NORTHWIND PAVING with INCIDENTAL STREET IMPROVEMENTS

to serve

Ridge Port Commercial Park

NORTHWIND and W 33RD N: From the East Line of the Plat, West, Southeast, and East back to the East Line of the Plat.

CITY OF WICHITA, KANSAS

Michael E. Lindebak, P.E. City Engineer

Project Number

472-83556

OCA Number

765742

GENERAL NOTES:

1. Contractor will be required to provide notice to utility companies a minimum of twenty-four (24) hours prior to any excavation, as follows:

   Kansas One-Call 887-2470

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

Cox Communications	262-4270
Kansas Gas Service	1-888-482-4950
Westar Energy	383-8650
Aquila Energy	1-888-482-4950
Southwestern Bell	268-2245
City of Wichita Water Dept.	268-4563
City of Wichita Sewer Maint.	268-4024
City of Wichita Storm Sewer Maint.	268-4090
City of Wichita Traffic Maint.	268-4034
Conoco Pipeline Co.	1-800-231-2551
Williams Pipeline Co.	529-5600
Phillips Pipeline Co.	1-800-766-8230

2. Utility service lines, poles, valve boxes, meters, and etcetera 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.

3. 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 on site location. Locations, in the opinion of the Engineer, will leave an unsightly appearance will not be approved. All disposal sites must be approved by the Kansas Department of Health and Environment. Material either stockpiled or disposed of in a flood plain would require a Kansas State Board of Agriculture permit. Any material dumped in waters of the United States or wetlands is subject to U.S. Corps. of Engineers permitting regulations. Any material buried or stockpiled beyond approved construction limits would require additional archaeological investigations unless buried in a previously approved borrow location.

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

5. 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 advance notice prior to start of construction.

6. 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

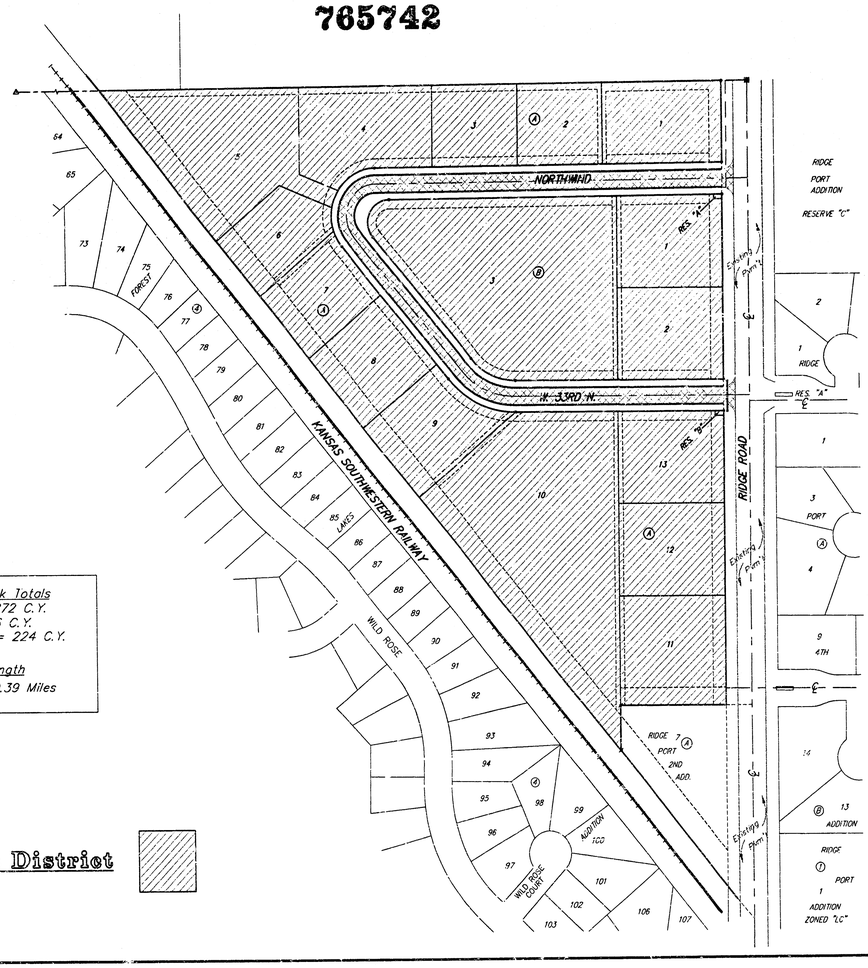
7. A saw cut of at least one-half the depth of existing surface courses or one-fourth the depth of the existing total pavement thickness shall be provided at locations where proposed construction abuts as existing surface course or pavement for which partial removal of that surface or pavement is required. Sawed joint to facilitate removal within three (3) feet of existing joints will not be permitted and for such instances the limits of removal shall extend to the existing joint. Such saw cuts will not be paid for directly and this cost shall be considered as subsidiary to the removal of the surface or pavement.

8. All areas disturbed in street R/W during construction shall be seeded, mulched, and fertilized as follows (Permanent Seeding):

   Seed: Rye Grass: 3 lbs./1000 Sq. Ft.
   Kansas Premium Fescue Blend: 8 lbs./1000 sq. ft.
   Mulch: Prairie Hay 2 tons/acre
   Fertilizer: 12-24-12: 850 lbs./acre

   All costs associated with seeding, mulching, and fertilizing shall be included in bid item "Project Seeding." All seeding operations shall conform to City of Wichita Standard Specifications.

9. Contractor Shall Construct Temporary Construction Entrance at Location Shown on the Plans.



Scale: 1" = 150'

Project Earthwork Totals
Excavation = 3872 C.Y.
Loose Fill = 776 C.Y.
Compacted Fill = 224 C.Y.

Total Project Length
2059 L.F. 0.39 Miles

Benefit District

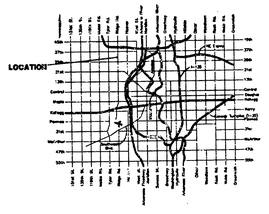
Sheet Index

Title Sheet	1
41' Pavement Detail	2
Street Sign Detail	3
W. 33RD N.	4
W. 33RD N.	5
W. 33RD N. & Northwind	6
Northwind	7
Soil Erosion BMPs	8-9
Earthwork Cross Section	10-13
Copy of Plat	14

Benchmark:

"□" cut on SE Corner of Bridge, 1/2 Mile N. of 29th Street North & Ridge Road. Elev. = 143.85 City Datum (1331.25 NGVD)

"PK Nail" 1.7 feet south & Westwind Bay & 52.9 feet east of ^ Ridge Road. Elev. = 142.53 City Datum (1329.93 NGVD)



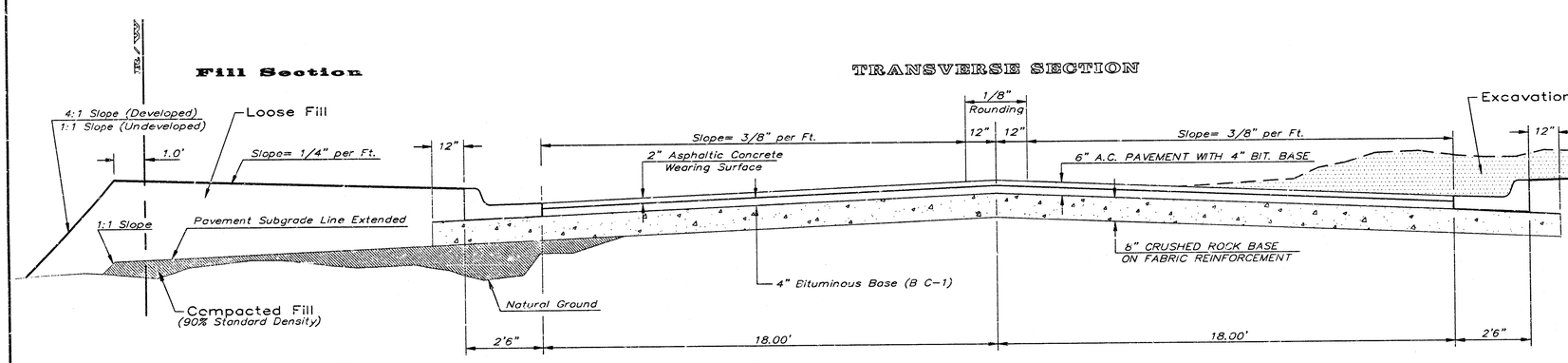
Vicinity Map

September 2002

BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

TYPICAL 41' B-B PAVEMENT DETAILS

TRANSVERSE SECTION



General Notes

FABRIC BASE REINFORCEMENT SHALL BE B X 1100 BY TENSAR CORPORATION OR LB0201 BY TENAX CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

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 AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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

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

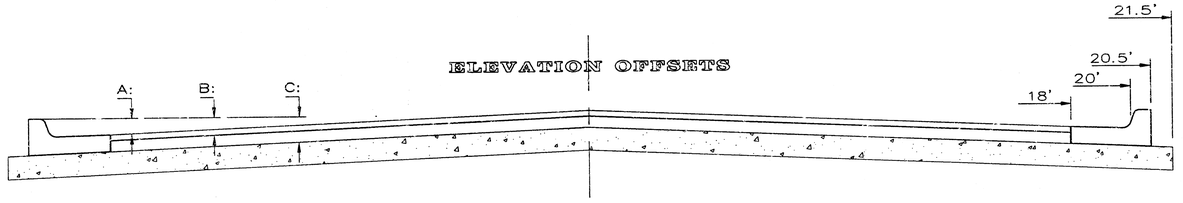
THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 6" ASPHALTIC CONCRETE (4" BITUMINOUS Base.)

CRUSHED ROCK GRADATION REQUIREMENTS
PERCENT OF AGGREGATE RETAINED

2-1/2"	0
3/4"	20 - 60
#4	50 - 80
#40	80 - 94
#200	90 - 98

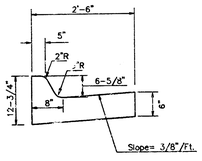
ROCK QUALITY SHALL CONFORM TO THE REQUIREMENTS SPECIFIED BE THE KDOT 1990 EDITION STANDARD SPECIFICATION SUBSECTION 1102 FOR DURABILITY CLASS I.

ELEVATION OFFSETS

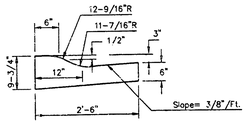


DISTANCE FROM CENTERLINE (LT. & RT.)

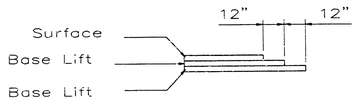
	0'	2'	4'	6'	8'	10'	12'	14'	16'	18'	20'	20.5'	21.5'
A: Top of Curbs to Top of Surface Lift	-0.05	-0.01	0.05	0.11	0.18	0.24	0.30	0.36	0.43	0.49	–	–	–
B: Top of Curbs to Top of Upper Base Lift	0.11	0.16	0.22	0.28	0.34	0.40	0.47	0.53	0.59	0.65	–	–	–
C: Top of Curbs to Top of Lower Base Lift	0.43	0.48	0.55	0.61	0.67	0.73	0.80	0.86	0.92	0.98	1.05	1.06	1.07



COMBINED CURB & GUTTER

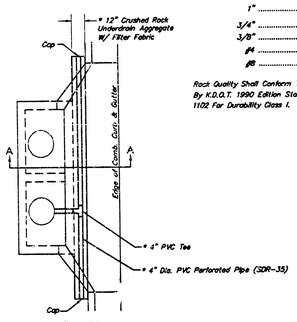


COMBINED ROLL TYPE CURB & GUTTER



TRANSVERSE CONSTRUCTION JOINTS

Transverse construction joints shall be constructed in flexible base pavements at locations where pavement joins existing flexible base pavement as shown by the detail. All costs associated with the construction of the transverse joint shall be included in the bid price for Square Yards 6" ASPHALTIC CONCRETE (4" BITUMINOUS BASE).



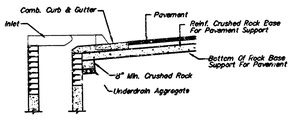
PLAN

* UNDERDRAIN AGGREGATE
Percent of Aggregate Retained

1"	0
3/4"	0 to 10
3/8"	45 to 80
#4	90 to 100
#8	95 to 100

Rock Quality Shall Conform To The Requirements Specified By K.D.O.T. 1990 Edition Standard Specification Subsection 1102 For Durability Class I.

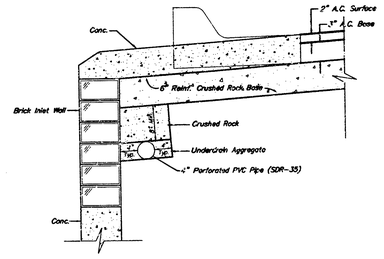
NOTE: Place 4" PVC Perforated Pipe at all drainage sump locations.
Cost of Underdrain System to be Incidental to the Reinforced Crushed Rock Subgrade.
Inlet Type May Vary From That Shown.



(Min. 16 Perforations Per Lin. Ft. @ 1/4" Dia.)
Perforations To Be on Bottom Half

SECTION A-A

PAVEMENT UNDERDRAIN DETAIL
NOT TO SCALE



TRENCH DRAIN DETAIL FOR RES. STREETS
NOT TO SCALE

6 INCH Asphaltic Concrete
Pavement w/Crushed Rock Base on Fabric Reinforcement
City of Wichita, Kansas

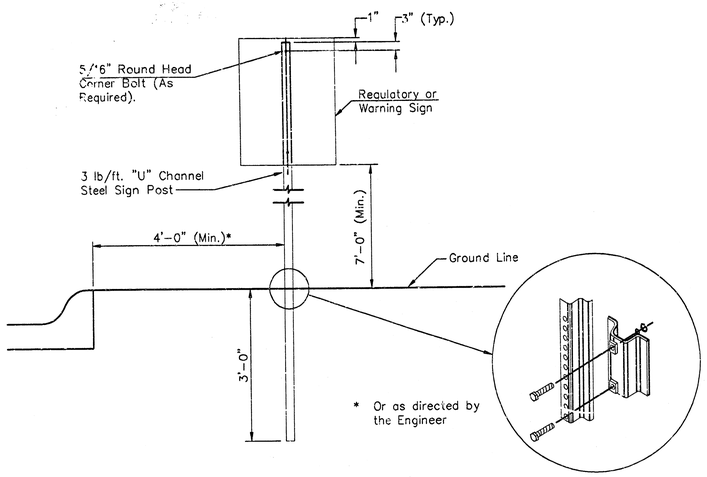
BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER	SHEET
472-83556	2 OF 14

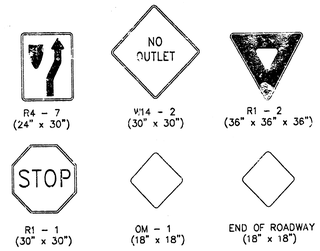
DESIGN	DRAWN	APPROVED	DATE	SCALE
C.O.W.	Staff			NONE

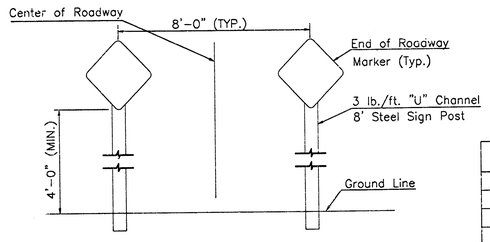
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FHWA REG NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	SHEETS
7	KANSAS	472-83556		3	14

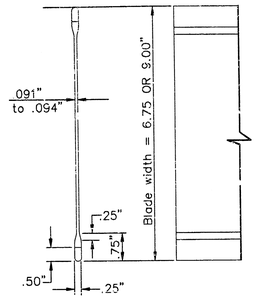


TYPICAL TRAFFIC CONTROL SIGN MOUNTING INSTALLATION
CURB AND GUTTER SECTION





TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION



STREET NAME SIGN
BLADE DETAILS

SIGN ASSEMBLY TABLE

STREET	STATION	OFFSET	SIGN	QUANTITY*
33rd St	0+61	25' Lt.	R1-1 (Stop)	1
33rd St	0+61	25' Rt.	D3 (SNS)	1
33rd St	11+45	30' Lt.	D3 (SNS)	1
Northwind	20+73	33' Lt.	D3 (SNS)	1
Northwind	20+73	33' Rt.	R1-1 (Stop)	1
TOTAL				5

* For Information Only

NOTE: REFERENCES BELOW TO "STANDARD SPECIFICATIONS" DENOTE "STANDARD SPECIFICATION FOR STATE ROAD AND BRIDGE CONSTRUCTION EDITION 1990" BY THE KANSAS DEPARTMENT OF TRANSPORTATION.

1. POST ANCHORS: POSTS SHALL BE ANCHORED WITH A YIELDING BASE POST SUPPORT AS DETAILED.
2. POSTS FOR TRAFFIC CONTROL SIGNS: POSTS SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1620 OF THE STANDARD SPECIFICATIONS EXCEPT THAT ALL POSTS SHALL WEIGH 3 LBS./FOOT MINIMUM.
3. POSTS FOR STREET NAME SIGNS (SNS): POSTS SHALL BE 9 FEET LONG, CONSTRUCTED FROM 2 3/8" O.D. GALVANIZED STEEL PIPE WEIGHING A MINIMUM OF 3 LBS./FOOT. 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 1626 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.

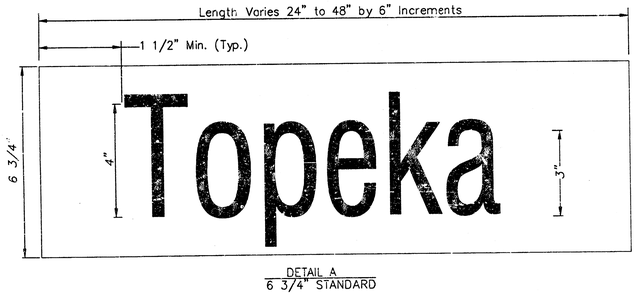
   MINIMUM BLADE LENGTH SHALL BE 24". MAXIMUM BLADE LENGTH SHALL BE 48". LENGTH VARIES BY INCREMENTS OF 6".

   BLADES BEARING THE STREET NAMES SHALL BE FIRMLY ATTACHED TO THE MOUNTING BRACKETS USING ALLEN-TYPE 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 TYPE II - HIGH PERFORMANCE CLASS HA IN ACCORDANCE WITH SUBSECTION 2201 OF THE STANDARD SPECIFICATIONS.
10. PROCESS INK: ALL PROCESS INK SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 2202 OF THE STANDARD SPECIFICATIONS.
11. DETAILS: REGULATORY AND WARNING SIGNS SHALL CONFORM TO THE DETAILS IN "STANDARD HIGHWAY SIGNS", FHWA, 1979.
12. DETAILS - SNS: THE REFLECTIVE SHEETING FOR THE 6 3/4" STANDARD SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVER-WHITE #2 COPY WITH 4" UPPER CASE AND LOWER CASE PRIMARY COPY AND SUFFIX COPY. BOTH SERIES "C". FACES TO TRIM TO A 6 1/4". (SEE DETAIL A.)

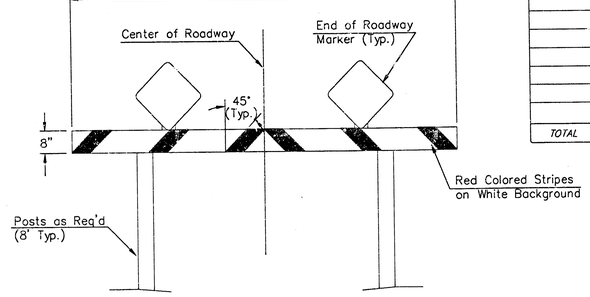
    THE REFLECTIVE SHEETING FOR THE 9" METRO SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVERWHITE #2 COPY WITH 5" UPPER CASE AND LOWER CASE PRIMARY COPY AND SUFFIX COPY, BOTH SERIES "C". THE CARDINAL DIRECTION CENTERED DIRECTLY BELOW THE BLOCK NUMBER SHALL BE AN UPPER CASE, 3" SERIES "C" LETTER. 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 HOUSE NUMBERS DISPLAYED BENEATH THE STREET NAME. LETTERING TO BE THE SAME AS FOR THE 6 3/4" SIZE BLADE, EXCEPT THAT THE HOUSE NUMBER INFORMATION SHALL BE 4" SERIES "C".

    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.
13. 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.



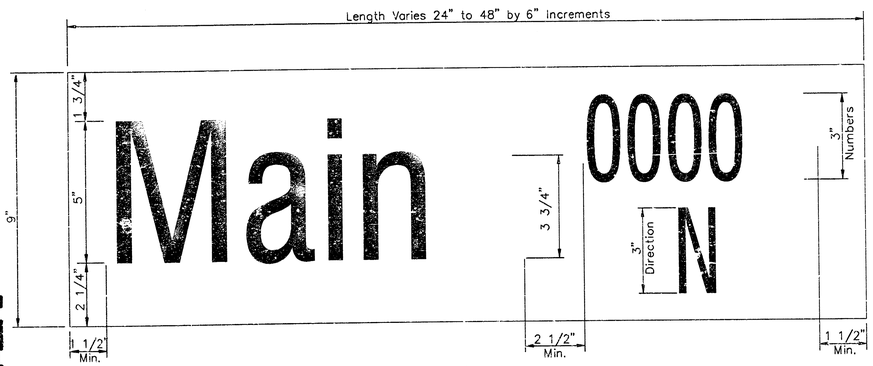
DETAIL A
6 3/4" STANDARD



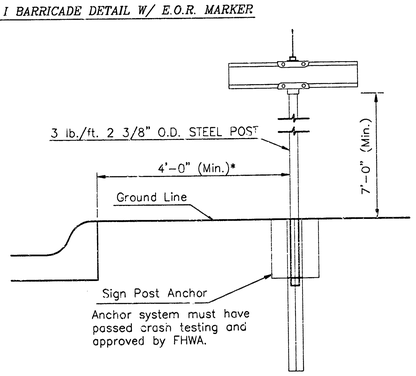
TYPE I BARRICADE DETAIL W/ E.O.R. MARKER

STREET NAME	NO. BLADES REQ'D	
	6 3/4" STD	9" METRO
33rd St	1	
Northwind	1	
33rd St (7200 W)		1
Northwind (7200 W)		1
Ridge Rd (3300 N)		2

*Contractor to contact engineer for house number assignments prior to ordering signs.



DETAIL B
9" METRO



TYPICAL STREET NAME SIGN MOUNTING INSTALLATION
CURB AND GUTTER SECTION

SIGNING DETAILS

SCALE: NONE	APPROVED BY	DATE: JUNE '93
DRAWN BY: TM		REVISED: JUNE '97

CITY OF WICHITA
DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING SECTION

Benchmarks:

"□" cut on SE Corner of Bridge, 1/2 Mile N. of 29th Street North & Ridge Road. Elev. = 1431.85 City Datum (1331.25 NGVD)

"PK Nail" 1.7 feet south ℄ Westwind Bay & 59.9 feet east of ℄ Ridge Road. Elev. = 1422.53 City Datum (1329.93 NGVD)

Scale: 1" = 20' Horizontal
• = Iron

Sta. 0+00 = ℄ Ridge Road

Regrade as necessary to provide for positive drainage. (Both sides). Cost of Regrading to be Included in "Site Clearing & Restoration".

Install 70 L.F. 38"x 24" HERCP w/End Sections and 24 S.Y. Heavy Stone Rip-Rap as indicated. (12 S.Y. Each End)

CAUTION! Underground Electric and Gas Line Crossings.

Saw, cut, remove & replace 2' existing surface course as indicated. Cost shall be Included in "Site Clearing and Restoration."

Const. 156.7 S.Y. 6" A.C. Pavement on 8" Reinf. Rock Base. All costs to be included in bid item, "S.Y. Asphalt Pavement Hook-up".

RIDGE ROAD

Sta. 0+60.00

Construct 18 L.F. Concrete Flume Each Side as Shown. (36 L.F. Total) See Detail, This Sheet.

Sta. 0+61.00, 23' Lt. Install R1-1 (Stop) Sign.

Sta. 1+50.00

P.V.I. Elev. = 142.80 38' V.C.

+0.778%

-0.581%

RIDGE PORT COMMERCIAL PARK

Sta. 3+05.00

P.V.I. Elev. = 141.90 38' V.C.

+0.526%

Sta. 4+00.00

P.V.I. Elev. = 142.40 30' V.C.

-0.530%

Sta. 5+31.98

P.V.I. Elev. = 141.70 37.48' V.C.

+0.507%

Sta. 5+50.72-PC

Match Line

Const. Full-Height Curb & Gutter (6-5/8"). (Both sides).

Sta. 2+95.00, 20.25' Lt. Install subdivision benchmark (Flat Survey Marker No. 8134-08 3" top diameter) in top of curb. Cost shall be incidental to L.F. Full-Height Curb & Gutter.

Valve Box Elev. = 142.10

Valve Box Elev. = 142.10

Adjust Inlet top to match proposed grade. Cost to be bid as "Inlet Adjustment". (Both sides).

RES. "B" 10'x20'

20' Util. Esm't

30' Drng. & Util. Esm't

20' Drng. & Util. Esm't

Ex. 8" Wtr

Ex. 8" SS

Ex. 10" SS

Ex. 24" SWS

Ex. U/G Gas Line

Ex. U/G Elec.

Ex. 4" Pgy U/G

Edge of Asph. 0.83

Existing Pvmt.

Light Pole

W. 33RD N.

Const. Std. Type 1A Inlet Hookup. (Both sides).

Adjust Inlet top to match proposed grade. Cost to be bid as "Inlet Adjustment". (Both sides).

Const. 6" A.C. Pavement w/8" Reinf. Rock Base.

Const. Inlet Sediment Barriers. (Both sides). (See detail sheet 8).

Const. Std. Type 1A Inlet Hookups. (Both sides).

Const. Inlet Sediment Barriers. (Both sides). (See detail sheet 8).

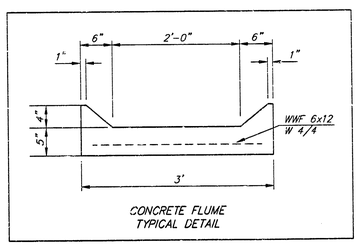
Sta. 0+61.00, 25' Rt. Install Metro. D3 (SNS) Ass'y Per City Specs. "Ridge Rd 3300 N" "33rd St 7200 W" (See detail, sheet 3)

32' CL-EOA

60' CL-R/W

Subdivision Bench Marks

Street & Station	Location Description	Elevation
W. 33RD N. 2+95.00, 20.25' Lt.	Adjacent to Fire Hydrant on W. 33rd N. between Lots 10 & 13, Block A, Ridge Port Commercial Park	
W. 33RD N. 7+42.30, 20.25' Lt.	Adjacent to Fire Hydrant on W. 33rd N. between Lots 8 & 9, Block A, Ridge Port Commercial Park	
W. 33RD N. 11+04.13, 20.25' Lt.	Adjacent to Fire Hydrant on W. 33rd N. between Lots 6 & 7, Block A, Ridge Port Commercial Park	
Northwind 17+42.50, 20.25' Rt.	Adjacent to Fire Hydrant on W. 33rd N. between Lots 1 & 3, Block B, Ridge Port Commercial Park	



CONCRETE FLUME TYPICAL DETAIL

RIDGE PORT COMMERCIAL PARK
W. 33RD N.
STA. 0+00 TO STA. 5+50.72

BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER	SHEET
472-83556	4 OF 14

DESIGN	DRAWN	APPROVED	DATE	SCALE
NBW	GNX		9/4/02	NOTED

R:\drawings\472-83556\472-83556-F 101 10/7/02 11:42:

Benchmarks:

"□" cut on SE Corner of Bridge, 1/2 Mile N. of 29th Street North & Ridge Road.
Elev. = 143.85 City Datum (1331.25 NGVD)

"PK Nail" 1.7 feet south ℄ Westwind Bay & 59.9 feet east of ℄ Ridge Road.
Elev. = 142.53 City Datum (1329.93 NGVD)

Scale: 1" = 20' Horizontal
• = iron

RIDGE PORT COMMERCIAL PARK

P.V.I.
Elev. = 143.40
30' V.C.

Sta. 7+00.29-PT

Sta. 8+50.00

Sta. 10+84.07-PC

+0.507%

-0.541%

Sta. 5+31.98

Sta. 5+50.72-PC

-0.530%

Match Line

Valve Box
Elev. = 143.20

Sta. 7+42.30, 20.25' Lt.
Install subdivision benchmark (Flat Survey Marker No. 8134-08 3" top diameter) in top of curb. Cost shall be incidental to L.F. Full-Height Curb & Gutter.

Const. Full-Height Curb & Gutter (6-5/8"). (Both sides).

20' Util. Esm't

20' Drng. Esm't

W. 33RD N.

Curve #1

Const. 6" A.C. Pavement w/8" Reinf. Rock Base.

Iron @ Sta. 10+52.63

40' F-F

70' R/W

24' B-B

Ex. 24' SWS

+0.624%

+0.508%

-0.570%

RIDGE PORT COMMERCIAL PARK

P.V.I.
Elev. = 142.64
NO V.C.

P.V.I.
Elev. = 143.40
30' V.C.

Curve #1
Curve Data Based on Centerline
Rad. = 170' Delta = 50° 24' 39" Tangent = 80.02'
Arc. = 149.57' L.C. = 144.79' Def/Ft. =10.11115 Min.

Station	Arc	CHORD 8' Lt.	CHORD 8' Rt.	Defl.	T. Defl.
5+50.72	--	--	--	0°00'00"	0°00'00"
5+75.00	24.28'	28.26'	20.26'	4°05'29"	4°05'29"
6+00.00	25.00'	29.09'	20.86'	4°12'47"	8°18'16"
6+25.00	25.00'	29.09'	20.86'	4°12'47"	12°31'03"
6+50.00	25.00'	29.09'	20.86'	4°12'47"	16°43'50"
6+75.00	25.00'	29.09'	20.86'	4°12'46"	20°56'36"
7+00.00	25.00'	29.09'	20.86'	4°12'47"	25°09'23"
7+00.29	0.29'	0.34'	0.24'	0°02'56"	25°12'19"

RIDGE PORT COMMERCIAL PARK
W. 33RD N.
STA. 5+50.72 TO STA. 10+84.07

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316-262-7271 • 315 EILIS • WICHITA, KANSAS 67211

PROJECT NUMBER	SHEET
472-83556	5 of 14

DESIGN	DRAWN	APPROVED	DATE	SCALE
NBW	GNX		9/4/02	NOTED

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Benchmarks:

"□" cut on SE Corner of Bridge, 1/2 Mile N. of 29th Street North & Ridge Road.
Elev. = 143.85 City Datum (1331.25 NGVD)

"PK Nail" 1.7 feet south ℄ Westwind Bay & 59.9 feet east of ℄ Ridge Road.
Elev. = 142.53 City Datum (1329.93 NGVD)

Scale: 1" = 20' Horizontal
• = Iron

RIDGE PORT COMMERCIAL PARK

Curve #2
Curve Data Based on Centerline
Rad. = 70' Delta = 128° 59' 05" Tangent = 146.71'
Arc = 157.58' L.C. = 126.35' Dist/Ft. =24.55605 Min.

Station	Arc	CHORD 8" Lt.	CHORD 8" Rt.	Defl.	T. Defl.
10+84.07	–	–	–	0°00'00"	0°00'00"
11+00.00	15.93'	22.25'	9.54'	6°31'11"	6°31'11"
11+17.74	17.74'	24.77'	10.62'	7°15'37"	13°46'48"
11+25.00	7.26'	10.16'	4.35'	2°58'17"	16°45'05"
11+50.00	25.00'	34.82'	14.92'	10°13'54"	26°58'59"
11+75.00	25.00'	34.82'	14.92'	10°13'54"	37°12'53"
12+00.00	25.00'	34.82'	14.92'	10°13'54"	47°26'47"
12+25.00	25.00'	34.82'	14.92'	10°13'54"	57°40'41"
12+41.65	16.65'	23.26'	9.97'	6°48'51"	64°29'32"

Sta. 11+45.00, 30' Lt. Install Std. D3 Assy as per Specs. "Northwind" & "33rd St" (See detail, sheet 3).

Sta.12+41.65-PT

+0.502%

Const. Std. Type 1A Inlet Hookups. (Both sides).

Const. Inlet Sediment Barriers. (Both sides) (See detail sheet 8).

Sta. 11+17.74
P.V.I.
Elev. = 141.90
45.64' V.C.

Valve Box
Elev. = 142.20

20' Drng. Esm't

Const. Std. Type 1A Inlet Hookup.

Adjust inlet top to match proposed grade. Cost to be bid as "Inlet Adjustment".

P.V.I.
Elev. = 144.00
30' V.C.

Sta. 15+00.00

Const. Full-Height Curb & Gutter (6-5/8"). (Both sides).

-0.521%

Sta. 15+73.06

Match Line

Sta. 10+84.07-PC

-0.541%

Match Line

Match Line

Iron @ Sta. 12+73.10

+0.960%

Sta. 11+25.00

-0.570%

Sta. 10+84.07-PC

P.V.I.
Elev. = 142.70
No V.C.

+0.503%

P.V.I.
Elev. = 141.90
58.48' V.C.

W. 33RD N.

NORTHWIND

Iron @ Sta. 10+52.63

40' Fc-Fc

70' R/W

20' Util. Esm't

Adjust inlet top to match proposed grade. Cost to be bid as "Inlet Adjustment". (Both sides).

Sta. 11+04.13, 20.25' Lt. Install subdivision benchmark (Flat Survey Marker No. 8134-08 3" top diameter) in top of curb. Cost shall be incidental to L.F. Full-Height Curb & Gutter.

RIDGE PORT COMMERCIAL PARK

Const. Inlet Sediment Barriers. (See detail sheet 8).

Const. 6" A.C. Pavement w/8" Reinf. Rock Base.

P.V.I.
Elev. = 144.00
30' V.C.

Sta. 15+00.00

-0.529%

Match Line

Sta. 15+73.06

RIDGE PORT COMMERCIAL PARK
W. 33RD N. & NORTHWIND
STA. 10+84.07 TO STA. 15+73.06

BAUGHMAN COMPANY P.A.
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PROJECT NUMBER	SHEET
472-33556	6 of 14

DESIGN	DRAWN	APPROVED	DATE	SCALE
NBW	GNX		9/4/02	NOTED

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Benchmarks:

"□" cut on SE Corner of Bridge, 1/2 Mile N. of 29th Street North & Ridge Road. Elev. = 143.85 City Datum (1331.25 NGVD)

"PK Nail" 1.7 feet south ℄ Westwind Bay & 19.9 feet east of ℄ Ridge Road. Elev. = 142.53 City Datum (1329.93 NGVD)

Scale: 1" = 40' Horizontal
1" = 5' Vertical
• = Iron

Sta. 15+73.06

Match Line

RIDGE PORT COMMERCIAL PARK

P.V.I.
Elev. = 142.30
36' V.C.

Sta. 18+26.62

−0.521%

+0.570%

Const. Inlet Sediment Barriers. (Both sides). (See detail sheet 8).

Adjust inlet top to match proposed grade. Cost to be bid as "Inlet Adjustment". (Both sides).

Construct Temporary Construction Entrance at this location for Construction Vehicles and to allow for Truck Traffic from Adjacent Sand Plant Operation. Cost included in "Site Clearing & Restoration."

Sta. 20+54.00, 25' Lt. Install Metro D3 Ass'y Per City Specs. "Ridge Rd 3300 N" "Northwind 7200 W". (See detail, sheet 3)

Sta. 20+54.80

Sta. 21+14.81

Sta. 17+72.50, 20.25' Rt. Install subdivision benchmark (Flat Survey Marker No. 8134–03 3" top diameter) in top of curb. Cost shall be incidental to L.F. Full–Height Curb & Gutter.

Const. Std. Type 1A Inlet Hookups. (Both sides).

Const. Full–Height Curb & Gutter (6–5/8"). (Both sides).

Regrade Ditch as necessary to provide positive drainage. (Both sides). Cost of Regrading to be included in "Site Clearing & Restoration".

CAUTION! Underground Electric and Gas Line Crossings.

RIDGE ROAD

Const. 156.3 S.Y. 6" A.C. Pavement on 8" Reinf Rock Base. All costs to be included in bid item, "S.Y. Asphalt Pavement Hook–up".

Saw, cut, remove & replace 2' existing surface course as indicated. Cost shall be included in "Site Clearing and Restoration".

Remove & Relocate Existing speed limit sign prior to construction. Cost to be include in bid item "Clearing & Restoration".

Valve Box
Elev. = 142.80

Const. 6" A.C. Pavement w/8" Reinf. Rock Base.

Sta. 20+54.00, 25' Rt. Install R1–1 (Stop) Sign.

NORTHWIND

RIDGE PORT COMMERCIAL PARK

P.V.I.
Elev. = 142.35
36' V.C.

Sta. 18+12.04

−0.529%

+0.515%

RIDGE PORT COMMERCIAL PARK

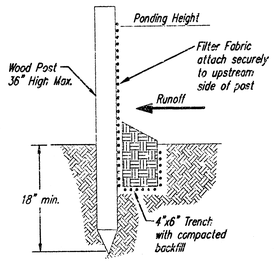
NORTHWIND

STA. 15+73.06 TO STA. 20+54.80

BAUGHMAN COMPANY P.A.
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316–262–7271 • 315 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER					SHEET
472-83556					7 of 14
DESIGN	DRAWN	APPROVED	DATE	SCALE	
NBW	GNX		9/4/02	NOTED	

Ridge Port Comm'l Plat 10-14-02.dgn



SILT FENCE BARRIERS

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.

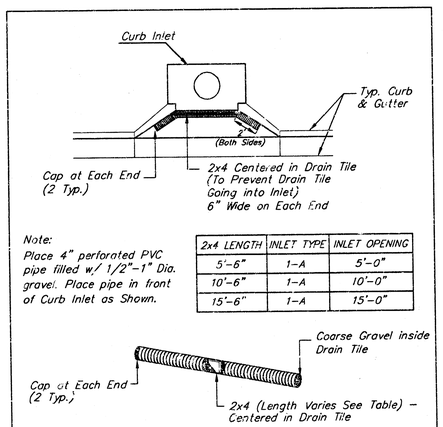
List of common placement/installation mistakes to avoid:

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:

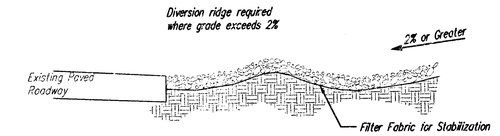
Are there any points along the slope barrier where water is concentrating?
Does water flow under the slope barrier?
Do the silt fences sag excessively?
Has the silt fence torn or become detached from the posts?
Does sediment need to be removed from behind the slope barrier?



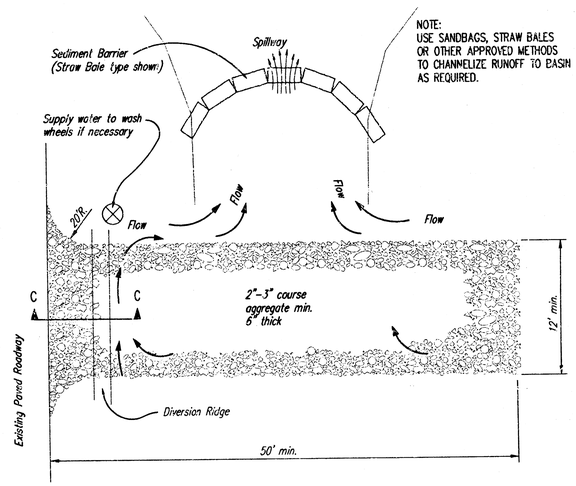
2x4 LENGTH	INLET TYPE	INLET OPENING
5'-6"	1-A	5'-0"
10'-6"	1-A	10'-0"
15'-6"	1-A	15'-0"

CURB INLET PROTECTION

4" Perforated Pipe w/ Gravel



SECTION C-C



STABILIZED CONSTRUCTION ENTRANCE

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.

CITY OF WICHITA

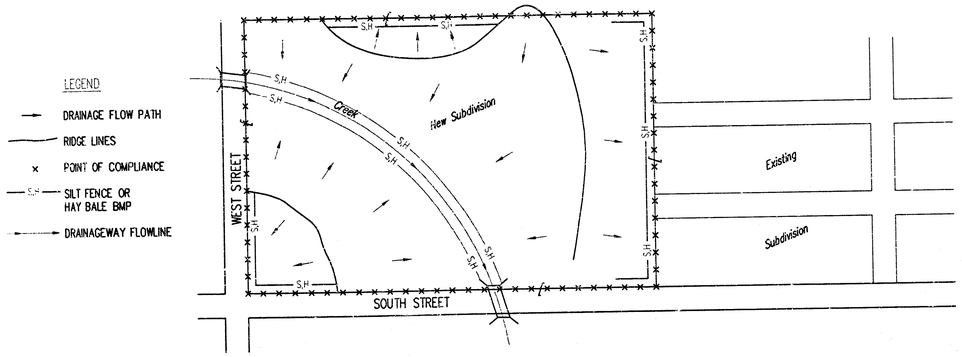
SOIL EROSION BMP DETAILS

CHRISTOPHER M. CARRIER, P.E.
STORM WATER ENGINEER

PROJECT NUMBER	OCA NO.
472-83556	765742

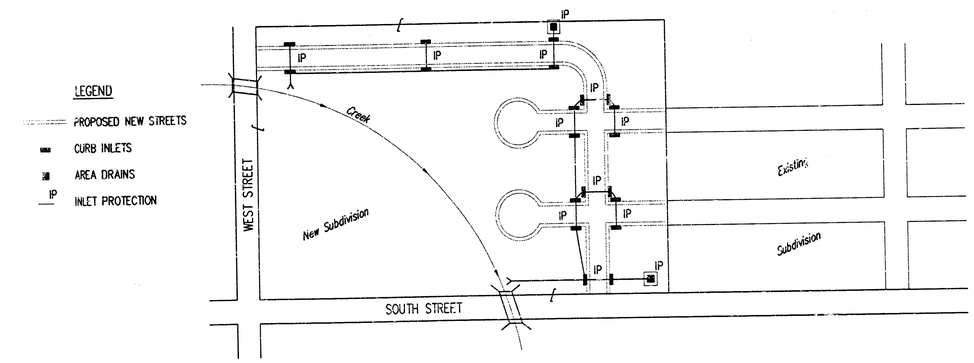
DATE: JULY 2002

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



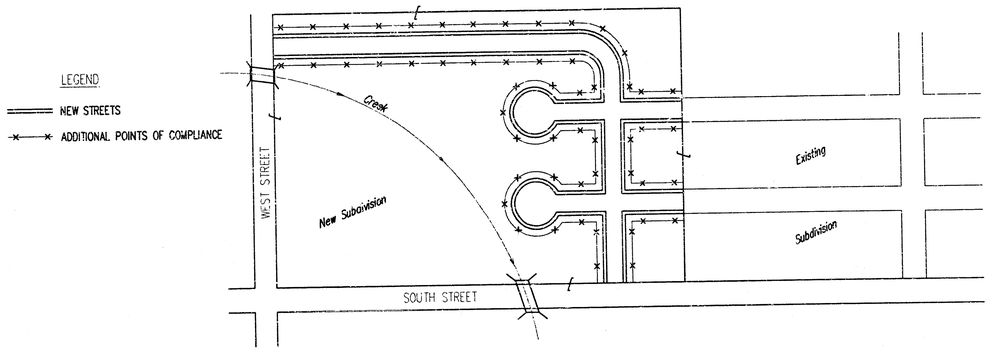
1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM THE SITE. SHOULD LAKES BE CONSTRUCTED WITHIN THE SUBDIVISION THAT WILL DISCHARGE DURING STORMS, THEY ARE ALSO A POINT OF COMPLIANCE.
2. HAYBALES OR SILT FENCE MUST BE CONSTRUCTED ALONG THE PROPERTY LINE WHERE ON SITE WATER CAN DRAIN OFF THE PROPERTY. THESE BMP'S WILL ALSO BE INSTALLED ALONG ANY DRAINAGE DITCH OR LAKE THAT CAN DISCHARGE.
3. SHOULD SILT OR SEDIMENT ENTER THE DITCHES OR GUTTERLINES ON THE ADJACENT BOUNDRY STREETS, APPROPRIATE BMP'S WILL BE PLACED WITHIN THE SUBDIVISION TO PREVENT THIS.
4. ANY MUD TRACKED ONTO ADJACENT STREETS WILL BE REMOVED AT THE END OF EACH WORK DAY.
5. CONTRACTORS WORKING WITHIN THE SITE WILL NOT BE REQUIRED TO USE INDIVIDUAL BMP'S AS LONG AS THOSE SPECIFIED ABOVE ARE IN PLACE AND EFFECTIVE. CONTRACTORS WORKING ON THE BOUNDRY LINE STREETS OR ON ADJACENT PROPERTIES TO EXTEND UTILITIES ARE EXPECTED TO USE BMP'S AT THEIR WORK LOCATIONS, AS NEEDED.
6. UTILIZE STABILIZED CONSTRUCTION ENTRANCE AT ENTRANCE AND EXIT ONTO ANY EXISTING PUBLIC STREETS.
7. THE SUBDIVISION DEVELOPER (OWNER) SHALL INSTALL AND MAINTAIN THE ON-SITE BMP'S.

PHASE 2 – INSTALLATION OF STORM SEWER

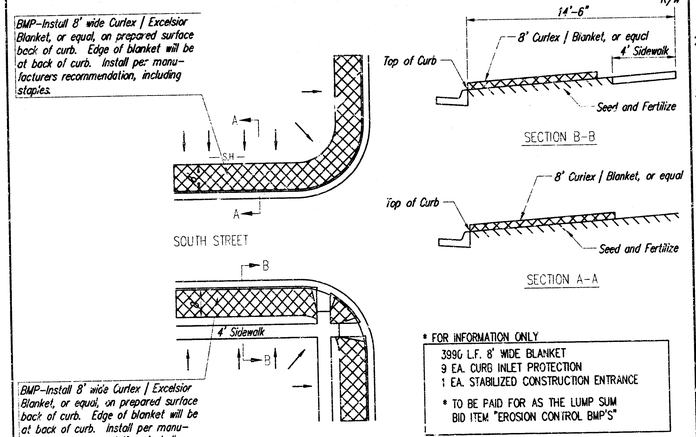


1. DURING THIS PHASE OF SUBDIVISION DEVELOPMENT, ALL BMP'S REQUIRED IN PHASE 1 SHALL REMAIN IN PLACE AND BE MAINTAINED.
2. AS NEW STORM SEWERS, WITH INLETS, ARE INSTALLED, THE STORM SEWERS MUST NOW BE PROTECTED SO ALL NEW INLETS BECOME POINTS OF COMPLIANCE.
3. AREA DRAINS – AS SOON AS WATER CAN FLOW INTO THESE DRAINS, HAYBALE OR SILT FENCE PROTECTION WILL BE INSTALLED AROUND THEM.
4. CURB OPENING INLETS – AS SOON AS WATER CAN FLOW INTO THESE DRAINS, INLET PROTECTION BMP'S MUST BE INSTALLED. SEE PHASE 3 – STREET CONSTRUCTION.
5. THE STORM SEWER CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING THESE BMP'S. IF WATER CANNOT FLOW INTO CURB INLETS UNTIL STREET CONSTRUCTION IS COMPLETE, THEN STREET CONTRACTOR WILL INSTALL INLET PROTECTION.
6. THE SUBDIVISION DEVELOPER WILL MAINTAIN THESE BMP'S ONCE INSTALLED.
7. 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.

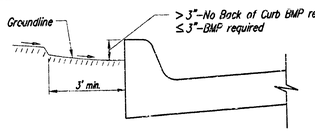
PHASE 3 – STREET CONSTRUCTION



1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, NEW STREETS ARE INSTALLED. ALL BMP'S 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. BMP'S 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), BMP'S WILL BE REQUIRED AT POINTS WHERE WATER BREAKS OVER CURB WHICH COULD RESULT IN THE PLACEMENT OF SEDIMENT IN THE GUTTER.
4. SEE DETAIL THIS SHEET ON BACK OF CURB PROTECTION.
5. THE BACK OF CURB PROTECTION SPECIFIED ON THIS PLAN MAY HAVE TO BE SUPPLIMENTED WITH HAYBALE OR SILT FENCE BMP'S 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 BMP'S.
7. THE INDIVIDUAL LOT OWNERS WILL BE RESPONSIBLE FOR MAINTAINING THE BACK OF CURB BMP'S IN FRONT OF THEIR LOTS UNTIL SUCH TIME AS ADJACENT DISTURBED EARTH IS STABILIZED WITH GRASS OR SOD.



BACK OF CURB PROTECTION DETAIL



CURB BACKFILL DETAIL

GENERAL NOTES:

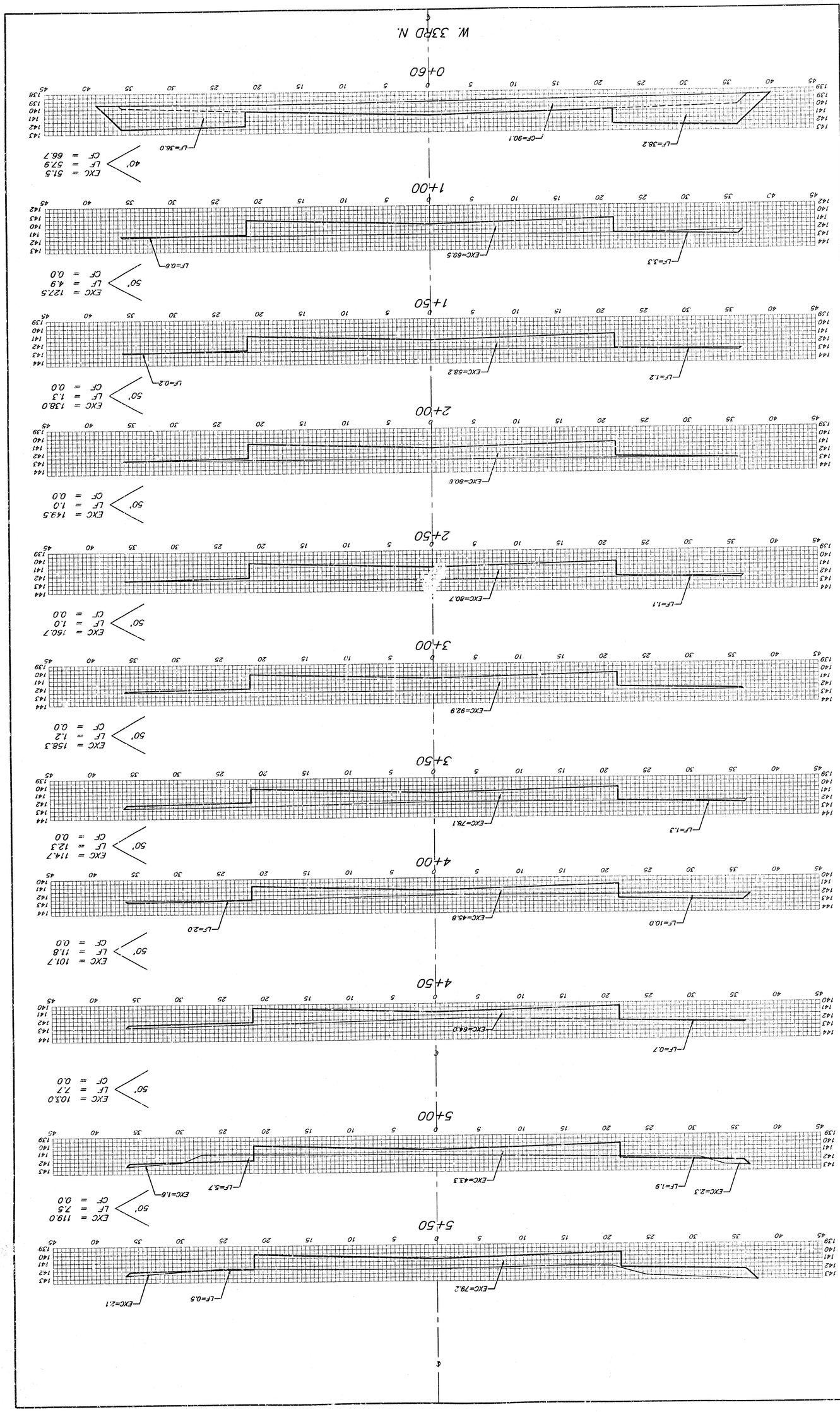
1. THE INTENT OF ALL BEST MANAGEMENT PRACTICES (B.M.P.'S) IS TO PREVENT ERODED SOIL FROM ENTERING DITCHES, STORM SEWERS, OR ANY OTHER DRAINAGE FEATURE.
2. THIS SHEET IS INTENDED TO PROVIDE GUIDELINES AS TO WHAT TYPE OF BMP'S WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS. CONTRACTORS ARE EXPECTED TO BID PROJECTS ACCORDINGLY.
3. BMP'S SHALL BE MAINTAINED DURING THE CONSTRUCTION PROCESS TO REMAIN EFFECTIVE. MAINTENANCE SHALL BE AS INDICATED ON THE BMP DETAIL SHEETS.
4. PERSONS DESTROYING BMP'S SHALL BE RESPONSIBLE FOR IMMEDIATELY REPAIRING THEM OR INSTALLING SUITABLE REPLACEMENT BMP'S.
5. THE DEVELOPMENT OF ANY SUBDIVISION THAT DISTURBS 5 ACRES OR MORE WILL REQUIRE A FEDERAL/STATE NPDES STORMWATER PERMIT. THE PREPARATION OF A STORMWATER POLLUTION PREVENTION PLAN IS REQUIRED. EROSION CONTROL BMP'S ARE REQUIRED. THE DETAILS SHOWN ON THIS SHEET ARE THE MINIMUM STANDARDS TO BE SHOWN ON POLLUTION PREVENTION PLAN.
6. FOR SUBDIVISIONS SMALLER THAN 5 ACRES, SOIL EROSION BMP'S 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 BMP'S 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 BMP'S SHOWN ON THIS SHEET IS FOR SITUATIONS NORMALLY ENCOUNTERED. FROM TIME TO TIME, SITUATIONS WILL ARISE THAT MAY REQUIRE A DIFFERENT BMP OTHER THAN THAT SHOWN. BMP'S, 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.

CITY OF WICHITA

SOIL EROSION BMPS SUBDIVISION DEVELOPMENT PROCESS

CHRISTOPHER M. CARRIER, P.E.
STORM WATER ENGINEER

PROJECT NUMBER	OCA NO.
472-83556	785742
DATE	SHEET 9 OF 14
JULY 2002	



Sheet Totals:
Excavation = 1,223.9 C.Y.
Loose Fill = 106.6 C.Y.
Compacted Fill = 66.7 C.Y.

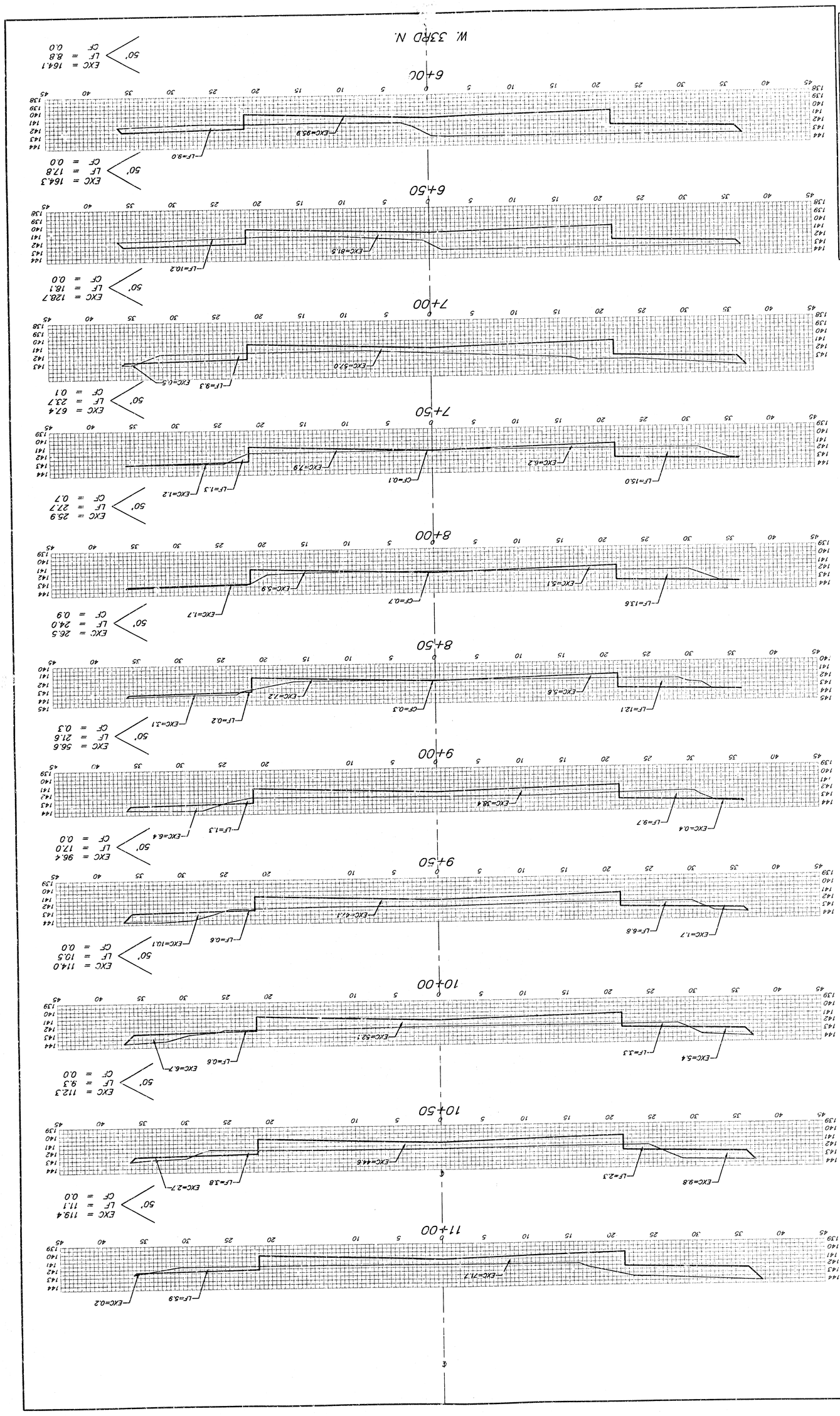
BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER
472-83556

REV.

SHEET 10 OF 14

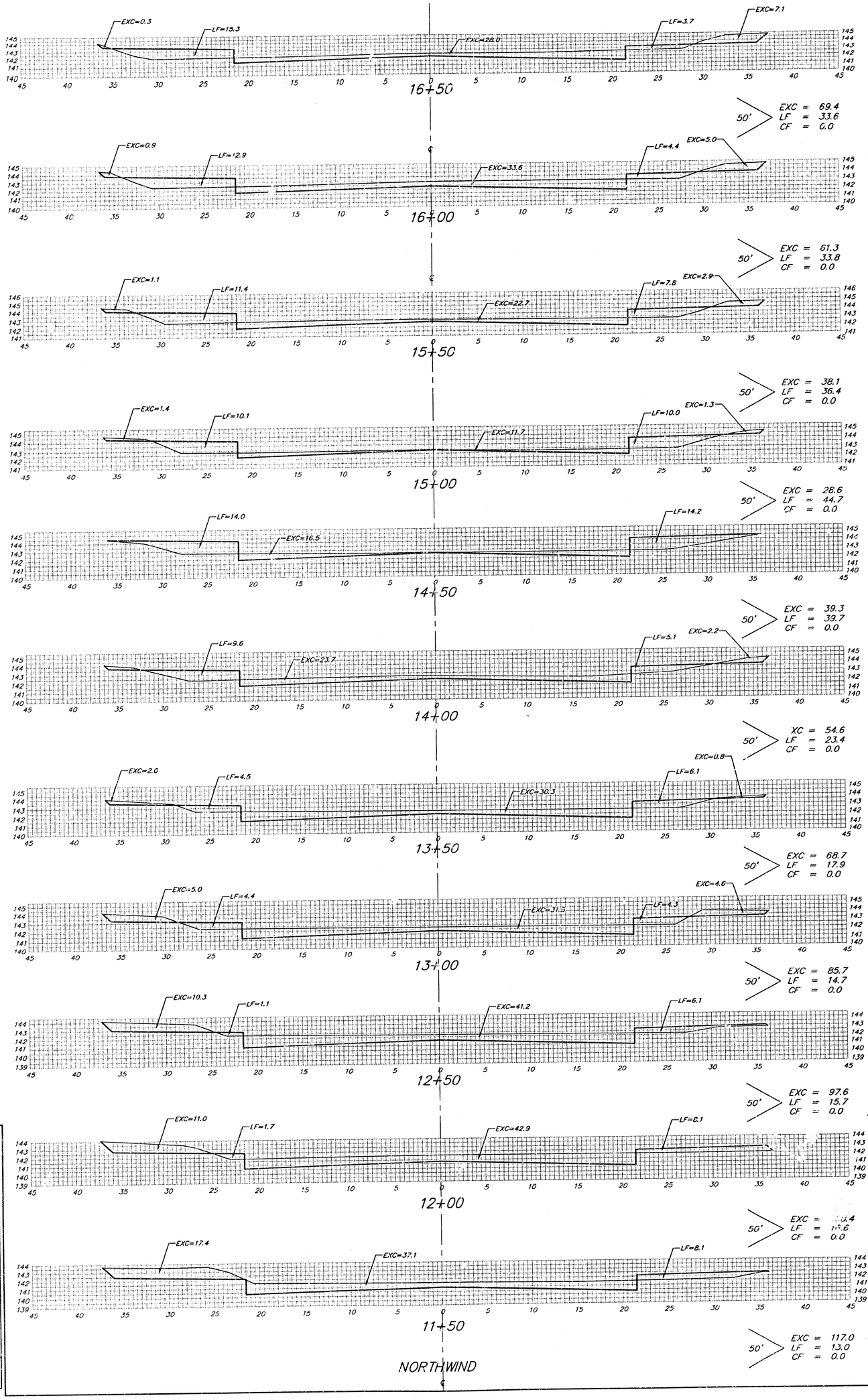
Ridgeprt.comm \Ks1



Sheet Totals:
Excavation = 1,075.6 C.Y.
Loose Fill = 189.4 C.Y.
Compacted Fill = 2.0 C.Y.

BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211
PROJECT NUMBER
472-83556
REV.
SHEET NO. 11 OF 14

Hodgeville Comm./Ext.



Sheet Totals:

Excavation	=	*760.6 C.Y.*
Loose Fill	=	*283.5 C.Y.*
Compacted Fill	=	*0.0 C.Y.*

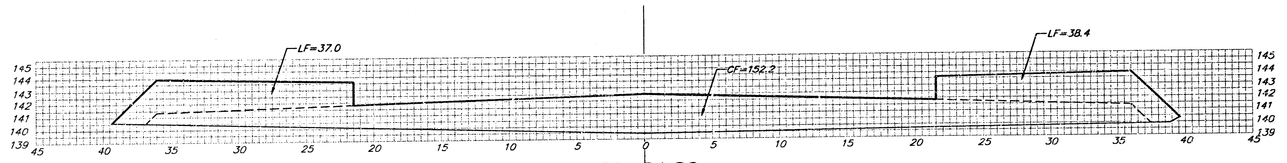
BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING & PLANNING
316-267-7271 • 315 CLUB • WICHITA, KANSAS 67211

PROJECT NUMBER
472-83556

SHEET 12 OF 14

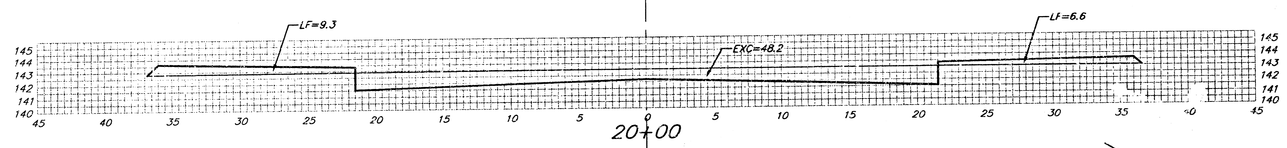
REV

Ridgeprt\Comm \Xs3



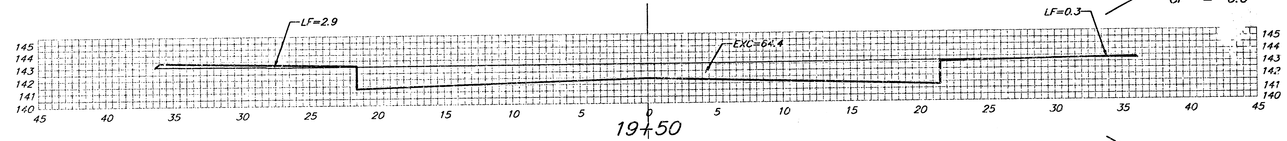
20+54.80

54.80' EXC = 48.9 LF = 92.7 CF = 0.0



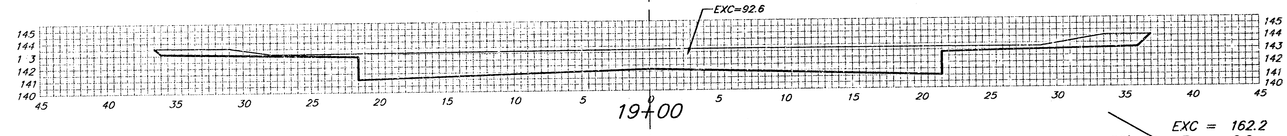
20+00

50' EXC = 104.3 LF = 17.7 CF = 0.0



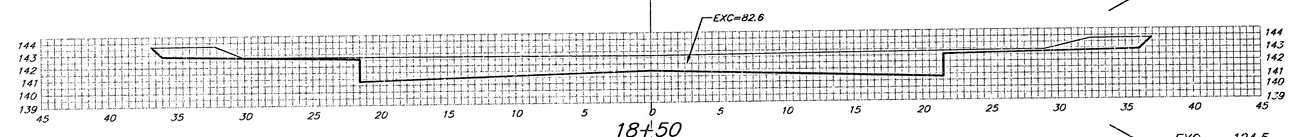
19+50

50' EXC = 145.4 LF = 3.0 CF = 0.0



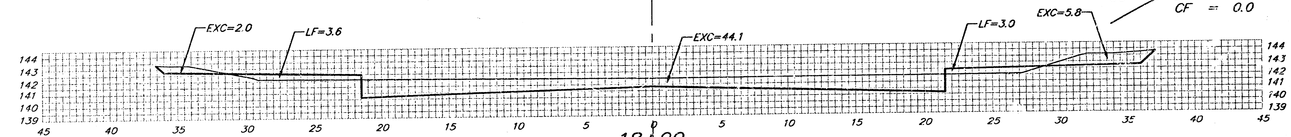
19+00

50' EXC = 162.2 LF = 0.0 CF = 0.0



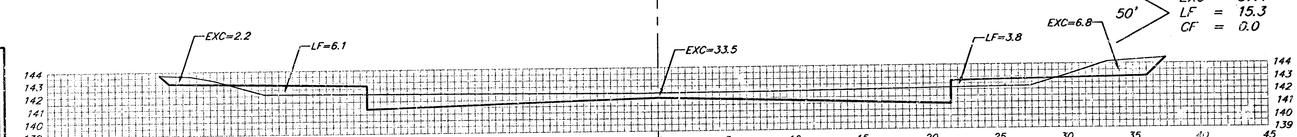
18+50

50' EXC = 124.5 LF = 6.1 CF = 0.0



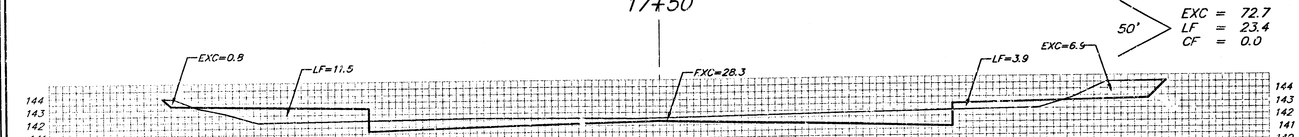
18+00

50' EXC = 87.4 LF = 15.3 CF = 0.0



17+50

50' EXC = 72.7 LF = 23.4 CF = 0.0



17+00

50' EXC = 66.1 LF = 31.9 CF = 0.0

NORTHWIND

Sheet Totals:

Excavation	=	*811.5 C.Y.*
Loose Fill	=	*190.0 C.Y.*
Compacted Fill	=	*154.5 C.Y.*

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PROJECT NUMBER 472-83556

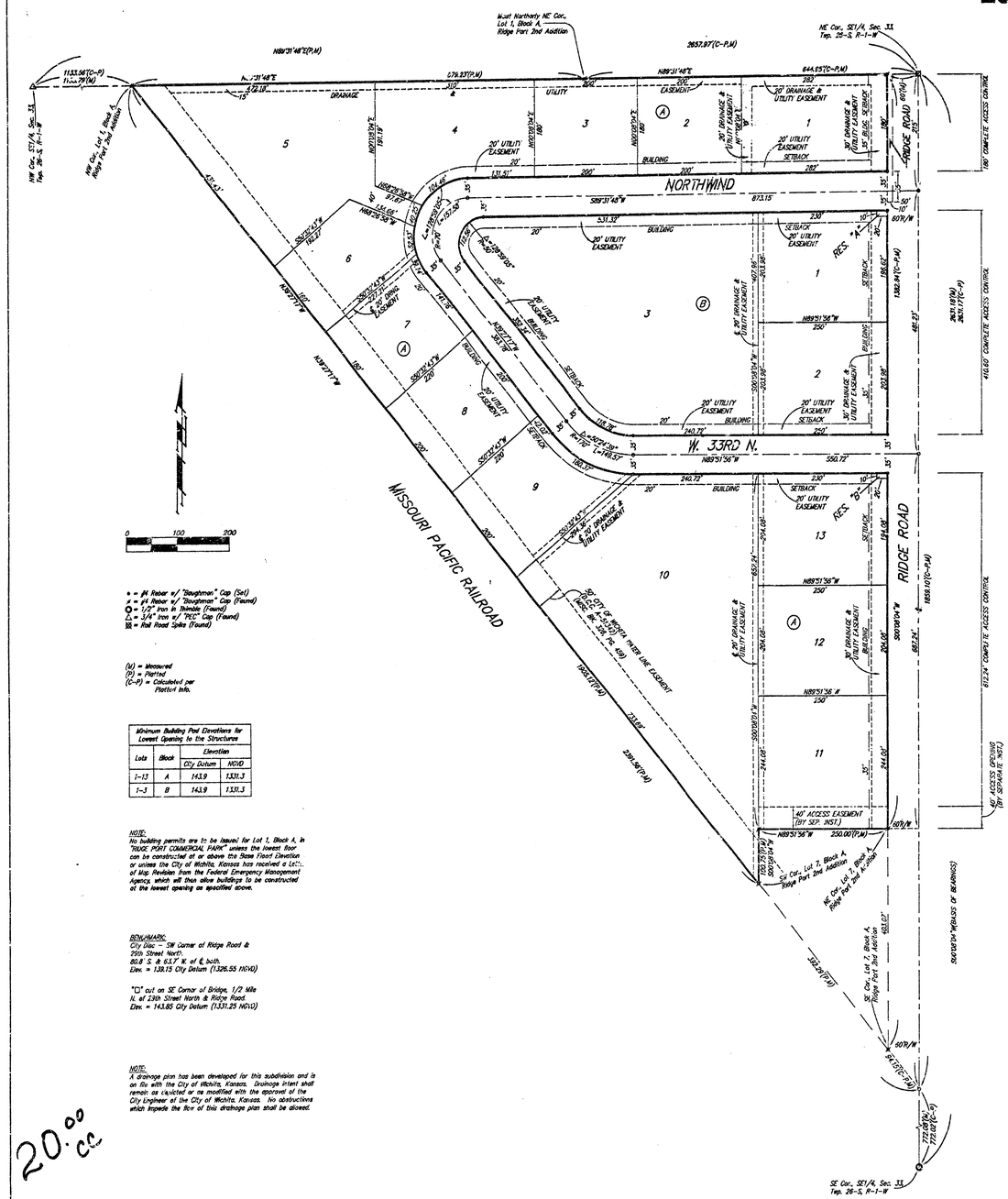
SHEET 13 OF 14

REV.

RidgeportComm \Xs4

PC137-3

RIDGE PORT COMMERCIAL PARK
WICHITA, SEDGWICK COUNTY, KANSAS



• = #4 Rebar w/ "Baughman" Cap (Set)
• = #4 Rebar w/ "Baughman" Cap (Found)
O = 1/2" Iron in Thimble (Found)
△ = 3/4" Iron w/ "PEC" Cap (Found)
⊠ = Rail Road Spike (Found)

(M) = Measured
(P) = Platted
(C-P) = Calculated per Platted Info.

Minimum Building Pad Elevations for Lowest Opening to the Structures			
Lots	Block	Elevation	
		City Datum	NGVD
1-13	A	143.9	1331.3
1-3	B	143.9	1331.3

NOTE:
No building permits are to be issued for Lot 1, Block A, in "RIDGE PORT COMMERCIAL PARK" unless the lowest floor can be constructed at or above the Base Flood Elevation or unless the City of Wichita, Kansas has received a Let-... of Map Revision from the Federal Emergency Management Agency, which will then allow buildings to be constructed at the lowest opening as specified above.

BENCHMARK:
City Disc - SW Corner of Ridge Road & 29th Street North.
80.8' S. & 61.7' W. of ℄ both.
Elev. = 139.15 City Datum (1326.55 NGVD)

"□" cut on SE Corner of Bridge, 1/2 Mile N. of 23rd Street North & Ridge Road.
Elev. = 143.85 City Datum (1331.25 NGVD)

NOTE:
A drainage plan has been developed for this subdivision and is on file with the City of Wichita, Kansas. Drainage intent shall remain as existed or as modified with the approval of the City Engineer of the City of Wichita, Kansas. No obstructions which impede the flow of this drainage plan shall be allowed.

20.00 CC

State of Kansas) SS
Sedgwick County)

We, Baughman Company, P.A., Surveyors in aforesaid county and state do hereby certify that we have surveyed and platted "RIDGE PORT COMMERCIAL PARK", Wichita, Sedgwick County, Kansas, and that the accompanying plat is a true and correct exhibit of the property surveyed, described as and being a replat of Lots 1, 2, 3, 4, 5, and 6, inclusive, Block A, Ridge Port 2nd Addition, Wichita, Sedgwick County, Kansas, TOGETHER with that part of the SE1/4 of Sec. 33, Twp. 26-S, R-1-W of the 6th P.M., Sedgwick County, Kansas lying northerly and northeasterly of Ridge Port 2nd Addition, Wichita, Sedgwick County, Kansas.

Existing public easements and dedications being vacated by virtue of K.S.A. 12-512(b).

Baughman Company, P.A.

Michael G. Conrey — L.S. 1274 — 5-23-2002, Surveyor

Know all men by these presents that we, the undersigned, have caused the land in the surveyors certificate to be platted into Lots, Blocks, Streets, and Reserves to be known as "RIDGE PORT COMMERCIAL PARK", Wichita, Sedgwick County, Kansas. The utility easements are hereby granted as indicated for the construction and maintenance of all public utilities. The drainage easement is hereby granted as indicated for drainage purposes. The drainage and utility easements are hereby granted as indicated for drainage purposes and for the construction and maintenance of all public utilities. The streets are hereby dedicated to and for the use of the public. Reserves "A" and "B" are hereby reserved for signs, open space, streets, landscaping, drainage purposes, and utilities. Reserves "A" and "B" shall be owned and maintained by the lot owners association for the addition. Access controls shall be as depicted on the face of the plat and are hereby granted to the city of Wichita, Kansas. The permitted opening locations shall be as determined by the City Engineer of the City of Wichita, Kansas. The Minimum Building Pad Elevation for the lowest opening to the structures on all Lots shall be 143.9 City Datum, (1331.3 NGVD).

RRGNL, L.L.C.

Joy W. Russell, Member

State of Kansas) SS
Sedgwick County)

The foregoing instrument acknowledged before me, this 30th day of APRIL, 2002, by Joy W. Russell, Member of RRGNL, L.L.C., on behalf of the limited liability company.

JUDITH M. TERHUNE, Notary Public — Notary Public - State of Kansas, My Appt. Expires 11-7-2005

Judith M. Terhune, Notary Public
JUDITH M. TERHUNE

My App't. Exp. 11-7-2005

We the undersigned holders of a mortgage on the above described property, do hereby consent to this plat of "RIDGE PORT COMMERCIAL PARK", Wichita, Sedgwick County, Kansas.

Conway Bank f/k/a The First National Bank

CHRIS A. ANDERSON, EXEC. V.P. (Title)

State of Kansas) SS
Sedgwick County)

The foregoing instrument acknowledged before me, this 6TH day of MAY, 2002, by CHRIS A. ANDERSON, EXEC. V.P. (Title) of Conway Bank f/k/a The First National Bank, on behalf of the bank.

JUDITH M. TERHUNE, Notary Public — Notary Public - State of Kansas, My Appt. Expires 11-7-2005

Judith M. Terhune, Notary Public
JUDITH M. TERHUNE

My App't. Exp. 11-7-2005

This plat of "RIDGE PORT COMMERCIAL PARK", 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 February, 2002.
Wichita-Sedgwick County Metropolitan Area Planning Commission

J.D. Michaelis, Chair

Marvin S. Krout, Secretary

This plat approved and all dedications shown hereon accepted by the City Council of the City of Wichita, Kansas, this 18th day of June, 2002.

At the direction of the City Council

Chris Cherches, City Manager

Karen Sunderland, Deputy City Clerk
per Pat Burnett

Reviewed in accordance with K.S.A. 58-2005.
on this 20th day of May, 2002.

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

Entered on transfer record this 20th day of June, 2002.

Don Brace, County Clerk

State of Kansas) SS
Sedgwick County)

This is to certify that this plat has been filed for record in the office of the Register of Deeds, this 21st day of June, 2002 at 8:25 o'clock A.M; and is duly recorded.

#20097278

Bill Meek by Linda Tygrine, Register of Deeds
Bill Meek

Linda Kizzire, Deputy

BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
316-262-7271 • 318 ELLIS • WICHITA, KANSAS 67211
F:\PLAT\RIDGE PORT COMM PARK\DWG\RIDGEPORTCOMM-PLT.DWG

PC137-3
10-08-05