PAVING IMPROVEMENTS

to serve

1ST STREET, 1ST COURT, AND KNIGHT STREET
CITY OF WICHITA, KANSAS

Paul Gunzelman, P.E. City Engineer

1st St, Joann to High: 472-2025-086104

1st St, High to Knight: 472-2025-086102

1st St, Knight to Kessler: 472-2025-086105

1st Ct, 1st St to EOP: 472-2025-086103

Knight, Douglas to EOP: 472-2025-086106

Org Code Number: 40110825

Munis Number: E5066

HORIZONTAL AND VERTICAL CONTROL POINTS:

CONTROL POINT #100
½" REBAR WITH ORANGE GARVER CONTROL POINT CAP, 55' EAST OF THE CENTERLINE OF KNIGHT STREET AND 32' SOUTH OF THE SOUTH CURB LINE OF DOUGLAS AVENUE.
N = 1684715.01
E = 1635165.40
ELEV = 1305.96

CONTROL POINT #101
'+' ON THE SOUTH SIDE OF THE WEST CURB RETURN OF THE DRIVE ENTRANCE OF 3635 WEST DOUGLAS AVENUE, 68' WEST OF THE CENTERLINE OF KNIGHT STREET
N = 1684732.81
E = 1635042.59
ELEV = 1305.07

CONTROL POINT #102
'+' ON CONCRETE PAD TO LEFT FIELD FOUL POLE IN BASEBALL FIELD, 34' EAST OF THE CENTERLINE OF KNIGHT STREET AND 335' SOUTH OF THE SOUTH CURB LINE OF DOUGLAS AVENUE
N = 1684411.41
E = 1635143.36
ELEV = 1303.83

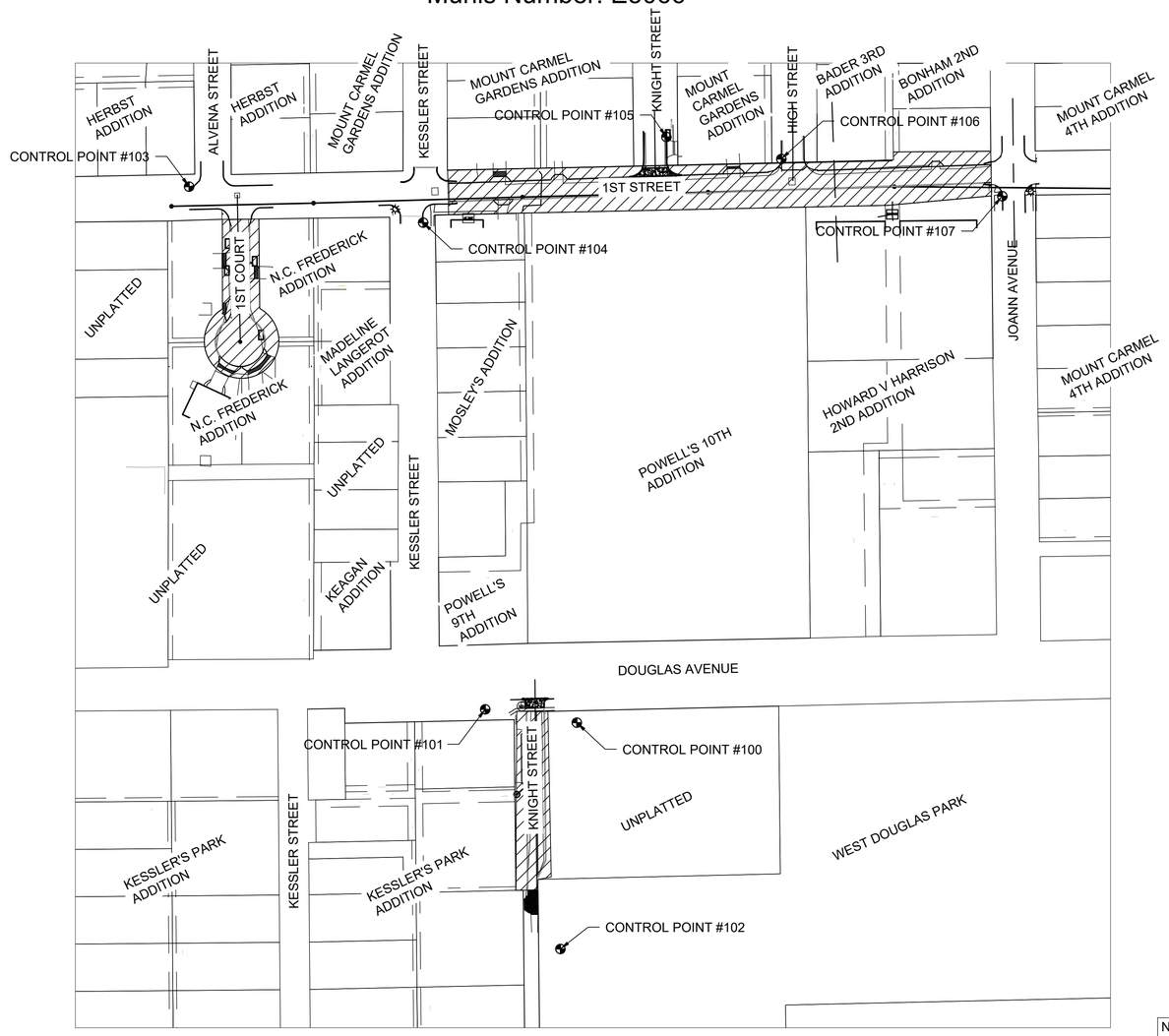
CONTROL POINT #103
'+' ON TOP OF THE CURB ON THE WEST CURB RETURN AT THE NORTHWEST CONER OF ALVENA STREET AND 1ST STREET.
N = 1685434.00
E = 1634645.33
ELEV = 1306.60

CONTROL POINT #104
'+' ON THE TOP OF CURB, 8' SOUTH OF THE SOUTH CURB RETURN AT THE SOUTHEAST CORNER OF KESSLER STREET AND 1ST STREET.
N = 1685385.70
E = 1634959.28
ELEV = 1310.91

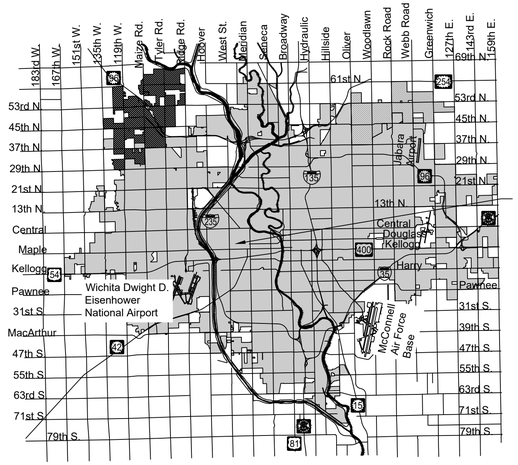
CONTROL POINT #105
'+' ON THE TOP OF CURB ON THE NORTH RETURN OF THE DRIVE ENTRANCE TO 210 NORTH KNIGHT STREET, 67' NORTH OF THE CENTERLINE OF 1ST STREET
N = 1685500.60
E = 1635285.59
ELEV = 1307.72

CONTROL POINT #106
'+' ON THE TOP OF CURB ON THE NORTH RETURN AT THE NORTHEAST CORNER OF HIGH STREET AND 1ST STREET.
N = 1685471.01
E = 1635439.73
ELEV = 1306.84

CONTROL POINT #107
'+' ON THE TOP OF CURB ON THE SOUTH RETURN AT THE SOUTHWEST CORNER OF JOANN AVENUE AND 1ST STREET
N = 1685421.11
E = 1635736.13
ELEV = 1305.23



PROJECT AREA

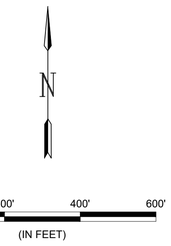


Vicinity Map

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EARTHWORK QUANTITIES	
Description	Cu. Yds.
Cut	1100
Fill	100
Net (Cut)	1000



NOTE: All coordinates listed are modified NAD83 Kansas State Plane Zone South unless otherwise noted. To convert listed coordinates to NAD83 Kansas State Plane Zone South coordinates multiply the northing and easting by the project scale factor of 0.9999442. Elevation datum is NAVD88 Geoid 18 unless otherwise noted.

KENNETH W. LEE LICENSED 5373 9-2-22 KANSAS PROFESSIONAL ENGINEER

SEPT 2026

PLANS PREPARED BY

GARVER
8535 E. 21st Street N.
Suite 130
Wichita, KS 67206
(316) 264-8008
www.GarverUSA.com
Project No. 2500275

GENERAL NOTES:

1. The Contractor shall comply with all applicable safety regulations. All construction shall be completed following current City Standard Specifications and Special Provisions.

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

   Kansas One-Call 687-2470

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

AT&T	1-800-246-8464
Black Hills Energy	1-800-694-8989
City of Wichita Water & Sewer Dept.	1-316-219-8921
City of Wichita Stormwater	1-316-268-4090
City of Wichita Traffic	1-316-268-4034
Cox Communications	1-888-249-3530
Evergy	1-800-544-4857
Kansas Gas Service	1-888-482-4950

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

4. 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.

5. 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.

6. 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.

7. 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.

8. The Water Distribution Division shall field locate water valves one time during construction when requested by the Contractor. It shall be the Contractor's responsibility to preserve such field locations during the construction process. Water valves, valve boxes or fire hydrants damaged during construction shall be repaired by the Contractor at his own expense. Valve boxes and water meters within the project limits shall be adjusted to match field grades.+

9. If traffic is impacted by construction, a traffic control plan must be submitted and approved by the City Traffic Engineer, at traffic@wichita.gov before construction can begin. The Contractor shall be responsible for all traffic control measures to facilitate construction. All construction zone markings and signage shall conform to the latest version of the Manual on Uniform Traffic Control Devices (MUTCD) as published by the US Dept. of Transportation, Federal Highway Administration. All costs associated with construction markings and signage shall be the Contractors responsibility.

10. All elevations shown are NAVD 88.

11. All areas disturbed during construction that will not be under proposed pavement shall be restored to match existing conditions.

12. All existing pavement and curb and gutter within the construction limits shall be saw cut, full depth, to the lines shown on the plans, or to the nearest joint, and removed, unless otherwise noted. If removal limits are within three feet of a joint, remove to the joint.

13. All traffic control devices in the work zone (including markings and signs) and their installation and maintenance shall comply with the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). All traffic control devices in the traveled way or clear zone shall be crashworthy (NCHRP Report 350 or MASH compliant).

http://safety.fhwa.dot.gov/roadway dept/policy guide/road hardware/wzd

14. All construction equipment, including vehicles, materials, and debris, shall be stored outside of the clear zone. Where this cannot be achieved the contractor shall place appropriate signs, abject identifiers, and/or barricades in compliance with the MUTCD.

15. Except when required for safety, traffic control shall not block any lanes or sidewalks when work is not being performed.

16. No shrink or swell factors have been applied to the earthwork quantities shown on this project. All earthwork quantities are based on raw surface volume comparisons.

17. All disturbed areas on this project not under pavement shall be seeded with permanent seeding per City of Wichita Specifications.

18. The paving contractor shall be responsible for the compaction and moisture condition of the subgrade below the reinforced crushed rock base. The subgrade shall be scarified, broken up and uniformly mixed for a a minimum depth of six inches (6") below the top of the soil subgrade (bottom of rock subgrade) and for a minimum distance of twelve inches (12") beyond the back of curb lines, adjusted to the optimum moisture content (as determined by a proctor to be obtained by the contractor), and compacted to a density equal to or greater than ninety-five percent (95%) of standard density of the soil involved as determined by the Engineer. Cost of subgrade manipulation outlined above shall paid for as "Subgrade Manipulation".

19. Regrading of gravel driveways to match proposed pavement shall be subsidiary to the bid item for "AC Pavement 5" (3" Bit. Base)".

20. The Contractor shall coordinate with the Wichita Police Department, Wichita Fire Department, United States Postal Service, Waste Management, USD 259, and Sedgwick County Emergency Services to minimize interruptions of service during construction.

21. If existing curb or driveways are damaged during construction, the Contractor will replace the damaged pavement and curb at no cost to the City or property owners.

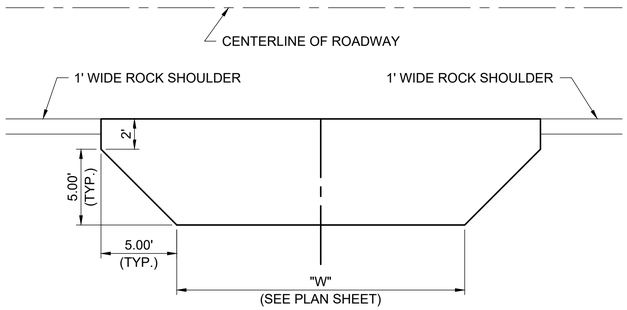
22. The existing sand roadway material and gravel drive material may be mixed into the subgrade on the project. Cost to incorporate the material is incidental to the bid item 'Excavation, C.Y.' Existing asphalt or concrete removed with drives shall be disposed of at on-site location provided by the contractor. Cost of removal of those materials shall be subsidiary to the bid item for "Site Clearing.

23. The contractor shall minimize disturbance of existing grassed areas in the project area. Disturbed areas shall be seeded with a seed mix that matches the other grass in the disturbed areas. No sodding will be required with this project. Work is subsidiary to the bid item "Seeding".

24. The contractor shall provide access to homes for residents as much as possible throughout construction. The work shall be staged so that homes are accessible every day from 6pm to 8am. In the event that the road is inaccessible for more than 4 hours, the contractor shall provide written notice to residents a minimum of 48 hours in advance of the closure.

25. The contractor shall salvage any irrigation systems that are damaged through the course of the project to the adjacent property owner. Property owners will be responsible for any irrigation system repairs.

26. Existing mailboxes that conflict with proposed construction shall be removed and reset at a temporary location at a location that is coordinated with USPS. Mailboxes shall be reset at the original location by the Contractor after grading is completed. All costs associated with mailbox removal and resetting is subsidiary to the bid item 'Mailbox Removed & Replaced, EA.'



ASPHALT DRIVE

GARVER
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1995 Midfield Rd
Wichita, KS 67209
(316) 264-8008

KENNETH W. LEE CENSED 15373 9-2-26 KANSAS PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

1ST STREET PAVING,
1ST COURT PAVING, &
KNIGHT STREET PAVING

GENERAL NOTES

JOB NO.: 2500275
DATE: SEPT 2026
DESIGNED BY: CDJ
DRAWN BY: CDJ

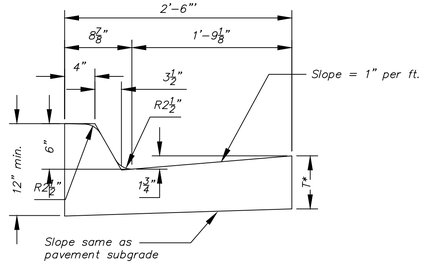
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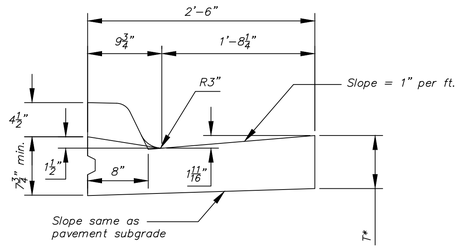
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TYPE 1
(Arterial curb)

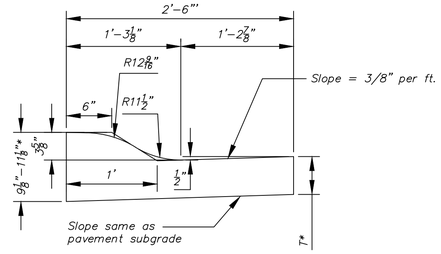


Combined Curb & Gutter (6")

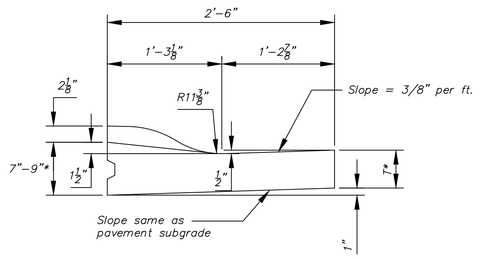


Combined Curb & Gutter (1 1/2")

TYPE 2
(Roll curb)

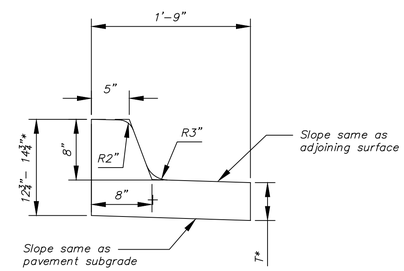


Combined Curb & Gutter (3 5/8")

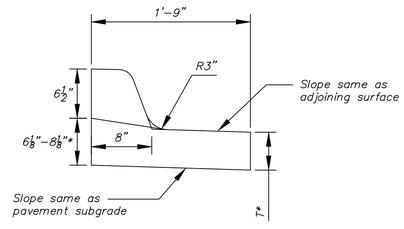


Combined Curb & Gutter (1 1/2")

TYPE 3
(Median curb)

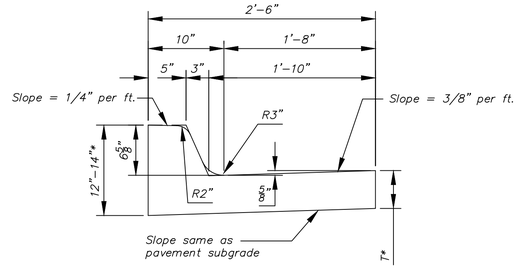


Combined Curb & Gutter (8")

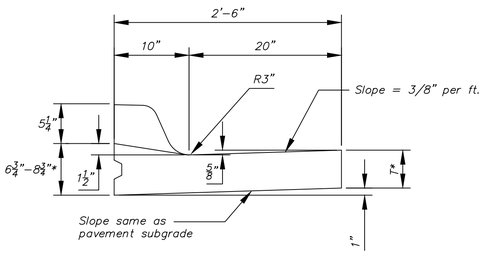


Combined Curb & Gutter (1 1/2")

TYPE 4
(Residential curb)

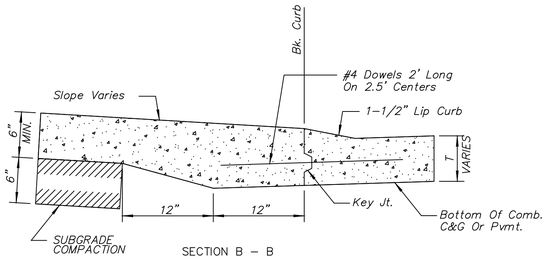


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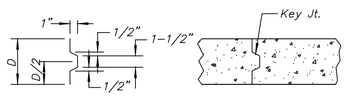


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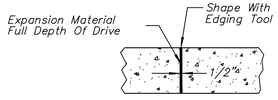
T* = Thickness of curb to adjust with pavement thickness



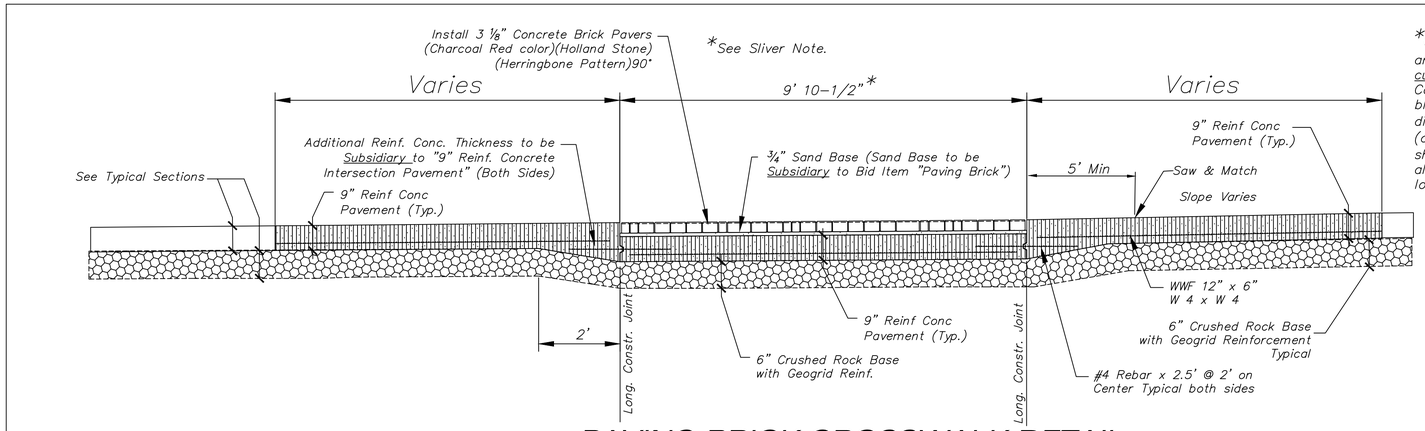
BACK OF CURB DETAIL



ALT. LONGITUDINAL CONSTRUCTION JOINT



EXPANSION JOINT (E.J.)



PAVING BRICK CROSSWALK DETAIL

*Brick Pavers to be installed in crosswalk and/or median locations shall be custom cut to match final concrete dimensions. Contractor shall construct crosswalk blockouts to match nominal paver width dimensions. Fill in with "brick slivers" (defined as pieces smaller than 1/2 of the shortest paver dimension) shall not be allowed, except at the end of crosswalk locations.

GENERAL NOTES

1. Expansion (isolation) joints shall be constructed a maximum of 300' apart and at all PIs, PCs, cul–de–sac quadrants, and ends of returns.

2. Contraction joints shall be constructed a minimum of 12' apart.

3. Joint sealer shall be required at all joints on arterial and industrial streets and at intersections on residential streets.

REVISED: OCTOBER 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

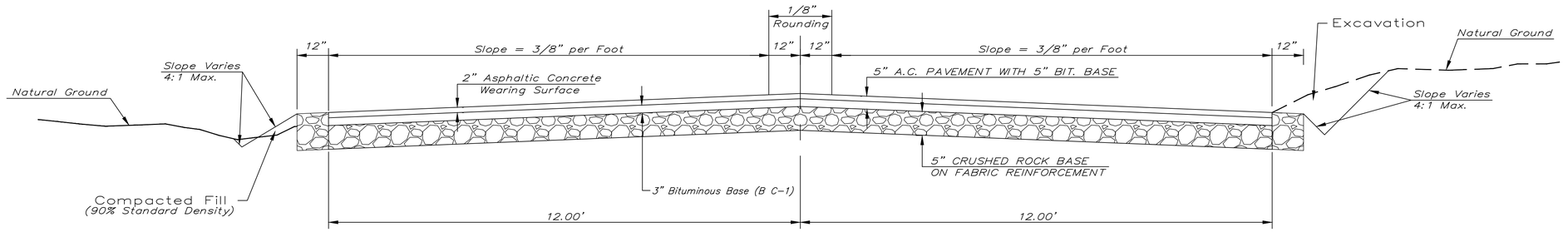
CURB & GUTTER & PAVING BRICK CROSSWALK DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

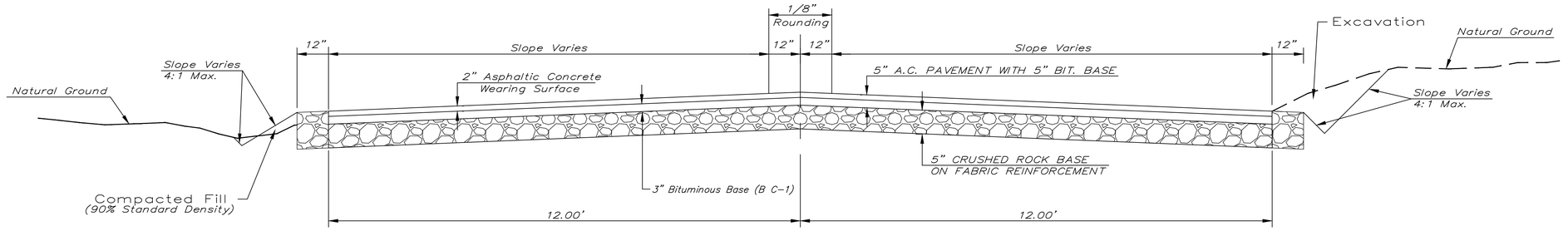
PROJECT NUMBER	OCA NUMBER	DATE
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CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

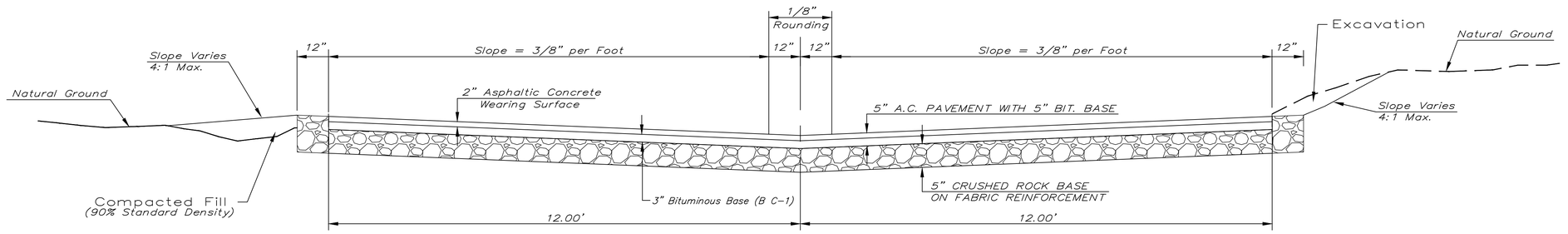
TYPICAL 1ST STREET SECTION

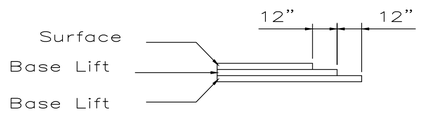


TYPICAL KNIGHT ST SECTION



TYPICAL 1ST STREET COURT SECTION





TRANSVERSE CONSTRUCTION JOINTS

Transverse construction joints shall be constructed in flexible base pavements at locations where pavement joins existing flexible base pavement as shown by the detail. All costs associated with the construction of the transverse joint shall be included in the bid price for Square Yards 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE).

General Notes

FABRIC BASE REINFORCEMENT SHALL BE B X 1100 GEOGRID AS MANUFACTURED BY TENSAR CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. CRUSHED ROCK SHALL BE UNIFORMLY GRADED FROM 1-1/2" MAXIMUM SIZE TO NOT MORE THAN 10% PASSING A NO. 200 SIEVE. ROCK QUALITY SHALL BE THE SAME AS SPECIFIED FOR COARSE AGGREGATE FOR CONCRETE MIXES.

ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PROIR TO PLACEMENT OF ASPHALT. TACK COAT WILL NOT BE APPLIED TO ROCK BASE.

A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.

THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE.)

GARVER

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1995 Midfield Rd
Wichita, KS 67209
(316) 264-8008

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

1ST STREET PAVING, 1ST COURT PAVING, & KNIGHT STREET PAVING

ASPHALT PAVING DETAILS

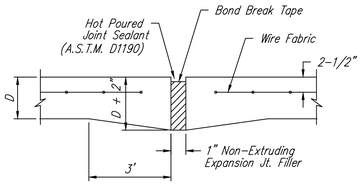
JOB NO.: 2500275
DATE: SEPT 2026
DESIGNED BY: CDJ
DRAWN BY: CDJ

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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

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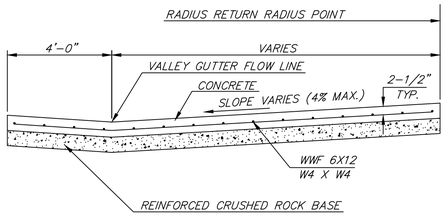
SHEET NUMBER 4 OF 24

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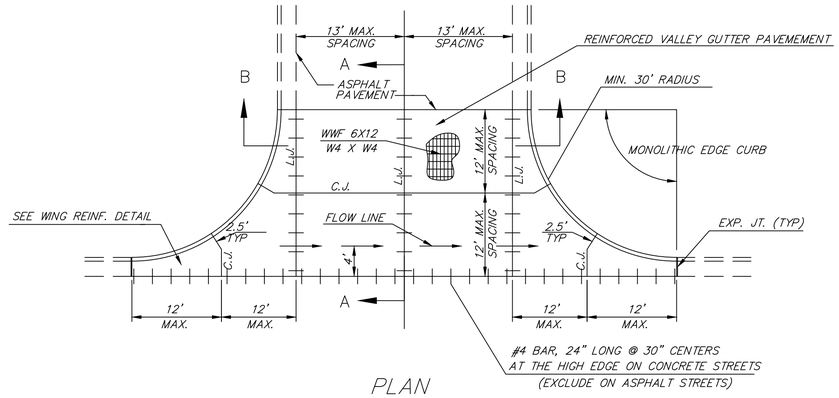


EXPANSION JOINT

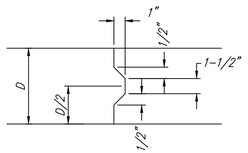
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement



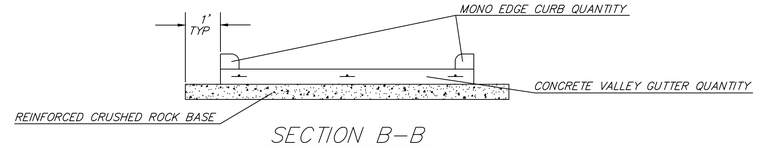
SECTION A-A



PLAN

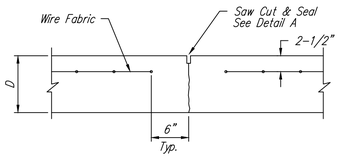


KEYWAY DETAIL

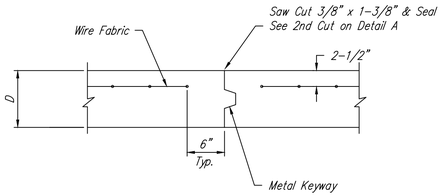


SECTION B-B

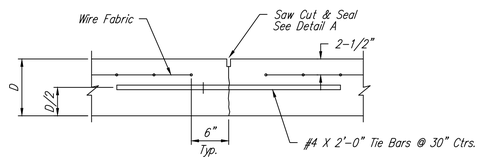
REINFORCED VALLEY GUTTER DETAIL



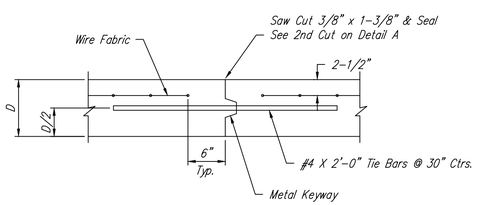
CONTRACTION JOINT DETAIL (C.J.)



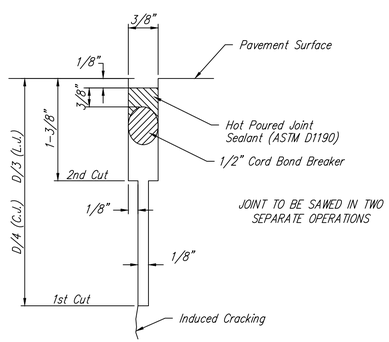
OPTIONAL CONTRACTION JOINT



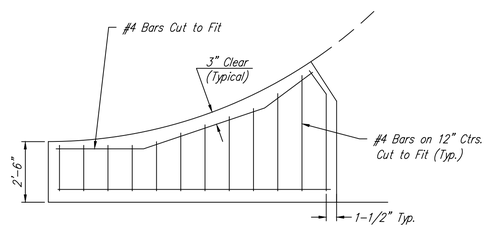
LONGITUDINAL JOINT DETAIL (L.J.)



OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)



SAW JOINT DETAIL
(DETAIL A)



WING REINFORCING DETAIL

REVISION MAY 2017	SECTION B-B, ROCK EXTENDED ONE FOOT BEYOND PAVEMENT

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

VALLEY GUTTER 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 5 / 24

MOUNT CARMEL GARDENS ADDITION

N KESSLER ST
EXISTING AC PAVEMENT
16' UTILITY EASEMENT
N KNIGHT ST
EXISTING AC PAVEMENT
8' UTILITY EASEMENT
N HIGH ST
EXISTING AC PAVEMENT

16
15
6
5

EXISTING 6" AC WATER MAIN
EXISTING 36" DI WATER MAIN
N 1685425.45 E 1634962.90
1ST STREET STA. 5+08.43 =
KESSLER STREET (NORTH) STA. 6+55.80

CONSTRUCT 5" ASPHALT DRIVE ENTRANCE W/ NO ROCK BASE. SEE SHEET 10.

CONSTRUCT 5" ASPHALT DRIVE ENTRANCE W/ NO ROCK BASE. SEE SHEET 10.

CONSTRUCT VALLEY GUTTER PAVEMENT. 7" REINFORCED CONCRETE W/5" CRUSHED ROCK BASE, REINFORCED, AND MONOLITHIC EDGE CURB (5"). SEE DETAIL SHEET 5.

PRESERVE EXISTING TREES

CONTROL POINT #105
EXISTING 2" GAS LINE
N 1685435.85 E 1635270.92
1ST STREET STA. 8+16.63 =
KNIGHT STREET (NORTH) STA. 0+00.01

REMOVE AND SALVAGE EXISTING 24" ROCKS TO ADJACENT PROPERTY. (13 EA.)

CONSTRUCT 5" ASPHALT DRIVE ENTRANCE W/ NO ROCK BASE. SEE SHEET 10.

CONTROL POINT #106

1ST STREET

5+00 6+00 7+00 8+00 9+00 10+00

PROPOSED AC PAVEMENT

STA. 5+39.77 BEGIN TYPICAL 1ST STREET SECTION. MATCH EXISTING PAVEMENT AND TRANSITION TO FULL CROWN BY STA. 5+50. SEE SHEET 4 FOR DETAILS

CONTROL POINT #104

MATCH EXISTING CURB & GUTTER AND TRANSITION TO ZERO-HEIGHT CURB IN 10 L.F., BOTH SIDES. SEE DETAIL, NEXT SHEET

PRESERVE EXISTING TREES

CONSTRUCT 5" ASPHALT DRIVE ENTRANCE W/ NO ROCK BASE. SEE SHEET 10.

ADJUST EXISTING MH TOP.
EXIST. ELEV. 1310.86
PROP. ELEV. 1311.36

EXISTING OVERHEAD ELECTRIC AND FIBER OPTIC LINES (AT&T, COX, BLACK HILLS)

REMOVE 410 L.F. EXISTING GRAVEL TO BOTTOM OF PROPOSED CRUSHED ROCK BASE. SEE NOTE 28, SHEET 2.

CONSTRUCT 5" ASPHALT CONCRETE PAVEMENT W/ 5" CRUSHED ROCK BASE, REINFORCED.

ADJUST EXISTING MH TOP.
EXIST. ELEV. 1307.72
PROP. ELEV. 1307.22

60' R/W
24' ROADWAY

GRADING LIMITS
EXISTING 6" AC WATER MAIN

EXISTING 8" PVC SANITARY SEWER
EXISTING 96"x84" RCB STORM SEWER
EXISTING WROUGHT IRON FENCE

8' UTILITY EASEMENT
10' UTILITY EASEMENT

MOSLEY'S ADDITION
POWELL'S 10TH ADDITION

N

0 10' 20' 40' 60'
(IN FEET)

VERTICAL 0 5'

1330 1325 1320 1315 1310 1305 1300 1295 1290

1ST STREET

PVI STA: 6+50.00
PVI EL: 1311.82
K: 18.51
60.00' V.C.
HIGH PT. STA: 6+34.15
HIGH PT EL: 1311.65

PVC: 6+20.00
ELEV: 1311.59

PVT: 6+80.00
ELEV: 1311.08

PVI 5+39.77
ELEV: 1310.98

0.76%

PVI STA: 8+00.00
PVI EL: 1308.11
K: 16.08
30.00' V.C.

PVC: 7+85.00
ELEV: 1308.48

PVT: 8+15.00
ELEV: 1308.02

-2.48%

EXISTING GROUND

-0.61%

EXISTING 96"x84" RCB STORM SEWER

PROPOSED CENTERLINE GRADE

EXISTING 8" PVC SANITARY SEWER

1310.65	1310.93	1311.06	1311.13	1311.25	1311.49	1311.44	1311.60	1311.63	1311.57	1311.58	1311.32	1311.20	1310.95	1310.58	1310.50	1309.97	1309.95	1309.35	1309.48	1308.73	1309.11	1308.18	1308.88	1307.95	1308.72	1307.80	1308.51	1307.65	1308.24	1307.50	1307.92	1307.34	1307.61	1307.19	1307.34
5+00		5+50		6+00		6+50		7+00		7+50		8+00		8+50		9+00		9+50																	

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1995 Midfield Rd
Wichita, KS 67209
(316) 264-8008

KENNETH W. LEE
LICENSED
15373
9-2-26
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

1ST STREET PAVING, 1ST COURT PAVING, & KNIGHT STREET PAVING

1ST STREET (1 OF 2)

JOB NO.: 2500275
DATE: SEPT 2026
DESIGNED BY: CDJ
DRAWN BY: CDJ

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER

SHEET NUMBER 6 OF 24

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MOUNT CARMEL GARDENS ADDITION

BADER 3RD ADDITION

BONHAM 2ND ADDITION

MOUNT CARMEL 4TH ADDITION

POWELL'S 10TH ADDITION

HOWARD V HARRISON 2ND ADDITION

HIGH ST — EXISTING AC PAVEMENT

JOANN AVE — EXISTING AC PAVEMENT

1ST ST

PROPOSED AC PAVEMENT

10' UTILITY EASEMENT

8' UTILITY EASEMENT

20' UTILITY EASEMENT

60' R/W

24' ROADWAY

CONTROL POINT #106

CONSTRUCT 5" ASPHALT CONCRETE APPROACH W/ 5" CRUSHED ROCK BASE, REINFORCED AS INDICATED. MATCH EXISTING PAVEMENT.

PRESERVE EXISTING TREE

REMOVE 317 L.F. EXISTING GRAVEL TO BOTTOM OF PROPOSED CRUSHED ROCK BASE. SEE NOTE 28, SHEET 2.

EXISTING OVERHEAD ELECTRIC LINES (BLACK HILLS ENERGY)

CONSTRUCT 5" ASPHALT DRIVE ENTRANCE W/ NO ROCK BASE. SEE SHEET 11.

TRIM OR REMOVE TREES ONLY AS NECESSARY FOR CONSTRUCTION. WORK IS SUBSIDIARY TO THE BID ITEM 'SITE CLEARING, L.S.'

EXISTING 36" DI WATER MAIN

STA. 12+66.96 MATCH EXISTING

STA. 12+56.96 END TYPICAL SECTION

CONTROL POINT #107

TRANSITION PAVEMENT WIDTH TO MATCH EXISTING PAVEMENT IN 10 L.F.

ADJUST EXISTING MH TOP
EXIST ELEV: 1306.26
PROP ELEV: 1306.76

CONSTRUCT 5" ASPHALT CONCRETE PAVEMENT W/ 5" CRUSHED ROCK BASE, REINFORCED.

ADJUST EXISTING MH TOP
EXIST ELEV: 1305.36
PROP ELEV: 1305.86

GRADING LIMITS

EXISTING WROUGHT IRON FENCE

PRESERVE EXISTING TREES

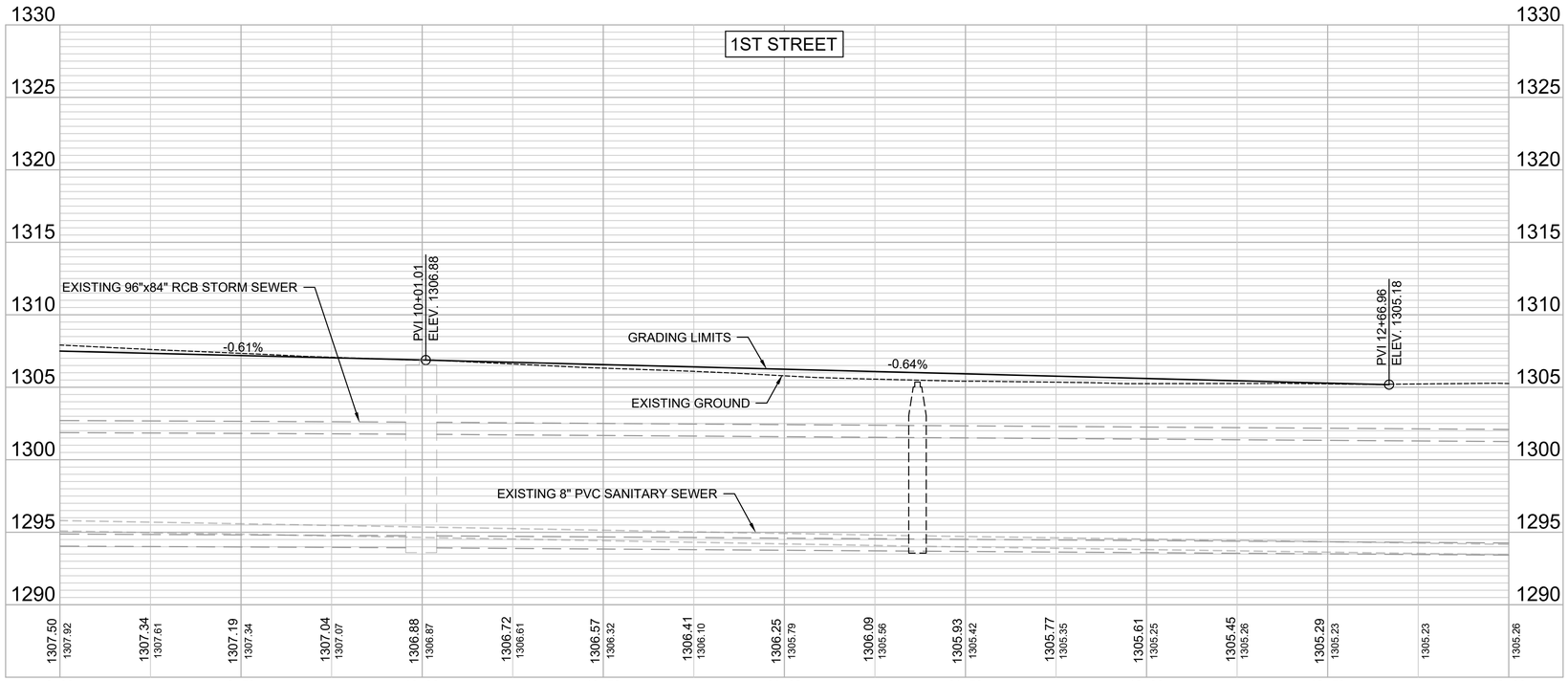
EXISTING 8" PVC SANITARY SEWER

EXISTING 96"x84" RCB STORM SEWER

0 10' 20' 40' 60' (IN FEET)

VERTICAL 5 0

N



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KENNETH W. LEE — LICENSED — 15373 — 9-2-26 — KANSAS — PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

1ST STREET PAVING, 1ST COURT PAVING, & KNIGHT STREET PAVING

1ST STREET (2 OF 2)

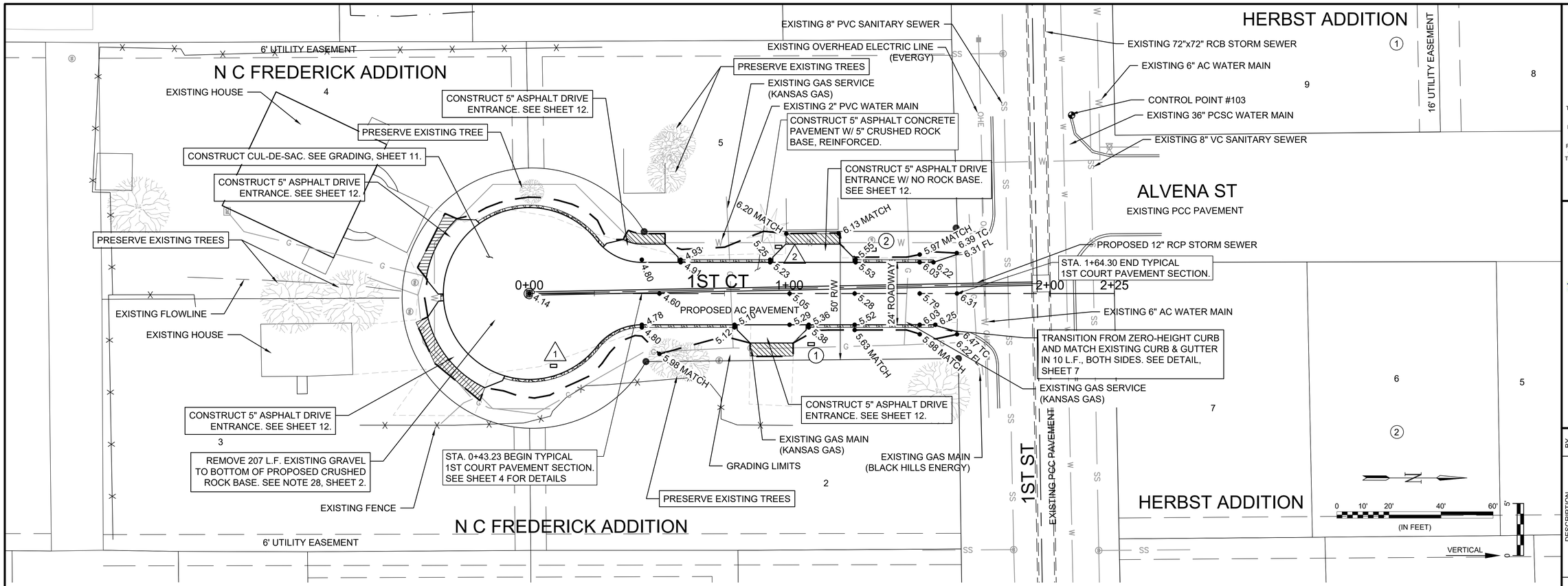
JOB NO.: 2500275
DATE: SEPT 2026
DESIGNED BY: CDJ
DRAWN BY: CDJ

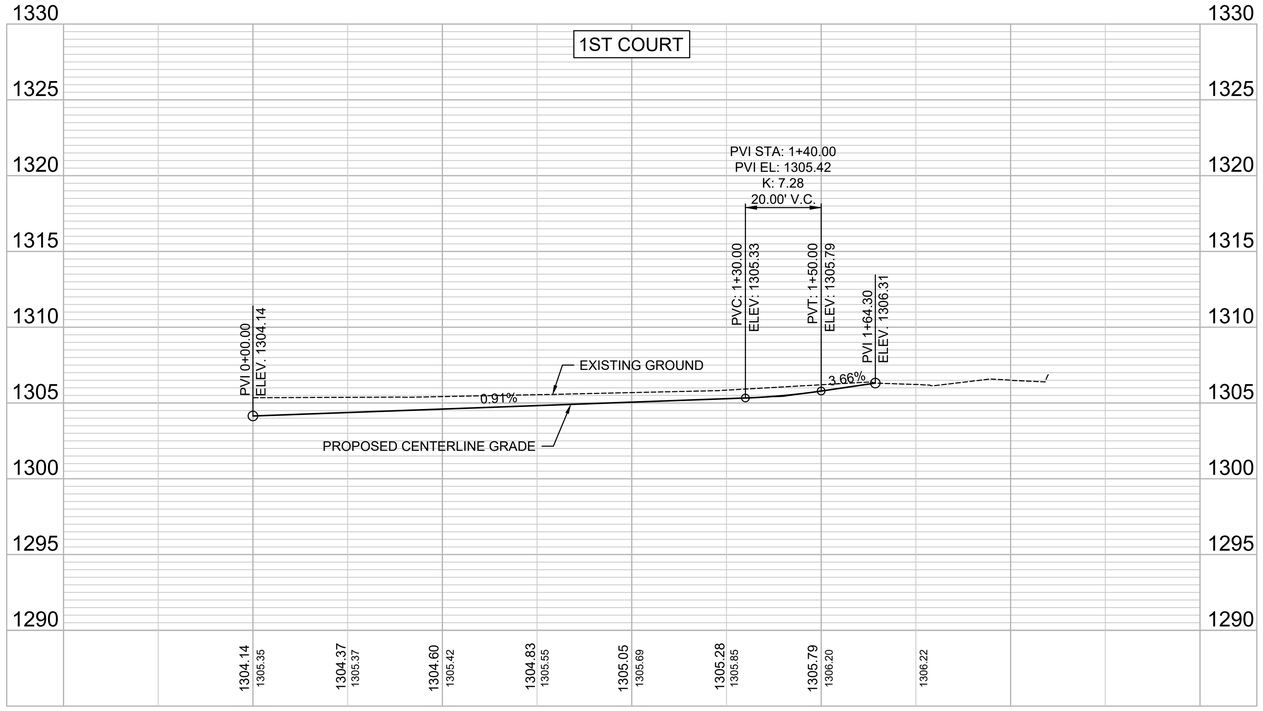
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SHEET NUMBER 7 OF 24

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X PROTECT MAILBOX FROM DAMAGE DURING CONSTRUCTION.

X REMOVE AND RESET MAILBOX AFTER CONSTRUCTION. SEE NOTE 26 ON SHEET NO. 2

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KENNETH W. LEE LICENSED PROFESSIONAL ENGINEER 15373 9-2-26 KANSAS

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

1ST STREET PAVING, 1ST COURT PAVING, & KNIGHT STREET PAVING

1ST COURT

JOB NO.: 2500275
DATE: SEPT 2026
DESIGNED BY: CDJ
DRAWN BY: CDJ

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DRAWING NUMBER

SHEET NUMBER 8 OF 24

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KESSLER'S PARK ADDITION

THURMAN MOORE ADDITION

KEAGAN ADDITION

POWELL'S 9TH ADDITION

WEST DOUGLAS PARK

UNPLATTED

1

5' UTILITY EASEMENT

16' SEWER EASEMENT

CONSTRUCT 5" ASPHALT DRIVE ENTRANCE W/ NO ROCK BASE. SEE SHEET 13.

REGRADE GRAVEL TO MATCH PROPOSED AND EXISTING ASPHALT TO ENSURE DRAINAGE. SUBSIDIARY TO "AC PAVEMENT 5" (3" BIT BASE)"

STA. 2+14.99 END TYPICAL KNIGHT ST PAVEMENT SECTION. MATCH PROPOSED VALLEY GUTTER

CONTROL POINT 101

IDEATEK BOX TO BE PROTECTED FROM DAMAGE DURING CONSTRUCTION

AIR RELEASE TO BE PROTECTED FROM DAMAGE DURING CONSTRUCTION

REMOVE & RESET EXISTING STREET NAME SIGN

EXISTING GAS MAIN (KANSAS GAS)

REGRADE EXISTING GRAVEL AS INDICATED TO ENSURE POSITIVE DRAINAGE. (53 S.Y.)

REMOVE 240 L.F. EXISTING GRAVEL TO BOTTOM OF PROPOSED CRUSHED ROCK BASE. SEE NOTE 28, SHEET 2.

EXISTING CHAIN LINK FENCE

KNIGHT ST

PROPOSED AC PAVEMENT

30' R/W

24' ROADWAY

1.8'

0+00

1+00

2+00

2+82

STA. 2+40.05 MATCH EXISTING SIDEWALK. END TYPICAL SECTION

N 1684772.67 E 1635109.24
KNIGHT STREET STA. 2+82.19 = DOUGLAS AVENUE STA. 12+99.24

REMOVE EXISTING CONCRETE DRIVE ENTRANCE. CONSTRUCT VALLEY GUTTER PAVEMENT. 7" REINFORCED CONCRETE W/ 5" CRUSHED ROCK BASE, REINFORCED, AND MONOLITHIC EDGE CURB (6 3/8") SEE DETAILS, SHEETS 4 AND 5. SEE GRADING, SHEET 13.

STA. 0+00.00 MATCH EXISTING GRAVEL

STA. 0+40.00 BEGIN TYPICAL KNIGHT ST PAVEMENT SECTION. SEE SHEET 4 FOR DETAILS

CONTROL POINT 102

CONSTRUCT 5" ASPHALT CONCRETE PAVEMENT W/ 5" CRUSHED ROCK BASE, REINFORCED.

EXISTING OVERHEAD ELECTRIC AND CABLE LINES (EVERGY, AT&T, AND COX)

EXISTING CHAIN LINK FENCE

EXISTING 36" PCSC WATER MAIN

EXISTING 8" CI WATER MAIN

CONTROL POINT 100

DOUGLAS AVE

EXISTING AC PAVEMENT

MATCH 3.9 MATCH 4.0 MATCH 3.8 MATCH 4.0 MATCH 4.2 MATCH 4.5 MATCH 5 MATCH 3.6 MATCH 3.7 MATCH 3.9 MATCH 4.5 MATCH 4.8 MATCH 5.0 MATCH 5

3.8 FL 3.7 FL 3.80 3.97 4.13 4.57 4.25 4.47 4.7 3.9 FL 4.48 4.86 4.50 4.76 5.02 4.21 4.78 5.03 5.13 5.41 5.08

OHE

N

0 10' 20' 40' 60'
(IN FEET)

VERTICAL 5 0

KNIGHT STREET

PROPOSED GROUND

EXISTING GROUND

PVI 0+00.00 ELEV. 1303.99

PVI 0+50.00 ELEV. 1304.58

PVI 2+00.00 ELEV. 1305.41

PVI 2+40.07 ELEV. 1305.08 CAUTION! Water Main

2+53.01' CAUTION! Gas Main Verify Depth Prior to Const.

CAUTION! Water Main

1.17% 0.55% -0.84%

1320 1315 1310 1305 1300 1295 1290 1285 1280

1303.99 1303.99 | 1304.29 1303.93 | 1304.58 1304.03 | 1304.72 1304.21 | 1304.86 1304.26 | 1305.00 1304.32 | 1305.13 1304.33 | 1305.27 1304.42 | 1305.41 1304.61 | 1305.20 1305.04 | 1304.57

-0+50 0+00 0+50 1+00 1+50 2+00 2+50 3+00

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KENNETH W. LEE — 15373 — 9-2-26 — KANSAS — PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

1ST STREET PAVING, 1ST COURT PAVING, & KNIGHT STREET PAVING

KNIGHT STREET

JOB NO.: 2500275
DATE: SEPT 2026
DESIGNED BY: CDJ
DRAWN BY: CDJ

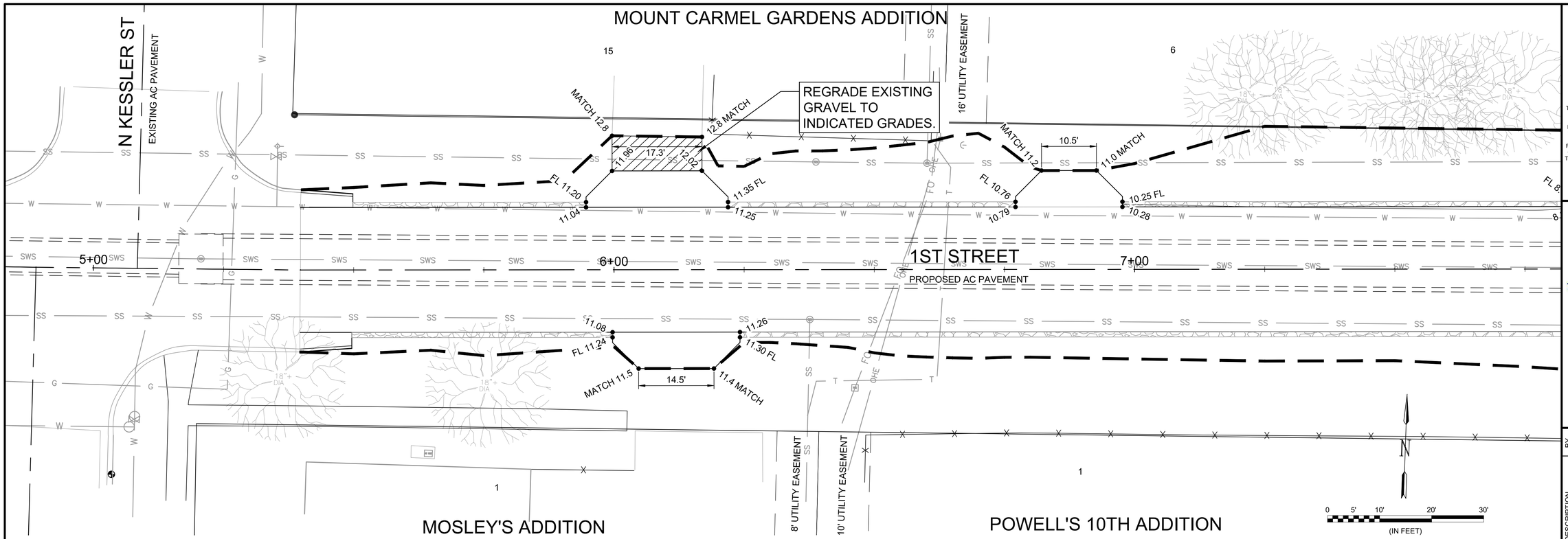
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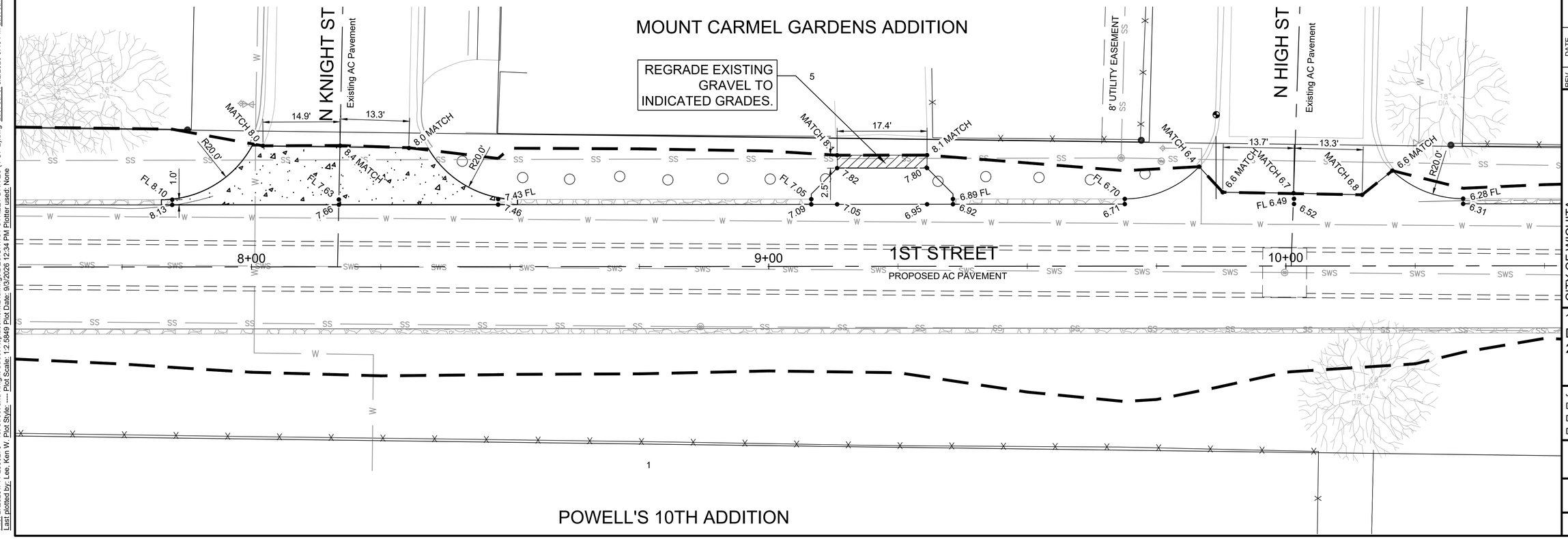
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(316) 264-8008

KENNETH W. LEE
LICENSED
PROFESSIONAL
ENGINEER
15373
9-2-26
KANSAS

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

1ST STREET PAVING, & 1ST COURT PAVING, & KNIGHT STREET PAVING

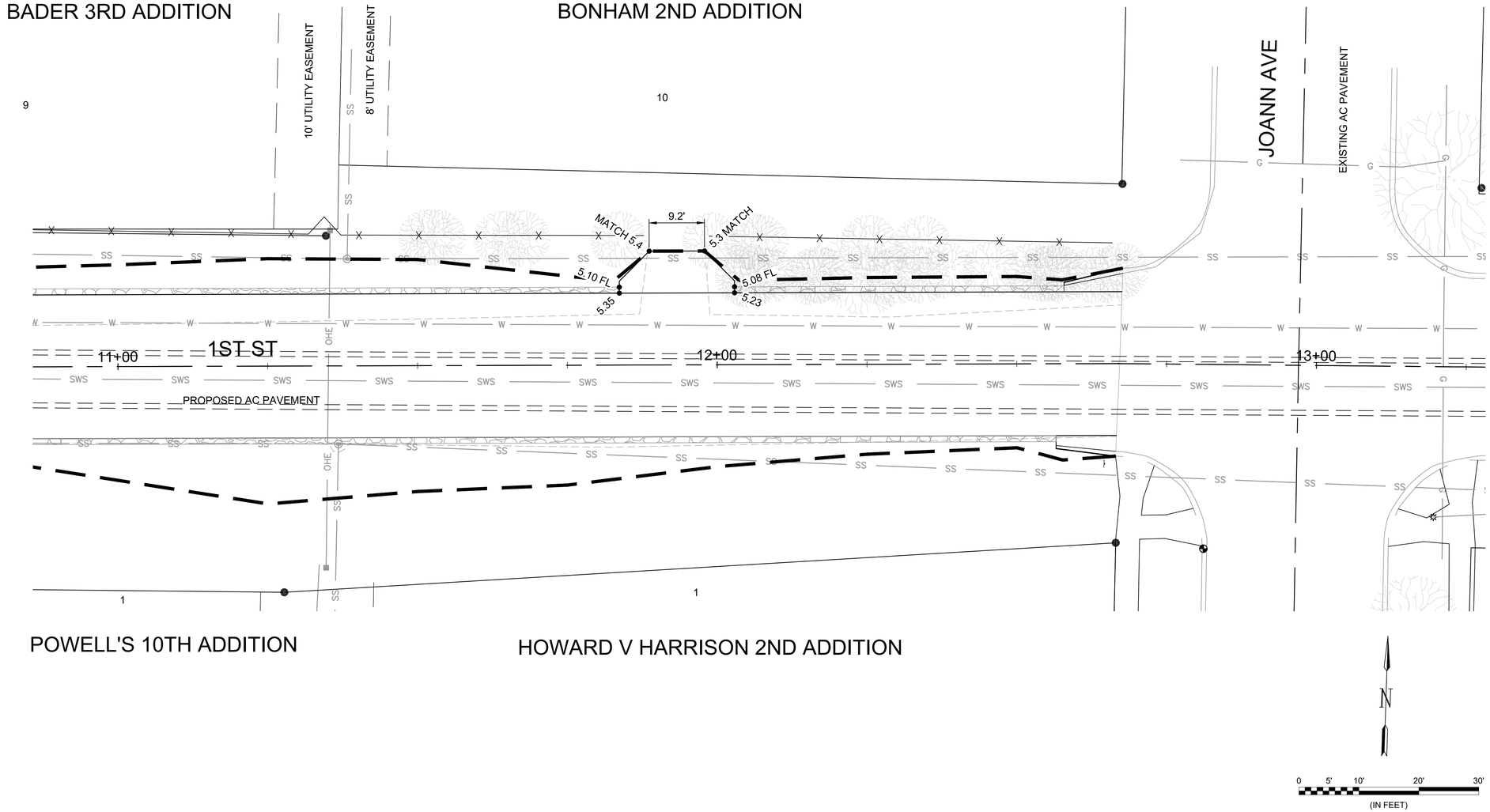
1ST STREET DRIVES (1 OF 2)

JOB NO.: 2500275
DATE: SEPT 2026
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SHEET NUMBER 10 OF 24



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(316) 264-8008

KENNETH W. LEE
CENSED
15373
9-2-26
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

1ST STREET PAVING,
1ST COURT PAVING, &
KNIGHT STREET PAVING

1ST STREET DRIVES (2 OF 2)

JOB NO.: 2500275
DATE: SEPT 2026
DESIGNED BY: CDJ
DRAWN BY: CDJ

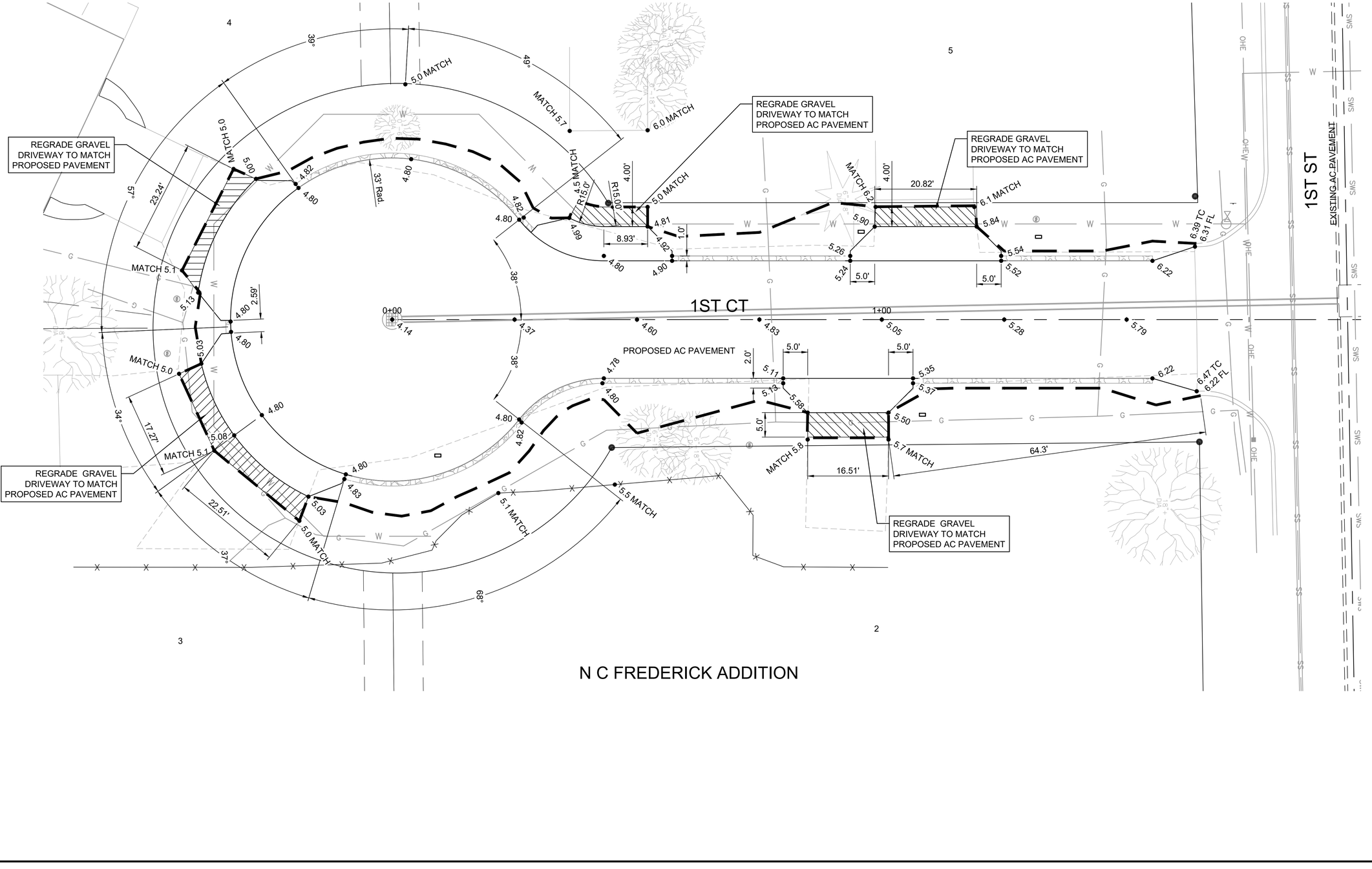
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DRAWING NUMBER

SHEET NUMBER 11 OF 24

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Last plotted by: Lee, Ken W. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 9/3/2026 12:34 PM Plotter used: None

N C FREDERICK ADDITION



File: L:\2025\T41-2500275 - 1st Street and Knight Street Replacement\Drawings\DESIGN\1ST COURT DRIVES.dwg Last Save: 9/2/2026 9:40 PM Last saved by: KWLee
Last plotted by: Lee, Ken W. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 9/3/2026 12:34 PM Plotter used: None

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1995 Midfield Rd
Wichita, KS 67209
(316) 264-8008

KENNETH W. LEE
LICENSED
15373
9-2-26
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

1ST STREET PAVING,
1ST COURT PAVING, &
KNIGHT STREET PAVING

1ST COURT DRIVES

JOB NO.: 2500275
DATE: SEPT 2026
DESIGNED BY: CDJ
DRAWN BY: CDJ

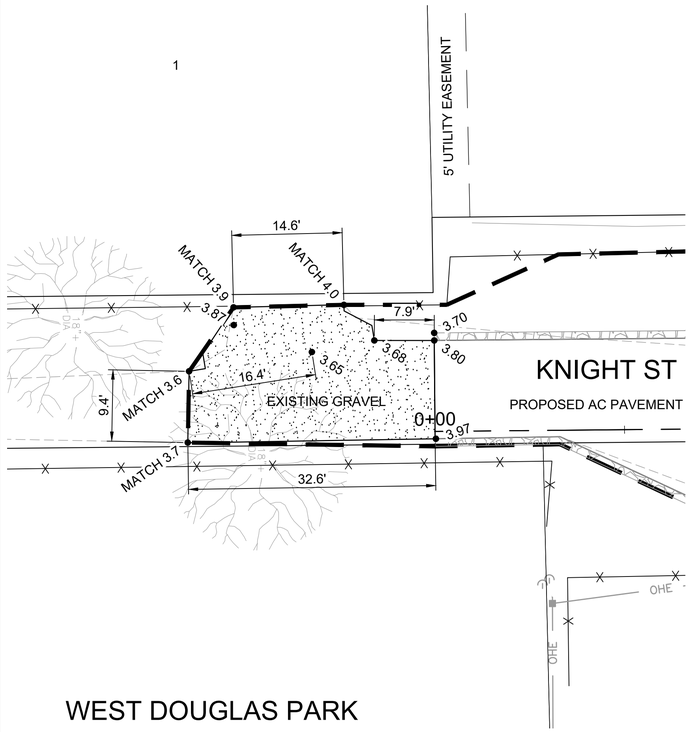
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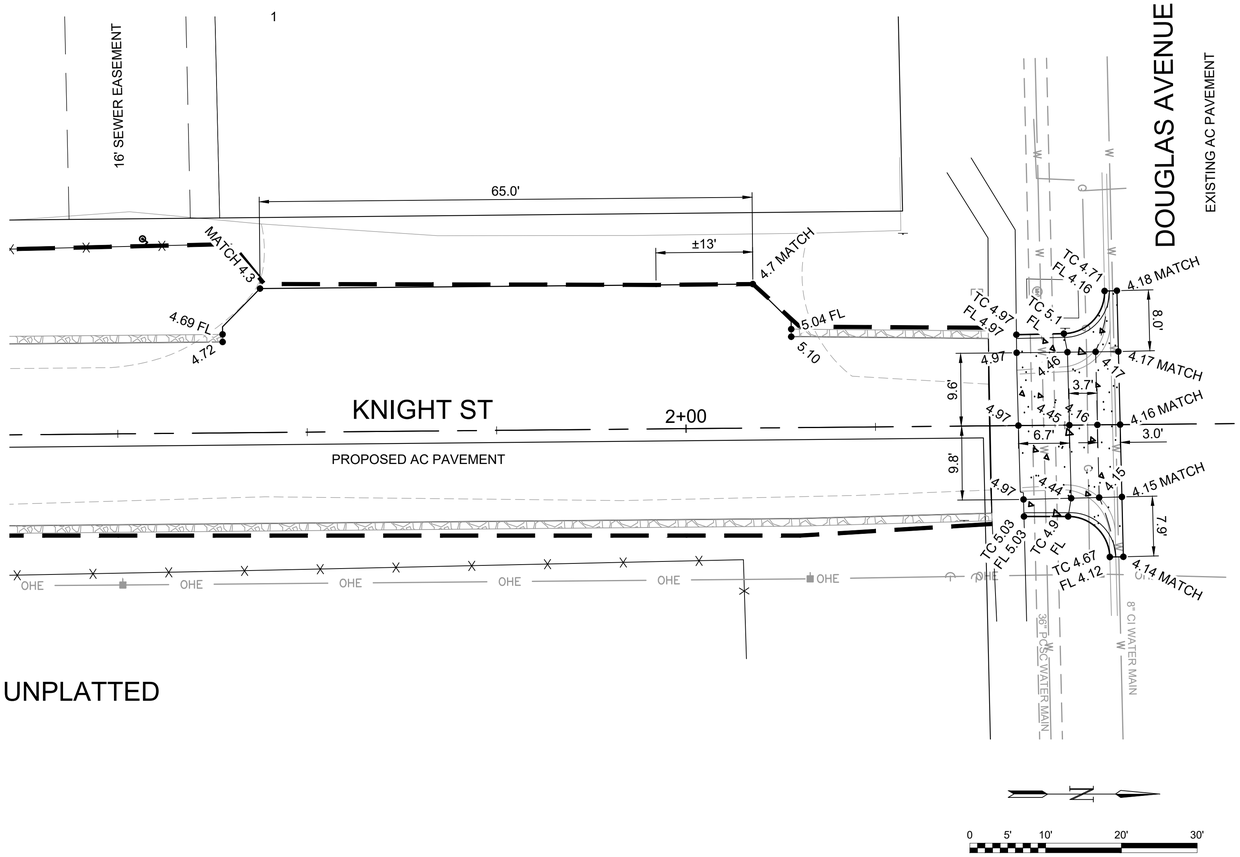
DRAWING NUMBER

SHEET NUMBER 12 OF 24

KESSLER'S PARK ADDITION

THURMAN MOORE ADDITION




1
16' SEWER EASEMENT
65.0'
±13'
MATCH 4.3
4.7 MATCH
4.69 FL
4.72
5.04 FL
5.10
KNIGHT ST
2+00
PROPOSED AC PAVEMENT
DOUGLAS AVENUE
EXISTING AC PAVEMENT
TC 4.97
FL 4.97
TC 4.71
FL 4.16
4.18 MATCH
TC 5.1
FL
4.97
4.46
4.17
4.17 MATCH
9.6'
3.7'
4.97
4.45
4.16
4.16 MATCH
6.7'
3.0'
9.8'
4.97
4.44
4.15
4.15 MATCH
7.9'
TC 5.03
FL 5.03
TC 4.9
FL
TC 4.67
FL 4.12
4.14 MATCH
OHE
OHE
OHE
OHE
OHE
OHE
OHE
36" PVC SCWATER MAIN
8" CI WATER MAIN
W
W
W

HERBST ADDITION

7

2

5

6

N 1685420.82 E 1634713.87
1ST COURT STA. 1+95.12 =
1ST STREET STA. 2+59.35

N 1685422.28 E 1634710.00
STA. 0+00.00, PROPOSED STORM SEWER =
STA. 1+96.59, 1ST COURT, 3.86' LT =
STA. 2+55.51, 1ST STREET, 1.54' LT
DRILL AND CONNECT TO EXISTING 72"x72" RCB.
CORE DRILL AND INSTALL MH TOP TO EXISTING 72"x72" RCB.
INSTALL RECB MANHOLE SPECIAL TO MATCH EXISTING
CONCRETE PAVEMENT. SEE DETAIL, THIS SHEET.

2+25

2+00

1ST ST

EXISTING AC PAVEMENT

ALVENA ST

EXISTING AC PAVEMENT

REMOVE & REPLACE CONCRETE TO MATCH EXISTING, 24 S.Y. (36'x6') IF REMOVAL IS WITHIN TWO (2) FOOT OF AN EXISTING JOINT, REMOVE CONCRETE TO EXISTING JOINT. 24" DOWELS SHOULD BE INSTALLED AT 30" CENTERS TO THE PROPOSED PAVEMENT INTO EXISTING PAVEMENT

EXISTING 8" VC SANITARY SEWER

EXISTING 6" AC WATER MAIN

CONTROL POINT #103

EXISTING 36" PCSC WATER MAIN

EXISTING 72"x72" RCB STORM SEWER

8

9

1

16' UTILITY EASEMENT

HERBST ADDITION

N C FREDERICK ADDITION

3

EXISTING CHAIN LINK FENCE

EXISTING GAS MAIN
(KANSAS GAS SERVICE)

EXISTING 6" AC WATER MAIN

CAUTION: OVERHEAD
ELECTRIC!!

2

EXISTING WOOD FENCE

N 1685225.69 E 1634714.00
STA:1+96.63, PROPOSED STORM SEWER
INSTALL 2'x2' DROP INLET

EXISTING HOUSE

1+00

0+00

50' R/W

24' ROADWAY

EXISTING 2" PVC WATER MAIN

EXISTING GAS MAIN
(BLACK HILLS ENERGY)

EXISTING OVERHEAD ELECTRIC LINE
(EVERGY)

EXISTING 8" PVC SANITARY SEWER

5

4

EXISTING HOUSE

N C FREDERICK ADDITION

0 10' 20' 40' 60'
(IN FEET)

VERTICAL 0 5

8'

2" Clr. (Typ.)

#4 bars @ 18" o.c.

#5 bars

#4 bars @ 18" o.c.

26" Dia. Opening

DISTRIBUTION SLAB PLAN

6"

8'

SECTION A-A

Add brick stack or adjustment rings as necessary to match proposed pavement grade.

Deeter 1261 Frame & Cover or Approved Equal

Proposed Grade

Distribution Panel (Not Required on Existing Openings)

Sawcut 26" Dia. Opening in Existing RCBC

Slab to be grouted to existing RCBC

Existing Double 12'x4' RCBC

RCB MANHOLE SPECIAL

STORM SEWER

1330
1325
1320
1315
1310
1305
1300
1295
1290

℄ 1ST STREET

0+21.44 CAUTION!
Overhead Electric Lines

CAUTION! Gas Main

CAUTION! Gas Service

CAUTION! Gas Service

STA:0+00.00 1ST COURT
TOP ELEV. 1304.14

PROPOSED SURFACE

EXISTING SURFACE

SAND BACKFILL

EXISTING 6" AC WATER MAIN
VERIFY LOCATION PRIOR TO CONSTRUCTION.
ADJUST STORM SEWER AS NECESSARY.

EXISTING 8" PVC SANITARY SEWER

196.63 L.F. of
12" Reinforced Concrete Pipe @ 0.48%

0+00
1299.50 FL

0+50
1299.73 FL

1+00
1299.98 FL

1+50
1300.23 FL

1300.45 FL

1+96.59

0+00.00

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1995 Midfield Rd
Wichita, KS 67209
(316) 264-8008

KENNETH W. LEE
CENSED
15373
9-2-22
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

1ST STREET PAVING, &
1ST COURT PAVING, &
KNIGHT STREET PAVING

PROPOSED
STORM
SEWER

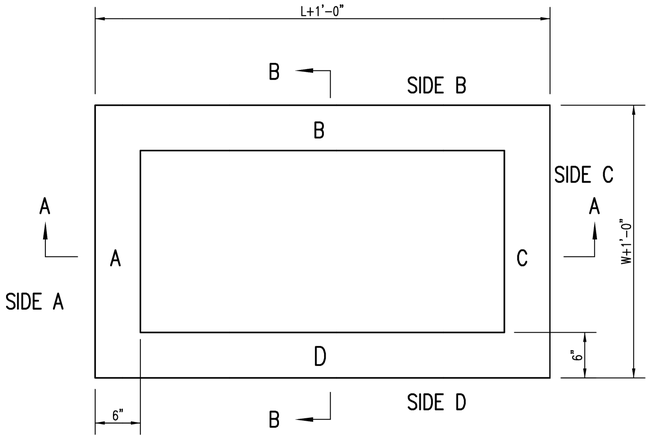
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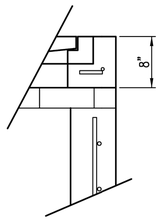
DRAWING NUMBER

SHEET NUMBER 14 OF 24

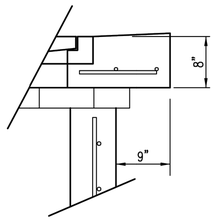
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Last plotted by: Lee, Ken W. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 9/3/2026 12:34 PM Plotter used: None



TOP VIEW

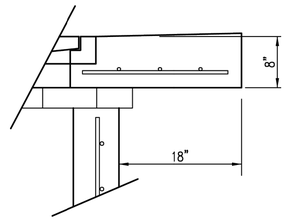


FLUSH STYLE TOP
NO APRON



9" APRON

* APRON TO EXTEND ON ALL 4 SIDES OF INLET. DESIGNER TO DESIGNATE APRON SIZE.



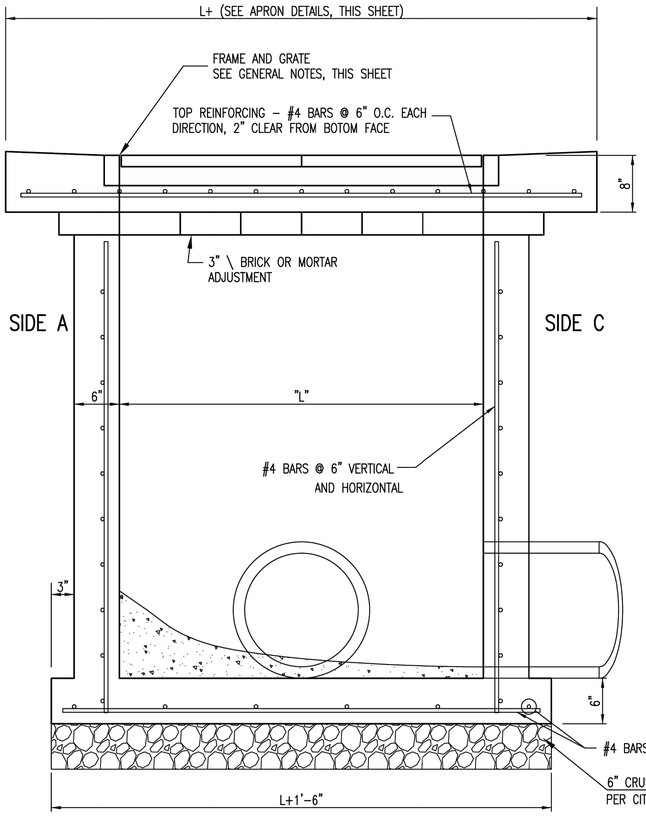
18" APRON

W=2' and L=2' for SINGLE DROP INLET
W=2' and L=4' for DOUBLE DROP INLET

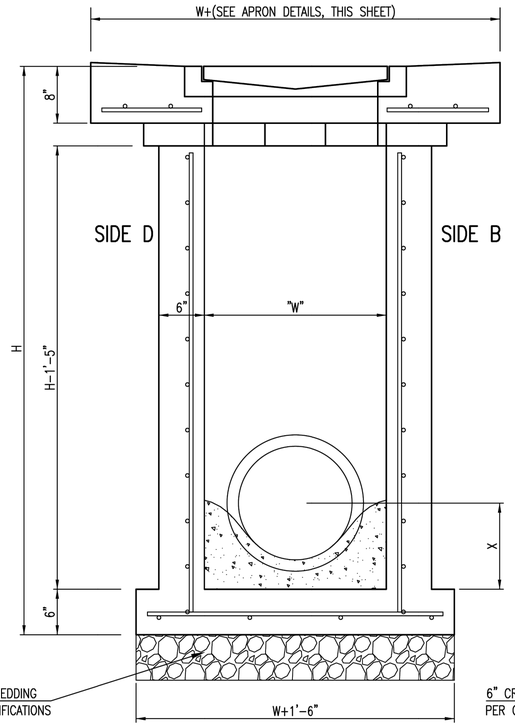
The structure(s) on this detail sheet are designed for HS-20 loading at these specific dimensions only. If larger dimensions are required, the ENGINEER shall provide a project specific structure design for approval by the City Engineer's office.

GENERAL NOTES

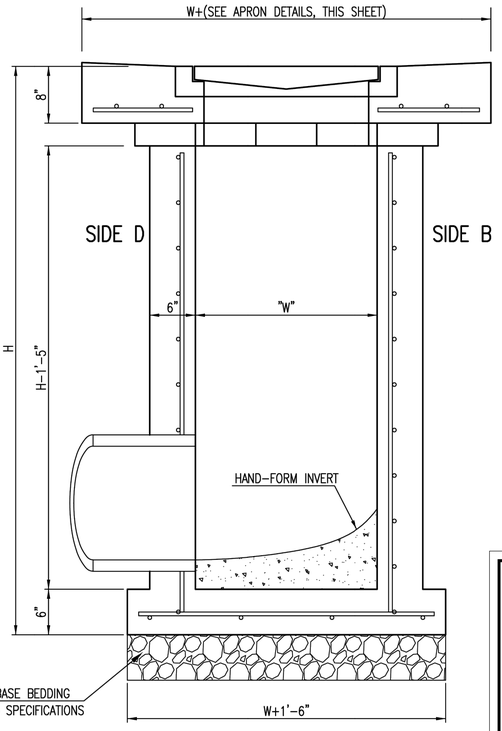
1. GRATE FRAME TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK. CONCRETE USED FOR INLET CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
2. INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
3. THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.
4. INLET FRAME AND GRATE TO BE DEETER #2433, EJIW #5391-Z1 OR APPROVED EQUAL FOR 2'x2' SINGLE DROP INLET AND DEETER #2434, EJIW #5391 Z3 OR APPROVED EQUAL FOR 2'x4' DOUBLE DROP INLET.
5. CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN INLET WALL SHALL BE GROUTED FLUSH TO THE INLET WALL WITH HYDRAULIC CEMENT AFTER THE INLET IS IN PLACE. LIFTING HOLES THRU THE INLET WALL WILL NOT BE ACCEPTED.



SECTION "A-A"



SECTION "B-B"
END OUTLET



SECTION "B-B"
SIDE OUTLET

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

SINGLE/DOUBLE DROP INLET

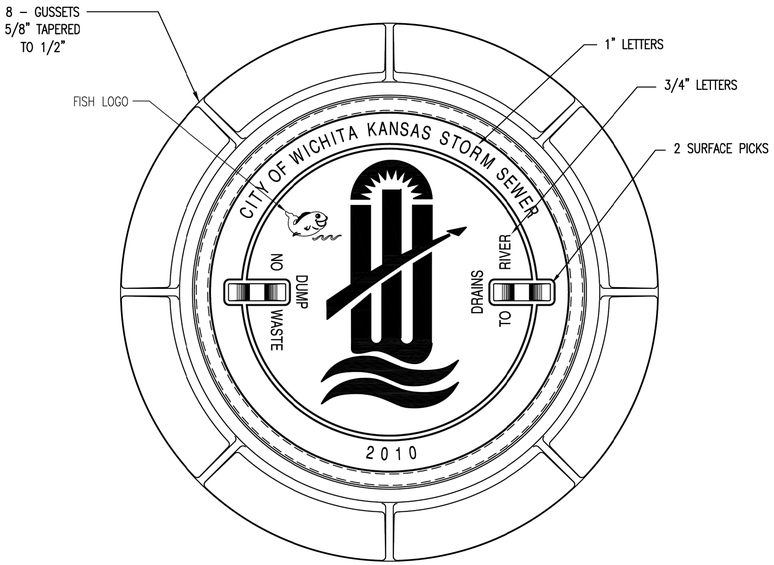
CITY ENGINEER
GARY JANZEN, P.E.

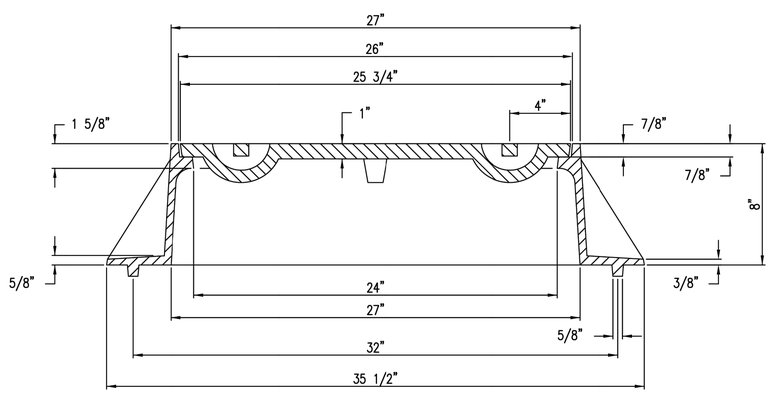
PROJECT NUMBER	OCA NUMBER	DATE
----	____	05/2011

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

SHEET 15 / 24

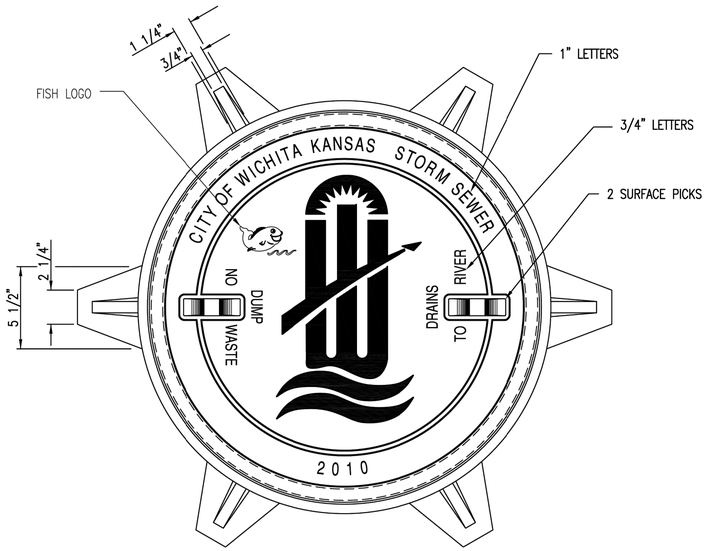
SW-201

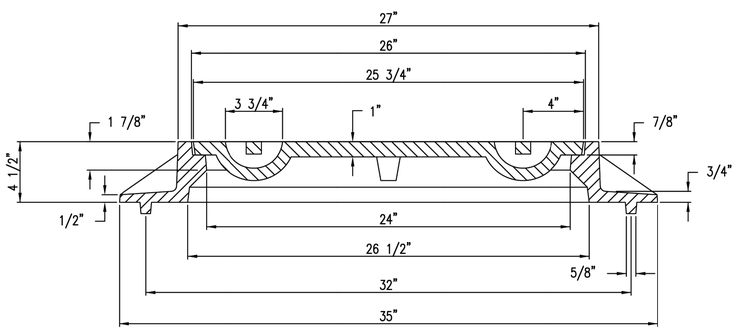




MANHOLE FRAME
DEETER #1261 OR EJIW #1936–Z1

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
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

MANHOLE/INLET FRAME AND COVER (STORM SEWER)

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
----		11/2010

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

SHEET 16 / 24

SW-303

GENERAL SEED NOTES FOR ALL MIXES

1. THE CONTRACTOR SHALL PROVIDE GRASS SEED OF THE VARIETY AND AT THE RATES AS REQUIRED TO PRODUCE THE LIVE SEED RATES SHOWN BELOW OR AS SPECIFIED ON THE PLANS. THE VENDOR'S CERTIFIED STATEMENT FOR EACH SPECIES OF GRASS AND GRASS MIXTURE STATING EACH VARIETY, PERCENTAGE BY WEIGHT, AND PERCENTAGES OF PURITY, GERMINATION, AND WEED SEED SHALL BE FURNISHED. LIVE SEED FOR EACH GRASS SPECIES IS THE PRODUCT OF THE PERCENTAGE OF PURITY AND THE PERCENTAGE OF GERMINATION.

1.1. THE SEED SHALL BE NEW-CROP SEED COMPLYING WITH AND LABELED IN ACCORDANCE WITH U.S. DEPARTMENT OF AGRICULTURE "RULES AND REGULATIONS UNDER THE FEDERAL SEED ACT" IN EFFECT AT DATE OF PURCHASE OF SEED. ALL SEED SHALL BE FURNISHED IN STANDARD CONTAINERS. SEED WHICH HAS BECOME MOLDY, WET, OR OTHERWISE DAMAGED IN TRANSIT OR STORAGE SHALL NOT BE ACCEPTED.

1.2. A CERTIFICATE SHALL BE FURNISHED TO THE ENGINEER SHOWING THE DATE THAT THE SEED WAS TREATED. THE TREATED SEED SHALL BE PLANTED WITHIN TWENTY-FOUR (24) MONTHS AFTER TREATMENT AND ANY TREATED BUFFALO GRASS SEED HELD BY THE CONTRACTOR OR SUPPLIED BEYOND THIS PERIOD SHALL NOT BE USED.

1.3. THE SEED SHALL BE STORED IN A COOL DRY PLACE UNTIL SEEDING TIME.

2. FERTILIZER.

2.1. FERTILIZER SHALL BE PROPORTIONED AS SPECIFIED ON THE PLANS OR SHOWN BELOW AND SHALL BE OF COMMERCIAL GRADE, UNIFORM IN COMPOSITION, FREE-FLOWING AND SUITABLE FOR APPLICATION WITH APPROVED EQUIPMENT, DELIVERED TO THE SITE IN BAGS OR OTHER CONVENIENT CONTAINERS, EACH FULLY LABELED, CONFORMING TO THE APPLICABLE STATE FERTILIZER LAWS, AND BEARING THE SAME TRADE NAME OR TRADE MARK, ANALYSIS AND WARRANTY OF THE PRODUCER. FERTILIZER SHALL BE APPLIED AT THE RATE OF .5 POUNDS OF ACTUAL NITROGEN, 1.0 POUNDS OF ACTUAL PHOSPHORUS, AND .5 POUNDS OF ACTUAL POTASSIUM PER 1,000 SQUARE FEET.

2.2. WHEN APPLYING FERTILIZER, THE CONTRACTOR SHALL AVOID APPLICATION PRIOR TO HEAVY RAIN OR INTENSE STORMS.

3. WATER.

3.1. WATER SHALL NOT CONTAIN SUBSTANCES IN THE AMOUNTS CONSIDERED HARMFUL FOR THE NORMAL GROWTH OF VEGETATION. THE CONTRACTOR SHALL SUPPLY WATER AND WATERING EQUIPMENT AS REQUIRED FOR THE ESTABLISHMENT AND MAINTENANCE OF GRASSED AREAS.

4. SITE PREPARATION

4.1. PROJECT COORDINATION. AFTER THE CONSTRUCTION HAS BEEN COMPLETED, (EXCEPT AS PROVIDED BELOW), THE SITE HAS BEEN BROUGHT TO FINAL GRADES AS SHOWN ON THE PLANS, AND OTHER PLANTINGS HAVE BEEN ACCOMPLISHED, THE CONTRACTOR SHALL PREPARE THE AREAS TO BE GRASSED AS SPECIFIED. WHEN SO DIRECTED OR PERMITTED BY THE ENGINEER, PORTIONS OF THE CONSTRUCTION SITE MAY BE GRASSED AT DIFFERENT PERIODS OF TIME PROVIDED THAT THE PLANTING OCCURS IN PROPER SEASONS AS SPECIFIED. ANY GRASSED AREAS DAMAGED BY SUBSEQUENT OPERATIONS OF THE CONTRACTOR SHALL BE REPLANTED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE OWNER.

4.2. NO-TILL. IT IS PREFERRED FOR THE AREAS OUTSIDE OF THE GRADING LIMITS TO BE NO-TILLED INTO THE EXISTING STUBBLE. NO SITE PREPARATION IS REQUIRED BEFORE NO-TILL SEEDING. AREAS TO BE TILLED (WITHIN GRADING LIMITS) SHALL BE PREPARED PER THE FOLLOWING NOTES.

4.3. TILLAGE. THE AREAS REQUIRED TO BE GRASSED SHALL BE PREPARED FOR PLANTING BY CULTIVATION, REMOVAL OF ALL OBJECTIONABLE MATERIAL, AND FILLING OF GULLIES OR DEPRESSIONS. THE SOIL PREPARATION SHALL BE ACCOMPLISHED BY DISKING, HARROWING AND FIRMING. (PLOWING WILL ALSO BE REQUIRED IF SO INDICATED ON THE PLANS.) THE MINIMUM DEPTH OF SOIL PREPARATION SHALL BE THREE (3) INCHES. EXISTING WEED STUBBLE, SMALL WEEDS AND GRASS THAT CAN BE DISKED SHALL BE CUT BY THE DISK AND PARTIALLY INCORPORATED INTO THE SOIL.

4.4. SEVERAL DISKINGS AND HARROWINGS OVER SOME AREAS MAY BE REQUIRED TO PROVIDE A SATISFACTORY SEEDBED. AREAS TOO STEEP OR OTHERWISE INACCESSIBLE FOR DISKING SHALL BE PREPARED BY HAND METHODS. THE MINIMUM DEPTH OF PREPARATION OF THE SEEDBED WHERE HAND METHODS MUST BE EMPLOYED SHALL BE TWO (2) INCHES. DISKING, HARROWING AND RAKING SHALL BE DONE LONGITUDINALLY ON SLOPE AREAS.

4.5. THE SOIL PREPARATION ON ALL SLOPE AREAS SHALL BE PERFORMED WITH DISKS AND HARROWS UNLESS DEMONSTRATION SHOWS SUCH METHODS IMPRACTICABLE AND THAT HAND METHODS MUST BE USED.

4.6. DURING THE PROCESS OF SOIL PREPARATION, EXTREME CARE SHALL BE EXERCISED TO AVOID INJURY TO ALL TREES THAT HAVE BEEN PLANTED OR DESIGNATED BY THE ENGINEER TO BE SAVED.

4.7. THE ENGINEER MAY DESIGNATE LOCAL AREAS OF DESIRABLE NATIVE PERENNIAL GRASSES TO BE OMITTED DURING THE SOIL PREPARATION. AREAS OF ANNUAL GRASSES SUCH AS CHEAT, CRAB GRASS, TRIPLE-AWN, ETC., SHALL BE DESTROYED BY THOROUGH DISKING PRIOR TO SEEDING.

4.8. APPLICATION OF FERTILIZER. FERTILIZER SHALL BE DISTRIBUTED UNIFORMLY AT RATES SHOWN IN THE SEED MIX NOTES ON THIS PAGE AND OVER THE AREA TO BE PLANTED, AND SHALL BE INCORPORATED INTO THE SOIL TO A DEPTH OF AT LEAST 2 INCHES BY DISKING, HARROWING OR OTHER METHODS APPROVED BY THE ENGINEER. DISTRIBUTION BY MEANS OF AN APPROVED SEED DRILL OR HYDRO SEEDER EQUIPPED TO SOW SEED AND DISTRIBUTE FERTILIZER AT THE SAME TIME WILL BE ACCEPTABLE UNLESS OTHERWISE NOTED ON THE PLANS.

4.9. ADDITIONAL SOIL CONDITIONERS SHALL BE MIXED INTO THE SOIL BY DISKING, HARROWING, ETC., WHEN SPECIFIED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER AND FURNISHED BY THE OWNER.

5. SEEDING

5.1. TIME OF SEEDING. THE TWO GENERAL SEEDING SEASONS SHALL BE AS DEFINED FOR TEMPORARY AND PERMANENT SEEDING. THE PERMISSIBLE SEEDING PERIODS FOR VARIOUS SEEDS MAY BE EXTENDED A FEW DAYS IN SPECIAL CASES WHEN MULCHING IS SPECIFIED TO FOLLOW THE DRILLING OF SEEDS AND FERTILIZER.

5.2. THE ENGINEER RESERVES THE RIGHT TO DELAY THE DRILLING OR SEEDING OF ANY SEEDS OR TO VARY THE PERMISSIBLE SEEDING SEASONS LISTED ABOVE DUE TO WEATHER OR SOIL CONDITIONS OR FOR OTHER CAUSES.

5.3. SEED APPLICATION. SEEDS SHALL BE UNIFORMLY DISTRIBUTED WITH ACCEPTABLE DRILLS, HYDRAULIC SLURRY, OR OTHER EQUIPMENT APPROVED BY THE ENGINEER. BROADCASTING WITH A STANDARD GRASS SEEDER WILL BE REQUIRED ON AREAS WHERE IT IS IMPOSSIBLE TO OPERATE A DRILL AND THIS METHOD MAY ALSO BE REQUIRED FOR CERTAIN SMALL SEEDS.

5.4. WHEN A STANDARD DRILL WITH FERTILIZER ATTACHMENT IS USED, CERTAIN MIXED SEEDS MAY BE PLACED IN THE SEED BOX AND THE FERTILIZER PLACED IN THE FERTILIZER COMPARTMENT. BOTH MAY BE APPLIED DURING ONE (1) OPERATION, UNLESS NOTES ON THE PLANS REQUIRE SEPARATE APPLICATIONS. FERTILIZER MAY BE DRILLED INTO THE SOIL OR APPLIED BY HYDRAULIC-SLURRY. BROADCASTING FERTILIZERS IS PERMISSIBLE ON ROUGH, ROCKY SLOPES WHERE DRILLS CANNOT OPERATE.

5.5. ALL DRILLS SHALL BE FULLY ADJUSTABLE SO THAT THEY WILL DELIVER THE SEEDS AND FERTILIZER AT THE RATES SPECIFIED ON THE PLANS OR ORDERED BY THE ENGINEER. DRILLS THAT ARE IN POOR REPAIR OR THAT DO NOT DELIVER THE SEEDS AND FERTILIZER UNIFORMLY IN EACH DRILL FURROW, SHALL NOT BE USED. DRILLS SHALL BE ADJUSTABLE SO THAT THE SEEDS CAN BE PLANTED AND COVERED A MAXIMUM DEPTH OF 1/2 INCH.

5.6. MOST OF THE SEEDS SHOULD BE DRILLED ABOUT ONE-HALF (1/2) INCH DEEP IN A WELL- PREPARED AND FIRM SEEDBED. WHEN THE FERTILIZING AND SEEDING OPERATIONS START ON AN AREA, THAT AREA SHALL BE COMPLETED AS SOON AS POSSIBLE. NO SEEDING SHALL BE DONE DURING WINDY WEATHER OR WHEN THE GROUND IS WET OR OTHERWISE NON-TILLABLE. THE GRASS SEED SHALL THEN BE COVERED, USING A FLEXIBLE TOOTHED WEEDER OR OTHER SUITABLE EQUIPMENT. AS SOON AS THIS COVERING OPERATION HAS BEEN COMPLETED, THE SEEDED AREA SHALL BE ROLLED AGAIN WITH THE CULTI-PACKER, THE CULTI-PACKER BEING RUN OVER THE AREA ONLY ONCE PARALLEL WITH THE CONTOURS OF THE GROUND.

6. MULCHING.

6.1. APPLYING HAY MULCH - HAY MULCH SHALL BE THE REQUIRED MULCHING MATERIAL FOR PERMANENT SEEDING, UNLESS SPECIFIED OTHERWISE ON THE PLANS OR DIRECTED BY THE ENGINEER. THE HAY SHALL NOT CONTAIN AN EXCESSIVE QUANTITY OF NOXIOUS WEED SEEDS. THE MULCH SHALL BE A SHARP GRADE PRAIRIE HAY, SEDAN GRASS HAY OR BROOM SEDGE OR ANY OTHER TYPE OF NATIVE HAY OR GRASS. STRAW SHALL BE 8 INCHES MINIMUM; 50% SHALL BE 10 INCHES IN LENGTH OR LONGER.

6.2. AFTER SEEDING OPERATIONS ARE COMPLETE THE MULCH SHALL BE SPACED UNIFORMLY BY HAND, MANURE SPREADER, OR OTHER SUITABLE EQUIPMENT. THE MULCH SHALL BE ANCHORED TO THE SOIL BY A V-TYPE WHEEL LAND PACKER, A DISK HARROW SET TO CUT SLIGHTLY, OR OTHER SUITABLE EQUIPMENT WHICH WILL SECURE THE MULCH FIRMLY INTO THE GROUND 2 INCHES OR MORE TO FORM A SOIL-BINDING MULCH AND PREVENT LOSS OR BUNCHING BY WIND. SPACING BETWEEN DISKS SHALL NOT EXCEED 8 INCHES. APPLY HAY MULCH AT THE RATE OF 2 TONS PER ACRE OR 90 LBS. PER 1000 SQ. FT.

6.3. APPLYING WOOD CELLULOSE FIBER MULCH - WOOD CELLULOSE FIBER MULCH MAY BE USED IN LIEU OF HAY MULCH WHEN THE CONTRACTOR ELECTS TO USE A HYDRO SEEDER AND THE METHOD IS APPROVED BY THE ENGINEER. WOOD CELLULOSE FIBER MULCH SHALL BE APPLIED AT THE MINIMUM RATE OF 2500 POUNDS PER ACRE, UNLESS SPECIFIED OTHERWISE.

7. WATERING.

7.1. THE CONTRACTOR SHALL WATER THE SEEDED AREAS AS REQUIRED TO ASSURE AN ACCEPTABLE STAND OF GRASS.

8. PROTECTION AND MAINTENANCE.

8.1. THE GRASSED AREA SHALL BE PROTECTED AGAINST TRAFFIC OR OTHER USE IMMEDIATELY AFTER PLANTING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER CARE OF THE GRASSED AREA UNTIL ALL WORK ON THE ENTIRE CONTRACT HAS BEEN COMPLETED AND ACCEPTED, OR A MINIMUM PERIOD OF 30 DAYS, WHICHEVER IS THE LONGEST DURATION. THE CONTRACTOR WILL BE RELIEVED FROM WATERING GRASSED AREAS ACCEPTED BY THE ENGINEER AND THE OWNER.

8.2. ALL PLANTED AREAS SHALL BE GROWING WHEN ACCEPTED. AREAS NOT SHOWING A STAND OF GRASS OR EVIDENCE OF GROWTH SHALL BE REPLANTED IN ACCORDANCE WITH THESE SPECIFICATIONS. ALL COSTS IN CONNECTION WITH REPLANTING GRASSED AREAS SHALL BE BORNE BY THE CONTRACTOR UNTIL AN ACCEPTABLE STAND OF GRASS IS OBTAINED, WITH NO ADDITIONAL COST TO THE PROJECT.

9. PAYMENT

9.1. ALL SEEDING OPERATIONS THROUGHOUT THE ENTIRE COURSE OF THE PROJECT FOR TEMPORARY AND PERMANENT SEEDING, SOIL PREPARATION, FERTILIZER APPLICATION, MULCHING, WATERING, AND ALL OTHER ASSOCIATED WORK, DESCRIBED ON THE SEEDING SHEETS, SHALL BE PAID FOR AS THE BID ITEM "PROJECT SEEDING, L.S." THIS BID ITEM INCLUDES ALL RE-SEEDING ACTIVITIES AND ANY ASSOCIATED WORK NECESSARY.

TEMPORARY SEEDING

TEMPORARY SEED NOTES

1. TEMPORARY SEEDING SHALL BE INSTALLED AS TEMPORARY COVER AFTER GRADING AND/OR CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED IN AN AREA OF THE PROJECT. TEMPORARY SEED SHALL BE INSTALLED WHEN:

   1.1. CONSTRUCTION ACTIVITY WILL CEASE FOR AT LEAST 28 DAYS; OR
   1.2. WITHIN 21 DAYS FROM THE LAST CONSTRUCTION ACTIVITY IN THAT AREA; OR,
   1.3. WHEN PERMANENT SEEDING CANNOT TAKE PLACE WITHIN THE SPECIFIED PLANTING WINDOW.

2. TEMPORARY SEEDING SHALL BE PLACED VIA APPROPRIATE SEED DRILL. THE TEMPORARY SEED MIX IS AS FOLLOWS:

   ANNUAL RYE 20#/ ACRE

3. TEMPORARY SEED MAY BE PLACED ANY TIME DURING CONSTRUCTION.
4. PROTECT SEEDED AREAS FROM EROSION BY SPREADING WEED-FREE STRAW MULCH TO FORM A CONTINUOUS BLANKET 1-1/2" LOOSE DEPTH AND CRIMP IN TO SOIL BY SUITABLE METHODS.
5. DO NOT SEED OR WORK SOIL WHEN THERE IS STANDING OR RUNNING WATER PRESENT IN DISTURBED AREAS.
6. SEEDING PROCESS: REFER TO SEEDING NOTES.

PERMANENT SEEDING (COOL SEASON GRASS)

1. PERMANENT SEEDING WITH THE FESCUE MIX SHALL BE INSTALLED AT THE COMPLETION OF CONSTRUCTION ACTIVITIES IN COORDINATION WITH PERMANENT EROSION CONTROL BMPs, AS DEFINED IN THE NOTES IN THIS SECTION, WITHIN THE PLANS AND SPECIFICATIONS.
2. FESCUE MIX SHALL BE KANSAS PREMIUM FESCUE BLEND SEED CONTAINING LOCALLY AVAILABLE VARIETIES. SEED AT A RATE OF 8 TO 10 LBS/ 1000 S.F. FOR NEW INSTALLATIONS OR 4 TO 6 LBS/ 1000 S.F. FOR OVERSEEDING/ REPAIR.
3. APPLY 10-20-10 FERTILIZER AT A RATE OF 40 LBS/ ACRE.4.
4. PROTECT SEEDED AREAS FROM EROSION BY SPREADING WEED-FREE STRAW MULCH TO FORM A CONTINUOUS BLANKET 1-1/2" LOOSE DEPTH AND CRIMP IN TO SOIL BY SUITABLE METHODS.
4. PERMANENT SEEDING SHALL BE DONE OCTOBER 15- JUNE 1.
5. COOL SEASON GRASS MIX SEED MIXTURE SHALL BE FRESH, CLEAN NEW CROP SEED. LANDSCAPE CONTRACTOR SHALL PROVIDE LANDSCAPE ARCHITECT WITH DEALER'S GUARANTEED STATEMENT OF COMPOSITION OF MIXTURE AND PERCENTAGE OF PURITY AND GERMINATION OF SEED USED.
6. SEEDING PROCESS: REFER TO SEEDING NOTES.

PERMANENT SEEDING (WARM SEASON GRASS)

1. PERMANENT SEEDING WITH THE PRAIRIE MIX SHALL BE INSTALLED AT THE COMPLETION OF CONSTRUCTION ACTIVITIES IN COORDINATION WITH PERMANENT EROSION CONTROL BMPs, AS DEFINED IN THE NOTES IN THIS SECTION, WITHIN THE PLANS AND SPECIFICATIONS.
2. PRAIRIE SEED MIX SHALL BE A WARM SEASON GRASS MIX SEED CONTAINING LOCALLY AVAILABLE VARIETIES, AS SPECIFIED BELOW. SEED AT A RATE OF 4.5# PLS/ ACRE.

Botanical Name	Common Name	PLS Oz./Acre
BOUTELOUA DACTYLOIDES	BUFFALOGRASS (TEXOKA, SHRP'S IMPROVED, ISON, PLAINS, OR CODY)	
BOUTELOUA GRACILIS	BLUE GRAMA	
BOUTELOUA CURTIPENDULA	SIDEOATS GRAMA	

3. APPLY 10-20-10 FERTILIZER AT A RATE OF 40 LBS/ ACRE.
4. PROTECT SEEDED AREAS FROM EROSION BY SPREADING WEED-FREE STRAW MULCH TO FORM A CONTINUOUS BLANKET 1-1/2" LOOSE DEPTH AND CRIMP IN TO SOIL BY SUITABLE METHODS.
5. PERMANENT SEEDING SHALL BE DONE OCTOBER 15- JUNE 1.
6. WARM SEASON GRASS MIX SEED MIXTURE SHALL BE FRESH, CLEAN NEW CROP SEED. LANDSCAPE CONTRACTOR SHALL PROVIDE LANDSCAPE ARCHITECT WITH DEALER'S GUARANTEED STATEMENT OF COMPOSITION OF MIXTURE AND PERCENTAGE OF PURITY AND GERMINATION OF SEED USED.
7. SEEDING PROCESS: REFER TO SEEDING NOTES.

PERMANENT SEEDING (WATER QUALITY MIX)

1. PERMANENT SEEDING WITH THE WATER QUALITY MIX SHALL BE INSTALLED AT THE COMPLETION OF CONSTRUCTION ACTIVITIES IN COORDINATION WITH PERMANENT EROSION CONTROL BMPs, AS DEFINED IN THE NOTES IN THIS SECTION, WITHIN THE PLANS AND SPECIFICATIONS.
2. WATER QUALITY SEED MIX SHALL BE A WARM SEASON GRASS MIX SEED CONTAINING LOCALLY AVAILABLE VARIETIES, AS SPECIFIED BELOW. SEED AT A RATE OF 12.34# PLS/ ACRE.

Botanical Name	Common Name	PLS Oz./Acre
PERMANENT GRASSES		
Andropogon gerardii	Big Bluestem	12.00
Bouteloua curtipendula	Side Oats Grama	16.00
Carex bicknellii	Bicknell's Sedge	1.50
Carex molesta	Field Oval Sedge	1.50
Elymus canadensis	Canada Wild Rye	24.00
Panicum virgatum	Switch Grass	2.50
Schizachyrium scoparium	Little Bluestem	28.00
Sorghastrum nutans	Indian Grass	12.00
	Total	97.50
TEMPORARY GRASS		
Lolium multiflorum	Annual Rye	100.00

3. APPLY PURE NITROGEN FERTILIZER AT A RATE OF 2 LBS/ 1000 SF.
4. PERMANENT SEEDING SHALL BE DONE OCTOBER 15- JUNE 1.
5. WATER QUALITY SEED MIXTURE SHALL BE FRESH, CLEAN NEW CROP SEED. LANDSCAPE CONTRACTOR SHALL PROVIDE LANDSCAPE ARCHITECT WITH DEALER'S GUARANTEED STATEMENT OF COMPOSITION OF MIXTURE AND PERCENTAGE OF PURITY AND GERMINATION OF SEED USED.
6. SEEDING PROCESS: REFER TO SEEDING NOTES.

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1995 Midfield Rd
Wichita, KS 67209
(316) 264-8008

KENNETH W. LEE — LICENSED — 15373 — 9-2-26 — KANSAS — PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

1ST STREET PAVING,
1ST COURT PAVING, &
KNIGHT STREET PAVING

SEEDING NOTES

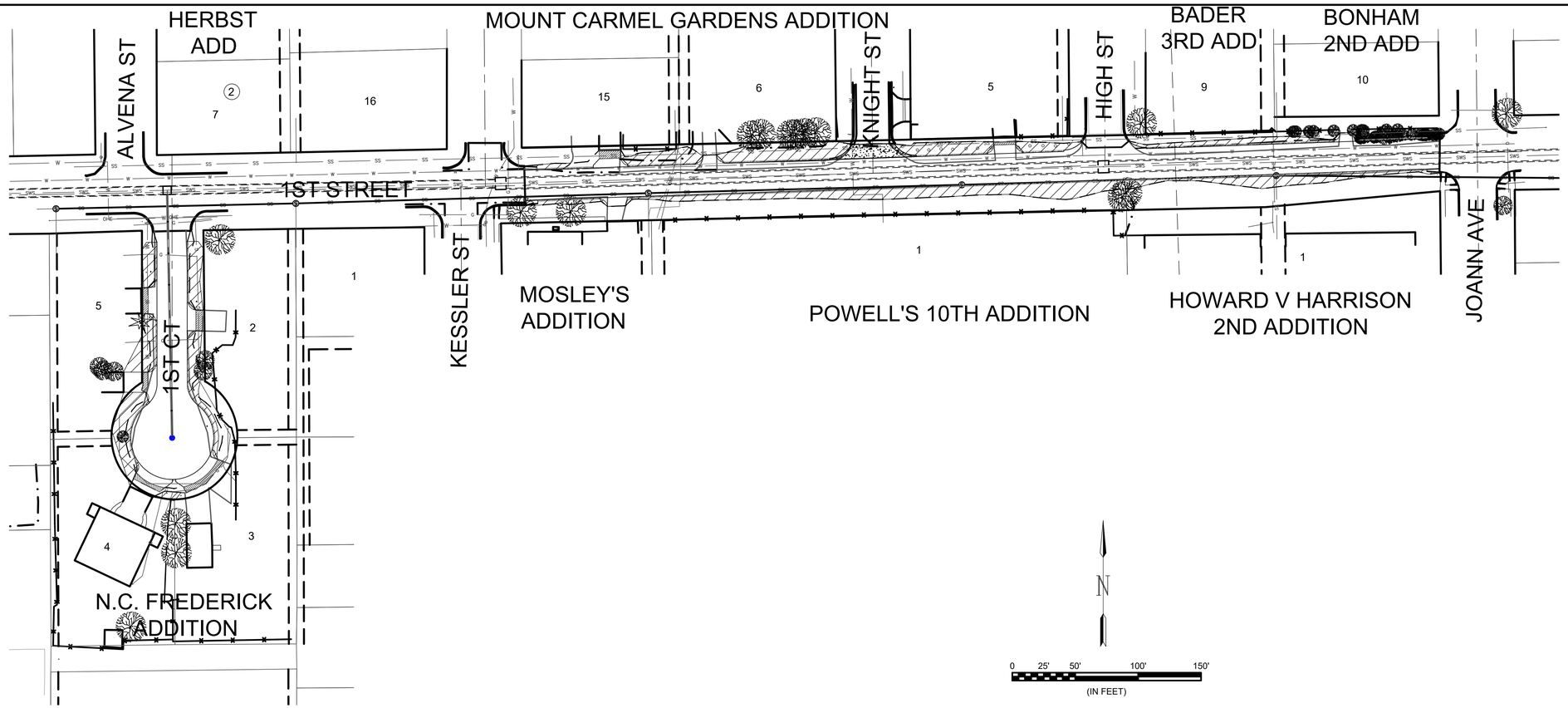
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DATE: SEPT 2026
DESIGNED BY: CDJ
DRAWN BY: CDJ

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DRAWING NUMBER

SHEET NUMBER 17 OF 24

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Last plotted by: Lee, Ken W. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 9/3/2026 12:34 PM Plotter used: None



INSTALL PERMANENT SEEDING (WARM SEASON GRASS) (1525 S.Y.)

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KENNETH W. LEE LICENSED 15373 9-2-26 KANSAS PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

1ST STREET PAVING, 1ST COURT PAVING, & KNIGHT STREET PAVING

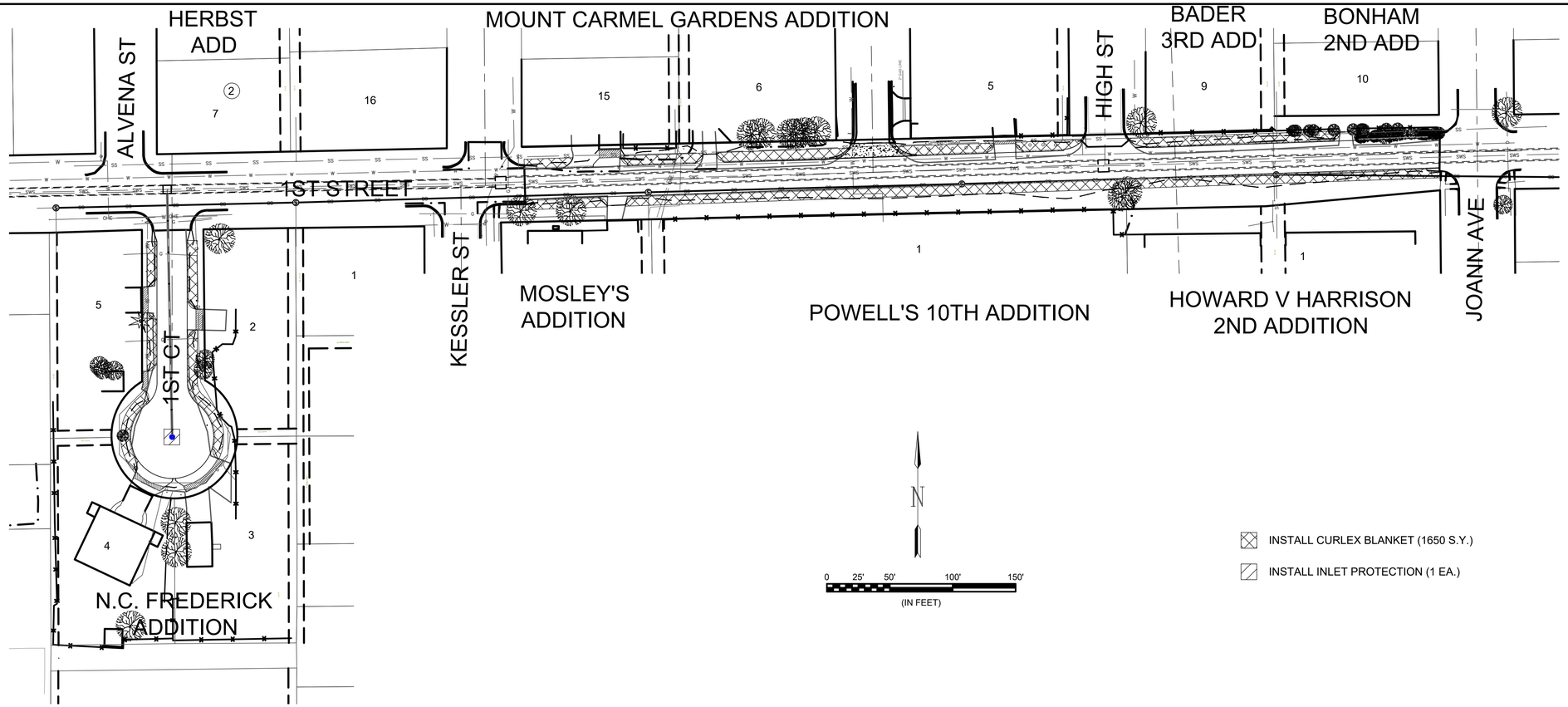
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JOB NO.: 2500275
DATE: SEPT 2026
DESIGNED BY: CDJ
DRAWN BY: CDJ

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(316) 264-8008

KENNETH W. LEE LICENSED 15373 9-2-26 KANSAS PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

1ST STREET PAVING, 1ST COURT PAVING, & KNIGHT STREET PAVING

EROSION CONTROL PLAN

JOB NO.: 2500275
DATE: SEPT 2026
DESIGNED BY: CDJ
DRAWN BY: CDJ

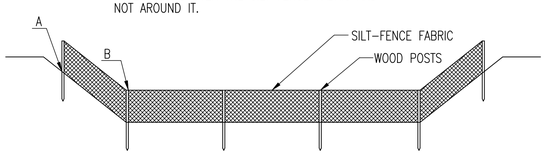
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SHEET NUMBER 19 OF 24

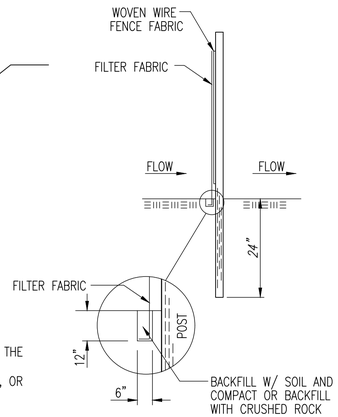
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Last plotted by: Lee, Ken W. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 9/3/2026 12:35 PM Plotter used: None

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)



ANCHOR TRENCH DETAIL

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 (%)	DITCH 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.

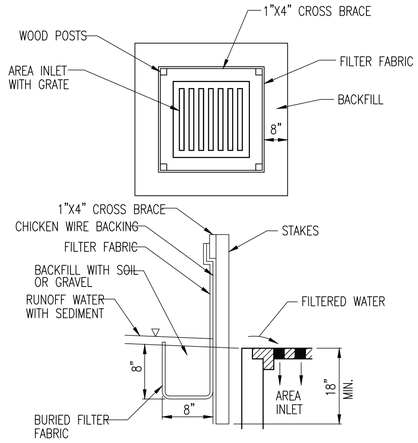
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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.

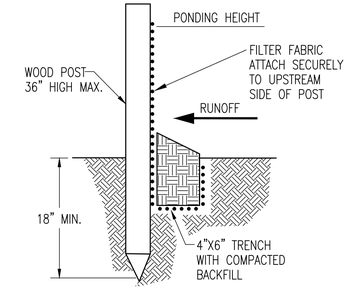
INSPECTION AND MAINTENANCE:

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?



05/13/13



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
GARY JANZEN, P.E.

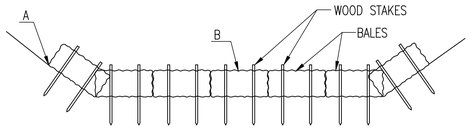
PROJECT NUMBER	OCA NUMBER	DATE
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CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET 20 / 24

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".

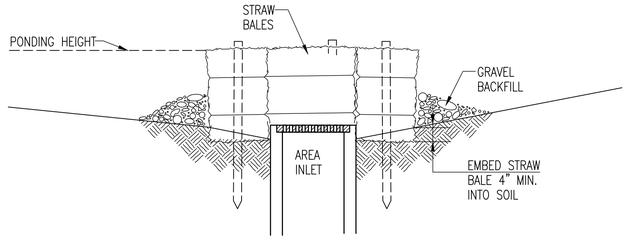
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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.

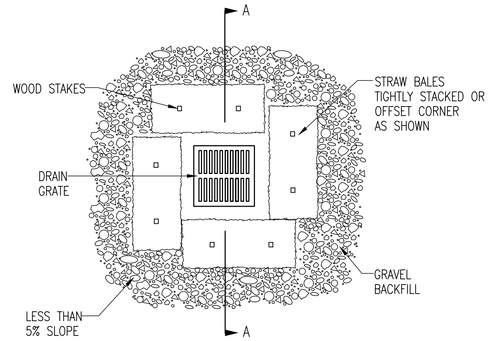
INSPECTION AND MAINTENANCE:

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.

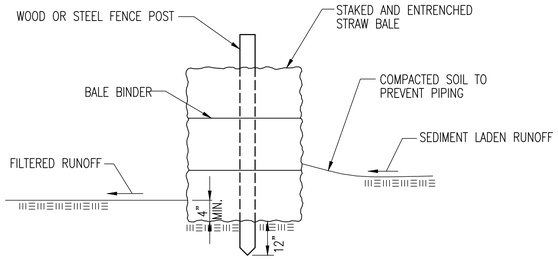
LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

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
05/13/13

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
----	####	11/2010

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

SHEET 21 / 24

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.

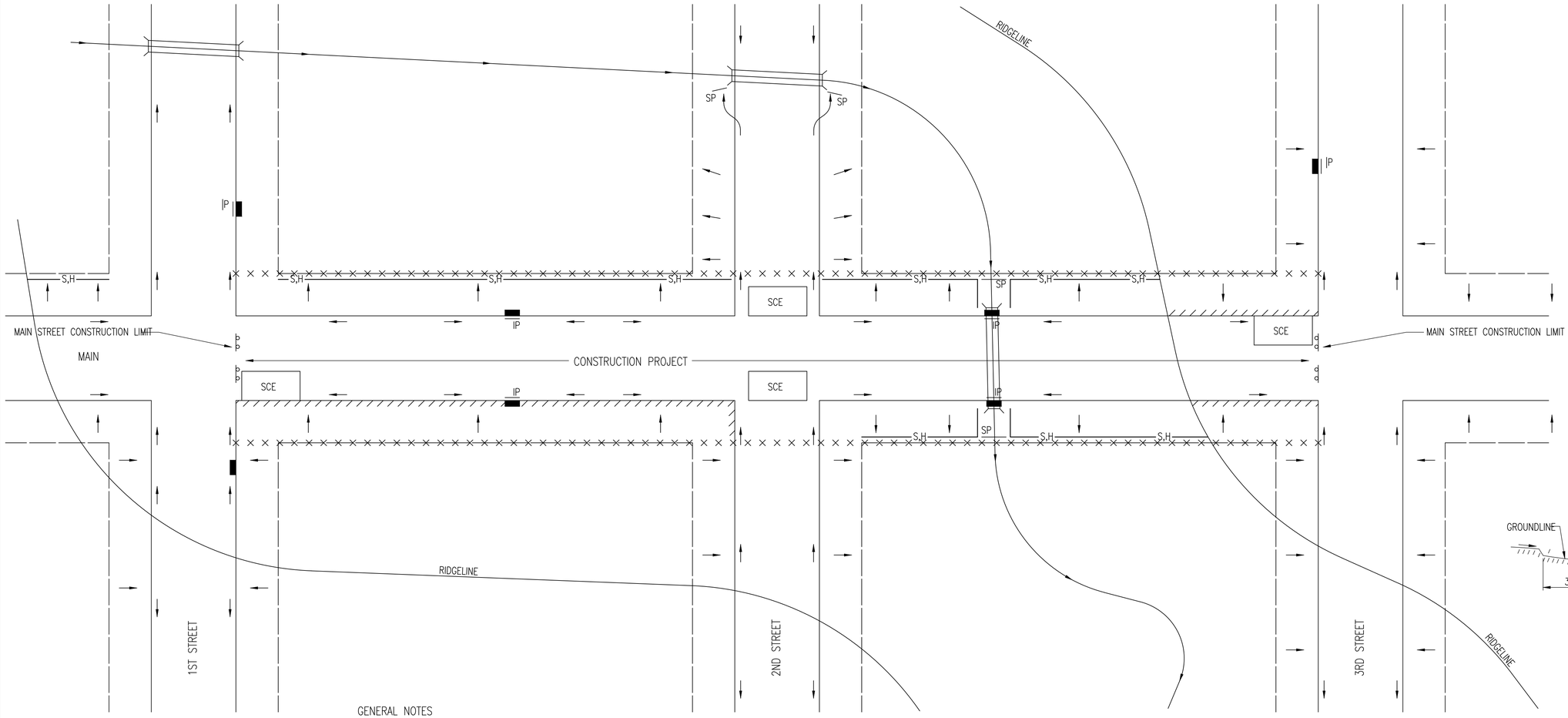
2. EROSION CONTROL DEVICES MUST BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE CONSTRUCTION PROCESS AND UNTIL THE DISTURBED EARTH IS RESTABILIZED.

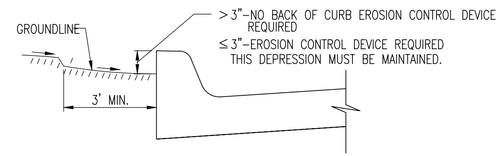
3. IF THE PROJECT WILL DISTURB 1 ACRE OR MORE, A FEDERAL/STATE NPDES STORMWATER PERMIT IS REQUIRED. A DETAILED STORMWATER POLLUTION PREVENTION PLAN, IS REQUIRED. THE EROSION CONTROL DEVICES SHOWN ON THIS SHEET ARE CONSIDERED TO BE THE MINIMUM TO BE SHOWN IN THE POLLUTION PREVENTION PLAN.

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
05.13.13

REVISION: JUNE 2015

CITY OF WICHITA

PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

STREET IMPROVEMENT PROJECTS

CITY ENGINEER
GARY JANZEN, P.E.

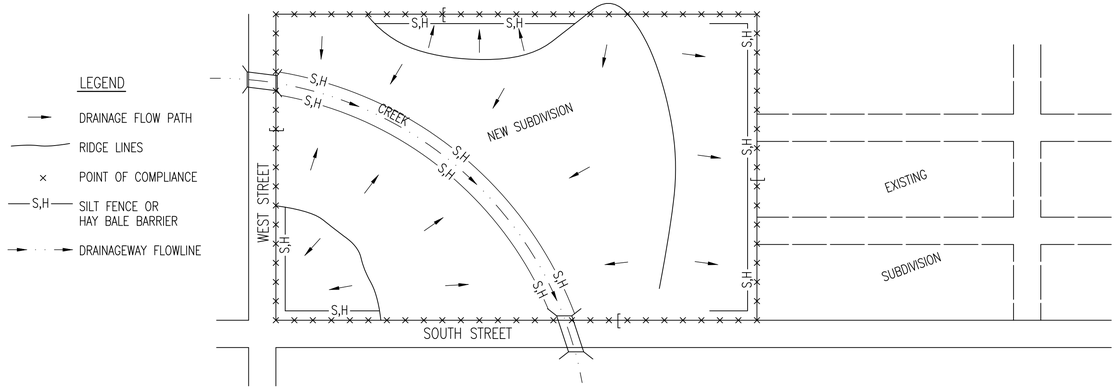
PROJECT NUMBER	OCA NUMBER	DATE
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CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET 22 / 24

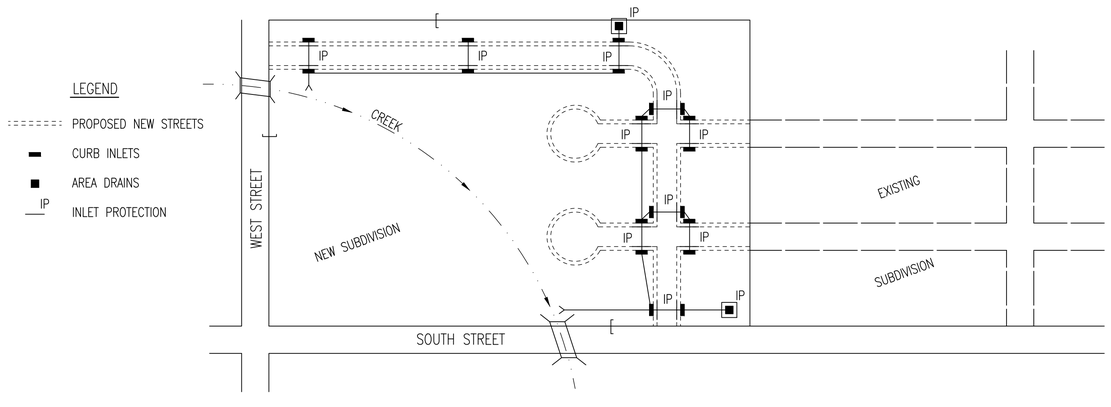
SW–504

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



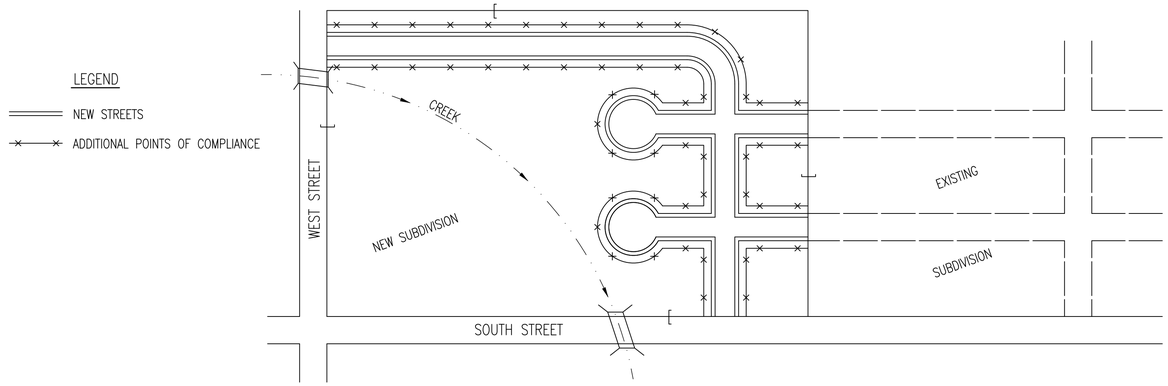
1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM THE SITE. SHOULD LAKES BE CONSTRUCTED WITHIN THE SUBDIVISION THAT WILL DISCHARGE DURING STORMS, THEY ARE ALSO A POINT OF COMPLIANCE.
2. 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.

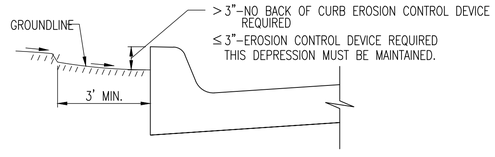
GENERAL NOTES

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.

GARY L. JANZEN LICENSED 16294 KANSAS PROFESSIONAL ENGINEER

05/30/13

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.

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

SUBDIVISION DEVELOPMENT PROCESS

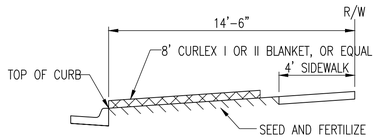
CITY ENGINEER
GARY JANZEN, P.E.

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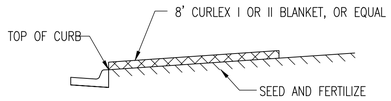
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET 23 / 24

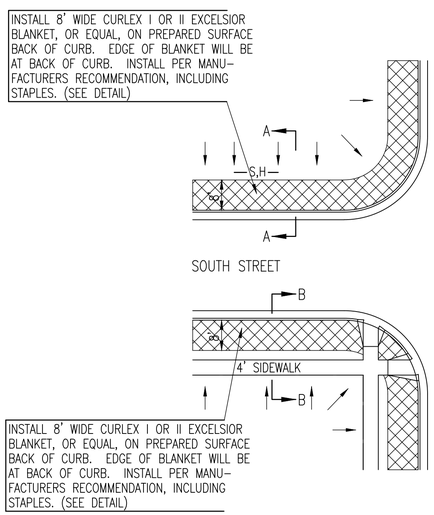
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SECTION B–B



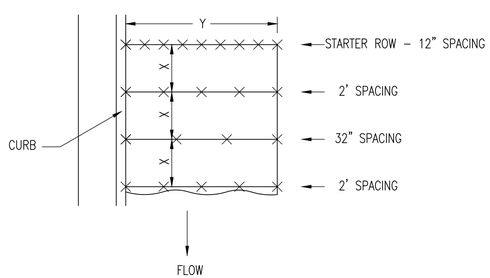
SECTION A–A

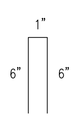


GENERAL NOTES

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



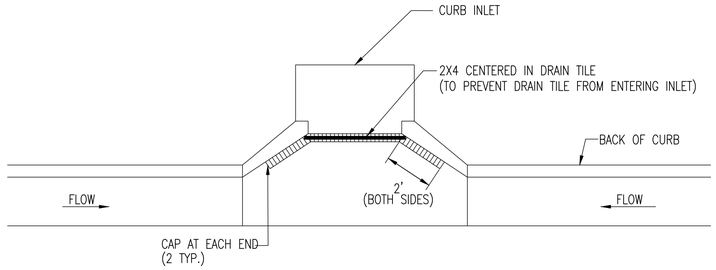


STAPLE

STAPLE PATTERN

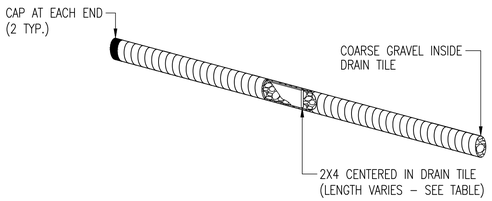
NOTES: USE 6" SEAM OVERLAP
(X & Y = RECOMMENDED BY MANUFACTURE)

DETAILS FOR APPROVED EROSION CONTROL MAT



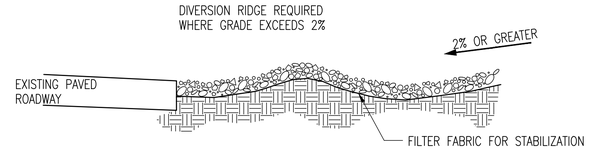
NOTE:
PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"–1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

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

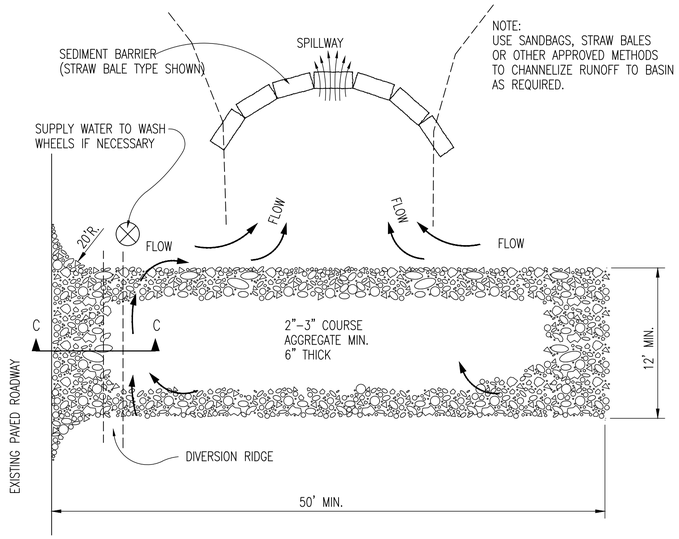


CURB INLET PROTECTION

4" PERFORATED PIPE W/ GRAVEL



SECTION C–C



STABILIZED CONSTRUCTION ENTRANCE

GENERAL NOTES

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 16294 KANSAS PROFESSIONAL ENGINEER
05/13/13

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

BACK OF CURB PROTECTION, CURB INLET PROTECTION AND CONSTRUCTION ENTRANCE

CITY ENGINEER
GARY JANZEN, P.E.

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

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