GENERAL NOTES:

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

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

   Kansas One–Call 687–2470

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

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

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

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

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

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

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

8. All elevations shown are NAVD88.

9. All traffic control devices in the work zone (including markings and signs) and their installation and maintenance shall comply with the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). All traffic control devices in the traveled way or clear zone shall be crashworthy (NCHRP Report 350 or MASH compliant). http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/wzd

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

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

12. Traffic lane blockages more than four hours may need permitting. Call 316–268–4501 to determine requirements and request permit.

13. Limits of earthwork shall match existing ground elevations at the right–of–way line unless otherwise noted on the plans with a new finished grade elevation. When a new finished grade elevation is shown, the earthwork shall extend one foot beyond the right–of–way line and then slope up or down using permissible slopes to match the existing ground surface.

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

15. All excess excavation shall remain on–site and shall be spread or stockpiled at a location to be determined by developer.

16. All of 47th St. S. R/W disturbed during construction shall be seeded and mulched as follows:

    Seed –– Kansas Premium Fescue Blend; 8 lbs. PLS/1000 Sq. Ft.
    Annual Rye grass; 3 lbs./1000 Sq. Ft.
    Fertilizer –– 12–24–12 Ratio; 45 Lbs./Ac.
    Mulch –– 2 Tons Prairie Hay/Ac.

    All other areas disturbed during construction are to be seeded as follows:

    Seed –– Rye grass; 5 lbs./1000 Sq. Ft.

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

    An additional bid item for "Seeding, Temporary" has been included and may be used at the discretion of the design engineer. Temporary seed shall be Annual Rye at 5 lbs./1000 Sq. Ft. unless otherwise noted and shall be planted when permanent seed or sod cannot be used due to seasonal limitations. If the "Seeding, Temporary" bid item is not used, 100% of the pay item will be deducted from the contract. All costs associated with temporary seeding including mobilization, preparation of ground, seeding, etc., shall be included in the L.S. bid item "Seeding, Temporary".

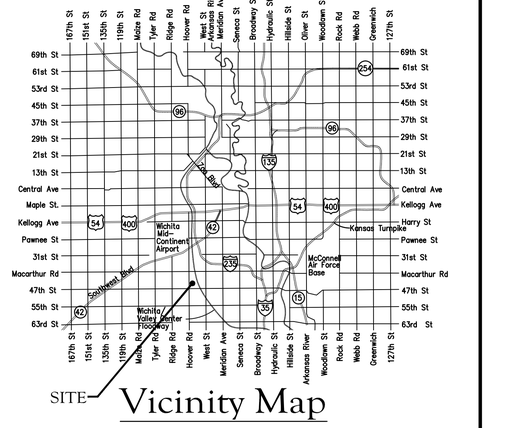
17. The developer for this project is I.B. Properties LLC, Bryan Lagaly, Member (316)295–7782

STREET PAVING FOR CLARA
WITH INCIDENTAL SWS IMPROVEMENTS
to serve
TRINITY POINT 2ND ADD. - Ph. 2

46th St S, from the east line of Doris, east to and including the cul-de-sac; on Elder, from the south line of the plat, north to the south line of 46th St S; Clara, from the south line of the plat, north to the south line of 46th St S; Clara Ct from the west line of Clara, west to and including the cul-de-sac (Lots 20 through 37, Block D); Clara Ct from the west line of Clara, west to and including the cul-de-sac (Lots 38 through 55, Block D); Clara Ct from the east line of Clara, east to and including the cul-de-sac (Lots 1 through 8, Block E); Clara Ct from the east line of Clara, east to and including the cul-de-sac (Lots 9 through 16, Block E)

CITY OF WICHITA, KANSAS

Paul Gunzelman, P.E. City Engineer
Project Number 472-2021-085719
Org Code 47482626
Munis Number E6152



Vicinity Map

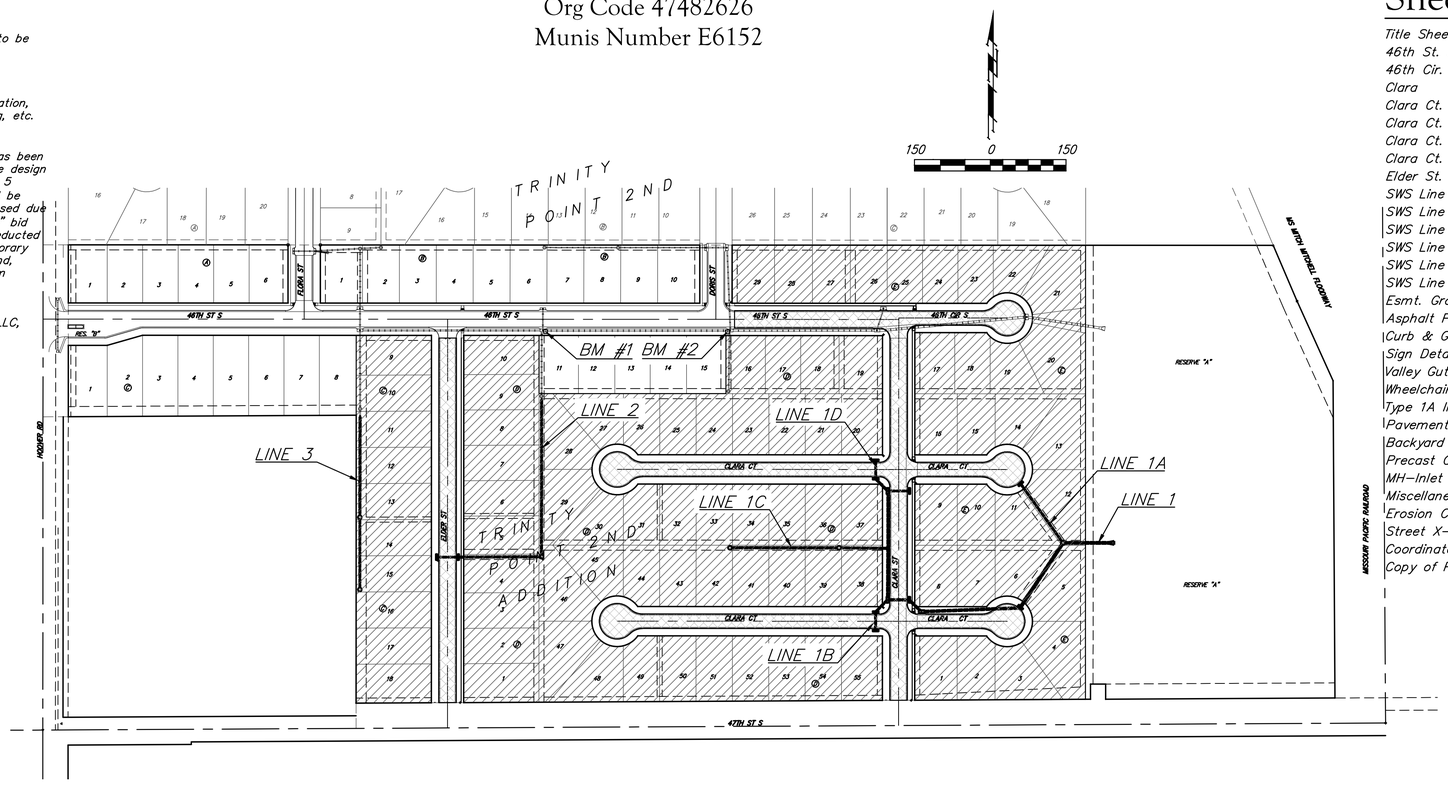
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Benchmarks

BM #1: "□" Cut on top of curb inlet at NW corner of Lot 11, Block D, Trinity Point 2nd Add.
Elev. = 1297.72 NAVD88

BM #2: "□" Cut on top of curb inlet at NE corner of Lot 15, Block D, Trinity Point 2nd Add.
Elev. = 1299.23 NAVD88



Project Earthwork Totals
(Does not include esmt. grading)
Excavation = 2,360 C.Y.
Loose Fill = 1,817 C.Y.
Compacted Fill = 1,793 C.Y.
Borrow Exc. = 2,081 C.Y.

Total Project Length
3,734 L.F. = 0.71 Miles

Benefit District
Proposed Streets

BRENT WOOTEN LICENSED 8470 02/10/2026 KANSAS PROFESSIONAL ENGINEER

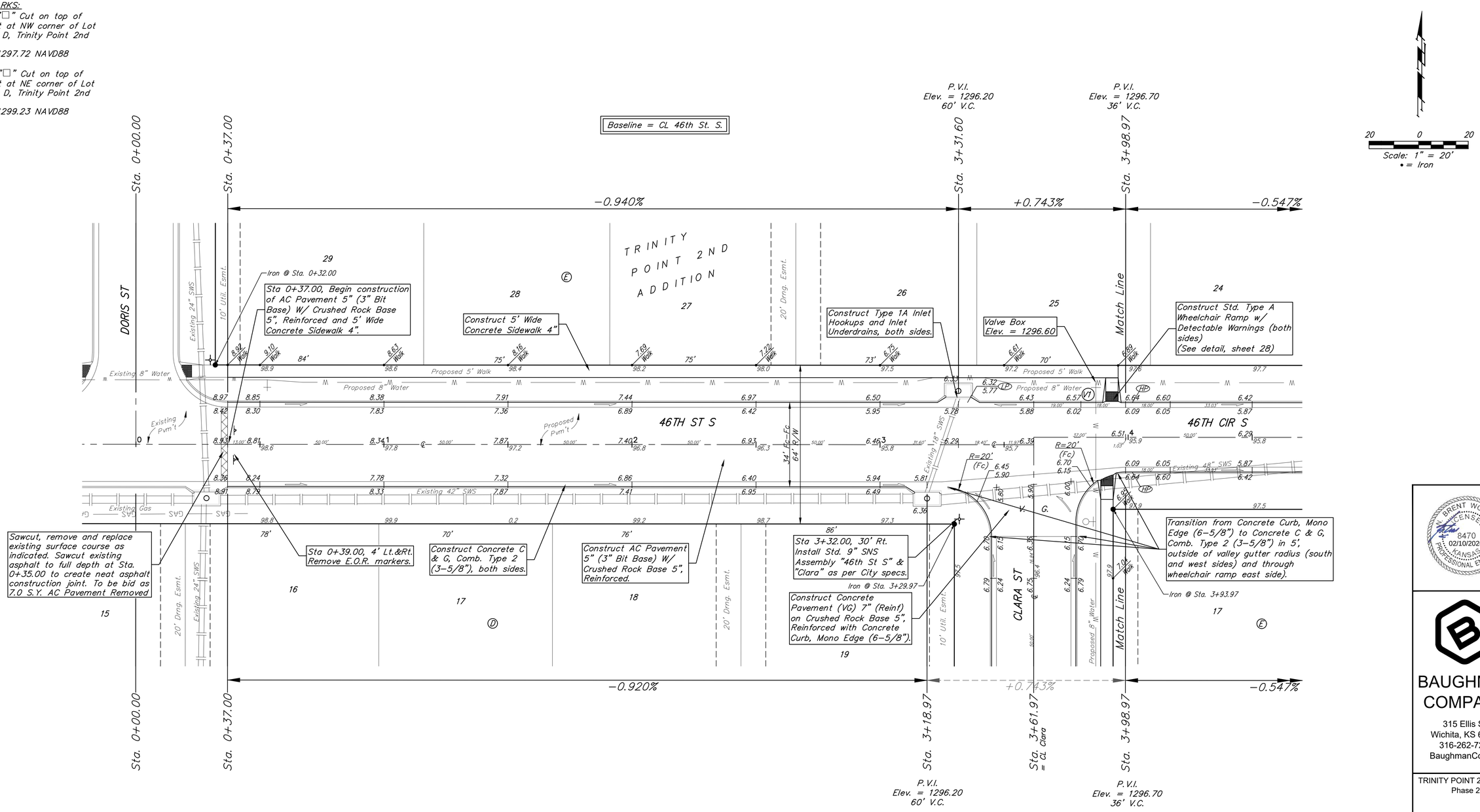
May 28, 2026

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

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20 0 20
Scale: 1" = 20'
• = Iron

WATER VALVE LOCATION TABLE

VALVE NUMBER	STREET	BASELINE STATION	OFFSET DISTANCE	OFFSET DIRECTION
V1	46th St. S.	3+86.97	22.0'	Lt.

Paving contractor will be responsible to operate all water valves on the project, in the presence of the inspector, to ensure accessibility to the valves, and that all valves (except blowoffs) are left in the "ON" position when the project is completed.

NOTE: ROLL TYPE CURB & GUTTER (TYPE 2) TO BE CONSTRUCTED ON THE PAVEMENT SHOWN ON THIS SHEET. TOP OF CURB ELEVATIONS ARE GIVEN FOR FULL HEIGHT CURB (TYPE 4).

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TRINITY POINT 2ND ADD.
Phase 2

46TH ST. S.

STREET IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: NBW DRAWN: TMS

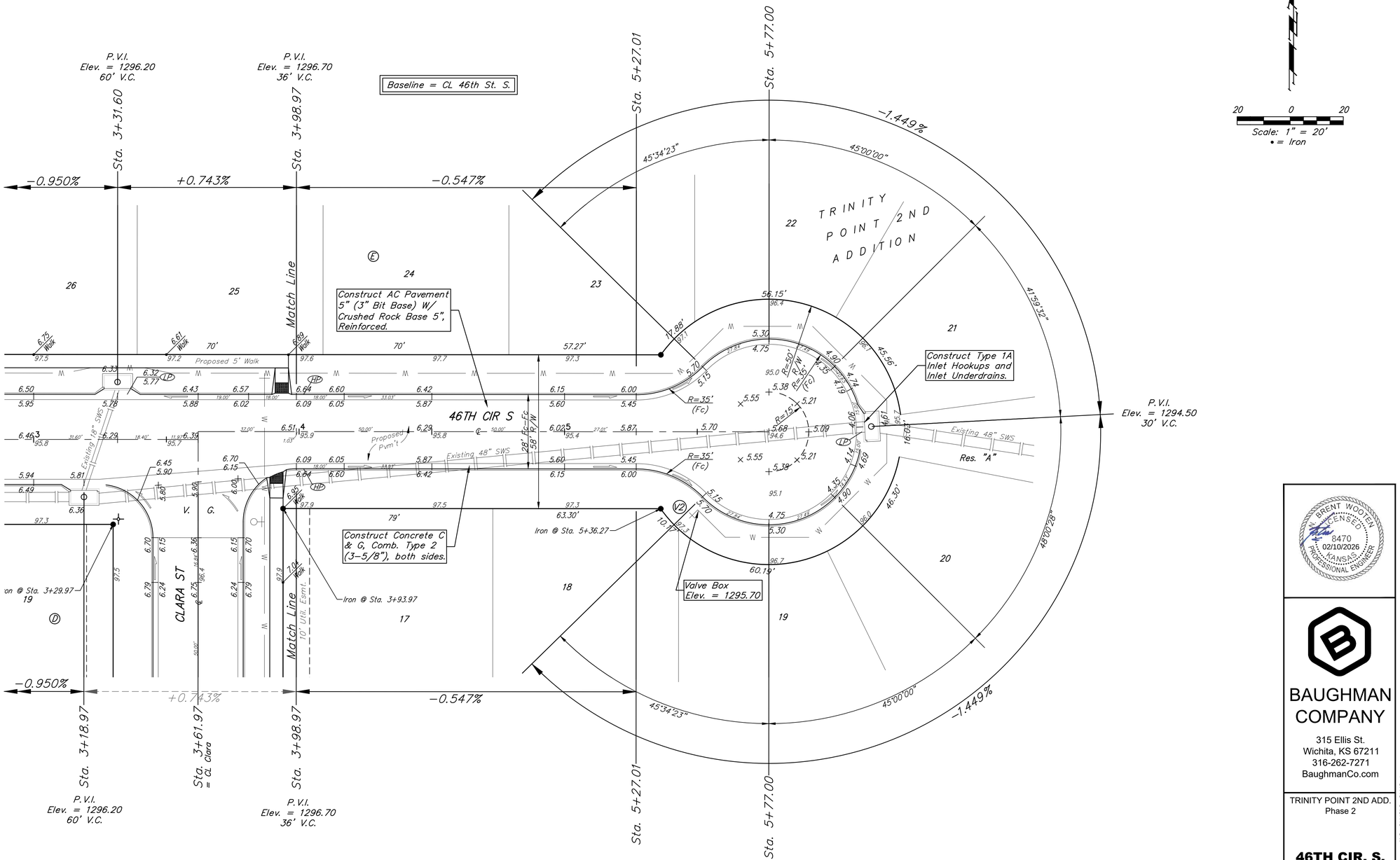
DATE: May 28, 2026

SHEET 2 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StSWS.dwg

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Elev. = 1299.23 NAVD88



WATER VALVE LOCATION TABLE

VALVE NUMBER	STREET	BASELINE STATION	OFFSET DISTANCE	OFFSET DIRECTION
V2	46th Cir. S.	5+50.19	29.14'	Rt.

Paving contractor will be responsible to operate all water valves on the project, in the presence of the inspector, to ensure accessibility to the valves, and that all valves (except blowoffs) are left in the "ON" position when the project is completed.

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TRINITY POINT 2ND ADD.
Phase 2

46TH CIR. S.

STREET IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: NBW DRAWN: TMS

DATE: May 28, 2026

SHEET 3 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

WATER VALVE LOCATION TABLE

VALVE NUMBER	STREET	BASELINE STATION	OFFSET DISTANCE	OFFSET DIRECTION
V3	Clara	0+67.64	25.0'	Rt.
V4	Clara	0+92.64	25.0'	Rt.
V5	Clara	1+83.36	25.0'	Rt.

Paving contractor will be responsible to operate all water valves on the project, in the presence of the inspector, to ensure accessibility to the valves, and that all valves (except blowoffs) are left in the "ON" position when the project is completed.

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20 0 20
Scale: 1" = 20'
• = Iron

Baseline = CL Clara

P.V.I. Elev. = 1296.20 No V.C.
P.V.I. Elev. = 1295.60 58' V.C.
P.V.I. Elev. = 1296.50 50' V.C.
P.V.I. Elev. = 1295.50 76' V.C.

Sta. 0+00.00 = CL 47th St. S.
Sta. 0+50.00
Sta. 1+72.36
Sta. 2+06.36 = CL Clara Ct.
Sta. 2+48.87
Sta. 3+50.00
Sta. 4+64.34
Sta. 5+06.84 = CL Clara Ct.
Sta. 5+40.84

−0.736% −0.784% +0.890% −0.875% +1.307% +0.690%

47TH ST S
CLARA CT
CLARA ST
TRINITY POINT 2ND ADDITION
Match Line

Iron @ Sta. 0+49.82
Sta 0+50.00, 25' Lt Install R1−1 (stop) sign.
Manhole Top Elev. = 1297.80
Sta 0+50.00, Begin construction of AC Pavement 5" (3" Bit Base) W/ Crushed Rock Base 5", Reinforced and 5' Wide Concrete Sidewalk 4".
Transition from 1/2 crown to full crown in 20'
Iron @ Sta. 1+77.36
Sta 2+33.36, 30' Lt Install Std. 9" SNS Assembly "Clara" & Metro 9" SNS Assembly "Clara Ct (_____−_____)" as per City specs.
Iron @ Sta. 2+35.36
Construct Type 1A Inlet Hookups and Inlet Underdrains, both sides.
Manhole Top Elev. = 1297.00
Construct Concrete C & G, Comb. Type 2 (3−5/8"), both sides.
Iron @ Sta. 4+77.84
Iron @

Coordinate construction with 47th St. S. Project 472−

Valve Box Elev. = 1297.00
Valve Box Elev. = 1296.80
Valve Box Elev. = 1296.20

Sta 0+50.00, 25' Rt. Install Metro 9" SNS Assembly "47th St S (_____ W) & "Clara (_____ S)" as per City specs.
Sta 1+79.36, 34' Rt. Install Std. 9" SNS Assembly "Clara" & Metro 9" SNS Assembly "Clara Ct (_____−_____)" as per City specs.

Construct Std. Type A Wheelchair Ramp w/ Detectable Warnings (both sides) (See detail, sheet 28)
Construct 5' Wide Concrete Sidewalk 4"
Construct Concrete Pavement (VG) 7" (Reinf) on Crushed Rock Base 5", Reinforced with Concrete Curb, Mono Edge (6−5/8").
Construct AC Pavement 5" (3" Bit Base) W/ Crushed Rock Base 5", Reinforced.
Construct Type 1A Inlet Hookups and Inlet Underdrains, both sides.

Transition from Concrete Curb, Mono Edge (6−5/8") to Concrete C & G, Comb. Type 2 (3−5/8") in 5', through wheelchair ramps (east side) and in 5', outside of valley gutter radius (N&S sides).

Proposed 24" SWS
Proposed 30" SWS
Proposed 18" SWS
Proposed 8" Water
Proposed 5' Walk
Existing 8" Sewer SSX3
10' Util. Esmt.
20' Drng. & Util. Esmt.
Existing 8" Water & UG Tele. Line
Existing Gravel
Proposed Pvm't (Separate Project)
Proposed 36" SWS (See 47th St. Plans)
50' R/W
64' R/W
34' Fc−Fc

NOTE: ROLL TYPE CURB & GUTTER (TYPE 2) TO BE CONSTRUCTED ON THE PAVEMENT SHOWN ON THIS SHEET. TOP OF CURB ELEVATIONS ARE GIVEN FOR FULL HEIGHT CURB (TYPE 4).

BRENT WOOTEN LICENSED 8470 02/10/2026 KANSAS PROFESSIONAL ENGINEER

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

TRINITY POINT 2ND ADD.
Phase 2

CLARA

STREET IMPROVEMENTS

PROJECT NUMBER: 21-10-E023

DESIGN: NBW DRAWN: TMS

DATE: June 8, 2026

SHEET 4 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

BENCHMARKS:
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BM #2: "□" Cut on top of curb inlet at NE corner of Lot 15, Block D, Trinity Point 2nd Add.
Elev. = 1299.23 NAVD88

Subdivision Bench Marks

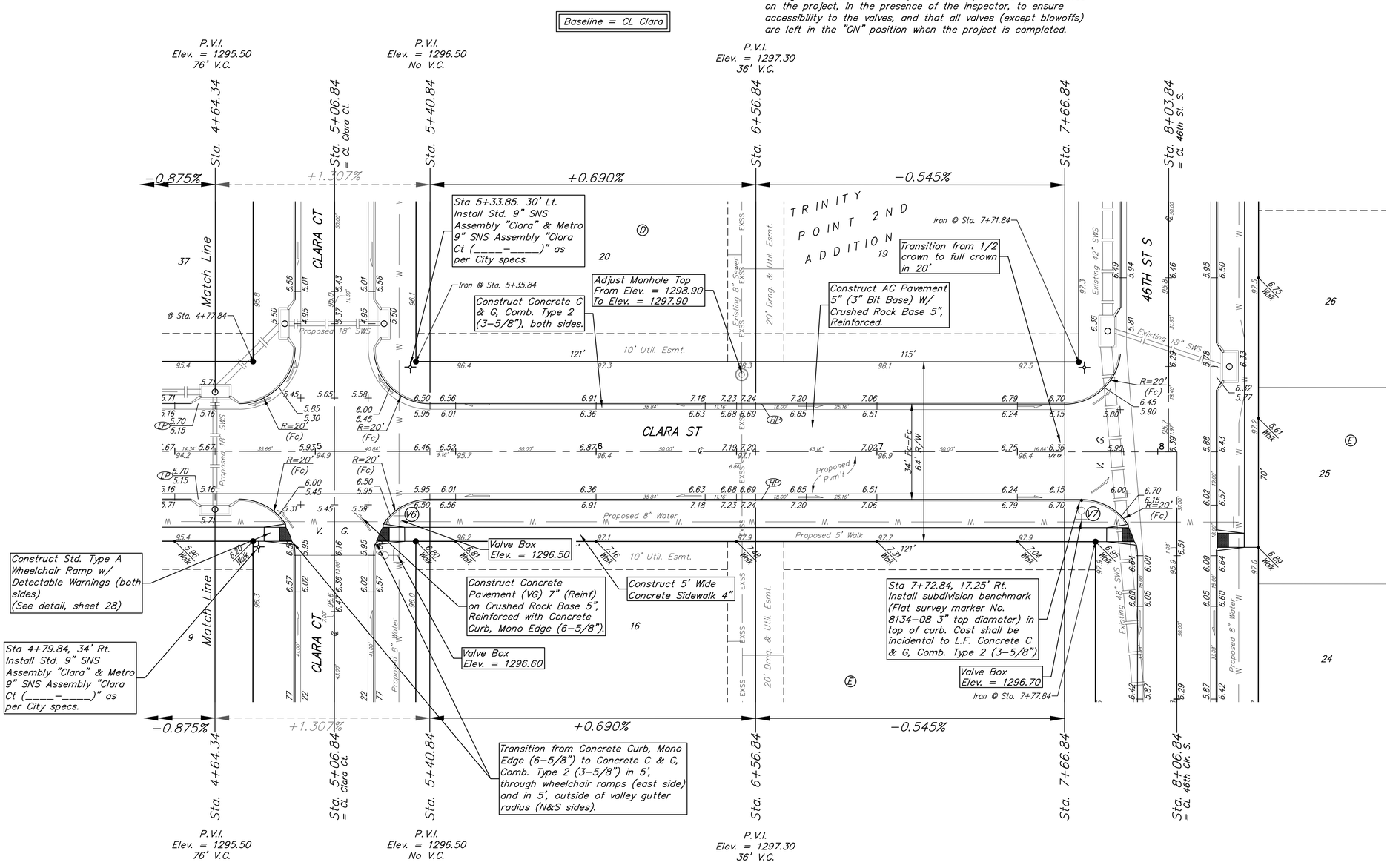
Street & Station	Location Description	Elevation
Clara 7+72.84, 14.25' Rt.	Adjacent to Fire Hydrant at S. End of SE Curb Return of 46th St. S. & Clara.	

WATER VALVE LOCATION TABLE

VALVE NUMBER	STREET	BASELINE STATION	OFFSET DISTANCE	OFFSET DIRECTION
V6	Clara	5+29.84	25.0'	Rt.
V7	Clara	7+72.84	25.0'	Rt.

Paving contractor will be responsible to operate all water valves on the project, in the presence of the inspector, to ensure accessibility to the valves, and that all valves (except blowoffs) are left in the "ON" position when the project is completed.

20 0 20
Scale: 1" = 20'
• = Iron



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

TRINITY POINT 2ND ADD. Phase 2

CLARA

STREET IMPROVEMENTS

PROJECT NUMBER: 21-10-E023

DESIGN: NBW DRAWN: TMS

DATE: May 28, 2026

SHEET 5 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

BENCHMARKS:

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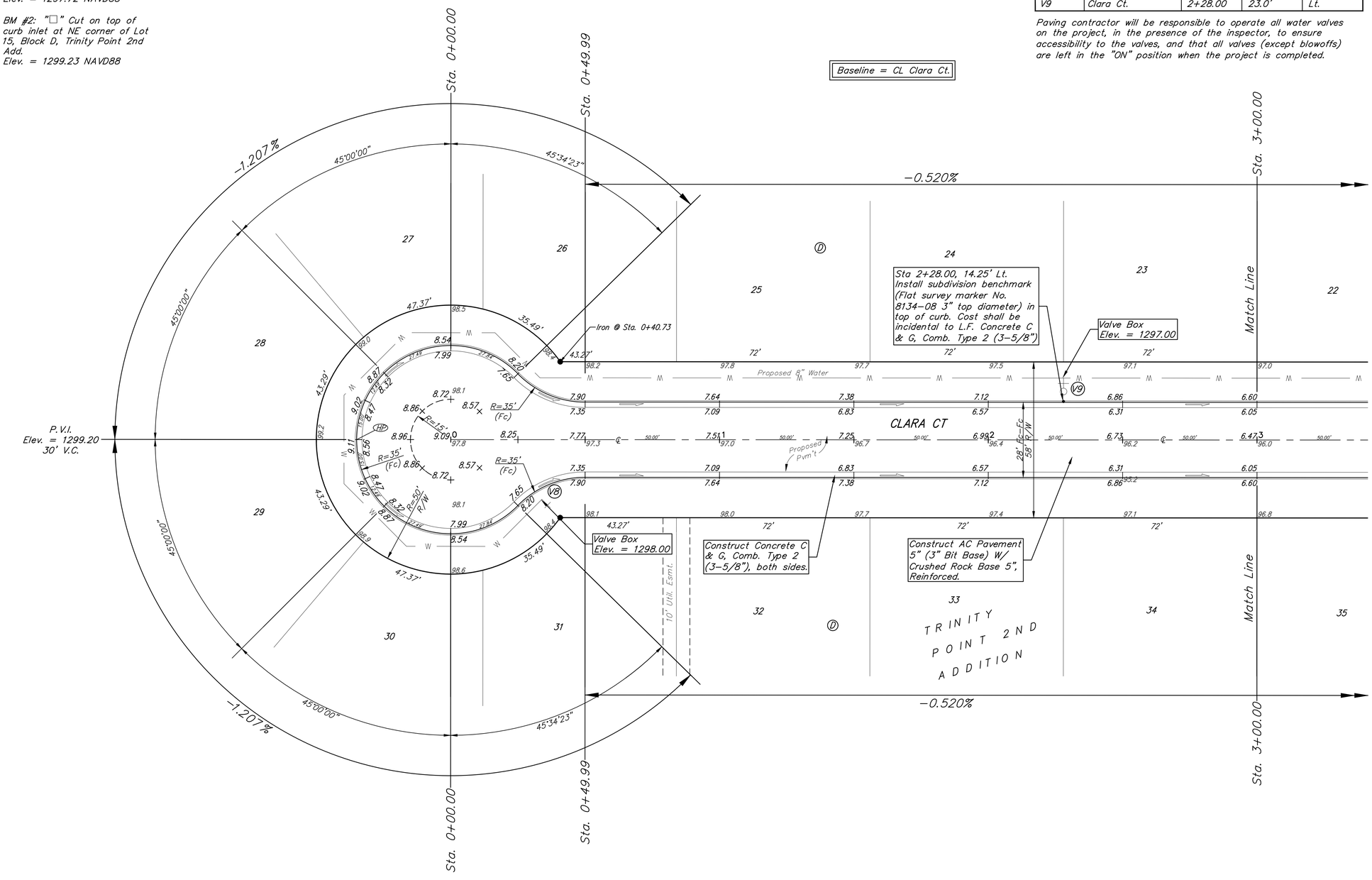
Subdivision Bench Marks

Street & Station	Location Description	Elevation
Clara Ct. 2+28.00, 14.25' Lt.	Adjacent to Fire Hydrant near common front lot corner of Lots 23 and 24, Block D, Trinity Point Addition.	

WATER VALVE LOCATION TABLE

VALVE NUMBER	STREET	BASELINE STATION	OFFSET DISTANCE	OFFSET DIRECTION
V8	Clara Ct.	0+33.94	22.21'	Rt.
V9	Clara Ct.	2+28.00	23.0'	Lt.

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20 0 20
Scale: 1" = 20'
• = Iron

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TRINITY POINT 2ND ADD. Phase 2

CLARA CT.
Lots 20-37, Block D

STREET IMPROVEMENTS

PROJECT NUMBER: 21-10-E023

DESIGN: NBW DRAWN: TMS

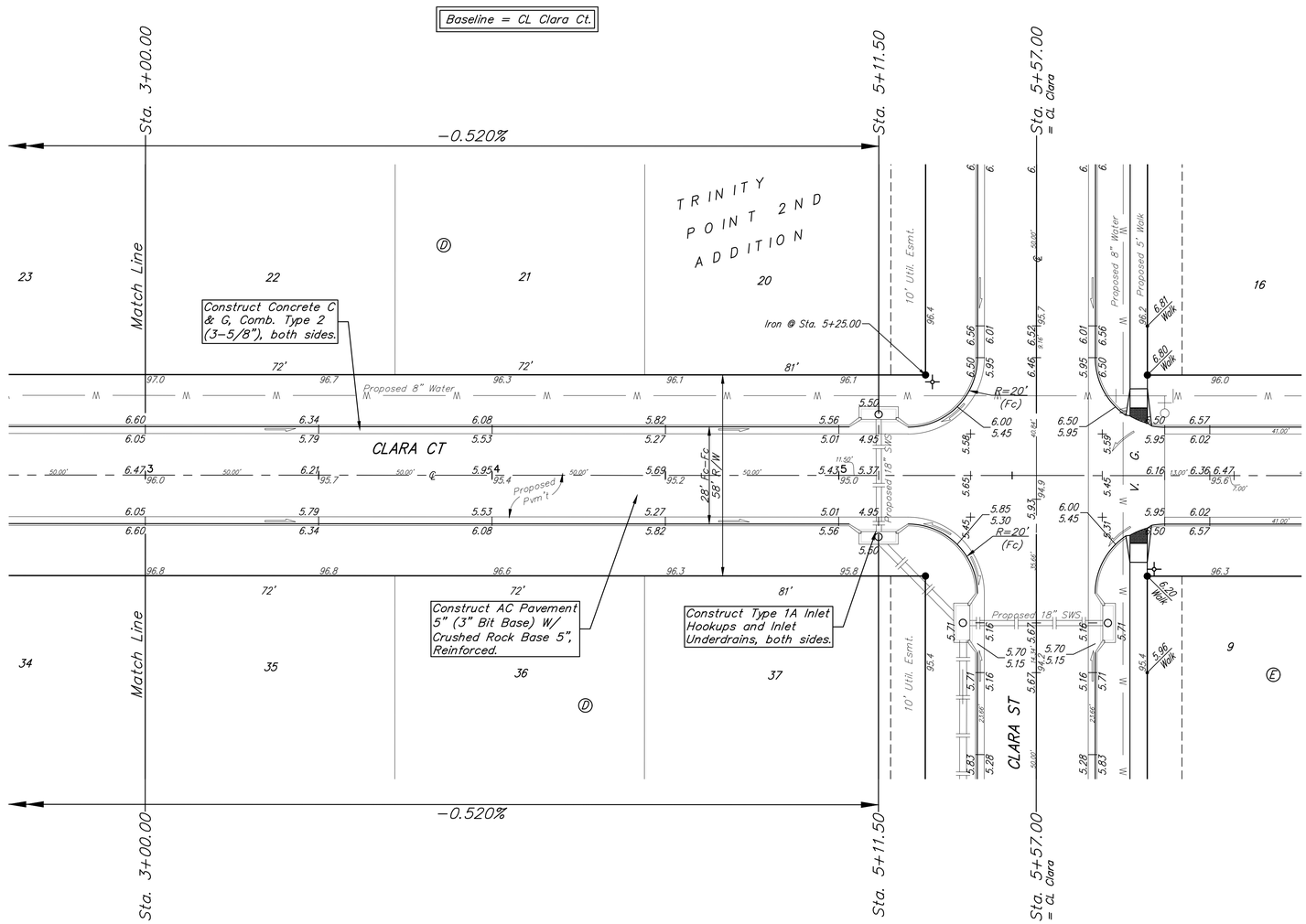
DATE: May 28, 2026

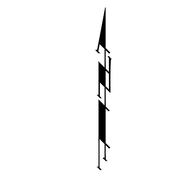
SHEET 6 OF 56

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Elev. = 1299.23 NAVD88





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Wichita, KS 67211
316-262-7271
BaughmanCo.com

TRINITY POINT 2ND ADD.
Phase 2

CLARA CT.
Lots 20-37, Block D

STREET IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: NBW DRAWN: TMS

DATE: May 28, 2026

SHEET 7 OF 56

File: E:\Projects\Trinity Point 2ndEngineering\Phase 2\Sts\SWS\Sts\SWS.dwg

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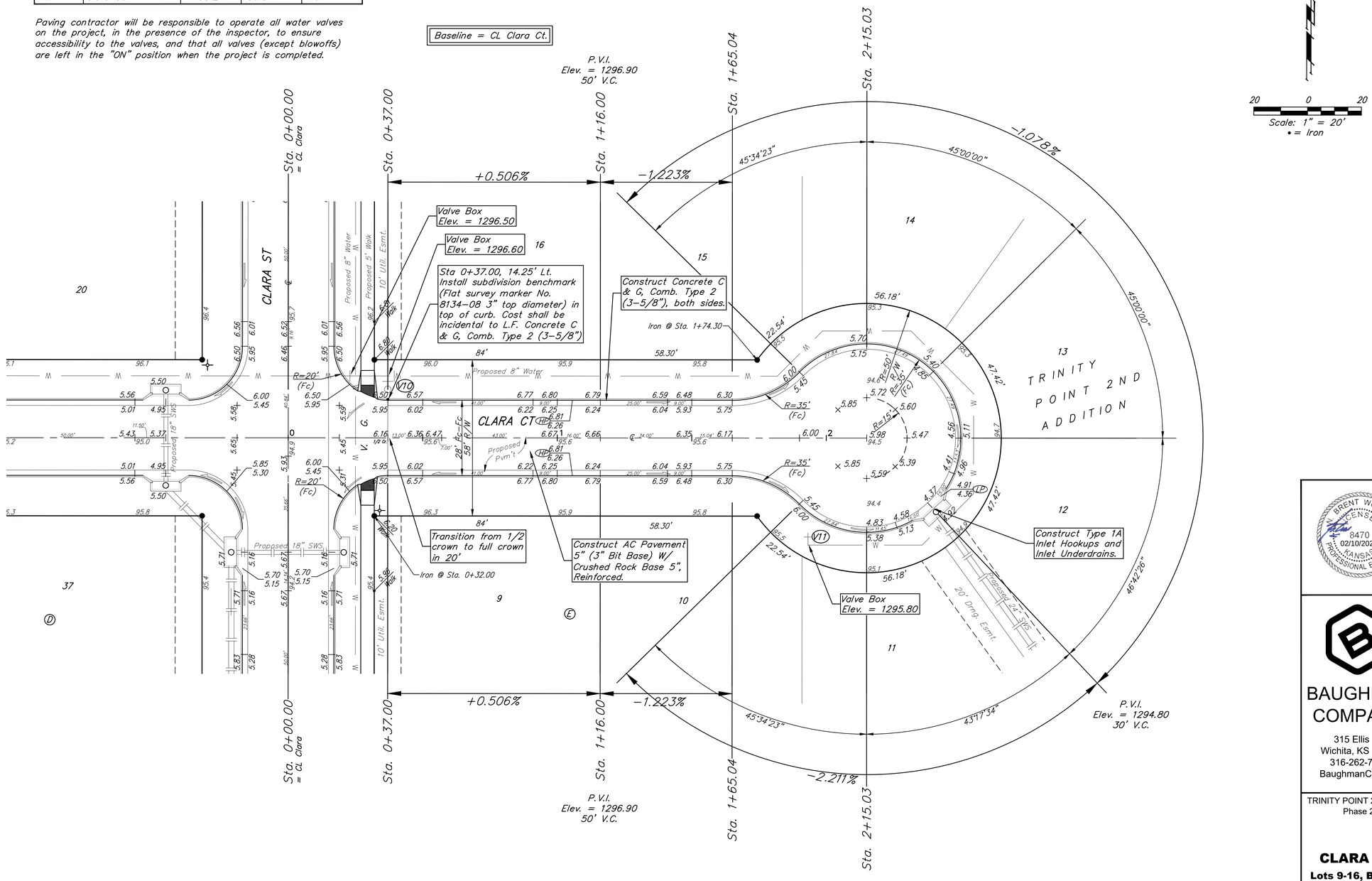
WATER VALVE LOCATION TABLE

VALVE NUMBER	STREET	BASELINE STATION	OFFSET DISTANCE	OFFSET DIRECTION
V10	Clara Ct.	0+37.00	23.0'	Lt.
V11	Clara Ct.	1+93.24	39.8'	Rt.

Paving contractor will be responsible to operate all water valves on the project, in the presence of the inspector, to ensure accessibility to the valves, and that all valves (except blowoffs) are left in the "ON" position when the project is completed.

Subdivision Bench Marks

Street & Station	Location Description	Elevation
Clara Ct. 0+37.00, 14.25' Lt.	Adjacent to Fire Hydrant at E. End of NE Curb Return of Clara and Clara Ct.	



20 0 20
Scale: 1" = 20'
• = Iron

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BRENT WOOTEN LICENSED 8470 02/10/2026 KANSAS PROFESSIONAL ENGINEER

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

TRINITY POINT 2ND ADD.
Phase 2

CLARA CT.
Lots 9-16, Block E

STREET IMPROVEMENTS

PROJECT NUMBER: 21-10-E023

DESIGN: NBW DRAWN: TMS

DATE: May 28, 2026

SHEET 8 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\Str\SWS\StrSWS.dwg

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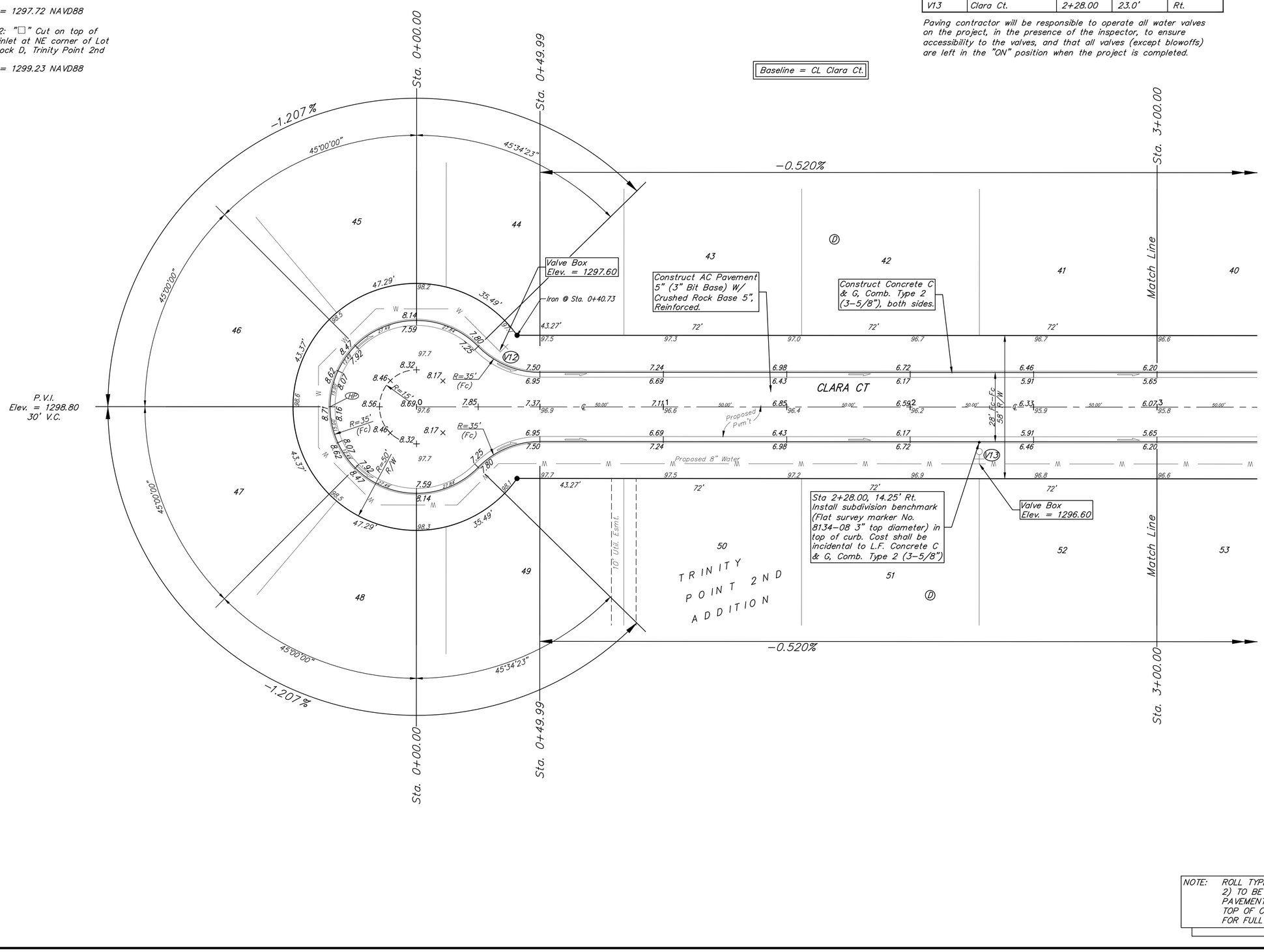
Subdivision Bench Marks

Street & Station	Location Description	Elevation
Clara Ct. 2+28.00, 14.25' Rt.	Adjacent to Fire Hydrant near common front lot corner of Lots 42 and 43, Block D, Trinity Point Addition.	

WATER VALVE LOCATION TABLE

VALVE NUMBER	STREET	BASELINE STATION	OFFSET DISTANCE	OFFSET DIRECTION
V12	Clara Ct.	0+33.94	22.21'	Lt.
V13	Clara Ct.	2+28.00	23.0'	Rt.

Paving contractor will be responsible to operate all water valves on the project, in the presence of the inspector, to ensure accessibility to the valves, and that all valves (except blowoffs) are left in the "ON" position when the project is completed.



20 0 20
Scale: 1" = 20'
• = Iron

NOTE: ROLL TYPE CURB & GUTTER (TYPE 2) TO BE CONSTRUCTED ON THE PAVEMENT SHOWN ON THIS SHEET. TOP OF CURB ELEVATIONS ARE GIVEN FOR FULL HEIGHT CURB (TYPE 4).

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315 Ellis St.
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TRINITY POINT 2ND ADD.
Phase 2

CLARA CT.
Lots 38-55, Block D

STREET IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

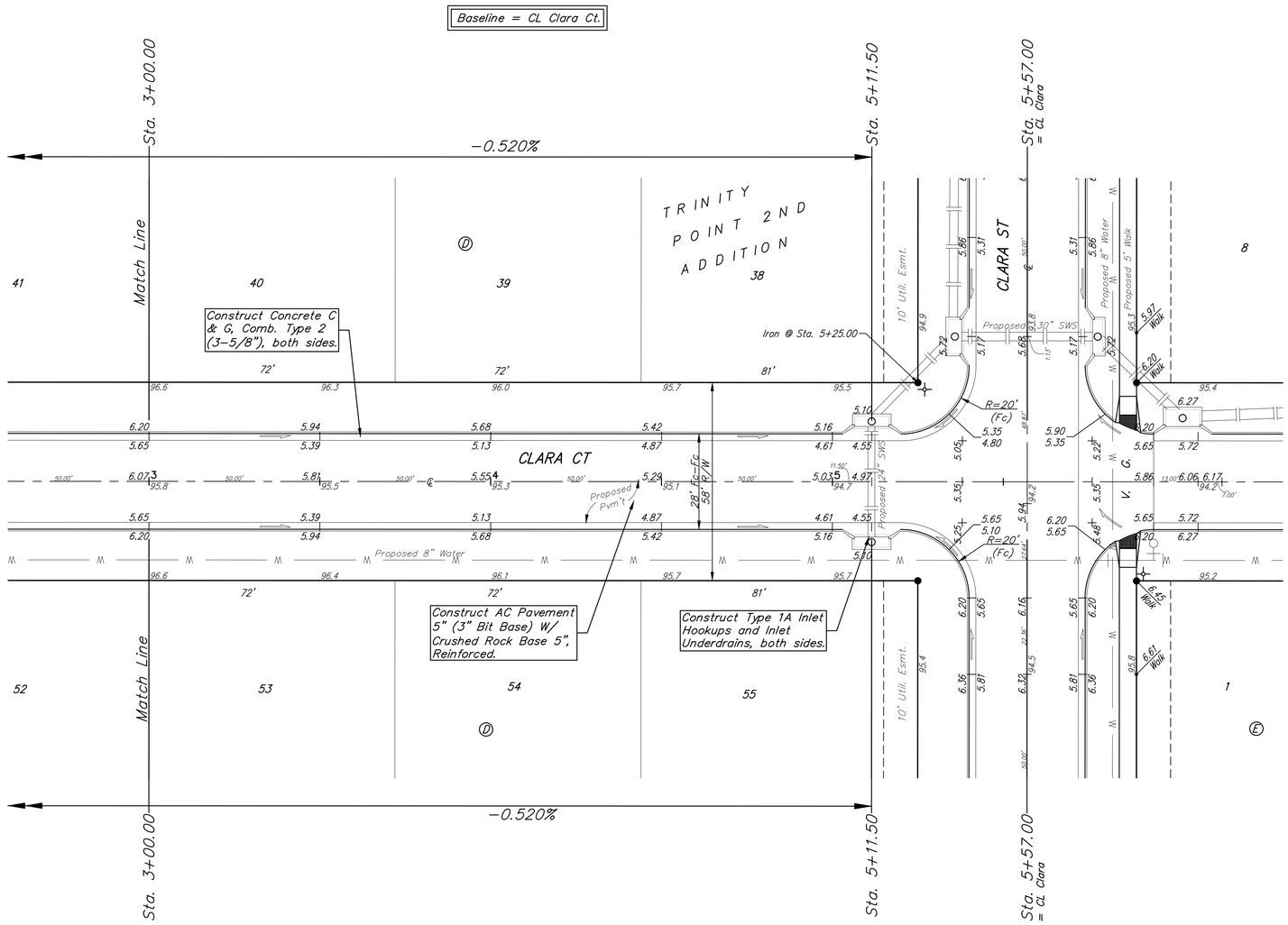
DESIGN: NBW DRAWN: TMS
DATE: May 28, 2026

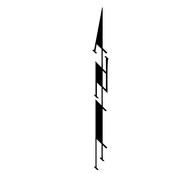
SHEET 9 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

BENCHMARKS:
BM #1: "□" Cut on top of curb inlet at NW corner of Lot 11, Block D, Trinity Point 2nd Add.
Elev. = 1297.72 NAVD88

BM #2: "□" Cut on top of curb inlet at NE corner of Lot 15, Block D, Trinity Point 2nd Add.
Elev. = 1299.23 NAVD88





NOTE: ROLL TYPE CURB & GUTTER (TYPE 2) TO BE CONSTRUCTED ON THE PAVEMENT SHOWN ON THIS SHEET. TOP OF CURB ELEVATIONS ARE GIVEN FOR FULL HEIGHT CURB (TYPE 4).



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TRINITY POINT 2ND ADD.
Phase 2

CLARA CT.
Lots 38-55, Block D

STREET IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: NBW DRAWN: TMS

DATE: May 28, 2026

SHEET 10 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\Str\SWS\Str\SWS.dwg

BENCHMARKS:
BM #1: "□" Cut on top of curb inlet at NW corner of Lot 11, Block D, Trinity Point 2nd Add.
Elev. = 1297.72 NAVD88

BM #2: "□" Cut on top of curb inlet at NE corner of Lot 15, Block D, Trinity Point 2nd Add.
Elev. = 1299.23 NAVD88

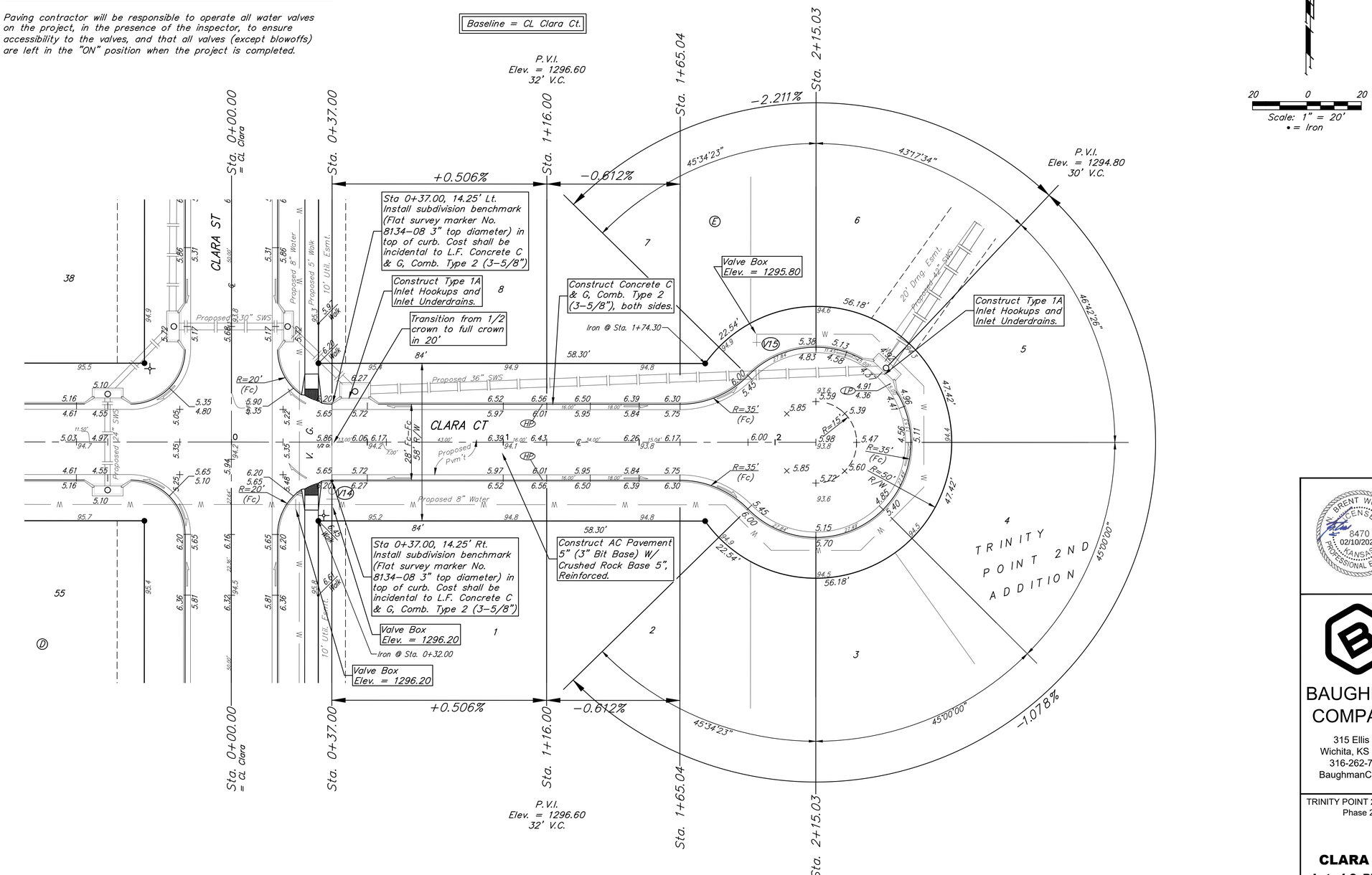
WATER VALVE LOCATION TABLE

VALVE NUMBER	STREET	BASELINE STATION	OFFSET DISTANCE	OFFSET DIRECTION
V14	Clara Ct.	0+37.00	23.0'	Rt.
V15	Clara Ct.	1+93.24	39.8'	Lt.

Paving contractor will be responsible to operate all water valves on the project, in the presence of the inspector, to ensure accessibility to the valves, and that all valves (except blowoffs) are left in the "ON" position when the project is completed.

Subdivision Bench Marks

Street & Station	Location Description	Elevation
Clara Ct. 0+37.00, 14.25' Lt.	Adjacent to Fire Hydrant at E. End of NE Curb Return of Clara and Clara Ct.	



20 0 20
Scale: 1" = 20'
• = Iron

NOTE: ROLL TYPE CURB & GUTTER (TYPE 2) TO BE CONSTRUCTED ON THE PAVEMENT SHOWN ON THIS SHEET. TOP OF CURB ELEVATIONS ARE GIVEN FOR FULL HEIGHT CURB (TYPE 4).

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TRINITY POINT 2ND ADD.
Phase 2

CLARA CT.
Lots 1-8, Block E

STREET IMPROVEMENTS

PROJECT NUMBER: 21-10-E023

DESIGN: NBW DRAWN: TMS

DATE: June 9, 2026

SHEET 11 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\Str\SWS\Str\SWS.dwg

BENCHMARKS:

BM #1: "□" Cut on top of curb inlet at NW corner of Lot 11, Block D, Trinity Point 2nd Add.
Elev. = 1297.72 NAVD88

BM #2: "□" Cut on top of curb inlet at NE corner of Lot 15, Block D, Trinity Point 2nd Add.
Elev. = 1299.23 NAVD88

Subdivision Bench Marks

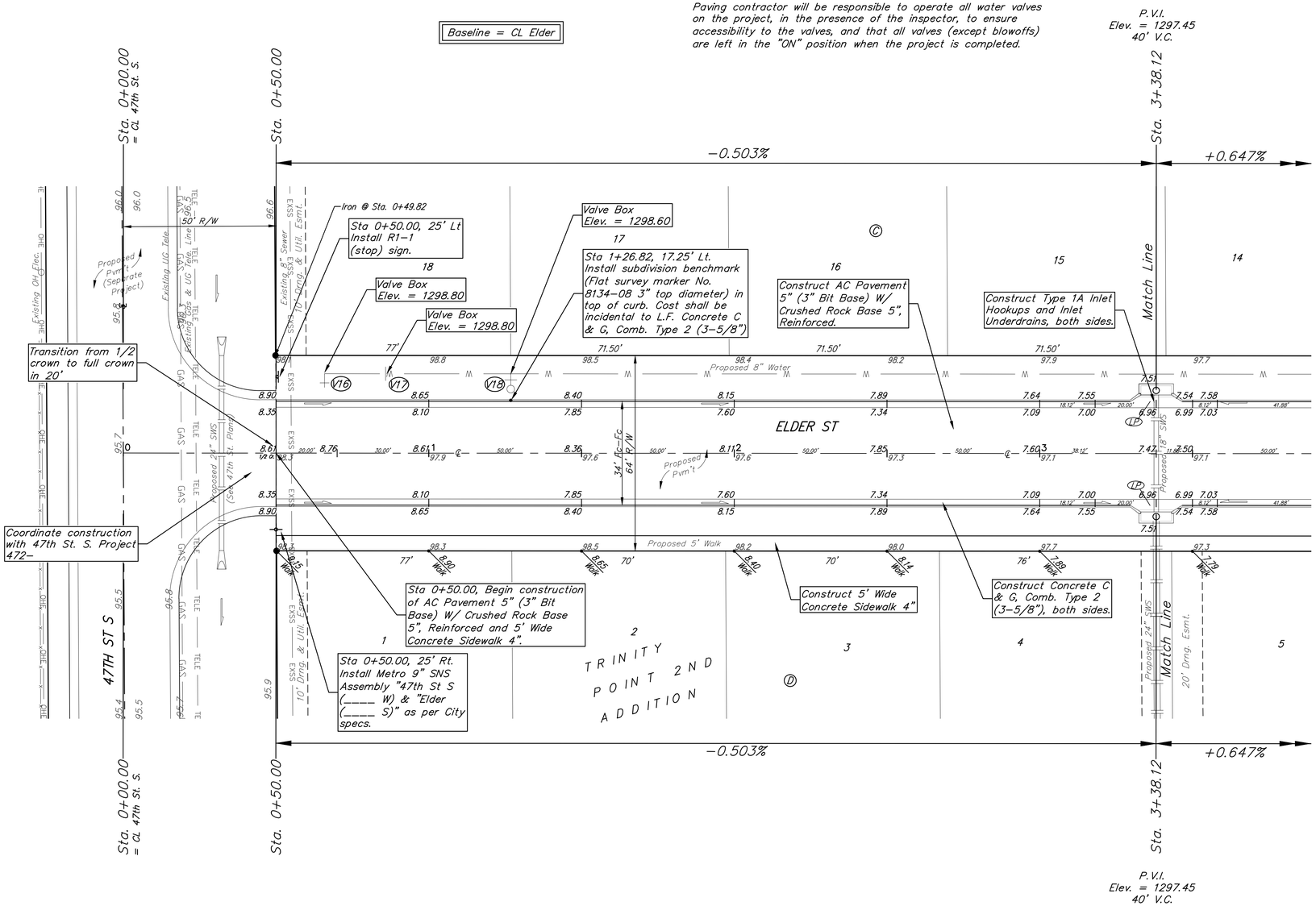
Street & Station	Location Description	Elevation
Elder 1+26.82, 17.25' Lt.	Adjacent to Fire Hydrant near common front lot corner of Lots 17 and 18, Block C, Trinity Point Addition.	

WATER VALVE LOCATION TABLE

VALVE NUMBER	STREET	BASELINE STATION	OFFSET DISTANCE	OFFSET DIRECTION
V16	Elder	0+66.00	26.0'	Lt.
V17	Elder	0+91.00	26.0'	Lt.
V18	Elder	1+26.94	26.0'	Lt.

Paving contractor will be responsible to operate all water valves on the project, in the presence of the inspector, to ensure accessibility to the valves, and that all valves (except blowoffs) are left in the "ON" position when the project is completed.

20 0 20
Scale: 1" = 20'
• = Iron



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TRINITY POINT 2ND ADD.
Phase 2

ELDER

STREET IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: NBW DRAWN: TMS

DATE: June 8, 2026

SHEET 12 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\Sts\SWS\Sts\SWS.dwg

BENCHMARKS:

BM #1: "□" Cut on top of curb inlet at NW corner of Lot 11, Block D, Trinity Point 2nd Add.
Elev. = 1297.72 NAVD88

BM #2: "□" Cut on top of curb inlet at NE corner of Lot 15, Block D, Trinity Point 2nd Add.
Elev. = 1299.23 NAVD88

WATER VALVE LOCATION TABLE

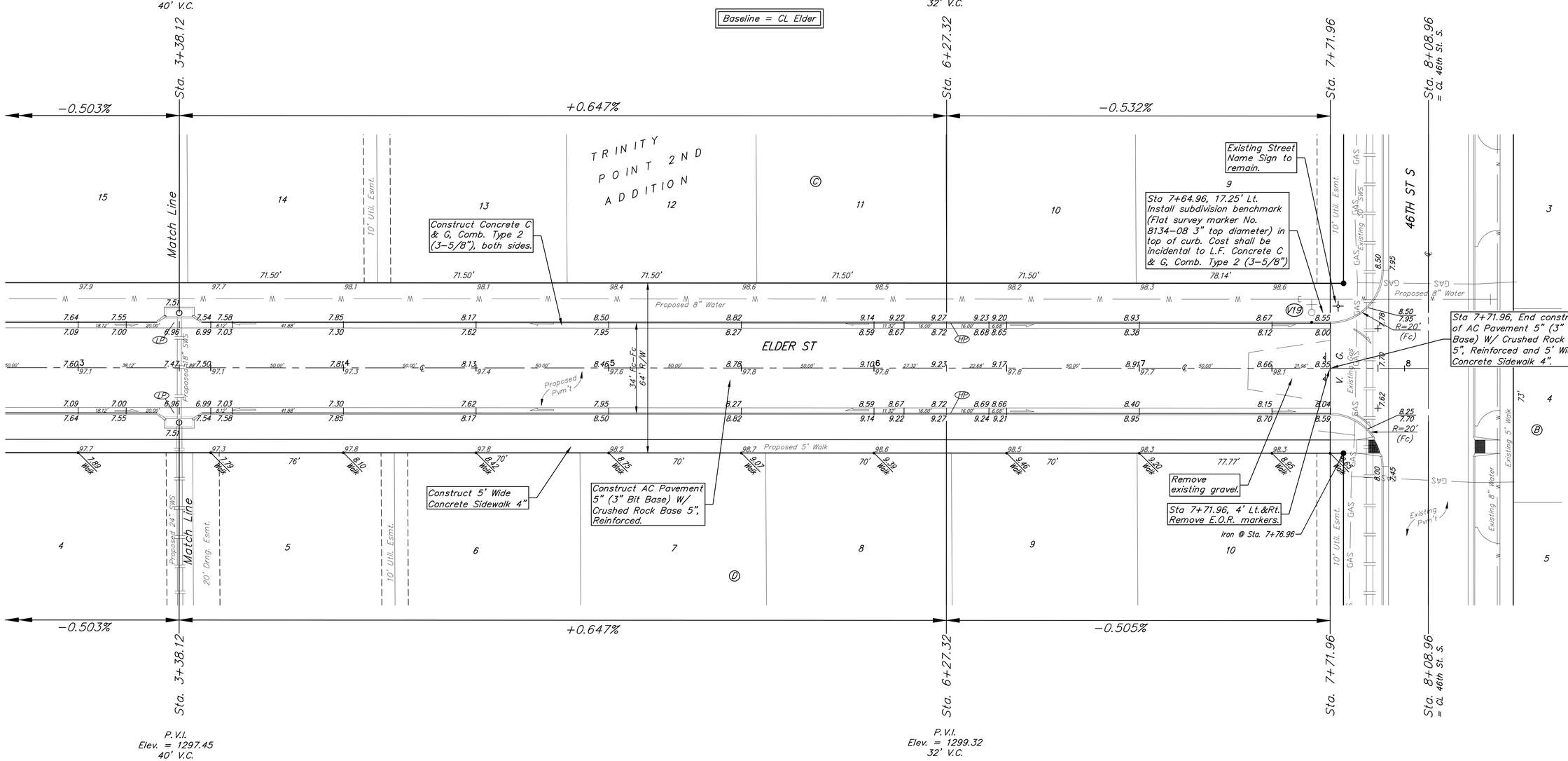
VALVE NUMBER	STREET	BASELINE STATION	OFFSET DISTANCE	OFFSET DIRECTION
V19	Elder	7+64.96	26.0'	Lt.

Paving contractor will be responsible to operate all water valves on the project, in the presence of the inspector, to ensure accessibility to the valves, and that all valves (except blowoffs) are left in the "ON" position when the project is completed.

Subdivision Bench Marks

Street & Station	Location Description	Elevation
Elder 7+64.96, 17.25' Lt.	Adjacent to Fire Hydrant at S. End of SW Curb Return of 47th St. S. & Elder.	

20 0 20
Scale: 1" = 20'
• = Iron



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TRINITY POINT 2ND ADD.
Phase 2

ELDER

STREET IMPROVEMENTS

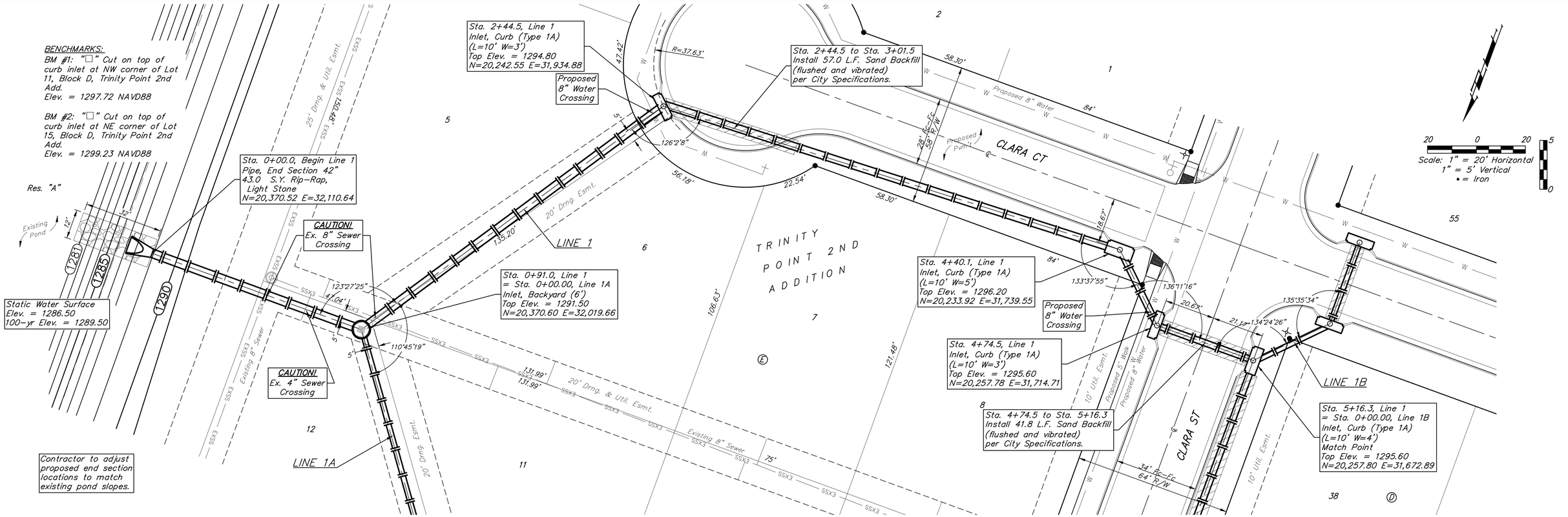
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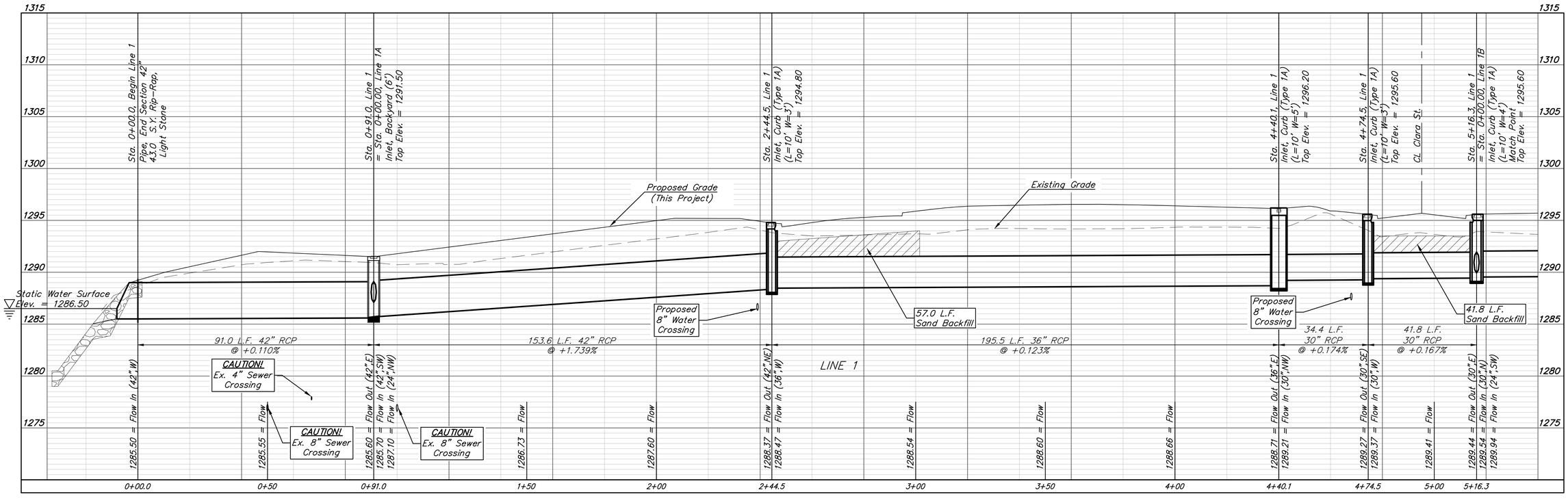
DESIGN: NBW DRAWN: TMS

DATE: May 28, 2026

SHEET 13 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSW\StrSW\S.dwg





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TRINITY POINT 2ND ADD.
Phase 2

LINE 1

STORM WATER SEWER IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

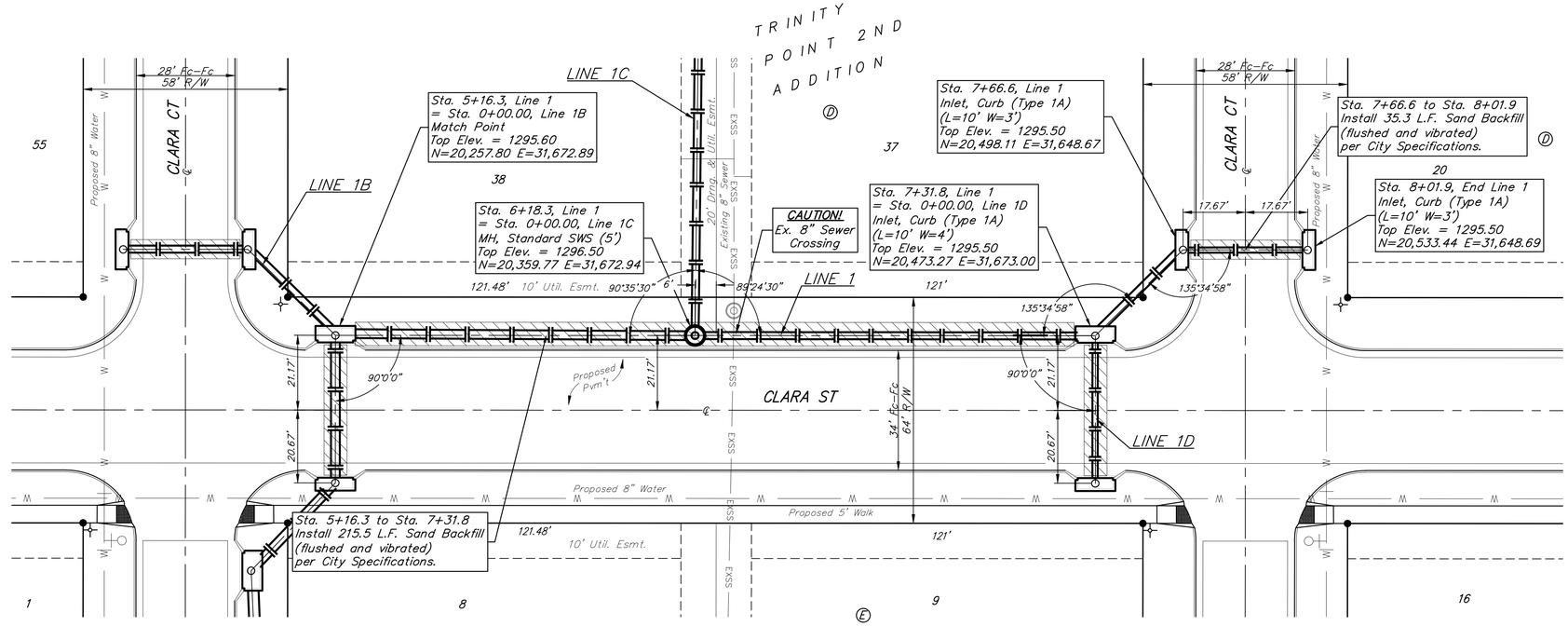
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DATE: May 28, 2026

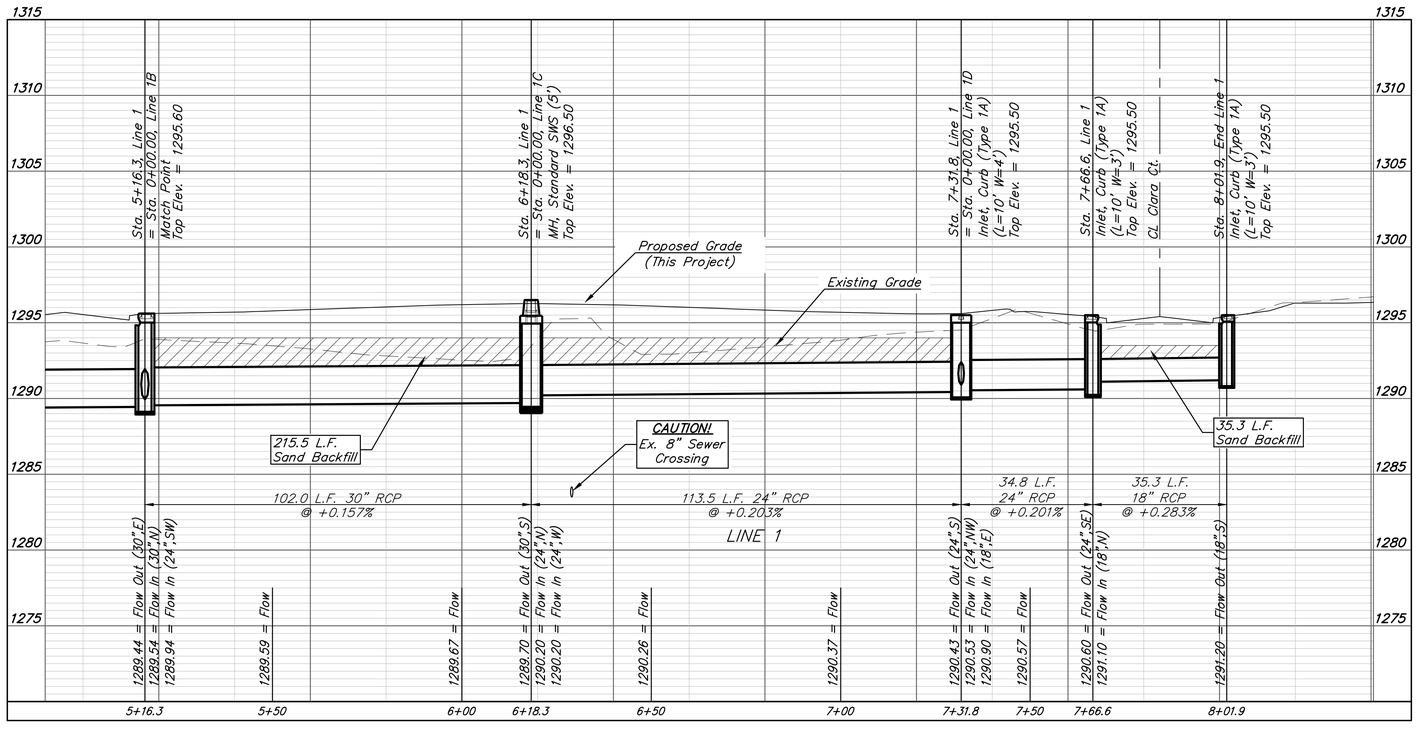
SHEET 14 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

BENCHMARKS:
BM #1: "□" Cut on top of curb inlet at NW corner of Lot 11, Block D, Trinity Point 2nd Add.
Elev. = 1297.72 NAVD88

BM #2: "□" Cut on top of curb inlet at NE corner of Lot 15, Block D, Trinity Point 2nd Add.
Elev. = 1299.23 NAVD88





20 0 20 5
Scale: 1" = 20' Horizontal
1" = 5' Vertical
• = Iron
0

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TRINITY POINT 2ND ADD. Phase 2

LINE 1

STORM WATER SEWER IMPROVEMENTS

PROJECT NUMBER: 21-10-E023

DESIGN: NBW DRAWN: TMS

DATE: May 28, 2026

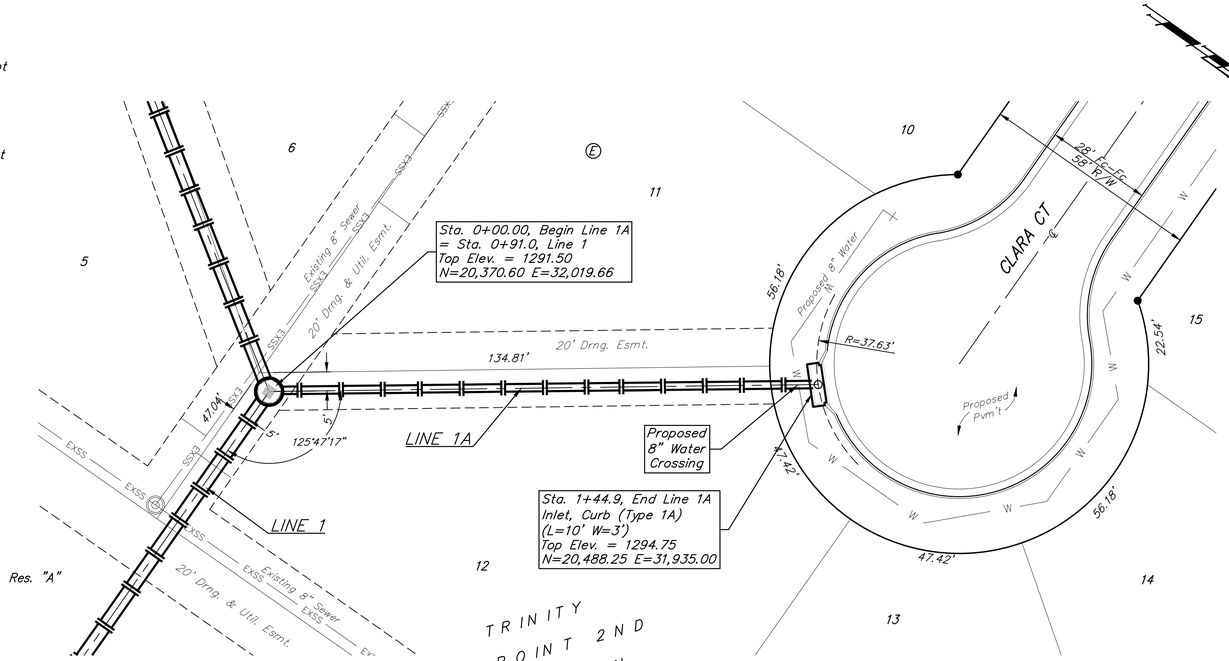
SHEET 15 OF 56

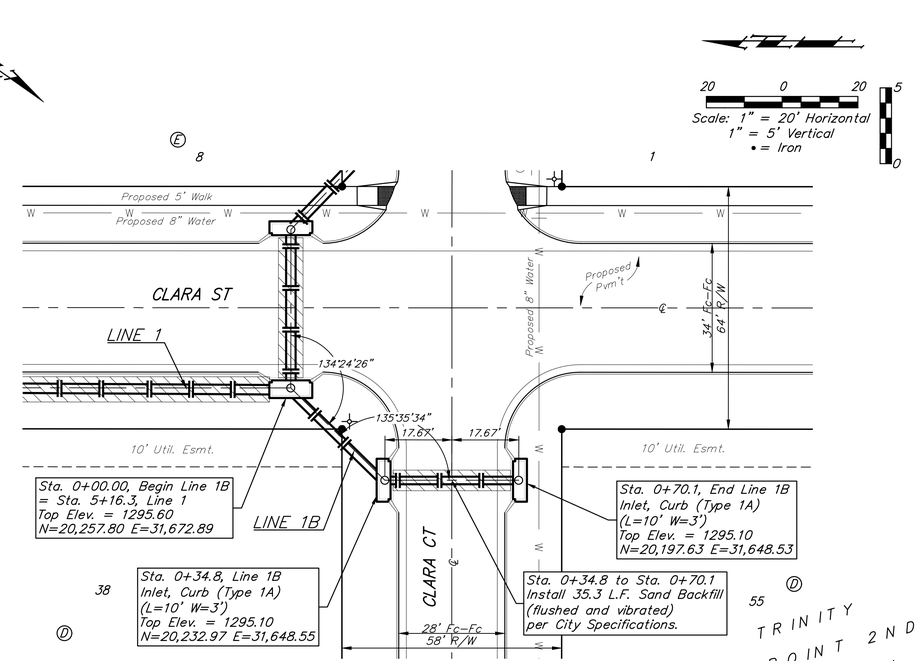
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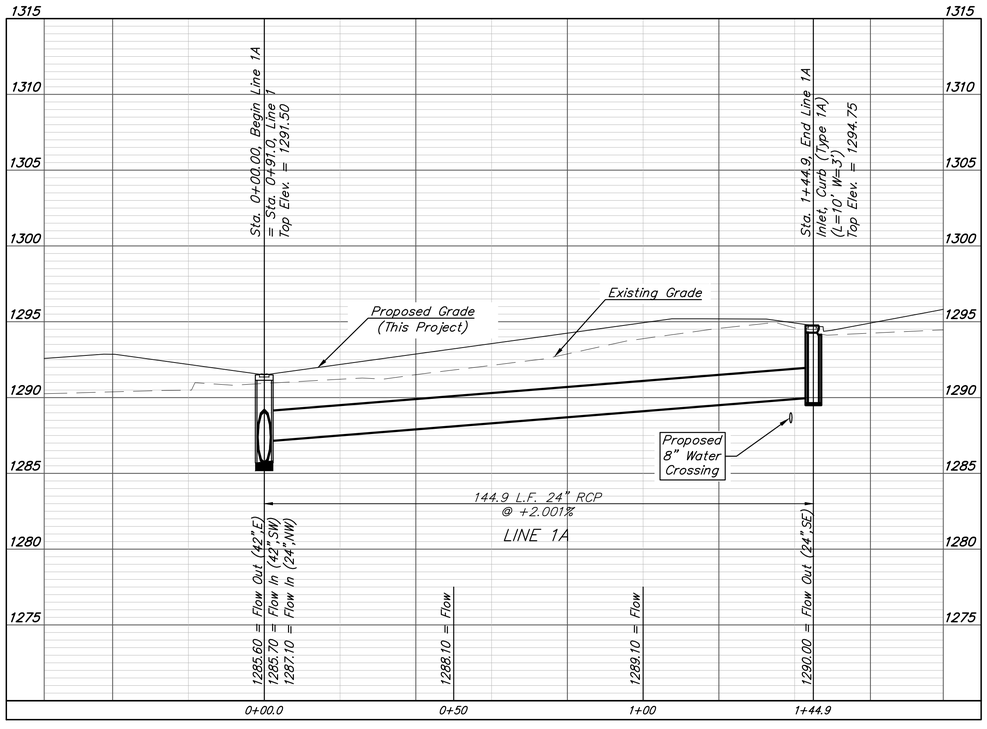
BENCHMARKS:

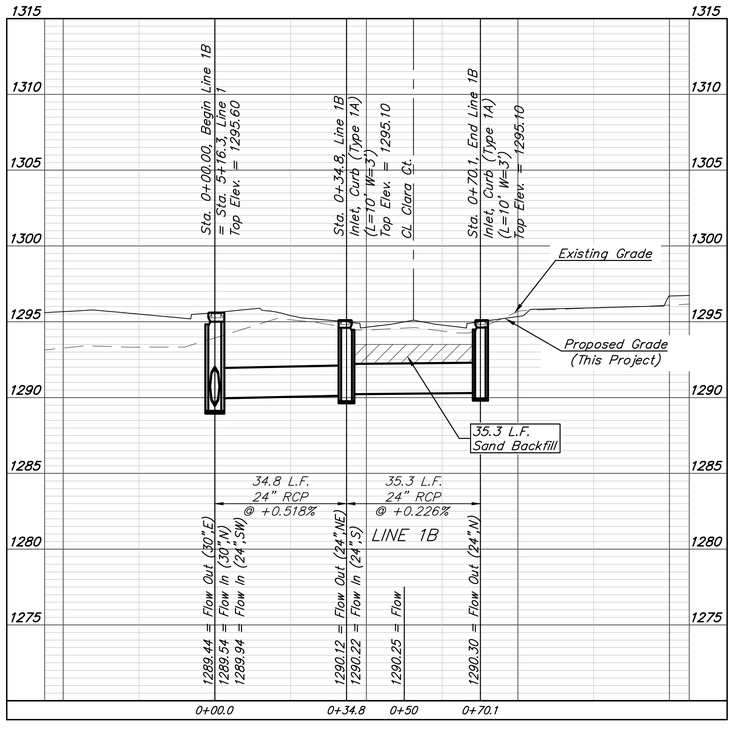
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Elev. = 1299.23 NAVD88









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TRINITY POINT 2ND ADD.
Phase 2

LINES 1A & 1B

STORM WATER SEWER IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: NBW DRAWN: TMS

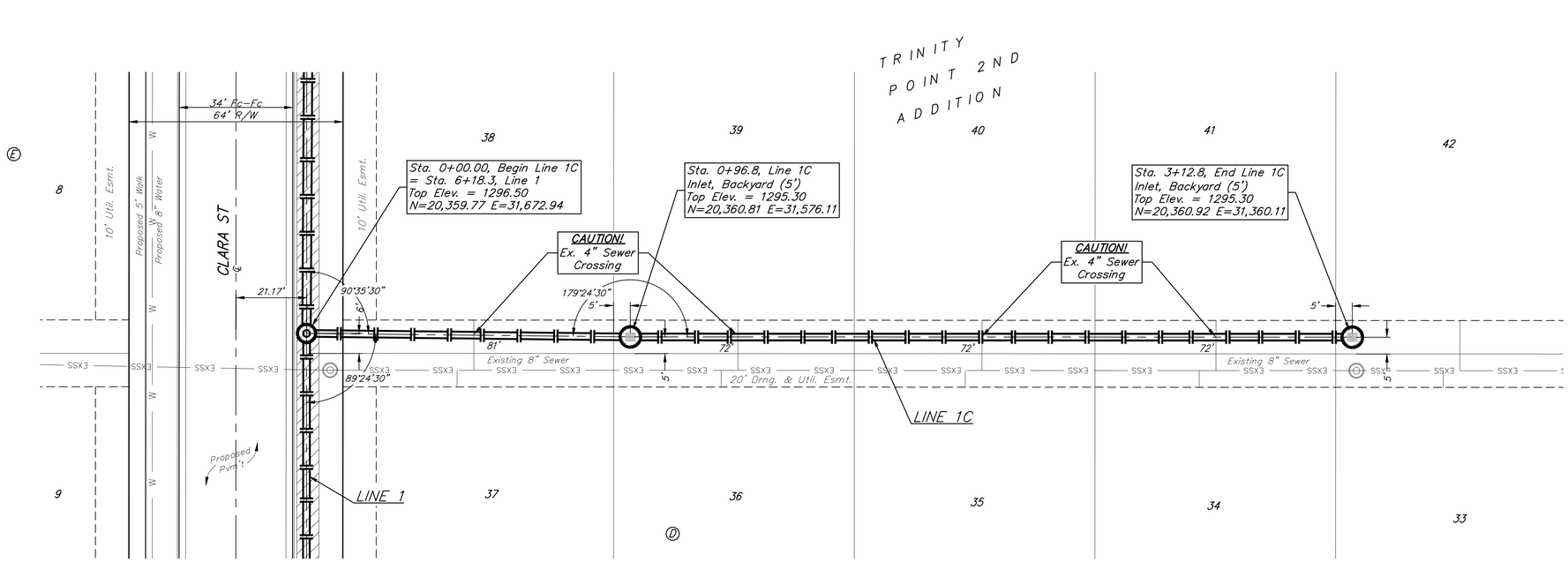
DATE: May 28, 2026

SHEET 16 OF 56

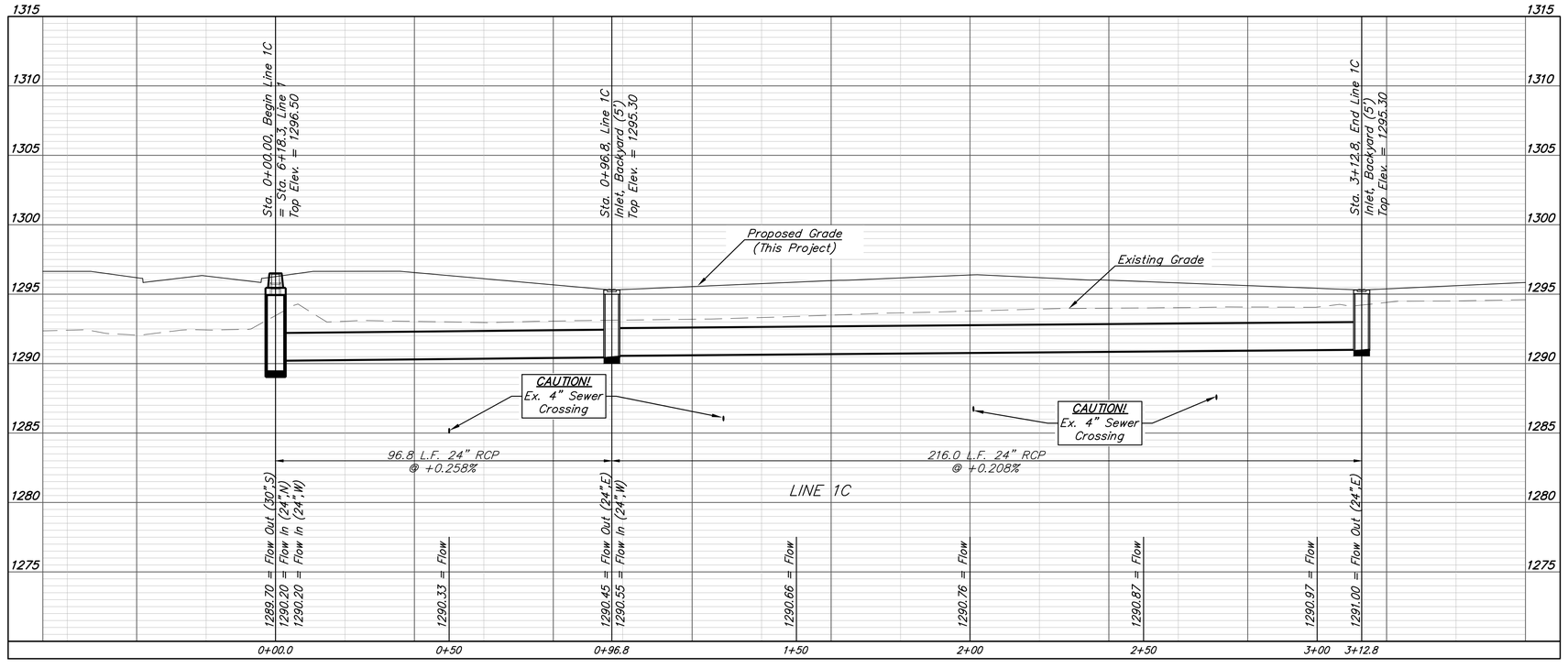
File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

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Elev. = 1297.72 NAVD88

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Elev. = 1299.23 NAVD88



20 0 20
Scale: 1" = 20' Horizontal
1" = 5' Vertical
• = Iron
5
0



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TRINITY POINT 2ND ADD.
Phase 2

LINE 1C

STORM WATER SEWER IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: NBW DRAWN: TMS

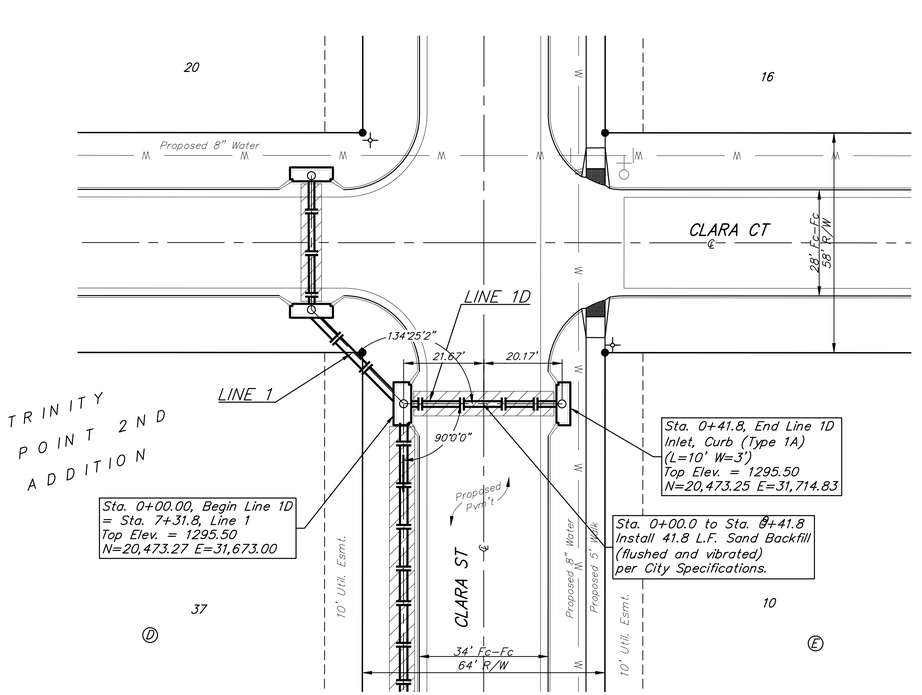
DATE: May 28, 2026

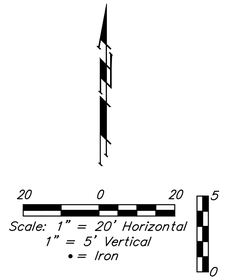
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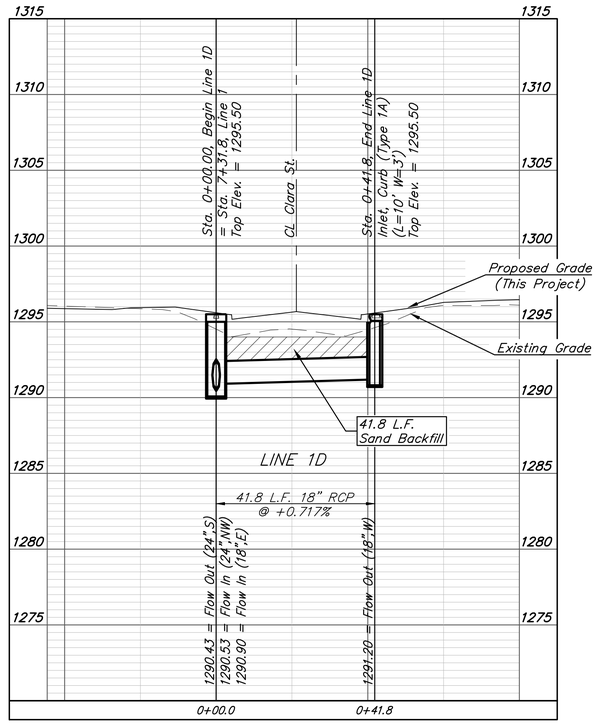
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Elev. = 1299.23 NAVD88







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TRINITY POINT 2ND ADD.
Phase 2

LINE 1D

STORM WATER SEWER IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: NBW DRAWN: TMS

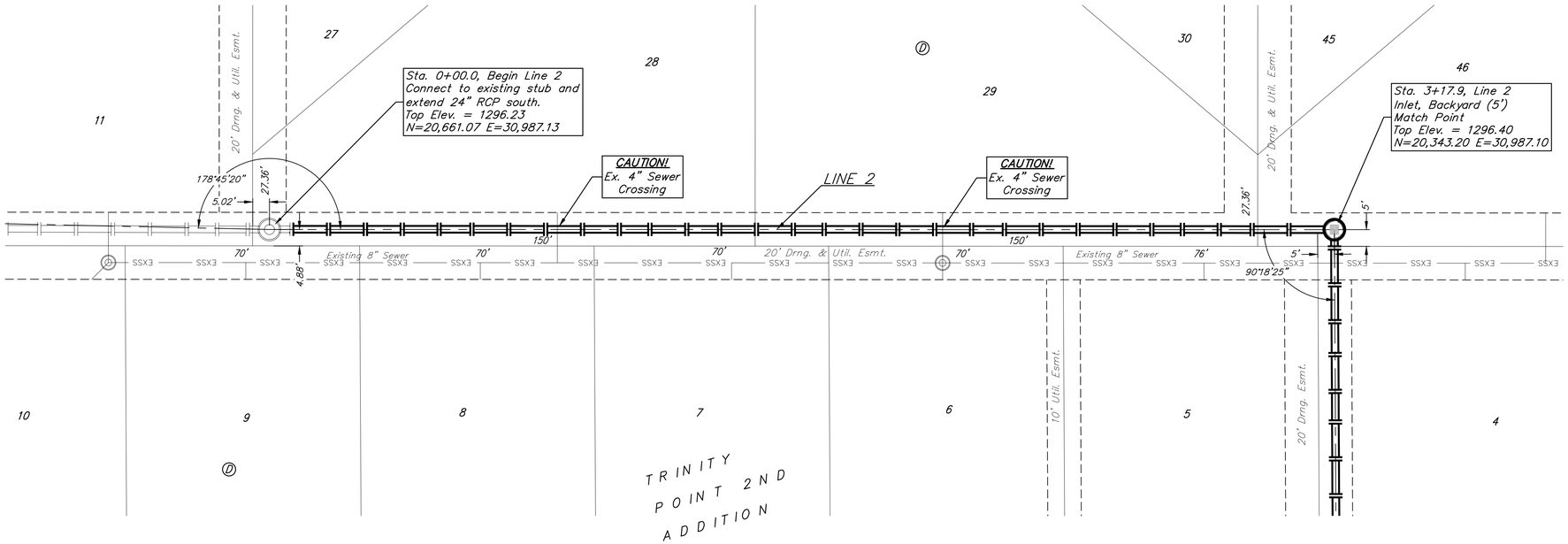
DATE: May 28, 2026

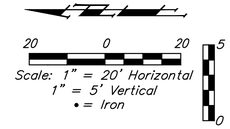
SHEET 18 OF 56

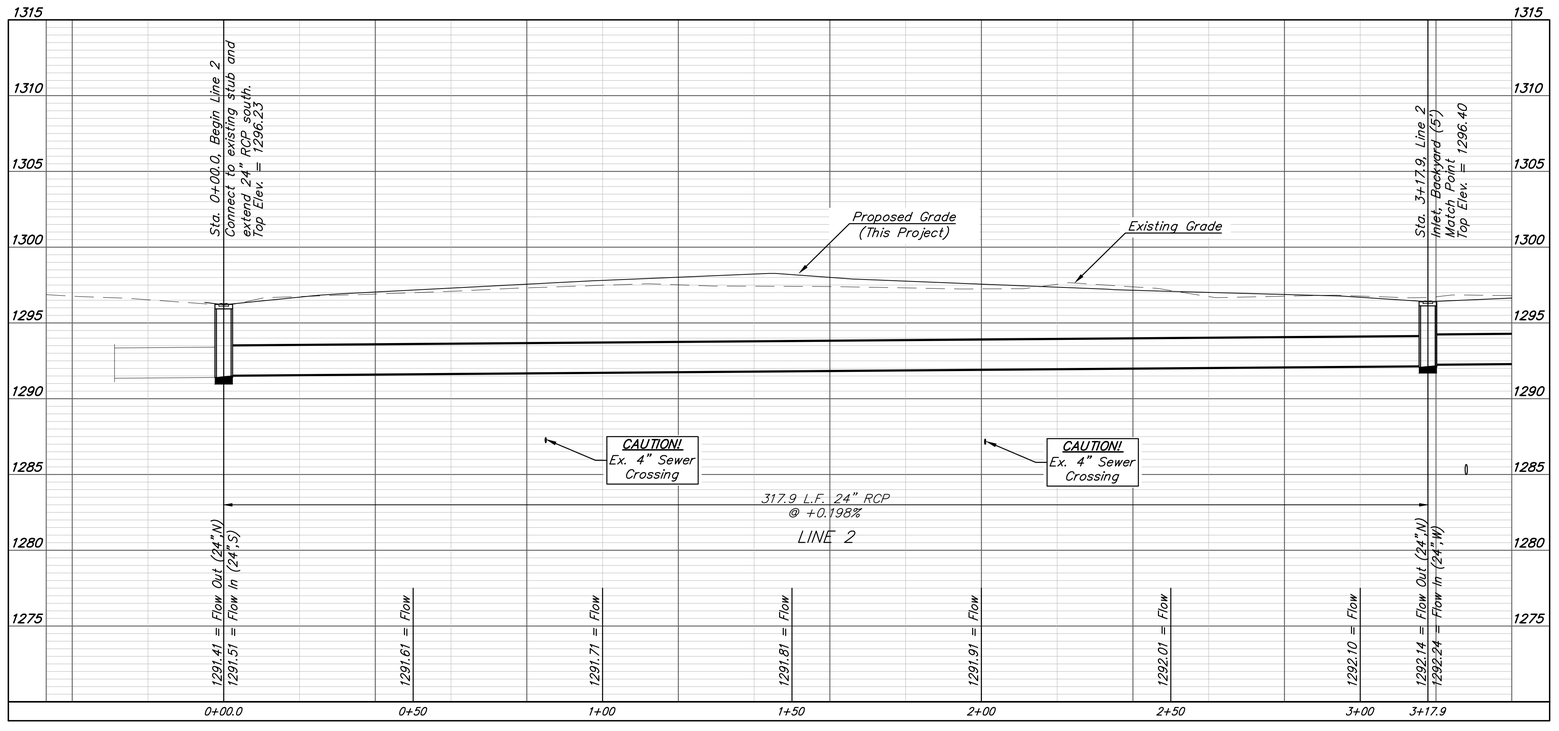
File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

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TRINITY POINT 2ND ADD.
Phase 2

LINE 2

STORM WATER SEWER IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: NBW DRAWN: TMS

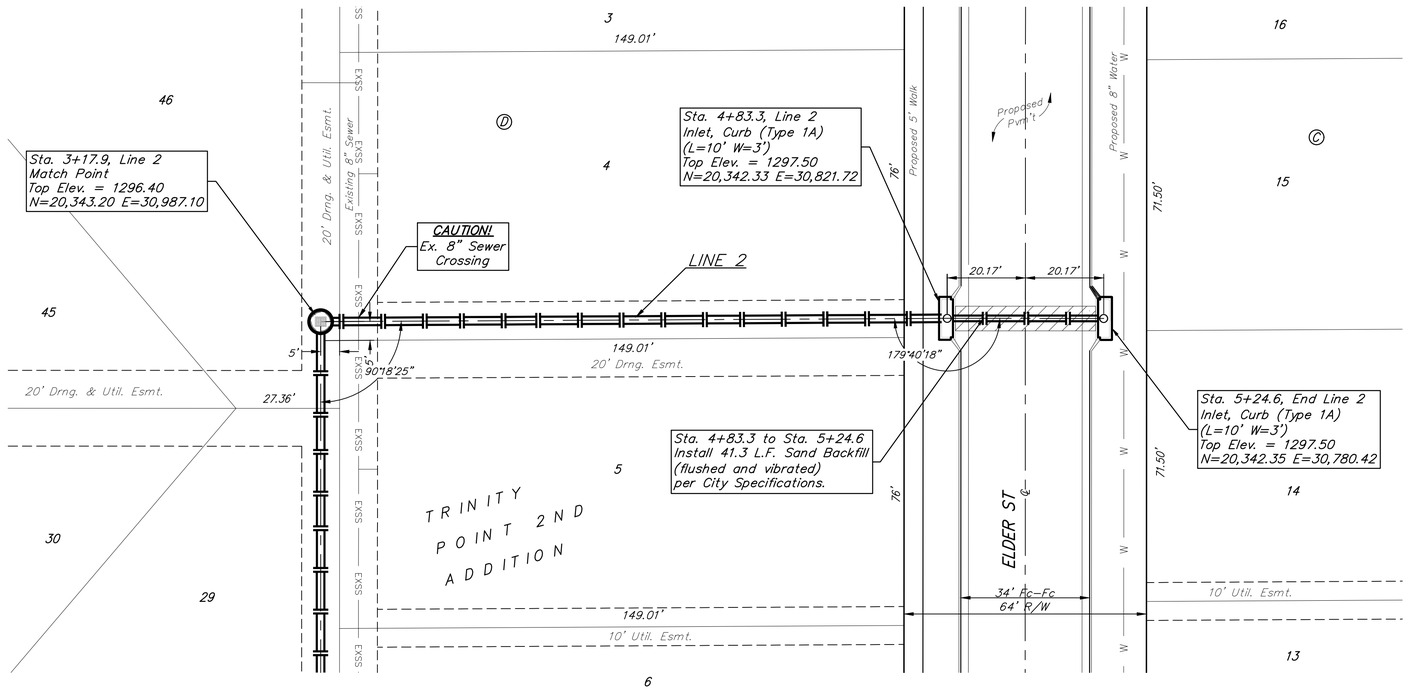
DATE: May 28, 2026

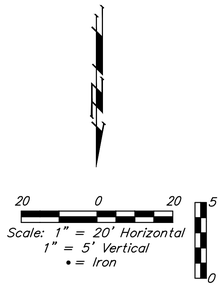
SHEET 19 OF 56

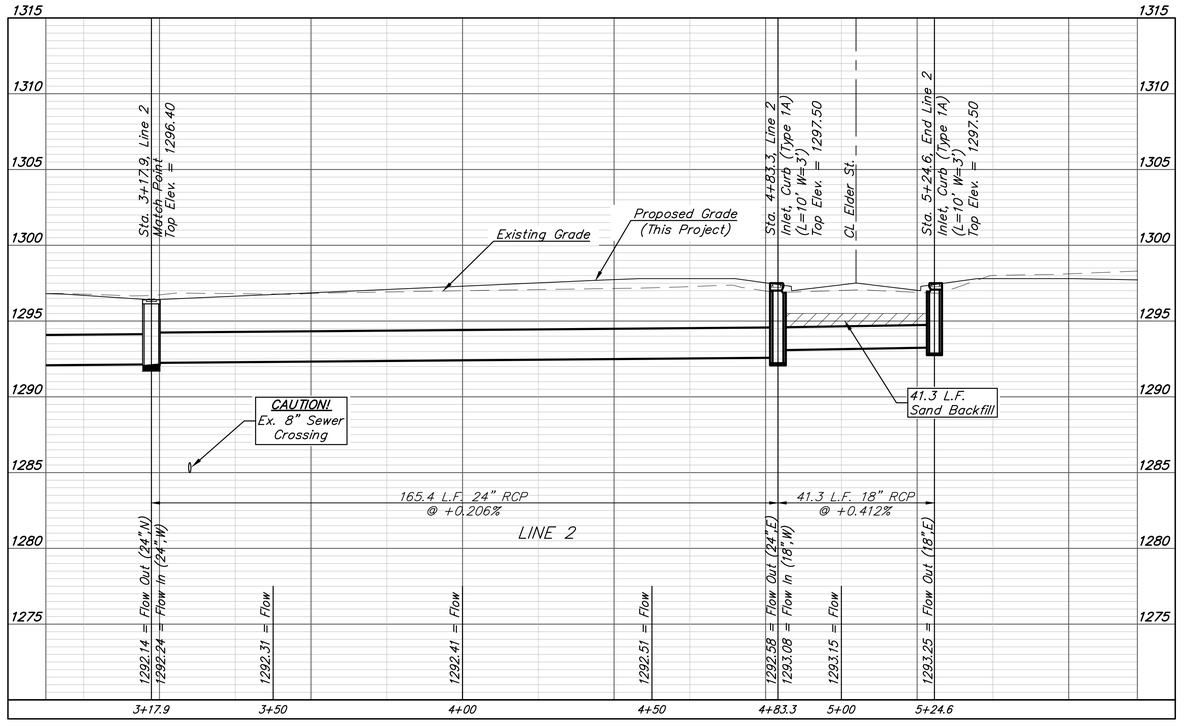
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BM #2: "□" Cut on top of curb inlet at NE corner of Lot 15, Block D, Trinity Point 2nd Add.
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TRINITY POINT 2ND ADD.
Phase 2

LINE 2

STORM WATER SEWER IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: NBW DRAWN: TMS

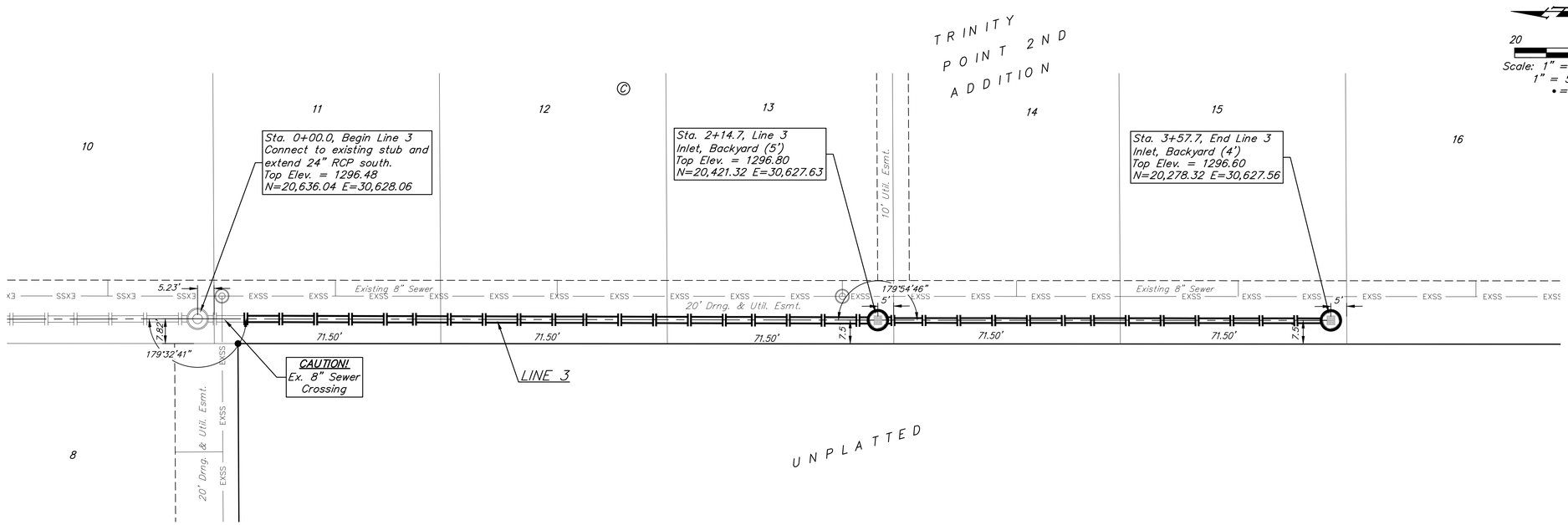
DATE: May 28, 2026

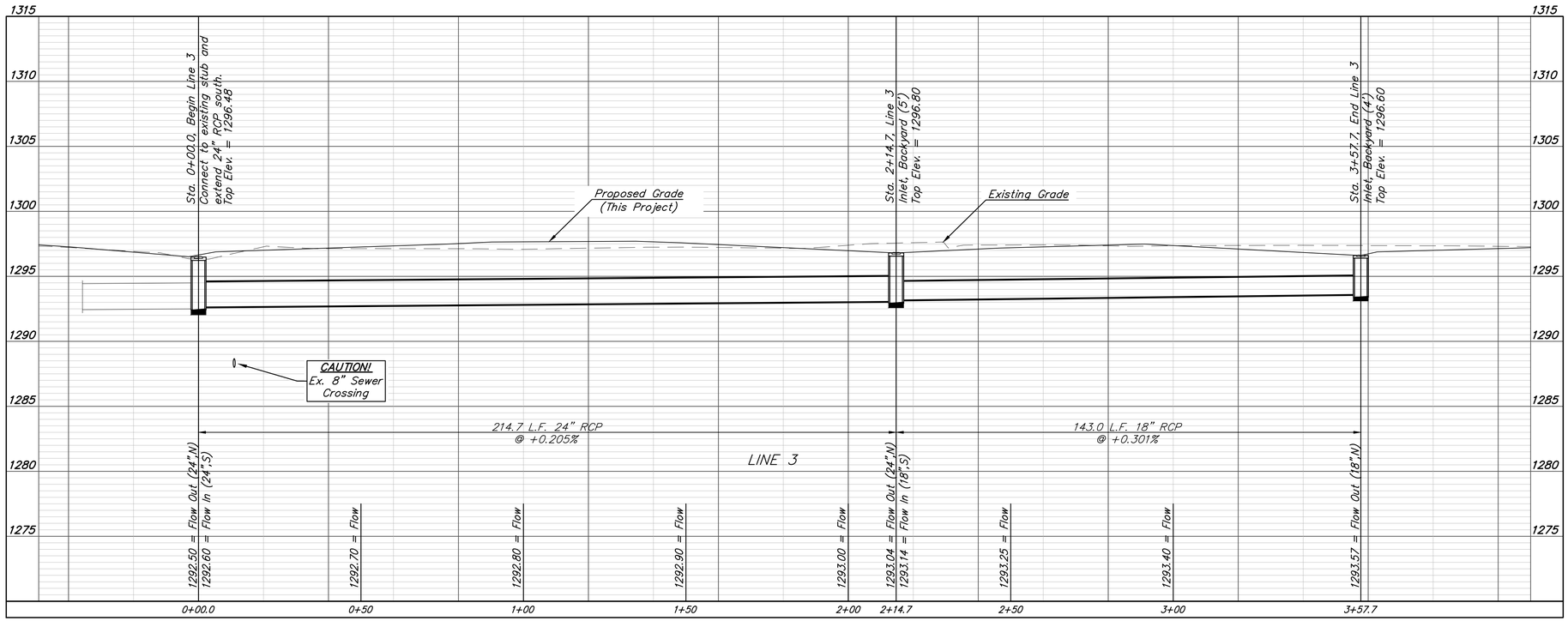
SHEET 20 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

BENCHMARKS:
BM #1: "□" Cut on top of curb inlet at NW corner of Lot 11, Block D, Trinity Point 2nd Add.
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BM #2: "□" Cut on top of curb inlet at NE corner of Lot 15, Block D, Trinity Point 2nd Add.
Elev. = 1299.23 NAVD88





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TRINITY POINT 2ND ADD.
Phase 2

LINE 3

STORM WATER SEWER IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: NBW DRAWN: TMS

DATE: May 28, 2026

SHEET 21 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

Areas to be seeded as indicated on the cover sheet. The approximate seeding area is 7.7 acres. This area is based on the area behind back of curb, plus 2,258 L.F. pipe at 50' wide, plus easement grading and is for information only.

FILL LOCATIONS: Compaction of 95% Standard Proctor Density shall be obtained in all areas. Fill shall be placed within 0% to +4% of optimum moisture content of the soil at the time of placement. All testing shall be included in Lump Sum bid item "Testing". The contractor shall conduct compaction testing at locations shown by symbol. See compaction table for compaction test requirements and intervals.

Scale: 1"=60'

1295 Existing Grade

⊗ – Compaction Testing Location

EROSION CONTROL PLAN LEGEND

- DROP INLET PROTECTION
- CURB INLET PROTECTION
- DITCH CHECKS
- SILT FENCING
- STRAW WATTLE DITCH CHECKS
- EROSION CONTROL BERM
- BACK OF CURB PROTECTION
- EROSION CONTROL MAT
- TEMPORARY DITCH

Stockpiles may be used for fill in street R/W and easement grading.

Install back of curb protection per detail, sheet 35.

Install curb inlet sediment barriers per detail, sheet 35.

Install 50'x12' gravel construction entrance per detail, sheet 35.

46TH ST S

46TH CIR S

47TH ST S

DORIS ST

ELDER ST

CLARA CT

CLARA CT

CLARA CT

CLARA ST

CLARA CT

N. BRENT WOOTEN LICENSED 8470 02/10/2026 KANSAS PROFESSIONAL ENGINEER

BAUGHMAN COMPANY

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

TRINITY POINT 2ND ADD.
Phase 2

ESMT. GRADING & EROSION CONTROL PLAN

STREET IMPROVEMENTS

PROJECT NUMBER: 21-10-E023

DESIGN: DRAWN:

DATE: May 28, 2026

SHEET 22 OF 56

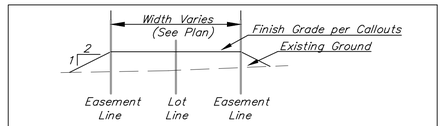
File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\Str\SWS\Str\SWS.dwg

= Easements To Be Graded

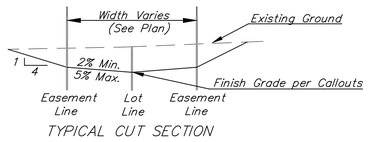
Approximate Easement Grading Quantities:
(For Information Only, not included
in project earthwork quantities)
Excavation: 712 C.Y.
Fill: 4,361 C.Y.

The contractor shall grade the easements as shown to the elevations given on the easement grading plan. All costs for grading shall be incidental to the Grading, Easement Bid Item.

The contractor shall 'straight' grade the easements between the elevations given. Where a callout designates 'Match', the contractor will grade to the existing ground elevation.

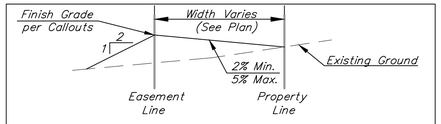


TYPICAL FILL SECTION

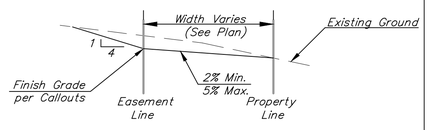


TYPICAL CUT SECTION

SECTION A–A

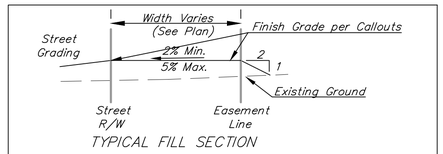


TYPICAL FILL SECTION

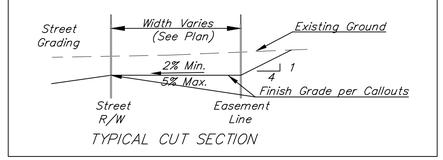


TYPICAL CUT SECTION

SECTION B–B



TYPICAL FILL SECTION



TYPICAL CUT SECTION

SECTION C–C

COMPACTION TESTING TABLE

	Location		Top of LVC	Compaction % and Test Elevation				
Location	Northing	Easting	Fill Elev.	1292.0	1293.0	1294.0	1295.0	1296.0
Clara	20,361.00	31,694.40	1295.6	X				X
Clara Ct	20,215.00	31,760.00	1295.4	X	X			X
Clara Ct	20,215.00	31,927.00	1294.2	X			X	X
X = No testing required at this elevation.								

EROSION CONTROL MEASURE	INSTALL	MAINTAIN	REMOVE
BACK OF CURB PROTECTION (LF)	7,331	0	0
CONSTRUCTION ENTRANCE (EA)	0	1	0
CURB INLET BARRIER (EA)	16	0	0
DITCH CHECK (EA)	0	0	0
DROP INLET PROTECTION (EA)	8	0	0
EROSION CONTROL (LS)	0	0	0
EROSION CONTROL BERM (LF)	0	0	0
SILT FENCE (LF)	0	0	0
EROSION CONTROL MAT (SY)	0	0	0

QUANTITIES ARE FOR INFORMATION ONLY! CONTRACTOR SHALL VERIFY QUANTITIES PER FINAL BID QUANTITY SHEET.

* ALL EXISTING BMPs INCLUDING CONSTRUCTION ENTRANCE, SEDIMENT BARRIERS, SILT FENCE, EROSION CONTROL BERM, AND EROSION CONTROL MAT SHALL BE MAINTAINED AND REPAIRED IF NECESSARY. REPLACEMENT OR REMOVAL OF EROSION CONTROL MEASURES TO BE PAID FOR BY L.S. BID ITEM "MAINTAIN EXISTING BMPs"

BAUGHMAN COMPANY
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TRINITY POINT 2ND ADD.
Phase 2

ESMT. GRADING & EROSION CONTROL PLAN

STREET IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

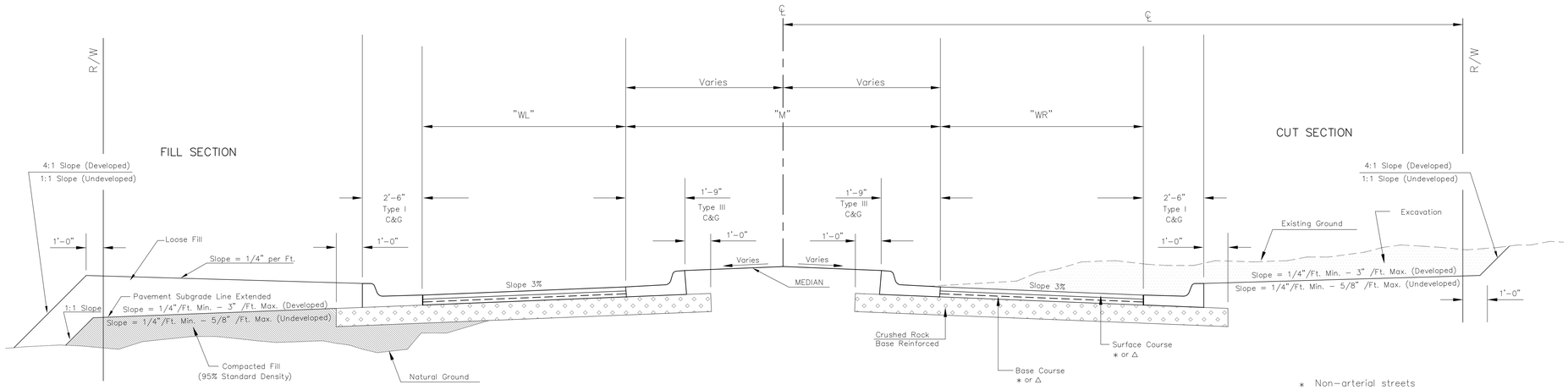
DESIGN: DRAWN:

DATE: March 18, 2026

SHEET 23 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

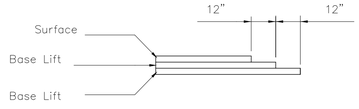
TYPICAL SECTION



* Non–arterial streets
BC–1, SC–1 AND PG 64–22

△ Arterial streets
BM–2 PG 64–22(Base) PG 70–28(Surface)

Base Course thicker than 4" shall be installed in two lifts



TRANSVERSE CONSTRUCTION JOINTS

Transverse construction joints shall be constructed in flexible base pavement at locations where pavement joins existing flexible base pavement as show by the detail. All costs associated with the construction of the transverse joint shall be included in the bid price for Square Yards of pavement.

GENERAL NOTES

Fabric base reinforcement shall be an approved grid. Fabric base reinforcement shall be installed in accordance with manufacturer's recommendations. Crushed rock shall be uniformly graded from 1 – ½" maximum size to not more than 10% passing a No. 200 sieve. Rock quality shall be the same as specified for coarse aggregate for concrete mixes.

Rock base is to be compacted and smoothed with a steel faced roller prior to placement of asphalt. Tack coat will not be applied to rock base.

A tack coat of emulsified asphalt (SC–1H or CSS–1H) shall be applied to an approximate rate of 0.05 gallons per square yard between each lifts of asphaltic material.

Bituminous base and asphaltic concrete wearing surface shall be placed with a laydown machine having automatic controls for line and grade.

Construction joints in each lift shall be staggered a minimum distance of one (1) foot from joints in preceding lifts and placed so that a join will be constructed on the centerline of the top lift.

The asphaltic concrete pavement between the combined curb and gutter shall be paid as square yards of of pavement.

STREET NAME	"WL"	"M"	"WR"	STATION	CENTER LINE	ROW DIMENSION	MEDIAN DESCRIPTON	SLOPE	ROCK THICKNESS	PAVEMENT THICKNESS	COMMENTS
46th St. S.	15'	-	15'	0+37.00		64'		3%	5"	5"	
46th Cir. S.	12'	-	12'	3+98.97		58'		3%	5"	5"	
Clara	15'	-	15'	0+50.00		64'		3%	5"	5"	
Clara Ct. (Lots 20-37, Block D)	12'	-	12'	0+49.99		58'		3%	5"	5"	
Clara Ct. (Lots 9-16, Block E)	12'	-	12'	0+37.00		58'		3%	5"	5"	
Clara Ct. (Lots 38-55, Block D)	12'	-	12'	0+49.99		58'		3%	5"	5"	
Clara Ct. (Lots 1-8, Block E)	12'	-	12'	0+37.00		58'		3%	5"	5"	
Elder	15'	-	15'	0+50.00		64'		3%	5"	5"	

REVISED: OCTOBER 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

ASPHALT PAVING DETAIL

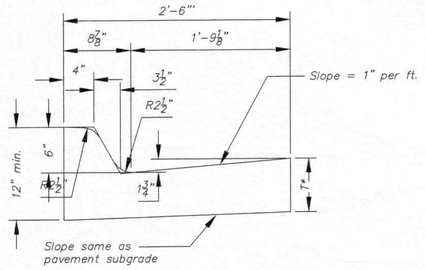
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE

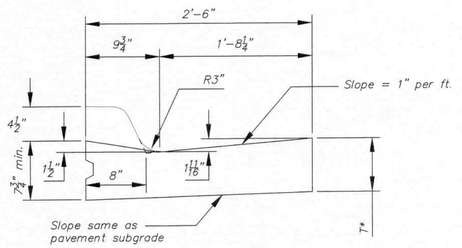
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

PV–147

TYPE 1
(Arterial curb)

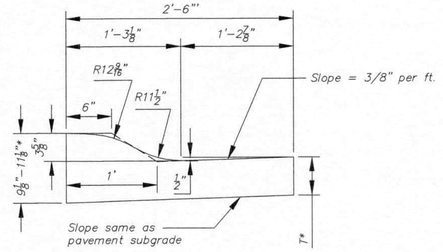


Combined Curb & Gutter (6")

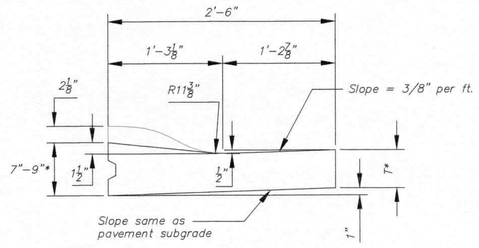


Combined Curb & Gutter (1 1/2")

TYPE 2
(Roll curb)

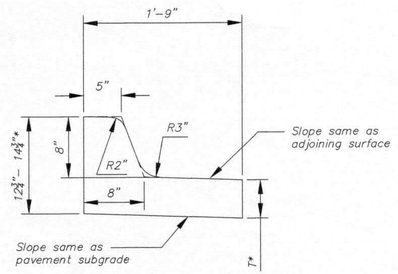


Combined Curb & Gutter (3 5/8")

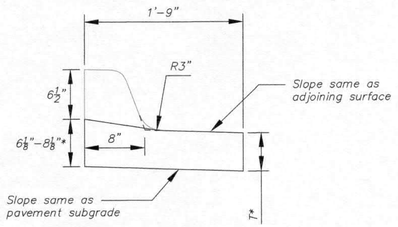


Combined Curb & Gutter (1 1/2")

TYPE 3
(Median curb)

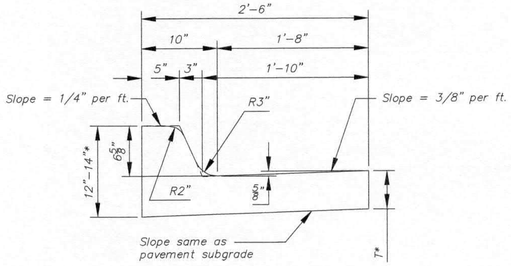


Combined Curb & Gutter (8")

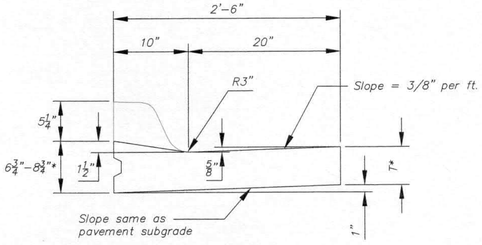


Combined Curb & Gutter (1 1/2")

TYPE 4
(Residential curb)

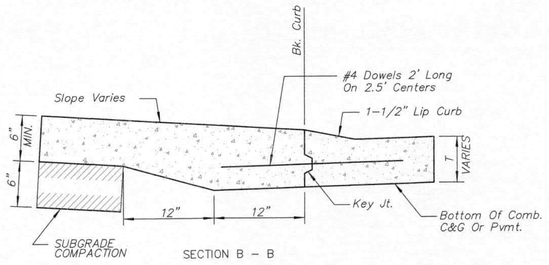


Combined Curb & Gutter (6 5/8")

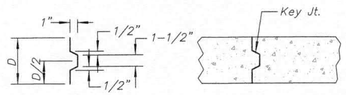


Combined Curb & Gutter (1 1/2")

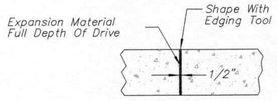
T* = Thickness of curb to adjust with pavement thickness



BACK OF CURB DETAIL



ALT. LONGITUDINAL CONSTRUCTION JOINT



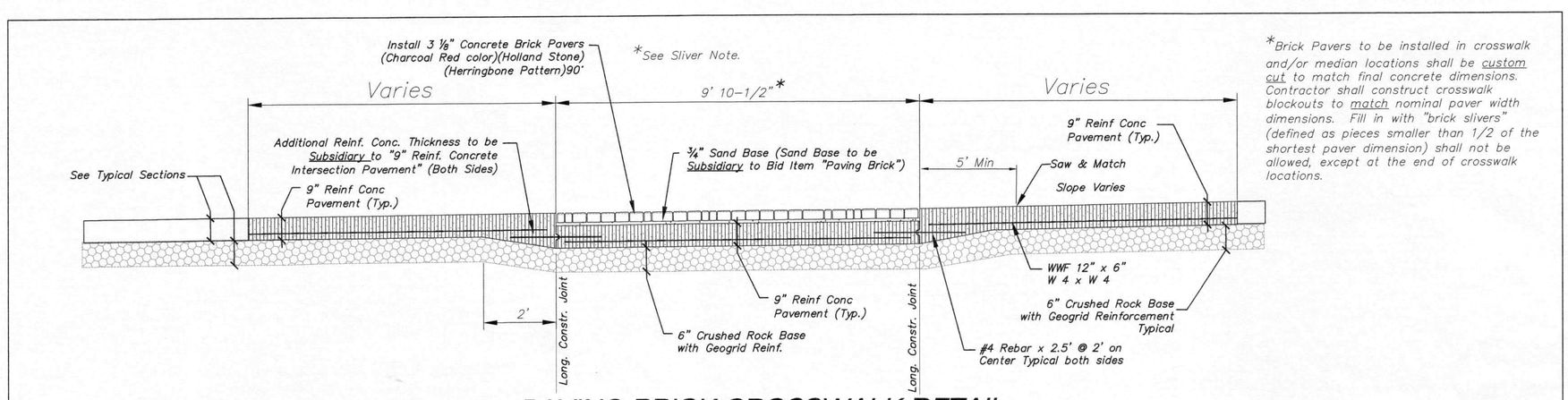
EXPANSION JOINT (E.J.)

GENERAL NOTES

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

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

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



PAVING BRICK CROSSWALK DETAIL

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

GARY L. JANZEN LICENSED 16094 12-21-17 KANSAS PROFESSIONAL ENGINEER

REVISED: OCTOBER 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

CURB & GUTTER & PAVING BRICK CROSSWALK DETAILS

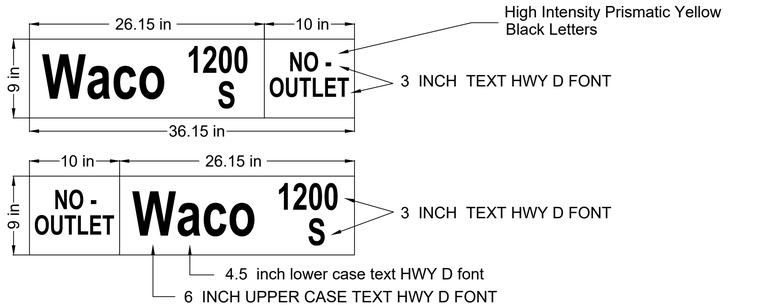
CITY ENGINEER
GARY JANZEN, P.E.

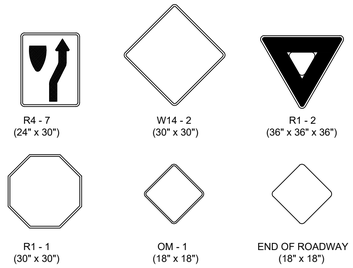
PROJECT NUMBER	OCA NUMBER	DATE

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

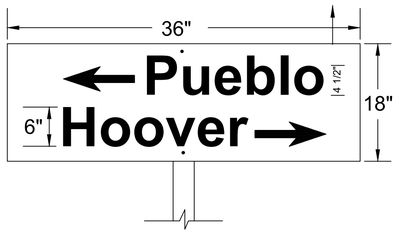
SHEET
25 of 56

PV-101

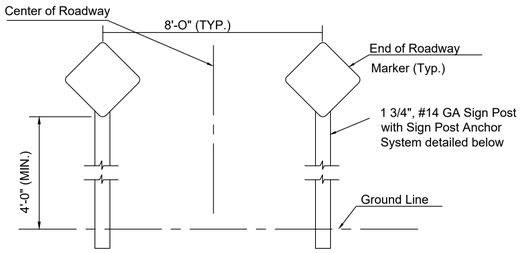




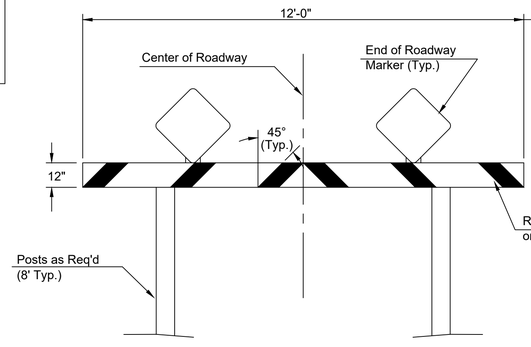
* IN NO CASE SHALL THE SPECIFICATIONS BE LESS THAN REQUIRED BY THE CURRENT MUTCD.



FLAT PLATE STREET NAME SIGN

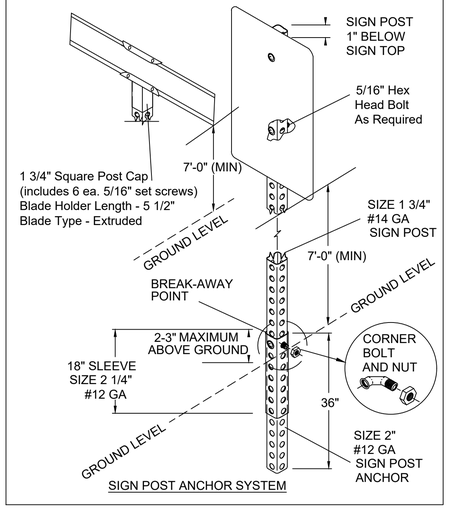


TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION



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

PERFORATED TUBE SIGN POST INSTALLATION



SIGN POST ANCHOR SYSTEM

SIGN ASSEMBLY TABLE

	STATION	OFFSET	SIGN	QUANTITY*
46th St. S.	3+32.00	30' Rt.	SNS	1
Clara	0+50.00	25' Rt.	SNS	1
Clara	0+50.00	25' Lt.	R1-1	1
Clara	1+79.36	34' Rt.	SNS	1
Clara	2+33.36	30' Lt.	SNS	1
Clara	4+79.84	34' Rt.	SNS	1
Clara	5+33.85	30' Lt.	SNS	1
Elder	0+50.00	25' Rt.	SNS	1
Elder	0+50.00	25' Lt.	R1-1	1
TOTAL				

NOTE: REFERENCES BELOW TO "STANDARD SPECIFICATIONS" DENOTE "STANDARD SPECIFICATION FOR STATE ROAD AND BRIDGE CONSTRUCTION EDITION 2015" BY THE KANSAS DEPARTMENT OF TRANSPORTATION.

1. ***FABRICATION AND INSTALLATION OF ALL SIGNS SHALL CONFORM TO THE LATEST EDITION OF THE MUTCD.***

1a. POST ANCHORS: POSTS SHALL BE ANCHORED WITH A YIELDING BASE POST SUPPORT AS DETAILED.

2. POSTS FOR TRAFFIC CONTROL SIGNS: POSTS SHALL BE GALVANIZED AND CONFORM TO THE REQUIREMENTS OF SUBSECTION 1620 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT ALL POSTS SHALL WEIGH 3 LBS./FT. MINIMUM.

3. POSTS FOR STREET NAME SIGNS (SNS): POSTS SHALL BE 9 FEET LONG, CONSTRUCTED FROM #14 GALVANIZED STEEL PIPE AND SHALL BE 1 3/4" SQUARE WEIGHING A MINIMUM OF 3 LBS/FT. POSTS SHALL BE POSITIONED SO THAT THE BOTTOM BLADE IS 7 FEET ABOVE GRADE.

4. POSTS FOR END OF ROADWAY SIGN TO BE 8' LONG AND INSTALLED A MINIMUM OF 4' FROM ROADWAY TO BOTTOM OF SIGN.

5. SIGN BLANKS FOR TRAFFIC CONTROL SIGNS: SIGN BLANKS SHALL BE FABRICATED FROM 0.080" ALUMINUM ALLOY 6063-T6 CONFORMING TO THE REQUIREMENTS OF SUBSECTION 1627 OF THE STANDARD SPECIFICATIONS.

6. SIGN BLADES FOR STREET NAME SIGNS: EXTRUDED ALUMINUM BLADES SHALL BE ALUMINUM ALLOY CONFORMING TO 6063-T6 OR 5052-H38 (ASTM SPECIFICATION B221, LATEST ISSUE). BLADES SHALL HAVE AN ALODINE OR PHOSPHATE ETCHED FINISH. BLADES SHALL HAVE SQUARE CORNERS AND NO HOLES.
MINIMUM BLADE LENGTH SHALL BE 24". MAXIMUM BLADE LENGTH SHALL BE 48". LENGTH VARIES BY INCREMENTS OF 6".
BLADES BEARING THE STREET NAMES SHALL BE FIRMLY ATTACHED TO THE MOUNTING BRACKETS USING ALLEN-TYPE CONICAL SET SCREWS. THE BLADES SHALL BE ORIENTED PARALLEL TO THE STREET.

7. MOUNTING BRACKETS FOR SIGNS: DIE-CAST ALUMINUM BRACKETS SHALL BE ALUMINUM ALLOY 360 HAVING A TENSILE STRENGTH OF 44,000 PSI. THE BRACKETS SHALL BE SMOOTHLY FINISHED FREE OF PITS, BURRS, AND FLAWS. EACH BRACKET SHALL BE TAPPED AND DRILLED FOR 5/16" ZINC-PLATED ALLEN-TYPE SET SCREWS HAVING SELF-LOCKING SAW-TOOTH ENDS.

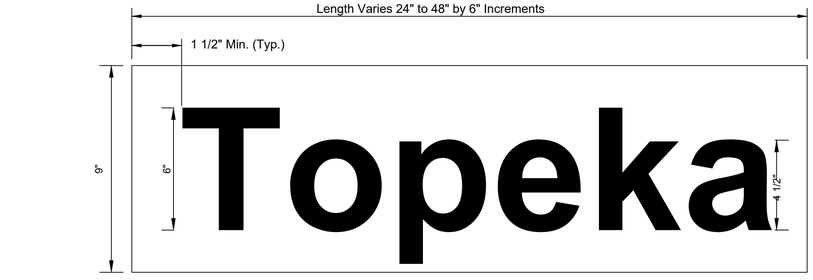
8. FASTENERS: ALL STEEL FASTENERS FOR TRAFFIC CONTROL SIGNS SHALL BE GALVANIZED AND SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1614 OF THE STANDARD SPECIFICATIONS.

9. REFLECTIVE SHEETING: REFLECTIVE SHEETING SHALL BE A MINIMUM OF HIGH INTENSITY PRISMATIC.

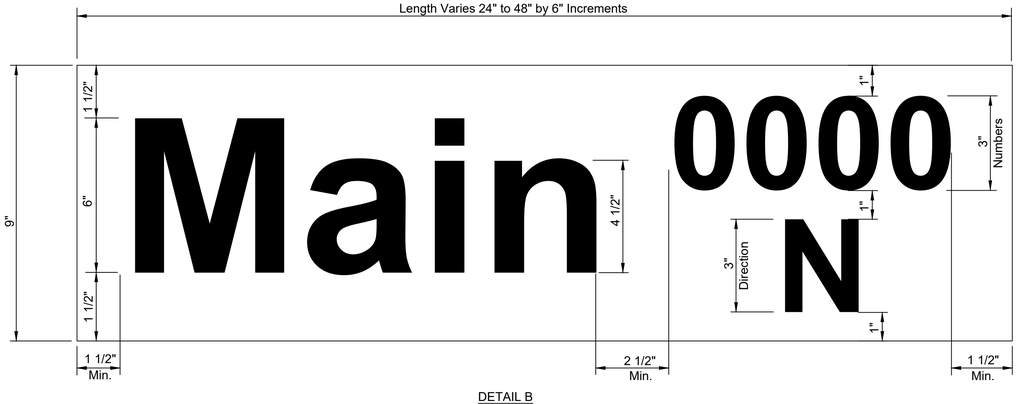
10. PROCESS INK: ALL PROCESS INK SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 2202 OF THE STANDARD SPECIFICATIONS.

11. DETAILS - SNS: THE REFLECTIVE SHEETING FOR THE 9" STANDARD SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGOUND WITH SILVER-WHITE #2 COPY WITH 6" UPPER CASE AND 4 1/2" LOWER CASE PRIMARY COPY AND SUFFIX COPY. BOTH SERIES "C". FACES TO TRIM TO A 8 1/2". (SEE DETAIL A.)
THE REFLECTIVE SHEETING FOR THE 9" METRO SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVERWHITE #2 COPY WITH 6" UPPER CASE AND 4 1/2" LOWER CASE PRIMARY COPY AND SUFFIX COPY, BOTH SERIES "C". THE CARDINAL DIRECTION CENTERED DIRECTLY BELOW THE BLOCK NUMBER SHALL BE AN UPPER CASE, 3" SERIES "C" LETTER. FACES TO TRIM TO A 8 1/2" WIDTH. (SEE DETAIL B.)
FOR CUL-DE-SAC STREETS, A 9" METRO SIZE BLADE SHALL BE USED WITH THE BLOCK NUMBERS DISPLAYED BENEATH THE STREET NAME. IF BLOCK NUMBERS ARE NOT SHOWN ON THE PLANS THE CONTRACTOR SHALL CONTACT THE TRAFFIC ENGINEER AT 268-4501 PRIOR TO MANUFACTURING THE SIGN.
SHOP DRAWINGS OF LAYOUT FOR SNS SHALL BE SUBMITTED TO THE TRAFFIC ENGINEERING DIVISION OF THE CITY OF WICHITA FOR APPROVAL PRIOR TO FABRICATION. THE FINISHED SIGNS AS SUPPLIED SHALL BE OF GOOD APPEARANCE, FREE FROM RAGGED EDGES, CRACKS SCALES OR BLISTERS AND SHALL BE CLEAN-CUT. SIGNS SHALL BE PACKED IN SUCH MANNER AS TO PREVENT DAMAGE OR DEFACEMENT DURING SHIPMENT OR STORAGE.

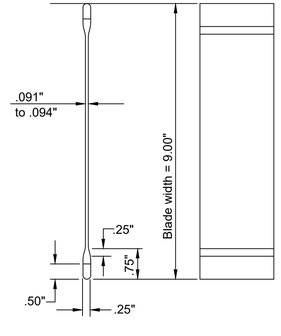
12. PERMANENT TRAFFIC CONTROL AND SNS: PERMANENT TRAFFIC CONTROL AND SNS SHALL BE MEASURED AND PAID FOR AT THE LUMP SUM PRICE FOR SIGNING. THE PAYMENT AS SET FORTH ABOVE SHALL BE CONSIDERED FULL COMPENSATION FOR ALL EXCAVATION, BACKFILLING. POSTS, ANCHORS, FASTENERS, MATERIALS, LABOR, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK.



DETAIL A
9" STANDARD



DETAIL B
9" METRO



STREET NAME SIGN
BLADE DETAILS

STREET NAME	NO. BLADES REQ'D	
	9" STD.	9" METRO
46th St S	1	
Clara	5	
47th St S (____ W)*		2
Clara (____ S)*		1
Clara Ct (____-____)*		1
Clara Ct (____-____)*		1
Clara Ct (____-____)*		1
Clara Ct (____-____)*		1
Elder (____ S)*		1

*Contractor to contact Engineer for street numbers prior to ordering.

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

SIGN DETAILS

TRAFFIC ENGINEER APP'D 01/27/22
MIKE ARMOUR, P.E.

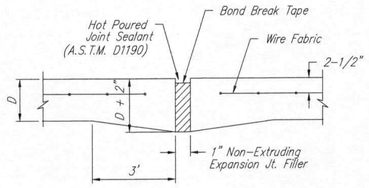
PROJECT NUMBER	ORG NUMBER	DATE

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

SHEET
26 of 56

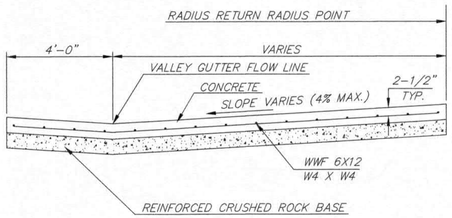
TR-112

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

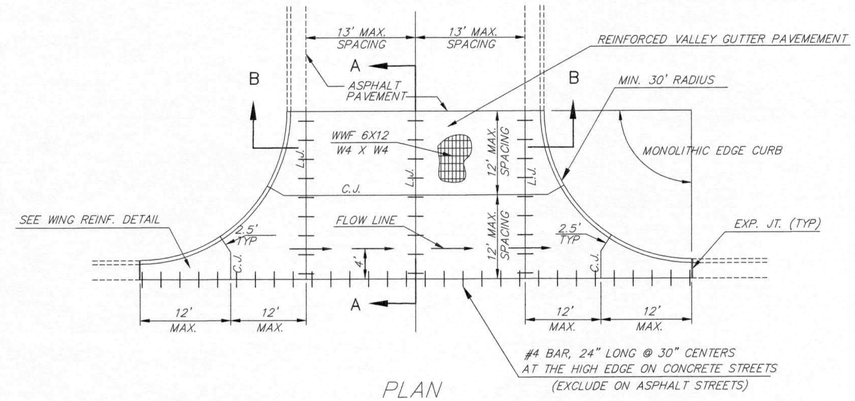


EXPANSION JOINT

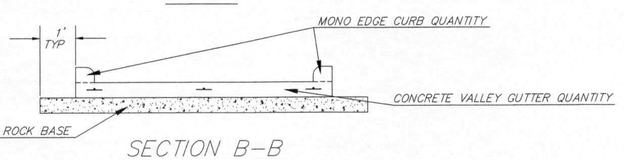
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement



SECTION A-A

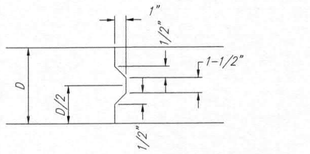


PLAN

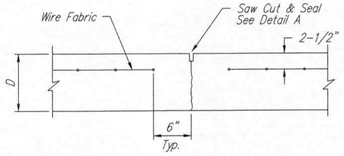


SECTION B-B

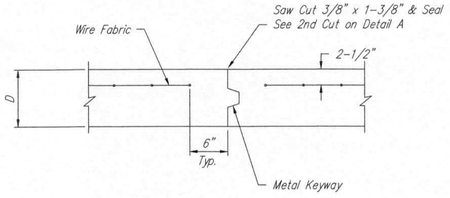
REINFORCED VALLEY GUTTER DETAIL



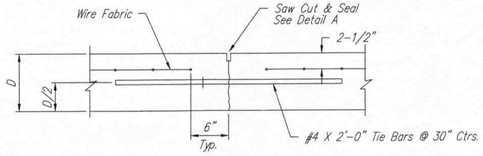
KEYWAY DETAIL



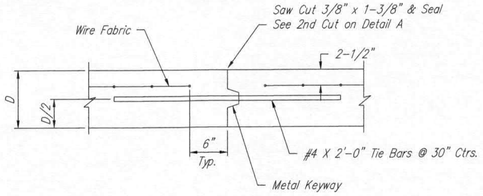
CONTRACTION JOINT DETAIL (C.J.)



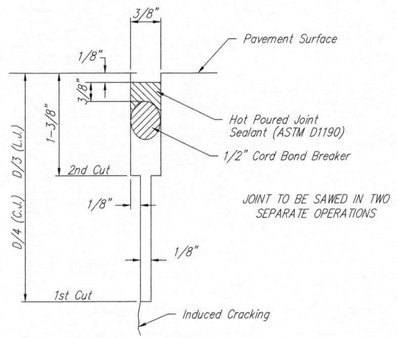
OPTIONAL CONTRACTION JOINT



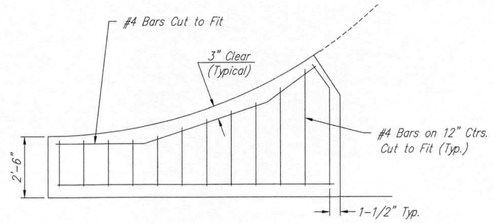
LONGITUDINAL JOINT DETAIL (L.J.)



OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)



SAW JOINT DETAIL
(DETAIL A)



WING REINFORCING DETAIL

GARY L. JANZEN
LICENSED
16294
12-21-16
KANSAS
PROFESSIONAL ENGINEER

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.

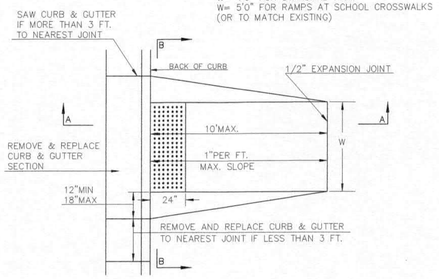
PROJECT NUMBER	OCA NUMBER	DATE

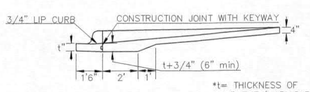
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET
27 of 56

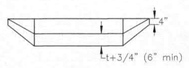
PV-109

STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH COMBINED CURB & GUTTER (TYPE A)



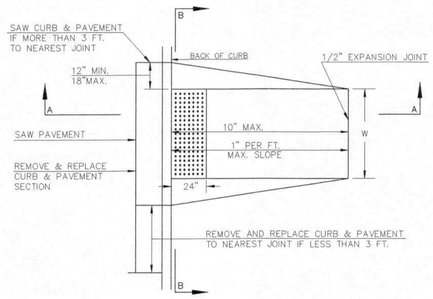


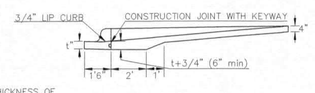
SECTION A–A



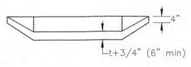
SECTION B–B

STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR CONCRETE STREETS WITH MONOLITHIC CURB (TYPE A)



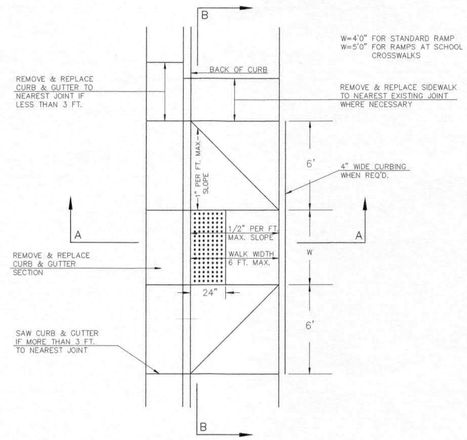


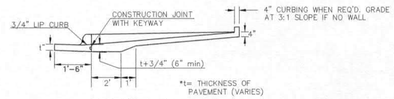
SECTION A–A



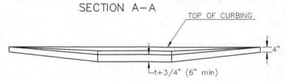
SECTION B–B

STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH COMBINED CURB & GUTTER AND FULL WALK (TYPE B)



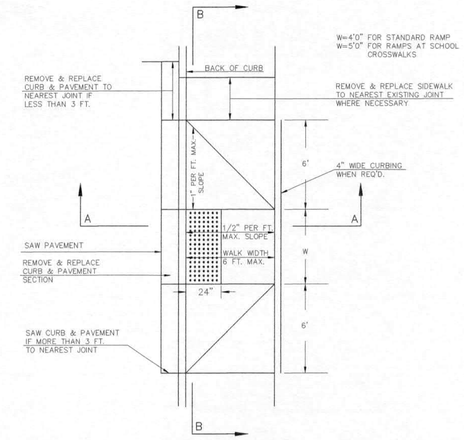


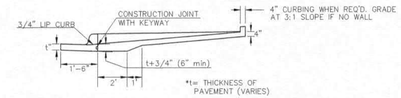
SECTION A–A



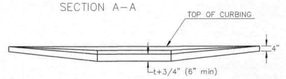
SECTION B–B

STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH MONOLITHIC CURB AND FULL WALK (TYPE B)



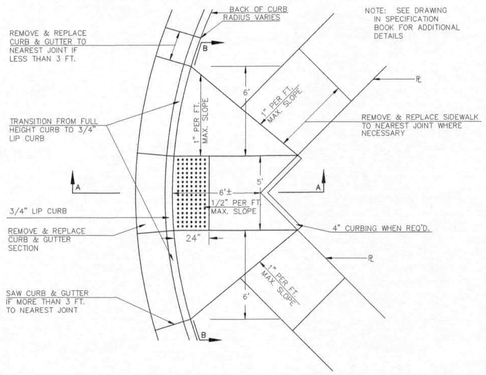


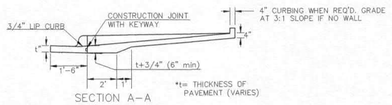
SECTION A–A



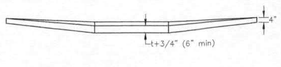
SECTION B–B

STANDARD WHEELCHAIR RAMP CONSTRUCTION DEAIL FOR STREET WITH COMBINED CURB AND GUTTER ON RADIUS WITH 6'± FROM BACK OF CURB TO PROPERTY CORNER (TYPE C)



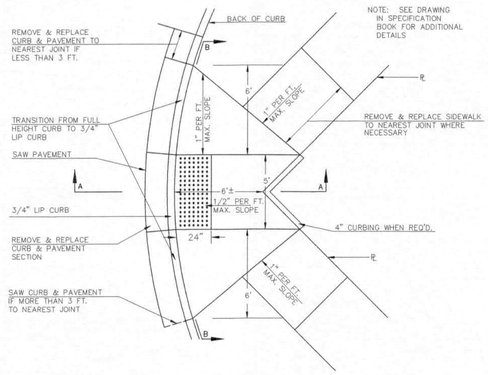


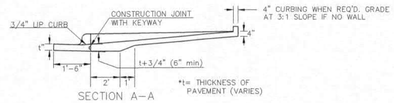
SECTION A–A



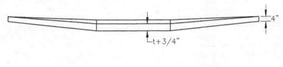
SECTION B–B

STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREET WITH MONOLITHIC CURB ON RADIUS WITH 6'± FROM BACK OF CURB TO PROPERTY CORNER (TYPE C)



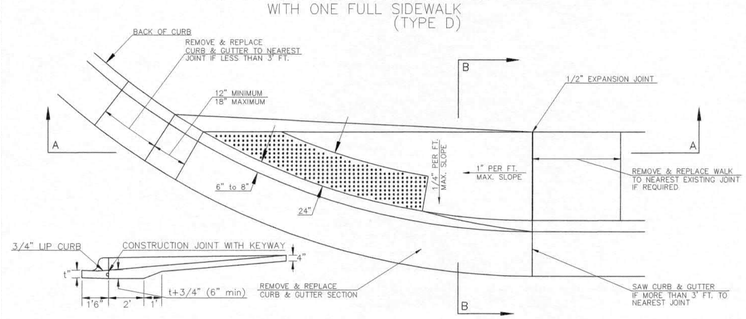


SECTION A–A



SECTION B–B

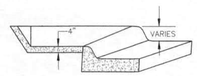
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH COMBINED CURB & GUTTER WITH ONE FULL SIDEWALK (TYPE D)



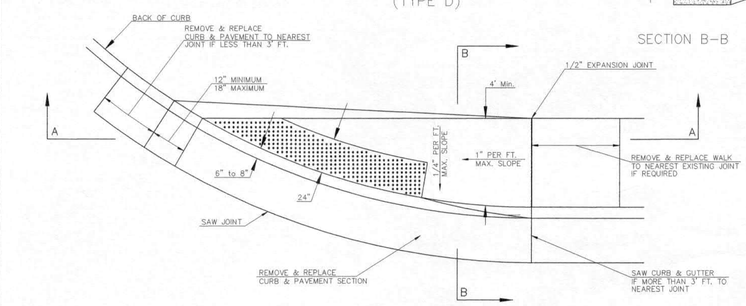


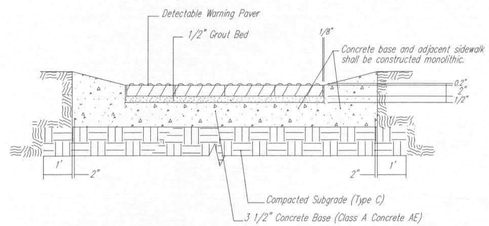
SECTION A–A

STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH MONOLITHIC CURB WITH ONE FULL SIDEWALK (TYPE D)



SECTION B–B

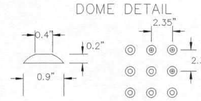




TYPICAL SECTION DETECTABLE WARNING PAVER
SECTION A–A

NOTE: HANOVER DETECTABLE WARNING PAVERS (OR AN APPROVED ALTERNATE) SHALL BE USED IN ALL WHEELCHAIR RAMPS. THE 11 3/4" "RED 15" PAVER SHALL BE USED IN ALL APPLICATIONS.
HANOVER ARCHITECTURAL PRODUCTS
240 BENDER ROAD
HANOVER, PA 17331
1-717-637-0500
www.hanoverpavers.com

DOME DETAIL





CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

WHEELCHAIR RAMP DETAILS WITH DETECTABLE WARNING

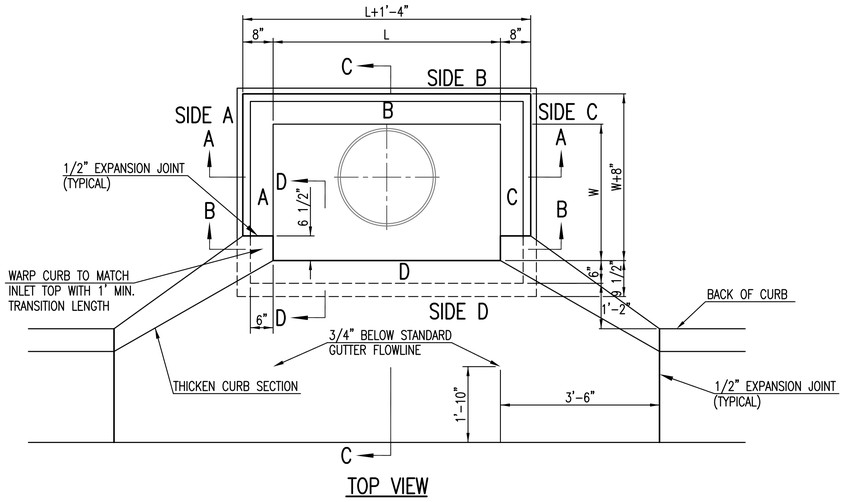
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
		08/2013

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

SHEET
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PV-110



TOP VIEW

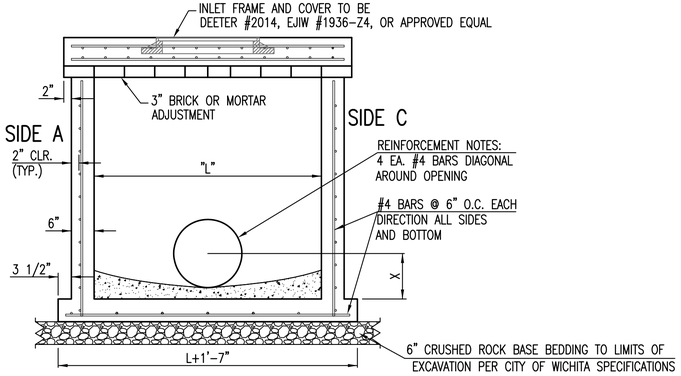
BAR SCHEDULE		
INLET OPENING	B1 BARS	SPACING
5'-0"	#4	4"
10'-0"	#6	3.5"

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

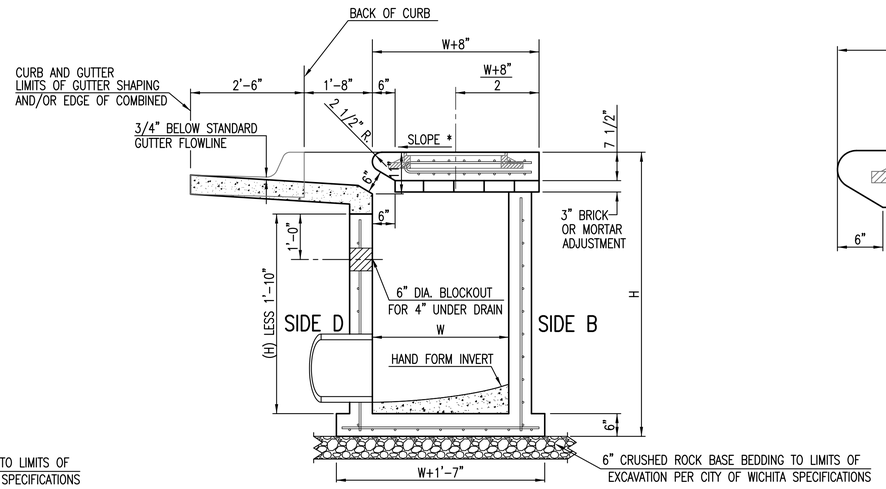
** FOR PIPES PERPENDICULAR TO INLET WALL

GENERAL NOTES

1. CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
2. CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP OF THIS INLET WHEN W=5'-0" AND H=7'-0" OR LESS.
3. INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
4. THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.
5. INLET FRAME AND COVER TO BE DEETER #2014, EJIW #1936-Z4, OR APPROVED EQUAL, SEE SW-303.
6. CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN INLET WALL SHALL BE GROUTED FLUSH TO THE INLET WALL WITH HYDRAULIC CEMENT AFTER THE INLET IS IN PLACE. LIFTING HOLES THRU THE INLET WALL WILL NOT BE ACCEPTED.

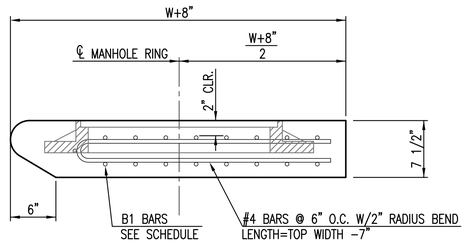


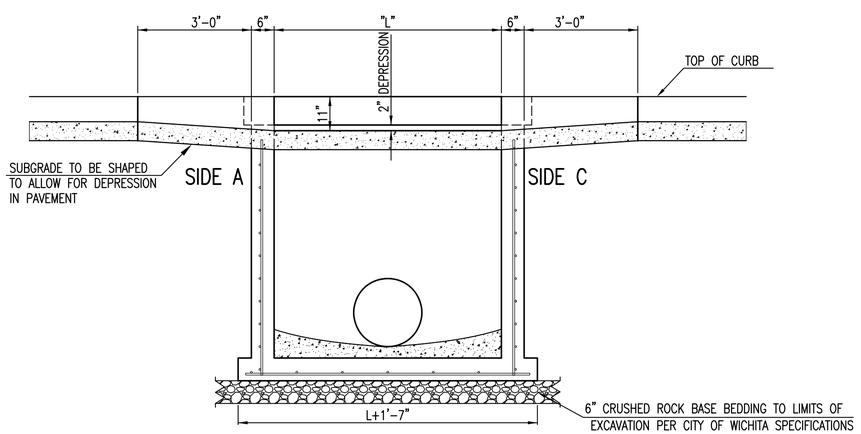
SECTION "A-A"



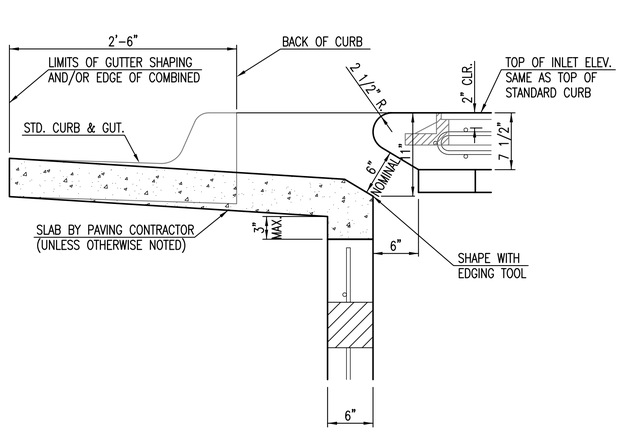
SECTION "C-C"

NOTES:
* SLOPE OF INLET TOP TO MATCH SIDEWALK OR PARKING SLOPES WITHIN LIMITS INDICATED.





SECTION "B-B"



SECTION "D-D"

REVISION MAY 2017	UPDATED SET BACK DIMENSION ON TOP VIEW

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

STANDARD TYPE 1A CURB INLET 5'-0" OR 10'-0" OPENING

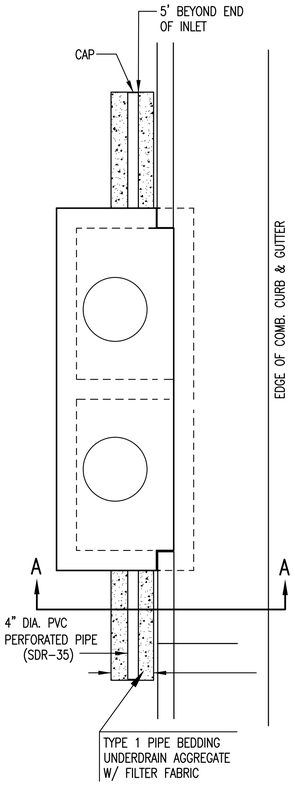
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE

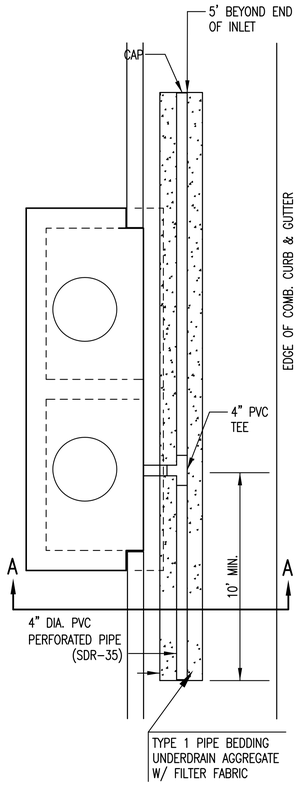
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET
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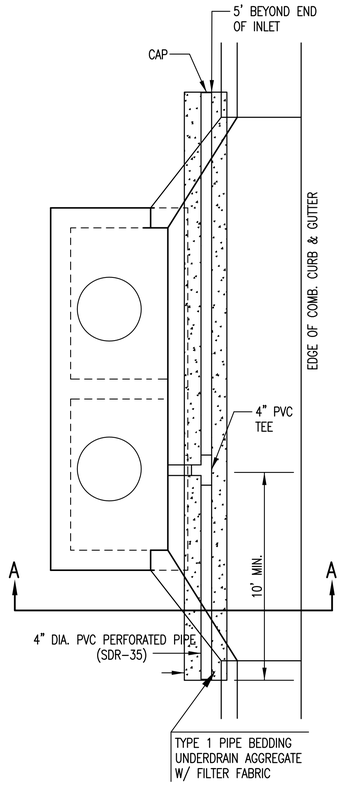
PAVEMENT UNDERDRAIN SHALL BE INSTALLED ON ALL CURB INLETS.



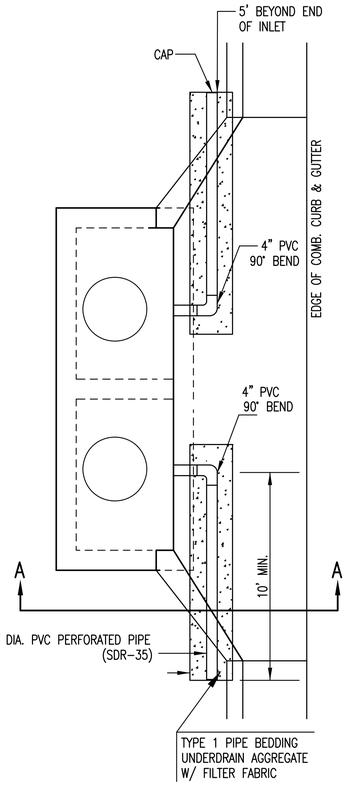
TYPE 1
OPTION 1



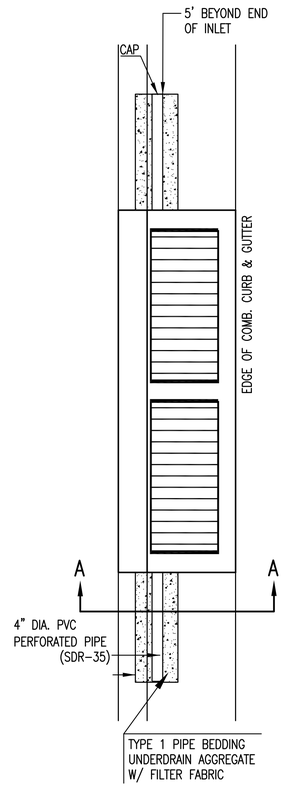
TYPE 1
OPTION 2



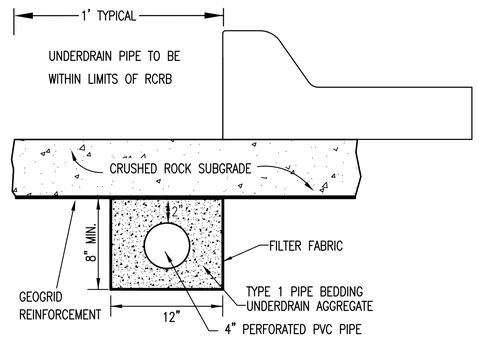
TYPE 1-A INLET
OPTION 1



TYPE 1-A INLET
OPTION 2



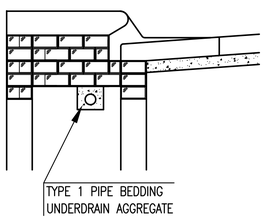
TYPE 2

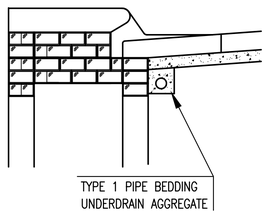


SECTION A-A (TYPICAL)

GENERAL NOTES

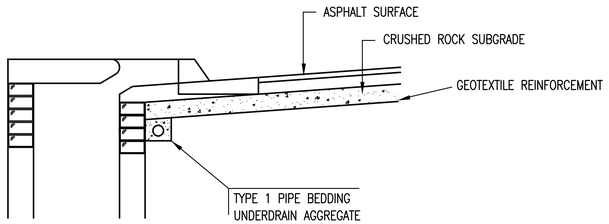
1. PAVEMENT CONTRACTOR WILL BE REQUIRED TO INSTALL SDR 35, 4" PERFORATED DRAIN PIPE AND TEE AS INDICATED IN THE DETAILS.
2. WHEN SWS CONSTRUCTED BY SEPARATE PROJECT, SWS CONTRACTOR SHALL INSTALL SDR 35, 4" DRAIN PIPE STUB ONLY THROUGH WALLS OF CURB INLETS AND CAP TO ALLOW FUTURE CONNECTION OF TEE AND ADDITIONAL DRAIN PIPE BY OTHERS.
2. UNDERDRAIN PIPE SHALL BE PAID AS A MEASURED QUANTITY BY THE LINEAL FOOT.





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

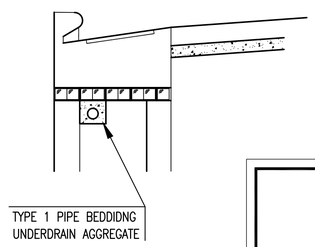
SECTION A-A



SECTION A-A

PAVEMENT UNDERDRAIN DETAIL

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



SECTION A-A

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

CURB INLET
PAVEMENT UNDERDRAIN
DETAIL

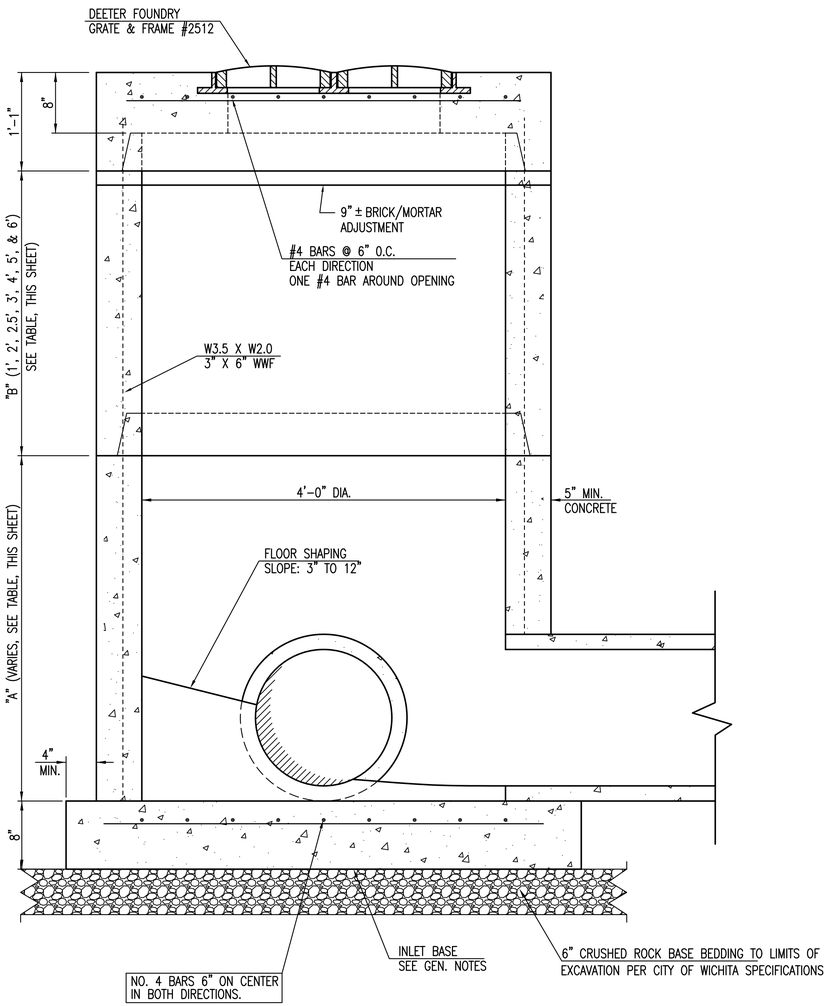
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
		10/2012

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

SHEET
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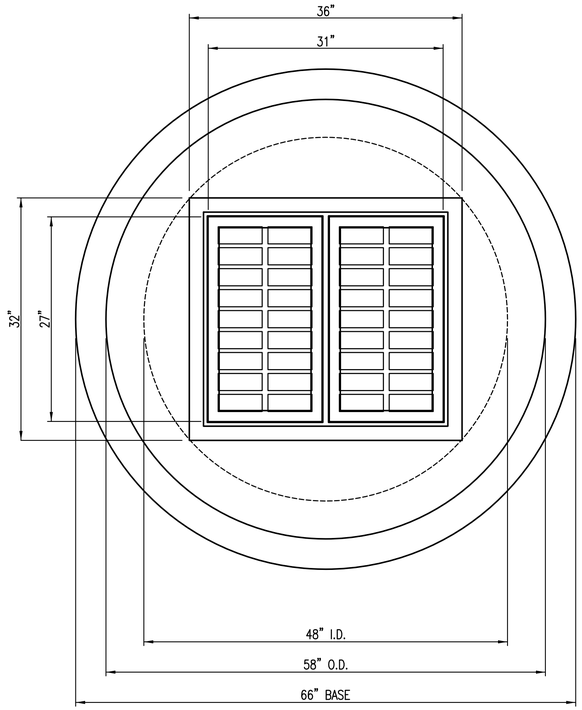
SW-111

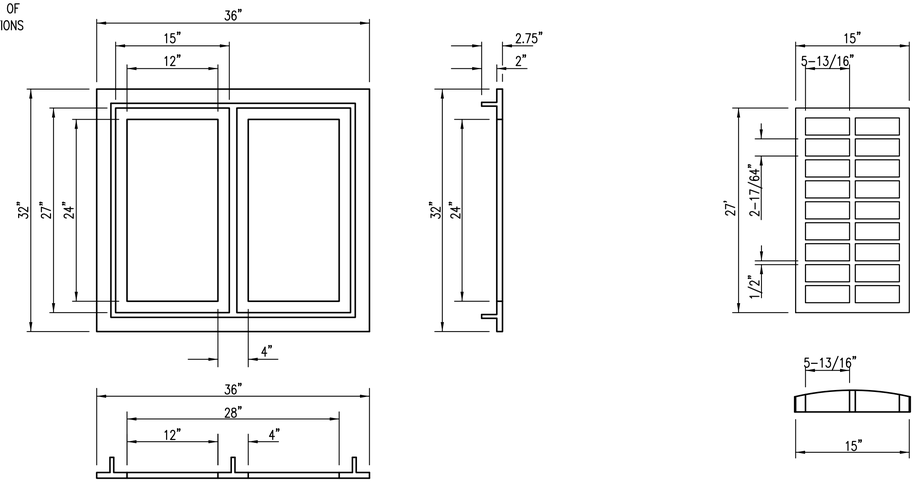


BACKYARD INLET

LINE #	STA.	TOP OF INLET	INLET FLOW	"A"	"B"
1	0+91.0	1291.50	1285.60	5.10'	-
1C	0+96.8	1295.30	1290.45	4.05'	-
1C	3+12.8	1295.30	1291.00	3.50'	-
2	3+17.9	1296.40	1292.14	3.46'	-
3	2+14.7	1296.80	1293.04	2.96'	-
3	3+57.7	1296.60	1293.57	2.23'	-

BACKYARD INLETS SHALL NOT BE USED UNDER PAVEMENT





DEETER #2512 CATCH BASIN INLET GRATE & FRAME

GENERAL NOTES

1. MORTAR USED IN MASONRY CONSTRUCTION SHALL CONTAIN 8 SACKS OF CEMENT PER CUBIC YARD. CONCRETE USED IN BACKYARD INLET BASES SHALL CONFORM TO THE REQUIREMENTS FOR CONCRETE PAVEMENT CONSTRUCTION AS SPECIFIED IN THE CITY STANDARD PAVING SPECIFICATIONS USING CITY CONCRETE CEMENT MIX WITHOUT AIR ENTRAINING.
2. REINFORCING STEEL SHALL BE INSTALLED IN THE BACKYARD INLET BASES AND SHALL CONSIST OF NO. 4 BARS PLACED ON 6" CENTERS IN BOTH DIRECTIONS. THE BACKYARD INLET BASE REINFORCEMENT SHALL BE PLACED 6" ABOVE THE BOTTOM OF THE BACKYARD INLET BASE. ALL COSTS FOR FURNISHING AND INSTALLING REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BACKYARD INLET.
3. THE FLOORS OF ALL BACKYARD INLET SHALL BE SHAPED WITH FLOW CHANNELS SUCH THAT THE INLETS WILL BE SELF CLEANING AND FREE OF AREAS WHERE SOLIDS COULD BE DEPOSITED. FLOW CHANNELS SHALL BE FORMED TO MATCH THE BOTTOM HALVES OF THE INFLOWING PIPES AND THE OUTFLOWING PIPE AS SHOWN BY THE DRAWINGS. INLET FLOORS SHALL HAVE SLOPES OF 3 INCHES PER FOOT IN THE AREAS OUTSIDE OF THE FLOW CHANNELS SLOPED TOWARD THE FLOW CHANNELS. PIPES LAID THROUGH INLETS SHALL HAVE THE TOP HALF REMOVED TO NEAT LINES FOR THE FULL INSIDE DIAMETER OF THE INLET. INLET FLOORS SHALL THEN BE SHAPED AROUND THE BOTTOM HALF OF THE PIPE WHICH FORMS THE FLOW CHANNEL.
4. PIPES INSTALLED WITHIN THE EXCAVATION MADE FOR THE INLET SHALL BE CRADLED WITH CONCRETE TO THE LIMITS OF THE INLET EXCAVATION. WHEN CLAY PIPE IS USED, THE CRADLE SHALL EXTEND TO THE FIRST JOINT OUTSIDE THE INLET. THE CRADLE SHALL BE TERMINATED AT THE CLAY PIPE JOINT IN A MANNER WHICH WILL MAINTAIN THE FLEXIBILITY OF THE JOINT. COST OF CRADLE WITHIN INLET EXCAVATION OR TO CLAY PIPE JOINTS ADJACENT TO INLET SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE INLET.
5. INLET GRATE CASTINGS AND INLET FRAME CASTINGS SHALL CONFORM TO THE REQUIREMENTS AS INDICATED IN THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE STANDARD DETAIL DRAWING.
6. THE CROWNS OF INFLOWING PIPES SHALL NEVER BE SET LOWER THAN THE CROWN OF THE OUTFLOWING PIPE.
7. JOINTS BETWEEN INLET SECTIONS TO BE SEALED WITH TWO WRAPS OF EXTRUDED BUTYL RUBBER JOINT MASTIC MEETING CITY OF WICHITA TYPE "A" MANHOLE SPECIFICATIONS.
8. BACKYARD INLETS SHALL BE PAID FOR AT THE UNIT PRICE BID PER EACH. ALL STANDARD BACKYARD INLET DIAMETERS WILL BE 4'.
9. CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN INLET WALL SHALL BE GROUTED FLUSH TO THE INLET WALL WITH HYDRAULIC CEMENT AFTER THE INLET IS IN PLACE. LIFTING HOLES THRU THE INLET WALL WILL NOT BE ACCEPTED.

REVISED: MARCH 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

BACKYARD INLET

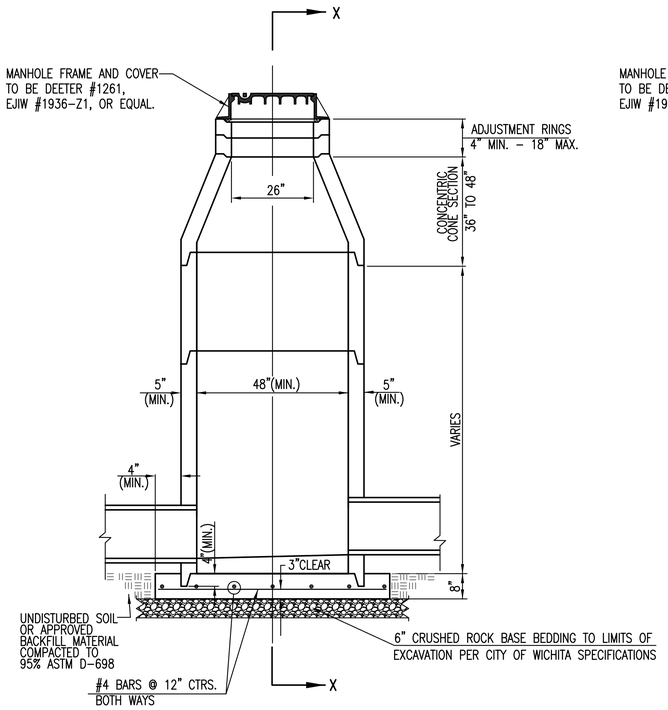
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE

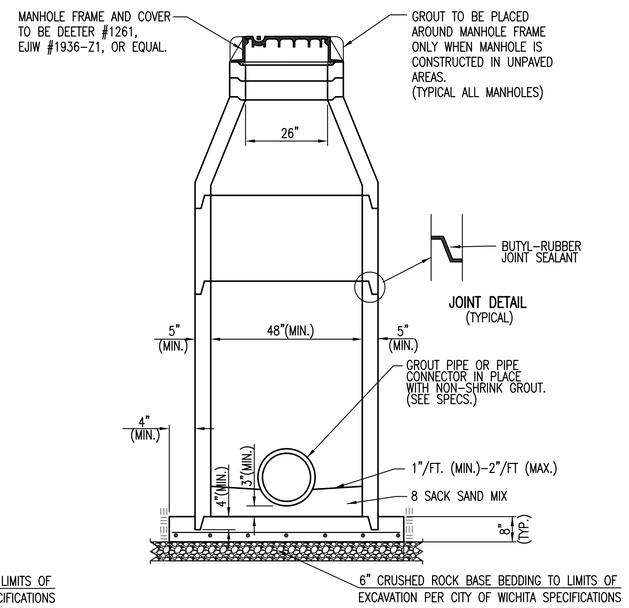
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET
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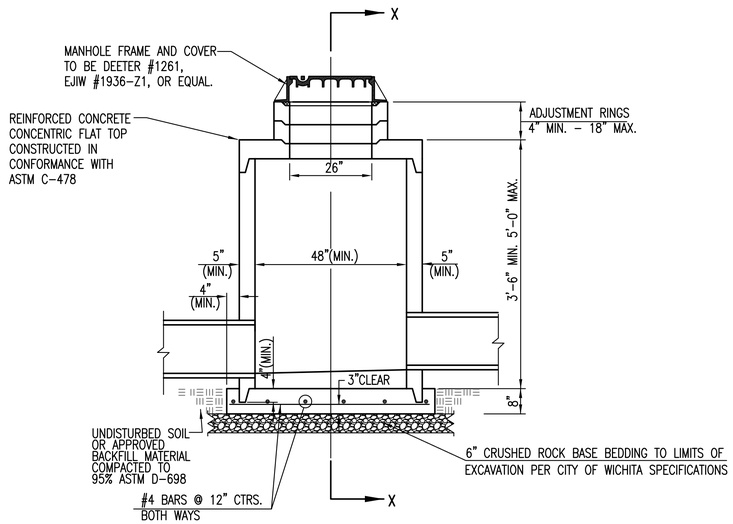
SW-203



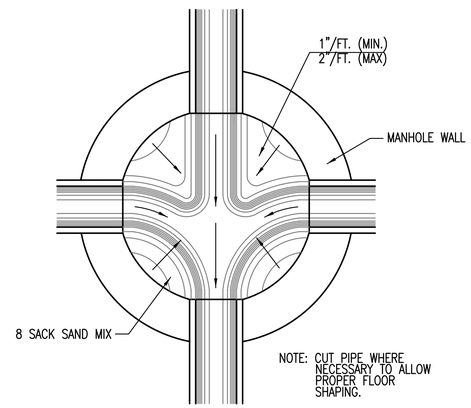
PRECAST
STANDARD MANHOLE
TYPE "A"



SECTION X-X
(TYPICAL)



PRECAST
SHALLOW MANHOLE
TYPE "B"



TYPICAL MANHOLE
FLOOR SHAPING

GENERAL NOTES

1. IF, IN THE OPINION OF THE ENGINEER, THE MANHOLE SUBGRADE APPEARS UNSTABLE, THE CONTRACTOR WILL HAVE THE OPTION TO COMPACT SUBGRADE AS SHOWN OR INCREASE THE THICKNESS OF THE MANHOLE BASE AS DIRECTED BY THE ENGINEER.
2. STEEL REINFORCING WILL BE REQUIRED IN ALL MANHOLE BASES.
3. ALL MANHOLE CONSTRUCTION SHALL BE WATER TIGHT.
4. TOP OF MANHOLE FLOOR SLAB SHALL BE AT LEAST 3 INCHES BELOW THE FLOW LINE OF THE OUTLET PIPE TO INSURE SUFFICIENT MINIMUM THICKNESS OF SHAPED INVERT.
5. ALL PRECAST CONCRETE MANHOLE SECTIONS SHALL CONFORM TO THE LATEST REVISION OF ASTM C-478 AS MODIFIED BY THE SPECIFICATIONS.
6. CONCRETE USED FOR MANHOLE CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
7. PRECAST MANHOLES SHALL BE SET AT LEAST 4 INCHES INTO MANHOLE BASE.
8. MANHOLES WITH PIPE SIZES 24" AND LARGER SHALL HAVE 5 FOOT INSIDE DIAMETER (MIN.)
9. MANHOLES WITH PRECAST BASES MAY BE USED AT THE CONTRACTORS OPTION. THESE MANHOLES SHALL HAVE AN 8" MINIMUM BASE THICKNESS AND SHALL BE PLACED ON AN 8" MIN. CRUSHED ROCK BASE. PIPES SHALL BE ENCASED WITH CRUSHED ROCK TO AT LEAST 3 FEET FROM THE MANHOLE WALL.
10. CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN MANHOLE WALL SHALL BE GROUTED FLUSH TO THE MANHOLE WALL WITH HYDRAULIC CEMENT AFTER THE MANHOLE IS IN PLACE. LIFTING HOLES THRU THE MANHOLE WALL WILL NOT BE ACCEPTED.
11. THE ENDS OF ALL PIPES IN MANHOLES SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE MANHOLE WALL.
12. MANHOLE INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE MANHOLE WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
13. MANHOLE FRAME AND COVER TO BE DEETER #1261, EJIW #1936-Z1, OR APPROVED EQUAL, SEE SW-303.
14. FOR FLAT GRATED INLET APPLICATION, GRATE TO BE DEETER #1933, EJIW #1205 MDI, OR APPROVED EQUAL.
15. FOR BEEHIVE GRATE APPLICATION, GRATE TO BE DEETER #4495, EJIW #120545, OR APPROVED EQUAL.

REVISED: MARCH 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

PRECAST CONCRETE MANHOLE (STORM SEWER)

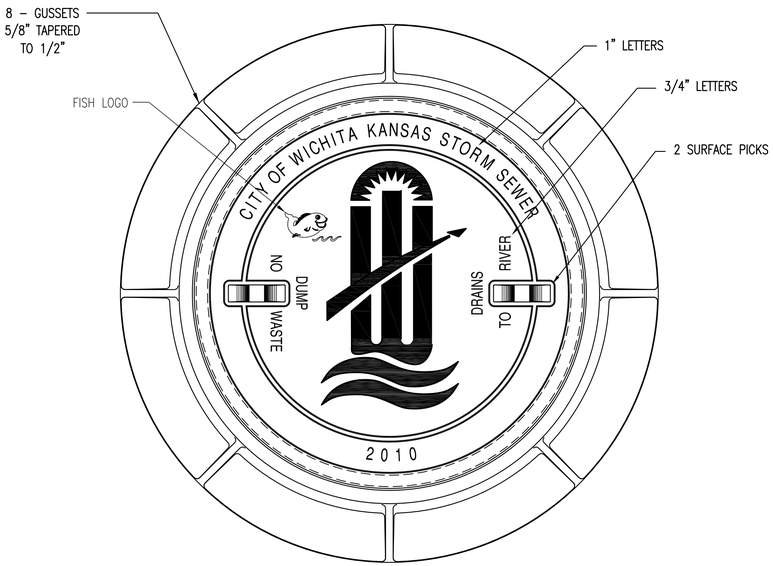
CITY ENGINEER
GARY JANZEN, P.E.

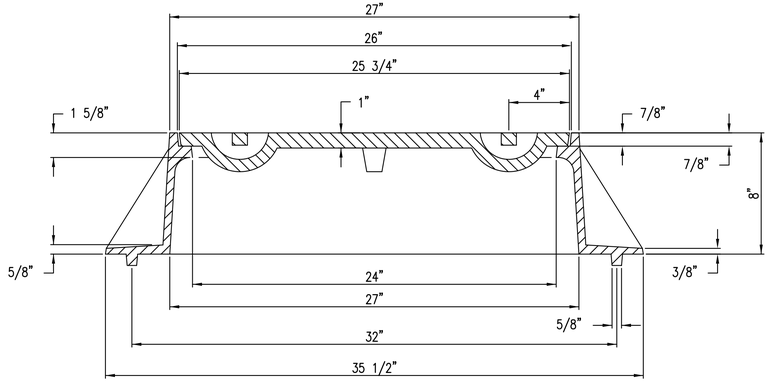
PROJECT NUMBER	OCA NUMBER	DATE

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

SHEET

SW-301

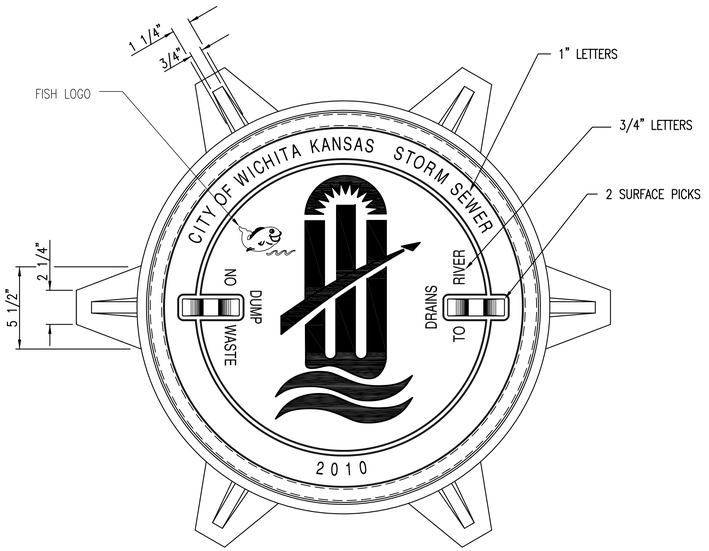


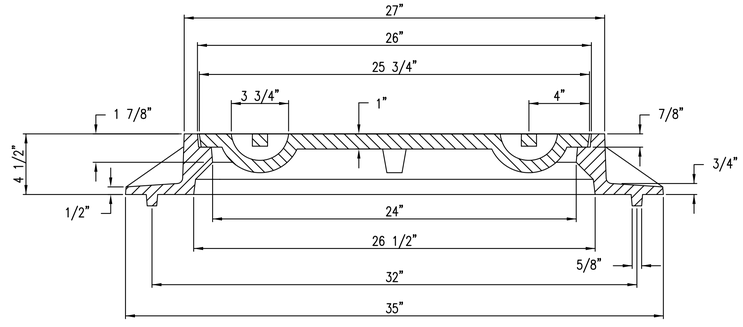


MANHOLE FRAME

DEETER #1261 OR EJIW #1936–Z1

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





INLET FRAME

DEETER #2014 OR EJIW #1936–Z4

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

CITY OF WICHITA

PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

MANHOLE/INLET FRAME AND COVER (STORM SEWER)

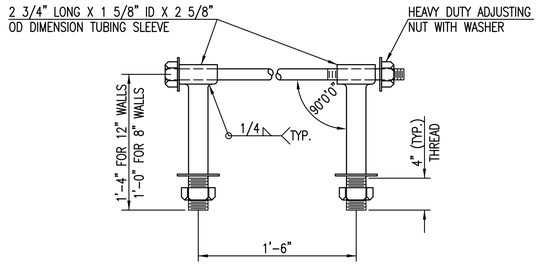
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
		11/2010

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

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SW–303

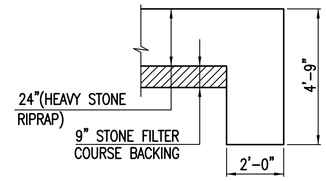


HEAVY DUTY (H.D.) COUPLER

NO SCALE

NOTES

1. BOLTS TO BE A-36 1 1/2" DIAMETER.
2. BOLTS, NUTS, WASHERS AND SLEEVES TO BE ZINC PLATED.
3. WASHERS TO BE 3 1/2" O.D. X 7 GAUGE.
4. SHIP WITH NUTS AND WASHERS PLACED ON BOLTS.



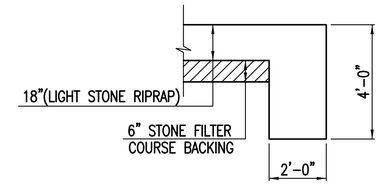
TYPICAL SECTION THRU TOEWALL

NO SCALE

NOTES

1. ALL RIPRAP FOR THIS PROJECT SHALL BE NATURAL STONE. NEITHER BROKEN CONCRETE, FABRIC ENVELOPE, NOR PREMIXED DRY PACKAGED CONCRETE BAG ALTERNATES WILL BE ALLOWED, UNLESS INDICATED OTHERWISE.
2. TOEWALLS SHALL BE INSTALLED ALONG ALL UNPROTECTED EDGES OF STONE RIPRAP.
3. GROUTING OF THE SURFACE OF THE RIPRAP SHALL NOT BE PERFORMED, UNLESS INDICATED OTHERWISE. GROUTING OF THE TOEWALLS SHALL BE PERFORMED PER CITY SPECIFICATIONS.

HEAVY STONE RIPRAP DETAILS



TYPICAL SECTION THRU TOEWALL

NO SCALE

NOTES

1. ALL RIPRAP FOR THIS PROJECT SHALL BE NATURAL STONE. NEITHER BROKEN CONCRETE, FABRIC ENVELOPE, NOR PREMIXED DRY PACKAGED CONCRETE BAG ALTERNATES WILL BE ALLOWED, UNLESS INDICATED OTHERWISE.
2. TOEWALLS SHALL BE INSTALLED ALONG ALL UNPROTECTED EDGES OF STONE RIPRAP.
3. GROUTING OF THE SURFACE OF THE RIPRAP SHALL NOT BE PERFORMED, UNLESS INDICATED OTHERWISE. GROUTING OF THE TOEWALLS SHALL BE PERFORMED PER CITY SPECIFICATIONS.

LIGHT STONE RIPRAP DETAILS

CITY OF WICHITA

PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

MISCELLANEOUS DETAILS (STORM SEWER)

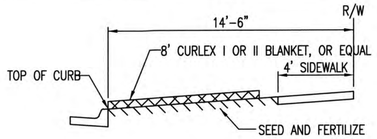
CITY ENGINEER

GARY JANZEN, P.E.

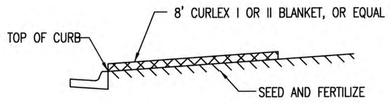
PROJECT NUMBER	OCA NUMBER	DATE
		11/2010

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
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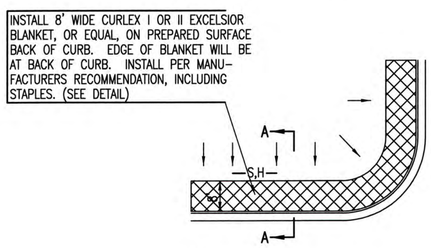
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SECTION B-B



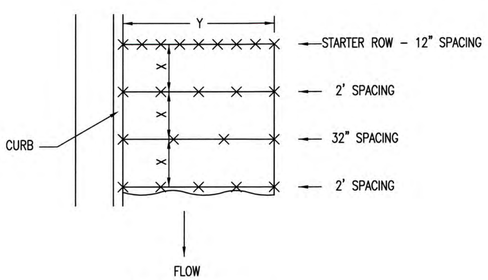
SECTION A-A

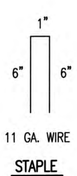


GENERAL NOTES

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

BACK OF CURB PROTECTION DETAIL



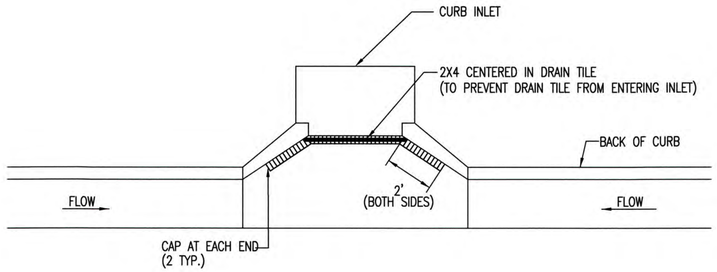


STAPLE

STAPLE PATTERN

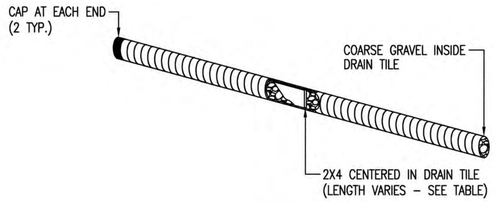
NOTES: USE 6" SEAM OVERLAP
(X & Y = RECOMMENDED BY MANUFACTURE)

DETAILS FOR APPROVED EROSION CONTROL MAT

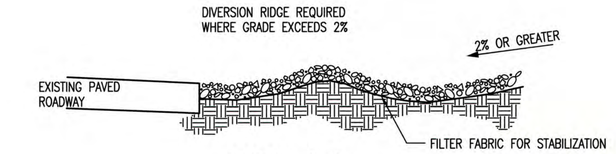


NOTE:
PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

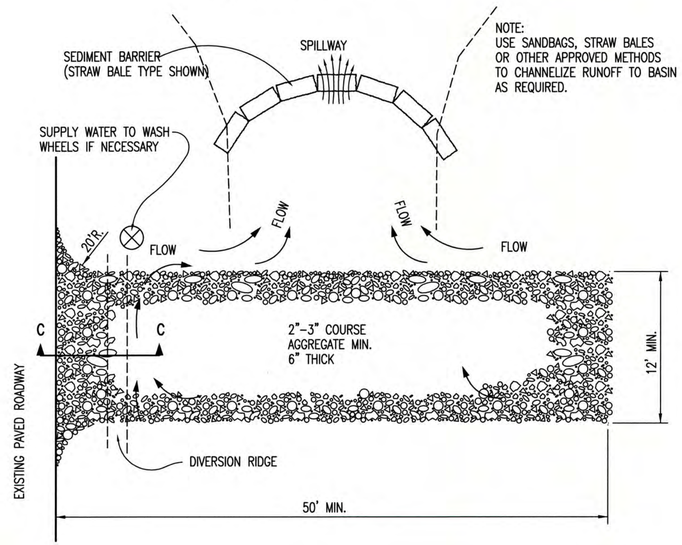
2X4 LENGTH	INLET TYPE	INLET OPENING
5'-6"	1-A	5'-0"
10'-6"	1-A	10'-0"
15'-6"	1-A	15'-0"



CURB INLET PROTECTION
4" PERFORATED PIPE W/ GRAVEL



SECTION C-C



STABILIZED CONSTRUCTION ENTRANCE

GENERAL NOTES

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

REVISION DATE: MAY 2013



CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

BACK OF CURB PROTECTION, CURB INLET PROTECTION AND CONSTRUCTION ENTRANCE

CITY ENGINEER
GARY JANZEN, P.E.

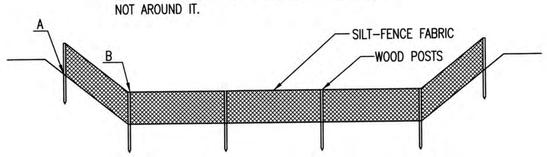
PROJECT NUMBER	OCA NUMBER	DATE
		5/2013

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SHEET
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SW-501

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



ELEVATION

SILT FENCE DITCH CHECKS
(STREAM PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

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

DITCH GRADE (%)	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.

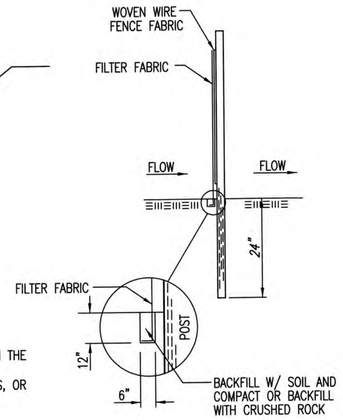
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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.

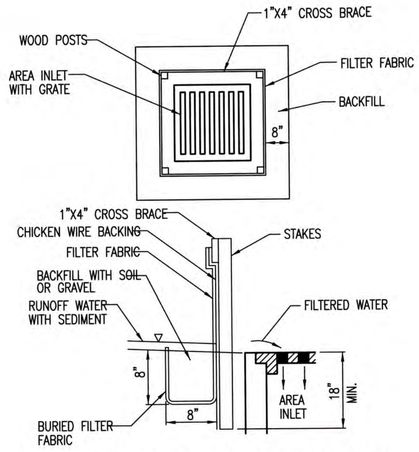
INSPECTION AND MAINTENANCE:

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.

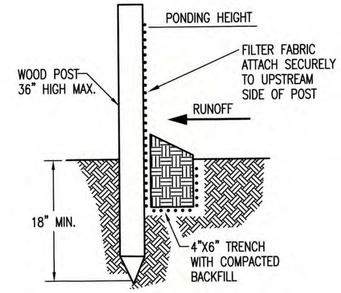
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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?

GARY L. JANZEN LICENSED 16294 PROFESSIONAL ENGINEER KANSAS
05/21/13

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.

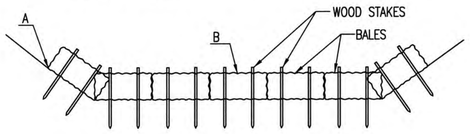
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455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

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



STRAW BALE DITCH CHECKS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

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

PROPER INSTALLATION METHOD:

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

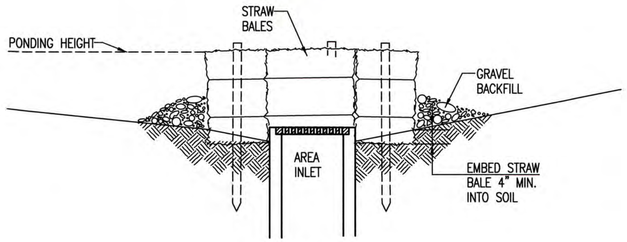
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

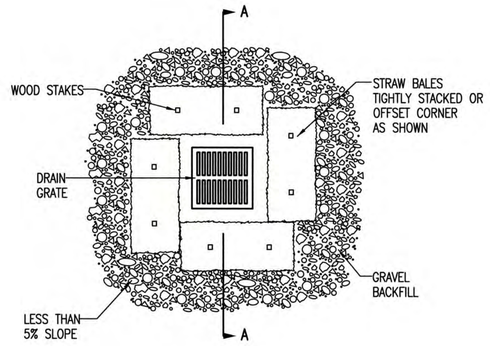
INSPECTION AND MAINTENANCE:

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

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



SECTION A-A



STRAW BALE BARRIERS FOR AREA INLETS
(INLET PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

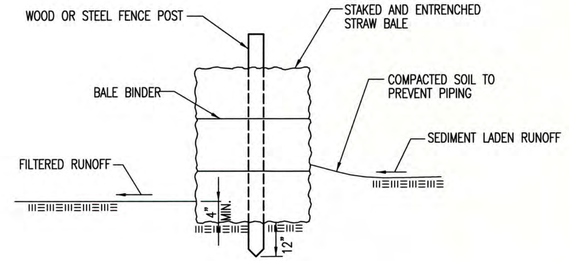
LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



STRAW BALE BARRIERS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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

REVISION DATE: MAY 2013

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

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
		5/2013

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

SHEET
37 of 56

SW-503

GENERAL NOTES

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

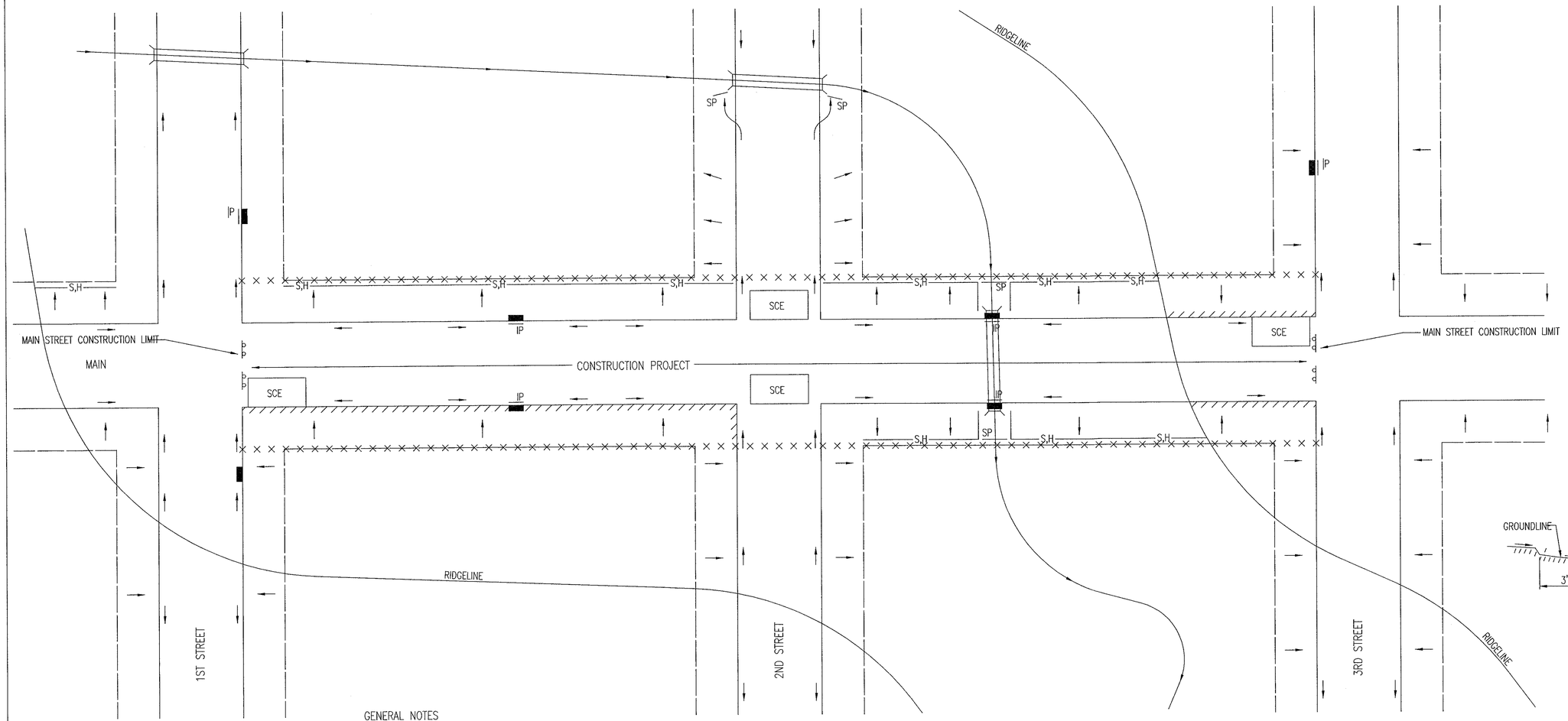
2. EROSION CONTROL DEVICES MUST BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE CONSTRUCTION PROCESS AND UNTIL THE DISTURBED EARTH IS RESTABILIZED.

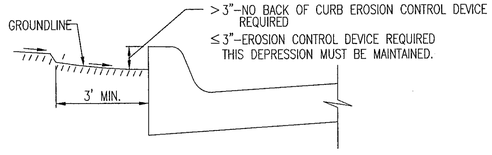
3. IF THE PROJECT WILL DISTURB 1 ACRE OR MORE, A FEDERAL/STATE NPDES STORMWATER PERMIT IS REQUIRED. A DETAILED STORMWATER POLLUTION PREVENTION PLAN, IS REQUIRED. THE EROSION CONTROL DEVICES SHOWN ON THIS SHEET ARE CONSIDERED TO BE THE MINIMUM TO BE SHOWN IN THE POLLUTION PREVENTION PLAN.

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

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

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





CURB BACKFILL DETAIL

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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

REVISION: JUNE 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

STREET IMPROVEMENT PROJECTS

CITY ENGINEER
GARY JANZEN, P.E.

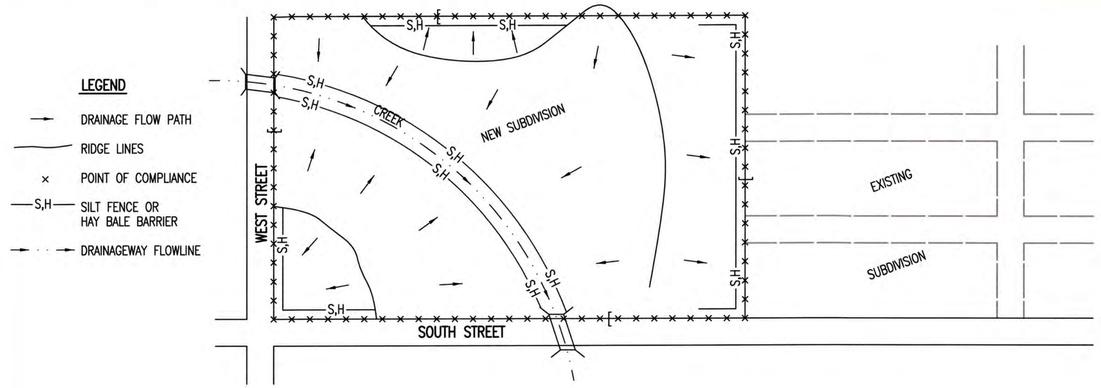
PROJECT NUMBER	OCA NUMBER	DATE
		11/2015

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

SHEET
38 of 56

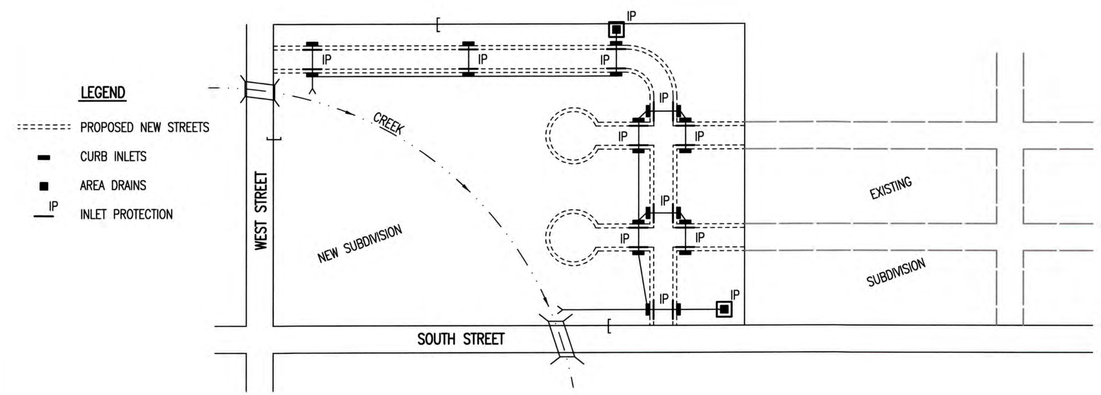
SW-504

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



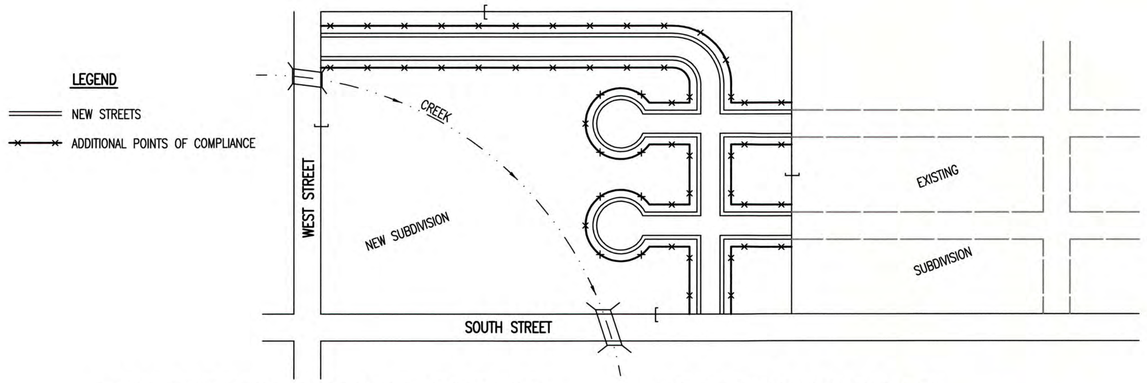
1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM THE SITE. SHOULD LAKES BE CONSTRUCTED WITHIN THE SUBDIVISION THAT WILL DISCHARGE DURING STORMS, THEY ARE ALSO A POINT OF COMPLIANCE.
2.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

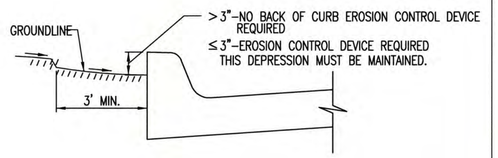


1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, NEW STREETS ARE INSTALLED. ALL EROSION CONTROL DEVICES INSTALLED DURING PHASE 1 AND 2 MUST STILL BE MAINTAINED. THE POINT OF COMPLIANCE NOW SHIFTS TO THE BACK OF CURB ALONG EACH STREET.
2. CURB OPENING INLET PROTECTION:
   A. SUMP AREAS – INLET PROTECTION 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
		5/2013

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

SHEET
39 of 56

SW–505

46TH ST. S.
℄

Sheet Totals

Excavation =	*288.7*	*C.Y.*
Loose Fill =	*58.9*	*C.Y.*
Compacted Fill =	*7.2*	*C.Y.*

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

TRINITY POINT 2ND ADD.
Phase 2

CROSS SECTIONS

STREET IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: DRAWN:

DATE: March 18, 2026

SHEET 40 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

46TH C/R. S.
℄

Sheet Totals
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Loose Fill = 0.0 C.Y.
Compacted Fill = 0.0 C.Y.

BRENT WOOTEN
LICENSED
8470
02/10/2026
KANSAS
PROFESSIONAL ENGINEER

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

TRINITY POINT 2ND ADD.
Phase 2

CROSS SECTIONS

STREET IMPROVEMENTS

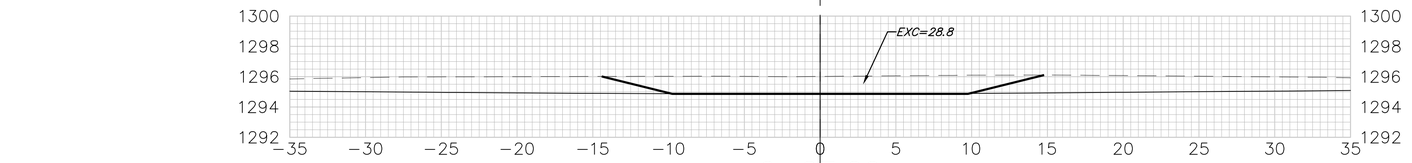
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21-10-E023

DESIGN: DRAWN:

DATE: March 18, 2026

SHEET 41 OF 56

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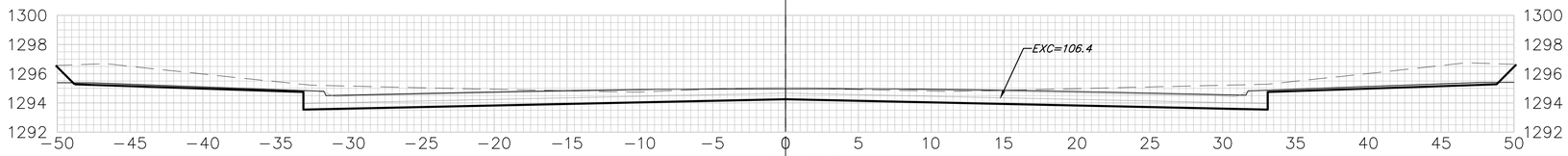
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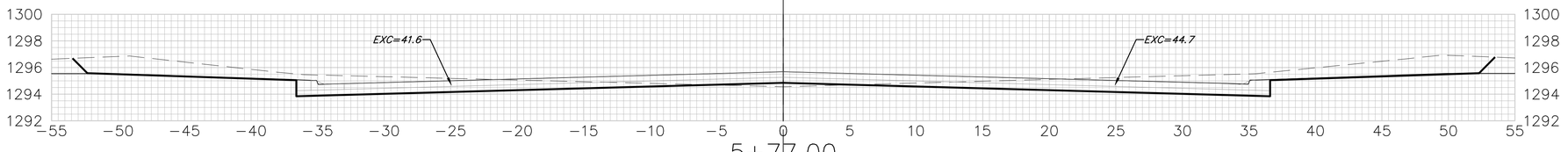
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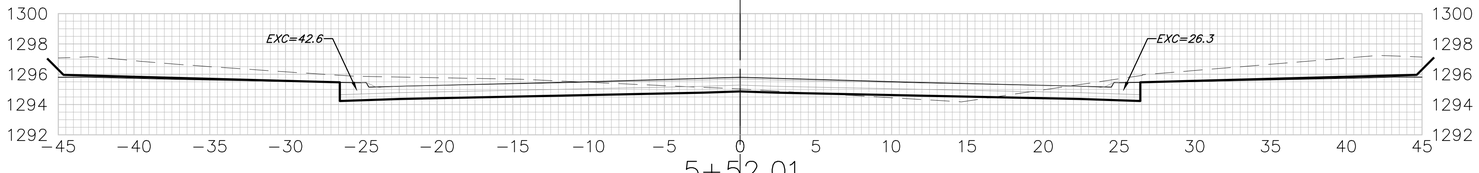
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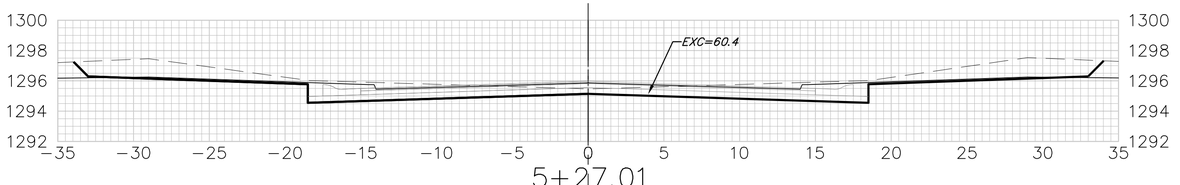
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25.00'
EXC = 59.9
LF = 0.0
CF = 0.0



5+27.01

46TH CIR. S.
℄

Sheet Totals
Excavation = 298.3 C.Y.
Loose Fill = 0.0 C.Y.
Compacted Fill = 0.0 C.Y.

BRENT WOOTEN
LICENSED
8470
02/10/2026
KANSAS
PROFESSIONAL ENGINEER

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

TRINITY POINT 2ND ADD.
Phase 2

CROSS SECTIONS

STREET IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: DRAWN:

DATE: March 18, 2026

SHEET 42 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

Sheet Totals
Excavation = 0.0 C.Y.
Loose Fill = 419.6 C.Y.
Compacted Fill = 1,142.2 C.Y.

BRENT WOOTEN
LICENSED
8470
02/10/2026
KANSAS
PROFESSIONAL ENGINEER

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

TRINITY POINT 2ND ADD.
Phase 2

CROSS SECTIONS

STREET IMPROVEMENTS

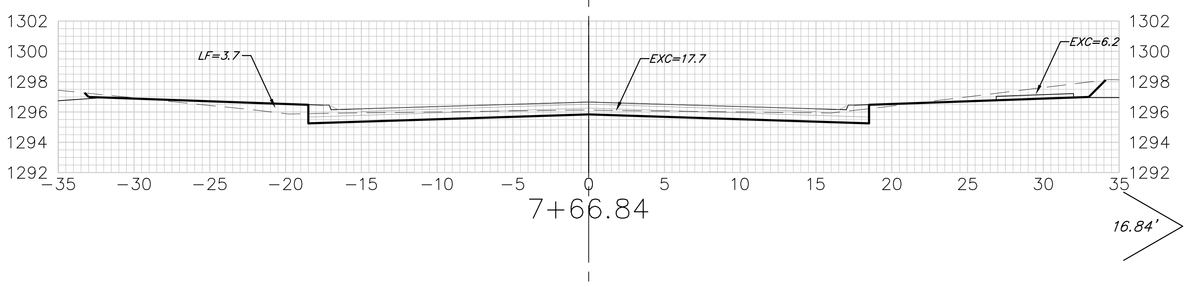
PROJECT NUMBER:
21-10-E023

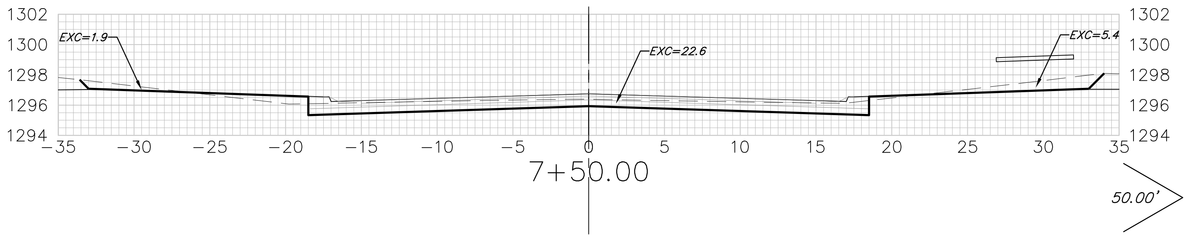
DESIGN: DRAWN:

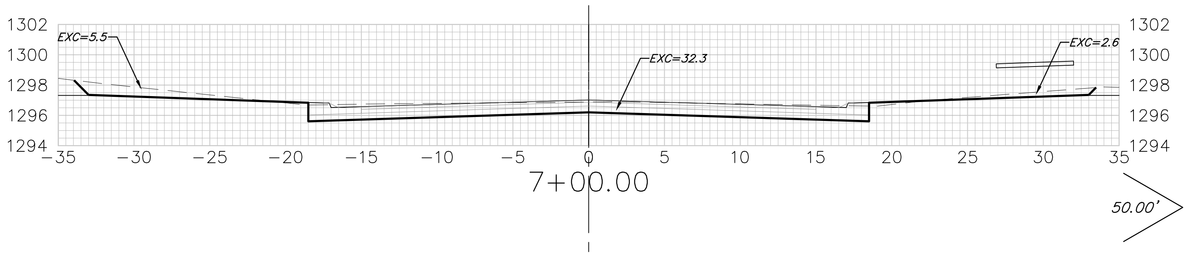
DATE: March 18, 2026

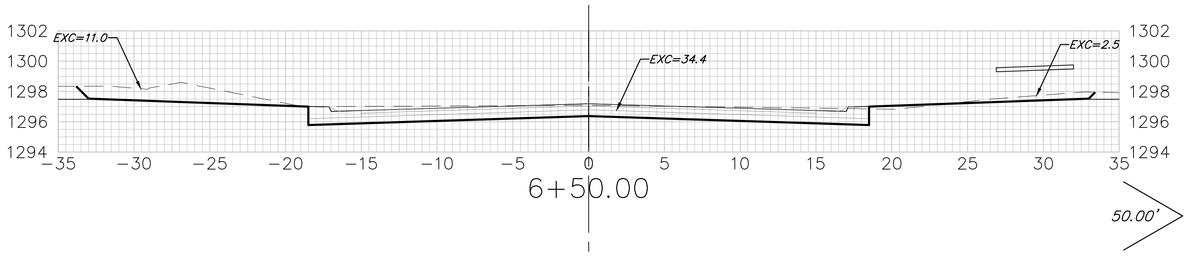
SHEET 43 OF 56

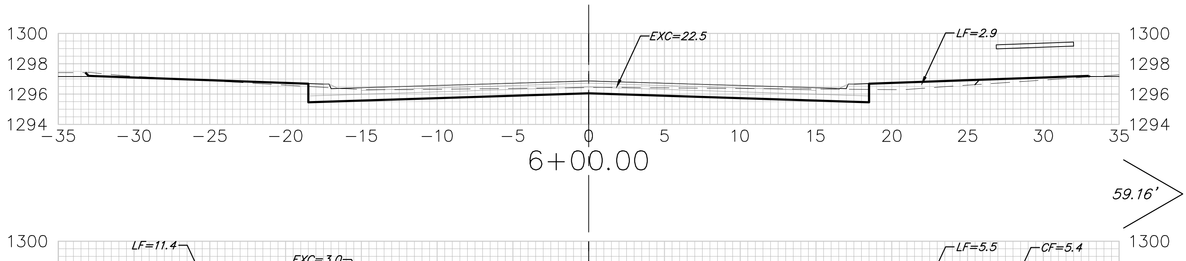
File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

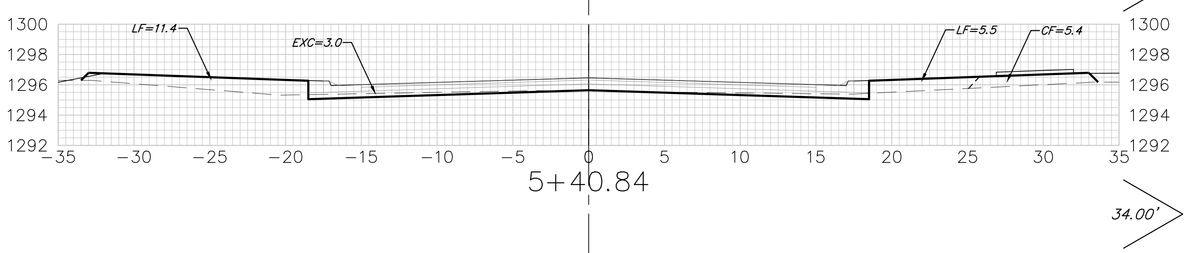


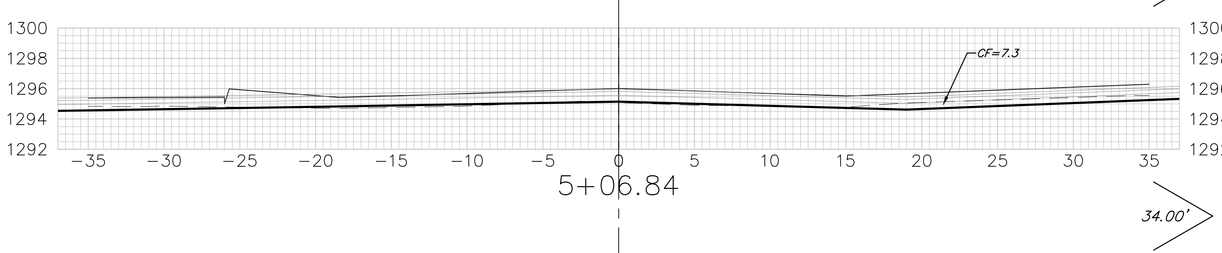


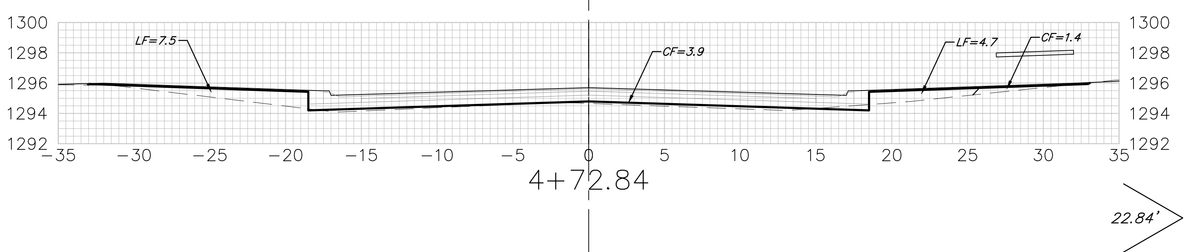


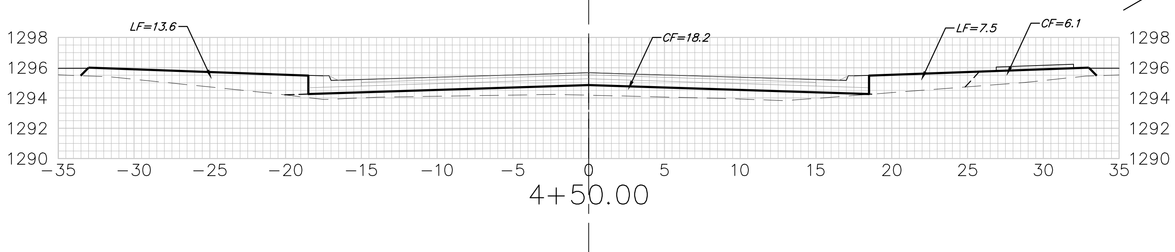












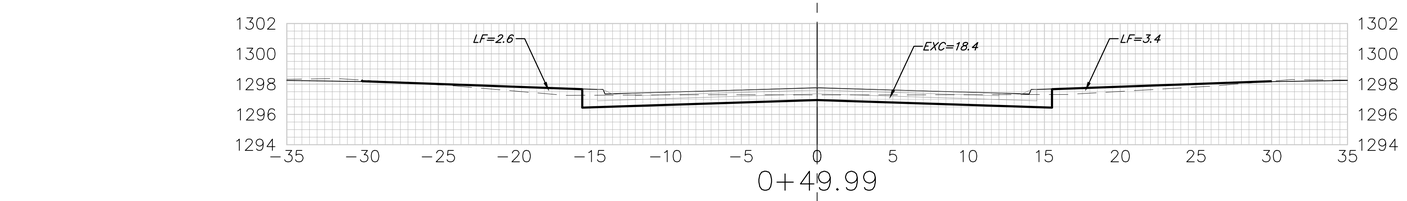
Sheet Totals
Excavation = 258.7 C.Y.
Loose Fill = 68.3 C.Y.
Compacted Fill = 34.3 C.Y.

CLARA
℄

BAUGHMAN COMPANY	315 Ellis St. Wichita, KS 67211 316-262-7271 BaughmanCo.com
TRINITY POINT 2ND ADD. Phase 2	
CROSS SECTIONS	
STREET IMPROVEMENTS PROJECT NUMBER: 21-10-E023	
DESIGN: DRAWN: DATE: March 18, 2026	
SHEET 44 OF 56	

BRENT WOOLSTENHULME
8470
02/10/2026
REGISTERED PROFESSIONAL ENGINEER

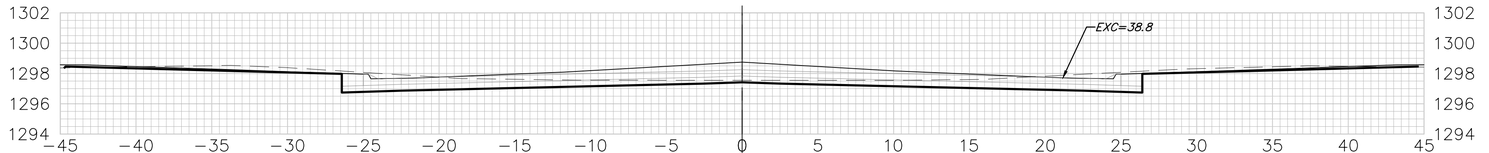
File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg



0+49.99

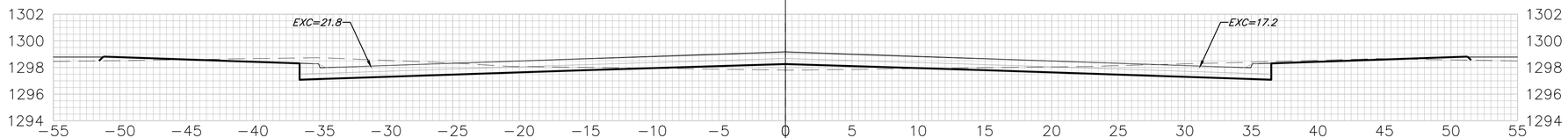
50.01'
EXC = 31.0
LF = 11.0
CF = 0.0

25.00'
EXC = 26.5
LF = 2.8
CF = 0.0



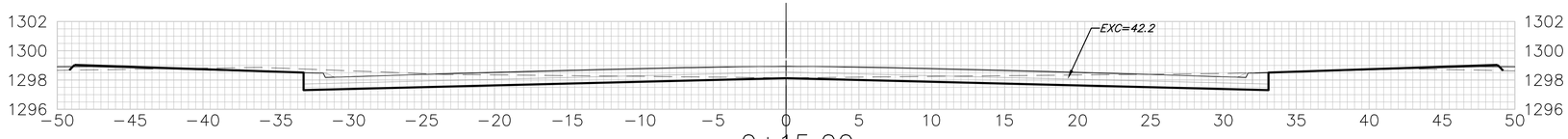
0+24.99

24.99'
EXC = 36.0
LF = 0.0
CF = 0.0



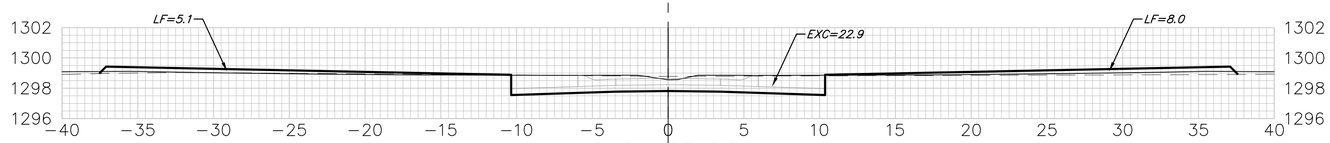
0+00.00

15.00'
EXC = 22.6
LF = 0.0
CF = 0.0



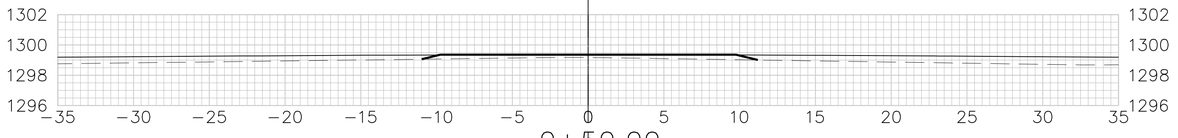
−0+15.00

20.00'
EXC = 24.1
LF = 4.9
CF = 0.0



−0+35.00

15.00'
EXC = 6.4
LF = 3.6
CF = 0.0



−0+50.00

CLARA CT. (Lots 20−37, Block D)
℄

Sheet Totals
Excavation = 146.6 C.Y.
Loose Fill = 22.3 C.Y.
Compacted Fill = 0.0 C.Y.

BRENT WOOTEN
LICENSED
8470
02/10/2026
KANSAS
PROFESSIONAL ENGINEER

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TRINITY POINT 2ND ADD.
Phase 2

CROSS SECTIONS

STREET IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: DRAWN:

DATE: March 18, 2026

SHEET 45 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

CLARA CT. (Lots 20–37, Block D)
℄

Sheet Totals

Excavation =	*213.6*	*C.Y.*
Loose Fill =	*101.0*	*C.Y.*
Compacted Fill =	*0.0*	*C.Y.*

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Phase 2

CROSS SECTIONS

STREET IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: DRAWN:

DATE: March 18, 2026

SHEET 46 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

Sheet Totals

Excavation =	*14.2*	*C.Y.*
Loose Fill =	*151.3*	*C.Y.*
Compacted Fill =	*0.0*	*C.Y.*

BRENT WOOTEN
LICENSED
8470
02/10/2026
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TRINITY POINT 2ND ADD.
Phase 2

CROSS SECTIONS

STREET IMPROVEMENTS

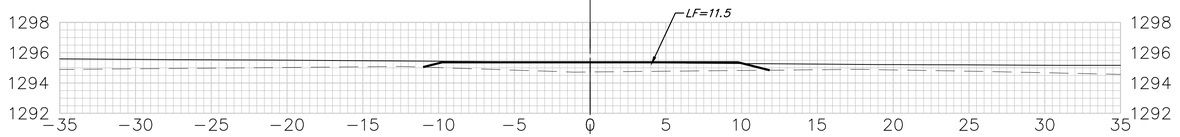
PROJECT NUMBER:
21-10-E023

DESIGN: DRAWN:

DATE: March 18, 2026

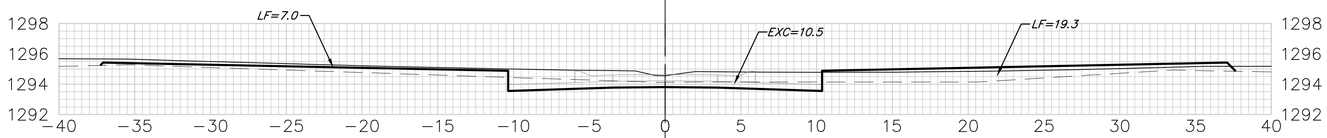
SHEET **47** OF **56**

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg



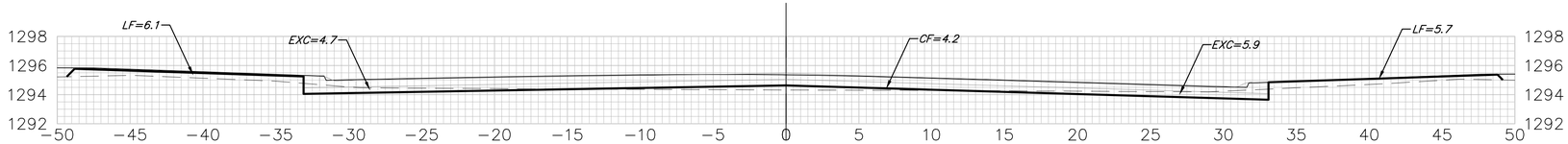
2+65.03

15.00'
EXC = 2.9
LF = 10.5
CF = 0.0



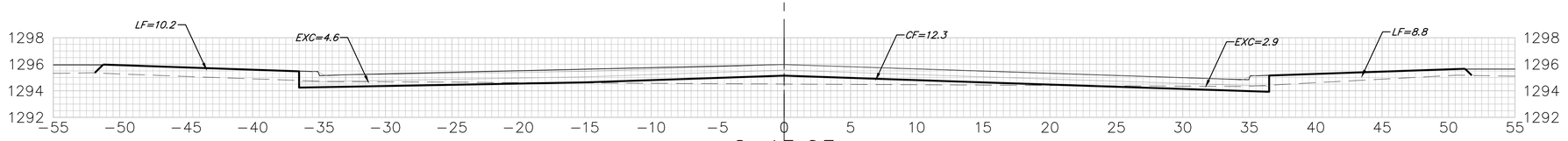
2+50.03

20.00'
EXC = 7.8
LF = 14.1
CF = 1.6



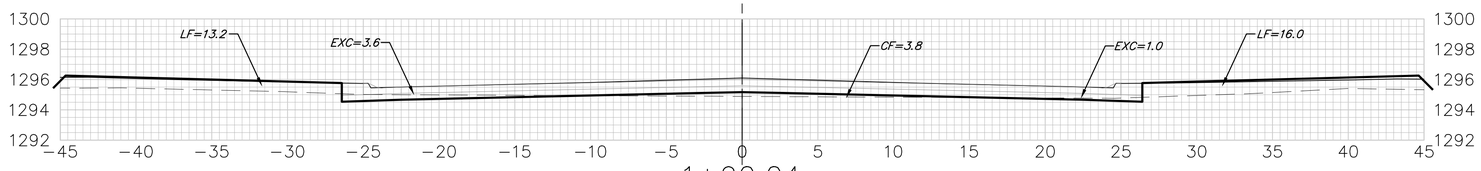
2+30.03

15.00'
EXC = 5.0
LF = 8.6
CF = 4.6



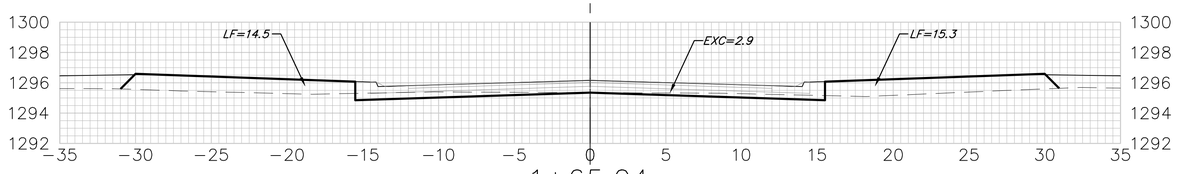
2+15.03

24.99'
EXC = 5.6
LF = 22.3
CF = 7.5



1+90.04

25.00'
EXC = 3.5
LF = 27.3
CF = 1.8



1+65.04

CLARA CT. (Lots 9−16, Block E)
℄

Sheet Totals
Excavation = 24.8 C.Y.
Loose Fill = 82.8 C.Y.
Compacted Fill = 15.5 C.Y.

BRENT WOOTEN LICENSED 8470 02/10/2026 KANSAS PROFESSIONAL ENGINEER

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Wichita, KS 67211
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TRINITY POINT 2ND ADD.
Phase 2

CROSS SECTIONS

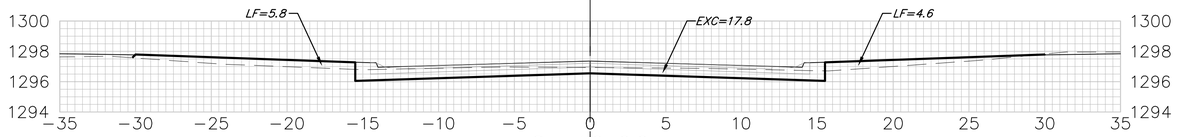
STREET IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: DRAWN:
DATE: March 18, 2026

SHEET 48 OF 56

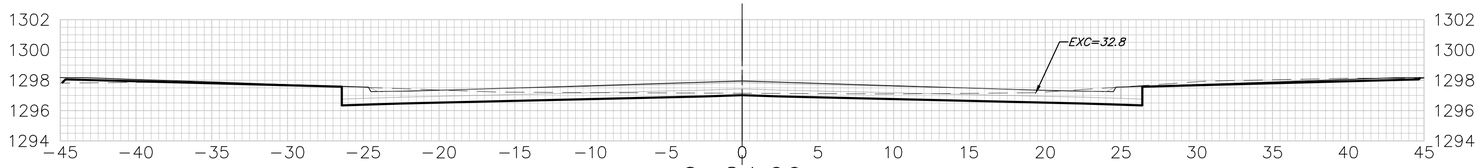
File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\Str\SWS\Str\SWS.dwg



0+49.99

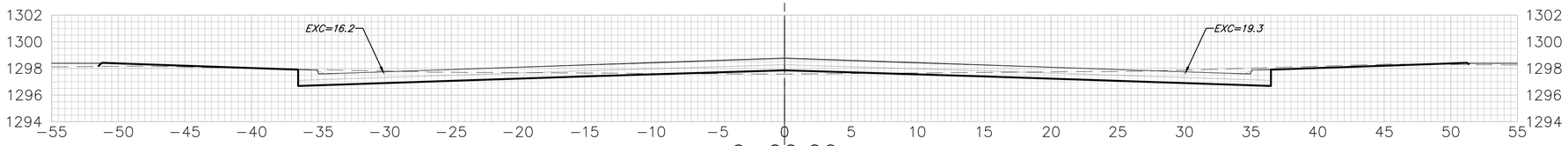
50.01'
EXC = 29.3
LF = 19.4
CF = 0.0

25.00'
EXC = 23.4
LF = 4.8
CF = 0.0



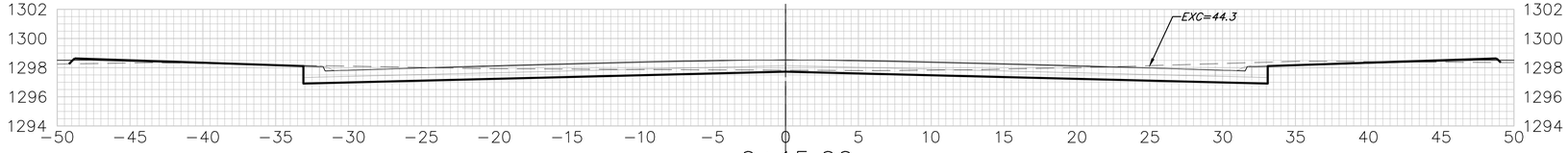
0+24.99

24.99'
EXC = 31.6
LF = 0.0
CF = 0.0



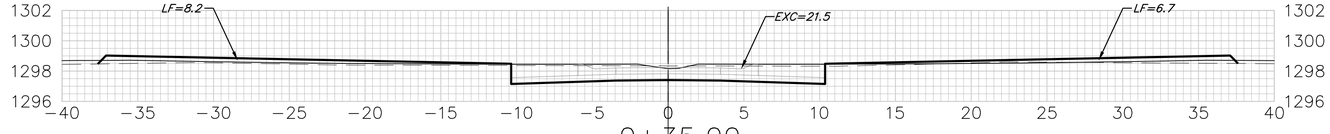
0+00.00

15.00'
EXC = 22.2
LF = 0.0
CF = 0.0



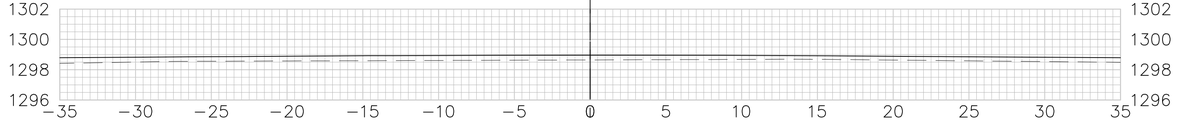
−0+15.00

20.00'
EXC = 24.4
LF = 5.5
CF = 0.0



−0+35.00

15.00'
EXC = 6.0
LF = 4.1
CF = 0.0



−0+50.00

CLARA CT. (Lots 38−55, Block D)
℄

Sheet Totals
Excavation = 136.9 C.Y.
Loose Fill = 33.8 C.Y.
Compacted Fill = 0.0 C.Y.

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TRINITY POINT 2ND ADD.
Phase 2

CROSS SECTIONS

STREET IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: DRAWN:

DATE: March 18, 2026

SHEET 49 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

CLARA CT. (Lots 38–55, Block D)
℄

Sheet Totals

Excavation =	*288.5*	*C.Y.*
Loose Fill =	*76.8*	*C.Y.*
Compacted Fill =	*0.0*	*C.Y.*

BRENT WOOTEN
LICENSED
8470
02/10/2026
KANSAS
PROFESSIONAL ENGINEER

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Wichita, KS 67211
316-262-7271
BaughmanCo.com

TRINITY POINT 2ND ADD.
Phase 2

CROSS SECTIONS

STREET IMPROVEMENTS

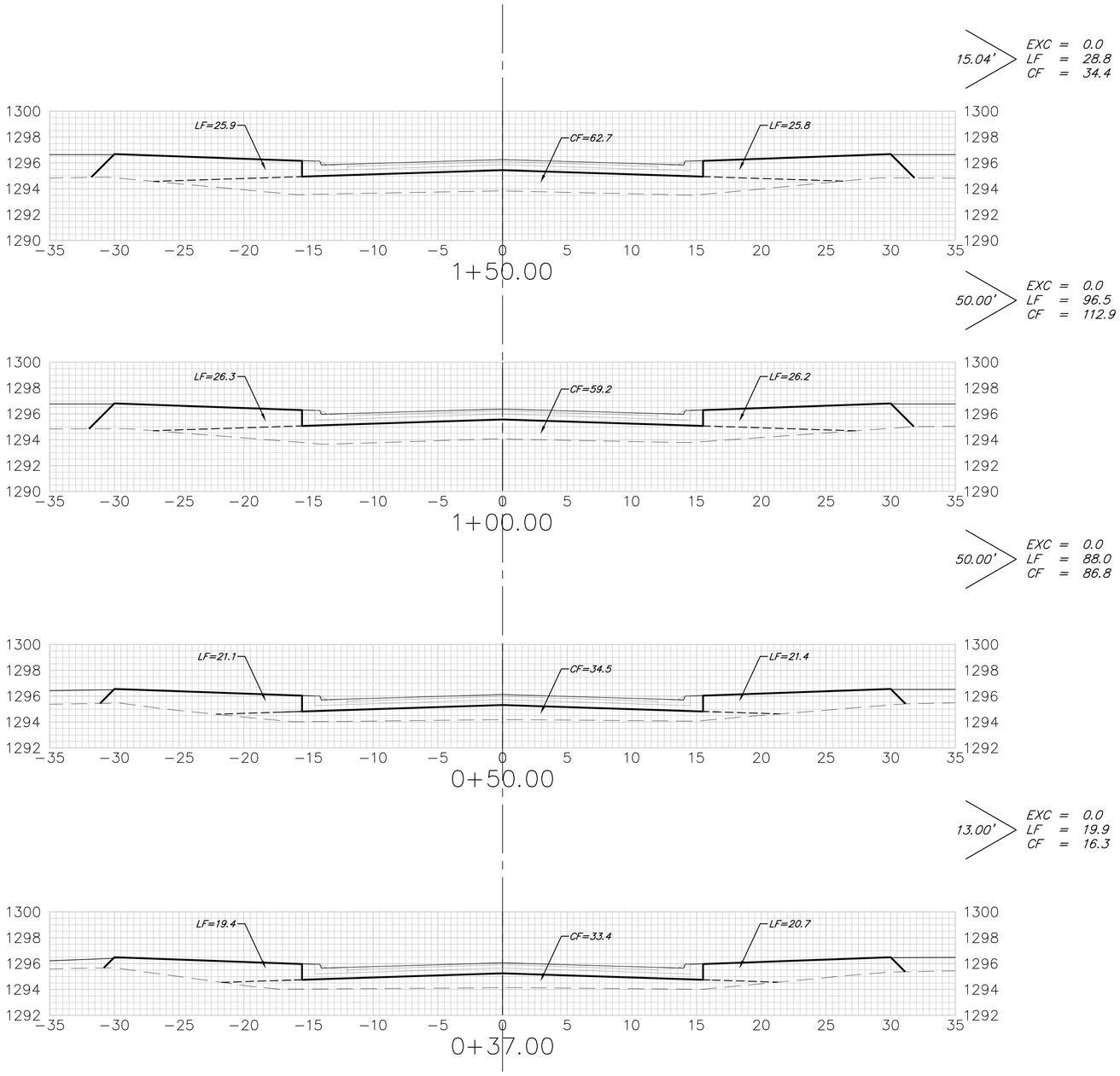
PROJECT NUMBER:
21-10-E023

DESIGN: DRAWN:

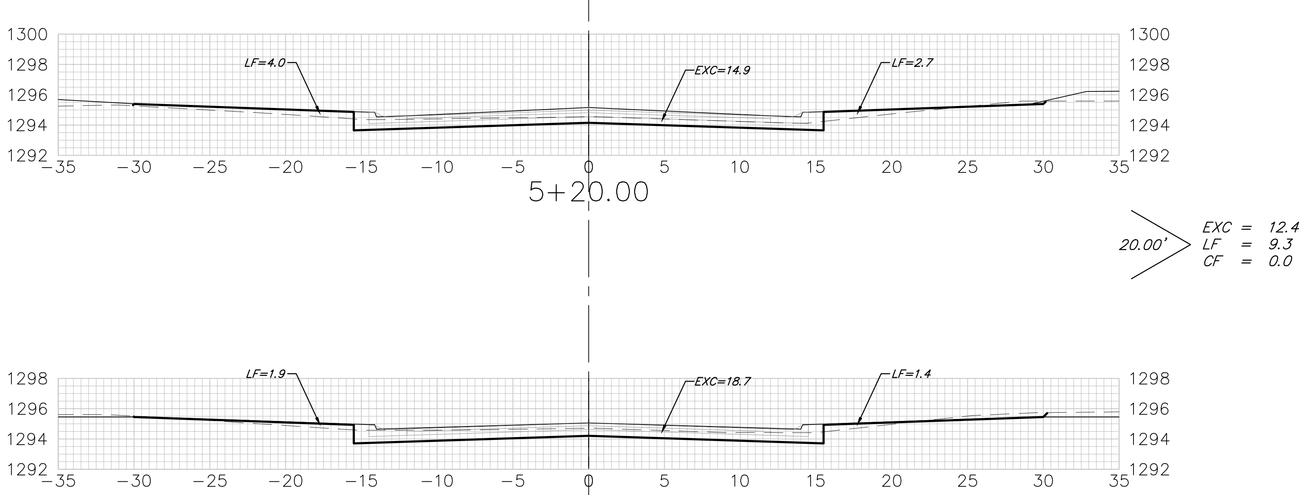
DATE: March 18, 2026

SHEET **50** OF **56**

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg



CLARA CT. (Lots 1–8, Block E)



CLARA CT. (Lots 38–55, Block D)

℄

Sheet Totals
Excavation = 12.4 C.Y.
Loose Fill = 242.5 C.Y.
Compacted Fill = 250.4 C.Y.

CROSS SECTIONS

STREET IMPROVEMENTS

PROJECT NUMBER: 21-10-E023

DESIGN: DRAWN:

DATE: March 18, 2026

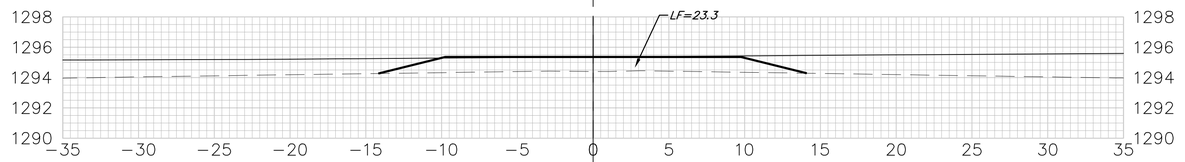
SHEET 51 OF 56

TRINITY POINT 2ND ADD. Phase 2

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

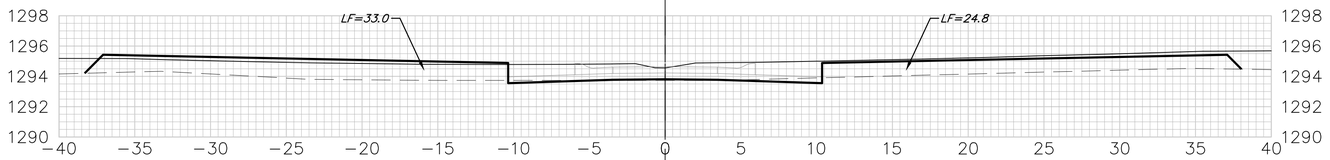
BRENT WOOLSTEN 8470 02/10/2026 REGISTERED PROFESSIONAL ENGINEER

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg



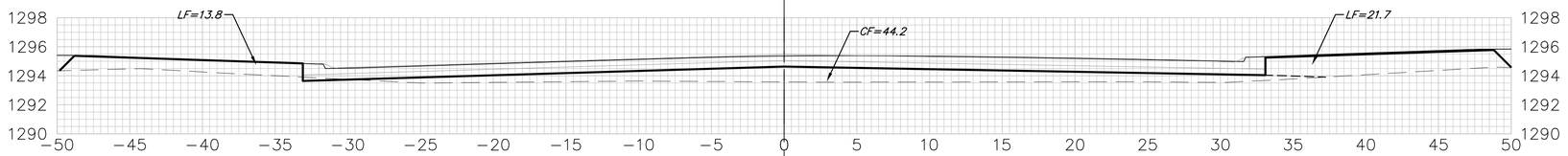
2+65.03

15.00'
EXC = 0.0
LF = 22.5
CF = 0.0



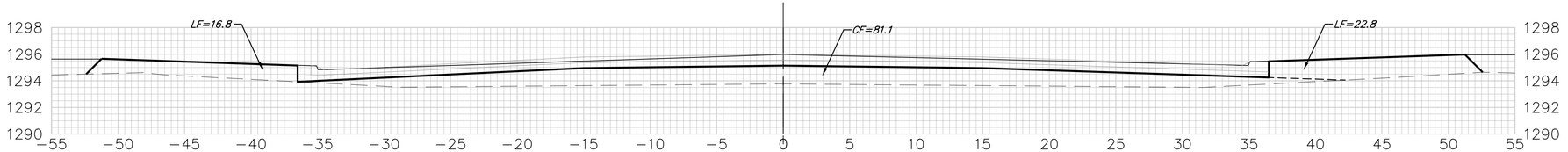
2+50.03

20.00'
EXC = 0.0
LF = 34.6
CF = 16.4



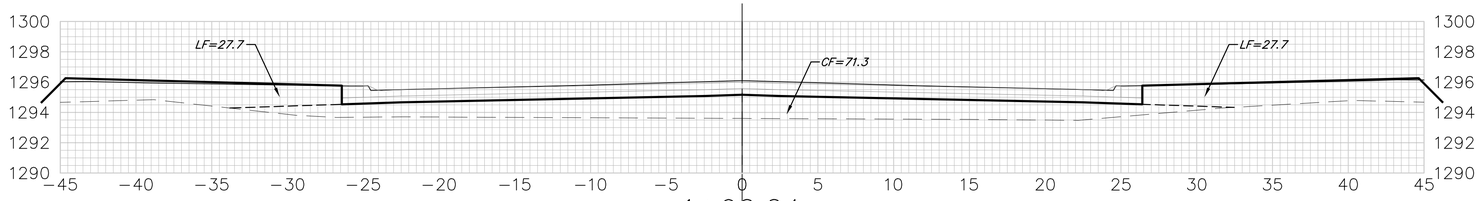
2+30.03

15.00'
EXC = 0.0
LF = 62.9
CF = 35.0



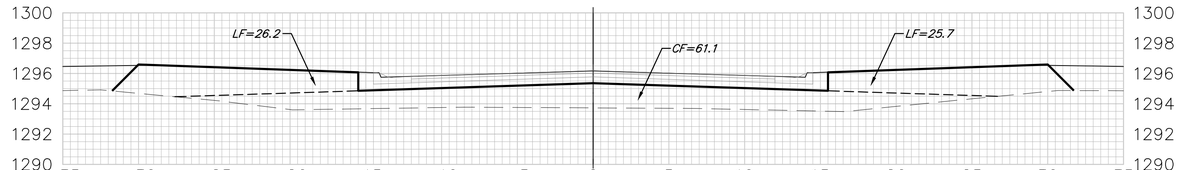
2+15.03

24.99'
EXC = 0.0
LF = 44.0
CF = 70.6



1+90.04

25.00'
EXC = 0.0
LF = 49.7
CF = 61.3



1+65.04

CLARA CT. (Lots 1-8, Block E)
℄

Sheet Totals

Excavation =	0.0	C.Y.
Loose Fill =	213.7	C.Y.
Compacted Fill =	183.3	C.Y.

BRENT WOOTEN
LICENSED
8470
02/10/2026
KANSAS
PROFESSIONAL ENGINEER

BAUGHMAN COMPANY
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TRINITY POINT 2ND ADD.
Phase 2

CROSS SECTIONS

STREET IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: DRAWN:

DATE: March 18, 2026

SHEET 52 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

Sheet Totals

Excavation =	*225.5*	*C.Y.*
Loose Fill =	*133.4*	*C.Y.*
Compacted Fill =	*47.1*	*C.Y.*

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TRINITY POINT 2ND ADD.
Phase 2

CROSS SECTIONS

STREET IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: DRAWN:

DATE: March 18, 2026

SHEET 53 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

ELDER
℄

Sheet Totals

Excavation =	*62.8*	*C.Y.*
Loose Fill =	*211.9*	*C.Y.*
Compacted Fill =	*112.8*	*C.Y.*

BRENT WOOTEN
LICENSED
8470
02/10/2026
KANSAS
PROFESSIONAL ENGINEER

BAUGHMAN COMPANY

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

TRINITY POINT 2ND ADD.
Phase 2

CROSS SECTIONS

STREET IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: DRAWN:

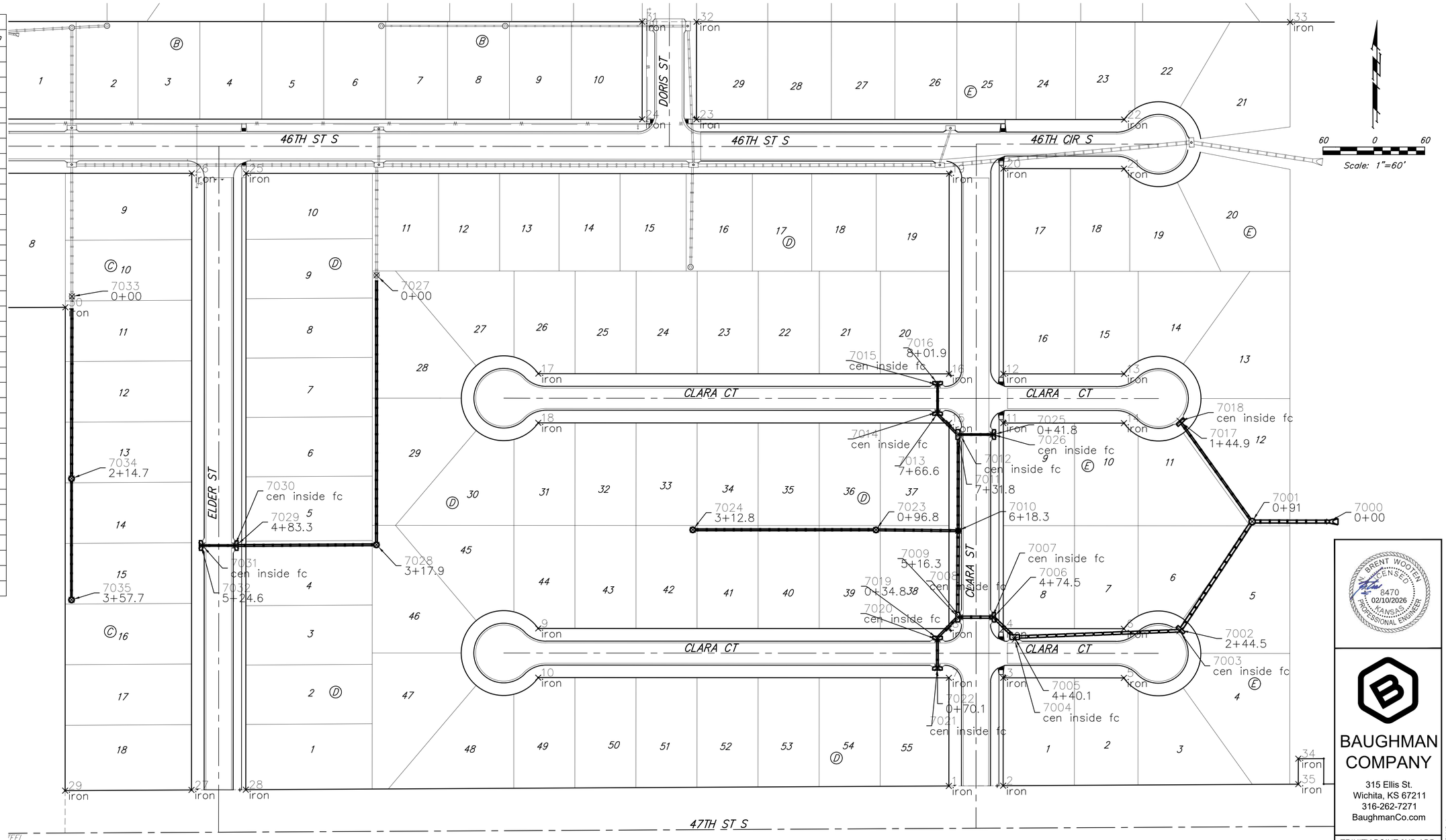
DATE: March 18, 2026

SHEET **54** OF **56**

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\Str\SWS\Str\SWS.dwg

STORM WATER SEWER

Point Table			
Point #	Northing	Easting	Raw Description
7000	20370.52	32110.64	0+00
7001	20370.60	32019.66	0+91
7002	20242.55	31934.88	2+44.5
7003	20241.46	31933.86	cen inside fc
7004	20231.42	31739.54	cen inside fc
7005	20233.92	31739.55	4+40.1
7006	20257.78	31714.71	4+74.5
7007	20257.77	31713.21	cen inside fc
7008	20257.79	31674.89	cen inside fc
7009	20257.80	31672.89	5+16.3
7010	20359.77	31672.94	6+18.3
7011	20473.27	31673.00	7+31.8
7012	20473.26	31675.00	cen inside fc
7013	20498.11	31648.67	7+66.6
7014	20499.61	31648.68	cen inside fc
7015	20531.94	31648.69	cen inside fc
7016	20533.44	31648.69	8+01.9
7017	20488.25	31935.00	1+44.9
7018	20489.35	31933.97	cen inside fc
7019	20232.97	31648.55	0+34.8
7020	20231.47	31648.55	cen inside fc
7021	20199.13	31648.53	cen inside fc
7022	20197.63	31648.53	0+70.1
7023	20360.81	31576.11	0+96.8
7024	20360.92	31360.11	3+12.8
7025	20473.25	31714.83	0+41.8
7026	20473.25	31713.33	cen inside fc
7027	20661.07	30987.13	0+00
7028	20343.20	30987.10	3+17.9
7029	20342.33	30821.72	4+83.3
7030	20342.33	30820.22	cen inside fc
7031	20342.35	30781.92	cen inside fc
7032	20342.35	30780.42	5+24.6
7033	20636.04	30628.06	0+00
7034	20421.32	30627.63	2+14.7
7035	20278.32	30627.56	3+57.7



IRONS

Point Table			
Point #	Northing	Easting	Raw Description
1	20058.75	31661.96	iron
2	20059.09	31725.96	iron
3	20186.26	31726.03	iron
4	20244.26	31726.05	iron
5	20186.19	31868.32	iron
6	20244.19	31868.35	iron
7	20186.29	31662.03	iron
8	20244.29	31662.05	iron
9	20244.52	31177.78	iron
10	20186.52	31177.76	iron

Point Table			
Point #	Northing	Easting	Raw Description
11	20486.74	31726.17	iron
12	20544.74	31726.20	iron
13	20544.67	31868.50	iron
14	20486.67	31868.47	iron
15	20486.77	31662.17	iron
16	20544.77	31662.20	iron
17	20545.00	31177.93	iron
18	20487.00	31177.90	iron
19	20780.77	31662.31	iron
20	20786.74	31726.31	iron

Point Table			
Point #	Northing	Easting	Raw Description
21	20786.67	31868.61	iron
22	20844.67	31868.64	iron
23	20844.91	31364.37	iron
24	20844.94	31300.37	iron
25	20781.17	30833.31	iron
26	20781.20	30769.31	iron
27	20054.06	30768.96	iron
28	20054.39	30832.96	iron
29	20053.28	30619.96	iron
30	20623.29	30620.23	iron

Point Table			
Point #	Northing	Easting	Raw Description
31	20959.94	31300.43	iron
32	20959.91	31364.43	iron
33	20959.58	32064.43	iron
34	20090.91	32074.01	iron
35	20060.91	32073.99	iron

BRENT WOOTEN LICENSED 8470 02/10/2026 KANSAS PROFESSIONAL ENGINEER

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

TRINITY POINT 2ND ADD.
Phase 2

COORDINATE SHEET

STREET IMPROVEMENTS

PROJECT NUMBER: 21-10-E023

DESIGN: DRAWN:

DATE: April 24, 2026

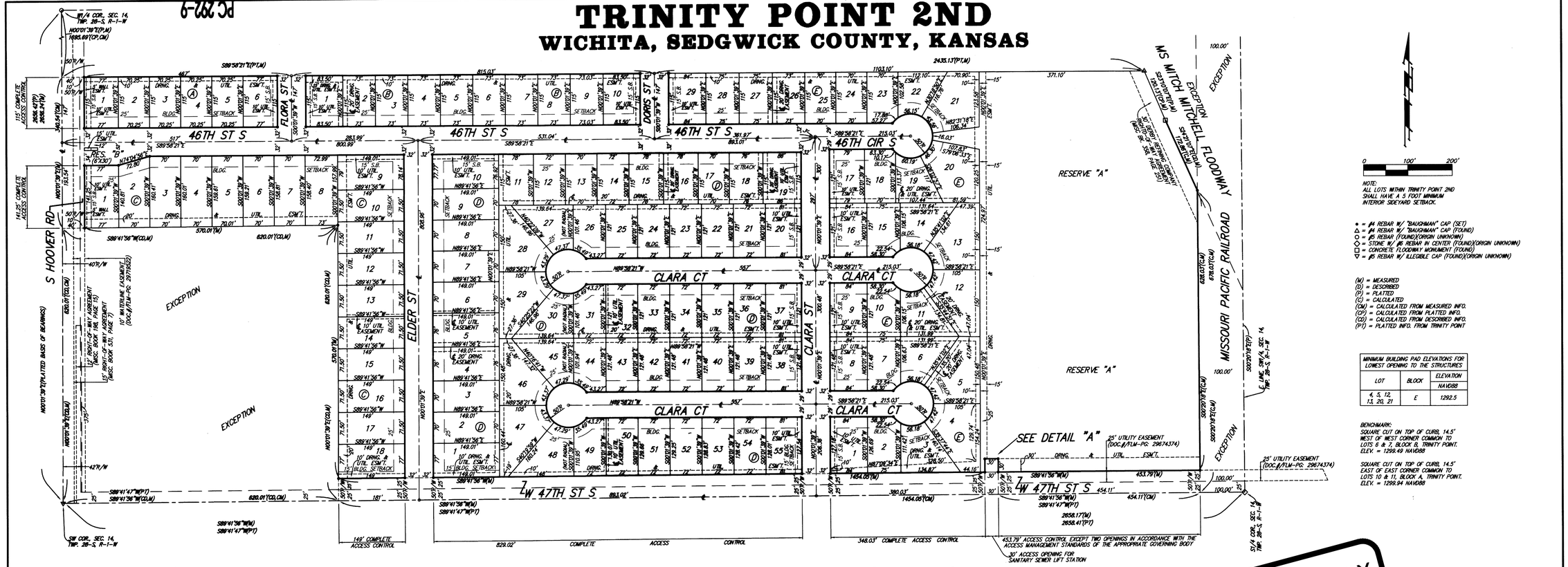
SHEET 55 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg

TRINITY POINT 2ND

WICHITA, SEDGWICK COUNTY, KANSAS

PC 292-9



NOTE:
ALL LOTS WITHIN TRINITY POINT 2ND SHALL HAVE A 5' FOOT MINIMUM INTERIOR SIDEYARD SETBACK.

- = #4 REBAR W/ "BAUGHMAN" CAP (SET)
△ = #4 REBAR W/ "BAUGHMAN" CAP (FOUND)
○ = #5 REBAR (FOUND)(ORIGIN UNKNOWN)
◇ = STONE W/ #5 REBAR IN CENTER (FOUND)(ORIGIN UNKNOWN)
□ = CONCRETE FLOODWAY MONUMENT (FOUND)
▽ = #5 REBAR W/ ILLEGIBLE CAP (FOUND)(ORIGIN UNKNOWN)

(M) = MEASURED
(D) = DESCRIBED
(P) = PLATTED
(C) = CALCULATED
(CM) = CALCULATED FROM MEASURED INFO.
(CP) = CALCULATED FROM PLATTED INFO.
(CD) = CALCULATED FROM DESCRIBED INFO.
(P1) = PLATTED INFO. FROM TRINITY POINT

MINIMUM BUILDING PAD ELEVATIONS FOR LOWEST OPENING TO THE STRUCTURES		
LOT	BLOCK	ELEVATION NAVD88
4, 5, 12, 13, 20, 21	E	1292.5

BENCHMARK:
SQUARE CUT ON TOP OF CURB, 14.5' WEST OF WEST CORNER COMMON TO LOTS 6 & 7, BLOCK B, TRINITY POINT. ELEV. = 1299.49 NAVD88

SQUARE CUT ON TOP OF CURB, 14.5' EAST OF EAST CORNER COMMON TO LOTS 10 & 11, BLOCK A, TRINITY POINT. ELEV. = 1299.94 NAVD88

State of Kansas)
Sedgwick County) SS

We, Baughman Company, P.A., Surveyors in aforesaid county and state do hereby certify that we have surveyed and platted "TRINITY POINT 2ND", Wichita, Sedgwick County, Kansas and that the accompanying plat is a true and correct exhibit of the property surveyed, described as follows: The Southwest Quarter of Section 14, Township 28 South, Range 1 West of the 6th P.M., Sedgwick County, Kansas, EXCEPT that part platted as Hope Community Baptist Church Addition, Sedgwick County, Kansas, and EXCEPT that part platted as Gray's 5th Addition, Wichita, Sedgwick County, Kansas, and EXCEPT that part platted as Trinity Point, Wichita, Sedgwick County, Kansas, and EXCEPT that part condemned for the Wichita-Valley Center Flood Control right-of-way in Condemnation Case A-30410, and EXCEPT the railroad right-of-way, and EXCEPT that part described as commencing at the Southwest corner of said Southwest Quarter; thence N89°41'56"E along the south line of said Southwest Quarter, 2,074.06 feet for a point of beginning; thence N00°01'39"E parallel with the west line of said Southwest Quarter, 80.00 feet; thence N89°41'56"E parallel with the south line of said Southwest Quarter, 30.00 feet; thence S00°01'39"W parallel with the west line of said Southwest Quarter, 80.00 feet to a point on the south line of said Southwest Quarter; thence S89°41'56"W along the south line of said Southwest Quarter, 30.00 feet to the point of beginning dedicated for street right-of-way in Dedication filed on Film 2572, Page 24, and EXCEPT the south 620.00 feet of the west 620.00 feet of said Southwest Quarter, and EXCEPT that part of Hoover Road lying north of and abutting the westerly prolongation of the south line of said Trinity Point, all being subject to road rights-of-way of record.

Existing public easements, building setbacks, access controls, and dedications, if any, being vacated by virtue of K.S.A. 12-512b, as amended.

Baughman Company, P.A.

Michael G. Conrey, P.S. #1971

Know all men by these presents that we, the undersigned, have caused the land in the surveyors certificate to be platted into Lots, Blocks, Reserves, and Streets, to be known as "TRINITY POINT 2ND", Wichita, Sedgwick County, Kansas. The utility easements are hereby granted to the public as indicated for the construction and maintenance of all public utilities. The drainage easements are hereby granted to the public as indicated for drainage purposes. The drainage and utility easements are hereby granted to the public as indicated for drainage purposes and for the construction and maintenance of all public utilities. No private drainage systems shall be located within public drainage easements unless a Residential Drainage Relief Permit is obtained from the City of Wichita Public Works & Utilities Department. The wall easements are hereby granted as indicated for the construction and maintenance of a private screening wall and utility main lines and service lines shall be allowed to cross these easements. The streets are hereby dedicated to and for the use of the public. Reserve "A" is hereby reserved for drainage purposes, landscaping, berms, lakes, open space, sidewalks, utilities as confined to easements, pipelines as confined to easement, and a public park and park related uses. Reserve "A" shall be deeded to the City of Wichita, Kansas to be used as a public park. Reserve "B" is hereby reserved for drainage purposes, landscaping, berms, open space, entry monuments, streets, and utilities as confined to easement. No regrading within abutting rights-of-way shall be allowed with the construction of the berms allowed within Reserve "B". The berms cannot impact access to or bury manholes, water valves, and/or water meters. Reserve "B" shall be owned and maintained by the homeowners association for the addition. Access controls shall be as depicted on the face of the plat and are hereby granted to the appropriate governing body. The permitted opening locations shall be as determined by the Engineer for the appropriate governing body in accordance with the access management standards of said appropriate governing body. The Minimum Building Pad Elevations for the lowest opening to the structures shall be as indicated on the face of the plat.

TOB, LLC,
a Kansas limited liability company

Michael J. Brand, Member

State of Kansas)
Sedgwick County) SS

The foregoing instrument acknowledged before me, this 24th day of March, 2021, by Michael J. Brand, Member of TOB, LLC, a Kansas limited liability company, on behalf of the limited liability company.

LUNETTE A. SAUBER, Notary Public
My App't. Exp. 09-20-2022

This plat of "TRINITY POINT 2ND", Wichita, Sedgwick County, Kansas has been submitted to and approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Kansas.

Dated this 21st day of JANUARY, 2021.
Wichita-Sedgwick County Metropolitan Area Planning Commission

Michael C. Greene, Chair
Scott A. Wolde, Secretary

This plat approved and all dedications shown hereon accepted by the City Council of the City of Wichita, Kansas, this 11th day of May, 2021.

Brandon J. Whipple, Mayor, City of Wichita
Karen Sublett, City Clerk

on this 13th day of May, 2021 Entered on transfer record this 12th day of May, 2021

Kelly B. Arnold, County Clerk

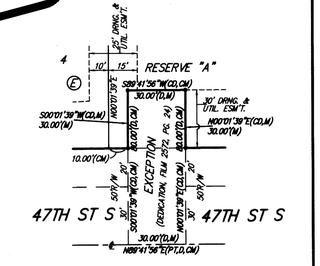
State of Kansas)
Sedgwick County) SS

This is to certify that this plat has been filed for record in the office of the Register of Deeds, this 13th day of May, 2021 at 11:24:05 o'clock A.M. and is duly recorded.

Tonya Buckingham, Register of Deeds
Kayla Zehring, Deputy

FOR REFERENCE ONLY
NOT TO SCALE

Lucia L. Robello, P.S. #1246
Deputy County Surveyor
Sedgwick County, Kansas



DETAIL "A"
(NO SCALE)

Sedgwick County
Register of Deeds - Tonya Buckingham
Doc.#/Flm-Pg: 30059047
Receipt #: 2229.1816 Recording Fee: $32.00
Pages Recorded: 1
Cashier: jcrauton Authorized
Date Recorded: 05/13/2021 11:24:05 AM

DRAINAGE PLAN NOTE:
A master drainage plan has been developed for this plat. All drainage easements, rights-of-ways, and reserves shall remain at established grades (unless modified with the approval of the City Engineer) and shall be unobstructed to allow for the conveyance of stormwater in accordance with the Stormwater Manual. The maintenance of all drainage ways and drainage facilities in backyard drainage easements and reserves shall be the responsibility of the property owner, and shall be enforced by the Homeowners' Association and be provided for in the Homeowners' Association covenants.

Baughman Company, P.A.
315 Ellis St. Wichita, KS 67211 P 316-262-7271 F 316-262-0149
Baughman ENGINEERING | SURVEYING | PLANNING | LANDSCAPE ARCHITECTURE
E:\Projects\Trinity Point 2nd\Plat\Drawings\Trinity Point 2nd_F.dwg MOC

PC 292-9

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

TRINITY POINT 2ND ADD.
Phase 2

COPY OF PLAT

STREET IMPROVEMENTS

PROJECT NUMBER:
21-10-E023

DESIGN: DRAWN:

DATE: March 18, 2026

SHEET 56 OF 56

File: E:\Projects\Trinity Point 2nd\Engineering\Phase 2\StrSWS\StrSWS.dwg