PAVING IMPROVEMENTS

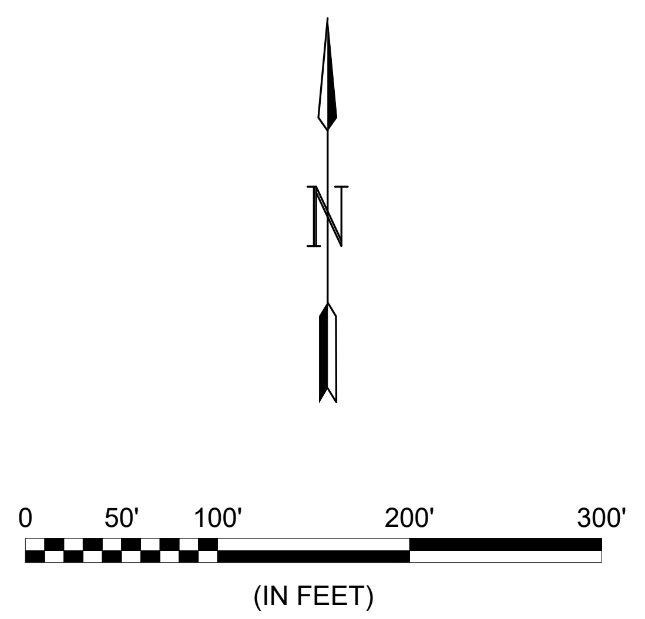
to serve

Wickham, Leon St, Nathan St, Elder St & Chadd St
Cottonwood Creek Estates Phase 2

Project Number: 472-2024-086044 | Org Code Number: 47480925 | Munis Number: E5172

CITY OF WICHITA, KANSAS

Paul Gunzelman, P.E. - City Engineer



EARTHWORK QUANTITIES	
Description	Cu. Yds.
Cut	1110
Fill	3700
Contractor Provided Borrow	2590

DEVELOPER'S CONTACT INFORMATION
Timothy M. Chadd
TCDC Adventures, LLC
teamchadd@att.net
316-243-6921

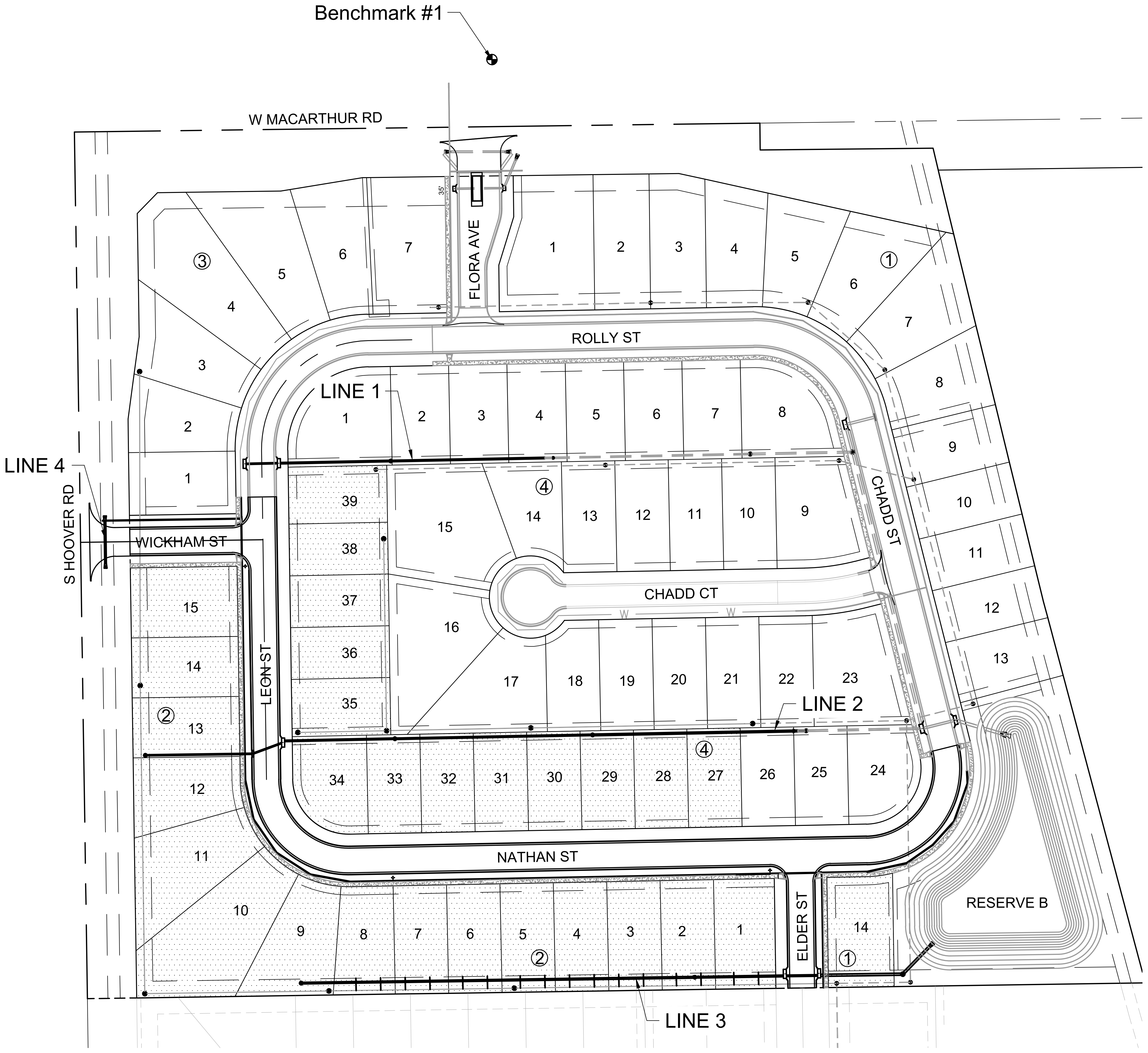
Benchmarks

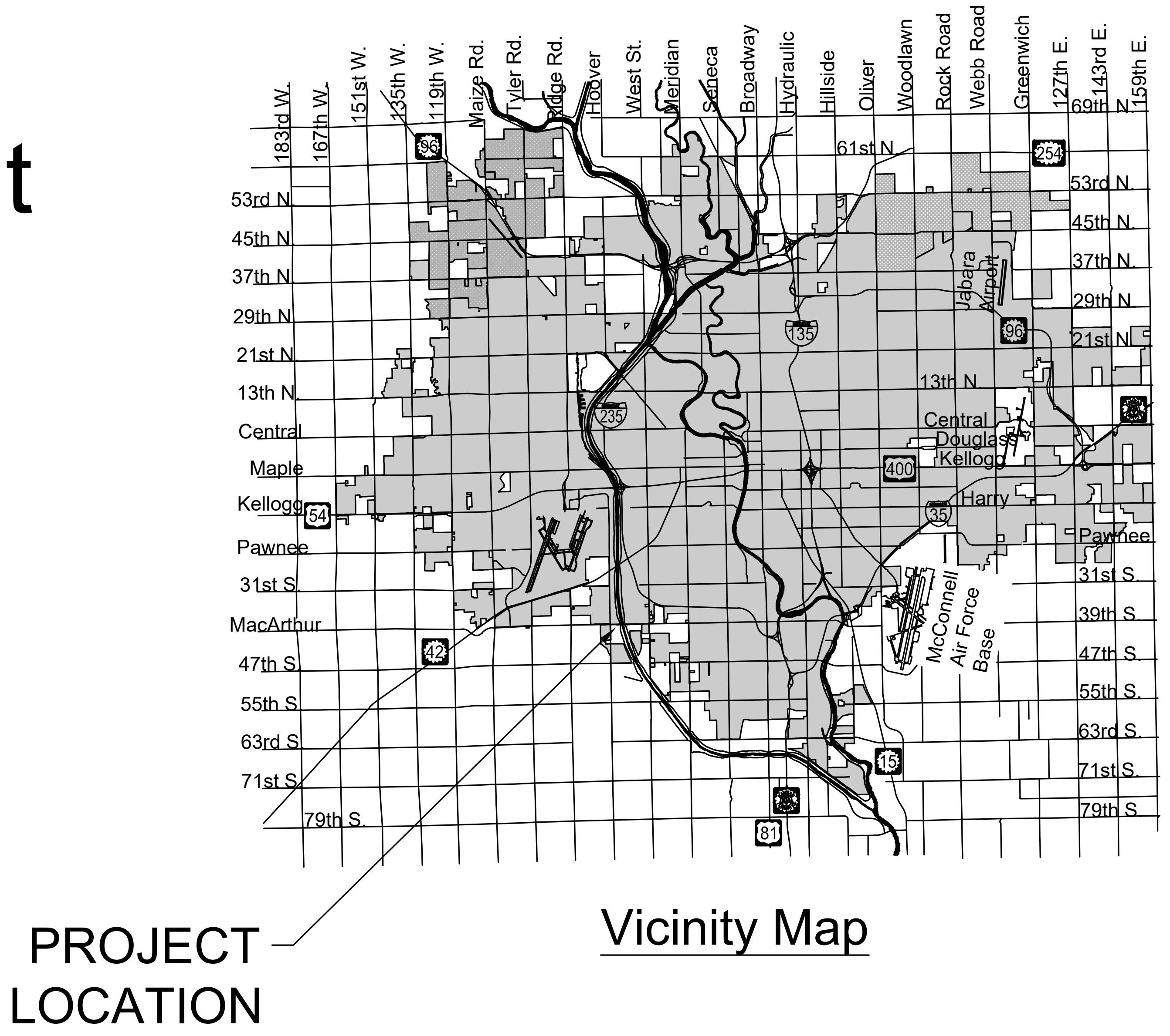
BENCHMARK #1: CHISELED SQUARE WITH DIVIOT ON THE TOP OF CURB AT NORTHEAST CORNER OF HAMMERHEAD OF FLORA ST, 82 FEET NORTH OF THE CENTERLINE OF MACARTHUR RD,
ELEVATION = 1303.72 (NAVD88, G18)

BENCHMARK #2: CHISELED SQUARE WITH DIVIOT ON THE TOP OF THE SOUTH CURB OF GEORGIA ST, 55 FEET WEST OF THE CENTERLINE OF HOOVER RD,
ELEVATION = 1316.89 (NAVD88, G18)

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 0.99984395. Elevation datum is NAVD88 Geoid 12B unless otherwise noted.

▒	IMPROVEMENT DISTRICT





Vicinity Map

Sheet List Table	
Sheet Number	Sheet Title
1	Titlesheet
2	General Notes
3	Curb & Gutter Details
4	Valley Gutter Details
5	Wheelchair Ramp Details
6	Asphalt Paving Details
7	Sign Details
8	Wickham St P&P
9	Leon St P&P
10	Nathan St P&P (1 of 2)
11	Nathan St P&P (2 of 2)
12	Elder St P&P & VG
13	Standard Type 1A Curb Inlet (5 or 10)
14	Curb Inlet Pavement Underdrain Details
15	Grated Driveway Inlet (Double)
16	Backyard Inlet
17	Manhole Inlet Frame and Cover
18	SWS Line 1
19	SWS Line 2 (1 of 2)
20	SWS Line 2 (2 of 2)
21	SWS Line 3 (1 of 2)
22	SWS Line 3 (2 of 2)
23	SWS Line 4
24	Site Grading Plan
25	4 Corner Grading Plan
26	West Ditch Grading
27	Coordinate Map
28	Coordinate Map (1 of 2)
29	Coordinate Map (2 of 2)
30	Erosion Control Plan
31	Back of Curb Details
32	Silt Fence Details
33	Straw Bale Details
34	Street Improvement Projects
35	Subdivision Development Process
36	Final Plat

KENNETH W. LE
15373
2-10-26

FEB 2026

PLANS PREPARED BY

GARVER
1995 Midfield Road
Wichita, KS 67209
(316) 264-8008
www.GarverUSA.com
Project No. 2501011

GENERAL NOTES:

1. The Contractor shall comply with all applicable safety regulations. All construction shall be completed following current City Standard Specifications and Special Provisions.
2. Contractor will be required to provide notice to utility companies a minimum of seventy-two (72) hours prior to any excavation, as follows:

   Kansas One-Call 687-2470

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

AT&T	1-800-246-8464
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
Evergy	1-800-544-4857

3. Utility service lines, poles, etc. are to be adjusted as necessary by others prior to construction unless the plans specifically call for their adjustment by the Contractor or unless the plans specifically identify a utility to be adjusted by its owner during construction. Existing utilities and their location, as shown on the plans, represent the best information obtainable for design. The Contractor will be required to work around existing utilities within the Right-of-Way which do not conflict with proposed construction.
4. Rubble from the removal of miscellaneous structures and excess excavation which is to be wasted shall be disposed of on sites to be provided by the Contractor. These sites shall be approved by the Engineer as to suitability, appearance and site location. Locations, in the opinion of the Engineer, that will leave an unsightly appearance will not be approved. All disposal sites must be approved by the Kansas Department of Health and Environment. Material either stockpiled or disposed of in a flood plain 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.
5. Trees and shrubs in public Right-of-Way which are in direct conflict with proposed new construction shall be removed by the Contractor with the Engineer's approval. Trees and shrubs which are not in direct conflict with proposed new construction shall be saved and protected from damage.
6. The Contractor shall give all property owners and/or tenants of developed property abutting the construction of this project a minimum of ten (10) days notice prior to start of construction.
7. The Contractor shall be responsible for preserving property irons. The Contractor will be required to re-establish any property irons which are damaged or destroyed by his construction operations. Such irons shall be re-established by a licensed land surveyor in accordance with state laws.
8. 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.
9. All elevations shown are NAVD 88.
10. 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.
11. 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

12. 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, abject identifiers, and/or barricades in compliance with the MUTCD.
13. Except when required for safety, traffic control shall not block any lanes or sidewalks when work is not being performed.
14. 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.
15. 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").
16. Contractor to adjust inlets as necessary. Cost to adjust inlets shall be incidental to the bid item for "Inlet Adjusted".
17. The paving contractor shall be responsible for the compaction and moisture condition of the subgrade below the reinforced crushed rock. The subgrade shall be scarified, broken up and uniformly mixed for a minimum depth of six inches (6") below the top of the soil subgrade (bottom of rock subgrade) and for a minimum distance of twelve inches (12") beyond the back of curb lines, adjusted to the optimum moisture content (described in either the specifications or soils report for this project), and compacted to a density equal to or greater than ninety-five percent (95%) of standard density of the soil involved as determined by the Engineer. Cost of subgrade manipulation outlined above is subsidiary to the bid item 'Excavation, C.Y.'
18. The mass grading of the site was performed by a previous project and the site was graded to the top of rock. Earthwork shown on this plan is to perform final grading within the street right-of-way.
19. Contractor shall seed all areas disturbed by construction and not under pavement. All street ROW and Reserves shall be permanent seeding, all other areas may be temporary seeding. All seeding shall be per City of Wichita Specifications. Cost for all seeding is subsidiary to the bid item "Seeding, L.S.".

GARVER

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

KENNETH W. LEE
LICENSED
15373
2-10-26
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

COTTONWOOD CREEK
ESTATES - PHASE 2
PAVING & SWD

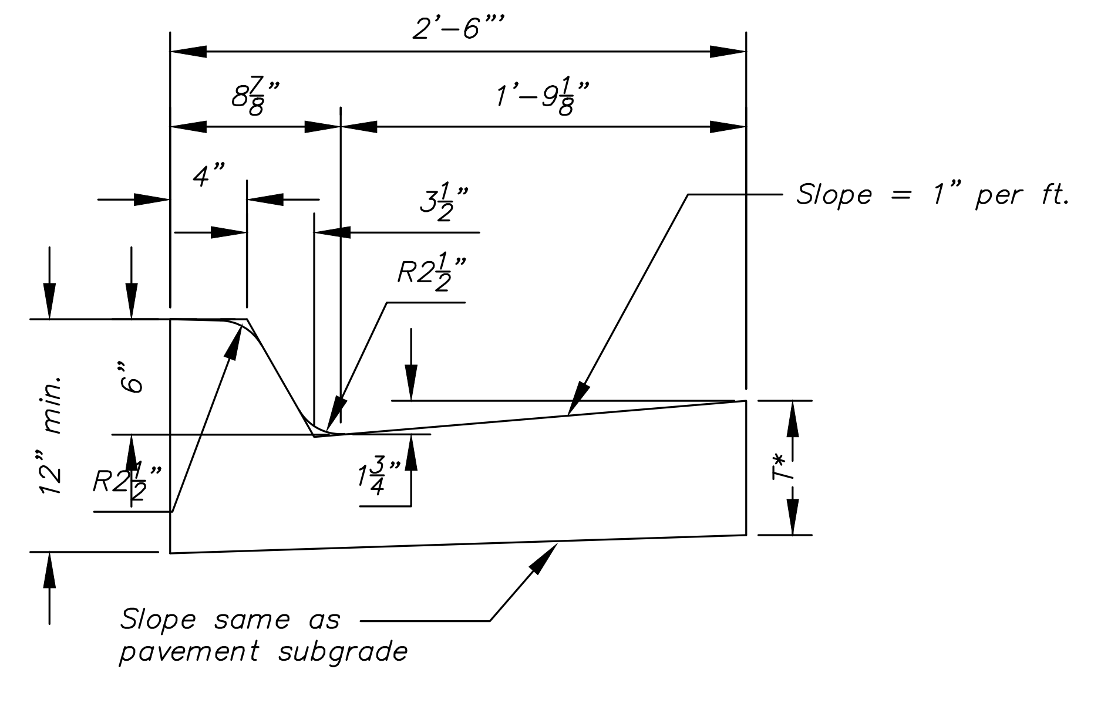
General Notes

JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: .
DRAWN BY: .

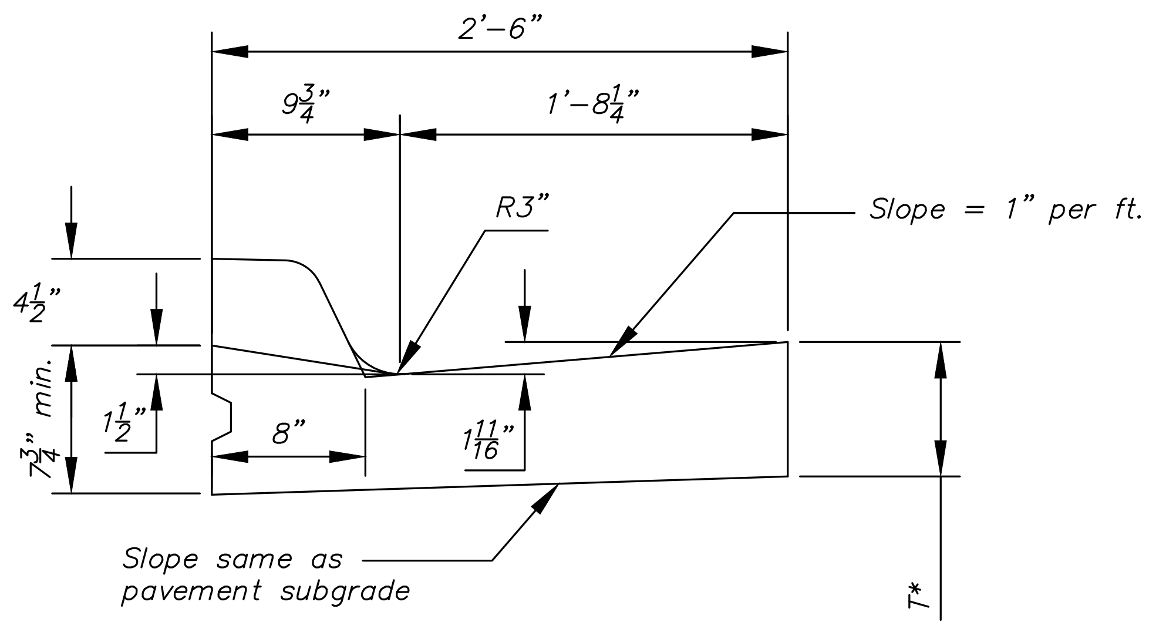
BAR IS ONE INCH ON ORIGINAL DRAWING
0 ▬▬▬ 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
▪

TYPE 1
(Arterial curb)

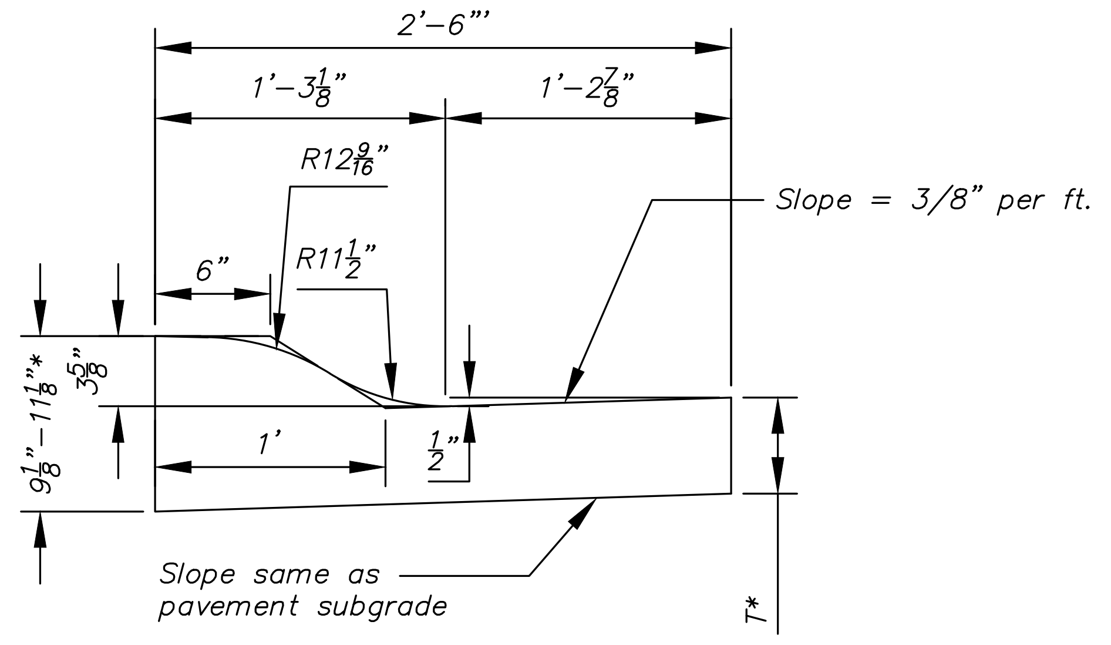


Combined Curb & Gutter (6")

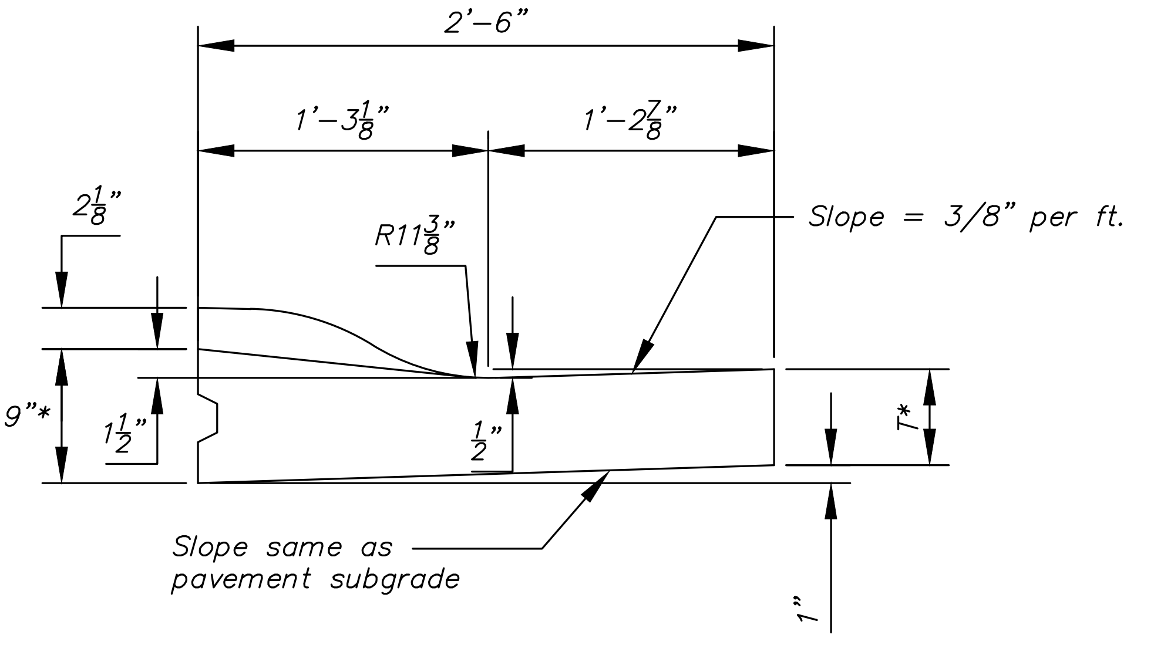


Combined Curb & Gutter (1 1/2")

TYPE 2
(Roll curb)

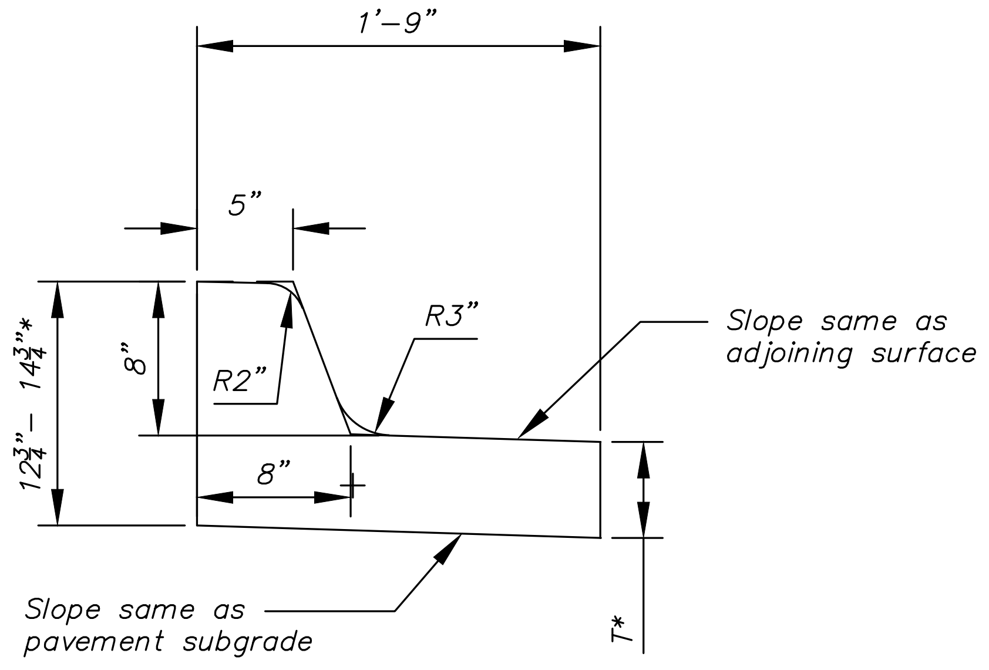


Combined Curb & Gutter (3 5/8")

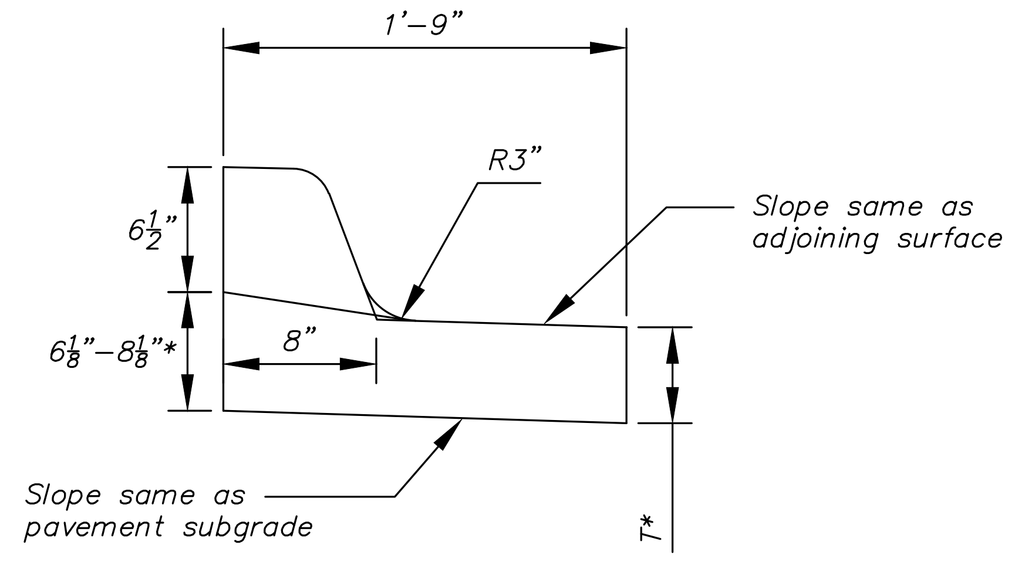


Combined Curb & Gutter (1 1/2")

TYPE 3
(Median curb)

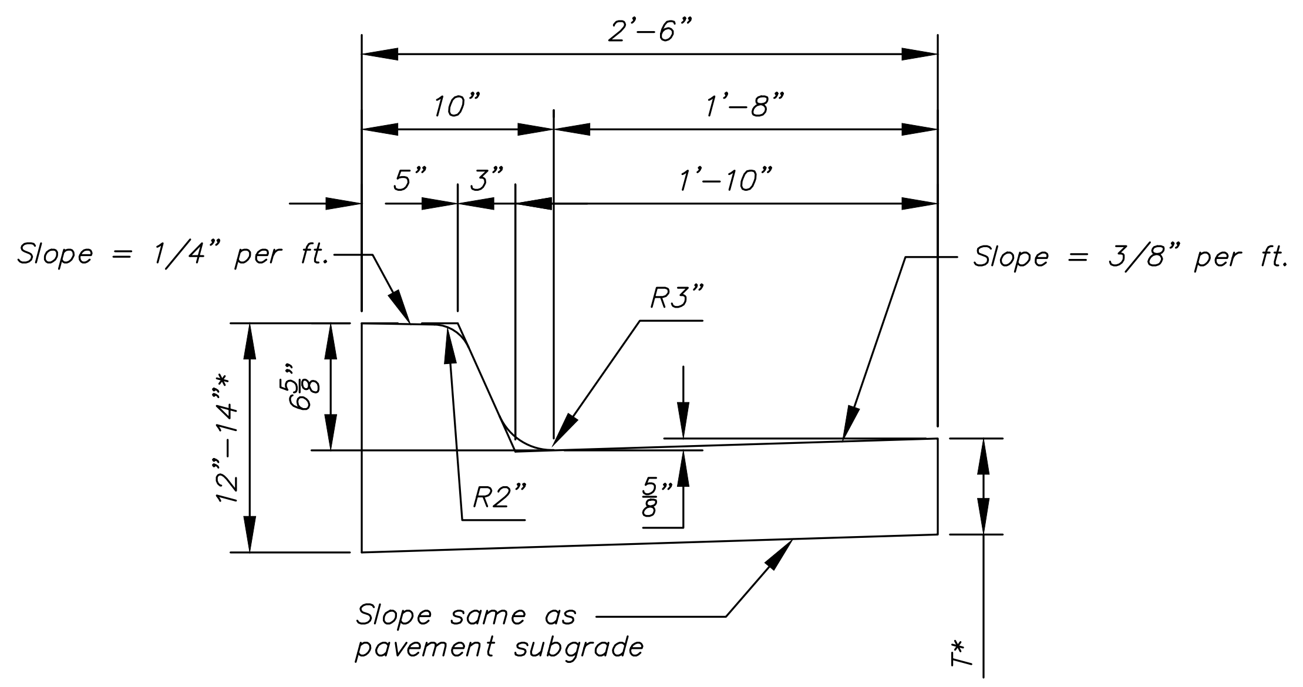


Combined Curb & Gutter (8")

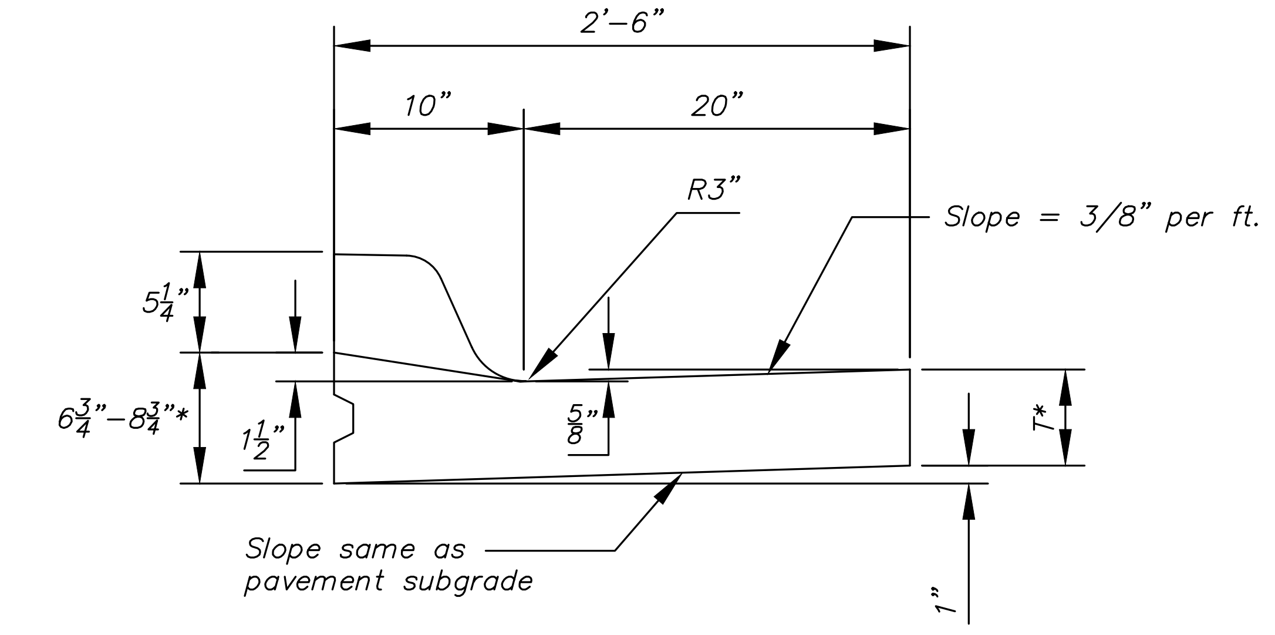


Combined Curb & Gutter (1 1/2")

TYPE 4
(Residential curb)



Combined Curb & Gutter (6 5/8")

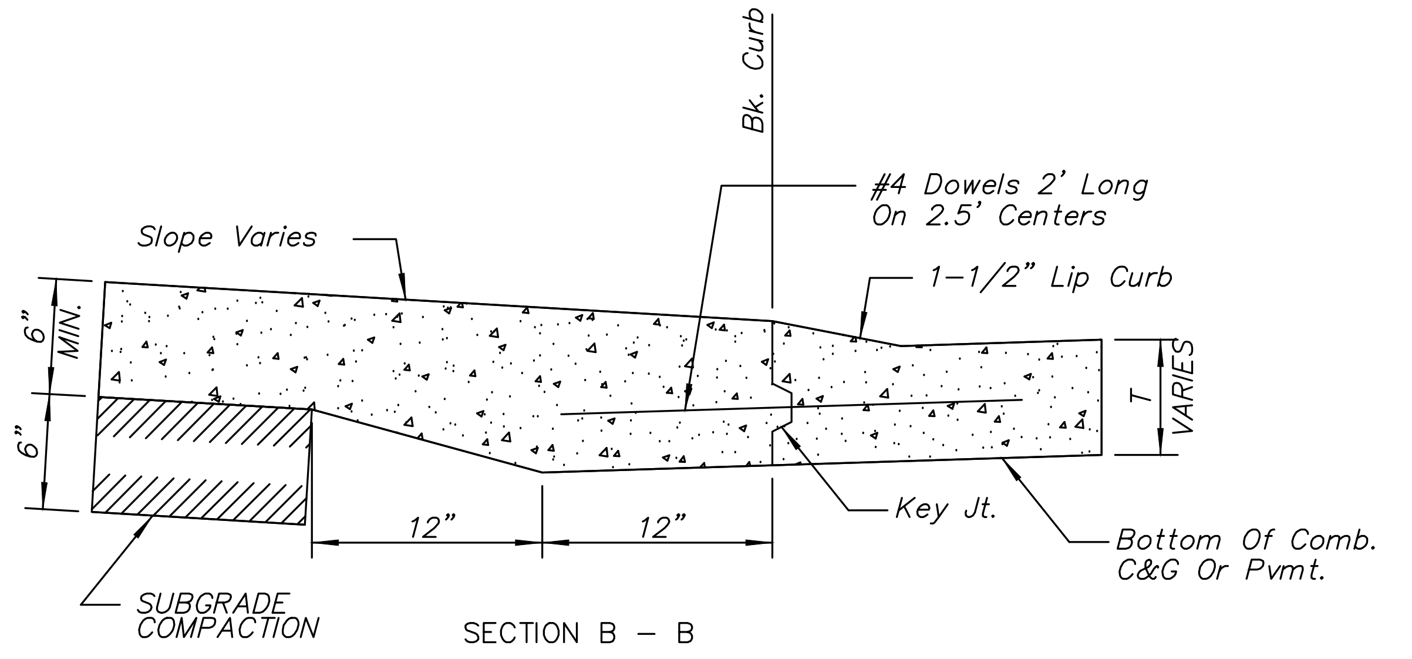


Combined Curb & Gutter (1 1/2")

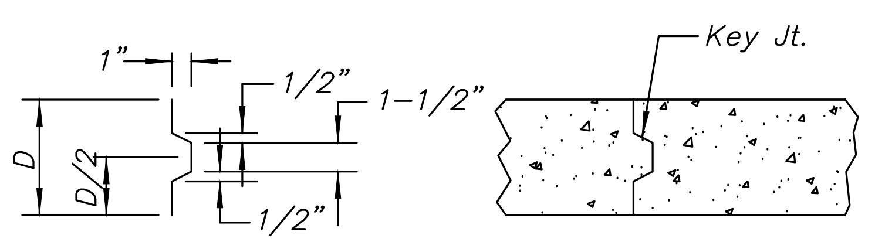
T* = Thickness of curb to adjust with pavement thickness

GENERAL NOTES

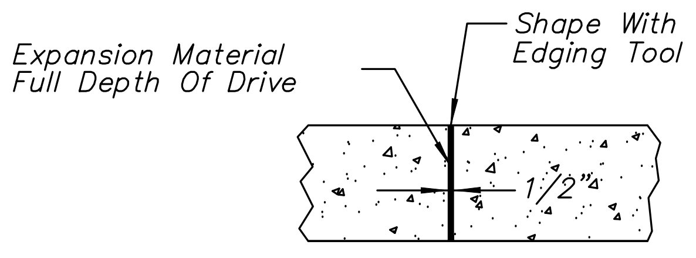
1. Expansion (isolation) joints shall be constructed a maximum of 300' apart and at all PIs, PCs, cul-de-sac quadrants, and ends of returns.
2. Contraction joints shall be constructed a minimum of 12' apart.
3. Joint sealer shall be required at all joints on arterial and industrial streets and at intersections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



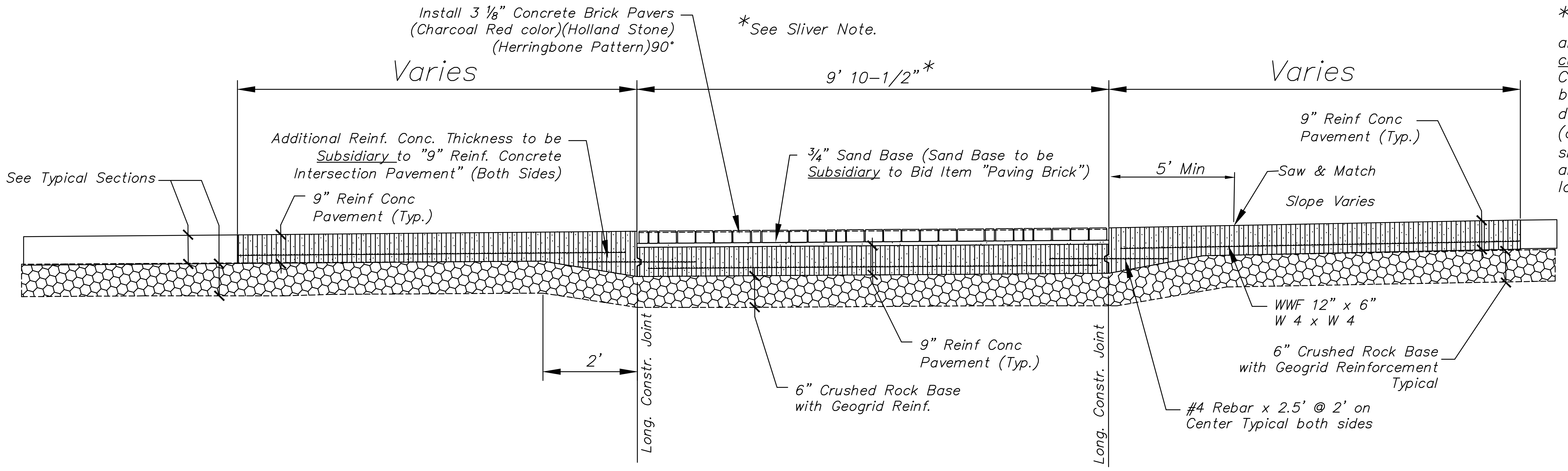
BACK OF CURB DETAIL



ALT. LONGITUDINAL CONSTRUCTION JOINT



EXPANSION JOINT (E.J.)



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

PAVING BRICK CROSSWALK DETAIL

REVISED: OCTOBER 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

CURB & GUTTER &
PAVING BRICK CROSSWALK
DETAILS

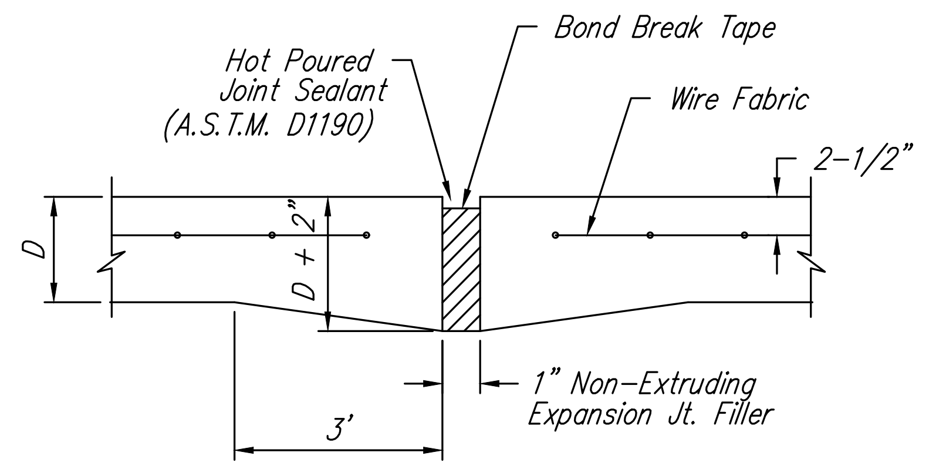
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
472-2024-086044	.	

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

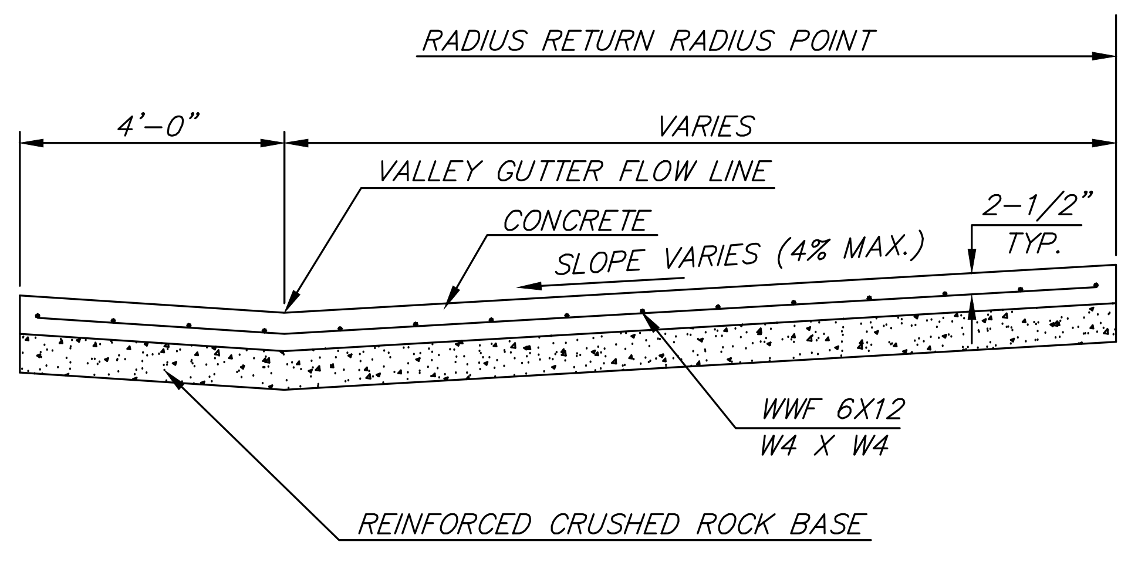
SHEET
3
36

PV-101



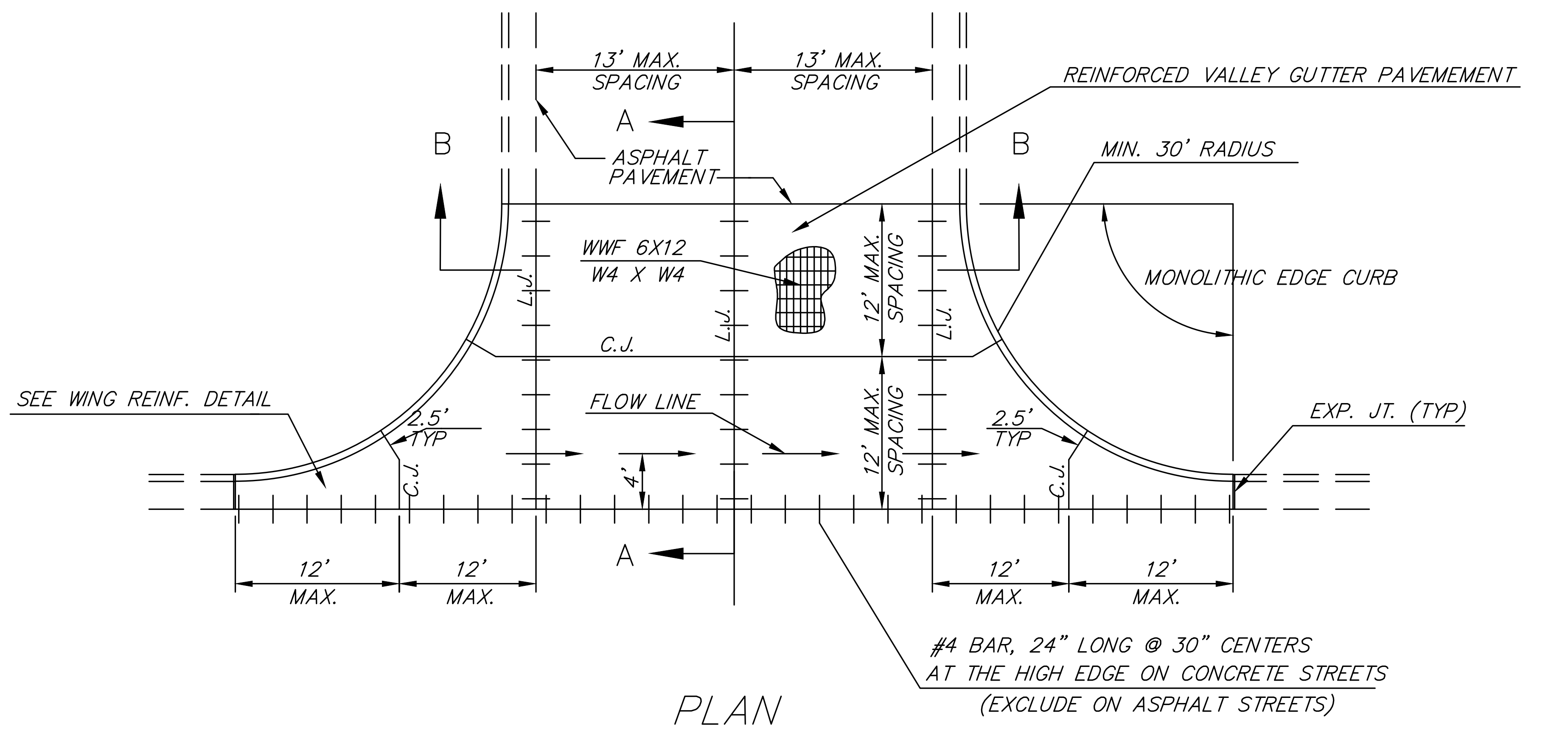
EXPANSION JOINT

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

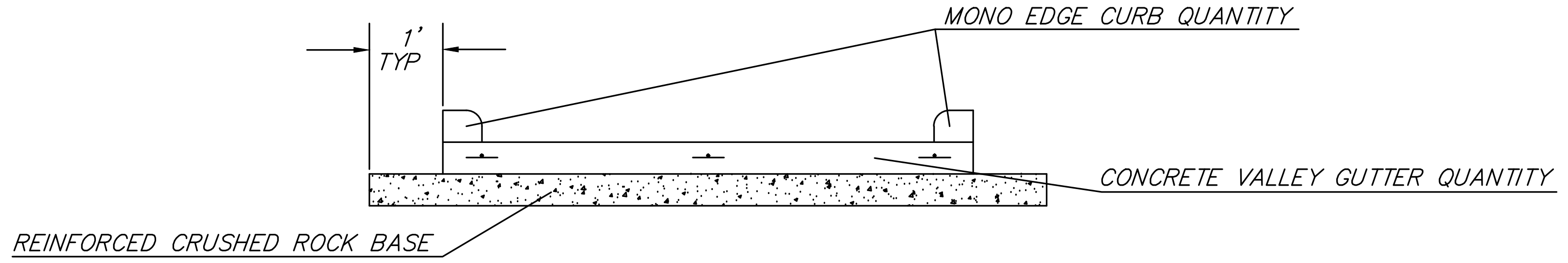


SECTION A-A

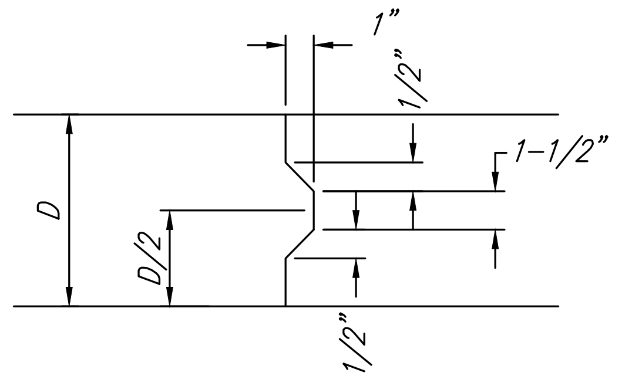
REINFORCED VALLEY GUTTER DETAIL



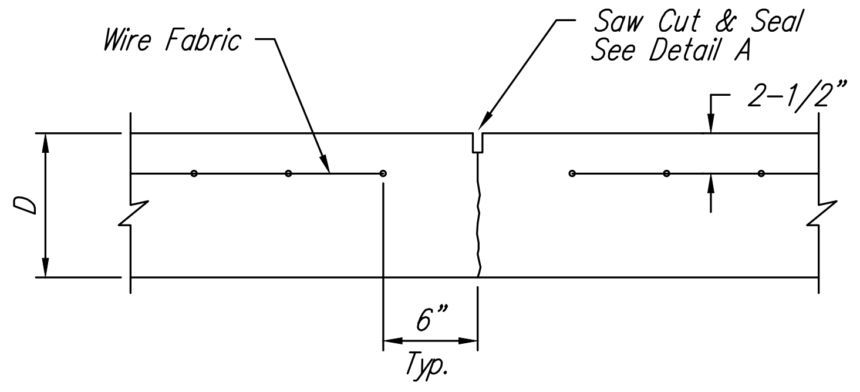
PLAN



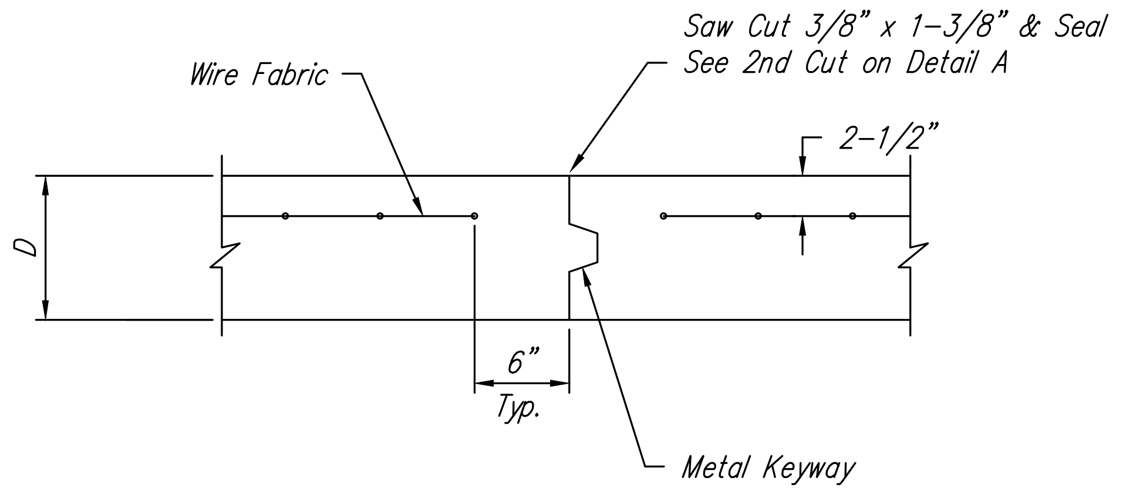
SECTION B-B



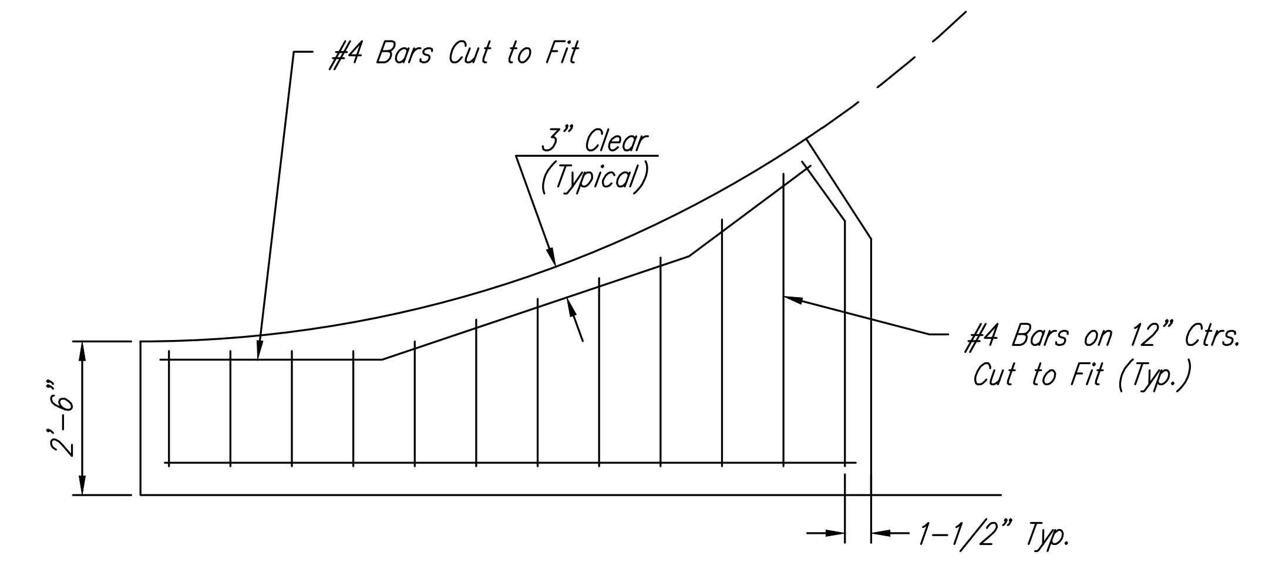
KEYWAY DETAIL



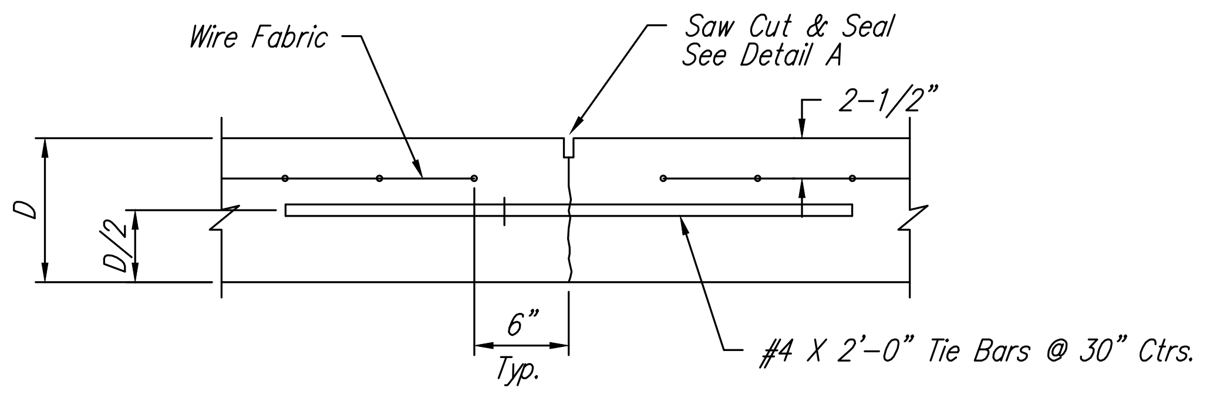
CONTRACTION JOINT DETAIL (C.J.)



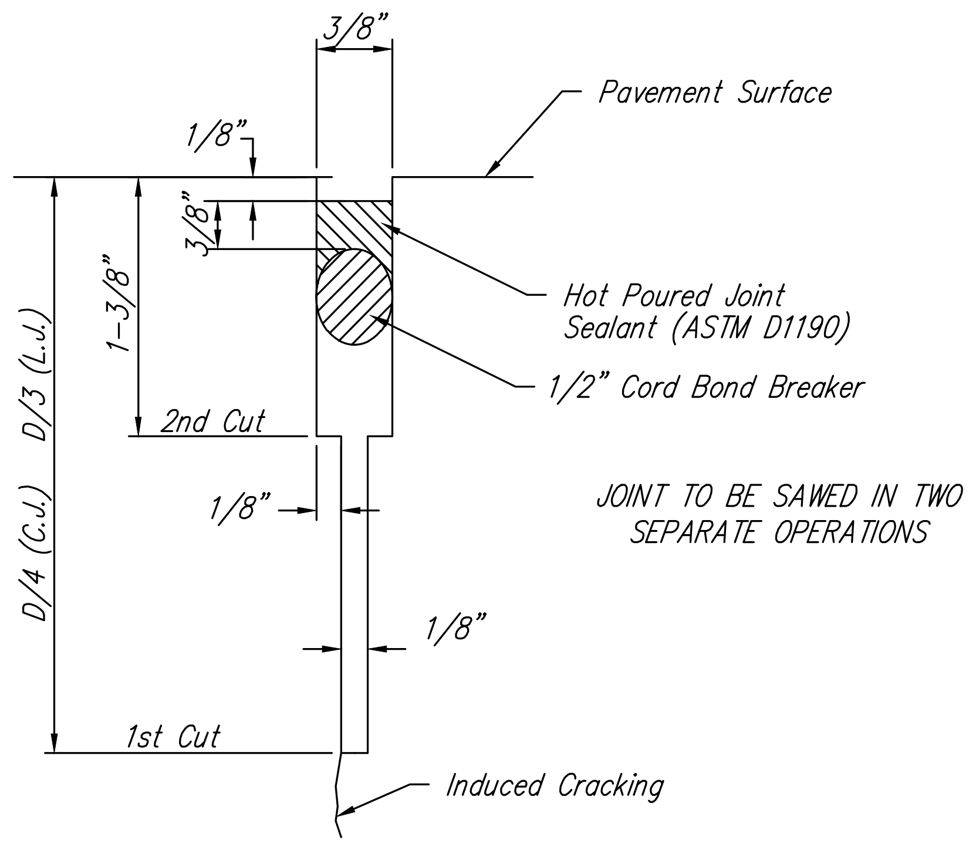
OPTIONAL CONTRACTION JOINT



WING REINFORCING DETAIL



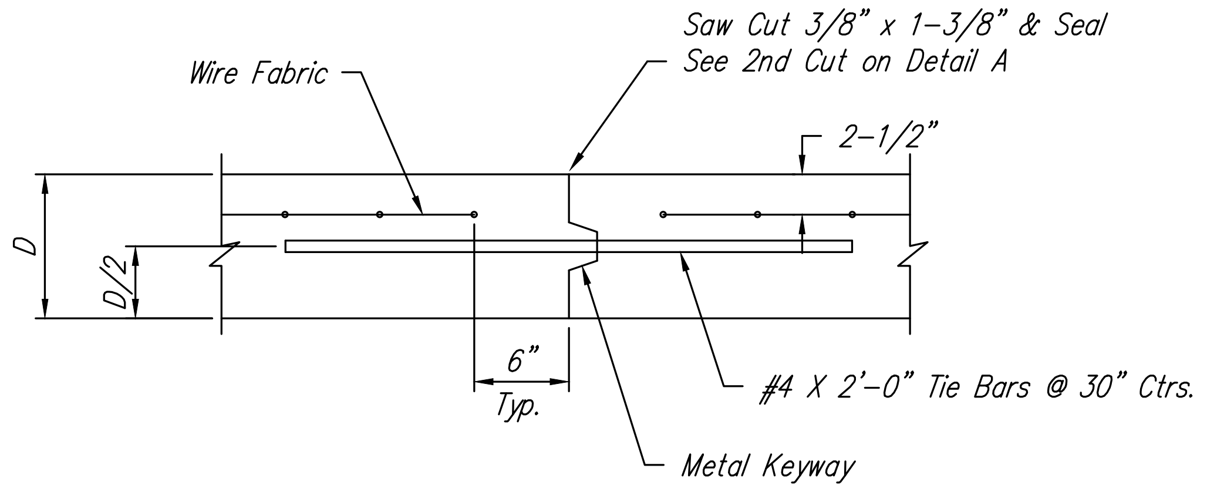
LONGITUDINAL JOINT DETAIL (L.J.)



JOINT TO BE SAWED IN TWO SEPARATE OPERATIONS

SAW JOINT DETAIL

(DETAIL A)



OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)

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

CITY OF
WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

VALLEY GUTTER DETAILS

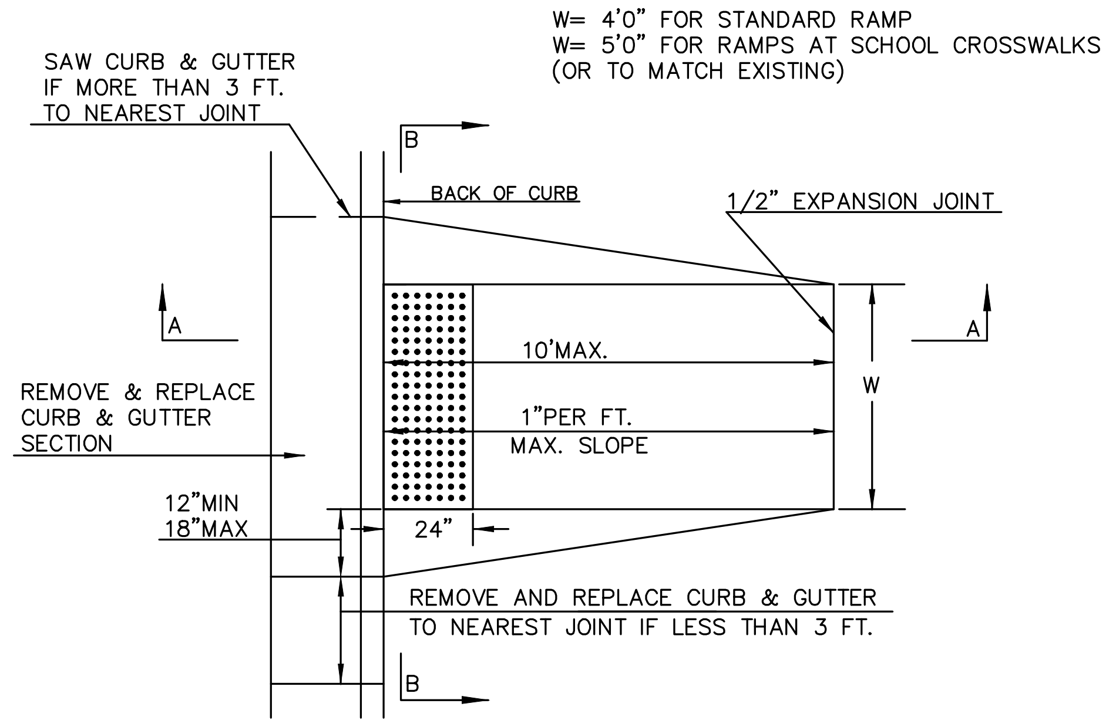
CITY ENGINEER
GARY JANZEN, P.E.

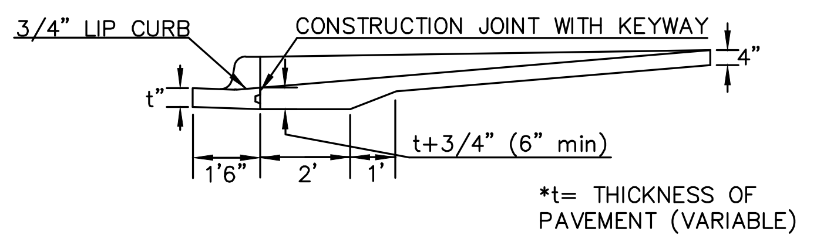
PROJECT NUMBER	OCA NUMBER	DATE
472-2024-086044	.	

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

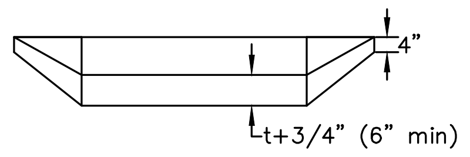
SHEET
4
36

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



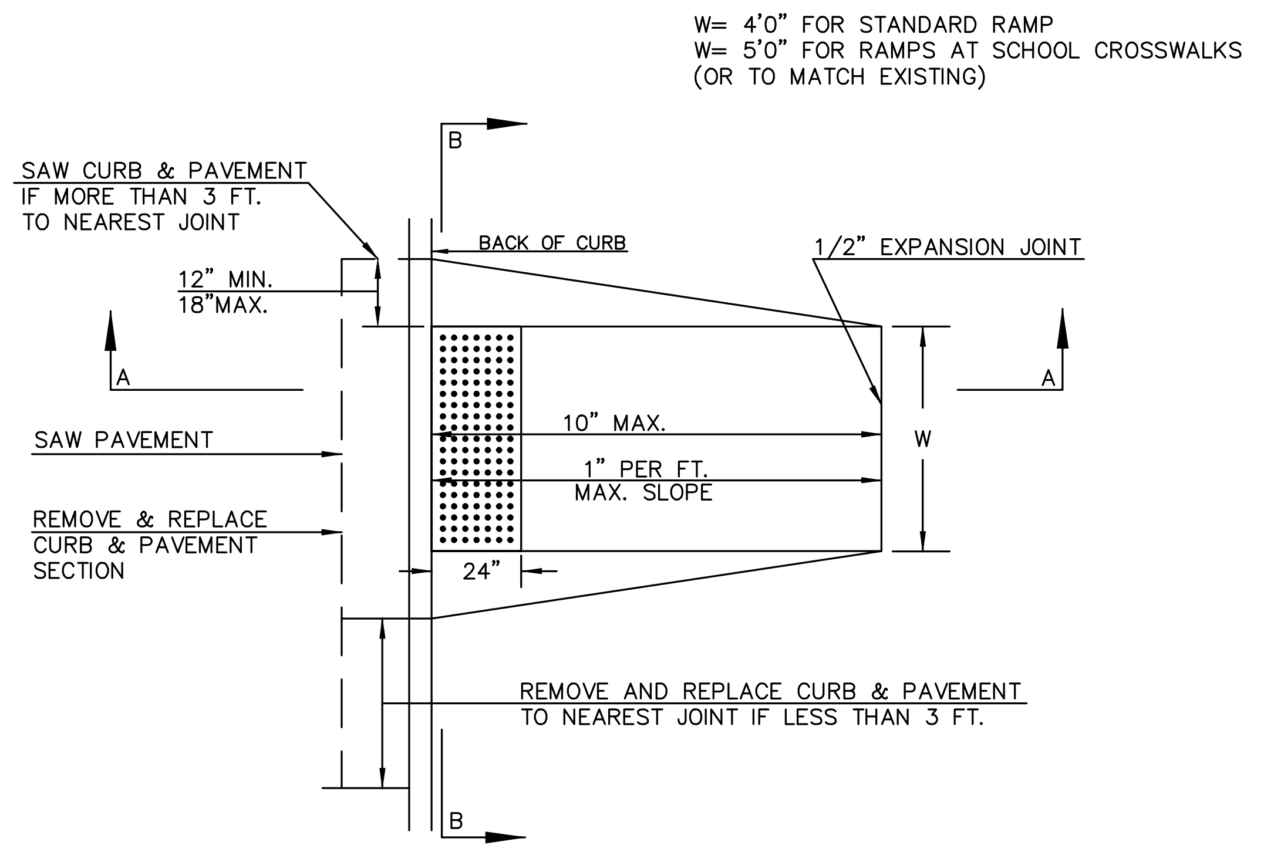


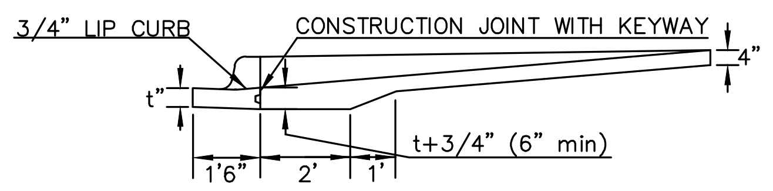
SECTION A–A



SECTION B–B

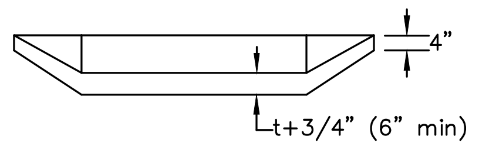
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR CONCRETE STREETS WITH MONOLITHIC CURB (TYPE A)





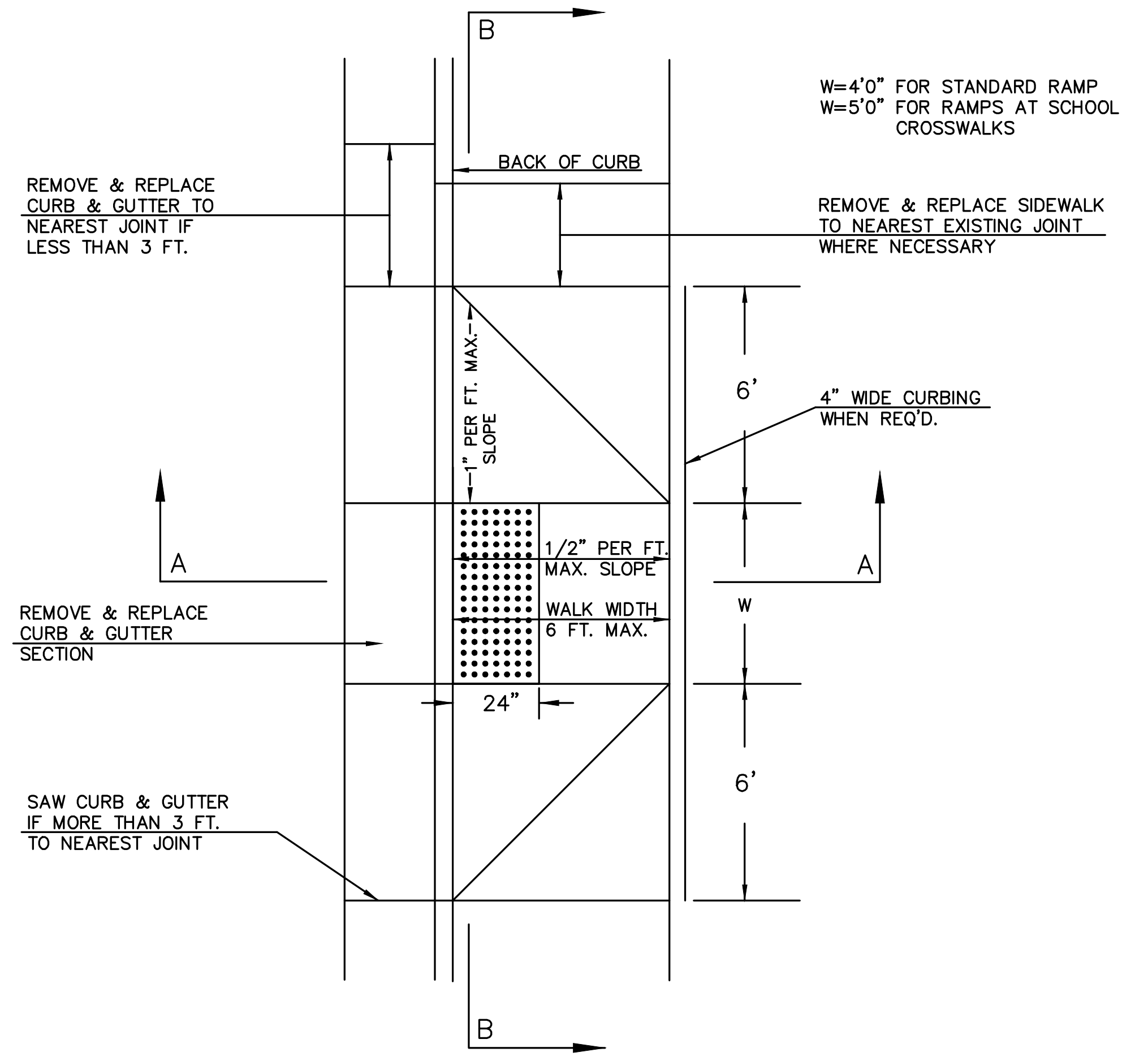
*t= THICKNESS OF PAVEMENT (VARIABLE)

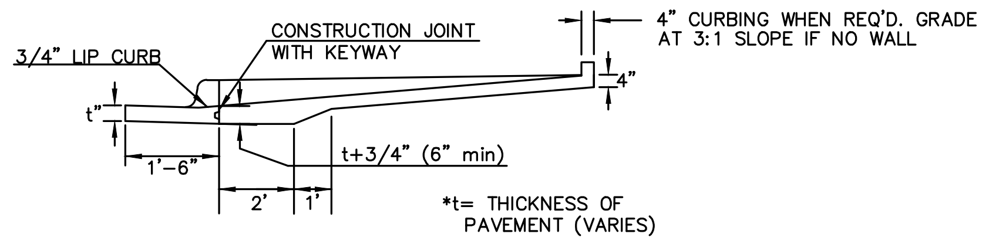
SECTION A–A



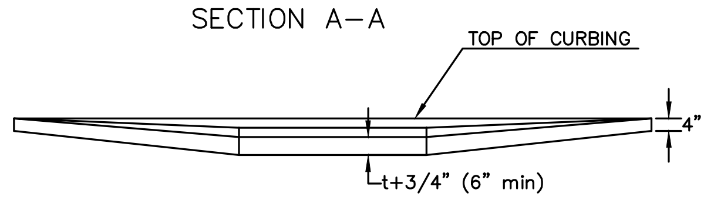
SECTION B–B

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



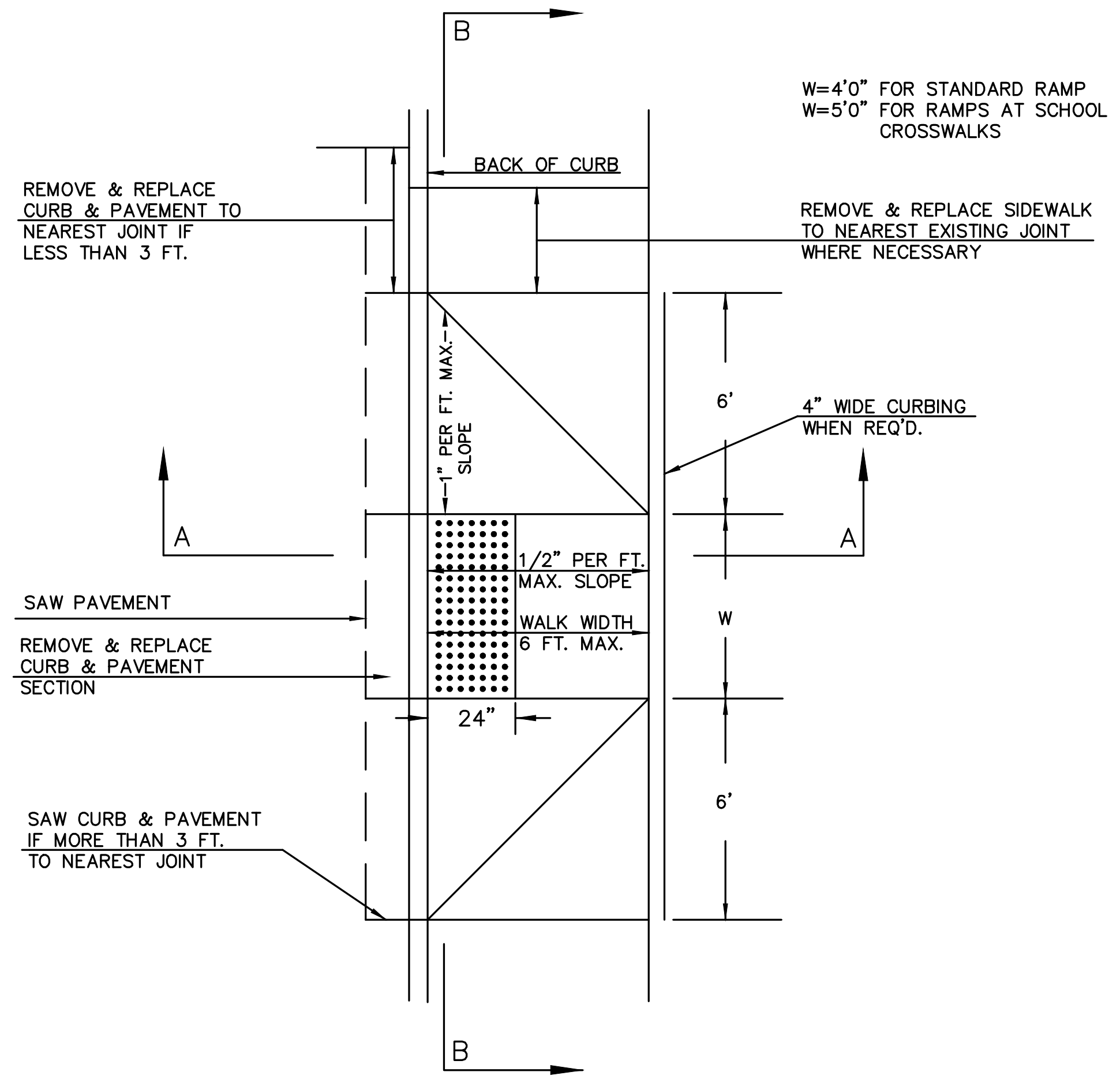


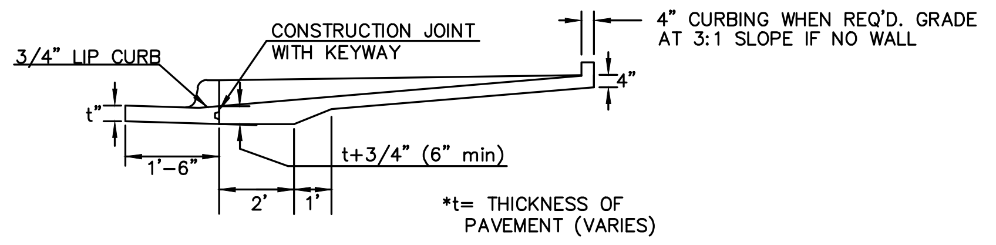
SECTION A–A



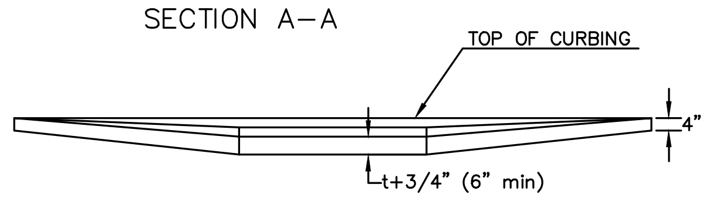
SECTION B–B

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



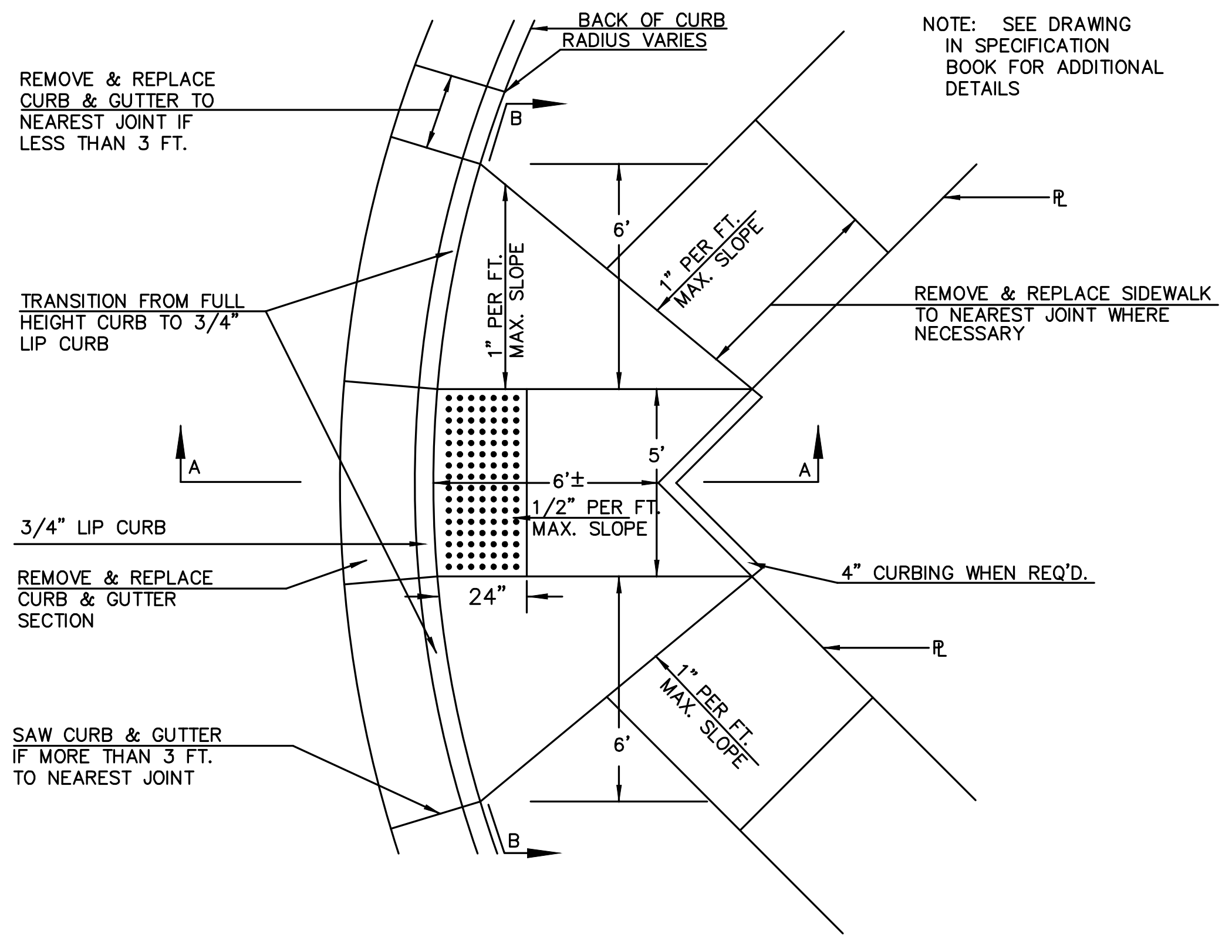


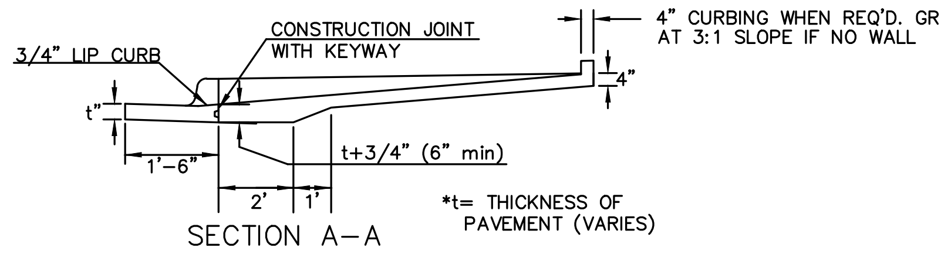
SECTION A–A



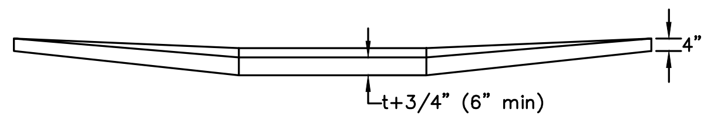
SECTION B–B

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



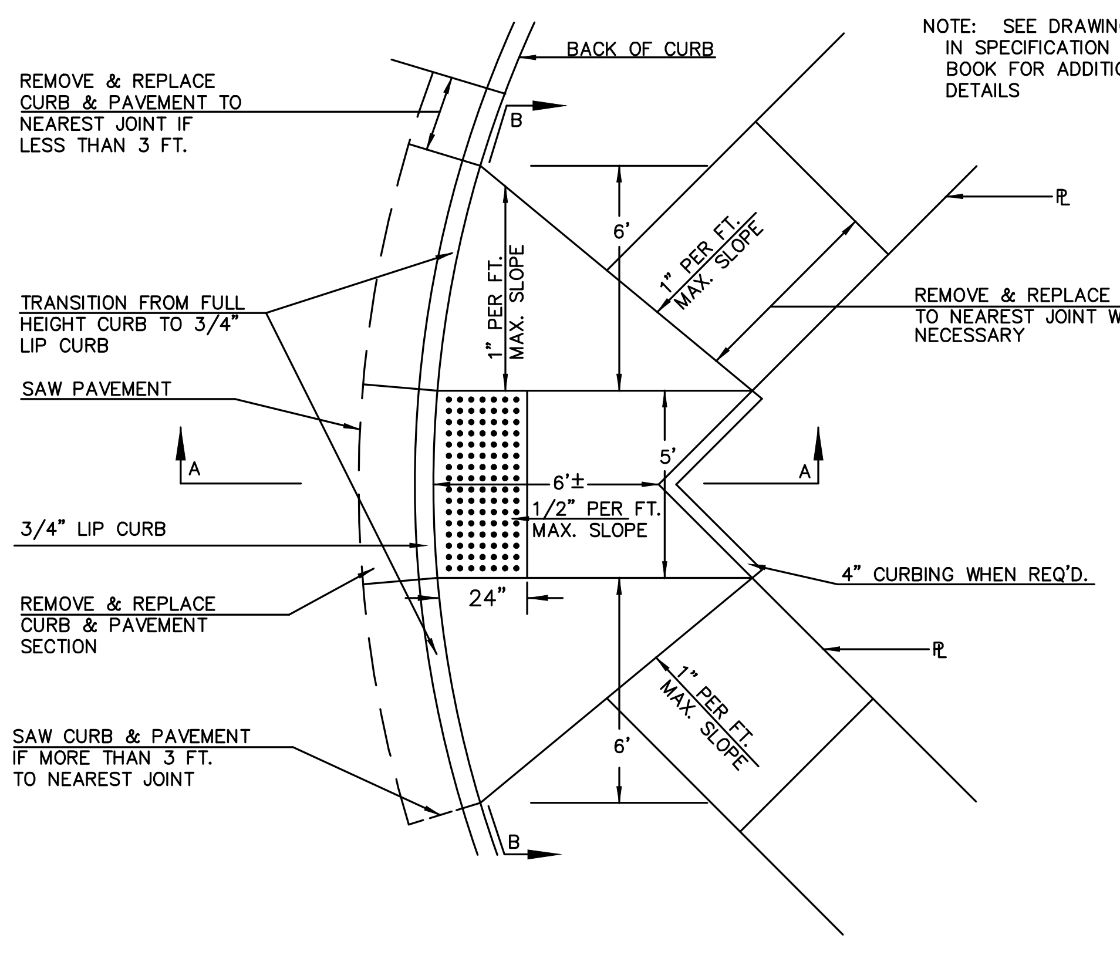


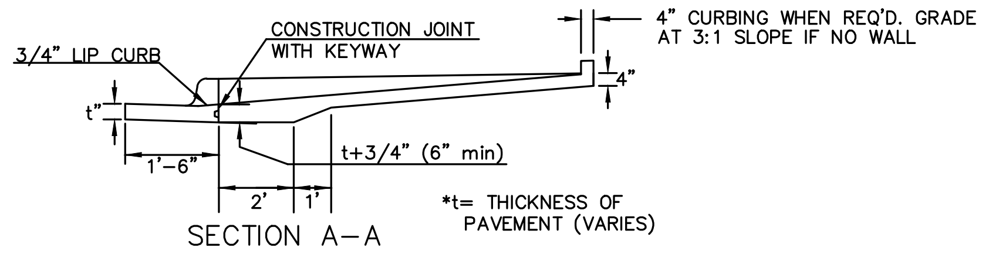
SECTION A–A



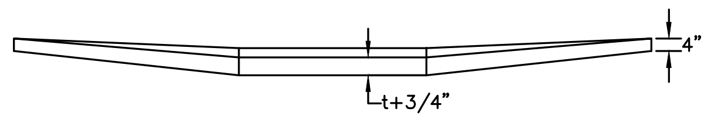
SECTION B–B

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



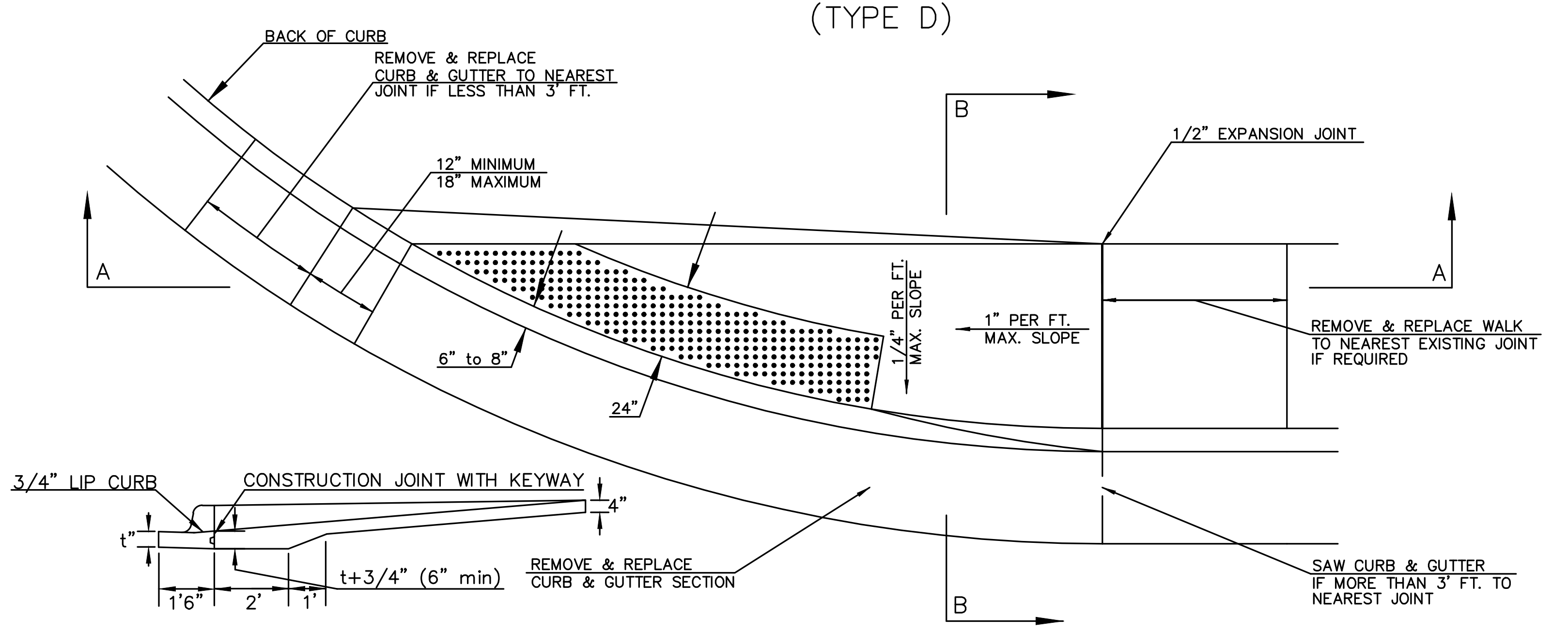


SECTION A–A



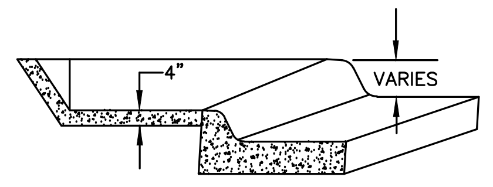
SECTION B–B

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

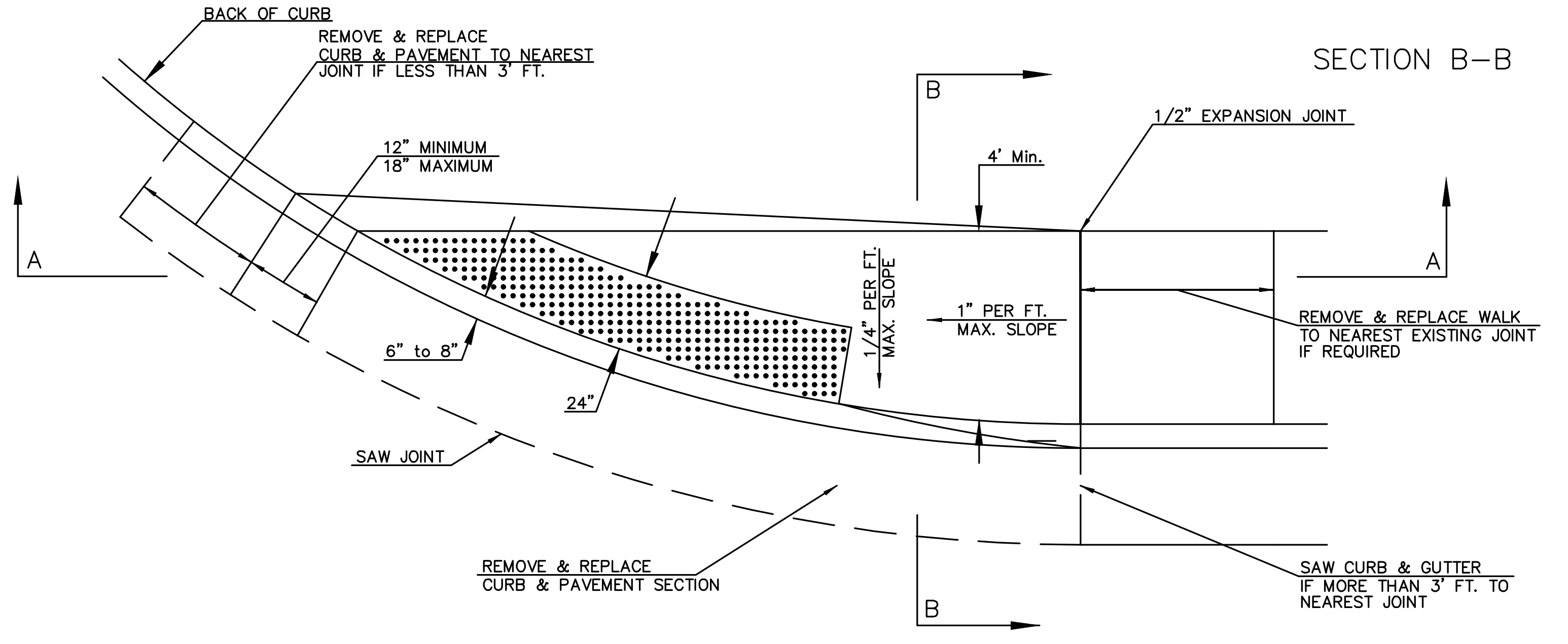


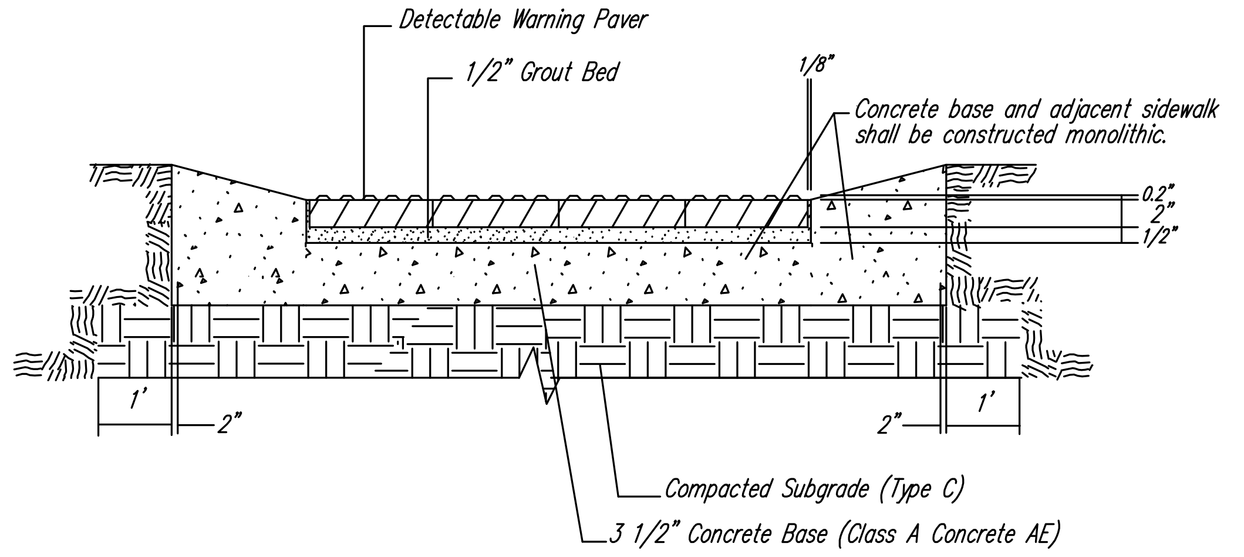
SECTION A–A

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



SECTION B–B



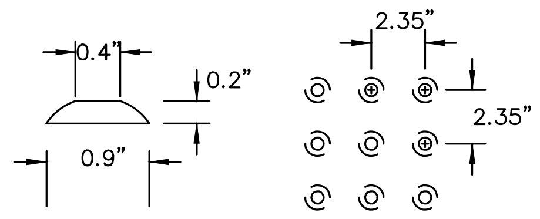


TYPICAL SECTION DETECTABLE WARNING PAVER
SECTION A–A

NOTE: HANOVER DETECTABLE WARNING PAVERS (OR AN APPROVED ALTERNATE) SHALL BE USED IN ALL WHEELCHAIR RAMPS. THE 11 3/4" 'RED 15' PAVER SHALL BE USED IN ALL APPLICATIONS.

HANOVER ARCHITECTURAL PRODUCTS
240 BENDER ROAD
HANOVER, PA 17331
1-717-637-0500
www.hanoverpavers.com

DOME DETAIL



CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

WHEELCHAIR RAMP
DETAILS WITH
DETECTABLE WARNING

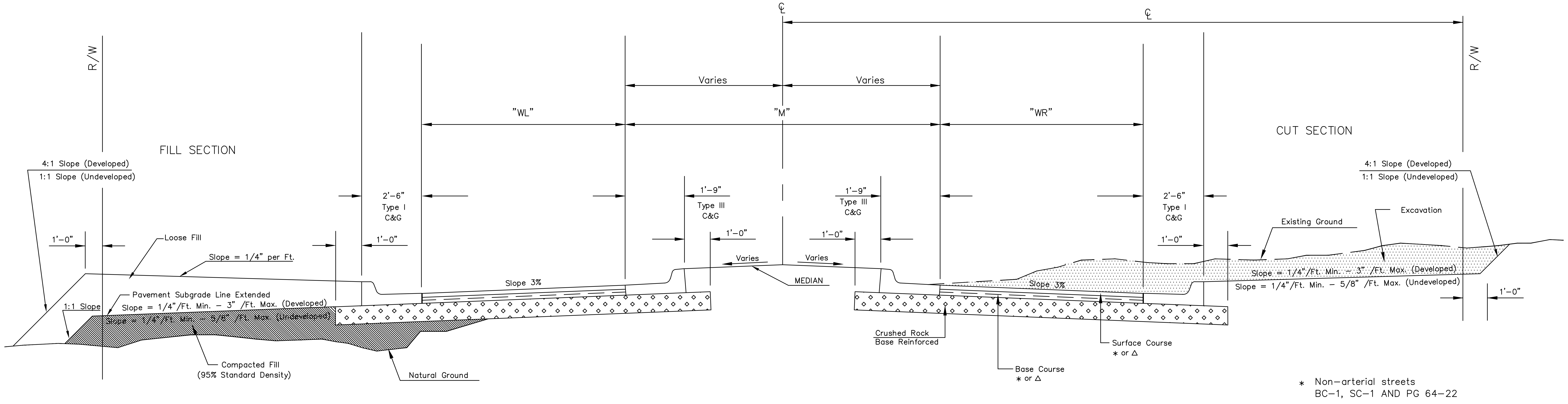
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
472-2024-086044	.	

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

SHEET 5 / 36

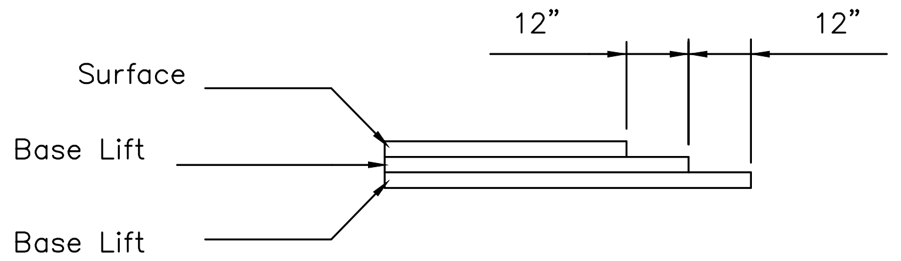
TYPICAL SECTION



∗ Non-arterial streets
BC-1, SC-1 AND PG 64-22

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

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



TRANSVERSE CONSTRUCTION JOINTS

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

GENERAL NOTES

Fabric base reinforcement shall be an approved grid. Fabric base reinforcement shall be installed in accordance with manufacturer's recommendations. Crushed rock shall be uniformly graded from 1 – $\frac{1}{2}$" 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 join will be constructed on the centerline of the top lift.

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

STREET NAME	"WL"	"M"	"WR"	STATION	CENTER LINE	ROW DIMENSION	MEDIAN DESCRIPTION	SLOPE	ROCK THICKNESS	PAVEMENT THICKNESS	COMMENTS
Wickham St	15'	---	15'	0+88.00 TO 2+50.00	32'	32' L&R	NONE	3%	5"	5"	
Leon St	15'	---	15'	0+53.00 TO 4+67.00	32'	32' L&R	NONE	3%	5"	5"	
Nathan St	15'	---	15'	4+67.00 TO 12+76.00	32'	32' L&R	NONE	3%	5"	5"	
Chadd St	15'	---	15'	12+76.00 TO 13+66.36	32'	32' L&R	NONE	3%	5"	5"	

REVISED: OCTOBER 2015

CITY OF
WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

ASPHALT PAVING
DETAIL

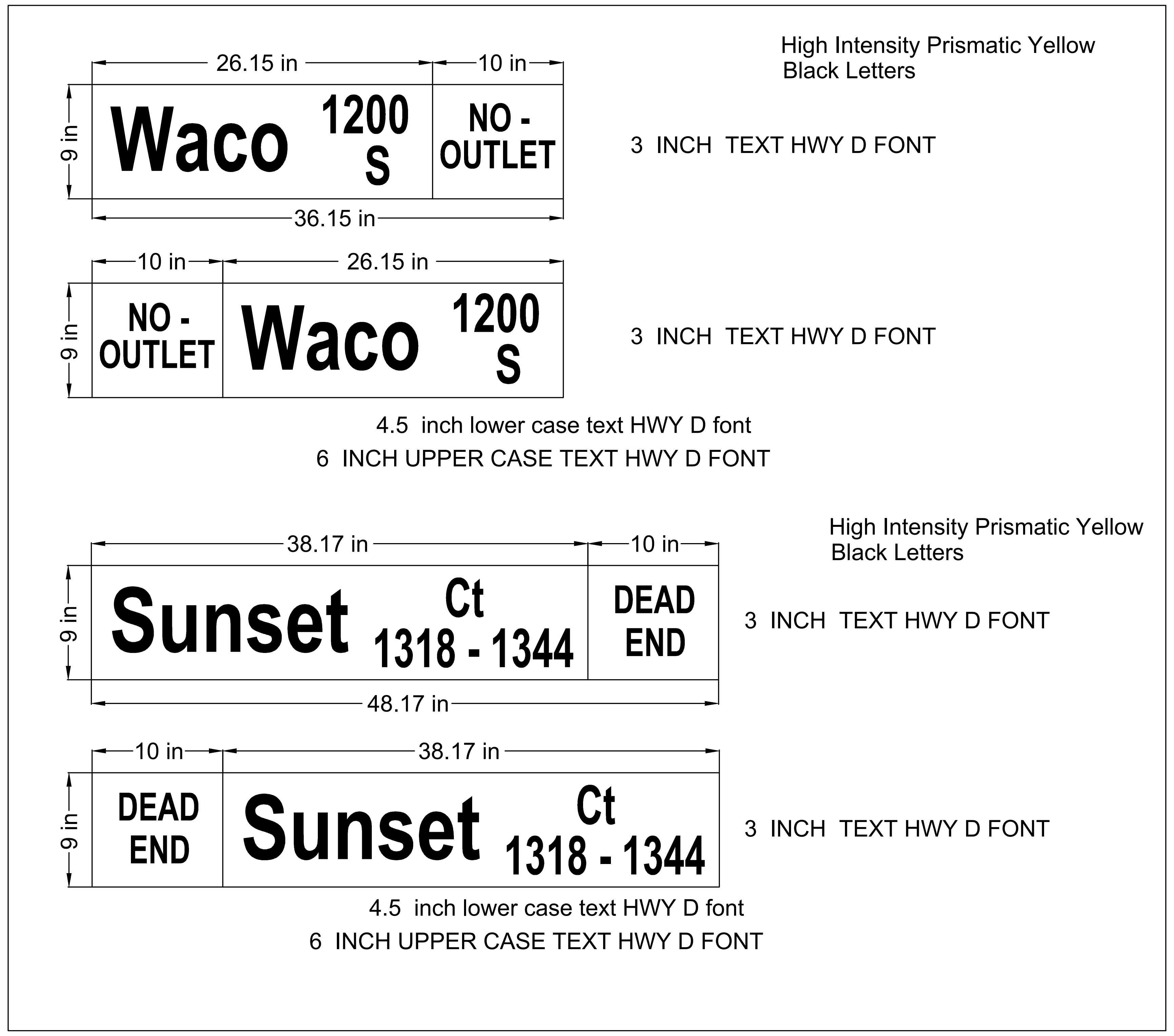
CITY ENGINEER
GARY JANZEN, P.E.

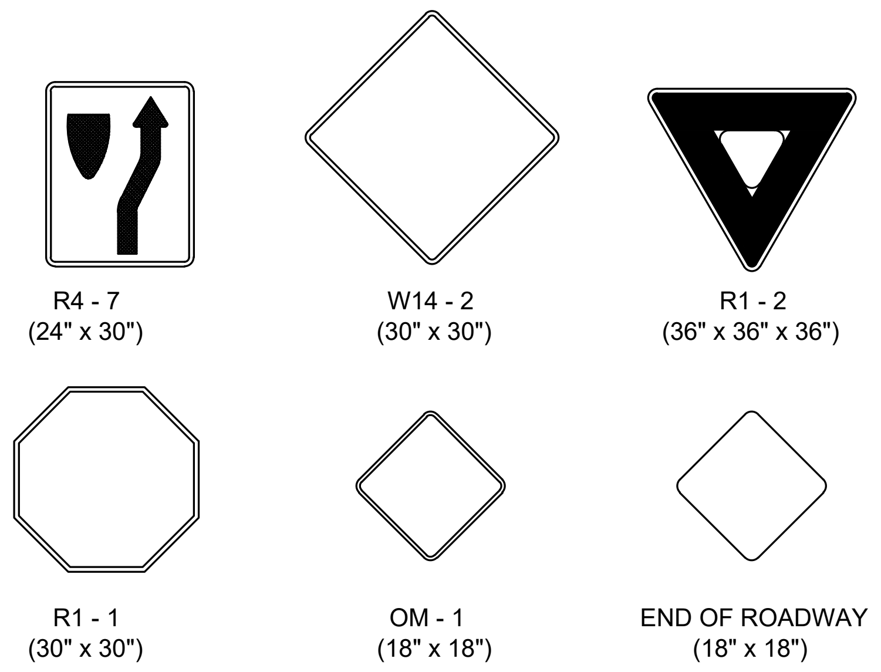
PROJECT NUMBER	OCA NUMBER	DATE
472-2024-086044	.	

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

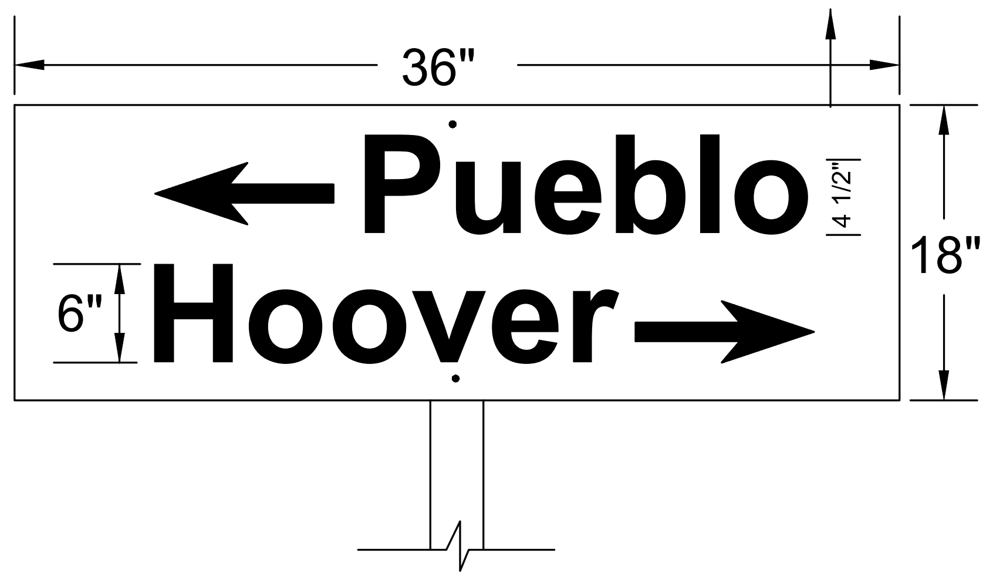
SHEET
6
36

PV-147

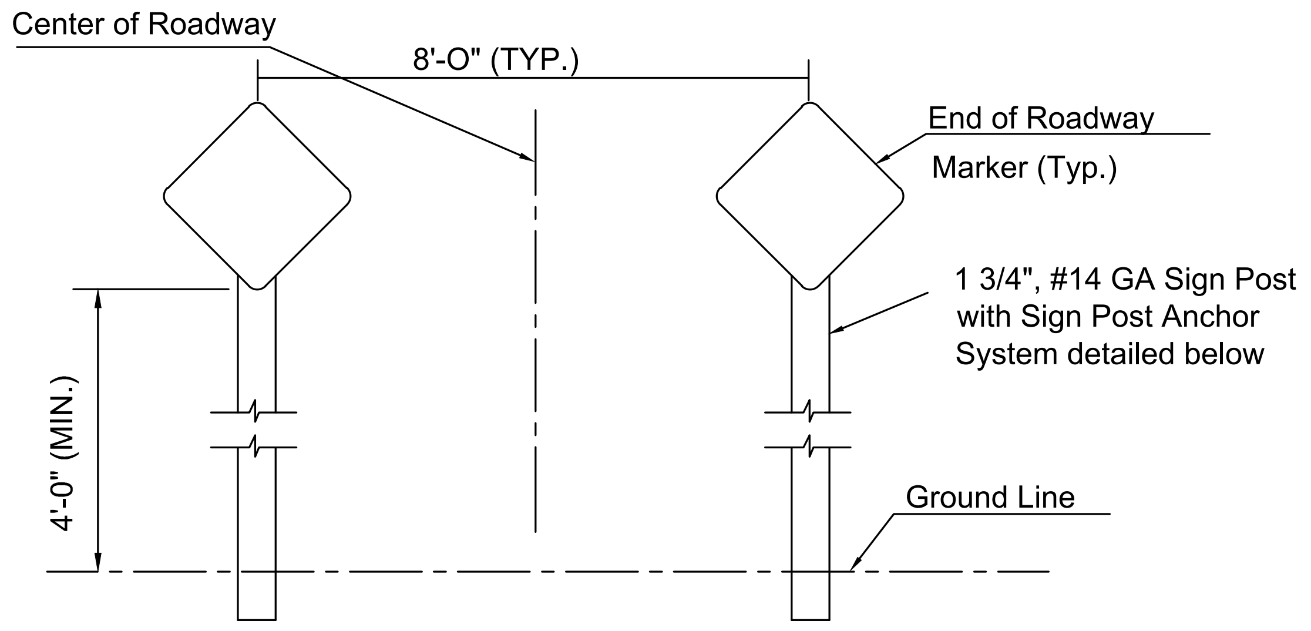




* IN NO CASE SHALL THE SPECIFICATIONS BE LESS THAN REQUIRED BY THE CURRENT MUTCD.

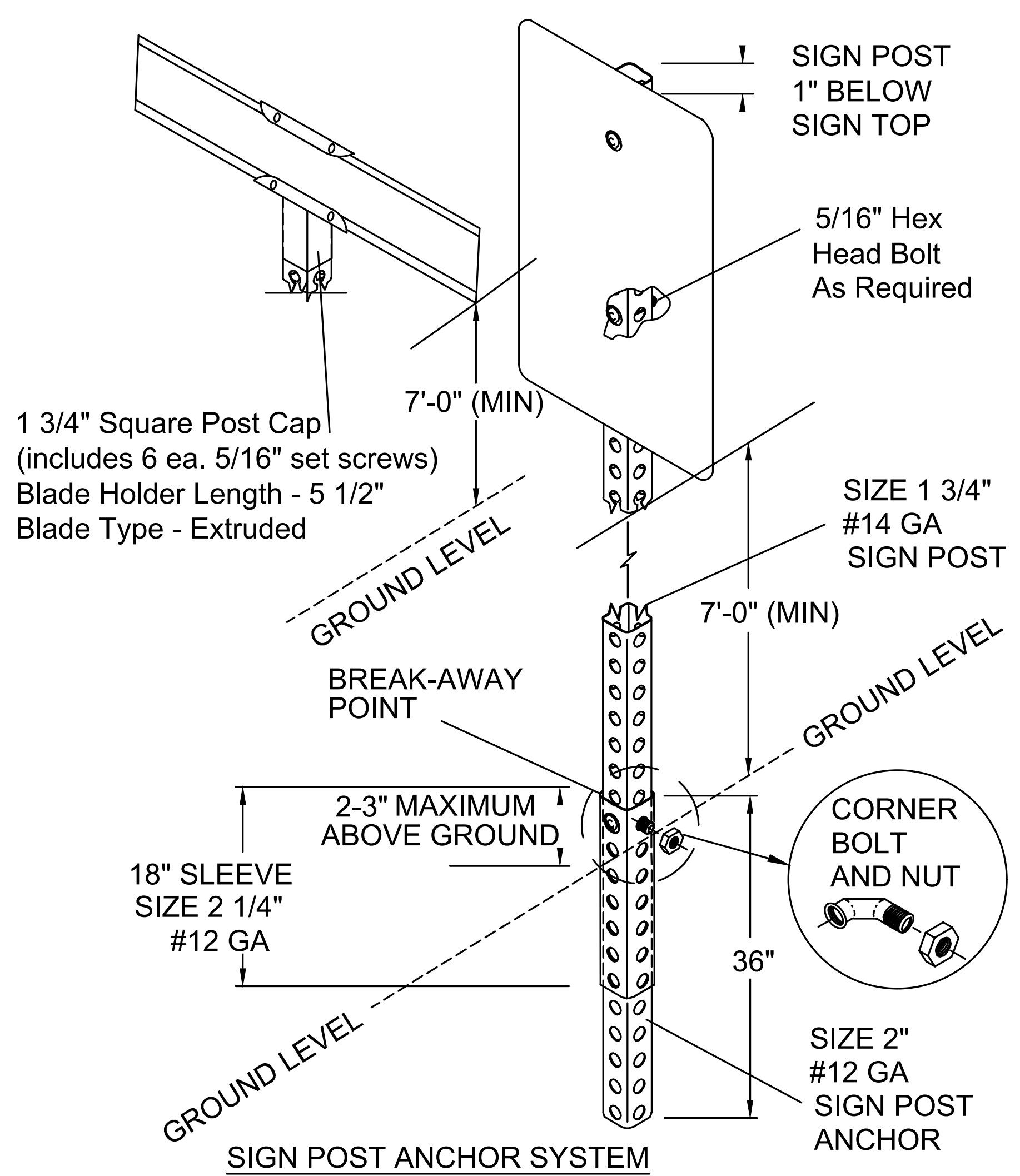


FLAT PLATE STREET NAME SIGN

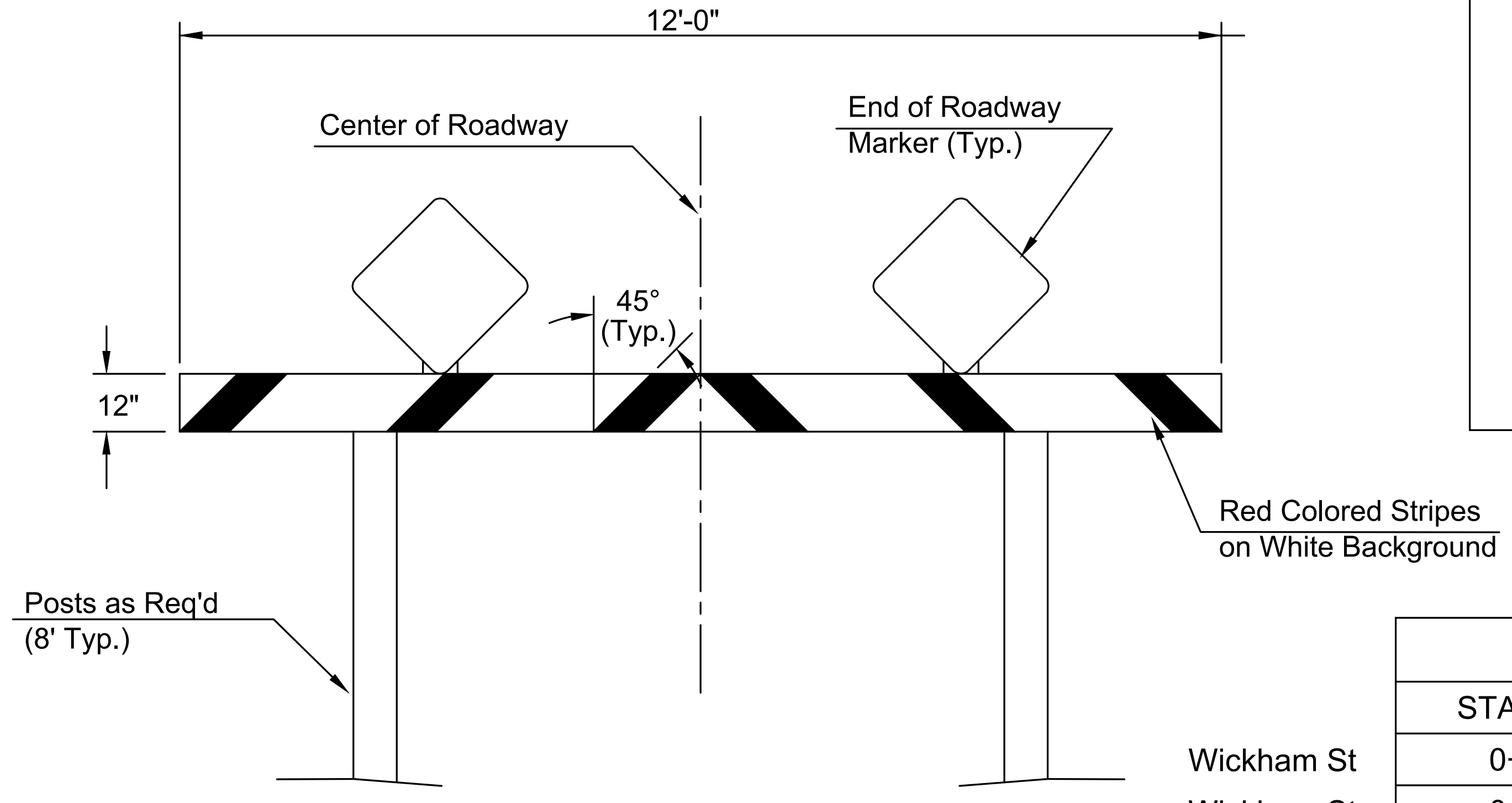


TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION

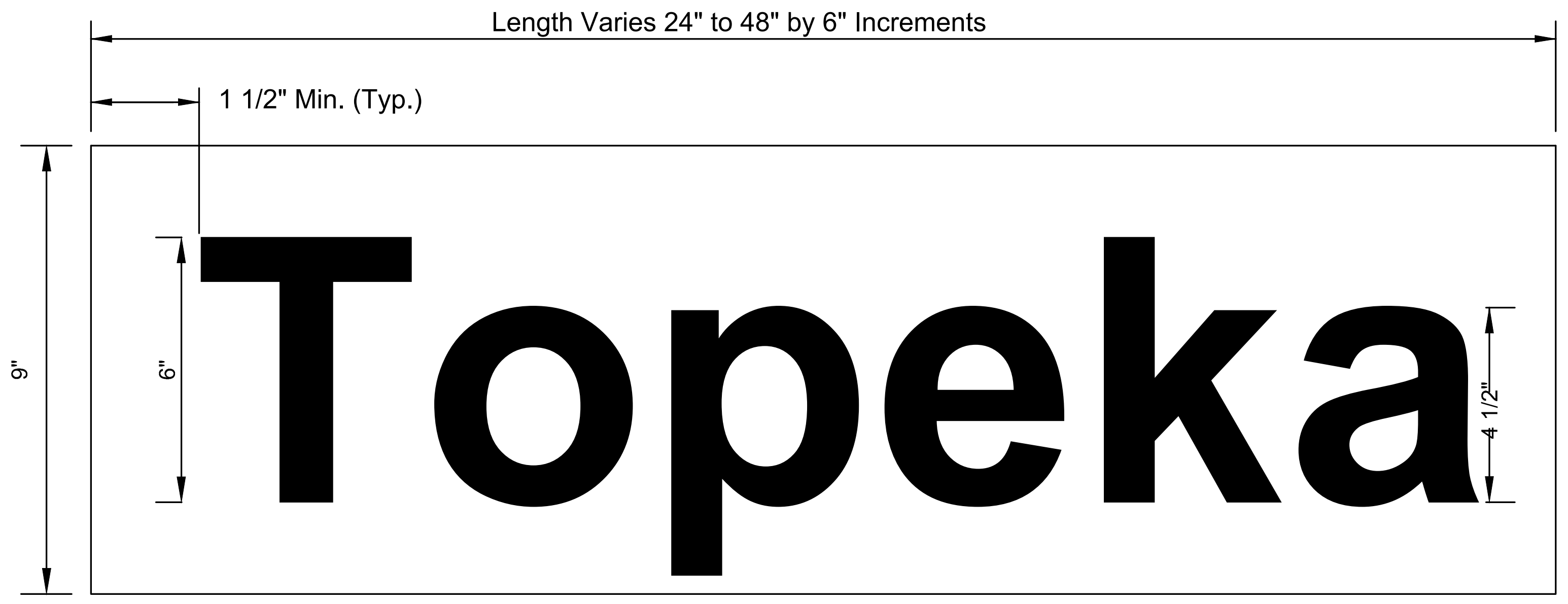
PERFORATED TUBE SIGN POST INSTALLATION



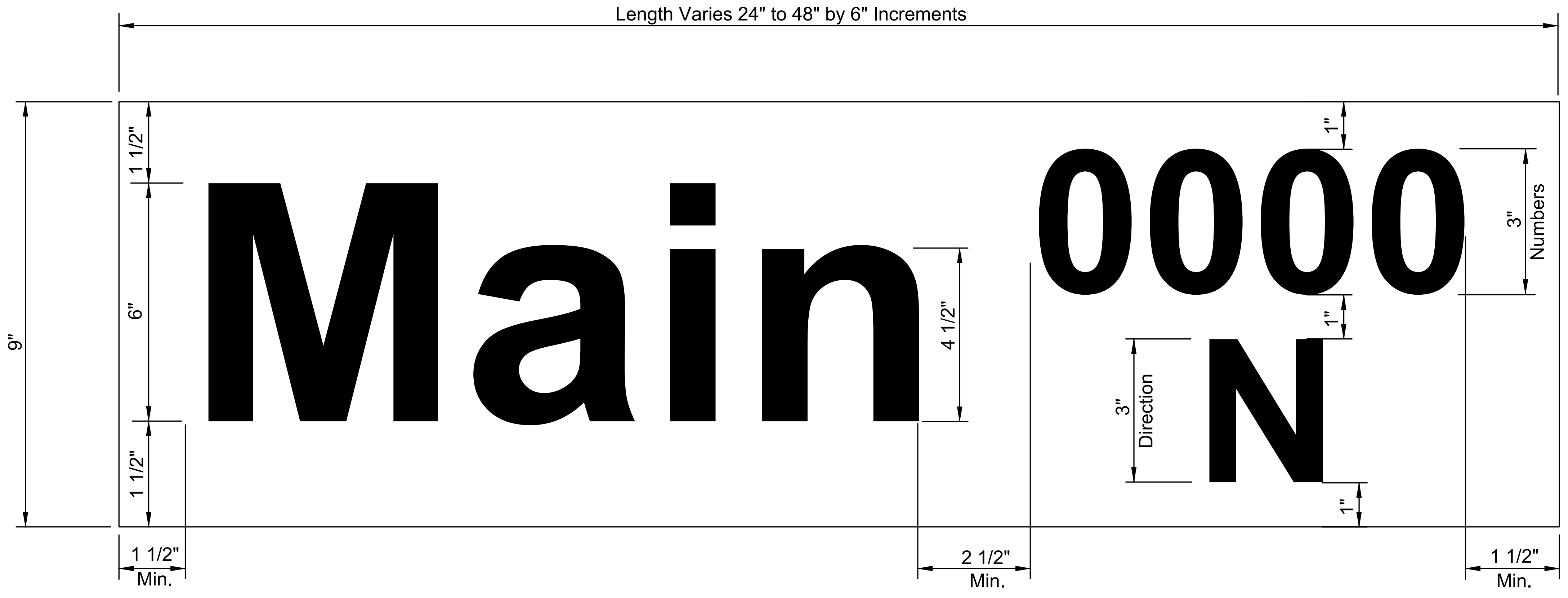
SIGN POST ANCHOR SYSTEM



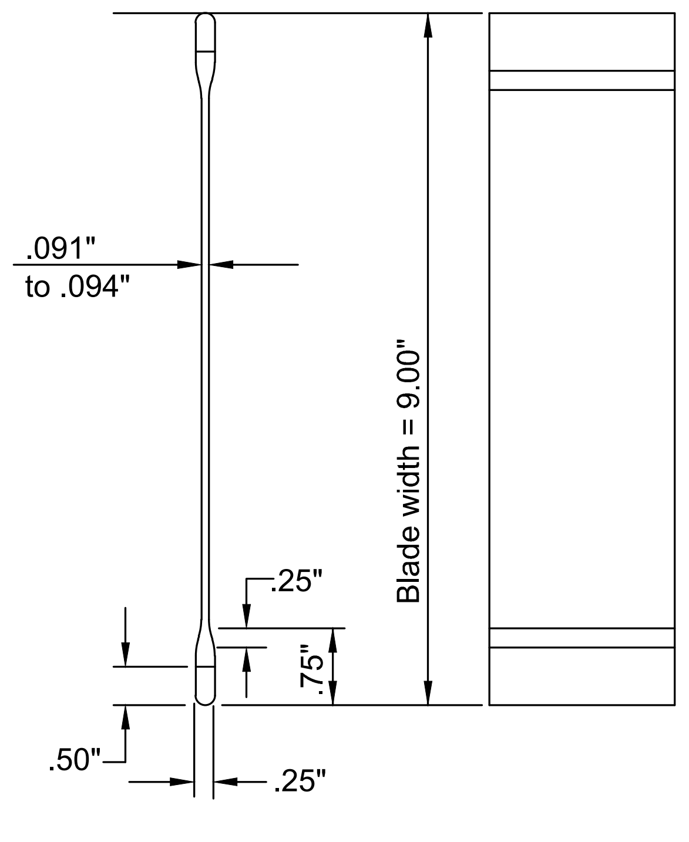
TYPE I BARRICADE DETAIL W/ E.O.R. MARKERS



DETAIL A
9" STANDARD



DETAIL B
9" METRO



STREET NAME SIGN
BLADE DETAILS

SIGN ASSEMBLY TABLE

	STATION	OFFSET	SIGN	QUANTITY*
Wickham St	0+88	22' LT	R1-1	1
Wickham St	0+88	22' RT	SNS	2
Leon St	0+53	7.5' LT & RT	EOR	2
Leon St	0+76	22' RT	SNS	2
Nathan St	4+67	22' RT	SNS	2
Nathan St	12+76	22' RT	SNS	2
Elder St	0+34	4' LT & RT	EOR	2
Elder St	1+63	21' LT	SNS	2

STREET NAME TABLE

STREET NAME	NO. BLADES REQUIRED	
	9" STD.	9" METRO
Hoover Rd	1	
Wickham St	1	1
Leon St	1	
Nathan St	1	
Elder St	1	
Leon St ←	1	
Chadd St ←	1	
Nathan St →	2	

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CITY OF
WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

SIGN DETAILS

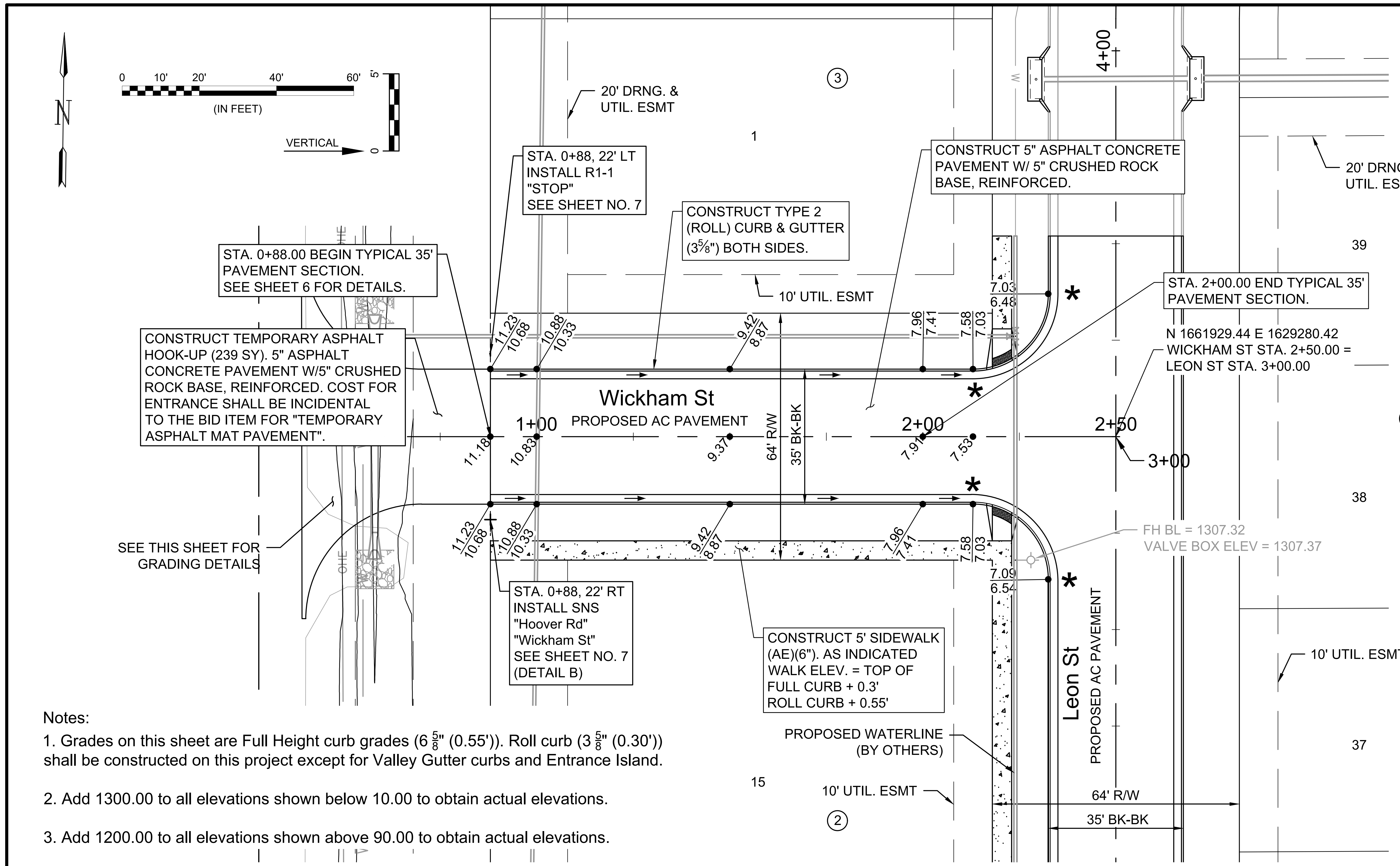
TRAFFIC ENGINEER
Mike Armour P.E.

PROJECT NUMBER	OCA NUMBER	DATE
472-2024-086044	.	

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

SHEET
7
36

TR–106

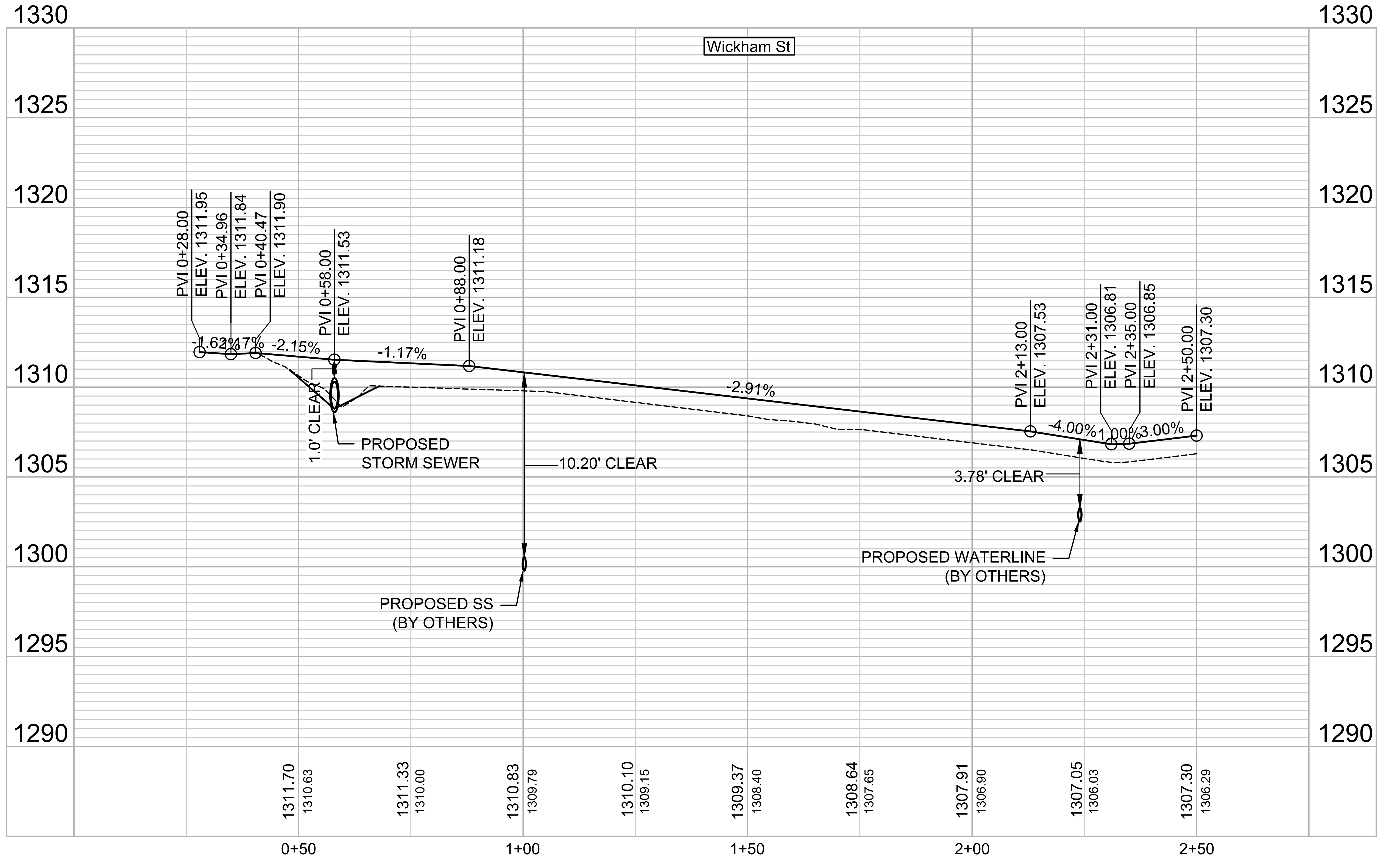


Notes:

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 except for Valley Gutter curbs and Entrance Island.

2. Add 1300.00 to all elevations shown below 10.00 to obtain actual elevations.

3. Add 1200.00 to all elevations shown above 90.00 to obtain actual elevations.



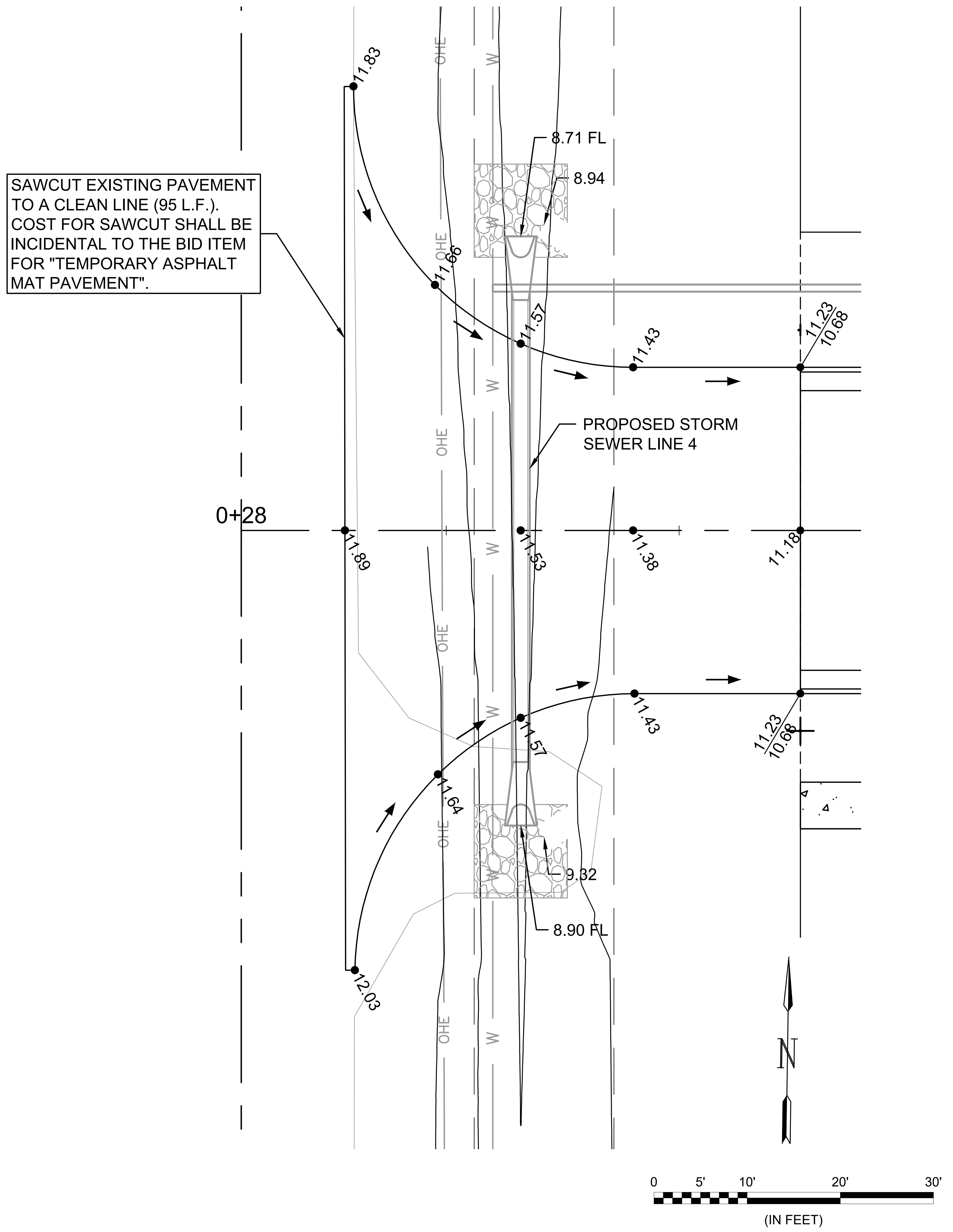
Notes:

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 except for Curb Returns. Curb Returns shall be 6 5/8" (0.55').

2. Add 1300.00 to all elevations shown below 10.00 to obtain actual elevations.

3. Add 1200.00 to all elevations shown above 90.00 to obtain actual elevations.

* Transition from Roll Curb to Full Curb in 5'.



GARVER

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

KENNETH W. LEE
15373
2-10-26

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

COTTONWOOD CREEK ESTATES - PHASE 2
PAVING & SWD

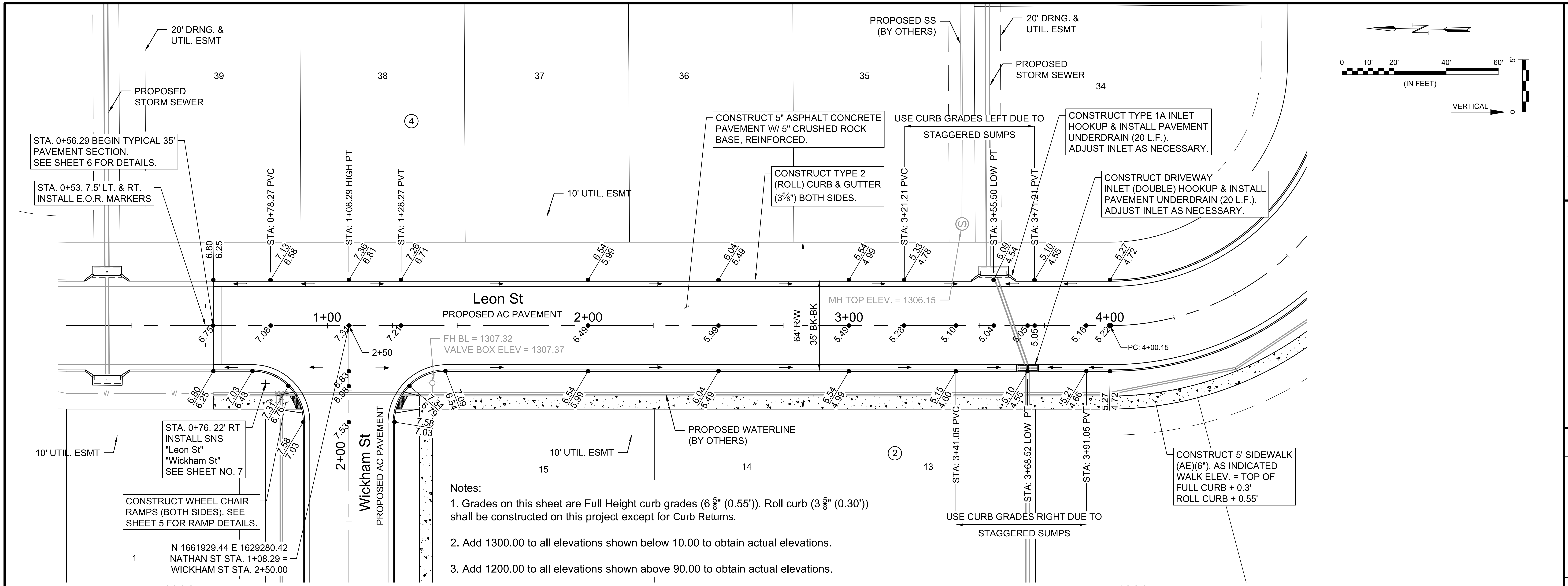
Wickham St
P&P

JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

SHEET NUMBER 8 OF 36

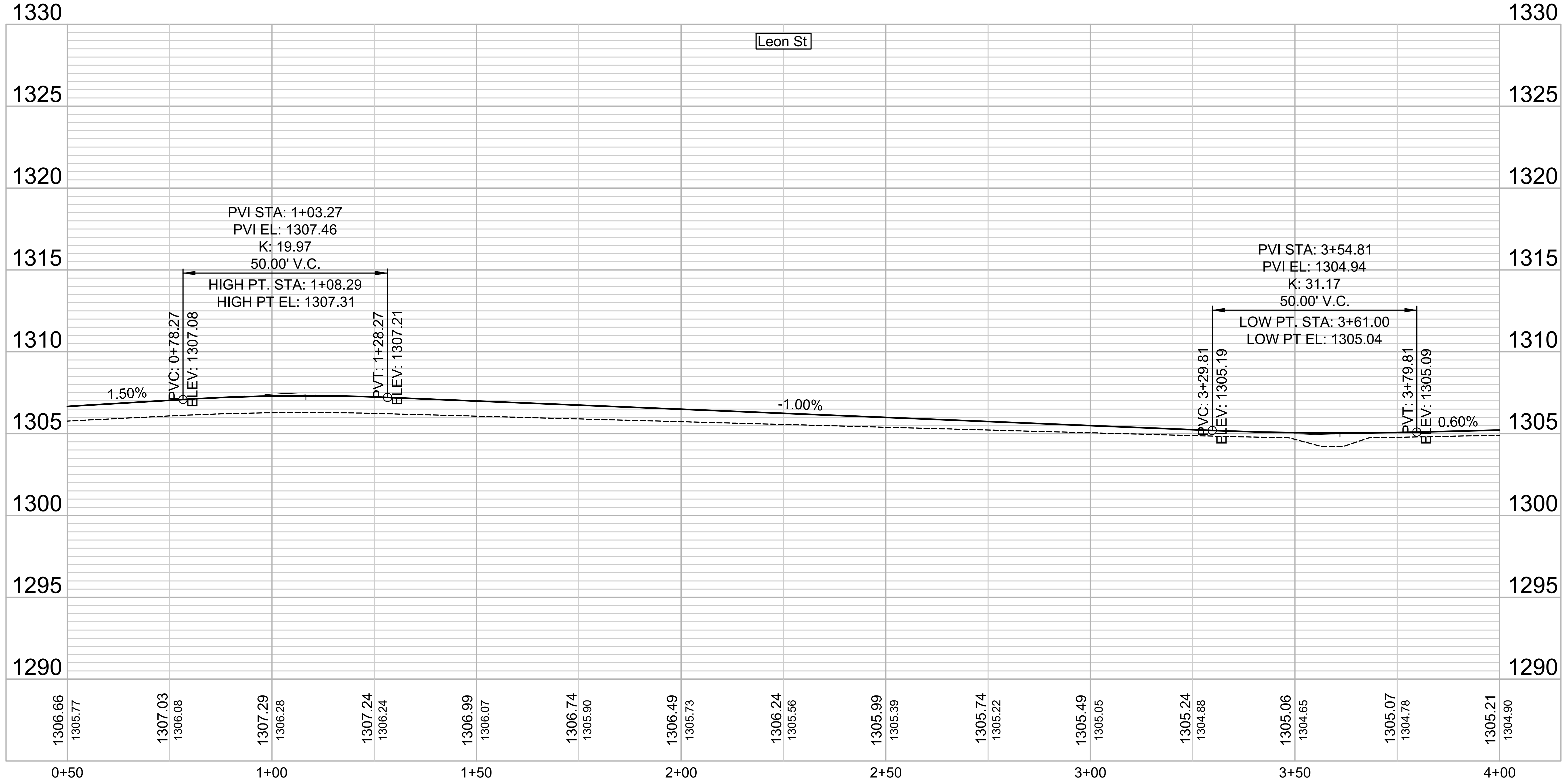


Notes:

1. Grades on this sheet are Full Height curb grades (6⅝" (0.55')). Roll curb (3⅝" (0.30')) shall be constructed on this project except for Curb Returns.

2. Add 1300.00 to all elevations shown below 10.00 to obtain actual elevations.

3. Add 1200.00 to all elevations shown above 90.00 to obtain actual elevations.



GARVER

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

15373
2-10-26

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

COTTONWOOD CREEK
ESTATES - PHASE 2
PAVING & SWD

Leon St P&P

JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

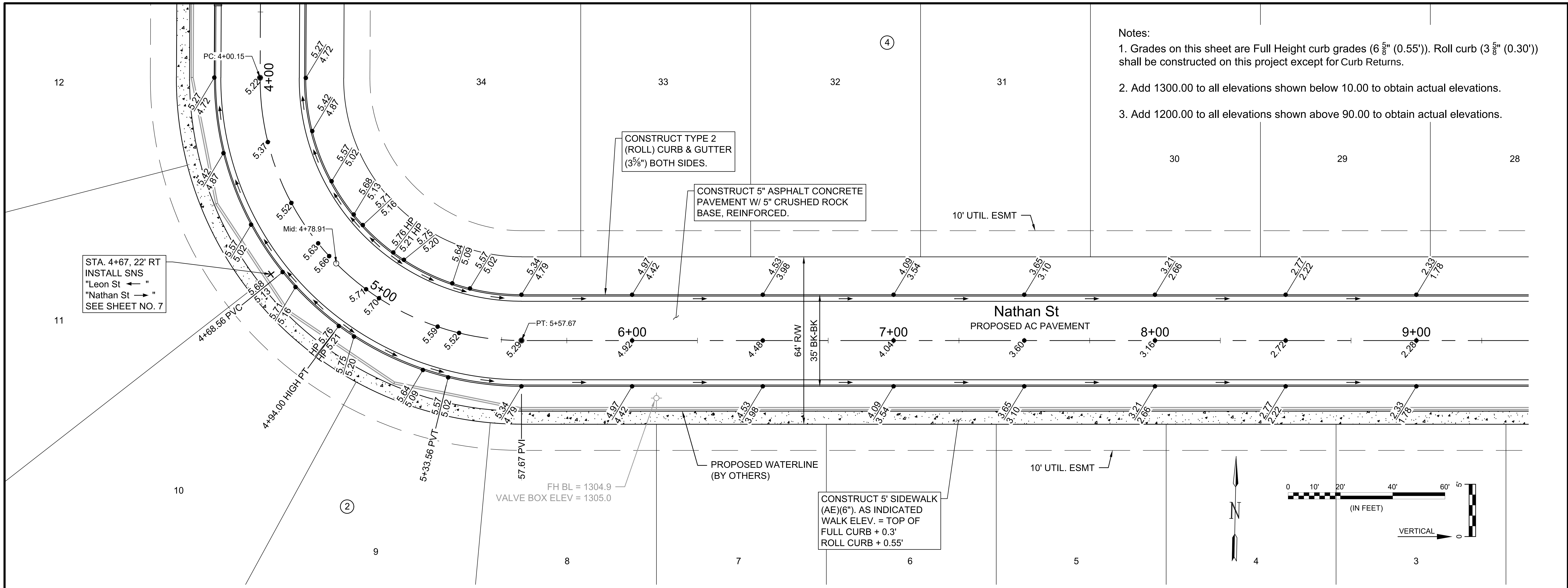
SHEET NUMBER 9 OF 36

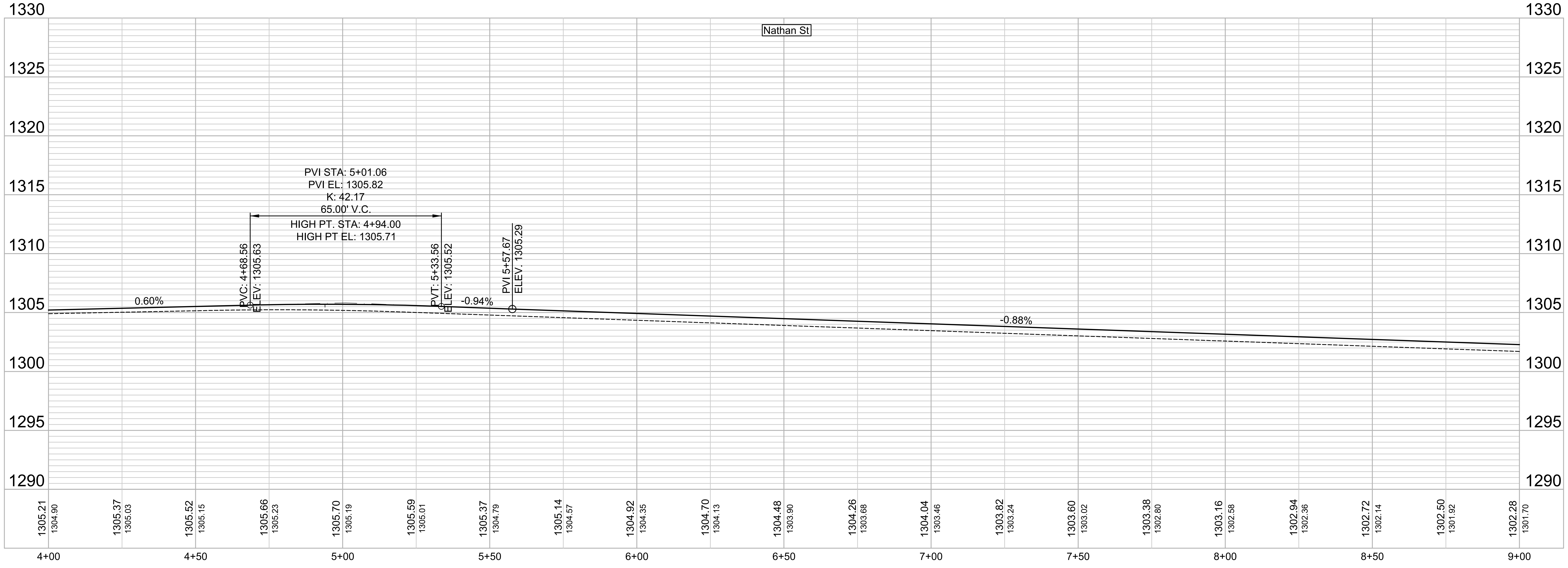
Notes:

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 except for Curb Returns.

2. Add 1300.00 to all elevations shown below 10.00 to obtain actual elevations.

3. Add 1200.00 to all elevations shown above 90.00 to obtain actual elevations.





GARVER

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

KENNETH W.
15373
2-10-26

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

COTTONWOOD CREEK
ESTATES - PHASE 2
PAVING & SWD

Nathan St P&P
(1 of 2)

JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
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SHEET NUMBER **10** OF **36**

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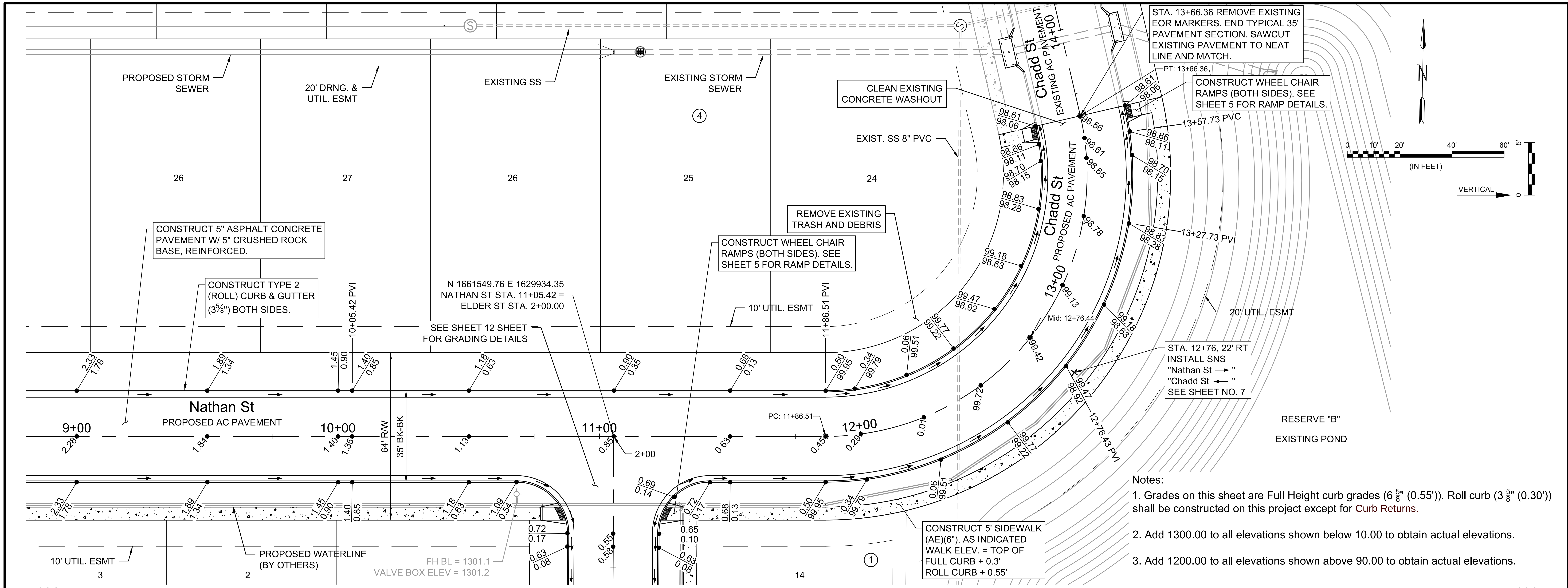
Last plotted by: Bogart, John S. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 2/10/2026 2:22 PM Plotter used: None

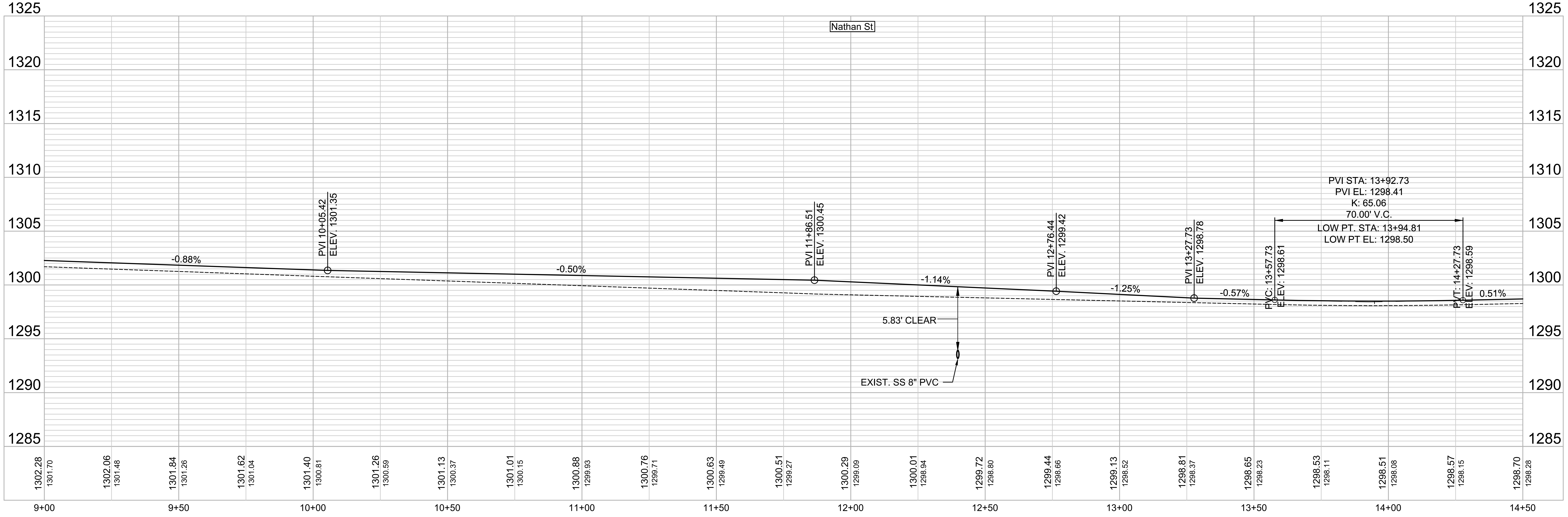


Notes:

1. Grades on this sheet are Full Height curb grades (6 ⅝" (0.55')). Roll curb (3 ⅝" (0.30')) shall be constructed on this project except for Curb Returns.

2. Add 1300.00 to all elevations shown below 10.00 to obtain actual elevations.

3. Add 1200.00 to all elevations shown above 90.00 to obtain actual elevations.



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GARVER

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

KENNETH W. LEE
15373
2-10-26

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

COTTONWOOD CREEK
ESTATES - PHASE 2
PAVING & SWD

Nathan St P&P
(2 of 2)

JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
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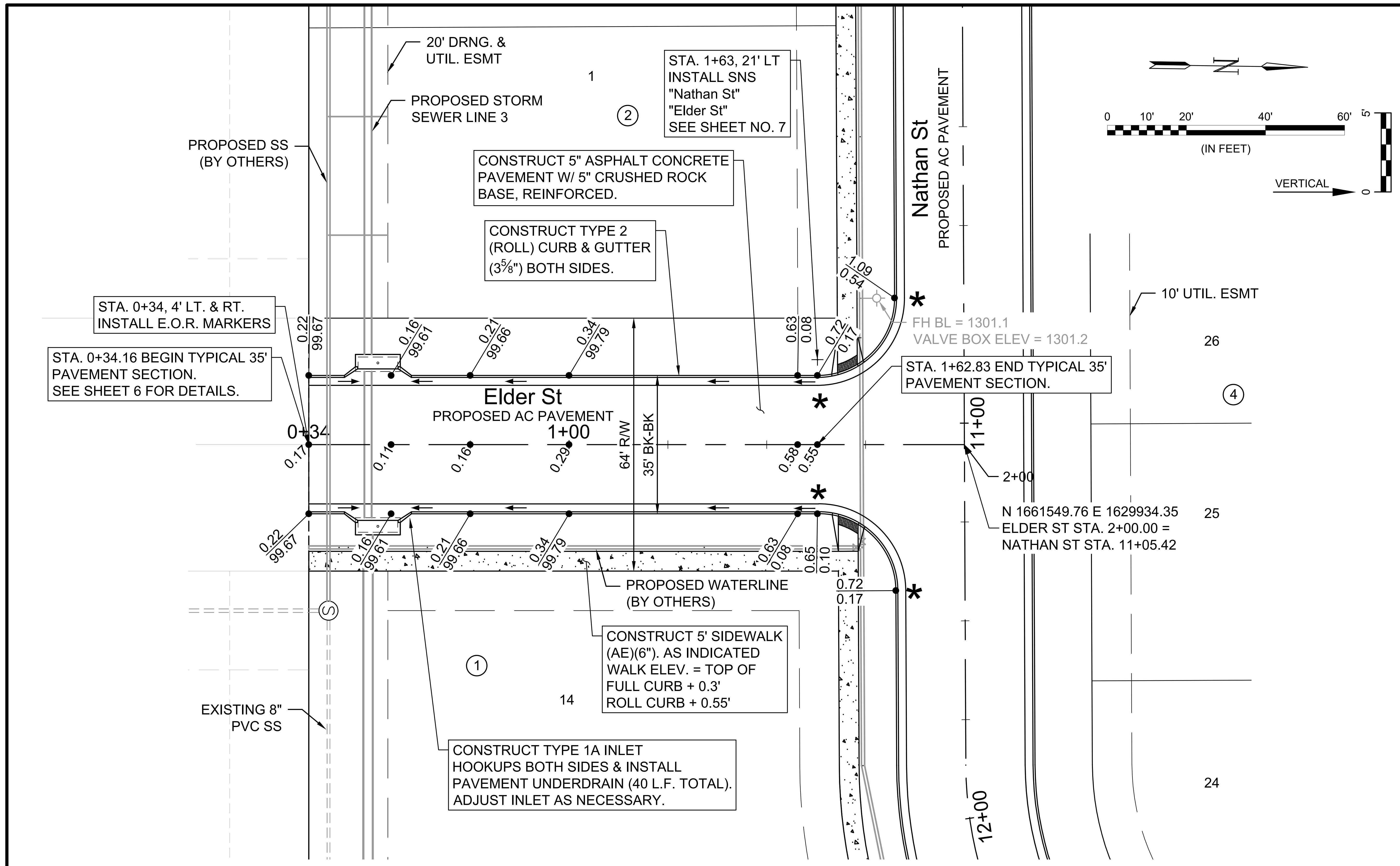
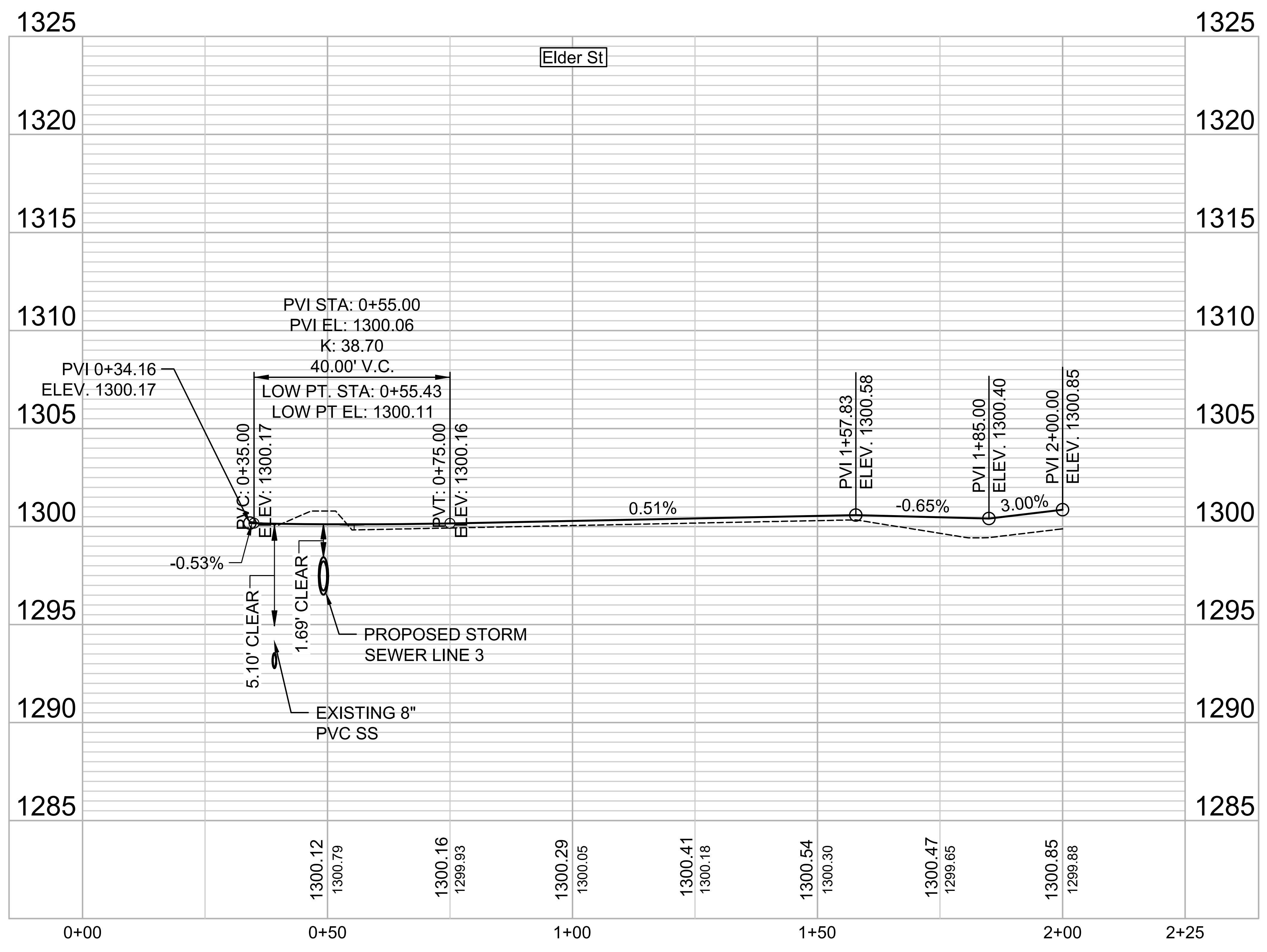
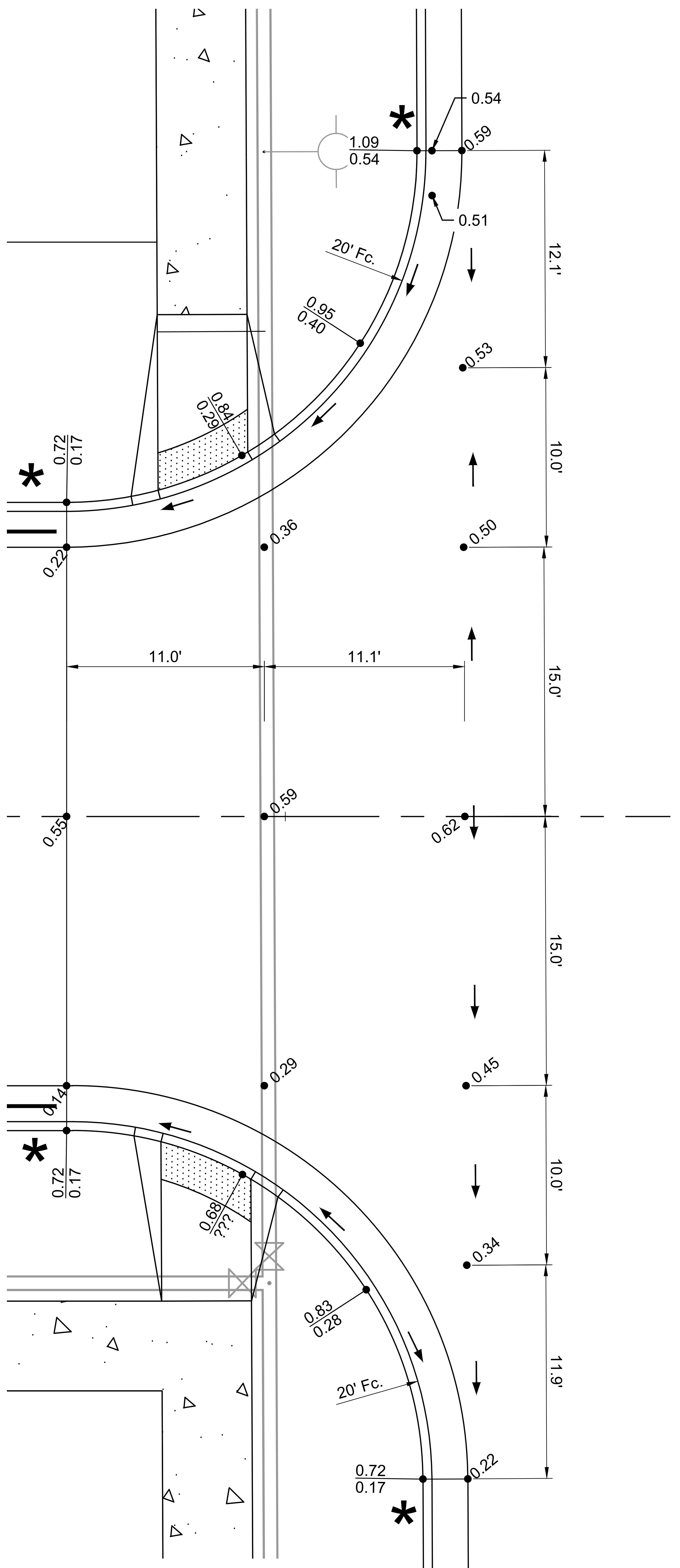
SHEET NUMBER **11** OF **36**







Notes:

1. Grades on this sheet are Full Height curb grades (6 ⅝" (0.55')). Roll curb (3 ⅝" (0.30')) shall be constructed on this project except for Curb Returns. Curb Returns shall be 6 ⅝" (0.55').

2. Add 1300.00 to all elevations shown below 10.00 to obtain actual elevations.

3. Add 1200.00 to all elevations shown above 90.00 to obtain actual elevations.

* Transition from Roll Curb to Full Curb in 5'.

GARVER

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

KENNETH W. LEE
15373
2-10-26

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

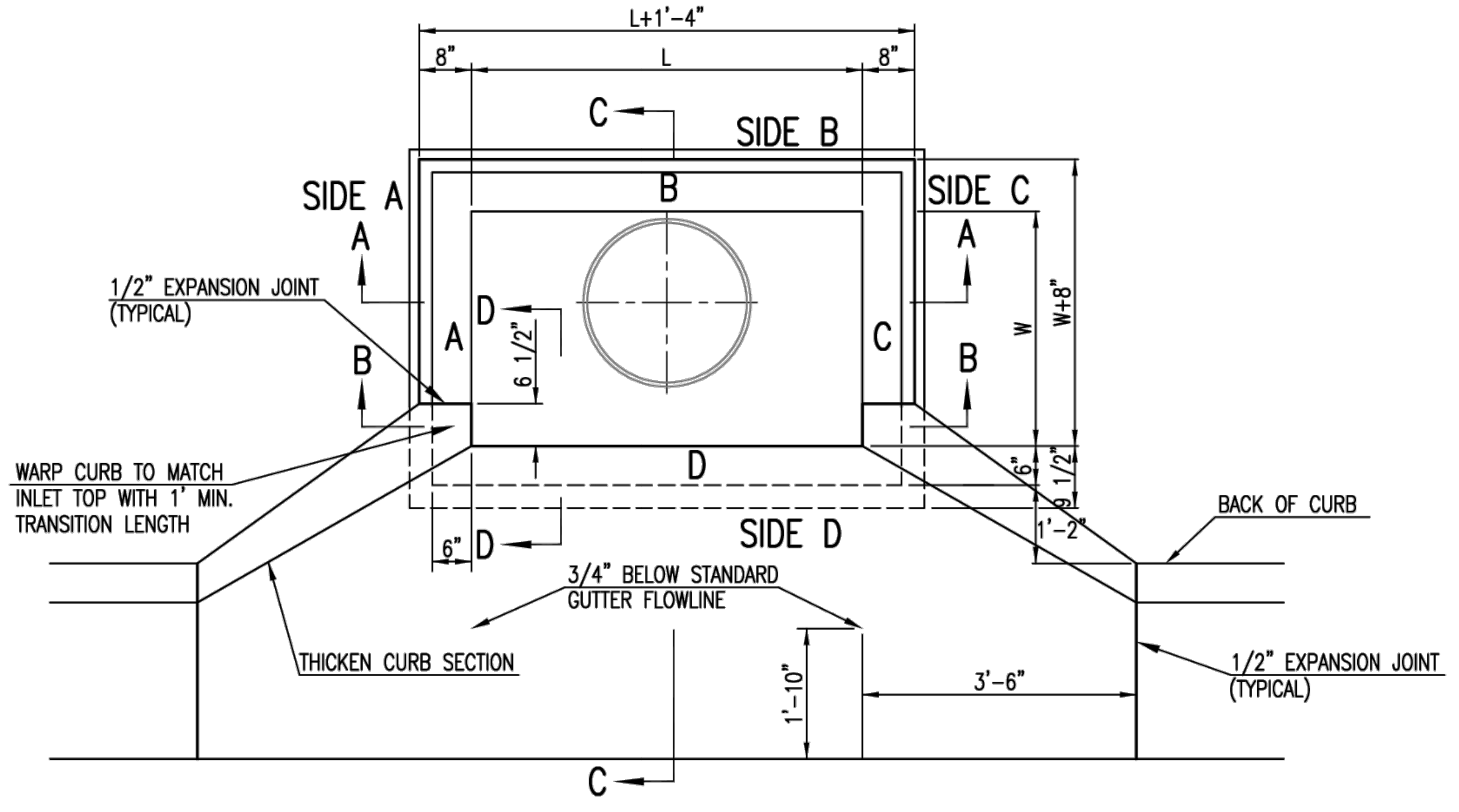
COTTONWOOD CREEK ESTATES - PHASE 2 PAVING & SWD

Elder St P&P & VG

JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.



TOP VIEW

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

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

PRECAST CURB INLET WIDTHS

** FOR PIPES PERPENDICULAR TO INLET WALL

GENERAL NOTES

1. CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.

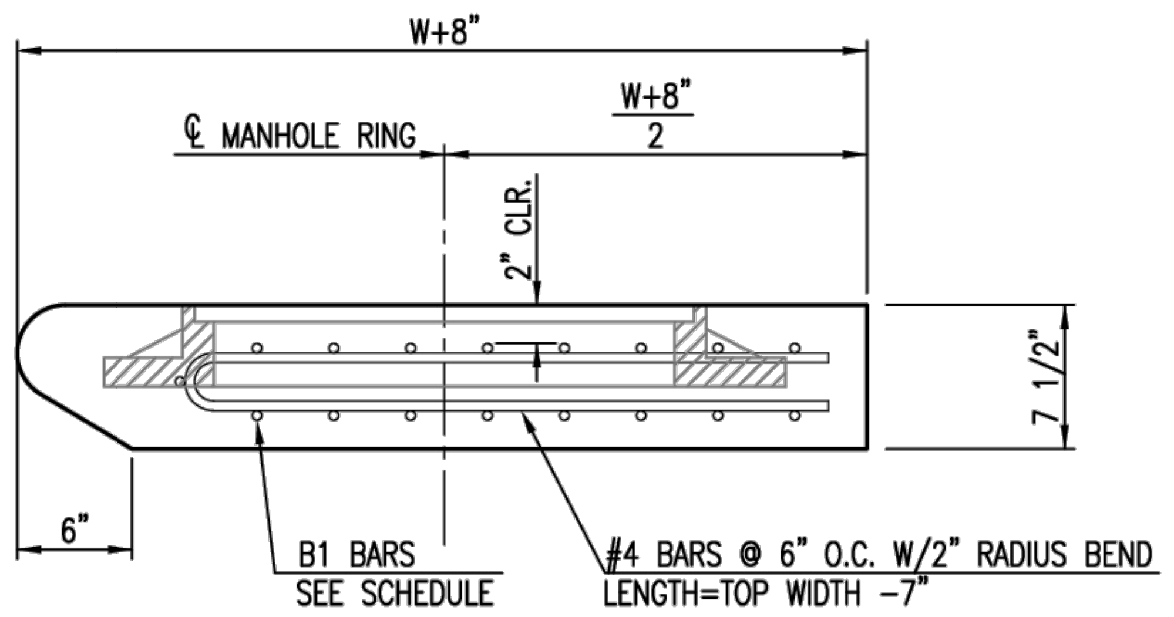
2. CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP OF THIS INLET WHEN W=5'-0" AND H=7'-0" OR LESS.

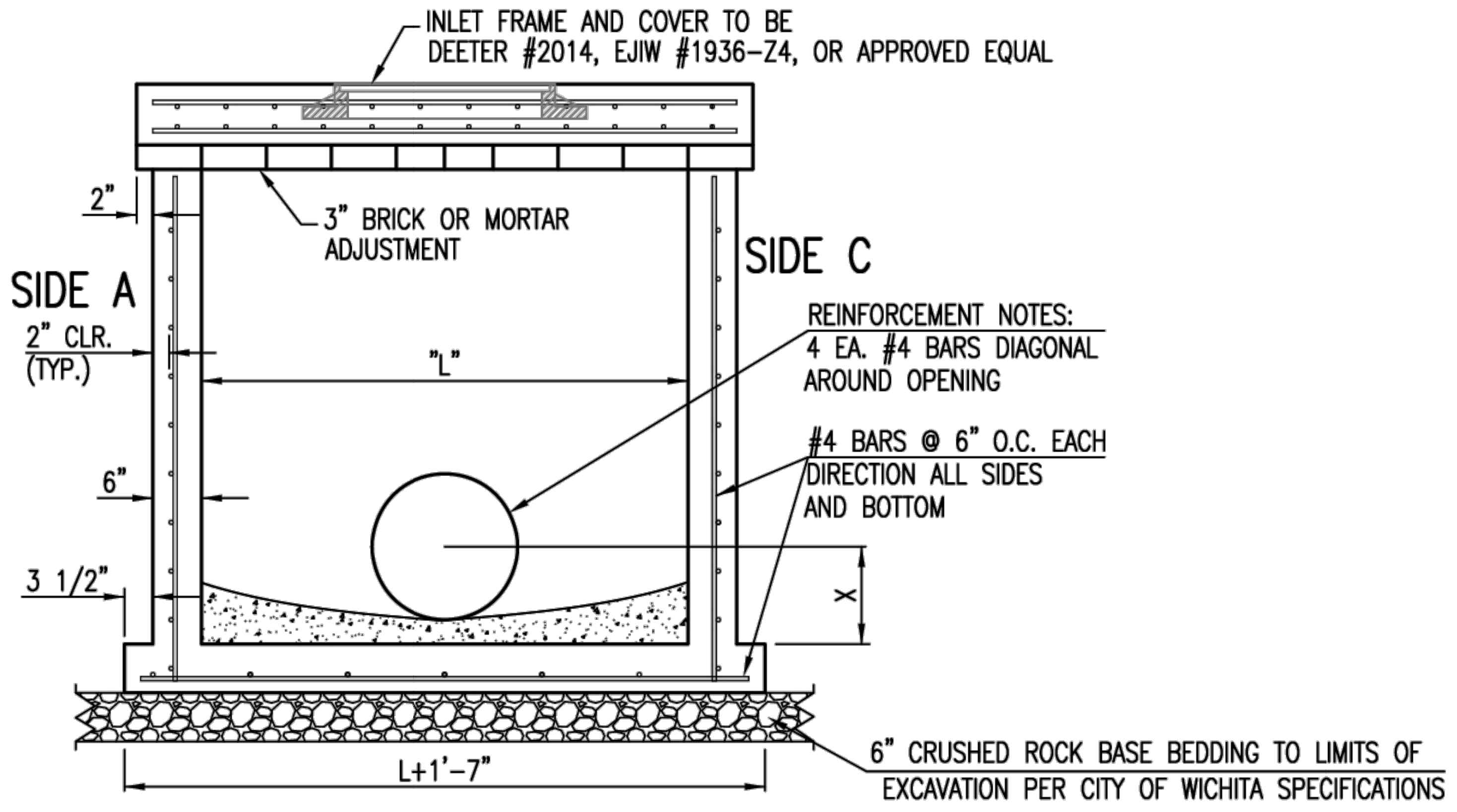
3. INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

4. THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.

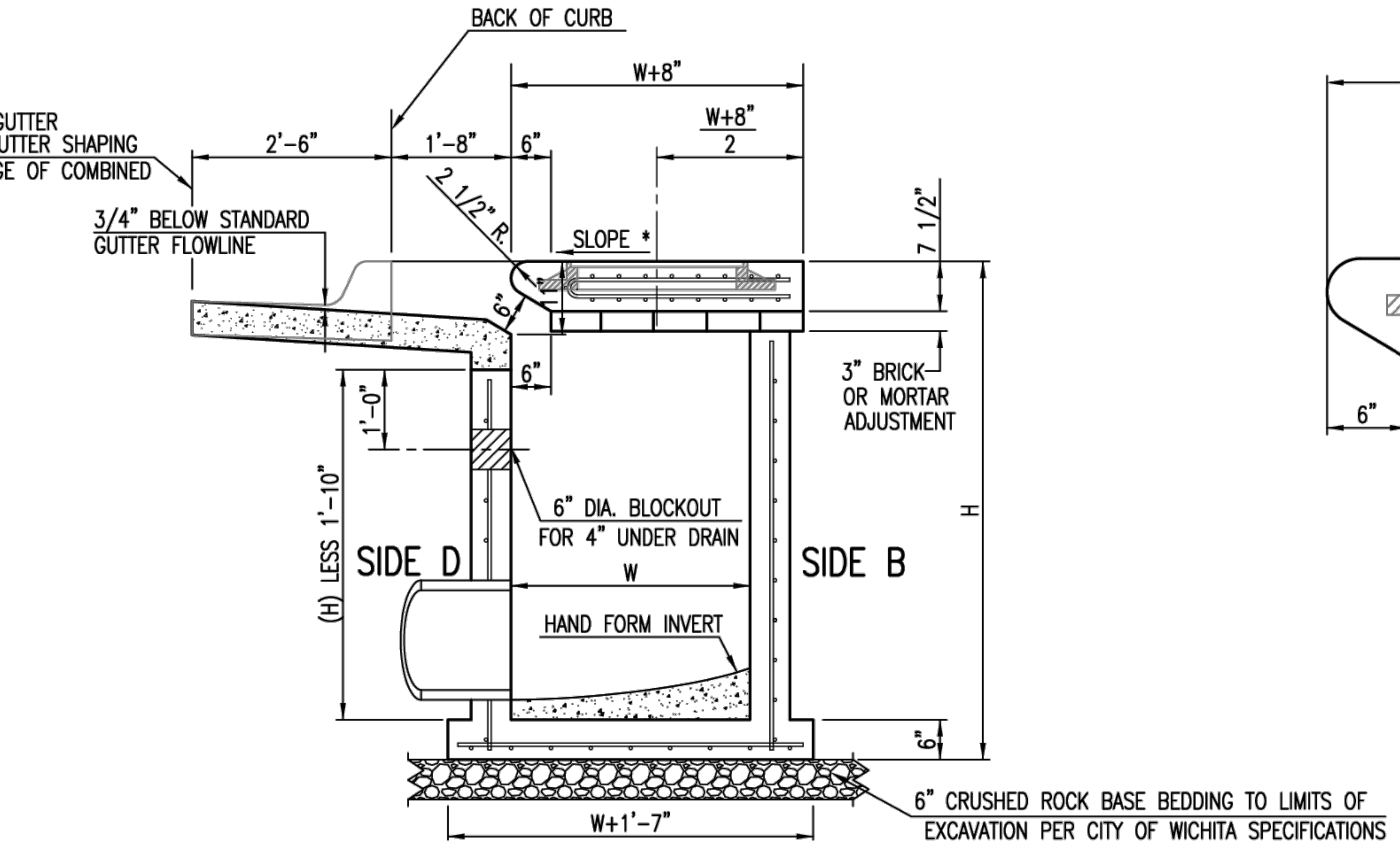
5. INLET FRAME AND COVER TO BE DEETER #2014, EJIW #1936-Z4, OR APPROVED EQUAL, SEE SW-303.

6. CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN INLET WALL SHALL BE GROUTED FLUSH TO THE INLET WALL WITH HYDRAULIC CEMENT AFTER THE INLET IS IN PLACE. LIFTING HOLES THRU THE INLET WALL WILL NOT BE ACCEPTED.





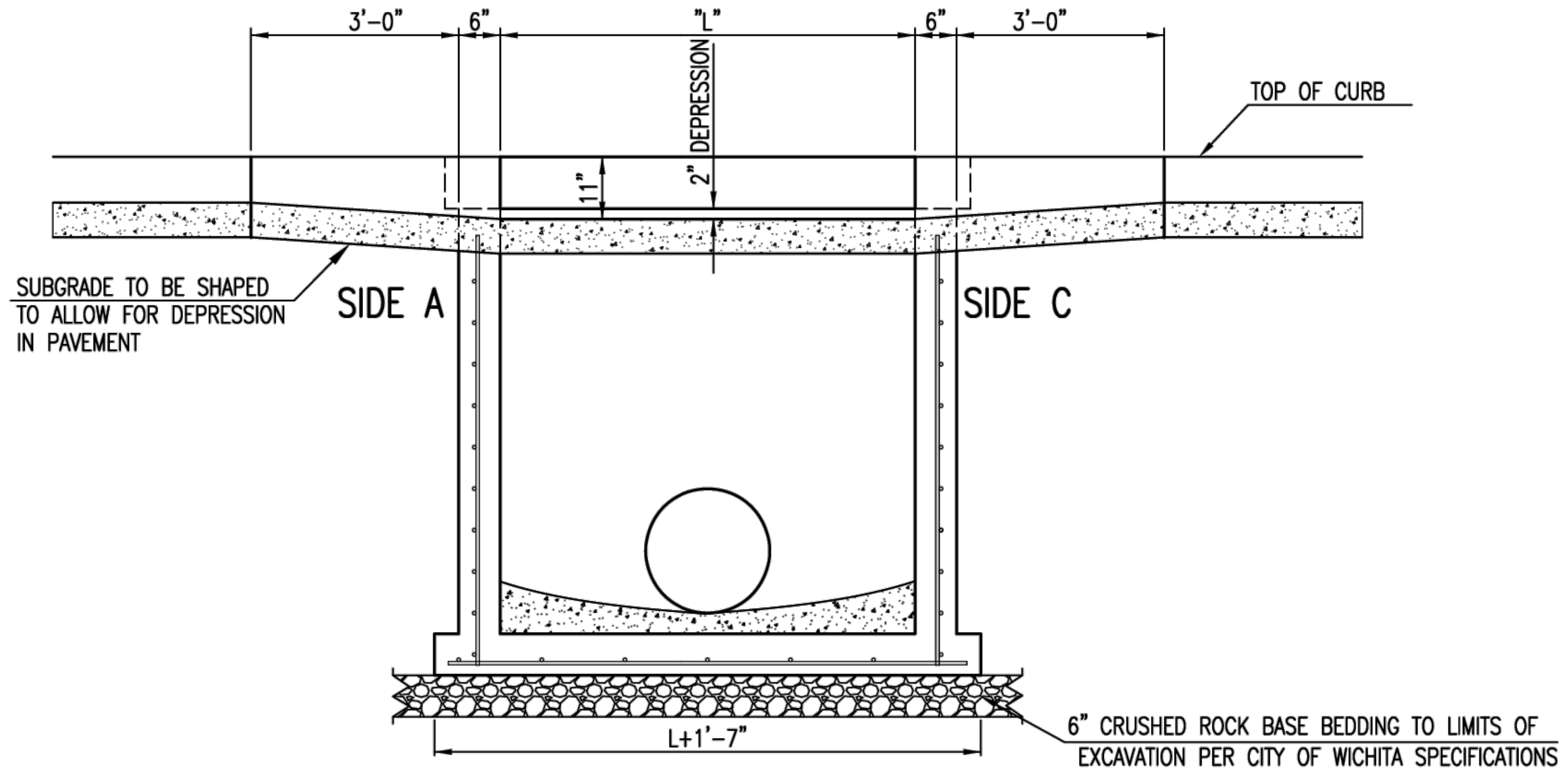
SECTION "A-A"



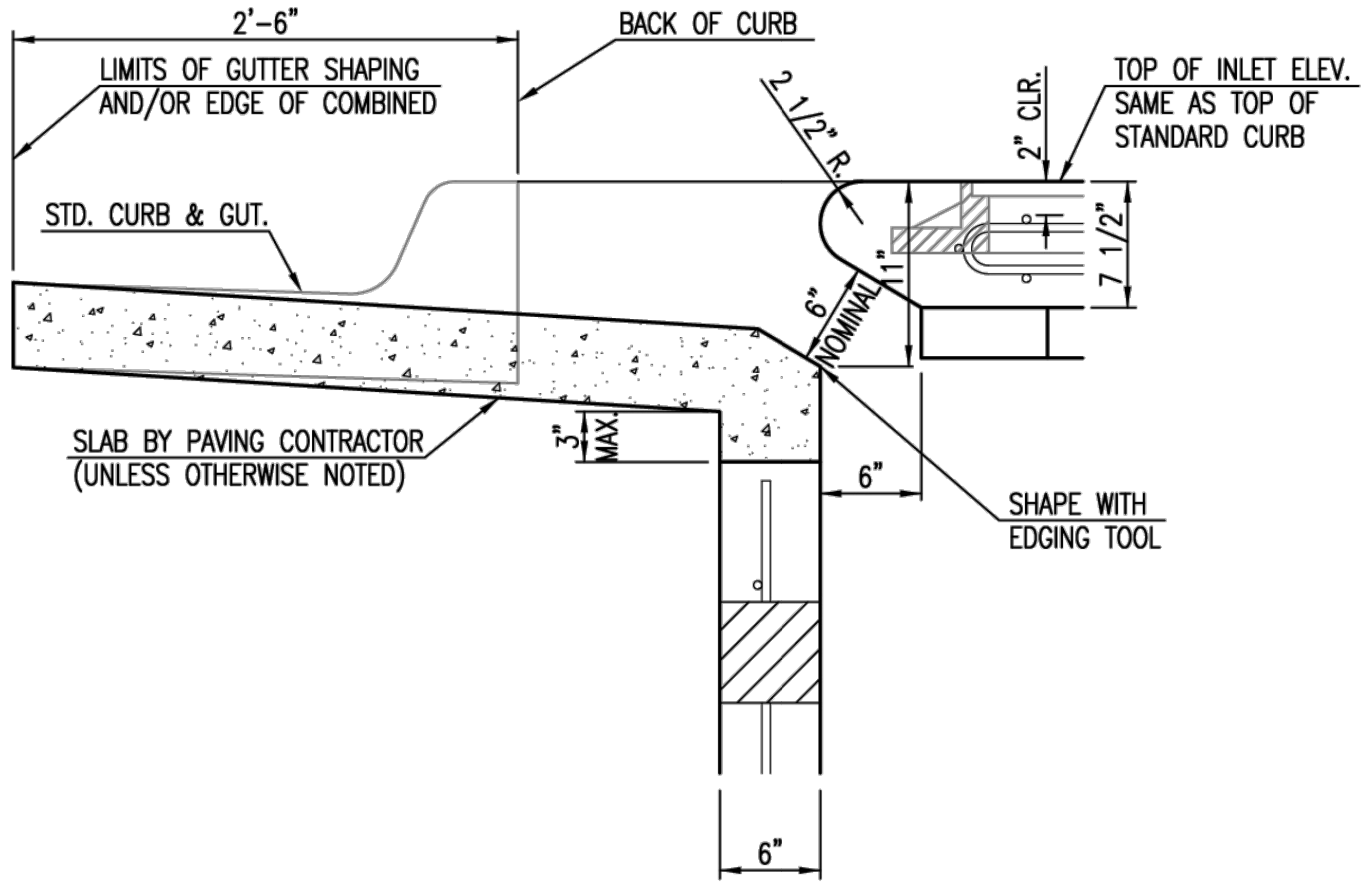
SECTION "C-C"

NOTES:

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



SECTION "B-B"



SECTION "D-D"

REVISION MAY 2017	UPDATED SET BACK DIMENSION ON TOP VIEW

CITY OF WICHITA

PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

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

CITY ENGINEER
GARY JANZEN, P.E.

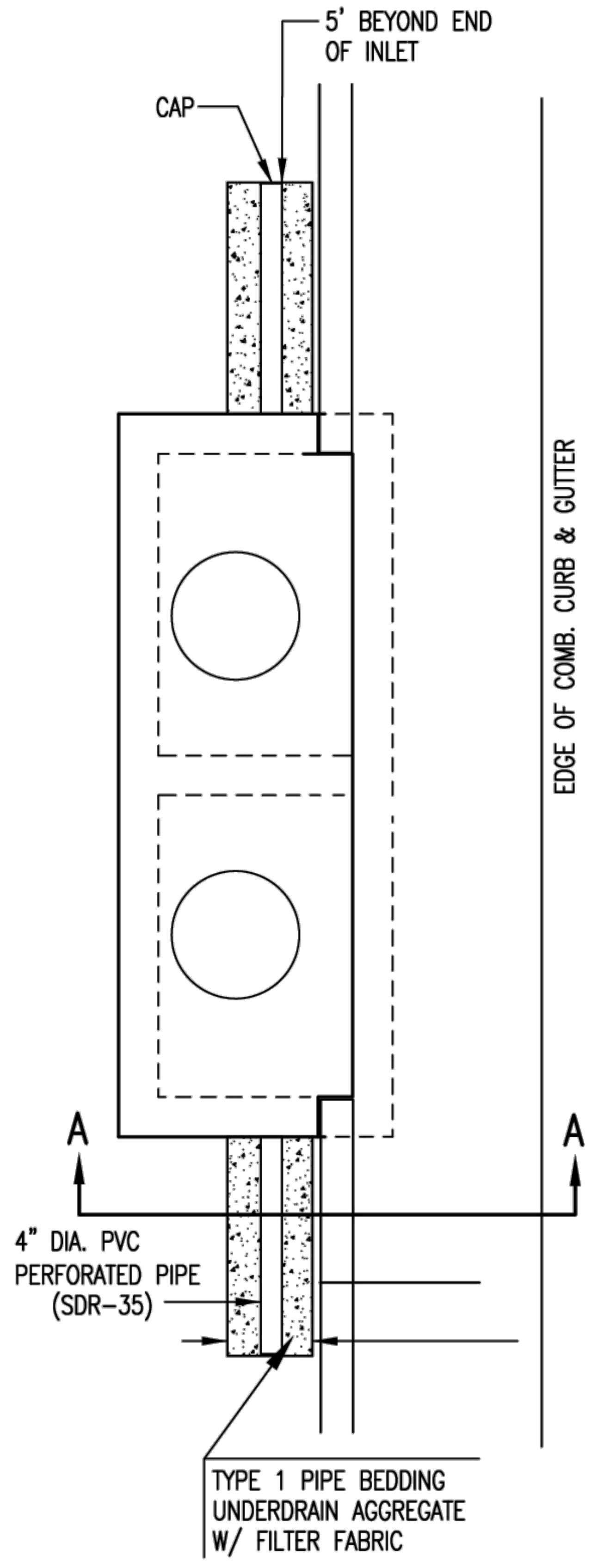
PROJECT NUMBER	OCA NUMBER	DATE
472-2024-086044	.	

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

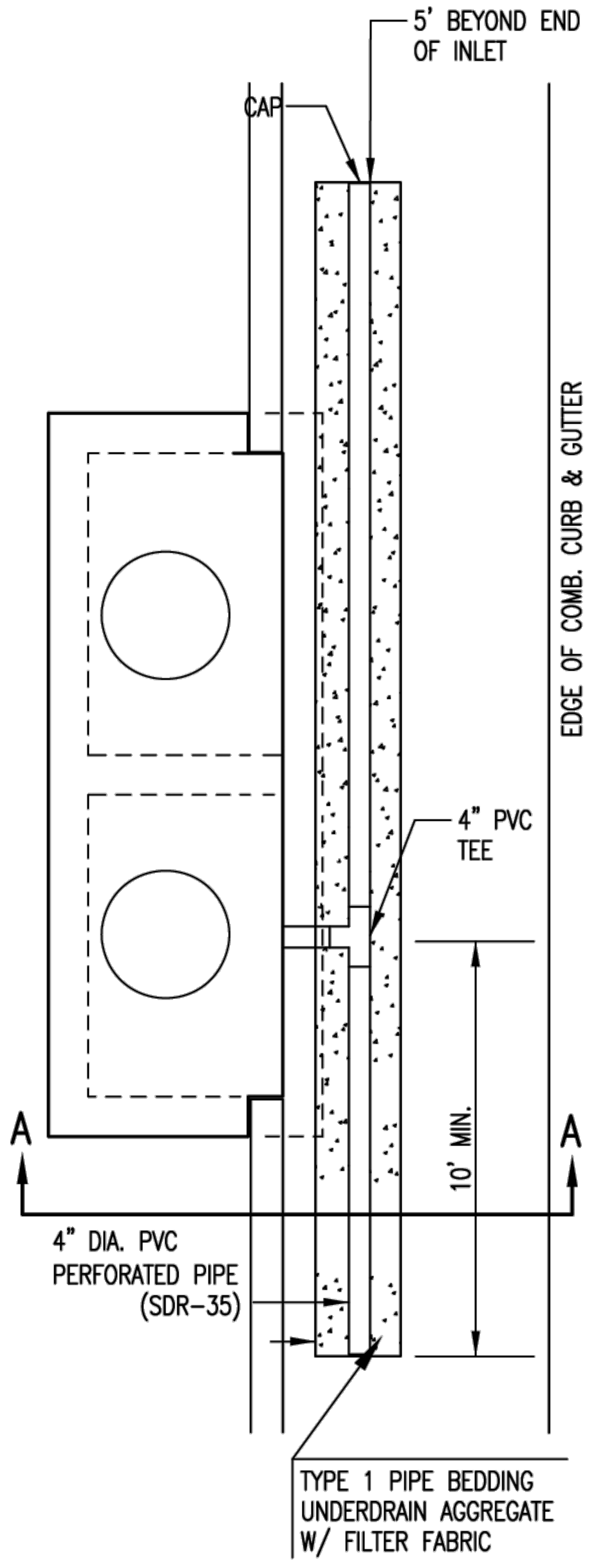
SHEET
13
36

SW-103

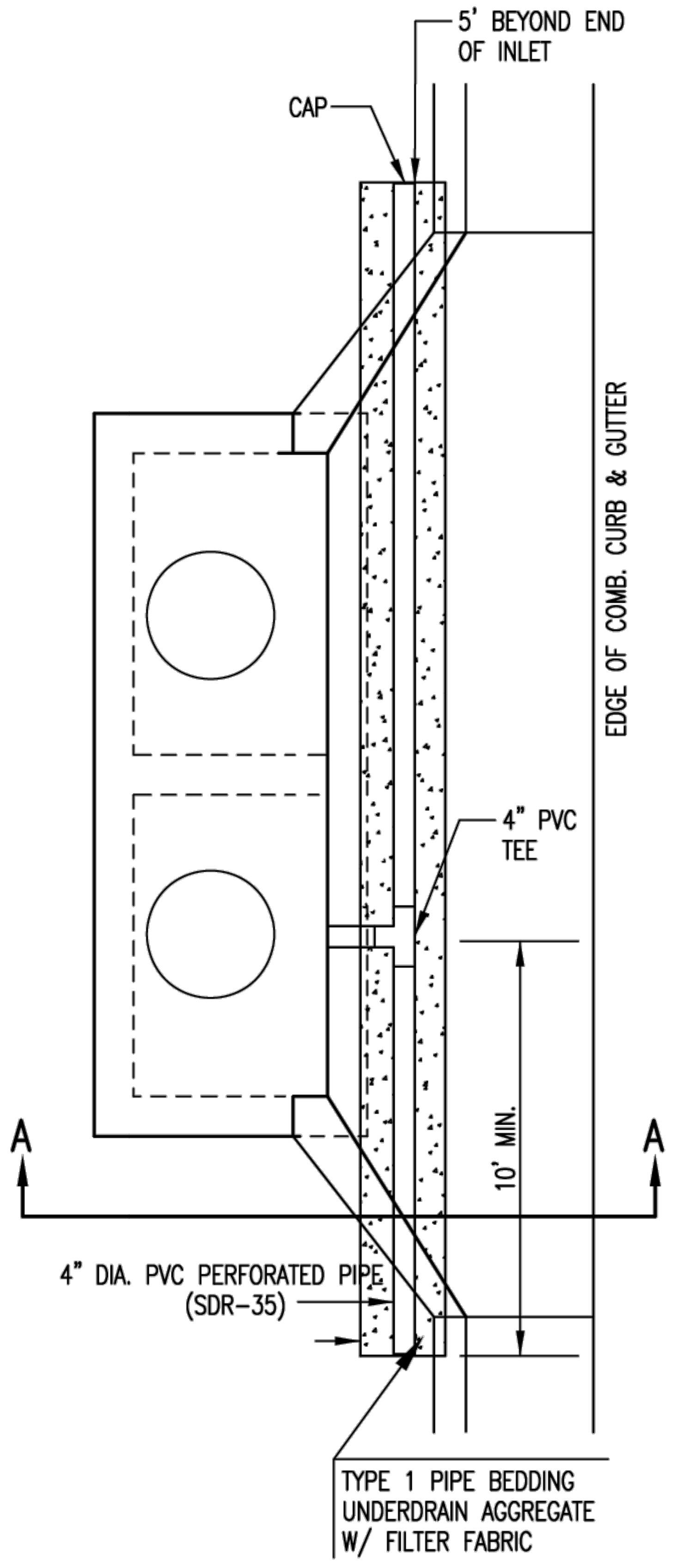
PAVEMENT UNDERDRAIN SHALL BE INSTALLED ON ALL CURB INLETS.



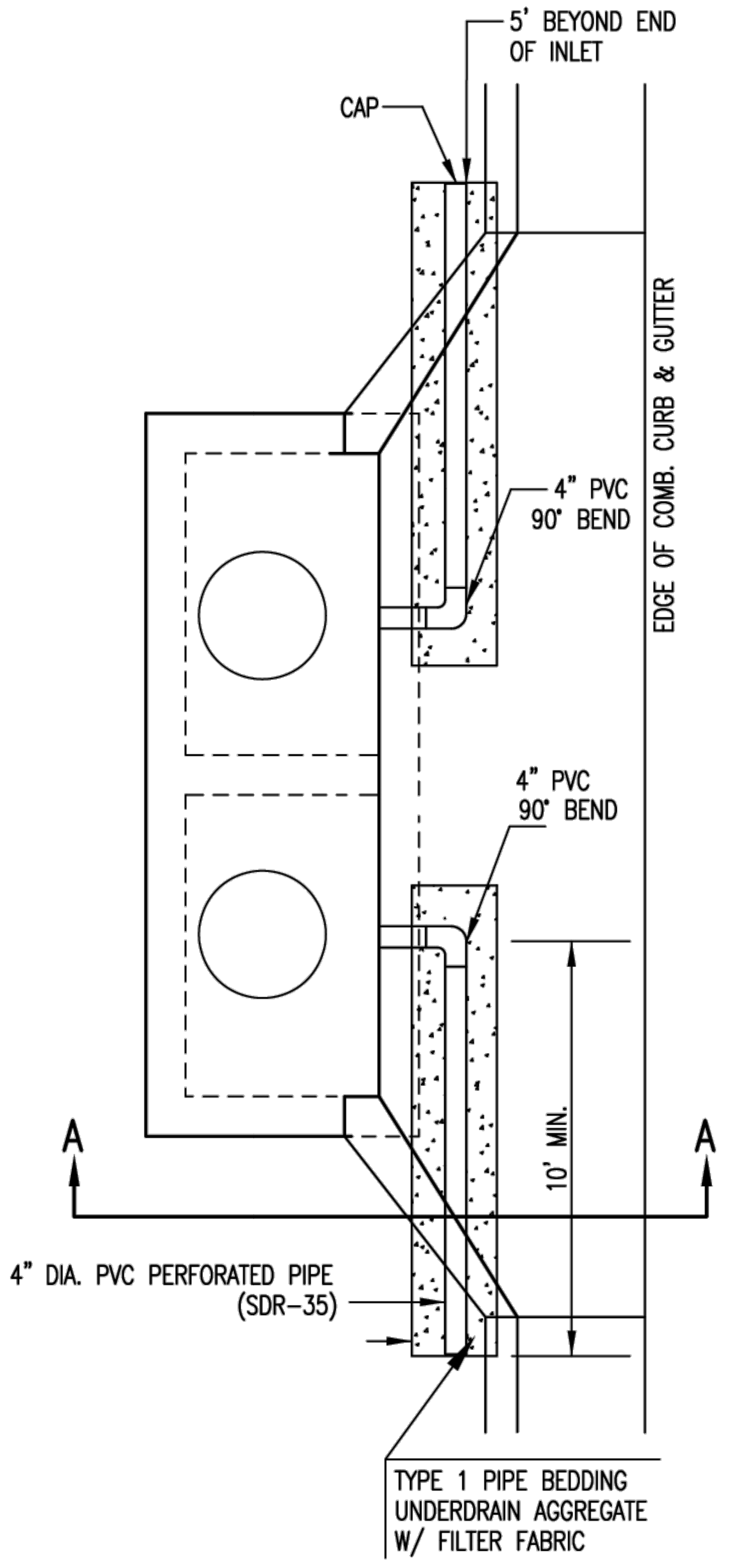
TYPE 1
OPTION 1



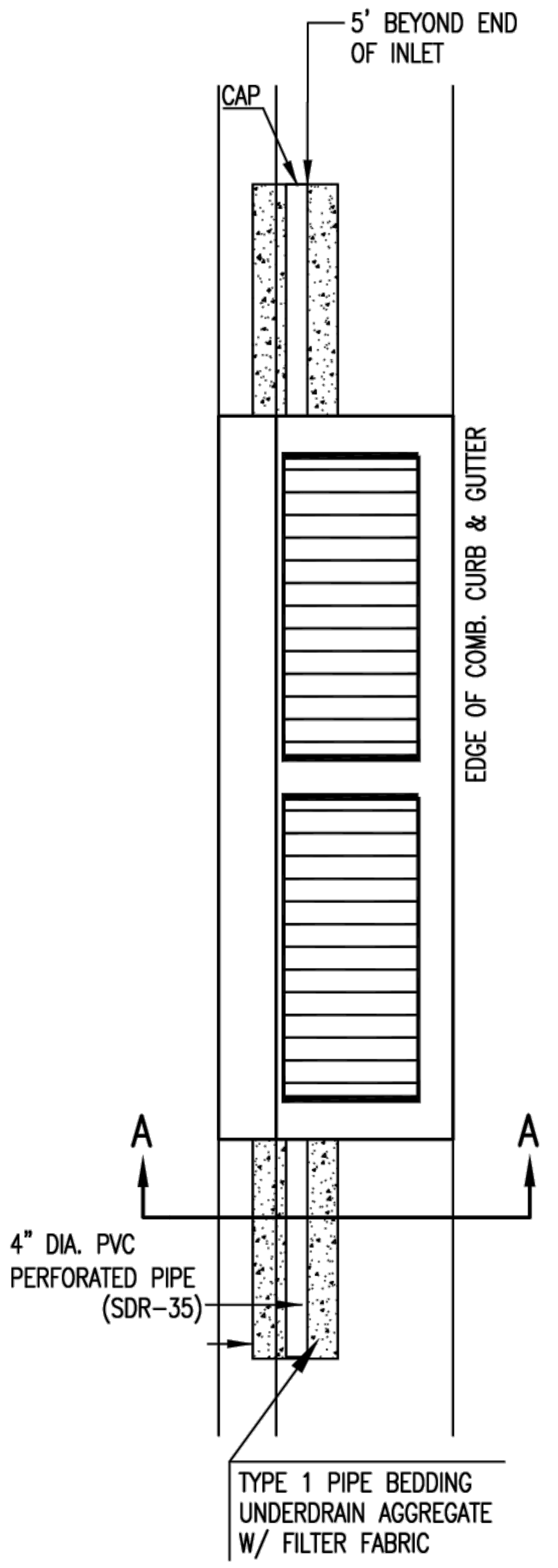
TYPE 1
OPTION 2



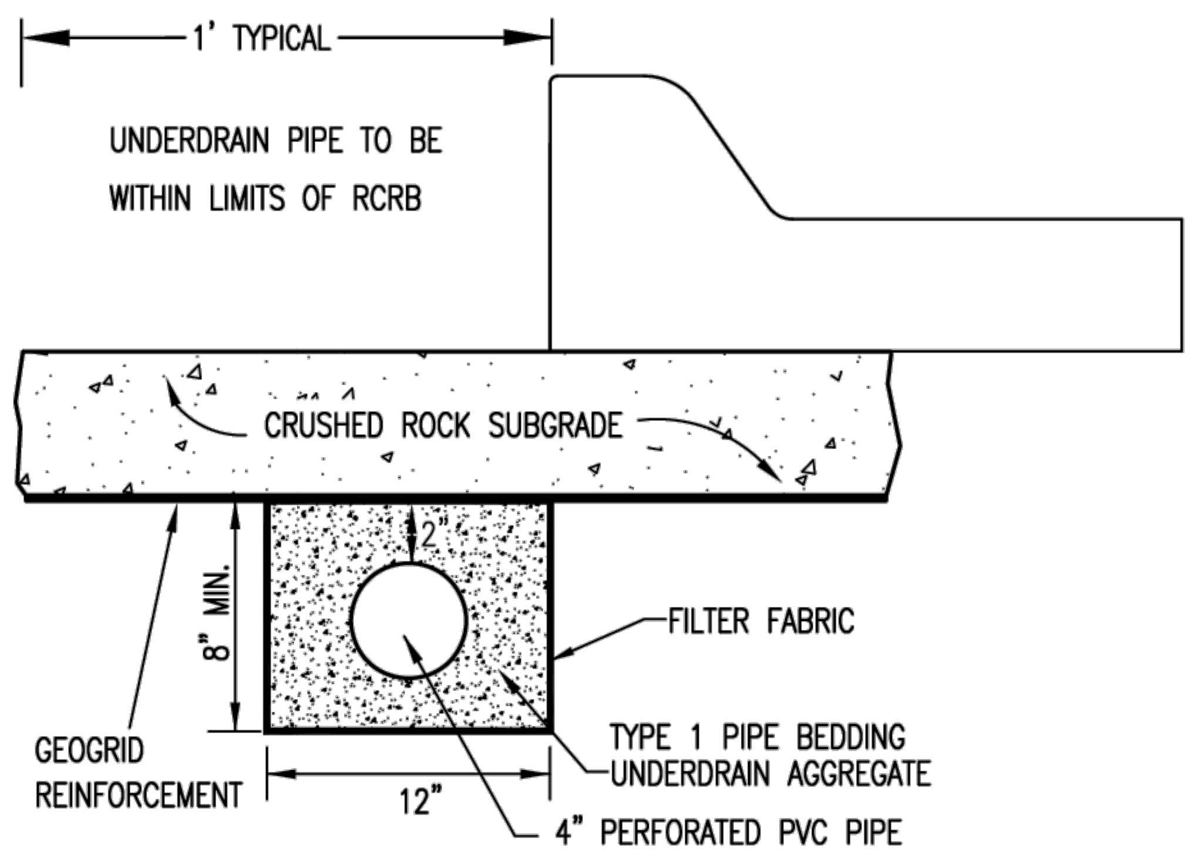
TYPE 1-A INLET
OPTION 1



TYPE 1-A INLET
OPTION 2



TYPE 2



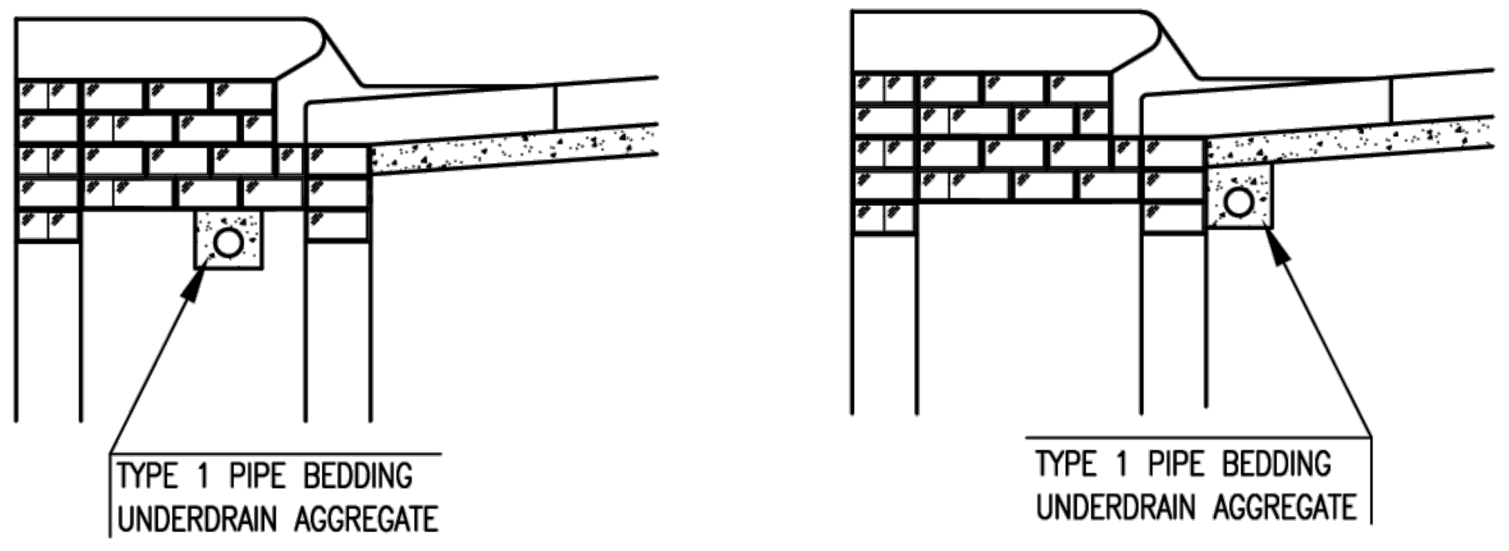
SECTION A-A (TYPICAL)

GENERAL NOTES

1. PAVEMENT CONTRACTOR WILL BE REQUIRED TO INSTALL SDR 35, 4" PERFORATED DRAIN PIPE AND TEE AS INDICATED IN THE DETAILS.

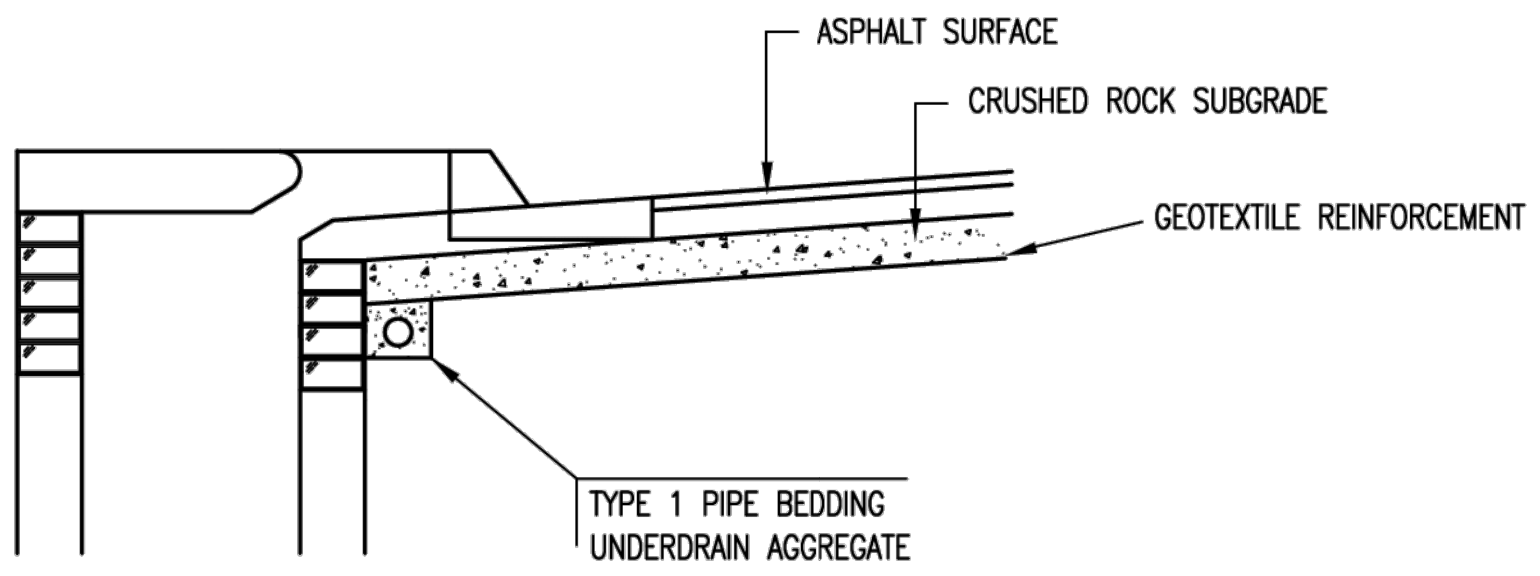
2. WHEN SWS CONSTRUCTED BY SEPARATE PROJECT, SWS CONTRACTOR SHALL INSTALL SDR 35, 4" DRAIN PIPE STUB ONLY THROUGH WALLS OF CURB INLETS AND CAP TO ALLOW FUTURE CONNECTION OF TEE AND ADDITIONAL DRAIN PIPE BY OTHERS.

2. UNDERDRAIN PIPE SHALL BE PAID AS A MEASURED QUANTITY BY THE LINEAL FOOT.

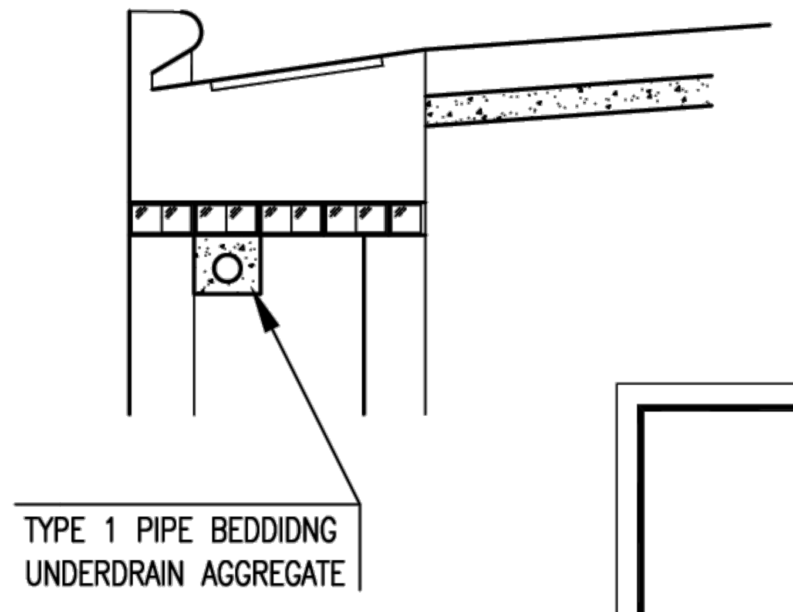


(MIN. 16 PERFORATIONS PER LIN. FT. @ 1/4" DIA.)
PERFORATIONS TO BE ON BOTTOM HALF

SECTION A-A



SECTION A-A



SECTION A-A

PAVEMENT UNDERDRAIN DETAIL

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

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

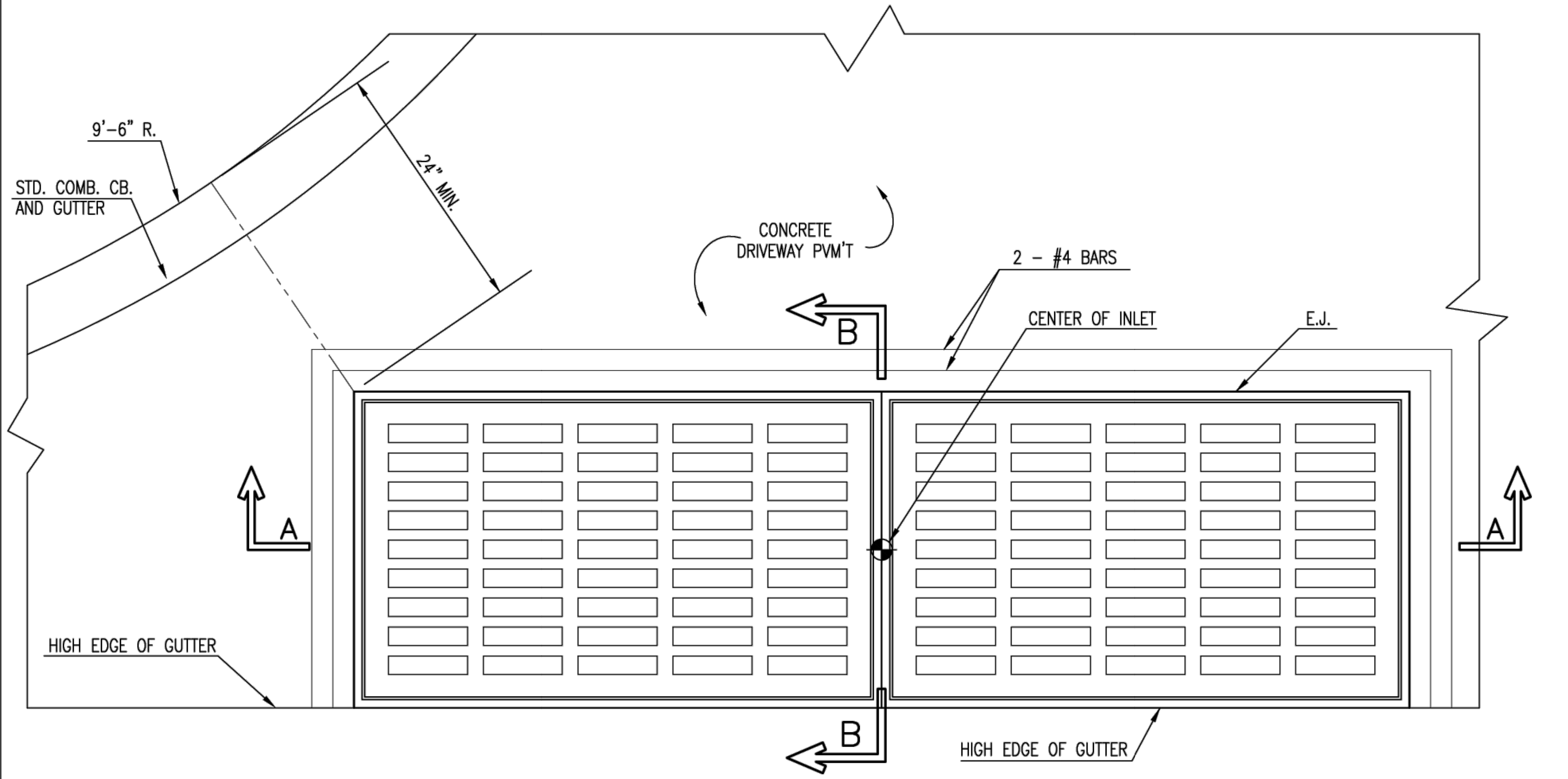
CURB INLET
PAVEMENT UNDERDRAIN
DETAIL

CITY ENGINEER
GARY JANZEN, P.E.

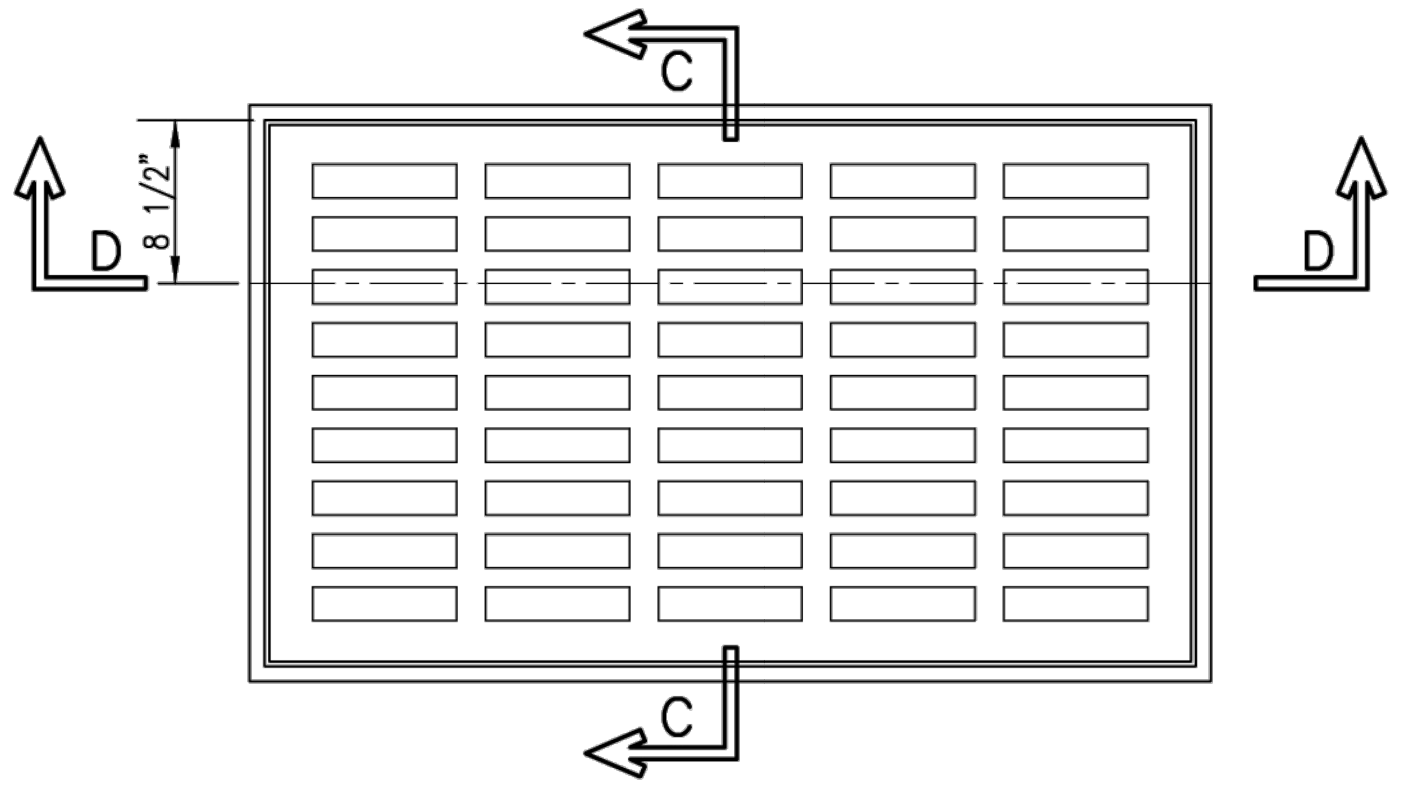
PROJECT NUMBER	OCA NUMBER	DATE
472-2024-086044	.	10/2012

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

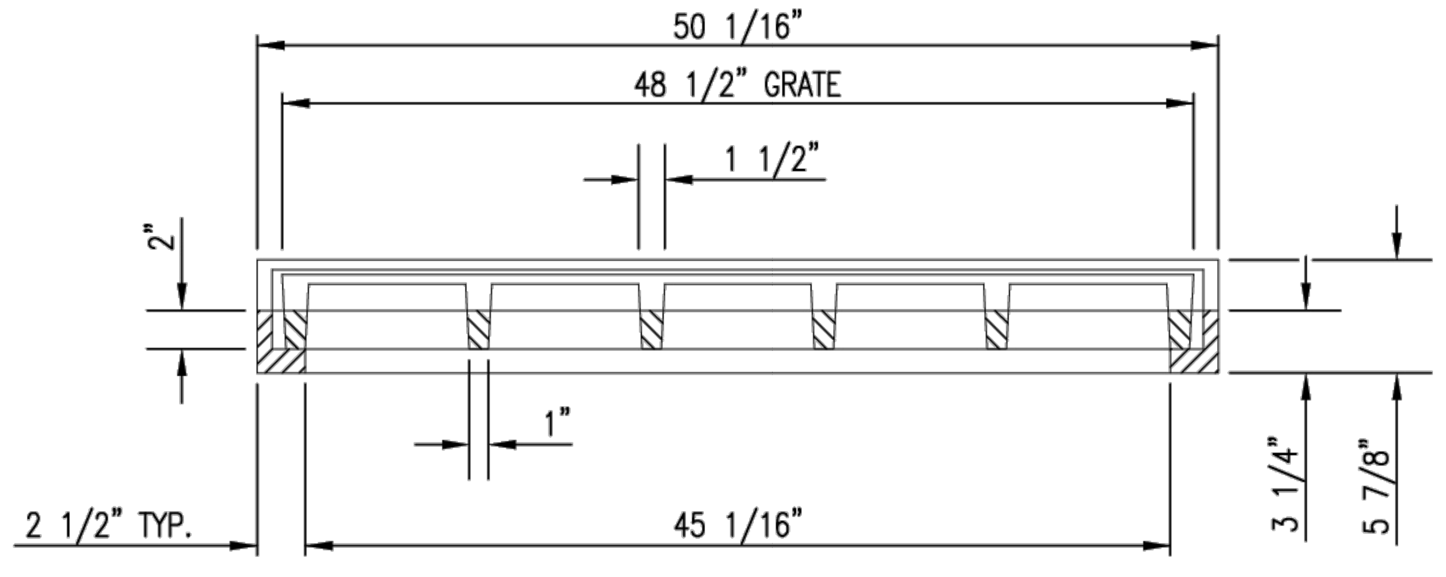
SHEET
14
36



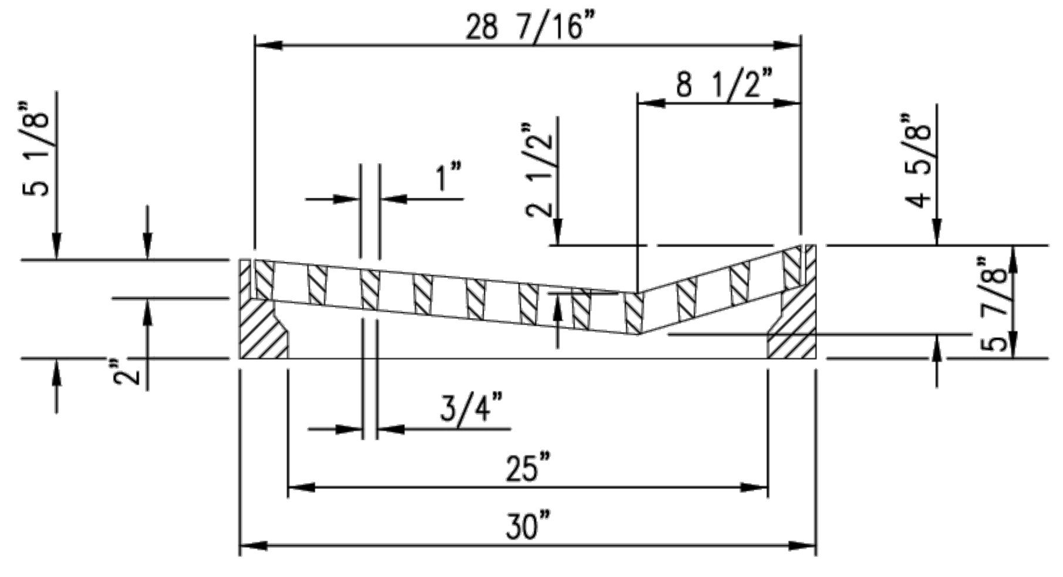
PLAN



PLAN
DEETER #2095 FRAME & GRATE
TOTAL WEIGHT: 705 LBS.
(2 EACH REQUIRED)
OR EJIW #7392



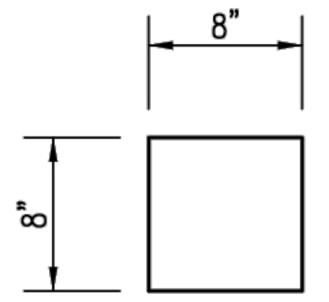
SECTION D–D



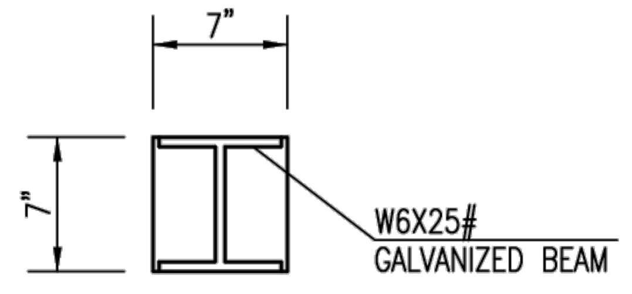
SECTION C–C

GENERAL NOTES

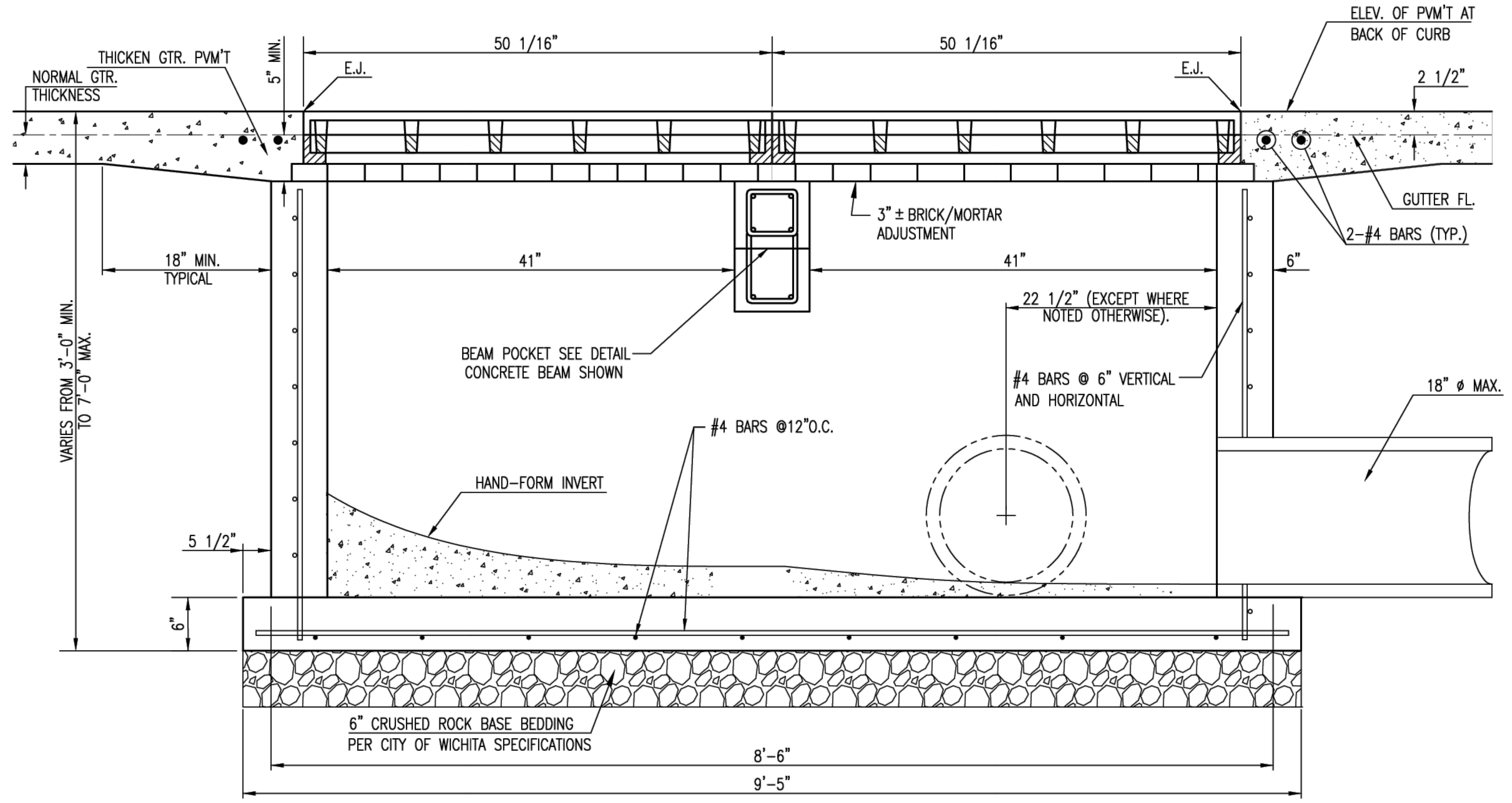
1. GRATE FRAME TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK. CONCRETE USED FOR INLET CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
2. CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALL BETWEEN THE CONCRETE INLET BASE AND TOP OF THIS INLET WHEN H=7'-0" OR LESS.
3. INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
4. THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.
5. INLET FRAME AND GRATE TO BE DEETER #2095, EJIW #7392, OR APPROVED EQUAL.
6. CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN INLET WALL SHALL BE GROUTED FLUSH TO THE INLET WALL WITH HYDRAULIC CEMENT AFTER THE INLET IS IN PLACE. LIFTING HOLES THRU THE INLET WALL WILL NOT BE ACCEPTED.



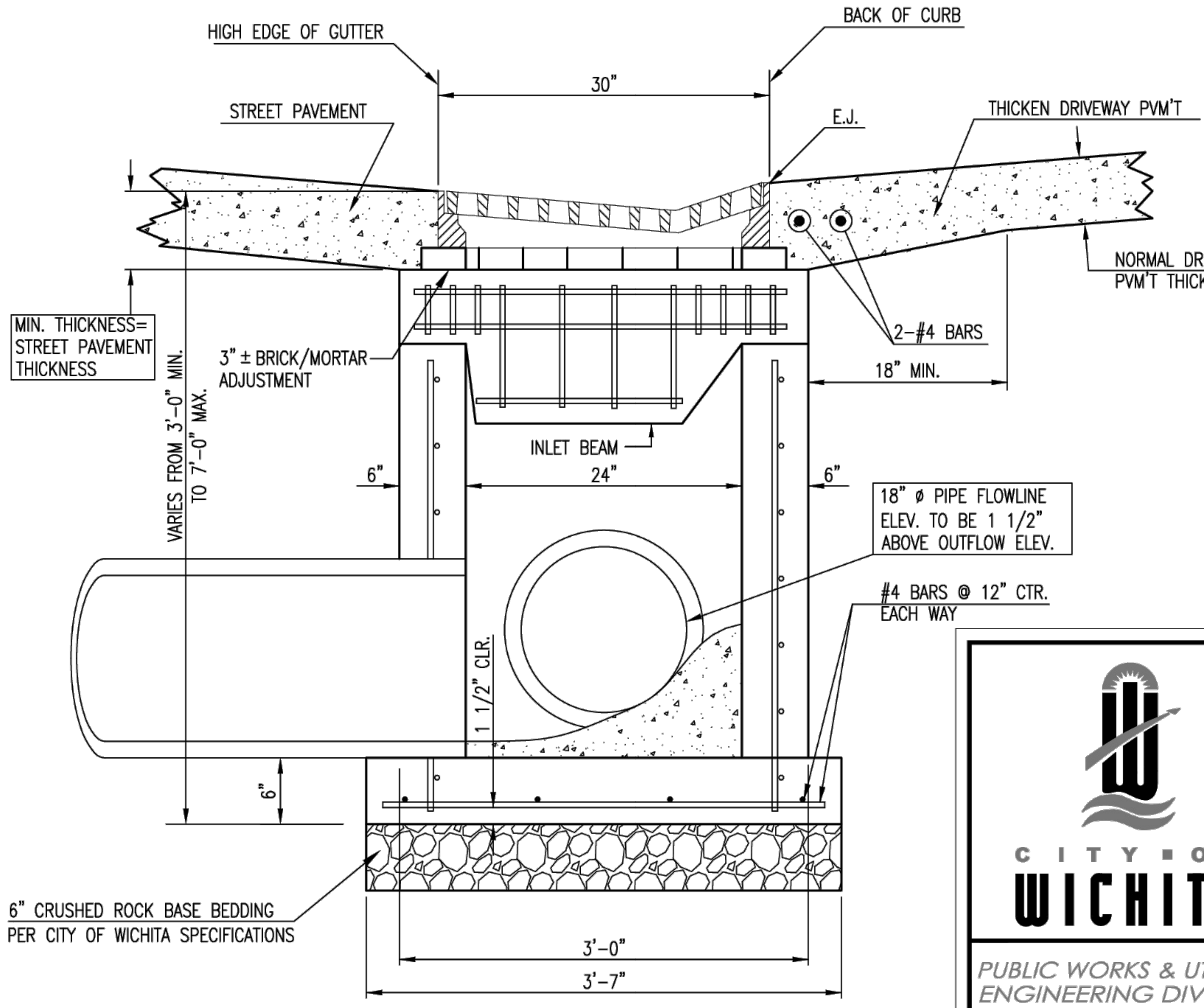
CONCRETE BEAM POCKET



GALV. STEEL BEAM POCKET



SECTION A–A



SECTION B–B

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

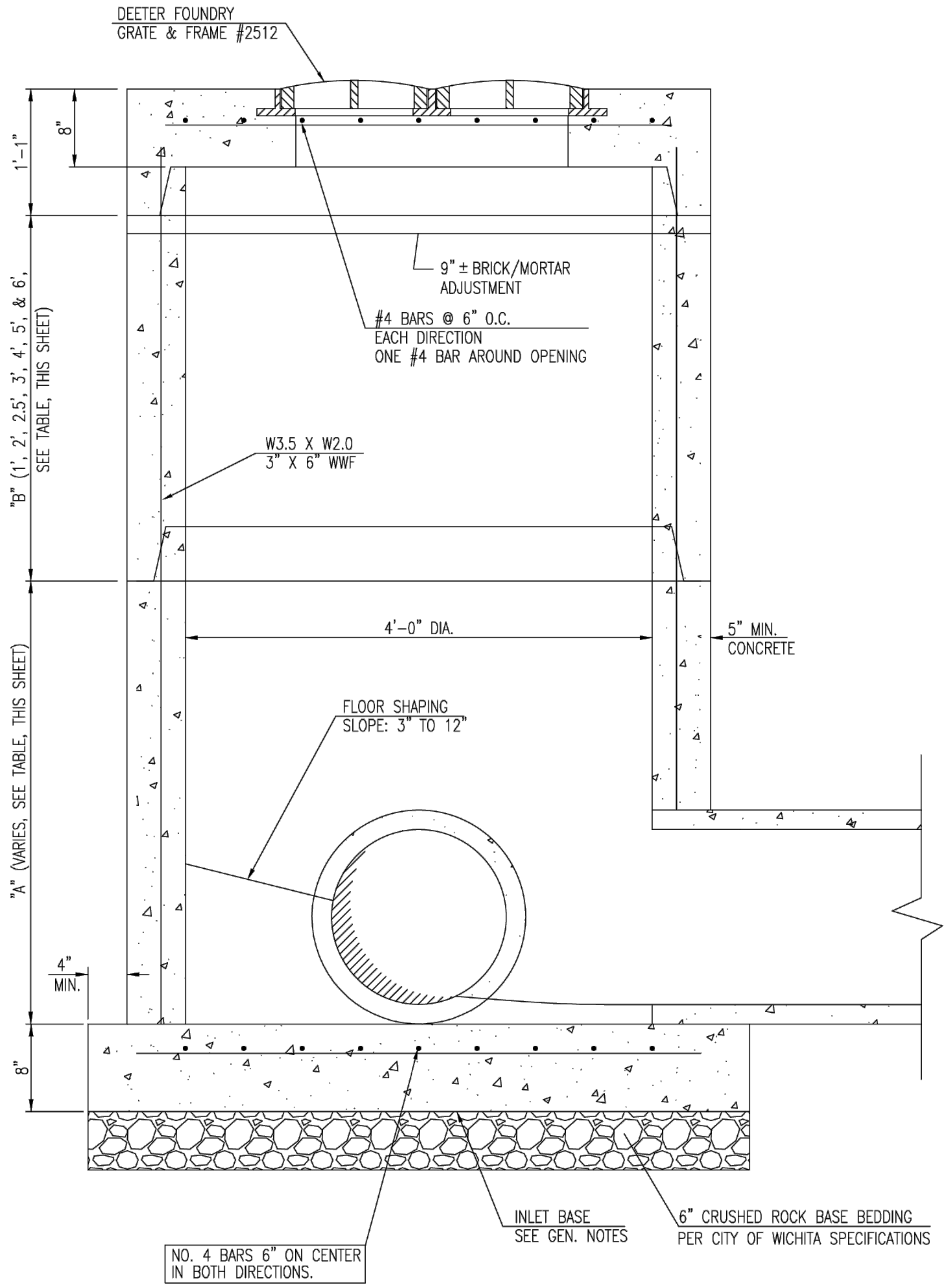
GRATED
DRIVEWAY INLET
(DOUBLE)

CITY ENGINEER
GARY JANZEN, P.E.

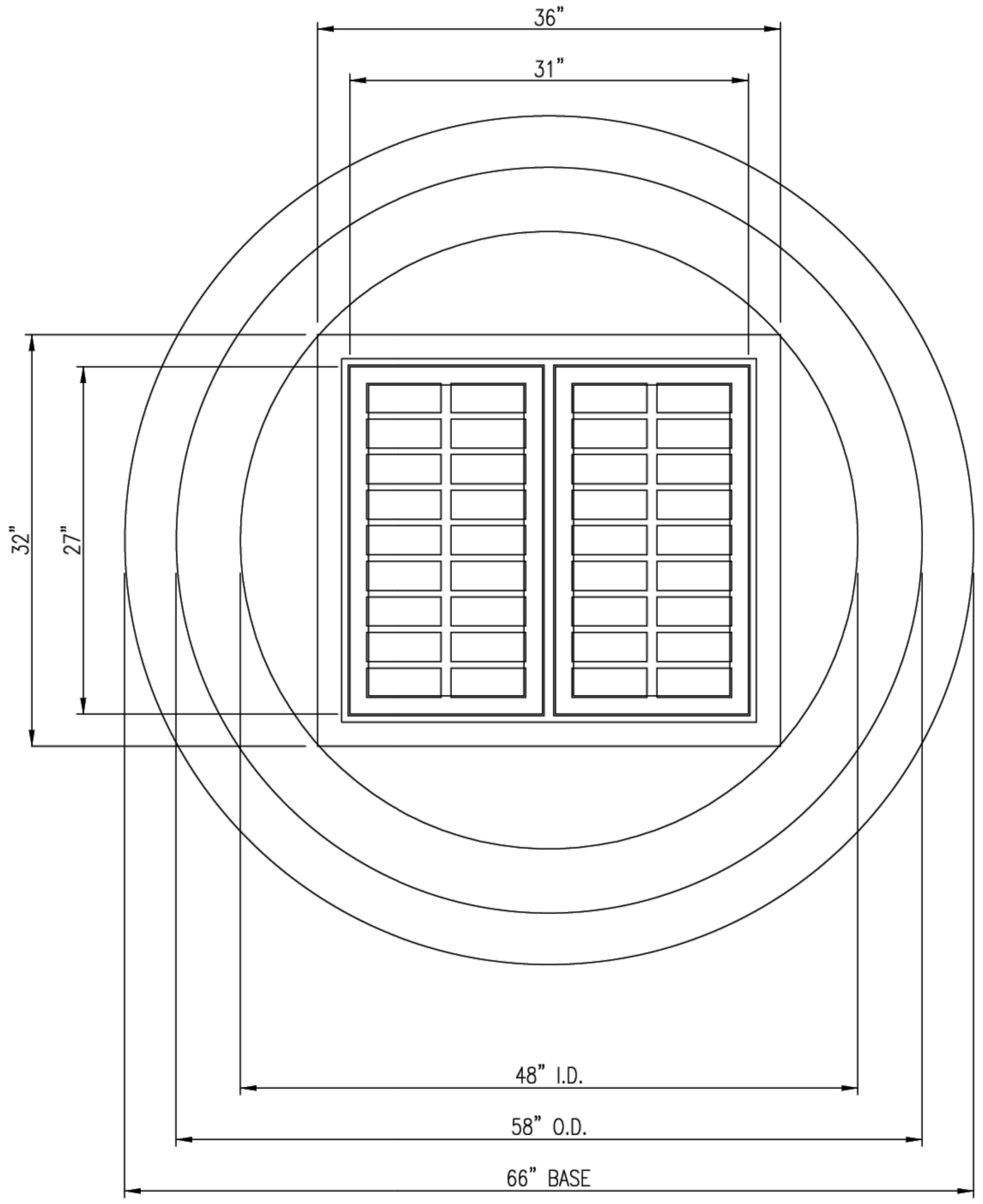
PROJECT NUMBER	OCA NUMBER	DATE
472-2024-086044	.	05/2013

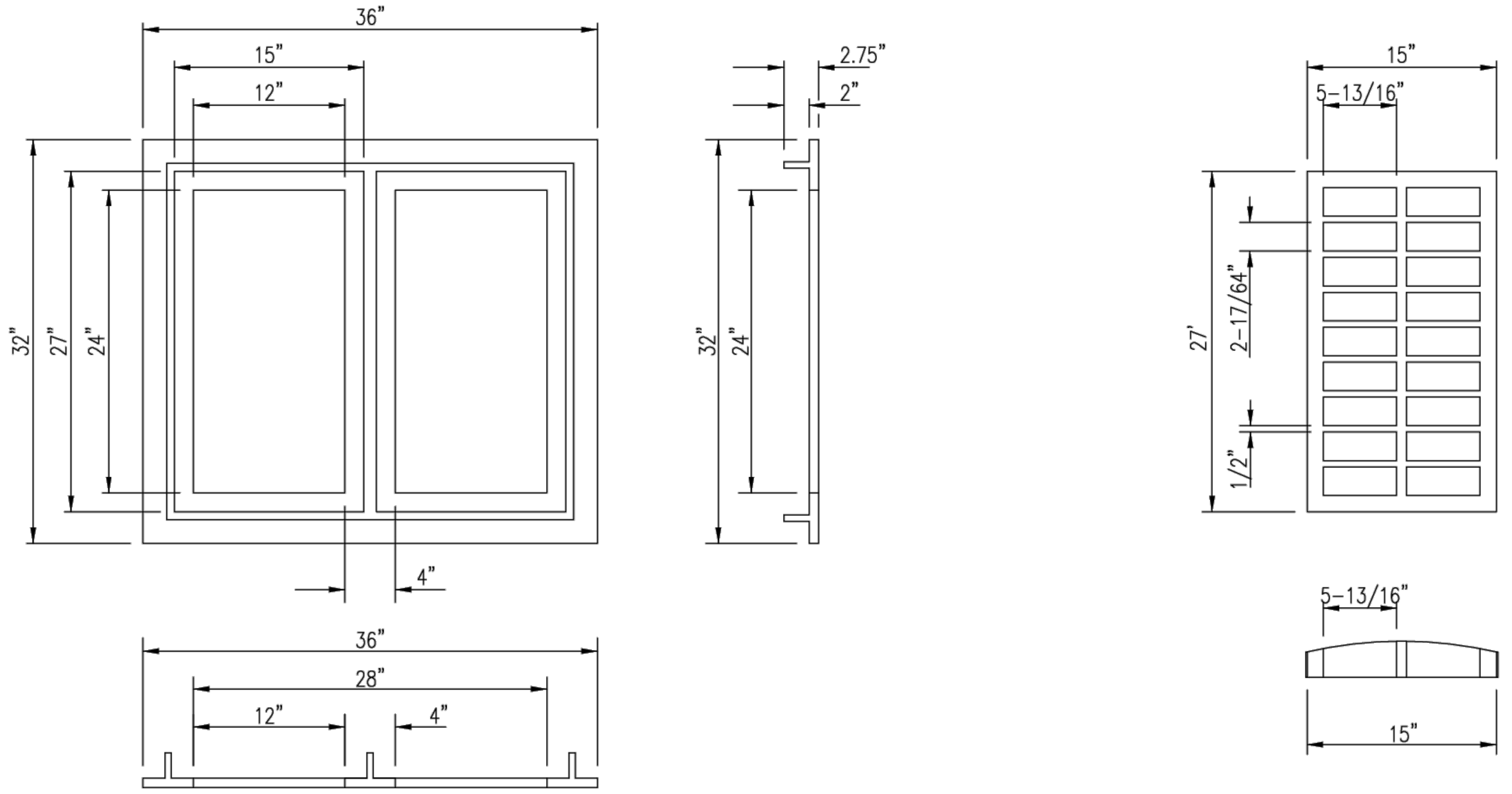
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET
15
36



BACKYARD INLETS SHALL NOT BE USED UNDER PAVEMENT





DEETER #2512 CATCH BASIN INLET GRATE & FRAME

GENERAL NOTES

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

CITY OF
WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

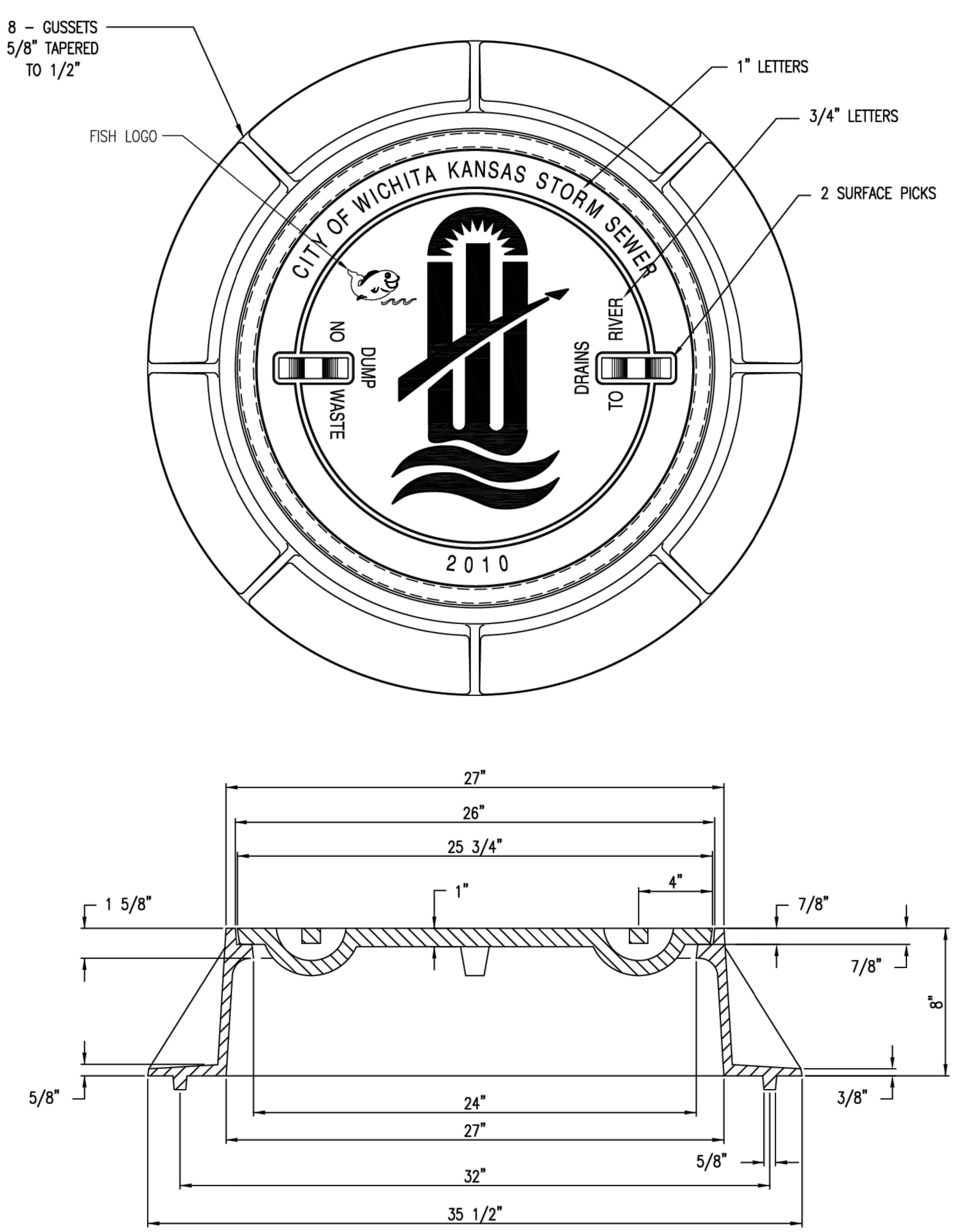
BACKYARD INLET

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
472-2024-086044	.	05/2011

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

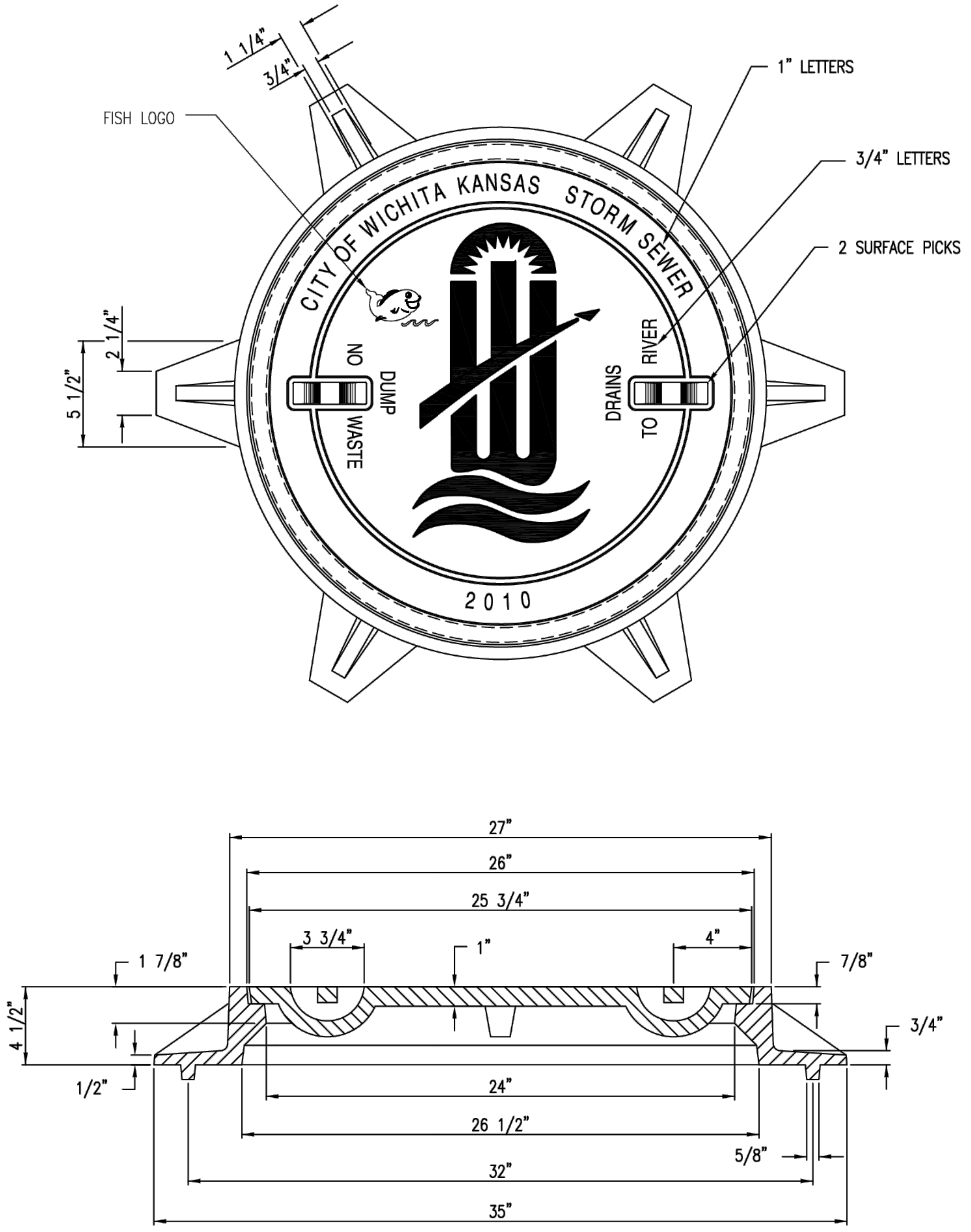
SHEET
16
36



MANHOLE FRAME

DEETER #1261 OR EJIW #1936–Z1

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



INLET FRAME

DEETER #2014 OR EJIW #1936–Z4

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

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

MANHOLE/INLET FRAME
AND COVER
(STORM SEWER)

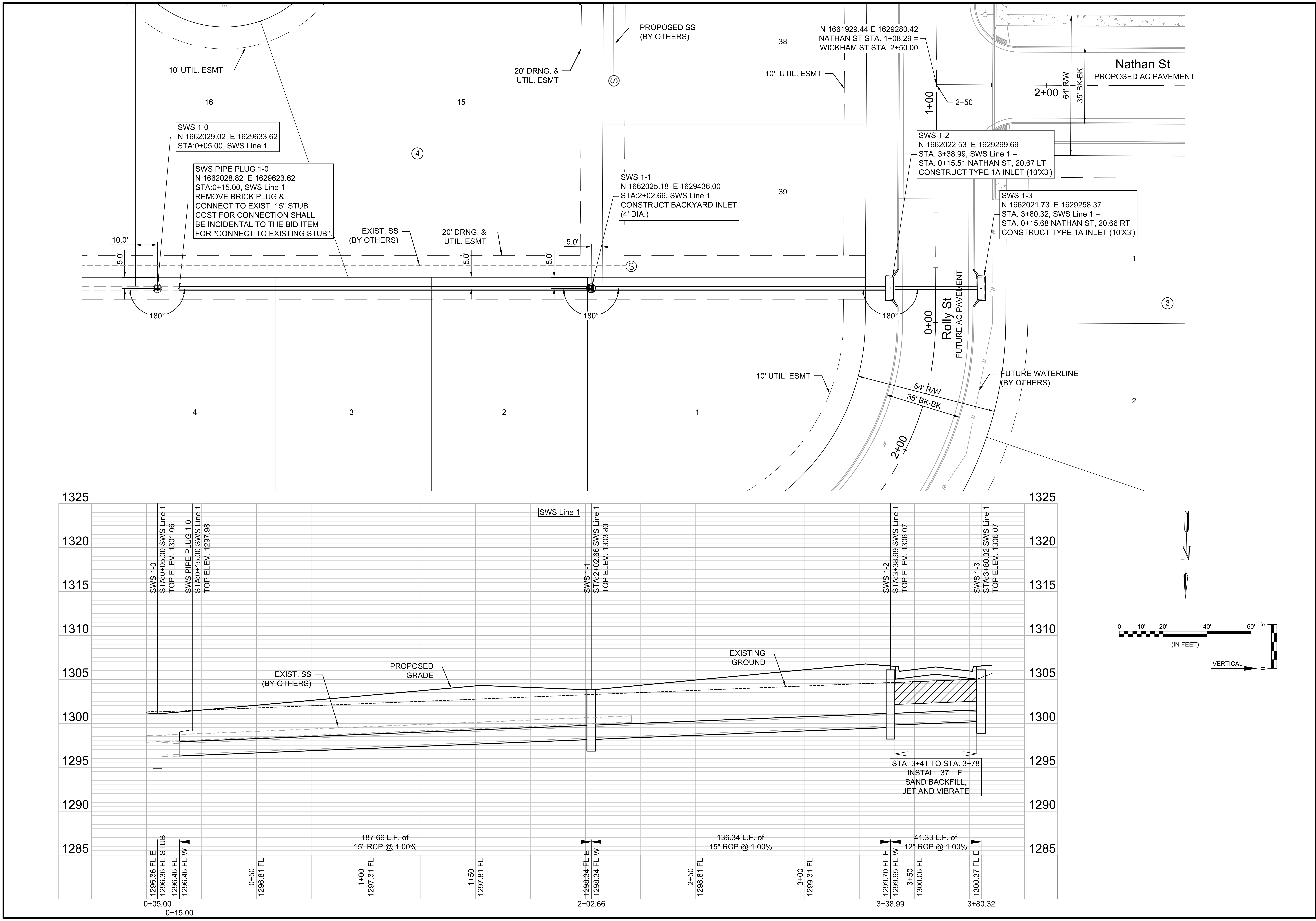
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
472-2024-086044	.	11/2010

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

SHEET
17
36

File: L:\2025\T41-2501011 - Cottonwood Creek Phase 2\Drawings_PAVING & SWD\SWS\SWS Line 1.dwg Last Save: 12/8/2025 4:59 PM Last saved by: CDJurey
Last plotted by: Bogart, John S. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 2/10/2026 2:23 PM Plotter used: None


SWS 1-0
N 1662029.02 E 1629633.62
STA:0+05.00, SWS Line 1

SWS PIPE PLUG 1-0
N 1662028.82 E 1629623.62
STA:0+15.00, SWS Line 1
REMOVE BRICK PLUG &
CONNECT TO EXIST. 15" STUB.
COST FOR CONNECTION SHALL
BE INCIDENTAL TO THE BID ITEM
FOR "CONNECT TO EXISTING STUB".

SWS 1-1
N 1662025.18 E 1629436.00
STA:2+02.66, SWS Line 1
CONSTRUCT BACKYARD INLET
(4' DIA.)

N 1661929.44 E 1629280.42
NATHAN ST STA. 1+08.29 =
WICKHAM ST STA. 2+50.00

SWS 1-2
N 1662022.53 E 1629299.69
STA. 3+38.99, SWS Line 1 =
STA. 0+15.51 NATHAN ST, 20.67 LT
CONSTRUCT TYPE 1A INLET (10'X3')

SWS 1-3
N 1662021.73 E 1629258.37
STA. 3+80.32, SWS Line 1 =
STA. 0+15.68 NATHAN ST, 20.66 RT
CONSTRUCT TYPE 1A INLET (10'X3')

STA. 3+41 TO STA. 3+78
INSTALL 37 L.F.
SAND BACKFILL,
JET AND VIBRATE

187.66 L.F. of
15" RCP @ 1.00%

136.34 L.F. of
15" RCP @ 1.00%

41.33 L.F. of
12" RCP @ 1.00%

GARVER

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

KENNETH W. LEE
15373
2-10-26

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

COTTONWOOD CREEK
ESTATES - PHASE 2
PAVING & SWD

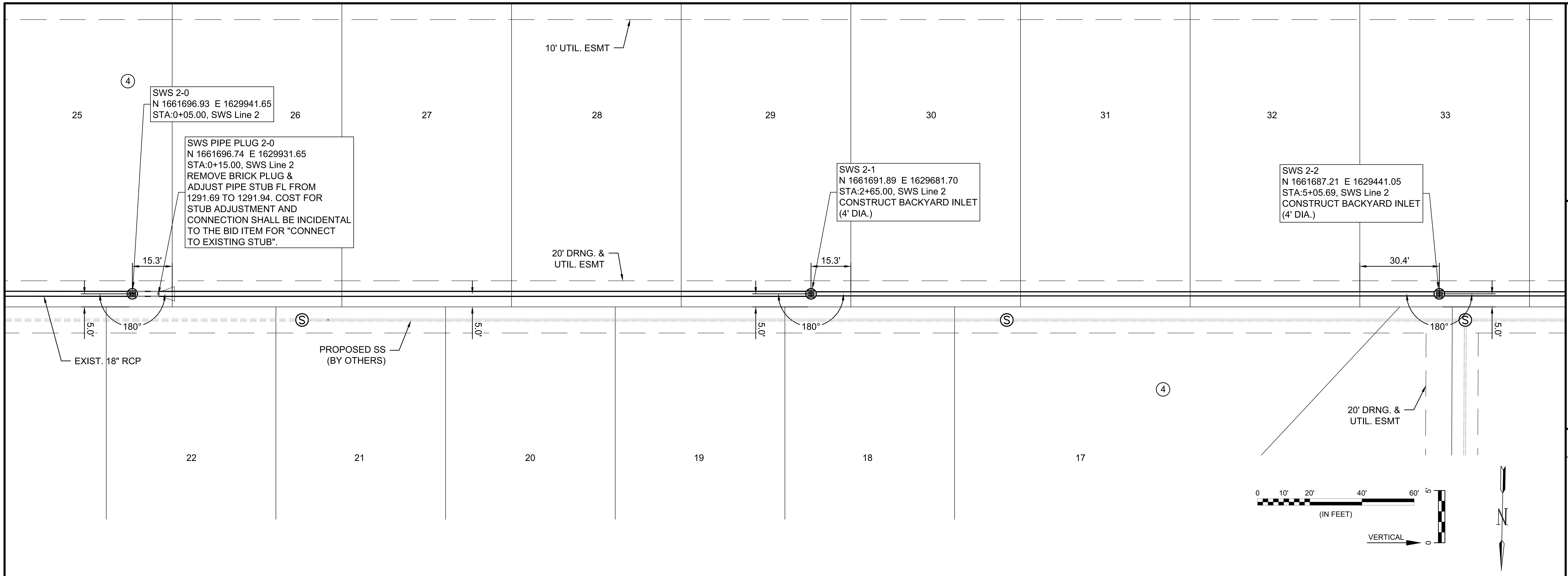
SWS Line 1

JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON
ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET,
ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

SHEET NUMBER 18 OF 36

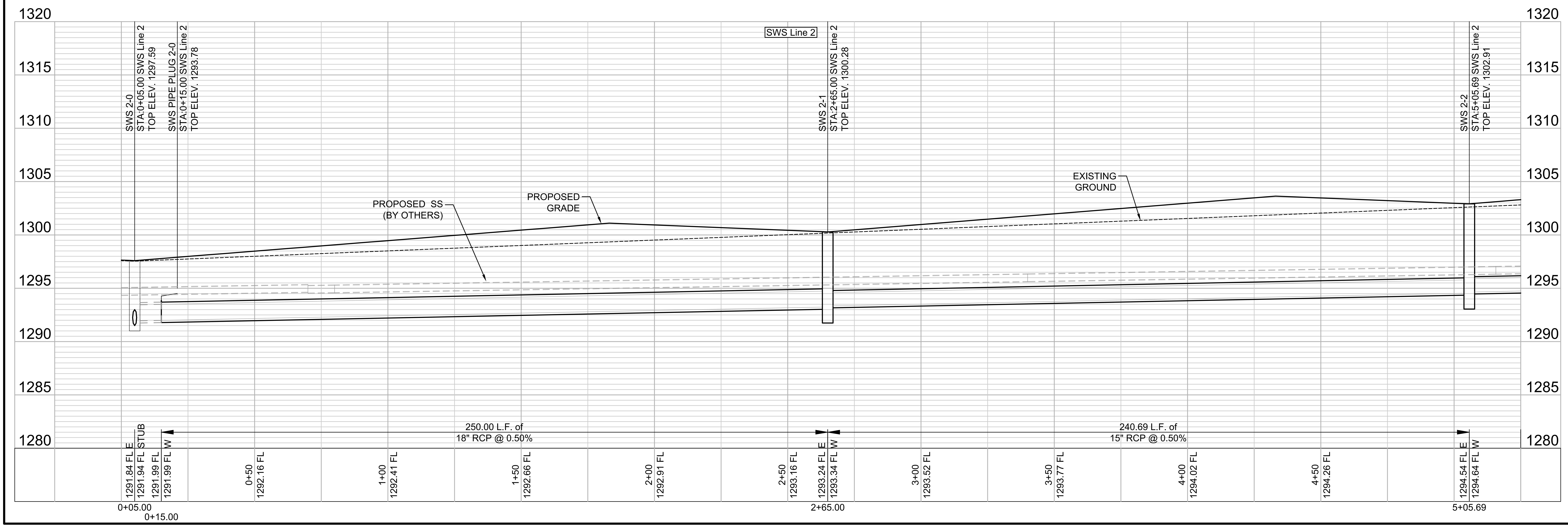


SWS 2-0
N 1661696.93 E 1629941.65
STA:0+05.00, SWS Line 2

SWS PIPE PLUG 2-0
N 1661696.74 E 1629931.65
STA:0+15.00, SWS Line 2
REMOVE BRICK PLUG &
ADJUST PIPE STUB FL FROM
1291.69 TO 1291.94. COST FOR
STUB ADJUSTMENT AND
CONNECTION SHALL BE INCIDENTAL
TO THE BID ITEM FOR "CONNECT
TO EXISTING STUB".

SWS 2-1
N 1661691.89 E 1629681.70
STA:2+65.00, SWS Line 2
CONSTRUCT BACKYARD INLET
(4' DIA.)

SWS 2-2
N 1661687.21 E 1629441.05
STA:5+05.69, SWS Line 2
CONSTRUCT BACKYARD INLET
(4' DIA.)



File: L:\2025\T41-2501011 - Cottonwood Creek Phase 2\Drawings_PAVING & SWD\SWS Line 2.dwg Last Save: 12/8/2025 4:59 PM Last saved by: CDJurey
Last plotted by: Bogart, John S. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 2/10/2026 2:24 PM Plotter used: None

GARVER

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

KENNETH W. LEE
15373
2-10-26

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

COTTONWOOD CREEK
ESTATES - PHASE 2
PAVING & SWD

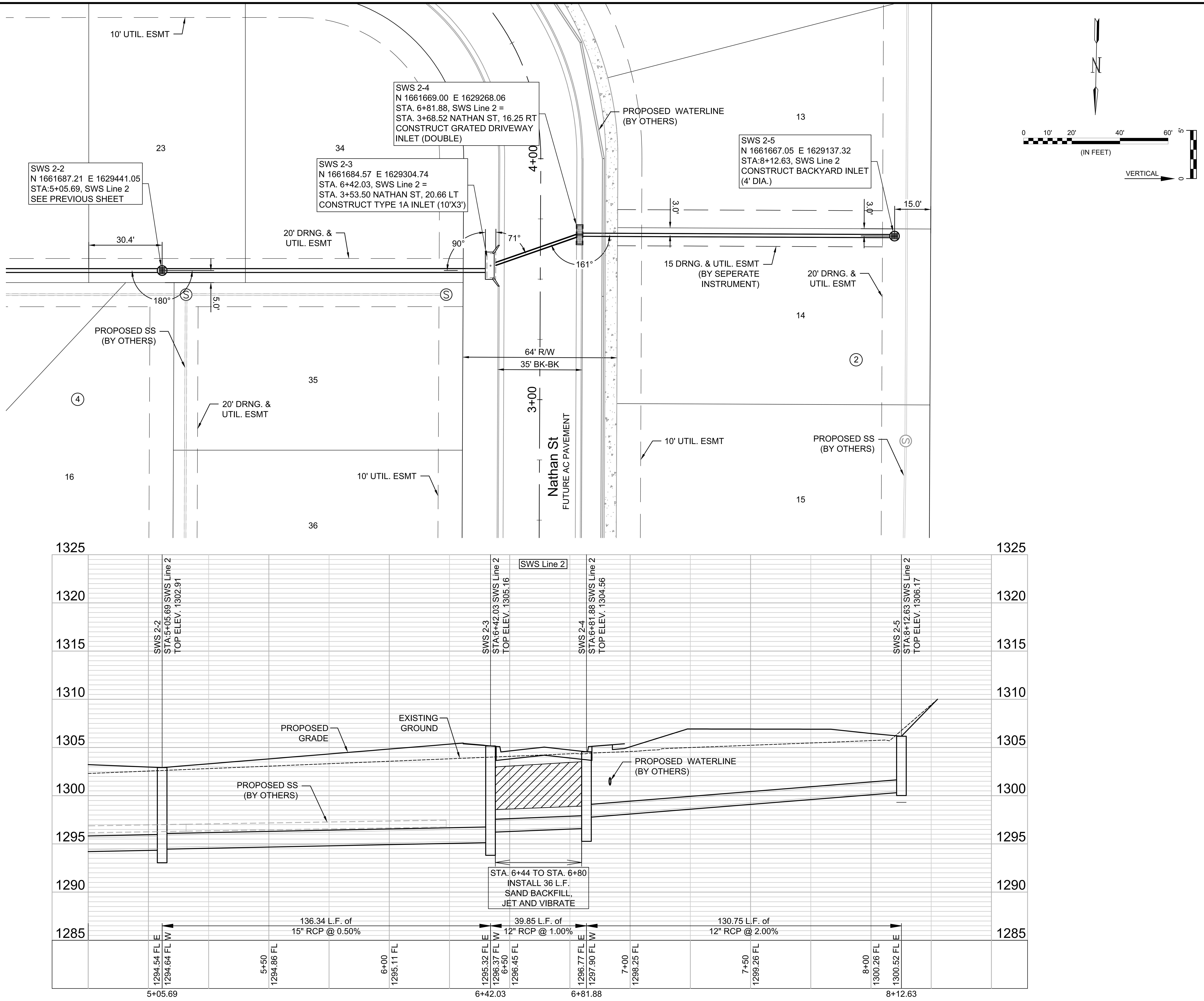
SWS Line 2 (1 of 2)

JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

SHEET NUMBER 19 OF 36



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KENNETH W. LEE
15373
2-10-26

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

COTTONWOOD CREEK
ESTATES - PHASE 2
PAVING & SWD

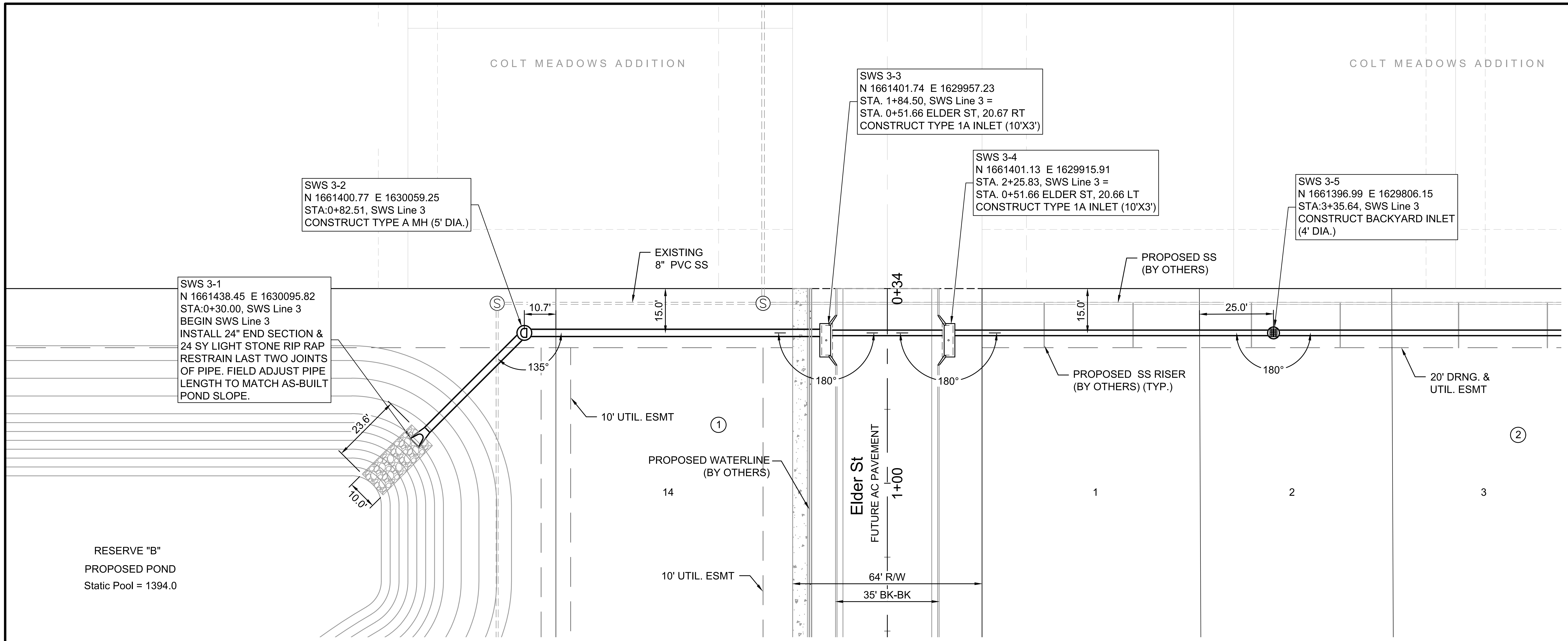
SWS Line 2 (2 of 2)

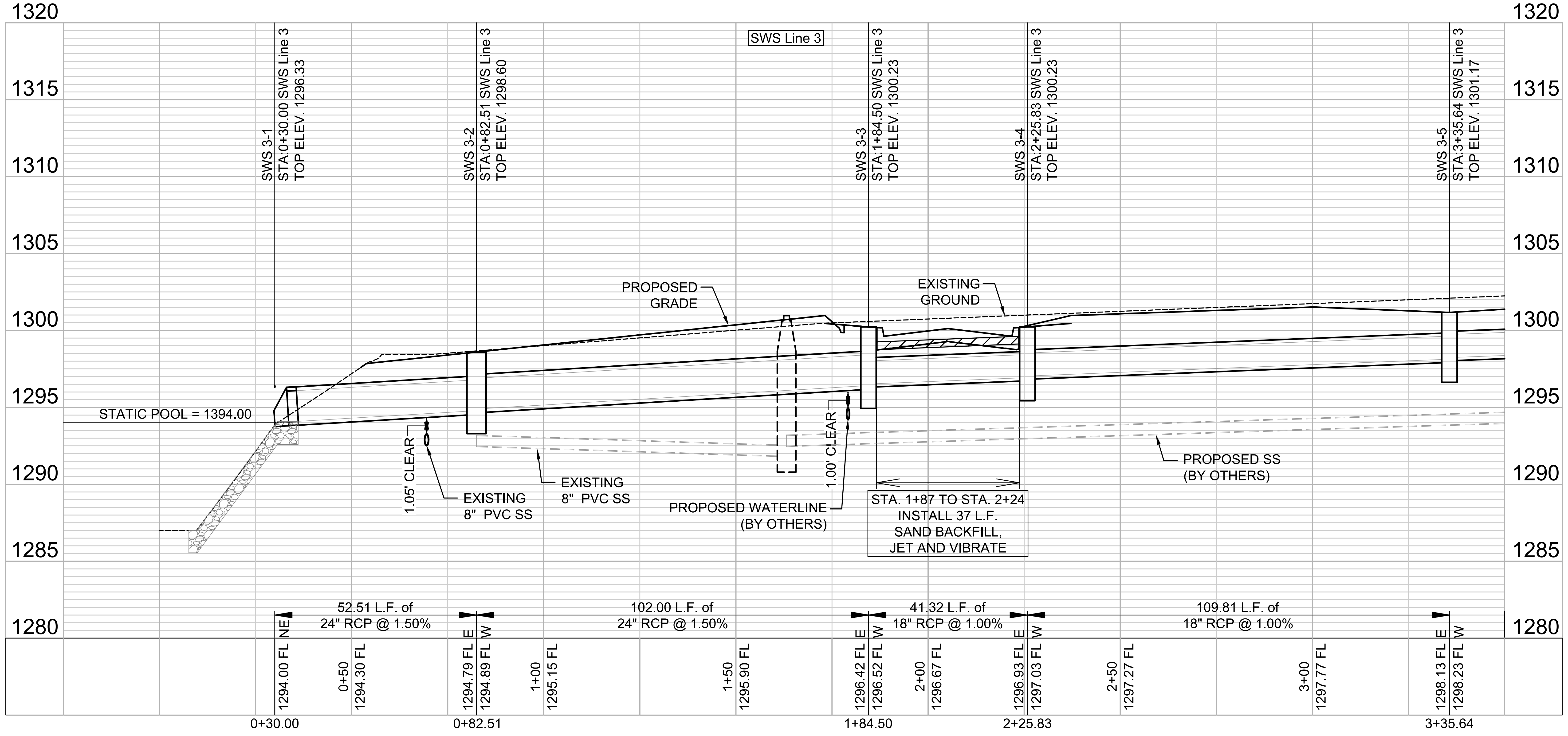
JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: .
DRAWN BY: .

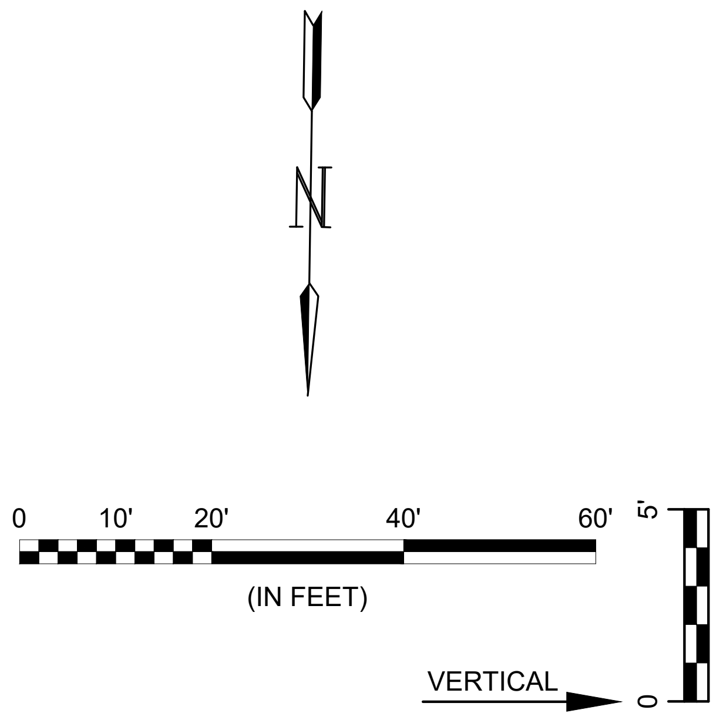
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

File: L:\2025\T41-2501011 - Cottonwood Creek Phase 2\Drawings_PAVING & SWD\SWS Line 2 (2 of 2).dwg Last Save: 12/9/2025 12:07 PM Last saved by: CDJurey
Last plotted by: Bogart, John S. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 2/10/2026 2:24 PM Plotter used: None







File: L:\2025\T41-2501011 - Cottonwood Creek Phase 2\Drawings_PAVING & SWD\SWS\SWS Line 3 (1 of 2).dwg Last Save: 2/9/2026 7:46 AM Last saved by: JSBogart
Last plotted by: Bogart, John S. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 2/10/2026 2:24 PM Plotter used: None

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KENNETH W. LEE
15373
2-10-26

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

COTTONWOOD CREEK
ESTATES - PHASE 2
PAVING & SWD

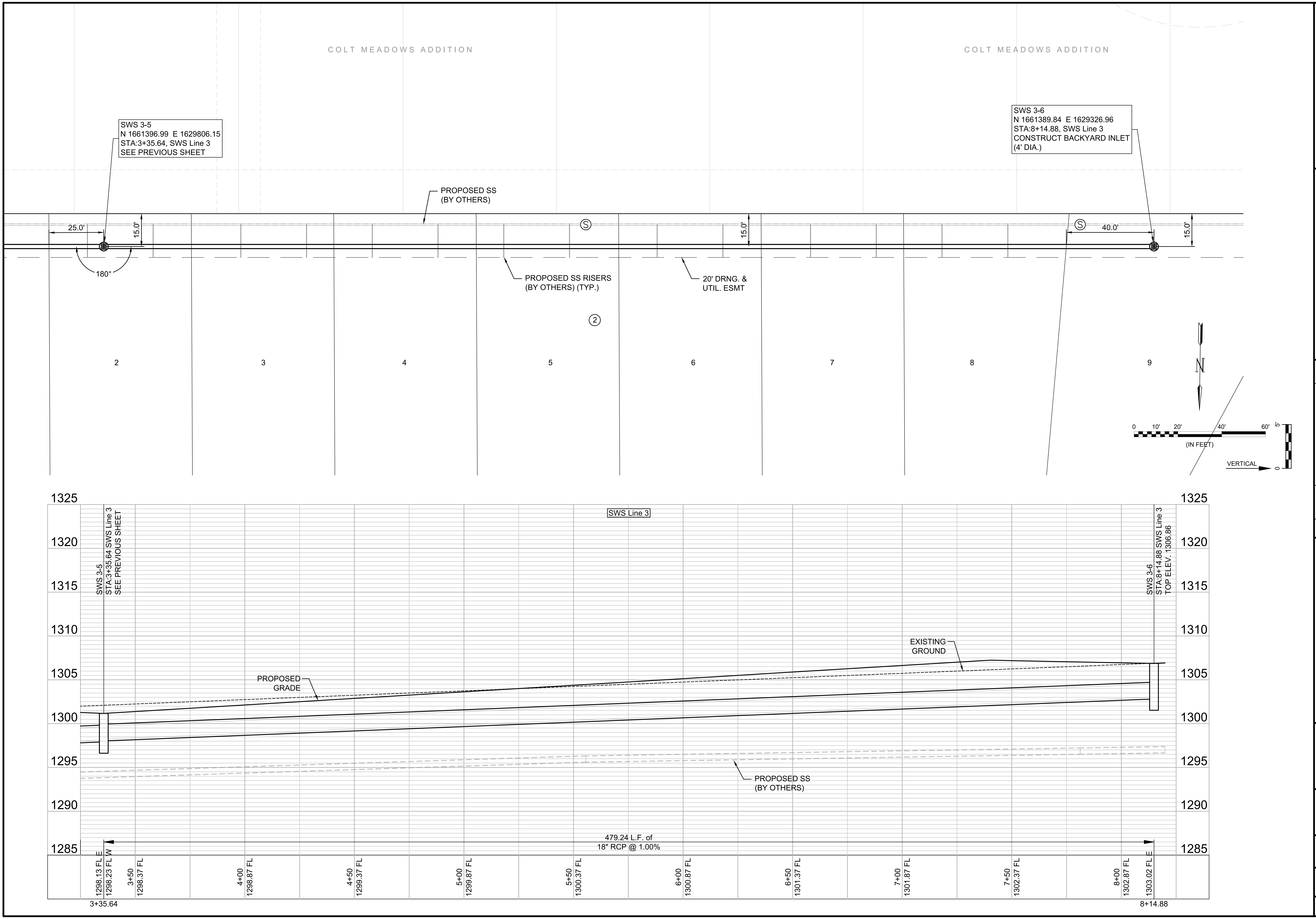
SWS Line 3 (1 of 2)

JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

SHEET NUMBER **21** OF **36**



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2-10-26

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

COTTONWOOD CREEK
ESTATES - PHASE 2
PAVING & SWD

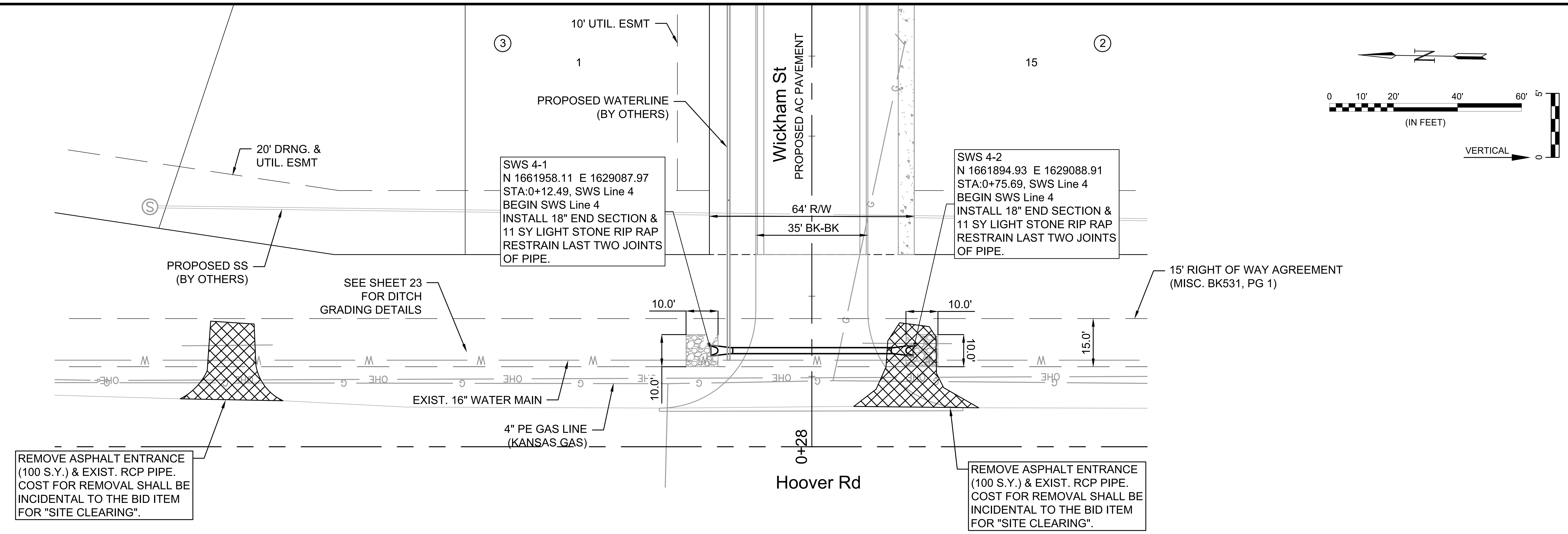
SWS Line 3 (2 of 2)

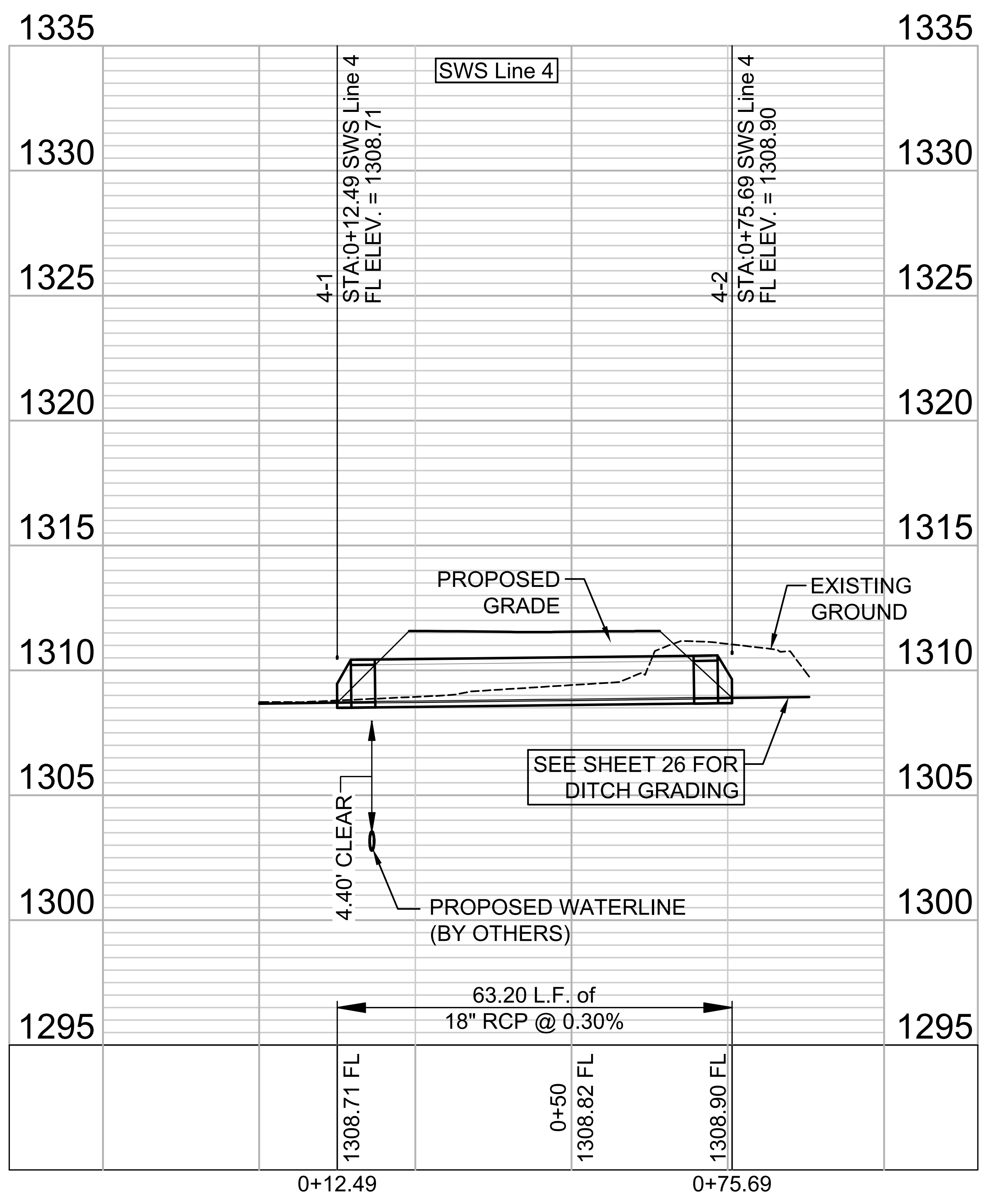
JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
■

SHEET NUMBER **22** OF **36**





File: L:\2025\T41.2501011 - Cottonwood Creek Phase 2\Drawings_PAVING & SWD\SWS\SWS Line 4.dwg Last Save: 2/9/2026 7:46 AM Last saved by: JSBogart
Last plotted by: Bogart, John S. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 2/10/2026 2:25 PM Plotter used: None

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(316) 264-8008

KENNETH W. LE
15373
2-10-26

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

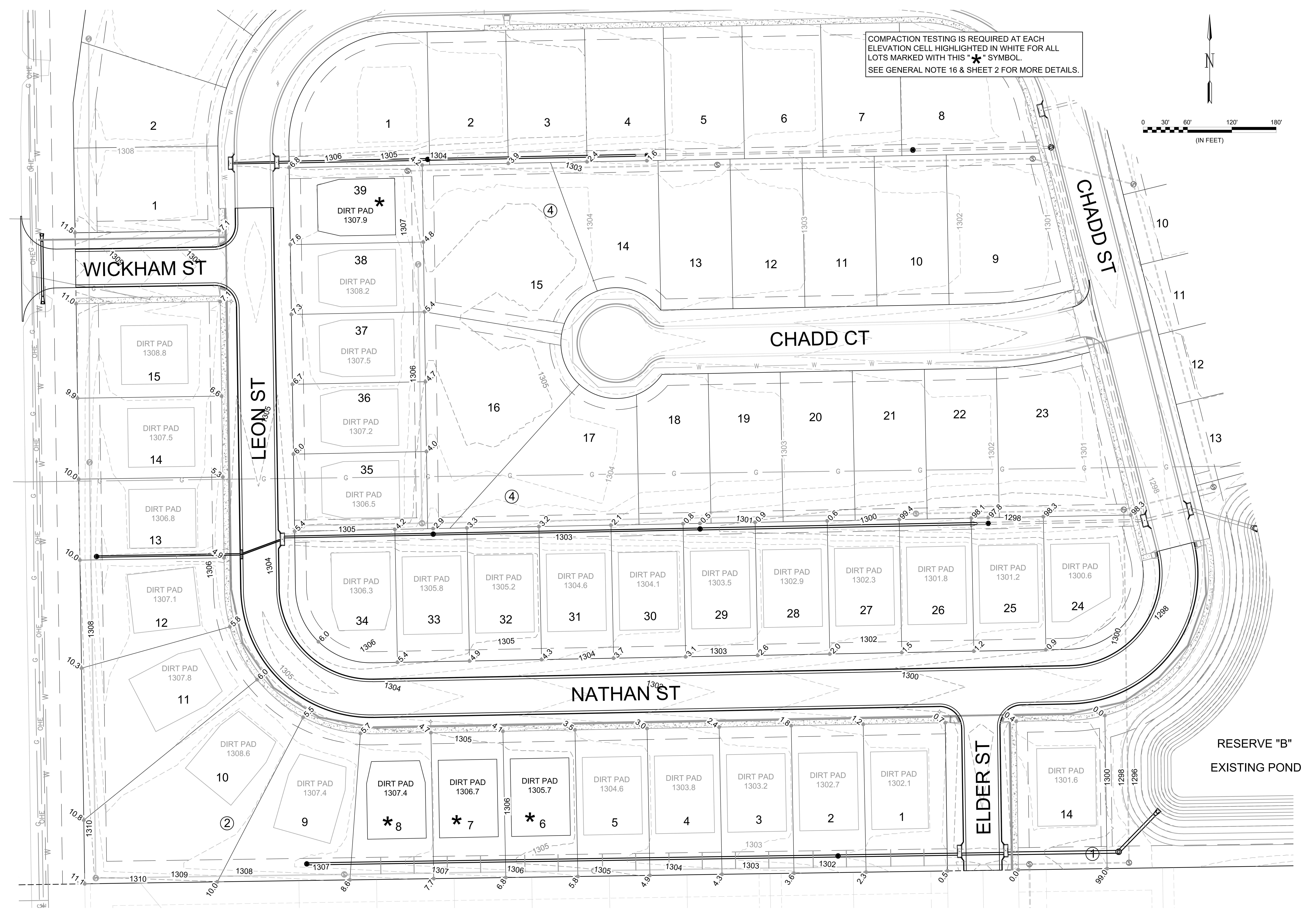
COTTONWOOD CREEK
ESTATES - PHASE 2
PAVING & SWD

SWS Line 4

JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.



COMPACTION TESTING IS REQUIRED AT EACH ELEVATION CELL HIGHLIGHTED IN WHITE FOR ALL LOTS MARKED WITH THIS "*" SYMBOL.
SEE GENERAL NOTE 16 & SHEET 2 FOR MORE DETAILS.

File: L:\2025\T41-2501011 - Cottonwood Creek Phase 2\Drawings_PAVING & SWD\Site Grading Plan.dwg Last Save: 12/9/2025 12:08 PM Last saved by: CDJurey
Last plotted by: Bogart, John S. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 2/10/2026 2:26 PM Plotter used: None

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KENNETH W. LE
15373
2-10-26

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

COTTONWOOD CREEK
ESTATES - PHASE 2
PAVING & SWD

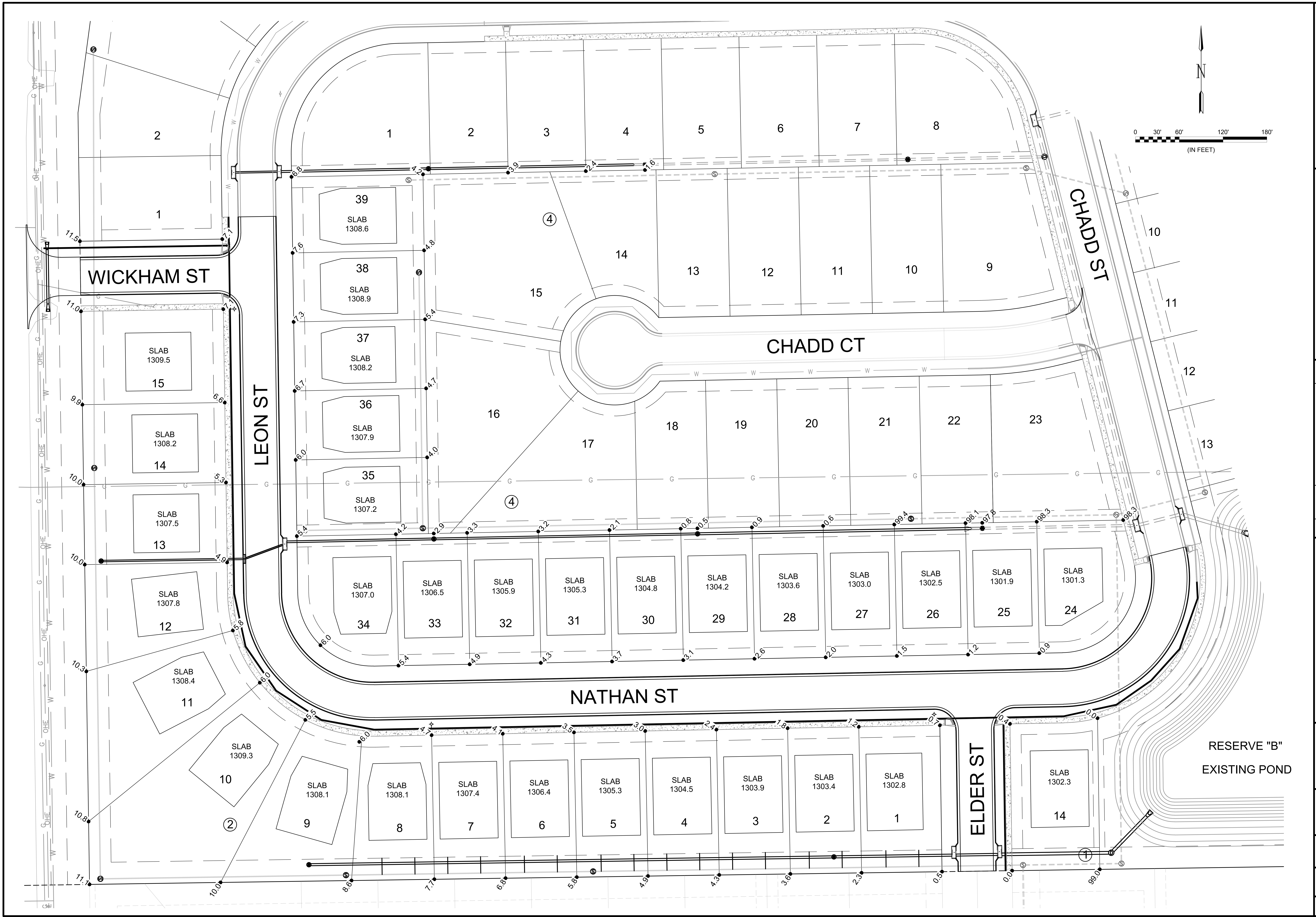
Site Grading Plan

JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

SHEET NUMBER **24** OF **36**



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2-10-26

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

COTTONWOOD CREEK
ESTATES - PHASE 2
PAVING & SWD

4 Corner Grading Plan

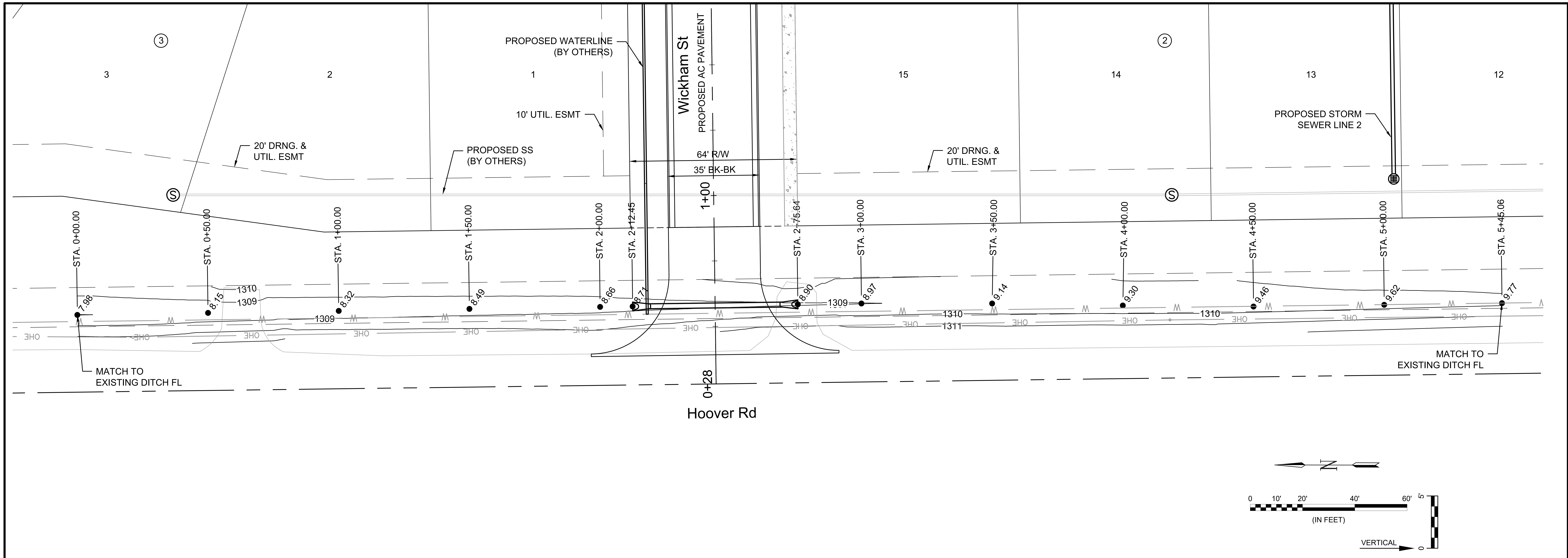
JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: KWL
DRAWN BY: MCP

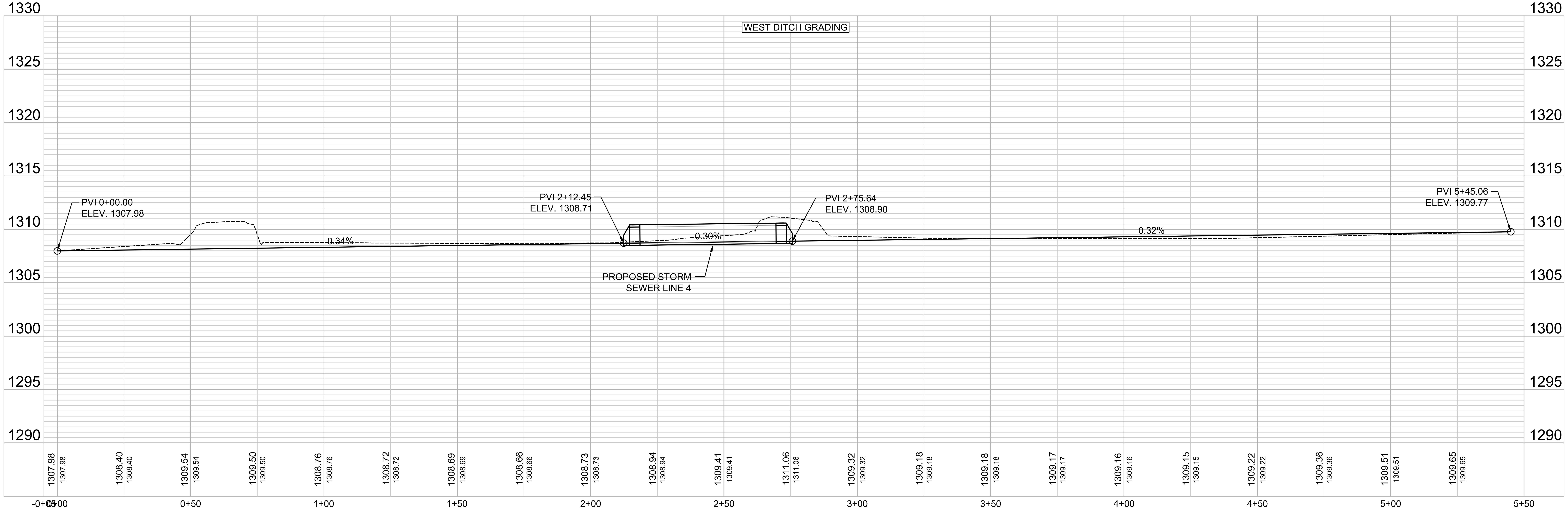
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

SHEET NUMBER **25** OF **36**

File: L:\2025\T41-2501011 - Cottonwood Creek Phase 2\Drawings_PAVING & SWD\4 Corner Grading Plan.dwg Last Save: 10/16/2025 7:42 PM Last saved by: MCARRERAPIEDRA
Last plotted by: Bogart, John S. Plot Style: --- Plot Scale: 1:2.5849 Plot Date: 2/10/2026 2:26 PM Plotter used: None





File: L:\2025\T41-2501011 - Cottonwood Creek Phase 2\Drawings_PAVING & SWD\West Ditch Grading.dwg Last Save: 10/16/2025 7:44 PM Last saved by: MCARRERAPIEDRA
Last plotted by: Bogart, John S. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 2/10/2026 2:26 PM Plotter used: None

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KENNETH W. LEE
15373
2-10-26

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

COTTONWOOD CREEK
ESTATES - PHASE 2
PAVING & SWD

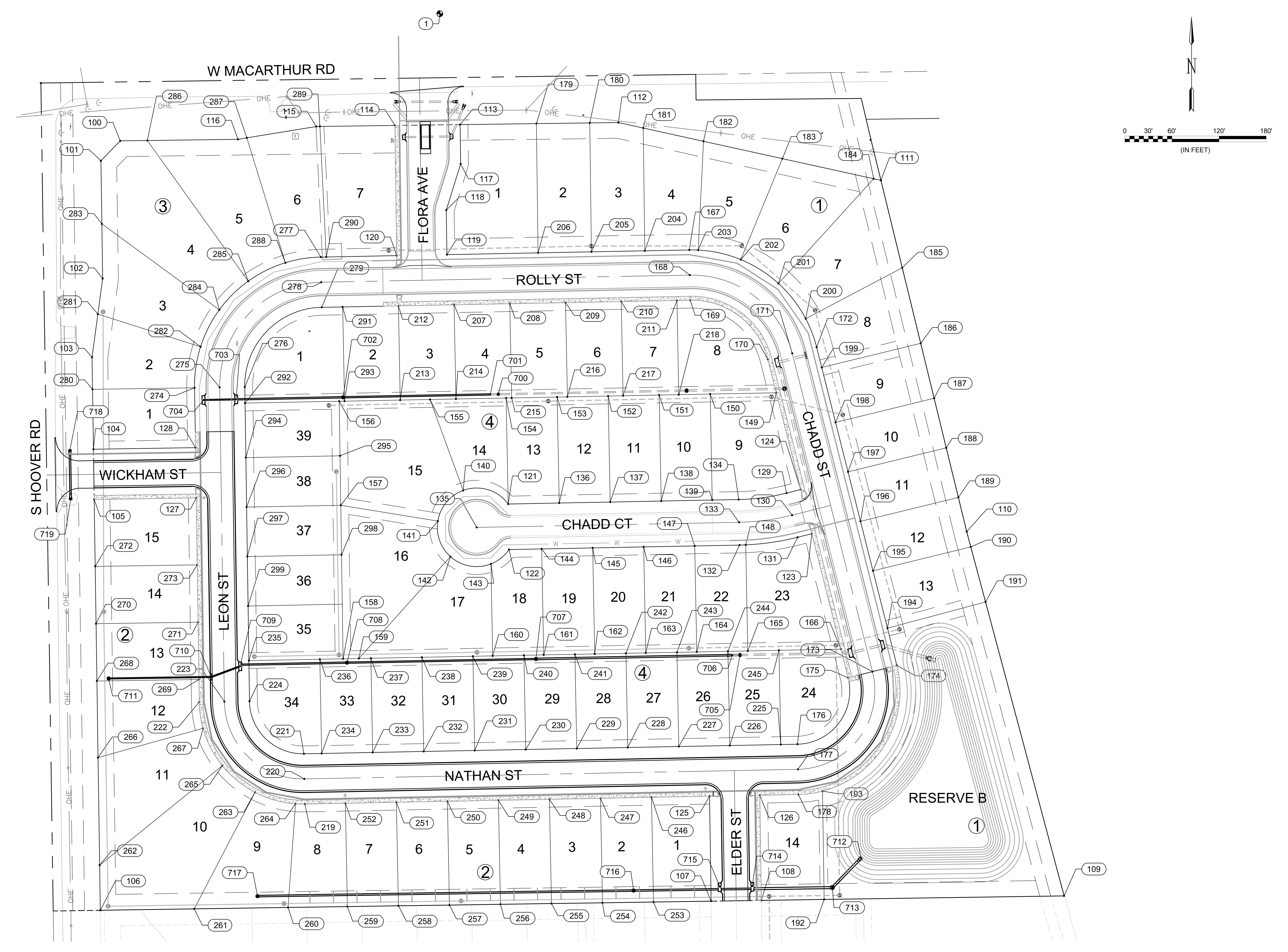
West Ditch
Grading

JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: ,
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

SHEET NUMBER 26 OF 36



File: L:\2025\T41-2501011 - Cottonwood Creek Phase 2\Drawings_PAVING & SWD\Coordinate Map.dwg Last Save: 10/16/2025 12:39 PM Last saved by: MCARRERAPIEDRA
Last plotted by: Bogart, John S. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 2/10/2026 2:27 PM Plotter used: None

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(316) 264-8008

KENNETH W. LEE
LICENSED
15373
2-10-26
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

COTTONWOOD CREEK ESTATES - PHASE 2
PAVING & SWD

Coordinate Map

JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: KWL
DRAWN BY: MCP

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

SHEET NUMBER 27 OF 36

Point Table

Point #	Northing	Easting	Grid Northing	Grid Easting	Elevation	Description
1	1662513.62	1629559.23	1662254.18	1629304.94	1303.72	BENCHMARK#1
2	1660716.14	1629021.05	1660456.99	1628766.84	1316.89	BENCHMARK#2
100	1662351.73	1629152.10	1662092.32	1628897.87	0.00	ADD CNR
101	1662326.41	1629127.47	1662067.00	1628873.25	0.00	ADD CNR
102	1662176.42	1629129.71	1661917.04	1628875.49	0.00	ADD CNR
103	1662076.24	1629116.21	1661816.87	1628861.98	0.00	ADD CNR
104	1661959.02	1629117.96	1661699.67	1628863.73	0.00	ADD CNR
105	1661895.03	1629118.91	1661635.69	1628864.69	0.00	ADD CNR
106	1661371.84	1629126.73	1661112.59	1628872.50	0.00	ADD CNR
107	1661383.47	1629904.83	1661124.21	1629650.49	0.00	ADD CNR
108	1661384.42	1629968.83	1661125.16	1629714.47	0.00	ADD CNR
109	1661390.18	1630354.50	1661130.92	1630100.09	0.00	ADD CNR
110	1661854.09	1630230.48	1661594.76	1629976.08	0.00	ADD CNR
111	1662301.43	1630121.14	1662042.03	1629866.76	0.00	ADD CNR
112	1662375.05	1629786.71	1662115.64	1629532.38	0.00	ADD CNR
113	1662372.41	1629585.07	1662113.00	1629330.78	0.00	ADD CNR
114	1662371.32	1629502.08	1662111.91	1629247.80	0.00	ADD CNR
115	1662370.01	1629401.85	1662110.59	1629147.58	0.00	ADD CNR
116	1662353.70	1629302.08	1662094.29	1629047.83	0.00	ADD CNR
117	1662322.41	1629585.73	1662063.01	1629331.43	0.00	LOT CNR
118	1662263.54	1629567.50	1662004.14	1629313.21	0.00	LOT CNR
119	1662206.78	1629568.24	1661947.39	1629313.95	0.00	LOT CNR
120	1662205.54	1629504.25	1661946.15	1629249.97	0.00	LOT CNR
121	1661889.24	1629646.34	1661629.90	1629392.03	0.00	LOT CNR
122	1661831.25	1629647.42	1661571.92	1629393.12	0.00	LOT CNR
123	1661851.42	1630033.15	1661592.08	1629778.78	0.00	LOT CNR
124	1661907.66	1630018.97	1661648.31	1629764.60	0.00	LOT CNR
125	1661517.15	1629902.84	1661257.87	1629648.49	0.00	LOT CNR
126	1661518.39	1629966.83	1661259.11	1629712.47	0.00	LOT CNR
127	1661896.97	1629248.90	1661637.63	1628994.65	0.00	LOT CNR
128	1661960.96	1629247.94	1661701.61	1628993.70	0.00	LOT CNR
129	1661903.11	1630000.96	1661643.77	1629746.60	0.00	PT
130	1661874.99	1630008.05	1661615.66	1629753.69	0.00	PT
131	1661846.88	1630015.14	1661587.54	1629760.78	0.00	PT
132	1661836.95	1629941.07	1661577.62	1629686.72	0.00	PC
133	1661865.94	1629940.51	1661606.61	1629686.16	0.00	PC
134	1661894.94	1629939.95	1661635.60	1629685.59	0.00	PC
135	1661859.48	1629606.16	1661600.15	1629351.86	0.00	CENTER
136	1661890.50	1629711.33	1661631.16	1629457.01	0.00	LOT CNR
137	1661891.76	1629776.31	1661632.42	1629521.99	0.00	LOT CNR

Point Table

Point #	Northing	Easting	Grid Northing	Grid Easting	Elevation	Description
138	1661893.02	1629841.30	1661633.68	1629586.96	0.00	LOT CNR
139	1661894.28	1629906.29	1661634.94	1629651.94	0.00	LOT CNR
140	1661906.46	1629589.04	1661647.12	1629334.74	0.00	LOT CNR
141	1661867.51	1629556.81	1661608.18	1629302.51	0.00	LOT CNR
142	1661822.29	1629572.73	1661562.96	1629318.44	0.00	LOT CNR
143	1661812.90	1629624.34	1661553.58	1629370.04	0.00	LOT CNR
144	1661832.05	1629688.98	1661572.72	1629434.67	0.00	LOT CNR
145	1661833.32	1629753.97	1661573.99	1629499.65	0.00	LOT CNR
146	1661834.58	1629818.96	1661575.25	1629564.62	0.00	LOT CNR
147	1661835.84	1629883.94	1661576.51	1629629.60	0.00	LOT CNR
148	1661837.19	1629948.93	1661577.86	1629694.58	0.00	LOT CNR
149	1662030.89	1629987.88	1661771.53	1629733.52	0.00	LOT CNR
150	1662029.26	1629903.67	1661769.90	1629649.32	0.00	LOT CNR
151	1662028.00	1629838.68	1661768.64	1629584.34	0.00	LOT CNR
152	1662026.73	1629773.69	1661767.38	1629519.37	0.00	LOT CNR
153	1662025.47	1629708.71	1661766.11	1629454.39	0.00	LOT CNR
154	1662024.21	1629643.72	1661764.85	1629389.41	0.00	LOT CNR
155	1662022.33	1629546.81	1661762.97	1629292.52	0.00	LOT CNR
156	1662020.08	1629431.08	1661760.73	1629176.81	0.00	LOT CNR
157	1661887.65	1629433.06	1661628.31	1629178.78	0.00	LOT CNR
158	1661692.12	1629435.98	1661432.81	1629181.70	0.00	LOT CNR
159	1661692.51	1629456.09	1661433.20	1629201.81	0.00	LOT CNR
160	1661695.82	1629626.61	1661436.51	1629372.31	0.00	LOT CNR
161	1661697.08	1629691.60	1661437.77	1629437.29	0.00	LOT CNR
162	1661698.34	1629756.59	1661439.03	1629502.27	0.00	LOT CNR
163	1661699.60	1629821.58	1661440.29	1629567.24	0.00	LOT CNR
164	1661700.86	1629886.56	1661441.56	1629632.22	0.00	LOT CNR
165	1661702.13	1629951.55	1661442.82	1629697.20	0.00	LOT CNR
166	1661704.43	1630070.22	1661445.12	1629815.85	0.00	LOT CNR
167	1662212.78	1629877.05	1661953.39	1629622.71	0.00	PC
168	1662180.78	1629877.67	1661921.40	1629623.33	0.00	PC
169	1662148.79	1629878.29	1661889.41	1629623.95	0.00	PC
170	1662073.26	1629977.20	1661813.90	1629722.84	0.00	PT
171	1662081.09	1630008.23	1661821.72	1629753.86	0.00	PT
172	1662088.91	1630039.26	1661829.54	1629784.89	0.00	PT
173	1661675.77	1630110.45	1661416.47	1629856.07	0.00	PC
174	1661683.60	1630141.48	1661424.29	1629887.10	0.00	PC
175	1661667.95	1630079.42	1661408.64	1629825.05	0.00	PC
176	1661583.33	1630014.81	1661324.04	1629760.44	0.00	PT
177	1661551.34	1630015.43	1661292.05	1629761.06	0.00	PT

Point Table

Point #	Northing	Easting	Grid Northing	Grid Easting	Elevation	Description
178	1661519.34	1630016.05	1661260.06	1629761.69	0.00	PT
179	1662373.68	1629682.26	1662114.27	1629427.95	0.00	LOT CNR
180	1662374.57	1629750.25	1662115.16	1629495.93	0.00	LOT CNR
181	1662368.09	1629818.34	1662108.68	1629564.01	0.00	LOT CNR
182	1662351.18	1629895.17	1662091.77	1629640.82	0.00	LOT CNR
183	1662329.04	1629995.69	1662069.64	1629741.33	0.00	LOT CNR
184	1662303.44	1630111.98	1662044.04	1629857.60	0.00	LOT CNR
185	1662190.06	1630148.36	1661930.67	1629893.98	0.00	LOT CNR
186	1662093.87	1630171.87	1661834.50	1629917.49	0.00	LOT CNR
187	1662023.93	1630188.97	1661764.57	1629934.58	0.00	LOT CNR
188	1661960.79	1630204.40	1661701.44	1629950.01	0.00	LOT CNR
189	1661897.64	1630219.83	1661638.30	1629965.44	0.00	LOT CNR
190	1661834.61	1630235.69	1661575.28	1629981.29	0.00	LOT CNR
191	1661764.47	1630254.44	1661505.16	1630000.04	0.00	LOT CNR
192	1661385.62	1630048.82	1661126.36	1629794.45	0.00	LOT CNR
193	1661523.58	1630046.76	1661264.30	1629792.39	0.00	LOT CNR
194	1661731.07	1630129.51	1661471.76	1629875.12	0.00	LOT CNR
195	1661804.15	1630111.08	1661544.82	1629856.70	0.00	LOT CNR
196	1661867.18	1630095.18	1661607.84	1629840.80	0.00	LOT CNR
197	1661930.21	1630079.28	1661670.86	1629824.91	0.00	LOT CNR
198	1661993.23	1630063.39	1661733.88	1629809.02	0.00	LOT CNR
199	1662063.05	1630045.78	1661803.68	1629791.41	0.00	LOT CNR
200	1662125.24	1630025.33	1661865.87	1629770.97	0.00	LOT CNR
201	1662170.10	1629990.62	1661910.71	1629736.26	0.00	LOT CNR
202	1662200.44	1629942.71	1661941.05	1629688.36	0.00	LOT CNR
203	1662212.61	1629888.32	1661953.22	1629633.98	0.00	LOT CNR
204	1662211.68	1629820.39	1661952.29	1629566.06	0.00	LOT CNR
205	1662210.36	1629752.41	1661950.97	1629498.08	0.00	LOT CNR
206	1662209.04	1629684.42	1661949.65	1629430.11	0.00	LOT CNR
207	1662142.95	1629577.42	1661883.57	1629323.13	0.00	LOT CNR
208	1662144.33	1629648.41	1661884.95	1629394.10	0.00	LOT CNR
209	1662145.70	1629719.40	1661886.33	1629465.08	0.00	LOT CNR
210	1662147.08	1629790.38	1661887.70	1629536.05	0.00	LOT CNR
211	1662148.46	1629861.37	1661889.08	1629607.03	0.00	LOT CNR
212	1662141.57	1629506.44	1661882.19	1629252.15	0.00	LOT CNR
213	1662021.59	1629508.76	1661762.23	1629254.48	0.00	LOT CNR
214	1662022.97	1629579.75	1661763.61	1629325.46	0.00	LOT CNR
215	1662024.35	1629650.74	1661764.99	1629396.43	0.00	LOT CNR
216	1662025.73	1629721.72	1661766.37	1629467.41	0.00	LOT CNR
217	1662027.10	1629792.71	1661767.74	1629538.38	0.00	LOT CNR

GARVER

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

KENNETH W. LEE
15373
2-10-26

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

COTTONWOOD CREEK
ESTATES - PHASE 2
PAVING & SWD

Coordinate Map
(1 of 2)

JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: KWL
DRAWN BY: MCP

BAR IS ONE INCH ON ORIGINAL DRAWING
0 ▬ 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

File: L:\2025\T41-2501011 - Cottonwood Creek Phase 2\Drawings_PAVING & SWD\Coordinate Map.dwg Last Save: 10/16/2025 12:39 PM Last saved by: MCARRERAPIEDRA
Last plotted by: Bogart, John S. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 2/10/2026 2:27 PM Plotter used: None

Point Table

Point #	Northing	Easting	Grid Northing	Grid Easting	Elevation	Description
218	1662028.48	1629863.70	1661769.12	1629609.36	0.00	LOT CNR
219	1661507.14	1629387.33	1661247.86	1629133.06	0.00	PT
220	1661539.13	1629386.71	1661279.85	1629132.44	0.00	PT
221	1661571.13	1629386.08	1661311.84	1629131.82	0.00	PT
222	1661637.14	1629252.78	1661377.84	1628998.53	0.00	PC
223	1661637.62	1629284.78	1661378.32	1629030.53	0.00	PC
224	1661638.10	1629316.77	1661378.80	1629062.52	0.00	PC
225	1661582.92	1629993.62	1661323.63	1629739.26	0.00	LOT CNR
226	1661581.66	1629928.64	1661322.37	1629674.29	0.00	LOT CNR
227	1661580.40	1629863.65	1661321.11	1629609.31	0.00	LOT CNR
228	1661579.13	1629798.66	1661319.85	1629544.33	0.00	LOT CNR
229	1661577.87	1629733.67	1661318.58	1629479.35	0.00	LOT CNR
230	1661576.61	1629668.68	1661317.32	1629414.37	0.00	LOT CNR
231	1661575.35	1629603.70	1661316.06	1629349.40	0.00	LOT CNR
232	1661574.09	1629538.71	1661314.80	1629284.42	0.00	LOT CNR
233	1661572.83	1629473.72	1661313.54	1629219.44	0.00	LOT CNR
234	1661571.57	1629408.73	1661312.28	1629154.46	0.00	LOT CNR
235	1661689.79	1629316.00	1661430.48	1629061.75	0.00	LOT CNR
236	1661691.54	1629406.40	1661432.24	1629152.14	0.00	LOT CNR
237	1661692.80	1629471.39	1661433.50	1629217.11	0.00	LOT CNR
238	1661694.07	1629536.38	1661434.76	1629282.09	0.00	LOT CNR
239	1661695.33	1629601.37	1661436.02	1629347.07	0.00	LOT CNR
240	1661696.59	1629666.36	1661437.28	1629412.05	0.00	LOT CNR
241	1661697.85	1629731.34	1661438.54	1629477.02	0.00	LOT CNR
242	1661699.11	1629796.33	1661439.80	1629542.00	0.00	LOT CNR
243	1661700.37	1629861.32	1661441.07	1629606.98	0.00	LOT CNR
244	1661701.64	1629926.31	1661442.33	1629671.96	0.00	LOT CNR
245	1661702.90	1629991.29	1661443.59	1629736.93	0.00	LOT CNR
246	1661515.71	1629828.85	1661256.43	1629574.52	0.00	LOT CNR
247	1661514.45	1629763.86	1661255.17	1629509.54	0.00	LOT CNR
248	1661513.19	1629698.88	1661253.91	1629444.56	0.00	LOT CNR
249	1661511.92	1629633.89	1661252.65	1629379.58	0.00	LOT CNR
250	1661510.66	1629568.90	1661251.38	1629314.61	0.00	LOT CNR
251	1661509.40	1629503.91	1661250.12	1629249.63	0.00	LOT CNR
252	1661508.14	1629438.92	1661248.86	1629184.65	0.00	LOT CNR
253	1661382.37	1629831.44	1661123.11	1629577.10	0.00	LOT CNR
254	1661381.40	1629766.45	1661122.14	1629512.12	0.00	LOT CNR
255	1661380.43	1629701.45	1661121.17	1629447.14	0.00	LOT CNR
256	1661379.46	1629636.46	1661120.20	1629382.15	0.00	LOT CNR
257	1661378.49	1629571.47	1661119.23	1629317.17	0.00	LOT CNR

Point Table

Point #	Northing	Easting	Grid Northing	Grid Easting	Elevation	Description
258	1661377.52	1629506.47	1661118.26	1629252.19	0.00	LOT CNR
259	1661376.54	1629441.48	1661117.29	1629187.20	0.00	LOT CNR
260	1661375.42	1629365.88	1661116.16	1629111.62	0.00	LOT CNR
261	1661373.63	1629246.35	1661114.37	1628992.11	0.00	LOT CNR
262	1661429.28	1629125.87	1661170.01	1628871.65	0.00	LOT CNR
263	1661522.07	1629323.74	1661262.79	1629069.49	0.00	LOT CNR
264	1661507.45	1629375.34	1661248.17	1629121.07	0.00	LOT CNR
265	1661556.00	1629282.22	1661296.71	1629027.97	0.00	LOT CNR
266	1661566.33	1629123.82	1661307.04	1628869.60	0.00	LOT CNR
267	1661603.65	1629257.62	1661344.35	1629003.37	0.00	LOT CNR
268	1661663.83	1629122.37	1661404.52	1628868.14	0.00	LOT CNR
269	1661665.77	1629252.35	1661406.46	1628998.11	0.00	LOT CNR
270	1661736.82	1629121.28	1661477.50	1628867.05	0.00	LOT CNR
271	1661738.76	1629251.26	1661479.44	1628997.02	0.00	LOT CNR
272	1661809.81	1629120.19	1661550.48	1628865.96	0.00	LOT CNR
273	1661811.75	1629250.17	1661552.43	1628995.93	0.00	LOT CNR
274	1662037.24	1629246.80	1661777.88	1628992.56	0.00	PC
275	1662037.72	1629278.80	1661778.36	1629024.55	0.00	PC
276	1662038.20	1629310.80	1661778.84	1629056.54	0.00	PC
277	1662203.66	1629407.60	1661944.28	1629153.33	0.00	PT
278	1662171.67	1629408.22	1661912.29	1629153.95	0.00	PT
279	1662139.67	1629408.84	1661880.30	1629154.57	0.00	PT
280	1662035.30	1629116.82	1661775.94	1628862.59	0.00	LOT CNR
281	1662131.13	1629123.61	1661871.75	1628869.38	0.00	LOT CNR
282	1662089.45	1629254.51	1661830.08	1629000.27	0.00	LOT CNR
283	1662245.99	1629128.67	1661986.60	1628874.45	0.00	LOT CNR
284	1662136.50	1629278.40	1661877.12	1629024.16	0.00	LOT CNR
285	1662172.95	1629315.19	1661913.57	1629060.93	0.00	LOT CNR
286	1662352.18	1629186.60	1662092.77	1628932.37	0.00	LOT CNR
287	1662355.54	1629313.38	1662096.13	1629059.12	0.00	LOT CNR
288	1662196.41	1629362.45	1661937.02	1629108.19	0.00	LOT CNR
289	1662370.07	1629406.48	1662110.65	1629152.21	0.00	LOT CNR
290	1662203.80	1629414.53	1661944.41	1629160.26	0.00	LOT CNR
291	1662140.19	1629435.45	1661880.81	1629181.18	0.00	LOT CNR
292	1662017.75	1629311.10	1661758.40	1629056.85	0.00	LOT CNR
293	1662020.21	1629437.78	1661760.86	1629183.50	0.00	LOT CNR
294	1661948.31	1629312.14	1661688.96	1629057.88	0.00	LOT CNR
295	1661950.64	1629432.12	1661691.29	1629177.84	0.00	LOT CNR
296	1661885.32	1629313.08	1661625.98	1629058.83	0.00	LOT CNR
297	1661822.33	1629314.02	1661563.01	1629059.77	0.00	LOT CNR

Point Table

Point #	Northing	Easting	Grid Northing	Grid Easting	Elevation	Description
298	1661824.66	1629434.00	1661565.33	1629179.72	0.00	LOT CNR
299	1661759.34	1629314.96	1661500.03	1629060.71	0.00	LOT CNR
700	1662029.02	1629633.62	1661769.66	1629379.32	0.00	SWS 1-0
701	1662028.82	1629623.62	1661769.46	1629369.32	0.00	PIPE PLUG
702	1662025.18	1629436.00	1661765.82	1629181.73	0.00	SWS 1-1
703	1662022.53	1629299.69	1661763.17	1629045.44	0.00	SWS 1-2
704	1662021.73	1629258.37	1661762.37	1629004.13	0.00	SWS 1-3
705	1661696.93	1629941.65	1661437.62	1629687.30	0.00	SWS 2-0
706	1661696.74	1629931.65	1661437.43	1629677.30	0.00	PIPE PLUG
707	1661691.89	1629681.70	1661432.58	1629427.39	0.00	SWS 2-1
708	1661687.21	1629441.05	1661427.91	1629186.78	0.00	SWS 2-2
709	1661682.57	1629304.77	1661423.26	1629050.52	0.00	SWS 2-3
710	1661669.00	1629268.06	1661409.70	1629013.81	0.00	SWS 2-4
711	1661667.05	1629137.32	1661407.75	1628883.09	0.00	SWS 2-5
712	1661438.45	1630095.82	1661179.19	1629841.44	0.00	SWS 3-1
713	1661400.77	1630059.25	1661141.51	1629804.88	0.00	SWS 3-2
714	1661402.74	1629957.22	1661143.48	1629702.86	0.00	SWS 3-3
715	1661402.13	1629915.89	1661142.87	1629661.54	0.00	SWS 3-4
716	1661396.99	1629806.15	1661137.73	1629551.82	0.00	SWS 3-5
717	1661389.84	1629326.96	1661130.58	1629072.71	0.00	SWS 3-6
718	1661958.11	1629087.97	1661698.77	1628833.75	0.00	SWS 4-1
719	1661894.93	1629088.91	1661635.59	1628834.69	0.00	SWS 4-2

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Last plotted by: Bogart, John S. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 2/10/2026 2:27 PM Plotter used: None

GARVER

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

KENNETH W. LEE
15373
2-10-26

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

COTTONWOOD CREEK
ESTATES - PHASE 2
PAVING & SWD

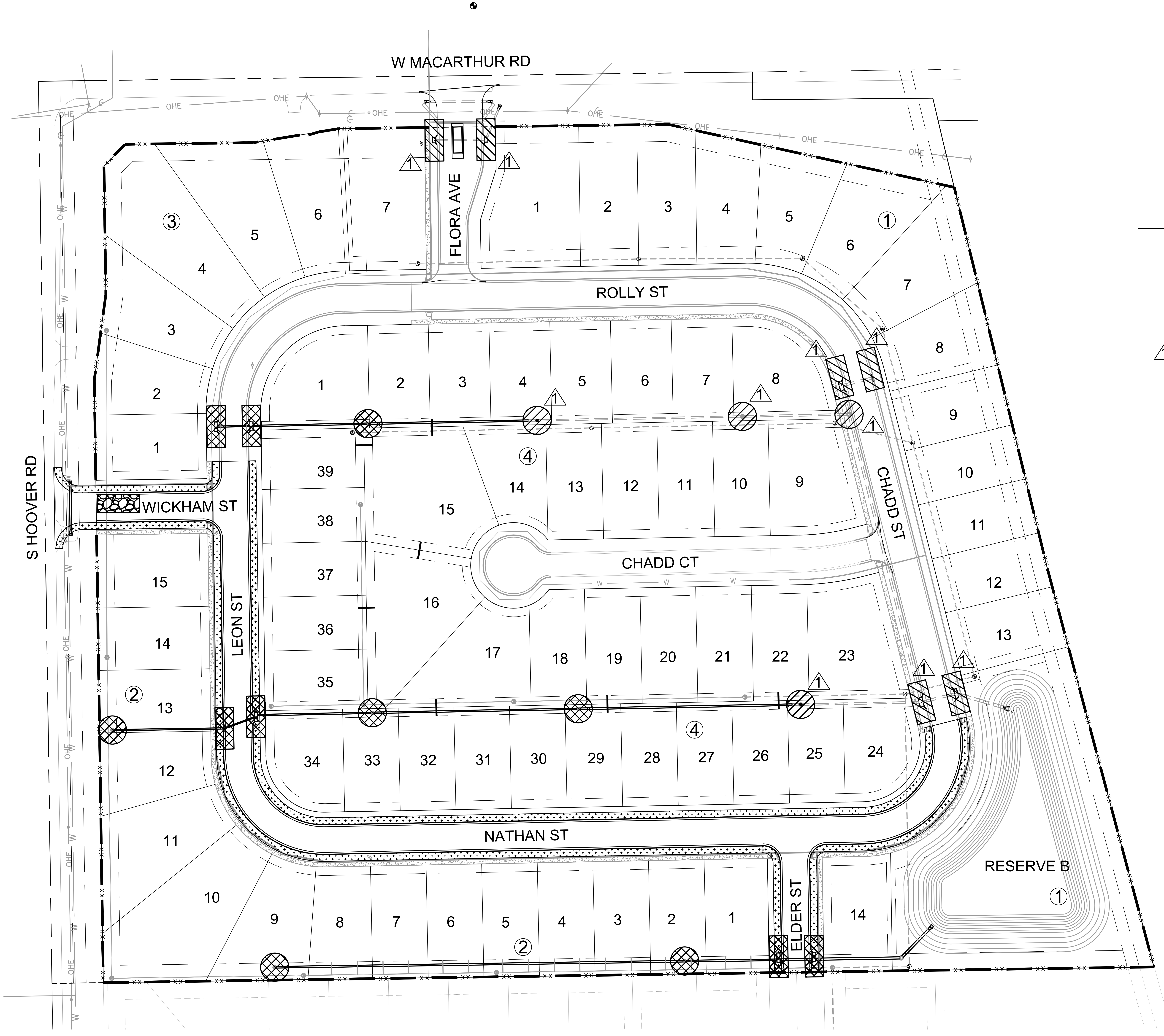
Coordinate Map
(2 of 2)

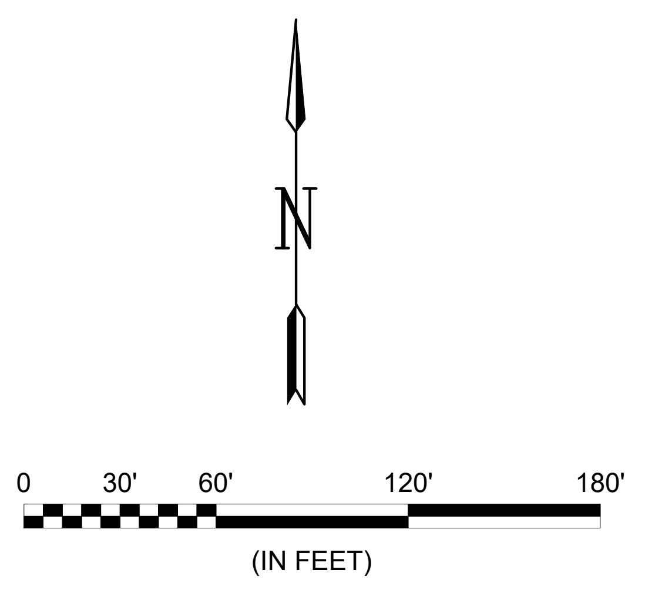
JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: KWL
DRAWN BY: MCP

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

SHEET NUMBER 29 OF 36





LEGEND

▦	INSTALL CONSTRUCTION ENTRANCE (1 EACH)
—xx—	MAINTAIN SILT FENCE (4140 LF)
△1 ⊘	MAINTAIN DROP INLET PROTECTION (4 EACH)
△1 ▨	MAINTAIN CURB INLET PROTECTION (6 EACH)
|	MAINTAIN DITCH CHECKS (9 EACH)
⊗	INSTALL DROP INLET PROTECTION (6 EACH)
▩	INSTALL CURB INLET PROTECTION (6 EACH)
⊞	INSTALL EROSION CONTROL MAT (2840 S.Y.)

File: L:\2025\T41-2501011 - Cottonwood Creek Phase 2\Drawings_PAVING & SWD\Erosion Control Plan.dwg Last Save: 10/16/2025 8:42 PM Last saved by: MCARRERAPIEDRA
Last plotted by: Bogart, John S. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 2/10/2026 2:27 PM Plotter used: None

GARVER

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

KENNETH W. LEE
15373
2-10-26

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

COTTONWOOD CREEK
ESTATES - PHASE 2
PAVING & SWD

Erosion Control Plan

JOB NO.: 2501011
DATE: FEB 2026
DESIGNED BY: KWL
DRAWN BY: MCP

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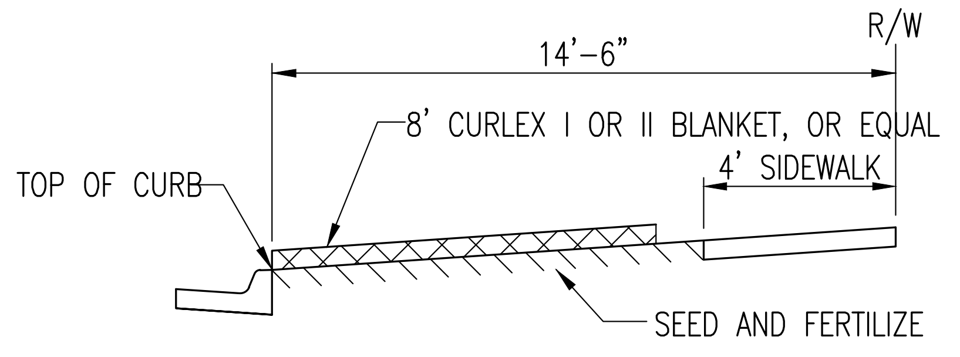
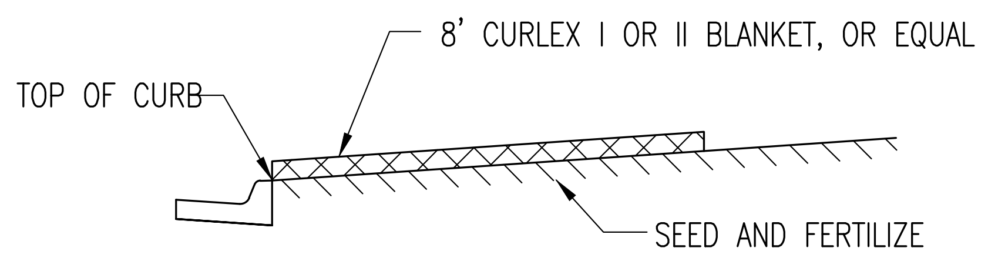
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

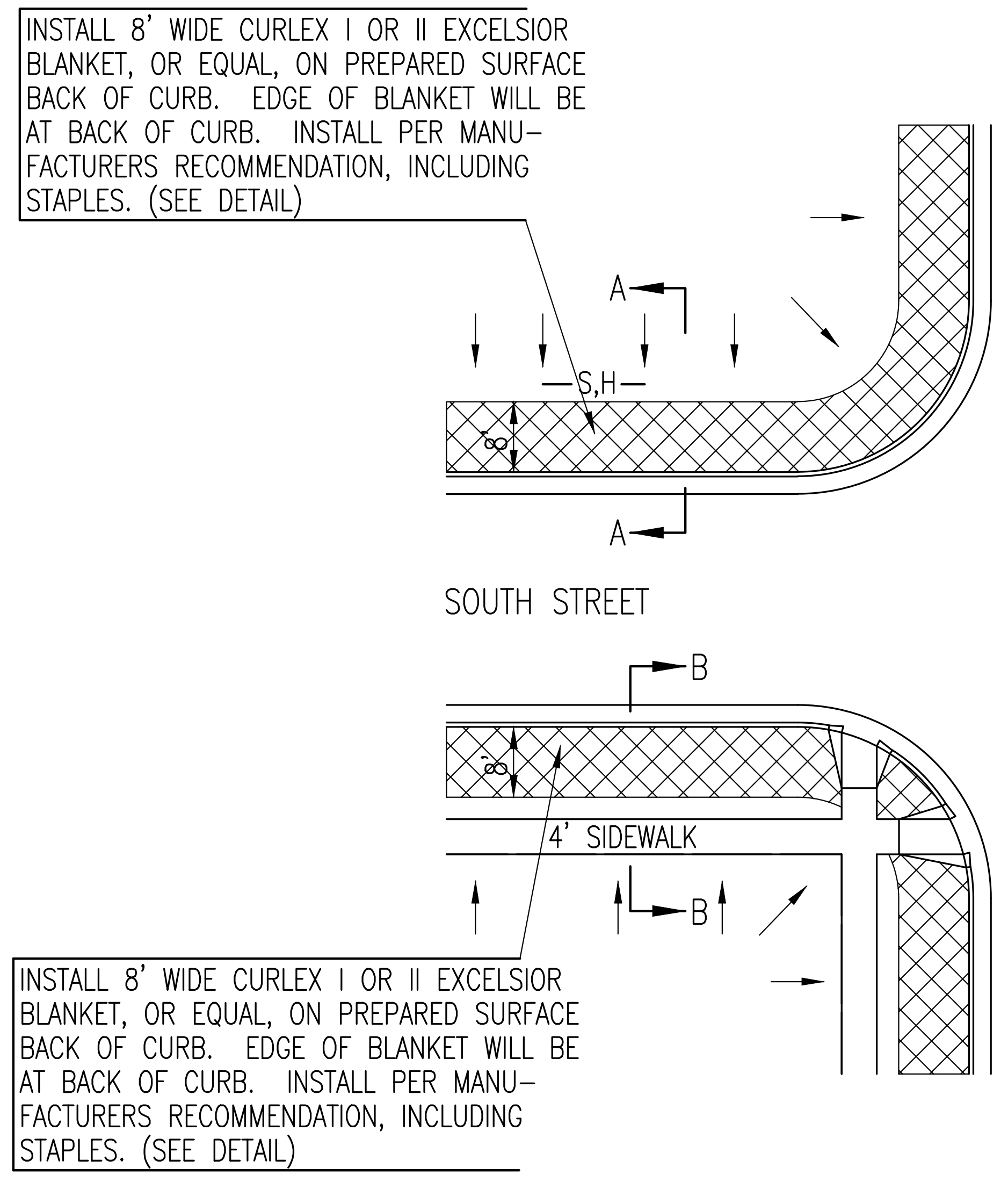
DRAWING NUMBER



SECTION B-B



SECTION A-A



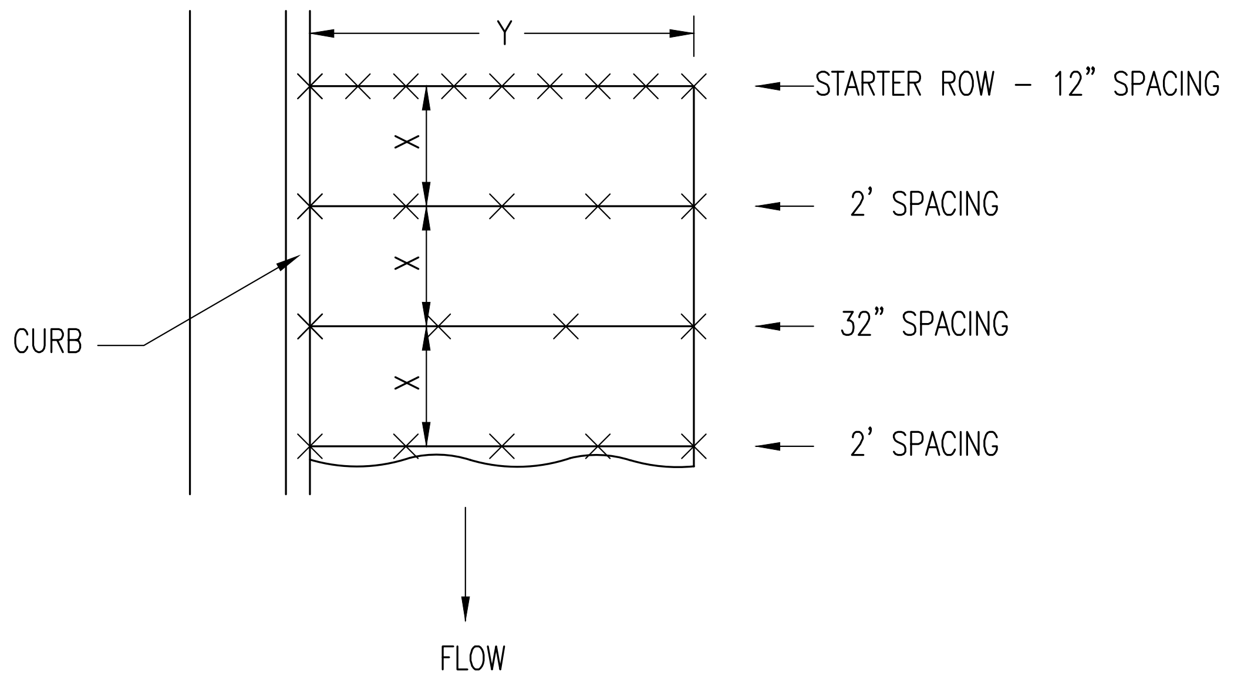
INSTALL 8' WIDE CURLEX I OR II EXCELSIOR BLANKET, OR EQUAL, ON PREPARED SURFACE BACK OF CURB. EDGE OF BLANKET WILL BE AT BACK OF CURB. INSTALL PER MANUFACTURERS RECOMMENDATION, INCLUDING STAPLES. (SEE DETAIL)

INSTALL 8' WIDE CURLEX I OR II EXCELSIOR BLANKET, OR EQUAL, ON PREPARED SURFACE BACK OF CURB. EDGE OF BLANKET WILL BE AT BACK OF CURB. INSTALL PER MANUFACTURERS RECOMMENDATION, INCLUDING STAPLES. (SEE DETAIL)

GENERAL NOTES

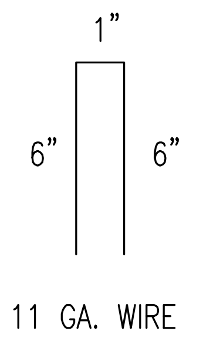
1. EXCELSIOR MAT TO BE INSTALLED WHEN SOD IS NOT SPECIFIED ON PROJECT.
2. EXCELSIOR BLANKET TO BE INSTALLED OVER SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS.
3. AFTER INSTALLATION OF EXCELSIOR BLANKET, AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE CURB AND INTO THE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

BACK OF CURB PROTECTION DETAIL



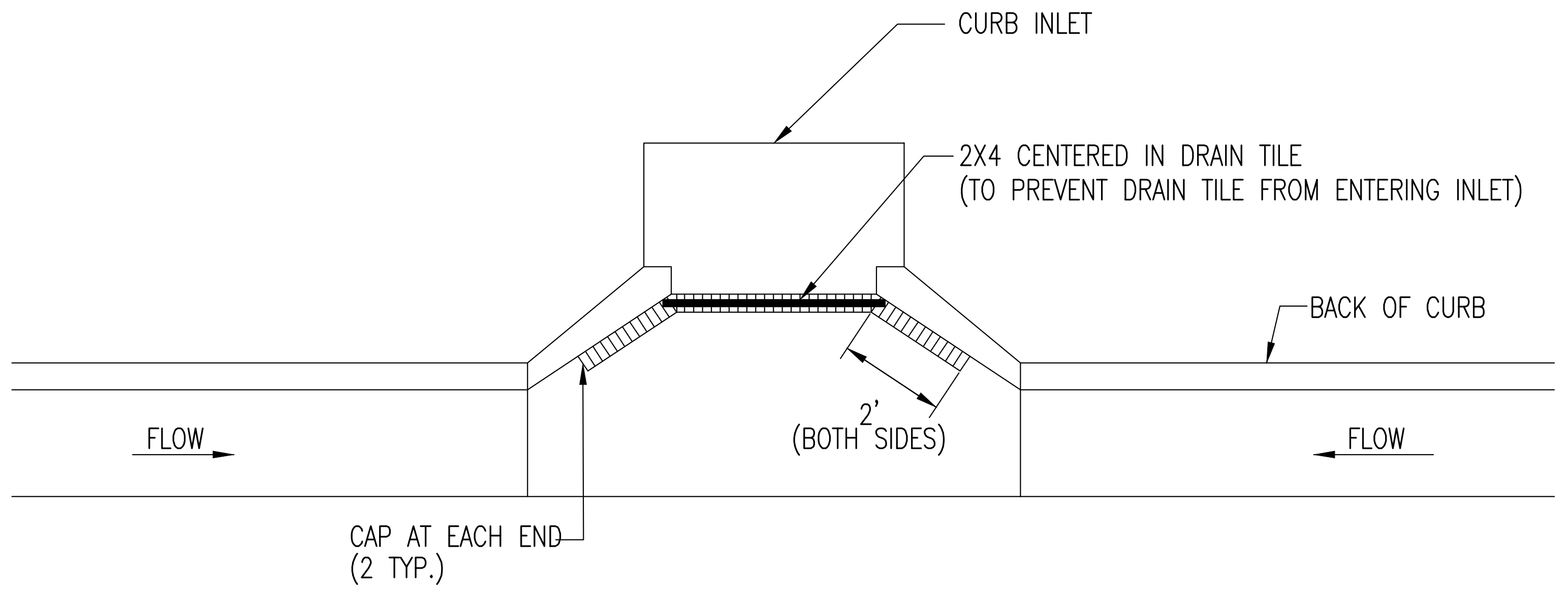
STAPLE PATTERN

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



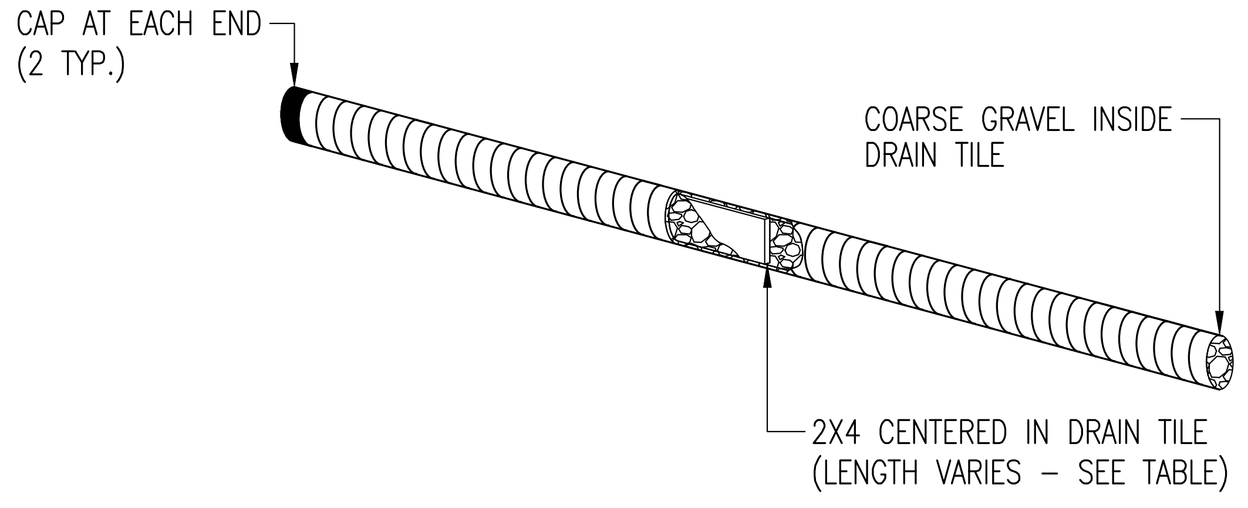
STAPLE

DETAILS FOR APPROVED EROSION CONTROL MAT



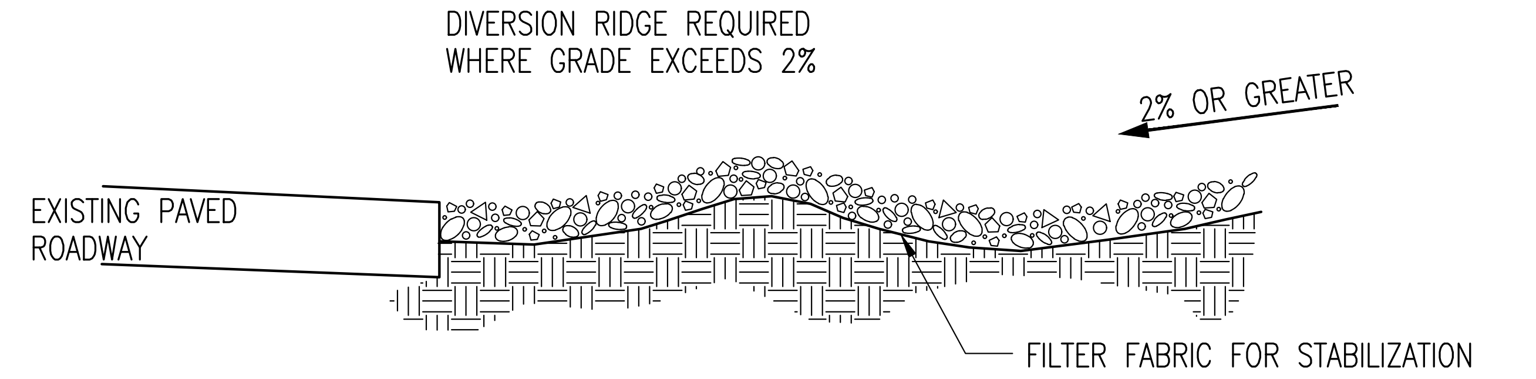
NOTE:
PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

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

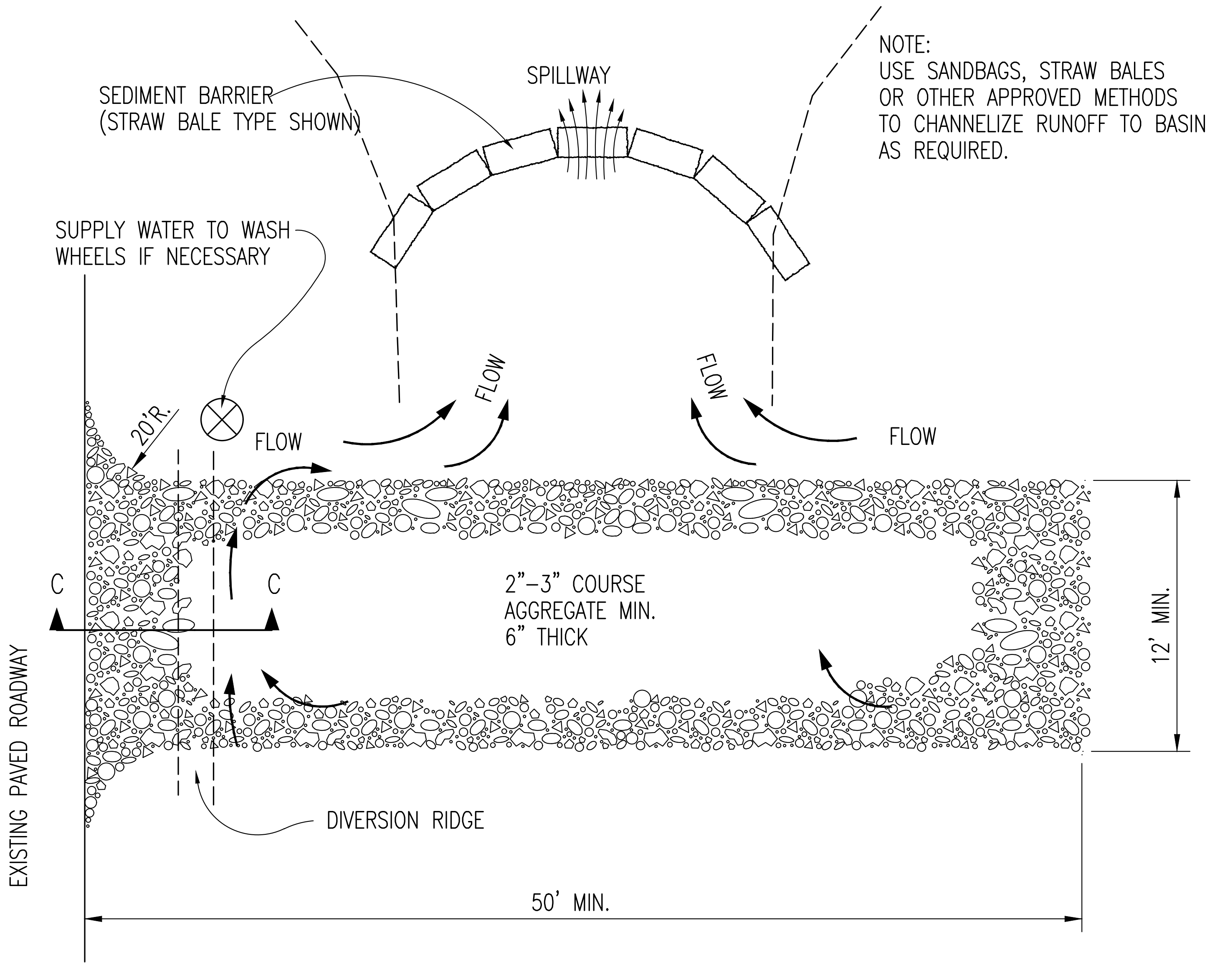


CURB INLET PROTECTION

4" PERFORATED PIPE W/ GRAVEL



SECTION C-C



NOTE:
USE SANDBAGS, STRAW BALES OR OTHER APPROVED METHODS TO CHANNELIZE RUNOFF TO BASIN AS REQUIRED.

STABILIZED CONSTRUCTION ENTRANCE

GENERAL NOTES

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

REVISION DATE: MAY 2013

GARY L. JANZEN
16294
05/30/13

CITY OF
WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

BACK OF CURB PROTECTION, CURB INLET PROTECTION AND CONSTRUCTION ENTRANCE

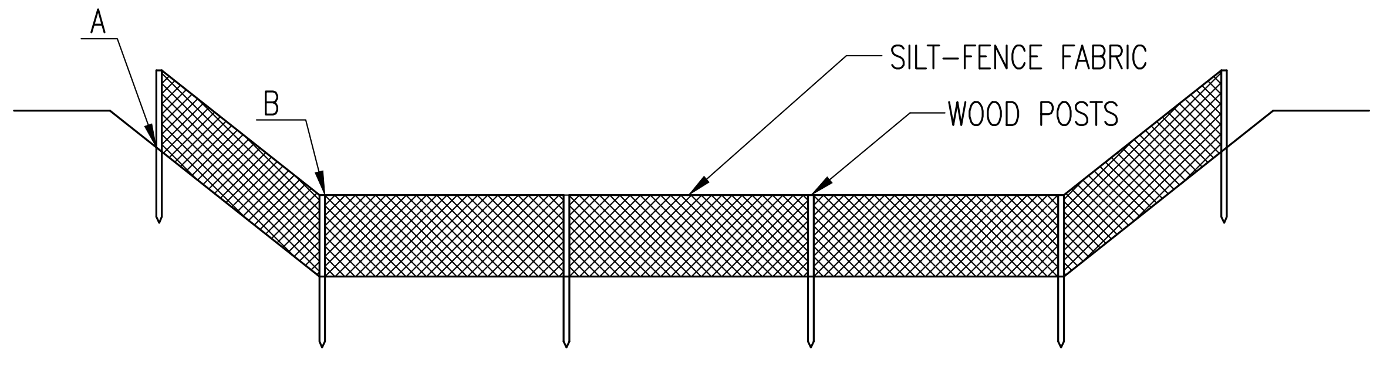
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
472-2024-086044	.	

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

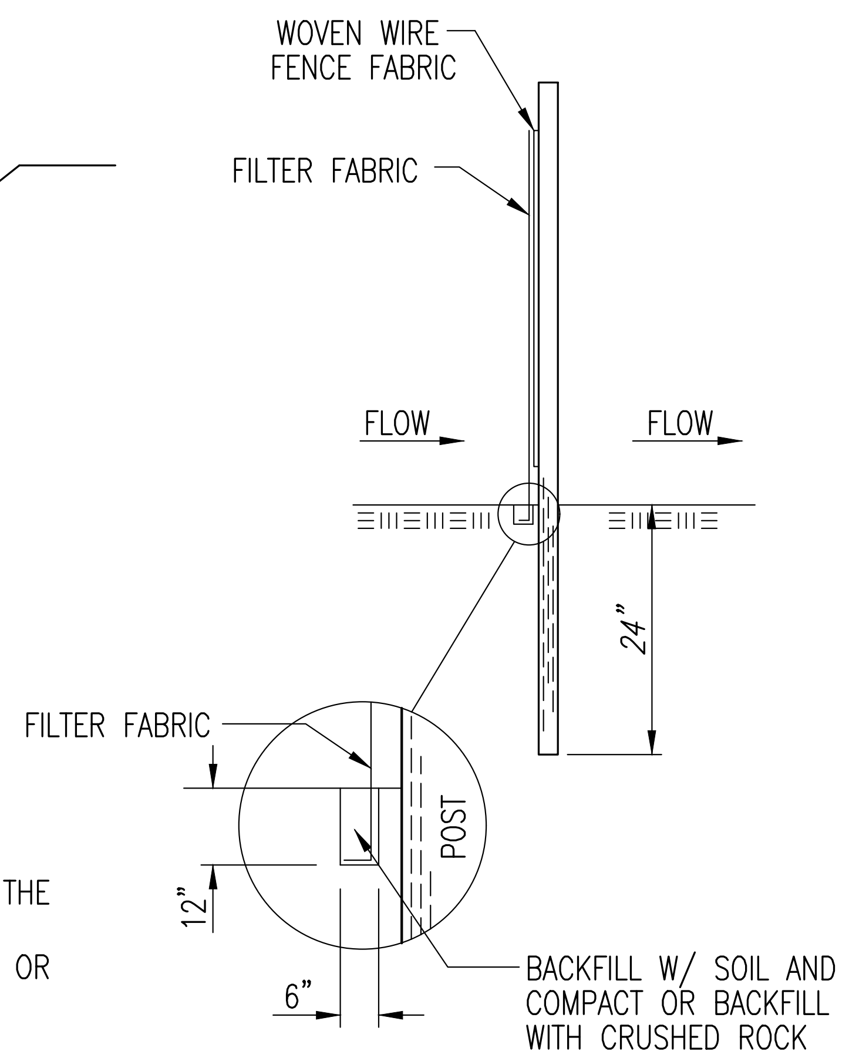
SHEET
31
36

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



ELEVATION

SILT FENCE DITCH CHECKS
(STREAM PROTECTION)



ANCHOR TRENCH DETAIL

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 DOWNSTREAM SIDE OF THE TRENCH.
PLACE THE EDGE OF THE FABRIC IN THE TRENCH STARTING AT THE TOP UPSTREAM EDGE OF THE TRENCH. LINE TWO SIDES OF THE TRENCH WITH THE FABRIC AS SHOWN ON DETAIL. BACKFILL OVER THE FABRIC IN THE TRENCH WITH THE EXCAVATED SOIL AND COMPACT. AFTER FILLING THE TRENCH, APPROXIMATELY 24" TO 36" OF SILT FENCE FABRIC SHOULD REMAIN EXPOSED.
LAY THE EXPOSED SILT FENCE ON THE UPSTREAM SIDE OF THE TRENCH TO CLEAR AN AREA FOR DRIVING IN THE POSTS. JUST DOWNSTREAM OF THE TRENCH, DRIVE POSTS INTO THE GROUND TO A DEPTH OF AT LEAST 24". PLACE POSTS NO MORE THAN 4' APART.
ATTACH THE SILT FENCE TO THE ANCHORED POST WITH STAPLES, WIRE, ZIP TIES, OR NAILS.

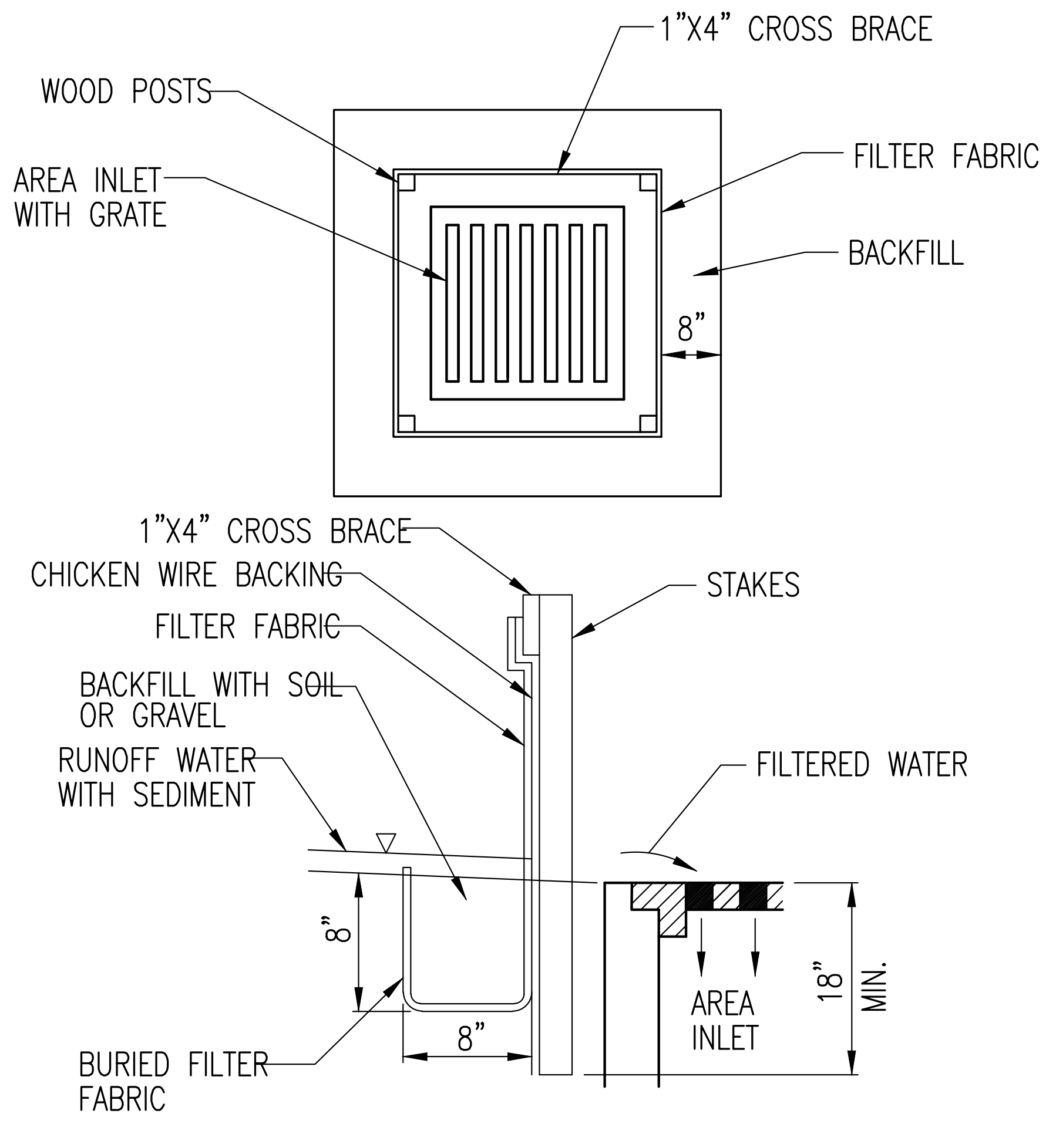
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



SILT FENCE BARRIERS FOR AREA INLETS
(INLET PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

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

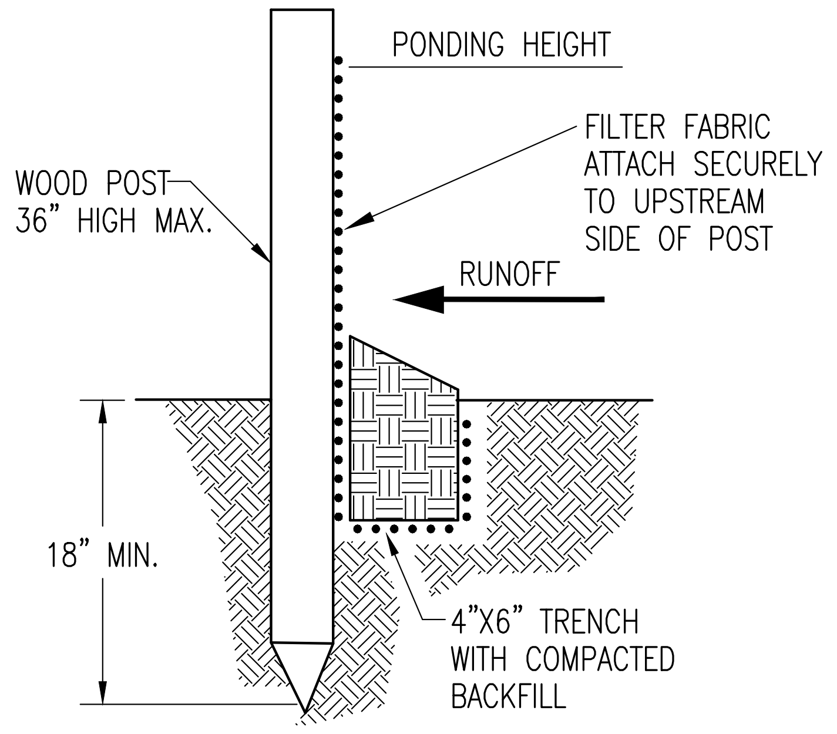
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



SILT FENCE BARRIERS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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

16294
05/30/13

CITY OF
WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

SILT FENCE DITCH CHECK
AND BARRIER DETAILS

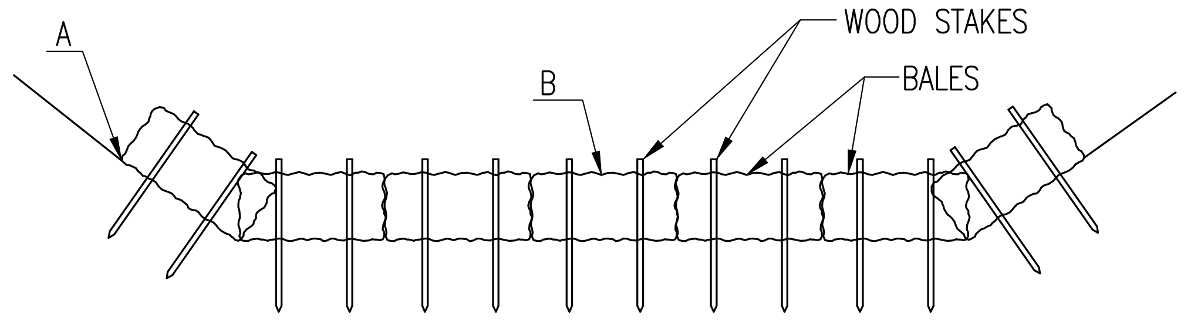
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
472-2024-086044	.	11/2010

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

SHEET
32
36

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



STRAW BALE DITCH CHECKS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

DITCH CHECK SPACING

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

PROPER INSTALLATION METHOD:

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

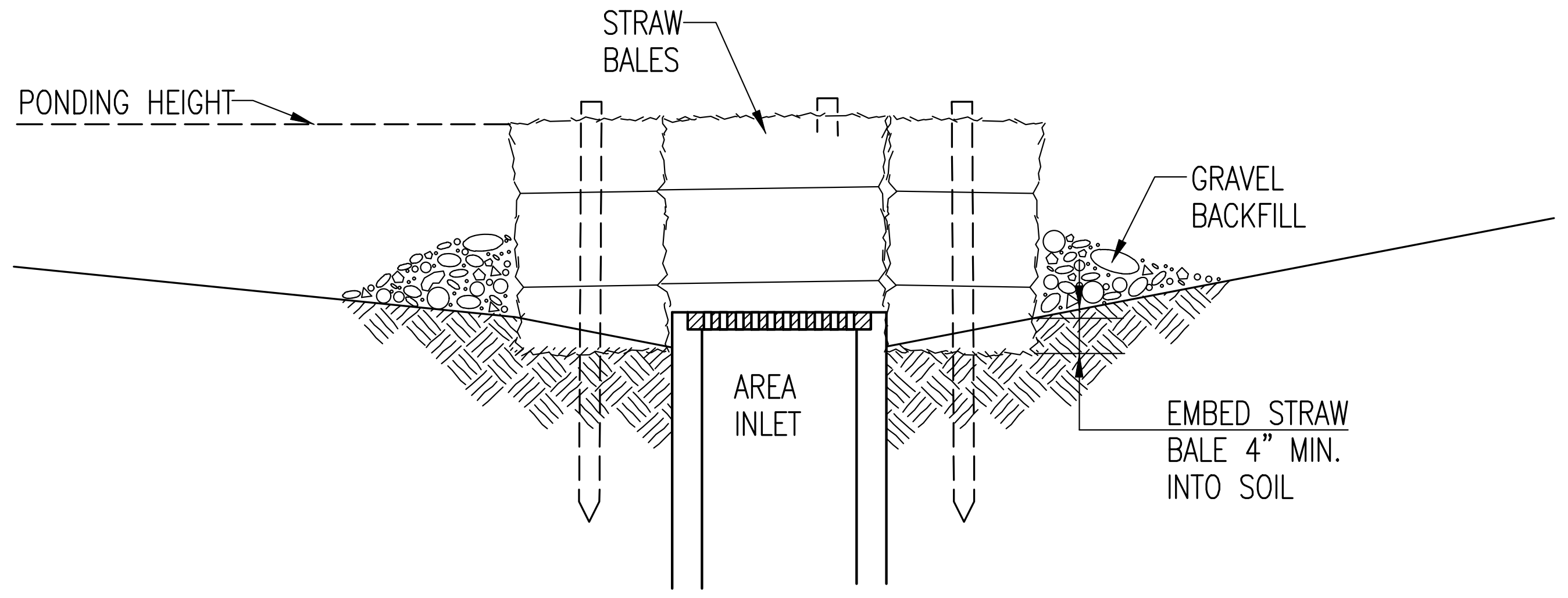
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

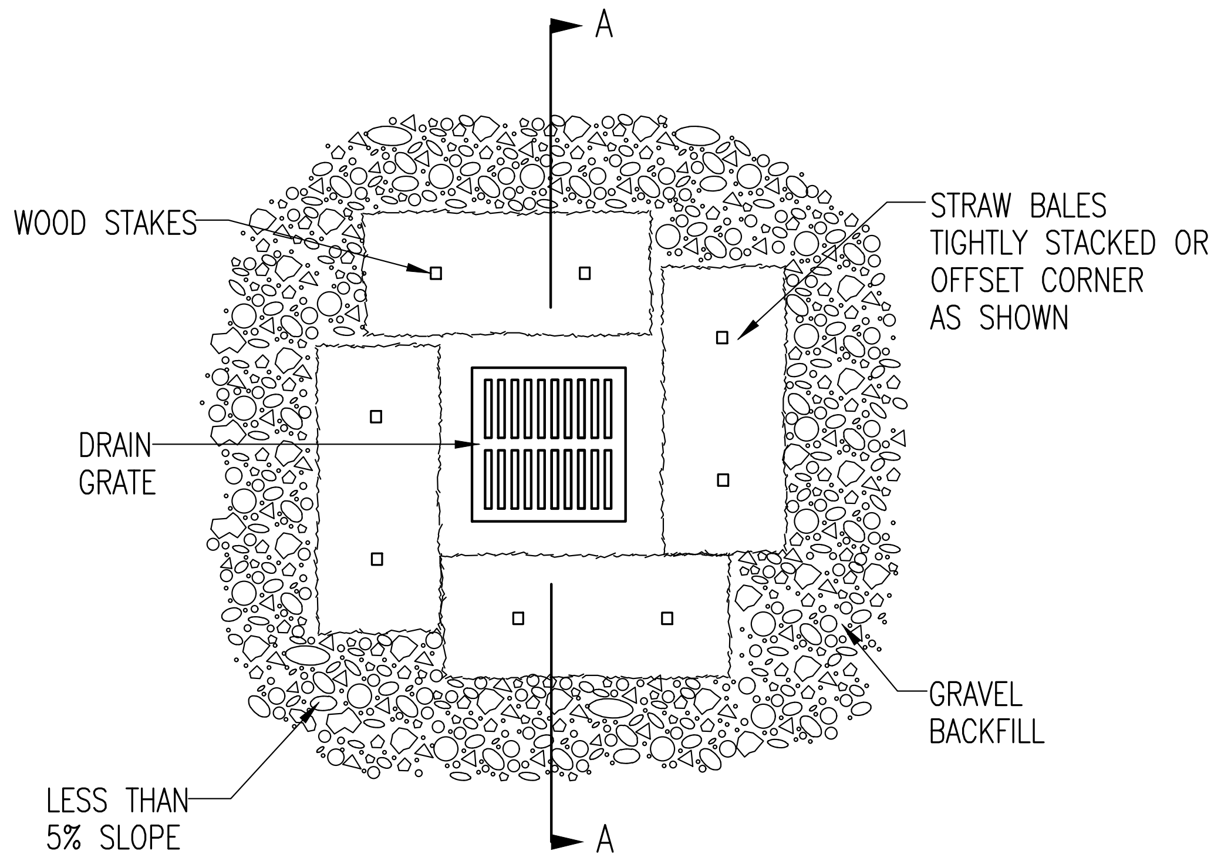
INSPECTION AND MAINTENANCE:

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

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



SECTION A–A



STRAW BALE BARRIERS FOR AREA INLETS

(INLET PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

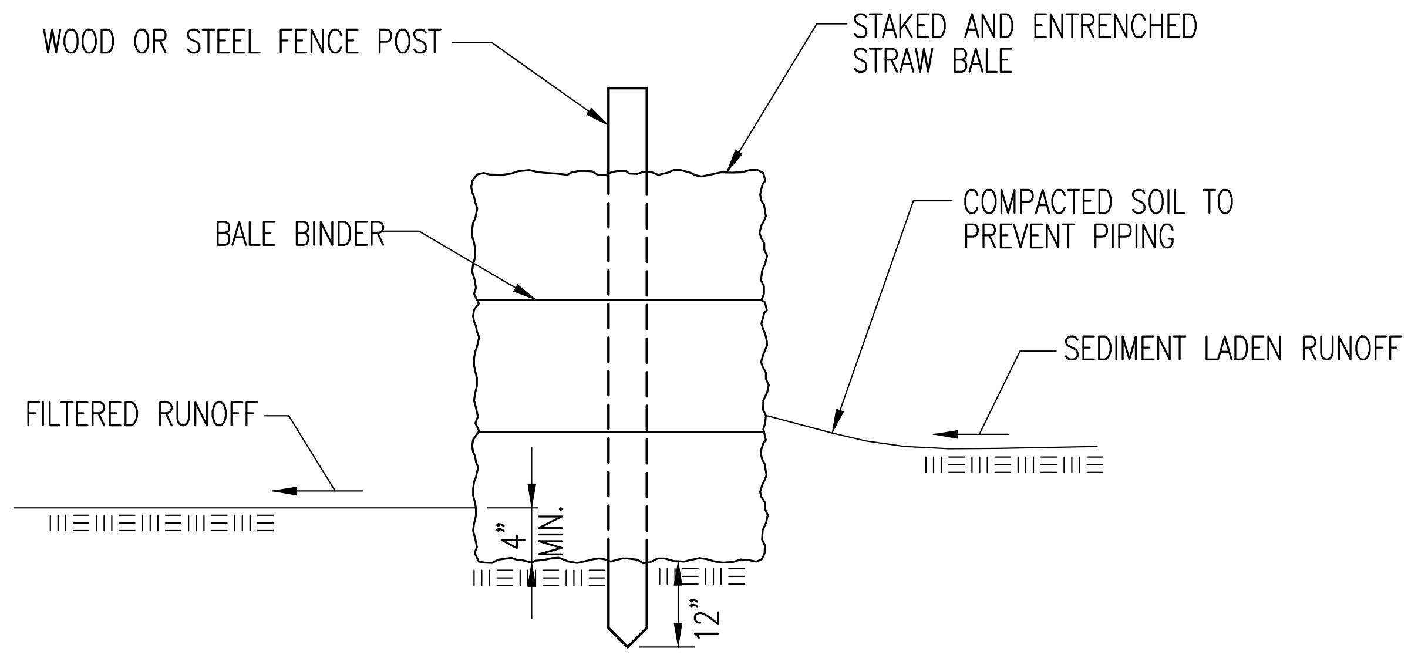
LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



STRAW BALE BARRIERS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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

GARY L. JANZEN
16294
05/30/13

CITY OF
WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

STRAW BALE DITCH CHECK
AND BARRIER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

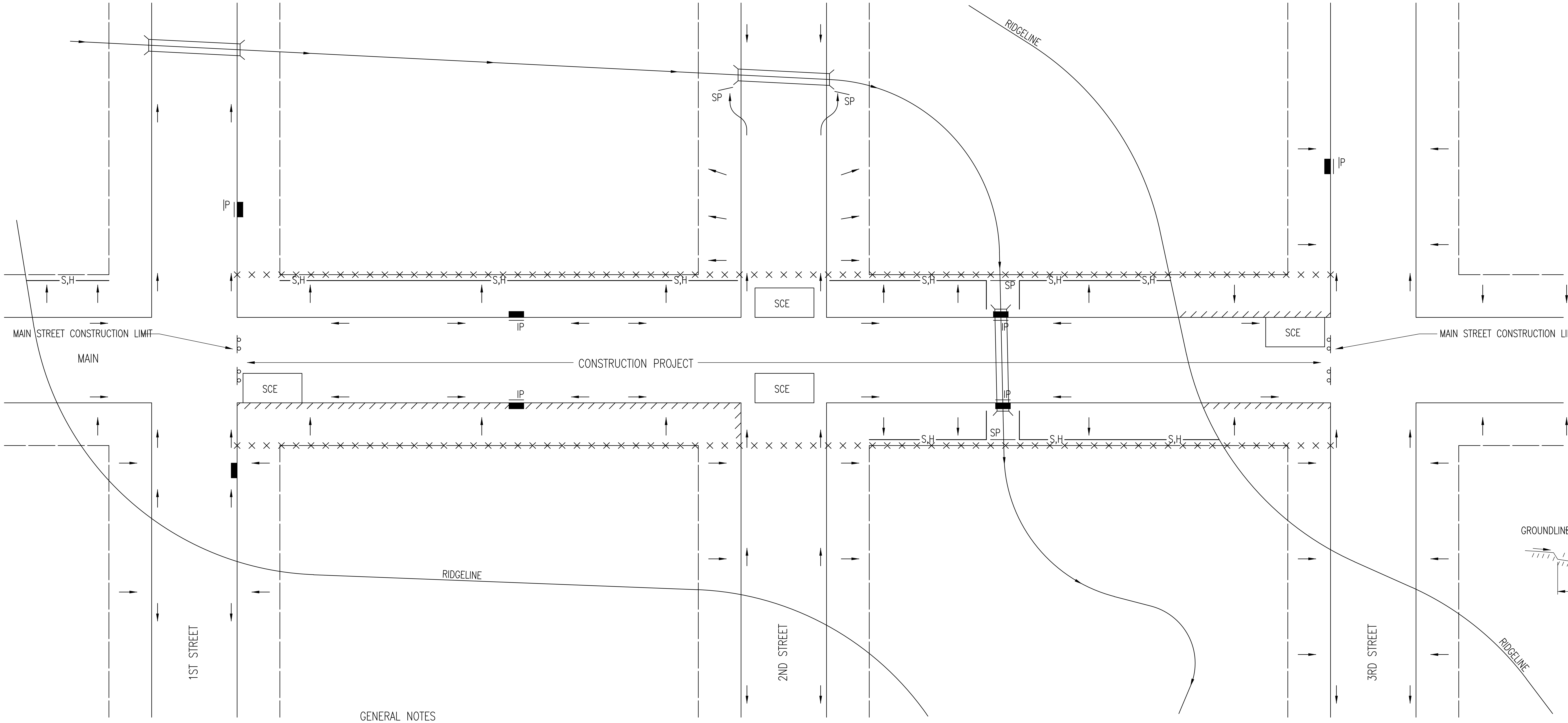
PROJECT NUMBER	OCA NUMBER	DATE
472-2024-086044	.	11/2010

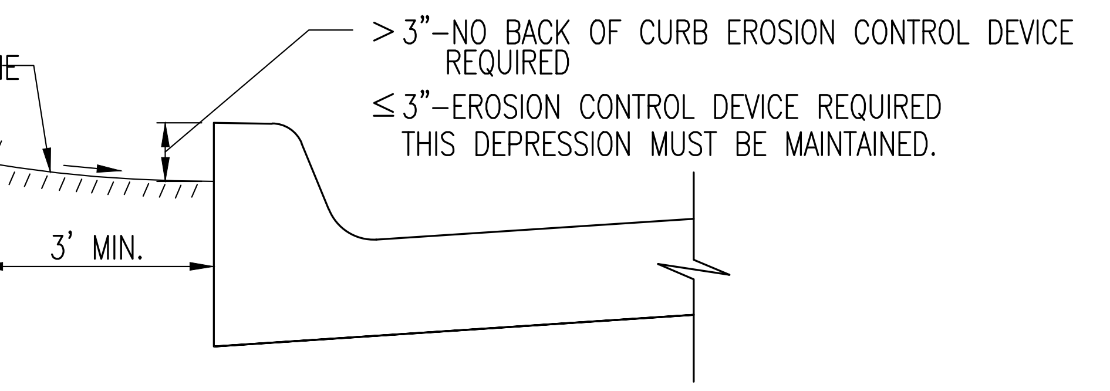
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET
33
36

GENERAL NOTES

1. THIS SHEET IS INTENDED TO PROVIDE GUIDELINES AS TO WHAT TYPES OF EROSION CONTROL DEVICES WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS. CONTRACTORS ARE EXPECTED TO BID PROJECTS ACCORDINGLY.
2. EROSION CONTROL DEVICES MUST BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE CONSTRUCTION PROCESS AND UNTIL THE DISTURBED EARTH IS RESTABILIZED.
3. IF THE PROJECT WILL DISTURB 1 ACRE OR MORE, A FEDERAL/STATE NPDES STORMWATER PERMIT IS REQUIRED. A DETAILED STORMWATER POLLUTION PREVENTION PLAN, IS REQUIRED. THE EROSION CONTROL DEVICES SHOWN ON THIS SHEET ARE CONSIDERED TO BE THE MINIMUM TO BE SHOWN IN THE POLLUTION PREVENTION PLAN.
4. FOR PROJECTS DISTURBING LESS THAN 1 ACRE, CONTRACTORS ARE ENCOURAGED TO PREPARE STORMWATER POLLUTION PREVENTION PLANS PRIOR TO CONSTRUCTION. EROSION CONTROL DEVICES MUST BE USED ON ALL PROJECTS.
5. FAILURE TO USE AND MAINTAIN EROSION CONTROL DEVICES IS A VIOLATION OF SECTION 16.32 OF THE CITY CODE AND WILL SUBJECT THE CONTRACTOR TO THE PENALTIES PROVIDED FOR THEREIN.
6. THE APPLICATION OF EROSION CONTROL DEVICES SHOWN ON THIS SHEET IS FOR SITUATIONS NORMALLY ENCOUNTERED. FROM TIME TO TIME, SITUATIONS WILL ARISE THAT MAY REQUIRE A DIFFERENT DEVICE OTHER THAN THOSE SHOWN. EROSION CONTROL DEVICES, OTHER THAN THOSE SHOWN, MAY BE UTILIZED AS LONG AS THEY ARE EFFECTIVE AND MAINTAINED.





CURB BACKFILL DETAIL

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

LEGEND

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

GENERAL NOTES

1. THE INTENT OF ALL EROSION CONTROL DEVICES IS TO KEEP ALL SEDIMENT CONFINED TO THE CONSTRUCTION SITE, AND OUT OF ALL UNDERGROUND PIPES, DITCHES, LAKES, AND OTHER DRAINAGE FACILITIES, AND OFF OF STREETS.
2. THE POINT OF COMPLIANCE IS GENERALLY THE RIGHT-OF-WAY LINES WITHIN THE LIMITS OF CONSTRUCTION.
3. EROSION CONTROL DEVICES WILL BE REQUIRED AT ALL POINTS ALONG THE PROJECT WHERE DISTURBED EARTH CAN DRAIN ONTO PRIVATE PROPERTY.
4. INLET PROTECTION DEVICES WILL BE REQUIRED WHEREVER WATER CAN DRAIN OFF THE PROJECT SITE INTO AN INLET, INCLUDING ANY SIDE STREET INLETS.
5. EROSION CONTROL DEVICES SHALL BE INSTALLED AT CREEK CROSSINGS SO AS TO PREVENT SEDIMENT FROM ENTERING THEREIN.
6. STABILIZED CONSTRUCTION ENTRANCES SHALL BE PROVIDED, AS NEEDED, TO PREVENT MUD FROM TRACKING ONTO STREETS NOT UNDER CONSTRUCTION AND ON STREETS WITHIN THE PROJECT LIMITS IF TRAFFIC IS BEING MAINTAINED THROUGH THE PROJECT.
7. ANY MUD TRACKED ONTO STREETS MUST BE REMOVED AT THE END OF EACH WORK DAY.
8. THE CONTACTOR WILL BE REQUIRED TO PLACE EROSION CONTROL DEVICES BACK OF CURB, WHENEVER WATER CAN DRAIN OVER CURB, TO KEEP ERODED SOIL OUT OF THE GUTTERLINES, IN ACCORDANCE WITH THE FOLLOWING:
   - A. THE DEVICE REQUIRED WILL BE APPROVED EROSION CONTROL MAT LISTED ON THE CITY'S APPROVED MATERIAL LIST. SAID BLANKET SHALL BE PLACED OVER THE APPROPRIATE SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS. (SEE SOIL EROSION BMPs – BACK OF CURB SEDIMENT BARRIER DETAILS)
   - B. THIS DEVICE SHALL BE INSTALLED IMMEDIATELY WHENEVER THE CURB IS BACKFILLED TO WITHIN 3" OF THE TOP OF CURB. (SEE CURB BACKFILL DETAIL) OTHER BMP'S MAY BE REQUIRED AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE CURB.
   - C. ADDITIONALLY, OTHER EROSION CONTROL DEVICES (HAY BALES, SILT FENCE, ETC.) WILL BE INSTALLED AT LOCATIONS OF CONCENTRATED FLOW RESULTING IN SEDIMENT OVERRUNNING THE MAT.
   - D. SHOULD THE PROJECT PLANS SPECIFY THAT THE RIGHT-OF-WAY IS TO BE SODDED, THE EXCELSIOR MAT WILL NOT BE REQUIRED SO LONG AS THE SOD IS PLACED WITHIN 48 HOURS AFTER CURB BACKFILL REACHES A HEIGHT OF 3" OR LESS FROM TOP OF CURB. (SEE CURB BACKFILL DETAIL)

GARY L. JANZEN
16294
Gary Janzen
05/30/13

REVISION: JUNE 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

STREET IMPROVEMENT
PROJECTS

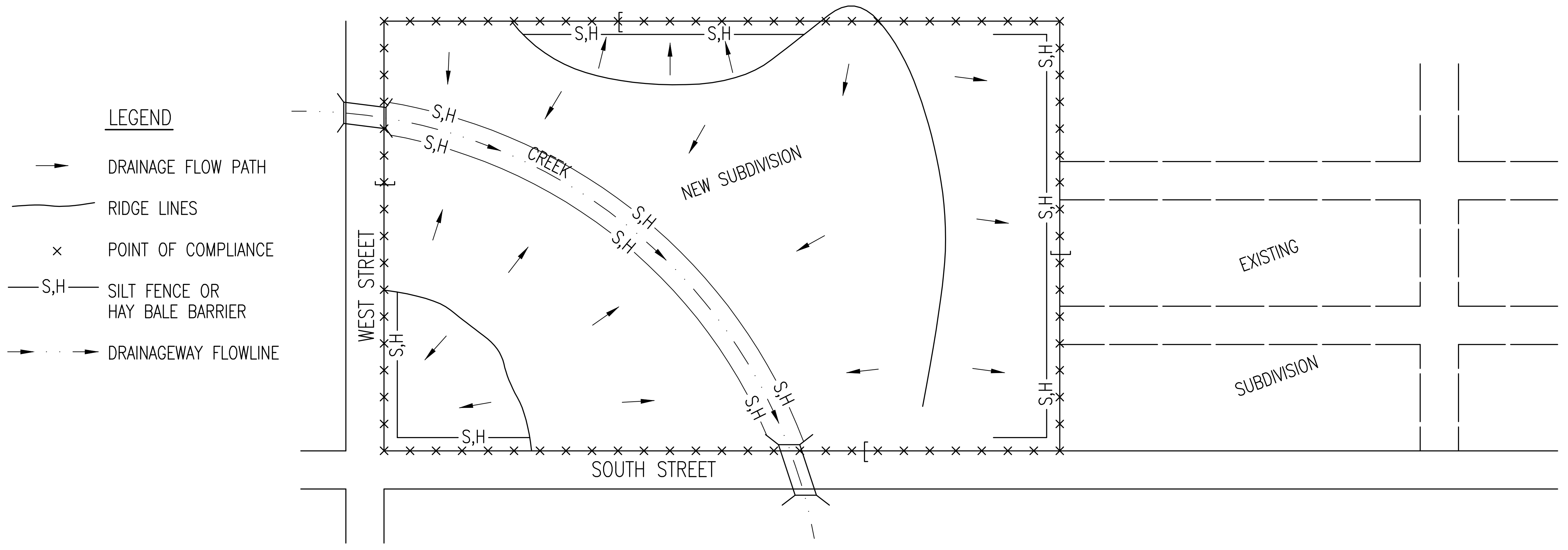
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
472-2024-086044	.	

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

SHEET
34
36

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



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

2. HAY BALES OR SILT FENCE MUST BE CONSTRUCTED ALONG THE PROPERTY LINE WHERE ON SITE WATER CAN DRAIN OFF THE PROPERTY. THESE EROSION CONTROL DEVICES WILL ALSO BE INSTALLED ALONG ANY DRAINAGE DITCH OR LAKE THAT CAN DISCHARGE.

3. SHOULD SILT OR SEDIMENT ENTER THE DITCHES OR STREETS ON THE ADJACENT BOUNDARY STREETS, APPROPRIATE EROSION CONTROL DEVICES WILL BE PLACED WITHIN THE SUBDIVISION TO PREVENT THIS.

4. ANY MUD TRACKED ONTO ADJACENT STREETS WILL BE REMOVED WITHIN 48 HOURS OR BY FRIDAY AT 6:00 PM, WHICHEVER IS EARLIER.

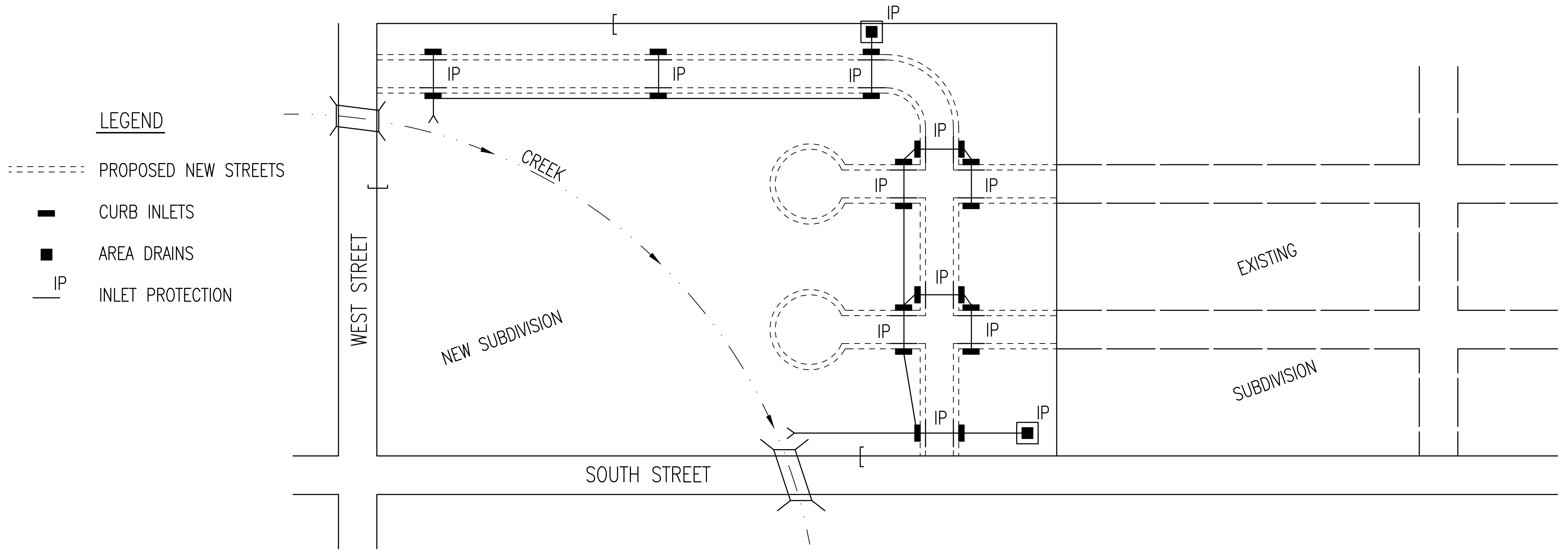
5. CONTRACTORS WORKING WITHIN THE SITE WILL NOT BE REQUIRED TO USE INDIVIDUAL EROSION CONTROL DEVICES AS LONG AS THOSE SPECIFIED ABOVE ARE IN PLACE AND EFFECTIVE. CONTRACTORS WORKING ON THE BOUNDARY LINE STREETS OR ON ADJACENT PROPERTIES TO EXTEND UTILITIES ARE EXPECTED TO USE EROSION CONTROL DEVICES AT THEIR WORK LOCATIONS, AS NEEDED.

6. UTILIZE STABILIZED CONSTRUCTION ENTRANCE AT ENTRANCE AND EXIT ONTO ANY EXISTING PUBLIC STREETS.

7. IF THE INITIAL EARTH WORK AND UTILITIES ARE DONE AS PART OF A PUBLIC IMPROVEMENT PROJECT, THESE EROSION CONTROL DEVICES WILL BE INSTALLED BY THE CONTRACTOR AS SPECIFIED IN THE INDIVIDUAL PROJECT CONTRACTS. THE CONTRACTOR WILL MAINTAIN THE DEVICES UNTIL COMPLETION OF THE CONTRACT, AT WHICH TIME THE DEVELOPER WILL ASSUME MAINTENANCE RESPONSIBILITIES. IF THESE CONTRACTS ARE NOT PUBLIC IMPROVEMENT PROJECTS, THE DEVELOPER WILL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THESE DEVICES.

8. WITHIN 14 DAYS OF COMPLETION OF EARTHWORK ACTIVITIES IN ANY GIVEN AREA, THAT AREA SHALL BE TEMPORARILY OR PERMANENTLY SEEDED AND MULCHED.

PHASE 2 – INSTALLATION OF STORM SEWER



1. DURING THIS PHASE OF SUBDIVISION DEVELOPMENT, ALL EROSION CONTROL DEVICES REQUIRED IN PHASE 1 SHALL REMAIN IN PLACE AND BE MAINTAINED.

2. AS NEW STORM SEWERS, WITH INLETS, ARE INSTALLED, THE STORM SEWERS MUST NOW BE PROTECTED SO ALL NEW INLETS BECOME POINTS OF COMPLIANCE.

3. AREA DRAINS – AS SOON AS WATER CAN FLOW INTO THESE DRAINS, HAY BALE OR SILT FENCE PROTECTION WILL BE INSTALLED AROUND THEM.

4. CURB OPENING INLETS – AS SOON AS WATER CAN FLOW INTO THESE DRAINS, INLET PROTECTION DEVICES MUST BE INSTALLED. IF WATER CANNOT FLOW INTO CURB INLETS UNTIL STREET CONSTRUCTION IS COMPLETE, THEN STREET CONTRACTOR WILL INSTALL INLET PROTECTION. SEE PHASE 3 – STREET CONSTRUCTION.

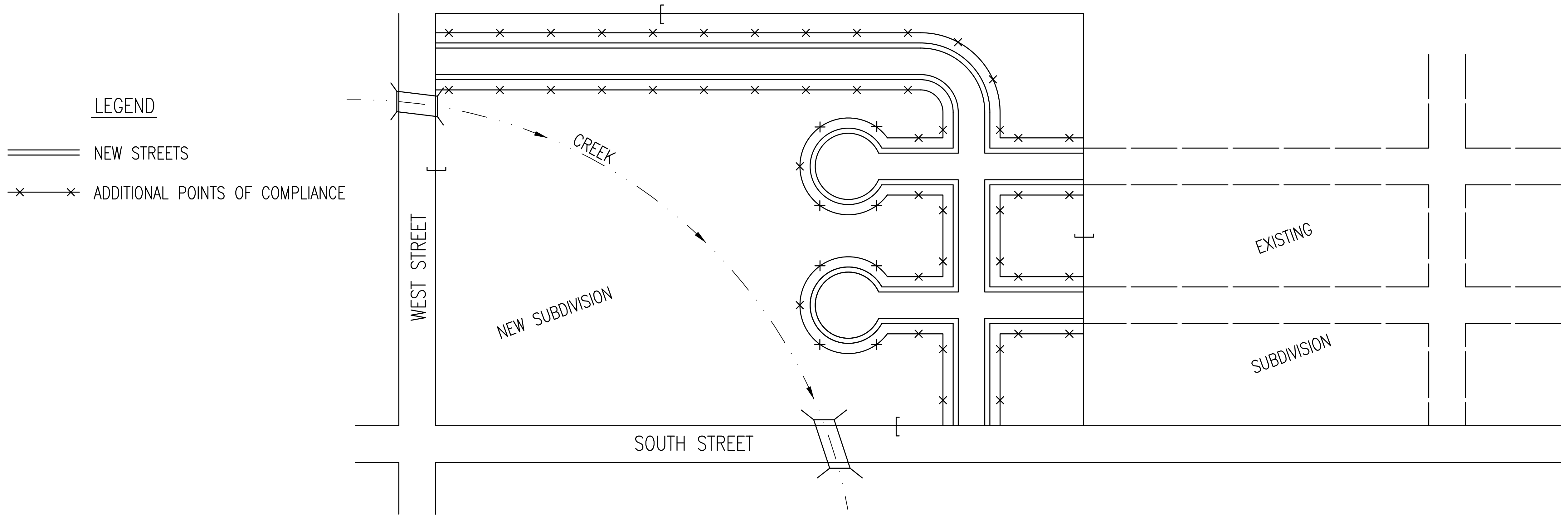
5. THE STORM SEWER CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING THESE DEVICES.

6. THE SUBDIVISION DEVELOPER WILL MAINTAIN THESE EROSION CONTROL DEVICES ONCE INSTALLED.

7. ALL DISTURBED GROUND WILL BE FINAL GRADED AND TEMPORARILY OR PERMANENTLY SEEDED WITHIN 14 DAYS IF COMPLETION OF WORK IN ANY GIVEN PART OF THE SUBDIVISION.

8. ONCE ALL DISTURBED GROUND DRAINING TO AN INLET HAS BEEN RESTABILIZED WITH GRASS OR SOD, THE SUBDIVISION DEVELOPER WILL BE RESPONSIBLE FOR PERMANENTLY REMOVING THE INLET PROTECTION.

PHASE 3 – STREET CONSTRUCTION



1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, NEW STREETS ARE INSTALLED. ALL EROSION CONTROL DEVICES INSTALLED DURING PHASE 1 AND 2 MUST STILL BE MAINTAINED. THE POINT OF COMPLIANCE NOW SHIFTS TO THE BACK OF CURB ALONG EACH STREET.

2. CURB OPENING INLET PROTECTION:
   A. SUMP AREAS – INLET PROTECTION SHALL BE PROVIDED WHEN STREET SUBGRADE WORK IS COMPLETED.
   B. NON–SUMP LOCATIONS – PROVIDE INLET PROTECTION AS SOON AS BASE COURSE ASPHALT IS INSTALLED, BEFORE THE SURFACE COURSE LIFT.

3. EROSION CONTROL DEVICES WILL BE REQUIRED BACK OF CURB WHEREVER WATER CAN FLOW OVER THE CURB AND THE CURB HAS BEEN BACKFILLED TO WITHIN 3" OR LESS OF THE TOP OF CURB (SEE CURB BACKFILL DETAIL). FOR CURBS NOT YET ENTIRELY BACKFILLED (3" OR MORE BELOW TOP OF CURB), ADDITIONAL DEVICES WILL BE REQUIRED AT POINTS WHERE WATER BREAKS OVER CURB WHICH COULD RESULT IN THE PLACEMENT OF SEDIMENT IN THE GUTTER.

4. SEE DETAIL SHEET FOR BACK OF CURB PROTECTION.

5. THE BACK OF CURB PROTECTION SPECIFIED ON THIS PLAN MAY HAVE TO BE SUPPLEMENTED WITH HAY BALE OR SILT FENCE EROSION CONTROL DEVICES AT LOCATIONS WHERE CONCENTRATED FLOW RESULTS IN SEDIMENT BEING CARRIED OVER THE EXCELSIOR MATS.

6. THE STREET CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING BACK OF CURB EROSION CONTROL DEVICES.

7. THE INDIVIDUAL LOT OWNERS WILL BE RESPONSIBLE FOR MAINTAINING THE BACK OF CURB EROSION CONTROL DEVICES IN FRONT OF THEIR LOTS UNTIL SUCH TIME AS ADJACENT DISTURBED EARTH IS STABILIZED WITH GRASS OR SOD.

GENERAL NOTES

1. THE INTENT OF ALL EROSION CONTROL DEVICES IS TO PREVENT ERODED SOIL FROM ENTERING DITCHES, STORM SEWERS, LAKES, STREETS OR ANY OTHER OTHER DRAINAGE FEATURE.

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

3. EROSION CONTROL DEVICES SHALL BE MAINTAINED DURING THE CONSTRUCTION PROCESS TO REMAIN EFFECTIVE. MAINTENANCE SHALL BE AS INDICATED ON SOIL EROSION BMP'S DETAIL SHEETS.

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

5. THE DEVELOPMENT OF ANY SUBDIVISION THAT DISTURBS 1 ACRE OR MORE WILL REQUIRE A FEDERAL/STATE NPDES STORMWATER PERMIT. THE PREPARATION OF A STORMWATER POLLUTION PREVENTION PLAN IS REQUIRED. EROSION CONTROL DEVICES ARE REQUIRED. THE DETAILS SHOWN ON THIS SHEET ARE THE MINIMUM STANDARDS TO BE SHOWN ON POLLUTION PREVENTION PLANS.

6. FOR SUBDIVISIONS SMALLER THAN 1 ACRE, SOIL EROSION DEVICES ARE REQUIRED. ALSO, DEVELOPERS AND CONTRACTORS ARE ENCOURAGED TO DEVELOP POLLUTION PREVENTION PLANS FOR EACH PROJECT PRIOR TO CONSTRUCTION.

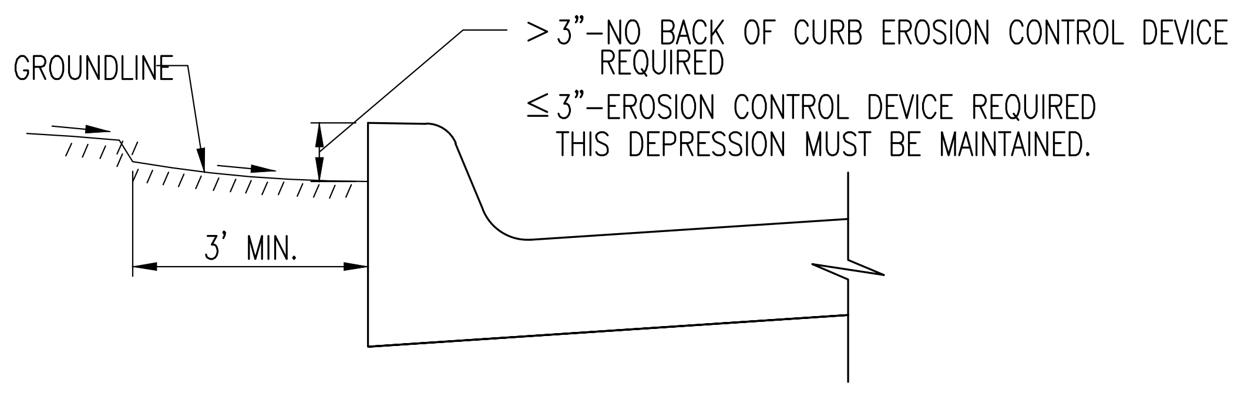
7. FAILURE TO USE AND MAINTAIN SOIL EROSION DEVICES IS A VIOLATION OF SECTION 16.32 OF THE CITY CODE AND WILL SUBJECT THE SUBDIVISION DEVELOPER AND CONTRACTORS TO THE PENALTIES PROVIDED THEREIN.

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

9. A STABILIZED EARTH SURFACE IS DEFINED AS ONE THAT IS HARD SURFACED WITH CONCRETE, ASPHALT, OR THE LIKE, OR ONE ON WHICH 70% OF THE GRASS HAS GERMINATED ON THE ENTIRE SURFACE.

GARY L. JANZEN
16294
05/30/13

SEE DETAIL SHEET FOR
BACK OF CURB PROTECTION DETAIL



CURB BACKFILL DETAIL
(STREET CONSTRUCTION ONLY)

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

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

SUBDIVISION
DEVELOPMENT
PROCESS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
472-2024-086044	.	08/2012

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

SHEET
35
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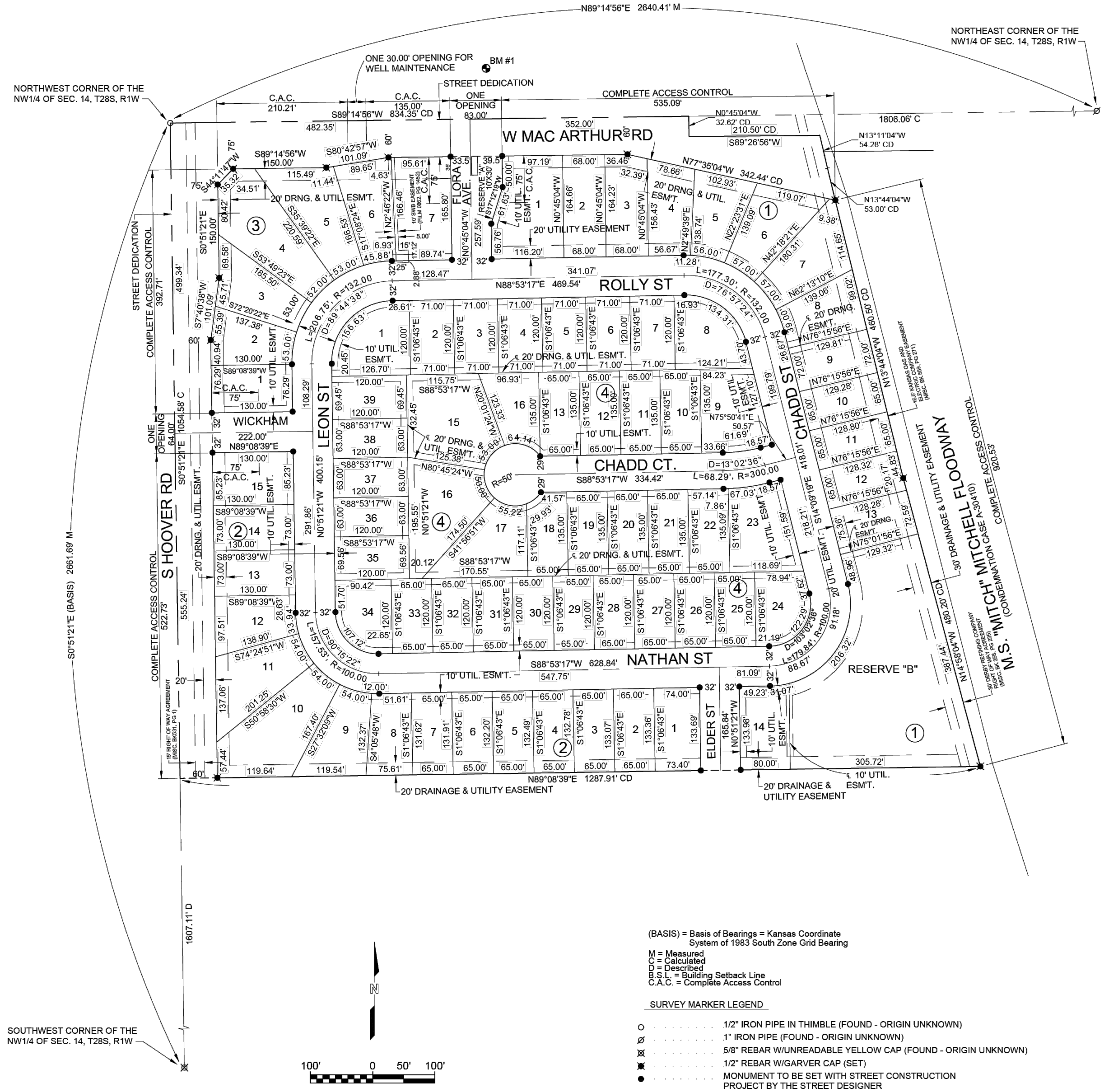
COTTONWOOD CREEK ESTATES

Wichita, Sedgwick County, Kansas



(BASIS) = Basis of Bearings = Kansas Coordinate
System of 1983 South Zone Grid Bearing

M = Measured
C = Calculated
D = Described
B.S.L. = Building Setback Line
C.A.C. = Complete Access Control

SURVEY MARKER LEGEND

○	1/2" IRON PIPE IN THIMBLE (FOUND - ORIGIN UNKNOWN)
⌀	1" IRON PIPE (FOUND - ORIGIN UNKNOWN)
☒	5/8" REBAR W/UNREADABLE YELLOW CAP (FOUND - ORIGIN UNKNOWN)
✖	1/2" REBAR W/GARVER CAP (SET)
●	MONUMENT TO BE SET WITH STREET CONSTRUCTION PROJECT BY THE STREET DESIGNER

MINIMUM BUILDING PAD ELEVATION FOR LOWEST OPENING INTO STRUCTURES		
BLOCK	LOT NO.	ELEVATION (NAVD88)
1	13, 14	1299.6

ON-SITE BENCHMARK #1: CHISELED SQUARE WITH DIVIOT ON THE TOP OF CURB AT NORTHEAST CORNER OF HAMMERHEAD OF FLORA ST, 82 FEET NORTH OF THE CENTERLINE OF MACARTHUR RD,
ELEVATION = 1303.72 (NAVD88, G18)

BENCHMARK #2: CHISELED SQUARE WITH DIVIOT ON THE TOP OF THE SOUTH CURB OF GEORGIA ST, 55 FEET WEST OF THE CENTERLINE OF HOOVER RD, ELEVATION = 1316.89 (NAVD88, G18)

NOTES:

1. Undefined Well Easement over the N1/2 of the NW1/4 of Sec. 14, T28S, R1W of the 6th P.M., Sedgwick County, Kansas, granted to Cessna Aircraft Company, recorded at Film 0975, Page 1139 with the Register of Deeds in Sedgwick County, Kansas. Well is located on the north property line of Lot 6, Block 3.
2. Undefined Gas Easement over the NW1/4 of Sec. 14, T28S, R1W of the 6th P.M., Sedgwick County, Kansas, granted to Cities Service Gas Company, recorded at Misc. Book 152, Page 607 with the Register of Deeds in Sedgwick County, Kansas.
3. Undefined Gas Easement over the NW1/4 of Sec. 14, T28S, R1W of the 6th P.M., Sedgwick County, Kansas, granted to Cities Service Gas Company, recorded at Misc. Book 287, Page 173 with the Register of Deeds in 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 "COTTONWOOD CREEK ESTATES", Wichita, Sedgwick County, Kansas, and that the accompanying plat is a true and correct exhibit of the property surveyed, described as follows:

That part of the NW1/4 of Sec. 14, T28S, R1W of the 6th P.M., Sedgwick County, Kansas, lying North of a line described as being 1607.11 feet north of the southwest corner of said NW1/4, said line being perpendicular to the west line of said NW1/4, and lying West of the Wichita-Valley Center Flood Control as described in Condemnation Case: A-30410, now known as the MS Mitch Mitchell Floodway; AND EXCEPT road rights-of-way of record.

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, Reserves and Streets, to be known as "COTTONWOOD CREEK ESTATES", Wichita, Sedgwick County, Kansas. The utility easements are hereby granted to the public 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 easement is hereby granted to the public as indicated for drainage purposes. The drainage and utility easements are hereby granted to the public as indicated for the construction and maintenance of all public utilities and for drainage purposes. No sign, light poles, private drainage systems, berms, walls, masonry trash enclosures or other structures shall be located within public utility easements unless permitted by the City of Wichita Department of Engineering and that they do not inhibit the conveyance of surface drainage. Access Controls as indicated are hereby granted to the appropriate governing body. The streets are hereby dedicated to and for the use of the public. No obstructions shall be constructed or placed within street stubs providing future access to adjacent properties. Reserve "A" is hereby reserved for irrigation, walls, signage, landscaping and entry features. Reserve "B" is hereby reserved for irrigation, walls, signage, walks, lighting, landscaping, berms, lakes, drainage, drainage structures, sanitary sewer lift station improvements, and utilities confined to easements. The Reserves are to be owned and maintained by the Home Owners Association for the addition, their successors and/or assigns. No regrading within abutting rights-of-way shall be allowed with the construction of the berms allowed within Reserve B. The berms cannot impact access to or bury manholes, water valves and/or water meters. Minimum Pad Elevations for lowest openings are as shown on the accompanying table. This property is within a zone identified by the City Engineer's office as likely to have groundwater at some or all times within ten feet of the ground surface elevation. Building with specially engineered foundations or with the lowest floor opening above ground water is recommended and owners seeking building permits on this property will be similarly advised. More detailed information on recorded groundwater elevations in the vicinity of this property is available in the City Engineer's office. 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. The maintenance of all drainageways and drainage facilities in backyard easements and reserves shall be the responsibility of the property owner, and shall be enforced by the Homeowners' Association and be provided for in the Homeowners' Association covenants."

TCDC LLC

______________________________ Member
Timothy M Chadd

State of Kansas)
SS
Sedgwick County)

The foregoing instrument acknowledged before me, this ____ day of

______________ , 202__, by Timothy M Chadd, Member of TCDC, LLC, on behalf of limited liability company.

______________________ Notary Public
Marsha R. Bishop

My appointment expires ________ .

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

Emprise Bank

______________________ Senior Vice President
Lori J. Newell

State of Kansas)
SS
Sedgwick County)

The foregoing instrument acknowledged before me this ____ day of

______________ , 202__, by Lori J. Newell, Senior Vice President of Emprise Bank, on behalf of the Bank.

______________________ , Notary Public

My appointment expires ________ .

This plat of "COTTONWOOD CREEK ESTATES", 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 ______________ , 202__.

Wichita-Sedgwick County Metropolitan Area Planning Commission

______________________ Chair
Robert Dool

______________________ Secretary
Scott A. Wadle

This plat approved and all dedications shown hereon accepted by the City Council

of the City of Wichita, Kansas, this ____ day of ______________ , 202__.

At the Direction of the City Council

______________________ Mayor
Brandon J. Whipple

______________________ City Clerk
Jamie Buster

Reviewed in accordance with K.S.A. 58-2005 on this ____ day of ______________ , 202__.

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

Entered on transfer record this ____ day of ______________ , 202__.

______________________ 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, this ____ day of ______________ , 202__, at ____ o'clock __ M, and is duly recorded.

______________________ Register of Deeds
Tonya Buckingham

______________________ Deputy
Kenly Zehring

FOR INFORMATION ONLY

DWG FILE: 22S04033 SURVEY BASE
PROJECT NO. 22S04033
NOVEMBER 16, 2023

GARVER
1995 MIDFIELD RD.
Wichita, KS 67209
(316) 264-8008
www.GarverUSA.com