

PAVING PLANS FOR 2025 DIRT STREET PAVING INITIATIVE

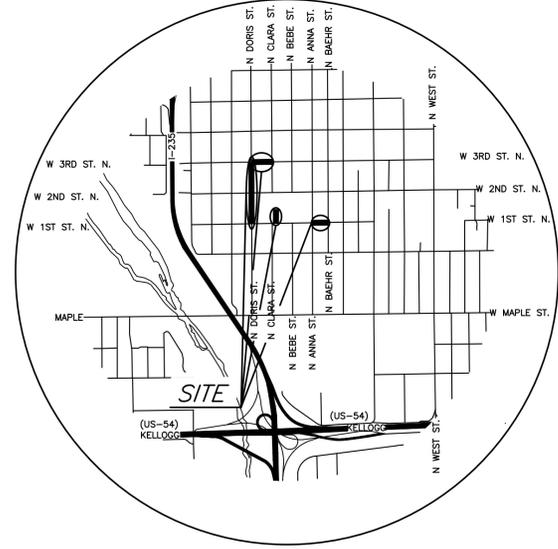
THE CITY OF WICHITA, KANSAS
PAUL GUNZELMAN, P.E. - CITY ENGINEER

- 472-2025-086092 _ 1ST FROM ANNA TO BAEHR
- 472-2025-086093 _ CLARA FROM 1ST TO E.O.R.
- 472-2025-086094 _ DORIS FORM 1ST TO 2ND
- 472-2025-086101 _ DORIS FROM 2ND TO 3RD
- 472-2025-086096 _ 3RD FROM DORIS TO CLARA

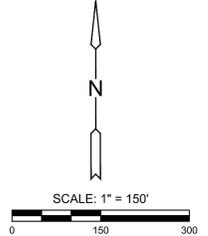
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INDEX TO DRAWINGS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	GENERAL NOTES
3	TYPICAL SECTIONS
4	GRADING & PAVING DETAILS
5	SIGN DETAILS
6-11	PAVING PLANS
12-13	BUBBLE MAP
14-20	EROSION CONTROL PLANS & DETAILS
21-23	1ST STREET CROSS SECTIONS
24-26	CLARA STREET CROSS SECTIONS
27-29	DORIS STREET-1ST TO 2ND CROSS SECTIONS
30-34	DORIS STREET-2ND TO 3RD CROSS SECTIONS
35-37	3RD STREET CROSS SECTIONS



LOCATION MAP



PAVING PLANS FOR
2025 DIRT STREET PAVING INITIATIVE
WICHITA, KANSAS

TITLE SHEET		
PROJECT NO. 2201010593		
SCALE		1"=150'
DRAWN	DESIGNED	CHECKED
LWG	JRA	JRA
NO.	REVISION	DATE
SHEET NO. 1 OF 37		

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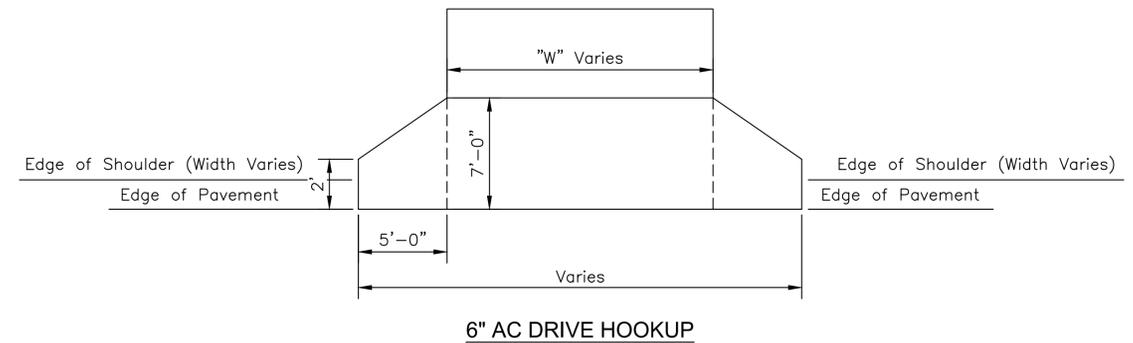
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 PLOTTED Monday, July 28, 2025 @ 01:28:11

GENERAL NOTES

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

 THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:
 AT&T 1-316-246-8464
 BLACK HILLS ENERGY (GAS) 1-800-694-8989
 CITY OF WICHITA WATER & SEWER 1-316-219-8921
 CITY OF WICHITA STORMWATER 1-316-268-4090
 CITY OF WICHITA TRAFFIC 1-316-268-4034
 COX COMMUNICATIONS 1-888-249-3530
 KANSAS GAS SERVICE 1-888-482-4950
 ENERGY 1-800-544-4857
3. UTILITY SERVICE LINES, POLES, ETC. ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR OR UNLESS THE PLANS SPECIFICALLY IDENTIFY A UTILITY TO BE ADJUSTED BY ITS OWNER DURING CONSTRUCTION. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.
4. RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE AND SITE LOCATION. LOCATIONS, IN THE OPINION OF THE ENGINEER, THAT WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED. ALL DISPOSAL SITES MUST BE APPROVED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT. MATERIAL EITHER STOCKPILED OR DISPOSED OF IN A FLOOD PLAIN WILL REQUIRE A KANSAS STATE BOARD OF AGRICULTURE PERMIT. ANY MATERIAL DUMPED IN WATERS OF THE UNITED STATES OR WETLANDS IS SUBJECT TO U.S. CORPS OF ENGINEERS PERMITTING REGULATIONS. ANY MATERIAL BURIED OR STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS WILL REQUIRE ADDITIONAL ARCHAEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.
5. TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE CITY ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.
6. THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ABUTTING THE CONSTRUCTION OF THIS PROJECT A MINIMUM OF TEN (10) DAYS NOTICE PRIOR TO START OF CONSTRUCTION.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.
8. IF TRAFFIC WILL BE IMPACTED BY CONSTRUCTION, A TRAFFIC CONTROL PLAN MUST BE SUBMITTED AND APPROVED BY THE CITY TRAFFIC ENGINEER AT traffic@wichita.gov BEFORE CONSTRUCTION CAN BEGIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL MEASURES TO FACILITATE CONSTRUCTION. ALL CONSTRUCTION ZONE MARKINGS AND SIGNAGE SHALL CONFORM TO THE LATEST VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS PUBLISHED BY THE US DEPT. OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION. ALL COSTS ASSOCIATED WITH CONSTRUCTION MARKINGS AND SIGNAGE SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
9. ALL AREAS DISTURBED DURING CONSTRUCTION THAT WILL NOT BE UNDER PROPOSED PAVEMENT SHALL BE SEEDED AND MULCHED. COST SHALL BE CONSIDERED SUBSIDIARY TO PROJECT SEEDING.
10. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS COMPANIES AND IS EITHER FROM COMPANY UTILITY DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. THE PLAN LOCATIONS SHOWN ARE NOT GUARANTEED. ADDITIONAL EXISTING UTILITIES MAY ALSO BE ENCOUNTERED.
11. ALL TRAFFIC CONTROL DEVICES IN THE WORK ZONE (INCLUDING MARKINGS AND SIGNS) AND THEIR INSTALLATION AND MAINTENANCE SHALL COMPLY WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). ALL TRAFFIC CONTROL DEVICES IN THE TRAVELED WAY OR CLEAR ZONE SHALL BE CRASHWORTHY (NCHRP REPORT 350 OR MASH COMPLIANT).
https://safety.fhwa.dot.gov/roadway_dept/countermeasures/reduce_crash_severity/
12. ALL CONSTRUCTION EQUIPMENT, INCLUDING VEHICLES, MATERIALS, AND DEBRIS, SHALL BE STORED OUTSIDE OF THE CLEAR ZONE. WHERE THIS CANNOT BE ACHIEVED THE CONTRACTOR SHALL PLACE APPROPRIATE SIGNS, OBJECT IDENTIFIERS, AND/OR BARRICADES IN COMPLIANCE WITH MUTCD.
13. EXCEPT WHEN REQUIRED FOR SAFETY, TRAFFIC CONTROL SHALL NOT BLOCK ANY LANES OR SIDEWALKS WHEN WORK IS NOT BEING PERFORMED.
14. CONTRACTOR SHALL REMOVE AND DELIVER TO 1801 S. MCLEAN ALL TRAFFIC SIGNAL COMPONENTS, REGULATORY SIGNS, STREET NAME SIGNS, MANHOLE FRAMES AND LIDS, REMOVED HYDRANTS, METERS, ETC., NOTED FOR REMOVAL DURING CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF NEW SIGNS. ALL ASSOCIATED COSTS TO TRANSPORT THE SALVAGED MATERIAL WILL BE SUBSIDIARY TO THE BID ITEM "TRANSPORTATION OF SALVAGED MATERIAL".
15. UNLESS OTHERWISE SHOWN ON THE PLANS, ALL ASPHALTIC CONCRETE PAVEMENT PLACED ON CITY PROJECTS SHALL USE PG 64-22 ASPHALT CEMENT FOR THE FULL THICKNESS ON NON-ARTERIAL STREETS AND PRIVATE PAVEMENTS, WITH BC-1 AND SC-1 MIX DESIGNS FOR BASE AND SURFACE ASPHALT, RESPECTIVELY. THE CONTRACTOR MAY SUBSTITUTE AN ALTERNATE GRADE OF ASPHALT THAT COMPLIES WITH OR EXCEEDS THE UPPER AND LOWER GRADE DESIGNATIONS FOR THE GRADE SPECIFIED. SUCH SUBSTITUTIONS REQUIRE ADVANCED APPROVAL BY THE ENGINEER AND ANY ADDITIONAL COST WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
16. BITUMINOUS SURFACE COURSE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
17. A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GAL. PER SQUARE YARD BETWEEN EACH LIFT OF BITUMINOUS MATERIAL.
18. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 12 INCHES FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.
19. CRUSHED ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PRIOR TO PLACEMENT OF PAVEMENT. TACK COAT WILL NOT BE APPLIED TO ROCK BASE.
20. ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE SEEDED, MULCHED, AND FERTILIZED AS FOLLOWS (PERMANENT SEEDING):

 SEED: KANSAS PREMIUM FESCUE BLEND: 8 LBS./100 SQ.FT.
 MULCH: PRAIRIE HAY: 2 TONS/ACRE (IN AREAS NOT COVERED BY EROSION CONTROL BLANKET).
 FERTILIZER: 12-24-12: 45 LBS./ACRE
21. REMOVAL OF ALL ITEMS AND MATERIALS FROM THE PROJECT IS SUBSIDIARY TO THE BID ITEM "SITE CLEARING".
22. THE CONTRACTOR SHALL OVER-EXCAVATE THE ROADWAY AS NECESSARY TO INSTALL THE NEW PAVEMENT AND CRUSHED ROCK BASE. EXCESS MATERIAL AND CONSTRUCTION DEBRIS TO BE DISPOSED OF AT AN OFFSITE LOCATION PROVIDED BY THE CONTRACTOR. COST OF DISPOSAL OF EXCAVATED MATERIAL AND DEBRIS SHALL BE SUBSIDIARY TO THE BID ITEM, "SITE CLEARING".



BENCHMARKS

BM 200
 N: 1686749.9 E: 1630378.3 EL: 1307.855 (88)
 DESCRIPTION OF CONTROL POINT: SQUARE CUT ON THE SOUTHWEST CORNER OF A CURB INLET AT THE EAST RETURN OF THE NORTHEAST CORNER OF N. CLARA AND W. 3RD ST. SET BY OTHERS

NOTE:
 ALL CONTROL POINTS SHOWN HAVE ELEVATIONS ESTABLISHED USING STANDARD SURVEYING PROCEDURES AND CAN BE USED AS TEMPORARY BENCHMARKS. WHEN USING A CONTROL POINT AS A TEMPORARY BENCHMARK, IT IS RECOMMENDED THAT CROSS-CHECKS BE MADE TO OTHER CONTROL POINTS OR BENCHMARKS TO CONFIRM ELEVATIONS PRIOR TO USE.

SURVEY CONTROL

DATUM:
 THE HORIZONTAL DATUM IS BASED ON THE KANSAS COORDINATE SYSTEM OF 1983, NAD83(2011), EPOCH: 2010.0000, SOUTH ZONE. COORDINATES SHOWN HAVE BEEN MODIFIED TO THE GROUND USING A COMBINED ADJUSTMENT FACTOR OF 1.0001200144. STATE PLANE COORDINATES CAN BE CALCULATED BY MULTIPLYING THE SHOWN VALUES BY 0.99988.

ALL ELEVATIONS SHOWN ARE BASED ON THE NAVD 88 VERTICAL DATUM, GEOID18B.

CONTROL POINTS:
 CP/BM 100
 N: 1685446.625 E: 1630074.715 EL: 1307.06
 DESCRIPTION OF CONTROL POINT: X CUT TOP OF RETAINING WALL AT THE WEST END OF THE HANDICAP RAMP OF THE WEST PARKING AREA AT THE SOUTHWEST CORNER OF KIWANIS PARK

CP/BM 101
 N: 1685395.771 E: 1630394.935 EL: 1305.27
 DESCRIPTION OF CONTROL POINT: X CUT TOP OF CURB AT THE EAST RETURN OF SOUTHEAST CORNER CLARA AND 1ST

CP/BM 102
 N: 1685433.857 E: 1631616.166 EL: 1306.895
 DESCRIPTION OF CONTROL POINT: X CUT TOP OF CURB AT THE EAST RETURN AT THE SOUTHEAST CORNER OF 1ST AND BAEHR

CP/BM 103
 N: 1685448.047 E: 1631157.509 EL: 1306.815
 DESCRIPTION OF CONTROL POINT: X CUT TOP OF CURB IN FRONT OF 4812 W 1ST STREET

CP/BM 104
 N: 1686037.750 E: 1629940.531 EL: 1307.81
 DESCRIPTION OF CONTROL POINT: X CUT TOP OF CURB MIDPOINT OF RETURN SOUTHEAST CORNER OF 2ND AND DORIS

CP/BM 105
 N: 1686755.826 E: 1630323.576 EL: 1308.22
 DESCRIPTION OF CONTROL POINT: 1/2" REBAR WITH PEC CONTROL CAP MIDPOINT OF RETURN 4' BEHIND THE ROAD AT THE NORTHWEST CORNER OF 3RD AND CLARA

CP/BM 106
 N: 1686698.538 E: 1629928.884 EL: 1309.185
 DESCRIPTION OF CONTROL POINT: 3/8" REBAR WITH MKEC CONTROL CAP AT THE MIDPOINT OF THE RETURN 2' BEHIND THE ROAD AT THE SOUTHEAST CORNER OF 3RD AND DORIS

CP/BM 107
 N: 1685375.968 E: 1629908.014 EL: 1306.815
 DESCRIPTION OF CONTROL POINT: X CUT TOP OF CURB MIDPOINT OF THE RETURN AT THE SOUTHWEST CORNER 1ST AND DORIS

RECAPITULATION OF QUANTITIES			
Lump Sum Bid Items			
1	Transport of Salvaged Materials	1	LS
2	Site Clearing	1	LS
3	Site Restoration	1	LS
4	Excavation	1,906	CY
5	Seeding	1	LS
6	Signing, Except Street Name Signing	1	LS
Measured Quantity Bid Items			
7	AC Pavement, 5" (3" Bit. Base)	6,039	SY
8	Crushed Rock Base 5", Reinf.	6,523	SY
9	Compacted Gravel Shoulder	3,258	LF
10	AC Pavement 6"	702	SY
11	Gravel Street/Drive Removed & Replaced	141	SY
12	Inlet Hookup	8	EA
13	Mailbox, Removed & Reset	14	EA
14	BMP, Curb Inlet Protection	8	EA
15	BMP, Erosion Control Mat	2,293	SY



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2025 DIRT STREET PAVING INITIATIVE
 WICHITA, KANSAS

GENERAL NOTES

PROJECT NO. 2201010593

SCALE NA

DRAWN	DESIGNED	CHECKED
LWG	JRA	JRA

NO.	REVISION	DATE

SHEET NO.

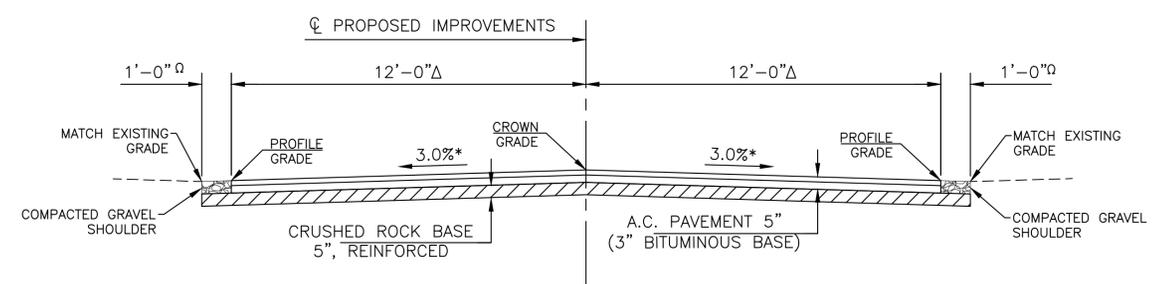
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2025 DIRT STREET PAVING INITIATIVE
 PAVING PLANS FOR
 WICHITA, KANSAS

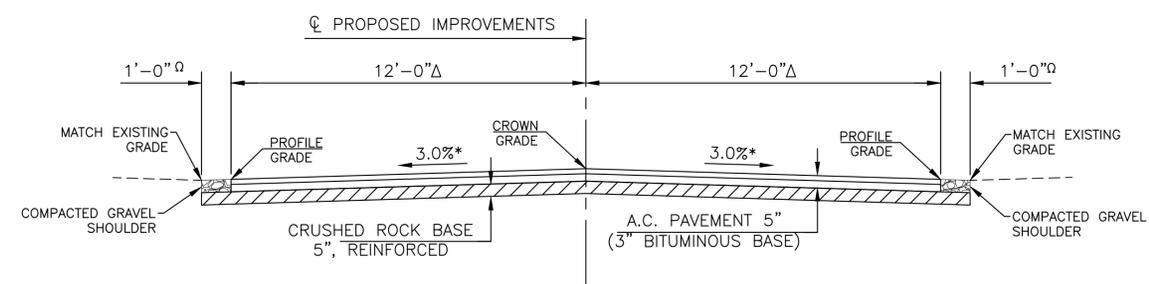
TYPICAL SECTIONS

PROJECT NO.	2201010593	
SCALE	N.T.S.	
DRAWN	DESIGNED	CHECKED
LDWG	JRA	JRA
NO.	REVISION	DATE



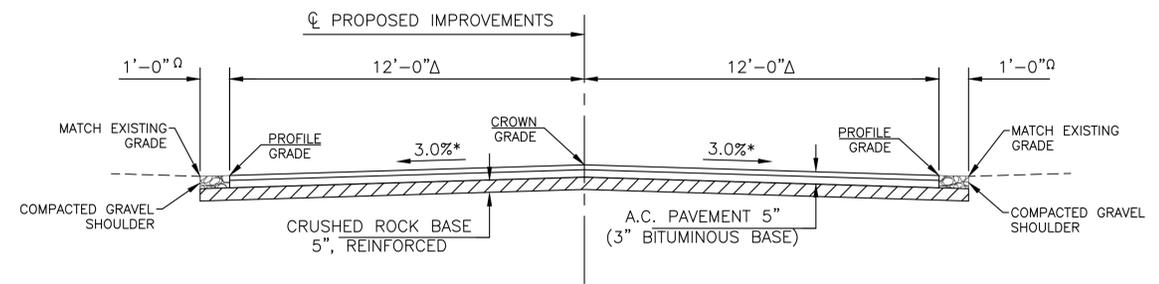
1ST - ANNA TO BAEHR

- * CROSS-SLOPE VARIES FROM EXISTING AT STA. 10+00.00 TO 3.0% AT STA. 10+30.00
- CROSS-SLOPE VARIES FROM 3.0% AT STA. 12+20.00 TO EXISTING AT STA. 12+79.60 LT. AND STA. 12+78.65 RT.
- Δ WIDTH VARIES FROM 14.8' AT STA. 10+00.00 TO 12.0' AT STA. 10+30.00
- Δ WIDTH VARIES FROM 12.0' AT STA. 12+20.00 TO 16.9' AT STA. 12+79.60 LT. AND STA. 12+78.65 RT.
- Ω SEE PLAN FOR HORIZONTAL WIDTH TRANSITIONS. AGGREGATE SHOULDER TAPERS FROM 0.5' WHERE MATCHING EXISTING CURB TO WIDTH SHOWN AT ENDS OF TAPER.



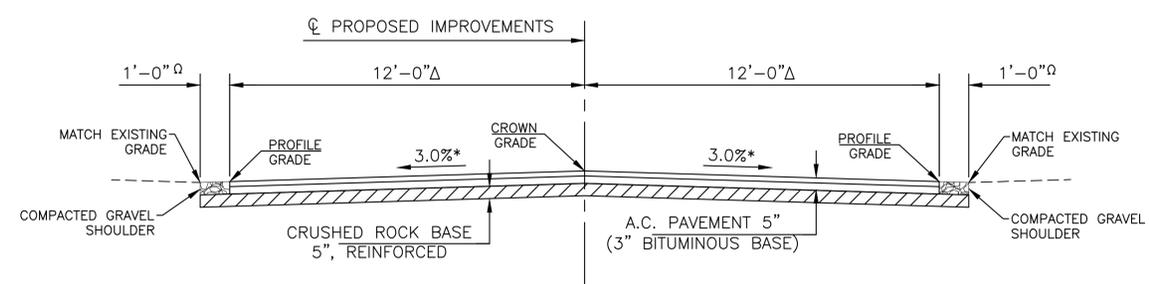
DORIS - 2ND TO 3RD

- * CROSS-SLOPE VARIES FROM EXISTING AT STA. 16+62.87 TO 3.0% AT STA. 17+19.87 LT. AND STA. 17+40.50 RT.
- Δ WIDTH VARIES FROM 14.7' AT STA. 16+75.16 LT. TO 12.0' AT STA. 17+19.87 LT.
- Δ WIDTH VARIES FROM 14.8' AT STA. 16+80.21 RT. TO 12.0' AT STA. 17+40.50 RT.
- Ω SEE PLAN FOR HORIZONTAL WIDTH TRANSITIONS. AGGREGATE SHOULDER TAPERS FROM 0.5' WHERE MATCHING EXISTING CURB TO WIDTH SHOWN AT ENDS OF TAPER.



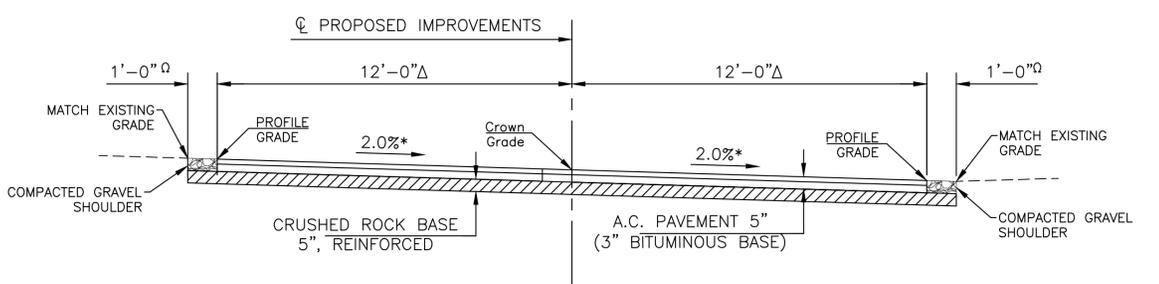
CLARA - 1ST TO E.O.R.

- * CROSS-SLOPE VARIES FROM EXISTING AT STA. 10+00.00 TO 3.0% AT STA. 10+30.00
- Δ WIDTH VARIES FROM 14.7' AT STA. 10+11.75 TO 12.0' AT STA. 10+30.00
- Ω SEE PLAN FOR HORIZONTAL WIDTH TRANSITIONS. AGGREGATE SHOULDER TAPERS FROM 0.5' WHERE MATCHING EXISTING CURB TO WIDTH SHOWN AT ENDS OF TAPER.



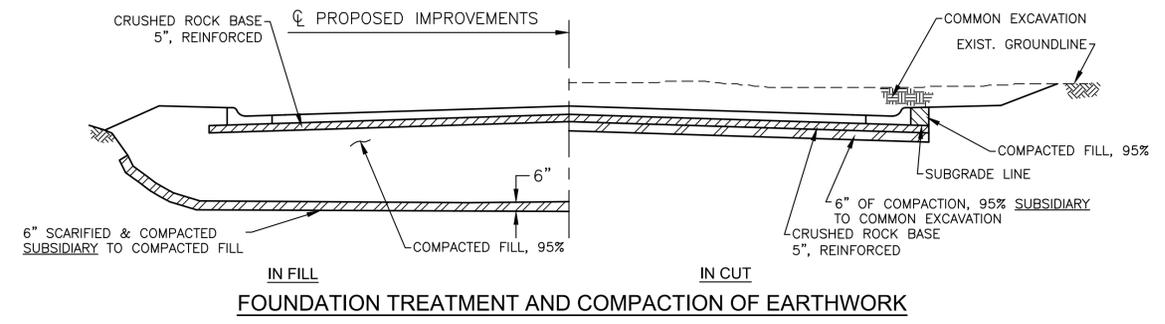
3RD - DORIS TO CLARA

- * CROSS-SLOPE VARIES FROM 3.0% AT STA. 13+35.00 LT. TO EXISTING AT STA. 13+66.40 RT.
- CROSS-SLOPE VARIES FROM 3.0% AT STA. 13+00.00 RT. TO EXISTING AT STA. 13+66.40 RT.
- Δ WIDTH VARIES FROM 12.0' AT STA. 13+35.00 TO 15.4' LT. AND 14.8' RT. AT STA. 13+56.75
- Ω SEE PLAN FOR HORIZONTAL WIDTH TRANSITIONS. AGGREGATE SHOULDER TAPERS FROM 0.5' WHERE MATCHING EXISTING CURB TO WIDTH SHOWN AT ENDS OF TAPER.



DORIS - 1ST TO 2ND

- * CROSS-SLOPE VARIES FROM EXISTING AT STA. 10+00.00 TO 2.0% AT STA. 10+60.00
- CROSS-SLOPE VARIES FROM 2.0% AT STA. 15+58.05 TO EXISTING AT STA. 15+88.05
- Δ WIDTH VARIES FROM 14.7' AT STA. 10+14.84 TO 12.0' AT STA. 10+60.00
- Δ WIDTH VARIES FROM 12.0' AT STA. 15+58.05 TO 14.7' AT STA. 15+88.05
- Ω SEE PLAN FOR HORIZONTAL WIDTH TRANSITIONS. AGGREGATE SHOULDER TAPERS FROM 0.5' WHERE MATCHING EXISTING CURB TO WIDTH SHOWN AT ENDS OF TAPER.

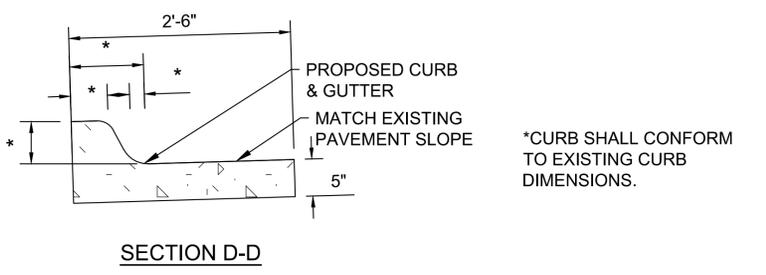
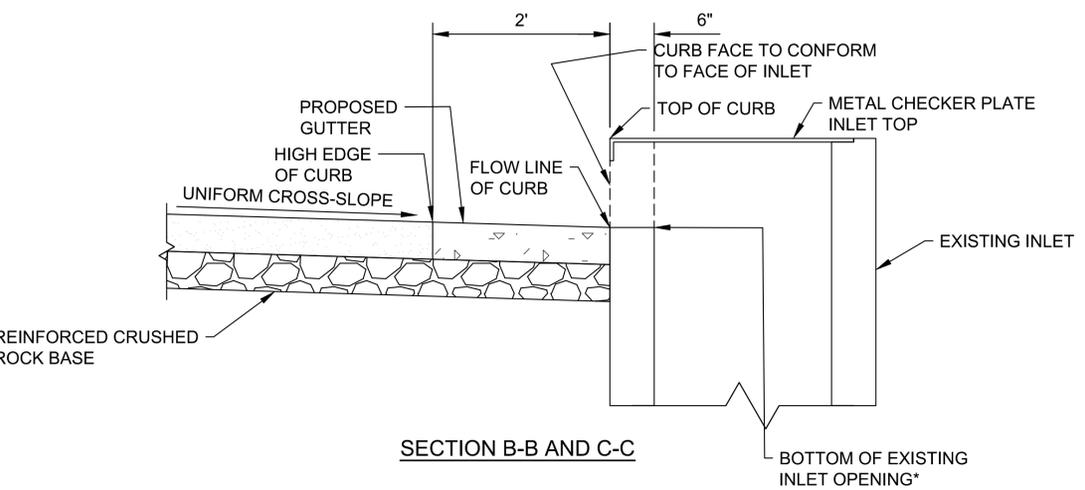
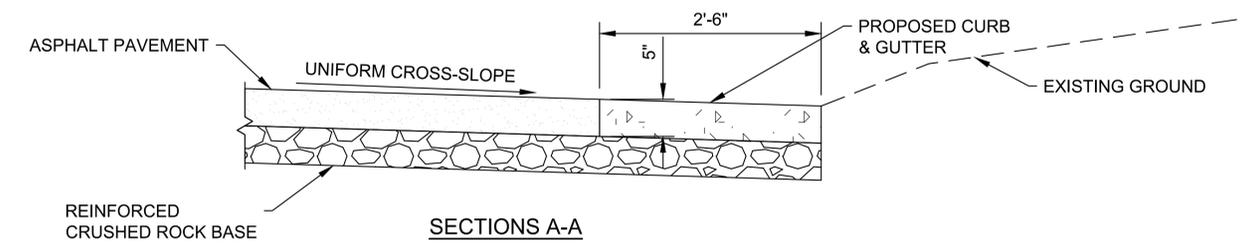
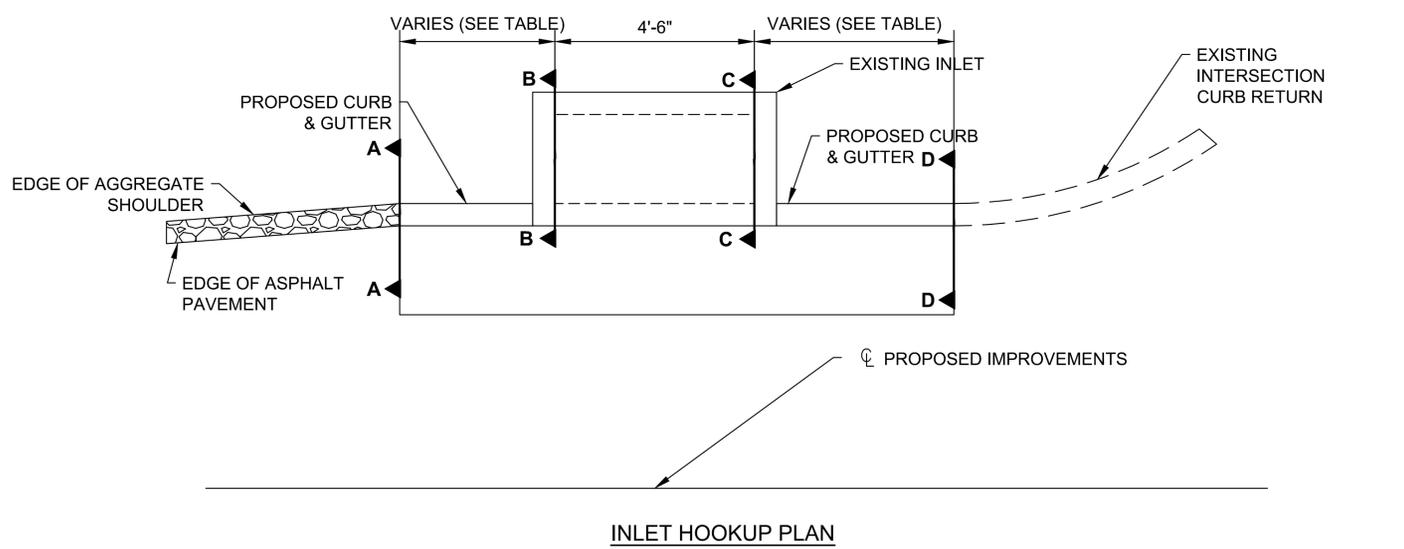


FOUNDATION TREATMENT AND COMPACTION OF EARTHWORK

NOTE: SEE SHEET 4 FOR INLET HOOKUP DETAILS, LOCATIONS AND GRADE

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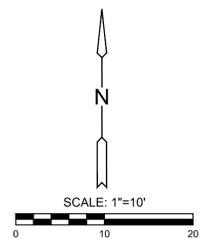
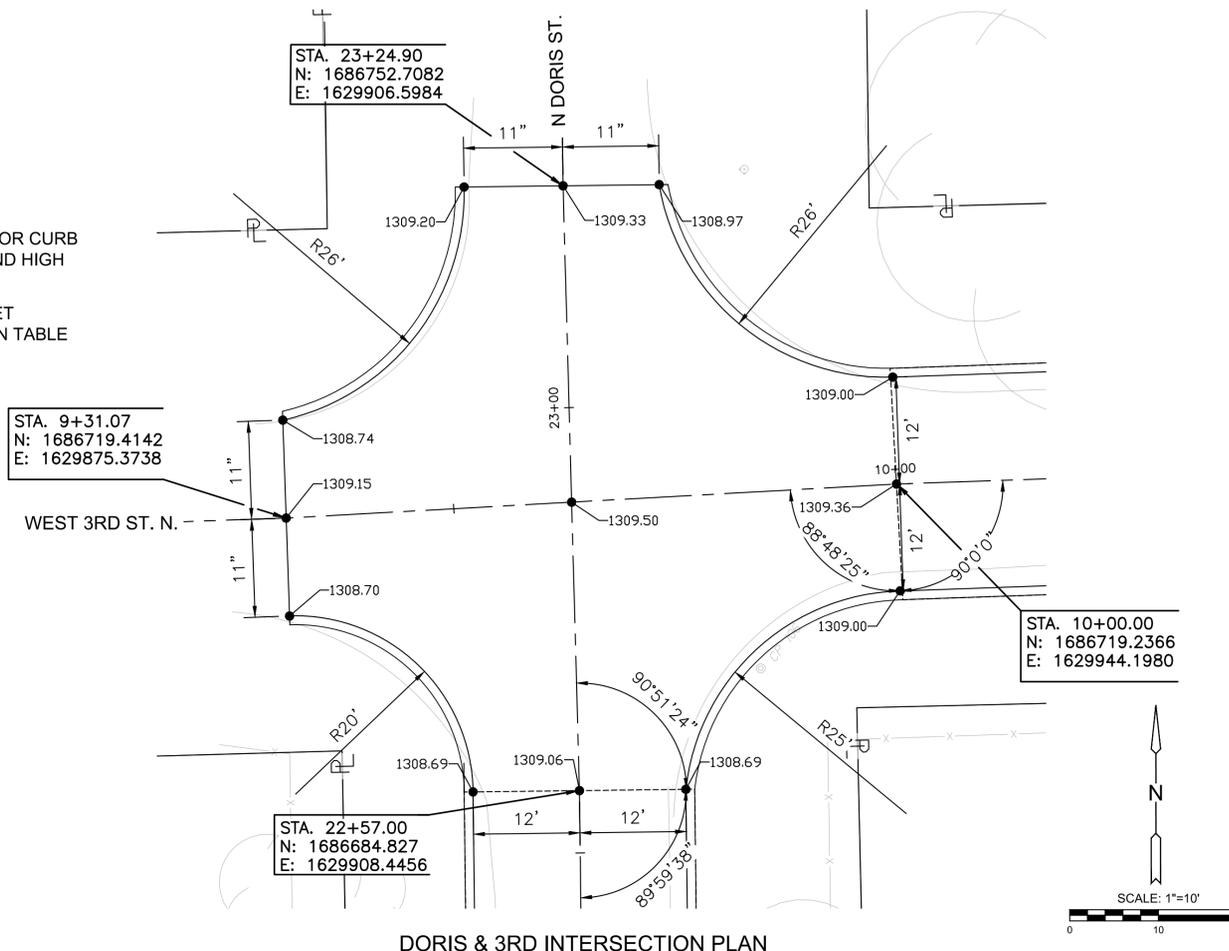
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 PLOTTED: Monday, July 28, 2025 @ 10:07 AM
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NOTE: SEE TABLE FOR CURB TOP, FLOW LINE, AND HIGH EDGE ELEVATIONS
 *SEE NOTES IN INLET HOOKUP ELEVATION TABLE

*CURB SHALL CONFORM TO EXISTING CURB DIMENSIONS.

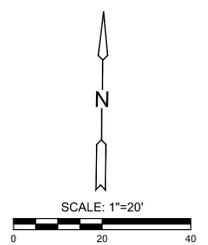
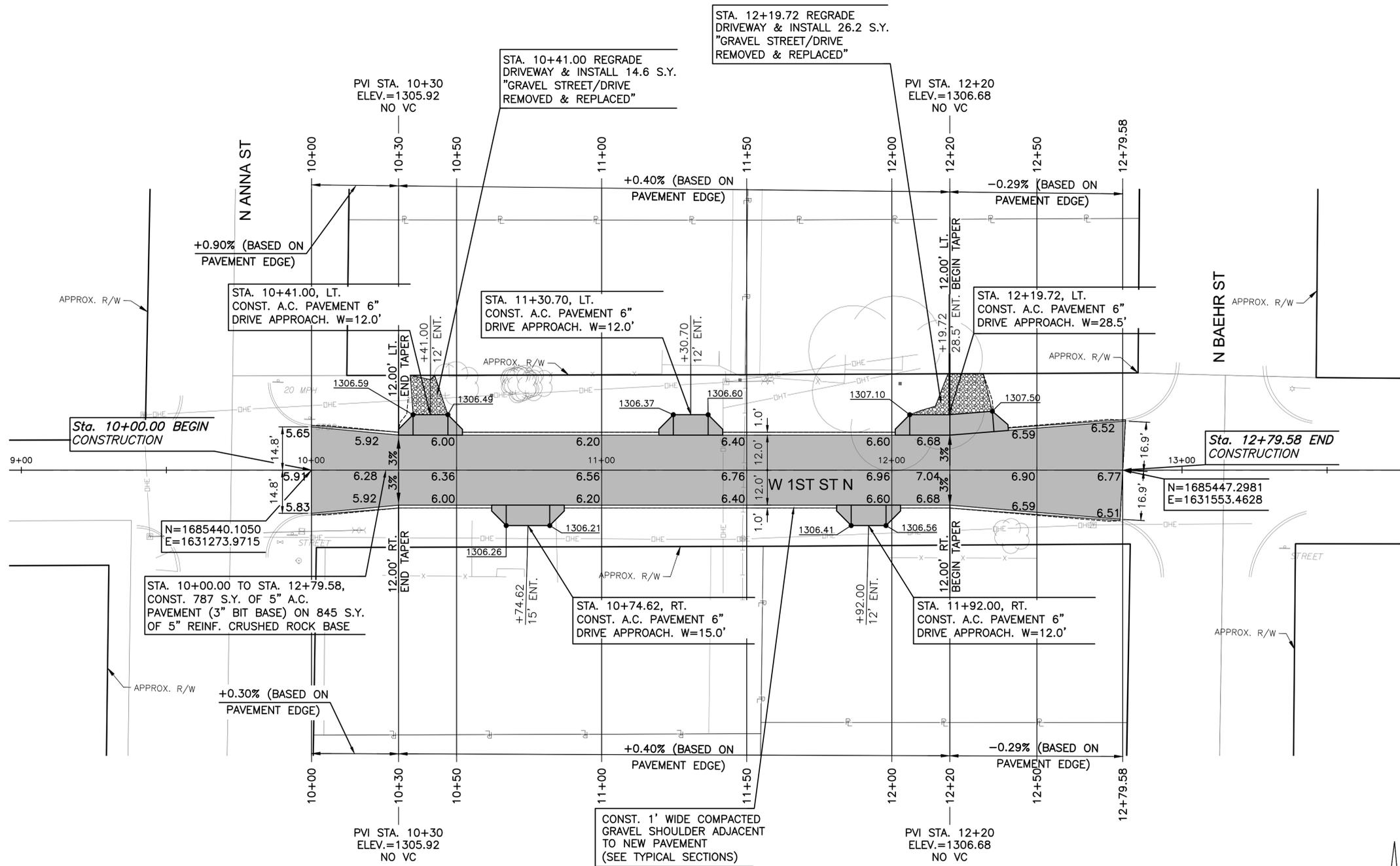
INLET HOOKUP ELEVATION TABLE							
Street	Inlet Station	Side	Section	Top of Curb Elevation	Flow Line of Curb Elevation	High Edge of Curb Elevation	Notes
Doris	10+14.84	Lt.	A	1306.02	1306.02	1306.07	
	10+10.75		B	1306.60	1305.93	1306.00	
	10+06.25		C	1306.60	1305.93	1305.99	
	10+00.00		D	1306.61	1306.06	1306.10	
Doris	10+14.84	Rt.	A	1305.79	1305.79	1305.88	
	10+10.75		B	1306.41	1305.54	1305.66	
	10+06.25		C	1306.41	1305.54	1305.66	
	10+00.00		D	1306.53	1306.10	1306.14	
Doris	16+75.16	Lt.	A	1307.05	1307.05	1307.07	
	16+71.50		B	1307.76	1306.80	1306.85	
	16+67.00		C	1307.76	1306.80	1306.84	
	16+62.87		D	1307.48	1307.03	1307.04	
Doris	16+80.21	Rt.	A	1307.69	1307.16	1307.17	
	16+71.83		B	1307.64	1306.80	1306.85	Flow line of curb does not match bottom of inlet opening
	16+67.33		C	1307.64	1306.80	1306.84	Flow line of curb does not match bottom of inlet opening
	16+62.87		D	1307.56	1306.96	1306.97	
3rd	13+56.75	Lt.	A	1307.48	1307.48	1307.59	
	13+61.40		B	1308.13	1307.42	1307.53	
	13+65.90		C	1308.13	1307.42	1307.72	
			D	N/A	N/A		
3rd	13+56.75	Rt.	A	1307.27	1307.27	1307.41	
	13+61.40		B	1307.77	1307.02	1307.19	
	13+65.90		C	1307.77	1307.02	1307.38	
			D	N/A	N/A		
Clara	10+11.75	Lt.	A	1304.88	1304.88	1304.89	
	10+08.00		B	1305.43	1304.63	1304.66	
	10+03.50		C	1305.43	1304.63	1304.65	
	10+00.00		D	1305.08	1304.56	1304.58	
Clara	10+11.75	Rt.	A	1304.54	1304.54	1304.60	
	10+08.00		B	1305.35	1304.29	1304.37	
	10+03.50		C	1305.35	1304.29	1304.36	
	10+00.00		D	1304.99	1304.46	1304.50	



PAVING PLANS FOR
2025 DIRT STREET PAVING INITIATIVE
 WICHITA, KANSAS

GRADING & PAVING DETAILS		
PROJECT NO.	2201010593	
SCALE	AS NOTED	
DRAWN	DESIGNED	CHECKED
LWG	JRA	JRA
NO.	REVISION	DATE
SHEET NO. 4 OF 37		

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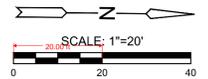
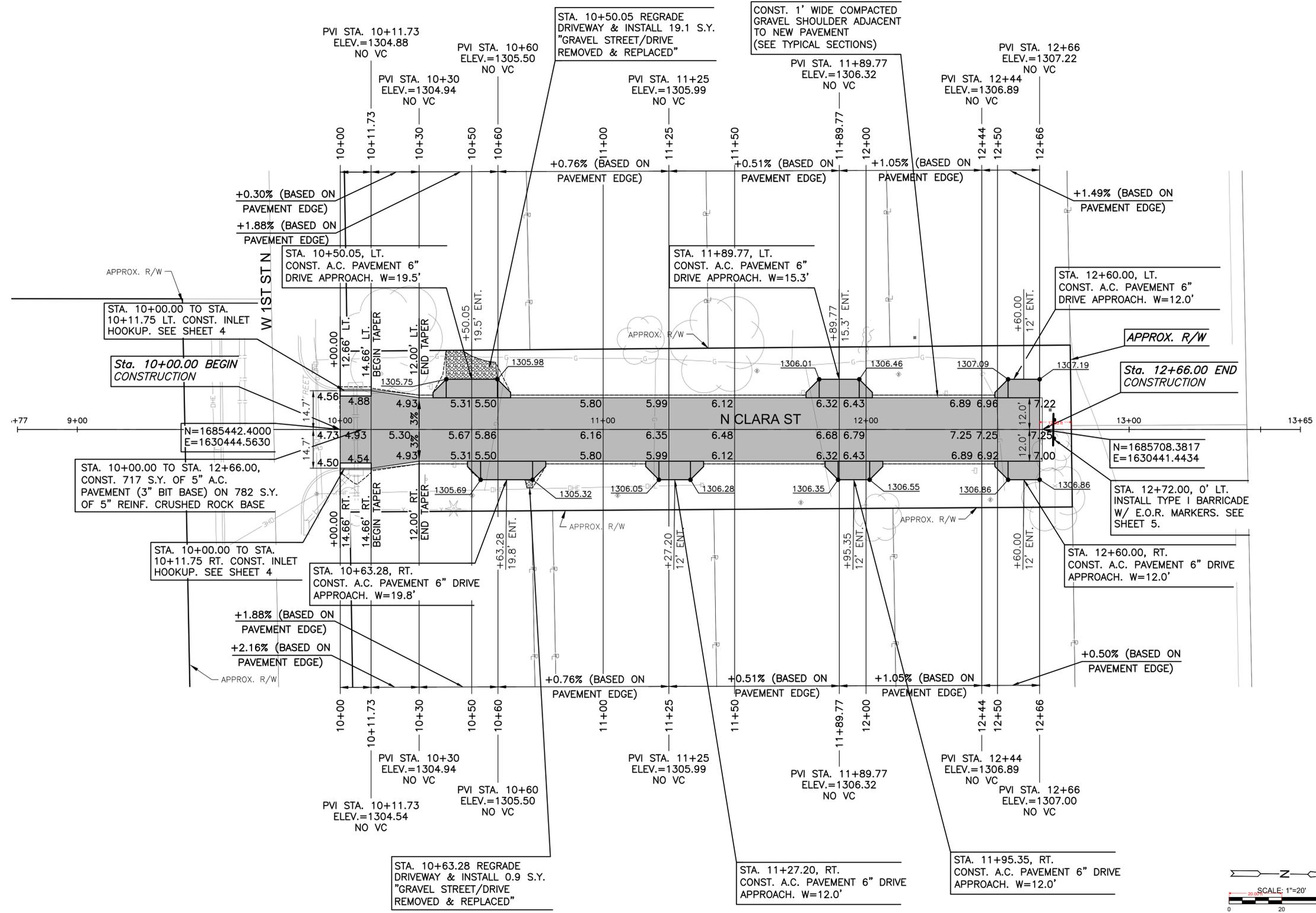
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▒	PROPOSED ASPHALT PAVEMENT
▨	PROPOSED AGGREGATE SURFACING



PAVING PLANS FOR
2025 DIRT STREET PAVING INITIATIVE
 WICHITA, KANSAS

PAVING PLAN 1ST FROM ANNA TO BAEHR		
PROJECT NO.	2201010593	
SCALE	1"=20'	
DRAWN	DESIGNED	CHECKED
LWG	JRA	JRA
NO.	REVISION	DATE
SHEET NO.		
6 OF 37		

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LEGEND

- CONSTRUCTION LIMITS
- PROPOSED ASPHALT PAVEMENT
- PROPOSED AGGREGATE SURFACING



PAVING PLANS FOR
2025 DIRT STREET PAVING INITIATIVE
 WICHITA, KANSAS

PAVING PLAN CLARA FROM 1ST TO EOP

PROJECT NO. 2201010593

SCALE 1"=20'

DRAWN	DESIGNED	CHECKED
LWG	JRA	JRA

NO.	REVISION	DATE

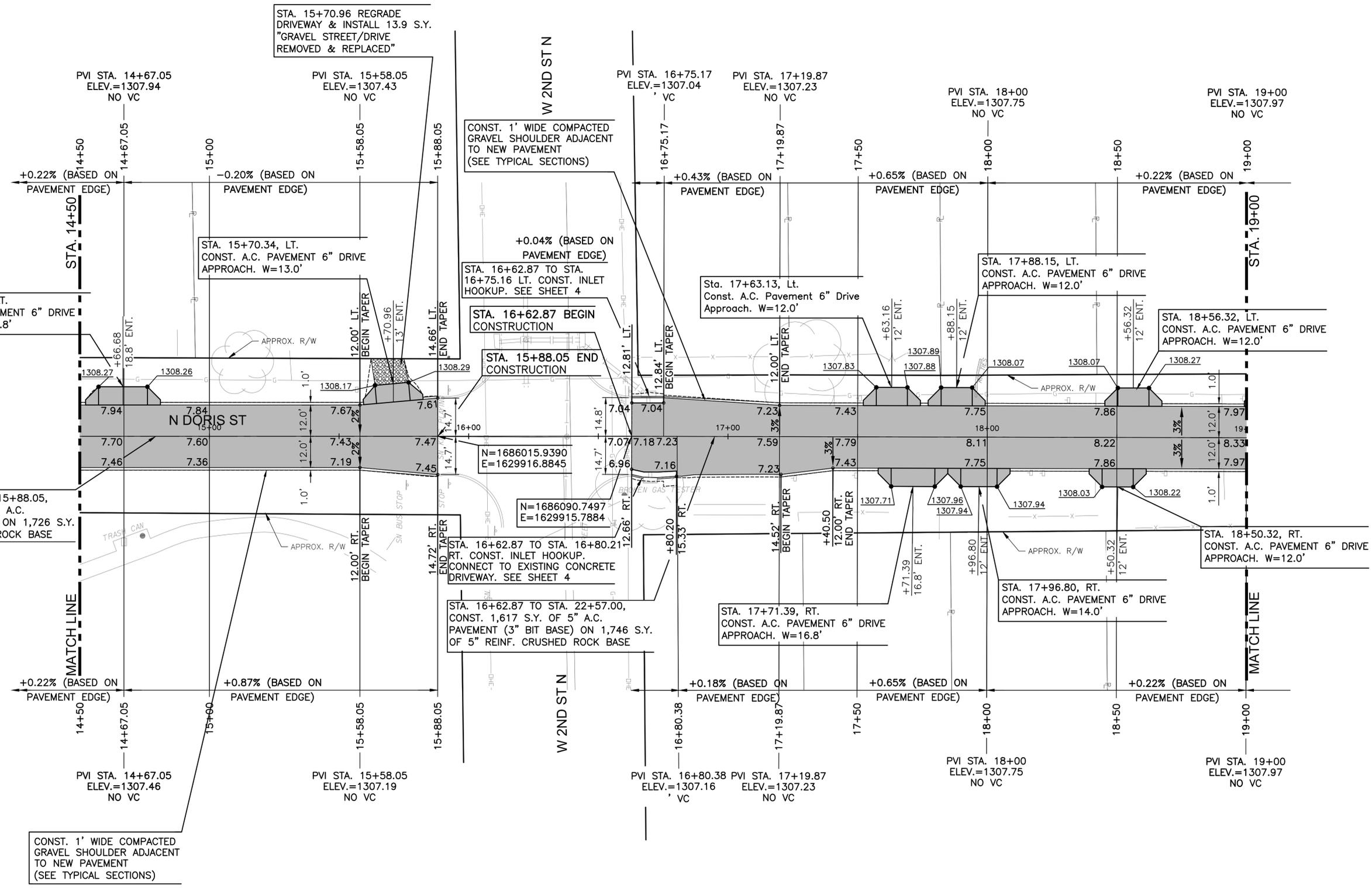
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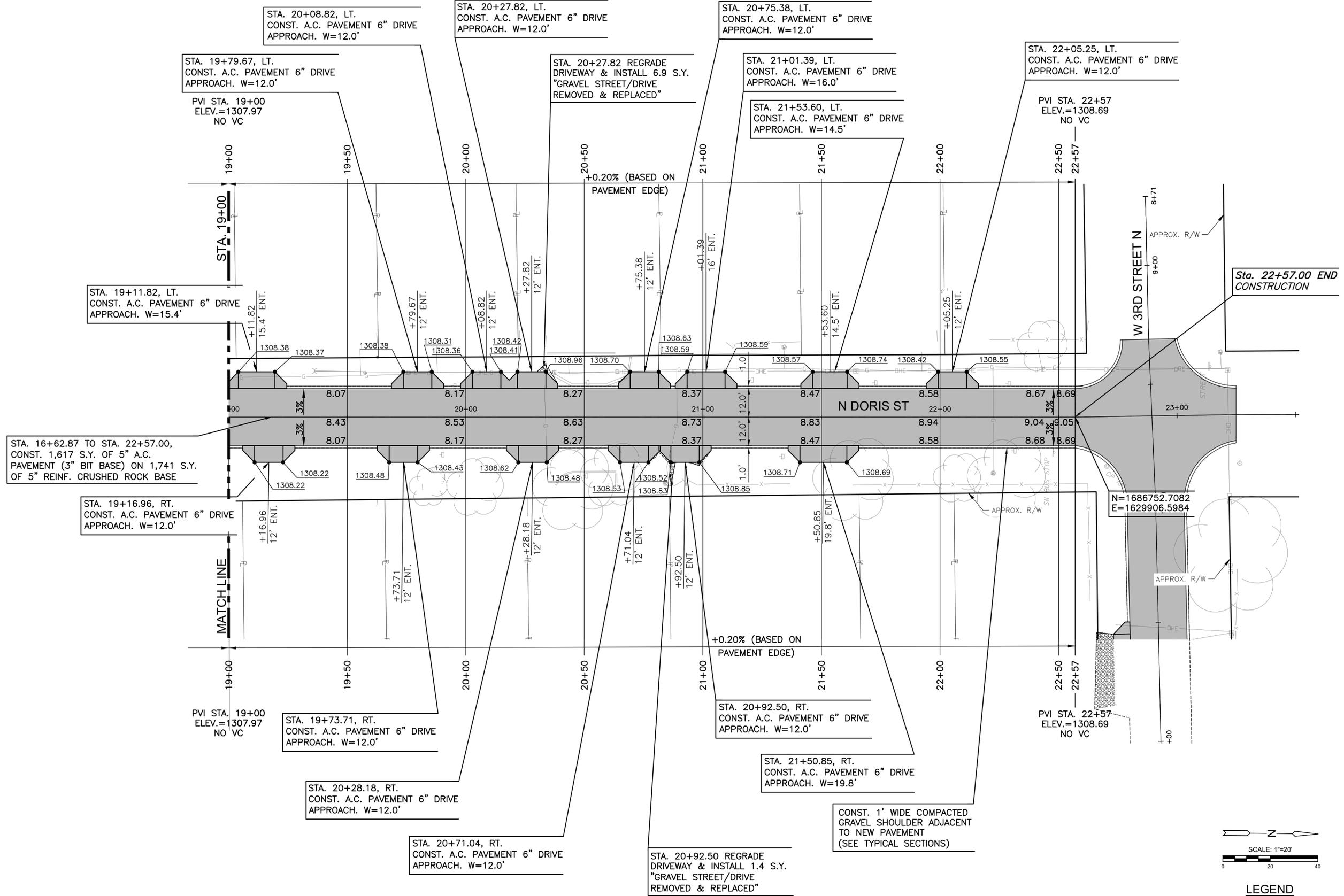
PAVING PLANS FOR
2025 DIRT STREET PAVING INITIATIVE
 WICHITA, KANSAS

PAVING PLAN DORIS		
PROJECT NO.	2201010593	
SCALE	1"=20'	
DRAWN	DESIGNED	CHECKED
LDG	JRA	JRA
NO.	REVISION	DATE
SHEET NO. 9 OF 37		



- LEGEND**
- CONSTRUCTION LIMITS
 - PROPOSED ASPHALT PAVEMENT
 - ▨ PROPOSED AGGREGATE SURFACING

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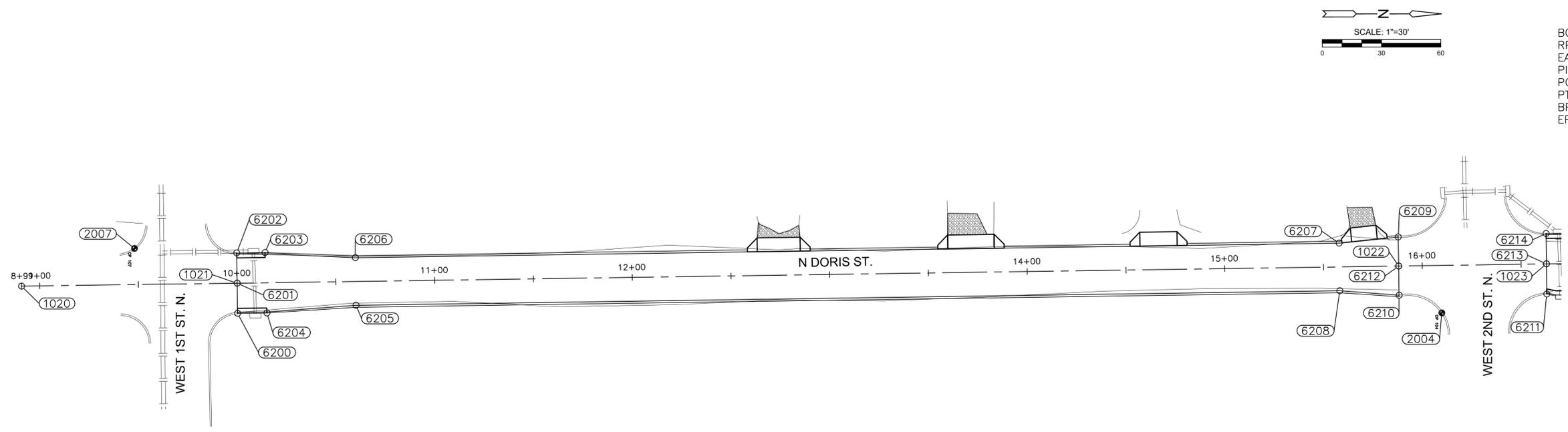
---	CONSTRUCTION LIMITS
■	PROPOSED ASPHALT PAVEMENT
■	PROPOSED AGGREGATE SURFACING



PAVING PLANS FOR
2025 DIRT STREET PAVING INITIATIVE
 WICHITA, KANSAS

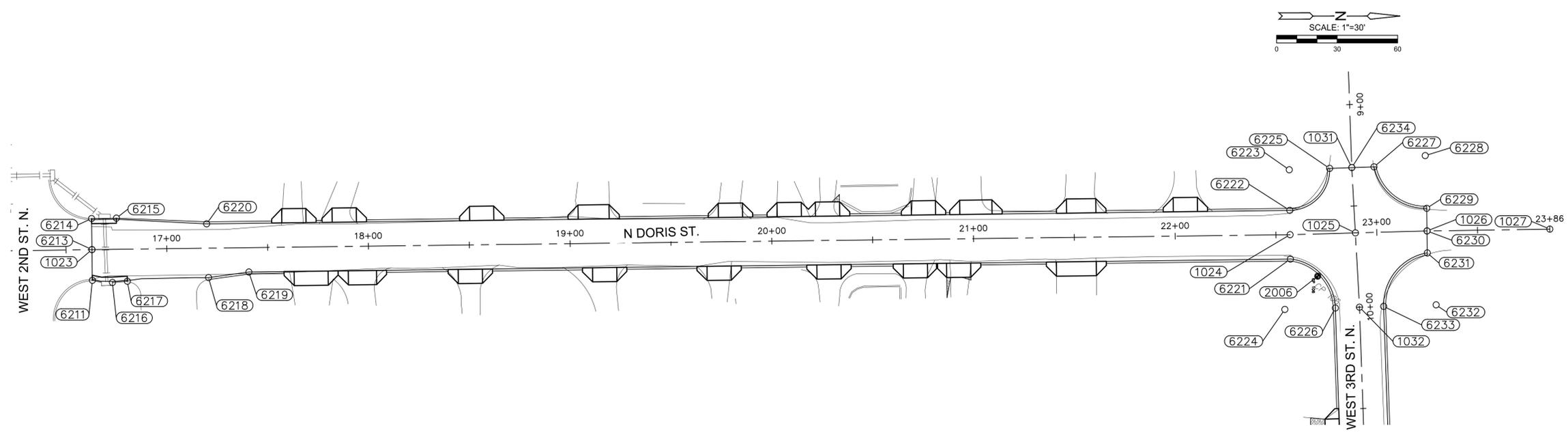
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PROJECT NO. 2201010593		
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DRAWN	DESIGNED	CHECKED
LDG	JRA	JRA
NO.	REVISION	DATE
SHEET NO. 10 OF 37		

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 PLOTTED: Monday, July 28, 2025 @ 10:44AM



LEGEND

- BC—Back of Curb
- RP—Radius Point of Curve
- EAP—Edge of Asphalt Pavement
- PI—Point of Intersection
- PC—Point of Curve
- PT—Point of Tangent
- BP—Begin Point
- EP—End Point



PAVING POINTS—DORIS				
POINT #	STATION/OFFSET	NORTHING	EASTING	DESC.
6200	10+00.00/15.20' RT.	1685428.172	1629940.742	BC
6201	10+00.00/0.00'	1685427.948	1629925.544	EAP
6202	9+99.96/-15.24' LT.	1685427.724	1629910.307	BC
6203	10+14.35/-15.24' LT.	1685442.073	1629910.095	BC
6204	10+14.84/15.20' RT.	1685443.010	1629940.523	BC
6205	10+60.00/12.00' RT.	1685488.118	1629936.659	PI EAP
6206	10+60.00/-12.00' LT.	1685487.765	1629912.662	PI EAP
6207	15+58.05/-12.00' LT.	1685985.766	1629905.328	PI EAP
6208	15+58.05/12.00' RT.	1685986.119	1629929.325	PI EAP
6209	15+88.05/-14.66' LT.	1686015.723	1629902.225	PI EAP

PAVING POINTS—DORIS				
POINT #	STATION/OFFSET	NORTHING	EASTING	DESC.
6210	15+88.06/14.72' RT.	1686016.156	1629931.602	PI EAP
6211	16+62.83/15.18' RT.	1686090.930	1629930.965	BC
6212	15+88.05/0.00'	1686015.939	1629916.884	EAP
6213	16+62.87/0.00'	1686090.745	1629915.788	EAP
6214	16+62.87/-15.31' LT.	1686090.556	1629900.477	BC
6215	16+75.16/-15.34' LT.	1686102.849	1629900.296	BC
6216	16+72.80/16.35' RT.	1686100.878	1629932.017	BC
6217	16+80.20/15.83' RT.	1686108.267	1629931.406	BC
6218	17+20.47/14.52' RT.	1686148.523	1629929.600	PI EAP
6219	17+40.50/12.00' RT.	1686168.522	1629926.828	PI EAP

PAVING POINTS—DORIS				
POINT #	STATION/OFFSET	NORTHING	EASTING	DESC.
6220	17+19.87/-12.00' LT.	1686147.593	1629903.085	PI EAP
6221	22+56.99/12.00' RT.	1686684.974	1629920.445	PC EAP
6222	22+57.18/-12.00' LT.	1686684.680	1629896.446	PC EAP
6223	22+57.47/-32.00' LT.	1686684.433	1629876.448	RP
6224	22+53.95/36.82' RT.	1686682.238	1629945.302	RP
6225	22+77.47/-32.15' LT.	1686704.421	1629875.755	PT EAP
6226	22+78.42/36.76' RT.	1686707.244	1629944.614	PT EAP
6227	22+99.47/-32.31' LT.	1686726.408	1629874.993	PC EAP
6228	23+24.90/-37.16' LT.	1686751.809	1629869.446	RP
6229	23+24.93/-11.16' LT.	1686752.570	1629895.435	PT EAP

BASELINE POINTS—DORIS				
POINT #	STATION	NORTHING	EASTING	DESC.
1020	8+90.86	1685318.816	1629927.012	BP
1021	10+00.00	1685427.948	1629925.544	PI
1022	15+88.05	1686015.939	1629916.884	PI
1023	16+62.87	1686090.745	1629915.788	PI
1024	22+57.00	1686684.827	1629908.446	PI
1025	22+89.38	1686717.202	1629907.565	INT
1026	23+24.90	1686752.708	1629906.598	PI
1027	23+85.83	1686813.628	1629905.681	EP

CONTROL POINTS				
POINT #	NORTHING	EASTING	ELEVATION	DESC.
2000	1685446.625	1630074.715	1307.060	CP100
2001	1685395.771	1630394.936	1305.270	CP101
2002	1685433.857	1631616.167	1306.895	CP102
2003	1685448.047	1631157.510	1305.815	CP103
2004	1686037.750	1629940.532	1307.810	CP104
2005	1686755.826	1630323.577	1308.220	CP105
2006	1686698.538	1629928.885	1309.185	CP106
2007	1685375.968	1629908.015	1306.815	CP107
2008	1686749.952	1630378.278	1307.855	BM200

PAVING PLANS FOR
2025 DIRT STREET PAVING INITIATIVE
 WICHITA, KANSAS

BUBBLE MAP

PROJECT NO. 2201010593

SCALE 1"=30'

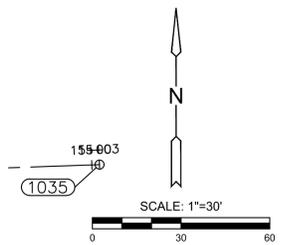
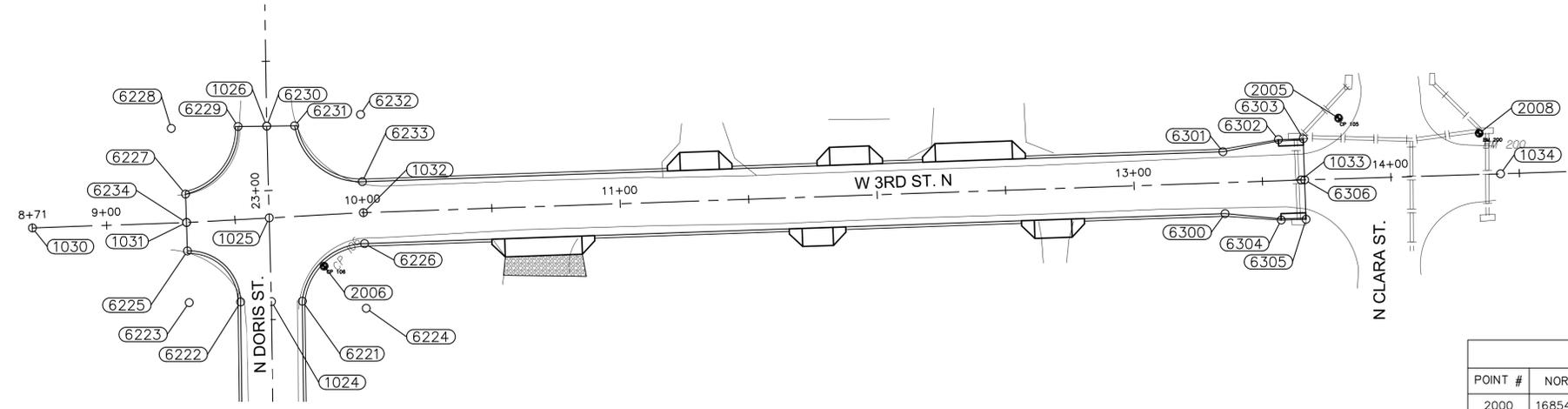
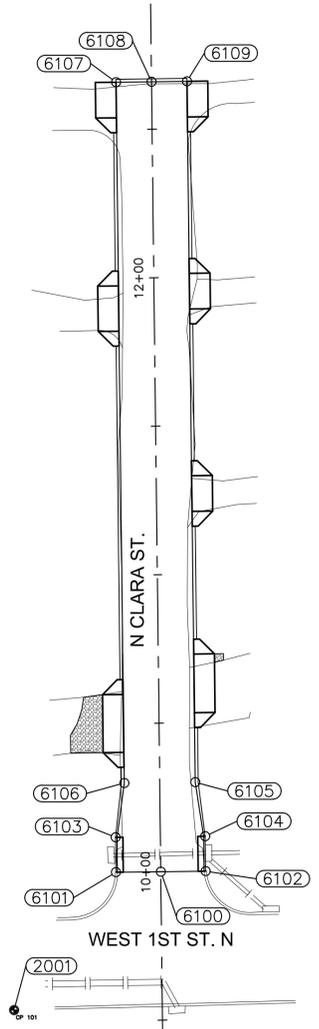
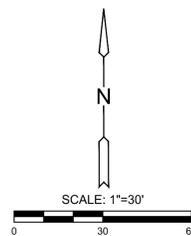
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LDG	JRA	JRA

NO.	REVISION	DATE

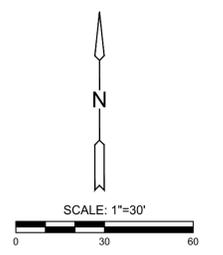
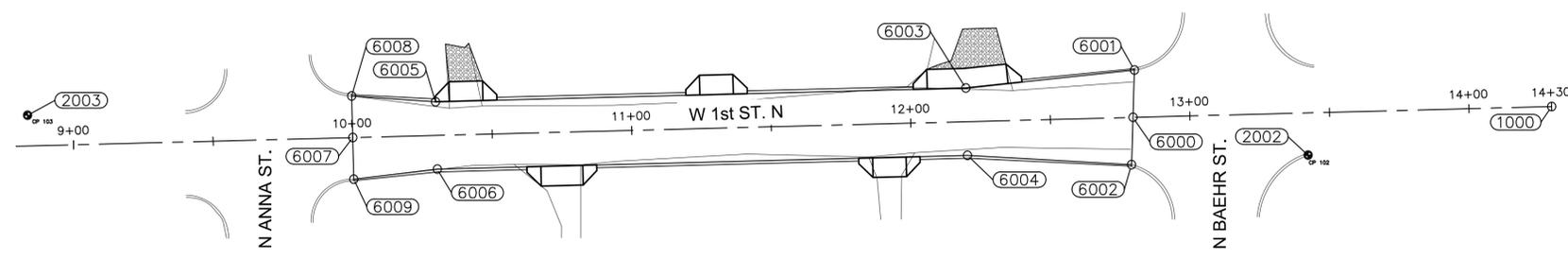
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CONTROL POINTS				
POINT #	NORTHING	EASTING	ELEVATION	DESC.
2000	1685446.625	1630074.715	1307.060	CP100
2001	1685395.771	1630394.936	1305.270	CP101
2002	1685433.857	1631616.167	1306.895	CP102
2003	1685448.047	1631157.510	1305.815	CP103
2004	1686037.750	1629940.532	1307.810	CP104
2005	1686755.826	1630323.577	1308.220	CP105
2006	1686698.538	1629928.885	1309.185	CP106
2007	1685375.968	1629908.015	1306.815	CP107
2008	1686749.952	1630378.278	1307.855	BM200



PAVING POINTS--1ST STREET				
POINT #	STATION/OFFSET	NORTHING	EASTING	DESC.
6000	12+79.60/0.00'	1685447.298	1631553.476	PT
6001	12+80.55/-16.83' LT.	1685464.152	1631553.995	PI EAP
6002	12+78.65/16.83' RT.	1685430.445	1631552.958	PI EAP
6003	12+20.00/-12.00' LT.	1685457.761	1631493.590	PI
6004	12+20.00/12.00' RT.	1685433.769	1631494.207	PI
6005	10+30.00/-12.00' LT.	1685452.873	1631303.653	PI EAP
6006	10+30.00/12.00' RT.	1685428.881	1631304.270	PI
6007	10+00.00/0.00'	1685440.105	1631273.972	EAP
6008	10+00.00/-14.82' LT.	1685454.923	1631273.590	PI EAP
6009	10+00.00/14.82' RT.	1685425.288	1631274.353	PI

PAVING POINTS--CLARA				
POINT #	STATION/OFFSET	NORTHING	EASTING	DESC.
6100	9+99.99/0.00'	1685442.388	1630444.563	EAP
6101	10+00.00/-15.16' LT.	1685442.222	1630429.402	BC
6102	10+00.00/15.16' RT.	1685442.578	1630459.724	BC
6103	10+11.75/-15.16' LT.	1685453.971	1630429.265	BC
6104	10+11.75/15.16' RT.	1685454.327	1630459.586	BC
6105	10+30.00/12.00' RT.	1685472.539	1630456.210	PI EAP
6106	10+30.00/-12.00' LT.	1685472.257	1630432.212	PI EAP
6107	12+66.00/-12.00' LT.	1685708.241	1630429.444	PI EAP
6108	12+66.00/0.00'	1685708.382	1630441.443	EAP
6109	12+66.00/12.00' RT.	1685708.522	1630453.443	PI EAP

PAVING POINTS--3RD STREET				
POINT #	STATION/OFFSET	NORTHING	EASTING	DESC.
6300	13+35.00/12.00' RT.	1686718.852	1630279.413	PI EAP
6301	13+35.00/-12.00' LT.	1686742.837	1630278.581	PI EAP
6302	13+56.75/-15.94' LT.	1686747.526	1630300.180	BC
6303	13+56.33/-15.94' LT.	1686747.860	1630309.826	BC
6304	13+56.75/15.26' RT.	1686716.348	1630301.261	BC
6305	13+66.47/15.25' RT.	1686716.682	1630310.907	BC
6306	13+66.40/0.00'	1686731.927	1630310.378	EAP

BASELINE POINTS--1ST STREET				
POINT #	STATION	NORTHING	EASTING	DESC.
1000	14+29.60	1685451.158	1631703.427	BP
1001	8+50.00	1685436.246	1631124.021	EP

BASELINE POINTS--CLARA				
POINT #	STATION	NORTHING	EASTING	DESC.
1010	8+77.28	1685319.689	1630446.002	BP
1011	13+65.17	1685807.541	1630440.280	EP

BASELINE POINTS--3RD STREET				
POINT #	STATION	NORTHING	EASTING	DESC.
1030	8+71.07	1686713.335	1629815.410	BP
1031	9+31.07	1686715.414	1629875.374	PI
1032	10+00.00	1686719.237	1629944.198	PI
1033	13+65.00	1686731.884	1630308.979	PI
1034	14+42.61	1686734.242	1630386.552	PI
1035	15+02.61	1686736.321	1630446.516	EP



PAVING PLANS FOR
2025 DIRT STREET PAVING INITIATIVE
 WICHITA, KANSAS

BUBBLE MAP

PROJECT NO. 2201010593

SCALE 1"=30'

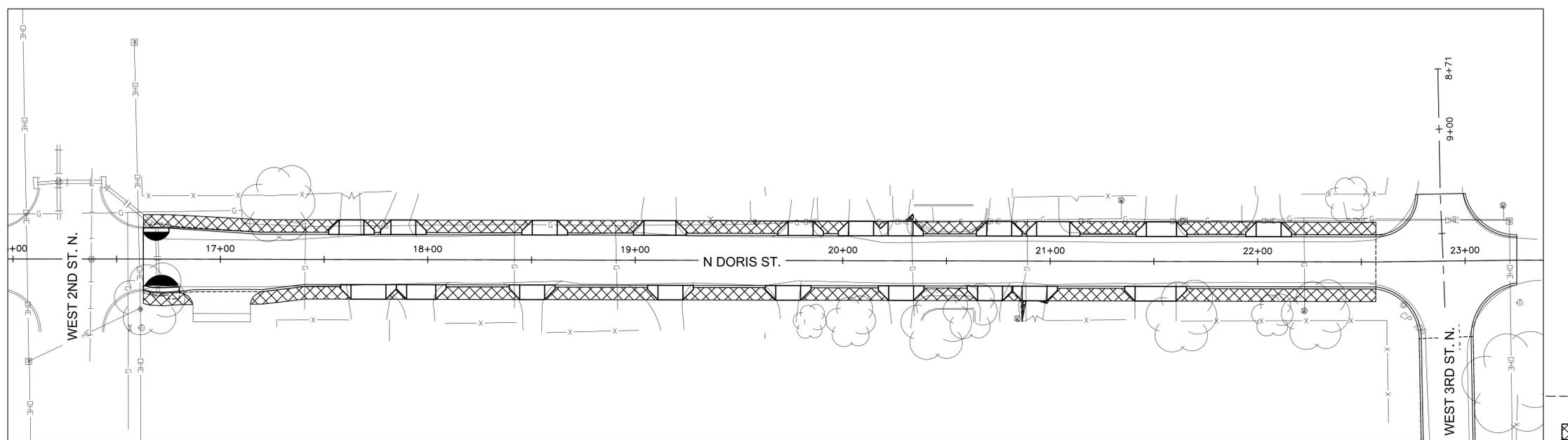
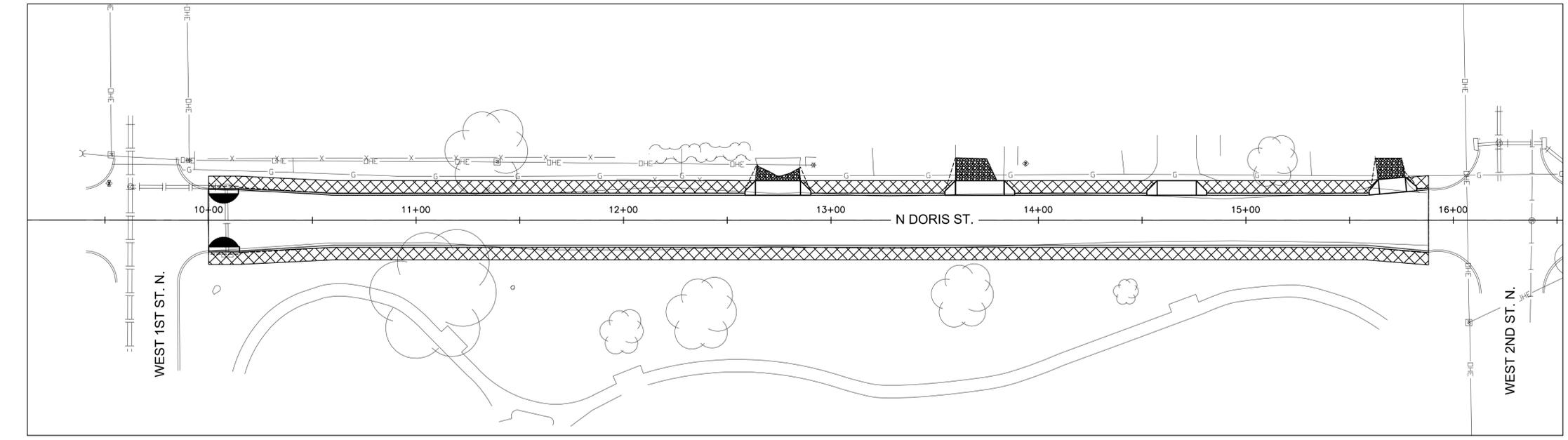
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NO.	REVISION	DATE

SHEET NO. 13 OF 37

PLOTTED: Monday, July 26, 2026 @ 01:27PM

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LEGEND

- Construction Limits
- ▨ Curlex Blanket (1,236 S.Y.)
Paid for as "BMP, Erosion Control Mat".
- ◐ Curb Inlet Protection



PAVING PLANS FOR
2025 DIRT STREET PAVING INITIATIVE
WICHITA, KANSAS

EROSION CONTROL PLAN

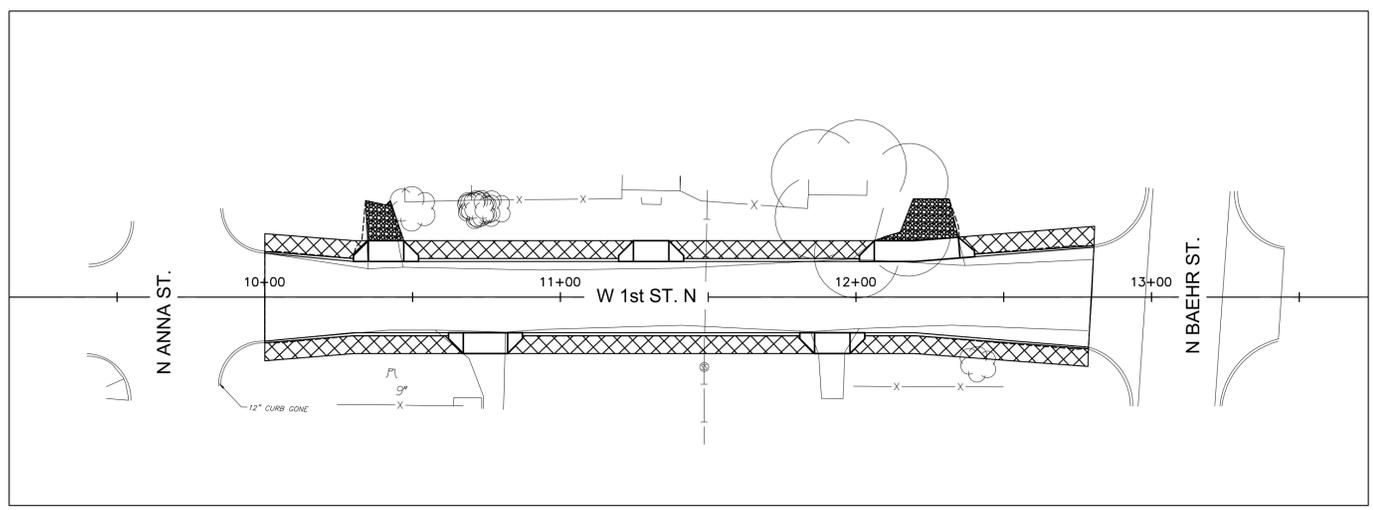
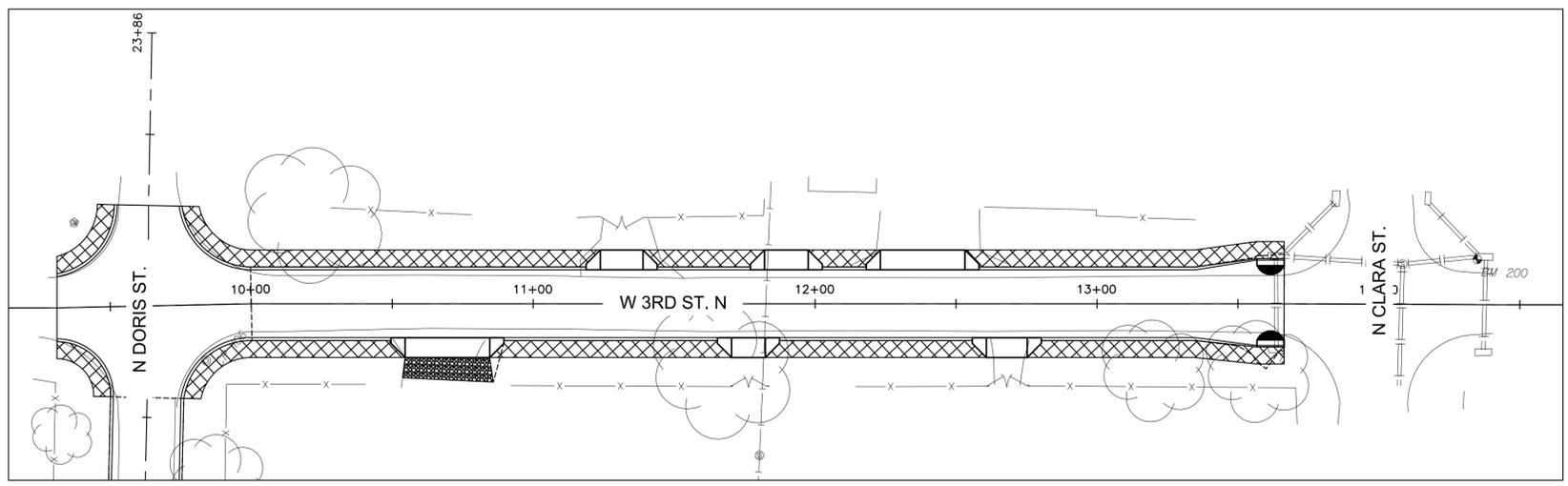
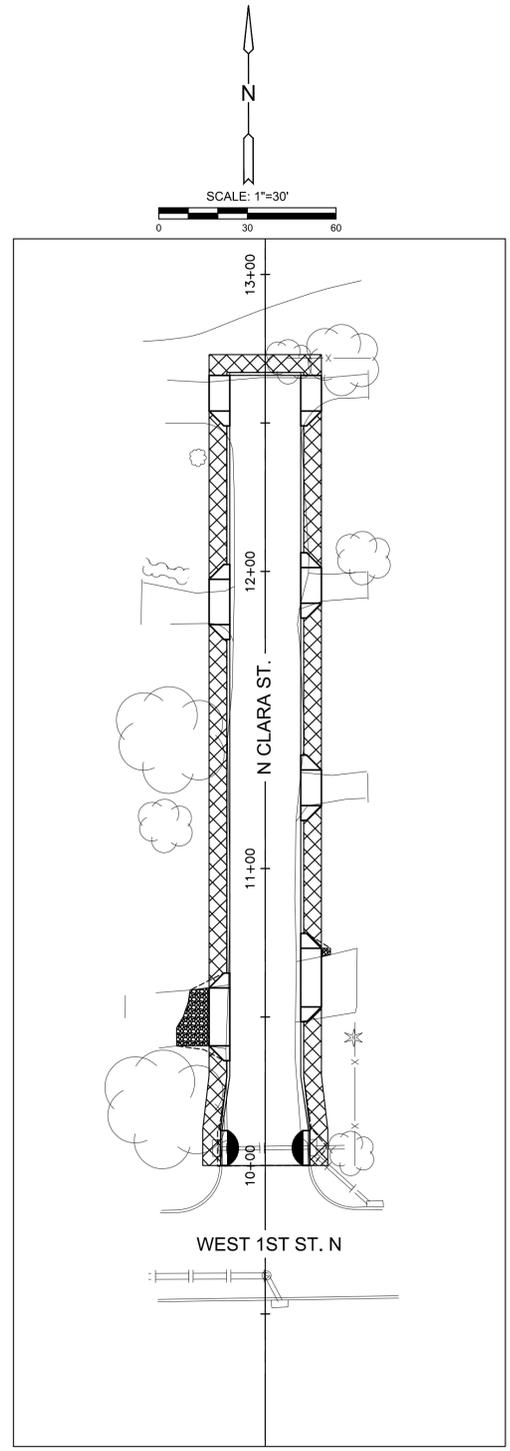
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DRAWN	DESIGNED	CHECKED
LWG	JRA	JRA

NO.	REVISION	DATE

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14 OF 37

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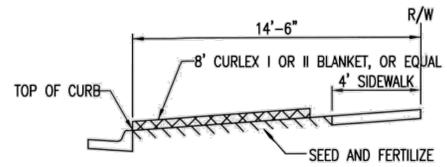


- LEGEND**
- Construction Limits
 - ▨ Curlex Blanket (1,057 S.Y.)
Paid for as "BMP, Erosion Control Mat".
 - ◐ Curb Inlet Protection

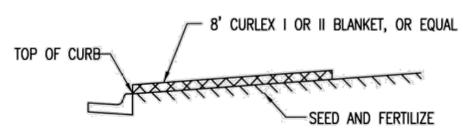


PAVING PLANS FOR
2025 DIRT STREET PAVING INITIATIVE
 WICHITA, KANSAS

EROSION CONTROL PLAN		
PROJECT NO. 2201010593		
SCALE 1"=30'		
DRAWN LWG	DESIGNED JRA	CHECKED JRA
NO.	REVISION	DATE
SHEET NO. 15 OF 37		

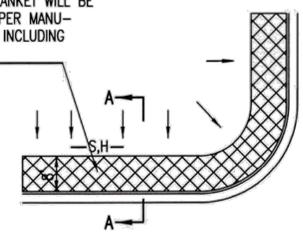


SECTION B-B

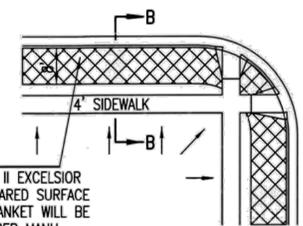


SECTION A-A

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



SOUTH STREET

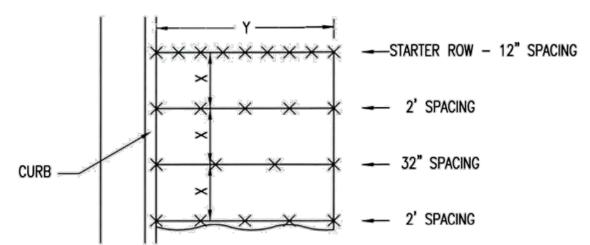


INSTALL 8" WIDE CURLEX I OR II EXCELSIOR BLANKET, OR EQUAL, ON PREPARED SURFACE BACK OF CURB. EDGE OF BLANKET WILL BE AT BACK OF CURB. INSTALL PER MANUFACTURERS RECOMMENDATION, INCLUDING STAPLES. (SEE DETAIL)

GENERAL NOTES

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

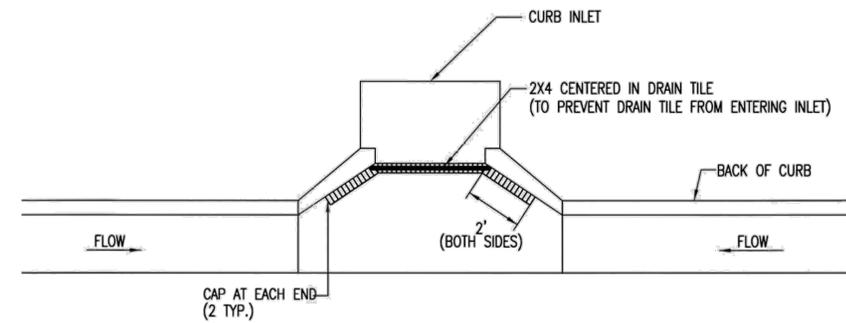
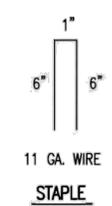
BACK OF CURB PROTECTION DETAIL



STAPLE PATTERN

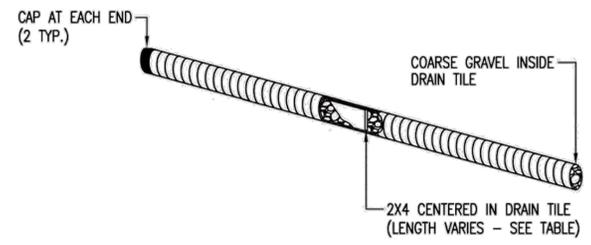
NOTES: USE 6" SEAM OVERLAP
(X & Y = RECOMMENDED BY MANUFACTURE)

DETAILS FOR APPROVED EROSION CONTROL MAT

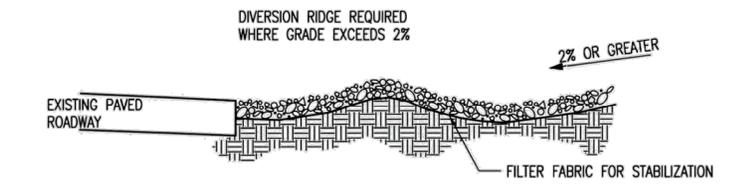


NOTE: PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

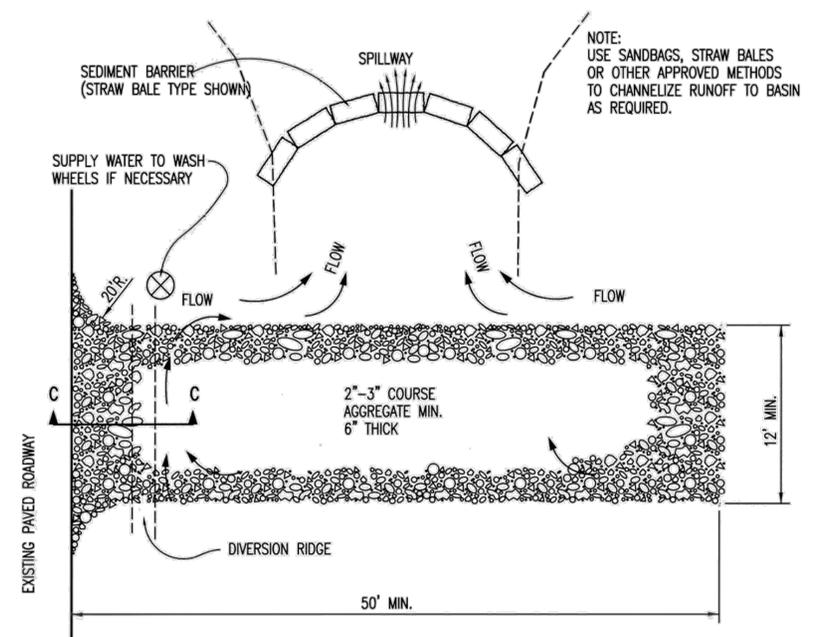
2X4 LENGTH	INLET TYPE	INLET OPENING
5'-6"	1-A	5'-0"
10'-6"	1-A	10'-0"
15'-6"	1-A	15'-0"



CURB INLET PROTECTION
4" PERFORATED PIPE W/ GRAVEL



SECTION C-C



STABILIZED CONSTRUCTION ENTRANCE

GENERAL NOTES

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

REVISION DATE: MAY 2013



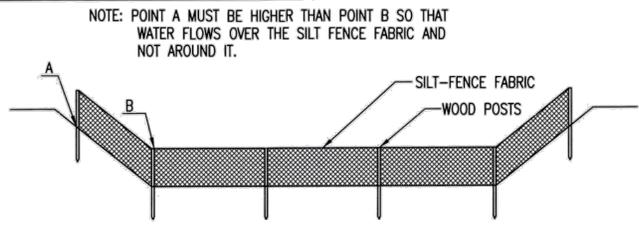
BACK OF CURB PROTECTION, CURB INLET PROTECTION AND CONSTRUCTION ENTRANCE

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE

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

SHEET
16 OF 37



ELEVATION
SILT FENCE DITCH CHECKS
(STREAM PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

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

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

PROPER INSTALLATION METHOD:

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

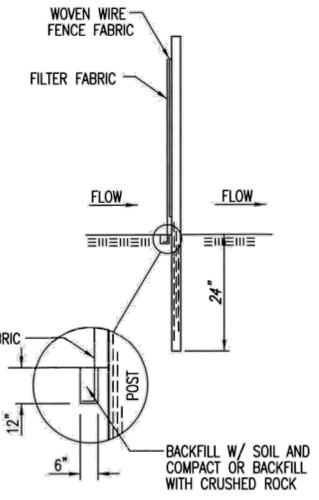
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

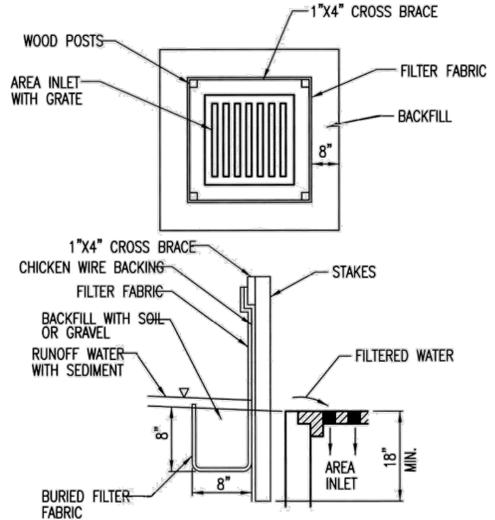
INSPECTION AND MAINTENANCE:

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

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



ANCHOR TRENCH DETAIL



SILT FENCE BARRIERS FOR AREA INLETS
(INLET PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

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

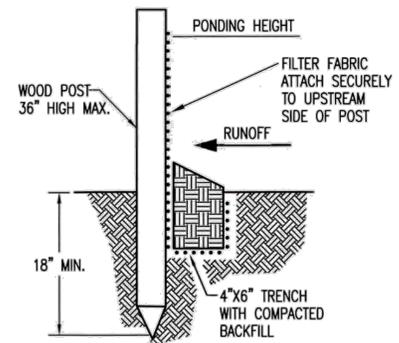
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



SILT FENCE BARRIERS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

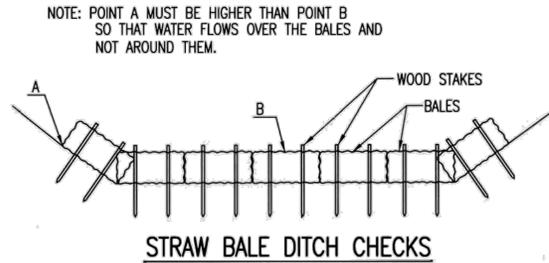
SILT FENCE SLOPE BARRIERS SHOULD BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A RAINFALL OF 1/2" OR MORE. THE FOLLOWING IS A LIST OF QUESTIONS THAT SHOULD BE ADDRESSED DURING EACH INSPECTION:

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

REVISION DATE: MAY 2013



SILT FENCE DITCH CHECK AND BARRIER DETAILS		
CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 17 OF 37



MATERIAL SPECIFICATION:

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

PLACEMENT:

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

DITCH GRADE (%)	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".

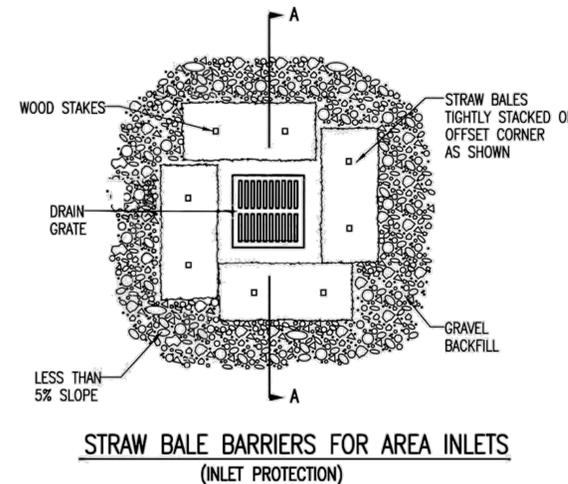
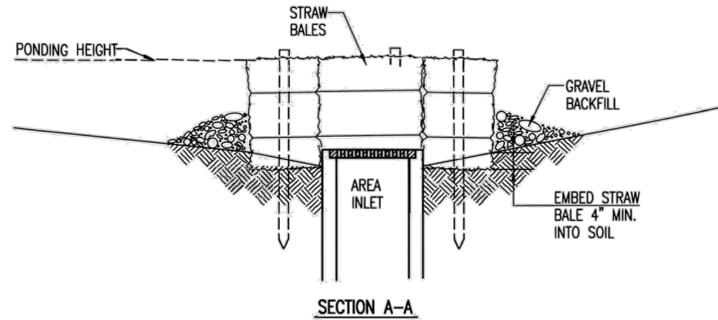
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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?



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.

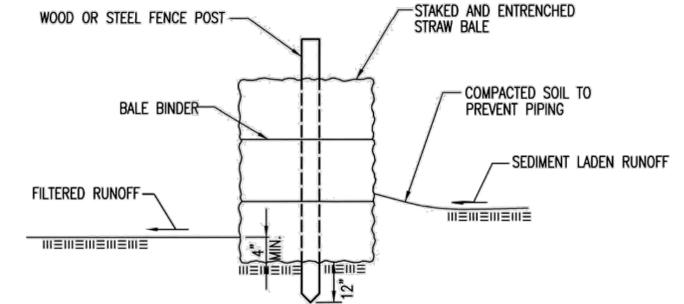
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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 OF 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.

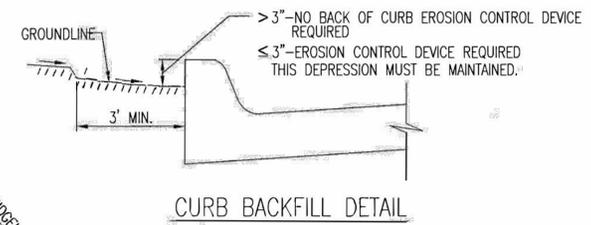
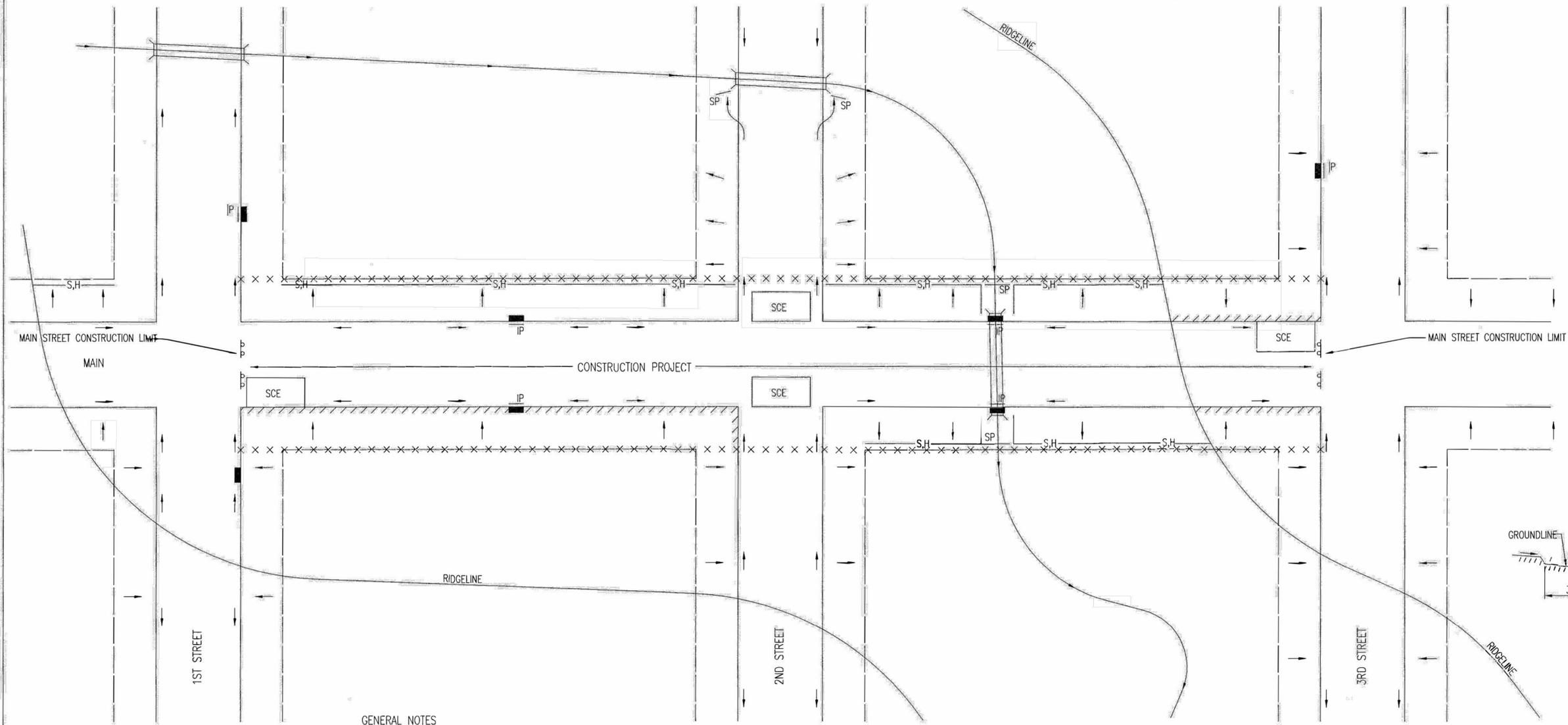
PROJECT NUMBER	OCA NUMBER	DATE

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

SHEET
18 OF 37

GENERAL NOTES

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



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

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

GENERAL NOTES

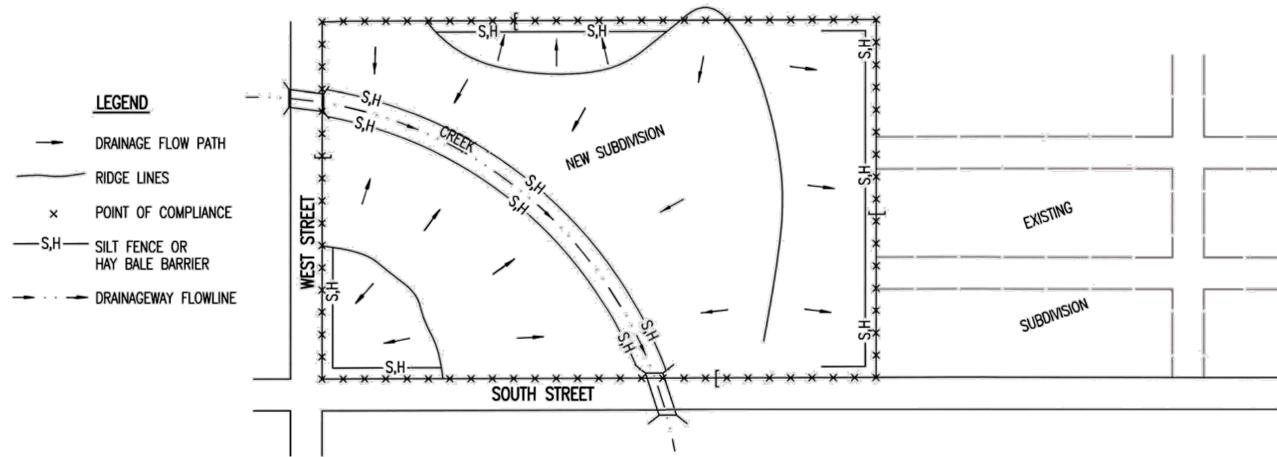
- THE INTENT OF ALL EROSION CONTROL DEVICES IS TO KEEP ALL SEDIMENT CONFINED TO THE CONSTRUCTION SITE, AND OUT OF ALL UNDERGROUND PIPES, DITCHES, LAKES, AND OTHER DRAINAGE FACILITIES, AND OFF OF STREETS.
- THE POINT OF COMPLIANCE IS GENERALLY THE RIGHT-OF-WAY LINES WITHIN THE LIMITS OF CONSTRUCTION.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



REVISION: JUNE 2015

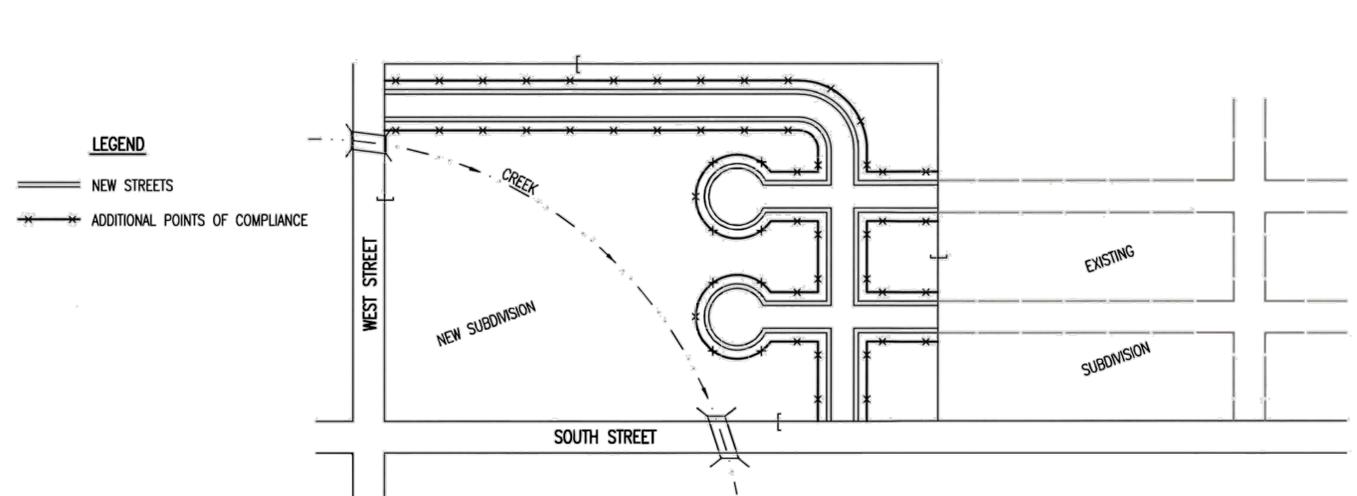
STREET IMPROVEMENT PROJECTS		
CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 19 OF 37

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



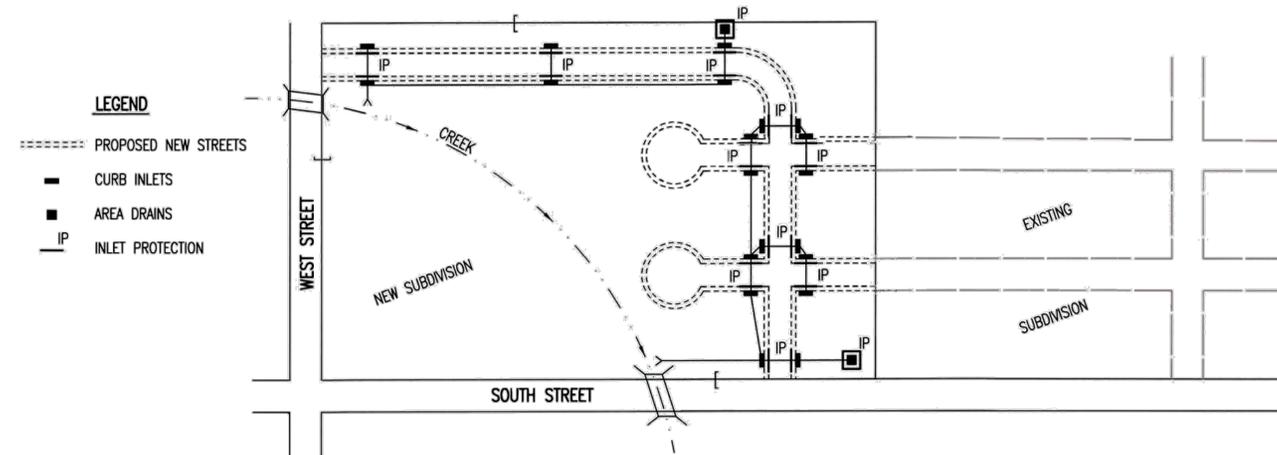
- LEGEND**
- DRAINAGE FLOW PATH
 - RIDGE LINES
 - × POINT OF COMPLIANCE
 - S,H- SILT FENCE OR HAY BALE BARRIER
 - - - DRAINAGEWAY FLOWLINE
- DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM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

PHASE 3 – STREET CONSTRUCTION



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

PHASE 2 – INSTALLATION OF STORM SEWER

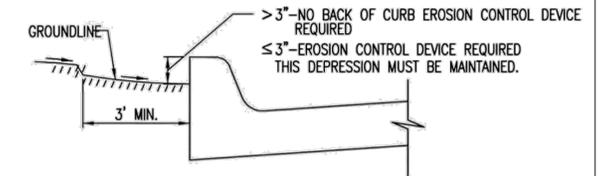


- LEGEND**
- - - PROPOSED NEW STREETS
 - CURB INLETS
 - AREA DRAINS
 - IP- INLET PROTECTION
- DURING THIS PHASE OF SUBDIVISION DEVELOPMENT, ALL EROSION CONTROL DEVICES REQUIRED IN PHASE 1 SHALL REMAIN IN PLACE AND BE MAINTAINED.
 - AS NEW STORM SEWERS, WITH INLETS, ARE INSTALLED, THE STORM SEWERS MUST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

GENERAL NOTES

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

SEE DETAIL SHEET FOR BACK OF CURB PROTECTION DETAIL



CURB BACKFILL DETAIL (STREET CONSTRUCTION ONLY)

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

REVISION DATE: MAY 2013

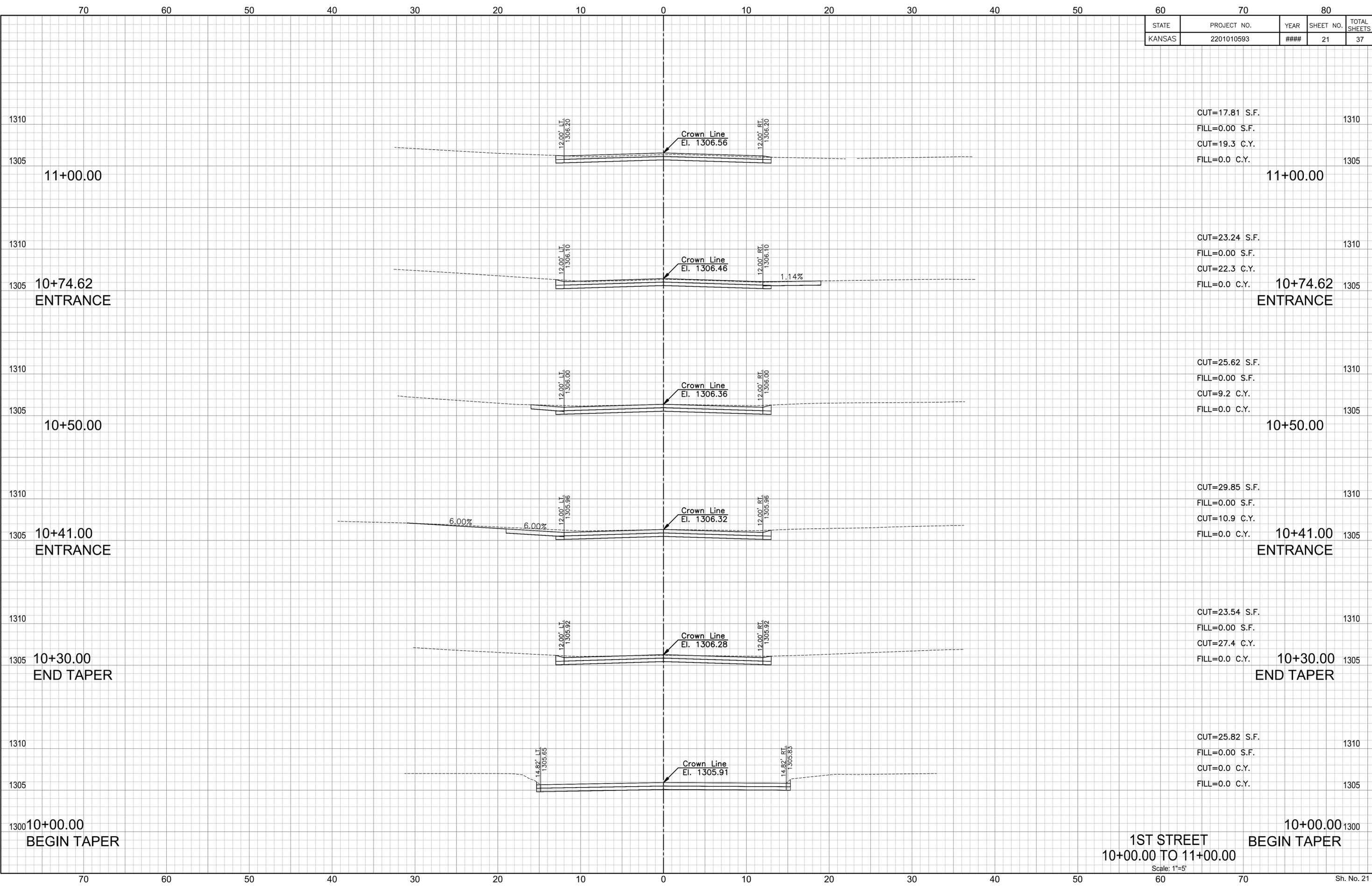


CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

SUBDIVISION DEVELOPMENT PROCESS		
CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 20 OF 37

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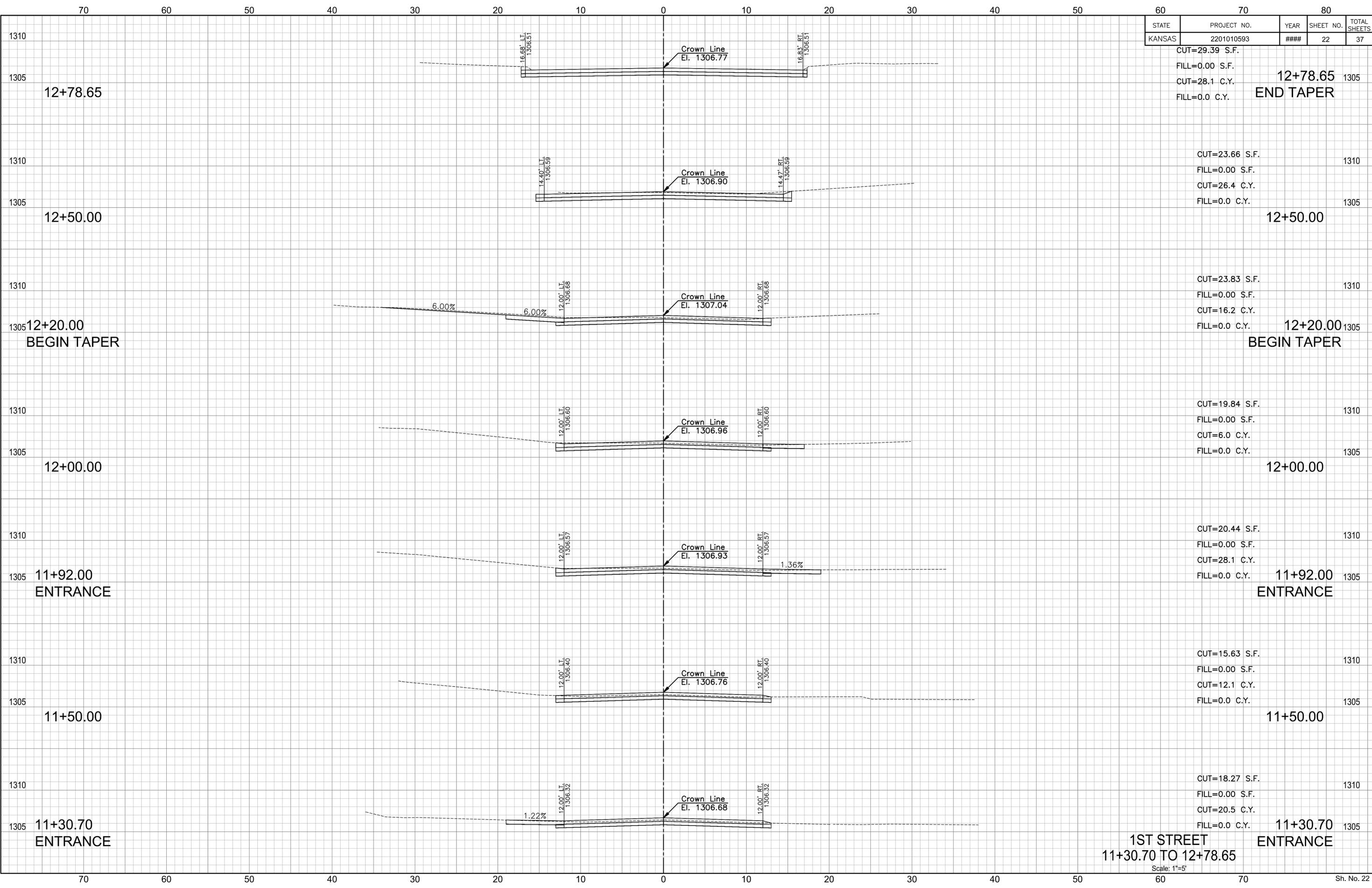
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	2201010593	###	21	37



1ST STREET
10+00.00 TO 11+00.00
Scale: 1"=5'

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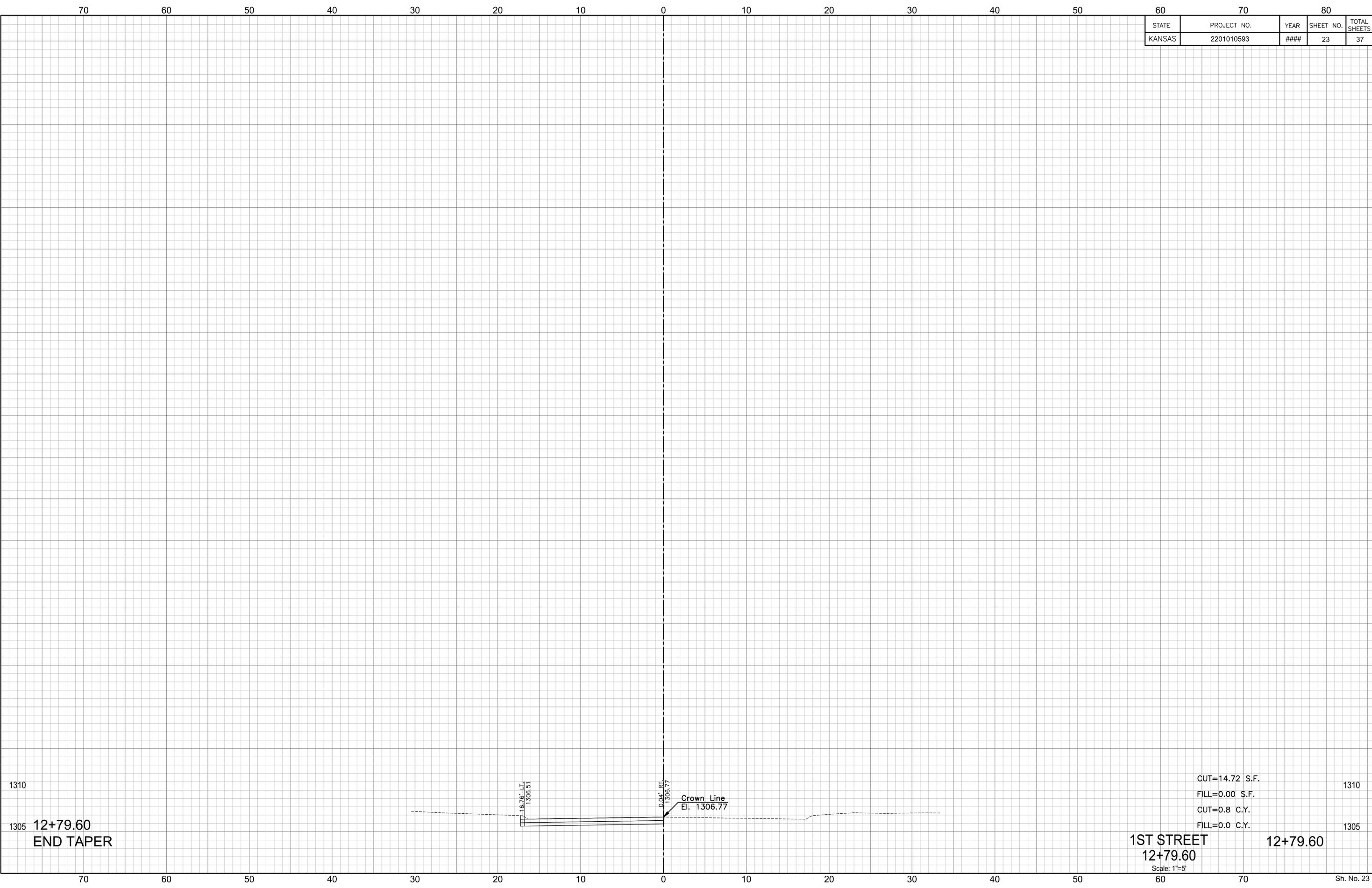


1ST STREET
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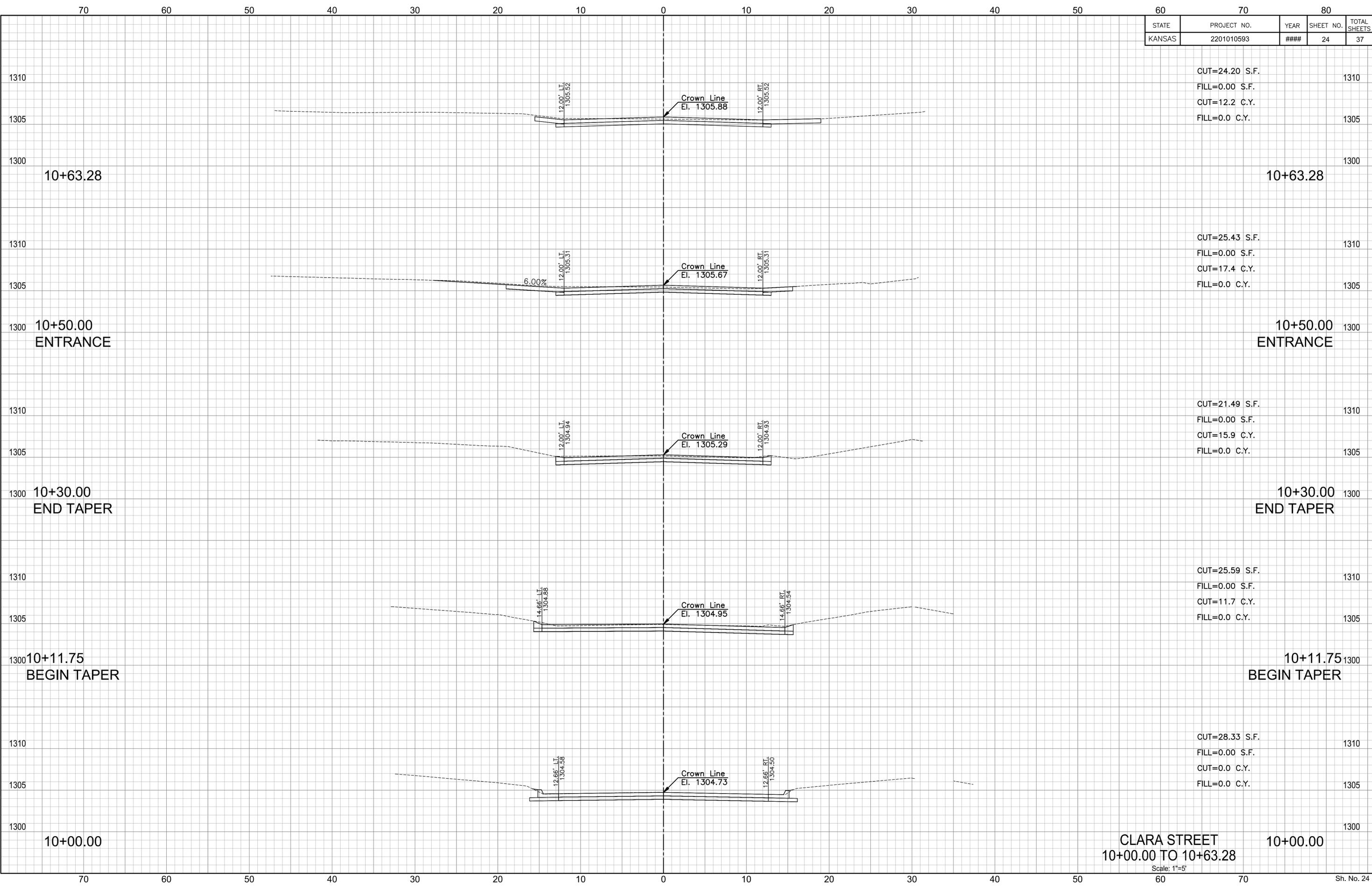
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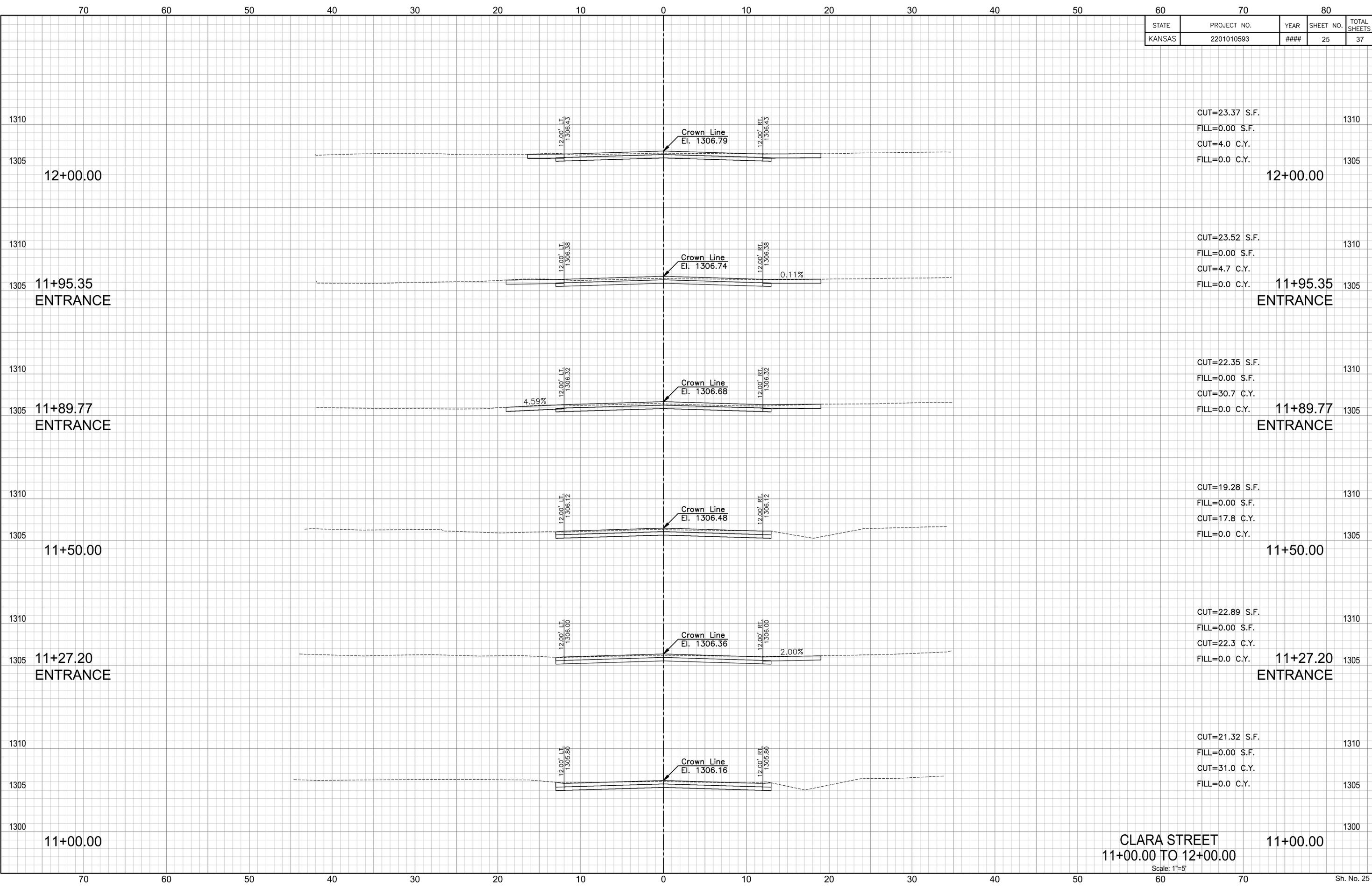
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	2201010593	###	24	37



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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	2201010593	###	25	37



CUT=23.37 S.F.
FILL=0.00 S.F.
CUT=4.0 C.Y.
FILL=0.0 C.Y.

1310
1305

12+00.00

CUT=23.52 S.F.
FILL=0.00 S.F.
CUT=4.7 C.Y.
FILL=0.0 C.Y.

1310
1305

11+95.35
ENTRANCE

CUT=22.35 S.F.
FILL=0.00 S.F.
CUT=30.7 C.Y.
FILL=0.0 C.Y.

1310
1305

11+89.77
ENTRANCE

CUT=19.28 S.F.
FILL=0.00 S.F.
CUT=17.8 C.Y.
FILL=0.0 C.Y.

1310
1305

11+50.00

CUT=22.89 S.F.
FILL=0.00 S.F.
CUT=22.3 C.Y.
FILL=0.0 C.Y.

1310
1305

11+27.20
ENTRANCE

CUT=21.32 S.F.
FILL=0.00 S.F.
CUT=31.0 C.Y.
FILL=0.0 C.Y.

1310
1305

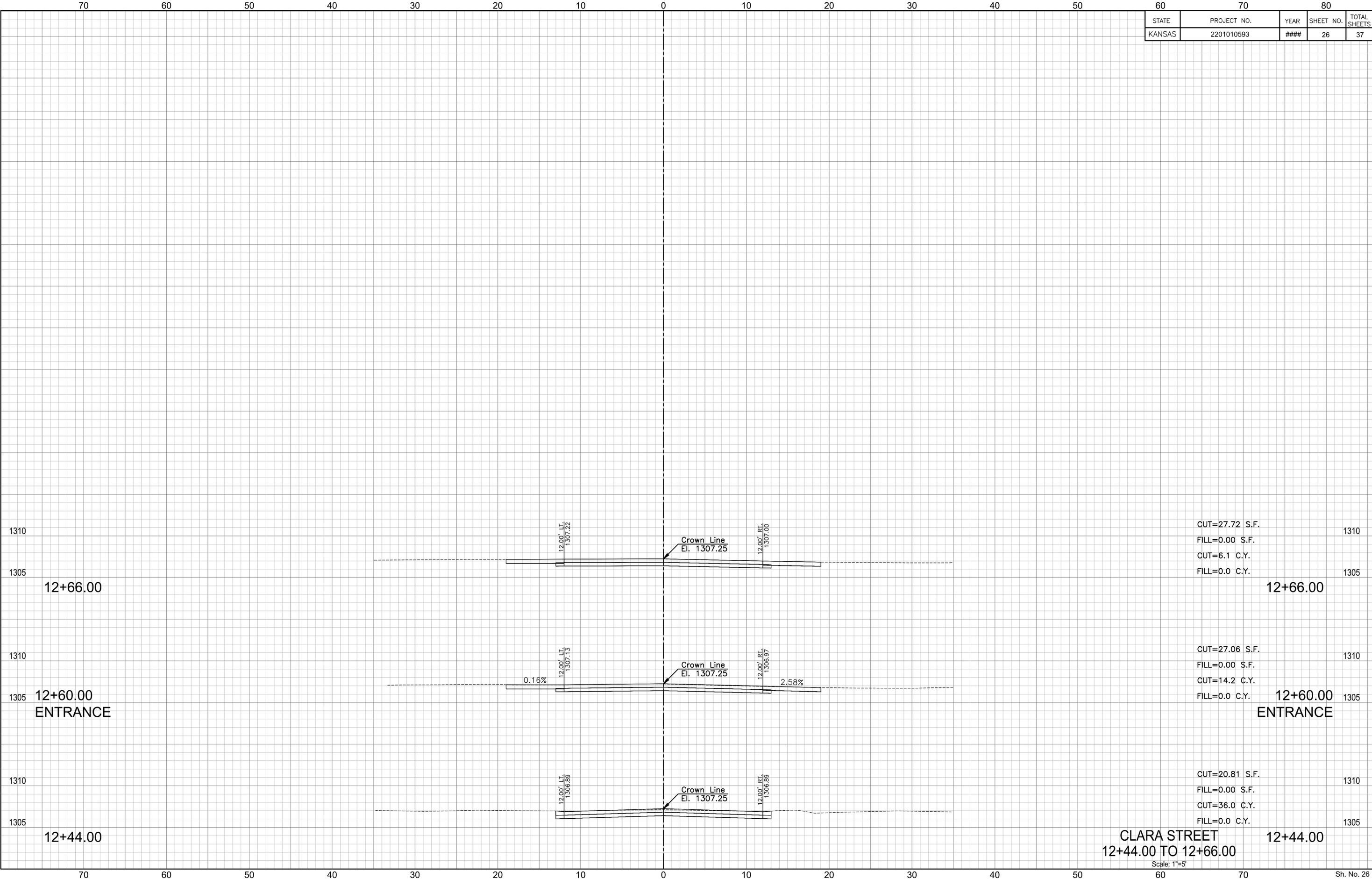
CLARA STREET
11+00.00 TO 12+00.00

11+00.00

Scale: 1"=5'

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	2201010593	###	26	37

J:\PROJECTS\2022\201010593_P1\5000_2024\DIRT STREET PAVING INITIAL\TIVE00_22593_CAD\REF\MK6065_CIVIL\MODELS\220593_CORRIDOR.DWG
 PLOTTED: Monday, July 28, 2025 @ 01:28PM

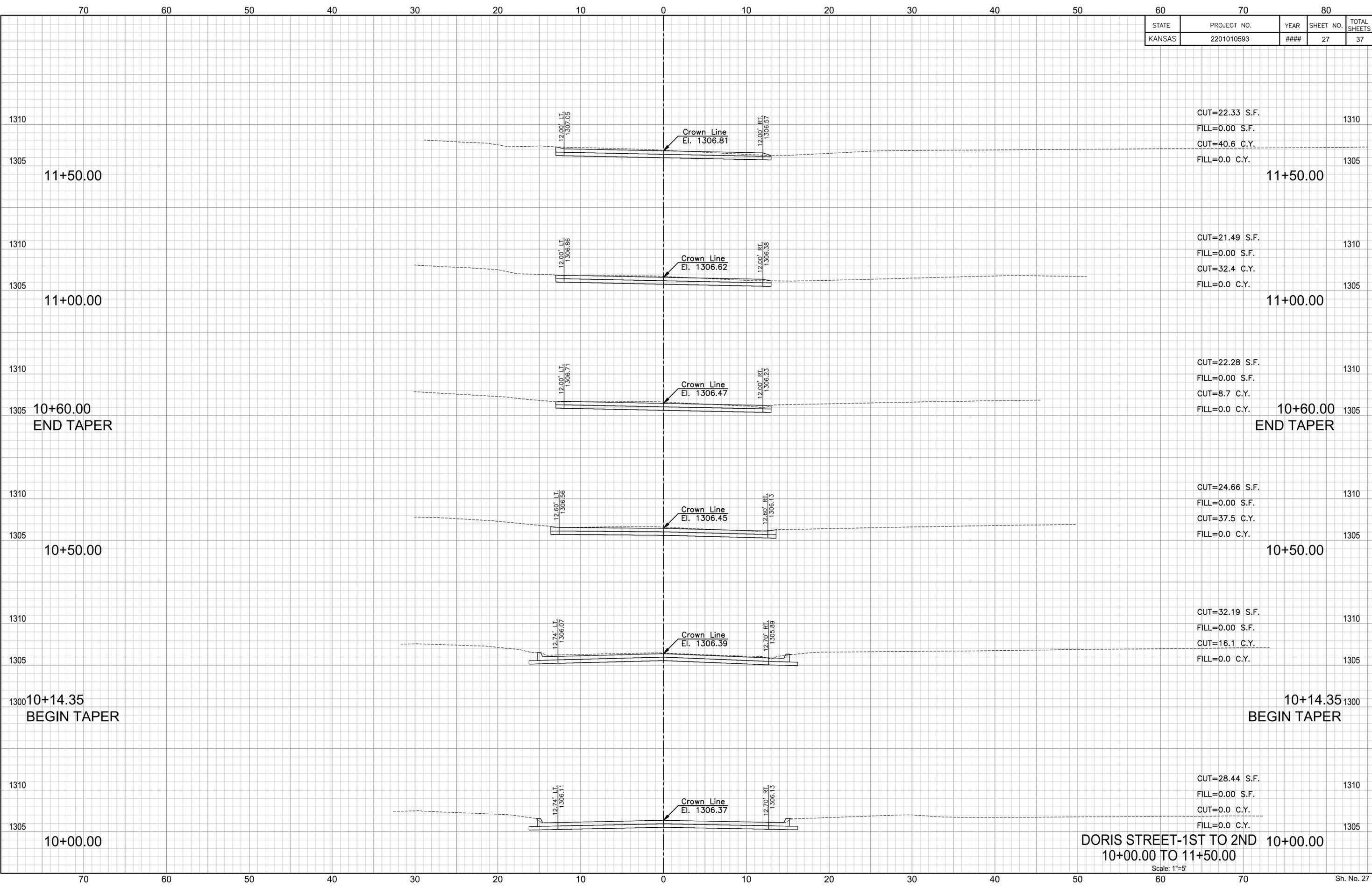


CLARA STREET
12+44.00 TO 12+66.00

Scale: 1"=5'

J:\PROJECTS\2022\201010593_P\15000_2024\DIRT STREET PAVING INITIAL\11+50.00_22893_CAD\REF\MK065_CIVIL\MODELS\22893_CORRIDOR.DWG
PLOTED: Monday, July 28, 2025 @ 01:28PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	2201010593	###	27	37

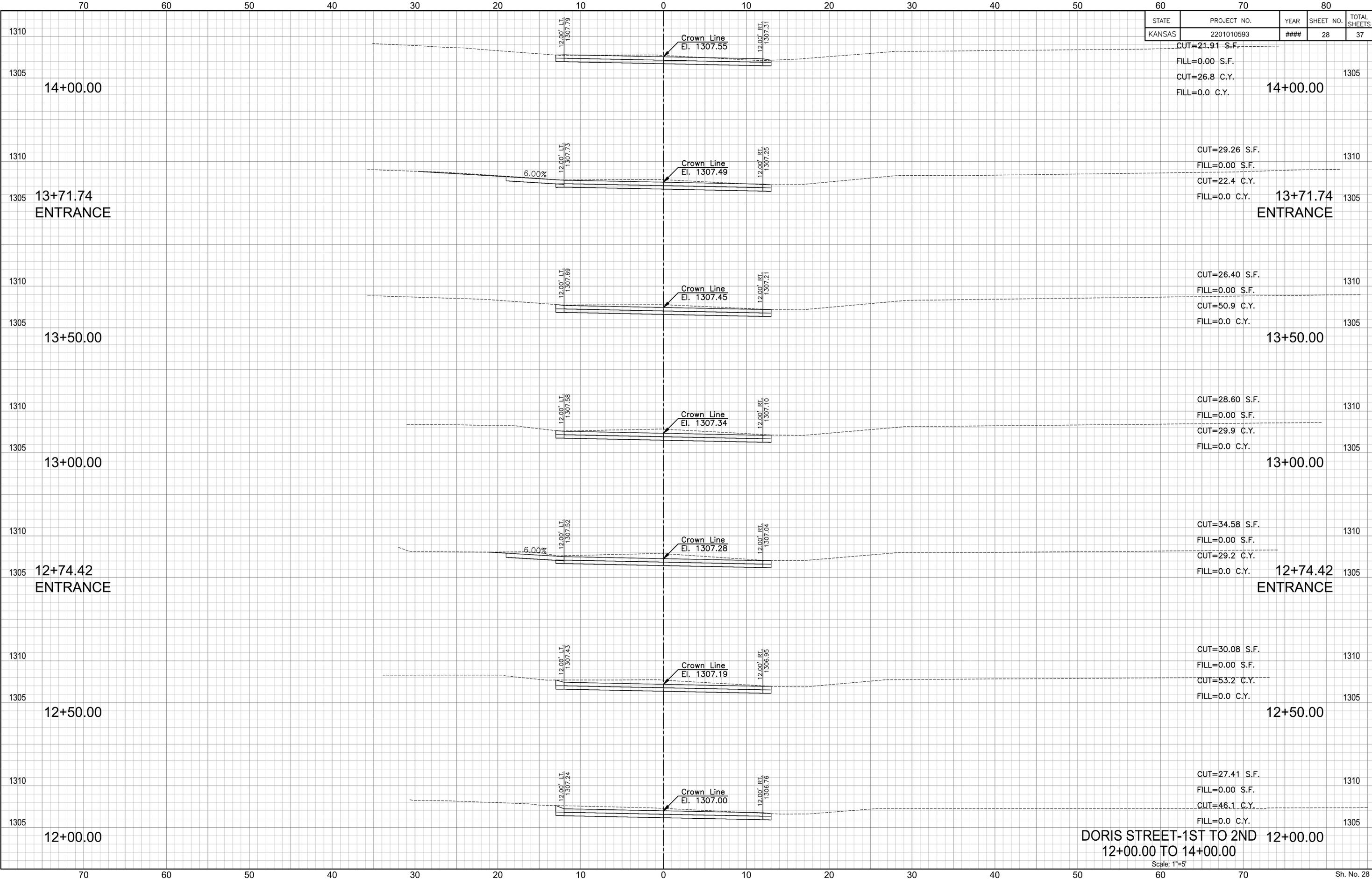


DORIS STREET-1ST TO 2ND 10+00.00
10+00.00 TO 11+50.00

Scale: 1"=5'

J:\PROJECTS\2022\201010583_P\5600_2024\DIRT STREET PAVING INITIAL\TIVE\00_22583_CAD\REF\MK\065 CIVIL\MODELS\2\20583_CORRIDOR.DWG
PLOTED: Monday, July 28, 2025 @ 01:28PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	2201010593	###	28	37

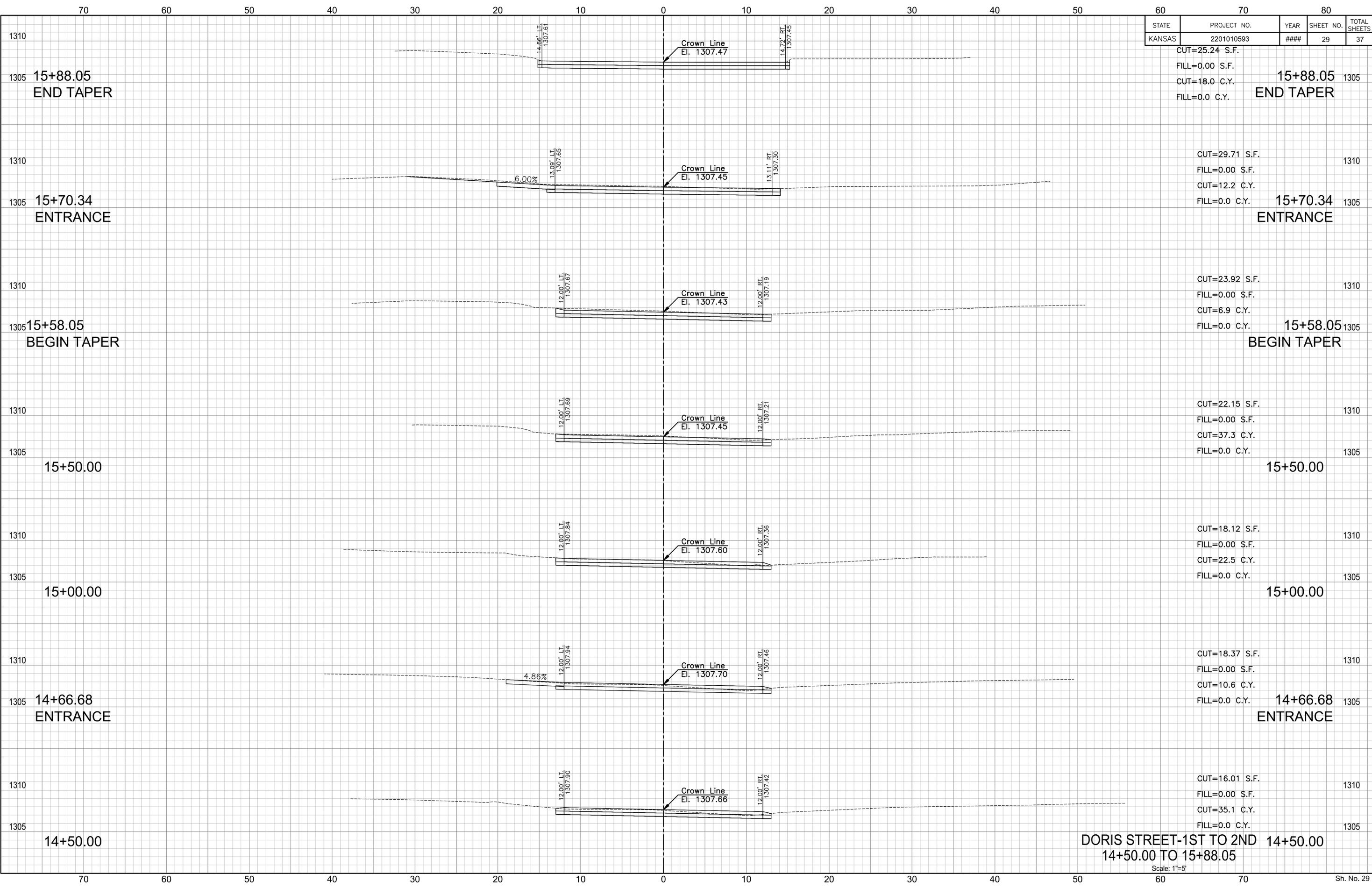


DORIS STREET-1ST TO 2ND 12+00.00
12+00.00 TO 14+00.00

Scale: 1"=5'

J:\PROJECTS\2022\201010583_P1\5000_2024\DIRT STREET PAVING INITIAL\TIVE00_22583_CAD\REF\MK60165_CIVIL\MODELS\220583_CORRIDOR.DWG
PLOTED: Monday, July 28, 2025 @ 01:28PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	2201010593	###	29	37



CUT=25.24 S.F.
FILL=0.00 S.F.
CUT=18.0 C.Y.
FILL=0.0 C.Y.

15+88.05 1305
END TAPER

CUT=29.71 S.F.
FILL=0.00 S.F.
CUT=12.2 C.Y.
FILL=0.0 C.Y.

15+70.34 1305
ENTRANCE

CUT=23.92 S.F.
FILL=0.00 S.F.
CUT=6.9 C.Y.
FILL=0.0 C.Y.

15+58.05 1305
BEGIN TAPER

CUT=22.15 S.F.
FILL=0.00 S.F.
CUT=37.3 C.Y.
FILL=0.0 C.Y.

15+50.00 1305

CUT=18.12 S.F.
FILL=0.00 S.F.
CUT=22.5 C.Y.
FILL=0.0 C.Y.

15+00.00 1305

CUT=18.37 S.F.
FILL=0.00 S.F.
CUT=10.6 C.Y.
FILL=0.0 C.Y.

14+66.68 1305
ENTRANCE

CUT=16.01 S.F.
FILL=0.00 S.F.
CUT=35.1 C.Y.
FILL=0.0 C.Y.

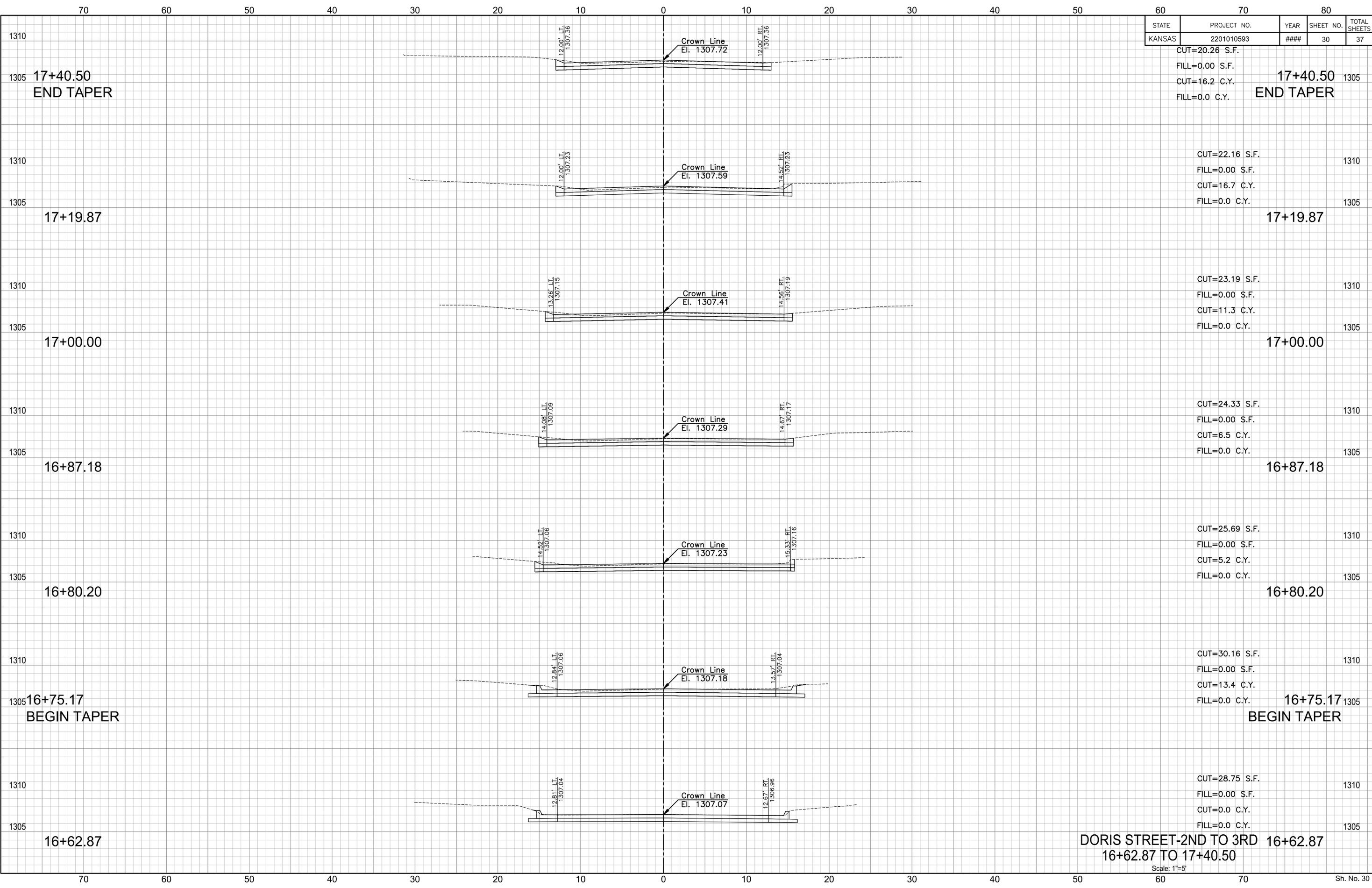
14+50.00 1305

DORIS STREET-1ST TO 2ND 14+50.00
14+50.00 TO 15+88.05

Scale: 1"=5'

J:\PROJECTS\2022\201010583_P1600_2024 DIRT STREET PAVING INITIAL\16+00 TO 17+40.50\2024 CAD\REF\MK\0165 CIVIL\MODELS\2024\DIRT_CORRIDOR.DWG
 PLOTTED: Monday, July 28, 2025 @ 01:28PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	2201010593	###	30	37

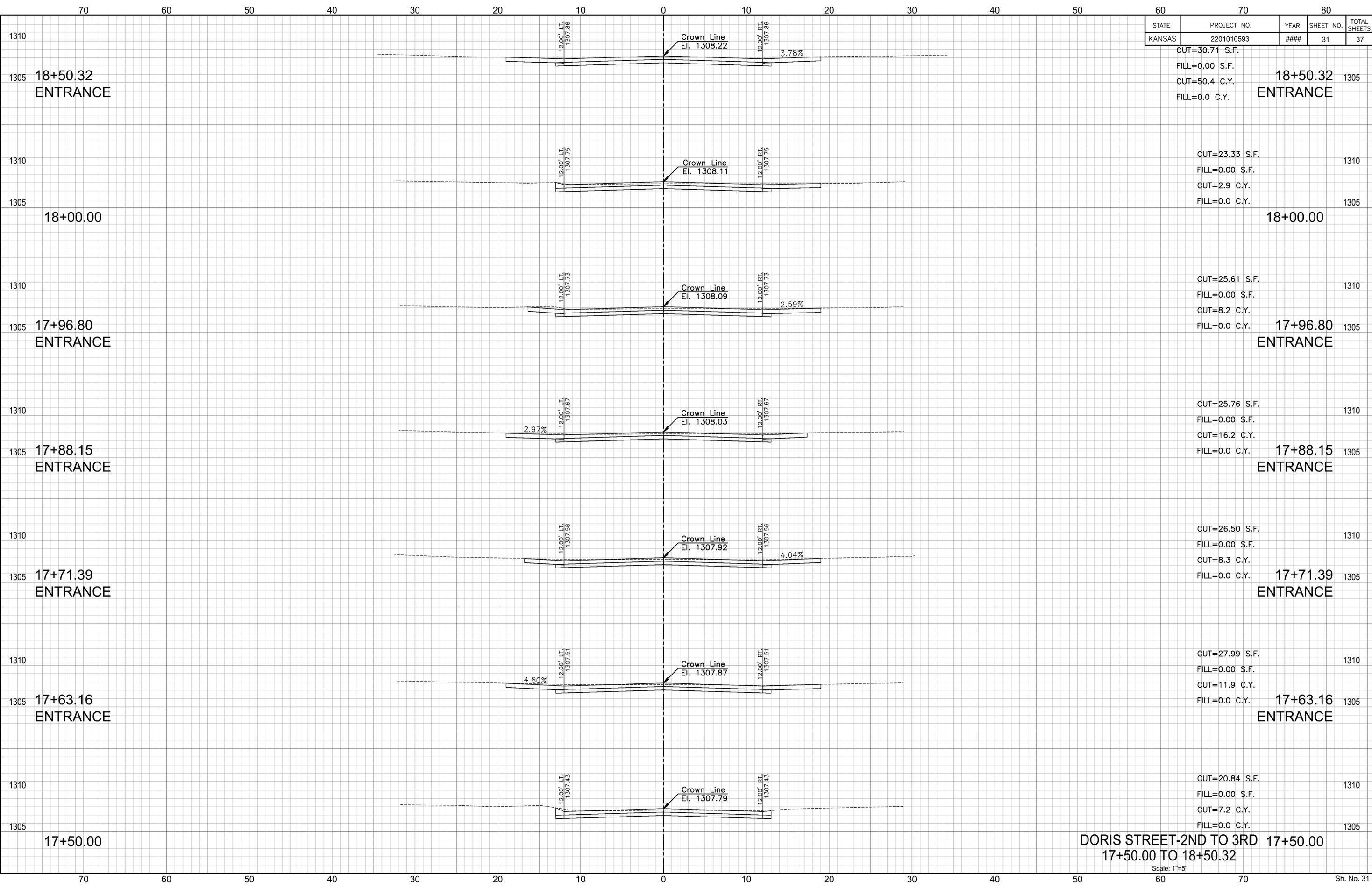


DORIS STREET-2ND TO 3RD 16+62.87
16+62.87 TO 17+40.50

Scale: 1"=5'

J:\PROJECTS\2022\201010583_P\1500_2024\DIRT STREET PAVING INITIAL\1500_22583_CAD\REF\MK065_CIVIL\MODELS\22583_CORRIDOR.DWG
PLOTED: Monday, July 28, 2025 @ 01:28PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	2201010593	###	31	37

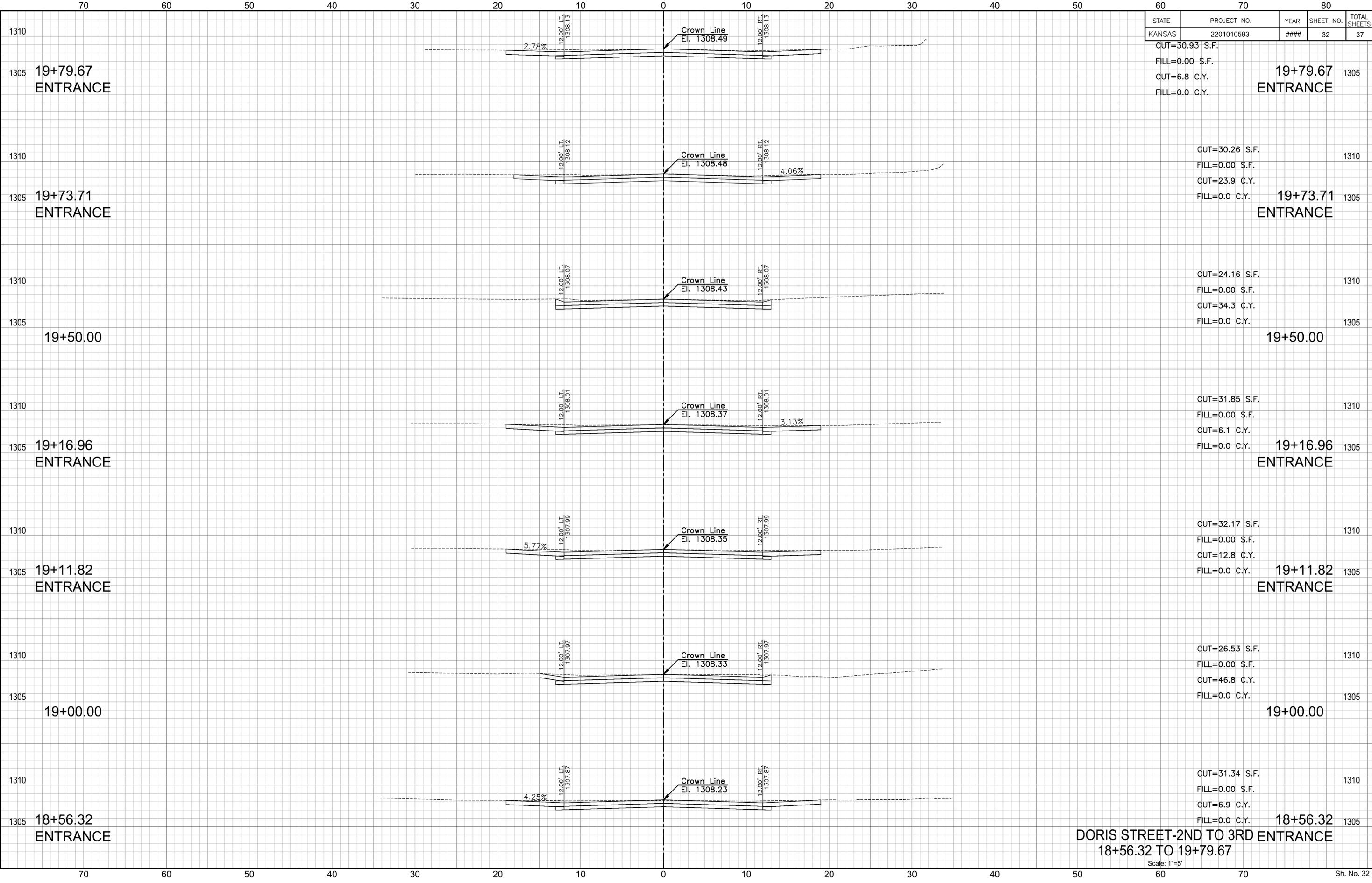


DORIS STREET-2ND TO 3RD 17+50.00
17+50.00 TO 18+50.32

Scale: 1"=5'

J:\PROJECTS\2022\201010583_P\5600_2024\DIRT STREET PAVING INITIAL\TIVE00_22893_CAD\REF\MK065 CIVIL\MODELS\22893_CORRIDOR.DWG
PLOTED: Monday, July 28, 2025 @ 01:28PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	2201010593	###	32	37

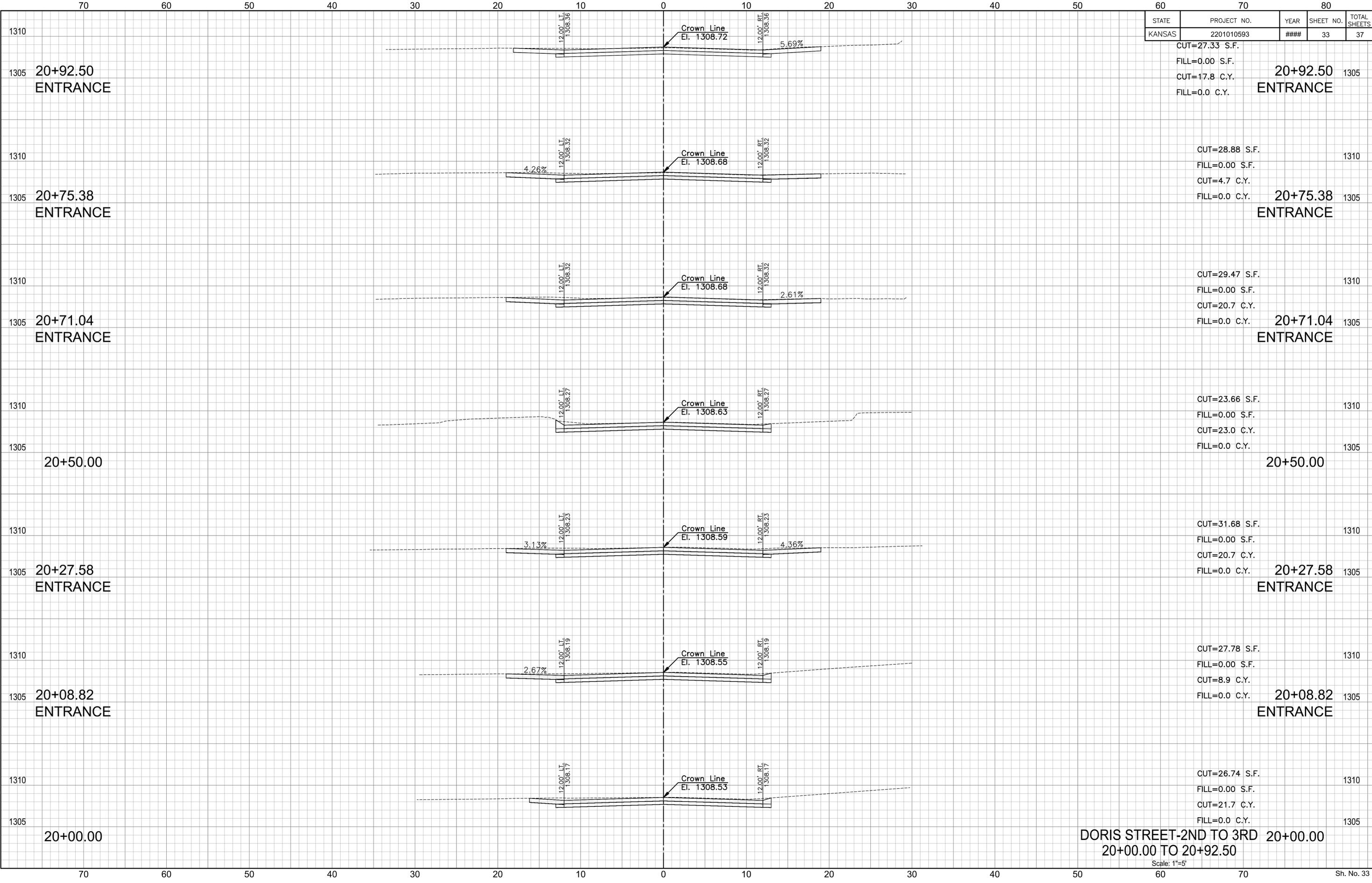


DORIS STREET-2ND TO 3RD ENTRANCE
18+56.32 TO 19+79.67

Scale: 1"=5'

J:\PROJECTS\2022\201010593_P\15000_2024\DIRT STREET PAVING INITIAL\TIVE00_22593_CAD\REF\MK065 CIVIL\MODELS\2024\CORRIDOR.DWG
 PLOTTED: Monday, July 29, 2025 @ 01:28PM

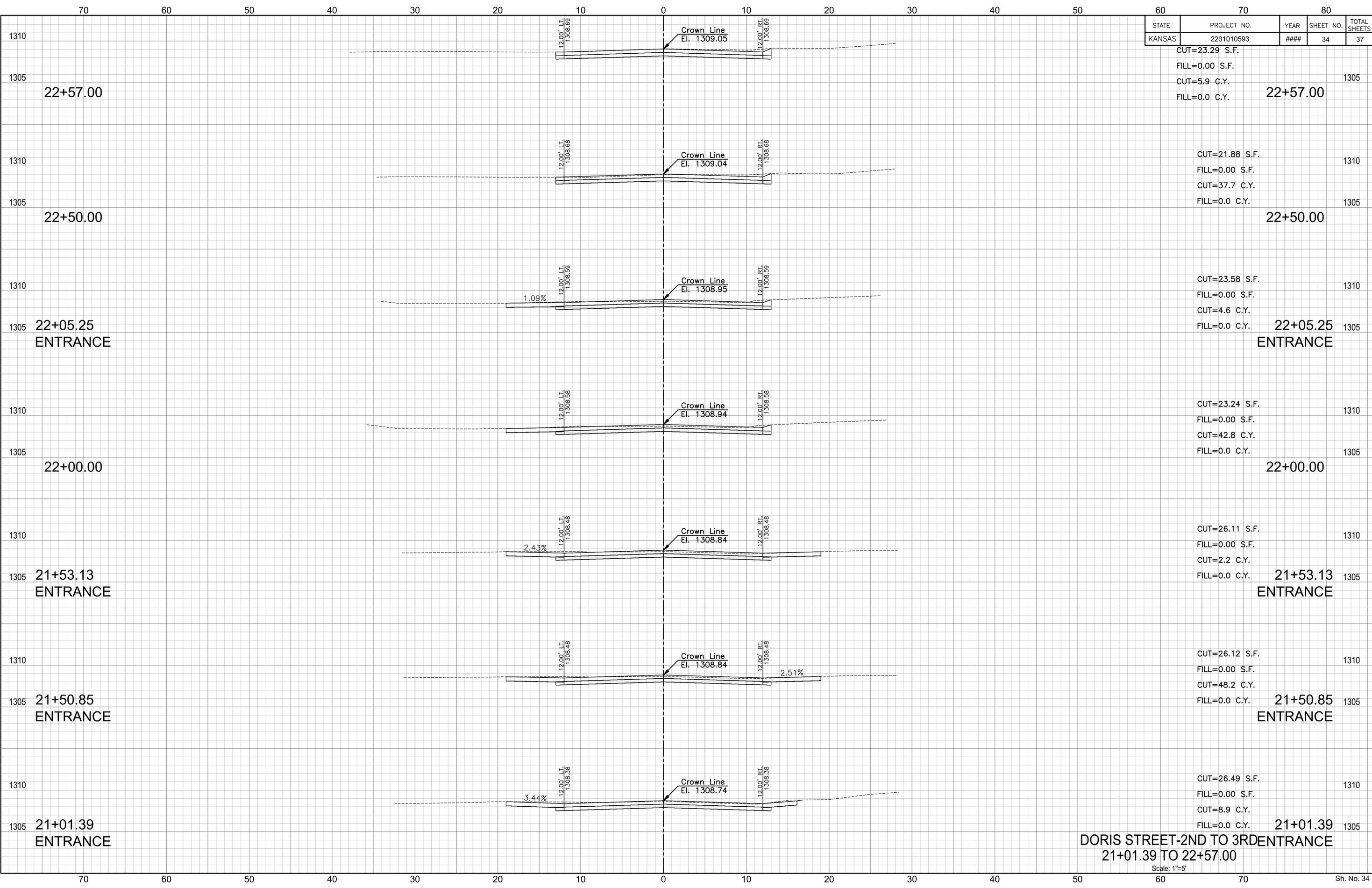
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	2201010593	###	33	37



DORIS STREET-2ND TO 3RD 20+00.00
 20+00.00 TO 20+92.50
 Scale: 1"=5'

J:\PROJECTS\2022\201010593_P\5600_2024\DIRT STREET PAVING INITIAL\TIVE00_22593_CAD\REF\MK065 CIVIL\MODELS\22593_CORRIDOR.DWG
PLOTTER: Monday, July 28, 2025 @ 01:28PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	2201010593	###	34	37



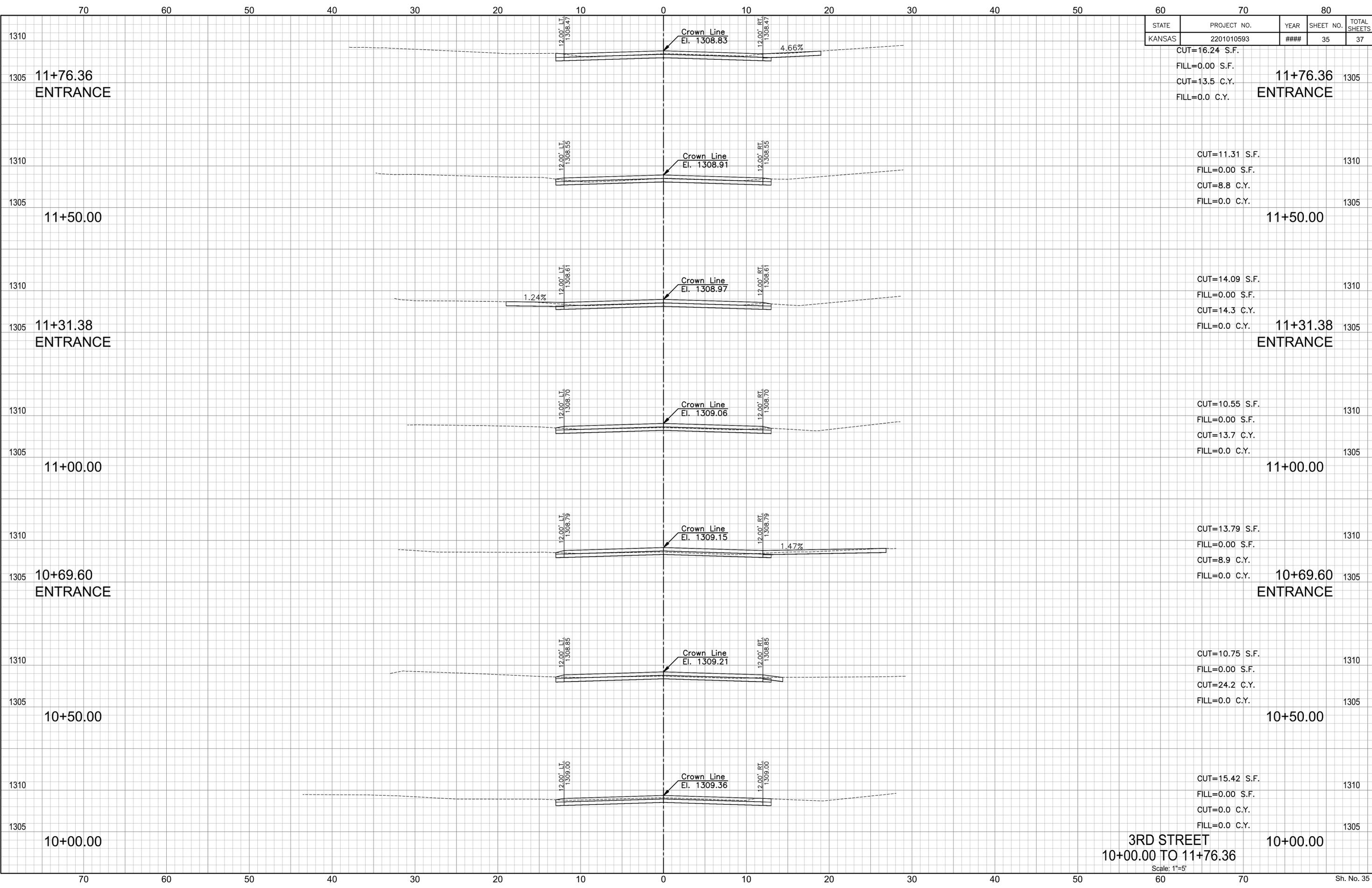
Station	CUT (S.F.)	FILL (S.F.)	CUT (C.Y.)	FILL (C.Y.)	Notes
22+57.00	23.29	0.00	5.9	0.0	
22+50.00	21.88	0.00	37.7	0.0	
22+05.25 ENTRANCE	23.58	0.00	4.6	0.0	
22+00.00	23.24	0.00	42.8	0.0	
21+53.13 ENTRANCE	26.11	0.00	2.2	0.0	
21+50.85 ENTRANCE	26.12	0.00	48.2	0.0	
21+01.39 ENTRANCE	26.49	0.00	8.9	0.0	

DORIS STREET-2ND TO 3RD ENTRANCE
21+01.39 TO 22+57.00

Scale: 1"=5'

J:\PROJECTS\2022\201010593_P\5000_2024\DIRT STREET PAVING INITIATIVE\02_22593_CAD\REF\MK065_CIVIL\MODELS\22593_CORRIDOR.DWG
PLOTED: Monday, July 28, 2025 @ 01:28PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	2201010593	###	35	37



CUT=16.24 S.F.
FILL=0.00 S.F.
CUT=13.5 C.Y.
FILL=0.0 C.Y.

11+76.36 1305
ENTRANCE

CUT=11.31 S.F.
FILL=0.00 S.F.
CUT=8.8 C.Y.
FILL=0.0 C.Y.

11+50.00 1305
ENTRANCE

CUT=14.09 S.F.
FILL=0.00 S.F.
CUT=14.3 C.Y.
FILL=0.0 C.Y.

11+31.38 1305
ENTRANCE

CUT=10.55 S.F.
FILL=0.00 S.F.
CUT=13.7 C.Y.
FILL=0.0 C.Y.

11+00.00 1305
ENTRANCE

CUT=13.79 S.F.
FILL=0.00 S.F.
CUT=8.9 C.Y.
FILL=0.0 C.Y.

10+69.60 1305
ENTRANCE

CUT=10.75 S.F.
FILL=0.00 S.F.
CUT=24.2 C.Y.
FILL=0.0 C.Y.

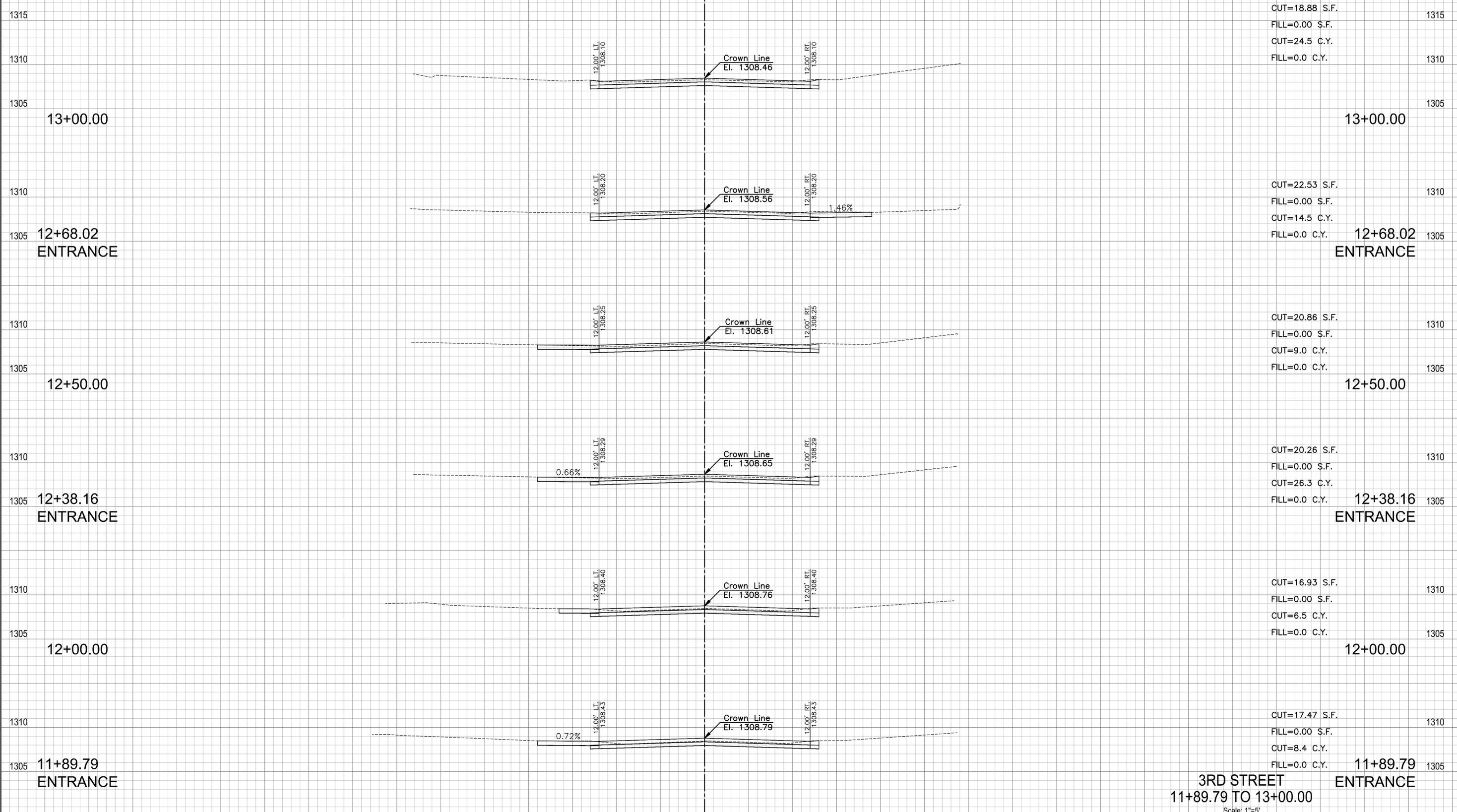
10+50.00 1305
ENTRANCE

CUT=15.42 S.F.
FILL=0.00 S.F.
CUT=0.0 C.Y.
FILL=0.0 C.Y.

10+00.00 1305
ENTRANCE

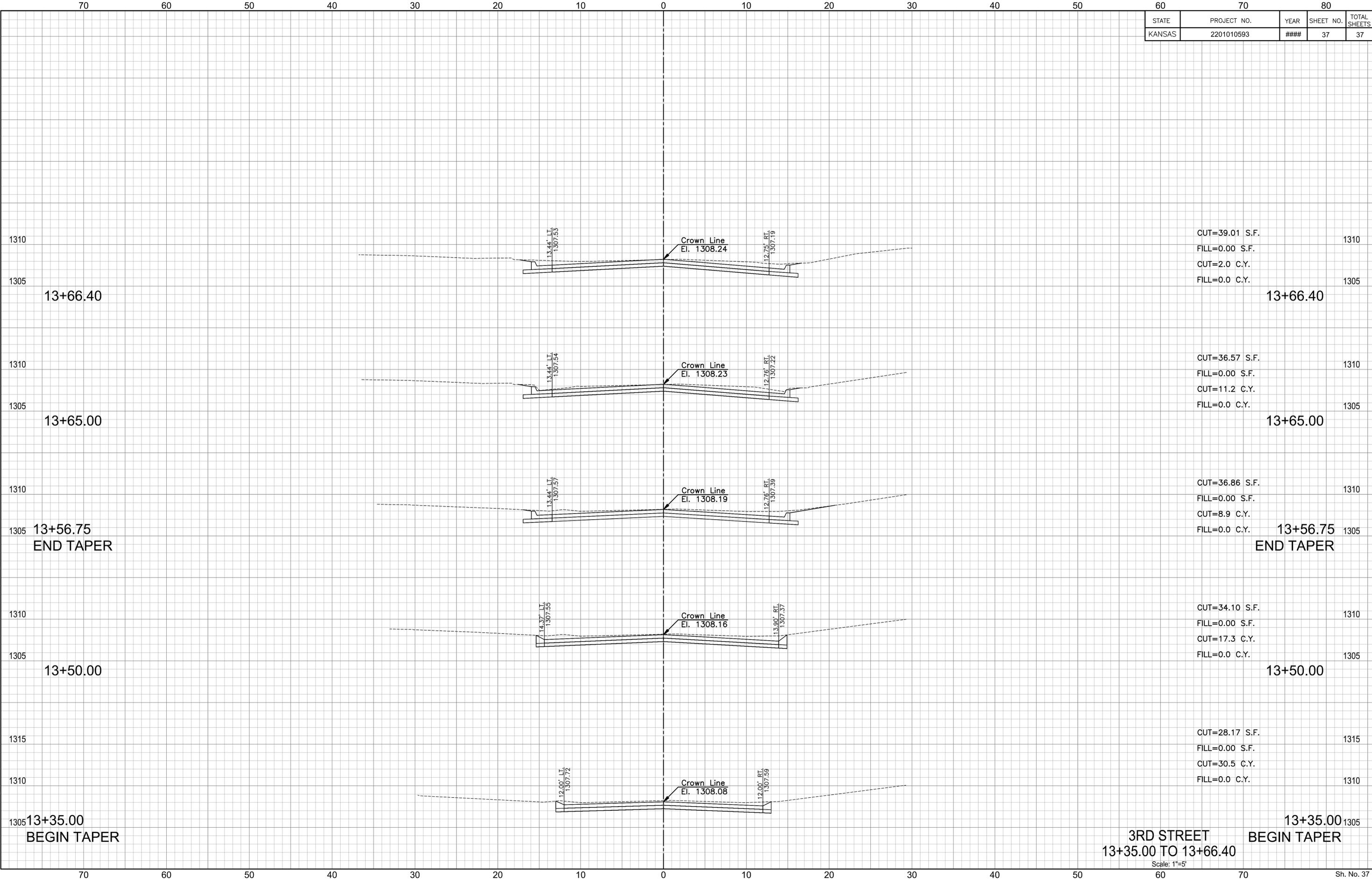
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 PLOTTED: Monday, July 28, 2025 @ 01:29PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	2201010593	###	36	37



STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	2201010593	###	37	37

J:\PROJECTS\2022\201010593_P1\5000_2024\DIRT STREET PAVING INITIAL\TIVE00_22893_CAD\REF\MK005_CIVIL\MODELS\220893_CORRIDOR.DWG
 PLOTTED: Monday, July 28, 2025 @ 01:28PM



CUT=39.01 S.F.
 FILL=0.00 S.F.
 CUT=2.0 C.Y.
 FILL=0.0 C.Y.

13+66.40

13+66.40

CUT=36.57 S.F.
 FILL=0.00 S.F.
 CUT=11.2 C.Y.
 FILL=0.0 C.Y.

13+65.00

13+65.00

CUT=36.86 S.F.
 FILL=0.00 S.F.
 CUT=8.9 C.Y.
 FILL=0.0 C.Y.

13+56.75
END TAPER

13+56.75
END TAPER

CUT=34.10 S.F.
 FILL=0.00 S.F.
 CUT=17.3 C.Y.
 FILL=0.0 C.Y.

13+50.00

13+50.00

CUT=28.17 S.F.
 FILL=0.00 S.F.
 CUT=30.5 C.Y.
 FILL=0.0 C.Y.

13+35.00
BEGIN TAPER

13+35.00
BEGIN TAPER

3RD STREET
 13+35.00 TO 13+66.40

Scale: 1"=5'