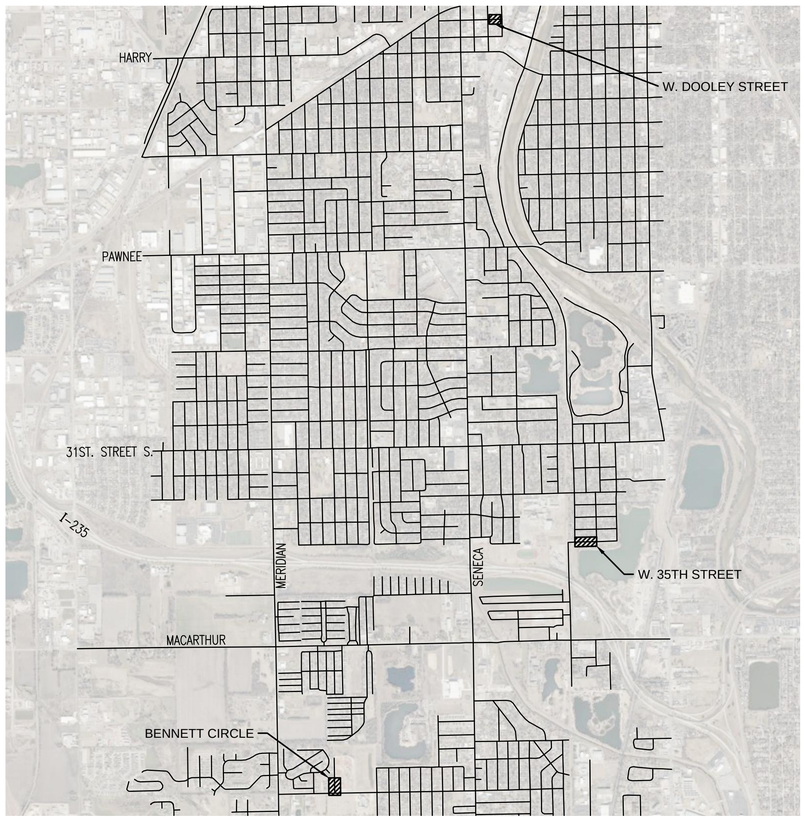
CITY OF WICHITA

PAUL GUNZELMAN - CITY ENGINEER

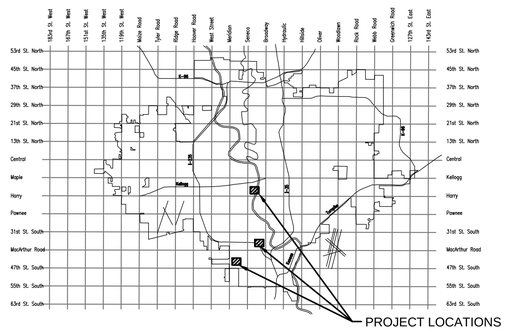
35TH ST, DOOLEY ST, BENNETT CR. PAVING IMPROVEMENTS

472-2024-085967 35TH STREET, WACO TO GOLD
472-2024-085968 DOOLEY STREET, OSAGE TO HANDLEY
472-2024-085970 BENNETT CIRCLE, EOP TO 45TH ST S
ORG CODE: 40109323
MUNIS: E3143

SHEET INDEX



LOCATION MAP



VICINITY MAP

FEBRUARY 2025

PEC
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303 SOUTH TOPEKA
WICHITA, KS 67202
316-262-2691 www.pec1.com

CITY OF WICHITA

LUKE PETER LICENSED 27713 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST, BENNETT CR. PAVING IMPROVEMENTS
CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:		

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

TITLE SHEET

C001
1 OF 32

SAVED 2/17/2025 7:57:15 AM BY LUKE.PETER
PLOTTED 2/17/2025 7:59:46 AM BY LUKE PETER
U:\WICHITA-CIVIL\2023\237042\003\PEC\DRAWINGS\237042-003-C001.DWG

BENCH MARKS

BM-205

ELEV: 1,277.98 (NAVD 88)

SQUARE CUT ON THE BACK-OF-CURB AT THE WEST END OF THE SOUTH CURB RETURN ON THE SOUTHWEST CORNER OF THE INTERSECTION OF W 45TH STREET S. AND BENNETT CIRCLE +/- 18.5' SOTH TO THE CENTERLIN OF W 45TH STREET S. +/- 33' EAST TO THE CENTERLINE OF BENNETT CIRCLE.

BM-206

ELEV: 1,279.78 (NAVD 88)

T-POST SET FLUSH WITH THE GROUND ON THE EAST SIDE OF BENNET CIRCLE AND SOUTH OF THE GATE TO SOUTHWEST BOYS CLUB SPORTS COMPLEX. +/- 2' NORTH TO THE SOUTH FACE OF THE EAST GATE POSTREET +/- 13' WEST TO THE CENTERLINE OF BENNETT CIRCLE.

HORIZONTAL CONTROL POINTS

CP-105

N: 1,658,398.4730 E: 1,640,973.5920

1/2" REBAR SET FLUSH WITH THE GROUND ON THE NORTHWEST CORNER OF THE INTERSECTION OF W 45TH STREET S AND BENNET CIRCLE

1. 28.5' WSW TO THE EAST FACE OF POWER POLE.
2. 34.44' S TO THE CENTERLINE OF W 45TH STREET S.
3. 19.35' E TO THE CENTERLINE OF BENNET CIRCLE.

CP-106

N: 1,658,682.3810 E: 1,641,009.3470

1/2" REBAR SET FLUSH WITH THE GROUND ON THE EAST SIDE OF BENNET CIRCLE

1. 6.44' E TO THE THE NORTH-SOUTH CHAIN-LINK FENCE.
2. 20.35' W TO THE CENTERLINE OF BENNETT CIRCLE.
3. 56.33' NNW TO THE SOUTH FACE OF THE EAST GATE POST.

CONTROL SUMMARY

HORIZONTAL DATUM/COORDINATE SYSTEM: NAD 83 (2011)

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=0.99989108

GRID TO GROUND=1.0001089309

DISTANCE UNITS: US SURVEY FEET

COORDINATE SYSTEM ORIGIN: COUNTY CONTROL

VERTICAL DATUM ORIGIN: COUNTY CONTROL

UTILITY LOCATE NOTE:

DIGSAFE

TICKET NUMBERS:

TICKET NO: 23685792	ORIGINAL CALL DATE: 12/20/23 09:31 AM
TICKET NO: 23685759	ORIGINAL CALL DATE: 12/20/23 09:24 AM
TICKET NO: 23685858	ORIGINAL CALL DATE: 12/20/23 09:48 AM
TICKET NO: 23685844	ORIGINAL CALL DATE: 12/20/23 09:39 AM

MEMBERS NOTIFIED (PHONE NUMBER):

WICHITA WATER (316-268-4555)

WICHITA PUBLIC SCH (316-973-2267)

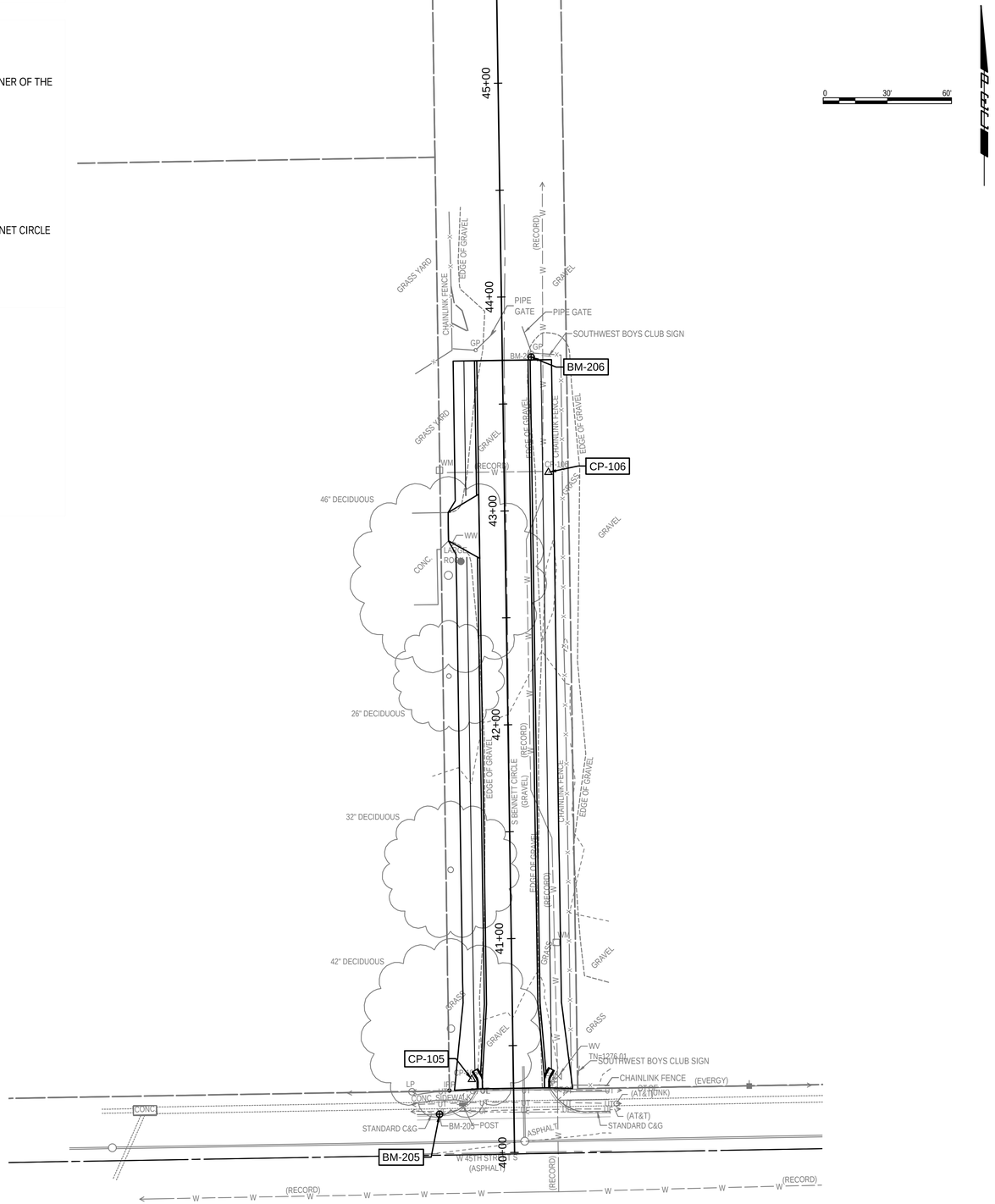
KANSAS GAS SERVICE (800-794-4780)

EVERGY (785-249-1948)

COX COMMUNICATIONS (800-778-9140)

BLACK HILLS ENERGY (800-778-9140)

ATT DISTRIBUTION (800-778-9140)



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CITY OF WICHITA

LUKE PETER LICENSED 21713 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST, BENNETT CR. PAVING IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:		

JOB NO.	237042-003
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PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

CONTROLS AND KEY MAP - BENNETT CIRCLE

C002
2 OF 32

SAVED 8/2/2024 9:03:38 AM BY LUKE.PETER
PLOTTED 2/17/2025 8:00:20 AM BY LUKE PETER
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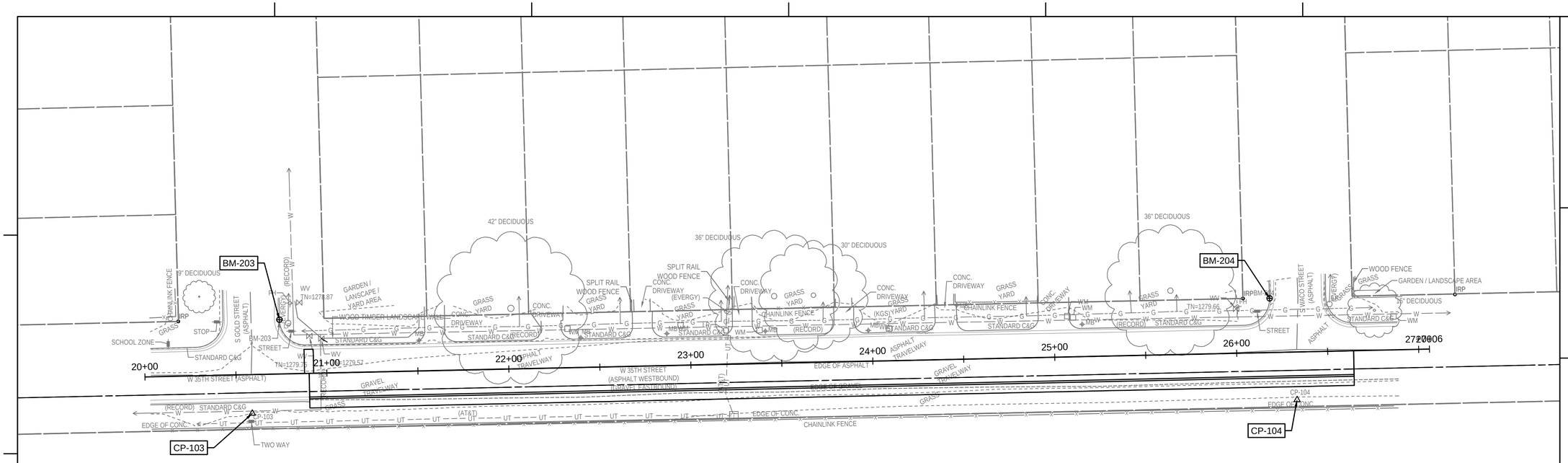

BENCH MARKS

BM-203

ELEV: 1,282.08 (NAVD 88)

SQUARE CUT ON THE NORTH END OF THE CURB RETURN ON THE NORTHEAST CORNER OF THE INTERSECTION OF W 35TH STREET S. AND S GOLD STREET +/- 15.5' WEST TO THE CENTERLINE OF S GOLD STREET +/- 29' SOUTH TO THE CENTERLINE OF W 35TH STREET S.

BM-204

ELEV: 1,282.51 (NAVD 88)

SQUARE CUT ON THE NORTH END OF THE CURB RETURN ON THE NORTHWEST CORNER OF THE INTERSECTION OF W 35TH STREET S. AND S WACO STREET +/- 15.5' EAST TO THE CENTERLINE OF S WACO STREET +/- 30' SOUTH TO THE CENTERLINE OF W 35TH STREET S.

HORIZONTAL CONTROL POINTS

CP-103

N: 1,665,087.4590 E: 1,647,448.0830

1/2" REBAR SET FLUSH WITH THE GROUND ON THE SOUTH SIDE OF W 35TH STREET S

1. 0' E TO THE CENTERLINE OF S GOLD STREET EXTENDED SOUTH
2. 5.86' N TO THE4 SOUTH BACK-OF-CURB LINE ALONG W 35TH STREET S
3. 4.41' SSW TO THE BASE OF THE SIGN POST

CP-104

N: 1,665,094.8710 E: 1,648,022.1010

1/2" REBAR SET FLUSH WITH THE GROUND ON THE SOUTH SIDE OF W 35TH STREET S

1. 0' E TO THE CENTERLINE OF S WACO STREET EXTENDED SOUTH.
2. 5.5' S TO THE EAST-WEST CHAINLINK FENCE LINE.
3. 53.36' NW TO THE BASE OF THE STREET SIGN POST.

CONTROL SUMMARY

HORIZONTAL DATUM/COORDINATE SYSTEM: NAD 83 (2011)

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=0.99989108

GRID TO GROUND=1.0001089309

DISTANCE UNITS: US SURVEY FEET

COORDINATE SYSTEM ORIGIN: COUNTY CONTROL

VERTICAL DATUM ORIGIN: COUNTY CONTROL

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BLACK HILLS ENERGY (800-778-9140)

ATT DISTRIBUTION (800-778-9140)

0 30' 60'

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35TH ST, DOOLEY ST, 44TH ST, BENNETT CR. PAVING IMPROVEMENTS

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SEDGWICK COUNTY, KANSAS

Issue:		

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

CONTROLS AND KEY MAP - 35TH STREET

C004

3 OF 32

SAVED 8/2/2024 9:03:38 AM BY LUKE.PETER
PLOTTED 2/17/2025 8:00:32 AM BY LUKE PETER
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CONTROL SUMMARY

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VERTICAL DATUM: NAVD 88

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EASTING: 0

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GRID TO GROUND=1.0001089309

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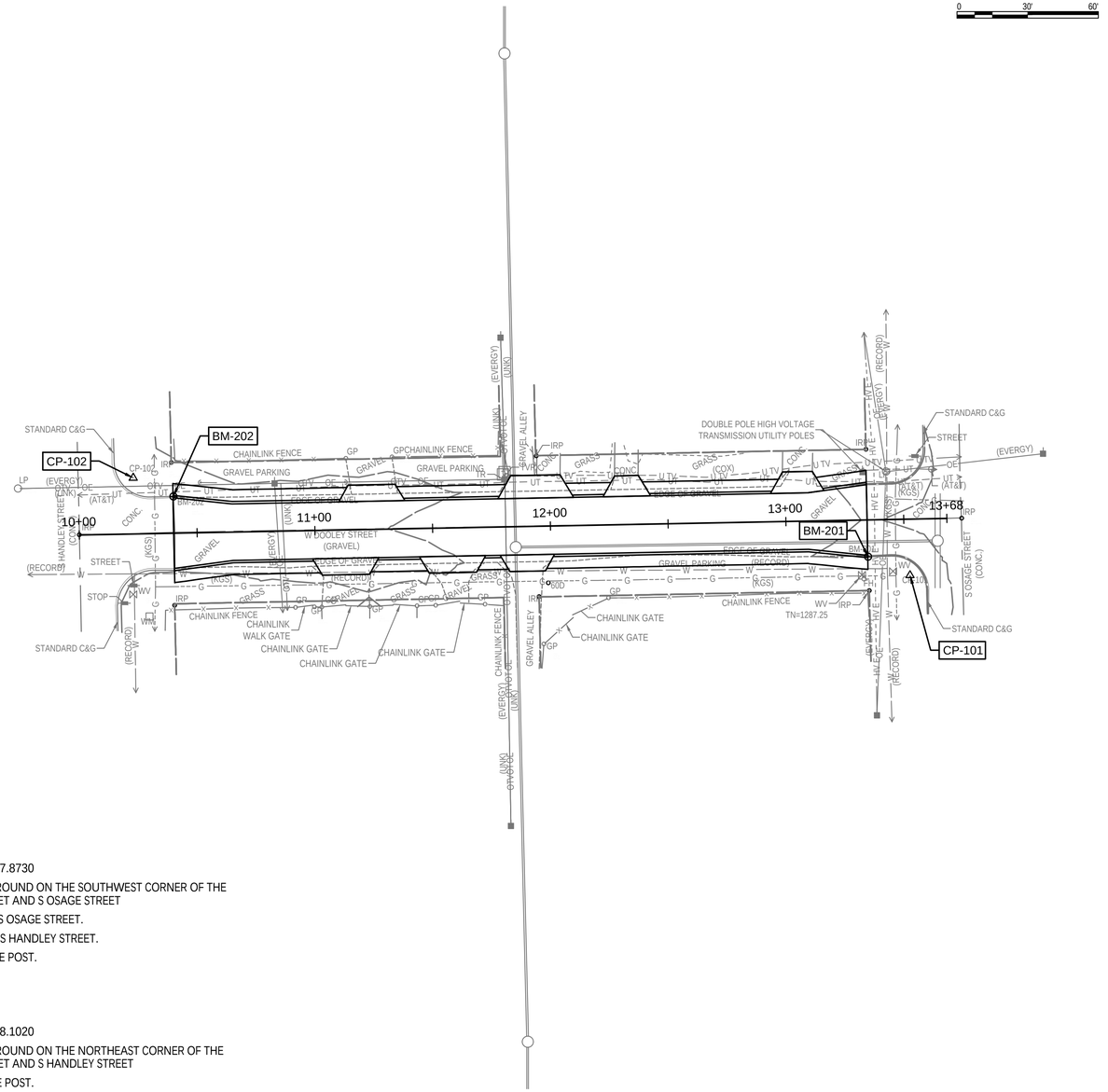

BENCH MARKS

BM-201

ELEV: 1,290.27 (NAVD 88)

SQUARE CUT ON THE TOP OF THE CURB AT THE WEST END OF THE SOUTH BACK-OF-CURB ON THE SOUTHWEST CORNER OF THE INTERSECTION OF W DOOLEY STREET AND S OSAGE STREET +/- 15.5' NORTH TO THE CENTERLINE OF W DOOLEY STREET +/- 40' EAST TO THE CENTERLINE OF S OSAGE STREET.

BM-202

ELEV: 1,289.88 (NAVD 88)

SQUARE CUT ON THE TOP OF THE CURB AT THE EAST END OF THE NORTH BACK-OF-CURB ON THE NORTHEAST CORNER OF THE INTERSECTION OF W DOOLEY STREET AND S HANDLEY STREET +/- 15.5' NORTH TO THE CENTERLINE OF W DOOLEY STREET +/- 40' WEST TO THE CENTERLINE OF S HANDLEY STREET.

HORIZONTAL CONTROL POINTS

CP-101

N: 1,679,125.0300 E: 1,645,457.8730

1/2 REBAR SET FLUSH WITH THE GROUND ON THE SOUTHWEST CORNER OF THE INTERSECTION OF W DOOLEY STREET AND S OSAGE STREET

1. 22.45' E TO THE CENTERLINE OF S OSAGE STREET.
2. 23.76' N TO THE CENTERLINE OF S HANDLEY STREET.
3. 19.45' SW TO THE CORNER FENCE POST.

CP-102

N: 1,679,166.4390 E: 1,645,128.1020

1/2 REBAR SET FLUSH WITH THE GROUND ON THE NORTHEAST CORNER OF THE INTERSECTION OF W DOOLEY STREET AND S HANDLEY STREET

1. 19.05' NE TO THE CORNER FENCE POST.
2. 23.24' W TO THE CENTERLINE OF S HANDLEY STREET.
3. 23.76' S TO THE CENTERLINE OF W DOOLEY STREET.

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35TH ST, DOOLEY ST, 44TH ST,
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IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:		

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DESIGNED BY	LGP
DRAWN BY	BJH
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CONTROLS AND KEY MAP - DOOLEY STREET

C005
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SAVED 8/2/2024 9:03:38 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

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GENERAL NOTES

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5 OF 32

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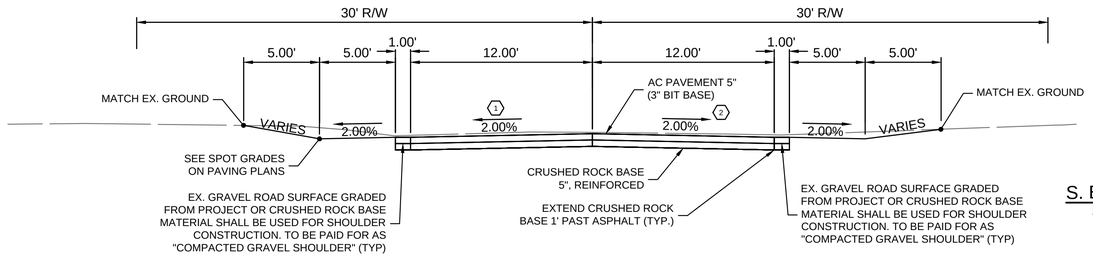
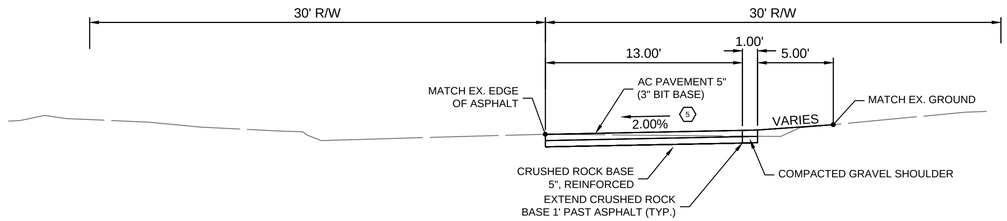


S. BENNETT CIRCLE
STA. 40+70 to 43+50

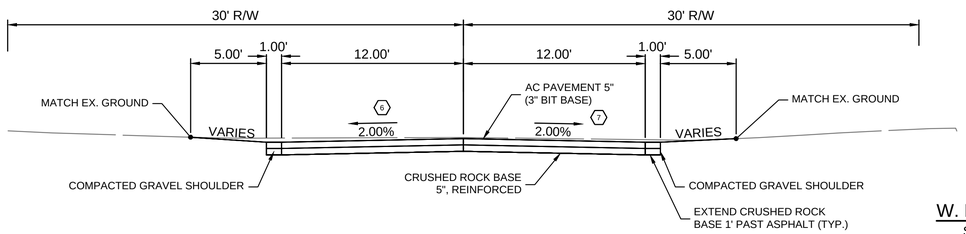
EARTHWORK SUMMARY (C.Y.)		
	Excavation	Compacted Fill (95%) **
BENNETT CIRCLE	334	0
35TH STREET	196	25
DOOLEY STREET	291	0

**FOR INFORMATION ONLY - NOT A PAY ITEM.
NO SHRINKAGE FACTOR HAS BEEN APPLIED.

THE QUANTITIES SHOWN FOR "EXCAVATION" ARE MEASURED FROM THE ORIGINAL GROUND LINE TO THE FINISHED SUBGRADE LINE (WITHIN R/W) OR FINISHED GROUND LINE AS SHOWN ON THE CROSS SECTIONS.



W. 35TH STREET
STA. 21+25 to 26+25



W. DOOLEY STREET
STA. 10+65 to 13+10

1. TRANSITION FROM -1.20% TO -2.00% FROM STA. 40+29.99 TO 40+69.50
TRANSITION FROM -2.00% TO 1.30% FROM STA. 43+50.00 TO 43+70.41

2. TRANSITION FROM -1.70% TO -2.00% FROM STA. 40+29.99 TO 40+69.50
TRANSITION FROM -2.00% TO -1.40% FROM STA. 43+50.00 TO 43+70.41

5. TRANSITION FROM 0.90% TO 2.00% FROM STA. 20+90.26 TO 21+25.00
TRANSITION FROM 2.00% TO 0.00% FROM STA. 26+25.00 TO 26+64.22

6. TRANSITION FROM 0.10% TO -2.00% FROM STA. 10+40.08 TO 10+65.00
TRANSITION FROM -2.00% TO -1.90% FROM STA. 13+10.00 TO 13+34.43

7. TRANSITION FROM -0.50% TO -2.00% FROM STA. 10+40.08 TO 10+65.00
TRANSITION FROM -2.00% TO -1.30% FROM STA. 13+10.00 TO 13+34.43

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CITY OF WICHITA

LUKE PETER LICENSED 2-17-13 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST,
BENNETT CR. PAVING
IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:		

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

TYPICAL SECTIONS

CP002
6 OF 32

SAVED 2/17/2025 7:47:46 AM BY LUKE.PETER
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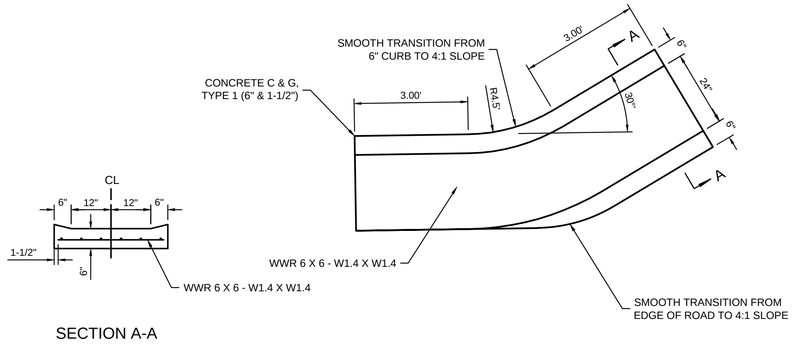
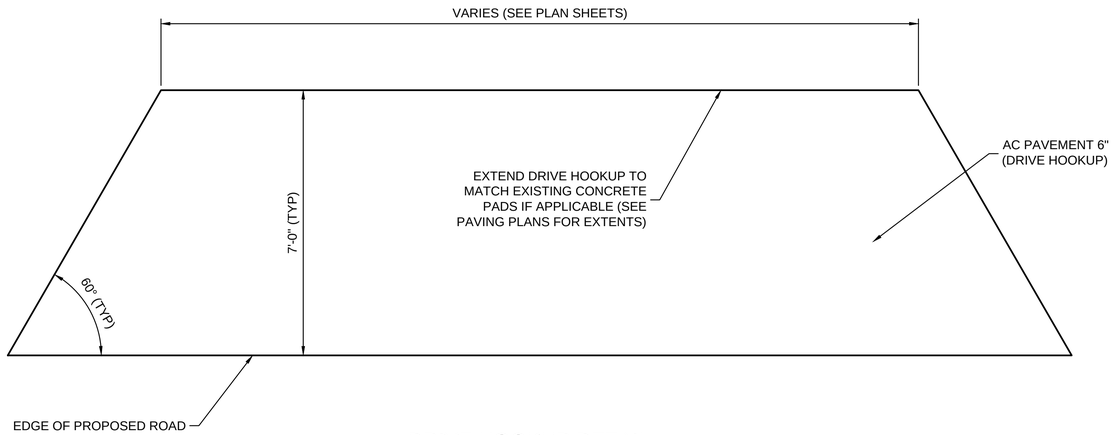


SECTION A-A

CONCRETE FLUME DETAIL



DRIVE HOOKUP DETAIL

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WICHITA, KS 67202
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CITY OF WICHITA

LUKE PETER LICENSED 21713 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST,
BENNETT CR. PAVING
IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

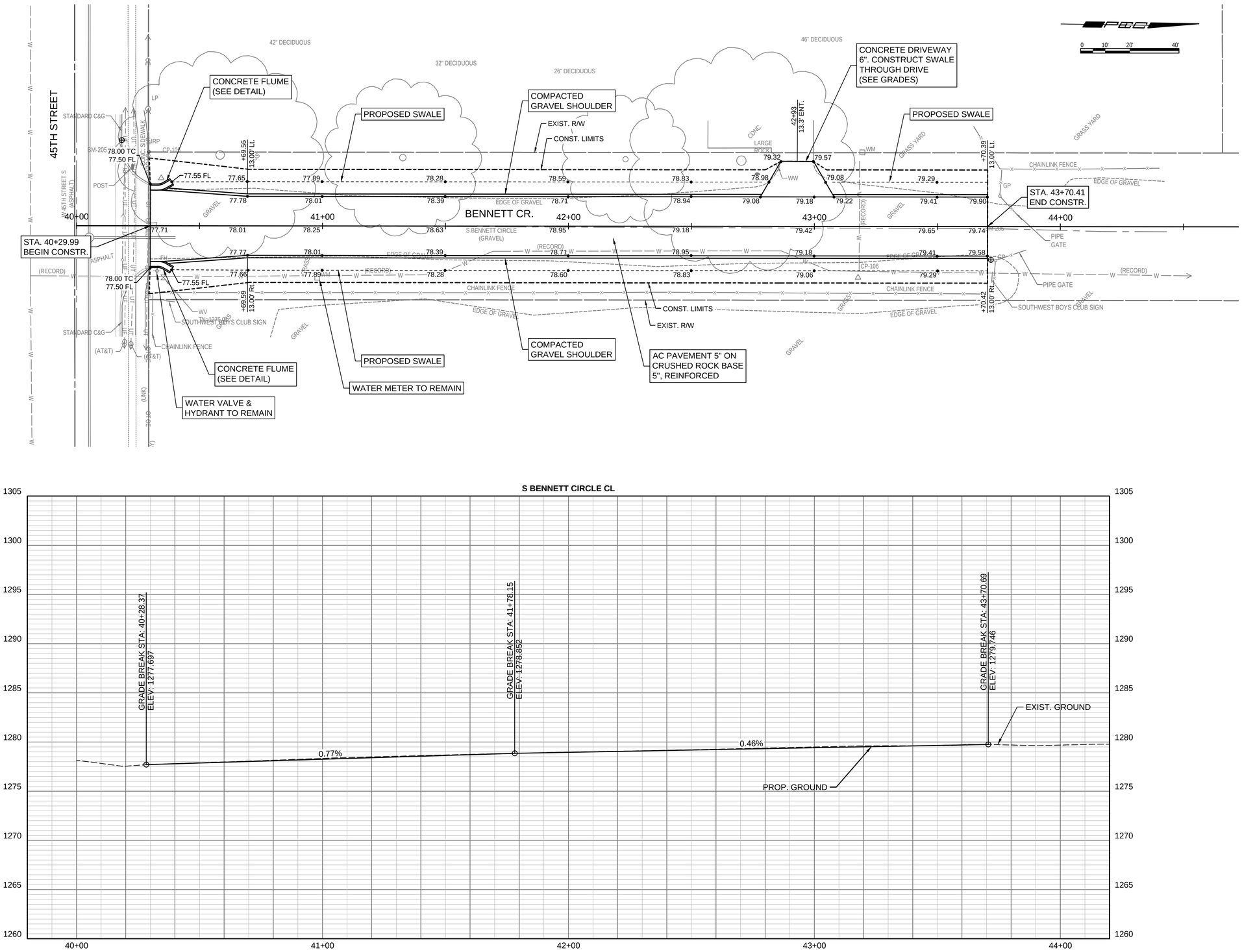
Issue:		

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

PAVING DETAILS

CP003
7 OF 32

SAVED 2/17/2025 7:48:30 AM BY LUKE.PETER
PLOTTED 2/17/2025 8:01:22 AM BY LUKE PETER
U:\WICHITA-CIVIL\2023\237042\003\PEC\DRAWINGS\237042-003-CP101.DWG



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CITY OF WICHITA

LUKE PETER LICENSED 27713 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST,
BENNETT CR. PAVING
IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:		

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

PLAN & PROFILE - S. BENNETT CIRCLE

CP101
8 OF 32

SAVED 2/17/2025 7:48:30 AM BY LUKE.PETER
PLOTTED 2/17/2025 8:01:24 AM BY LUKE PETER
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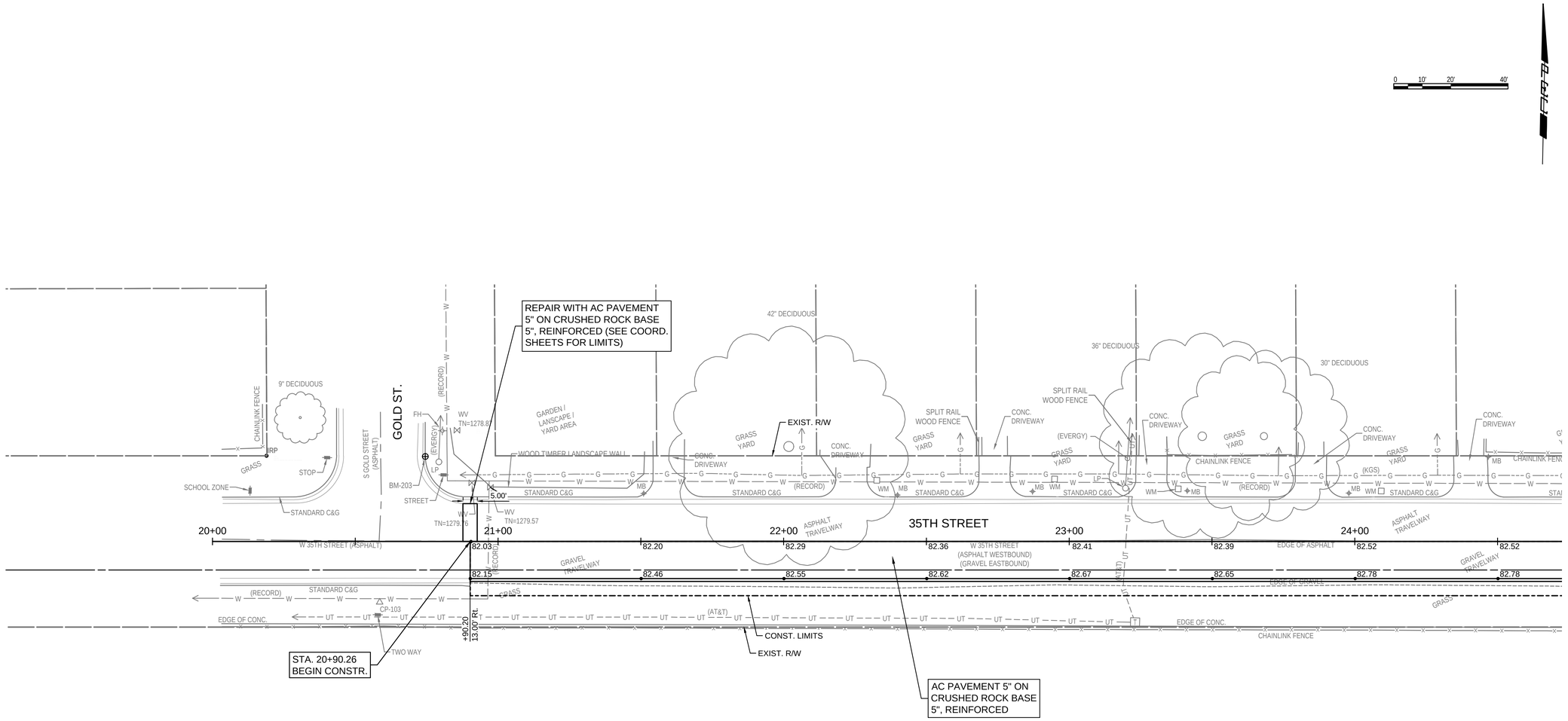

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CITY OF WICHITA

LUKE PETER LICENSED 27713 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST, BENNETT CR. PAVING IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:		

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
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PLAN & PROFILE - W. 35TH STREET

CP102
9 OF 32

SAVED 2/17/2025 7:48:30 AM BY LUKE.PETER
PLOTTED 2/17/2025 8:01:25 AM BY LUKE PETER
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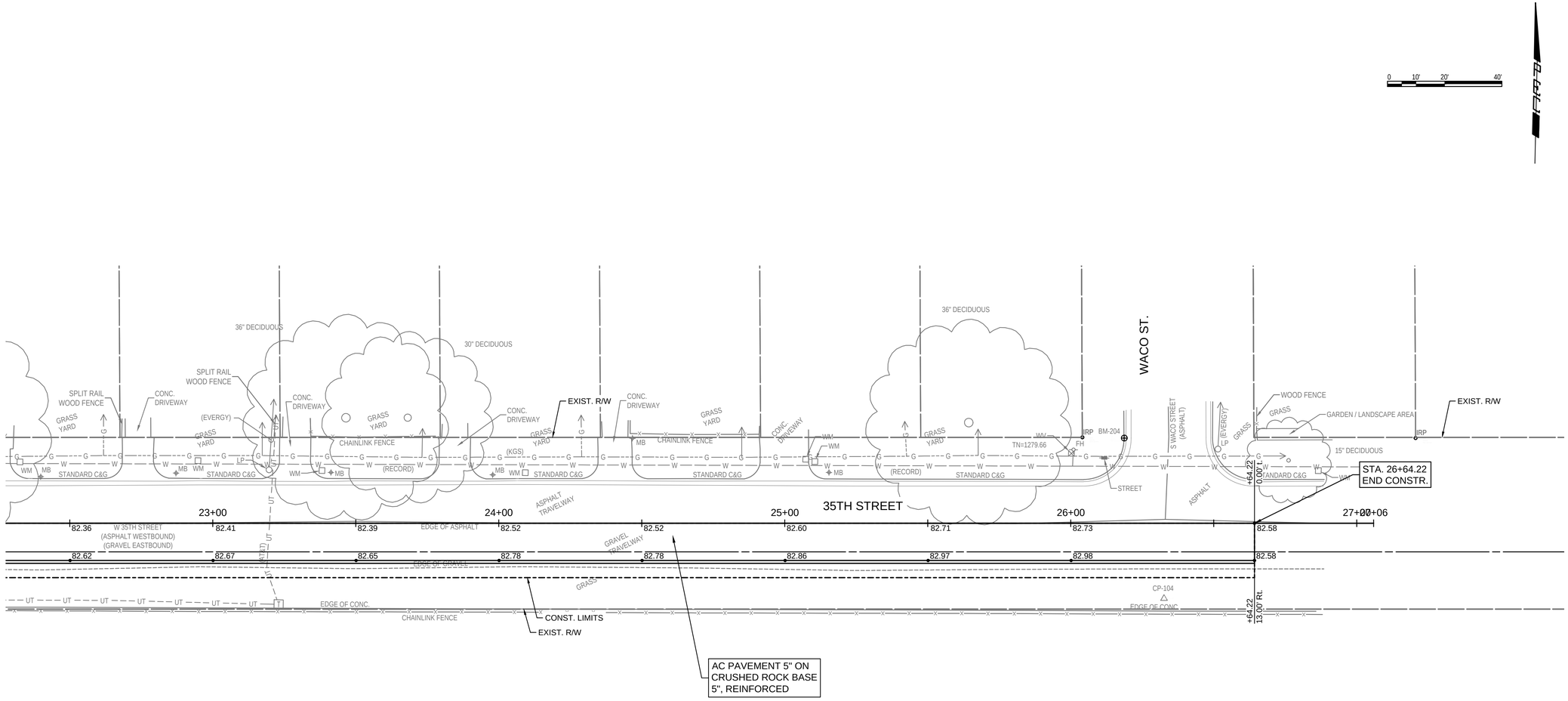

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PLOTTED 2/17/2025 8:01:26 AM BY LUKE PETER
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CITY OF WICHITA

LUKE PETER LICENSED 27713 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST, BENNETT CR. PAVING IMPROVEMENTS

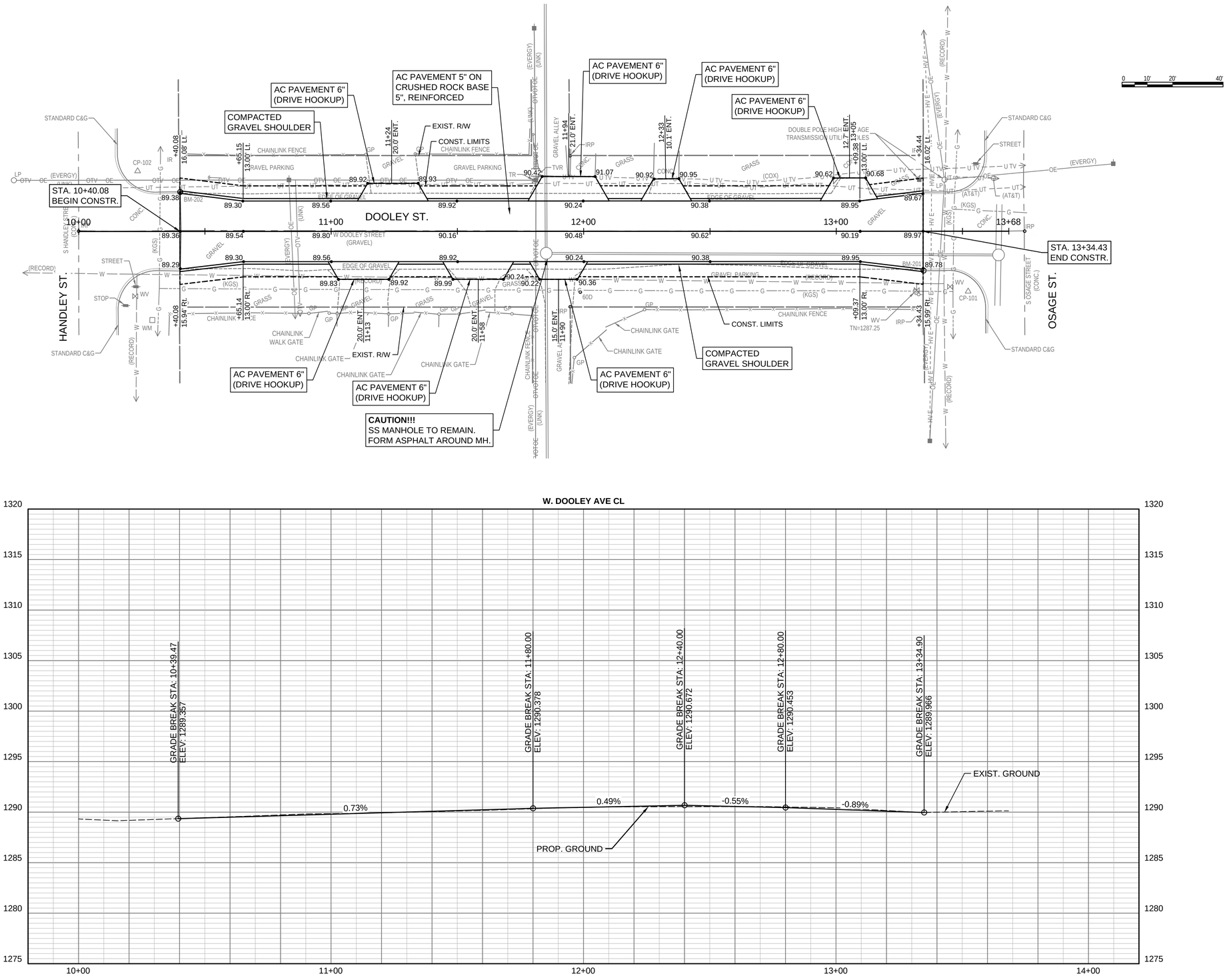
CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:		

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

PLAN & PROFILE - W. 35TH STREET

CP103
10 OF 32



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CITY OF WICHITA

LUKE PETER LICENSED 21713 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST,
BENNETT CR. PAVING
IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

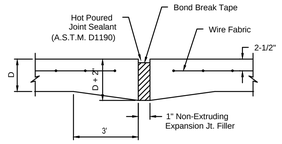
Issue:		

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

PLAN & PROFILE - W. DOOLEY STREET

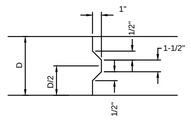
CP104
11 OF 32

SAVED 2/17/2025 7:48:30 AM BY LUKE.PETER
PLOTTED 2/17/2025 8:01:28 AM BY LUKE PETER
U:\WICHITA-CIVIL\2023\237042\003\PEC\DRAWINGS\237042-003-CP101.DWG

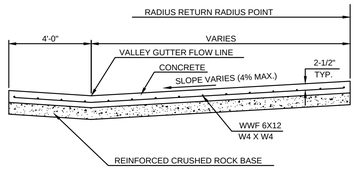


EXPANSION JOINT

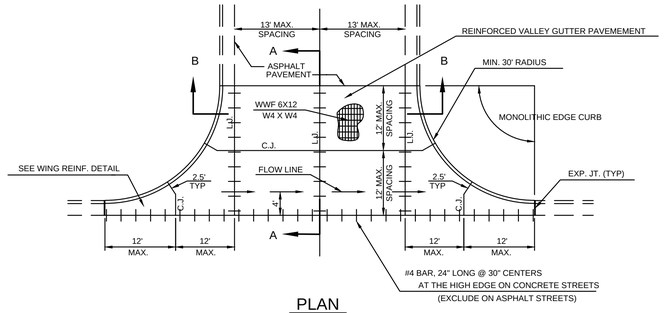
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement



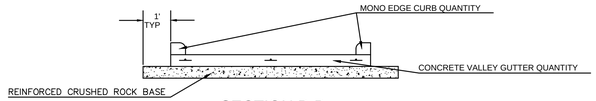
KEYWAY DETAIL



SECTION A-A

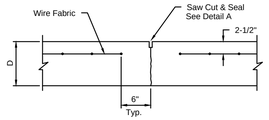


PLAN

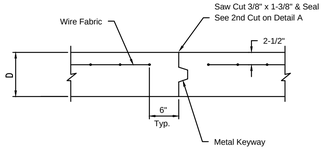


SECTION B-B

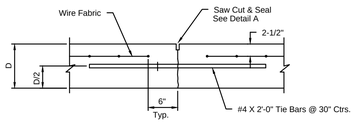
REINFORCED VALLEY GUTTER DETAIL



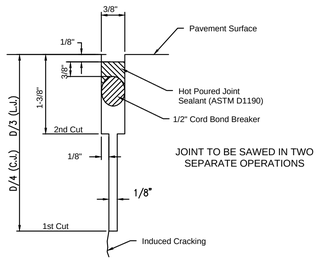
CONTRACTION JOINT DETAIL (C.J.)



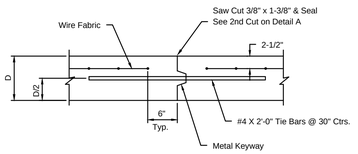
OPTIONAL CONTRACTION JOINT



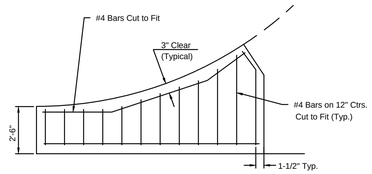
LONGITUDINAL JOINT DETAIL (L.J.)



SAW JOINT DETAIL
(DETAIL A)



OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)



WING REINFORCING DETAIL

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

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

VALLEY GUTTER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
___-_____	_____	

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

SHEET
_ of _

PV-109

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CITY OF WICHITA

LUKE PETER LICENSED 21713 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST,
BENNETT CR. PAVING
IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:		

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
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VALLEY GUTTER DETAIL

CP151
12 OF 32

Saved: 02-17-2025 7:48:32 AM By: LUKE.PETER
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U:\WICHITA-CIVIL\2023\237042\003\PEC\DRAWINGS\237042-003-CP151.DWG

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PLOTTED 2/17/2025 8:01:39 AM BY LUKE PETER
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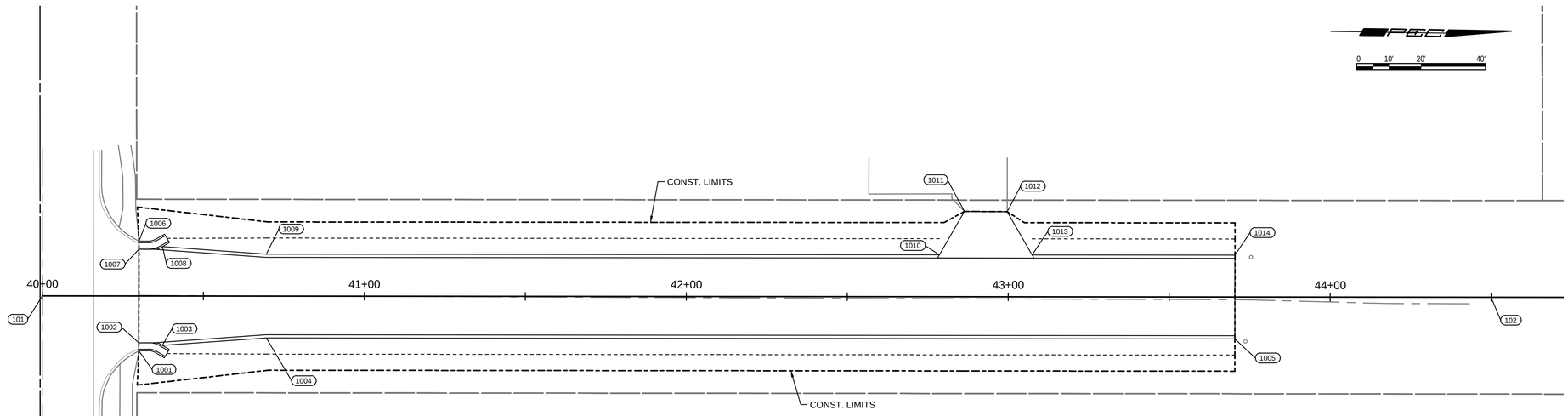

0 10' 20' 40'

COORDINATE LIST		
POINT	NORTHING	EASTING
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102	1,658,814.2897	1,640,986.5775
1001	1,658,394.5966	1,641,010.0402
1002	1,658,394.5581	1,641,007.5405
1003	1,658,401.8701	1,641,008.2509
1004	1,658,434.0944	1,641,005.4317
1005	1,658,734.9182	1,641,000.8008
1006	1,658,394.0732	1,640,976.0443
1007	1,658,394.1117	1,640,978.5440
1008	1,658,401.3982	1,640,977.6090
1009	1,658,433.6700	1,640,979.4352
1010	1,658,642.7104	1,640,976.2172
1011	1,658,650.2880	1,640,962.6100
1012	1,658,663.5417	1,640,962.4820
1013	1,658,671.4924	1,640,975.7741
1014	1,658,734.4938	1,640,974.8043

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CITY OF WICHITA

LUKE PETER LICENSED 2-7-13 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST,
BENNETT CR. PAVING
IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

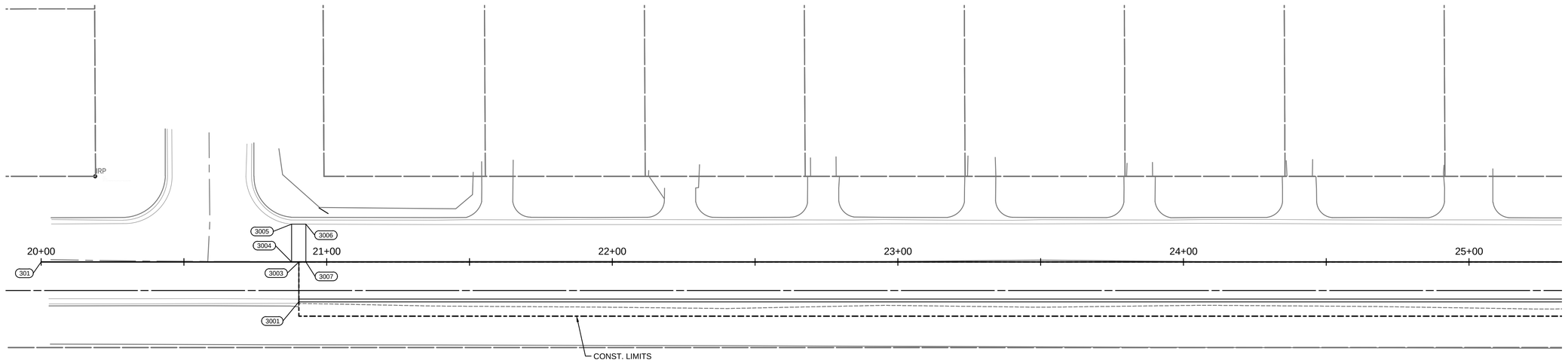
Issue:		

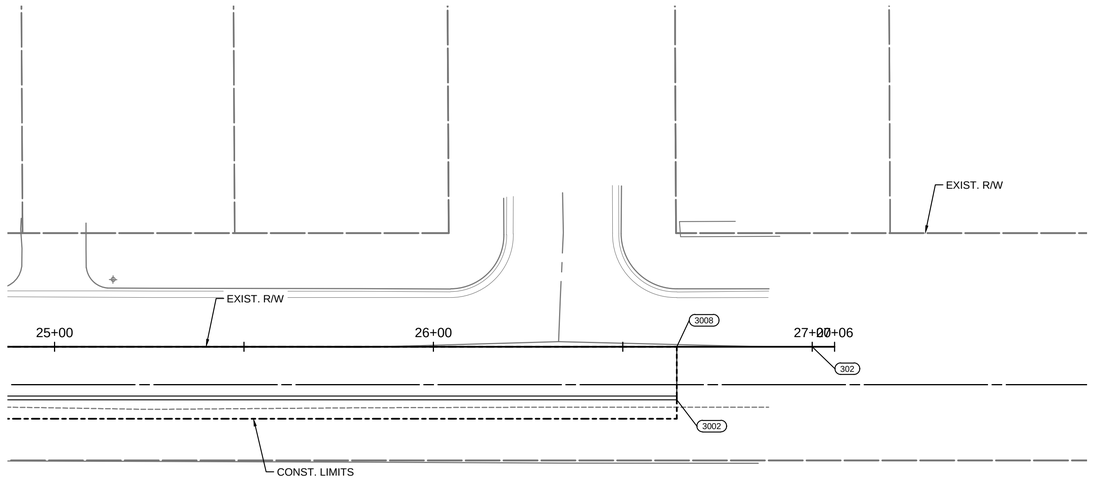
JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

COORDINATE GEOMETRY
PLAN - BENNETT CIRCLE

CP201
13 OF 32

SAVED 2/17/2025 7:48:45 AM BY LUKE.PETER
PLOTTED 2/17/2025 8:01:58 AM BY LUKE PETER
U:\WICHITA-CIVIL\2023\237042\003\PEC\DRAWINGS\237042-003-CP201.DWG





COORDINATE LIST		
POINT	NORTHING	EASTING
301	1,665,107.4865	1,647,389.0706
302	1,665,122.5868	1,648,088.9077
3001	1,665,095.4353	1,647,479.5423
3002	1,665,107.8183	1,648,053.4418
3003	1,665,109.4335	1,647,479.3082
3004	1,665,109.3788	1,647,476.7736
3005	1,665,122.6130	1,647,476.4880
3006	1,665,122.7086	1,647,481.4871
3007	1,665,109.4867	1,647,481.7724
3008	1,665,121.8150	1,648,053.1398

0 10' 20' 40'

PLOTTED

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CITY OF WICHITA

LUKE PETER LICENSED 21713 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST, BENNETT CR. PAVING IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:		

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

COORDINATE GEOMETRY PLAN - W. 35TH STREET

CP202
14 OF 32

SAVED 2/17/2025 7:48:45 AM BY LUKE.PETER
PLOTTED 2/17/2025 8:01:59 AM BY LUKE PETER
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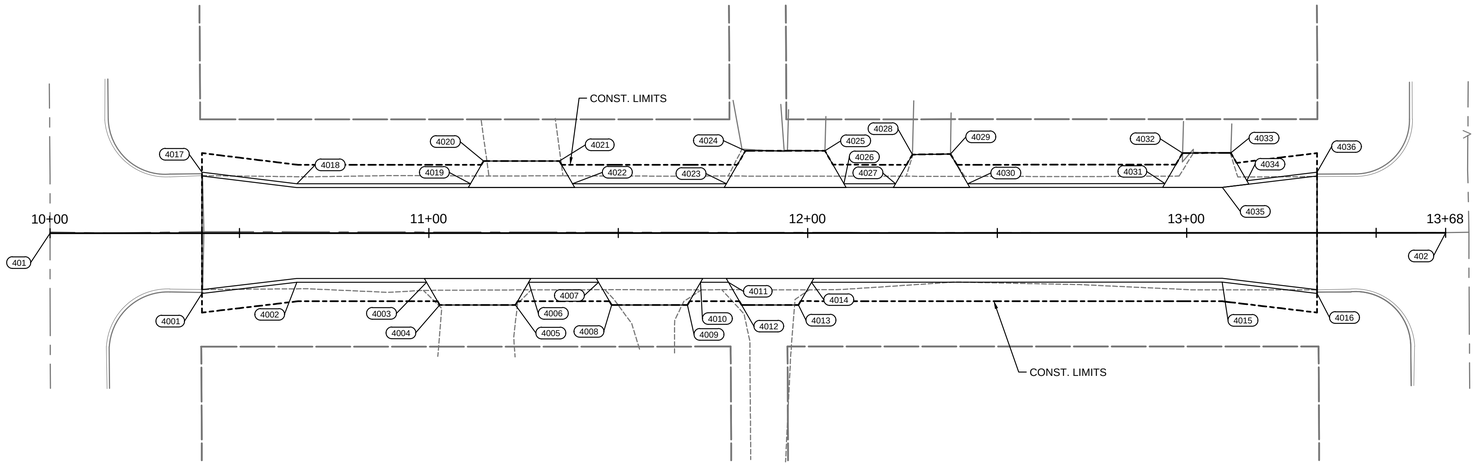

0 10' 20' 40'

COORDINATE LIST		
POINT	NORTHING	EASTING
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402	1,679,149.1518	1,645,473.4927
4001	1,679,126.9518	1,645,145.5813
4002	1,679,130.3681	1,645,170.5798
4003	1,679,131.0216	1,645,204.8208
4004	1,679,125.0888	1,645,208.3987
4005	1,679,125.4705	1,645,228.3951
4006	1,679,131.5355	1,645,231.7441
4007	1,679,131.8876	1,645,250.1958
4008	1,679,125.9548	1,645,253.7737
4009	1,679,126.3365	1,645,273.7701
4010	1,679,132.4015	1,645,277.1191
4011	1,679,132.5418	1,645,284.4726
4012	1,679,126.6090	1,645,288.0505
4013	1,679,126.8829	1,645,303.0409
4014	1,679,132.9603	1,645,306.3968
4015	1,679,135.0287	1,645,414.7695
4016	1,679,132.5164	1,645,439.8807
4017	1,679,158.9604	1,645,144.9761
4018	1,679,156.3635	1,645,170.0906

COORDINATE LIST		
POINT	NORTHING	EASTING
4019	1,679,157.2380	1,645,215.9079
4020	1,679,163.3030	1,645,219.2568
4021	1,679,163.6846	1,645,239.2531
4022	1,679,157.7519	1,645,242.8311
4023	1,679,158.5272	1,645,283.4481
4024	1,679,167.2993	1,645,288.2918
4025	1,679,167.7000	1,645,309.2880
4026	1,679,159.1192	1,645,314.4629
4027	1,679,159.3793	1,645,328.0929
4028	1,679,167.1560	1,645,332.3870
4029	1,679,167.4880	1,645,342.4480
4030	1,679,159.7425	1,645,347.1192
4031	1,679,160.7359	1,645,399.1644
4032	1,679,168.9101	1,645,403.6780
4033	1,679,169.1610	1,645,416.4000
4034	1,679,161.9319	1,645,420.7597
4035	1,679,160.0253	1,645,414.3561
4036	1,679,164.5250	1,645,439.2755

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CITY OF WICHITA

LUKE PETER LICENSED 2/17/25 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST,
BENNETT CR. PAVING
IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:		

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

COORDINATE GEOMETRY
PLAN - DOOLEY STREET

CP203
15 OF 32

SAVED 2/17/2025 7:48:45 AM BY LUKE.PETER
PLOTTED 2/17/2025 8:02:01 AM BY LUKE PETER
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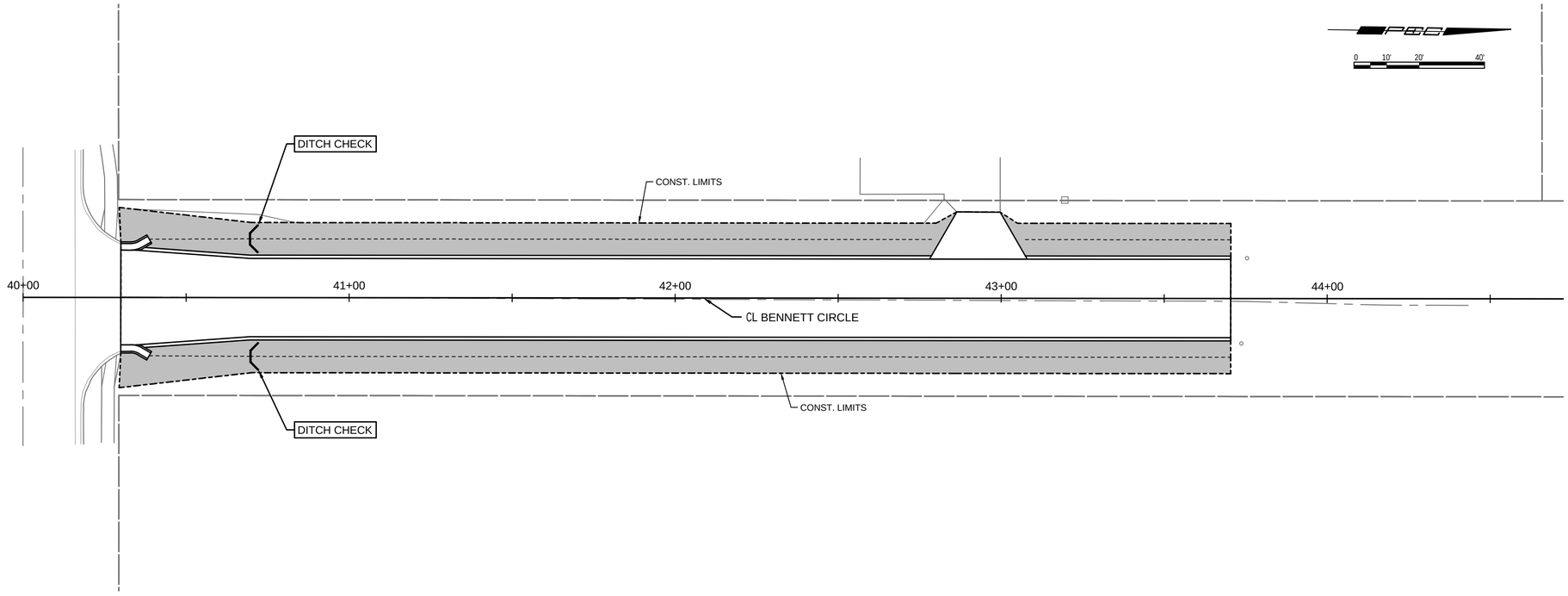

LEGEND

- PROPOSED SILT FENCE (PAVING)
- PROPOSED BACK OF CURB PROTECTION
- PROPOSED CURB INLET PROTECTION
- PROPOSED AREA INLET PROTECTION
- PROPOSED DITCH CHECK
- SEEDING AREA

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CITY OF WICHITA

LUKE PETER LICENSED 21413 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST,
BENNETT CR. PAVING
IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:		

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

EROSION CONTROL PLAN - BENNETT CIRCLE

CP301
16 OF 32

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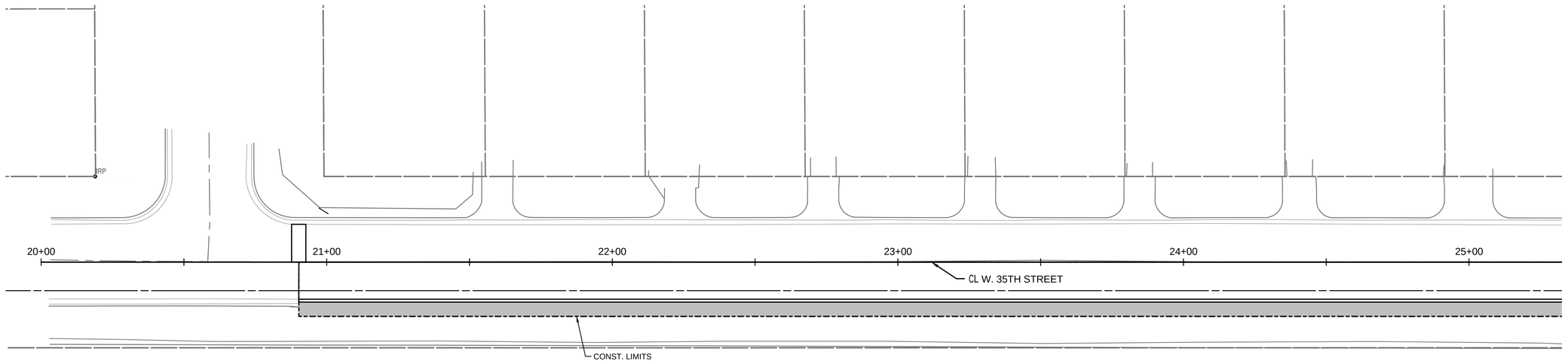

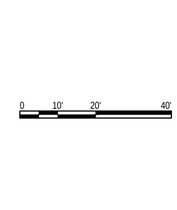

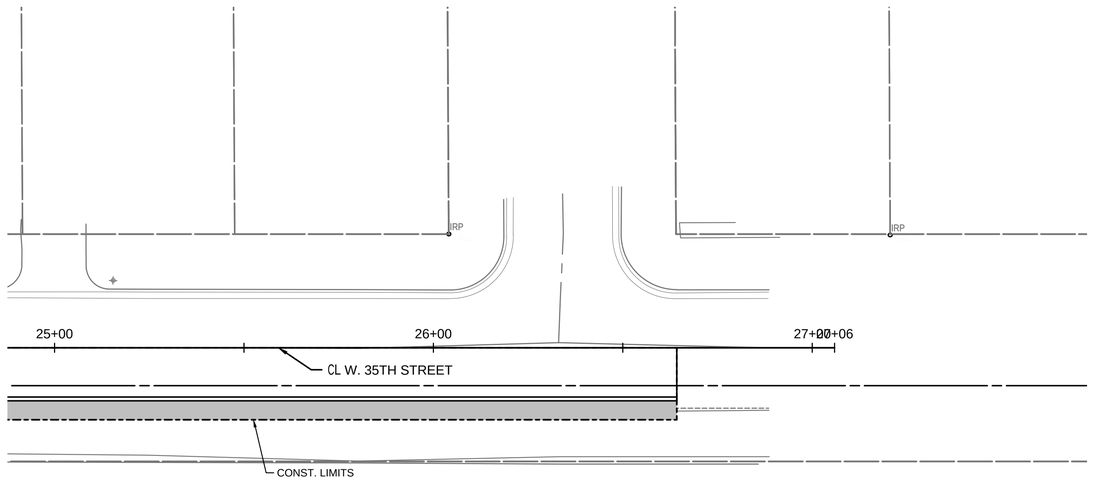

LEGEND

- PROPOSED SILT FENCE (PAVING)
- PROPOSED BACK OF CURB PROTECTION
- PROPOSED CURB INLET PROTECTION
- PROPOSED AREA INLET PROTECTION
- PROPOSED DITCH CHECK
- SEEDING AREA

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CITY OF WICHITA

LUKE PETER LICENSED 21713 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST,
BENNETT CR. PAVING
IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:		

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
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CHECKED BY	TPA

EROSION CONTROL PLAN - W. 35TH STREET

CP302
17 OF 32

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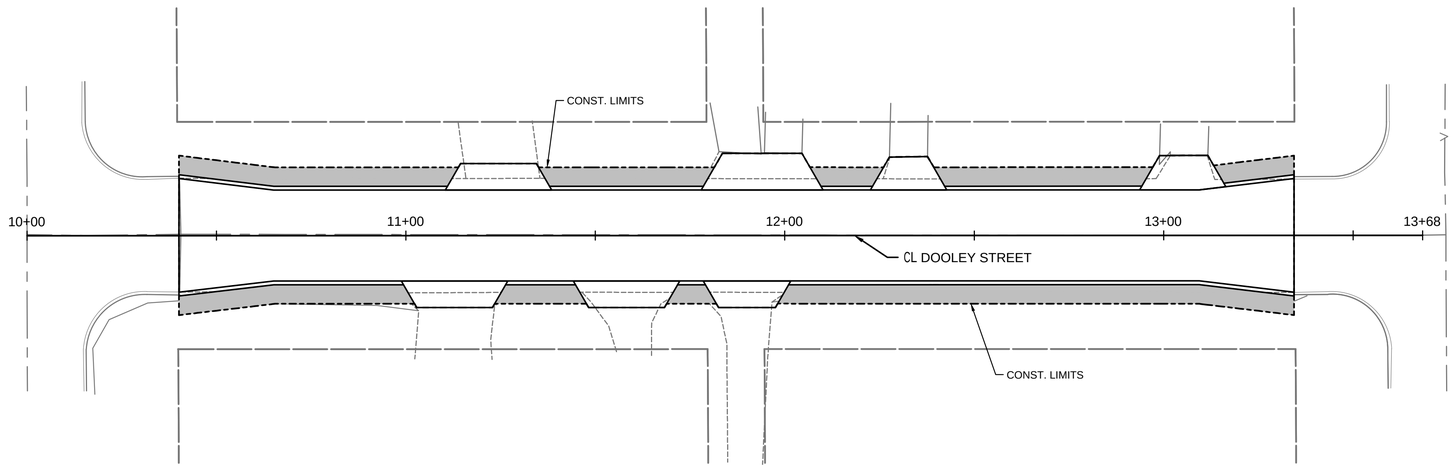

0 10' 20' 40'

GENERAL NOTES

1. CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION PROTECTION THROUGHOUT THE ENTIRE PROJECT. THE FOLLOWING QUANTITIES ARE PROVIDED FOR INFORMATION ONLY.

CURB INLET PROTECTION	2	EACH
AREA INLET PROTECTION	-	EACH
BACK OF CURB PROTECTION	-	L.F.
DITCH CHECKS	2	EACH
SILT FENCE PROTECTION	300	L.F.
SEEDING	0.31	ACRE

2. THE EROSION CONTROL DEVICES SHOWN ON THIS SHEET ARE CONSIDERED MINIMUM STANDARDS. WHENEVER SEDIMENT ENTERS THE STREETS, STORM SEWERS, DITCHES, OR PONDS, CONTRACTOR WILL INSTALL ADDITIONAL DEVICES, AS NEEDED, TO CORRECT THE PROBLEM.

3. THE EROSION CONTROL DEVICES SHOWN HEREON MUST BE IN PLACE AT ALL TIMES DURING CONSTRUCTION UNTIL SUCH TIME AS THE SITE IS REESTABLISHED WITH PAVING OR GRASS. TEMPORARY OR PERMANENT SEEDING AND MULCH WILL BE INSTALLED WHEN EARTHWORK ACTIVITIES CEASE IN AN AREA FOR 14 DAYS OR MORE.

4. ANY MUD INADVERTENTLY TRACKED ONTO ANY STREET SHALL BE CLEANED UP BY THE CONTRACTOR, AT THE END OF EACH DAY'S WORK, OR AS DIRECTED BY THE FIELD ENGINEER.

LEGEND

- PROPOSED SILT FENCE (PAVING)
- PROPOSED BACK OF CURB PROTECTION
- PROPOSED CURB INLET PROTECTION
- PROPOSED AREA INLET PROTECTION
- PROPOSED DITCH CHECK
- SEEDING AREA

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CITY OF WICHITA

LUKE PETER LICENSED 21713 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST,
BENNETT CR. PAVING
IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:		

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

EROSION CONTROL PLAN - DOOLEY STREET

CP303
18 OF 32

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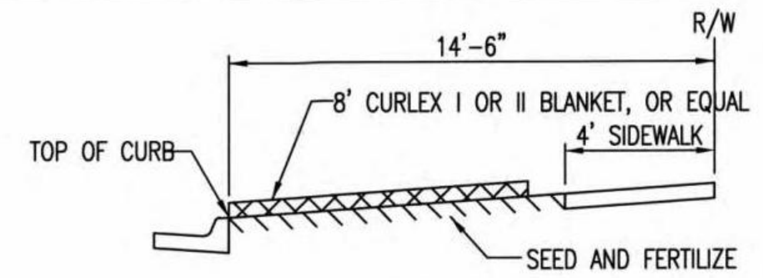
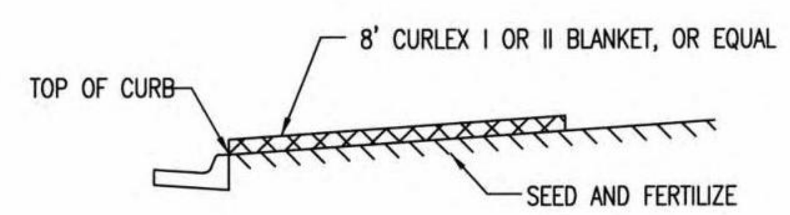
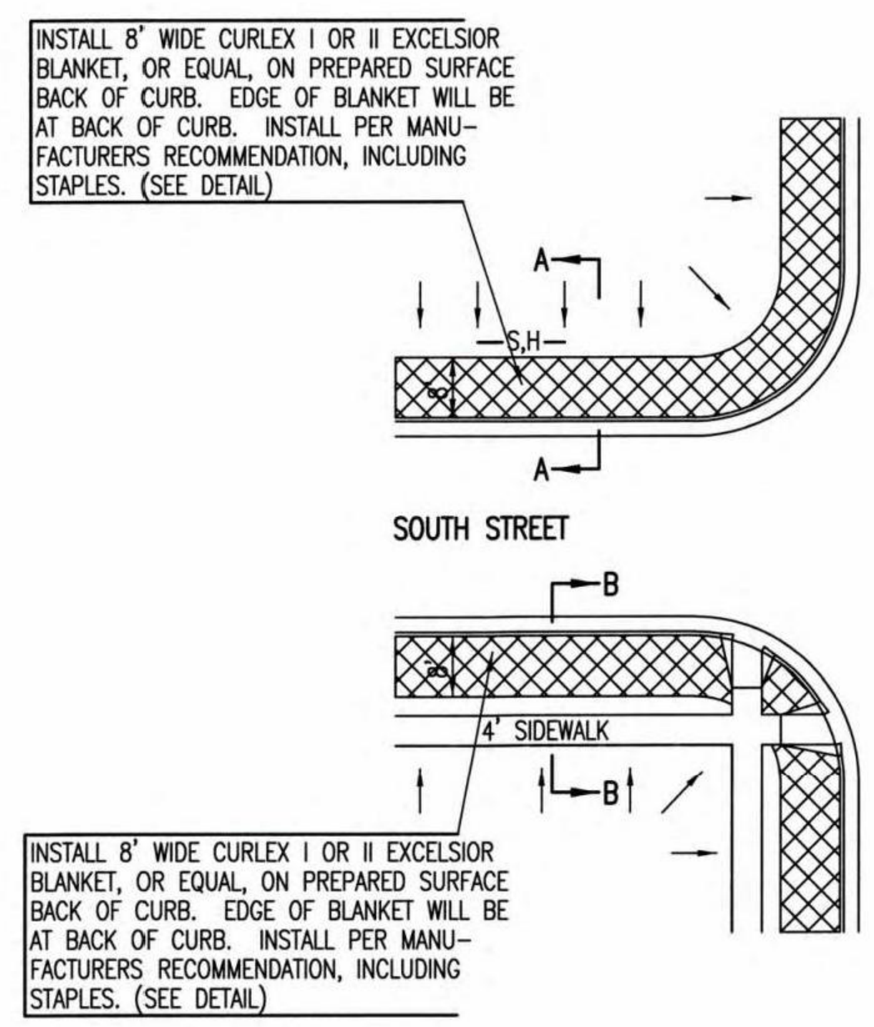


SECTION B-B



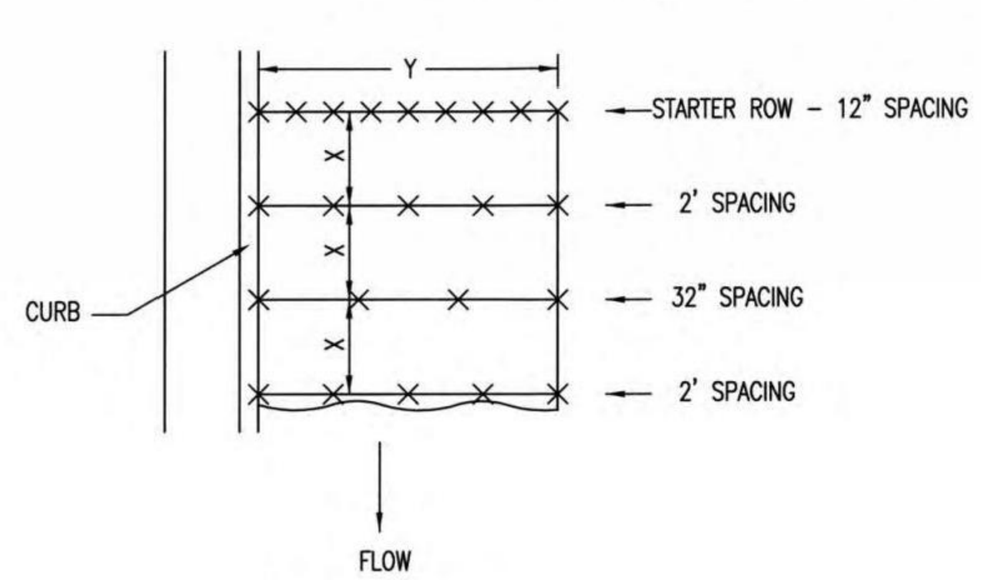
SECTION A-A



GENERAL NOTES

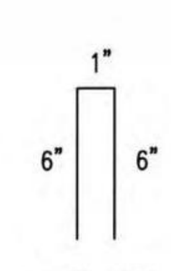
1. EXCELSIOR MAT TO BE INSTALLED WHEN SOD IS NOT SPECIFIED ON PROJECT.
2. EXCELSIOR BLANKET TO BE INSTALLED OVER SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS.
3. AFTER INSTALLATION OF EXCELSIOR BLANKET, AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE CURB AND INTO THE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

BACK OF CURB PROTECTION DETAIL



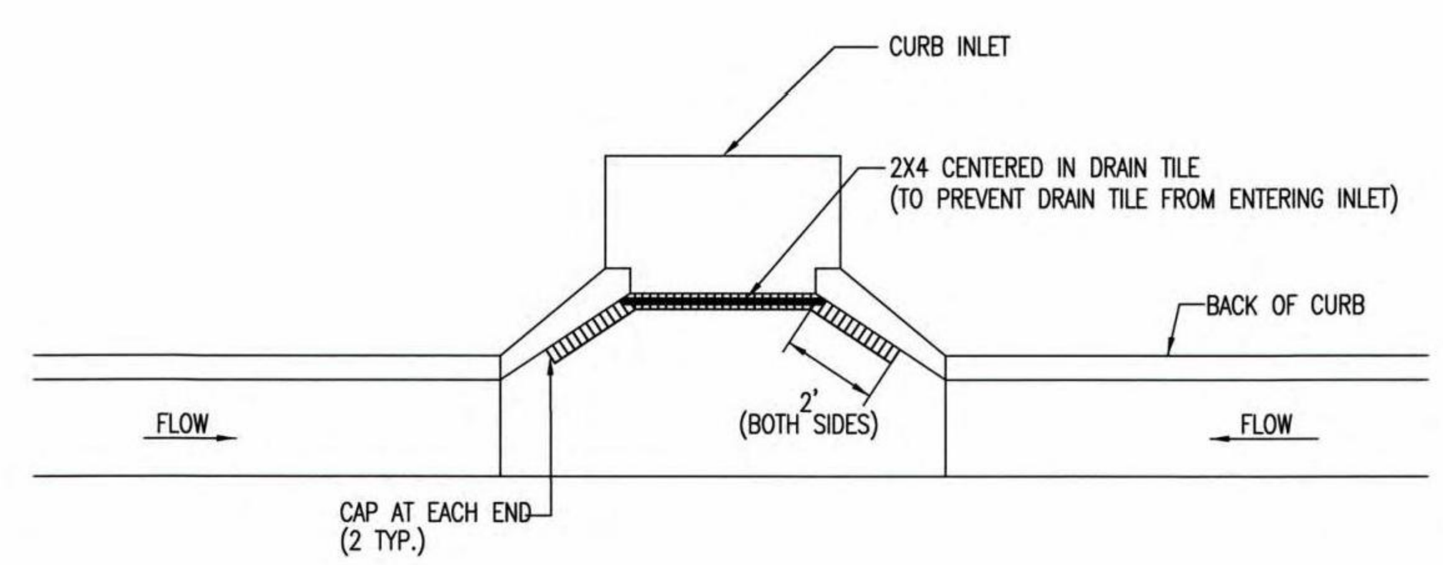
STAPLE PATTERN

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



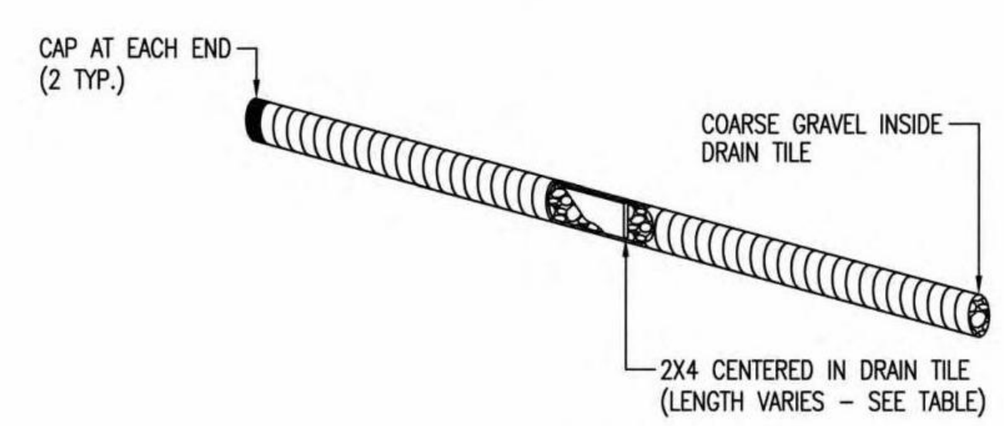
STAPLE

DETAILS FOR APPROVED EROSION CONTROL MAT

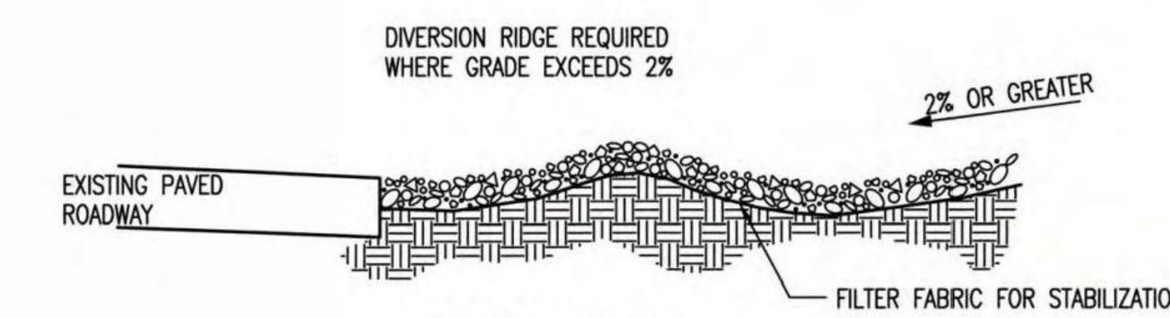


NOTE:
PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

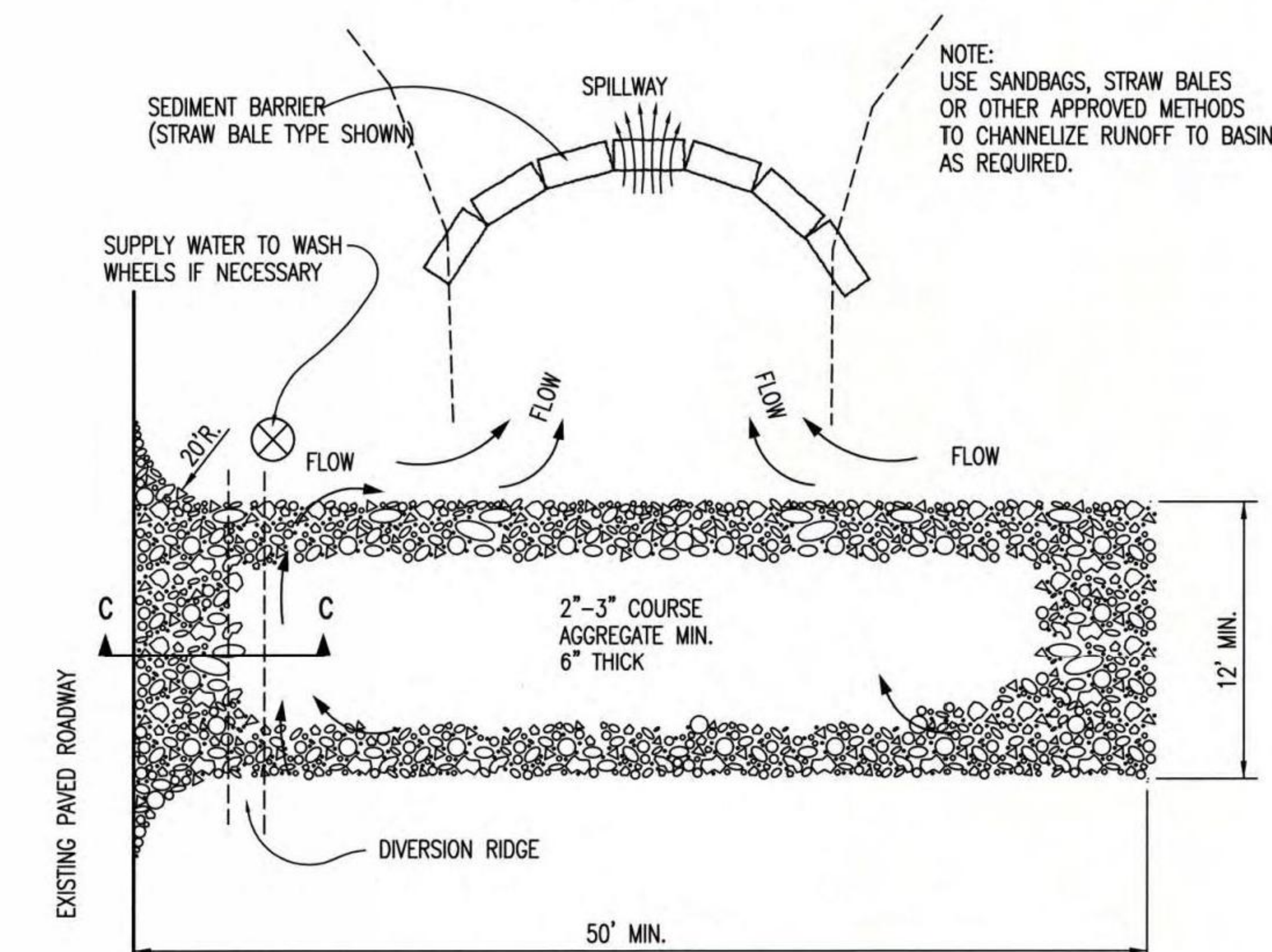
2X4 LENGTH	INLET TYPE	INLET OPENING
5'-6"	1-A	5'-0"
10'-6"	1-A	10'-0"
15'-6"	1-A	15'-0"



CURB INLET PROTECTION
4" PERFORATED PIPE W/ GRAVEL



SECTION C-C



STABILIZED CONSTRUCTION ENTRANCE

GENERAL NOTES

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN, AS SHOWN ABOVE.
4. DRIVE ENTRANCES ONTO RESIDENTIAL LOTS WILL NOT BE REQUIRED TO HAVE THE SEDIMENT BARRIER SHOWN, BUT WHEEL WASHING MAY BE REQUIRED IF STABILIZED ENTRANCE IS NOT SUFFICIENT TO KEEP MUD FROM BEING TRACKED ONTO ADJACENT STREET. ENTRANCE SHALL EXTEND FROM BACK OF CURB TO DWELLING.

REVISION DATE: MAY 2013

GARY L. JANZEN LICENSED 15216 KANSAS PROFESSIONAL ENGINEER
05/7/13

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

BACK OF CURB PROTECTION, CURB INLET PROTECTION AND CONSTRUCTION ENTRANCE

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER | OCA NUMBER | DATE

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

SHEET

SW-501

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WICHITA, KS 67202
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CITY OF WICHITA

LUKE PETER LICENSED 27413 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST, BENNETT CR. PAVING IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

BACK OF CURB-CURB INLET PROT & CONST ENTR

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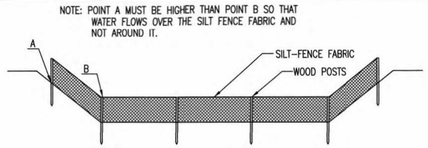


ELEVATION

SILT FENCE DITCH CHECKS
(STREAM PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

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

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

PROPER INSTALLATION METHOD:

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

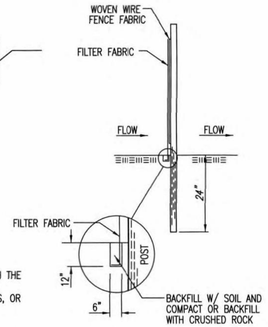
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

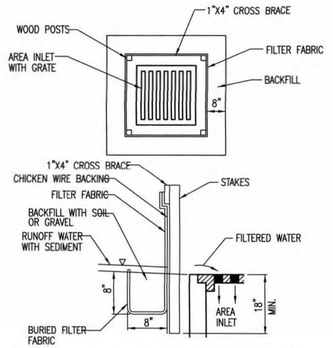
INSPECTION AND MAINTENANCE:

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

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



ANCHOR TRENCH DETAIL



SILT FENCE BARRIERS FOR AREA INLETS
(INLET PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

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

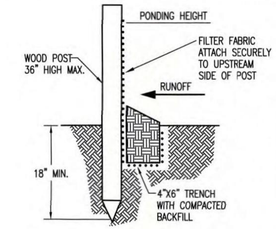
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



SILT FENCE BARRIERS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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

REVISION DATE: MAY 2013

GARY L. JANZEN LICENSED 19294 KANSAS PROFESSIONAL ENGINEER 05/31/13

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

SILT FENCE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE

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

SHEET

SW–502

SAVED 8/9/2024 8:25:24 AM BY LUKE.PETER
PLOTTED 2/17/2025 8:02:46 AM BY LUKE PETER
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PEC
PROFESSIONAL ENGINEERING CONSULTANTS
303 SOUTH TOPEKA
WICHITA, KS 67202
316-262-2691 www.pec1.com

CITY OF WICHITA

LUKE PETER LICENSED 21713 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST,
BENNETT CR. PAVING
IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

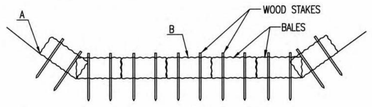
Issue:		

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

SILT FC DT CHECK AND BARR DTLS

CG502
20 OF 32

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



STRAW BALE DITCH CHECKS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

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

PROPER INSTALLATION METHOD:

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

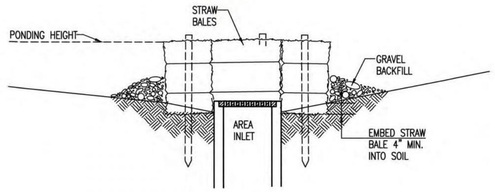
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

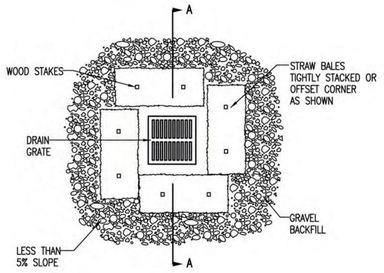
INSPECTION AND MAINTENANCE:

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

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



SECTION A-A



STRAW BALE BARRIERS FOR AREA INLETS
(INLET PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

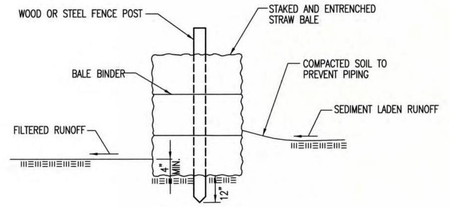
LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



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?

REVISION DATE: MAY 2013

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

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

STRAW BALE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE

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

SHEET

SW-503

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CITY OF WICHITA

LUKE PETER LICENSED 21713 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST,
BENNETT CR. PAVING
IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:		

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

STRAW BALE DT CHECK AND BARR DTLS

CG503
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SAVED 8/9/2024 8:25:41 AM BY LUKE.PETER
PLOTTED 2/17/2025 8:02:50 AM BY LUKE PETER
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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.

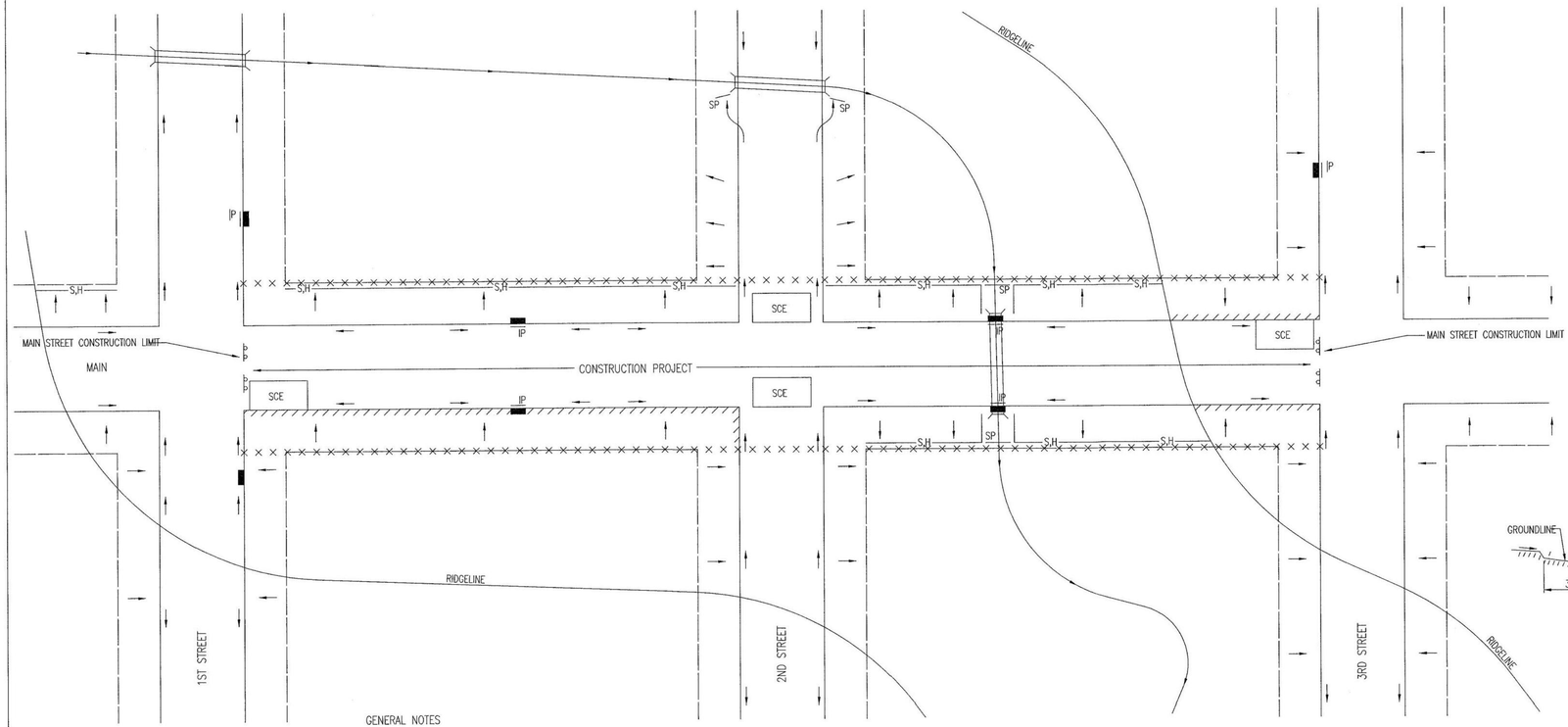
2. EROSION CONTROL DEVICES MUST BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE CONSTRUCTION PROCESS AND UNTIL THE DISTURBED EARTH IS RESTABILIZED.

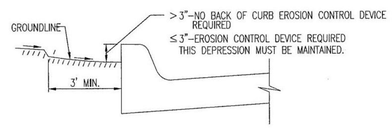
3. IF THE PROJECT WILL DISTURB 1 ACRE OR MORE, A FEDERAL/STATE NPDES STORMWATER PERMIT IS REQUIRED. A DETAILED STORMWATER POLLUTION PREVENTION PLAN, IS REQUIRED. THE EROSION CONTROL DEVICES SHOWN ON THIS SHEET ARE CONSIDERED TO BE THE MINIMUM TO BE SHOWN IN THE POLLUTION PREVENTION PLAN.

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 — 16294 — KANSAS — PROFESSIONAL ENGINEER — 06/05/15

REVISION: JUNE 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

STREET IMPROVEMENT PROJECTS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE

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

SHEET

SW-504

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WICHITA, KS 67202
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CITY OF WICHITA

LUKE PETER — LICENSED — 27713 — KANSAS — PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST,
BENNETT CR. PAVING
IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

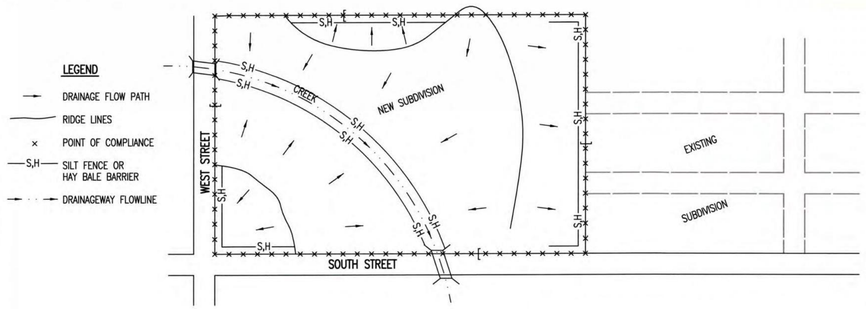
Issue:		

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

STREET IMPROVEMENT PROJECTS

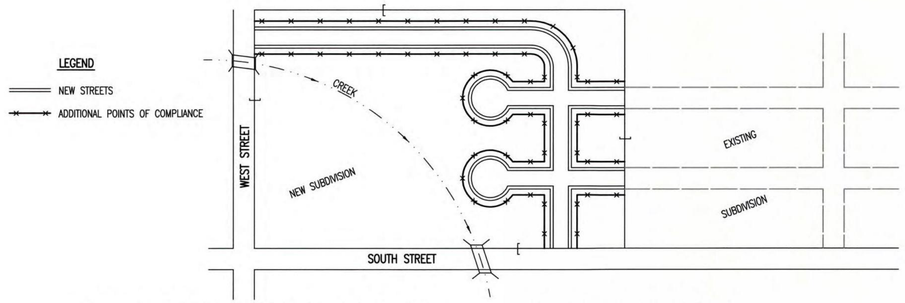
CG504
22 OF 32

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



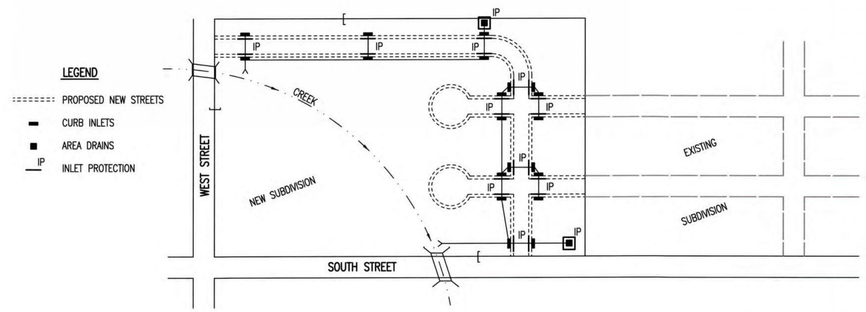
1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM THE SITE. SHOULD LAKES BE CONSTRUCTED WITHIN THE SUBDIVISION THAT WILL DISCHARGE DURING STORMS, THEY ARE ALSO A POINT OF COMPLIANCE.
2.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

PHASE 2 – INSTALLATION OF STORM SEWER

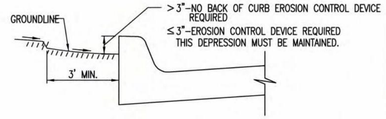


1. DURING THIS PHASE OF SUBDIVISION DEVELOPMENT, ALL EROSION CONTROL DEVICES REQUIRED IN PHASE 1 SHALL REMAIN IN PLACE AND BE MAINTAINED.
2. AS NEW STORM SEWERS, WITH INLETS, ARE INSTALLED, THE STORM SEWERS MUST NOW BE PROTECTED SO ALL NEW INLETS BECOME POINTS OF COMPLIANCE.
3. AREA DRAINS – AS SOON 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.

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 PROFESSIONAL ENGINEER KANSAS
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

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

SHEET

SW-505

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LUKE PETER LICENSED 21413 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST,
BENNETT CR. PAVING
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CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:		

JOB NO.	237042-003
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DRAWN BY	BJH
CHECKED BY	TPA

SUBDIVISION DEVELOPMENT PROCESS

CG505
23 OF 32

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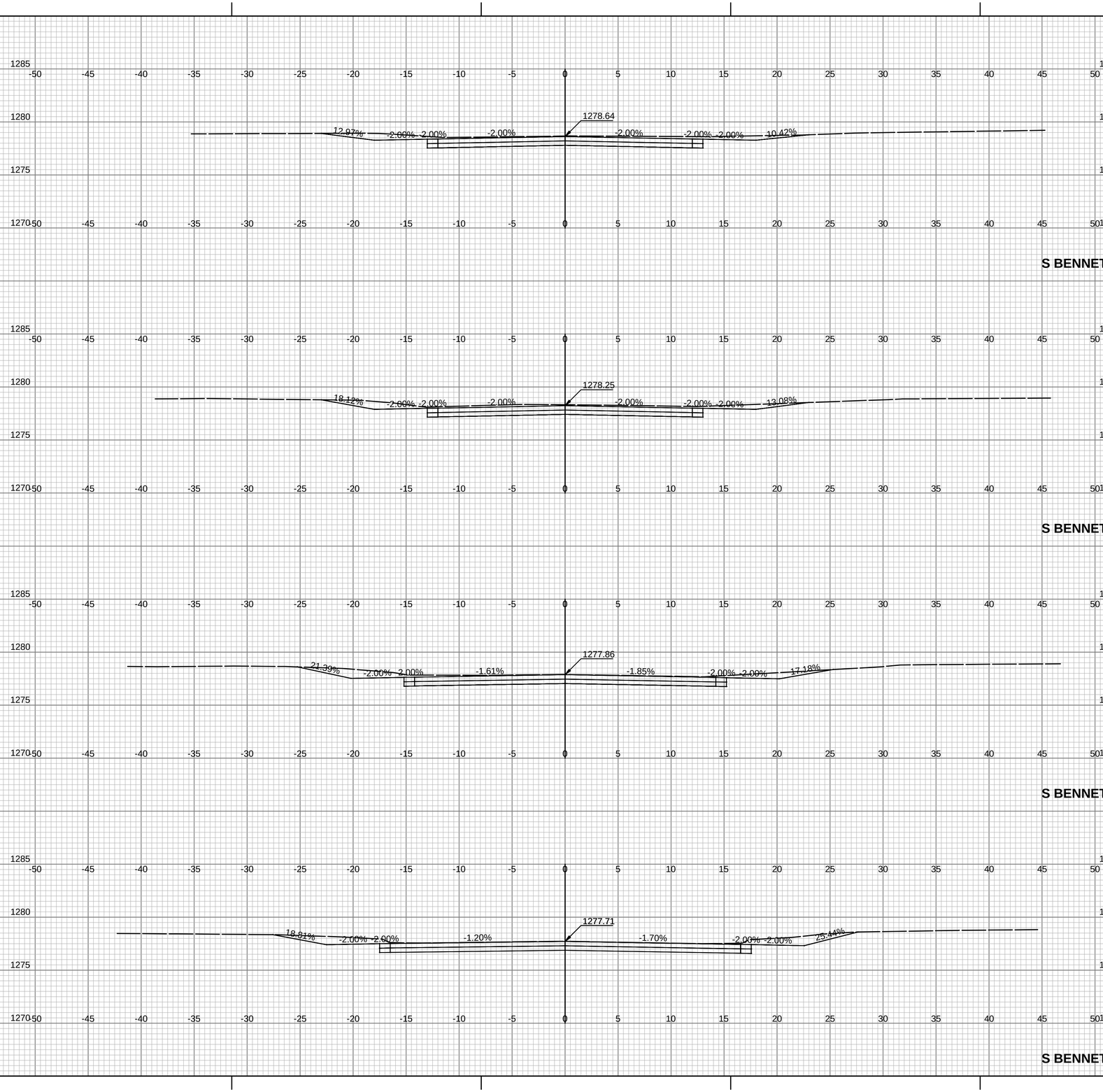

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S. BENNETT CIRCLE CROSS SECTIONS

CX701
24 OF 32

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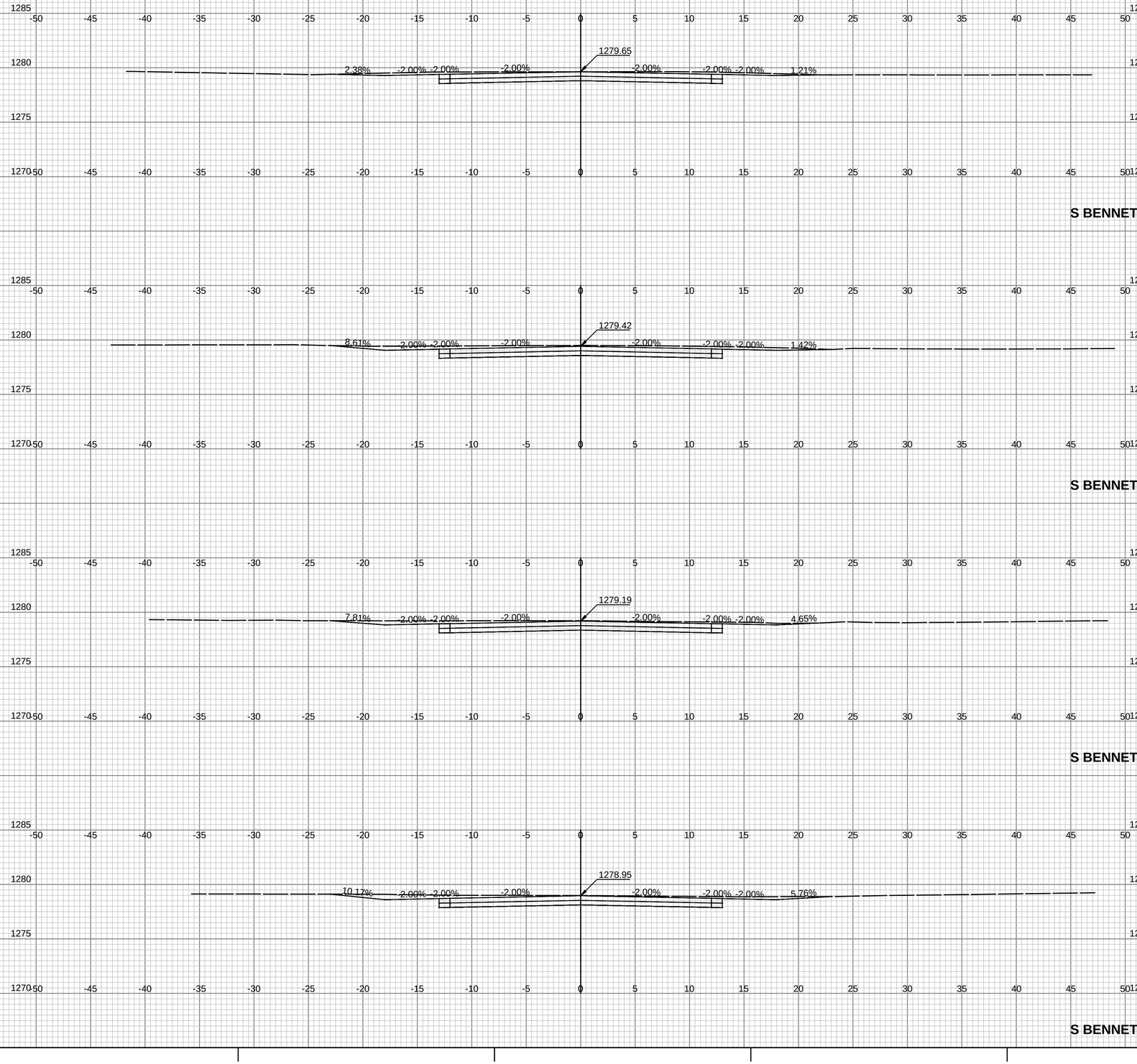

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S. BENNETT CIRCLE CROSS SECTIONS

CX702
25 OF 32

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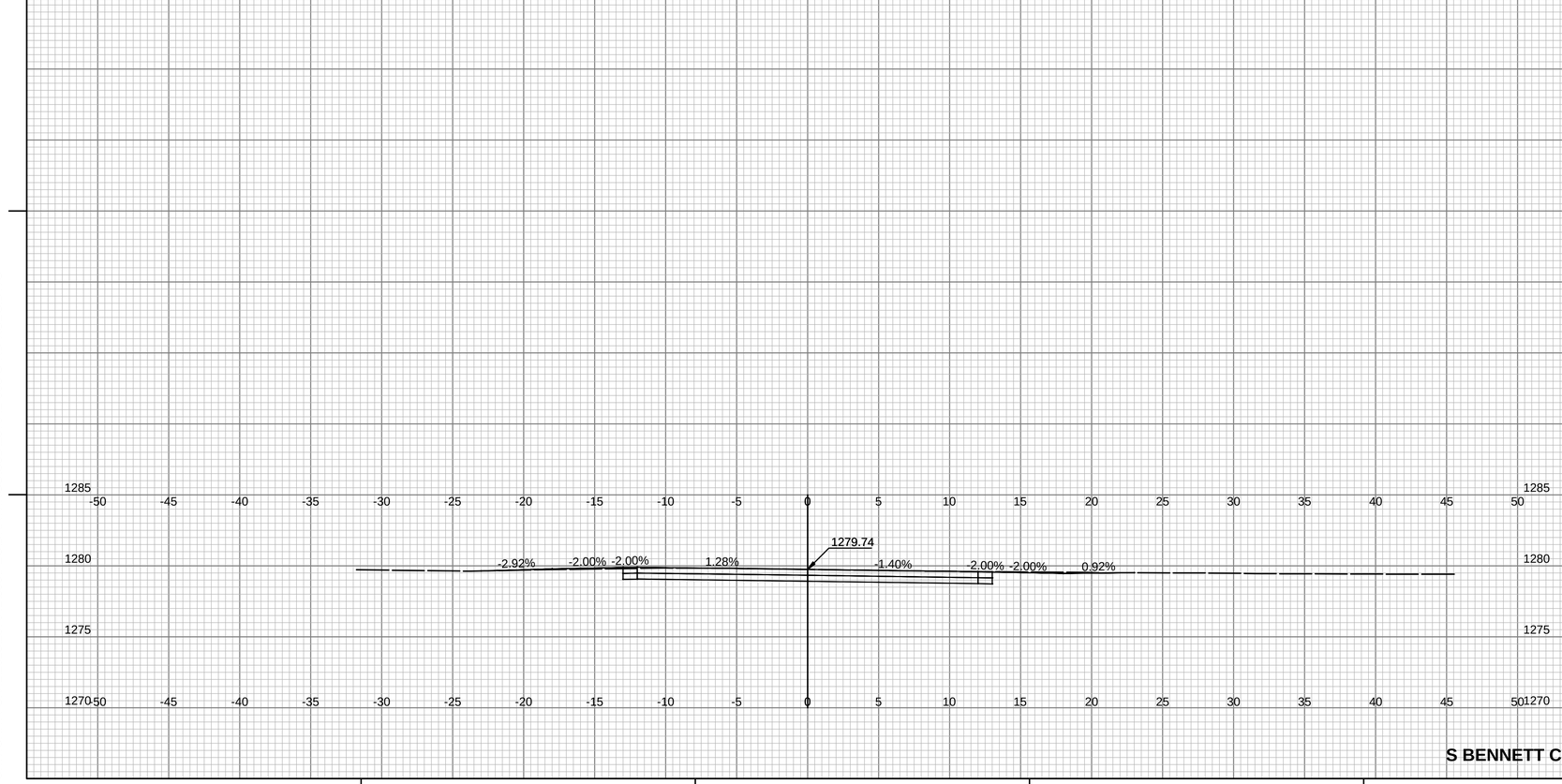

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CX703
26 OF 32

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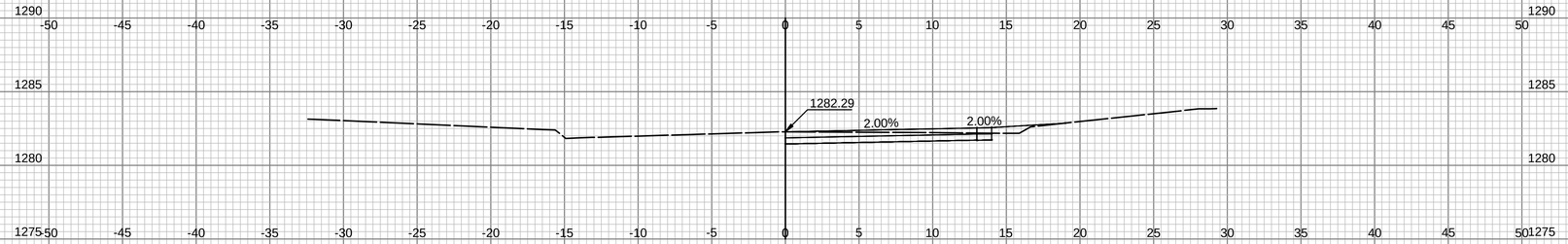

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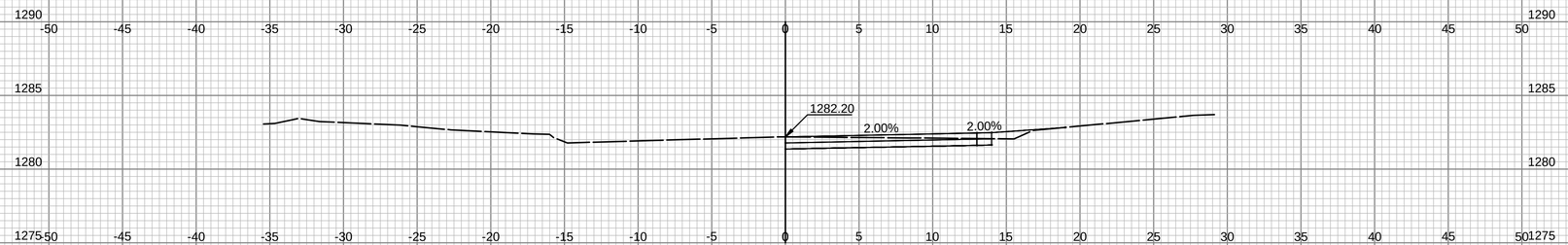

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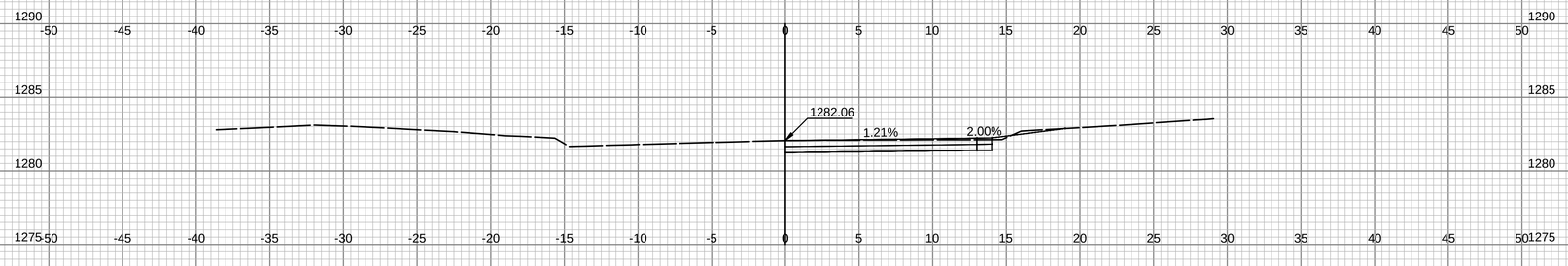

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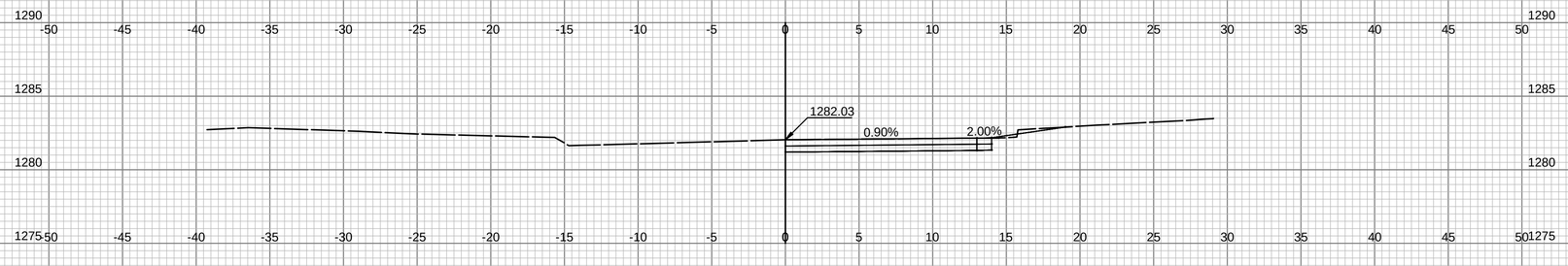

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W. 35TH STREET CROSS SECTIONS

CX704
27 OF 32

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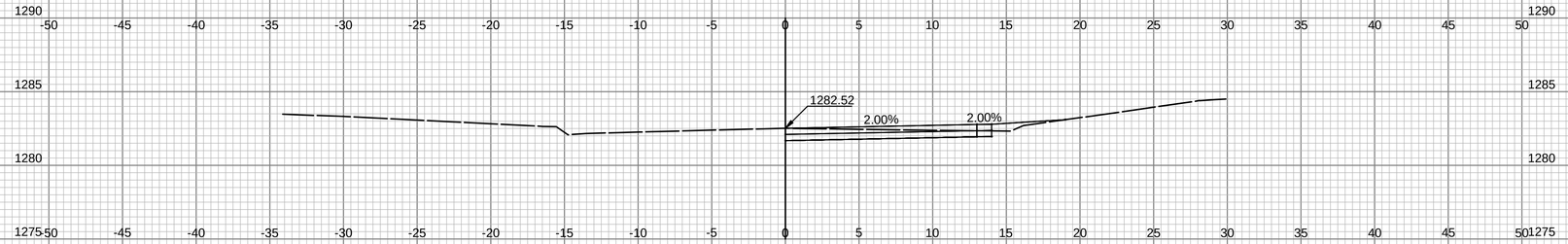

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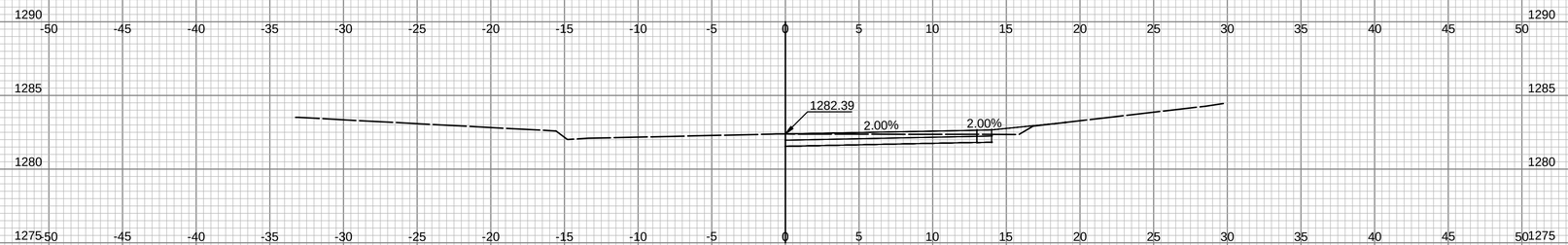

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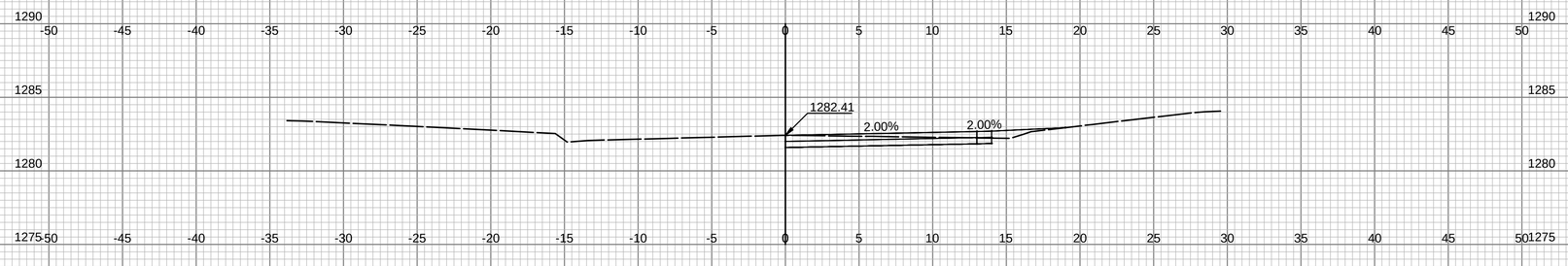

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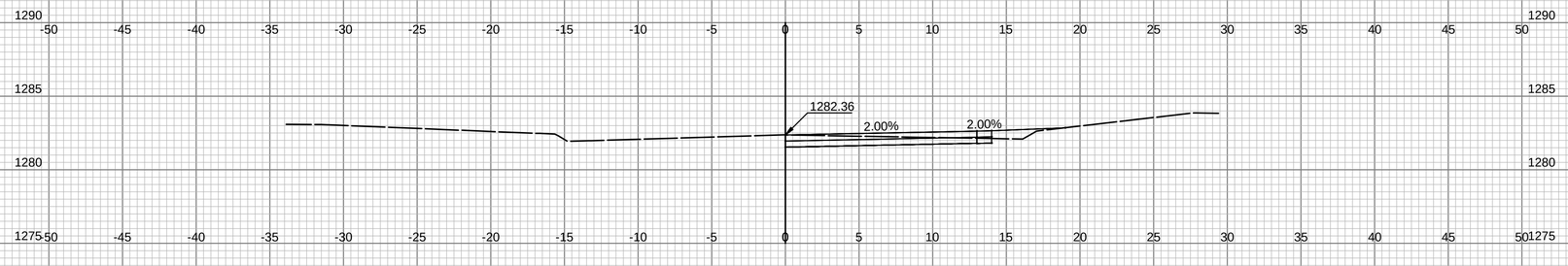

W 35TH STREET CL 22+50.00

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CX705
28 OF 32

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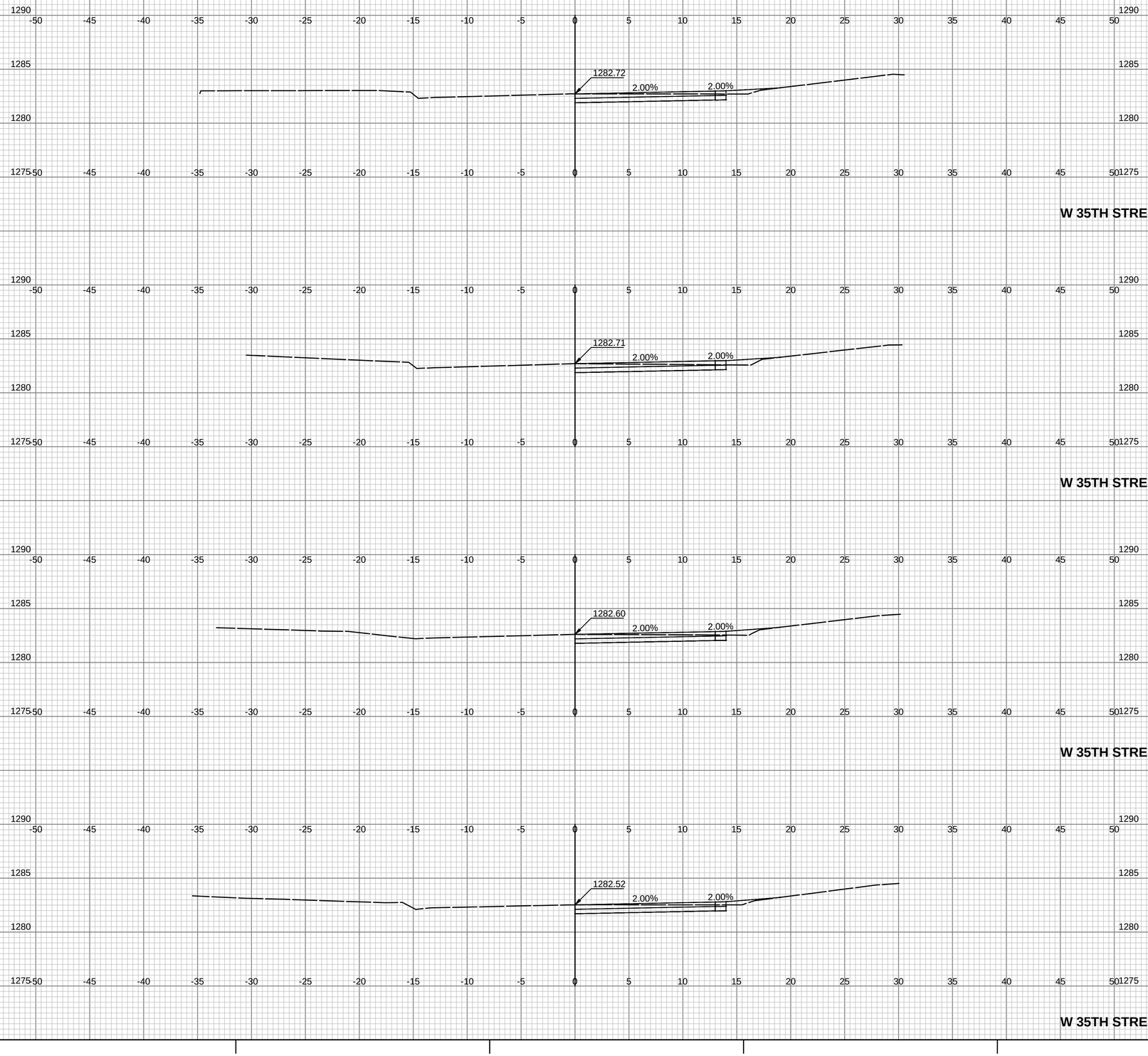

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W. 35TH STREET CROSS SECTIONS

CX706
29 OF 32

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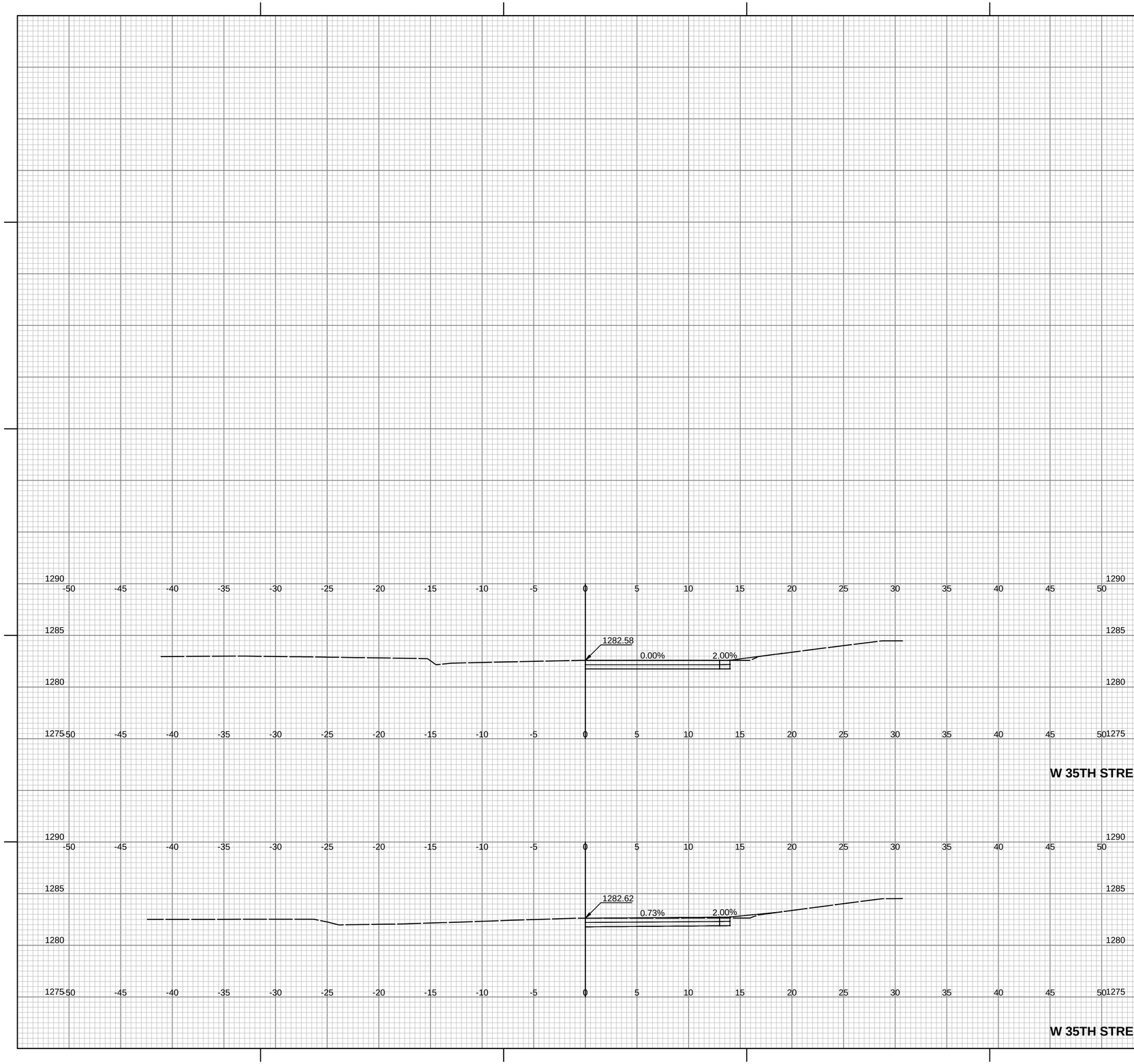

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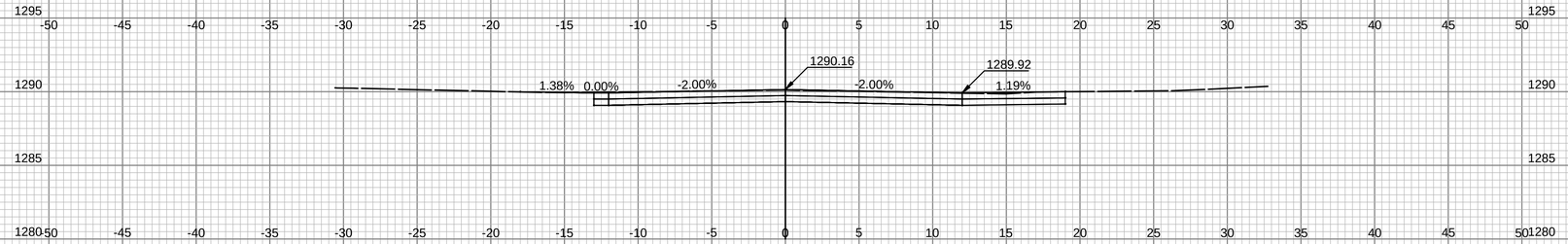
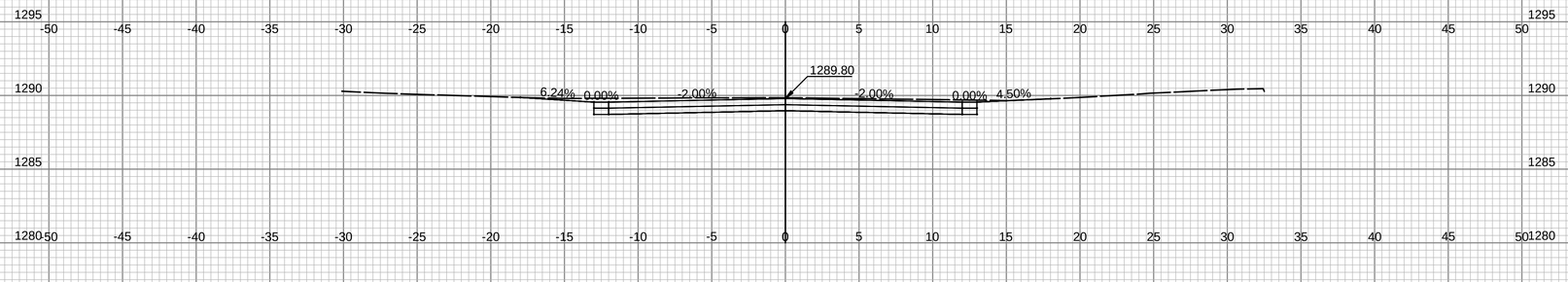
W. 35TH STREET CROSS SECTIONS

CX707
30 OF 32



W. DOOLEY AVE CL 11+50.00



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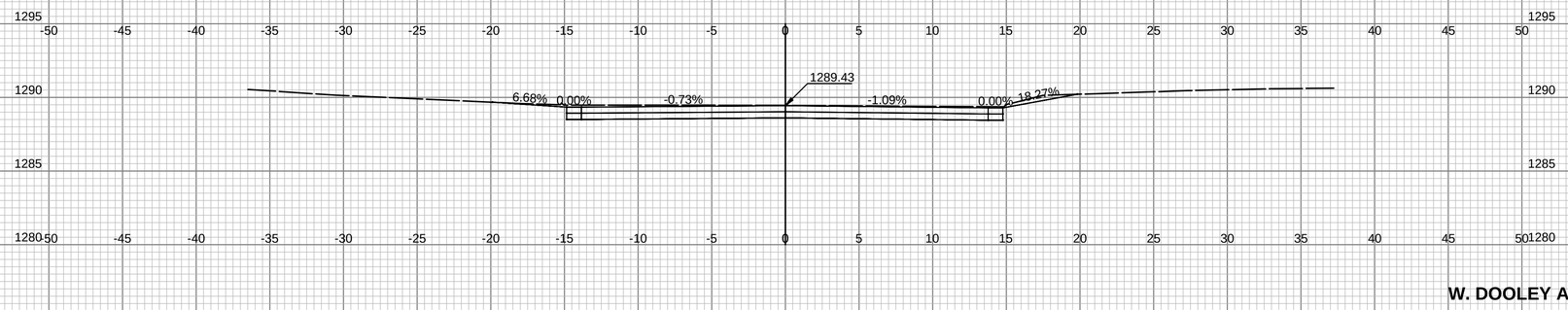

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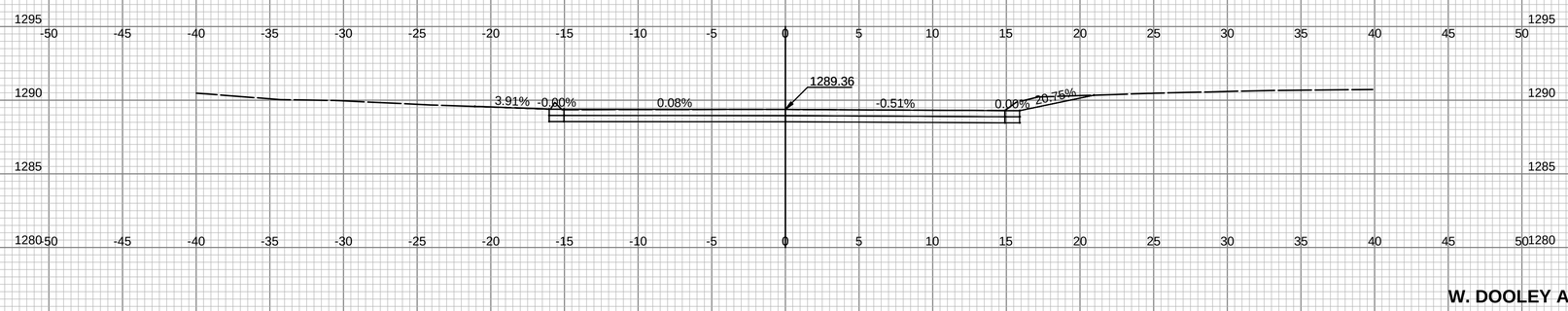

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LUKE PETER LICENSED 27713 KANSAS PROFESSIONAL ENGINEER

35TH ST, DOOLEY ST, 44TH ST, BENNETT CR. PAVING IMPROVEMENTS

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

Issue:		

JOB NO.	237042-003
DATE	FEB. 2025
PM	TPA
DESIGNED BY	LGP
DRAWN BY	BJH
CHECKED BY	TPA

W. DOOLEY AVE CROSS SECTIONS

CX708

SAVED 2/17/2025 7:49:57 AM BY LUKE.PETER
PLOTTED 2/17/2025 8:03:09 AM BY LUKE PETER
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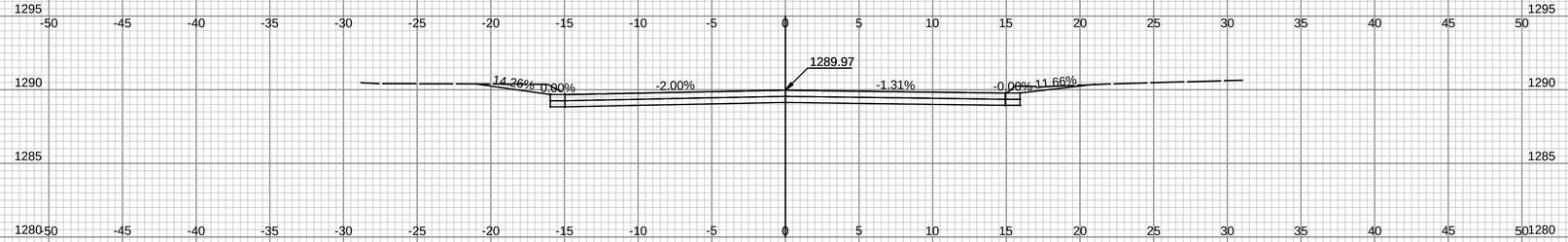
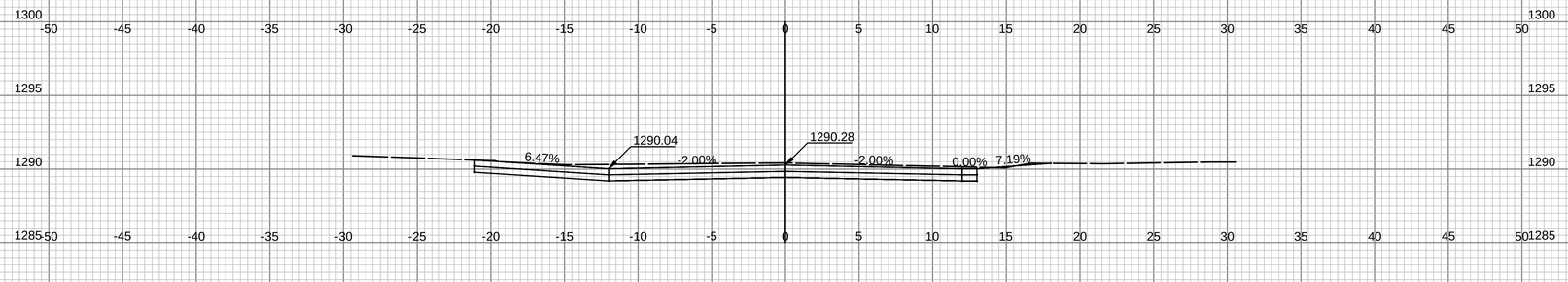
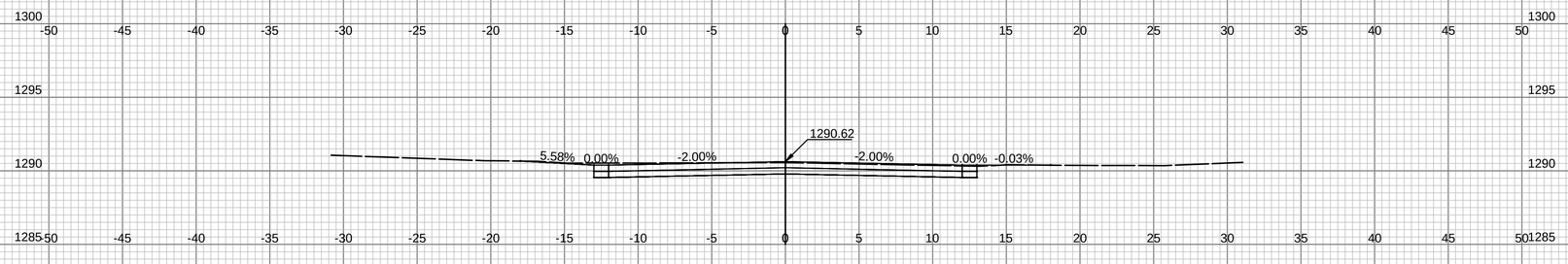


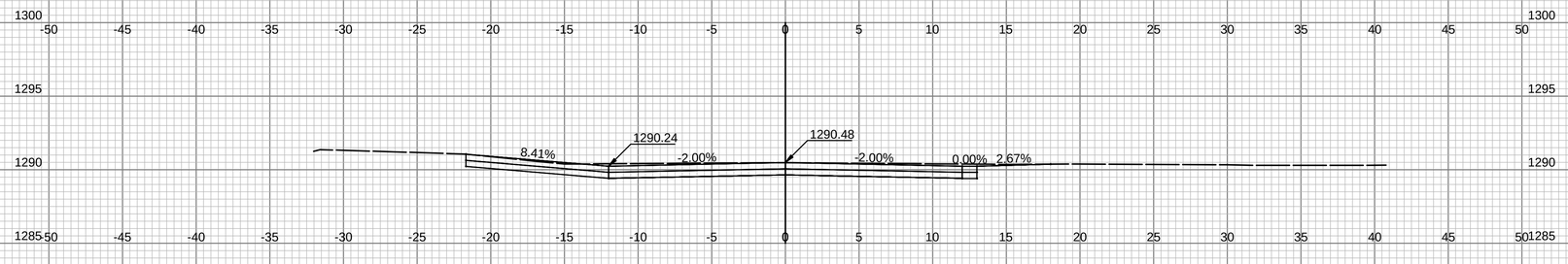
W. DOOLEY AVE CL 13+33.93



W. DOOLEY AVE CL 13+00.00



W. DOOLEY AVE CL 12+50.00



W. DOOLEY AVE CL 12+00.00

PEC
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CX709
32 OF 32

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