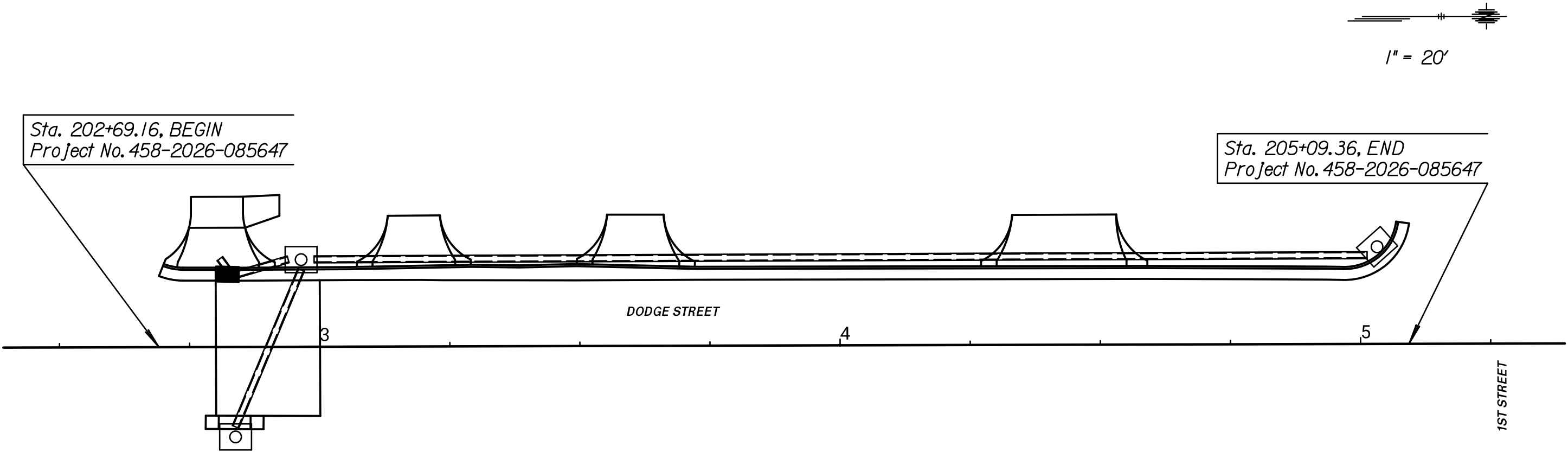
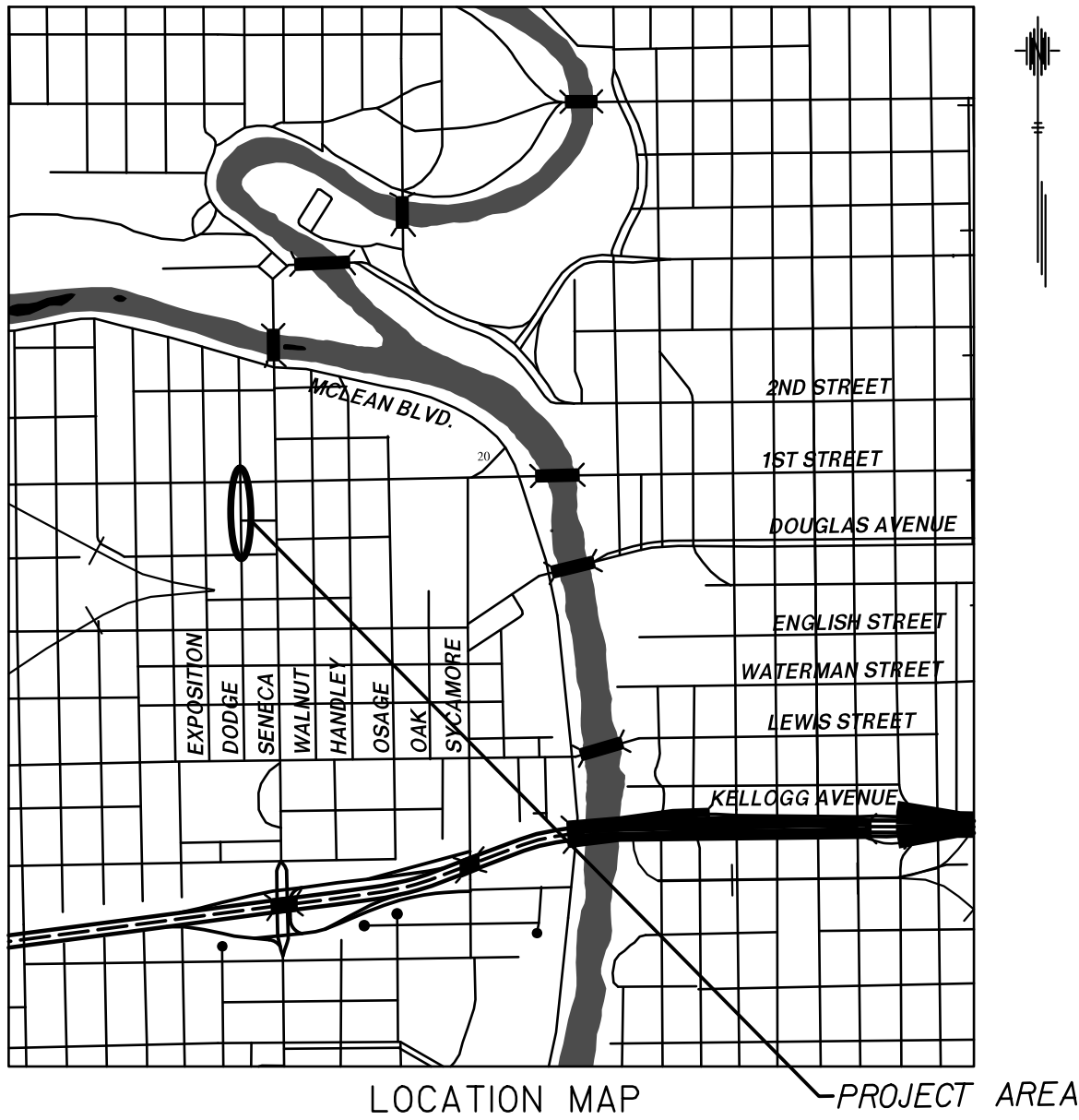


STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	458-2026-085647	2026	1	26

INDEX OF SHEETS	
1	Cover Sheet
2	General Notes
3	Coordinate Control & Geometric Data
4	Typical Sections
5	Plan Sheet
6-7	Storm Sewer Plan & Profile
8	Schedule of Storm
9-12	Storm Sewer Details
13	Curb and Gutter Details
14-15	Concrete Pavement Details
16	Driveway Details
17-19	Erosion Control Details
20	Summary of Quantities
21	Construction Phasing
22-26	Traffic Control Standards

DODGE STREET
STORMWATER IMPROVEMENTS
CITY OF WICHITA, KANSAS
C.O.W. PROJ. NO. – 458-2026-085647
ORG CODE: – 56092070
MUNIS NO. – 525040

GRADING
CONCRETE PAVEMENT
STORM SEWER



ALL SIGNING SHALL BE MAINTAINED BY THE CONTRACTOR.

CONVENTIONAL SIGNS

COUNTY LINE	-----	CENTER LINE OF PROJECT	-----
CITY LIMITS	=====	TERRACE	-----
STATE OR NATIONAL LINE	-----	CULVERTS	-----
TOWNSHIP, SECTION or GRANT LINE	-----	DROP INLET & STORM SEWER	-----
PROPERTY LINE	-----	ACCESS CONTROL	-----
HIGHWAY FENCE	-----	POWER POLE	-----
EXISTING FENCE	-----	TELEPHONE POLE	-----
GUARD FENCE	-----	MARSH	-----
CONSTRUCTION LIMITS	-----	HEDGE	-----
RIGHT OF WAY LINE	-----	TREES	-----
TRAVELED WAY	-----	PROFILE ELEVATION	-----
RAILROADS	-----	STREAM or CREEK	-----

GROSS LENGTH OF PROJECT	240.20 FT.	
EXCEPTIONS	0.00 FT.	
NET LENGTH OF PROJECT	240.20 FT.	0.045 MILES
NET LENGTH OF BRIDGES	0.00 FT.	0.00 MILES
NET LENGTH OF ROAD	240.20 FT.	0.045 MILES



PREPARED BY
TRANSYSTEMS
100 N. BROADWAY, SUITE 245
WICHITA, KANSAS 67202
MAIN: 316-303-3000
FAX: 316-462-5629

4/16/2026 - 4:11:18 PM - c:\transystems\pw_local\transyscorp-pw1\danavarro\d1523797\C-GEN-M01-101.dgn

SHEET 2 OF 26

[illegible]

DODGE STREET STORMWATER IMPROVEMENTS

WICHITA, KANSAS

[illegible]

PROJ NO: 458-2026-085647

SCALE: N.T.S.

DATE: 4/16/2026

DESIGNED BY: DJK

DRAWN BY: DJK
CHECKED BY: MDB

SHEET TITLE:

COORDINATE
CONTROL &
GEOMETRIC
DATA

SHEET NO.

3

WICHITA, KANSAS

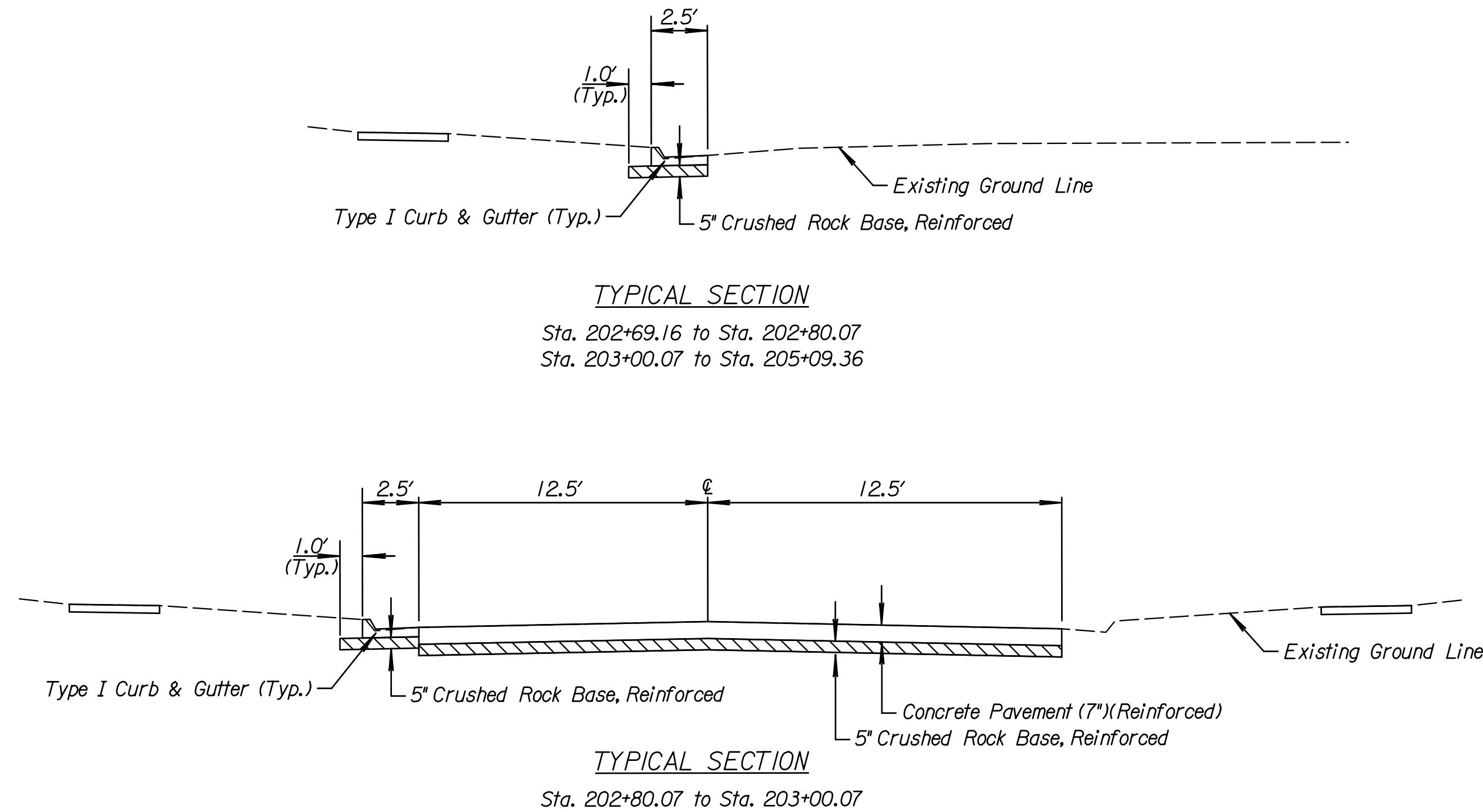
[illegible]

PROJ NO: 458-2026-085647
SCALE: 1"=20'
DATE: 4/16/2026
DESIGNED BY: DJK
DRAWN BY: DJK
CHECKED BY: MDB

SHEET TITLE:

TYPICAL SECTIONS DODGE STREET IMPROVEMENTS

SHEET NO.
4
SHEET 4 OF 26



Note:
The sections shown are typical. See Plans for variations.

Refer to Plans & Cross Sections for R/W dimensions.

Bottom 6" of Compaction is SUBSIDIARY. This includes but not limited to the compaction under the curb & gutter.

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- LEGEND
- Pavement, Sidewalk, and Gutter Removal
 - Tree/Shrub Removal

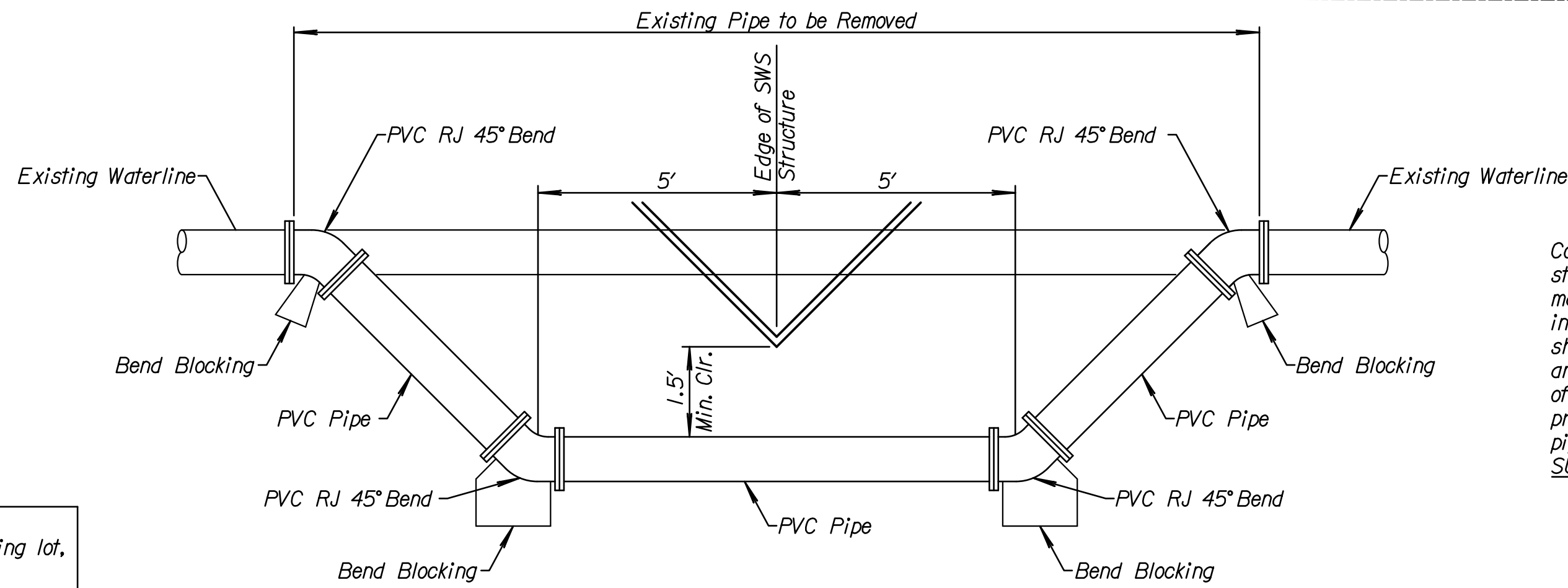
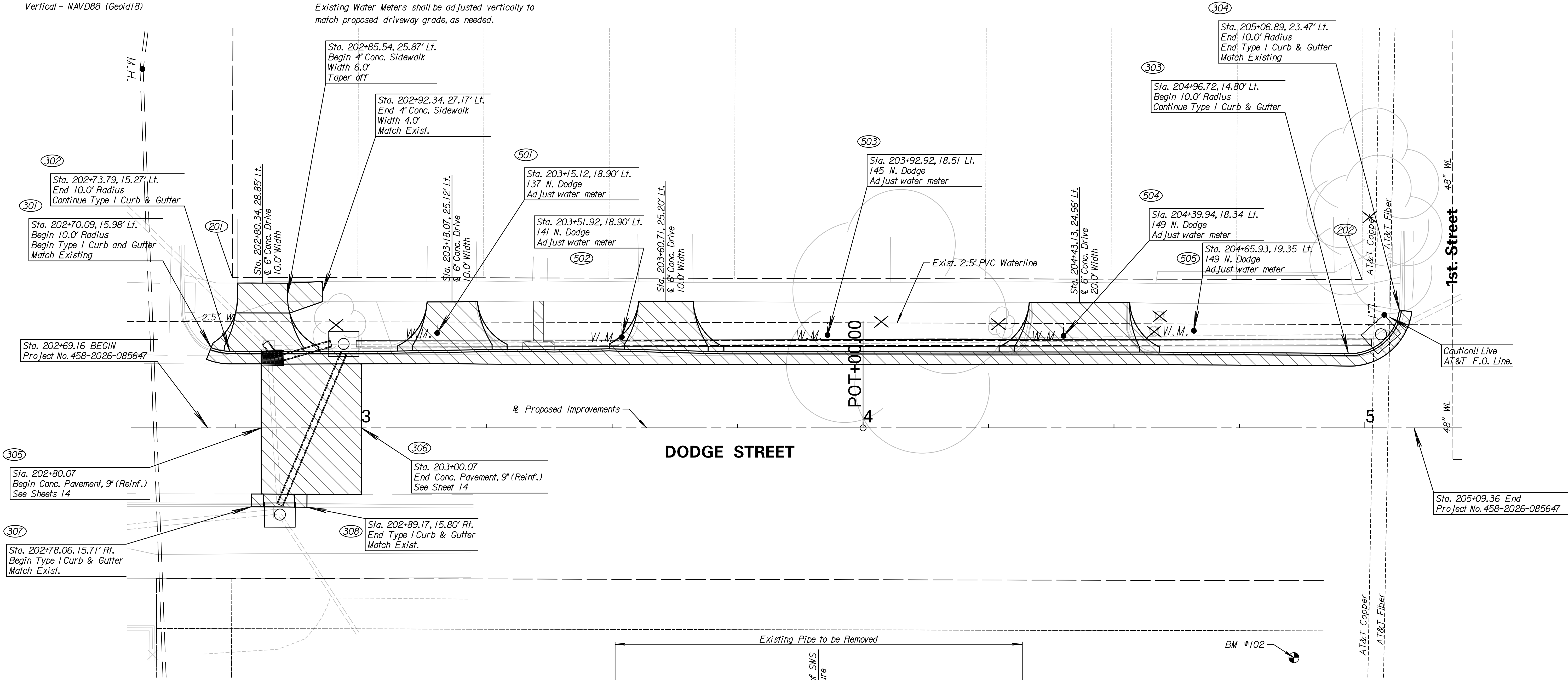
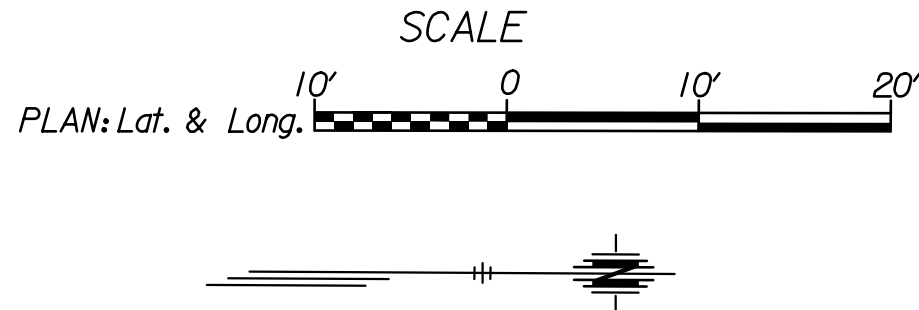
PROJECT SURVEY CONTROL & DATUM BENCHMARK
Horizontal - Kansas State Plane Coordinate System (South Zone) - NAD83 - Reduced to Ground (CAF = 0.99982947)

Vertical - NAVD88 (Geoid18)

Notes:
For Control and Coordinate data, See Sheet 3
For Storm Sewer Plan and Profiles, See Sheets 6-7

Contractor is field verify all utility locations and elevations prior to excavating. Utility locations and elevations are shown to the best knowledge of utility companies.

Existing Water Meters shall be adjusted vertically to match proposed driveway grade, as needed.



Conflicts with existing waterline lines are unknown, therefore prior to installing the storm water sewer and structures, the contractor shall excavate the existing water main at all crossings, determine the horizontal and vertical locations and report this information to the engineer. If necessary, the contractor shall adjust the waterline as shown. Contractor shall coordinate shut-down of the existing water mains with the city, and shall minimize the loss of water service to water customers to a maximum period of 4 hours. Any customers that have water service affected by this work shall be provided written notice at least 72 hours prior to the shutdown. All fittings, adapters, pipe, incidentals and all work necessary to complete this relocation shall be considered SUBSIDIARY to the bid item, "2.5" WL Pipe".

CP #101
#4 Rebar with blue "Merestone GPS GP" ca
N: 1,685,205.450
E: 1,643,992.412
99.32' Rt., Sta. 202+60.68, Elevation = 1302.87

BM #101
cut found on West end of S curb of Braums parking lot,
Just east of the SE corner of trash enclosure.
N: 1,685,213.576
E: 1,643,977.197
84.30' Rt., Sta 202+68.70, Elevation = 1302.68

BM #102
cut found on south side of lightpole base
N: 1,685,429.771
E: 1,643,933.591
45.77' Rt., Sta 204+85.87, Elevation = 1304.42

TRANSYSTEMS

100 N. BROADWAY
SUITE 245
WICHITA, KANSAS 67202
MAIN: 316-303-3000

DODGE STREET
STORMWATER IMPROVEMENTS

WICHITA, KANSAS



REVISIONS:

MARK	DATE	DESCRIPTION

SHEET TITLE:

DODGE STREET

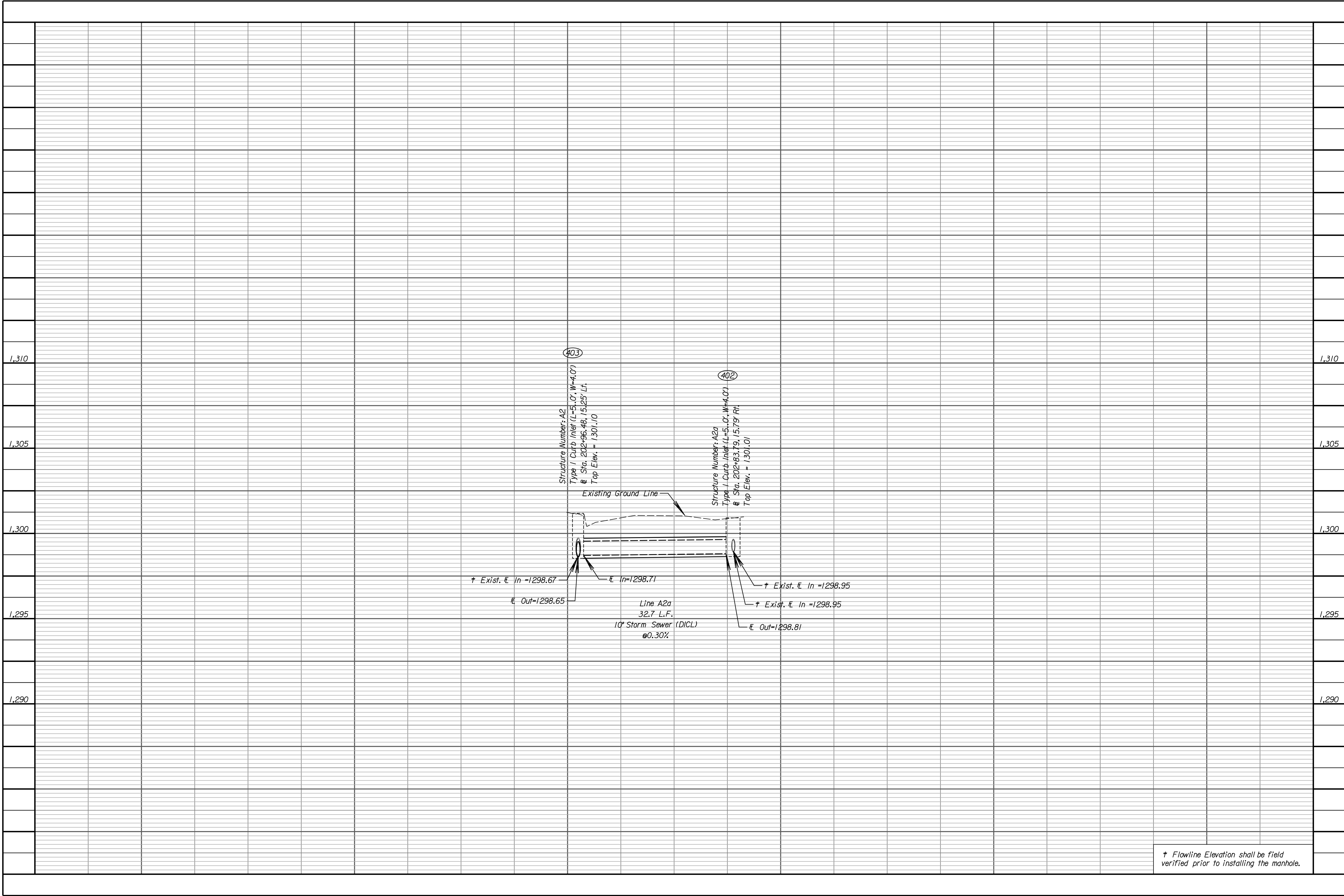
SHEET NO.

5

SHEET 5 OF 26

IF THIS DRAWING IS LESS THAN 22" X 36" IT IS A REDUCED SIZE DRAWING

denavaro
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TRANSYSTEMS

100 N. BROADWAY
SUITE 245
WICHITA, KANSAS 67202
MAIN: 316-303-3000

DODGE STREET IMPROVEMENTS
FROM GREENWAY TO 1ST ST

WICHITA, KANSAS
CITY OF WICHITA

REVISIONS:	
MARK	DESCRIPTION

PROJ NO:

SCALE: 1"=10'

DATE:

DESIGNED BY: DJK

DRAWN BY: DJK

CHECKED BY: MDB

SHEET TITLE:

DODGE STREET
STORM SEWER
IMPROVEMENTS

SHEET NO.

7

SHEET

7

OF

26

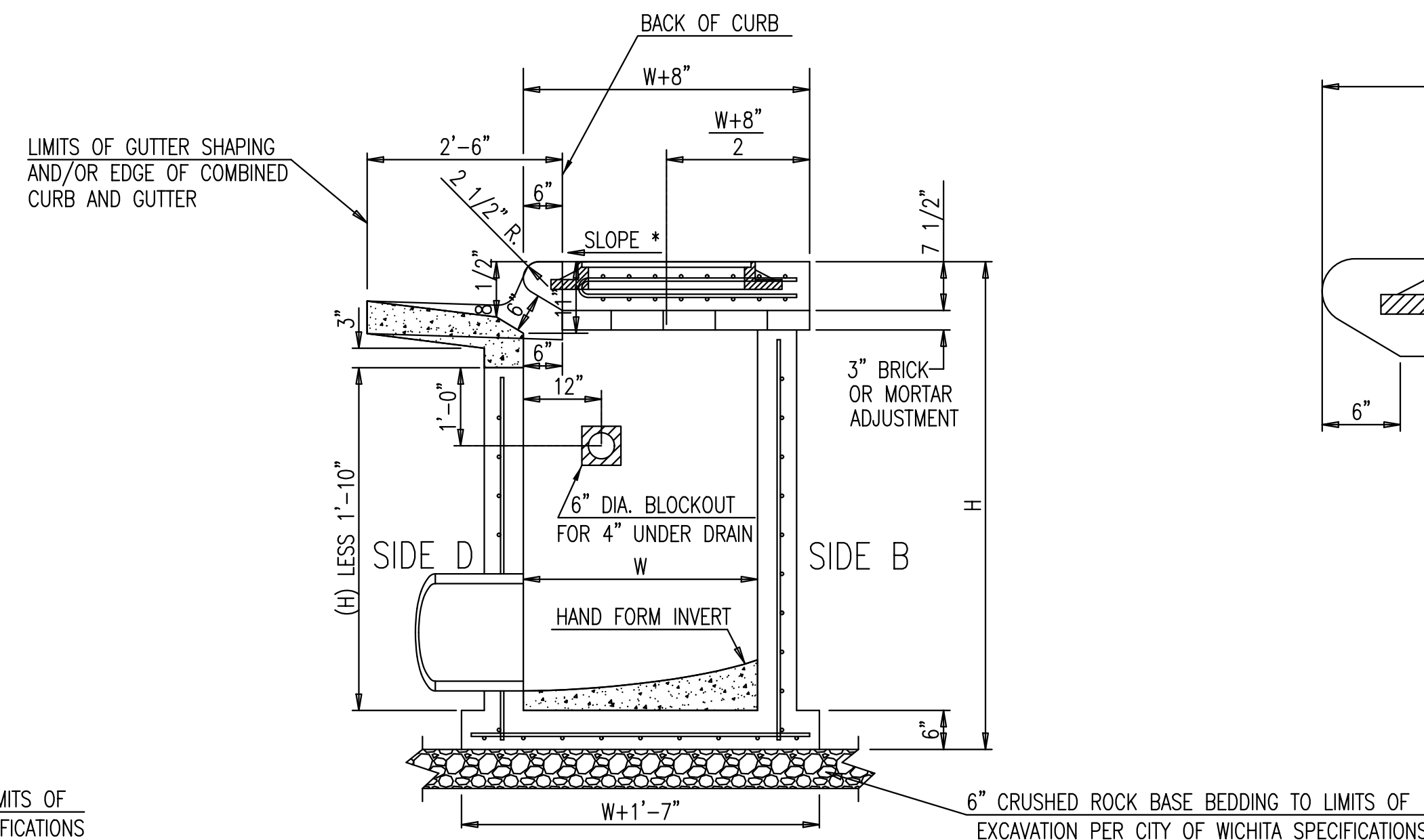


PRECAST CURB INLET WIDTHS				
W	PRE-CAST TOP SIZE			PIPE DIA.**
	WIDTH	LENGTH	TOP	
3'-0"	W+8"	L+1'-4"	7 1/2"	21" & SMALLER
4'-0"	W+8"	L+1'-4"	7 1/2"	24" & 30"
5'-0"	W+8"	L+1'-4"	7 1/2"	36" & 42"
6'-0"	W+8"	L+1'-4"	7 1/2"	48" & 54"
7'-0"	W+8"	L+1'-4"	7 1/2"	60" & 66"

GENERAL NOTES

-
- Technical drawing of a curb and gutter cross-section. The drawing shows a curb on the left, a gutter with a grate, and a concrete base. Dimensions and notes are as follows:
- Top Right:** CURB
 - Top Center:** INLET FRAME AND COVER TO BE DEETER #2014, EJW #1936-Z4, OR APPROVED EQUAL
 - Left Side (SIDE A):** 2" CLR. (TYP.), 2", 6", 3 1/2"
 - Right Side (SIDE C):** REINFORCEMENT NOTES: 4 EA. #4 BARS DIAGONAL AROUND OPENING, #4 BARS @ 6" O.C. EACH DIRECTION ALL SIDES AND BOTTOM
 - Center:** 3" BRICK OR MORTAR ADJUSTMENT, "L"
 - Bottom:** 6" CRUSHED ROCK BASE BEDDING TO LIMITS OF EXCAVATION PER CITY OF WICHITA SPECIFICATIONS, L+1'-7"
 - Bottom Right:** X

SECTION "A-A"



SECTION "C-C"

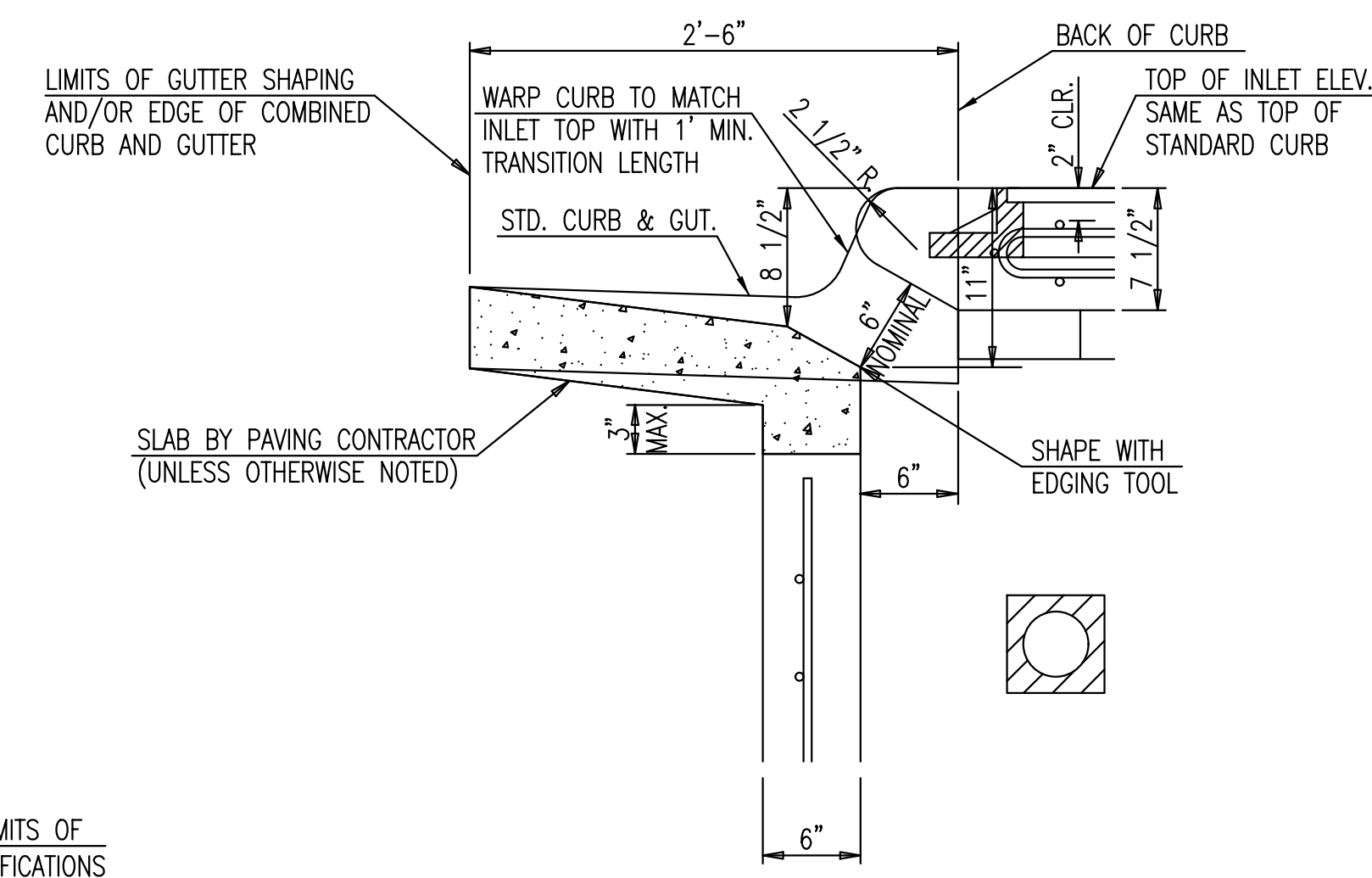
3'-0" 6" 1" 6" 3'-0" 3' LONG INLET HOOKUP

8 1/2" 2" DEPRESSION TOP OF CURB

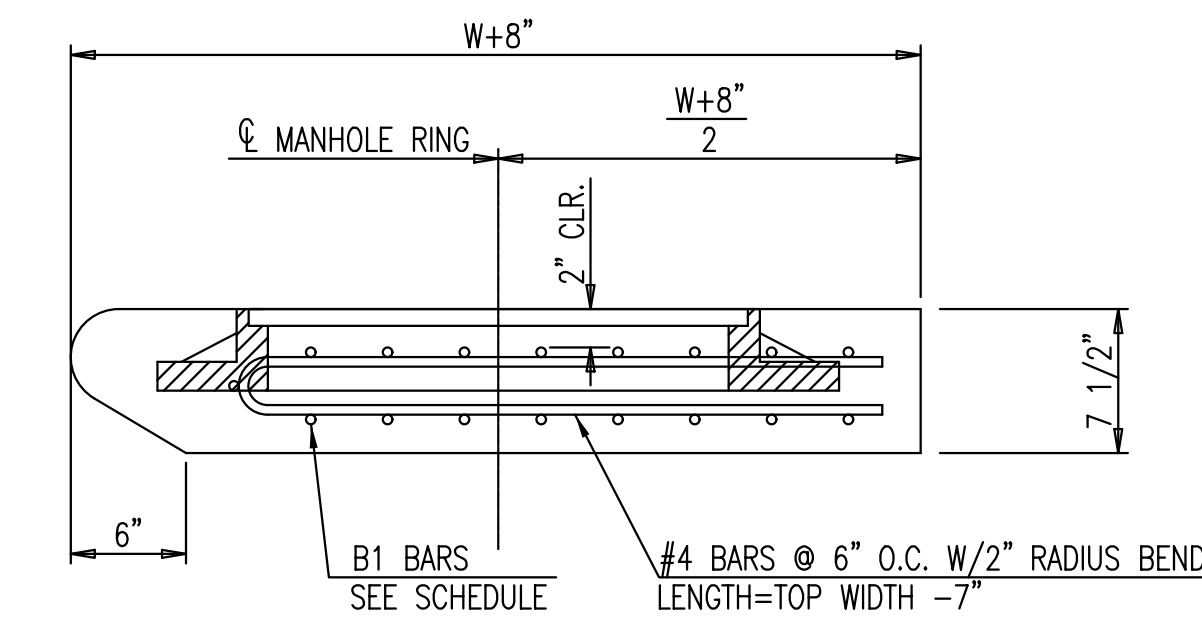
SUBGRADE TO BE SHAPED TO ALLOW FOR DEPRESSION IN PAVEMENT SIDE A SIDE C

L+1'-7" 6" CRUSHED ROCK BASE BEDDING TO LIMITS OF EXCAVATION PER CITY OF WICHITA SPECIFICATIONS

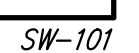
SECTION "B-B"

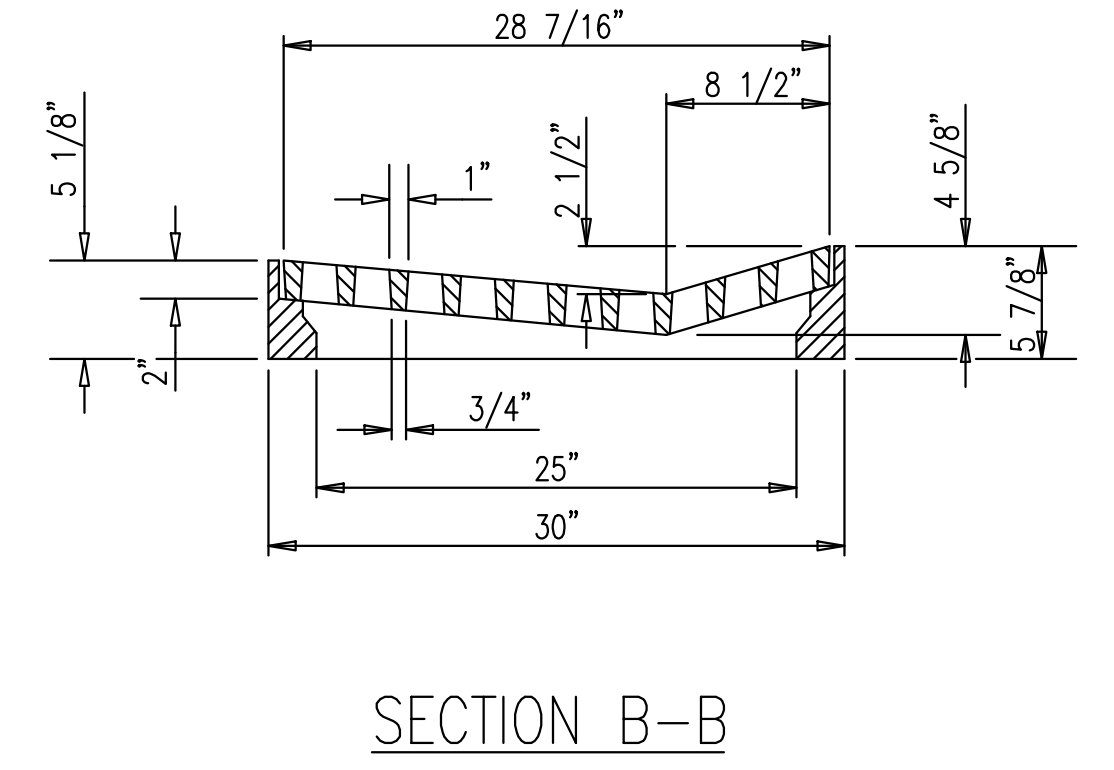
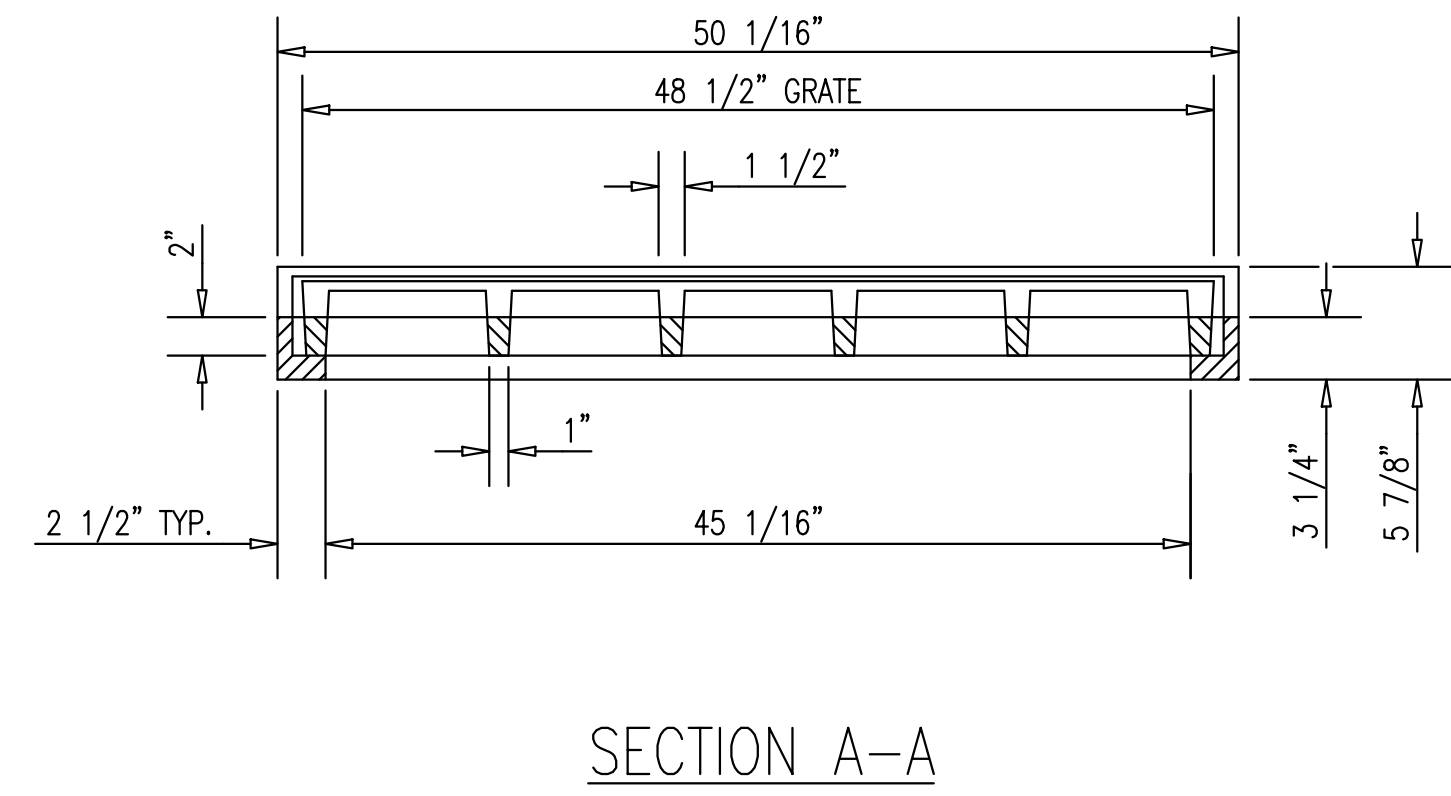
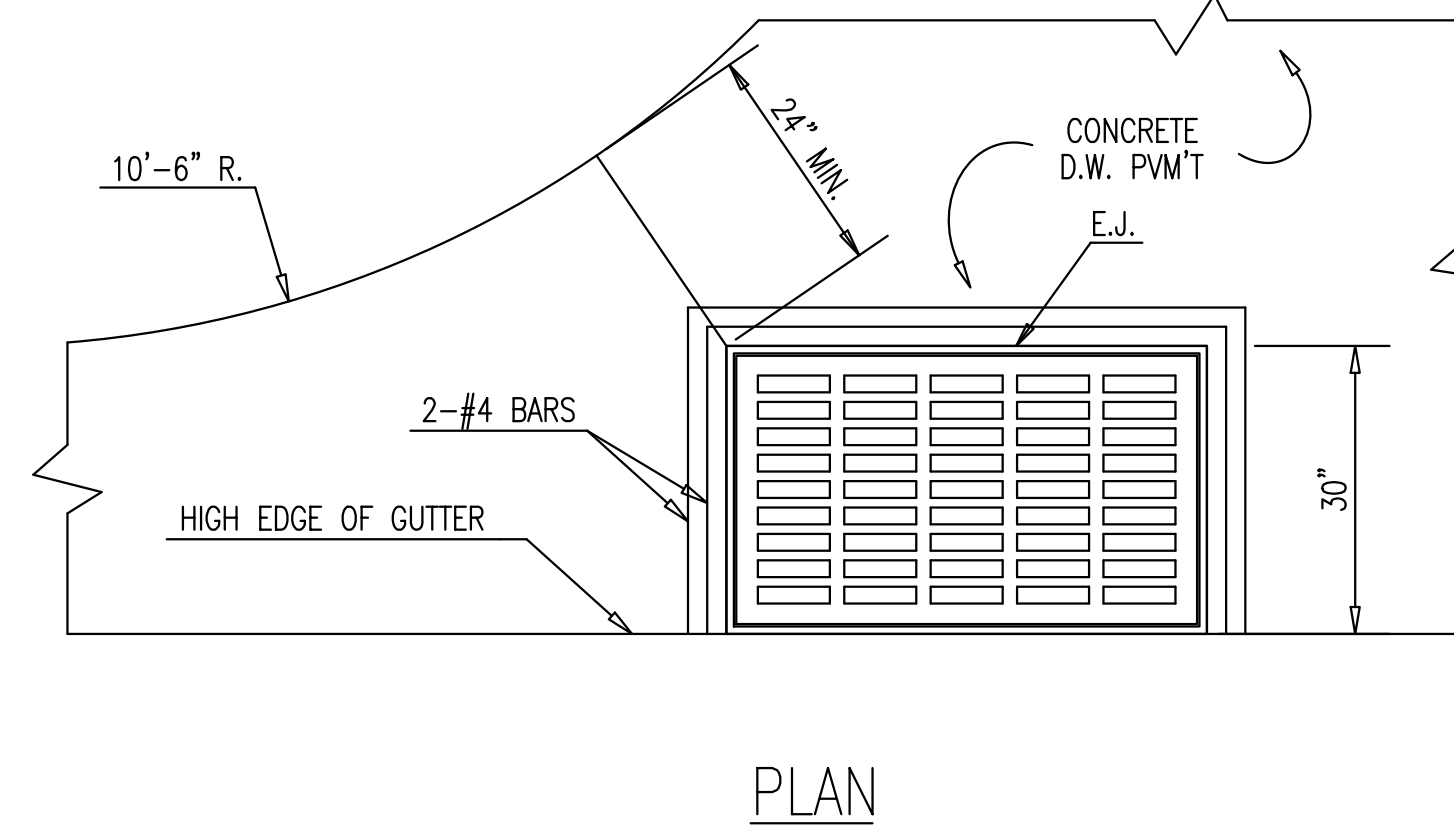
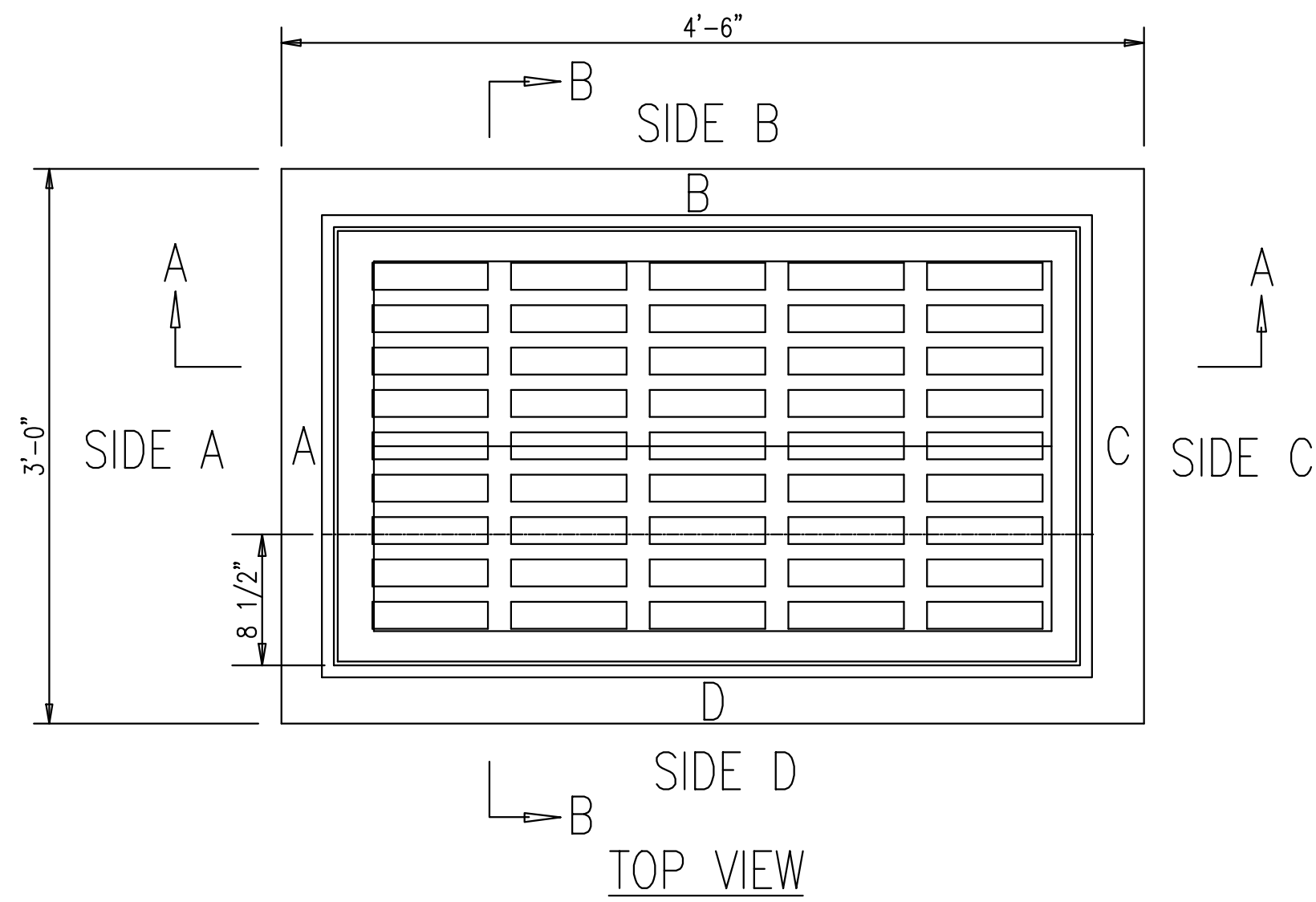


SECTION "D-D"

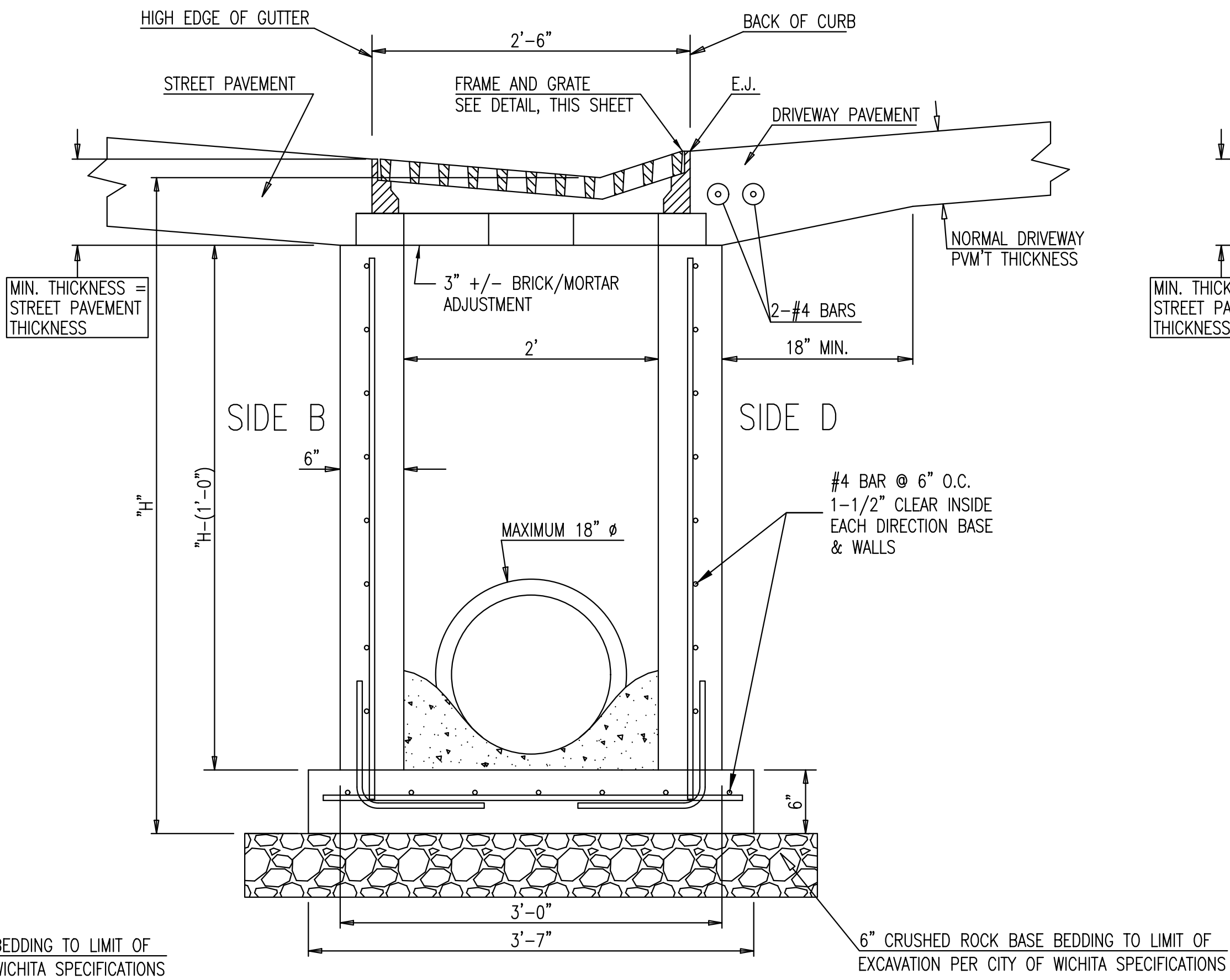
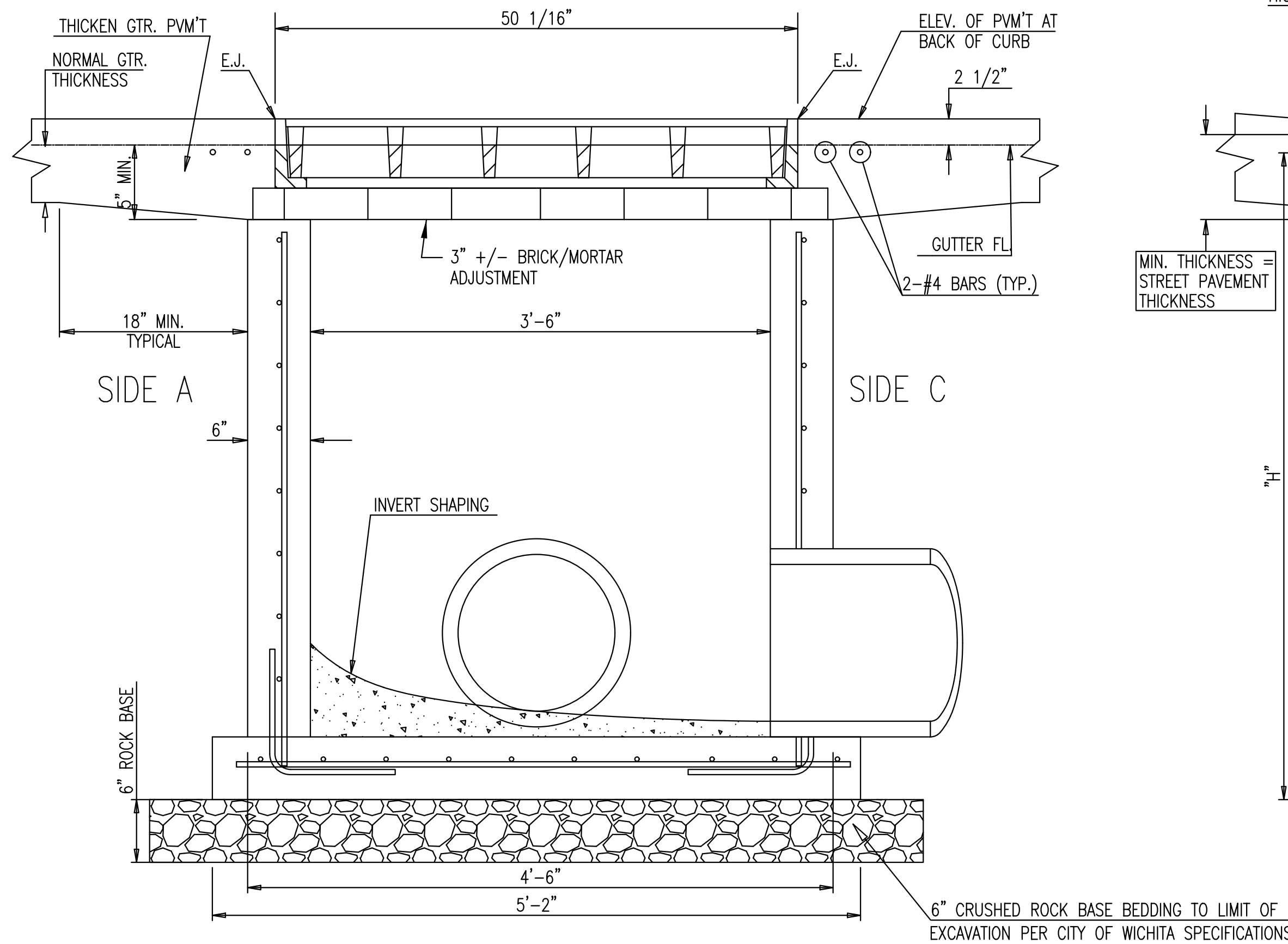


REVISÉ: MARCH 2015

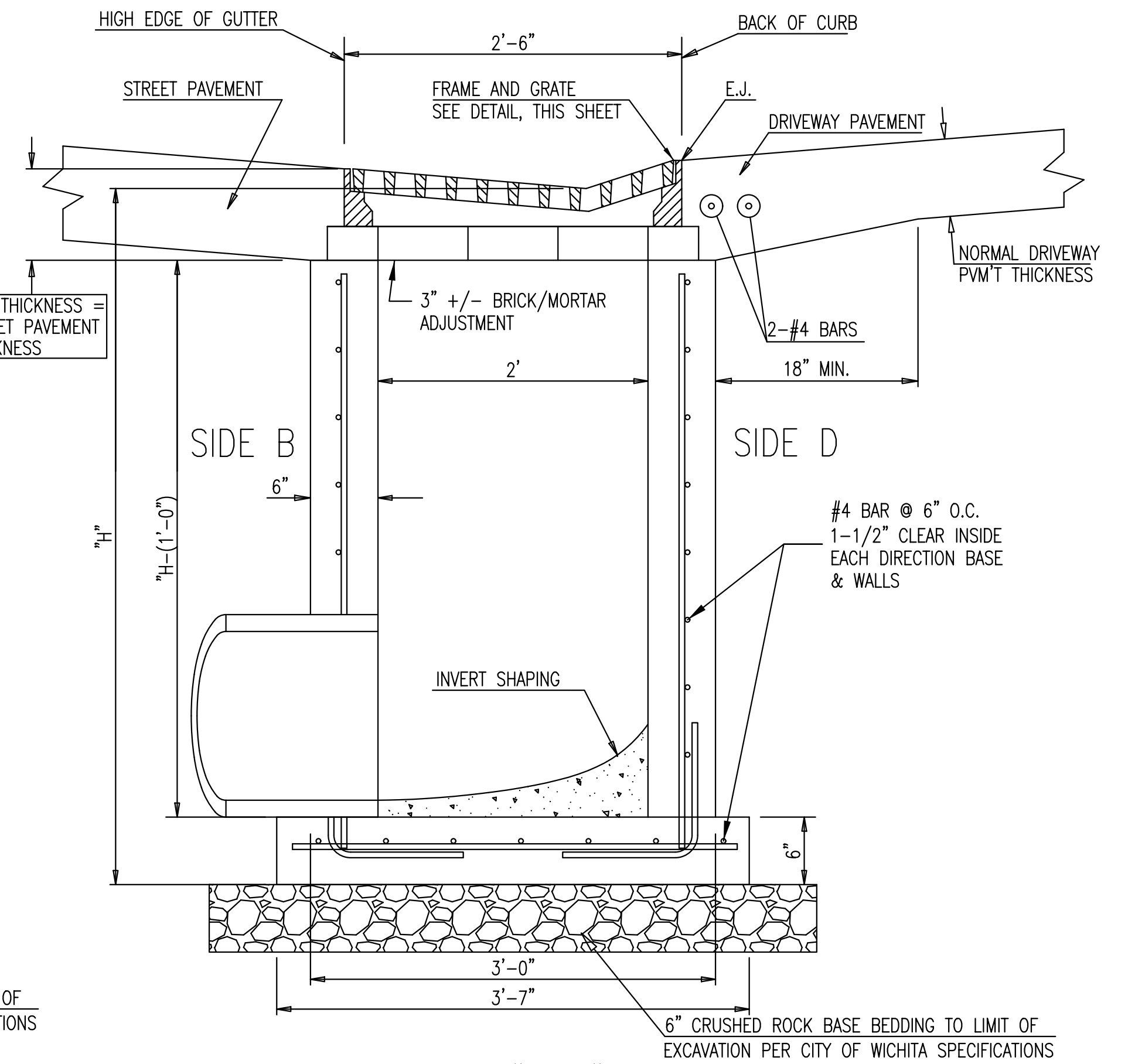




FRAME & GRATE
 DEETER #2095 TOTAL WEIGHT: 705 LBS.
 EJIW #7392 TOTAL WEIGHT: 675 LBS.



END OUTLET

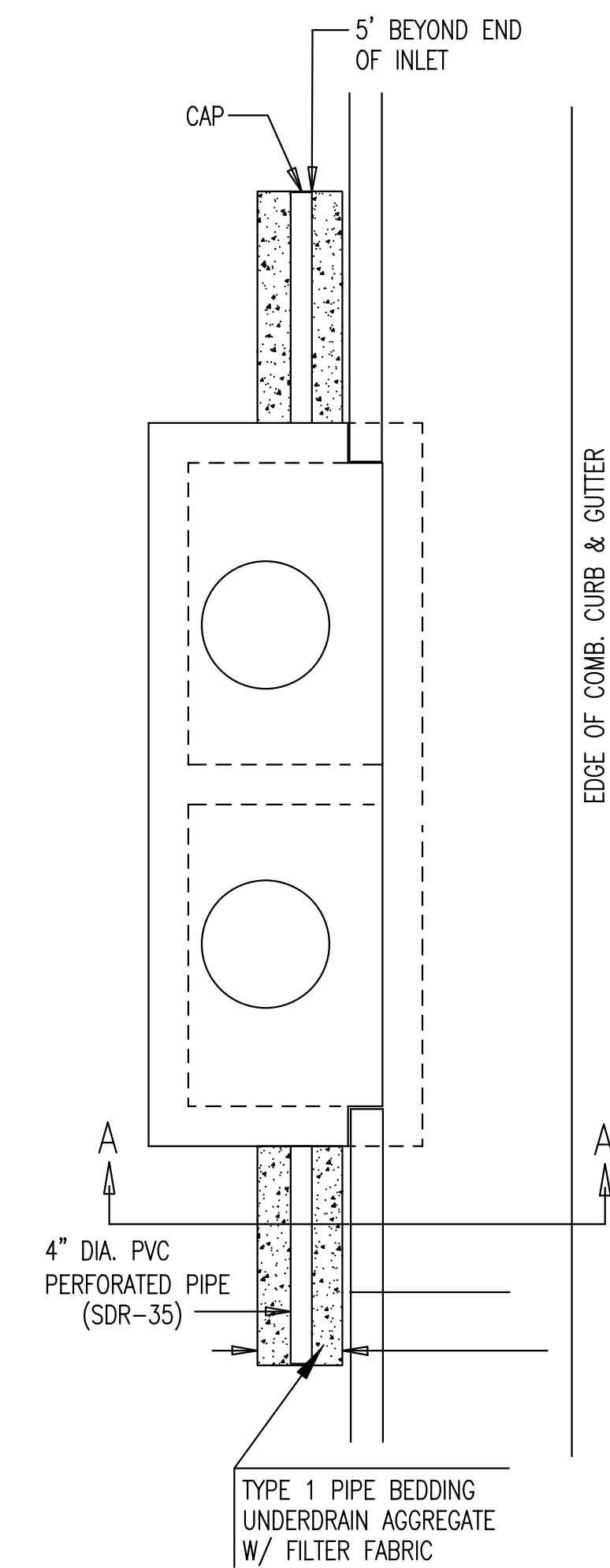


SIDE OUTLET

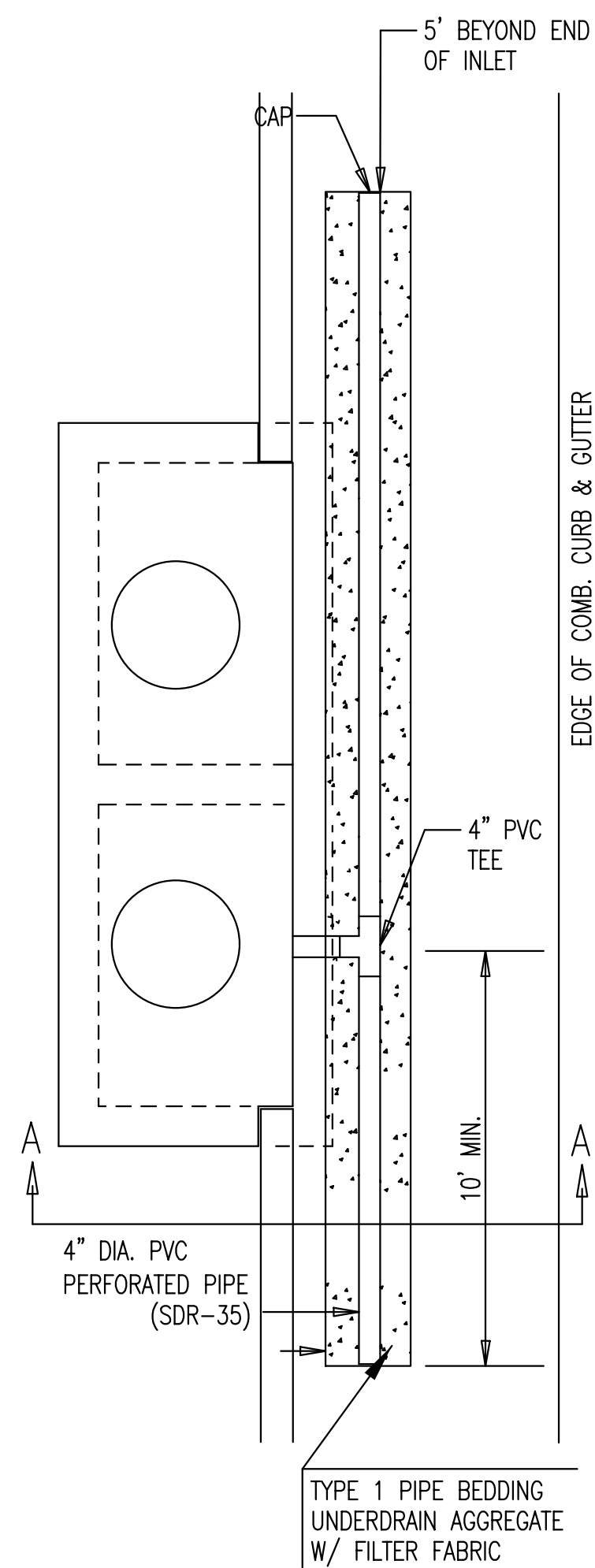
- GENERAL NOTES
- GRATE FRAME TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK. CONCRETE USED FOR INLET CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
 - CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALL BETWEEN THE CONCRETE INLET BASE AND TOP OF THIS INLET WHEN 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 GRATE TO BE DEETER #2095, EJIW #7392, OR APPROVED EQUAL.
 - 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.

 PUBLIC WORKS & UTILITIES ENGINEERING DIVISION			REVISED: MARCH 2015		
			GRATED DRIVEWAY INLET (SINGLE)		
CITY ENGINEER PAUL GUNZELMAN, P.E.			PROJECT NUMBER 458-2026-085647		
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501			DATE 4/16/2026		
SHEET 10 of 26			SHEET		

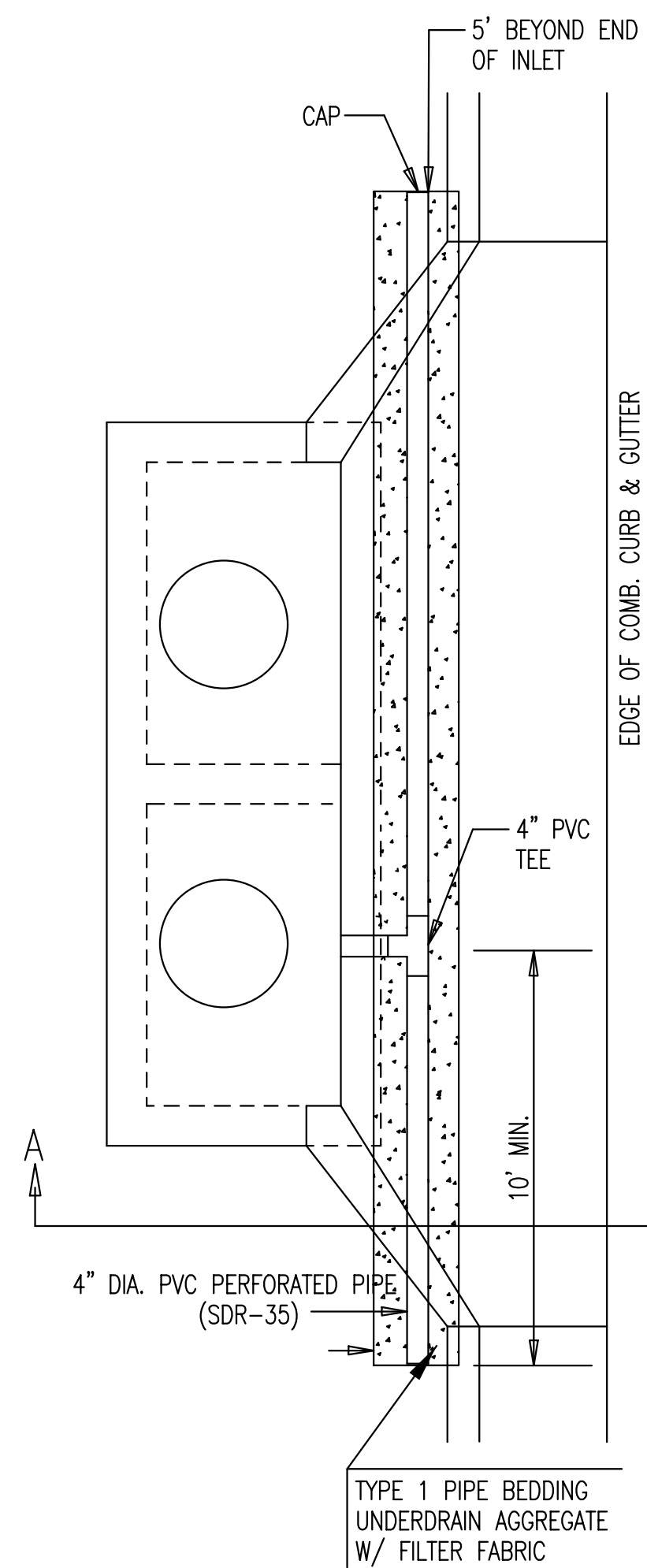
PAVEMENT UNDERDRAIN SHALL BE INSTALLED ON ALL CURB INLETS.



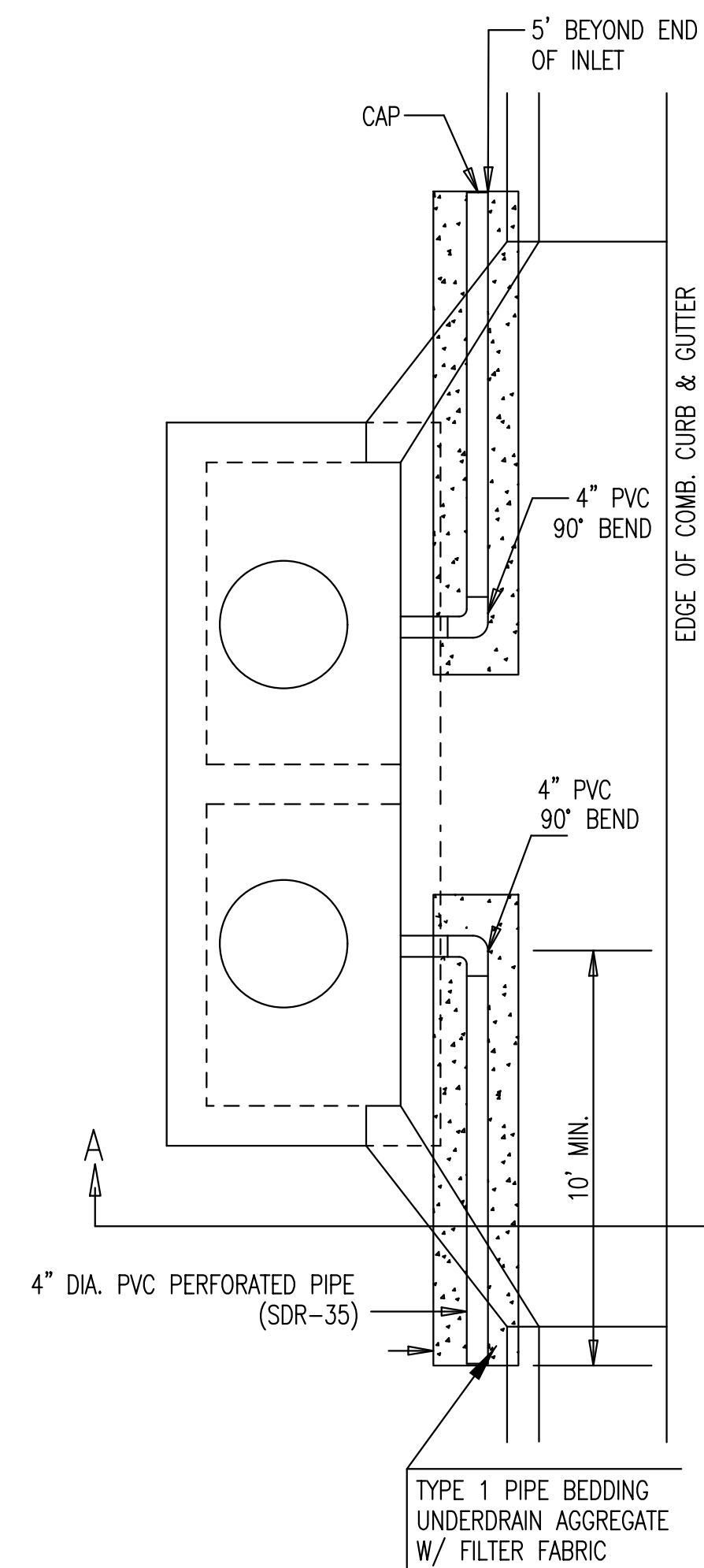
TYPE 1
OPTION 1



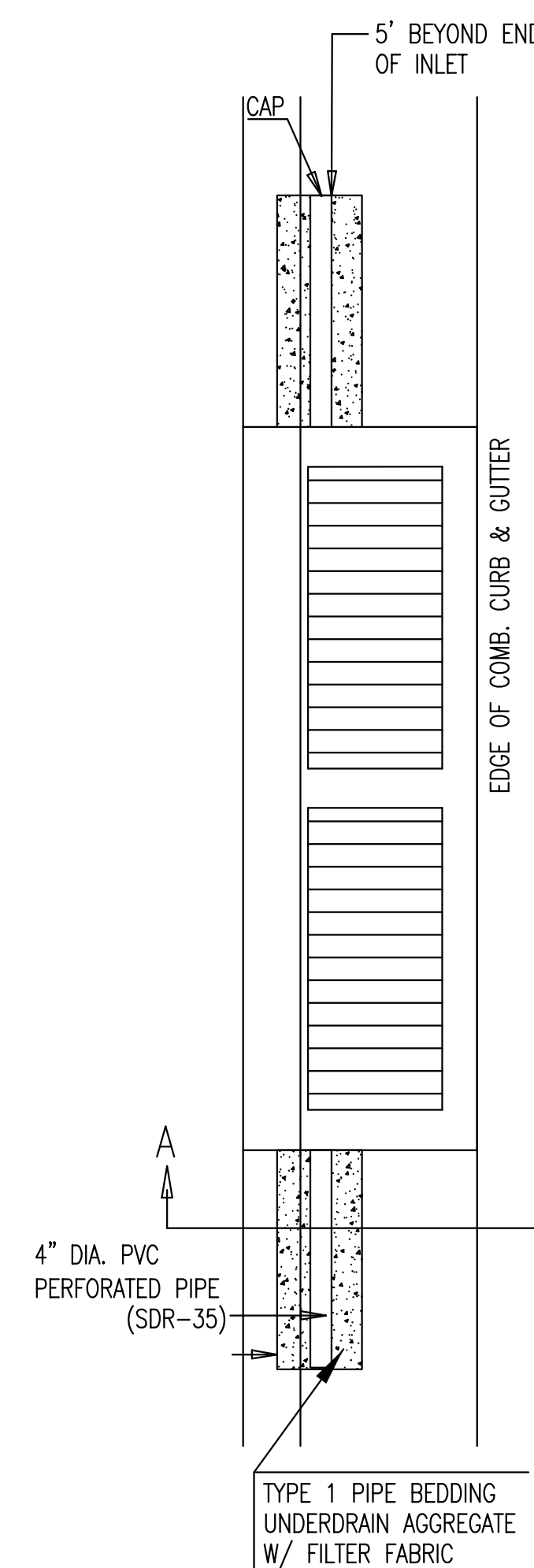
TYPE 1
OPTION 2



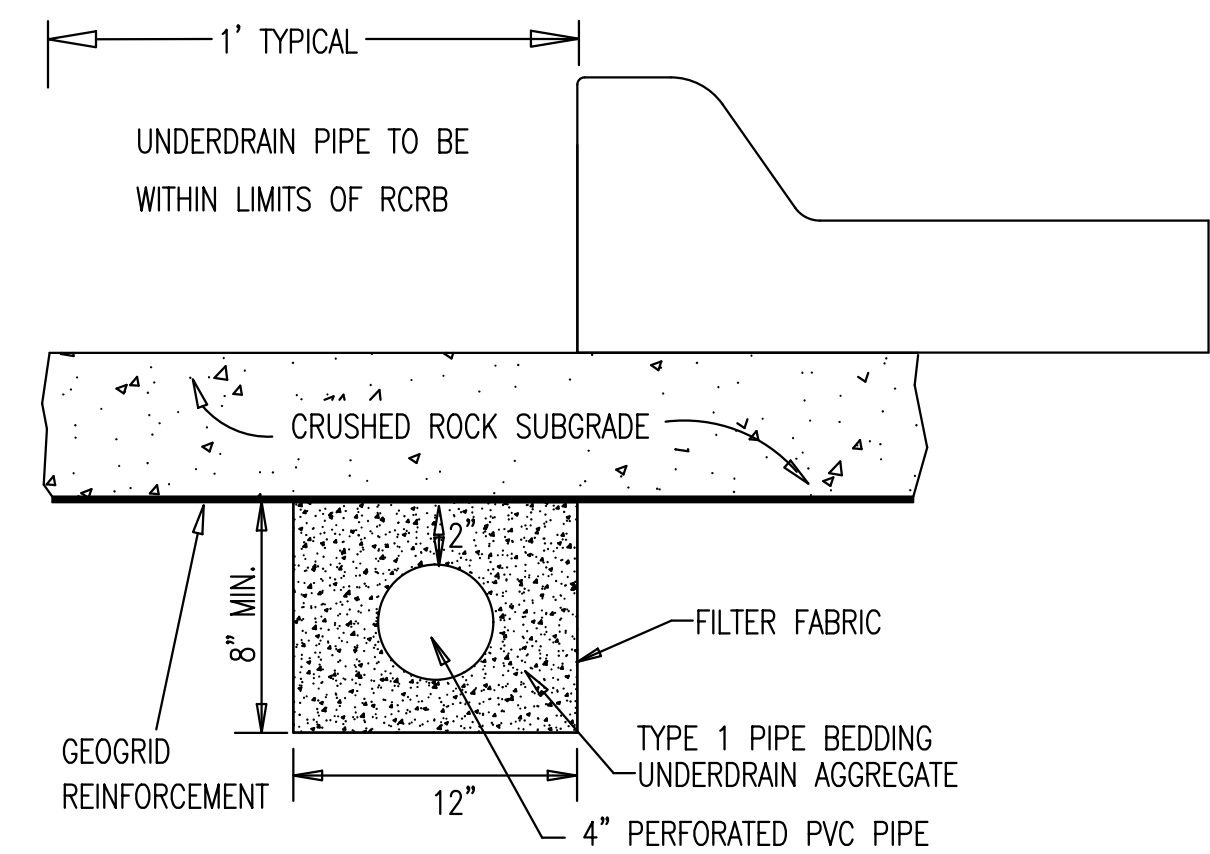
TYPE 1-A INLET
OPTION 1



TYPE 1-A INLET
OPTION 2



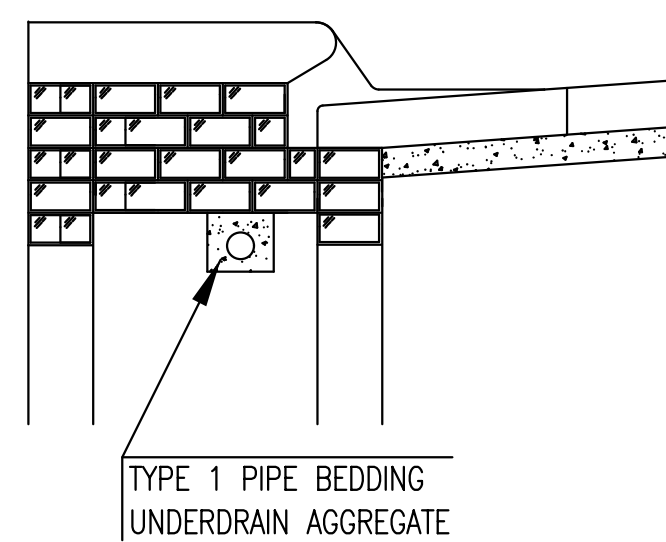
TYPE 2



SECTION A-A (TYPICAL)

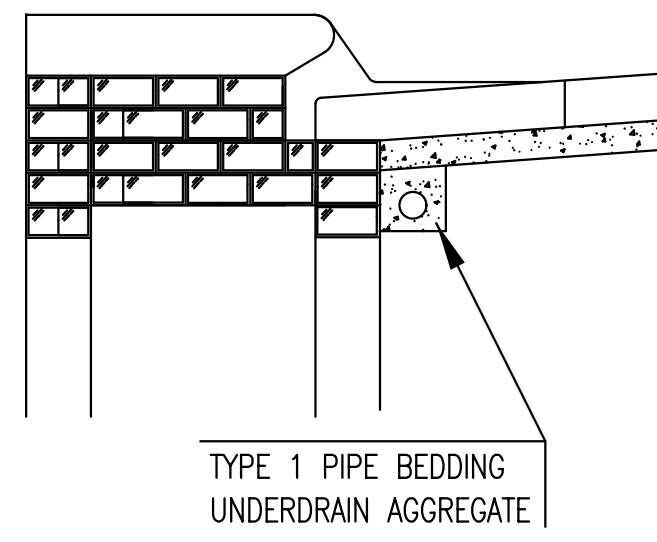
GENERAL NOTES

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.

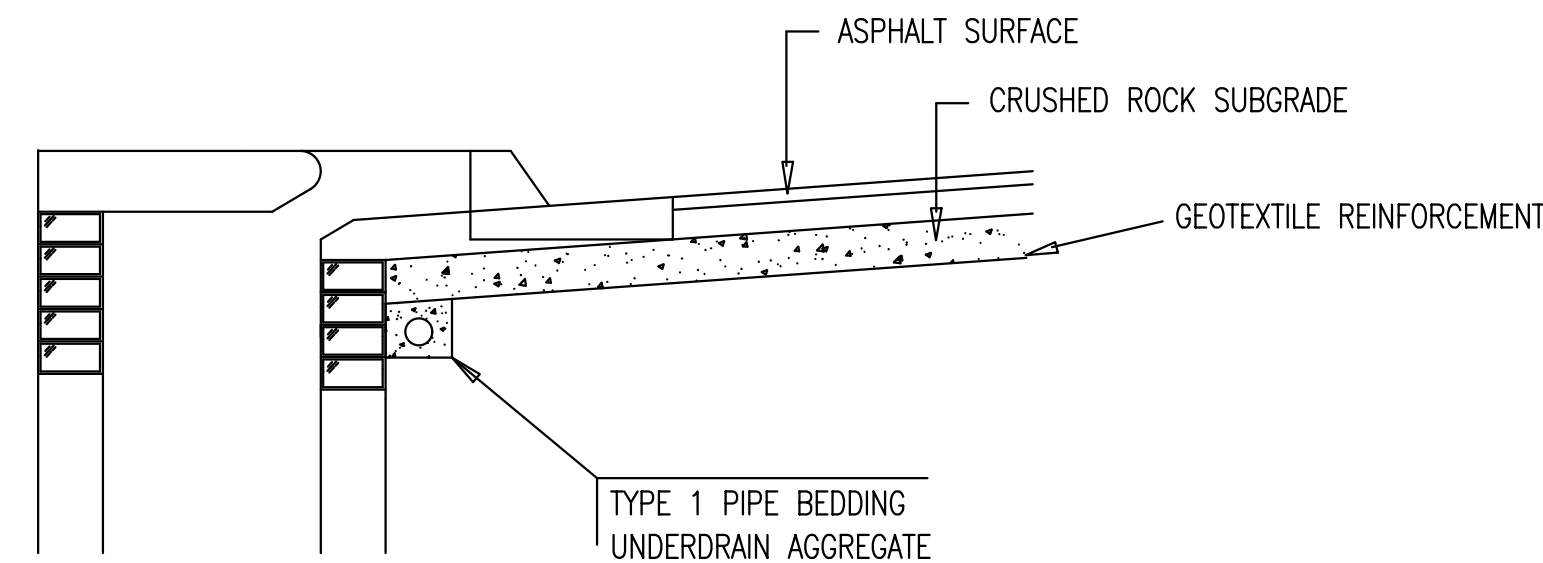


(MIN. 16 PERFORATIONS PER LIN. FT. @ 1/4" DIA.)
PERFORATIONS TO BE ON BOTTOM HALF

SECTION A-A



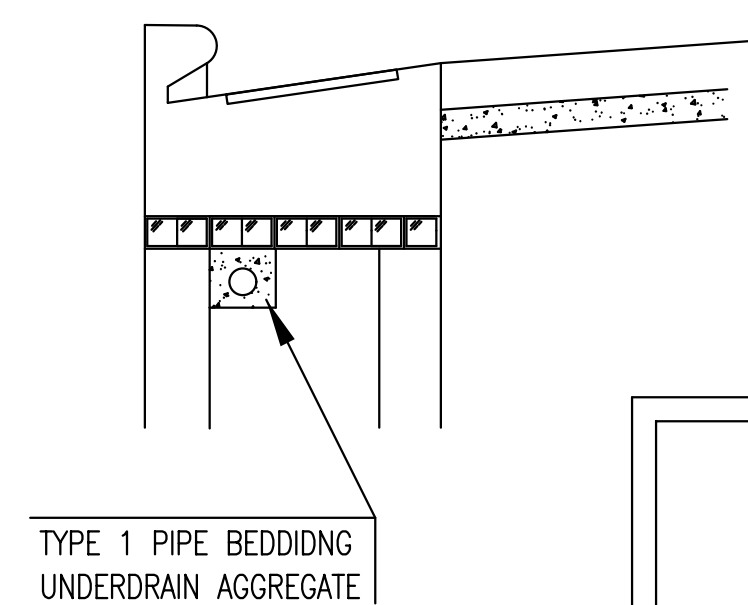
TYPE 1 PIPE BEDDING
UNDERDRAIN AGGREGATE



SECTION A-A

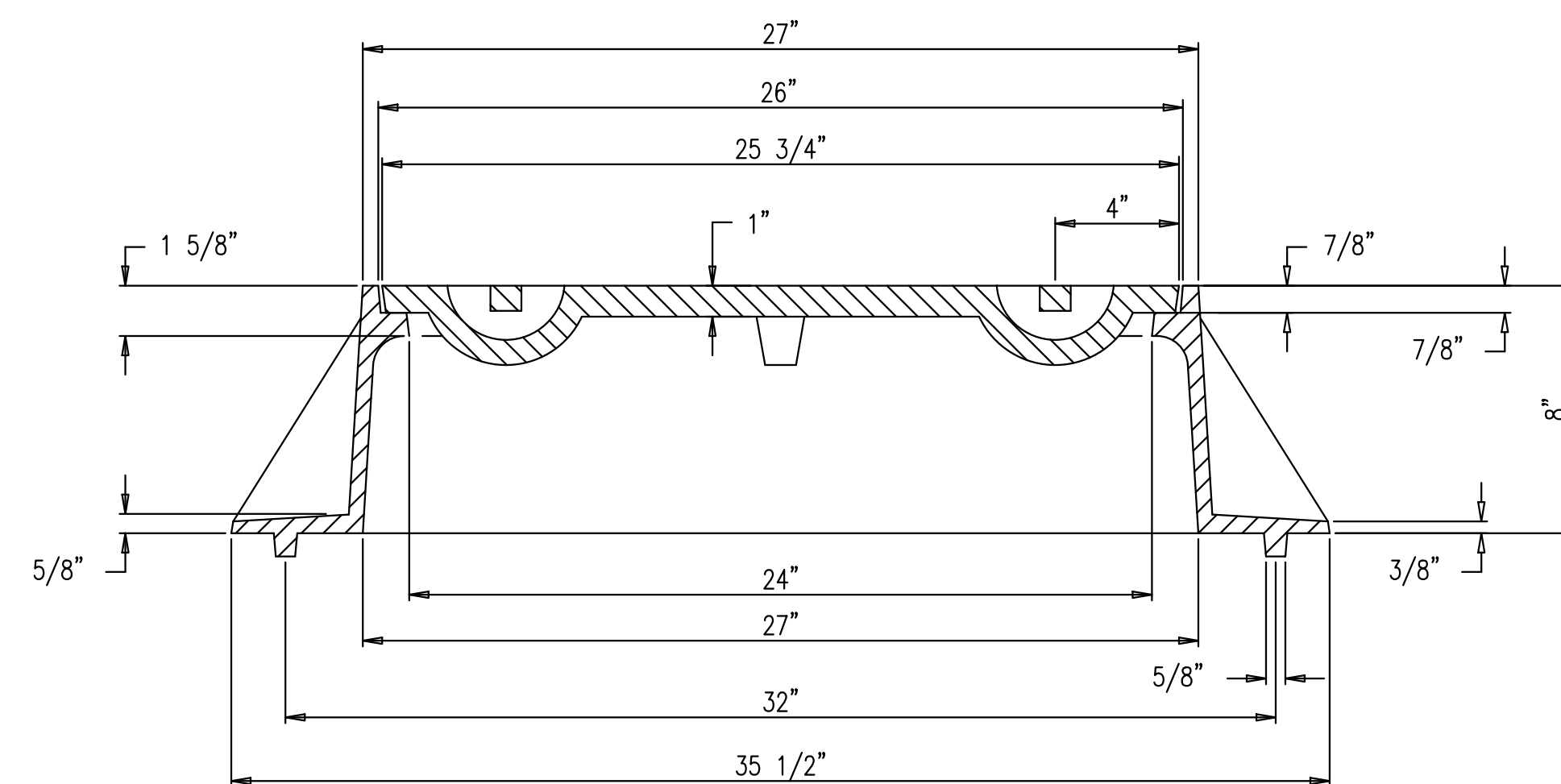
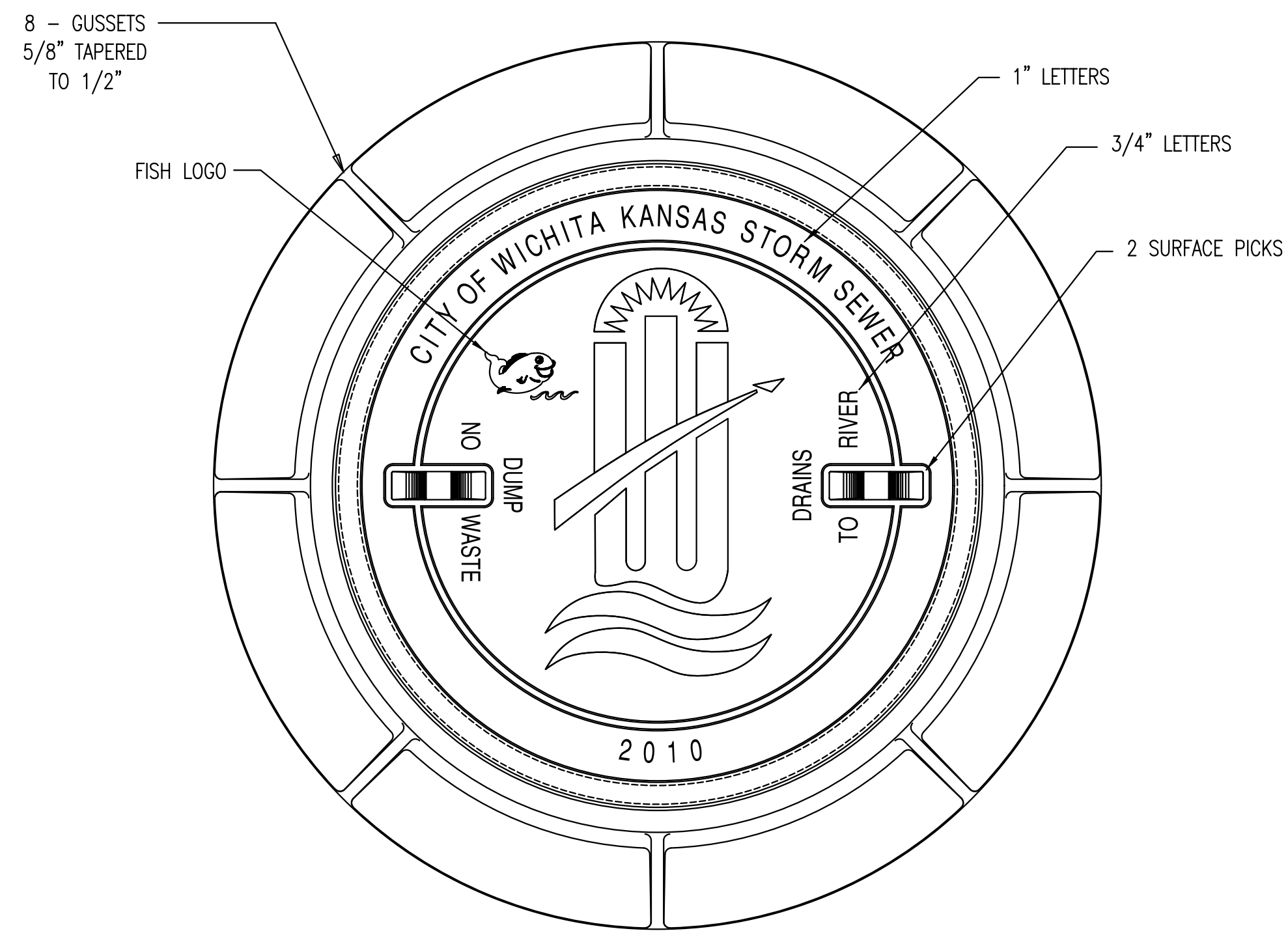
PAVEMENT UNDERDRAIN DETAIL

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



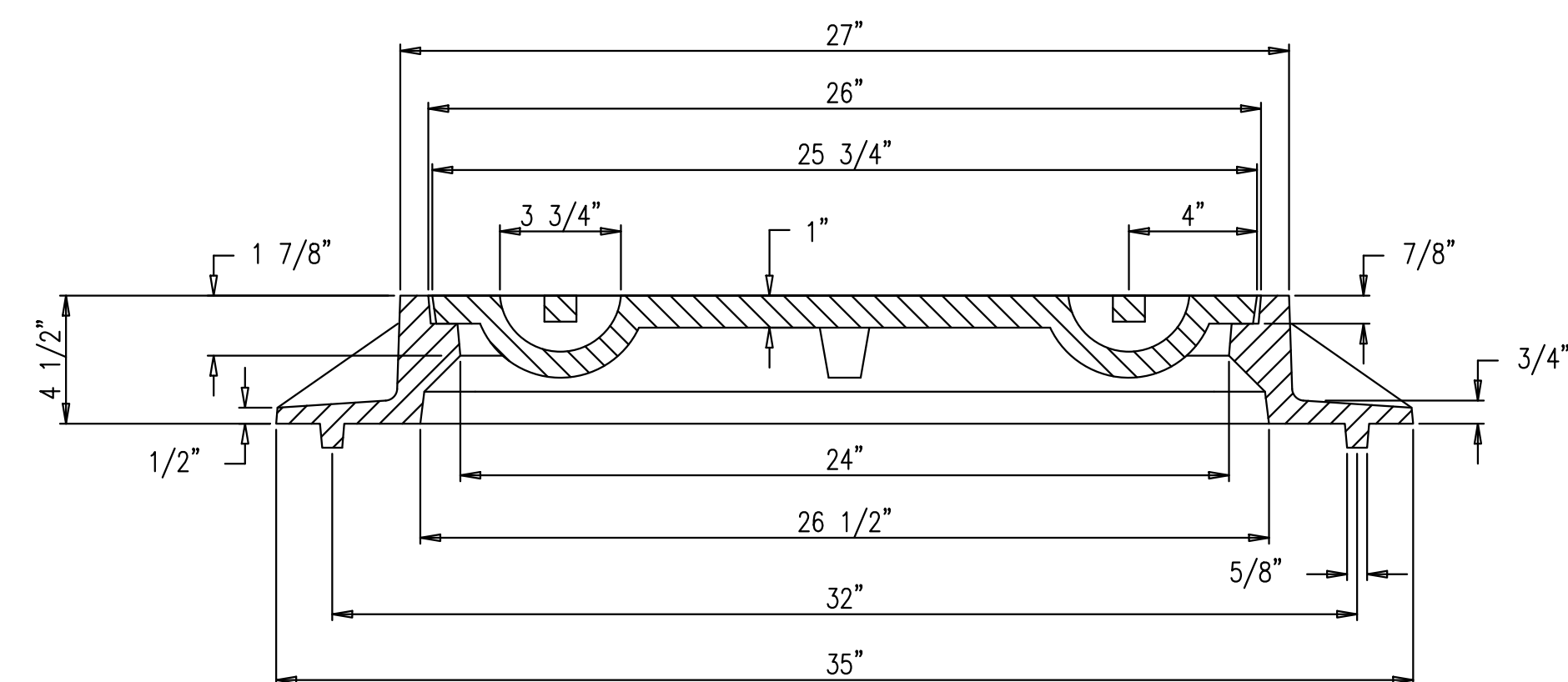
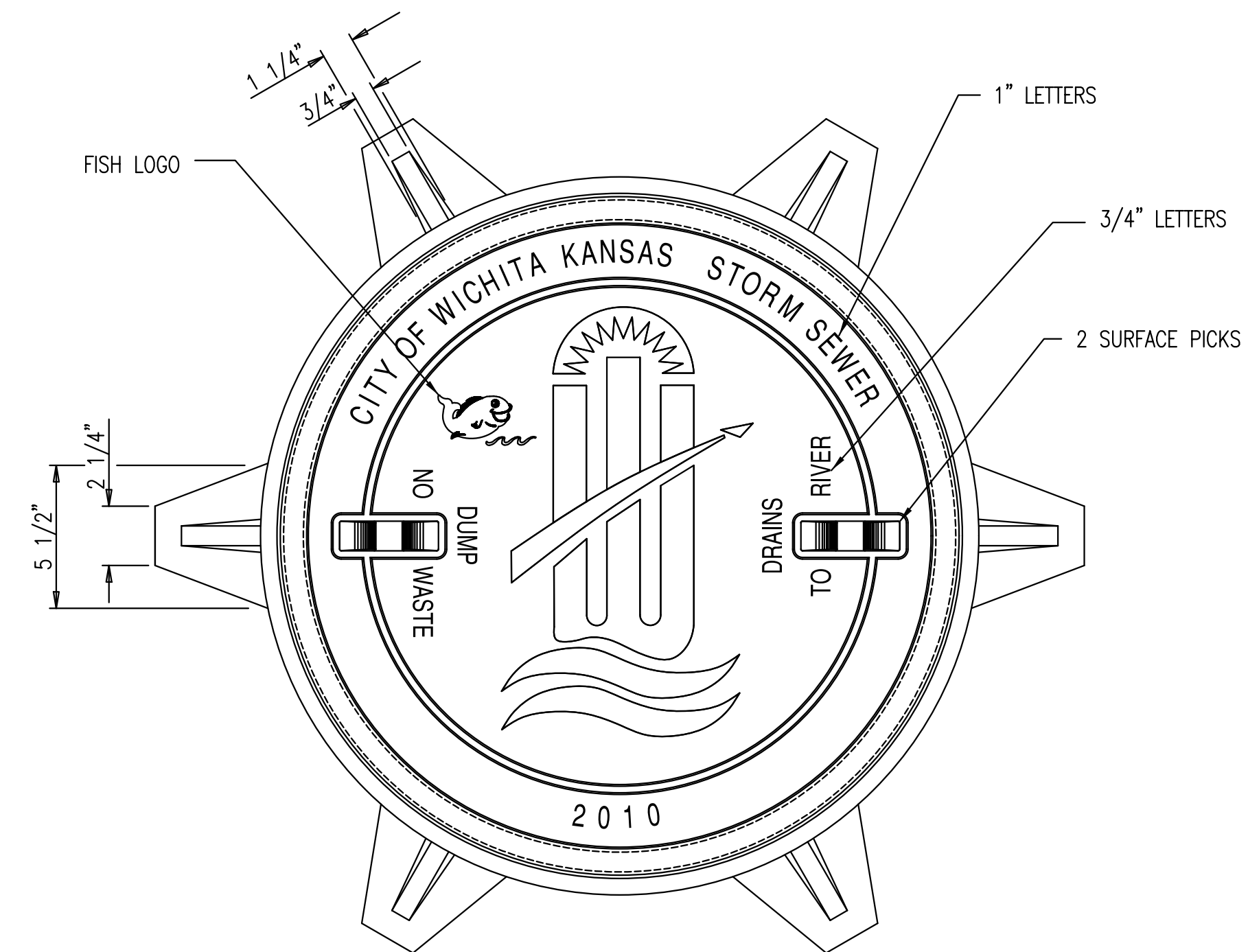
SECTION A-A

 CITY OF WICHITA PUBLIC WORKS & UTILITIES ENGINEERING DIVISION			
CURB INLET PAVEMENT UNDERDRAIN DETAIL			
CITY ENGINEER PAUL GUNZELMAN, P.E.			
PROJECT NUMBER 458-2026-085647	OCA NUMBER	DATE 4/16/2026	
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501			SHEET 11 of 26



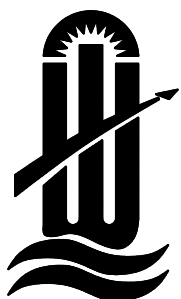
MANHOLE FRAME
DEETER #1261 OR EJIW #1936-Z1

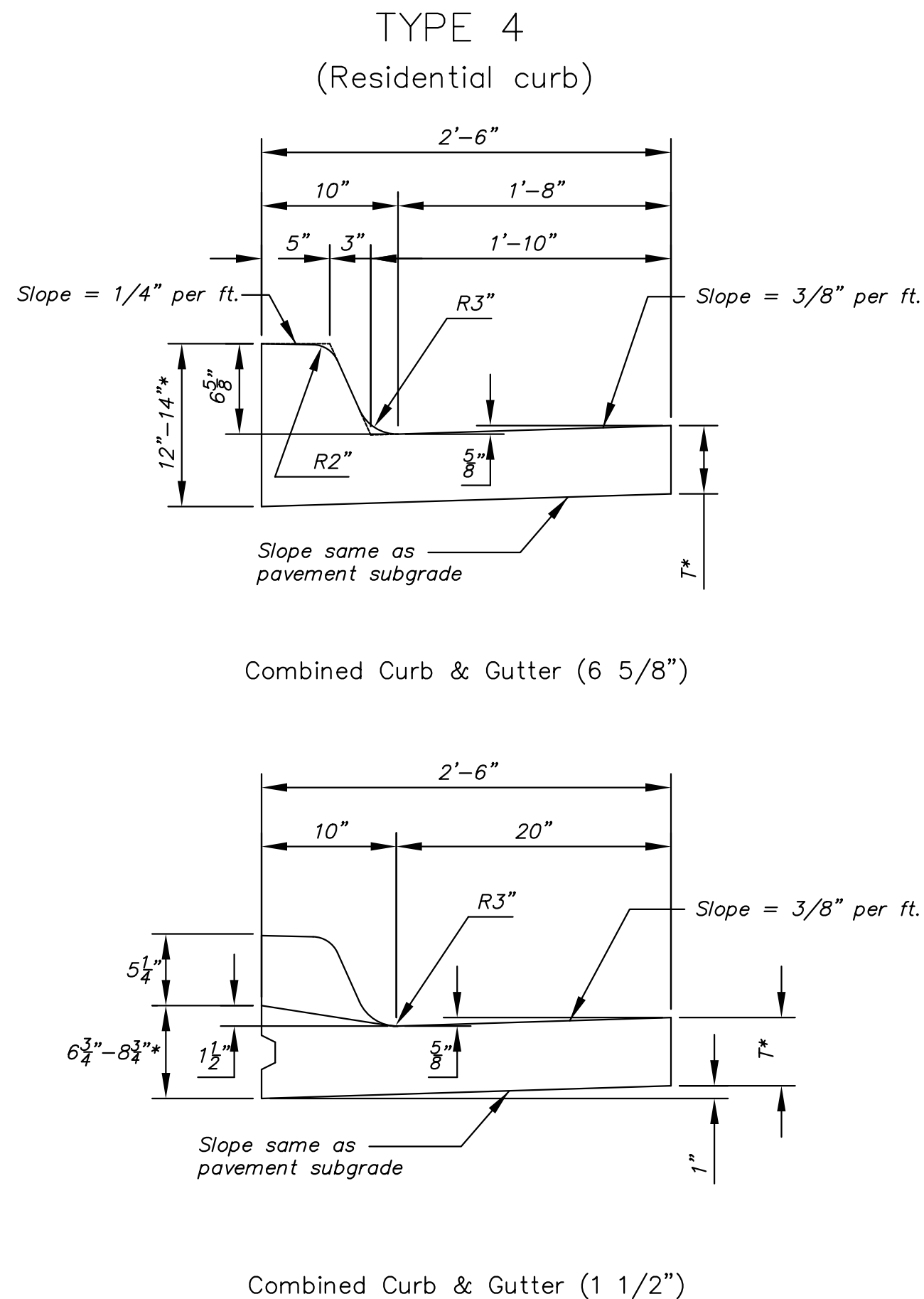
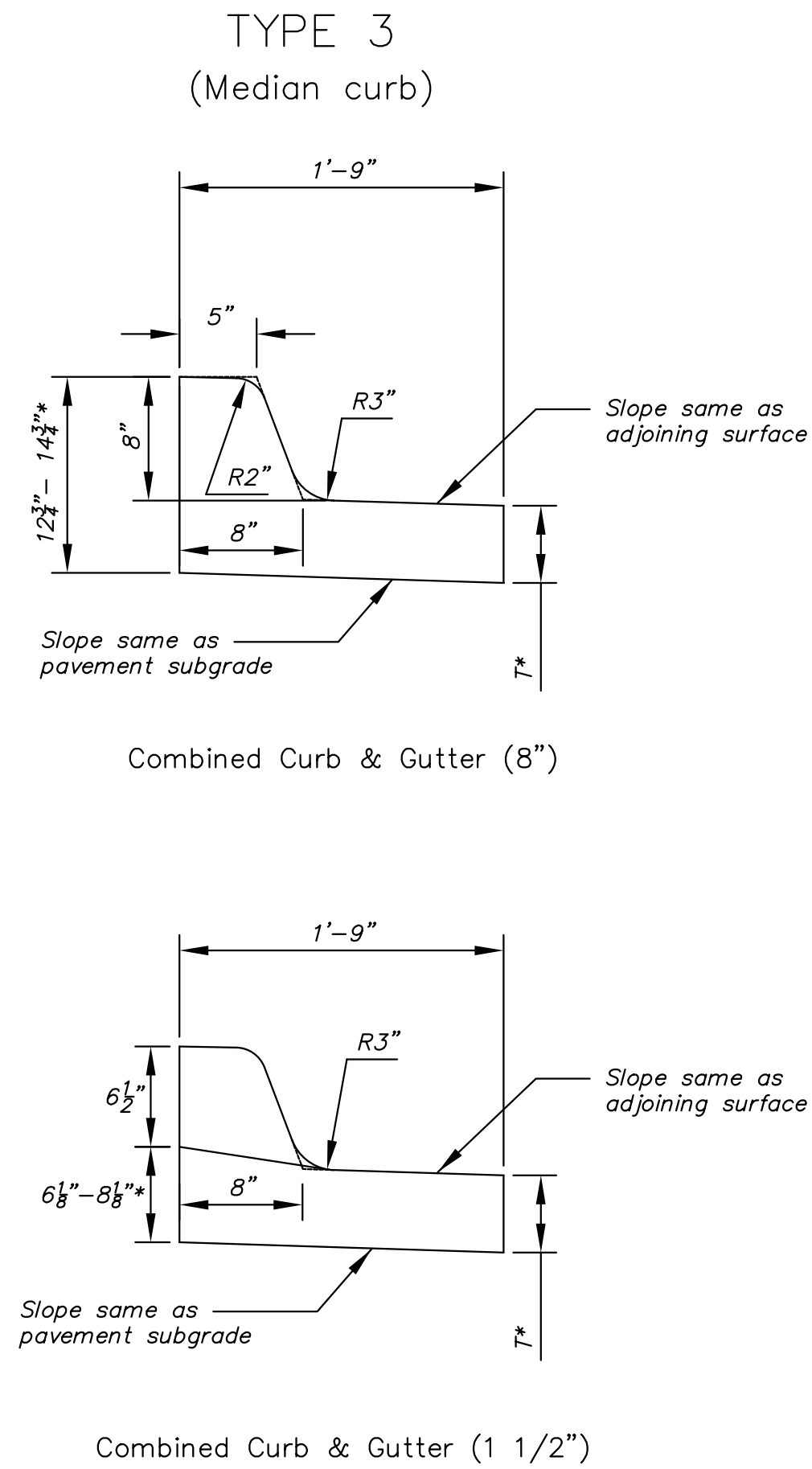
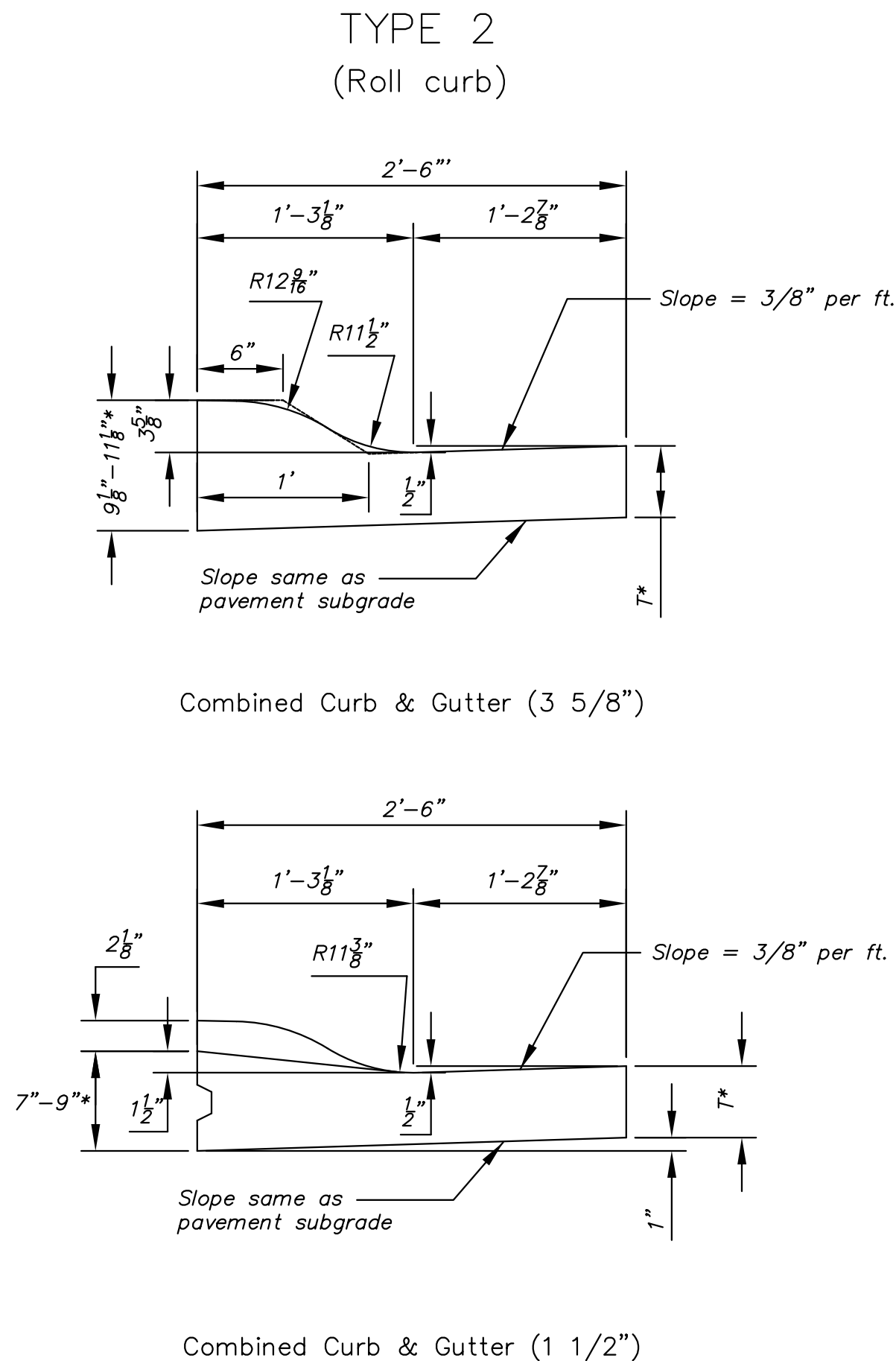
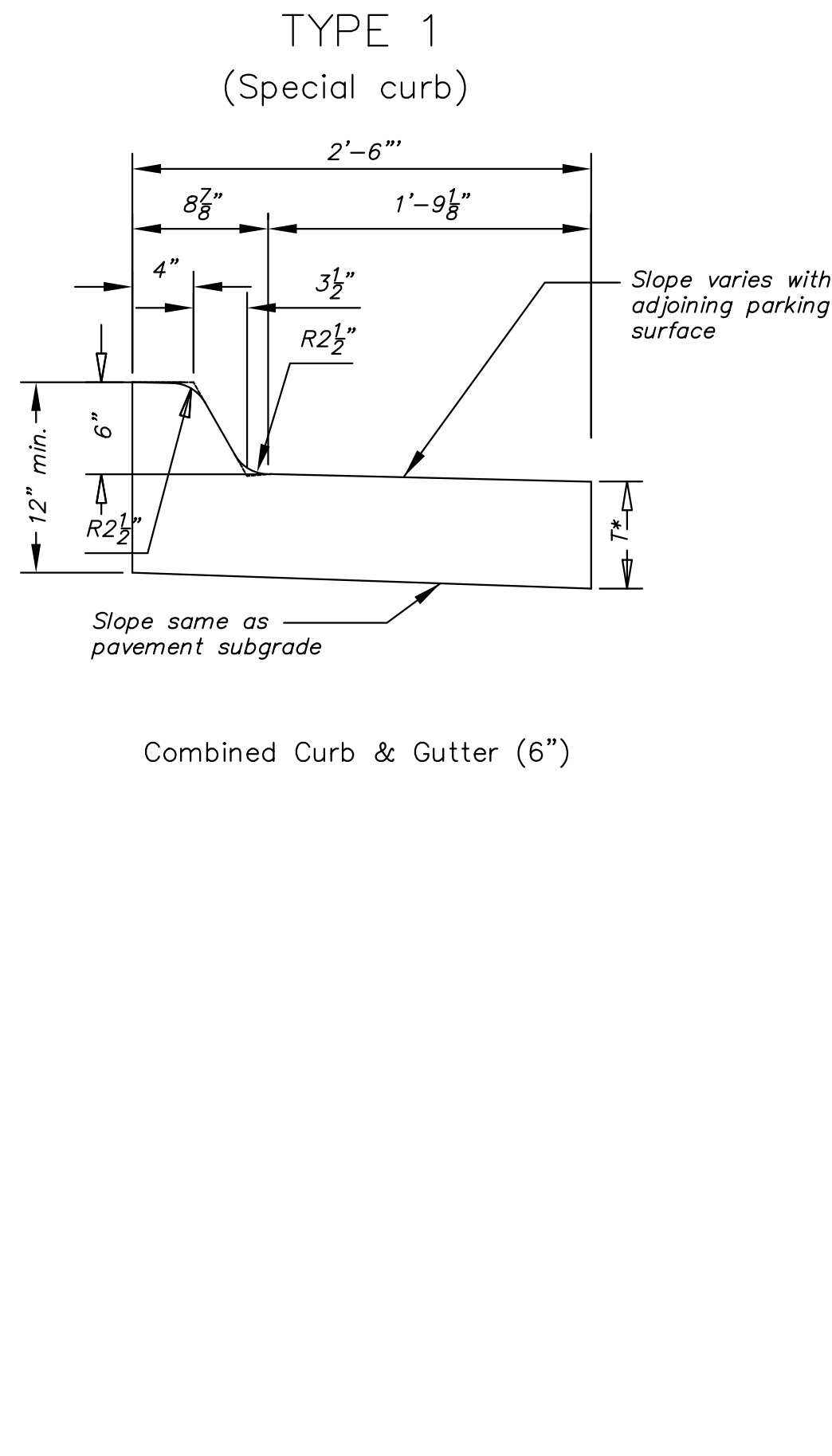
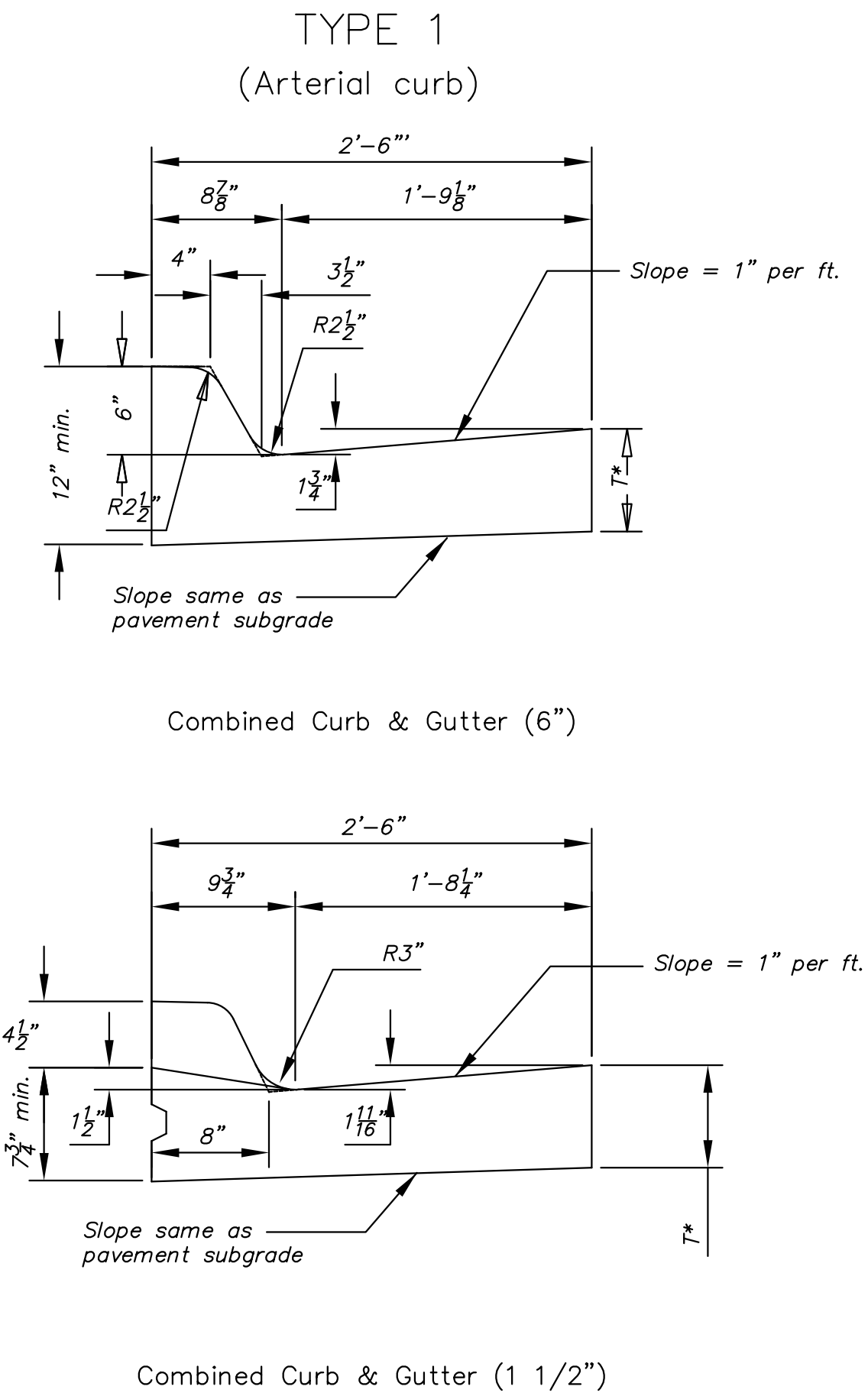
- NOTE:
1. FURNISHED WITH MACHINED HORIZONTAL BEARING SURFACE.
 2. COVER TO BE DEETER #1261 OR EJIW #1936A.



INLET FRAME
DEETER #2014 OR EJIW #1936-Z4

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

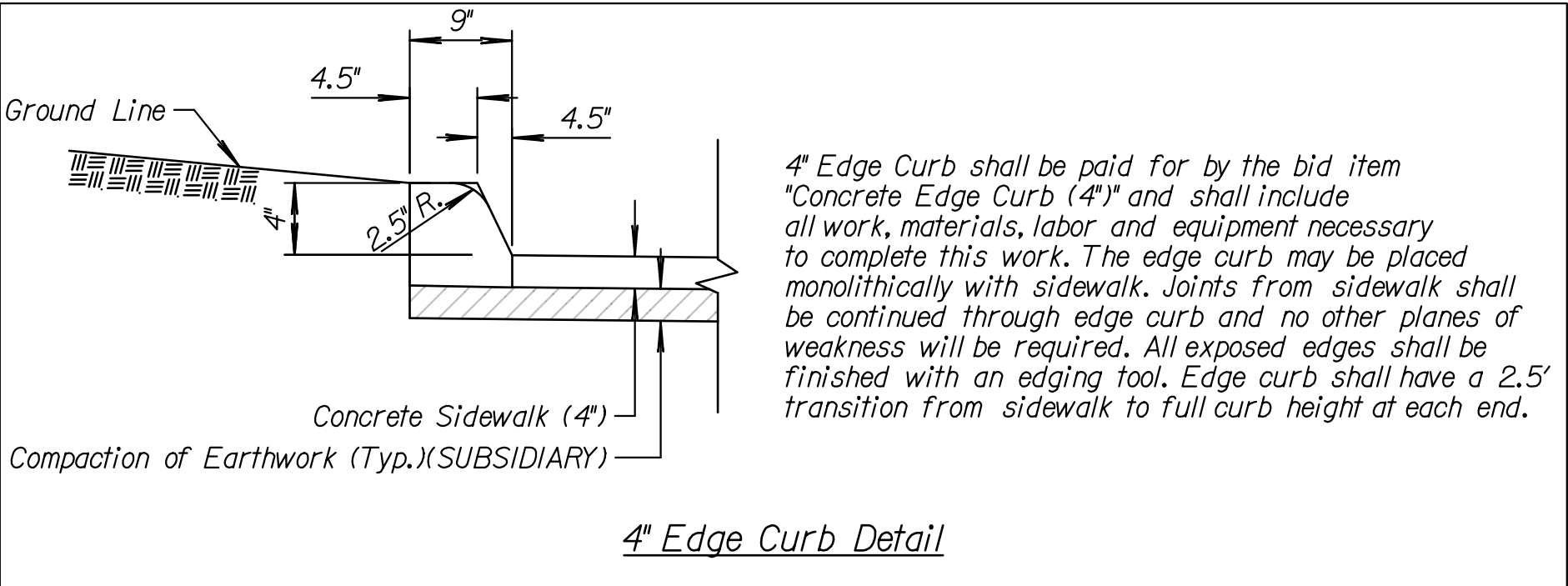
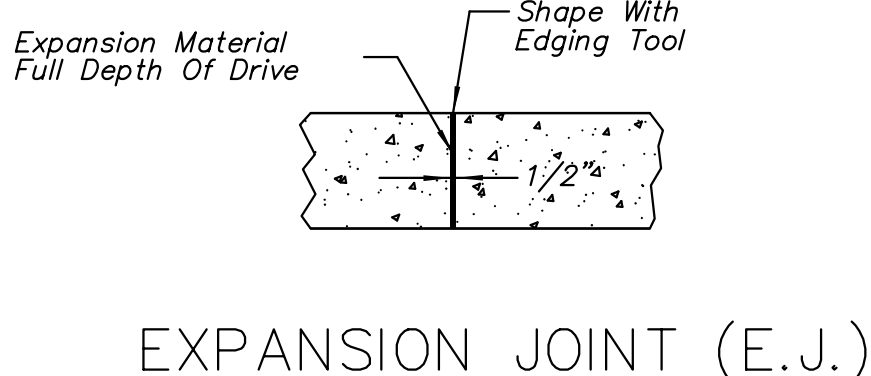
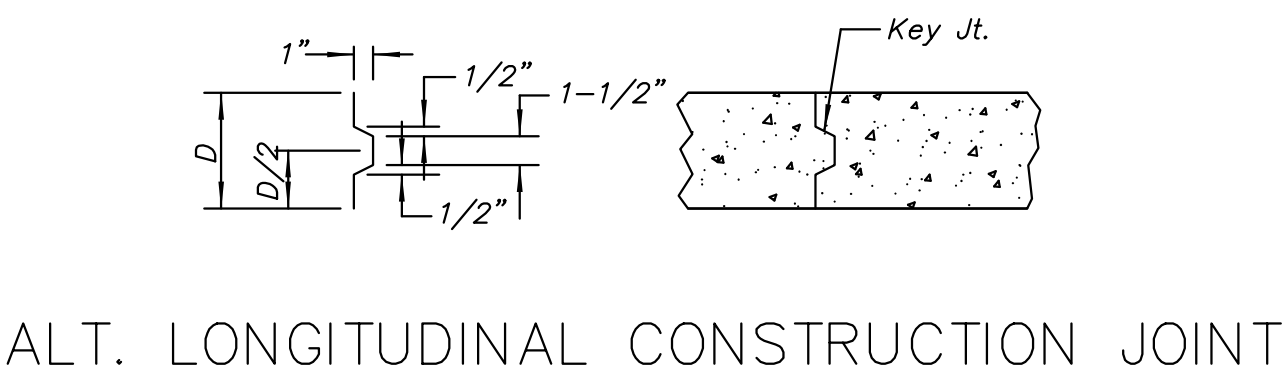
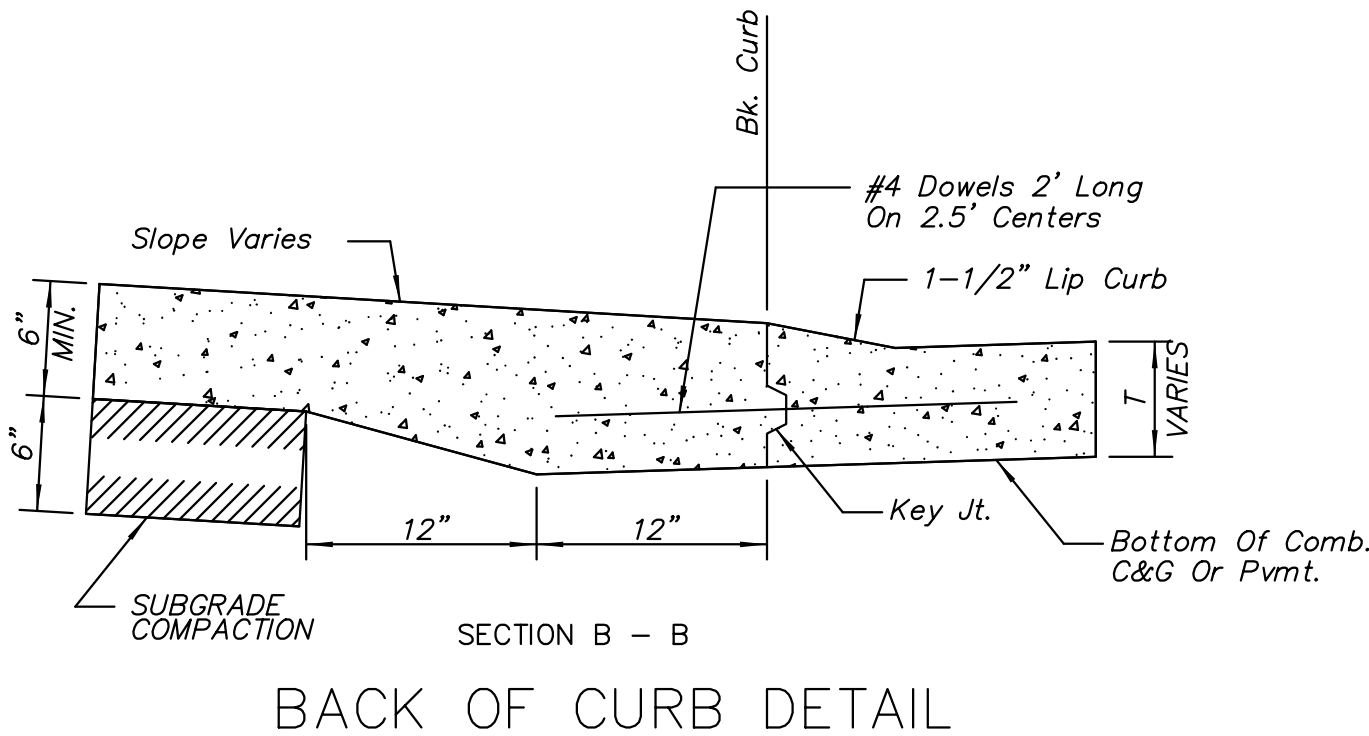
 CITY OF WICHITA <i>PUBLIC WORKS & UTILITIES ENGINEERING DIVISION</i>	<i>MANHOLE/INLET FRAME AND COVER (STORM SEWER)</i>		
	CITY ENGINEER <i>PAUL GUNZELMAN, P.E.</i>		
	PROJECT NUMBER <i>458-2026-085647</i>	OCA NUMBER	DATE <i>4/16/2026</i>
	CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 <i>(316) 268-4501</i>		SHEET <i>12 of 26</i>



GENERAL NOTES

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

T* = Thickness of curb to adjust with pavement thickness



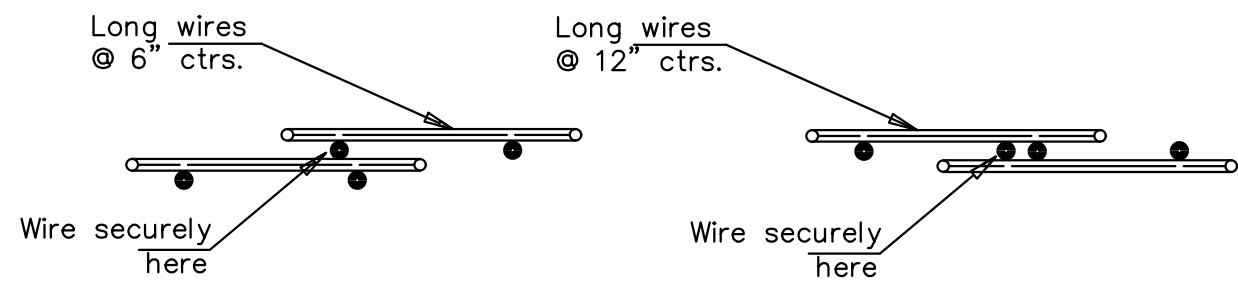
CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

CITY ENGINEER
PAUL GUNZELMAN, P.E.

PROJECT NUMBER 458-2026-085647	OCA NUMBER	DATE 4/16/2026
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 13 of 26

REVISED: OCTOBER 2015

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



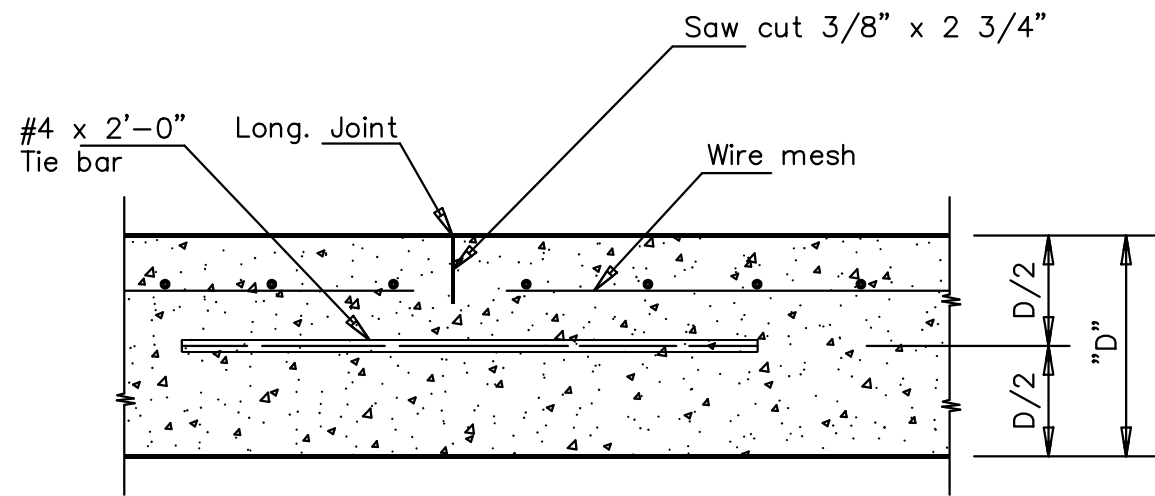
DETAIL OF LAP FOR WIRE MESH

NOTE: The lap shall extend beyond the first transverse wire of each sheet.

The sheets shall be wired securely at the edges and at intervals not to exceed 2'-6" for the full width of the sheet. Approx. weight of wire mesh = 44 lbs. per 100 sq. ft.

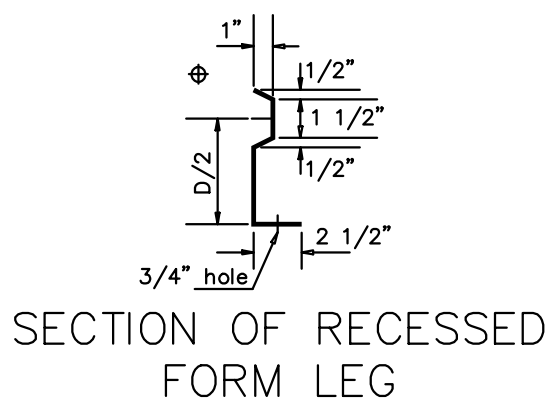
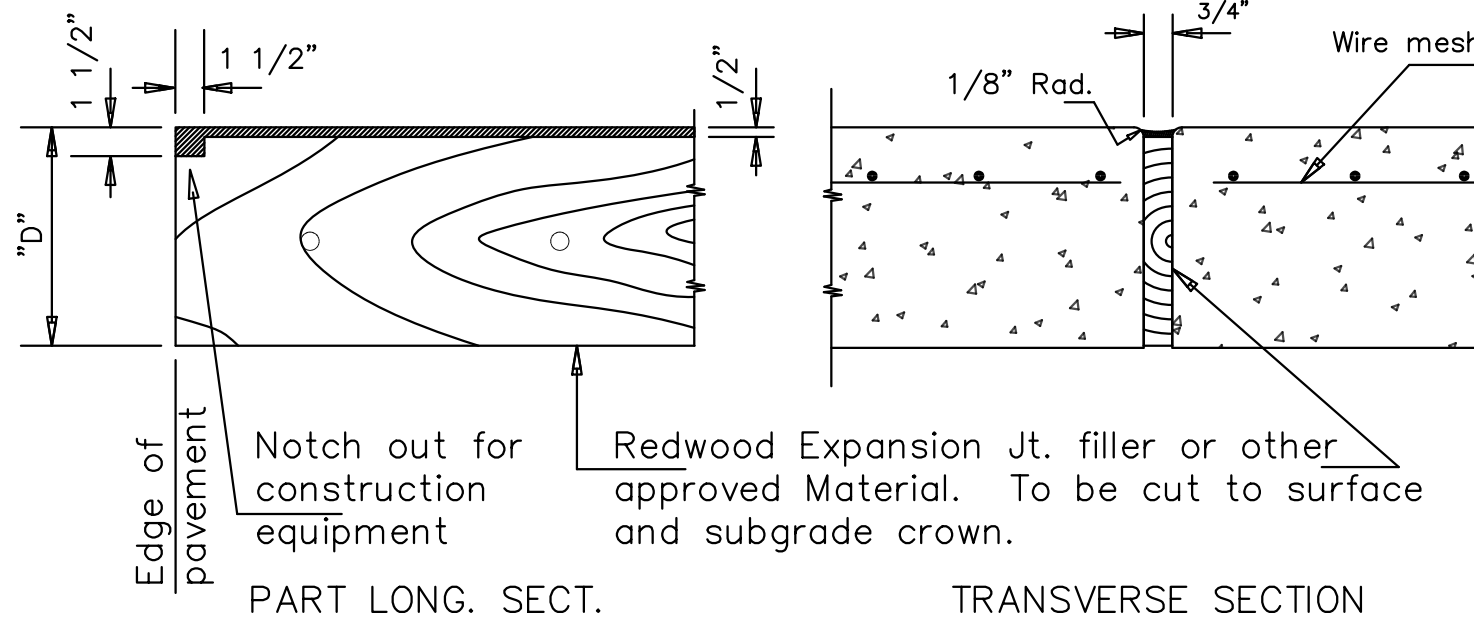
Other methods for fastening the sheets of wire mesh at the laps may be used with the approval of the Engineer.

NOTE: CONTRACTION JOINTS AND EXPANSION JOINTS SHALL BE FORMED IN THE MONOLITHIC CURB AT ALL LOCATIONS WHERE SUCH JOINTS ARE PLACED IN THE PAVEMENT. ADDITIONAL CONTRACTION JOINTS SHALL BE CUT IN THE MONOLITHIC CURB IN UNIFORM LENGTHS NOT EXCEEDING TEN FOOT INTERVALS BETWEEN THOSE JOINTS WHICH COINCIDE WITH JOINTS IN THE PAVEMENT.



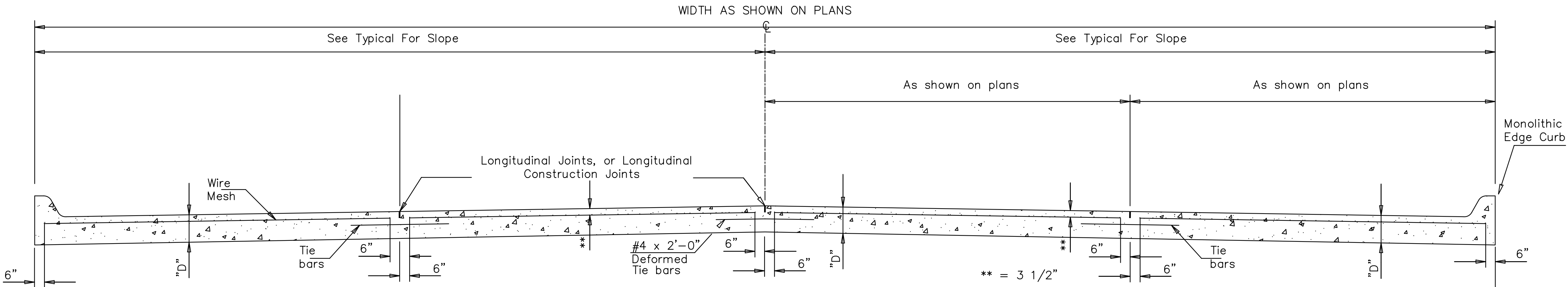
LONGITUDINAL JOINT DETAIL
TRANSVERSE SECTION

NOTE: Longitudinal joint formed by sawing 2 3/4" deep and 3/8" wide and filled as specified in standard specifications.



EXPANSION JOINT DETAIL

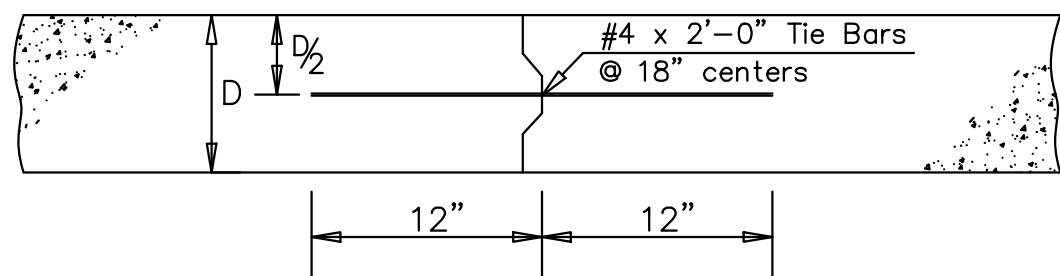
NOTE: EXPANSION JOINT MATERIAL MUST BE SECURELY HELD IN PLACE BY USING METAL STAKES, METAL PINS, OR BY OTHER APPROVED METHODS SO THAT WHEN THE PAVEMENT IS COMPLETED THE EXPANSION MATERIAL WILL BE PERPENDICULAR TO THE SURFACE OF THE COMPLETED PAVEMENT. CONCRETE SHALL BE HAND PLACED ON EACH SIDE OF THE EXPANSION JOINT MATERIAL IN A MANNER THAT WILL PRECLUDE DISPLACEMENT OF THE EXPANSION JOINT MATERIAL.



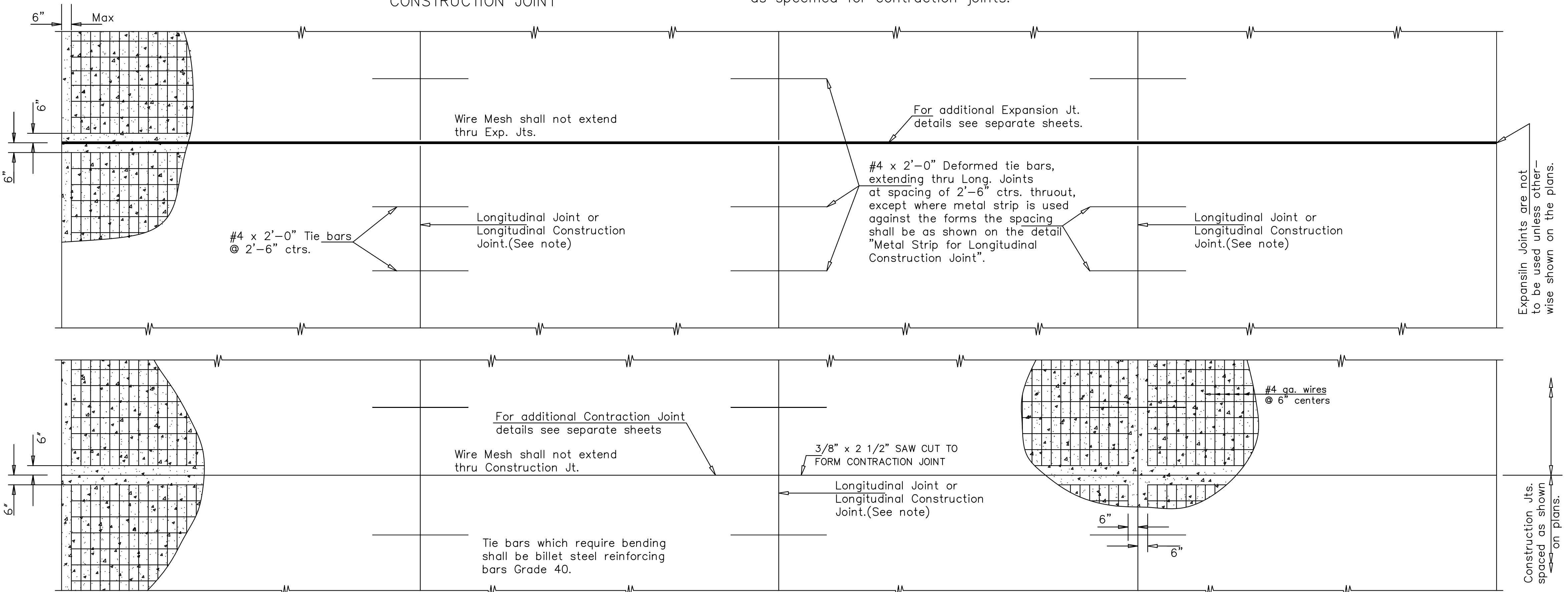
TRANVERSE SECTION

** Note: The 3 1/2" as shown on standard sheet is a nominal dimension and may be subject to a normal unevenness due to placement operations.

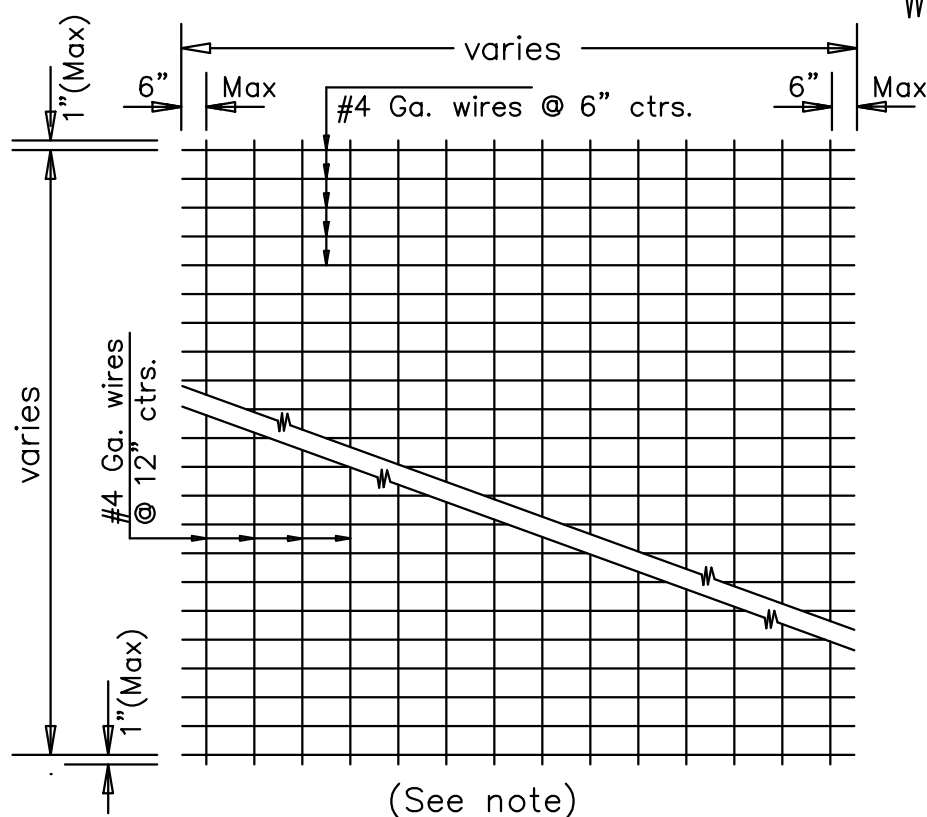
Note: A Construction Joint is required when the pour has been interrupted for a substantial length of time or at the end of a days pour. Transverse Construction Joints shall be sawed and filled as specified for contraction joints.



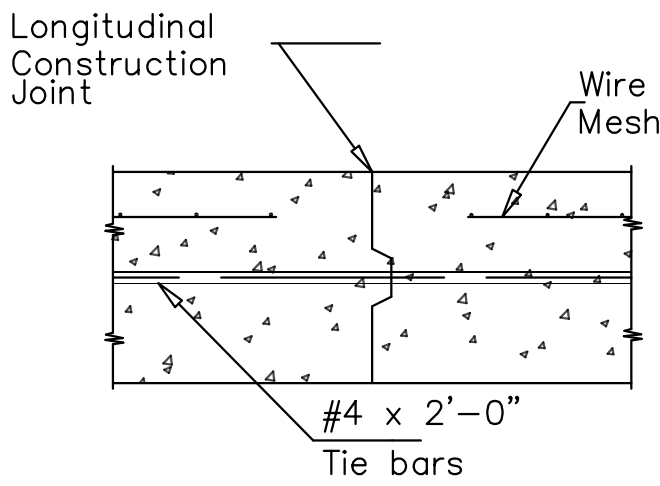
CONSTRUCTION JOINT



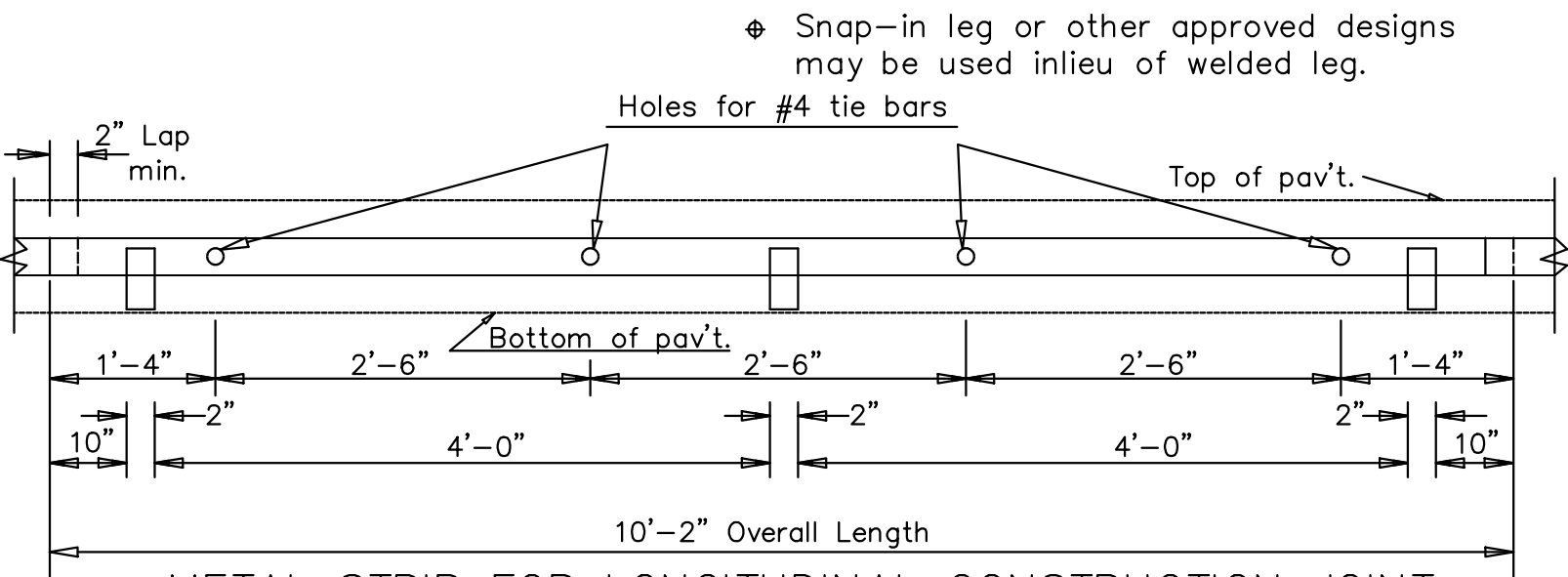
PLAN



TYPICAL SHEET OF WELDED WIRE MESH



LONGITUDINAL CONSTRUCTION
JOINT DETAIL
TRANSVERSE SECTION



TO BE USED ONLY AGAINST FORMS. SHALL NOT EXTEND THROUGH CONTRACTION OR EXPANSION JOINTS. OTHER TYPES OF CONSTRUCTION SHALL BE PERMITTED WITH THE APPROVAL OF THE ENGINEER.

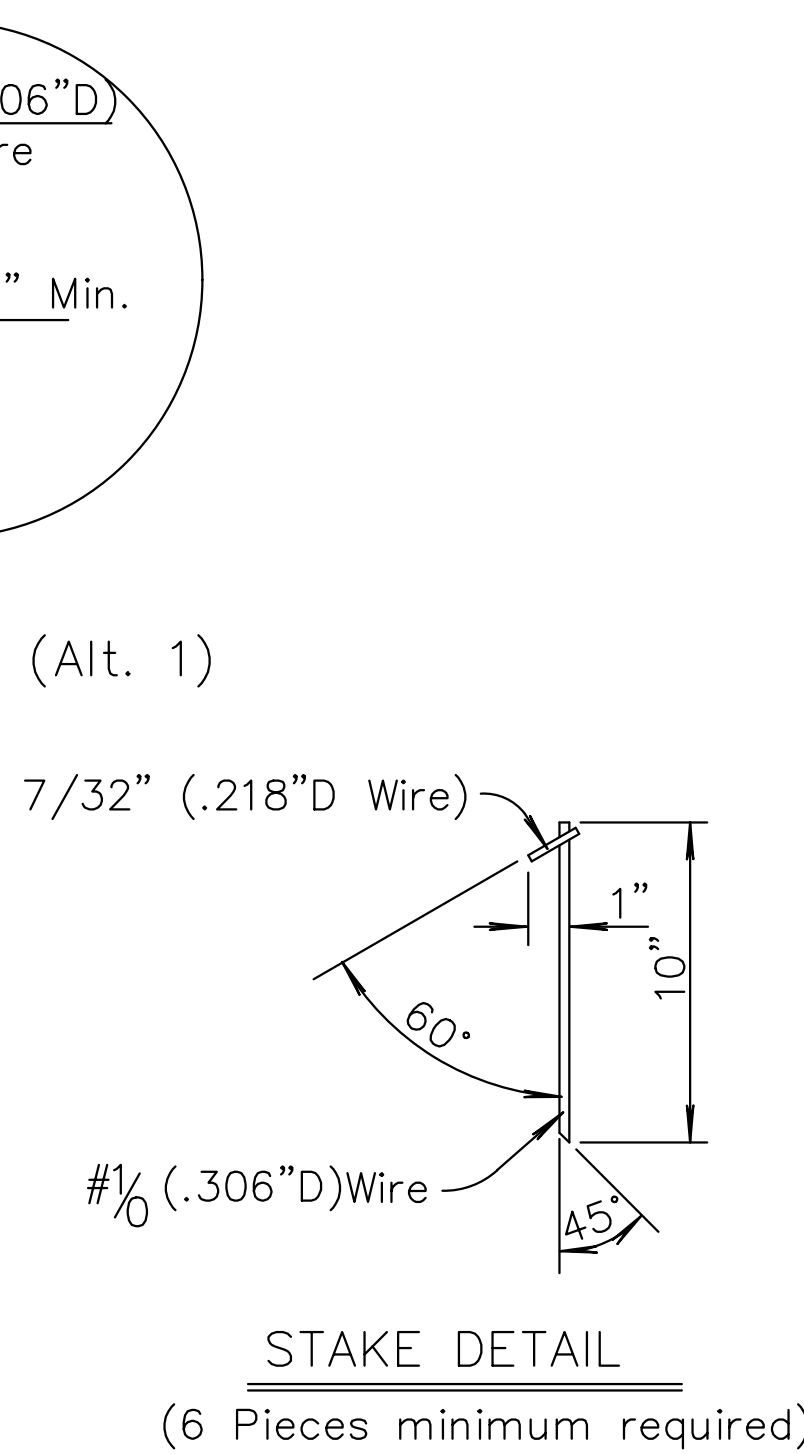
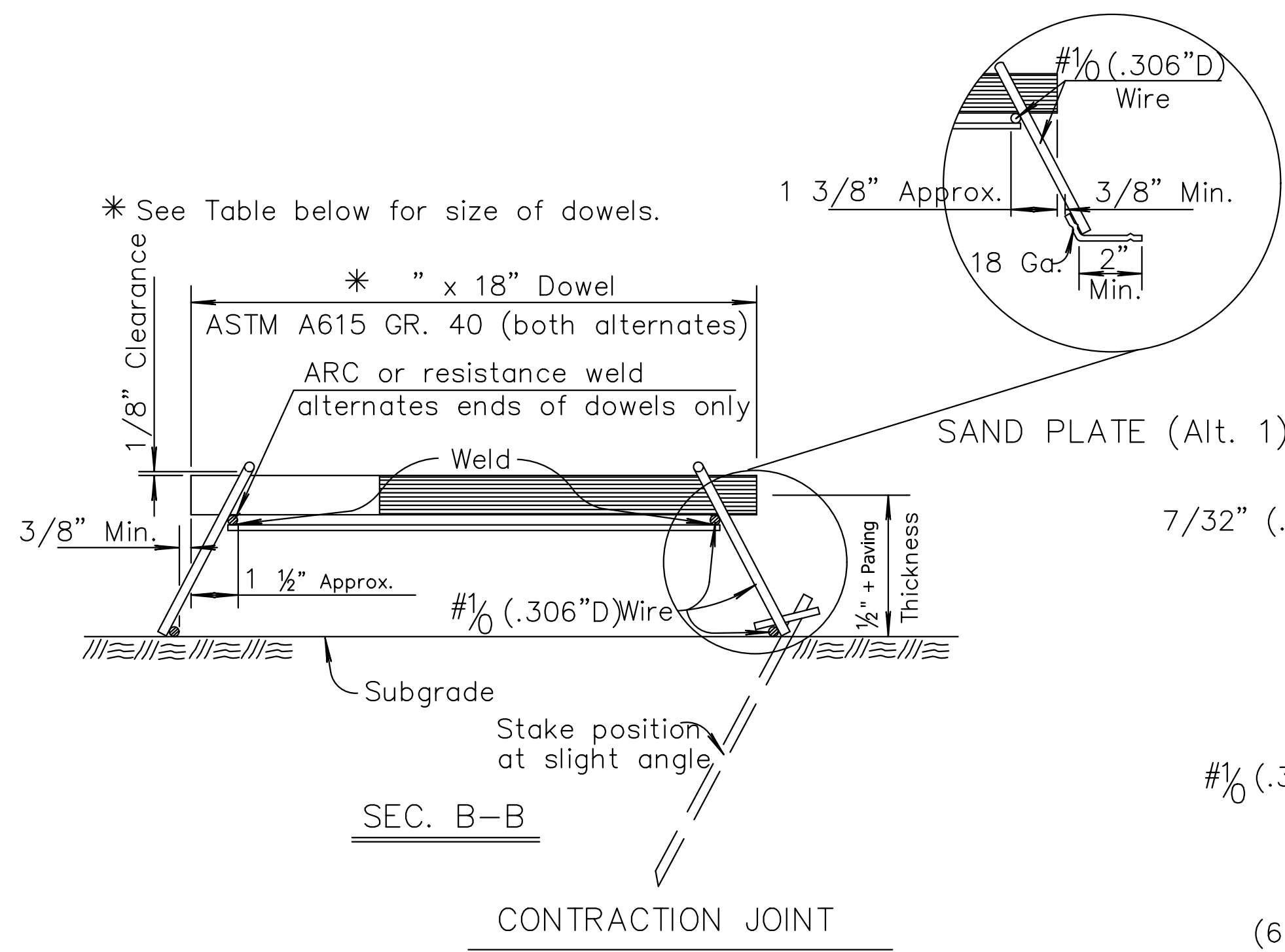
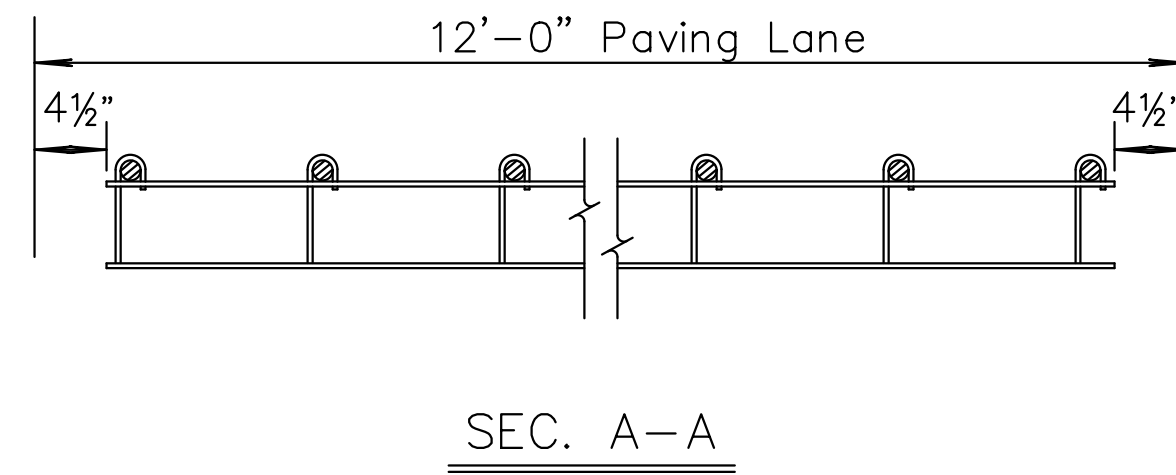
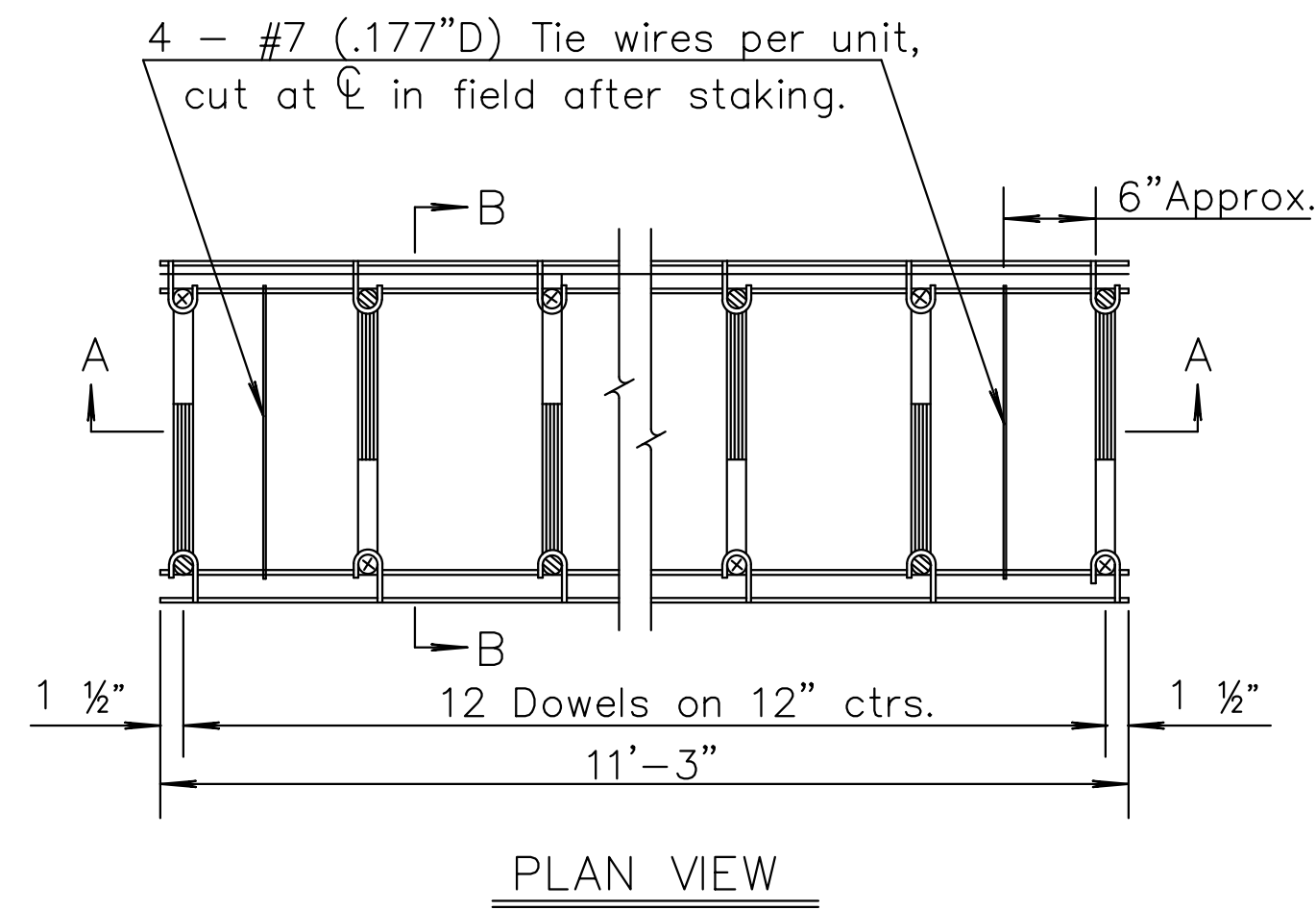
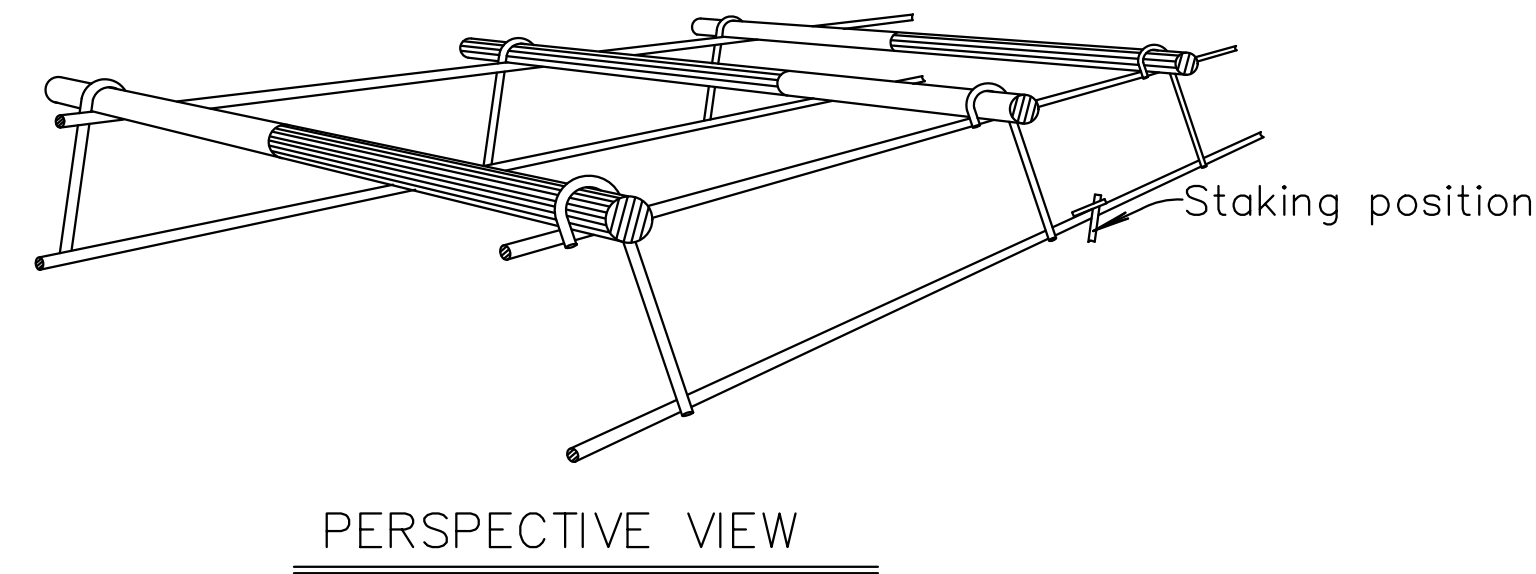


CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

CONCRETE PAVEMENT DETAILS

CITY ENGINEER
PAUL GUNZELMAN, P.E.

PROJECT NUMBER 458-2026-085647	OCA NUMBER	DATE 4/16/2026
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 14 of 26



DOWEL SIZE	
D (in.)	Diameter
6 < D < 9	1"
9 ≤ D < 11	1 1/4"
D ≥ 11	1 1/2"

PAVEMENT DEPTH
D= _

GENERAL NOTE

Dowel bar insertion may be by mechanical dowel placers regardless of the joint spacing.

Each dowel bar shall be coated with an epoxy coating that meets the standard specifications. The coating material shall be a powdered epoxy resin approved by the City of Wichita and shall be uniformly applied according to accepted practiced and the resin manufacturer's recommendations. For Alt. 1 the coating need not be applied to the end faces of the bars and will not be required within 2" of the end which will be fixed in the supporting basket by welding.

The cutting to length of the dowel bars shall be done in such a manner to result in no appreciable deformation of the ends.

Alt. 1 (Baskets)

Wire sizes shown are minimum required.

Basket to be staked to sub-grade, as shown. Ramset or similar type fastener with clip to be use when subgrade condition requires it.

A string line shall be stretched between the pavement forms along the center line of joint. The position of the joint shall be carefully marked so that the saw cut will coincide with the center line of the joint.

In order to identify the location to the bond breaker application, the working end of dowel and the supporting leg shall receive a light application of red paint at the place of fabrication. The bond breaker to be applied in the field prior to concrete placement shall consist of coating approximately three-fifths of the length of each dowel bar with hard grease at the working end identified by the red paint.

The entire joint assembly shall be carefully leveled so that the dowels are parallel to the slab surface and free to slide in the dowel holders. Any coating scraped off the dowels in assembling the joint shall be replaced.

After the complete contraction joint is assembled, it shall be checked to be certain that the vertical plane of joint will be perpendicular to the slab unless shown otherwise on the plans. The dowels shall be checked to be certain that they are level and will remain in a position parallel with the finished surface of the slab.

Concrete shall be placed over and adjacent to the joint in accordance with the requirements of the Specifications.

Other approved designs may be used in lieu of the type shown.

Alt. 2 (Mechanical placement)

Joint spacing shall be normal to centerline.

The pavement shall be placed and consolidated to full depth prior to insertion of the dowel bars.

The dowel bars shall be coated with a bond breaking agent prior to insertion into the plastic concrete.

The dowel bars shall be inserted into the plastic concrete ahead of the finishing beam or screed.

The installing device shall consolidate the concrete around the dowel bars such that no voids exist, without the supplemental use of hand held vibrators.

The dowel bars shall be located within one inch of the planned transverse location and within the range of depth of $D/2 \pm 0.1 D$ measured from mid depth and mid length of the bar where D represents the pavement thickness.

The dowel bars shall be located within two inches of the planned longitudinal location.

The dowel bars shall be parallel to the pavement surface and centerline within a tolerance of one half inch in 18 inches in both the vertical and horizontal direction.

The forward movement of the finishing beam or screed shall not be interrupted by the inserting of the dowel bars.

A positive method of marking the locations of the transverse joints shall be provided.



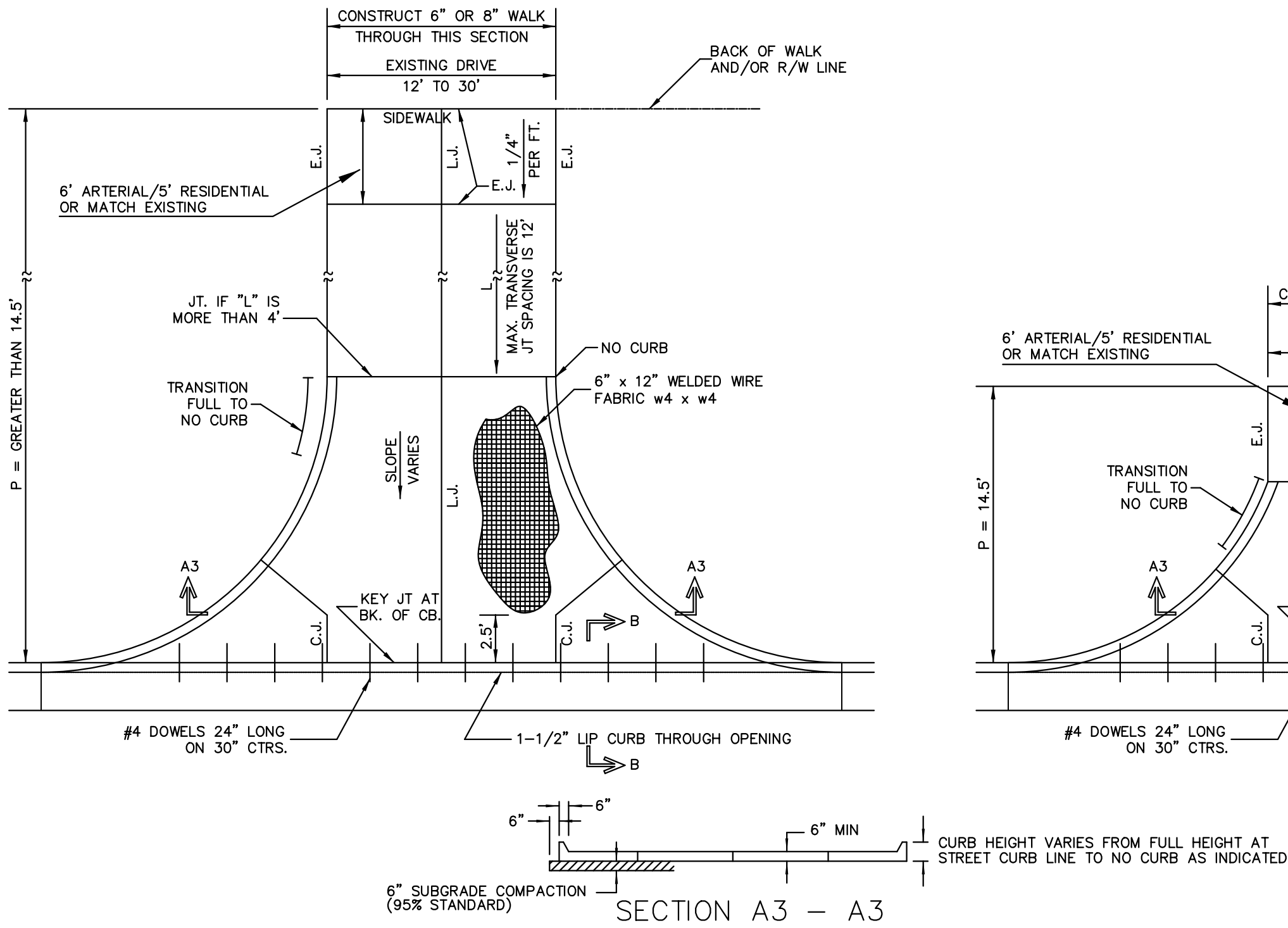
CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

REVISD: NOVEMBER 2015

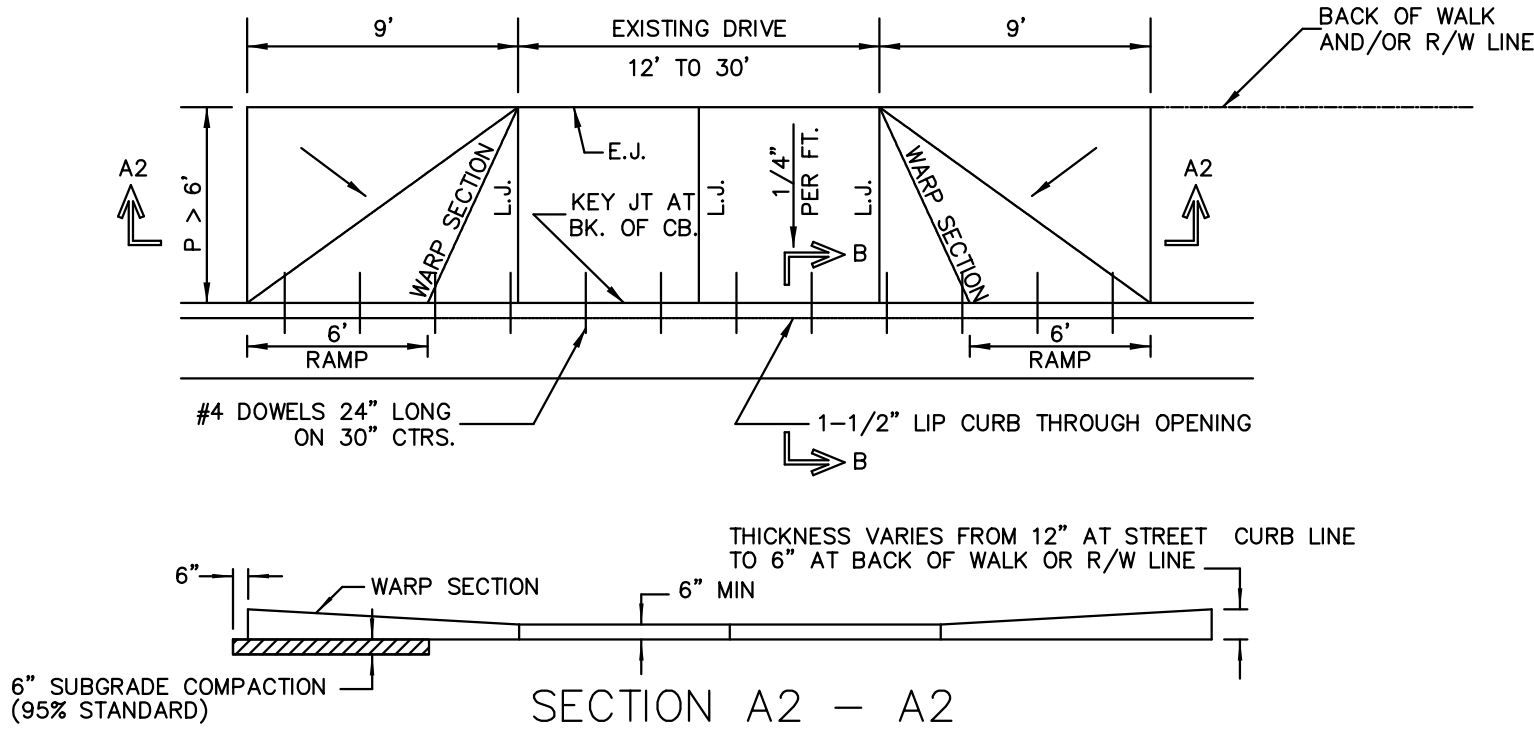
**CONTRACTION &
EXPANSION JT. DOWEL
ASSEMBLIES**

CITY ENGINEER
PAIL GUNZELMAN, P.E.

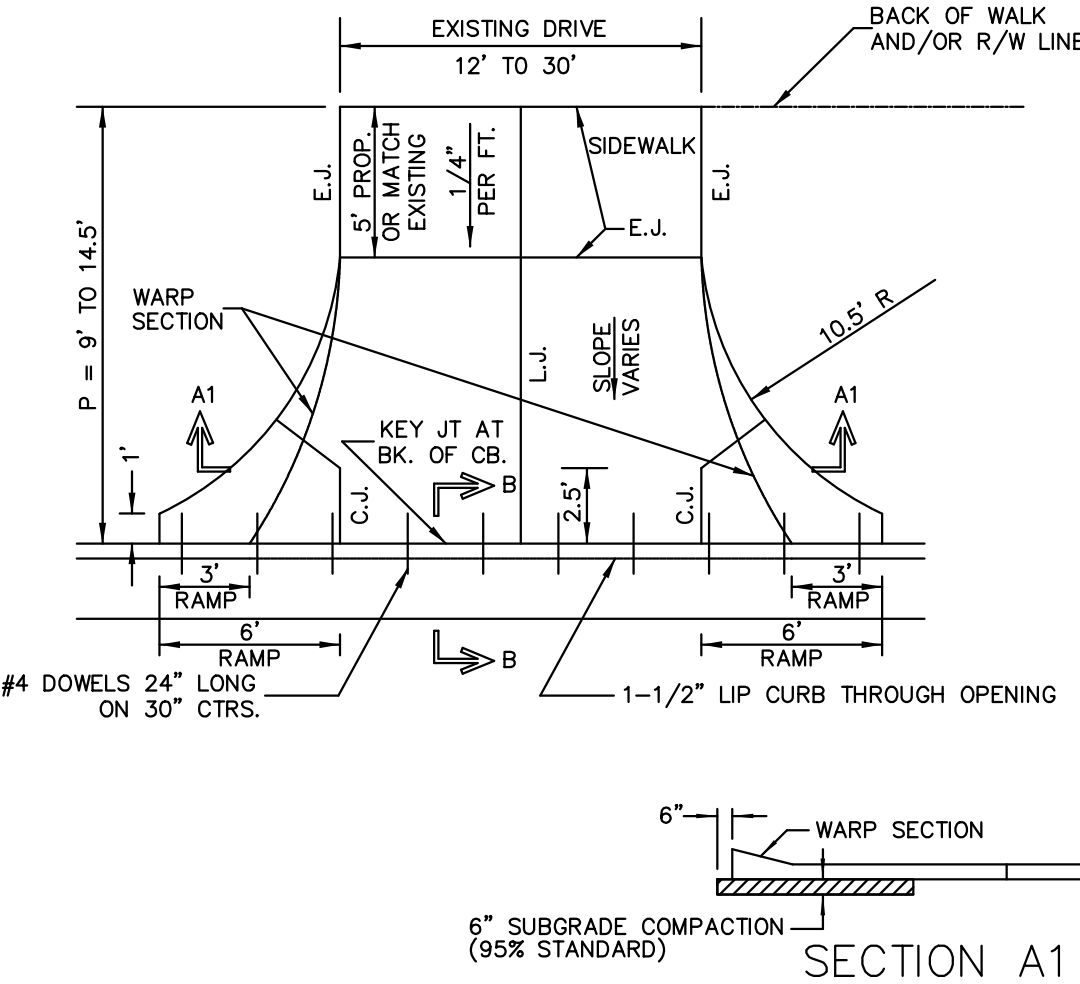
PROJECT NUMBER 458-2026-085647	OCA NUMBER	DATE 4/16/2026
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 15 of 26



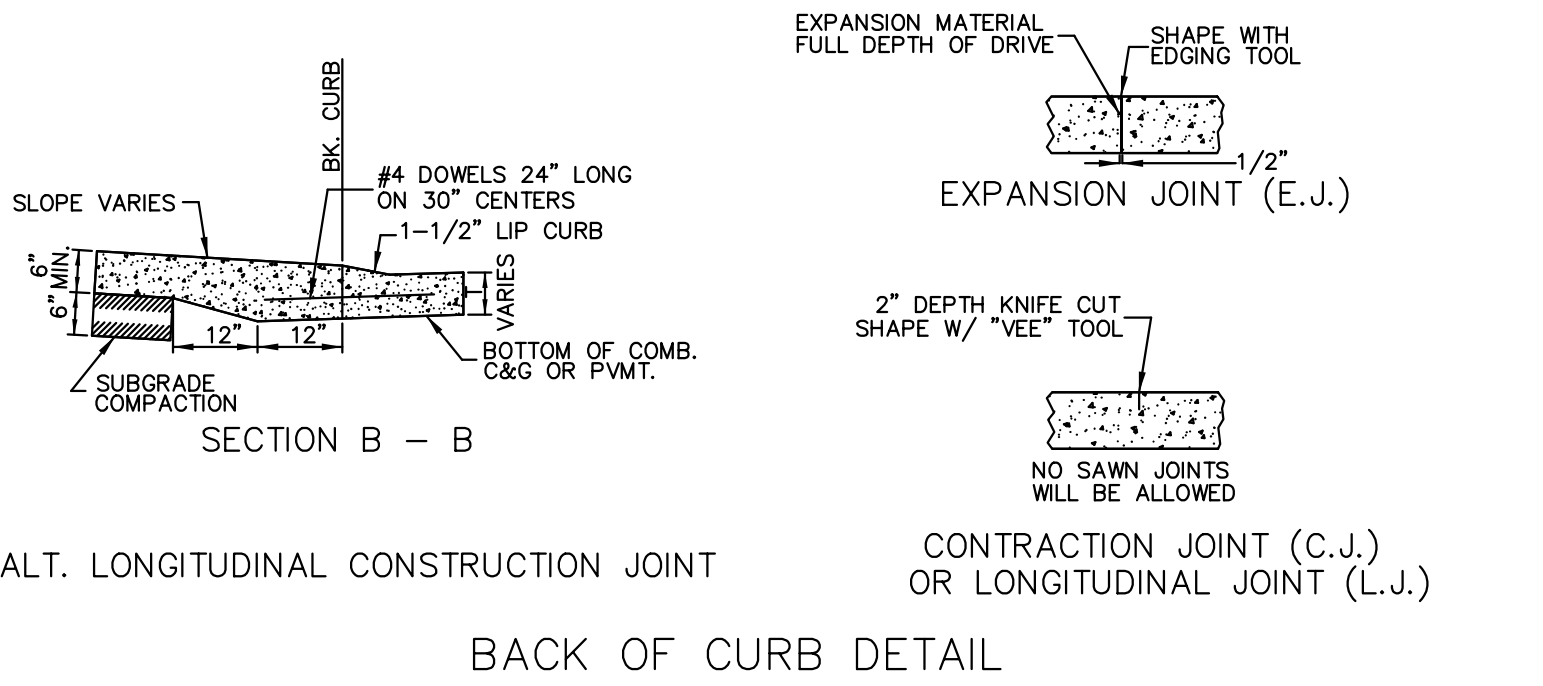
FULL RADIUS DRIVES (ARTERIAL/COLLECTOR DRIVEWAY)



FULL RAMP DRIVES (P = 4.0' & 6.5')



RADIUS RAMP DRIVES (RESIDENTIAL DRIVEWAY)



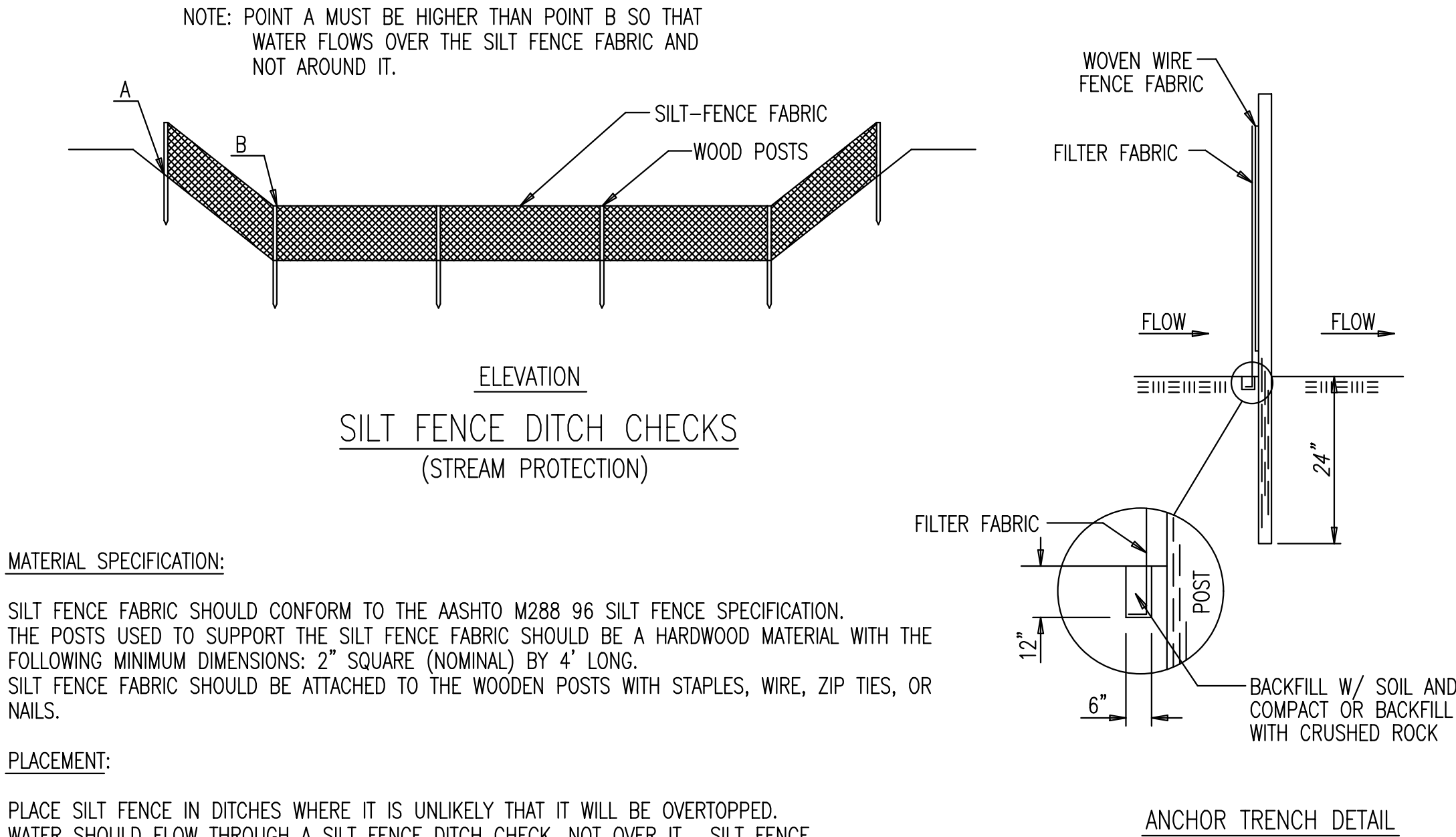
BACK OF CURB DETAIL

1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A WIDTH DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A WIDTH DIMENSION GREATER THAN 24'.
3. DRIVEWAY WIDTH DENOTED AS WIDTH ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 12' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
4. CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
5. ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
6. ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
7. DRIVEWAYS ONLY ON RESIDENTIAL PROPERTIES ONLY CAN BE CONSTRUCTED WITH 6" IN THICKNESS AND CAN BE WITHOUT REINFORCEMENT.
8. ALL DRIVEWAYS TO NONRESIDENTIAL PROPERTY SHALL BE A MINIMUM OF 8" IN THICKNESS AND SHALL HAVE REINFORCEMENT WITH 6"x12", W4xW4.



CITY OF
WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

STANDARD DRIVE ENTRANCES FULL HEIGHT CURB		
CITY ENGINEER PAUL GUNZELMAN, P.E.		
PROJECT NUMBER 458-2026-085647	OCA NUMBER	DATE 4/16/2026
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 16 of 26



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 6R LESS. FOR SLOPES STEEPER THAN 6%, ROCK CHECKS SHOULD BE USED.

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

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

PROPER INSTALLATION METHOD:

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

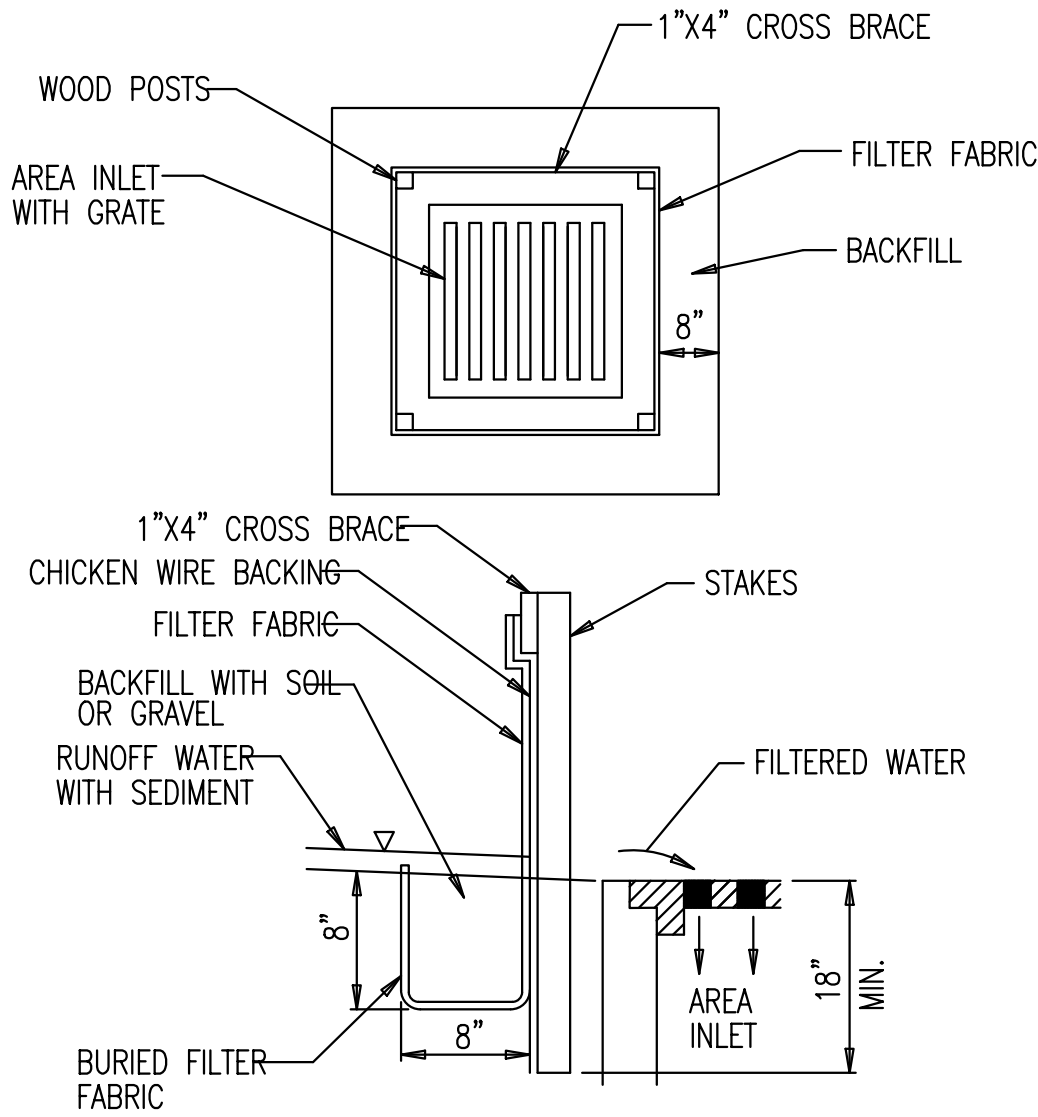
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



SILT FENCE BARRIERS FOR AREA INLETS (INLET PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

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

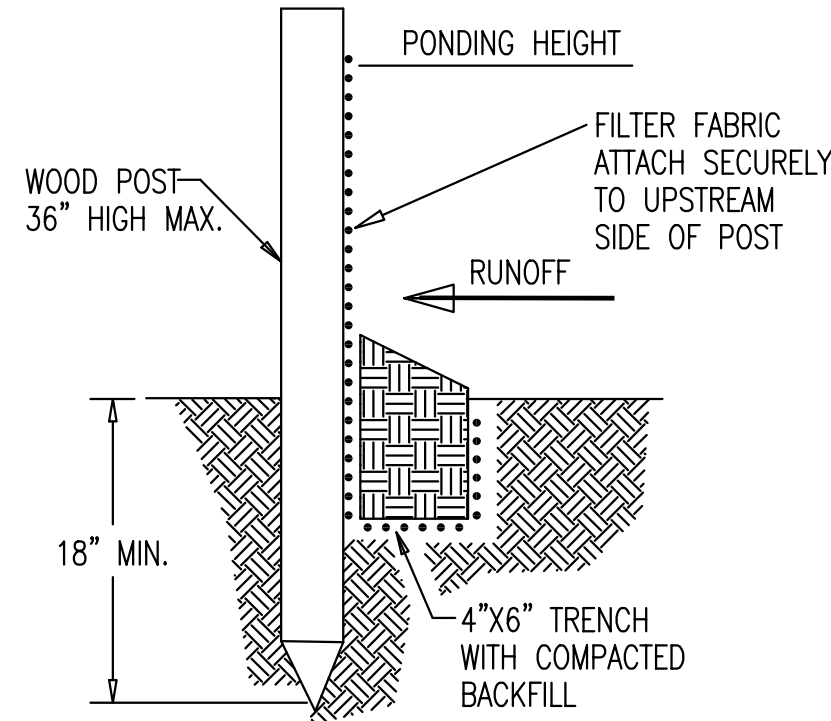
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



SILT FENCE BARRIERS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

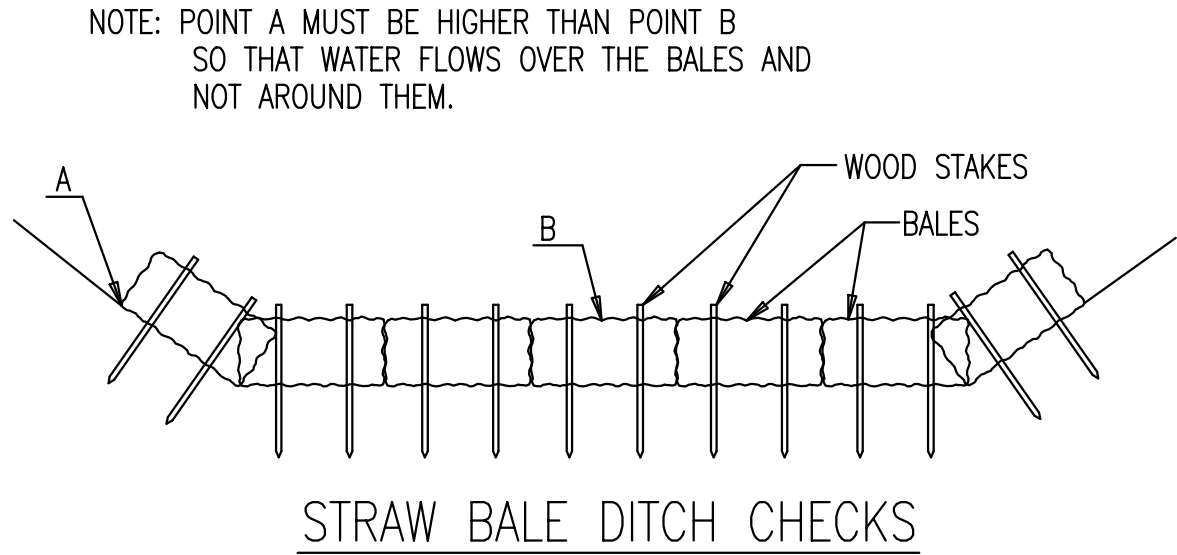
WHEN PRACTICABLE, DO NOT PLACE SILT FENCE SLOPE BARRIERS ACROSS CONTOURS. SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. WHEN THE FLOW CONCENTRATES, IT OVERTOPS THE BARRIER AND THE SILT FENCE SLOPE BARRIER QUICKLY DETERIORATES. DO NOT PLACE SILT-FENCE POSTS ON THE UPSLOPE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

INSPECTION AND MAINTENANCE:

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

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

 CITY OF WICHITA PUBLIC WORKS & UTILITIES ENGINEERING DIVISION	SILT FENCE DITCH CHECK AND BARRIER DETAILS		
	CITY ENGINEER PAUL GUNZELMAN, P.E.		
	PROJECT NUMBER 458-2026-085647	OCA NUMBER	DATE 4/16/2026
	CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 17 of 26



MATERIAL SPECIFICATION:

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

PLACEMENT:

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

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

PROPER INSTALLATION METHOD:

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

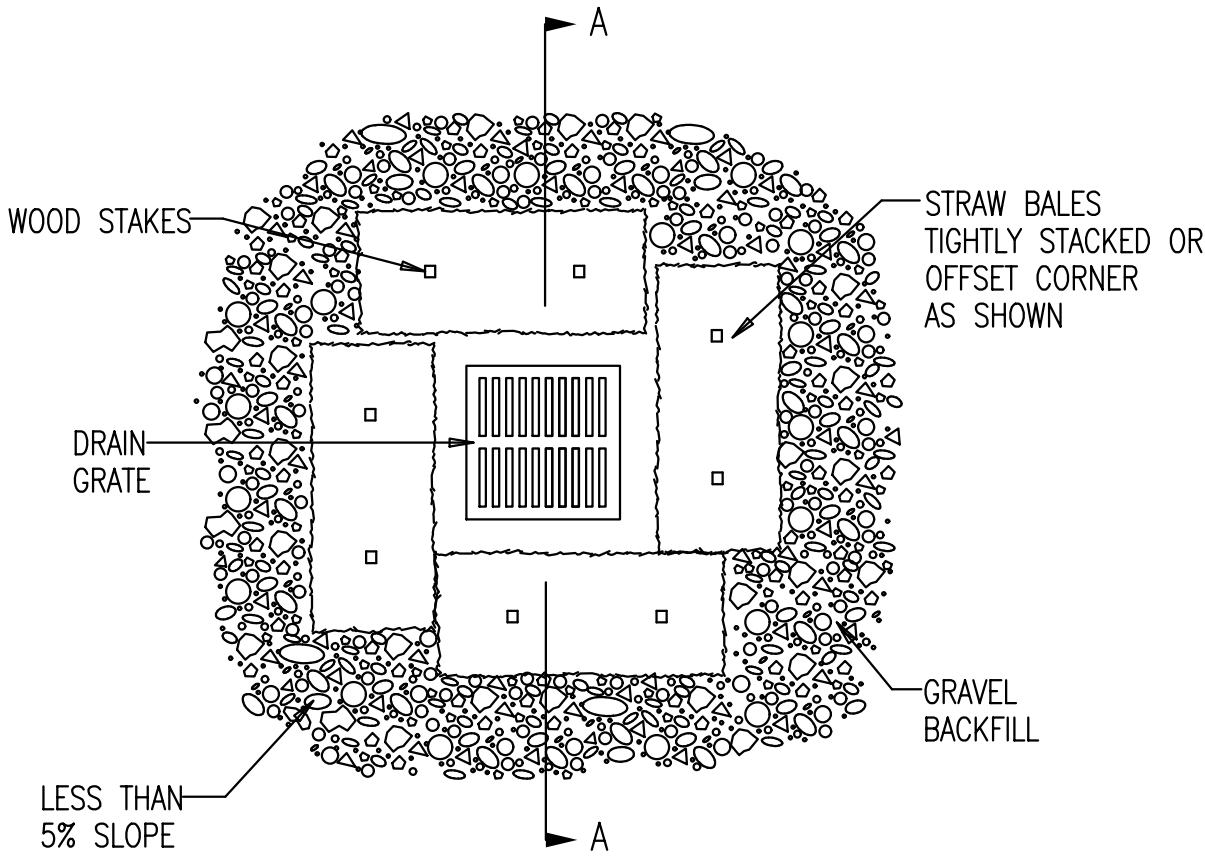
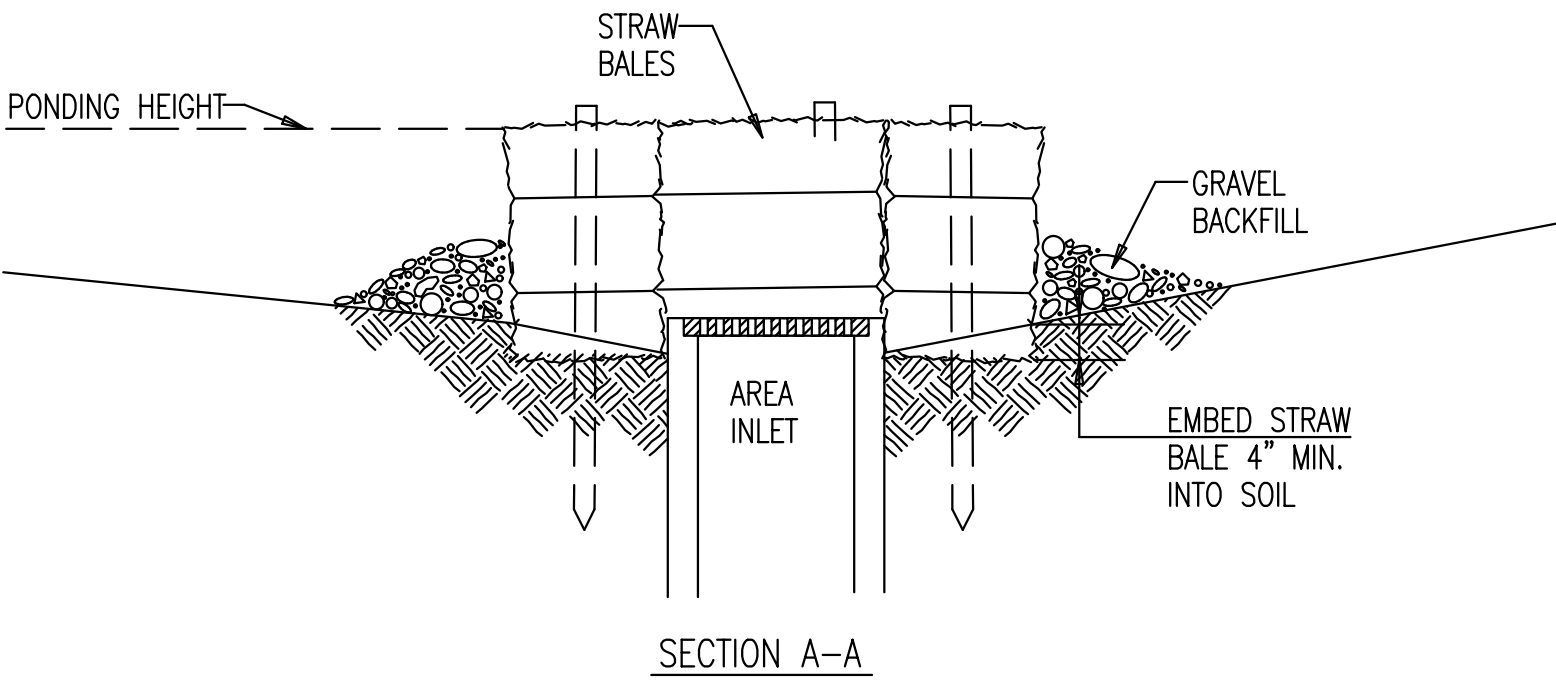
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



STRAW BALE BARRIERS FOR AREA INLETS
(INLET PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

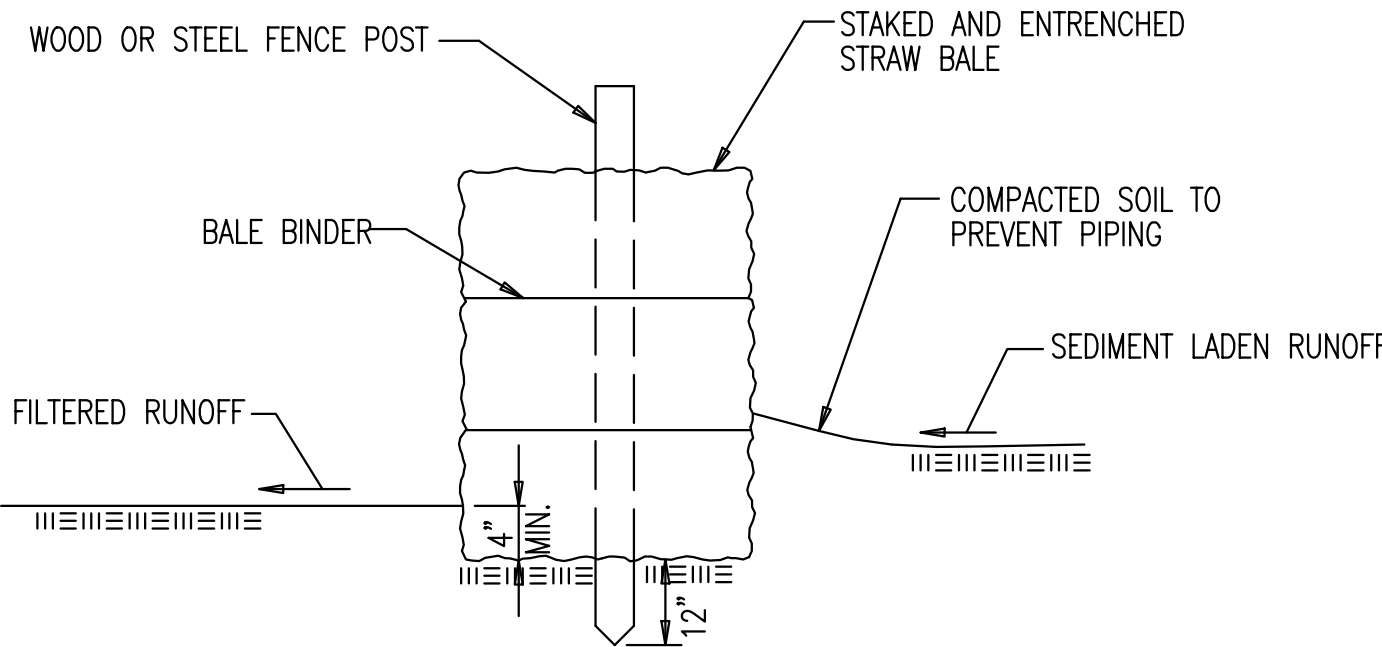
LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH THE LENGTH OF THE PLANNED SLOPE BARRIER THAT IS 4" DEEP AND A BALE'S WIDTH WIDE. MAKE SURE THAT THE TRENCH IS EXCAVATED ALONG A SINGLE CONTOUR. WHEN PRACTICABLE, SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. PLACE THE SOIL ON THE UPSLOPE SIDE OF THE TRENCH FOR LATER USE. PLACE THE BALES IN THE TRENCH, MAKING SURE THAT THEY ARE BUTTED TIGHTLY. TWO STAKES SHOULD BE DRIVEN THROUGH EACH BALE ALONG THE CENTERLINE OF THE DITCH CHECK, APPROXIMATELY 6" TO 8" IN FROM THE BALE ENDS. STAKES SHOULD BE DRIVEN AT LEAST 12" INTO THE GROUND. ONCE ALL THE BALES HAVE BEEN INSTALLED AND ANCHORED, PLACE THE EXCAVATED SOIL AGAINST THE UPSLOPE SIDE OF THE CHECK AND COMPACT IT. THE COMPACTED SOIL SHOULD BE NO MORE THAN 3" TO 4" DEEP.

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

WHEN PRACTICAL, DO NOT PLACE BALE SLOPE BARRIERS ACROSS CONTOURS. SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. CONCENTRATED FLOW OVER A SLOPE BARRIER CREATES A SCOUR HOLE ON THE DOWNSLOPE SIDE OF THE BARRIER. THE SCOUR HOLE EVENTUALLY UNDERMINES THE BALES AND THE BARRIER FAILS. DO NOT PLACE BALE SLOPE BARRIERS IN AREAS WITH SHALLOW SOILS UNDERLAIN BY ROCK. IF THE BARRIER IS NOT ANCHORED SUFFICIENTLY, IT WILL WASH OUT. BALE SLOPE BARRIERS MUST BE DUG INTO THE GROUND. BALES AT GROUND LEVEL DO NOT WORK BECAUSE THEY ALLOW WATER TO FLOW UNDER THE BARRIER.

INSPECTION AND MAINTENANCE:

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

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

 CITY OF WICHITA <i>PUBLIC WORKS & UTILITIES ENGINEERING DIVISION</i>	STRAW BALE DITCH CHECK AND BARRIER DETAILS		
	CITY ENGINEER PAUL GUNZELMAN, P.E.		
	PROJECT NUMBER 458-2026-085647	OCA NUMBER	DATE 4/16/2026
	CITY ENGINEER'S OFFICE <i>CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501</i>		SHEET 18 of 26

GENERAL NOTES

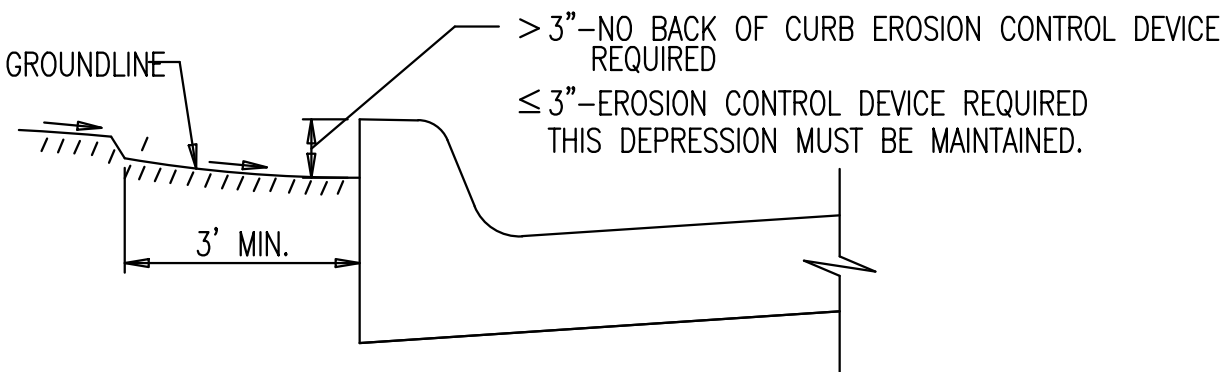
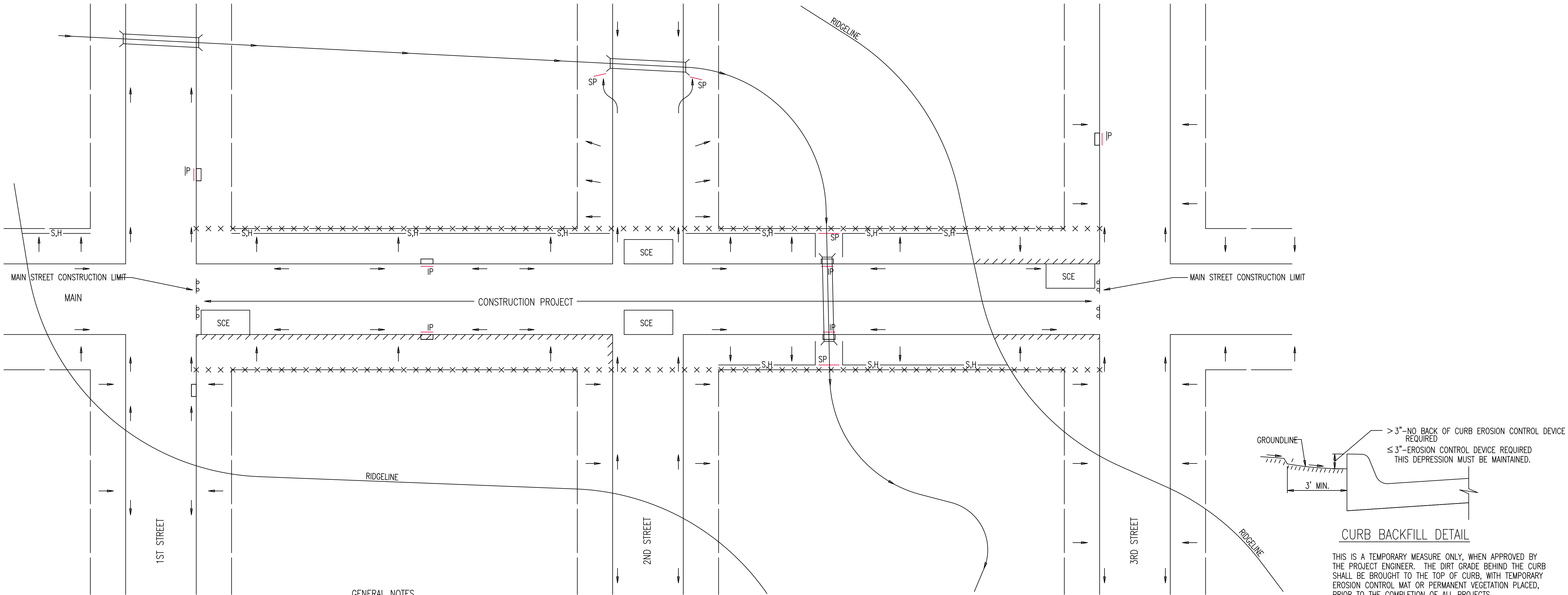
1. THIS SHEET IS INTENDED TO PROVIDE GUIDELINES AS TO WHAT TYPES OF EROSION CONTROL DEVICES WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS. CONTRACTORS ARE EXPECTED TO BID PROJECTS ACCORDINGLY.

2. EROSION CONTROL DEVICES MUST BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE CONSTRUCTION PROCESS AND UNTIL THE DISTURBED EARTH IS RESTABILIZED.

3. IF THE PROJECT WILL DISTURB 1 ACRE OR MORE, A FEDERAL/STATE NPDES STORMWATER PERMIT IS REQUIRED. A DETAILED STORMWATER POLLUTION PREVENTION PLAN, IS REQUIRED. THE EROSION CONTROL DEVICES SHOWN ON THIS SHEET ARE CONSIDERED TO BE THE MINIMUM TO BE SHOWN IN THE POLLUTION PREVENTION PLAN.
4. FOR PROJECTS DISTURBING LESS THAN 1 ACRE, CONTRACTORS ARE ENCOURAGED TO PREPARE STORMWATER POLLUTION PREVENTION PLANS PRIOR TO CONSTRUCTION. EROSION CONTROL DEVICES MUST BE USED ON ALL PROJECTS.

5. FAILURE TO USE AND MAINTAIN EROSION CONTROL DEVICES IS A VIOLATION OF SECTION 16.32 OF THE CITY CODE AND WILL SUBJECT THE CONTRACTOR TO THE PENALTIES PROVIDED FOR THEREIN.

6. THE APPLICATION OF EROSION CONTROL DEVICES SHOWN ON THIS SHEET IS FOR SITUATIONS NORMALLY ENCOUNTERED. FROM TIME TO TIME, SITUATIONS WILL ARISE THAT MAY REQUIRE A DIFFERENT DEVICE OTHER THAN THOSE SHOWN. EROSION CONTROL DEVICES, OTHER THAN THOSE SHOWN, MAY BE UTILIZED AS LONG AS THEY ARE EFFECTIVE AND MAINTAINED.



CURB BACKFILL DETAIL

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

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

GENERAL NOTES

1. THE INTENT OF ALL EROSION CONTROL DEVICES IS TO KEEP ALL SEDIMENT CONFINED TO THE CONSTRUCTION SITE, AND OUT OF ALL UNDERGROUND PIPES, DITCHES, LAKES, AND OTHER DRAINAGE FACILITIES, AND OFF OF STREETS.

2. THE POINT OF COMPLIANCE IS GENERALLY THE RIGHT-OF-WAY LINES WITHIN THE LIMITS OF CONSTRUCTION.

3. EROSION CONTROL DEVICES WILL BE REQUIRED AT ALL POINTS ALONG THE PROJECT WHERE DISTURBED EARTH CAN DRAIN ONTO PRIVATE PROPERTY.

4. INLET PROTECTION DEVICES WILL BE REQUIRED WHEREVER WATER CAN DRAIN OFF THE PROJECT SITE INTO AN INLET, INCLUDING ANY SIDE STREET INLETS.

5. EROSION CONTROL DEVICES SHALL BE INSTALLED AT CREEK CROSSINGS SO AS TO PREVENT SEDIMENT FROM ENTERING THEREIN.

6. STABILIZED CONSTRUCTION ENTRANCES SHALL BE PROVIDED, AS NEEDED, TO PREVENT MUD FROM TRACKING ONTO STREETS NOT UNDER CONSTRUCTION AND ON STREETS WITHIN THE PROJECT LIMITS IF TRAFFIC IS BEING MAINTAINED THROUGH THE PROJECT.
7. ANY MUD TRACKED ONTO STREETS MUST BE REMOVED AT THE END OF EACH WORK DAY.

8. THE CONTACTOR WILL BE REQUIRED TO PLACE EROSION CONTROL DEVICES BACK OF CURB, WHENEVER WATER CAN DRAIN OVER CURB, TO KEEP ERODED SOIL OUT OF THE GUTTERLINES, IN ACCORDANCE WITH THE FOLLOWING:

A. THE DEVICE REQUIRED WILL BE APPROVED EROSION CONTROL MAT LISTED ON THE CITY'S APPROVED MATERIAL LIST. SAID BLANKET SHALL BE PLACED OVER THE APPROPRIATE SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS. (SEE SOIL EROSION BMPs – BACK OF CURB SEDIMENT BARRIER DETAILS)

B. THIS DEVICE SHALL BE INSTALLED IMMEDIATELY WHENEVER THE CURB IS BACKFILLED TO WITHIN 3" OF THE TOP OF CURB. (SEE CURB BACKFILL DETAIL) OTHER BMP'S MAY BE REQUIRED AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE CURB.

C. ADDITIONALLY, OTHER EROSION CONTROL DEVICES (HAY BALES, SILT FENCE, ETC.) WILL BE INSTALLED AT LOCATIONS OF CONCENTRATED FLOW RESULTING IN SEDIMENT OVERRUNNING THE MAT.

D. SHOULD THE PROJECT PLANS SPECIFY THAT THE RIGHT-OF-WAY IS TO BE SODDED, THE EXCELSIOR MAT WILL NOT BE REQUIRED SO LONG AS THE SOD IS PLACED WITHIN 48 HOURS AFTER CURB BACKFILL REACHES A HEIGHT OF 3" OR LESS FROM TOP OF CURB. (SEE CURB BACKFILL DETAIL)



CITY OF
WICHITA

PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

STREET IMPROVEMENT
PROJECTS

CITY ENGINEER
PAUL GUNZELMAN, P.E.

PROJECT NUMBER 458-2026-085647	OCA NUMBER	DATE 4/16/2026
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 19 of 26

PHASE I

Phase I construction shall construct all improvements along Dodge Street between the project limits shown. Construction shall be completed in a single phase with traffic control adjusted as necessary to maintain local access to adjacent properties and side streets. Major items of work shall include pavement removal and replacement, storm sewer construction, curb & gutter, and driveway construction. Temporary closures and lane shifts shall be implemented as required to safely accommodate construction operations.

1. The construction phasing indicates major items of work and a general sequence of construction. It does not include all items of work. Certain situations may arise which preclude adhering to the original Construction Phasing. Should this occur, the Contractor may submit to the Engineer an alternate plan for approval.
2. All traffic control shall conform to the latest edition of the Manual of Uniform Traffic Control Devices (MUTCD).
3. Speed limit in the work zones shall remain the same prior to construction unless otherwise noted on the plans or at the discretion of the Engineer.
4. All existing signs in conflict with the traffic control or the final lane configuration shall be covered or removed and either reset or stored on site for retrieval by the Owner as directed by the Engineer. Existing signs necessary for traffic during construction shall be adjusted (and later reset), as necessary, as directed by the Engineer.
5. Pavement markings conflicting with the traffic control shall be either removed or covered with an approved removable tape during construction. Temporary pavement markings shall be Type I Temporary Pavement Marking Tape. The Contractor shall maintain all temporary pavement markings throughout their intended service life.
6. As work is complete, the Contractor shall install permanent signing and pavement markings as in the pavement marking and signing plans or as directed by the Engineer.
7. The Contractor is to build a temporary 3:1 slope along the centerline through the construction area at the end of each work day.
8. The Contractor shall close side roads as needed to complete the work necessary through the intersection. All side road closures shall be approved by the Engineer prior to the closure. No two consecutive side roads shall be closed at the same time.
9. The Contractor will be required to provide access to property owners or occupants during construction. The Contractor shall provide seven (7) days notice to property owners and occupants before beginning improvements in the vicinity of their property.
10. The Contractor shall only close drives/entrances to businesses and residences during the time improvements are being made in the vicinity of the property.
11. The Contractor shall work with adjacent businesses and residents to maintain access as long as possible in advance of the work area and restore access as soon as possible after the construction is completed in the area.
12. The Contractor shall notify all property owners or business owners of any significant traffic changes during construction a minimum of seven (7) days in advance of traffic changing.



TRANSYSTEMS

100 N. BROADWAY
SUITE 245
WICHITA, KANSAS 67202
MAIN: 316-303-3000

DODGE STREET STORMWATER IMPROVEMENTS

WICHITA, KANSAS



PROJ NO: 458-2026-085647

SCALE: 1"=75'

DATE: 4/16/2026

DESIGNED BY: DJK

DRAWN BY: DJK

CHECKED BY: MDB

SHEET TITLE:

CONSTRUCTION PHASING OVERVIEW

SHEET NO.

21

SHEET 21 OF 26

Drawn By : Road
File : c:\transystems\pw_local\transyscorp-pw1\danavarro\d1523796\te700.dgn
Plotted : 4/16/2026

1) Design Speed: Those items delegated to temporary traffic control should be designed and installed using the posted/legal speed of the roadway prior to work starting.

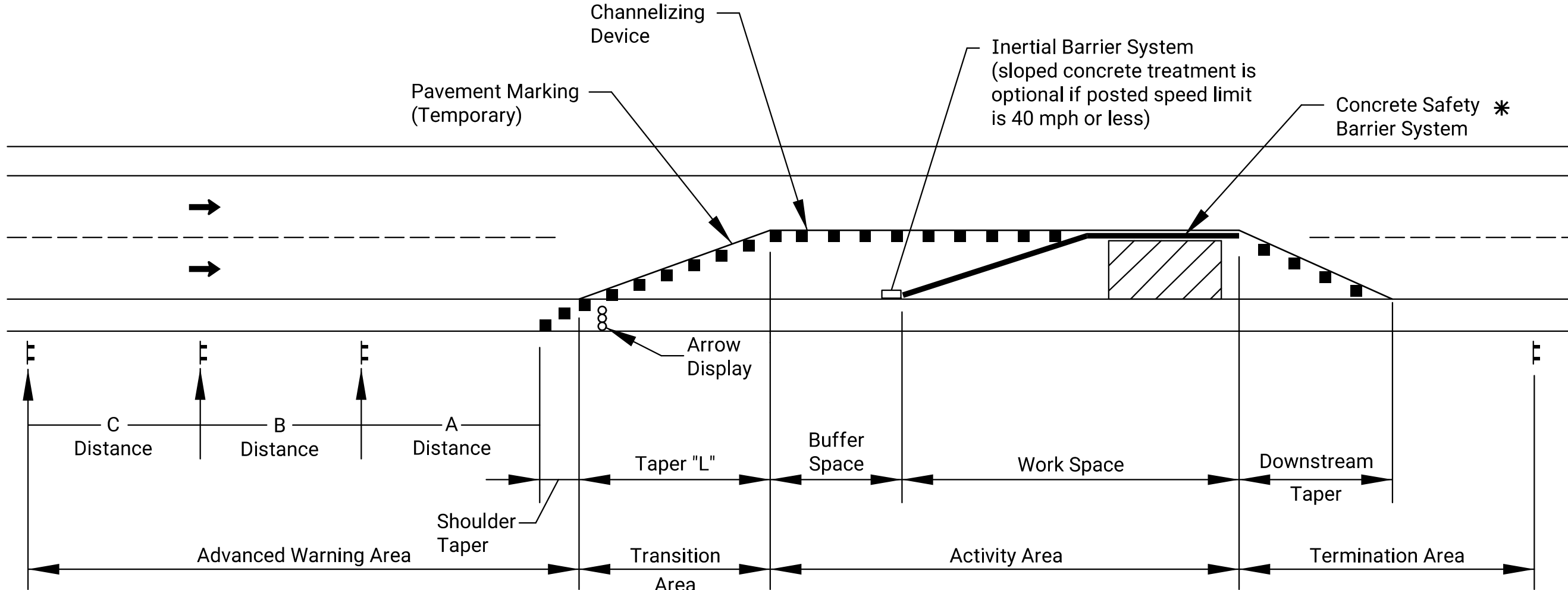
2) Minimum Lane Width: Lane widths shall be a minimum of 11' (measured between centerlines of pavement markings) or as shown on the plans, or as directed by the engineer. A lane width less than 11' may require restricted roadway width signing.

3) Consideration should be made to separate pedestrian and, if needed, bicycle movements from both work site activity and vehicular traffic. Unless a reasonable safe route that does not involve crossing the roadway can be provided, pedestrians should be appropriately directed with advance signing that encourages them to cross to the opposite side of the roadway. In urban and suburban areas with high vehicular traffic volumes, these signs should be placed at intersections (rather than midblock locations) so that pedestrians are not confronted with midblock work sites that will induce them to attempt skirting the work site or making a midblock crossing.

4) When existing pedestrian facilities are disrupted, closed, or relocated, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.

5) When the driving surface open to traffic is milled or is a temporary surface made of loose material, or when directed by the engineer a W8-15 (Grooved Pavement) or W8-7 (Loose Gravel) sign shall be used on mainline approaches. This sign should be placed a "C" distance after the W20-1 (Road Work Ahead) sign. A W8-15p motorcycle plaque shall be used to supplement the W8-15 or W8-7 signs. All signs shall be displayed as long as the condition is present.

6) Alternative temporary rumble strip options may be available. Please contact the Temporary Traffic Control Unit for more information at 785-296-1179 or 785-296-1183.



TYPICAL WORK ZONE COMPONENTS

✱ When concrete barrier system is used, portable channelizing devices are not needed along the tangent barrier section.

Minimum advance warning sign spacing (in feet):

SPEED (MPH) ✱	A	B	C
URBAN (40 MPH OR LOWER)	100	100	100
URBAN (45 MPH OR HIGHER)	350	350	350
RURAL (55 MPH OR LOWER)	500	500	500
RURAL (60 MPH OR HIGHER)	750	750	750
EXPRESSWAY/FREEWAY	1000	1500	2640

✱ Posted speed prior to work starting
The minimum spacing between signs shall be no less than 100', unless directed by the engineer.
The spacing between any signs may be increased beyond the minimum values in the table above as approved by the engineer in order to maximize visibility.

Taper Formulas:

L = WS for speeds of 45 MPH or more

L = WS²/60 for speeds of 40 MPH or less

Where: L = Minimum length of taper in feet
S = Numerical value of posted speed prior to work starting in MPH
W = Width in offset feet

Shifting Taper=1/2 L
Shoulder Taper=1/3 L

Channelizer Placement:

- (1) The spacing between devices in transition area (taper) should not exceed a distance in feet equal to 1/2 the posted speed limit in mph prior to work starting.
- (2) The spacing between devices in the advanced warning area and the activity area should not exceed a distance in feet equal to two times the posted speed limit in mph prior to work starting.
- (3) Channelizing devices shall be placed for optimum visibility, normally at right angles to the traffic flow.
- (4) Place directional indicator barricades in series to direct traffic onto the new path. The arrow sign should not be visible to opposing traffic.
- (5) Alternating diagonal orange and white striping must slope downward in the direction traffic is expected to pass.

Buffer Space

SPEED (MPH) ✱	20	25	30	35	40	45	50	55	60	65	70	75
LENGTH (ft)	115	155	200	250	305	360	425	495	570	645	730	820

✱ Posted speed prior to work starting

Neither work activity nor storage of equipment, vehicles, or material should occur in the buffer space. When a protection vehicle is placed in advance of the work space, only the space upstream of the vehicle constitutes the buffer space.

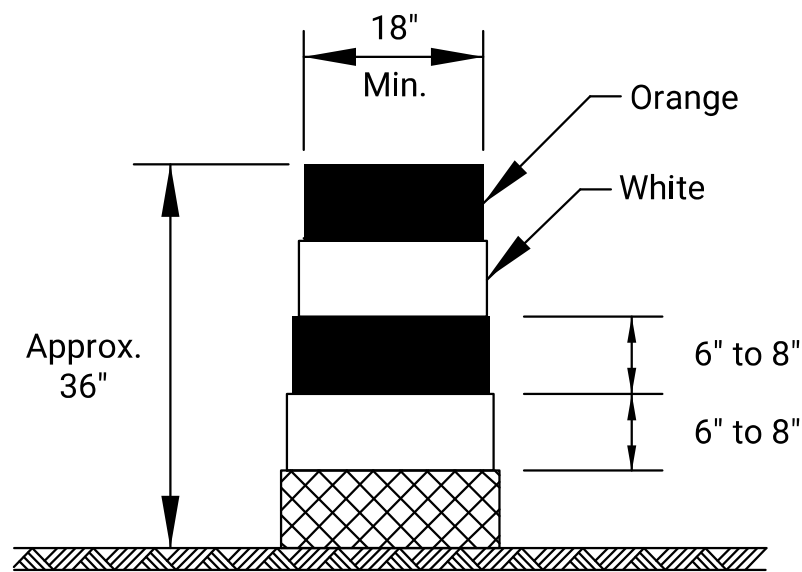
If temporary concrete safety barrier system is used to separate approaching traffic from the work space, the barrier system shall be considered part of the activity area. A full lane width should be available throughout the length of the buffer space. See typical work zone components above.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	458-2026-085647	2026	22	26

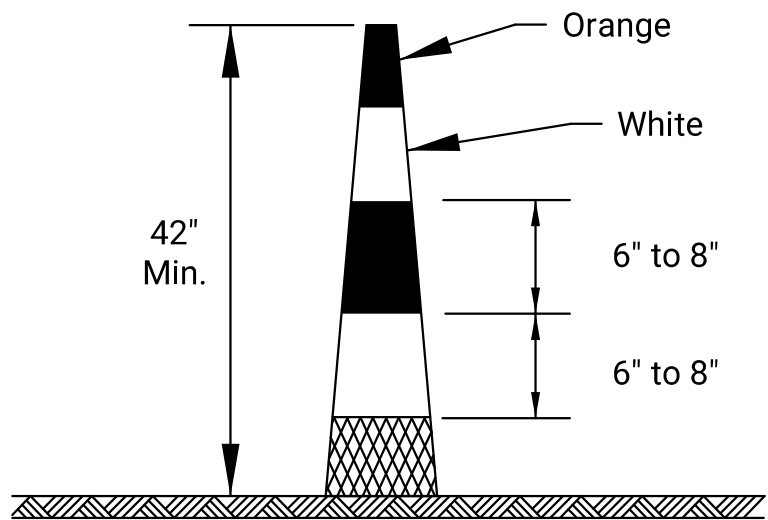
KANSAS DEPARTMENT OF TRANSPORTATION				
TRAFFIC CONTROL GENERAL NOTES				
TE700				
FHWA APPROVAL 03-13-18 APPD. Eric Kocher				
DESIGNED	B.A.H.	DETAILED	R.W.B.	QUANTITIES
DESIGN CK.		DETAIL CK.		QUAN.CK.
TRACED			BY	
TRACE CK.			APPD	

Drawn By : Road
Plotted : 4/16/2026
File : c:\transystems\pw_local\transyscorp-pw1\danavarro\d1523796\te702.dgn

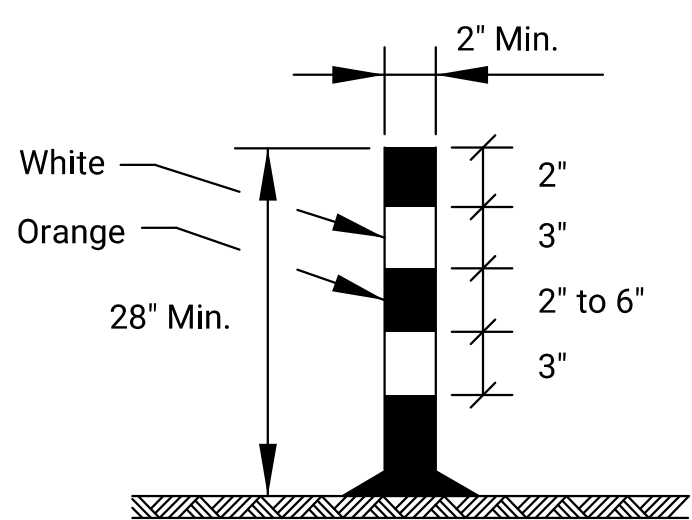
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	458-2026-085647	2026	23	26



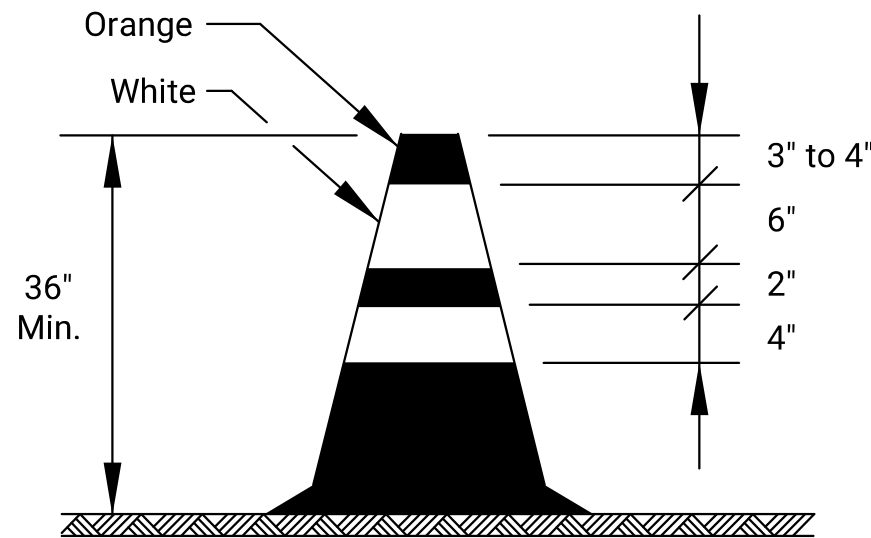
DRUM



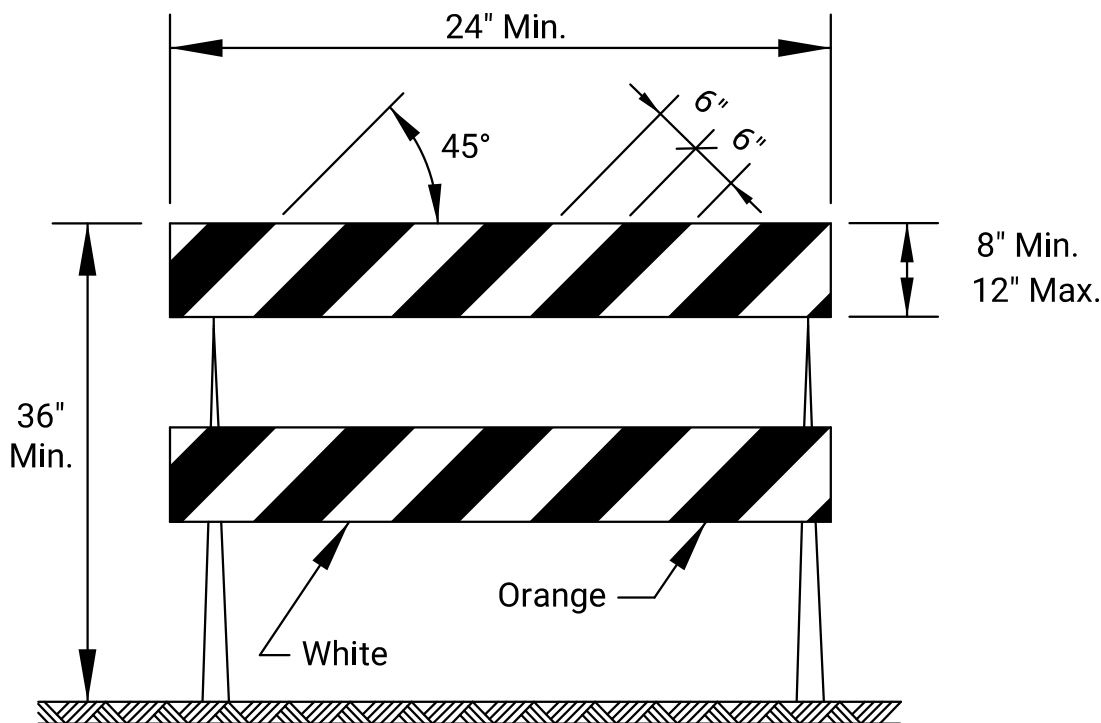
CONICAL
DELINEATOR



TUBULAR MARKER
Striping as shown for up to 42".

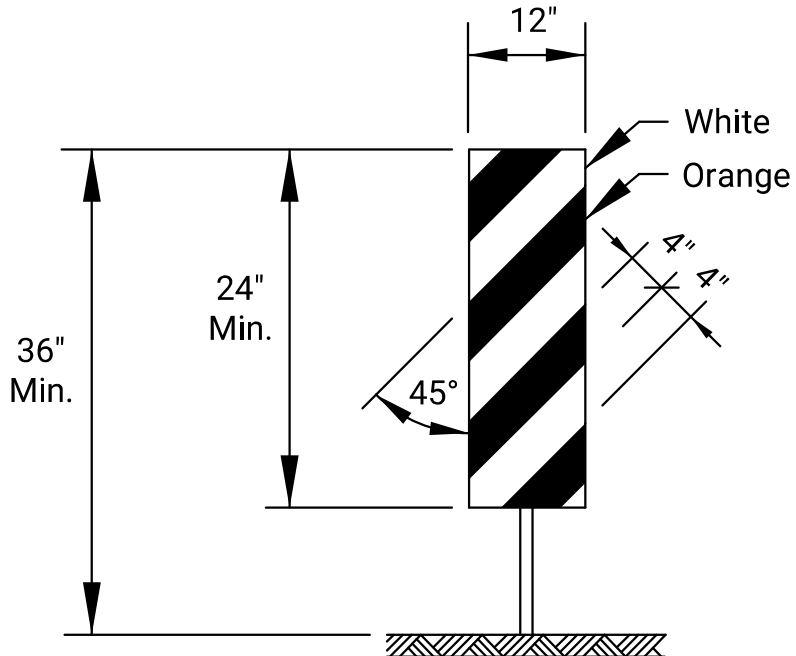


TRAFFIC CONE



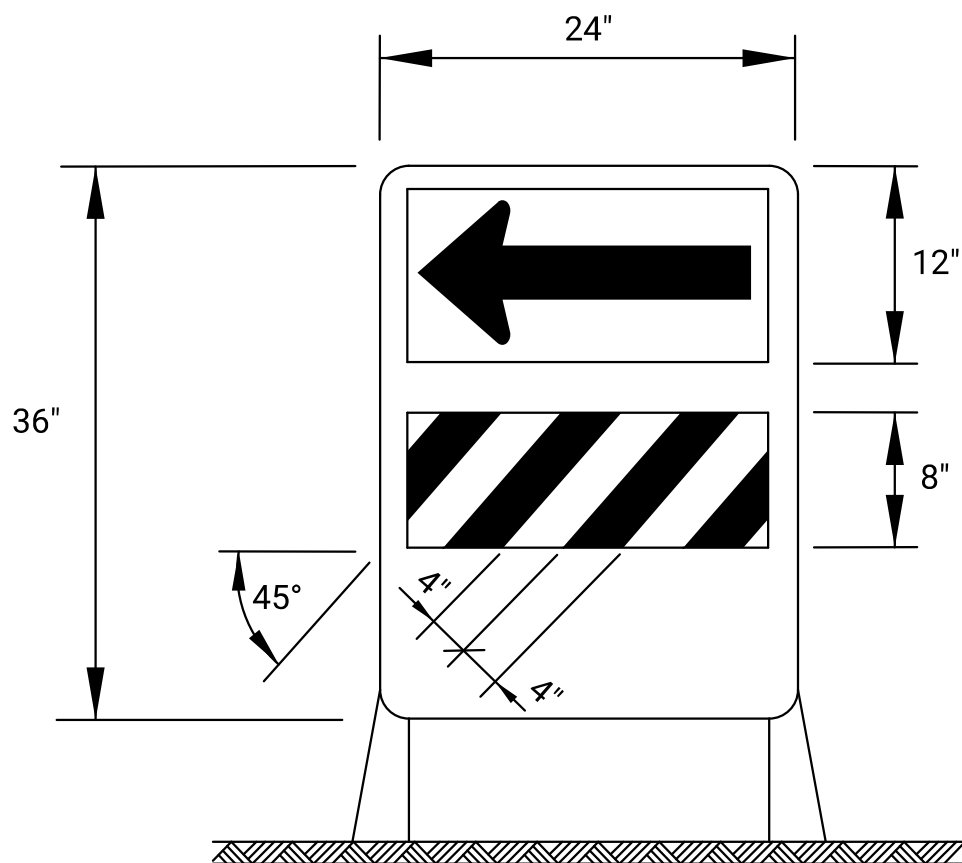
TYPE 2 BARRICADE

For rails less than 36" long, 4" wide stripes may be used.
All stripes shall slope downward to the traffic side for channelization.



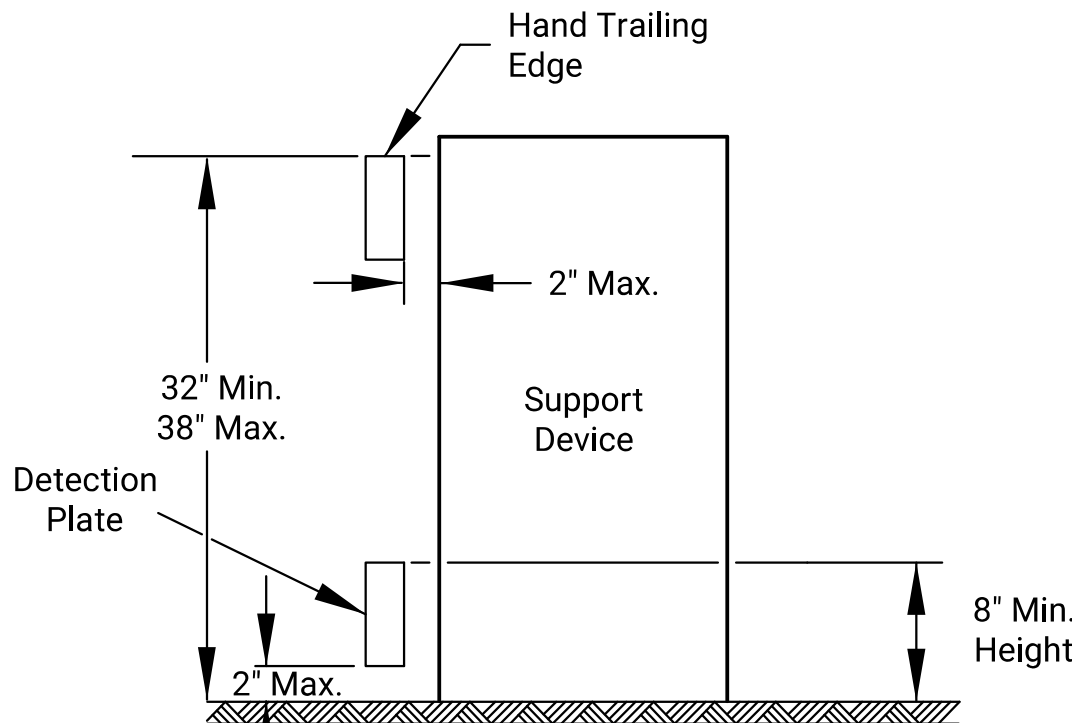
VERTICAL PANEL

The stripes shall slope downward
to the traffic side for channelization.



DIRECTION INDICATOR BARRICADE

The stripes shall slope downward in the direction traffic is to pass.
The direction indicator barricade shall be used in series to direct
the motorist into the intended lane of travel.



PEDESTRIAN CHANNELIZER

1. Support device shall not project beyond the detection plate into the pathway.
2. Hand trailing edges and detection plates are optional for continuous walls.
3. Interconnect pedestrian channelizers to prevent displacement and to provide continuous guidance through or around work.
4. Alternate pathways shall be firm, stable, and slip resistant.
5. Treat height differentials > 1/2" in the surfaces of alternate paths with a firm, stable, and slip resistant temporary ramp having a slope of 12:1 or flatter and having a width equal to the alternate path.
6. Use alternating orange/white on interconnected devices.

Location		Cross-overs	Shoofly Divisions	Tangents	Tapers	Ramps	Head to Head	Object Identifier	Lead-in Devices	Gores
Portable	Drums	Yes	Yes	Yes	Yes	Yes	(1)	Yes	Yes	Yes
	Conical Delineators	Yes	Yes	Yes	Yes	Yes	(1)	Yes	Yes	Yes
	Vertical Panels	(2)	(2)	(2)	(2)	(2)	(1,2)	Yes	(2)	(2)
	Direction Indicator Barricade	No	No	No	Yes	No	No	No	No	No
	Type 2 Barricade	(2)	(2)	(2)	(2)	No	No	Yes	No	No
	Traffic Cones	No	No	(4)	(4)	(4)	No	(4)	(4)	(4)
Fixed										
	Tubular Markers	(3)	(3)	(3)	No	(3)	Yes	No	Yes	Yes
	Vertical Panels	(3)	(3)	(3)	(3)	(3)	(3)	Yes	(2,3)	(2)

- (1) Not allowed on centerline delineation along freeways or expressways.
- (2) The stripes shall slope downward to the traffic side for channelization.
- (3) May be used upon the approval of the engineer.
- (4) Daytime operations only.

NO.	DATE	REVISIONS	BY	APP'D	
KANSAS DEPARTMENT OF TRANSPORTATION					
TRAFFIC CONTROL CHANNELIZING DEVICES					
TE702					
FHWA APPROVAL		06-01-15	APP'D.	Kristina Ericksen	
DESIGNED	L.E.R.	DETAILED	R.W.B.	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN.CK.	TRACE CK.

Drawn By : Road
File : c:\transystems\pw_local\transyscorp-pw1\danavarro\d1523796\te704.dgn
Plotted : 4/16/2026

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	458-2026-085647	2026	24	26

Note: Signs shown for one approach to work zone.

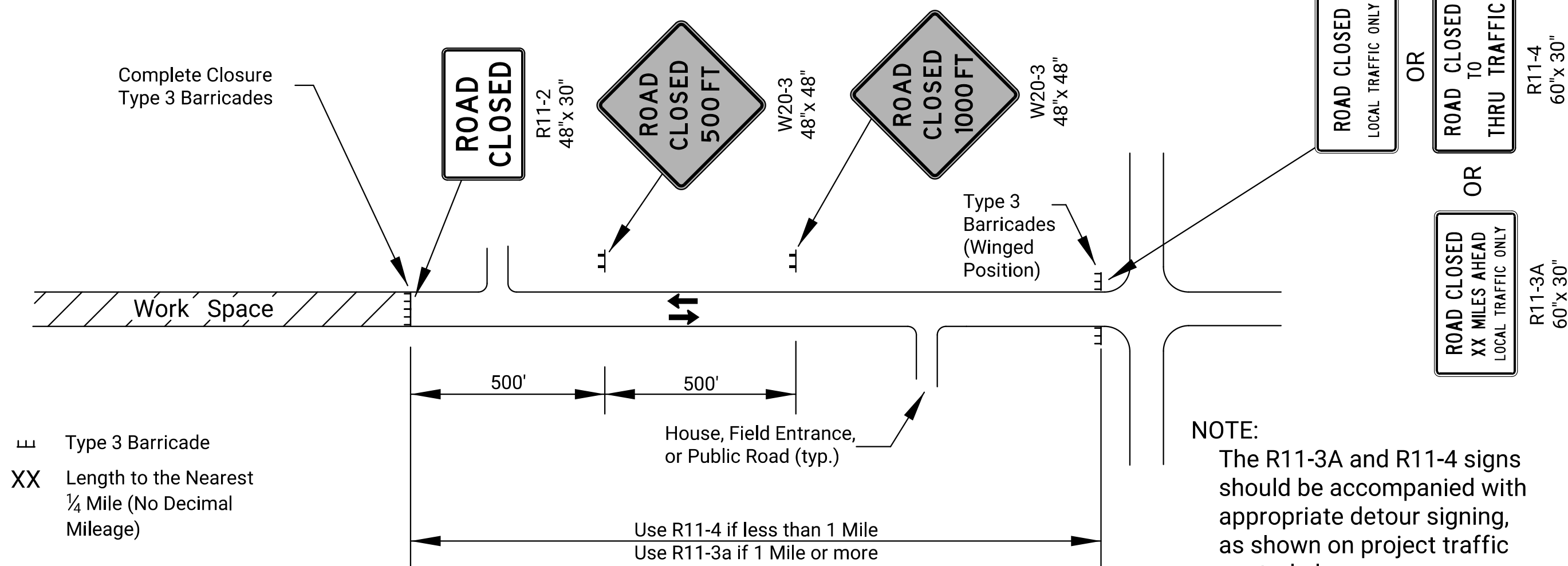


FIGURE 1: TYPICAL SIGNING FOR ROAD CLOSURE (MAINLINE OR SIDE ROAD)

Note: Sign shown for one approach to intersection (work zone).

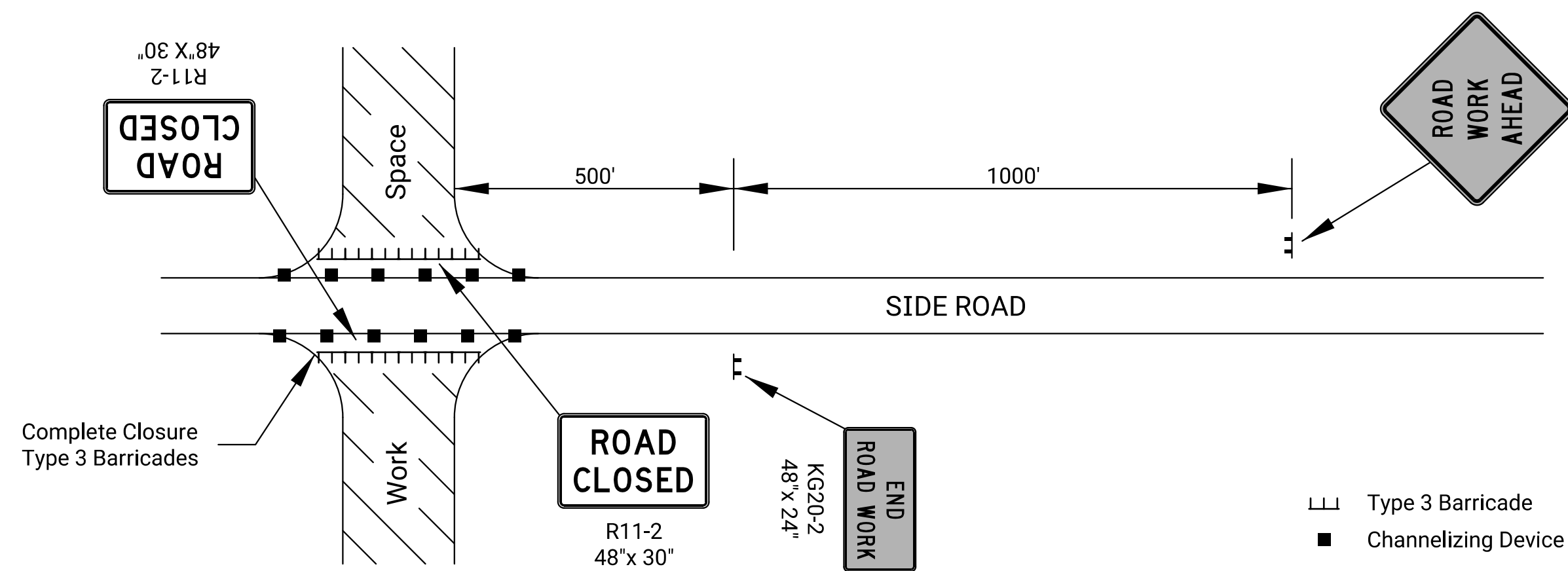


FIGURE 2: TYPICAL SIGNING FOR SIDE ROAD OPEN

Note: Signs shown for one approach to work zone.

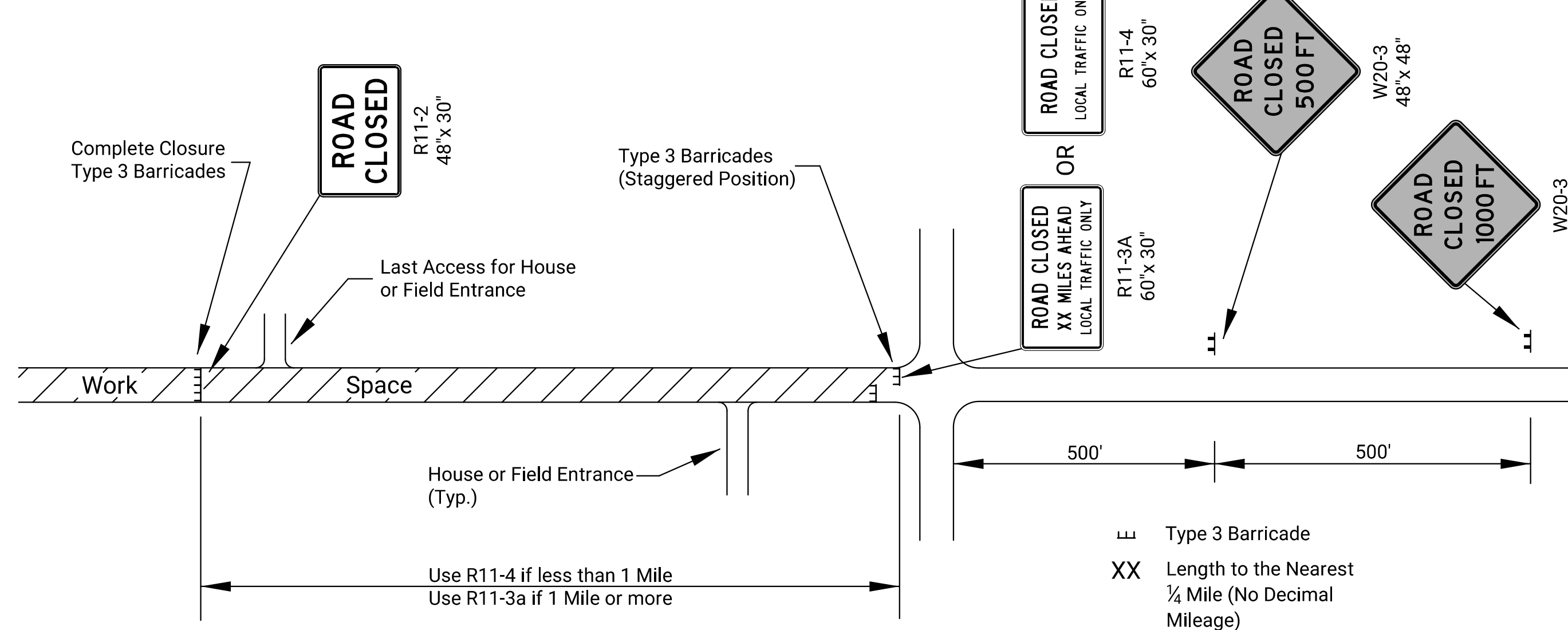


FIGURE 3: TYPICAL SIGNING FOR ROAD CLOSURE - LOCAL TRAFFIC ACCESS

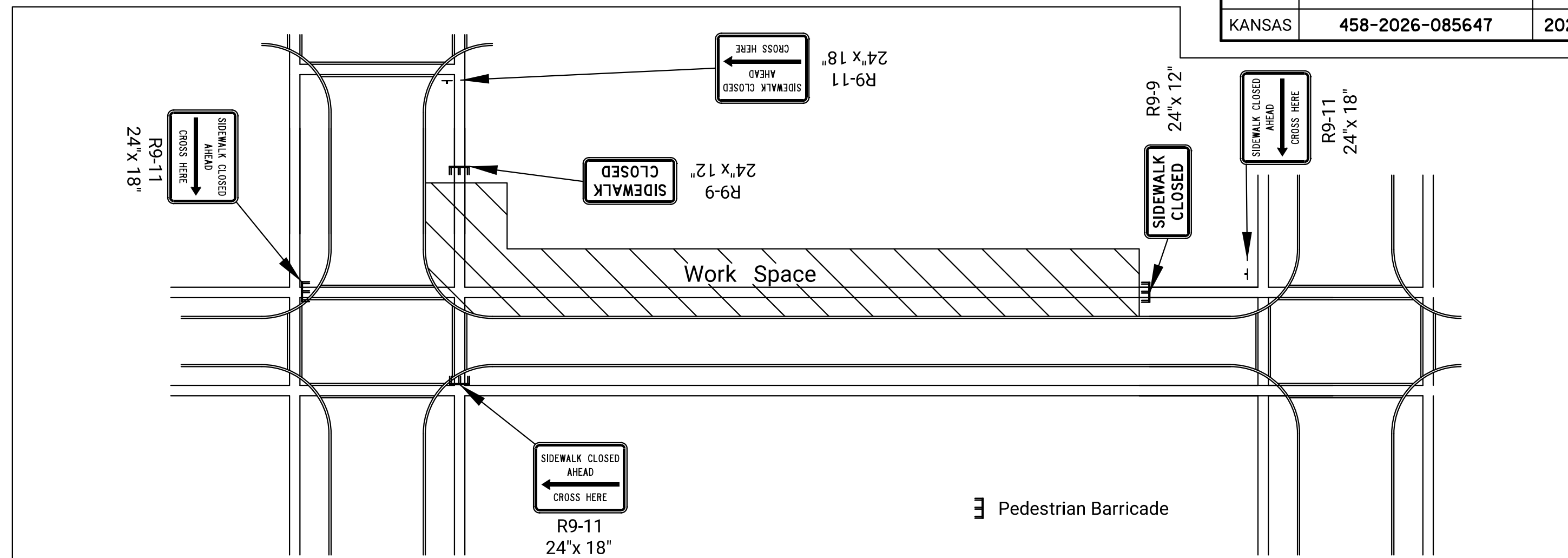
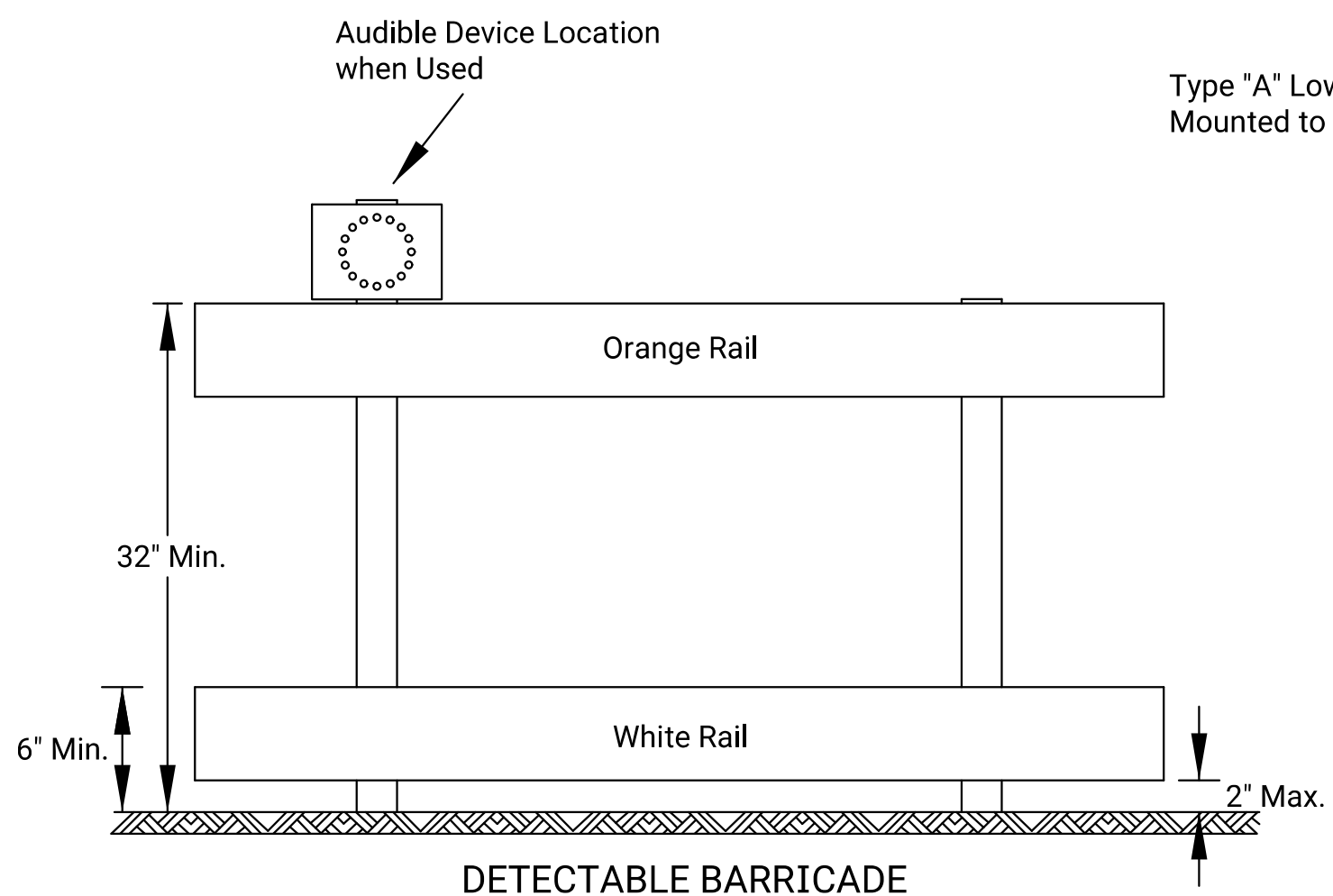
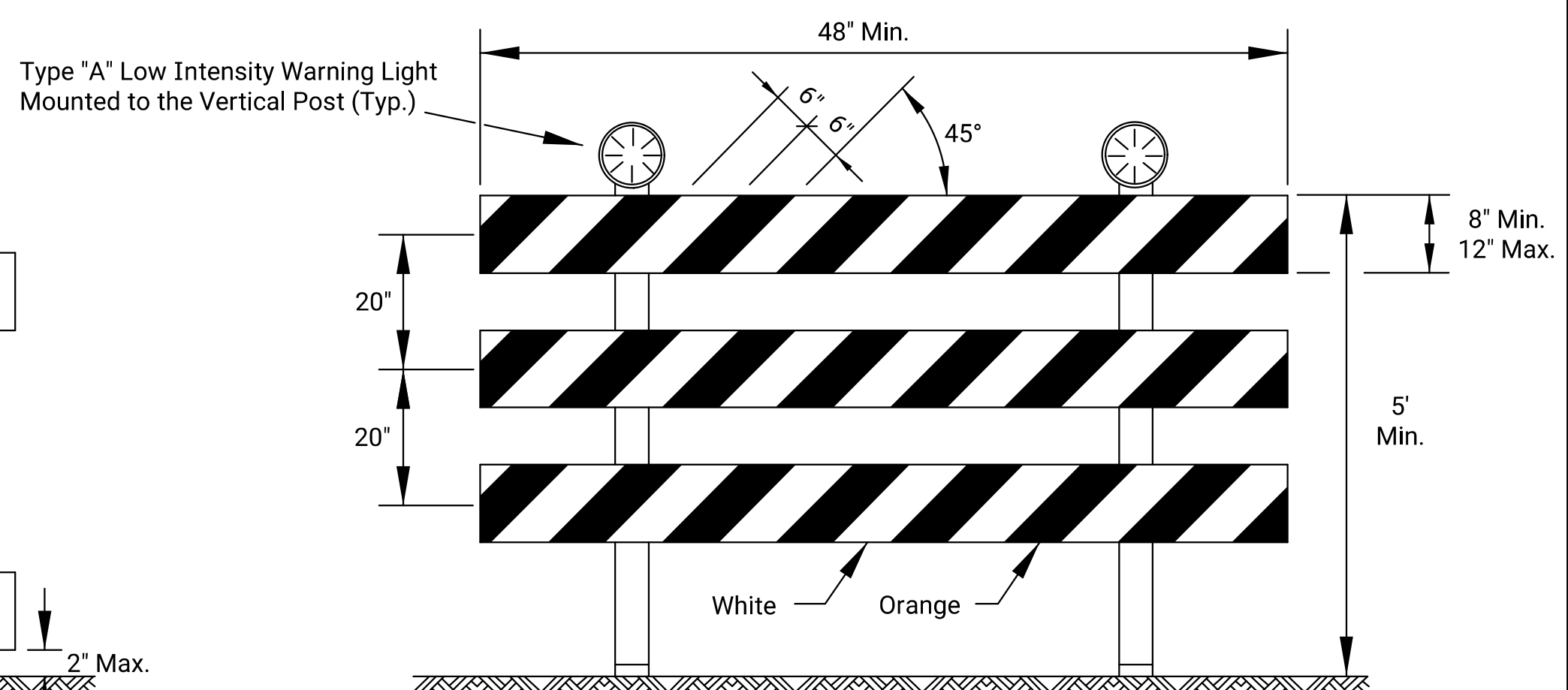


FIGURE 4: TYPICAL SIGNING FOR SIDEWALK CLOSED WITH OPPOSITE SIDEWALK AVAILABLE



- DETECTABLE BARRICADE
1. Support device shall not project beyond the detection plate into the pathway.
 2. Barricades shall be used to close the entire width of the pathway.
 3. Do not use warning lights on pedestrian barricades.
 4. Do not use warning lights on audible devices.



TYPE 3 BARRICADE WITH LIGHTS

Approved signs mounted on Type 3 barricades should not cover more than 50% of the top two rails or 33% of the total area of the three rails.

When barricades are placed end-to-end or staggered, a Type "A" low intensity warning light shall be mounted to the vertical post near each outside corner of the end barricades.

ROAD CLOSED GENERAL NOTES

As shown in Figure 1, at the point where thru traffic must detour and local traffic can proceed to the location where the roadway is completely closed, the R11-3a (ROAD CLOSED # MILES AHEAD LOCAL TRAFFIC ONLY) or R11-4 (ROAD CLOSED LOCAL TRAFFIC ONLY or ROAD CLOSED TO THRU TRAFFIC) sign shall be used with Type 3 barricades (winged position), placed on the shoulders of roadway.

As shown in Figure 3, when local traffic must be allowed access into the work zone, Type 3 barricades shall be longitudinally staggered to maintain the appearance of a closed roadway. A second line of end-to-end Type 3 barricades shall be placed just beyond the last access point in the work zone, to completely close the roadway.

The R11-4 (ROAD CLOSED TO THRU TRAFFIC or ROAD CLOSED LOCAL TRAFFIC ONLY) sign shall be used when the distance to the point of complete closure of the roadway is less than 1 mile.

The R11-3a (ROAD CLOSED # MILES AHEAD LOCAL TRAFFIC ONLY) sign shall be used when the distance to the point of complete closure of the roadway is 1 mile or greater.

The words "BRIDGE OUT" (or BRIDGE CLOSED) may be substituted for the words "ROAD CLOSED" on the R11-3a or R11-4 sign where applicable.

NO.	DATE	REVISIONS	BY	APP'D
KANSAS DEPARTMENT OF TRANSPORTATION				
TRAFFIC CONTROL CLOSURES				
TE704				
FHWA APPROVAL 06-01-15 APP'D. Kristina Ericksen				
DESIGNED B.A.H.	DETAILED R.W.B.	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK.	

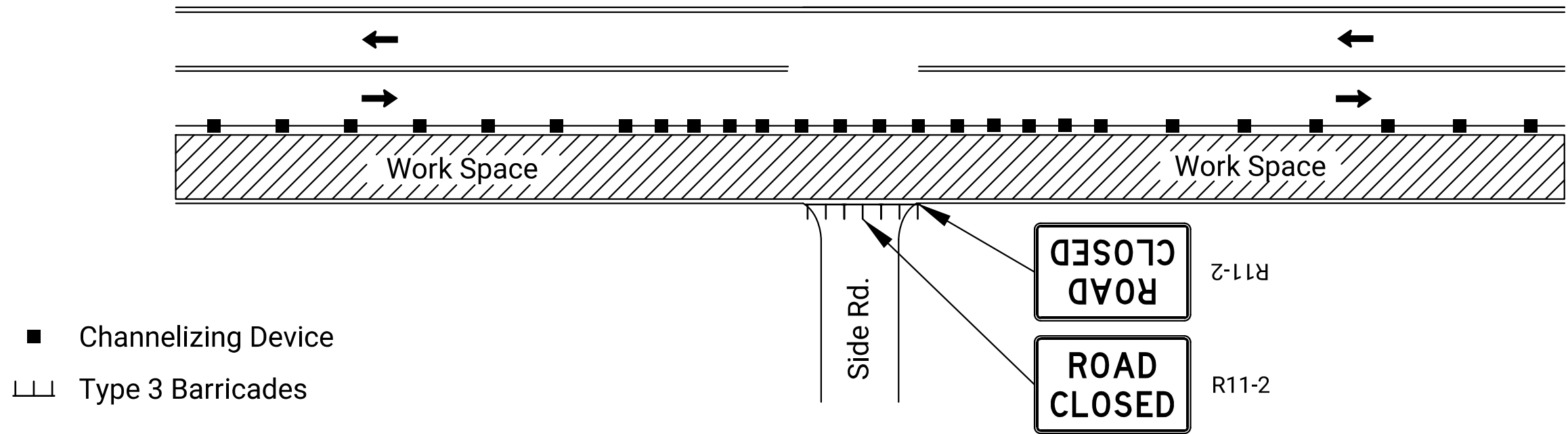


FIGURE 1: SIDE ROAD OR ENTRANCE CLOSED THROUGH WORK AREA

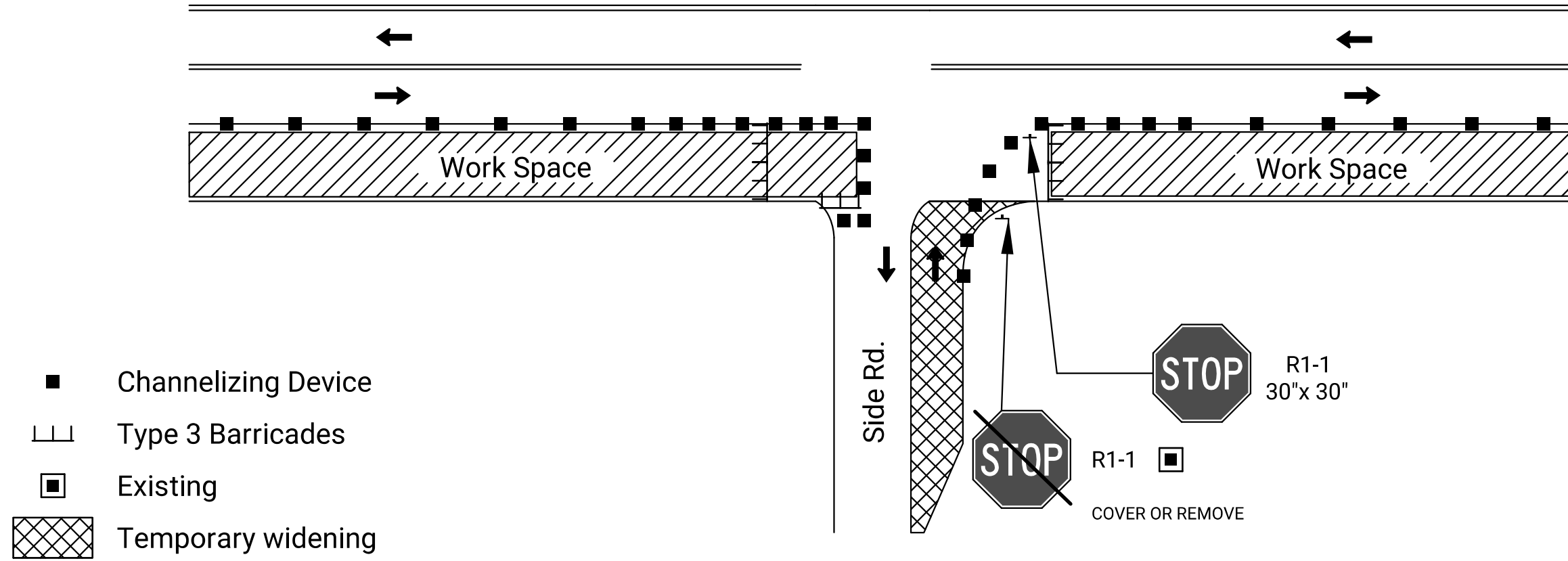


FIGURE 4: SIDE ROAD OR ENTRANCE CONSTRUCTED HALF AT A TIME:
TWO WAY TRAFFIC REQUIRED

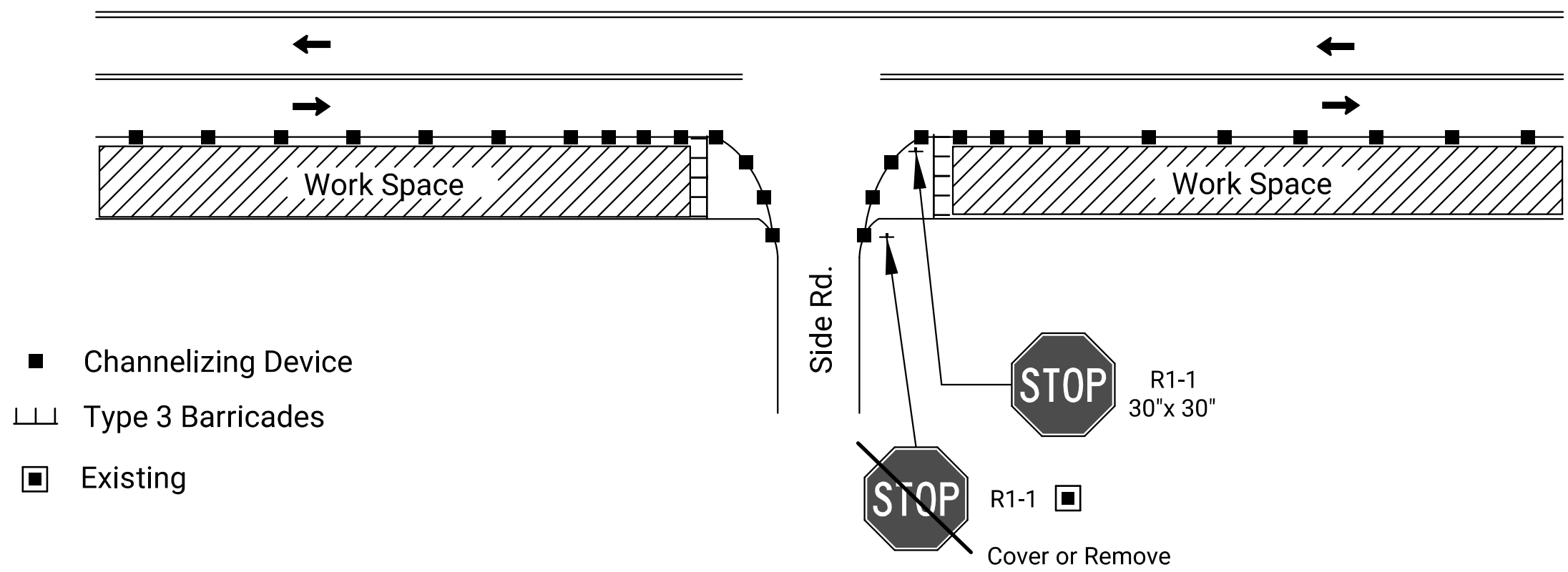


FIGURE 2: SIDE ROAD OR ENTRANCE OPEN THROUGH WORK AREA

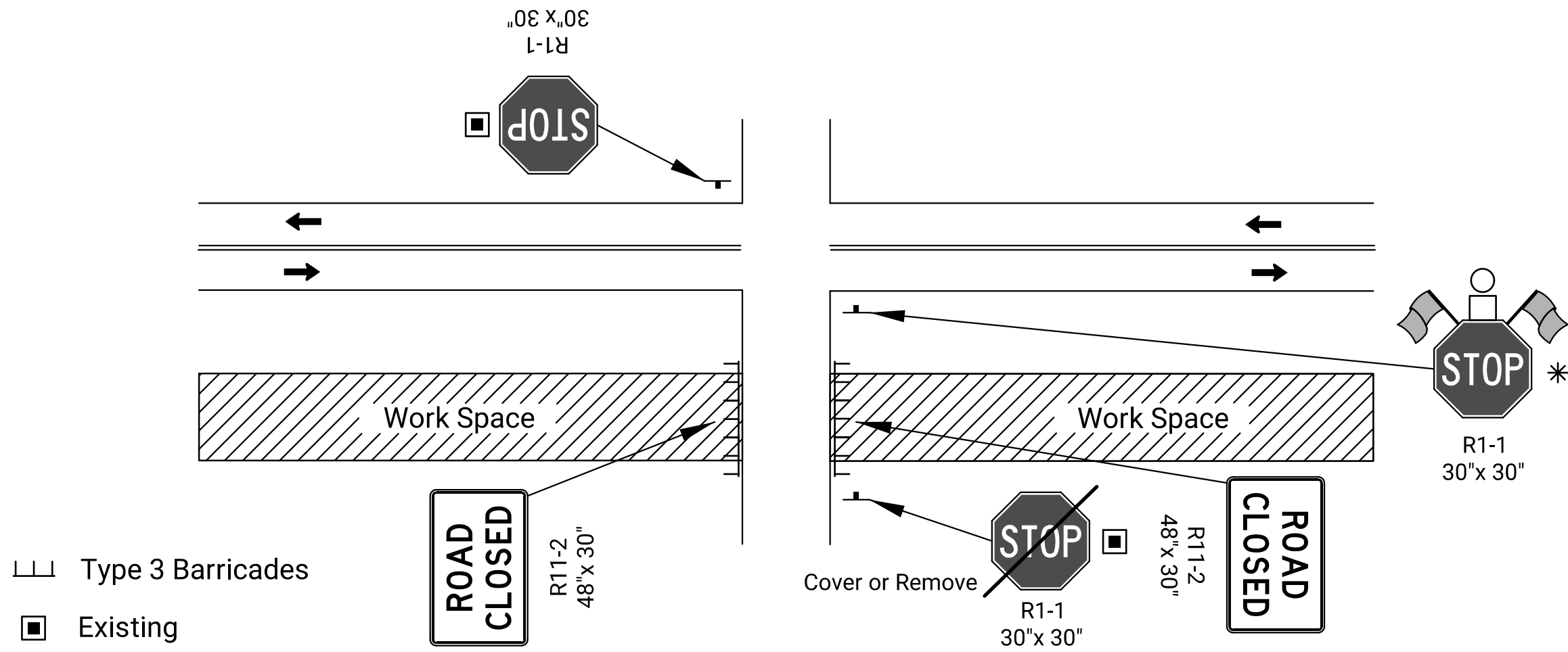


FIGURE 5: SIDE ROAD OPEN THROUGH WORK AREA ON DIVIDED ROADWAY

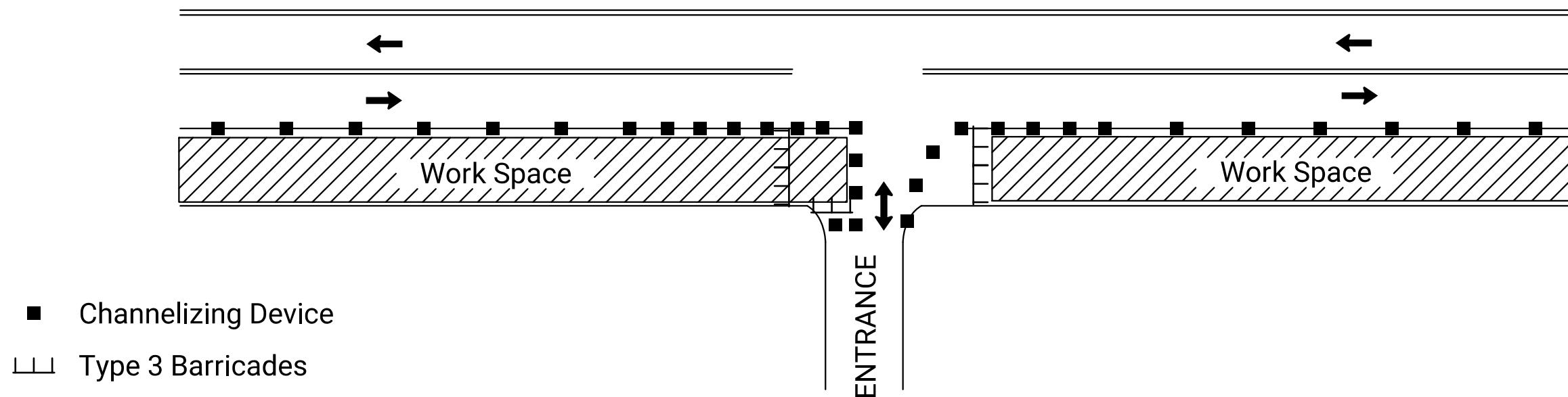


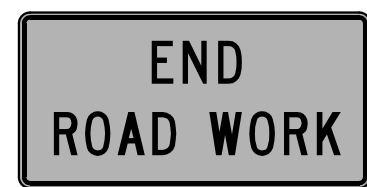
FIGURE 3: LOW VOLUME ENTRANCE CONSTRUCTED HALF AT A TIME

Note: Consider large vehicles making right turns into and out of entrance
and use figure 4 as needed

KANSAS DEPARTMENT OF TRANSPORTATION				
TRAFFIC CONTROL ACCESS THROUGH THE WORK AREA				
TE705				
DESIGNED	R.W.B.	DATE	06-01-15	APP'D.
DESIGN CK.	DETAIL CK.	QUANTITIES	QUAN. CK.	TRACED
				Kristina Erickson

Drawn By : Road
Plotted : 4/16/2026
File : c:\transystems\pw_local\transyscorp-pw1\danavarro\d1523796\te710.dgn

SIGN LAYOUT INFORMATION



KG20-2

Std. Size
Expwy/Freeway
6" C
48"x 24"



KG20-5

Std. Size
Expwy/Freeway
6" C
48"x 24"

WORK ZONE

KM4-20

Std. Size
3" C
24"x 6"

Expwy/Freeway
6" C
48"x 12"



W7-3a

Mileage to be Determined
by the Engineer.



W8-17

Std. Size
Expwy/Freeway
48"x 48"



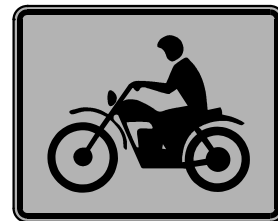
W8-15

Std. Size
Expwy/Freeway
8" D
48"x 48"



W8-7

Std. Size
Expwy/Freeway
8" D
48"x 48"



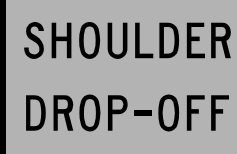
W8-15p

Std. Size
Expwy/Freeway
30"x 24"



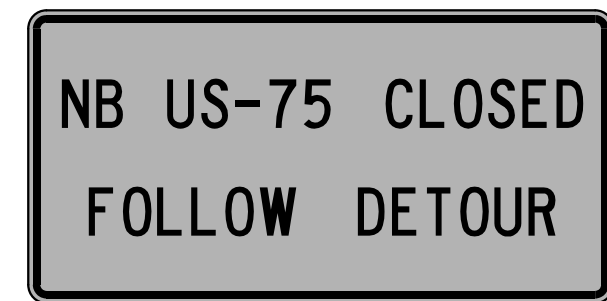
W8-11

Std. Size
Expwy/Freeway
8" D
48"x 48"



W8-17P
(Optional)

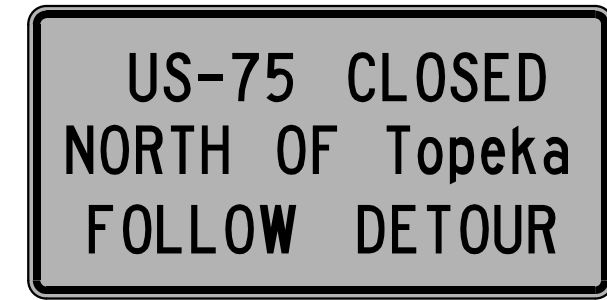
Std. Size
Expwy/Freeway
30"x 24"



SP-01
(Special Sign)

Std. Size
6" C

Expwy/Freeway
10" D

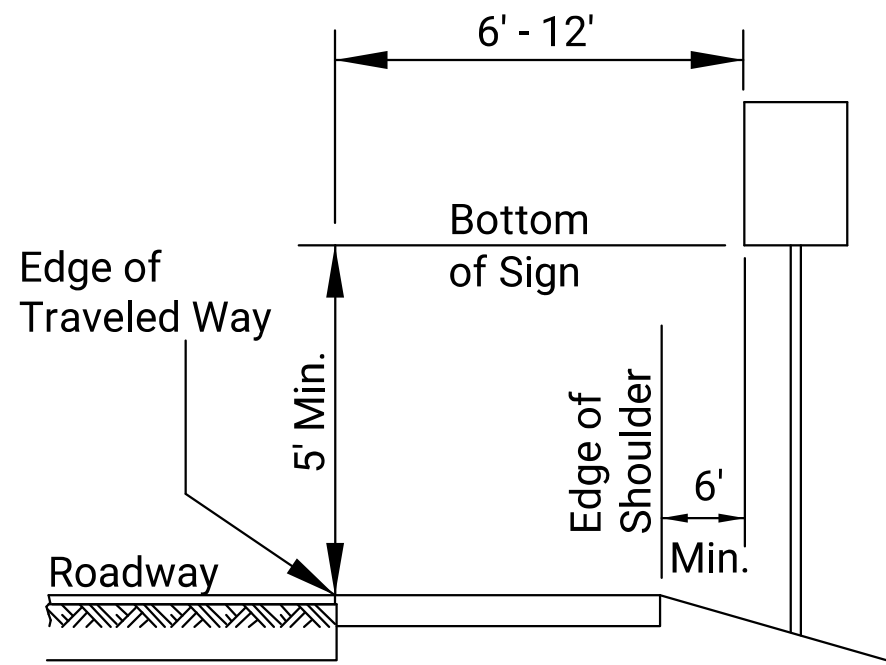


SP-02
(Special Sign)

Std. Size
Uppercase: 6" C
Lowercase: 4.5" C

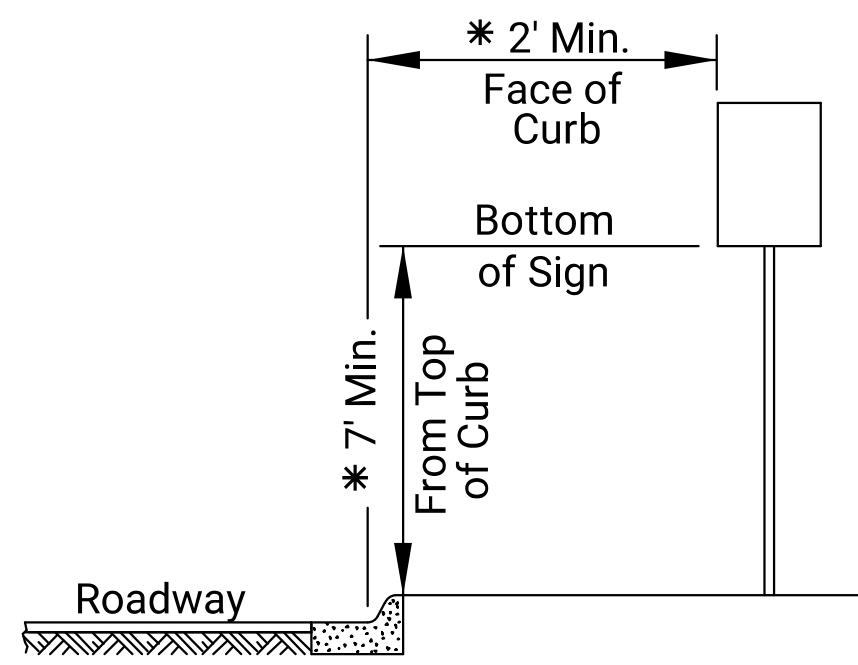
Expwy/Freeway
Uppercase: 10" D
Lowercase: 8" D

All city names and street names on special signs and destination signs
must have upper and lower case letters.



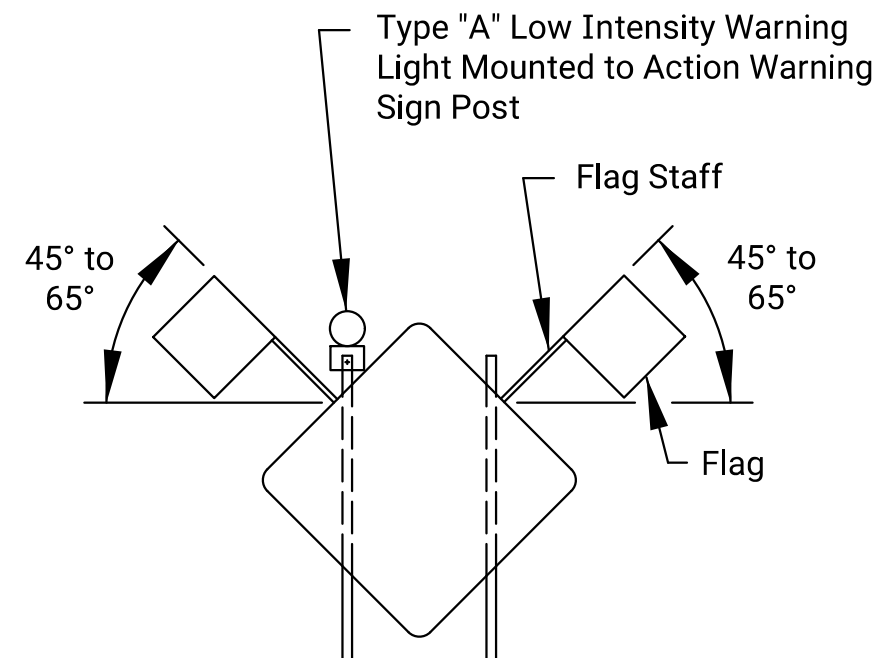
RURAL

- 1) Ground-mounted signs shall be mounted at a minimum height of 5' measured from the bottom of sign to the near edge of the pavement.
- 2) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.
- 3) The height of the secondary sign mounted below another sign may be 4' measured from the bottom of the sign to the near edge of the pavement. Signs shall not overlap each other.



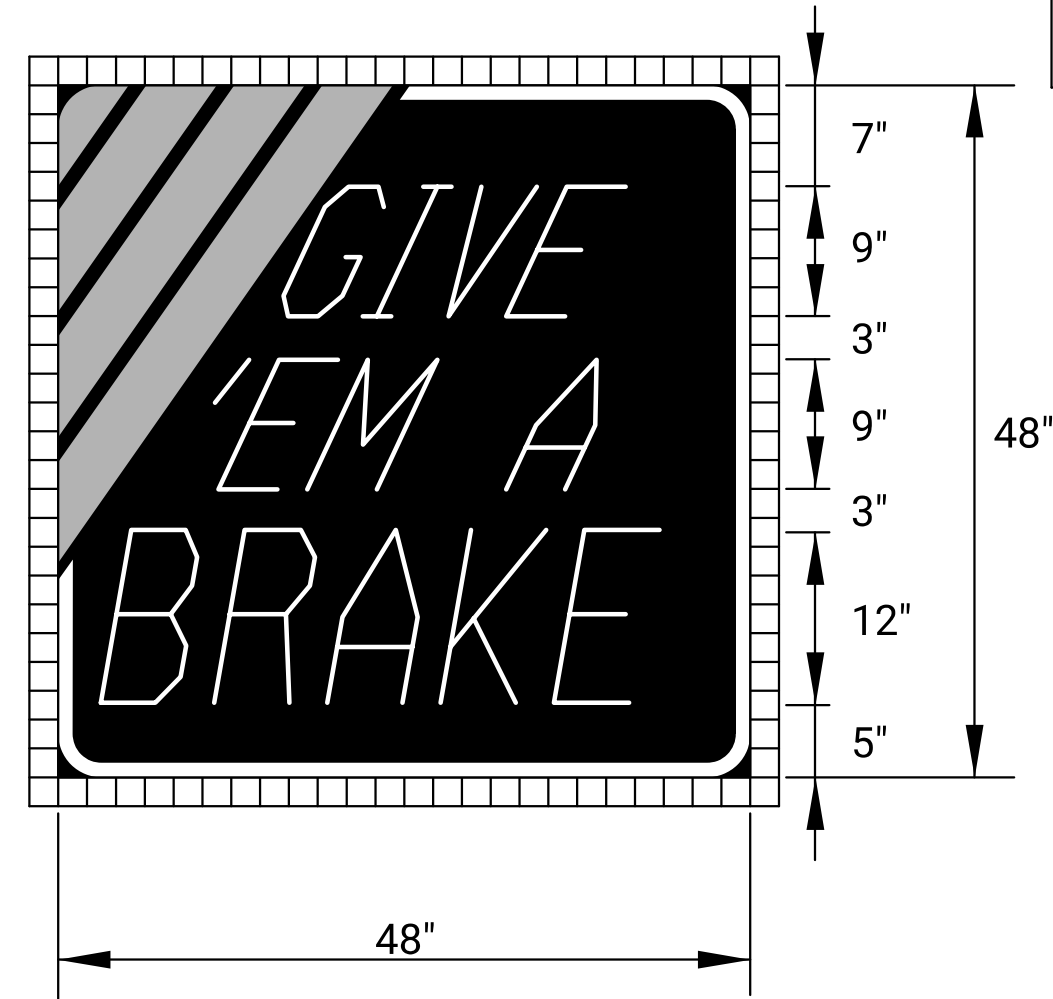
URBAN

- 1) Signs shall be mounted at a minimum height of 7' measured from the bottom of sign to the near edge of the pavement.
- 2) Neither portable nor permanent sign supports should be located on sidewalks or areas designated for pedestrian or bicycle traffic.
- 3) Signs mounted lower than 7' should not project more than 4" into pedestrian facilities.
- 4) The height from of the secondary sign mounted below another sign may be 6' measured from the bottom of sign to the near edge of the pavement. Signs shall not overlap each other.
- 5) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.
- * 6) Pedestrian detour signing shall be a minimum of 2' measured from the top of the pedestrian pathway to the bottom of the sign and shall not protrude into the walkway nor shall it project beyond the back of curb.

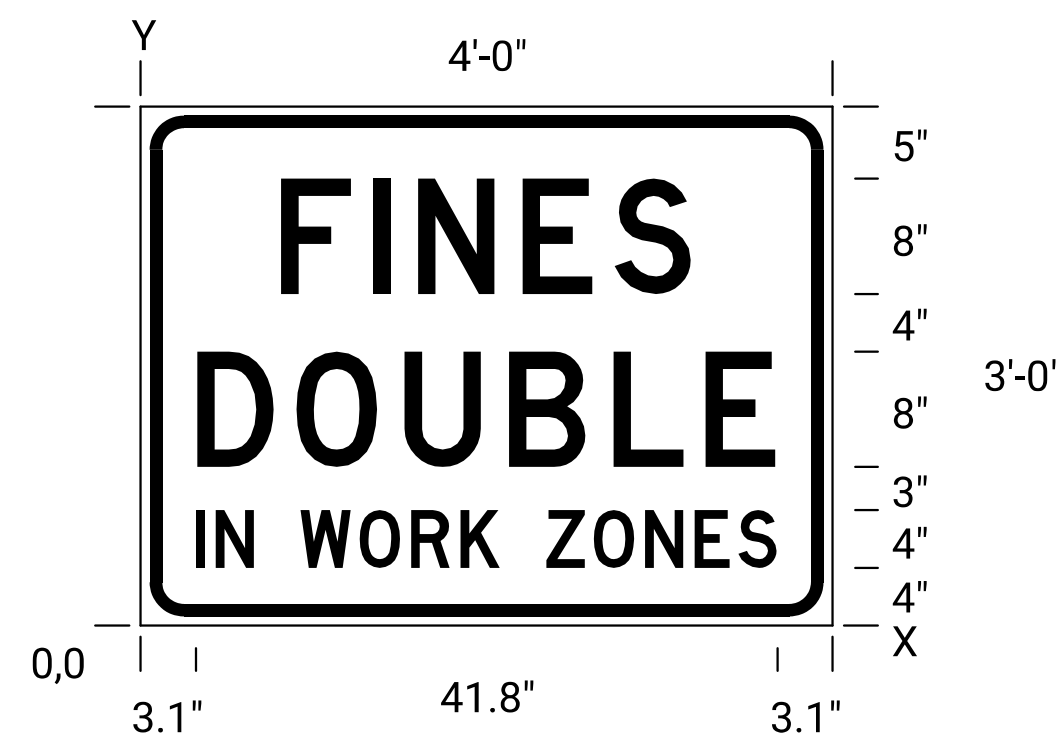


When the sign width is equal to or greater than 9', three or more wood posts may be used with a minimum of 4' between the centerline of each post. All signs less than 9' in width shall use a maximum of two wood posts.

- In the case of hitting rock when driving posts
1. Shift the sign location. Do not violate minimum sign spacing.
 2. With the engineer's approval, use acceptable alternative sign stands.



KI-104a



KI-105a

Dimensions in inches

Spacings are to start of next letter

Y FONT	LETTER SPACINGS																HT LEN
23.0 D	9.7	6.4	3.2	7.3	6.4	5.4	9.7										8.0 28.6
11.0 D	3.9	6.9	7.5	7.3	6.4	4.9	3.9										8.0 40.3
4.0 D	3.1	1.6	2.7	3.2	4.3	3.8	3.6	2.8	3.2	3.4	3.8	3.6	3.2	2.7	3.1		4.0 41.8

Notes:

Typically, there are two sets of informational signs installed per project: one for each direction of traffic.

Install signs a minimum of 500' in advance of the road work ahead sign. The engineer may designate a more appropriate location if conditions dictate.

The informational signs are not to interfere with the traffic control signs for the project.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	458-2026-085647	2026	26	26

Sign Number	GIVE EM A BRAKE
Width x Height	4'-0" x 4'-0"
Border Width	1.0"
Corner Radius	4.0"
Stripe Width	3.0"
Mounting	Ground
Background	Type: Non-Reflective Color: Black
Legend/Border	Type: Reflective Color: White
Legend Font	Dutch 801 Roman SWC 25 Degree Slant
Stripes	Type: Reflective Color: Orange

Sign Number	FINES DOUBLE
Width x Height	4'-0" x 3'-0"
Border Width	0.9"
Corner Radius	3.0"
Mounting	Ground
Background	Type: Reflective Color: White
Legend/Border	Type: Non-Reflective Color: Black

NO.	DATE	REVISIONS	BY	APPD
KANSAS DEPARTMENT OF TRANSPORTATION				
TRAFFIC CONTROL SIGN INFORMATION				
TE710				
FHWA APPROVAL 06-01-15 APPD. Kristina Ericksen				
DESIGNED R.W.B.	DETAILED R.W.B.	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK.	