev. = 1400.59 NAVD88

RR spike in E. face of power pole,
 174± N. of S. line, N1/2, SW1/4 &
 49± E. of W. line, SW1/4,
 Sec. 34, TWP. 26-S, R-2-E.
 Elev. = 1398.64 NAVD88

RR spike in S. face of power pole,
 294± S. of N. line, SW1/4, &
 48± E. of W. line, SW1/4,
 Sec. 34, TWP. 26-S, R-2-E.
 Elev. = 1386.14 NAVD88



Curve #3
 Curve Data Based on Centerline
 Rad. = 329' Delta = 9°38'08" Tangent = 27.73'
 Arc = 50.45' L.C. = 55.26' Def./Ft. = 5.72977 Min.

Station	Arc	Face Chord Lengths		Defl.	Total Defl.
		8' Left	8' Right		
4+10.29	-	-	-	0'00"00"	0'00"00"
4+25.00	14.71'	17.21'	15.05'	1'24"17"	1'24"17"
4+36.52	11.52'	13.48'	11.79'	1'06"01"	2'30"18"
4+50.00	13.48'	15.77'	13.79'	1'17"14"	3'47"32"
4+60.74	10.74'	12.57'	10.99'	1'01"32"	4'49"04"

Roll type curb & gutter to be constructed on the pavement on this sheet. Top of curb elevation are given for full height curb.



BAUGHMAN COMPANY
 315 Ellis St.
 Wichita, KS 67211
 316-262-7271
 BaughmanCo.com

BROOKFIELD ADDITION
 PHASE 2B

WINSTON CIR

Sta. 2+31.37 to Sta. 4+36.52
 Street Paving Improvements

PROJECT NUMBER:
 472-448-2020-018392

DESIGN: AEG DRAWN: JAK

DATE: Dec. 20, 2024

SHEET **5** OF **21**

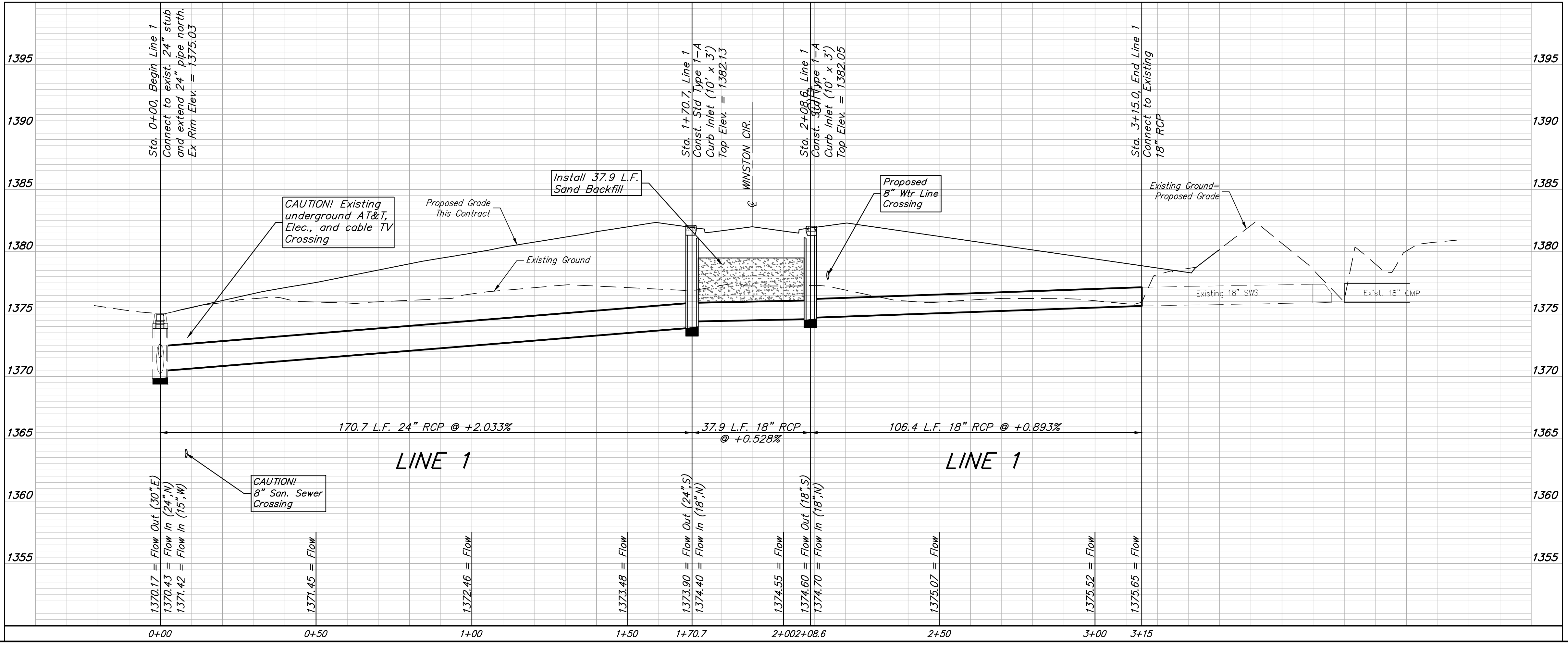
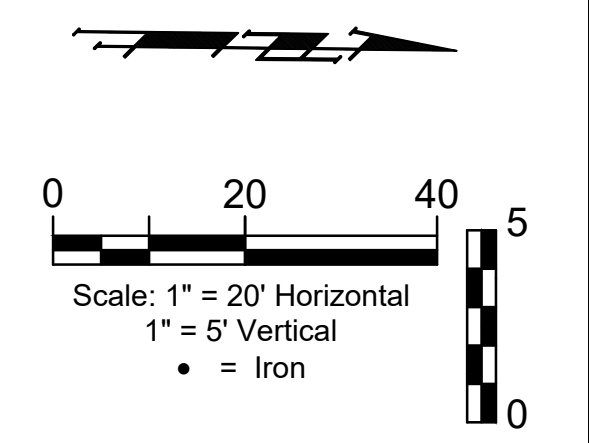
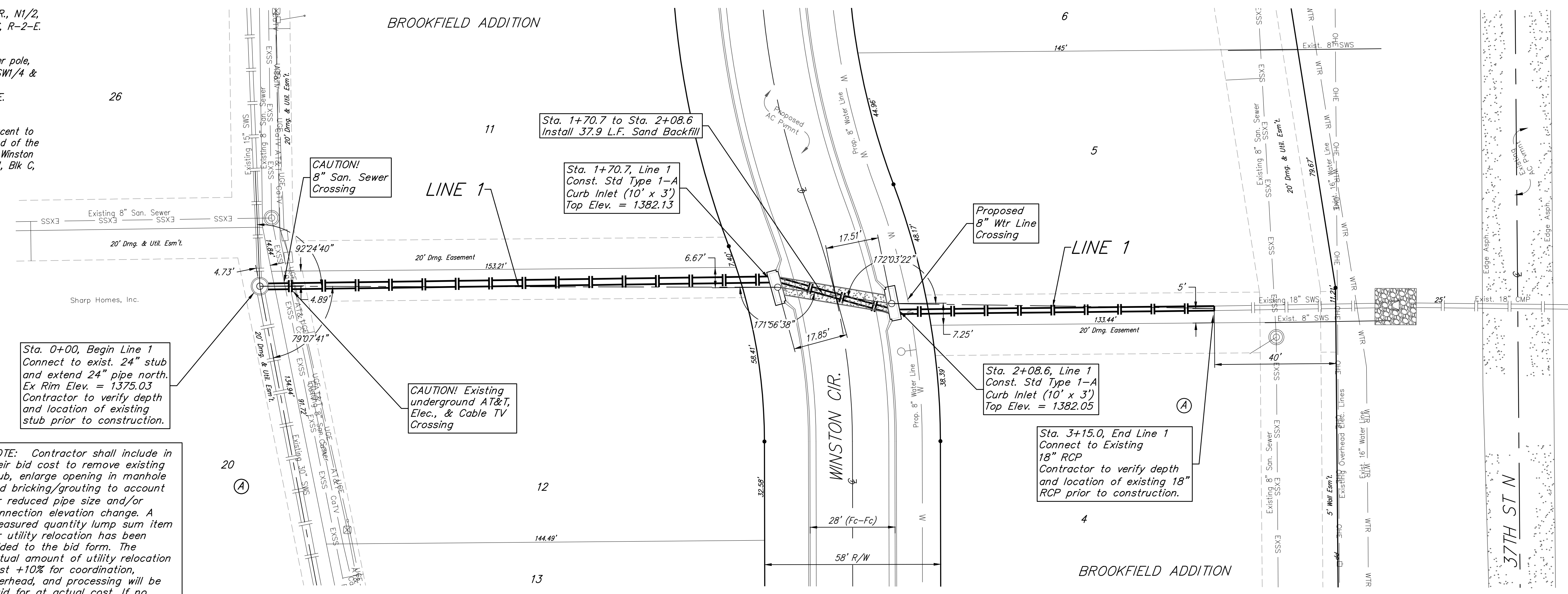
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BENCHMARKS:
 RR spike in asphalt, SW COR., N1/2, SW1/4, Sec. 34, TWP. 26-S, R-2-E. Elev. = 1400.59 NAVD88

RR spike in E. face of power pole, 174± N. of S. line, N1/2, SW1/4 & 49± E. of W. line, SW1/4, Sec. 34, TWP. 26-S, R-2-E. Elev. = 1398.64 NAVD88

Sq. cut in top of curb adjacent to Fire Hydrant at the east end of the Northeast return, Bristol & Winston south of the SW Cor., Lot 1, Blk C, Brookfield Addn.

NOTE: Contractor shall include in their bid cost to remove existing stub, enlarge opening in manhole and bricking/grouting to account for reduced pipe size and/or connection elevation change. A measured quantity lump sum item for utility relocation has been added to the bid form. The actual amount of utility relocation cost +10% for coordination, overhead, and processing will be paid for at actual cost. If no utility relocation costs are needed, bid item will not be paid.




 17919
 12/23/2024
 KANSAS
 PROFESSIONAL ENGINEER


BAUGHMAN COMPANY
 315 Ellis St.
 Wichita, KS 67211
 316-262-7271
 BaughmanCo.com

BROOKFIELD ADDITION
 PHASE 2B

LINE 1

Stormwater Sewer
 Improvements

PROJECT NUMBER:

DESIGN: AEG DRAWN: JAK
 DATE: Dec. 20, 2024

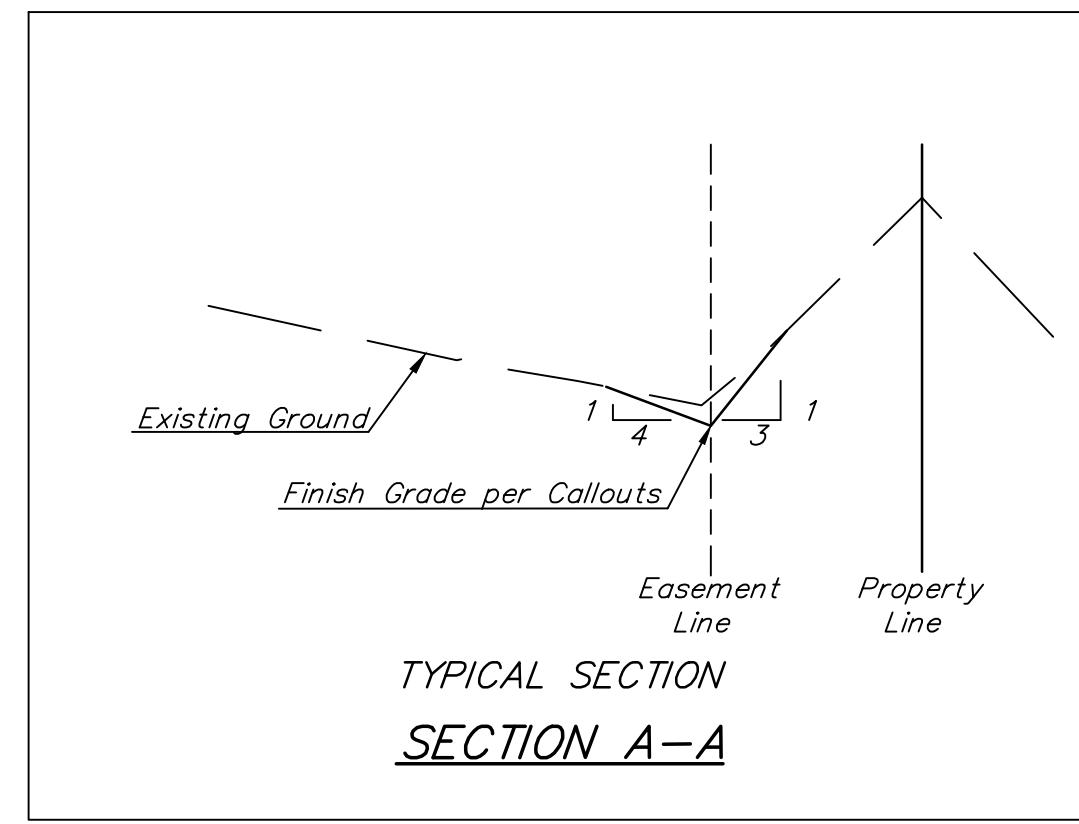
SHEET **6** OF **21**

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BENCHMARKS:
 RR spike in asphalt, SW COR., N1/2,
 SW1/4, Sec. 34, TWP. 26-S, R-2-E.
 Elev. = 1400.59 NAVD88

RR spike in E. face of power pole,
 174± N. of S. line, N1/2, SW1/4 &
 49± E. of W. line, SW1/4,
 Sec. 34, TWP. 26-S, R-2-E.
 Elev. = 1398.64 NAVD88

RR spike in S. face of power pole,
 294± S. of N. line, SW1/4, &
 48± E. of W. line, SW1/4,
 Sec. 34, TWP. 26-S, R-2-E.
 Elev. = 1386.14 NAVD88



█ = Area To Be Graded

Approximate Grading Quantities:
 (For Information Only)
 Excavation: 933 C.Y.
 Fill: 748 C.Y.

The Contractor shall grade the lots and easements as shown to the elevations given on the easement grading plan.

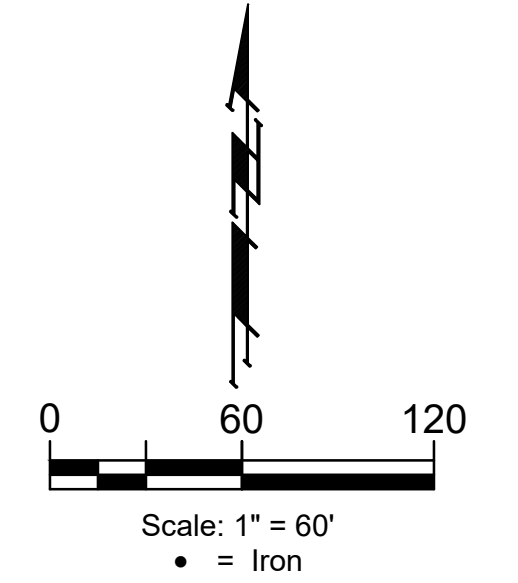
The Contractor shall 'straight' grade the easements between the elevations given. Where a callout designates 'Match', the Contractor will grade to the existing ground elevation.

Excess excavation from easement grading and from storm sewer construction shall be placed on the lots as indicated to the elevations shown.

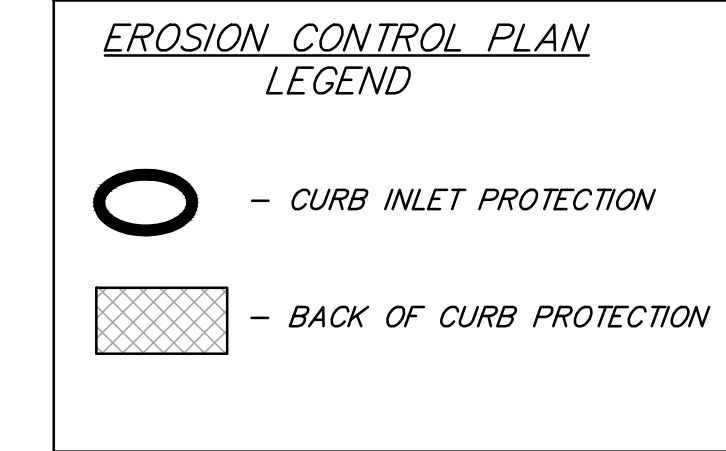
All cost to be included in the Lump Sum bid item "Easement Grading"

NOTES:
 1. Contractor shall make sure all erosion control is in place before project is accepted. This plan represents the minimum standard. Any additional erosion control measures shall be installed by the Contractor as needed.
 2. This Plan Is Not To Be Used As A Comprehensive Grading Plan. All Spot Elevations Are Proposed & Subject To Change.

All areas disturbed during construction shall be seeded, mulched, and fertilized as per Cover Sheet General Notes.

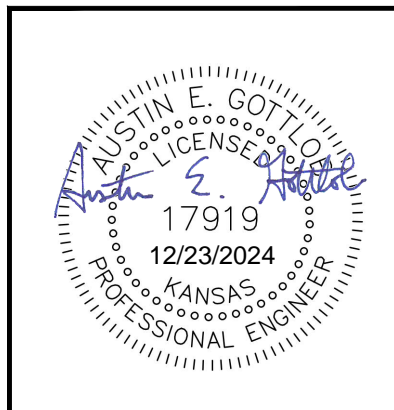
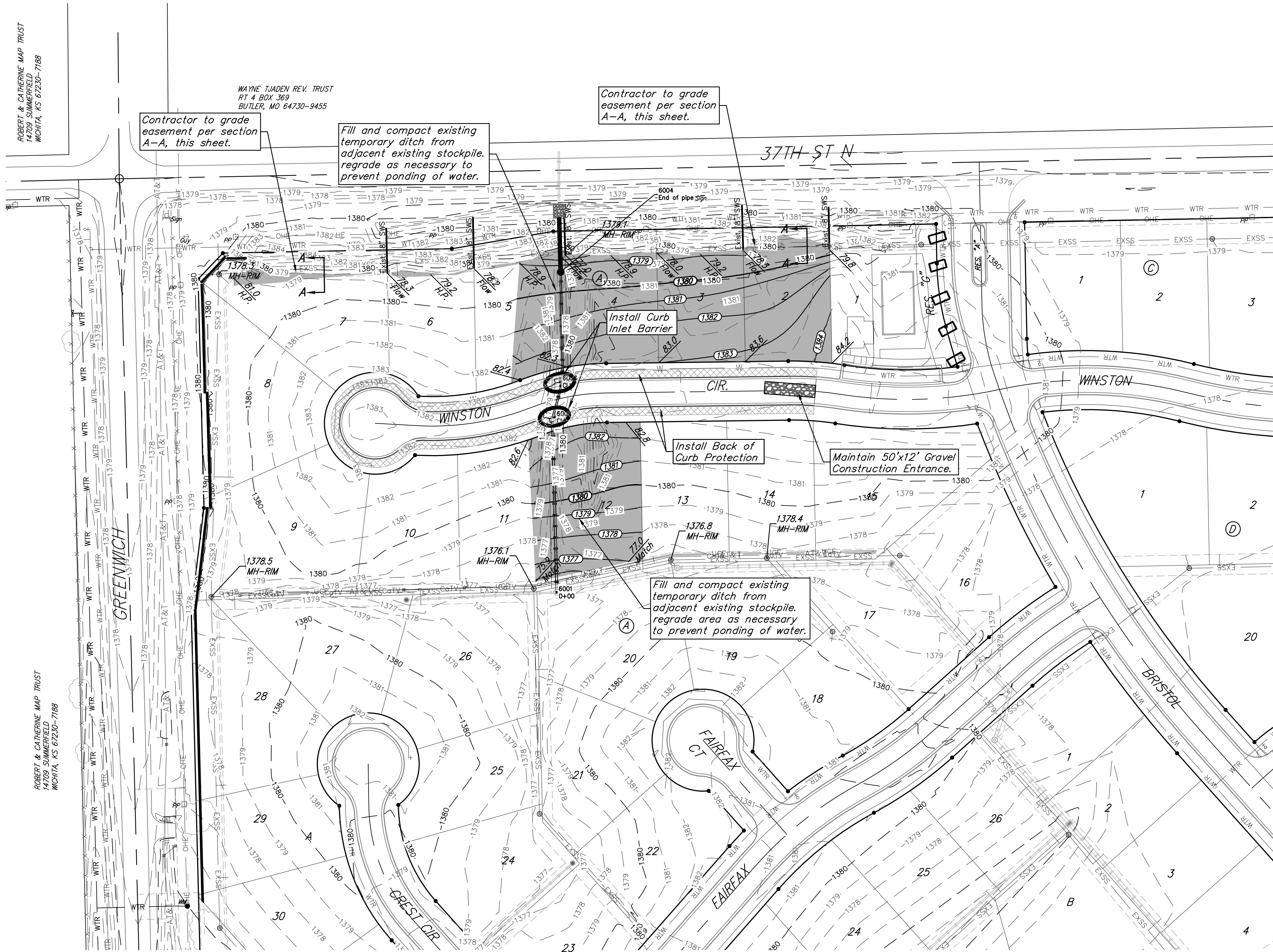


Existing Ground ——— 1364 ———
 Proposed Grade ——— 1364 ———



EROSION CONTROL MEASURE	INSTALL	MAINTAIN
CONSTRUCTION ENTRANCE (EA)	0	1
CURB INLET BARRIER (EA)	2	0
BACK OF CURB PROTECTION (LF)	595	0
MAINTAIN EROSION CONTROL BMP's (LS)	0	1

* ALL EXISTING BMP's INCLUDING CONSTRUCTION ENTRANCE, SEDIMENT BARRIERS, SILT FENCE, CUT-OFF TRENCH, AND EROSION CONTROL MAT SHALL BE MAINTAINED AND REPAIRED IF NECESSARY.



BAUGHMAN COMPANY
 315 Ellis St.
 Wichita, KS 67211
 316-262-7271
 BaughmanCo.com

BROOKFIELD ADDITION
 PHASE 2B

EROSION CONTROL

WATER DISTRIBUTION SYSTEM

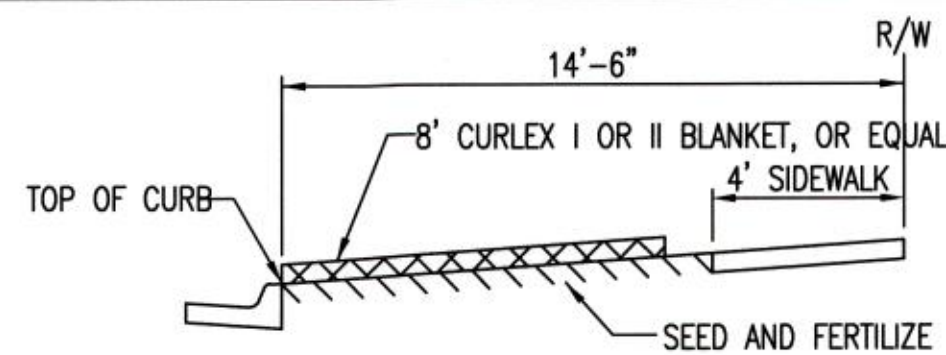
PROJECT NUMBER:
 472-448-2020-018392

DESIGN: AEG DRAWN: JAK

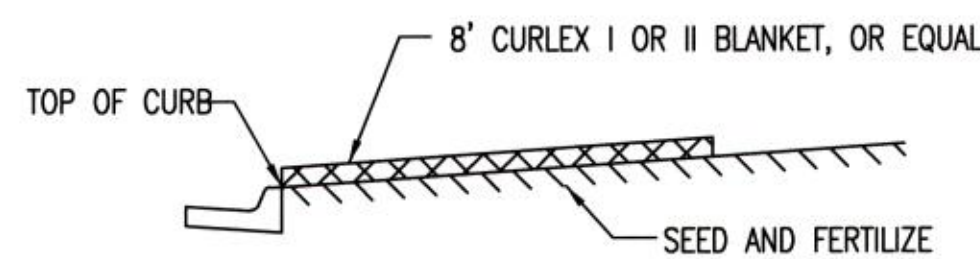
DATE: Dec. 20, 2024

SHEET OF
7 21

File: E:\Projects\Brookfield Addition - 16-04-P190\Engineering\Phase 2B\STR_24-07-EB36.dwg

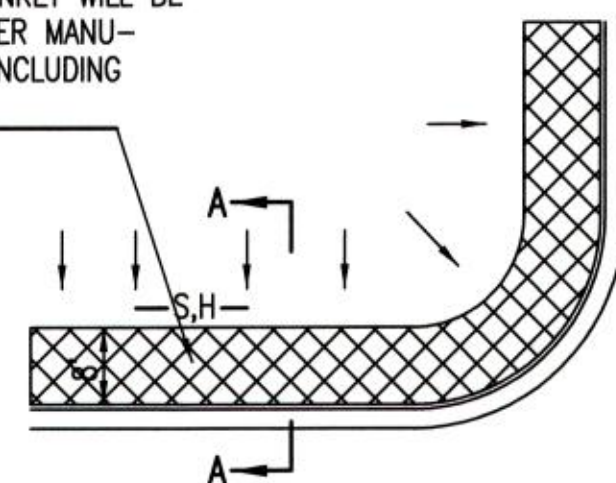


SECTION B-B

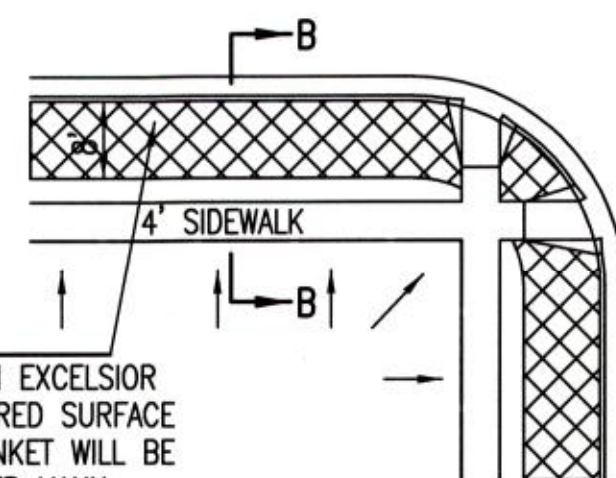


SECTION A-A

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



SOUTH STREET

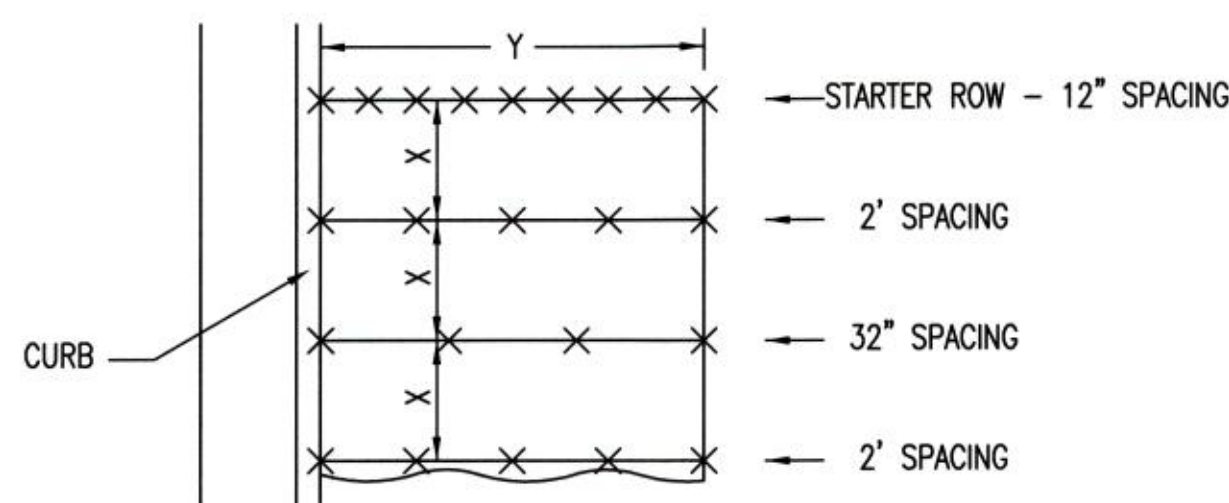


INSTALL 8' WIDE CURLEX I OR II EXCELSIOR BLANKET, OR EQUAL, ON PREPARED SURFACE BACK OF CURB. EDGE OF BLANKET WILL BE AT BACK OF CURB. INSTALL PER MANUFACTURERS RECOMMENDATION, INCLUDING STAPLES. (SEE DETAIL)

GENERAL NOTES

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

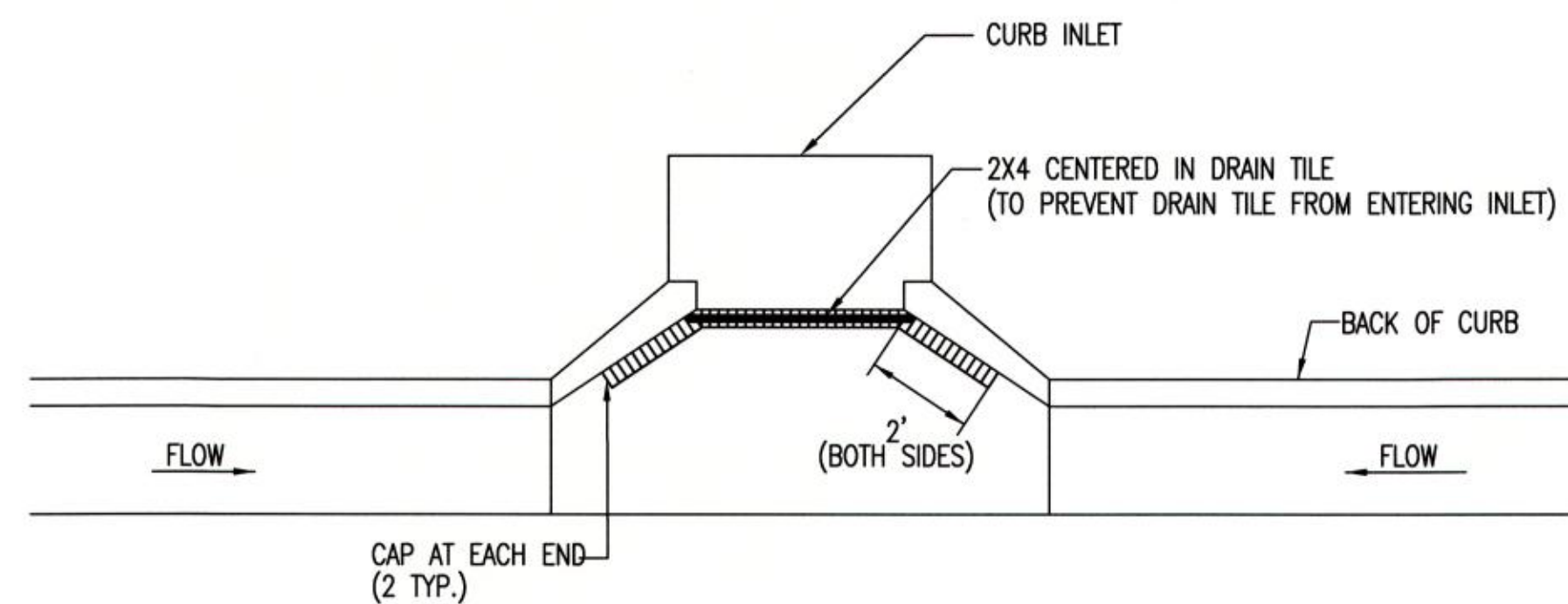
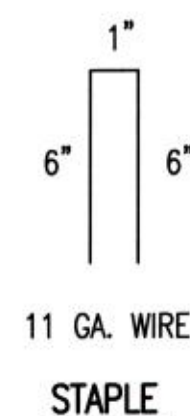
BACK OF CURB PROTECTION DETAIL



STAPLE PATTERN

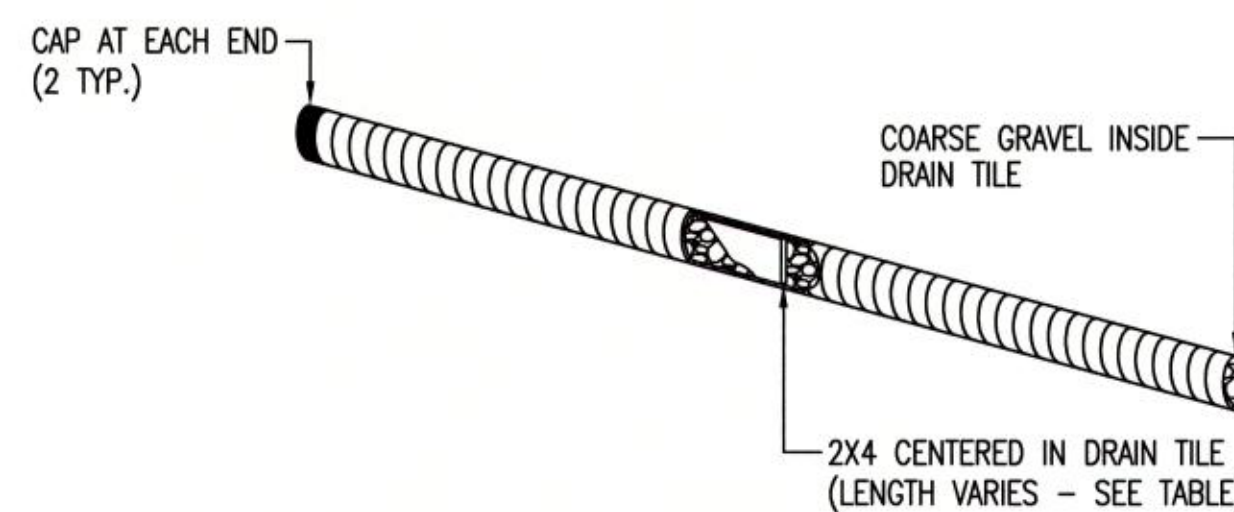
NOTES: USE 6" SEAM OVERLAP
(X & Y = RECOMMENDED BY MANUFACTURE)

DETAILS FOR APPROVED EROSION CONTROL MAT

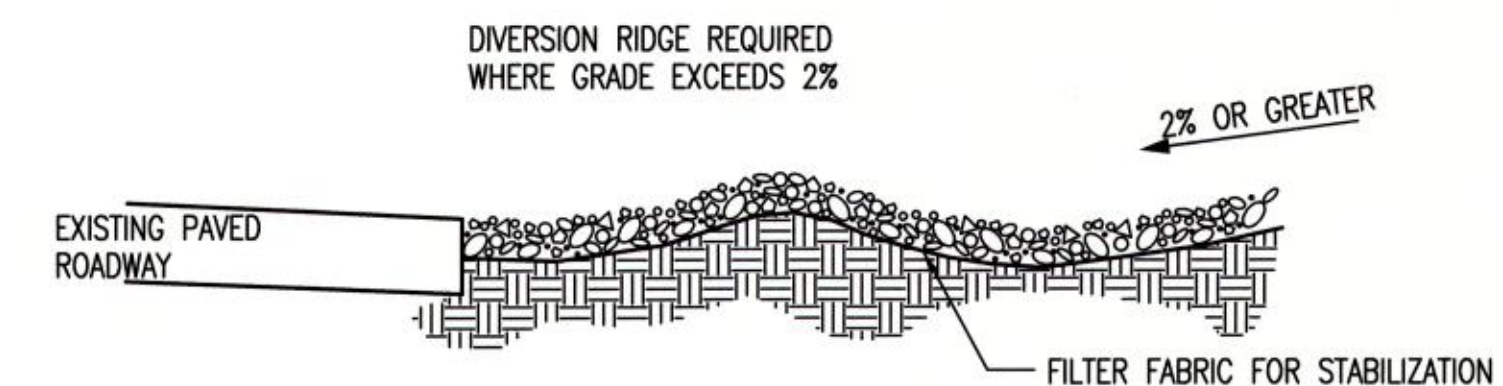


NOTE: PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

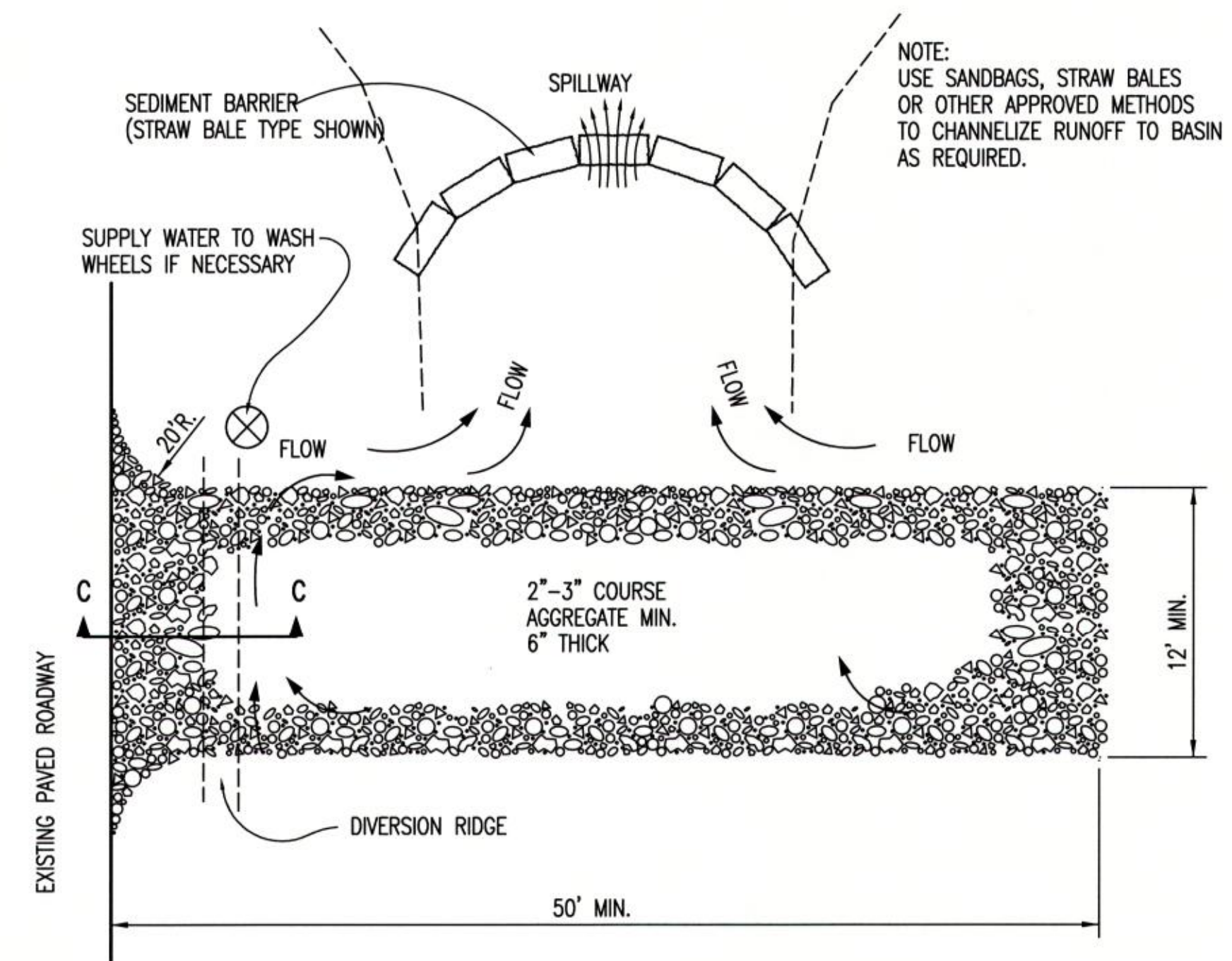
2X4 LENGTH	INLET TYPE	INLET OPENING
5'-6"	1-A	5'-0"
10'-6"	1-A	10'-0"
15'-6"	1-A	15'-0"



CURB INLET PROTECTION
4" PERFORATED PIPE W/ GRAVEL



SECTION C-C



STABILIZED CONSTRUCTION ENTRANCE

GENERAL NOTES

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



CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

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

CITY ENGINEER
GARY JANZEN, P.E.

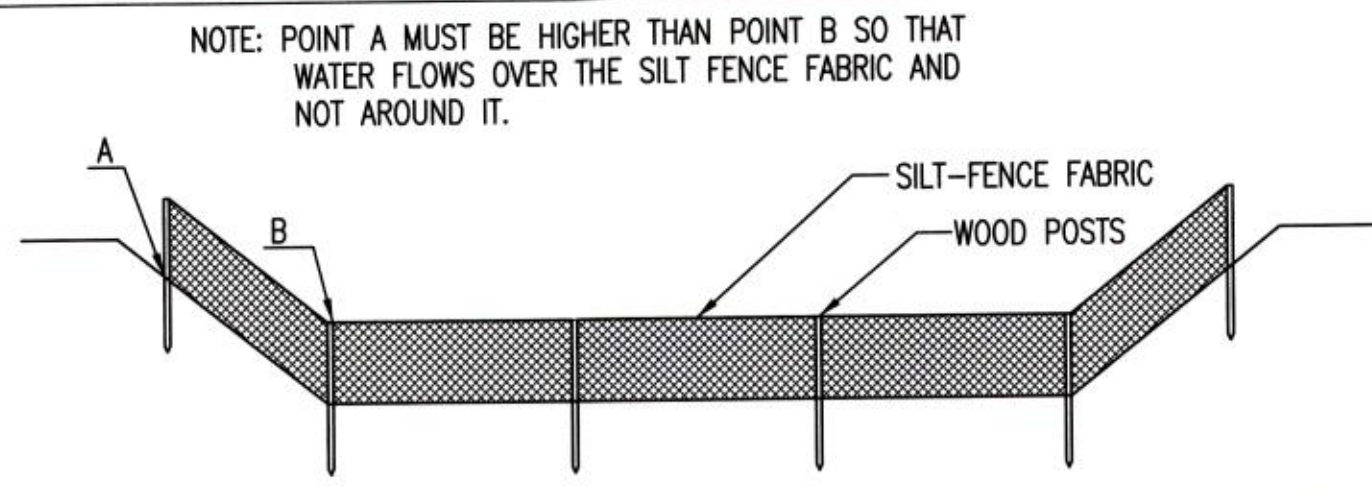
PROJECT NUMBER OCA NUMBER DATE

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

SHEET

8 of 21

REVISION DATE: MAY 2013



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 UPSLOPE 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 UPSLOPE 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.

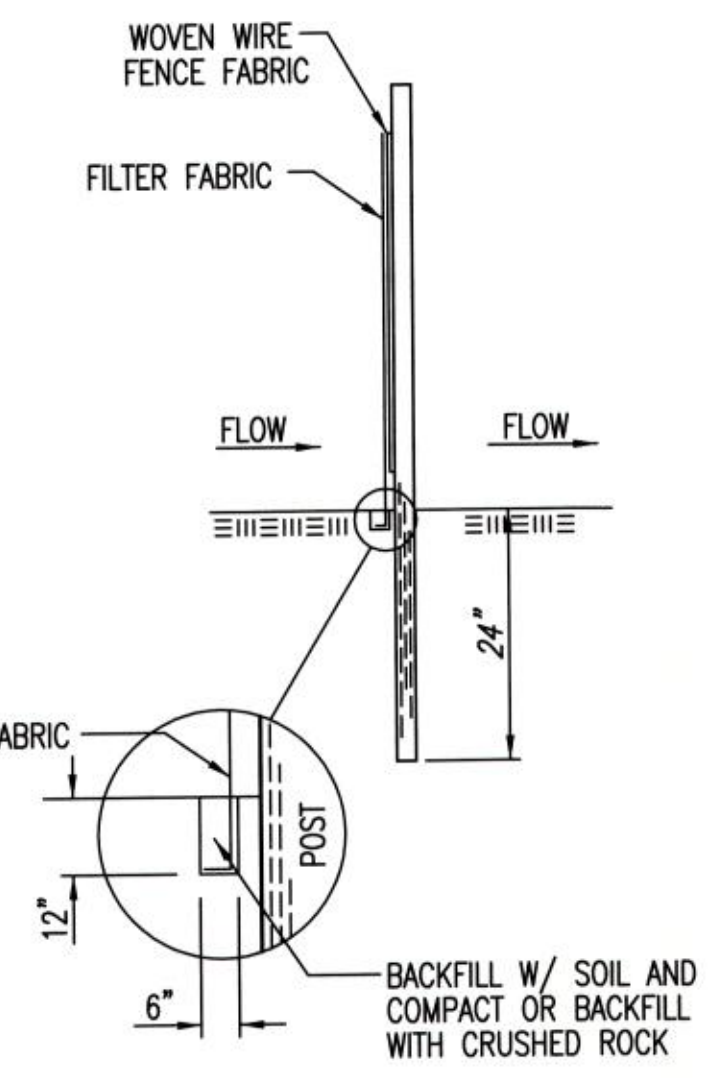
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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 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 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.

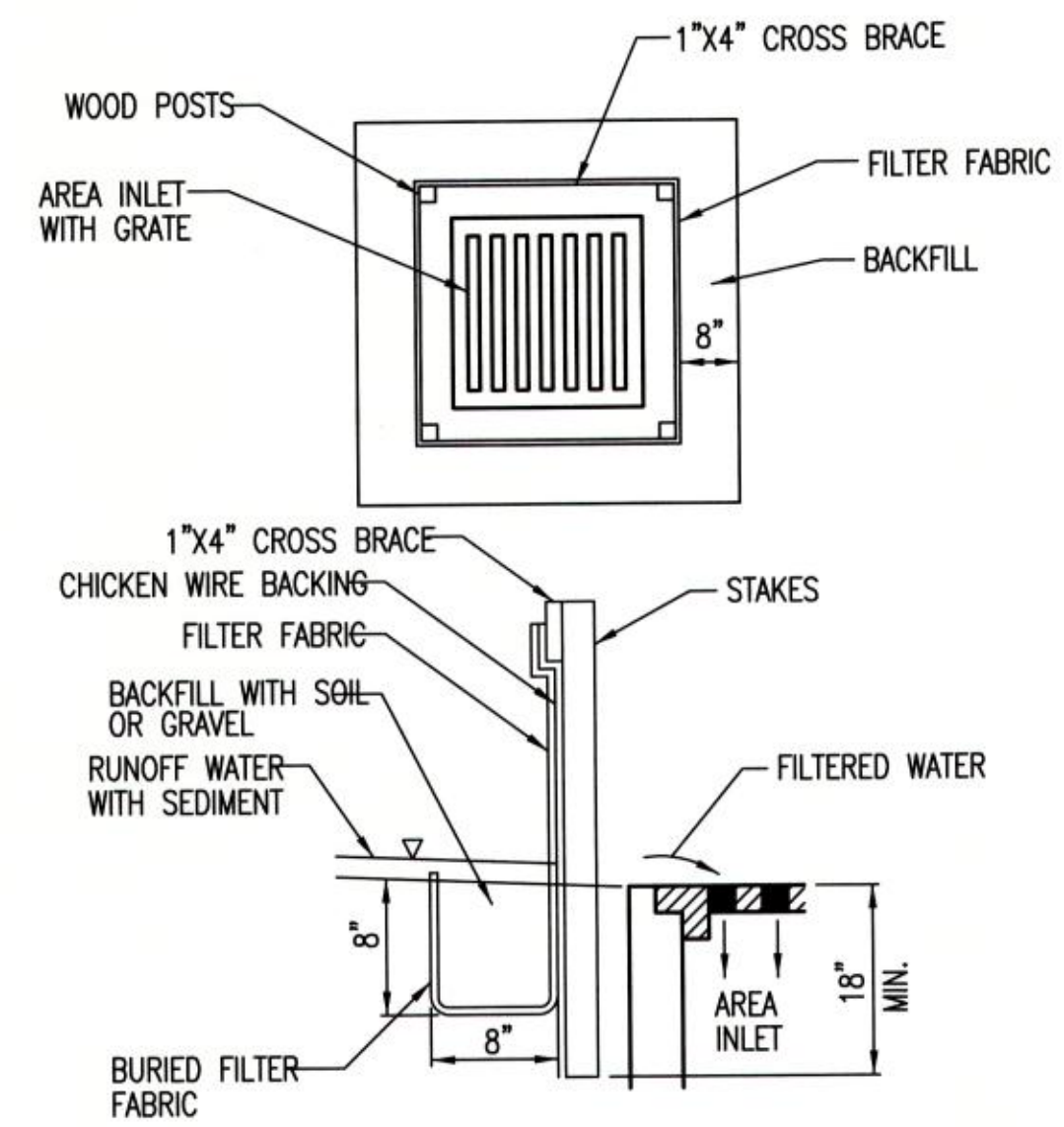
INSPECTION AND MAINTENANCE:

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.

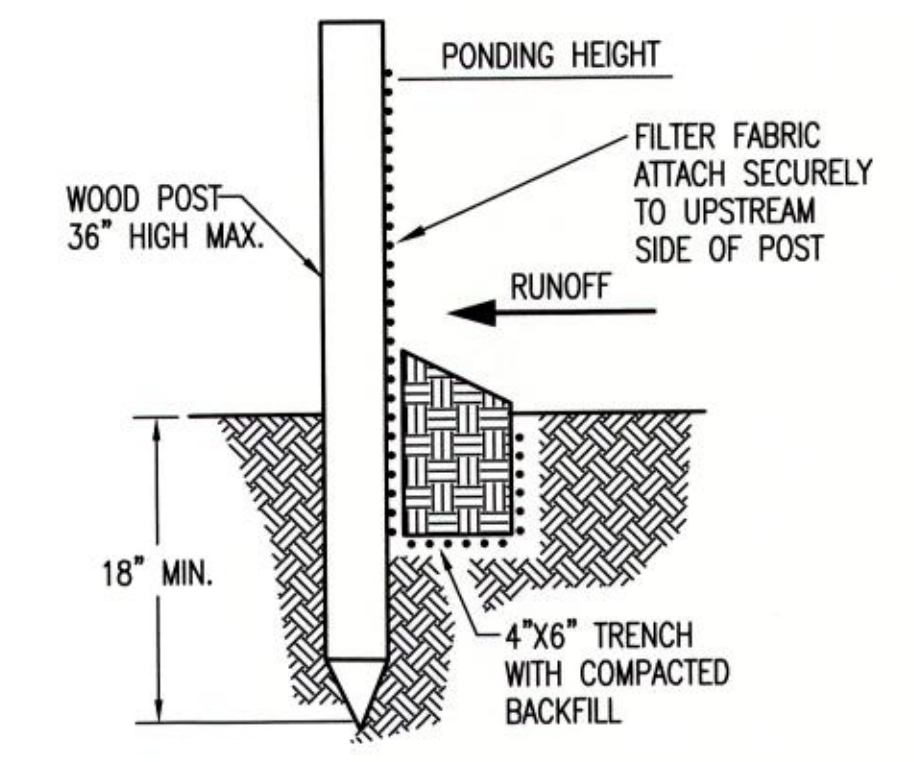
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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?
- DOES THE SILT FENCES SAG EXCESSIVELY?
- HAS THE SILT FENCE TORN OR BECOME DETACHED FROM THE POSTS?
- DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE SLOPE BARRIER?

REVISION DATE: MAY 2013



SILT FENCE DITCH CHECK AND BARRIER DETAILS

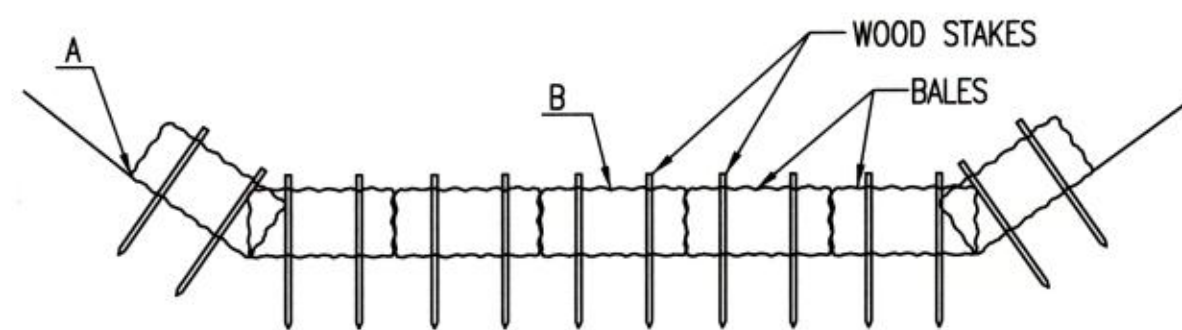
CITY ENGINEER
GARY JANZEN, P.E.

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

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



STRAW BALE DITCH CHECKS

MATERIAL SPECIFICATION:

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

PLACEMENT:

BALE DITCH CHECKS SHOULD BE PLACED PERPENDICULAR TO THE FLOWLINE OF THE DITCH. THE DITCH CHECK SHOULD EXTEND FAR ENOUGH SO THAT THE GROUND LEVEL AT THE ENDS OF THE CHECK IS HIGHER THAN THE TOP OF THE LOWEST CENTER BALE. THIS PREVENTS WATER FROM FLOWING AROUND THE CHECK.

STRAW BALE DITCH CHECKS SHOULD NOT BE PLACED IN DITCHES WHERE HIGH FLOWS ARE EXPECTED. ROCK CHECKS SHOULD BE USED INSTEAD.

BALES SHOULD BE PLACED IN DITCHES WITH SLOPES OF 6% OR LESS. FOR SLOPES STEEPER THAN 6%, ROCK CHECKS SHOULD BE USED.

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

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

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH PERPENDICULAR TO THE DITCH FLOWLINE THAT IS 4" DEEP AND A BALE'S WIDTH WIDE. EXTEND THE TRENCH IN A STRAIGHT LINE ALONG THE ENTIRE LENGTH OF THE PROPOSED DITCH CHECK. PLACE THE SOIL ON THE UPSTREAM SIDE OF THE TRENCH-IT WILL BE USED LATER.

OPTIONAL: ON THE DOWNSTREAM SIDE OF THE TRENCH, ROLL OUT A LENGTH OF EROSION-CONTROL BLANKET (SCOUR APRON) EQUAL TO THE LENGTH OF THE TRENCH. PLACE THE UPSTREAM EDGE OF THE EROSION-CONTROL BLANKET ALONG THE BOTTOM UPSTREAM EDGE OF THE TRENCH. THE EROSION CONTROL BLANKET SHOULD BE ANCHORED IN THE TRENCH WITH ONE ROW OF 8" LANDSCAPE STAPLES PLACED ON 18" CENTERS. THE REMAINDER OF THE EROSION-CONTROL BLANKET (THE PORTION THAT IS NOT LYING IN THE TRENCH) WILL SERVE AS THE DOWNSTREAM SCOUR APRON. THIS SECTION OF THE BLANKET SHOULD BE ANCHORED TO THE GROUND WITH 8" LANDSCAPE STAPLES PLACED AROUND THE PERIMETER OF THE BLANKET ON 18" CENTERS. THE REMAINDER OF THE BLANKET SHOULD BE ANCHORED USING TWO EVENLY SPACED ROWS OF 8" LANDSCAPE STAPLES ON 18" CENTERS PLACED PERPENDICULAR TO THE FLOWLINE OF THE DITCH.

PLACE THE BALES IN THE TRENCH, MAKING SURE THAT THEY ARE BUTTED TIGHTLY. TWO STAKES SHOULD BE DRIVEN THROUGH EACH BALE ALONG THE CENTERLINE OF THE DITCH CHECK, APPROXIMATELY 6" TO 8" IN FROM THE BALE ENDS. STAKES SHOULD BE DRIVEN AT LEAST 12" INTO THE GROUND.

ONCE ALL THE BALES HAVE BEEN INSTALLED AND ANCHORED, PLACE THE EXCAVATED SOIL AGAINST THE UPSTREAM SIDE OF THE CHECK AND COMPACT IT. THE COMPACTED SOIL SHOULD BE NO MORE THAN 3" TO 4" DEEP AND EXTEND UPSTREAM NO MORE THAN 24".

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

DO NOT PLACE A BALE DITCH CHECK DIRECTLY IN FRONT OF A CULVERT OUTLET. IT WILL NOT STAND UP TO THE CONCENTRATED FLOW.

DO NOT PLACE BALE DITCH CHECKS IN DITCHES THAT WILL LIKELY EXPERIENCE HIGH FLOWS. THEY WILL NOT STAND UP TO CONCENTRATED FLOW.

FOLLOW PRESCRIBED DITCH-CHECK SPACING GUIDELINES. IF SPACING GUIDELINES ARE EXCEEDED, EROSION WILL OCCUR BETWEEN THE DITCH CHECKS.

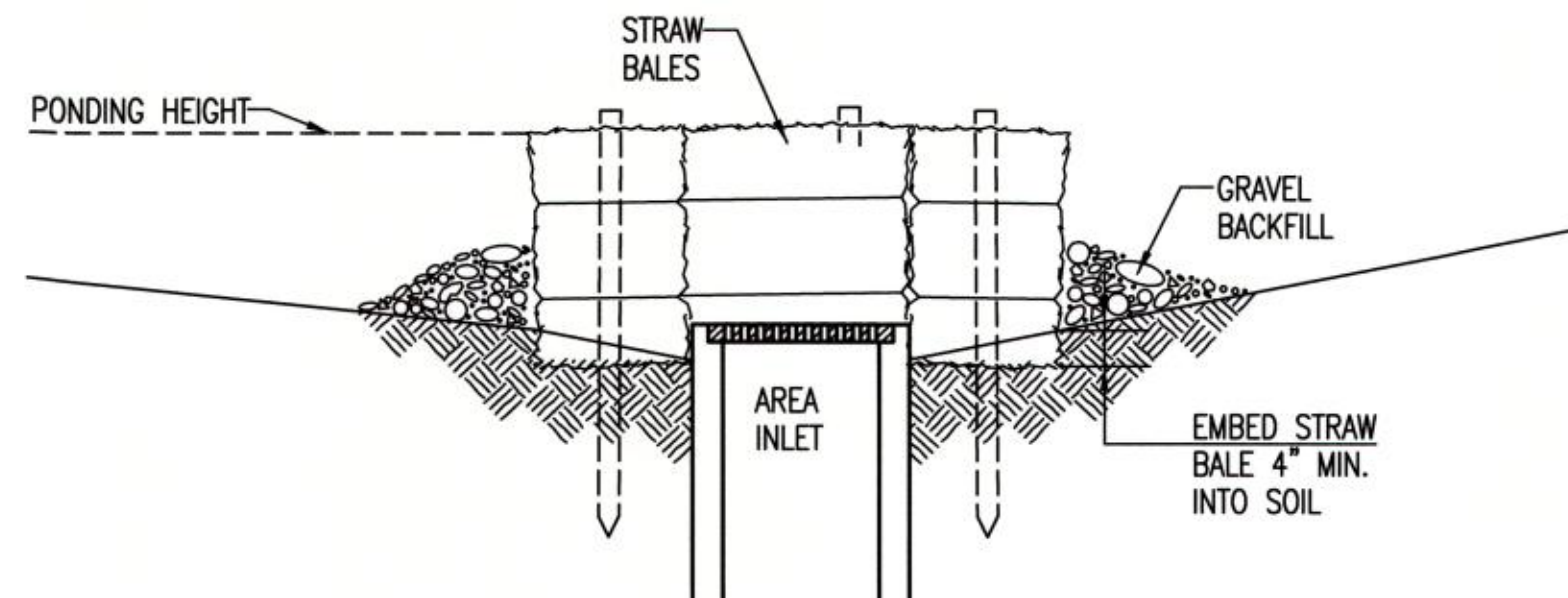
DO NOT ALLOW WATER TO FLOW AROUND THE DITCH CHECK. MAKE SURE THAT THE DITCH CHECK IS LONG ENOUGH SO THAT THE GROUND LEVEL AT THE ENDS OF THE CHECK IS HIGHER THAN THE TOP OF THE LOWEST CENTER BALE.

DO NOT PLACE BALE DITCH CHECKS IN CHANNELS WITH SHALLOW SOILS UNDERLAIN BY ROCK. IF THE CHECK IS NOT ANCHORED SUFFICIENTLY, IT WILL WASH OUT. BALE DITCH CHECKS MUST BE DUG INTO THE GROUND. BALES AT GROUND LEVEL DO NOT WORK BECAUSE THEY ALLOW WATER TO FLOW UNDER THE CHECK.

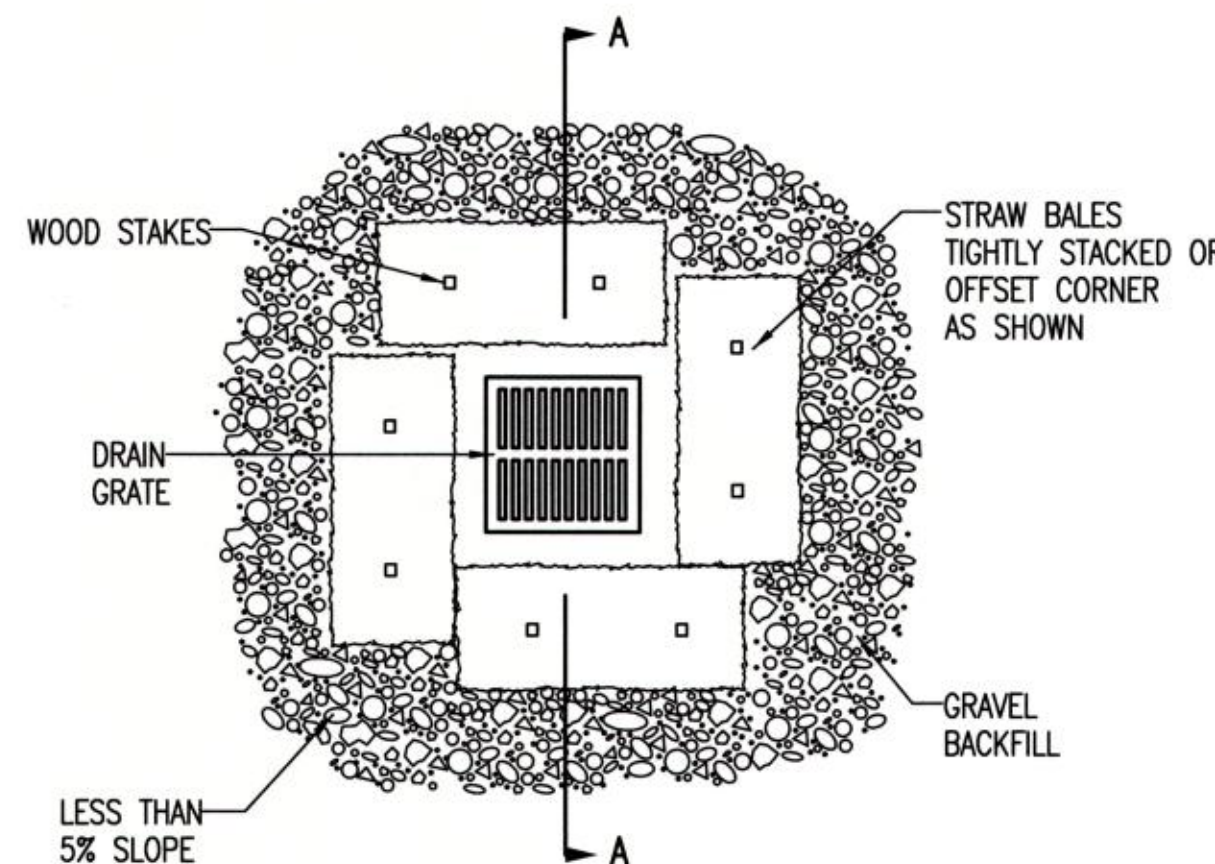
INSPECTION AND MAINTENANCE:

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

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



SECTION A-A



STRAW BALE BARRIERS FOR AREA INLETS (INLET PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH AROUND THE PERIMETER OF THE AREA INLET THAT IS AT LEAST 4" DEEP BY A BALE'S WIDTH WIDE.

PLACE THE BALES IN THE TRENCH, MAKING SURE THAT THEY ARE BUTTED TIGHTLY. SOME BALES MAY NEED TO BE SHORTENED TO FIT INTO THE TRENCH AROUND THE AREA INLET. TWO STAKES SHOULD BE DRIVEN THROUGH EACH BALE, APPROXIMATELY 6" TO 8" IN FROM THE BALE ENDS. STAKES SHOULD BE DRIVEN AT LEAST 12" INTO THE GROUND.

ONCE ALL THE BALES HAVE BEEN INSTALLED AND ANCHORED, PLACE THE EXCAVATED SOIL AGAINST THE RECEIVING SIDE OF THE BARRIER AND COMPACT IT. THE COMPACTED SOIL SHOULD BE NO MORE THAN 3" TO 4" DEEP.

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

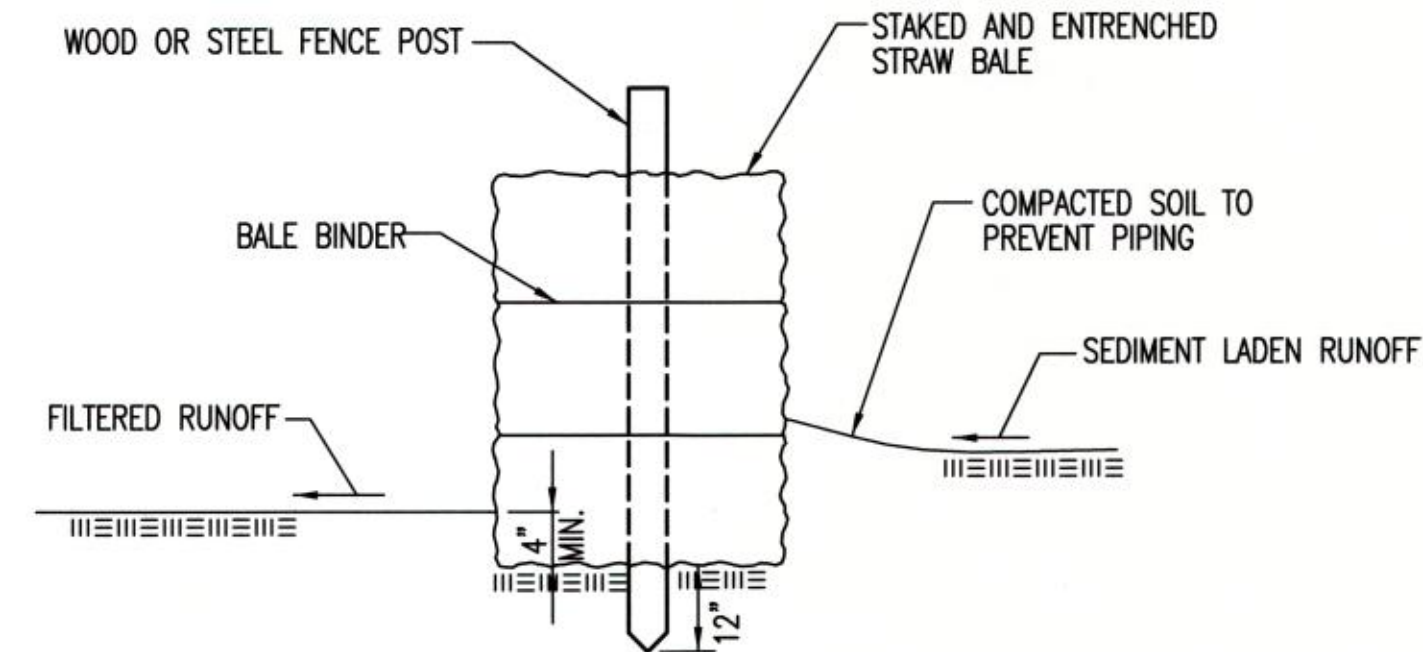
LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



STRAW BALE BARRIERS

MATERIAL SPECIFICATION:

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

PLACEMENT:

A SLOPE BARRIER SHOULD BE USED AT THE TOE OF A SLOPE WHEN A DITCH DOES NOT EXIST. THE SLOPE BARRIER SHOULD BE PLACED ON NEARLY LEVEL GROUND 5' TO 10' AWAY FROM THE TOE OF A SLOPE. THE BARRIER IS PLACED AWAY FROM THE TOE OF THE SLOPE TO PROVIDE ADEQUATE STORAGE FOR SETTLING OUT SEDIMENT.

WHEN PRACTICABLE, BALE SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW.

BALE SLOPE BARRIERS CAN ALSO BE PLACED ALONG RIGHT-OF-WAY FENCE LINES TO KEEP SEDIMENT FROM CROSSING ONTO ADJACENT PROPERTY. WHEN PLACED IN THIS MANNER, THE SLOPE BARRIER WILL NOT LIKELY FOLLOW CONTOURS.

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH THE LENGTH OF THE PLANNED SLOPE BARRIER THAT IS 4" DEEP AND A BALE'S WIDTH WIDE. MAKE SURE THAT THE TRENCH IS EXCAVATED ALONG A SINGLE CONTOUR. WHEN PRACTICABLE, SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. PLACE THE SOIL ON THE UPSLOPE SIDE OF THE TRENCH FOR LATER USE.

PLACE THE BALES IN THE TRENCH, MAKING SURE THAT THEY ARE BUTTED TIGHTLY. TWO STAKES SHOULD BE DRIVEN THROUGH EACH BALE ALONG THE CENTERLINE OF THE DITCH CHECK, APPROXIMATELY 6" TO 8" IN FROM THE BALE ENDS. STAKES SHOULD BE DRIVEN AT LEAST 12" INTO THE GROUND.

ONCE ALL THE BALES HAVE BEEN INSTALLED AND ANCHORED, PLACE THE EXCAVATED SOIL AGAINST THE UPSLOPE SIDE OF THE CHECK AND COMPACT IT. THE COMPACTED SOIL SHOULD BE NO MORE THAN 3" TO 4" DEEP.

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

DO NOT PLACE BALE SLOPE BARRIERS IN AREAS WITH SHALLOW SOILS UNDERLAIN BY ROCK. IF THE BARRIER IS NOT ANCHORED SUFFICIENTLY, IT WILL WASH OUT.

BALE SLOPE BARRIERS MUST BE DUG INTO THE GROUND. BALES AT GROUND LEVEL DO NOT WORK BECAUSE THEY ALLOW WATER TO FLOW UNDER THE BARRIER.

INSPECTION AND MAINTENANCE:

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

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

REVISION DATE: MAY 2013



CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

STRAW BALE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

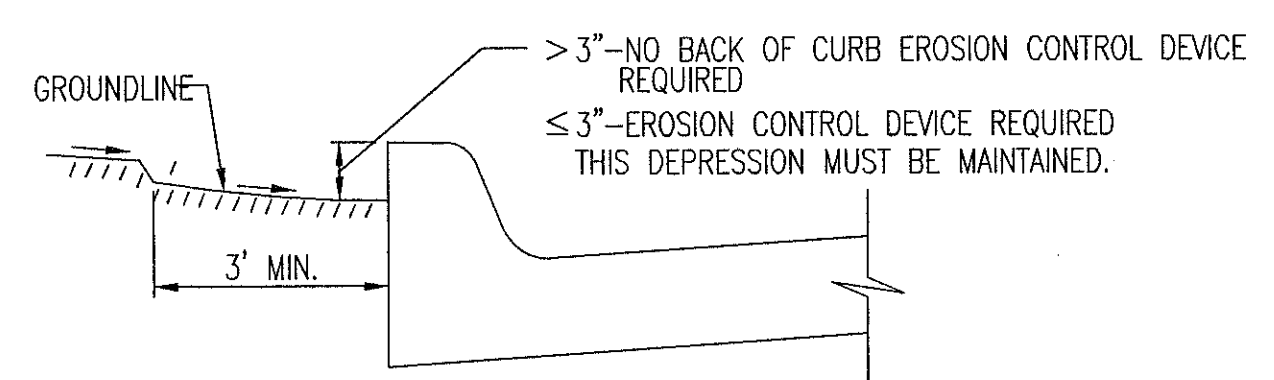
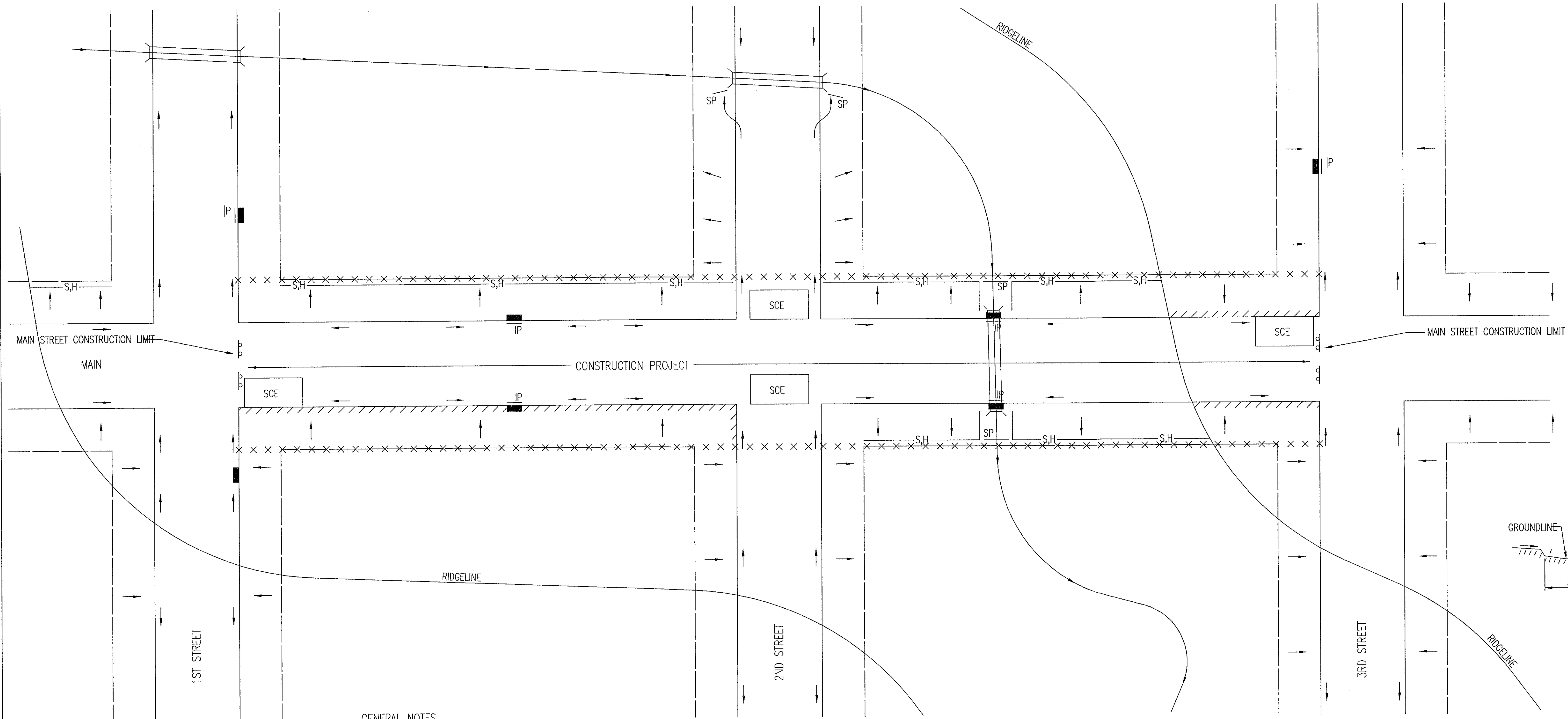
PROJECT NUMBER OCA NUMBER DATE

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

SHEET
10 of 21

GENERAL NOTES

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



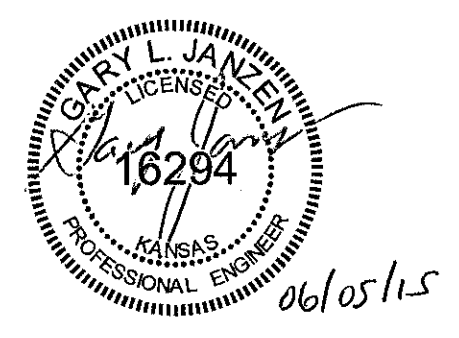
THIS IS A TEMPORARY MEASURE ONLY, WHEN APPROVED BY THE PROJECT ENGINEER. THE DIRT GRADE BEHIND THE CURB SHALL BE BROUGHT TO THE TOP OF CURB, WITH TEMPORARY EROSION CONTROL MAT OR PERMANENT VEGETATION PLACED, PRIOR TO THE COMPLETION OF ALL PROJECTS.

GENERAL NOTES

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

LEGEND

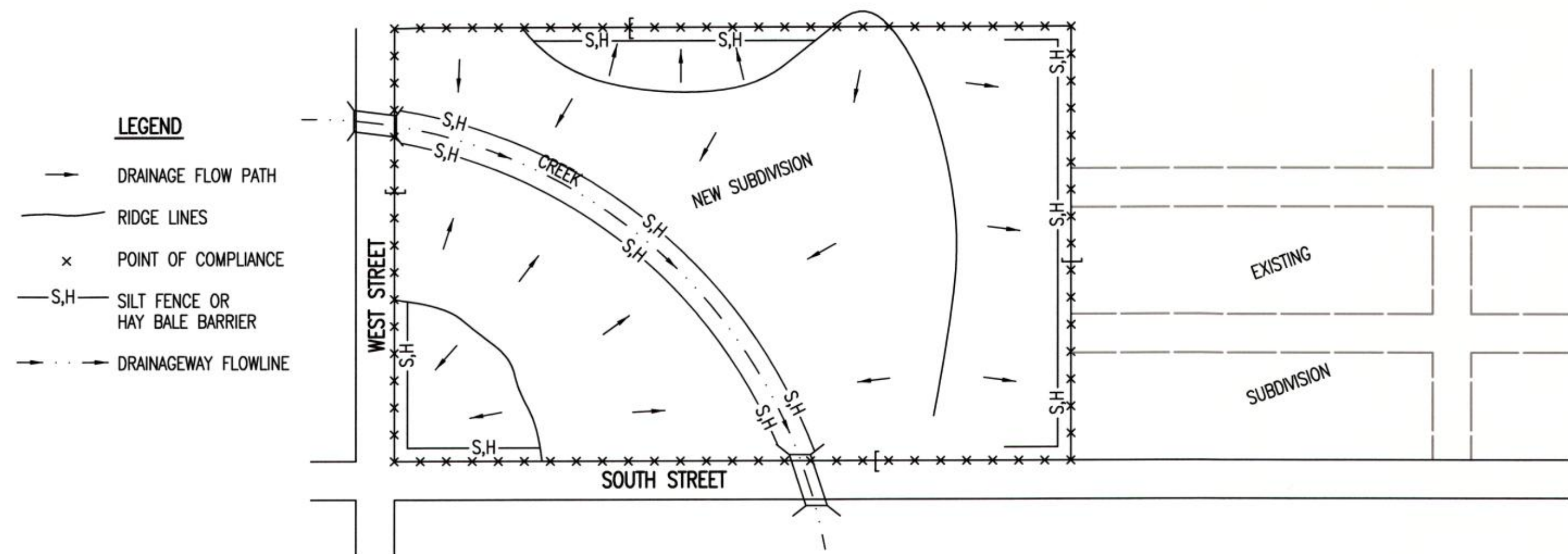
- R-O-W LIMITS
- DRAINAGE FLOW PATH
- × × × × R/W LIMIT WITHIN CONSTRUCTION LIMIT
- STORM WATER INLETS
- IP INLET PROTECTION
- S,H— SILT FENCE OR HAY BALE BARRIER
- SP STREAM PROTECTION
- SCE STABILIZED CONSTRUCTION ENTRANCE
- //// BACK OF CURB PROTECTION



CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

REVISION: JUNE 2015		
STREET IMPROVEMENT PROJECTS		
CITY ENGINEER GARY JANZEN, P.E.		
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 11 of 21

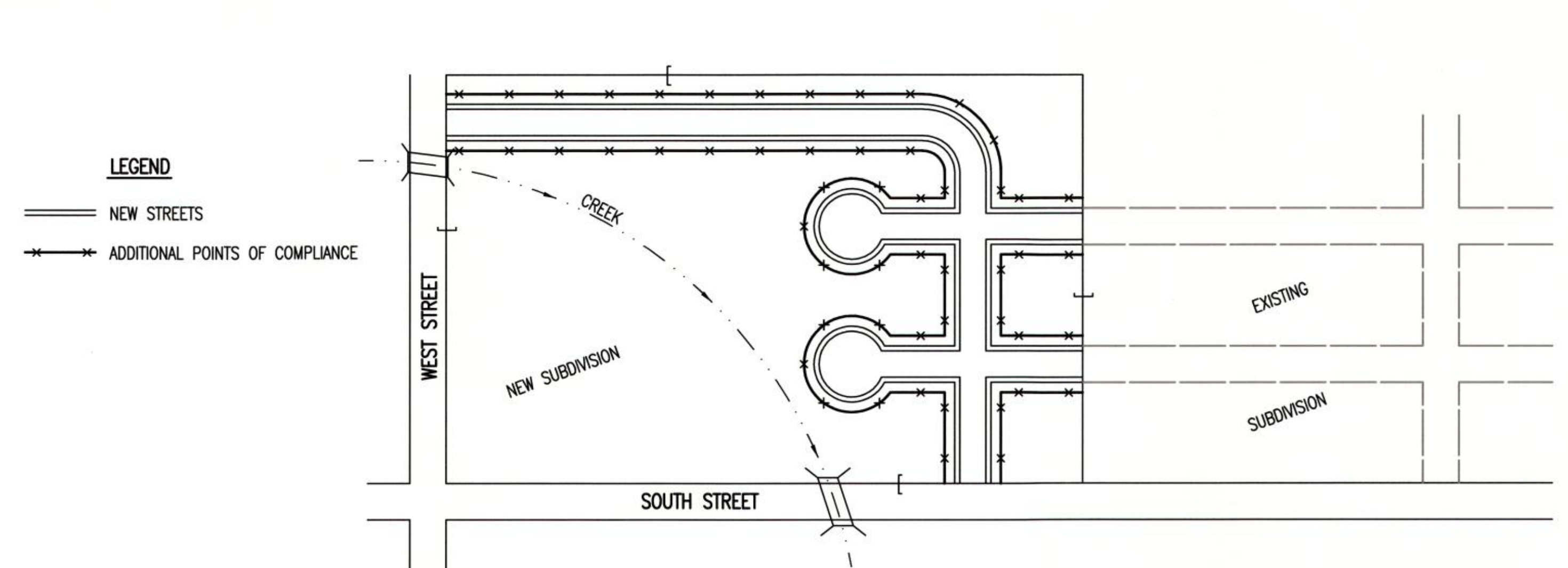
PHASE 1 – INITIAL EARTHWORK AND UTILITIES (EXCEPT STORM SEWER)



- LEGEND**
- DRAINAGE FLOW PATH
 - RIDGE LINES
 - x POINT OF COMPLIANCE
 - S.H. SILT FENCE OR HAY BALE BARRIER
 - DRAINAGEWAY FLOWLINE

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

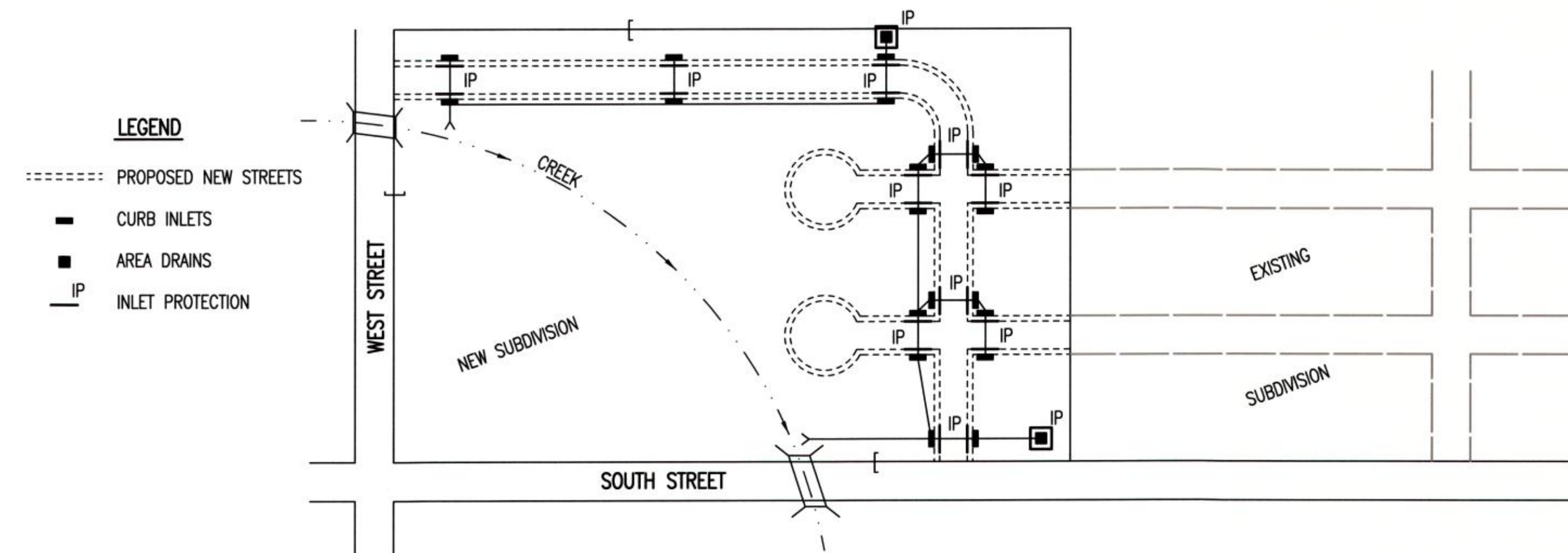
PHASE 3 – STREET CONSTRUCTION



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

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

PHASE 2 – INSTALLATION OF STORM SEWER



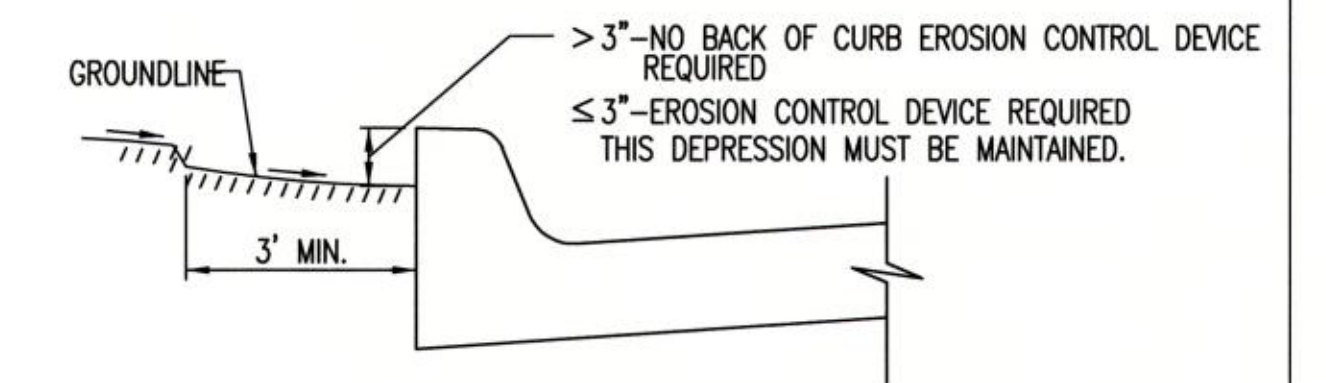
- LEGEND**
- PROPOSED NEW STREETS
 - CURB INLETS
 - AREA DRAINS
 - IP INLET PROTECTION

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

GENERAL NOTES

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

SEE DETAIL SHEET FOR BACK OF CURB PROTECTION DETAIL



CURB BACKFILL DETAIL (STREET CONSTRUCTION ONLY)

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

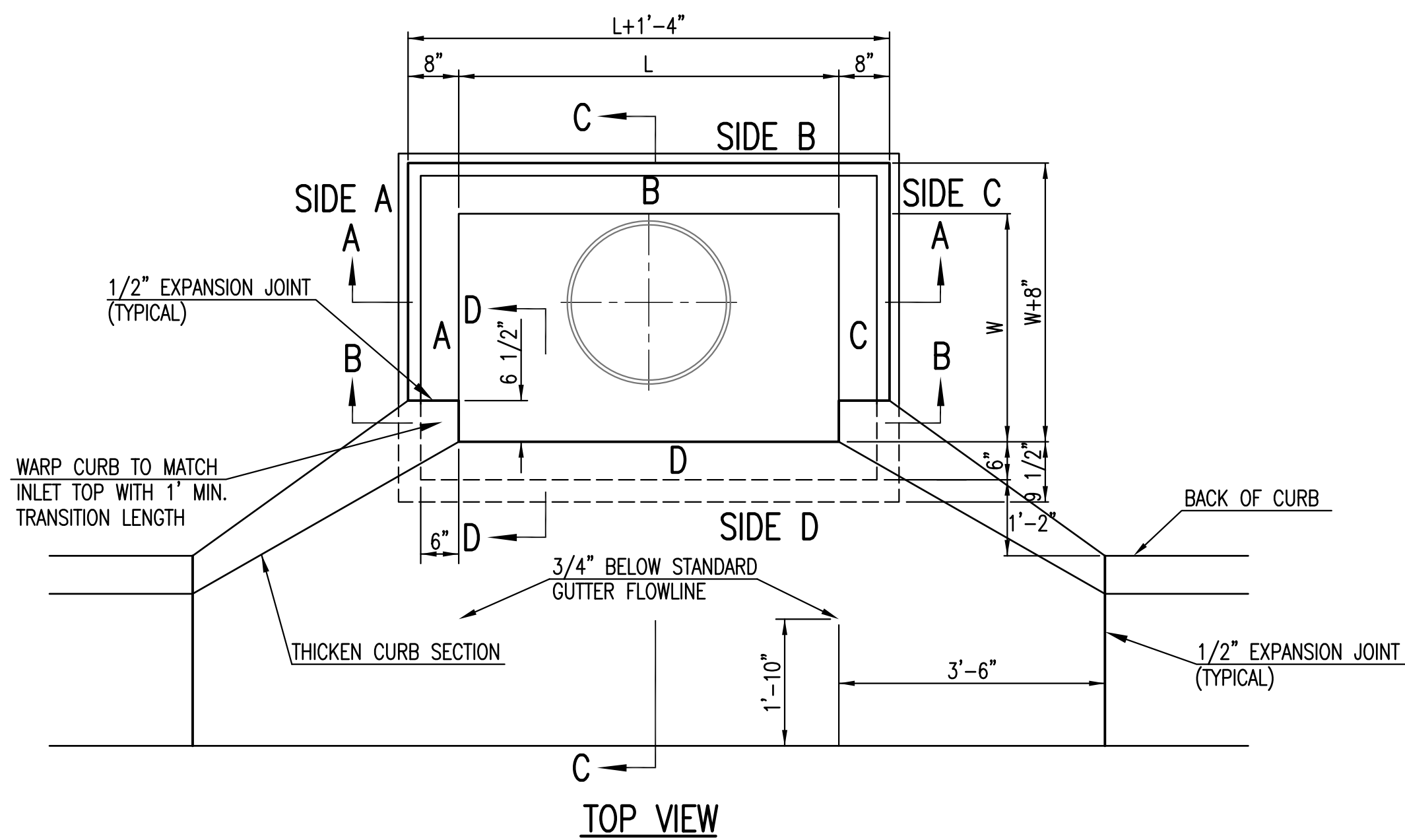
REVISION DATE: MAY 2013



CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

SUBDIVISION DEVELOPMENT PROCESS
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 12 of 21



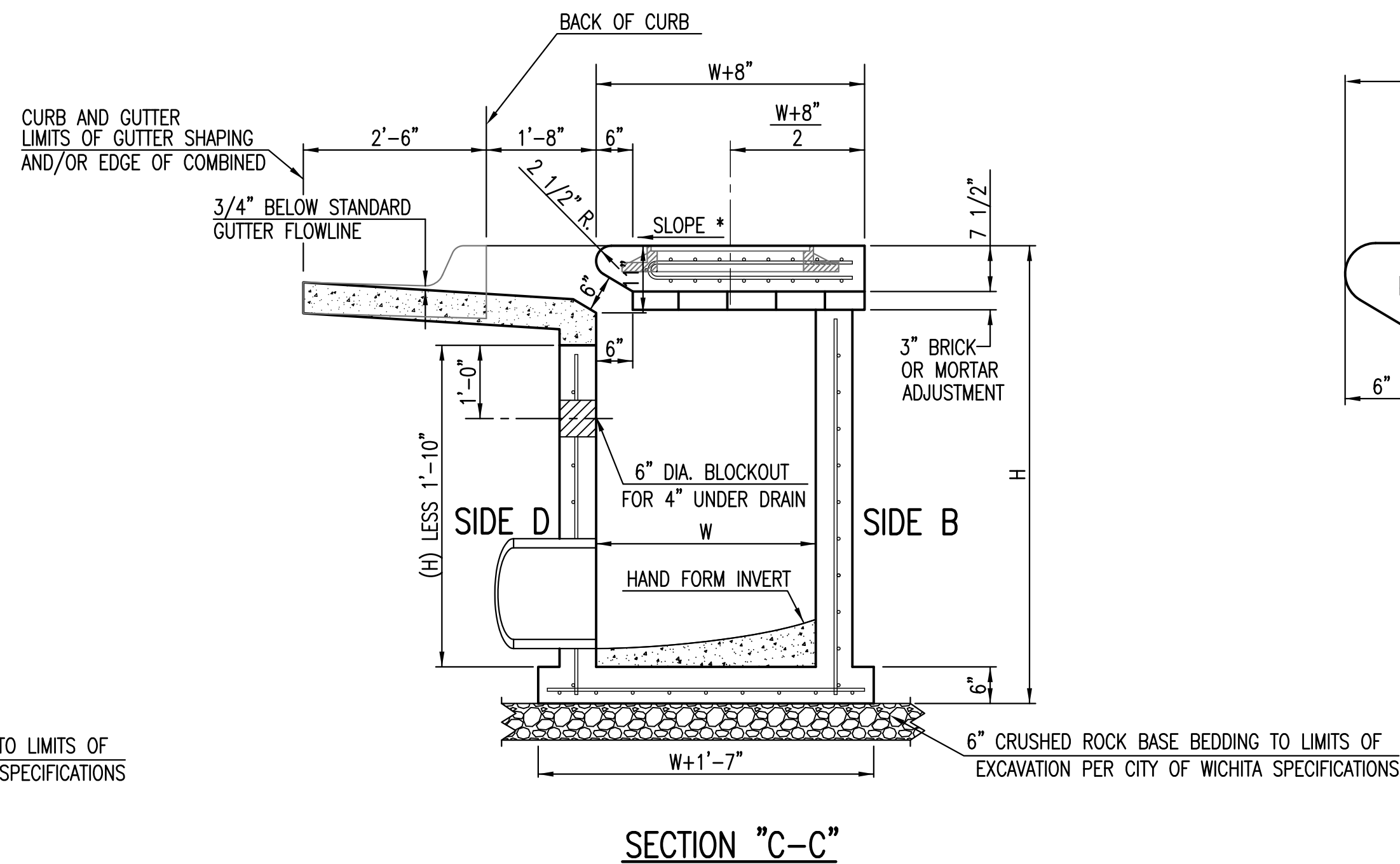
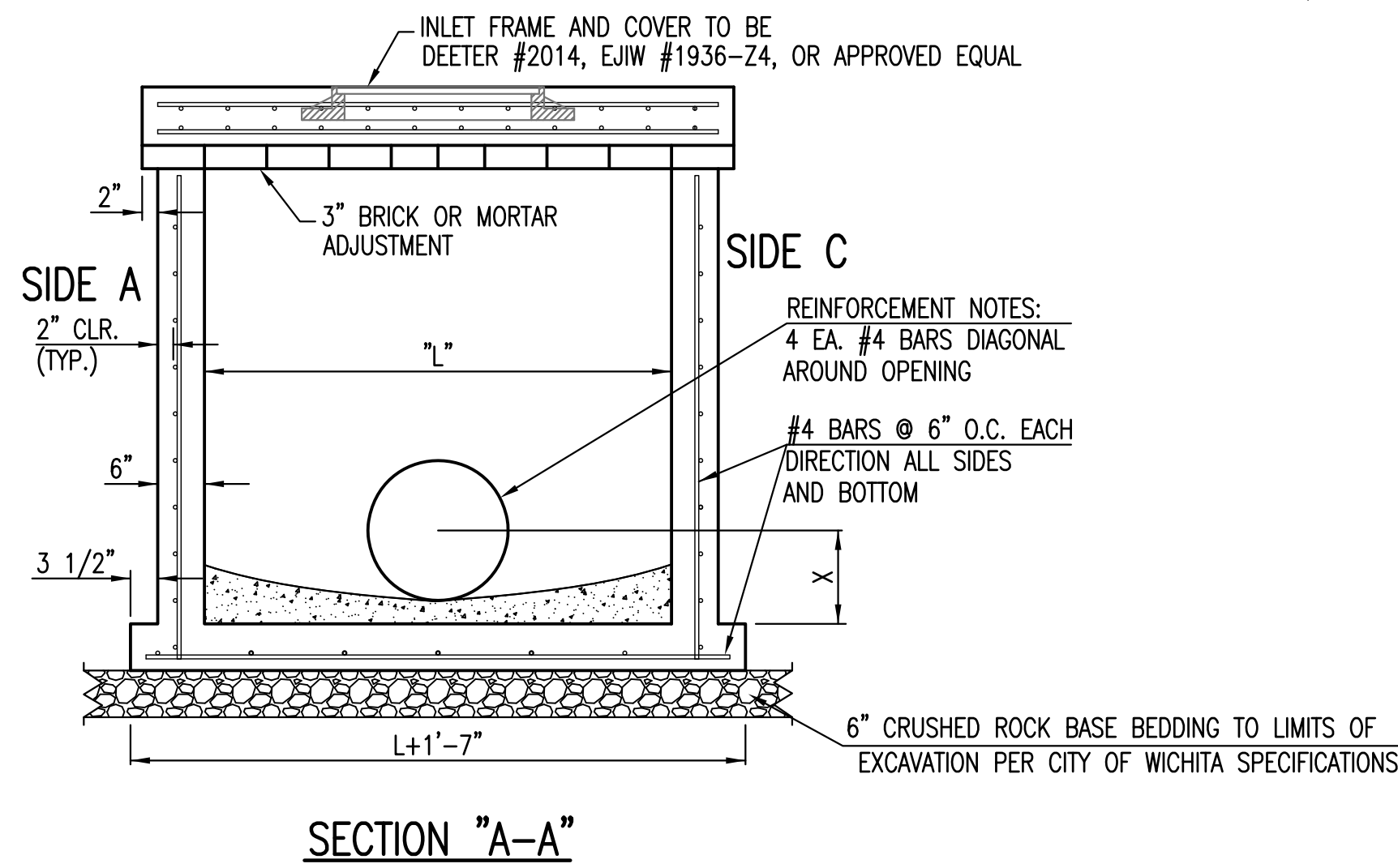
BAR SCHEDULE		
INLET OPENING	B1 BARS	SPACING
5'-0"	#4	4"
10'-0"	#6	3.5"

W	PRE-CAST TOP SIZE			PIPE DIA.**
	WIDTH	LENGTH	TOP	
3'-0"	W+8"	L+1'-4"	7 1/2"	21" & SMALLER
4'-0"	W+8"	L+1'-4"	7 1/2"	24" & 30"
5'-0"	W+8"	L+1'-4"	7 1/2"	36" & 42"
6'-0"	W+8"	L+1'-4"	7 1/2"	48" & 54"
7'-0"	W+8"	L+1'-4"	7 1/2"	60" & 66"

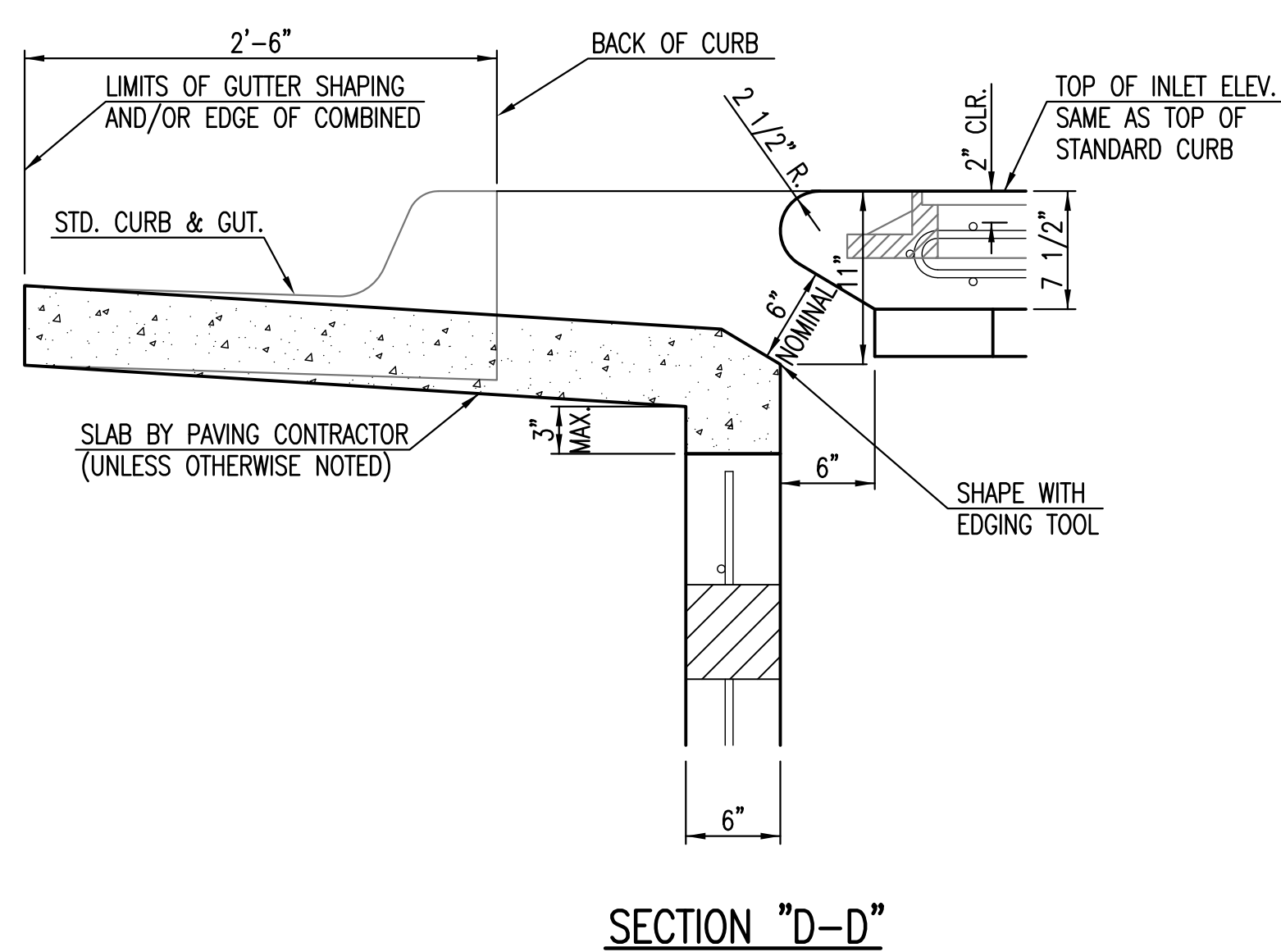
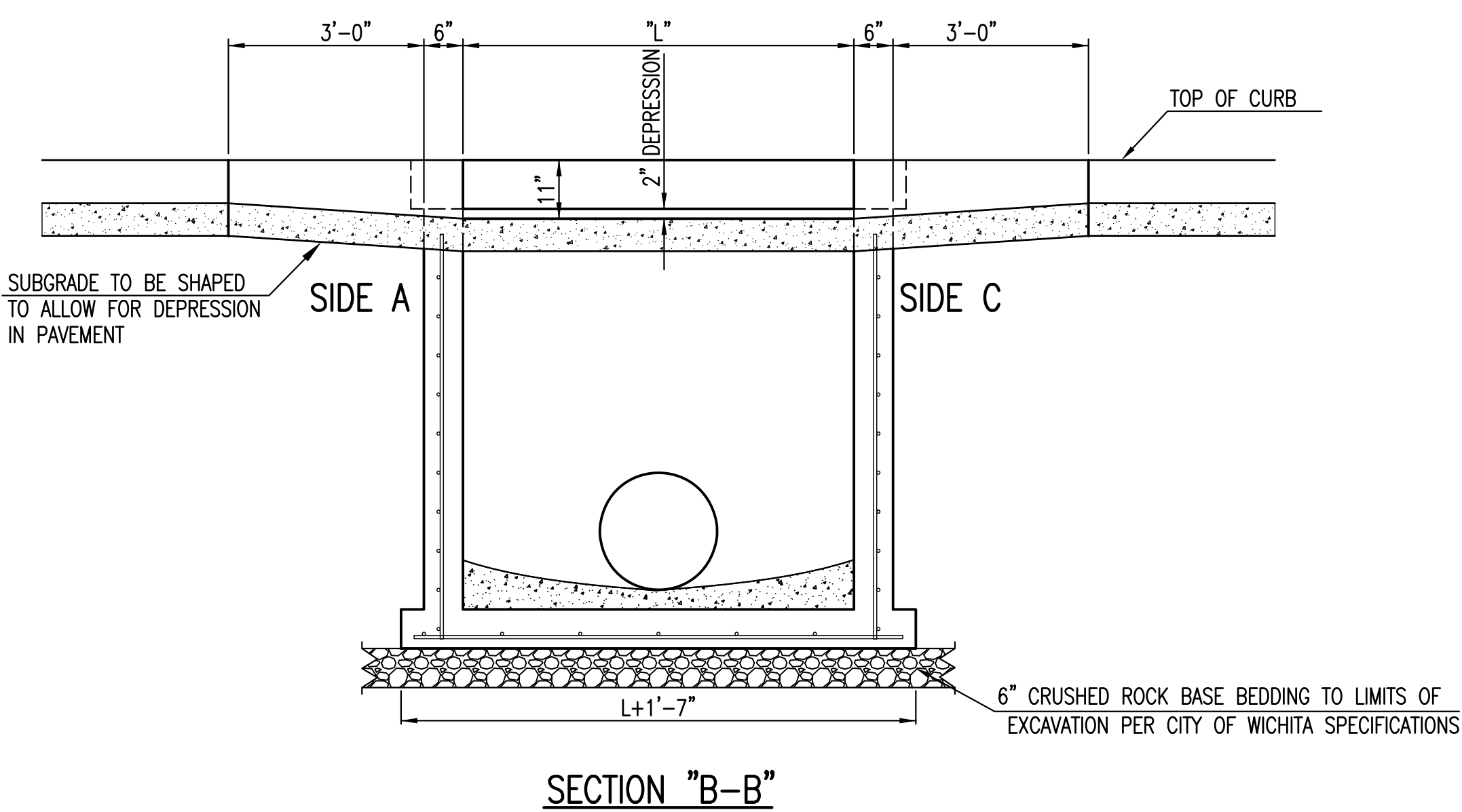
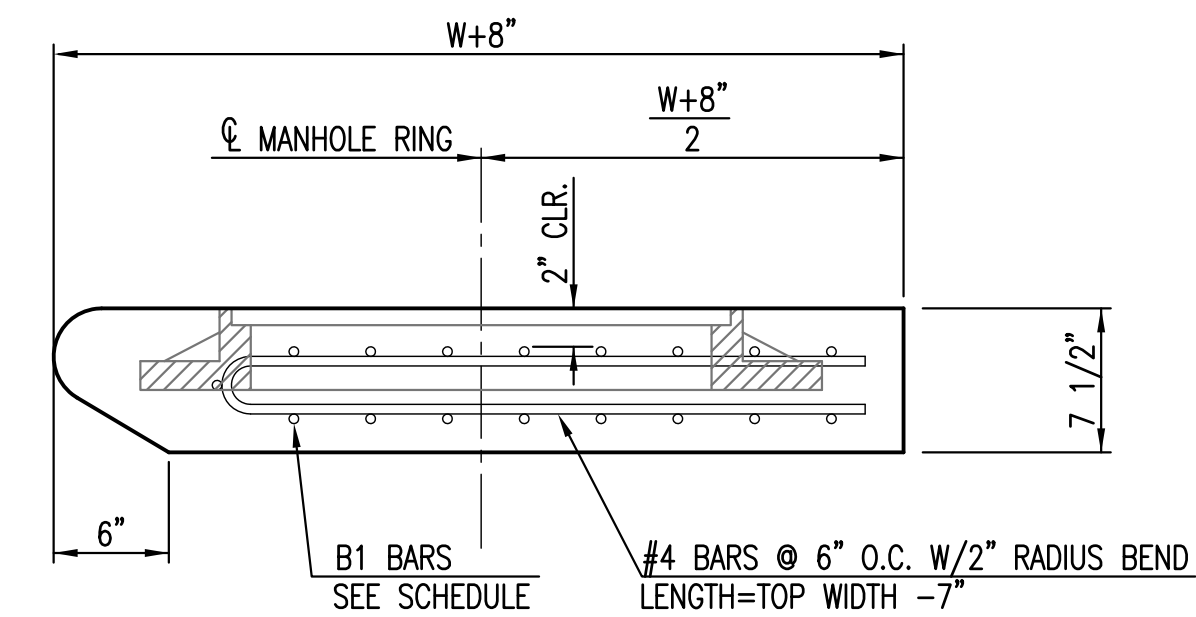
** FOR PIPES PERPENDICULAR TO INLET WALL

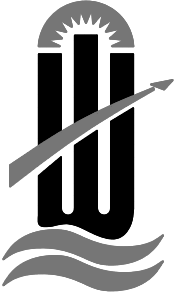
GENERAL NOTES

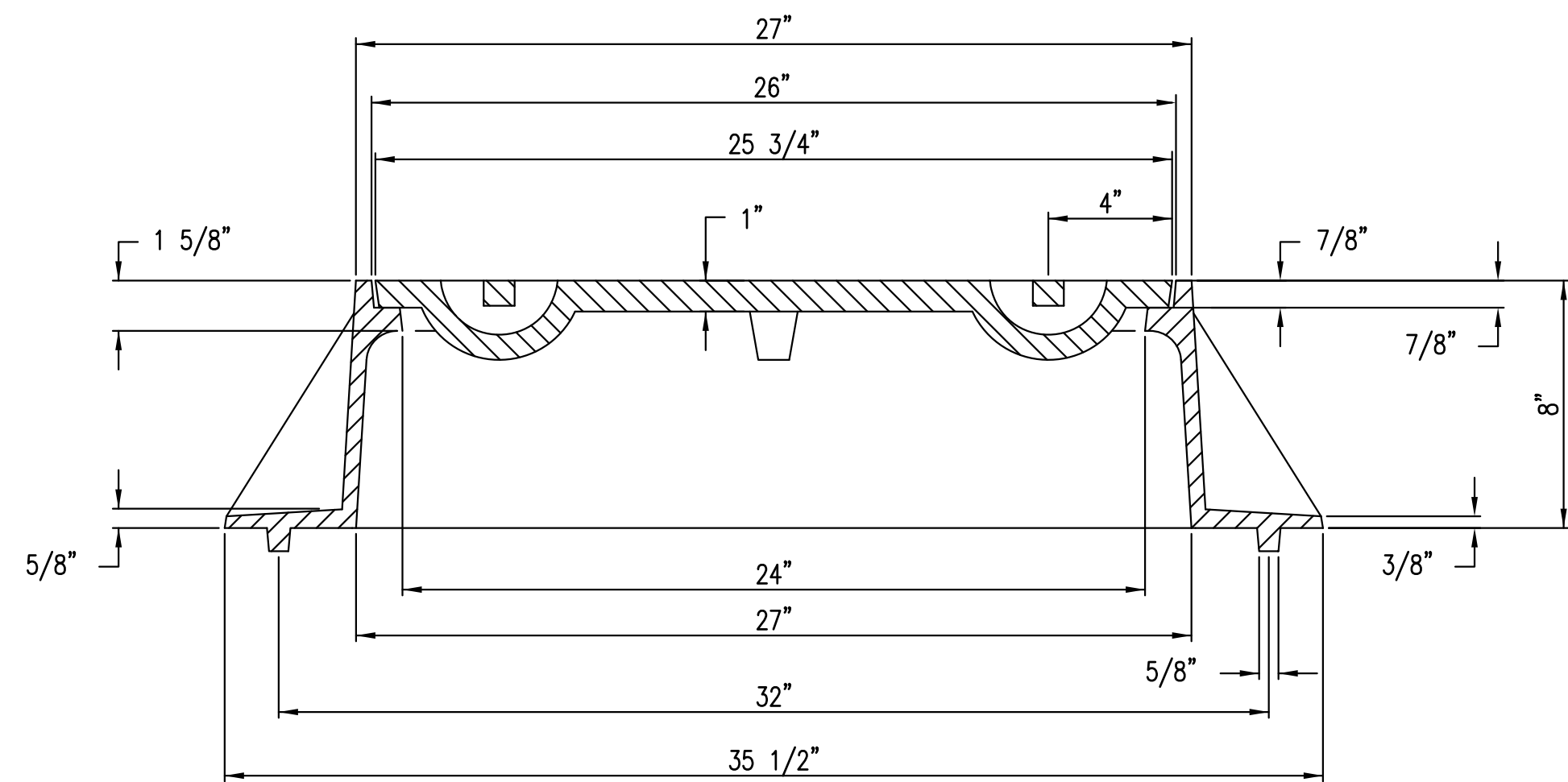
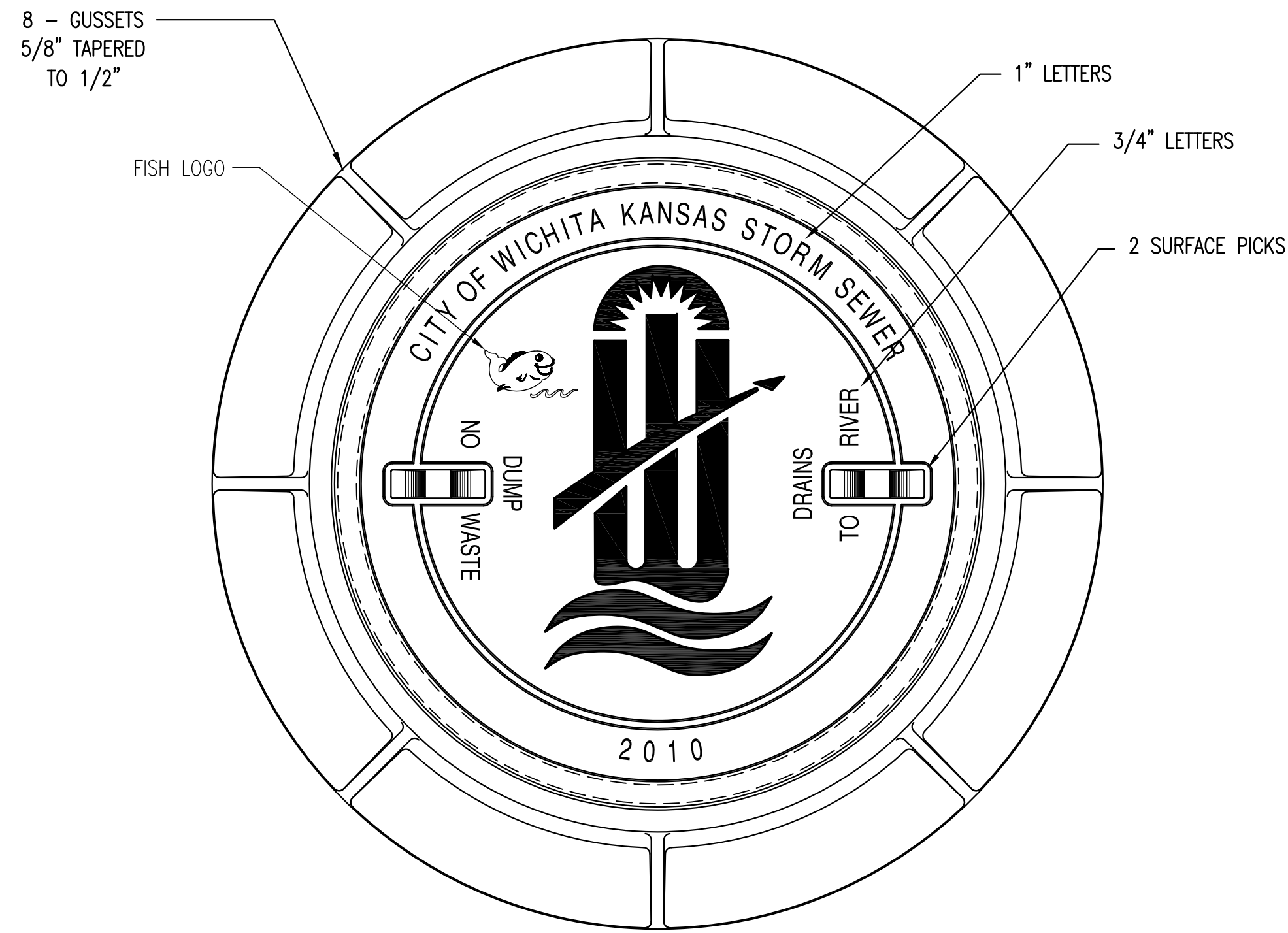
1. CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
2. CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP OF THIS INLET WHEN W=5'-0" AND H=7'-0" OR LESS.
3. INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
4. THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.
5. INLET FRAME AND COVER TO BE DEETER #2014, EJIW #1936-Z4, OR APPROVED EQUAL, SEE SW-303.
6. CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN INLET WALL SHALL BE GROUTED FLUSH TO THE INLET WALL WITH HYDRAULIC CEMENT AFTER THE INLET IS IN PLACE. LIFTING HOLES THRU THE INLET WALL WILL NOT BE ACCEPTED.



NOTES:
* SLOPE OF INLET TOP TO MATCH SIDEWALK OR PARKING SLOPES WITHIN LIMITS INDICATED.

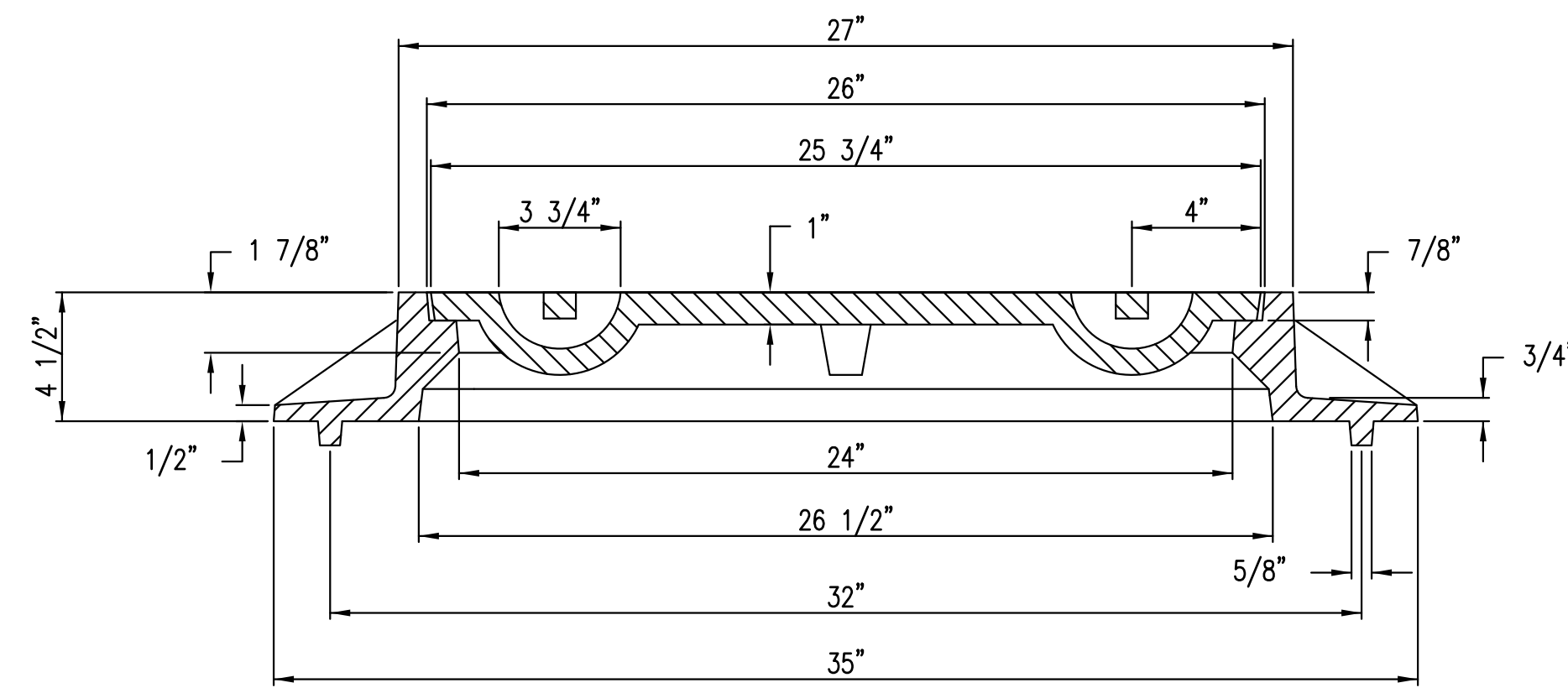
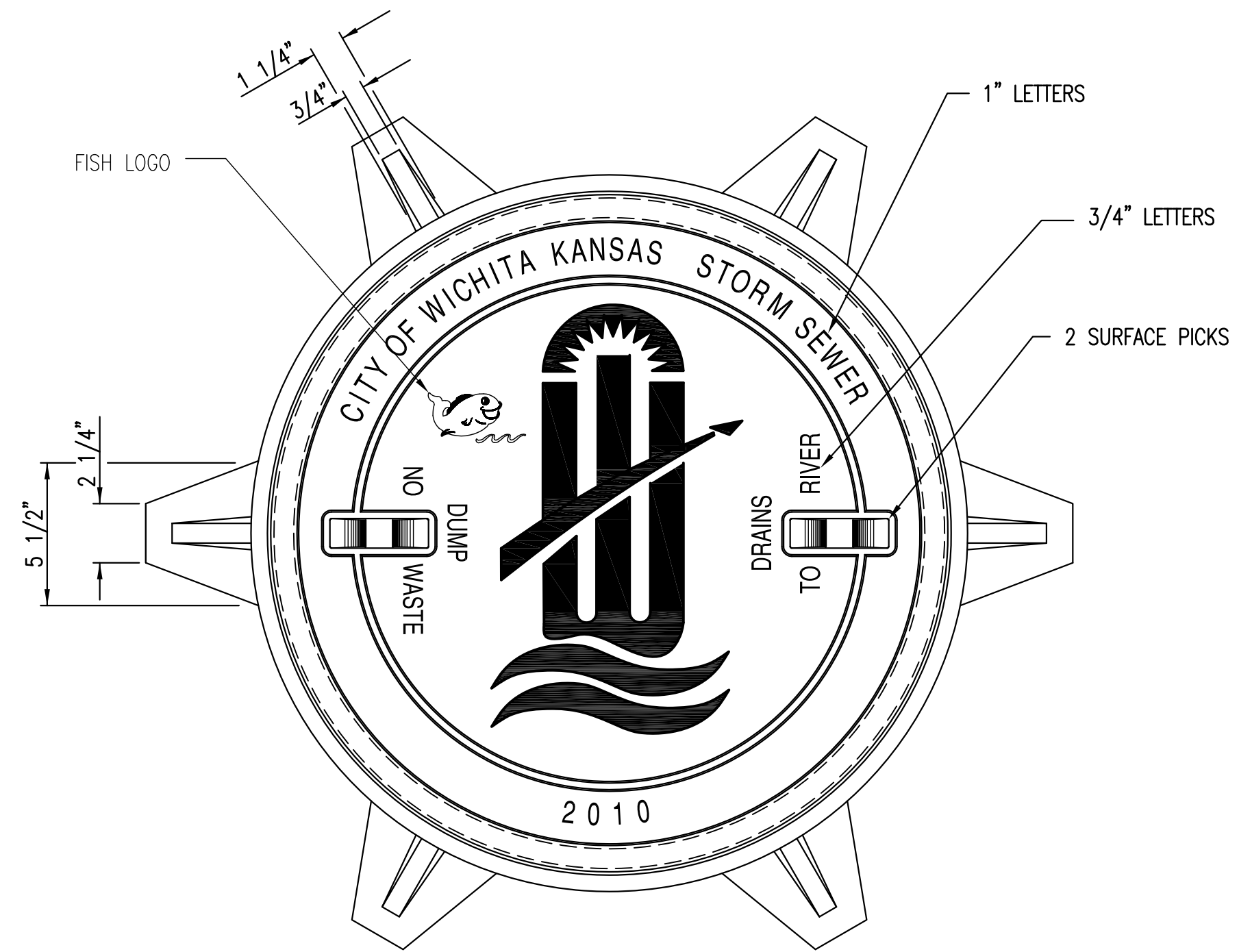


REVISION MAY 2017	UPDATED SET BACK DIMENSION ON TOP VIEW	
 CITY OF WICHITA PUBLIC WORKS & UTILITIES ENGINEERING DIVISION		
STANDARD TYPE 1A CURB INLET 5'-0" OR 10'-0" OPENING CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 13 of 21



MANHOLE FRAME
DEETER #1261 OR EJIW #1936-Z1

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



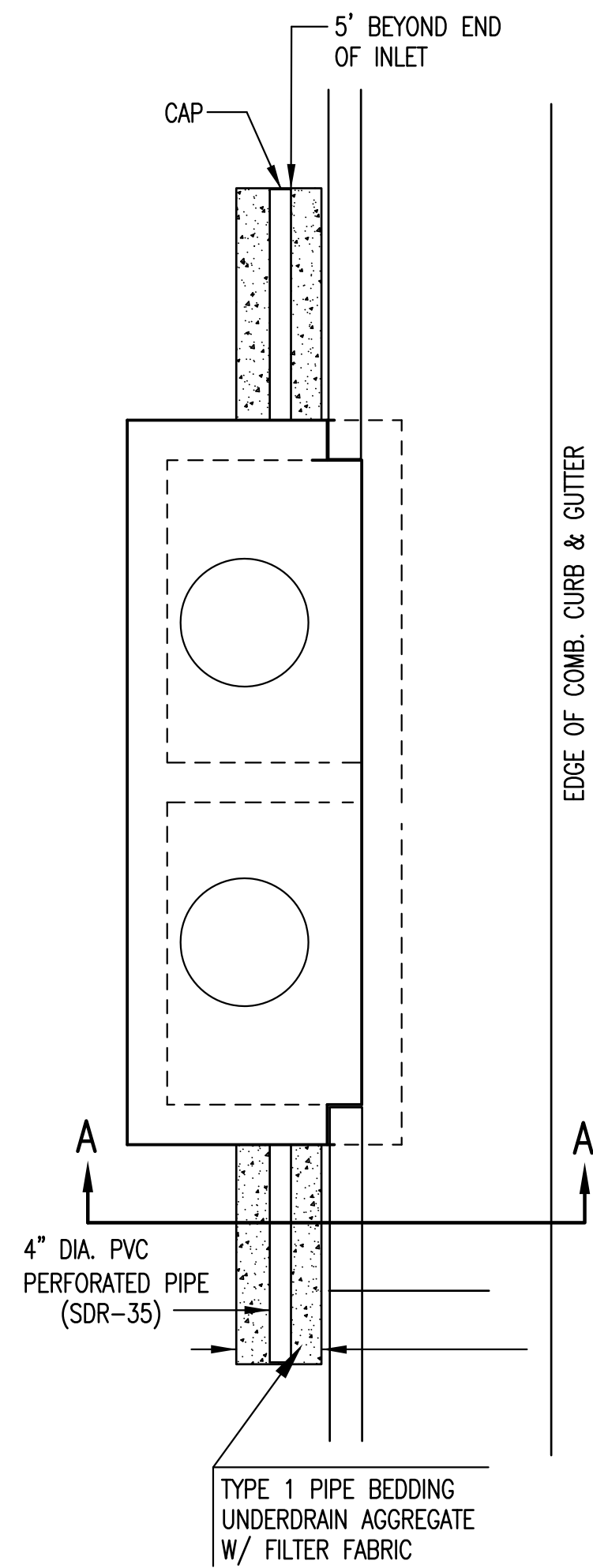
INLET FRAME
DEETER #2014 OR EJIW #1936-Z4

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

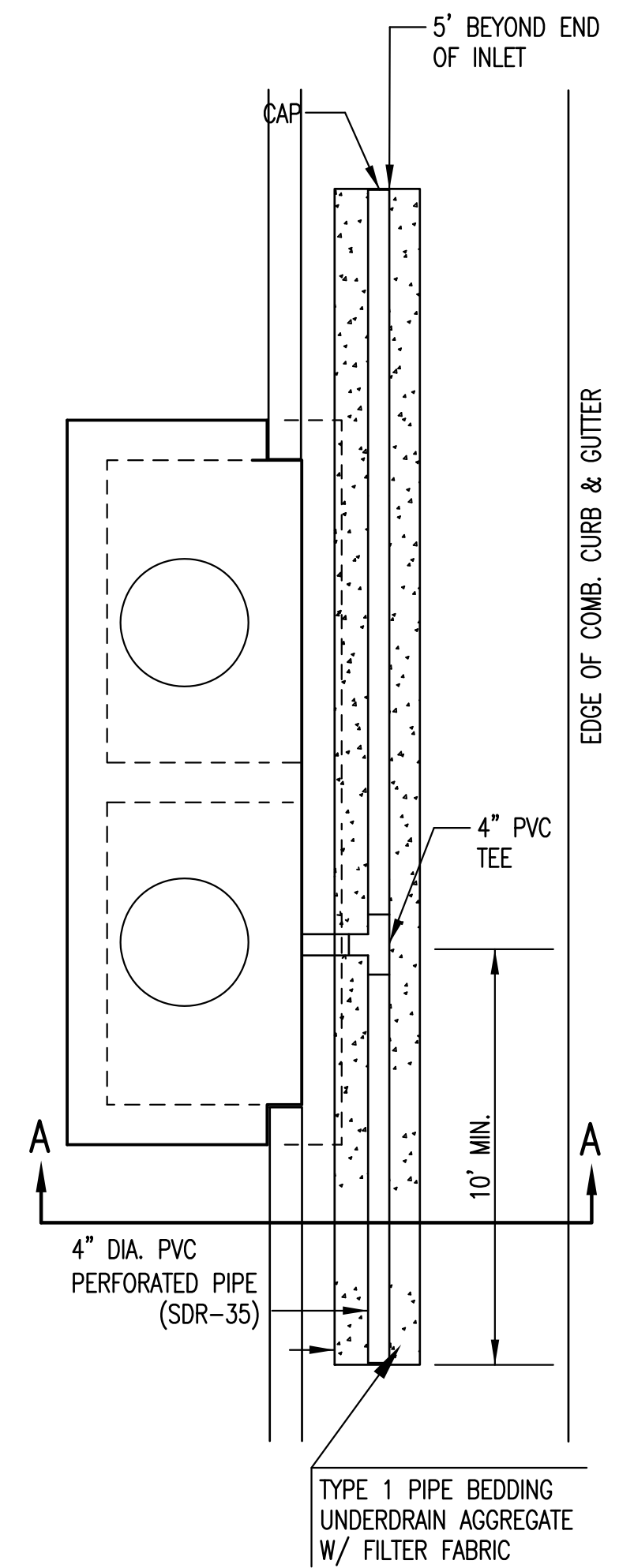


MANHOLE/INLET FRAME AND COVER (STORM SEWER)		
CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER	OCA NUMBER	DATE 11/2010
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 14 of 21

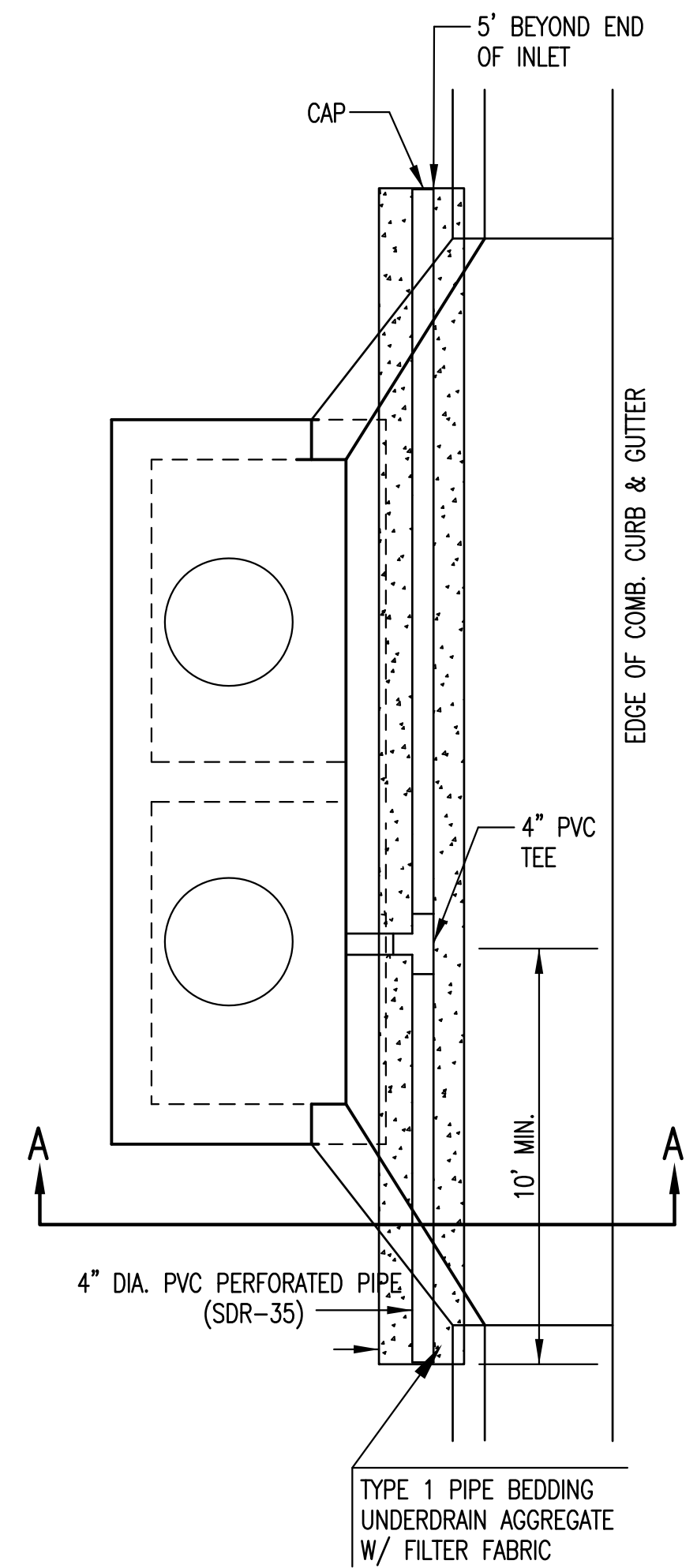
PAVEMENT UNDERDRAIN SHALL BE INSTALLED ON ALL CURB INLETS.



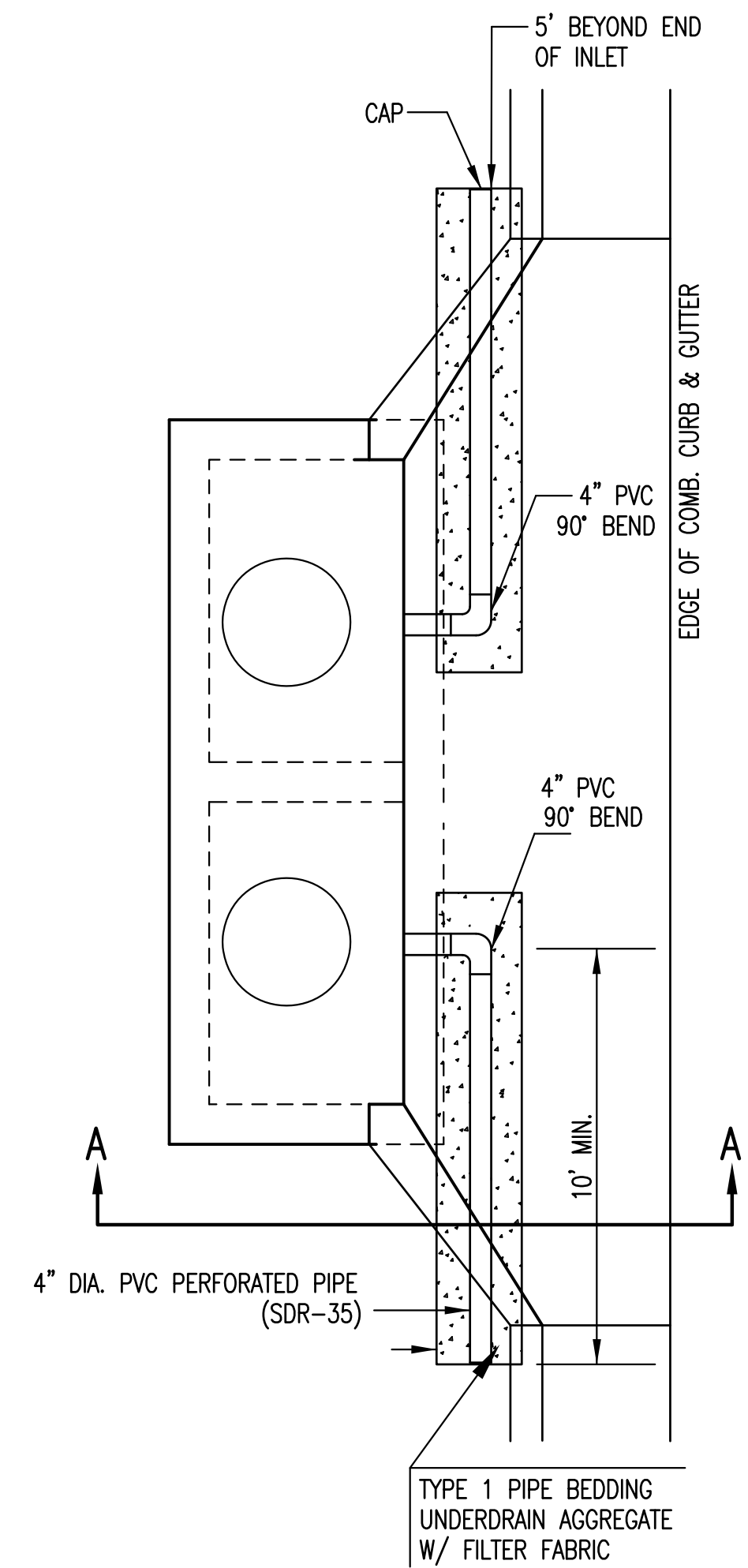
**TYPE 1
OPTION 1**



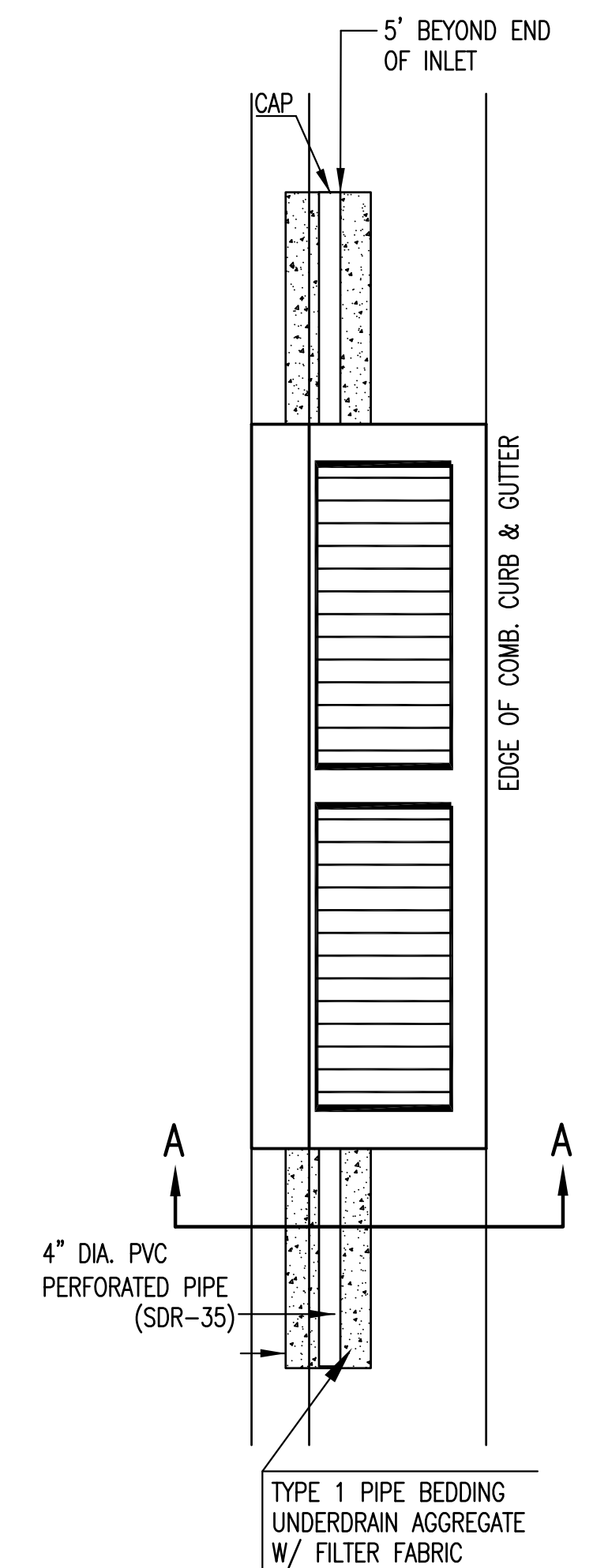
**TYPE 1
OPTION 2**



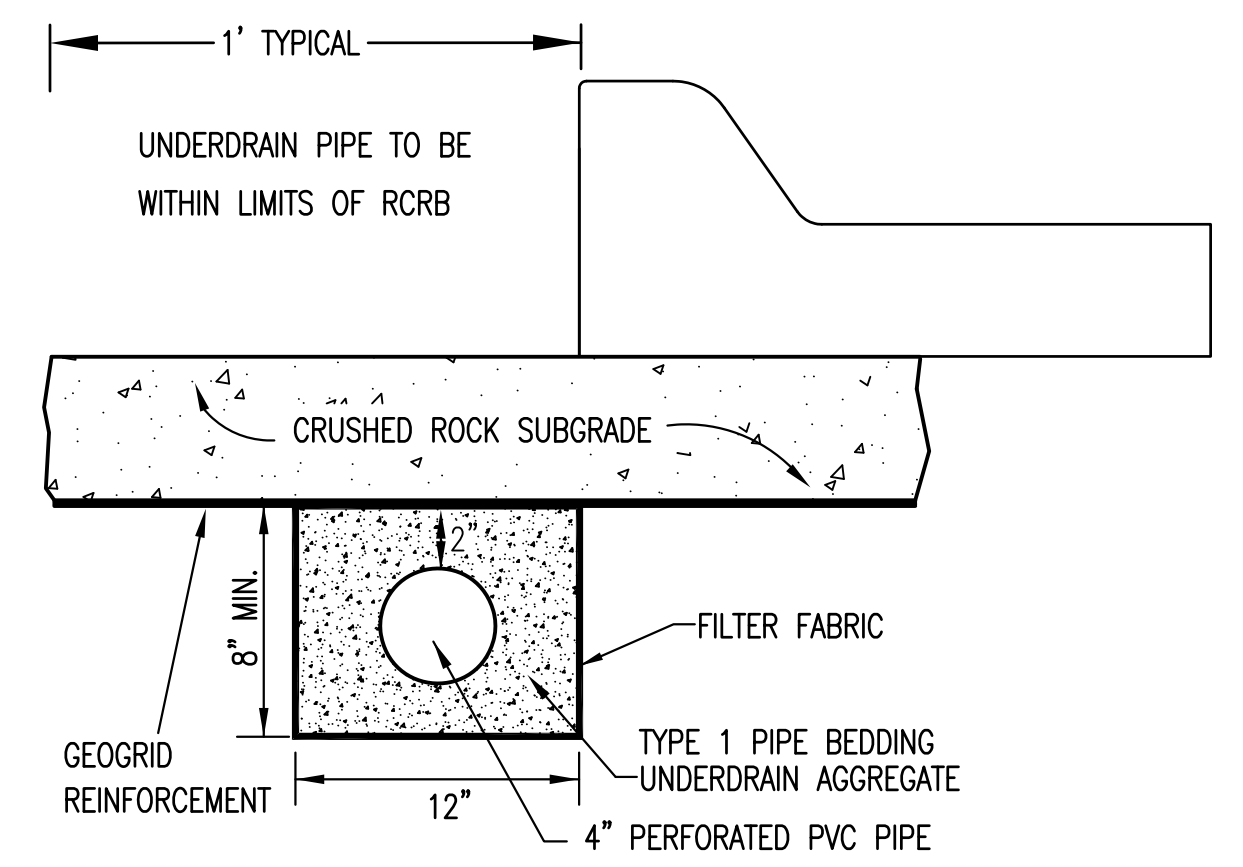
**TYPE 1-A INLET
OPTION 1**



**TYPE 1-A INLET
OPTION 2**



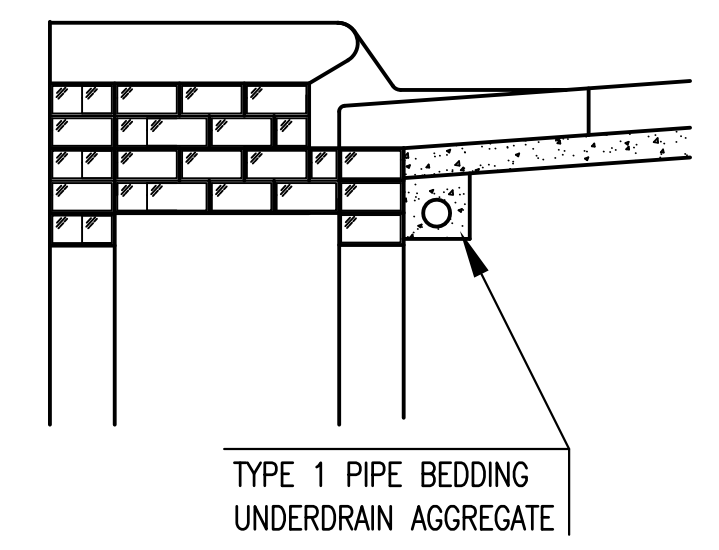
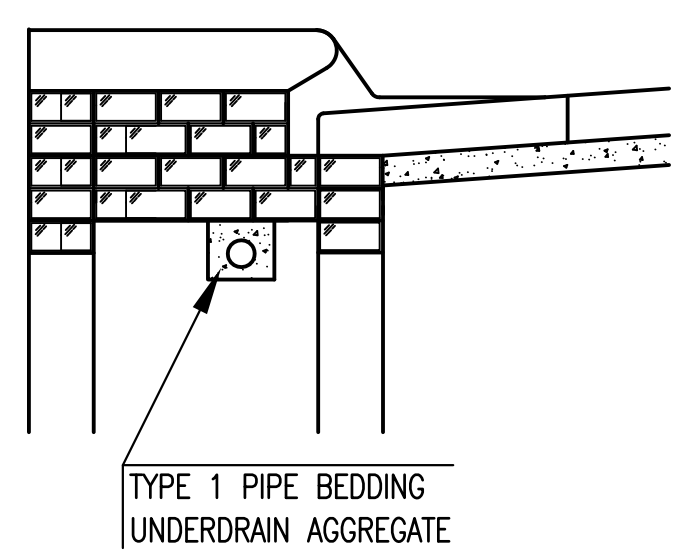
TYPE 2



SECTION A-A (TYPICAL)

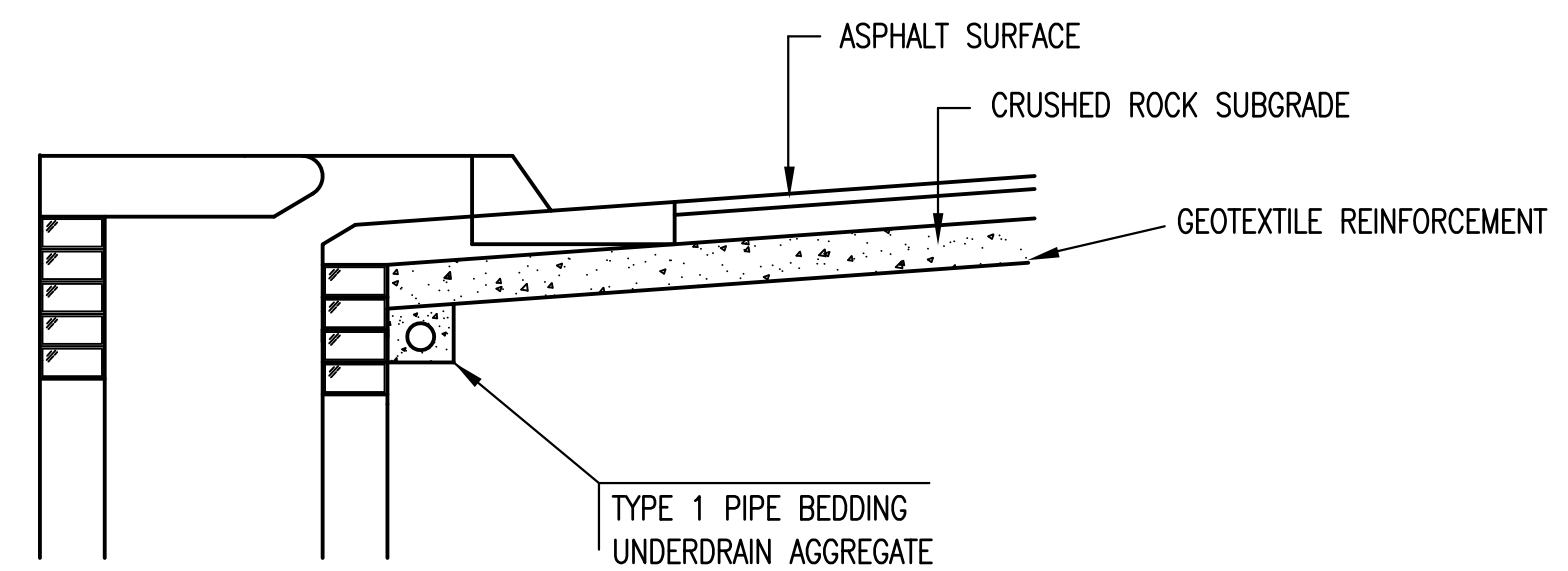
GENERAL NOTES

- PAVEMENT CONTRACTOR WILL BE REQUIRED TO INSTALL SDR 35, 4" PERFORATED DRAIN PIPE AND TEE AS INDICATED IN THE DETAILS.
- WHEN SWS CONSTRUCTED BY SEPARATE PROJECT, SWS CONTRACTOR SHALL INSTALL SDR 35, 4" DRAIN PIPE STUB ONLY THROUGH WALLS OF CURB INLETS AND CAP TO ALLOW FUTURE CONNECTION OF TEE AND ADDITIONAL DRAIN PIPE BY OTHERS.
- UNDERDRAIN PIPE SHALL BE PAID AS A MEASURED QUANTITY BY THE LINEAL FOOT.



(MIN. 16 PERFORATIONS PER LIN. FT. @ 1/4" DIA.)
PERFORATIONS TO BE ON BOTTOM HALF

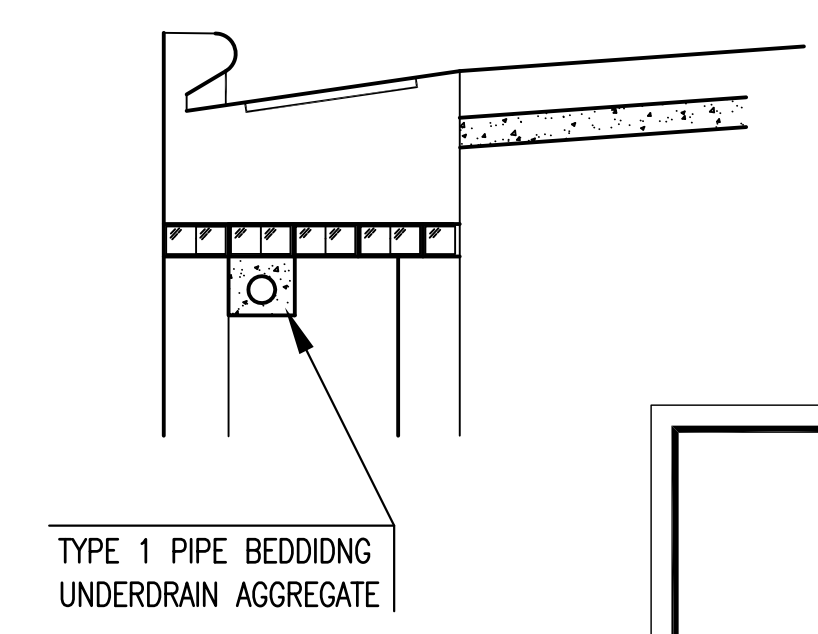
SECTION A-A



SECTION A-A

PAVEMENT UNDERDRAIN DETAIL

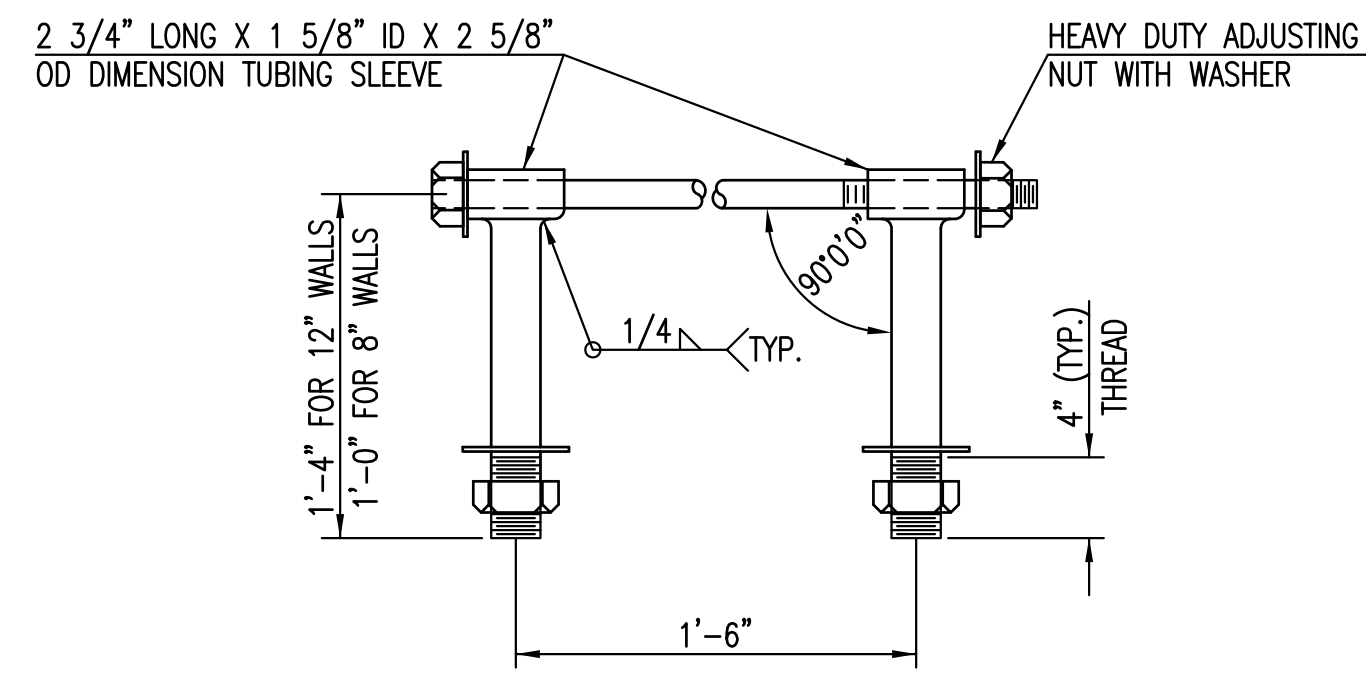
BID ITEM TO BE PROVIDED PER 4" PERFORATED UNDERDRAIN PIPE.



SECTION A-A

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

CURB INLET PAVEMENT UNDERDRAIN DETAIL		
CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER	OCA NUMBER	DATE 10/2012
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 15 of 21

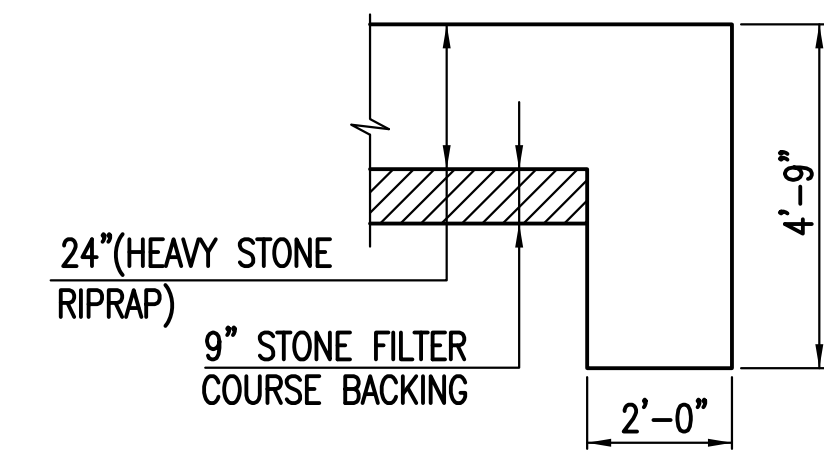


HEAVY DUTY (H.D.) COUPLER

NO SCALE

NOTES

1. BOLTS TO BE A-36 1 1/2" DIAMETER.
2. BOLTS, NUTS, WASHERS AND SLEEVES TO BE ZINC PLATED.
3. WASHERS TO BE 3 1/2" O.D. X 7 GAUGE.
4. SHIP WITH NUTS AND WASHERS PLACED ON BOLTS.



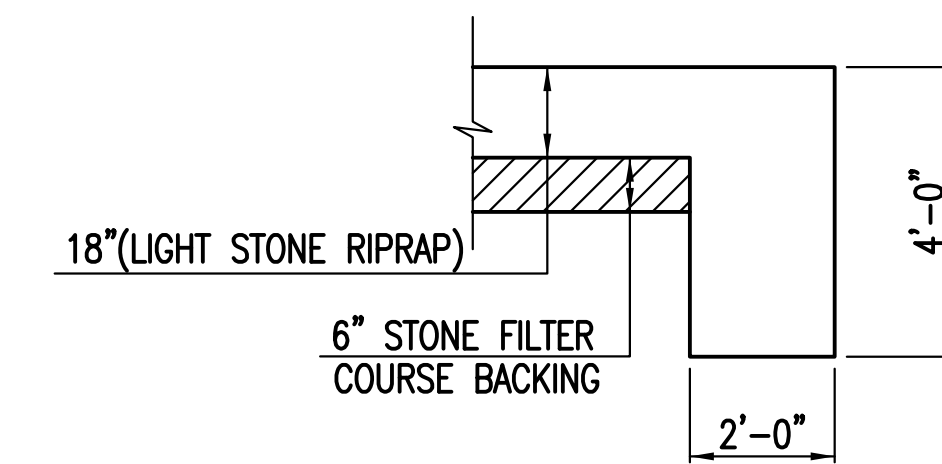
TYPICAL SECTION THRU TOEWALL

NO SCALE

NOTES

1. ALL RIPRAP FOR THIS PROJECT SHALL BE NATURAL STONE. NEITHER BROKEN CONCRETE, FABRIC ENVELOPE, NOR PREMIXED DRY PACKAGED CONCRETE BAG ALTERNATES WILL BE ALLOWED, UNLESS INDICATED OTHERWISE.
2. TOEWALLS SHALL BE INSTALLED ALONG ALL UNPROTECTED EDGES OF STONE RIPRAP.
3. GROUTING OF THE SURFACE OF THE RIPRAP SHALL NOT BE PERFORMED, UNLESS INDICATED OTHERWISE. GROUTING OF THE TOEWALLS SHALL BE PERFORMED PER CITY SPECIFICATIONS.

HEAVY STONE RIPRAP DETAILS



TYPICAL SECTION THRU TOEWALL

NO SCALE

NOTES

1. ALL RIPRAP FOR THIS PROJECT SHALL BE NATURAL STONE. NEITHER BROKEN CONCRETE, FABRIC ENVELOPE, NOR PREMIXED DRY PACKAGED CONCRETE BAG ALTERNATES WILL BE ALLOWED, UNLESS INDICATED OTHERWISE.
2. TOEWALLS SHALL BE INSTALLED ALONG ALL UNPROTECTED EDGES OF STONE RIPRAP.
3. GROUTING OF THE SURFACE OF THE RIPRAP SHALL NOT BE PERFORMED, UNLESS INDICATED OTHERWISE. GROUTING OF THE TOEWALLS SHALL BE PERFORMED PER CITY SPECIFICATIONS.

LIGHT STONE RIPRAP DETAILS



MISCELLANEOUS
DETAILS
(STORM SEWER)

CITY ENGINEER

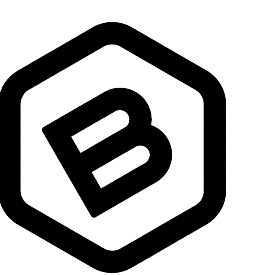
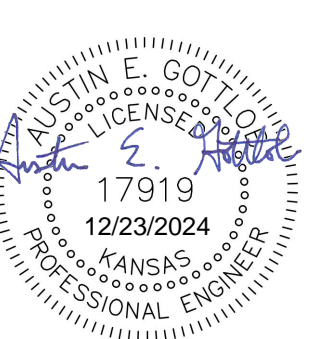
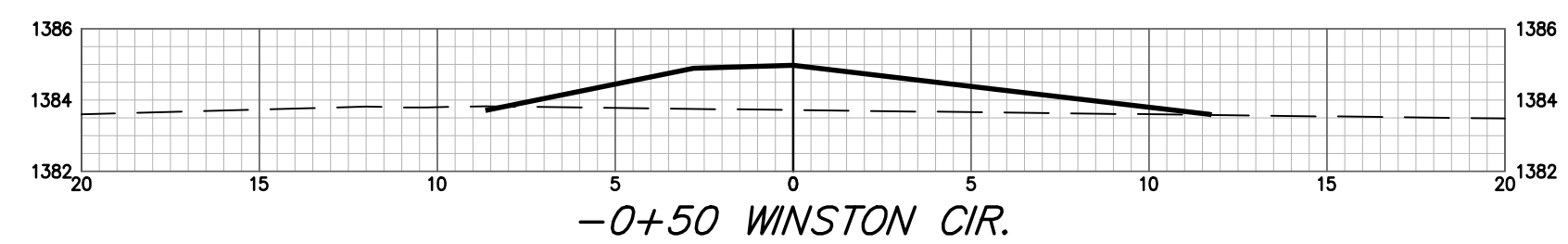
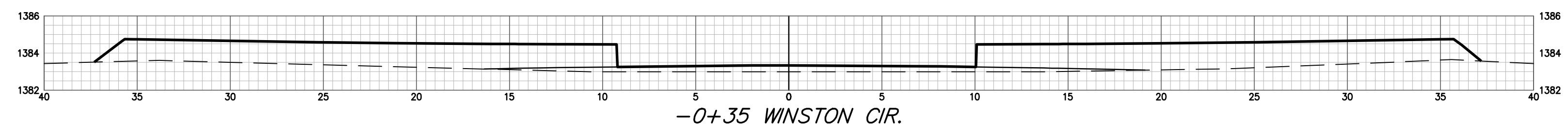
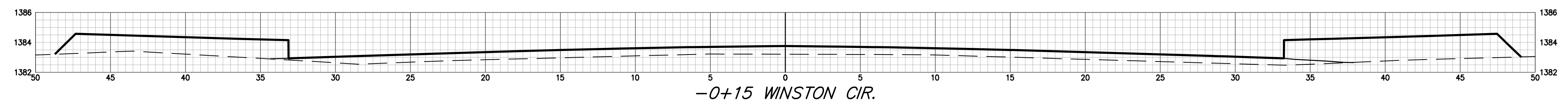
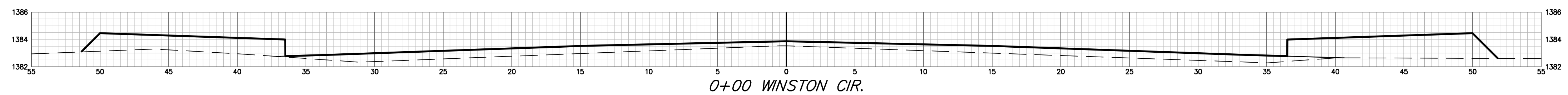
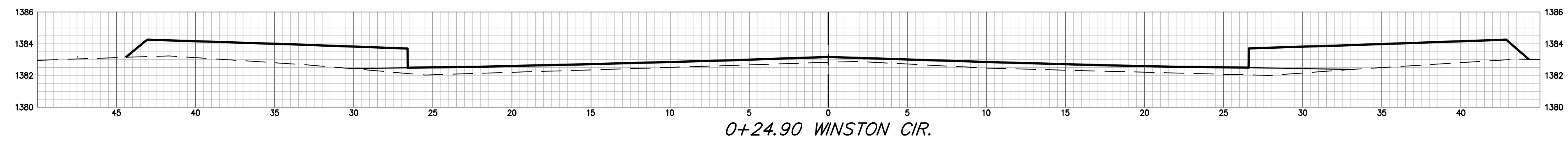
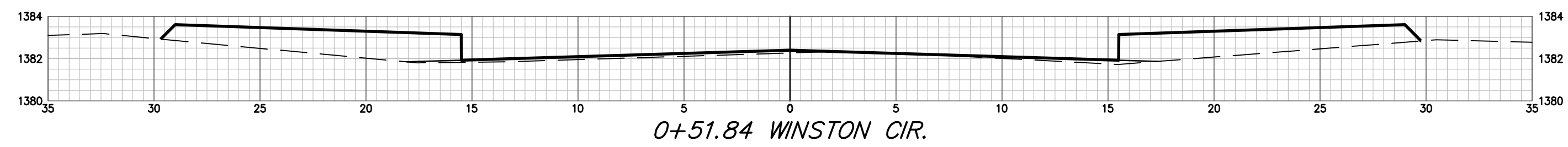
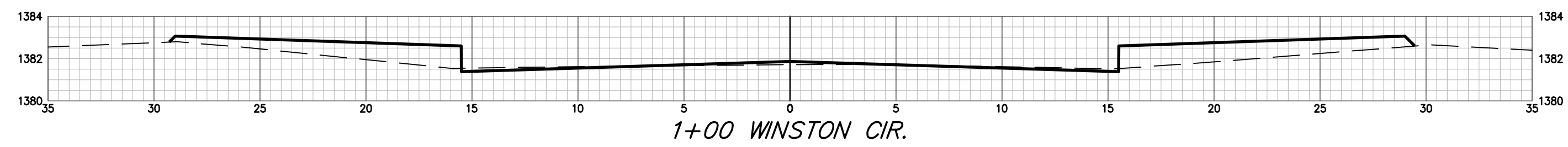
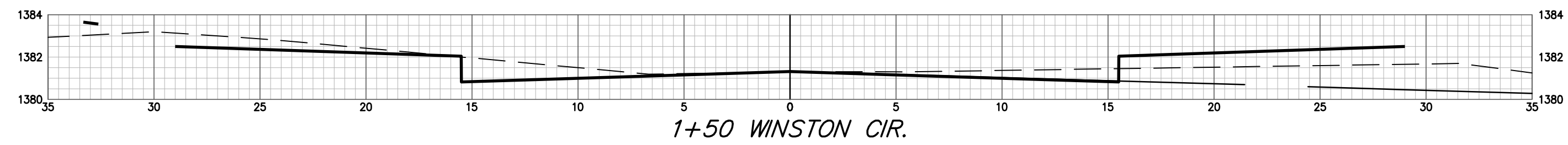
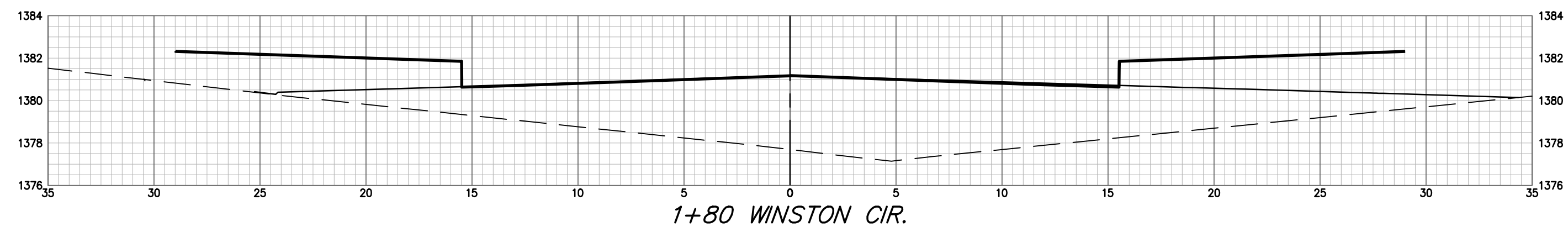
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
		11/2010

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

SHEET

16 of 21



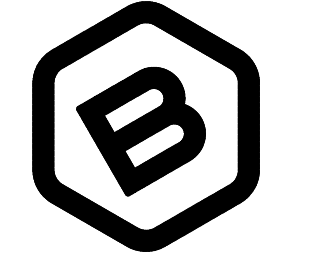
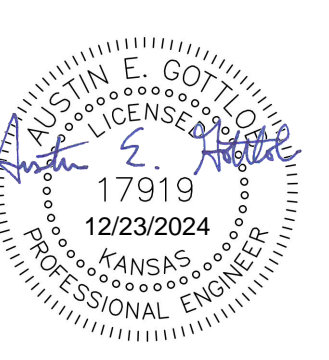
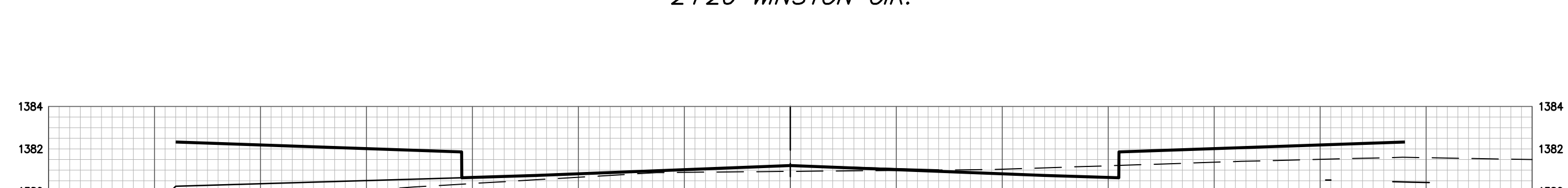
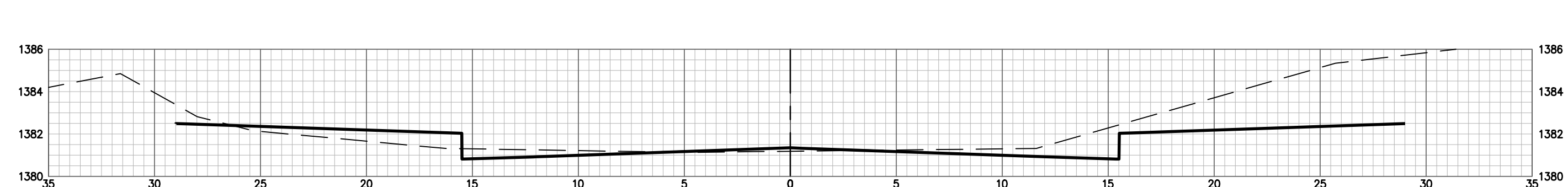
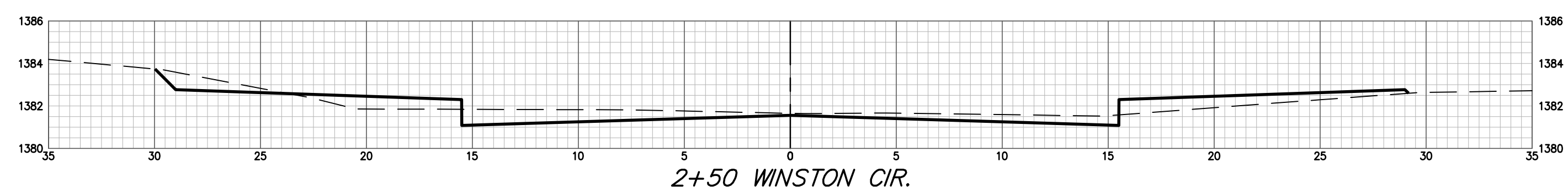
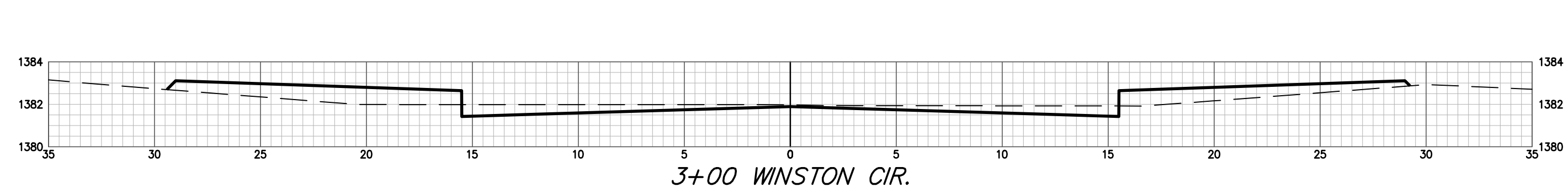
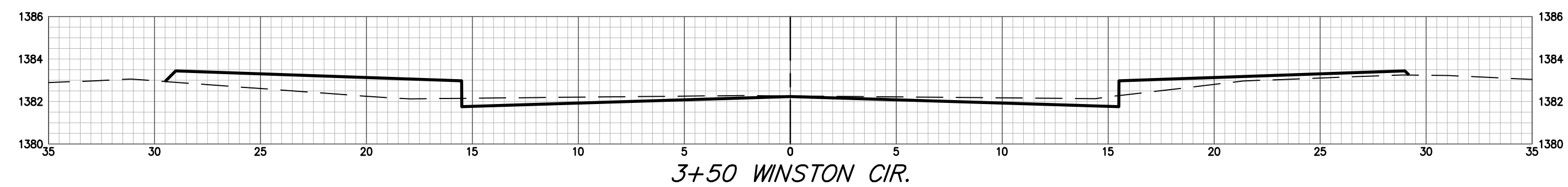
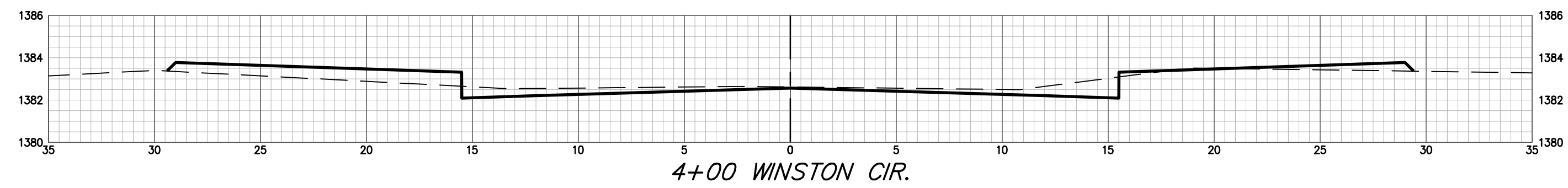
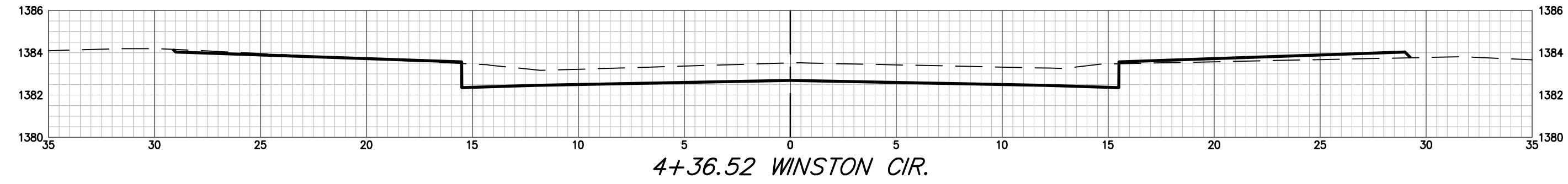
**BAUGHMAN
COMPANY**
315 Ellis St.
Wichita, KS 67211
316-262-7271
BaughmanCo.com

BROOKFIELD ADDITION
PHASE 2B
**EARTHWORK
CROSS
SECTIONS**

Street Paving Improvements
PROJECT NUMBER:
472-448-2020-018392
DESIGN: AEG DRAWN: JAK
DATE: Dec. 20, 2024
SHEET **17** OF **21**

File: E:\Projects\Brookfield Addition - 16-04-P190\Engineering\Phase 2B\STR-24-07-EB36.dwg

WINSTON CIR. CY Excavation (unadjusted)				WINSTON CIR. CY Compacted Fill (unadjusted)				WINSTON CIR. CY Loose Fill (unadjusted)			
Station	Area	Volume	Total	Station	Area	Volume	Total	Station	Area	Volume	Total
-0+50	0.03	0.00	0.00	-0+50	0.00	0.00	0.00	-0+50	13.81	0.00	0.00
-0+35	0.00	0.01	0.01	-0+35	8.51	2.36	2.36	-0+35	67.89	22.70	22.70
-0+15	0.00	0.00	0.01	-0+15	33.24	15.46	17.83	-0+15	40.63	40.19	62.89
0+00	0.00	0.00	0.01	0+00	36.17	19.28	37.11	0+00	39.20	22.17	85.06
0+24.90	0.00	0.00	0.01	0+24.90	21.84	26.75	63.86	0+24.90	43.86	38.30	123.36
0+51.84	0.02	0.01	0.02	0+51.84	3.54	12.68	76.54	0+51.84	30.53	37.21	160.57
1+00	1.45	1.31	1.33	1+00	0.87	3.92	80.46	1+00	19.86	45.11	205.68
1+50	14.85	14.62	15.94	1+50	0.01	0.81	81.27	1+50	10.05	28.57	234.26
1+80	0.00	8.49	24.43	1+80	118.29	64.78	146.05	1+80	42.16	28.61	262.87
2+00	2.64	0.92	25.36	2+00	9.23	46.57	192.62	2+00	31.25	27.70	290.57
2+20	36.21	13.17	38.53	2+20	0.93	4.01	196.63	2+20	5.00	14.13	304.71
2+50	14.22	27.46	65.98	2+50	0.00	0.52	197.15	2+50	9.68	8.20	312.91
3+00	9.25	21.73	87.71	3+00	0.00	0.00	197.15	3+00	16.33	24.08	336.99
3+50	6.65	14.72	102.44	3+50	0.00	0.00	197.15	3+50	14.73	28.76	365.75
4+00	8.74	14.25	116.68	4+00	0.00	0.00	197.15	4+00	9.46	22.40	388.15
4+36.52	26.40	23.75	140.43	4+36.52	0.00	0.00	197.15	4+36.52	2.65	8.28	396.44



**BAUGHMAN
COMPANY**
315 Ellis St.
Wichita, KS 67211
316-262-7271
BaughmanCo.com

BROOKFIELD ADDITION
PHASE 2B

**EARTHWORK
CROSS
SECTIONS**

Street Paving Improvements

PROJECT NUMBER:

472-448-2020-018392

DESIGN: AEG DRAWN: JAK

DATE: Dec. 20, 2024

SHEET OF
18 21

File: E:\Projects\Brookfield Addition - 16-04-P190\Engineering\Phase 2B\STR_24-07-E836.dwg

BENCHMARKS:
 RR spike in asphalt, SW COR., N1/2, SW1/4, Sec. 34, TWP. 26-S, R-2-E.
 Elev. = 1400.59 NAVD88

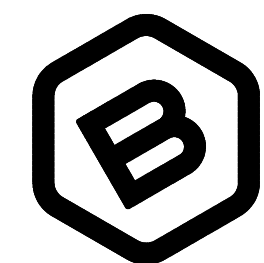
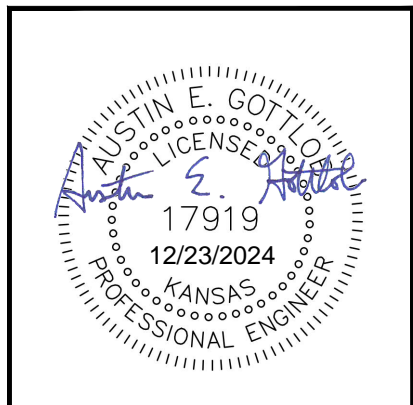
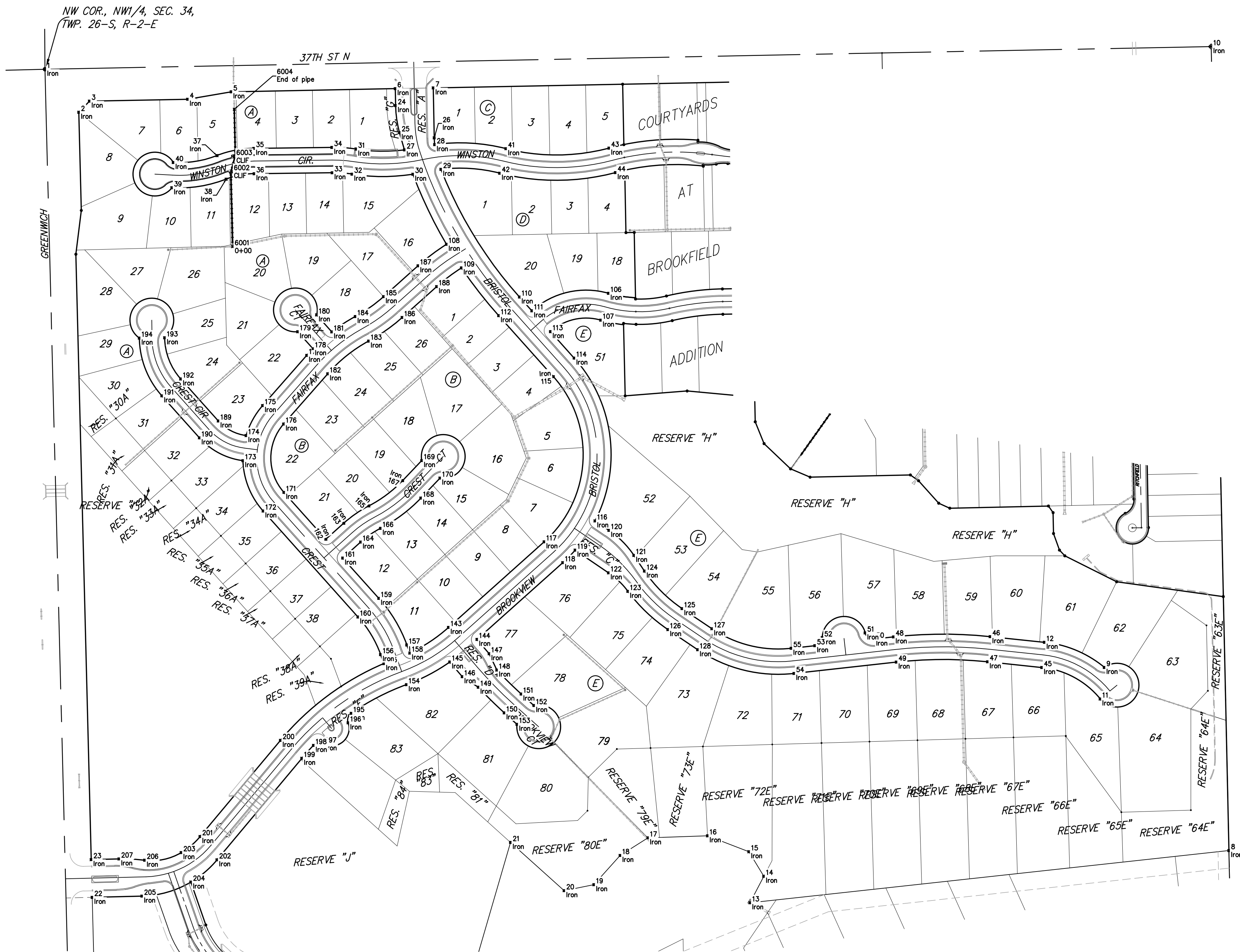
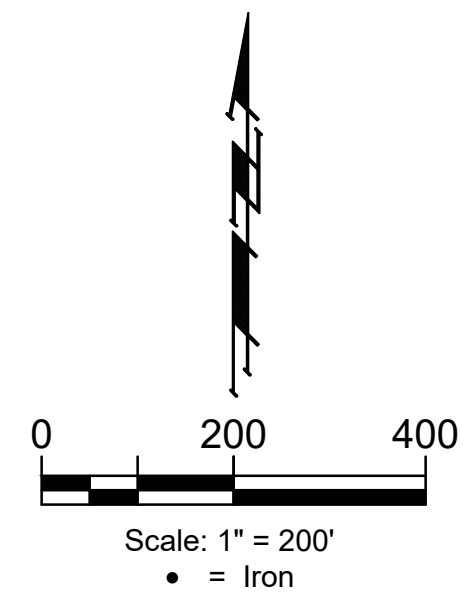
RR spike in E. face of power pole, 174± N. of S. line, N1/2, SW1/4 & 49± E. of W. line, SW1/4, Sec. 34, TWP. 26-S, R-2-E.
 Elev. = 1398.64 NAVD88

RR spike in S. face of power pole, 294± S. of N. line, SW1/4, & 48± E. of W. line, SW1/4, Sec. 34, TWP. 26-S, R-2-E.
 Elev. = 1386.14 NAVD88

Point Table			
Point #	Northing	Easting	Description
6001	1,709,818.12	1,686,249.57	0+00
6002	1,709,990.21	1,686,247.62	CLIF
6003	1,710,024.95	1,686,253.32	CLIF
6004	1,710,132.77	1,686,253.42	End of pipe

Point Table			
Point #	Northing	Easting	Description
1	1,710,224.38	1,685,819.67	Iron
2	1,710,125.87	1,685,897.20	Iron
3	1,710,151.35	1,685,921.56	Iron
4	1,710,155.73	1,686,146.52	Iron
5	1,710,172.68	1,686,246.20	Iron
6	1,710,180.00	1,686,622.34	Iron
7	1,710,181.69	1,686,709.32	Iron
8	1,708,434.40	1,688,532.32	Iron
9	1,708,853.87	1,688,246.77	Iron
10	1,710,276.41	1,688,491.69	Iron
11	1,708,781.60	1,688,237.28	Iron
12	1,708,911.47	1,688,109.52	Iron
13	1,708,314.79	1,687,434.98	Iron
14	1,708,375.36	1,687,466.71	Iron
15	1,708,431.69	1,687,432.50	Iron
16	1,708,468.12	1,687,337.71	Iron
17	1,708,463.53	1,687,200.91	Iron
18	1,708,423.09	1,687,137.52	Iron
19	1,708,356.21	1,687,077.37	Iron
20	1,708,342.53	1,687,009.18	Iron
21	1,708,452.99	1,686,886.36	Iron
22	1,708,327.13	1,685,927.82	Iron
23	1,708,413.61	1,685,925.62	Iron
24	1,710,141.15	1,686,623.10	Iron
25	1,710,079.18	1,686,631.93	Iron
26	1,710,067.22	1,686,711.55	Iron
27	1,710,039.71	1,686,643.43	Iron
28	1,710,051.74	1,686,712.48	Iron
29	1,709,995.10	1,686,726.94	Iron
30	1,709,983.85	1,686,662.70	Iron
31	1,710,041.37	1,686,532.22	Iron
32	1,709,984.06	1,686,523.25	Iron
33	1,709,987.30	1,686,477.84	Iron
34	1,710,045.30	1,686,477.10	Iron
35	1,710,043.00	1,686,298.19	Iron
36	1,709,985.01	1,686,298.94	Iron
37	1,710,026.60	1,686,213.67	Iron
38	1,709,972.54	1,686,234.68	Iron
39	1,709,952.90	1,686,110.33	Iron
40	1,710,010.80	1,686,113.64	Iron
41	1,710,042.43	1,686,875.70	Iron
42	1,709,986.21	1,686,861.45	Iron
43	1,710,043.68	1,687,111.90	Iron
44	1,709,987.61	1,687,126.74	Iron
45	1,708,853.79	1,688,103.46	Iron
46	1,708,924.52	1,687,985.37	Iron
47	1,708,866.84	1,687,979.31	Iron
48	1,708,923.84	1,687,763.90	Iron
49	1,708,866.20	1,687,770.32	Iron
50	1,708,918.87	1,687,719.31	Iron
51	1,708,932.97	1,687,698.82	Iron
52	1,708,922.02	1,687,600.46	Iron
53	1,708,903.76	1,687,583.57	Iron
54	1,708,840.08	1,687,535.82	Iron
55	1,708,897.73	1,687,529.40	Iron
56	1,709,711.10	1,687,110.71	Iron
57	1,709,649.60	1,687,092.97	Iron
58	1,708,823.40	1,686,739.62	Iron
59	1,709,769.33	1,686,773.86	Iron
60	1,709,702.65	1,686,906.88	Iron
61	1,709,671.01	1,686,935.20	Iron
62	1,709,659.98	1,686,859.19	Iron
63	1,709,623.32	1,686,977.87	Iron
64	1,709,562.76	1,687,032.06	Iron
65	1,709,520.08	1,686,984.36	Iron
66	1,709,189.64	1,687,079.94	Iron
67	1,709,141.65	1,686,963.34	Iron
68	1,709,093.96	1,687,006.02	Iron
69	1,709,122.65	1,687,034.40	Iron
70	1,709,168.02	1,687,111.74	Iron
71	1,709,110.68	1,687,168.96	Iron
72	1,709,070.69	1,687,110.84	Iron

Point Table			
Point #	Northing	Easting	Description
123	1,709,028.22	1,687,155.19	Iron
124	1,709,074.77	1,687,193.25	Iron
125	1,708,988.72	1,687,279.34	Iron
126	1,708,940.67	1,687,246.85	Iron
127	1,708,942.55	1,687,347.63	Iron
128	1,708,894.50	1,687,315.14	Iron
143	1,708,945.64	1,686,744.27	Iron
144	1,708,918.08	1,686,809.45	Iron
145	1,708,866.33	1,686,747.13	Iron
146	1,708,832.81	1,686,775.72	Iron
147	1,708,885.36	1,686,837.35	Iron
148	1,708,847.94	1,686,855.01	Iron
149	1,708,808.60	1,686,812.40	Iron
150	1,708,749.89	1,686,871.88	Iron
151	1,708,793.01	1,686,910.66	Iron
152	1,708,766.75	1,686,939.86	Iron
153	1,708,723.63	1,686,901.07	Iron
154	1,708,814.43	1,686,648.00	Iron
155	1,708,862.69	1,686,596.15	Iron
156	1,708,883.33	1,686,588.56	Iron
157	1,708,905.42	1,686,648.63	Iron
158	1,708,886.85	1,686,655.46	Iron
159	1,709,012.21	1,686,584.45	Iron
160	1,708,969.53	1,686,536.76	Iron
161	1,709,104.48	1,686,501.89	Iron
162	1,709,147.71	1,686,463.21	Iron
163	1,709,184.38	1,686,504.20	Iron
164	1,709,141.16	1,686,542.87	Iron
165	1,709,224.06	1,686,561.64	Iron
166	1,709,172.58	1,686,588.37	Iron
167	1,709,282.02	1,686,639.00	Iron
168	1,709,241.91	1,686,680.89	Iron
169	1,709,327.86	1,686,682.89	Iron
170	1,709,287.74	1,686,724.78	Iron
171	1,709,255.02	1,686,367.19	Iron
172	1,709,212.35	1,686,319.50	Iron
173	1,709,327.60	1,686,273.23	Iron
174	1,709,385.13	1,686,280.55	Iron
175	1,709,453.79	1,686,318.37	Iron
176	1,709,411.56	1,686,366.46	Iron
177	1,709,568.84	1,686,419.39	Iron
178	1,709,584.09	1,686,433.50	Iron
179	1,709,623.06	1,686,398.77	Iron
180	1,709,661.65	1,686,442.08	Iron
181	1,709,622.68	1,686,476.80	Iron
182	1,709,526.61	1,686,467.49	Iron
183	1,709,601.55	1,686,561.24	Iron
184	1,709,657.77	1,686,530.65	Iron
185	1,709,703.41	1,686,595.38	Iron
186	1,709,655.72	1,686,638.06	Iron
187	1,709,774.09	1,686,674.37	Iron
188	1,709,726.39	1,686,717.05	Iron
189	1,709,418.63	1,686,216.77	Iron
190	1,709,379.96	1,686,173.55	Iron
191	1,709,476.23	1,686,087.41	Iron
192	1,709,514.91	1,686,130.63	Iron
193	1,709,609.21	1,686,093.87	Iron
194	1,709,608.44	1,686,035.88	Iron
195	1,708,748.79	1,686,521.37	Iron
196	1,708,727.05	1,686,514.17	Iron
197	1,708,678.90	1,686,457.50	Iron
198	1,708,675.31	1,686,434.89	Iron
199	1,708,645.70	1,686,406.32	Iron
200	1,708,686.76	1,686,359.22	Iron
201	1,708,466.44	1,686,174.99	Iron
202	1,708,413.12	1,686,213.83	Iron
203	1,708,429.72	1,686,131.81	Iron
204	1,708,362.21	1,686,153.87	Iron
205	1,708,330.02	1,686,041.74	Iron
206	1,708,412.28	1,686,048.00	Iron
207	1,708,415.22	1,685,989.19	Iron



BAUGHMAN COMPANY

315 Ellis St.
 Wichita, KS 67211
 BaughmanCo.com

BROOKFIELD ADDITION
 PHASE 2B

COORDINATES

Street Paving Improvements

PROJECT NUMBER:
 472-448-2020-018392

DESIGN: AEG DRAWN: JAK

DATE: Dec. 20, 2024

SHEET OF

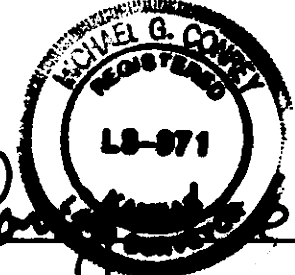
19 21

File: E:\Projects\Brookfield Addition - 16-04-P190\Engineering\Phase 2B\STR_24-07-EB36.dwg

BROOKFIELD ADDITION WICHITA, SEDGWICK COUNTY, KANSAS


State of Kansas) SS We, Baughman Company, P.A., Surveyors in
Sedgwick County) Sedgwick County and state do hereby certify that we have surveyed and
platted "BROOKFIELD ADDITION", Wichita, Sedgwick County, Kansas and that
the accompanying plat is a true and correct exhibit of the property
surveyed, described as that part of the Northwest Quarter of Section 34,
Township 26 South, Range 2 East of the Sixth Principal Meridian, Sedgwick
County, Kansas described as follows: Beginning at the northwest corner
of said Northwest Quarter, 2672.52 feet to the northeast corner of said
Northwest Quarter; thence S0175°49'E along the east line of said
Northwest Quarter, 1842.45 feet; thence S83°46'45"W, 1103.84 feet; thence
N27°38'26"E, 68.38 feet; thence N31°16'05"W, 65.90 feet; thence
N68°58'44"W, 101.55 feet; thence S88°04'39"W, 136.87 feet; thence
S57°28'11"W, 75.19 feet; thence S41°58'08"W, 89.95 feet; thence
S78°39'05"W, 69.55 feet; thence N48°01'52"W, 165.19 feet; thence
S16°13'44"W, 366.95 feet; thence N83°15'09"W, 487.82 feet to the point of
curvature of a non-tangent curve to the right; thence westerly and
northwesterly along said curve, having a central angle of 54°23'40" and a
radius of 168.00 feet, an arc distance of 159.49 feet, (having a chord
length of 153.57 feet bearing N46°24'30"W), to the point of tangency of
said curve; thence N19°12'40"W, 104.14 feet to a point on a non-tangent
curve to the right; thence southwesterly and westerly along said curve,
through a central angle of 29°07'25" and having a radius of 232.00 feet,
an arc distance of 117.93 feet, (having a chord length of 116.66 feet
bearing S73°59'06"W), to the point of tangency of said curve; thence
S88°32'49"W, 173.96 feet to a point on the west line of said Northwest
Quarter; thence N01°27'11"W along the west line of said Northwest Quarter,
1899.38 feet to the point of beginning, all being subject to road
rights-of-way of record.

Existing public easements, building setbacks,
access controls, and dedications, if any, being
voted by virtue of K.S.A. 12-512b, as amended.
Baughman Company, P.A.


Michael G. Conrey, Surveyor
Michael G. Conrey


Know all men by these presents that we, the
undersigned, have caused the land in the surveyors certificate to be platted into
Lots, Blocks, Streets, and Reserves to be known as "BROOKFIELD ADDITION",
Wichita, Sedgwick County, Kansas. The utility easements are hereby granted
as indicated for the construction and maintenance of all public utilities. The
drainage and utility easements are hereby granted as indicated for drainage
purposes and for the construction and maintenance of all public utilities. No
signs, light poles, private drainage systems, masonry trash enclosures or other
structures shall be located within public utility easements. The drainage
easements are hereby granted as indicated for drainage purposes. The wall
easements are hereby granted as indicated for the construction and maintenance
of private screening walls and utility main lines and service lines shall be allowed
to cross these easements. The streets are hereby dedicated to and for the use
of the public. Reserves "A", "B", "C", "D", "E", and "F" are hereby reserved for
open space, landscaping, drainage purposes, entry monuments, utilities, and
streets. Reserve "G" is hereby reserved for open space, landscaping, drainage
purposes, entry monuments, screening walls, and utilities as confined to
easement. Reserve "H" is hereby reserved for open space, landscaping, drainage
purposes, lakes, and utilities as confined to easements. Reserve "I" is hereby
reserved for open space, landscaping, drainage purposes, entry monuments,
sidewalks, floodplain, a sanitary sewer lift station as confined to easement,
utilities as confined to easements, and water lines as confined to easement.
Reserve "J" is hereby reserved for open space, landscaping, drainage purposes,
sidewalks, floodplain, and lakes. No fill, change of grade, creation of channel, or
any other work shall be carried on within said Reserves "I" and "J" without the
permission of the Engineer for the appropriate governing body. Reserves "A", "B",
"C", "D", "E", "F", "G", "H", "I", and "J" shall be owned and maintained by the
homeowners association for the addition provided, however, that the undersigned,
or the homeowners association, as the undersigned's successor in interest, may,
in their discretion, deed a parcel of a Reserve to an owner or owners of an
adjacent Lot, subject to the obligation to maintain such deeded parcel of a
Reserve in compliance with the provisions hereof and in compliance with the
maintenance covenants or any applicable restrictive covenants and/or regulations.
Reserves "6", "31", "32", "33", "34", "35", "36", "64", "65", "66", "67", "68",
"69", "70", "71", "72", "73", "79", "80", "81", "83", and "84" are hereby
reserved for open space, landscaping, drainage reserve purposes, and floodplain.
Reserve "30" is hereby reserved for open space, landscaping, drainage reserve
purposes, floodplain, and water lines as confined to easement. Reserves "37",
"38", and "39" are hereby reserved for open space, landscaping, drainage reserve
purposes, floodplain, and utilities as confined to easement. No fill, change of
grade, creation of channel, or any other work shall be carried on within said
floodplain without the permission of the Engineer for the appropriate governing
body. Reserves "6", "30", "31", "32", "33", "34", "35", "36", "37", "38", "39",
"64", "65", "66", "67", "68", "69", "70", "71", "72", "73", "79", "80", "81", "83",
and "84" shall be owned and maintained by the owners of the corresponding
adjacent lots and shall be the responsibility of said corresponding adjacent lot
owners until such time as the appropriate governing body elects to assume the
responsibility for maintenance and improvements to the drainage. FEMA
floodplain and regulatory floodway boundaries are subject to periodic change and
such change may affect the intended land use within the subdivision. Access
controls shall be as depicted on the face of the plat and are hereby granted to
the City of Wichita, Kansas. The Minimum Building Pad Elevations for the lowest
opening to the structures shall be as indicated on the face of the plat.

37th & Greenwich, LLC,
a Kansas limited liability company



Kevin M. Mullen, President of
Ritchie Development Corporation,
a Kansas corporation

We, the undersigned holders of a mortgage on the
above described property, do hereby consent to this plat of "BROOKFIELD
ADDITION", Wichita, Sedgwick County, Kansas.

INTRUST Bank, N.A.


Debra J. Allison
* Senior Comm. R.E. Lending Relationship Mgr.



State of Kansas) SS The foregoing instrument acknowledged before
Sedgwick County) me, this 16th day of January, 2017, by Debra J. Allison,
* Senior Comm. R.E. Lending Relationship Mgr.,
of INTRUST Bank, N.A., on behalf of the bank.


Susan K. Cook, Notary Public
My App't. Exp. 11/11/20

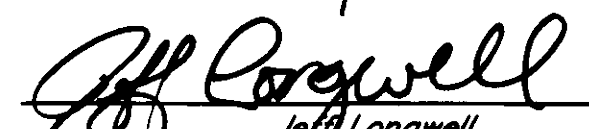
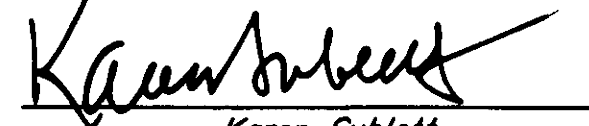

SUSAN K. COOK
Notary Public - State of Kansas
My App. Exp. 11/11/20

This plat of "BROOKFIELD ADDITION", Wichita,
Sedgwick County, Kansas has been submitted to and approved by the
Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita,
Kansas.

Dated this 24th day of September, 2016,
Wichita-Sedgwick County Metropolitan Area Planning Commission



David W. Foster, Chair

Dale Miller, Secretary

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


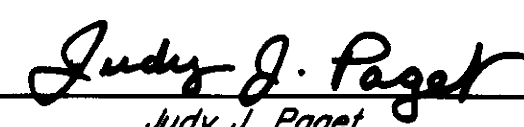

Jeff Longwell, Mayor

Karen Sublett, City Clerk

Reviewed in accordance with K.S.A. 58-2005
on this 10th day of January, 2017.


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


Entered on transfer record this 16th day
of February, 2017.

Kelly B. Arnold, County Clerk

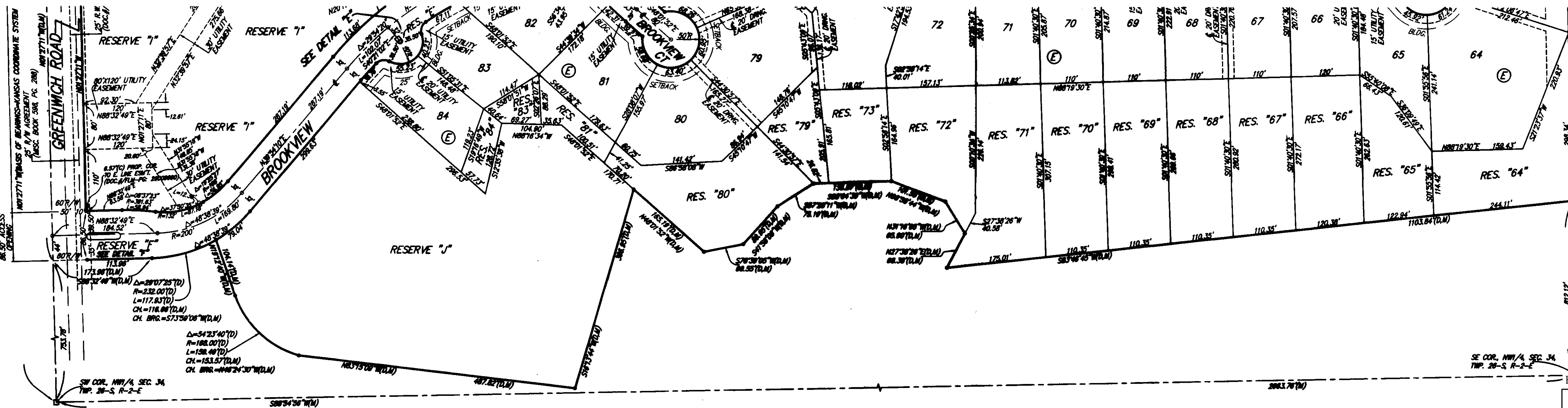
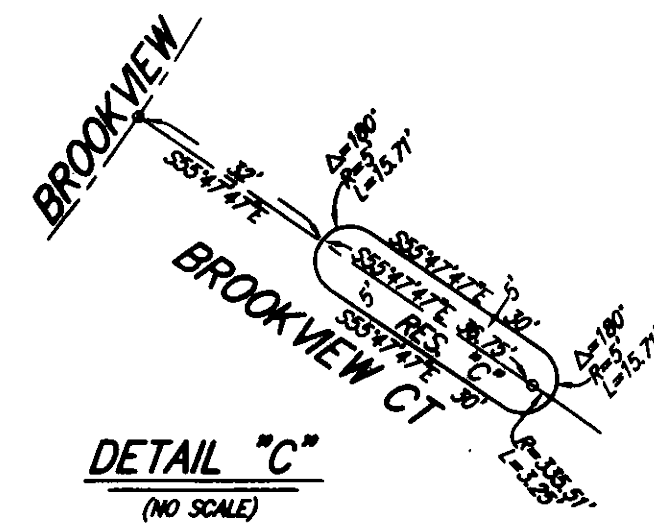
State of Kansas) SS This is to certify that this plat has been
Sedgwick County) filed for record in the office of the Register of Deeds, this 16th day
of February, 2017 at 03:30 o'clock P.M. and is duly recorded.


Tonya Buckingham, Register of Deeds

Judy J. Paget, Deputy

State of Kansas) SS The foregoing instrument acknowledged before
Sedgwick County) me, this 17th day of January, 2017, by Kevin M. Mullen, President of
Ritchie Development Corporation, a Kansas corporation, as Manager of
37th & Greenwich, LLC, a Kansas limited liability company, on behalf of the
limited liability company.


Judith M. Terhune, Notary Public
My App't. Exp. 11-7-17


JUDITH M. TERHUNE
Notary Public - State of Kansas
My App. Expires 11-7-17
Cabinet number: 2008848
Date Recorded: 02/16/2017 03:27:30 PM
Authorized Signatory: Tonya Buckingham
Recording Fee: \$58.00
Page Recorded: 2



0' 100' 200'

- = #4 REBAR W/ "BAUGHMAN" CAP (SET)
- = 1" IRON PIPE (FOUND)
- = 2" ALLUMINUM "SEDGWICK COUNTY" CAP (FOUND)
- △ = STONE (FOUND)
- = #6 REBAR (FOUND)
- (M) = MEASURED
- (D) = DESCRIBED
- (P) = PLATTED

BENCHMARK: CHISELED SQUARE ON E. SIDE OF SCHOOL SIGNAL POLE BASE, W. SIDE OF GREENWICH ROAD, 300' S. & 21.9' W. OF THE SW COR. NW 1/4, SEC. 34, TWP. 26-S, R-2-E. ELEV. = 1373.00 NAVD83.

BENCHMARK: CHISELED SQUARE ON E. SIDE OF SCHOOL SIGNAL POLE BASE, W. SIDE OF GREENWICH ROAD, 300' S. & 21.9' W. OF THE SW COR. NW 1/4, SEC. 34, TWP. 26-S, R-2-E. ELEV. = 1373.00 NAVD83.

TOP OF 1" IRON PIPE AT NW COR. NW 1/4, SEC. 34, TWP. 26-S, R-2-E. ELEV. = 1380.04 NAVD83.

LOT	BLOCK	ELEVATION
15-19	A	1376.0
20-22	A	1375.5
23-25	A	1375.0
5-7	F	1377.0
26-28		
36-37	F	1372.8
43-45		
47-51	F	1372.8
62	F	1372.5
63-66	F	1370.8
67-71	F	1372.0
72-73	F	1372.7
79-80	F	1373.0
81-84	F	1373.5

NOTE:
A drainage plan has been developed for the plat and all drainage easements, rights-of-way, or reserves are shown on the plat as established or as modified with the approval of the applicable City or County Engineer and unobstructed to allow for the conveyance of stormwater.

PAGE 1 OF 2

FOR REFERENCE ONLY

20 OF 21

Baughman Company, P.A.
315 Ellis St. Wichita, KS 67211 P 316-262-7271 F 316-262-0149
Baughman ARCHITECTURE | PLANNING | SURVEYING | ENGINEERING | LANDSCAPE ARCHITECTURE
E:\Projects\Brookfield Addition - 16041700\Drawings\Brookfield_Plat_2017.dwg

