CITY OF WICHITA

PAUL GUNZELMAN, P.E. - CITY ENGINEER

CONSTRUCTION PLANS FOR

CHARLES AVE, 30TH STREET, ST JUDE PL, STAUFFER ST AND 27TH STREET PAVING IMPROVEMENTS

472-2026-086215 27TH ST N, CLARENCE TO ATHENIAN
472-2026-086216 30TH ST N, AMIDON TO SAINT JUDE
472-2026-086217 CHARLES, 31ST ST N TO END OF PAVEMENT
472-2026-086218 SAINT JUDE, 30TH ST N TO END OF PAVEMENT
472-2026-086219 STAUFFER, SEDGWICK TO MERIDIAN
ORG CODE: 40111526
MUNIS: E6095

SHEET INDEX

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3	GENERAL NOTES
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39-42	STAUFFER ST CROSS SECTIONS
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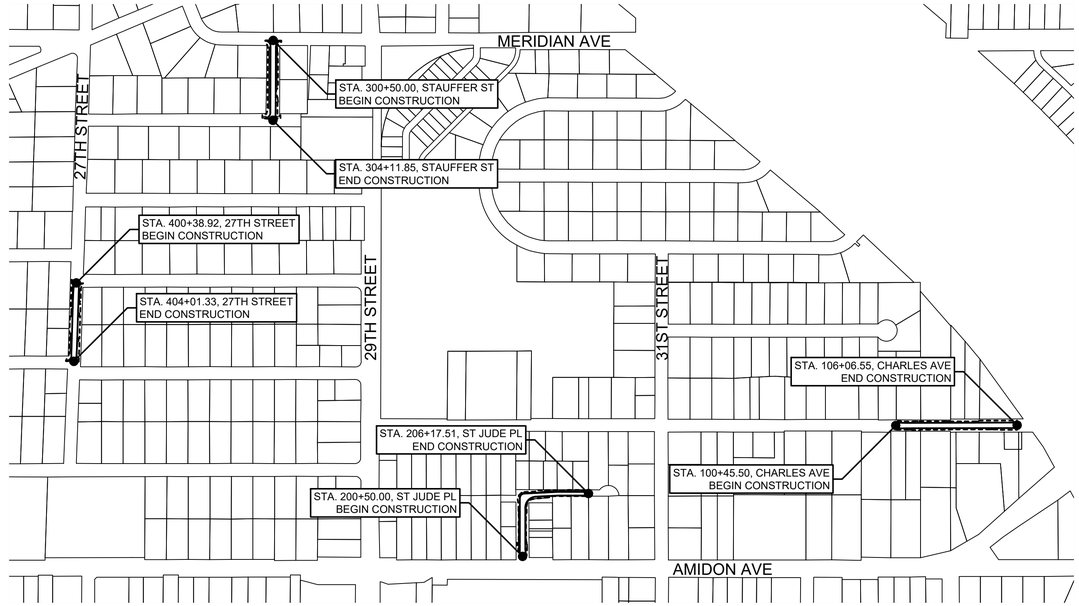
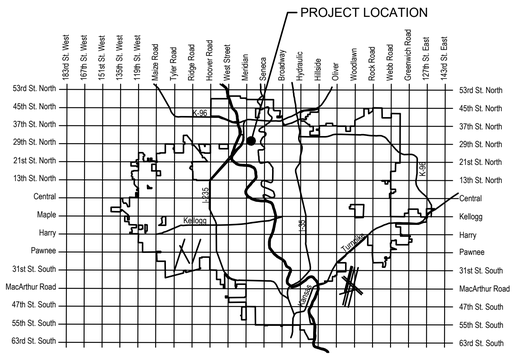


LOCATION MAP



VICINITY MAP

SEPTEMBER 2026

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WICHITA, KS 67202
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CITY OF WICHITA

LUKE PETER LICENSED 27413 KANSAS PROFESSIONAL ENGINEER

2026 DIRT STREETS

CITY OF WICHITA

Issue:	
JOB NO.	257042-007
DATE	SEP 2026
PM	KMS
DESIGNED BY	KJK
DRAWN BY	BJH
CHECKED BY	LGP

TITLE SHEET

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PLOTTED 9/10/2026 11:23:19 AM BY LUKE PETER
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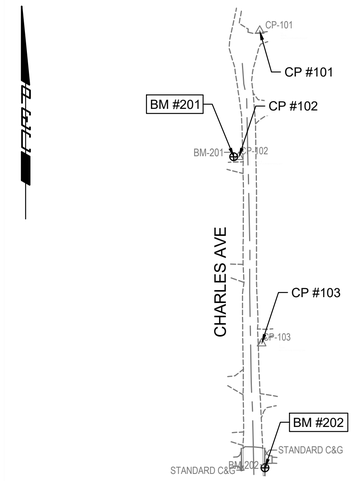

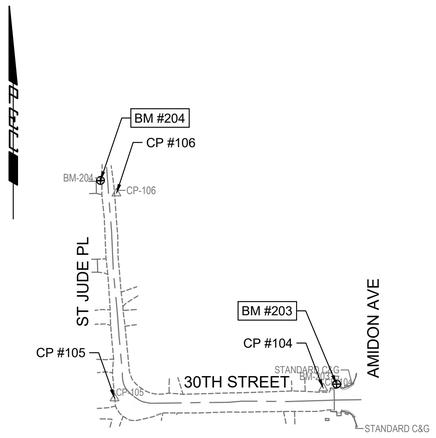

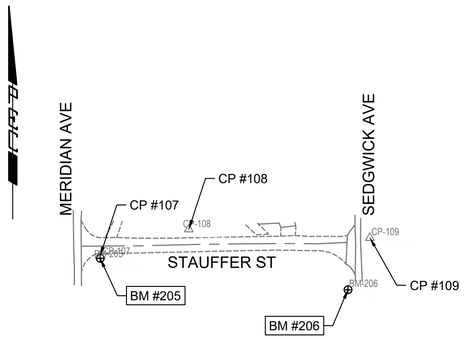

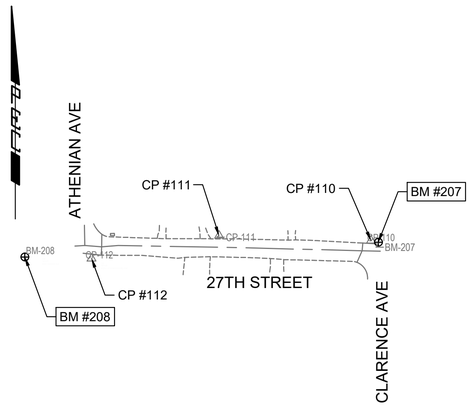

CONTROL SUMMARY

HORIZONTAL DATUM/COORDINATE SYSTEM: NAD 83 (2011) KANSAS SOUTH ZONE
PROJECT COORDINATE SYSTEM: (GRID) ON DESCRIBED COORDINATE SYSTEM
VERTICAL DATUM: NAVD 88
SCALE POINT: NORTHING: 0
EASTING: 0
COMBINED ADJUSTMENT FACTOR (CAF): GROUND TO GRID=0.99988224
GRID TO GROUND=1.0001177711
DISTANCE UNITS: US SURVEY FEET

BENCH MARKS

BM-201
ELEV: 1,322.97 (NAVD 88)
TOP NUT OF WATER FIRE HYDRANT NORTH END OF N CHARLES AVE

BM-202
ELEV: 1,318.36 (NAVD 88)
BACK OF CURB RETURN ON SOUTH END OF DRIVE 3334 N CHARLES AVE

BM-203
ELEV: 1,316.03 (NAVD 88)
SQUARE CUT ON NORTHWEST CORNER OF STORM DRAIN CURB AT 30TH AND AMIDON

BM-204
ELEV: 1,317.87 (NAVD 88)
V CUT ON THE TOP OF CONCRETE PIPE NORTH END OF N SAINT JUDE PL

BM-205
ELEV: 1,316.64 (NAVD 88)
SQUARE CUT ON NORTHWEST END OF STORM DRAIN MANHOLE NORTHWEST FROM 2874 N MERIDIAN AVE

BM-206
ELEV: 1,317.20 (NAVD 88)
X CUT ON TOP OF REINFORCED CONCRETE PIPE EAST OF 2875 N SEDGWICK ST NORTH END OF PIPE

BM-207
ELEV: 1,314.94 (NAVD 88)
SQUARE CUT ON SOUTH WEST CORNER OF STORM DRAIN MANHOLE SOUTHEAST OF 2801 N CLARENCE AVE

BM-208
ELEV: 1,314.52 (NAVD 88)
SQUARE CUT ON SOUTHEAST CORNER OF STORM DRAIN MANHOLE NORTH OF 2758 N ATHENIAN AVE

HORIZONTAL CONTROL POINTS

CP-101
N: 1,707,228.3340 E: 1,640,384.7090
1/2 " REBAR WITH BLUE PEC
1. 53.5' SSE TO SOUTHWEST CHAIN LINK FENCE CORNER
2. 169.73' SSW TO WATER FIRE HYDRANT TOP NUT
3. 22.82' W TO CENTER OF GRAVEL ROAD
4. 10.72' ESE TO NORTH FENCE GATE POST

CP-102
N: 1,707,061.9740 E: 1,640,357.3500
1/2 " REBAR WITH BLUE PEC
1. 6.95' W TO WATER FIRE HYDRANT TOP NUT
2. 22.27' E TO CENTER OF GRAVEL ROAD
3. 24.92' S TO MAILBOX

CP-103
N: 1,706,815.9650 E: 1,640,387.3590
1/2 " REBAR WITH BLUE PEC
1. 60.49' S TO MAILBOX
2. 29.44' SE TO POWER POLE
3. 25.43' N TO MAILBOX

CP-104
N: 1,704,976.9430 E: 1,640,994.6720
1/2 " REBAR WITH BLUE PEC
1. 20.58' ENE TO CENTER OF STORM DRAIN CURB MANHOLE
2. 40.12' SE TO CENTER OF STORM DRAIN CURB MANHOLE
3. 14.54' W TO MAILBOX

CP-105
N: 1,704,963.6660 E: 1,640,719.3340
1/2 " REBAR WITH BLUE PEC
1. 11.92' WNW TO WATER METER
2. 64' ENE TO SEWER MANHOLE
3. 33.32' SSW TO ATT HANDHOLE

CP-106
N: 1,705,234.2680 E: 1,640,721.7900
1/2 " REBAR WITH BLUE PEC
1. 11.57' NNE TO NORTH FENCE POST GATE
2. 10.69' W TO CENTER OF GRAVEL ROAD
3. 39.12' NW TO WOOD FENCE CORNER

CP-107
N: 1,703,757.6010 E: 1,638,669.7630
1/2 " REBAR WITH BLUE PEC
1. 13.99' SW TO STREET SIGN
2. 5.55' SE TO STORM DRAIN METAL LID
3. 32.01' WNW TO STORM DRAIN MANHOLE

CP-108
N: 1,703,792.4500 E: 1,638,786.7660
1/2 " REBAR WITH BLUE PEC
1. 38.13' E TO POWER POLE
2. 19.83' S TO CENTER OF GRAVEL ROAD
3. 43.31' SE TO SEWER MANHOLE

CP-109
N: 1,703,781.3210 E: 1,639,025.8020
1/2 " REBAR WITH BLUE PEC
1. 34.79' WNW TO STREET SIGN
2. 12.19' W TO CENTER OF NORTH-SOUTH GRAVEL ROAD
3. 114.08' WSW TO FENCE CHAIN LINK CORNER

CP-110
N: 1,702,887.3090 E: 1,640,146.4500
1/2 " REBAR WITH BLUE PEC
1. 2.51' ENE TO STREET SIGN
2. 13.52' S TO CENTER OF ASPHALT ROAD
3. 47.63' SW TO CENTER OF METAL LID

CP-111
N: 1,702,893.8360 E: 1,639,945.8780
1/2 " REBAR WITH BLUE PEC
1. 25.48' ENE TO FENCE CHAIN LINK CORNER
2. 24.57' E TO SEWER MANHOLE
3. 15.9' S TO CENTER OF GRAVEL ROAD

CP-112
N: 1,702,863.4910 E: 1,639,777.6510
1/2 " REBAR WITH BLUE PEC
1. 17.24' N TO CENTER OF ASPHALT ROAD
2. 42.28' NE TO CENTER OF METAL LID
3. 159.57' W TO WATER FIRE HYDRANT

MEMBERS NOTIFIED	(PHONE NUMBER):
ATT DISTRIBUTION	800-778-9140
EVERGY	785-249-1948
KANSAS GAS SERVICE	800-794-4780
WICHITA WATER	316-268-4555
IDEATEK TELCOM LLC	620-543-5555
COX COMMUNICATIONS	800-778-9140

UTILITY LOCATE NOTE:
DIGSAFE
TICKET NUMBER (ORIGINAL CALL DATE):
26209448 (04/29/2026)
26209447 (04/29/2026)
26209446 (04/29/2026)
26209444 (04/29/2026)
26209445 (04/29/2026)
26209443 (04/29/2026)
26221455 (05/05/2026)

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KEY MAP & CONTROL POINTS

2

SAVED 9/3/2026 3:06:55 PM BY KADEN.KISNER
PLOTTED 9/10/2026 11:23:29 AM BY LUKE PETER
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GENERAL NOTES

1. ALL CONSTRUCTION AND MATERIALS TO COMPLY WITH CITY OF WICHITA STANDARD CONSTRUCTION SPECIFICATIONS AND DETAILS, UNLESS OTHERWISE INCLUDED IN THE CONTRACT DOCUMENTS.

2. EACH BIDDER SHALL VISIT THE SITE OF THE PROJECT BEFORE SUBMITTING THE PROPOSAL FOR THIS WORK SO THAT THEY WILL BE FULLY INFORMED OF THE EXISTING FIELD CONDITIONS AND THE OBSTACLES WHICH MIGHT BE ENCOUNTERED. UPON AWARD OF THE CONTRACT THE CONTRACTOR WILL NOT BE GRANTED ANY ADDITIONAL COMPENSATION WITH REGARDS TO TIME AND MONEY FOR CONDITIONS THAT MAY HAVE BEEN EVALUATED DURING ANY INSPECTION OF THE SITE.

3. AT LEAST 72 HOURS PRIOR TO BEGINNING ANY EXCAVATION (EXCLUDING WEEKENDS AND HOLIDAYS), THE CONTRACTOR SHALL CONTACT THE KANSAS ONE-CALL SYSTEM, A UTILITY LOCATION SERVICE, AT (316)-687-2470 OR 811 TO REQUEST THE LOCAL UTILITY COMPANIES TO LOCATE ANY EXISTING LINES WITHIN THE PROJECT AREA.

4. THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:

EMERGENCY DISPATCH:	911
COX COMMUNICATIONS:	888-249-3530
EVERGY:	800-383-1183
AT&T:	800-286-8313
KANSAS GAS SERVICE:	888-482-4950

6. THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY DIRECTLY ABUTTING THE CONSTRUCTION OF THIS PROJECT A MINIMUM OF SEVEN (7) DAYS ADVANCE NOTICE PRIOR TO THE START OF CONSTRUCTION.

7. THE CONTRACTOR SHALL NOT START WORK ON THE PROJECT UNTIL THE PROJECT INSPECTOR IS ASSIGNED AND IS PRESENT ON THE SITE. ANY WORK DONE WITHOUT INSPECTION WILL BE REQUIRED TO BE UNCOVERED FOR INSPECTION AT THE CONTRACTORS EXPENSE.

8. ALL ELEVATIONS SHOWN ARE NAVD88 DATUM. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL RE-ESTABLISH CONTROL POINTS AND BENCH MARKS AND VERIFY THEIR ACCURACY.

9. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE DRAWINGS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. IT SHOULD BE NOTED THAT OTHER BURIED LINES AND CABLES MAY EXIST WHICH ARE NOT SHOWN ON THESE DRAWINGS. THE CONTRACTOR SHALL HAVE ALL BURIED LINES LOCATED AND FLAGGED IN THE FIELD PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL CONTACT THE ENGINEER AND REVIEW ANY BURIED LINES LOCATED IF CONFLICTS EXIST. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION DURING TRENCHING OPERATIONS TO AVOID DAMAGING THESE LINES. ANY LINES DAMAGED SHALL BE REPLACED OR REPAIRED IMMEDIATELY AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

10. THE CONTRACTOR SHALL EXPOSE AND VERIFY THE VERTICAL AND HORIZONTAL LOCATION OF EXISTING UTILITIES THAT ARE IN POTENTIAL CONFLICT WITH THE PROPOSED IMPROVEMENTS. THE UTILITY LOCATES SHALL BE PERFORMED PRIOR TO THE START OF CONSTRUCTION AND ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR SHALL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.

11. EASEMENTS AND RIGHTS-OF-WAY PROVIDED BY THE OWNER FOR THE PROJECT ARE SHOWN ON THE DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACQUISITION OF ANY ADDITIONAL TEMPORARY EASEMENTS OR RIGHTS-OF-WAY DESIRED TO USE IN COMPLETING THE WORK.

12. THE CONTRACTOR SHALL CONTAIN THEIR OPERATIONS TO PERMIT LOCAL AND EMERGENCY TRAFFIC THROUGH AND ACROSS CONSTRUCTION AT ALL TIMES. THE CONTRACTOR SHALL UTILIZE WARNING SIGNS, FLASHING LIGHTS, BARRICADES, AND FLAGMEN IN COMPLIANCE WITH THE LATEST VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

13. RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES INCLUDING ANY TREES REMOVED, TREE TRIMMINGS, AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES PROVIDED BY THE CONTRACTOR. THESE SITES SHALL ALSO BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE, AND SITE LOCATION. LOCATIONS THAT, IN THE OPINION OF THE ENGINEER, WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED. ALL DISPOSAL SITES MUST BE APPROVED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT. MATERIAL EITHER STOCKPILED OR DISPOSED OF IN A FLOOD PLAIN WILL REQUIRE A KANSAS STATE BOARD OF AGRICULTURE PERMIT. ANY MATERIAL DUMPED IN WATERS OF THE UNITED STATES, FLOODWAYS, OR WETLANDS IS SUBJECT TO U.S. CORPS OF ENGINEERS PERMITTING REGULATIONS. ANY MATERIAL BURIED OR STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS MAY REQUIRE ARCHAEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED DISPOSAL LOCATION.

14. THE CONTRACTOR SHALL AVOID REMOVAL OR TRIMMING OF ANY TREES OR SHRUBS WHERE POSSIBLE. WHERE THE CONTRACTOR BELIEVES THE REMOVAL OR TRIMMING IS UNAVOIDABLE, THIS WORK SHALL BE COORDINATED WITH THE ENGINEER. TREE TRIMMING/REMOVAL SHALL BE COMPLETED IN ACCORDANCE WITH U.S FISH AND WILDLIFE SERVICE AND KANSAS DEPARTMENT OF WILDLIFE, PARKS, AND TOURISM RESTRICTIONS.

15. THE CONTRACTOR SHALL RESTORE ALL DITCHES, SWALES, ROAD SHOULDERS, AND BANKS TO THEIR ORIGINAL SLOPES AND GRADES EXCEPT AS SHOWN OTHERWISE. WHERE EXISTING ENTRANCE PIPE, DRAINAGE PIPE, SIGNS, FENCES, LANDSCAPING, ETC., CONFLICT WITH THE PROPOSED WORK HEREIN, THEY SHALL BE REMOVED AND REPLACED OR RESET, UNLESS OTHERWISE NOTED ON THE DRAWINGS.

16. THE CONTRACTOR SHALL INSTALL AND/OR MAINTAIN EROSION CONTROL METHODS AS SPECIFIED ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING EROSION CONTROL THROUGH THE COMPLETION OF THIS PROJECT. INSTALLATION OF THESE EROSION CONTROL DEVICES DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF ABATING SOIL EROSION.

17. THE CONTRACTOR SHALL TAKE CARE TO PREVENT SILT AND DEBRIS FROM ENTERING ANY STORM DRAINAGE SYSTEM DURING CONSTRUCTION. PIPES OR STRUCTURES WHICH CONTAIN MATERIALS FROM THE CONTRACTORS ACTIVITIES SHALL BE THOROUGHLY CLEANED BY THE CONTRACTOR, AT THEIR OWN EXPENSE, PRIOR TO THE FINAL INSPECTION.

18. ALL GRASSED AREAS DISTURBED BY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL BE REPLANTED WITH GRASS AND FERTILIZED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS. EXISTING GRASSED AREAS DISTURBED BY CONSTRUCTION SHALL BE REPLANTED WITH THE SAME TYPE OF GRASS AS WAS REMOVED, UNLESS OTHERWISE SPECIFIED.

19. THE CONTRACTOR SHALL SEED ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES WITH TEMPORARY RYE GRASS. RYE GRASS SEED SHALL BE PLANTED PER CITY OF WICHITA SPECIFICATIONS. THIS TEMPORARY SEEDING MAY BE OMITTED ONLY IF PERMANENT SEEDING/SODDING IS APPLIED. TEMPORARY SEEDING OR PERMANENT SEEDING/SODDING SHALL BE APPLIED WITHIN 14 DAYS AFTER THE AREA HAS BEEN DISTURBED.

20. CONTRACTOR SHALL MAINTAIN UNINTERRUPTED UTILITY SERVICE TO ADJACENT FACILITIES DURING CONSTRUCTION, UNLESS OTHERWISE APPROVED BY OWNER.

21. WRITTEN REQUEST TO THE OWNER WILL BE REQUIRED 72 HOURS PRIOR TO A SCHEDULED UTILITY OUTAGE. THE FIRE DEPARTMENT MUST BE NOTIFIED OF ANY FIRE HYDRANTS OR WATER MAINS TAKEN OUT OF SERVICE.

22. THE CONTRACTOR SHALL PROVIDE A DETAILED CONSTRUCTION SEQUENCING AND TRAFFIC CONTROL PLAN FOR ENGINEER REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION.

THE CONTRACTOR SHALL PROVIDE DAILY VEHICULAR ACCESS TO PROPERTIES WITHIN THE PROJECT AREA THROUGHOUT CONSTRUCTION. CONTRACTOR SHALL ALSO NOTIFY PROPERTY OWNERS SEVENTY-TWO (72) HOURS IN ADVANCE BEFORE PAVING DRIVEWAYS.

EMERGENCY TRAFFIC SHALL BE PERMITTED THROUGH AND ACROSS CONSTRUCTION AT ALL TIMES. THE CONTRACTOR SHALL PROTECT TRAFFIC BY USE OF PROPER AND NECESSARY FLAGS, LIGHTS, SIGNALS, BARRICADES OR OTHER WARNING DEVICES AS NEEDED, ALL IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

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CITY OF WICHITA

LUKE PETER LICENSED 27-13 KANSAS PROFESSIONAL ENGINEER

2026 DIRT STREETS

CITY OF WICHITA

Issue:		

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GENERAL NOTES

SAVED 7/24/2026 10:53:50 AM BY LUKE.PETER
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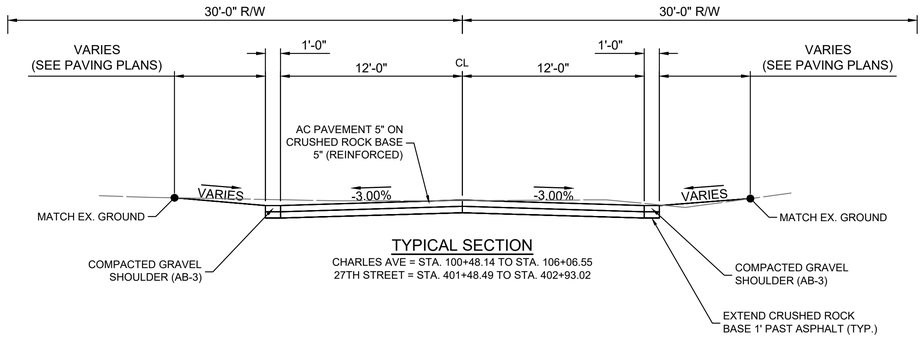
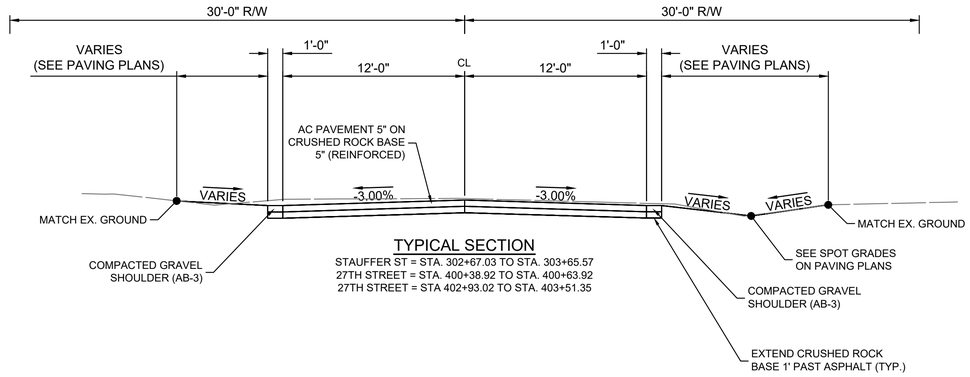


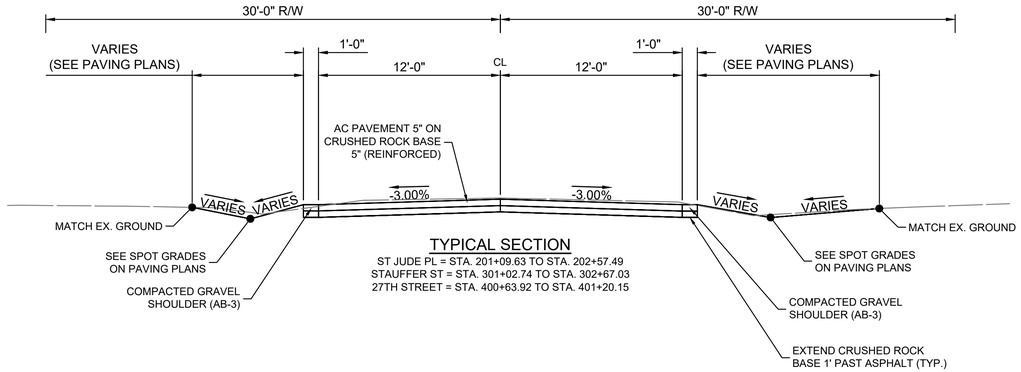
TYPICAL SECTION

CHARLES AVE = STA. 100+48.14 TO STA. 106+06.55
27TH STREET = STA. 401+48.49 TO STA. 402+93.02



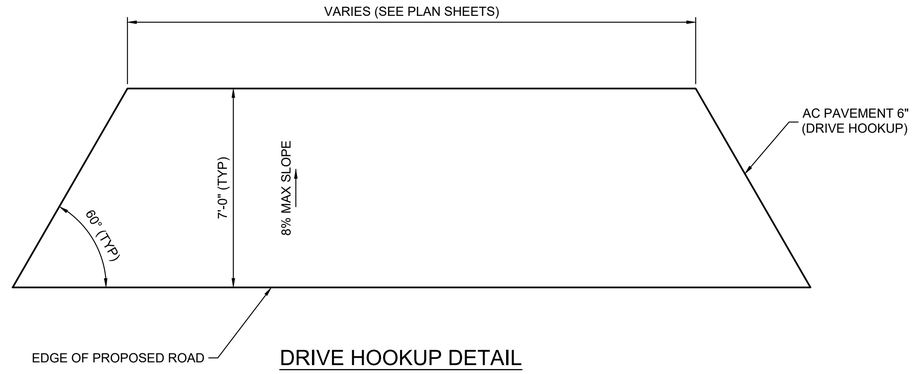
TYPICAL SECTION

STAUFFER ST = STA. 302+67.03 TO STA. 303+65.57
27TH STREET = STA. 400+38.92 TO STA. 400+63.92
27TH STREET = STA 402+93.02 TO STA. 403+51.35

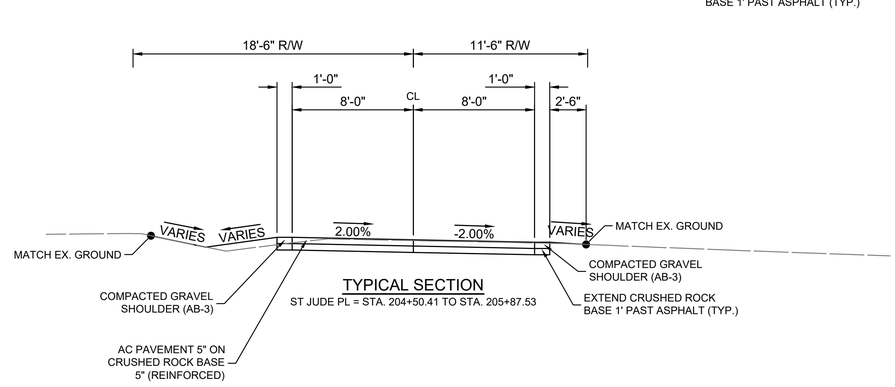


TYPICAL SECTION

ST JUDE PL = STA. 201+09.63 TO STA. 202+57.49
STAUFFER ST = STA. 301+02.74 TO STA. 302+67.03
27TH STREET = STA. 400+63.92 TO STA. 401+20.15



DRIVE HOOKUP DETAIL



TYPICAL SECTION

ST JUDE PL = STA. 204+50.41 TO STA. 205+87.53

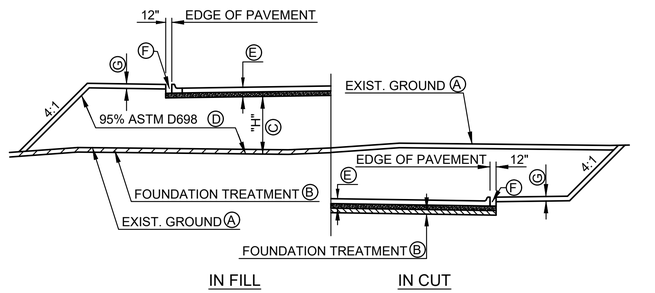
EARTHWORK SUMMARY (C.Y.)		
	UNCLASSIFIED EXCAVATION	COMPACTED FILL (95%)
CHARLES AVE	550	19
ST JUDE PL	455	12
STAUFFER ST	250	18
27TH STREET	344	15
GRAND TOTAL	1,599	64

NO SHRINKAGE OR SWELL FACTOR HAS BEEN APPLIED.

NO DEDUCTION FOR PAVEMENT REMOVAL VOLUME WAS APPLIED TO "EXCAVATION" BID ITEM QUANTITY (SEE DEMOLITION SUMMARY FOR REMOVAL QUANTITIES)

EARTHWORK QUANTITIES PROVIDED ARE MEASURED FROM THE BOTTOM OF PROPOSED ROCK BASE (DATUM) TO THE EXISTING GROUND.

THE CONTRACTOR SHALL SATISFY THEMSELVES WITH THE EARTHWORK QUANTITIES AND NO CHANGE ORDER FOR EARTHWORK WILL BE APPROVED.



FOUNDATION TREATMENT & COMPACTION DIAGRAM

Ⓐ STRIP TOPSOIL, (6 INCHES).
Ⓑ SCARIFY AND COMPACT (6 INCHES) TO 95% ASTM D698
Ⓒ "H" EQUALS FULL EMBANKMENT HEIGHT.
Ⓓ COMPACT TO 95% ASTM D698
Ⓔ PAVEMENT SECTION, SEE TYPICAL SECTIONS THIS SHEET.
Ⓕ BACKFILL WITH SATISFACTORY SOIL. COMPACT TO 90% ASTM D698
Ⓖ PLACE TOPSOIL, (6 INCHES).

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SAVED 9/10/2026 11:11:38 AM BY KADEN.KISNER
PLOTTED 9/10/2026 11:23:37 AM BY LUKE PETER
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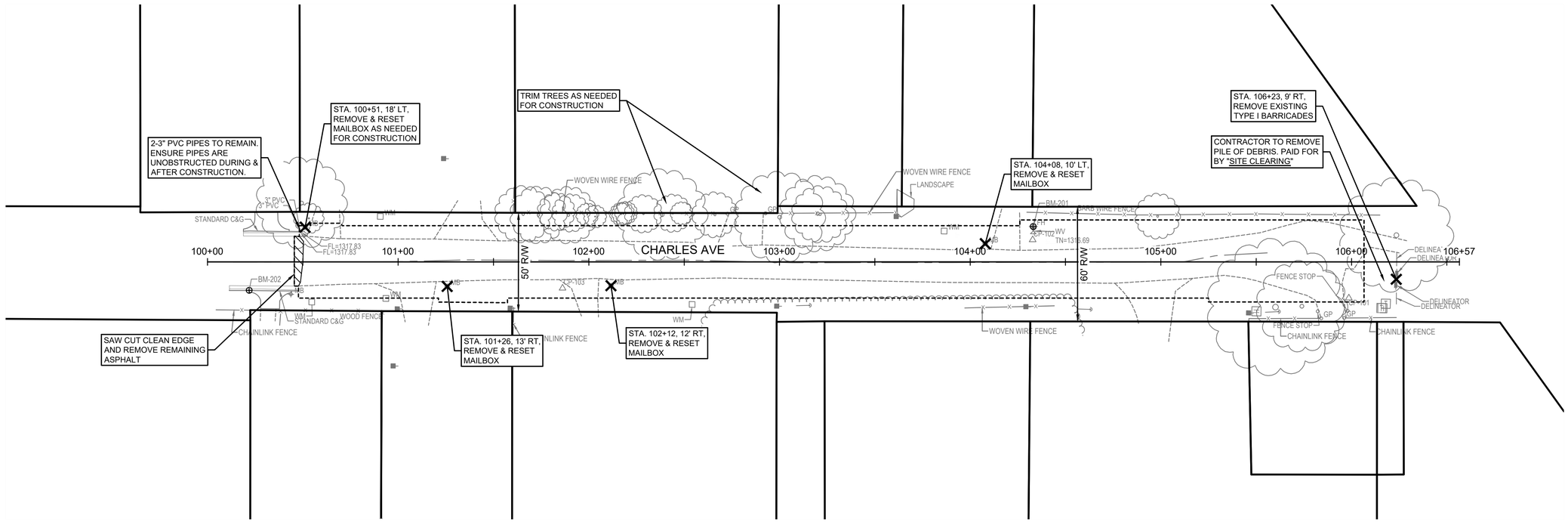

NOTE: ALL EXISTING DRIVE PIPES TO REMAIN UNLESS NOTED ON THE DEMO PLANS

DEMOLITION LEGEND

- PAVEMENT REMOVAL
- ITEM DEMOLITION
- FENCE REMOVAL
- PIPE REMOVAL
- CONSTRUCTION LIMITS

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CITY OF WICHITA

LUKE PETER LICENSED 27413 KANSAS PROFESSIONAL ENGINEER

2026 DIRT STREETS

CITY OF WICHITA

Issue:		

JOB NO.	257042-007
DATE	SEP 2026
PM	KMS
DESIGNED BY	KJK
DRAWN BY	BJH
CHECKED BY	LGP

DEMOLITION PLANS
CHARLES AVE

5
5 OF 46

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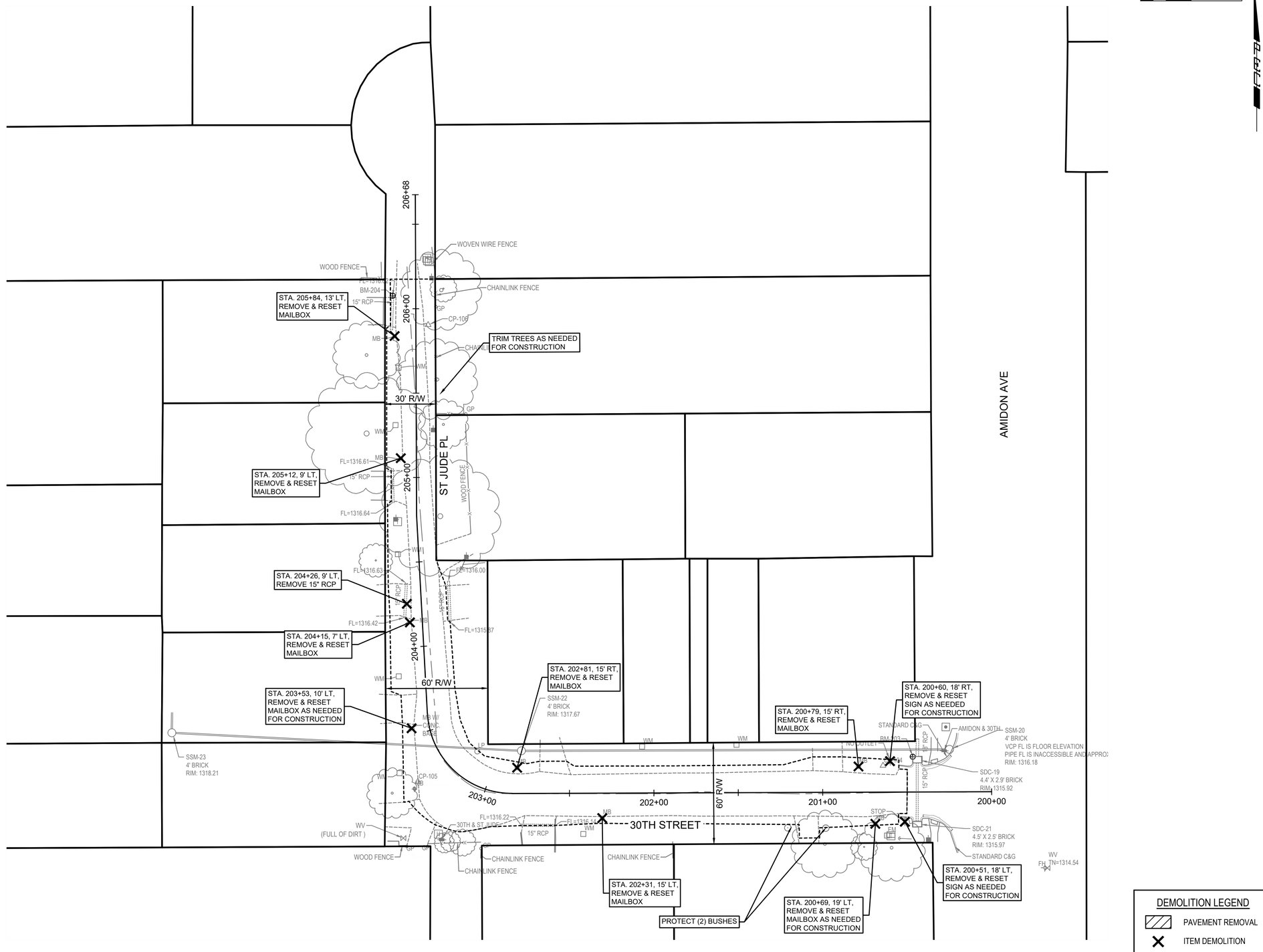

NOTE: ALL EXISTING DRIVE PIPES TO REMAIN UNLESS NOTED ON THE DEMO PLANS

DEMOLITION LEGEND

- PAVEMENT REMOVAL
- ITEM DEMOLITION
- FENCE REMOVAL
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DEMOLITION PLANS
ST JUDE PL

6
6 OF 46

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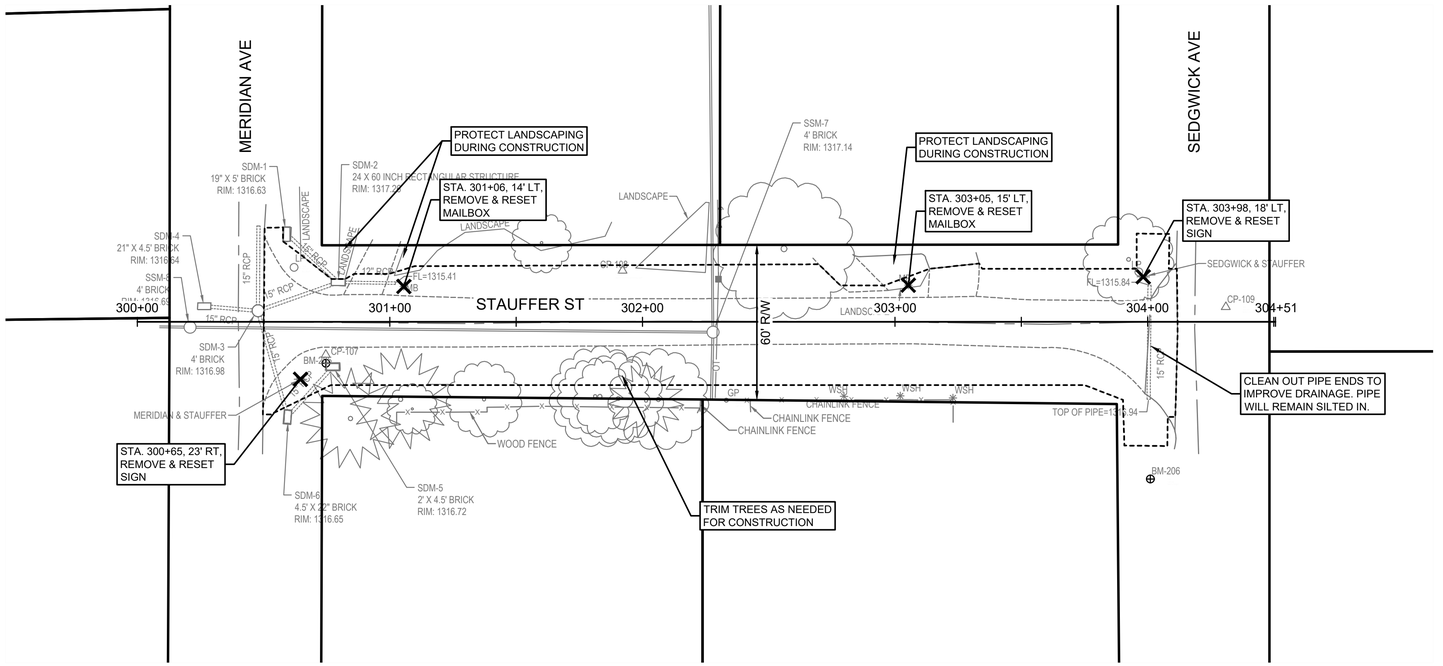

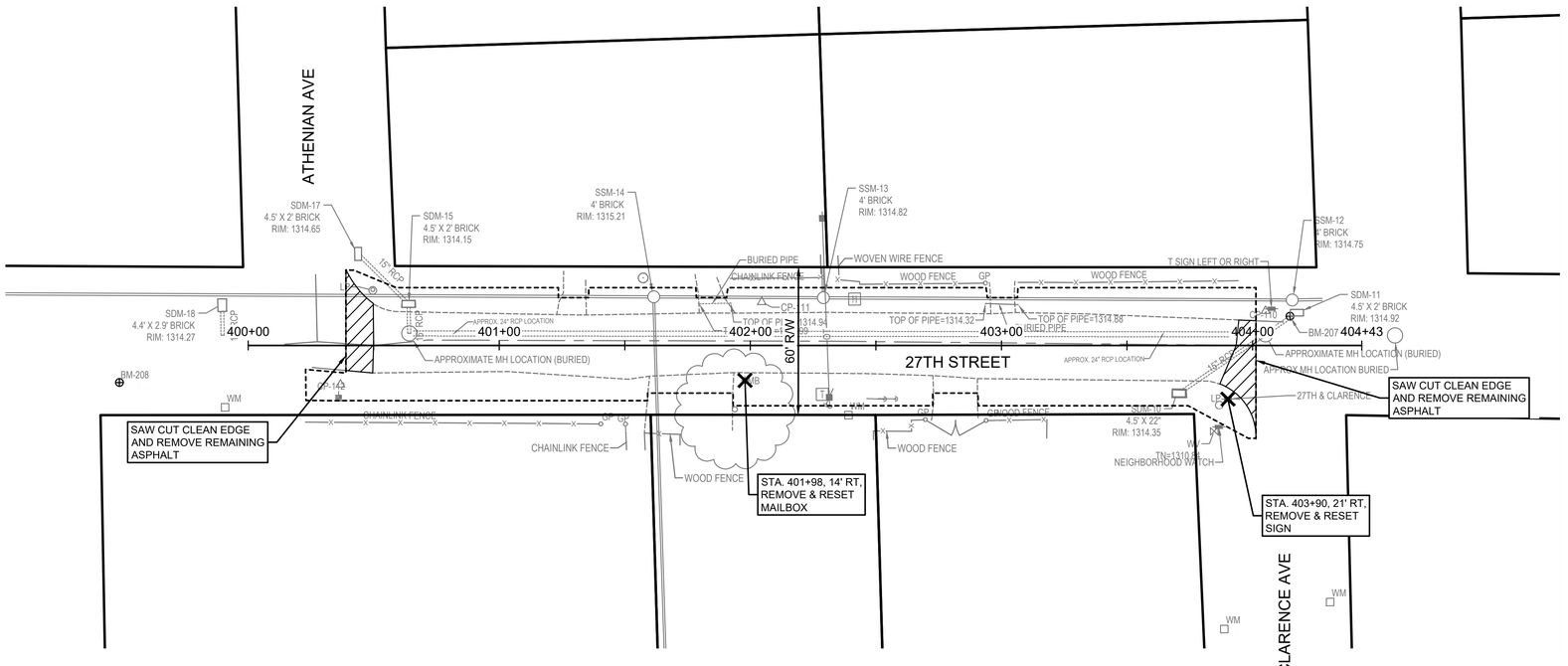

NOTE: ALL EXISTING DRIVE PIPES TO REMAIN UNLESS NOTED ON THE DEMO PLANS

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- PAVEMENT REMOVAL
- ITEM DEMOLITION
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CITY OF WICHITA

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DEMOLITION PLANS
STAUFFER ST & 27TH STREET

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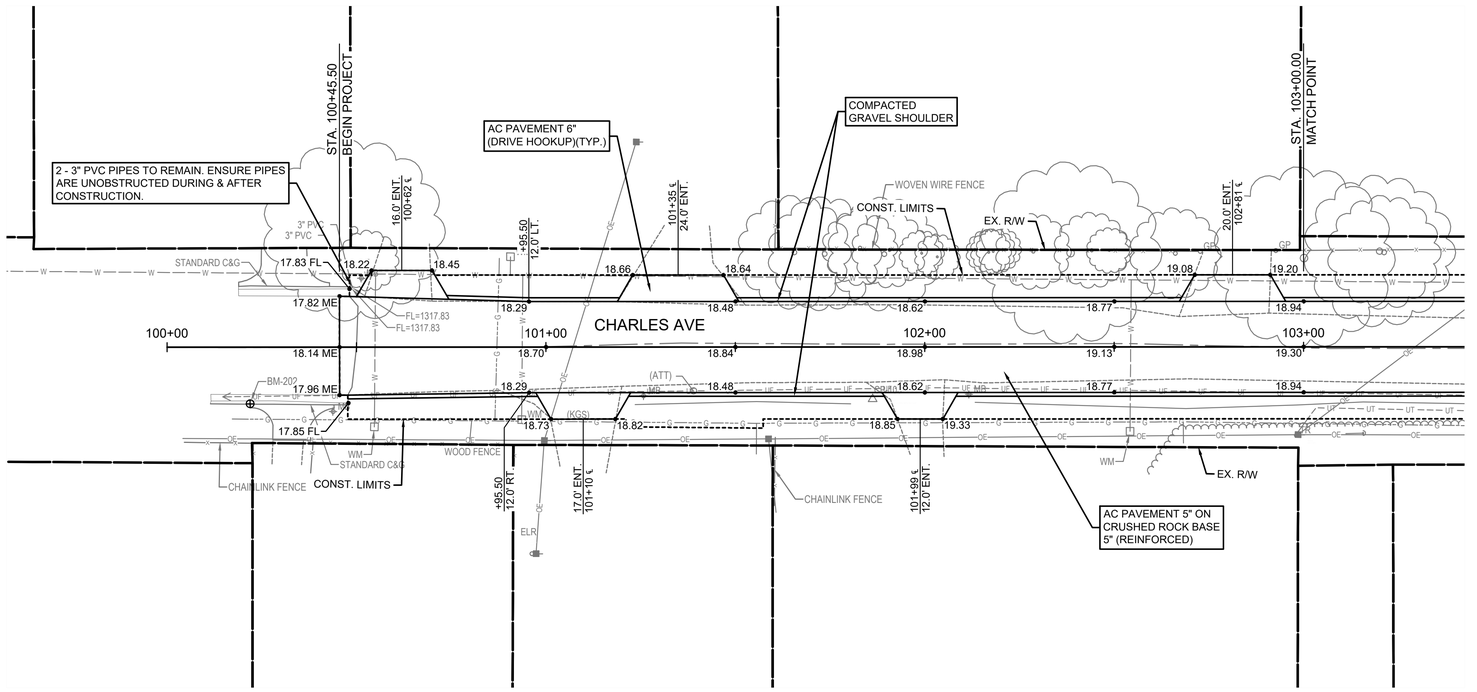

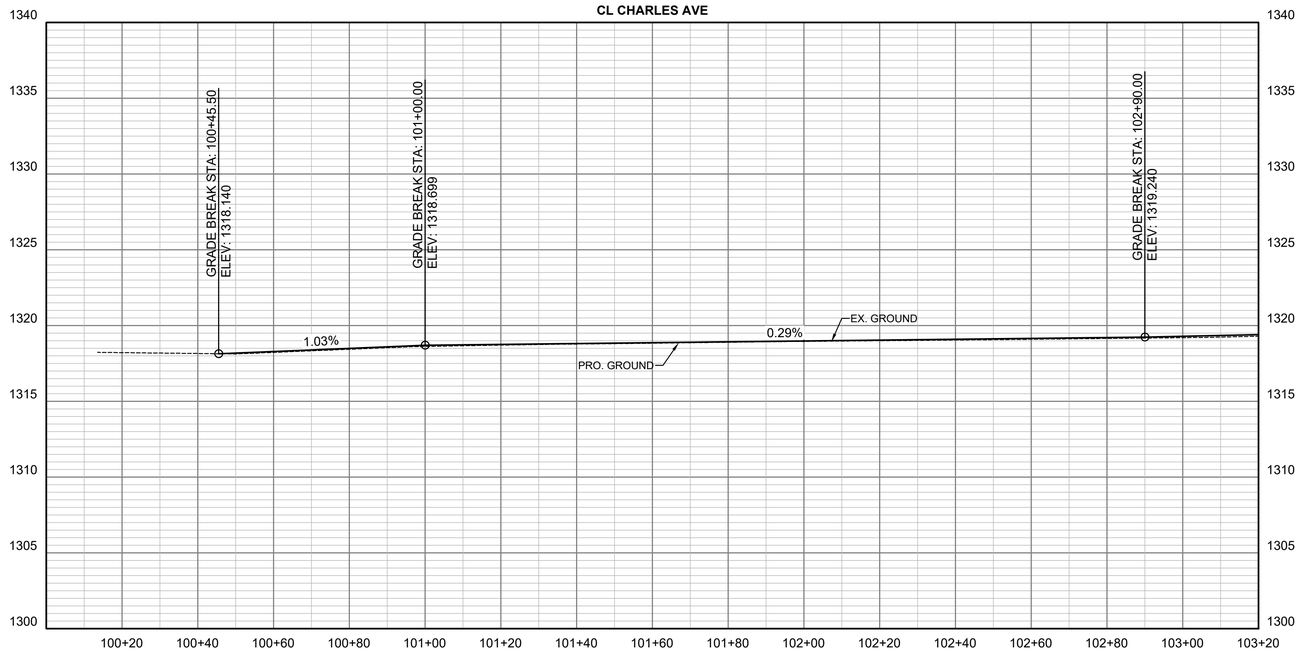

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CITY OF WICHITA

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PAVING PLANS
CHARLES AVE (1)

8
8 OF 46

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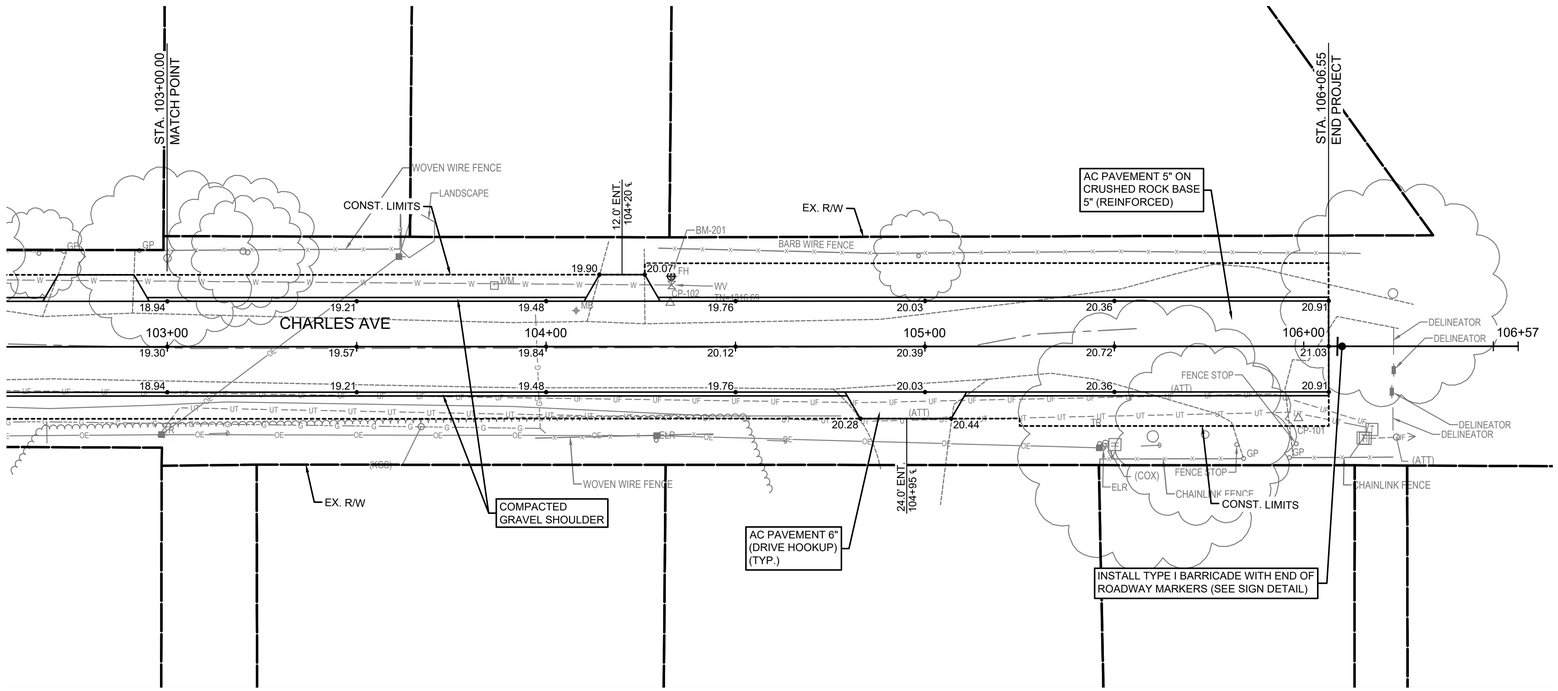

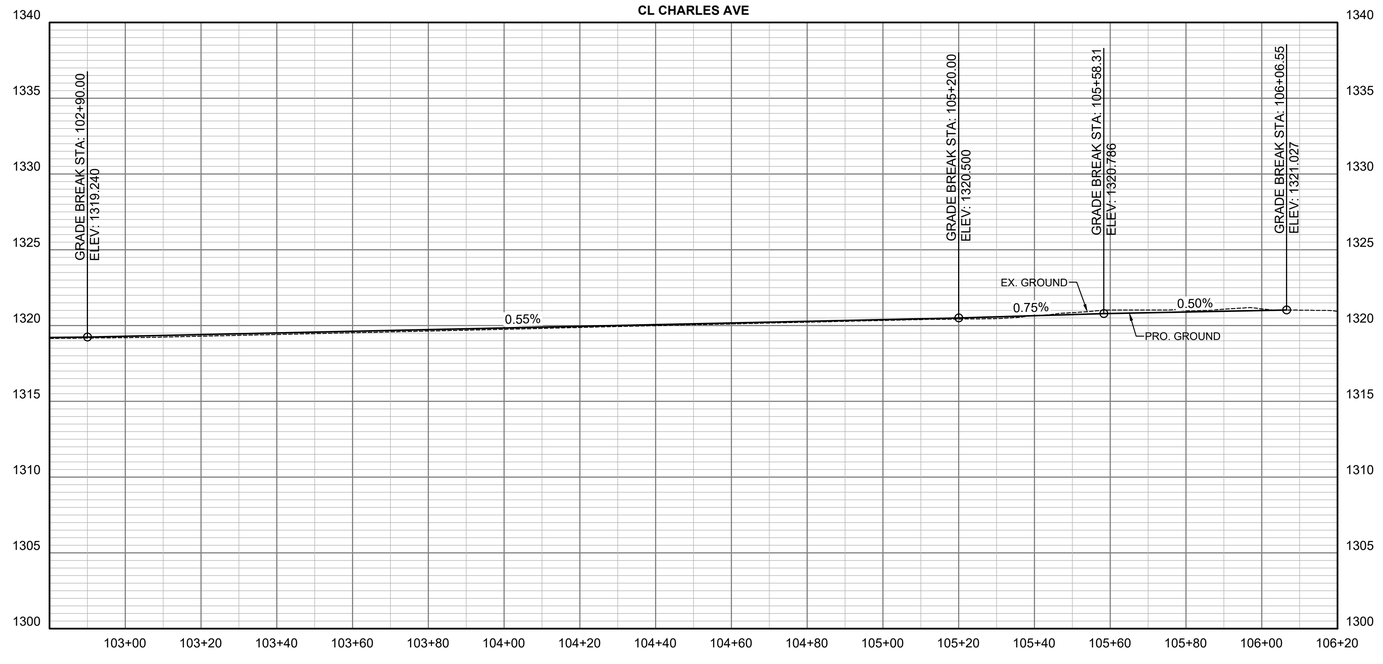

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2026 DIRT STREETS

CITY OF WICHITA

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PM	KMS
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CHECKED BY	LGP

PAVING PLANS
CHARLES AVE (2)

9
9 OF 46

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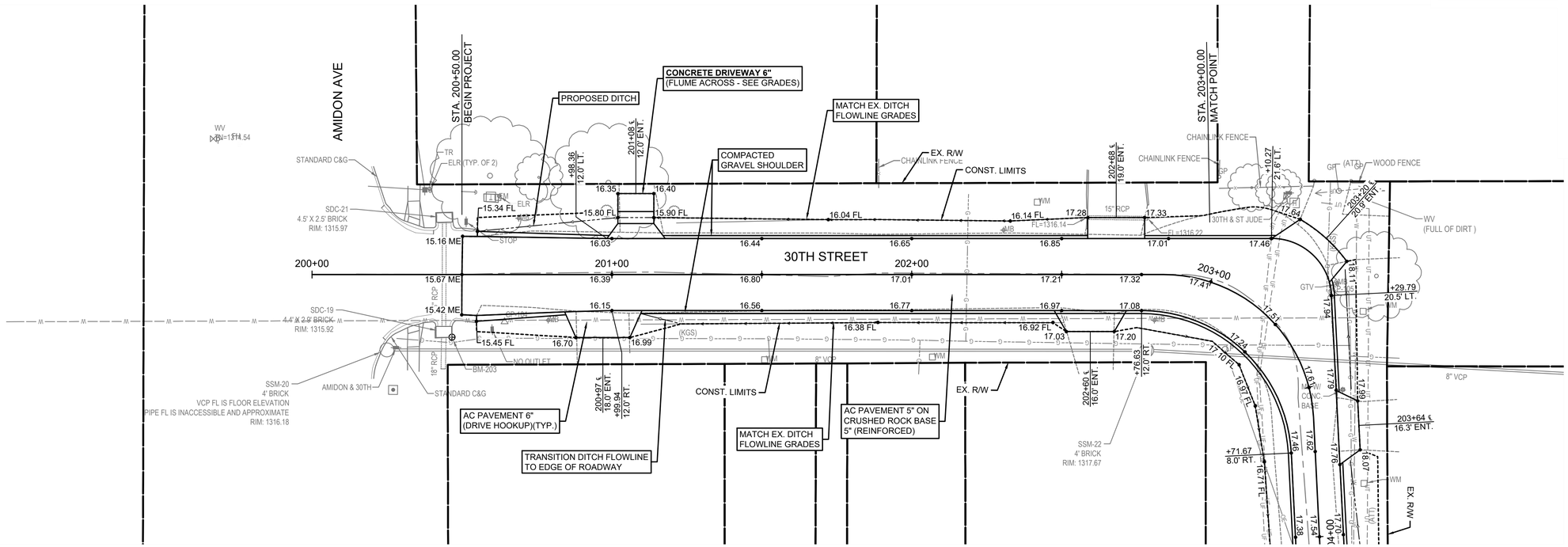

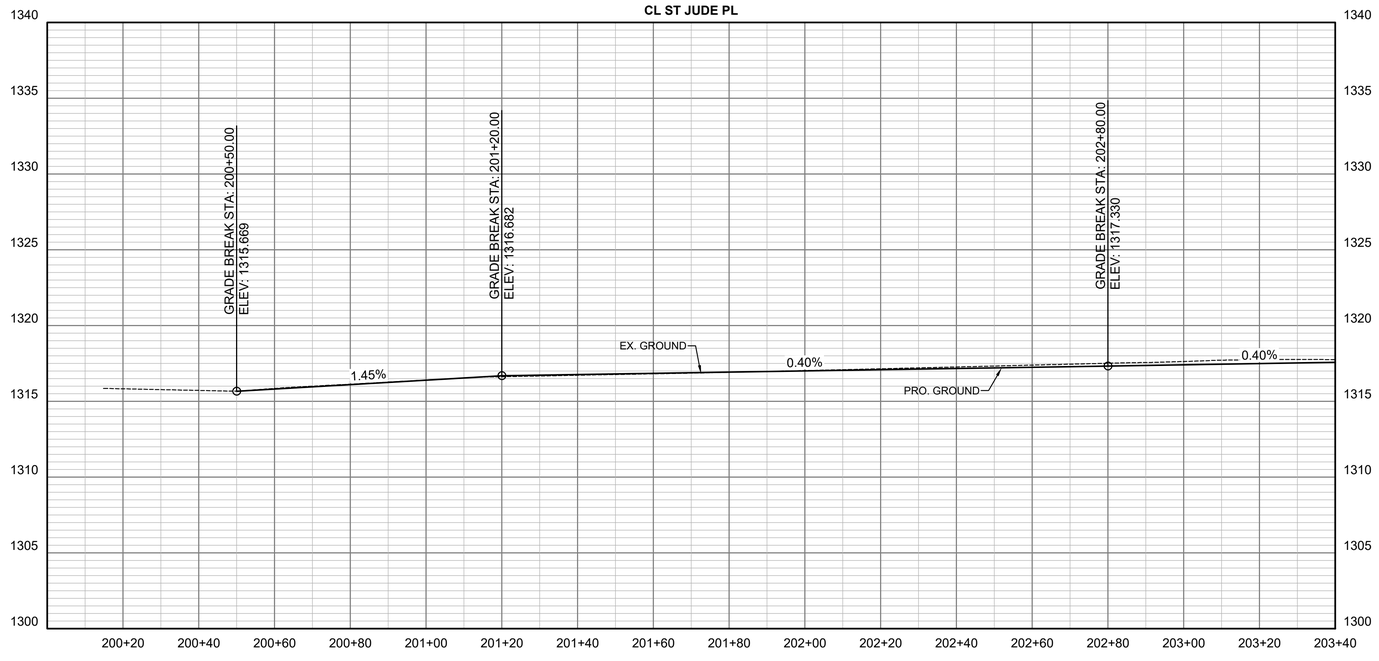

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PAVING PLANS
ST JUDE PL (1)

10
10 OF 46

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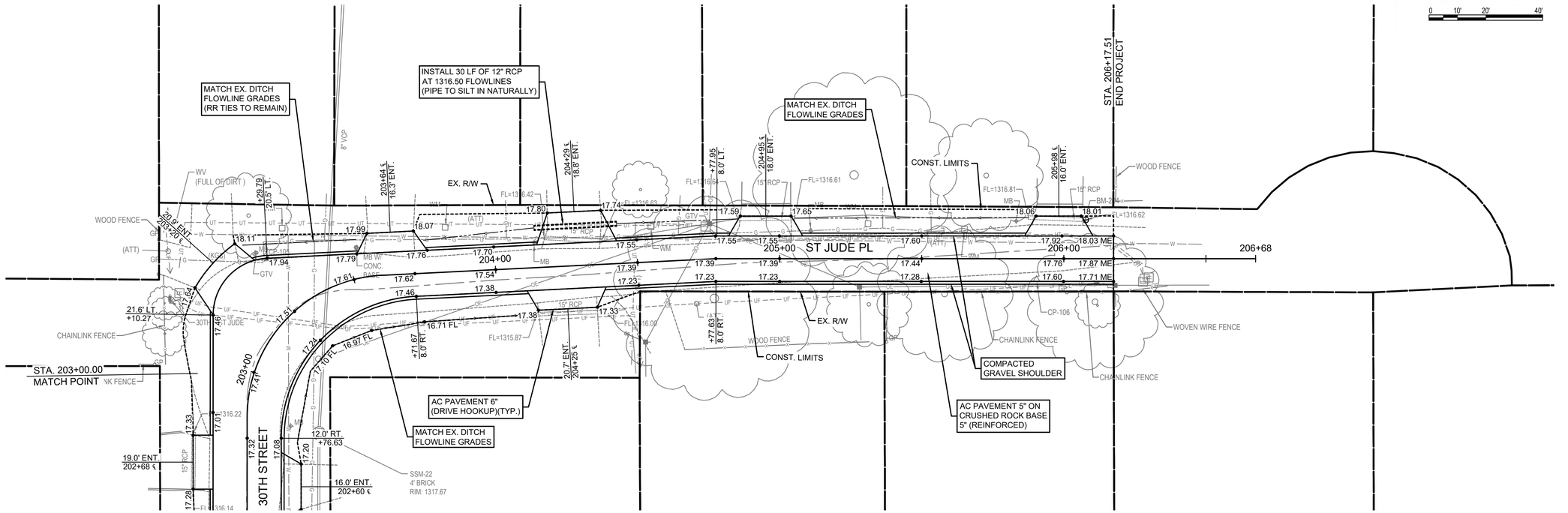

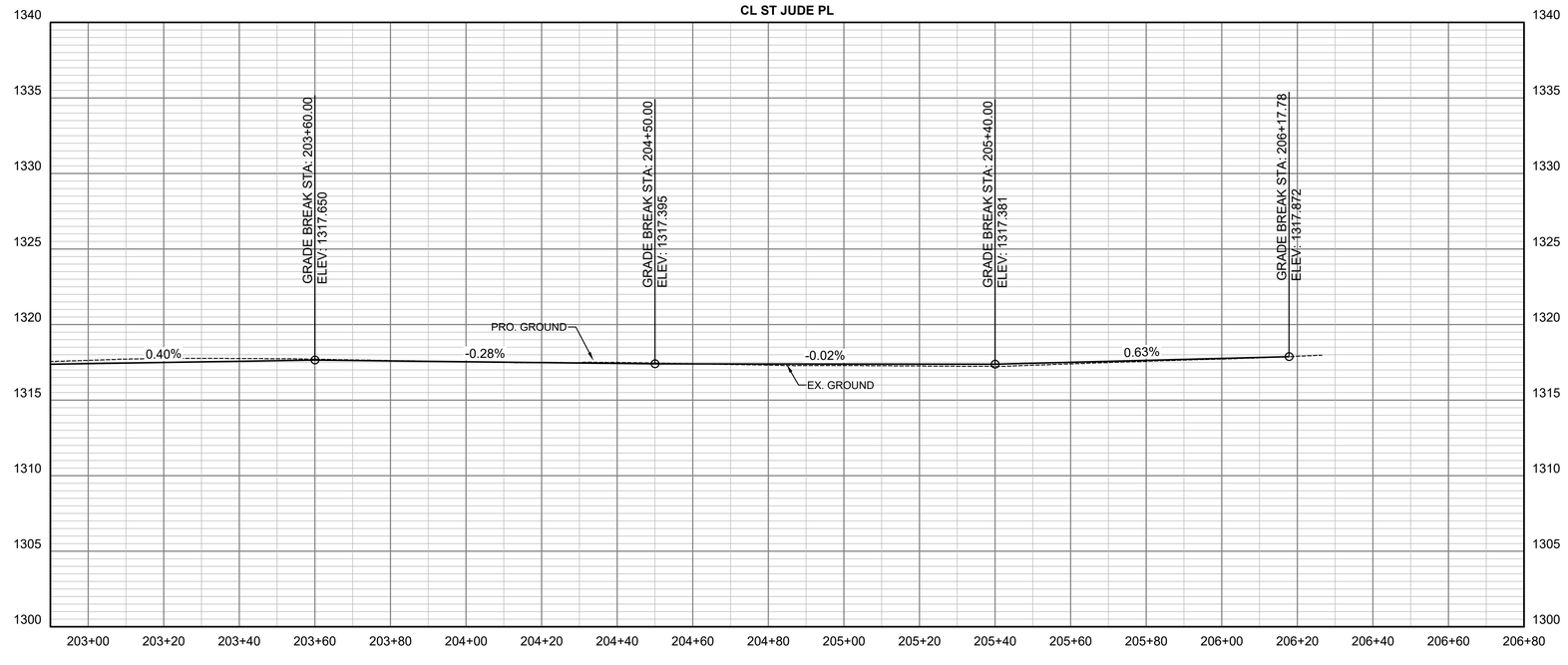

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2026 DIRT STREETS

CITY OF WICHITA

Issue:		

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PAVING PLANS
ST JUDE PL (2)

11
11 OF 46

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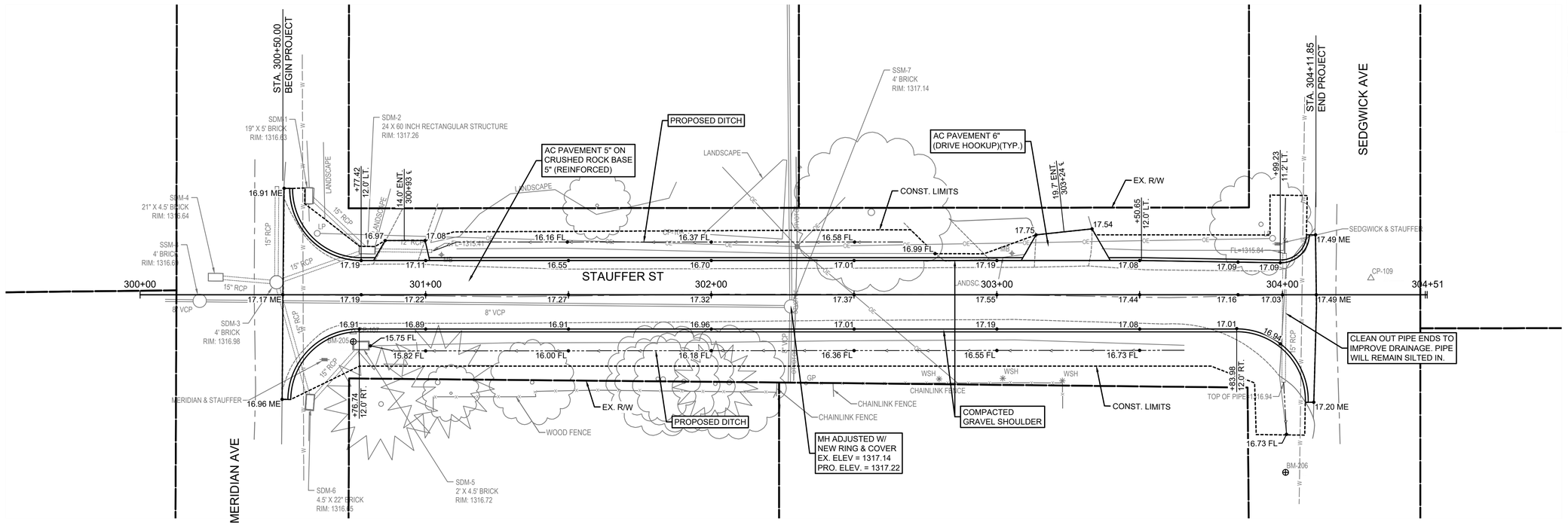

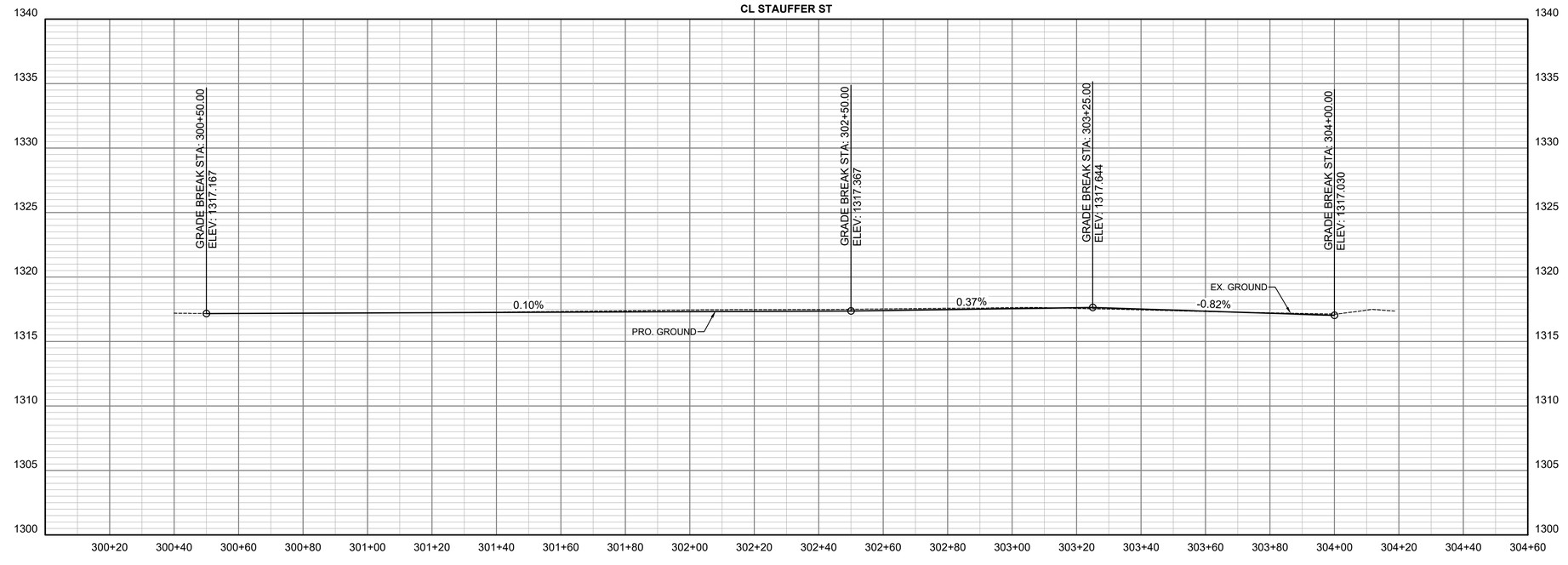

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2026 DIRT STREETS

CITY OF WICHITA

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PAVING PLANS
STAUFFER ST

12
12 OF 46

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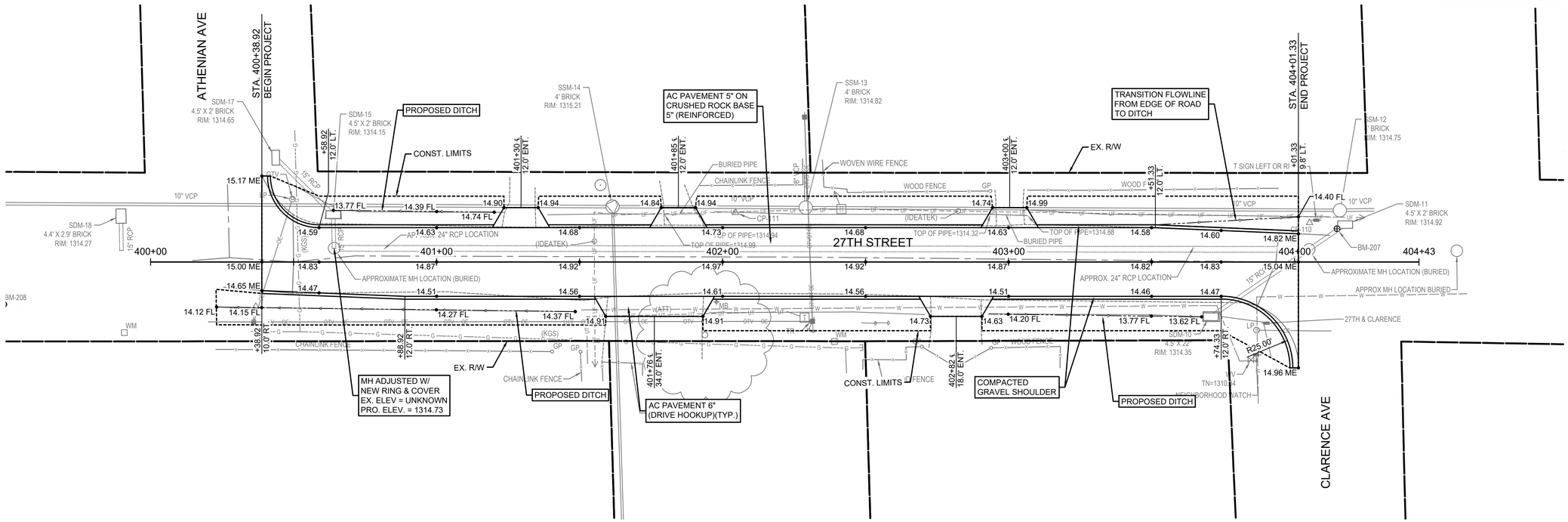

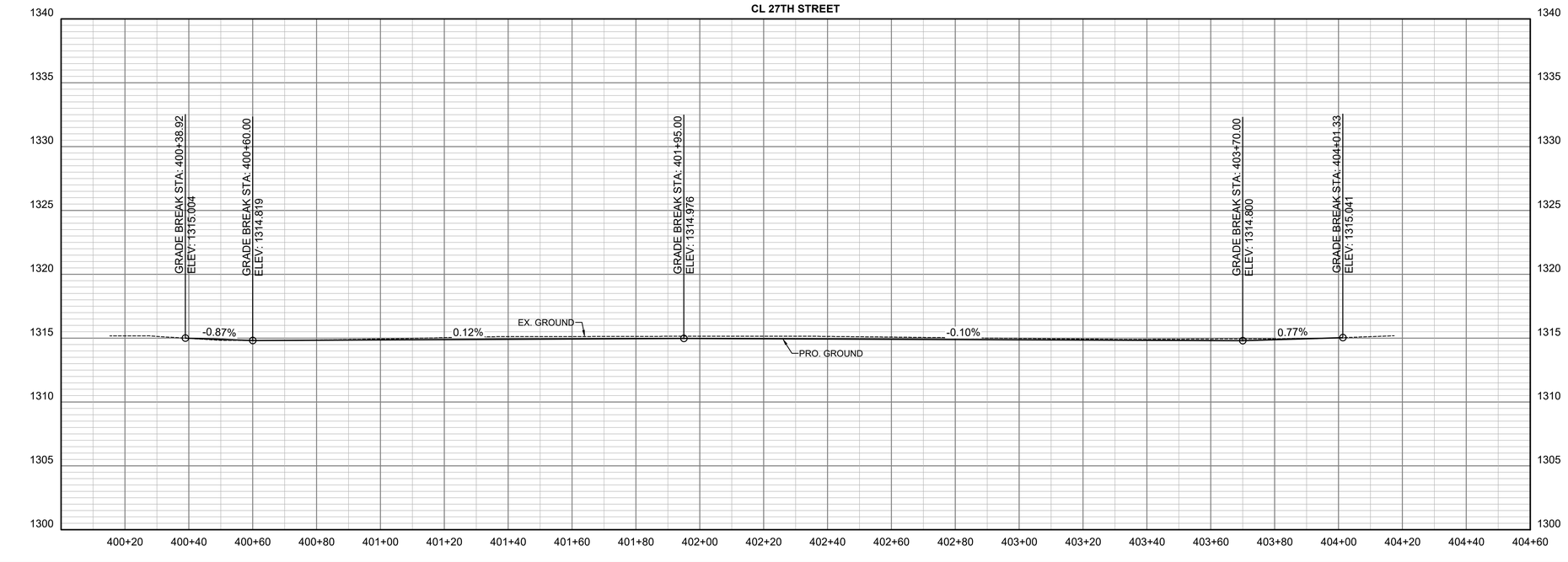

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2026 DIRT STREETS

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PAVING PLANS
27TH STREET

13
13 OF 46

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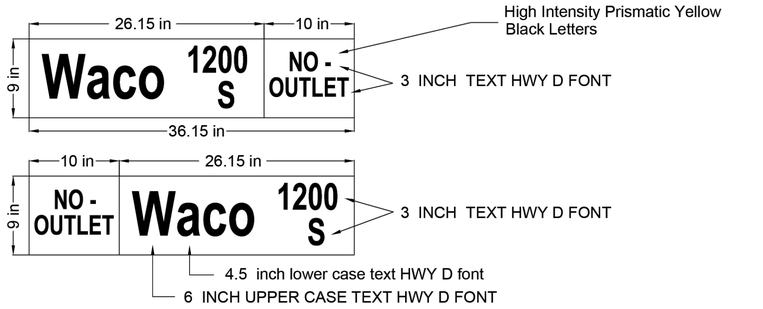
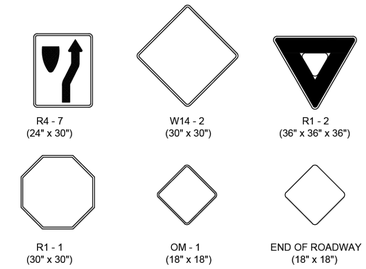
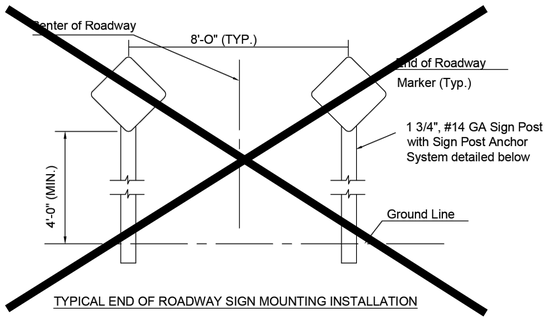
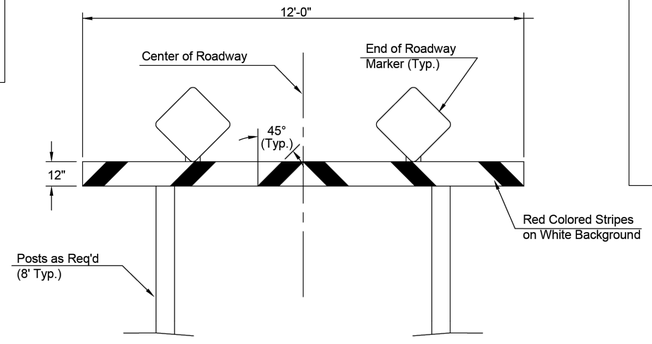




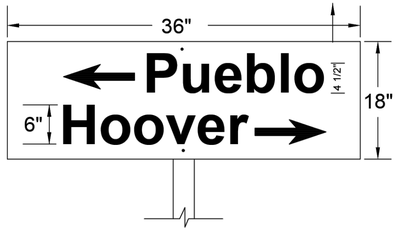
* IN NO CASE SHALL THE SPECIFICATIONS BE LESS THAN REQUIRED BY THE CURRENT MUTCD.



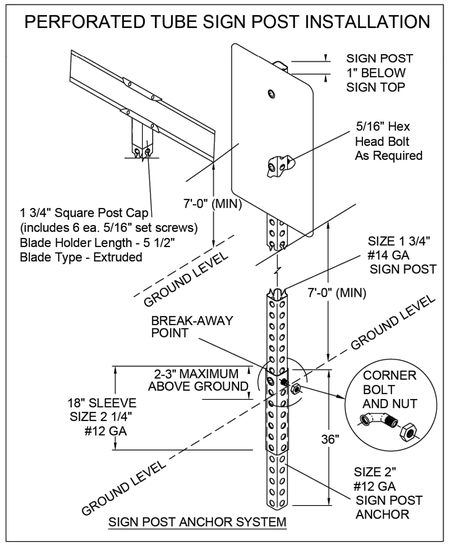
TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION



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



FLAT PLATE STREET NAME SIGN

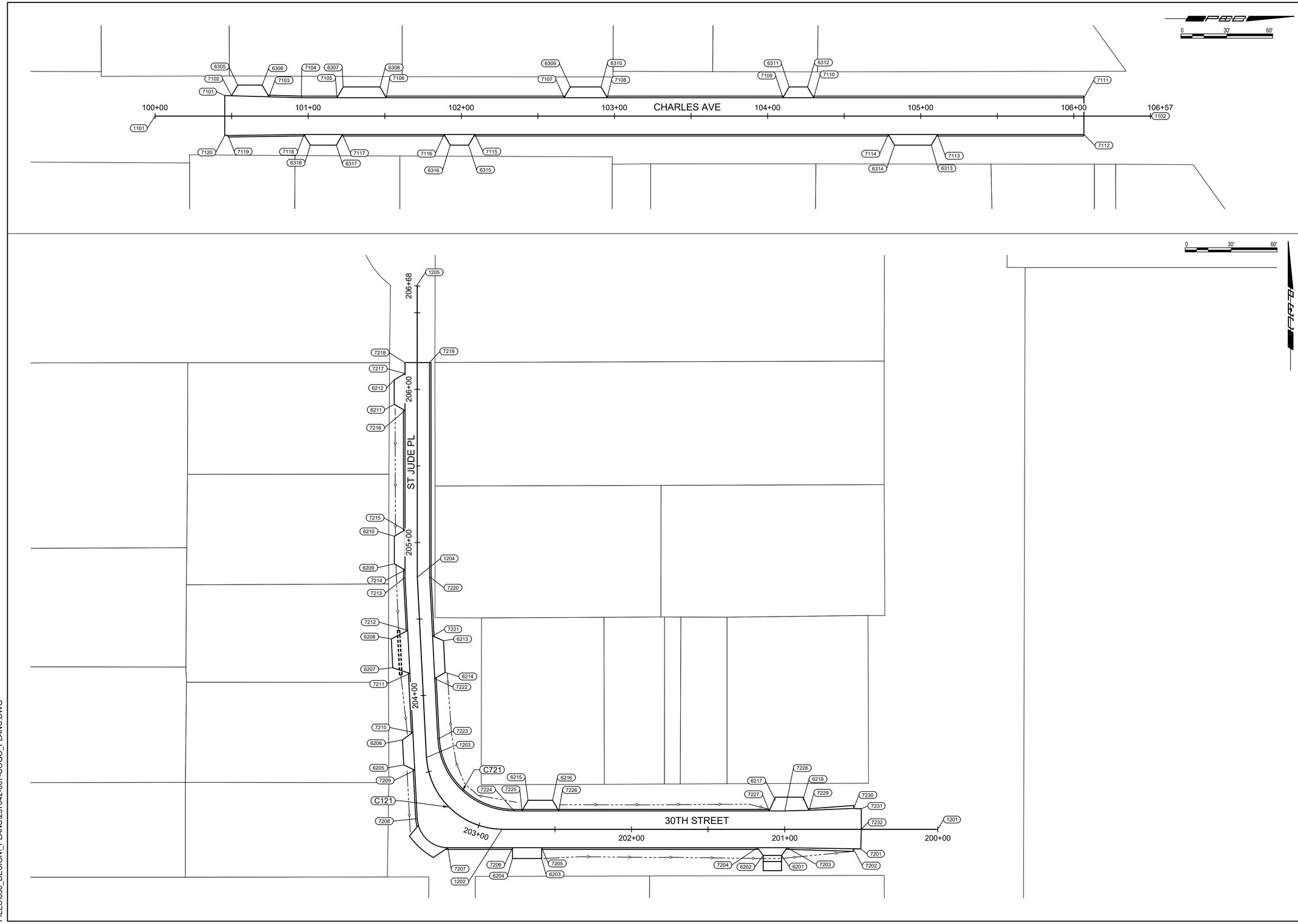


SIGN POST ANCHOR SYSTEM

PERFORMED TUBE SIGN POST INSTALLATION

SIGN ASSEMBLY TABLE

STATION	OFFSET	SIGN	QUANTITY*
CHARLES	EOR MARKERS & BARRICADE		1



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2026 DIRT STREETS

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COORDINATE GEOMETRY PLANS
CHARLES AVE & ST JUDE PL

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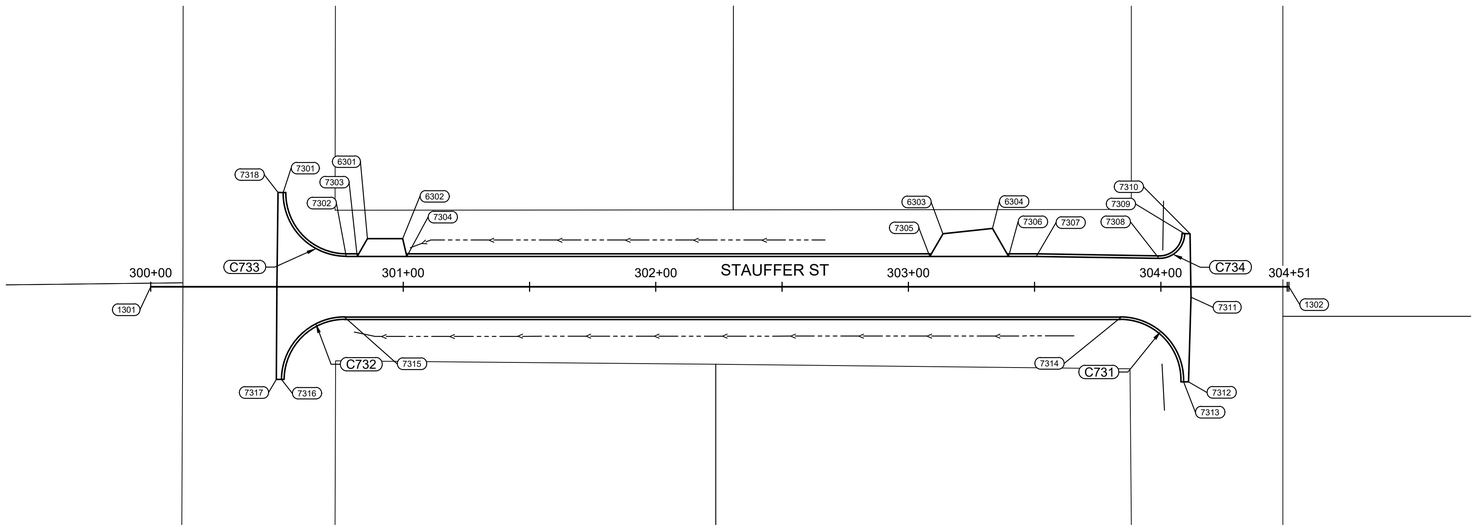

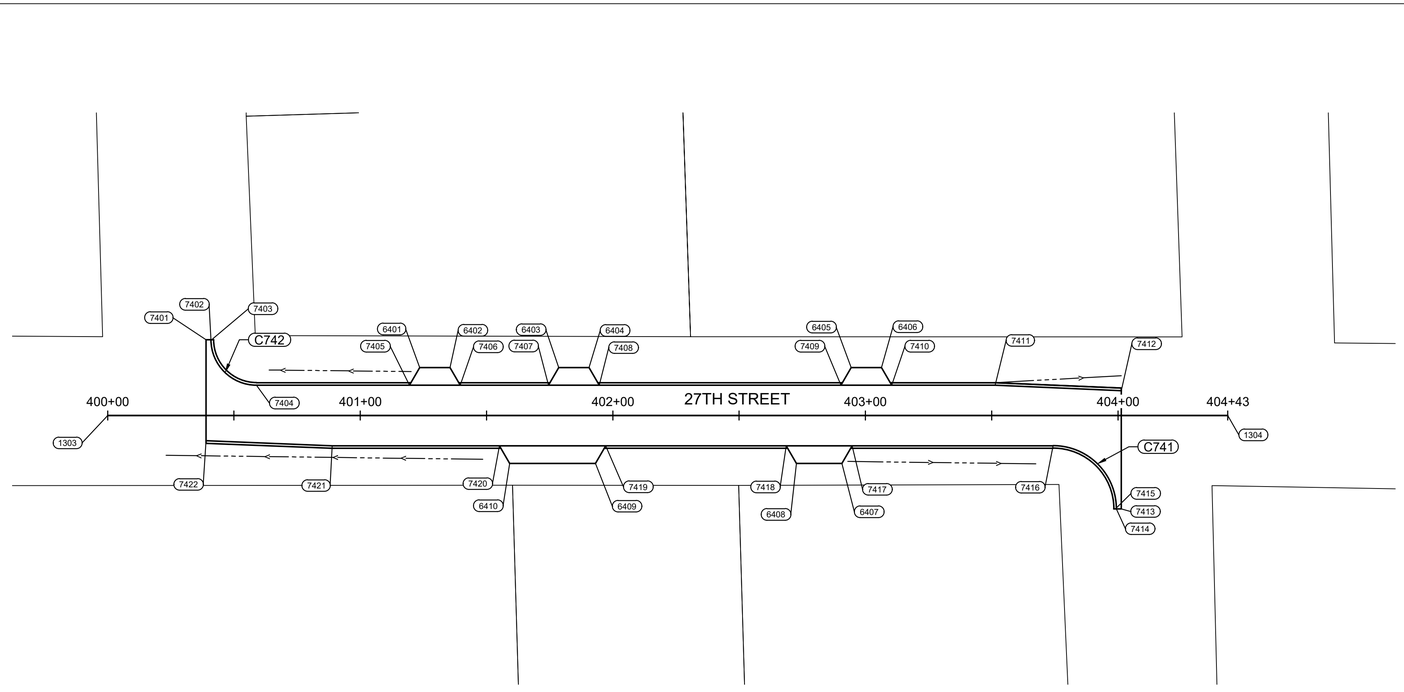

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COORDINATE GEOMETRY PLANS
STAUFFER ST & 27TH STREET

COORDINATE LIST		
POINT	NORTHING	EASTING
1101	1,706,629.5130	1,640,377.1380
1102	1,707,285.9474	1,640,364.6903
1201	1,704,962.3411	1,641,059.1666
1202	1,704,957.4409	1,640,774.6710
1203	1,705,003.3434	1,640,723.9775
1204	1,705,121.1734	1,640,716.5050
1205	1,705,311.2186	1,640,712.6331
1301	1,703,769.5728	1,638,594.9606
1302	1,703,775.6952	1,639,045.6014
1303	1,702,879.6550	1,639,741.0776
1304	1,702,873.0470	1,640,184.5214
6201	1,704,943.5871	1,640,957.4775
6202	1,704,943.3804	1,640,945.4793
6203	1,704,938.8885	1,640,800.8207
6204	1,704,938.5615	1,640,781.8336
6205	1,704,998.4377	1,640,709.7750
6206	1,705,014.7452	1,640,708.6717
6207	1,705,061.7168	1,640,701.4844
6208	1,705,080.5086	1,640,700.2129
6209	1,705,129.6002	1,640,701.3531
6210	1,705,147.5974	1,640,701.0338
6211	1,705,233.6845	1,640,699.5064
6212	1,705,249.6819	1,640,699.2226
6213	1,705,079.9090	1,640,734.3312
6214	1,705,059.2195	1,640,735.7311
6215	1,704,976.7305	1,640,791.3222
6216	1,704,977.0061	1,640,807.3199
6217	1,704,979.5122	1,640,952.8224
6218	1,704,979.8224	1,640,970.8297
6301	1,703,789.7365	1,638,680.4910
6302	1,703,789.9267	1,638,694.4897

COORDINATE LIST		
POINT	NORTHING	EASTING
6303	1,703,794.8338	1,638,908.3520
6304	1,703,797.2020	1,638,927.9300
6305	1,706,683.0686	1,640,355.8818
6306	1,706,699.0658	1,640,355.5785
6307	1,706,752.0045	1,640,355.8118
6308	1,706,776.0002	1,640,355.3568
6309	1,706,900.3234	1,640,352.9993
6310	1,706,920.3198	1,640,352.6201
6311	1,707,043.1532	1,640,350.2909
6312	1,707,055.1516	1,640,350.1034
6313	1,707,136.7074	1,640,386.5237
6314	1,707,112.7117	1,640,386.9787
6315	1,706,834.5823	1,640,392.2528
6316	1,706,822.5844	1,640,392.4803
6317	1,706,748.1759	1,640,393.8912
6318	1,706,731.1790	1,640,394.2135
6401	1,702,896.8120	1,639,864.8953
6402	1,702,896.6332	1,639,876.8939
6403	1,702,895.9923	1,639,919.9032
6404	1,702,895.8135	1,639,931.9019
6405	1,702,894.2664	1,640,035.7274
6406	1,702,894.0876	1,640,047.7261
6407	1,702,856.3259	1,640,031.4528
6408	1,702,856.5941	1,640,013.4548
6409	1,702,857.7794	1,639,933.9086
6410	1,702,858.2859	1,639,899.9223
7101	1,706,674.7499	1,640,362.8516
7102	1,706,679.1955	1,640,362.8941
7103	1,706,703.6171	1,640,363.1274
7104	1,706,724.7679	1,640,363.3295
7105	1,706,748.0965	1,640,362.8872

COORDINATE LIST		
POINT	NORTHING	EASTING
7106	1,706,780.1736	1,640,362.2789
7107	1,706,896.4154	1,640,360.0747
7108	1,706,924.4932	1,640,359.5422
7109	1,707,039.2452	1,640,357.3663
7110	1,707,059.3245	1,640,356.9855
7111	1,707,235.7288	1,640,353.6405
7112	1,707,236.1839	1,640,377.6361
7113	1,707,140.6154	1,640,379.4484
7114	1,707,108.5383	1,640,380.0566
7115	1,706,838.4903	1,640,385.1774
7116	1,706,818.4110	1,640,385.5581
7117	1,706,752.0839	1,640,386.8159
7118	1,706,727.0055	1,640,387.2914
7119	1,706,677.4290	1,640,388.8740
7120	1,706,675.2441	1,640,388.9154
7201	1,704,948.7330	1,641,009.1610
7202	1,704,948.7090	1,641,004.2360
7203	1,704,948.6490	1,640,961.0317
7204	1,704,948.3144	1,640,941.6062
7205	1,704,945.8876	1,640,800.7102
7206	1,704,945.5604	1,640,781.7130
7207	1,704,944.8326	1,640,739.4551
7208	1,704,963.4795	1,640,719.1563
7209	1,704,995.0666	1,640,717.0191
7210	1,705,019.7482	1,640,715.3492
7211	1,705,058.2031	1,640,712.7473
7212	1,705,086.2821	1,640,710.8474
7213	1,705,120.8322	1,640,708.5097
7214	1,705,125.6836	1,640,708.4237
7215	1,705,151.7624	1,640,707.9610
7216	1,705,229.7678	1,640,706.5770

COORDINATE LIST		
POINT	NORTHING	EASTING
7217	1,705,253.8469	1,640,706.1498
7218	1,705,261.0935	1,640,706.0212
7219	1,705,261.3773	1,640,722.0187
7220	1,705,121.5146	1,640,724.5002
7221	1,705,082.9379	1,640,727.1103
7222	1,705,055.1382	1,640,728.9912
7223	1,705,015.4753	1,640,731.5088
7224	1,704,969.5754	1,640,782.3733
7225	1,704,969.6620	1,640,787.4019
7226	1,704,970.0767	1,640,811.4813
7227	1,704,972.4437	1,640,948.9021
7228	1,704,972.6181	1,640,959.0317
7229	1,704,973.3426	1,640,974.9595
7230	1,704,975.0490	1,641,004.0330
7231	1,704,974.8910	1,641,009.0000
7232	1,704,961.4800	1,641,009.1740
7301	1,703,807.5672	1,638,646.8755
7302	1,703,782.6235	1,638,672.2151
7303	1,703,782.6823	1,638,676.5450
7304	1,703,782.9494	1,638,696.2071
7305	1,703,785.7629	1,638,903.2878
7306	1,703,786.1868	1,638,934.4908
7307	1,703,786.3353	1,638,945.4202
7308	1,703,786.2105	1,638,994.0062
7309	1,703,796.1487	1,639,004.0317
7310	1,703,796.1726	1,639,006.2174
7311	1,703,771.0600	1,639,006.8820
7312	1,703,737.5083	1,639,006.4092
7313	1,703,737.4724	1,639,004.4085
7314	1,703,762.7926	1,638,979.4105
7315	1,703,758.6163	1,638,671.8520

COORDINATE LIST		
POINT	NORTHING	EASTING
7316	1,703,733.6186	1,638,647.1916
7317	1,703,733.6058	1,638,645.1911
7318	1,703,807.5629	1,638,644.8755
7401	1,702,909.0717	1,639,780.4443
7402	1,702,909.0419	1,639,782.4441
7403	1,702,908.7737	1,639,782.4421
7404	1,702,890.7757	1,639,800.1739
7405	1,702,889.8730	1,639,860.7500
7406	1,702,889.5738	1,639,880.8306
7407	1,702,889.0533	1,639,915.7579
7408	1,702,888.7541	1,639,935.8386
7409	1,702,887.3274	1,640,031.5821
7410	1,702,887.0281	1,640,051.6628
7411	1,702,886.4189	1,640,092.5481
7412	1,702,883.5127	1,640,142.5103
7413	1,702,836.6786	1,640,141.8111
7414	1,702,836.7085	1,640,139.8113
7415	1,702,837.0816	1,640,139.8141
7416	1,702,862.0789	1,640,115.1866
7417	1,702,863.2649	1,640,035.5981
7418	1,702,863.6535	1,640,009.5181
7419	1,702,864.7184	1,639,938.0539
7420	1,702,865.3454	1,639,895.9756
7421	1,702,866.3314	1,639,829.8130
7422	1,702,869.0643	1,639,779.8482

CURVE DATA								
CURVE #	DELTA	RADIUS (FT.)	T (FT.)	LENGTH (FT.)	P.C. NORTHING	P.C. EASTING	P.T. NORTHING	P.T. EASTING
C721	087°06'58"	50.00	47.54	76.02	1,704,969.5754	1,640,782.3733	1,705,016.1926	1,640,731.6263
C731	091°35'08"	25.00	25.70	39.96	1,703,737.4403	1,639,004.4081	1,703,762.7902	1,638,979.0709
C732	089°13'18"	25.00	24.66	38.93	1,703,758.6163	1,638,671.8520	1,703,733.6186	1,638,647.1916
C733	090°39'17"	25.00	25.29	39.56	1,703,782.6235	1,638,672.2151	1,703,807.5672	1,638,646.8755
C734	089°47'36"	10.00	9.96	15.67	1,703,796.1487	1,639,004.0317	1,703,786.2105	1,638,994.0062
C741	090°00'06"	25.00	25.00	39.27	1,702,862.0789	1,640,115.1866	1,702,836.7085	1,640,139.8113
C742	090°00'00"	18.00	18.00	28.27	1,702,909.0419	1,639,782.4441	1,702,890.7757	1,639,800.1739

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WICHITA, KS 67202
316-262-2691 www.pec1.com

CITY OF WICHITA

LUKE PETER GRIEVES LICENSED 27413 KANSAS PROFESSIONAL ENGINEER

2026 DIRT STREETS

CITY OF WICHITA

Issue:		

JOB NO.	257042-007
DATE	SEP 2026
PM	KMS
DESIGNED BY	KJK
DRAWN BY	BJH
CHECKED BY	LGP

COORDINATE GEOMETRY TABLES

17

SAVED 9/10/2026 10:37:59 AM BY KADEN.KISNER
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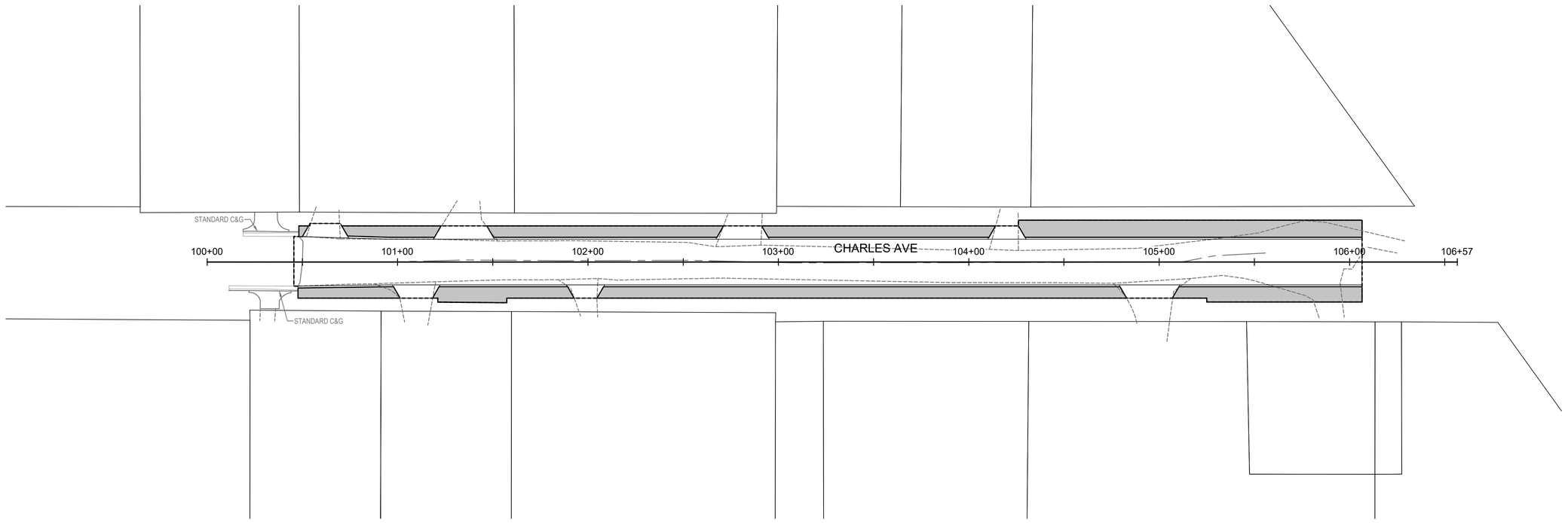

EROSION CONTROL LEGEND

- AREA INLET PROTECTION
- CURB INLET PROTECTION
- DITCH CHECK
- EROSION CONTROL BLANKET
- SEEDING
- BACK OF CURB PROTECTION
- SILT FENCE

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CITY OF WICHITA

LUKE PETER
LICENSED
27413
KANSAS
PROFESSIONAL ENGINEER

2026 DIRT STREETS

CITY OF WICHITA

Issue:		

JOB NO.	257042-007
DATE	SEP 2026
PM	KMS
DESIGNED BY	KJK
DRAWN BY	BJH
CHECKED BY	LGP

EROSION CONTROL PLANS
CHARLES AVE

18
18 OF 46

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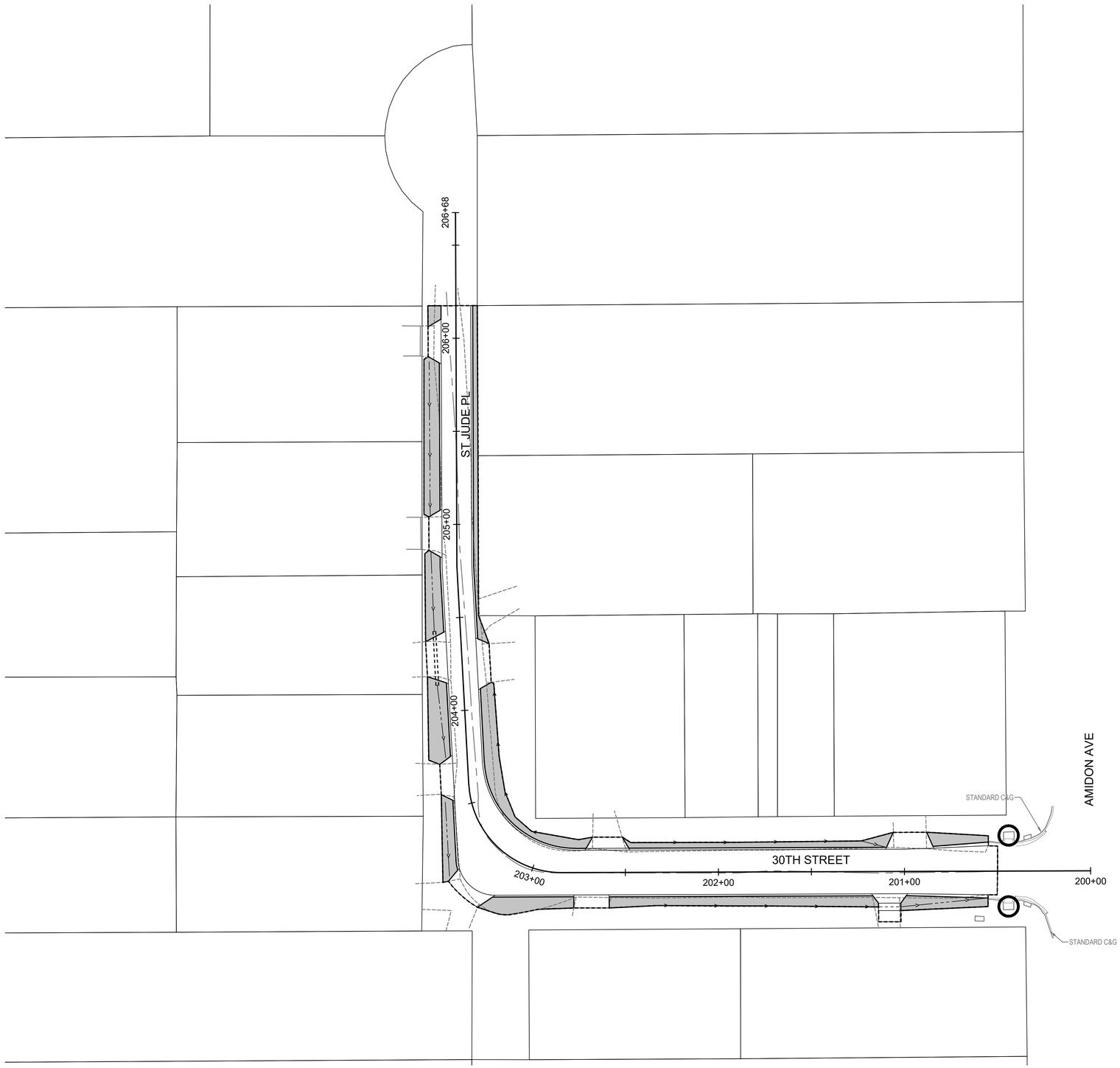

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PLOT

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CITY OF WICHITA

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27413
KANSAS
PROFESSIONAL ENGINEER

2026 DIRT STREETS

CITY OF WICHITA

EROSION CONTROL LEGEND

- AREA INLET PROTECTION
- CURB INLET PROTECTION
- DITCH CHECK
- EROSION CONTROL BLANKET
- SEEDING
- BACK OF CURB PROTECTION
- SILT FENCE

Issue:		

JOB NO.	257042-007
DATE	SEP 2026
PM	KMS
DESIGNED BY	KJK
DRAWN BY	BJH
CHECKED BY	LGP

EROSION CONTROL PLANS
ST JUDE PL

19
19 OF 46

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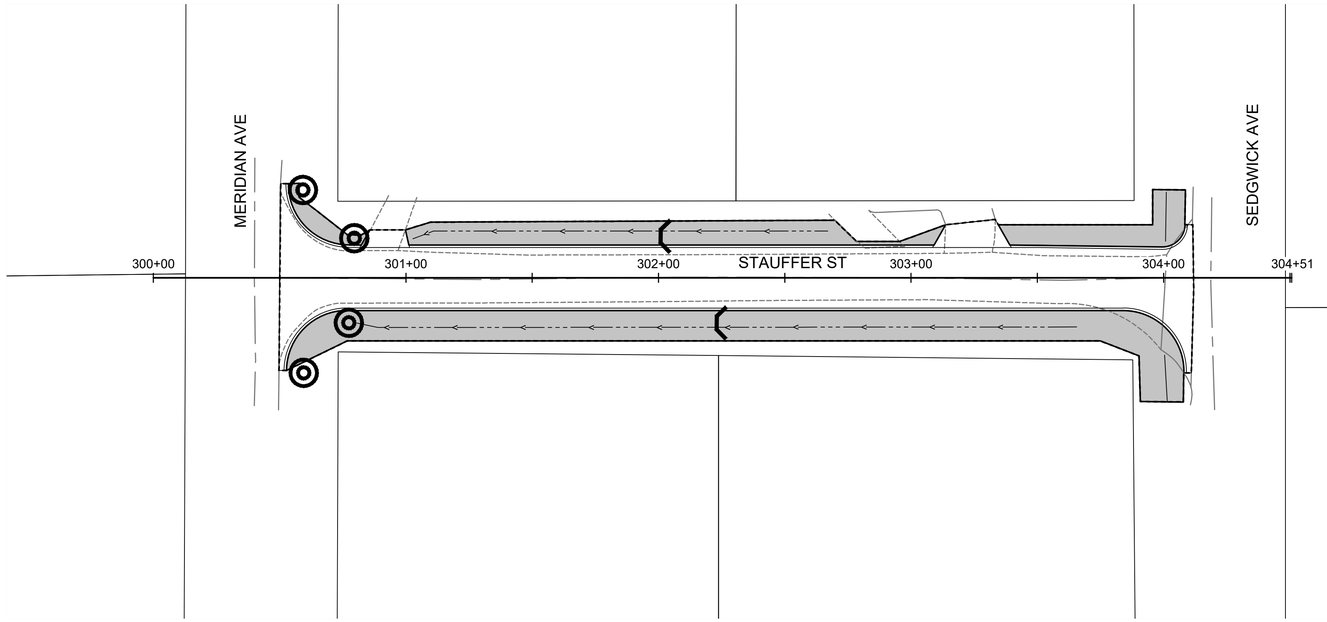

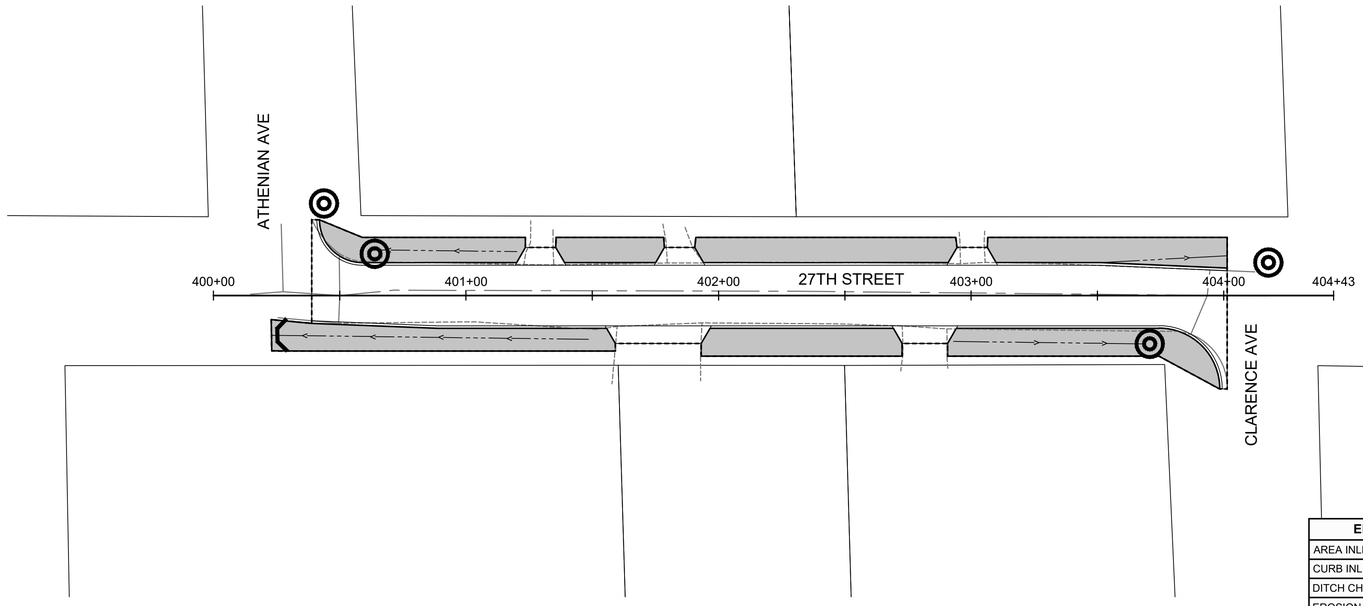

EROSION CONTROL QUANTITIES		
AREA INLET PROTECTION	8	EACH
CURB INLET PROTECTION	2	EACH
DITCH CHECKS	3	EACH
EROSION CONTROL BLANKET	-	S.Y.
SEEDING	0.59	ACRE
BACK OF CURB PROTECTION	-	L.F.
SILT FENCE	-	L.F.

EROSION CONTROL LEGEND

- AREA INLET PROTECTION
- CURB INLET PROTECTION
- DITCH CHECK
- EROSION CONTROL BLANKET
- SEEDING
- BACK OF CURB PROTECTION
- SILT FENCE

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CITY OF WICHITA

LUKE PETER LICENSED 27413 KANSAS PROFESSIONAL ENGINEER

2026 DIRT STREETS

CITY OF WICHITA

Issue:		

JOB NO.	257042-007
DATE	SEP 2026
PM	KMS
DESIGNED BY	KJK
DRAWN BY	BJH
CHECKED BY	LGP

EROSION CONTROL PLANS
STAUFFER ST & 27TH STREET

20
20 OF 46

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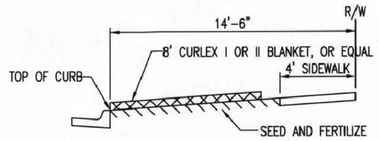

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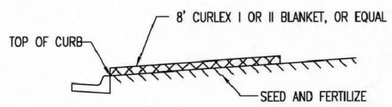

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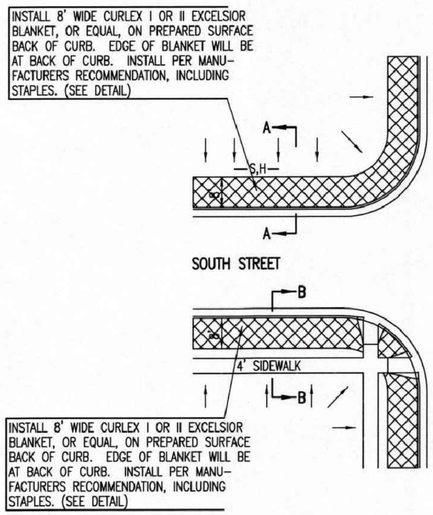
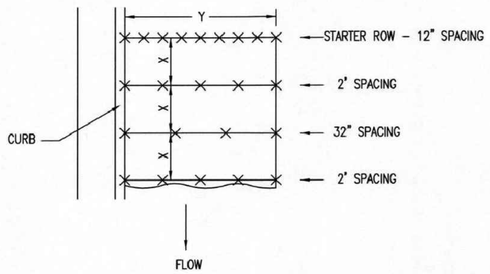
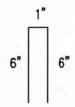


GENERAL NOTES

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



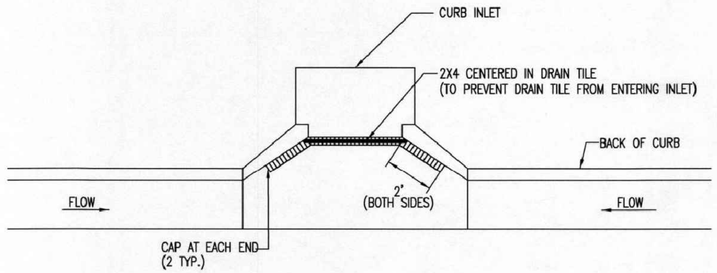


STAPLE

STAPLE PATTERN

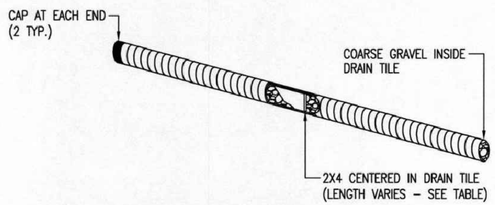
NOTES: USE 6" SEAM OVERLAP
(X & Y = RECOMMENDED BY MANUFACTURE)

DETAILS FOR APPROVED EROSION CONTROL MAT

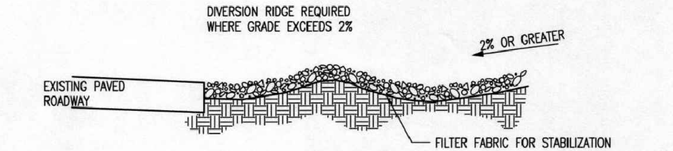


NOTE:
PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

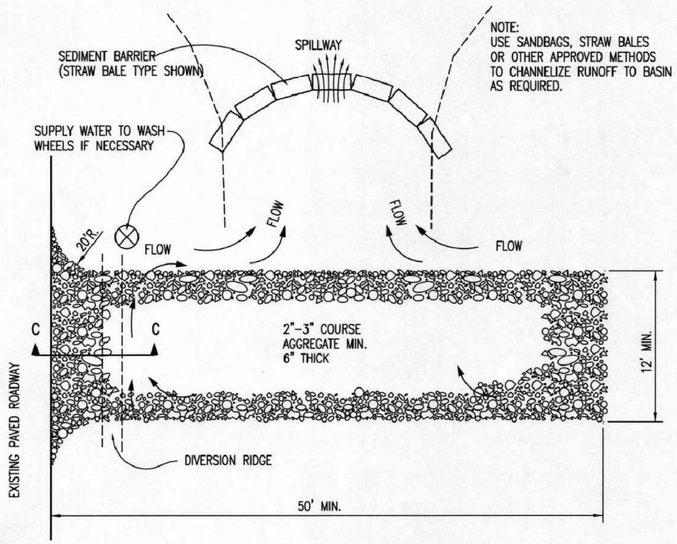
2X4 LENGTH	INLET TYPE	INLET OPENING
5'-6"	1-A	5'-0"
10'-6"	1-A	10'-0"
15'-6"	1-A	15'-0"



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



05/30/13

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

BACK OF CURB PROTECTION, CURB INLET PROTECTION AND CONSTRUCTION ENTRANCE

CITY ENGINEER
GARY JANZEN, P.E.

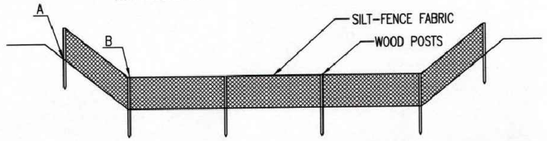
PROJECT NUMBER	OCA NUMBER	DATE
E6095	40111526	SEP 2026

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

SHEET
21 of 46

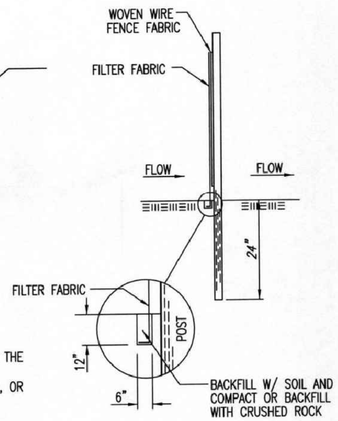
SW-501

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



ELEVATION

SILT FENCE DITCH CHECKS
(STREAM PROTECTION)



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

PROPER INSTALLATION METHOD:

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

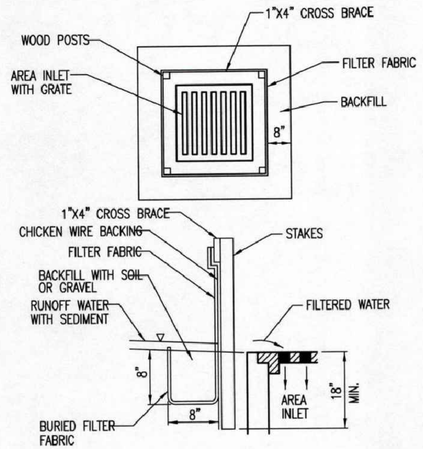
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



SILT FENCE BARRIERS FOR AREA INLETS
(INLET PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

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

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

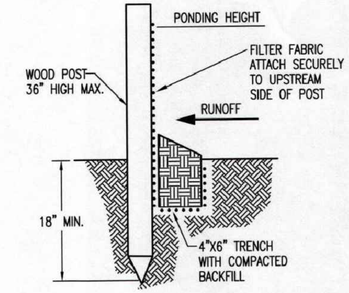
WATER SHOULD FLOW THROUGH A SILT FENCE BARRIER FOR AREA INLET–NOT OVER IT. PLACE A SILT FENCE BARRIER FOR AREA INLET IN A LOCATION WHERE IT IS UNLIKELY TO BE OVERTOPPED. SILT FENCE BARRIER FOR AREA INLETS OFTEN FAIL WHEN REPEATEDLY OVERTOPPED.
DO NOT PLACE POSTS ON THE OUTSIDE OF THE SILT FENCE BARRIER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

INSPECTION AND MAINTENANCE:

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

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

GARY L. JANZEN LICENSED 16294 KANSAS PROFESSIONAL ENGINEER
05/31/13



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?

REVISION DATE: MAY 2013

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

SILT FENCE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
E6095	40111526	SEP 2026

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

SHEET
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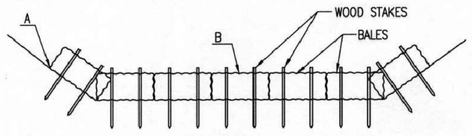
SW-502

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



STRAW BALE DITCH CHECKS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

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

PROPER INSTALLATION METHOD:

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

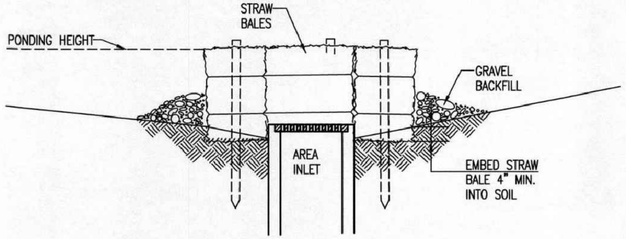
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



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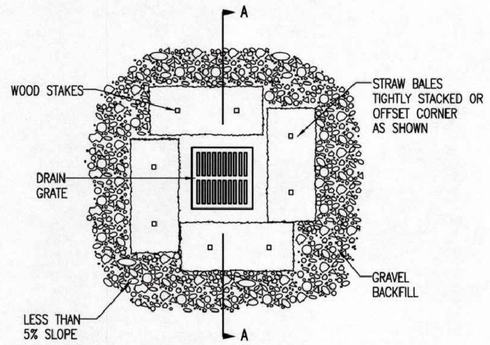


STRAW BALE BARRIERS FOR AREA INLETS
(INLET PROTECTION)

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.

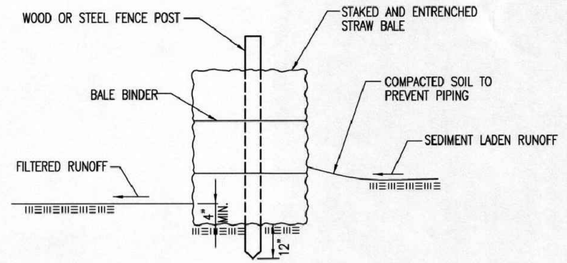
LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

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 PROFESSIONAL ENGINEER 16294 KANSAS
05/30/13

REVISION DATE: MAY 2013

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

STRAW BALE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
E6095	40111526	SEP 2026

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

SHEET
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SW-503

GENERAL NOTES

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

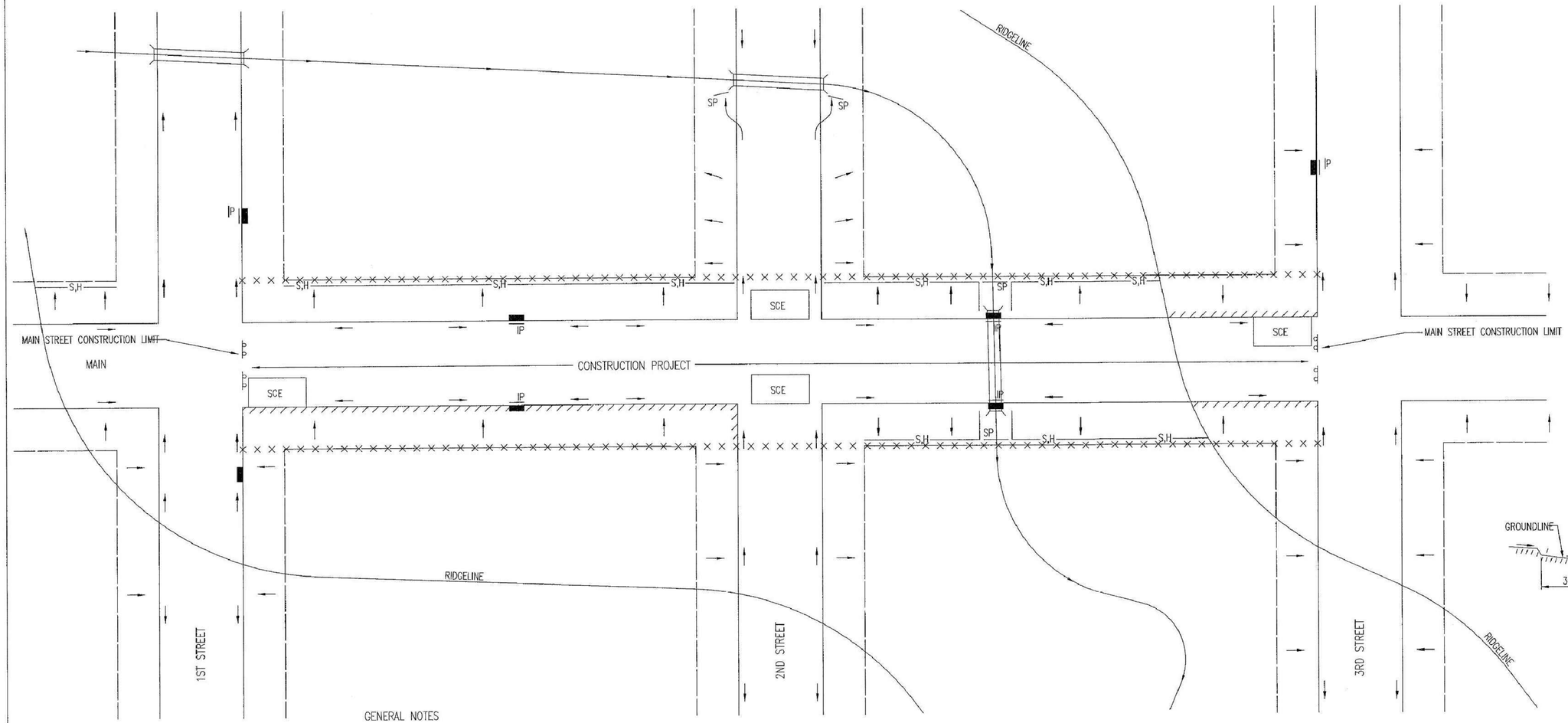
2. EROSION CONTROL DEVICES MUST BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE CONSTRUCTION PROCESS AND UNTIL THE DISTURBED EARTH IS RESTABILIZED.

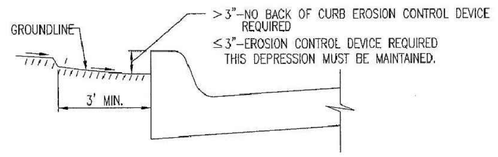
3. IF THE PROJECT WILL DISTURB 1 ACRE OR MORE, A FEDERAL/STATE NPDES STORMWATER PERMIT IS REQUIRED. A DETAILED STORMWATER POLLUTION PREVENTION PLAN, IS REQUIRED. THE EROSION CONTROL DEVICES SHOWN ON THIS SHEET ARE CONSIDERED TO BE THE MINIMUM TO BE SHOWN IN THE POLLUTION PREVENTION PLAN.

4. FOR PROJECTS DISTURBING LESS THAN 1 ACRE, CONTRACTORS ARE ENCOURAGED TO PREPARE STORMWATER POLLUTION PREVENTION PLANS PRIOR TO CONSTRUCTION. EROSION CONTROL DEVICES MUST BE USED ON ALL PROJECTS.

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

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





CURB BACKFILL DETAIL

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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

6. STABILIZED CONSTRUCTION ENTRANCES SHALL BE PROVIDED, AS NEEDED, TO PREVENT MUD FROM TRACKING ONTO STREETS NOT UNDER CONSTRUCTION AND ON STREETS WITHIN THE PROJECT LIMITS IF TRAFFIC IS BEING MAINTAINED THROUGH THE PROJECT.

7. ANY MUD TRACKED ONTO STREETS MUST BE REMOVED AT THE END OF EACH WORK DAY.

8. THE CONTACTOR WILL BE REQUIRED TO PLACE EROSION CONTROL DEVICES BACK OF CURB, WHENEVER WATER CAN DRAIN OVER CURB, TO KEEP ERODED SOIL OUT OF THE GUTTERLINES, IN ACCORDANCE WITH THE FOLLOWING:
   A. THE DEVICE REQUIRED WILL BE APPROVED EROSION CONTROL MAT LISTED ON THE CITY'S APPROVED MATERIAL LIST. SAID BLANKET SHALL BE PLACED OVER THE APPROPRIATE SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS. (SEE SOIL EROSION BMPs – BACK OF CURB SEDIMENT BARRIER DETAILS)
   B. THIS DEVICE SHALL BE INSTALLED IMMEDIATELY WHENEVER THE CURB IS BACKFILLED TO WITHIN 3" OF THE TOP OF CURB. (SEE CURB BACKFILL DETAIL) OTHER BMP'S MAY BE REQUIRED AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE CURB.
   C. ADDITIONALLY, OTHER EROSION CONTROL DEVICES (HAY BALES, SILT FENCE, ETC.) WILL BE INSTALLED AT LOCATIONS OF CONCENTRATED FLOW RESULTING IN SEDIMENT OVERRUNNING THE MAT.
   D. SHOULD THE PROJECT PLANS SPECIFY THAT THE RIGHT-OF-WAY IS TO BE SODDED, THE EXCELSIOR MAT WILL NOT BE REQUIRED SO LONG AS THE SOD IS PLACED WITHIN 48 HOURS AFTER CURB BACKFILL REACHES A HEIGHT OF 3" OR LESS FROM TOP OF CURB. (SEE CURB BACKFILL DETAIL)

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

REVISION: JUNE 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

STREET IMPROVEMENT PROJECTS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
E6095	40111526	SEP 2026

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

SHEET
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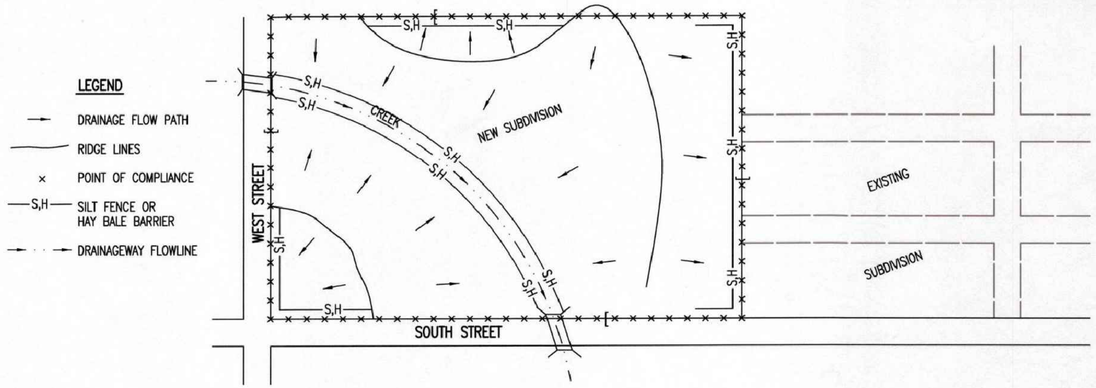
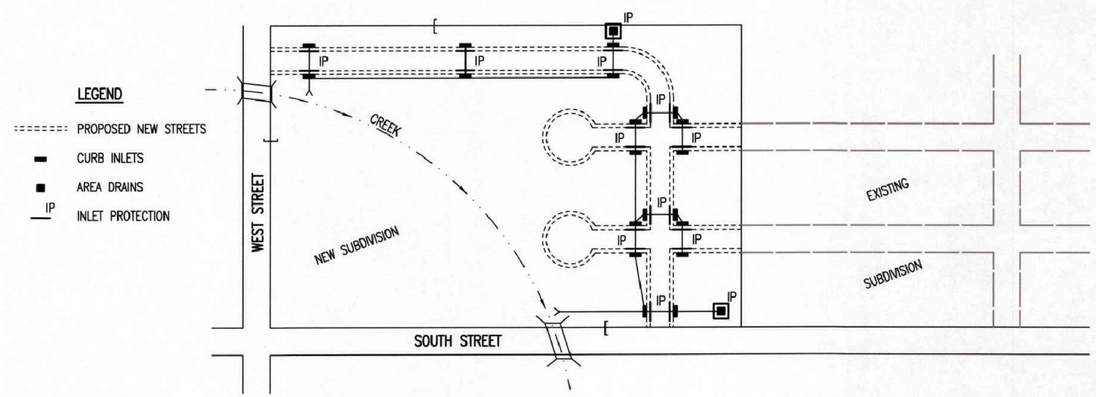
SW-504

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



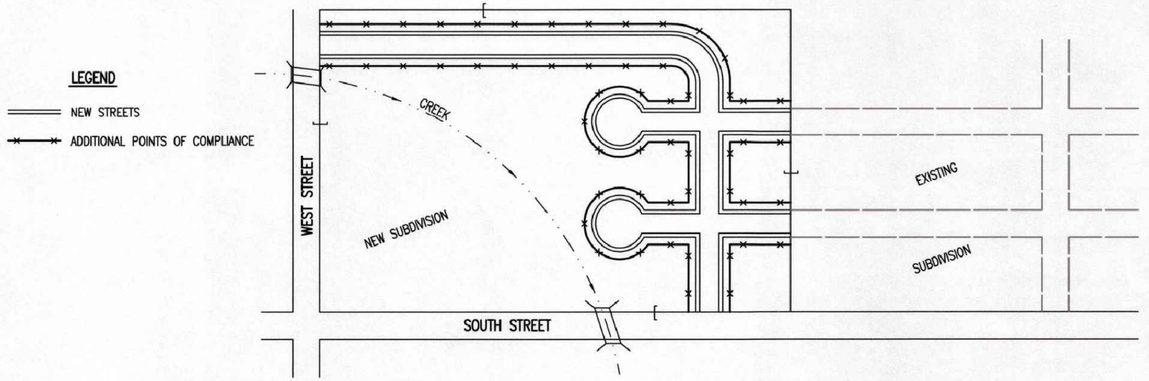
1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM THE SITE. SHOULD LAKES BE CONSTRUCTED WITHIN THE SUBDIVISION THAT WILL DISCHARGE DURING STORMS, THEY ARE ALSO A POINT OF COMPLIANCE.
2.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

PHASE 2 – INSTALLATION OF STORM SEWER



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

PHASE 3 – STREET CONSTRUCTION

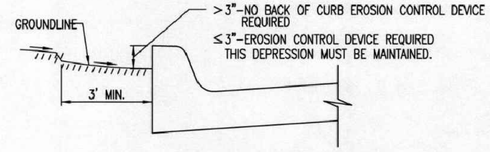


1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, NEW STREETS ARE INSTALLED. ALL EROSION CONTROL DEVICES INSTALLED DURING PHASE 1 AND 2 MUST STILL BE MAINTAINED. THE POINT OF COMPLIANCE NOW SHIFTS TO THE BACK OF CURB ALONG EACH STREET.
2. CURB OPENING INLET PROTECTION:
   A. SUMP AREAS – INLET PROTECTION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

GENERAL NOTES

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

SEE DETAIL SHEET FOR BACK OF CURB PROTECTION DETAIL



CURB BACKFILL DETAIL (STREET CONSTRUCTION ONLY)

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

REVISION DATE: MAY 2013

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

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

SUBDIVISION DEVELOPMENT PROCESS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
E6095	40111526	SEP 2026

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

SHEET
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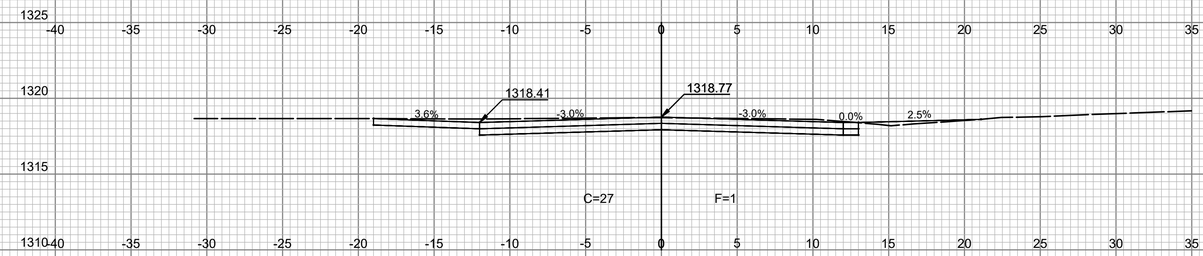
SW–505



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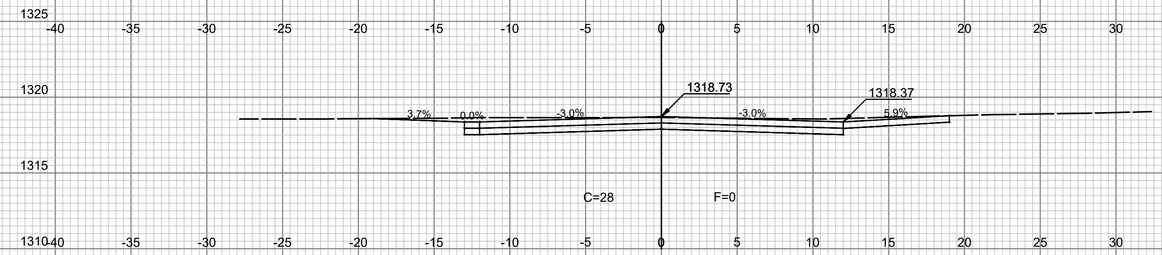

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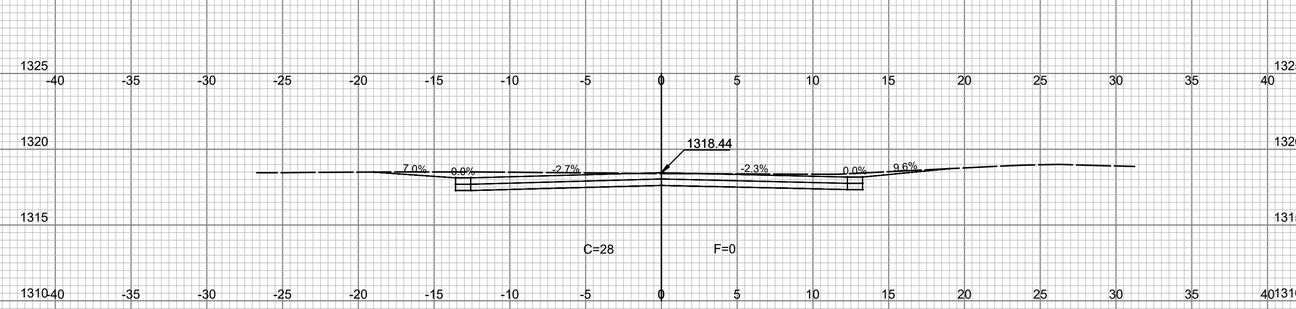

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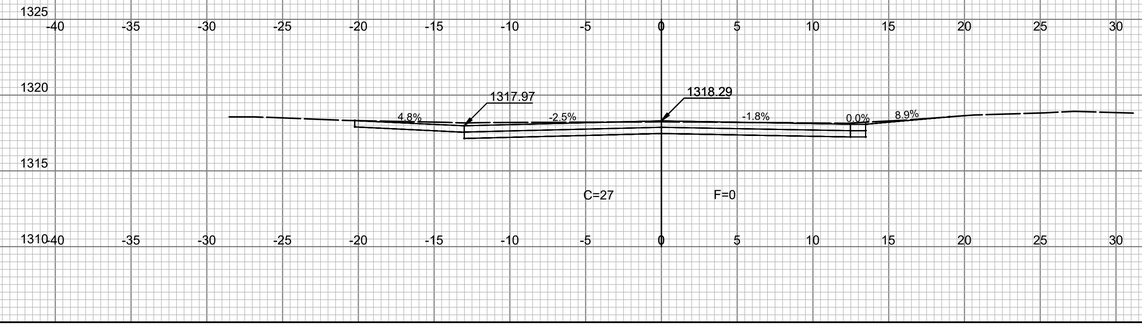

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CITY OF WICHITA

LUKE PETER
LICENSED
27413
KANSAS
PROFESSIONAL ENGINEER

2026 DIRT STREETS

CITY OF WICHITA

Issue:		

JOB NO.	257042-007
DATE	SEP 2026
PM	KMS
DESIGNED BY	KJK
DRAWN BY	BJH
CHECKED BY	LGP

CHARLES AVE
CROSS SECTIONS (1)

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26 OF 46

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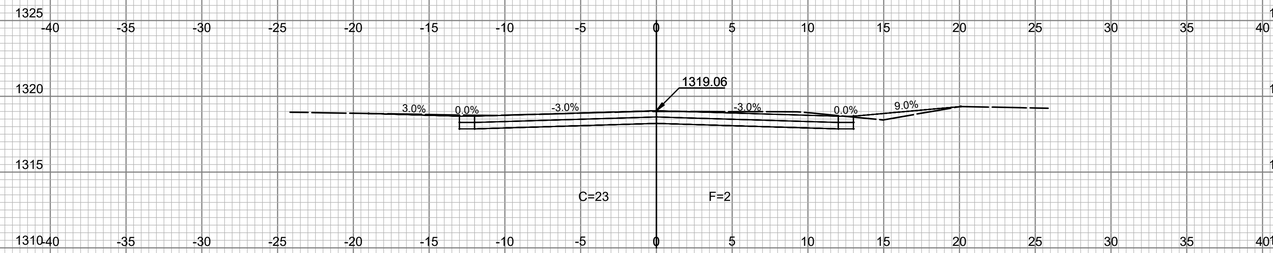

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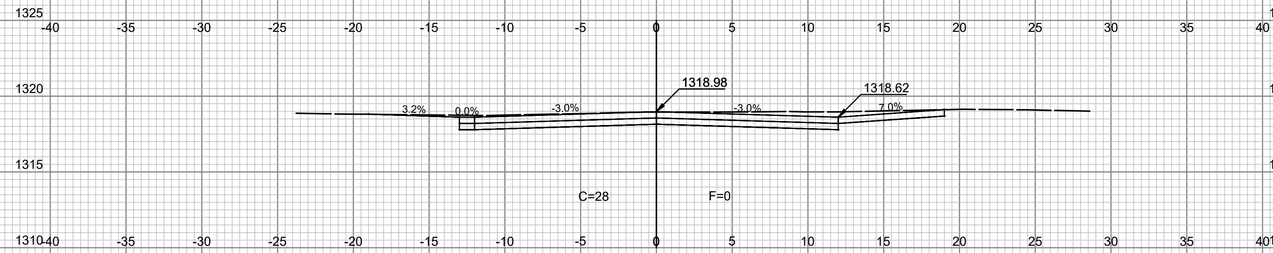

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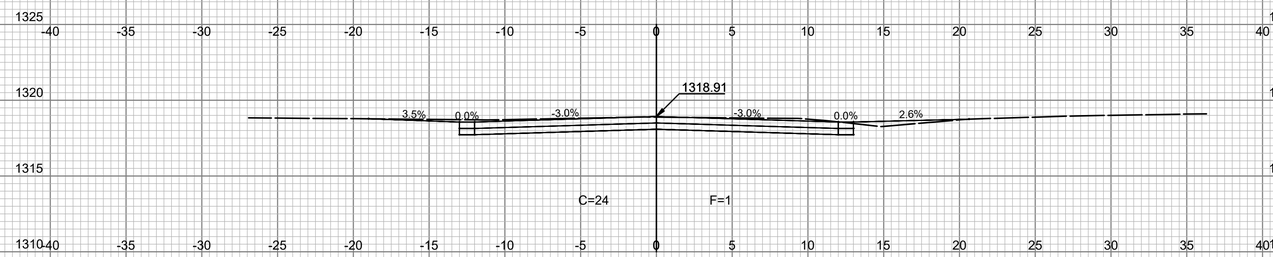

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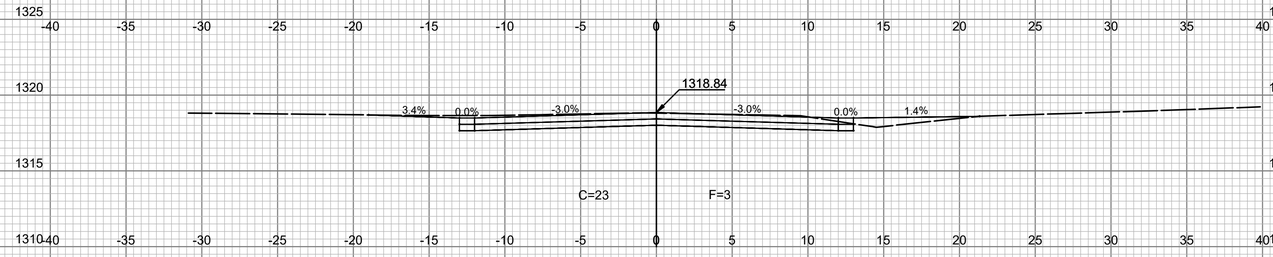

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CITY OF WICHITA

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CHARLES AVE
CROSS SECTIONS (2)

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27 OF 46

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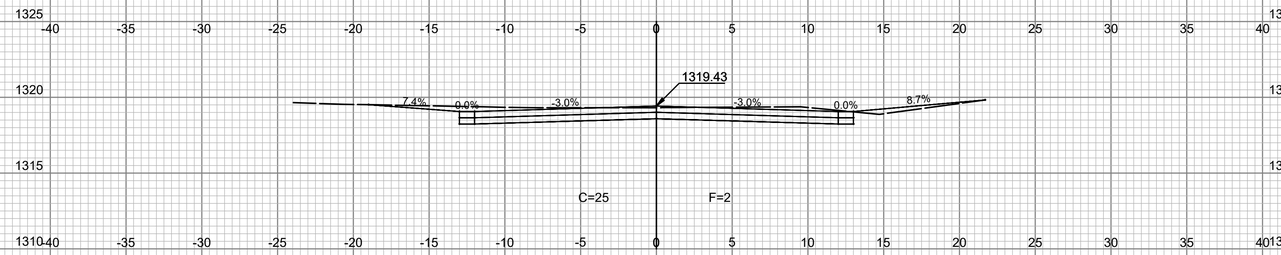

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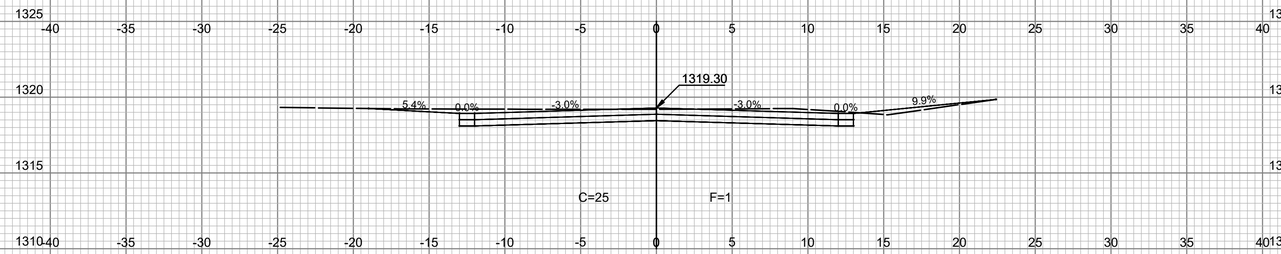

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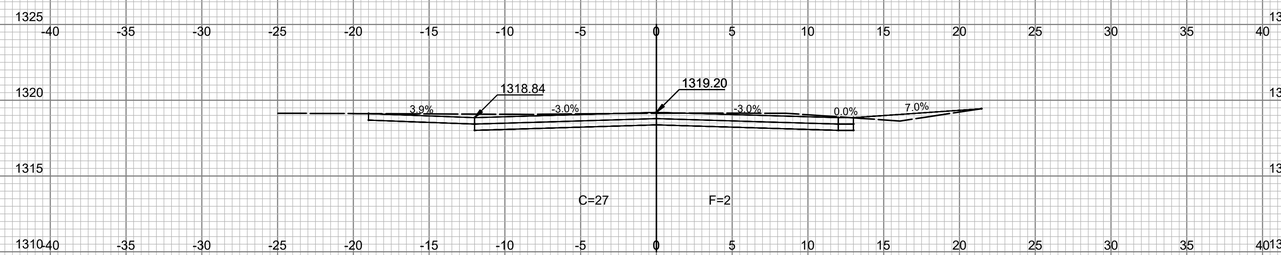

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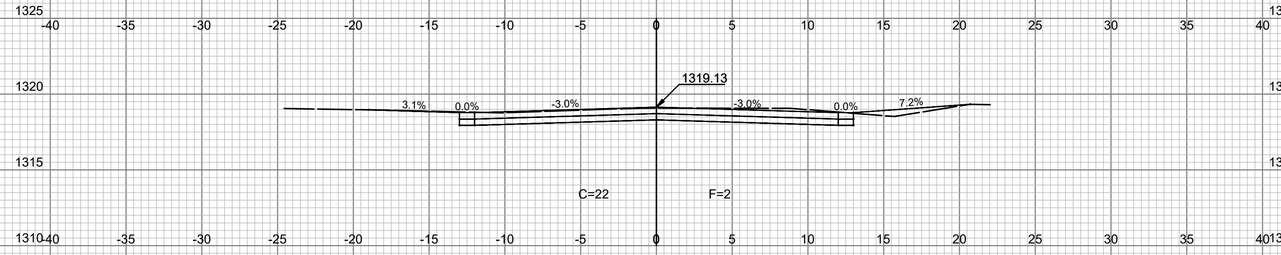

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CITY OF WICHITA

LUKE PETER LICENSED 27413 KANSAS PROFESSIONAL ENGINEER

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CROSS SECTIONS (3)

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28 OF 46

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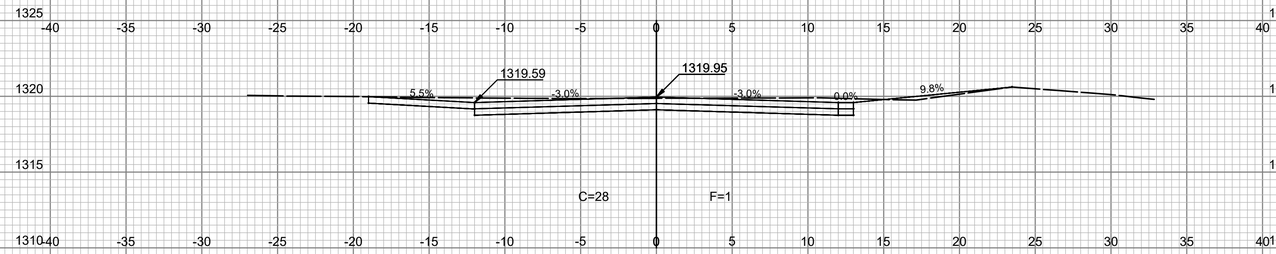

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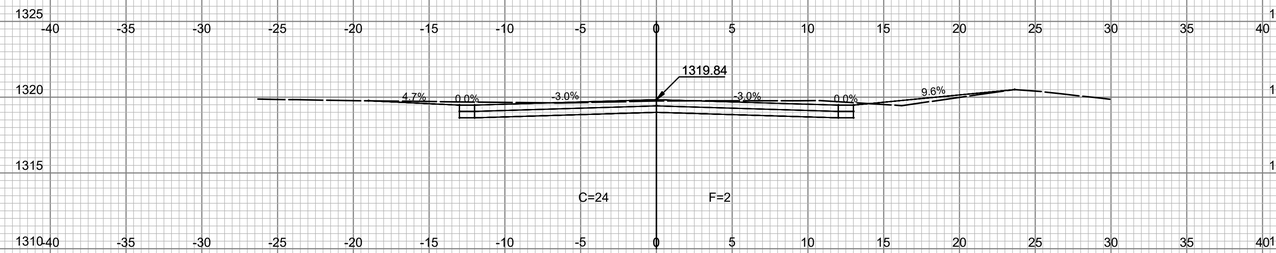

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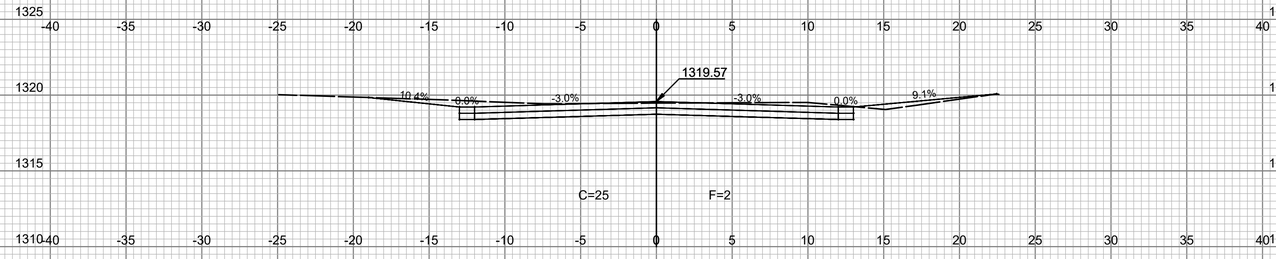

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CITY OF WICHITA

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CROSS SECTIONS (4)

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29 OF 46

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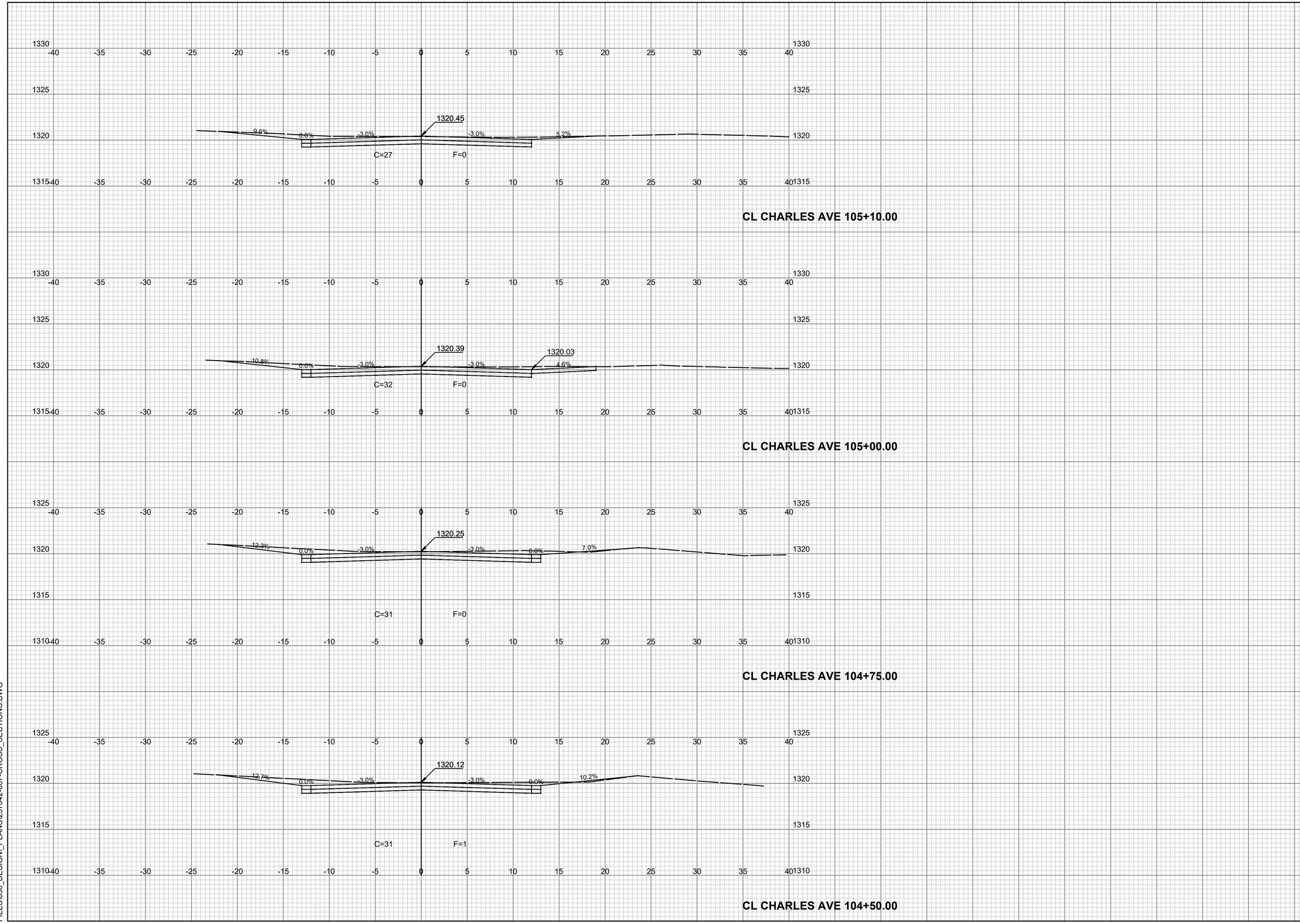

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KANSAS
PROFESSIONAL ENGINEER

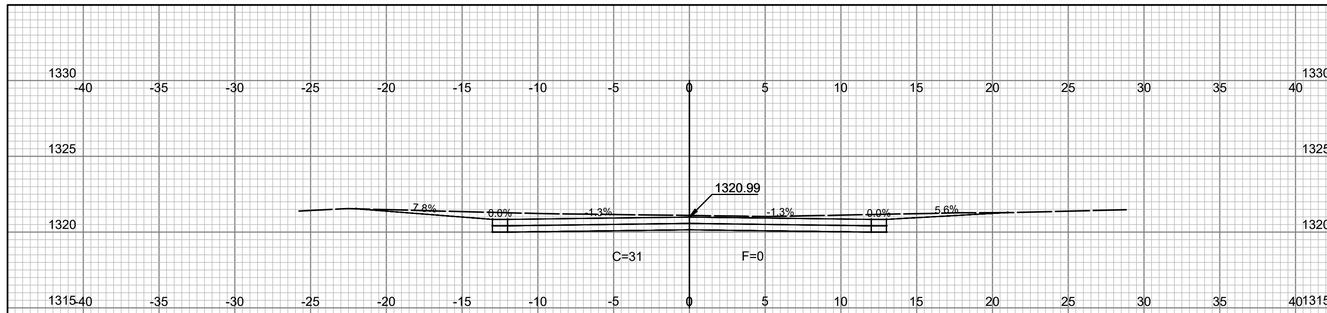
2026 DIRT STREETS

CITY OF WICHITA

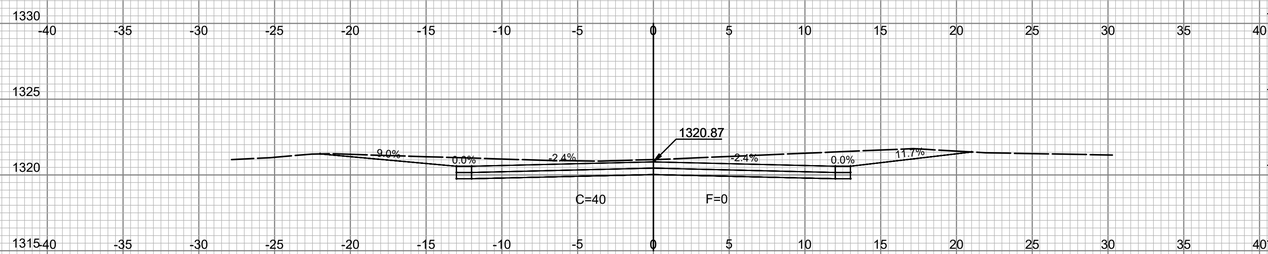
Issue:

JOB NO.	257042-007
DATE	SEP 2026
PM	KMS
DESIGNED BY	KJK
DRAWN BY	BJH
CHECKED BY	LGP

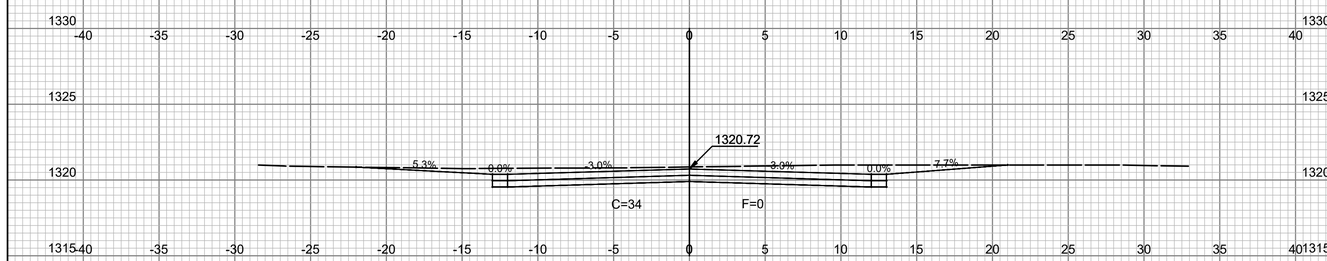
CHARLES AVE
CROSS SECTIONS (5)



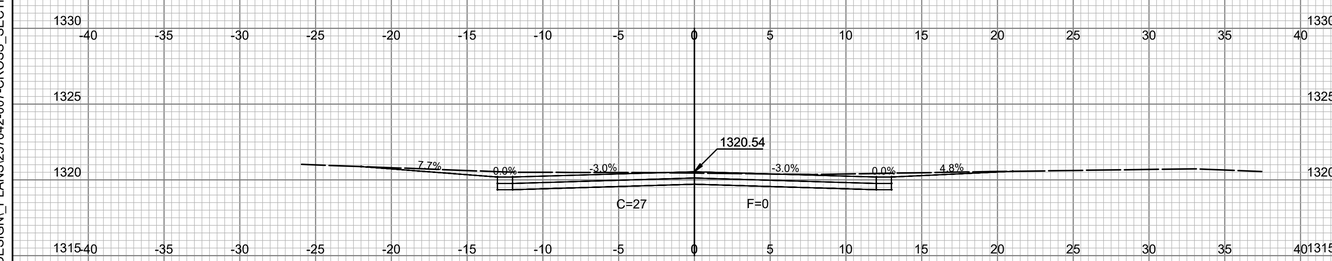
CL CHARLES AVE 106+00.00



CL CHARLES AVE 105+75.00



CL CHARLES AVE 105+50.00



CL CHARLES AVE 105+25.00

Total Volume Table							
Station	Cut Area	Fill Area	Cut Vol	Fill Vol	Cum Cut Vol	Cum Fill Vol	Net Vol
100+60.00	27.27	0.00	0.00	0.00	0.00	0.00	0.00
100+75.00	27.78	0.00	15.29	0.00	15.29	0.00	15.29
101+10.00	27.80	0.00	36.03	0.00	51.32	0.00	51.32
101+25.00	26.56	1.06	15.10	0.29	66.42	0.29	66.13
101+50.00	22.80	2.91	22.86	1.84	89.28	2.13	87.14
101+75.00	23.76	1.39	21.56	1.99	110.84	4.13	106.71
102+00.00	27.90	0.00	23.92	0.64	134.76	4.77	129.99
102+25.00	23.03	1.55	23.58	0.72	158.34	5.49	152.85
102+50.00	22.38	1.76	21.03	1.54	179.37	7.02	172.34
102+75.00	26.56	1.82	22.66	1.66	202.02	8.68	193.34
103+00.00	25.21	1.46	23.97	1.52	225.99	10.20	215.79
103+25.00	24.92	1.50	23.21	1.37	249.20	11.57	237.63
103+50.00	25.44	1.66	23.32	1.46	272.51	13.03	259.48
103+75.00	24.32	1.83	23.04	1.62	295.55	14.65	280.90
104+00.00	24.11	1.64	22.42	1.61	317.97	16.26	301.72
104+20.00	27.95	1.00	19.28	0.98	337.26	17.24	320.02
104+50.00	30.92	0.52	32.70	0.85	369.96	18.08	351.88
104+75.00	31.18	0.29	28.75	0.38	398.71	18.46	380.25
105+00.00	31.59	0.00	29.06	0.14	427.77	18.60	409.17
105+10.00	27.24	0.00	10.89	0.00	438.66	18.60	420.06
105+25.00	26.73	0.00	14.99	0.00	453.65	18.60	435.06
105+50.00	34.42	0.00	28.31	0.00	481.97	18.60	463.37
105+75.00	40.21	0.00	34.55	0.00	516.52	18.60	497.93
106+00.00	31.20	0.00	33.06	0.00	549.58	18.60	530.99

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2026 DIRT STREETS

CITY OF WICHITA

Issue:

JOB NO.	257042-007
DATE	SEP 2026
PM	KMS
DESIGNED BY	KJK
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CHARLES AVE
CROSS SECTIONS (6)

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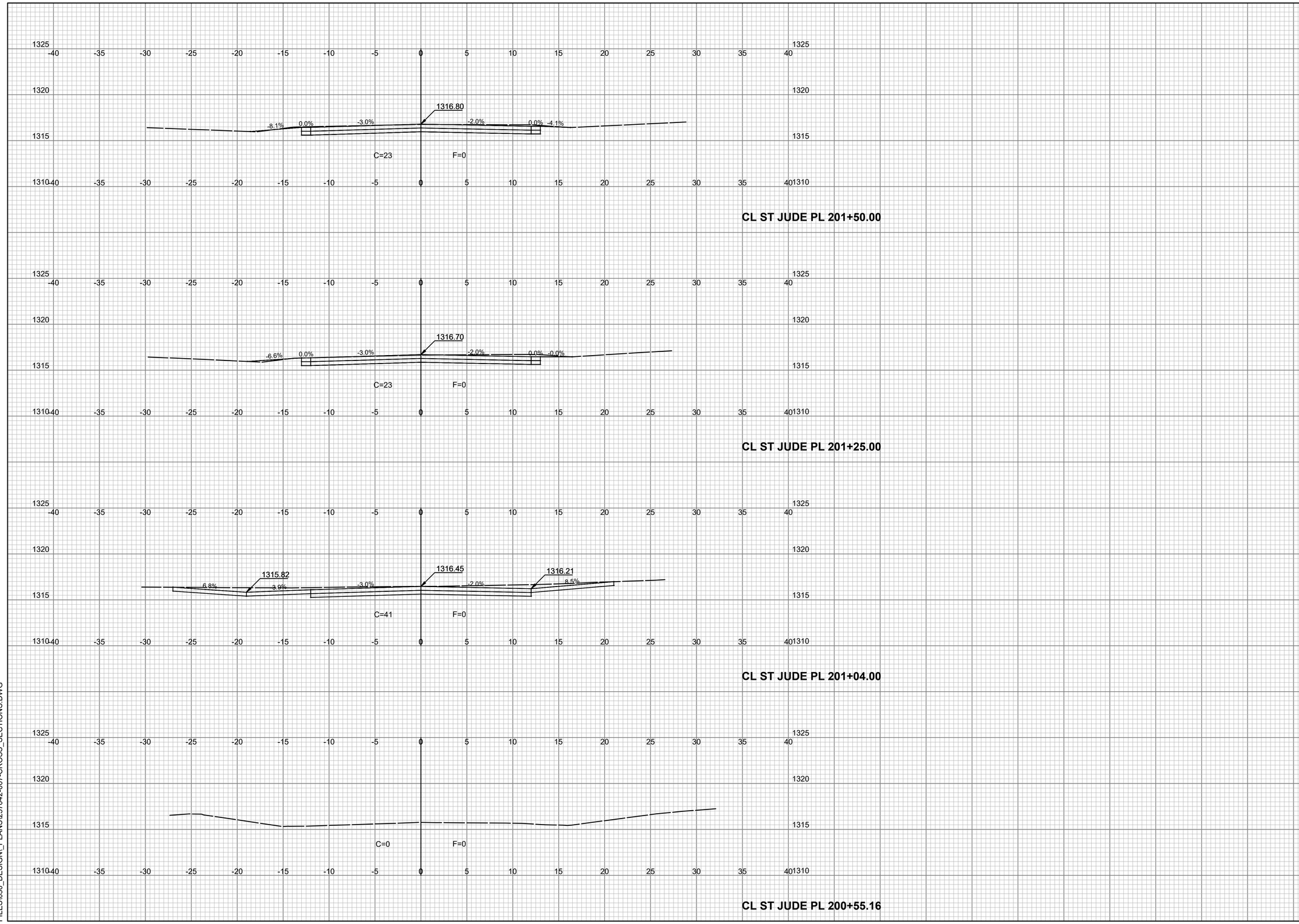

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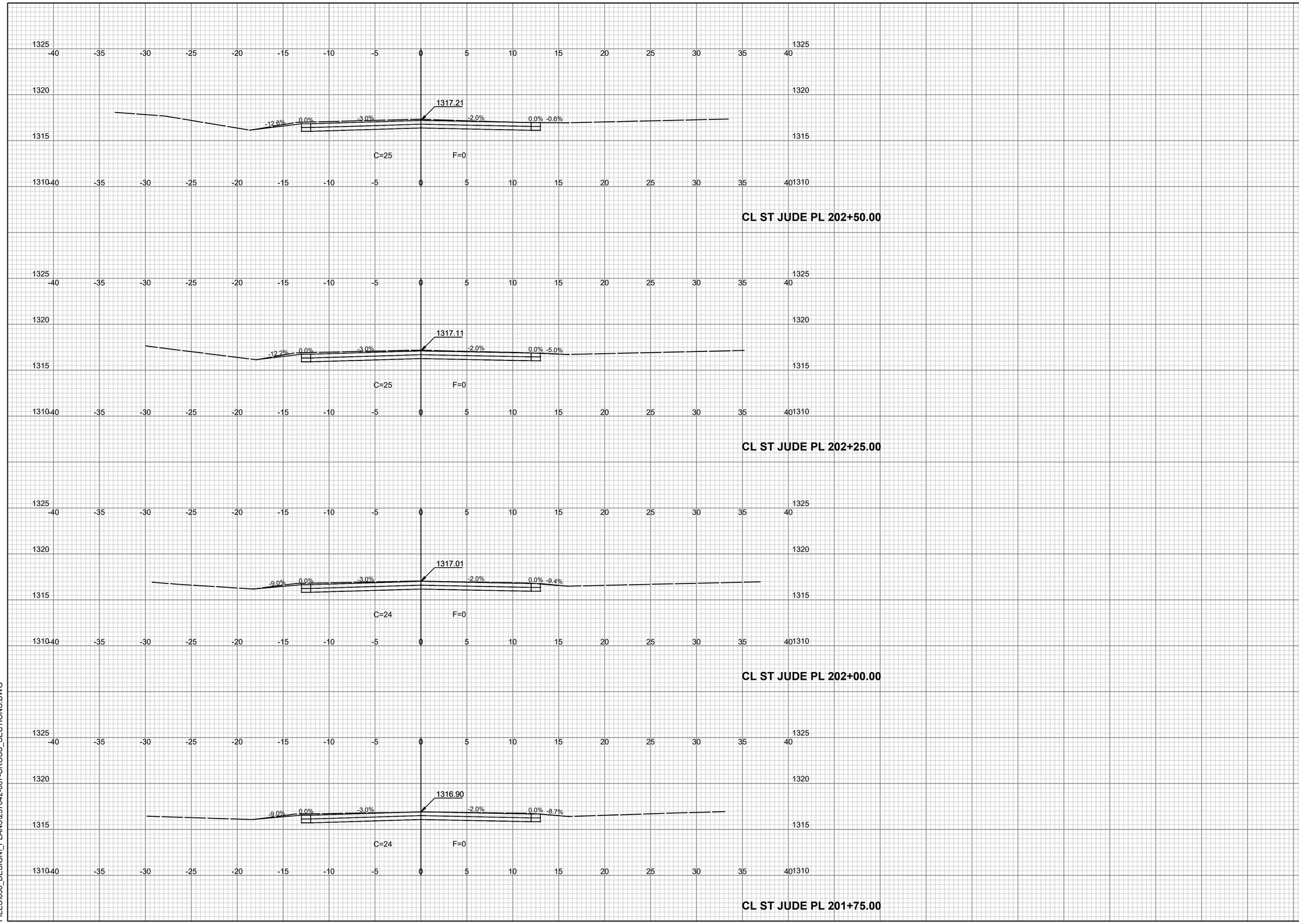
ST JUDE PL
CROSS SECTIONS (1)



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PLOTTED 9/10/2026 11:25:04 AM BY LUKE PETER
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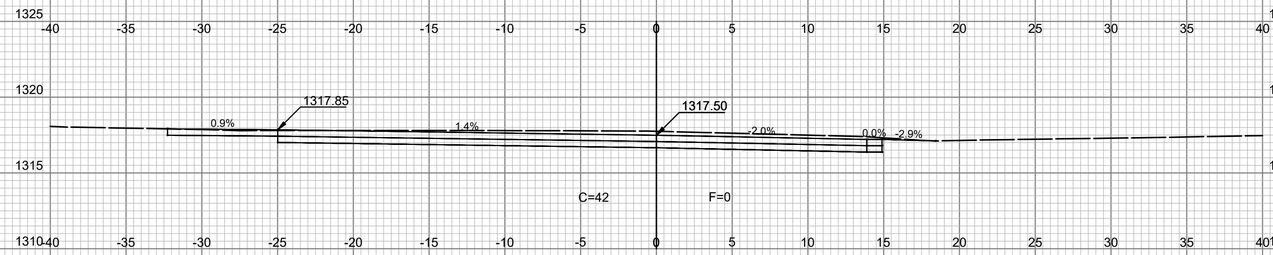
ST JUDE PL
CROSS SECTIONS (2)



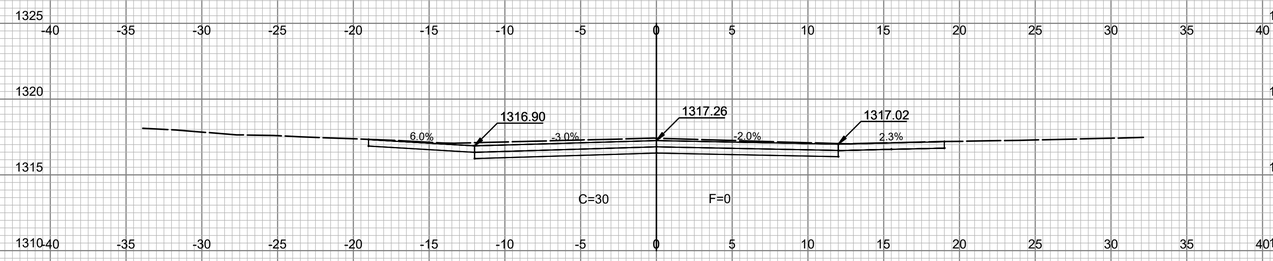
CL ST JUDE PL 203+30.00



CL ST JUDE PL 203+22.04



CL ST JUDE PL 203+00.00



CL ST JUDE PL 202+63.13

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ST JUDE PL
CROSS SECTIONS (3)

34
34 OF 46

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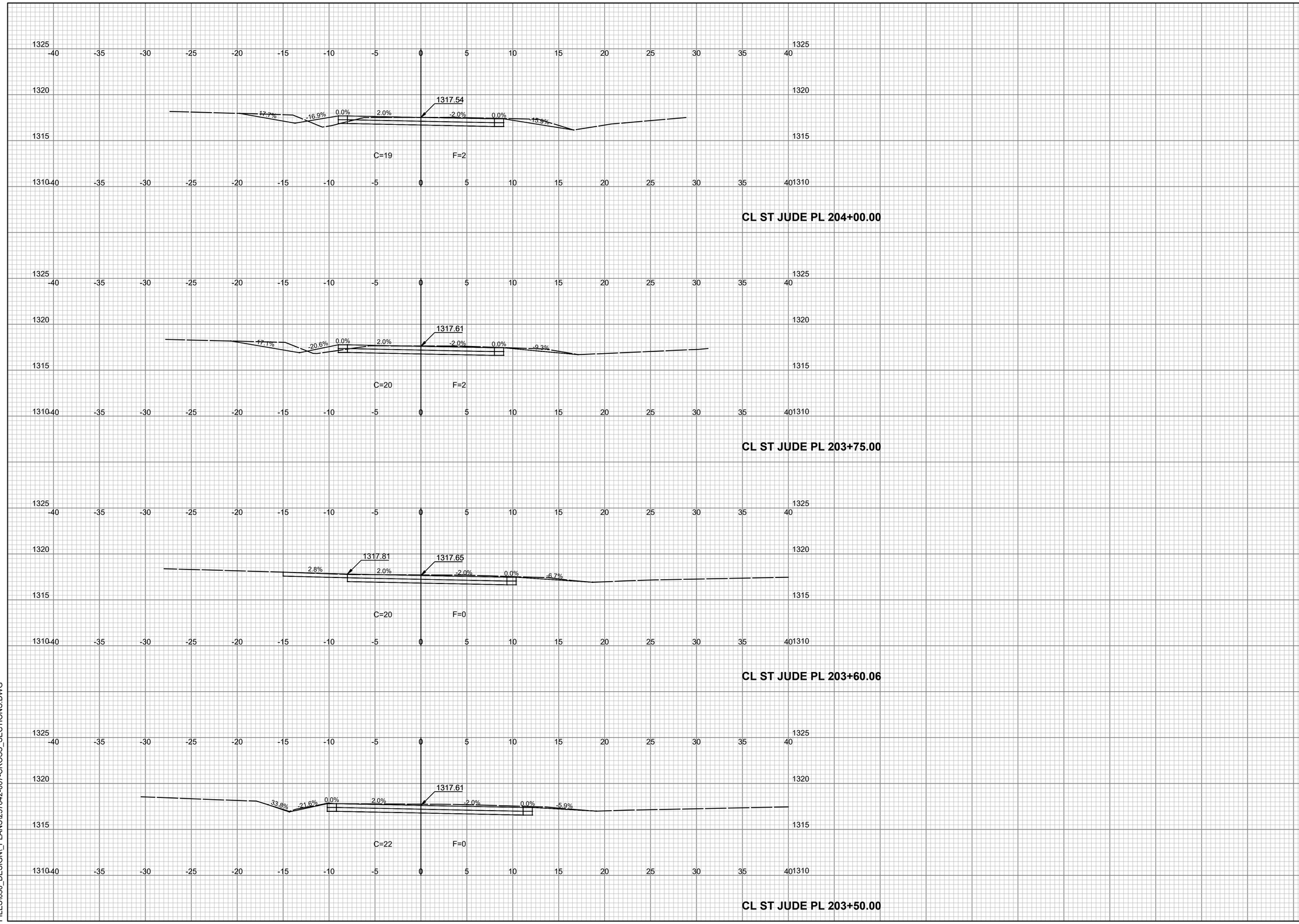

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ST JUDE PL
CROSS SECTIONS (4)

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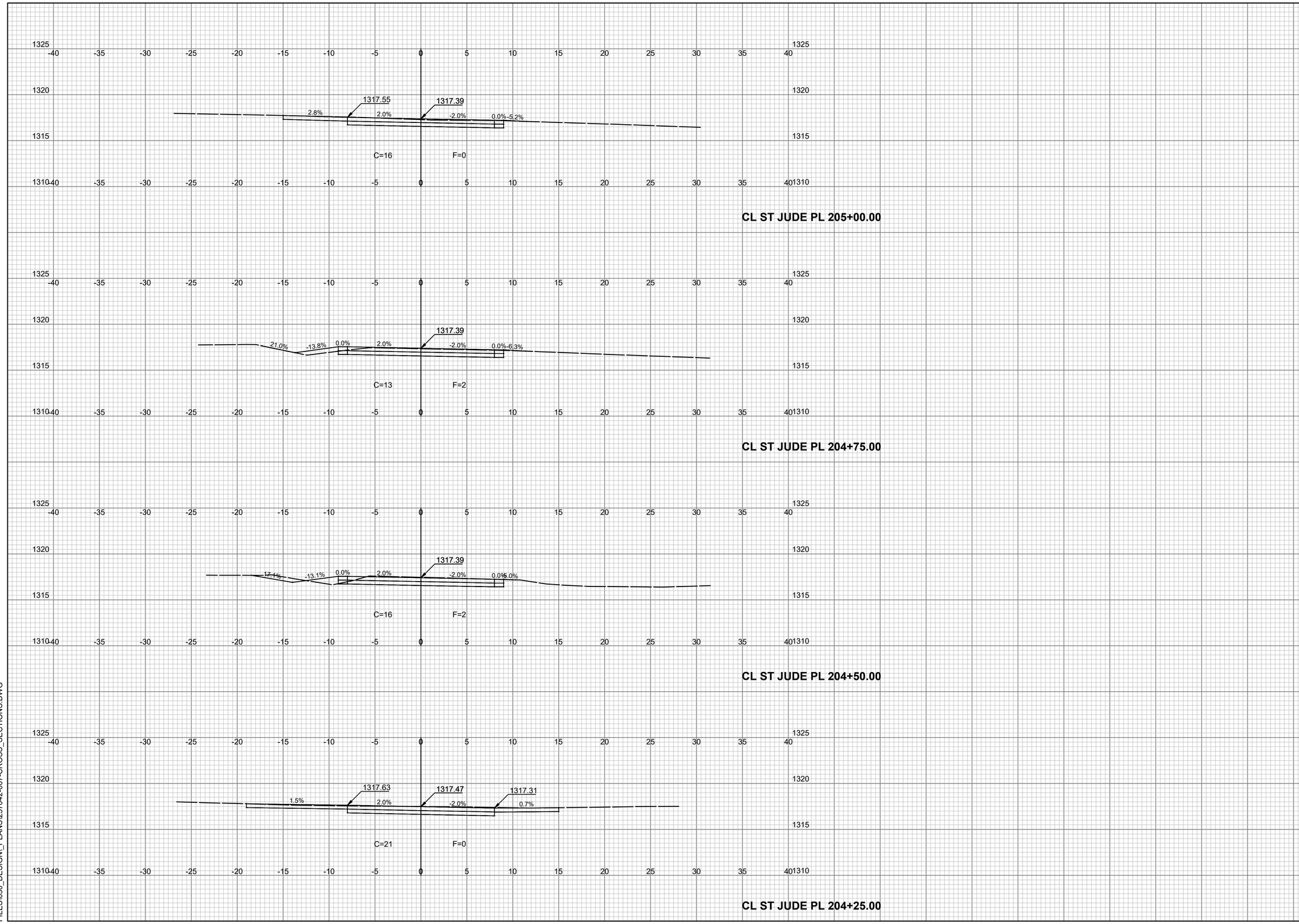

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C:\DC\ACCDOCS\PEC HUB\257042-007 - COW - 2026 DIRT STREETS\PROJECT FILES\030_DESIGN_PLANS\257042-007-CROSS_SECTIONS.DWG

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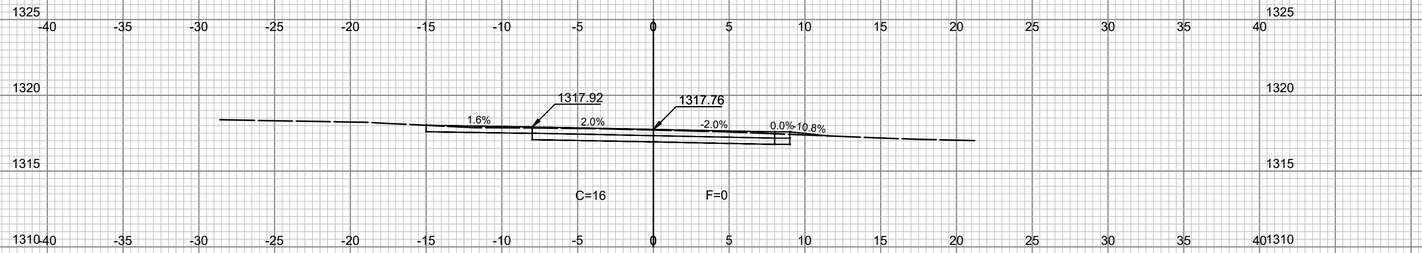
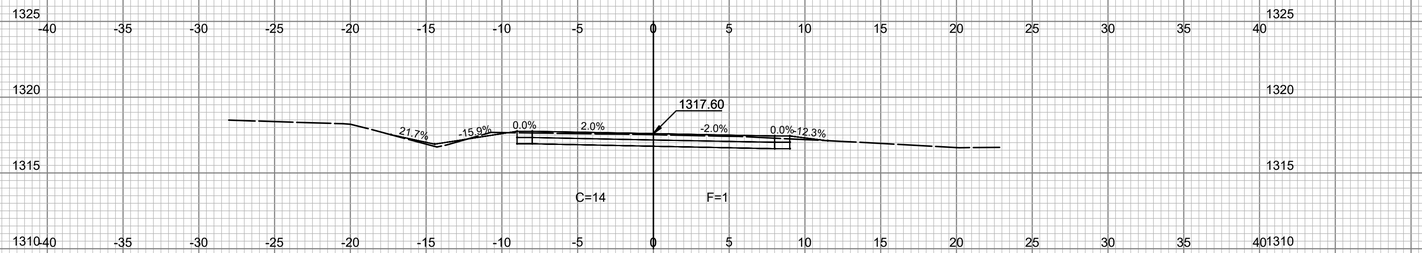
ST JUDE PL
CROSS SECTIONS (5)



CL ST JUDE PL 206+00.00



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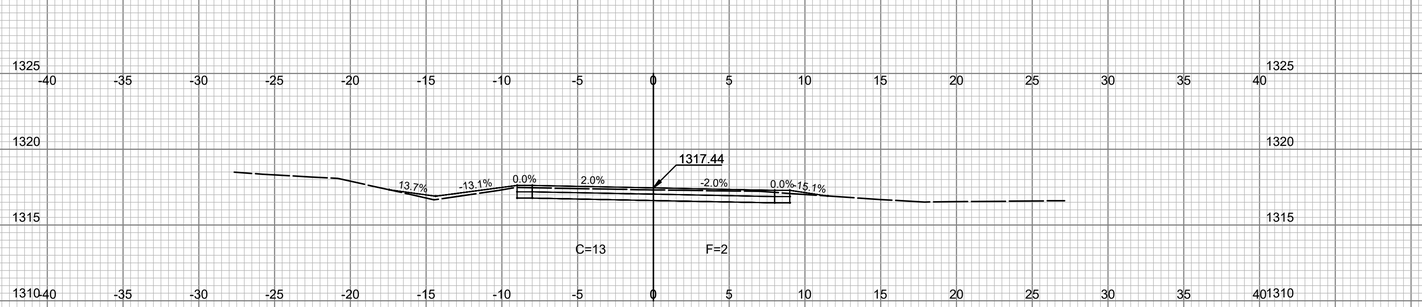

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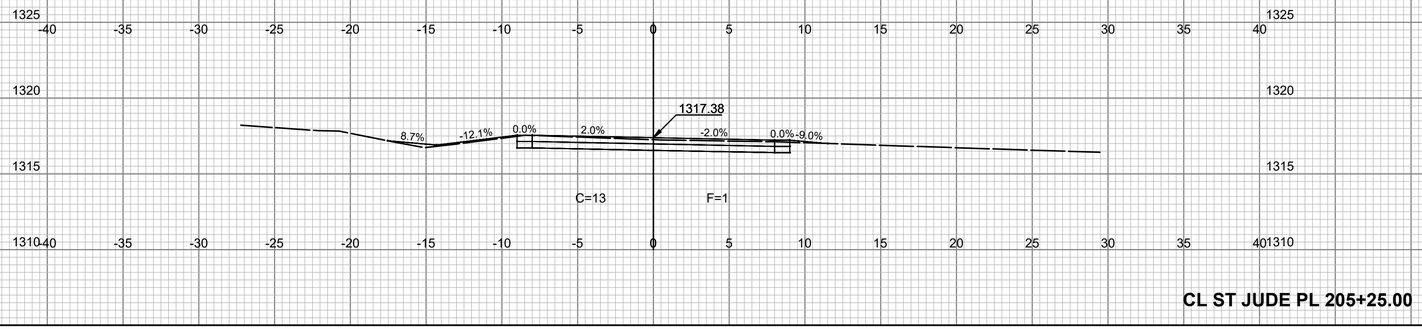

CL ST JUDE PL 205+25.00

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ST JUDE PL
CROSS SECTIONS (6)

37
37 OF 46

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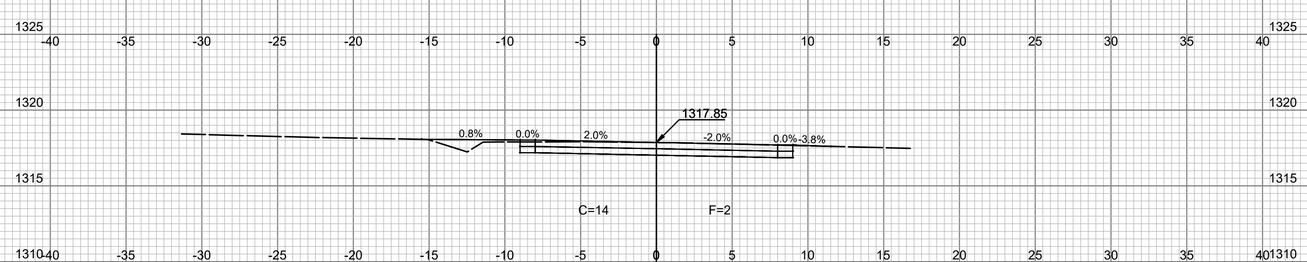

CL ST JUDE PL 206+15.00

Total Volume Table							
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201+04.00	40.55	0.00	36.68	0.00	36.68	0.00	36.68
201+25.00	23.41	0.42	24.87	0.16	61.55	0.16	61.38
201+50.00	23.27	0.11	21.61	0.25	83.16	0.41	82.75
201+75.00	23.58	0.01	21.69	0.05	104.84	0.46	104.38
202+00.00	24.06	0.09	22.05	0.05	126.90	0.51	126.39
202+25.00	24.59	0.05	22.52	0.06	149.42	0.57	148.85
202+50.00	24.99	0.00	22.96	0.02	172.38	0.60	171.78
202+63.13	29.83	0.00	13.33	0.00	185.70	0.60	185.11
203+00.00	32.86	0.00	43.14	0.00	228.85	0.60	228.25
203+22.04	42.43	0.00	33.06	0.00	261.91	0.60	261.31
203+30.00	35.22	0.31	12.47	0.07	274.38	0.66	273.72
203+50.00	22.02	0.00	21.79	0.16	296.17	0.83	295.34
203+60.06	19.87	0.00	7.69	0.00	303.86	0.83	303.03
203+75.00	19.54	1.56	10.91	0.43	314.76	1.26	313.50
204+00.00	19.07	2.33	17.87	1.80	332.64	3.06	329.58
204+25.00	20.66	0.00	18.39	1.08	351.03	4.14	346.89
204+50.00	16.00	1.73	16.97	0.80	368.00	4.94	363.06
204+75.00	13.33	1.93	13.58	1.70	381.58	6.64	374.94
205+00.00	16.35	0.06	13.76	0.94	395.34	7.58	387.76
205+25.00	13.24	1.07	13.70	0.52	409.05	8.10	400.94
205+50.00	12.63	1.67	11.98	1.27	421.03	9.37	411.65
205+75.00	13.57	0.74	12.13	1.12	433.16	10.49	422.67
206+00.00	15.53	0.22	13.47	0.44	446.63	10.93	435.70
206+15.00	14.49	1.94	8.34	0.60	454.97	11.53	443.44

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2026 DIRT STREETS

CITY OF WICHITA

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ST JUDE PL
CROSS SECTIONS (7)

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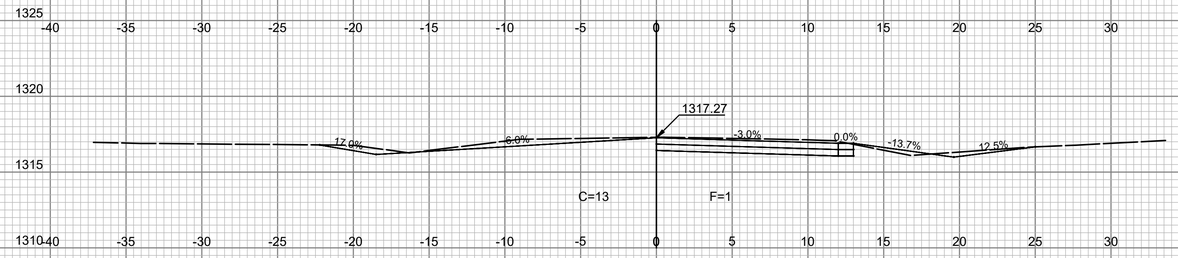
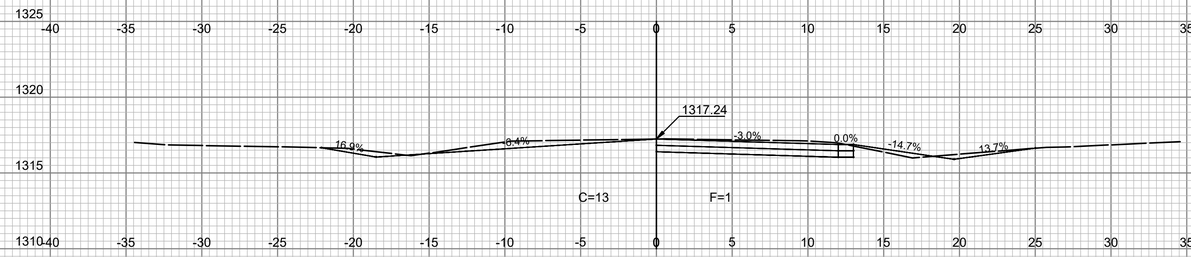


CL STAUFFER ST 301+50.00



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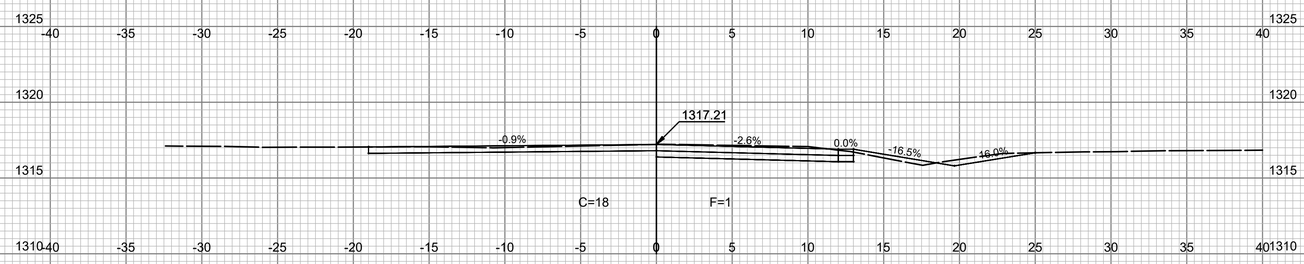

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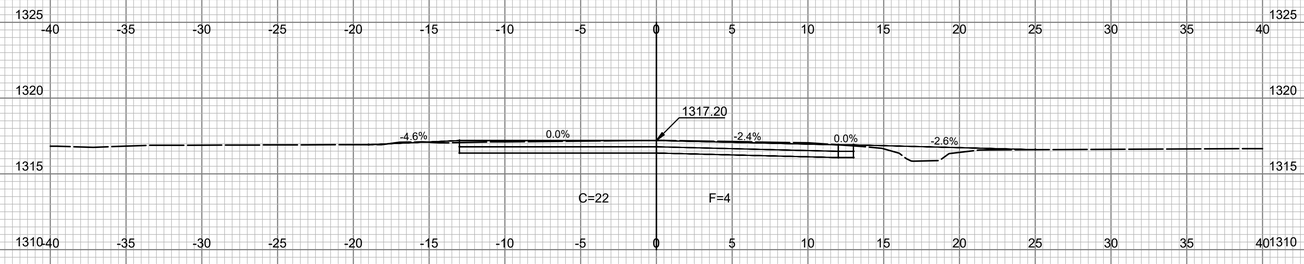

CL STAUFFER ST 300+80.00

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STAUFFER ST
CROSS SECTIONS (1)

39
39 OF 46

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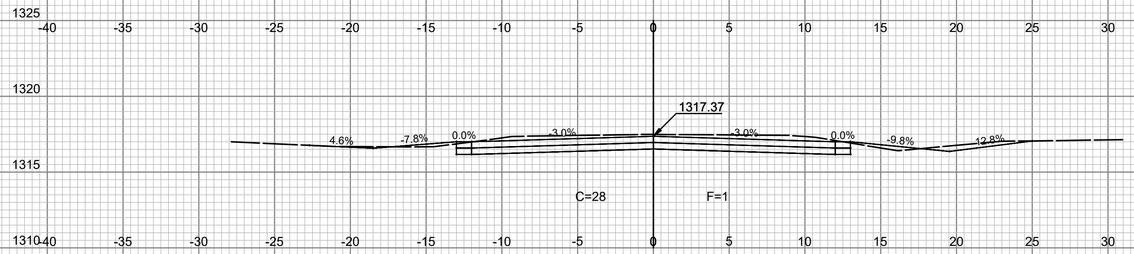
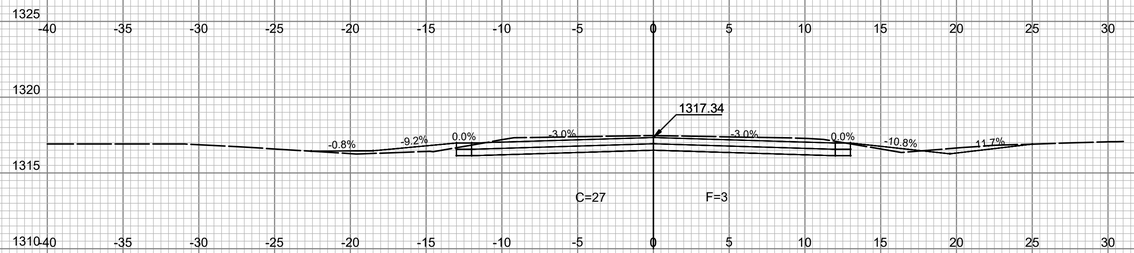


CL STAUFFER ST 302+50.00



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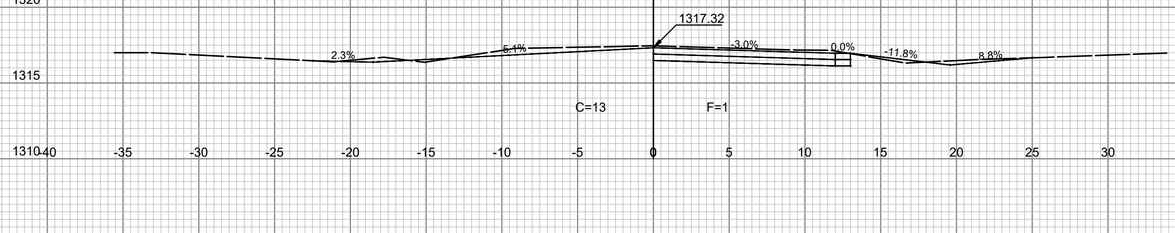

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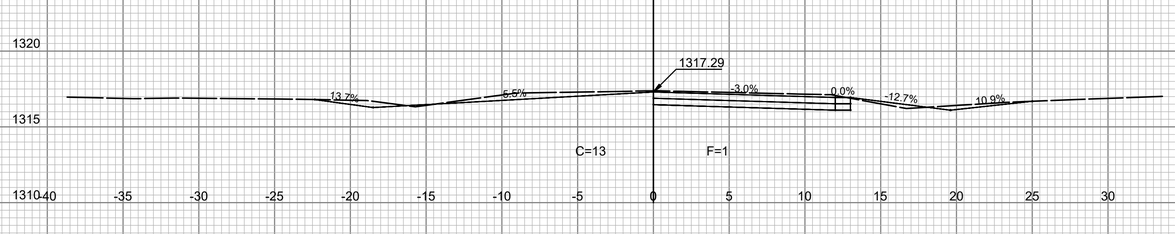

CL STAUFFER ST 301+75.00

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STAUFFER ST
CROSS SECTIONS (2)

40
40 OF 46

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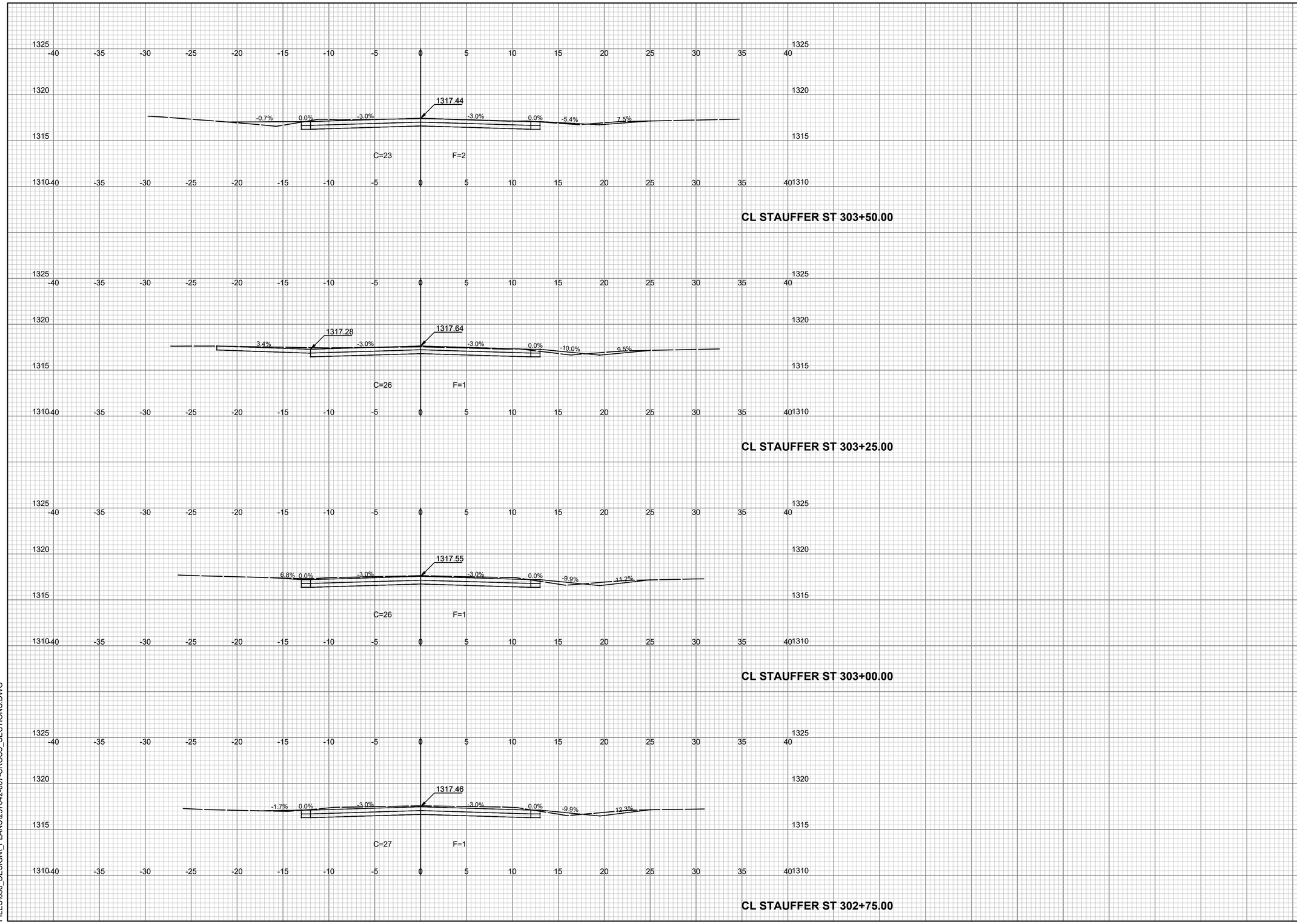

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CITY OF WICHITA

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27413
KANSAS
PROFESSIONAL ENGINEER

2026 DIRT STREETS

CITY OF WICHITA

Issue:

JOB NO.	257042-007
DATE	SEP 2026
PM	KMS
DESIGNED BY	KJK
DRAWN BY	BJH
CHECKED BY	LGP

STAUFFER ST
CROSS SECTIONS (3)

41
41 OF 46

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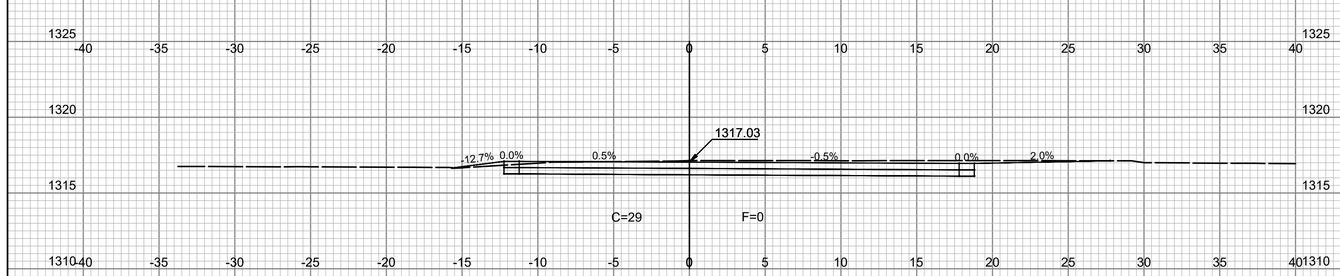
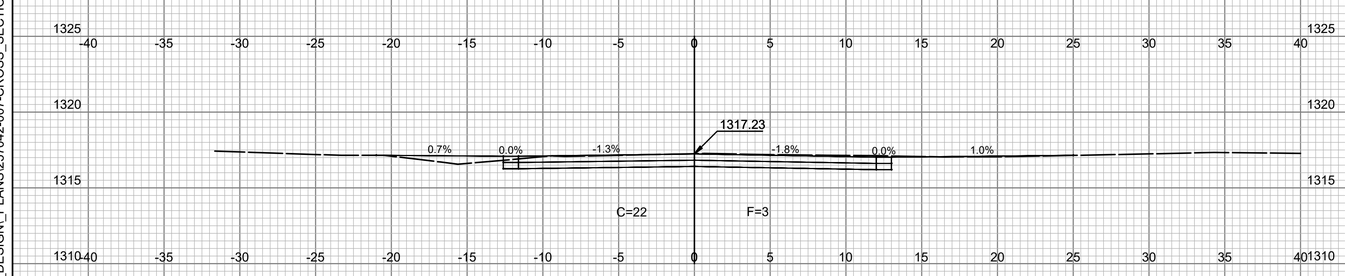


CL STAUFFER ST 304+00.00



CL STAUFFER ST 303+75.00

Total Volume Table

Station	Cut Area	Fill Area	Cut Vol	Fill Vol	Cum Cut Vol	Cum Fill Vol	Net Vol
300+80.00	21.54	4.26	0.00	0.00	0.00	0.00	0.00
300+95.00	17.55	1.31	10.86	1.55	10.86	1.55	9.31
301+25.00	12.92	1.06	16.93	1.32	27.79	2.86	24.92
301+50.00	13.36	0.88	12.17	0.90	39.95	3.76	36.20
301+75.00	13.31	0.84	12.35	0.79	52.30	4.55	47.75
302+00.00	12.70	0.89	12.04	0.80	64.35	5.35	58.99
302+25.00	27.23	2.98	18.49	1.79	82.83	7.15	75.69
302+50.00	28.44	1.37	25.77	2.01	108.61	9.16	99.45
302+75.00	27.07	1.21	25.70	1.19	134.31	10.35	123.96
303+00.00	26.11	1.03	24.62	1.04	158.93	11.39	147.54
303+25.00	26.30	1.12	24.26	0.99	183.19	12.38	170.82
303+50.00	23.09	2.41	22.87	1.63	206.06	14.01	192.05
303+75.00	21.52	2.83	20.65	2.43	226.71	16.44	210.27
304+00.00	29.09	0.49	23.43	1.54	250.15	17.98	232.17

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2026 DIRT STREETS

CITY OF WICHITA

Issue:

JOB NO.	257042-007
DATE	SEP 2026
PM	KMS
DESIGNED BY	KJK
DRAWN BY	BJH
CHECKED BY	LGP

STAUFFER ST
CROSS SECTIONS (4)

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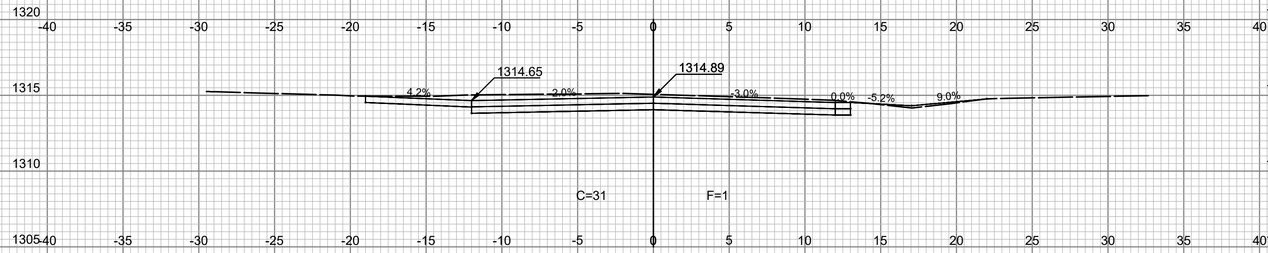
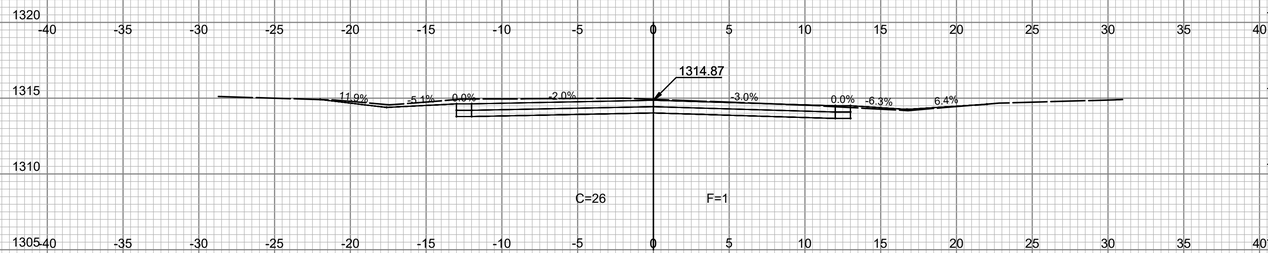


CL 27TH STREET 401+25.00



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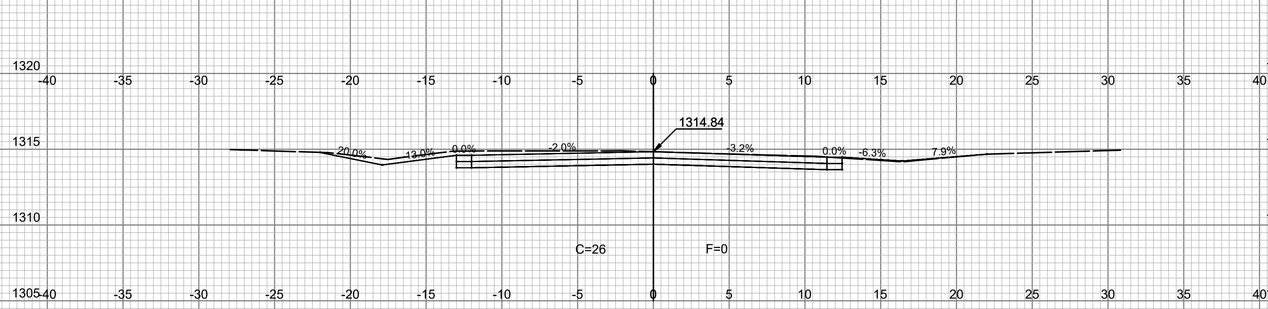

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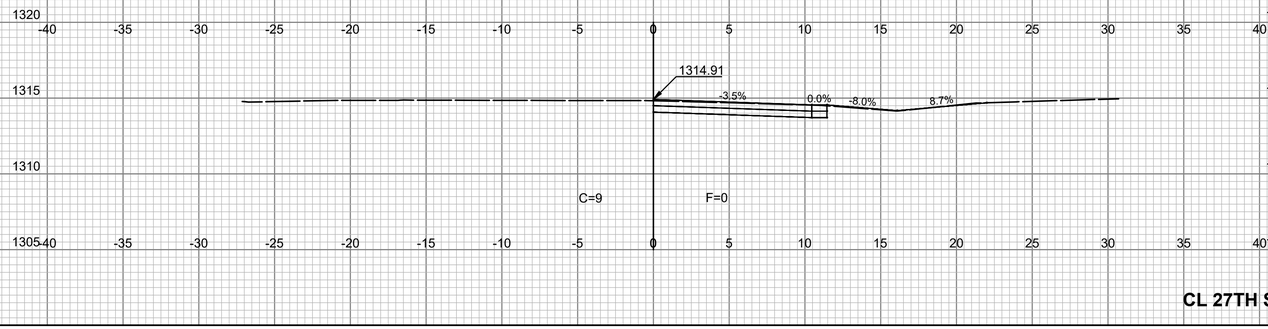

CL 27TH STREET 400+50.00

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CITY OF WICHITA

Issue:		

JOB NO.	257042-007
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PM	KMS
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27TH STREET
CROSS SECTIONS (1)

43
43 OF 46

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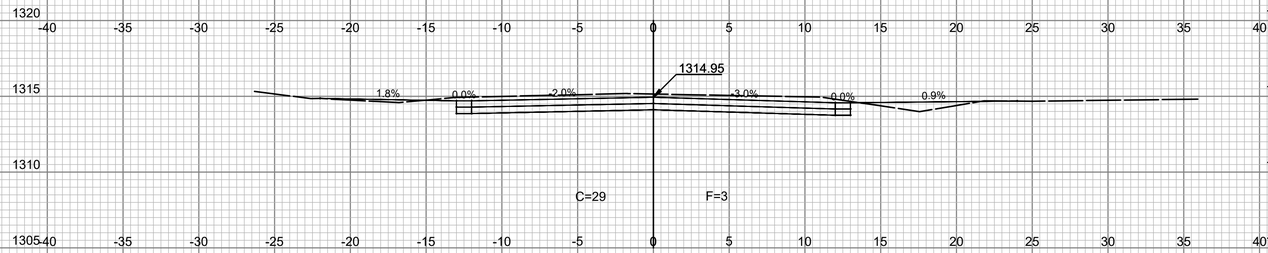

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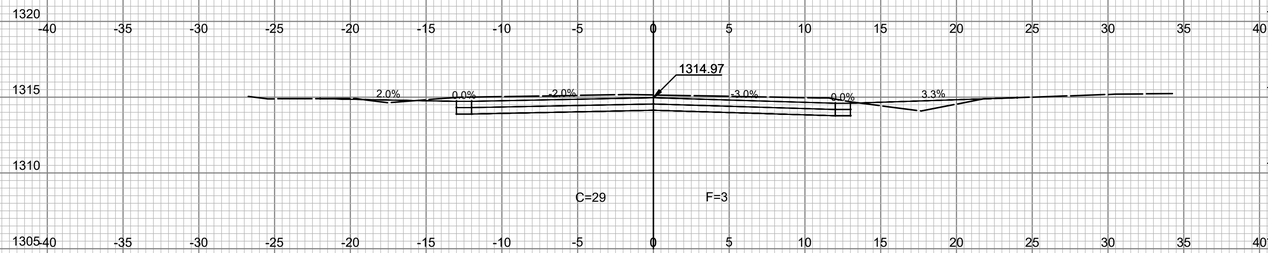

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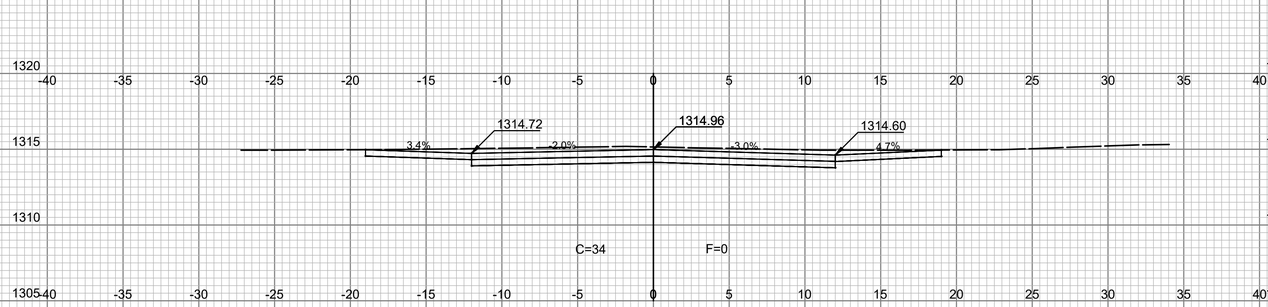

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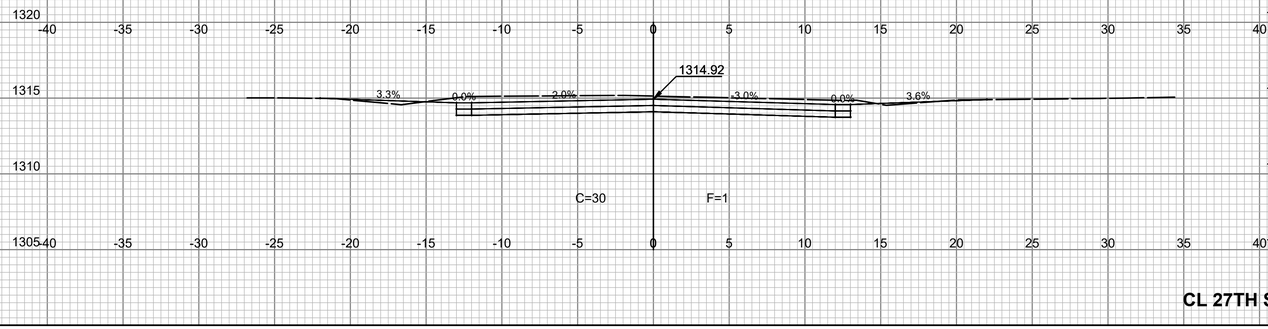

CL 27TH STREET 401+50.00

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27TH STREET
CROSS SECTIONS (2)

44
44 OF 46

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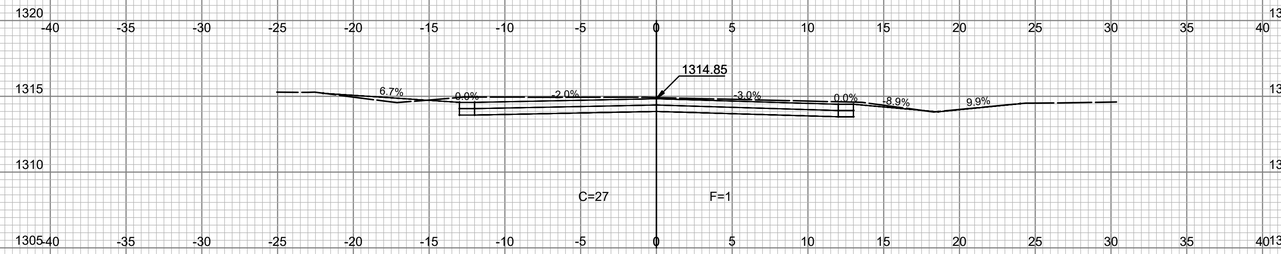

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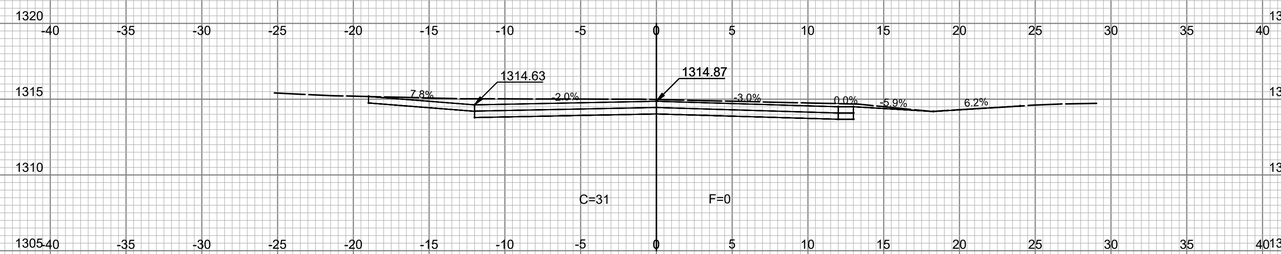

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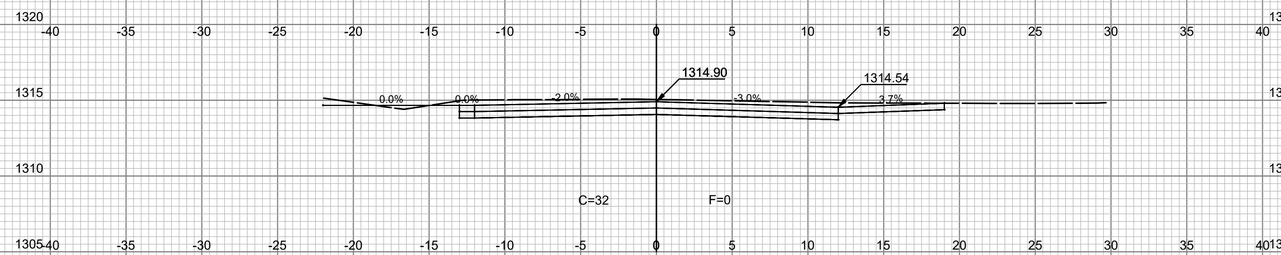

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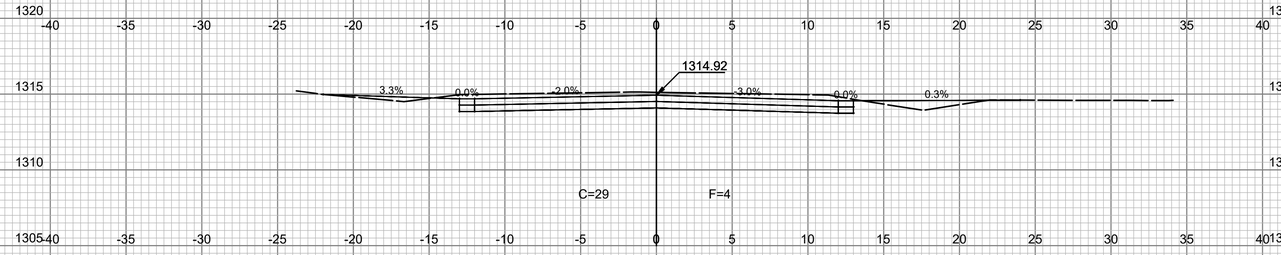

CL 27TH STREET 402+50.00

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27TH STREET
CROSS SECTIONS (3)

45
45 OF 46

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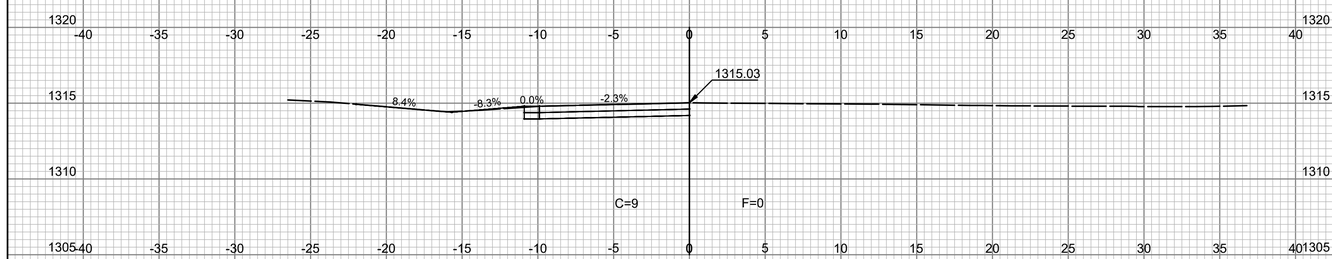

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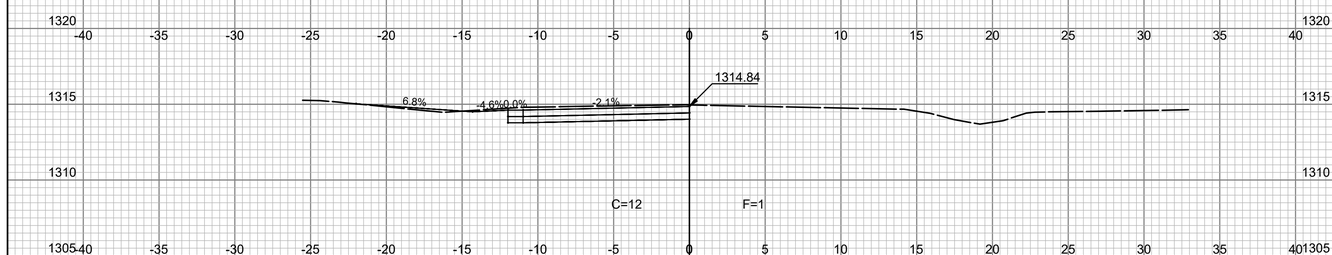

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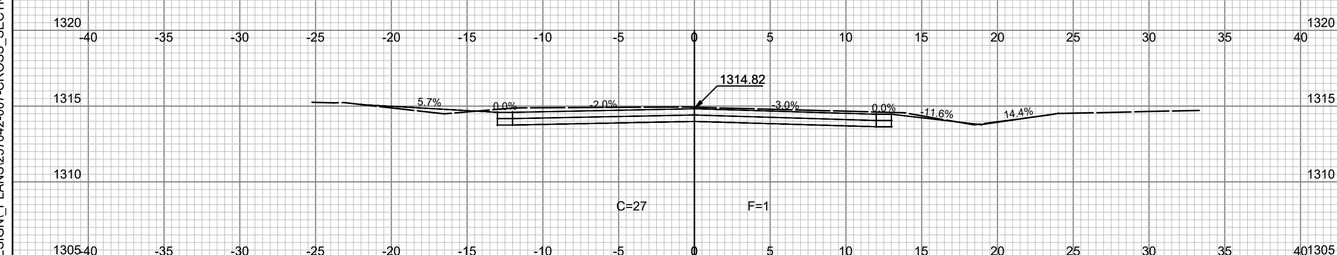

CL 27TH STREET 403+50.00

Total Volume Table

Station	Cut Area	Fill Area	Cut Vol	Fill Vol	Cum Cut Vol	Cum Fill Vol	Net Vol
400+50.00	9.12	0.24	0.00	0.00	0.00	0.00	0.00
400+75.00	25.95	0.39	16.24	0.29	16.24	0.29	15.95
401+00.00	26.37	0.60	24.22	0.46	40.46	0.75	39.71
401+25.00	30.70	0.62	26.42	0.57	66.88	1.32	65.56
401+50.00	30.09	0.93	28.14	0.72	95.02	2.04	92.98
401+85.00	34.18	0.00	41.66	0.60	136.68	2.64	134.04
402+00.00	28.65	3.10	17.45	0.86	154.13	3.50	150.63
402+25.00	28.81	3.20	26.60	2.92	180.73	6.42	174.31
402+50.00	28.80	3.81	26.67	3.25	207.41	9.67	197.74
402+75.00	32.07	0.48	28.18	1.99	235.59	11.65	223.94
403+00.00	30.88	0.01	29.15	0.23	264.74	11.88	252.86
403+25.00	27.05	1.02	26.82	0.47	291.56	12.36	279.20
403+50.00	26.56	1.19	24.82	1.02	316.38	13.38	303.00
403+75.00	12.11	0.59	17.90	0.83	334.28	14.21	320.07
404+00.00	9.07	0.15	9.80	0.34	344.08	14.55	329.54

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27TH STREET
CROSS SECTIONS (4)

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