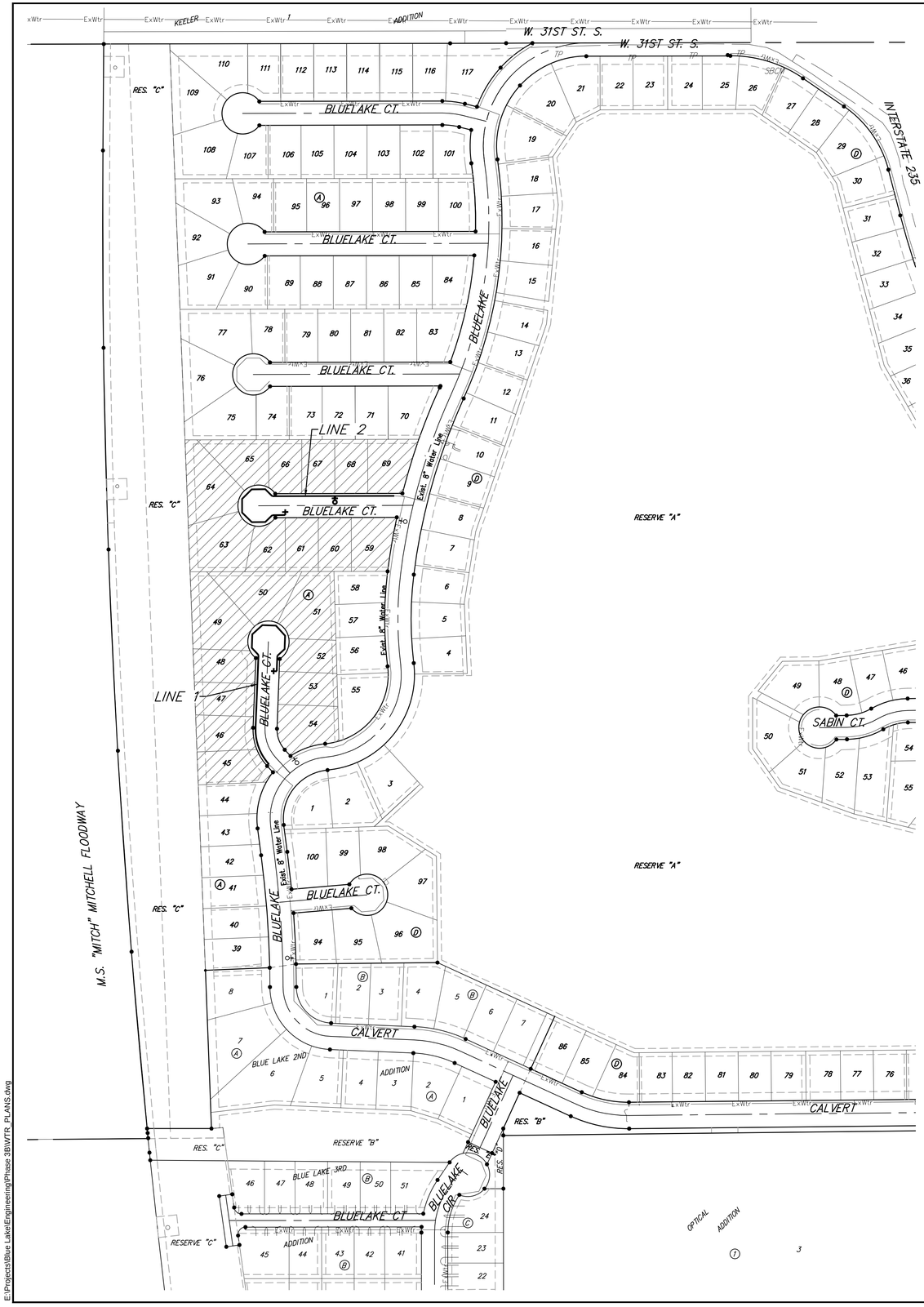
WATER DISTRIBUTION SYSTEM

to serve

BLUE LAKE ADDITION - PHASE 2

CITY OF WICHITA, KANSAS

Paul Gunzelman, P.E., City Engineer
Project Number 448-2023-003060
Org. Code 47129125
Munis # E5193



0 150 300

Scale: 1" = 150'
· = Iron

SHEET INDEX

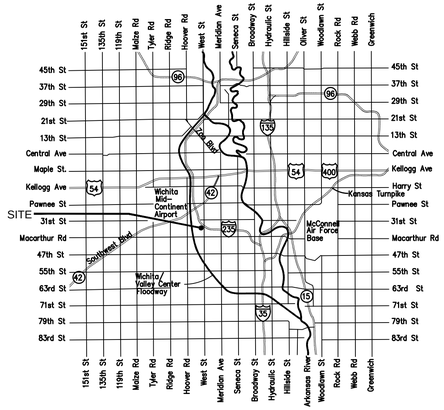
Title Sheet	1
Standard Water Details	2–3
Line 1	4
Line 2	5
Erosion Control Plan	6
Erosion Control Details	7–11
Coordinate Sheet	12–13
Copy of Plat	14–15

BENCHMARKS

BM #1: "□" centerline face of east catch basin, Bluelake St., northwest corner of Lot 14, Block D, Blue Lake Addition
Elev.= 101.95 (City Datum)

BM #2: "□" on top of west curb Bluelake St., northeast corner of Lot 7, Block A, Blue Lake Addition
Elev.= 101.71 (City Datum)

BM #3: "+" north side of manhole rim, southwest corner of Lot 1, Block D, Blue Lake Addition
Elev. = 104.77 (City Datum)



VICINITY MAP

BENEFIT DISTRICT

GENERAL NOTES:

1. *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	*316–687–2470*

   The Contractor must notify the following in case of an emergency:

Cox Communications	*316–262–4270*
Kansas Gas Service	*1–888–482–4950*
Evergy	*316–383–8650*
Black Hills Energy	*1–800–303–0357*
AT&T	*316–268–2245*
City of Wichita Water Dept.	*316–268–4563*
City of Wichita Sewer Maint.	*316–268–4024*
City of Wichita Storm Sewer Maint.	*316–268–4090*
City of Wichita Traffic Maint.	*316–268–4034*
Conoco Phillips Pipeline Co.	*1–877–267–2290*
Southern Star Pipeline Co.	*316–529–6600*
Kinder–Morgan Pipeline Co.	*1–888–844–5658*

2. *Utility service lines, poles, valve boxes, meters, and etcetera are to be adjusted as necessary by others prior to construction unless the plans specifically call for their adjustment by the Contractor or unless the plans specifically identify a utility to be adjusted by its owner during construction. Existing utilities and their location, as shown on the plans, represent the best information obtainable for design. The Contractor will be required to work around existing utilities within the right–of–way which do not conflict with proposed construction.*

3. *Rubble from the removal of miscellaneous structures and excess excavation which is to be wasted shall be disposed of on sites to be provided by the Contractor. These sites shall be approved by the Engineer as to suitability, appearance and site location. Locations, in the opinion of the Engineer, that will leave an unsightly appearance will not be approved. All disposal sites must be approved by the Kansas Department of Health and Environment. Material either stockpiled or disposed of in a flood plain would require a Kansas State Board of Agriculture permit. Any material dumped in waters of the United States or wetlands is subject to U.S. Corps. of Engineers permitting regulations. Any material buried or stockpiled beyond approved construction limits would require additional archaeological investigations unless buried in a previously approved borrow location.*

4. *Trees and shrubs in public right–of–way which are in direct conflict with proposed new construction shall be removed by the Contractor with the Engineer's approval. Trees and shrubs which are not in direct conflict with proposed new construction shall be saved and protected from damage.*

5. *The Contractor shall give all property owners and/or tenants of developed property abutting the construction of this project a minimum of ten (10) days notice prior to start of construction.*

6. *The Contractor shall be responsible for preserving property irons. The Contractor will be required to re–establish any property irons which are damaged or destroyed by his construction operations. Such irons shall be re–established by a licensed land surveyor in accordance with state laws.*

7. *All existing and proposed erosion control measures including silt fencing, erosion control mat, straw bales, inlet barriers, and const. entrance shall be maintained throughout construction by the contractor and until project is accepted by the City of Wichita. The on–site engineer shall complete weekly reports on the status of erosion control measures. The contractor shall be required to comply with maintenance and/or replacement of erosion control measures as determined by the on–site engineer until project is accepted by City of Wichita. Maintenance and/or replacement of erosion control measures to be paid by L.S. bid item "Maintain Existing BMP's."*

8. *The Contractor shall adjust water valve boxes and fire hydrants as directed by the Engineer at the price bid for said adjustments. The Water Department shall field locate water valves one time during construction when requested by Contractor. It shall be the Contractor's responsibility to preserve such field locations during the construction process. Water valves, water valve boxes or fire hydrants damaged during construction shall be repaired by the Contractor at his own expense.*

9. *All construction shall be completed following current City Standard Specifications and Special Provisions.*

10. *All excess excavation shall remain on–site and shall be stockpiled at a location determined by the engineer.*

11. *Opening and closing of water valves shall be done slowly to prevent damage to the water distributions system from water hammer. All valves closed by the contractor must be reopened as new construction permits. Project inspector must ascertain that any valve closed by the Contractor is reopened. Contractor will be permitted to operate water valves only when the project inspector assigned to the project is present.*

12. *Maintain a minimum of 10–foot horizontal separation between all water lines (mains, services, and fire hydrants) and all sanitary sewer lines (mains, services, and manholes). All separation distances are to be measured from edge–to–edge, at the closest point.*

13. *Maintain a minimum of 2–foot vertical separation between all water lines (mains and services) and all gravity sanitary sewer lines (mains, services, and manholes) at crossings. All separation distances are to measured from edge–to–edge, at the closest point.*

14. *Maintain a minimum of 2–foot vertical separation between all water lines (mains and services) and all pressurized sanitary sewer lines (force mains and services) at crossings. Waterlines must always be placed above pressurized sanitary sewer lines where they cross. All separation distances are to be measured from edge–to–edge, at the closest point.*

15. *All areas disturbed by construction are to be seeded as follows:*
    Seed –– Rye grass; 5 lbs./1000 Sq. Ft.

    All costs associated with seeding including mobilization, preparation of ground, seeding, fertilizing, mulching, etc. shall be included in the L.S. bid item "Seeding".

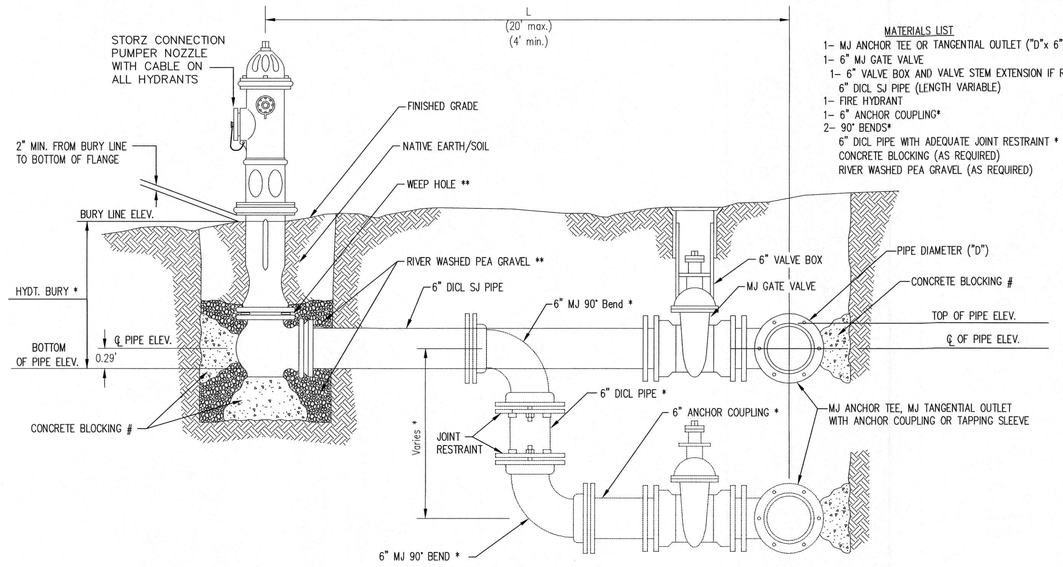
16. *The developer for this project is Chris Stevens, (316) 928–4051, cstevens@neweradevelop.com.*

DENISE M. VALKO
LICENSED
15176
09/12/2026
KANSAS
PROFESSIONAL ENGINEER

9/12/2026

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

E:\Projects\Blue Lake\Engineering\Phase 3B\WTR_PLANS.dwg



MATERIALS LIST
1- MJ ANCHOR TEE OR TANGENTIAL OUTLET ("D"x 6")
1- 6" MJ GATE VALVE
1- 6" VALVE BOX AND VALVE STEM EXTENSION IF REQUIRED *
6" DICL SJ PIPE (LENGTH VARIABLE)
1- FIRE HYDRANT
1- 6" ANCHOR COUPLING*
2- 90° BENDS*
6" DICL PIPE WITH ADEQUATE JOINT RESTRAINT *
CONCRETE BLOCKING (AS REQUIRED)
RIVER WASHED PEA GRAVEL (AS REQUIRED)

* IF THE REQUIRED HYDRANT BURY IS IN EXCESS OF 5', BUT LESS THAN 7', CONTRACTOR SHALL USE STANDARD 5' HYDRANT BURY AND HYDRANT BARREL EXTENSIONS AS NECESSARY. IF THE REQUIRED HYDRANT BURY IS GREATER THAN 7', CONTRACTOR SHALL USE 5' HYDRANT BURY, 2-MJ 90° BENDS, 6" ANCHOR COUPLING AND 6" DICL PIPE AS NECESSARY FOR VERTICAL ADJUSTMENT. THE CONTRACTOR SHALL PROVIDE ADEQUATE THRUST BLOCKING AT HYDRANT AND MEGALUGS, OR SIMILAR RESTRAINT BETWEEN 90° BENDS TO SECURE ALL FITTINGS DURING TESTING AND OPERATION. THE CONTRACTOR SHALL PROVIDE A VALVE STEM EXTENSION PER DETAIL THIS SHEET.

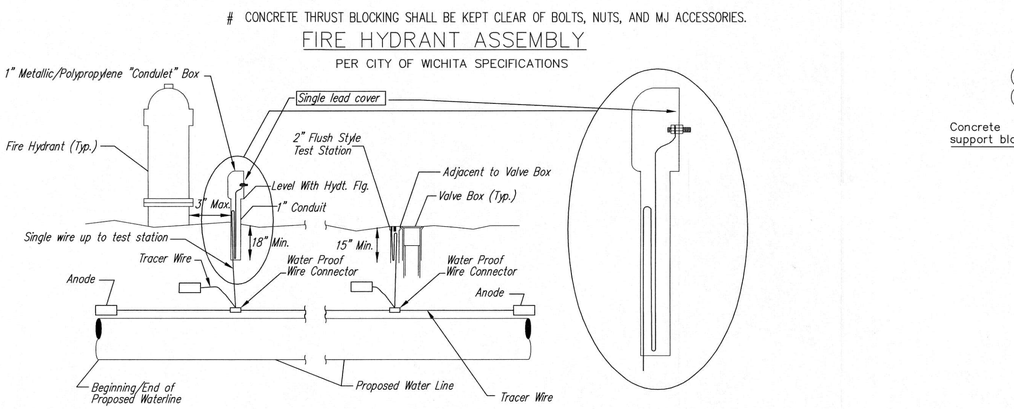
** CAUTION: WEEP HOLES TO BE KEPT CLEAR DURING CONSTRUCTION AND BACKFILL. CONCRETE FOR THRUST BLOCKING SHALL NOT OBSTRUCT WEEP HOLES. PLACE 1 CUBIC FOOT OF RIVER WASHED PEA GRAVEL AROUND EACH WEEP HOLE.

CONCRETE THRUST BLOCKING SHALL BE KEPT CLEAR OF BOLTS, NUTS, AND MJ ACCESSORIES.

FIRE HYDRANT ASSEMBLY

PER CITY OF WICHITA SPECIFICATIONS

FIRE HYDRANTS REQUIRED					
LINE	STATION	BURY LINE ELEVATION	TOP OF PIPE ELEVATION	FIRE HYDRANT BURY REQUIRED*	VALVE STEM EXT. REQUIRED (ft)*
2	1+43.89	104.75	100.90	4.50	-



TRACER WIRE

Conductive type pipe locator/tracer wire shall be install to locate all waterline pipe regardless of pipe material. The wire shall extend the entire length of the proposed pipe. The wire shall be taped to the waterline and pulled with the pipe. A waterproof connector shall be used at splice locations. A complete list of approved tracer wire and waterproof connectors can be found on the City of Wichita's website at www.wichita.gov.

WIRE

The tracer wire shall be Blue No. 12 AWG CCS with 45 mil HDPE insulation. To allow for grade adjustment, a minimum of 12" of excess wire shall be coiled at the bottom of the test station for all wires. Wire connectors shall be installed per manufacturer recommendations. Contractor shall attach wire being installed with proposed water main to any tracer wire installed with adjacent waterline projects.

TEST STATIONS

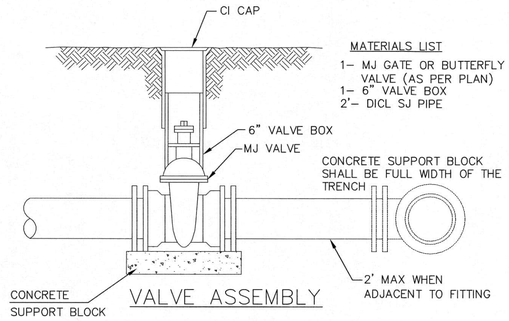
*The test station for fire hydrant application shall be a 1" "condulet" style station as manufactured by AGRA Industries with a removable solid cover having a single lead extending from the face or approved equal. The "conduit" style test station shall be attached to a 1" rigid galvanized conduit with a minimum length of 36" and plastic end bushing. The flush style shall have the word "WATER" stamped or molded into the lid. The test station for valve applications shall be a 2" flush style test station with wire connector on lid. Model # T2PH7B1LP Handley Industries or CD14*TP SnakePit as manufactured by Copperhead Industries or approved equal. The flush style shall have the word "WATER" stamped or molded into the lid. All test stations shall be manufactured using molded blue tops or sufficiently coated with blue enamel paint. The tracer wire and the anode wire shall be install to allow 12" of wire within the test station. The location of all test stations shall be recorded, and shown in the as-built drawings. Flush style test stations shall not be installed in pavement or sidewalk unless approved by the Engineer. Contractor shall extend tracer wire & move flush mount test station to nearest location out of pavement or sidewalk.*

ANODES

The anodes shall be 3 lb. bare zinc or magnesium. The anodes shall be buried at the same elevation as the waterline at each test station. The anodes shall be connected to 12 AWG CCS which shall be extended to the test station.

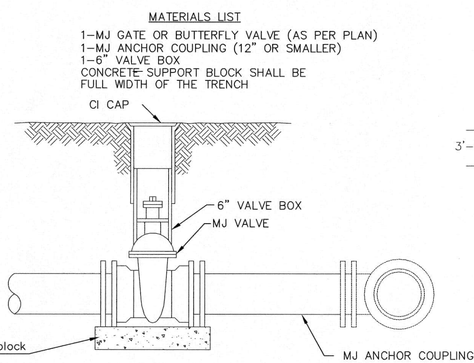
TRACER WIRE DETAIL

COST IS SUBSIDIARY TO PIPE INSTALLATION



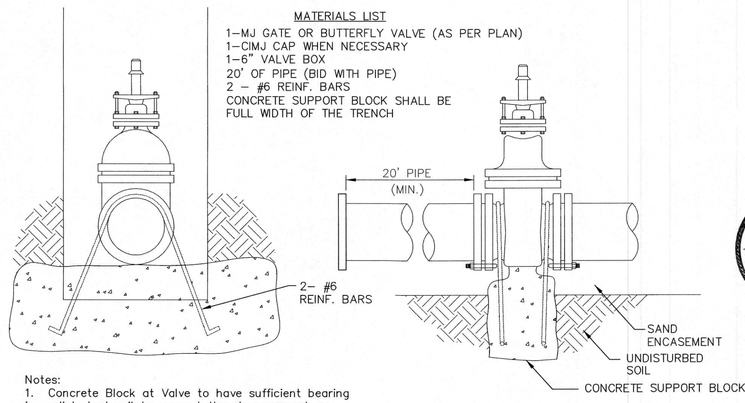
MATERIALS LIST
1- MJ GATE OR BUTTERFLY
VALVE (AS PER PLAN)
1- 6" VALVE BOX
2'- DICL SJ PIPE

VALVE ASSEMBLY



MATERIALS LIST
1-MJ GATE OR BUTTERFLY VALVE (AS PER PLAN)
1-MJ ANCHOR COUPLING (12" OR SMALLER)
1-6" VALVE BOX
CONCRETE SUPPORT BLOCK SHALL BE
FULL WIDTH OF THE TRENCH

ANCHORED VALVE ASSEMBLY

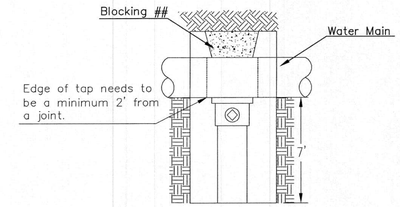


MATERIALS LIST
1-MJ GATE OR BUTTERFLY VALVE (AS PER PLAN)
1-CIMJ CAP WHEN NECESSARY
1-6" VALVE BOX
20' OF PIPE (BID WITH PIPE)
2 - #6 REINF. BARS
CONCRETE SUPPORT BLOCK SHALL BE
FULL WIDTH OF THE TRENCH

Notes:
1. Concrete Block at Valve to have sufficient bearing in undisturbed soil to prevent thrust movement as shown in table at right. Field Engineer to determine thrust loading of undisturbed soil and final size of thrust block.
2. The thrust block shall be constructed such that bolts, nuts, and other MJ accessories are kept clear of concrete.
3. All valves at dead ends and at other locations as called out on the plans shall be blocked as shown here.

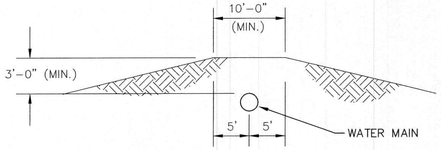
THRUST AT VALVES	
VALVE	THRUST AT 150 #/in²
4"	1809 lbs.
6"	4245 lbs.
8"	7540 lbs.
12"	16965 lbs.

ANCHORED VALVE ASSEMBLY, SPECIAL



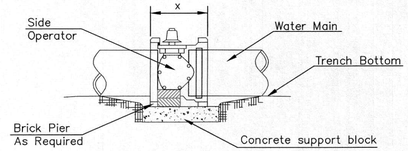
CITY TAP

When the City of Wichita makes tap, blocking is to be done by Contractor



PROTECTIVE FILL DETAIL

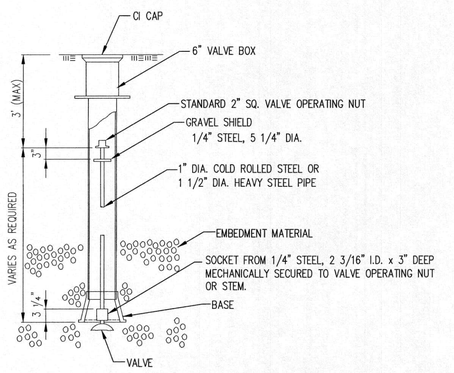
MINIMUM PROTECTIVE FILL SHALL BE PROVIDED IN ALL INSTANCES WHERE COVER OVER THE PROP. WATER LINE IS LESS THAN 3'. (COST SUBSIDIARY TO PIPE INSTALLATION)



NOTES

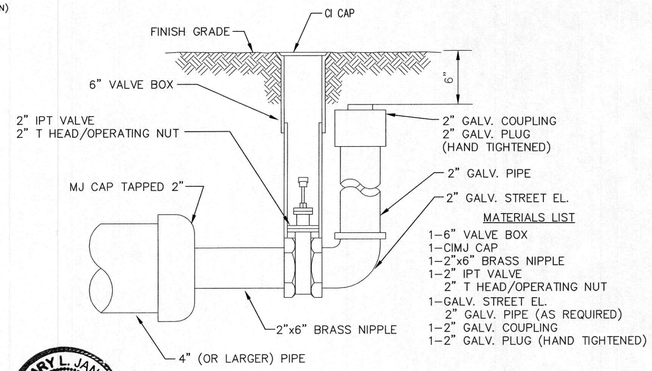
1. This detail covers Butterfly Valve installation, inclusive, regardless of type of pipe or joint used. 24" and larger lines to be detailed on plans.
2. 6" Valve Box and Cover required per City of Wichita Std. Specifications.
3. Conc. Support Block to be full width of trench.

CONCRETE SUPPORT BLOCKING FOR BUTTERFLY VALVE INSTALLATION



VALVE STEM EXTENSION DETAIL

NOTE: ONE VALVE STEM EXTENSION FOR EACH VALVE BURIED GREATER THAN 5'.



MATERIALS LIST
1-6" VALVE BOX
1-CIMJ CAP
1-2"x6" BRASS NIPPLE
1-2" IPT VALVE
2" T HEAD/OPERATING NUT
1-GALV. STREET EL.
2" GALV. PIPE (AS REQUIRED)
1-2" GALV. COUPLING
1-2" GALV. PLUG (HAND TIGHTENED)

2" BLOWOFF ASSEMBLY

GARY L. JANZEN LICENSED 16294 KANSAS PROFESSIONAL ENGINEER
10/27/16

REVISED: OCTOBER 2016

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

STANDARD WATER ASSEMBLY DETAIL

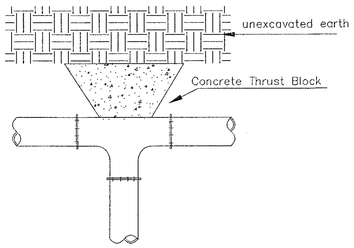
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE

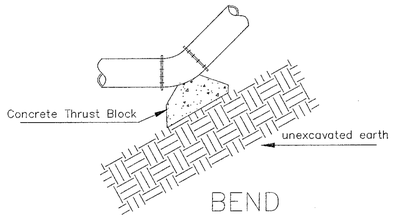
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET
2 of 15

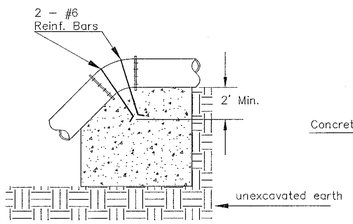
WL-101



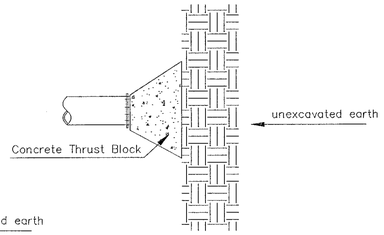
TEE



BEND



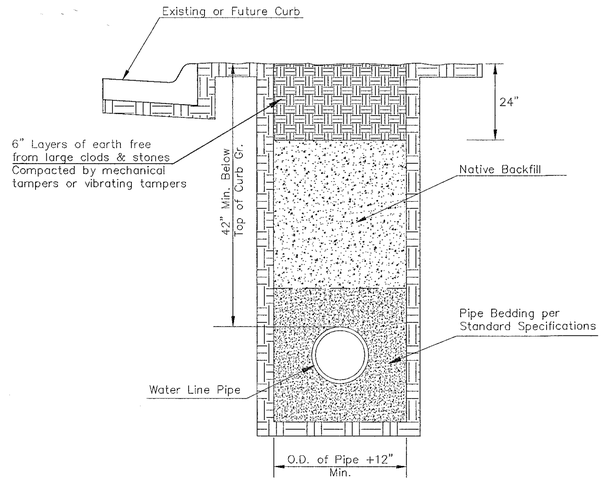
VERTICAL BEND



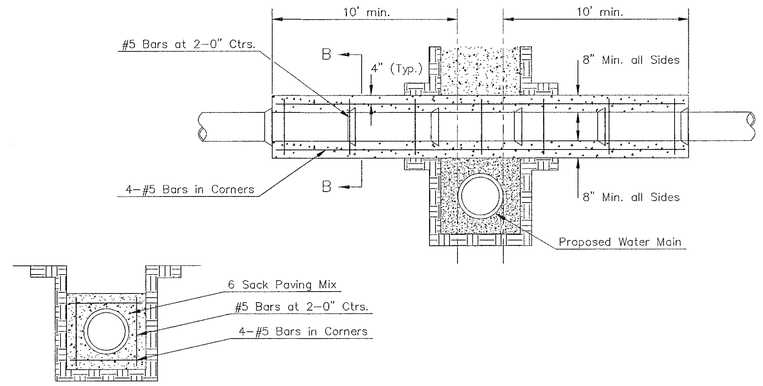
PLUG

PIPE SIZE	THRUST AT FITTINGS IN TONS–AT 150#/IN^{2}P					
	PLUG	90°	45°	22 1/2°	11 1/4°	TEE
6"	2.8	3.95	2.15	1.09	.55	2.8
8"	4.9	6.95	3.75	1.90	.96	4.9
12"	11.4	16.1	8.75	4.45	2.25	11.4
16"	20.15	28.5	15.4	7.85	3.95	20.15
20"	31.15	44.0	23.85	12.15	6.10	31.15
24"	44.55	63.0	34.1	17.4	8.75	44.55

TYPICAL THRUST BLOCKS



TRENCH COMPACTION IN ROAD RIGHT–OF–WAY

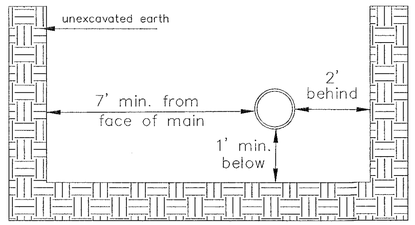


SECTION B–B

Note: Encasement to begin and end at a Bell on Sanitary Sewer Pipe.

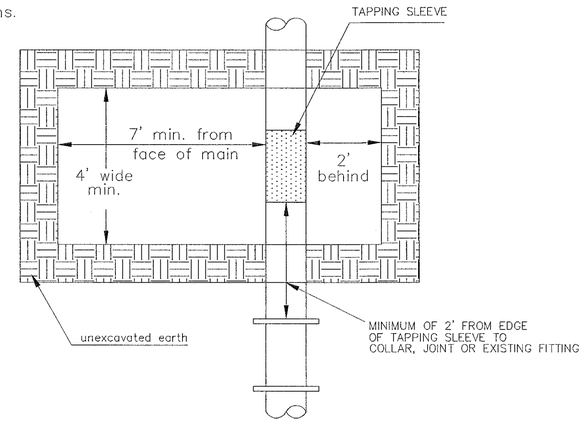
REINFORCED CONCRETE ENCASEMENT OF SANITARY SEWER

SIDE VIEW

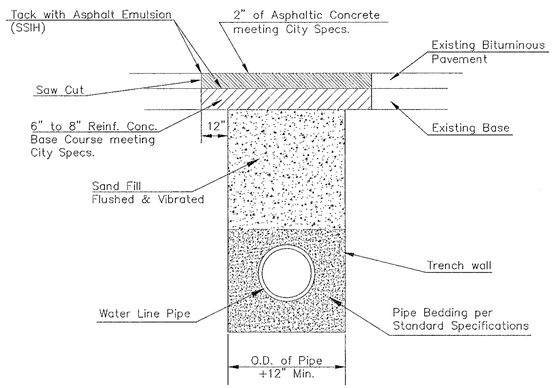


Note: When shoring is required it is to be per The City of Wichita Standard Specifications.

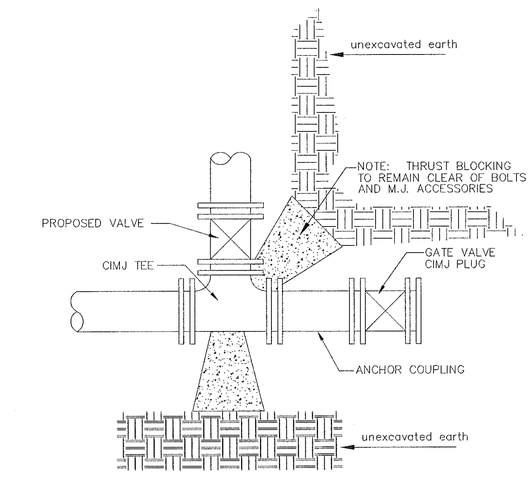
TOP VIEW



EXCAVATION FOR WET TAP



PAVEMENT REPLACEMENT & TRENCH COMPACTION UNDER EXISTING AND PROPOSED CITY ROADS



KEY BLOCK DETAIL

* PLANS GOVERN
UNLESS OTHERWISE NOTED ON PLANS

GARY L. JANZEN LICENSED 16264 KANSAS PROFESSIONAL ENGINEER
07/21/15

REVISED: JULY 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

MISCELLANEOUS
WATER
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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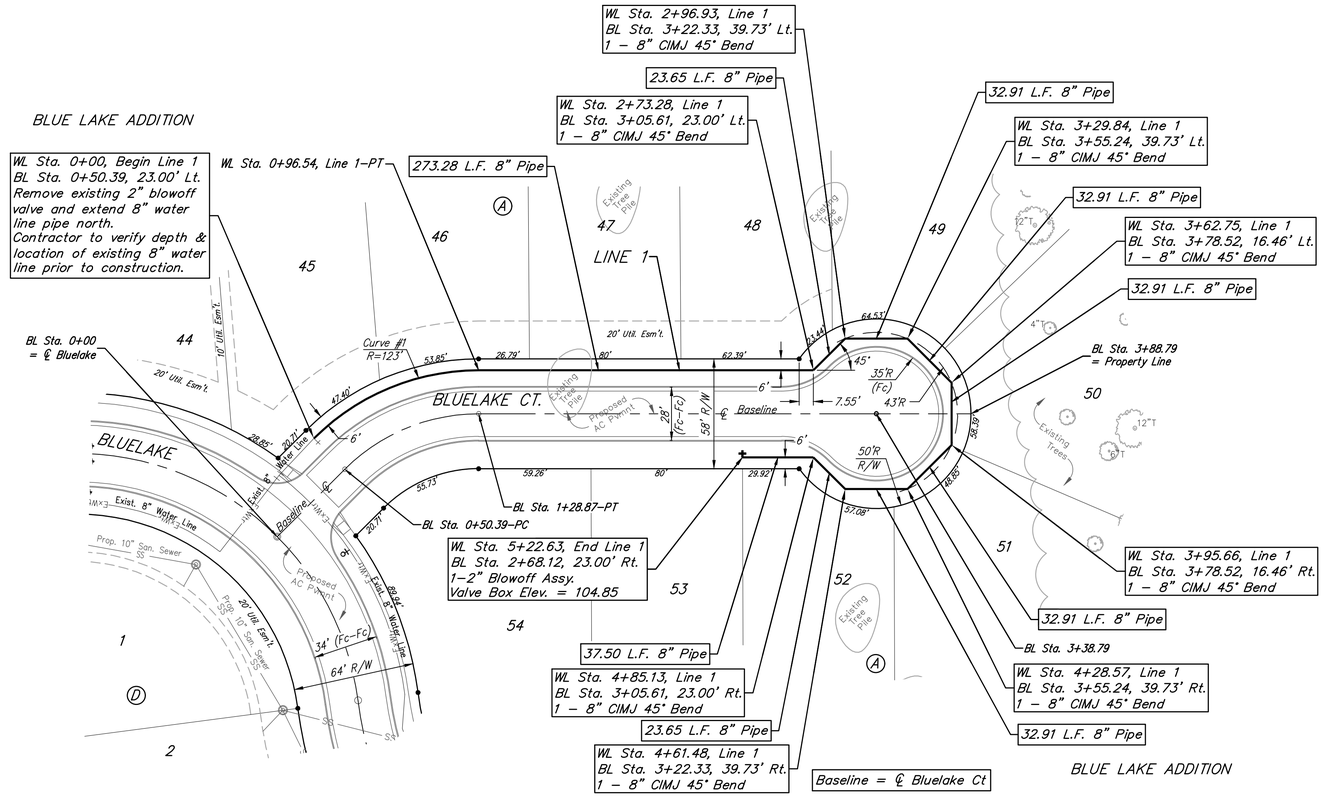
WL-104

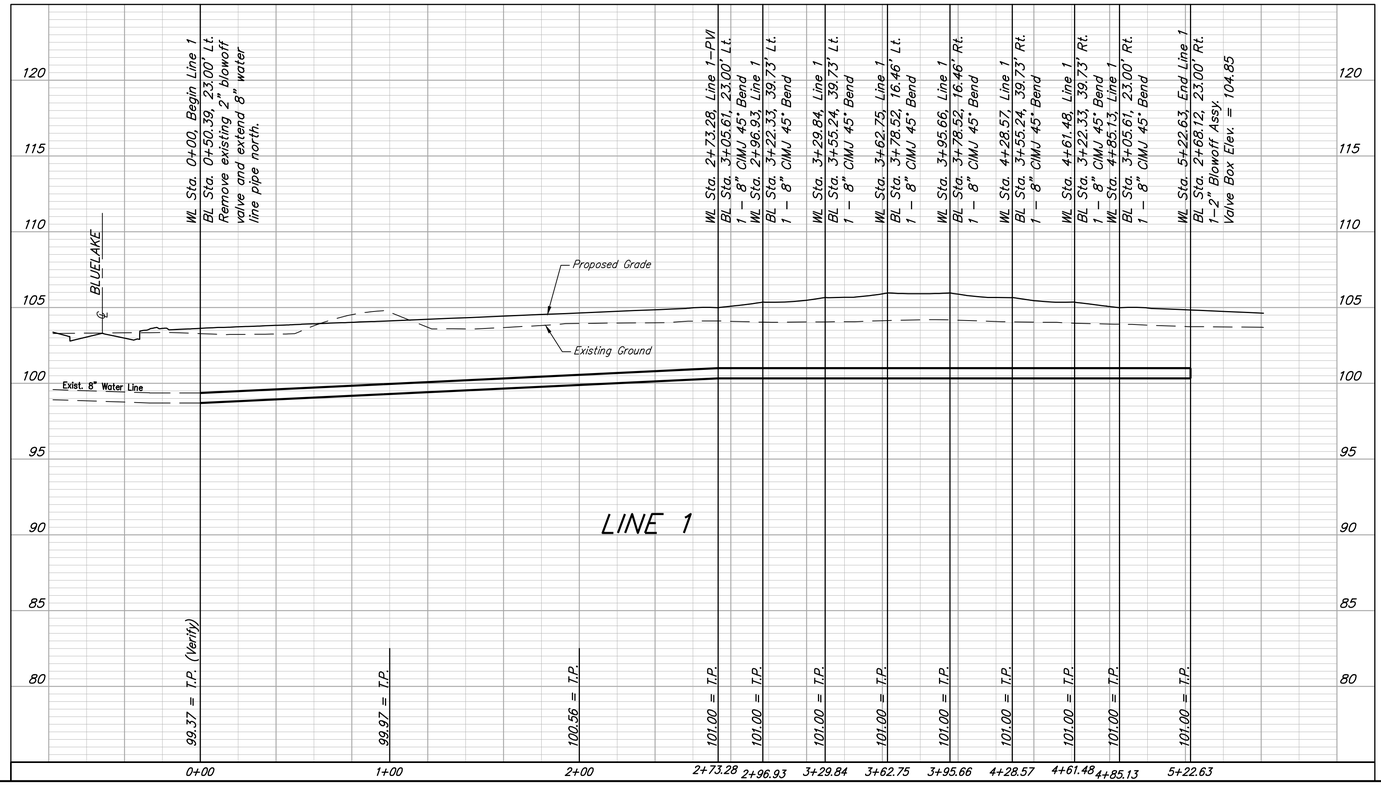
BENCHMARKS:

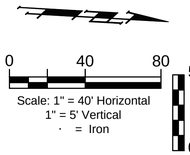
BM #1: "□" centerline face of east catch basin, Bluelake St., northwest corner of Lot 14, Block D, Blue Lake Addition
Elev.= 101.95 (City Datum)

BM #2: "□" on top of west curb Bluelake St., northeast corner of Lot 7, Block A, Blue Lake Addition
Elev. = 101.71 (City Datum)

BM #3: "+" north side of manhole rim, southwest corner of Lot 1, Block D, Blue Lake Addition
Elev. = 104.77 (City Datum)







Pipe layout is shown to be circular for radii under 200'. The Contractor shall use short pipe lengths, high–deflection couplers, and manufacturer–recommended pipe deflection and pipe bending to meet planned alignment.

Curve #1
Curve Data Based on Centerline of Pipe

Rad. = 123' Delta = 44°58'10" Tangent = 50.91'
Arc = 96.54' L.C. = 94.08' Def./Ft. = 13.97435 Min.

Station	Arc	Chord Lengths 8' Left	Defl.	Total Defl.
0+00.00	–	–	0°00'00"	0°00'00"
0+25.00	25.00'	26.58'	5°49'22"	5°49'22"
0+50.00	25.00'	26.58'	5°49'21"	11°38'43"
0+75.00	25.00'	26.58'	5°49'22"	17°28'05"
0+96.54	21.54'	22.91'	5°01'00"	22°29'05"

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15176
09/12/2026
KANSAS
PROFESSIONAL ENGINEER

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

BLUE LAKE ADDITION
PHASE 2

LINE 1

WATER DISTRIBUTION SYSTEM

PROJECT NUMBER:

DESIGN: DMV DRAWN: JAK
DATE: Sept. 12, 2026

SHEET 4 OF 15

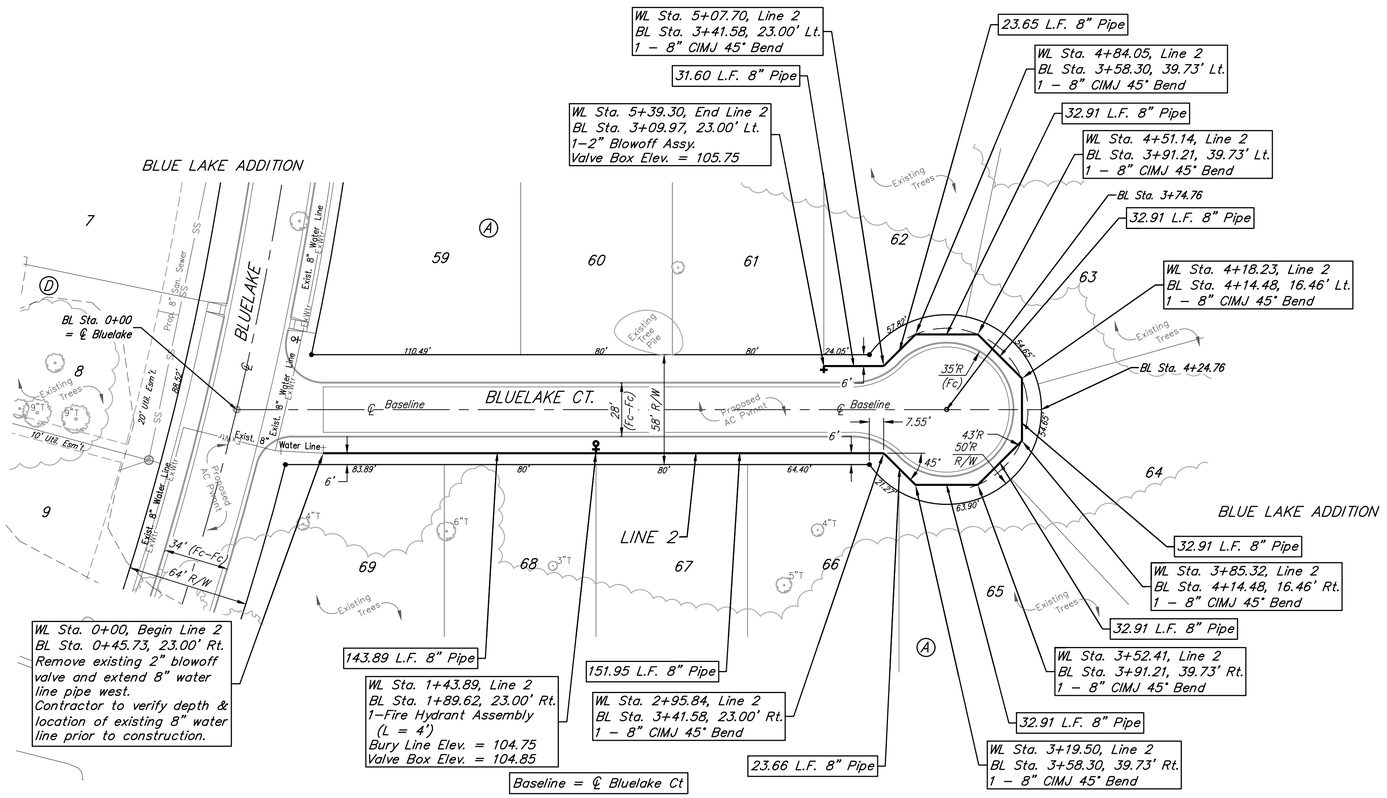
File: \\BC-SERVER\e\Projects\Blue Lake\Engineering\Phase 2\WTR_PLANS.dwg

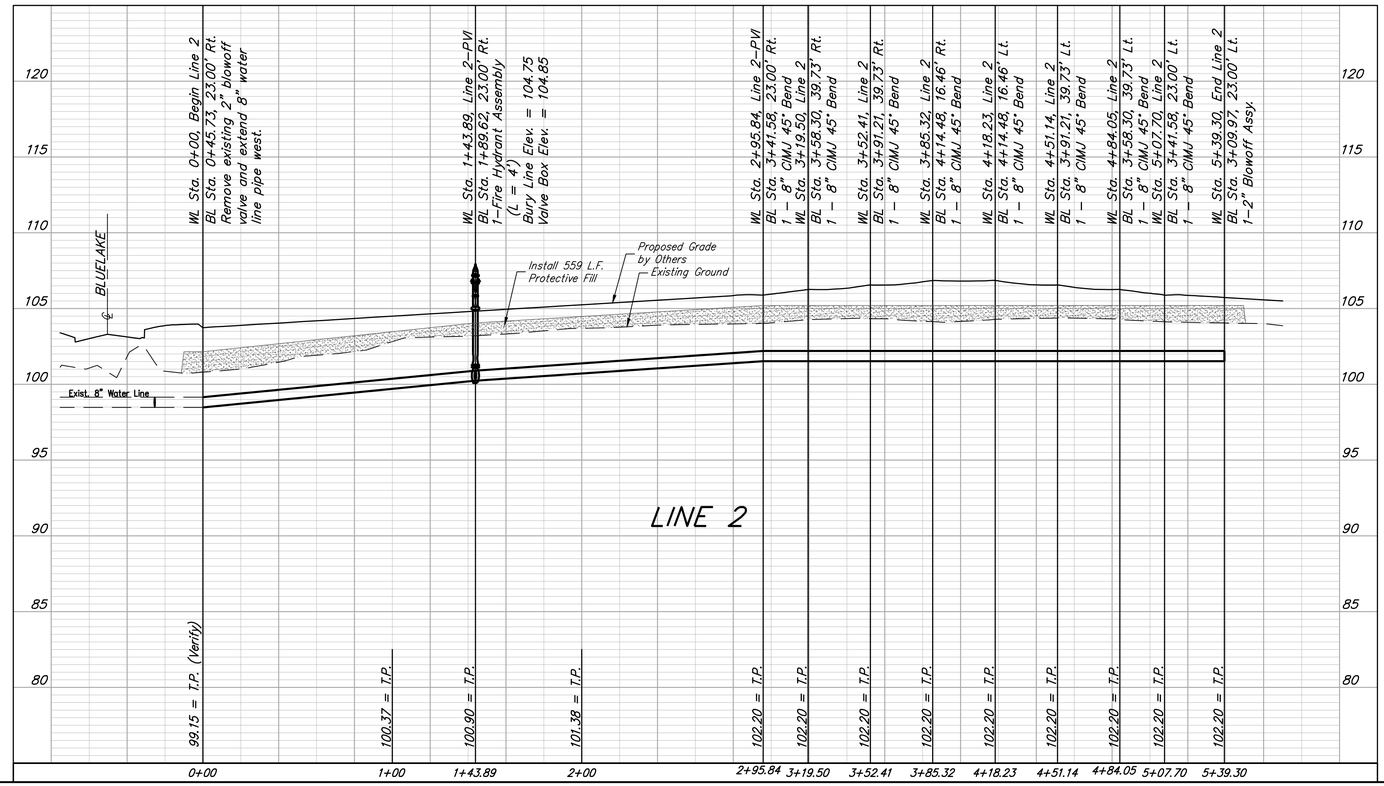
BENCHMARKS:

BM #1: "□" centerline face of east catch basin, Bluelake St., northwest corner of Lot 14, Block D, Blue Lake Addition
Elev.= 101.95 (City Datum)

BM #2: "□" on top of west curb Bluelake St., northeast corner of Lot 7, Block A, Blue Lake Addition
Elev. = 101.71 (City Datum)

BM #3: "+" north side of manhole rim, southwest corner of Lot 1, Block D, Blue Lake Addition
Elev. = 104.77 (City Datum)





0 40 80
Scale: 1" = 40' Horizontal
1" = 5' Vertical
· = Iron
0 5

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BLUE LAKE ADDITION
PHASE 2

LINE 2

WATER DISTRIBUTION SYSTEM

PROJECT NUMBER:

DESIGN: DMV DRAWN: JAK
DATE: Sept. 12, 2026
SHEET 5 OF 15

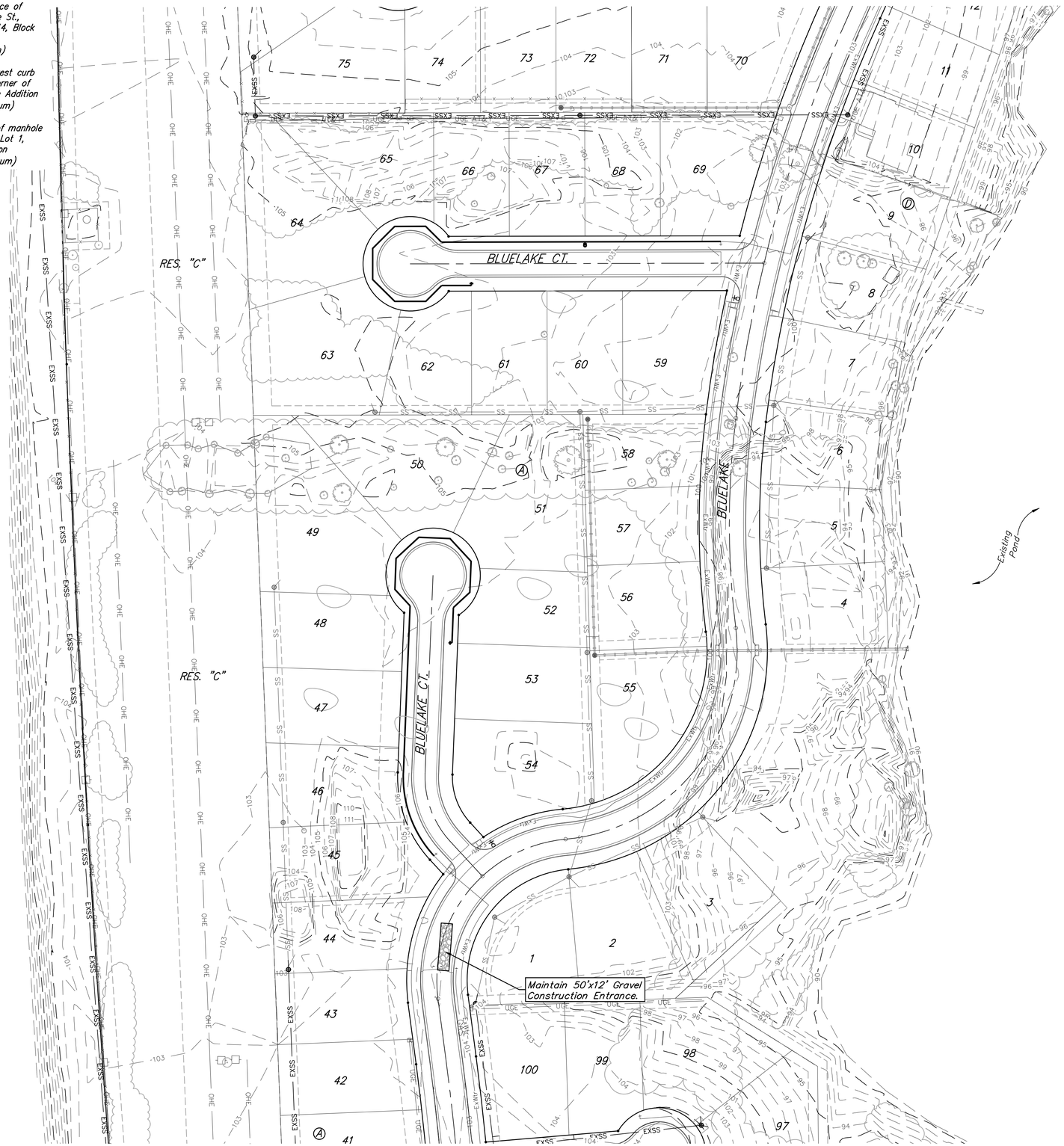
File: \\BC-SERVER\e\Projects\Blue Lake\Engineering\Phase 2\WTR_PLANS.dwg

BENCHMARKS:

BM #1: "□" centerline face of east catch basin, Bluelake St., northwest corner of Lot 14, Block D, Blue Lake Addition
Elev.= 101.95 (City Datum)

BM #2: "□" on top of west curb Bluelake St., northeast corner of Lot 7, Block A, Blue Lake Addition
Elev. = 101.71 (City Datum)

BM #3: "+" north side of manhole rim, southwest corner of Lot 1, Block D, Blue Lake Addition
Elev. = 104.77 (City Datum)



EROSION CONTROL MEASURE	INSTALL	MAINTAIN
CONSTRUCTION ENTRANCE (EA)	0	1
* ALL EXISTING BMPs INCLUDING CONSTRUCTION ENTRANCE, SEDIMENT BARRIERS, SILT FENCE, CUT–OFF TRENCH, AND EROSION CONTROL MAT SHALL BE MAINTAINED AND REPAIRED IF NECESSARY.		

0 60 120
Scale: 1" = 120'
· = Iron

Existing Ground —— —— 1364 —— ——

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

2. All areas disturbed during construction shall be seeded, mulched, and fertilized as per Cover Sheet General Notes.

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BLUE LAKE ADDITION
PHASE 2

EROSION CONTROL

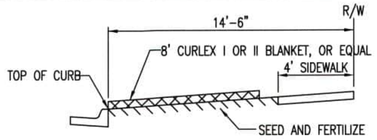
WATER DISTRIBUTION SYSTEM

PROJECT NUMBER:

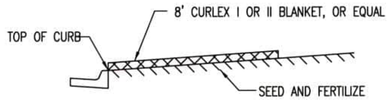
DESIGN: DMV DRAWN: JAK
DATE: Sept. 12, 2026

SHEET 6 OF 15

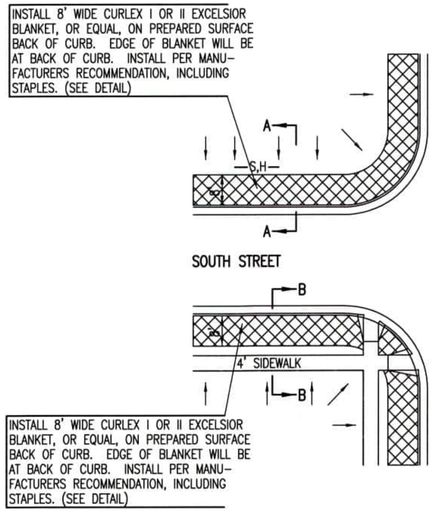
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SECTION B–B



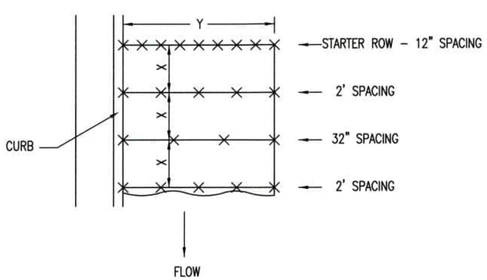
SECTION A–A



GENERAL NOTES

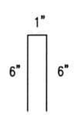
1. EXCELSIOR MAT TO BE INSTALLED WHEN SOD IS NOT SPECIFIED ON PROJECT.
2. EXCELSIOR BLANKET TO BE INSTALLED OVER SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS.
3. AFTER INSTALLATION OF EXCELSIOR BLANKET, AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE CURB AND INTO THE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

BACK OF CURB PROTECTION DETAIL



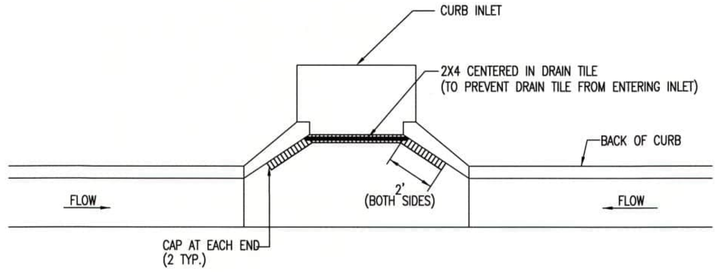
STAPLE PATTERN

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



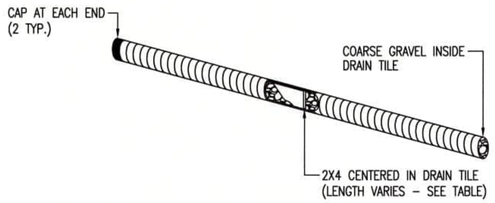
STAPLE

DETAILS FOR APPROVED EROSION CONTROL MAT

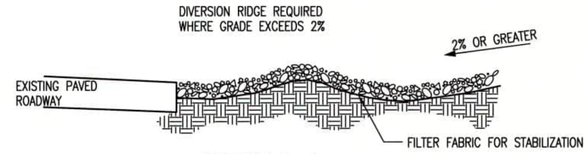


NOTE:
PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"–1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

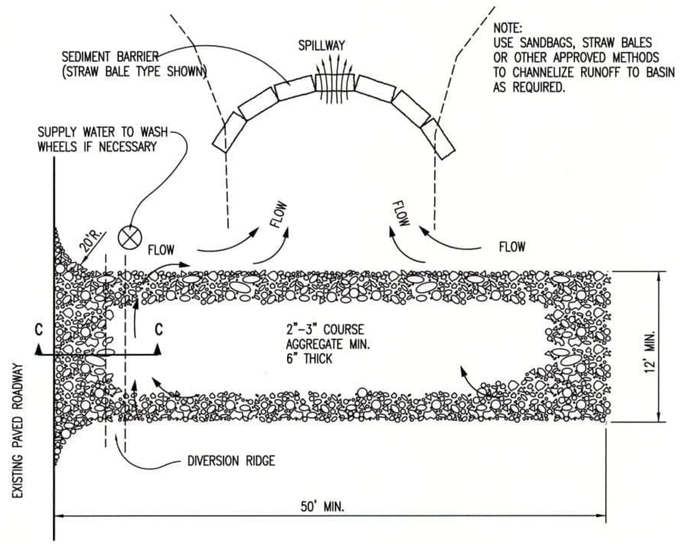
2X4 LENGTH	INLET TYPE	INLET OPENING
5'–6"	1–A	5'–0"
10'–6"	1–A	10'–0"
15'–6"	1–A	15'–0"



CURB INLET PROTECTION
4" PERFORATED PIPE W/ GRAVEL



SECTION C–C



STABILIZED CONSTRUCTION ENTRANCE

GENERAL NOTES

1. 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.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. 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.
4. DRIVE ENTRANCES ONTO RESIDENTIAL LOTS WILL NOT BE REQUIRED TO HAVE THE SEDIMENT BARRIER SHOWN, BUT WHEEL WASHING MAY BE REQUIRED IF STABILIZED ENTRANCE IS NOT SUFFICIENT TO KEEP MUD FROM BEING TRACKED ONTO ADJACENT STREET. ENTRANCE SHALL EXTEND FROM BACK OF CURB TO DWELLING.

REVISION DATE: MAY 2013

GARY L. JANZEN LICENSED 16004 PROFESSIONAL ENGINEER KANSAS
05/16/13

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

BACK OF CURB PROTECTION, CURB INLET PROTECTION AND CONSTRUCTION ENTRANCE

CITY ENGINEER
GARY JANZEN, P.E.

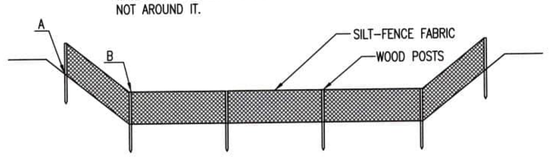
PROJECT NUMBER	OCA NUMBER	DATE

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

SHEET
7 of 15

SW-501

NOTE: POINT A MUST BE HIGHER THAN POINT B SO THAT WATER FLOWS OVER THE SILT FENCE FABRIC AND NOT AROUND IT.



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

PROPER INSTALLATION METHOD:

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

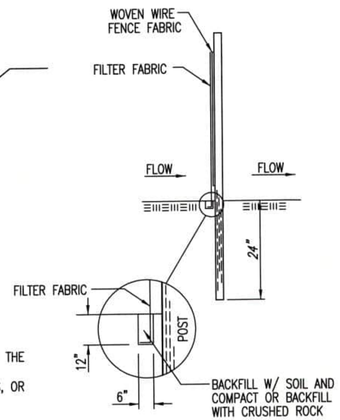
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

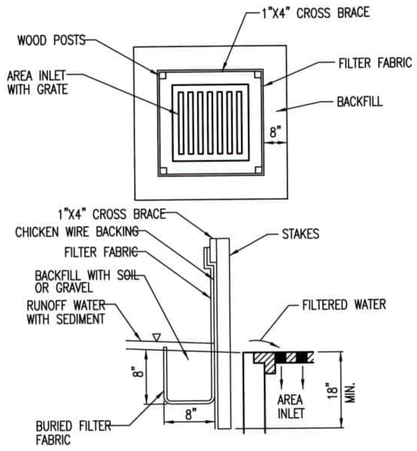
INSPECTION AND MAINTENANCE:

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

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



ANCHOR TRENCH DETAIL



SILT FENCE BARRIERS FOR AREA INLETS
(INLET PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

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

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

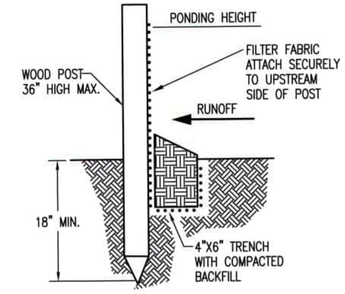
WATER SHOULD FLOW THROUGH A SILT FENCE BARRIER FOR AREA INLET–NOT OVER IT. PLACE A SILT FENCE BARRIER FOR AREA INLET IN A LOCATION WHERE IT IS UNLIKELY TO BE OVERTOPPED. SILT FENCE BARRIER FOR AREA INLETS OFTEN FAIL WHEN REPEATEDLY OVERTOPPED.
DO NOT PLACE POSTS ON THE OUTSIDE OF THE SILT FENCE BARRIER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

INSPECTION AND MAINTENANCE:

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

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





SILT FENCE BARRIERS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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

REVISION DATE: MAY 2013

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

SILT FENCE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

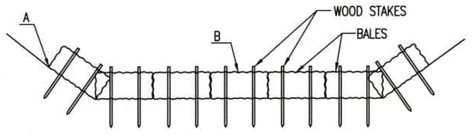
PROJECT NUMBER	OCA NUMBER	DATE

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

SHEET
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SW–502

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



STRAW BALE DITCH CHECKS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

DITCH 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".

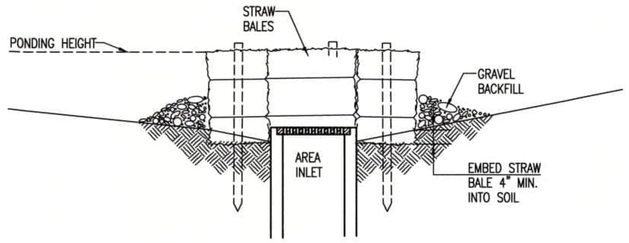
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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.

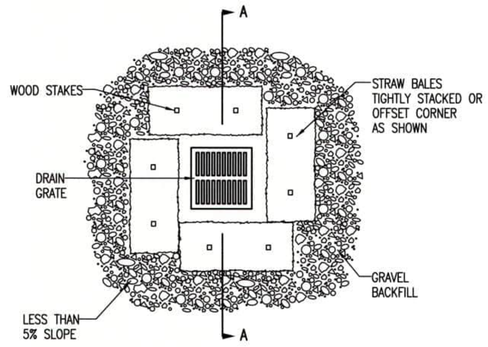
INSPECTION AND MAINTENANCE:

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?



SECTION A-A



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.

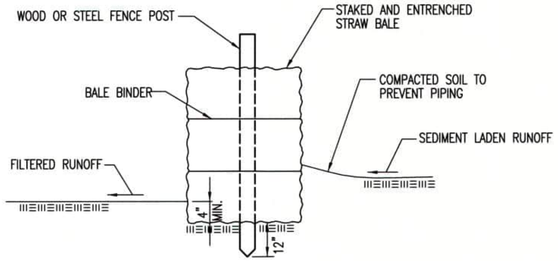
LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

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 1/2" OR MORE. THE FOLLOWING IS A LIST OF QUESTIONS THAT SHOULD BE ADDRESSED DURING EACH INSPECTION:

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



STRAW BALE BARRIERS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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

GARY L. JANZEN LICENSED 16294 KANSAS PROFESSIONAL ENGINEER
05/30/13

REVISION DATE: MAY 2013

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

STRAW BALE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE

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

SHEET
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SW-503

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.

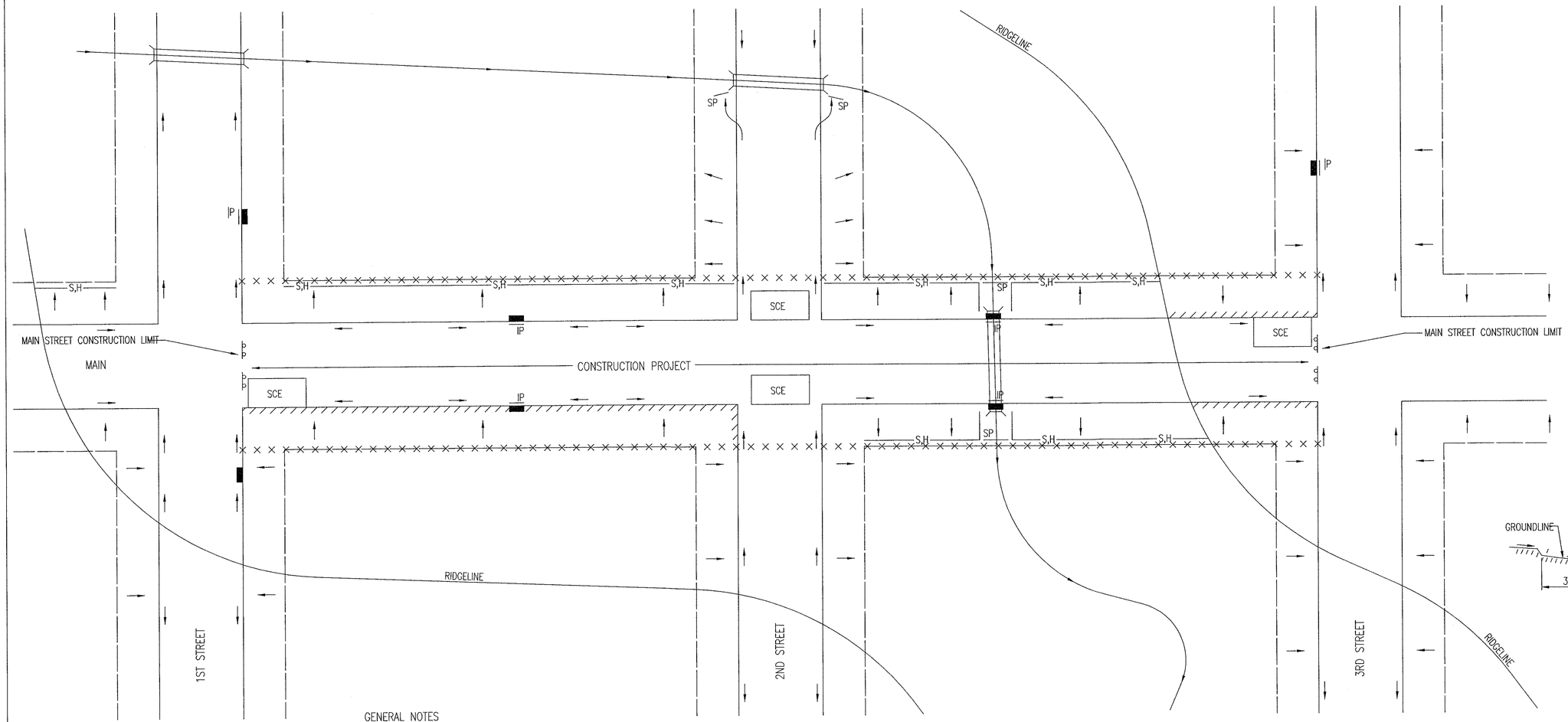
2. EROSION CONTROL DEVICES MUST BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE CONSTRUCTION PROCESS AND UNTIL THE DISTURBED EARTH IS RESTABILIZED.

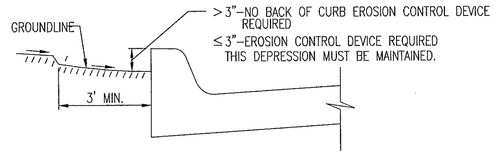
3. IF THE PROJECT WILL DISTURB 1 ACRE OR MORE, A FEDERAL/STATE NPDES STORMWATER PERMIT IS REQUIRED. A DETAILED STORMWATER POLLUTION PREVENTION PLAN, IS REQUIRED. THE EROSION CONTROL DEVICES SHOWN ON THIS SHEET ARE CONSIDERED TO BE THE MINIMUM TO BE SHOWN IN THE POLLUTION PREVENTION PLAN.

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)

GARY L. JANZEN LICENSED 16294 KANSAS PROFESSIONAL ENGINEER 06/05/15

REVISION: JUNE 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

STREET IMPROVEMENT PROJECTS

CITY ENGINEER
GARY JANZEN, P.E.

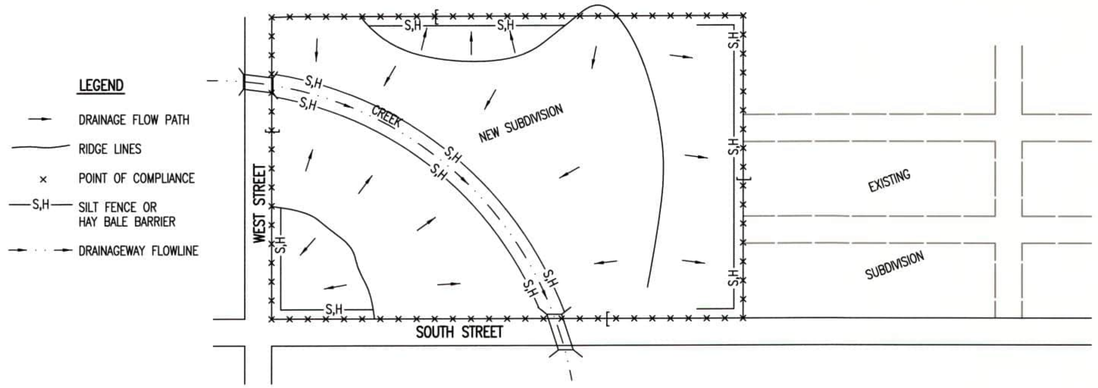
PROJECT NUMBER	OCA NUMBER	DATE

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
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SHEET
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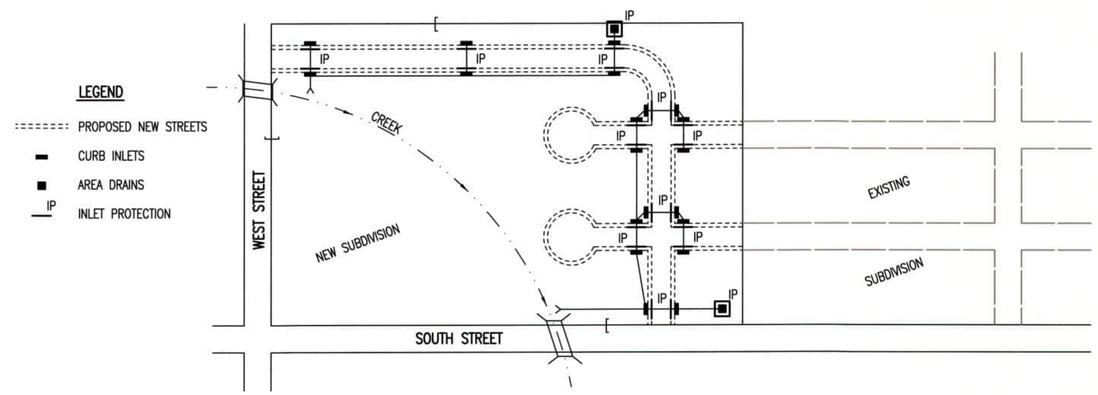
SW-504

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



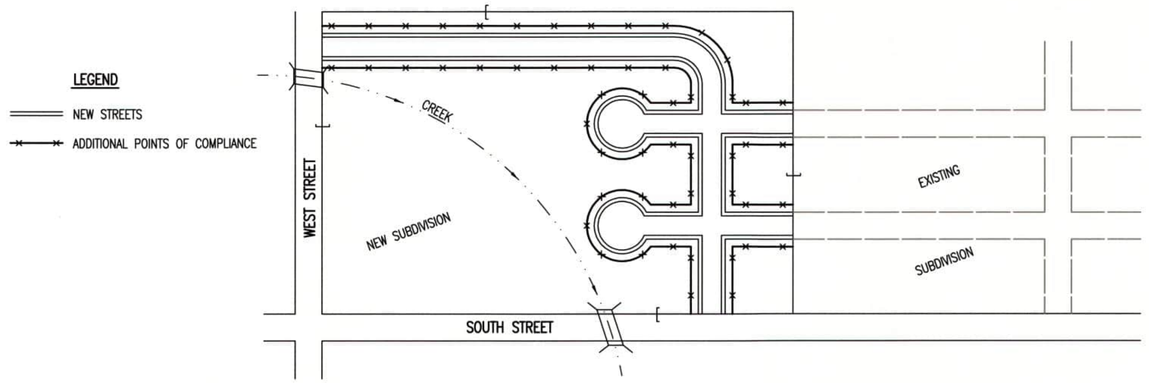
1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM THE SITE. SHOULD LAKES BE CONSTRUCTED WITHIN THE SUBDIVISION THAT WILL DISCHARGE DURING STORMS, THEY ARE ALSO A POINT OF COMPLIANCE.
2.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

PHASE 2 – INSTALLATION OF STORM SEWER



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

PHASE 3 – STREET CONSTRUCTION

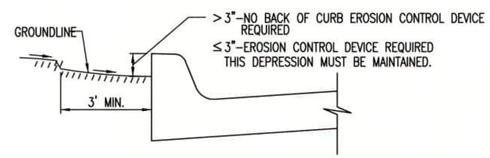


1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, NEW STREETS ARE INSTALLED. ALL EROSION CONTROL DEVICES INSTALLED DURING PHASE 1 AND 2 MUST STILL BE MAINTAINED. THE POINT OF COMPLIANCE NOW SHIFTS TO THE BACK OF CURB ALONG EACH STREET.
2. CURB OPENING INLET PROTECTION:
   A. SUMP AREAS – INLET PROTECTION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

GENERAL NOTES

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

SEE DETAIL SHEET FOR BACK OF CURB PROTECTION DETAIL



CURB BACKFILL DETAIL (STREET CONSTRUCTION ONLY)

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

REVISION DATE: MAY 2013

GARY L. JANZEN LICENSED 16294 KANSAS PROFESSIONAL ENGINEER
05/30/13

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

SUBDIVISION DEVELOPMENT PROCESS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE

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

SHEET
11 of 15

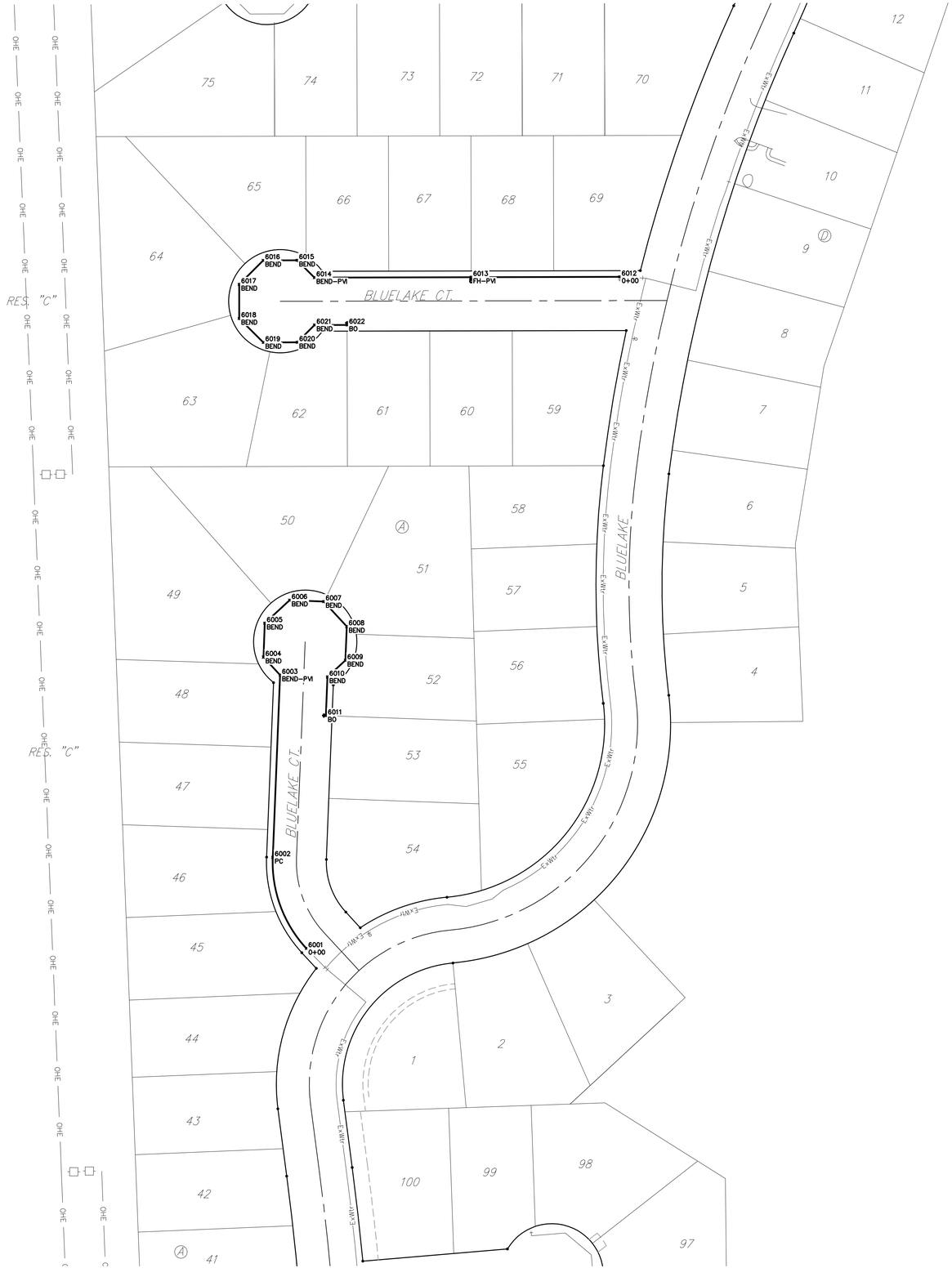
SW–505

BENCHMARKS:

BM #1: "□" centerline face of east catch basin, Bluelake St., northwest corner of Lot 14, Block D, Blue Lake Addition
Elev.= 101.95 (City Datum)

BM #2: "□" on top of west curb Bluelake St., northeast corner of Lot 7, Block A, Blue Lake Addition
Elev. = 101.71 (City Datum)

BM #3: "+" north side of manhole rim, southwest corner of Lot 1, Block D, Blue Lake Addition
Elev. = 104.77 (City Datum)



WTR POINTS			
Point #	Northing	Easting	Description
6001	28,811.02	32,039.59	0+00
6002	28,899.30	32,007.08	PC
6003	29,075.90	32,014.07	BEND–PVI
6004	29,093.28	31,998.02	BEND
6005	29,126.16	31,999.32	BEND
6006	29,148.49	32,023.49	BEND
6007	29,147.19	32,056.37	BEND
6008	29,123.02	32,078.71	BEND
6009	29,090.14	32,077.40	BEND
6010	29,074.09	32,060.03	BEND
6011	29,036.62	32,058.55	BO
6012	29,461.84	32,343.24	0+00
6013	29,461.52	32,199.36	FH–PVI
6014	29,461.17	32,047.40	BEND–PVI
6015	29,477.86	32,030.64	BEND
6016	29,477.78	31,997.73	BEND
6017	29,454.46	31,974.51	BEND
6018	29,421.55	31,974.59	BEND
6019	29,398.33	31,997.91	BEND
6020	29,398.41	32,030.82	BEND
6021	29,415.17	32,047.51	BEND
6022	29,415.24	32,079.11	BO

0 60 120

Scale: 1" = 60'
· = Iron

DENISE M. VALOCH
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15176
09/12/2026
KANSAS
PROFESSIONAL ENGINEER

BAUGHMAN COMPANY

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

BLUE LAKE ADDITION
PHASE 2

COORDINATES

WATER DISTRIBUTION SYSTEM

PROJECT NUMBER:

DESIGN: DMV DRAWN: JAK

DATE: Sept. 12, 2026

SHEET 12 OF 15

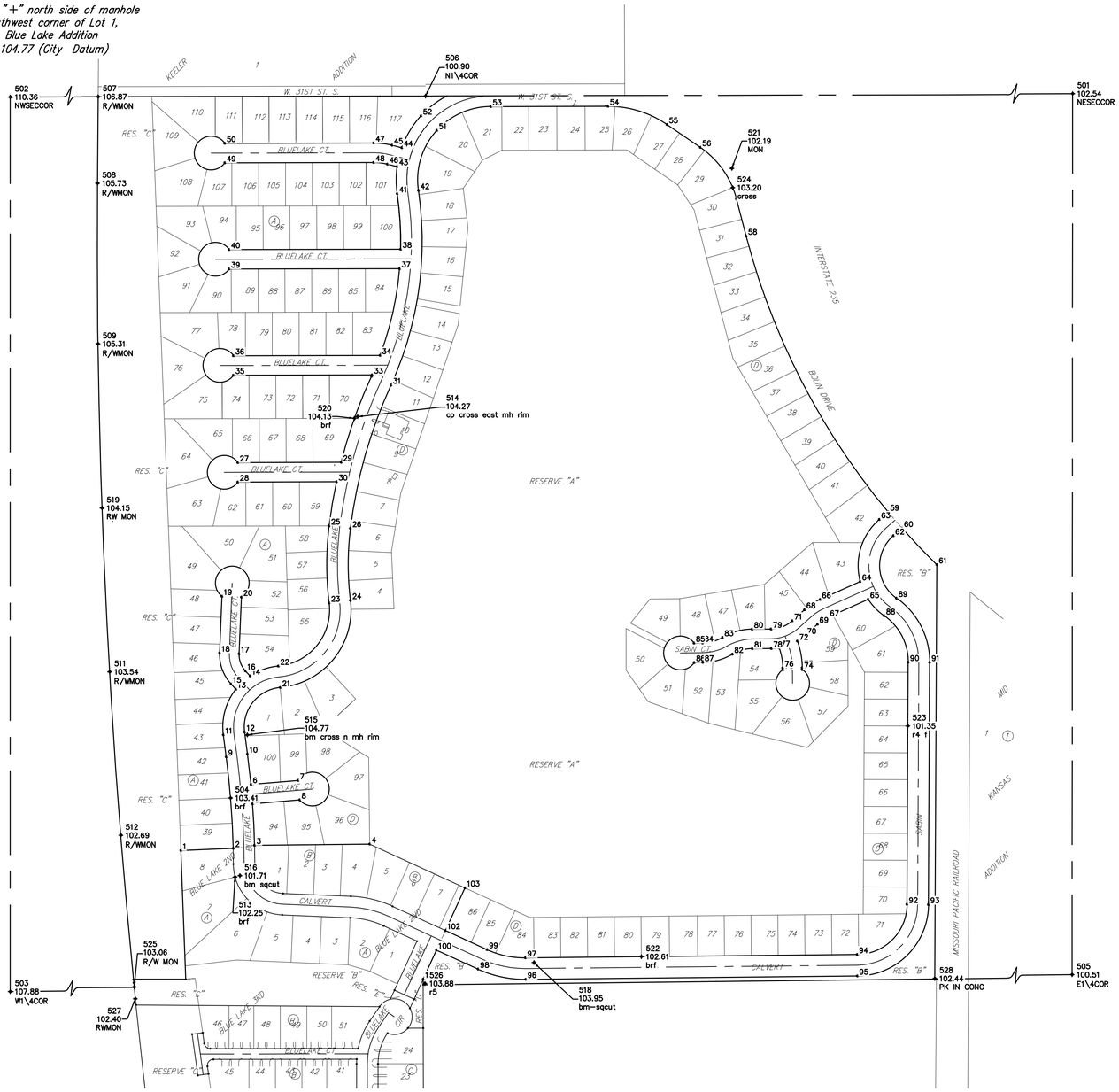
File: E:\Projects\Blue Lake\Engineering\Phase 3B\WTR_PLANS.dwg

BENCHMARKS:

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Elev.= 101.95 (City Datum)

BM #2: "□" on top of west curb Bluelake St., northeast corner of Lot 7, Block A, Blue Lake Addition
Elev. = 101.71 (City Datum)

BM #3: "+" north side of manhole rim, southwest corner of Lot 1, Block D, Blue Lake Addition
Elev. = 104.77 (City Datum)



CONTROL POINTS				
Point	Northing	Easting	Elev.	Desc
501	30,566.59	35,255.71	102.54	NESECCOR
502	30,553.63	29,973.96	110.36	NWSECCOR
503	27,887.91	29,974.06	107.88	W1\4COR
504	28,467.53	32,033.62	103.41	brf
505	27,941.16	35,254.20	100.51	E1\4COR
506	30,559.62	32,614.83	100.90	N1\4COR
507	30,557.51	31,638.89	106.87	R/WMON
508	30,299.49	31,636.93	105.73	R/WMON
509	29,820.85	31,638.40	105.31	R/WMON
510	29,331.85	31,650.54	104.26	R/WMON
511	28,843.80	31,673.13	103.54	R/WMON
512	28,356.52	31,706.41	102.69	R/WMON
513	28,232.29	32,046.98	102.25	brf
514	29,603.78	32,412.50	104.27	cp cross east mh rim
515	28,655.75	32,083.22	104.77	bm cross n mh rim
516	28,236.06	32,061.22	101.71	bm sqcut
517	25,436.10	31,916.54	114.54	occ R4 YELLOW
518	27,977.00	32,938.30	103.95	bm-sqcut
519	29,331.76	31,650.50	104.15	RW MON
520	29,598.83	32,402.99	104.13	brf
521	30,344.07	33,528.44	102.19	MON
522	27,994.88	33,258.49	102.61	brf
523	28,682.32	34,052.98	101.35	r4 f
524	30,286.59	33,530.89	103.20	cross
525	27,904.40	31,746.62	103.06	R/W MON
526	27,914.69	32,613.03	103.88	r5
527	27,869.43	31,749.61	102.40	RWMON
528	27,929.74	34,133.36	102.44	PK IN CONC

IRONS			IRONS		
Point	Northing	Easting	Point	Northing	Easting
1	28,311.37	31,885.37	53	30,528.07	32,809.26
2	28,317.68	32,041.39	54	30,528.87	33,158.76
3	28,326.66	32,105.20	55	30,474.45	33,334.85
4	28,330.10	32,448.28	56	30,406.24	33,434.20
5	28,450.20	32,099.19	57	30,252.89	33,542.04
6	28,508.00	32,094.32	58	30,142.11	33,570.95
7	28,519.81	32,234.48	59	29,320.02	33,994.35
8	28,462.01	32,239.35	60	29,271.50	34,036.09
9	28,590.37	32,020.55	61	29,162.77	34,139.67
10	28,598.73	32,084.00	62	29,248.96	34,009.89
11	28,655.59	32,011.96	63	29,297.47	33,968.15
12	28,663.95	32,075.41	64	29,112.52	33,911.02
13	28,791.73	32,049.23	65	29,059.59	33,934.73
14	28,831.07	32,091.85	66	29,058.96	33,791.47
15	28,806.95	32,035.19	67	29,006.03	33,815.18
16	28,846.29	32,077.81	68	29,028.69	33,744.94
17	28,897.25	32,059.04	69	28,985.57	33,783.73
18	28,899.54	32,001.08	70	28,952.56	33,747.04
19	29,068.60	32,007.77	71	28,995.68	33,708.25
20	29,066.30	32,065.73	72	28,935.12	33,723.48
21	28,796.87	32,181.66	73	28,855.84	33,738.08
22	28,860.61	32,175.84	74	28,850.29	33,738.14
23	29,048.51	32,327.28	75	28,849.62	33,680.14
24	29,056.35	32,390.80	76	28,855.18	33,680.08
25	29,278.81	32,327.43	77	28,915.10	33,669.05
26	29,270.87	32,390.94	78	28,913.07	33,645.82
27	29,467.19	32,054.94	79	28,971.06	33,645.15
28	29,409.19	32,055.07	80	28,970.41	33,588.67
29	29,467.89	32,363.23	81	28,912.42	33,589.34
30	29,409.86	32,349.61	82	28,895.90	33,529.70
31	29,698.02	32,511.94	83	28,945.98	33,500.45
32	29,724.58	32,453.71	84	28,929.47	33,440.81
33	29,728.35	32,455.42	85	28,929.18	33,415.22
34	29,786.40	32,479.36	86	28,871.18	33,415.89
35	29,727.41	32,042.13	87	28,871.47	33,441.47
36	29,785.41	32,042.00	88	29,010.46	33,982.40
37	30,045.03	32,537.55	89	29,062.87	34,019.13
38	30,103.04	32,540.68	90	28,872.02	34,053.99
39	30,043.88	32,029.20	91	28,871.70	34,117.99
40	30,101.88	32,029.07	92	28,150.64	34,050.32
41	30,268.46	32,530.45	93	28,150.32	34,114.32
42	30,277.87	32,593.76	94	28,001.39	33,901.81
43	30,349.20	32,530.14	95	27,937.40	33,902.45
44	30,405.50	32,544.09	96	27,927.45	32,913.27
45	30,412.72	32,514.97	97	27,991.45	32,912.62
46	30,356.42	32,501.02	98	27,957.59	32,771.67
47	30,419.36	32,460.00	99	28,015.78	32,798.33
48	30,361.36	32,460.14	100	28,014.38	32,647.70
49	30,360.35	32,016.27	101	27,927.62	32,607.96
50	30,418.35	32,016.14	102	28,072.56	32,674.35
51	30,457.12	32,648.61	103	28,199.85	32,732.66
52	30,500.34	32,601.41			

0 200 400
Scale: 1" = 200'
· = Iron

DENNIS M. VAUGHAN
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315 Ellis St.
Wichita, KS 67211
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BaughmanCo.com

BLUE LAKE ADDITION
PHASE 2

COORDINATES

WATER DISTRIBUTION SYSTEM

PROJECT NUMBER:

DESIGN: DMV DRAWN: JAK
DATE: Sept. 12, 2026

SHEET 13 OF 15

File: E:\Projects\Blue Lake\Engineering\Phase 3B\WTR_PLANS.dwg

BLUE LAKE ADDITION
WICHITA, SEDGWICK COUNTY, KANSAS



For Reference Only

BENCHMARK:

Hoover and MacArthur (39th St. South)
COW Bench Mark. NE corner of intersection.
41.60 ft North of center line.
69.00 ft East of center line.
20.00 ft East of guy pole.
79.80 ft NE of Section corner iron.

City 121.22 ft
MSL 1308.62 ft

Big Ditch and MacArthur
COW Bench Mark. West bound lane, east end of bridge.
East of Hoover.

City 116.52 ft
MSL 1303.92 ft

MINIMUM BUILDING PAD ELEVATIONS FOR LOWEST OPENING TO THE STRUCTURES		
LOT	BLOCK	ELEVATION CITY DATUM
2-53	D	96.5
55-90	D	96.5
96-98	D	96.5

● = #4 REBAR W/ "BAUGHMAN" CAP (SET)
◇ = #5 REBAR (FOUND)
■ = 100d SPIKE (FOUND)
○ = #4 REBAR W/ "SAVOY" CAP (FOUND)
□ = CONC. FLOOD CONTROL R/W MONUMENT (FOUND)
⊠ = 1" IRON (FOUND)
△ = 1/2" IRON IN THIMBLE (FOUND)
∧ = "V" NOTCH (SET)
▽ = 1/2" IRON (FOUND)
◘ = 1" IRON IN THIMBLE (FOUND)
⊗ = STONE (FOUND)

(M) = MEASURED
(P) = PLATTED
(D) = DESCRIBED
(C) = CALCULATED
(C-D) = CALCULATED PER DESCRIBED INFO.
(C-P) = CALCULATED PER PLATTED INFO.
(D1) = DESCRIBED CHORD DISTANCE BETWEEN R/W MONUMENTS
(M1) = MEASURED CHORD DISTANCE BETWEEN R/W MONUMENTS

NOTE:
A master grading plan for drainage has been developed for this subdivision and is on file with the City of Wichita, Kansas. All drainage easements, right-of-ways, or reserves shall remain at established grades or as modified with the approval of the City Engineer of the City of Wichita, Kansas. No obstructions which impede the flow of this drainage system be allowed.

Sedgwick County
Register of Deeds - Bill Meek
DOC.#/FLM-PG: 28611551
Receipt #: 1565474
Pages Recorded: 3
Recording Fee: $60.00
Cashier Initials: DM
Authorized By:
Date Recorded: 9/28/2004 3:50:56 PM

PAGE 2 OF 3

BAUGHMAN COMPANY P. A.
ENGINEERING, SURVEYING, & PLANNING
316-262-7271 * 315 ELLIS * WICHITA, KANSAS 67211
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BLUE LAKE ADDITION

WICHITA, SEDGWICK COUNTY, KANSAS



MINIMUM BUILDING PAD ELEVATIONS FOR LOWEST OPENING TO THE STRUCTURES		
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FOR REFERENCE ONLY

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Sedgwick County, Register of Deeds - Bill Meek
DOC.#/FILM-PG: 28611551
Receipt #: 1566474
Pages Recorded: 3
Recording Fee: $60.00
Cashier Initials: DM
Authorized By:
Date Recorded: 9/28/2004 3:50:56 PM

BAUGHMAN COMPANY P. A.
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