

**Control Points / Benchmarks**

POINT #100: DISC CAST IN CONCRETE CURB IN FRONT OF FIRE HYDRANT BETWEEN LOTS 10 AND 11, BLOCK A, CLEAR CREEK 4TH ADDITION  
 ELEVATION = 1322.700 (NAVD88, G18)  
 KANSAS ZONE SOUTH STATE PLANE COORDINATES  
 N 1681347.503  
 E 1696463.969

POINT #101: "X" CUT IN CENTER OF SQUARE CUT ON TOP OF CURB AT SW CORNER OF LOT 16, BLOCK 9, CLEAR CREEK ADDITION  
 ELEVATION = 1324.344 (NAVD88, G18)  
 KANSAS ZONE SOUTH STATE PLANE COORDINATES  
 N 1681577.943  
 E 1696290.595

POINT #102: "X" CUT IN CENTER OF SQUARE CUT AT SW CORNER OF LOT 29, BLOCK 3, CLEAR CREEK ADDITION  
 ELEVATION = 1329.465 (NAVD88, G18)  
 KANSAS ZONE SOUTH STATE PLANE COORDINATES  
 N 1681932.355  
 E 1695572.392

POINT #103: "X" CUT ON TOP OF CURB AT THE CORNER COMMON TO LOTS 6 & 7, BLOCK 2, CLEAR CREEK 3RD ADDITION  
 ELEVATION = 1339.009 (NAVD88, G18)  
 KANSAS ZONE SOUTH STATE PLANE COORDINATES  
 N 1681821.804  
 E 1694428.275

POINT #104: 1/2" REBAR WITH ORANGE GARVER CONTROL POINT CAP, 159' EAST AND 63' NORTH OF THE SOUTHWEST CORNER OF RESERVE "A", CLEAR CREEK 2ND ADDITION  
 ELEVATION = 1330.543 (NAVD88, G18)  
 KANSAS ZONE SOUTH STATE PLANE COORDINATES  
 N 1681203.828  
 E 1694400.326

POINT #105: "X" CUT IN CENTER OF SQUARE CUT ON TOP OF CURB AT THE LOT LINE COMMON TO LOTS 10 & 11, BLOCK C, CLEAR CREEK 4TH ADDITION  
 ELEVATION = 1322.737 (NAVD88, G18)  
 KANSAS ZONE SOUTH STATE PLANE COORDINATES  
 N 1681368.843  
 E 1695748.747

# PAVING IMPROVEMENTS

to serve

## Clear Creek 3rd & 4th Addition - Phase 8

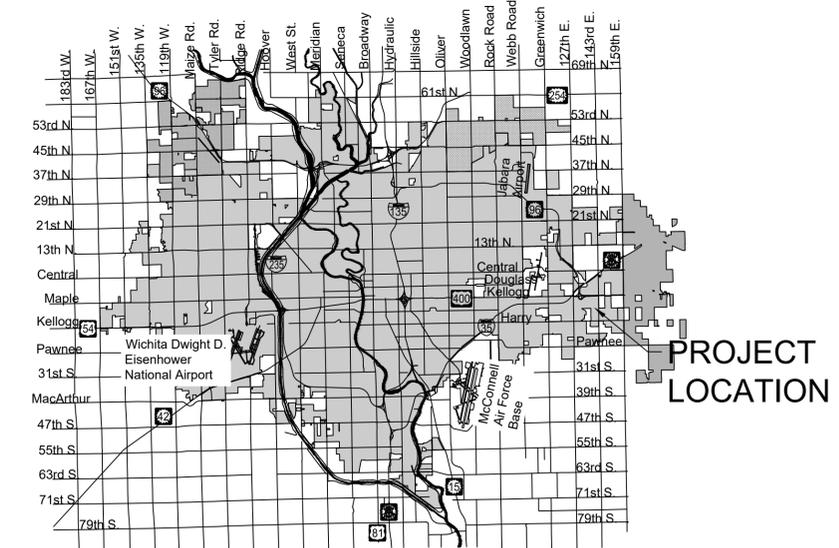
### CITY OF WICHITA, KANSAS

Paul Gunzelman, P.E. - City Engineer

Project Number: 472-2024-086041

Org. Code: 47476724

MUNIS Number: E4091



Vicinity Map

BM #103



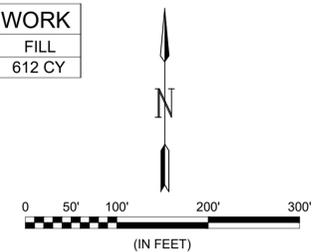
BM #105

IMPROVEMENT DISTRICT

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7	WC RAMP DETAILS
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9	LAGUNA ST P&P (2 OF 3)
10	LAGUNA ST P&P (3 OF 3)
11	SPRING HOLLOW DR. P&P
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13	EROSION CONTROL
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21	BACK OF CURB DETAILS
22	FINAL PLAT (1 OF 2)
23	FINAL PLAT (2 OF 2)

EARTHWORK	
CUT	FILL
488 CY	612 CY



JAN. 2026

PLANS PREPARED BY



NOTE: All coordinates listed are modified NAD83 Kansas State Plane Zone South unless otherwise noted. To convert listed coordinates to NAD83 Kansas State Plane Zone South coordinates multiply the northing and easting by the project scale factor of 0.99988557. Elevation datum is NAVD88 Geoid 12B unless otherwise noted.

**GENERAL NOTES:**

- The Contractor shall comply with all applicable safety regulations. All construction shall be completed following current City Standard Specifications and Special Provisions.
- 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 Dept.	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
Westar Energy	1-800-544-4857

- 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.
- 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 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.
- 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.
- 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.
- 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.
- The Water Distribution Division shall field locate water valves one time during construction when requested by the Contractor. It shall be the Contractor's responsibility to preserve such field locations during the construction process. Water valves, valve boxes or fire hydrants damaged during construction shall be repaired by the Contractor at his own expense. Valve boxes and water meters within the project limits shall be adjusted to match field grades.+
- If traffic is impacted by construction, a traffic control plan must be submitted and approved by the City Traffic Engineer, at traffic@wichita.gov before construction can begin. The Contractor shall be responsible for all traffic control measures to facilitate construction. All construction zone markings and signage shall conform to the latest version of the Manual on Uniform Traffic Control Devices (MUTCD) as published by the US Dept. of Transportation, Federal Highway Administration. All costs associated with construction markings and signage shall be the Contractors responsibility.
- All elevations shown are NAVD 88.
- All existing pavement and curb and gutter within the construction limits shall be saw cut, full depth, to the lines shown on the plans, or to the nearest joint, and removed, unless otherwise noted. If removal limits are within three feet of a joint, remove to the joint.
- 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](http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/wzd)
- 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.
- Except when required for safety, traffic control shall not block any lanes or sidewalks when work is not being performed.
- No shrink or swell factors have been applied to the earthwork quantities shown on this project. All earthwork quantities are based on raw surface volume comparisons.
- Subdivision Benchmark - (1 flat survey marker No. 8134-08 3" top diameter) in top of curb adjacent to each Fire Hydrant. Cost shall be incidental to L.F. Concrete C&G, Comb. Type 2 (3 5/8").
- All street ROW and Reserves shall be permanent seeding, all other areas may be temporary seeding. All seeding per City of Wichita Specifications.
- Any excess material remaining on-site upon completion of this project shall become the property of the contractor and shall be disposed of off-site at a location to be determined by the contractor. Cost of disposal of excess material to be incidental to the bid item for "Contractor Provided Haul-Off".

**TEMPORARY SEEDING**

**TEMPORARY SEED NOTES**

- TEMPORARY SEEDING SHALL BE INSTALLED AS TEMPORARY COVER AFTER GRADING AND/OR CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED IN AN AREA OF THE PROJECT. TEMPORARY SEED SHALL BE INSTALLED WHEN:
  - CONSTRUCTION ACTIVITY WILL CEASE FOR AT LEAST 28 DAYS; OR
  - WITHIN 21 DAYS FROM THE LAST CONSTRUCTION ACTIVITY IN THAT AREA; OR,
  - WHEN PERMANENT SEEDING CANNOT TAKE PLACE WITHIN THE SPECIFIED PLANTING WINDOW.
- TEMPORARY SEEDING SHALL BE PLACED VIA APPROPRIATE SEED DRILL. THE TEMPORARY SEED MIX IS AS FOLLOWS:
 

ANNUAL RYE	20#/ ACRE
------------	-----------
- TEMPORARY SEED MAY BE PLACED ANY TIME DURING CONSTRUCTION.
- PROTECT SEEDED AREAS FROM EROSION BY SPREADING WEED-FREE STRAW MULCH TO FORM A CONTINUOUS BLANKET 1-1/2" LOOSE DEPTH AND CRIMP IN TO SOIL BY SUITABLE METHODS.
- DO NOT SEED OR WORK SOIL WHEN THERE IS STANDING OR RUNNING WATER PRESENT IN DISTURBED AREAS.
- SEEDING PROCESS: REFER TO SEEDING NOTES.

**PERMANENT SEEDING (WARM SEASON GRASS)**

- PERMANENT SEEDING WITH THE PRAIRIE MIX SHALL BE INSTALLED AT THE COMPLETION OF CONSTRUCTION ACTIVITIES IN COORDINATION WITH PERMANENT EROSION CONTROL BMPs, AS DEFINED IN THE NOTES IN THIS SECTION, WITHIN THE PLANS AND SPECIFICATIONS.
- PRAIRIE SEED MIX SHALL BE A WARM SEASON GRASS MIX SEED CONTAINING LOCALLY AVAILABLE VARIETIES, AS SPECIFIED BELOW. SEED AT A RATE OF 4.5# PLS/ ACRE.

Botanical Name	Common Name	PLS Oz./Acre
BOUTELOUA DACTYLOIDES	BUFFALOGRASS (TEXOKA, SHRP'S IMPROVED, ISON, PLAINS, OR CODY)	
BOUTELOUA GRACILIS	BLUE GRAMA	
BOUTELOUA CURTIPENDULA	SIDEOATS GRAMA	

- APPLY 10-20-10 FERTILIZER AT A RATE OF 40 LBS/ ACRE.
- PROTECT SEEDED AREAS FROM EROSION BY SPREADING WEED-FREE STRAW MULCH TO FORM A CONTINUOUS BLANKET 1-1/2" LOOSE DEPTH AND CRIMP IN TO SOIL BY SUITABLE METHODS.
- PERMANENT SEEDING SHALL BE DONE OCTOBER 15- JUNE 1.
- WARM SEASON GRASS MIX SEED MIXTURE SHALL BE FRESH, CLEAN NEW CROP SEED. LANDSCAPE CONTRACTOR SHALL PROVIDE LANDSCAPE ARCHITECT WITH DEALER'S GUARANTEED STATEMENT OF COMPOSITION OF MIXTURE AND PERCENTAGE OF PURITY AND GERMINATION OF SEED USED.
- SEEDING PROCESS: REFER TO SEEDING NOTES.



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1995 Midfield Road  
Wichita, KS 67209  
(316) 264-8008

REV.	DATE	DESCRIPTION	BY



CITY OF WICHITA  
WICHITA, KANSAS  
  
CLEAR CREEK ADDITION  
PHASE 8  
PAVING IMPROVEMENTS

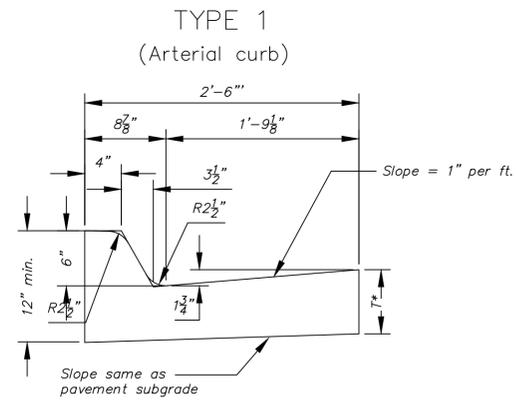
**GENERAL NOTES**

JOB NO.: 2402471  
DATE: JAN. 2026  
DESIGNED BY: MBA  
DRAWN BY: MBA

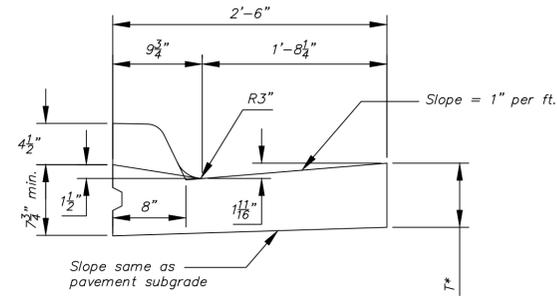
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0 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

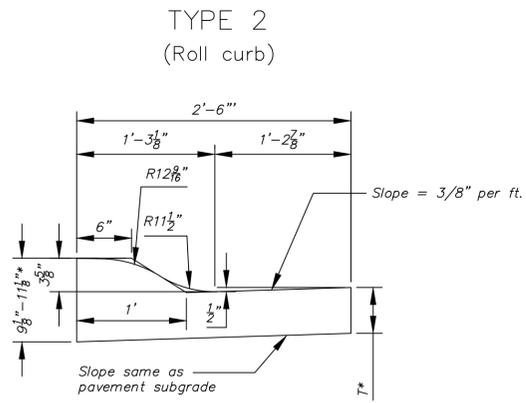
SHEET NUMBER **2** OF **23**



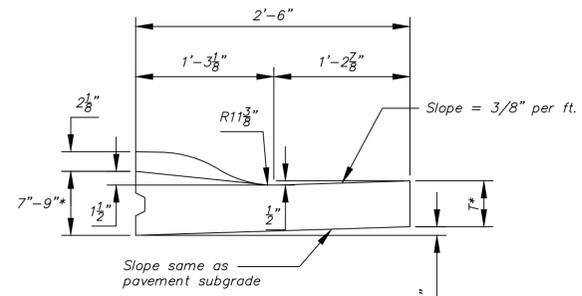
Combined Curb & Gutter (6")



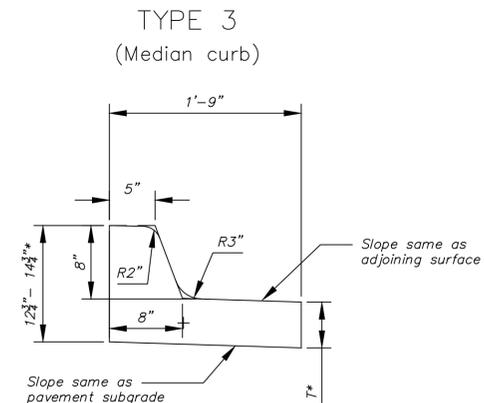
Combined Curb & Gutter (1 1/2")



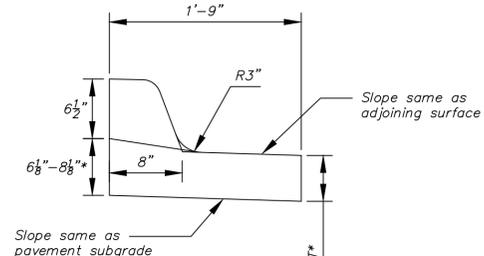
Combined Curb & Gutter (3 5/8")



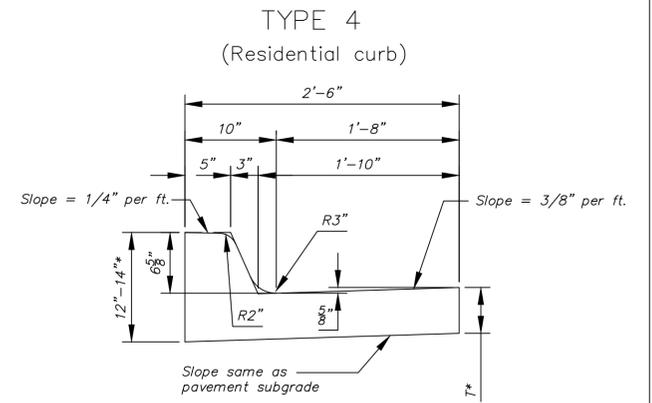
Combined Curb & Gutter (1 1/2")



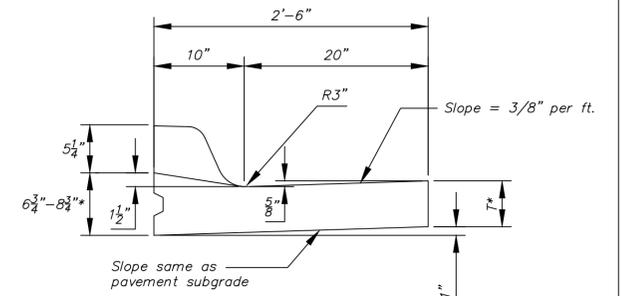
Combined Curb & Gutter (8")



Combined Curb & Gutter (1 1/2")



Combined Curb & Gutter (6 5/8")

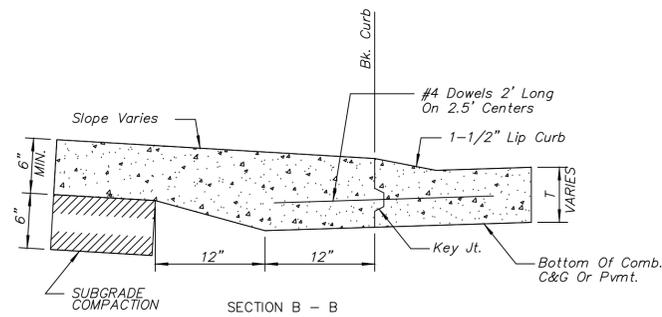


Combined Curb & Gutter (1 1/2")

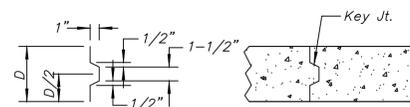
T\* = Thickness of curb to adjust with pavement thickness

GENERAL NOTES

- Expansion (isolation) joints shall be constructed a maximum of 300' apart and at all Pls, PCs, cul-de-sac quadrants, and ends of returns.
- Contraction joints shall be constructed a minimum of 12' apart.
- Joint sealer shall be required at all joints on arterial and industrial streets and at intersections on residential streets.



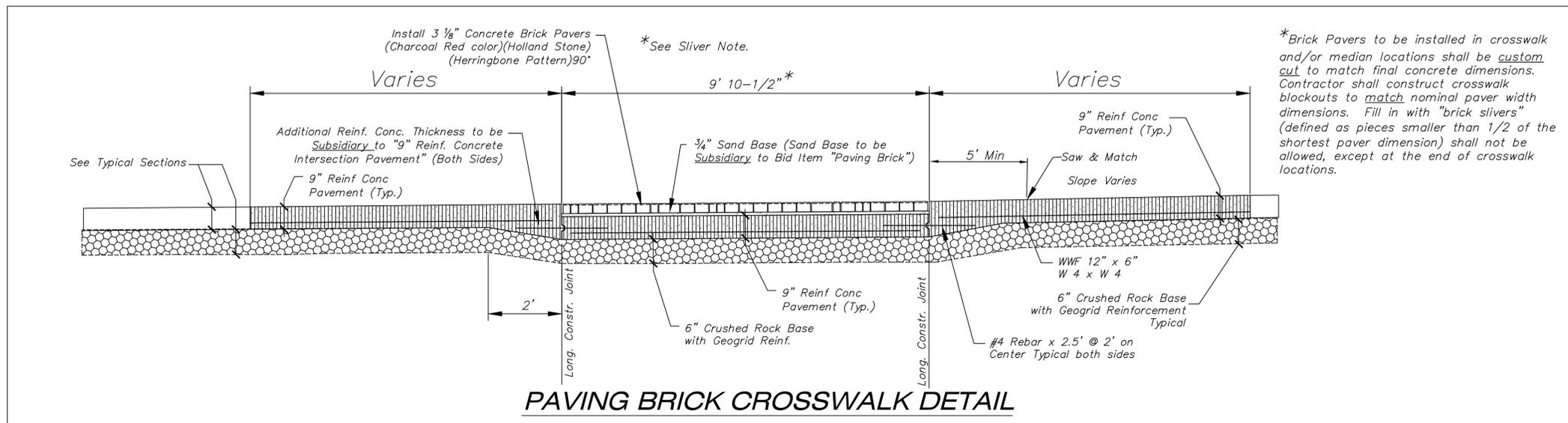
BACK OF CURB DETAIL



ALT. LONGITUDINAL CONSTRUCTION JOINT



EXPANSION JOINT (E.J.)

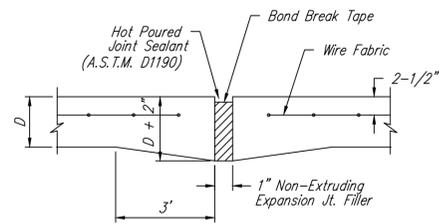


PAVING BRICK CROSSWALK DETAIL

REVISOR: OCTOBER 2015

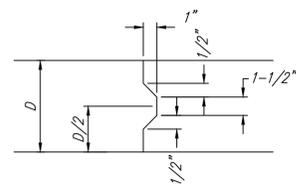
**CITY OF WICHITA**  
PUBLIC WORKS & UTILITIES  
ENGINEERING DIVISION

<b>CURB &amp; GUTTER &amp; PAVING BRICK CROSSWALK DETAILS</b>		
CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
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 <b>3</b>
		<b>23</b>

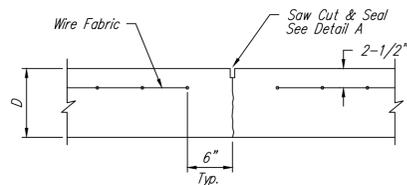


**EXPANSION JOINT**

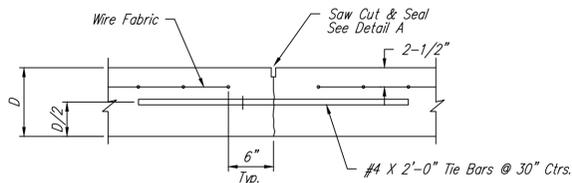
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement



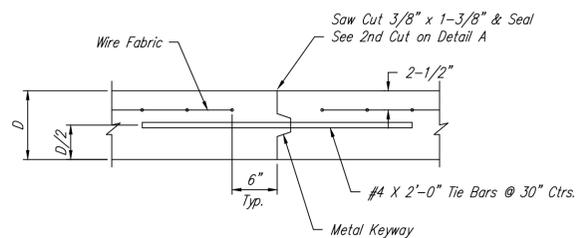
**KEYWAY DETAIL**



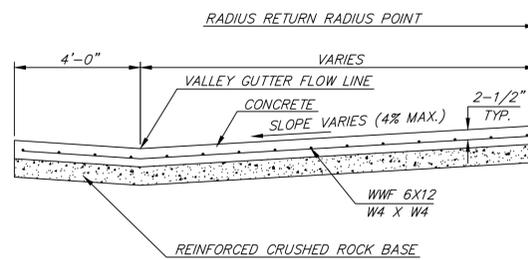
**CONTRACTION JOINT DETAIL (C.J.)**



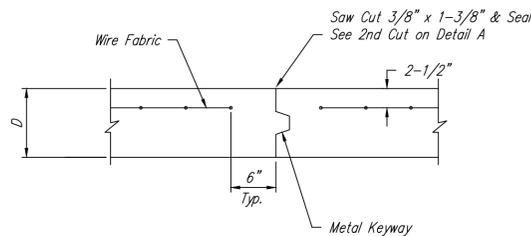
**LONGITUDINAL JOINT DETAIL (L.J.)**



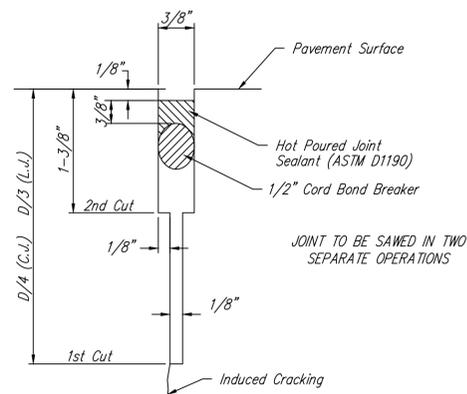
**OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)**



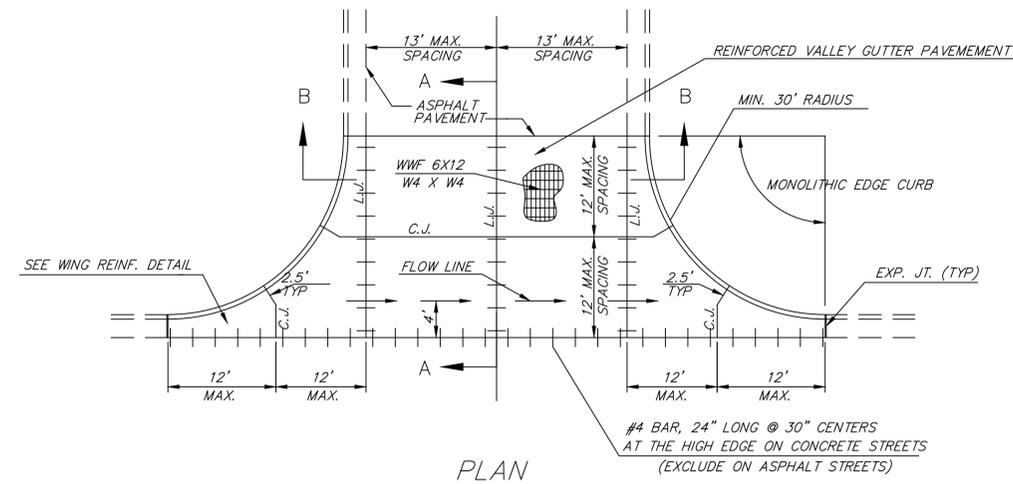
**SECTION A-A**



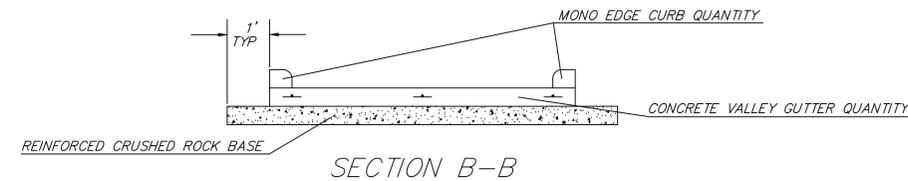
**OPTIONAL CONTRACTION JOINT**



**SAW JOINT DETAIL (DETAIL A)**

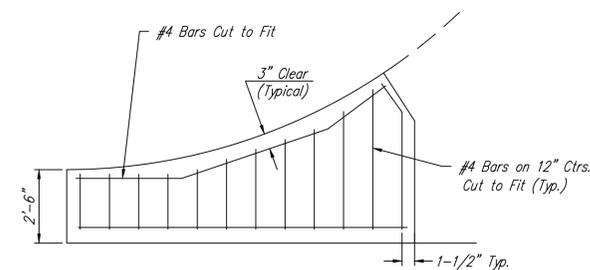


**PLAN**



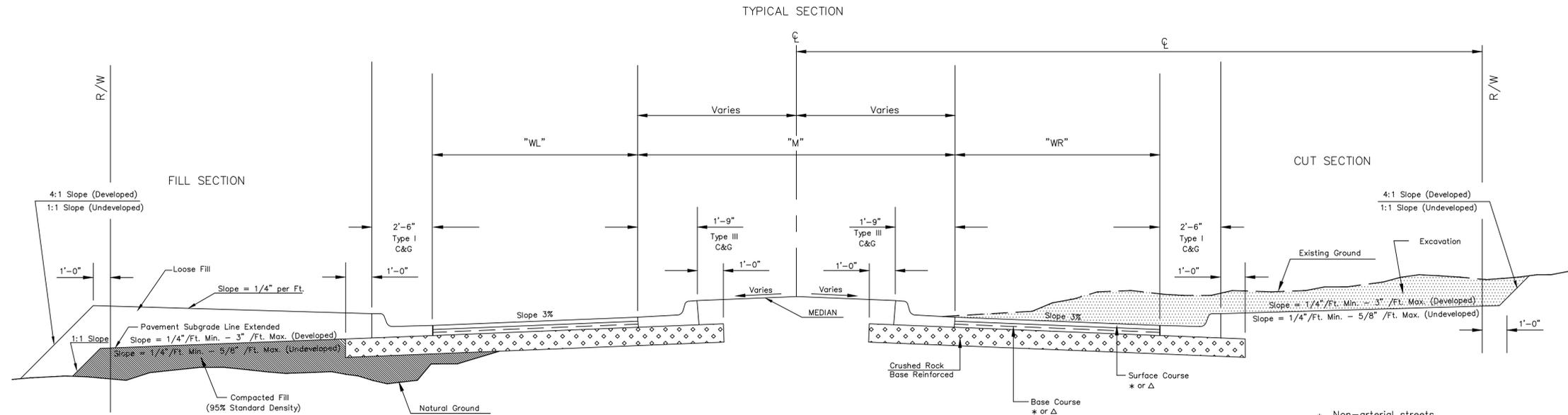
**SECTION B-B**

**REINFORCED VALLEY GUTTER DETAIL**

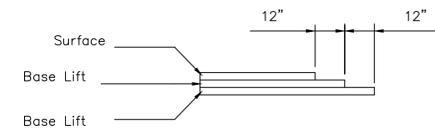


**WING REINFORCING DETAIL**

REVISION MAY 2017	SECTION B-B, ROCK EXTENDED ONE FOOT BEYOND PAVEMENT	
		
<b>VALLEY GUTTER DETAILS</b>		
CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
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 <b>4</b>
		<b>23</b>



- \* Non-arterial streets  
BC-1, SC-1 AND PG 64-22
  - Δ 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 - 1/2" 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 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 of pavement.

STREET NAME	"WL"	"M"	"WR"	STATION	CENTER LINE	ROW DIMENSION	MEDIAN DESCRIPTION	SLOPE	ROCK THICKNESS	PAVEMENT THICKNESS	COMMENTS
Laguna St.	12'	0'	12'	-0.05.00 to 0+34.94	29'	58' L&R	NONE	3%	5"	5"	
Laguna St.	15'	0'	15'	7+92.96 to 15+18.31	35'	64' L&R	NONE	3%	5"	5"	
Spring Hollow Dr.	12'	0'	12'	1+07.83 to 2+82.83	29'	58' L&R	NONE	3%	5"	5"	

REVISED: OCTOBER 2015



**ASPHALT PAVING  
DETAIL**

CITY ENGINEER  
**GARY JANZEN, P.E.**

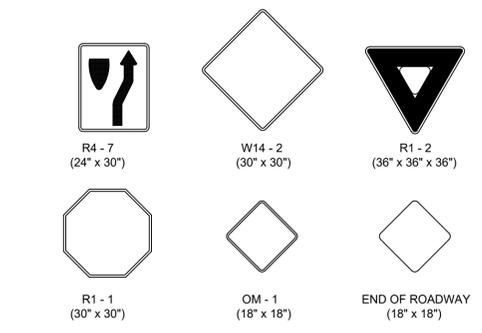
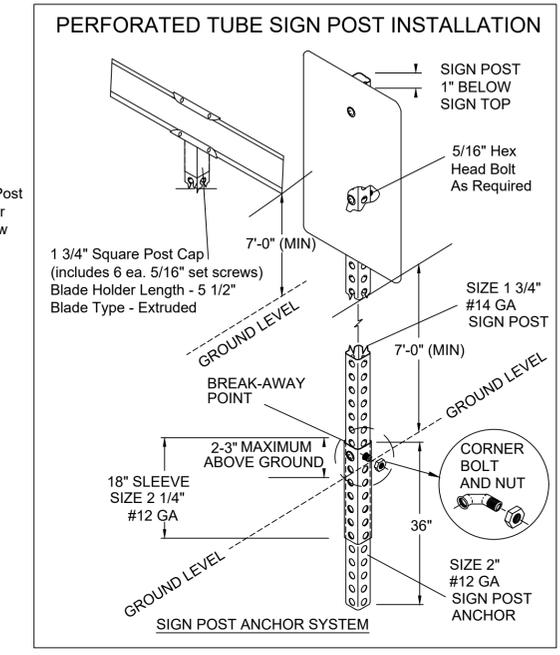
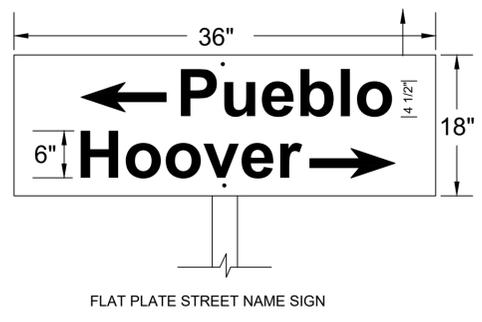
PROJECT NUMBER	OCA NUMBER	DATE

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

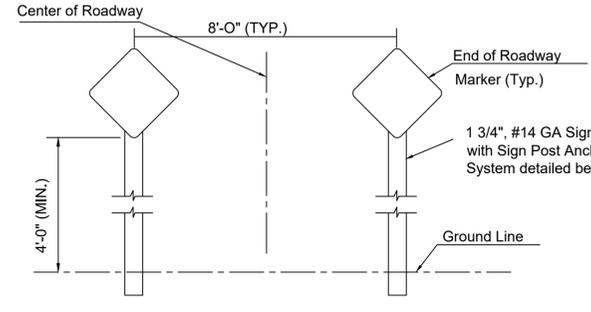
SHEET  
**5**  
**23**

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

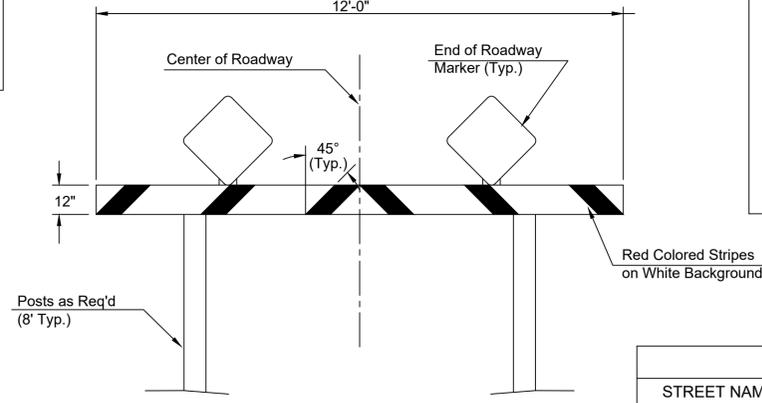
- FABRICATION AND INSTALLATION OF ALL SIGNS SHALL CONFORM TO THE LATEST EDITION OF THE MUTCD.**
  - POST ANCHORS: POSTS SHALL BE ANCHORED WITH A YIELDING BASE POST SUPPORT AS DETAILED.
  - POSTS FOR TRAFFIC CONTROL SIGNS: POSTS SHALL BE GALVANIZED AND CONFORM TO THE REQUIREMENTS OF SUBSECTION 1620 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT ALL POSTS SHALL WEIGH 3 LBS./FT. MINIMUM.
  - 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.
  - POSTS FOR END OF ROADWAY SIGN TO BE 8' LONG AND INSTALLED A MINIMUM OF 4' FROM ROADWAY TO BOTTOM OF SIGN.
  - 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.
  - 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.
  - MOUNTING BRACKETS FOR SIGNS: DIE-CAST ALUMINUM BRACKETS SHALL BE ALUMINUM ALLOY 380 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.
  - FASTENERS: ALL STEEL FASTENERS FOR TRAFFIC CONTROL SIGNS SHALL BE GALVANIZED AND SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1614 OF THE STANDARD SPECIFICATIONS.
  - REFLECTIVE SHEETING: REFLECTIVE SHEETING SHALL BE A MINIMUM OF HIGH INTENSITY PRISMATIC.
  - PROCESS INK: ALL PROCESS INK SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 2202 OF THE STANDARD SPECIFICATIONS.
  - DETAILS - SNS: THE REFLECTIVE SHEETING FOR THE 9" STANDARD SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND 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, SCALING OR BLISTERS AND SHALL BE CLEAN-CUT. SIGNS SHALL BE PACKED IN SUCH MANNER AS TO PREVENT DAMAGE OR DEFAACEMENT DURING SHIPMENT OR STORAGE.
  - 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.



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



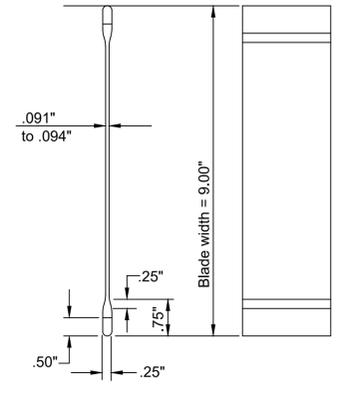
TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION



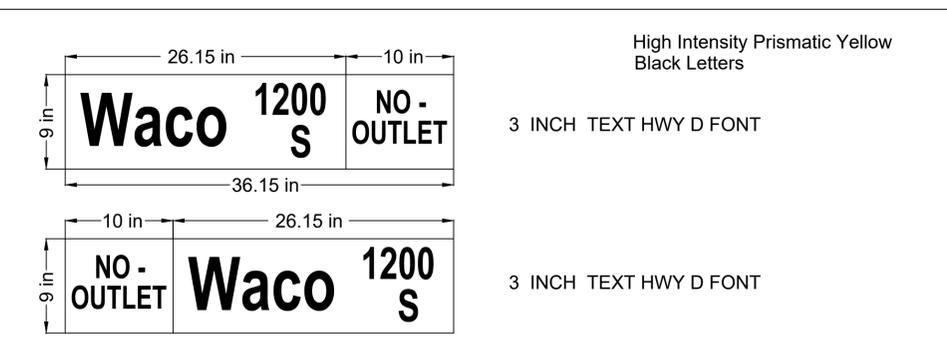
TYPE I BARRICADE DETAIL W/ E.O.R. MARKERS

STREET NAME	STATION	OFFSET	SIGN	QUANTITY*
SPRING HOLLOW	8+08	30' LT.	SNS	1
LAGUNA ST.	0+36	4' LT. & RT.	EOR	1
SPRING HOLLOW	1+06	4' LT. & RT.	EOR	1
LAGUNA ST.	7+92	4' LT. & RT.	EOR	1

STREET NAME	NO. BLADES REQUIRED	
	9" STD.	9" METRO
LAGUNA ST.	1	
SPRING HOLLOW DR.	1	

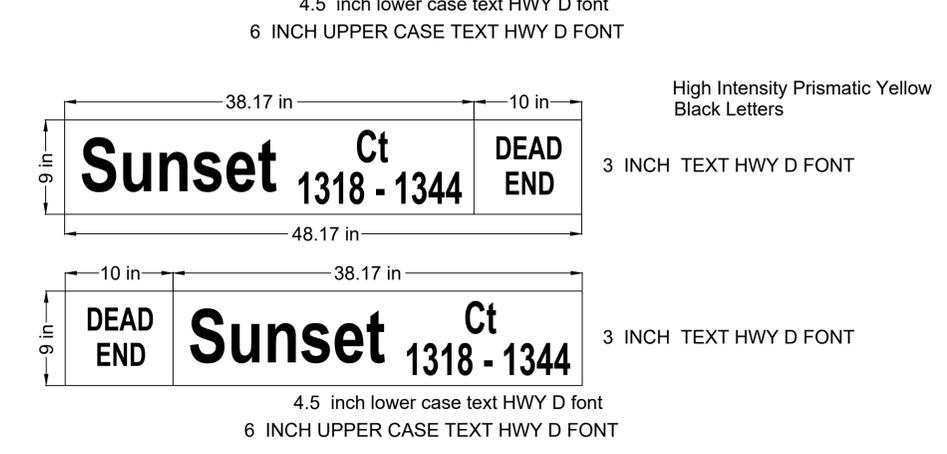


STREET NAME SIGN BLADE DETAILS



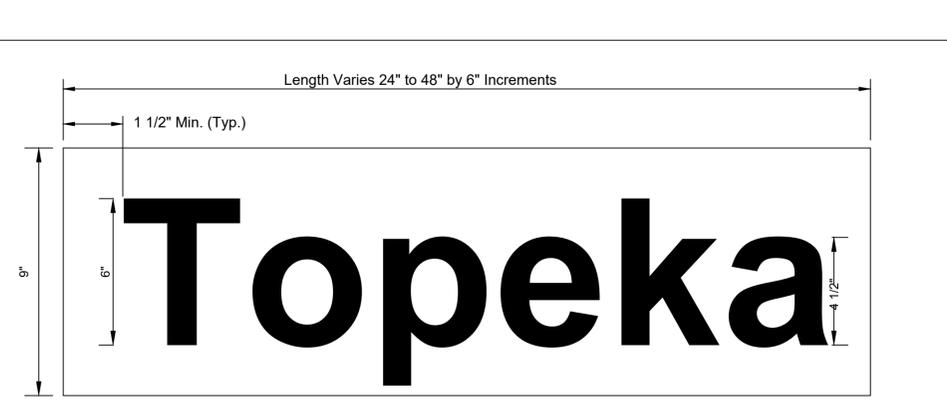
High Intensity Prismatic Yellow Black Letters

3 INCH TEXT HWY D FONT

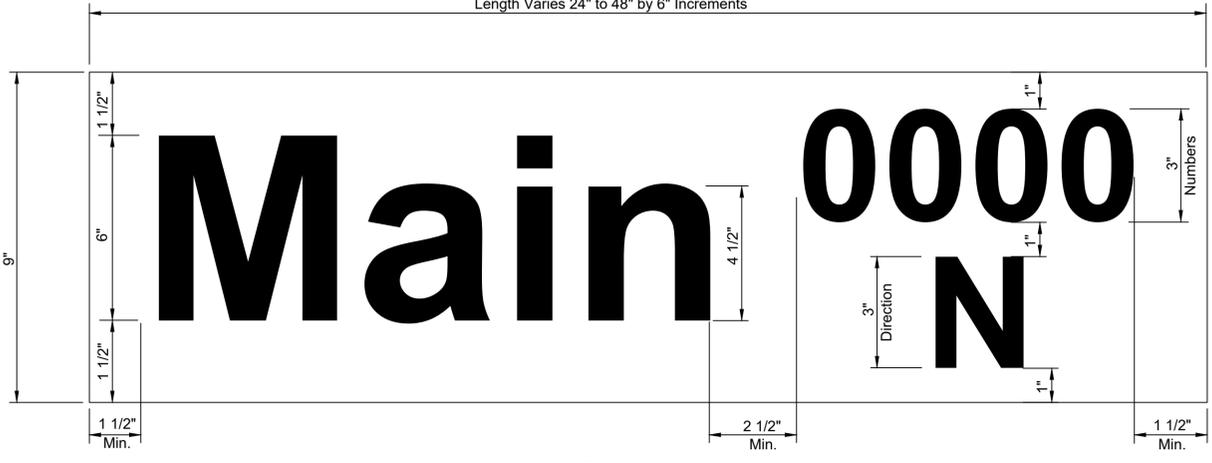


High Intensity Prismatic Yellow Black Letters

3 INCH TEXT HWY D FONT



DETAIL A 9" STANDARD



DETAIL B 9" METRO

REVISED: December 2018 TM Updated Edition year and Subsection Number in Notes

**CITY OF WICHITA**  
PUBLIC WORKS & UTILITIES  
ENGINEERING DIVISION

**SIGN DETAILS**

TRAFFIC ENGINEER  
**Mike Armour P.E.**

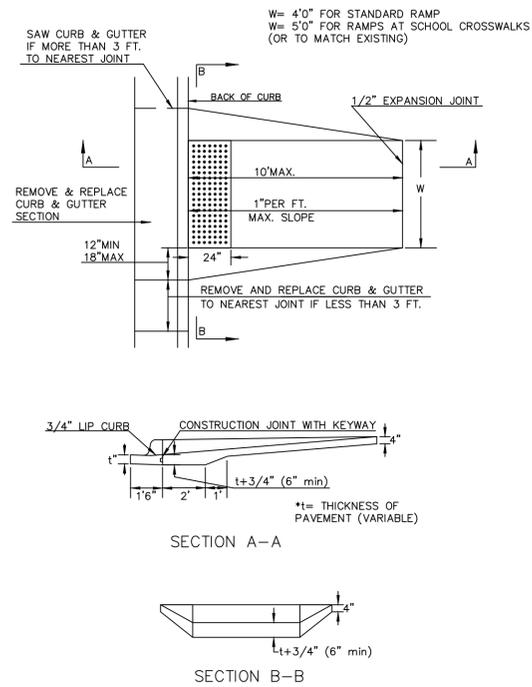
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CITY ENGINEER'S OFFICE  
CITY HALL - SEVENTH FLOOR  
435 NORTH MAIN STREET  
WICHITA, KANSAS 67202-1620  
(316) 268-4501

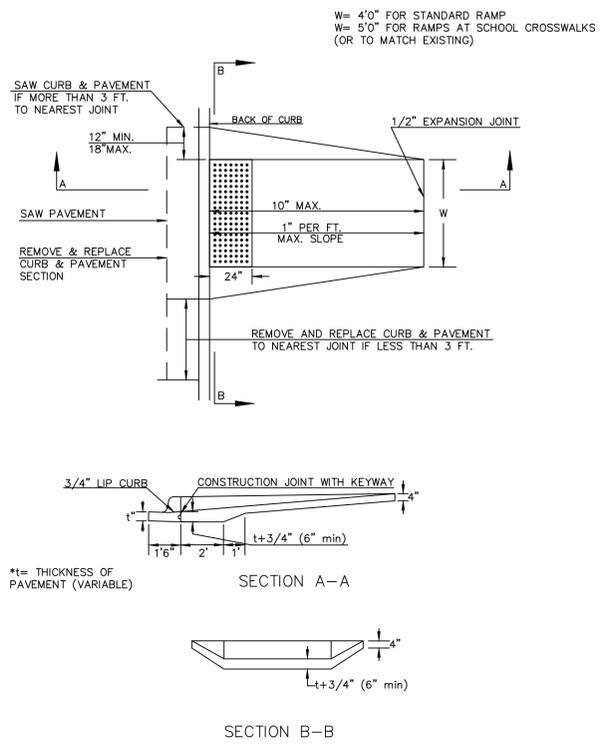
SHEET  
**6**

23

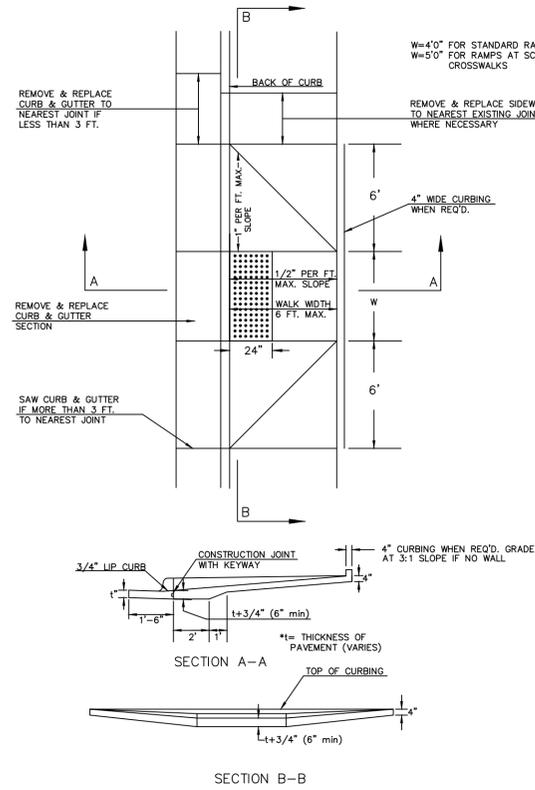
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH COMBINED CURB & GUTTER (TYPE A)



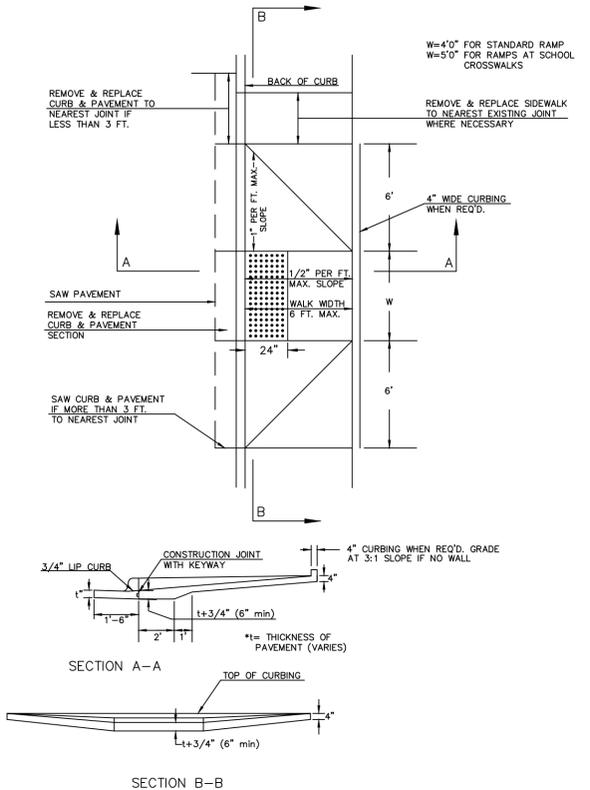
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR CONCRETE STREETS WITH MONOLITHIC CURB (TYPE A)



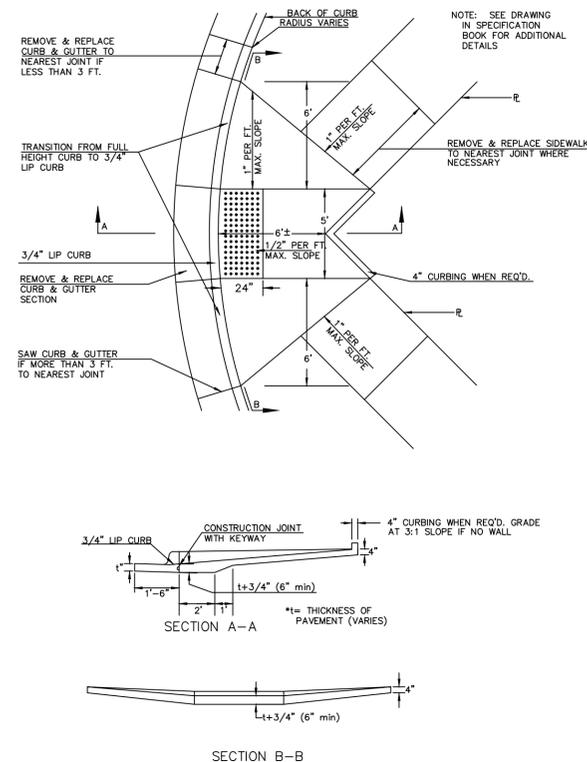
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH COMBINED CURB & GUTTER AND FULL WALK (TYPE B)



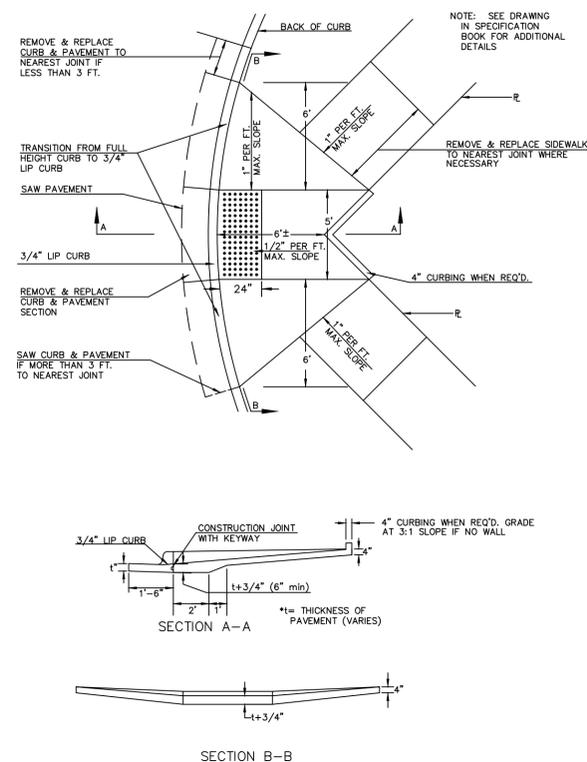
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH MONOLITHIC CURB AND FULL WALK (TYPE B)



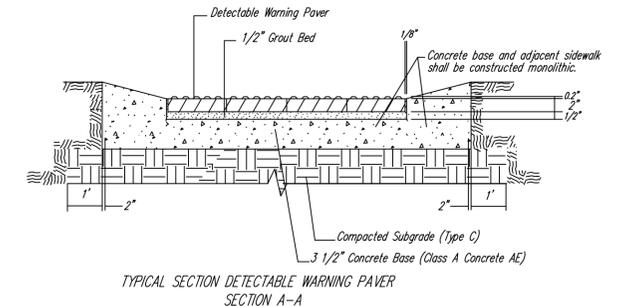
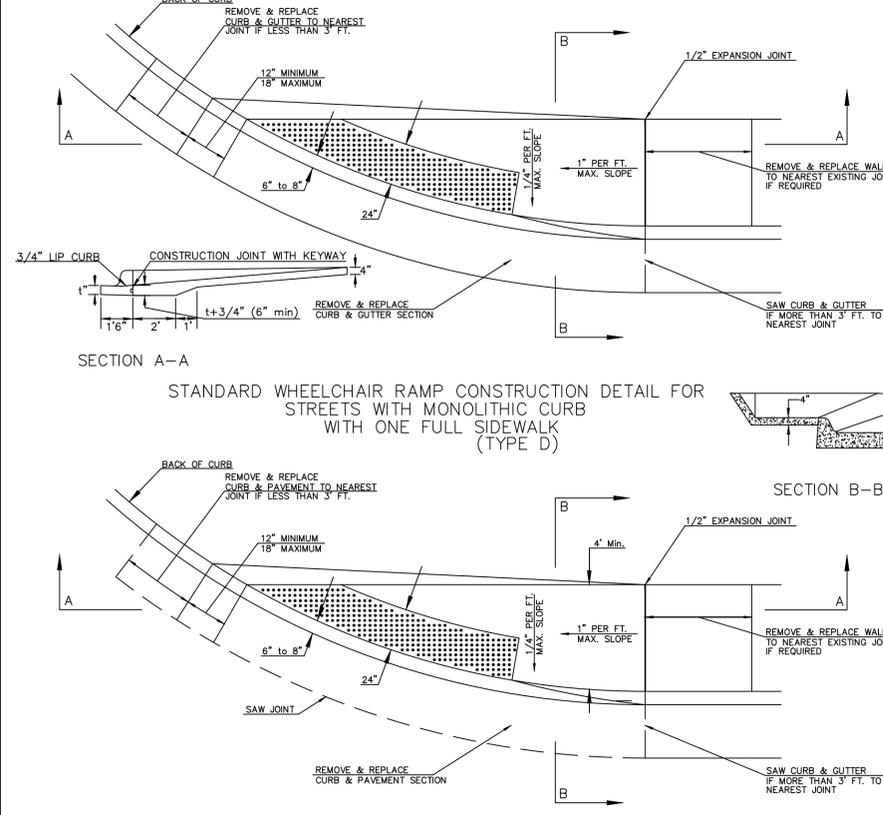
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREET WITH COMBINED CURB AND GUTTER ON RADIUS WITH 6'± FROM BACK OF CURB TO PROPERTY CORNER (TYPE C)



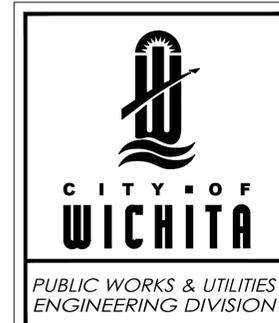
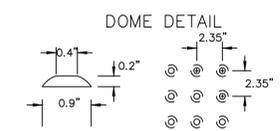
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREET WITH MONOLITHIC CURB ON RADIUS WITH 6'± FROM BACK OF CURB TO PROPERTY CORNER (TYPE C)



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



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



WHEELCHAIR RAMP DETAILS WITH DETECTABLE WARNING		
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 7 23



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 Wichita, KS 67209  
 (316) 264-8008

REV.	DATE	DESCRIPTION	BY



CITY OF WICHITA  
 WICHITA, KANSAS  
 CLEAR CREEK ADDITION  
 PHASE 8  
 PAVING IMPROVEMENTS

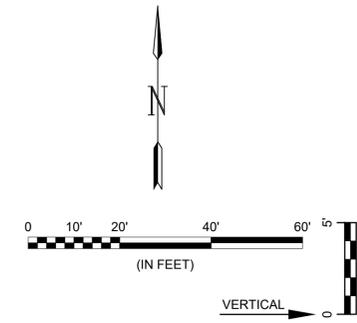
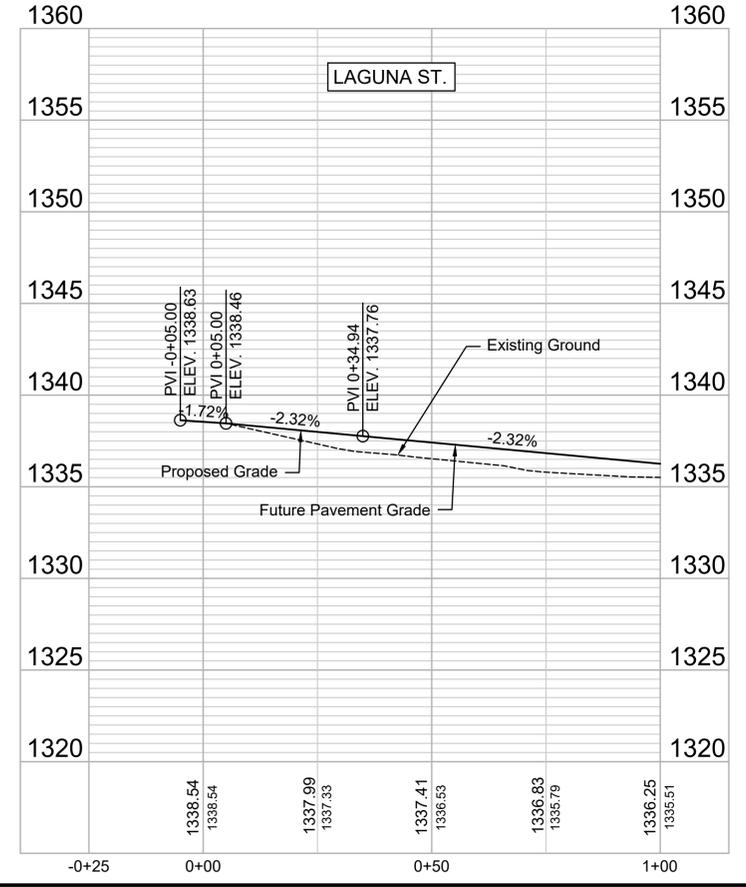
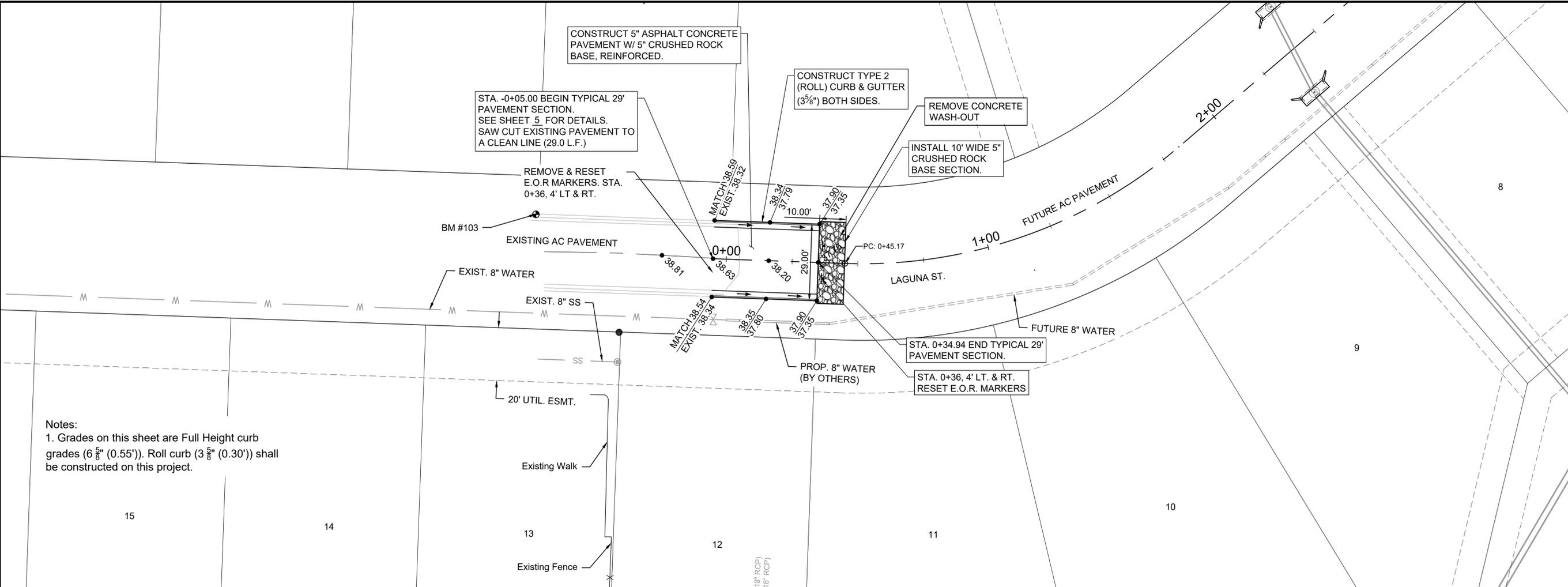
LAGUNA ST  
 P&P (1 OF 3)

JOB NO.: 2402471  
 DATE: JAN. 2026  
 DESIGNED BY: MBA  
 DRAWN BY: MBA

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SHEET NUMBER **8** OF **23**

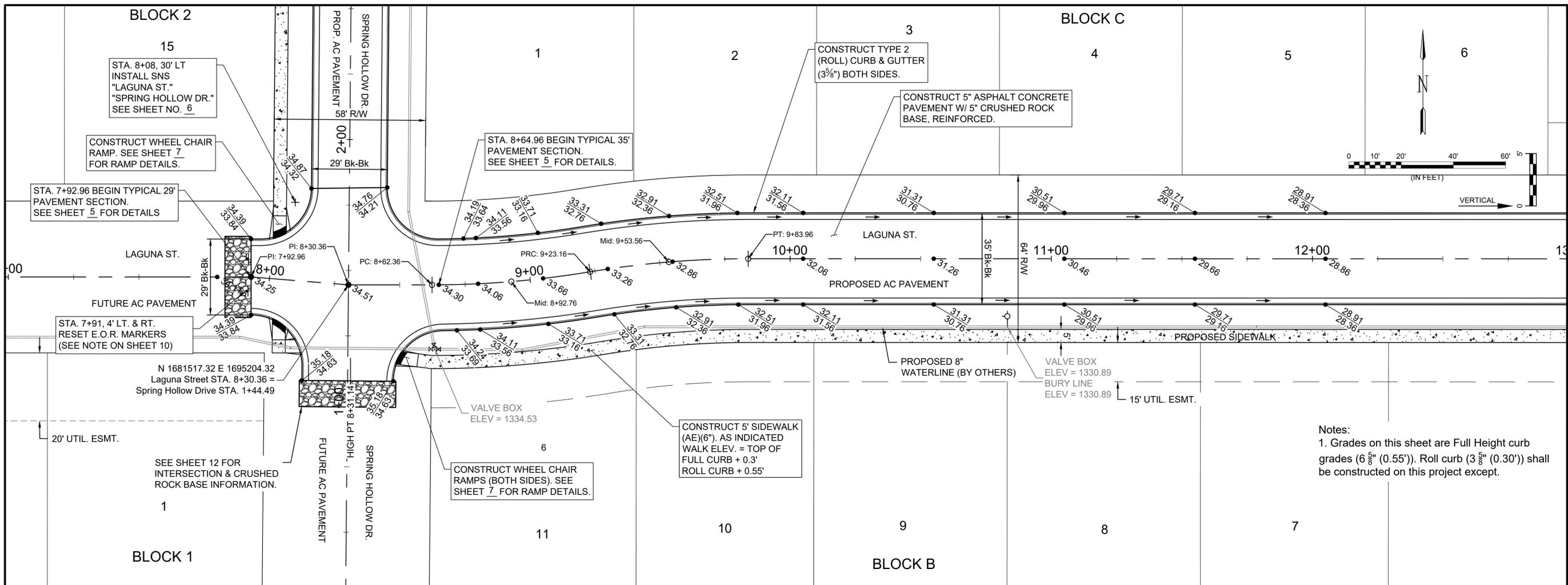


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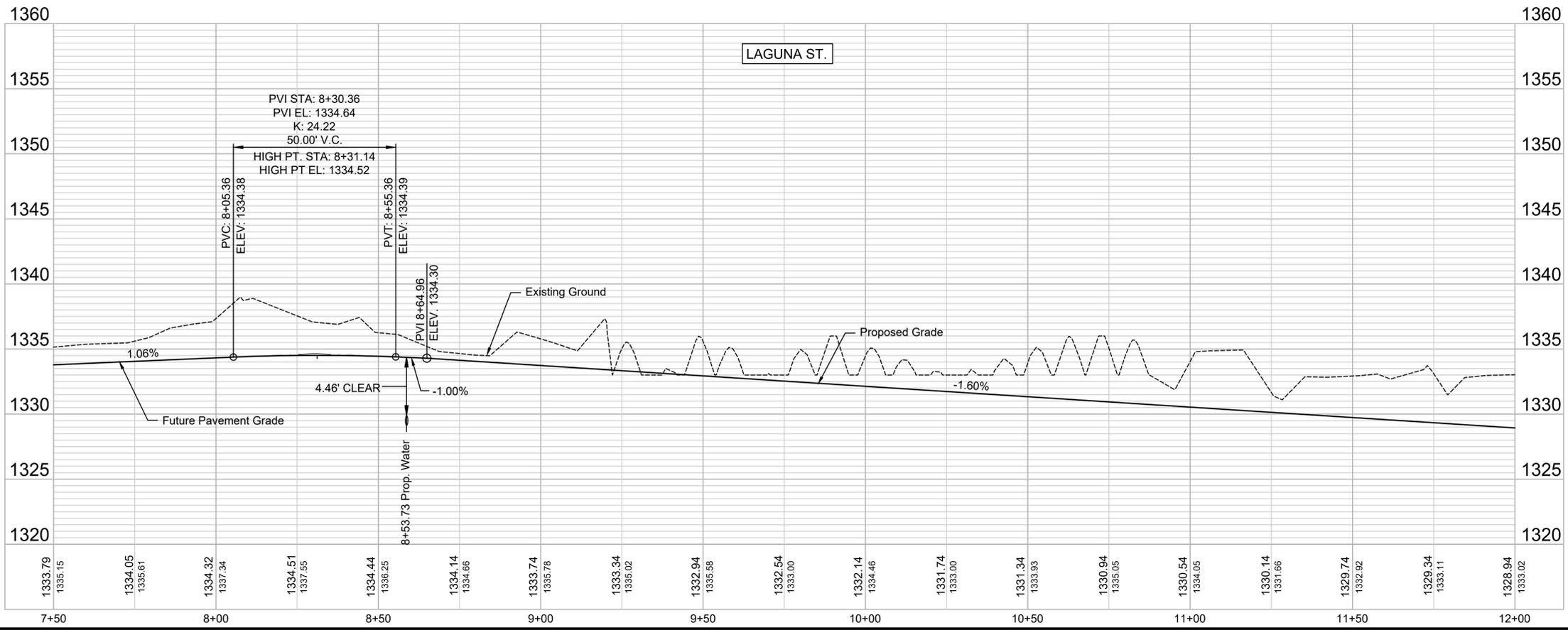


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Notes:  
 1. Grades on this sheet are Full Height curb grades ( $6 \frac{5}{8}$ " (0.55')). Roll curb ( $3 \frac{5}{8}$ " (0.30')) shall be constructed on this project except.



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REV.	DATE	DESCRIPTION	BY



CITY OF WICHITA  
 WICHITA, KANSAS  
 CLEAR CREEK ADDITION  
 PHASE 8  
 PAVING IMPROVEMENTS

LAGUNA ST  
 P&P (2 OF 3)

JOB NO.: 2402471  
 DATE: JAN. 2026  
 DESIGNED BY: .  
 DRAWN BY: .

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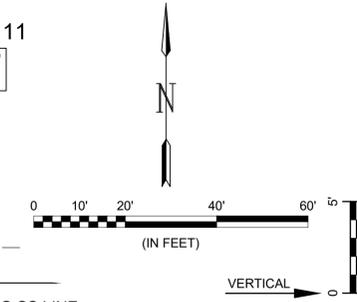
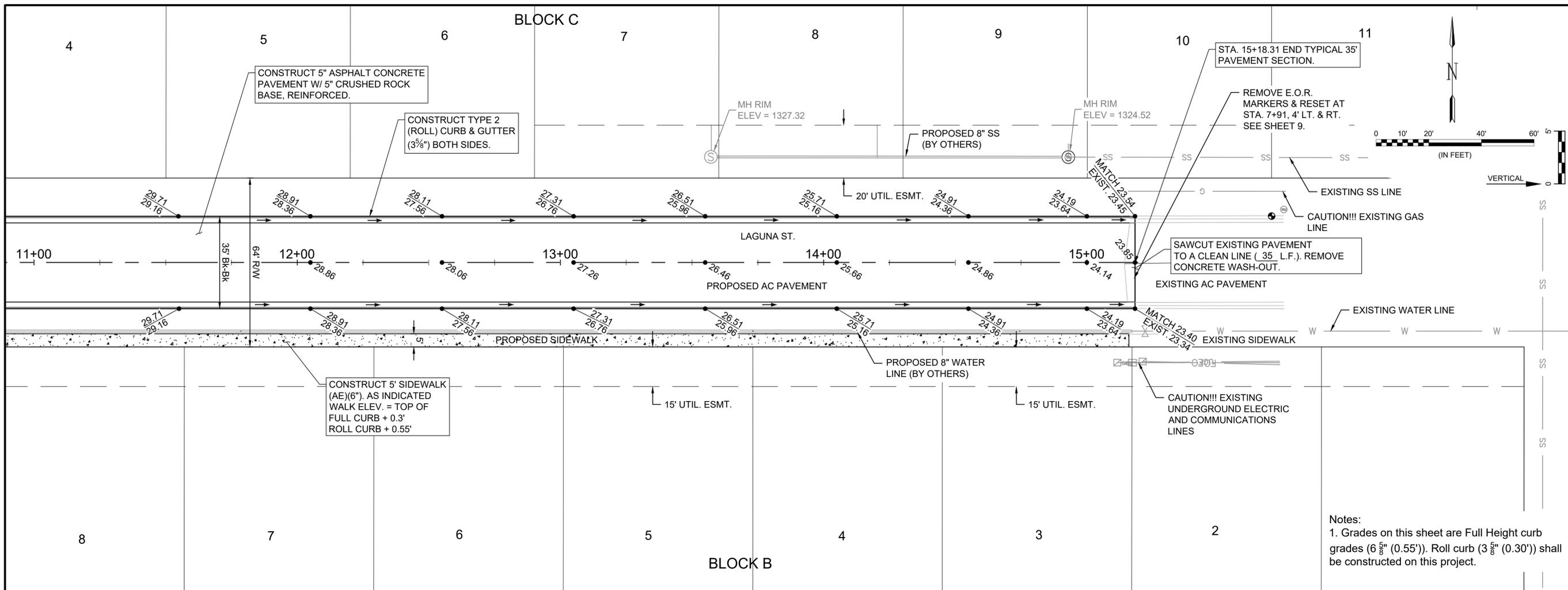
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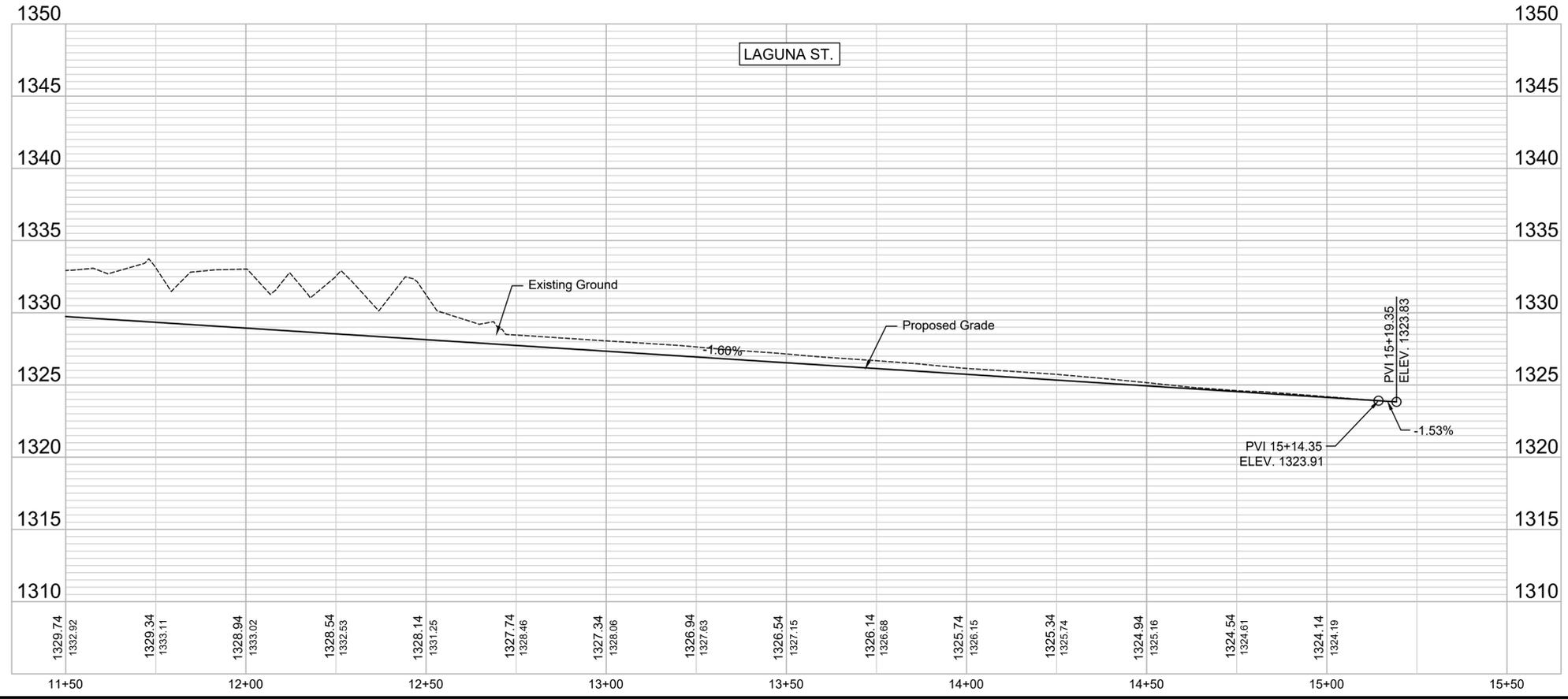


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Notes:  
 1. Grades on this sheet are Full Height curb grades (6 5/8" (0.55')). Roll curb (3 5/8" (0.30')) shall be constructed on this project.



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 Last plotted by: Allen, MalKenzie B Plot Date: 1/8/2026 3:01 PM Plotter used: None Plot Scale: 1:2.5849

REV.	DATE	DESCRIPTION	BY

**CITY OF WICHITA**  
 WICHITA, KANSAS

**CLEAR CREEK ADDITION**  
 PHASE 8  
 PAVING IMPROVEMENTS

**LAGUNA ST**  
**P&P (3 OF 3)**

JOB NO.: 2402471  
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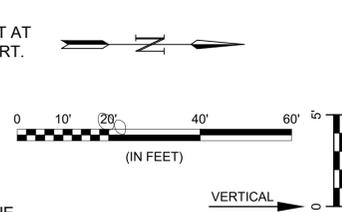
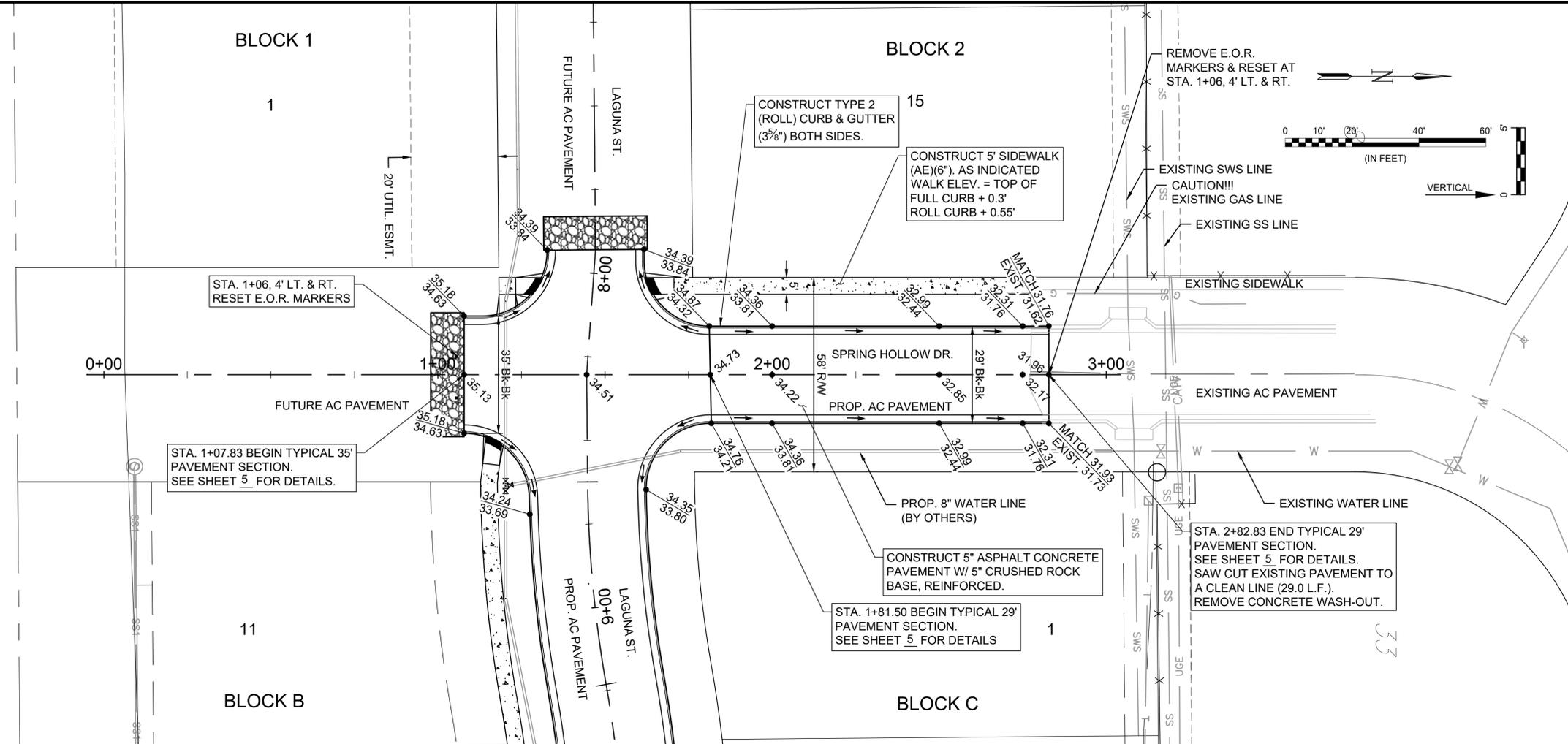
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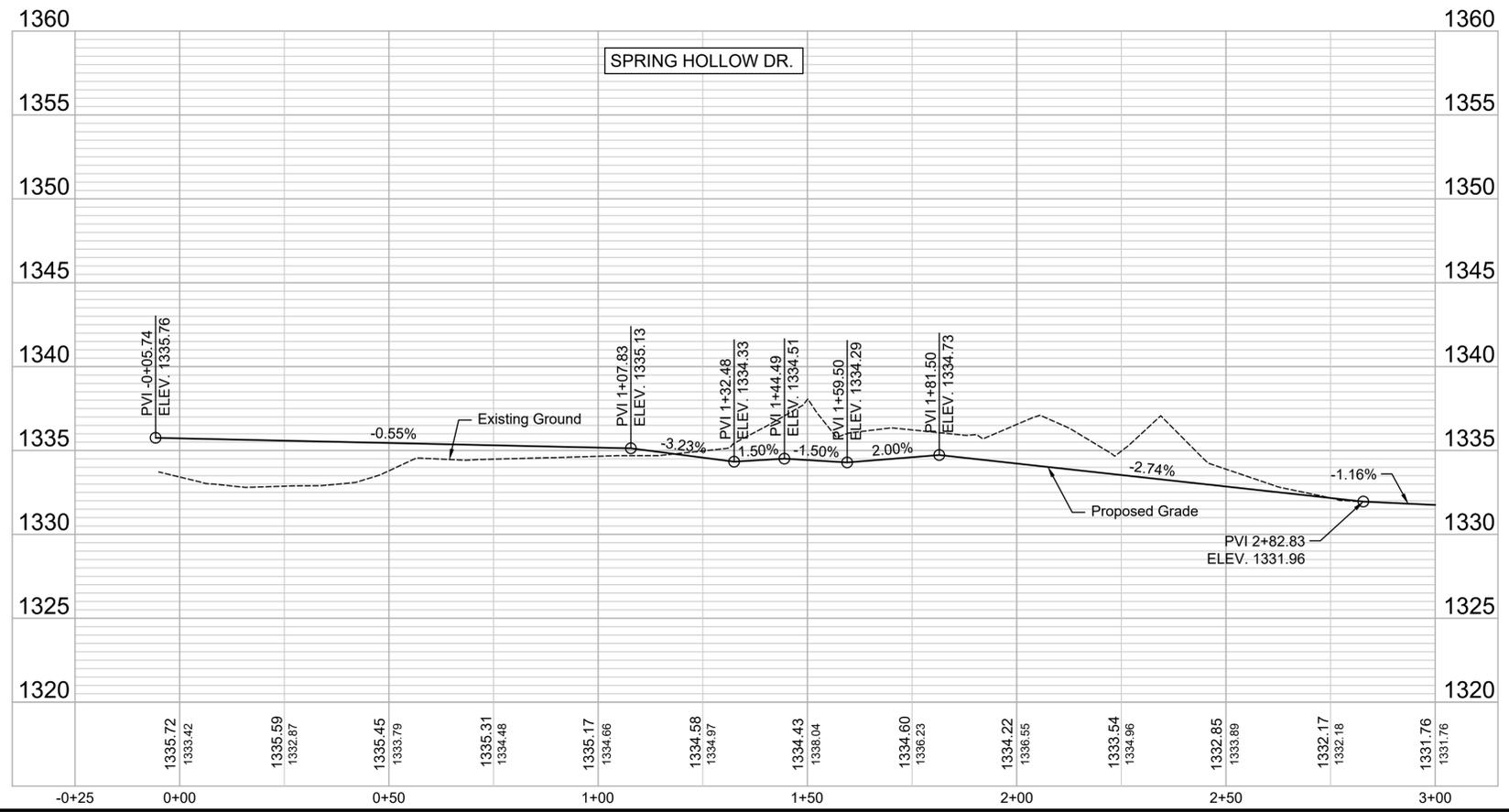


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REV.	DATE	DESCRIPTION



CITY OF WICHITA  
 WICHITA, KANSAS  
 CLEAR CREEK ADDITION  
 PHASE 8  
 PAVING IMPROVEMENTS

SPRING HOLLOW DR.  
 P&P

JOB NO.: 2402471  
 DATE: JAN. 2026  
 DESIGNED BY: .  
 DRAWN BY: .

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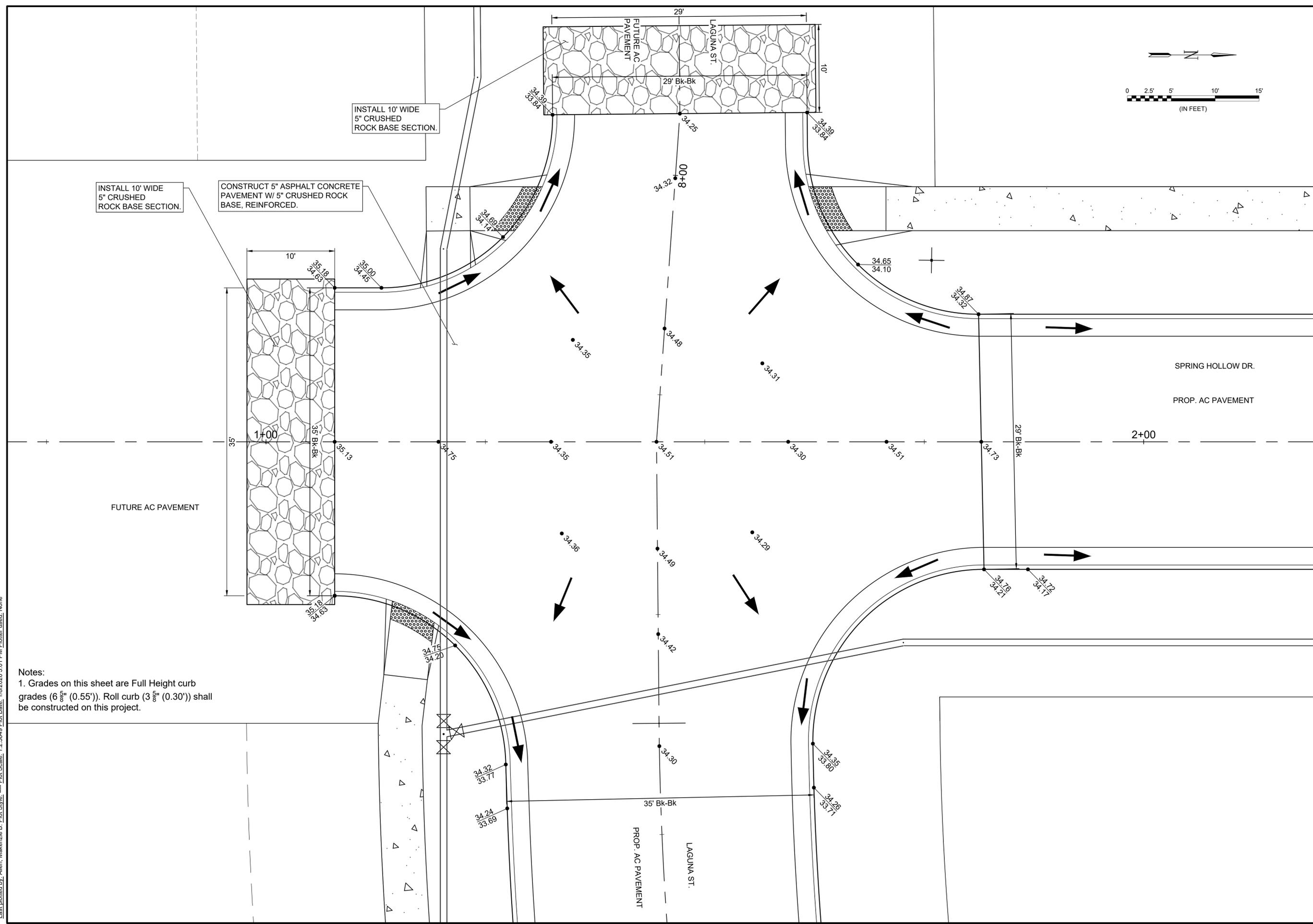
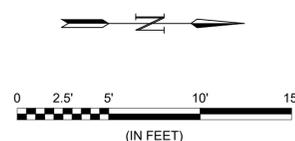
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INSTALL 10' WIDE 5" CRUSHED ROCK BASE SECTION.

CONSTRUCT 5" ASPHALT CONCRETE PAVEMENT W/ 5" CRUSHED ROCK BASE, REINFORCED.

INSTALL 10' WIDE 5" CRUSHED ROCK BASE SECTION.

Notes:  
 1. Grades on this sheet are Full Height curb grades ( $6\frac{5}{8}"$  (0.55')). Roll curb ( $3\frac{5}{8}"$  (0.30')) shall be constructed on this project.

REV.	DATE	DESCRIPTION	BY



CITY OF WICHITA  
 WICHITA, KANSAS  
 CLEAR CREEK ADDITION  
 PHASE 8  
 PAVING IMPROVEMENTS

INTERSECTION DETAIL

JOB NO.: 2402471  
 DATE: JAN. 2026  
 DESIGNED BY: .  
 DRAWN BY: .

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DRAWING NUMBER  
 SHEET NUMBER **12 OF 23**

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REV.	DATE	DESCRIPTION	BY



CITY OF WICHITA  
 WICHITA, KANSAS  
 CLEAR CREEK ADDITION  
 PHASE 8  
 PAVING IMPROVEMENTS

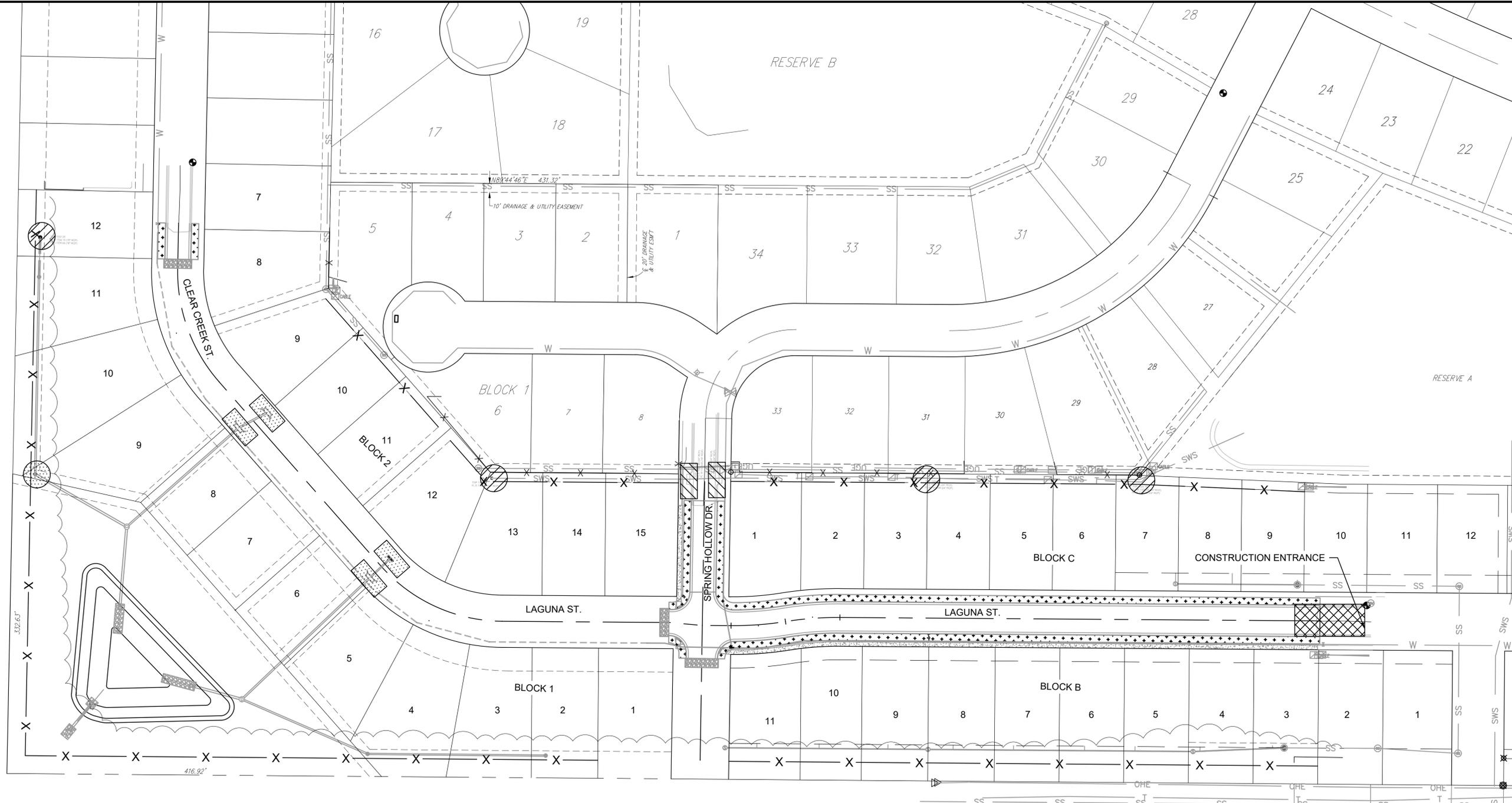
EROSION CONTROL

JOB NO.: 2402471  
 DATE: JAN. 2026  
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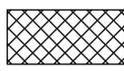
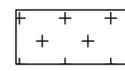
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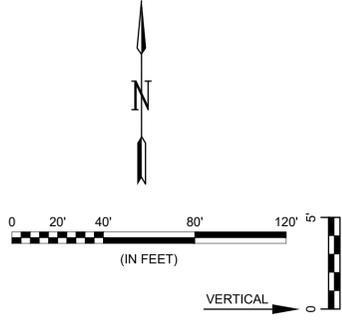
DRAWING NUMBER

SHEET NUMBER **13** OF **23**



LEGEND

-  MAINTAIN CONSTRUCTION ENTRANCE (1 EACH)
-  MAINTAIN SILT FENCE (3,024 LIN. FT.)
-  MAINTAIN INLET PROTECTION (2 EACH)
-  MAINTAIN REAR YARD INLET PROTECTION (4 EACH)
-  MAINTAIN INLET PROTECTION (4 EACH)
-  MAINTAIN REAR YARD INLET PROTECTION (1 EACH)
-  INSTALL EROSION CONTROL MAT (CURLEX) (1506 SY)



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CITY OF WICHITA  
 WICHITA, KANSAS

**CLEAR CREEK ADDITION  
 PHASE 8  
 PAVING IMPROVEMENTS**

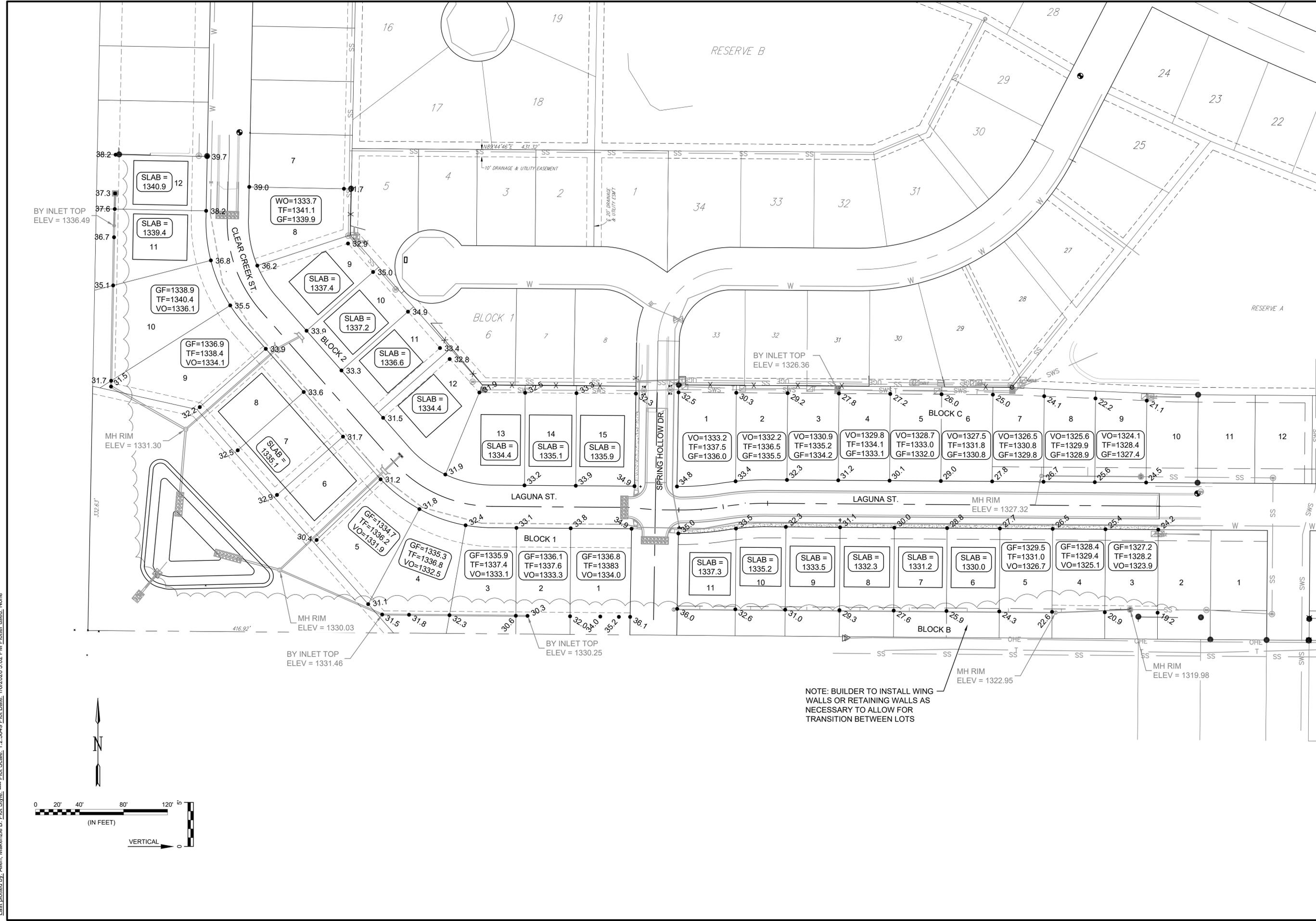
**4 CORNER  
 LOT GRADING  
 PLAN**

JOB NO.: 2402471  
 DATE: February 2025  
 DESIGNED BY: MBA  
 DRAWN BY: MBA

BAR IS ONE INCH ON ORIGINAL DRAWING  
 IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

SHEET NUMBER **14** OF **23**



File: L:\2024\141-2402471 - Clear Creek Phase 8\Drawings\DESIGN\ paving\4 CORNER LOT GRADING PLAN.dwg Last Save: 1/8/2026 2:38 PM Last saved by: MBA  
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12			
11			



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**CLEAR CREEK ADDITION  
 PHASE 8  
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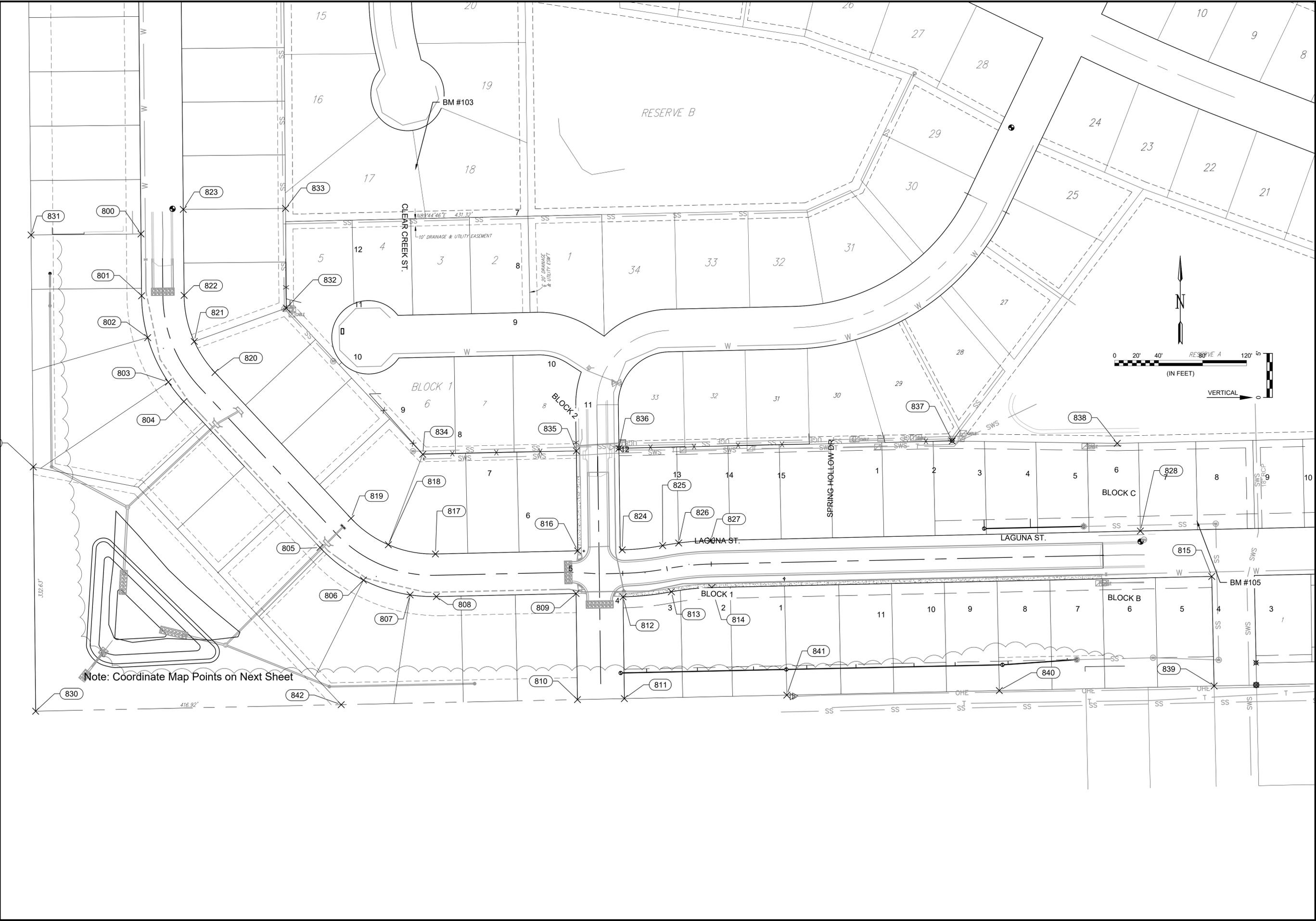
**COORDINATE  
 MAP (1 OF 2)**

JOB NO.: 2402471  
 DATE: February 2025  
 DESIGNED BY: MBA  
 DRAWN BY: MBA

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DRAWING NUMBER

SHEET NUMBER **15 OF 23**



File: L:\2024\11-2402471 - Clear Creek Phase 8\Drawings\DESIGN\PAVING\COORDINATE MAP.dwg, Last Save: 1/8/2026 2:59 PM, Last saved by: MBAllen  
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100	1681539.92	1696658.12	1681347.50	1696463.97	1322.70	BM 100
101	1681770.38	1696484.73	1681577.94	1696290.60	1324.34	BM 101
102	1682124.85	1695766.44	1681932.36	1695572.39	1329.47	BM 102
103	1682014.27	1694622.20	1681821.80	1694428.28	1339.01	BM 103
104	1681396.23	1694594.24	1681203.83	1694400.33	1330.54	BM 104
105	1681561.26	1695942.82	1681368.84	1695748.75	1322.74	BM 105
800	1681980.13	1694579.16	1681787.66	1694385.25	0.00	BLOCK CORNER
801	1681895.91	1694579.98	1681703.45	1694386.07	0.00	PC
802	1681838.90	1694588.29	1681646.45	1694394.38	0.00	PT
803	1681778.43	1694616.49	1681585.98	1694422.58	0.00	PC
804	1681751.85	1694637.65	1681559.41	1694443.73	0.00	PT
805	1681553.24	1694823.32	1681360.82	1694629.39	0.00	PC
806	1681508.83	1694882.65	1681316.42	1694688.71	0.00	PT
807	1681488.66	1694946.25	1681296.24	1694752.30	0.00	PC
808	1681486.39	1694982.13	1681293.97	1694788.18	0.00	PT
809	1681490.61	1695172.67	1681298.20	1694978.69	0.00	BLOCK CORNER
810	1681346.10	1695174.56	1681153.71	1694980.58	0.00	BLOCK CORNER
811	1681347.47	1695238.55	1681155.07	1695044.56	0.00	BLOCK CORNER
812	1681486.03	1695236.73	1681293.61	1695042.74	0.00	BLOCK CORNER
813	1681492.92	1695302.66	1681300.51	1695108.66	0.00	PRC

Point Table						
Point #	Northing	Easting	Grid Northing	Grid Easting	Elevation	Description
814	1681498.71	1695357.82	1681306.30	1695163.82	0.00	PRT
815	1681513.82	1696039.82	1681321.41	1695845.74	0.00	BLOCK CORNER
816	1681548.67	1695174.90	1681356.25	1694980.92	0.00	BLOCK CORNER
817	1681544.37	1694980.85	1681351.95	1694786.89	0.00	PT
818	1681556.96	1694916.60	1681364.54	1694722.65	0.00	PC
819	1681592.85	1694865.69	1681400.42	1694671.75	0.00	PT
820	1681791.46	1694680.01	1681599.02	1694486.09	0.00	PC
821	1681833.70	1694651.84	1681641.25	1694457.92	0.00	MIDPOINT
822	1681896.48	1694637.98	1681704.02	1694444.06	0.00	PT
823	1682013.47	1694636.84	1681821.00	1694442.92	0.00	BLOCK CORNER
824	1681550.02	1695235.60	1681357.60	1695041.62	0.00	BLOCK CORNER
825	1681555.81	1695290.76	1681363.39	1695096.77	0.00	PRT
826	1681559.32	1695312.65	1681366.90	1695118.65	0.00	PRC
827	1681562.70	1695356.40	1681370.27	1695162.40	0.00	PRT
828	1681575.68	1695942.44	1681383.26	1695748.37	0.00	BLOCK CORNER
829	1681662.92	1694432.23	1681470.48	1694238.34	0.00	RESERVE CORNER
830	1681330.30	1694435.46	1681137.91	1694241.57	0.00	RESERVE CORNER
831	1681978.67	1694429.16	1681786.20	1694235.27	0.00	BLOCK CORNER
832	1681879.13	1694777.38	1681686.68	1694583.45	0.00	BLOCK CORNER
833	1682014.83	1694776.31	1681822.36	1694582.38	0.00	BLOCK CORNER

Point Table						
Point #	Northing	Easting	Grid Northing	Grid Easting	Elevation	Description
834	1681680.02	1694963.53	1681487.59	1694769.57	0.00	BLOCK CORNER
835	1681684.67	1695173.12	1681492.23	1694979.14	0.00	BLOCK CORNER
836	1681688.07	1695231.08	1681495.63	1695037.09	0.00	BLOCK CORNER
837	1681698.14	1695685.78	1681505.70	1695491.75	0.00	BLOCK CORNER
838	1681695.01	1695910.91	1681502.58	1695716.84	0.00	BLOCK CORNER
839	1681364.67	1696043.01	1681172.27	1695848.93	0.00	BLOCK CORNER
840	1681358.40	1695750.07	1681166.01	1695556.03	0.00	BLOCK CORNER
841	1681352.21	1695460.14	1681159.81	1695266.13	0.00	BLOCK CORNER
842	1681339.21	1694852.29	1681146.82	1694658.35	0.00	RESERVE CORNER



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CITY OF WICHITA  
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 CLEAR CREEK ADDITION  
 PHASE 8  
 PAVING IMPROVEMENTS

COORDINATE  
 MAP (2 OF 2)

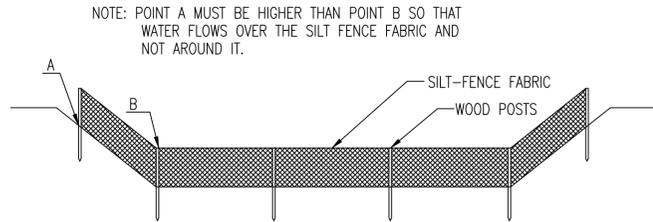
JOB NO.: 2402471  
 DATE: February 2025  
 DESIGNED BY: MBA  
 DRAWN BY: MBA

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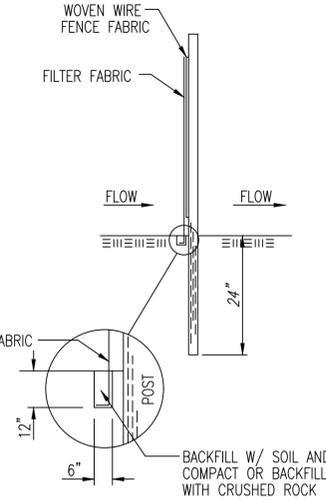
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SHEET  
 NUMBER 16 OF 23

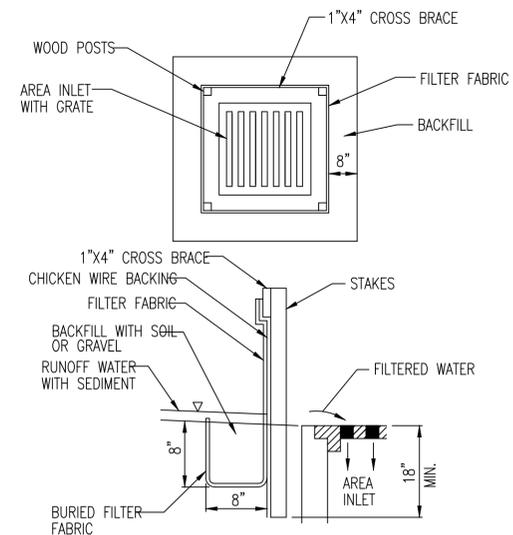
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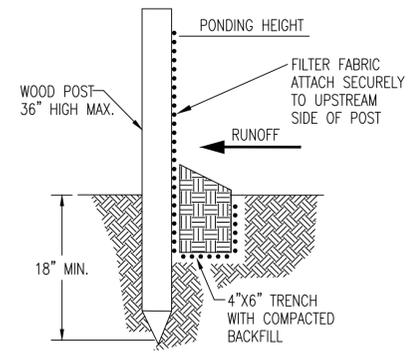
ELEVATION  
SILT FENCE DITCH CHECKS  
(STREAM PROTECTION)



ANCHOR TRENCH DETAIL



SILT FENCE BARRIERS FOR AREA INLETS  
(INLET PROTECTION)



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:**

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

**PROPER INSTALLATION METHOD:**

EXCAVATE A TRENCH PERPENDICULAR TO THE DITCH FLOWLINE THAT IS AT LEAST 12" DEEP BY 6" WIDE. EXTEND THE TRENCH IN A STRAIGHT LINE ALONG THE ENTIRE LENGTH OF THE PROPOSED DITCH CHECK. PLACE THE SOIL ON THE UPSTREAM SIDE OF THE TRENCH FOR LATER USE. ROLL OUT A CONTINUOUS LENGTH OF SILT FENCE FABRIC ON THE DOWNSLOPE 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 UPSLOPE SIDE 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 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 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 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?

**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 RESTRICTED 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?

**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:

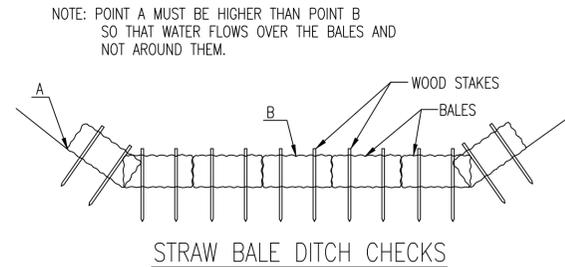
- ARE THERE ANY POINTS ALONG THE SLOPE BARRIER WHERE WATER IS CONCENTRATING?
- DOES WATER FLOW UNDER THE SLOPE BARRIER?
- DO THE SILT FENCES SAG EXCESSIVELY?
- HAS THE SILT FENCE TORN OR BECOME DETACHED FROM THE POSTS?
- DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE SLOPE BARRIER?



SILT FENCE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER 2402471	OCA NUMBER .	DATE 11/2010
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET <b>17</b> <b>23</b>





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

**PROPER INSTALLATION METHOD:**

EXCAVATE A TRENCH PERPENDICULAR TO THE DITCH FLOWLINE THAT IS 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.

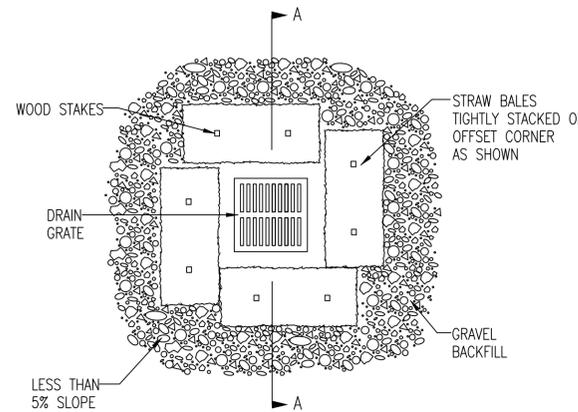
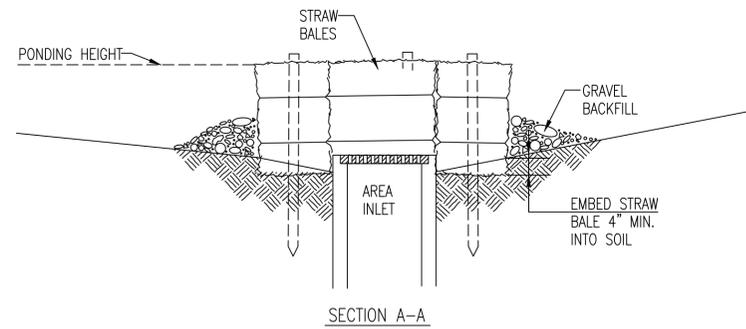
DO NOT ALLOW WATER TO FLOW AROUND THE DITCH CHECK. MAKE SURE THAT THE DITCH CHECK IS LONG ENOUGH SO THAT THE GROUND LEVEL AT THE ENDS OF THE CHECK IS HIGHER THAN THE TOP OF THE LOWEST CENTER BALE.

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?



**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.

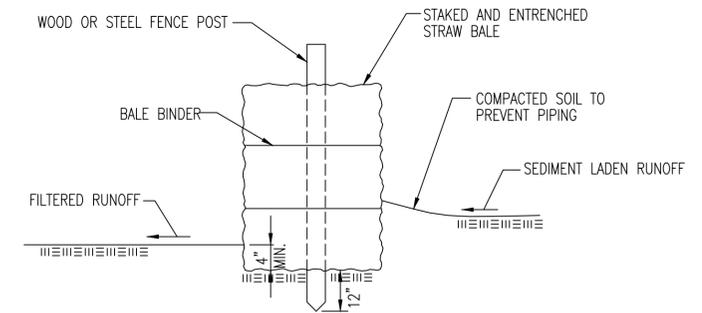
**LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:**

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?



**CITY OF WICHITA**  
PUBLIC WORKS & UTILITIES  
ENGINEERING DIVISION

**STRAW BALE DITCH CHECK AND BARRIER DETAILS**

CITY ENGINEER  
**GARY JANZEN, P.E.**

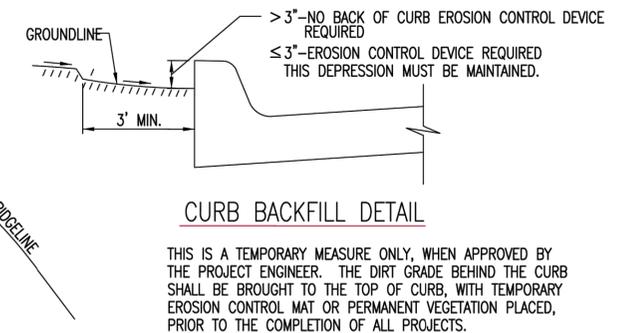
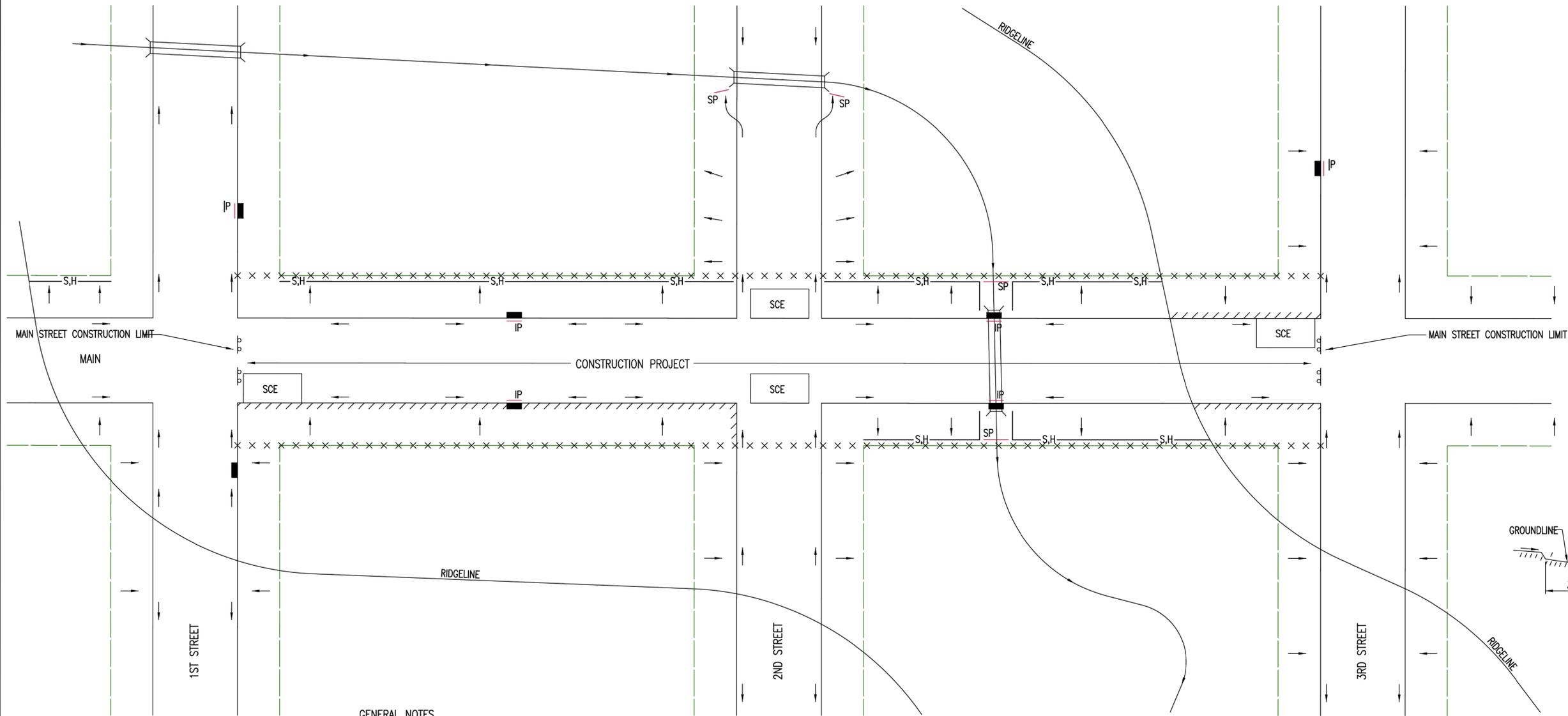
PROJECT NUMBER 2402471	OCA NUMBER .	DATE 11/2010
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WICHITA, KANSAS 67202-1620  
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SHEET  
**18**  
**23**

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.



LEGEND

- R-0-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

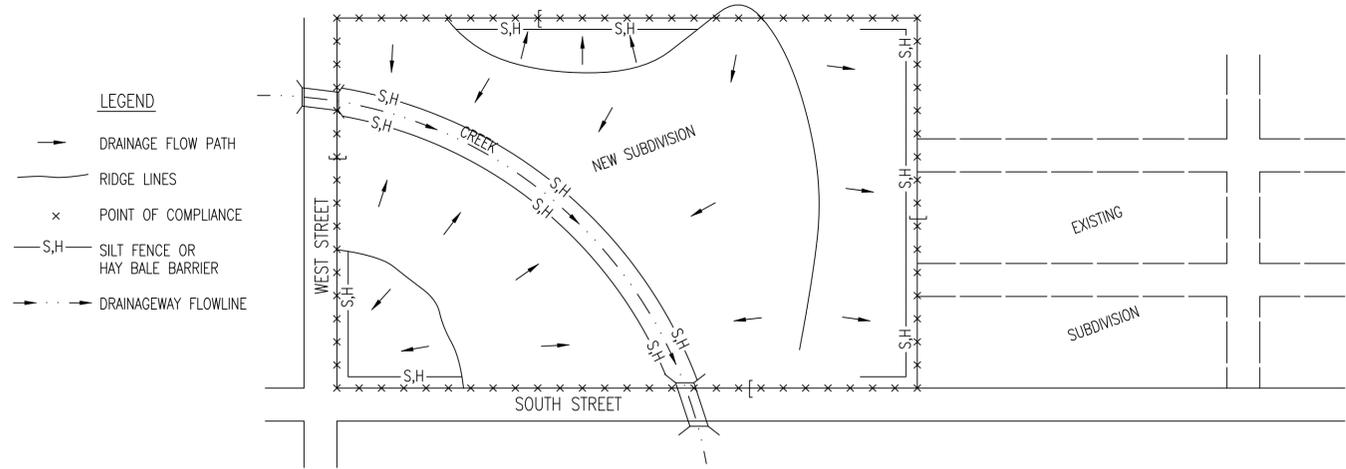
1. THE INTENT OF ALL EROSION CONTROL DEVICES IS TO KEEP ALL SEDIMENT CONFINED TO THE CONSTRUCTION SITE, AND OUT OF ALL UNDERGROUND PIPES, DITCHES, LAKES, AND OTHER DRAINAGE FACILITIES, AND OFF OF STREETS.
2. THE POINT OF COMPLIANCE IS GENERALLY THE RIGHT-OF-WAY LINES WITHIN THE LIMITS OF CONSTRUCTION.
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 CONTRACTOR 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)



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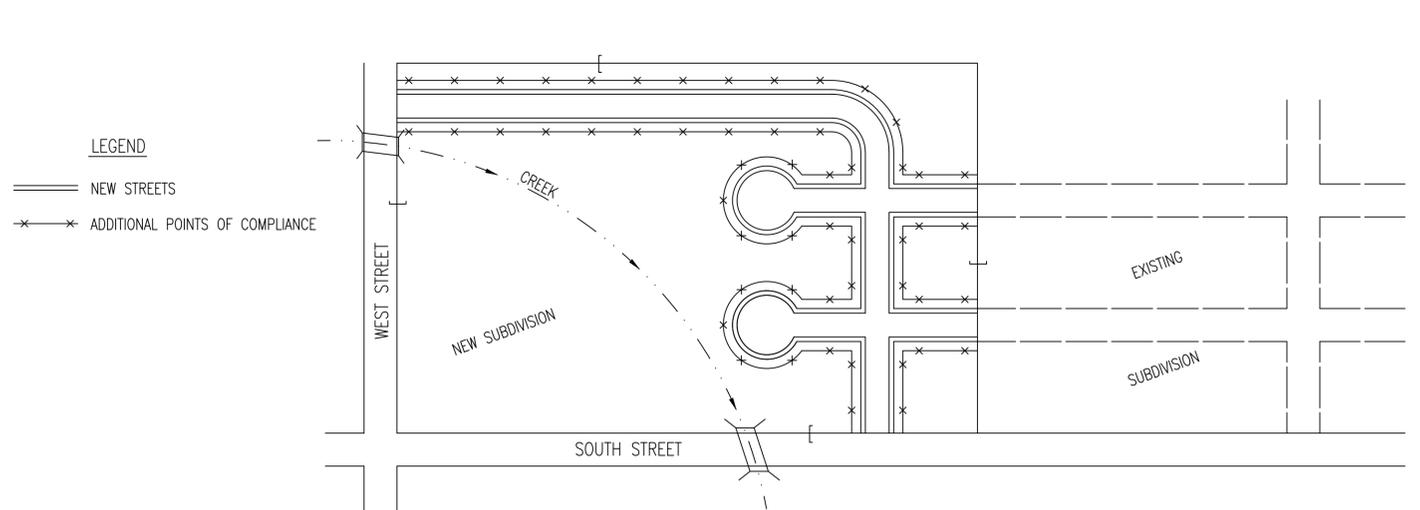
 <p><b>CITY OF WICHITA</b> PUBLIC WORKS &amp; UTILITIES ENGINEERING DIVISION</p>		<p><i>STREET IMPROVEMENT PROJECTS</i></p> <p>CITY ENGINEER <b>GARY JANZEN, P.E.</b></p>	
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PHASE 1 – INITIAL EARTHWORK AND UTILITIES (EXCEPT STORM SEWER)



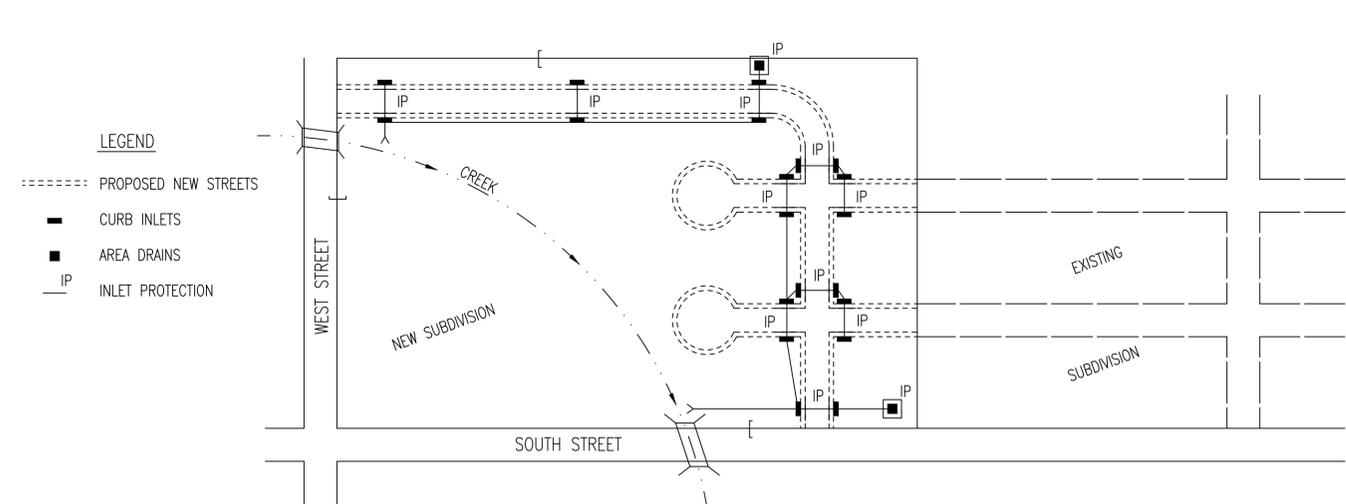
- DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM THE SITE. SHOULD LAKES BE CONSTRUCTED WITHIN THE SUBDIVISION THAT WILL DISCHARGE DURING STORMS, THEY ARE ALSO A POINT OF COMPLIANCE.
- 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.
- 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.
- ANY MUD TRACKED ONTO ADJACENT STREETS WILL BE REMOVED WITHIN 48 HOURS OR BY FRIDAY AT 6:00 PM, WHICHEVER IS EARLIER.
- 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.
- UTILIZE STABILIZED CONSTRUCTION ENTRANCE AT ENTRANCE AND EXIT ONTO ANY EXISTING PUBLIC STREETS.
- 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.
- WITHIN 14 DAYS OF COMPLETION OF EARTHWORK ACTIVITIES IN ANY GIVEN AREA, THAT AREA SHALL BE TEMPORARILY OR PERMANENTLY SEEDED AND MULCHED.

PHASE 3 – STREET CONSTRUCTION



- 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.
- CURB OPENING INLET PROTECTION:
  - SUMP AREAS – INLET PROTECTION SHALL BE PROVIDED WHEN STREET SUBGRADE WORK IS COMPLETED.
  - NON-SUMP LOCATIONS – PROVIDE INLET PROTECTION AS SOON AS BASE COURSE ASPHALT IS INSTALLED, BEFORE THE SURFACE COURSE LIFT.
- 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.
- SEE DETAIL SHEET FOR BACK OF CURB PROTECTION.
- 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.
- THE STREET CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING BACK OF CURB EROSION CONTROL DEVICES.
- THE INDIVIDUAL LOT OWNERS WILL BE RESPONSIBLE FOR MAINTAINING THE BACK OF CURB EROSION CONTROL DEVICES IN FRONT OF THEIR LOTS UNTIL SUCH TIME AS ADJACENT DISTURBED EARTH IS STABILIZED WITH GRASS OR SOD.

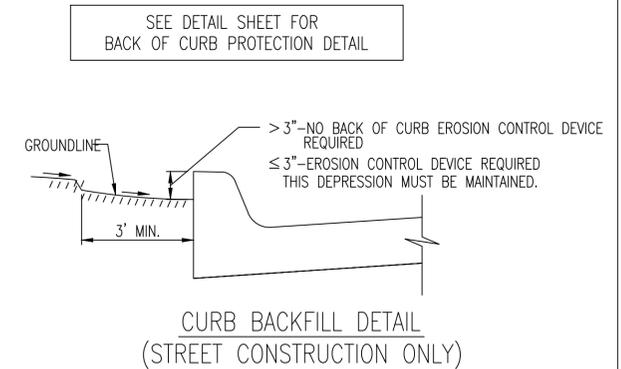
PHASE 2 – INSTALLATION OF STORM SEWER



- DURING THIS PHASE OF SUBDIVISION DEVELOPMENT, ALL EROSION CONTROL DEVICES REQUIRED IN PHASE 1 SHALL REMAIN IN PLACE AND BE MAINTAINED.
- AS NEW STORM SEWERS, WITH INLETS, ARE INSTALLED, THE STORM SEWERS MUST NOW BE PROTECTED SO ALL NEW INLETS BECOME POINTS OF COMPLIANCE.
- AREA DRAINS – AS SOON AS WATER CAN FLOW INTO THESE DRAINS, HAY BALE OR SILT FENCE PROTECTION WILL BE INSTALLED AROUND THEM.
- 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.
- THE STORM SEWER CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING THESE DEVICES.
- THE SUBDIVISION DEVELOPER WILL MAINTAIN THESE EROSION CONTROL DEVICES ONCE INSTALLED.
- 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.
- ONCE ALL DISTURBED GROUND DRAINING TO AN INLET HAS BEEN RESTABILIZED WITH GRASS OR SOD, THE SUBDIVISION DEVELOPER WILL BE RESPONSIBLE FOR PERMANENTLY REMOVING THE INLET PROTECTION.

GENERAL NOTES

- 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.
- 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.
- 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.
- PERSONS DESTROYING EROSION CONTROL DEVICES SHALL BE RESPONSIBLE FOR IMMEDIATELY REPAIRING THEM OR INSTALLING SUITABLE REPLACEMENT DEVICES.
- 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.
- 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.
- 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.
- 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.
- 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.

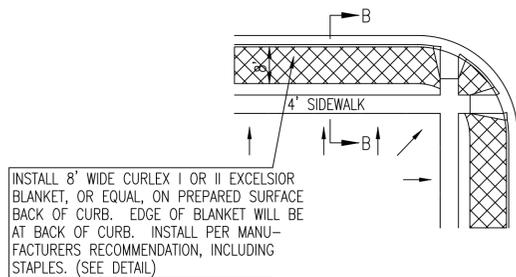
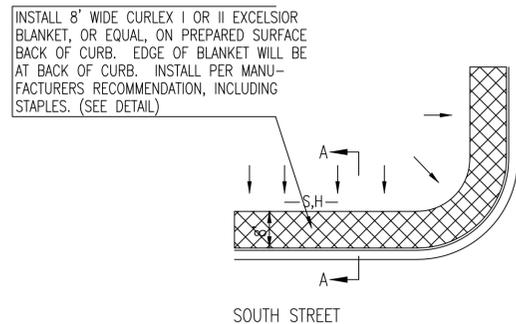
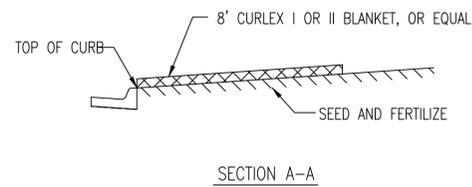
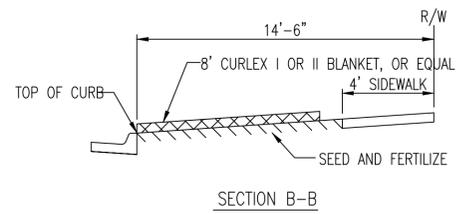


THIS IS A TEMPORARY MEASURE ONLY, WHEN APPROVED BY THE PROJECT ENGINEER. THE DIRT GRADE BEHIND THE CURB SHALL BE BROUGHT TO THE TOP OF CURB, WITH TEMPORARY EROSION CONTROL MAT OR PERMANENT VEGETATION PLACED, PRIOR TO THE COMPLETION OF ALL PROJECTS.



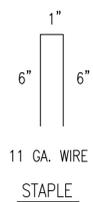
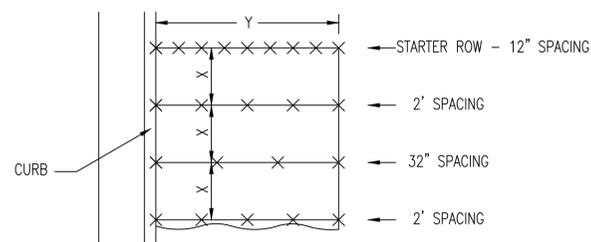
**CITY OF WICHITA**  
PUBLIC WORKS & UTILITIES  
ENGINEERING DIVISION

SUBDIVISION DEVELOPMENT PROCESS		
CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER 2402471	OCA NUMBER .	DATE 08/2012
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 20 23



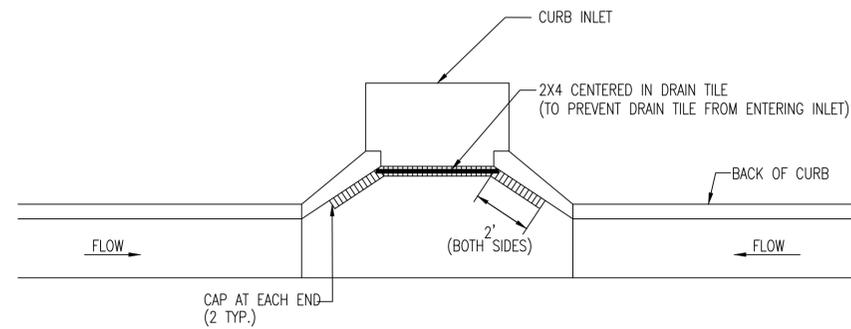
- GENERAL NOTES**
- EXCELSIOR MAT TO BE INSTALLED WHEN SOD IS NOT SPECIFIED ON PROJECT.
  - EXCELSIOR BLANKET TO BE INSTALLED OVER SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS.
  - AFTER INSTALLATION OF EXCELSIOR BLANKET, AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE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

**BACK OF CURB PROTECTION DETAIL**



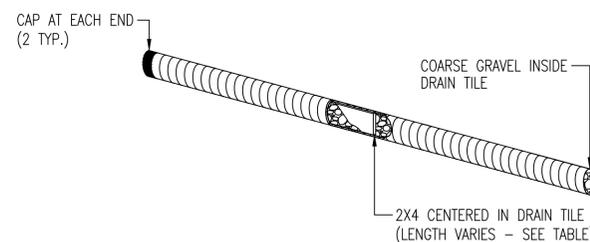
STAPLE PATTERN  
 NOTES: USE 6" SEAM OVERLAP  
 (X & Y = RECOMMENDED BY MANUFACTURE)

**DETAILS FOR APPROVED EROSION CONTROL MAT**

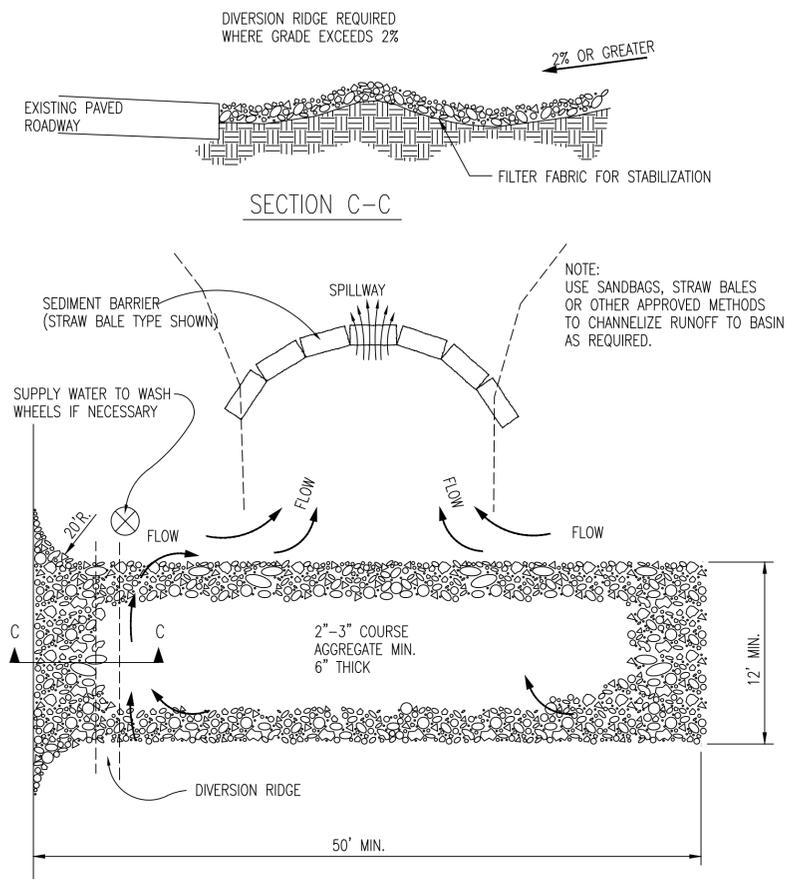


NOTE:  
 PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

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



**STABILIZED CONSTRUCTION ENTRANCE**

- GENERAL NOTES**
- 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.
  - WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
  - 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.
  - 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



**BACK OF CURB PROTECTION, CURB INLET PROTECTION AND CONSTRUCTION ENTRANCE**

CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER 2402471	OCA NUMBER .	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET <b>21</b> 23

# CLEAR CREEK 3RD ADDITION

Being a replat of part of Clear Creek Addition and part of Clear Creek 2nd Addition, Wichita, Sedgwick County, Kansas

State of Kansas)  
SS  
Sedgwick County)

We, Garver, LLC, Land Surveyors in aforesaid county and state, do hereby certify that, under the supervision of the undersigned, we have surveyed and platted "CLEAR CREEK 3RD ADDITION", Wichita, Sedgwick County, Kansas, and that the accompanying plat is a true and correct exhibit of the property surveyed, described as follows:

A replat of part of Clear Creek Circle, Lots 1-5 and Lots 9-13, Block 3; Lots 3 and 4, Block 10, Clear Creek Addition, Wichita, Sedgwick County, Kansas; Part of Reserve "A", Laguna Street, Clear Creek Street, Lots 9-15, Block 1 and Lots 1-10, Block 2, Clear Creek 2nd Addition, Wichita, Sedgwick County, Kansas, being more particularly described as follows:

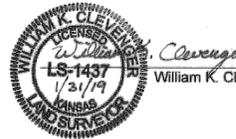
That part of Clear Creek Addition and Clear Creek 2nd Addition, Wichita, Sedgwick County, Kansas, described as beginning at the southwest corner of Clear Creek Circle and Watson Street in said Clear Creek Addition; thence N89°34'19"W along the south right of way of extended Watson Street, 166.37 feet to the point of curvature of a curve to the right, said curve having a radius of 1954.97 feet, an arc length of 31.94 feet, chord bearing S89°06'14"E, a distance of 31.93 feet; thence easterly along said curve, 31.94 feet to the northwest corner of Lot 14, Block 3, in said Clear Creek Addition; thence S00°33'46"W along the west line of said Lot 14 and extended, 578.77 feet to the westerly most southwest corner of Lot 5, Block 1, in said Clear Creek 2nd Addition; thence S42°03'24"E along the southwest line of said Lot 5 and extended, 272.57 feet to the southwest corner of Lot 6, Block 1, in said Clear Creek 2nd Addition; thence N89°44'46"E along the south line of said Lot 16 and extended, 209.64 feet to the southeast corner of Lot 8, Block 1, in said Clear Creek 2nd Addition, said corner being on the east line of said addition; thence S00°15'47"W along the east line of said Clear Creek 2nd Addition, 136.01 feet to the northwest corner of Laguna Street and Spring Hollow Drive as platted in said Clear Creek 2nd Addition; thence S89°44'46"W along the south line of said Laguna Street, 3.00 feet to a point of intersection on the east line of said Clear Creek 2nd Addition; thence S00°15'47"W along the east line of said Clear Creek 2nd Addition, 202.52 feet to the southeast corner of said Clear Creek 2nd Addition; thence S89°47'27"W along the south line of said Clear Creek 2nd Addition, 322.34 feet to the southeast corner of Reserve "A", in said Clear Creek 2nd Addition; thence N42°03'24"W along the northeast line of said Reserve "A", 405.44 feet to the northeast corner of said Reserve "A", in said Clear Creek 2nd Addition; thence N78°06'06"W along the north line of said Reserve "A", 145.80 feet to the northwest corner of said Reserve "A"; thence N00°27'30"W along the west line of said Clear Creek 2nd Addition, 1053.91 feet to the southwest corner of Lot 2, Block 10, in said Clear Creek Addition; thence N89°44'46"E along the south line of said Lot 2, 150.00 feet to the southeast corner of said Lot 2; thence S00°27'25"W along the west line of Clear Creek Street as platted in said Clear Creek Addition and extended, 264.00 feet to the place of beginning.

All public easements and dedications are hereby vacated by virtue of K.S.A. 12-512b, as amended.

Garver, LLC

Land Surveyor

William K. Clevenger, PS #1437



Know all men by these presents that we, the undersigned, have caused the land described in the surveyor's certificate to be platted into Lots, Blocks and Streets, to be known as "CLEAR CREEK 3RD ADDITION", Wichita, Sedgwick County, Kansas. The utility easements are hereby granted as indicated 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 drainage & utility easements are hereby granted to the public 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. A Minimum Pad Elevation for lowest openings is shown on a table on the face of this plat. A master drainage plan has been developed for this plat. All drainage easements, rights of way 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.

Clint Miller Properties, Inc.  
President  
Clint Miller

State of Kansas)  
SS  
Sedgwick County)

The foregoing instrument acknowledged before me, this 25 day of February, 2019, by Clint Miller, President, on behalf of Clint Miller Properties, Inc.

Jessica L. Woolsey, Notary Public

My appointment expires 1/14/20



We the undersigned, holders of a mortgage on a portion of the above described property, do hereby consent to this plat of "CLEAR CREEK 3RD ADDITION" Wichita, Sedgwick County, Kansas.

Garden Plain State Bank  
President  
Patrick S. Walden

State of Kansas)  
SS  
Sedgwick County)

The foregoing instrument acknowledged before me, this 28 day of February, 2019, by Patrick S. Walden, President, on behalf of Garden Plain State Bank.

Ashley Colson, Notary Public

My appointment expires 02/20/2021



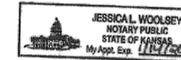
Clear Creek Development, Inc.  
President  
Stephen G. Miller

State of Kansas)  
SS  
Sedgwick County)

The foregoing instrument acknowledged before me, this 6th day of March, 2019, by Stephen G. Miller, President, on behalf of Clear Creek Development, Inc.

Jessica L. Woolsey, Notary Public

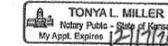
My appointment expires 1/14/20



We the undersigned, holders of a mortgage on a portion of the above described property, do hereby consent to this plat of "CLEAR CREEK 3RD ADDITION" Wichita, Sedgwick County, Kansas.

RCB Bank  
Market President  
Jadd C. Munn

State of Kansas)  
SS  
Sedgwick County)



The foregoing instrument acknowledged before me this 27th day of Feb. 2019, by Jadd C. Munn, Market President, on behalf of RCB Bank.

Tonya L. Miller, Notary Public

My appointment expires 12/17/20

This plat of "CLEAR CREEK 3RD ADDITION", Wichita, Sedgwick County, Kansas, has been submitted to and approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Kansas.

Dated this \_\_\_ day of \_\_\_, 2018.

Wichita-Sedgwick County Metropolitan Area Planning Commission

Chair  
Cindy Miles  
Secretary  
Dale Miller

This plat approved and all dedications shown hereon accepted by the City Council of the City of Wichita, Kansas, this \_\_\_ day of \_\_\_, 2019.

At the Direction of the City Council  
Mayor  
Jeff Longwell  
City Clerk  
Karen Sublett

Reviewed in accordance with K.S.A. 58-2005 on this \_\_\_ day of \_\_\_, 2019.

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

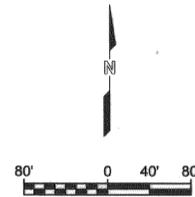
Entered on transfer record this \_\_\_ day of \_\_\_, 2019.

County Clerk  
Kelly B. Arnold

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. Deeds, this \_\_\_ day of \_\_\_, 2019, at \_\_\_ o'clock \_\_\_ M, and is duly recorded.

Register of Deeds  
Tonya Buckingham  
Deputy  
Kenly Zehring



BENCHMARK: CHISELED SQUARE ON THE TOP OF CURB AT THE SOUTH CURB RETURN AT THE SOUTHWEST CORNER OF E. MORRIS ST. AND E. WATSON ST. ELEVATION = 1330.36 (NAVD88)

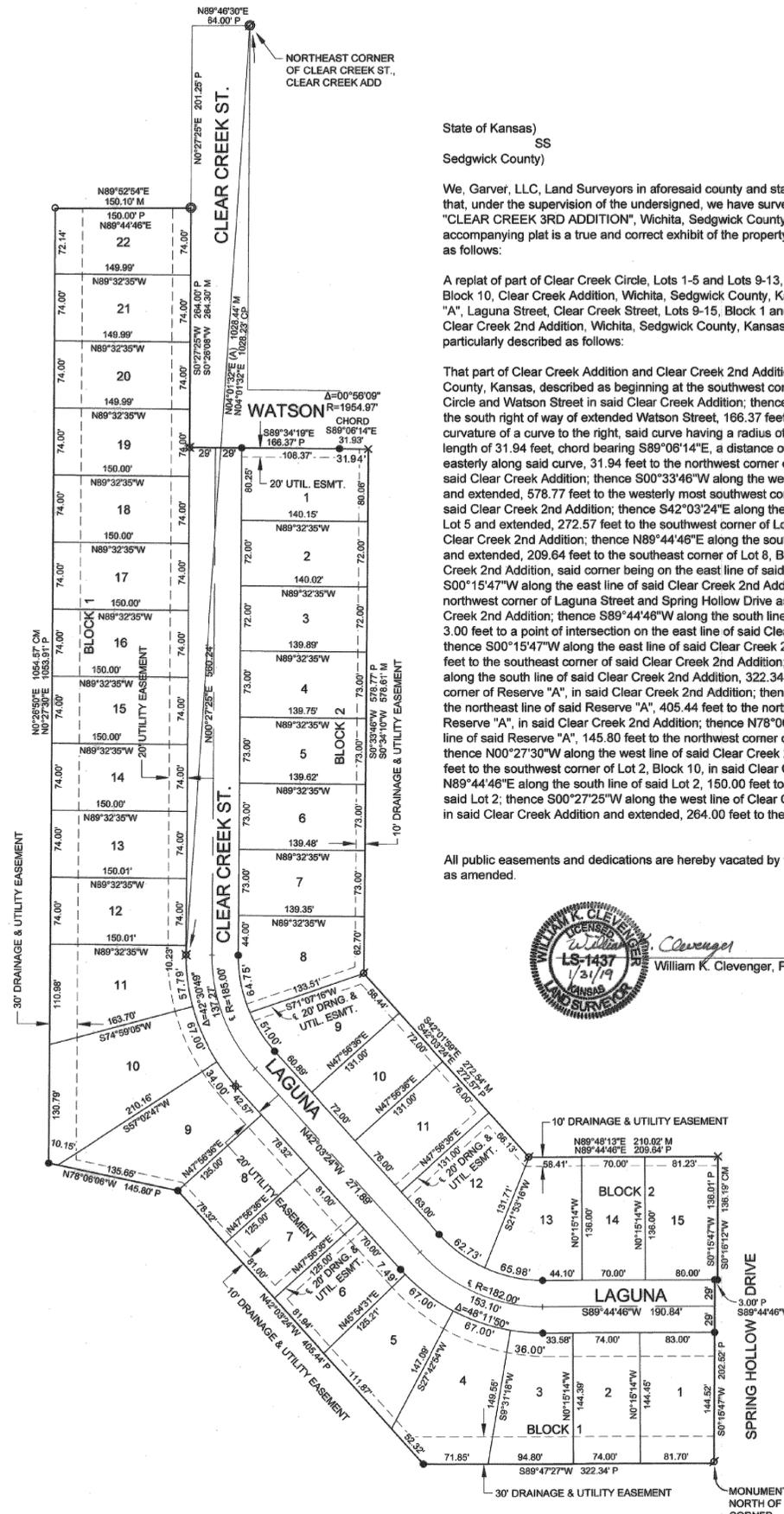
(A) = Assumed Basis of Bearing  
P = Platted (Clear Creek Add and Clear Creek 2nd Add)  
M = Measured  
C = Calculated  
D = Described  
CM = Calculated from Measured

**SURVEY MARKER LEGEND**

- X CHISELED CROSS (FOUND - ORIGIN UNKNOWN)
- 1/2" REBAR W/CAP (FOUND - ORIGIN UNKNOWN)
- 1/2" REBAR W/SAVOY CAP (FOUND)
- 1/2" REBAR W/BAUGHMAN CAP (FOUND)
- 1/2" REBAR W/RUGGLES & BOHM CAP (FOUND)
- 5/8" REBAR W/RUGGLES & BOHM CAP (FOUND)
- 5/8" REBAR W/GARVER CAP (SET)

MINIMUM BUILDING PAD ELEVATION FOR LOWEST OPENING INTO STRUCTURES		
BLOCK	LOT NO.	ELEVATION (NAVD88)
1	4, 5, 6, 7, 8, 9, 10	1331.0

PARCEL	SQ. FT.	PARCEL	SQ. FT.
LOT 1, BLOCK 1	11898	LOT 20, BLOCK 1	11099
LOT 2, BLOCK 1	10687	LOT 21, BLOCK 1	11069
LOT 3, BLOCK 1	11927	LOT 22, BLOCK 1	10960
LOT 4, BLOCK 1	14487	LOT 1, BLOCK 2	11256
LOT 5, BLOCK 1	11726	LOT 2, BLOCK 2	10086
LOT 6, BLOCK 1	9865	LOT 3, BLOCK 2	10077
LOT 7, BLOCK 1	10125	LOT 4, BLOCK 2	10207
LOT 8, BLOCK 1	9789	LOT 5, BLOCK 2	10197
LOT 9, BLOCK 1	14757	LOT 6, BLOCK 2	10187
LOT 10, BLOCK 1	18153	LOT 7, BLOCK 2	10177
LOT 11, BLOCK 1	13689	LOT 8, BLOCK 2	11831
LOT 12, BLOCK 1	11101	LOT 9, BLOCK 2	11178
LOT 13, BLOCK 1	11100	LOT 10, BLOCK 2	9432
LOT 14, BLOCK 1	11100	LOT 11, BLOCK 2	9956
LOT 15, BLOCK 1	11100	LOT 12, BLOCK 2	12566
LOT 16, BLOCK 1	11100	LOT 13, BLOCK 2	11375
LOT 17, BLOCK 1	11100	LOT 14, BLOCK 2	9520
LOT 18, BLOCK 1	11100	LOT 15, BLOCK 2	10983
LOT 19, BLOCK 1	11100		



FOR INFORMATION ONLY

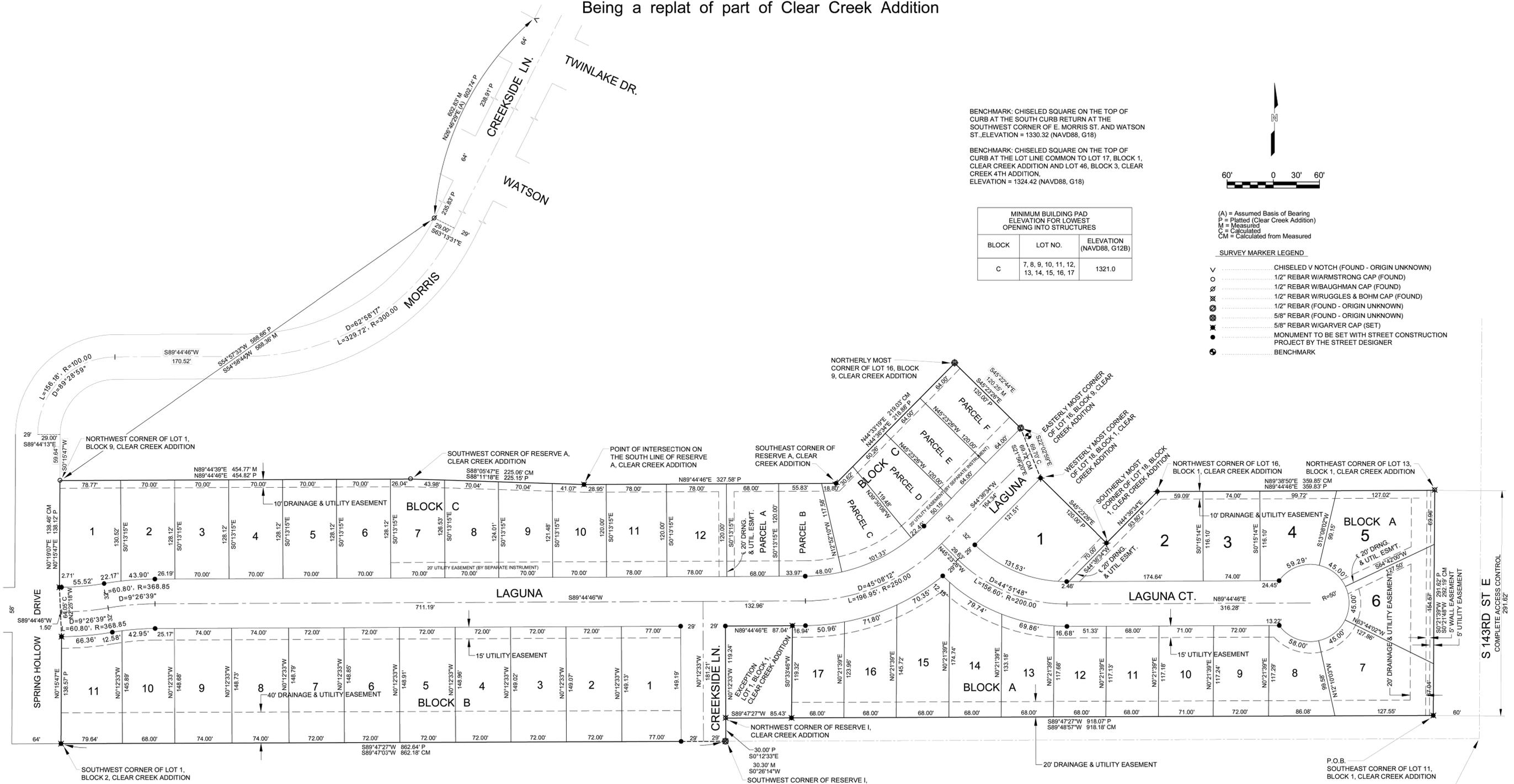
DWG FILE: 18298046 SURVEY BASE  
PROJECT NO. 18298046  
JANUARY 31, 2019



GARVER  
8535 E. 21st Street N.  
Suite 130  
Wichita, KS 67206  
(316) 264-8008  
www.GarverUSA.com

# CLEAR CREEK 4TH ADDITION

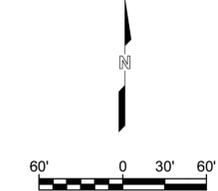
Wichita, Sedgwick County, Kansas.  
Being a replat of part of Clear Creek Addition



BENCHMARK: CHISELED SQUARE ON THE TOP OF CURB AT THE SOUTH CURB RETURN AT THE SOUTHWEST CORNER OF E. MORRIS ST. AND WATSON ST. ELEVATION = 1330.32 (NAVD88, G18)

BENCHMARK: CHISELED SQUARE ON THE TOP OF CURB AT THE LOT LINE COMMON TO LOT 17, BLOCK 1, CLEAR CREEK ADDITION AND LOT 46, BLOCK 3, CLEAR CREEK 4TH ADDITION, ELEVATION = 1324.42 (NAVD88, G18)

MINIMUM BUILDING PAD ELEVATION FOR LOWEST OPENING INTO STRUCTURES		
BLOCK	LOT NO.	ELEVATION (NAVD88, G12B)
C	7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17	1321.0



(A) = Assumed Basis of Bearing  
P = Platted (Clear Creek Addition)  
M = Measured  
C = Calculated  
CM = Calculated from Measured

- SURVEY MARKER LEGEND**
- ∇ CHISELED V NOTCH (FOUND - ORIGIN UNKNOWN)
  - 1/2" REBAR W/ARMSTRONG CAP (FOUND)
  - ⊗ 1/2" REBAR W/BAUGHMAN CAP (FOUND)
  - ⊗ 1/2" REBAR W/RUGGLES & BOHM CAP (FOUND)
  - ⊗ 1/2" REBAR (FOUND - ORIGIN UNKNOWN)
  - ⊗ 5/8" REBAR (FOUND - ORIGIN UNKNOWN)
  - ⊗ 5/8" REBAR W/GARVER CAP (SET)
  - MONUMENT TO BE SET WITH STREET CONSTRUCTION PROJECT BY THE STREET DESIGNER
  - BENCHMARK

FOR INFORMATION ONLY

DWG FILE: 19S04023 PLATTING BASE  
PROJECT NO. 19S04023  
JUNE 4, 2020



GARVER  
8535 E. 21st Street N.  
Suite 130  
Wichita, KS 67206  
(316) 264-8008  
www.GarverUSA.com