

# GENERAL NOTES:

- THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE SAFETY REGULATIONS. ALL CONSTRUCTION SHALL BE COMPLETED FOLLOWING CURRENT CITY STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
- CONTRACTOR WILL BE REQUIRED TO PROVIDE NOTICE TO UTILITY COMPANIES A MINIMUM OF SEVENTY-TWO (72) HOURS PRIOR TO ANY EXCAVATION, AS FOLLOWS:  
KANSAS ONE-CALL 687-2470  
THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:  
AT&T 1-800-246-8464  
BLACK HILLS ENERGY 1-800-694-8989  
CITY OF WICHITA WATER & SEWER 1-316-219-8921  
CITY OF WICHITA STORMWATER 1-316-268-4090  
CITY OF WICHITA TRAFFIC 1-316-268-4034  
COX COMMUNICATIONS 1-888-249-3530  
KANSAS GAS SERVICE 1-888-482-4950  
EVERGY 1-800-544-4857
- UTILITY SERVICE LINES, POLES, ETC. ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR OR UNLESS THE PLANS SPECIFICALLY IDENTIFY A UTILITY TO BE ADJUSTED BY ITS OWNER DURING CONSTRUCTION. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.
- RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE AND SITE LOCATION. LOCATIONS, IN THE OPINION OF THE ENGINEER, THAT WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED. ALL DISPOSAL SITES MUST BE APPROVED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT. MATERIAL EITHER STOCKPILED OR DISPOSED OF IN A FLOOD PLAIN WILL REQUIRE A KANSAS STATE BOARD OF AGRICULTURE PERMIT. ANY MATERIAL DUMPED IN WATERS OF THE UNITED STATES OR WETLANDS IS SUBJECT TO U.S. CORPS. OF ENGINEERS PERMITTING REGULATIONS. ANY MATERIAL BURIED OR STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS WILL REQUIRE ADDITIONAL ARCHAEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.
- TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE CITY ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.
- THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ABUTTING THE CONSTRUCTION OF THIS PROJECT A MINIMUM OF TEN (10) DAYS NOTICE PRIOR TO START OF CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.
- THE ENGINEERING DIVISION SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. WATER VALVES, VALVE BOXES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY CONTRACTOR AT HIS OWN EXPENSE. VALVE BOXES AND WATER METERS WITHIN THE PROJECT LIMITS SHALL BE ADJUSTED TO MATCH FINAL GRADES BY THE CONTRACTOR.
- IF TRAFFIC WILL BE IMPACTED BY CONSTRUCTION, A TRAFFIC CONTROL PLAN MUST BE SUBMITTED AND APPROVED BY THE CITY TRAFFIC ENGINEER AT TRAFFIC@WICHITA.GOV BEFORE CONSTRUCTION CAN BEGIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL MEASURES TO FACILITATE CONSTRUCTION. ALL CONSTRUCTION ZONE MARKINGS AND SIGNAGE SHALL CONFORM TO THE LATEST VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS PUBLISHED BY THE US DEPT. OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION. ALL COSTS ASSOCIATED WITH CONSTRUCTION MARKINGS AND SIGNAGE SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
- ALL ELEVATIONS SHOWN ARE NAVD 88.
- ALL EXISTING PAVEMENT AND CURB AND GUTTER WITHIN THE CONSTRUCTION LIMITS SHALL BE SAW CUT, FULL DEPTH, TO THE LINES SHOWN ON THE PLANS, OR TO THE NEAREST JOINT, AND REMOVED UNLESS OTHERWISE NOTED. IF REMOVAL LIMITS ARE WITHIN THREE FEET OF A JOINT, REMOVE TO THE JOINT.
- ALL CONSTRUCTION EQUIPMENT, INCLUDING VEHICLES, MATERIALS, AND DEBRIS SHALL BE STORED OUTSIDE OF THE CLEAR ZONE. WHERE THIS CANNOT BE ACHIEVED THE CONTRACTOR SHALL PLACE APPROPRIATE SIGNS, OBJECT IDENTIFIERS, AND/OR BARRICADES IN COMPLIANCE WITH THE MUTCD.
- EXCEPT WHEN REQUIRED FOR SAFETY, TRAFFIC CONTROL SHALL NOT BLOCK ANY LANES OR SIDEWALKS WHEN WORK IS NOT BEING PERFORMED.

- TRAFFIC LANE BLOCKAGES MORE THAN FOUR HOURS MAY NEED PERMITTED. CALL 316-268-4501 TO DETERMINE REQUIREMENTS AND REQUEST PERMIT.
- A PORTION OF EXCESS EXCAVATED MATERIAL SHALL BE MOUNDED AROUND MANHOLES WHICH EXTEND MORE THAN ONE (1) FOOT ABOVE THE EXISTING GROUND. SUCH MOUND SHALL BE CONSTRUCTED WITH NEW DEVELOPMENT A SIX (6) FOOT DIAMETER FLAT TOP WITH 4 TO 1 SIDE SLOPES DOWN TO THE ORIGINAL GROUND. THE ELEVATION OF THE FLAT TOP OF THE MOUND SHALL BE 0.4 FOOT BELOW THE TOP TO THE MANHOLE.
- CONTRACTOR SHALL LIMIT THE EXTENT OF TRENCH OPENINGS OVERNIGHT AND WEEKENDS TO LESS THAN 50 FEET.
- THE CONTRACTOR SHALL PROTECT FROM DAMAGE AND SUPPORT EXISTING UTILITIES THROUGH CONSTRUCTION AS APPROVED BY THE UTILITY OWNER AND THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL RESTORE ALL DITCHES, SWALES, ROAD SHOULDERS, ENTRANCES AND BANK LINES TO THEIR ORIGINAL SLOPES AND GRADES EXCEPT AS SHOWN OTHERWISE.
- THE CONTRACTOR SHALL USE BEST MANAGEMENT PRACTICES (BMP'S) TO PREVENT ERODED SOIL FROM ENTERING DITCHES, CULVERTS AND DRAINAGE AREAS. THE CONTRACTOR SHALL FOLLOW THE INTENT OF THE BMP'S WHICH ACT AS A GUIDELINE.
- EACH BIDDER SHALL VISIT THE SITE OF THE PROJECT BEFORE SUBMITTING A PROPOSAL IN ORDER TO BECOME BETTER INFORMED OF THE EXISTING FIELD CONDITIONS AND OBSTACLES WHICH MIGHT BE ENCOUNTERED DURING CONSTRUCTION. EACH BIDDER SHOULD UNDERSTAND THAT NO ADDITIONAL COMPENSATION WILL BE AWARDED FOR EXTRA WORK THAT SHOULD HAVE BEEN EVALUATED PRIOR TO BIDDING.
- THE PRECAST MANUFACTURER SHALL PROVIDE A SEALED DESIGN DETAIL FOR ALL PRECAST ITEMS USED ON THE PROJECT TO INSURE THE INTENT OF THE PLANS ARE MET.
- ALL EXCAVATION FROM PIPE AND STRUCTURE REMOVAL TO BE BACKFILLED IN 6" LIFTS AND COMPACTED TO 95% OF STANDARD PROCTOR ASTM D698. FILL MATERIAL TO BE APPROVED BY PROJECT ENGINEER.
- ALL SOIL TESTING WITHIN RIGHT OF WAY SHALL BE CONDUCTED BY THE CITY OF WICHITA. ALL SOIL TESTING ON PRIVATE PROPERTY SHALL BE COMPLETED BY THE CONTRACTOR AT 1 TEST PER 12" LIFT PER LOT.
- BACKFILL SAND FLUSH & VIBRATE ALL UTILITIES UNDER PAVEMENT. ALL TRENCHING AND PIPE EMBEDMENT TO BE PER CITY OF WICHITA STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
- CITY OF WICHITA WILL PROVIDE INSPECTION AND CONSTRUCTION STAKING.
- TEMPORARY SEEDING: RYE GRASS, RATE = 50 LBS/ACRE, AS NEEDED.
- PERMANENT SEEDING: RYE GRASS, RATE = 218 LBS/ACRE, 3.48 ACRES.

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

### SAFETY NOTICE TO CONTRACTOR

IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.

### WARRANTY / DISCLAIMER

THE DESIGNS REPRESENTED IN THESE PLANS ARE IN ACCORDANCE WITH ESTABLISHED PRACTICES OF CIVIL ENGINEERING FOR THE DESIGN FUNCTIONS AND USES INTENDED BY THE OWNER AT THIS TIME. HOWEVER, NEITHER KAW VALLEY ENGINEERING, INC NOR ITS PERSONNEL CAN OR DO WARRANTY THESE DESIGNS OR PLANS AS CONSTRUCTED, EXCEPT IN THE SPECIFIC CASES WHERE KAW VALLEY ENGINEERING PERSONNEL INSPECT AND CONTROL THE PHYSICAL CONSTRUCTION ON A CONTEMPORARY BASIS AT THE SITE.

### CAUTION - NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.  
**THE CONTRACTOR SHALL EXPOSE EXISTING UTILITIES AT LOCATIONS OF POSSIBLE CONFLICTS PRIOR TO ANY CONSTRUCTION.**

# PAVING & STORM SEWER DRAINAGE IMPROVEMENTS

TO SERVE

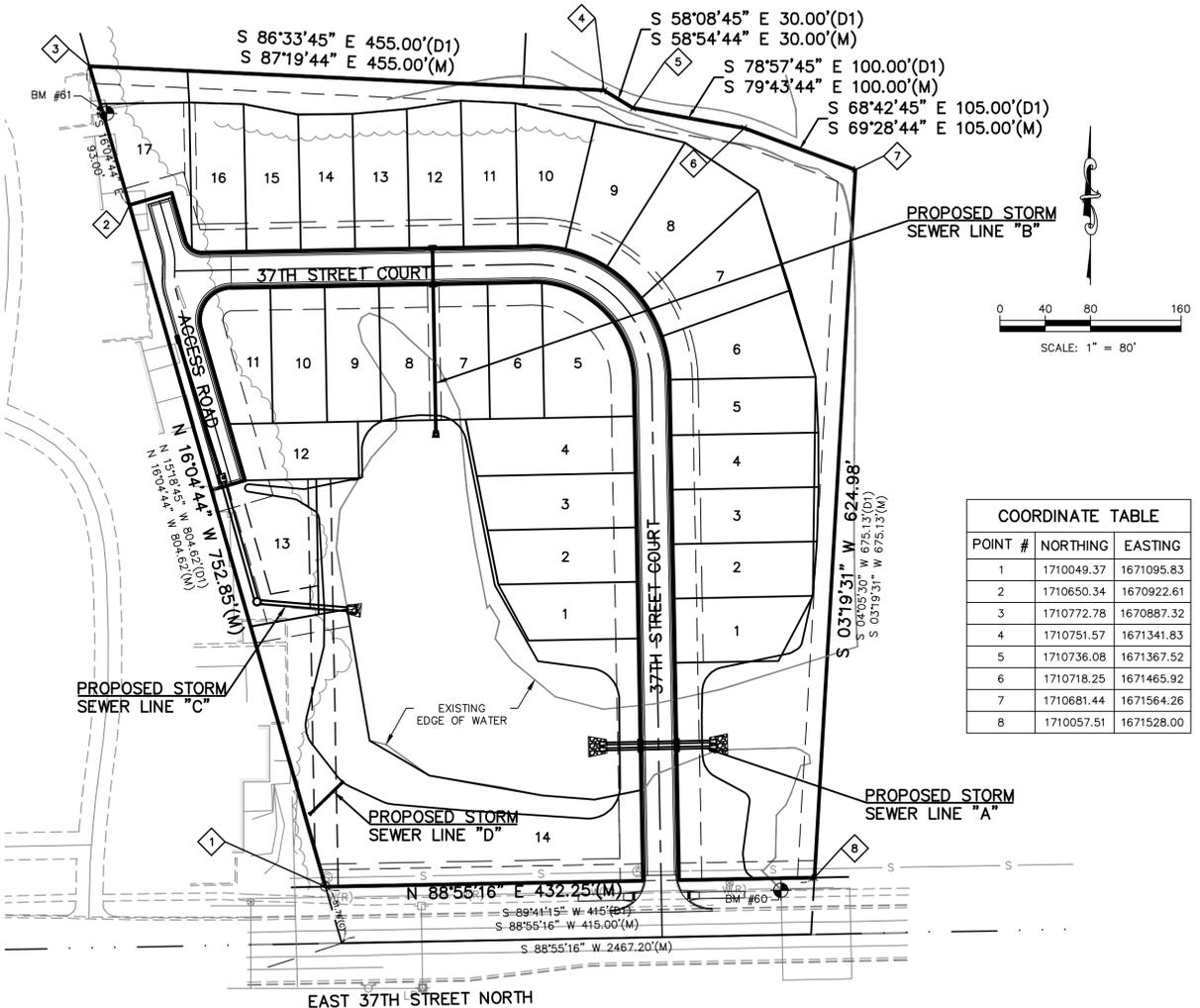
# WHISPERING CREEK ADDITION

## CITY OF WICHITA, KANSAS

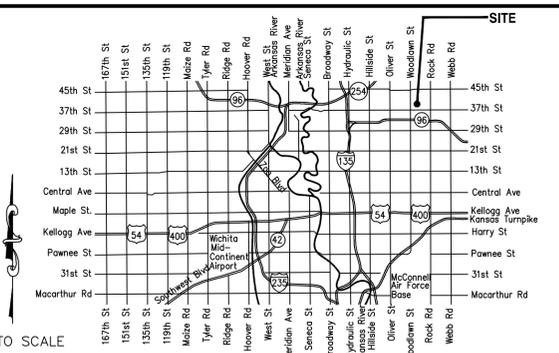
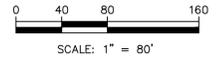
PAUL GUNZELMAN, P.E. CITY ENGINEER

PROJECT NUMBER: 472-2023-085957

ORG CODE: 47475024; MUNIS #: E4023



POINT #	NORTHING	EASTING
1	1710049.37	1671095.83
2	1710650.34	1670922.61
3	1710772.78	1670887.32
4	1710751.57	1671341.83
5	1710736.08	1671367.52
6	1710718.25	1671465.92
7	1710681.44	1671564.26
8	1710057.51	1671528.00



## VICINITY MAP

### SHEET INDEX:

- TITLE SHEET
- GENERAL LAYOUT SHEET
- TYPICAL SECTIONS
- VALLEY GUTTER GRADING PLAN
- SIGN DETAILS
- CURB & GUTTER DETAIL
- VALLEY GUTTER DETAIL
- SIDEWALK RAMP DETAILS
- 37TH ST. CT. - PLAN AND PROFILE
- 37TH ST. CT. - PLAN AND PROFILE
- ACCESS ROAD
- STORM SEWER - PLAN AND PROFILE
- STORM SEWER - PLAN AND PROFILE
- STORM SEWER - PLAN AND PROFILE
- TYPE 1 CURB INLET DETAIL
- STANDARD TYPE 1A CURB INLET
- SPECIAL TYPE 2 INLET DETAIL
- BACKYARD INLET DETAIL
- END SECT., COUPLER & GRATE DETAIL
- DOUBLE TYPE II CURB INLET
- CURB INLET UNDERDRAIN DETAIL
- 4-CORNER GRADING PLAN
- EROSIONS CONTROL PLAN
- CURB PROTECTION DETAILS
- SILT FENCE DETAILS
- DITCH CHECK DETAILS
- STREET IMPROV. PROJECT DETAILS
- SUBDIVISION DEV. PROCESS DETAIL
- 37TH ST. CT. - CROSS SECTION
- 37TH ST. CT. - CROSS SECTION
- ACCESS ROAD - CROSS SECTION
- COORDINATE MAP

**Stormwater Certification:**  
New Development  
Stormwater Permit # SW2025-0060  
NOI Permit # S-AR94-1881 / KSR122018  
  
These construction plans were prepared in accordance with the current Stormwater Management Regulations as set forth in the City of Wichita's Stormwater Management Ordinance 16.32 and the policies/guidelines presented in the Wichita/Sedgwick County Stormwater Manual.  
  
Disturbed Area = 383,690 SF (8.81 ACRES ±)  
Water Quality Treatment: ON SITE RETENTION POND  
Downstream Channel Protection: N/A  
Detention: ONSITE POND; 100 YEAR ELEV=1361.82

## BENCHMARKS

### DATUM BENCHMARK:

VERTICAL DATUM IS NAVD 88 DERIVED FROM USING THE SEDGWICK COUNTY NTRIP NETWORK. ORTHOMETRIC HEIGHT WAS DETERMINED USING THE GEOID 18 MODEL. UNITS ARE U.S. SURVEY FEET.

### BENCHMARKS:

- BM #60: CITY OF WICHITA DISK, NORTHWEST CORNER OF REINFORCED CONCRETE BOX, 1200'± EAST OF E. 37TH ST. & WOODLAWN STREET INTERSECTION. ELEV=1364.77
- BM #61: CHISELED "SQUARE" CUT ON SOUTH END OF CONCRETE HEADWALL, 44'± SOUTH OF NORTHWEST PROPERTY CORNER. ELEV=1365.12

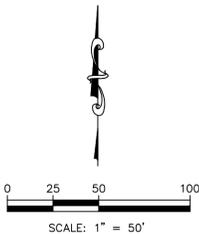
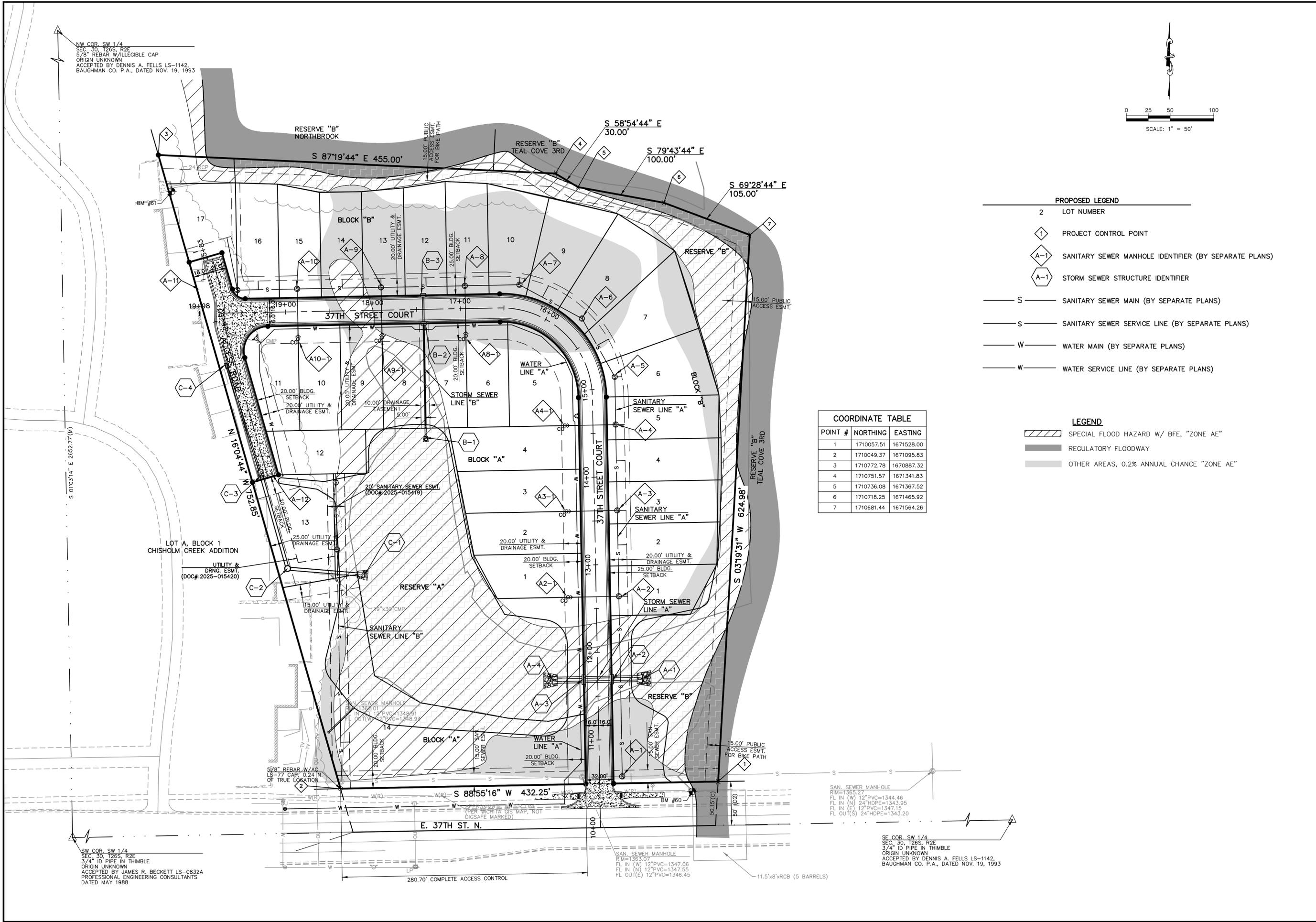
## DEVELOPER

TNA, LLC  
TRAVIS WHISLER  
1815 SOUTHWEST BOULEVARD  
WICHITA, KANSAS 67213  
T.W.CUSTOMHOMES@AOL.COM

## JUNE 2025

PROJ. NO. G20\_1401-1 DSN: SMM/CDM CHAD D. McCULLOUGH  
CFN: 1401ST\_TS DWN: SMM/JT ENGINEER  
KS # 15747  
9139 E. 37TH STREET NORTH  
WICHITA, KANSAS 67226  
PH. (316) 440-4304  
wh@kveeng.com | www.kveeng.com  
**KAW VALLEY ENGINEERING**  
KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/26





- PROPOSED LEGEND**
- 2 LOT NUMBER
  - ◊ PROJECT CONTROL POINT
  - ◊-1 SANITARY SEWER MANHOLE IDENTIFIER (BY SEPARATE PLANS)
  - ◊-1 STORM SEWER STRUCTURE IDENTIFIER
  - S SANITARY SEWER MAIN (BY SEPARATE PLANS)
  - s SANITARY SEWER SERVICE LINE (BY SEPARATE PLANS)
  - W WATER MAIN (BY SEPARATE PLANS)
  - w WATER SERVICE LINE (BY SEPARATE PLANS)

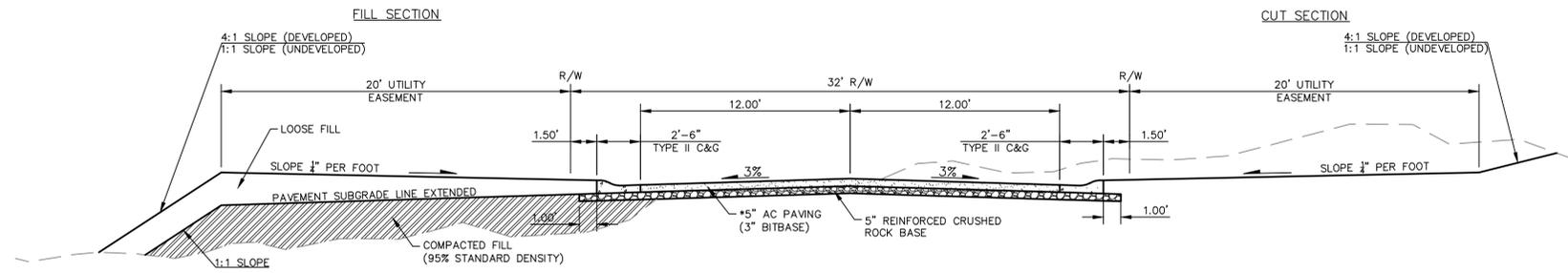
- LEGEND**
- SPECIAL FLOOD HAZARD W/ BFE, "ZONE AE"
  - REGULATORY FLOODWAY
  - OTHER AREAS, 0.2% ANNUAL CHANCE "ZONE AE"

**COORDINATE TABLE**

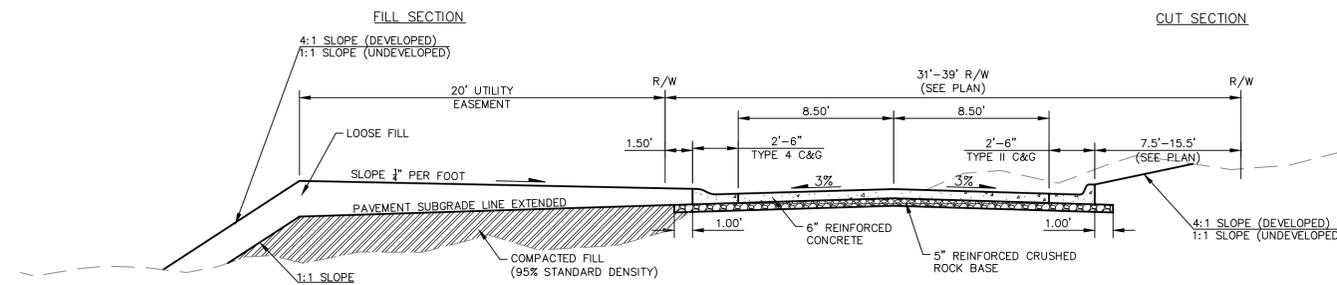
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7	1710681.44	1671564.26

	CDM		CHK
	TDA		DWN
	SMM		DSN
06/19/25	FOR BID		DESCRIPTION
REV	DATE		DESCRIPTION
CHAD D. MCCULLOUGH ENGINEER KS# 15747			
<b>KAW VALLEY ENGINEERING</b> 9139 E. 37TH STREET, NORTH WICHITA, KANSAS 67226 PH. (316) 440-4304 www.kaveing.com   www.kveing.com			
KAW VALLEY ENGINEERING, INC., IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/26			
<b>WHISPERING CREEK ADD.</b> <b>EAST 37TH STREET NORTH</b> <b>WICHITA, KANSAS 67226</b> <b>STREET IMPROVEMENT PLANS</b> <b>GENERAL LAYOUT SHEET</b>			
PROJ. NO. <b>G20D1401</b>		DESIGNER <b>SMM</b> DRAWN BY <b>SMM</b>	
CFN <b>1401STGLS</b>		SHEET <b>02</b> REV <b>0</b>	

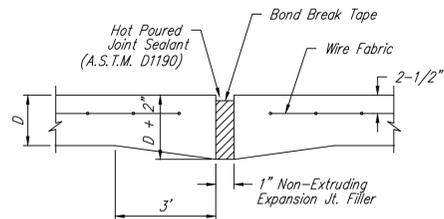
THIS DRAWING SHALL NOT BE UTILIZED BY ANY PERSON, FIRM, OR CORPORATION IN WHOLE OR IN PART WITHOUT THE SPECIFIC PERMISSION OF KAW VALLEY ENGINEERING, INC.



37TH STREET CT TYPICAL SECTION

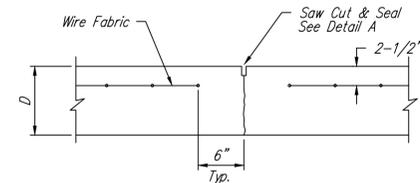


ACCESS ROAD TYPICAL SECTION

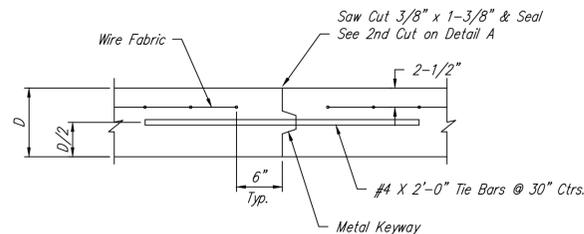


EXPANSION JOINT

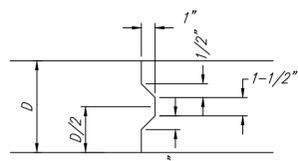
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement



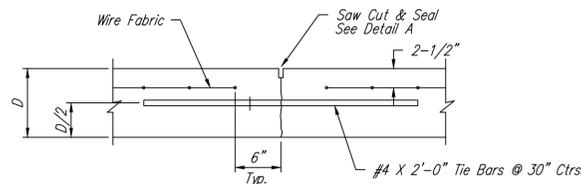
CONTRACTION JOINT DETAIL (C.J.)



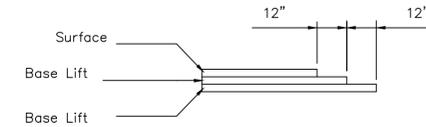
OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)



KEYWAY DETAIL



LONGITUDINAL JOINT DETAIL (L.J.)



TRANSVERSE CONSTRUCTION JOINTS

Transverse construction joints shall be constructed in flexible base pavement at locations where pavement joints 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.

\* 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

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.

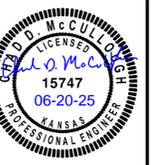
A tack coat of emulsified asphalt (SC-1H or CSS-1H) shall be applied to an approximate rate of 0.05 gallons per square yard between each lifts of asphaltic material.

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.

CDM	CHK
TDA	DWN
SMM	DSN
FOR BID	DESCRIPTION
06/19/25	REV DATE
0	REV



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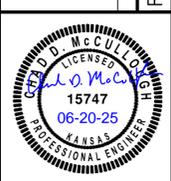
**WHISPERING CREEK ADD.**  
EAST 37TH STREET NORTH  
WICHITA, KANSAS 67226

**STREET IMPROVEMENT PLANS**  
TYPICAL SECTIONS

PROJ. NO.	G20D1401
DESIGNER	SMM
DRAWN BY	SMM
CFN	1401ST_DET
SHEET	REV
03	0





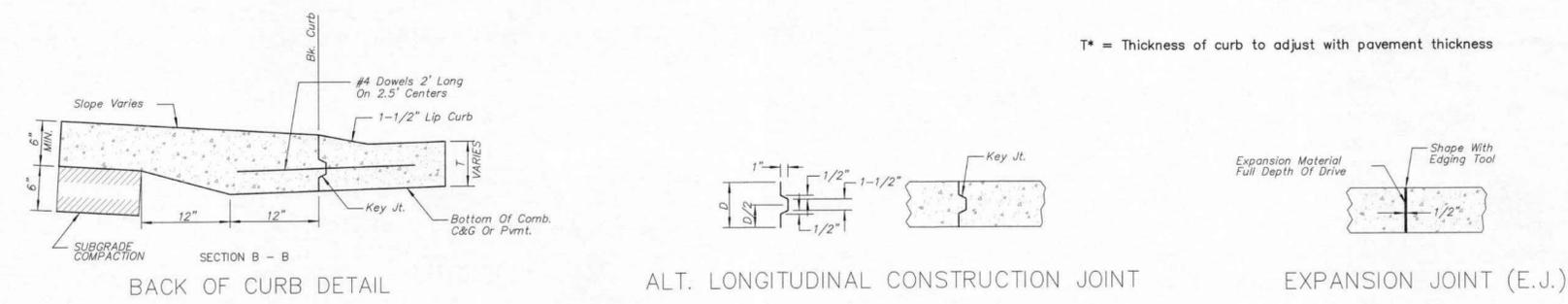
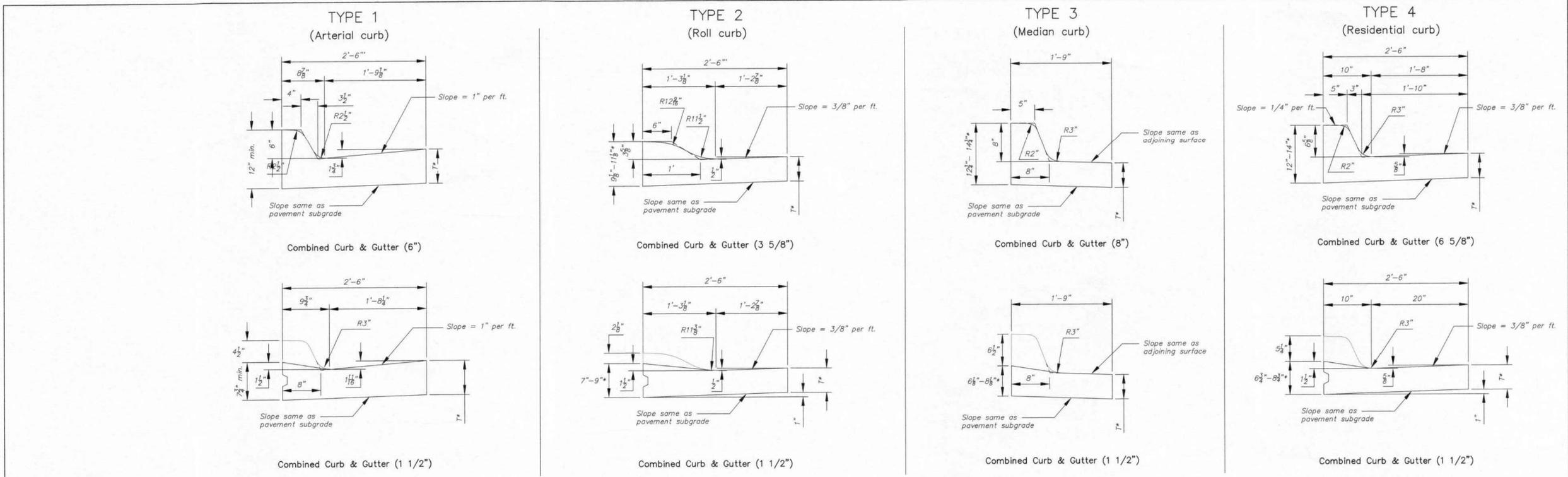


CHAD D. MCCULLOUGH  
ENGINEER  
KS# 15747

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**WHISPERING CREEK ADD.**  
EAST 37TH STREET NORTH  
WICHITA, KANSAS 67226

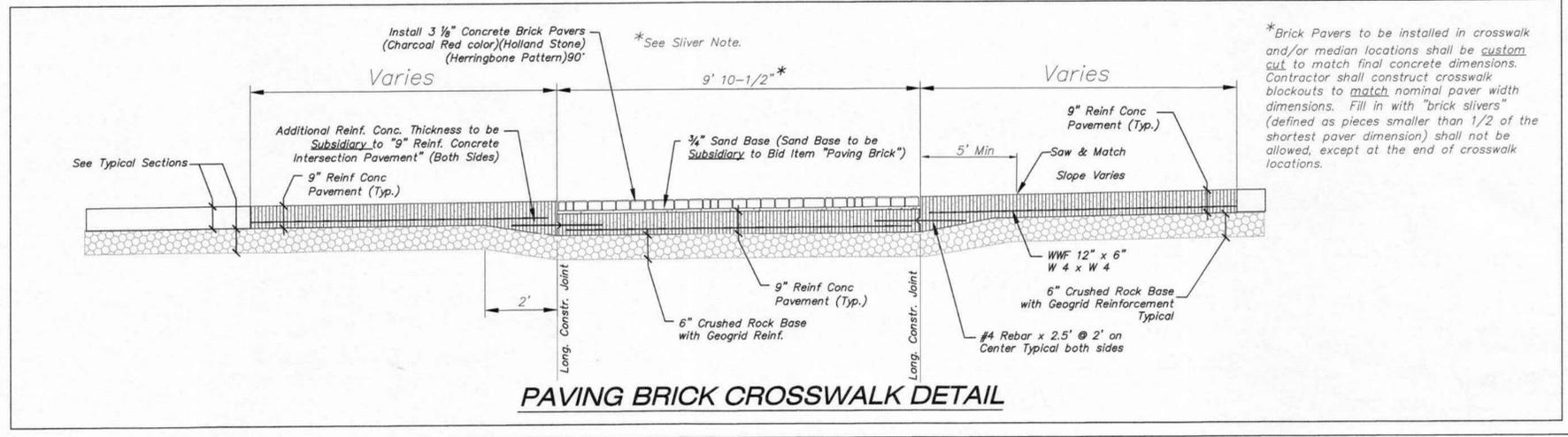
**STREET IMPROVEMENT PLANS**  
CURB & GUTTER DETAIL



\* = 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.



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

REVISED: OCTOBER 2015

**CURB & GUTTER & PAVING BRICK CROSSWALK DETAILS**

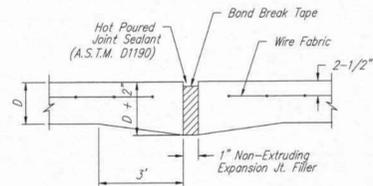
CITY ENGINEER  
**GARY JANZEN, P.E.**

PROJECT NUMBER OCA NUMBER DATE

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

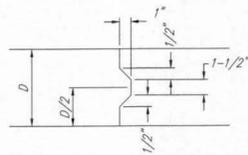
SHEET

PV-101

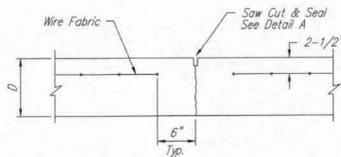


**EXPANSION JOINT**

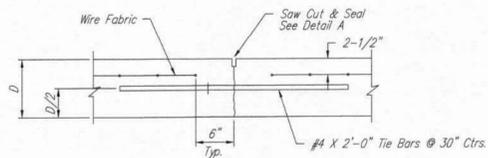
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement



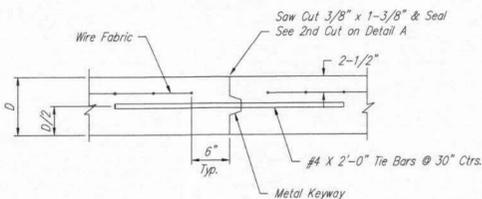
**KEYWAY DETAIL**



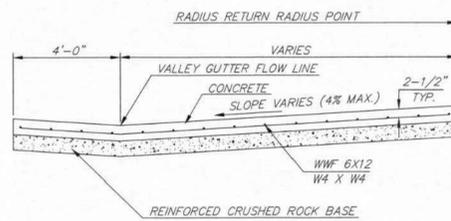
**CONTRACTION JOINT DETAIL (C.J.)**



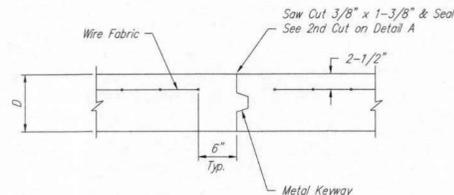
**LONGITUDINAL JOINT DETAIL (L.J.)**



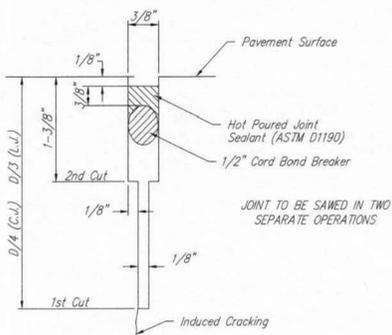
**OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)**



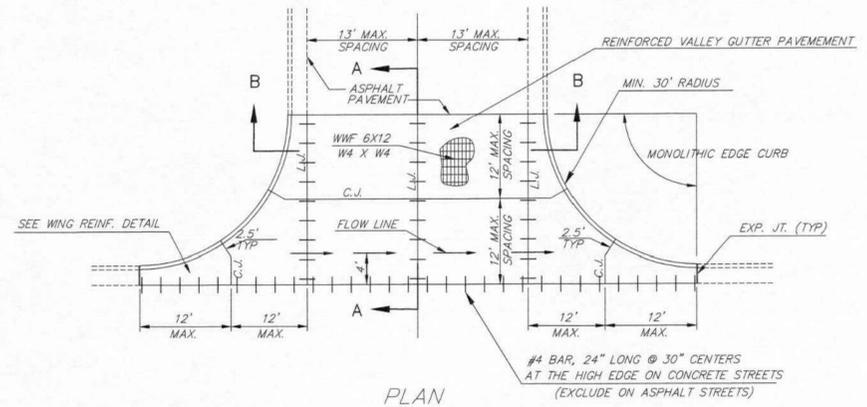
**SECTION A-A**



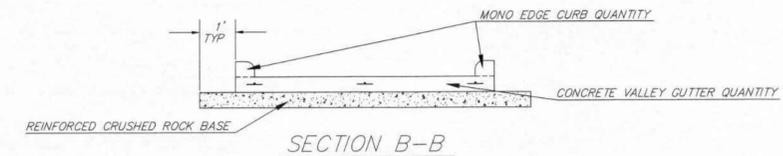
**OPTIONAL CONTRACTION JOINT**



**SAW JOINT DETAIL (DETAIL A)**

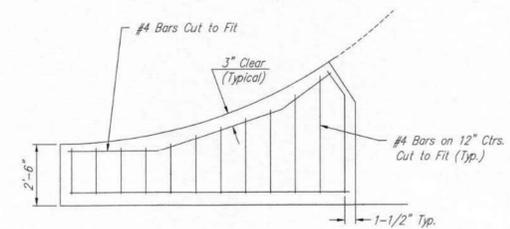


**PLAN**



**SECTION B-B**

**REINFORCED VALLEY GUTTER DETAIL**



**WING REINFORCING DETAIL**



REVISION MAY 2017		SECTION B-B, ROCK EXTENDED ONE FOOT BEYOND PAVEMENT	
<b>VALLEY GUTTER DETAILS</b>			
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	

CDM	CHK
TDA	DWN
SMM	DSN
06/19/25	FOR BID
REV	DATE
DESCRIPTION	



CHAD D. McCULLOUGH  
ENGINEER  
KS# 15747

9139 E. 37TH STREET NORTH  
WICHITA, KANSAS 67226  
PH. (316) 440-4304  
www.kveing.com | www.kveing.com

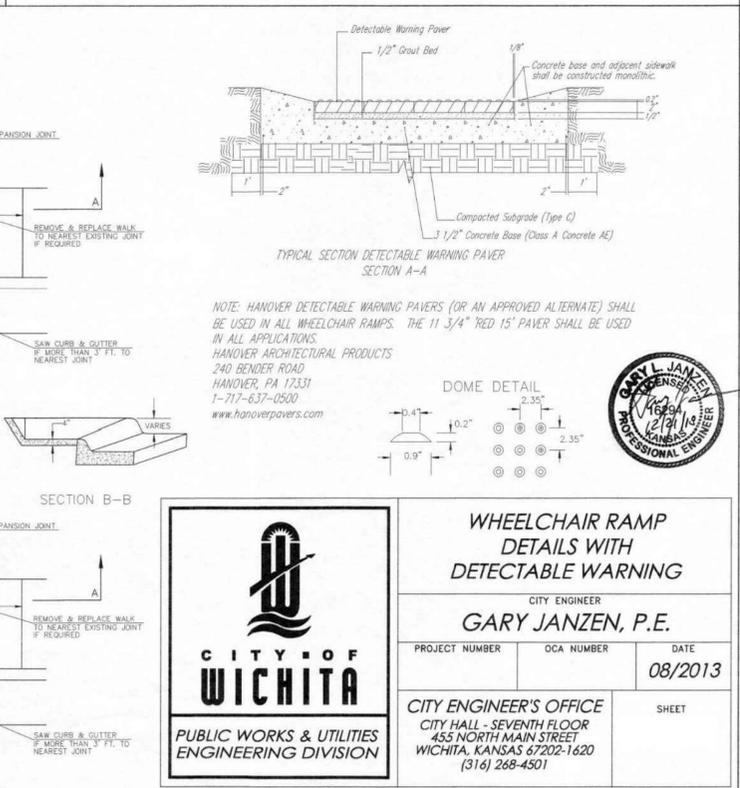
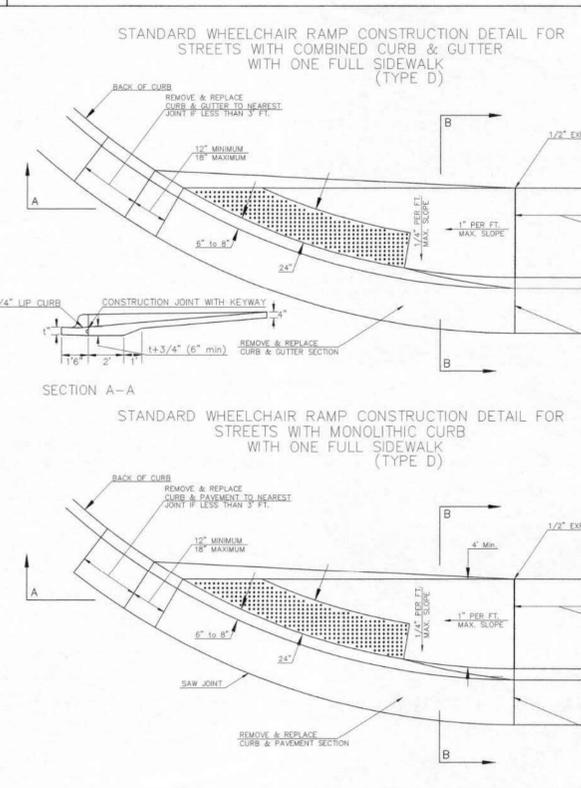
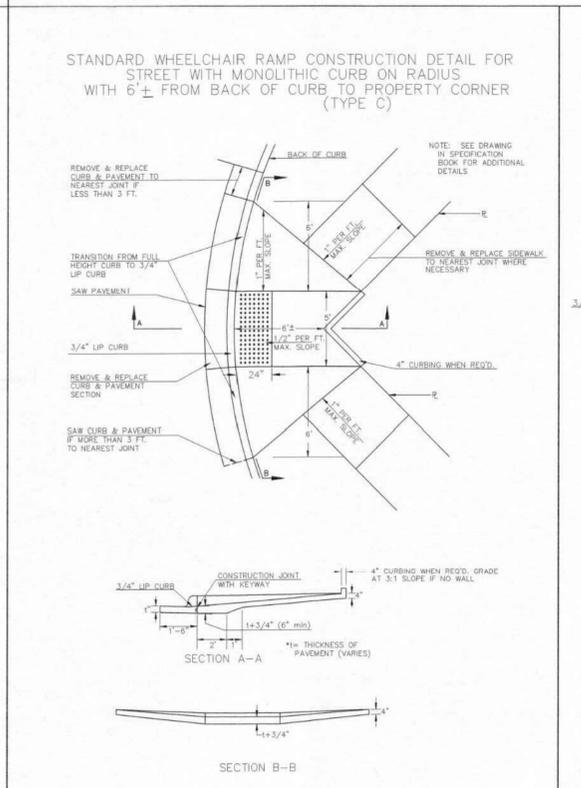
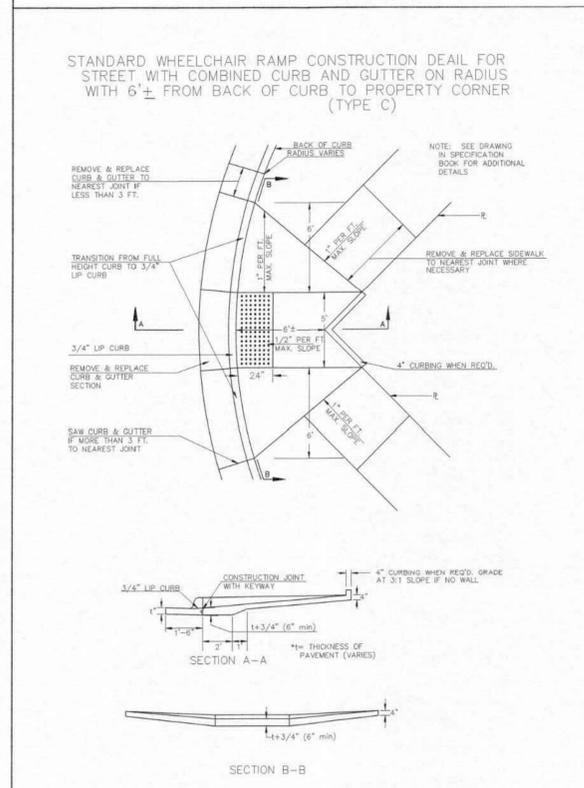
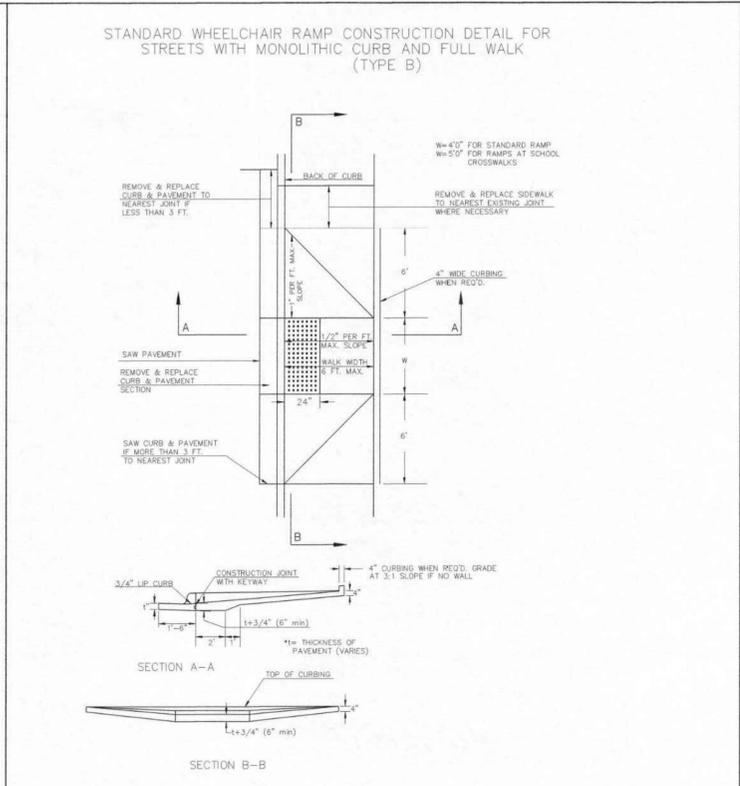
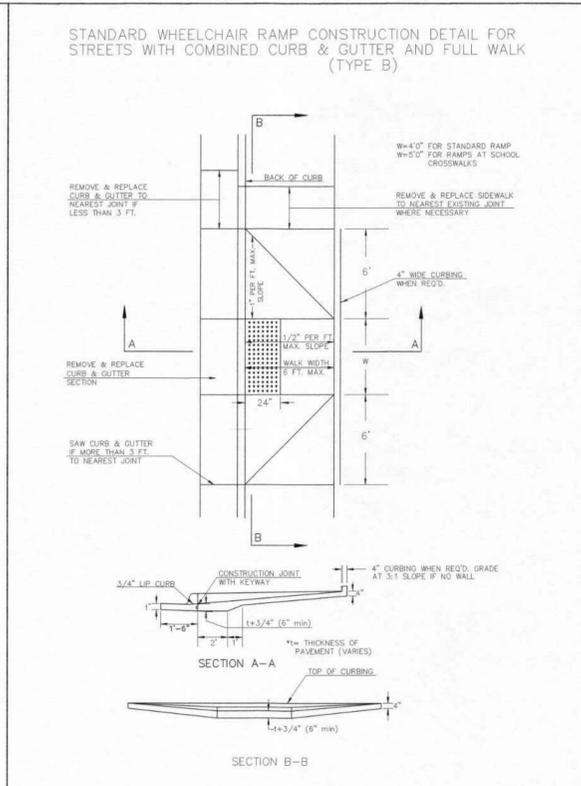
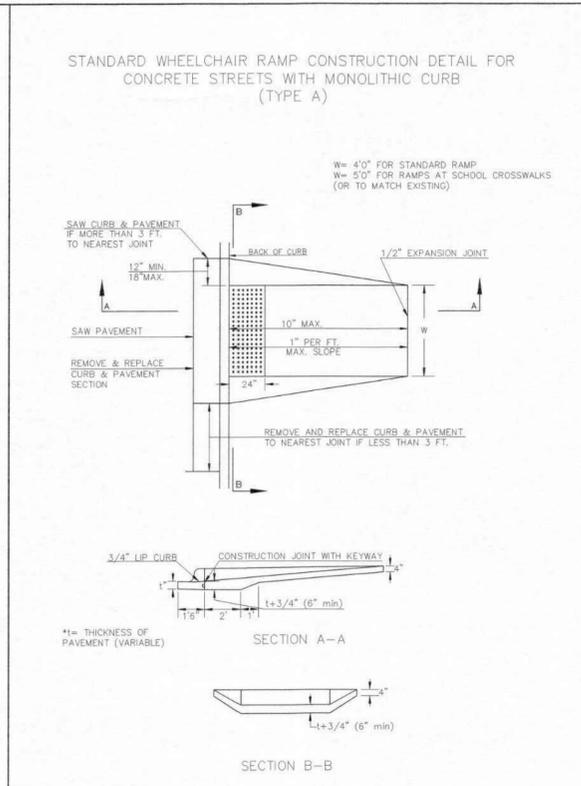
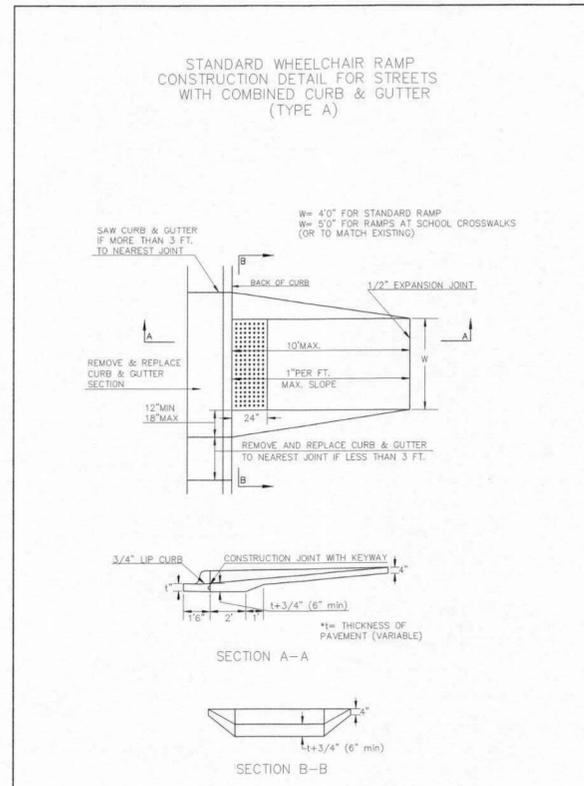
**KAW VALLEY ENGINEERING**

KAW VALLEY ENGINEERING, INC., IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/26

**WHISPERING CREEK ADD.**  
EAST 37TH STREET NORTH  
WICHITA, KANSAS 67226

**STREET IMPROVEMENT PLANS**  
VALLEY GUTTER DETAIL

PROJ. NO.	G20D1401
DESIGNER	SMM
DRAWN BY	SMM
CFN	1401ST_DET
SHEET	REV
07	0



WHEELCHAIR RAMP DETAILS WITH DETECTABLE WARNING		
CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER	OCA NUMBER	DATE
		08/2013
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET

CDM	CHK
TDA	DWN
SMM	DSN

06/19/25	FOR BID	DESCRIPTION
REV	DATE	



CHAD D. MCCULLOUGH  
ENGINEER  
KS# 15747

9139 E. 37TH STREET, NORTH  
WICHITA, KANSAS 67226  
PH. (316) 440-4304  
www.kawvalley.com | www.kveing.com

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EXPIRES 12/31/26

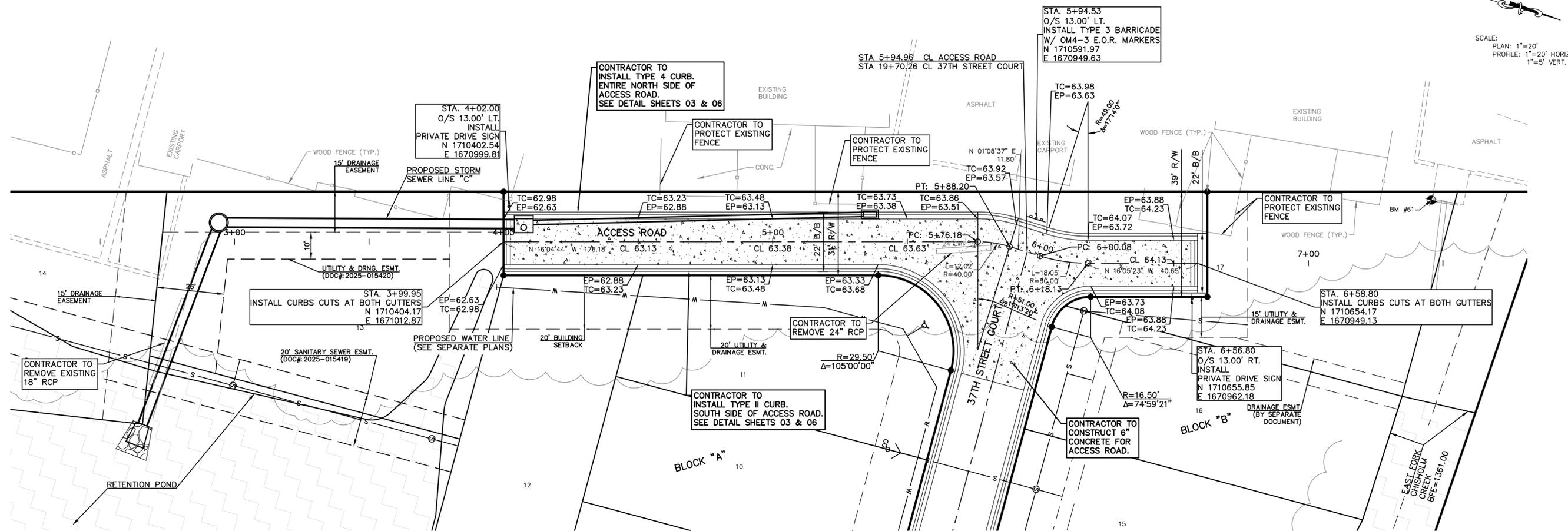
WHISPERING CREEK ADD.  
EAST 37TH STREET NORTH  
WICHITA, KANSAS 67226

STREET IMPROVEMENT PLANS  
SIDEWALK RAMP DETAILS

PROJ. NO. G20D1401  
DESIGNER SMM DRAWN BY SMM  
CFN  
1401ST\_DET  
SHEET 08 REV 0

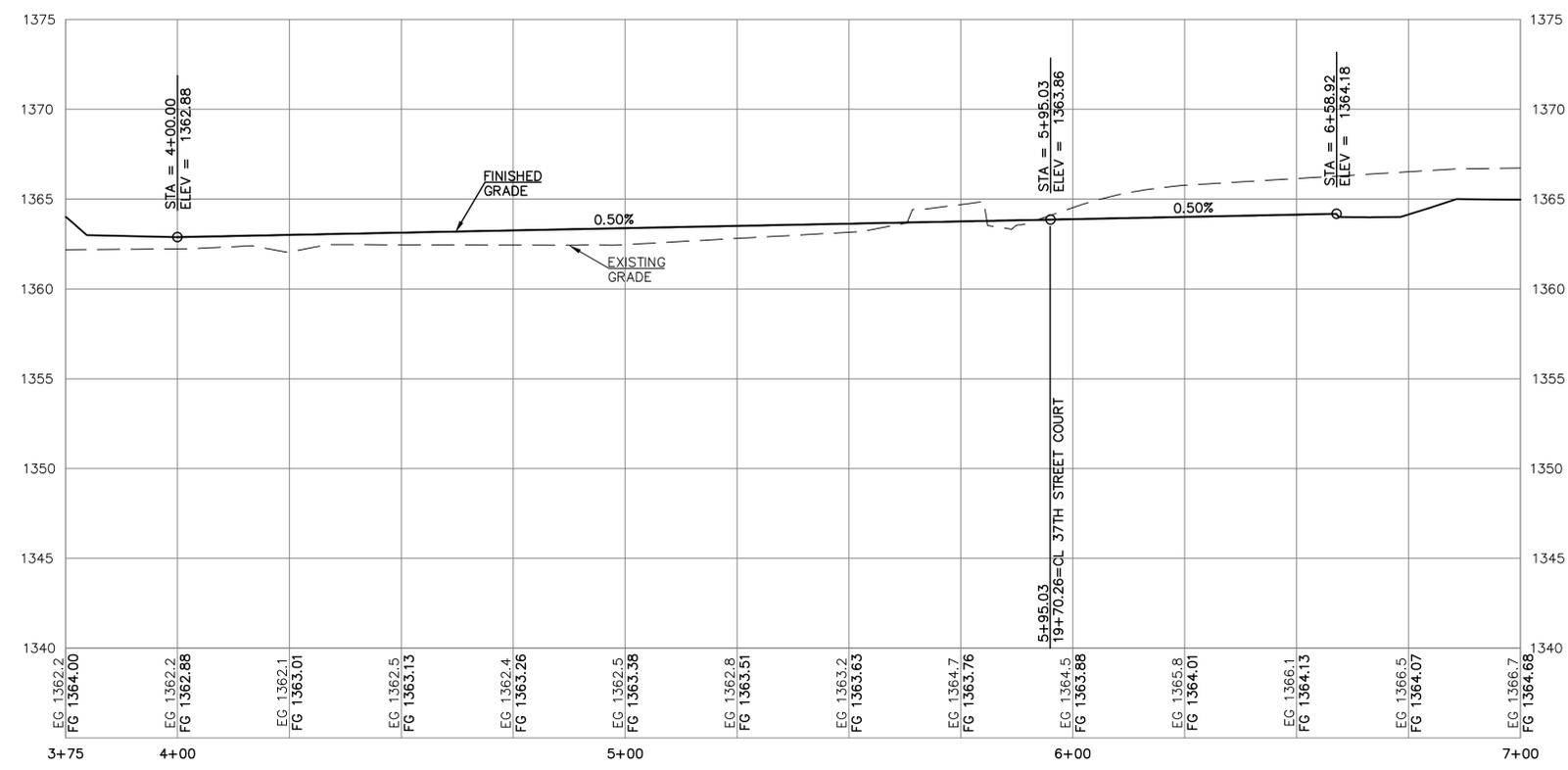
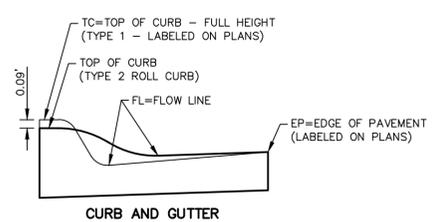






SCALE:  
 PLAN: 1"=20'  
 PROFILE: 1"=20' HORIZ.  
 1"=5' VERT.

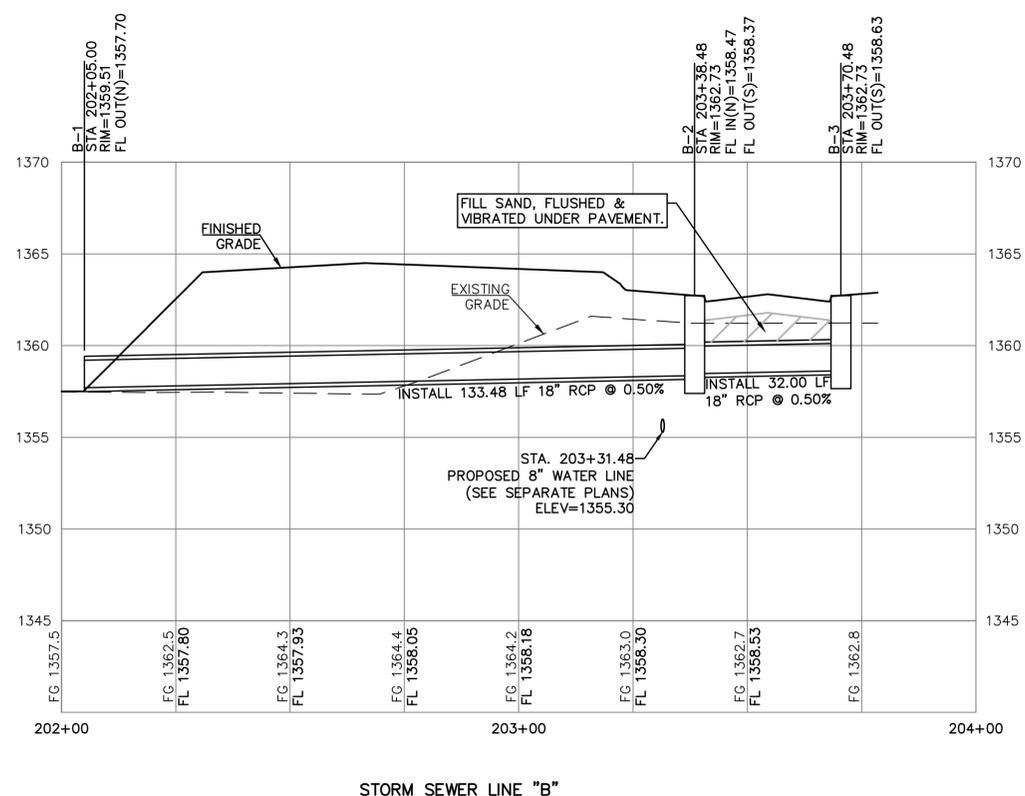
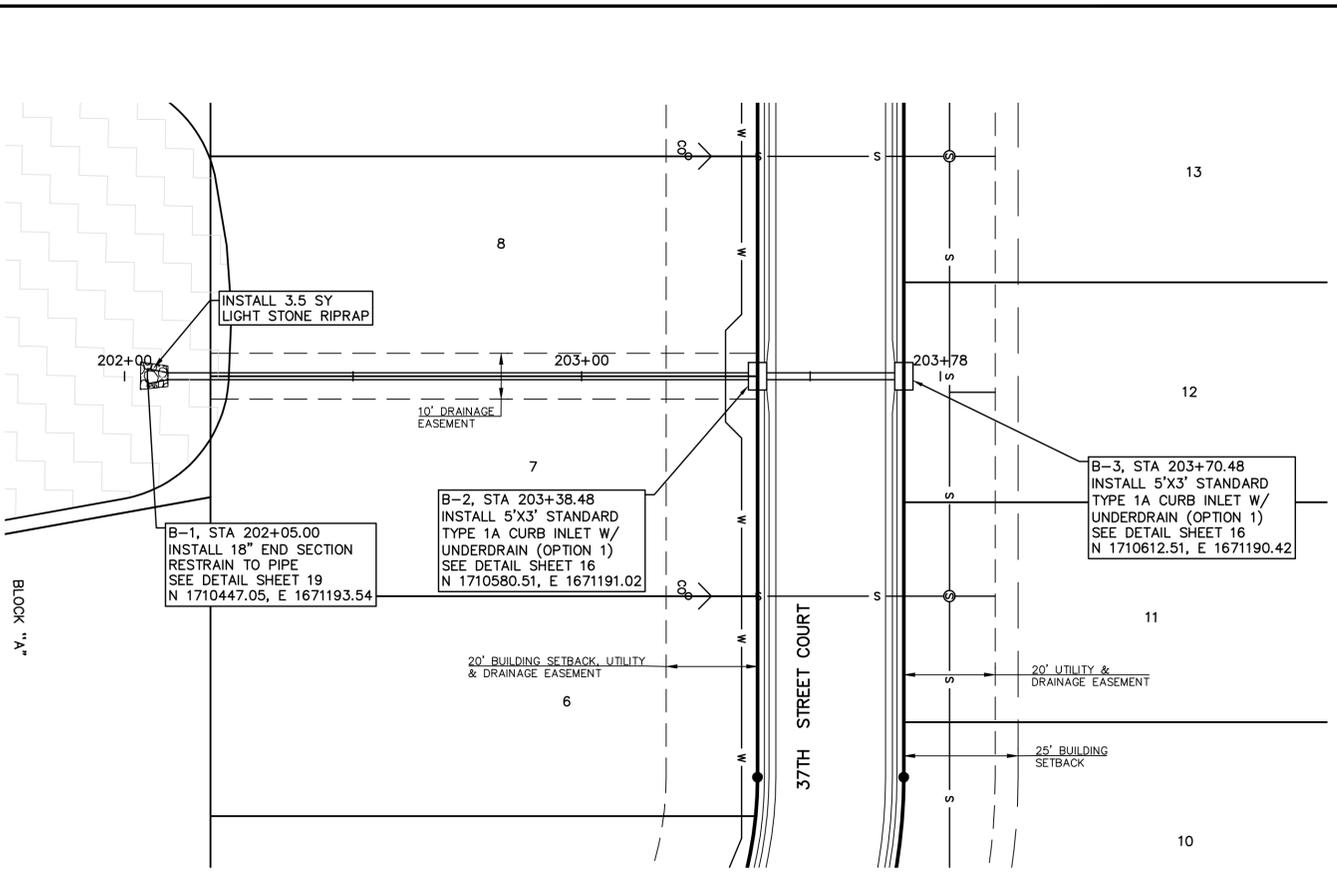
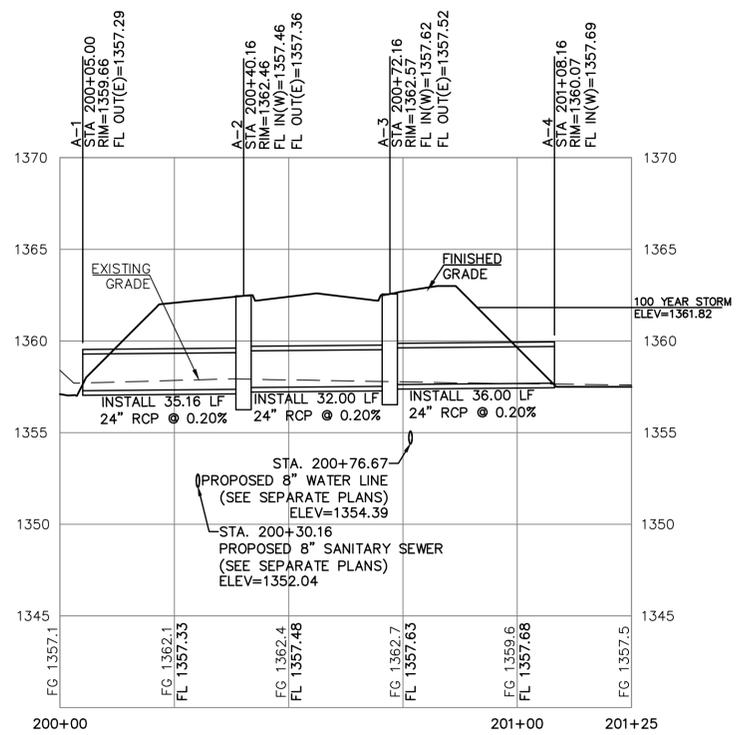
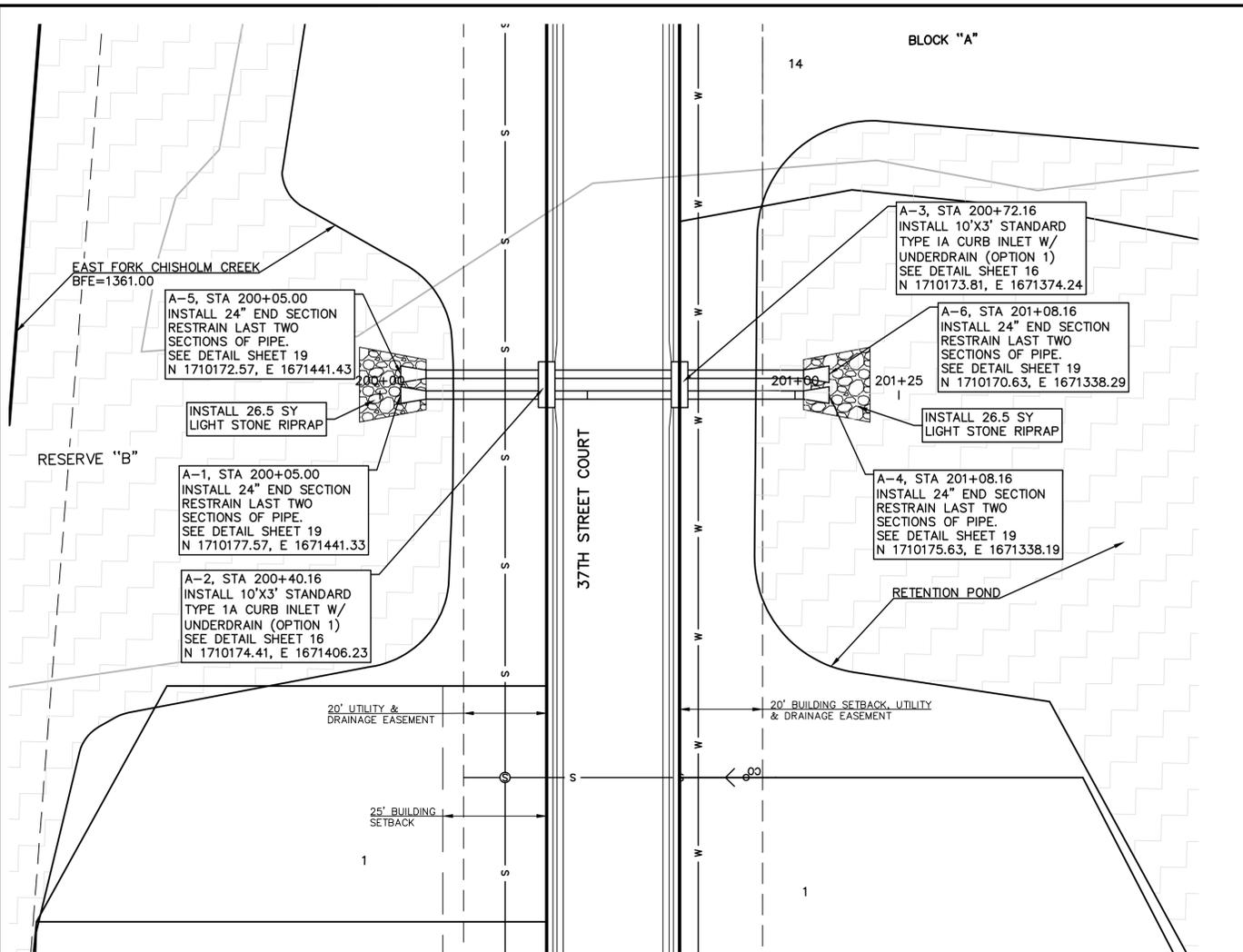
**NOTE:**  
 ALL TOP OF CURB & EDGE OF PAVEMENT ELEVATIONS ARE SHOWN USING THE TYPE 1 CURB (FULL HEIGHT). TO CALCULATE TOP OF CURB ELEVATION FOR TYPE 2 ROLL CURB SUBTRACT 0.09'. TO CALCULATE FLOW LINE THEN SUBTRACT 0.39' FROM TOP OF CURB ELEVATION. SEE DETAIL ABOVE. SEE CURB TYPE AND CURB STANDARD DETAILS ON SHEET 05.



CDM	CHK
TDA	DWN
SMM	DSN
FOR BID	DESCRIPTION
06/19/25	REV DATE
0	REV
11	0

CHAD D. MCCULLOUGH ENGINEER KS# 15747	
9139 E. 37TH STREET, NORTH WICHITA, KANSAS 67226 PH. (316) 440-4304 www.kveeng.com   www.kveing.com	
<b>KAW VALLEY ENGINEERING</b> KAW VALLEY ENGINEERING, INC., IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/26	
<b>WHISPERING CREEK ADD.</b> <b>EAST 37TH STREET NORTH</b> <b>WICHITA, KANSAS 67226</b> <b>STREET IMPROVEMENT PLANS</b> <b>ACCESS ROAD</b>	
PROJ. NO.	G20D1401
DESIGNER	SMM
DRAWN BY	SMM
CFN	1401STPP
SHEET	REV
11	0



**NOTES:**  
1. PIPE LENGTHS ARE CENTER TO CENTER OF STRUCTURE OR TO END OF END SECTIONS.

SCALE:  
PLAN: 1"=20' HORIZ.  
PROFILE: 1"=5' VERT.

PROJ. NO.	G20D1401
DESIGNER	SMM
DRAWN BY	SMM
CFN	1401DPP
SHEET	12
REV	0

CHAD D. MCCULLOUGH  
ENGINEER  
KS# 15747

**KAW VALLEY ENGINEERING**  
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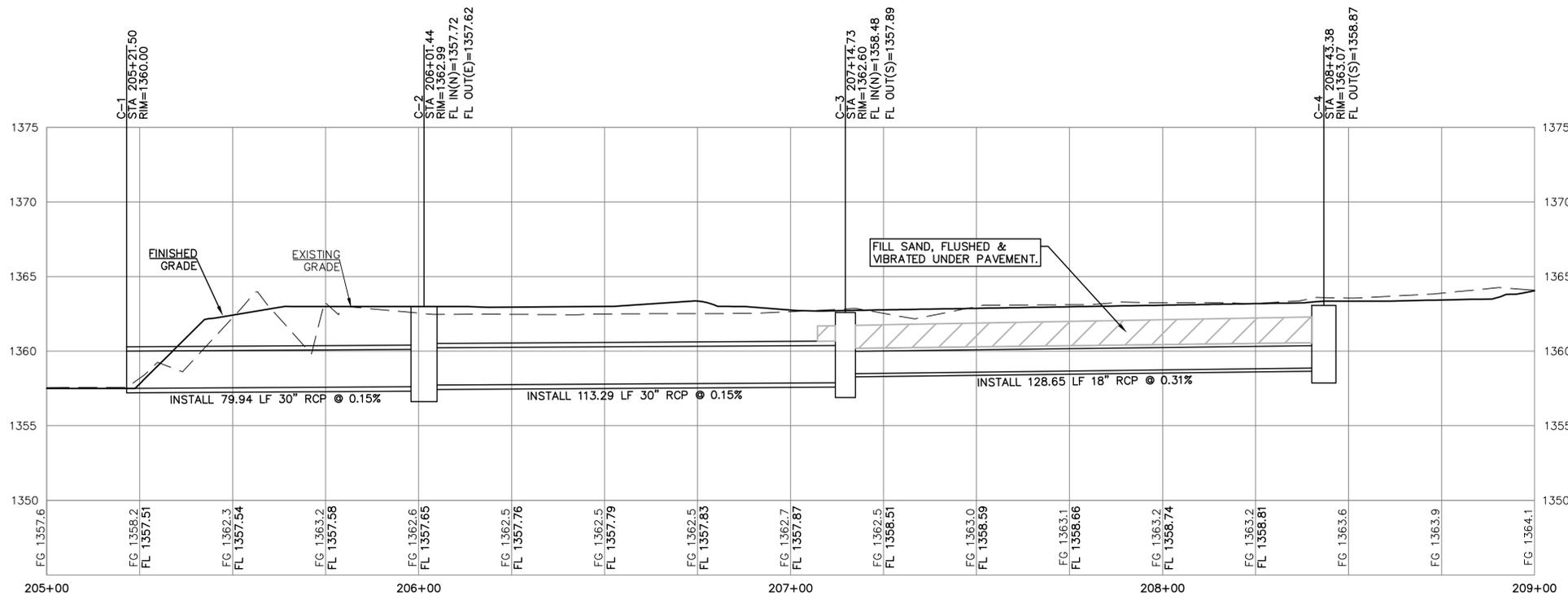
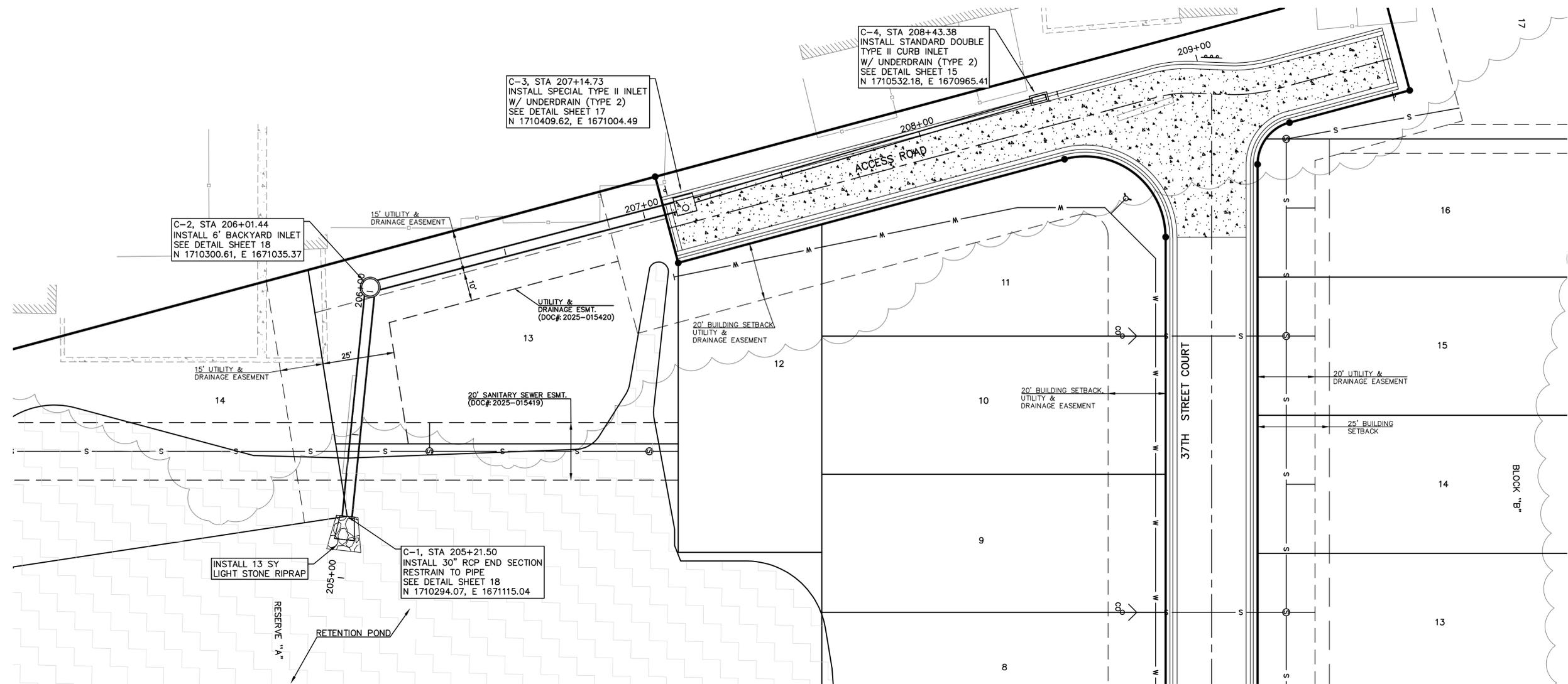
**WHISPERING CREEK ADD.  
EAST 37TH STREET NORTH  
WICHITA, KANSAS 67226**

**STREET IMPROVEMENT PLANS  
STORM SEWER - PLAN AND PROFILE**

PROF. ENGINEER  
15747  
06-20-25  
KANSAS

CDM  
TDA  
SMM  
DSN  
DWN  
CHK

REV DATE DESCRIPTION



STORM SEWER LINE "C"

SCALE:  
 PLAN: 1"=20'  
 PROFILE: 1"=20' HORIZ.  
 1"=5' VERT.

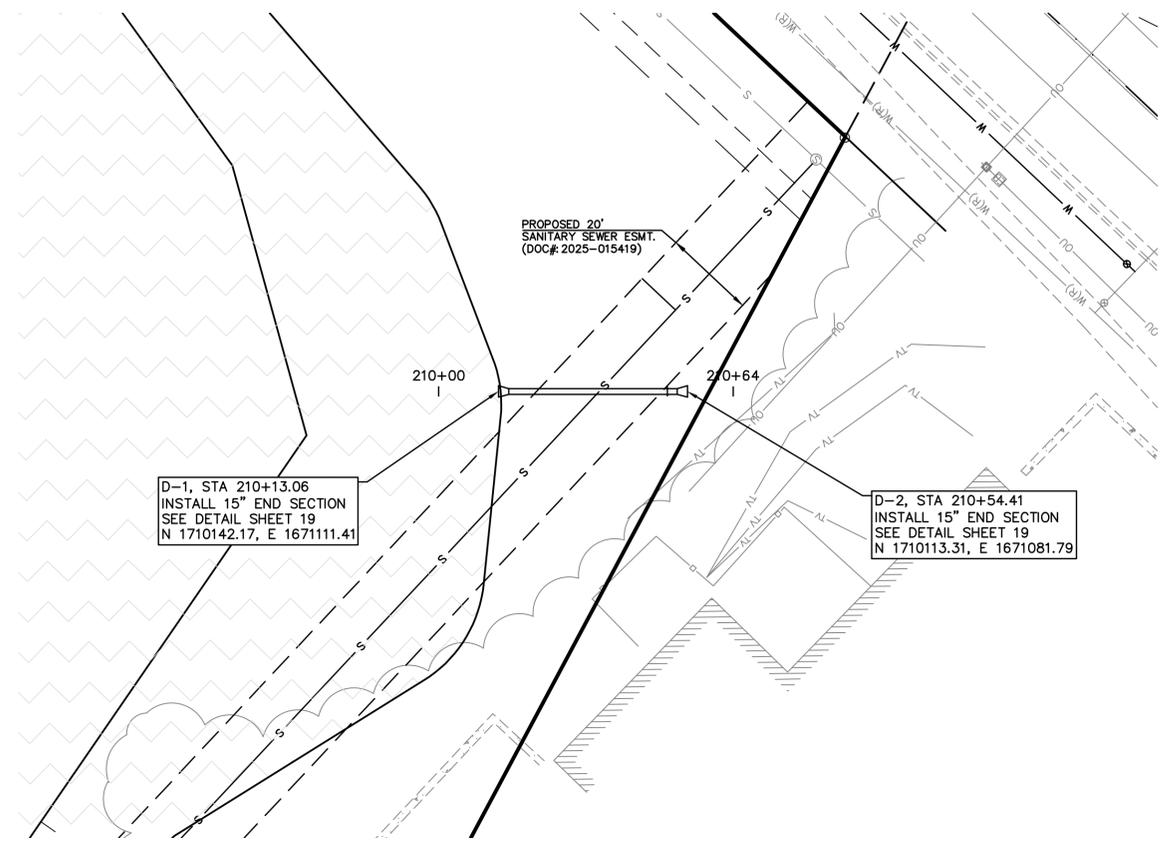
NOTES:  
 1. PIPE LENGTHS ARE CENTER TO CENTER OF STRUCTURE OR TO END OF END SECTIONS.

CDM	CHK
TDA	DWN
SMM	DSN
06/19/25	FOR BID
REV	DATE
0	DESCRIPTION

CHAD D. McCULLOUGH  
 ENGINEER  
 KS# 15747

**KAW VALLEY ENGINEERING**  
 KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/26

<b>WHISPERING CREEK ADD.</b>	
EAST 37TH STREET NORTH	
WICHITA, KANSAS 67226	
<b>STREET IMPROVEMENT PLANS</b>	
<b>STORM SEWER - PLAN AND PROFILE</b>	
PROJ. NO.	G20D1401
DESIGNER	SMM
DRAWN BY	SMM
CFN	1401DPP
SHEET	13
REV	0



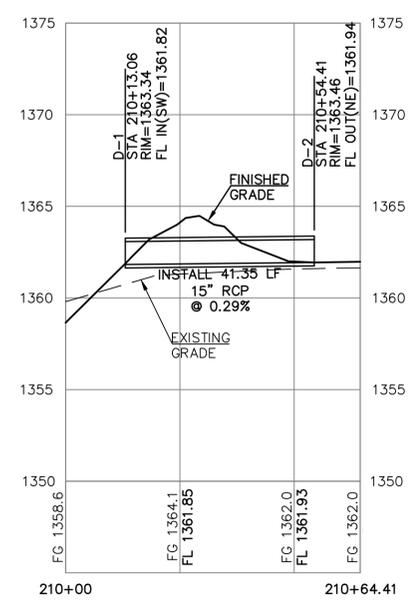
D-1, STA 210+13.06  
INSTALL 15" END SECTION  
SEE DETAIL SHEET 19  
N 1710142.17, E 1671111.41

D-2, STA 210+54.41  
INSTALL 15" END SECTION  
SEE DETAIL SHEET 19  
N 1710113.31, E 1671081.79

PROPOSED 20'  
SANITARY SEWER ESMT.  
(DOC# 2025-015419)



SCALE:  
PLAN: 1"=20'  
PROFILE: 1"=20' HORIZ.  
1"=5' VERT.



STORM SEWER LINE "D"

NOTES:  
1. PIPE LENGTHS ARE CENTER TO CENTER OF STRUCTURE OR TO END OF END SECTIONS.

REV	DATE	DESCRIPTION
0	06/19/25	FOR BID
		DSN
		DWN
		CDM



CHAD D. McCULLOUGH  
ENGINEER  
KS# 15747

9139 E. 37TH STREET, NORTH  
WICHITA, KANSAS 67226  
PH. (316) 440-4304  
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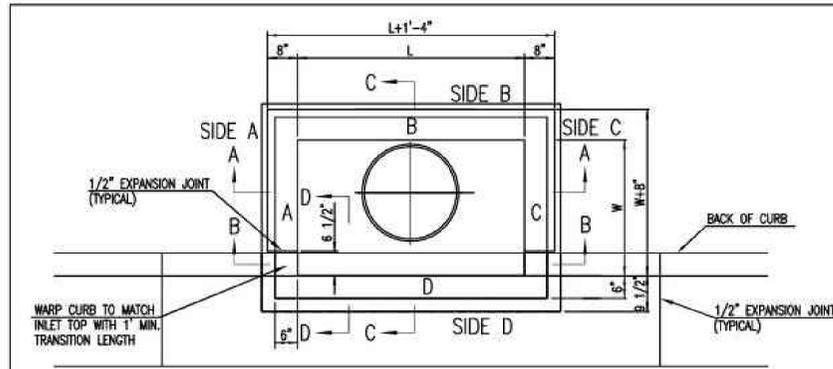
**KAW VALLEY ENGINEERING**

KAW VALLEY ENGINEERING, INC., IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/26

**WHISPERING CREEK ADD.**  
EAST 37TH STREET NORTH  
WICHITA, KANSAS 67226

**STREET IMPROVEMENT PLANS**  
**STORM SEWER - PLAN AND PROFILE**

PROJ. NO.	G20D1401
DESIGNER	SMM
DRAWN BY	SMM
SHEET	1401DPP
REV	0



TOP VIEW

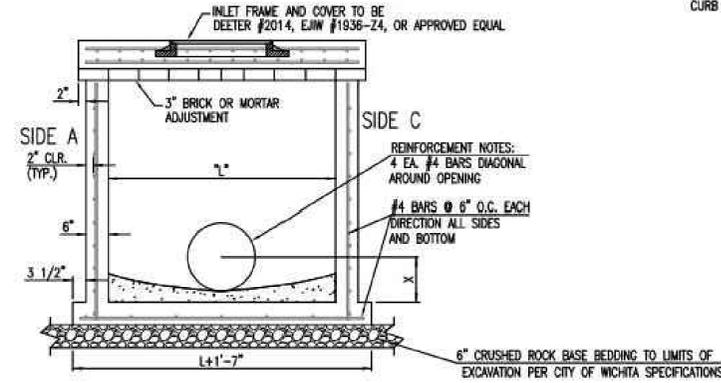
BAR SCHEDULE		
INLET OPENING	B1 BARS	SPACING
5'-0"	#4	4"
10'-0"	#6	3.5"

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

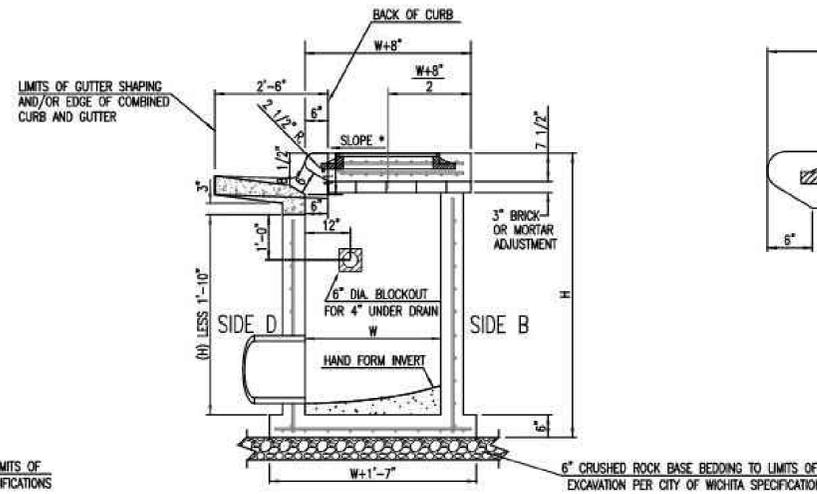
\*\* FOR PIPES PERPENDICULAR TO INLET WALL

GENERAL NOTES

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

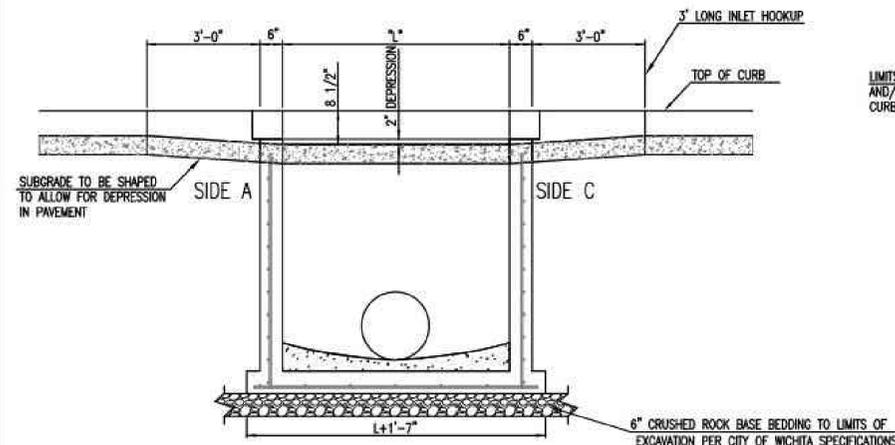


SECTION "A-A"

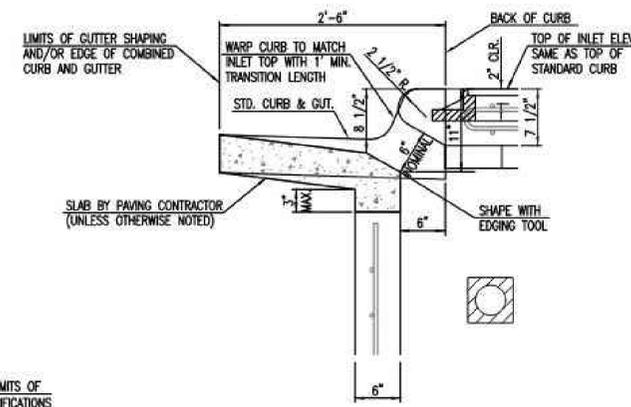


SECTION "C-C"

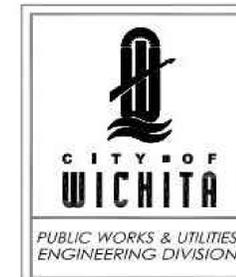
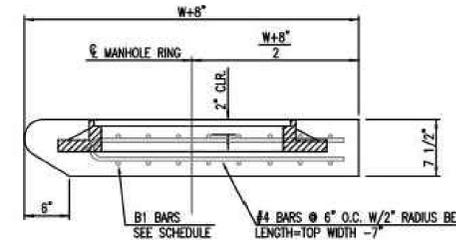
NOTES:  
\* SLOPE OF INLET TOP TO MATCH SIDEWALK OR PARKING SLOPES WITHIN LIMITS INDICATED.



SECTION "B-B"



SECTION "D-D"



STANDARD TYPE 1 CURB INLET  
5'-0" OR 10'-0" OPENING

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

PROJECT NUMBER: OGA NUMBER: DATE:

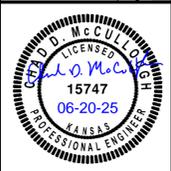
CITY ENGINEER'S OFFICE  
CITY HALL - SEVENTH FLOOR  
405 NORTH MAIN STREET  
WICHITA, KANSAS 67202-1620  
(316) 268-4301

REVISED: MARCH 2015

SW-101

CDM  
TDA  
SMM  
DSN

FOR BID  
06/19/25  
REV DATE  
DESCRIPTION



CHAD D. McCULLOUGH  
ENGINEER  
KS# 15747

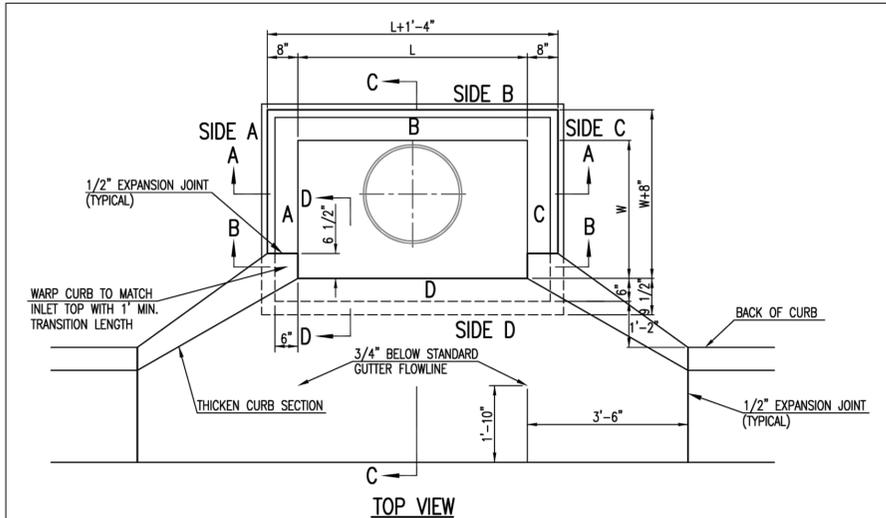
9139 E. 37TH STREET NORTH  
WICHITA, KANSAS 67226  
PH. (316) 440-4304  
www.kawvalley.com  
www.kveing.com

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WHISPERING CREEK ADD.  
EAST 37TH STREET NORTH  
WICHITA, KANSAS 67226

STREET IMPROVEMENT PLANS  
TYPE 1 CURB INLET DETAIL

PROJ. NO. G20D1401  
DESIGNER SMM DRAWN BY SMM  
CFN  
1401ST\_DET  
SHEET 15 REV 0



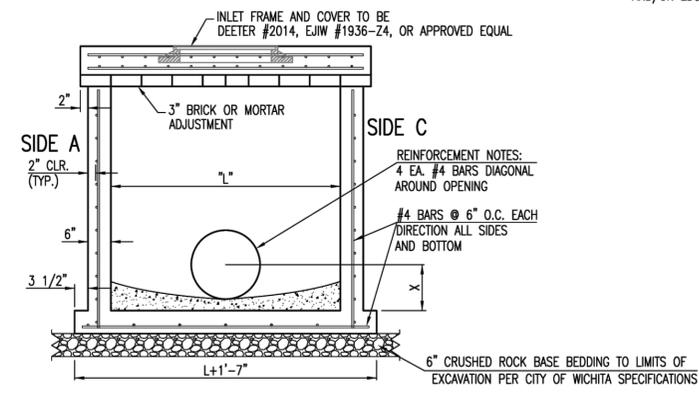
BAR SCHEDULE		
INLET OPENING	B1 BARS	SPACING
5'-0"	#4	4"
10'-0"	#6	3.5"

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

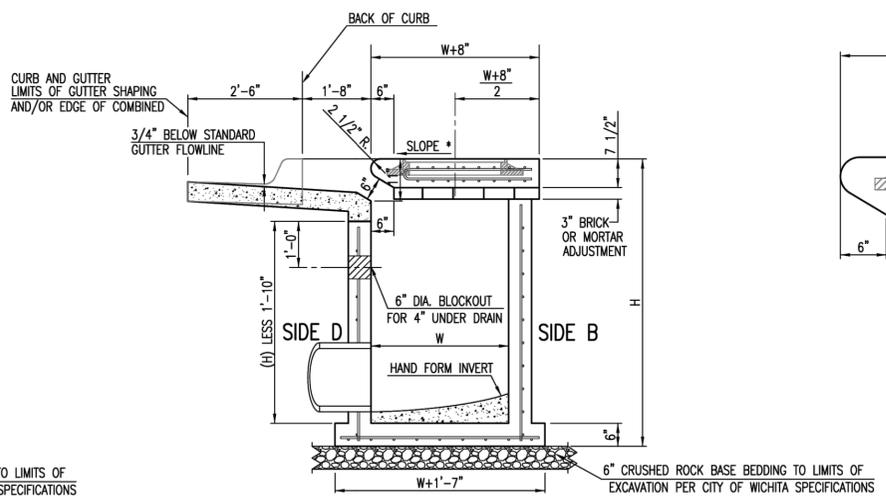
\*\* FOR PIPES PERPENDICULAR TO INLET WALL

**GENERAL NOTES**

- CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
- CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP OF THIS INLET WHEN W=5'-0" AND H=7'-0" OR LESS.
- INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
- THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.
- INLET FRAME AND COVER TO BE DEETER #2014, EJIW #1936-24, OR APPROVED EQUAL, SEE SW-303.
- CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN INLET WALL SHALL BE GROUTED FLUSH TO THE INLET WALL WITH HYDRAULIC CEMENT AFTER THE INLET IS IN PLACE. LIFTING HOLES THRU THE INLET WALL WILL NOT BE ACCEPTED.

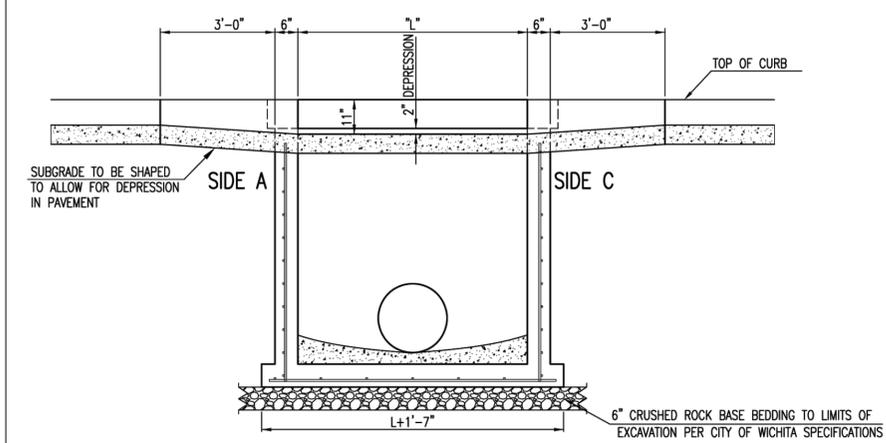
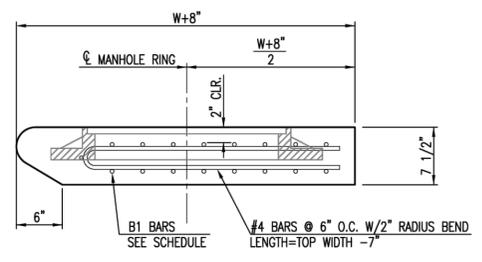


SECTION "A-A"

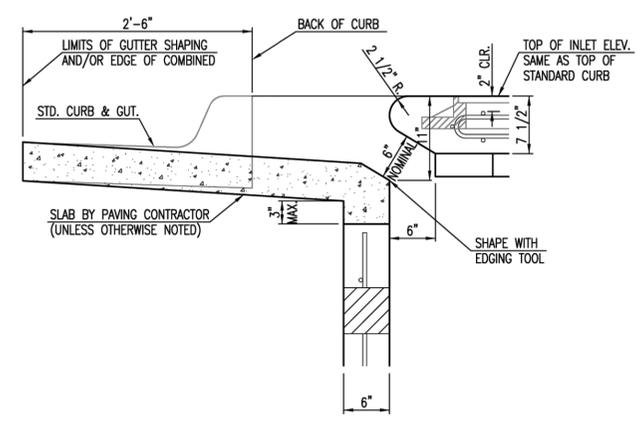


SECTION "C-C"

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



SECTION "B-B"



SECTION "D-D"

REVISION MAY 2017		UPDATED SET BACK DIMENSION ON TOP VIEW	
<b>STANDARD TYPE 1A CURB INLET</b> <b>5'-0" OR 10'-0" OPENING</b>			
CITY ENGINEER			
<b>GARY JANZEN, P.E.</b>			
PROJECT NUMBER	OCA NUMBER	DATE	
CITY ENGINEER'S OFFICE	SHEET		
CITY HALL - SEVENTH FLOOR			
435 NORTH MAIN STREET			
WICHITA, KANSAS 67202-1620			
(316) 268-4501			

CDM	CHK
TDA	DWN
SMM	DSN

06/19/25	FOR BID	DESCRIPTION
0	REV DATE	



CHAD D. MCCULLOUGH  
ENGINEER  
KS# 15747

9139 E. 37TH STREET, NORTH  
WICHITA, KANSAS 67226  
PH. (316) 440-4304  
www.kveing.com | www.kveing.com

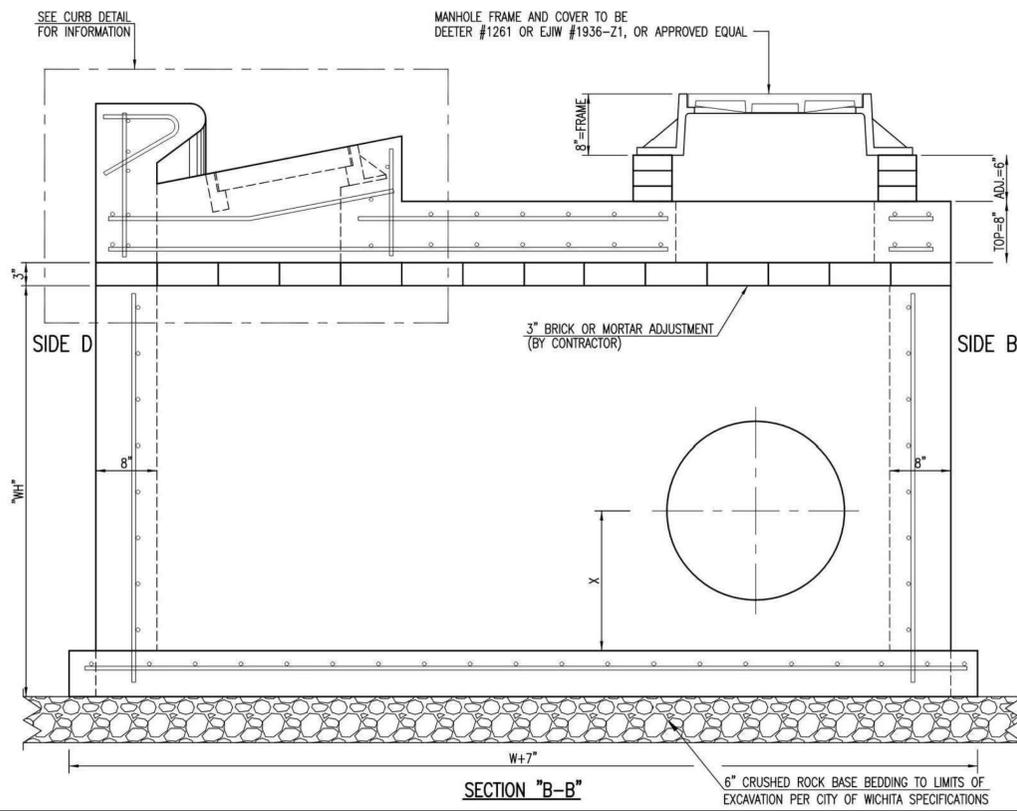
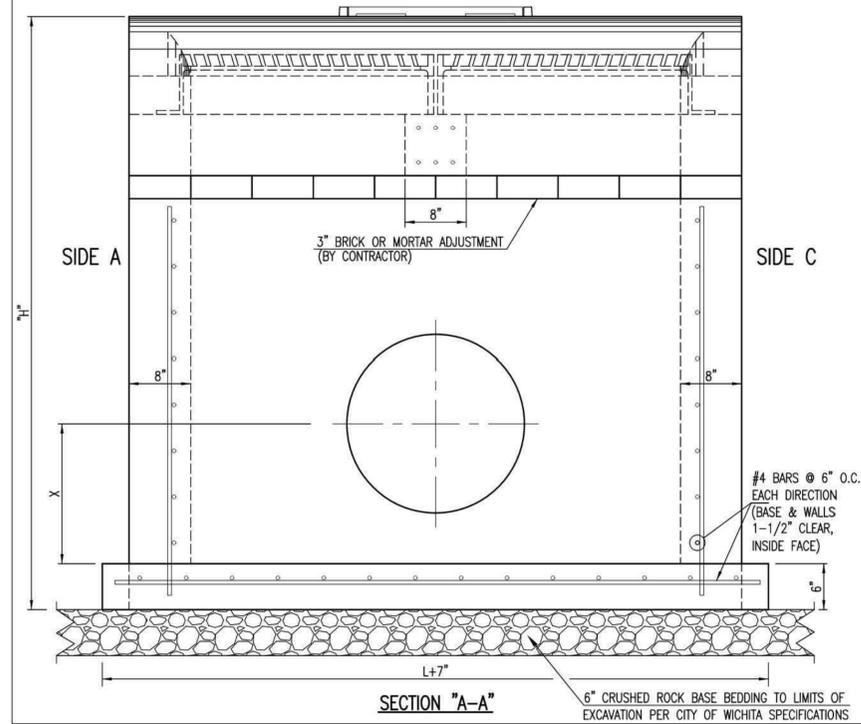
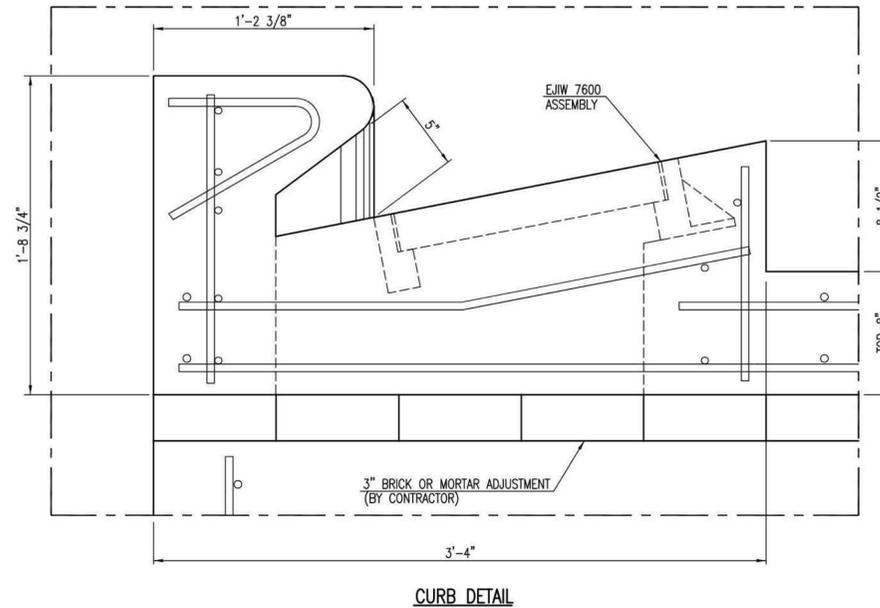
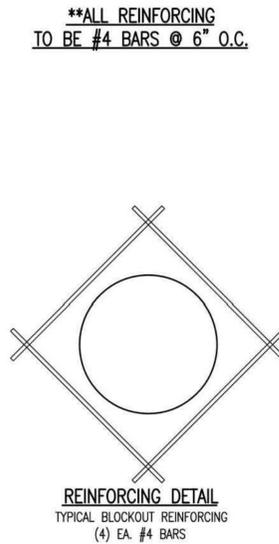
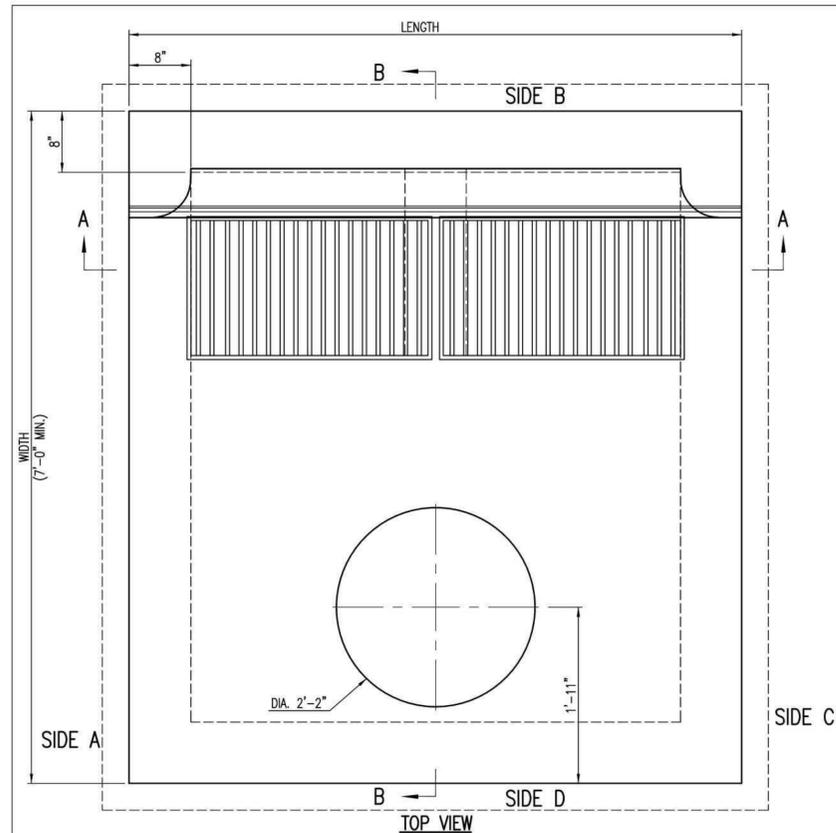
**KAW VALLEY ENGINEERING**

KAW VALLEY ENGINEERING, INC., IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/26

**WHISPERING CREEK ADD.**  
EAST 37TH STREET NORTH  
WICHITA, KANSAS 67226

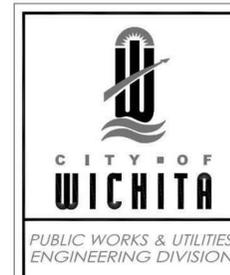
**STREET IMPROVEMENT PLANS**  
STANDARD TYPE 1A CURB INLET

PROJ. NO.	G20D1401
DESIGNER	SMM
DRAWN BY	SMM
CFN	
SHEET	1401ST_DET
REV	
16	0



**GENERAL NOTES**

- USE THE CONCRETE MIX SPECIFIED FOR THE CITY OF WICHITA CONCRETE PAVEMENT THROUGHOUT. ALL EXPOSED EDGES SHALL BE FINISHED WITH AN EDGING TOOL. REINFORCING BARS SHALL BE BENT AROUND PIPE.
- INLET/MANHOLE INVERT SHALL BE SHAPED WITH 8 SACK MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
- ALL BARS ARE #4 WITH 6" SPACING AND SHALL HAVE A MINIMUM CLEARANCE OF 1 1/2" INCHES UNLESS OTHERWISE NOTED ON THE PLANS.
- NO DEDUCTIONS WILL BE MADE IN PAY LENGTH OF CURB, GUTTER, OR CURB AND GUTTER THROUGH THE INLET AREA.
- USE DEETER FOUNDRY, INC. CASTING NO. 2442/43 OR EJIW 7600Z LEFT SIDE, 7600 RIGHT SIDE IN INLET FRAME AND GRATE WITH STYLE H GRATE. INLET FRAME TO BE PROOF LOAD TESTED TO 40,000 LBS. ON UNSUPPORTED SIDE.
- RING AND COVER SHALL BE DEETER #1261 OR EJIW #1936-Z1, OR APPROVED EQUAL, SEE SW-303.
- REINFORCING BARS SHALL BE CUT OR BENT AROUND PIPES. NO DEDUCTION IN CONCRETE QUANTITIES SHALL BE MADE FOR PIPE OPENINGS.
- THE VANES OF THE GRATE SHALL BE ORIENTED WITH RESPECT TO THE FLOW ARROWS SHOWN ON THE PLANS.
- AROUND INLET/MANHOLE OPENING IN TOP SLAB USE #5 BAR @ 45° ANGLE TO OTHER BARS. LENGTH = MH OPENING + 2'-0"
- CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN INLET/MANHOLE WALL SHALL BE GROUTED FLUSH TO THE INLET/MANHOLE WALL WITH HYDRAULIC CEMENT AFTER THE INLET/MANHOLE IS IN PLACE. LIFTING HOLES THRU THE INLET/MANHOLE WALL WILL NOT BE ACCEPTED.



REVISED: MARCH 2015

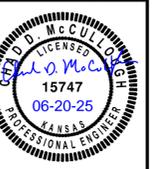
**SPECIAL TYPE II INLET/MANHOLE**

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

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

CDM	CHK
TDA	DWN
SMM	DSN

0	06/19/25	FOR BID	DESCRIPTION
		REV DATE	



CHAD D. MCCULLOUGH  
ENGINEER  
KS# 15747

9139 E. 37TH STREET, NORTH  
WICHITA, KANSAS 67226  
PH. (316) 440-4304  
www.kveeng.com | www.kveing.com

**KAW VALLEY ENGINEERING**

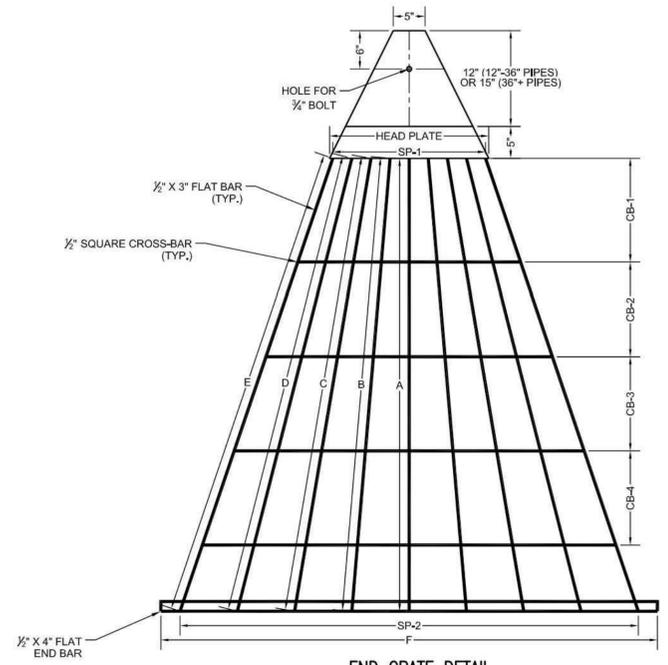
KAW VALLEY ENGINEERING, INC., IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/26

**WHISPERING CREEK ADD.**  
EAST 37TH STREET NORTH  
WICHITA, KANSAS 67226

**STREET IMPROVEMENT PLANS**  
SPECIAL TYPE 2 INLET DETAIL

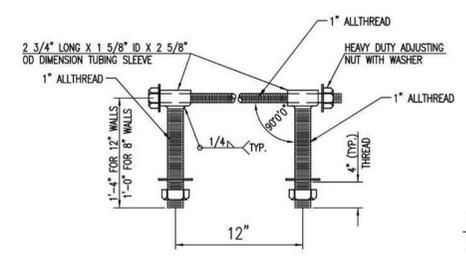
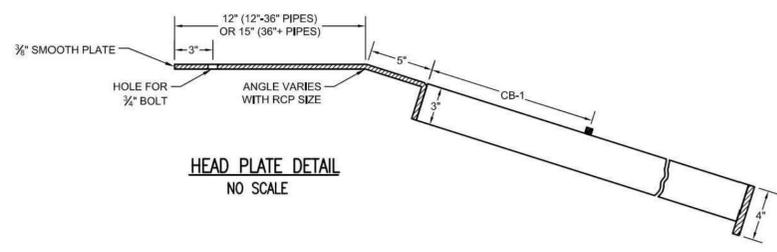
PROJ. NO.	G20D1401
DESIGNER	SMM
DRAWN BY	SMM
CFN	1401ST_DET
SHEET	REV
17	0





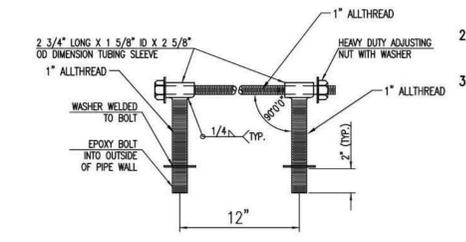
NOTE: GRATE TO BE USED AS DIRECTED BY THE CITY OF WICHITA.

GRATE DIMENSIONS													
PIPE SIZE	HEAD PLATE	A	B	C	D	E	F	CB-1	CB-2	CB-3	CB-4	SP-1	SP-2
12"	13"	19 1/4"	19 3/8"	-	-	-	27"	10 3/8"	-	-	-	3@4"	3@6"
15"	13"	23 1/2"	25 1/4"	-	-	-	34"	10 3/4"	-	-	-	3@4"	3@8"
18"	13"	25"	26 1/8"	-	-	-	40"	12 7/8"	-	-	-	3@4"	3@9"
24"	17"	41 1/2"	42 1/2"	43 1/2"	-	-	53"	12"	15"	-	-	4@4"	4@9"
30"	19"	51 1/2"	52 1/2"	53 1/2"	-	-	65"	16 1/4"	11 3/4"	12"	-	2@3"+3@4"	5@9"
36"	21"	60 1/2"	61 1/2"	62 1/2"	-	-	78"	18 5/8"	14 1/4"	16"	-	2@2"+4@4"	6@9"
42"	22"	65 1/2"	66 1/2"	67 3/8"	68 3/4"	-	86"	13 3/8"	12 5/8"	13"	11 3/4"	7@3"	7@9"
48"	25"	70 7/8"	71"	71 3/4"	73"	74 1/2"	90"	16 1/4"	14 3/4"	14 3/4"	14 3/4"	8@3"	8@9"
54"	26"	71 3/4"	73"	74 1/2"	74 3/4"	76 3/4"	96"	6 7/8"	20 7/8"	17 7/8"	15 5/8"	4@2 3/4"+5@3"	9@9"
60"	28"	61 1/8"	61 3/4"	62 3/4"	64 1/2"	66 5/8"	102"	12"	12"	11 1/2"	13"	2@2"+8@3"	10@9"



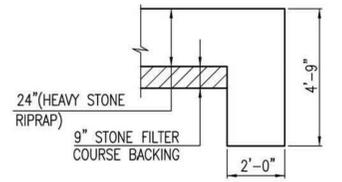
HEAVY DUTY (H.D.) COUPLER (>36") NO SCALE

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



HEAVY DUTY (H.D.) COUPLER (<30") NO SCALE

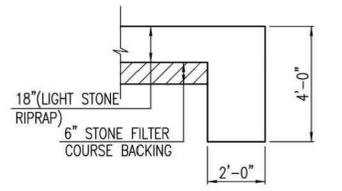
- NOTES
- BOLTS TO BE A-36 1 1/2" DIAMETER.
  - BOLTS, NUTS, WASHERS AND SLEEVES TO BE ZINC PLATED.
  - WASHERS TO BE 3 1/2" O.D. X 7 GAUGE.
  - SHIP WITH NUTS AND WASHERS PLACED ON BOLTS.



TYPICAL SECTION THRU TOEWALL NO SCALE

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

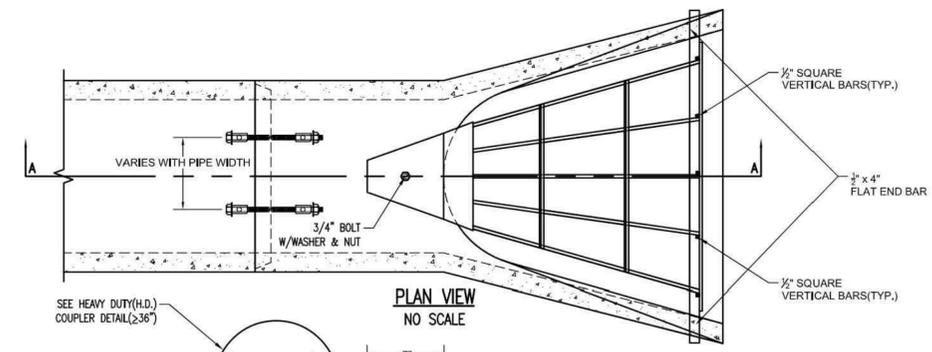
HEAVY STONE RIPRAP DETAILS



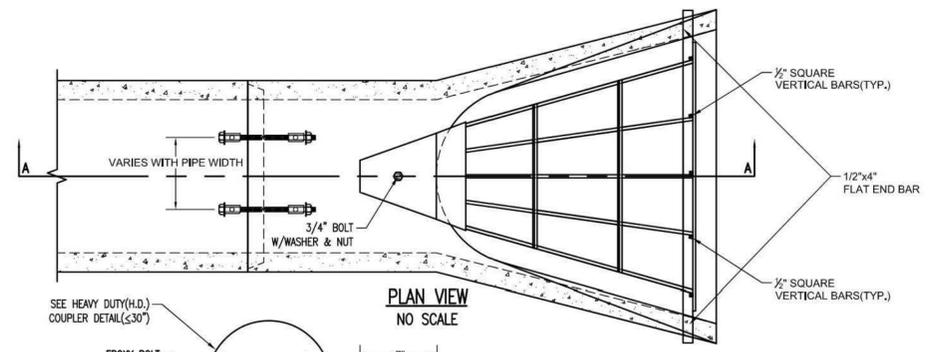
TYPICAL SECTION THRU TOEWALL NO SCALE

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

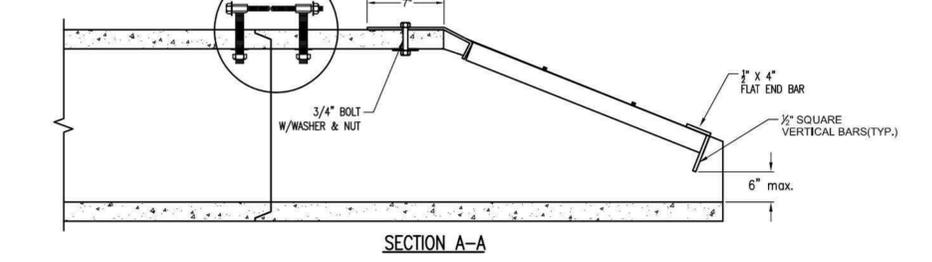
LIGHT STONE RIPRAP DETAILS



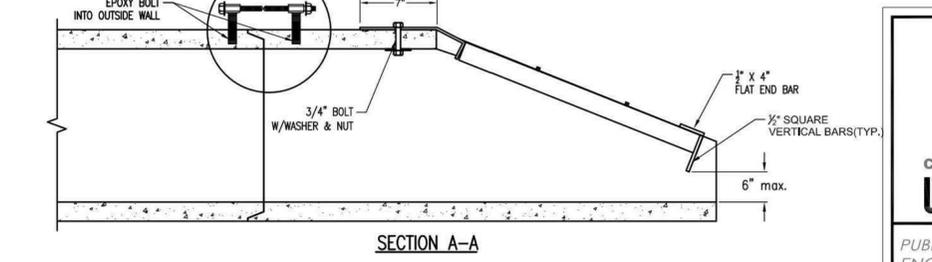
PLAN VIEW NO SCALE



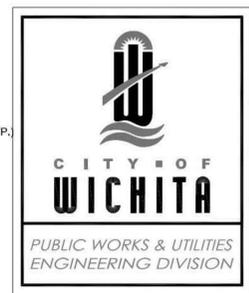
PLAN VIEW NO SCALE



SECTION A-A



SECTION A-A



END SECTION, PIPE RESTRAINT COUPLER & END GRATE

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

PROJECT NUMBER	OCA NUMBER	DATE
		01/2015

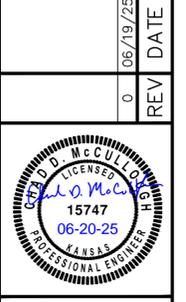
CITY ENGINEER'S OFFICE  
CITY HALL - SEVENTH FLOOR  
455 NORTH MAIN STREET  
WICHITA, KANSAS 67202-1620  
(316) 268-4501

DESIGN	DRAWN

SHEET

CDM	CHK
TDA	DWN
SMM	DSN

FOR BID	DESCRIPTION
REV	DATE
0	06/19/25



CHAD D. MCCULLOUGH  
ENGINEER  
KS# 15747

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WICHITA, KANSAS 67226  
PH. (316) 440-4304  
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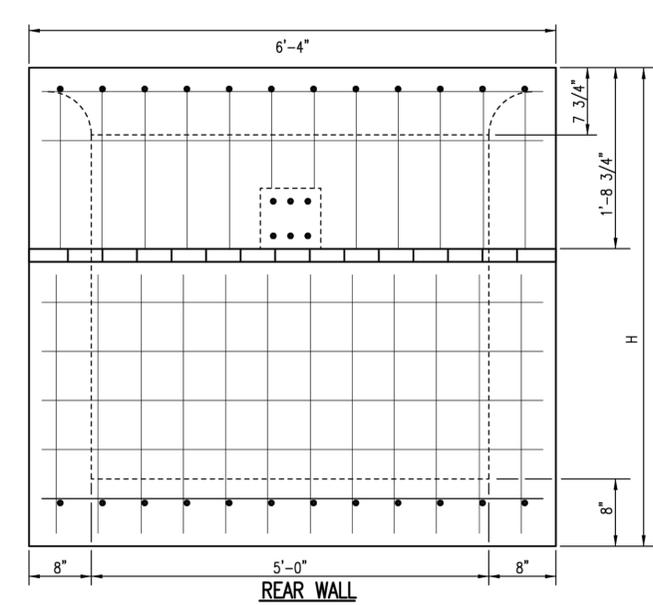
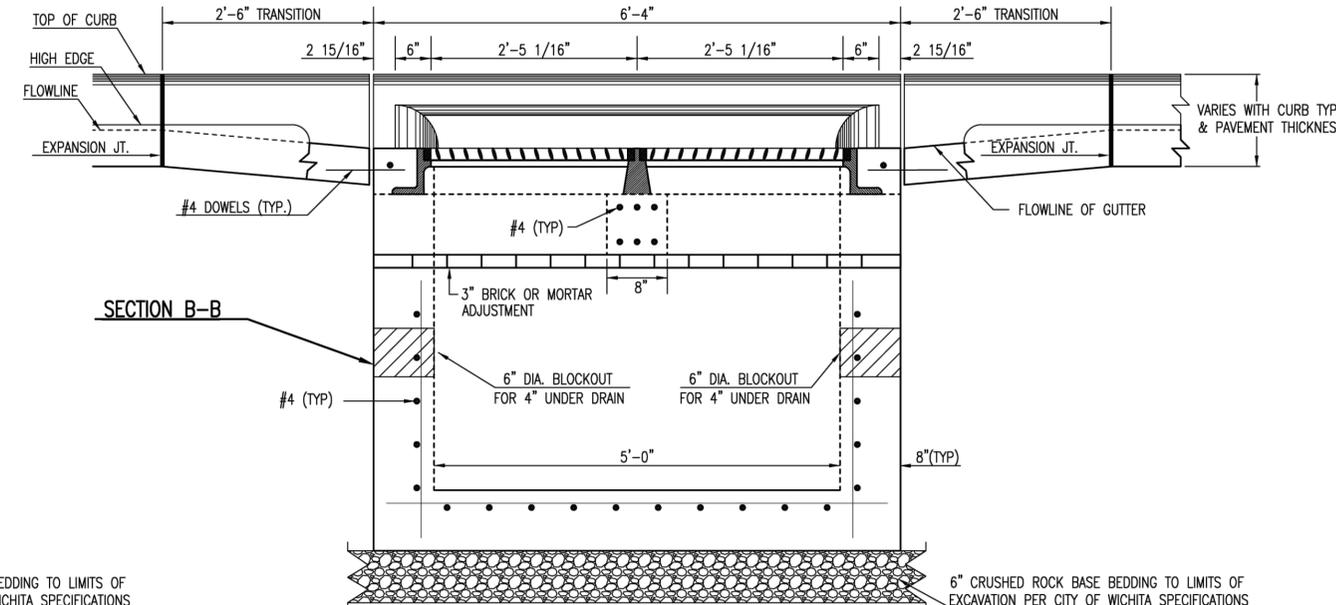
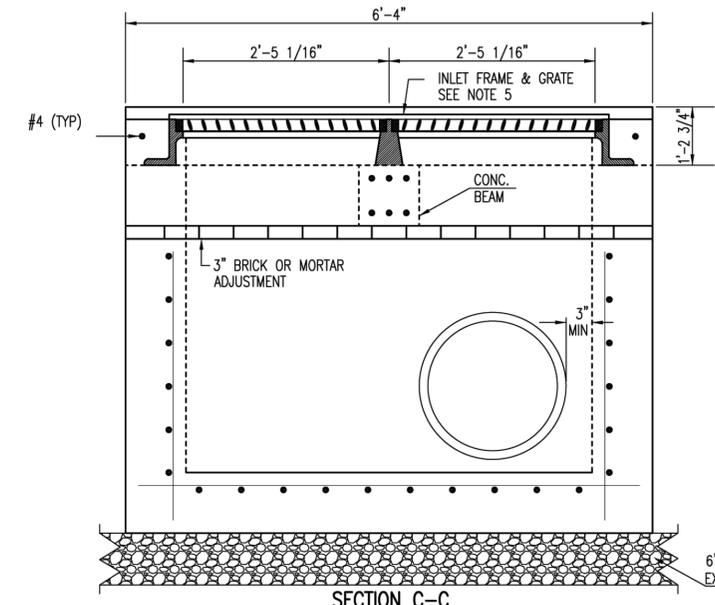
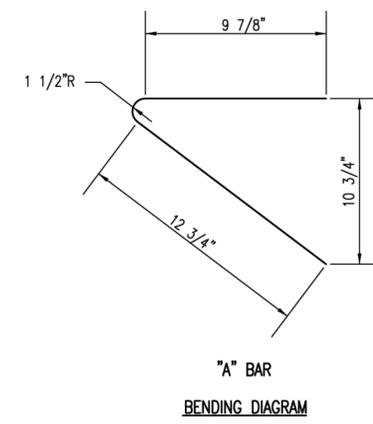
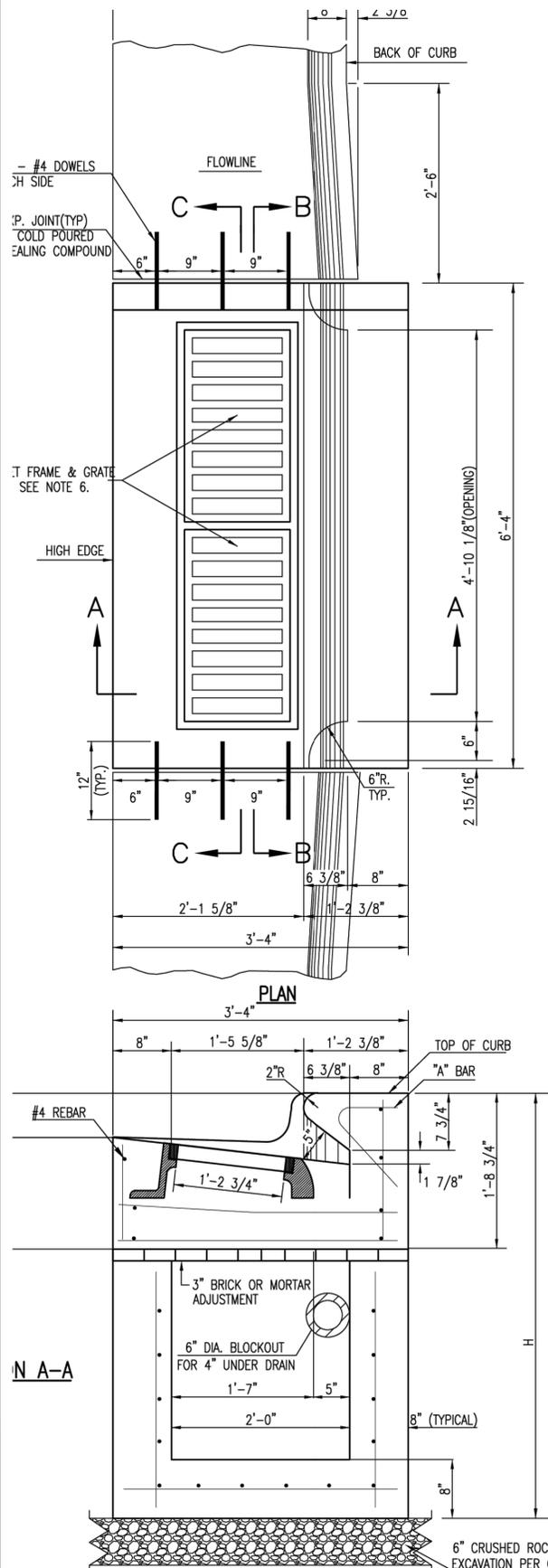
**KAW VALLEY ENGINEERING**

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WHISPERING CREEK ADD.  
EAST 37TH STREET NORTH  
WICHITA, KANSAS 67226

STREET IMPROVEMENT PLANS  
END SECT., COUPLER & GRATE DETAIL

PROJ. NO.	G20D1401
DESIGNER	SMM
DRAWN BY	SMM
CFN	1401ST_DET
SHEET	REV
19	0



- GENERAL NOTES**
- USE THE CONCRETE MIX SPECIFIED FOR THE CITY OF WICHITA CONCRETE PAVEMENT THROUGHOUT. ALL EXPOSED EDGES SHALL BE FINISHED WITH AN EDGING TOOL. REINFORCING BARS SHALL BE BENT AROUND PIPE.
  - INLET INVERT SHALL BE SHAPED WITH 8 SACK MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
  - ALL BARS ARE #4 WITH 6" SPACING AND SHALL HAVE A MINIMUM CLEARANCE OF 1 1/2 INCHES UNLESS OTHERWISE NOTED ON THE PLANS.
  - NO DEDUCTIONS WILL BE MADE IN PAY LENGTH OF CURB, GUTTER, OR CURB AND GUTTER THROUGH THE INLET AREA.
  - USE DEETER FOUNDRY, INC. CASTING NO. 2442/43 OR EJIW 7600Z LEFT SIDE, 7600 RIGHT SIDE IN INLET FRAME AND GRATE WITH STYLE H GRATE. INLET FRAME TO BE PROOF LOAD TESTED TO 40,000 LBS. ON UNSUPPORTED SIDE.
  - REINFORCING BARS SHALL BE CUT OR BENT AROUND PIPES. NO DEDUCTION IN CONCRETE QUANTITIES SHALL BE MADE FOR PIPE OPENINGS.
  - THE VANES OF THE GRATE SHALL BE ORIENTED WITH RESPECT TO THE FLOW ARROWS SHOWN ON THE PLANS.
  - CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN INLET WALL SHALL BE GROUTED FLUSH TO THE INLET WALL WITH HYDRAULIC CEMENT AFTER THE INLET IS IN PLACE. LIFTING HOLES THRU THE INLET WALL WILL NOT BE ACCEPTED.

CDM	CHK
TDA	DWN
SMM	DSN
FOR BID	DESCRIPTION
06/19/25	REV DATE
0	20
0	0



CHAD D. MCCULLOUGH  
ENGINEER  
KS# 15747

**KAW VALLEY ENGINEERING**  
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WICHITA, KANSAS 67226  
PH. (316) 440-4304  
www.kveeng.com | www.kveing.com

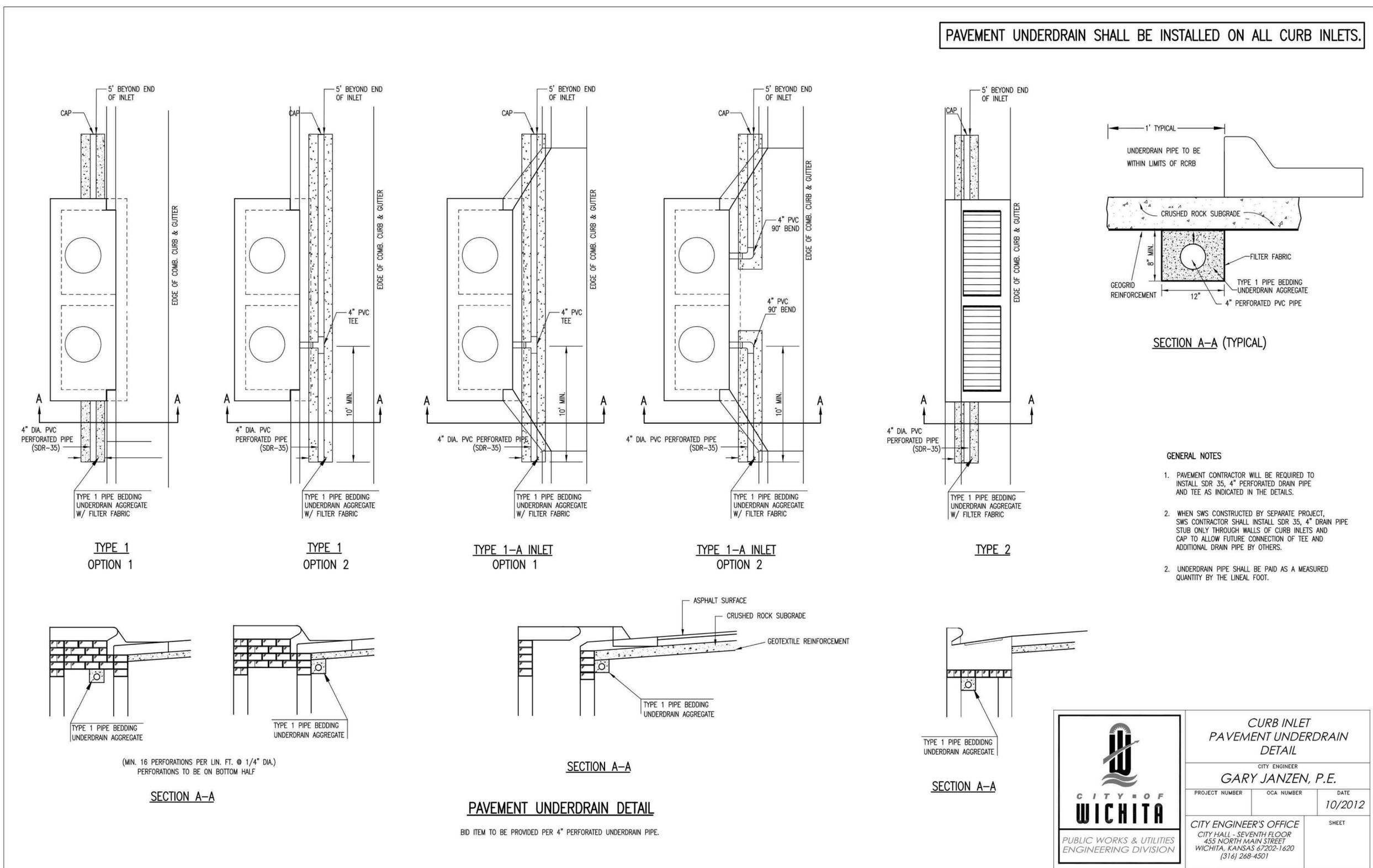


REVISED: MARCH 2015

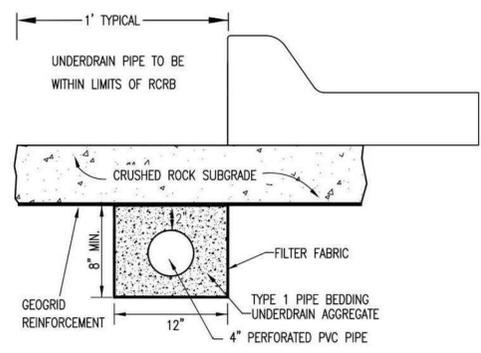
**STANDARD DOUBLE TYPE II CURB INLET**

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

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



PAVEMENT UNDERDRAIN SHALL BE INSTALLED ON ALL CURB INLETS.



SECTION A-A (TYPICAL)

GENERAL NOTES

1. PAVEMENT CONTRACTOR WILL BE REQUIRED TO INSTALL SDR 35, 4" PERFORATED DRAIN PIPE AND TEE AS INDICATED IN THE DETAILS.
2. 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.
2. 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

PAVEMENT UNDERDRAIN DETAIL

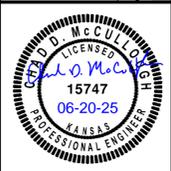
BID ITEM TO BE PROVIDED PER 4" PERFORATED UNDERDRAIN PIPE.



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

CDM	CHK
TDA	DWN
SMM	DSN

0	06/19/25	FOR BID	DESCRIPTION
	REV	DATE	



CHAD D. McCULLOUGH  
ENGINEER  
KS# 15747

9139 E. 37TH STREET, NORTH WICHITA, KANSAS 67226  
PH. (316) 440-4304  
www.kveing.com | www.kveing.com

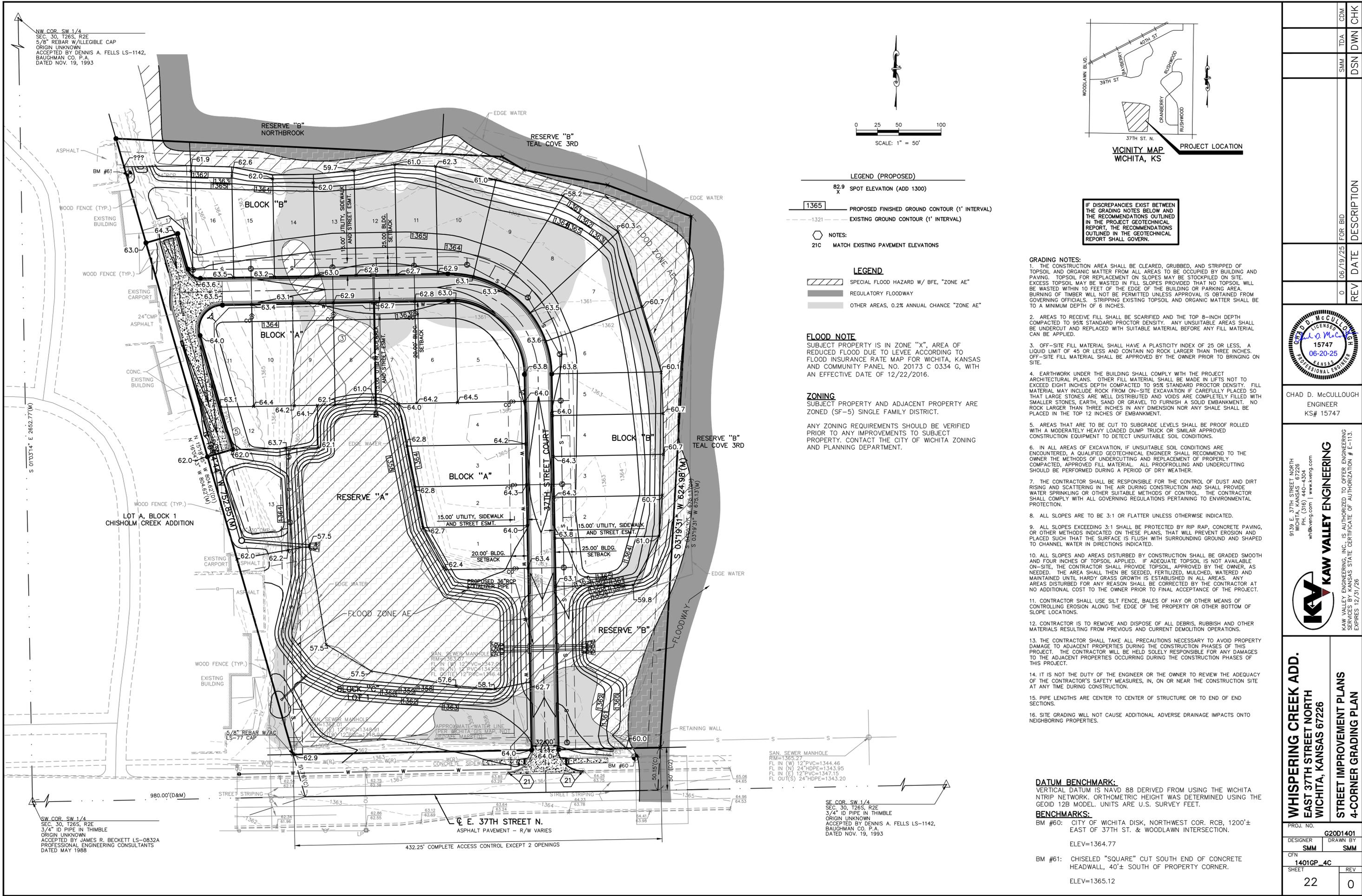
**KAW VALLEY ENGINEERING**

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WHISPERING CREEK ADD.  
EAST 37TH STREET NORTH  
WICHITA, KANSAS 67226

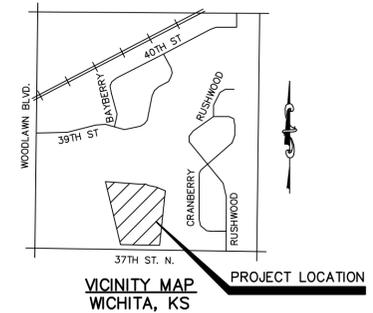
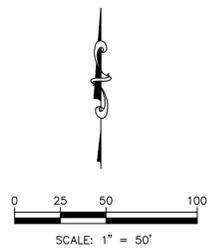
STREET IMPROVEMENT PLANS  
CURB INLET UNDERDRAIN DETAIL

PROJ. NO. G20D1401	DRAWN BY SMM
DESIGNER SMM	REV 0
CFN 1401ST_DET	
SHEET 21	



NW COR. SW 1/4  
SEC. 30, T26S, R2E  
5/8" REBAR W/ILLEGIBLE CAP  
ORIGIN UNKNOWN  
ACCEPTED BY DENNIS A. FELLOWS LS-1142,  
BAUGHMAN CO. P.A.  
DATED NOV. 19, 1993

SW COR. SW 1/4  
SEC. 30, T26S, R2E  
3/4" ID PIPE IN THIMBLE  
ORIGIN UNKNOWN  
ACCEPTED BY JAMES R. BECKETT LS-0832A  
PROFESSIONAL ENGINEERING CONSULTANTS  
DATED MAY 1988



- LEGEND (PROPOSED)**
- 82.9 X SPOT ELEVATION (ADD 1300)
  - 1365 PROPOSED FINISHED GROUND CONTOUR (1' INTERVAL)
  - 1321 EXISTING GROUND CONTOUR (1' INTERVAL)
- NOTES:**
- 21C MATCH EXISTING PAVEMENT ELEVATIONS
- LEGEND**
- SPECIAL FLOOD HAZARD W/ BFE, "ZONE AE"
  - REGULATORY FLOODWAY
  - OTHER AREAS, 0.2% ANNUAL CHANCE "ZONE AE"

IF DISCREPANCIES EXIST BETWEEN THE GRADING NOTES BELOW AND THE RECOMMENDATIONS OUTLINED IN THE PROJECT GEOTECHNICAL REPORT, THE RECOMMENDATIONS OUTLINED IN THE GEOTECHNICAL REPORT SHALL GOVERN.

**FLOOD NOTE**  
SUBJECT PROPERTY IS IN ZONE "X", AREA OF REDUCED FLOOD DUE TO LEVEE ACCORDING TO FLOOD INSURANCE RATE MAP FOR WICHITA, KANSAS AND COMMUNITY PANEL NO. 20173 C 0334 G, WITH AN EFFECTIVE DATE OF 12/22/2016.

**ZONING**  
SUBJECT PROPERTY AND ADJACENT PROPERTY ARE ZONED (SF-5) SINGLE FAMILY DISTRICT.  
ANY ZONING REQUIREMENTS SHOULD BE VERIFIED PRIOR TO ANY IMPROVEMENTS TO SUBJECT PROPERTY. CONTACT THE CITY OF WICHITA ZONING AND PLANNING DEPARTMENT.

- GRADING NOTES:**
- THE CONSTRUCTION AREA SHALL BE CLEARED, GRUBBED, AND STRIPPED OF TOPSOIL AND ORGANIC MATTER FROM ALL AREAS TO BE OCCUPIED BY BUILDING AND PAVING. TOPSOIL FOR REPLACEMENT ON SLOPES MAY BE STOCKPILED ON SITE. EXCESS TOPSOIL MAY BE WASTED IN FILL SLOPES PROVIDED THAT NO TOPSOIL WILL BE WASTED WITHIN 10 FEET OF THE EDGE OF THE BUILDING OR PARKING AREA. BURNING OF TIMBER WILL NOT BE PERMITTED UNLESS APPROVAL IS OBTAINED FROM GOVERNING OFFICIALS. STRIPPING EXISTING TOPSOIL AND ORGANIC MATTER SHALL BE TO A MINIMUM DEPTH OF 6 INCHES.
  - AREAS TO RECEIVE FILL SHALL BE SCARIFIED AND THE TOP 8-INCH DEPTH COMPACTED TO 95% STANDARD PROCTOR DENSITY. ANY UNSUITABLE AREAS SHALL BE UNDERCUT AND REPLACED WITH SUITABLE MATERIAL BEFORE ANY FILL MATERIAL CAN BE APPLIED.
  - OFF-SITE FILL MATERIAL SHALL HAVE A PLASTICITY INDEX OF 25 OR LESS, A LIQUID LIMIT OF 45 OR LESS AND CONTAIN NO ROCK LARGER THAN THREE INCHES. OFF-SITE FILL MATERIAL SHALL BE APPROVED BY THE OWNER PRIOR TO BRINGING ON SITE.
  - EARTHWORK UNDER THE BUILDING SHALL COMPLY WITH THE PROJECT ARCHITECTURAL PLANS. OTHER FILL MATERIAL SHALL BE MADE IN LIFTS NOT TO EXCEED EIGHT INCHES DEPTH COMPACTED TO 95% STANDARD PROCTOR DENSITY. FILL MATERIAL MAY INCLUDE ROCK FROM ON-SITE EXCAVATION IF CAREFULLY PLACED SO THAT LARGE STONES ARE WELL DISTRIBUTED AND VOIDS ARE COMPLETELY FILLED WITH SMALLER STONES, EARTH, SAND OR GRAVEL TO FURNISH A SOLID EMBANKMENT. NO ROCK LARGER THAN THREE INCHES IN ANY DIMENSION NOR ANY SHALE SHALL BE PLACED IN THE TOP 12 INCHES OF EMBANKMENT.
  - AREAS THAT ARE TO BE CUT TO SUBGRADE LEVELS SHALL BE PROOF ROLLED WITH A MODERATELY HEAVY LOADED DUMP TRUCK OR SIMILAR APPROVED CONSTRUCTION EQUIPMENT TO DETECT UNSUITABLE SOIL CONDITIONS.
  - IN ALL AREAS OF EXCAVATION, IF UNSUITABLE SOIL CONDITIONS ARE ENCOUNTERED, A QUALIFIED GEOTECHNICAL ENGINEER SHALL RECOMMEND TO THE OWNER THE METHODS OF UNDERCUTTING AND REPLACEMENT OF PROPERLY COMPACTED, APPROVED FILL MATERIAL. ALL PROOFROLLING AND UNDERCUTTING SHOULD BE PERFORMED DURING A PERIOD OF DRY WEATHER.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF DUST AND DIRT RISING AND SCATTERING IN THE AIR DURING CONSTRUCTION AND SHALL PROVIDE WATER SPRINKLING OR OTHER SUITABLE METHODS OF CONTROL. THE CONTRACTOR SHALL COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION.
  - ALL SLOPES ARE TO BE 3:1 OR FLATTER UNLESS OTHERWISE INDICATED.
  - ALL SLOPES EXCEEDING 3:1 SHALL BE PROTECTED BY RIP RAP, CONCRETE PAVING, OR OTHER METHODS INDICATED ON THESE PLANS, THAT WILL PREVENT EROSION AND PLACED SUCH THAT THE SURFACE IS FLUSH WITH SURROUNDING GROUND AND SHAPED TO CHANNEL WATER IN DIRECTIONS INDICATED.
  - ALL SLOPES AND AREAS DISTURBED BY CONSTRUCTION SHALL BE GRADED SMOOTH AND FOUR INCHES OF TOPSOIL APPLIED. IF ADEQUATE TOPSOIL IS NOT AVAILABLE ON-SITE, THE CONTRACTOR SHALL PROVIDE TOPSOIL APPROVED BY THE OWNER, AS NEEDED. THE AREA SHALL THEN BE SEEDED, FERTILIZED, MULCHED, WATERED AND MAINTAINED UNTIL HARDY GRASS GROWTH IS ESTABLISHED IN ALL AREAS. ANY AREAS DISTURBED FOR ANY REASON SHALL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER PRIOR TO FINAL ACCEPTANCE OF THE PROJECT.
  - CONTRACTOR SHALL USE SILT FENCE, BALES OF HAY OR OTHER MEANS OF CONTROLLING EROSION ALONG THE EDGE OF THE PROPERTY OR OTHER BOTTOM OF SLOPE LOCATIONS.
  - CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS.
  - THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
  - IT IS NOT THE DUTY OF THE ENGINEER OR THE OWNER TO REVIEW THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES, IN, ON OR NEAR THE CONSTRUCTION SITE AT ANY TIME DURING CONSTRUCTION.
  - PIPE LENGTHS ARE CENTER TO CENTER OF STRUCTURE OR TO END OF END SECTIONS.
  - SITE GRADING WILL NOT CAUSE ADDITIONAL ADVERSE DRAINAGE IMPACTS ONTO NEIGHBORING PROPERTIES.

**DATUM BENCHMARK:**  
VERTICAL DATUM IS NAVD 88 DERIVED FROM USING THE WICHITA NTRIP NETWORK. ORTHOMETRIC HEIGHT WAS DETERMINED USING THE GEOD 12B MODEL. UNITS ARE U.S. SURVEY FEET.

**BENCHMARKS:**  
BM #60: CITY OF WICHITA DISK, NORTHWEST COR. RCB, 1200'± EAST OF 37TH ST. & WOODLAWN INTERSECTION.  
ELEV=1364.77  
BM #61: CHISELED "SQUARE" CUT SOUTH END OF CONCRETE HEADWALL, 40'± SOUTH OF PROPERTY CORNER.  
ELEV=1365.12

PROJ. NO.	G20D1401
DESIGNER	SMM
CFN	1401GP_4C
SHEET	22
REV	0
DATE	06/19/25
DESCRIPTION	FOR BID
CDM	CHK
TDA	DWN
SMM	DSN



CHAD D. MCCULLOUGH  
ENGINEER  
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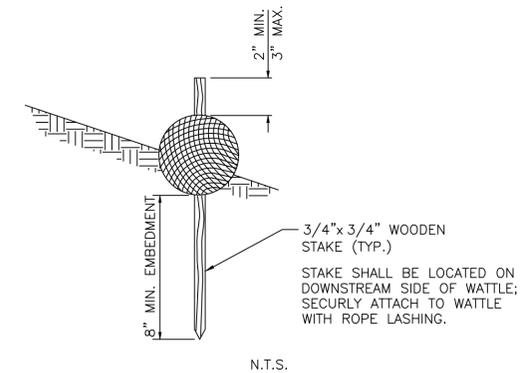
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**WHISPERING CREEK ADD.**  
EAST 37TH STREET NORTH  
WICHITA, KANSAS 67226

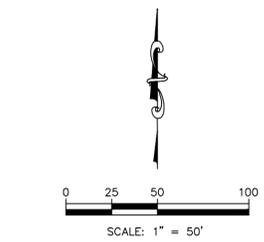
**STREET IMPROVEMENT PLANS**  
**4-CORNER GRADING PLAN**



- EROSION & PROPOSED IMPROVEMENTS LEGEND:**
- 1360 --- EXISTING GROUND CONTOUR (1' INTERVALS)
  - 1365 FINISHED 1' CONTOUR INTERVALS, TOP OF PAVEMENT
  - SILT FENCE BARRIER (APPROX. 2,222 LF)
  - CURB INLET PROTECTION (6 EA)
  - DROP INLET PROTECTION (1 EA)
  - EROSION CONTROL MATTING
  - FIBER ROLL



- WATTLE NOTES:**
- FIBER LOGS MAY BE USED IN LIEU OF WATTLES.
  - THE DIAMETER OF WATTLE OR FIBER LOG SHALL BE AT LEAST 12-INCHES.
  - WATTLES OR FIBER LOGS MUST BE WRAPPED WITH NON-PLASTIC WRAPPING. COCONUT OR ASPEN FIBER SHALL BE USED FOR FIBER LOGS AND WATTLES.
  - THE WATTLES OR FIBER LOGS SHALL BE INSPECTED AFTER EVERY RAINFALL TO DETERMINE IF ANY PART OF THE BARRIER NEEDS TO BE REPAIRED OR REPLACED. IF IT IS DETERMINED THAT THE BARRIER NEEDS ANY REPAIR OR REPLACEMENT THIS SHALL BE DONE IMMEDIATELY.
  - SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH RAINFALL OR BEFORE THEY ACCUMULATE TO 1/2 OF THE WATTLE OR FIBER LOG HEIGHT.
  - INSTALL WATTLES OR FIBER LOGS SNUGLY INTO THE TRENCH. ABUT ADJACENT WATTLES OR FIBER LOGS TIGHTLY, END TO END, WITHOUT OVERLAPPING THE ENDS.
  - STAKES SHALL BE INSTALLED AT EACH END OF WATTLE OR FIBER LOG, AND AT 4' O.C. ALONG ENTIRE LENGTH.
  - PROVIDE MULTIPLE WATTLES UPHILL FOR WATTLE DITCH CHECK CONFIGURATION OR AS NEEDED.
  - WATER FROM TRENCH DEWATERING TO BE PUMPED BEHIND COMPOST BERM OR WATTLE TO BE FILTERED.



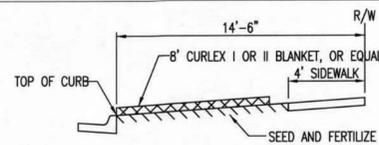
- LEGEND**
- SPECIAL FLOOD HAZARD W/ BFE, "ZONE AE"
  - REGULATORY FLOODWAY
  - OTHER AREAS, 0.2% ANNUAL CHANCE "ZONE AE"
- DETAILS - SEE DETAIL SHEETS 24 THRU 26 FOR THE FOLLOWING DETAILS**
- 047 STABILIZED CONSTRUCTION ENTRANCE
  - 812 SILT FENCE BARRIER
  - 816 DROP INLET PROTECTION
  - 818 CURB INLET PROTECTION
  - 820 BACK OF CURB PROTECTION

**FIBER WATTLE INSTALLATION**

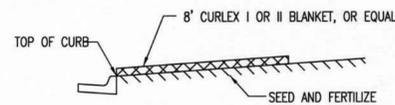
- GENERAL NOTES:**
- PROPERTY LINE IS LIMITS OF CONSTRUCTION EXCEPT AS SHOWN.
  - THE CONTRACTOR SHALL INSTALL EROSION CONTROL MEASURES AS SHOWN ON THE DRAWINGS PRIOR TO BEGINNING EARTHWORK OPERATIONS.
  - THE CONTRACTOR SHALL MAINTAIN ALL SILT CONTROL MEASURES DURING CONSTRUCTION.
  - ALL SILT SHALL REMAIN ON SITE AND SURROUNDING STREETS SHALL BE KEPT CLEAR OF ALL MUD AND DEBRIS.
  - A SEDIMENTATION BARRIER IS TO BE INSTALLED AS SHOWN.
  - ACCUMULATED SEDIMENT SHALL BE REMOVED AND THE SEDIMENTATION BARRIERS MAINTAINED AS NEEDED TO PREVENT SEDIMENTATION BYPASS OF THE BARRIER.
  - SLOPES ARE TO BE LEFT IN A ROUGH CONDITION DURING GRADING.
  - CURB INLET SEDIMENTATION BARRIERS ARE TO BE INSTALLED AROUND INLETS AND WEIRS WHERE SEDIMENTATION IS A CONCERN. INLET BARRIERS SHALL BE EITHER BLOCK AND GRAVEL, OR SECURED STRAW BALES, OR SILT FENCE.
  - SEDIMENT IS TO BE REMOVED FROM STORM WATER DRAINAGE SYSTEMS.
  - RIPRAP IS TO BE INSTALLED AT AREAS OF CONCENTRATED FLOW (I.E. CULVERT OUTLETS).
  - CONTRACTOR IS RESPONSIBLE FOR INSTALLING ANY ADDITIONAL EROSION CONTROL AS HE/SHE DEEMS NECESSARY.
  - THE CONTRACTOR SHALL PROVIDE ALL MATERIALS, TOOLS, EQUIPMENT AND LABOR AS NECESSARY TO INSTALL AND MAINTAIN ADEQUATE EROSION AND SILTATION CONTROLS REQUIRED TO PREVENT SOIL EROSION FROM LEAVING THE PROJECT SITE. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO ENSURE THAT METHODS UTILIZED ARE ADEQUATE AND COMPLY WITH REQUIREMENTS OF THE SPECIFICATIONS AND GOVERNMENTAL AGENCIES HAVING JURISDICTION OVER THE WORK.
  - TEMPORARY SEDIMENT FENCE/STRAW BALES TO REMAIN UNTIL ADEQUATE VEGETATION IS ESTABLISHED.
  - MUD AND DEBRIS SHALL BE CLEANED UP AT THE CONCLUSION OF EACH WORKING DAY, OR AFTER EACH RAINFALL IF SILT IS PRESENT.
  - INSPECTION, MAINTENANCE AND REPAIR OF EROSION CONTROL DEVICES SHALL BE ON GOING THROUGHOUT THE LIFE OF BUILDING CONSTRUCTION TO KEEP THE DEVICES IN OPERABLE CONDITION AT ALL TIMES. ADDITIONAL MEASURES SHALL BE INSTALLED AS REQUIRED BY ACTUAL FIELD CONDITIONS AND/OR GOVERNING INSPECTION AGENCIES.
  - INSTALL CONSTRUCTION ENTRANCE AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING THE SITE AND AS SHOWN ON PLANS.
  - AT COMPLETION OF SITE GRADING AND OTHER RELATED CONSTRUCTION ACTIVITIES, ALL DISTURBED AREAS WITHIN THE PROJECT SITE SHALL BE SEEDED, SOODED, OR LANDSCAPED AS SHOWN ON THE LANDSCAPE PLAN WITHIN 14 DAYS.
  - TOPSOIL IS TO BE PLACED IN AREAS UNSUITABLE FOR VEGETATIVE GROWTH.
  - STRIP TOPSOIL PRIOR TO EXCAVATION, STOCKPILE AND SPREAD ONTO DISKED SUBGRADE (4" MIN) A THICKNESS OF 4 INCHES.
  - ROCK LINING (RIPRAP) SHALL BE DURABLE STONE CONTAINING A COMBINED TOTAL OF NOT MORE THAN 10 PERCENT OF EARTH, SAND, SHALE AND NON-DURABLE ROCK. AT LEAST 60 PERCENT OF THE MASS SHALL BE OF PIECES HAVING A MINIMUM WEIGHT OF 150 POUNDS OR MORE PER CUBIC FOOT.
  - THE CONTRACTOR SHALL HAVE THE RESPONSIBILITY FOR RESOLVING COMPLAINTS IN THE EVENT THAT COMPLAINTS OR DAMAGE CLAIMS ARE FILED DUE TO DAMAGES OCCURRING ADJACENT TO OR DOWNSTREAM FROM PROPERTY BY SEDIMENT RESULTING FROM EROSION ON THE PROJECT SITE.
  - GOOD HOUSEKEEPING PRACTICES SHALL BE MAINTAINED ON SITE TO KEEP SOLID WASTE FROM ENTRY INTO WATERS.
  - ALL FUELING FACILITIES PRESENT ON SITE SHALL ADHERE TO APPLICABLE FEDERAL AND STATE REQUIREMENTS CONCERNING UNDERGROUND STORAGE, ABOVE GROUND STORAGE AND DISPENSERS, INCLUDING SPILL PREVENTION, CONTROL AND COUNTER MEASURES.
  - RIGHT OF WAY TO BE STABILIZED AS REQUIRED BY APWA SECTION 2400.
  - EROSION CONTROL IS TO BE PLACED IN PHASING AS CONSTRUCTION PROGRESSES.
  - MINIMAL WASHING OF CONCRETE EQUIPMENT ALLOWED, CHUTE ETC. CONCRETE WASHOUT OF THE DRUM IS NOT ALLOWED. ANY PIT/WASHOUT AREA NEEDS TO BE MAINTAINED IN A NON-DISCHARGING MANNER AND ANY WASTE RESIDUE WILL NEED TO BE CLEANED OUT AND REMOVED AT THE END OF PROJECT.
  - CONTRACTOR/DEVELOPER IS RESPONSIBLE FOR HAVING LOT BUILDERS FOLLOW THE GUIDELINES OF "CONTROLLING EROSION WHEN BUILDING YOUR HOME" PROVIDED BY KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT.
  - EROSION CONTROL SEDIMENT FENCE TO BE INSTALLED 1'-0" BEHIND CURB & GUTTER UPON COMPLETION OF BACKFILL OF CURB IN ALL AREAS WHERE SLOPES FROM LOT DRAIN TOWARDS CURB. UPON COMPLETION OF FINAL GRADING THE TOES OF ALL EMBANKMENTS IN EXCESS OF TWO FEET IN HEIGHT WILL HAVE EROSION CONTROL SEDIMENT FENCE INSTALLED.

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TDA	DWN
SMM	DSN
FOR BID	DESCRIPTION
06/19/25	DATE
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<b>WHISPERING CREEK ADD.</b>	<b>STREET IMPROVEMENT PLANS</b>
<b>EAST 37TH STREET NORTH</b>	<b>EROSIONS CONTROL PLAN</b>
<b>WICHITA, KANSAS 67226</b>	
PROJ. NO. G20D1401	DESIGNER SMM
CFN 1401ECP-ST	DRAWN BY SMM
SHEET 23	REV 0

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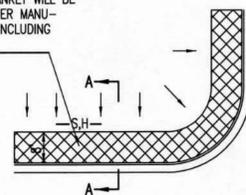


SECTION B-B

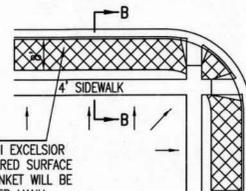


SECTION A-A

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

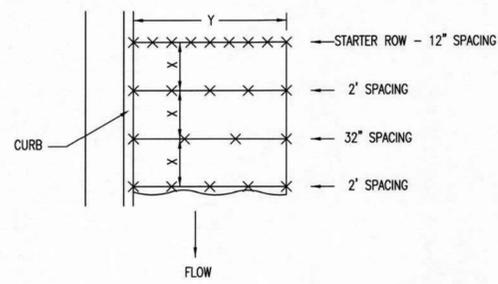


INSTALL 8" WIDE CURLEX I OR II EXCELSIOR BLANKET, OR EQUAL, ON PREPARED SURFACE BACK OF CURB. EDGE OF BLANKET WILL BE AT BACK OF CURB. INSTALL PER MANUFACTURER'S RECOMMENDATION, INCLUDING STAPLES. (SEE DETAIL)

GENERAL NOTES

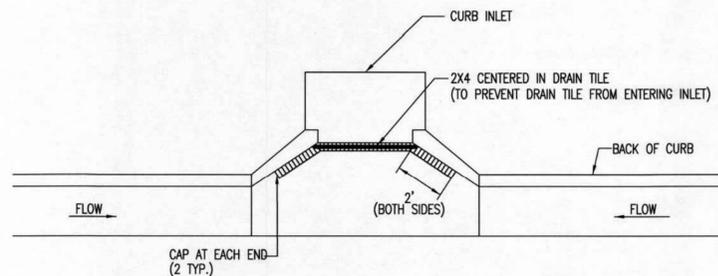
- EXCELSIOR MAT TO BE INSTALLED WHEN SOD IS NOT SPECIFIED ON PROJECT.
- EXCELSIOR BLANKET TO BE INSTALLED OVER SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS.
- AFTER INSTALLATION OF EXCELSIOR BLANKET, AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE CURB AND INTO THE GUTTER,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

BACK OF CURB PROTECTION DETAIL



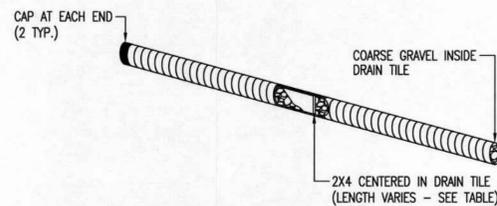
STAPLE PATTERN  
NOTES: USE 6" SEAM OVERLAP  
(X & Y = RECOMMENDED BY MANUFACTURE)

DETAILS FOR APPROVED EROSION CONTROL MAT

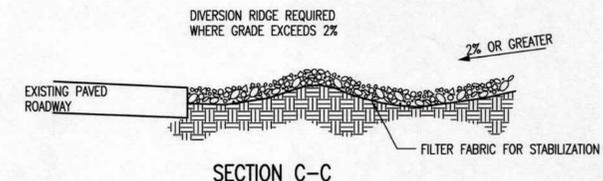


NOTE: PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

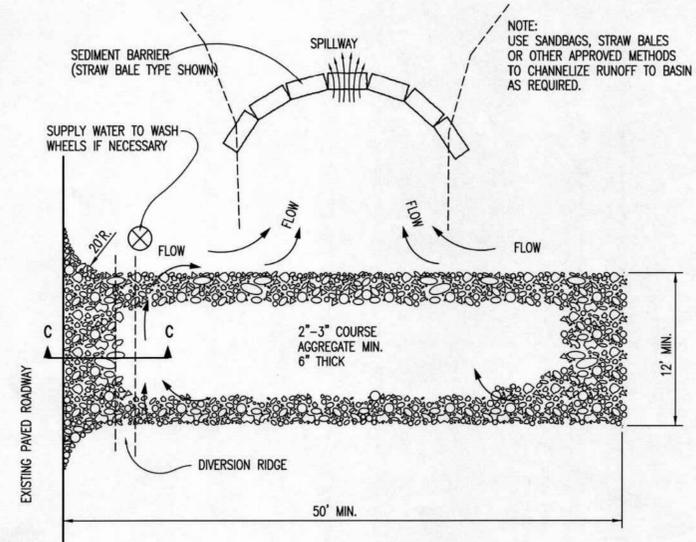
2X4 LENGTH	INLET TYPE	INLET OPENING
5'-6"	1-A	5'-0"
10'-6"	1-A	10'-0"
15'-6"	1-A	15'-0"



818 CURB INLET PROTECTION  
4" PERFORATED PIPE W/ GRAVEL



SECTION C-C



047 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.



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

WHISPERING CREEK ADD.  
EAST 37TH STREET NORTH  
WICHITA, KANSAS 67226  
STREET IMPROVEMENT PLANS  
CURB PROTECTION DETAILS

PROJ. NO.	G20D1401
DESIGNER	SMM
DRAWN BY	SMM
CFN	1401ST_DET
SHEET	REV
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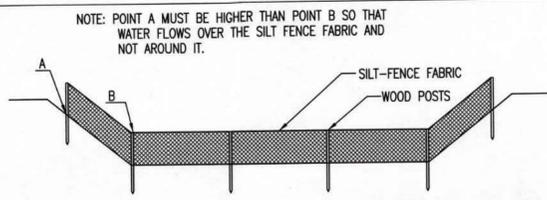
CDM	CHK
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EXPIRES 12/31/26



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

**MATERIAL SPECIFICATION:**

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

**PLACEMENT:**

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

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

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

**PROPER INSTALLATION METHOD:**

EXCAVATE A TRENCH PERPENDICULAR TO THE DITCH FLOWLINE THAT IS AT LEAST 12" DEEP BY 6" WIDE. EXTEND THE TRENCH IN A STRAIGHT LINE ALONG THE ENTIRE LENGTH OF THE PROPOSED DITCH CHECK. PLACE THE SOIL ON THE UPSTREAM SIDE OF THE TRENCH FOR LATER USE. ROLL OUT A CONTINUOUS LENGTH OF SILT FENCE FABRIC ON THE DOWNSLOPE SIDE OF THE TRENCH. PLACE THE EDGE OF THE FABRIC IN THE TRENCH STARTING AT THE TOP UPSTREAM EDGE OF THE TRENCH. LINE TWO SIDES OF THE TRENCH WITH THE FABRIC AS SHOWN ON DETAIL. BACKFILL OVER THE FABRIC IN THE TRENCH WITH THE EXCAVATED SOIL AND COMPACT. AFTER FILLING THE TRENCH, APPROXIMATELY 24" TO 36" OF SILT FENCE FABRIC SHOULD REMAIN EXPOSED. LAY THE EXPOSED SILT FENCE ON THE UPSTREAM SIDE OF THE TRENCH TO CLEAR AN AREA FOR DRIVING IN THE POSTS. JUST 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.

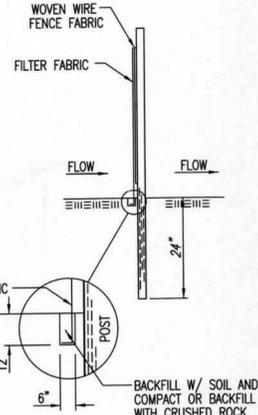
**LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:**

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

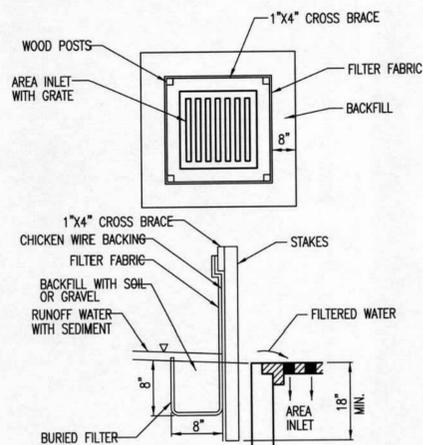
**INSPECTION AND MAINTENANCE:**

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

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



**ANCHOR TRENCH DETAIL**



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

**MATERIAL SPECIFICATION:**

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

**PLACEMENT:**

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

**PROPER INSTALLATION METHOD:**

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

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

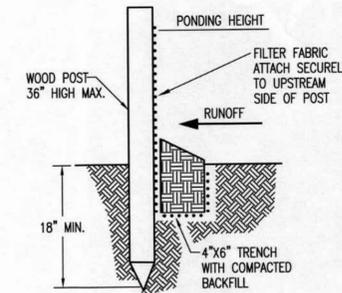
**LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:**

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

**INSPECTION AND MAINTENANCE:**

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

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



**812 SILT FENCE BARRIERS**

**MATERIAL SPECIFICATION:**

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

**PLACEMENT:**

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

**PROPER INSTALLATION METHOD:**

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

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

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

**INSPECTION AND MAINTENANCE:**

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

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

REVISION DATE: MAY 2013

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

**SILT FENCE DITCH CHECK AND BARRIER DETAILS**

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

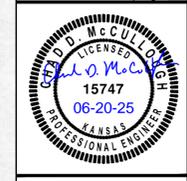
PROJECT NUMBER	OCA NUMBER	DATE

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

SHEET



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FOR BID	DSN
REV DATE	DESCRIPTION
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CHAD D. MCCULLOUGH  
ENGINEER  
KS# 15747

**KAW VALLEY ENGINEERING**

9139 E. 37TH STREET NORTH  
WICHITA, KANSAS 67226  
PH. (316) 440-4304  
www.kveing.com | www.kveing.com

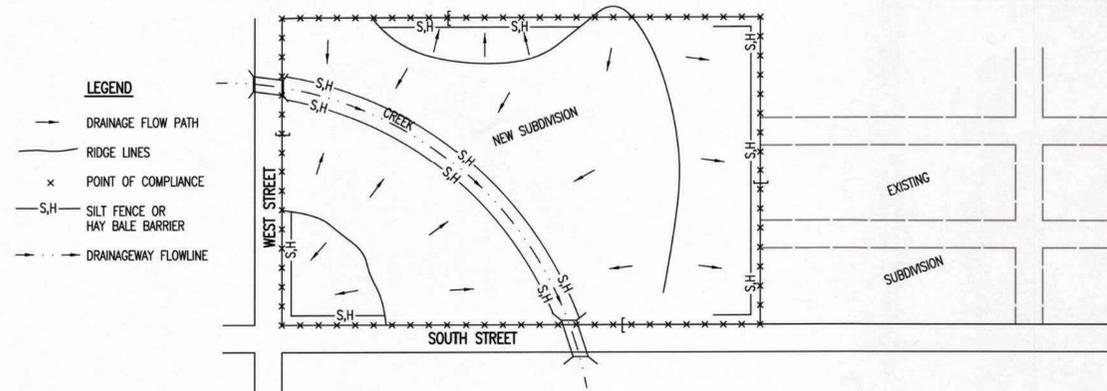
KAW VALLEY ENGINEERING, INC., IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/26

<b>WHISPERING CREEK ADD.</b>	<b>STREET IMPROVEMENT PLANS</b>
<b>EAST 37TH STREET NORTH</b>	<b>SILT FENCE DETAILS</b>
<b>WICHITA, KANSAS 67226</b>	
PROJ. NO.	G20D1401
DESIGNER	SMM
CFN	SMM
SHEET	REV
25	0



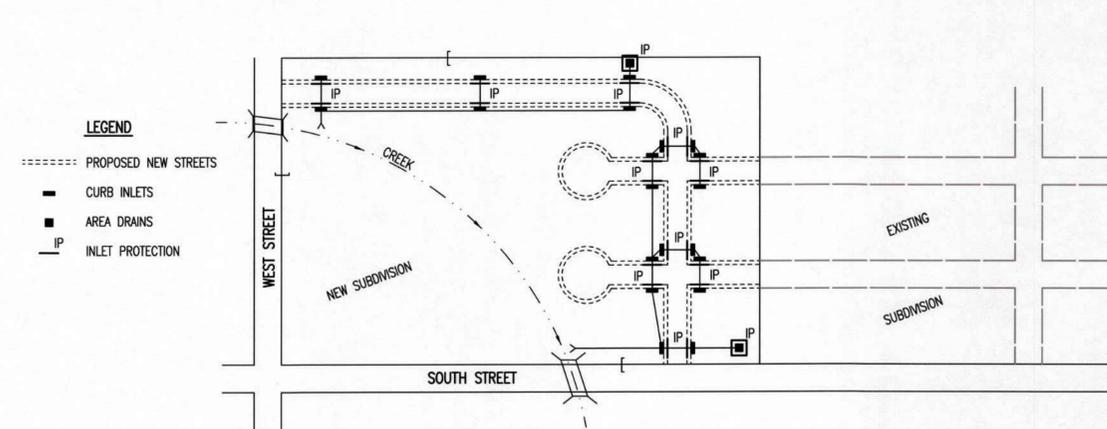


**PHASE 1 - INITIAL EARTHWORK AND UTILITIES (EXCEPT STORM SEWER)**



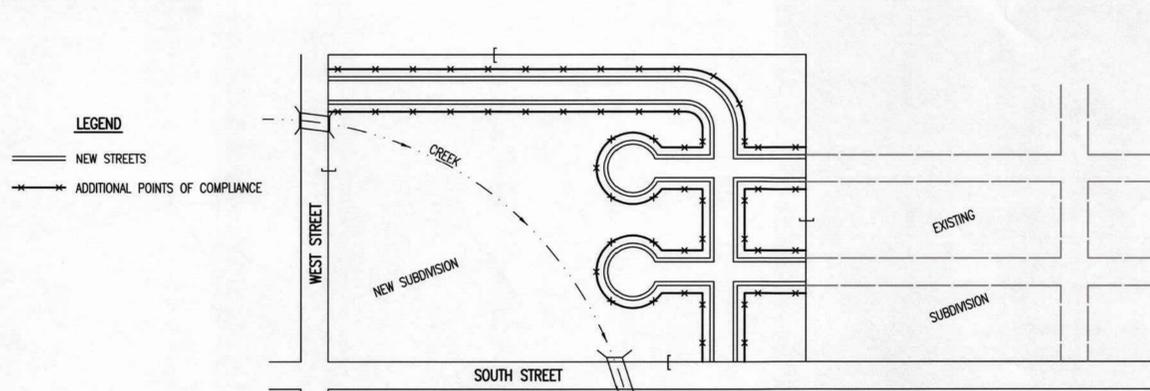
- LEGEND**
- - - DRAINAGE FLOW PATH
  - RIDGE LINES
  - x POINT OF COMPLIANCE
  - S,H- SILT FENCE OR HAY BALE BARRIER
  - - - DRAINAGEWAY FLOWLINE
- DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH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

**PHASE 2 - INSTALLATION OF STORM SEWER**



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

**PHASE 3 - STREET CONSTRUCTION**

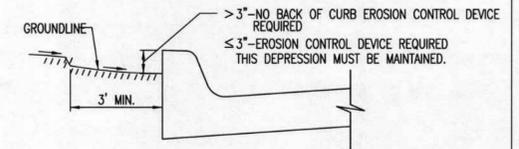


- LEGEND**
- NEW STREETS
  - x ADDITIONAL POINTS OF COMPLIANCE
- DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, NEW STREETS ARE INSTALLED. ALL EROSION CONTROL DEVICES INSTALLED DURING PHASE 1 AND 2 MUST STILL BE MAINTAINED. THE POINT OF COMPLIANCE NOW SHIFTS TO THE BACK OF CURB ALONG EACH STREET.
  -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

**GENERAL NOTES**

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

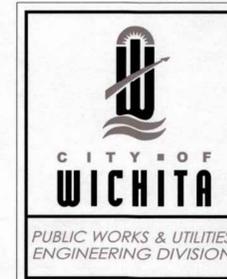
SEE DETAIL SHEET FOR BACK OF CURB PROTECTION DETAIL



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

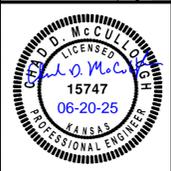
THIS IS A TEMPORARY MEASURE ONLY, WHEN APPROVED BY THE PROJECT ENGINEER. THE DIRT GRADE BEHIND THE CURB SHALL BE BROUGHT TO THE TOP OF CURB, WITH TEMPORARY EROSION CONTROL MAT OR PERMANENT VEGETATION PLACED, PRIOR TO THE COMPLETION OF ALL PROJECTS.

REVISION DATE: MAY 2013



SUBDIVISION DEVELOPMENT PROCESS		
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		

CDM	CHK
TDA	DWN
SMM	DSN
FOR BID	DESCRIPTION
REV	DATE
0	06/19/25



CHAD D. MCCULLOUGH  
ENGINEER  
KS# 15747

9139 E. 37TH STREET NORTH  
WICHITA, KANSAS 67226  
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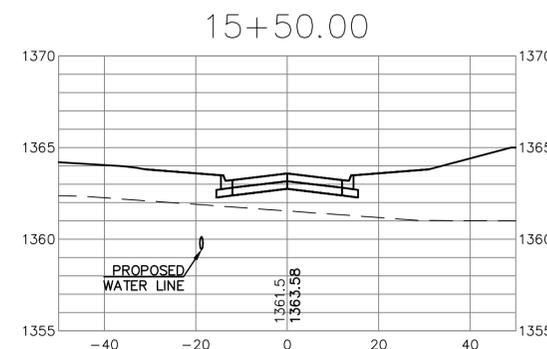
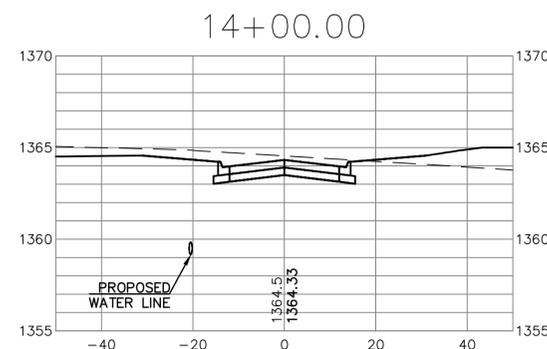
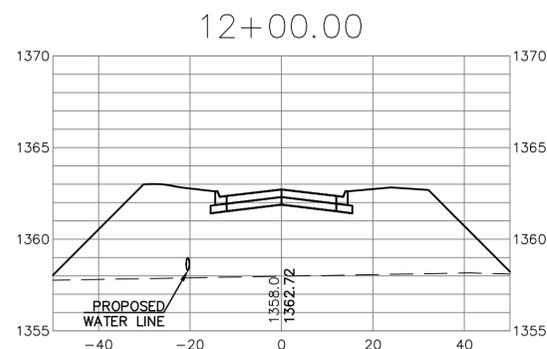
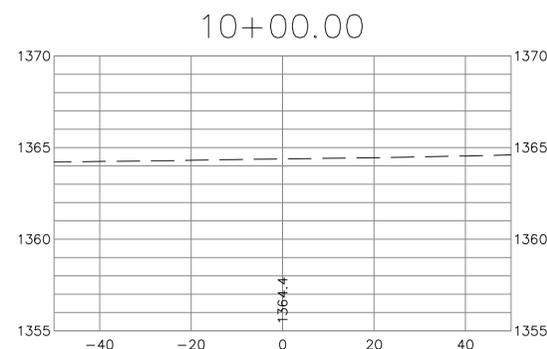
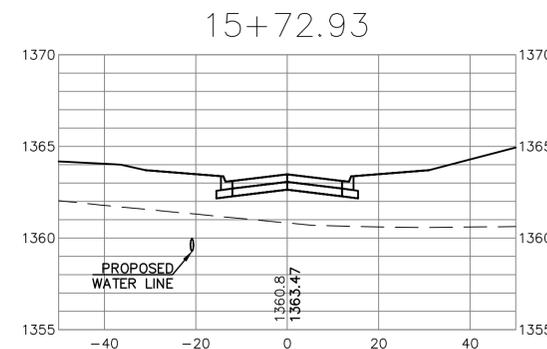
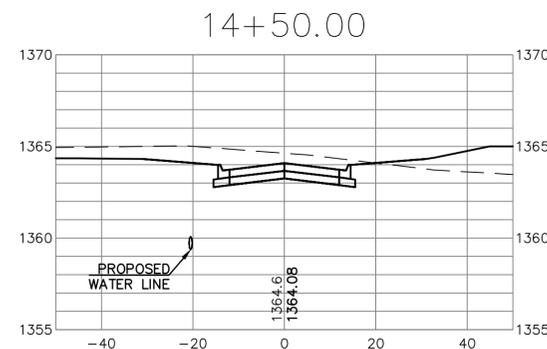
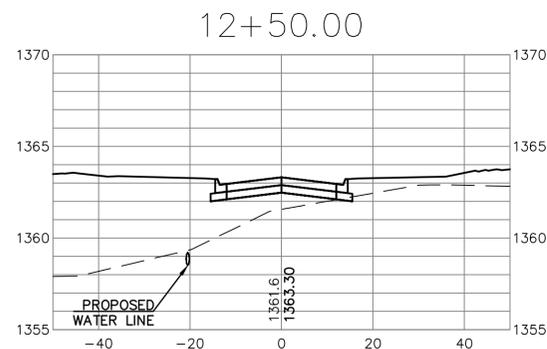
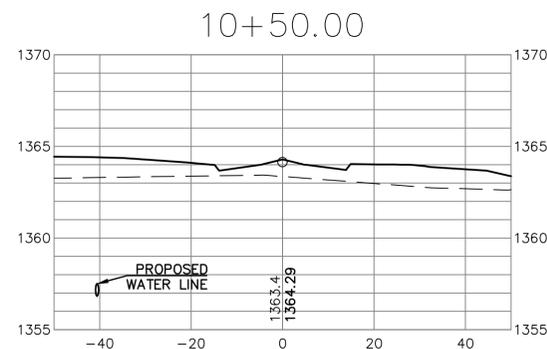
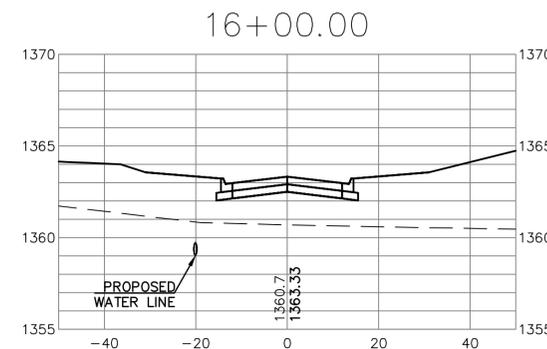
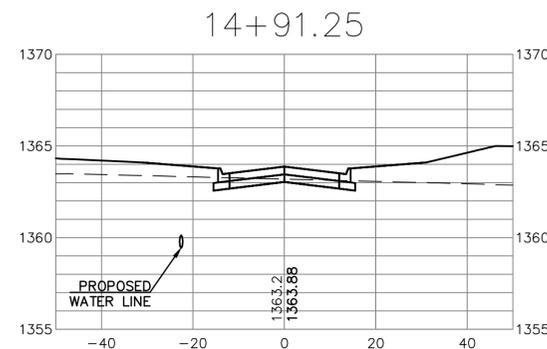
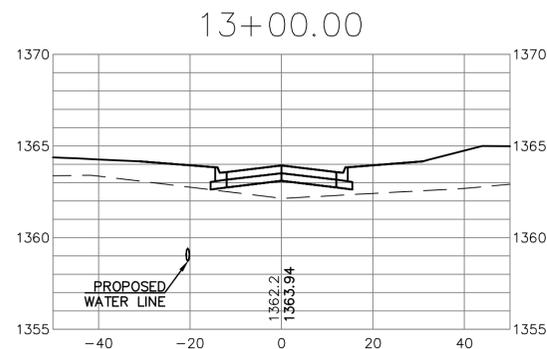
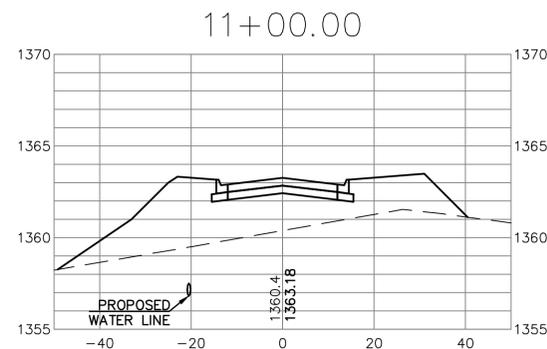
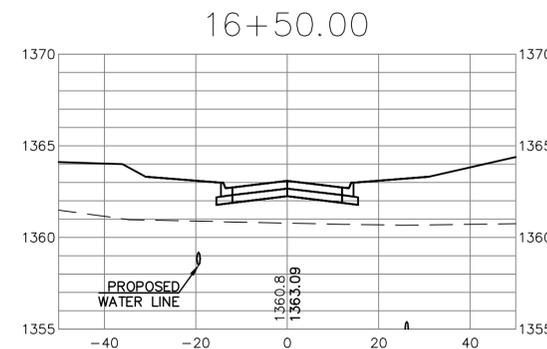
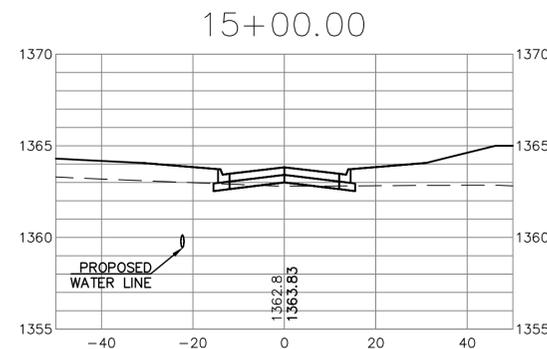
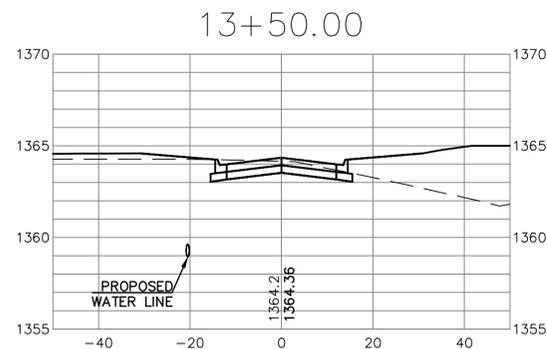
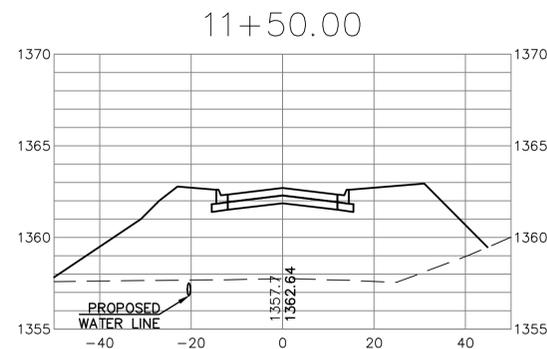
**KAW VALLEY ENGINEERING**

KAW VALLEY ENGINEERING, INC., IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/26

**WHISPERING CREEK ADD.**  
EAST 37TH STREET NORTH  
WICHITA, KANSAS 67226

**STREET IMPROVEMENT PLANS**  
SUBDIVISION DEV. PROCESS DETAIL

PROJ. NO.	G20D1401
DESIGNER	SMM
DRAWN BY	SMM
CFN	1401ST_DET
SHEET	REV
28	0



SCALE:  
1"=20' HORIZ.  
1"=5' VERT.

CDM	CHK
TDA	DWN
SMM	DSN
FOR BID	DESCRIPTION
06/19/25	REV DATE
0	REV

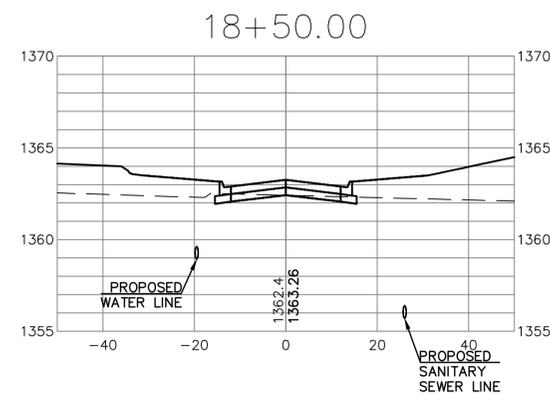
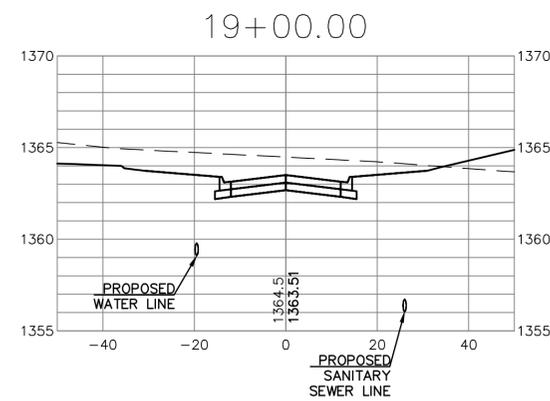
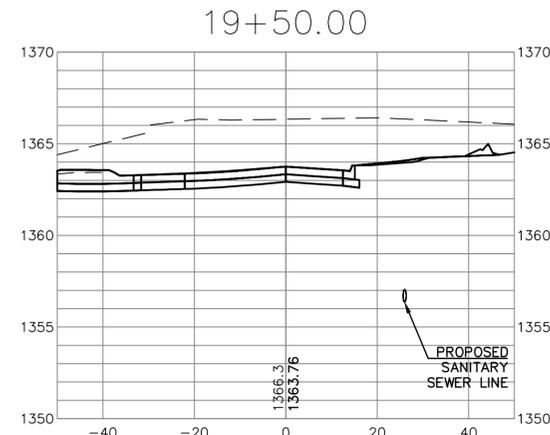
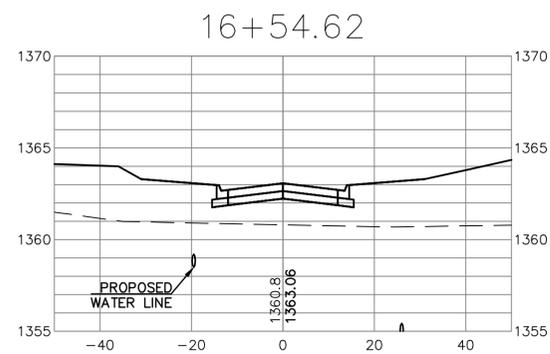
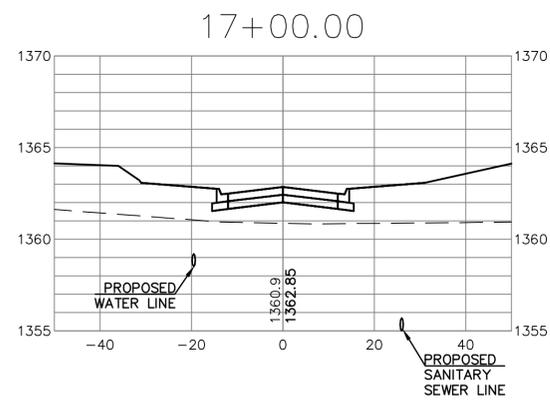
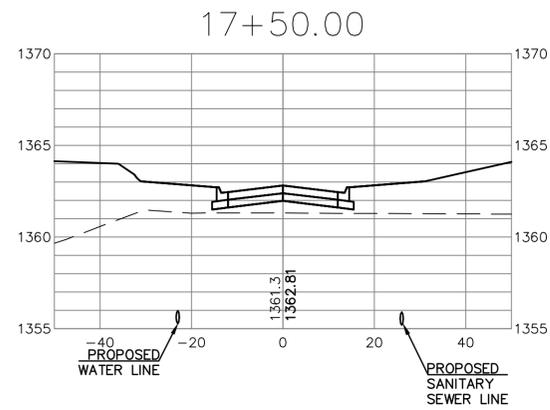
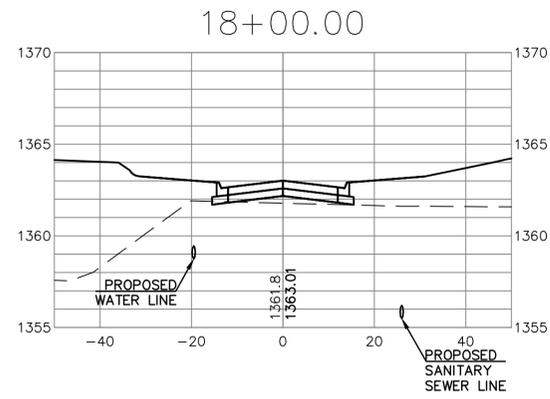
CHAD D. MCCULLOUGH  
ENGINEER  
KS# 15747

**KAW VALLEY ENGINEERING**  
KAW VALLEY ENGINEERING, INC., IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION # E-113. EXPIRES 12/31/26

**WHISPERING CREEK ADD.  
EAST 37TH STREET NORTH  
WICHITA, KANSAS 67226**

**STREET IMPROVEMENT PLANS  
37TH ST. CT. - CROSS SECTION**

PROJ. NO.	G20D1401
DESIGNER	SMM
DRAWN BY	SMM
CFN	1401XSEC
SHEET	29
REV	0



SCALE:  
1"=20' HORIZ.  
1"=5' VERT.

WHISPERING CREEK ADD. EAST 37TH STREET NORTH WICHITA, KANSAS 67226		PROJ. NO. G20D1401	
STREET IMPROVEMENT PLANS 37TH ST. CT. - CROSS SECTION		DESIGNER SMM	DRAWN BY SMM
		CFN 1401XSEC	SHEET 30
		REV 0	REV DATE 06/19/25
		FOR BID	DESCRIPTION
	SMM	DSN	DWN
	TDA		CHK
	CDM		CHK

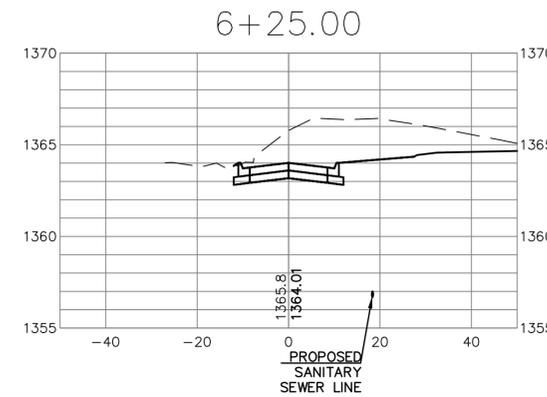
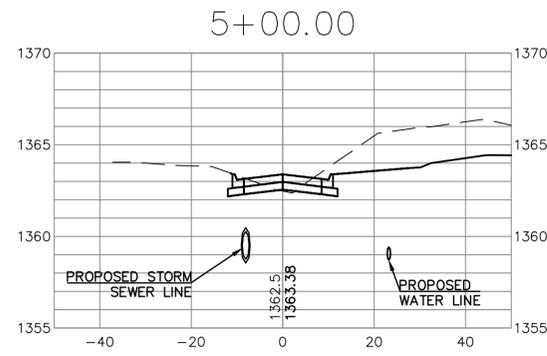
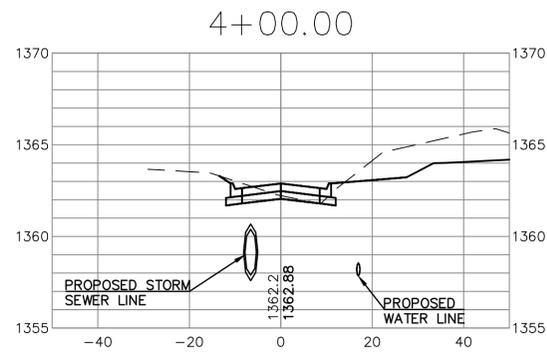
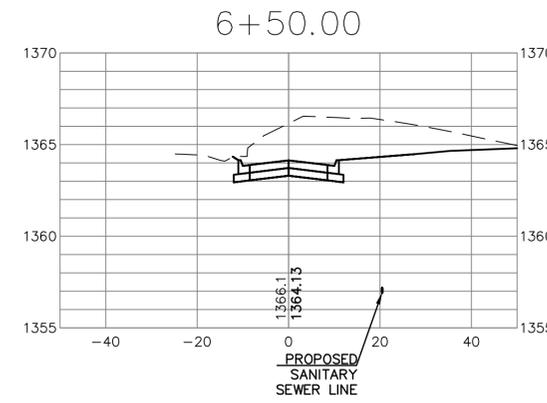
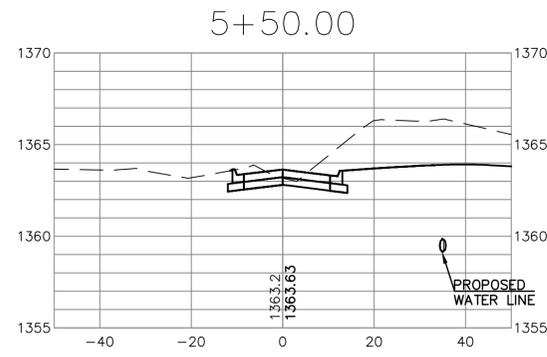
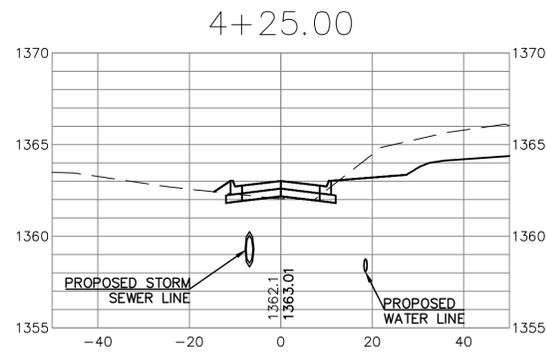
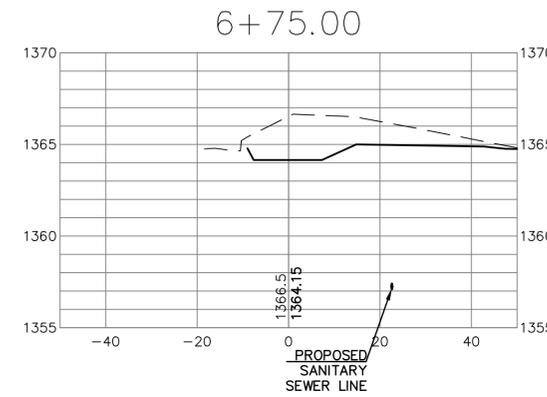
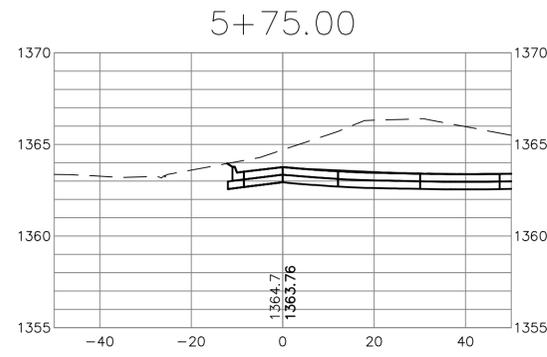
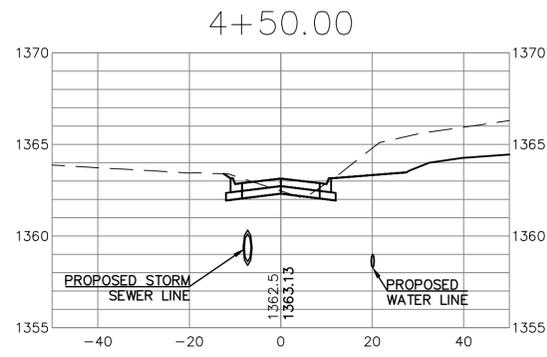
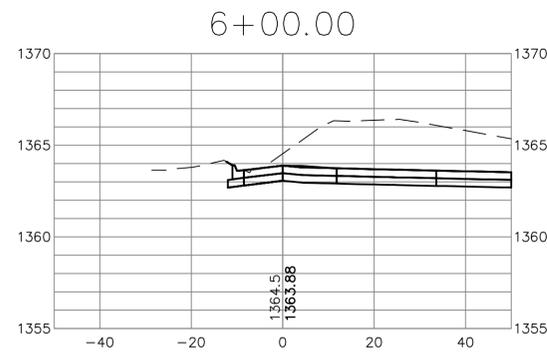
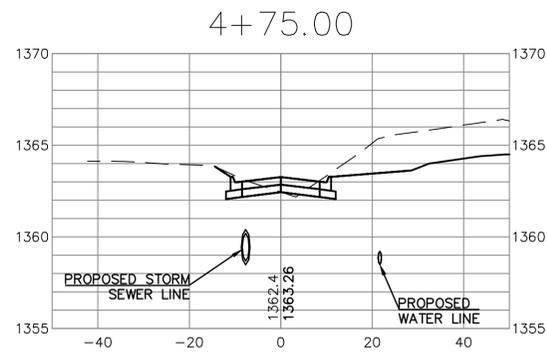


CHAD D. McCULLOUGH  
ENGINEER  
KS# 15747

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WICHITA, KANSAS 67226  
PH. (316) 440-4304  
www.kveeng.com | www.kveing.com  
w@kveing.com

**KAW VALLEY ENGINEERING**

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SCALE:  
1"=20' HORIZ.  
1"=5' VERT.

CDM	CHK
TDA	DWN
SMM	DSN
FOR BID	DESCRIPTION
06/19/25	DATE
0	REV

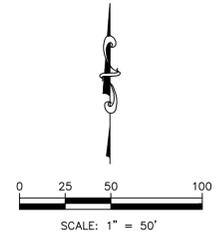
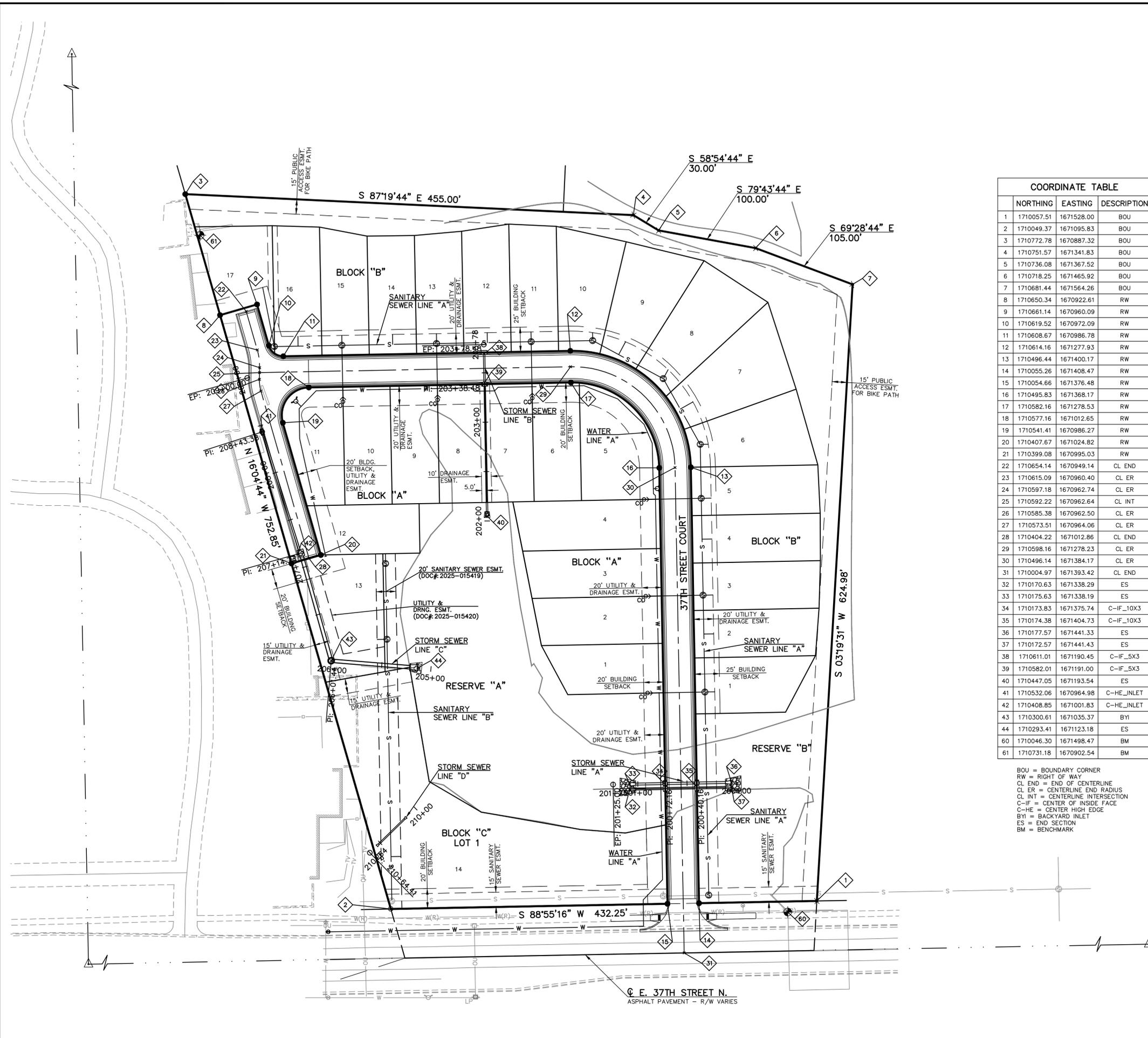
CHAD D. MCCULLOUGH  
ENGINEER  
KS# 15747

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**WHISPERING CREEK ADD.  
EAST 37TH STREET NORTH  
WICHITA, KANSAS 67226**

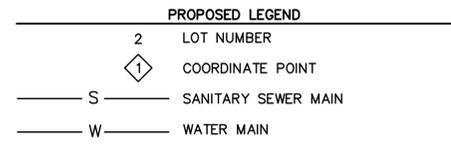
**STREET IMPROVEMENT PLANS  
ACCESS ROAD - CROSS SECTION**

PROJ. NO.	G20D1401
DESIGNER	SMM
DRAWN BY	SMM
CFN	1401XSEC
SHEET	REV
31	0



COORDINATE TABLE			
NORTHING	EASTING	DESCRIPTION	
1	1710057.51	1671528.00	BOU
2	1710049.37	1671095.83	BOU
3	1710772.78	1670887.32	BOU
4	1710751.57	1671341.83	BOU
5	1710736.08	1671367.52	BOU
6	1710718.25	1671465.92	BOU
7	1710681.44	1671564.26	BOU
8	1710650.34	1670922.61	RW
9	1710661.14	1670960.09	RW
10	1710619.52	1670972.09	RW
11	1710608.67	1670986.78	RW
12	1710614.16	1671277.93	RW
13	1710496.44	1671400.17	RW
14	1710055.26	1671408.47	RW
15	1710054.66	1671376.48	RW
16	1710495.83	1671368.17	RW
17	1710582.16	1671278.53	RW
18	1710577.16	1671012.65	RW
19	1710541.41	1670986.27	RW
20	1710407.67	1671024.82	RW
21	1710399.08	1670995.03	RW
22	1710654.14	1670949.14	CL END
23	1710615.09	1670960.40	CL ER
24	1710597.18	1670962.74	CL ER
25	1710592.22	1670962.64	CL INT
26	1710585.38	1670962.50	CL ER
27	1710573.51	1670964.06	CL ER
28	1710404.22	1671012.86	CL END
29	1710598.16	1671278.23	CL ER
30	1710496.14	1671384.17	CL ER
31	1710004.97	1671393.42	CL END
32	1710170.63	1671338.29	ES
33	1710175.63	1671338.19	ES
34	1710173.83	1671375.74	C-IF_10X3
35	1710174.38	1671404.73	C-IF_10X3
36	1710177.57	1671441.33	ES
37	1710172.57	1671441.43	ES
38	1710611.01	1671190.45	C-IF_5X3
39	1710582.01	1671191.00	C-IF_5X3
40	1710447.05	1671193.54	ES
41	1710532.06	1670964.98	C-HE_INLET
42	1710408.85	1671001.83	C-HE_INLET
43	1710300.61	1671035.37	BY1
44	1710293.41	1671123.18	ES
60	1710046.30	1671498.47	BM
61	1710731.18	1670902.54	BM

BOU = BOUNDARY CORNER  
 RW = RIGHT OF WAY  
 CL END = END OF CENTERLINE  
 CL ER = CENTERLINE END RADIUS  
 CL INT = CENTERLINE INTERSECTION  
 C-IF = CENTER OF INSIDE FACE  
 C-HE = CENTER HIGH EDGE  
 BY1 = BACKYARD INLET  
 ES = END SECTION  
 BM = BENCHMARK



PROJ. NO.	G20D1401
DESIGNER	SMM
DRAWN BY	SMM
CFN	1401ST_CORD
SHEET	18
REV	0

WHISPERING CREEK ADD.  
 EAST 37TH STREET NORTH  
 WICHITA, KANSAS 67226

STREET IMPROVEMENT PLANS  
 COORDINATE MAP

CHAD D. MCCULLOUGH  
 ENGINEER  
 KS# 15747

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REV DATE DESCRIPTION

0 06/19/25 FOR BID

CDM  
 TDA  
 SMM  
 DSN  
 DWN  
 CHK

THIS DRAWING SHALL NOT BE UTILIZED BY ANY PERSON, FIRM, OR CORPORATION IN WHOLE OR IN PART WITHOUT THE SPECIFIC PERMISSION OF KAW VALLEY ENGINEERING, INC.