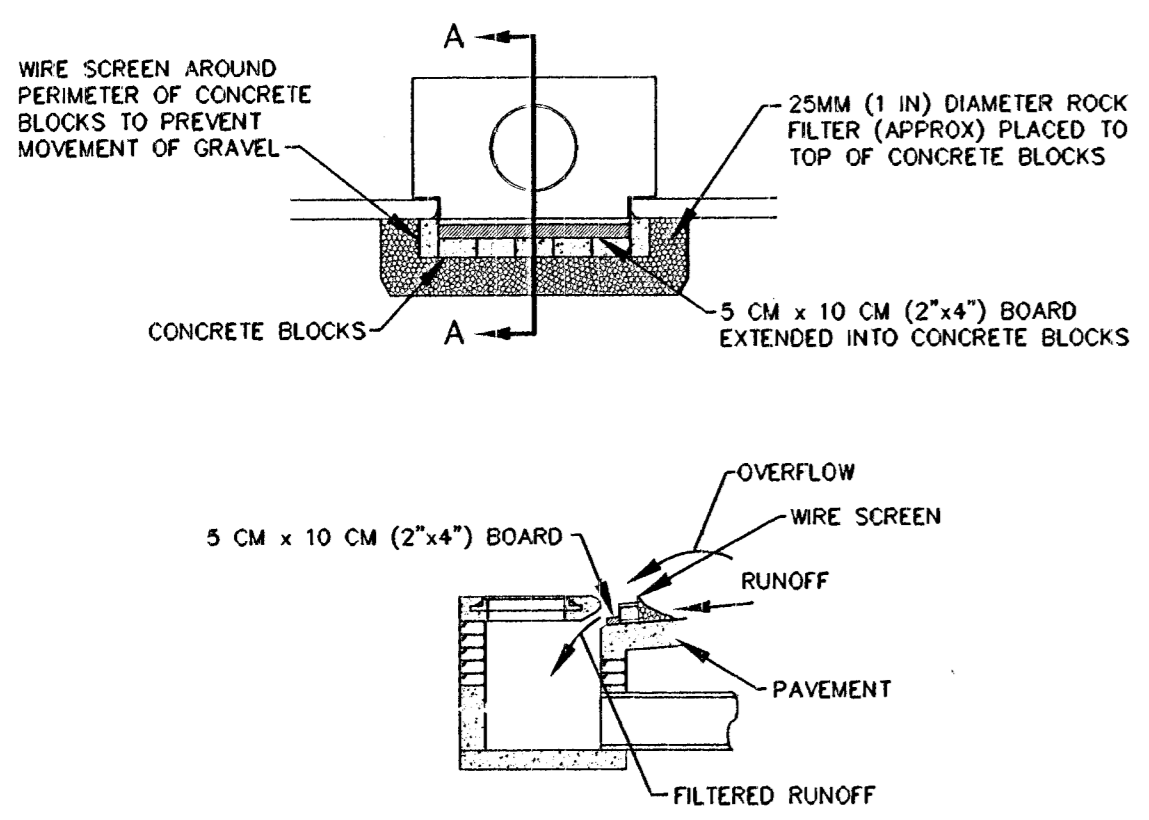
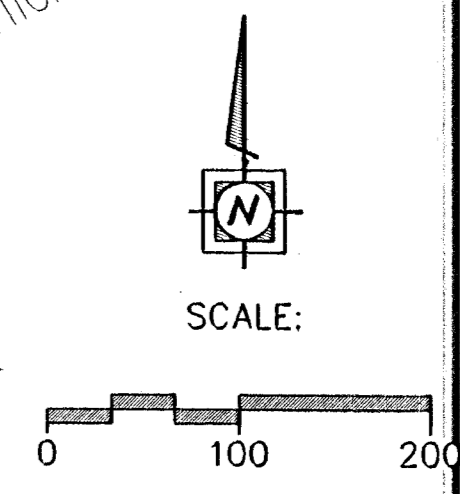
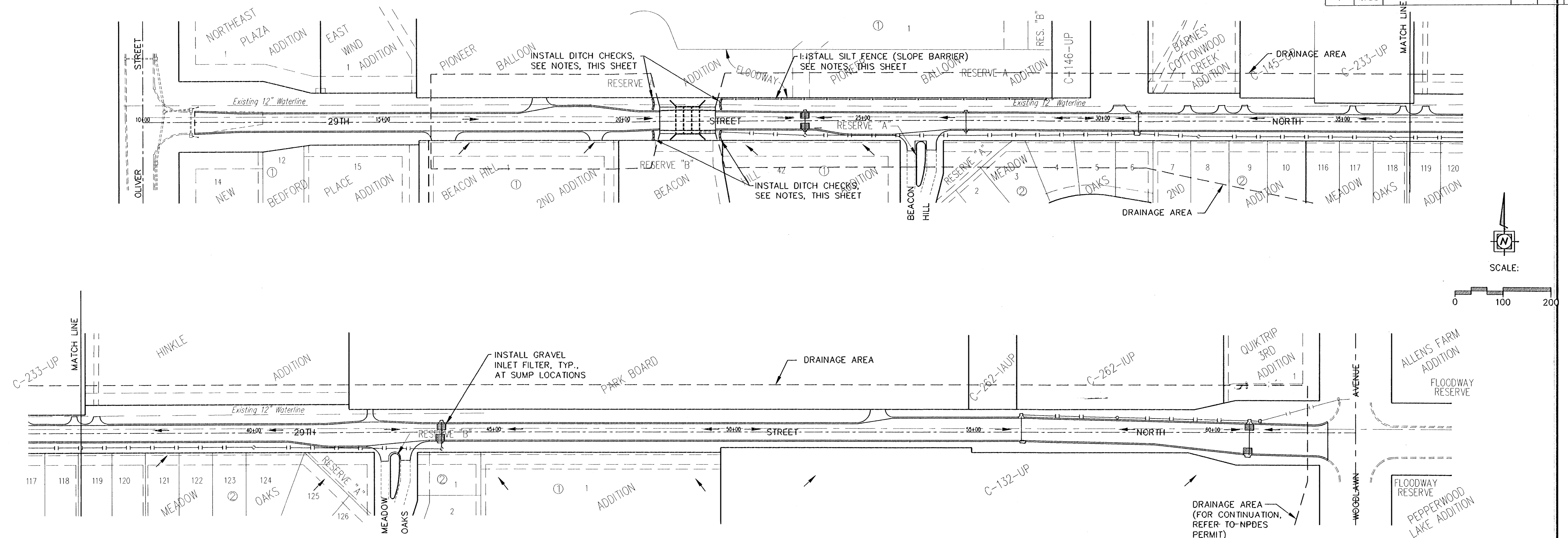
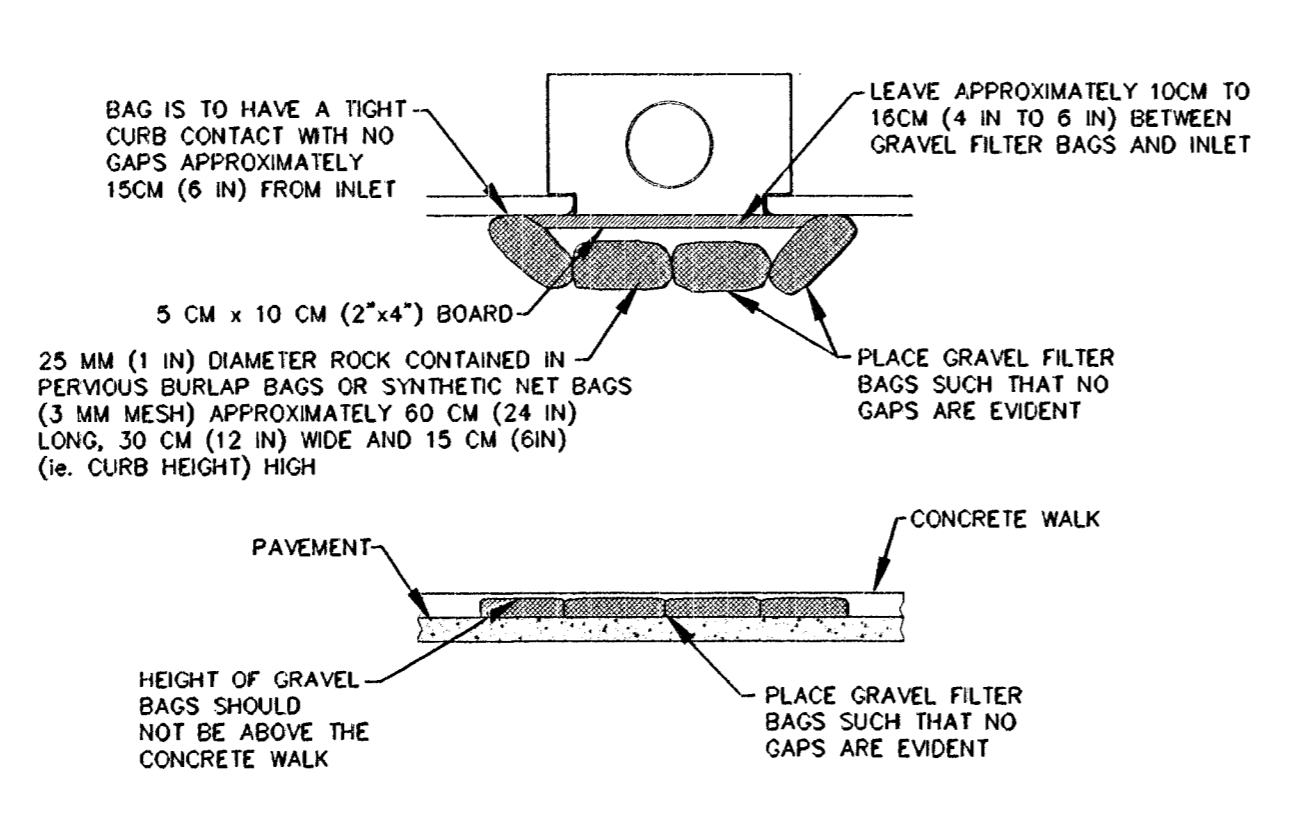


FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87 N-0137-01	99	89	94



CROSS-SECTION AA

CONCRETE BLOCK FILTER



FRONT VIEW

GRAVEL FILTER BAGS

- GRAVEL INLET FILTER DETAIL NOTES:**
- A GRAVEL INLET FILTER IS TO BE INSTALLED ONLY WHEN A CURB INLET IS AT A "SUMP" LOCATION, OTHERWISE, THE POSSIBILITY EXISTS THAT RUNOFF WATERS WILL BE DIVERTED FROM THE INLET AND CAUSE DOWNSTREAM FLOODING.
 - USE OF ROCKS WITH DIAMETERS SMALLER THAN 25 MM (1 IN) IN THE BAG MAY RESULT IN CLOGGING OF PORES AND REDUCE THE AMOUNT OF WATER FLOWING INTO AN INLET.
 - ALL CURB INLET GRAVEL FILTERS SHALL BE INSPECTED AND REPAIRED AFTER EACH RUNOFF EVENT. SEDIMENT DEPOSITS ARE TO BE REMOVED ONCE MATERIAL IS WITHIN 8 CM (3 IN) OF THE TOP OF ANY BLOCK. PERIODICALLY, THE GRAVEL SHALL BE RAKED TO INCREASE INFILTRATION AND FILTERING OF RUNOFF WATERS. ACCUMULATED SEDIMENT IS TO BE REMOVED IMMEDIATELY FROM ROADS AND STREETS.
 - GRAVEL FILTERS MAY BE USED ON PAVEMENT OR BARE GROUND.
 - INSTRUCTIONS FOR INSTALLATION:
 - STEP 1: PLACE CONCRETE BLOCKS AROUND THE INLET SO A "U" SHAPE IS FORMED. THE BLOCKS MUST BE SUPPORTED BY A 5 CM x 10 CM (2 IN x 4 IN) BOARD PLACED ALONG THE CURB.
 - STEP 2: WRAP 13 MM (1/2 IN) MESH WIRE SCREEN AROUND THE CONCRETE BLOCKS.
 - STEP 3: PLACE 25 MM TO 38 MM (1 IN TO 1-1/2 IN) DIAMETER ROCK AROUND THE BLOCKS AND WIRE SCREEN. BE SURE THE ROCKS EXTEND DOWN FROM THE TOP OF THE CONCRETE BLOCK.
 - STEP 4: TO PREVENT DAMAGE TO VEHICLES, SIGNS WARNING DRIVERS ABOUT THE STRUCTURES MAY BE NECESSARY.

- GENERAL NOTES:**
- THE CONTRACTOR SHALL USE BEST MANAGEMENT PRACTICES TO CONTROL EROSION AND SEDIMENT DISCHARGE IN ALL DISTURBED AREAS OF CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY MATERIALS, EQUIPMENT, AND LABOR TO CONSTRUCT, OPERATE, AND MAINTAIN TEMPORARY EROSION AND SEDIMENT CONTROLS DURING AND AFTER CONSTRUCTION.
 - THE CONTRACTOR SHALL INSTALL TEMPORARY EROSION CONTROLS AT ALL OUTLET DISCHARGE POINTS INTO CHISOLM CREEK. DITCH CHECKS SHALL BE INSTALLED IN ACCORDANCE WITH KDOT STANDARD DETAIL SHEETS, LASS2A-E. THE CONTRACTOR SHALL INSTALL GRAVEL FILTERS AT ALL PROPOSED INLET LOCATIONS AS SHOWN IN THE PLANS.
 - PRIOR TO COMMENCING CONSTRUCTION ACTIVITY, THE CONTRACTOR SHALL INSTALL A STABILIZED CONSTRUCTION ENTRANCE AT EVERY POINT WHERE TRAFFIC WILL LEAVE OR ENTER DISTURBED AREAS. THE STABILIZED CONSTRUCTION ENTRANCE SHALL BE LARGE ENOUGH THAT IT IS NOT PICKED UP AND TRACKED OFF OF THE SITE BY VEHICLE TRAFFIC. AVOID USING SHARP STONES THAT MAY PUNCTURE TIRES. THE TEMPORARY CONSTRUCTION ENTRANCE(S) SHALL INCLUDE A VEHICLE WASH RACK WHICH DRAINS TO A TEMPORARY SEDIMENT TRAP OR OTHER SEDIMENT REMOVING MEASURE. THE WASH RACK LOCATION SHALL NOT BE LOCATED UNDER FUTURE NEW PAVEMENT.
 - TEMPORARY STABILIZATION OF SOIL AND MULCH SHALL BE PROVIDED FOR TOPSOIL STOCK PILES AND DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY TEMPORARILY CEASES FOR AT LEAST 21 DAYS. TEMPORARY STABILIZATION SHALL BE INSTALLED NO LATER THAN 14 DAYS FROM THE LAST CONSTRUCTION ACTIVITY IN THAT AREA. THE TEMPORARY SEED SHALL BE RYE (GRAIN) APPLIED AT THE RATE OF 120 LBS. PER ACRE. AFTER SEEDING, EACH AREA SHALL BE MULCHED WITH 400 LBS. PER ACRE OF STRAW. THE STRAW MULCH IS TO BE TACKED INTO PLACE BY A DISK WITH BLADES SET NEARLY STRAIGHT. AREAS OF THE SITE, WHICH ARE TO BE PAVED, WILL BE TEMPORARILY STABILIZED BY APPLYING GEOTEXTILE AND STONE SUB-BASE UNTIL BITUMINOUS PAVEMENT CAN BE APPLIED.
 - WHEN POSSIBLE, THE CONTRACTOR SHALL MINIMIZE DISTURBANCE OF SOILS WITHIN STREET RIGHT-OF-WAY. TEMPORARY SOIL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO SITE CLEARING AND GRUBBING. TEMPORARY SOIL EROSION CONTROL MEASURES SHALL BE REMOVED IMMEDIATELY FOLLOWING THE ESTABLISHMENT OF ALL PERMANENT SEEDING AND LANDSCAPING AS APPROVED BY THE PROJECT INSPECTOR. PERMANENT SEEDING AND MULCHING SHALL BE INSTALLED IMMEDIATELY FOLLOWING COMPLETION OF EACH PHASE OF CONSTRUCTION.

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City of Wichita
Sedgewick County, Kansas

**EROSION CONTROL PLAN
& DETAILS**

29th Street North from Oliver Street to Woodlawn Avenue
Street, Decel Lane, and Storm Drainage Improvements

Project No. 472-82787 and 472-82355 Engr: CRY Tech: DAS, DIM
Y&A Proj No.: 96-035-002 Scale: 1"=100'
Date: April, 1999 Sheet No. 89 of 94

FILE: PAKWY.dwg PLOT: L-20-99 ACADW: 11.4 SCALE: 1"=100'