

# Street Paving for Thunder Cir ST to serve FALCON FALLS 7TH ADDITION

Thunder St and Thunder Cir, from the east line of the plat, west to and including the cul-de-sac  
Spruce St, from the south line of Thunder St, south, west and south, to the south line of Lot 6, Block B

## CITY OF WICHITA, KANSAS

Paul Gunzelman, P.E., City Engineer

Project Number: 472-2023-085942

Org Code Number: 47480625

Munis Number: E5167

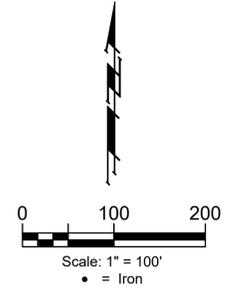
### GENERAL NOTES:

1. Contractor will be required to provide notice to utility companies a minimum of forty-eight (72) hours prior to any excavation, as follows:  

Kansas One-Call	687-2470
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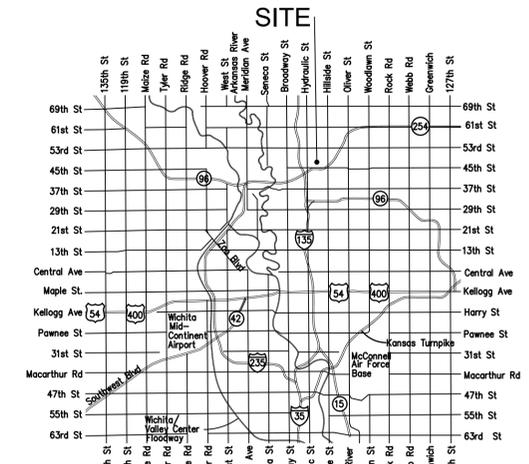
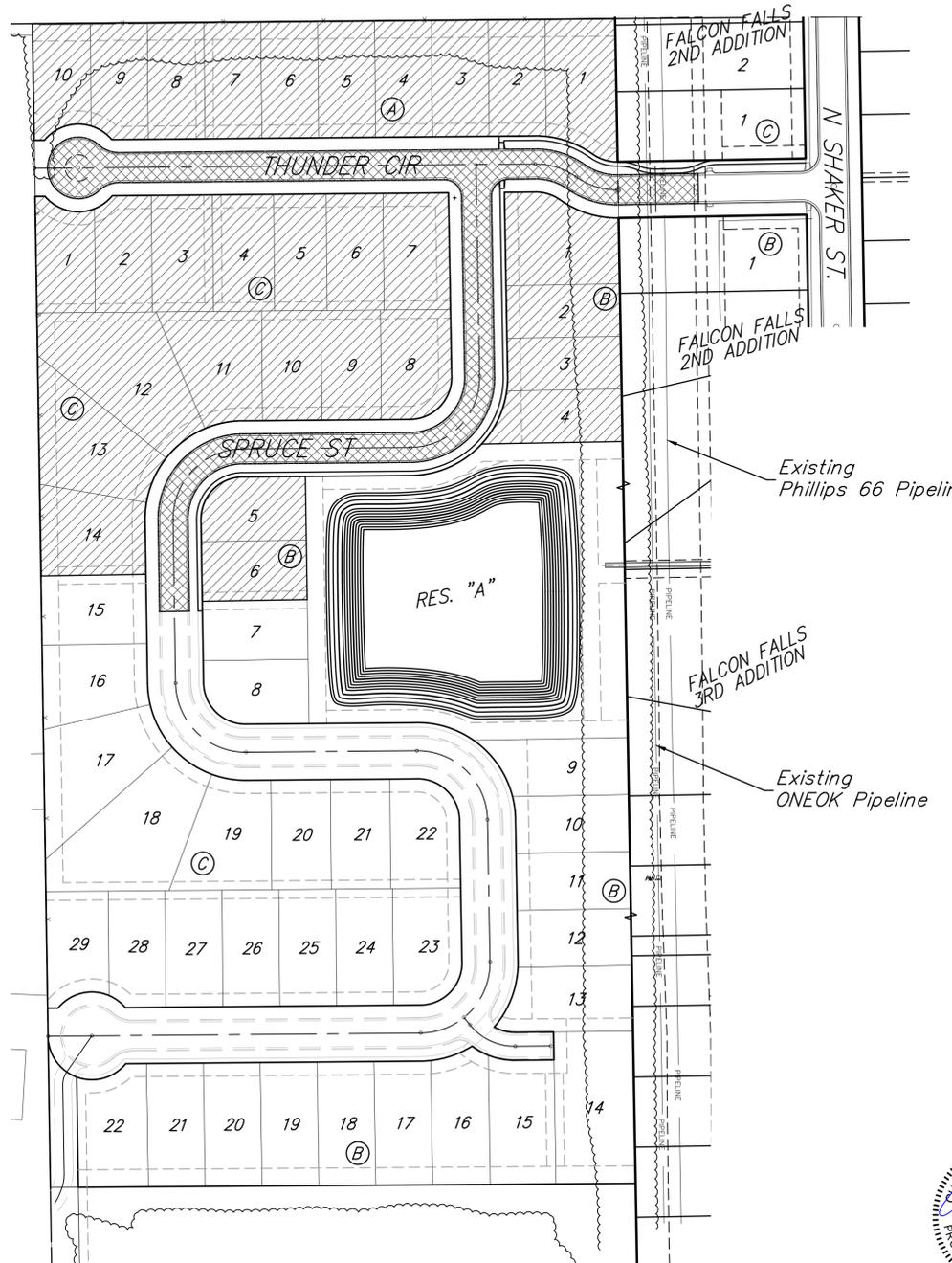
The Contractor must notify the following in case of an emergency:  

Cox Communications	262-4270
Kansas Gas Service	1-888-482-4950
Evergy	383-8650
Black Hills Energy	1-800-303-0357
AT&T	268-2245
City of Wichita Water Dept.	268-4563
City of Wichita Sewer Maint.	268-4024
City of Wichita Storm Sewer Maint.	268-4090
City of Wichita Traffic Maint.	268-4034
Conoco Phillips Pipeline Co.	1-877-267-2290
Kinder-Morgan Pipeline Co.	1-888-844-5658
2. Utility service lines, poles, valve boxes, meters, and etcetera are to be adjusted as necessary by others prior to construction unless the plans specifically call for their adjustment by the Contractor or unless the plans specifically identify a utility to be adjusted by its owner during construction. Existing utilities and their location, as shown on the plans, represent the best information obtainable for design. The Contractor will be required to work around existing utilities within the right-of-way which do not conflict with proposed construction.
3. Rubble from the removal of miscellaneous structures and excess excavation which is to be wasted shall be disposed of on sites to be provided by the Contractor. These sites shall be approved by the Engineer as to suitability, appearance and site location. Locations, in the opinion of the Engineer, that will leave an unsightly appearance will not be approved. All disposal sites must be approved by the Kansas Department of Health and Environment. Material either stockpiled or disposed of in a flood plain would require a Kansas State Board of Agriculture permit. Any material dumped in waters of the United States or wetlands is subject to U.S. Corps. of Engineers permitting regulations. Any material buried or stockpiled beyond approved construction limits would require additional archaeological investigations unless buried in a previously approved borrow location.
4. Trees and shrubs in public right-of-way which are in direct conflict with proposed new construction shall be removed by the Contractor ONLY with the Developer or Baughman Company approval. Trees and shrubs which are not in direct conflict with proposed new construction shall be saved and protected from damage.
5. The Contractor shall give all property owners and/or tenants of developed property abutting the construction of this project a minimum of ten (10) days notice prior to start of construction.
6. The Contractor shall be responsible for preserving property irons. The Contractor will be required to re-establish any property irons which are damaged or destroyed by his construction operations. Such irons shall be re-established by a licensed Land Surveyor in accordance with state laws.
7. All existing and proposed erosion control measures including silt fencing, erosion control mat, straw bales, inlet barriers, and const. entrance shall be maintained throughout construction by the Contractor and until project is accepted by the City of Wichita. The on-site Engineer shall complete weekly reports on the status of erosion control measures. The Contractor shall be required to comply with maintenance and/or replacement of erosion control measures as determined by the on-site Engineer until project is accepted by City of Wichita.
8. A saw cut of at least one-half the depth of existing surface courses or one-fourth the depth of the existing total pavement thickness shall be provided at locations where proposed construction abuts the existing surface course or pavement for which partial removal of that surface or pavement is required. Sawed joint to facilitate removal within three (3) feet of existing joints will not be permitted and for such instances the limits of removal shall extend to the existing joint. Such saw cuts will not be paid for directly and this cost shall be considered as subsidiary to the removal of the surface or pavement.
9. All areas disturbed during construction shall be seeded as follows:  
(Temporary Seeding)  
SEED -- Rye grass (PLS) -- 5 Lbs/1,000 Sq Ft.
10. The Contractor shall adjust valve boxes as necessary to match proposed grade. Cost to be included in bid item, "Site Restoration."
11. The Contractor shall drain any standing water in sump areas of the proposed pavement. Contractor shall overexcavate and recompact these areas as required to maintain compaction of 95% Standard Proctor Density. Cost to be incidental to pavement.
12. Limits of earthwork shall match existing ground elevations at the right-of-way line unless otherwise noted on the plans with a new finished grade elevation. When a new finished grade elevation is shown, the earthwork shall extend one foot beyond the right-of-way line and then slope up or down using permissible slopes to match the existing ground surface.
13. Excess excavation shall be stockpiled or spread on-site at a location determined by the Developer or Design Engineer.
14. The developer for this project is, Jay Russell,  
Address: PO Box 75337, Wichita, KS 67272  
Phone: 316-990-2105  
Email: j@russellco.com



### SHEET INDEX

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### VICINITY MAP

**BENEFIT DISTRICT:**

**PROPOSED STREETS:**

### BENCHMARKS

SQUARE CUT AND CROSS NORTHWEST CORNER OF CURB INLET, NORTHSIDE OF THUNDER ST, SOUTH SIDE OF HOUSE ON 4909 N. SAKER ST.  
ELEV. = 1358.72 NAVD88

SQUARE CUT ON TOP OF CURB 11'± NORTH OF THE SOUTHEAST CORNER OF LOT 1, BLOCK C, FALCON FALLS 2ND ADDITION, IN FRONT OF HOUSE 4909 N. SAKER ST.  
ELEV. = 1362.79 NAVD88

Project Earthwork Totals (CY unadjusted)			
Street R/W	Excavation	Compacted Fill	Loose Fill
867	-	-	121
<b>Total Project Length</b>			
1512 L.F. = .29 Miles			

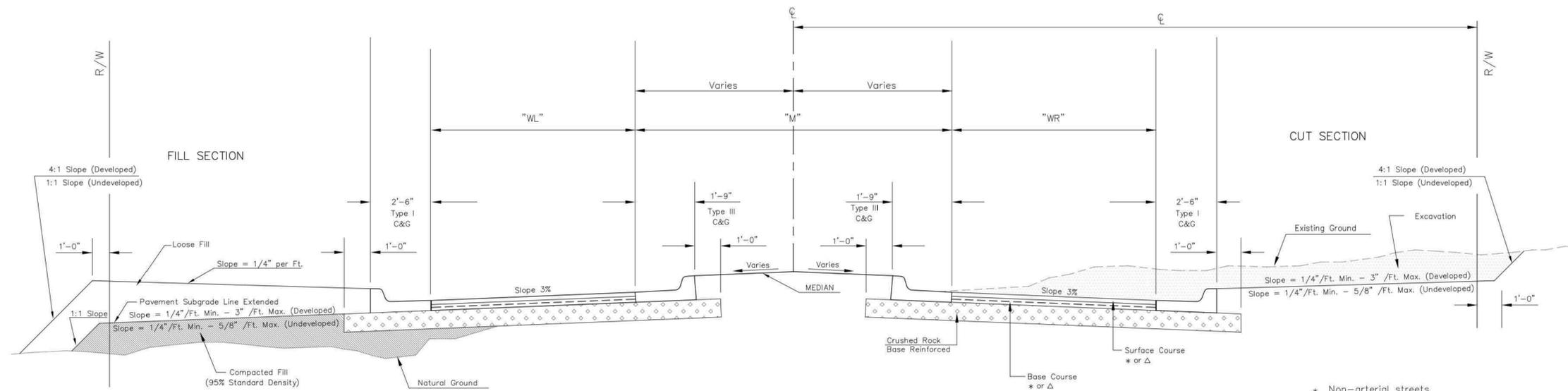


September 8, 2025

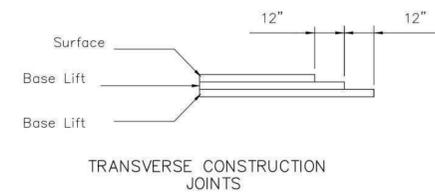
**BAUGHMAN COMPANY**  
315 Ellis St. Wichita, KS 67211 316-262-7271  
BaughmanCo.com

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TYPICAL SECTION



- \* Non-arterial streets  
BC-1, SC-1 AND PG 64-22
  - Δ Arterial streets  
BM-2 PG 64-22(Base) PG 70-28(Surface)
- Base Course thicker than 4" shall be installed in two lifts



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

GENERAL NOTES

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

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

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

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

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

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

STREET NAME	"WL"	"M"	"WR"	STATION	CENTER LINE	ROW DIMENSION	MEDIAN DESCRIPTION	SLOPE	ROCK THICKNESS	PAVEMENT THICKNESS	COMMENTS
<b>THUNDER CIR</b>	<b>15'</b>	<b>-</b>	<b>15'</b>	<b>0+46.86 to 7+14.66</b>	<b>32'</b>	<b>64'</b>	<b>-</b>	<b>3%</b>	<b>5"</b>	<b>5"</b>	
<b>SPRUCE ST</b>	<b>15'</b>	<b>-</b>	<b>15'</b>	<b>0+37.33 to 7+90.00</b>	<b>32'</b>	<b>64'</b>	<b>-</b>	<b>3%</b>	<b>5"</b>	<b>5"</b>	

REVISED: OCTOBER 2015



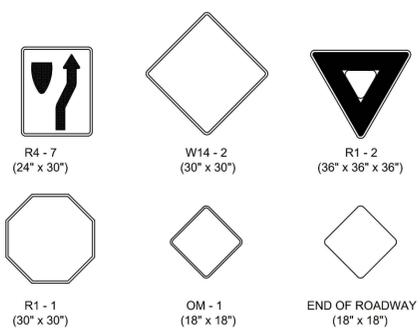
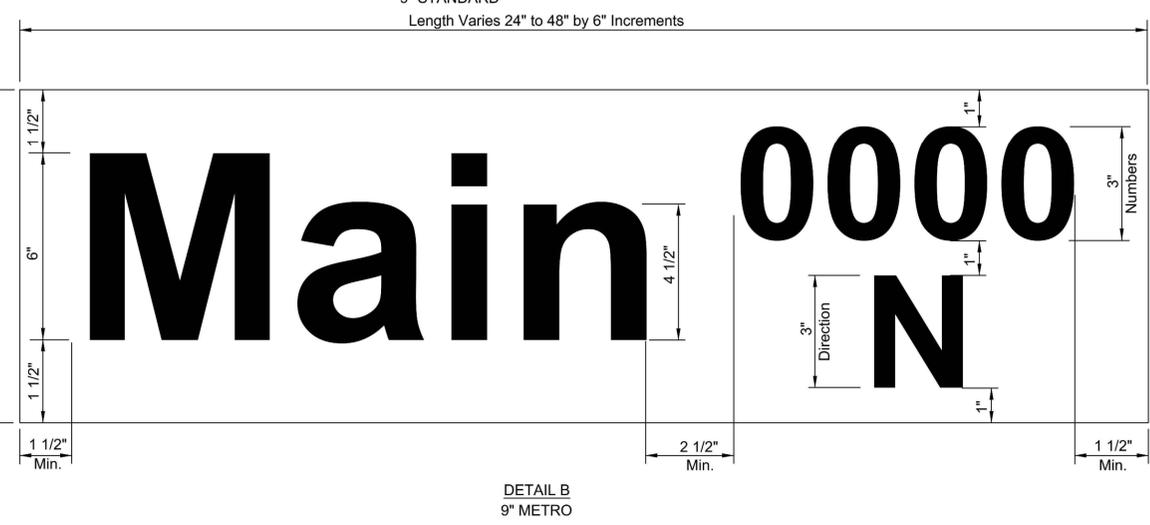
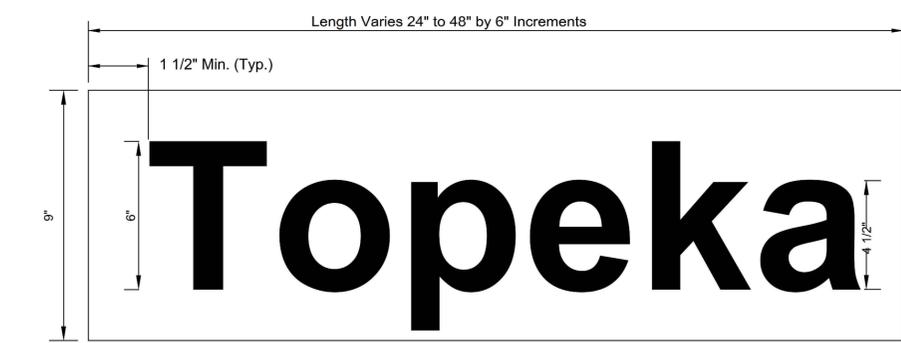
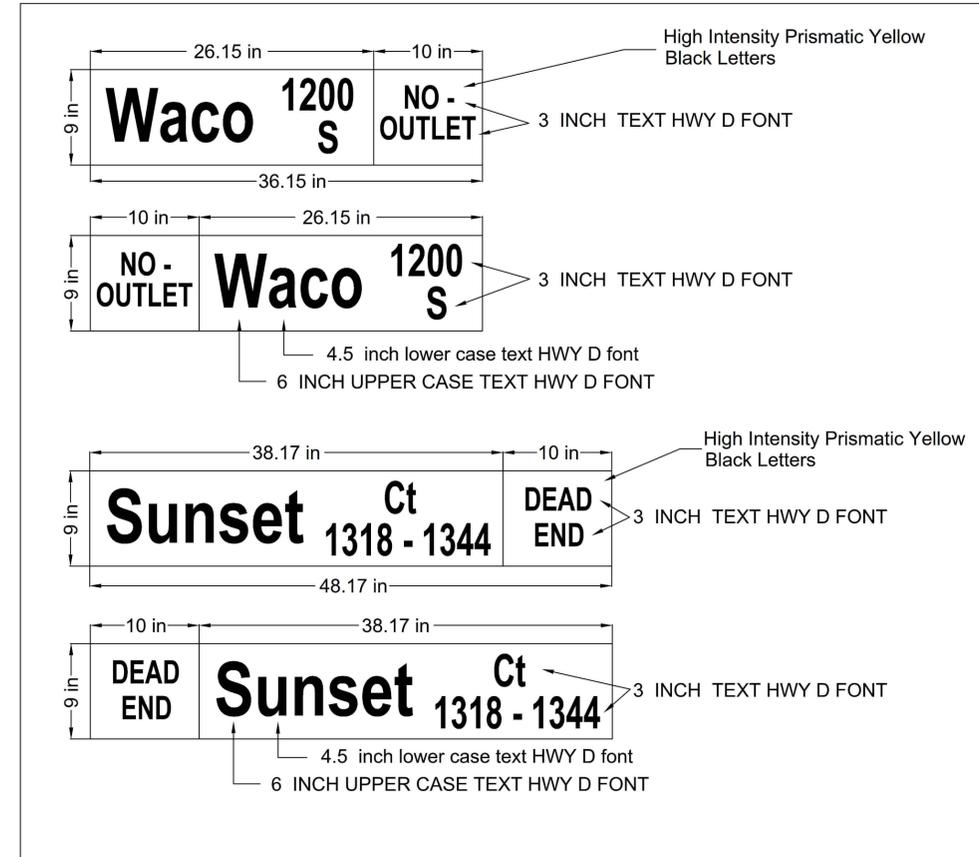
**ASPHALT PAVING  
DETAIL**

CITY ENGINEER  
**GARY JANZEN, P.E.**

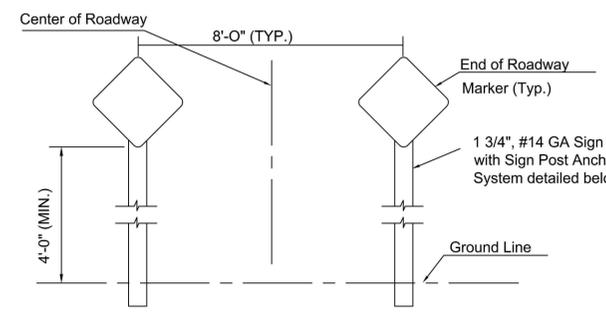
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET <b>2 of 22</b>

NOTE: REFERENCES BELOW TO "STANDARD SPECIFICATIONS" DENOTE "STANDARD SPECIFICATION FOR STATE ROAD AND BRIDGE CONSTRUCTION EDITION 2015" BY THE KANSAS DEPARTMENT OF TRANSPORTATION.

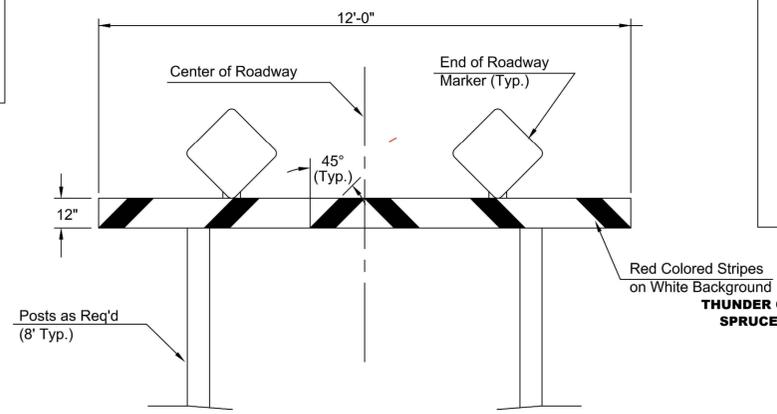
- FABRICATION AND INSTALLATION OF ALL SIGNS SHALL CONFORM TO THE LATEST EDITION OF THE MUTCD.**
- POST ANCHORS: POSTS SHALL BE ANCHORED WITH A YIELDING BASE POST SUPPORT AS DETAILED.
- POSTS FOR TRAFFIC CONTROL SIGNS: POSTS SHALL BE GALVANIZED AND CONFORM TO THE REQUIREMENTS OF SUBSECTION 1620 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT ALL POSTS SHALL WEIGH 3 LBS./FT. MINIMUM.
- POSTS FOR STREET NAME SIGNS (SNS): POSTS SHALL BE 9 FEET LONG, CONSTRUCTED FROM #14 GALVANIZED STEEL PIPE AND SHALL BE 1 3/4" SQUARE WEIGHING A MINIMUM OF 3 LBS/FT. POSTS SHALL BE POSITIONED SO THAT THE BOTTOM BLADE IS 7 FEET ABOVE GRADE.
- POSTS FOR END OF ROADWAY SIGN TO BE 8' LONG AND INSTALLED A MINIMUM OF 4' FROM ROADWAY TO BOTTOM OF SIGN.
- SIGN BLANKS FOR TRAFFIC CONTROL SIGNS: SIGN BLANKS SHALL BE FABRICATED FROM 0.080" ALUMINUM ALLOY 6063-T6 CONFORMING TO THE REQUIREMENTS OF SUBSECTION 1627 OF THE STANDARD SPECIFICATIONS.
- SIGN BLADES FOR STREET NAME SIGNS: EXTRUDED ALUMINUM BLADES SHALL BE ALUMINUM ALLOY CONFORMING TO 6063-T6 OR 5052-H38 (ASTM SPECIFICATION B221, LATEST ISSUE). BLADES SHALL HAVE AN ALODINE OR PHOSPHATE ETCHED FINISH. BLADES SHALL HAVE SQUARE CORNERS AND NO HOLES. MINIMUM BLADE LENGTH SHALL BE 24". MAXIMUM BLADE LENGTH SHALL BE 48". LENGTH VARIES BY INCREMENTS OF 6". BLADES BEARING THE STREET NAMES SHALL BE FIRMLY ATTACHED TO THE MOUNTING BRACKETS USING ALLEN-TYPE CONICAL SET SCREWS. THE BLADES SHALL BE ORIENTED PARALLEL TO THE STREET.
- MOUNTING BRACKETS FOR SIGNS: DIE-CAST ALUMINUM BRACKETS SHALL BE ALUMINUM ALLOY 360 HAVING A TENSILE STRENGTH OF 44,000 PSI. THE BRACKETS SHALL BE SMOOTHLY FINISHED FREE OF PITS, BURRS, AND FLAWS. EACH BRACKET SHALL BE TAPPED AND DRILLED FOR 5/16" ZINC-PLATED ALLEN-TYPE SET SCREWS HAVING SELF-LOCKING SAW-TOOTH ENDS.
- FASTENERS: ALL STEEL FASTENERS FOR TRAFFIC CONTROL SIGNS SHALL BE GALVANIZED AND SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1614 OF THE STANDARD SPECIFICATIONS.
- REFLECTIVE SHEETING: REFLECTIVE SHEETING SHALL BE A MINIMUM OF HIGH INTENSITY PRISMATIC.
- PROCESS INK: ALL PROCESS INK SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 2202 OF THE STANDARD SPECIFICATIONS.
- DETAILS - SNS: THE REFLECTIVE SHEETING FOR THE 9" STANDARD SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVER-WHITE #2 COPY WITH 6" UPPER CASE AND 4 1/2" LOWER CASE PRIMARY COPY AND SUFFIX COPY. BOTH SERIES "C". THE REFLECTIVE SHEETING FOR THE 9" METRO SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVERWHITE #2 COPY WITH 6" UPPER CASE AND 4 1/2" LOWER CASE PRIMARY COPY AND SUFFIX COPY, BOTH SERIES "C". THE CARDINAL DIRECTION CENTERED DIRECTLY BELOW THE BLOCK NUMBER SHALL BE AN UPPER CASE, 3" SERIES "C" LETTER. FACES TO TRIM TO A 8 1/2" WIDTH. (SEE DETAIL B.) FOR CUL-DE-SAC STREETS, A 9" METRO SIZE BLADE SHALL BE USED WITH THE BLOCK NUMBERS DISPLAYED BENEATH THE STREET NAME. IF BLOCK NUMBERS ARE NOT SHOWN ON THE PLANS THE CONTRACTOR SHALL CONTACT THE TRAFFIC ENGINEER AT 268-4501 PRIOR TO MANUFACTURING THE SIGN. SHOP DRAWINGS OF LAYOUT FOR SNS SHALL BE SUBMITTED TO THE TRAFFIC ENGINEERING DIVISION OF THE CITY OF WICHITA FOR APPROVAL PRIOR TO FABRICATION. THE FINISHED SIGNS AS SUPPLIED SHALL BE OF GOOD APPEARANCE, FREE FROM RAGGED EDGES, CRACKS SCALES OR BLISTERS AND SHALL BE CLEAN-CUT. SIGNS SHALL BE PACKED IN SUCH MANNER AS TO PREVENT DAMAGE OR DEFAACEMENT DURING SHIPMENT OR STORAGE.
- PERMANENT TRAFFIC CONTROL AND SNS: PERMANENT TRAFFIC CONTROL AND SNS SHALL BE MEASURED AND PAID FOR AT THE LUMP SUM PRICE FOR SIGNING. THE PAYMENT AS SET FORTH ABOVE SHALL BE CONSIDERED FULL COMPENSATION FOR ALL EXCAVATION, BACKFILLING, POSTS, ANCHORS, FASTENERS, MATERIALS, LABOR, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK.



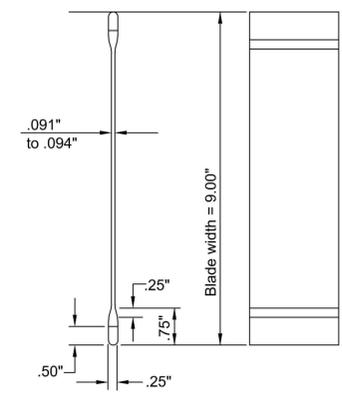
\* IN NO CASE SHALL THE SPECIFICATIONS BE LESS THAN REQUIRED BY THE CURRENT MUTCD.



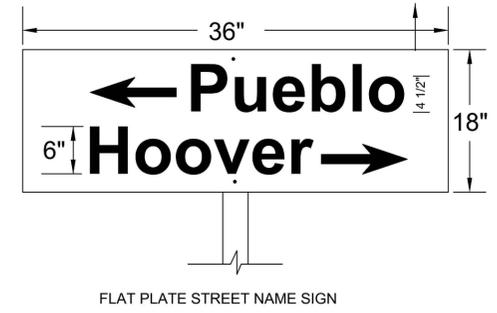
TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION



TYPE I BARRICADE DETAIL W/ E.O.R. MARKERS

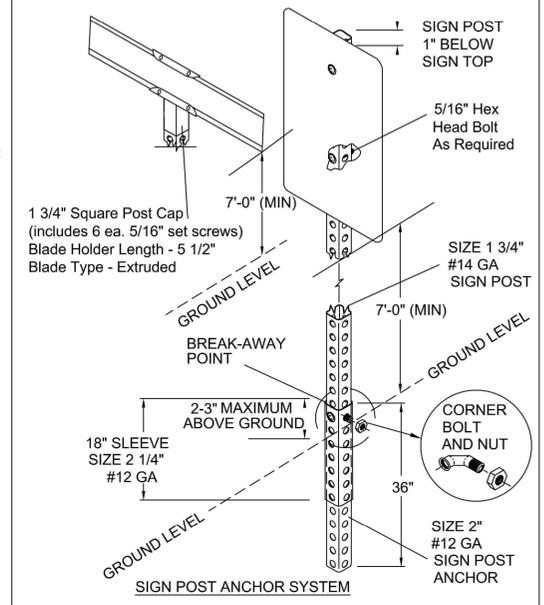


STREET NAME SIGN BLADE DETAILS



FLAT PLATE STREET NAME SIGN

PERFORATED TUBE SIGN POST INSTALLATION



SIGN ASSEMBLY TABLE

STATION	OFFSET	SIGN	QUANTITY*
4+30	38' Rt.	SNS	1
7+90	4' Lt. & Rt.	EOR	2
TOTAL			

STREET NAME	NO. BLADES REQ'D	
	9" STD.	9" METRO
SPRUCE ST	1	
THUNDER CIR (DEAD-END)		1

\*CONTACT CITY OF WICHITA TRAFFIC DEPT. FOR STREET SIGN NUMBERS



**SIGN DETAILS**

TRAFFIC ENGINEER APP'D 01/27/22  
**MIKE ARMOUR, P.E.**

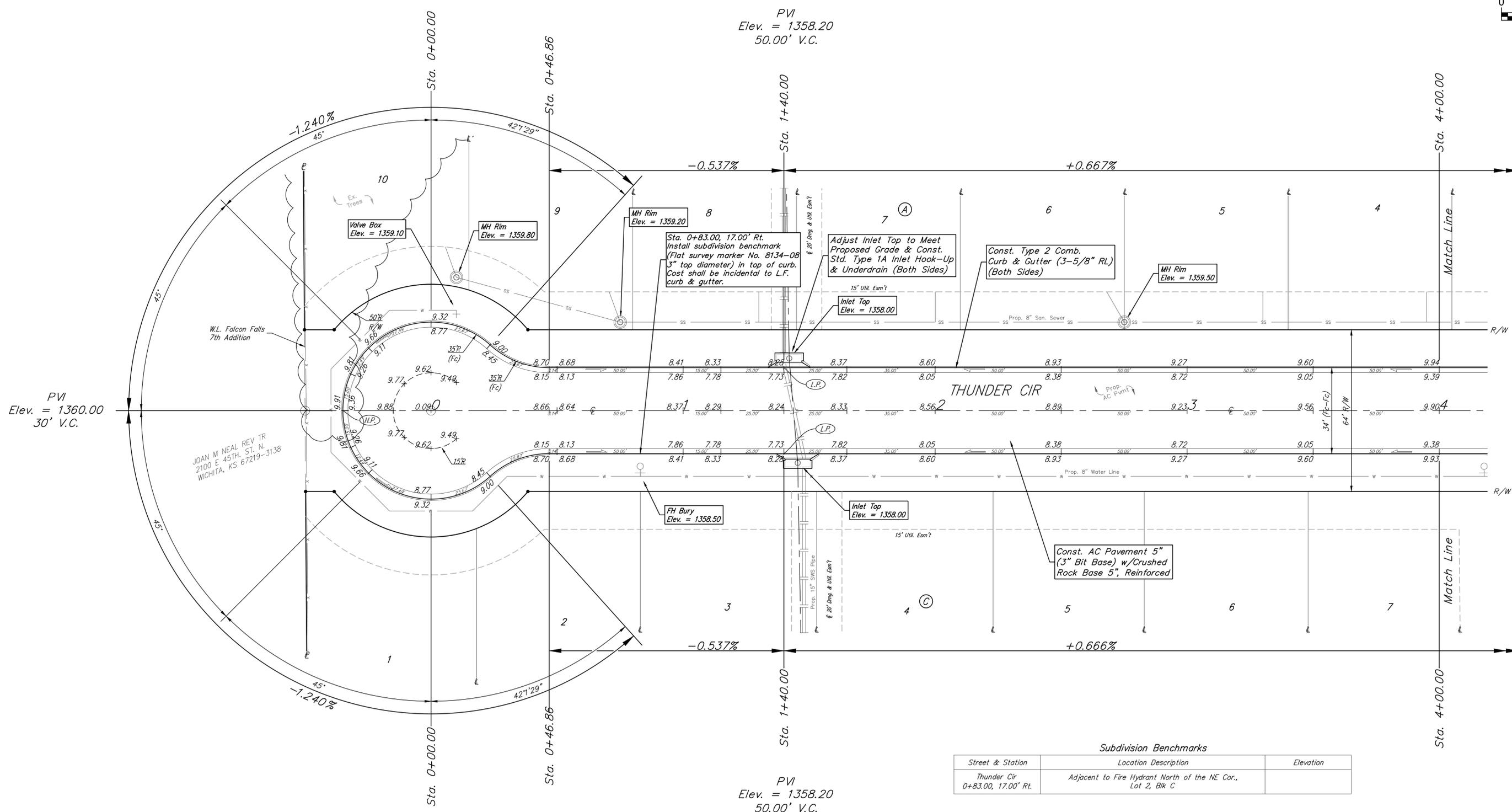
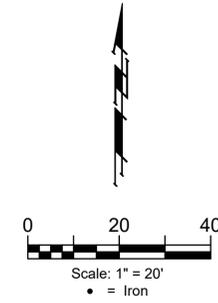
PROJECT NUMBER	ORG NUMBER	DATE
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CITY ENGINEER'S OFFICE  
CITY HALL - SEVENTH FLOOR  
455 NORTH MAIN STREET  
WICHITA, KANSAS 67202-1620  
(316) 268-4501

SHEET  
**3 of 22**  
TR-112

NO. DATE BY APP'D REVISIONS

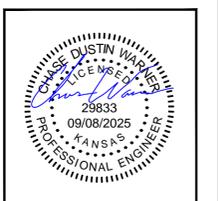
**BENCHMARKS:**  
 SQUARE CUT AND CROSS NORTHWEST CORNER OF CURB INLET, NORTHSIDE OF THUNDER ST. SOUTH SIDE OF HOUSE ON 4909 N. SAKER ST. ELEV. = 1358.72 NAVD88  
 SQUARE CUT ON TOP OF CURB 11'± NORTH OF THE SOUTHEAST CORNER OF LOT 1, BLOCK C, FALCON FALLS 2ND ADDITION, IN FRONT OF HOUSE 4909 N. SAKER ST. ELEV. = 1362.79 NAVD88



Subdivision Benchmarks

Street & Station	Location Description	Elevation
Thunder Cir 0+83.00, 17.00' Rt.	Adjacent to Fire Hydrant North of the NE Cor., Lot 2, Blk C	

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



**BAUGHMAN COMPANY**

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

Falcon Falls 7th Add.  
 Phase 1

**THUNDER CIR**

STREET PAVING IMPROVEMENTS

PROJECT NUMBER:  
 472-2023-085942

DESIGN: CDW DRAWN: CDW  
 DATE: Sep. 8, 2025

SHEET **4** OF **22**

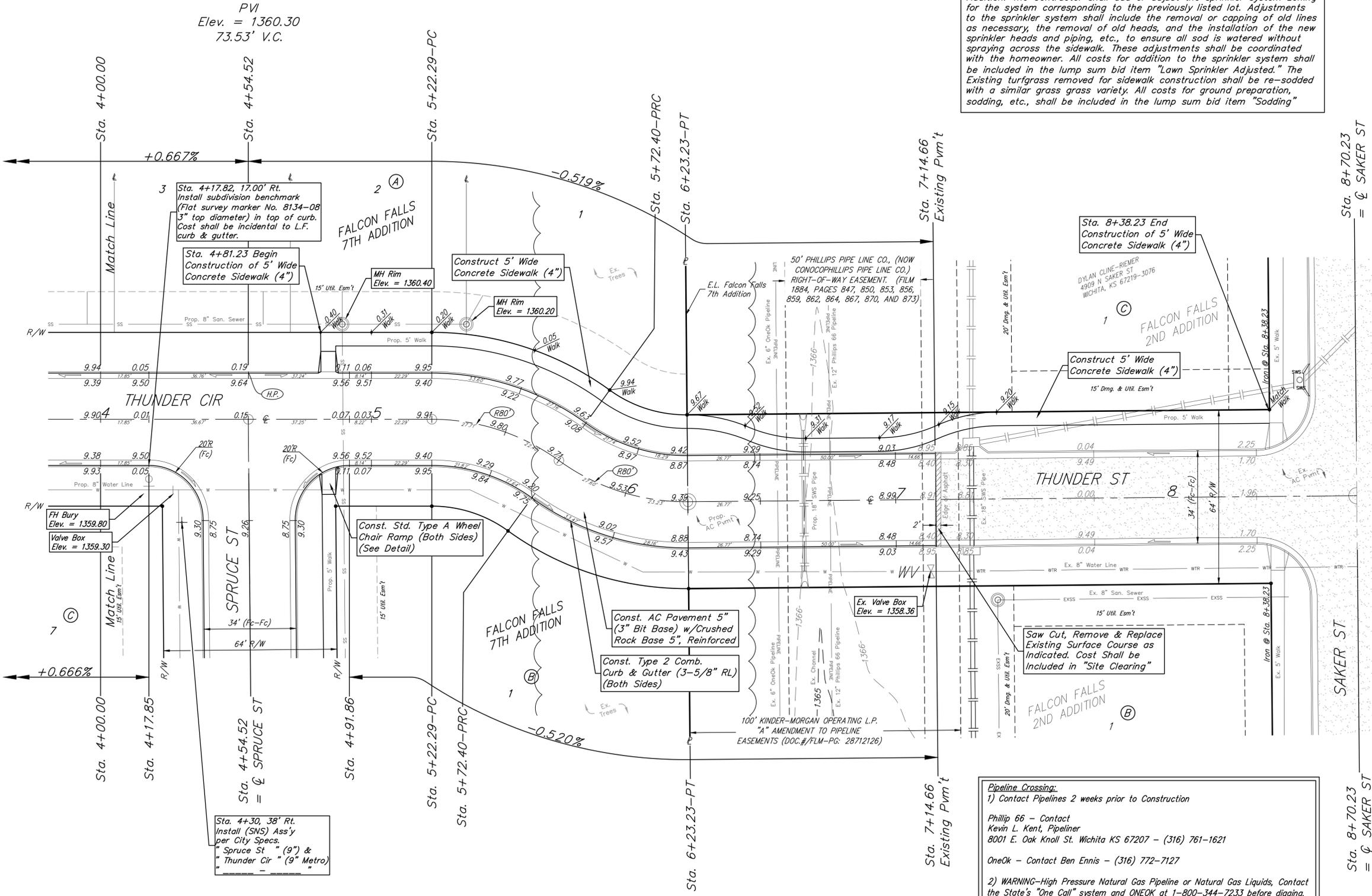
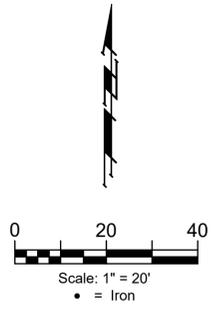
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Street & Station	Location Description	Elevation
Thunder Cir 4+17.82, 17.00' Rt.	Adjacent to Fire Hydrant at North End of the West Return Spruce St & Thunder Cir, NE Cor., Lot 7, Blk C	

The Proposed Sidewalk Adjacent to Lot 1, Blk C, Falcon Falls 2nd Addition. The Contractor shall add or adjust the sprinkler system zoning for the system corresponding to the previously listed lot. Adjustments to the sprinkler system shall include the removal or capping of old lines as necessary, the removal of old heads, and the installation of the new sprinkler heads and piping, etc., to ensure all sod is watered without spraying across the sidewalk. These adjustments shall be coordinated with the homeowner. All costs for addition to the sprinkler system shall be included in the lump sum bid item "Lawn Sprinkler Adjusted." The Existing turfgrass removed for sidewalk construction shall be re-sodded with a similar grass variety. All costs for ground preparation, sodding, etc., shall be included in the lump sum bid item "Sodding"



**Pipeline Crossing:**  
 1) Contact Pipelines 2 weeks prior to Construction  
 Phillip 66 - Contact Kevin L. Kent, Pipeliner 8001 E. Oak Knoll St. Wichita KS 67207 - (316) 761-1621  
 OneOk - Contact Ben Ennis - (316) 772-7127  
 2) WARNING-High Pressure Natural Gas Pipeline or Natural Gas Liquids, Contact the State's "One Call" system and ONEOK at 1-800-344-7233 before digging.  
 3) No Vibratory Equipment used in Pipeline Easement.  
 4) See Special Condition for approved equipment list. Verify alternate equipment with Oneok and Phillips 66 prior to construction.  
 5) See special conditions for additional pipe encroachment information.

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



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

Falcon Falls 7th Add.  
 Phase 1

**THUNDER CIR**

STREET PAVING IMPROVEMENTS

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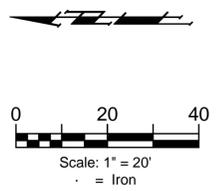
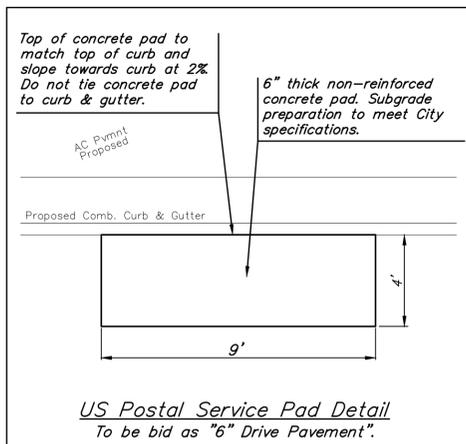
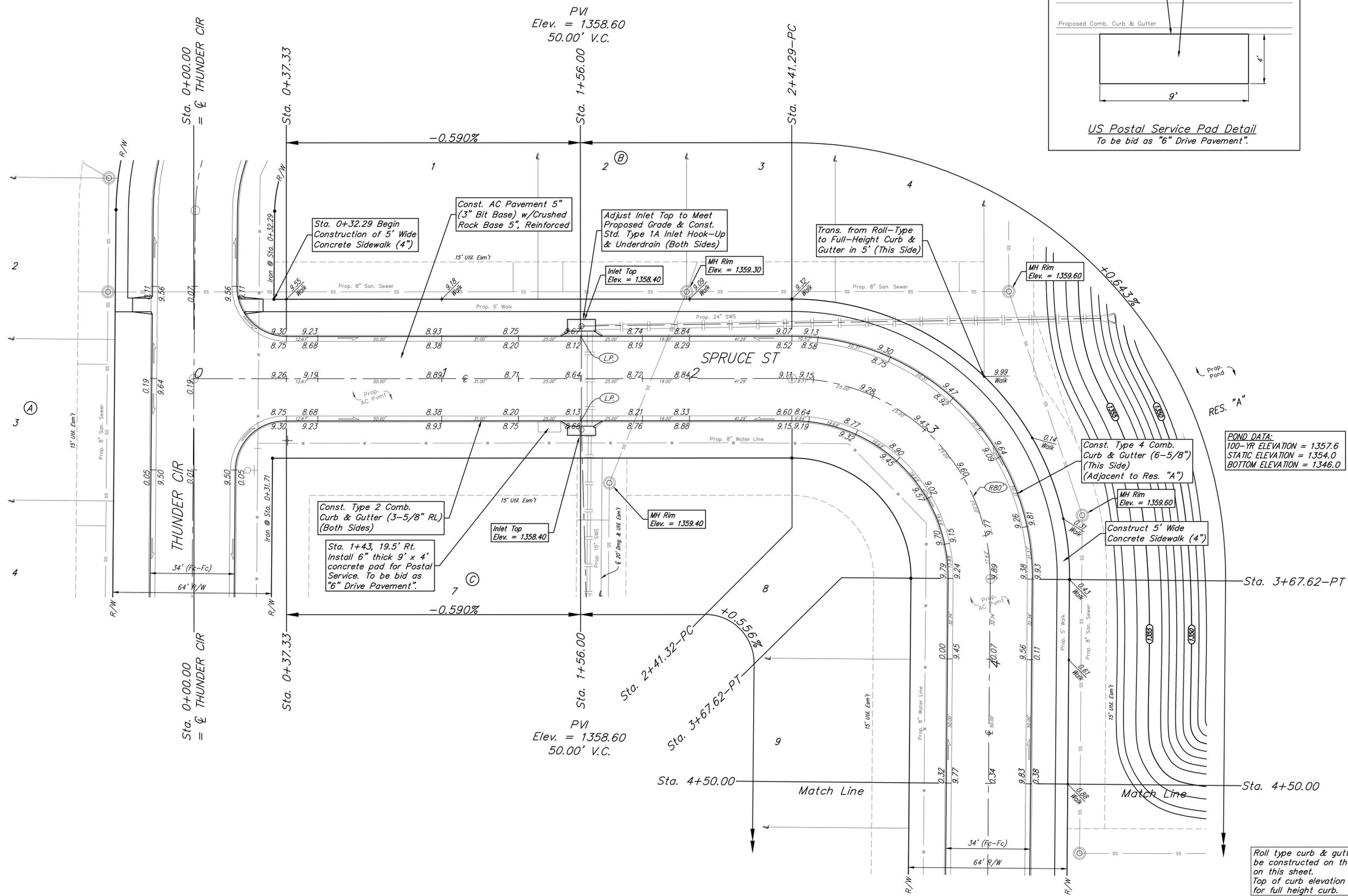
DATE: Sep. 8, 2025

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**5 22**

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 ELEV. = 1362.79 NAVD88



**POND DATA:**  
 100-YR ELEVATION = 1357.6  
 STATIC ELEVATION = 1354.0  
 BOTTOM ELEVATION = 1346.0



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 Wichita, KS 67211  
 316-262-7271  
 BaughmanCo.com

Falcon Falls 7th Add.  
 Phase 1

SPRUCE ST

STREET PAVING IMPROVEMENTS

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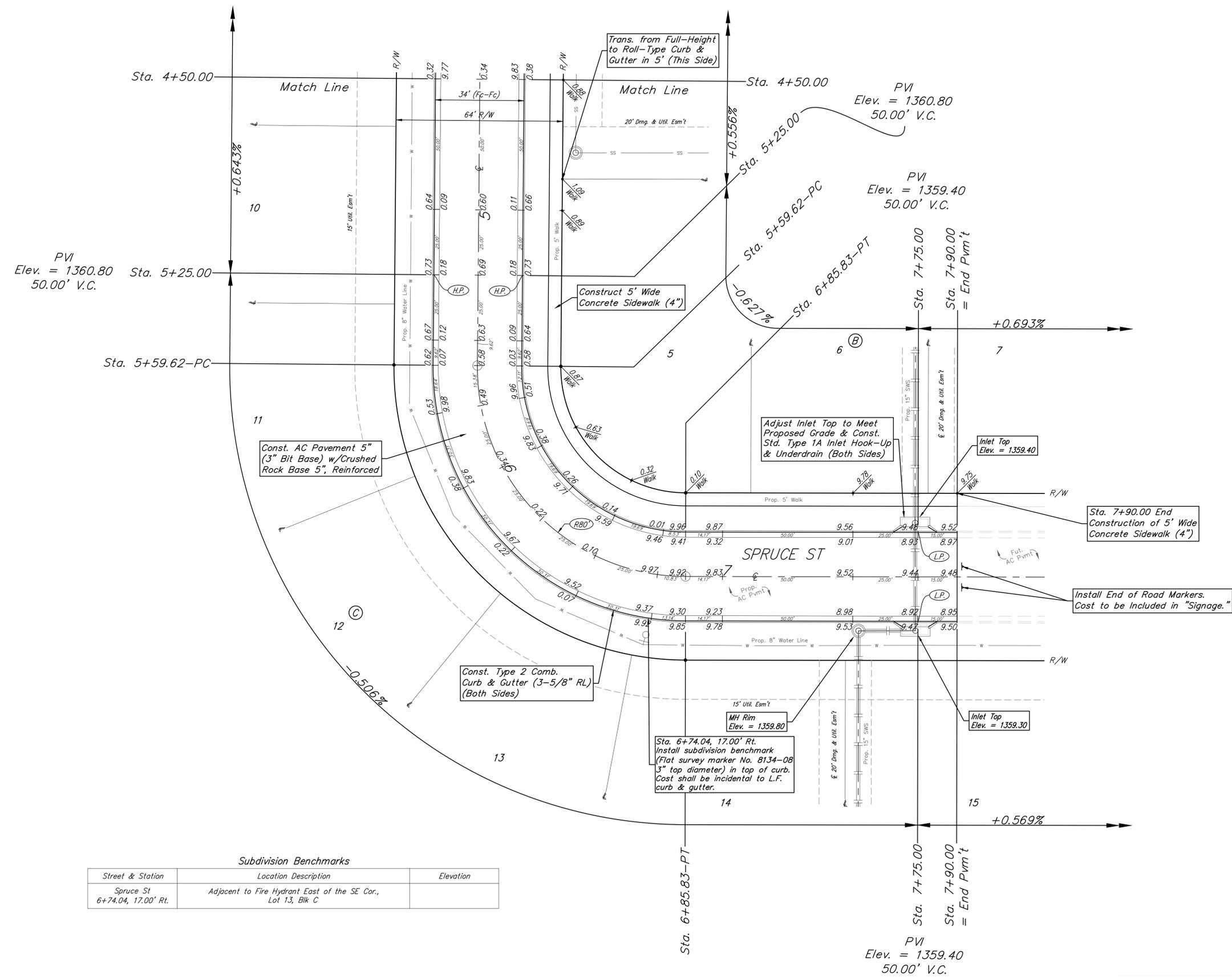
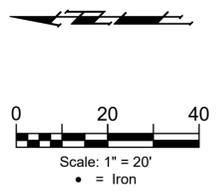
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 6 22

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 SQUARE CUT AND CROSS NORTHWEST CORNER OF CURB INLET, NORTHSIDE OF THUNDER ST. SOUTH SIDE OF HOUSE ON 4909 N. SAKER ST.  
 ELEV. = 1358.72 NAVD88

SQUARE CUT ON TOP OF CURB 11'± NORTH OF THE SOUTHEAST CORNER OF LOT 1, BLOCK C, FALCON FALLS 2ND ADDITION, IN FRONT OF HOUSE 4909 N. SAKER ST.  
 ELEV. = 1362.79 NAVD88



Subdivision Benchmarks

Street & Station	Location Description	Elevation
Spruce St 6+74.04, 17.00' Rt.	Adjacent to Fire Hydrant East of the SE Cor., Lot 13, Blk C	

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



**B**

**BAUGHMAN COMPANY**

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

Falcon Falls 7th Add.  
 Phase 1

**SPRUCE ST**

STREET PAVING IMPROVEMENTS

PROJECT NUMBER:  
 472-2023-085942

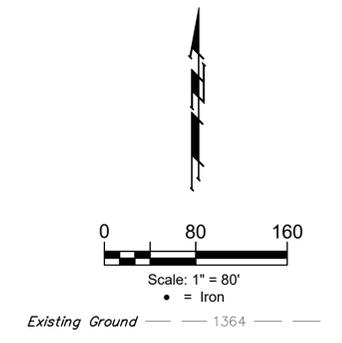
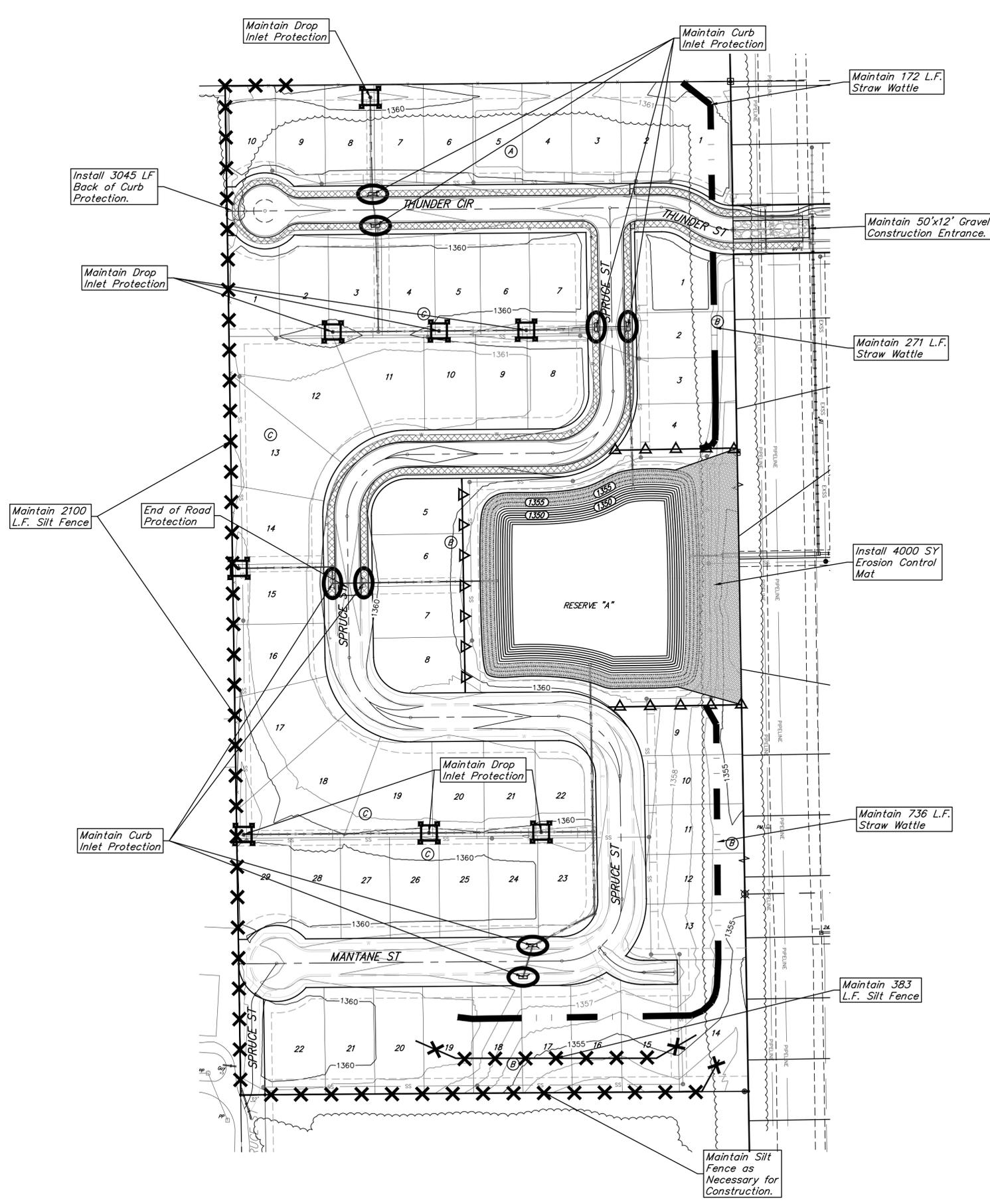
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 DATE: Sep. 8, 2025

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**7 22**

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**BENCHMARKS:**  
 SQUARE CUT AND CROSS NORTHWEST CORNER OF CURB INLET, NORTHSIDE OF THUNDER ST. SOUTH SIDE OF HOUSE ON 4909 N. SAKER ST.  
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SQUARE CUT ON TOP OF CURB 11'± NORTH OF THE SOUTHEAST CORNER OF LOT 1, BLOCK C, FALCON FALLS 2ND ADDITION, IN FRONT OF HOUSE 4909 N. SAKER ST.  
 ELEV. = 1362.79 NAVD88



**EROSION CONTROL PLAN LEGEND**

- DROP INLET PROTECTION
- CURB INLET PROTECTION
- DITCH CHECK
- SILT FENCE
- EROSION CONTROL BERM
- EROSION CONTROL MAT
- BACK OF CURB PROTECTION

EROSION CONTROL MEASURE	INSTALL	MAINTAIN	REMOVE
CONSTRUCTION ENTRANCE (EA)	-	1	-
SILT FENCE (LF)	-	2500	-
BACK OF CURB PROTECTION (LF)	3045	-	-
DITCH CHECK (EA)	-	-	-
CURB INLET PROTECTION (EA)	-	8	-
DROP INLET PROTECTION (EA)	-	7	-
EROSION CONTROL MAT (SY)	4000	-	-
MULCH WATTLE SED. BARRIER (LF)	-	1180	-
EROSION CONTROL BERM (LF)	-	-	-

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

Contractor shall make sure all erosion control is in place before project is accepted. This plan represents the minimum standard. Any additional erosion control measures shall be installed by the Contractor as needed.

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Falcon Falls 7th Add.  
 Phase 1

**EROSION CONTROL**

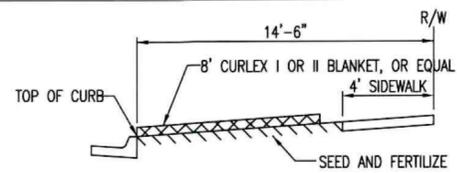
STREET PAVING IMPROVEMENTS

PROJECT NUMBER:  
 472-2023-085942

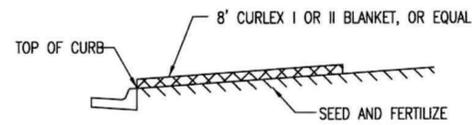
DESIGN: AEG DRAWN: LEN  
 DATE: Sep. 8, 2025

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**8 22**

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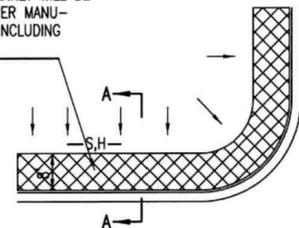


SECTION B-B

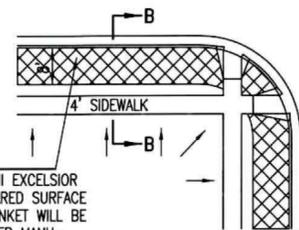


SECTION A-A

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

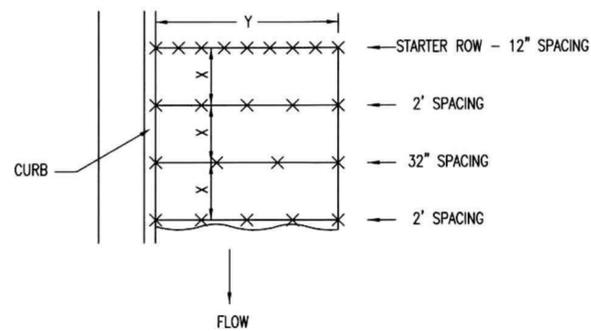


INSTALL 8' WIDE CURLEX I OR II EXCELSIOR BLANKET, OR EQUAL, ON PREPARED SURFACE BACK OF CURB. EDGE OF BLANKET WILL BE AT BACK OF CURB. INSTALL PER MANUFACTURER'S RECOMMENDATION, INCLUDING STAPLES. (SEE DETAIL)

GENERAL NOTES

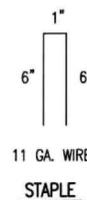
- EXCELSIOR MAT TO BE INSTALLED WHEN SOD IS NOT SPECIFIED ON PROJECT.
- EXCELSIOR BLANKET TO BE INSTALLED OVER SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS.
- AFTER INSTALLATION OF EXCELSIOR BLANKET, AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE CURB AND INTO THE GUTTER,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

BACK OF CURB PROTECTION DETAIL

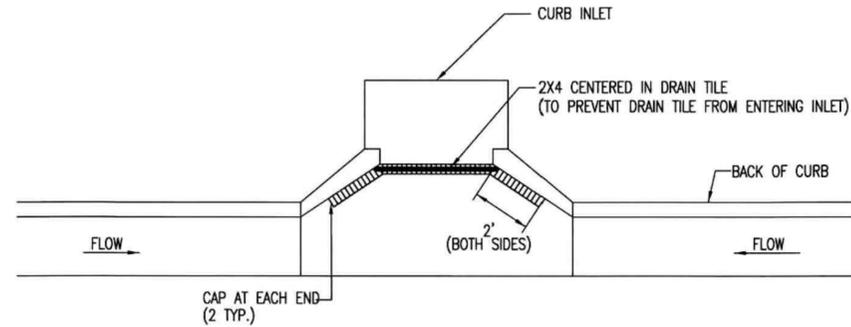


STAPLE PATTERN

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

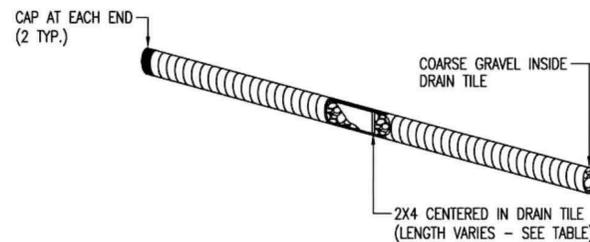


DETAILS FOR APPROVED EROSION CONTROL MAT



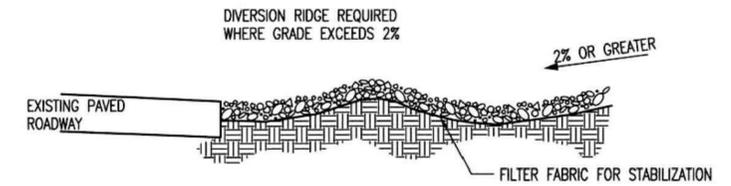
NOTE: PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

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

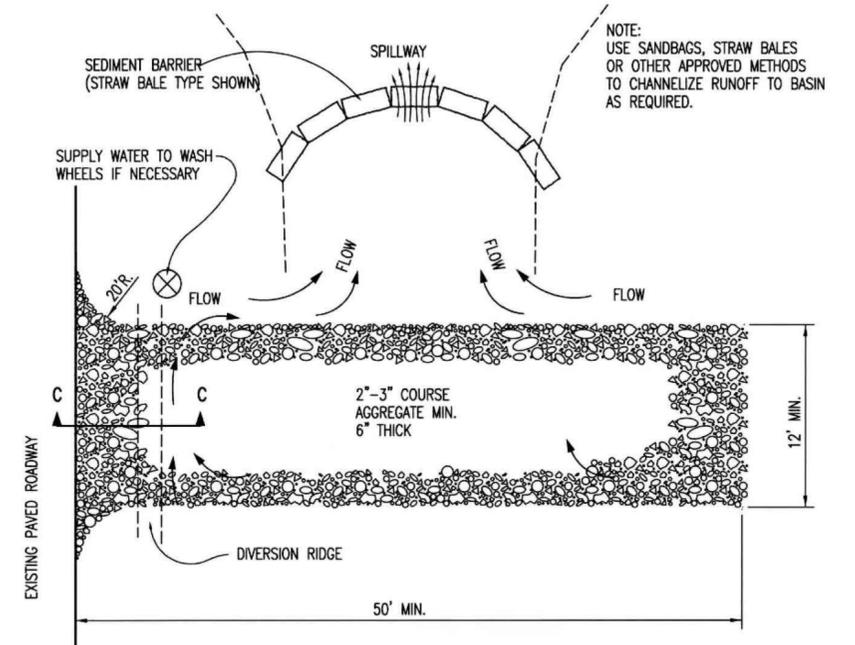


CURB INLET PROTECTION

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



05/30/13



BACK OF CURB PROTECTION, CURB INLET PROTECTION AND CONSTRUCTION ENTRANCE

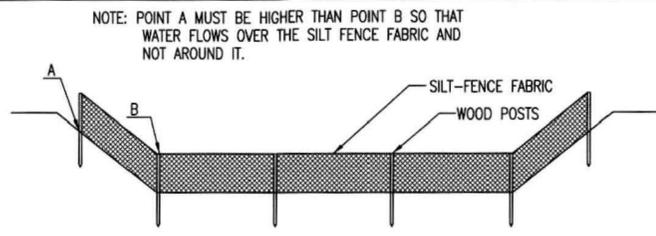
CITY ENGINEER  
**GARY JANZEN, P.E.**

PROJECT NUMBER OCA NUMBER DATE

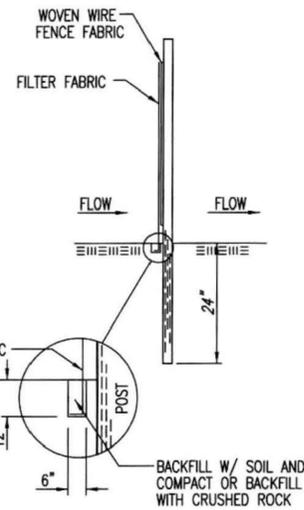
CITY ENGINEER'S OFFICE  
CITY HALL - SEVENTH FLOOR  
455 NORTH MAIN STREET  
WICHITA, KANSAS 67202-1620  
(316) 268-4501

SHEET

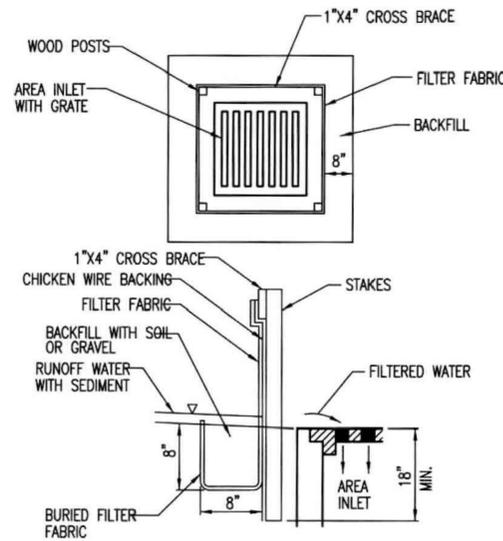
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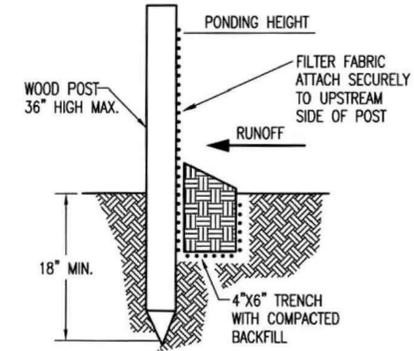
**ELEVATION**  
**SILT FENCE DITCH CHECKS**  
(STREAM PROTECTION)



**ANCHOR TRENCH DETAIL**



**SILT FENCE BARRIERS FOR AREA INLETS**  
(INLET PROTECTION)



**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:**

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 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 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 OF THE TRENCH. LINE TWO SIDES OF THE TRENCH WITH THE FABRIC AS SHOWN ON DETAIL. BACKFILL OVER THE FABRIC IN THE TRENCH WITH THE EXCAVATED SOIL AND COMPACT. AFTER FILLING THE TRENCH, APPROXIMATELY 24" TO 36" OF SILT FENCE FABRIC SHOULD REMAIN EXPOSED. LAY THE EXPOSED SILT FENCE ON THE UPSLOPE SIDE OF THE TRENCH TO CLEAR AN AREA FOR DRIVING IN THE POSTS. JUST DOWNSLOPE OF THE TRENCH, DRIVE POSTS INTO THE GROUND TO A DEPTH OF AT LEAST 24". PLACE POSTS NO MORE THAN 4' APART. ATTACH THE SILT FENCE TO THE ANCHORED POST WITH STAPLES, WIRE, ZIP TIES, OR NAILS.

**LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:**

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

**INSPECTION AND MAINTENANCE:**

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

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

**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?

**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.**

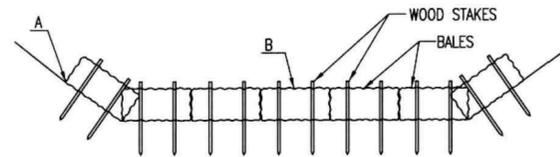
PROJECT NUMBER	OCA NUMBER	DATE

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

SHEET  
**10 of 22**



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



### STRAW BALE DITCH CHECKS

#### MATERIAL SPECIFICATION:

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

#### PLACEMENT:

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

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

ROCK CHECKS SHOULD BE USED INSTEAD.

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

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

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

#### PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH PERPENDICULAR TO THE DITCH FLOWLINE THAT IS 4" DEEP AND A BALE'S WIDTH WIDE. EXTEND THE TRENCH IN A STRAIGHT LINE ALONG THE ENTIRE LENGTH OF THE PROPOSED DITCH CHECK. PLACE THE SOIL ON THE UPSTREAM SIDE OF THE TRENCH-IT WILL BE USED LATER. OPTIONAL: ON THE DOWNSTREAM SIDE OF THE TRENCH, ROLL OUT A LENGTH OF EROSION-CONTROL BLANKET (SCOUR APRON) EQUAL TO THE LENGTH OF THE TRENCH. PLACE THE UPSTREAM EDGE OF THE EROSION-CONTROL BLANKET ALONG THE BOTTOM UPSTREAM EDGE OF THE TRENCH. THE EROSION CONTROL BLANKET SHOULD BE ANCHORED IN THE TRENCH WITH ONE ROW OF 8" LANDSCAPE STAPLES PLACED ON 18" CENTERS. THE REMAINDER OF THE EROSION-CONTROL BLANKET (THE PORTION THAT IS NOT LYING IN THE TRENCH) WILL SERVE AS THE DOWNSTREAM SCOUR APRON. THIS SECTION OF THE BLANKET SHOULD BE ANCHORED TO THE GROUND WITH 8" LANDSCAPE STAPLES PLACED AROUND THE PERIMETER OF THE BLANKET ON 18" CENTERS. THE REMAINDER OF THE BLANKET SHOULD BE ANCHORED USING TWO EVENLY SPACED ROWS OF 8" LANDSCAPE STAPLES ON 18" CENTERS PLACED PERPENDICULAR TO THE FLOWLINE OF THE DITCH. PLACE THE BALES IN THE TRENCH, MAKING SURE THAT THEY ARE BUTTED TIGHTLY. TWO STAKES SHOULD BE DRIVEN THROUGH EACH BALE ALONG THE CENTERLINE OF THE DITCH CHECK, APPROXIMATELY 6" TO 8" IN FROM THE BALE ENDS. STAKES SHOULD BE DRIVEN AT LEAST 12" INTO THE GROUND. ONCE ALL THE BALES HAVE BEEN INSTALLED AND ANCHORED, PLACE THE EXCAVATED SOIL AGAINST THE UPSTREAM SIDE OF THE CHECK AND COMPACT IT. THE COMPACTED SOIL SHOULD BE NO MORE THAN 3" TO 4" DEEP AND EXTEND UPSTREAM NO MORE THAN 24".

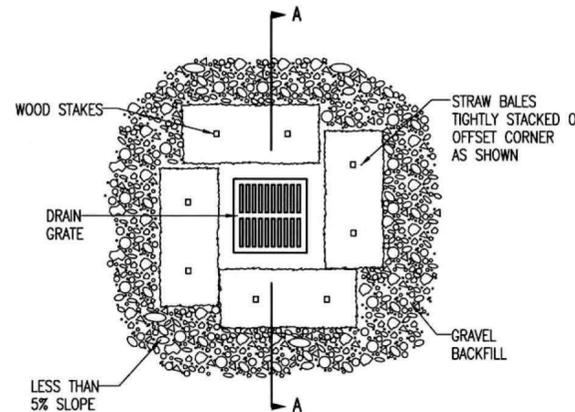
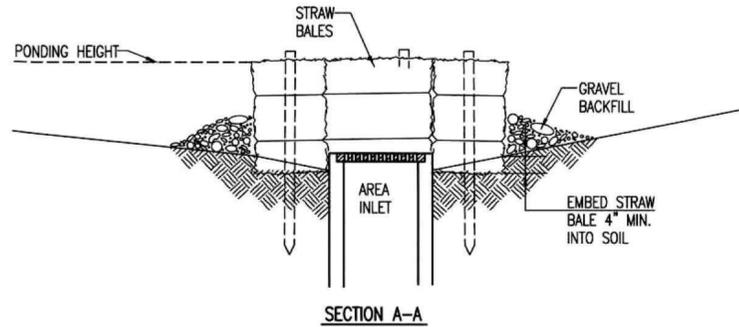
#### LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

DO NOT PLACE A BALE DITCH CHECK DIRECTLY IN FRONT OF A CULVERT OUTLET. IT WILL NOT STAND UP TO THE CONCENTRATED FLOW.  
DO NOT PLACE BALE DITCH CHECKS IN DITCHES THAT WILL LIKELY EXPERIENCE HIGH FLOWS. THEY WILL NOT STAND UP TO CONCENTRATED FLOW.  
FOLLOW PRESCRIBED DITCH-CHECK SPACING GUIDELINES. IF SPACING GUIDELINES ARE EXCEEDED, EROSION WILL OCCUR BETWEEN THE DITCH CHECKS.  
DO NOT ALLOW WATER TO FLOW AROUND THE DITCH CHECK. MAKE SURE THAT THE DITCH CHECK IS LONG ENOUGH SO THAT THE GROUND LEVEL AT THE ENDS OF THE CHECK IS HIGHER THAN THE TOP OF THE LOWEST CENTER BALE.  
DO NOT PLACE BALE DITCH CHECKS IN CHANNELS WITH SHALLOW SOILS UNDERLAIN BY ROCK. IF THE CHECK IS NOT ANCHORED SUFFICIENTLY, IT WILL WASH OUT.  
BALE DITCH CHECKS MUST BE DUG INTO THE GROUND. BALES AT GROUND LEVEL DO NOT WORK BECAUSE THEY ALLOW WATER TO FLOW UNDER THE CHECK.

#### INSPECTION AND MAINTENANCE:

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

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



### STRAW BALE BARRIERS FOR AREA INLETS (INLET PROTECTION)

#### MATERIAL SPECIFICATION:

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

#### PLACEMENT:

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

#### PROPER INSTALLATION METHOD:

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

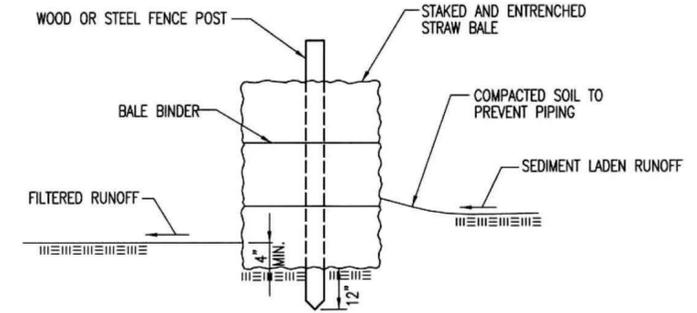
#### LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

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

#### INSPECTION AND MAINTENANCE:

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

### STRAW BALE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER  
**GARY JANZEN, P.E.**

PROJECT NUMBER OCA NUMBER DATE

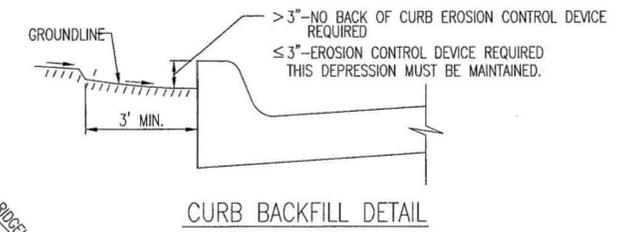
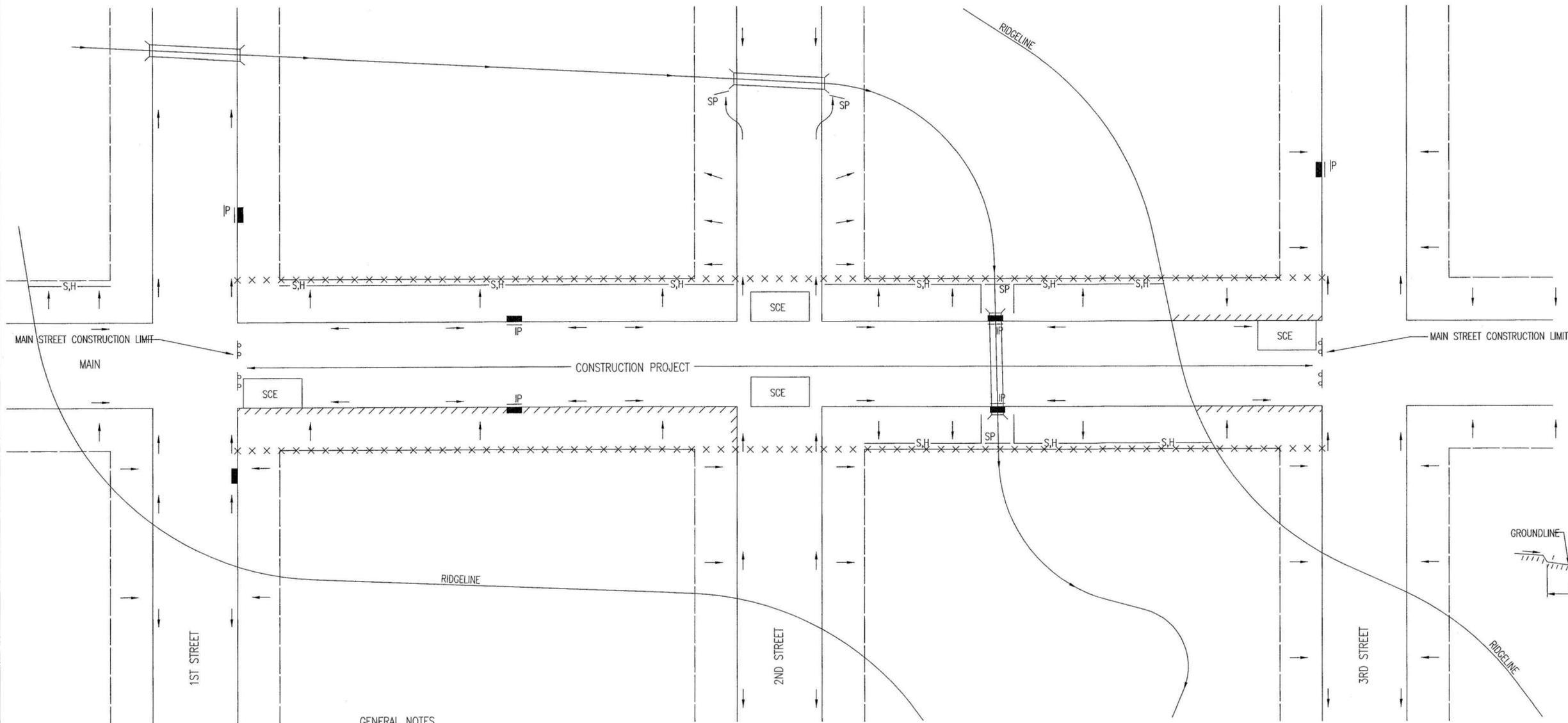
CITY ENGINEER'S OFFICE  
CITY HALL - SEVENTH FLOOR  
455 NORTH MAIN STREET  
WICHITA, KANSAS 67202-1620  
(316) 268-4501

SHEET  
**11 of 22**



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 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 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)

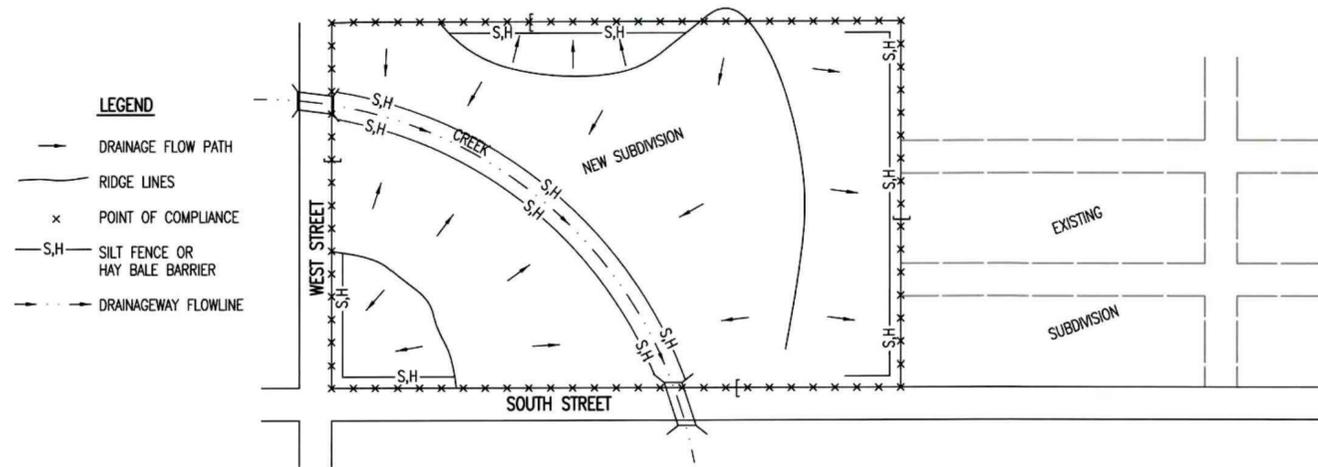
LEGEND

- 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



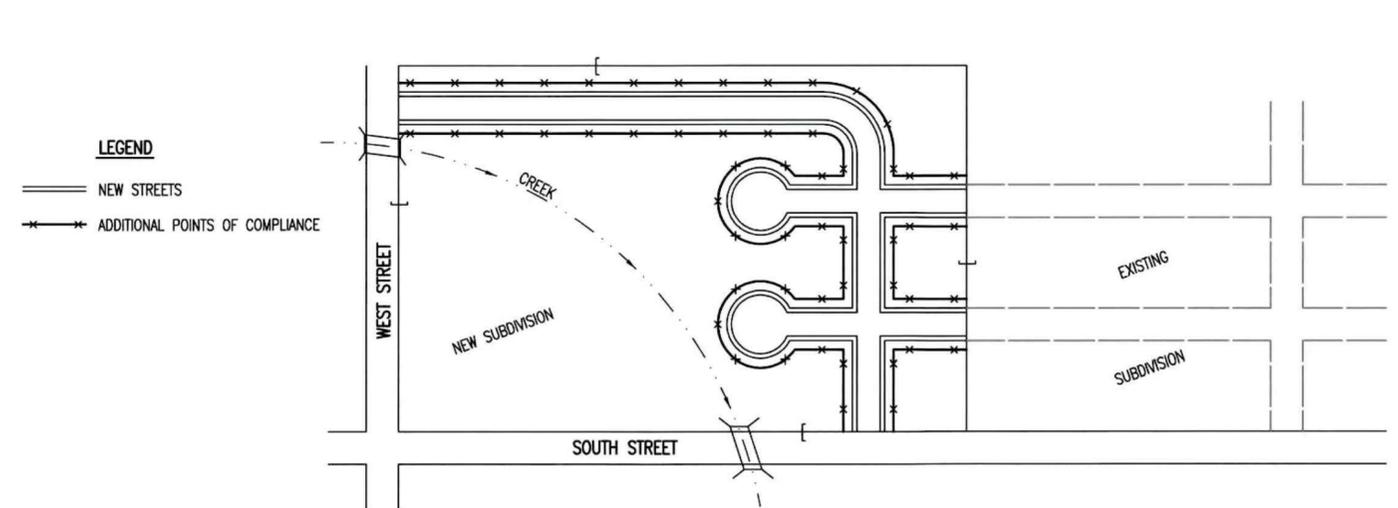
 <b>CITY OF WICHITA</b> PUBLIC WORKS & UTILITIES ENGINEERING DIVISION			REVISION: JUNE 2015 <b>STREET IMPROVEMENT PROJECTS</b> CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER	OCA NUMBER	DATE			
CITY ENGINEER'S OFFICE		SHEET			
CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		<b>12 of 22</b>			

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



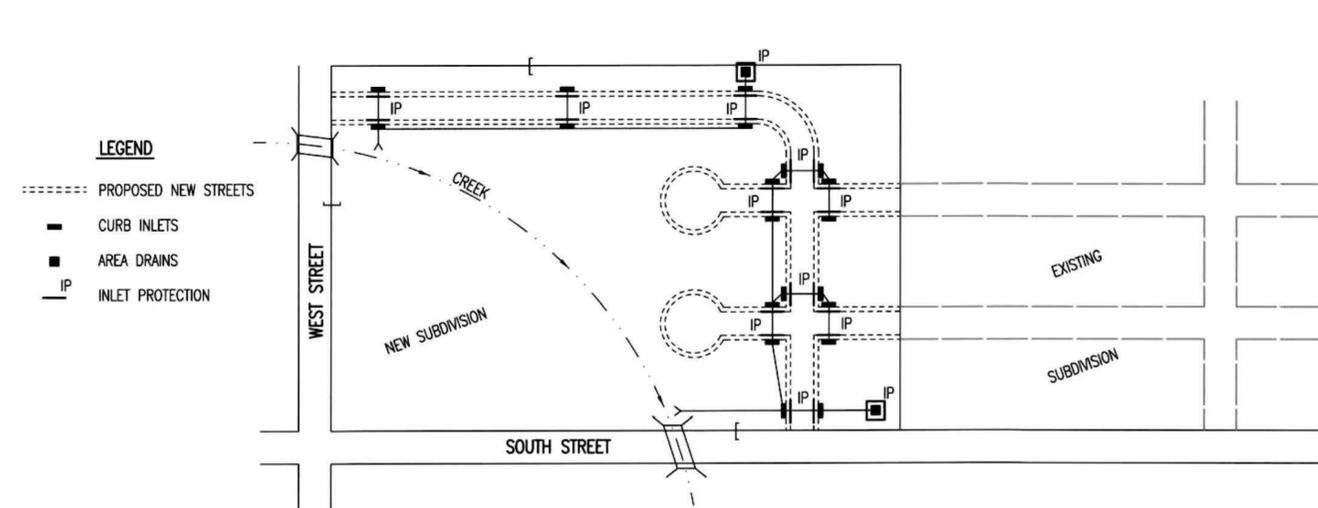
- LEGEND**
- DRAINAGE FLOW PATH
  - RIDGE LINES
  - x POINT OF COMPLIANCE
  - S,H- SILT FENCE OR HAY BALE BARRIER
  - - - DRAINAGEWAY FLOWLINE
1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH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

**PHASE 3 – STREET CONSTRUCTION**



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

**PHASE 2 – INSTALLATION OF STORM SEWER**

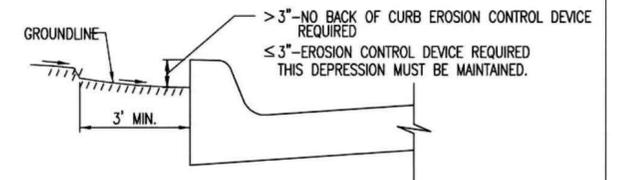


- LEGEND**
- - - - - PROPOSED NEW STREETS
  - CURB INLETS
  - AREA DRAINS
  - IP INLET PROTECTION
1. DURING THIS PHASE OF SUBDIVISION DEVELOPMENT, ALL EROSION CONTROL DEVICES REQUIRED IN PHASE 1 SHALL REMAIN IN PLACE AND BE MAINTAINED.
  2. AS NEW STORM SEWERS, WITH INLETS, ARE INSTALLED, THE STORM SEWERS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

**GENERAL NOTES**

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

SEE DETAIL SHEET FOR BACK OF CURB PROTECTION DETAIL



**CURB BACKFILL DETAIL (STREET CONSTRUCTION ONLY)**

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

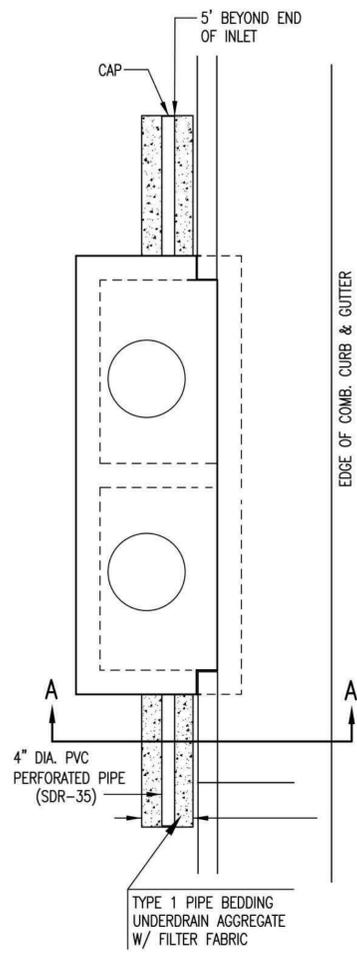
REVISION DATE: MAY 2013



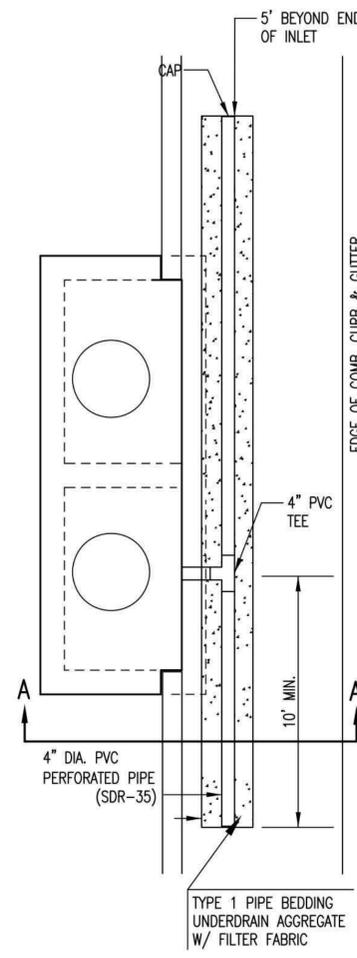
SUBDIVISION DEVELOPMENT PROCESS		
CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET <b>13 of 22</b>



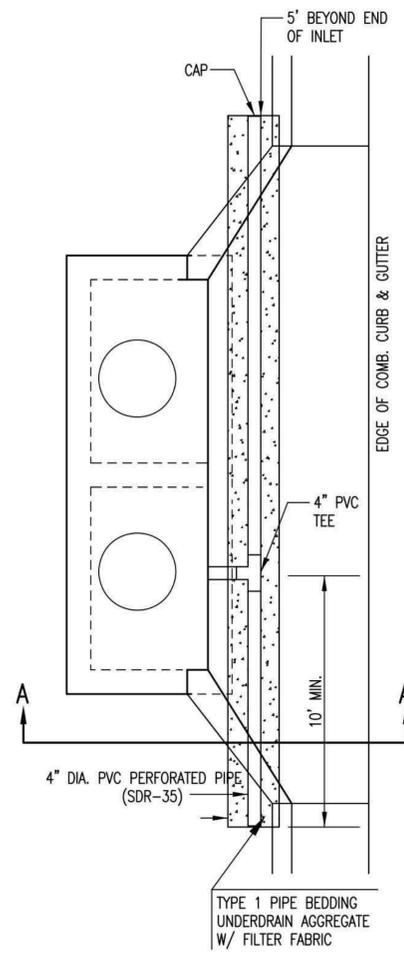
**PAVEMENT UNDERDRAIN SHALL BE INSTALLED ON ALL CURB INLETS.**



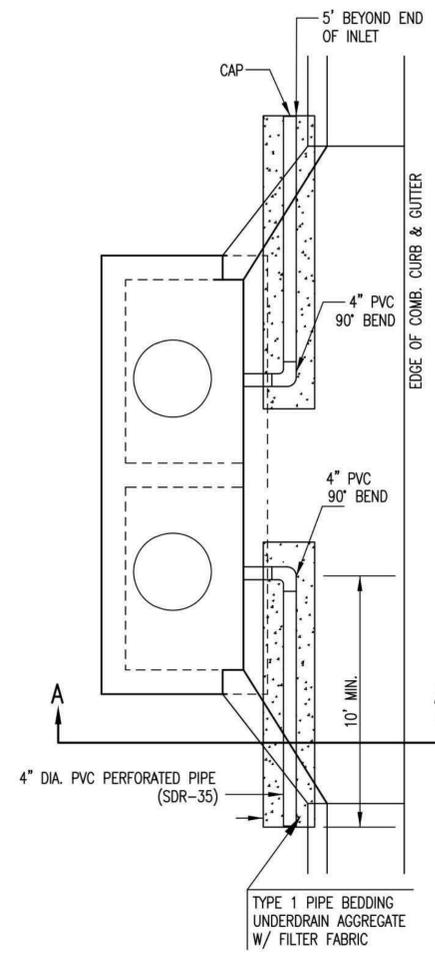
**TYPE 1  
OPTION 1**



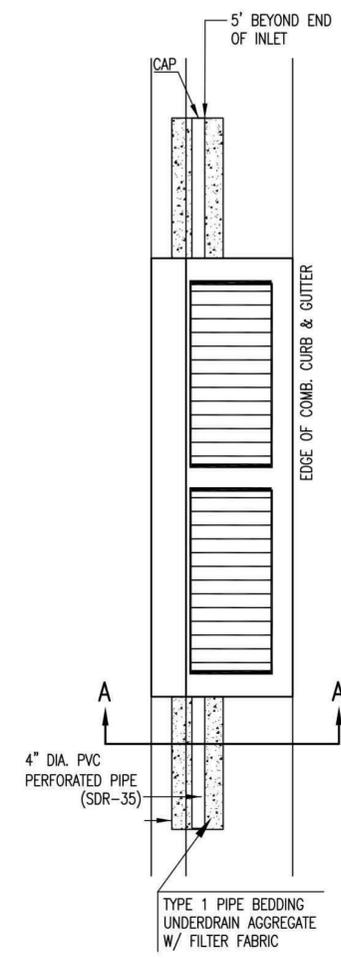
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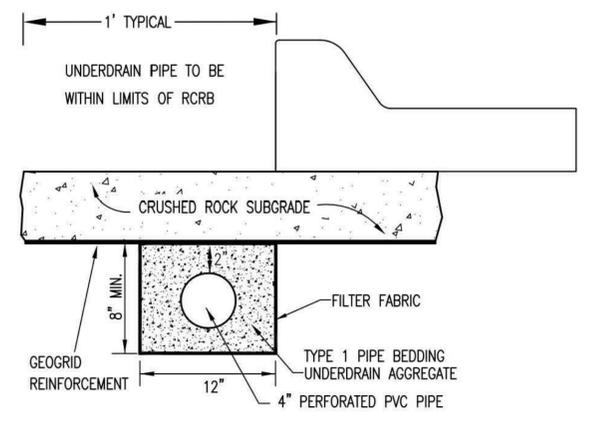
**TYPE 1-A INLET  
OPTION 1**



**TYPE 1-A INLET  
OPTION 2**



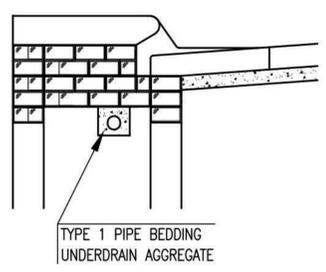
**TYPE 2**



**SECTION A-A (TYPICAL)**

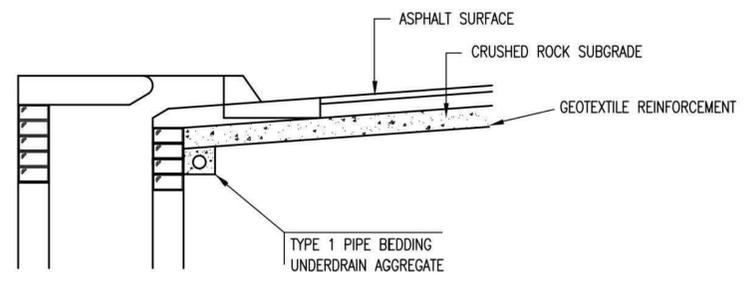
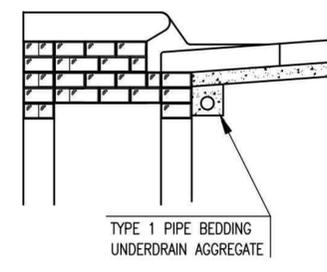
**GENERAL NOTES**

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



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

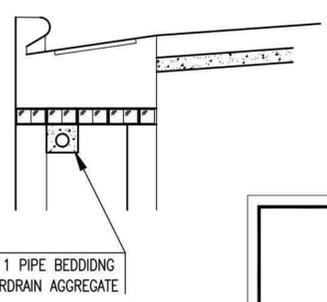
**SECTION A-A**



**SECTION A-A**

**PAVEMENT UNDERDRAIN DETAIL**

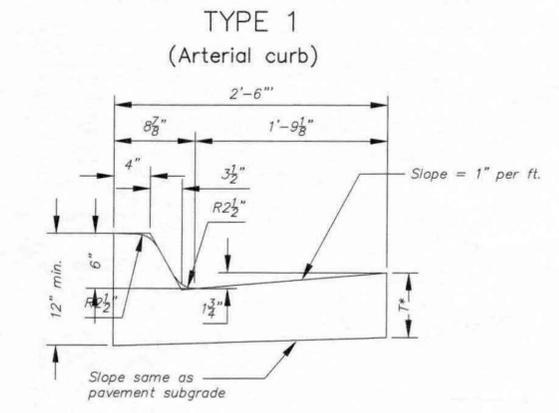
BID ITEM TO BE PROVIDED PER 4" PERFORATED UNDERDRAIN PIPE.



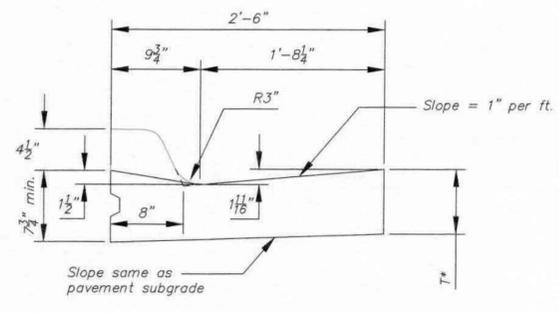
**SECTION A-A**

**CITY OF WICHITA**  
PUBLIC WORKS & UTILITIES  
ENGINEERING DIVISION

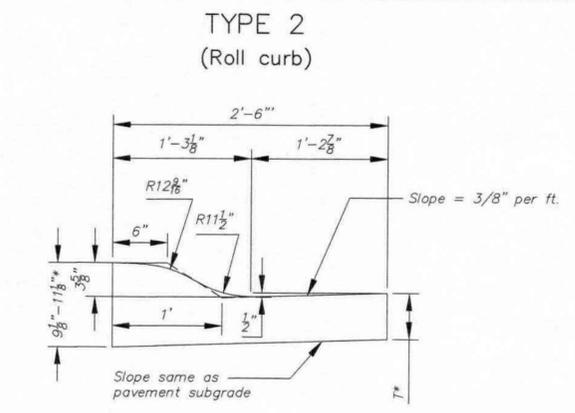
<b>CURB INLET PAVEMENT UNDERDRAIN DETAIL</b>		
CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER	OCA NUMBER	DATE 10/2012
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET <b>15 of 22</b>



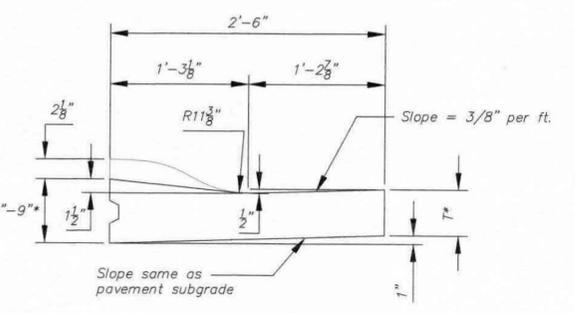
Combined Curb & Gutter (6")



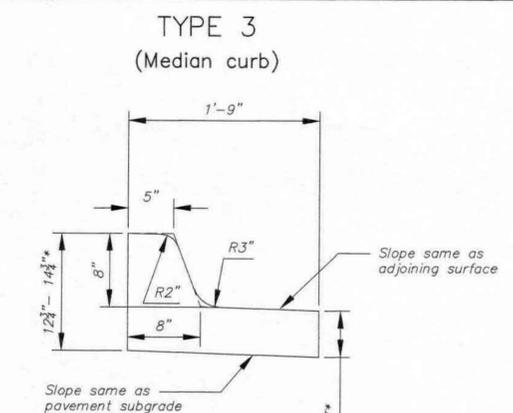
Combined Curb & Gutter (1 1/2")



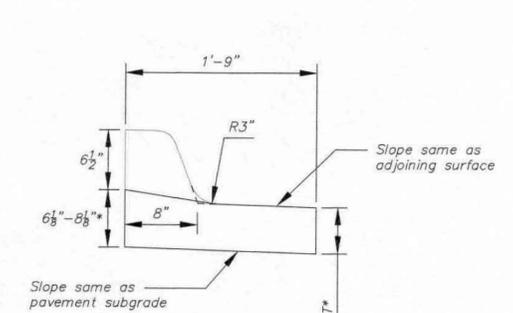
Combined Curb & Gutter (3 5/8")



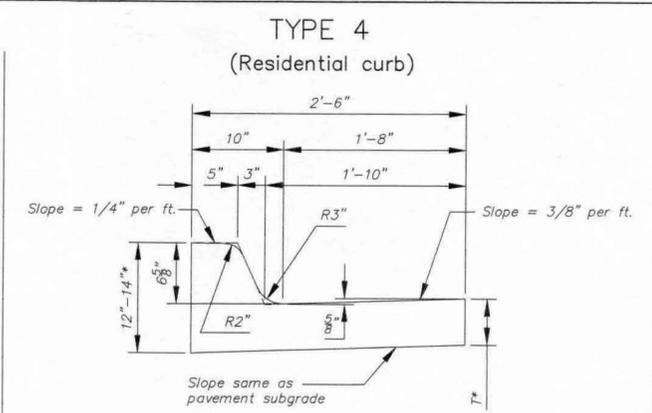
Combined Curb & Gutter (1 1/2")



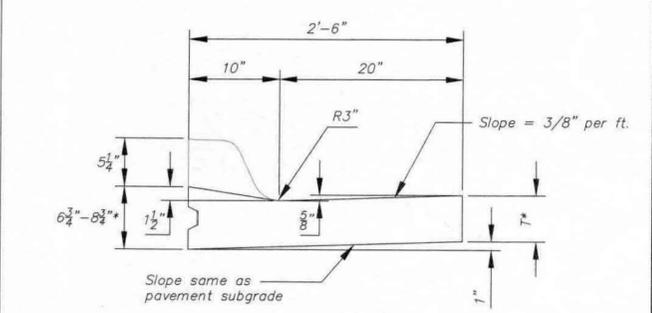
Combined Curb & Gutter (8")



Combined Curb & Gutter (1 1/2")



Combined Curb & Gutter (6 5/8")

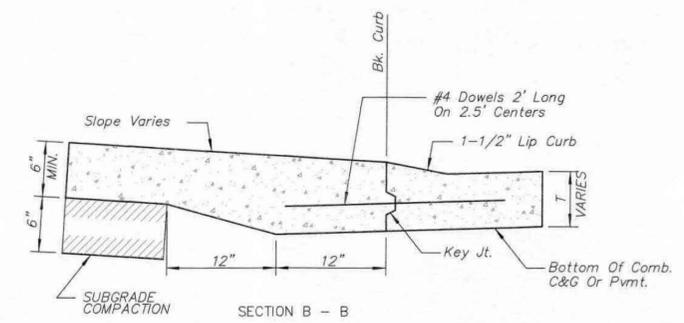


Combined Curb & Gutter (1 1/2")

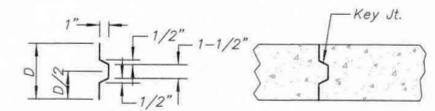
T\* = Thickness of curb to adjust with pavement thickness

GENERAL NOTES

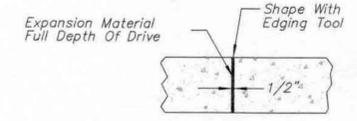
- Expansion (isolation) joints shall be constructed a maximum of 300' apart and at all PIs, PCs, cul-de-sac quadrants, and ends of returns.
- Contraction joints shall be constructed a minimum of 12' apart.
- Joint sealer shall be required at all joints on arterial and industrial streets and at intersections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



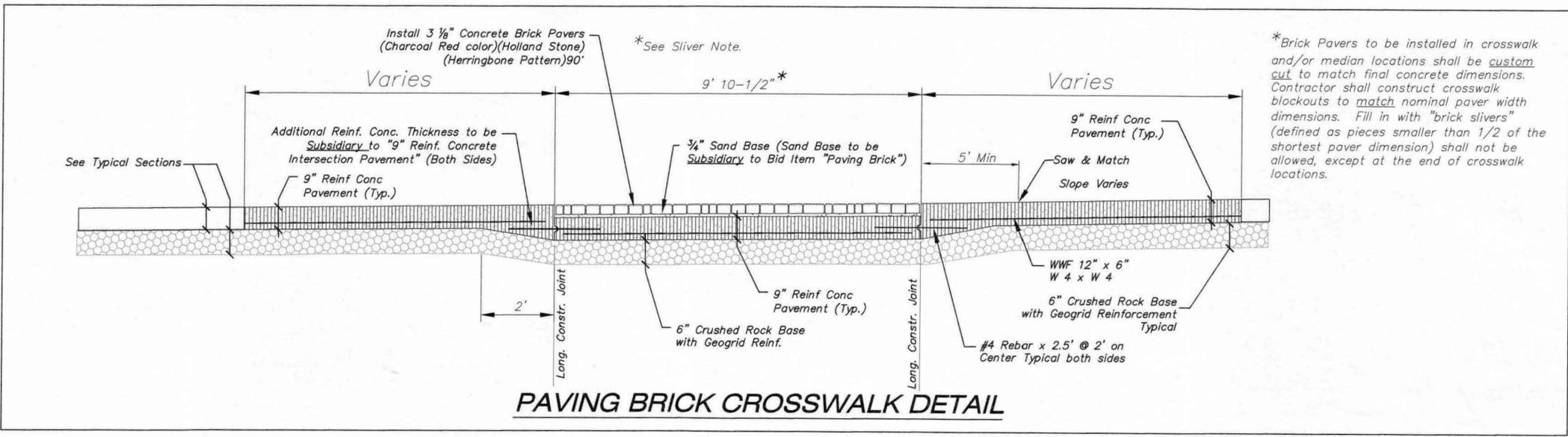
BACK OF CURB DETAIL



ALT. LONGITUDINAL CONSTRUCTION JOINT



EXPANSION JOINT (E.J.)



PAVING BRICK CROSSWALK DETAIL



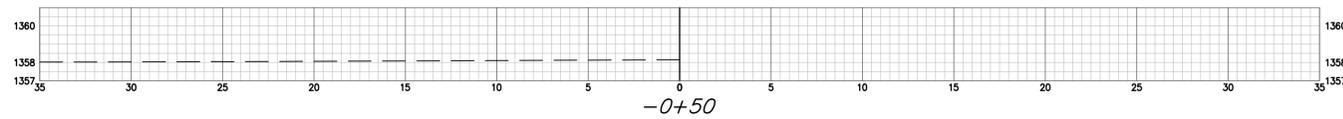
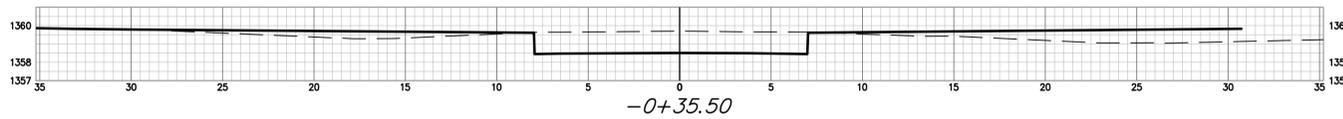
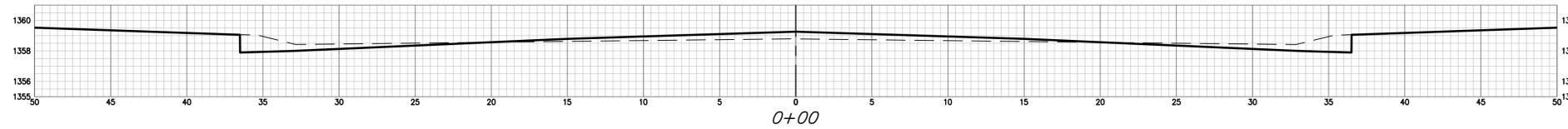
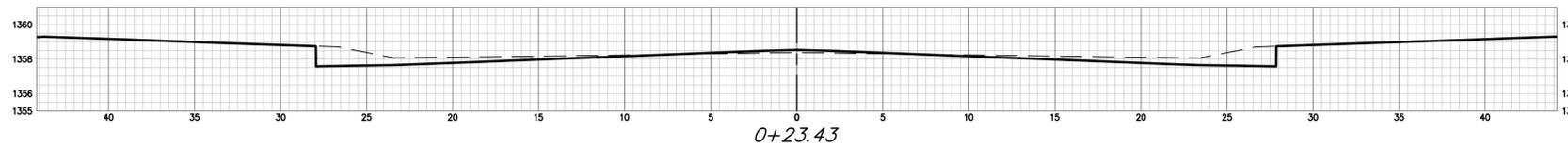
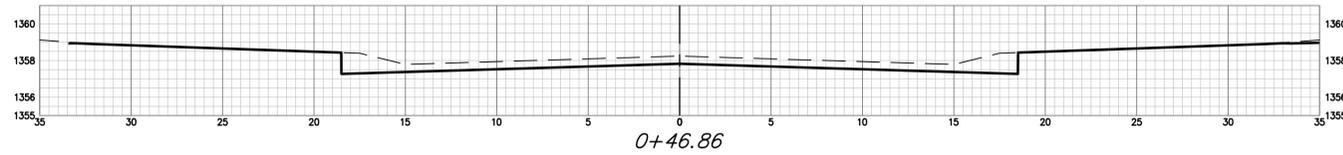
**CITY OF WICHITA**  
PUBLIC WORKS & UTILITIES  
ENGINEERING DIVISION

REVISED: OCTOBER 2015

**CURB & GUTTER & PAVING BRICK CROSSWALK 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 <b>16 of 22</b>



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Falcon Falls 7th Add.  
Phase 1

**CROSS  
SECTIONS**

STREET PAVING  
IMPROVEMENTS

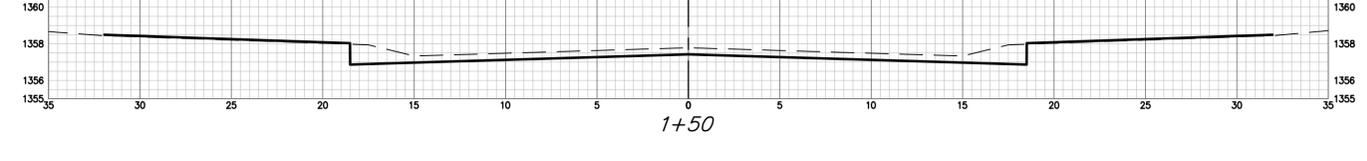
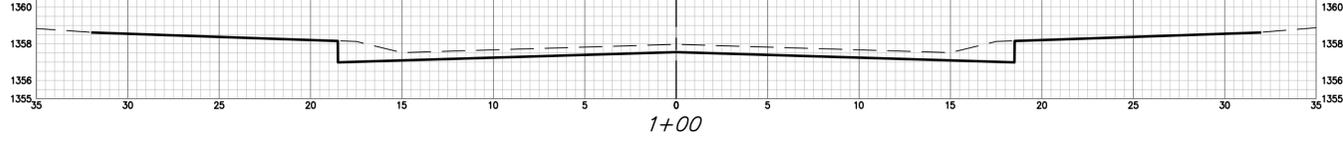
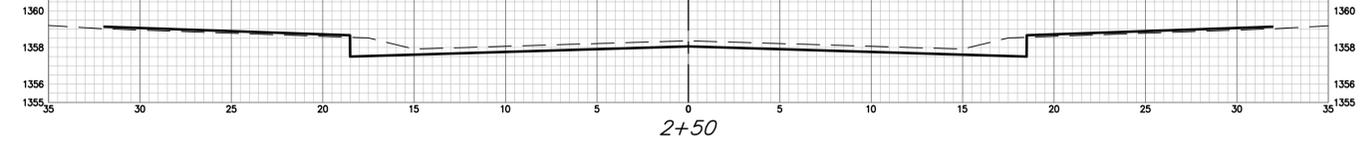
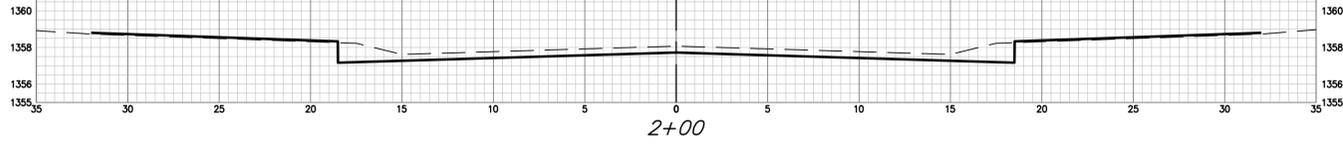
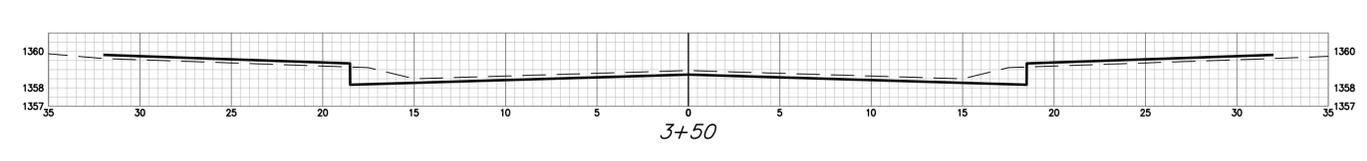
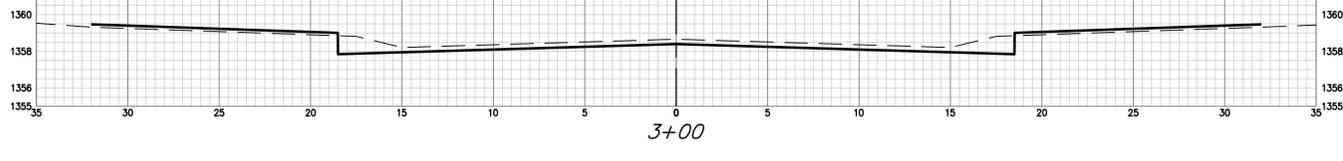
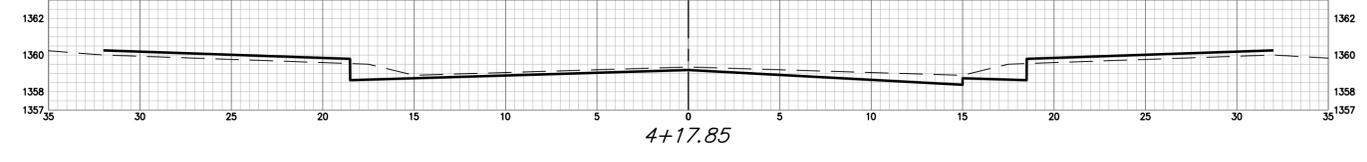
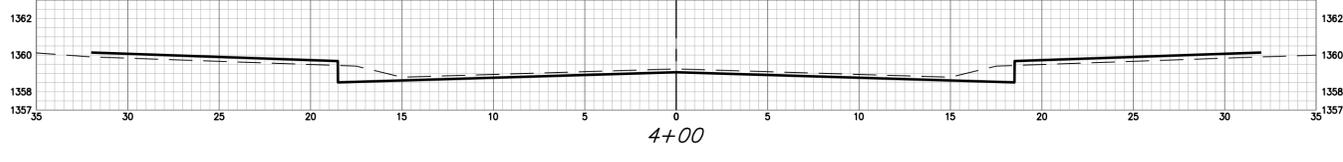
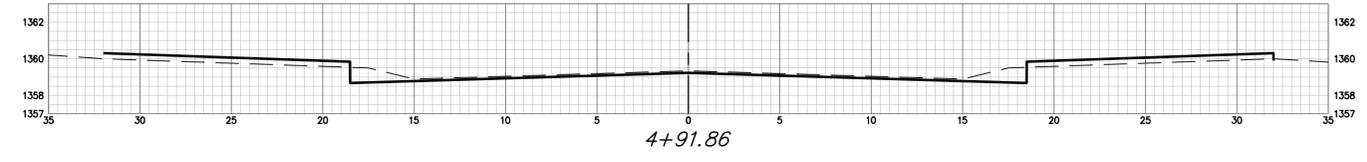
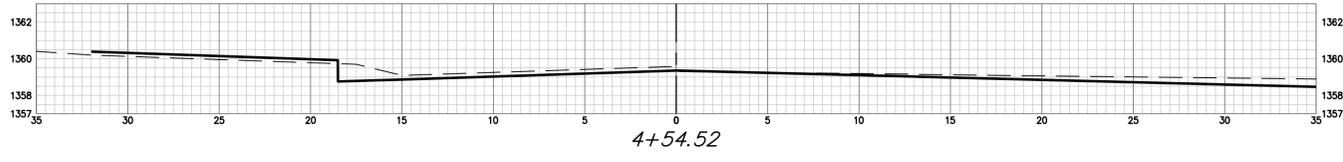
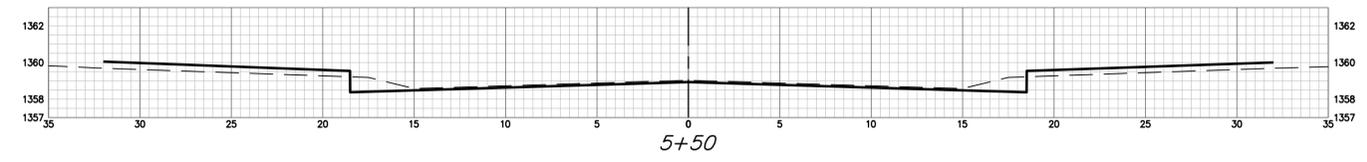
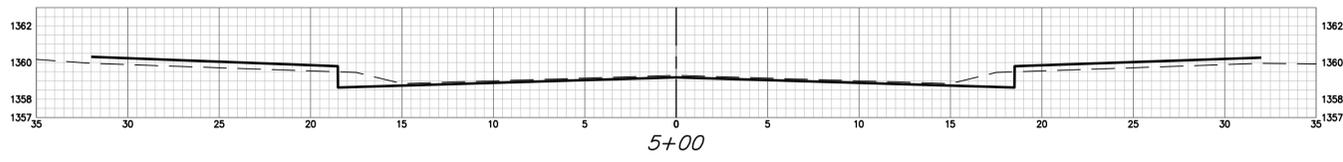
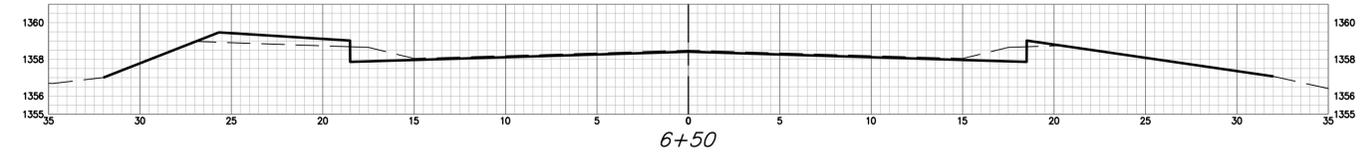
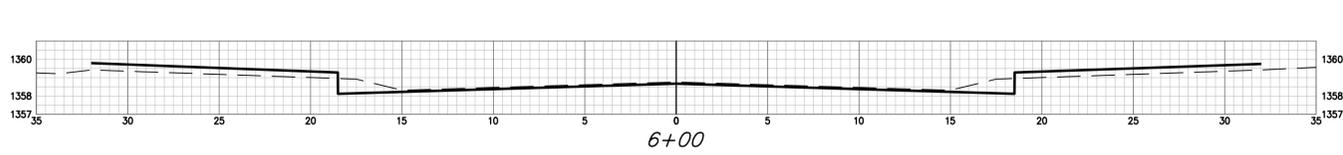
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472-2023-085942

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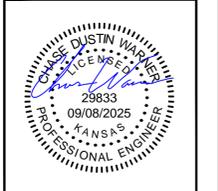
DATE: Sep. 8, 2025

SHEET OF  
**17 22**

File: E:\Projects\Falcon Falls 7th Addition\_22-06-F810\Engineering\Phase 1\STR\_PLANS.dwg



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Phase 1

**CROSS  
SECTIONS**

STREET PAVING  
IMPROVEMENTS

PROJECT NUMBER:  
472-2023-085942

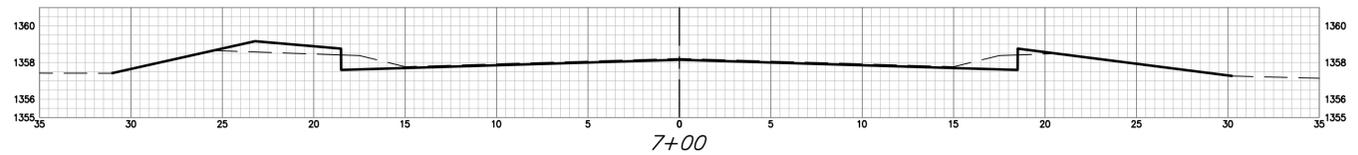
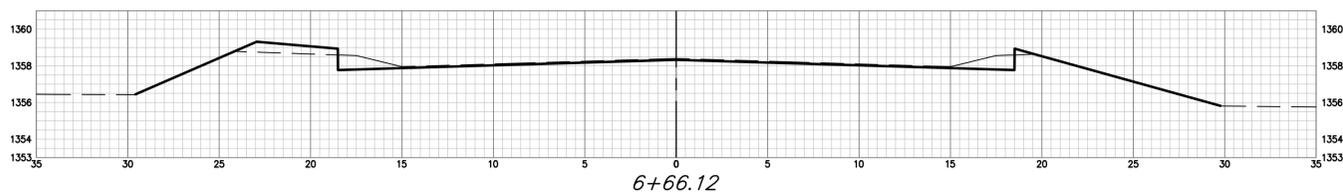
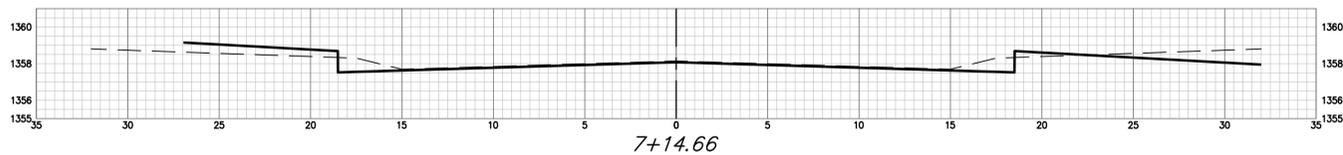
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DATE: Sep. 8, 2025

SHEET OF  
**18 22**

File: E:\Projects\Falcon Falls 7th Addition\_22-06-F810\Engineering\Phase 1\STR\_PLANS.dwg

THUNDER CIR CY Ground Removed (unadjusted)				THUNDER CIR CY Ground Fill (unadjusted)			
Station	Area	Volume	Total	Station	Area	Volume	Total
-0+50	0.00	0.00	0.00	-0+50	0.00	0.00	0.00
-0+35.50	17.67	4.74	4.74	-0+35.50	15.18	4.08	4.08
-0+15	13.75	11.93	16.67	-0+15	2.22	6.61	10.68
0+00	11.89	7.12	23.79	0+00	10.54	3.54	14.23
0+23.43	14.71	11.54	35.33	0+23.43	1.22	5.10	19.33
0+46.86	18.81	14.55	49.88	0+46.86	0.00	0.53	19.86
0+50	18.82	2.19	52.07	0+50	0.00	0.00	19.86
1+00	19.16	35.17	87.23	1+00	0.00	0.00	19.86
1+50	16.56	33.07	120.31	1+50	1.46	1.35	21.21
2+00	15.99	30.14	150.45	2+00	1.87	3.08	24.29
2+50	14.42	28.15	178.60	2+50	3.02	4.53	28.82
3+00	12.84	25.24	203.84	3+00	4.17	6.65	35.48
3+50	11.27	22.33	226.17	3+50	5.31	8.78	44.26
4+00	9.70	19.41	245.58	4+00	6.46	10.90	55.16
4+17.85	11.77	7.10	252.68	4+17.85	6.87	4.41	59.56
4+54.52	12.38	16.40	269.08	4+54.52	2.65	6.46	66.03
4+91.86	7.21	13.54	282.62	4+91.86	8.28	7.56	73.59
5+00	7.15	2.17	284.79	5+00	8.63	2.55	76.13
5+50	6.79	12.91	297.69	5+50	8.88	16.32	92.46
6+00	6.43	12.24	309.93	6+00	9.17	16.69	109.15
6+50	0.00	5.95	315.89	6+50	0.00	8.44	117.59
6+66.12	0.00	0.00	315.89	6+66.12	0.00	0.00	117.59
7+00	0.00	0.00	315.89	7+00	0.00	0.00	117.59
7+14.66	9.69	2.63	318.52	7+14.66	4.38	1.19	118.78

SPRUCE ST CY Ground Removed (unadjusted)				SPRUCE ST CY Ground Fill (unadjusted)			
Station	Area	Volume	Total	Station	Area	Volume	Total
0+37.33	20.11	0.00	0.00	0+37.33	0.00	0.00	0.00
1+00	18.64	44.97	44.97	1+00	0.00	0.00	0.00
1+50	17.00	33.00	77.97	1+50	1.14	1.05	1.05
2+00	18.52	32.89	110.86	2+00	0.03	1.08	2.13
2+50	18.59	34.35	145.21	2+50	0.00	0.03	2.16
3+00	18.75	34.49	179.70	3+00	0.00	0.00	2.16
3+50	18.75	34.66	214.36	3+50	0.00	0.00	2.16
4+00	18.85	34.81	249.17	4+00	0.00	0.00	2.16
4+50	18.94	34.99	284.16	4+50	0.00	0.00	2.16
5+00	19.03	35.16	319.32	5+00	0.00	0.00	2.16
5+50	18.76	35.00	354.32	5+50	0.00	0.00	2.16
6+00	20.05	35.93	390.24	6+00	0.00	0.00	2.16
6+50	21.40	38.33	428.57	6+50	0.00	0.00	2.16
7+00	22.68	40.78	469.36	7+00	0.00	0.00	2.16
7+50	23.98	43.20	512.55	7+50	0.00	0.00	2.16
7+90	24.11	35.62	548.17	7+90	0.00	0.00	2.16



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Phase 1

**CROSS  
SECTIONS**

STREET PAVING  
IMPROVEMENTS

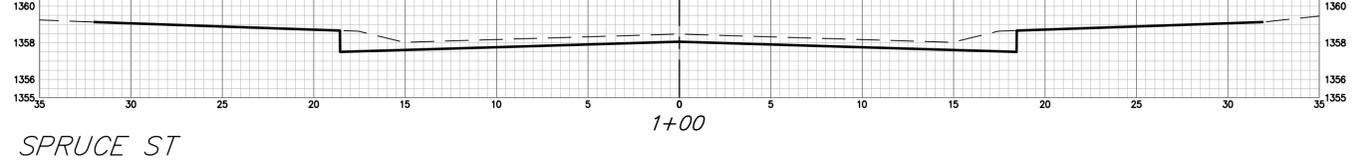
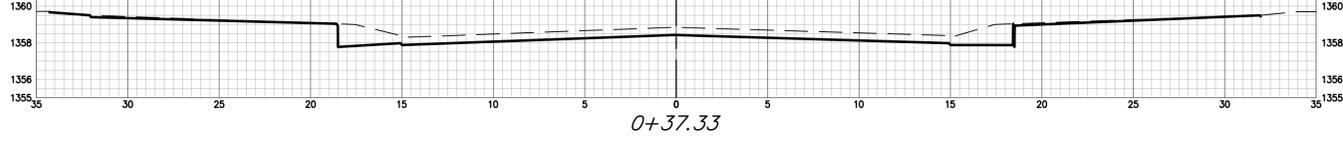
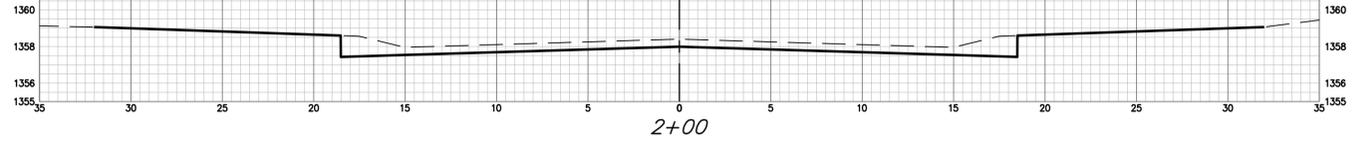
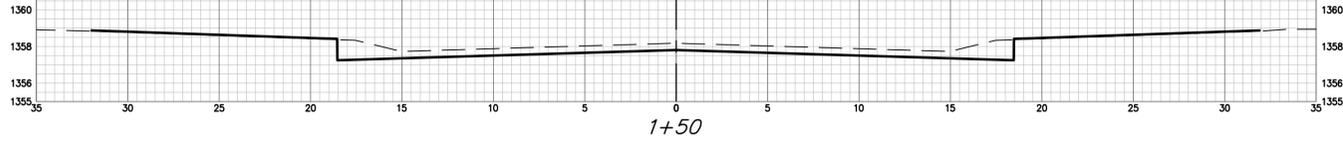
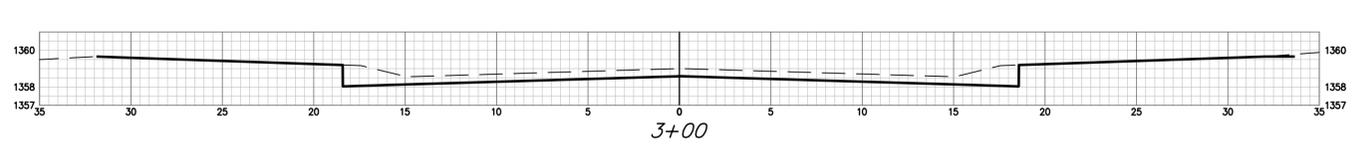
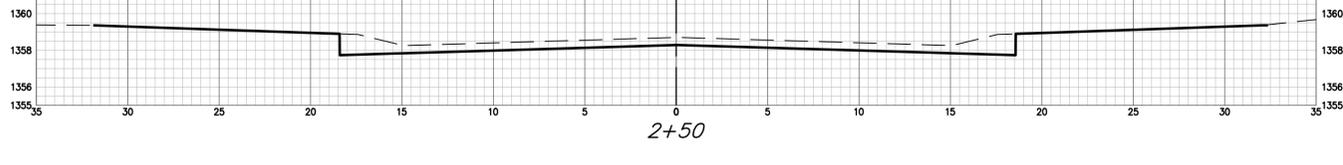
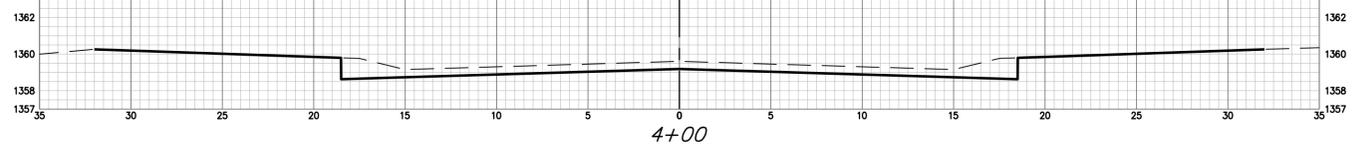
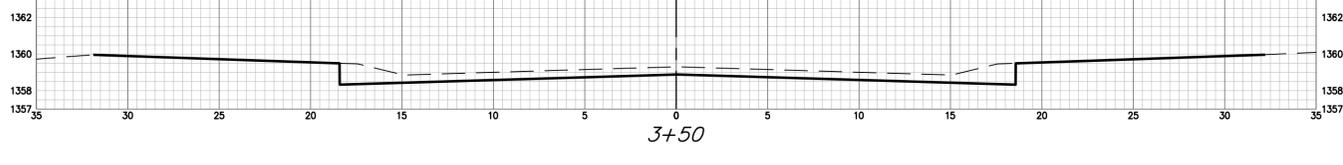
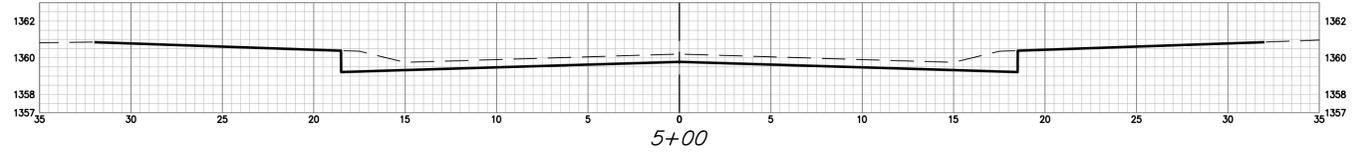
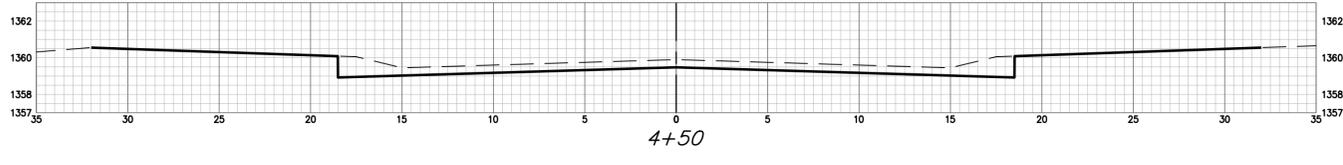
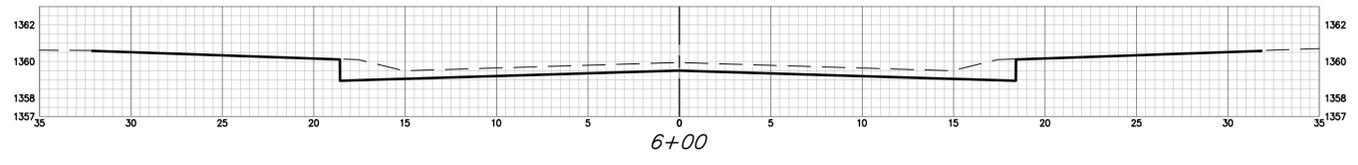
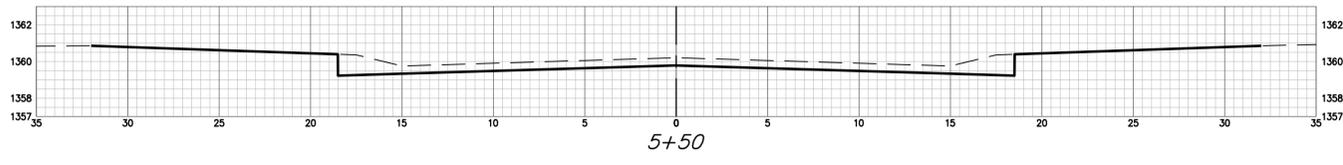
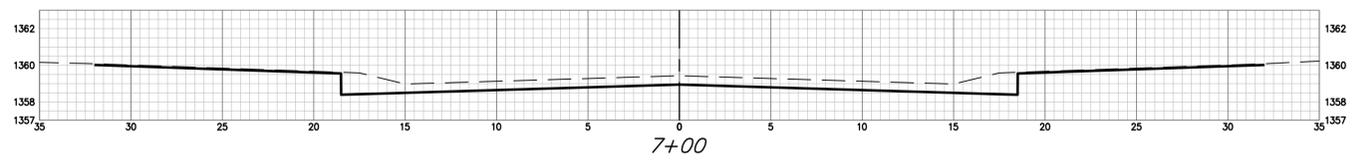
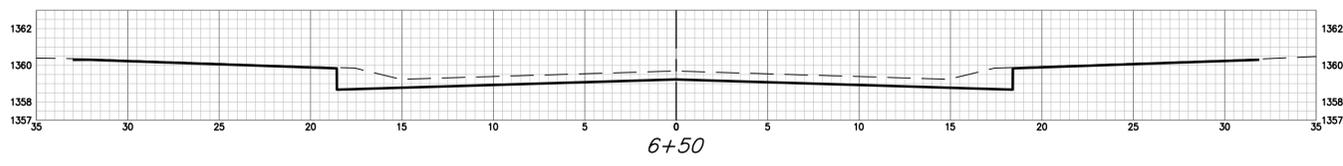
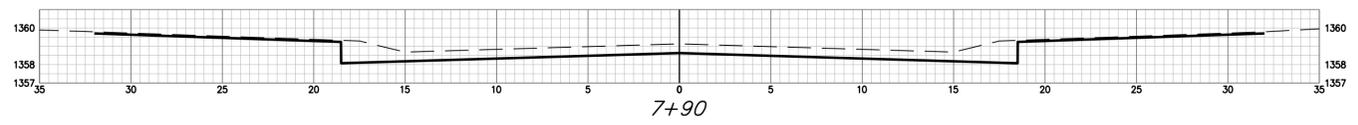
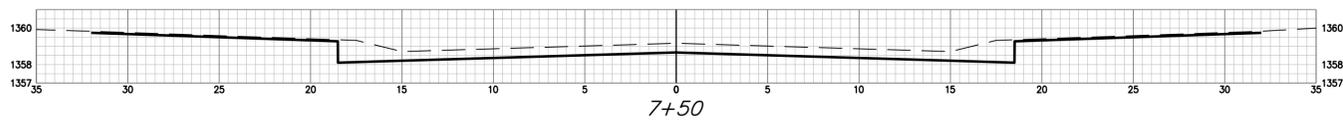
PROJECT NUMBER:  
472-2023-085942

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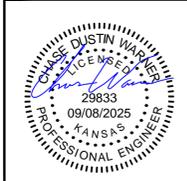
DATE: Sep. 8, 2025

SHEET OF  
**19 22**

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SPRUCE ST



**BAUGHMAN  
COMPANY**

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

Falcon Falls 7th Add.  
Phase 1

**CROSS  
SECTIONS**

STREET PAVING  
IMPROVEMENTS

PROJECT NUMBER:  
472-2023-085942

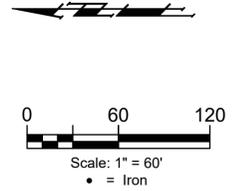
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DATE: Sep. 8, 2025

SHEET OF  
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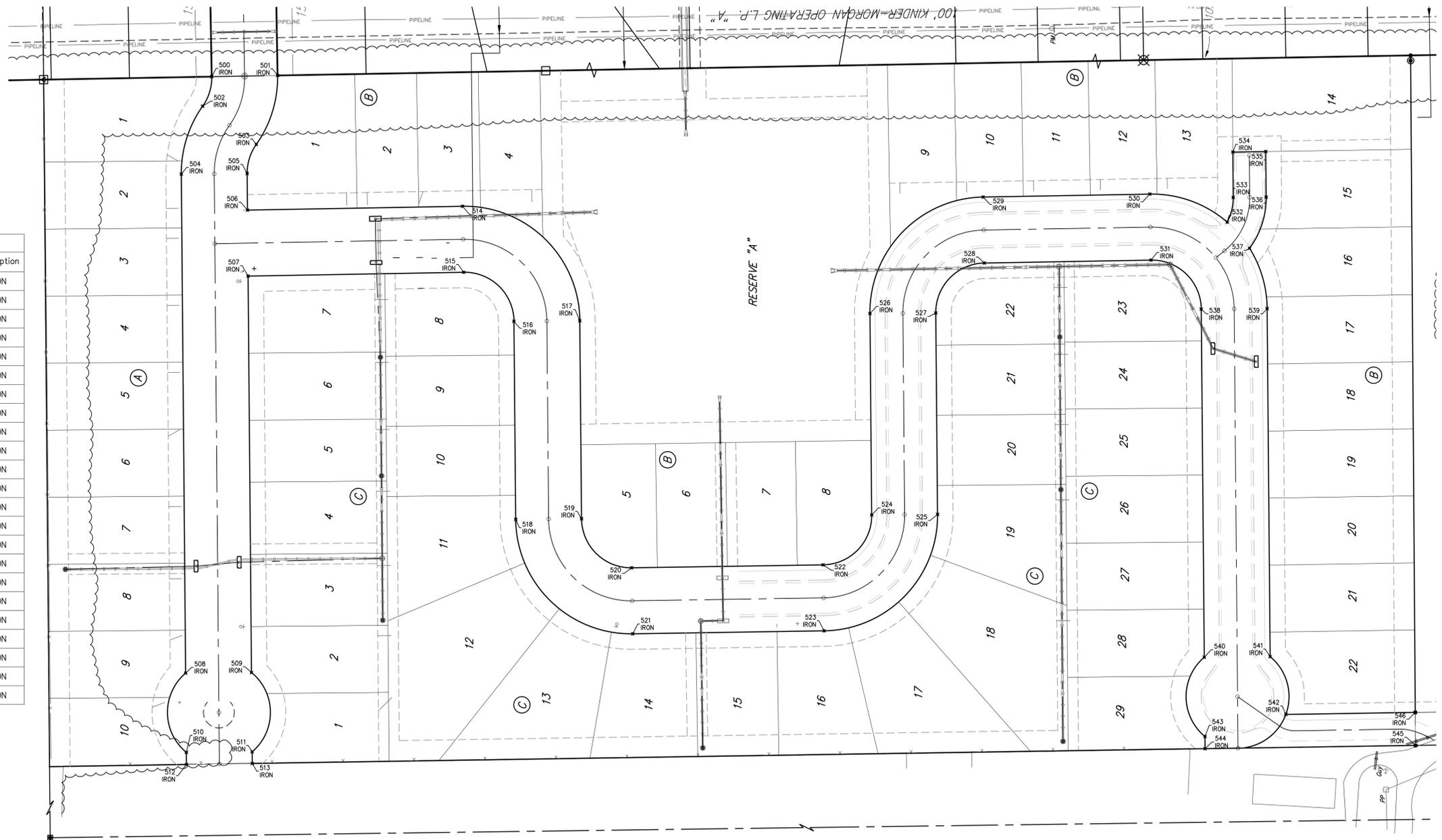
**BENCHMARKS:**  
 SQUARE CUT AND CROSS NORTHWEST CORNER OF CURB INLET, NORTHSIDE OF THUNDER ST. SOUTH SIDE OF HOUSE ON 4909 N. SAKER ST.  
 ELEV. = 1358.72 NAVD88

SQUARE CUT ON TOP OF CURB 11'± NORTH OF THE SOUTHEAST CORNER OF LOT 1, BLOCK C, FALCON FALLS 2ND ADDITION, IN FRONT OF HOUSE 4909 N. SAKER ST.  
 ELEV. = 1362.79 NAVD88



Point #	Northing	Eastng	Description
500	1,717,591.26	1,656,794.24	IRON
501	1,717,527.27	1,656,795.37	IRON
502	1,717,600.12	1,656,765.59	IRON
503	1,717,547.95	1,656,728.52	IRON
504	1,717,620.82	1,656,699.75	IRON
505	1,717,556.82	1,656,700.30	IRON
506	1,717,556.51	1,656,664.83	IRON
507	1,717,555.95	1,656,600.83	IRON
508	1,717,616.61	1,656,215.90	IRON
509	1,717,552.61	1,656,216.46	IRON
510	1,717,615.94	1,656,139.06	IRON
511	1,717,551.94	1,656,139.62	IRON
512	1,717,615.84	1,656,127.27	IRON
513	1,717,551.84	1,656,128.26	IRON
514	1,717,347.54	1,656,668.53	IRON
515	1,717,346.42	1,656,604.54	IRON
516	1,717,297.56	1,656,556.97	IRON
517	1,717,233.56	1,656,557.52	IRON
518	1,717,295.89	1,656,365.02	IRON
519	1,717,231.90	1,656,365.58	IRON
520	1,717,183.15	1,656,318.00	IRON
521	1,717,182.09	1,656,254.01	IRON
522	1,716,997.17	1,656,320.89	IRON
523	1,716,996.12	1,656,256.90	IRON

Point #	Northing	Eastng	Description
524	1,716,949.90	1,656,369.30	IRON
525	1,716,885.91	1,656,369.86	IRON
526	1,716,951.62	1,656,564.53	IRON
527	1,716,887.62	1,656,565.09	IRON
528	1,716,840.47	1,656,613.50	IRON
529	1,716,841.60	1,656,677.49	IRON
530	1,716,679.62	1,656,680.35	IRON
531	1,716,678.49	1,656,616.36	IRON
532	1,716,604.46	1,656,653.16	IRON
533	1,716,598.58	1,656,677.12	IRON
534	1,716,598.96	1,656,721.12	IRON
535	1,716,566.97	1,656,721.61	IRON
536	1,716,566.58	1,656,677.40	IRON
537	1,716,582.72	1,656,627.83	IRON
538	1,716,629.64	1,656,568.79	IRON
539	1,716,565.64	1,656,569.35	IRON
540	1,716,626.70	1,656,231.26	IRON
541	1,716,562.71	1,656,231.82	IRON
542	1,716,547.45	1,656,175.85	IRON
543	1,716,626.04	1,656,154.43	IRON
544	1,716,625.93	1,656,142.63	IRON
545	1,716,421.41	1,656,145.80	IRON
546	1,716,421.64	1,656,177.80	IRON



**BAUGHMAN COMPANY**

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

Falcon Falls 7th Add.  
 Phase 1

**COORDINATE SHEET**

STREET PAVING IMPROVEMENTS

PROJECT NUMBER:  
 472-2023-085942

DESIGN: AEG DRAWN: LEN

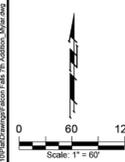
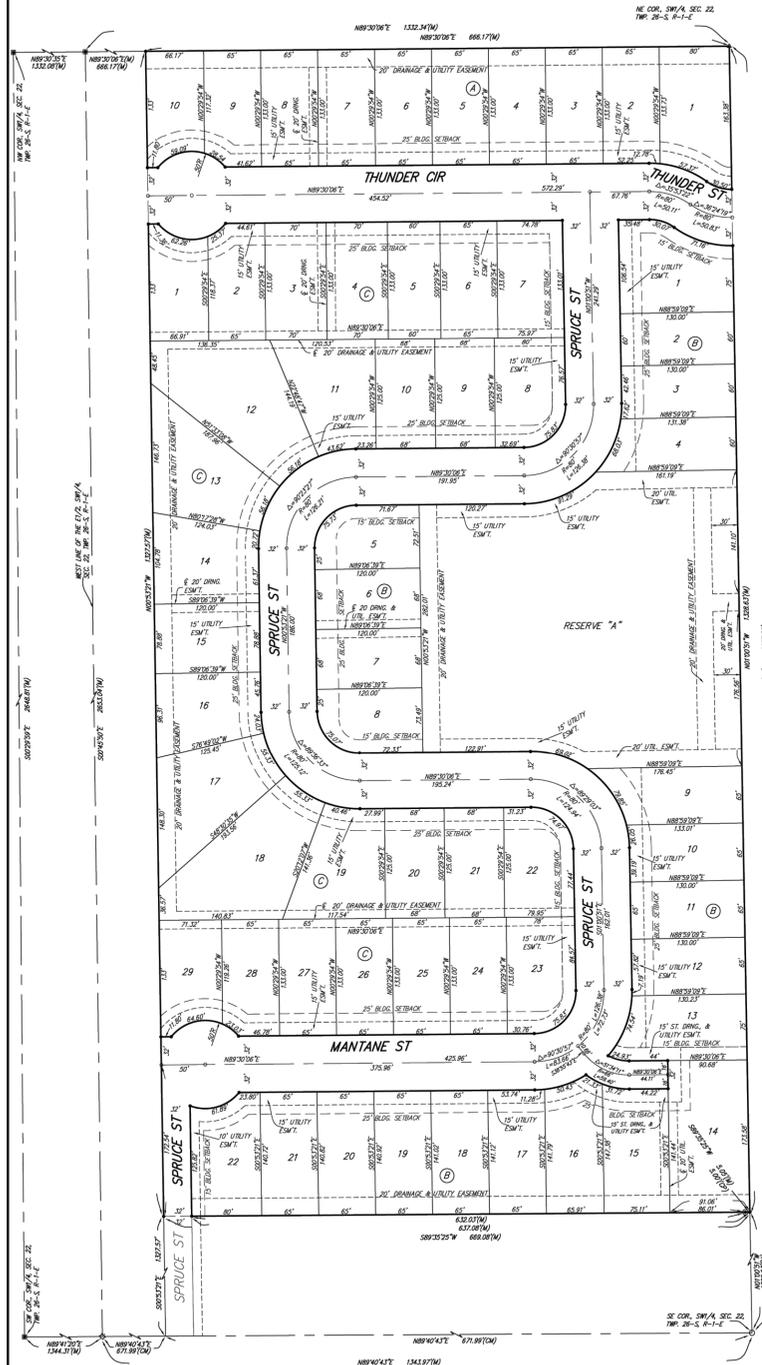
DATE: Sep. 8, 2025

SHEET OF  
**21 22**

File: E:\Projects\Falcon Falls 7th Addition\_22-06-F810\Engineering\Phase 1\STR\_PLANS.dwg

# FALCON FALLS 7TH ADDITION

## WICHITA, SEDGWICK COUNTY, KANSAS



LOT	BLOCK	ELEVATION
4-9	B	1558.0

**BENCHMARKS:**  
 SQUARE CUT AND CROSS ADJUSTMENT CORNER OF CURB  
 ALLEY, NORTH SIDE OF THUNDER ST. SOUTH SIDE OF HOUSE  
 ON 400 N. SAKER ST.  
 ELEV. = 1558.72 M41658

SQUARE CUT ON TOP OF CURB 1/2" NORTH OF THE  
 SOUTHWEST CORNER OF LOT 1 BLOCK C, FALCON FALLS  
 7TH ADDITION IN FRONT OF HOUSE 400 N. SAKER ST.  
 ELEV. = 1562.78 M41658

- DRAINAGE PLAN NOTE:**  
 A master drainage plan has been developed for this plat. All  
 drainage easements, rights-of-way, and reserves shall remain of  
 established grade (unless modified with the approval of the City  
 Engineer) and shall be undisturbed to allow for the conveyance  
 of stormwater in accordance with the Stormwater Manual. The  
 maintenance of all drainage easements and drainage facilities in  
 accordance with the Stormwater Manual shall be the responsibility  
 of the property owner. All work to be performed by the  
 Homeowners' Association and be provided for in the  
 Homeowners' Association covenants.
- = #4 REBAR (FOUND)
  - = #4 REBAR W/ "BENCHMARK" CAP (SET)
  - = #5 REBAR (FOUND)
  - = 1/2" IRON (FOUND)
  - = 1" IRON (FOUND)
  - ▲ = STONE (FOUND)
  - (M) = MESSAGED
  - (DM) = CALCULATED MEASURED

State of Kansas) SS  
 Sedgwick County) We, Baughman Company, P.A., Surveyors in  
 aforesaid county and state do hereby certify that we have surveyed and  
 plotted "FALCON FALLS 7TH ADDITION", Wichita, Sedgwick County, Kansas  
 and that the accompanying plat is a true and correct exhibit of the  
 property surveyed, described as the East Half of the North Half of the  
 East Half of the Southwest Quarter of Section 22, Township 26 South,  
 Range 1 East of the 6th Principal Meridian, Sedgwick County, Kansas.

Existing public easements and dedications  
 being vacated by virtue of K.S.A. 12-512b, as amended.  
 All being situated in the Southwest Quarter of Section  
 22, Township 26 South, Range 1 East of the Sixth  
 Principal Meridian, Sedgwick County, Kansas.

Jonathan C. Hubbell, PLS #1680, Surveyor

Know all men by these presents that we,  
 the undersigned, have caused the land in the surveyors certificate to be  
 plotted into Lots, Blocks, Reserves and Streets, to be known as "FALCON  
 FALLS 7TH ADDITION", Wichita, Sedgwick County, Kansas. The utility  
 easements are hereby granted to the public as indicated for the  
 construction and maintenance of all public utilities. The drainage and  
 utility easements are hereby granted to the public as indicated for  
 drainage purposes and for the construction and maintenance of all public  
 utilities. No sign, light poles, private drainage systems, berms, walls,  
 masonry trash enclosures or other structures shall be located within public  
 utility easements unless permitted by the City of Wichita Department of  
 Engineering and that they do not inhibit the conveyance of surface  
 drainage. The drainage easements are hereby granted to the public as  
 indicated for drainage purposes. No private drainage systems shall be  
 located within public drainage easements unless a Residential Drainage  
 Relief Permit is obtained from the City of Wichita Public Works & Utilities  
 Department. The streets, drainage, and utility easements are hereby  
 granted to the public as indicated for street purposes, for drainage  
 purposes, and for the construction and maintenance of all public utilities.  
 The streets are hereby dedicated to and for the use of the public.  
 Reserve "A" is hereby reserved for open space, landscaping, lakes,  
 drainage purposes, and utilities as confined to easements. Reserve "A"  
 shall be owned and maintained by the homeowners association for the  
 addition. Compliance with any plotted restrictions and applicable  
 restrictive covenants affecting said reserves shall be binding on any  
 owners, successors, heirs, or assigns. The Minimum Building Foot  
 Elevations for the lowest opening to the structures shall be as indicated  
 on the face of the plat.

Falcon Falls West, LLC,  
 a Kansas limited liability company  
 Joy W. Russell,  
 as Manager of Bridgeview, LLC,  
 a Kansas limited liability company

State of Kansas) SS  
 Sedgwick County) The foregoing instrument acknowledged before  
 me, this \_\_\_\_\_ day of \_\_\_\_\_, 2023, by Joy W. Russell, as Manager of  
 Bridgeview, LLC, a Kansas limited liability company, Sole Member of Falcon  
 Falls West, LLC, a Kansas limited liability company, on behalf of the  
 limited liability company.

My App'l. Exp. \_\_\_\_\_ Notary Public

This plat of "FALCON FALLS 7TH ADDITION",  
 Wichita, Sedgwick County, Kansas has been submitted to and approved by  
 the Wichita-Sedgwick County Metropolitan Area Planning Commission,  
 Wichita, Kansas.  
 Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2023.  
 Wichita-Sedgwick County Metropolitan Area Planning Commission

Robert Dool, Chair  
 Scott A. Wodde, Secretary

This plat approved and all dedications  
 shown herein accepted by the City Council of the City of Wichita,  
 Kansas, this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

Brandon J. Whipple, Mayor, City of Wichita  
 Jamie Buster, City Clerk

Reviewed in accordance with K.S.A. 58-2005  
 on this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

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

Entered on transfer record this \_\_\_\_\_ day  
 of \_\_\_\_\_, 2023.  
 Kelly B. Arnold, County Clerk

State of Kansas) SS  
 Sedgwick County) This is to certify that this plat has been  
 filed for record in the office of the Register of Deeds, this \_\_\_\_\_ day  
 of \_\_\_\_\_, 2023, at \_\_\_\_\_ o'clock \_\_\_\_\_ M., and is duly recorded.

Tony Buckingham, Register of Deeds  
 Kenly Zehring, Deputy

### FALCON FALLS 7TH ADDITION



FOR  
 REFERENCE  
 ONLY  
 (NOT TO SCALE)



BAUGHMAN  
 COMPANY

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

Falcon Falls 7th Add.  
 Phase 1

COPY OF PLAT

STREET PAVING  
 IMPROVEMENTS

PROJECT NUMBER:  
 472-2023-085942

DESIGN: AEG DRAWN: LEN

DATE: Sep. 8, 2025

SHEET OF  
 22 22