

CITY OF WICHITA

PAUL GUNZELMAN, P.E. - CITY ENGINEER

CONSTRUCTION PLANS FOR CLARA ST., BEBE ST. AND 3RD STREET PAVING IMPROVEMENTS

472-2025-086100 CLARA STREET, 2ND ST. TO 3RD ST.
 472-2025-086099 BEBE STREET, 2ND ST. TO 3RD ST.
 472-2025-086097 3RD STREET, BEBE ST. TO CLARA ST.
 472-2025-086098 3RD STREET, ANNA ST. TO BEBE ST.
 472-2025-086095 3RD STREET, BAEHR ST. TO ANNA ST.

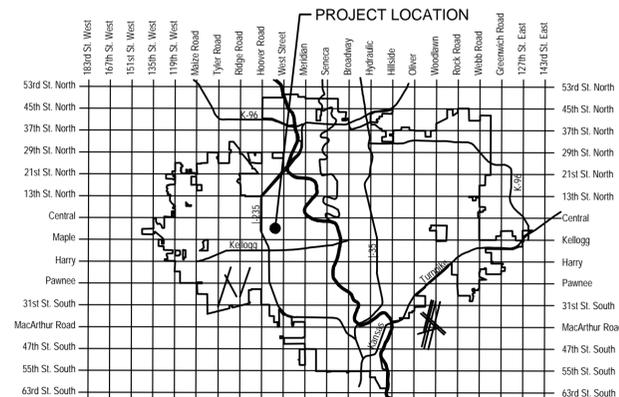
ORG CODE: 40110825

MUNIS: E5066



LOCATION MAP

JUNE 2025



VICINITY MAP

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CLARA ST., BEBE ST. AND 3RD
STREET PAVING IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:	

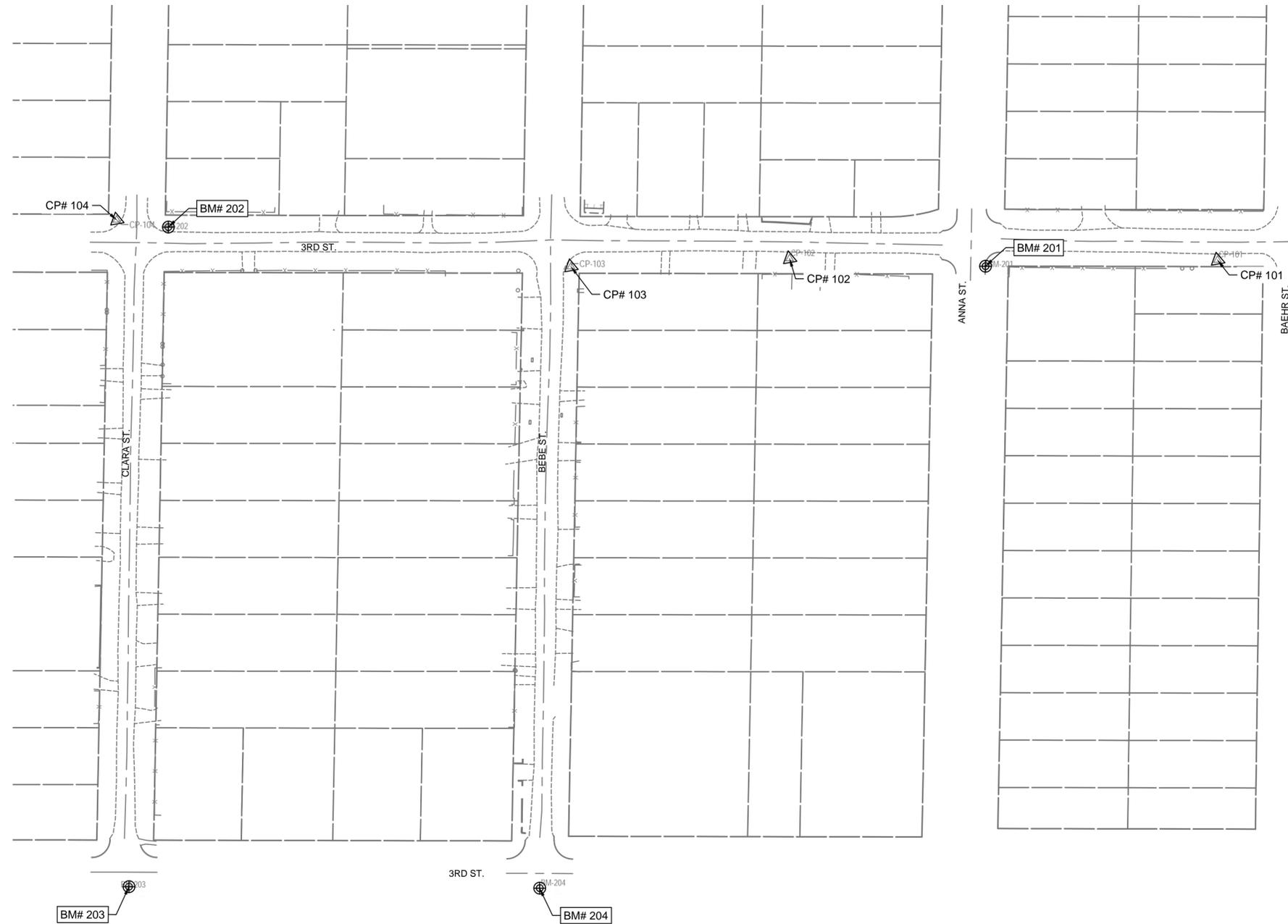
JOB NO.	247042-009
DATE	JUNE 2025
PM	TPA
DESIGNED BY	LGP
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TITLE SHEET

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1 OF 42

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CONTROL SUMMARY
 HORIZONTAL DATUM/COORDINATE SYSTEM: NAD 83 (2011) KANSAS SOUTH ZONE
 PROJECT COORDINATE SYSTEM: (GRID) ON DESCRIBED COORDINATE SYSTEM
 VERTICAL DATUM: NAVD 88
 SCALE POINT: NORTHING: 0
 EASTING: 0
 COMBINED ADJUSTMENT FACTOR (CAF): GROUND TO GRID=0.99988592
 GRID TO GROUND=1.0001140927
 DISTANCE UNITS: US SURVEY FEET

BENCH MARKS

- BM-202
 ELEV: 1,307.77 (NAVD 88)
 SQUARE CUT ON WEST SIDE WALL OF BRICK CURB INLET IN CENTERLINE OF EAST DITCH ON NORTH SIDE OF 3RD STREET EAST OF N CLARA STREET
- BM-203
 ELEV: 1,307.04 (NAVD 88)
 SQUARE CUT ON THE NORTHEAST CORNER OF BRICK CURB INLET SOUTH SIDE OF W 2ND STREET IN LINE WITH CENTER LINE OF N CLARA STREET
- BM-204
 ELEV: 1,307.61 (NAVD 88)
 SQUARE CUT ON THE BACK OF CURB SOUTH SIDE OF W 2ND STREET IN LINE WITH CENTERLINE OF N BEBE STREET
- BM-201
 ELEV: 1,308.43 (NAVD 88)
 SQUARE CUT ON BACK OF CURB ON SOUTH CURB RETURN OF THE SOUTHEAST CORNER OF N ANNA STREET AND 3RD STREET.

HORIZONTAL CONTROL POINTS

- CP-101
 N: 1,686,548.5572 E: 1,631,292.2202
 1/2" BAR WITH BLUE CP CAP
 1. 6.43' N TO SOUTH EDGE OF 3RD STREET
 2. 87.06' W TO CENTER OF SEWER MANHOLE LID
 3. 28.52' WSW TO LONE METAL FENCE POST
 4. 14.70' S TO NORTH FACE OF COBBLE STONE HOUSE
- CP-102
 N: 1,686,535.5325 E: 1,630,840.0530
 1/2" BAR WITH BLUE CP CAP
 1. 7.09' N TO SOUTH EDGE OF 3RD STREET
 2. 31.36' WSW TO CENTER OF SEWER MANHOLE LID
 3. 16.65' S TO EAST END FENCE POST
 4. 37.99' E TO WEST EDGE OF DRIVE ENTRANCE SOUTH
- CP-103
 N: 1,686,519.5794 E: 1,630,609.3239
 1/2" BAR WITH BLUE CP CAP
 1. 14.94' N TO SOUTH EDGE OF 3RD STREET
 2. 7.82' W TO EAST EDGE OF BEBE STREET
 3. 24.48' SSE TO NORTH CORNER OF CONCRETE SIDEWALK
 4. 31.77' ESE TO NORTHWEST CORNER OF CHURCH BUILDING
- CP-104
 N: 1,686,553.4419 E: 1,630,127.9805
 1/2" BAR WITH BLUE CP CAP
 1. 11.52' NNE TO SOUTHWEST CORNER OF CURB INLET
 2. 14.99' SW TO NORTHEAST CORNER OF CURB INLET
 3. 29.45' ESE TO CENTER OF STORM MANHOLE LID
 4. 37.87' ENE TO SOUTHWEST CORNER OF CURB INLET



CLARA ST., BEBE ST. AND 3RD STREET PAVING IMPROVEMENTS
 CITY OF WICHITA
 SEDGWICK COUNTY, KANSAS

Issue:	

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KEY MAP & CONTROL POINTS

GENERAL NOTES

1. ALL CONSTRUCTION AND MATERIALS TO COMPLY WITH CITY OF WICHITA STANDARD CONSTRUCTION SPECIFICATIONS AND DETAILS, UNLESS OTHERWISE INCLUDED IN THE CONTRACT DOCUMENTS.
2. EACH BIDDER SHALL VISIT THE SITE OF THE PROJECT BEFORE SUBMITTING THE PROPOSAL FOR THIS WORK SO THAT THEY WILL BE FULLY INFORMED OF THE EXISTING FIELD CONDITIONS AND THE OBSTACLES WHICH MIGHT BE ENCOUNTERED. UPON AWARD OF THE CONTRACT THE CONTRACTOR WILL NOT BE GRANTED ANY ADDITIONAL COMPENSATION WITH REGARDS TO TIME AND MONEY FOR CONDITIONS THAT MAY HAVE BEEN EVALUATED DURING ANY INSPECTION OF THE SITE.
3. AT LEAST 72 HOURS PRIOR TO BEGINNING ANY EXCAVATION (EXCLUDING WEEKENDS AND HOLIDAYS), THE CONTRACTOR SHALL CONTACT THE KANSAS ONE-CALL SYSTEM, A UTILITY LOCATION SERVICE, AT (316)-687-2470 OR 811 TO REQUEST THE LOCAL UTILITY COMPANIES TO LOCATE ANY EXISTING LINES WITHIN THE PROJECT AREA.
4. THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:

EMERGENCY DISPATCH:	911
COX COMMUNICATIONS:	888-249-3530
EVERGY:	800-383-1183
AT&T:	800-286-8313
KANSAS GAS SERVICE:	888-482-4950
6. THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY DIRECTLY ABUTTING THE CONSTRUCTION OF THIS PROJECT A MINIMUM OF SEVEN (7) DAYS ADVANCE NOTICE PRIOR TO THE START OF CONSTRUCTION.
7. THE CONTRACTOR SHALL NOT START WORK ON THE PROJECT UNTIL THE PROJECT INSPECTOR IS ASSIGNED AND IS PRESENT ON THE SITE. ANY WORK DONE WITHOUT INSPECTION WILL BE REQUIRED TO BE UNCOVERED FOR INSPECTION AT THE CONTRACTORS EXPENSE.
8. ALL ELEVATIONS SHOWN ARE NAVD88 DATUM. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL RE-ESTABLISH CONTROL POINTS AND BENCH MARKS AND VERIFY THEIR ACCURACY.
9. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE DRAWINGS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. IT SHOULD BE NOTED THAT OTHER BURIED LINES AND CABLES MAY EXIST WHICH ARE NOT SHOWN ON THESE DRAWINGS. THE CONTRACTOR SHALL HAVE ALL BURIED LINES LOCATED AND FLAGGED IN THE FIELD PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL CONTACT THE ENGINEER AND REVIEW ANY BURIED LINES LOCATED IF CONFLICTS EXIST. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION DURING TRENCHING OPERATIONS TO AVOID DAMAGING THESE LINES. ANY LINES DAMAGED SHALL BE REPLACED OR REPAIRED IMMEDIATELY AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
10. THE CONTRACTOR SHALL EXPOSE AND VERIFY THE VERTICAL AND HORIZONTAL LOCATION OF EXISTING UTILITIES THAT ARE IN POTENTIAL CONFLICT WITH THE PROPOSED IMPROVEMENTS. THE UTILITY LOCATES SHALL BE PERFORMED PRIOR TO THE START OF CONSTRUCTION AND ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR SHALL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.
11. EASEMENTS AND RIGHTS-OF-WAY PROVIDED BY THE OWNER FOR THE PROJECT ARE SHOWN ON THE DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACQUISITION OF ANY ADDITIONAL TEMPORARY EASEMENTS OR RIGHTS-OF-WAY DESIRED TO USE IN COMPLETING THE WORK.
12. THE CONTRACTOR SHALL CONTAIN THEIR OPERATIONS TO PERMIT LOCAL AND EMERGENCY TRAFFIC THROUGH AND ACROSS CONSTRUCTION AT ALL TIMES. THE CONTRACTOR SHALL UTILIZE WARNING SIGNS, FLASHING LIGHTS, BARRICADES, AND FLAGMEN IN COMPLIANCE WITH THE LATEST VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
13. RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES INCLUDING ANY TREES REMOVED, TREE TRIMMINGS, AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES PROVIDED BY THE CONTRACTOR. THESE SITES SHALL ALSO BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE, AND SITE LOCATION. LOCATIONS THAT, IN THE OPINION OF THE ENGINEER, 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, FLOODWAYS, OR WETLANDS IS SUBJECT TO U.S. CORPS OF ENGINEERS PERMITTING REGULATIONS. ANY MATERIAL BURIED OR STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS MAY REQUIRE ARCHAEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED DISPOSAL LOCATION.
14. THE CONTRACTOR SHALL AVOID REMOVAL OR TRIMMING OF ANY TREES OR SHRUBS WHERE POSSIBLE. WHERE THE CONTRACTOR BELIEVES THE REMOVAL OR TRIMMING IS UNAVOIDABLE, THIS WORK SHALL BE COORDINATED WITH THE ENGINEER. TREE TRIMMING/REMOVAL SHALL BE COMPLETED IN ACCORDANCE WITH U.S FISH AND WILDLIFE SERVICE AND KANSAS DEPARTMENT OF WILDLIFE, PARKS, AND TOURISM RESTRICTIONS.
15. THE CONTRACTOR SHALL RESTORE ALL DITCHES, SWALES, ROAD SHOULDERS, AND BANKS TO THEIR ORIGINAL SLOPES AND GRADES EXCEPT AS SHOWN OTHERWISE. WHERE EXISTING ENTRANCE PIPE, DRAINAGE PIPE, SIGNS, FENCES, LANDSCAPING, ETC., CONFLICT WITH THE PROPOSED WORK HEREIN, THEY SHALL BE REMOVED AND REPLACED OR RESET, UNLESS OTHERWISE NOTED ON THE DRAWINGS.
16. THE CONTRACTOR SHALL INSTALL AND/OR MAINTAIN EROSION CONTROL METHODS AS SPECIFIED ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING EROSION CONTROL THROUGH THE COMPLETION OF THIS PROJECT. INSTALLATION OF THESE EROSION CONTROL DEVICES DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF ABATING SOIL EROSION.
17. THE CONTRACTOR SHALL TAKE CARE TO PREVENT SILT AND DEBRIS FROM ENTERING ANY STORM DRAINAGE SYSTEM DURING CONSTRUCTION. PIPES OR STRUCTURES WHICH CONTAIN MATERIALS FROM THE CONTRACTORS ACTIVITIES SHALL BE THOROUGHLY CLEANED BY THE CONTRACTOR, AT THEIR OWN EXPENSE, PRIOR TO THE FINAL INSPECTION.
18. ALL GRASSED AREAS DISTURBED BY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL BE REPLANTED WITH GRASS AND FERTILIZED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS. EXISTING GRASSED AREAS DISTURBED BY CONSTRUCTION SHALL BE REPLANTED WITH THE SAME TYPE OF GRASS AS WAS REMOVED, UNLESS OTHERWISE SPECIFIED.
19. THE CONTRACTOR SHALL SEED ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES WITH TEMPORARY RYE GRASS. RYE GRASS SEED SHALL BE PLANTED PER CITY OF WICHITA SPECIFICATIONS. THIS TEMPORARY SEEDING MAY BE OMITTED ONLY IF PERMANENT SEEDING/SODDING IS APPLIED. TEMPORARY SEEDING OR PERMANENT SEEDING/SODDING SHALL BE APPLIED WITHIN 14 DAYS AFTER THE AREA HAS BEEN DISTURBED.
20. CONTRACTOR SHALL MAINTAIN UNINTERRUPTED UTILITY SERVICE TO ADJACENT FACILITIES DURING CONSTRUCTION, UNLESS OTHERWISE APPROVED BY OWNER.
21. WRITTEN REQUEST TO THE OWNER WILL BE REQUIRED 72 HOURS PRIOR TO A SCHEDULED UTILITY OUTAGE. THE FIRE DEPARTMENT MUST BE NOTIFIED OF ANY FIRE HYDRANTS OR WATER MAINS TAKEN OUT OF SERVICE.
22. THE CONTRACTOR SHALL PROVIDE A DETAILED CONSTRUCTION SEQUENCING AND TRAFFIC CONTROL PLAN FOR ENGINEER REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION.

THE CONTRACTOR SHALL PROVIDE DAILY VEHICULAR ACCESS TO PROPERTIES WITHIN THE PROJECT AREA THROUGHOUT CONSTRUCTION. CONTRACTOR SHALL ALSO NOTIFY PROPERTY OWNERS SEVENTY-TWO (72) HOURS IN ADVANCE BEFORE PAVING DRIVEWAYS.

EMERGENCY TRAFFIC SHALL BE PERMITTED THROUGH AND ACROSS CONSTRUCTION AT ALL TIMES. THE CONTRACTOR SHALL PROTECT TRAFFIC BY USE OF PROPER AND NECESSARY FLAGS, LIGHTS, SIGNALS, BARRICADES OR OTHER WARNING DEVICES AS NEEDED, ALL IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).



CLARA ST., BEBE ST. AND 3RD STREET PAVING IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

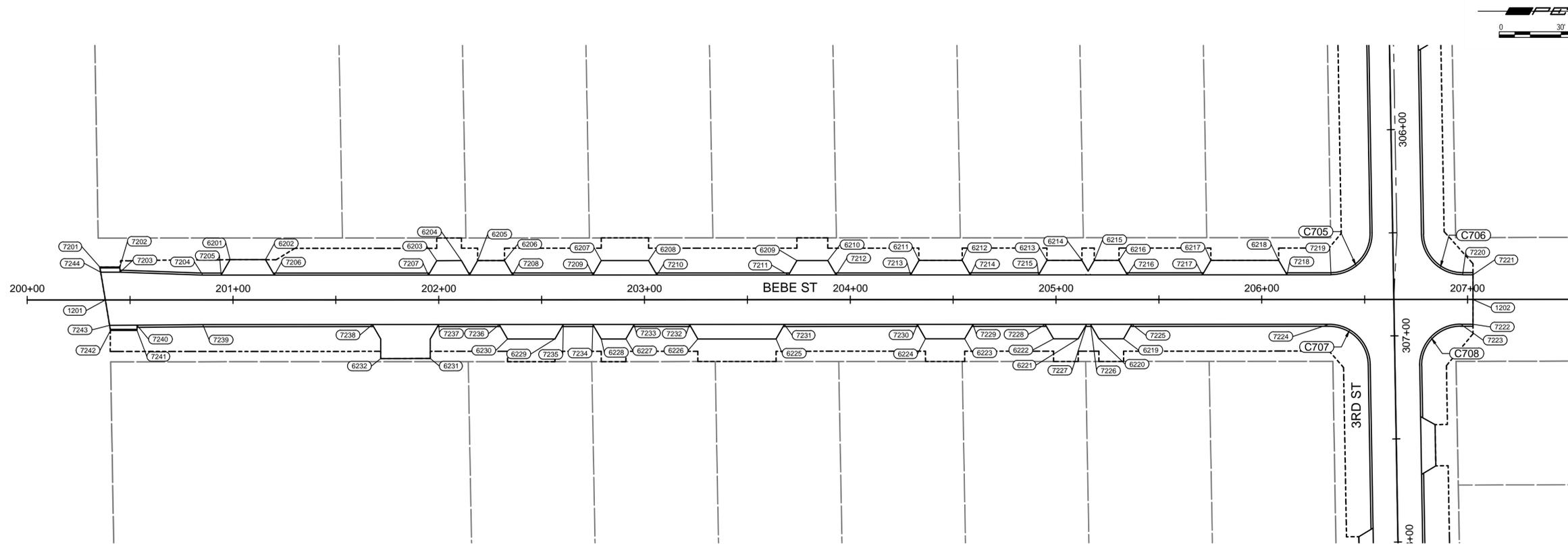
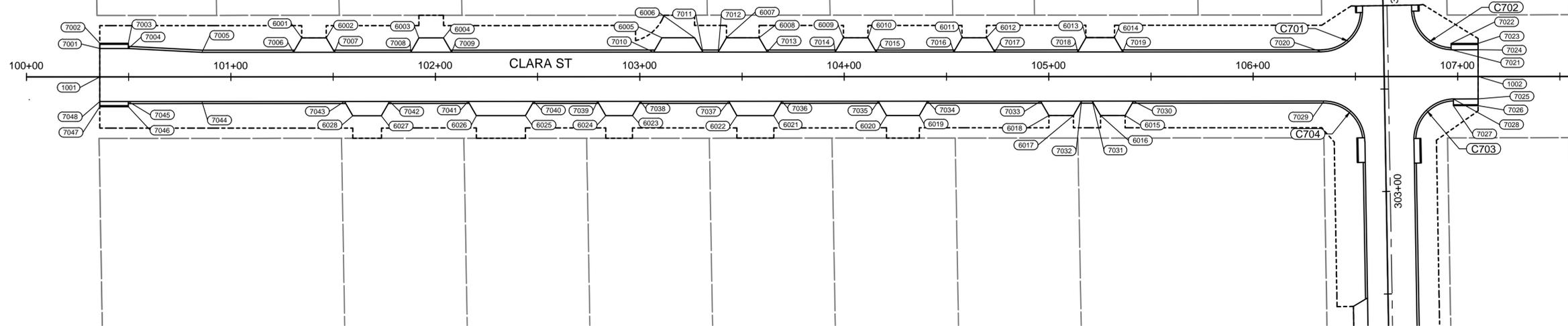
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GENERAL NOTES

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CLARA ST., BEBE ST. AND 3RD
 STREET PAVING IMPROVEMENTS
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 SEDGWICK COUNTY, KANSAS

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COORDINATE GEOMETRY
 PLANS (CLARA & BEBE)

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COORDINATE LIST		
POINT	NORTHING	EASTING
1001	1,685,900.6645	1,630,158.0014
1002	1,686,574.7592	1,630,148.9494
1201	1,685,916.0108	1,630,596.2818
1202	1,686,580.6296	1,630,587.3570
1401	1,686,527.7767	1,630,114.9867
1402	1,686,554.7580	1,631,001.3000
1403	1,686,555.6678	1,631,031.1836
1404	1,686,563.7880	1,631,031.0590
1405	1,686,564.6977	1,631,061.1960
1406	1,686,572.9549	1,631,334.7477
6001	1,685,999.2089	1,630,137.6764
6002	1,686,011.2079	1,630,137.5153
6003	1,686,056.5282	1,630,136.9067
6004	1,686,068.5271	1,630,136.7456
6005	1,686,175.3137	1,630,135.3116
6006	1,686,191.3123	1,630,135.0968
6007	1,686,206.9009	1,630,134.8874
6008	1,686,222.8995	1,630,134.6726
6009	1,686,264.1571	1,630,134.1186
6010	1,686,276.1560	1,630,133.9574
6011	1,686,322.1222	1,630,133.3402
6012	1,686,334.1212	1,630,133.1791
6013	1,686,382.7287	1,630,132.5263
6014	1,686,396.7275	1,630,132.3384
6015	1,686,402.4047	1,630,170.2656
6016	1,686,390.4058	1,630,170.4267
6017	1,686,377.0833	1,630,170.6056
6018	1,686,365.0844	1,630,170.7667
6019	1,686,301.7285	1,630,171.6175
6020	1,686,285.7300	1,630,171.8323
6021	1,686,230.5443	1,630,172.5734
6022	1,686,212.5460	1,630,172.8151
6023	1,686,161.4132	1,630,173.5017
6024	1,686,148.4143	1,630,173.6762
6025	1,686,109.0945	1,630,174.2042
6026	1,686,085.0966	1,630,174.5265
6027	1,686,038.6547	1,630,175.1501
6028	1,686,024.6560	1,630,175.3381
6201	1,685,976.4097	1,630,575.9085
6202	1,685,993.5905	1,630,575.7506

COORDINATE LIST		
POINT	NORTHING	EASTING
6203	1,686,076.8233	1,630,575.1206
6204	1,686,088.8222	1,630,574.9595
6205	1,686,096.7029	1,630,574.8537
6206	1,686,109.7017	1,630,574.6791
6207	1,686,156.7456	1,630,574.0474
6208	1,686,179.7435	1,630,573.7386
6209	1,686,251.8258	1,630,572.7706
6210	1,686,266.8245	1,630,572.5692
6211	1,686,311.1262	1,630,571.9743
6212	1,686,332.1243	1,630,571.6923
6213	1,686,373.3478	1,630,571.1388
6214	1,686,390.3463	1,630,570.9105
6215	1,686,396.3457	1,630,570.8299
6216	1,686,408.3446	1,630,570.6688
6217	1,686,452.9551	1,630,570.0698
6218	1,686,485.9521	1,630,569.6267
6219	1,686,411.0727	1,630,608.6356
6220	1,686,399.0738	1,630,608.7967
6221	1,686,389.0747	1,630,608.9310
6222	1,686,377.0758	1,630,609.0921
6223	1,686,333.8448	1,630,609.6726
6224	1,686,314.8465	1,630,609.9278
6225	1,686,242.2003	1,630,610.9033
6226	1,686,204.2037	1,630,611.4135
6227	1,686,169.2187	1,630,611.8833
6228	1,686,157.2198	1,630,612.0444
6229	1,686,134.7311	1,630,612.3464
6230	1,686,111.7331	1,630,612.6553
6231	1,686,074.2599	1,630,622.6177
6232	1,686,050.1779	1,630,622.9411
6401	1,686,555.7831	1,630,344.8205
6402	1,686,556.1482	1,630,356.8149
6403	1,686,556.8201	1,630,378.8853
6404	1,686,557.5504	1,630,402.8742
6405	1,686,559.0092	1,630,450.7975
6406	1,686,559.3744	1,630,462.7920
6407	1,686,563.0206	1,630,648.2957
6408	1,686,563.6292	1,630,668.2864
6409	1,686,565.5731	1,630,732.1422
6410	1,686,565.9382	1,630,744.1367

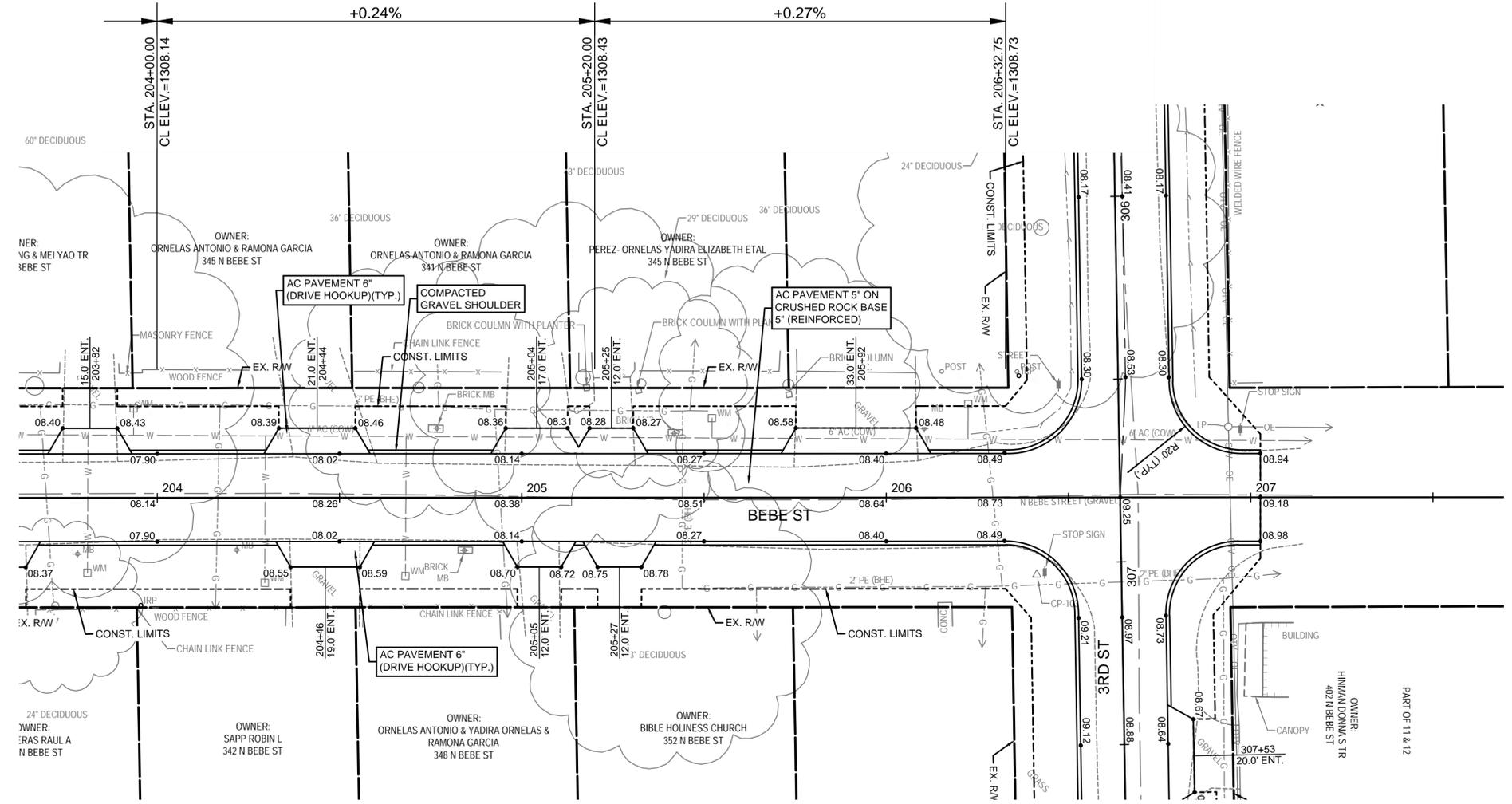
COORDINATE LIST		
POINT	NORTHING	EASTING
6411	1,686,567.1447	1,630,783.7676
6412	1,686,567.5098	1,630,795.7620
6413	1,686,569.5459	1,630,862.6449
6414	1,686,570.0936	1,630,880.6365
6415	1,686,571.4304	1,630,924.5512
6416	1,686,571.7956	1,630,936.5456
6417	1,686,586.3368	1,631,148.3401
6418	1,686,587.0609	1,631,172.3292
6419	1,686,532.3319	1,630,889.0427
6420	1,686,531.9667	1,630,877.0482
6421	1,686,531.5000	1,630,861.7153
6422	1,686,531.1348	1,630,849.7208
6423	1,686,529.7670	1,630,804.7902
6424	1,686,529.3410	1,630,790.7967
6425	1,686,527.0367	1,630,715.1001
6426	1,686,526.6715	1,630,703.1056
6427	1,686,515.6385	1,630,274.9524
6428	1,686,515.2430	1,630,261.9584
7001	1,685,900.4779	1,630,144.1113
7002	1,685,900.4444	1,630,141.6115
7003	1,685,914.4431	1,630,141.4236
7004	1,685,914.4767	1,630,143.9233
7005	1,685,950.4988	1,630,145.3311
7006	1,685,995.2618	1,630,144.7300
7007	1,686,015.3429	1,630,144.4604
7008	1,686,052.5811	1,630,143.9603
7009	1,686,072.6622	1,630,143.6907
7010	1,686,171.3666	1,630,142.3652
7011	1,686,195.4473	1,630,142.0419
7012	1,686,202.9538	1,630,141.9411
7013	1,686,227.0346	1,630,141.6177
7014	1,686,260.2100	1,630,141.1722
7015	1,686,280.2911	1,630,140.9026
7016	1,686,318.1751	1,630,140.3938
7017	1,686,338.2562	1,630,140.1242
7018	1,686,378.7816	1,630,139.5800
7019	1,686,400.8625	1,630,139.2835
7020	1,686,498.1224	1,630,137.9774
7021	1,686,561.4056	1,630,136.1156
7022	1,686,561.3642	1,630,133.0340

COORDINATE LIST		
POINT	NORTHING	EASTING
7023	1,686,574.5431	1,630,132.8570
7024	1,686,574.5847	1,630,135.9506
7025	1,686,574.9069	1,630,159.9484
7026	1,686,574.9511	1,630,163.2413
7027	1,686,562.8573	1,630,163.4037
7028	1,686,562.8132	1,630,160.1228
7029	1,686,499.5330	1,630,161.9606
7030	1,686,406.3518	1,630,163.2119
7031	1,686,386.2707	1,630,163.4816
7032	1,686,381.0304	1,630,163.5519
7033	1,686,360.9493	1,630,163.8216
7034	1,686,305.6756	1,630,164.5638
7035	1,686,281.5949	1,630,164.8872
7036	1,686,234.4914	1,630,165.5197
7037	1,686,208.4109	1,630,165.8700
7038	1,686,165.3603	1,630,166.4481
7039	1,686,144.2793	1,630,166.7311
7040	1,686,113.0416	1,630,167.1506
7041	1,686,080.9615	1,630,167.5814
7042	1,686,042.6018	1,630,168.0965
7043	1,686,020.5209	1,630,168.3930
7044	1,685,950.8211	1,630,169.3290
7045	1,685,914.8249	1,630,169.8565
7046	1,685,914.8585	1,630,172.3562
7047	1,685,900.8598	1,630,172.5442
7048	1,685,900.8262	1,630,170.0444
7201	1,685,913.1287	1,630,580.3426
7202	1,685,922.9221	1,630,580.2111
7203	1,685,922.9556	1,630,582.7109
7204	1,685,963.1776	1,630,583.6473
7205	1,685,972.1466	1,630,583.5269
7206	1,685,998.0137	1,630,583.1795
7207	1,686,072.8762	1,630,582.1743
7208	1,686,113.8368	1,630,581.6242
7209	1,686,152.7985	1,630,581.1010
7210	1,686,183.8786	1,630,580.6837
7211	1,686,247.8787	1,630,579.8242
7212	1,686,270.9596	1,630,579.5143
7213	1,686,307.1791	1,630,579.0279
7214	1,686,336.2594	1,630,578.6374

COORDINATE LIST		
POINT	NORTHING	EASTING
7215	1,686,369.4007	1,630,578.1924
7216	1,686,412.4797	1,630,577.6139
7217	1,686,449.0080	1,630,577.1234
7218	1,686,490.0872	1,630,576.5718
7219	1,686,511.4655	1,630,576.2847
7220	1,686,575.4690	1,630,575.4252
7221	1,686,580.4685	1,630,575.3581
7222	1,686,580.7908	1,630,599.3559
7223	1,686,574.8795	1,630,599.4353
7224	1,686,510.8760	1,630,600.2948
7225	1,686,415.0198	1,630,601.5820
7226	1,686,394.9387	1,630,601.8516
7227	1,686,393.0218	1,630,601.8774
7228	1,686,372.9407	1,630,602.1470
7229	1,686,337.7919	1,630,602.6190
7230	1,686,310.7115	1,630,602.9827
7231	1,686,246.1474	1,630,603.8497
7232	1,686,200.0686	1,630,604.4684
7233	1,686,173.1658	1,630,604.8297
7234	1,686,153.0847	1,630,605.0993
7235	1,686,138.6782	1,630,605.2928
7236	1,686,107.5981	1,630,605.7102
7237	1,686,078.0800	1,630,606.1065
7238	1,686,045.9159	1,630,606.5385
7239	1,685,963.4999	1,630,607.6452
7240	1,685,931.6143	1,630,608.3644
7241	1,685,931.6479	1,630,610.8642
7242	1,685,918.6791	1,630,611.0383
7243	1,685,918.2281	1,630,608.5442
7244	1,685,913.5797	1,630,582.8368
7401	1,686,545.4355	1,630,114.4491
7402	1,686,545.5264	1,630,117.4330
7403	1,686,541.8611	1,630,117.5446
7404	1,686,543.7794	1,630,179.6615
7405	1,686,547.1644	1,630,179.5585
7406	1,686,547.5296	1,630,191.5529
7407	1,686,544.1172	1,630,191.6568
7408	1,686,548.6633	1,630,340.9939
7409	1,686,549.2744	1,630,361.0675
7410	1,686,549.7003	1,630,375.0587

COORDINATE LIST		
POINT	NORTHING	EASTING
7411	1,686,550.6766	1,630,407.1267
7412	1,686,551.8895	1,630,446.9709
7413	1,686,552.5006	1,630,467.0446
7414	1,686,555.2097	1,630,556.0356
7415	1,686,555.1573	1,630,620.0421
7416	1,686,555.9009	1,630,644.4691
7417	1,686,556.7554	1,630,672.5390
7418	1,686,558.4533	1,630,728.3157
7419	1,686,559.0644	1,630,748.3893
7420	1,686,560.0249	1,630,779.9410
7421	1,686,560.6360	1,630,800.0146
7422	1,686,562.4261	1,630,858.8183
7423	1,686,563.2198	1,630,884.8891
7424	1,686,564.3107	1,630,920.7246
7425	1,686,564.9218	1,630,940.7982
7426	1,686,565.2383	1,630,951.1969
7427	1,686,569.3060	1,630,992.8601
7428	1,686,571.5428	1,630,993.9767
7429	1,686,570.5957	1,630,995.8741
7430	1,686,570.1302	1,630,998.1565
7431	1,686,570.3119	1,631,001.1504
7432	1,686,567.8165	1,631,001.3018
7433	1,686,577.4589	1,631,061.0380
7		

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 PLOTTED 6/27/2025 2:00:50 PM BY LUKE.PETER
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CLARA ST., BEBE ST. AND 3RD STREET PAVING IMPROVEMENTS
CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:	

JOB NO.	247042-009
DATE	JUNE 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

PAVING PLAN - BEBE ST. (2)

SAVED 6/10/2025 7:19:19 AM BY LUKE.PETER
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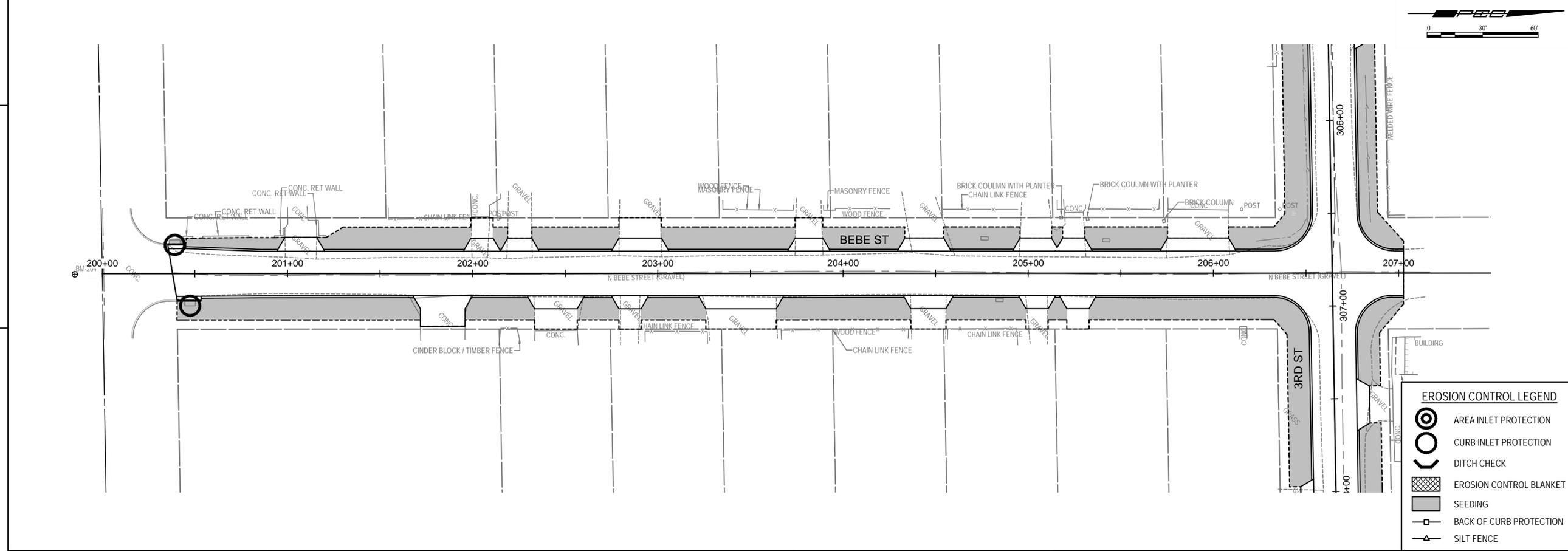
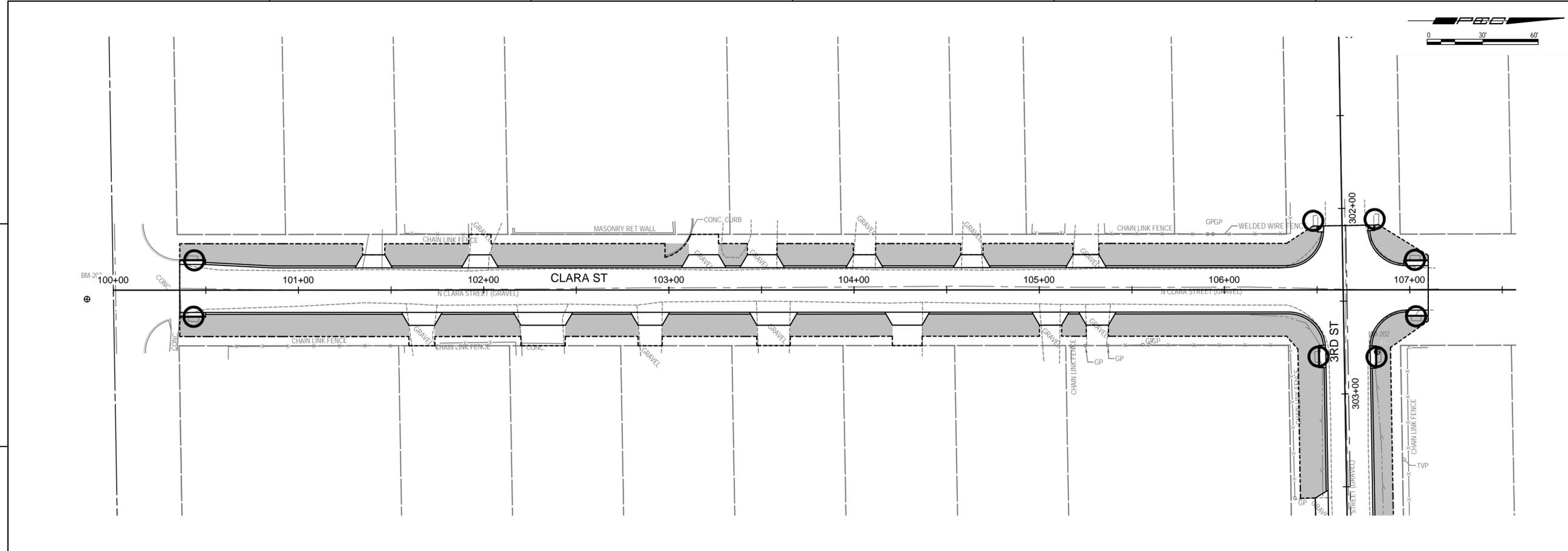


CLARA ST., BEBE ST. AND 3RD ST.
 STREET PAVING IMPROVEMENTS
 CITY OF WICHITA
 SEDGWICK COUNTY, KANSAS

Issue:	

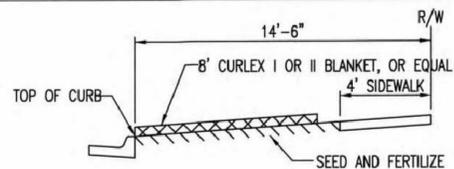
JOB NO.	247042-009
DATE	JUNE 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

EROSION CONTROL PLANS
 (CLARA & BEBE)

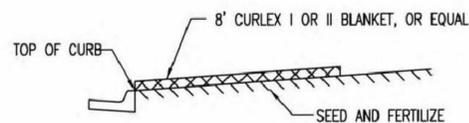


EROSION CONTROL LEGEND

	AREA INLET PROTECTION
	CURB INLET PROTECTION
	DITCH CHECK
	EROSION CONTROL BLANKET
	SEEDING
	BACK OF CURB PROTECTION
	SILT FENCE

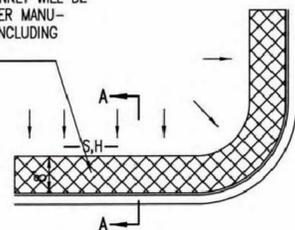


SECTION B-B

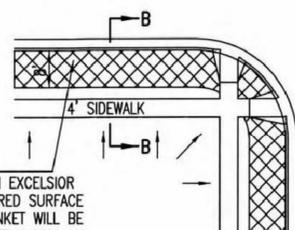


SECTION A-A

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 MANUFACTURER'S RECOMMENDATION, INCLUDING STAPLES. (SEE DETAIL)



SOUTH STREET

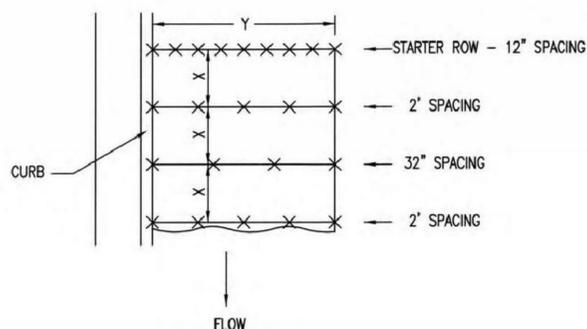


INSTALL 8' WIDE CURLEX I OR II EXCELSIOR BLANKET, OR EQUAL, ON PREPARED SURFACE BACK OF CURB. EDGE OF BLANKET WILL BE AT BACK OF CURB. INSTALL PER MANUFACTURER'S RECOMMENDATION, INCLUDING STAPLES. (SEE DETAIL)

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.

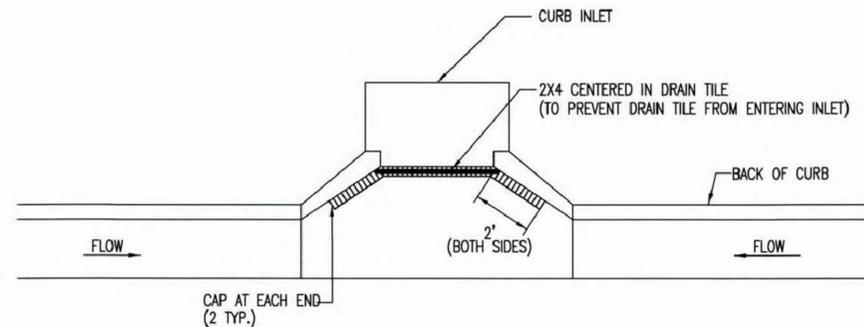
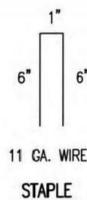
BACK OF CURB PROTECTION DETAIL



STAPLE PATTERN

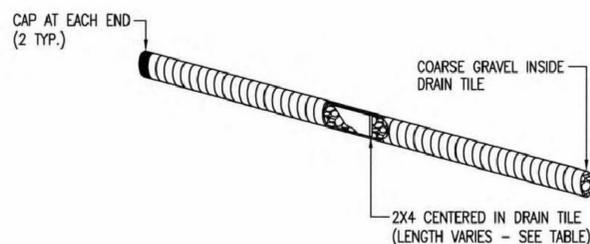
NOTES: USE 6" SEAM OVERLAP
(X & Y = RECOMMENDED BY MANUFACTURE)

DETAILS FOR APPROVED EROSION CONTROL MAT

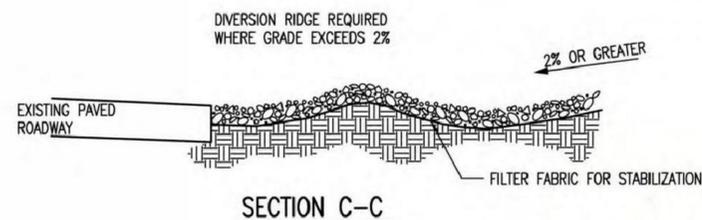


NOTE: PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

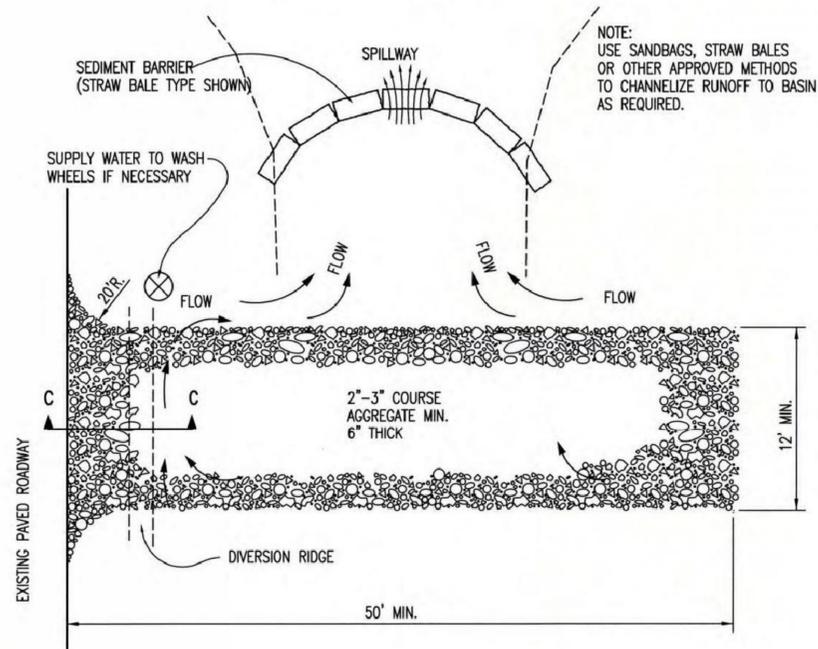
2X4 LENGTH	INLET TYPE	INLET OPENING
5'-6"	1-A	5'-0"
10'-6"	1-A	10'-0"
15'-6"	1-A	15'-0"



CURB INLET PROTECTION
4" PERFORATED PIPE W/ GRAVEL



SECTION C-C



STABILIZED CONSTRUCTION ENTRANCE

GENERAL NOTES

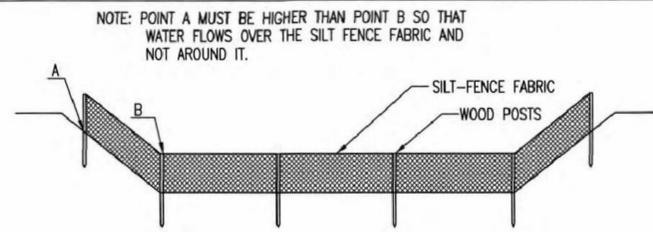
- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
- WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
- 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 E5066	OCA NUMBER 40110825	DATE JUNE 2025
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 19 of 42



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.

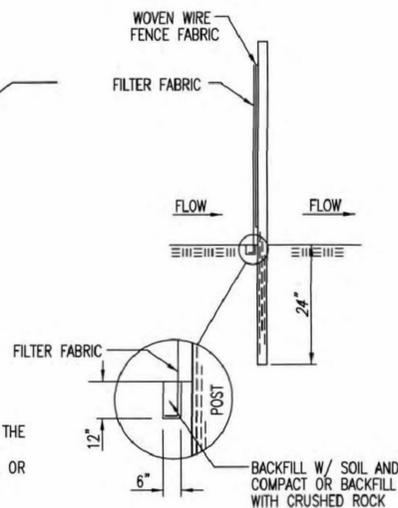
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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.

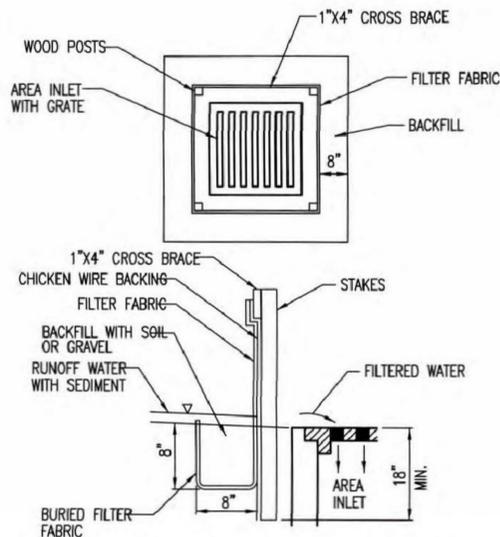
INSPECTION AND MAINTENANCE:

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.

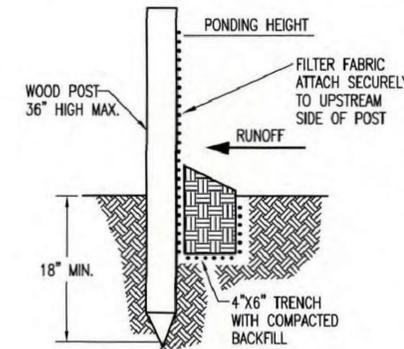
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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 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



CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

SILT FENCE DITCH CHECK AND BARRIER DETAILS

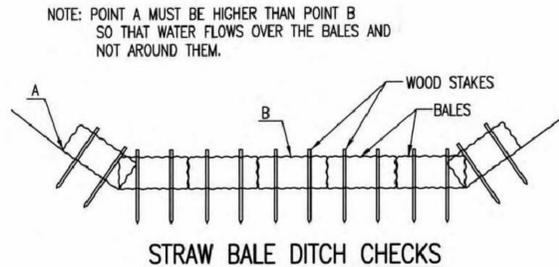
CITY ENGINEER

GARY JANZEN, P.E.

PROJECT NUMBER E5066	OCA NUMBER 40110825	DATE JUNE 2025
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CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET
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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 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".

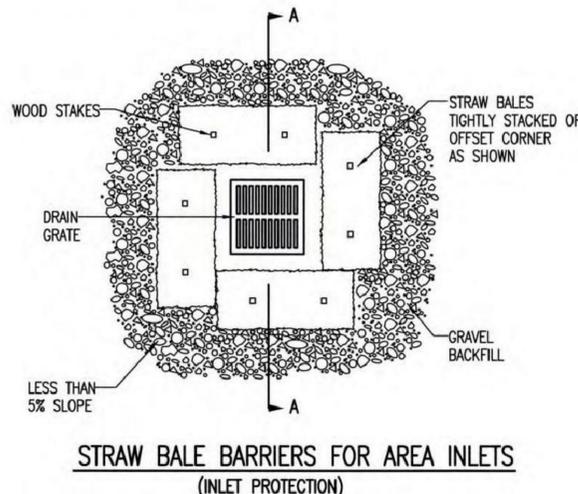
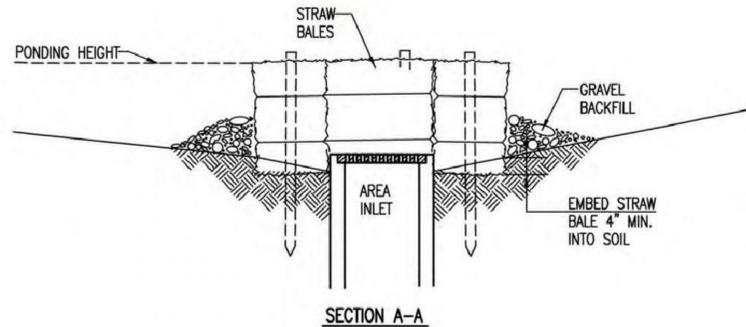
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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.

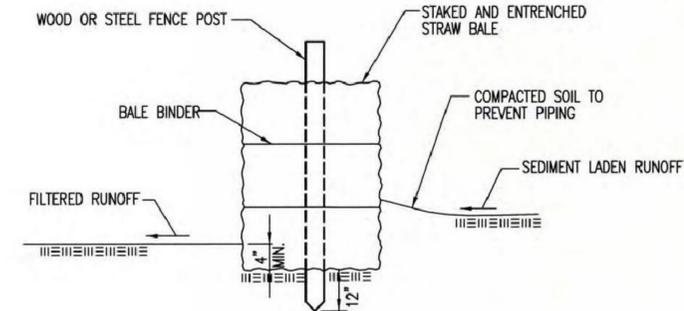
LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

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 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.

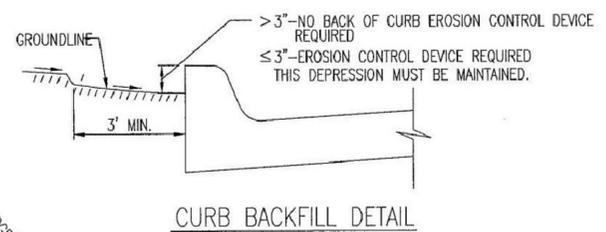
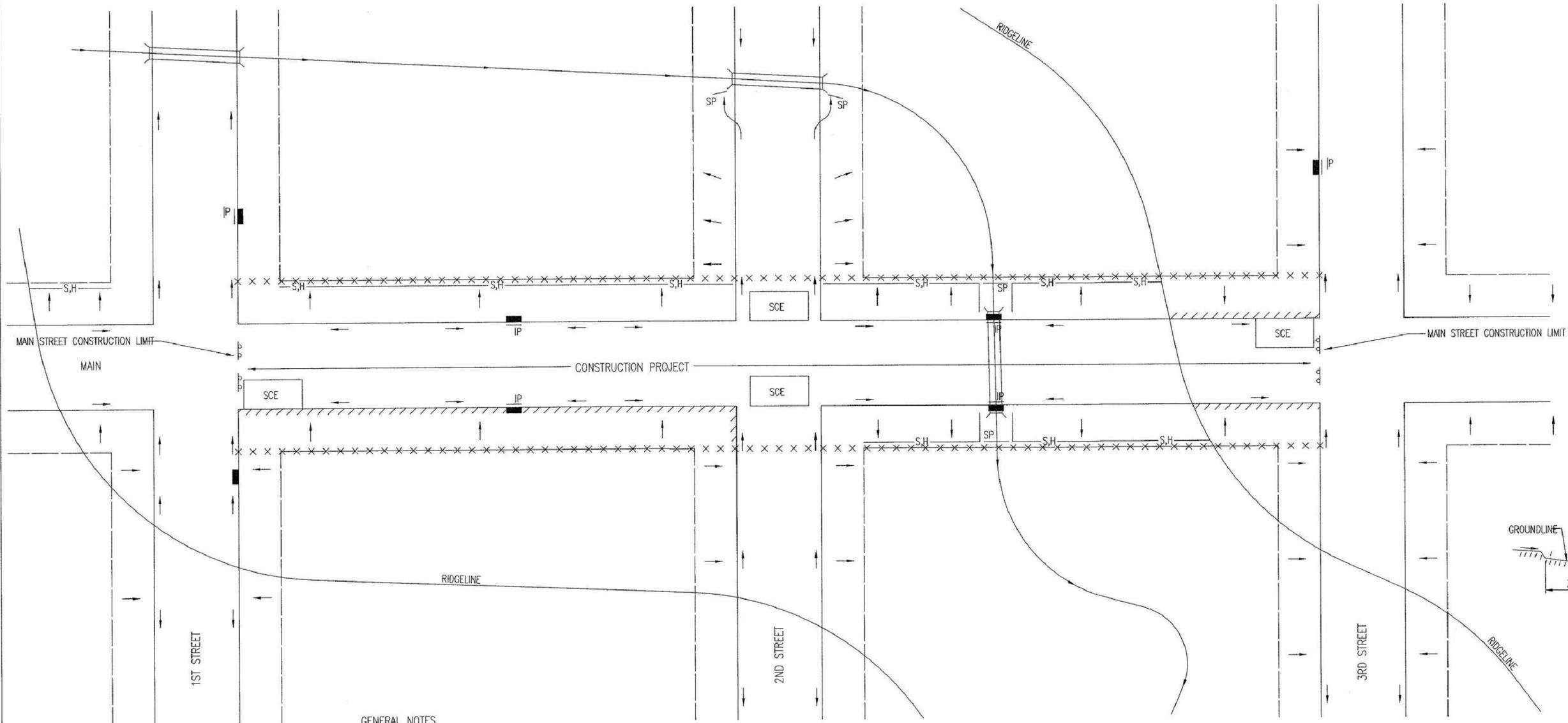
PROJECT NUMBER E5066	OCA NUMBER 40110825	DATE JUNE 2025
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CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET
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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.



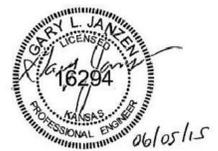
THIS IS A TEMPORARY MEASURE ONLY, WHEN APPROVED BY THE PROJECT ENGINEER. THE DIRT GRADE BEHIND THE CURB SHALL BE BROUGHT TO THE TOP OF CURB, WITH TEMPORARY EROSION CONTROL MAT OR PERMANENT VEGETATION PLACED, PRIOR TO THE COMPLETION OF ALL PROJECTS.

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)

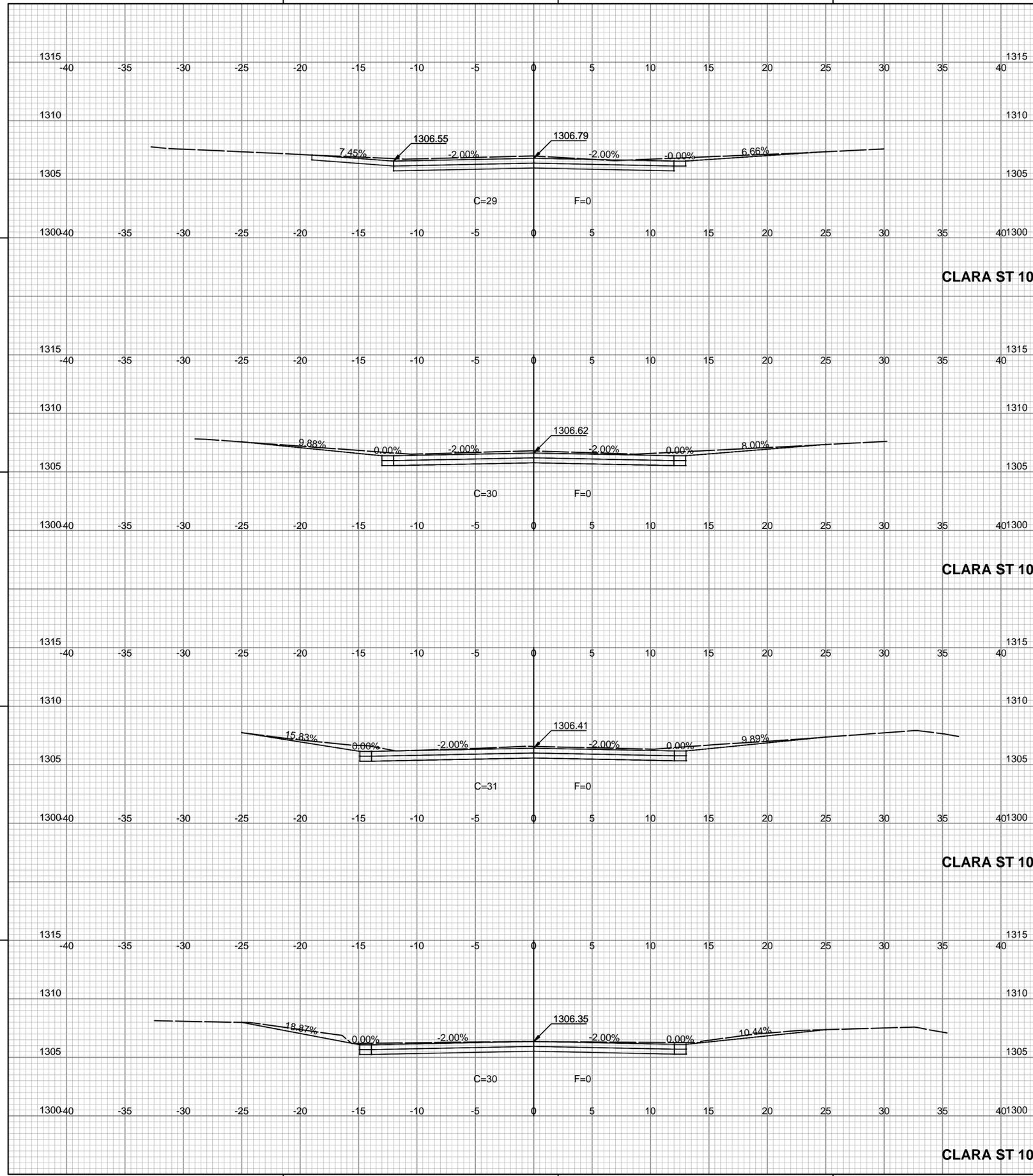
LEGEND

- 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



REVISION: JUNE 2015		
STREET IMPROVEMENT PROJECTS		
CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER E5066	OCA NUMBER 40110825	DATE JUNE 2025
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 22 of 42

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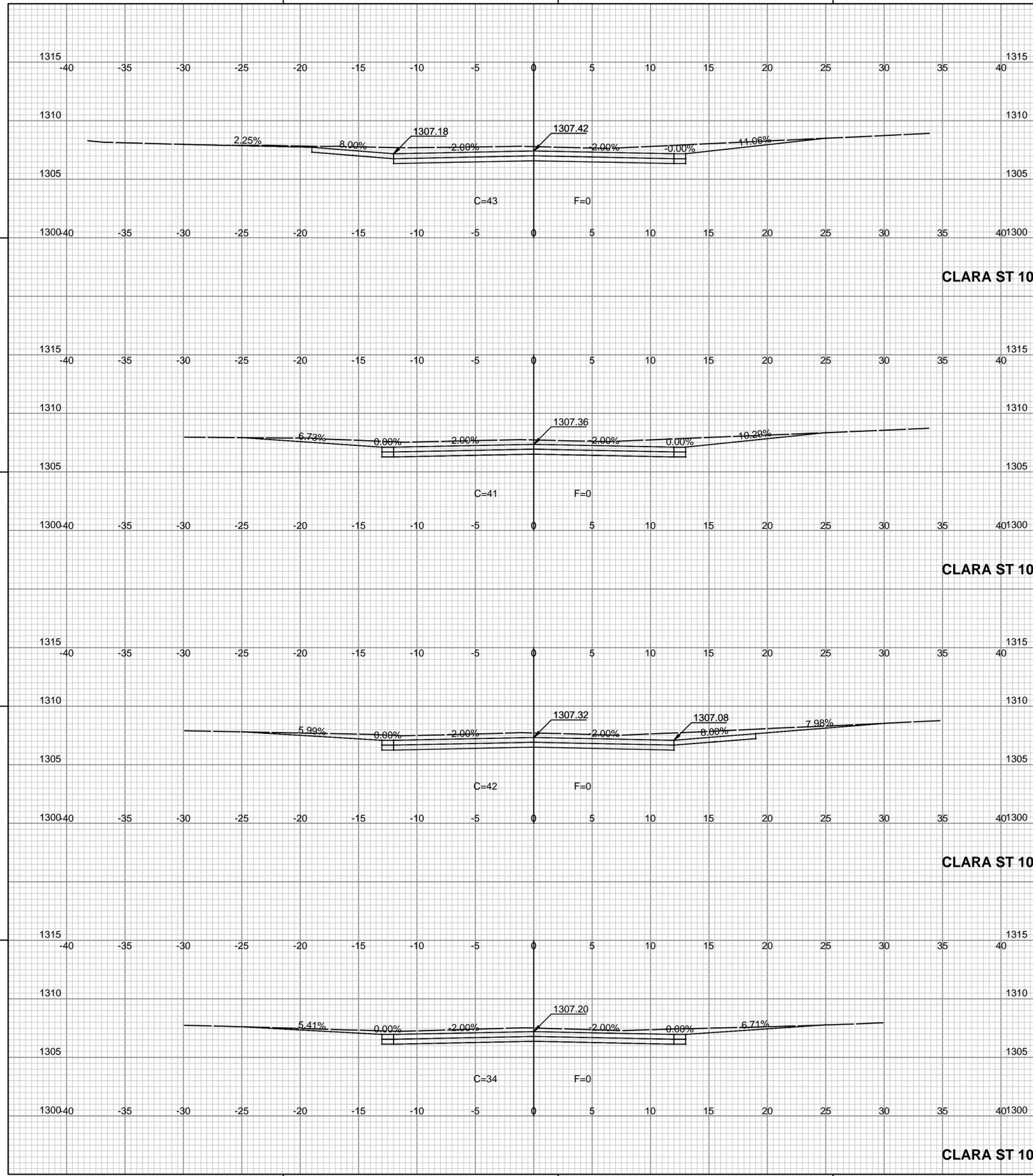
CLARA ST., BEBE ST. AND 3RD
 STREET PAVING IMPROVEMENTS
 CITY OF WICHITA
 SEDGWICK COUNTY, KANSAS

Issue:	

JOB NO.	247042-009
DATE	JUNE 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

CLARA ST. CROSS SECTIONS
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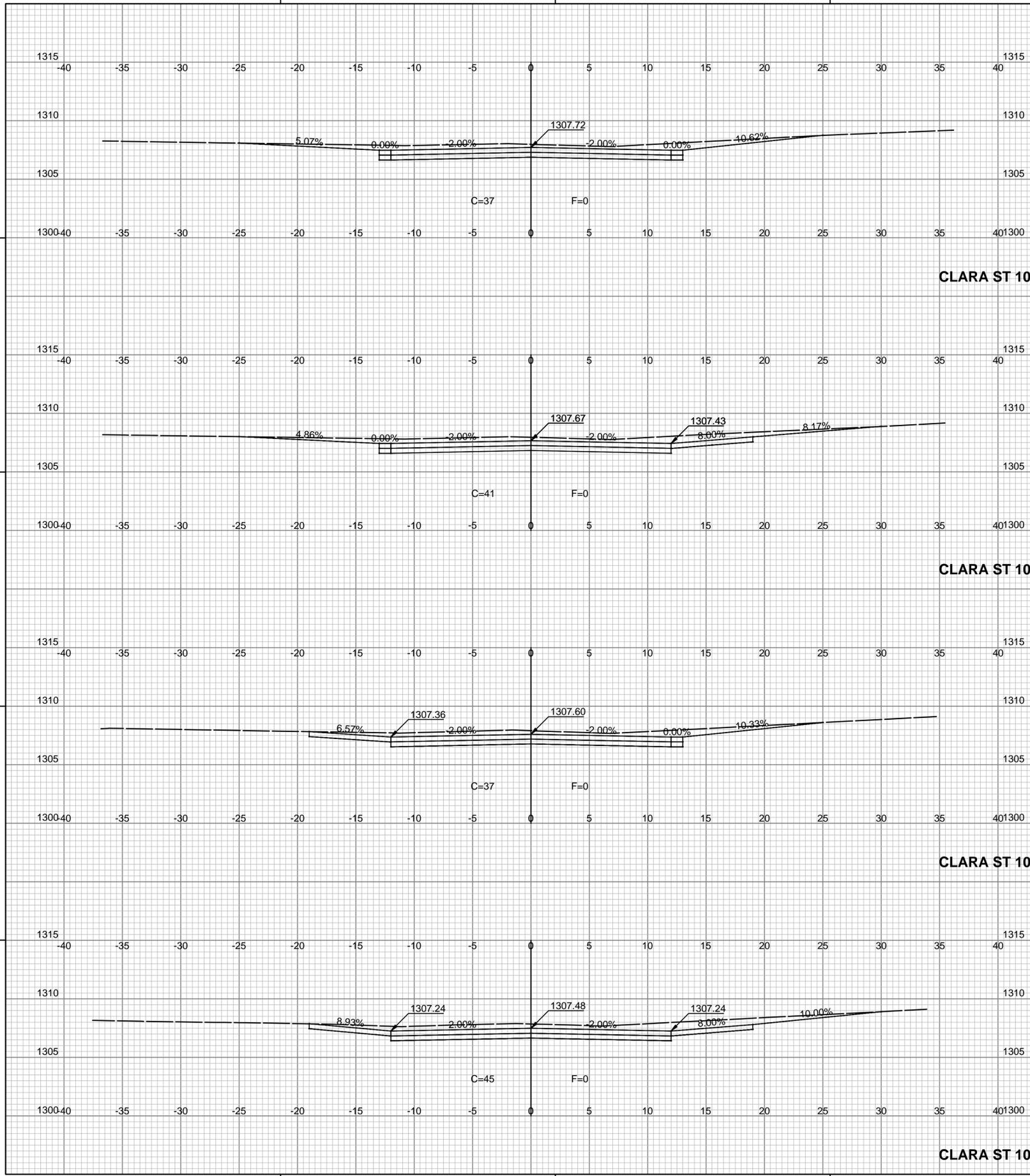
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CLARA ST. CROSS SECTIONS
 (3)

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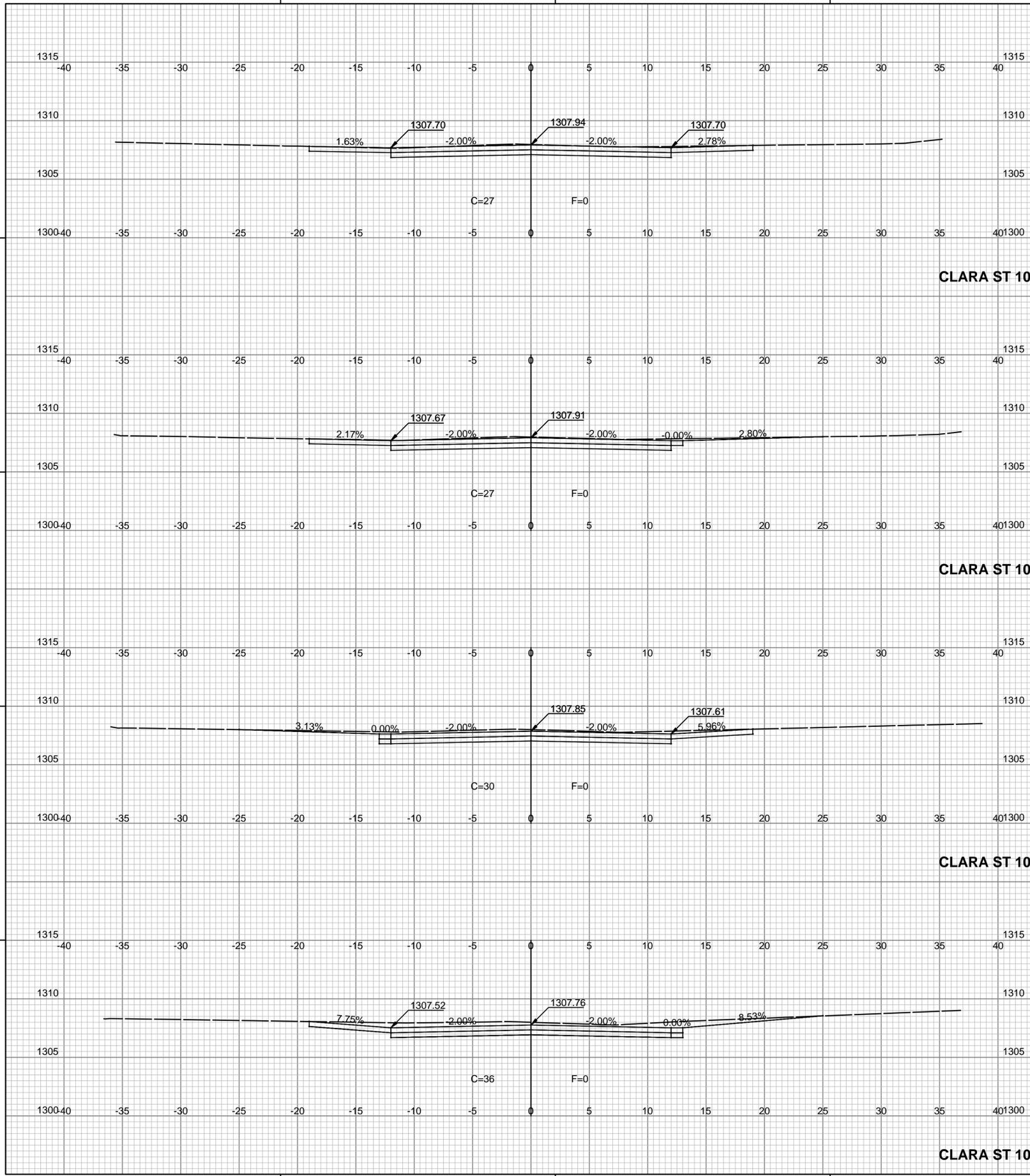
CLARA ST., BEBE ST. AND 3RD
 STREET PAVING IMPROVEMENTS
 CITY OF WICHITA
 SEDGWICK COUNTY, KANSAS

Issue:	

JOB NO.	247042-009
DATE	JUNE 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

CLARA ST. CROSS SECTIONS
 (4)

SAVED 6/5/2025 9:52:25 AM BY LUKE.PETER
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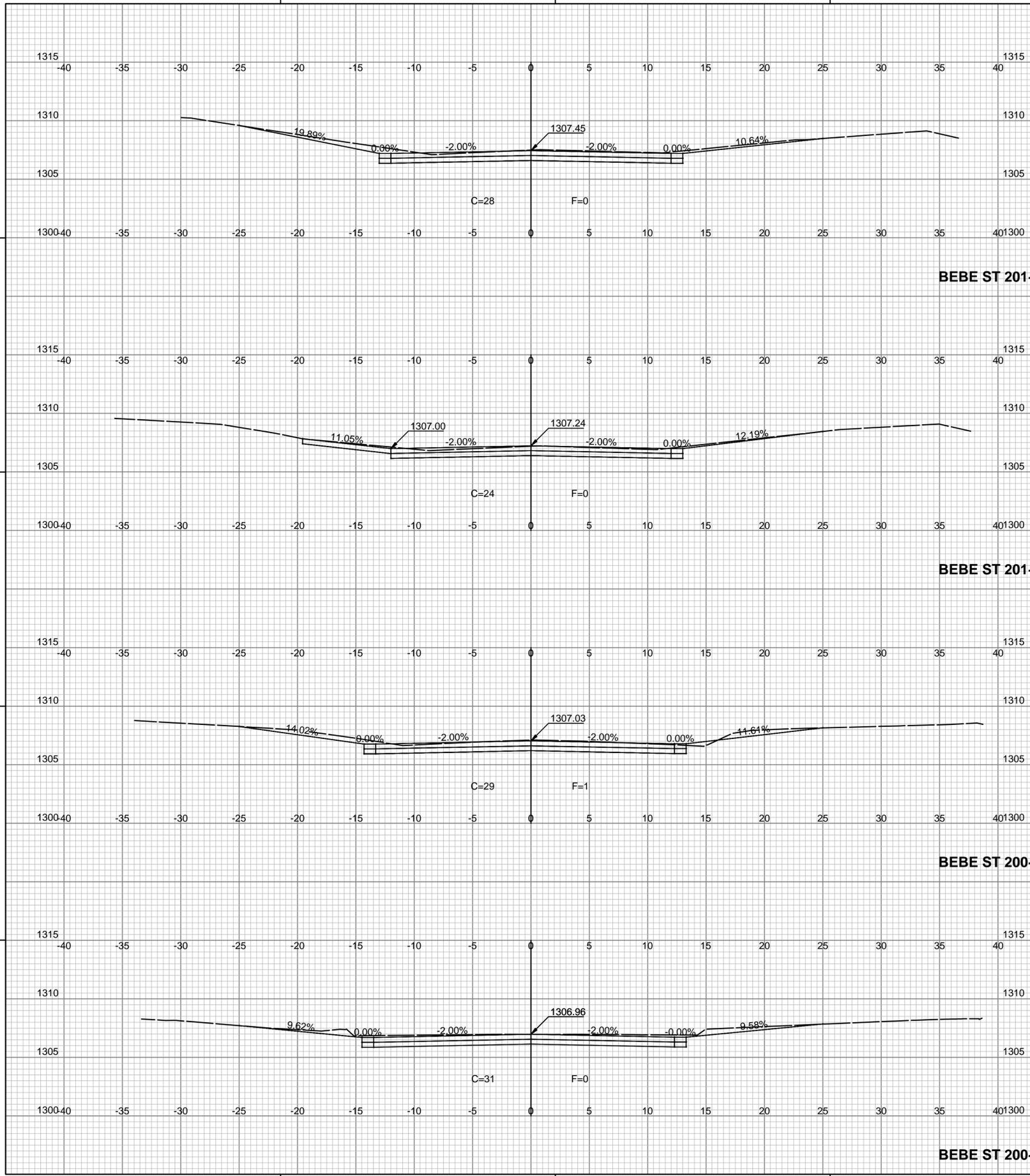
CLARA ST., BEBE ST. AND 3RD
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CLARA ST. CROSS SECTIONS
 (5)

SAVED 6/5/2025 9:52:25 AM BY LUKE.PETER
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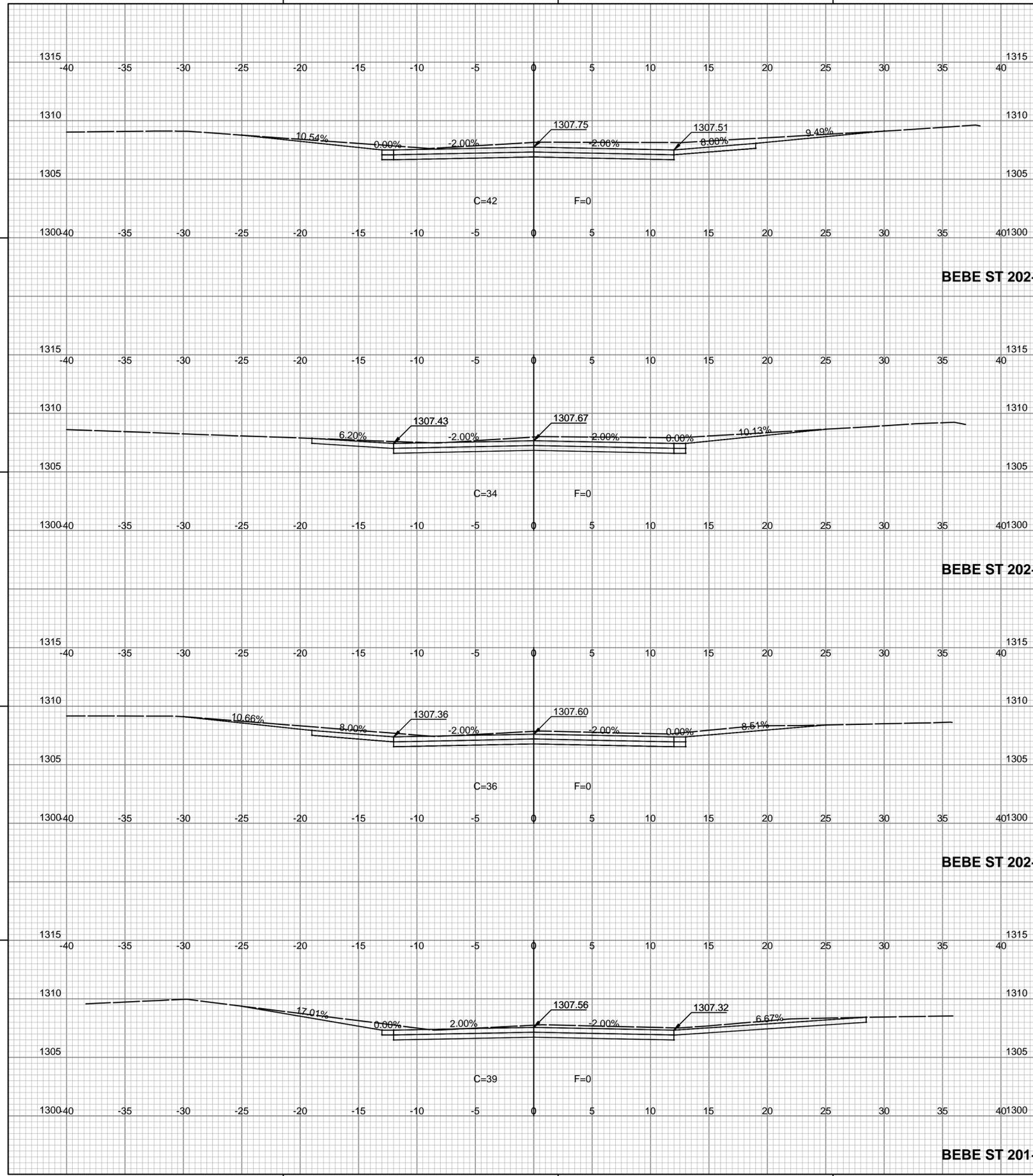
CLARA ST., BEBE ST. AND 3RD
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 CITY OF WICHITA
 SEDGWICK COUNTY, KANSAS

Issue:	

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BEBE ST. CROSS SECTION (1)

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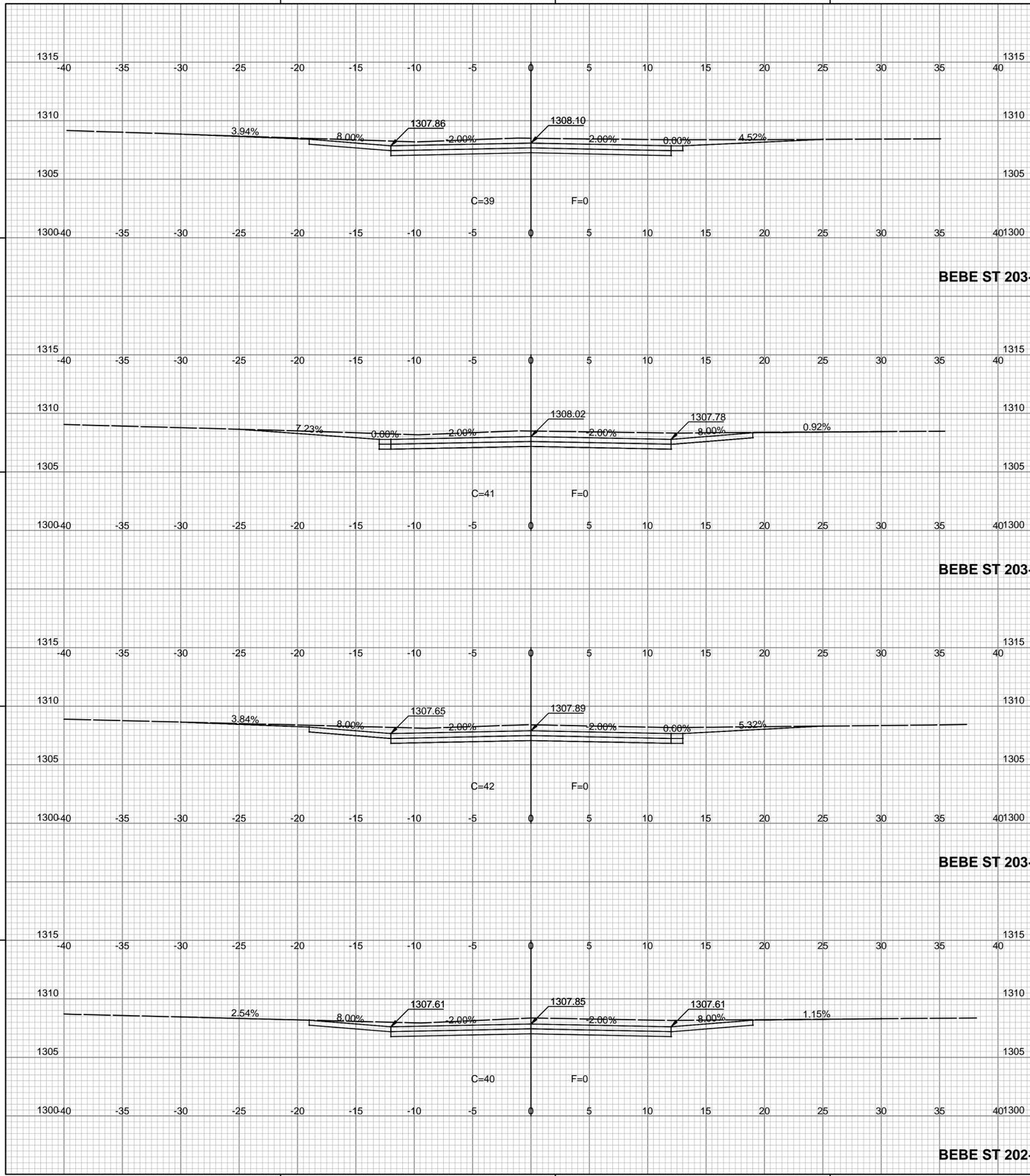
CLARA ST., BEBE ST. AND 3RD
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 SEDGWICK COUNTY, KANSAS

Issue:	

JOB NO.	247042-009
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BEBE ST. CROSS SECTION (2)

SAVED 6/5/2025 9:52:25 AM BY LUKE.PETER
 PLOTTED 6/27/2025 2:01:39 PM BY LUKE.PETER
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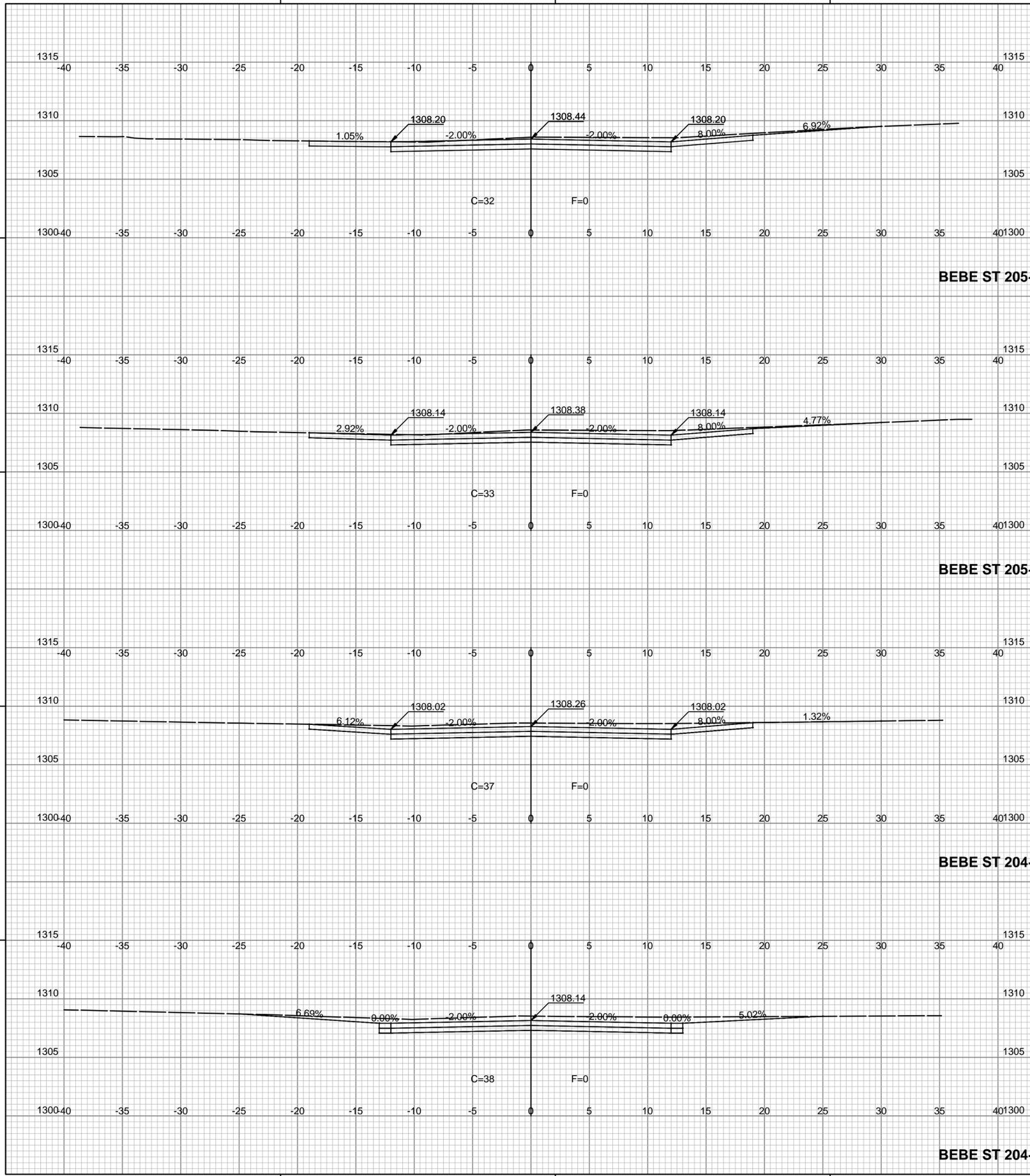
CLARA ST., BEBE ST. AND 3RD
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BEBE ST. CROSS SECTION (3)

SAVED 6/5/2025 9:52:25 AM BY LUKE.PETER
 PLOTTED 6/27/2025 2:01:39 PM BY LUKE.PETER
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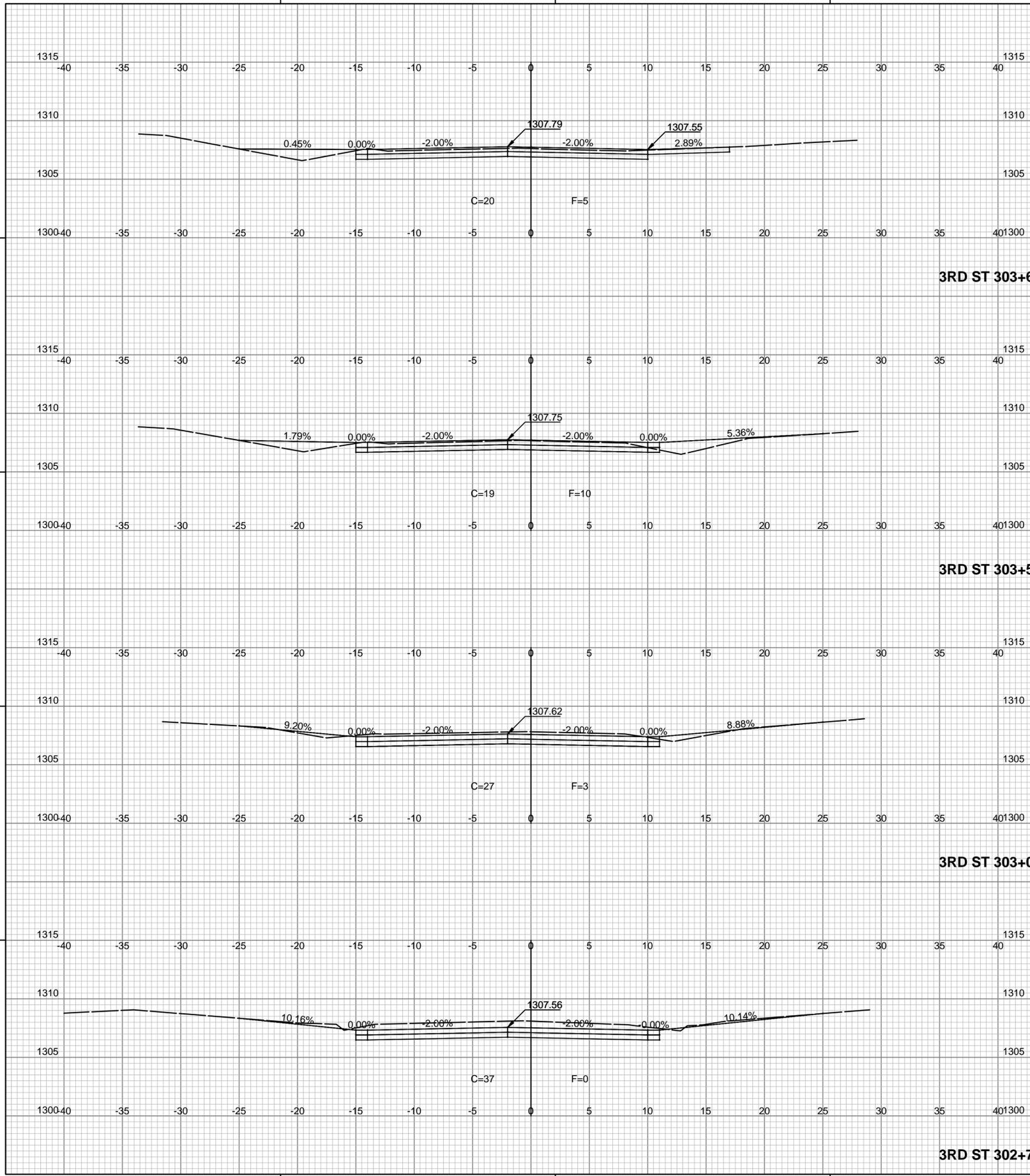
CLARA ST., BEBE ST. AND 3RD
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BEBE ST. CROSS SECTION (4)

SAVED 6/5/2025 9:52:25 AM BY LUKE.PETER
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CLARA ST., BEBE ST. AND 3RD
 STREET PAVING IMPROVEMENTS

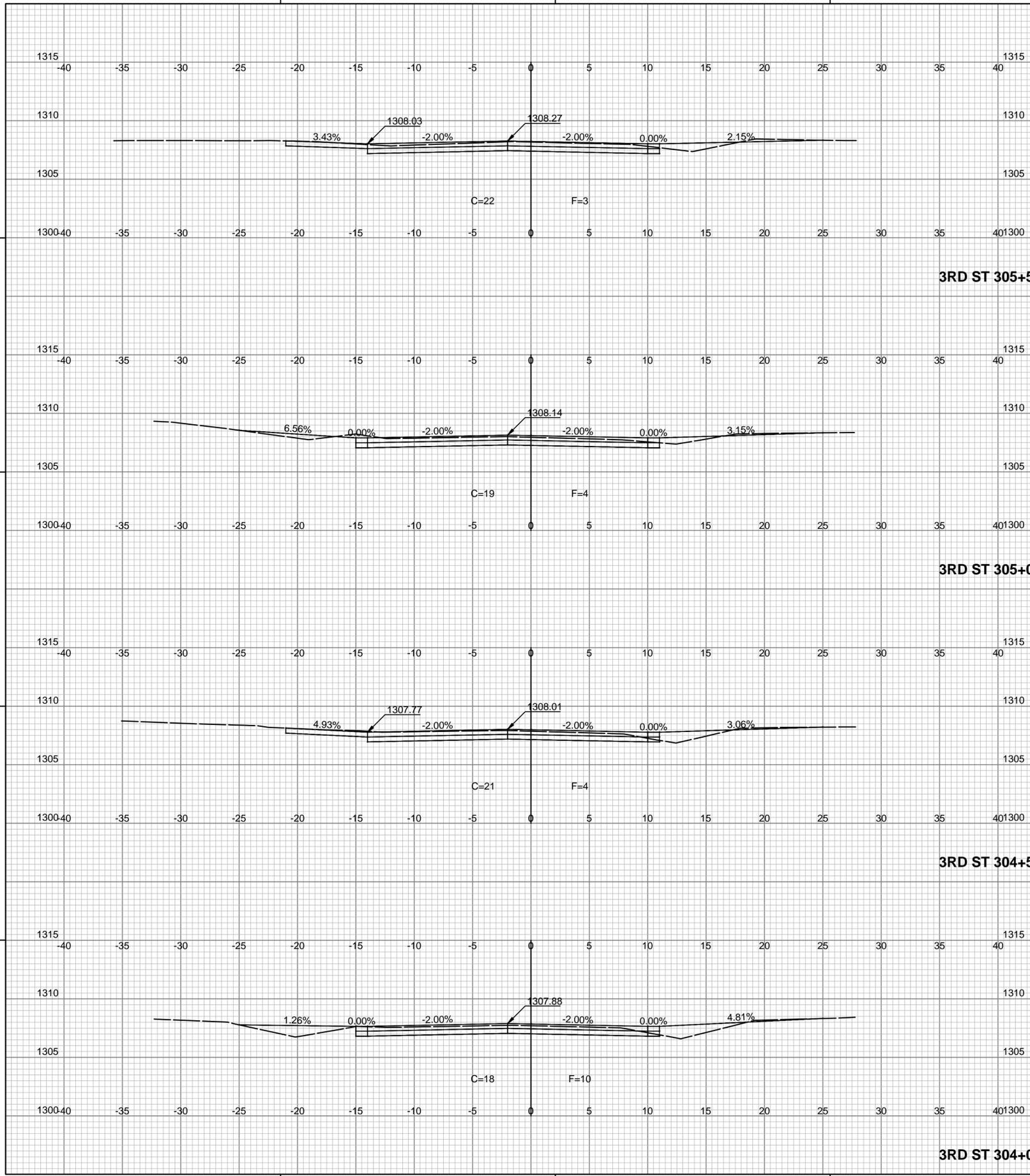
CITY OF WICHITA
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Issue:		

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3RD ST. CROSS SECTIONS (1)

SAVED 6/5/2025 9:52:25 AM BY LUKE.PETER
 PLOTTED 6/27/2025 2:01:41 PM BY LUKE.PETER
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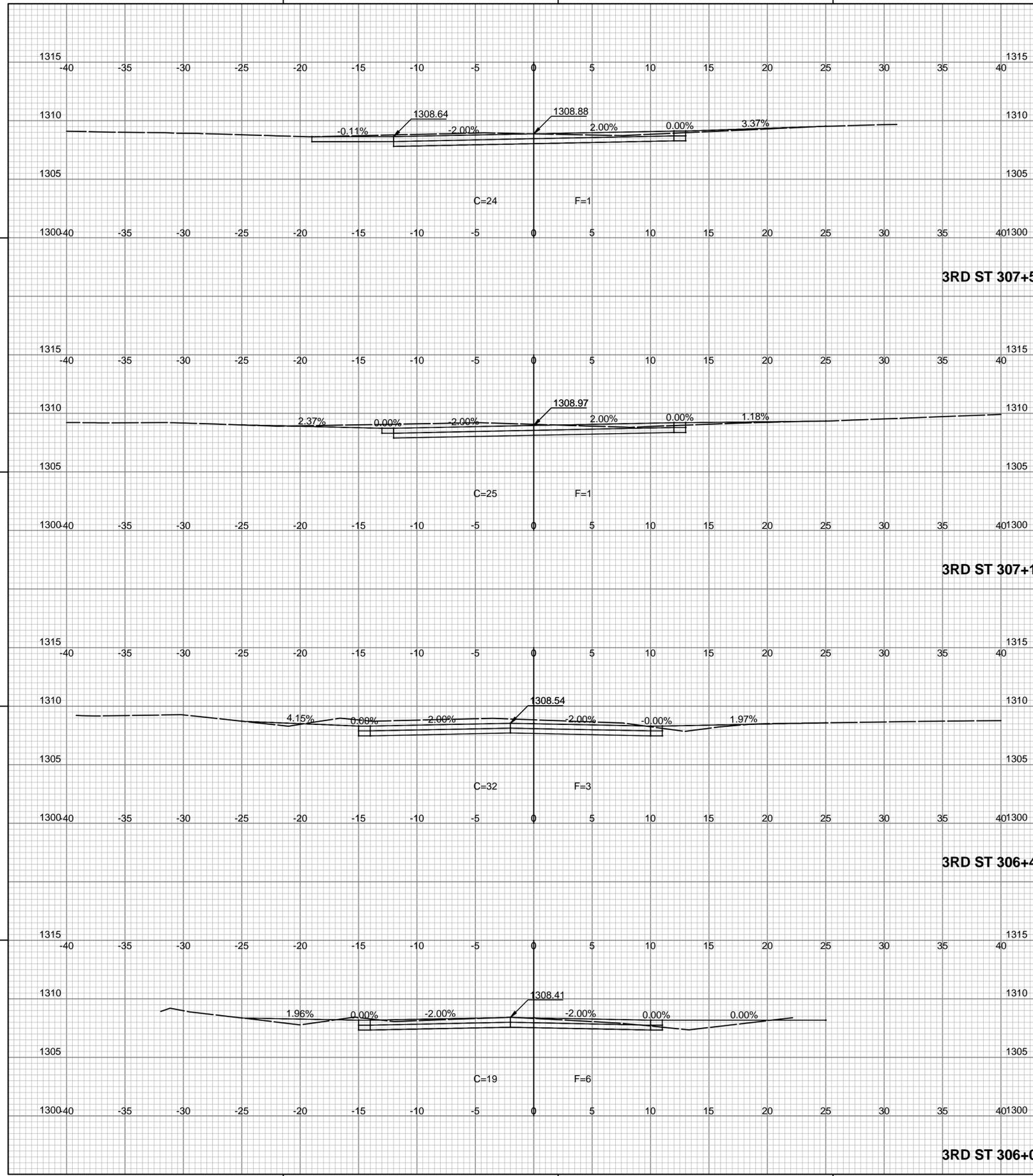
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Issue:		

JOB NO.	247042-009
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3RD ST. CROSS SECTIONS (2)

SAVED 6/5/2025 9:52:25 AM BY LUKE.PETER
 PLOTTED 6/27/2025 2:01:42 PM BY LUKE.PETER
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CLARA ST., BEBE ST. AND 3RD
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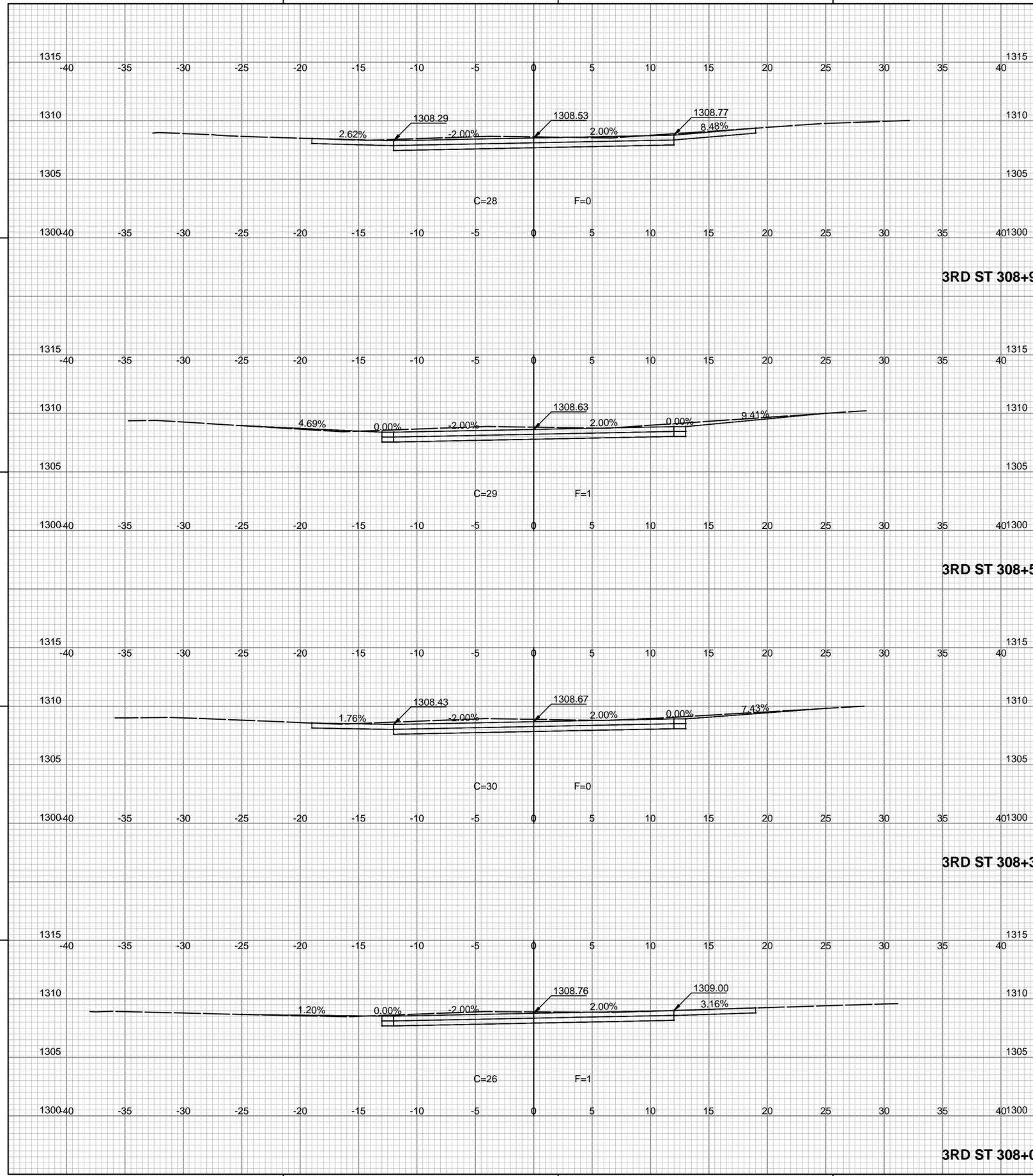
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3RD ST. CROSS SECTIONS (3)

SAVED 6/5/2025 9:52:25 AM BY LUKE.PETER
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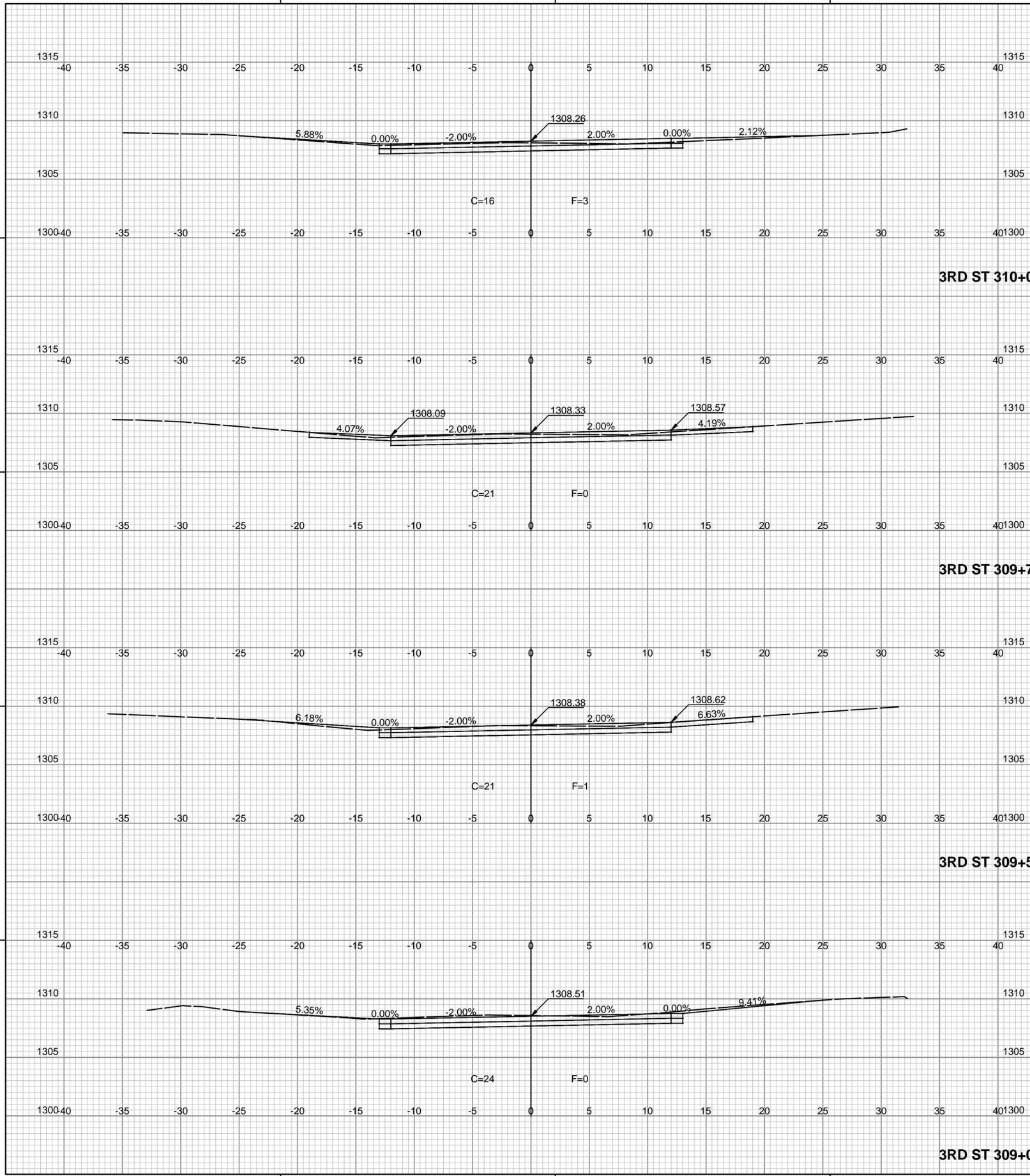
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3RD ST. CROSS SECTIONS (4)

SAVED 6/5/2025 9:52:25 AM BY LUKE.PETER
 PLOTTED 6/27/2025 2:01:43 PM BY LUKE.PETER
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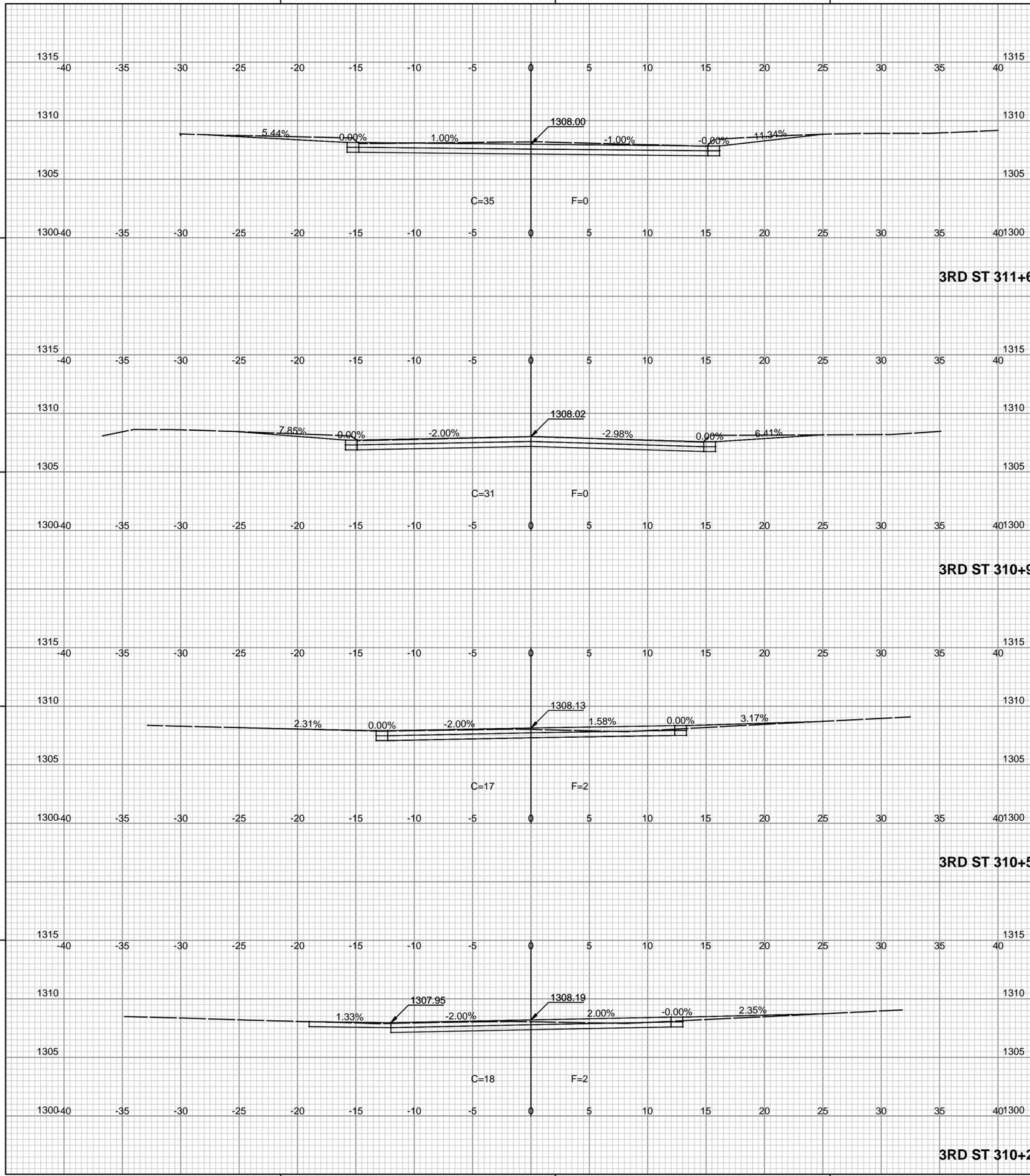
CLARA ST., BEBE ST. AND 3RD
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3RD ST. CROSS SECTIONS (5)

SAVED 6/5/2025 9:52:25 AM BY LUKE.PETER
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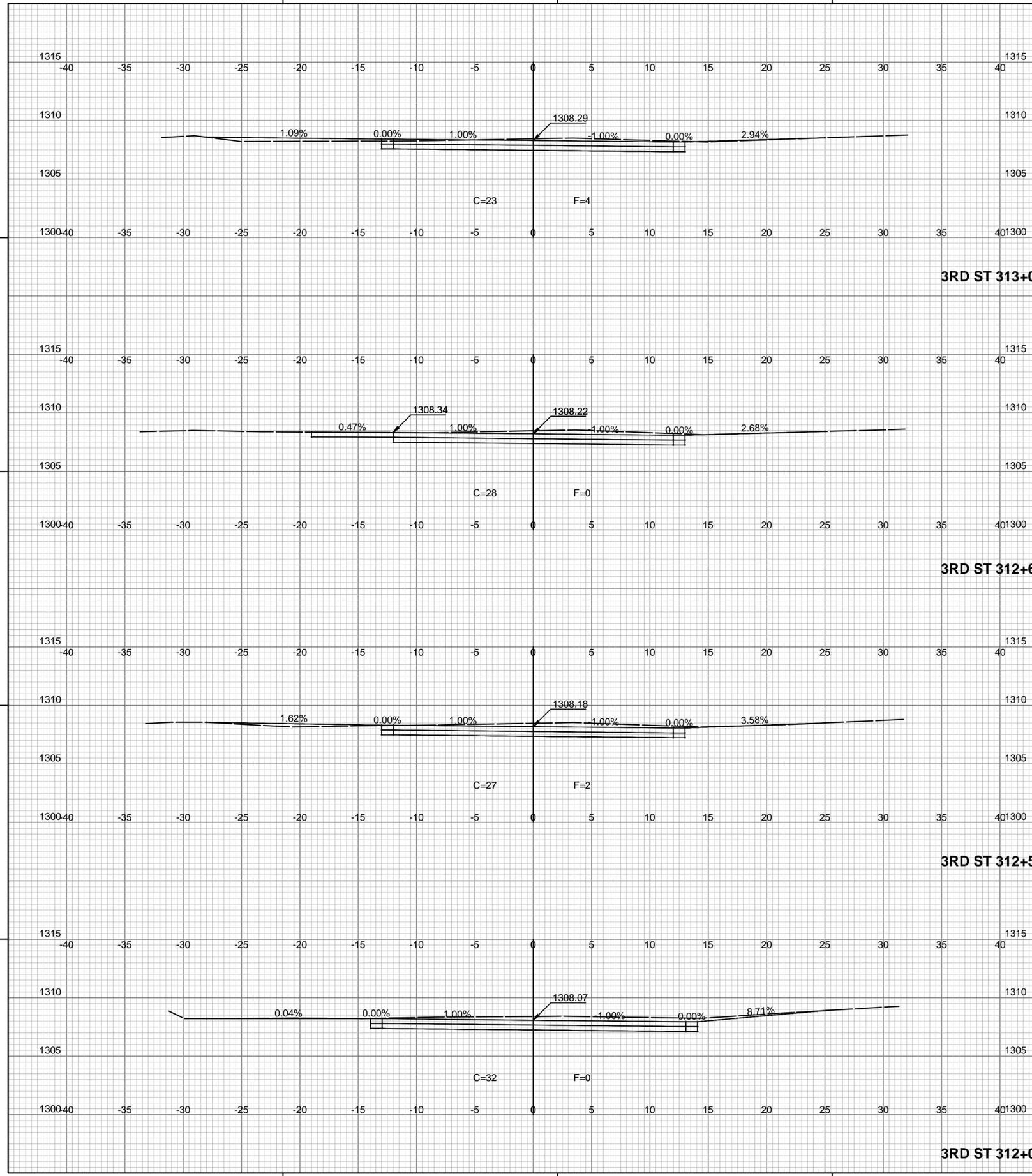
CLARA ST., BEBE ST. AND 3RD
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3RD ST. CROSS SECTIONS (6)

SAVED 6/5/2025 9:52:25 AM BY LUKE.PETER
 PLOTTED 6/27/2025 2:01:44 PM BY LUKE.PETER
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CLARA ST., BEBE ST. AND 3RD
 STREET PAVING IMPROVEMENTS

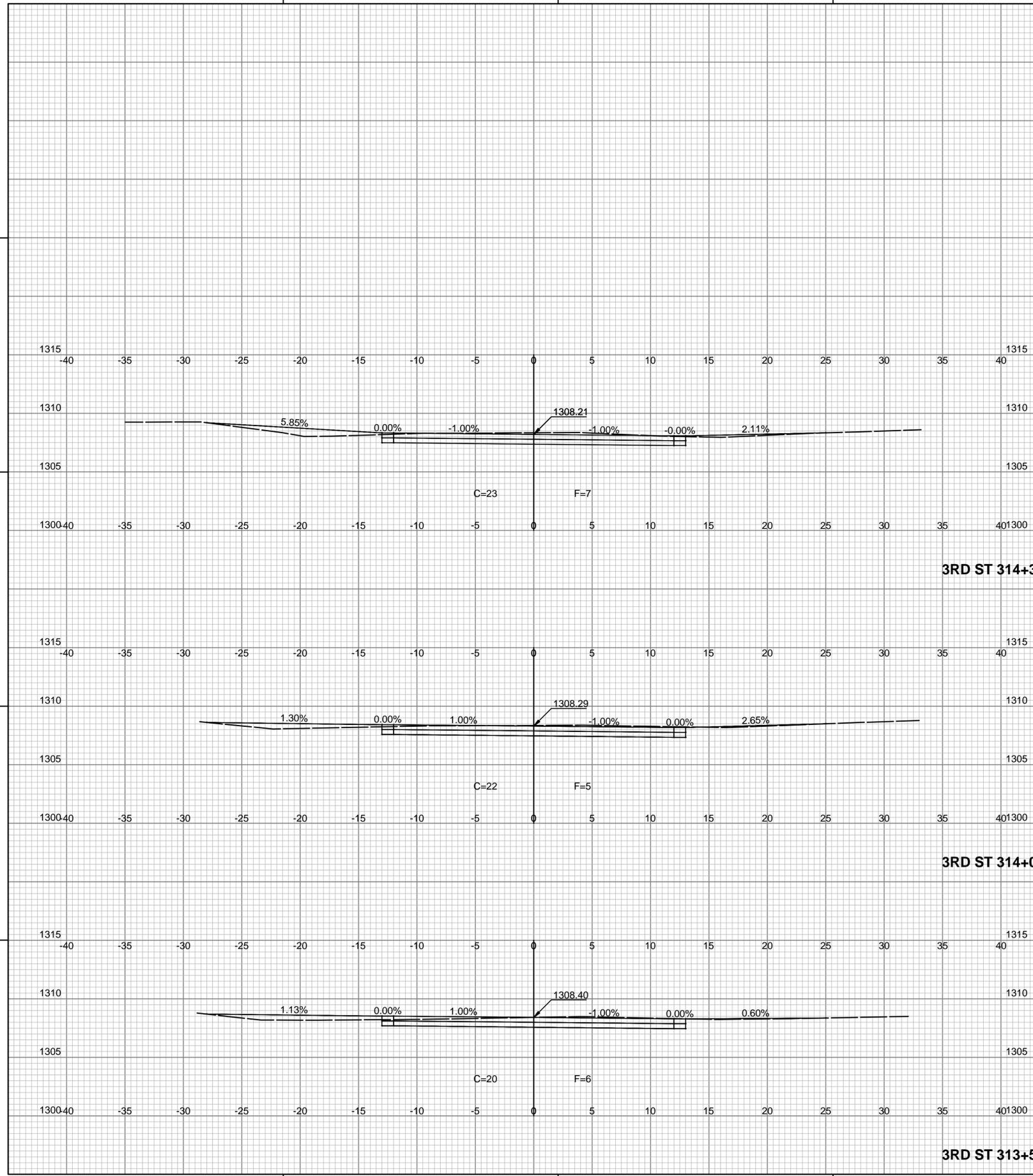
CITY OF WICHITA
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Issue:		

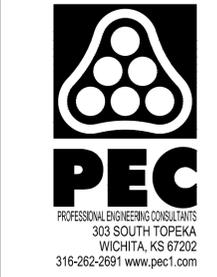
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3RD ST. CROSS SECTIONS (7)

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 PLOTTED 6/27/2025 2:01:44 PM BY LUKE PETER
 SAVED 6/5/2025 9:52:25 AM BY LUKE PETER



Total Volume Table							
Station	Cut Area	Fill Area	Cut Vol	Fill Vol	Cum Cut Vol	Cum Fill Vol	Net Vol
302+75.58	36.51	0.22	0.00	0.00	0.00	0.00	0.00
303+00.00	26.61	2.86	28.54	1.39	28.54	1.39	27.15
303+50.00	18.77	9.74	42.02	11.66	70.56	13.06	57.50
303+62.35	20.33	5.10	8.94	3.40	79.50	16.45	63.05
304+00.00	17.54	9.97	26.40	10.51	105.90	26.96	78.94
304+50.00	21.26	3.57	35.92	12.54	141.82	39.50	102.33
305+00.00	19.25	3.63	37.50	6.67	179.33	46.17	133.16
305+50.00	21.63	3.00	37.85	6.13	217.18	52.30	164.88
306+00.00	18.81	6.49	37.44	8.78	254.62	61.08	193.54
306+49.80	32.05	2.57	46.90	8.35	301.52	69.44	232.09
307+14.96	24.71	1.07	68.49	4.39	370.01	73.82	296.19
307+50.00	23.58	0.83	31.34	1.23	401.35	75.05	326.30
308+00.00	26.07	0.50	45.97	1.23	447.33	76.28	371.04
308+35.00	29.60	0.00	36.08	0.32	483.41	76.61	406.80
308+50.00	28.65	0.61	16.18	0.17	499.59	76.78	422.81
308+90.00	28.18	0.00	42.10	0.45	541.69	77.23	464.46
309+00.00	24.32	0.31	9.72	0.06	551.41	77.29	474.13
309+50.00	21.18	1.44	42.13	1.62	593.54	78.91	514.63
309+71.09	20.93	0.00	16.45	0.56	609.99	79.47	530.52
310+00.00	16.46	2.72	20.01	1.46	630.00	80.93	549.08
310+26.61	18.26	1.85	17.11	2.25	647.11	83.18	563.93
310+50.00	17.34	1.51	15.42	1.46	662.53	84.63	577.90
310+96.14	30.84	0.00	41.16	1.29	703.69	85.92	617.77
311+64.16	34.94	0.00	82.85	0.00	786.54	85.92	700.62
312+00.00	32.43	0.00	44.72	0.00	831.26	85.93	745.33
312+50.00	26.97	2.26	55.00	2.09	886.26	88.02	798.24
312+64.19	28.50	0.00	14.58	0.59	900.84	88.61	812.23
313+00.00	23.45	3.90	34.44	2.58	935.28	91.19	844.08
313+50.00	20.27	5.73	40.48	8.91	975.75	100.11	875.65
314+00.00	22.33	5.04	39.44	9.97	1015.20	110.08	905.12
314+37.56	23.26	6.68	31.71	8.15	1046.91	118.23	928.68



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3RD ST. CROSS SECTIONS (8)