

STORMWATER DRAIN IMPROVEMENTS
to serve
YELLOWSTONE COMMERCIAL ADDITION
YELLOWSTONE ADDITION
PHASE I & PHASE II
CITY OF WICHITA, KANSAS

Paul Gunzelman, P.E., City Engineer

SWD #537 Phase I Proj. # 458-2024-085598 Org Code: 47315925 Munis #: E5113

SWD #538 Phase II Proj. # 458-2024-085599 Org Code: 47316025 Munis #: E5116

SWD #539 Commercial Addition Proj. # 458-2024-085600 Org Code: 47315825 Munis #: E5110

GENERAL NOTES:

1. Contractor will be required to provide notice to utility companies a minimum of forty-eight (48) hours prior to any excavation, as follows:
- Kansas One-Call 316-687-2470*
- The Contractor must notify the following in case of an emergency:
7. All existing and proposed erosion control measures including silt fencing, erosion control mat, straw bales, inlet barriers, and const. entrance shall be maintained throughout construction by the Contractor and until project is accepted by the City of Wichita. The on-site Engineer shall complete weekly reports on the status of erosion control measures. The Contractor shall be required to comply with maintenance and/or replacement of erosion control measures as determined by the on-site Engineer until project is accepted by City of Wichita.

Kansas One-Call *316-687-2470*

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

Cox Communications	316-262-4270
Kansas Gas Service	1-888-482-4950
Energy	316-383-8650
Black Hills Energy	1-800-303-0357
ATT	316-268-2245
City of Wichita Water Dept.	316-268-4563
City of Wichita Sewer Maint.	316-468-4024
City of Wichita Storm Sewer Maint.	316-268-4090
City of Wichita Traffic Maint.	316-268-4034
Conoco Phillips Pipeline Co.	1-877-267-2290
Southern Star Pipeline Co.	316-529-6600
Kinder-Morgan Pipeline Co.	1-888-844-5658

9. Res. "A" & Res. "B" above the water surface disturbed by construction shall be seeded and mulched as follows (Permanent Seeding):
SEED -- Kansas Premium Fescue Blend; 8#/1000 Sq. Ft.
Rye grass (PLS); 3#/1000 Sq. Ft.
FERTILIZER -- 12-24-12 Hay at 350 Lbs./Ac.
MULCH -- 2 Tons Prairie Hay / Acre -- where E.C. Mat not specified.

All other disturbed areas not in street R/W are to be seeded as follows (Temporary Seeding):
SEED -- Rye grass (PLS)--5#/1000 Sq. Ft.

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

10. The Developer for this project is Paul Kelsey
716 N. 119th St. #112, Wichita, KS 67212
PH# (316)722-1077 email paul.kelsey8@gmail.com

Stormwater Certification:

New Development or Redevelopment (Circle One)

Stormwater Permit # _____

NOI Permit # S-AR58-0097 KSR123332

These construction plans were prepared in accordance with the current Stormwater management Regulations as set forth in the City of Wichita's Stormwater Management Ordinance 16.32 and the policies/guidelines presented in the Wichita/Sedgwick County Stormwater Manual.

Site Area (Acres) = 160 Ac.

Disturbed Area (Acres) = 160 Ac.

Water Quality Treatment: Wet Ponds

Downstream Channel Protection: N/A

Detention: Wet Ponds

The BMP used for this development is Wet Ponds

Detention

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BENCHMARKS

BM #1: Cross southwest corner of
curb inlet, south side of Pawnee,
178'± east of northeast corner of Lot
3, Block A
Elevation = 1331.25 NAVD88

BM #2: square cut northwest corner
of curb inlet west side of 119th St W,
100'± south of northwest corner of
the northwest quarter, Sec. 6, 28-S,
R-1-W.
Elevation = 1338.39 NAVD88

BM #3: cross cut south end of RCP
west side of 119th St W, 12± north
of southwest corner of the northwest
quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88



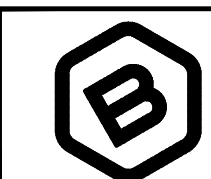
VICINITY MAP

PHASE I BENEFIT DISTRICT

PHASE II BENEFIT DISTRICT

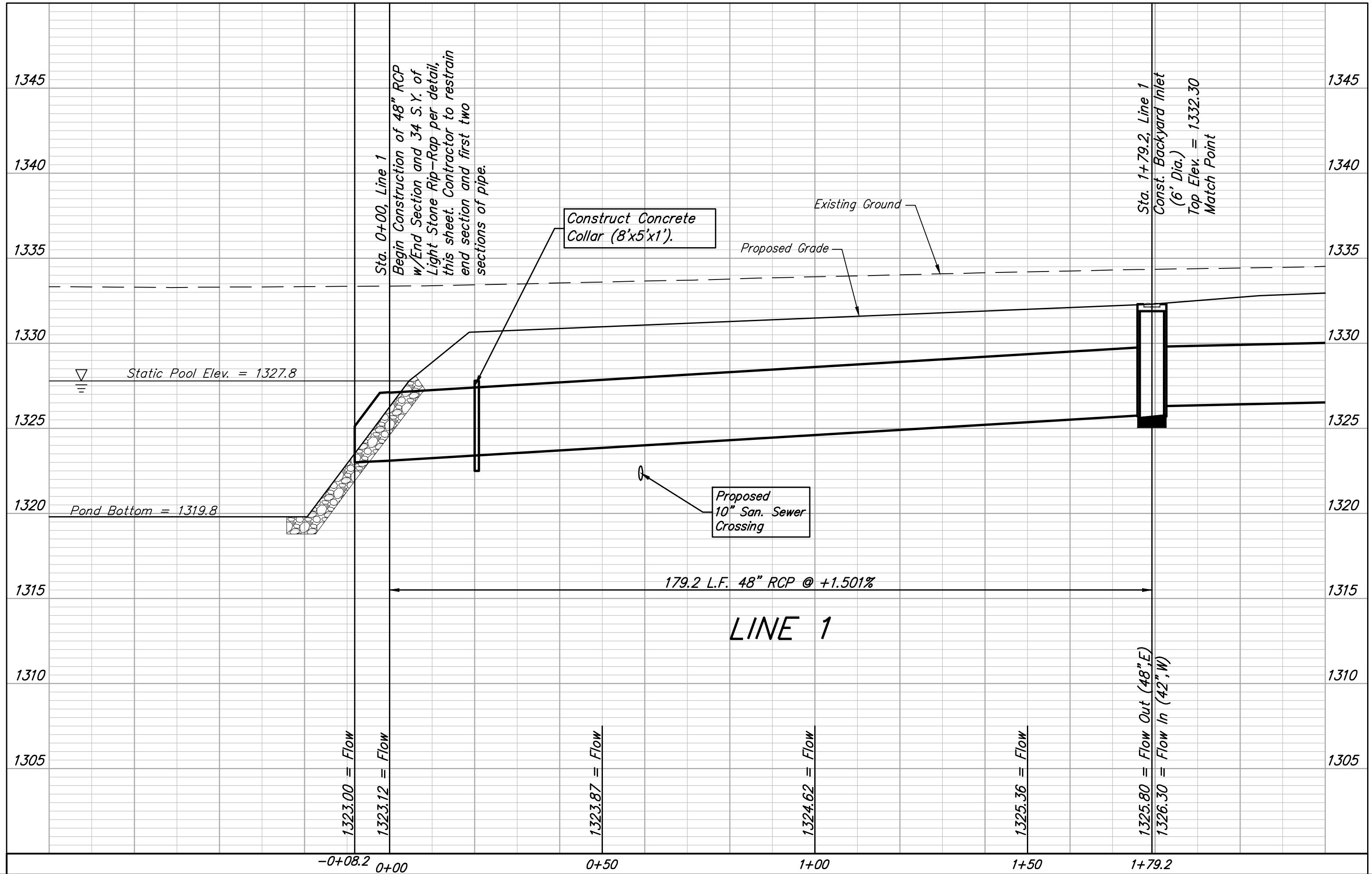
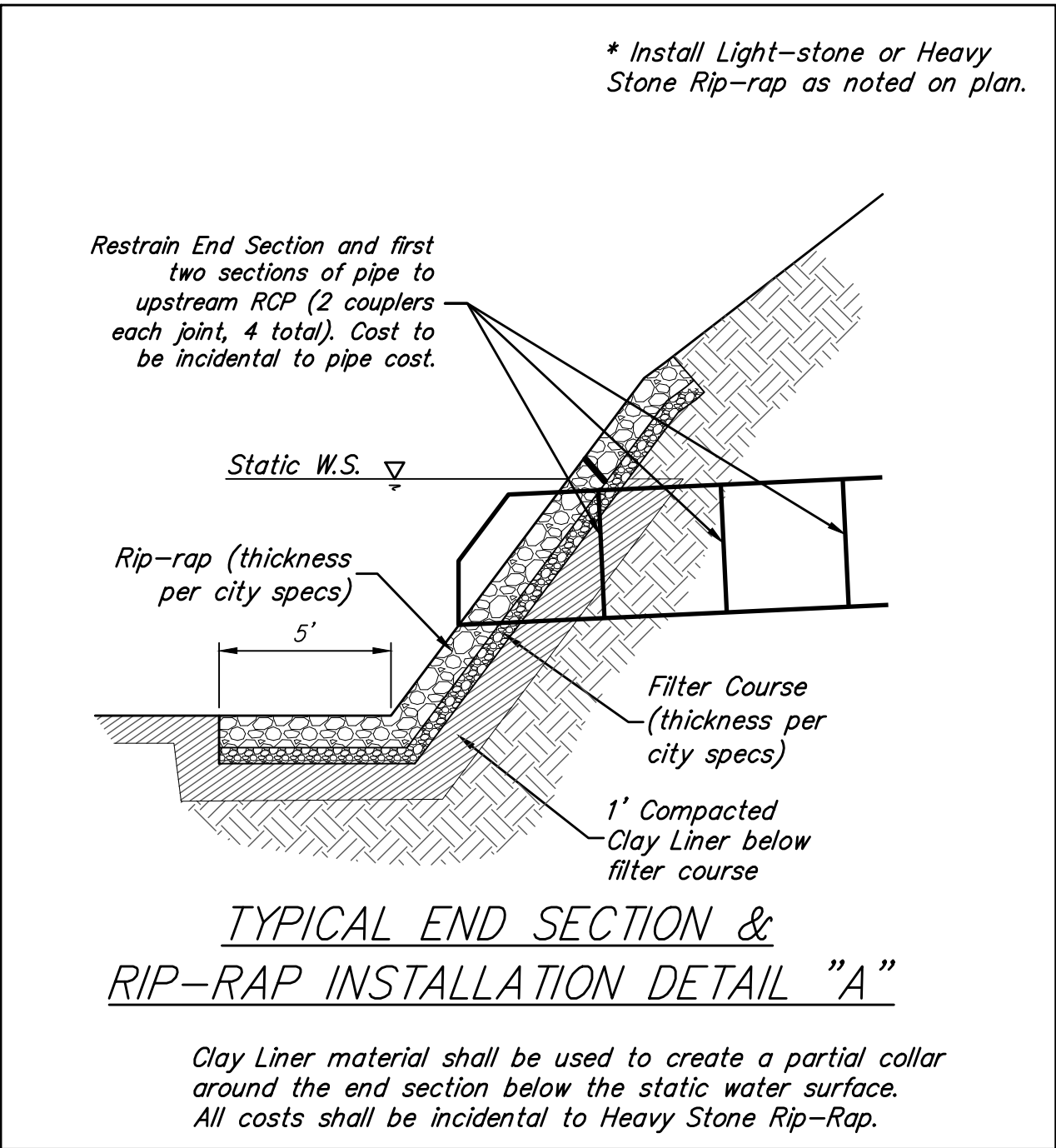
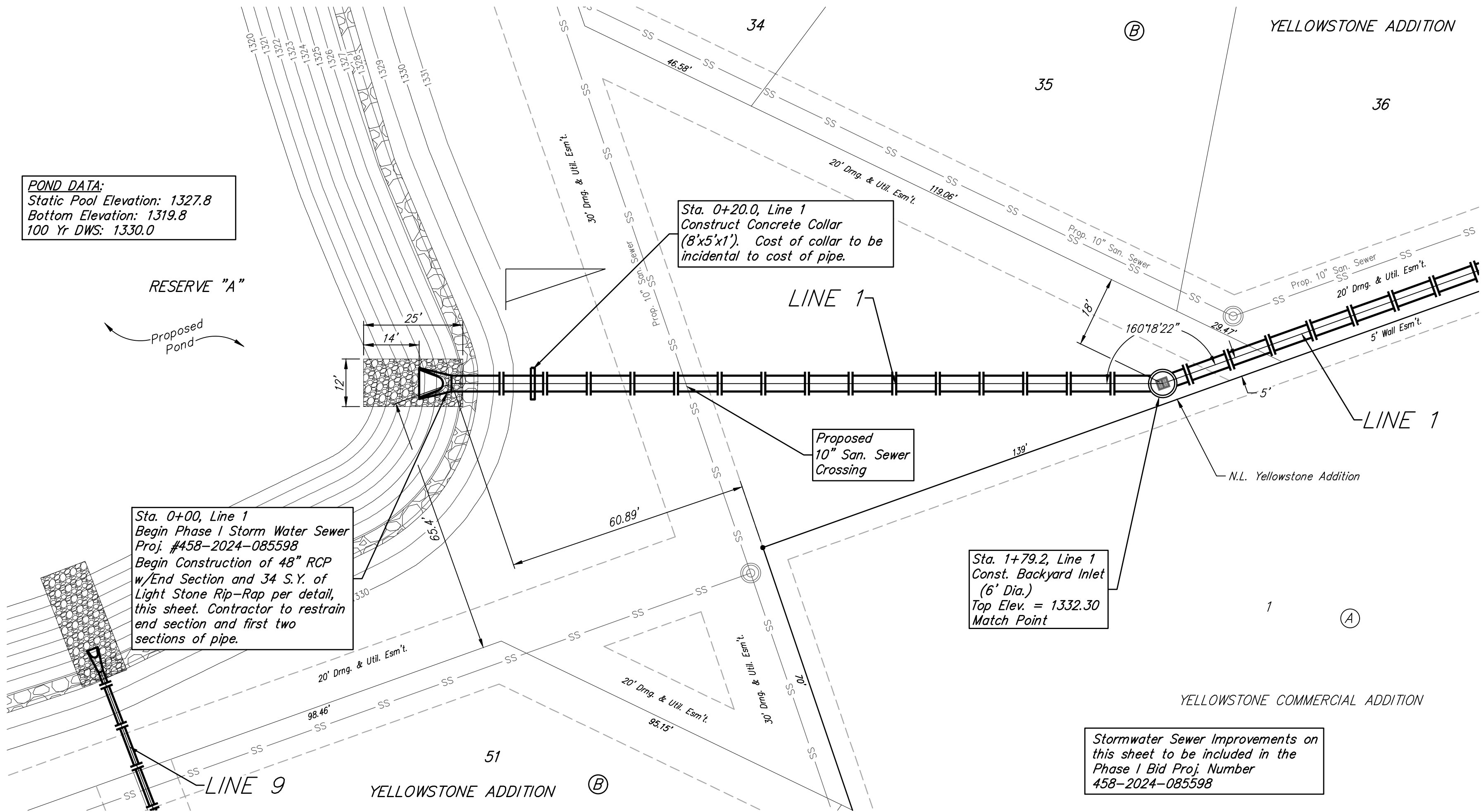
COMMERCIAL ADDITION BENEFIT DISTRICT

Mar. 4, 2026



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315 Ellis St. Wichita, KS 67211 316-262-7271
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YELLOWSTONE ADDITION
PHASE I

LINE 1

STORM WATER DRAIN
IMPROVEMENTS

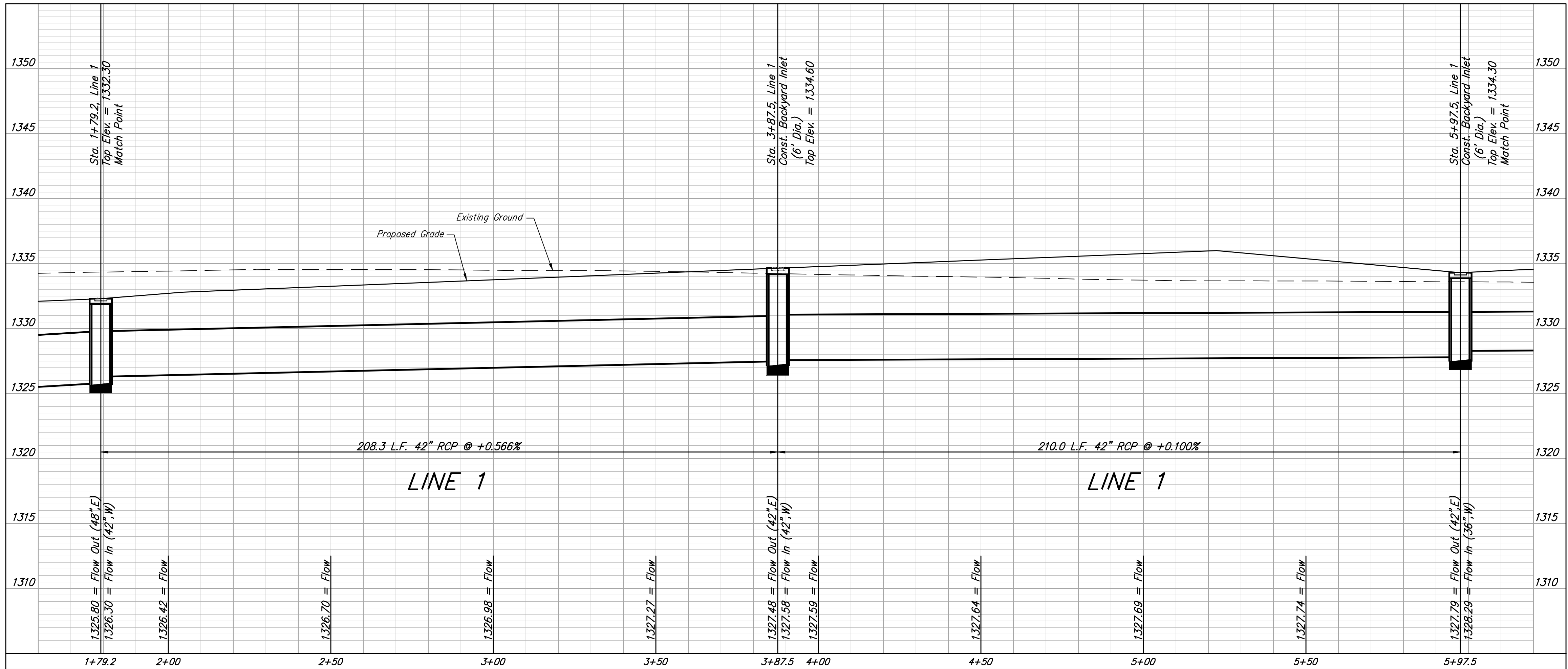
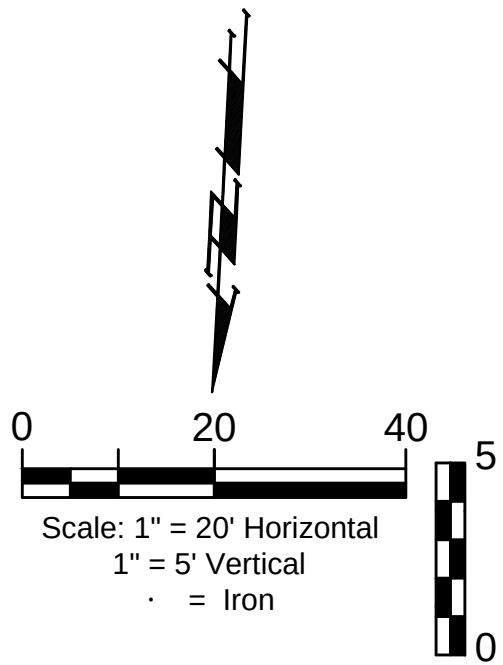
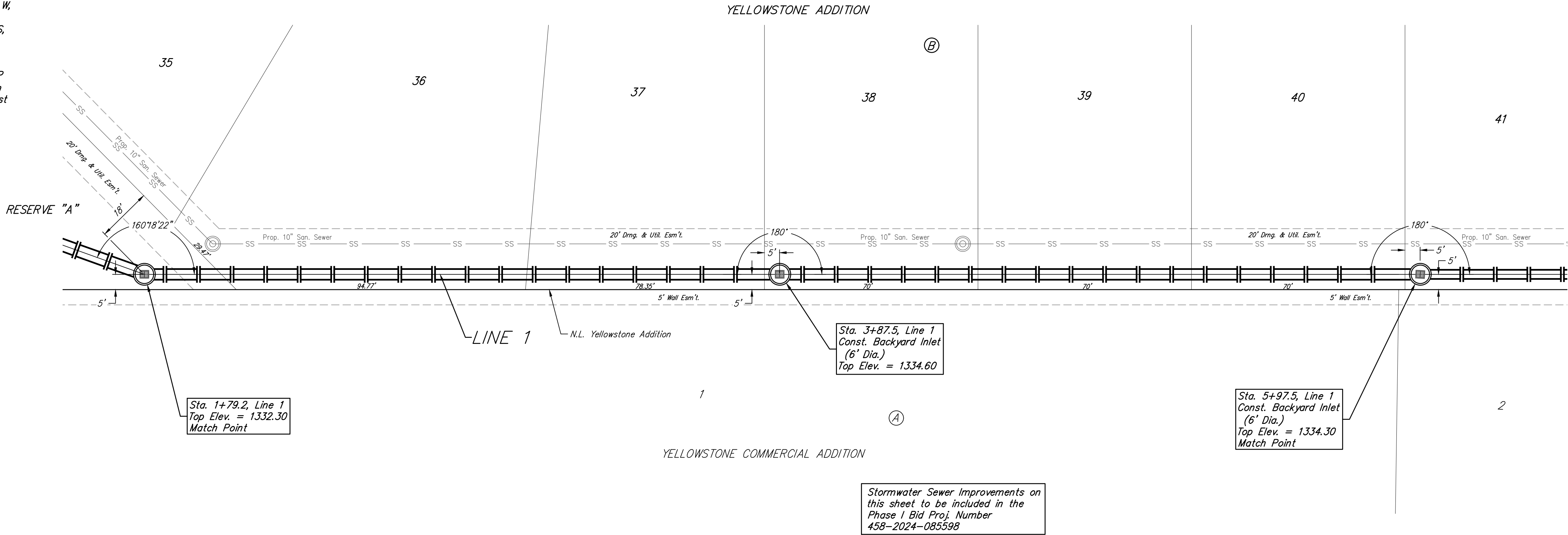
PROJECT NUMBER:
458-2024-085598

DESIGN: DMV DRAWN: JAK

DATE: Mar. 4, 2026

SHEET 2 OF 73

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YELLOWSTONE ADDITION
PHASE I

LINE 1

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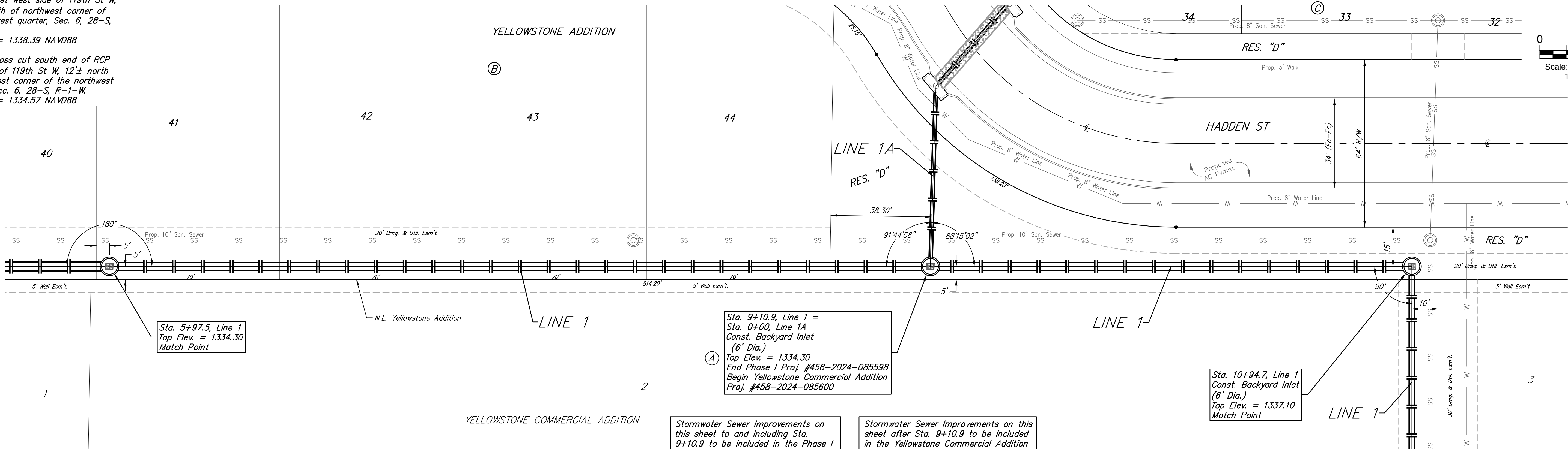
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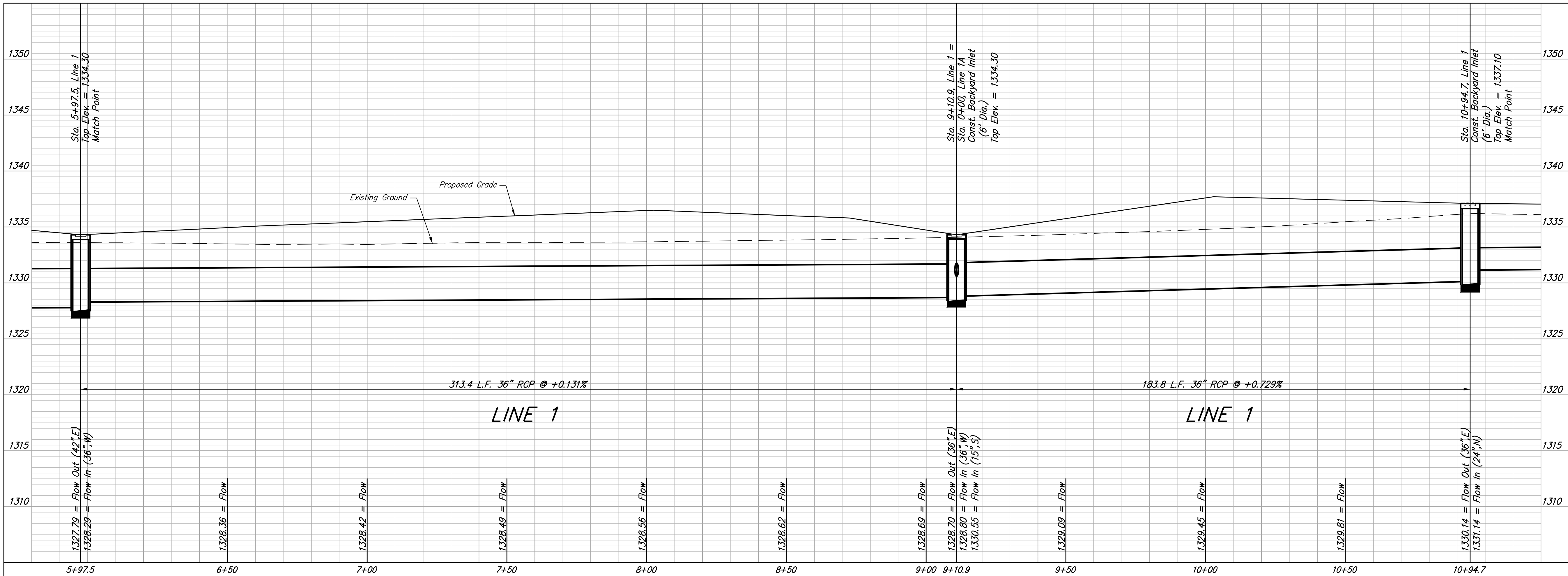
SHEET 3 OF 73

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Stormwater Sewer Improvements on this sheet to and including Sta. 9+10.9 to be included in the Phase I Bid Proj. Number 458-2024-085598

Stormwater Sewer Improvements on this sheet after Sta. 9+10.9 to be included in the Yellowstone Commercial Addition Bid Proj. Number 458-2024-085600



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YELLOWSTONE ADDITION
PHASE I

LINE 1

STORM WATER DRAIN IMPROVEMENTS

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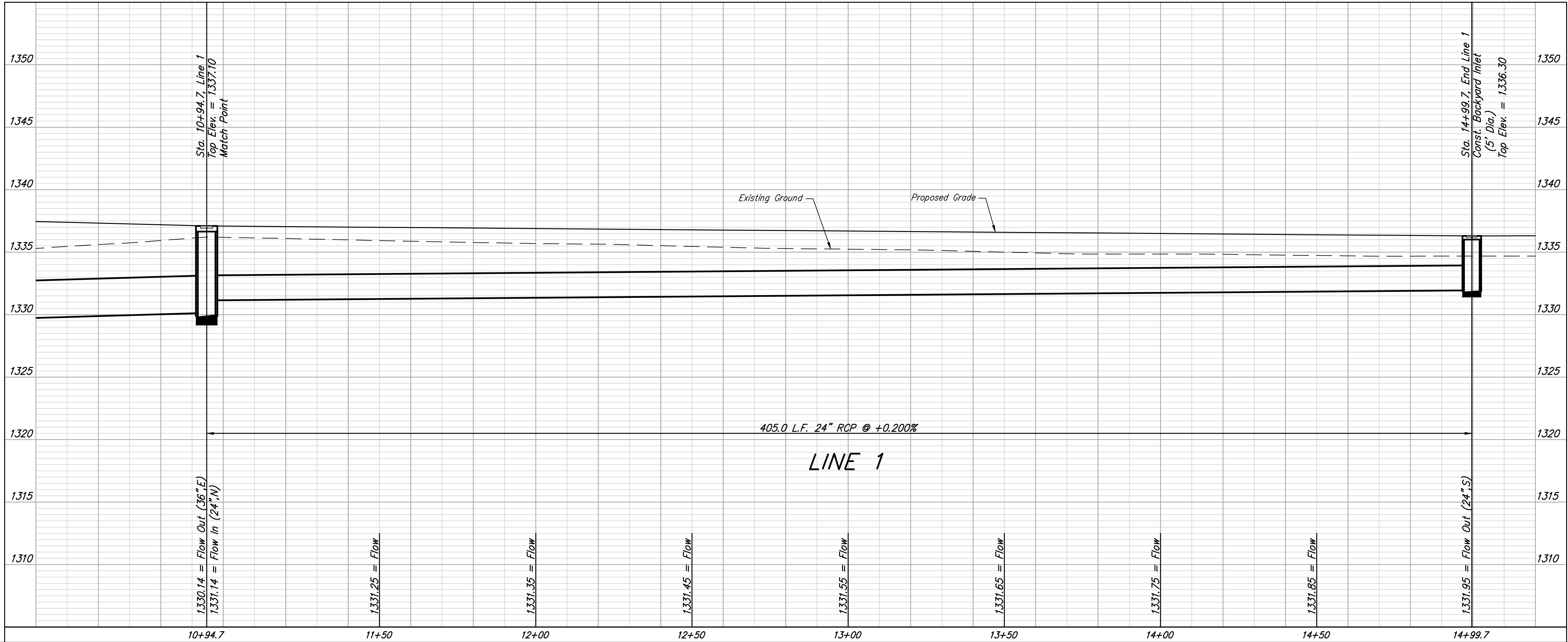
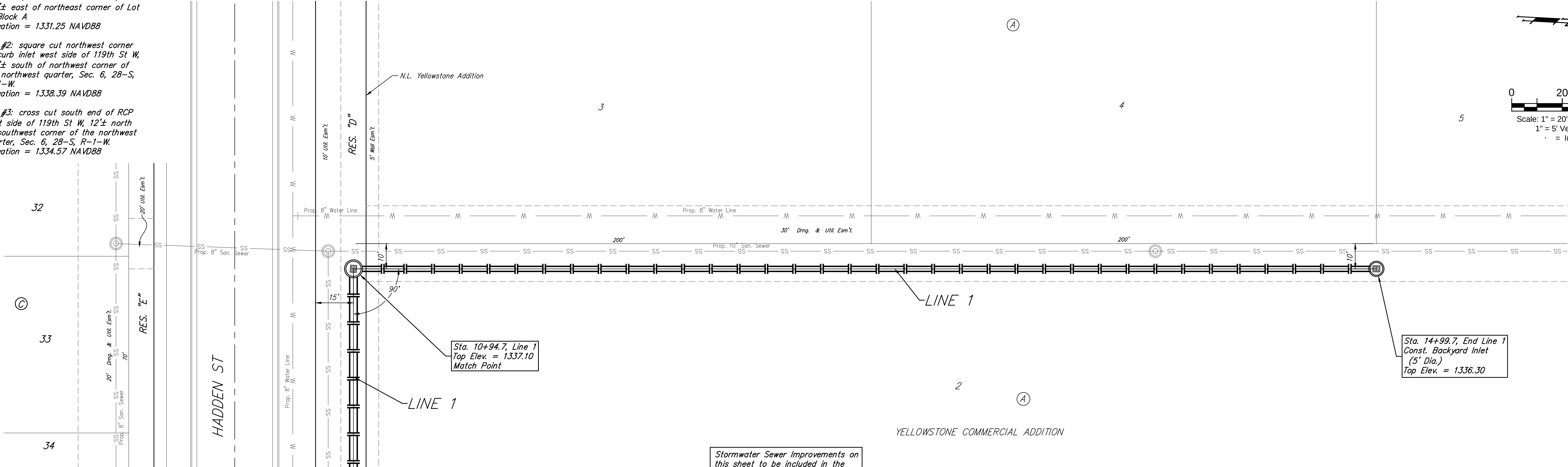
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SHEET OF
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YELLOWSTONE
COMMERCIAL ADDITION

LINE 1

STORM WATER DRAIN
IMPROVEMENTS

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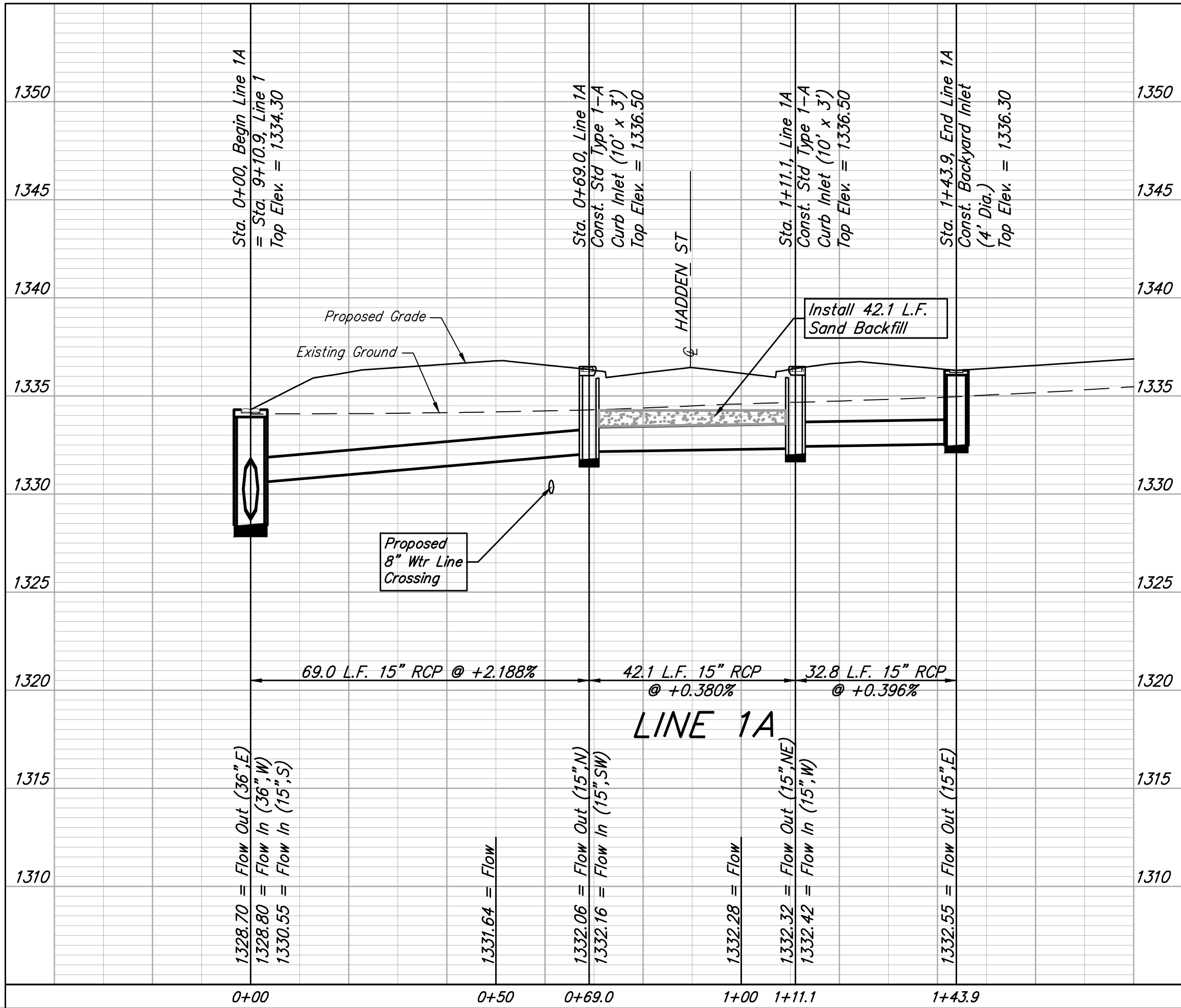
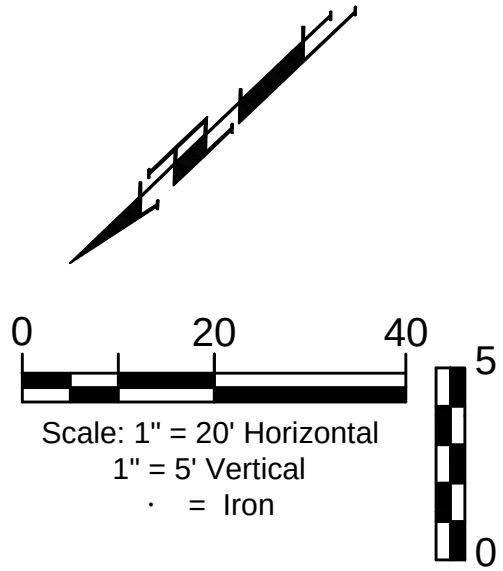
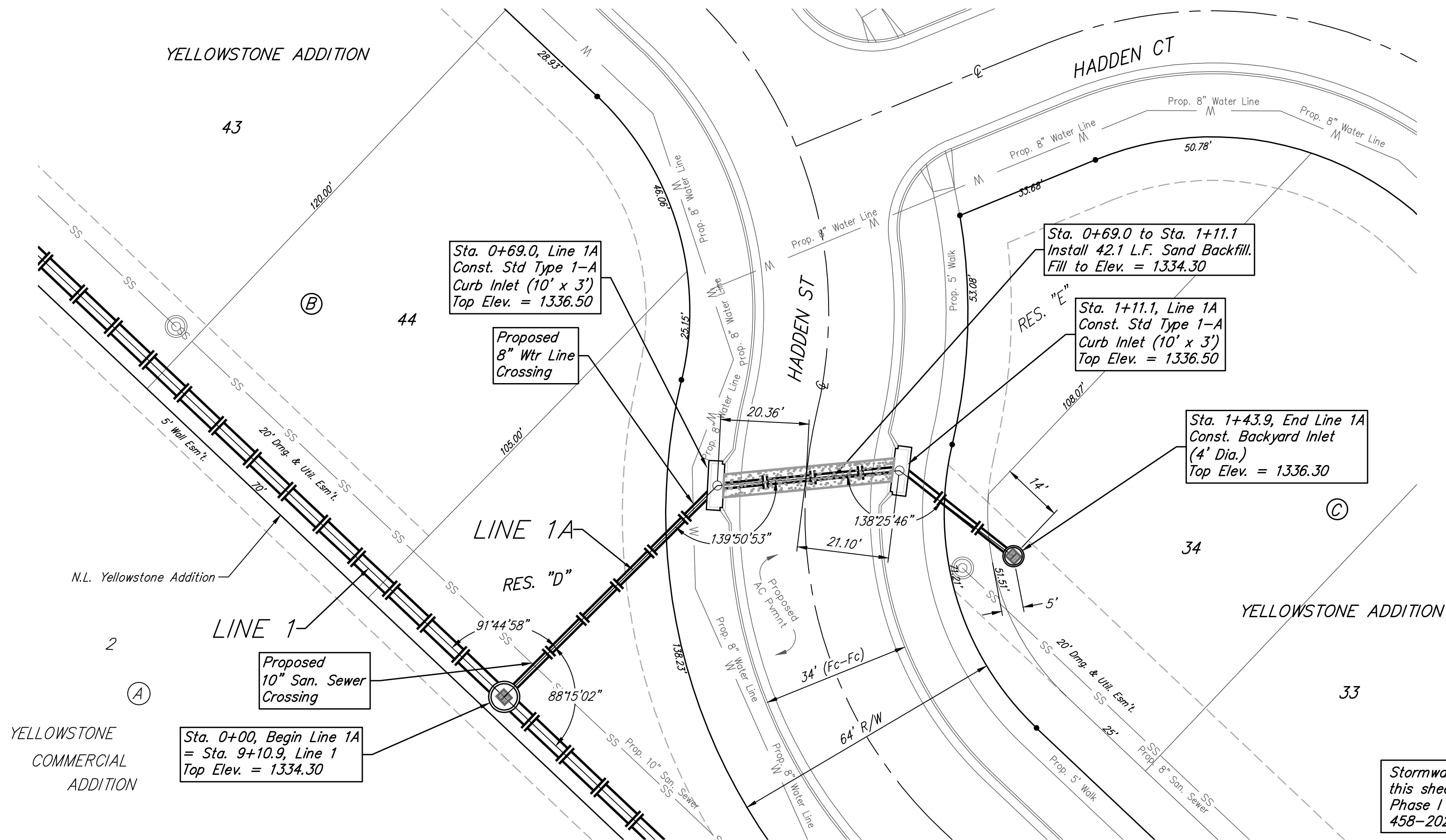
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SHEET 5 OF 73

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YELLOWSTONE ADDITION
PHASE I

LINE 1A

STORM WATER DRAIN
IMPROVEMENTS

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DESIGN: DMV DRAWN: JAK

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SHEET 6 OF 73

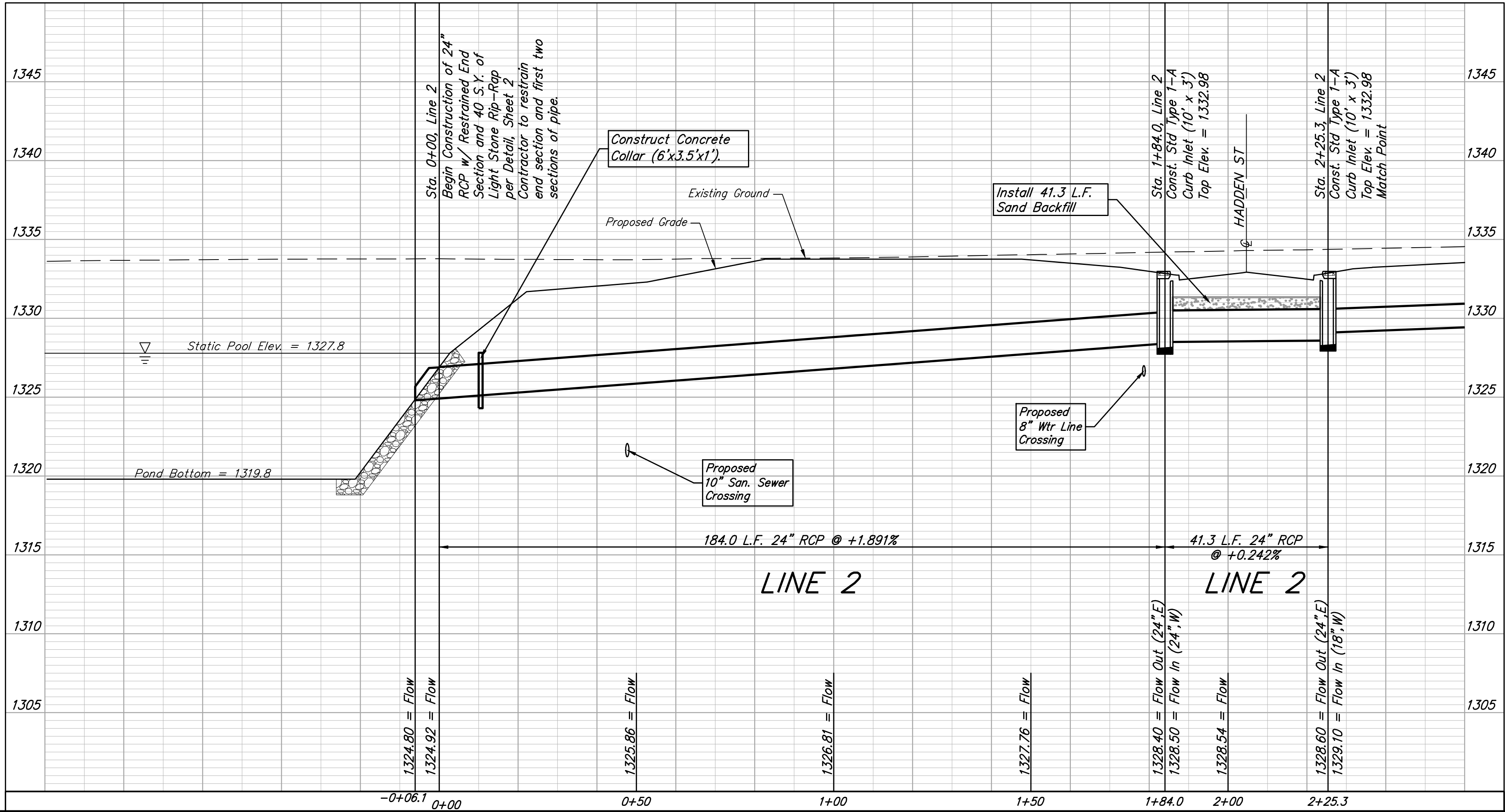
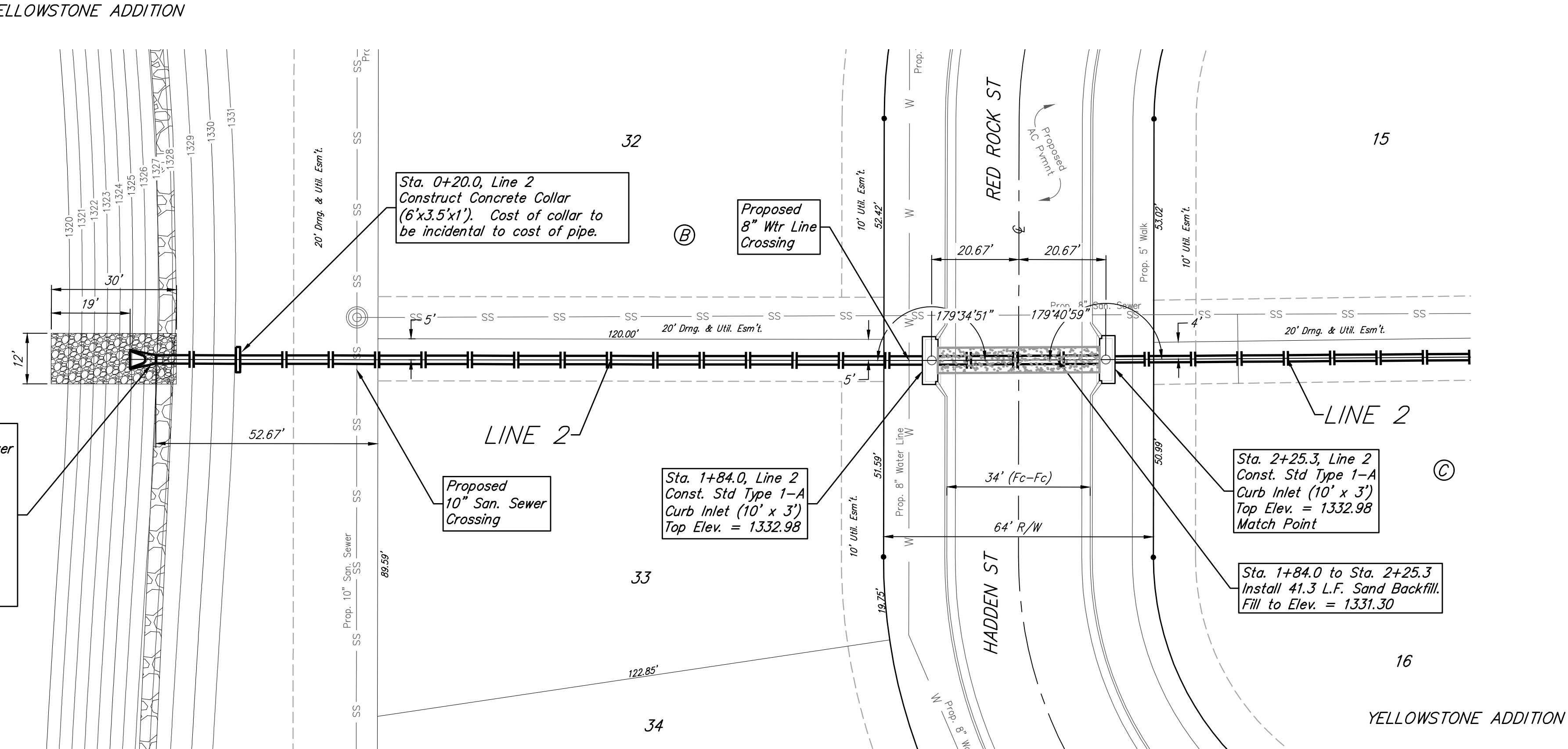
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POND DATA:
Static Pool Elevation: 1327.8
Bottom Elevation: 1319.8
100 Yr DWS: 1330.0

RESERVE "A"

Sta. 0+00, Line 2
Begin Phase I Storm Water Sewer Proj. #458-2024-085598
Begin Construction of 24" RCP w/ Restrained End Section and 40 S.Y. of Light Stone Rip-Rap per Detail, Sheet 2
Contractor to restrain end section and first two sections of pipe.



Professional Engineer
15176
06/01/2026
KANSAS
DANIEL M. VALDES

B

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YELLOWSTONE ADDITION
PHASE I

LINE 2

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
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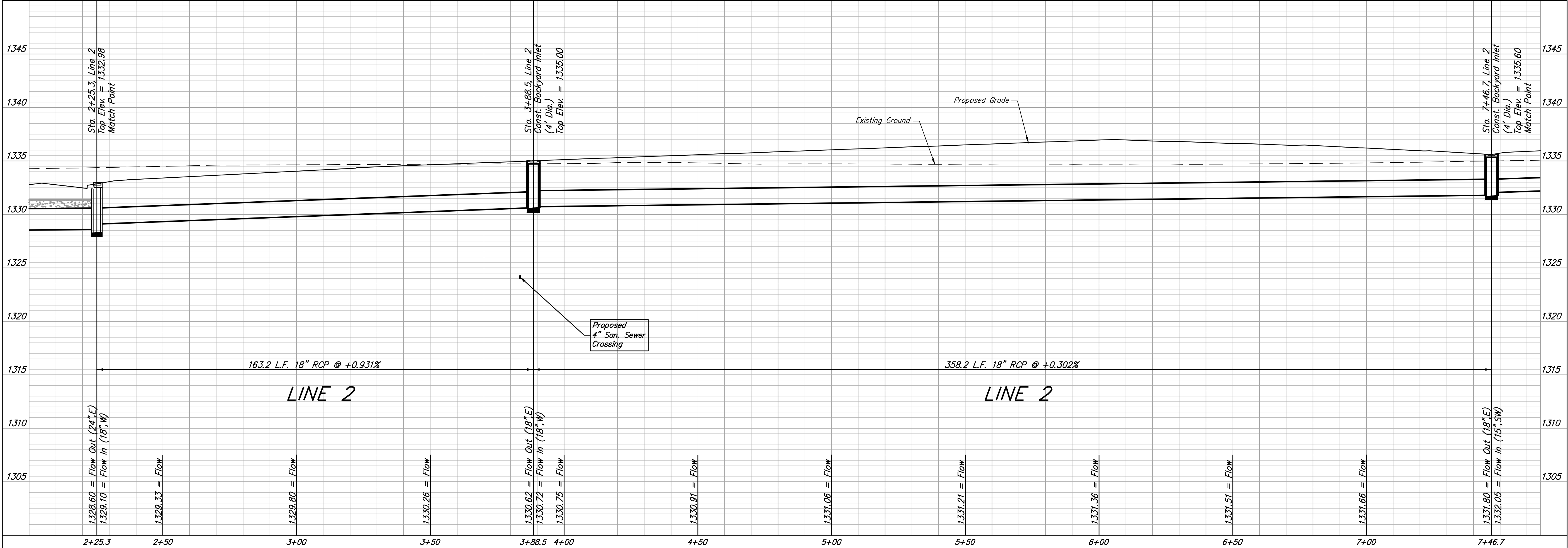
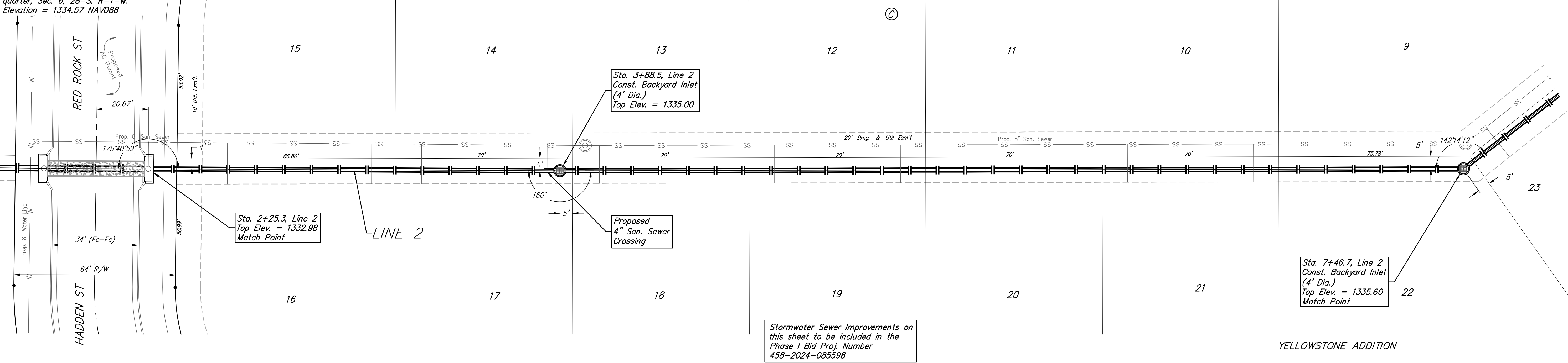
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SHEET OF
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IMPROVEMENTS

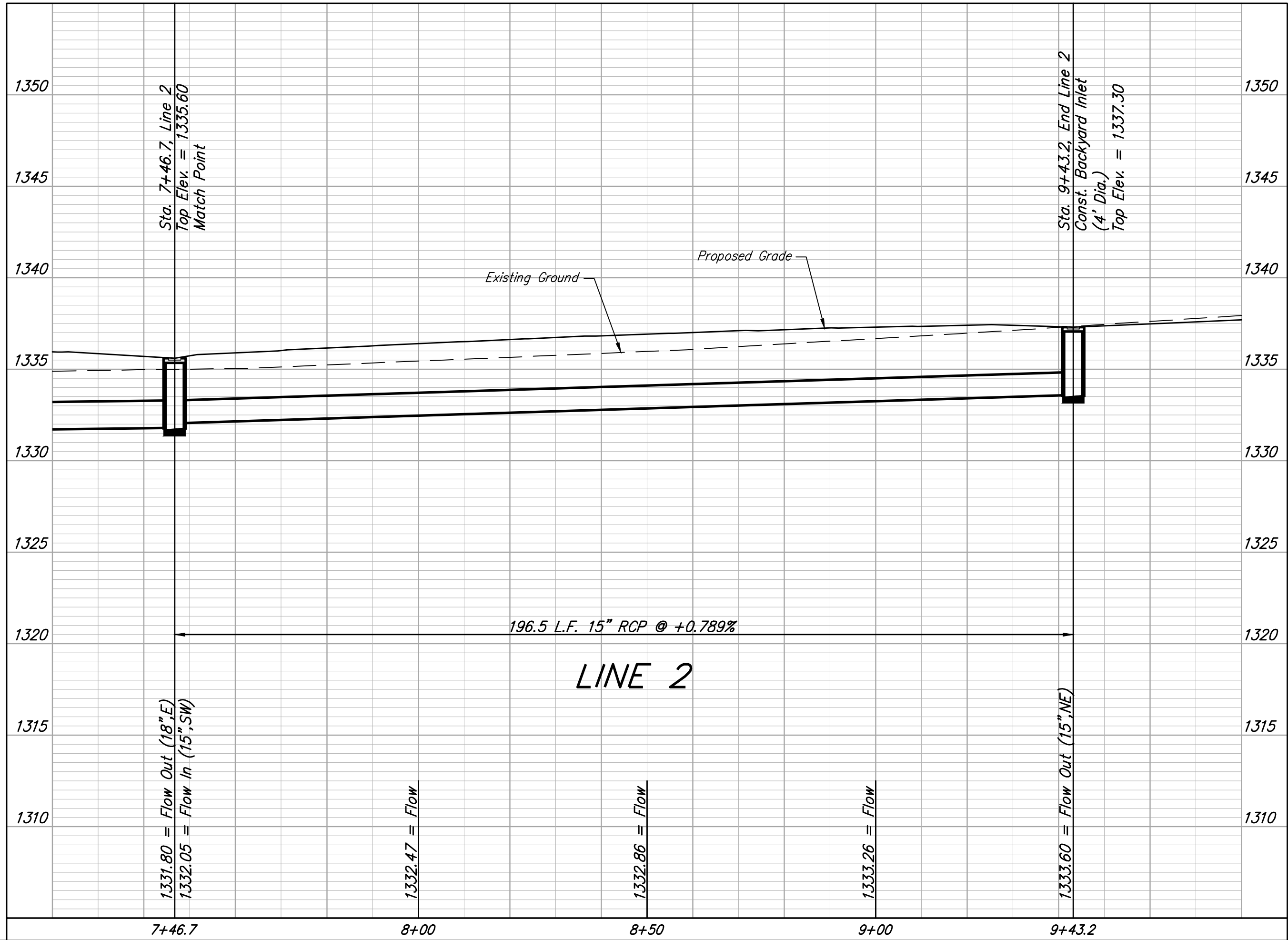
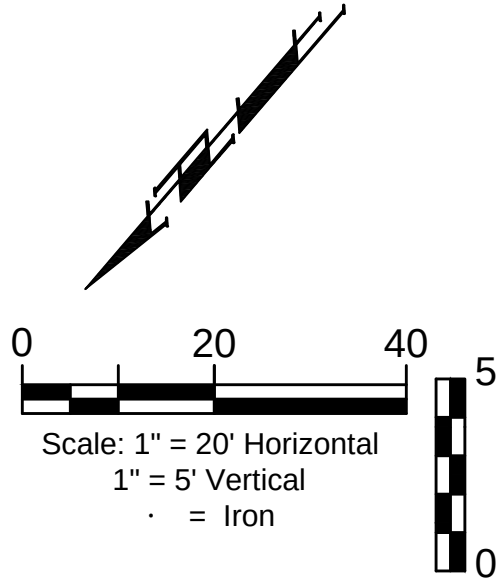
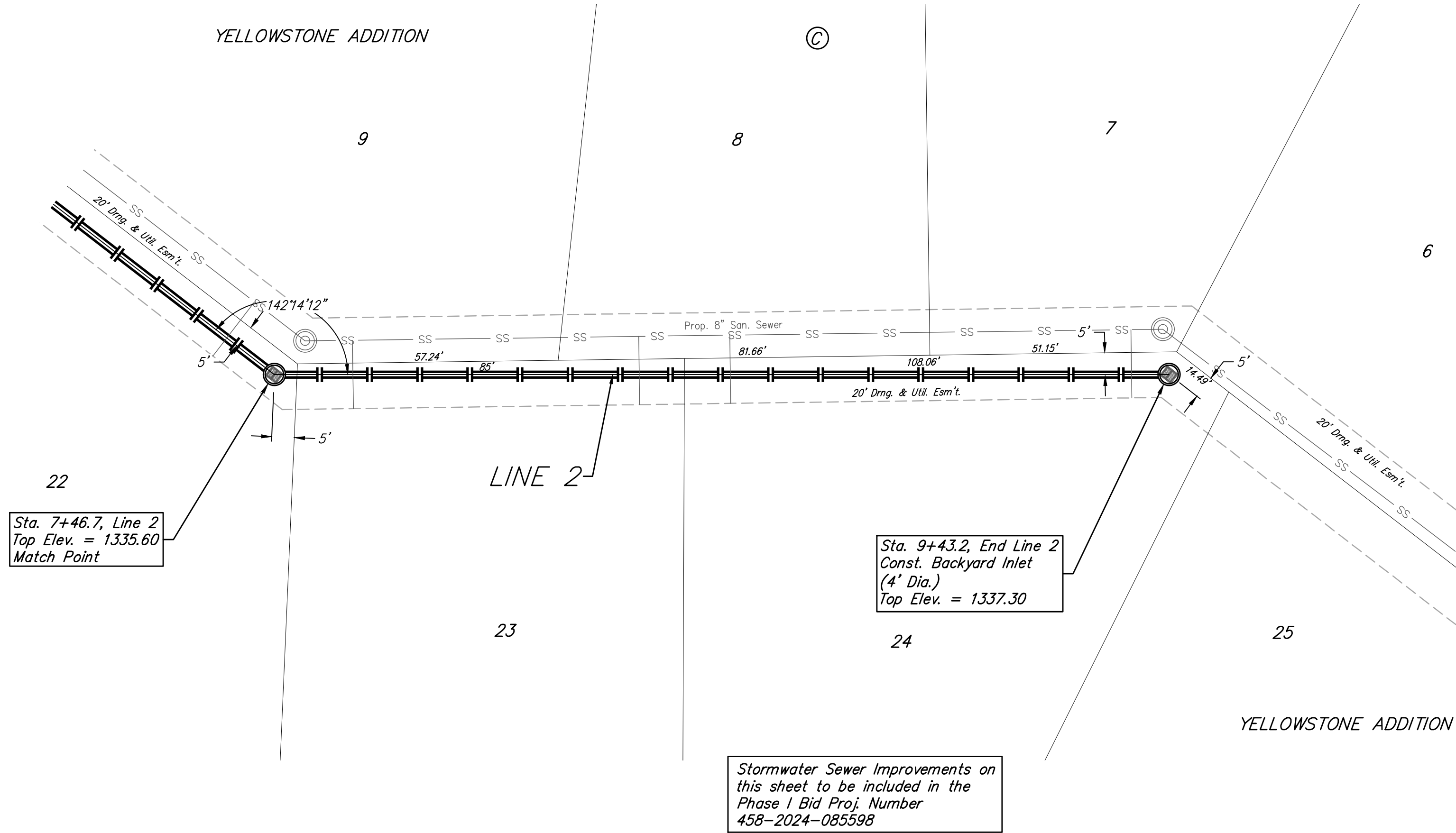
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SHEET 8 OF 73

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YELLOWSTONE ADDITION
PHASE I

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STORM WATER DRAIN
IMPROVEMENTS

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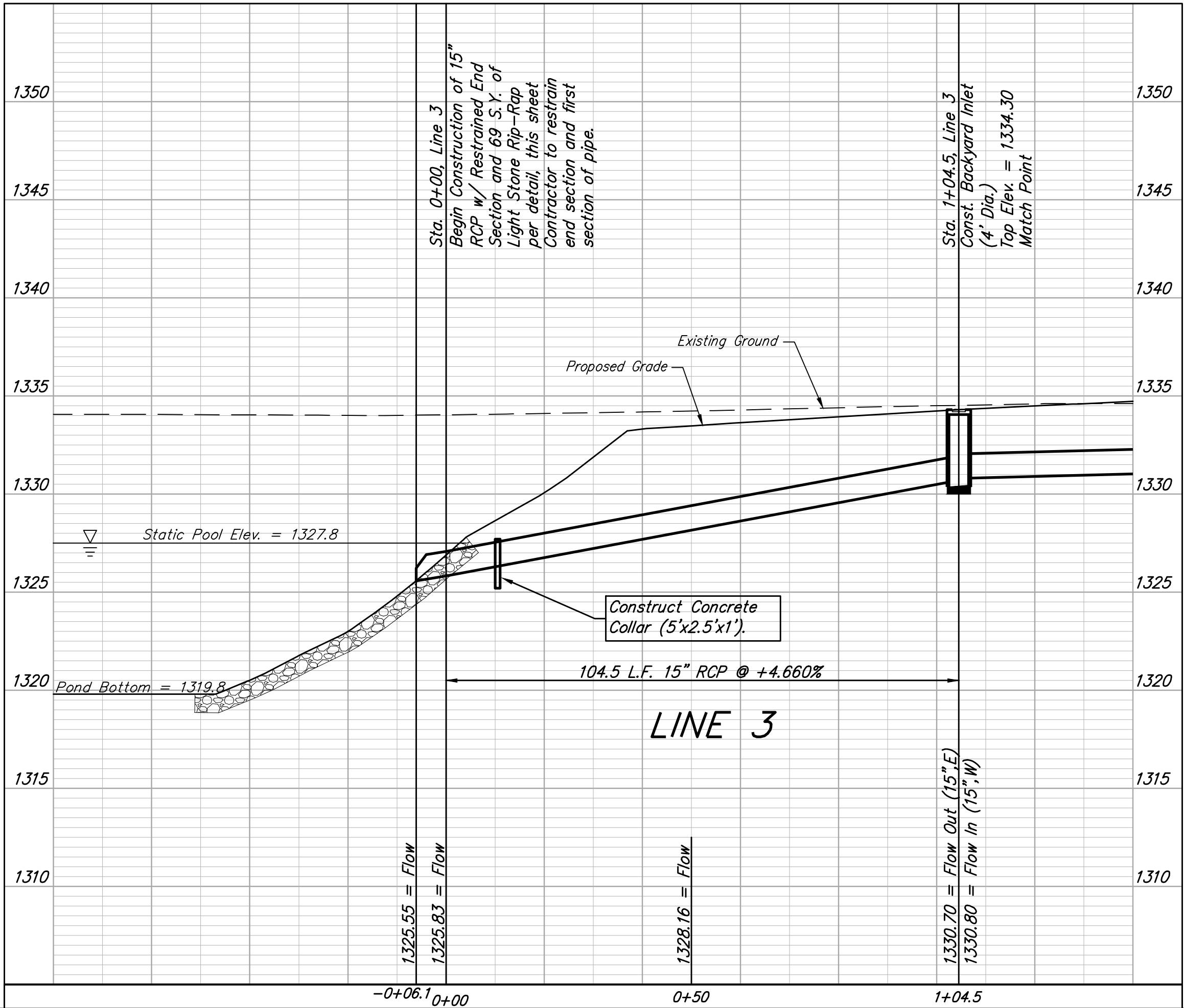
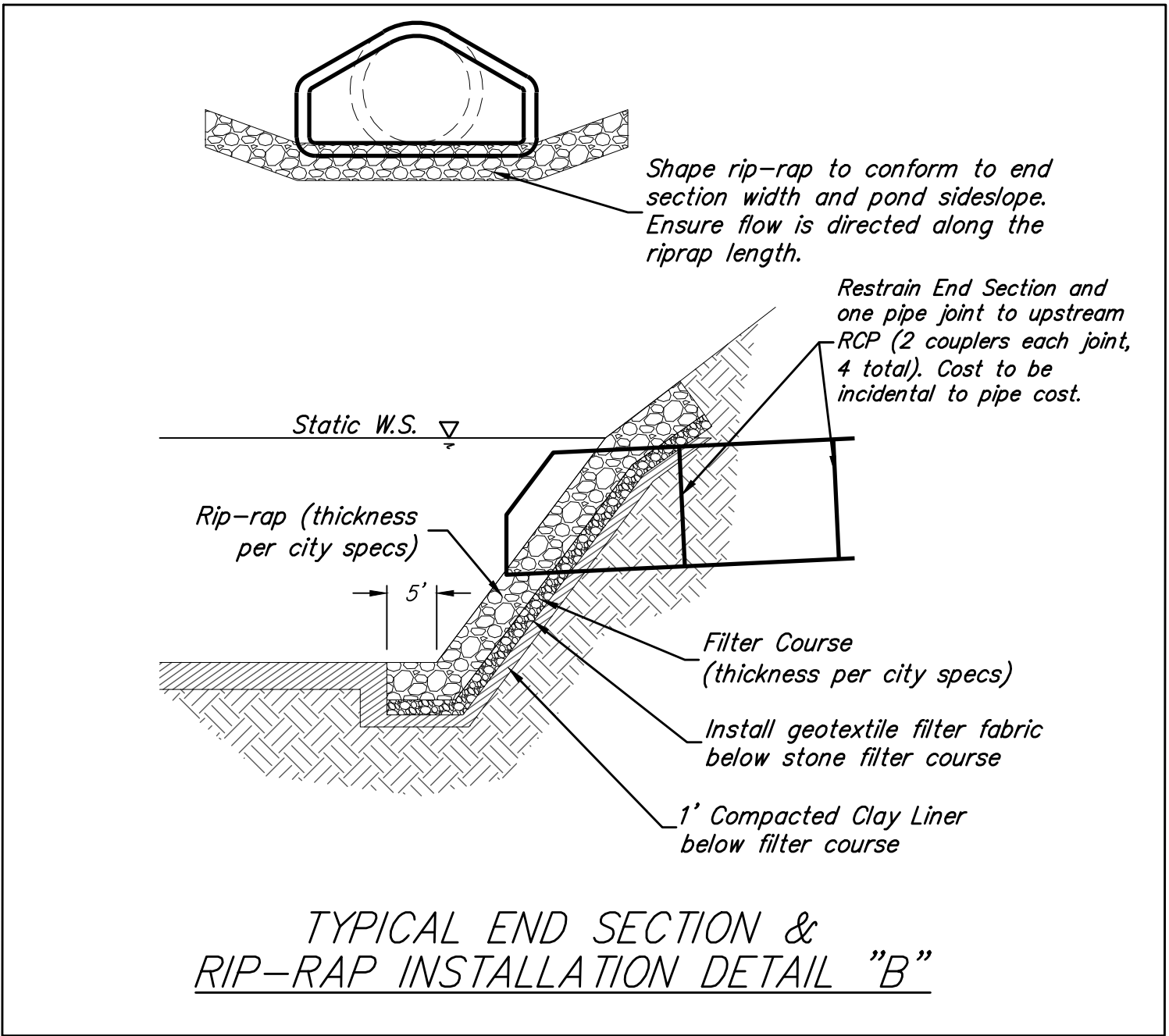
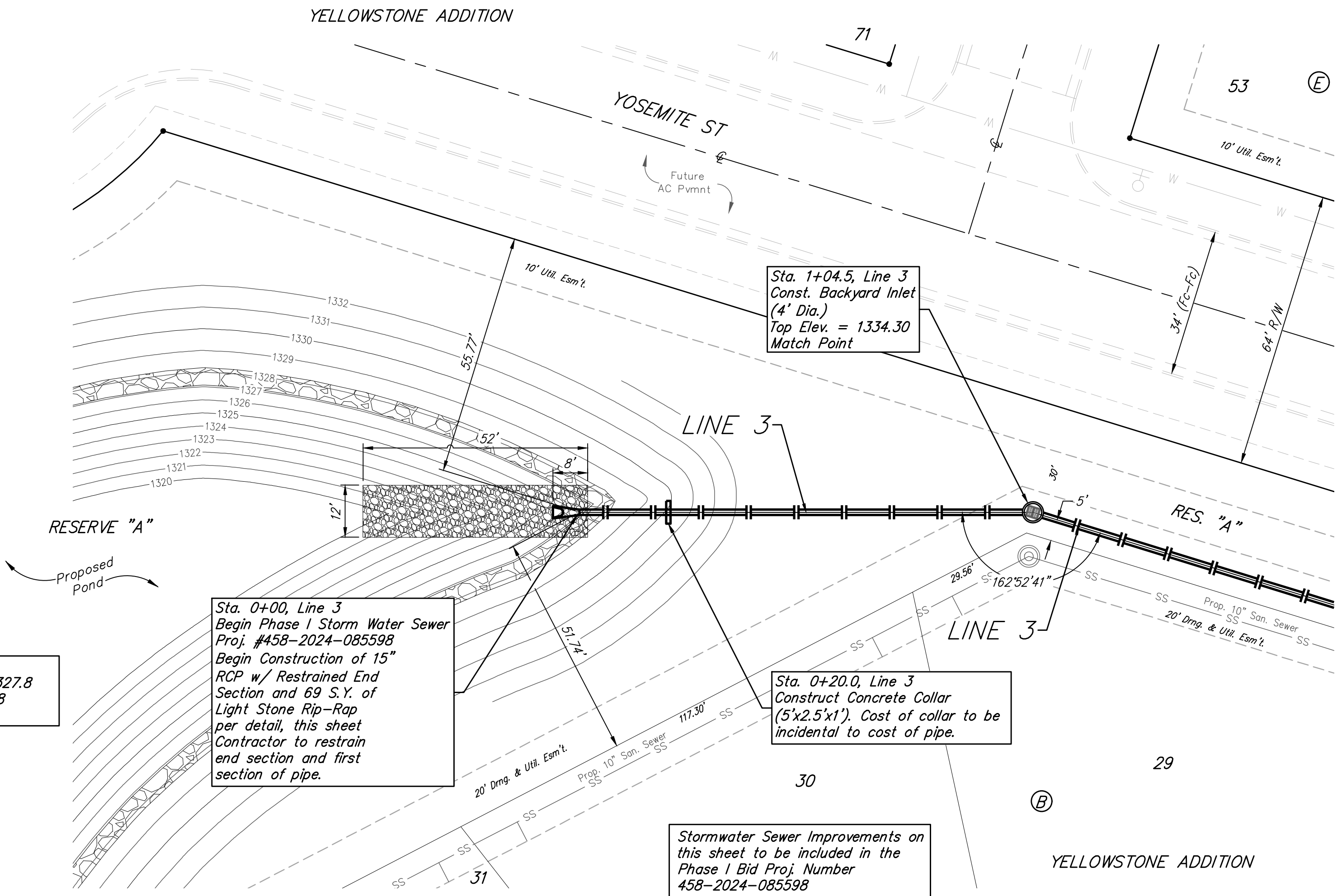
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SHEET 9 OF 73

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YELLOWSTONE ADDITION
PHASE I

LINE 3

STORM WATER DRAIN
IMPROVEMENTS

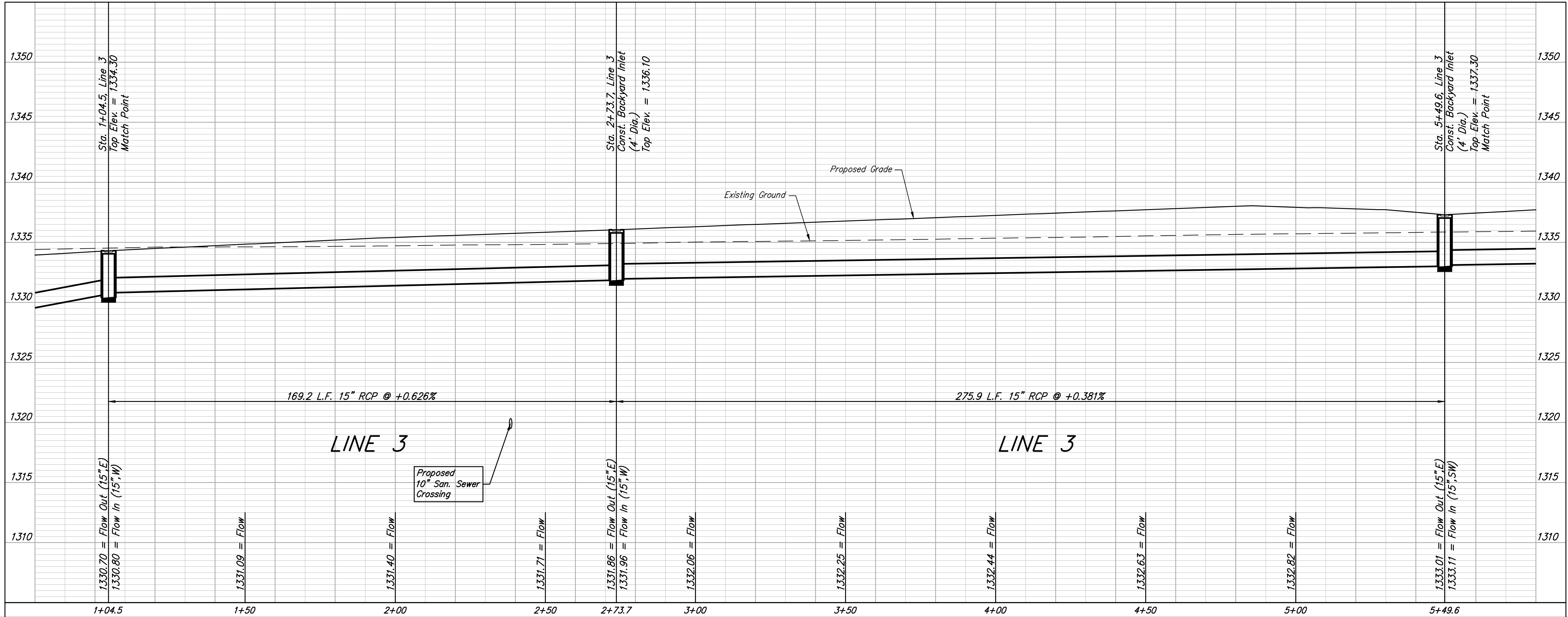
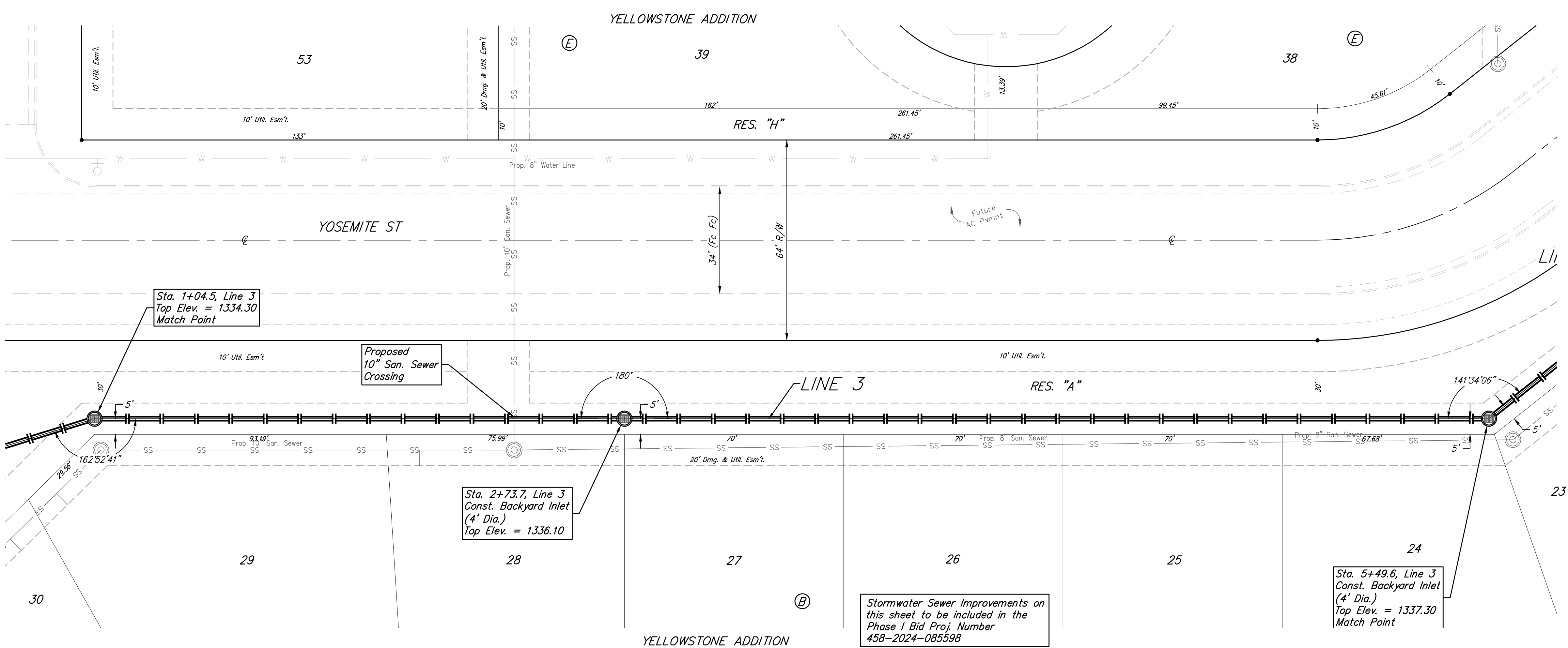
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SHEET 10 OF 73

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YELLOWSTONE ADDITION
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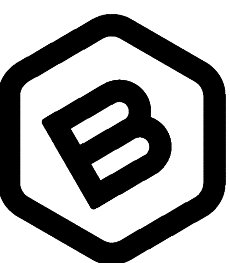
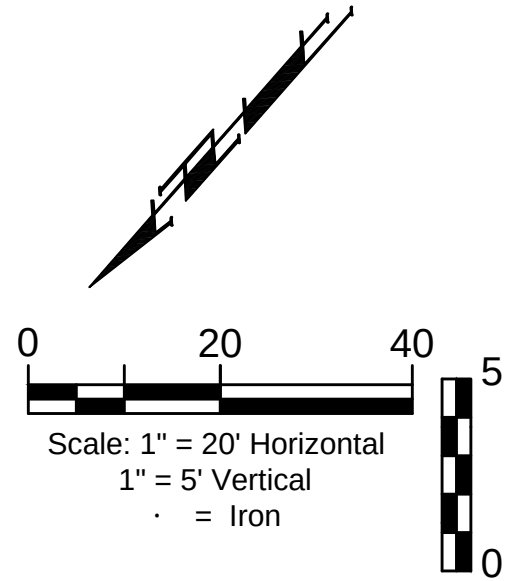
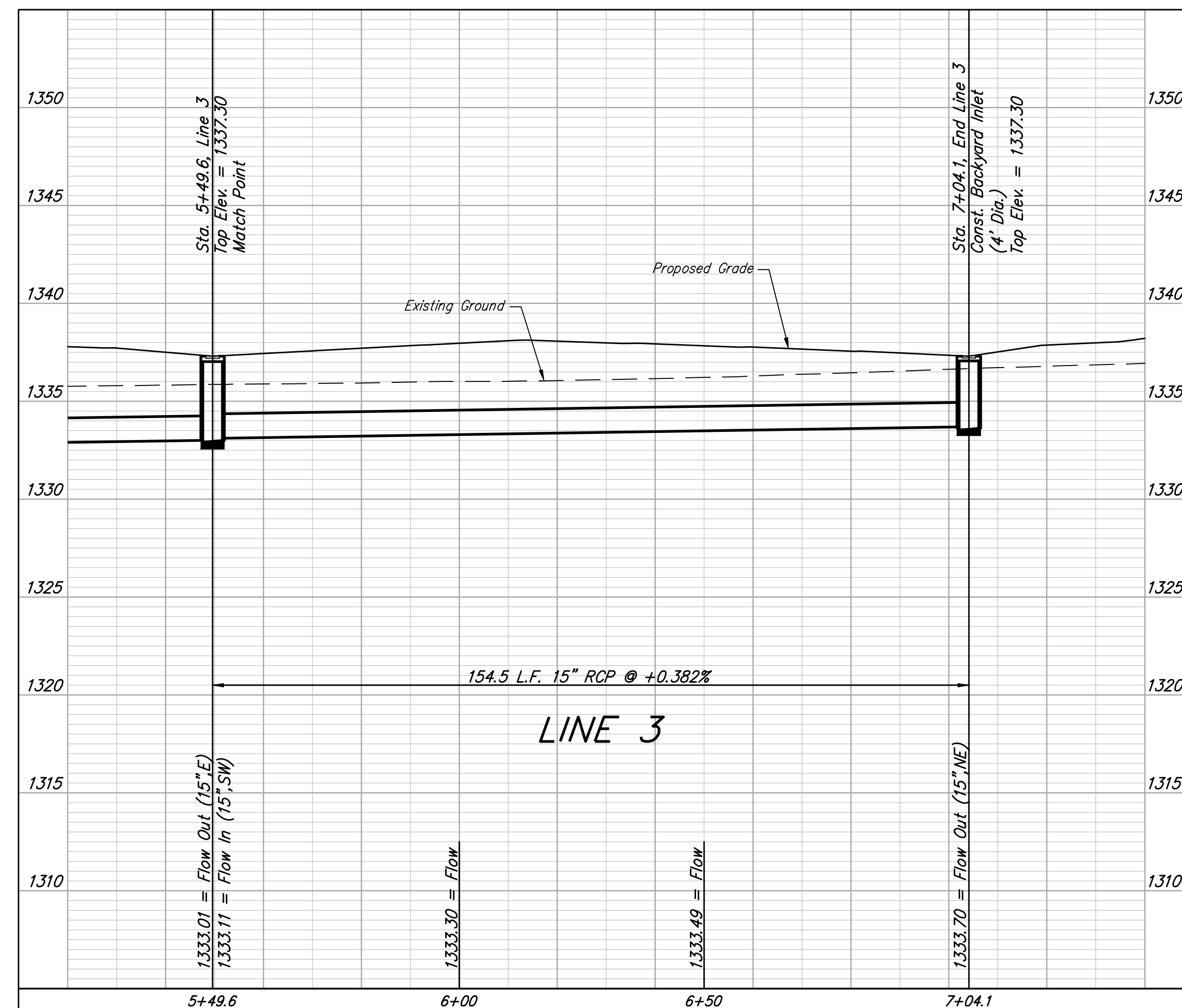
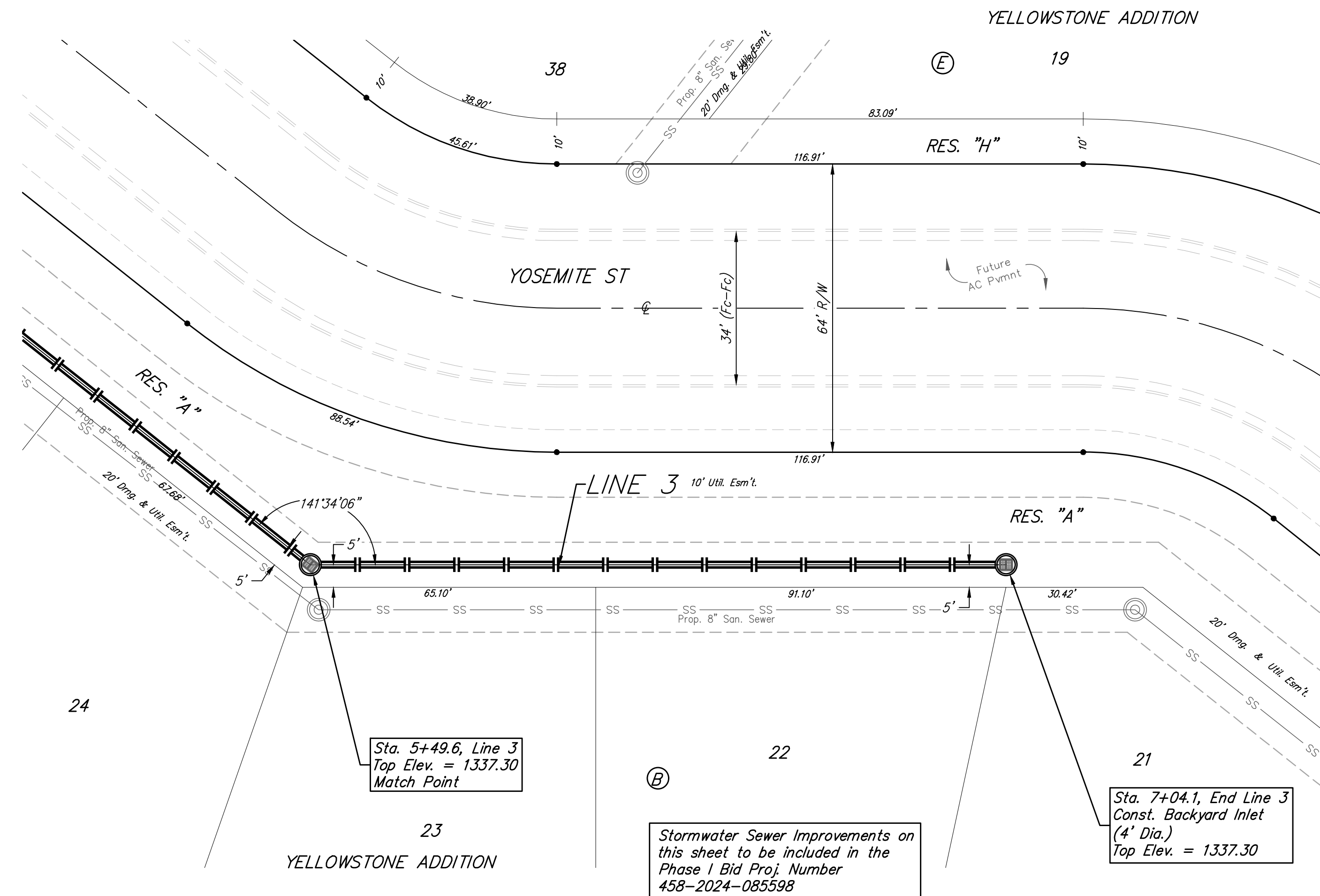
SHEET 11 OF 73

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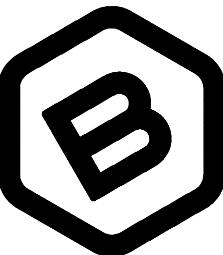
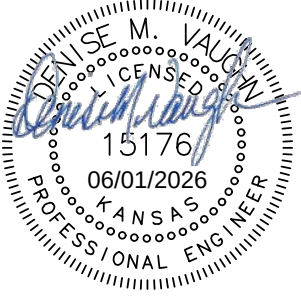
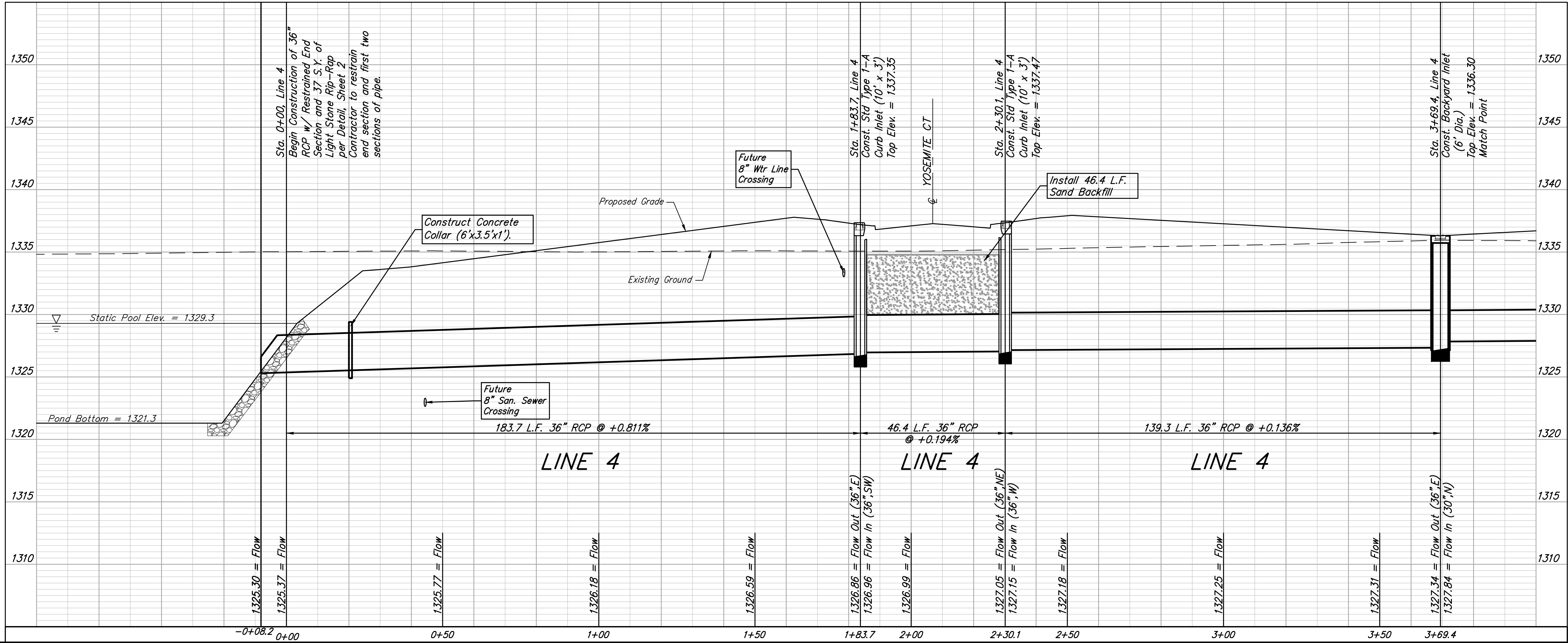
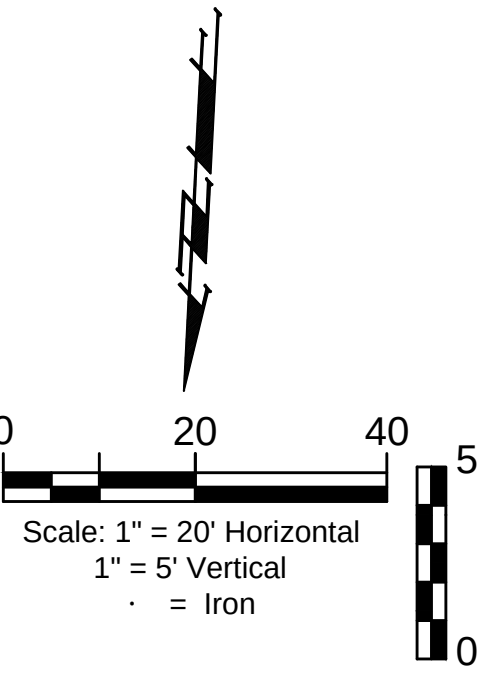
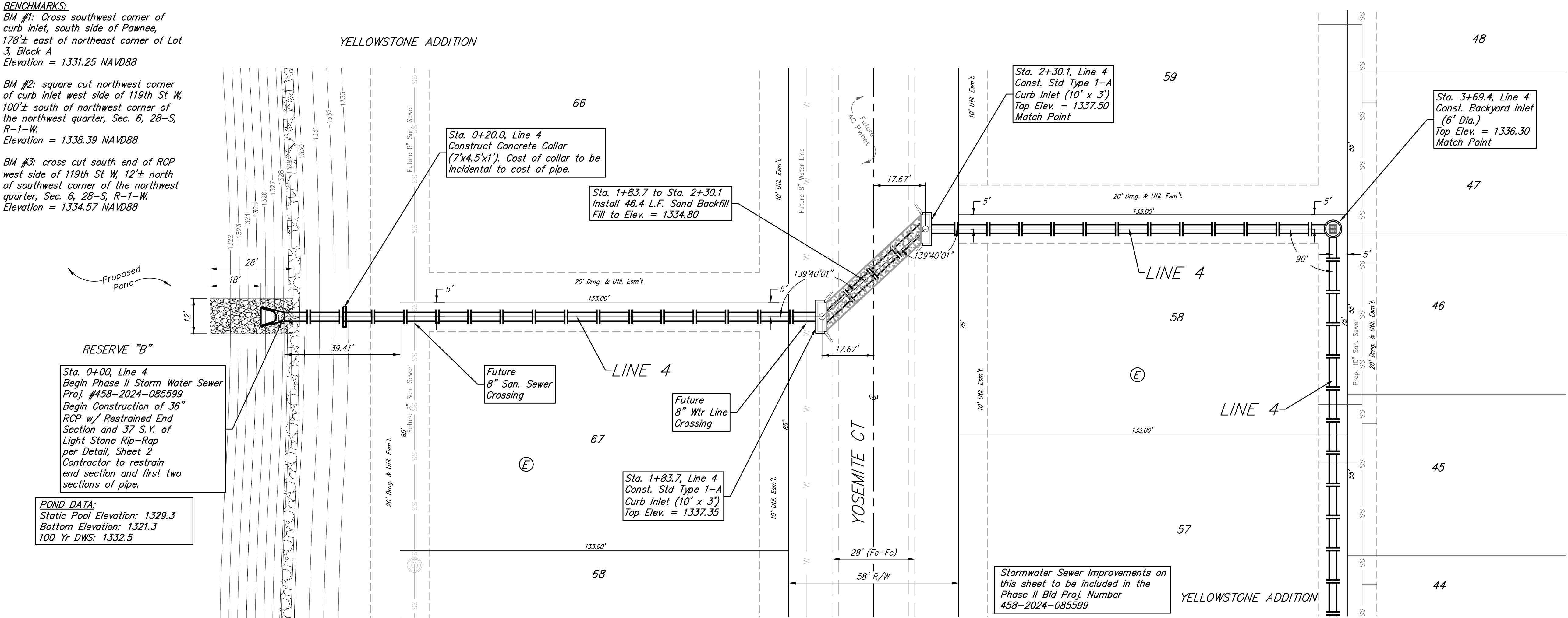
SHEET 12 OF 73

File: E:\Projects\Yellowstone Addition(Kelsey)_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

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Elevation = 1338.39 NAVD88

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Elevation = 1334.57 NAVD88



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YELLOWSTONE ADDITION
PHASE II

LINE 4

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
458-2024-085599

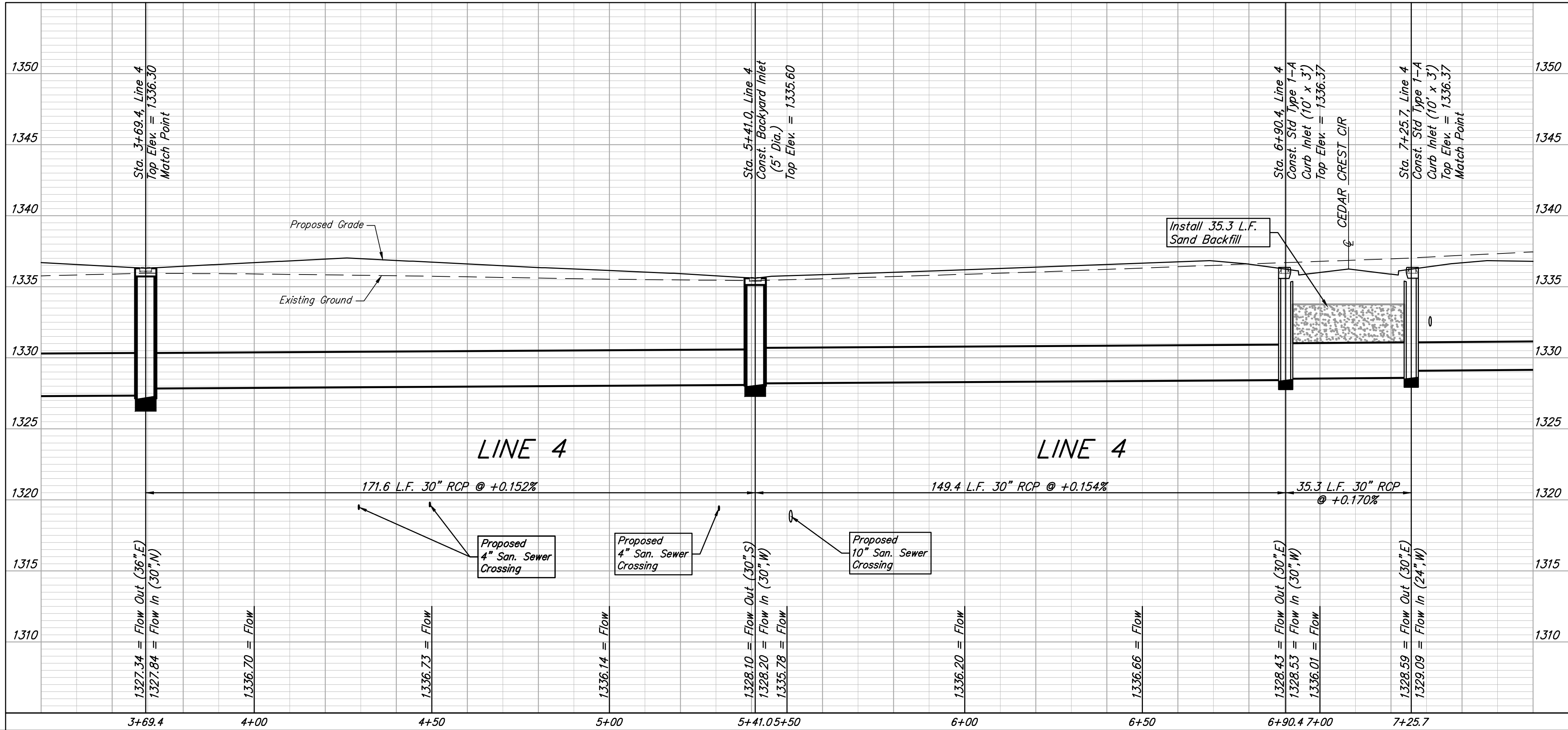
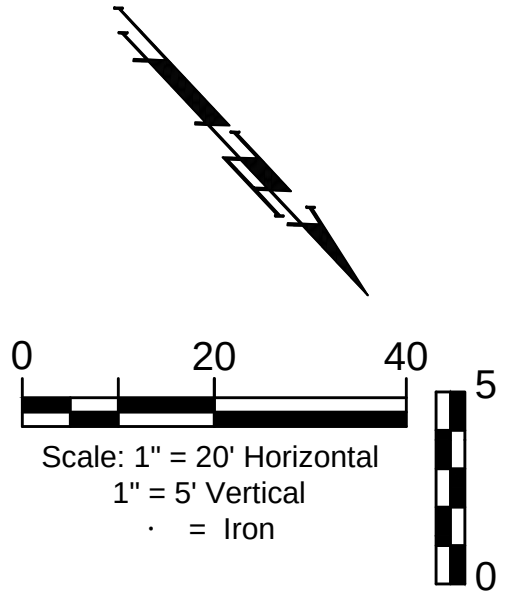
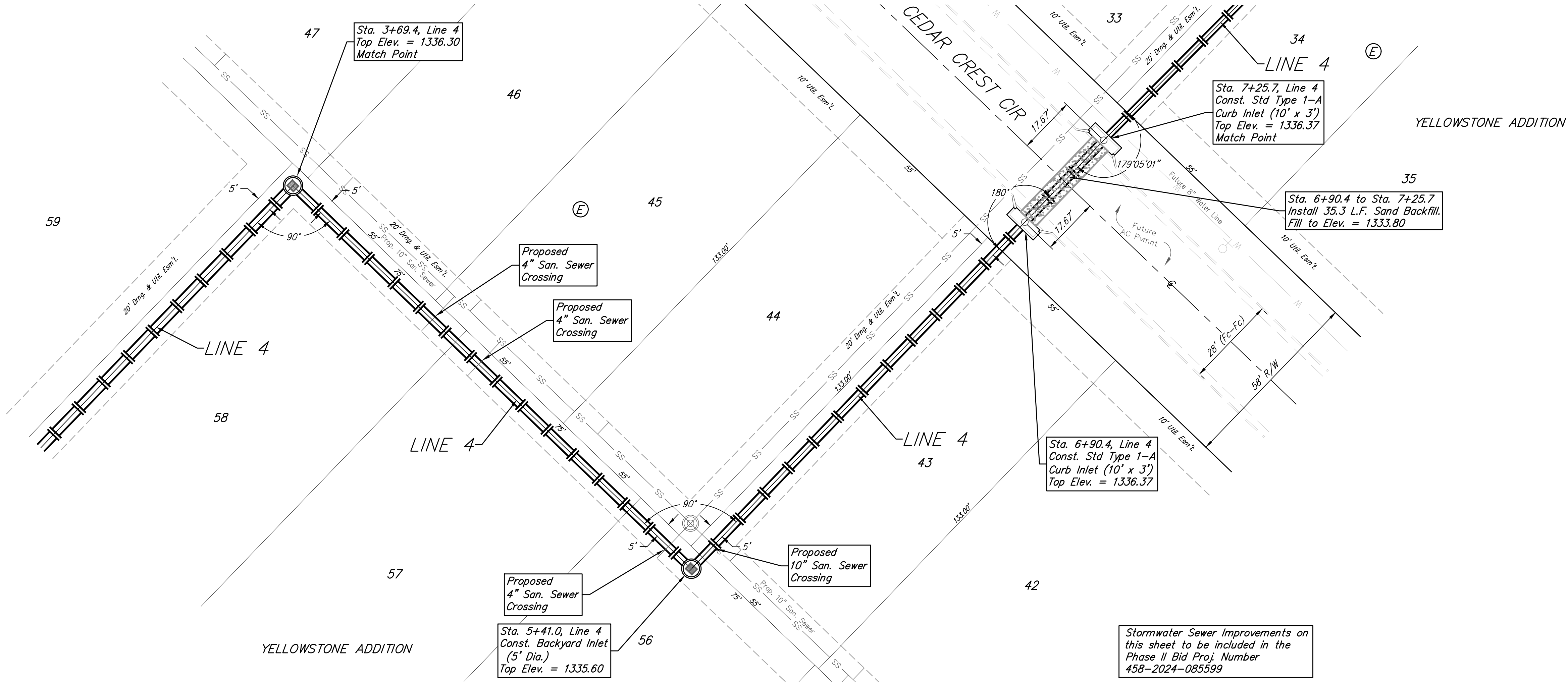
DESIGN: DMV DRAWN: JAK

DATE: Mar. 4, 2026

SHEET OF
13 73

File: E:\Projects\Yellowstone Addition\Kelsey_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

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LINE 4

STORM WATER DRAIN IMPROVEMENTS

PROJECT NUMBER: 458-2024-085599

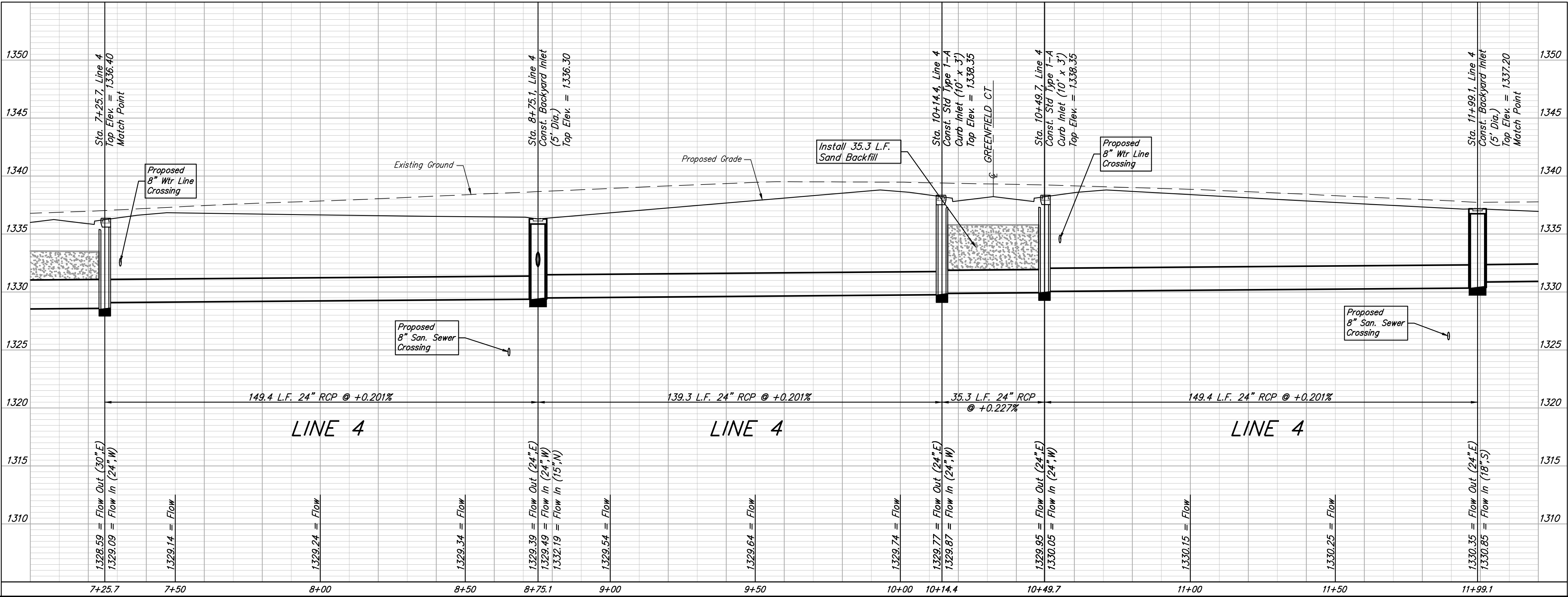
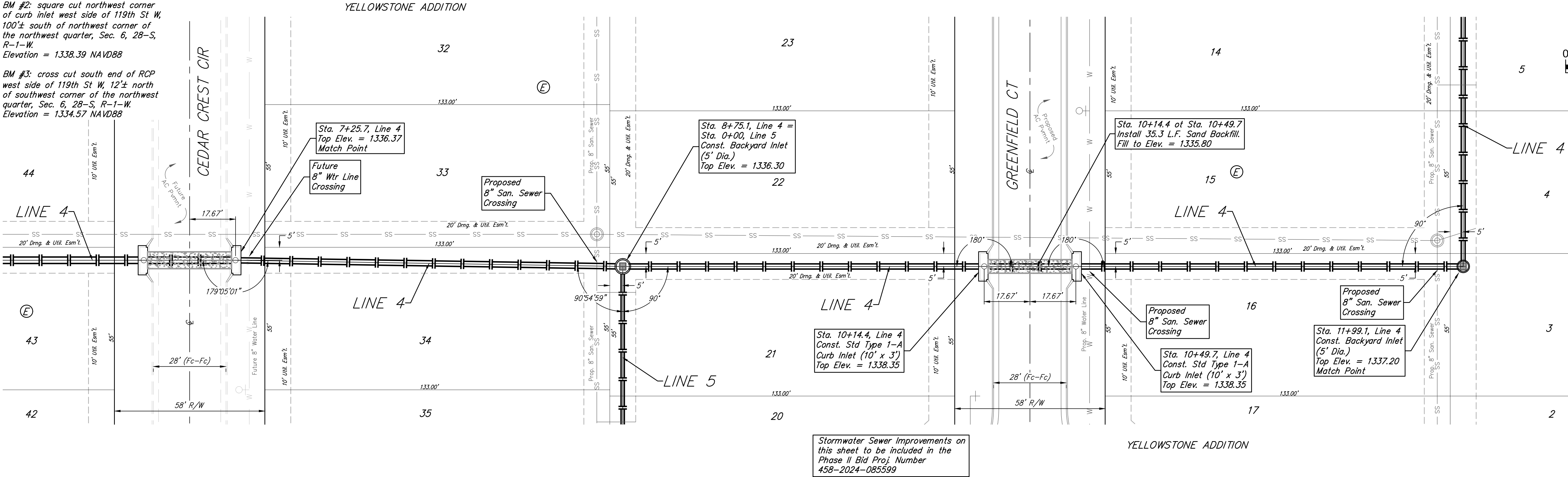
DESIGN: DMV DRAWN: JAK

DATE: Mar. 4, 2026

SHEET 14 OF 73

File: E:\Projects\Yellowstone Addition\Phase 1\SWD_PLANS.dwg

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YELLOWSTONE ADDITION
PHASE II

LINE 4

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
458-2024-085599

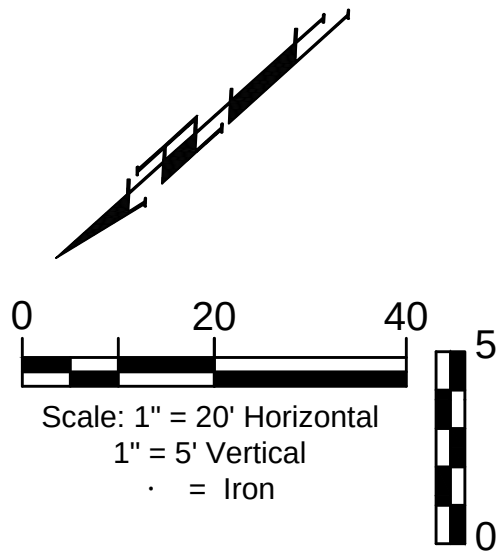
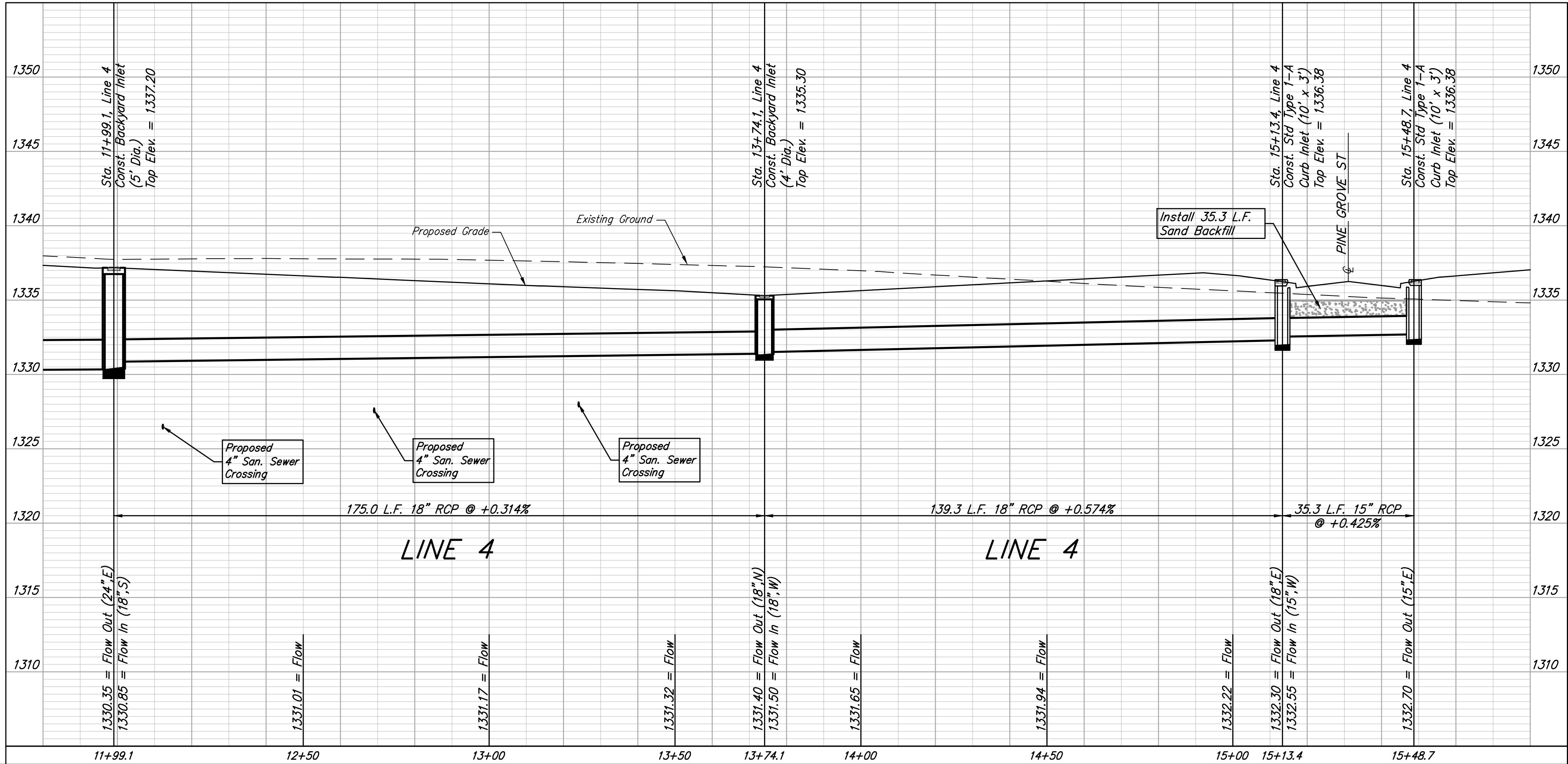
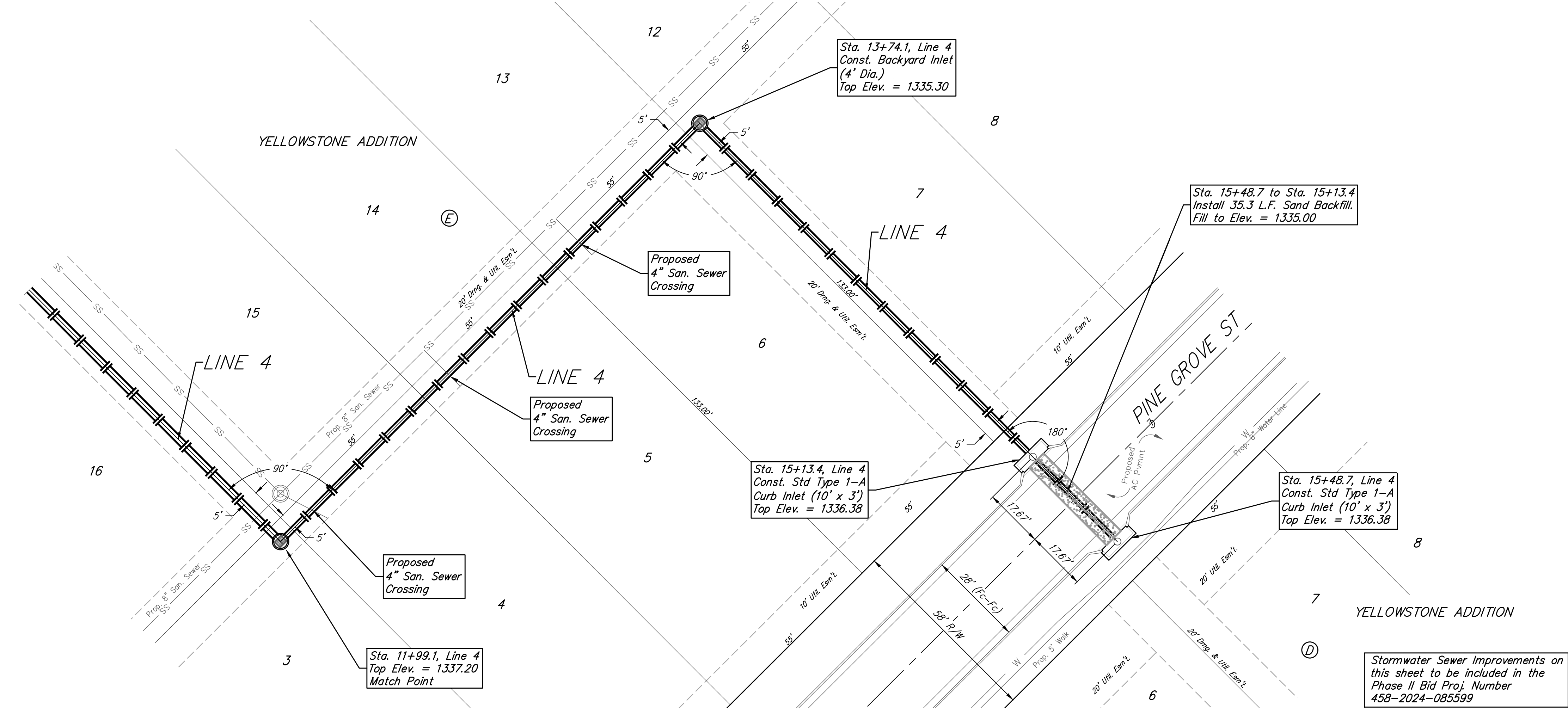
DESIGN: DMV DRAWN: JAK

DATE: Mar. 4, 2026

SHEET OF
15 73

File: E:\Projects\Yellowstone Addition\Kelsey_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

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YELLOWSTONE ADDITION
PHASE II

LINE 4

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
458-2024-085599

DESIGN: DMV DRAWN: JAK
DATE: Mar. 4, 2026

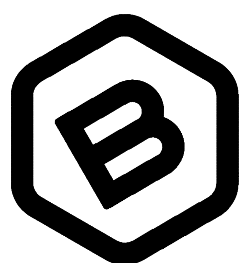
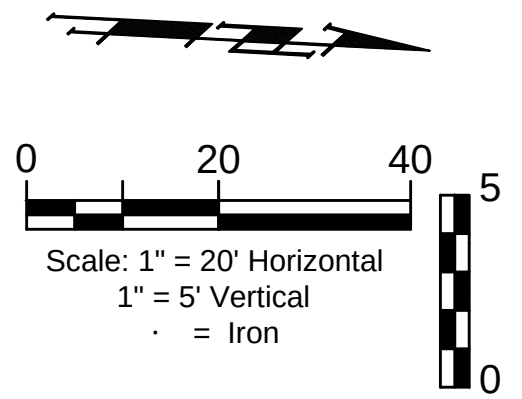
SHEET OF
16 73

File: E:\Projects\Yellowstone Addition\Kelsey_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

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YELLOWSTONE ADDITION
PHASE II

LINE 5

STORM WATER DRAIN IMPROVEMENTS

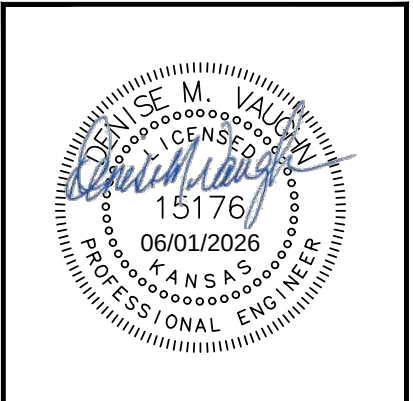
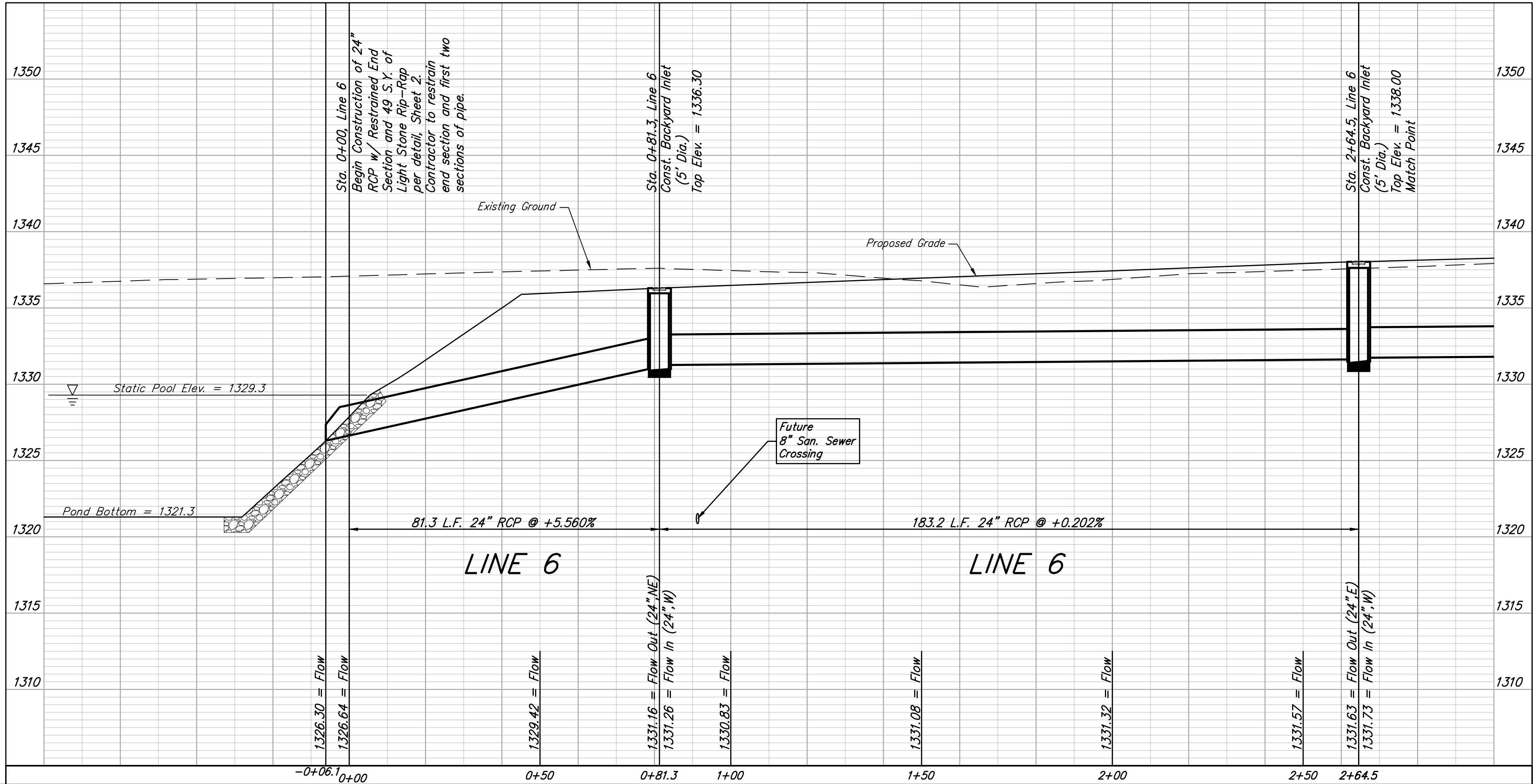
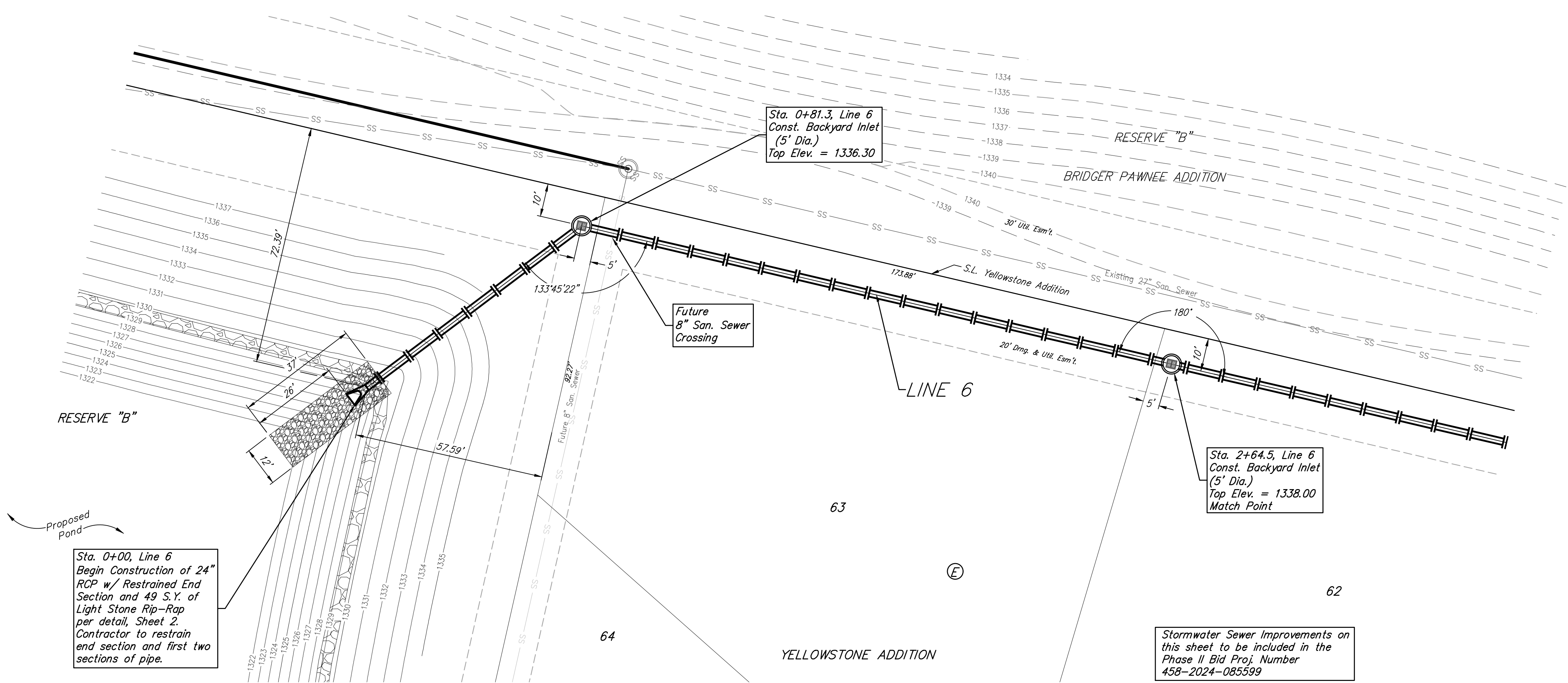
PROJECT NUMBER:
458-2024-085599

DESIGN: DMV DRAWN: JAK
DATE: Mar. 4, 2026

SHEET 17 OF 73

File: E:\Projects\Yellowstone Addition(Kelsey)_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

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YELLOWSTONE ADDITION
PHASE II

LINE 6

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
458-2024-085599

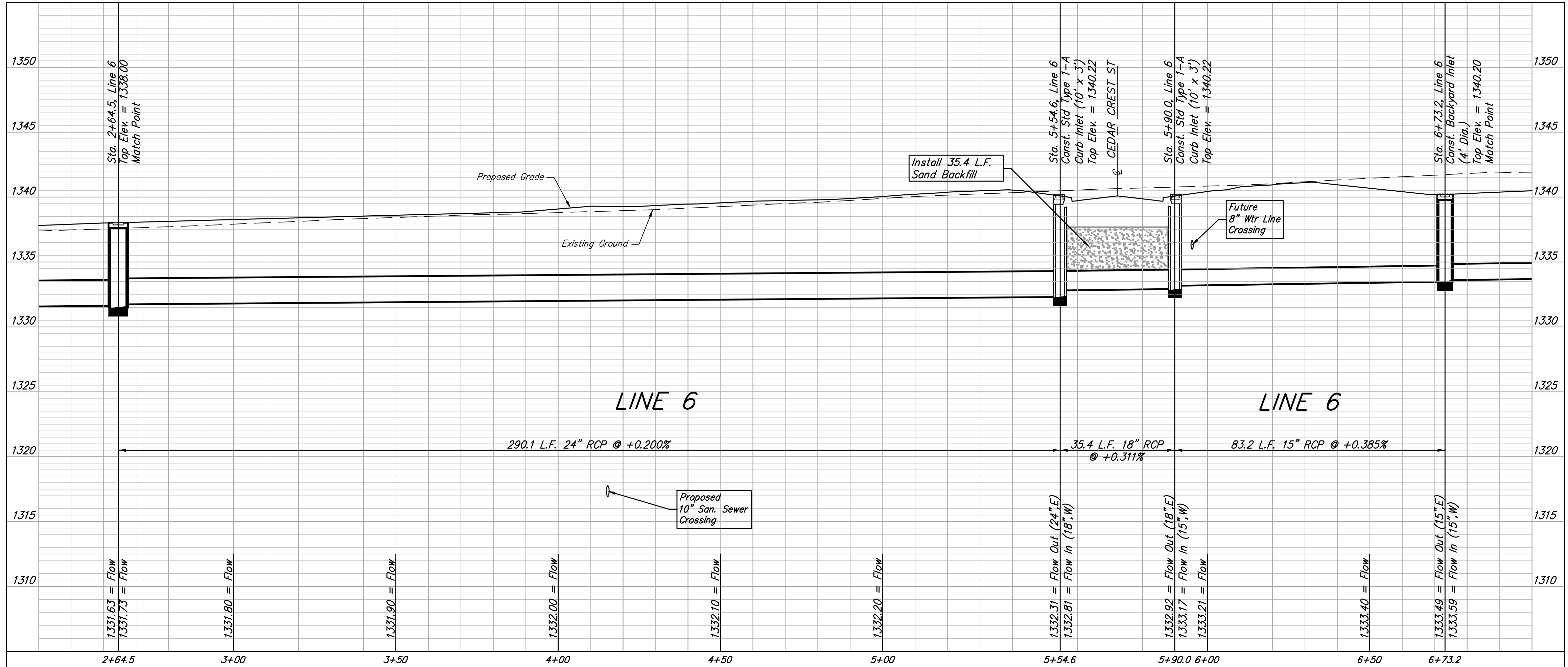
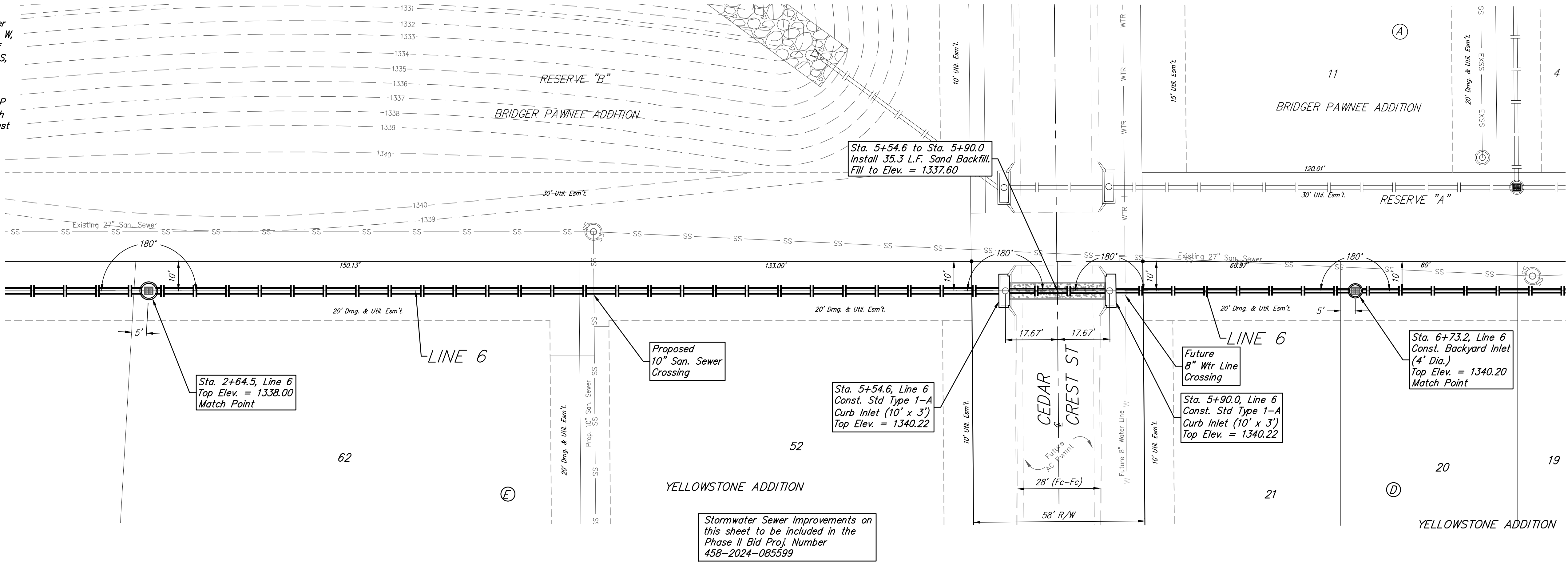
DESIGN: DMV DRAWN: JAK

DATE: Mar. 4, 2026

SHEET OF
18 73

File: E:\Projects\Yellowstone Addition\Kelsey_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

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YELLOWSTONE ADDITION
PHASE II

LINE 6

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
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DESIGN: DMV DRAWN: JAK

DATE: Mar. 4, 2026

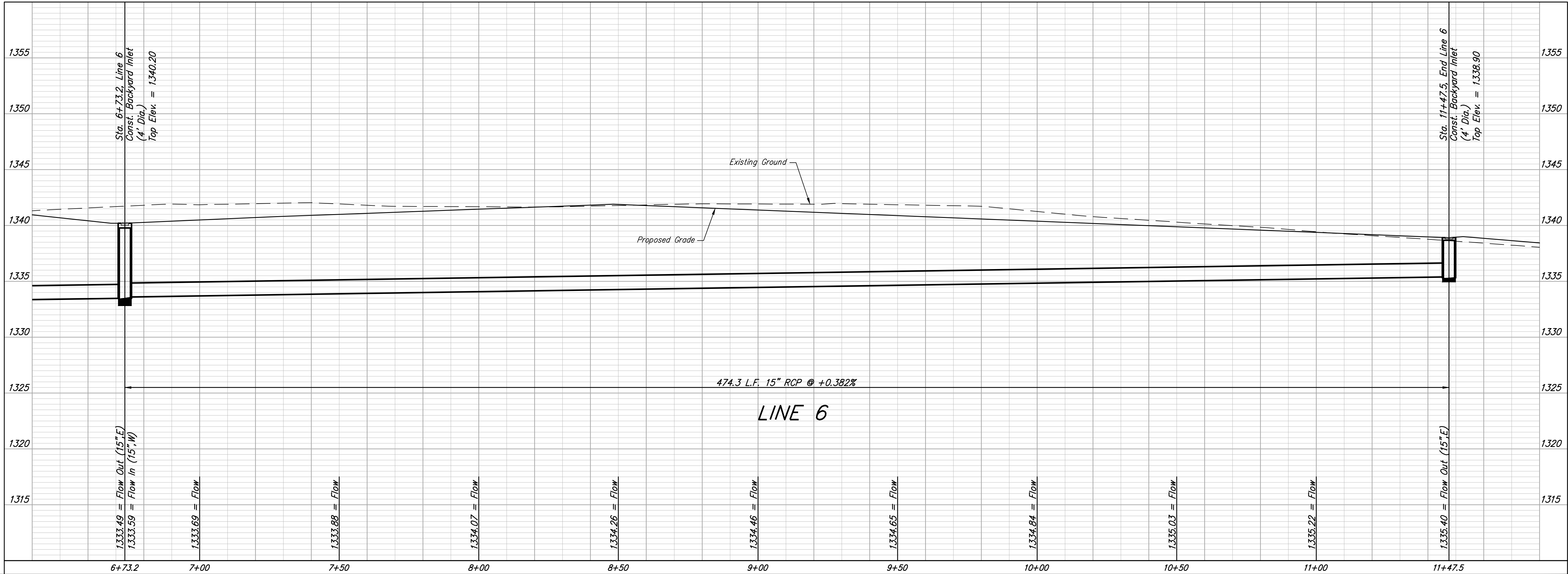
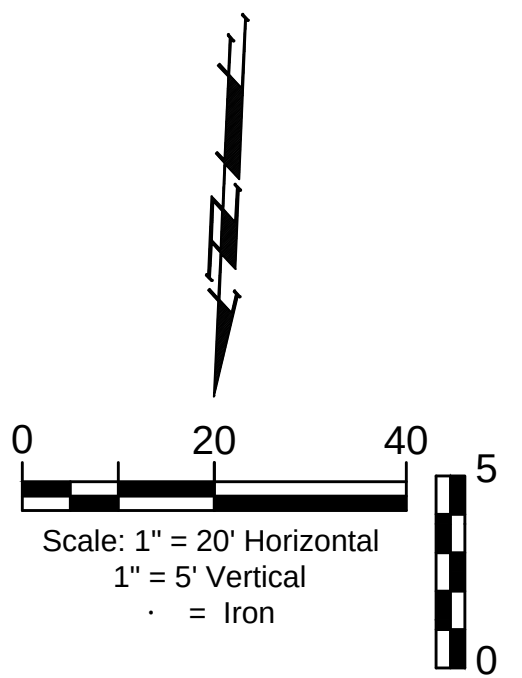
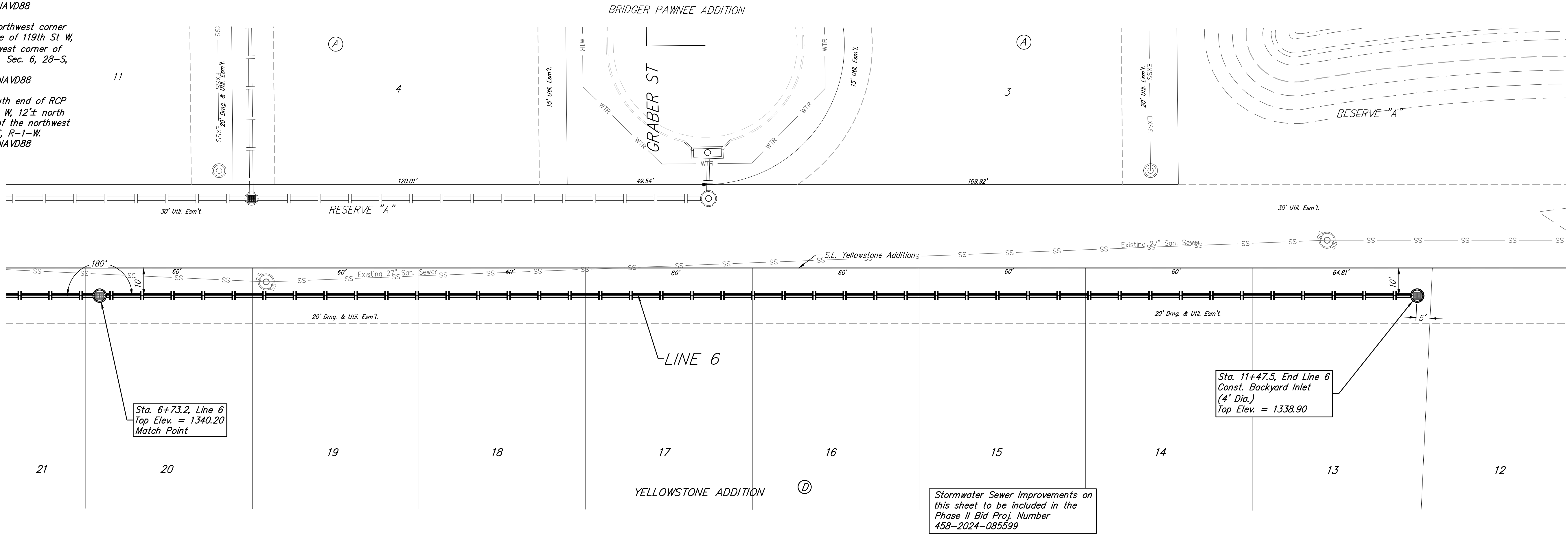
SHEET 19 OF 73

File: E:\Projects\Yellowstone Addition\Kelsey_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

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YELLOWSTONE ADDITION
PHASE II

LINE 6

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
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DESIGN: DMV DRAWN: JAK

DATE: Mar. 4, 2026

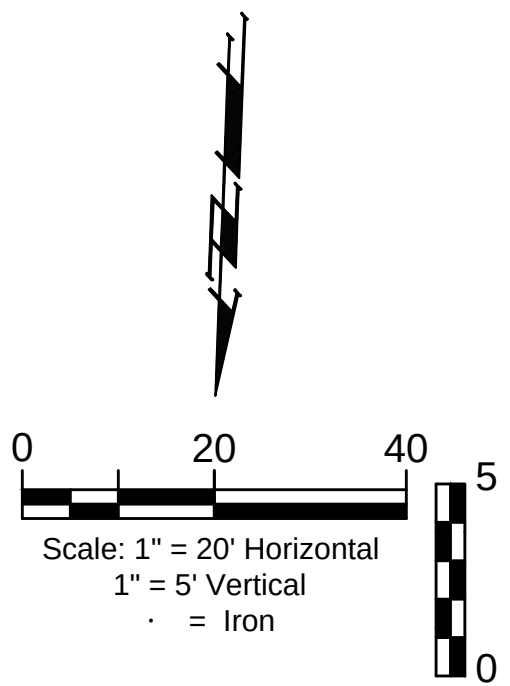
SHEET 20 OF 73

File: E:\Projects\Yellowstone Addition\Kelsey_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

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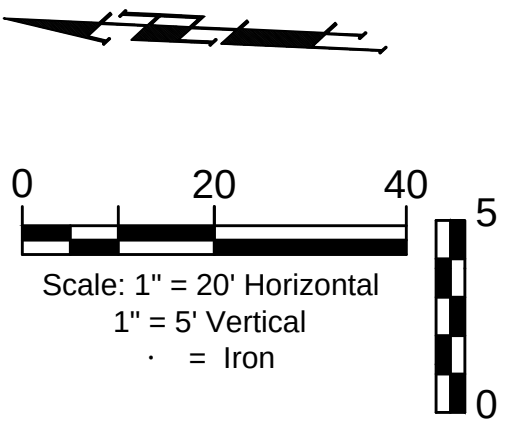
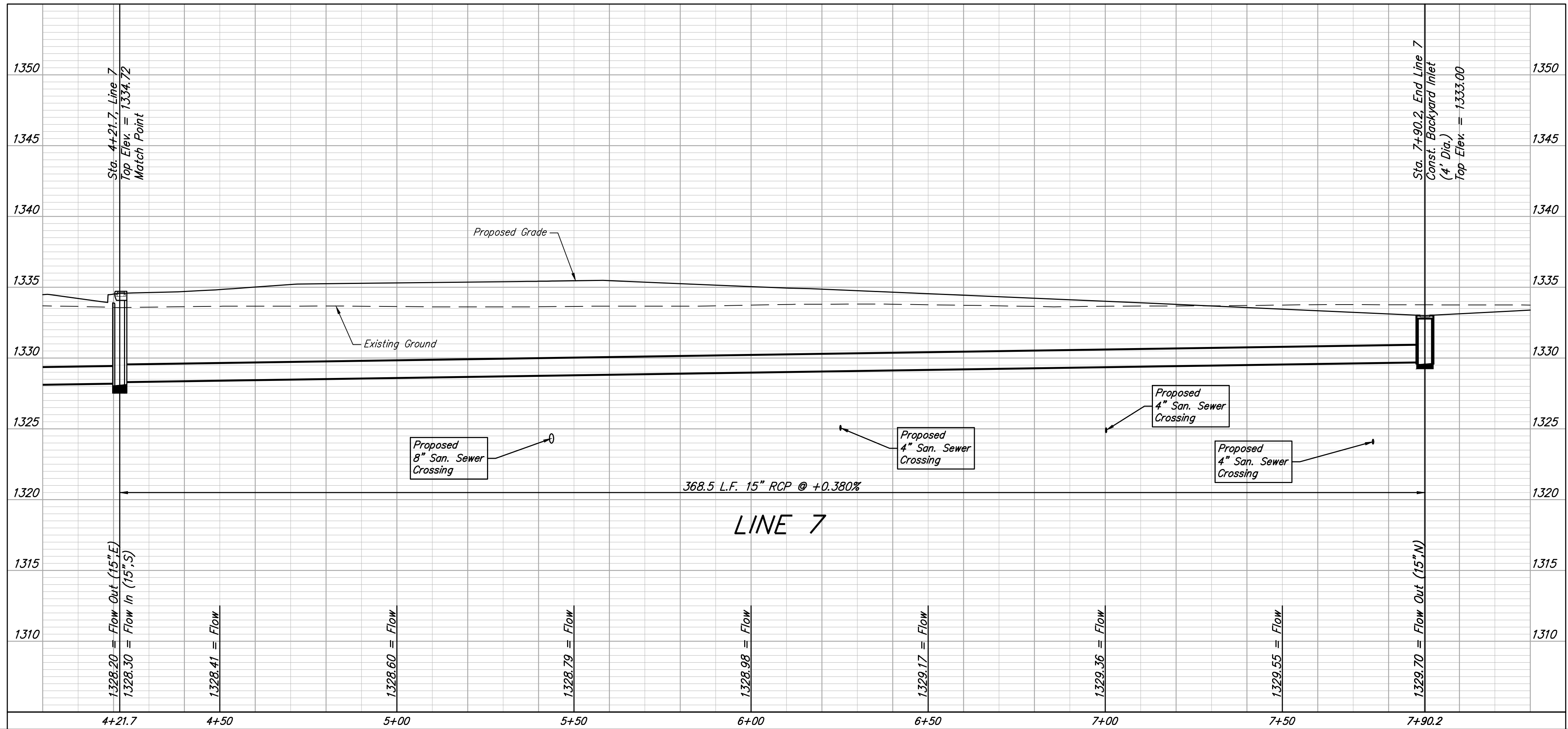
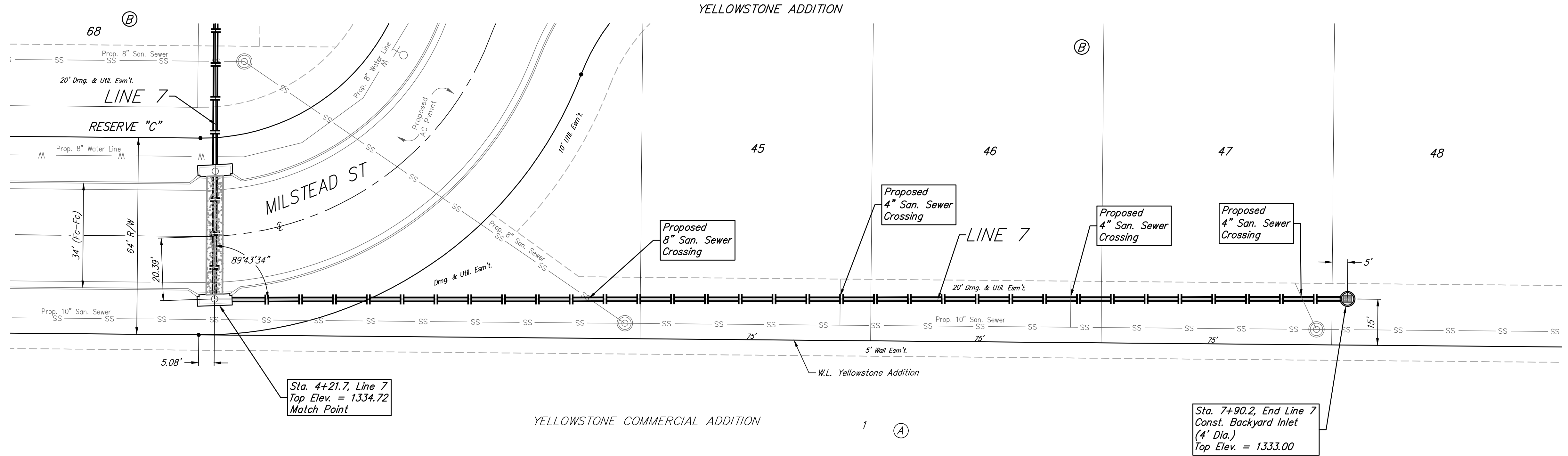
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YELLOWSTONE ADDITION
PHASE II

LINE 7

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
458-2024-085599

DATE: Mar. 4, 2026

SHEET 22 OF 73

File: E:\Projects\Yellowstone Addition\Kelsey_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

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POND DATA:
Static Pool Elevation: 1327.8
Bottom Elevation: 1319.8
100 Yr DWS: 1330.0

RESERVE "A"

Sta. 0+00, Line 8
Begin Construction of 24
RCP w/ Restrained End
Section and 40 S.Y. of
Light Stone Rip-Rap
per detail, Sheet 2.
Contractor to restrain
end section and first two
sections of pipe.

YELLOWSTONE ADDITION

Sta. 0+20.0, Line 8
Construct Concrete Collar
(6'x3.5'x1'). Cost of collar to be
incidental to cost of pipe.

Proposed
8" San. S
Crossing

LINE 8

Sta. 1+78.0, Line 8
Const. Std Type 1-A
Curb Inlet (10' x 3')
Top Elev. = 1334.76

Sta. 1+78.0 to Sta. 2+25.9
Install 47.9 L.F. Sand Backfill.
Fill to Elev. = 1332.20

Sta. 2+25.9, Line 8
Inst. Std Type 1-A
Grb Inlet (10' x 3')
Elev. = 1334.76

Proposed
8" Wtr Line
Crossing

12

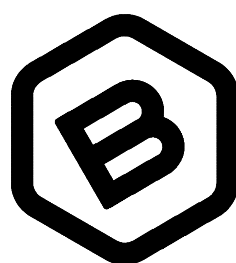
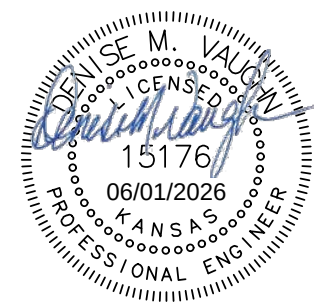
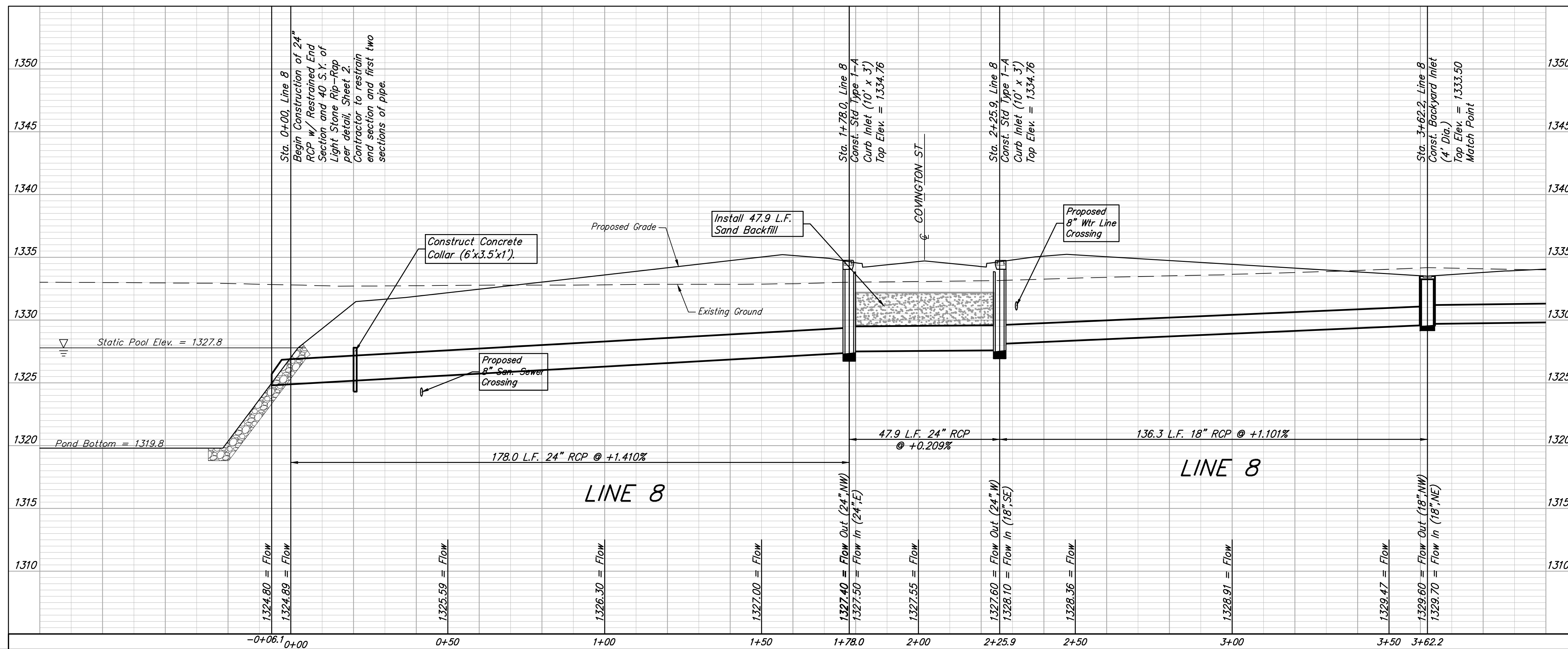
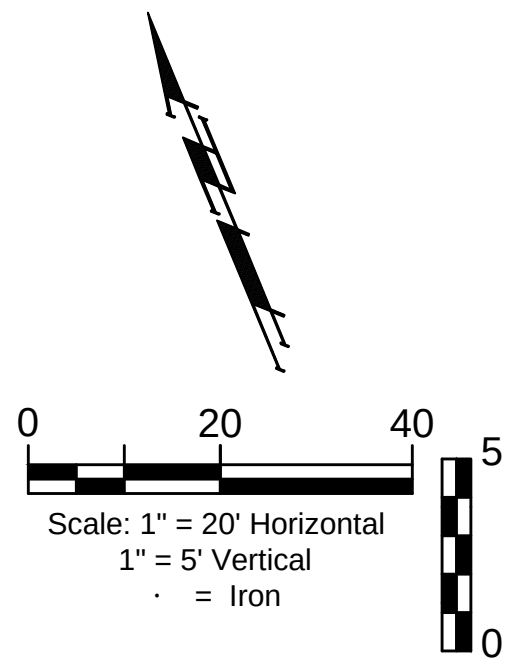
LINE 8-

④

Sta. 3+62.2, Line 8
Const. Backyard Inlet
(4' Dia.)
Top Elev. = 1333.50

YELLOWSTONE ADDITION

*Stormwater Sewer Improvements on
this sheet to be included in the
Phase II Bid Proj. Number
458-2024-085599*

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YELLOWSTONE ADDITION
PHASE II

LINE 8

STORM WATER DRAIN IMPROVEMENTS

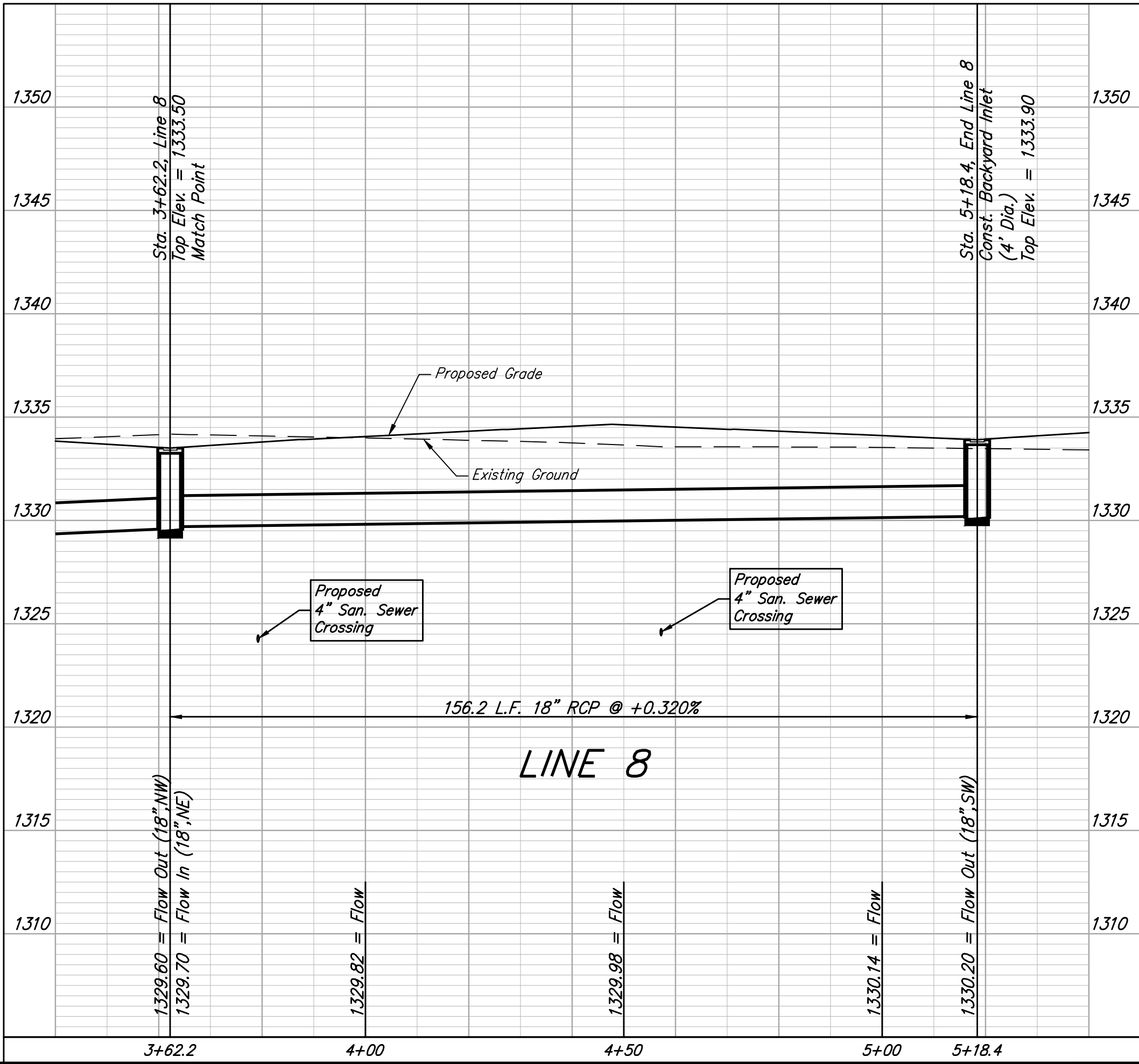
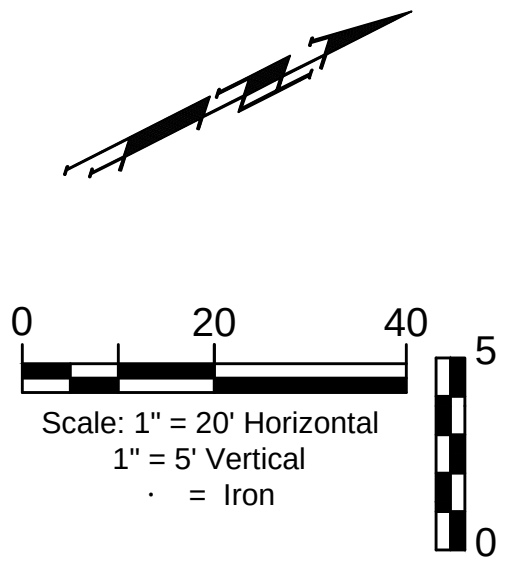
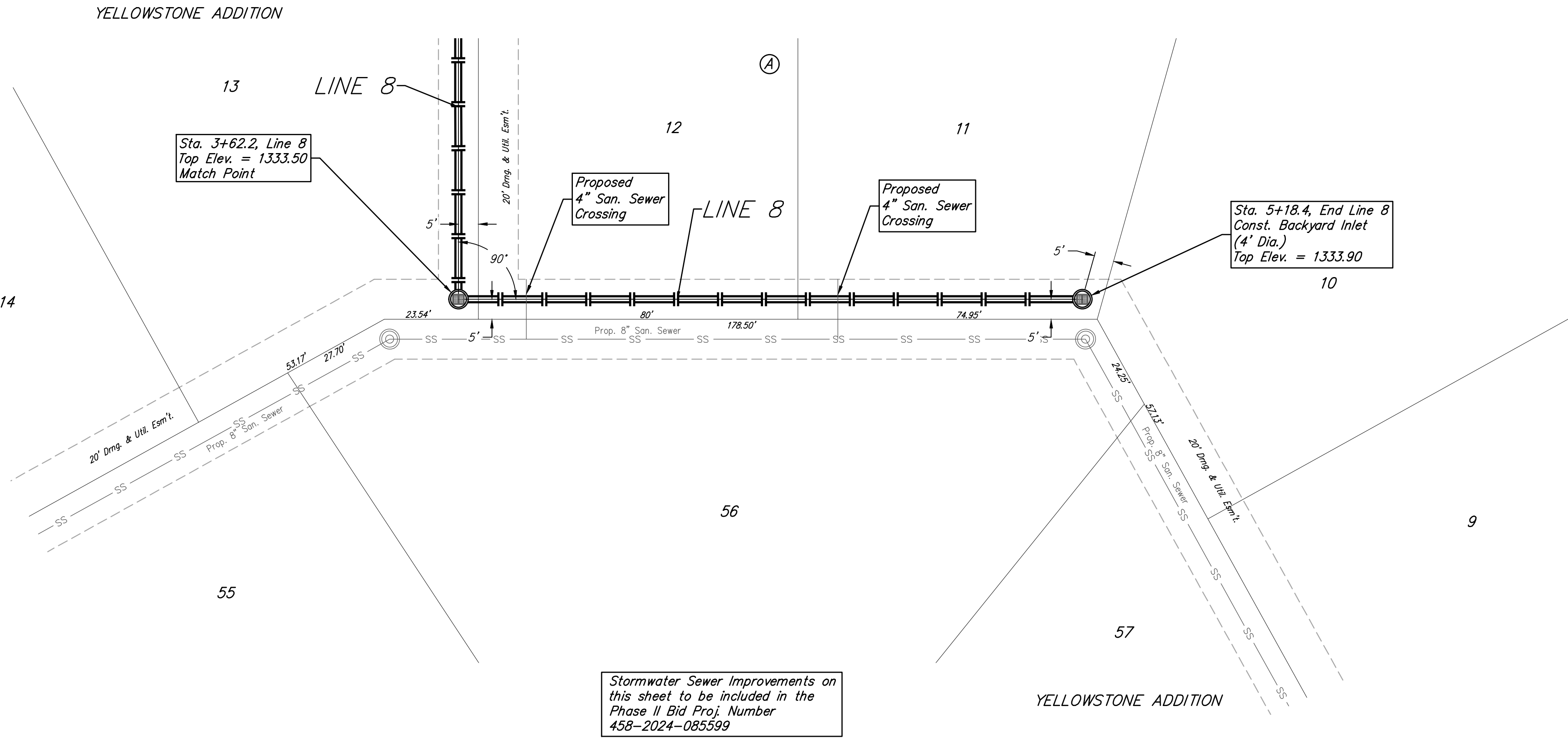
PROJECT NUMBER:
458-2024-085599

DESIGN: DMV DRAWN: JAK
DATE: Mar 4 2026

SHEET 23 OF 73

File: E:\Projects\Yellowstone Addition(Kelsev) 23-09-P926\Engineering\Phase 1\SWD PLANS.dwg

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YELLOWSTONE ADDITION
PHASE II

LINE 8

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
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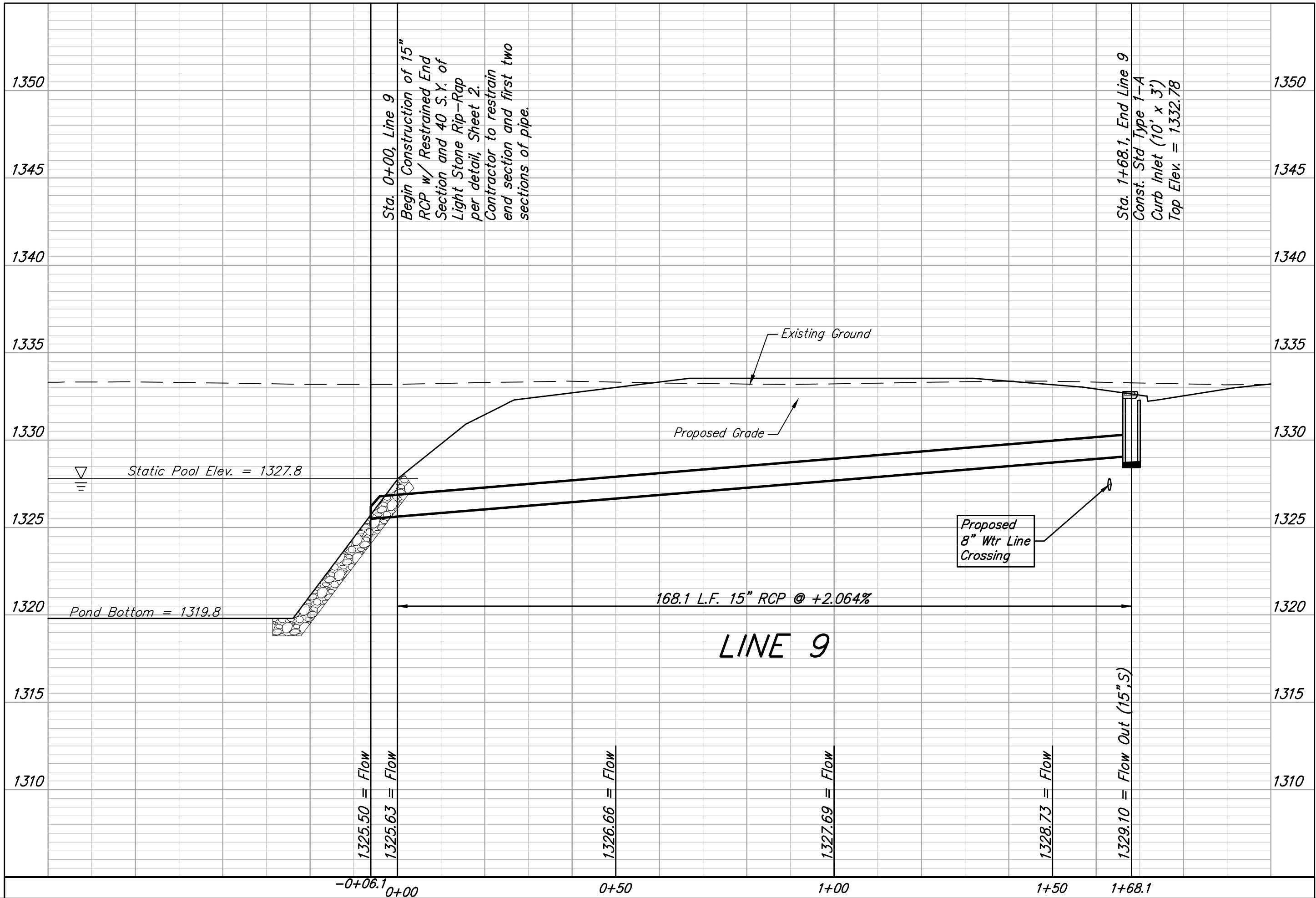
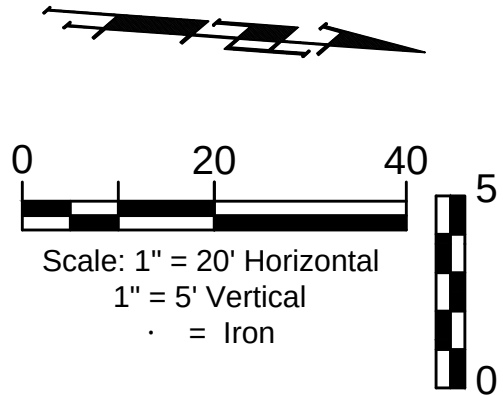
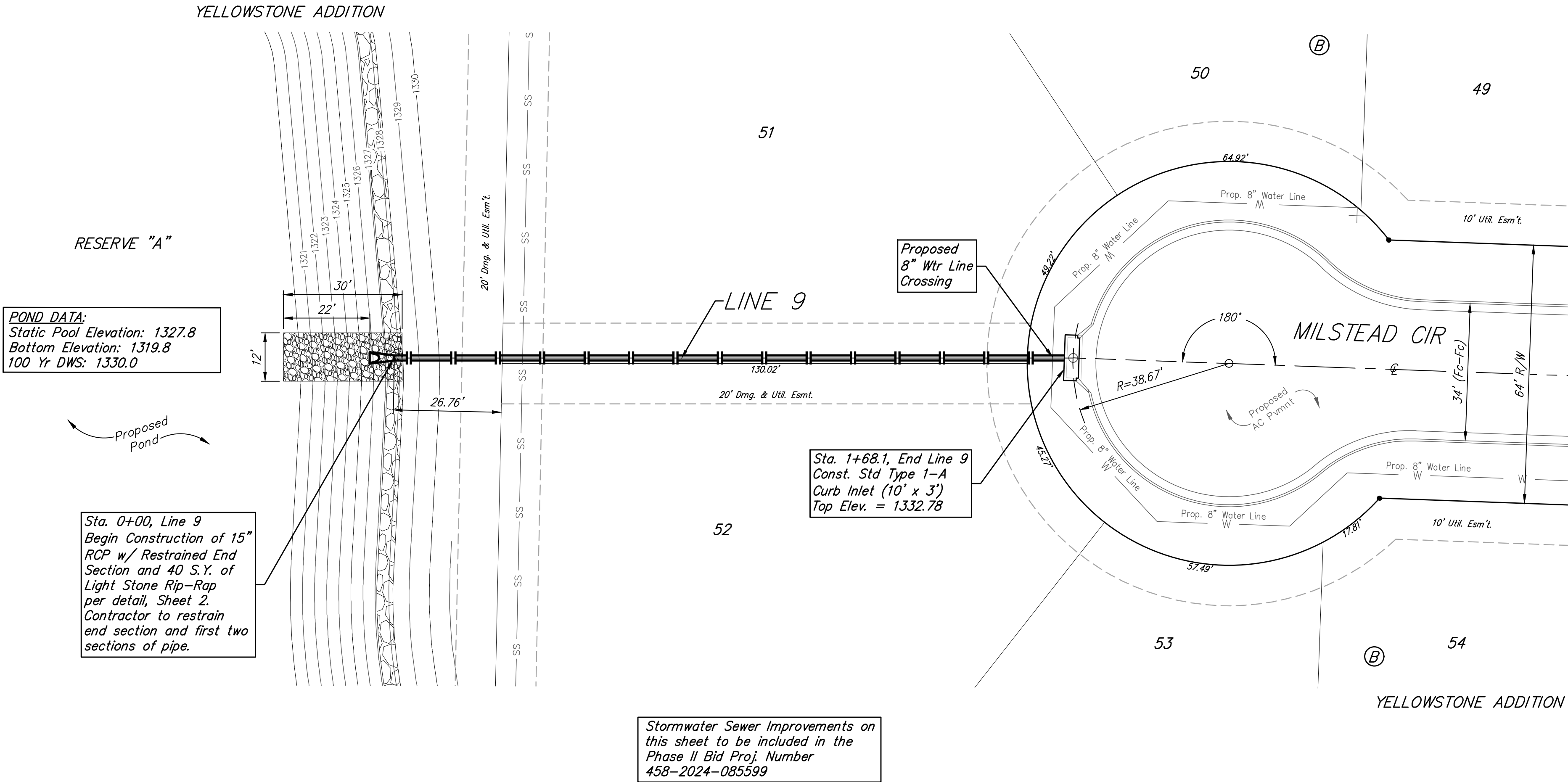
DESIGN: DMV DRAWN: JAK

DATE: Mar. 4, 2026

SHEET OF
24 73

File: E:\Projects\Yellowstone Addition\Kelsey_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

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YELLOWSTONE ADDITION
PHASE II

LINE 9

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
458-2024-085599

DESIGN: DMV DRAWN: JAK

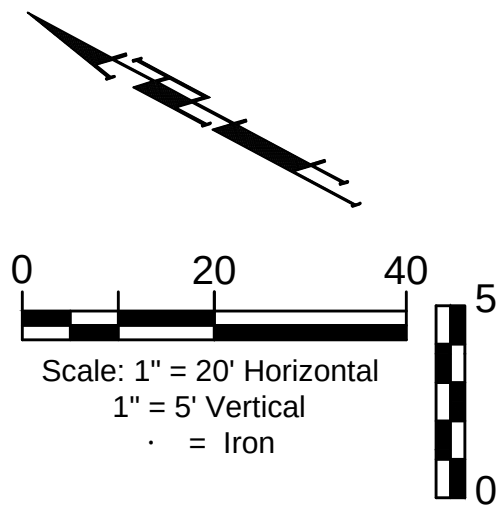
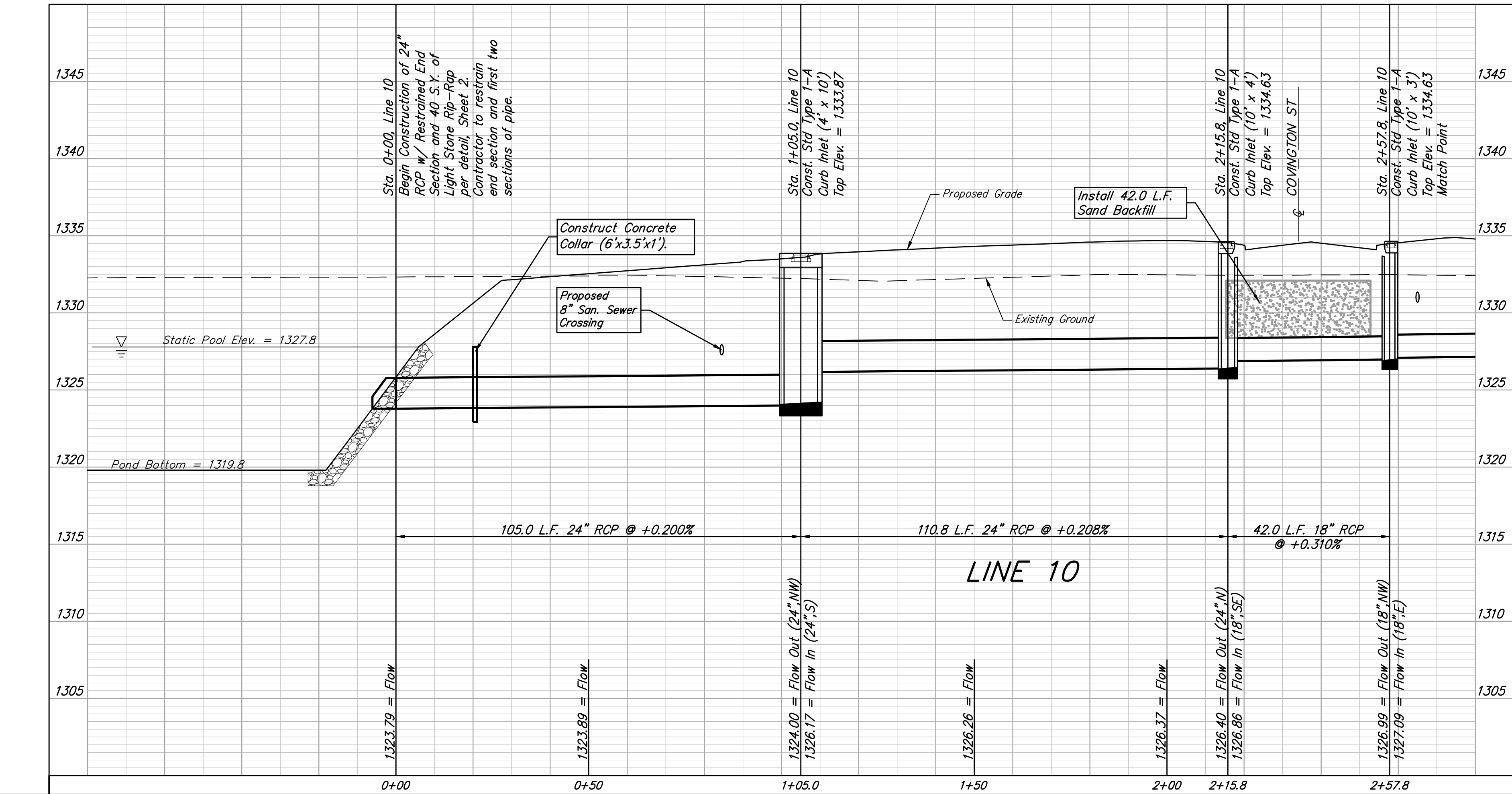
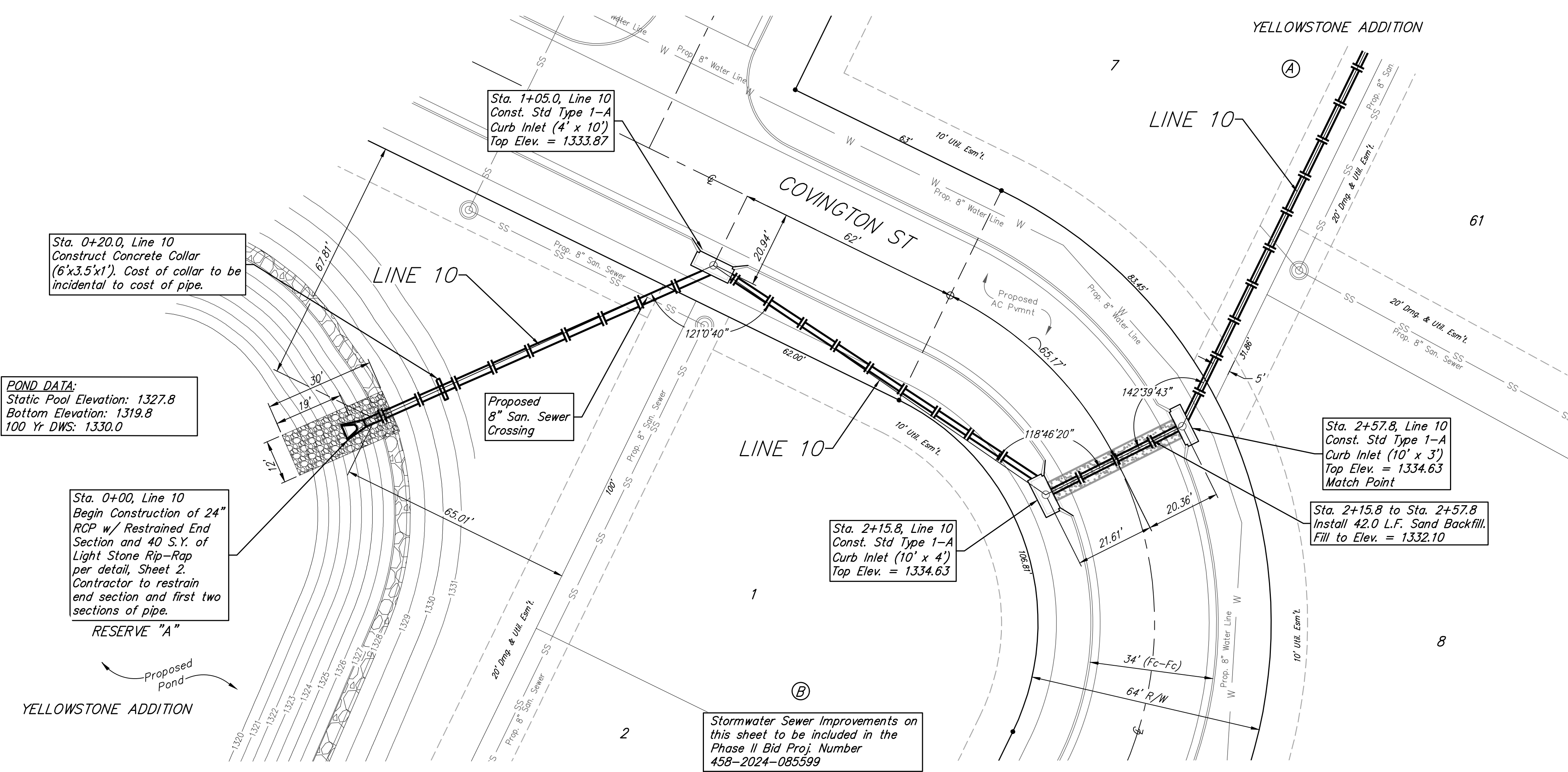
DATE: Mar. 4, 2026

SHEET OF
25 73

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YELLOWSTONE ADDITION
PHASE II

LINE 10

STORM WATER DRAIN
IMPROVEMENTS

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458-2024-085599

DESIGN: DMV DRAWN: JAK

DATE: Mar. 4, 2026

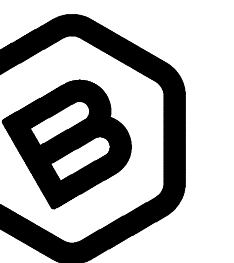
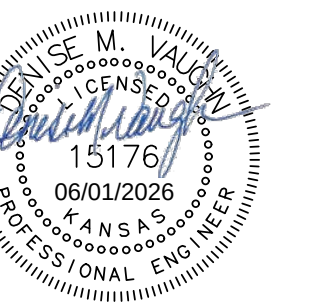
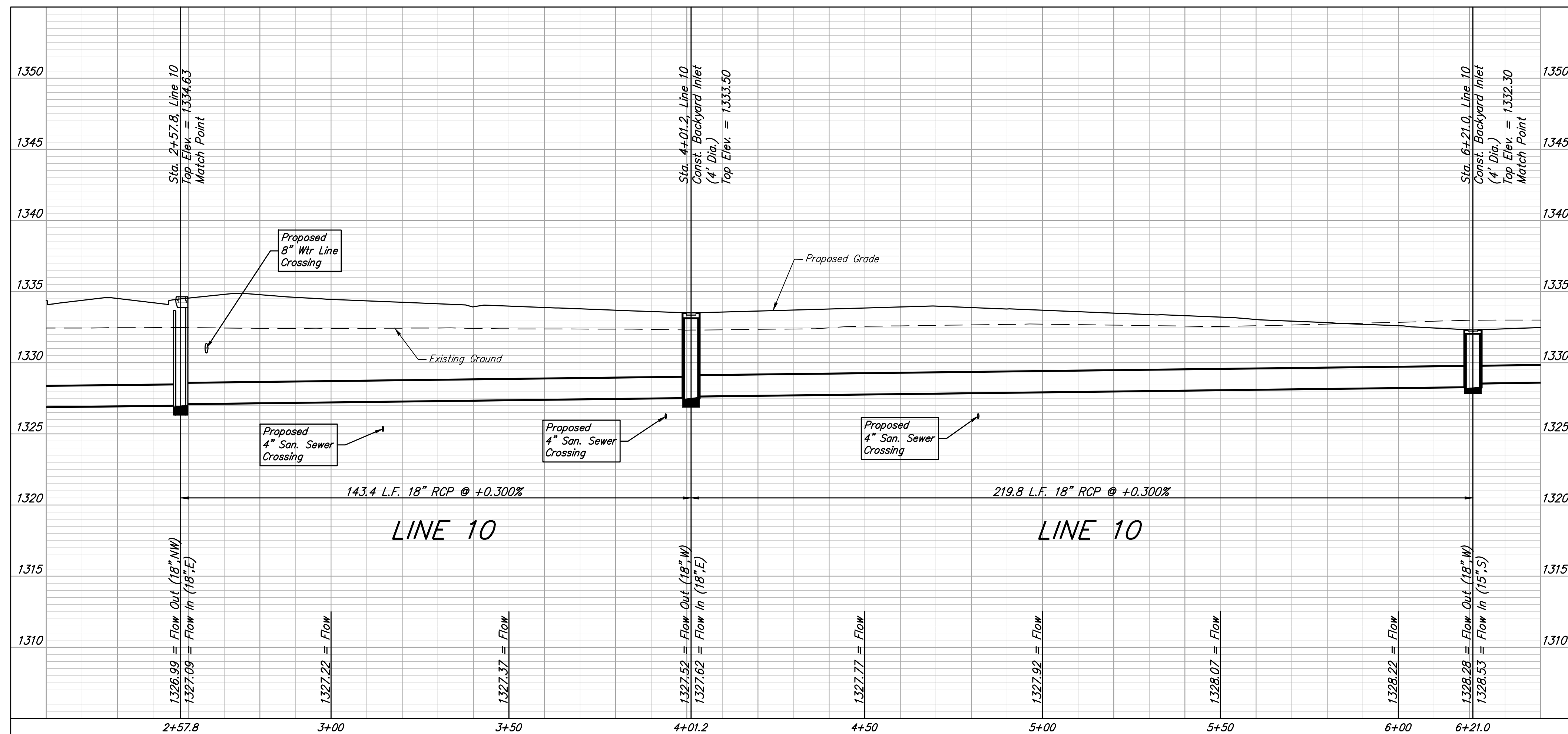
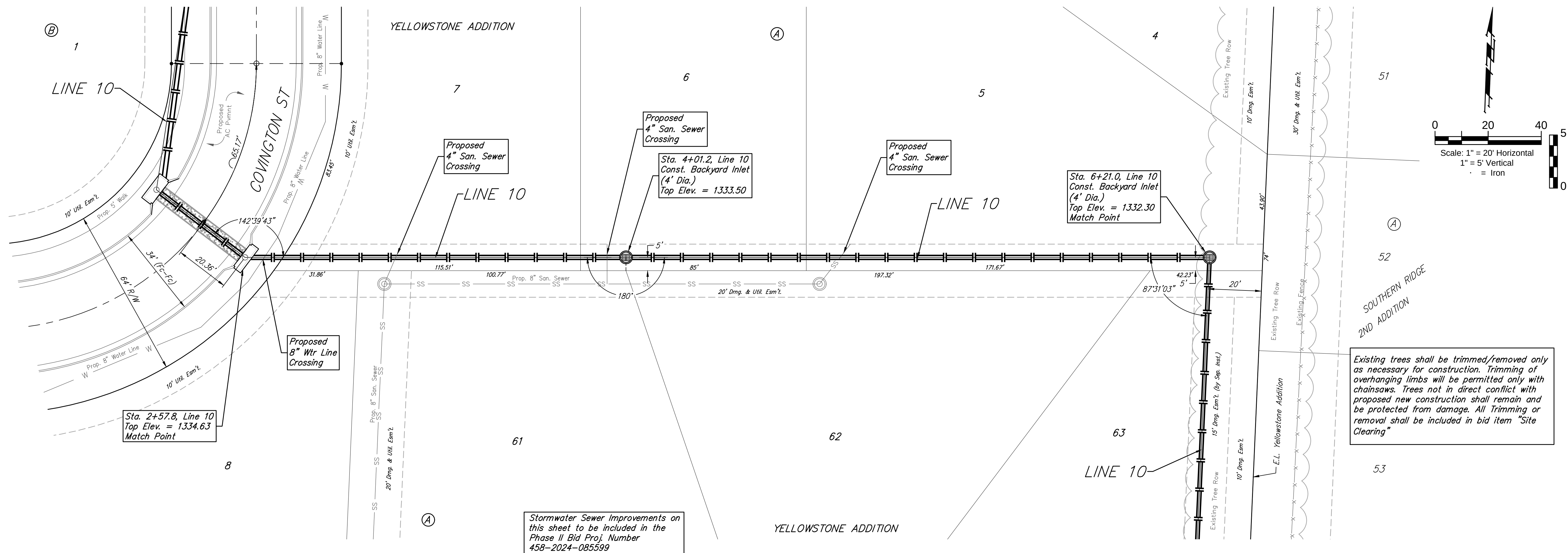
SHEET OF
26 73

File: E:\Projects\Yellowstone Addition\Kelsey_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

BM #1: Cross southwest corner of
curb inlet, south side of Pawnee,
178'± east of northeast corner of Lot
3, Block A
Elevation = 1331.25 NAVD88

BM #2: square cut northwest corner
of curb inlet west side of 119th St W,
100'± south of northwest corner of
the northwest quarter, Sec. 6, 28-S,
R-1-W.
Elevation = 1338.39 NAVD88

BM #3: cross cut south end of RCP
west side of 119th St W, 12'± north
of southwest corner of the northwest
quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88

BAUGHMAN
COMPANY

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YELLOWSTONE ADDITION
PHASE II

LINE 10

STORM WATER DRAIN IMPROVEMENTS

PROJECT NUMBER:
458-2024-085599

DESIGN: DMV DRAWN: JAK

DATE: Mar. 4, 2026

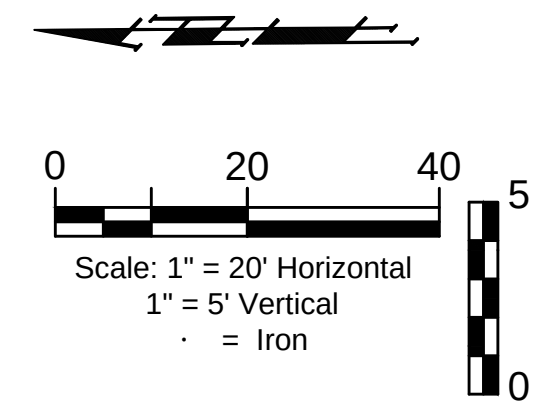
SHEET 27 OF 73

bioRxiv preprint doi: <https://doi.org/10.1101/2020.06.10.245411>; this version posted June 10, 2020. The copyright holder for this preprint (which was not certified by peer review) is the author/funder, who has granted bioRxiv a license to display the preprint in perpetuity. It is made available under aCC-BY-NC-ND 4.0 International license.

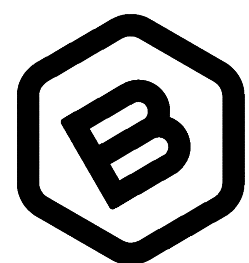
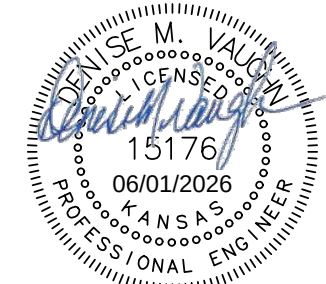
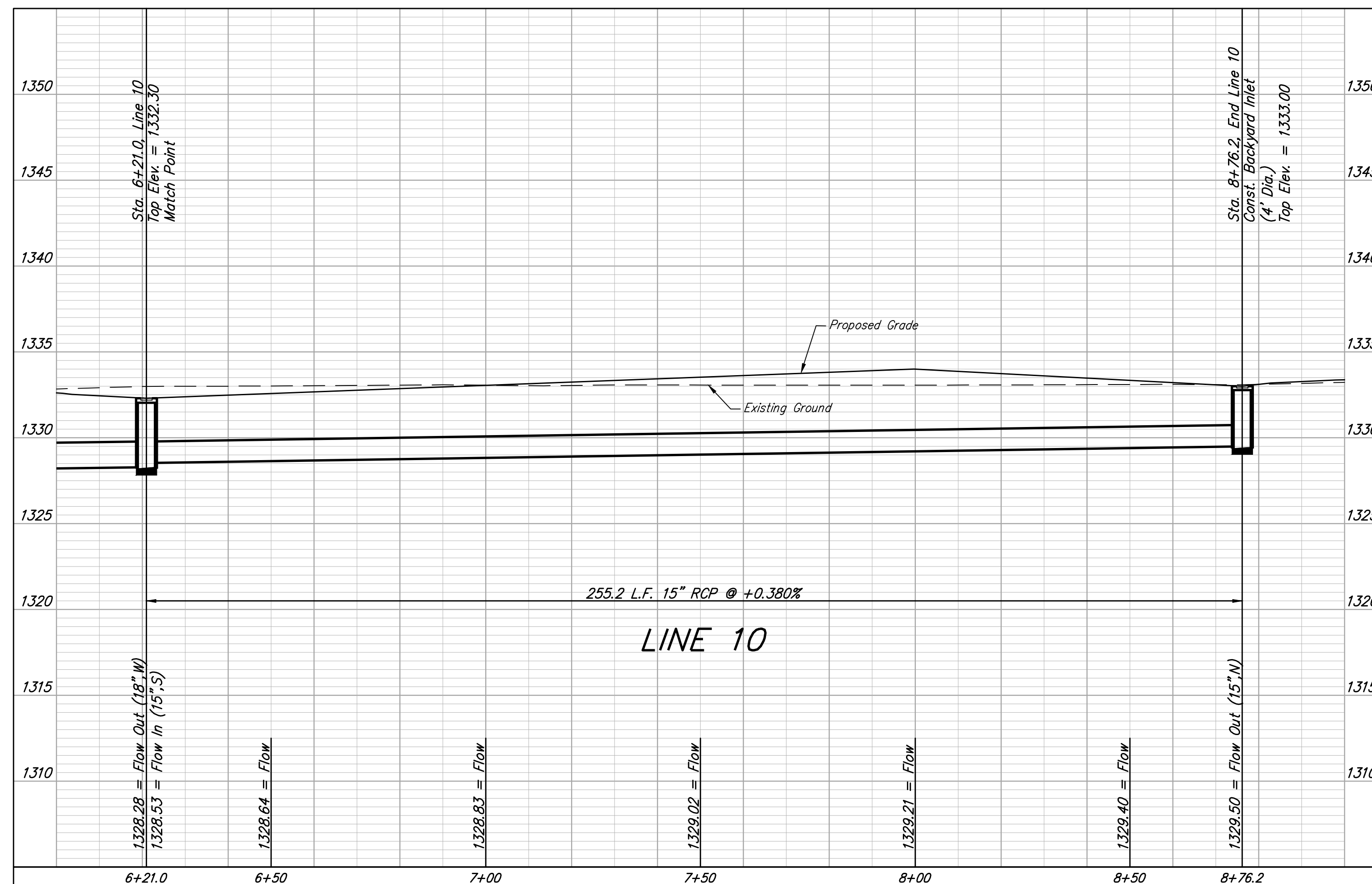
BM #1: Cross southwest corner of
curb inlet, south side of Pawnee,
178'± east of northeast corner of Lot
3, Block A
Elevation = 1331.25 NAVD88

BM #2: square cut northwest corner
of curb inlet west side of 509th St W,
100'± south of northwest corner of
the northwest quarter, Sec. 6, 28-S,
R-1-W.
Elevation = 1338.39 NAVD88

BM #3: cross cut south end of RCP
west side of 119th St W, 12'± north
of southwest corner of the northwest
quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88



Stormwater Sewer Improvements on
this sheet to be included in the
Phase II Bid Proj. Number
458-2024-085599

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YELLOWSTONE ADDITION
PHASE II

LINE 10

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
458-2024-085599

DESIGN: DMV DRAWN: JAK
DATE: Mar. 4, 2026

SHEET 28 OF 73

File: E:\Projects\Yellowstone Addition(Kelsey)_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

BENCHMARKS:
BM #1: Cross southwest corner of curb inlet, south side of Pawnee, 178± east of northeast corner of Lot 3, Block A
Elevation = 1331.25 NAVD88

BM #2: square cut northwest corner of curb inlet west side of 119th St W, 100± south of northwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1338.39 NAVD88

BM #3: cross cut south end of RCP west side of 119th St W, 12± north of southwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88

POND DATA:
Static Pool Elevation: 1327.8
Bottom Elevation: 1319.8
100 Yr DWS: 1330.0

Sta. 0+00, Line 11
Begin Construction of 42" RCP w/ Restrained End Section and 47 S.Y. of Light Stone Rip-Rap per detail, Sheet 10. Contractor to restrain end section and first two sections of pipe.

Sta. 0+20.0, Line 2
Construct Concrete Collar (8'x6'x1'). Cost of collar to be incidental to cost of pipe.

Sta. 0+86.8, Line 11
Const. Std Type 1-A Curb Inlet (10' x 3')
Top Elev. = 1333.50

Sta. 0+86.8 to Sta. 1+28.2
Install 41.4 L.F. Sand Backfill.
Fill to Elev. = 1330.90

Sta. 1+28.2, Line 11
Const. Std Type 1-A Curb Inlet (10' x 3')
Top Elev. = 1333.50

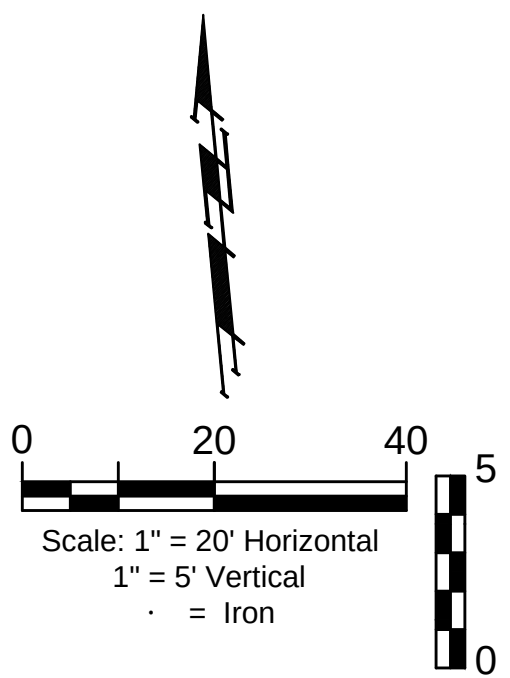
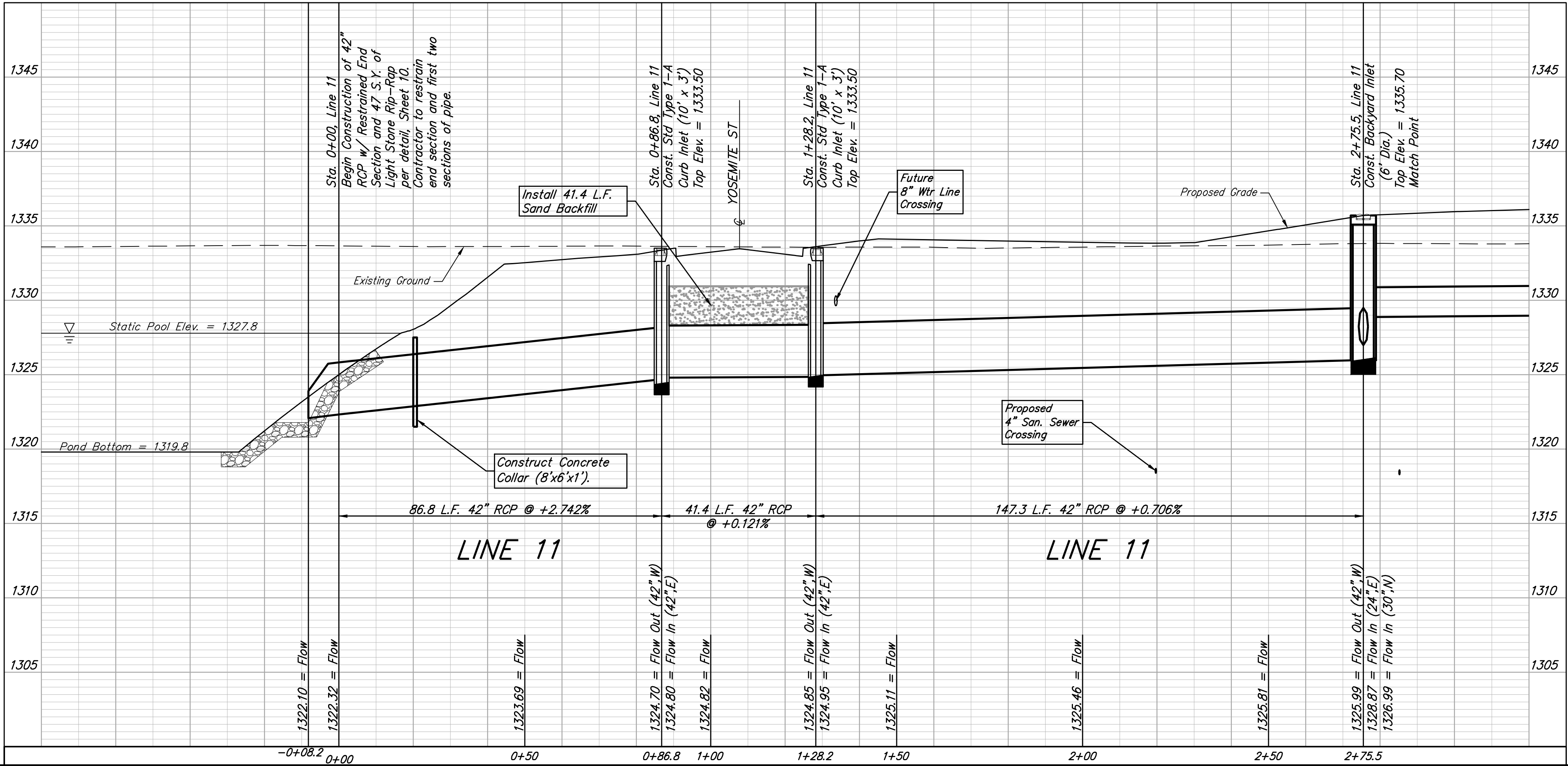
Future 8" Wtr Line Crossing

Proposed 4" San. Sewer Crossing

Sta. 2+75.5, Line 11 =
Sta. 0+00, Line 12
Const. Backyard Inlet (6" Dia.)
Top Elev. = 1335.70
Match Point

Stormwater Sewer Improvements on this sheet to be included in the Phase II Bid Proj. Number 458-2024-085599

RESERVE "A"
Proposed Pond



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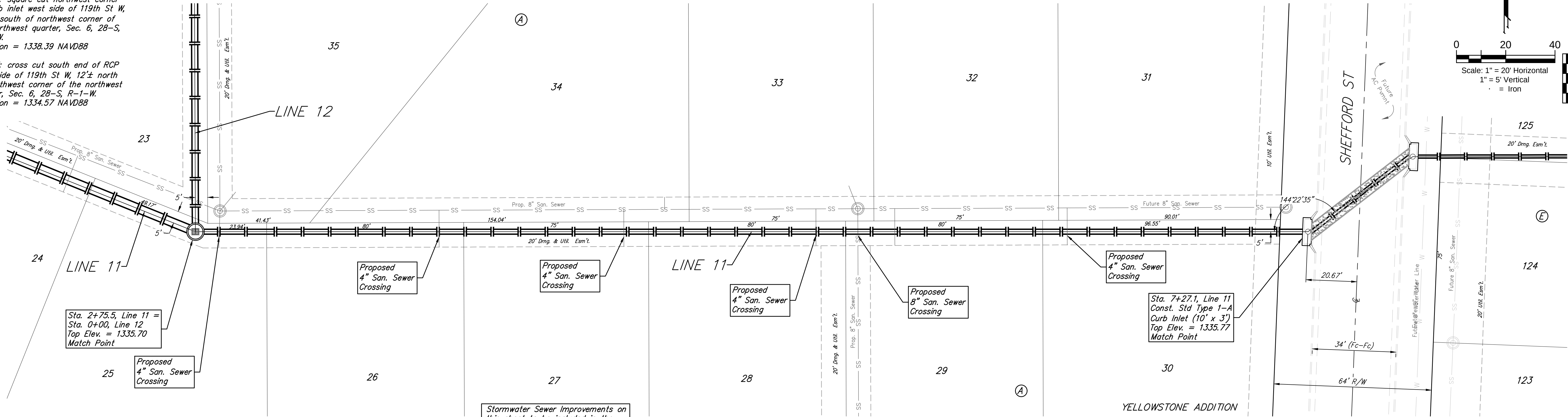
LINE 11
STORM WATER DRAIN IMPROVEMENTS
PROJECT NUMBER: 458-2024-085599
DESIGN: DMV DRAWN: JAK
DATE: Mar. 4, 2026
SHEET 29 OF 73

BENCHMARKS:
BM #1: Cross southwest corner of curb inlet, south side of Pawnee, 178± east of northeast corner of Lot 3, Block A
Elevation = 1331.25 NAVD88

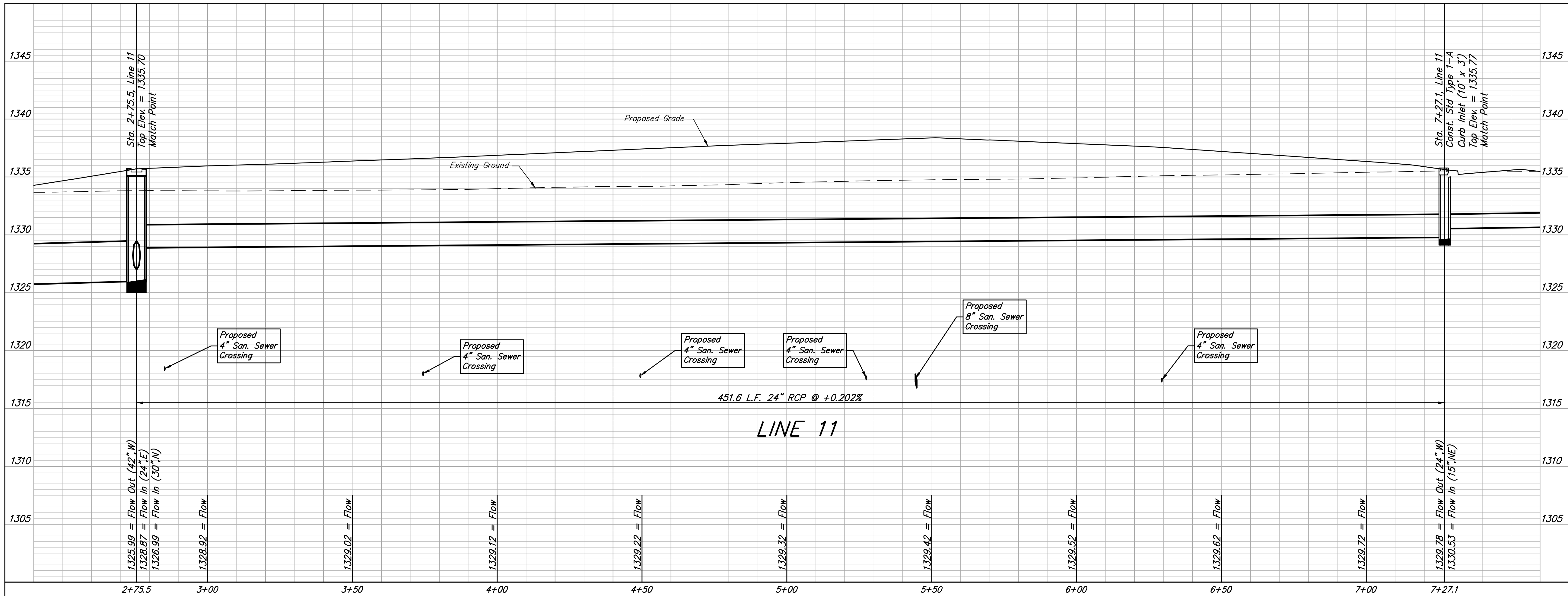
BM #2: square cut northwest corner of curb inlet west side of 119th St W, 100± south of northwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1338.39 NAVD88

BM #3: cross cut south end of RCP west side of 119th St W, 12± north of southwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88

YELLOWSTONE ADDITION



Stormwater Sewer Improvements on this sheet to be included in the Phase II Bid Proj. Number 458-2024-085599



15176
06/01/2026
KANSAS
PROFESSIONAL ENGINEER

BAUGHMAN COMPANY

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Wichita, KS 67211
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YELLOWSTONE ADDITION
PHASE II

LINE 11

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
458-2024-085599

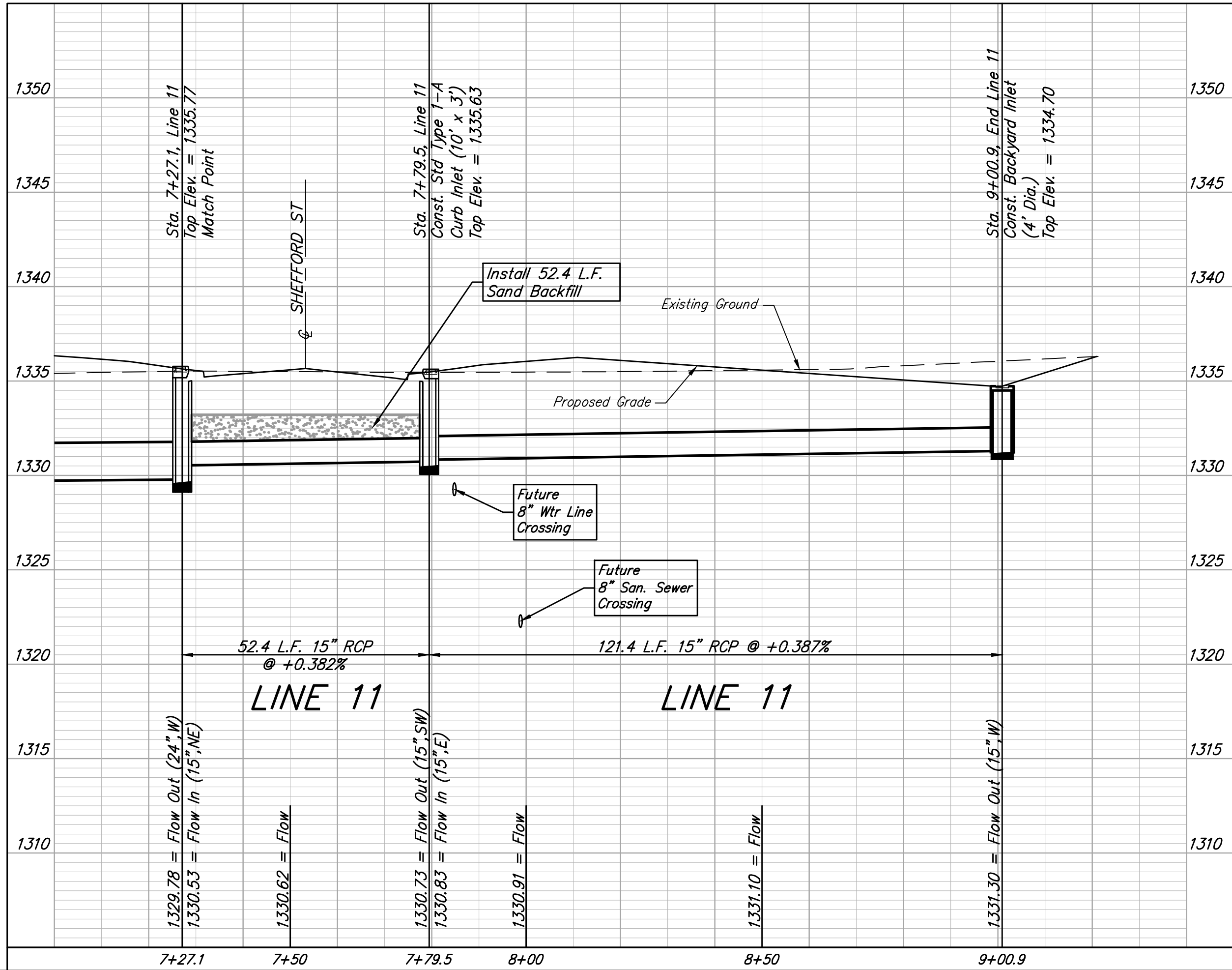
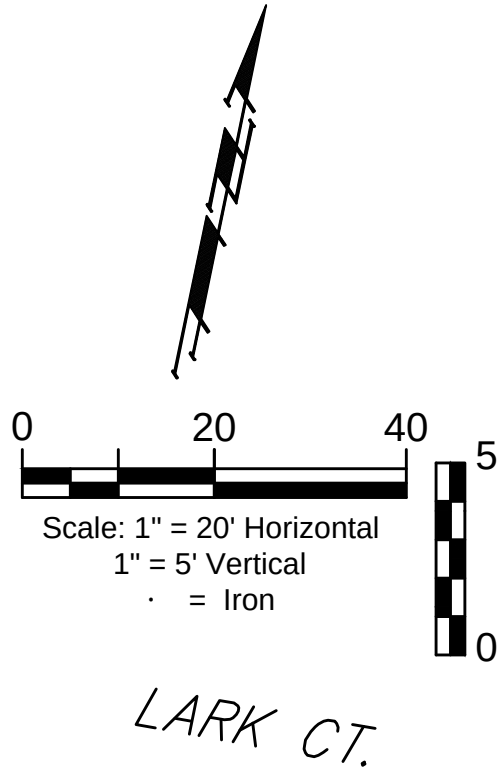
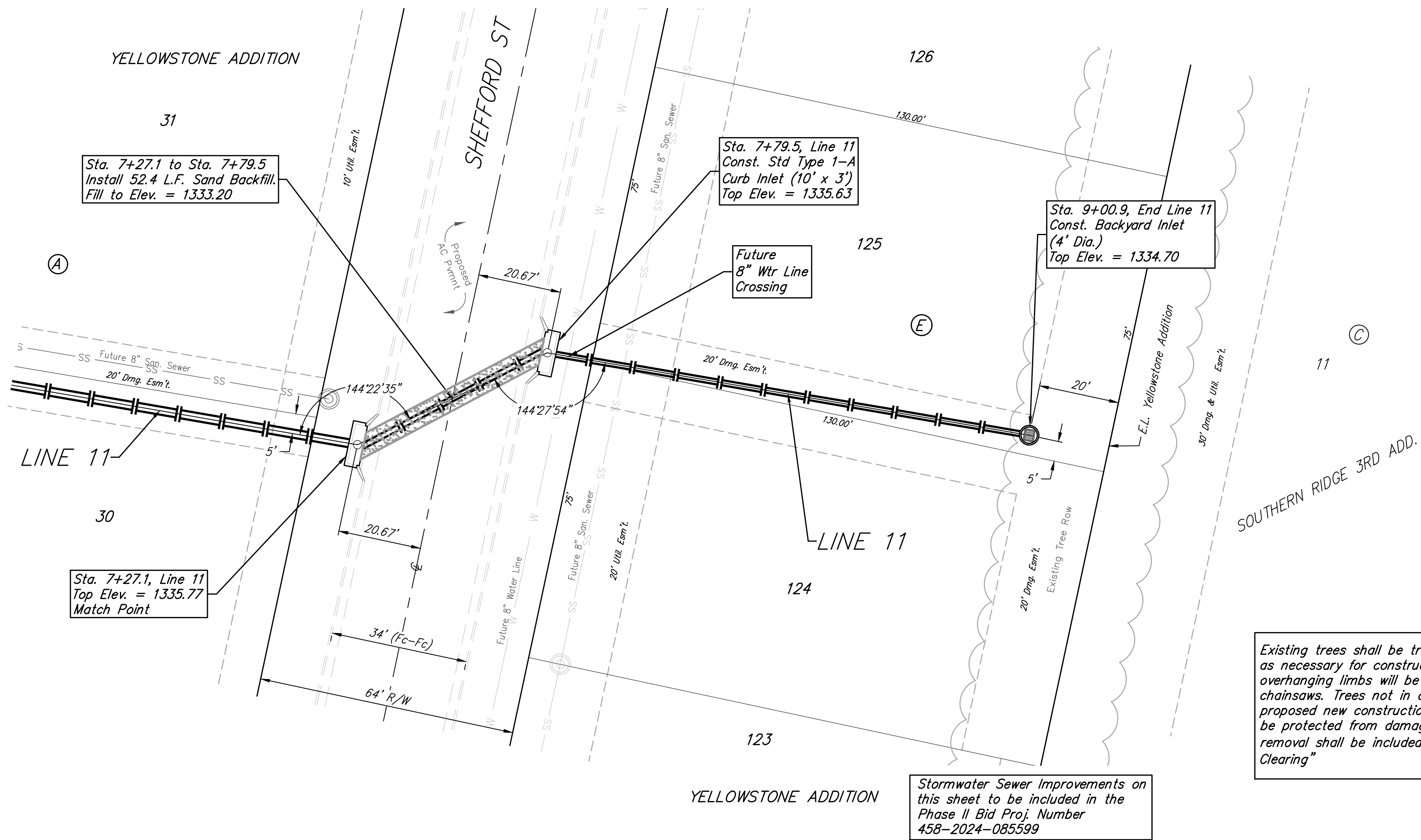
DESIGN: DMV DRAWN: JAK

DATE: Mar. 4, 2026

SHEET 30 OF 73

File: E:\Projects\Yellowstone Addition\Kelsey_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

BENCHMARKS:
BM #1: Cross southwest corner of curb inlet, south side of Pawnee, 178± east of northeast corner of Lot 3, Block A
Elevation = 1331.25 NAVD88
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Elevation = 1334.57 NAVD88



YELLOWSTONE ADDITION
PHASE II

LINE 11

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
458-2024-085599

DESIGN: DMV DRAWN: JAK

DATE: Mar. 4, 2026

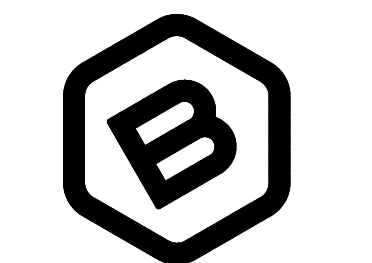
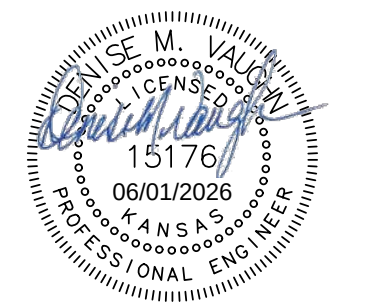
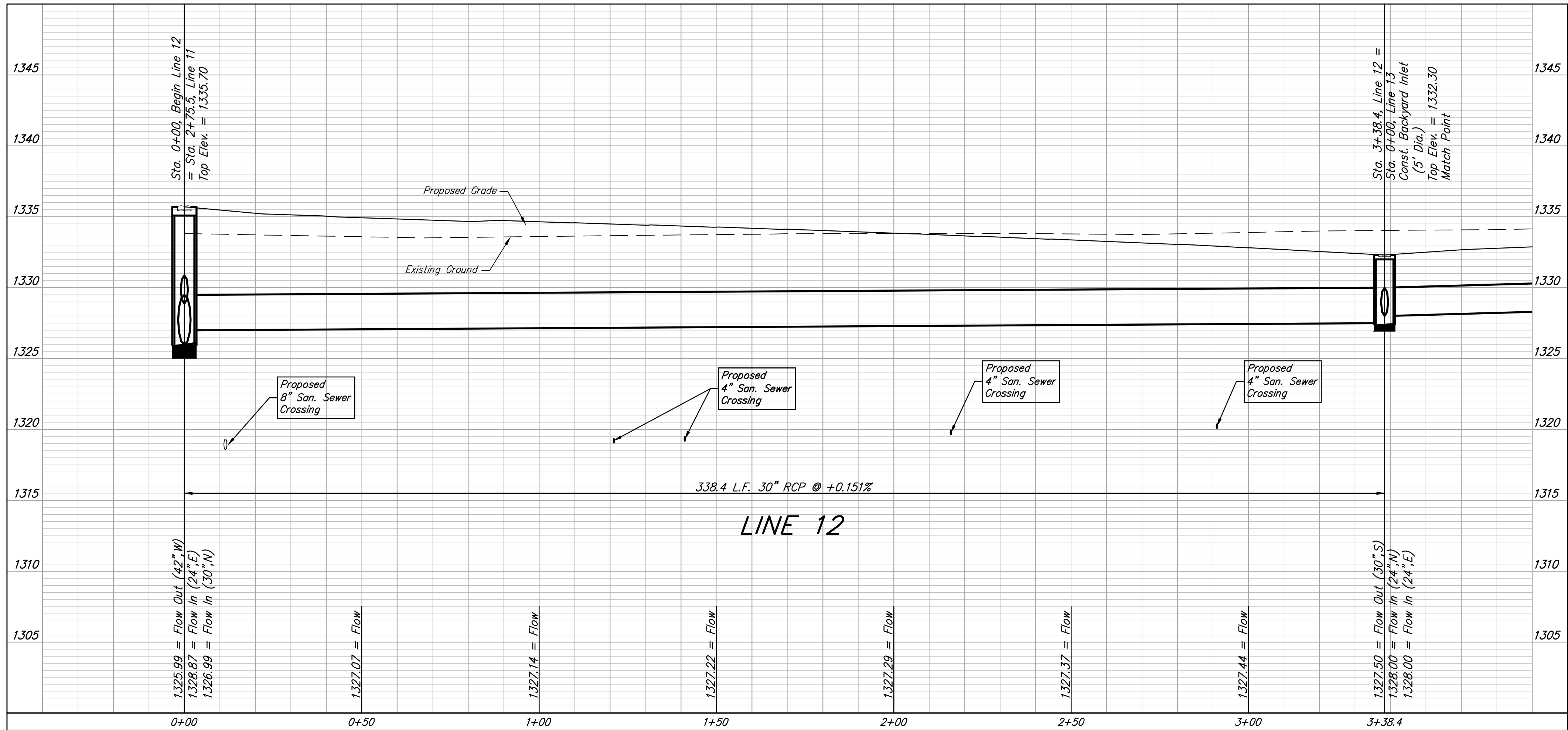
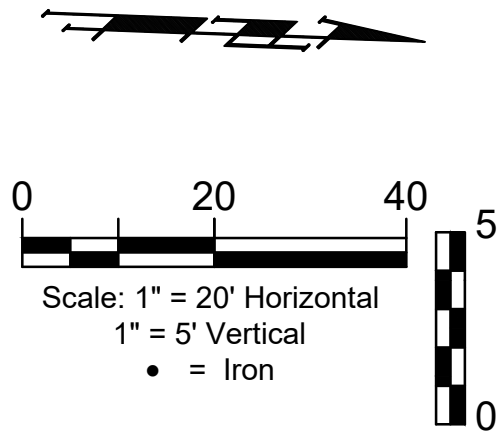
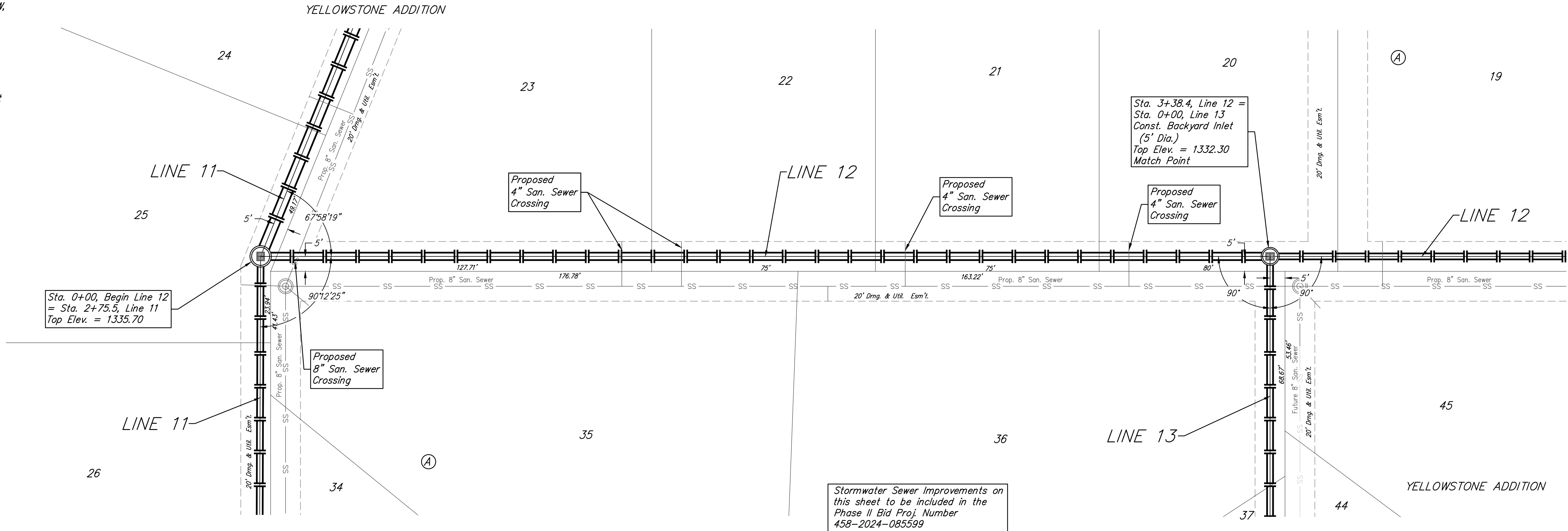
SHEET OF
31 73

File: E:\Projects\Yellowstone Addition\Kelsey_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

BENCHMARKS:
BM #1: Cross southwest corner of curb inlet, south side of Pawnee, 178± east of northeast corner of Lot 3, Block A
Elevation = 1331.25 NAVD88

BM #2: square cut northwest corner of curb inlet west side of 119th St W, 100± south of northwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1338.39 NAVD88

BM #3: cross cut south end of RCP west side of 119th St W, 12± north of southwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88



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YELLOWSTONE ADDITION
PHASE II

LINE 12

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
458-2024-085599

DESIGN: DMV DRAWN: JAK
DATE: Mar. 4, 2026

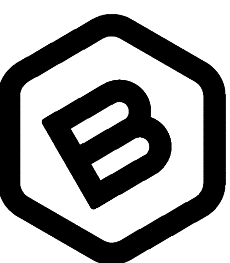
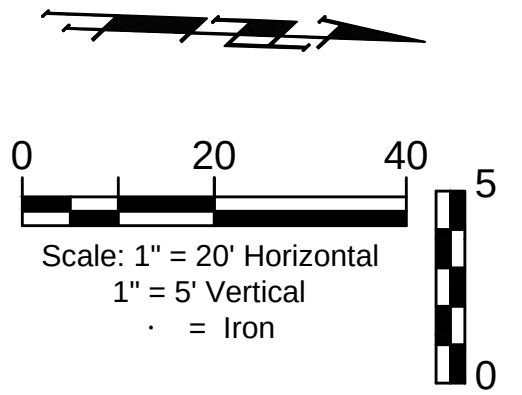
SHEET OF
32 73

File: E:\Projects\Yellowstone Addition\Kelsey\ 23-09-P026\Engineering\Phase 1\SWD_PLANS 1.dwg

BM #1: Cross southwest corner of
curb inlet, south side of Pawnee,
178'± east of northeast corner of Lot
3, Block A
Elevation = 1331.25 NAVD88

BM #2: square cut northwest corner
of curb inlet west side of 119th St W,
100'± south of northwest corner of
the northwest quarter, Sec. 6, 28-S,
R-1-W.
Elevation = 1338.39 NAVD88

BM #3: cross cut south end of RCP
west side of 119th St W, 12'± north
of southwest corner of the northwest
quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88

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YELLOWSTONE ADDITION
PHASE II

LINE 12

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
458-2024-085599

DESIGN: DMV DRAWN: JAK
DATE: Mar. 4, 2026

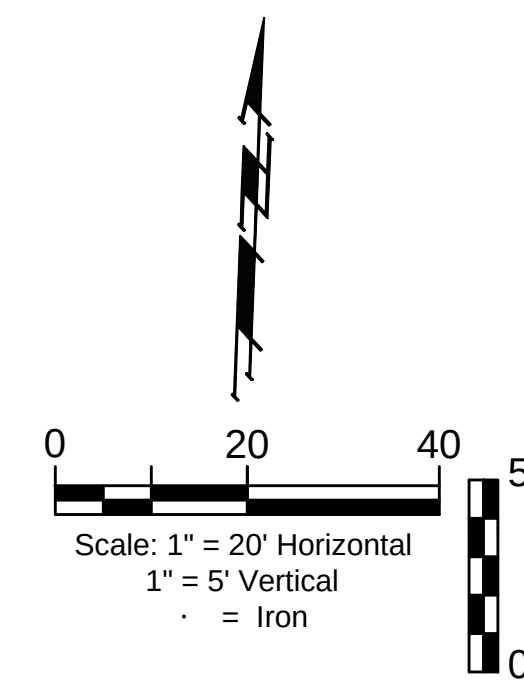
SHEET 33 OF 73

File: E:\Projects\Yellowstone Addition(Kelsey)_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

BENCHMARKS:
BM #1: Cross southwest corner of
curb inlet, south side of Pawnee,
178± east of northeast corner of Lot
3, Block A
Elevation = 1331.25 NAVD88

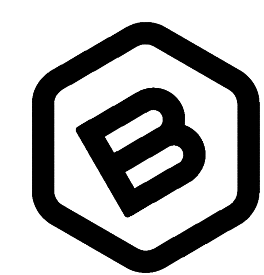
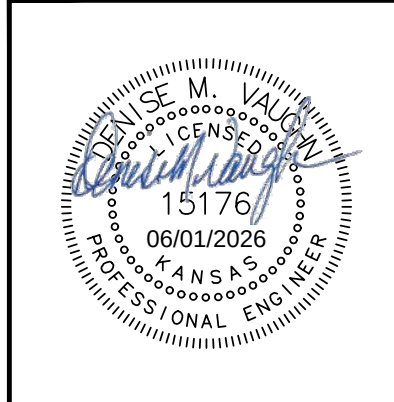
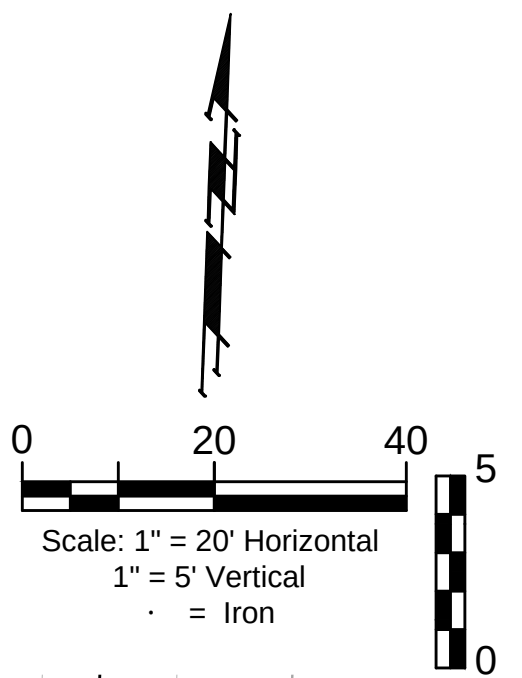
*BM #2: square cut northwest corner
of curb inlet west side of 119th St W,
100'± south of northwest corner of
the northwest quarter, Sec. 6, 28-S,
R-1-W.
Elevation = 1338.39 NAVD88*

BM #3: cross cut south end of RCP
west side of 119th St W, 12'± north
of southwest corner of the northwest
quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88



File: E:\Projects\Yellowstone Addition(Kelsey)_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

BM #3: cross cut south end of RCP
west side of 119th St W, 12'± north
of southwest corner of the northwest
quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88

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YELLOWSTONE ADDITION
PHASE II

LINE 13

STORM WATER DRAIN IMPROVEMENTS

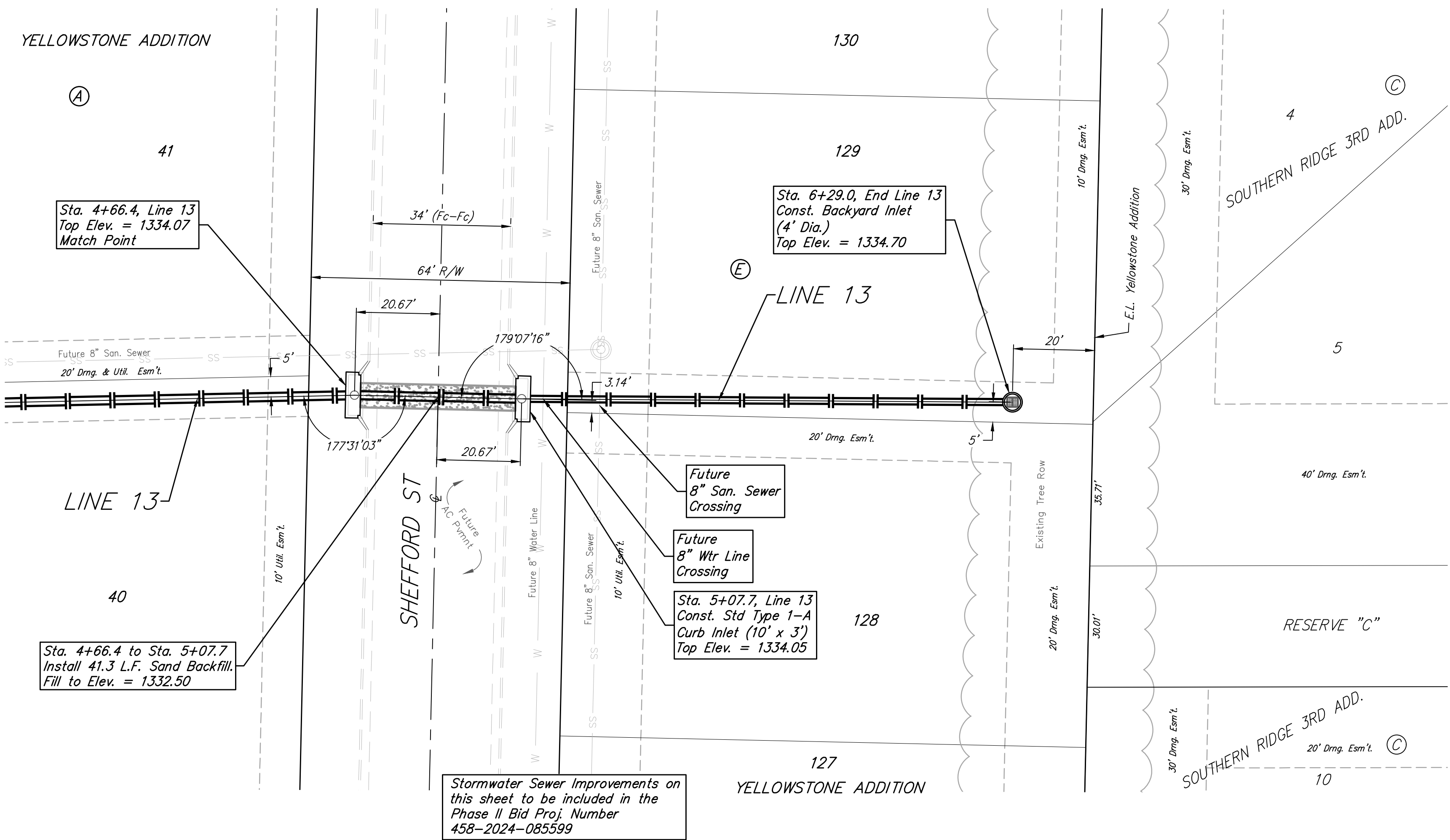
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DESIGN: DMV DRAWN: JAK
DATE: Mar. 4, 2026

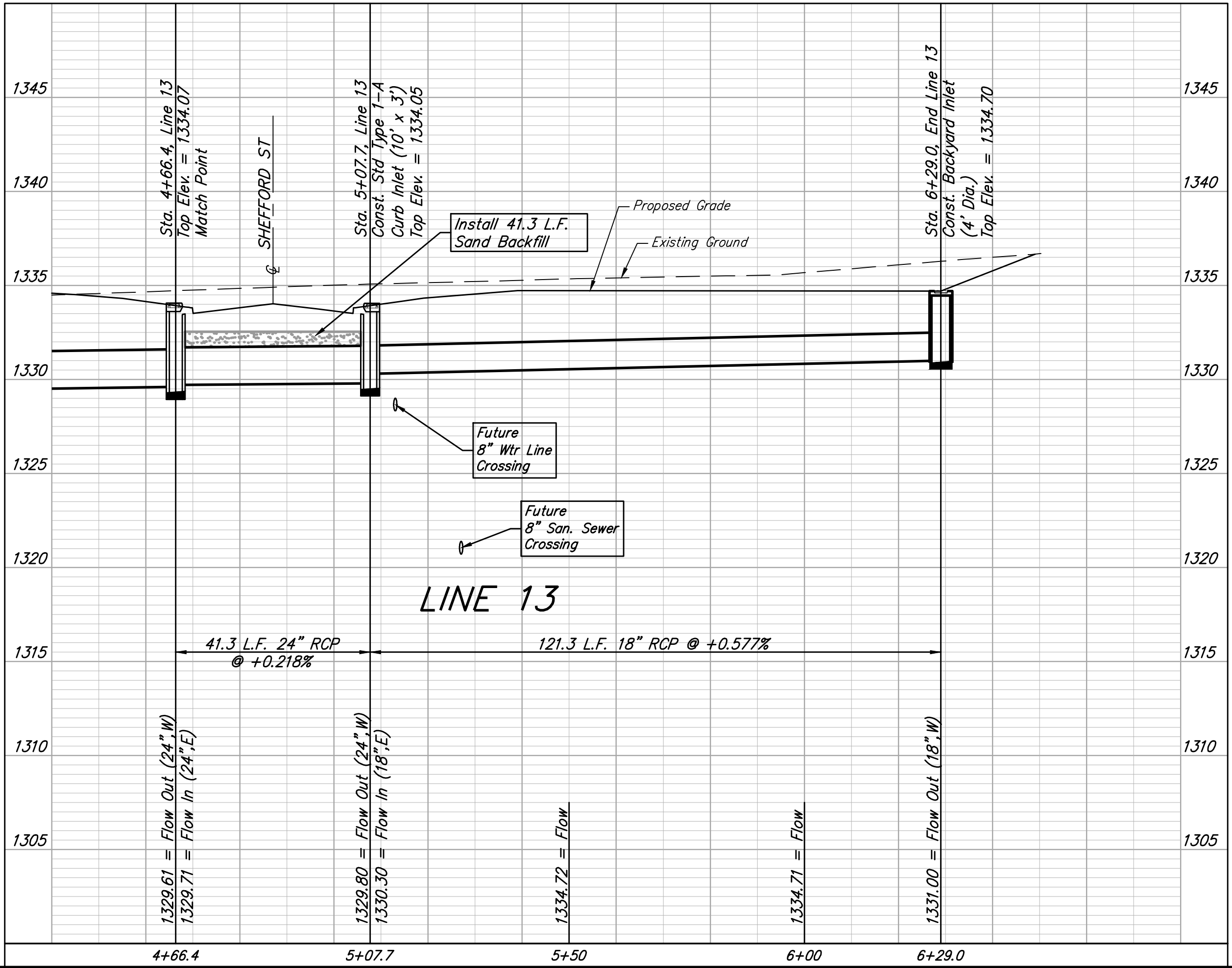
SHEET 35 OF 73

File: E:\Projects\Yellowstone Addition(Kelsey)_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

BENCHMARKS:
BM #1: Cross southwest corner of curb inlet, south side of Pawnee, 178± east of northeast corner of Lot 3, Block A
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BM #3: cross cut south end of RCP west side of 119th St W, 12± north of southwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88



Existing trees shall be trimmed/removed only as necessary for construction. Trimming of overhanging limbs will be permitted only with chainsaws. Trees not in direct conflict with proposed new construction shall remain and be protected from damage. All Trimming or removal shall be included in bid item "Site Clearing"



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YELLOWSTONE ADDITION
PHASE II

LINE 13

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
458-2024-085599

DESIGN: DMV DRAWN: JAK

DATE: Mar. 4, 2026

SHEET 36 OF 73

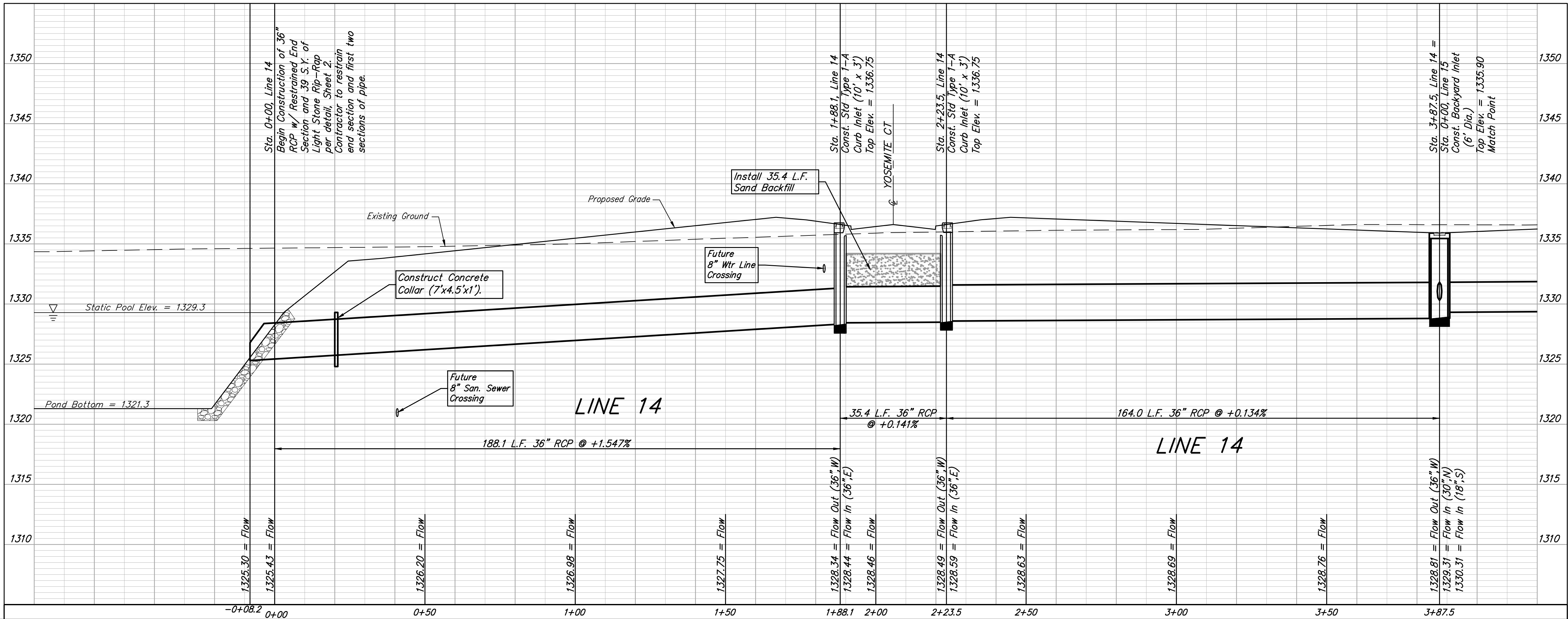
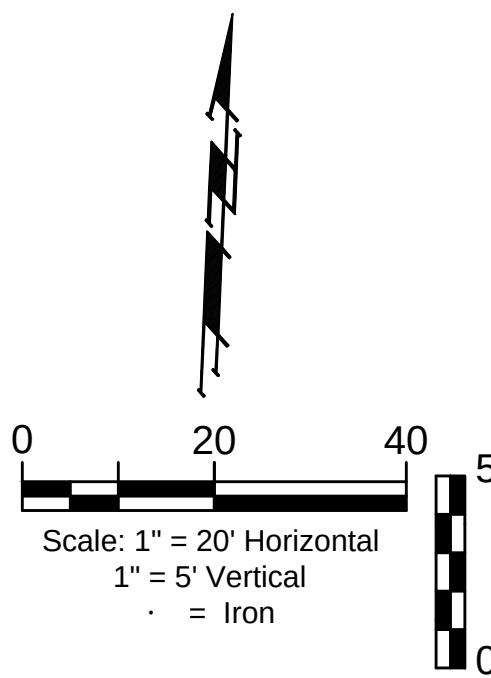
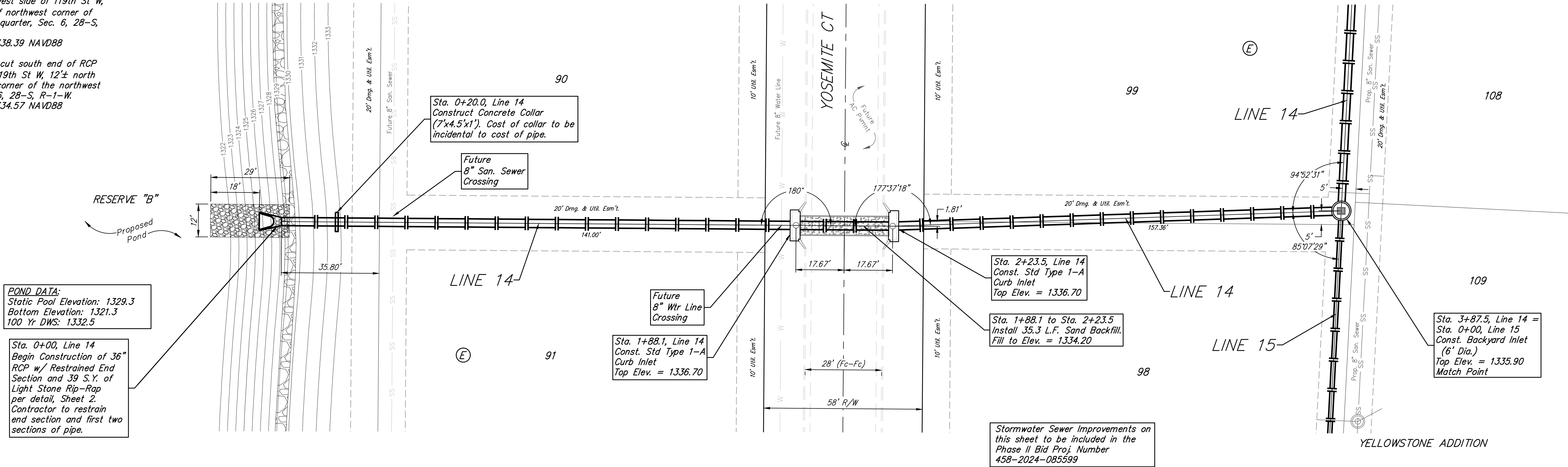
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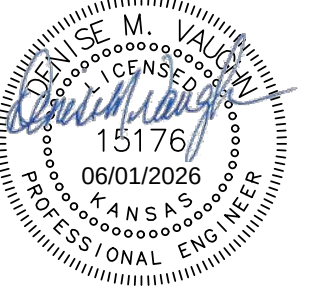
BENCHMARKS:
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Elevation = 1334.57 NAVD88

YELLOWSTONE ADDITION





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YELLOWSTONE ADDITION
PHASE II

LINE 14

STORM WATER DRAIN IMPROVEMENTS

PROJECT NUMBER:
458-2024-085599

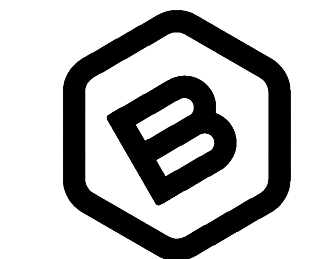
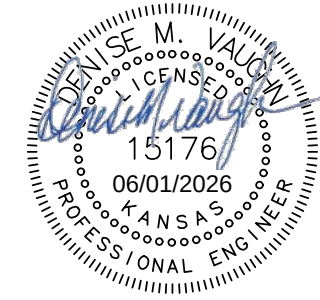
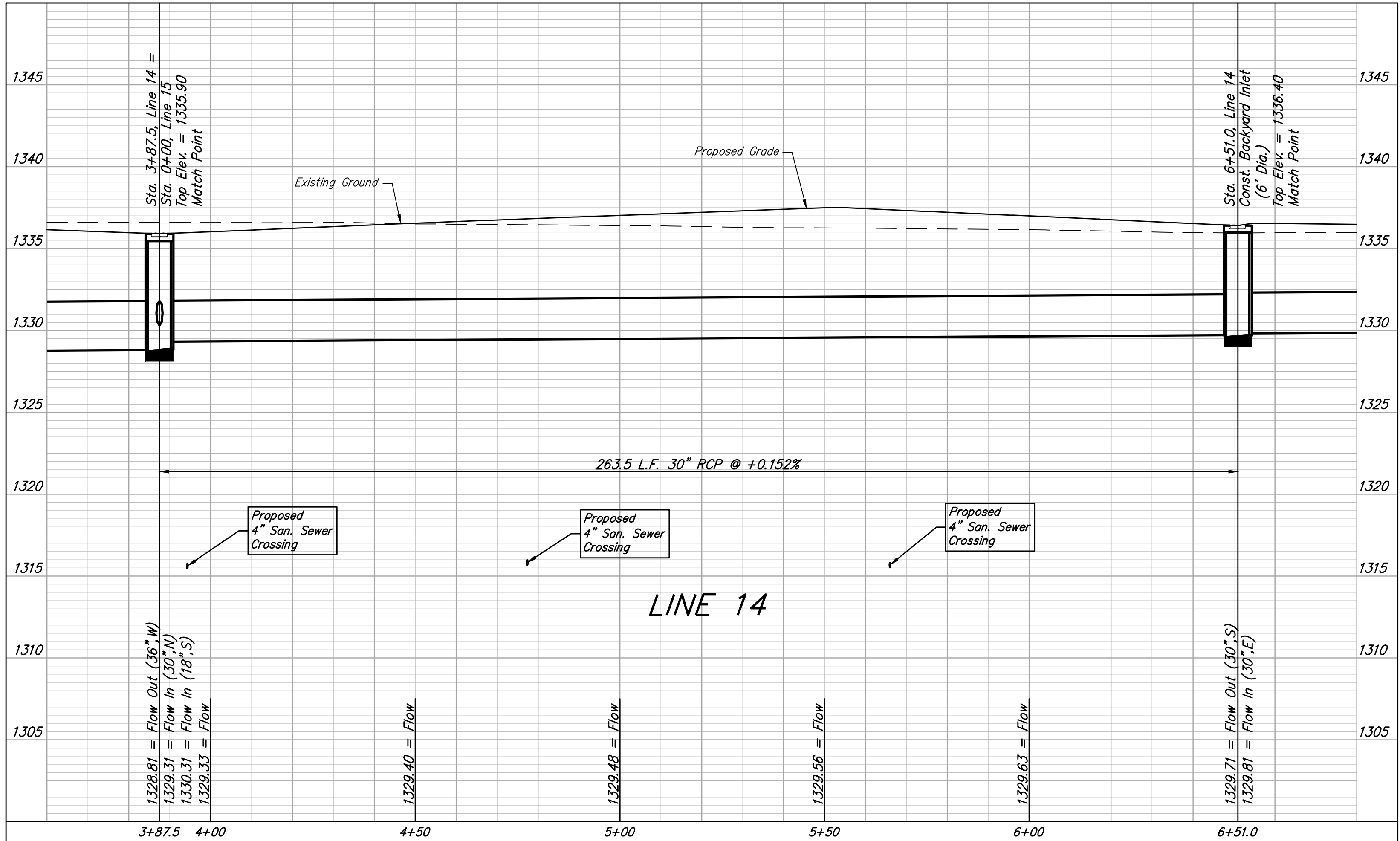
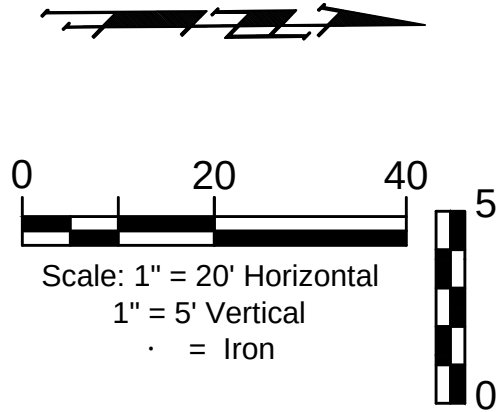
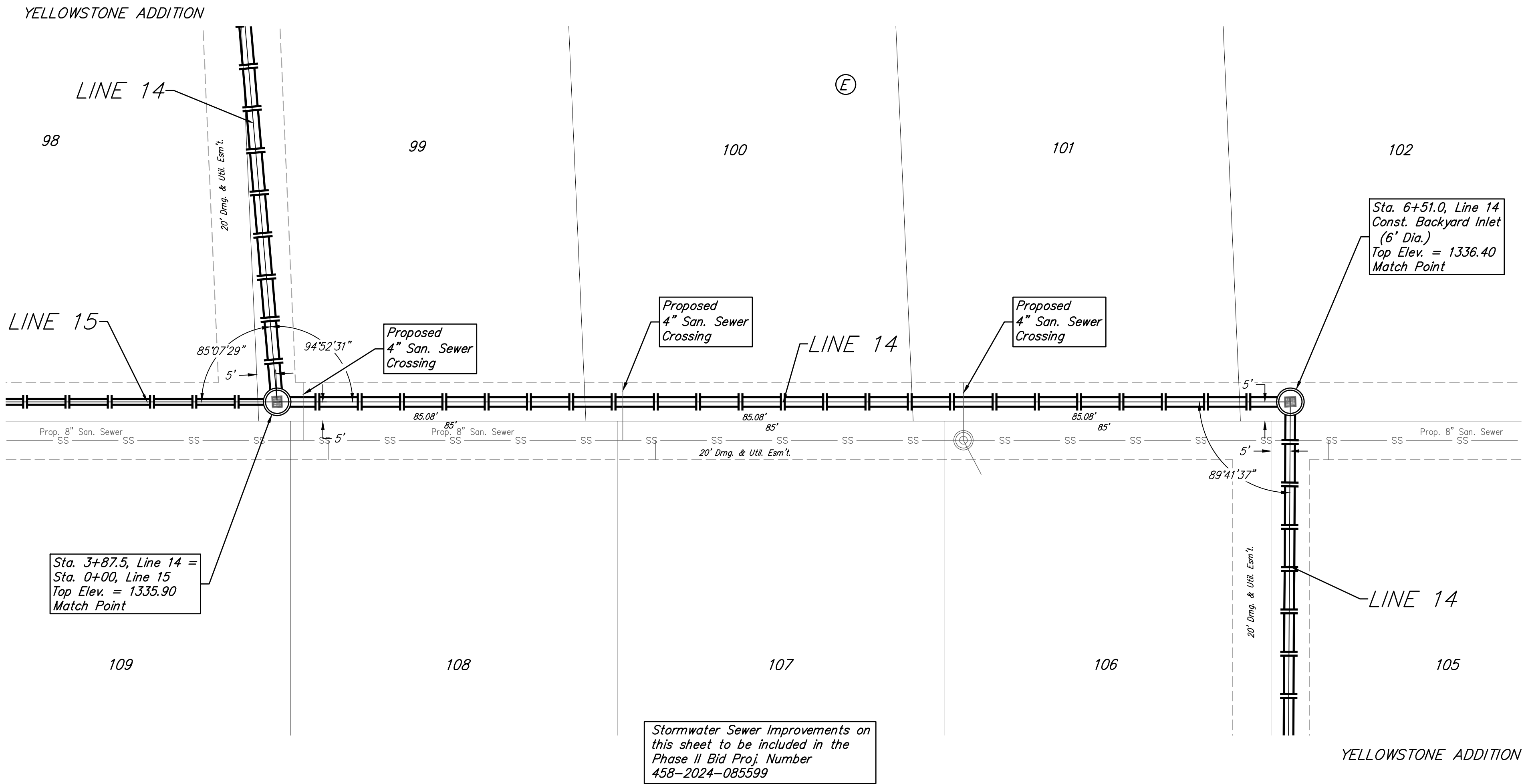
DESIGN: DMV DRAWN: JAK

DATE: Mar. 4, 2026

SHEET 37 OF 73

File: E:\Projects\Yellowstone Addition\Kelsey_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

BENCHMARKS:
BM #1: Cross southwest corner of curb inlet, south side of Pawnee, 178± east of northeast corner of Lot 3, Block A
Elevation = 1331.25 NAVD88
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Elevation = 1334.57 NAVD88



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YELLOWSTONE ADDITION
PHASE II

LINE 14

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
458-2024-085599

DESIGN: DMV DRAWN: JAK

DATE: Mar. 4, 2026

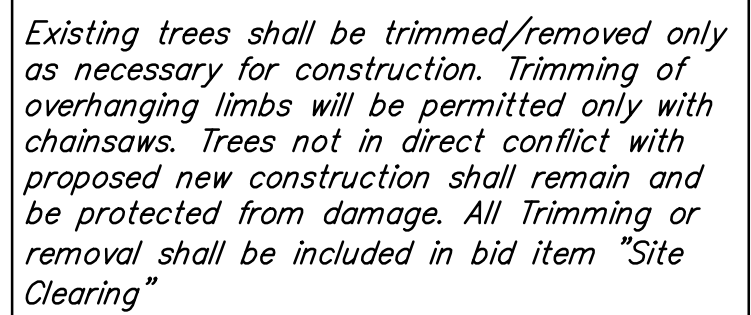
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38 73

File: E:\Projects\Yellowstone Addition\Kelsey_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

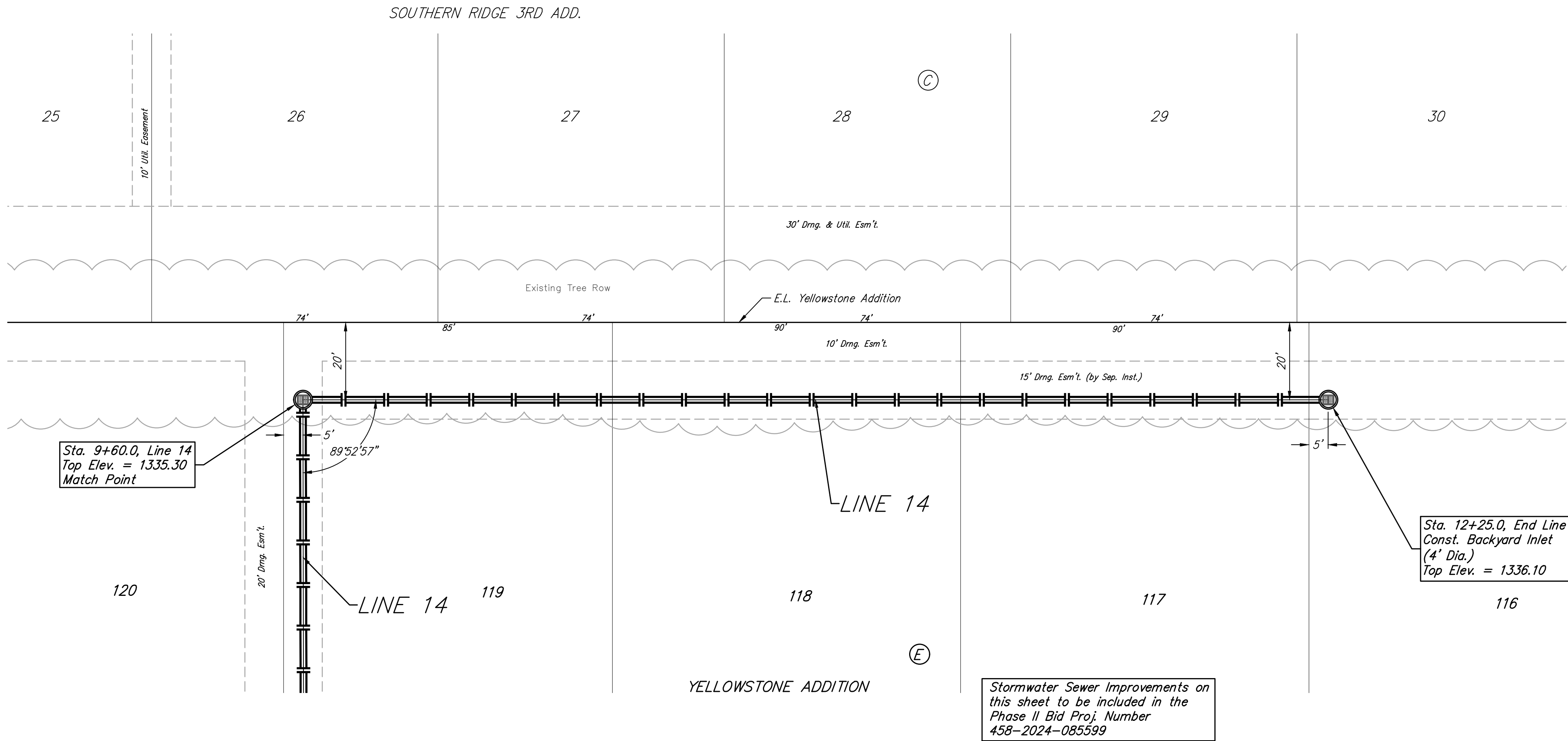
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3, Block A
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of curb inlet west side of 119th St W,
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the northwest quarter, Sec. 6, 28-S,
R-1-W.
Elevation = 1338.39 NAVD88

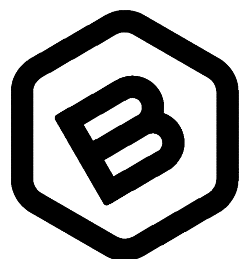
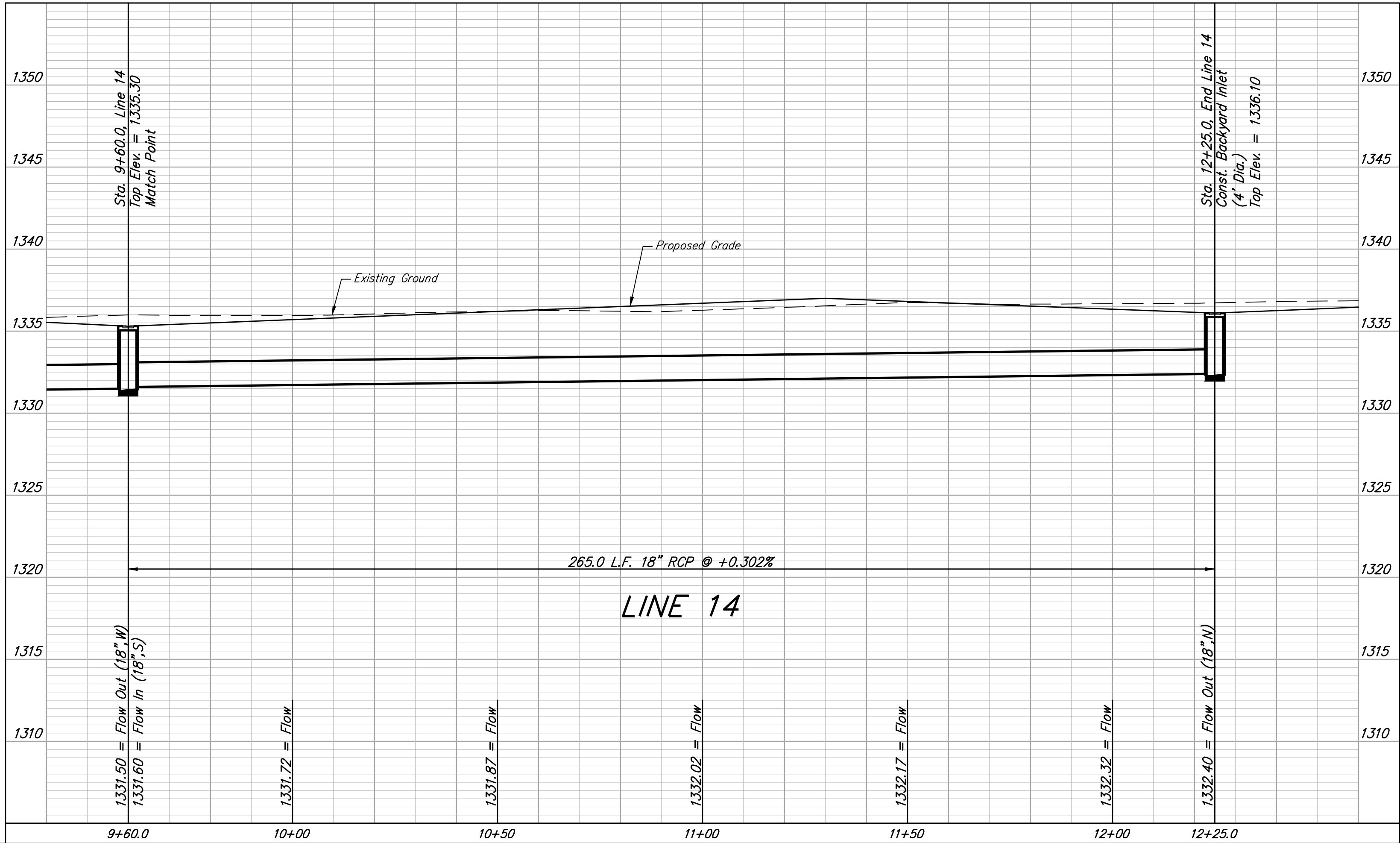
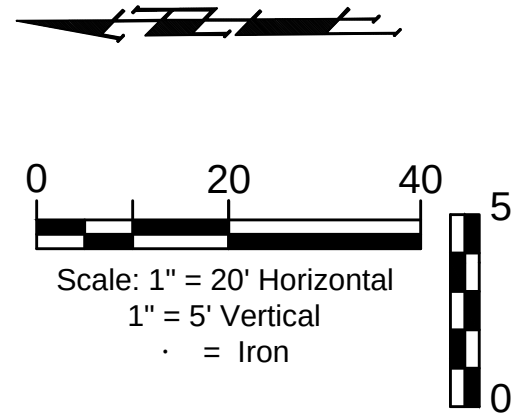
BM #3: cross cut south end of RCP
west side of 119th St W, 12'± north
of southwest corner of the northwest
quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88



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Elevation = 1331.25 NAVD88
24
BM #2: square cut northwest corner of curb inlet west side of 119th St W, 100± south of northwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
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BM #3: cross cut south end of RCP west side of 119th St W, 12± north of southwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88



Existing trees shall be trimmed/removed only as necessary for construction. Trimming of overhanging limbs will be permitted only with chainsaws. Trees not in direct conflict with proposed new construction shall remain and be protected from damage. All Trimming or removal shall be included in bid item "Site Clearing"



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YELLOWSTONE ADDITION
PHASE II

LINE 14

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
458-2024-085599

DESIGN: DMV DRAWN: JAK

DATE: Mar. 4, 2026

SHEET OF
40 73

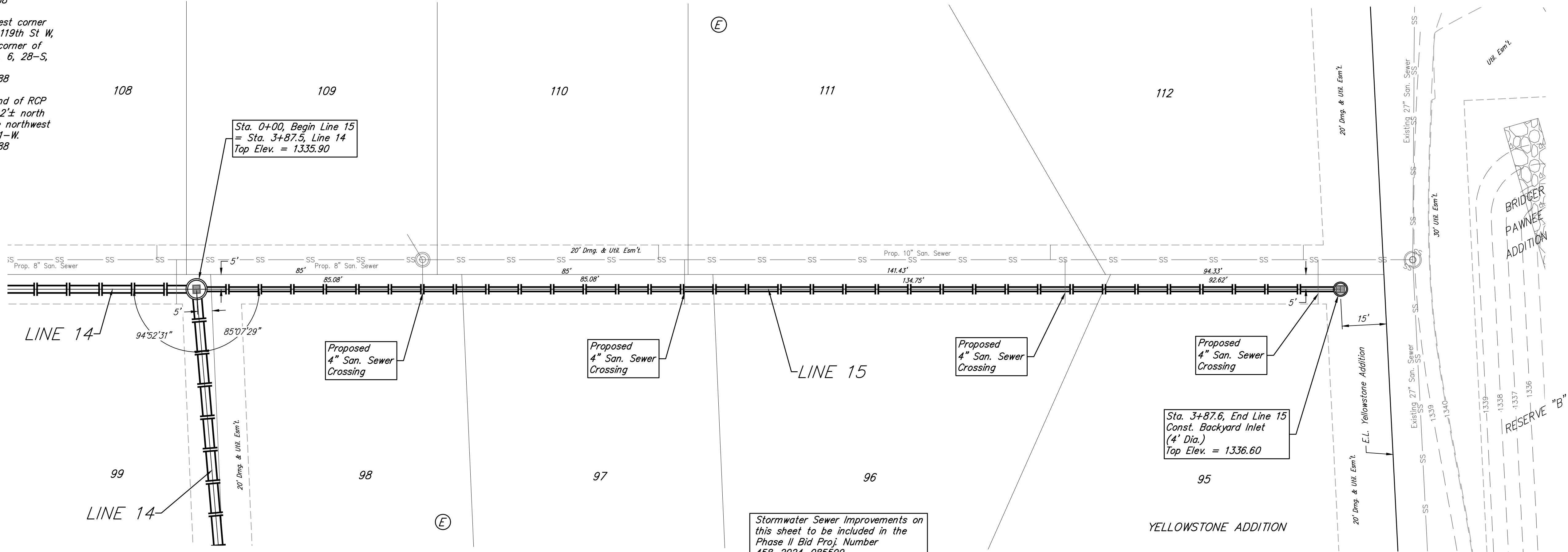
File: E:\Projects\Yellowstone Addition\Kelsey_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

BENCHMARKS:
BM #1: Cross southwest corner of curb inlet, south side of Pawnee, 178± east of northeast corner of Lot 3, Block A
Elevation = 1331.25 NAVD88

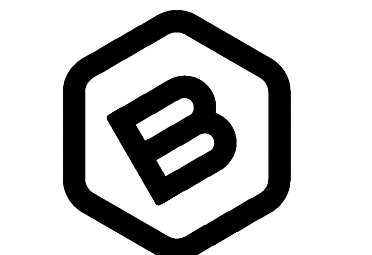
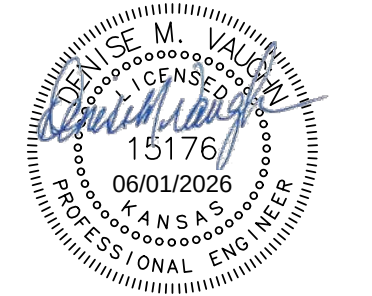
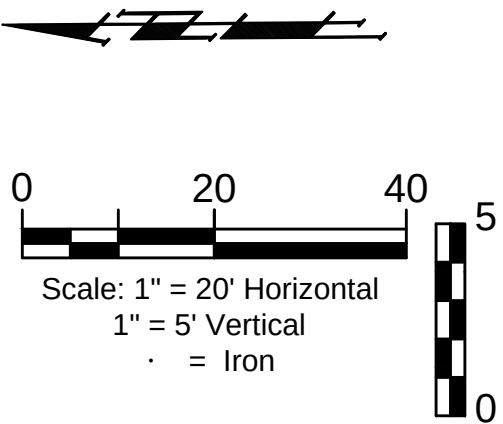
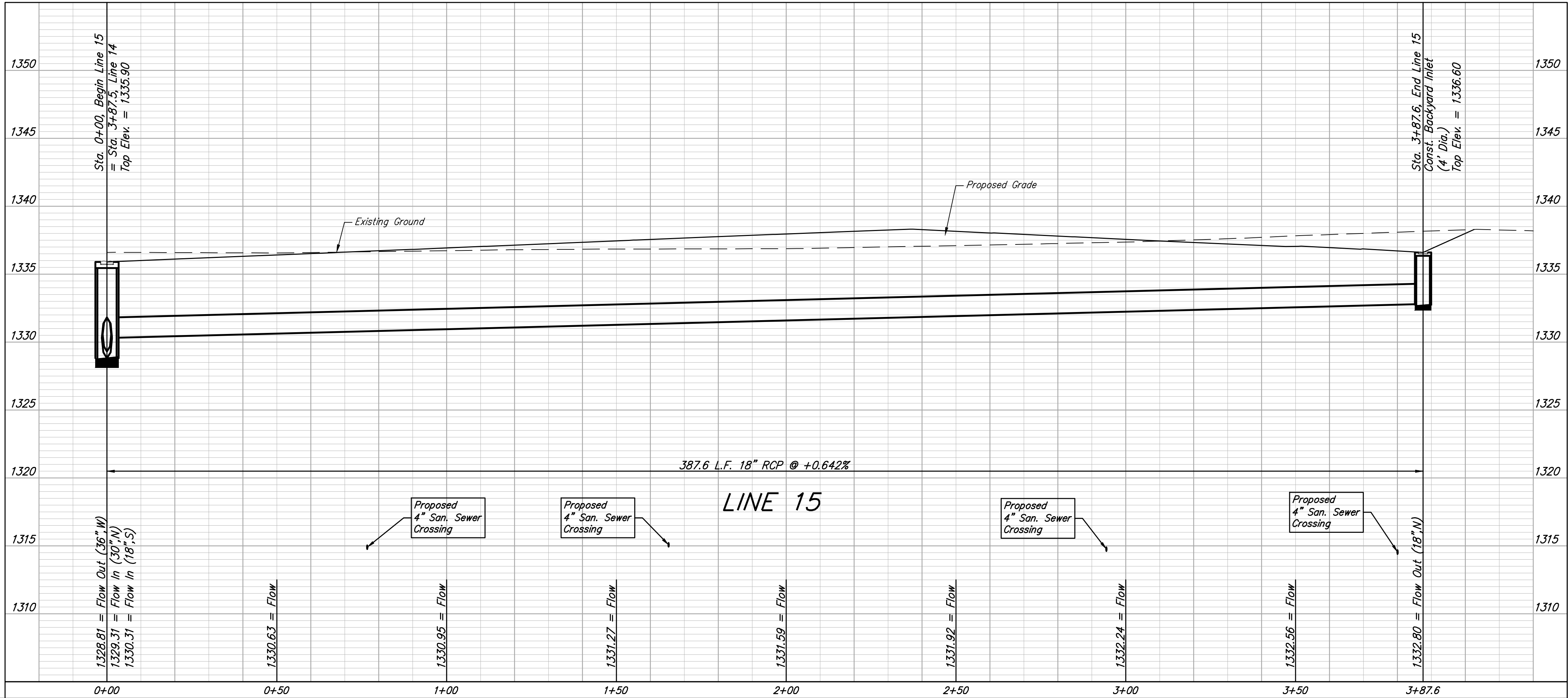
BM #2: square cut northwest corner of curb inlet west side of 119th St W, 100± south of northwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1338.39 NAVD88

BM #3: cross cut south end of RCP west side of 119th St W, 12± north of southwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88

YELLOWSTONE ADDITION



Stormwater Sewer Improvements on this sheet to be included in the Phase II Bid Proj. Number 458-2024-085599



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YELLOWSTONE ADDITION
PHASE II

LINE 15

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
458-2024-085599

DESIGN: DMV DRAWN: JAK
DATE: Mar. 4, 2026

SHEET OF
41 73

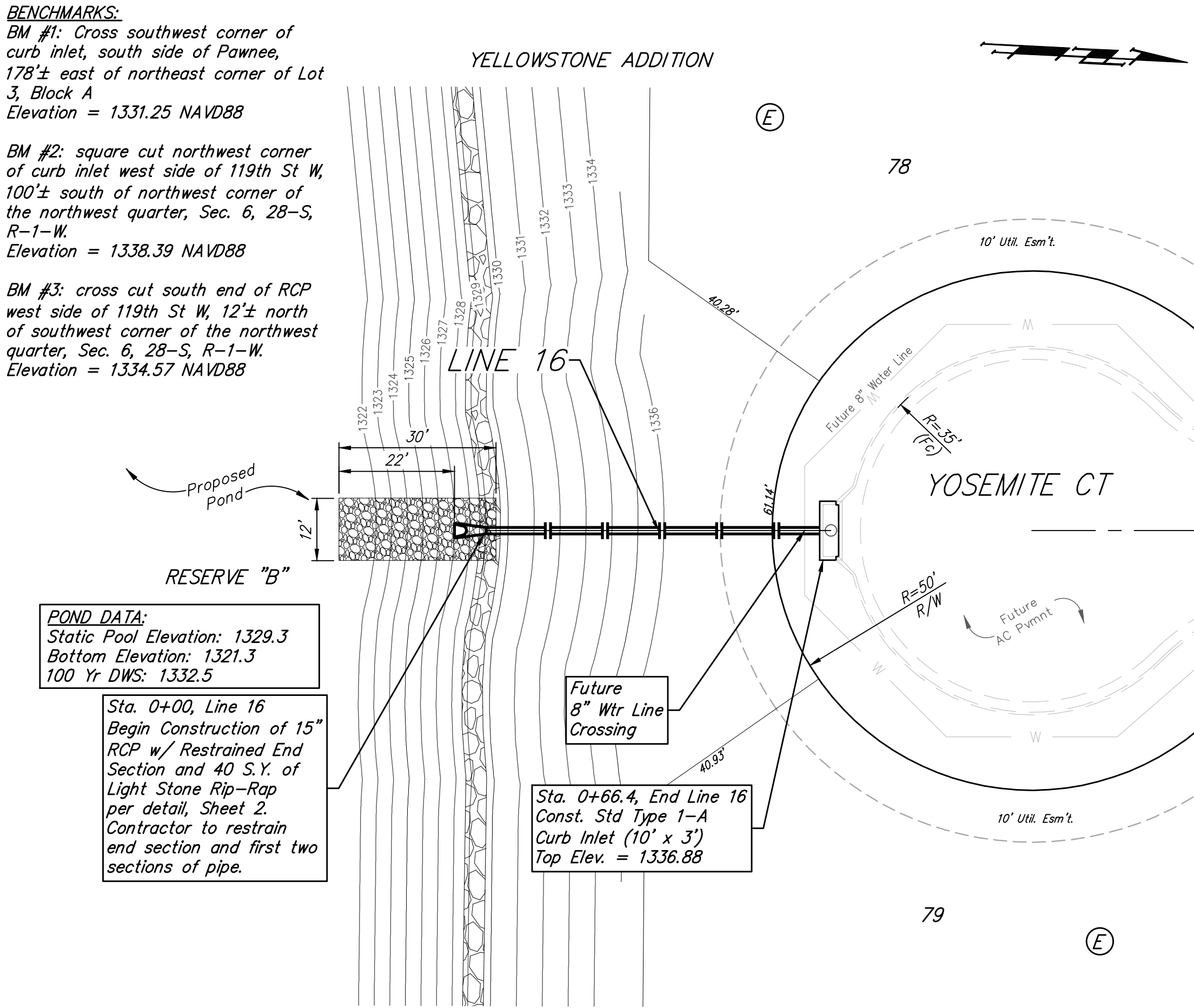
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BENCHMARKS:

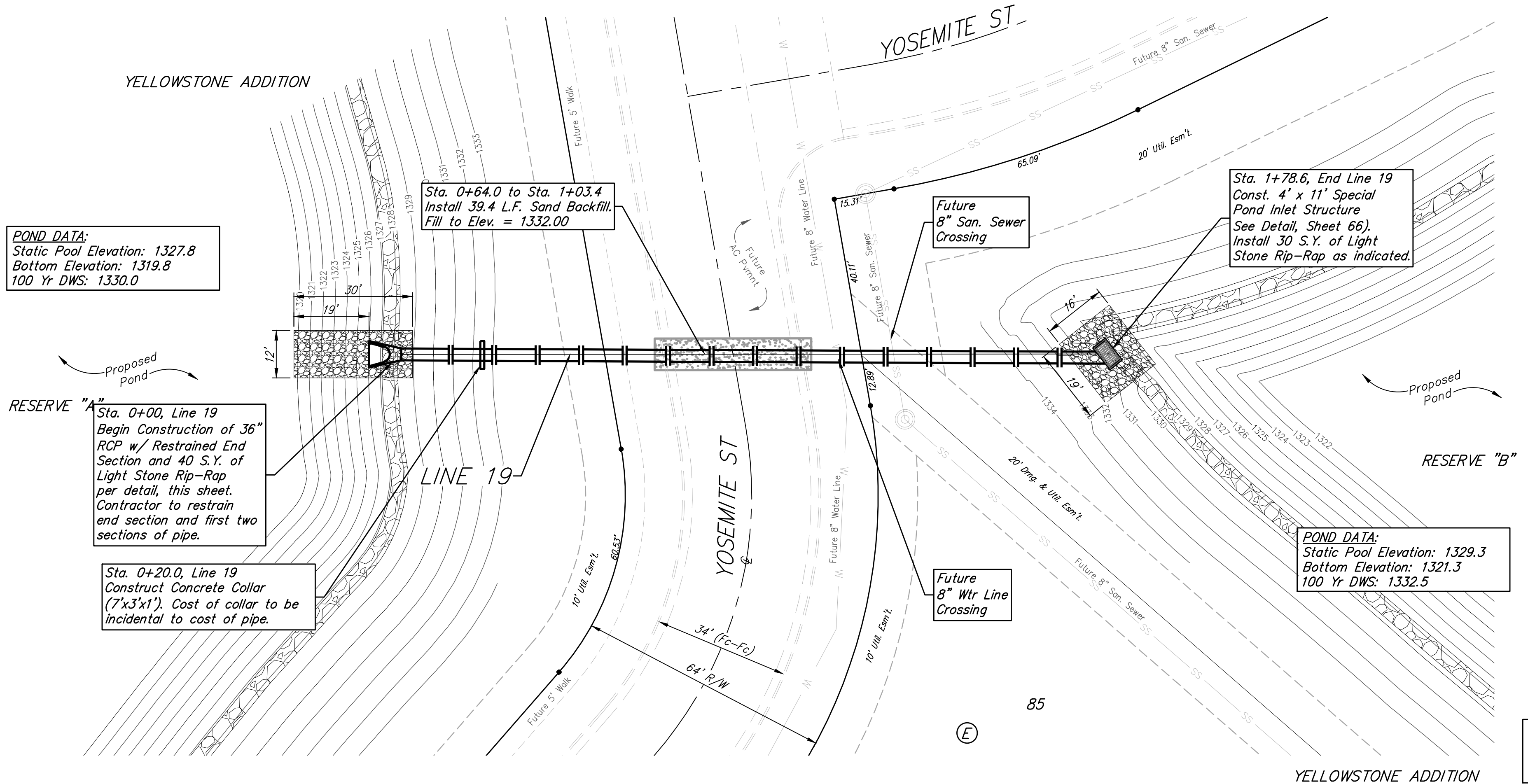
BM #1: Cross southwest corner of curb inlet, south side of Pawnee, 178± east of northeast corner of Lot 3, Block A
Elevation = 1331.25 NAVD88

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Elevation = 1338.39 NAVD88

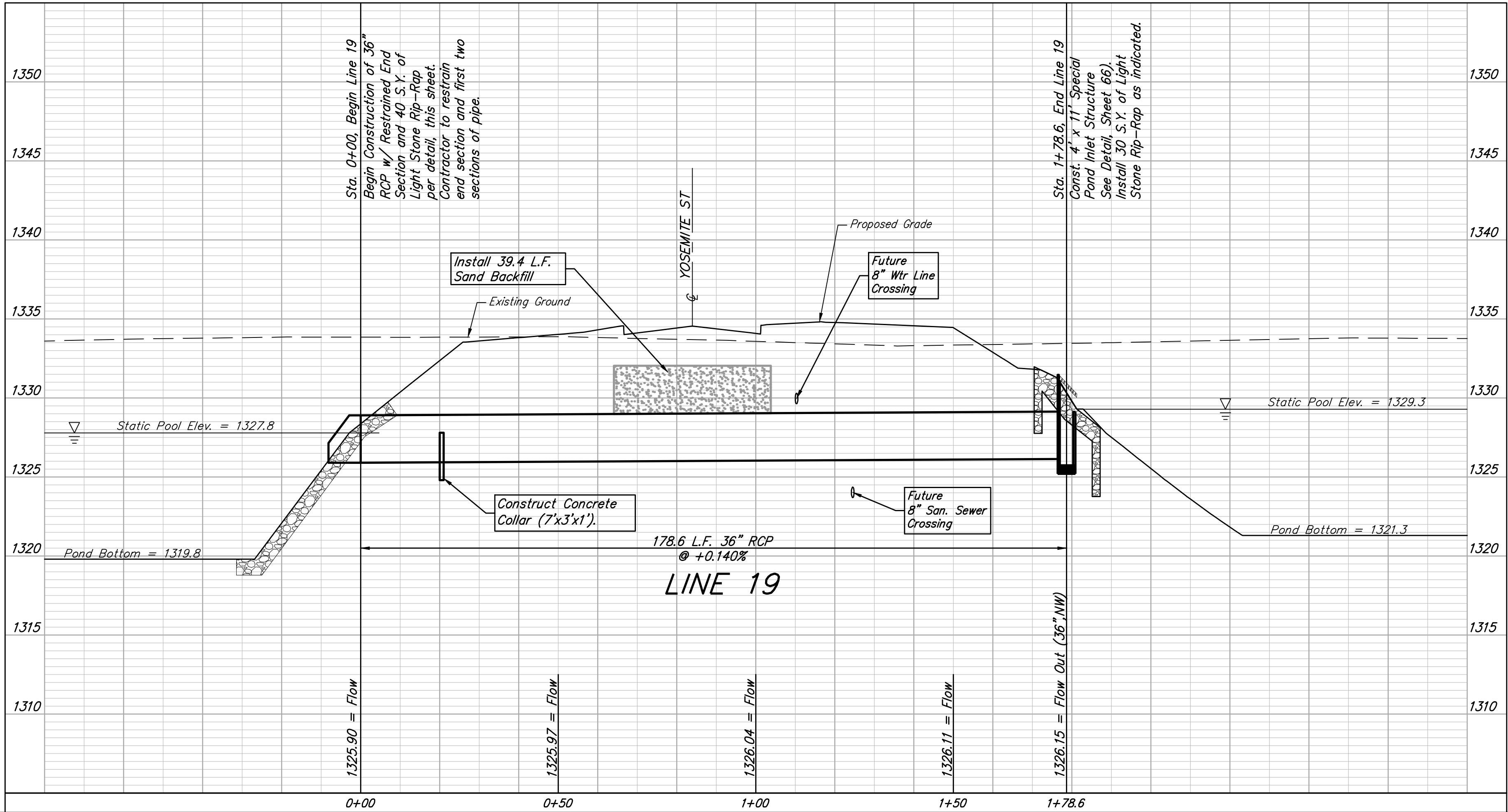
BM #3: cross cut south end of RCP west side of 119th St W, 12± north of southwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88



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Elevation = 1334.57 NAVD88



Stormwater Sewer Improvements on this sheet to be included in the Phase II Bid Proj. Number 458-2024-085599



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YELLOWSTONE ADDITION
PHASE II

LINE 19

STORM WATER DRAIN
IMPROVEMENTS

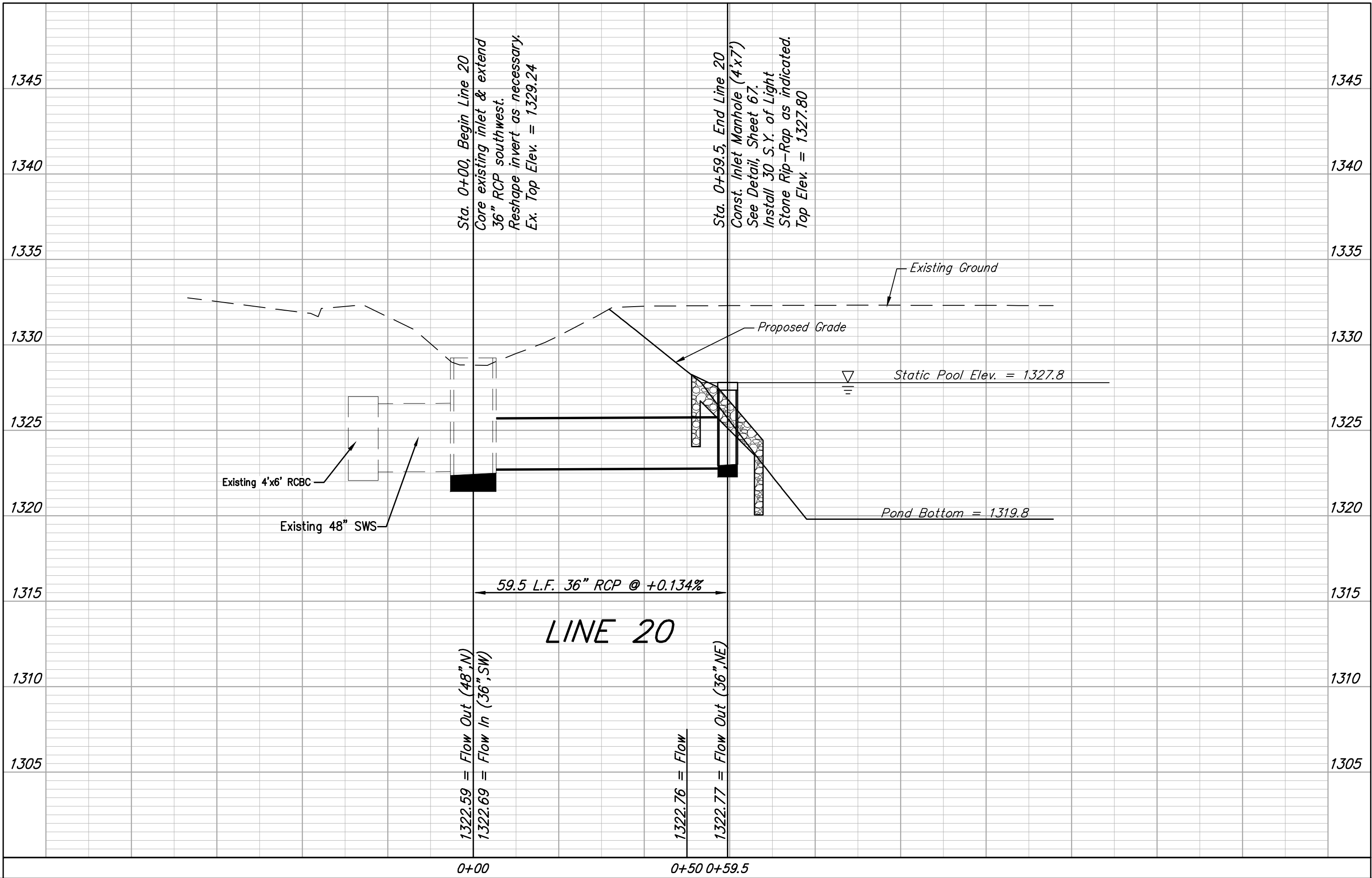
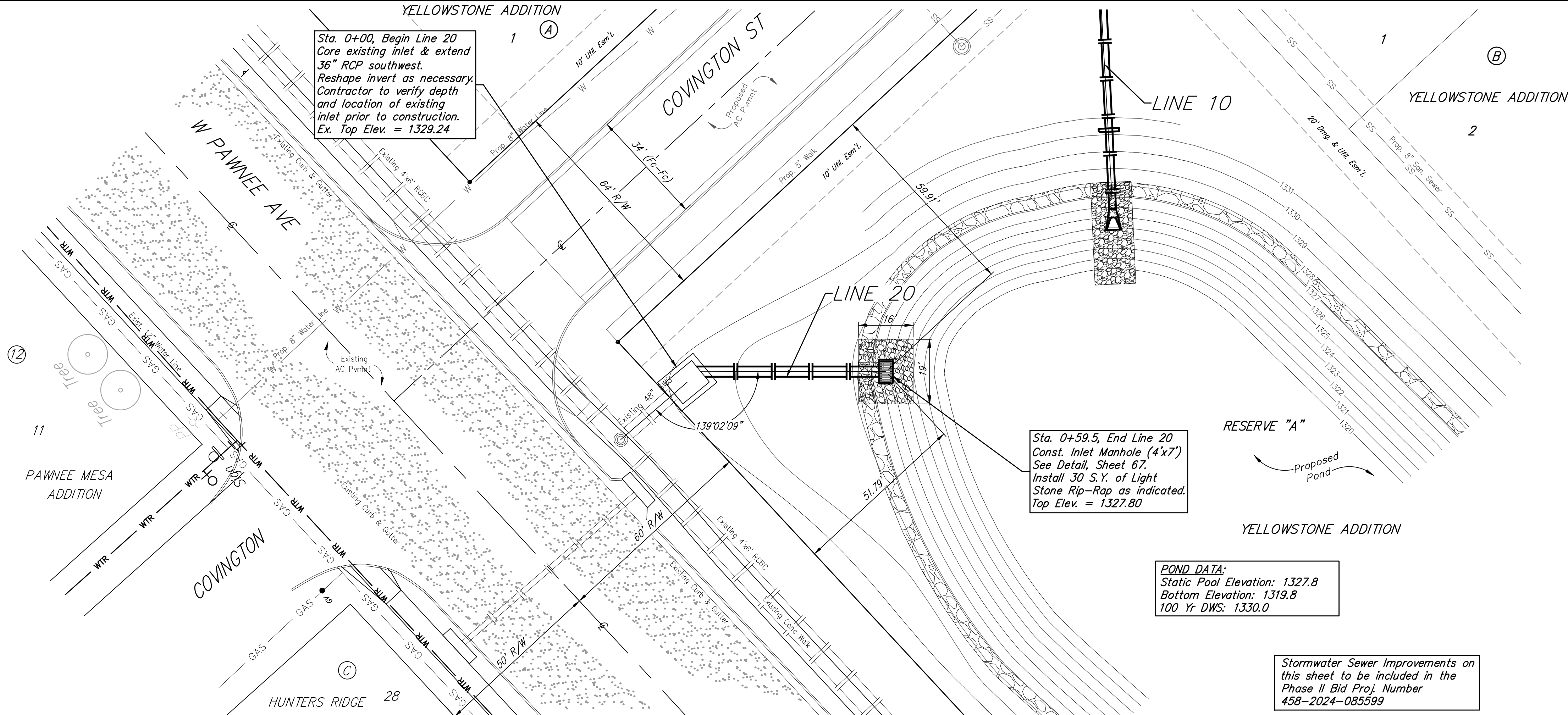
PROJECT NUMBER:
458-2024-085599

DESIGN: DMV DRAWN: JAK
DATE: Mar. 4, 2026

SHEET OF
43 73

File: E:\Projects\Yellowstone Addition\Kelsey_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

BENCHMARKS:
BM #1: Cross southwest corner of curb inlet, south side of Pawnee, 178± east of northeast corner of Lot 3, Block A
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Elevation = 1334.57 NAVD88



15176

06/01/2026

KANSAS

PROFESSIONAL ENGINEER

BAUGHMAN

COMPANY

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Wichita, KS 67211

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YELLOWSTONE ADDITION

PHASE II

LINE 20

STORM WATER DRAIN

IMPROVEMENTS

PROJECT NUMBER:

458-2024-085599

DESIGN: DMV

DRAWN: JAK

DATE: Mar. 4, 2026

SHEET

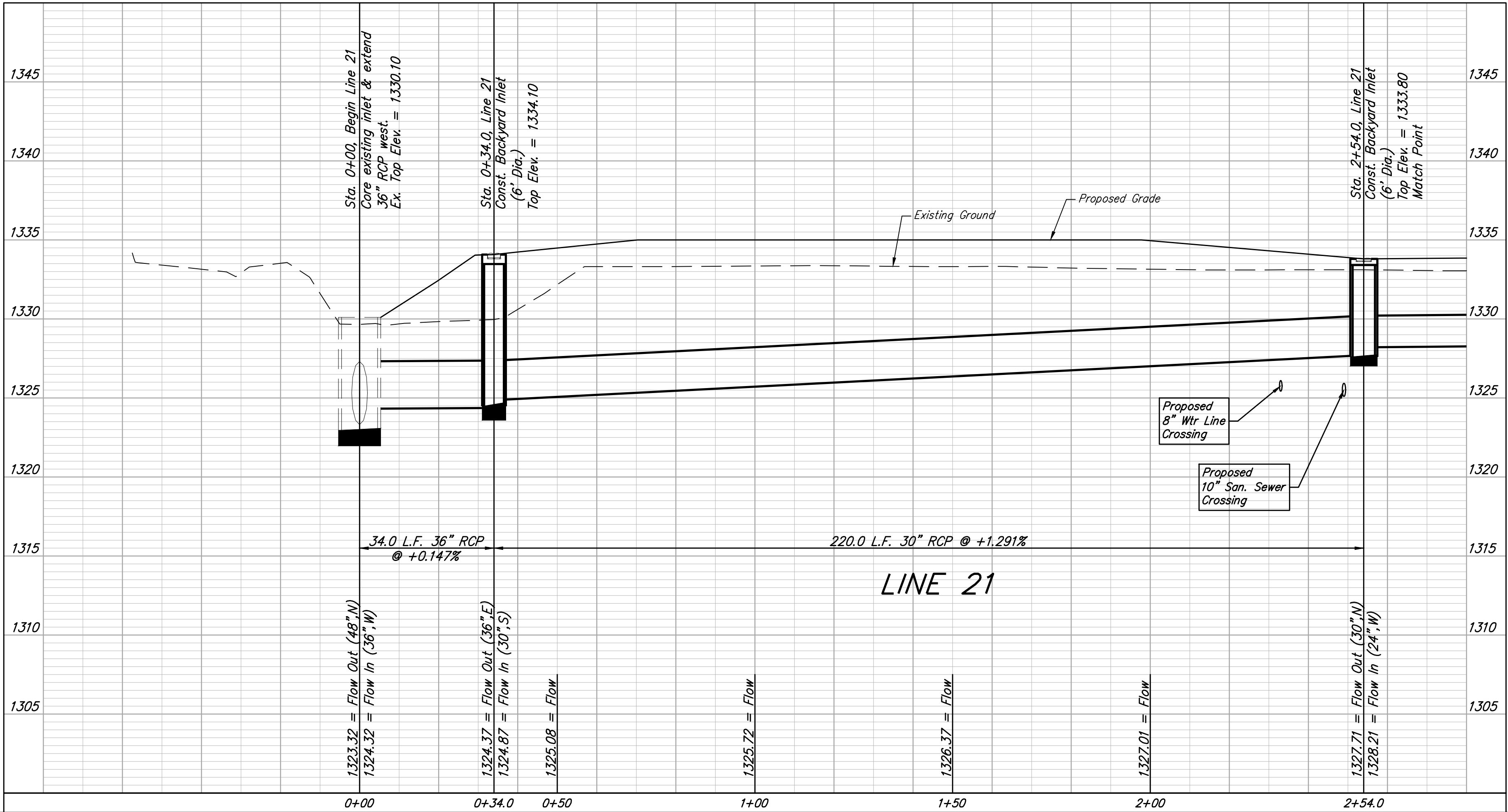
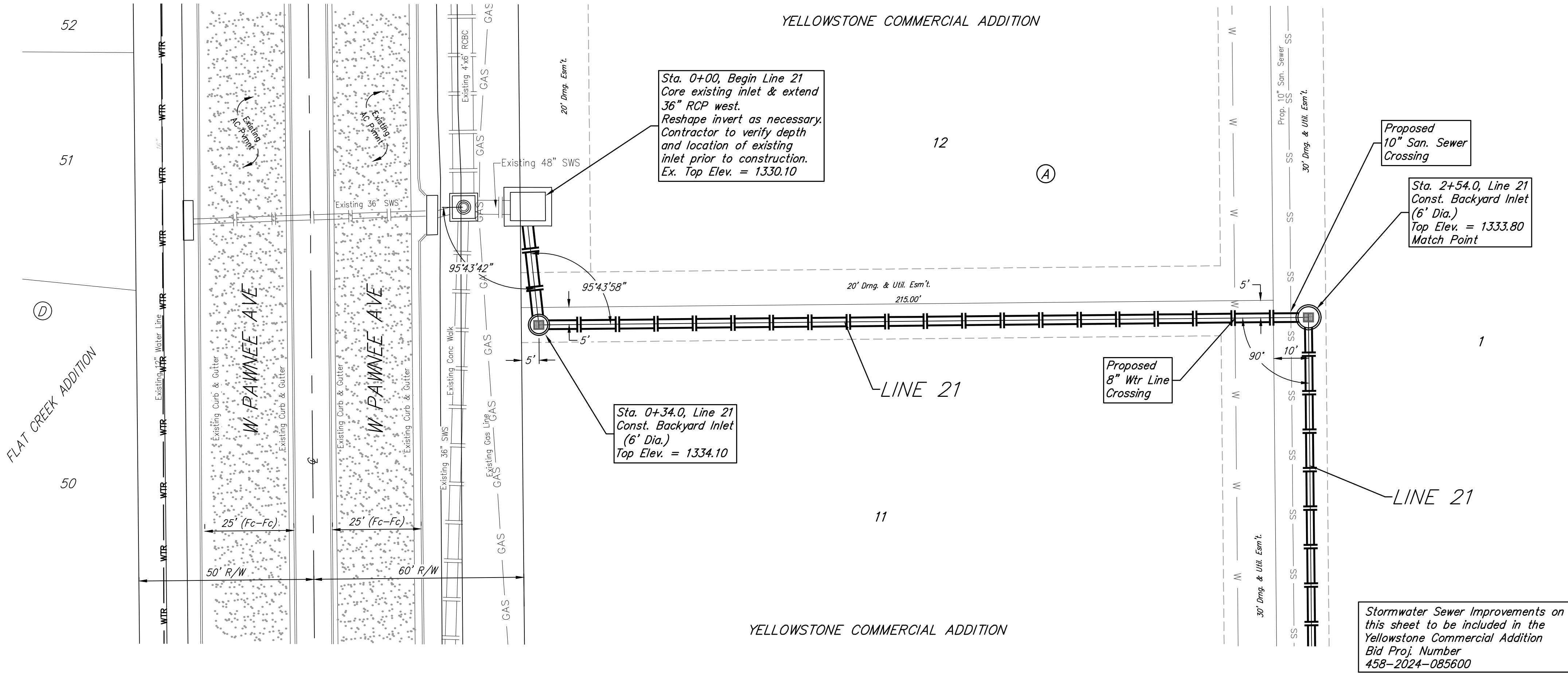
OF

44

73

File: E:\Projects\Yellowstone Addition\Kelsey_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

BENCHMARKS:
BM #1: Cross southwest corner of curb inlet, south side of Pawnee, 178± east of northeast corner of Lot 3, Block A
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BM #3: cross cut south end of RCP west side of 119th St W, 12± north of southwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88



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YELLOWSTONE COMMERCIAL ADDITION

LINE 21

STORM WATER DRAIN IMPROVEMENTS

PROJECT NUMBER:
458-2024-085600

DESIGN: DMV DRAWN: JAK

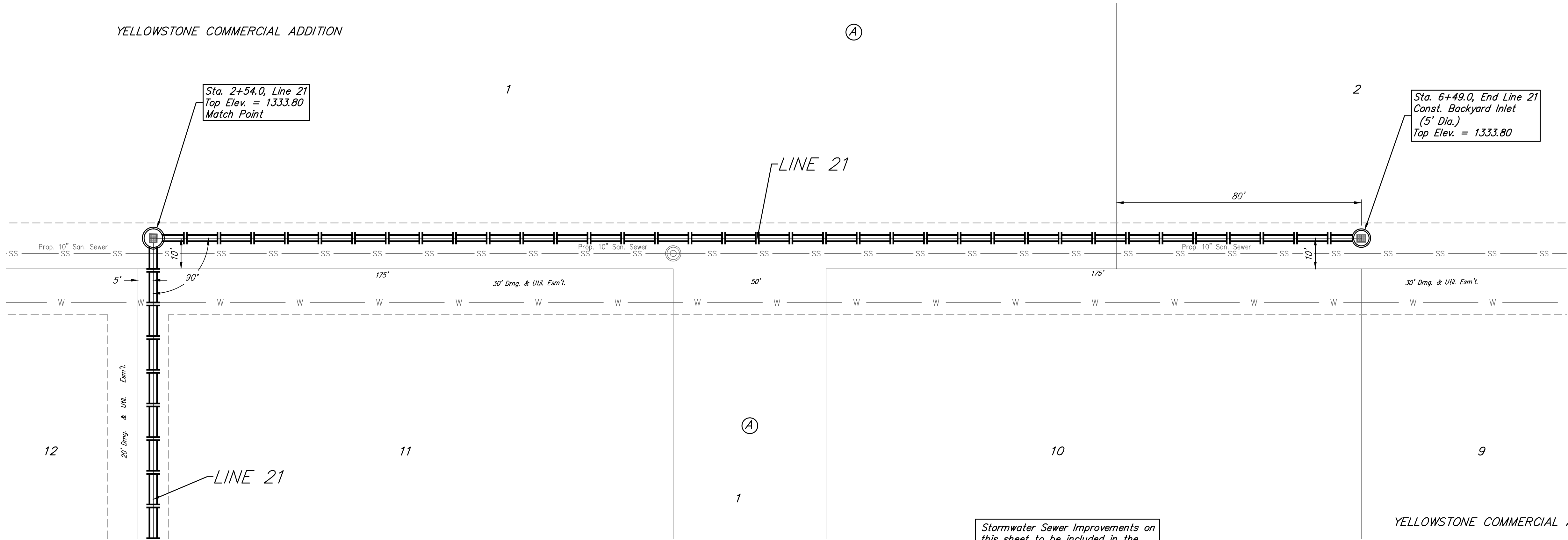
DATE: Mar. 4, 2026

SHEET 45 OF 73

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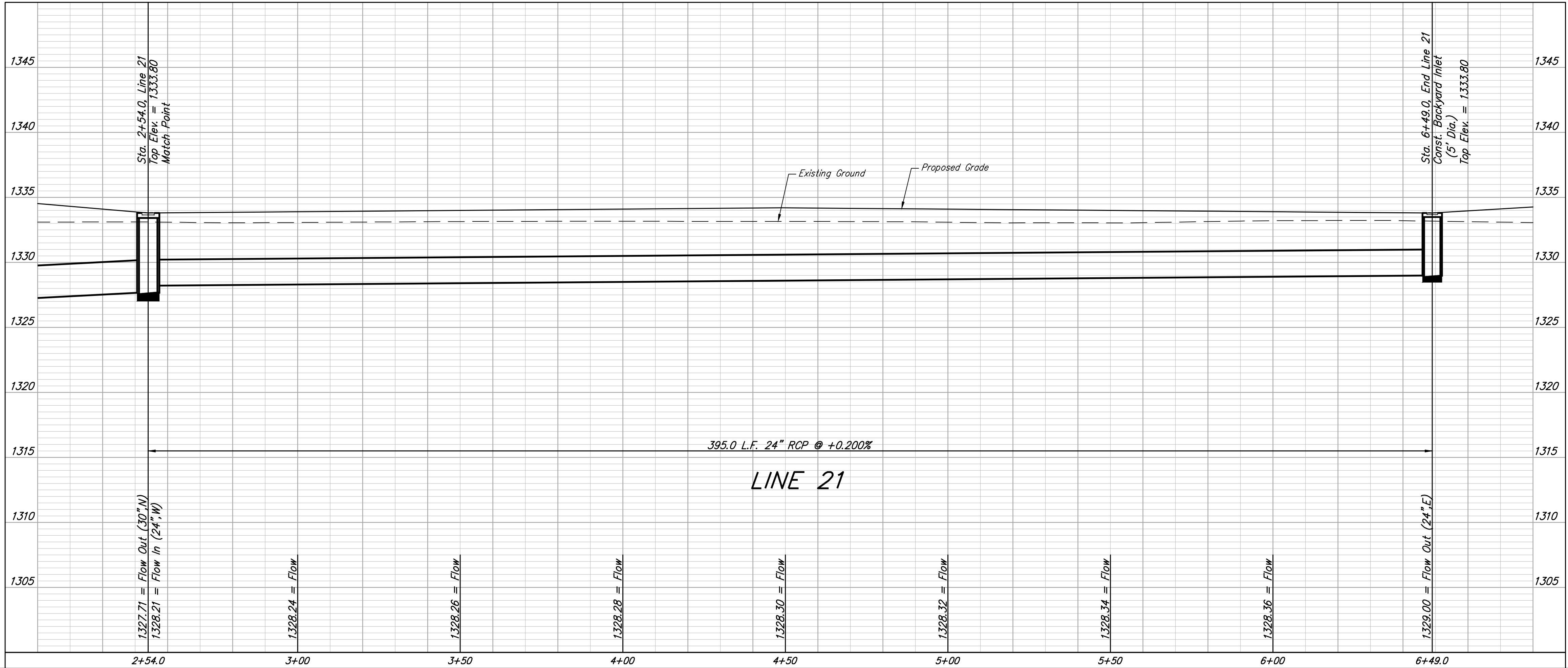
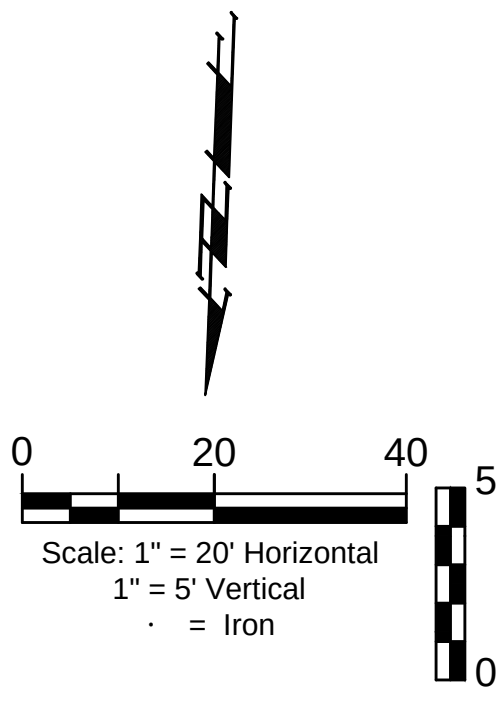
BENCHMARKS:
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BM #3: cross cut south end of RCP west side of 119th St W, 12± north of southwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88

YELLOWSTONE COMMERCIAL ADDITION



Stormwater Sewer Improvements on this sheet to be included in the Yellowstone Commercial Addition Bid Proj. Number 458-2024-085600

YELLOWSTONE COMMERCIAL ADDITION



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YELLOWSTONE
COMMERCIAL ADDITION

LINE 21

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:

DESIGN: DMV DRAWN: JAK
DATE: Mar. 4, 2026

SHEET 46 OF 73

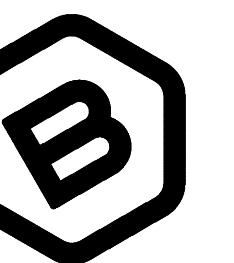
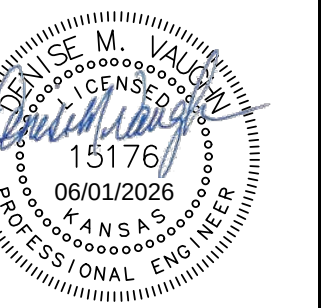
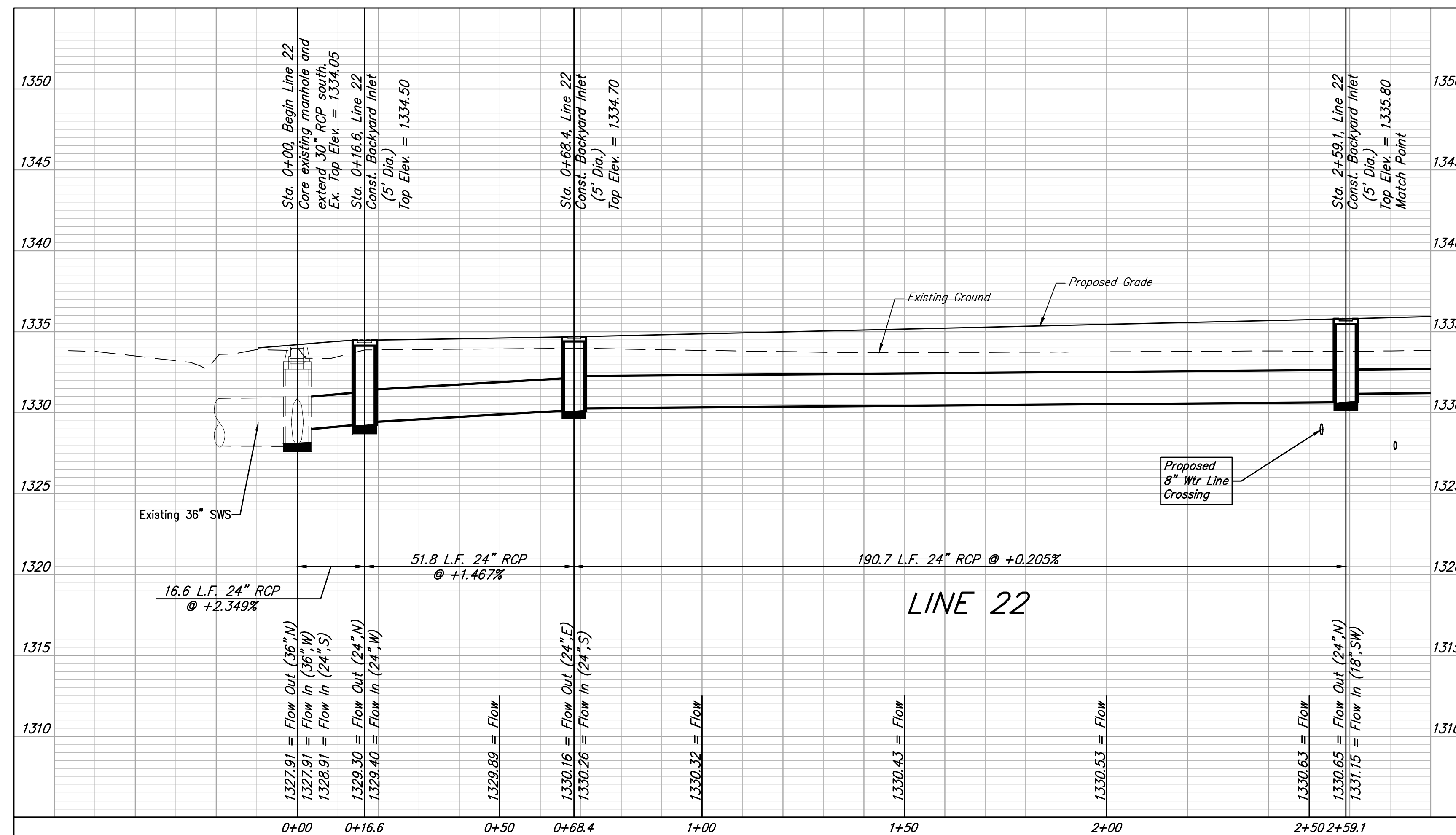
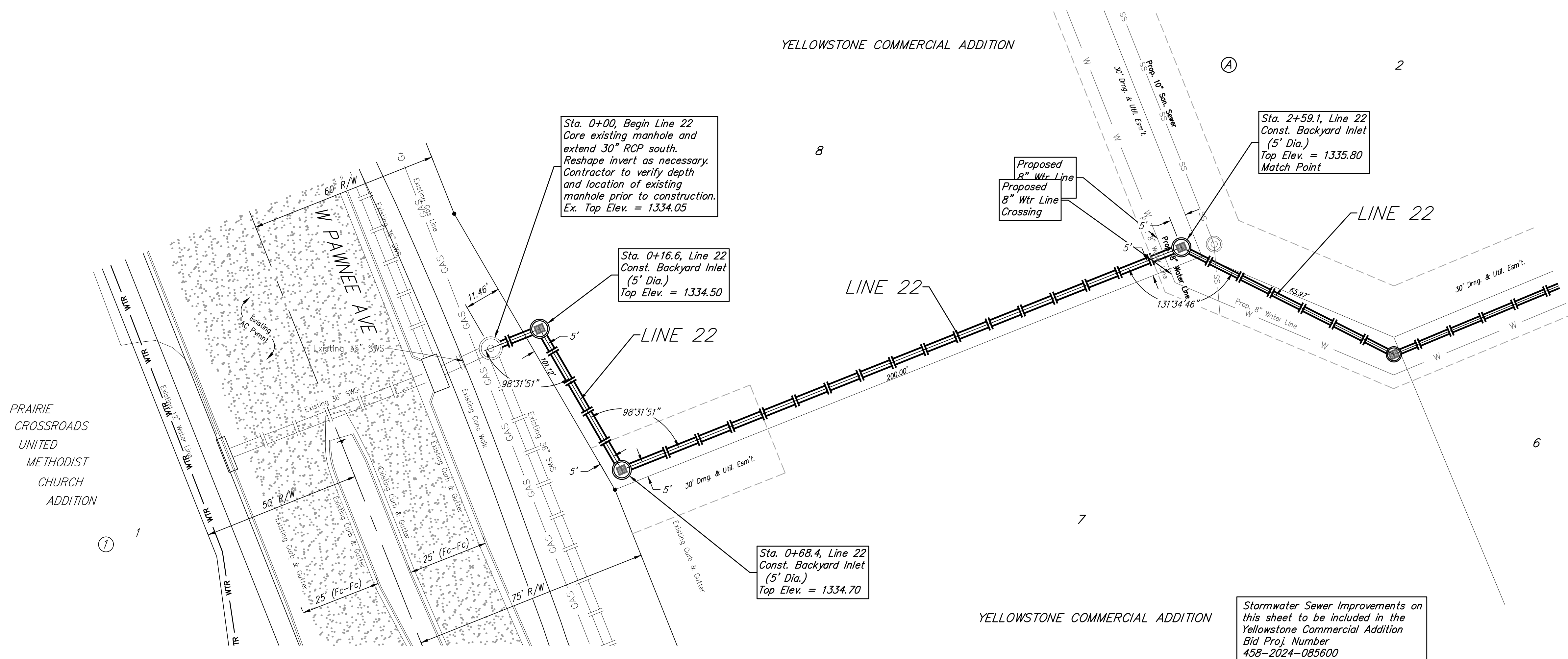
File: E:\Projects\Yellowstone Addition\Kelsey_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

BM #1: Cross southwest corner of
curb inlet, south side of Pawnee,
178'± east of northeast corner of Lot
3, Block A
Elevation = 1331.25 NAVD88

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of curb inlet west side of 119th St W,
100'± south of northwest corner of
the northwest quarter, Sec. 6, 28-S,
R-1-W.
Elevation = 1338.39 NAVD88

BM #3: cross cut south end of RCP
west side of 119th St W, 12'± north
of southwest corner of the northwest
quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88

YELLOWSTONE COMMERCIAL ADDITION

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COMPANY

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YELLOWSTONE
COMMERCIAL ADDITION

LINE 22

FORM WATER DRAIN IMPROVEMENTS

PROJECT NUMBER:
458-2024-085600

GN: DMV DRAWN: JAK

E: Mar. 4, 2026

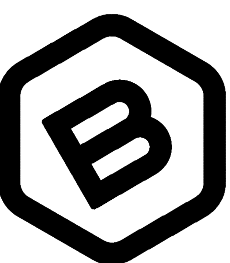
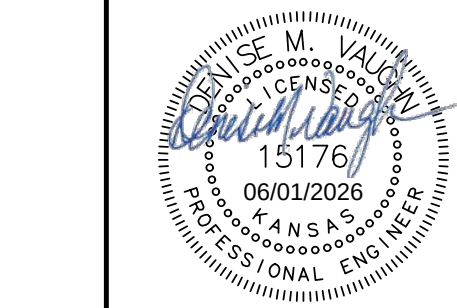
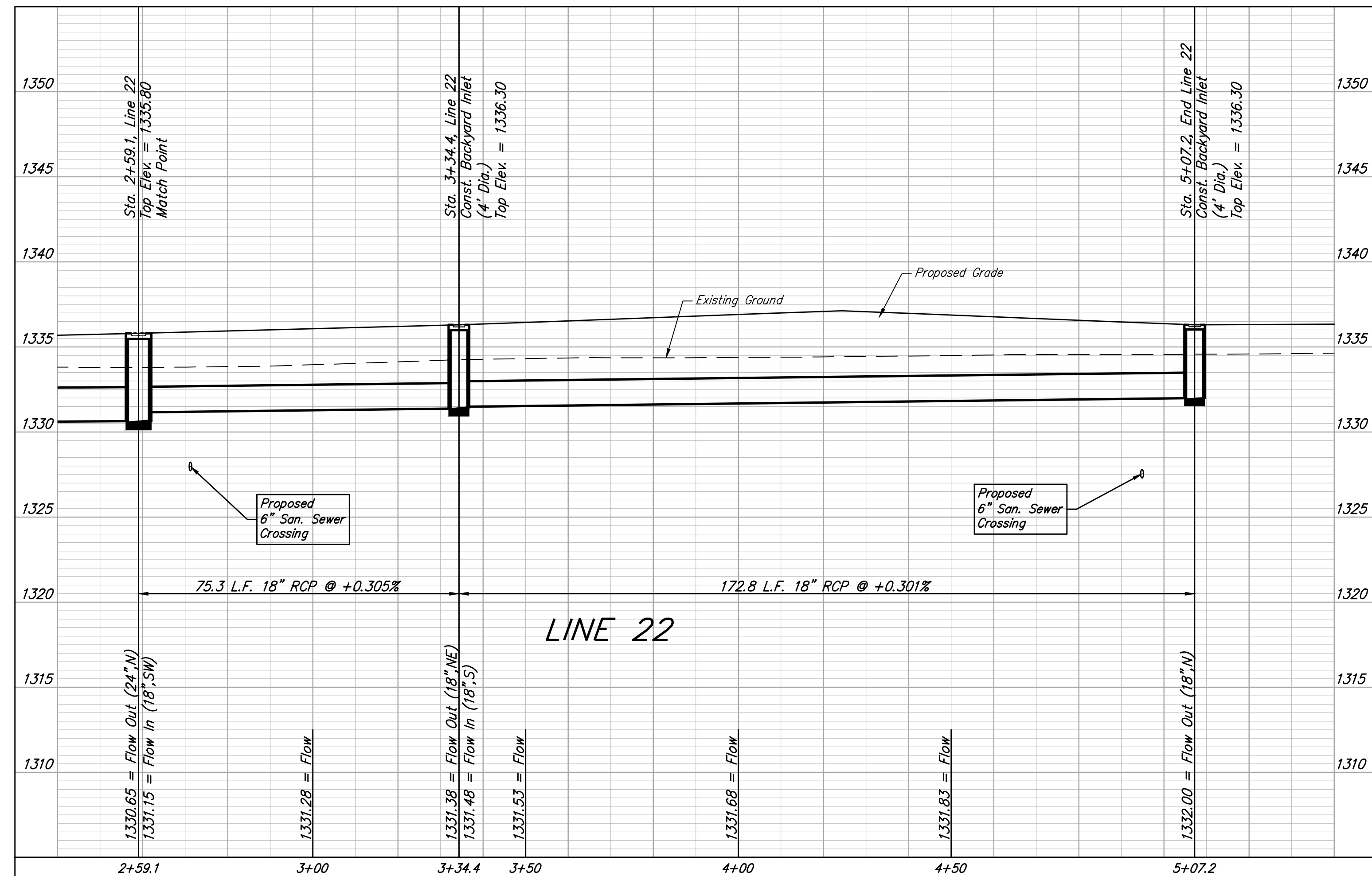
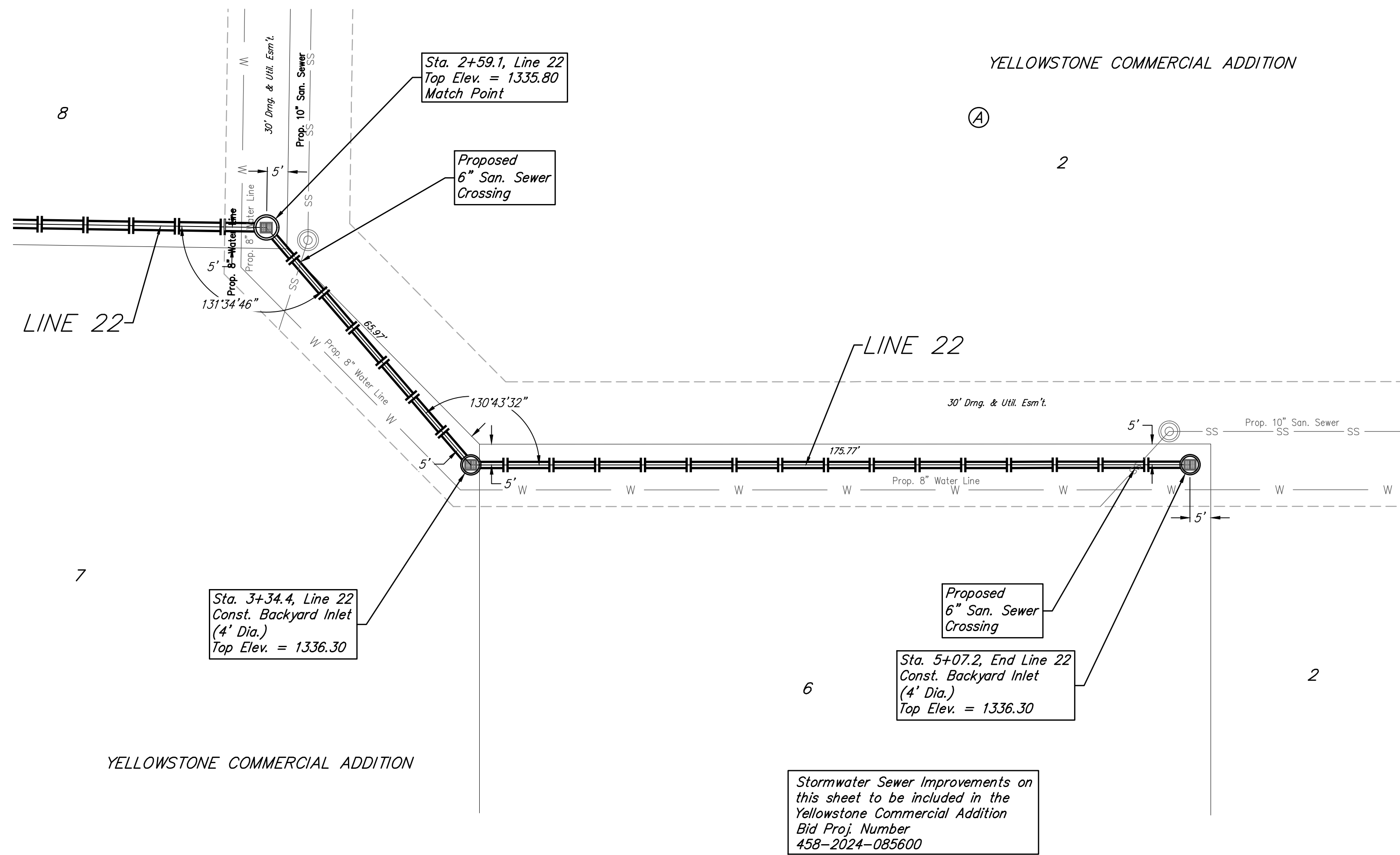
47 OF 73

[illegible]

BM #1: Cross southwest corner of
curb inlet, south side of Pawnee,
178'± east of northeast corner of Lot
3, Block A
Elevation = 1331.25 NAVD88

BM #2: square cut northwest corner
of curb inlet west side of 119th St W,
100'± south of northwest corner of
the northwest quarter, Sec. 6, 28-S,
R-1-W.
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west side of 119th St W, 12'± north
of southwest corner of the northwest
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Elevation = 1334.57 NAVD88

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YELLOWSTONE
COMMERCIAL ADDITION

LINE 22

STORM WATER DRAIN IMPROVEMENTS

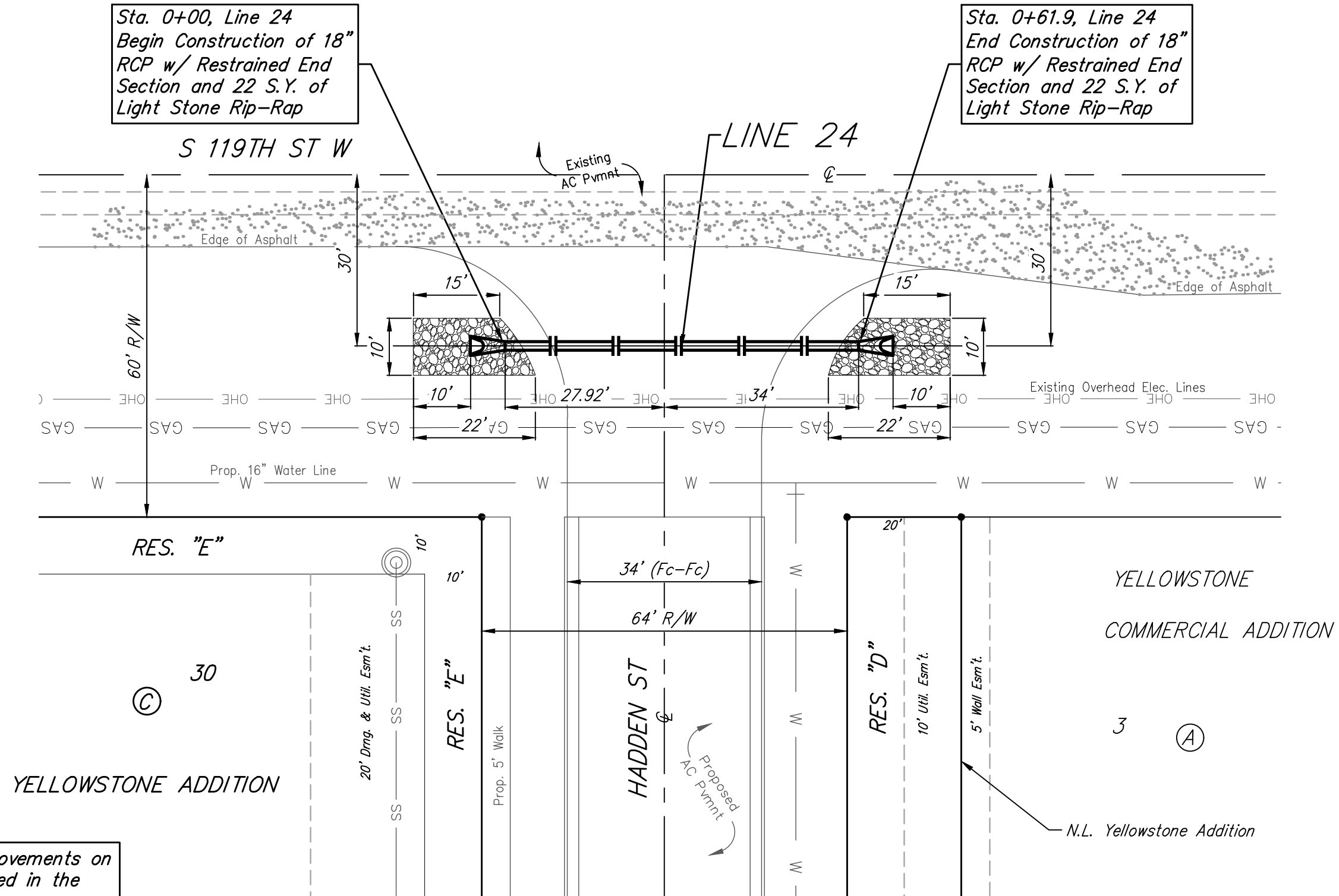
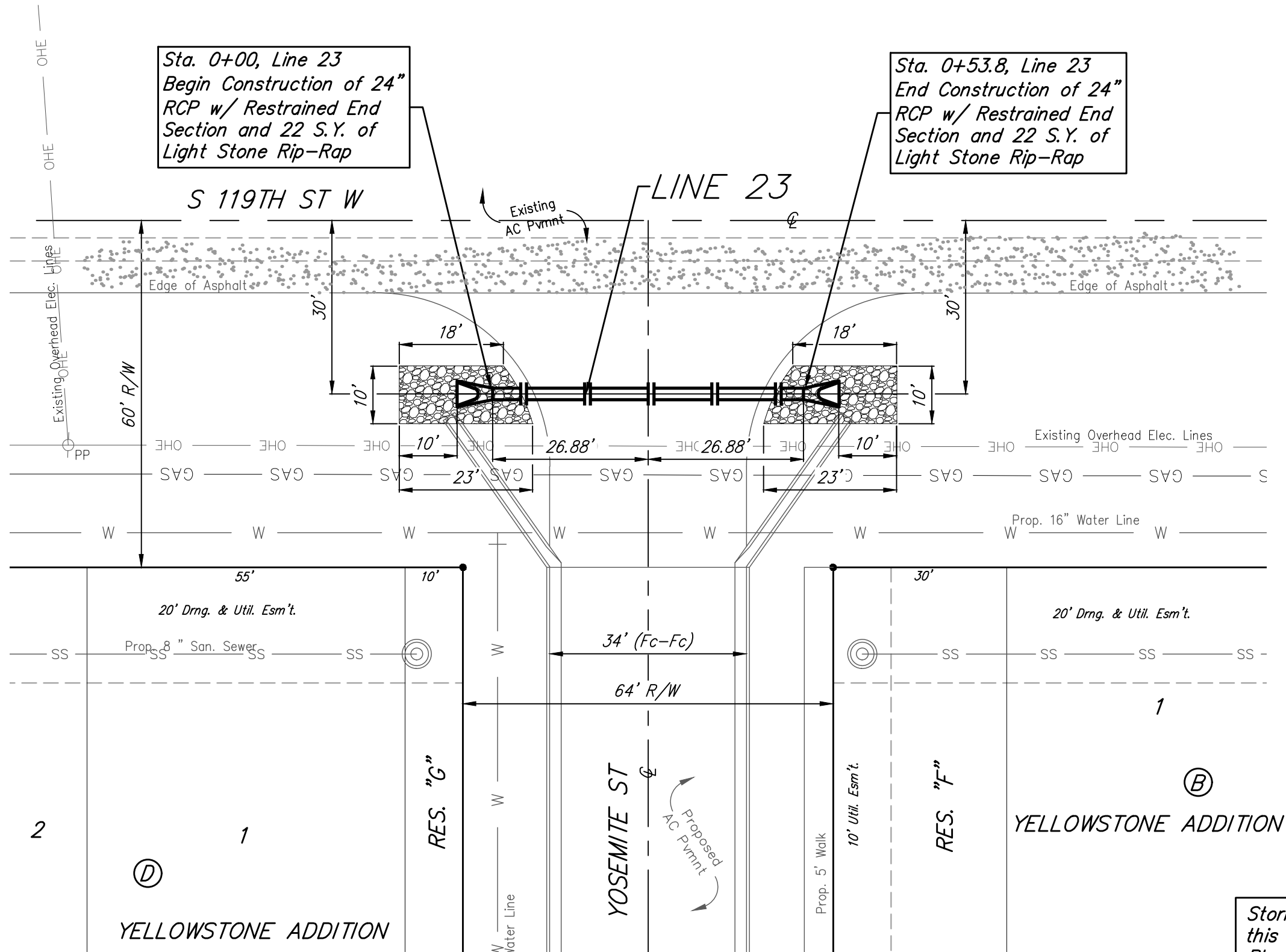
PROJECT NUMBER:
458-2024-085600

DESIGN: DMV DRAWN: JAK

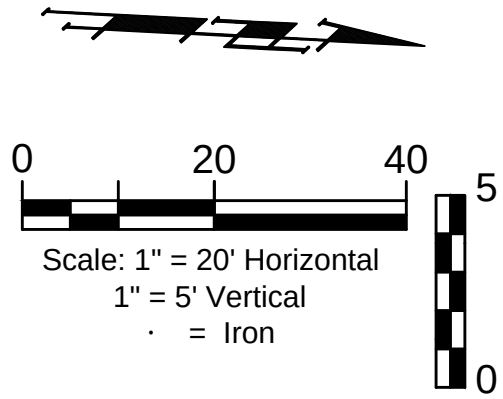
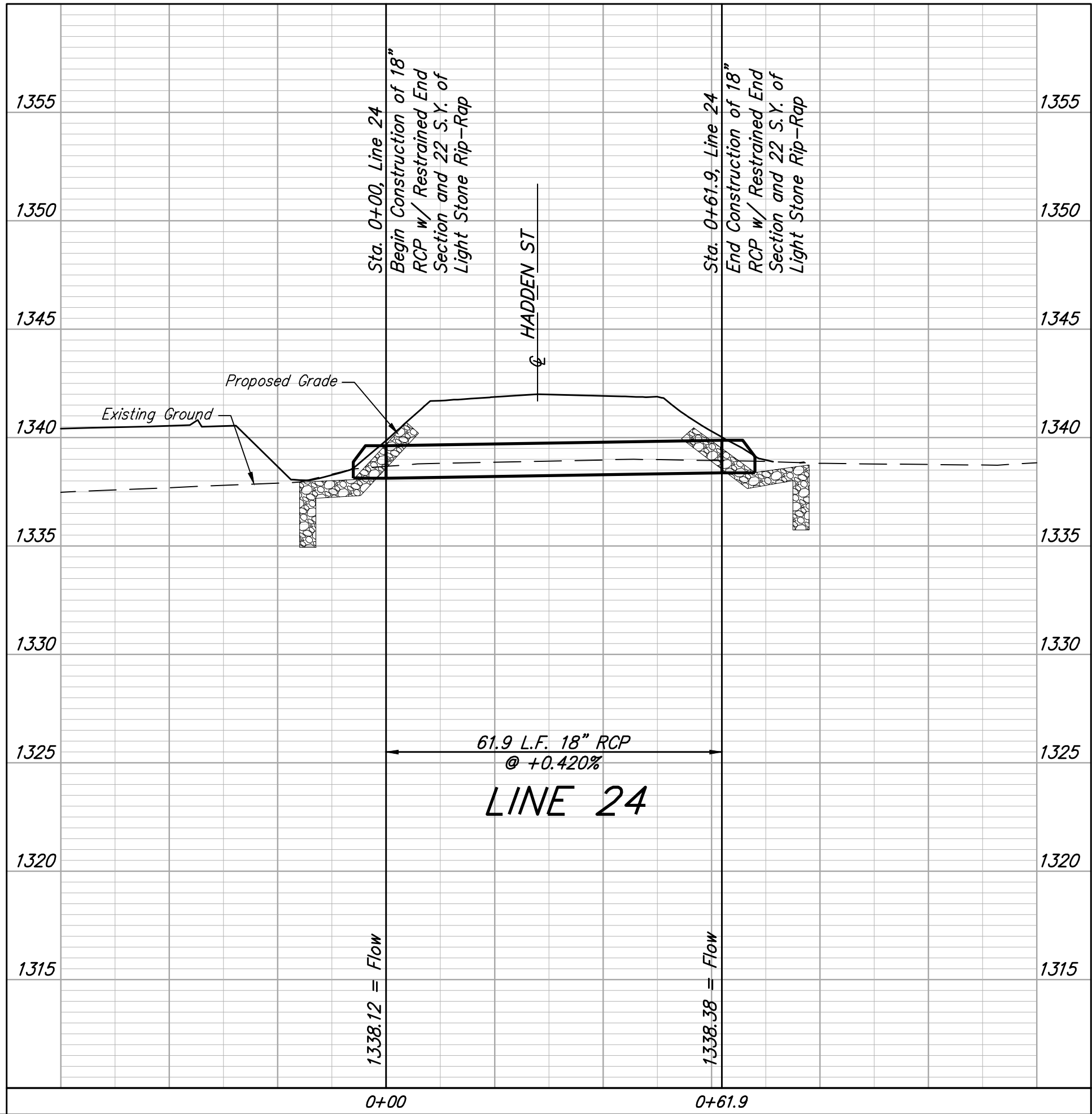
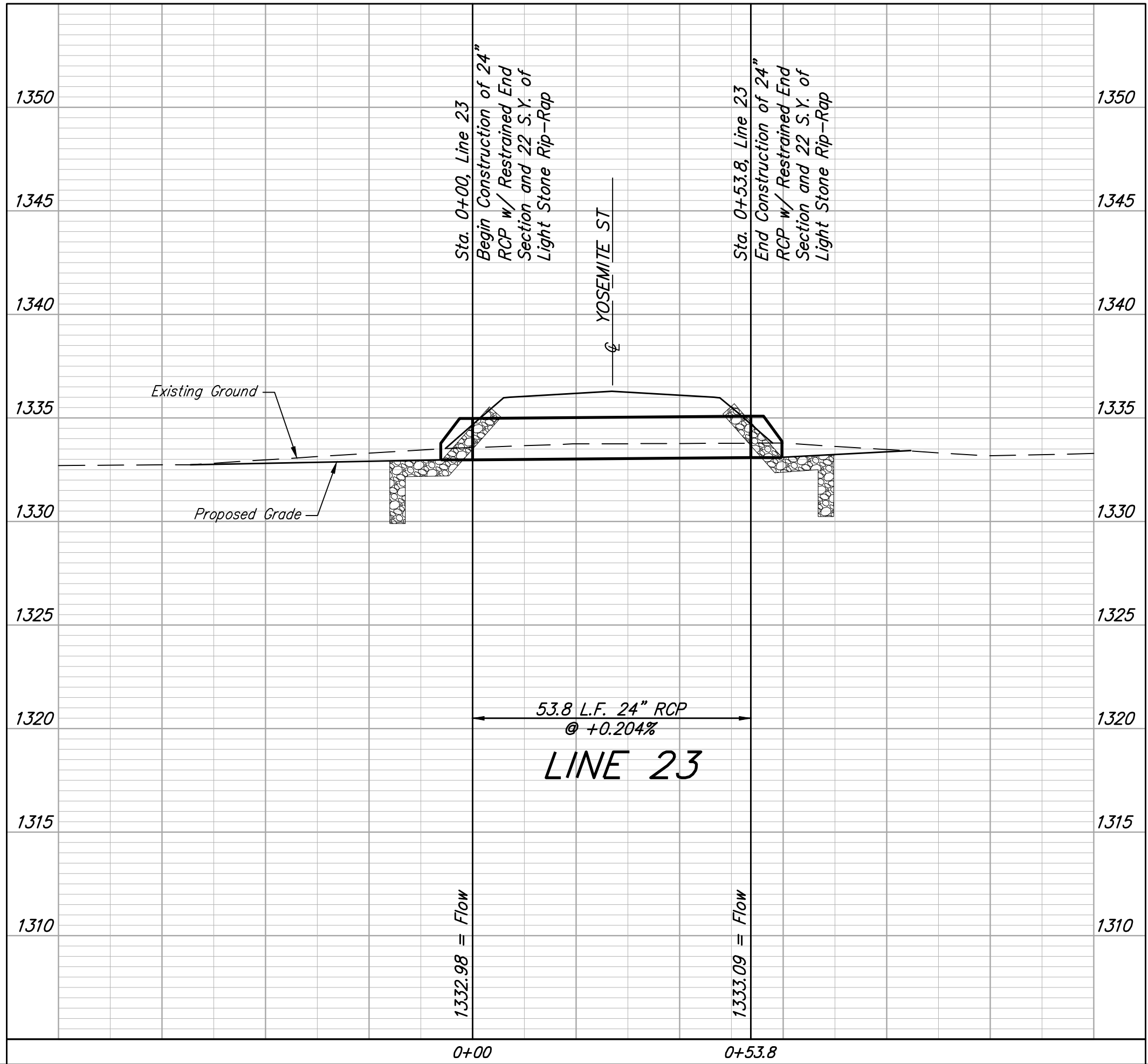
DATE: Mar. 4, 2026

SHEET 48 OF 73

BENCHMARKS:
BM #1: Cross southwest corner of curb inlet, south side of Pawnee, 178'± east of northeast corner of Lot 3, Block A
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Elevation = 1338.39 NAVD88
BM #3: cross cut south end of RCP west side of 119th St W, 12'± north of southwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W
Elevation = 1334.57 NAVD88



Stormwater Sewer Improvements on this sheet to be included in the Phase I Bid Proj. Number 458-2024-085598



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COMPANY**

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Wichita, KS 67211
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YELLOWSTONE ADDITION
PHASE I

**LINE 23 &
LINE 24**

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:
458-2024-085598

DESIGN: DMV DRAWN: JAK

DATE: Mar. 4, 2026

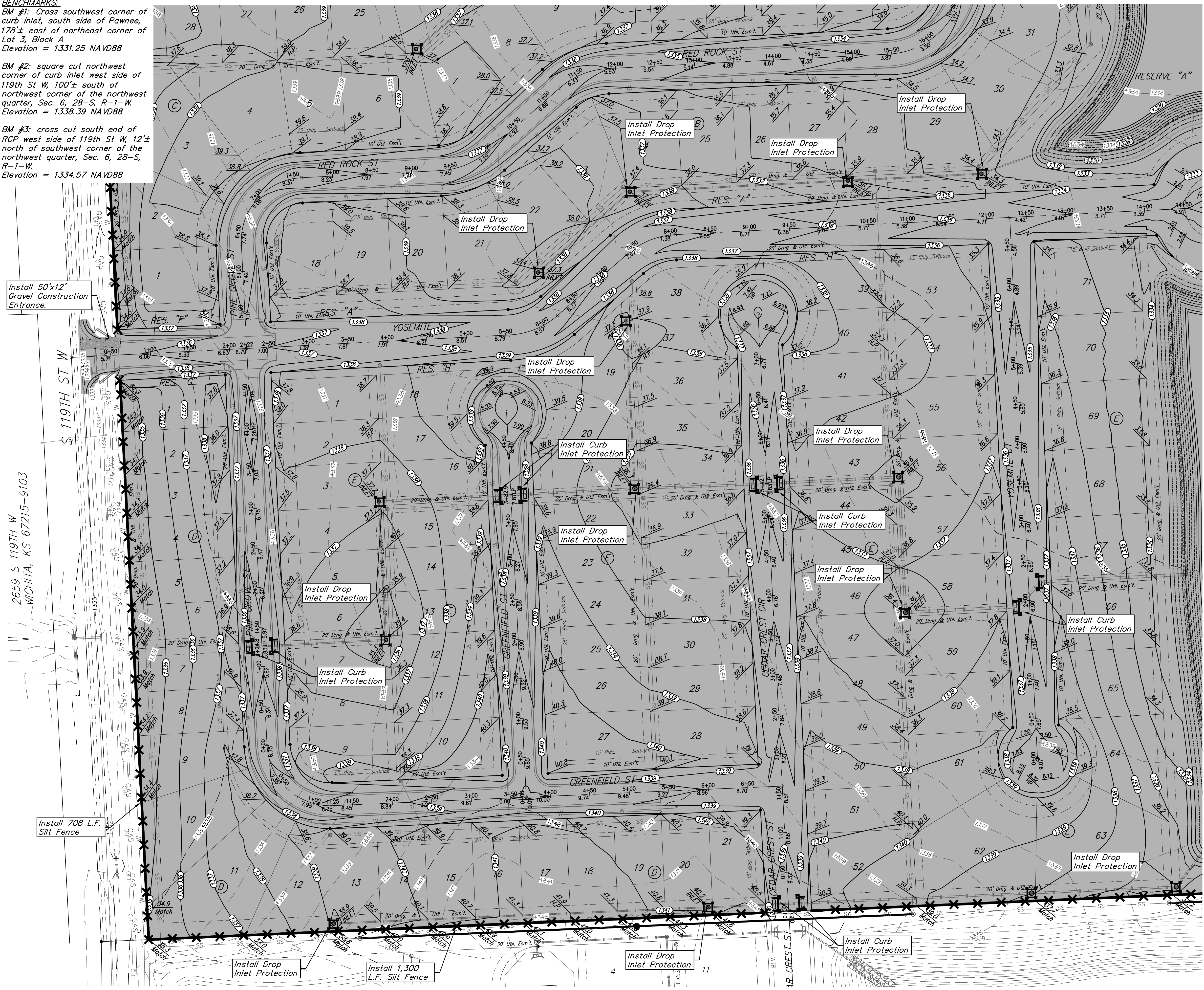
SHEET 49 OF 73

File: E:\Projects\Yellowstone Addition\Kelsey_23-09-P926\Engineering\Phase 1\SWD_PLANS.dwg

BENCHMARKS:
BM #1: Cross southwest corner of curb inlet, south side of Pawnee, 178± east of northeast corner of Lot 3, Block A
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BM #3: cross cut south end of RCP west side of 119th St W, 12± north of southwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88



Mass Grading General Notes:

1. Earthwork quantities are unadjusted and are for reference only. All cost associated with mass grading shall be included in C.Y. "Excavation" and lump sum bid item "Mass Grading".
2. Contractor to strip top 4-6" of soil within street right-of-way, Res. "A", Res. "B", Lots 18-68 Block B, and Lots 1-34 Block C before mass grading and stockpile. Topsoil is to be spread over Res. "A" & Res. "B" above static water elevation prior to seeding.
3. Compaction of 95% Std. Proctor Density shall be obtained in all areas. Fill from on-site excavation shall be placed in 9" maximum thickness lifts within 0% to +4% of optimum moisture content of the soil at time of placement. Best on-site LVC type material shall be used to fill lots 18-68 Block B and lots 1-34 Block C. Testing frequency shall be one test per lot per foot of fill. All testing shall be incidental to Lump Sum Bid Item "Testing". Testing in street right-of-way shall be provided by City of Wichita.
4. It shall be the Contractor's responsibility to protect existing utilities during mass grading. Any damage done to these systems by Contractor or subcontractor shall be repaired at no additional cost to the project.
5. Earthwork Quantities reflect the best available topography at time of design. The Contractor shall satisfy himself with the Earthwork Quantities associated with Bid Item "Excavation" prior to bidding. No additional payments or change orders for earthwork will be accepted.
6. All areas disturbed during construction shall be seeded, mulched, and fertilized per Cover Sheet General Notes.
7. Street elevations are top of dirt at centerline. Grade points around cul-de-sac bulbs are at 1' behind proposed back of curb.

EROSION CONTROL MEASURE	INSTALL	MAINTAIN
CONSTRUCTION ENTRANCE (EA)	1	0
SILT FENCE (LF)	7,668	0
CURB INLET BARRIER (EA)	37	0
DROP INLET PROTECTION (EA)	51	0
EROSION CONTROL MAT (SY)	27,975	0
CUT-OFF TRENCH & BERM (LF)	6,504	0

* All existing BMPs including Construction Entrance, Sediment Barriers, Silt Fence, Cut-off Trench, and Erosion Control Mat shall be maintained and repaired if necessary.

EARTH WORK TOTALS (Unadjusted for shrink & swell)
(for information only)

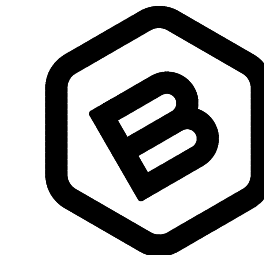
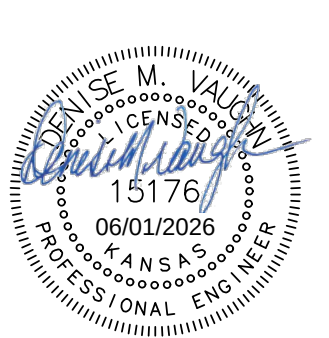
	Excavation	Fill
Commercial Addn.	1,542	101,367
Phase 1 Mass Grading	4,219	31,821
Phase 2 Mass Grading	23,313	194,134
Res. "A" Pond (Phase 2)	218,471	-
Res. "B" Pond (Phase 2)	93,945	-
Phase 2 Total Earthwork	335,729	194,134
Total Earthwork (All Phases)	341,490	327,322

Note: Earthwork totals shown above depict actual earthwork quantities for the land area of the 3 different benefit districts. The bid quantities for "Excavation" for each area will vary from this (the total of all areas remains the same), as the pond excavation is being distributed between the various benefit districts for bid purposes.

EROSION CONTROL LEGEND

- DROP INLET PROTECTION
- CURB INLET PROTECTION
- SILT FENCING

- Area to be graded
- Proposed Grade
- Existing Grade



**BAUGHMAN
COMPANY**

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YELLOWSTONE ADDITION
PHASE I & PHASE II and
YELLOWSTONE
COMMERCIAL ADDITION

**MASS
GRADING/
EROSION
CONTROL**
STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:

DESIGN: DMV DRAWN: JAK

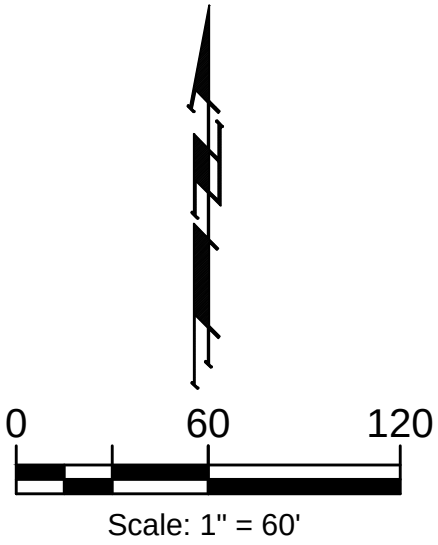
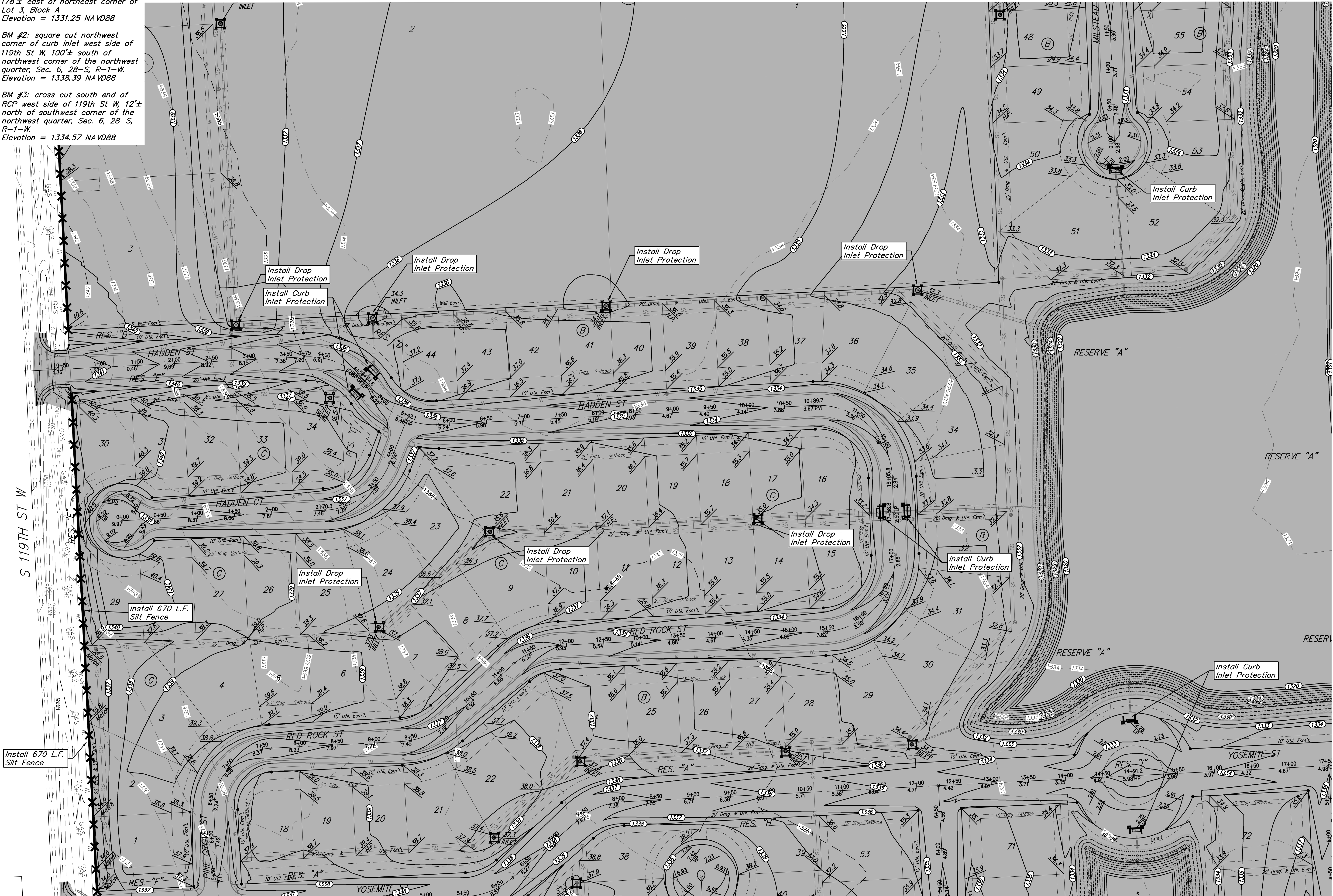
DATE: May 29, 2026

SHEET OF
50 73

BENCHMARKS:
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Elevation = 1331.25 NAVD88

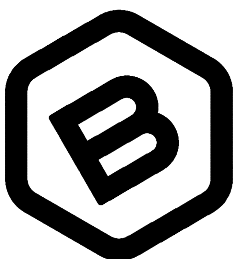
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BM #3: cross cut south end of RCP west side of 119th St W, 12± north of southwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88



Area to be graded

— Proposed Grade
- - - Existing Grade



**BAUGHMAN
COMPANY**

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YELLOWSTONE ADDITION
PHASE I & PHASE II and
YELLOWSTONE
COMMERCIAL ADDITION

**MASS
GRADING/
EROSION
CONTROL**
STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:

DESIGN: DMV DRAWN: JAK

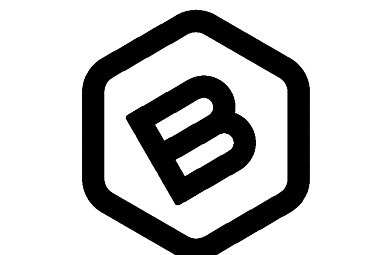
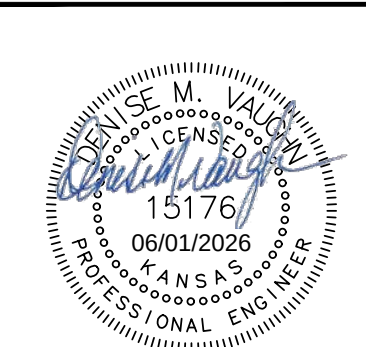
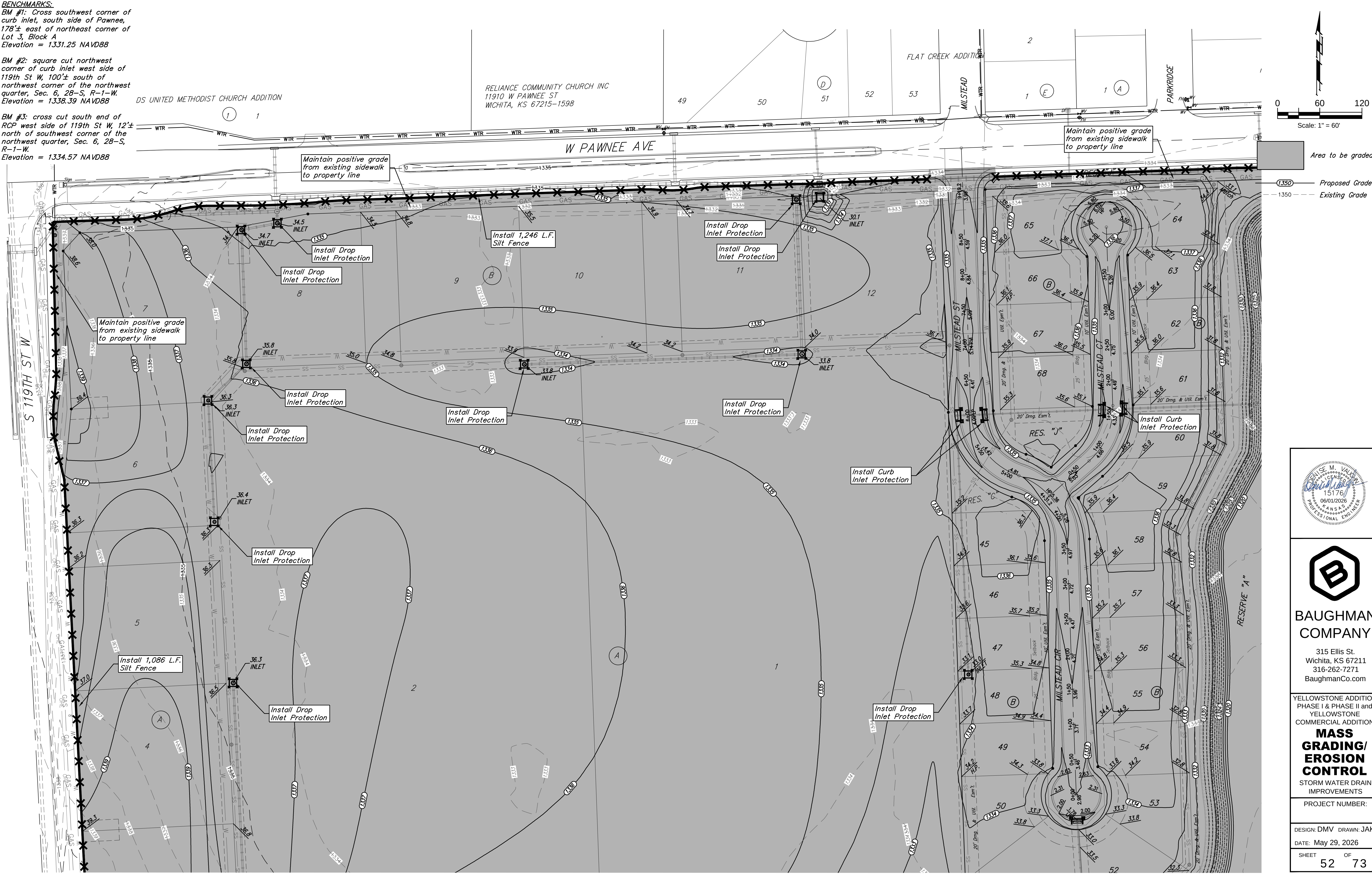
DATE: May 29, 2026

SHEET 51 OF 73

BENCHMARKS:
BM #1: Cross southwest corner of curb inlet, south side of Pawnee, 178± east of northeast corner of Lot 3, Block A
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BaughmanCo.com

YELLOWSTONE ADDITION
PHASE I & PHASE II and
YELLOWSTONE
COMMERCIAL ADDITION
**MASS
GRADING/
EROSION
CONTROL**
STORM WATER DRAIN
IMPROVEMENTS

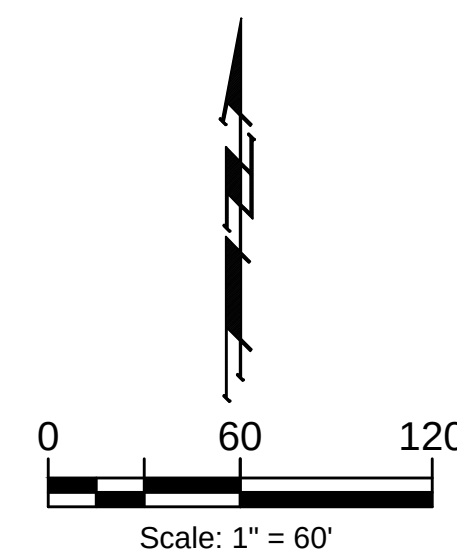
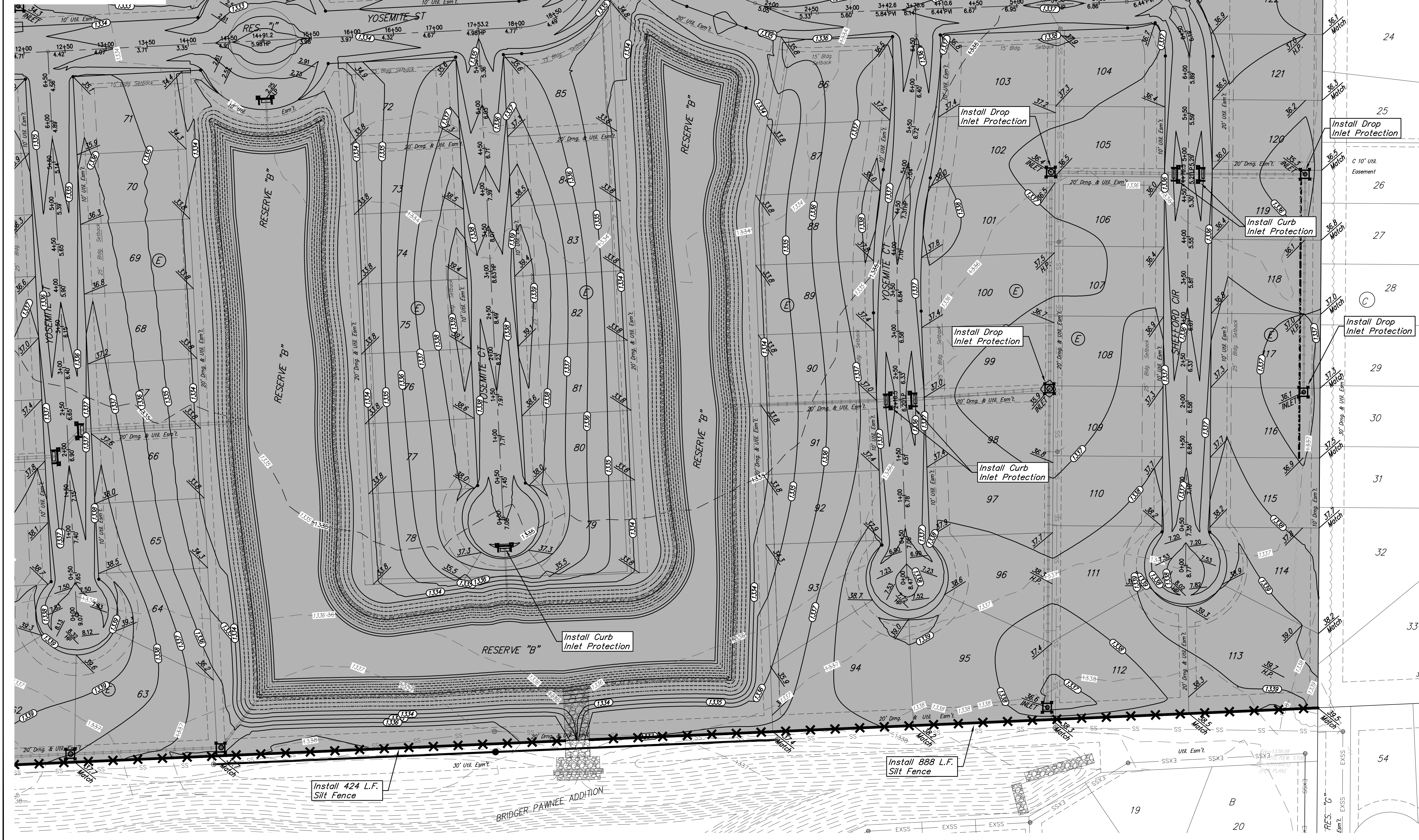
PROJECT NUMBER:
DESIGN: DMV DRAWN: JAK
DATE: May 29, 2026
SHEET 52 OF 73

File: E:\Projects\Yellowstone Addition\Phase I\Mass Grading.dwg

BM #1: Cross southwest corner of
curb inlet, south side of Pawnee,
178'± east of northeast corner of
Lot 3, Block A
Elevation = 1331.25 NAVD88

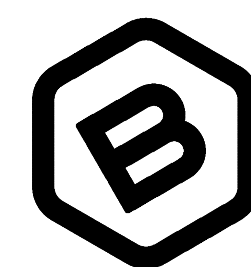
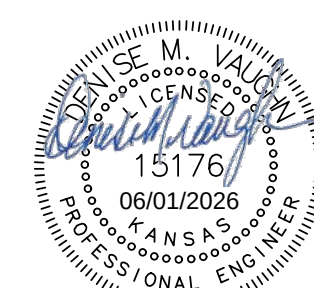
BM #2: square cut northwest corner of curb inlet west side of 119th St W, 100'± south of northwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W. Elevation = 1338.39 NAVD88

BM #3: cross cut south end of
RCP west side of 119th St W, 12'±
north of southwest corner of the
northwest quarter, Sec. 6, 28-S,
R-1-W.
Elevation = 1334.57 NAVD88



Area to be graded



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YELLOWSTONE ADDITION
PHASE I & PHASE II and
YELLOWSTONE
COMMERCIAL ADDITION

MASS GRADING/ EROSION CONTROL

STORM WATER DRAIN IMPROVEMENTS

PROJECT NUMBER:

DESIGN: DMV DRAWN: JAK

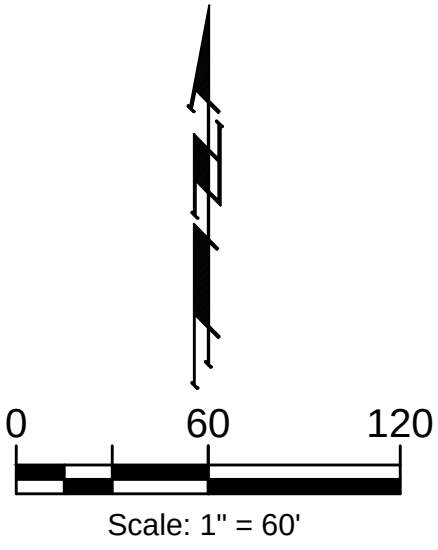
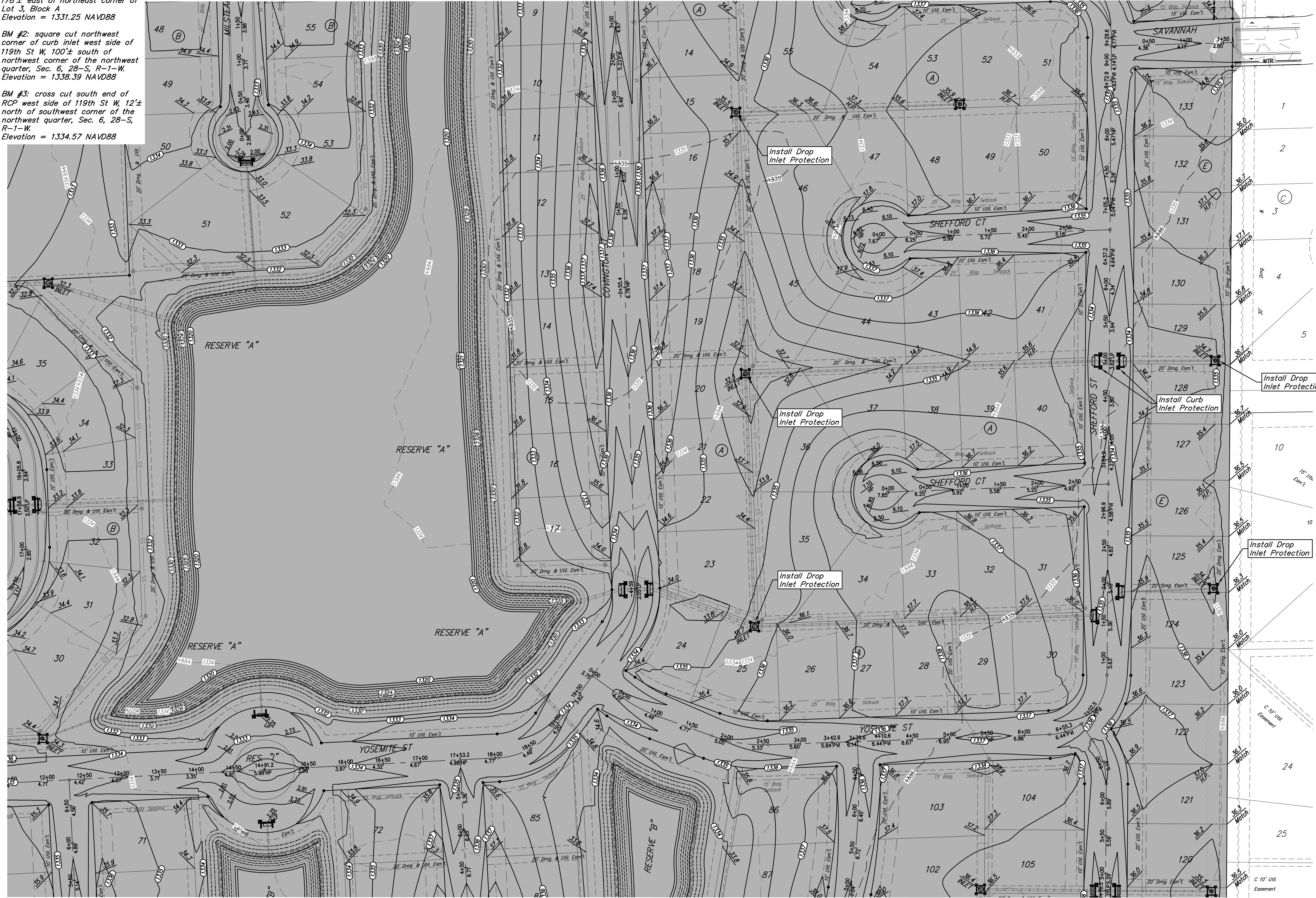
DATE: May 29, 2026

SHEET 53 OF 73

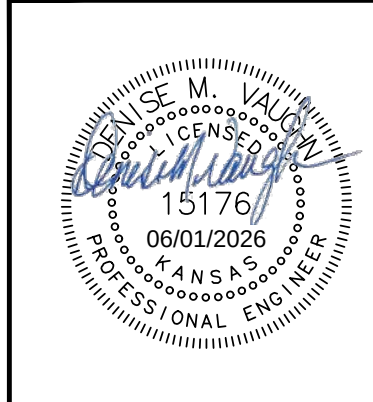
BENCHMARKS:
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Elevation = 1334.57 NAVD88



Area to be graded
Proposed Grade
Existing Grade



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YELLOWSTONE ADDITION
PHASE I & PHASE II and
YELLOWSTONE
COMMERCIAL ADDITION
**MASS GRADING/
EROSION CONTROL**
STORM WATER DRAIN
IMPROVEMENTS
PROJECT NUMBER:

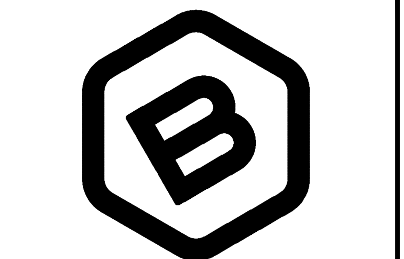
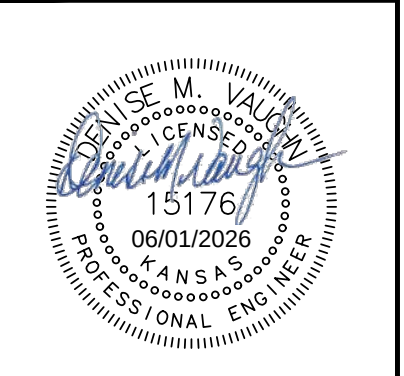
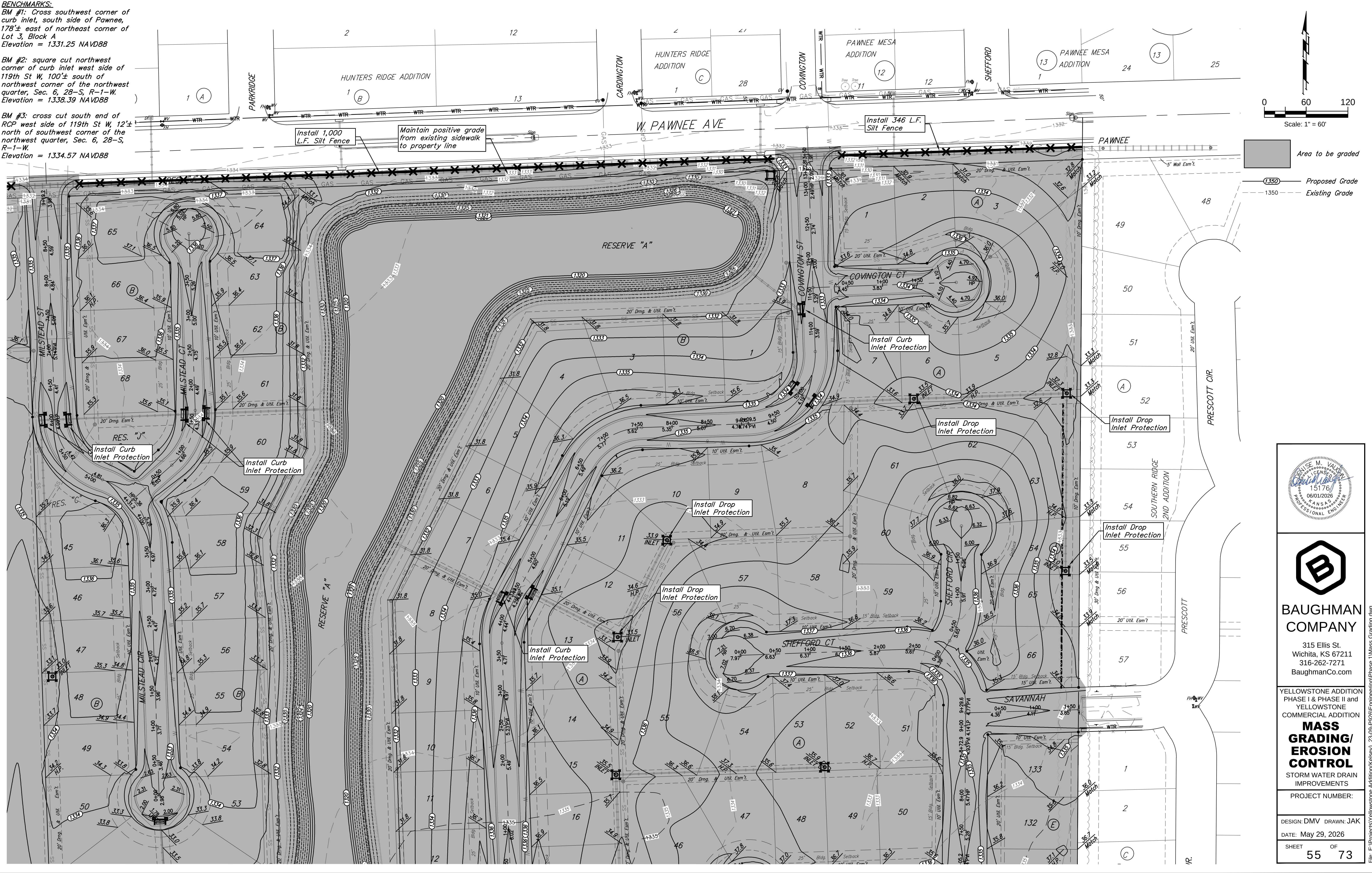
DESIGN: DMV DRAWN: JAK
DATE: May 29, 2026
SHEET 54 OF 73

E:\Projects\Yellowstone Addition\Phase 1\Mass Grading.dwg

BENCHMARKS:
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Elevation = 1331.25 NAVD88

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Elevation = 1334.57 NAVD88



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YELLOWSTONE ADDITION
PHASE I & PHASE II and
YELLOWSTONE
COMMERCIAL ADDITION

**MASS
GRADING/
EROSION
CONTROL**
STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:

DESIGN: DMV DRAWN: JAK

DATE: May 29, 2026

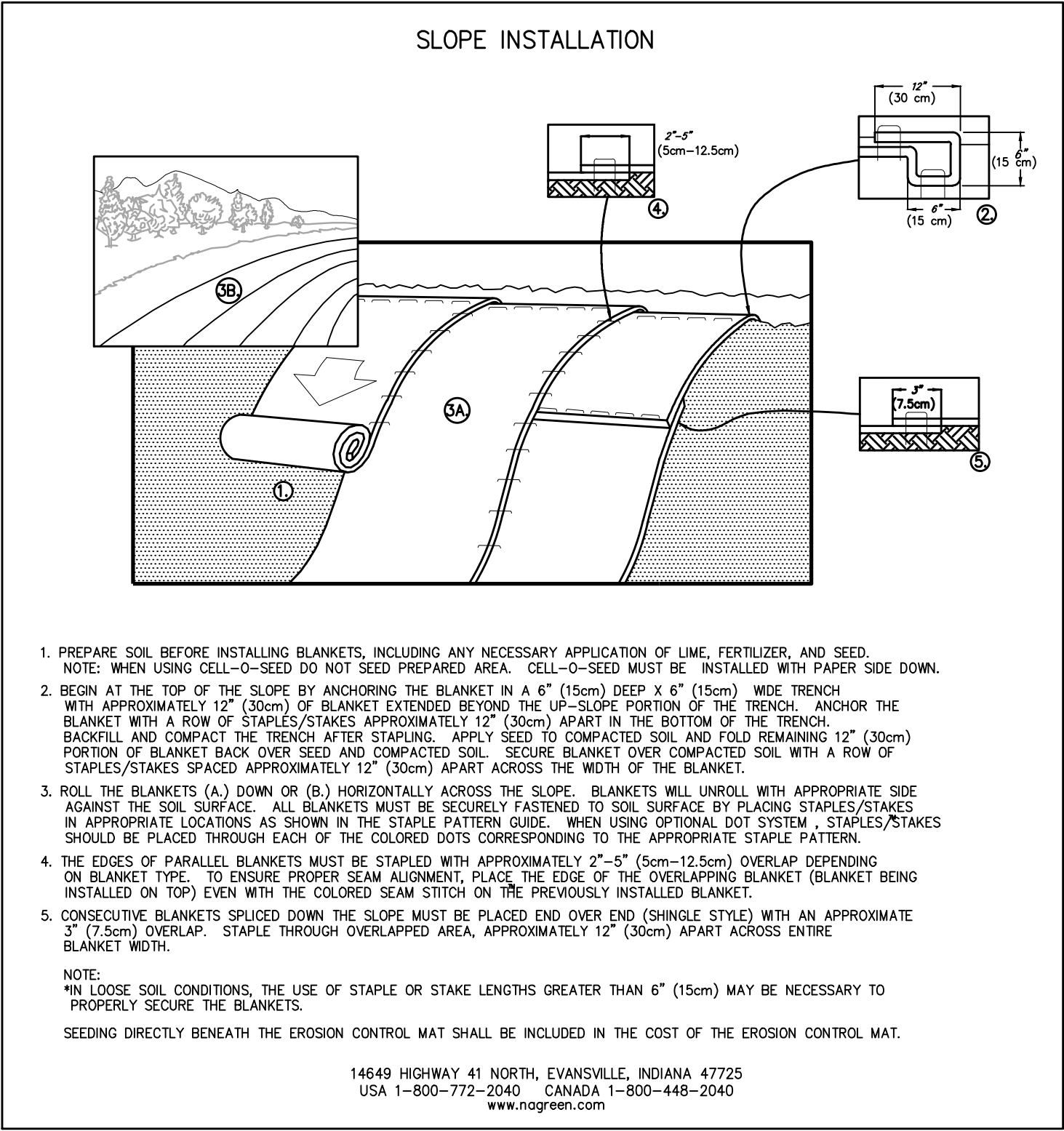
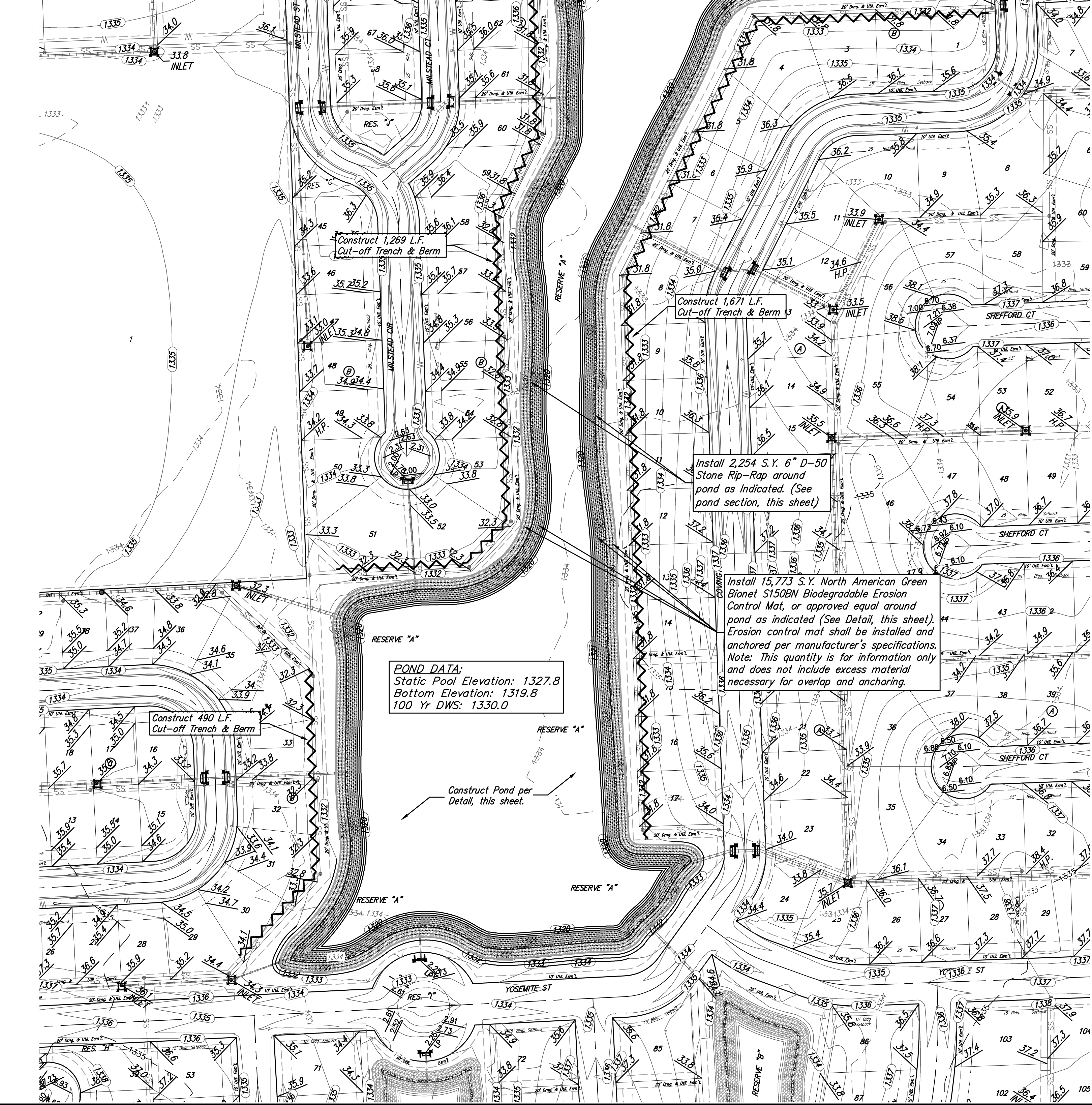
SHEET 55 OF 73

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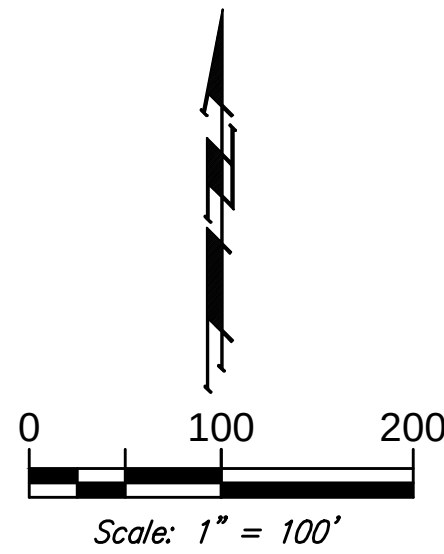
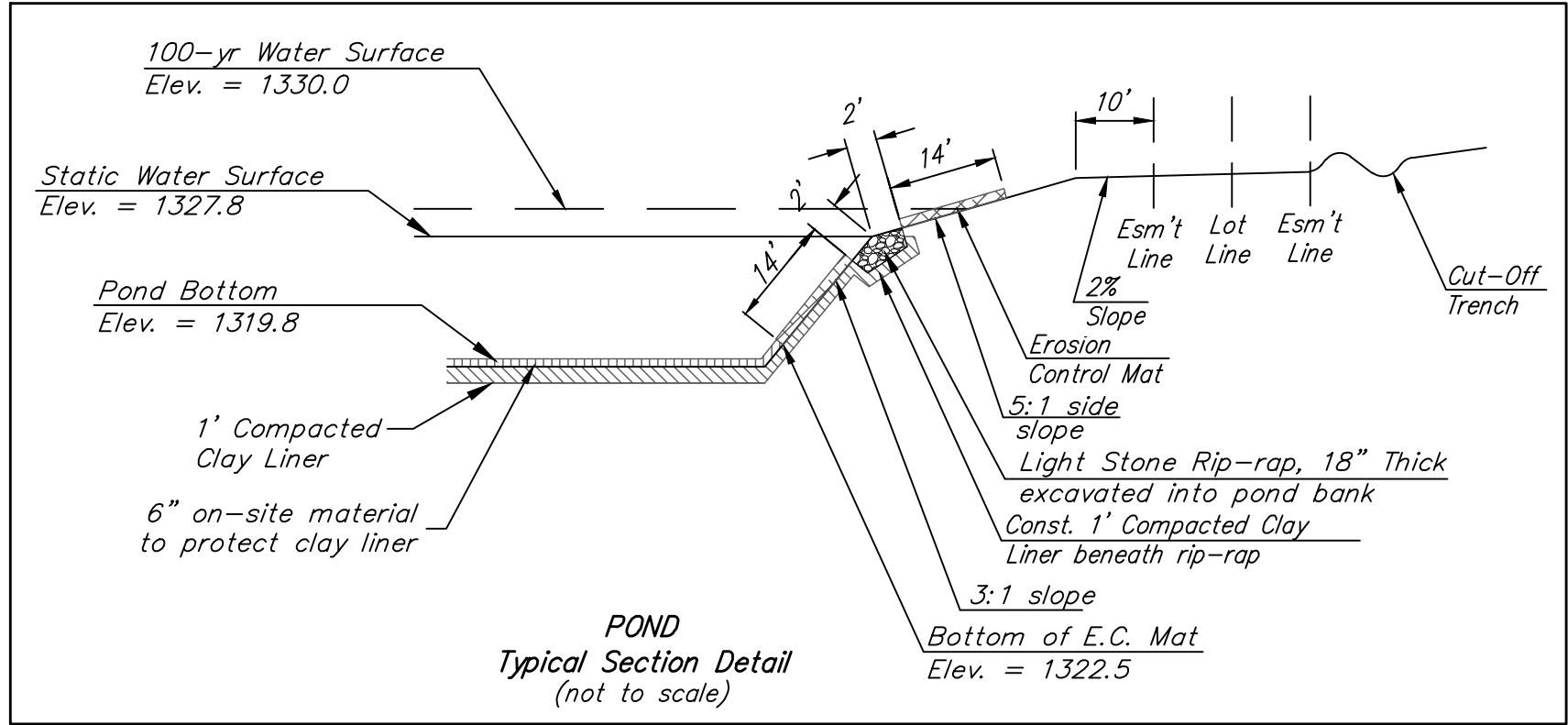
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Elevation = 1338.39 NAVD88

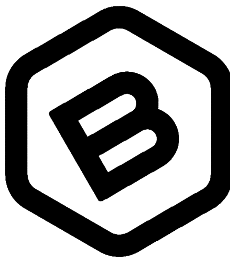
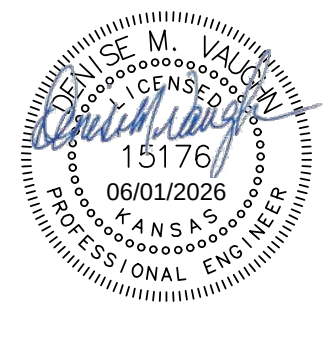
BM #3: cross cut south end of RCP west side of 119th St W, 12± north of southwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88



- POND NOTES:**
- Pond bottom and sideslopes below static pool elevation shall be over-excavated 18" and a 1' clay liner shall be compacted to 95% std. density. The best on-site material shall be used for the pond liner, the plasticity index (P.I.) shall be at least 27. An additional 6" of on-site material shall be placed over liner. The compaction and P.I. shall be verified during construction. Two Plasticity Index determinations will be required for the material used for each pond liner. P.I. determination and compaction testing shall be arranged by the Contractor at the request of the inspector. Cost shall be incidental to "Testing". Cost of over-excavation to install Clay Liner shall be incidental to bid item "Excavation".
 - Install Biodegradable Erosion Control Mat (North American Green Bionet S150BN or approved equal) around pond as indicated.
 - Contractor to strip top 4-6" of soil within street right-of-way and Res. "A" & Res. "B" before mass grading and stockpile. Topsoil is to be spread over Res. "A" & Res. "B" above static water elevation. prior to seeding.
 - All areas disturbed during construction shall be seeded, mulched, and fertilized per Cover Sheet General Notes.



Proposed Grade
Existing Grade



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**RESERVE "A"
POND**

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:

DESIGN: DMV DRAWN: JAK

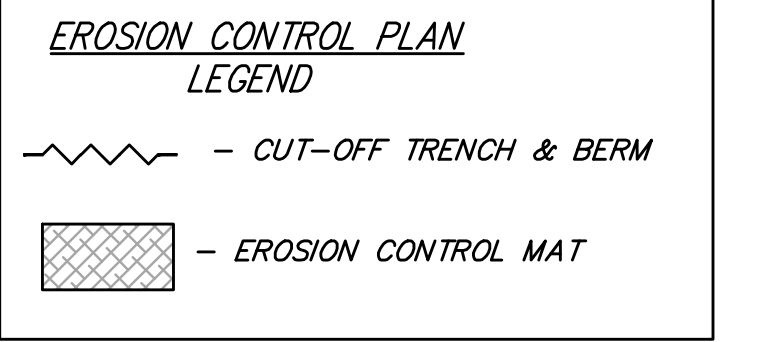
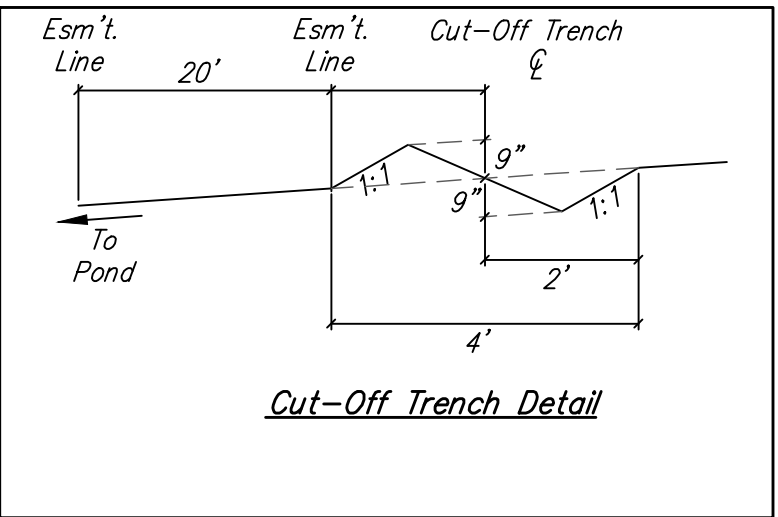
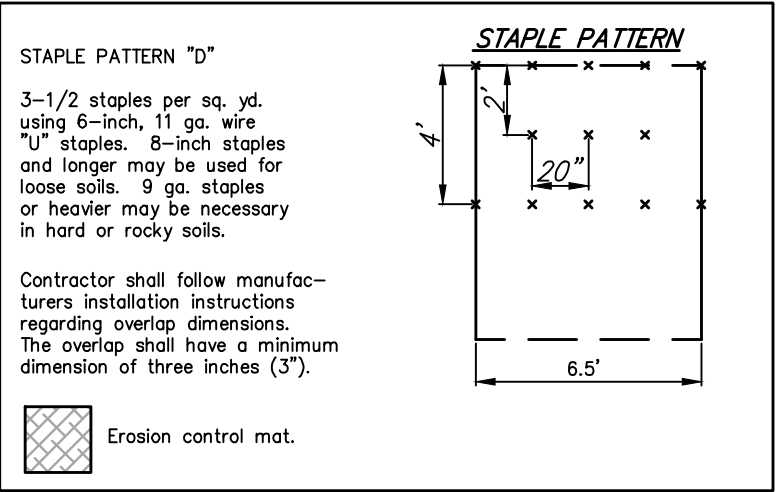
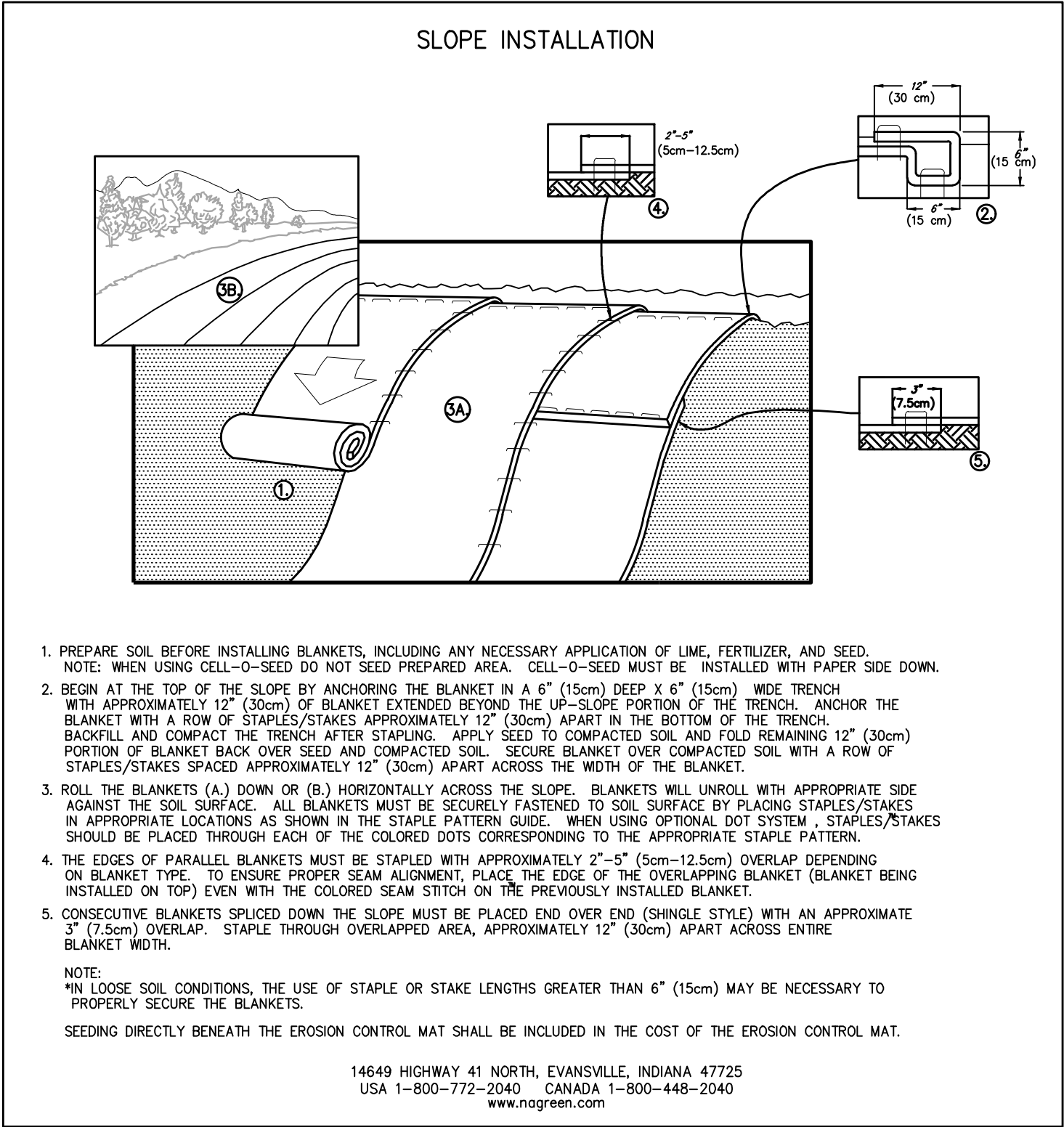
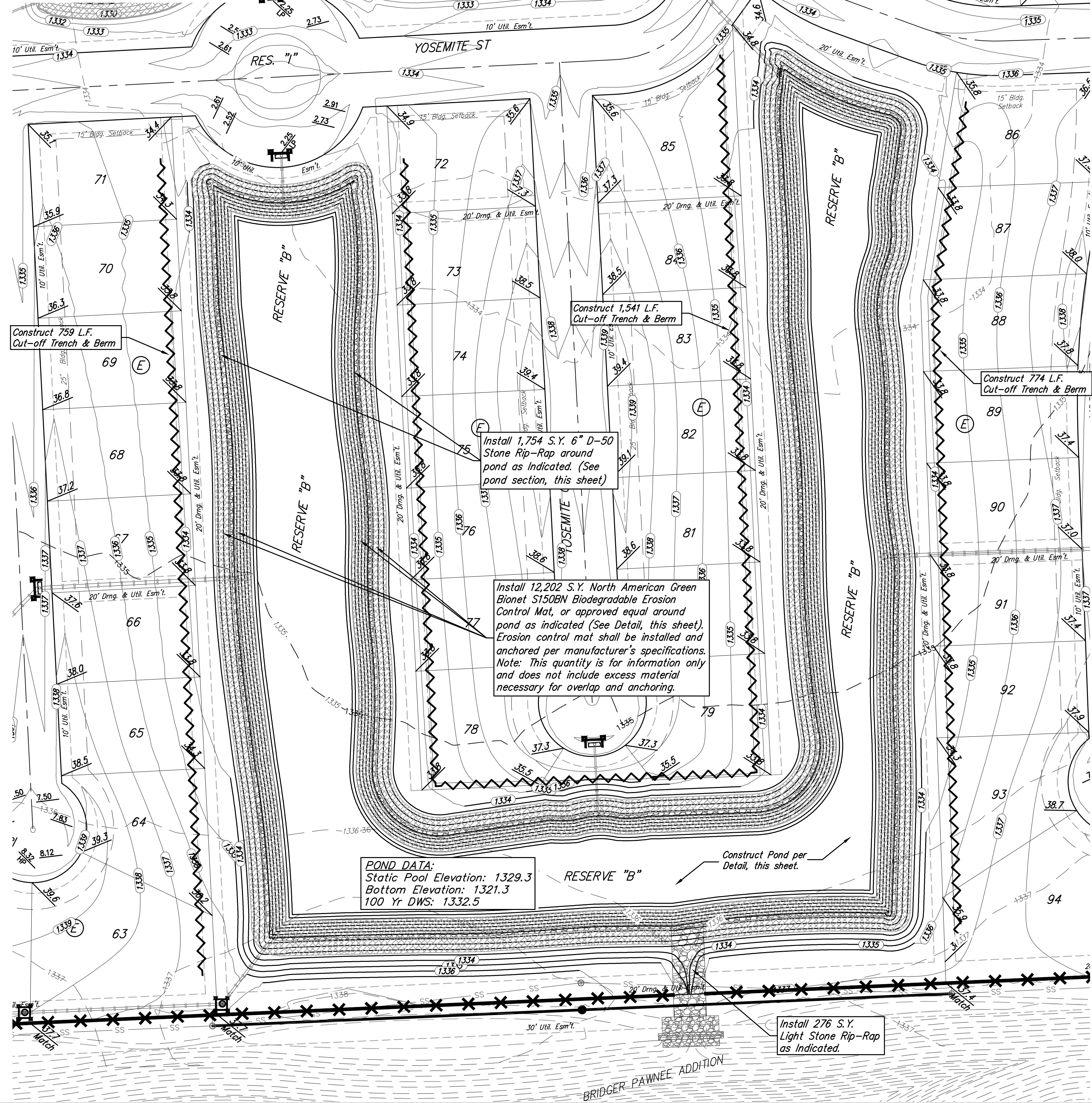
DATE: May 29, 2026

SHEET OF
56 73

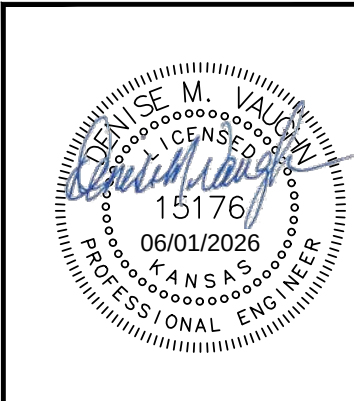
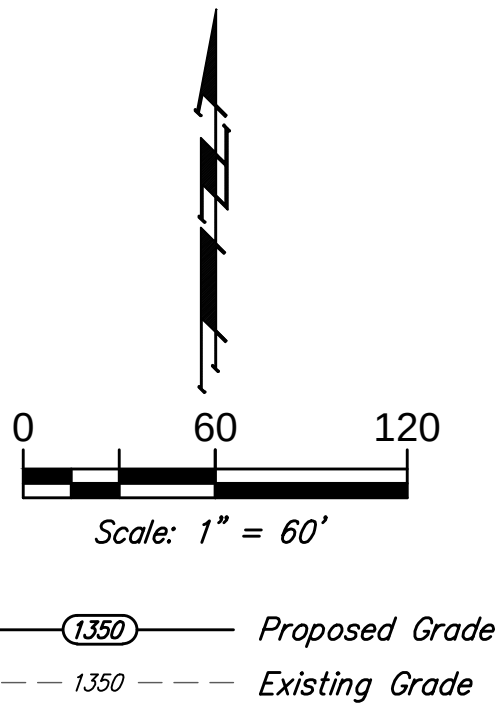
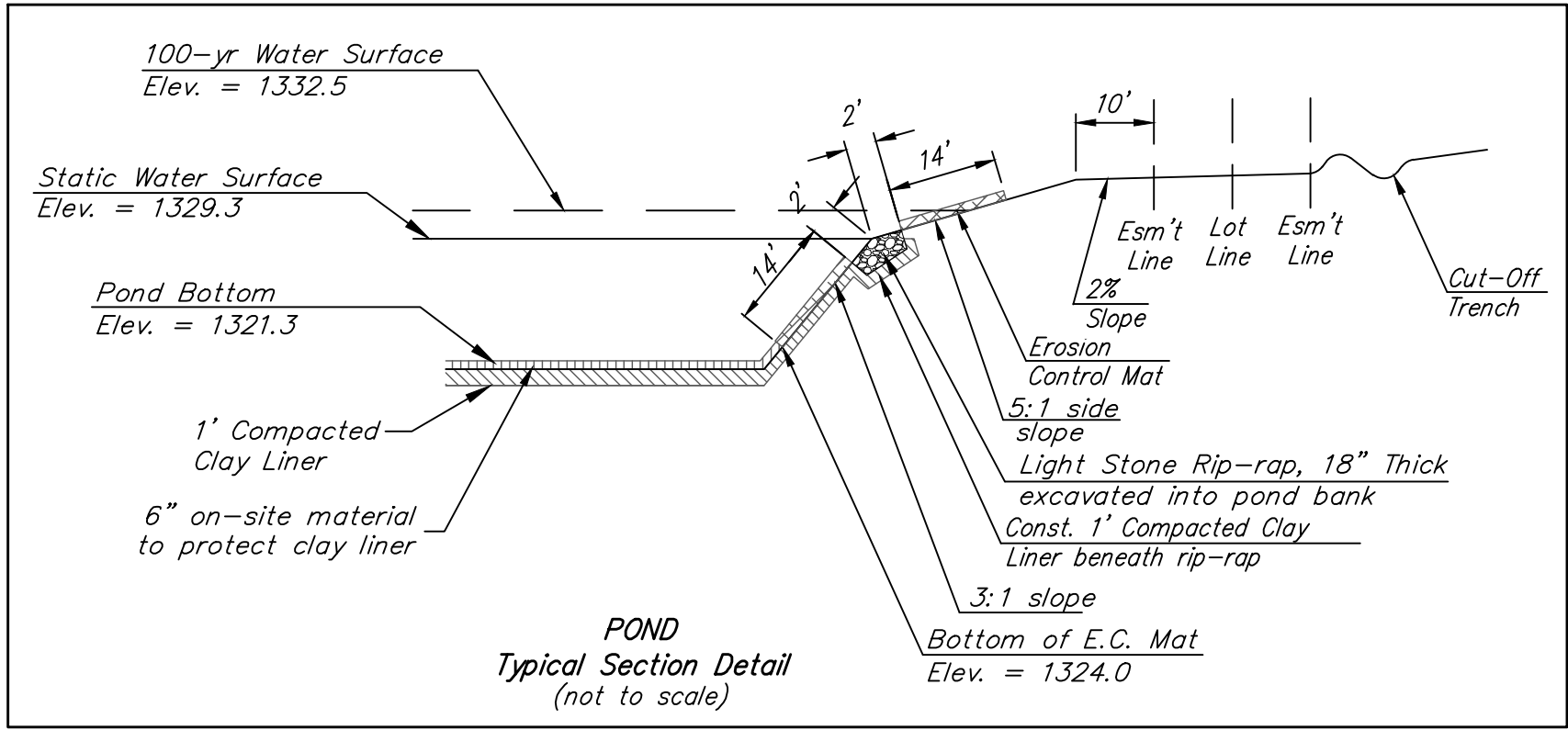
BENCHMARKS:
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Elevation = 1331.25 NAVD88

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BM #3: cross cut south end of RCP west side of 119th St W, 12± north of southwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
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- POND NOTES:**
- Pond bottom and sideslopes below static pool elevation shall be over-excavated 18" and a 1' clay liner shall be compacted to 95% std. density. The best on-site material shall be used for the pond liner, the plasticity index (P.I.) shall be at least 27. An additional 6" of on-site material shall be placed over liner. The compaction and P.I. shall be verified during construction. Two Plasticity Index determinations will be required for the material used for each pond liner. P.I. determination and compaction testing shall be arranged by the Contractor at the request of the inspector. Cost shall be incidental to "Testing". Cost of over-excavation to install Clay Liner shall be incidental to bid item "Excavation".
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 - All areas disturbed during construction shall be seeded, mulched, and fertilized per Cover Sheet General Notes.



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RESERVE "B" POND

STORM WATER DRAIN IMPROVEMENTS
PROJECT NUMBER:

DESIGN: DMV DRAWN: JAK

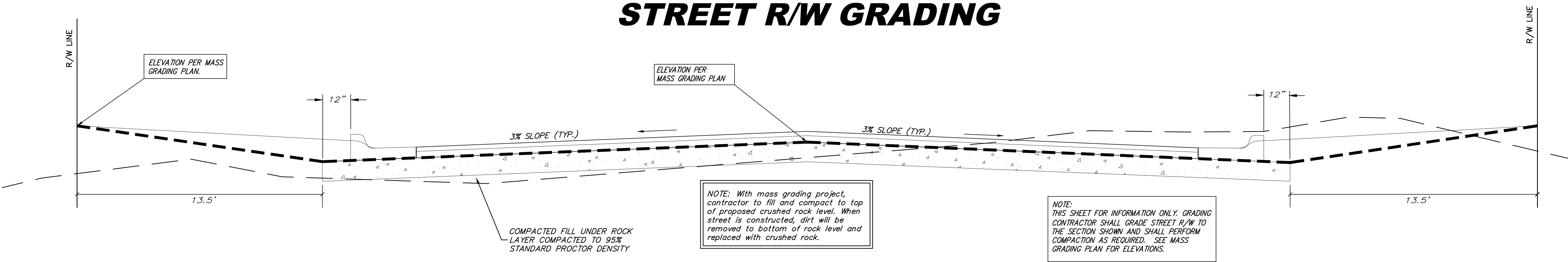
DATE: May 29, 2026

SHEET OF
57 73

File: E:\Projects\Yellowstone Addition\Kelsey\ 23-09-P926\Engineering\Phase 1\Mass Grading.dwg

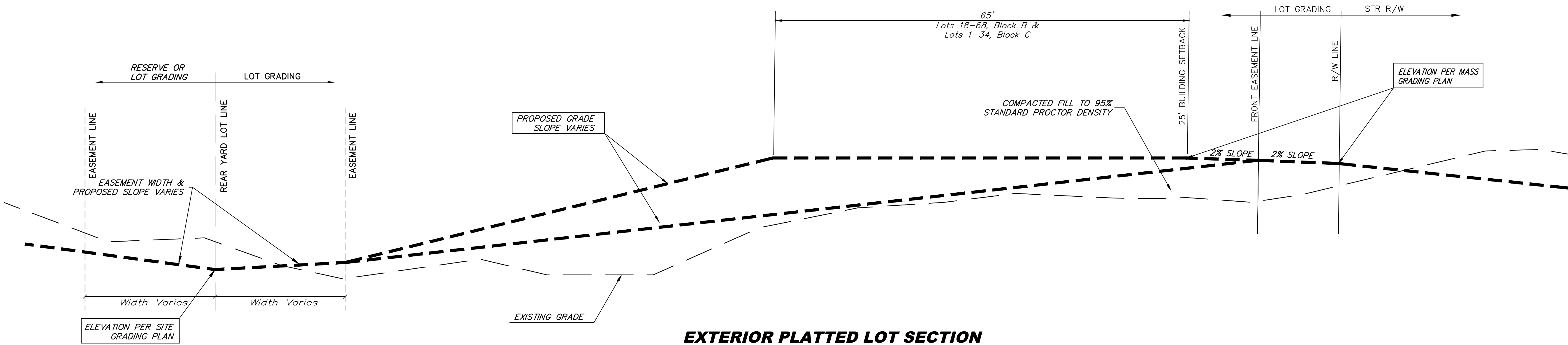
TYPICAL MASS GRADING DETAIL

STREET R/W GRADING

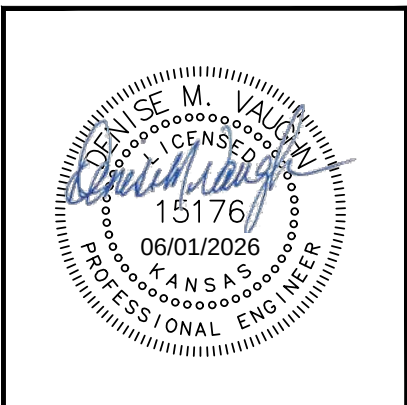
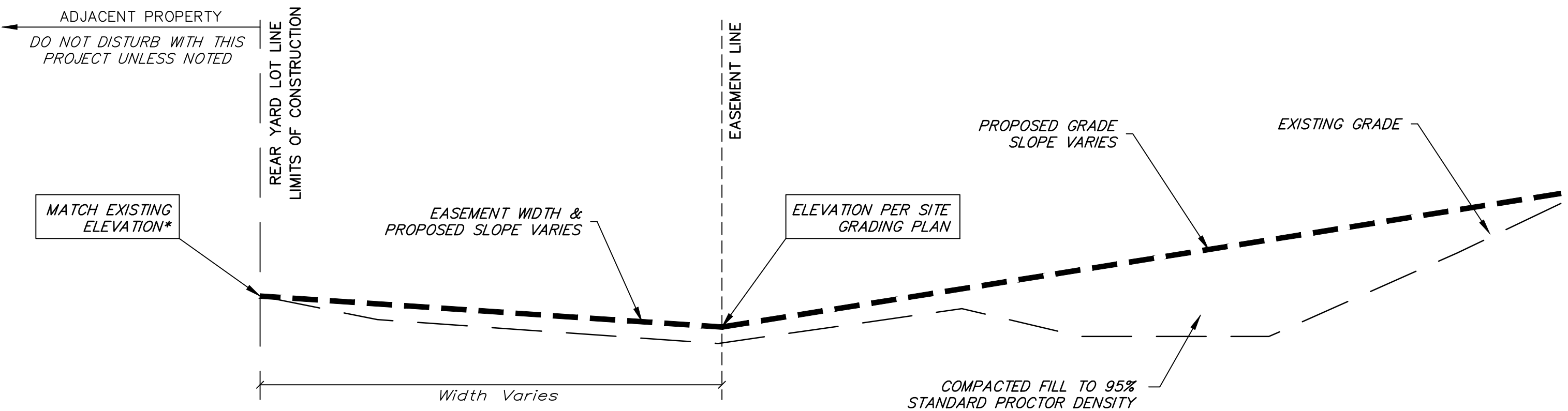


LOT FILL GRADING

INTERIOR PLATTED LOT SECTION



EXTERIOR PLATTED LOT SECTION



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YELLOWSTONE ADDITION
PHASE I & PHASE II and
YELLOWSTONE
COMMERCIAL ADDITION

**MASS GRADING
TYPICAL
SECTION**

STORM WATER DRAIN
IMPROVEMENTS

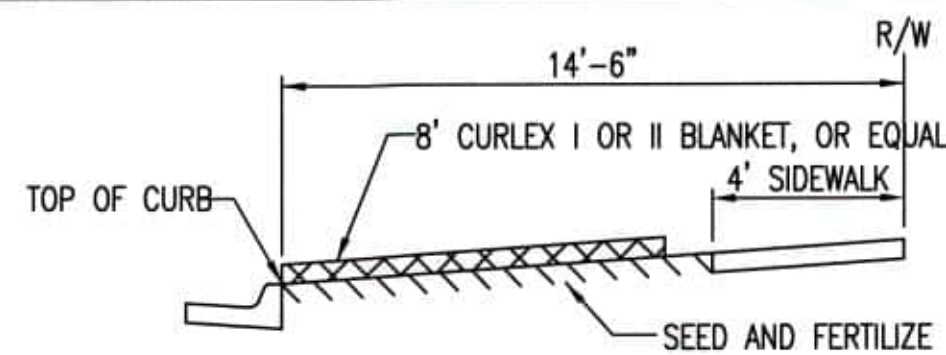
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DESIGN: DMV DRAWN: JAK

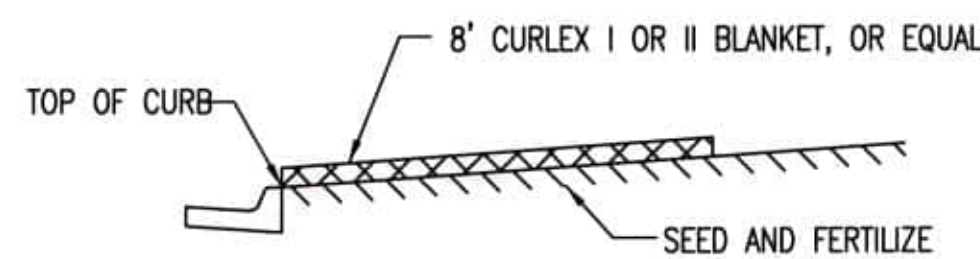
DATE: Mar. 15, 2026

SHEET 58 OF 73

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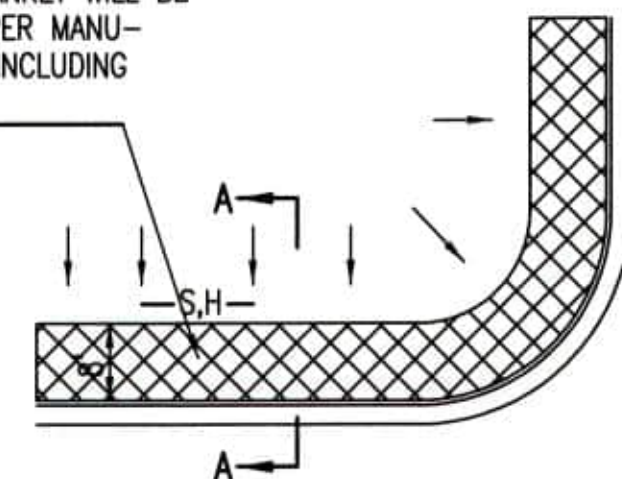


SECTION B-B

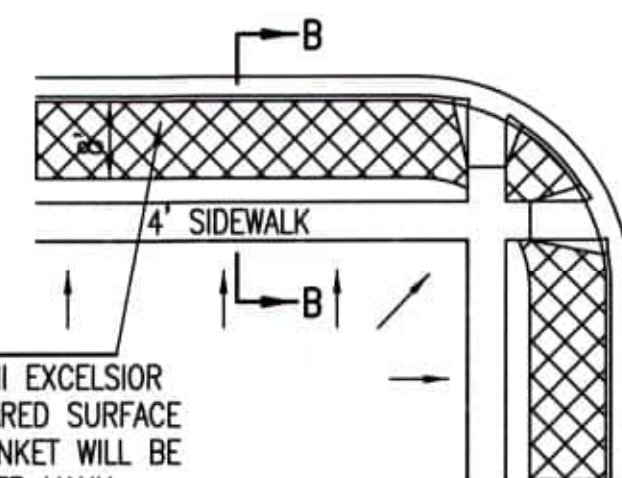


SECTION A-A

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)



SOUTH STREET

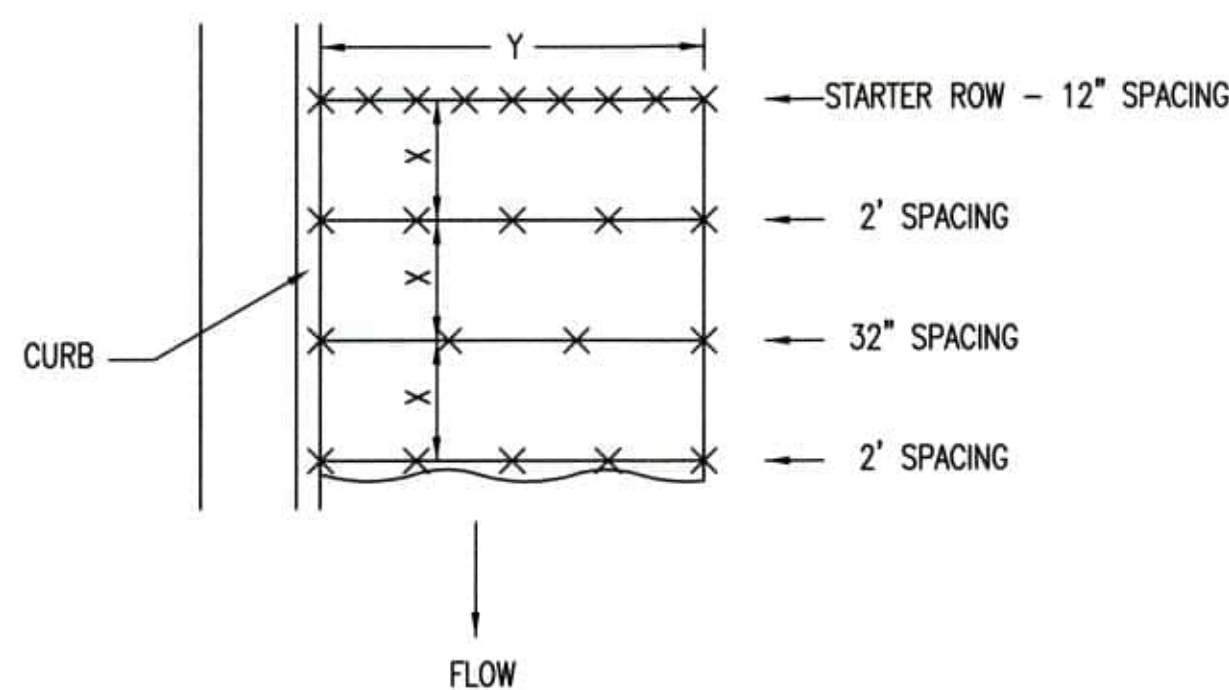


INSTALL 8' WIDE CURLEX I OR II EXCELSIOR BLANKET, OR EQUAL, ON PREPARED SURFACE BACK OF CURB. EDGE OF BLANKET WILL BE AT BACK OF CURB. INSTALL PER MANUFACTURERS RECOMMENDATION, INCLUDING STAPLES. (SEE DETAIL)

GENERAL NOTES

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

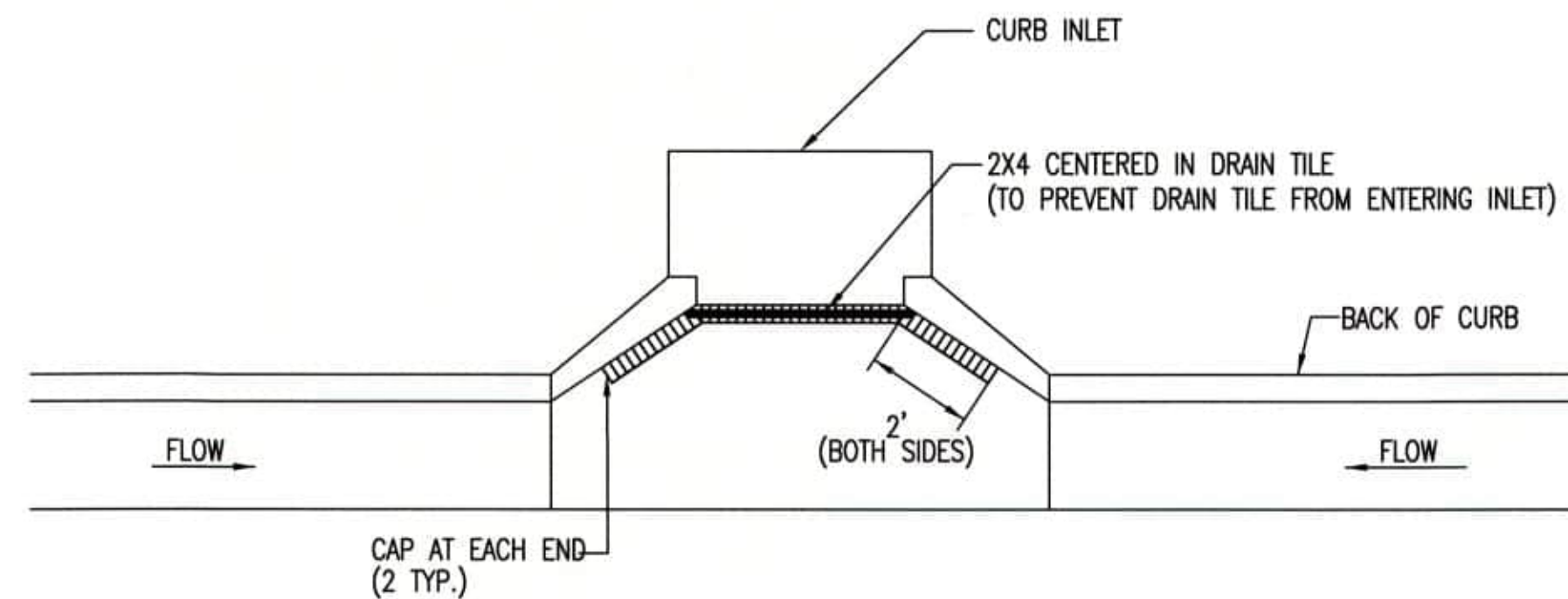
BACK OF CURB PROTECTION DETAIL



STAPLE PATTERN

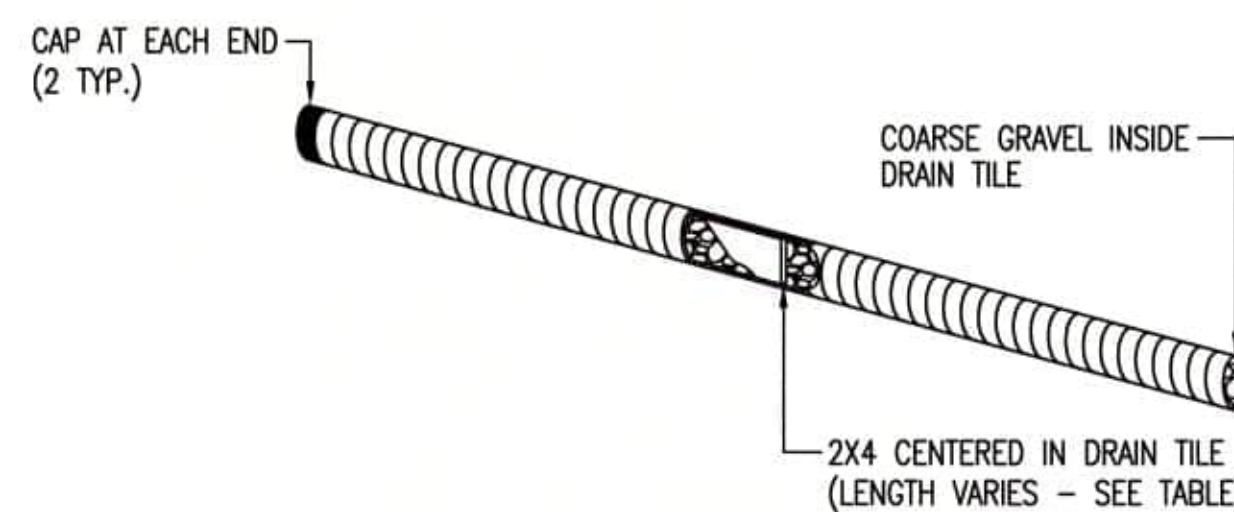
NOTES: USE 6" SEAM OVERLAP
(X & Y = RECOMMENDED BY MANUFACTURE)

DETAILS FOR APPROVED EROSION CONTROL MAT



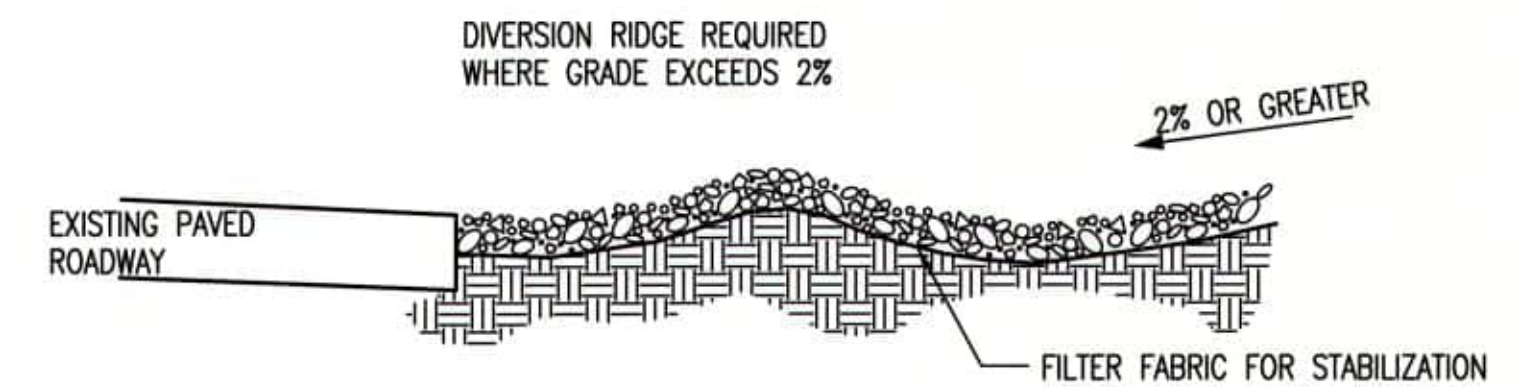
NOTE:
PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

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

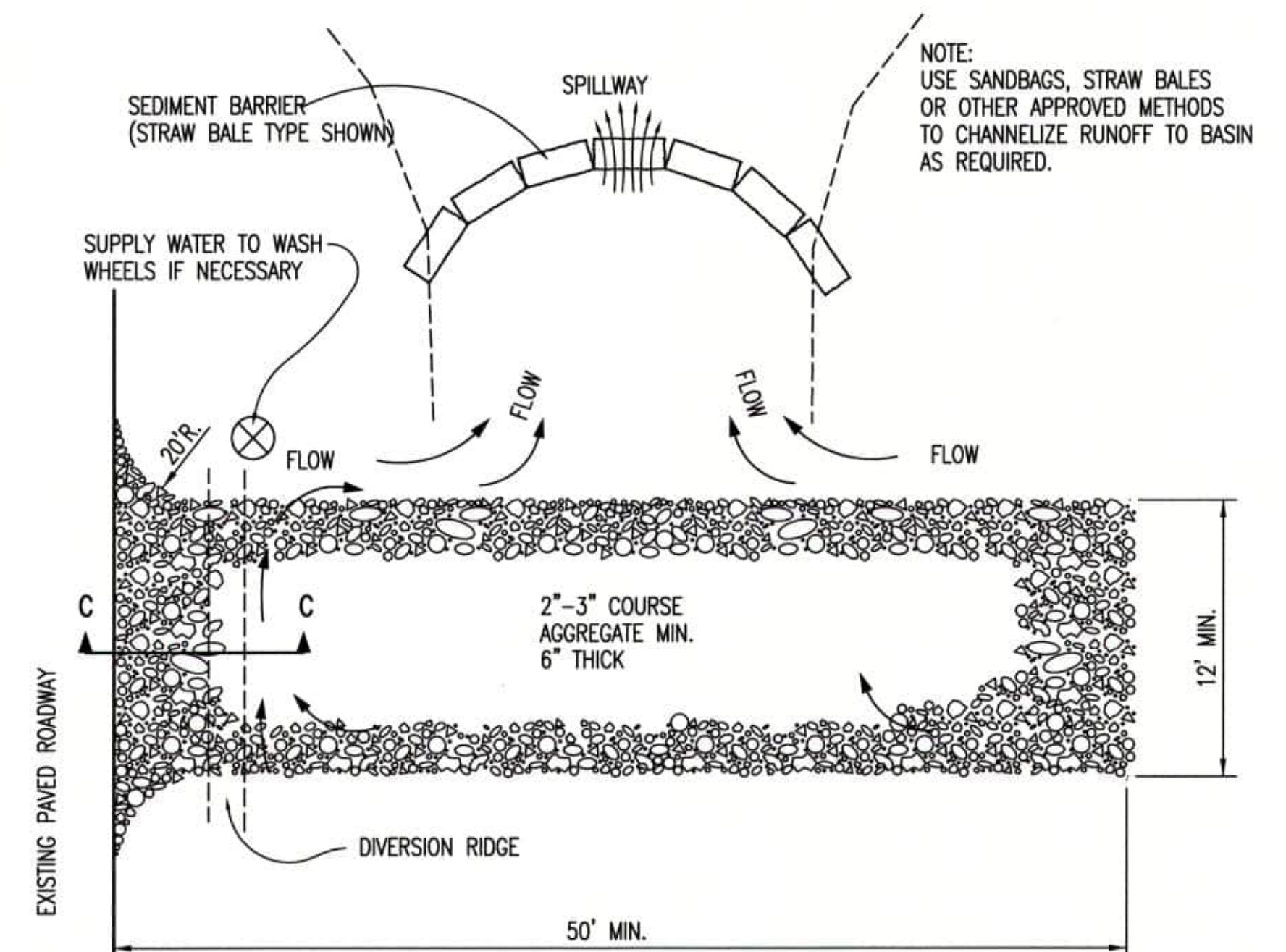


CURB INLET PROTECTION

4" PERFORATED PIPE W/ GRAVEL



SECTION C-C



STABILIZED CONSTRUCTION ENTRANCE

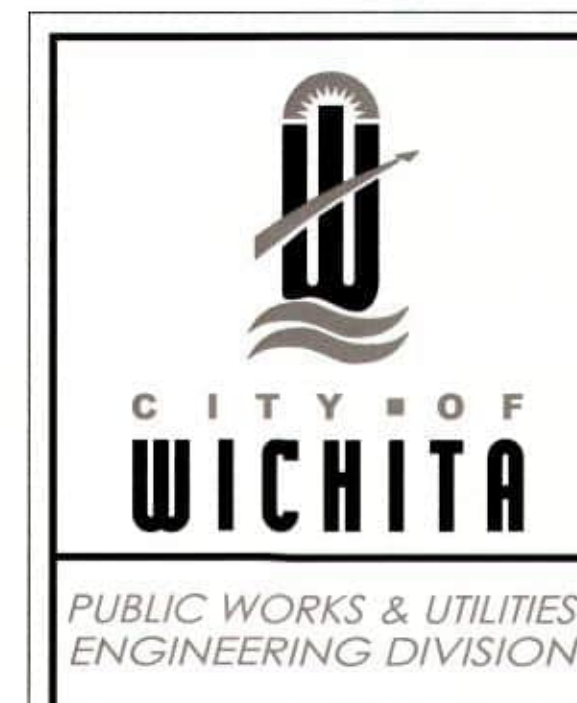
GENERAL NOTES

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

REVISION DATE: MAY 2013



05/30/13

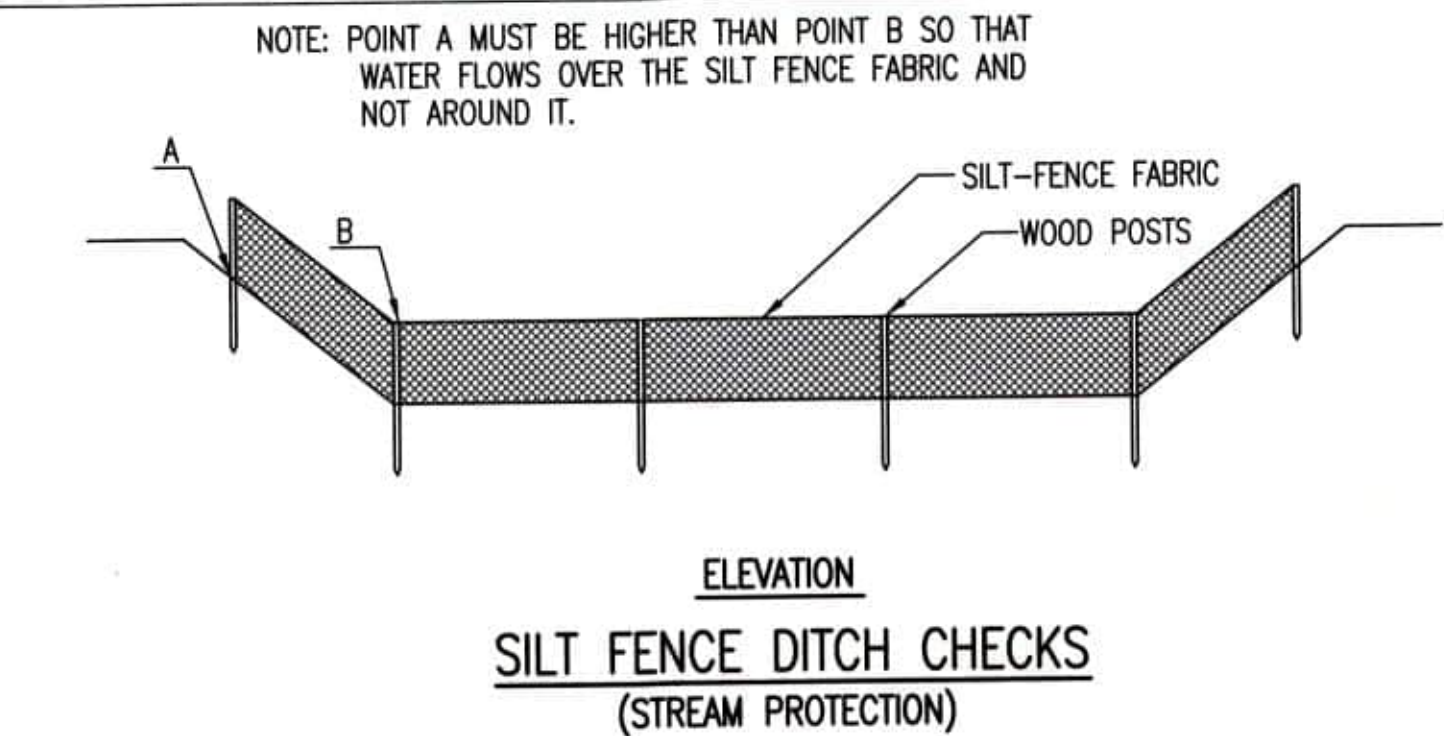


BACK OF CURB PROTECTION, CURB INLET PROTECTION AND CONSTRUCTION ENTRANCE

CITY ENGINEER

GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 59 of 73



MATERIAL SPECIFICATION:

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

PLACEMENT:

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

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

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

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH PERPENDICULAR TO THE DITCH FLOWLINE THAT IS AT LEAST 12" DEEP BY 6" WIDE. EXTEND THE TRENCH IN A STRAIGHT LINE ALONG THE ENTIRE LENGTH OF THE PROPOSED DITCH CHECK. PLACE THE SOIL ON THE UPSTREAM SIDE OF THE TRENCH FOR LATER USE. ROLL OUT A CONTINUOUS LENGTH OF SILT FENCE FABRIC ON THE DOWNSLOPE SIDE OF THE TRENCH. PLACE THE EDGE OF THE FABRIC IN THE TRENCH STARTING AT THE TOP UPSLOPE EDGE OF THE TRENCH. LINE TWO SIDES OF THE TRENCH WITH THE FABRIC AS SHOWN ON DETAIL. BACKFILL OVER THE FABRIC IN THE TRENCH WITH THE EXCAVATED SOIL AND COMPACT. AFTER FILLING THE TRENCH, APPROXIMATELY 24" TO 36" OF SILT FENCE FABRIC SHOULD REMAIN EXPOSED. LAY THE EXPOSED SILT FENCE ON THE UPSLOPE SIDE OF THE TRENCH TO CLEAR AN AREA FOR DRIVING IN THE POSTS. JUST DOWNSLOPE OF THE TRENCH, DRIVE POSTS INTO THE GROUND TO A DEPTH OF AT LEAST 24". PLACE POSTS NO MORE THAN 4' APART. ATTACH THE SILT FENCE TO THE ANCHORED POST WITH STAPLES, WIRE, ZIP TIES, OR NAILS.

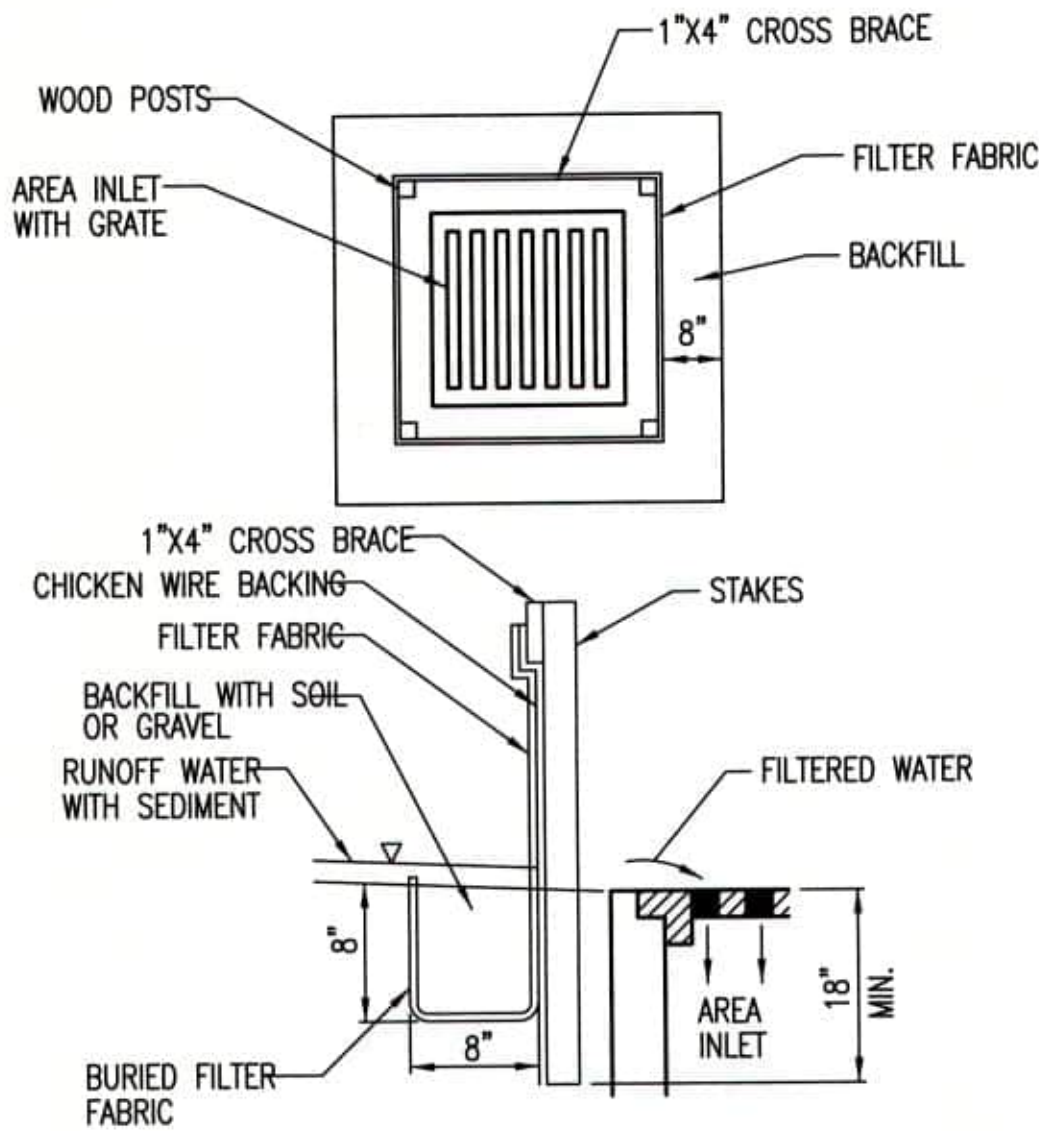
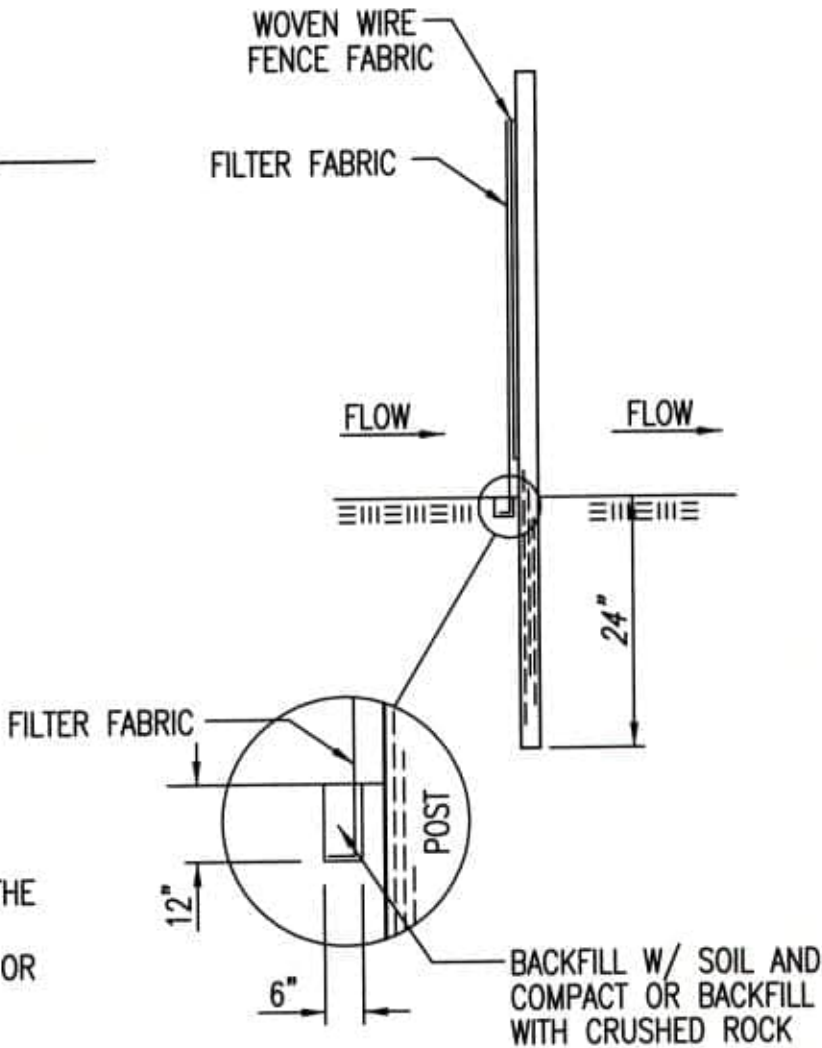
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

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

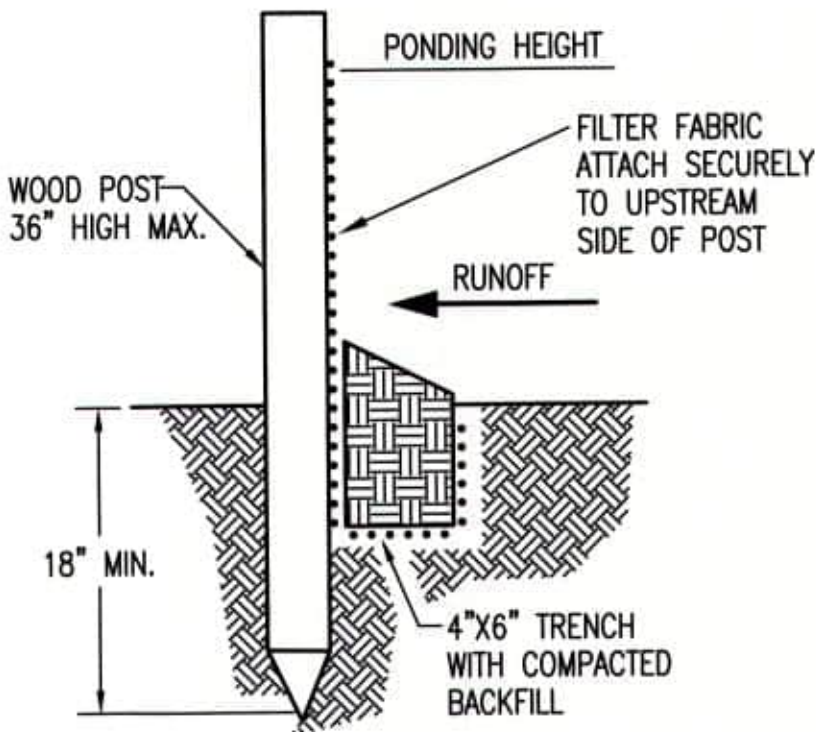
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

WATER SHOULD FLOW THROUGH A SILT FENCE BARRIER FOR AREA INLET—NOT OVER IT. PLACE A SILT FENCE BARRIER FOR AREA INLET IN A LOCATION WHERE IT IS UNLIKELY TO BE OVERTOPPED. SILT FENCE BARRIER FOR AREA INLETS OFTEN FAIL WHEN REPEATEDLY OVERTOPPED. DO NOT PLACE POSTS ON THE OUTSIDE OF THE SILT FENCE BARRIER FOR AREA INLET. IN THIS CONFIGURATION, THE FORCE OF THE WATER IS NOT 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?



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:

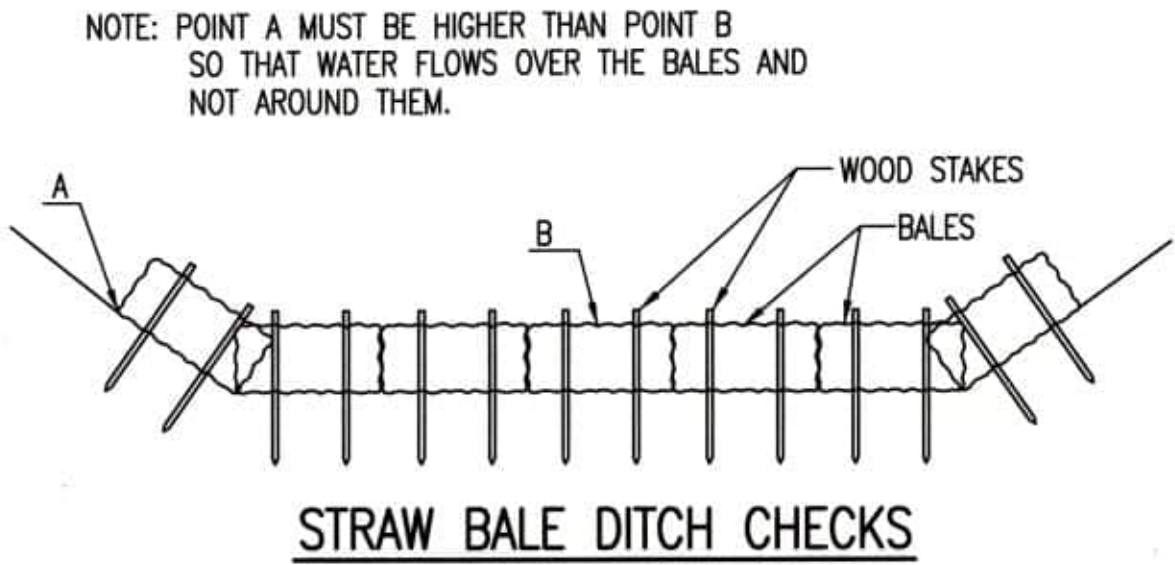
SILT FENCE SLOPE BARRIERS SHOULD BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A RAINFALL OF 1/2" OR MORE. THE FOLLOWING IS A LIST OF QUESTIONS THAT SHOULD BE ADDRESSED DURING EACH INSPECTION:

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?

REVISION DATE: MAY 2013



SILT FENCE DITCH CHECK AND BARRIER DETAILS		
CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 60 of 73



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".

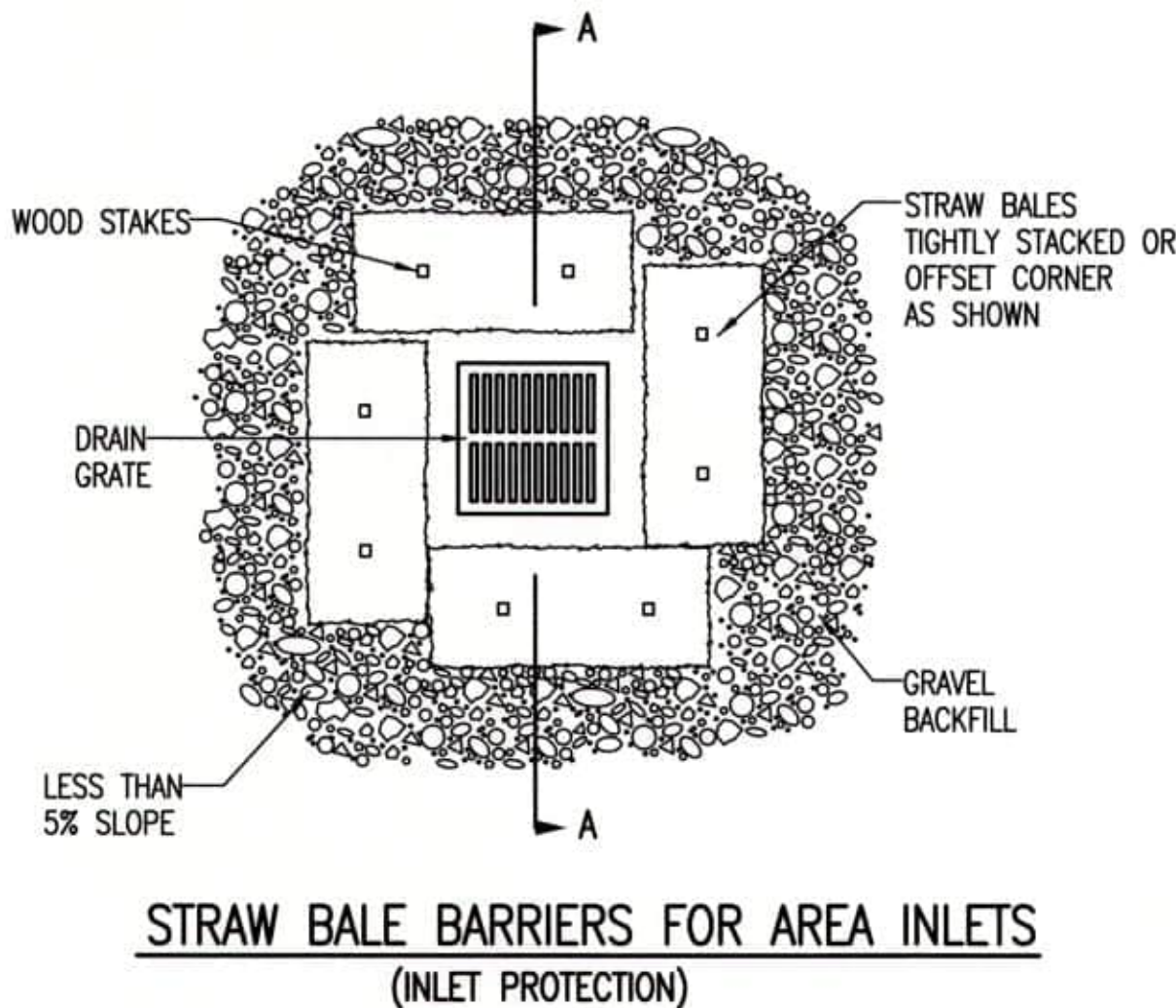
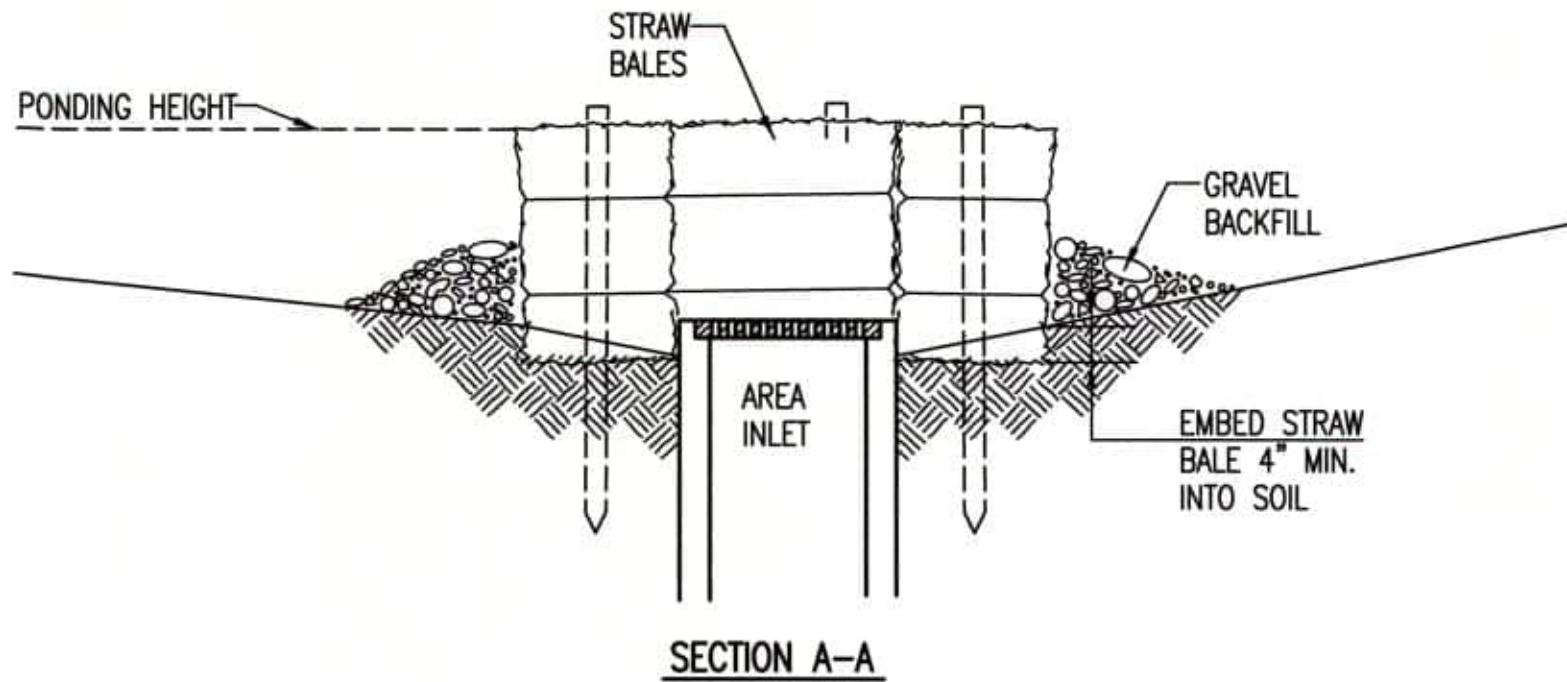
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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?



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.

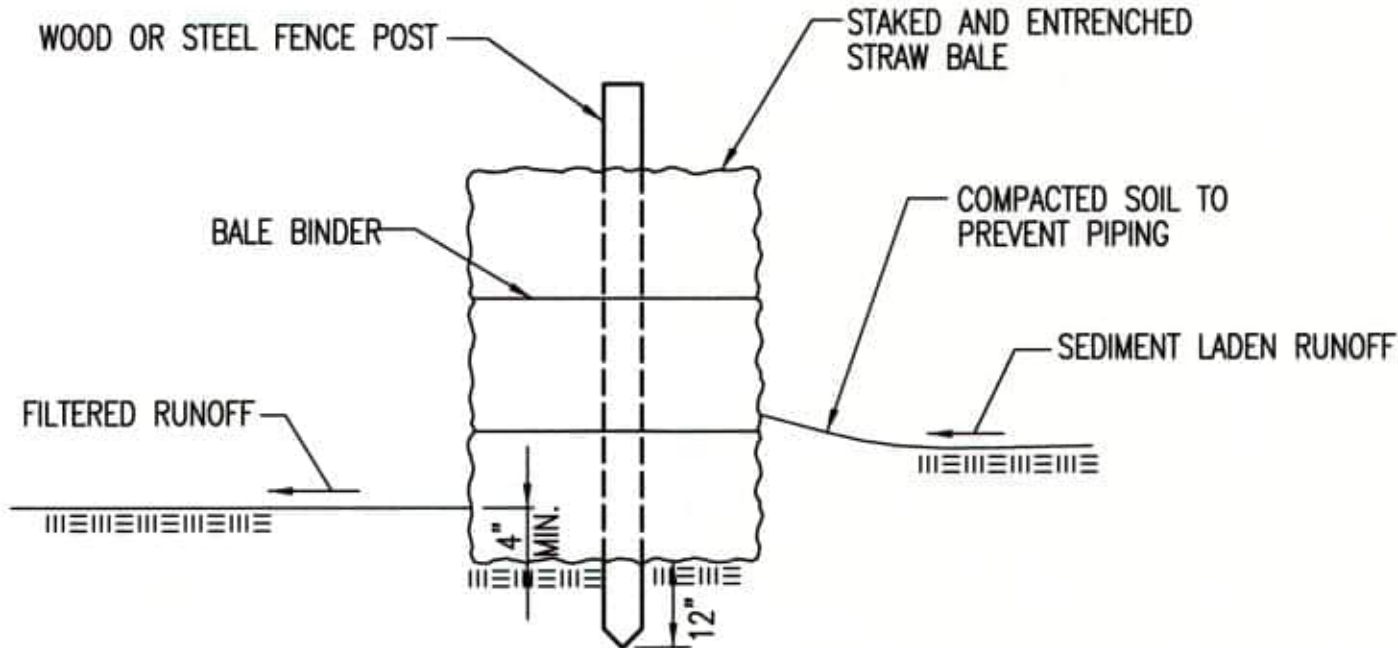
LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

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 OF 1/2" OR MORE. THE FOLLOWING IS A LIST OF QUESTIONS THAT SHOULD BE ADDRESSED DURING EACH INSPECTION:

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



STRAW BALE BARRIERS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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

REVISION DATE: MAY 2013



**STRAW BALE DITCH CHECK
AND BARRIER DETAILS**

CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 61 of 73

GENERAL NOTES

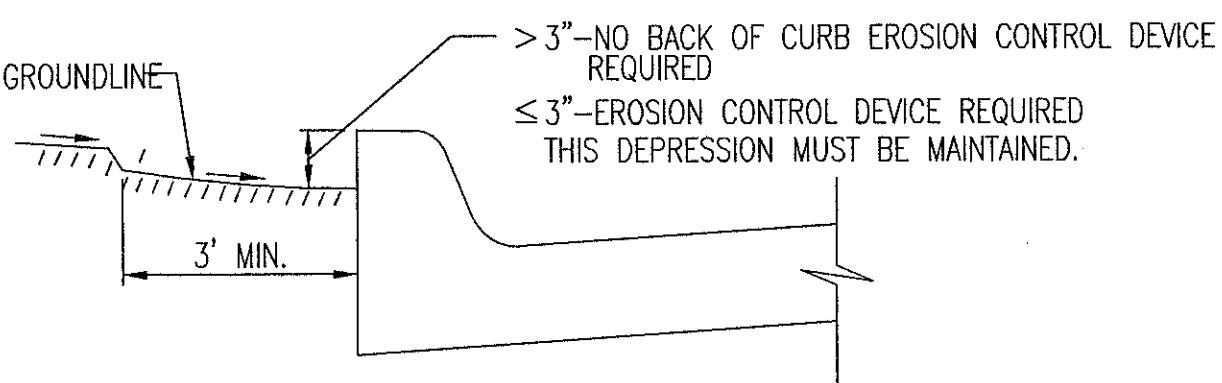
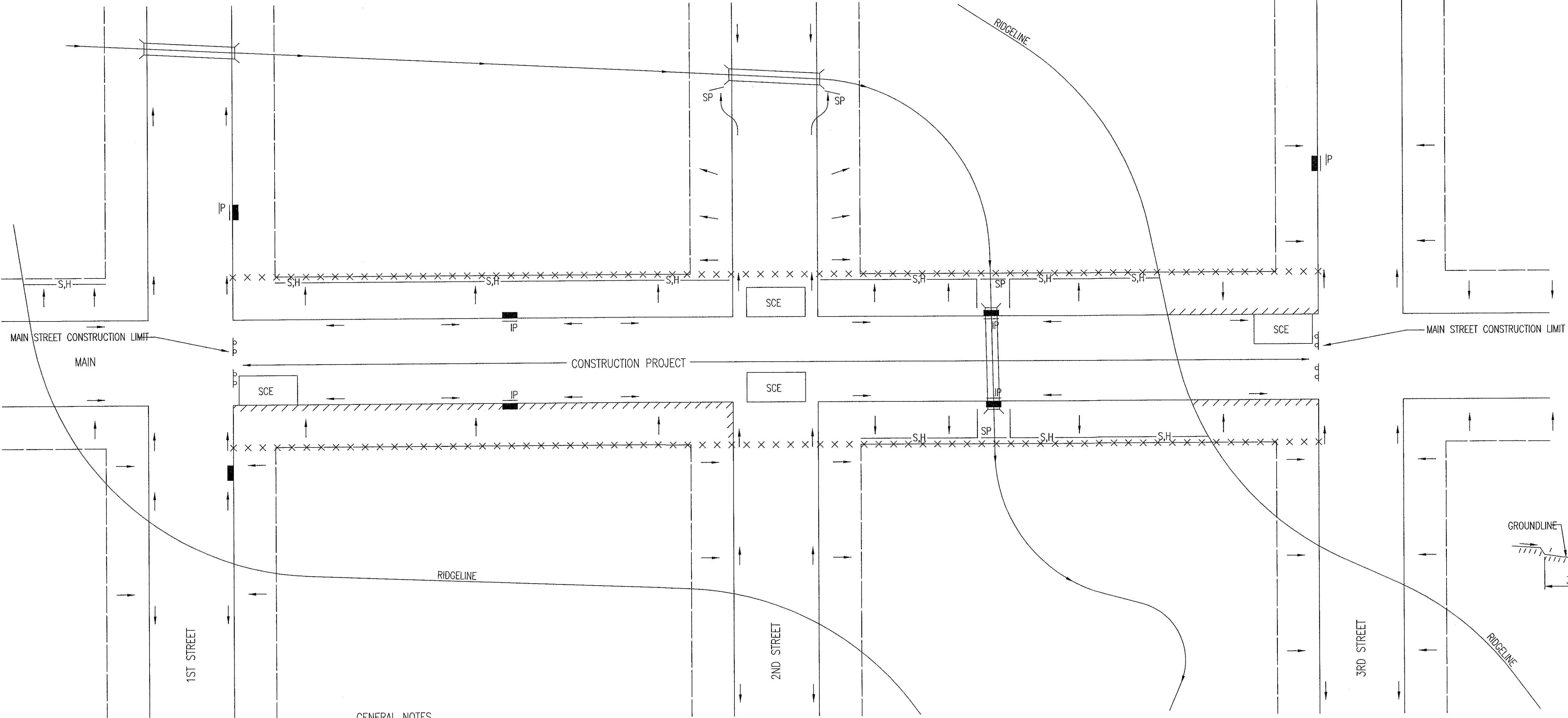
1. THIS SHEET IS INTENDED TO PROVIDE GUIDELINES AS TO WHAT TYPES OF EROSION CONTROL DEVICES WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS. CONTRACTORS ARE EXPECTED TO BID PROJECTS ACCORDINGLY.

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.

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)

LEGEND

- R-O-W LIMITS
- DRAINAGE FLOW PATH
- x x x x x

R/W LIMIT WITHIN CONSTRUCTION LIMIT
- STORM WATER INLETS
- IP

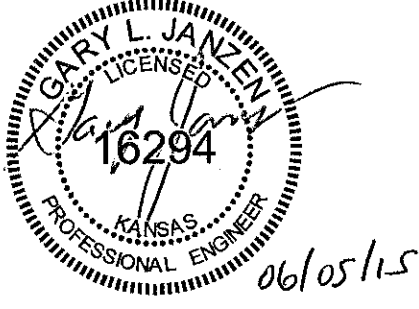
INLET PROTECTION
- S.H.—

SILT FENCE OR HAY BALE BARRIER
- SP

STREAM PROTECTION
- SCE

STABILIZED CONSTRUCTION ENTRANCE
- ////

BACK OF CURB PROTECTION



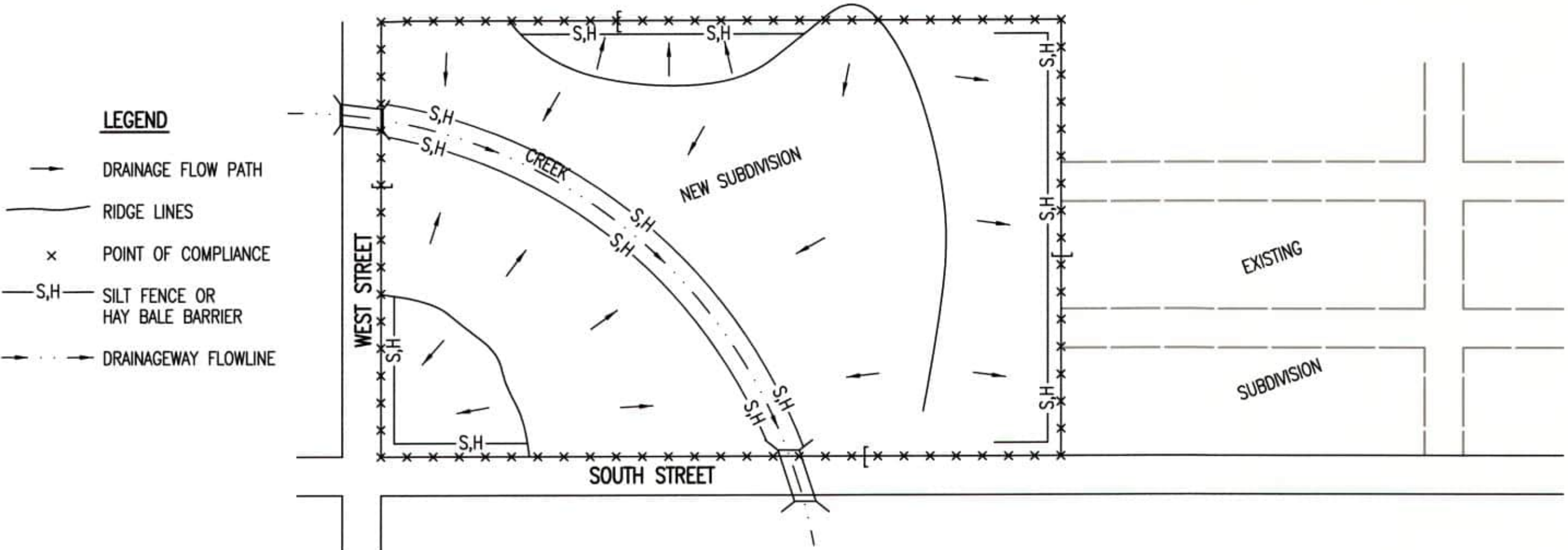
CITY OF
WICHITA

PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

STREET IMPROVEMENT PROJECTS		
CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 62 of 73

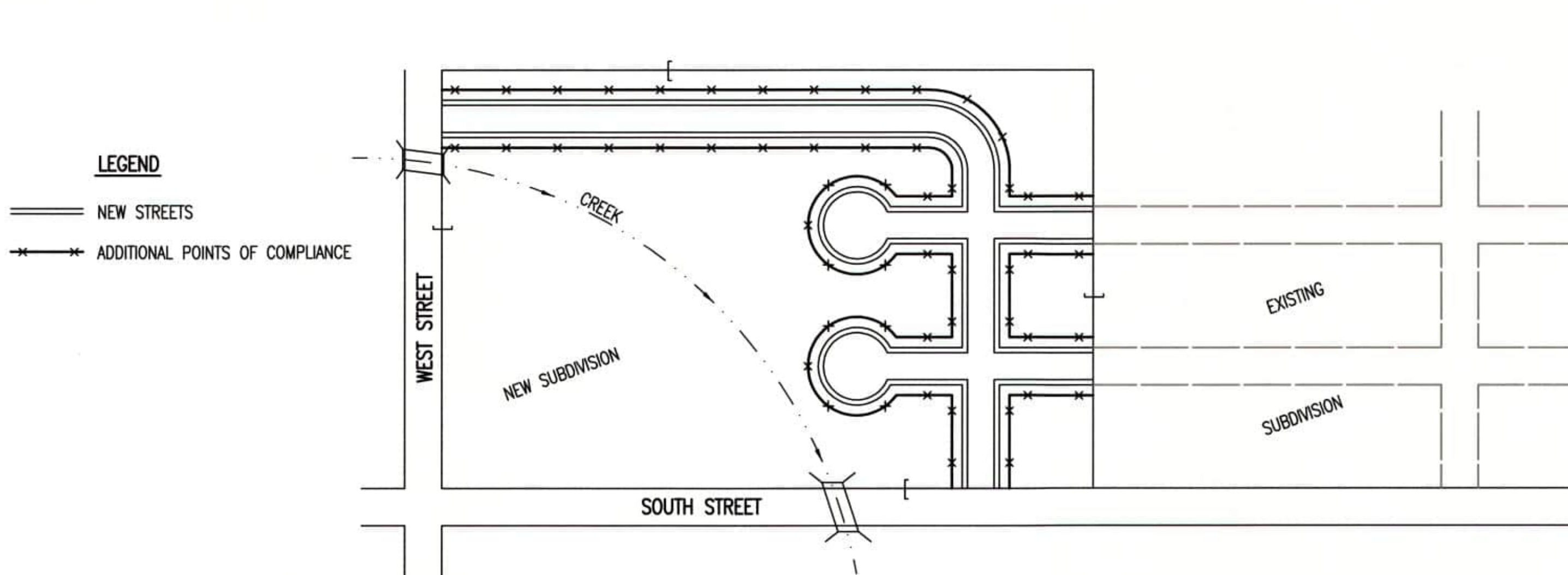
REVISION: JUNE 2015

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



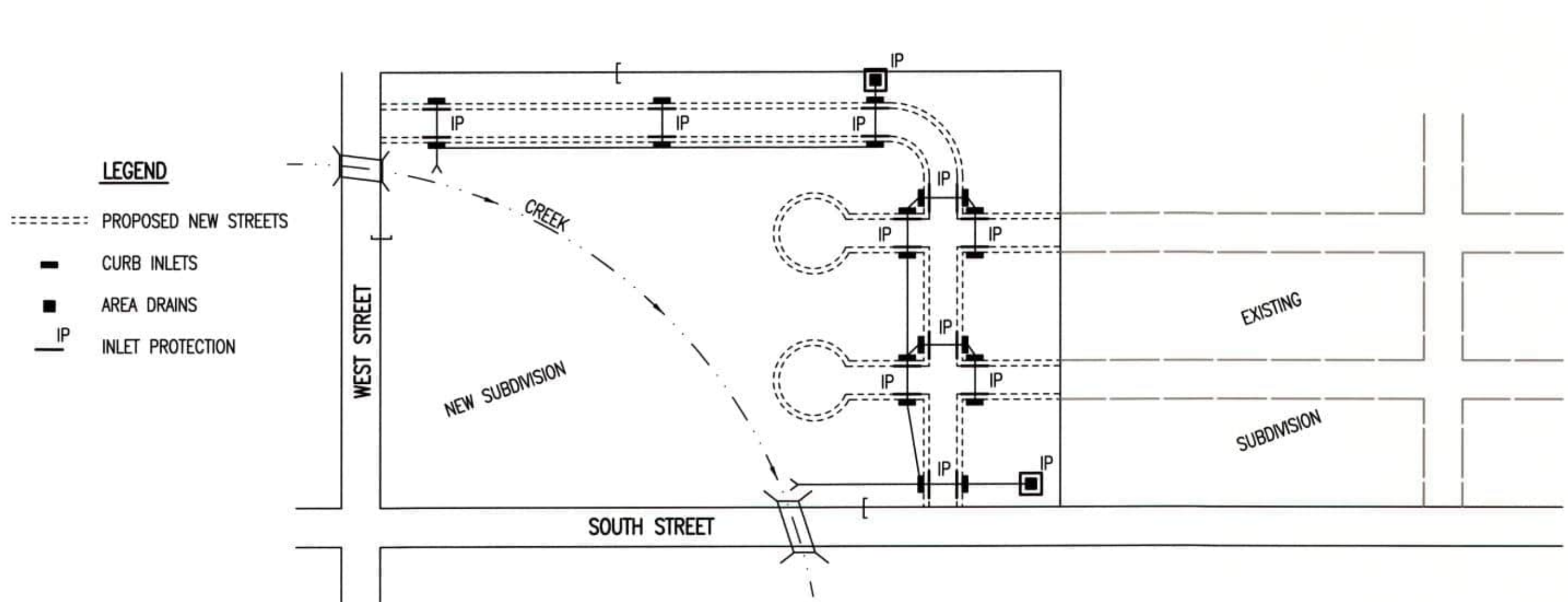
1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM THE SITE. SHOULD LAKES BE CONSTRUCTED WITHIN THE SUBDIVISION THAT WILL DISCHARGE DURING STORMS, THEY ARE ALSO A POINT OF COMPLIANCE.
2.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

PHASE 2 – INSTALLATION OF STORM SEWER

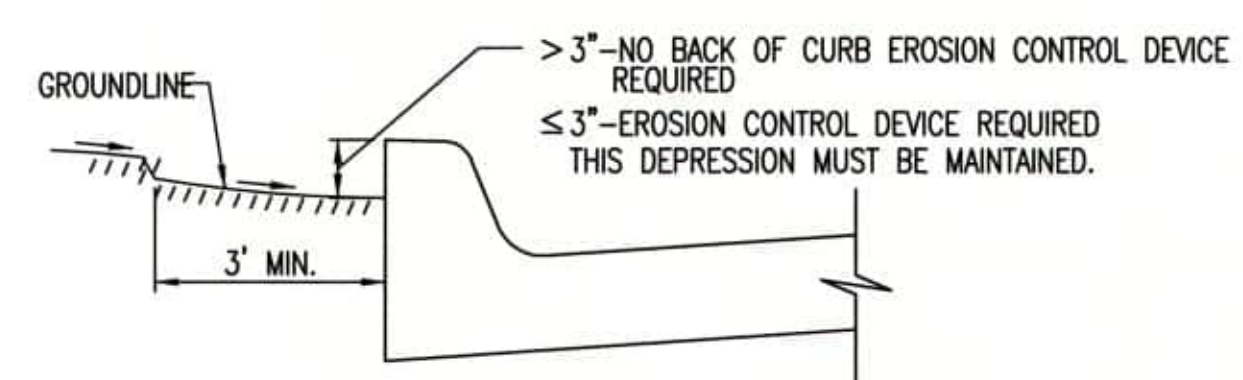


1. DURING THIS PHASE OF SUBDIVISION DEVELOPMENT, ALL EROSION CONTROL DEVICES REQUIRED IN PHASE 1 SHALL REMAIN IN PLACE AND BE MAINTAINED.
2. AS NEW STORM SEWERS, WITH INLETS, ARE INSTALLED, THE STORM SEWERS MUST NOW BE PROTECTED SO ALL NEW INLETS BECOME POINTS OF COMPLIANCE.
3. AREA DRAINS – AS SOON 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.

GENERAL NOTES

1. THE INTENT OF ALL EROSION CONTROL DEVICES IS TO PREVENT ERODED SOIL FROM ENTERING DITCHES, STORM SEWERS, LAKES, STREETS OR ANY OTHER OTHER DRAINAGE FEATURE.
2. THIS SHEET IS INTENDED TO PROVIDE GUIDELINES AS TO WHAT TYPE OF EROSION CONTROL DEVICES WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS. CONTRACTORS ARE EXPECTED TO BID PROJECTS ACCORDINGLY.
3. EROSION CONTROL DEVICES SHALL BE MAINTAINED DURING THE CONSTRUCTION PROCESS TO REMAIN EFFECTIVE. MAINTENANCE SHALL BE AS INDICATED ON SOIL EROSION BMP'S DETAIL SHEETS.
4. PERSONS DESTROYING EROSION CONTROL DEVICES SHALL BE RESPONSIBLE FOR IMMEDIATELY REPAIRING THEM OR INSTALLING SUITABLE REPLACEMENT DEVICES.
5. THE DEVELOPMENT OF ANY SUBDIVISION THAT DISTURBS 1 ACRE OR MORE WILL REQUIRE A FEDERAL/STATE NPDES STORMWATER PERMIT. THE PREPARATION OF A STORMWATER POLLUTION PREVENTION PLAN IS REQUIRED. EROSION CONTROL DEVICES ARE REQUIRED. THE DETAILS SHOWN ON THIS SHEET ARE THE MINIMUM STANDARDS TO BE SHOWN ON POLLUTION PREVENTION PLANS.
6. FOR SUBDIVISIONS SMALLER THAN 1 ACRE, SOIL EROSION DEVICES ARE REQUIRED. ALSO, DEVELOPERS AND CONTRACTORS ARE ENCOURAGED TO DEVELOP POLLUTION PREVENTION PLANS FOR EACH PROJECT PRIOR TO CONSTRUCTION.
7. FAILURE TO USE AND MAINTAIN SOIL EROSION DEVICES IS A VIOLATION OF SECTION 16.32 OF THE CITY CODE AND WILL SUBJECT THE SUBDIVISION DEVELOPER AND CONTRACTORS TO THE PENALTIES PROVIDED THEREIN.
8. THE APPLICATION OF EROSION CONTROL DEVICES SHOWN ON THIS SHEET IS FOR SITUATIONS NORMALLY ENCOUNTERED. FROM TIME TO TIME, SITUATIONS WILL ARISE THAT MAY REQUIRE DEVICES OTHER THAN THAT SHOWN. EROSION CONTROL DEVICES, OTHER THAN THOSE SHOWN, MAY BE UTILIZED SO LONG AS THEY ARE EFFECTIVE AND MAINTAINED.
9. A STABILIZED EARTH SURFACE IS DEFINED AS ONE THAT IS HARD SURFACED WITH CONCRETE, ASPHALT, OR THE LIKE, OR ONE ON WHICH 70% OF THE GRASS HAS GERMINATED ON THE ENTIRE SURFACE.

SEE DETAIL SHEET FOR
BACK OF CURB PROTECTION DETAIL



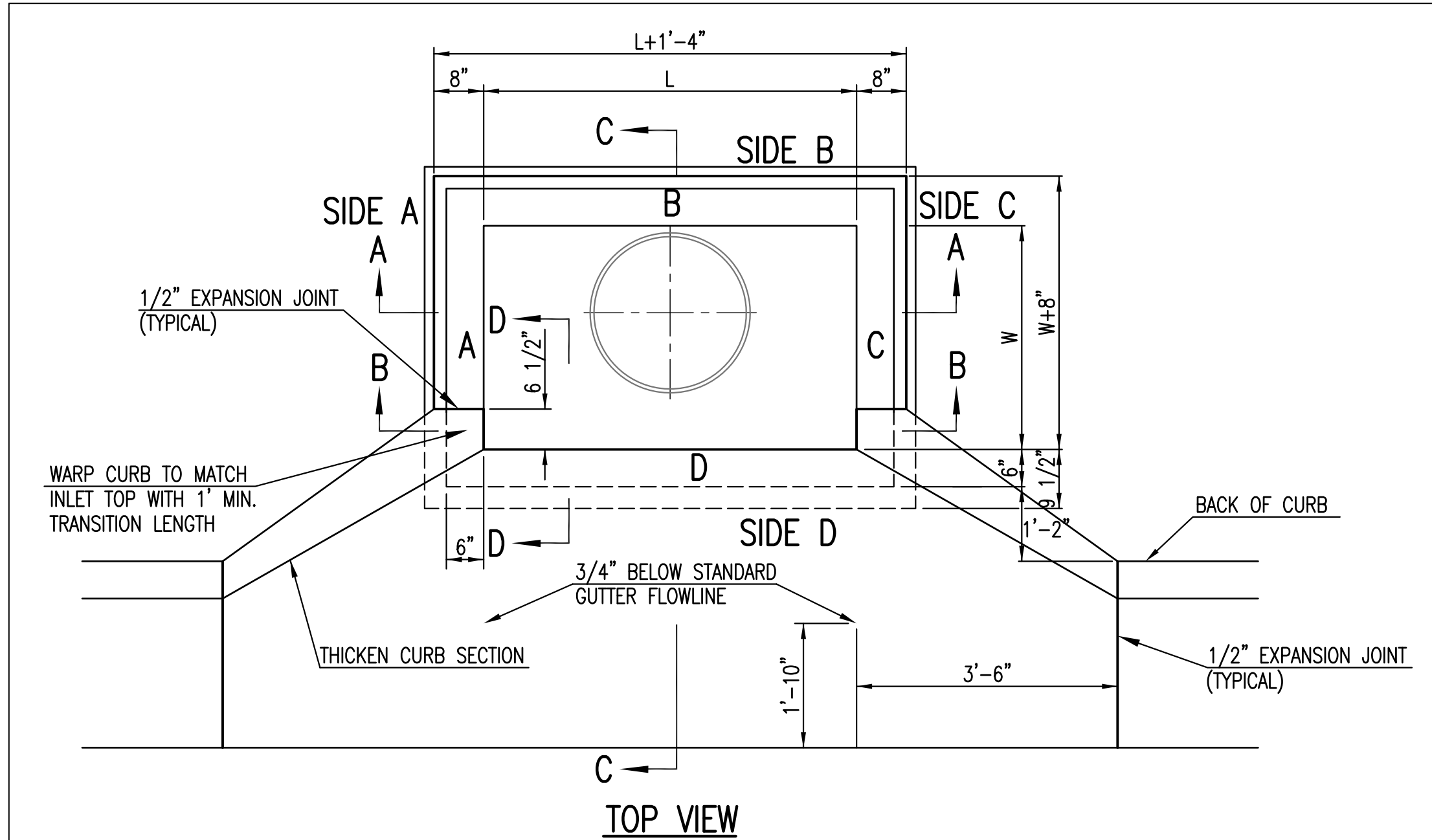
CURB BACKFILL DETAIL
(STREET CONSTRUCTION ONLY)

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

REVISION DATE: MAY 2013



SUBDIVISION DEVELOPMENT PROCESS		
CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 63 of 73



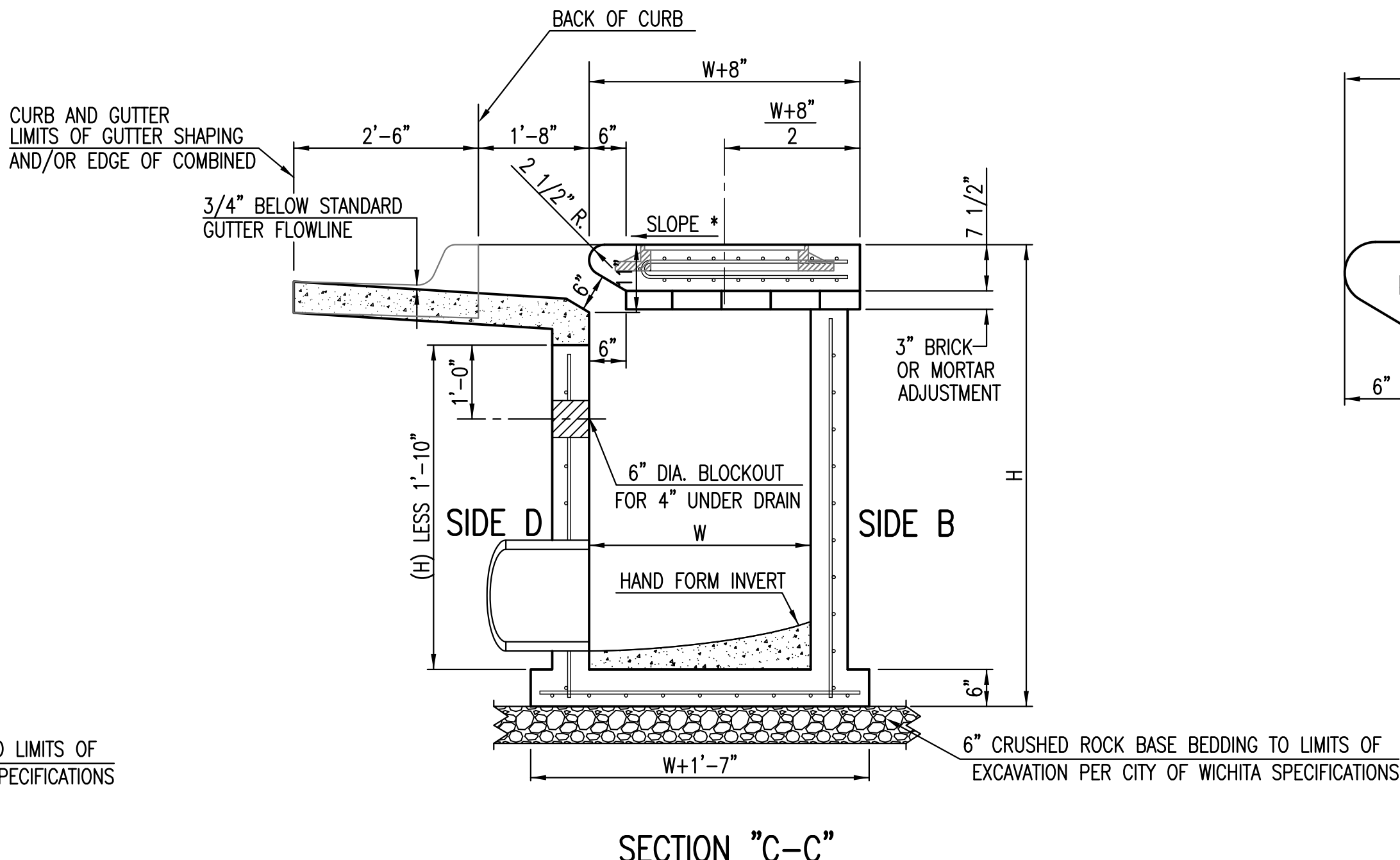
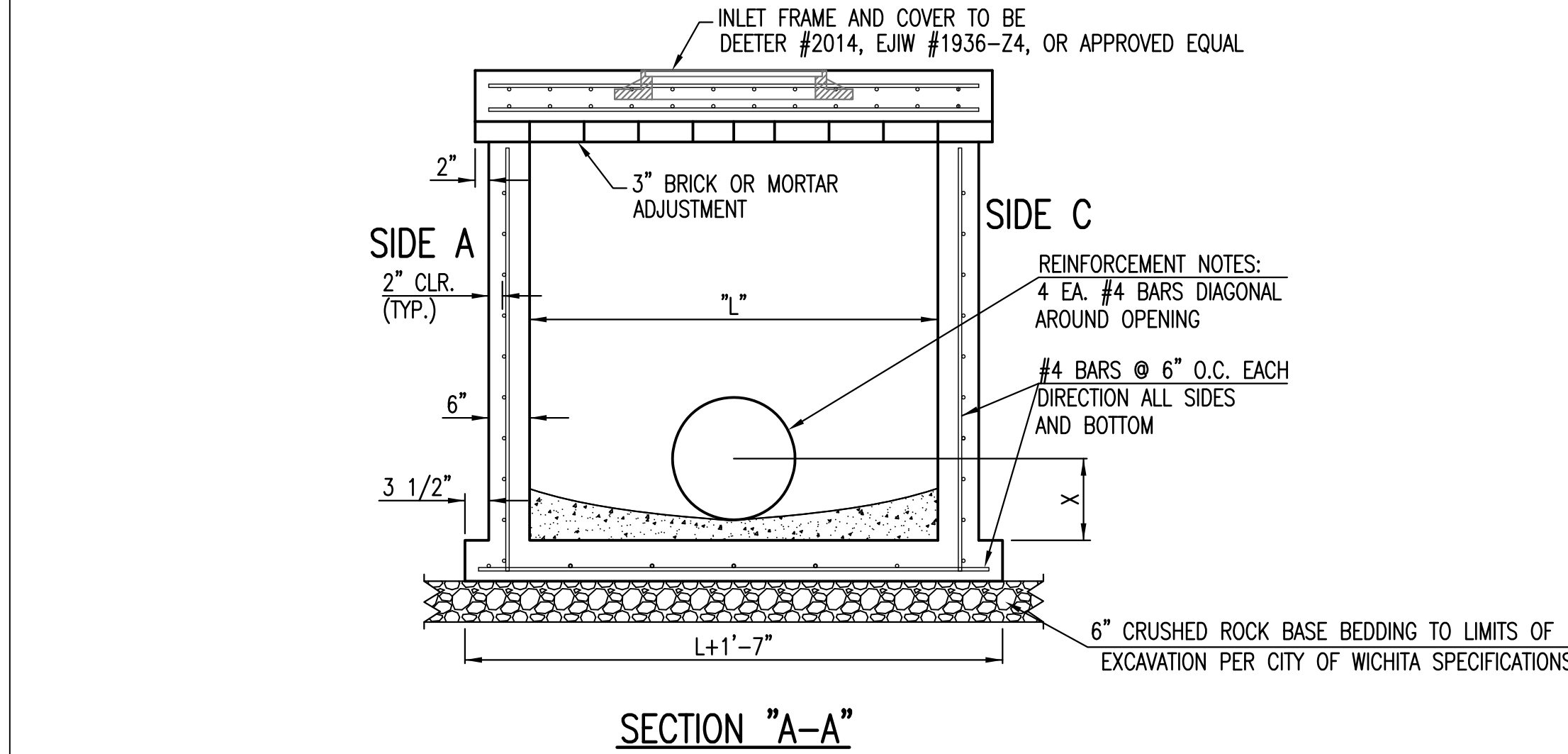
BAR SCHEDULE		
INLET OPENING	B1 BARS	SPACING
5'-0"	#4	4"
10'-0"	#6	3.5"

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

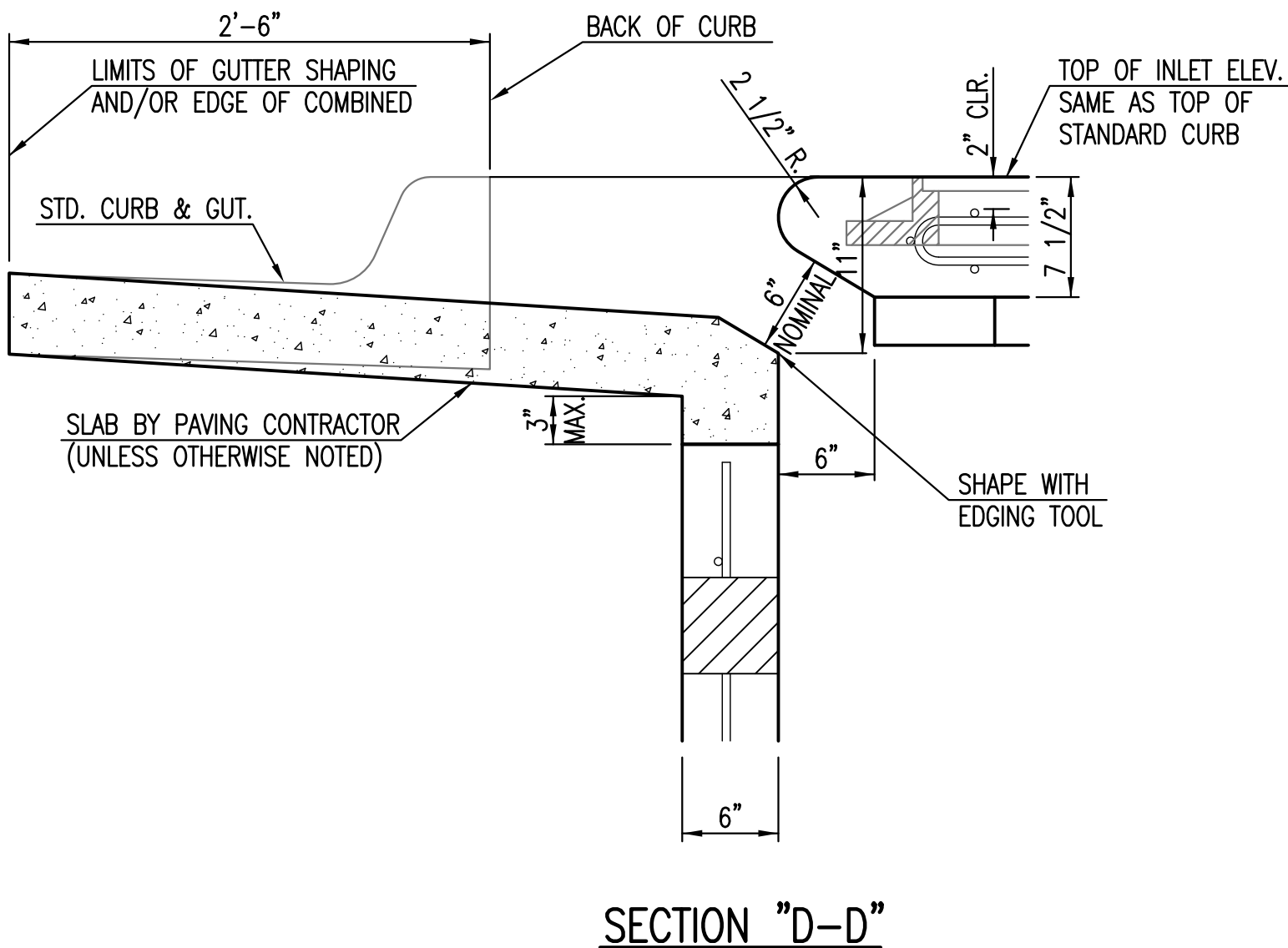
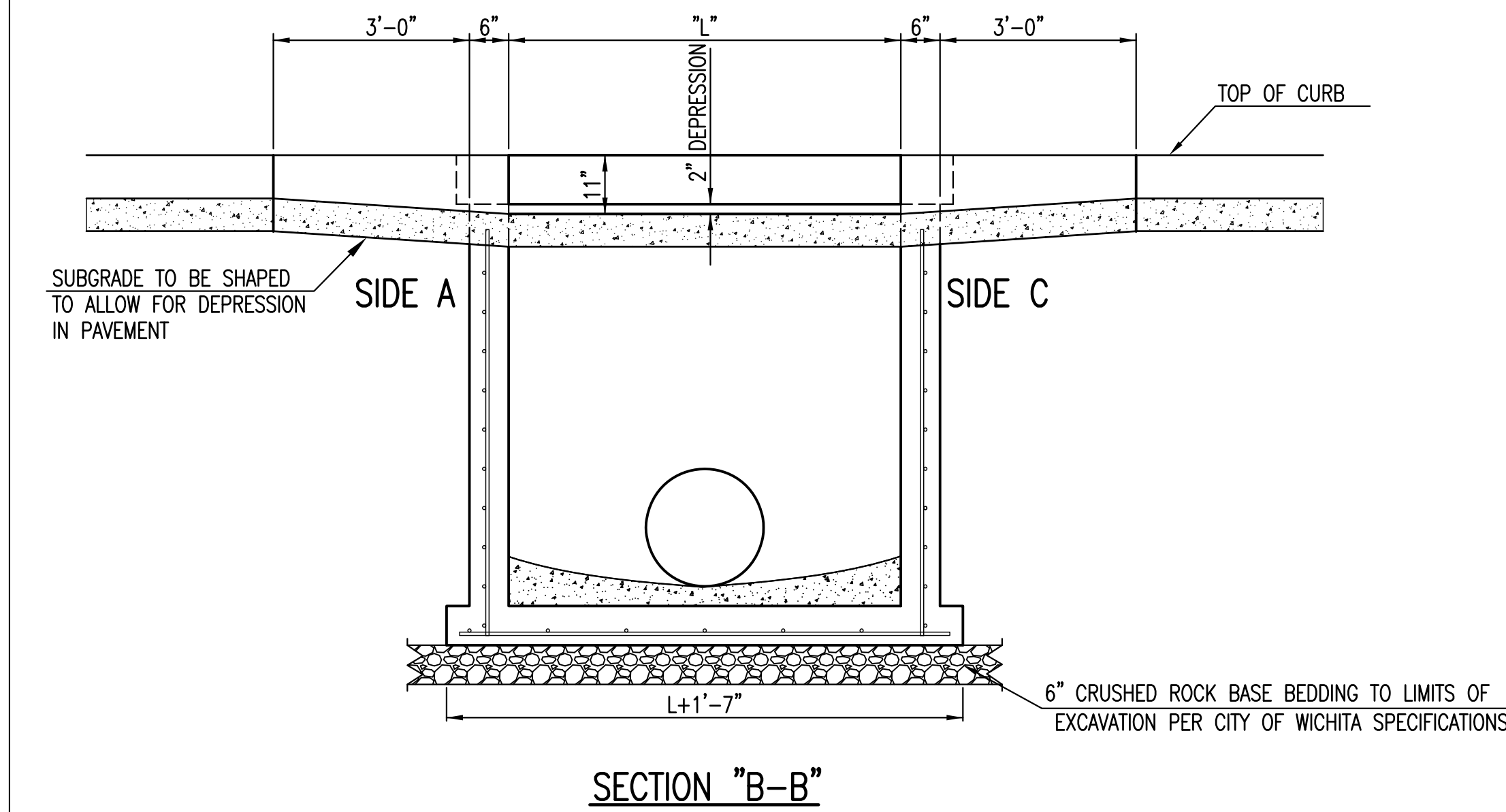
** FOR PIPES PERPENDICULAR TO INLET WALL

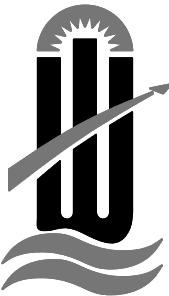
GENERAL NOTES

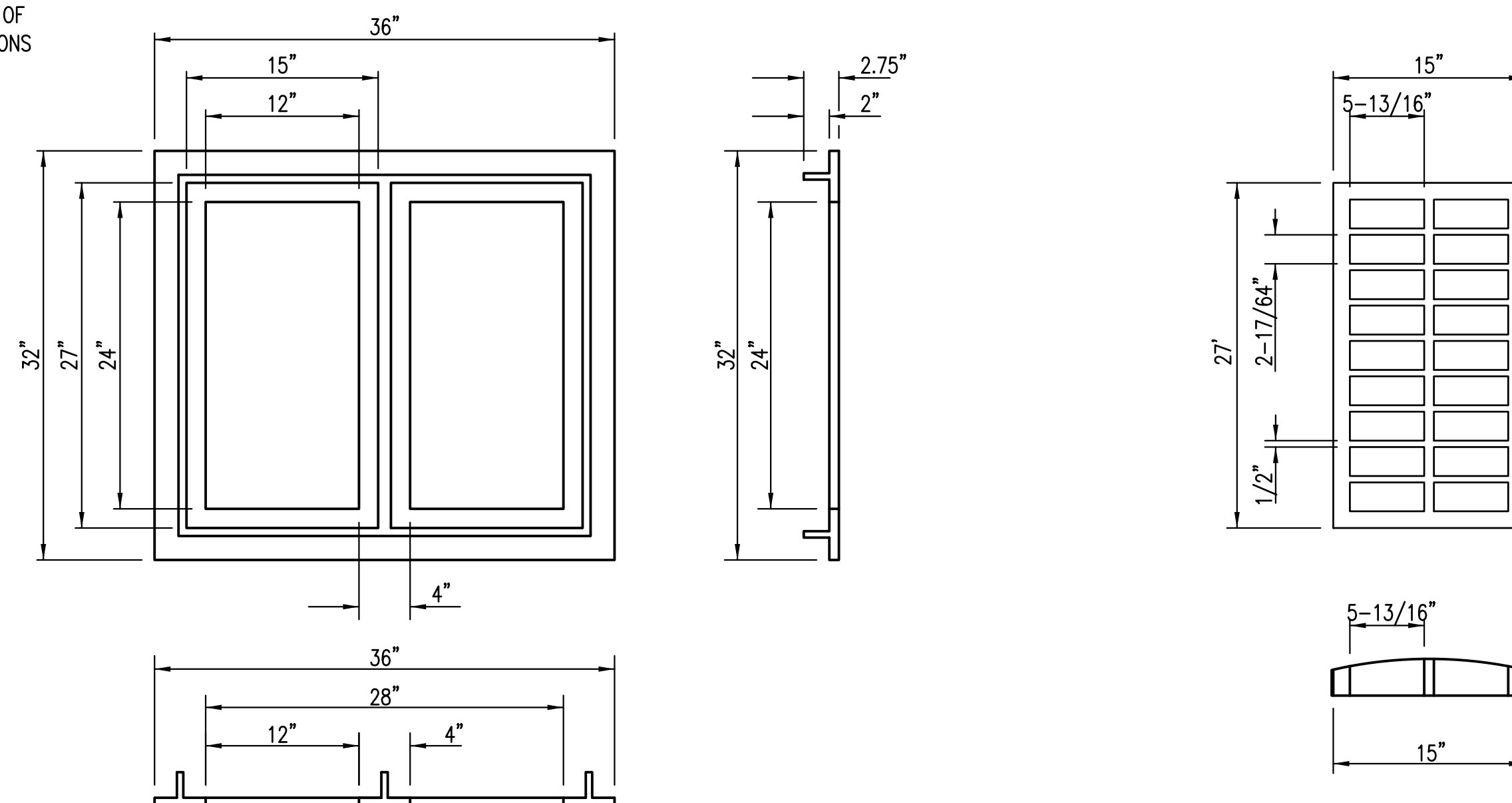
- CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
- CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP OF THIS INLET WHEN W=5'-0" AND H=7'-0" OR LESS.
- 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.
- THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.
- INLET FRAME AND COVER TO BE DEETER #2014, EJIW #1936-Z4, OR APPROVED EQUAL, SEE SW-303.
- 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.



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



REVISION MAY 2017		UPDATED SET BACK DIMENSION ON TOP VIEW	
 CITY OF WICHITA PUBLIC WORKS & UTILITIES ENGINEERING DIVISION			
STANDARD TYPE 1A CURB INLET 5'-0" OR 10'-0" OPENING CITY ENGINEER GARY JANZEN, P.E.			
PROJECT NUMBER	OCA NUMBER	DATE	
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 64 of 73	

[illegible]

SEE SHEET 48

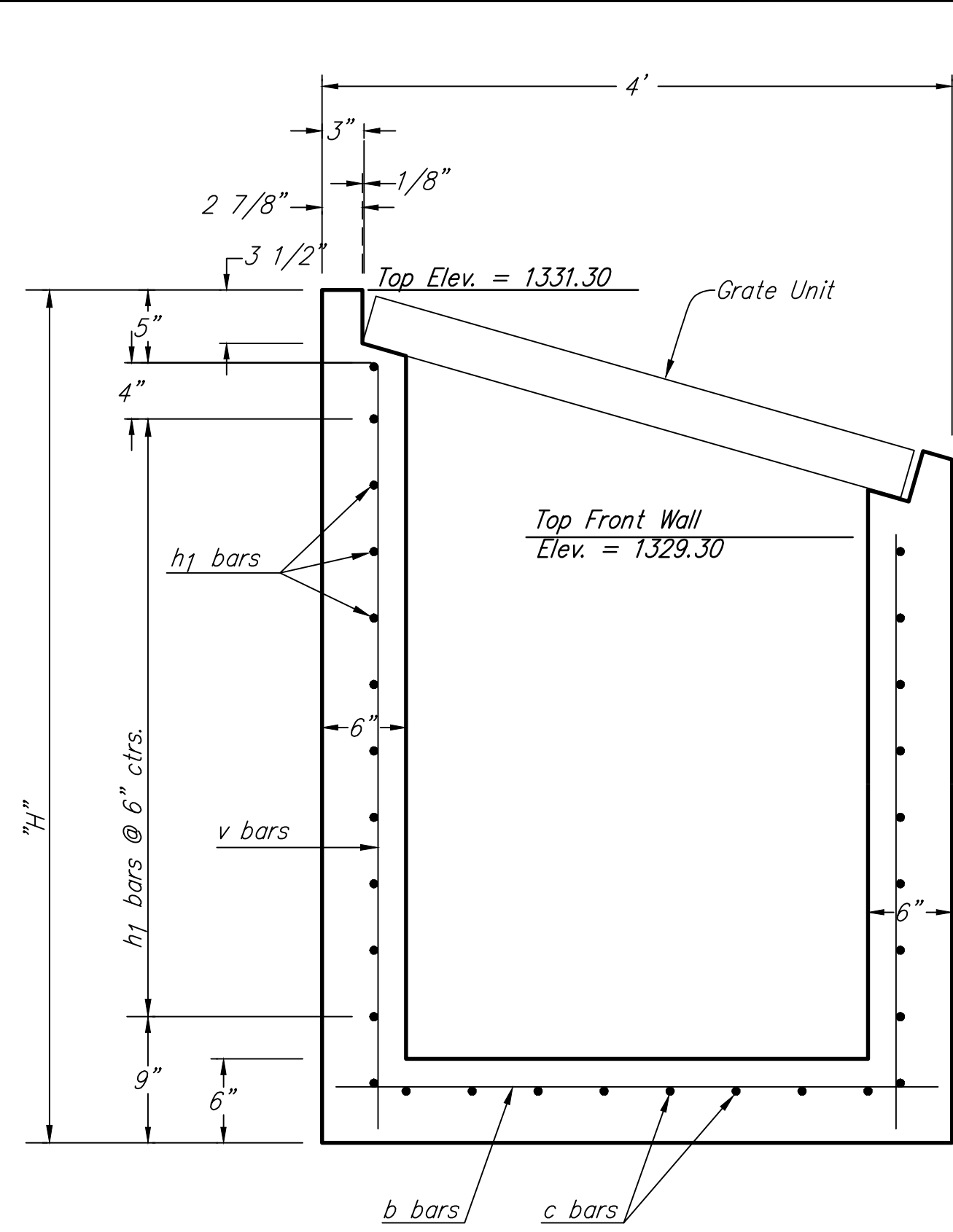
1. MORTAR USED IN MASONRY CONSTRUCTION SHALL CONTAIN 8 SACKS OF CEMENT PER CUBIC YARD. CONCRETE USED IN BACKYARD INLET BASES SHALL CONFORM TO THE REQUIREMENTS FOR CONCRETE PAVEMENT CONSTRUCTION AS SPECIFIED IN THE CITY STANDARD PAVING SPECIFICATIONS USING CITY CONCRETE CEMENT MIX WITHOUT AIR ENTRAINING.
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.



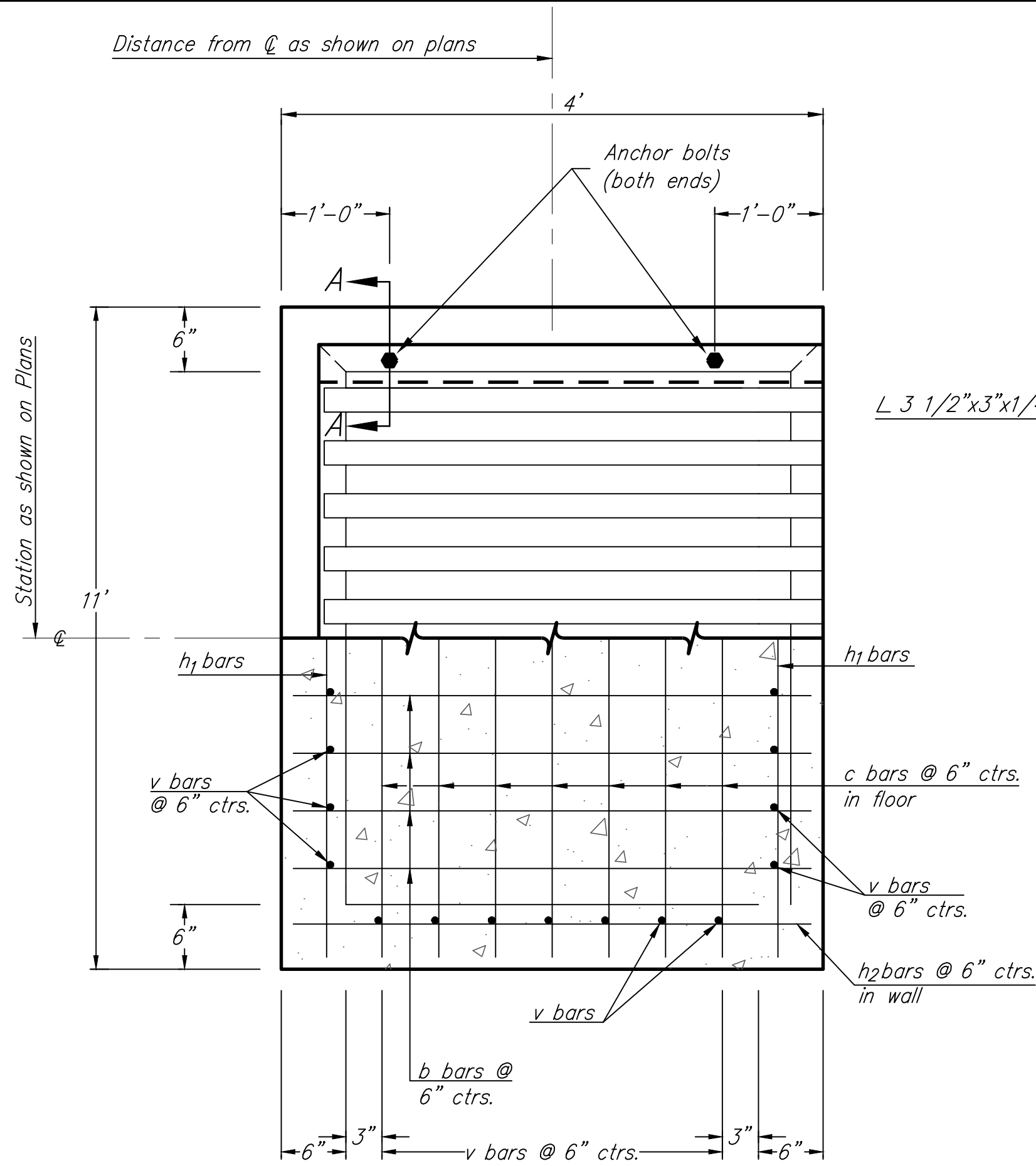
CITY ENGINEER

PROJECT NUMBER	OCA NUMBER	DATE
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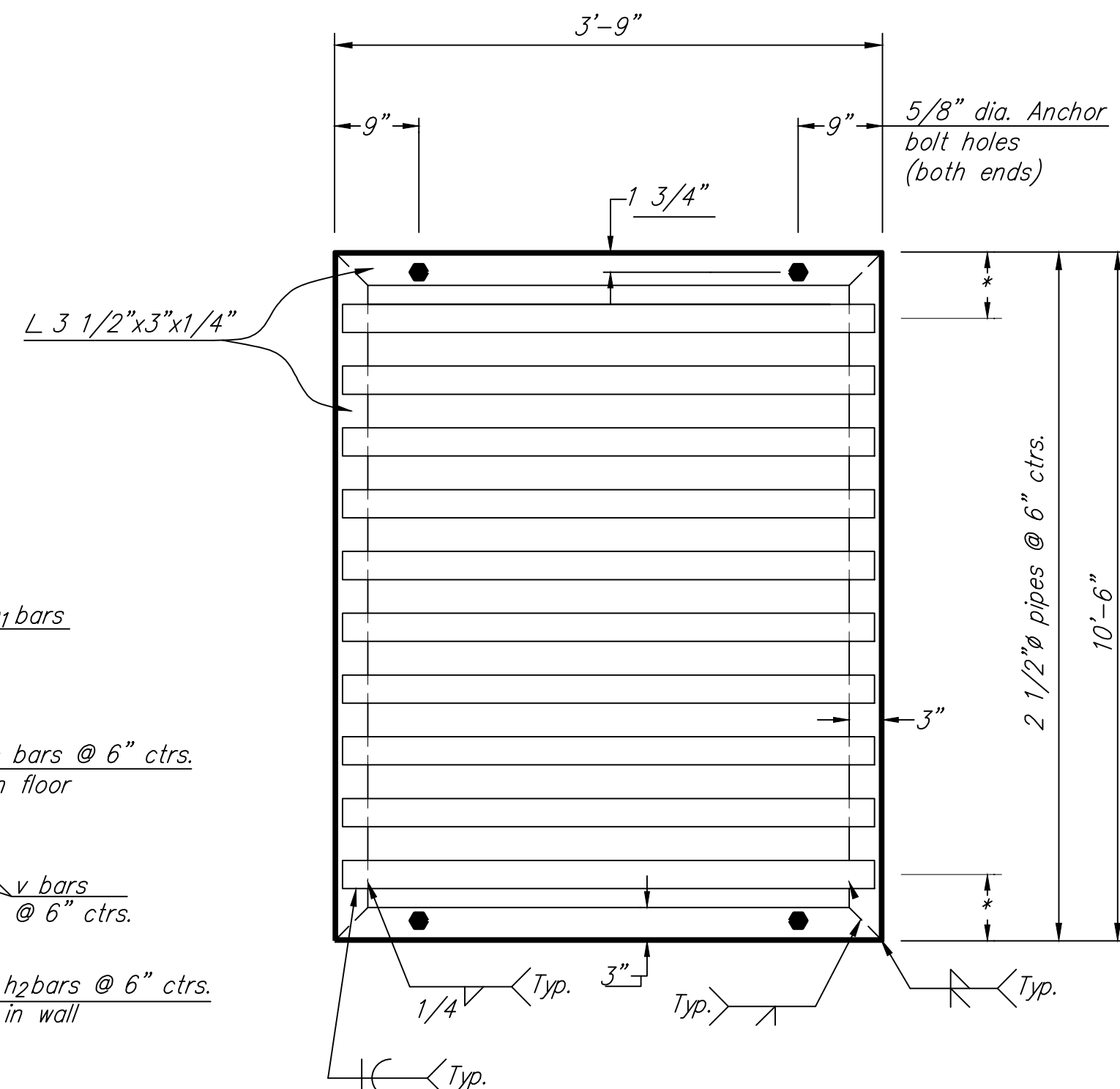
SHEET



SECTION



PLAN AND SECTION



ISOMETRIC
(FOR INFORMATION ONLY)

GENERAL NOTE

Use Class A Concrete throughout. All exposed edges shall be finished with an edging tool.

At the Contractors option, Class A Concrete (AE) or mix used in concrete pavement may be used throughout.

In general, pipes will enter and leave the manhole at various positions. Where possible bend bars around pipes.

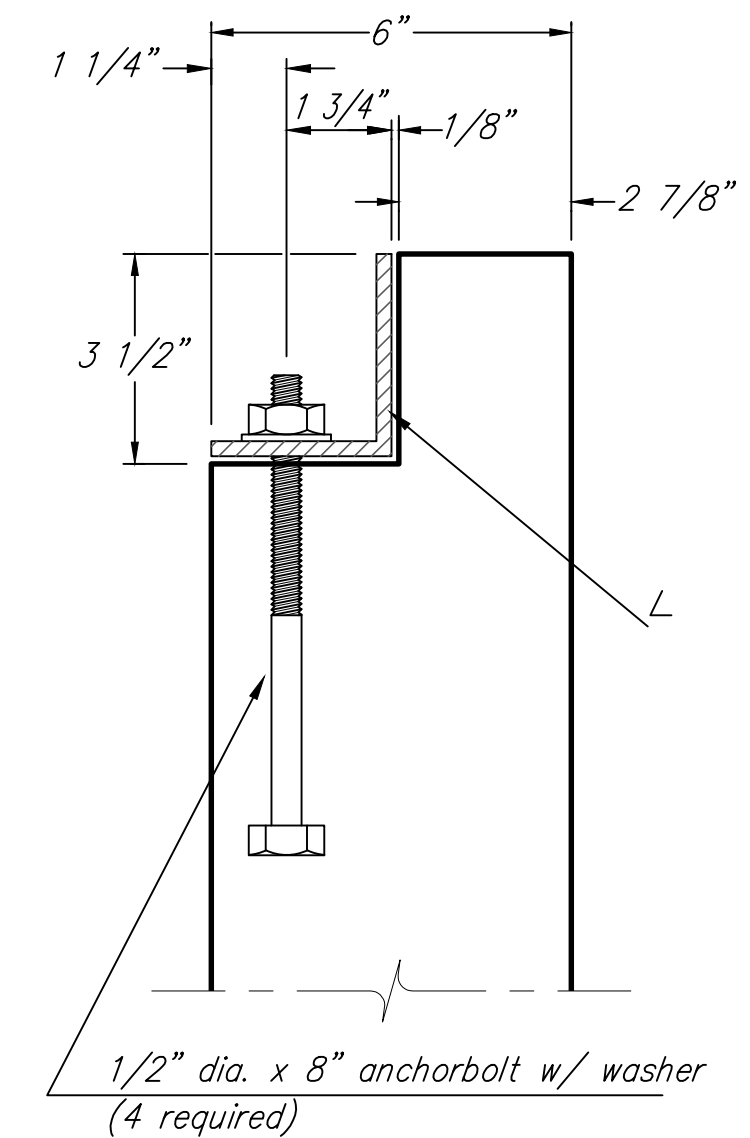
Floor of inlet shall be shaped as shown on Precast Concrete Manhole Detail. Concrete used for shaping shall conform to city of Wichita specifications for concrete pavement mix. No addition in concrete quantities shall be made for shaping floor of inlets.

No deductions in concrete quantities shall be made for pipe openings.

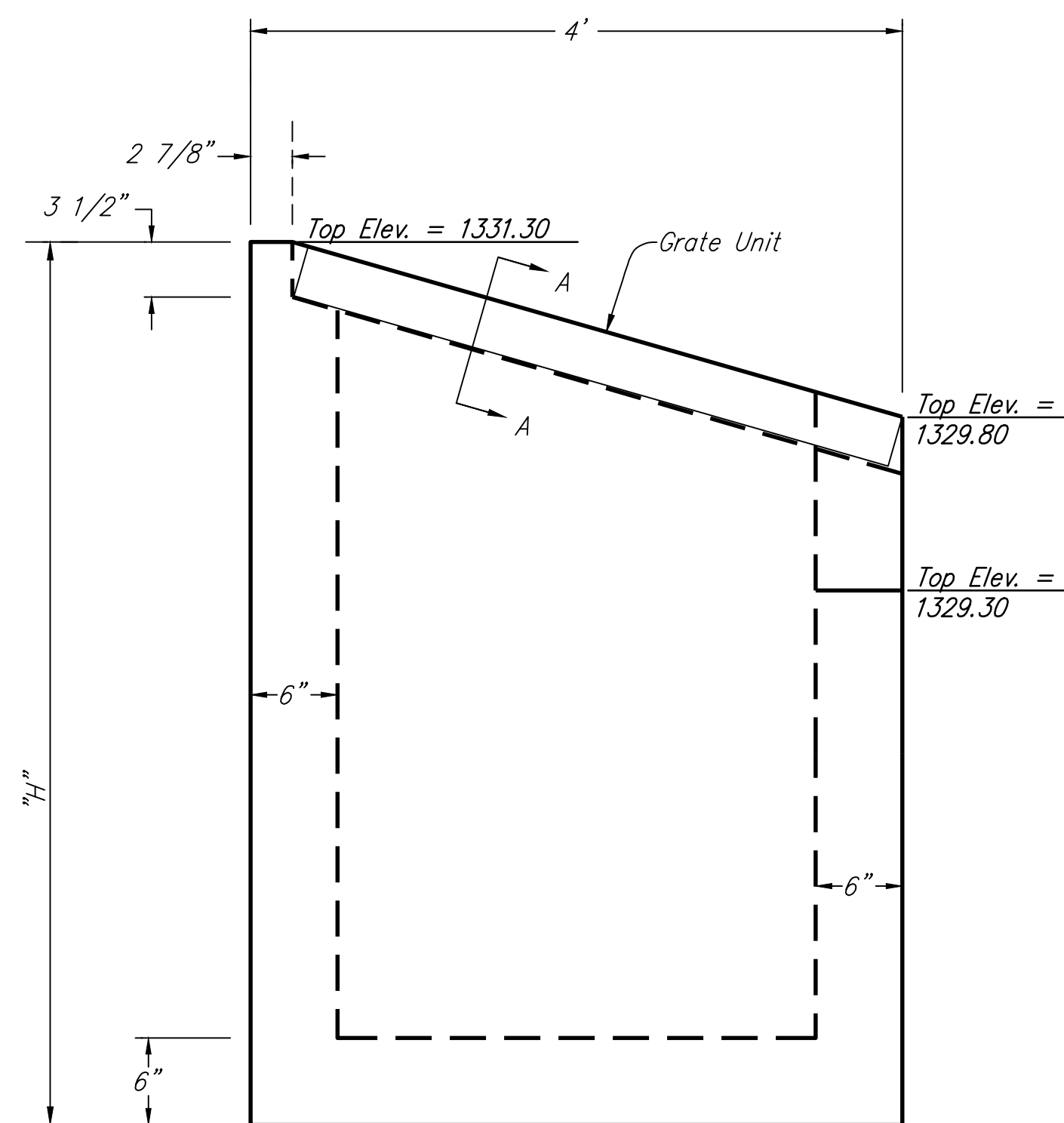
The top of the manhole shall be sloped slightly to approximately fit the ground line or other conditions as directed by the Engineer.

The grate shall be fabricated from standard or commercial grade structural steel and black steel pipe. The unit shall be hot dipped, galvanized after fabrication, in accordance with ASTM A123 except the weight of coating shall average not less than 2.0 ounces per square foot of actual surface and no individual test shall show less than 1.8 ounces of coating per square foot of actual surface area.

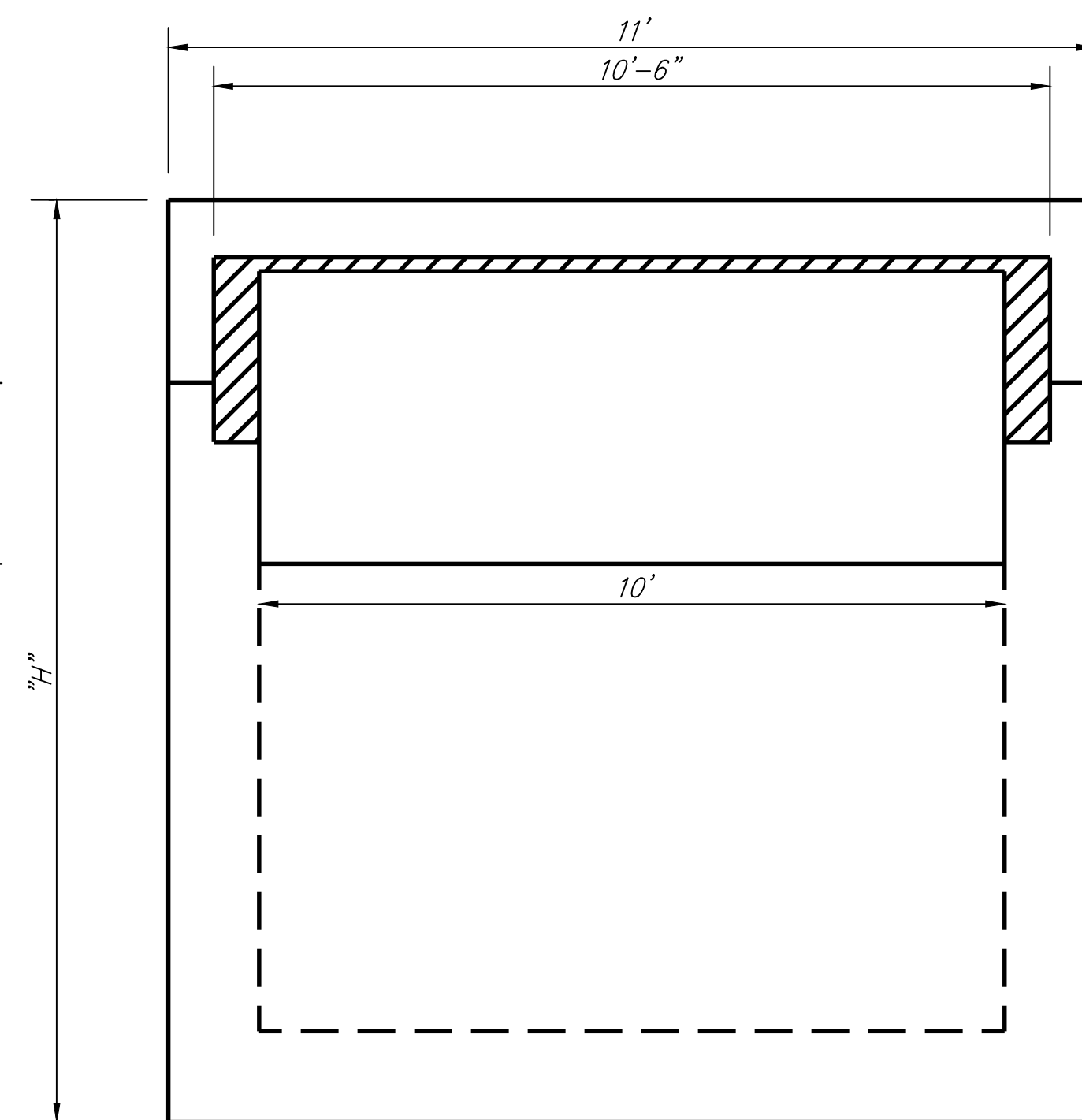
** Quantities shown are for information only.



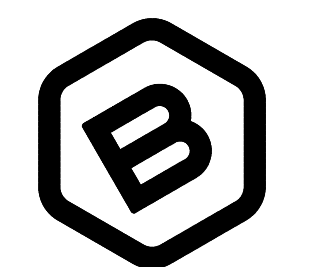
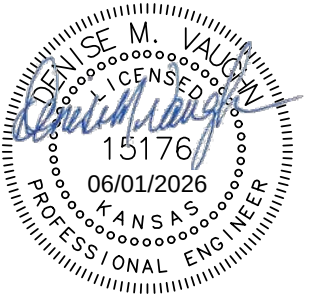
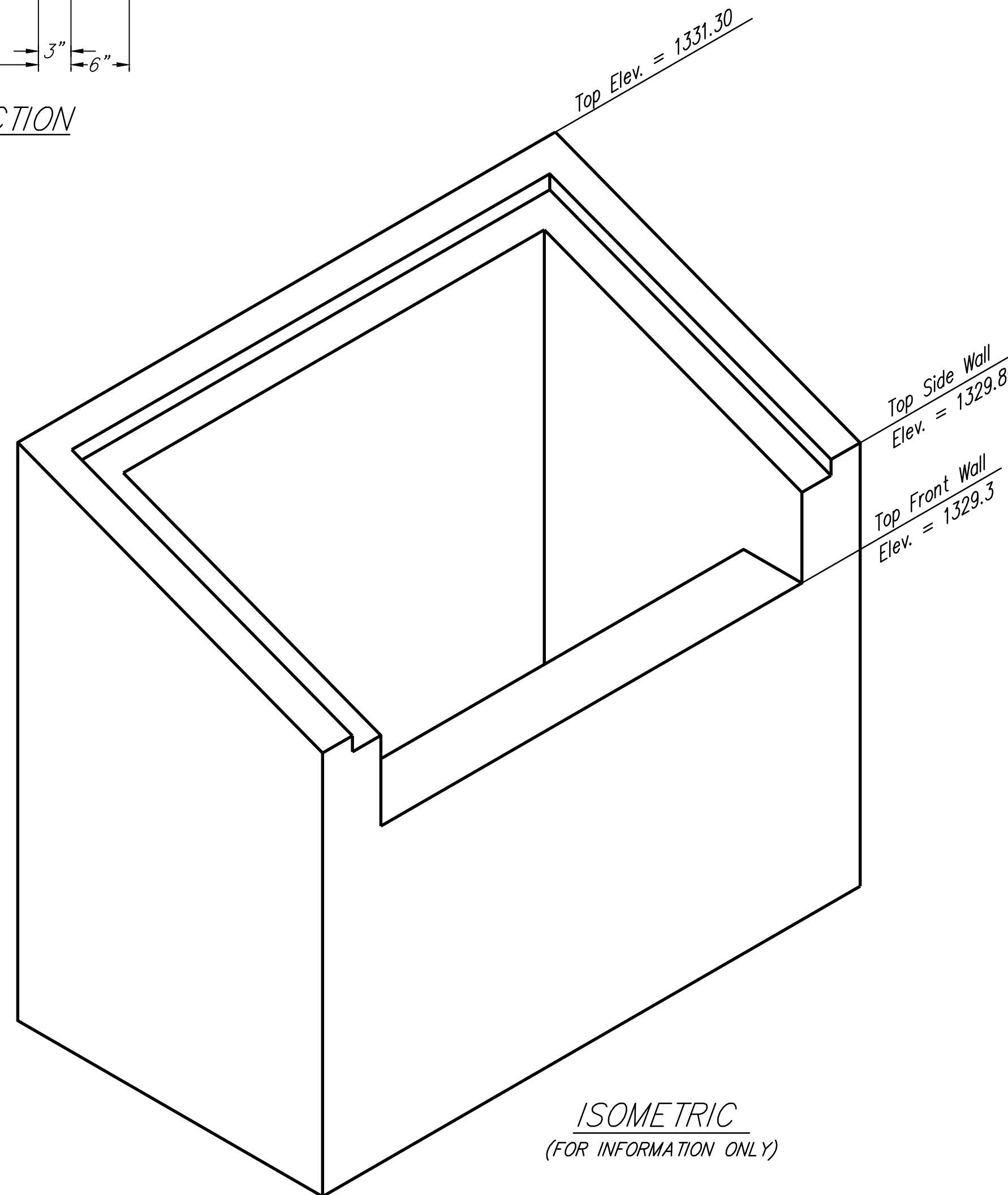
SECTION A-A



END



FRONT
(INLET ONLY - GRATE NOT SHOWN)



**BAUGHMAN
COMPANY**

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

YELLOWSTONE ADDITION
PHASE I & PHASE II and
YELLOWSTONE
COMMERCIAL ADDITION

**POND INLET
DETAIL**

STORM WATER DRAIN
IMPROVEMENTS

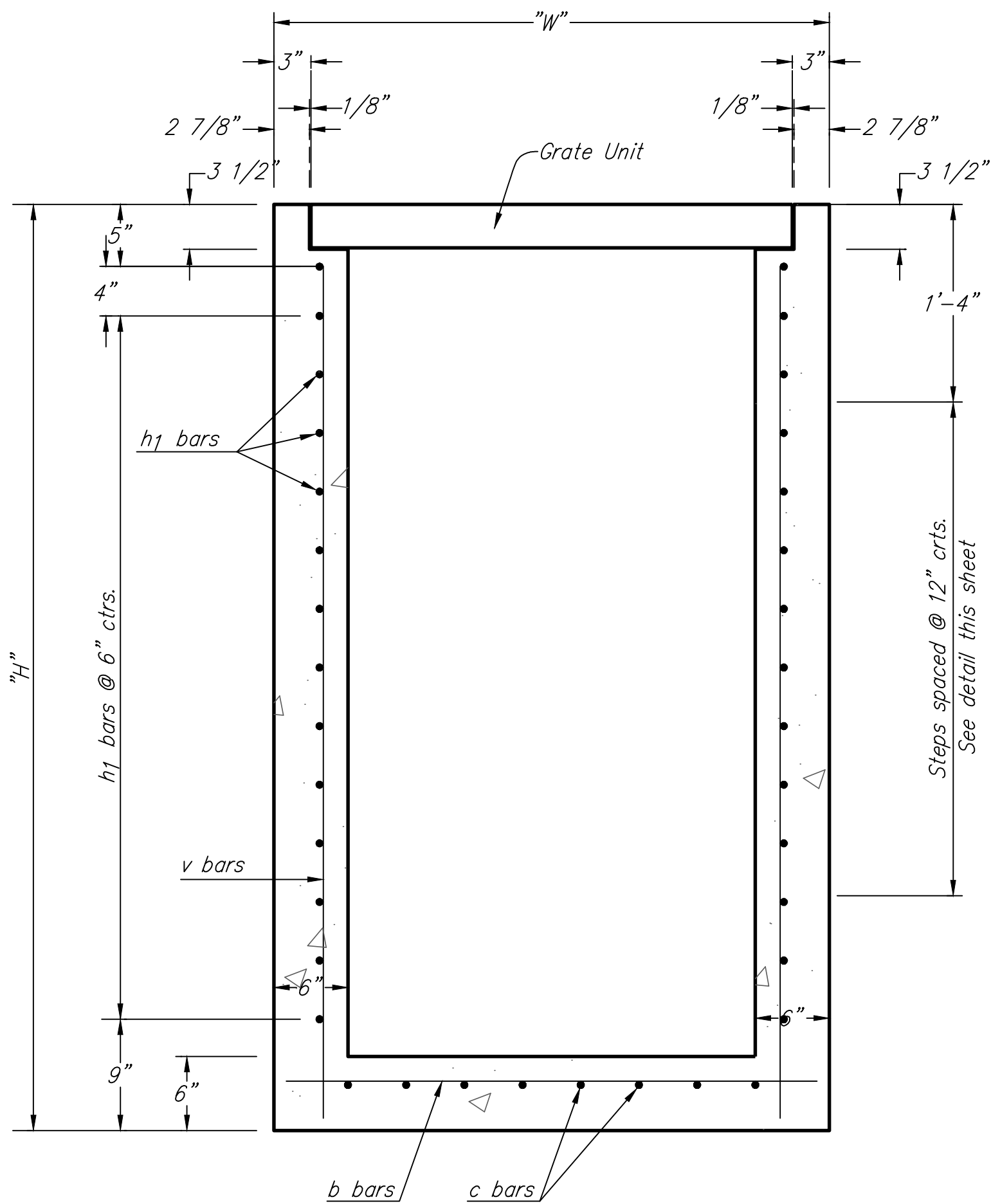
PROJECT NUMBER:

DESIGN: DMV DRAWN: JAK

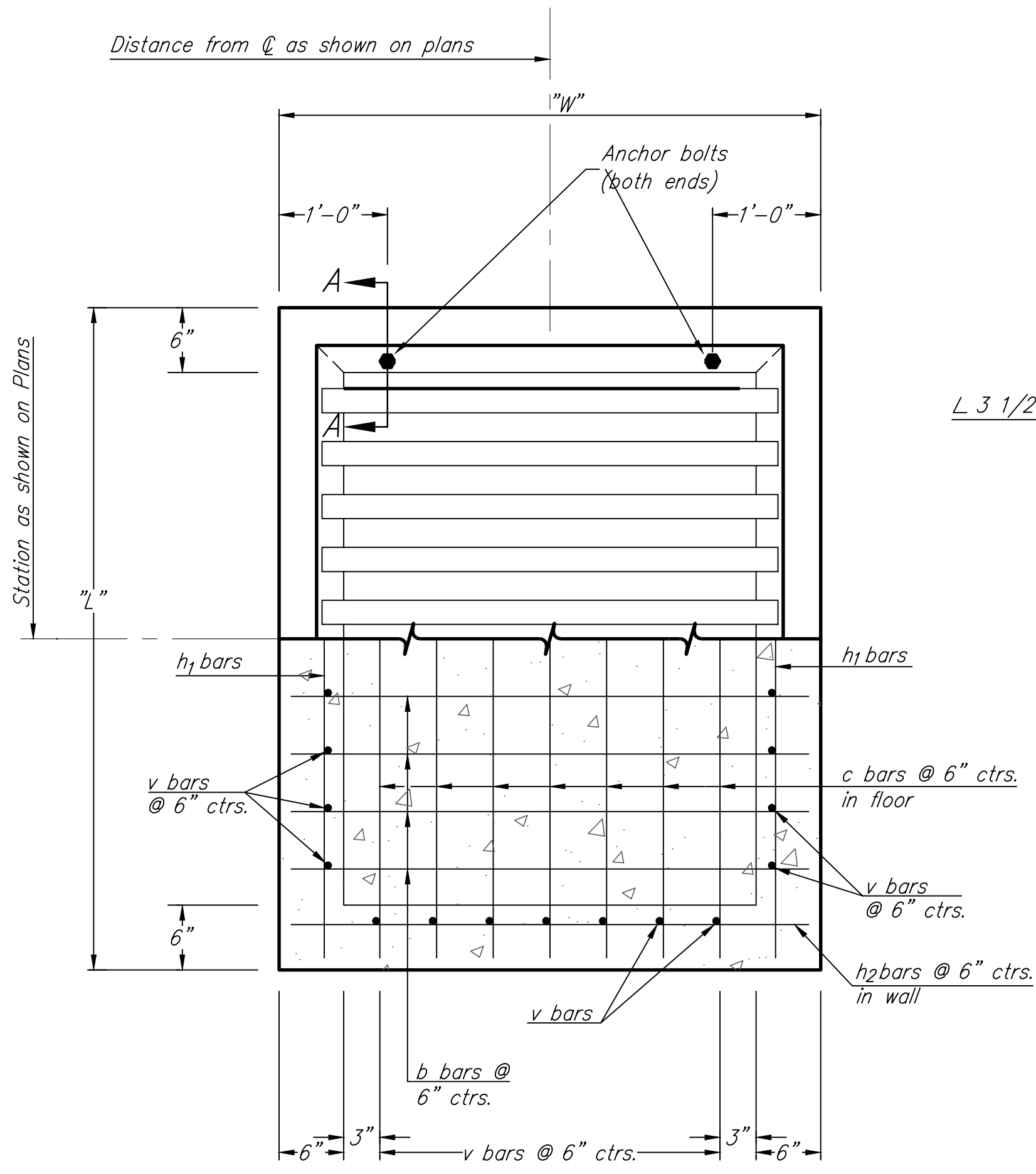
DATE: Jun. 16, 2025

SHEET 66 OF 73

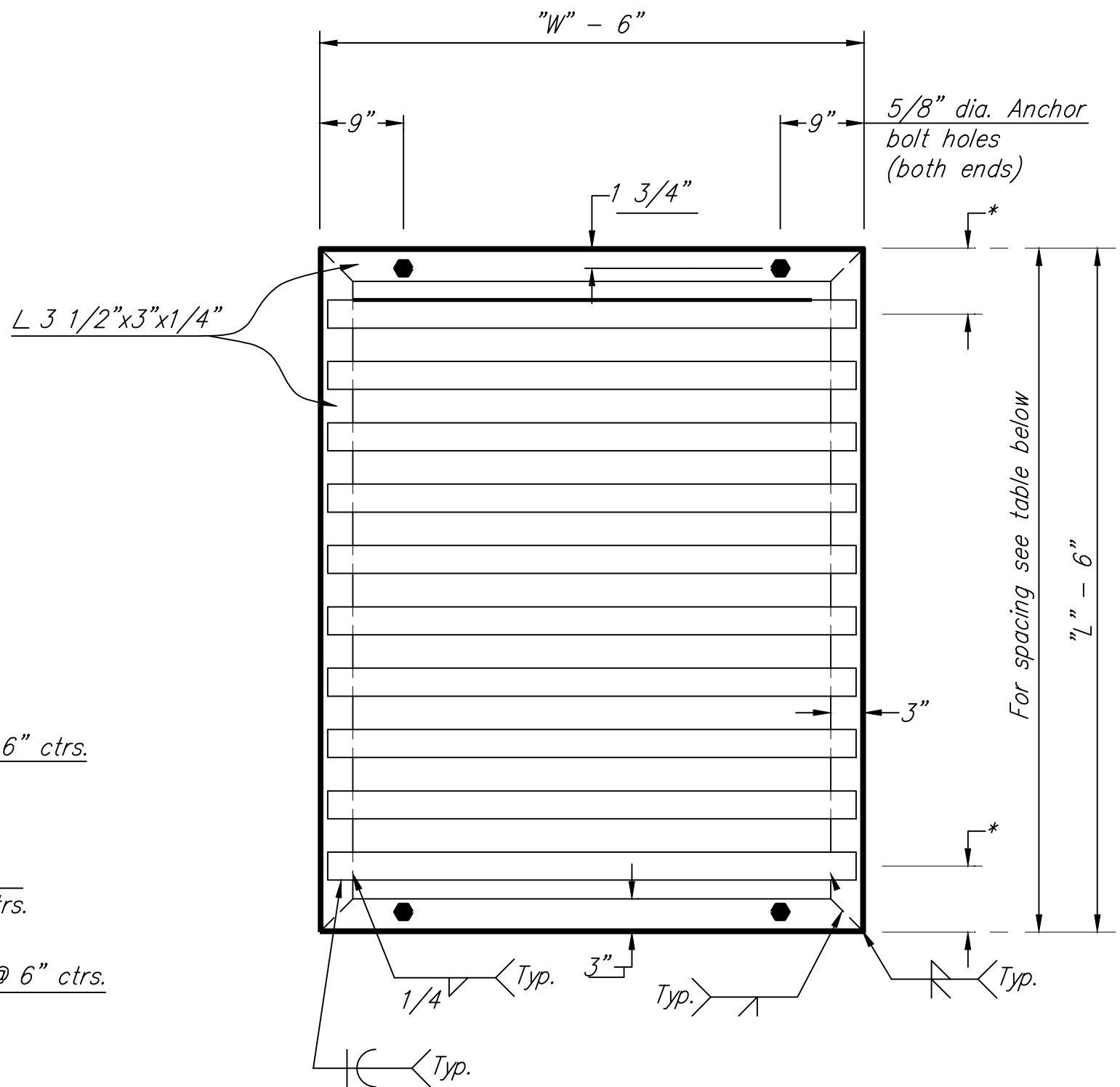
File: E:\Projects\Yellowstone Addition\Kelsey\ 23-09-P026\Engineering\Phase 1\SWD DETAILS.dwg



SECTION



PLAN AND SECTION



GRATE UNIT DETAILS

GENERAL NOTE

Use Class A Concrete throughout. All exposed edges shall be finished with an edging tool.

At the Contractors option, Class A Concrete (AE) or mix used in concrete pavement may be used throughout.

In general, pipes will enter and leave the manhole at various positions. Where possible bend bars around pipes.

Floor of inlet shall be shaped as shown in various "Examples" on Reinforced Concrete Manhole Standard No. 633. Concrete used for shaping shall be unreinforced Class "A" Concrete or concrete pavement mix. No addition in concrete quantities shall be made for shaping floor of inlets.

Manhole steps, where used, shall be placed to afford easy access to top of shaped invert.

No deductions in concrete quantities shall be made for pipe openings.

All bars are #4 @ 6" spacing and shall have a minimum clearance of 1 1/2" unless otherwise noted on the plans.

The top of the manhole shall be sloped slightly to approximately fit the ground line or other conditions as directed by the Engineer.

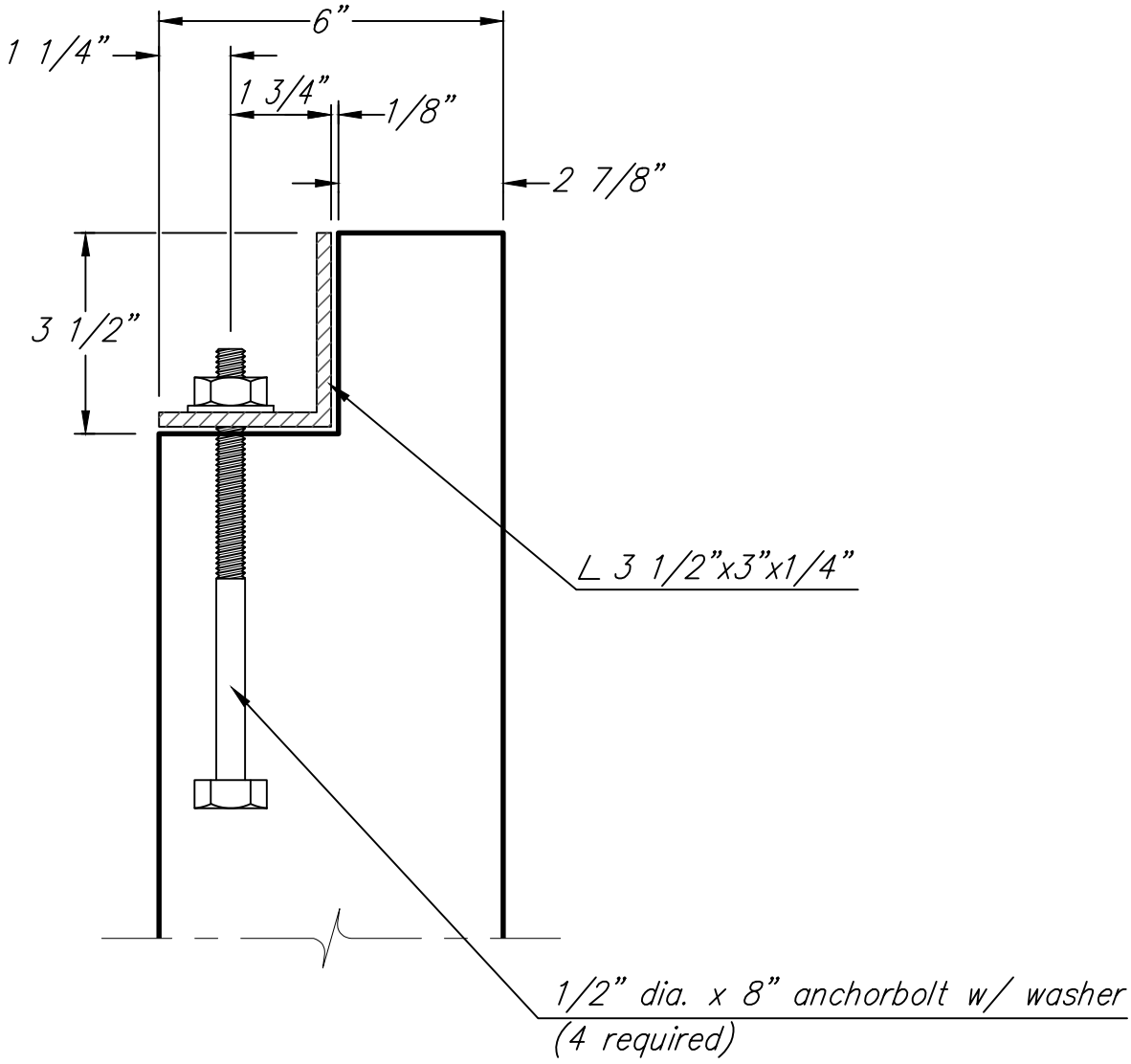
Steps shall be installed on all storm sewer inlets when specified in the plans or when "H" is equal or greater than six feet. Steps shall comply with KDOT Standard Specification.

The grate shall be fabricated from standard or commercial grade structural steel and black steel pipe. The unit shall be hot dipped, galvanized after fabrication, in accordance with ASTM A123 except the weight of coating shall average not less than 2.0 ounces per square foot of actual surface and no individual test shall show less than 1.8 ounces of coating per square foot of actual surface area.

** Unless otherwise provided for, quantities shown are for information only.

BILL OF MATERIALS FOR INLET-MANHOLE (SPECIAL)																			
"L"	"W"	"H"		"L"	"W"	"H"		"L"	"W"	"H"		"L"	"W"	"H"		"L"	"W"	"H"	
Bar	No.	Size	Length	Bar	No.	Size	Length	Bar	No.	Size	Length	Bar	No.	Size	Length	Bar	No.	Size	Length
v		#4		v		#4		v		#4		v		#4		v		#4	
c		#4		c		#4		c		#4		c		#4		c		#4	
b		#4		b		#4		b		#4		b		#4		b		#4	
h1		#4		h1		#4		h1		#4		h1		#4		h1		#4	
h2		#4		h2		#4		h2		#4		h2		#4		h2		#4	
Class "A" Conc.			Cu.Yd.	Class "A" Conc.			Cu.Yd.	Class "A" Conc.			Cu.Yd.	Class "A" Conc.			Cu.Yd.	Class "A" Conc.			Cu.Yd.
Reinf. Steel			Lbs.	Reinf. Steel			Lbs.	Reinf. Steel			Lbs.	Reinf. Steel			Lbs.	Reinf. Steel			Lbs.
Struct. Steel			Lbs.	Struct. Steel			Lbs.	Struct. Steel			Lbs.	Struct. Steel			Lbs.	Struct. Steel			Lbs.
Class III Excav.			Cu.Yd.	Class III Excav.			Cu.Yd.	Class III Excav.			Cu.Yd.	Class III Excav.			Cu.Yd.	Class III Excav.			Cu.Yd.

BILL OF MATERIALS FOR INLET-MANHOLE (SPECIAL)																			
"L"	"W"	"H"		"L"	"W"	"H"		"L"	"W"	"H"		"L"	"W"	"H"		"L"	"W"	"H"	
Bar	No.	Size	Length	Bar	No.	Size	Length	Bar	No.	Size	Length	Bar	No.	Size	Length	Bar	No.	Size	Length
v		#4		v		#4		v		#4		v		#4		v		#4	
c		#4		c		#4		c		#4		c		#4		c		#4	
b		#4		b		#4		b		#4		b		#4		b		#4	
h1		#4		h1		#4		h1		#4		h1		#4		h1		#4	
h2		#4		h2		#4		h2		#4		h2		#4		h2		#4	
Class "A" Conc.			Cu.Yd.	Class "A" Conc.			Cu.Yd.	Class "A" Conc.			Cu.Yd.	Class "A" Conc.			Cu.Yd.	Class "A" Conc.			Cu.Yd.
Reinf. Steel			Lbs.	Reinf. Steel			Lbs.	Reinf. Steel			Lbs.	Reinf. Steel			Lbs.	Reinf. Steel			Lbs.
Struct. Steel			Lbs.	Struct. Steel			Lbs.	Struct. Steel			Lbs.	Struct. Steel			Lbs.	Struct. Steel			Lbs.
Class III Excav.			Cu.Yd.	Class III Excav.			Cu.Yd.	Class III Excav.			Cu.Yd.	Class III Excav.			Cu.Yd.	Class III Excav.			Cu.Yd.



SECTION A-A

PIPE DIMENSIONS AND SPACING			
L x W	No. of Bars	Dia. x Length x Spacing	*
5'-6"x5'-6"	9	2 1/2"Ø x 4'-11" pipes @ 6" ctrs.	6"
6'-0"x6'-0"	10	2 1/2"Ø x 5'-5" pipes @ 6" ctrs.	6"
7'-6"x7'-6"	13	2 1/2"Ø x 6'-9" pipes @ 6" ctrs.	6"

BAUGHMAN COMPANY

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

YELLOWSTONE ADDITION
PHASE I & PHASE II and
YELLOWSTONE
COMMERCIAL ADDITION

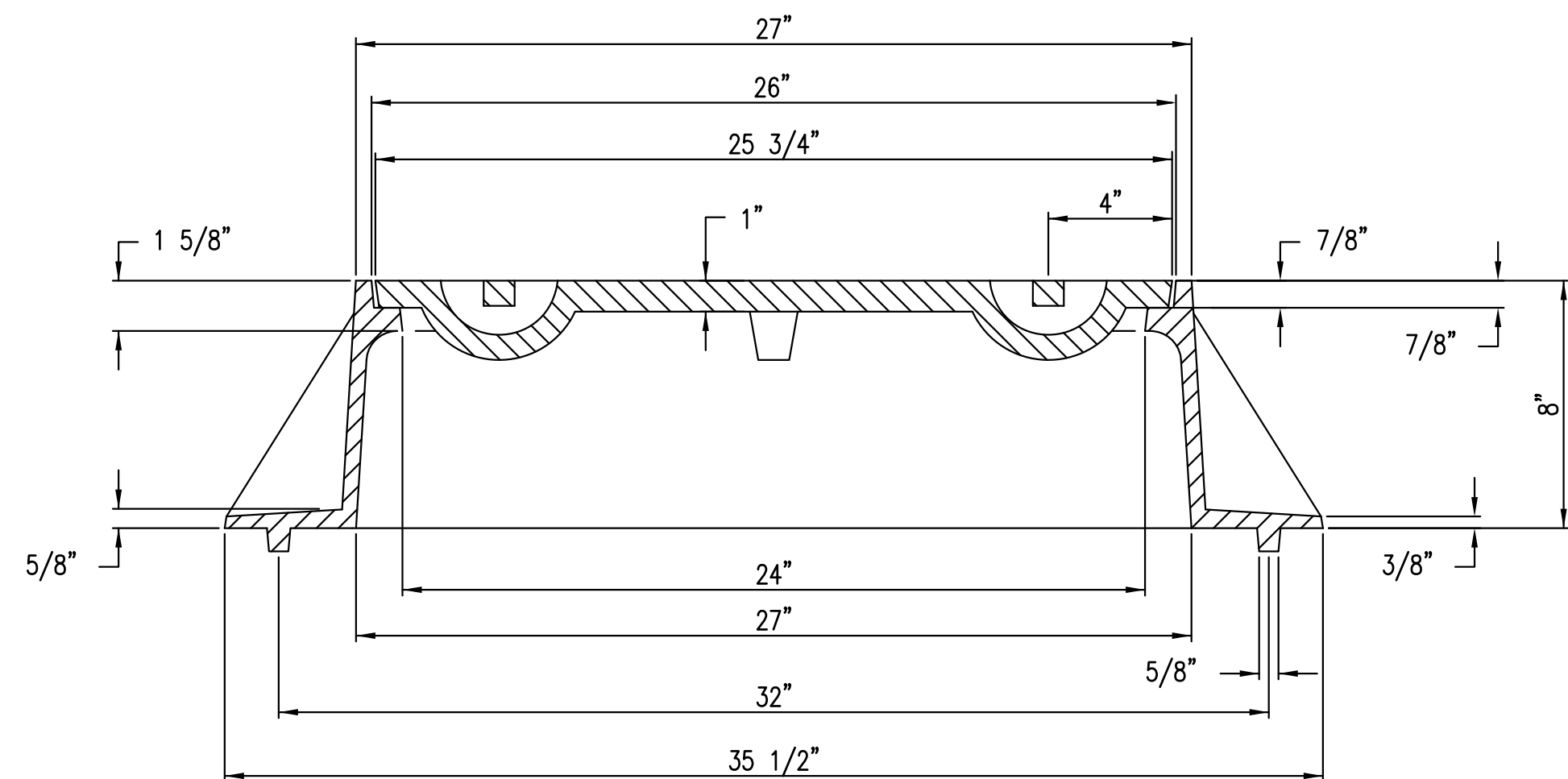
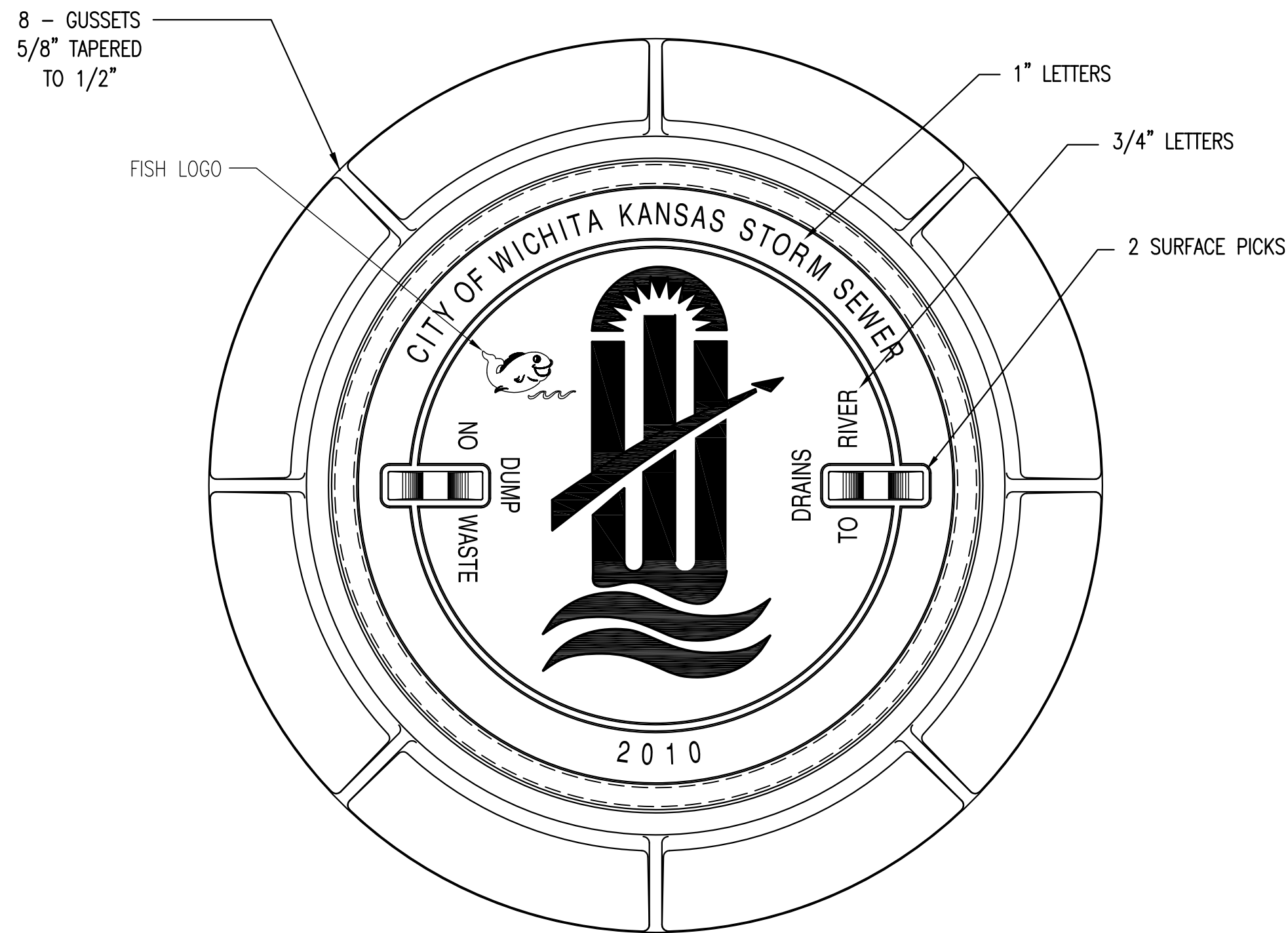
**INLET
MANHOLE**

STORM WATER DRAIN
IMPROVEMENTS

PROJECT NUMBER:

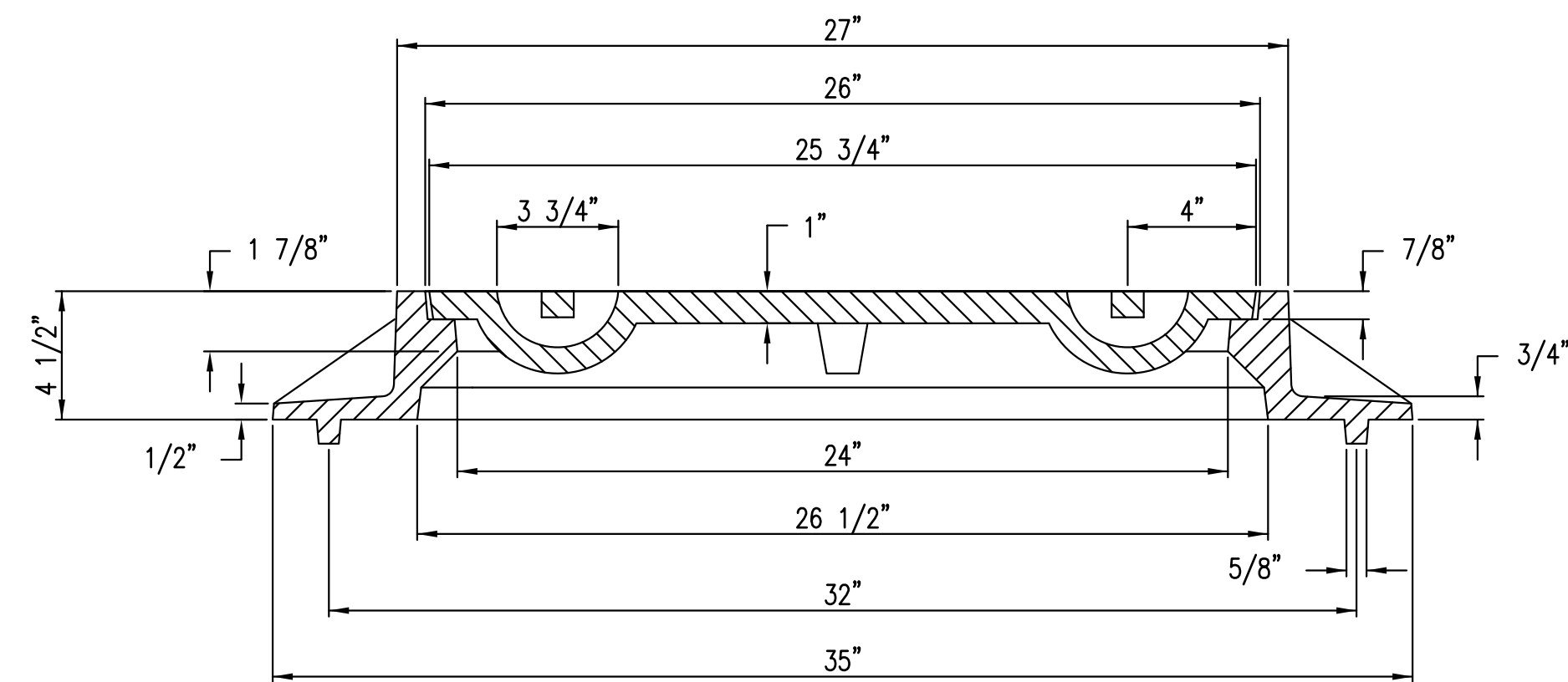
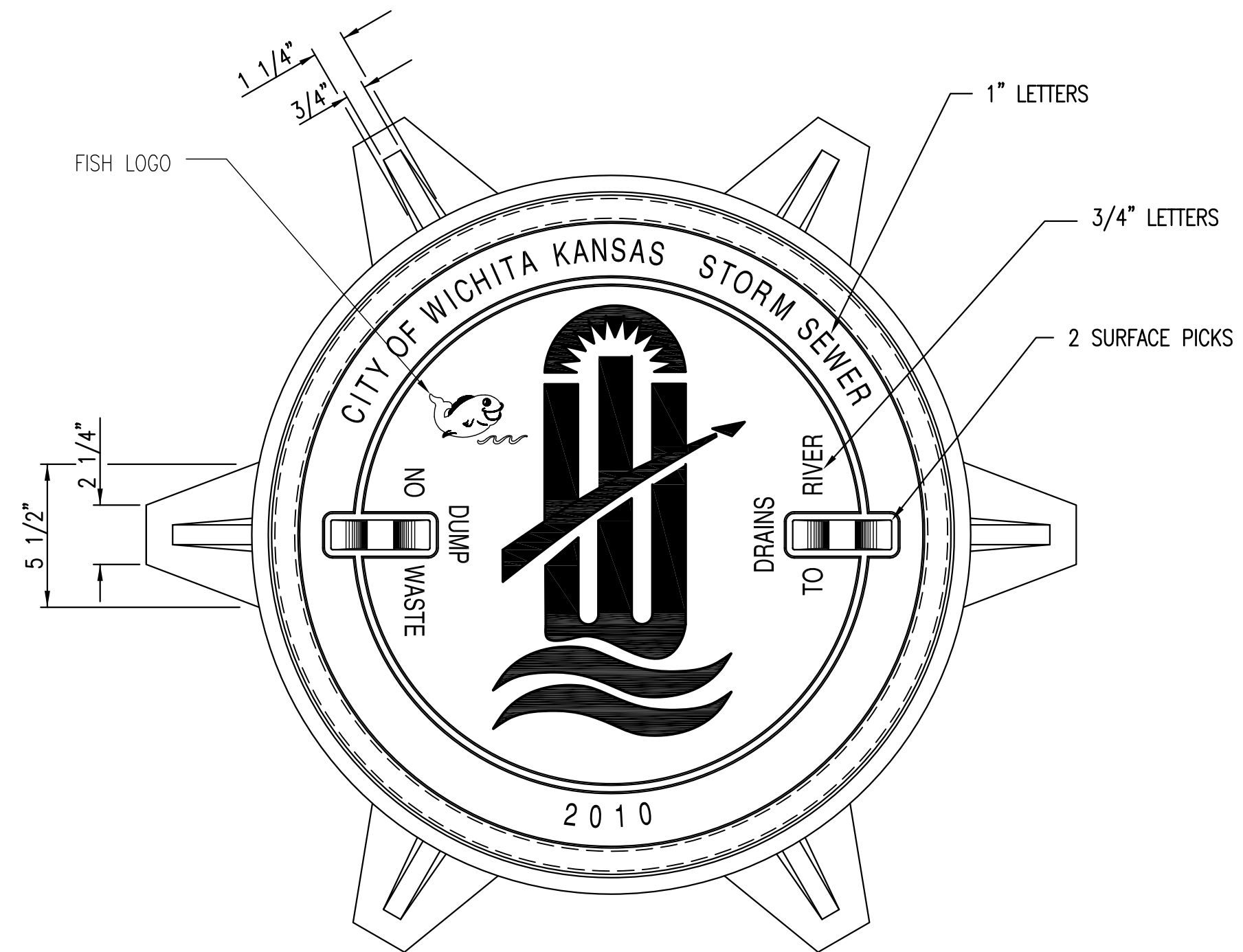
DESIGN: DMV DRAWN: JAK
DATE: Jun. 16, 2025

SHEET OF
67 73



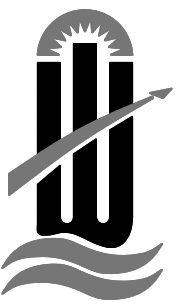
MANHOLE FRAME
DEETER #1261 OR EJIW #1936-Z1

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



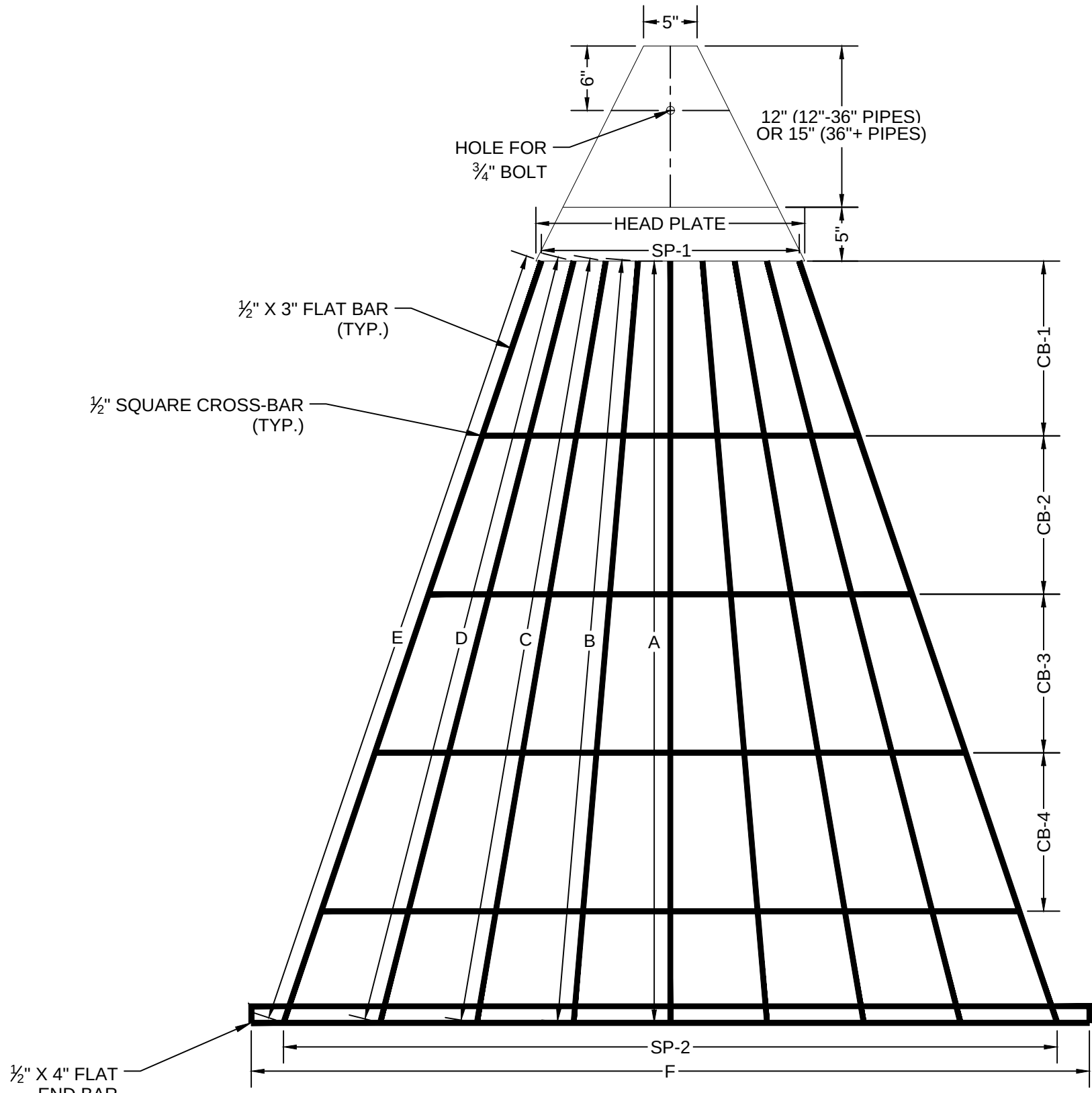
INLET FRAME
DEETER #2014 OR EJIW #1936-Z4

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

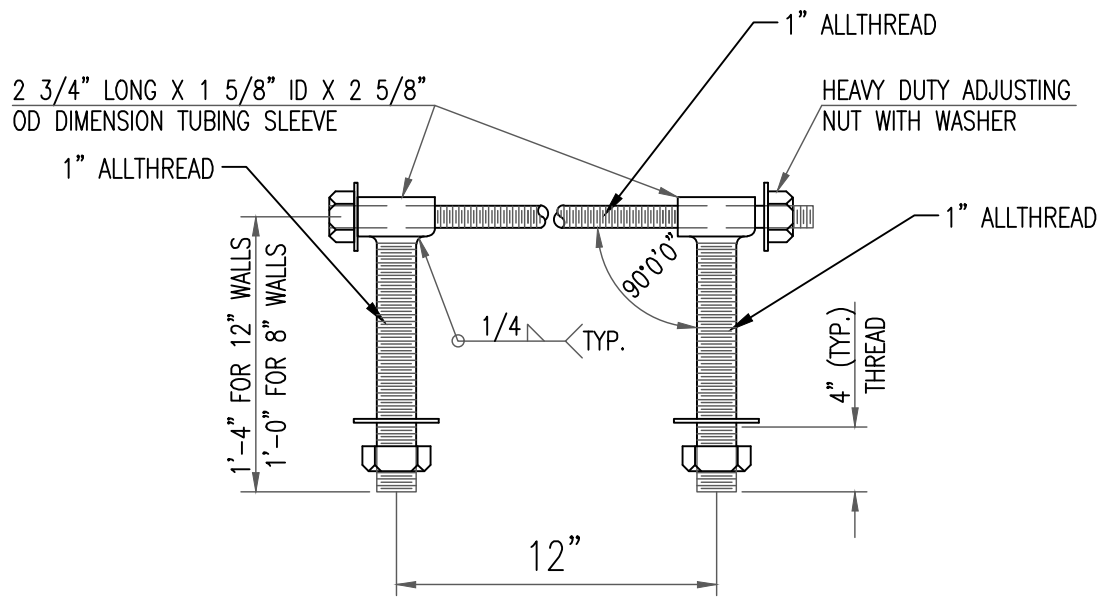
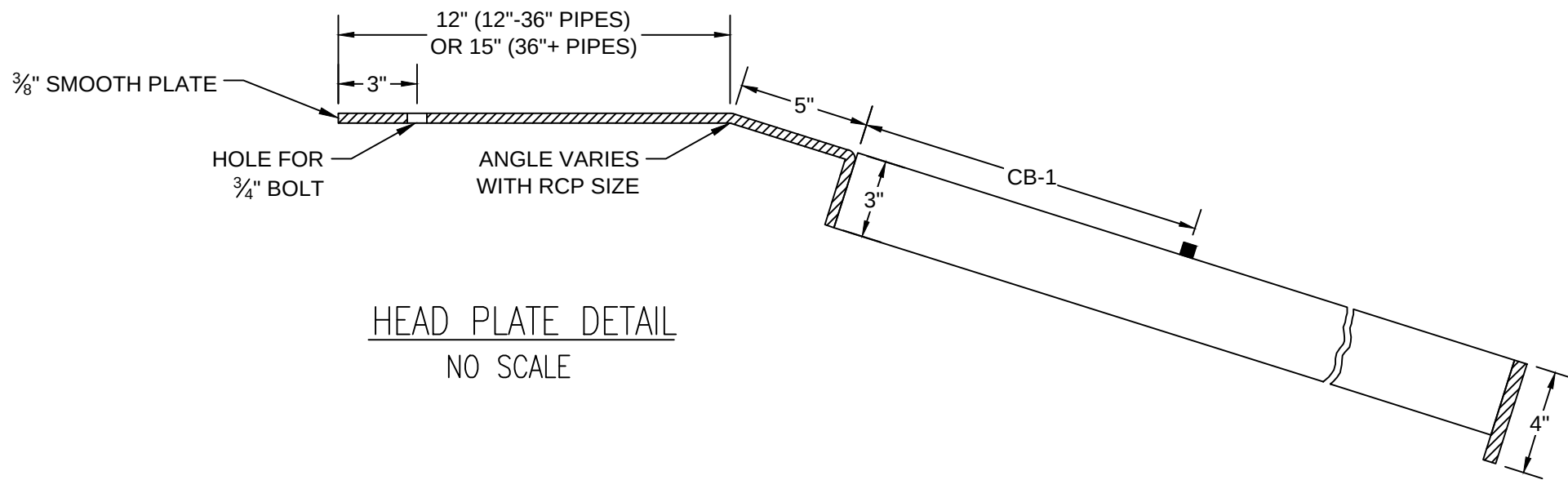
 CITY OF WICHITA PUBLIC WORKS & UTILITIES ENGINEERING DIVISION			MANHOLE/INLET FRAME AND COVER (STORM SEWER)		
			CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER	OCA NUMBER	DATE	11/2010		
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501			SHEET 68 of 73		

GRATE DIMENSIONS

PIPE SIZE	HEAD PLATE	A	B	C	D	E	F	CB-1	CB-2	CB-3	CB-4	SP-1	SP-2
12"	13"	19¼"	19¾"	—	—	—	27"	10¾"	—	—	—	3@4"	3@6"
15"	13"	23½"	25¼"	—	—	—	34"	10¾"	—	—	—	3@4"	3@8"
18"	13"	25"	26½"	—	—	—	40"	12¾"	—	—	—	3@4"	3@9"
24"	17"	41½"	42½"	43½"	—	—	53"	12"	15"	—	—	4@4"	4@9"
30"	19"	51½"	52½"	53½"	—	—	65"	16¼"	11¾"	12"	—	2@3"+3@4"	5@9"
36"	21"	60½"	61½"	62½"	—	—	78"	18⅝"	14¼"	16"	—	2@2"+4@4"	6@9"
42"	22"	65½"	66½"	67¾"	68¾"	—	86"	13¾"	12⅝"	13"	11¾"	7@3"	7@9"
48"	25"	70⅞"	71"	71¾"	73"	74½"	90"	16¼"	14¾"	14¾"	14¾"	8@3"	8@9"
54"	26"	71¾"	73"	74½"	74¾"	76¾"	96"	6⅞"	20⅞"	17⅞"	15⅝"	4@2¾"+5@3"	9@9"
60"	28"	61⅞"	61¾"	62¾"	64½"	66⅝"	102"	12"	12"	11½"	13"	2@2"+8@3"	10@9"

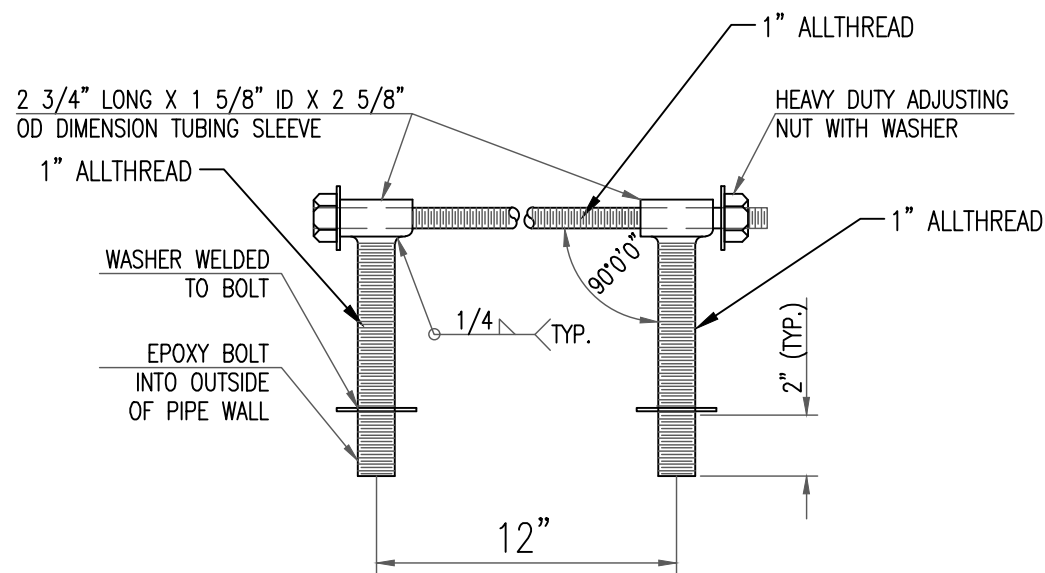


NOTE: GRATE TO BE USED AS DIRECTED BY THE CITY OF WICHITA.



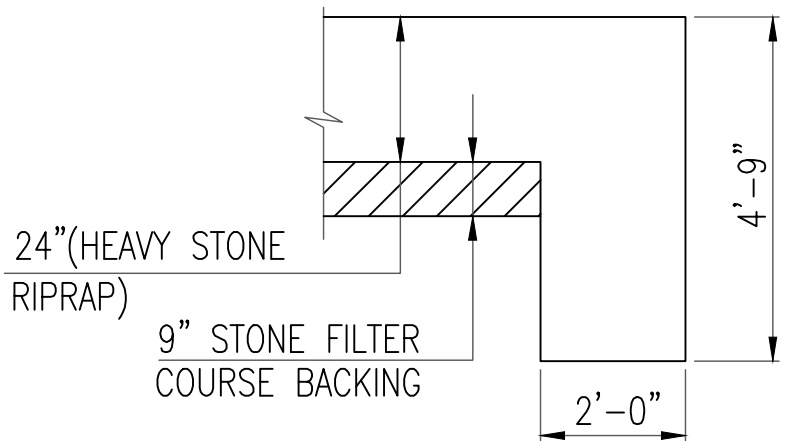
HEAVY DUTY (H.D.) COUPLER(>=36")

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



HEAVY DUTY (H.D.) COUPLER(<=30")

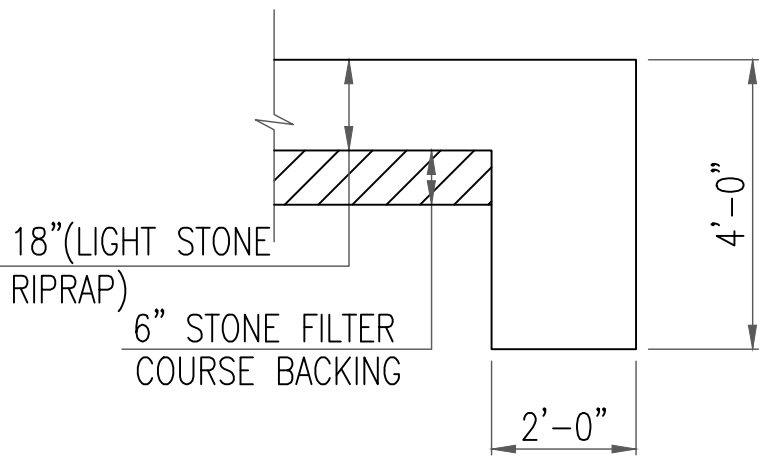
- NOTES
1. BOLTS TO BE A-36 1 1/2" DIAMETER.
 2. BOLTS, NUTS, WASHERS AND SLEEVES TO BE ZINC PLATED.
 3. WASHERS TO BE 3 1/2" O.D. X 7 GAUGE.
 4. SHIP WITH NUTS AND WASHERS PLACED ON BOLTS.



TYPICAL SECTION THRU TOEWALL

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

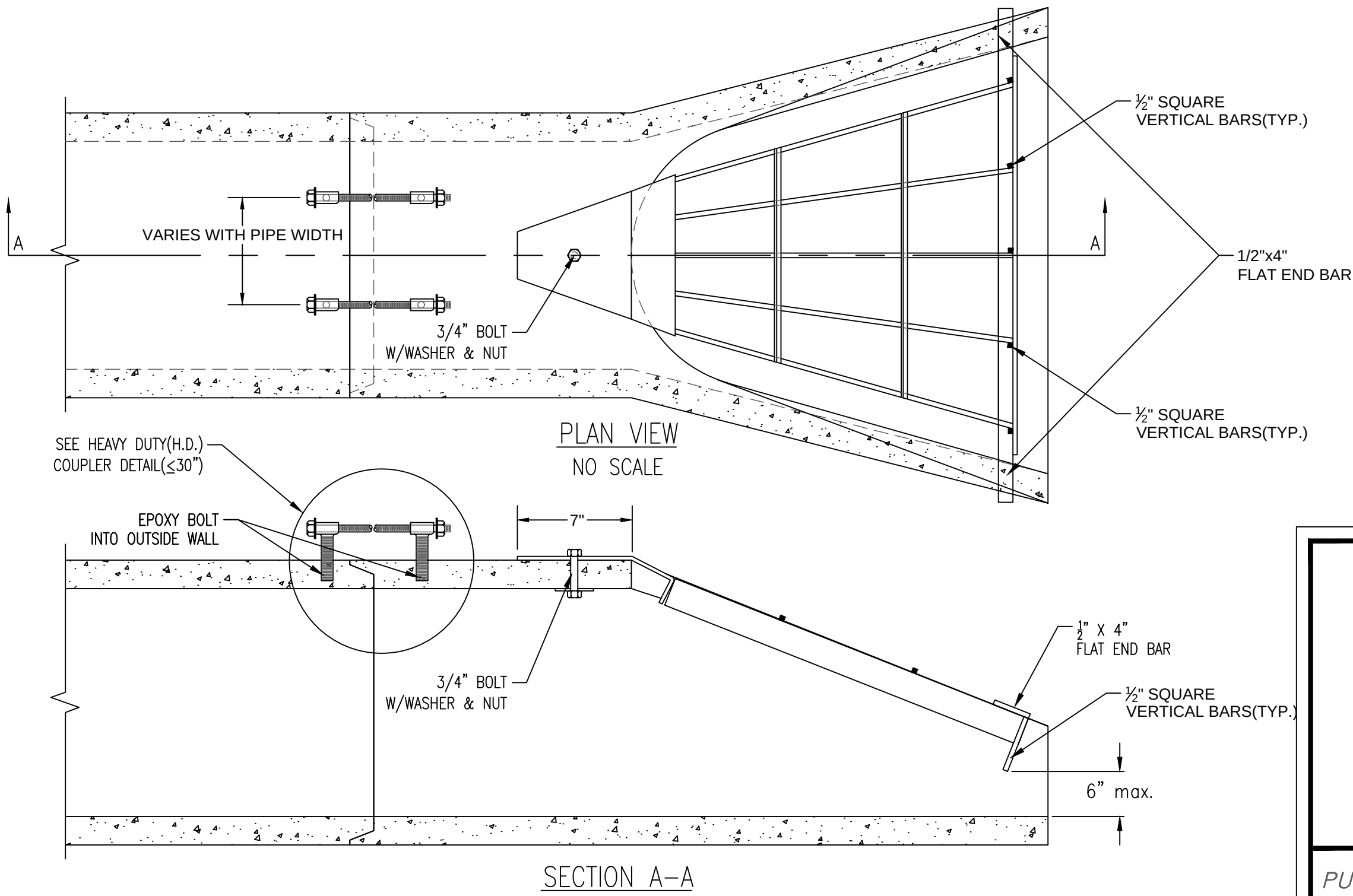
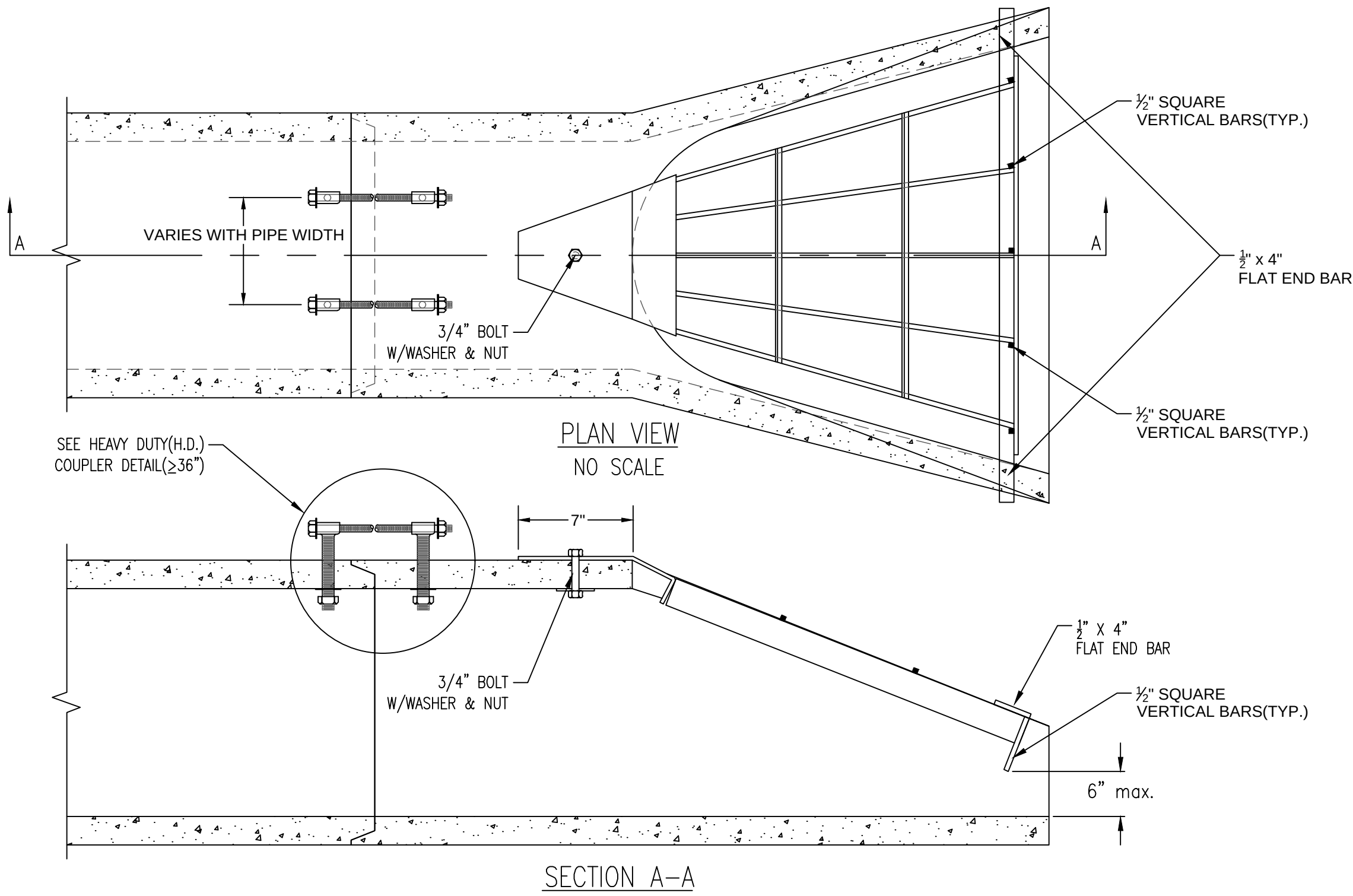
HEAVY STONE RIPRAP DETAILS



TYPICAL SECTION THRU TOEWALL

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

LIGHT STONE RIPRAP DETAILS



END SECTION, PIPE RESTRAINT COUPLER & END GRATE

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER OCA NUMBER DATE
01/2015

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

DESIGN DRAWN
69 of 73

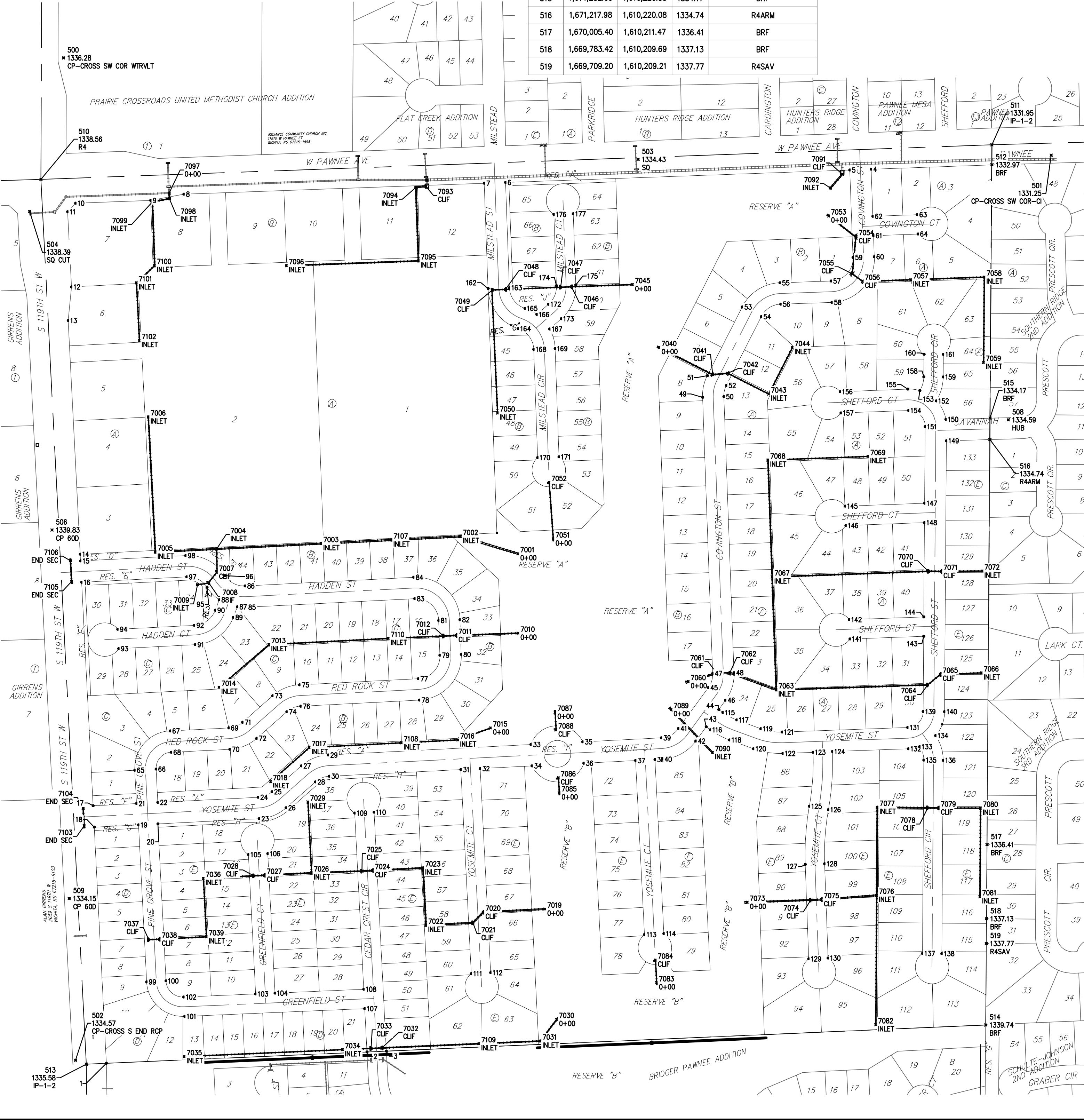
BENCHMARKS:

BM #1: Cross southwest corner of curb inlet, south side of Pawnee, 178± east of northeast corner of Lot 3, Block A
Elevation = 1331.25 NAVD88

BM #2: square cut northwest corner of curb inlet west side of 119th St W, 100± south of northwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1338.39 NAVD88

BM #3: cross cut south end of RCP west side of 119th St W, 12± north of southwest corner of the northwest quarter, Sec. 6, 28-S, R-1-W.
Elevation = 1334.57 NAVD88

CONTROL POINTS				
Point #	Northing	Easting	Elev	Description
500	1,672,360.53	1,607,446.54	1336.28	CP-CROSS SW COR WTRVLT
501	1,672,069.37	1,610,403.56	1331.25	CP-CROSS SW COR-CI
502	1,669,359.94	1,607,482.26	1334.57	CP-CROSS S END RCP
503	1,672,056.60	1,609,166.63	1334.43	SQ
504	1,671,900.70	1,607,345.14	1338.39	SQ CUT
506	1,670,947.09	1,607,411.93	1339.83	CP 60D
508	1,671,277.07	1,610,275.20	1334.59	HUB
509	1,669,843.83	1,607,463.60	1334.15	CP 60D
510	1,671,996.89	1,607,378.80	1338.56	R4
511	1,672,100.40	1,610,226.03	1331.95	IP-1-2
512	1,672,040.63	1,610,226.12	1332.97	BRF
513	1,669,347.99	1,607,514.65	1335.58	IP-1-2
514	1,669,465.29	1,610,207.68	1339.74	BRF
515	1,671,282.09	1,610,220.55	1334.17	BRF
516	1,671,217.98	1,610,220.08	1334.74	R4ARM
517	1,670,005.40	1,610,211.47	1336.41	BRF
518	1,669,783.42	1,610,209.69	1337.13	BRF
519	1,669,709.20	1,610,209.21	1337.77	R4SAV



IRONS		
Point #	Northing	Easting
1	1,669,350.61	1,607,574.59
2	1,669,384.62	1,608,354.88
3	1,669,387.15	1,608,412.82
4	1,672,027.21	1,609,864.44
5	1,672,024.89	1,608,800.48
6	1,671,987.42	1,608,769.96
7	1,671,985.10	1,608,706.01
8	1,671,952.41	1,607,806.83
9	1,671,933.79	1,607,707.44
10	1,671,925.61	1,607,482.59
11	1,671,899.74	1,607,458.88
12	1,671,675.03	1,607,470.41
13	1,671,574.40	1,607,460.55
14	1,670,874.54	1,607,496.44
15	1,670,854.57	1,607,497.46
16	1,670,790.65	1,607,500.74
17	1,670,121.53	1,607,535.06
18	1,670,057.62	1,607,538.34
19	1,670,064.43	1,607,671.16
20	1,670,067.40	1,607,729.08
21	1,670,128.19	1,607,664.89
22	1,670,131.47	1,607,728.80
23	1,670,082.95	1,608,032.34
24	1,670,146.87	1,608,029.06
25	1,670,163.74	1,608,070.52
26	1,670,115.71	1,608,112.81
27	1,670,241.01	1,608,158.26
28	1,670,192.98	1,608,200.55
29	1,670,273.77	1,608,238.73
30	1,670,209.86	1,608,242.01
31	1,670,230.06	1,608,635.94
32	1,670,233.03	1,608,693.87
33	1,670,304.90	1,608,845.72
34	1,670,240.99	1,608,849.00
35	1,670,312.86	1,609,000.85
36	1,670,248.94	1,609,004.13
37	1,670,256.90	1,609,159.26
38	1,670,259.87	1,609,217.18
39	1,670,324.93	1,609,236.18
40	1,670,261.01	1,609,239.45
41	1,670,352.81	1,609,287.66
42	1,670,315.13	1,609,339.40
43	1,670,357.97	1,609,370.60
44	1,670,409.71	1,609,408.27
45	1,670,475.18	1,609,376.78
46	1,670,437.50	1,609,428.52
47	1,670,517.68	1,609,389.77
48	1,670,520.01	1,609,453.73
49	1,671,344.34	1,609,359.72
50	1,671,346.67	1,609,423.67
51	1,671,409.14	1,609,374.05
52	1,671,380.05	1,609,431.06
53	1,671,614.91	1,609,478.53
54	1,671,585.94	1,609,535.60
55	1,671,687.07	1,609,591.43
56	1,671,623.11	1,609,593.76
57	1,671,692.63	1,609,744.52
58	1,671,628.68	1,609,746.84
59	1,671,763.06	1,609,810.00
60	1,671,765.38	1,609,873.96
61	1,671,828.34	1,609,871.67
62	1,671,886.30	1,609,869.56
63	1,671,891.14	1,610,002.62
64	1,671,833.18	1,610,004.72
65	1,670,228.06	1,607,659.77
66	1,670,231.34	1,607,723.68
67	1,670,345.65	1,607,765.88
68	1,670,281.73	1,607,769.16
69	1,670,354.64	1,607,941.19
70	1,670,290.72	1,607,944.47
71	1,670,371.52	1,607,982.65
72	1,670,323.49	1,608,024.95
73	1,670,450.91	1,608,072.80
74	1,670,402.88	1,608,115.10
75	1,670,483.67	1,608,153.28

IRONS		
Point #	Northing	Easting
76	1,670,419.76	1,608,156.56
77	1,670,501.90	1,608,508.77
78	1,670,437.99	1,608,512.05
79	1,670,572.28	1,608,573.24
80	1,670,574.61	1,608,637.20
81	1,670,676.23	1,608,569.47
82	1,670,678.55	1,608,633.42
83	1,670,741.67	1,608,498.03
84	1,670,805.58	1,608,494.75
85	1,670,715.79	1,607,993.43
86	1,670,779.70	1,607,990.15
87	1,670,717.11	1,607,966.84
88	1,670,738.21	1,607,912.81
89	1,670,685.74	1,607,954.58
90	1,670,706.84	1,607,900.56
91	1,670,603.84	1,607,841.03
92	1,670,661.76	1,607,838.06
93	1,670,592.08	1,607,611.79
94	1,670,650.00	1,607,608.82
95	1,670,775.85	1,607,875.88
96	1,670,810.64	1,607,929.60
97	1,670,806.79	1,607,815.33
98	1,670,870.70	1,607,812.05
99	1,669,594.26	1,607,695.27
100	1,669,597.23	1,607,753.20
101	1,669,490.94	1,607,808.88
102	1,669,548.89	1,607,806.35
103	1,669,558.27	1,608,021.55
104	1,669,560.79	1,608,079.49
105	1,669,975.43	1,608,000.15
106	1,669,978.40	1,608,058.08
107	1,669,514.45	1,608,348.22
108	1,669,572.38	1,608,345.25
109	1,670,099.49	1,608,318.21
110	1,670,102.47	1,608,376.14
111	1,669,618.96	1,608,667.28
112	1,669,621.93	1,608,725.21
113	1,669,735.85	1,609,185.98
114	1,669,738.82	1,609,243.90
115	1,670,400.69	1,609,420.65
116	1,670,348.96	1,609,382.97
117	1,670,378.62	1,609,462.12
118	1,670,318.47	1,609,440.24
119	1,670,352.42	1,609,534.15
120	1,670,292.27	1,609,512.27
121	1,670,342.41	1,609,597.68
122	1,670,278.45	1,609,600.01
123	1,670,281.74	1,609,690.43
124	1,670,283.84	1,609,748.39
125	1,670,119.97	1,609,679.25
126	1,670,109.90	1,609,736.37
127	1,669,945.81	1,609,667.23
128	1,669,947.93	1,609,725.19
129	1,669,663.43	1,609,677.57
130	1,669,665.55	1,609,735.53
131	1,670,356.09	1,609,973.91
132	1,670,292.13	1,609,976.24
133	1,670,298.54	1,610,009.73
134	1,670,331.48	1,610,057.47
135	1,670,258.17	1,610,022.15
136	1,670,257.76	1,610,080.15
137	1,669,679.48	1,610,018.11
138	1,669,679.08	1,610,076.11
139	1,670,403.72	1,610,020.17
140	1,670,403.27	1,610,084.17
141	1,670,620.98	1,609,801.02
142	1,670,678.94	1,609,798.91
143	1,670,623.00	1,610,021.74
144	1,670,671.32	1,610,022.15
145	1,671,018.72	1,609,786.56
146	1,670,960.75	1,609,788.67
147	1,671,027.37	1,610,197.11
148	1,670,969.31	1,610,024.12
149	1,671,214.21	1,610,089.84
150	1,671,278.18	1,610,088.08

IRONS		
Point #	Northing	Easting
151	1,671,256.50	1,610,026.13
152	1,671,333.69	1,610,059.60
153	1,671,364.14	1,610,010.23
154	1,671,304.80	1,609,976.39
155	1,671,368.76	1,609,974.06
156	1,671,361.41	1,609,771.79
157	1,671,297.45	1,609,774.11
158	1,671,405.71	1,610,022.17
159	1,671,405.31	1,607,847.55
160	1,671,473.16	1,610,022.64
161	1,671,472.75	1,610,080.64
162	1,671,670.31	1,608,717.45
163	1,671,672.63	1,608,781.41
164	1,671,549.85	1,608,807.69
165	1,671,610.58	1,608,827.89
166	1,671,592.28	1,608,863.59
167	1,671,548.79	1,608,901.96
168	1,671,487.80	1,608,854.17
169	1,671,490.13	1,608,918.13
170	1,671,163.94	1,608,865.94
171	1,671,166.28	1,608,929.90
172	1,671,622.91	1,608,898.30
173	1,671,579.41	1,608,936.67
174	1,671,678.72	1,607,695.27
175	1,671,680.83	1,608,980.24
176	1,671,891.88	1,608,914.53
177	1,671,893.99	1,608,972.49

SWS POINTS			
Point #	Northing	Easting	Description
7001	1,670,876.28	1,608,807.24	O+00
7002	1,670,927.96	1,608,635.62	INLET
7003	1,670,906.53	1,608,217.88	INLET
7004	1,670,890.48	1,607,904.91	INLET
7005	1,670,881.07	1,607,721.40	INLET
7006	1,671,285.55	1,607,700.66	INLET
7007	1,670,820.46	1,607,905.25	CLIF
7008	1,670,789.75	1,607,881.07	CLIF
7009	1,670,783.41	1,607,847.55	INLET
7010	1,670,638.26	1,608,807.67	O+00
7011	1,670,631.51	1,608,622.30	CLIF
7012	1,670,629.83	1,608,583.99	CLIF
7013	1,670,604.14	1,608,061.75	INLET
7014	1,670,476.33	1,607,912.53	INLET
7015	1,670,354.58	1,608,725.50	O+00
7016	1,670,318.73	1,608,627.33	CLIF
7017	1,670,295.94	1,608,182.80	INLET
7018	1,670,193.86	1,608,066.89	INLET
7019	1,669,812.42	1,608,888.08	O+00
7020	1,669,802.94	1,608,703.08	CLIF
7021	1,669,771.32	1,608,672.32	CLIF
7022	1,669,764.11	1,608,531.67	INLET
7023	1,669,935.49	1,608,522.88	INLET
7024	1,669,927.77	1,608,372.25	CLIF
7025	1,669,926.11	1,608,339.96	CLIF
7026	1,669,920.77	1,608,189.20	INLET
7027	1,669,913.56	1,608,048.55	CLIF
7028	1,669,911.90	1,608,016.26	CLIF
7029	1,670,133.10	1,608,178.31	INLET
7030	1,669,481.85	1,608,923.23	O+00
7031	1,669,417.26	1,608,873.89	INLET
7032	1,669,396.58	1,608,399.49	CLIF
7033	1,669,395.17	1,608,367.18	CLIF
7034	1,669,391.48	1,608,282.54	INLET
7035	1,669,370.82	1,607,808.65	INLET
7036	1,669,904.18	1,607,865.62	INLET
7037	1,669,720.54	1,607,701.64	CLIF
7038	1,669,722.19	1,607,733.94	CLIF
7039	1,669,729.41	1,607,874.59	INLET
7040	1,671,493.54	1,609,230.01	O+00
7041	1,671,412.29	1,609,390.04	
7042	1,671,416.44	1,609,435.15	CLIF
7043	1,671,354.16	1,609,558.11	INLET
7044	1,671,493.41	1,609,628.81	INLET
7045	1,671,682.03	1,609,850.78	O+00
7046	1,671,675.32	1,608,967.20	CLIF
7047	1,671,674.04	1,608,934.75	CLIF
7048	1,671,687.35	1,608,769.31	CLIF
7049	1,671,665.80	1,608,730.84	CLIF
7050	1,671,297.54	1,608,746.01	INLET
7051	1,670,920.38	1,608,912.83	O+00
7052	1,671,089.56	1,608,900.67	
7053	1,671,887.52	1,609,737.62	O+00
7054	1,671,825.48	1,609,820.57	CLIF
7055	1,671,714.18	1,609,807.70	CLIF
7056	1,671,691.98	1,609,839.11	CLIF
7057	1,671,696.32	1,609,983.66	INLET
7058	1,671,704.31	1,610,203.26	INLET
7059	1,671,449.07	1,610,201.48	INLET
7060	1,670,493.40	1,609,317.51	O+00
7061	1,670,517.64	1,609,402.36	CLIF
7062	1,670,518.69	1,609,440.78	CLIF
7063	1,670,468.51	1,609,580.68	INLET
7064	1,670,483.27	1,610,033.56	
7065	1,670,515.18	1,610,072.12	
7066	1,670,519.32	1,610,194.98	INLET
7067	1,670,806.65	1,609,568.39	CLIF
7068	1,671,156.42	1,609,555.67	INLET
7069	1,671,167.32	1,609,855.43	INLET
7070	1,670,823.58	1,610,035.93	CLIF
7071	1,670,823.31	1,610,074.27	CLIF
7072	1,670,824.32	1,610,197.11	INLET
7073	1,669,832.63	1,609,494.45	O+00
7074	1,669,839.57	1,609,683.96	CLIF
7075	1,669,840.75	1,609,716.27	CLIF

YELLOWSTONE ADDITION

WICHITA, SEDGWICK COUNTY, KANSAS

*(State of Kansas) SS We, Baughman Company, P.A., Surveyors in
Sedgwick County and state do hereby certify that we have surveyed and
platted "YELLOWSTONE ADDITION", Wichita, Sedgwick County, Kansas and
that the accompanying plat is a true and correct exhibit of the property
surveyed, described as the Northwest Quarter of Section 6, Township 28
South, Range 1 West of the 6th P.M., Sedgwick County, Kansas, EXCEPT
that portion described as follows: beginning at the northwest corner of
said Northwest Quarter; thence N87°55'05"E, coincident with the north line
of said Northwest Quarter, 1325.90 feet; thence S02°04'55"E, 1107.26 feet;
thence S87°03'51"W, perpendicular to the west line of said Northwest
Quarter, 1309.25 feet; thence N02°56'09"W, coincident with the west line
of said Northwest Quarter, 1126.90 feet to the point of beginning.*

*Existing public easements and dedications
being vacated by virtue of K.S.A. 12-512b, as amended.*

All being situated in the Northwest Quarter of Section 6, Township 28 South, Range 1 West of the Sixth Principal Meridian, Sedgwick County, Kansas.

Baughman Company, P.A.

Jonathan C. Hubbell, P.S. #1680

Know all men by these presents that we, the undersigned, have caused the land in the surveyors certificate to be platted into Lots, Blocks, Streets and Reserves, to be known as "YELLOWSTONE ADDITION", Wichita, Sedgwick County, Kansas. The utility easements are hereby granted to the public as indicated for the construction and maintenance of all public utilities. The drainage and utility easements are hereby granted to the public as indicated for drainage purposes and for the construction and maintenance of all public utilities. No 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. The drainage easements are hereby granted to the public as indicated for drainage purposes. 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 streets are hereby dedicated to and for the use of the public. Reserves "A" and "B" are hereby reserved for open space, entry monuments, development signs, lakes, landscaping, berms, drainage purposes, and utilities as confined to easements. Reserves "C", "E", "F", "G", "H" and "J" are hereby reserved for open space, entry monuments, development signs, landscaping, drainage purposes, and utilities as confined to easements. Reserve "D" is hereby reserved for open space, entry monuments, development signs, landscaping, contingent street dedication, drainage purposes, and utilities as confined to easements. Reserve "I" is hereby reserved for open space, entry monuments, landscaping, berms and drainage purposes. Reserves "A", "B", "C", "D", "E", "F", "G", "H", "I" and "J" shall be owned and maintained by the homeowners association for the addition. Compliance with any platted restrictions and applicable restrictive covenants affecting said Reserves shall be binding on any owners, successors, heirs, or assigns. Access controls shall be as depicted on the face of the plat and are hereby granted to the appropriate governing body. The Minimum Building Pad Elevations for the lowest opening to the structures shall be as indicated on the face of the plat.

Kick "N" Development Corp.,
a Kansas corporation

_____, President
Paul E. Kelsey

State of Kansas) SS The foregoing instrument acknowledged before
Sedgwick County) me, this _____ day of _____, 2024, by Paul E. Kelsey, President of
Kick "N" Development Corp., a Kansas corporation, on behalf of the
corporation.

____ Notary Public

My App't. Exp. _____

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

Dated this _____ day of _____, 2024.
Wichita-Sedgwick County Metropolitan Area Planning Commission

_____, Chair
Bryan K. Frye

_____, 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__.*

_____, Mayor
Lily Wu, City of Wichita

_____, Deputy City Clerk
Shinita Rice

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

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

Entered on transfer record this _____ day
of _____, 202__.

_____, County Clerk
Kelly B. Arnold

State of Kansas)
Sedgwick County) SS This is to certify that this plat has been
filed for record in the office of the Register of Deeds, this ____ day
of _____, 202__ at ____ o'clock ____ M; and is duly recorded.

_____, Register of Deeds
Tonya Buckingham

Kenly Zehring, Deputy

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

Legacy Bank

title)

State of Kansas)
Sedgewick County) SS The foregoing instrument acknowledged be-
fore me, this _____ day of _____, 202____, by _____,
_____ of Legacy Bank, on behalf of the bank.
(Title)

_____, *Notary Public*

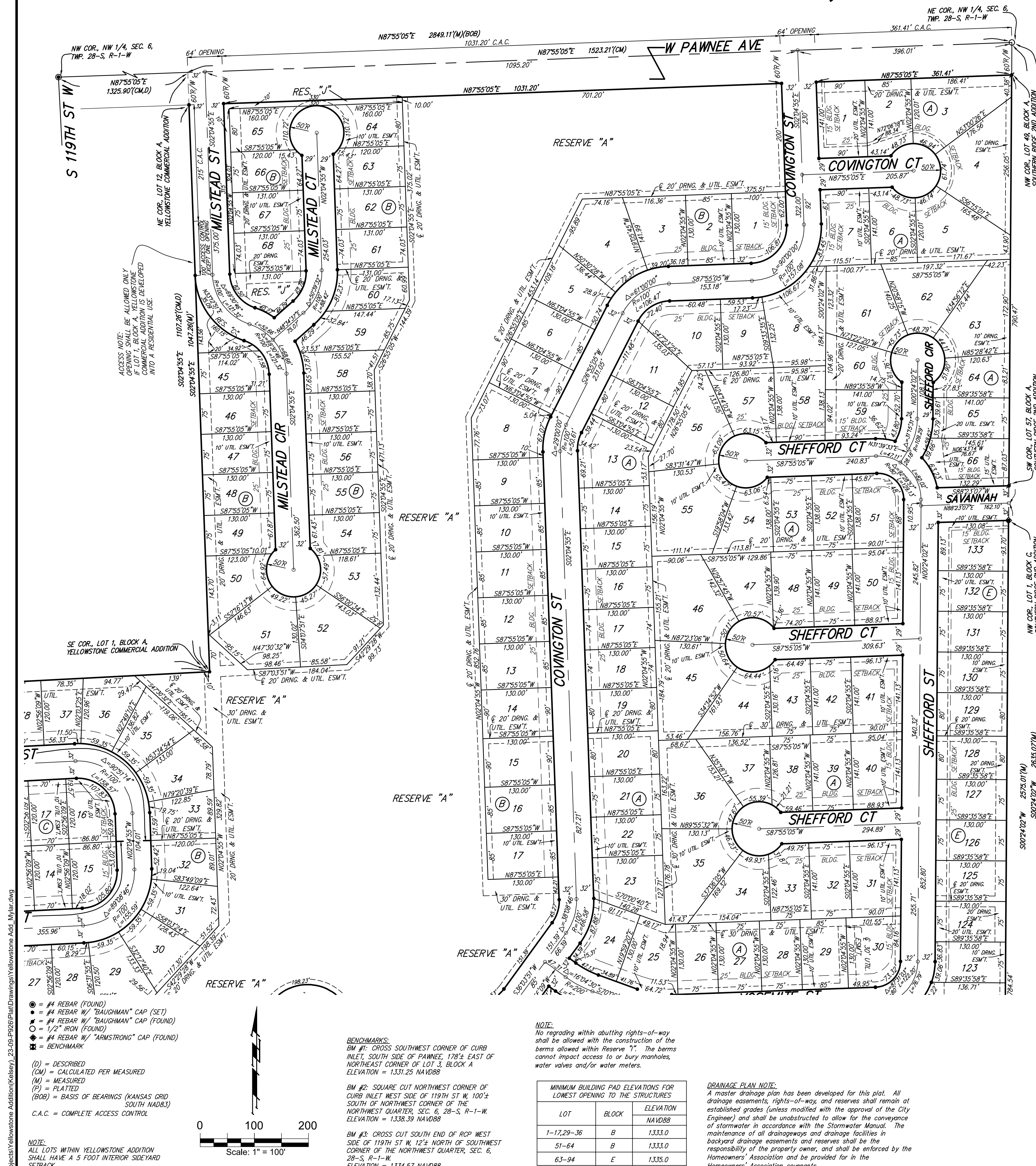
My App't. Exp. _____

FOR REFERENCE ONLY

YEL
GE 1 OF 2

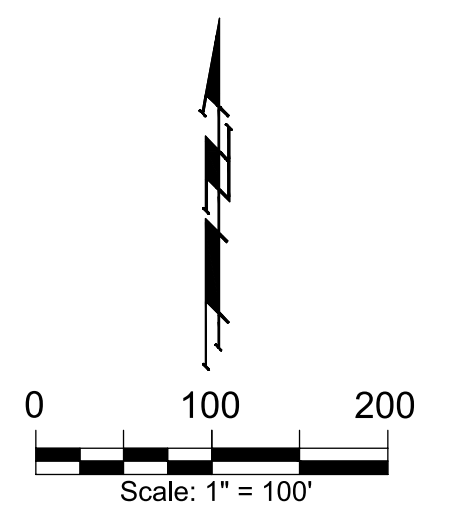
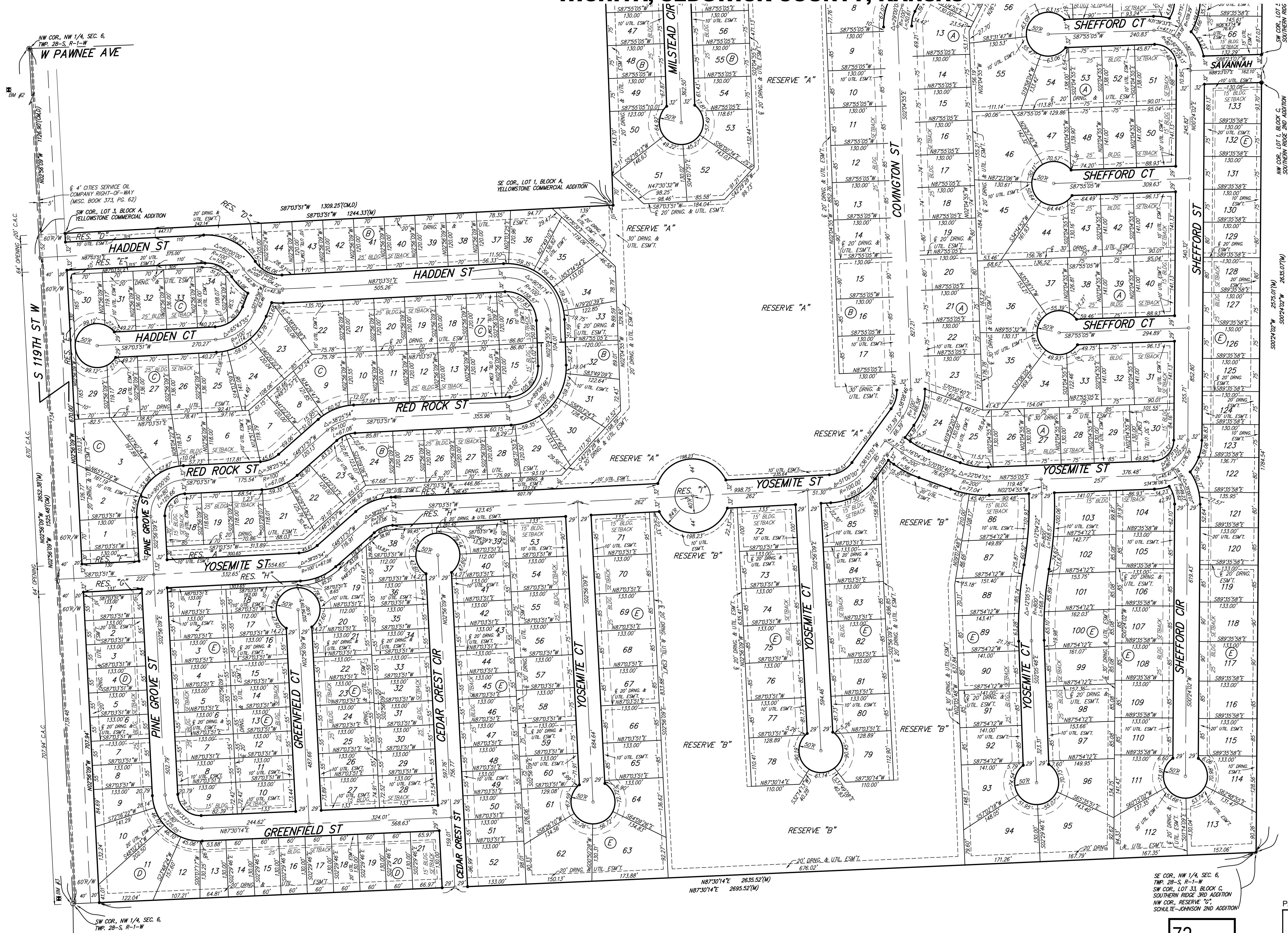
BAUGHMAN COMPANY
315 Ellis St. Wichita, KS 67211 316-262-7271
BaughmanCo.com

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YELLOWSTONE ADDITION

WICHITA, SEDGWICK COUNTY, KANSAS



- = #4 REBAR (FOUND)
- = #4 REBAR W/ "BAUGHMAN" CAP (SET)
- = #4 REBAR W/ "BAUGHMAN" CAP (FOUND)
- = 1/2" IRON (FOUND)
- = #4 REBAR W/ "ARMSTRONG" CAP (FOUND)
- = BENCHMARK
- (D) = DESCRIBED
- (CM) = CALCULATED PER MEASURED
- (M) = MEASURED
- (P) = PLATTED
- (BOB) = BASIS OF BEARINGS (KANSAS GRID SOUTH NAD83)
- C.A.C. = COMPLETE ACCESS CONTROL

BENCHMARKS:
BM #1: CROSS SOUTHWEST CORNER OF CURB INLET, SOUTH SIDE OF PAWNEE, 178'± EAST OF NORTHEAST CORNER OF LOT 3, BLOCK A. ELEVATION = 1331.25 NAVD88
BM #2: SQUARE CUT NORTHEAST CORNER OF CURB INLET WEST SIDE OF 119TH ST W, 100'± SOUTH OF NORTHEAST CORNER OF THE NORTHEAST QUARTER, SEC. 6, 28-S, R-1-W. ELEVATION = 1338.39 NAVD88
BM #3: CROSS CUT SOUTH END OF RCP WEST SIDE OF 119TH ST W, 12'± NORTH OF SOUTHWEST CORNER OF THE NORTHEAST QUARTER, SEC. 6, 28-S, R-1-W. ELEVATION = 1334.57 NAVD88

MINIMUM BUILDING PAD ELEVATIONS FOR LOWEST OPENING TO THE STRUCTURES		
LOT	BLOCK	ELEVATION NAVD88
1-17,29-36	B	1333.0
51-64	B	1333.0
63-94	E	1335.0

NOTE:
ALL LOTS WITHIN YELLOWSTONE ADDITION SHALL HAVE A 5 FOOT INTERIOR SIDEYARD SETBACK.

DRAINAGE PLAN NOTE:
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 drainages and drainage facilities in backyard drainage easements and reserves shall be the responsibility of the property owner, and shall be enforced by the Homeowners' Association and be provided for in the Homeowners' Association covenants.

NOTE:
No regrading within abutting rights-of-way shall be allowed with the construction of the berms allowed within Reserve "T". The berms cannot impact access to or bury manholes, water valves and/or water meters.

FOR REFERENCE ONLY

YELLOWSTONE ADDITION

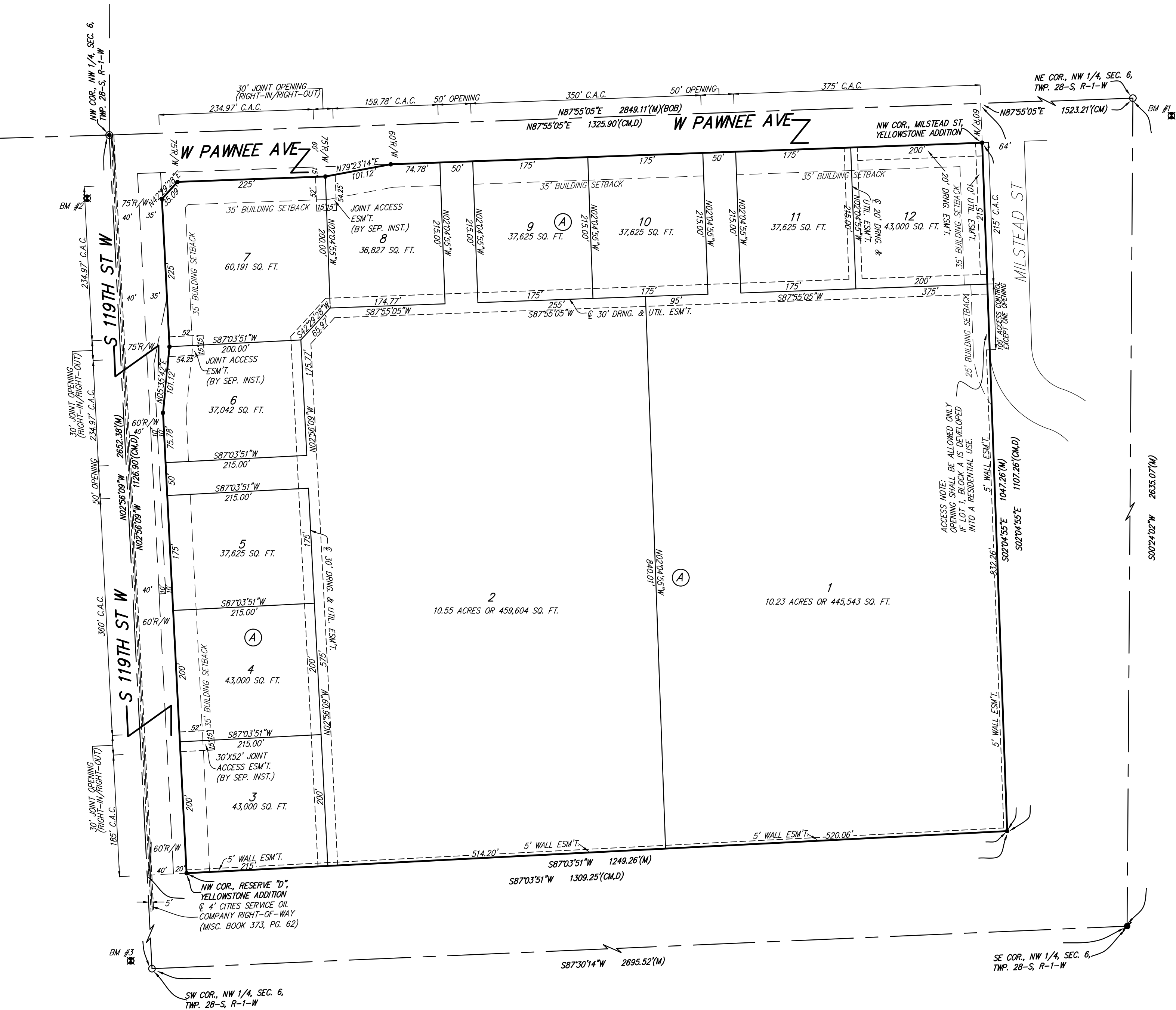
PAGE 2 OF 2



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

YELLOWSTONE COMMERCIAL ADDITION

WICHITA, SEDGWICK COUNTY, KANSAS

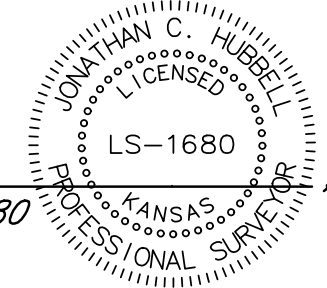


State of Kansas) SS We, Baughman Company, P.A., Surveyors in
Sedgwick County) Sedgwick County and state do hereby certify that we have surveyed and
platted "YELLOWSTONE COMMERCIAL ADDITION", Wichita, Sedgwick County,
Kansas and that the accompanying plat is a true and correct exhibit of
the property surveyed, described as a tract of land lying within the
Northwest Quarter of Section 6, Township 28 South, Range 1 West, of the
Sixth P.M., Sedgwick County, Kansas, more particularly described as
beginning at the northwest corner of said Northwest Quarter; thence
N87°55'05"E, coincident with the north line of said Northwest Quarter,
1325.90 feet; thence S02°04'55"E, 1107.26 feet; thence S87°03'51"W,
perpendicular to the west line of said Northwest Quarter, 1309.25 feet;
thence N02°56'09"W, coincident with the west line of said Northwest
Quarter, 1126.90 feet to the point of beginning.

Existing public easements and dedications
being vacated by virtue of K.S.A. 12-512b, as amended.

All being situated in the Northwest Quarter of Section
6, Township 28 South, Range 1 West of the Sixth
Principal Meridian, Sedgwick County, Kansas.

Baughman Company, P.A.



Jonathan C. Hubbell, P.S. #1680

Surveyor

Know all men by these presents that we,
the undersigned, have caused the land in the surveyors certificate to be
platted into Lots, Blocks, and Streets, to be known as "YELLOWSTONE
COMMERCIAL ADDITION", Wichita, Sedgwick County, Kansas. The utility
easements are hereby granted to the public as indicated for the
construction and maintenance of all public utilities. The drainage and
utility easements are hereby granted to the public as indicated for
drainage purposes and for the construction and maintenance of all public
utilities. No 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. The drainage easements are hereby granted to the public as
indicated for drainage purposes. The wall easement is hereby granted as
indicated for the construction and maintenance of a private screening wall
and utility main lines and service lines shall be allowed to cross this
easement. The streets are hereby dedicated to and for the use of the
public. Access controls shall be as depicted on the face of the plat and
are hereby granted to the City of Wichita, Kansas.

Kick "N" Development Corp.,
a Kansas corporation

Paul E. Kelsey, President

State of Kansas) SS The foregoing instrument acknowledged before
Sedgwick County) me, this day of 2024, by Paul E. Kelsey, President of
Kick "N" Development Corp., a Kansas corporation, on behalf of the
corporation.

Notary Public

My App't. Exp. _____

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

Legacy Bank

(Title)

State of Kansas) SS The foregoing instrument acknowledged be-
Sedgwick County) fore me, this day of 2024, by _____,
of Legacy Bank, on behalf of the bank.
(Title)

Notary Public

My App't. Exp. _____

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

Dated this day of 2024.
Wichita-Sedgwick County Metropolitan Area Planning Commission

Bryan K. Frye, Chair

Scott A. Wadle, Secretary

This plat approved and all dedications
shown hereon accepted by the City Council of the City of Wichita,
Kansas, this day of 2024.

Lily Wu, Mayor
City of Wichita

Shinita Rice, Deputy City Clerk

Reviewed in accordance with K.S.A. 58-2005
on this day of 2024.

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

Entered on transfer record this day
of 2024.

Kelly B. Arnold, County Clerk

State of Kansas) SS This is to certify that this plat has been
Sedgwick County) filed for record in the office of the Register of Deeds, this day
of 2024, at o'clock M, and is duly recorded.

Tonya Buckingham, Register of Deeds

Kenly Zehring, Deputy

**YELLOWSTONE COMMERCIAL
ADDITION**

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

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FOR REFERENCE ONLY

BENCHMARKS:
BM #1: CROSS SOUTHWEST CORNER OF CURB
INLET, SOUTH SIDE OF PAWNEE, 178'± EAST OF
NORTHEAST CORNER OF LOT 3, BLOCK A,
YELLOWSTONE ADD.
ELEVATION = 1331.25 NAVD88

BM #2: SQUARE CUT NORTHWEST CORNER OF
CURB INLET WEST SIDE OF 119TH ST W, 100'±
SOUTH OF NORTHWEST CORNER OF THE
NORTHWEST QUARTER, SEC. 6, 28-S, R-1-W.
ELEVATION = 1338.39 NAVD88

BM #3: CROSS CUT SOUTH END OF RCP WEST
SIDE OF 119TH ST W, 12'± NORTH OF SOUTHWEST
CORNER OF THE NORTHWEST QUARTER, SEC. 6,
28-S, R-1-W.
ELEVATION = 1334.57 NAVD88

● = #4 REBAR (FOUND)
● = #4 REBAR W/ "BAUGHMAN" CAP (SET)
● = #4 REBAR W/ "BAUGHMAN" CAP (FOUND)
○ = 1/2" IRON (FOUND)

⊠ = BENCHMARK
(M) = MEASURED
(P) = PLATTED
(D) = DESCRIBED
(BOB) = BASIS OF BEARINGS (KANSAS GRID
SOUTH NAD83)
C.A.C. = COMPLETE ACCESS CONTROL

DRAINAGE PLAN NOTE:
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
applicable City or County Engineer) and shall be unobstructed to
allow for the conveyance of stormwater in accordance with the
Stormwater Manual.

NOTE:
ADDITIONAL BUILDING SETBACK REQUIREMENTS
AND RESTRICTIONS PER YELLOWSTONE
COMMUNITY UNIT PLAN DP-362.

