PAVING IMPROVEMENTS

Group A

CLEAR RIDGE ADDITION PH. 3

Project Number: 472-2026-086291
Org Code Number: 47483226
Munis Number: E6170

to serve

Group B

CLEAR RIDGE 2nd ADD. PH. 1

Project Number: 472-2024-086068
Org Code Number: 47482326
Munis Number: E6146

CITY OF WICHITA, KANSAS

Paul Gunzelman, P.E.- City Engineer

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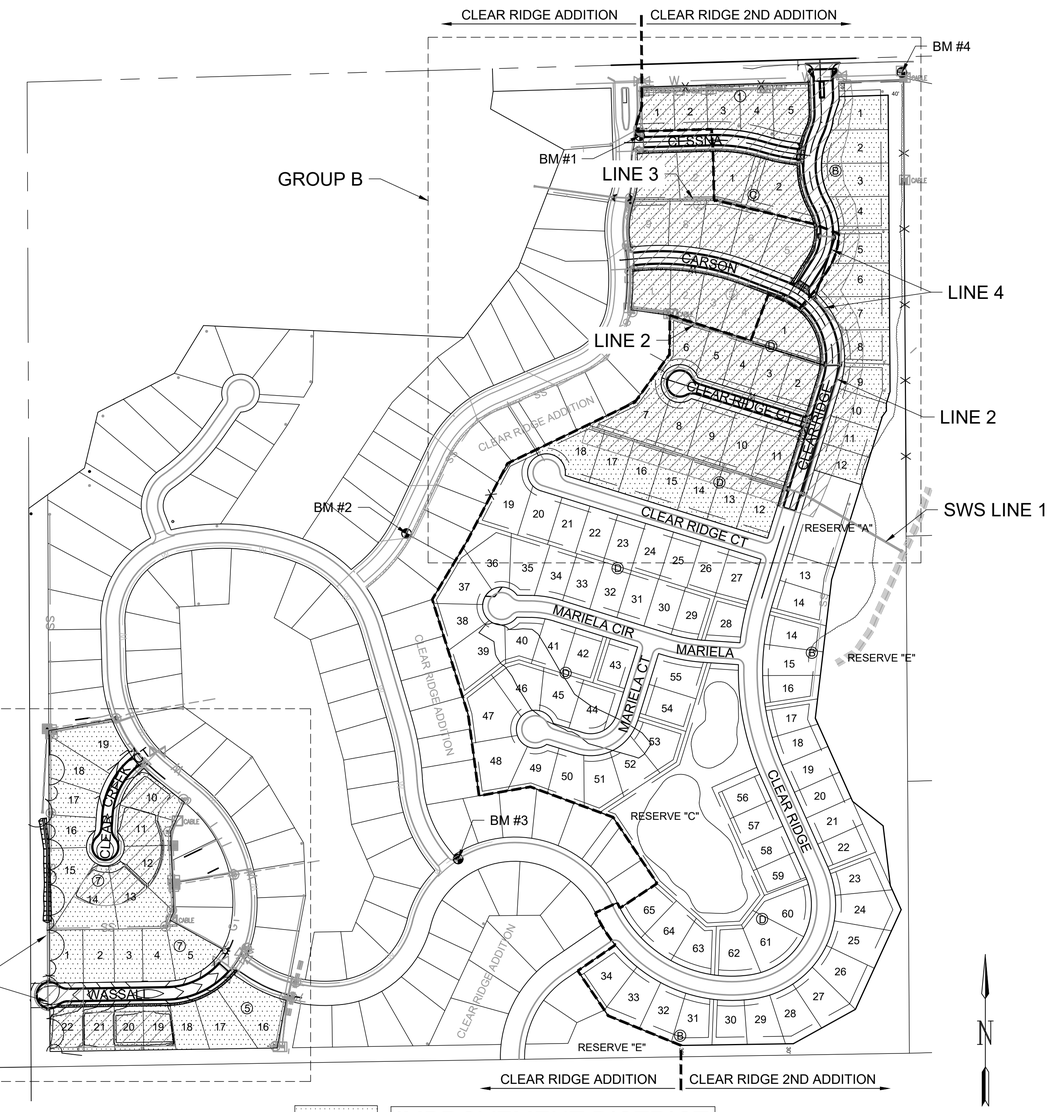
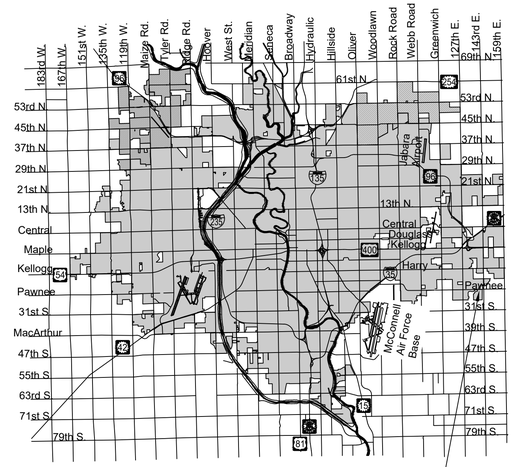




Vicinity Map

PROJECT LOCATION

EARTHWORK QUANTITIES-GROUP A			
DESCRIPTION	CUT	FILL	NET
TOPSOIL REMOVAL	10226	--	10226
EARTHWORK FINISHED SITE MINUS TOPSOIL	246	3692	(3446)
COMPACTED FILL (BUILDING PADS & STREETS)		2222	
LOOSE FILL		1470	

EARTHWORK QUANTITIES GROUP B			
DESCRIPTION	CUT	FILL	NET
TOPSOIL REMOVAL	11080	--	11080
EARTHWORK FINISHED SITE MINUS TOPSOIL	2797	38709	(35912)
COMPACTED FILL (BUILDING PADS & STREETS)		13584	
LOOSE FILL		25125	

NOTE: EXISTING STOCKPILES ON SITE SHALL BE USED TO BALANCE EARTHWORK

TOPSOIL - STRIP AND REPLACE REQUIREMENTS FOR TOP SOIL SHALL BE 6". TOPSOIL MAY NOT BE USED AS STRUCTURAL FILL UNDER LOT PADS OR STREETS. IT MAY BE USED ANYWHERE ELSE.

SEE SHEET NO. 26 FOR COMPACTION REQUIREMENTS ON SLAB LOTS.

Benchmarks

BM #1: SQUARE CUT WITH CENTER DIVOT ON NE CURB RETURN AT CESSNA AND SPRING HOLLOW,
ELEVATION = 1316.40 (NAVD88, G18)
MODIFIED GROUND COORDINATES
N 1673097.68
E 1696077.04

BM #2: SQUARE CUT WITH CENTER DIVOT ON TOP OF CURB 170 FEET NORTH OF WILLOWOAK AND SPRING HOLLOW,
ELEVATION = 1322.58 (NAVD88, G18)
MODIFIED GROUND COORDINATES
N 1672047.99
E 1695461.40

BM #3: PLUS CUT ON TOP OF CURB AT THE NORTHEAST CURB RETURN OF WASSALL AND WILLOWOAK,
ELEVATION = 1330.31 (NAVD88, G18)
MODIFIED GROUND COORDINATES
N 1671189.05
E 1695597.68

BM #4: PLUS CUT AT SOUTHEAST CORNER OF CONCRETE PAD FOR AT&T PEDESTAL, WASSALL AND WILLOWOAK,
ELEVATION = 1370.92 (NAVD88, G18)
MODIFIED GROUND COORDINATES
N 1673265.43
E 1696768.98

NOTE: All coordinates listed are modified NAD83 Kansas State Plane Zone South unless otherwise noted. To convert listed coordinates to NAD83 Kansas State Plane Zone South coordinates multiply the northing and easting by the project scale factor of 0.99994679. Elevation datum is NAVD88 Geoid 12B unless otherwise noted.



OCTOBER 2026

PLANS PREPARED BY

GARVER
1995 Midfield Road
Wichita, KS 67209
(316) 264-8008
www.GarverUSA.com
Project No. 2301492

GENERAL NOTES:

1. The Contractor shall comply with all applicable safety regulations. All construction shall be completed following current City Standard Specifications and Special Provisions.

2. Contractor will be required to provide notice to utility companies a minimum of seventy-two (72) hours prior to any excavation, as follows:

   Kansas One-Call 687-2470

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

AT&T	1-800-246-8464
City of Wichita Water & Sewer Dept.	1-316-219-8921
City of Wichita Stormwater	1-316-268-4090
City of Wichita Traffic	1-316-268-4034
Cox Communications	1-888-249-3530
Kansas Gas Service	1-888-482-4950
Evergy	1-800-544-4857

3. Utility service lines, poles, etc. are to be adjusted as necessary by others prior to construction unless the plans specifically call for their adjustment by the Contractor or unless the plans specifically identify a utility to be adjusted by its owner during construction. Existing utilities and their location, as shown on the plans, represent the best information obtainable for design. The Contractor will be required to work around existing utilities within the Right-of-Way which do not conflict with proposed construction.

4. Rubble from the removal of miscellaneous structures and excess excavation which is to be wasted shall be disposed of on sites to be provided by the Contractor. These sites shall be approved by the Engineer as to suitability, appearance and site location. Locations, in the opinion of the Engineer, that will leave an unsightly appearance will not be approved. All disposal sites must be approved by the Kansas Department of Health and Environment. Material either stockpiled or disposed of in a flood plain would require a Kansas State Board of Agriculture permit. Any material dumped in waters of the United States or wetlands is subject to U.S. Corps. of Engineers permitting regulations. Any material buried or stockpiled beyond approved construction limits would require additional archaeological investigations unless buried in a previously approved borrow location.

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

6. The Contractor shall give all property owners and/or tenants of developed property abutting the construction of this project a minimum of ten (10) days notice prior to start of construction.

7. The Contractor shall be responsible for preserving property irons. The Contractor will be required to re-establish any property irons which are damaged or destroyed by his construction operations. Such irons shall be re-established by a licensed land surveyor in accordance with state laws.

8. If traffic is impacted by construction, a traffic control plan must be submitted and approved by the City Traffic Engineer, at traffic@wichita.gov before construction can begin. The Contractor shall be responsible for all traffic control measures to facilitate construction. All construction zone markings and signage shall conform to the latest version of the Manual on Uniform Traffic Control Devices (MUTCD) as published by the US Dept. of Transportation, Federal Highway Administration. All costs associated with construction markings and signage shall be the Contractors responsibility.

9. All elevations shown are NAVD 88 Geoid 12B.

10. All existing pavement and curb and gutter within the construction limits shall be saw cut, full depth, to the lines shown on the plans, or to the nearest joint, and removed, unless otherwise noted. If removal limits are within three feet of a joint, remove to the joint. Cost to be subsidiary to the bid item for "Site Clearing."

11. All construction equipment, including vehicles, materials, and debris, shall be stored outside of the clear zone. Where this cannot be achieved the contractor shall place appropriate signs, abject identifiers, and/or barricades in compliance with the MUTCD.

12. Except when required for safety, traffic control shall not block any lanes or sidewalks when work is not being performed.

13. No shrink or swell factors have been applied to the earthwork quantities shown on this project. All earthwork quantities are based on raw surface volume comparisons.

14. Subdivision Benchmark - (1 flat survey marker No. 8134-08 3" top diameter) in top of curb adjacent to each Fire Hydrant. Cost shall be incidental to L.F. Concrete C&G, Comb. Type 2 (3 5/8").

15. All street ROW and Reserves shall be permanent seeding, all other areas may be temporary seeding. All seeding per City of Wichita Specifications.

16. Contractor to adjust inlets as necessary. Cost to adjust inlets shall be incidental to the bid item for "Inlet Adjusted". All inlets installed with this project shall have inlet underdrains installed. All costs for underdrains shall be subsidiary to the bid item " Inlet Underdrains, LF".

17. The paving contractor shall be responsible for the compaction and moisture condition of the subgrade below the reinforced crushed rock. The subgrade shall be scarified, broken up and uniformly mixed for a minimum depth of six inches (6") below the top of the soil subgrade (bottom of rock subgrade) and for a minimum distance of twelve inches (12") beyond the back of curb lines, adjusted to ± 4% of the optimum moisture content, and compacted to a density equal to or greater than ninety-five percent (95%) of standard density of the soil involved as identified in the proctor provided by the Contractor. Cost of subgrade manipulation outlined above shall paid for as "Subgrade Manipulation".

18. All sidewalks shall have 2% cross-slope (Max) per ADA requirements.

19. Curb grades indicated in these plans are Full Height 6 5/8" (0.55') Curb Grades. Roll Curb 3 5/8" (0.30') shall be constructed on this project unless otherwise noted.

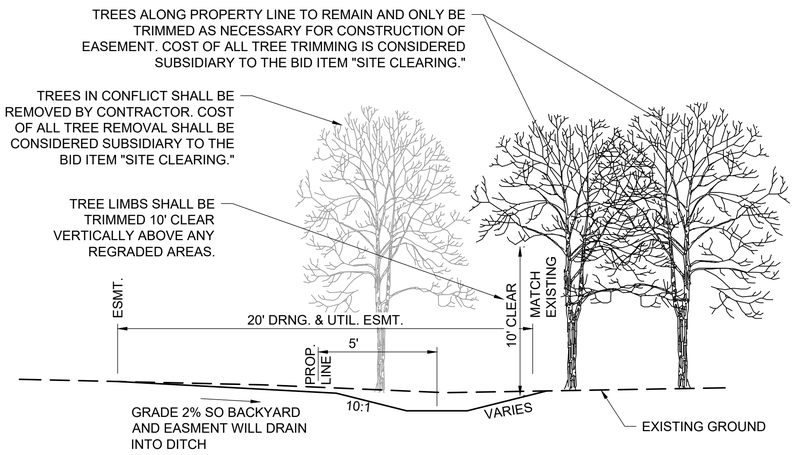
20. Developer

    Pawnee Developers LLC
    Gene Vitarelli
    2026 S. Triple Crown
    Wichita, KS 67230
    (316) 807-6330
    Genev1@cox.net



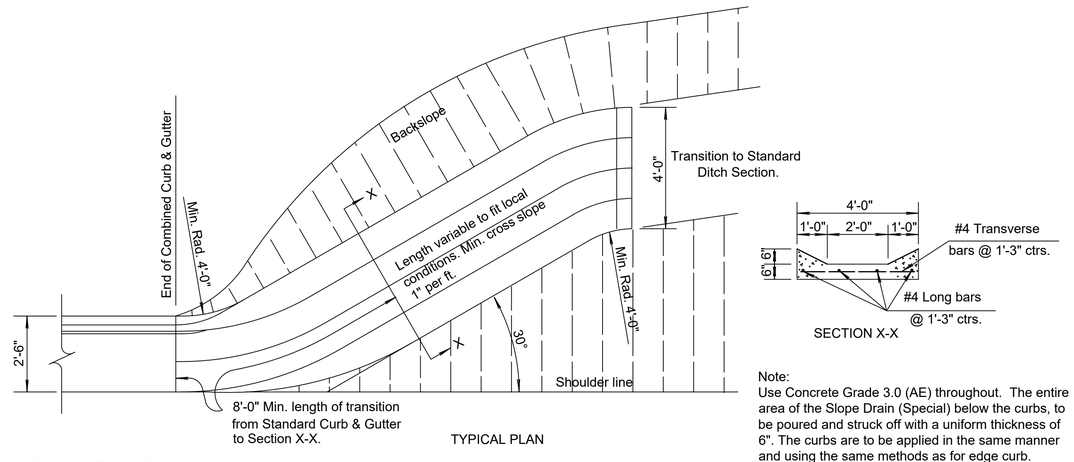
CONCRETE WASHOUT AT CLEAR CREEK CT

CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL CONCRETE WASHOUT DEBRIS AT THE CONNECTION POINT OF CLEAR CREEK CT. COST SUBSIDIARY TO "SITE CLEARING".



SECTION J-J
EASEMENT GRADING

NOTE: Tree Trimming shall be done using equipment specifically designed for the task. Equipment Buckets and other devices shall not be used to trim trees. Cost of tree trimming and removal shall be subsidiary to the bid item "Site Clearing". Brush, limbs, and other debris generated by tree trimming and tree removal shall be disposed of at an off-site location selected by the Contractor.



SLOPE DRAIN (SPECIAL)

File: L:\2023\141-2301492 - Clear Ridge Addition Phase 3\Drawings_Paving & SWS\Titlesheet.dwg Last Save: 10/26/2026 10:41 AM Last saved by: DRStandrich
Last plotted by: Standrich, Daryl R. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 10:44 AM Plotter used: None

GARVER

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

KENNETH W. LEE 15373 10-26-25 KANSAS PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

GENERAL NOTES

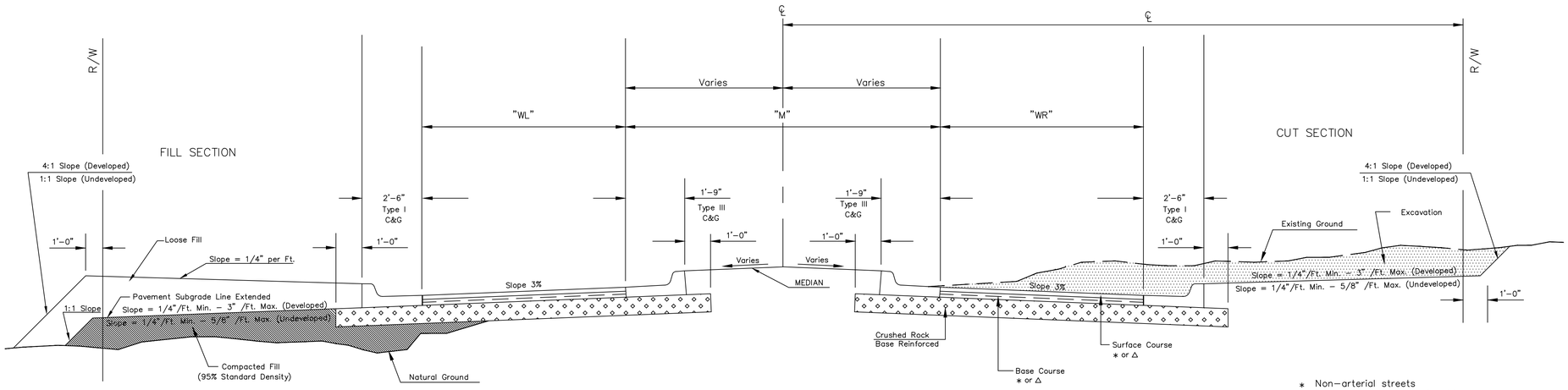
JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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

DRAWING NUMBER
-

SHEET NUMBER 2 OF 57

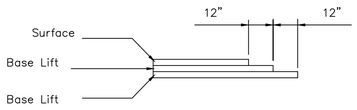
TYPICAL SECTION



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

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

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



TRANSVERSE CONSTRUCTION JOINTS

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

GENERAL NOTES

Fabric base reinforcement shall be an approved grid. Fabric base reinforcement shall be installed in accordance with manufacturer's recommendations. Crushed rock shall be uniformly graded from 1 – $\frac{1}{2}$" maximum size to not more than 10% passing a No. 200 sieve. Rock quality shall be the same as specified for coarse aggregate for concrete mixes.

Rock base is to be compacted and smoothed with a steel faced roller prior to placement of asphalt. Tack coat will not be applied to rock base.

A tack coat of emulsified asphalt (SC–1H or CSS–1H) shall be applied to an approximate rate of 0.05 gallons per square yard between each lifts of asphaltic material.

Bituminous base and asphaltic concrete wearing surface shall be placed with a laydown machine having automatic controls for line and grade.

Construction joints in each lift shall be staggered a minimum distance of one (1) foot from joints in preceding lifts and placed so that a join will be constructed on the centerline of the top lift.

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

STREET NAME	"WL"	"M"	"WR"	STATION	CENTER LINE	ROW DIMENSION	MEDIAN DESCRIPTION	SLOPE	ROCK THICKNESS	PAVEMENT THICKNESS	COMMENTS
CESSNA ST	12'	---	12'	0+49.66 TO 4+58.61	29'	29' L&R	NONE	3%	5"	5"	
CARSON ST/CLEAR RIDGE	15'	---	15'	0+36.05 TO 11+00.00	32'	32' L&R	NONE	3%	5"	5"	
CLEAR RIDGE	15'	---	15'	0+34.09 TO 4+39.95	32'	32' L&R	NONE	3%	5"	5"	
CLEAR RIDGE CT	12'	---	12'	0+99.99 TO 3+86.74	29'	29' L&R	NONE	3%	5"	5"	
CLEAR CREEK CT	12'	---	12'	1+49.99 TO 3+49.07	29'	29' L&R	NONE	3%	5"	5"	
WASSALL	15'	---	15'	0+96.86 TO 5+29.68	29'	29' L&R	NONE	3%	5"	5"	

REVISED: OCTOBER 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

ASPHALT PAVING DETAIL

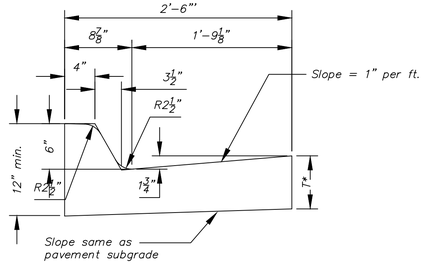
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
—-—	.	

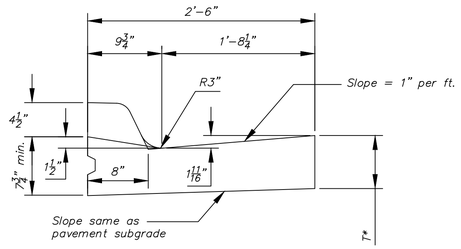
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET 3 / 57

TYPE 1
(Arterial curb)

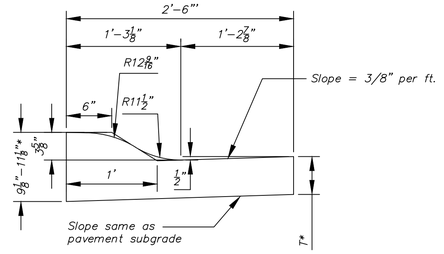


Combined Curb & Gutter (6")

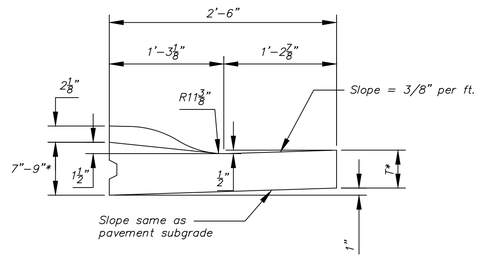


Combined Curb & Gutter (1 1/2")

TYPE 2
(Roll curb)

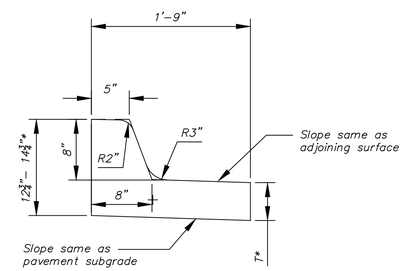


Combined Curb & Gutter (3 5/8")

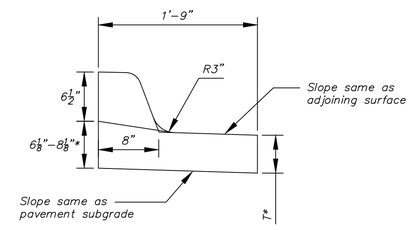


Combined Curb & Gutter (1 1/2")

TYPE 3
(Median curb)

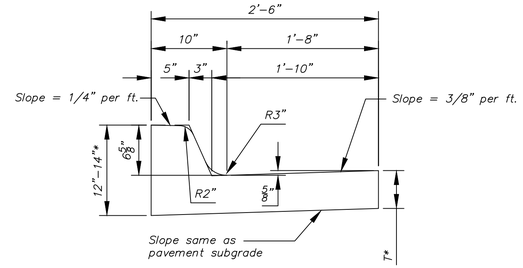


Combined Curb & Gutter (8")

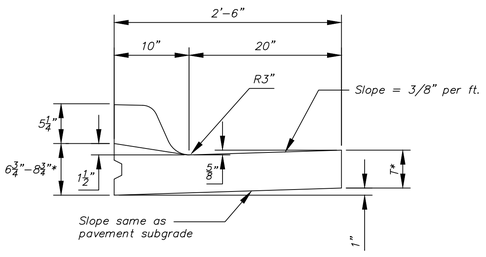


Combined Curb & Gutter (1 1/2")

TYPE 4
(Residential curb)

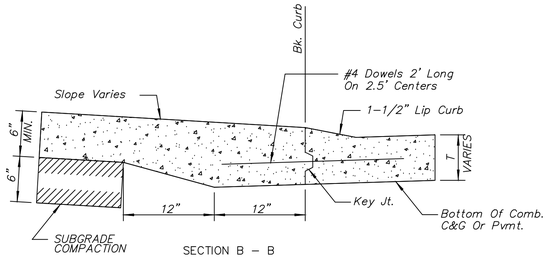


Combined Curb & Gutter (6 5/8")

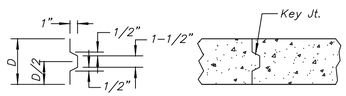


Combined Curb & Gutter (1 1/2")

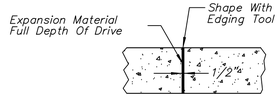
T* = Thickness of curb to adjust with pavement thickness



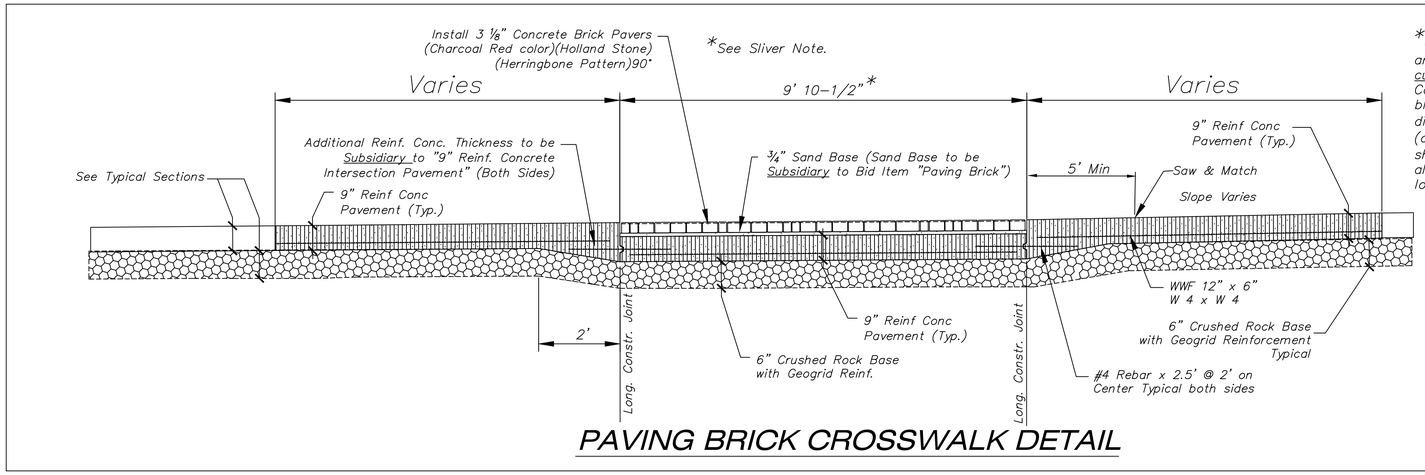
BACK OF CURB DETAIL



ALT. LONGITUDINAL CONSTRUCTION JOINT



EXPANSION JOINT (E.J.)



PAVING BRICK CROSSWALK DETAIL

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

GENERAL NOTES

1. Expansion (isolation) joints shall be constructed a maximum of 300' apart and at all PIs, PCs, cul-de-sac quadrants, and ends of returns.

2. Contraction joints shall be constructed a minimum of 12' apart.

3. Joint sealer shall be required at all joints on arterial and industrial streets and at intersections on residential streets.

REVISED: OCTOBER 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

CURB & GUTTER & PAVING BRICK CROSSWALK DETAILS

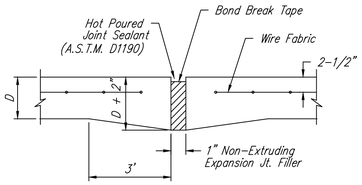
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
—-—	.	

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

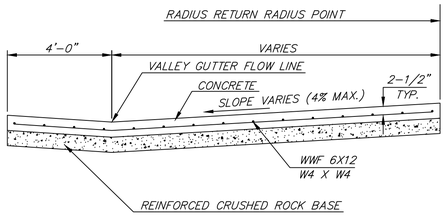
SHEET 4 / 57

PV-101

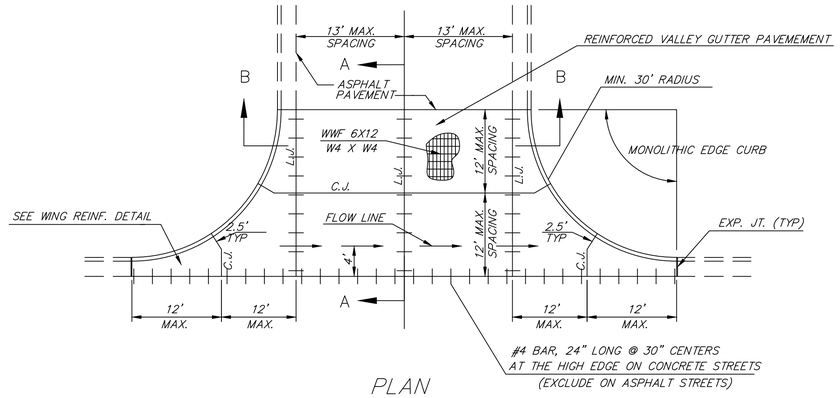


EXPANSION JOINT

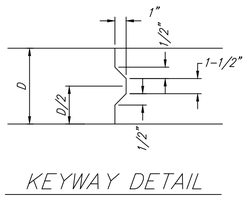
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement



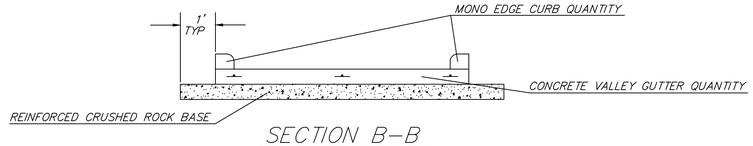
SECTION A-A



PLAN

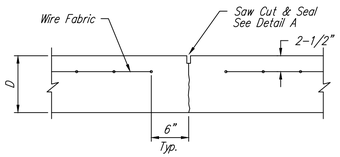


KEYWAY DETAIL

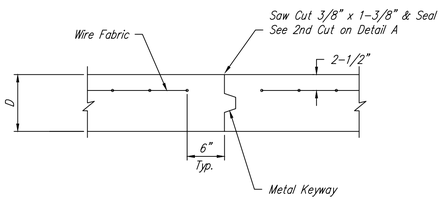


SECTION B-B

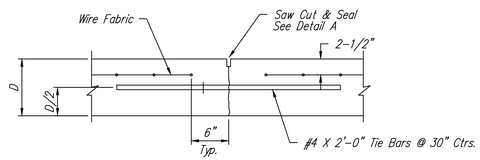
REINFORCED VALLEY GUTTER DETAIL



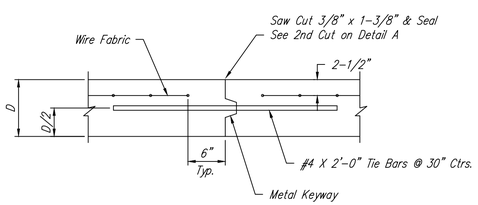
CONTRACTION JOINT DETAIL (C.J.)



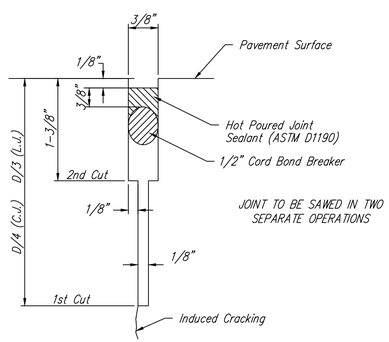
OPTIONAL CONTRACTION JOINT



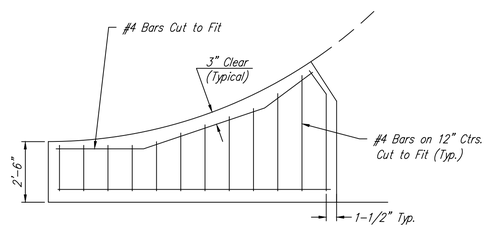
LONGITUDINAL JOINT DETAIL (L.J.)



OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)



SAW JOINT DETAIL
(DETAIL A)



WING REINFORCING DETAIL

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

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

VALLEY GUTTER DETAILS

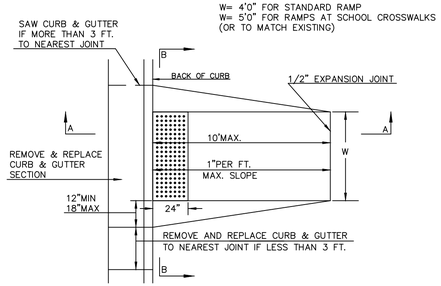
CITY ENGINEER
GARY JANZEN, P.E.

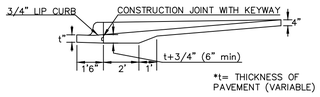
PROJECT NUMBER	OCA NUMBER	DATE
—-—	.	

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

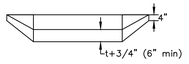
SHEET 5 / 57

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



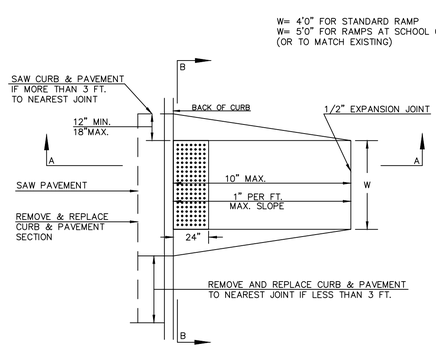


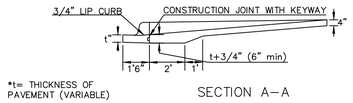
SECTION A–A



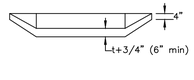
SECTION B–B

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



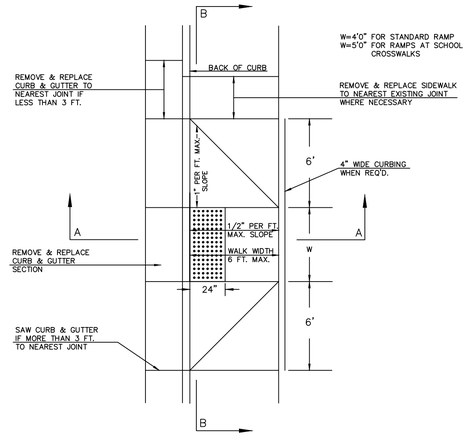


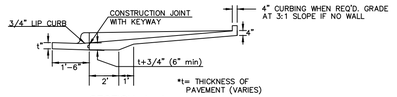
SECTION A–A



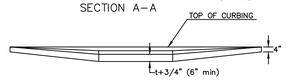
SECTION B–B

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



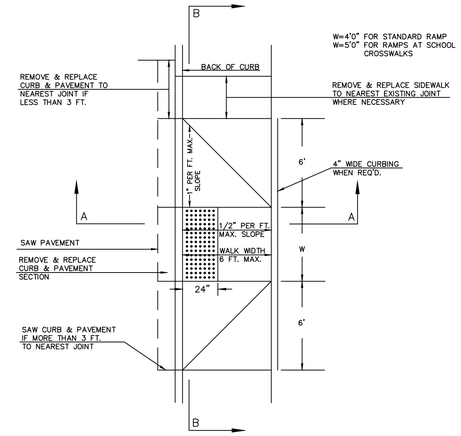


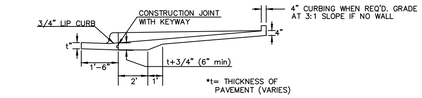
SECTION A–A



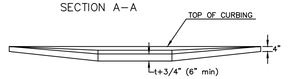
SECTION B–B

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



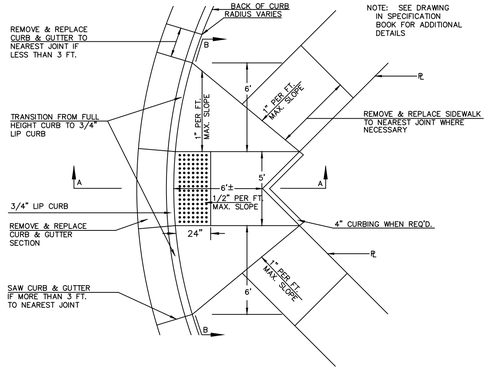


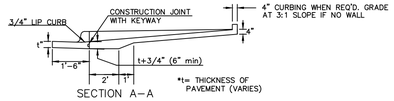
SECTION A–A



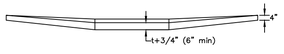
SECTION B–B

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



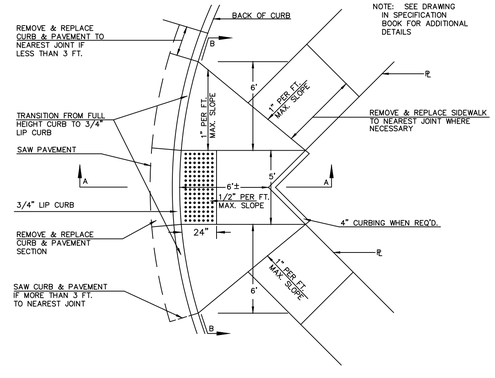


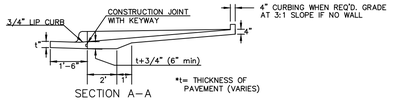
SECTION A–A



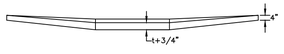
SECTION B–B

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



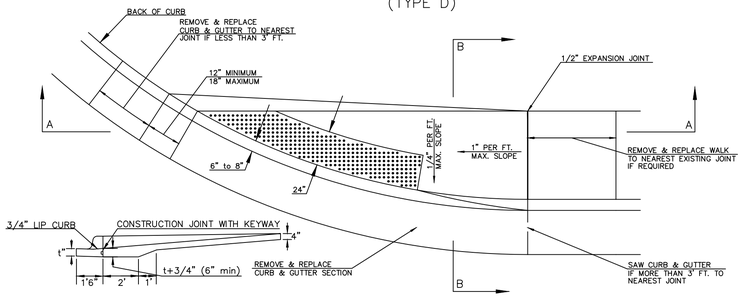


SECTION A–A

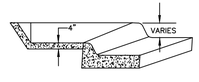


SECTION B–B

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

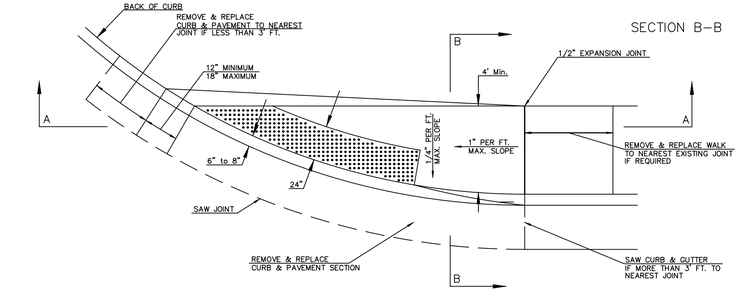


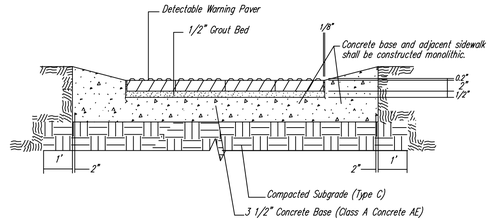
SECTION A–A



SECTION B–B

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

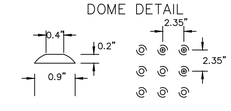




TYPICAL SECTION DETECTABLE WARNING PAVER SECTION A–A

NOTE: HANOVER DETECTABLE WARNING PAVERS (OR AN APPROVED ALTERNATE) SHALL BE USED IN ALL WHEELCHAIR RAMPS. THE 11 3/4" "RED 15" PAVER SHALL BE USED IN ALL APPLICATIONS.
HANOVER ARCHITECTURAL PRODUCTS
240 BENDER ROAD
HANOVER, PA 17331
1-717-637-0500
www.hanoverpovers.com

DOME DETAIL



CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

WHEELCHAIR RAMP DETAILS WITH DETECTABLE WARNING

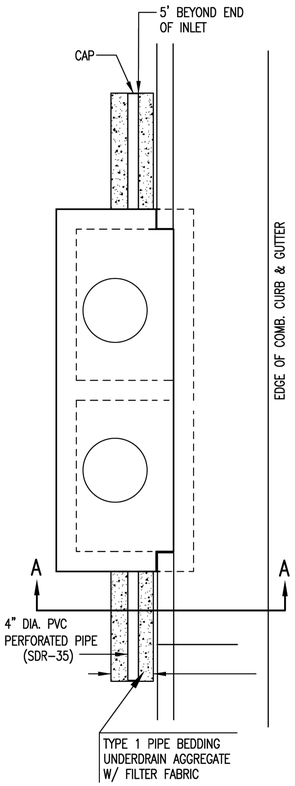
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE

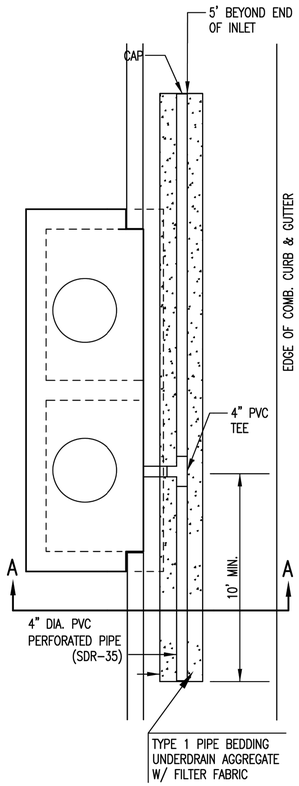
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET 6

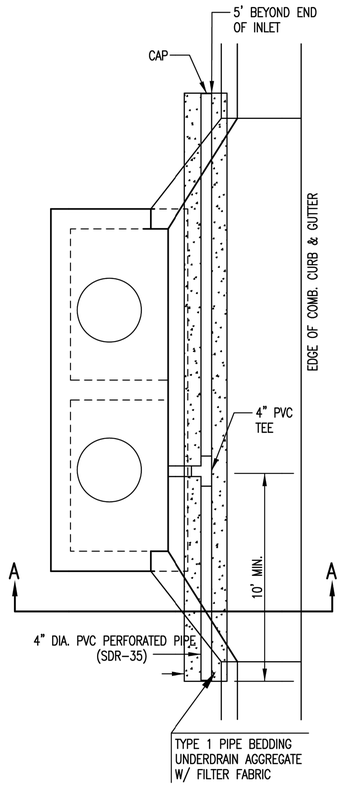
PAVEMENT UNDERDRAIN SHALL BE INSTALLED ON ALL CURB INLETS.



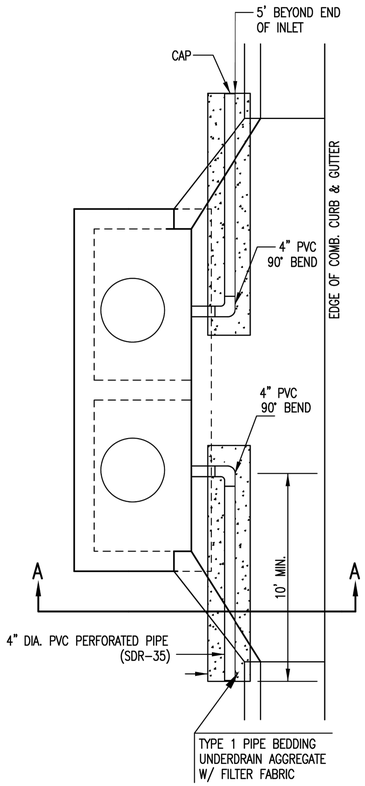
TYPE 1
OPTION 1



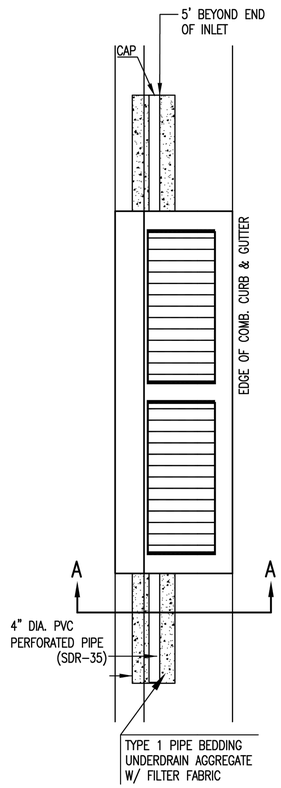
TYPE 1
OPTION 2



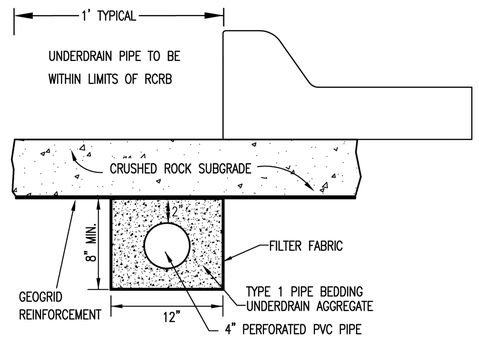
TYPE 1-A INLET
OPTION 1



TYPE 1-A INLET
OPTION 2



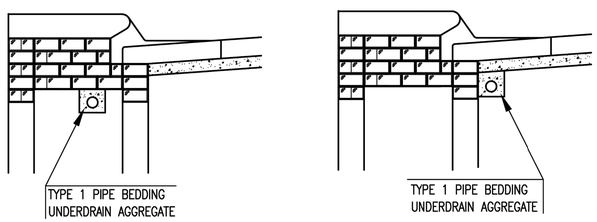
TYPE 2



SECTION A-A (TYPICAL)

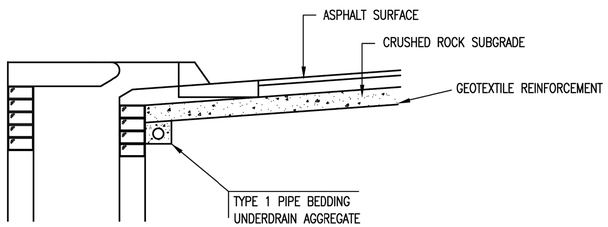
GENERAL NOTES

1. PAVEMENT CONTRACTOR WILL BE REQUIRED TO INSTALL SDR 35, 4" PERFORATED DRAIN PIPE AND TEE AS INDICATED IN THE DETAILS.
2. WHEN SWS CONSTRUCTED BY SEPARATE PROJECT, SWS CONTRACTOR SHALL INSTALL SDR 35, 4" DRAIN PIPE STUB ONLY THROUGH WALLS OF CURB INLETS AND CAP TO ALLOW FUTURE CONNECTION OF TEE AND ADDITIONAL DRAIN PIPE BY OTHERS.
2. UNDERDRAIN PIPE SHALL BE PAID AS A MEASURED QUANTITY BY THE LINEAL FOOT.



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

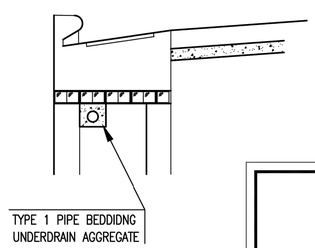
SECTION A-A



SECTION A-A

PAVEMENT UNDERDRAIN DETAIL

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



SECTION A-A

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

CURB INLET
PAVEMENT UNDERDRAIN
DETAIL

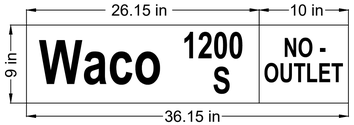
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
		10/2012

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

SHEET 7 / 57

SW-111



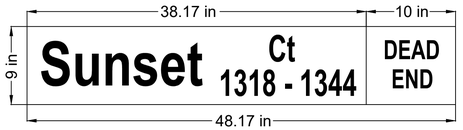
High Intensity Prismatic Yellow
Black Letters

3 INCH TEXT HWY D FONT



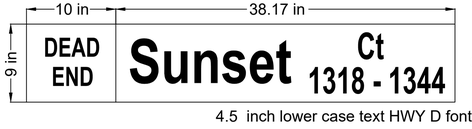
3 INCH TEXT HWY D FONT

4.5 inch lower case text HWY D font
6 INCH UPPER CASE TEXT HWY D FONT



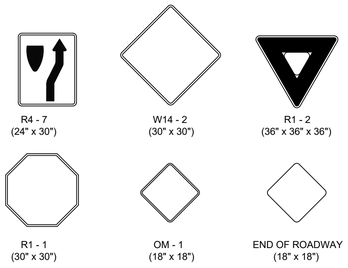
High Intensity Prismatic Yellow
Black Letters

3 INCH TEXT HWY D FONT

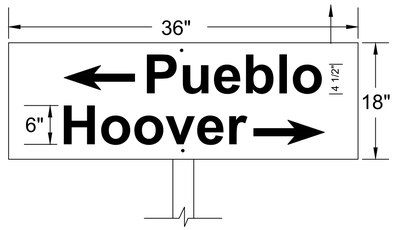


3 INCH TEXT HWY D FONT

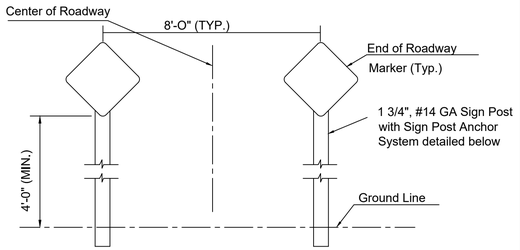
4.5 inch lower case text HWY D font
6 INCH UPPER CASE TEXT HWY D FONT



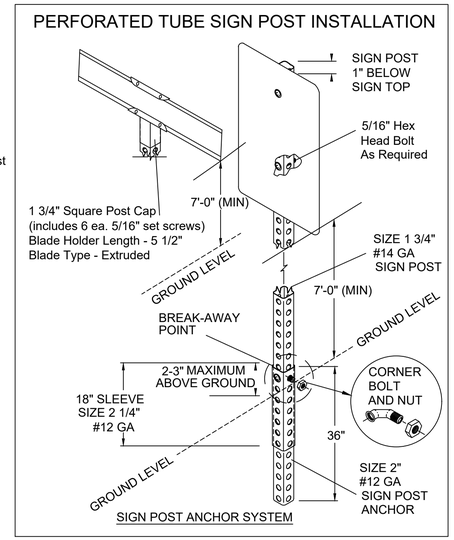
* IN NO CASE SHALL THE SPECIFICATIONS BE LESS THAN REQUIRED BY THE CURRENT MUTCD.

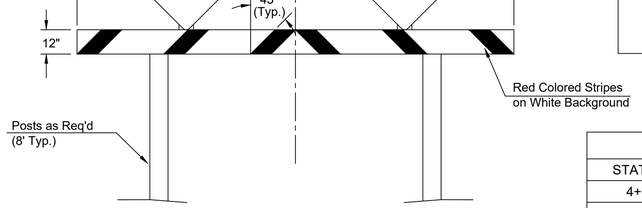


FLAT PLATE STREET NAME SIGN



TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION





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

SIGN ASSEMBLY TABLE			
STATION	OFFSET	SIGN	QUANTITY*
4+60	26' LT.	SNS	1
4+55	29' LT.	SNS	1
5+14	29' LT.	SNS	1
5+97	32' LT.	SNS	1
6+22	35' RT.	R1-1	1
3+89	26' RT.	SNS	1
5+44	21' LT.	W14-2	1
5+54	3' RT.	R4-7 & OM1-3	1
5+93	3' RT.	R4-7 & OM1-3	1

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

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

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

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

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

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

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

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

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

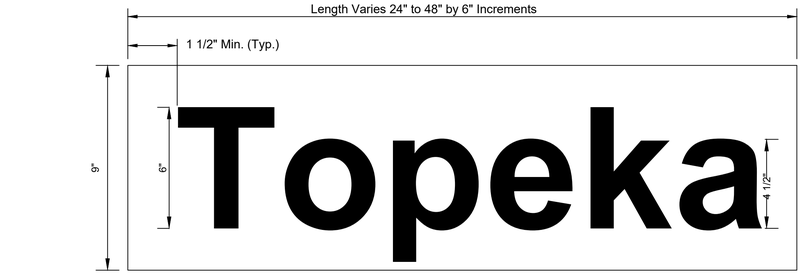
8. FASTENERS: ALL STEEL FASTENERS FOR TRAFFIC CONTROL SIGNS SHALL BE GALVANIZED AND SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1614 OF THE STANDARD SPECIFICATIONS.

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

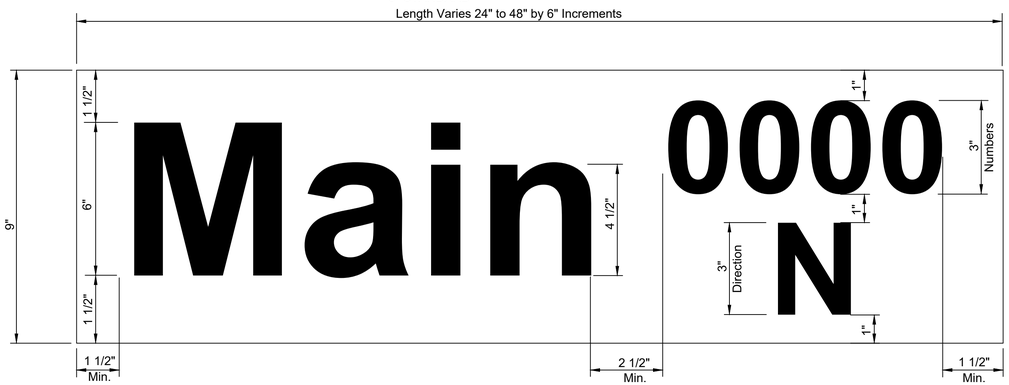
10. PROCESS INK: ALL PROCESS INK SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 2202 OF THE STANDARD SPECIFICATIONS.

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

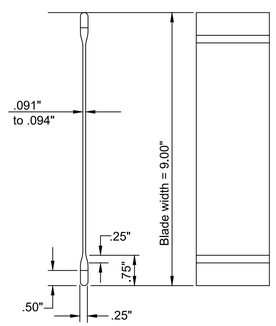
12. PERMANENT TRAFFIC CONTROL AND SNS: PERMANENT TRAFFIC CONTROL AND SNS SHALL BE MEASURED AND PAID FOR AT THE LUMP SUM PRICE FOR SIGNING. THE PAYMENT AS SET FORTH ABOVE SHALL BE CONSIDERED FULL COMPENSATION FOR ALL EXCAVATION, BACKFILLING. POSTS, ANCHORS, FASTENERS, MATERIALS, LABOR, TOOLS AND INCIDENTALS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



DETAIL A
9" STANDARD



DETAIL B
9" METRO



STREET NAME SIGN
BLADE DETAILS

STREET NAME TABLE		
STREET NAME	NO. BLADES REQUIRED	
	9" STD.	9" METRO
CESSNA	1	
CLEAR RIDGE	4	
CARSON	1	
CLEAR RIDGE		1
PAWNEE		1
CLEAR RIDGE CT	1	

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

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

SIGN DETAILS

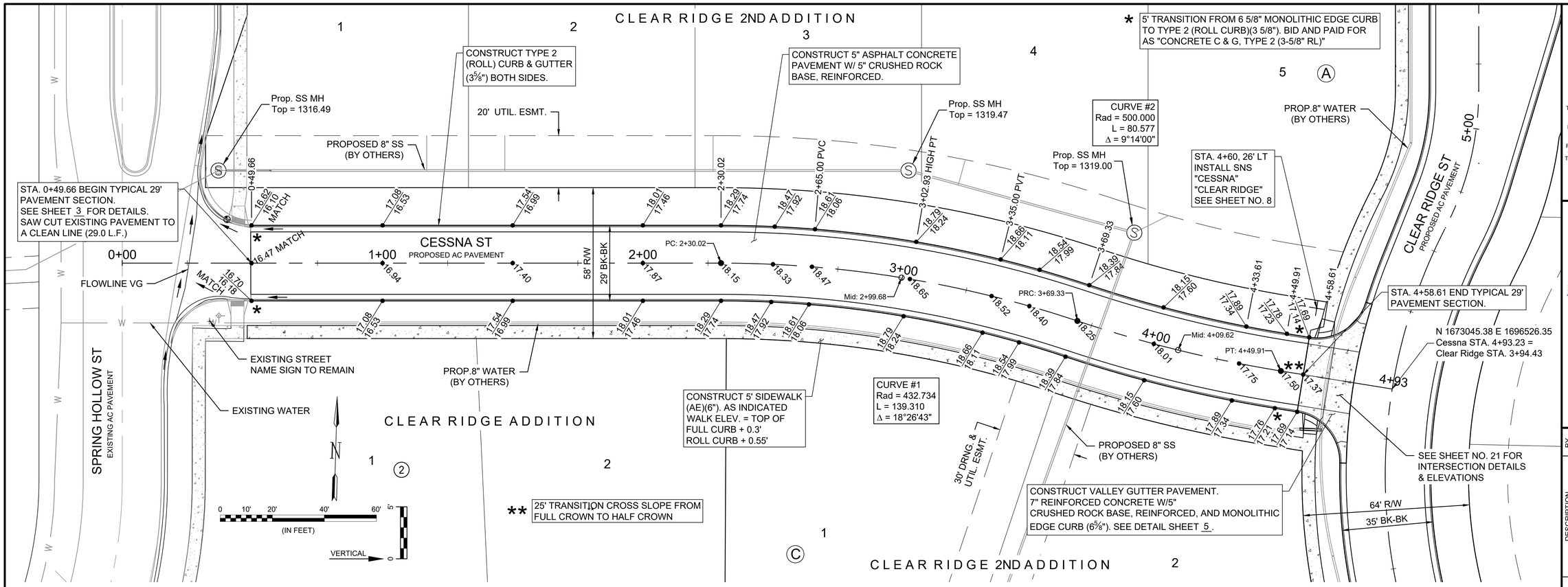
TRAFFIC ENGINEER
Mike Armour P.E.

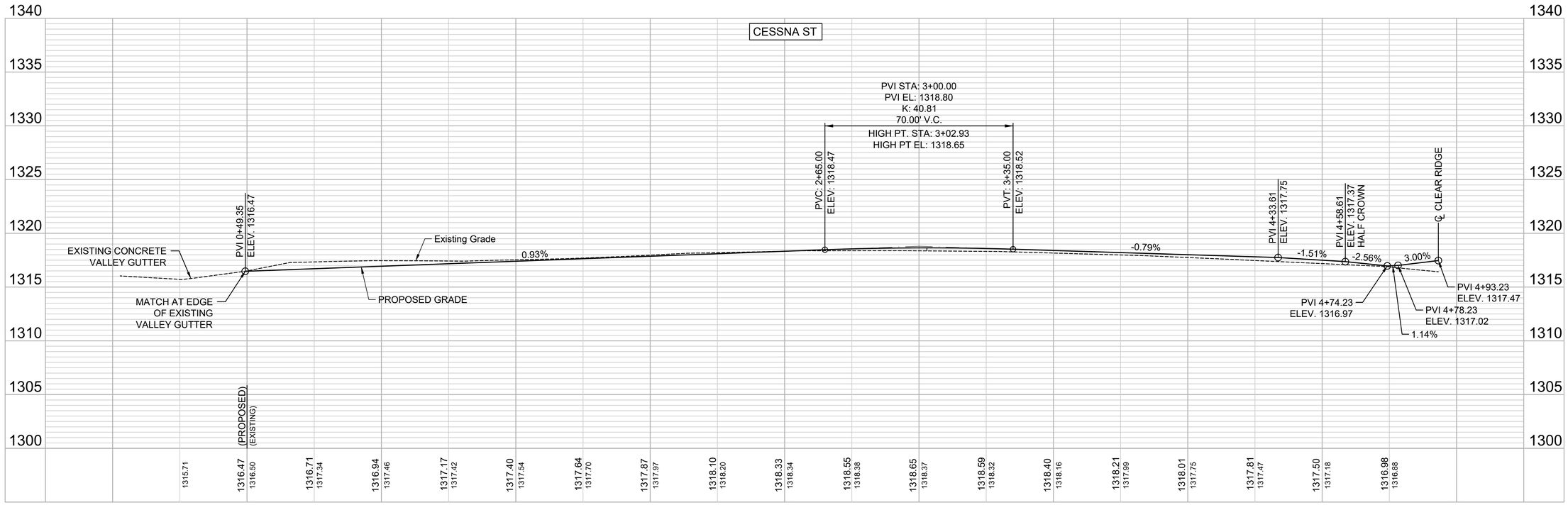
PROJECT NUMBER	OCA NUMBER	DATE
—-—	.	

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

SHEET 8 / 57

TR-106





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(316) 264-8008

KENNETH W. LEE CERTIFIED 15373 10-26-26 KANSAS PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

CESSNA ST
P&P

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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

DRAWING NUMBER
-

SHEET NUMBER 9 OF 57

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Last plotted by: Standrich, Daryl R. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 10:45 AM Plotter used: None

CLEAR RIDGE ADDITION

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

CONSTRUCT VALLEY GUTTER PAVEMENT. 7" REINFORCED CONCRETE W/5" CRUSHED ROCK BASE, REINFORCED, AND MONOLITHIC EDGE CURB (6⅝"). SEE DETAIL SHEET 5.

CONSTRUCT TYPE 2 (ROLL) CURB & GUTTER (3⅝") BOTH SIDES.

PROP.8" WATER (BY OTHERS)

64' R/W
35' BK-BK

CLEAR RIDGE ST
PROPOSED AC PAVEMENT

1+00

STA. 4+55, 29' LT
INSTALL SNS
"CARSON"
SEE SHEET NO. 8

SEE SHEET NO. 21 FOR INTERSECTION DETAILS & ELEVATIONS

CURVE #4
Rad = 200.000
L = 301.218
Δ = 86°17'33"

CARSON ST
PROPOSED AC PAVEMENT

1+57.00 PVC
1+93.21 HIGH PT
2+57.00 PVT
3+41.93

Mid: 1+95.97
PT: 3+41.93
PC: 0+50.00
PC: 4+44.84
Mid: 5+95.44

0+00
1+00
2+00
3+00
4+00
5+00

MATCH 19.55
MATCH
MATCH

CURVE #3
Rad = 639.821
L = 291.933
Δ = 26°08'33"

CONSTRUCT 5' SIDEWALK (AE)(6"). AS INDICATED WALK ELEV. = TOP OF FULL CURB + 0.3' ROLL CURB + 0.55'

CONSTRUCT WHEELCHAIR RAMPS (BOTH SIDES). SEE SHEET 6 FOR RAMP DETAILS.

PROP.8" WATER (BY OTHERS)

SPRING HOLLOW
EXISTING AC PAVEMENT

STA. 0+36.05 BEGIN TYPICAL 35' PAVEMENT SECTION.
SEE SHEET 3 FOR DETAILS.
SAW CUT EXISTING PAVEMENT TO A CLEAN LINE (35.0 L.F.)

EXISTING STREET NAME SIGN TO REMAIN

* 5' TRANSITION FROM 6 5/8" MONOLITHIC EDGE CURB TO TYPE 2 (ROLL CURB)(3 5/8"). BID AND PAID FOR AS "CONCRETE C & G, TYPE 2 (3-5/8" RL)"

Valve Box
Elev. = 1318.06

N 1672679.08 E 1696493.81
Carson STA. 4+85.80 =
Clear Ridge STA. 0+00.00

STA. 5+14, 29' LT
INSTALL SNS
"CLEAR RIDGE"
"CLEAR RIDGE"
SEE SHEET NO. 8

0 10' 20' 40' 60'
(IN FEET)
VERTICAL 5 0

CLEAR RIDGE 2nd ADDITION

CARSON ST

PVI STA: 2+07.00
PVI EL: 1320.57
K: 60.45
100.00' V.C.
HIGH PT. STA: 1+93.25
HIGH PT EL: 1320.38

PVC: 1+57.00 ELEV: 1320.27
PVT: 2+57.00 ELEV: 1320.04
PVI 0+36.05 ELEV. 1319.55

EXISTING CONCRETE VALLEY GUTTER
MATCH AT EDGE OF EXISTING VALLEY GUTTER
0.60%
-1.05%
Proposed Grade
Existing Grade

(PROPOSED)
(EXISTING)

1340 1335 1330 1325 1320 1315 1310 1305 1300

0+00 0+50 1+00 1+50 2+00 2+50 3+00 3+50 4+00 4+50 5+00

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(316) 264-8008

KENNETH W. LEE
CERTIFICATE
15373
10-26-26
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

CARSON ST
P&P

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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0 1"
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DRAWING NUMBER
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SHEET NUMBER 10 OF 57

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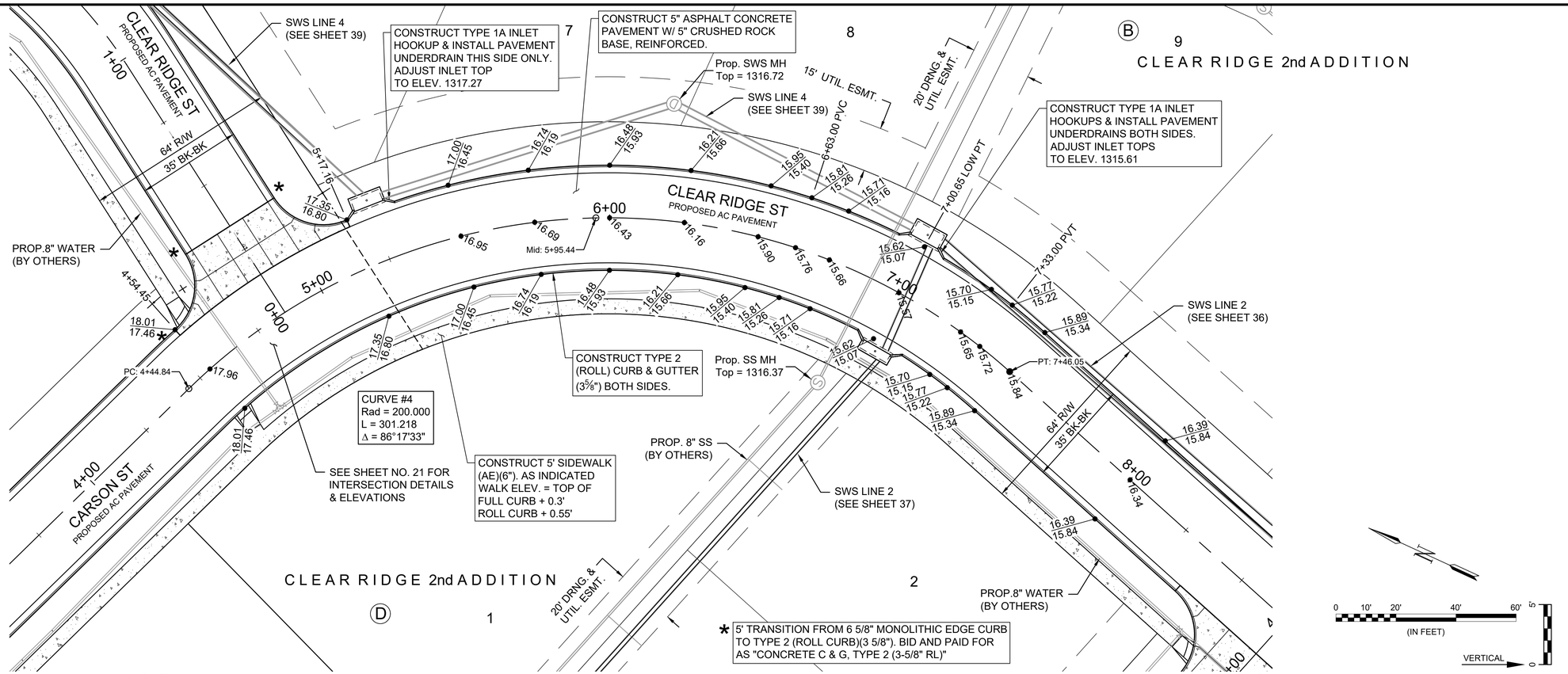

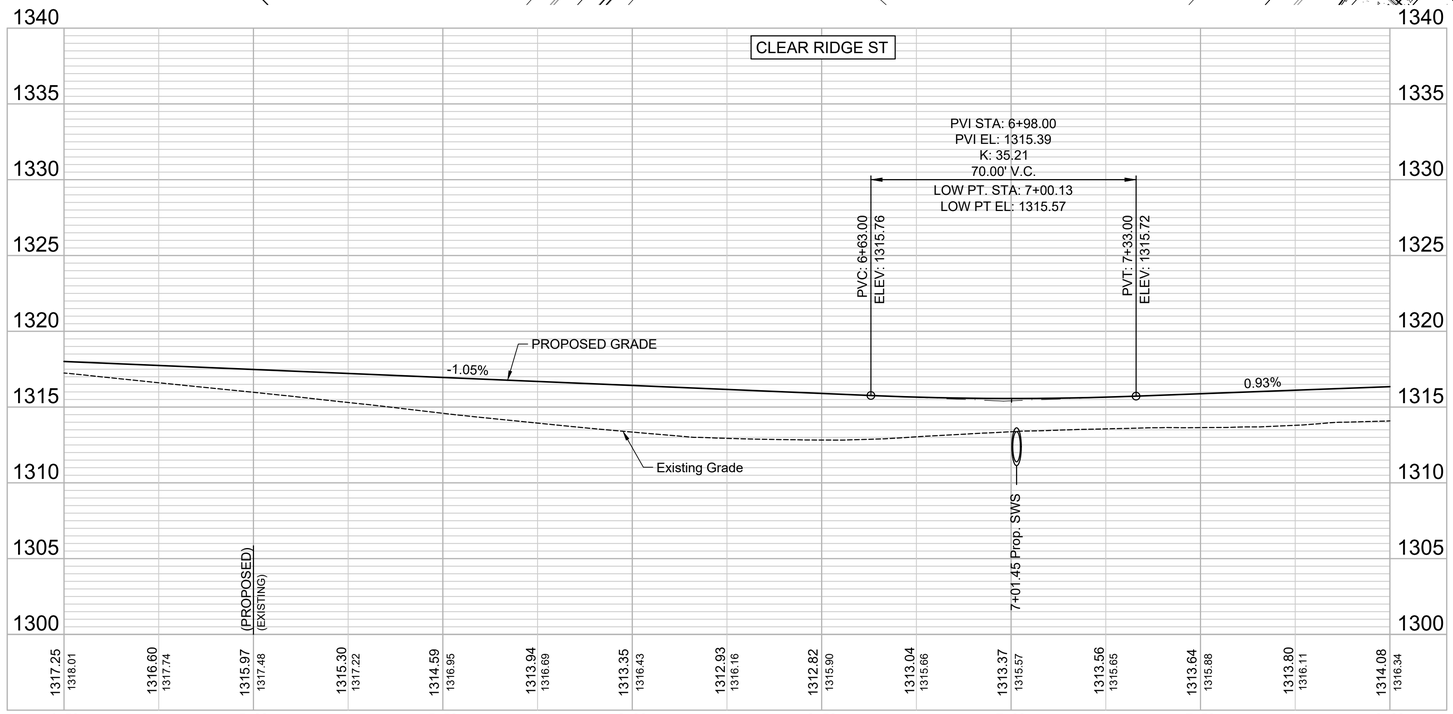

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KENNETH W. LEE
15373
10-26-25
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1 PAVING & SWS

CLEAR RIDGE ST P&P (1 of 4)

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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0 1"
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DRAWING NUMBER
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SHEET NUMBER 11 OF 57

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Last plotted by: Standrich, Daryl R. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 10:46 AM Plotter used: None

9 Ⓑ 10 CLEAR RIDGE 2nd ADDITION 11 12 RESERVE "A"

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

PROP. 8" SS (BY OTHERS)

SWS LINE 1 (SEE SHEET 33)

* 5' TRANSITION FROM 6 5/8" MONOLITHIC EDGE CURB TO TYPE 2 (ROLL CURB)(3 5/8"). BID AND PAID FOR AS "CONCRETE C & G, TYPE 2 (3-5/8" RL)"

15' UTIL. ESMT.

SWS LINE 2 (SEE SHEET 36)

8+26.24 PVC | 8+69.86 HIGH PT | 8+96.24 PVT | 10+21.00 PVC | 10+50.77 LOW PT | 10+91.00 PVT

16.39 15.84 | 16.64 16.09 | 16.84 16.29 | 16.77 16.22 | 16.47 15.92 | 16.18 15.63 | 16.06 15.51 | 15.98 15.43 | 16.13 15.58 | 16.20 15.65

PT: 7+46.05 CLEAR RIDGE

7+00 | 8+00 | 9+00 | 10+00 | 11+00 | 12+00

PROPOSED AC PAVEMENT

16.34 16.59 16.79 16.72 16.42 16.13 16.01 15.93 16.08 16.15

64.00' R/W | 35.00' Bk-Bk

Prop. FH Bury Line Elev. = 1316.85

STA. 11+02, 4' LT. & RT. INSTALL E.O.R. MARKERS

16.39 15.84 | 16.64 16.09 | 16.72 16.17 | 16.73 16.18 | 16.47 15.92 | 16.18 15.63 | 16.06 15.51 | 15.98 15.43 | 16.13 15.58 | 16.20 15.65

PROP.8" WATER (BY OTHERS)

4+00

29.00' Bk-Bk

58.00' R/W

CONSTRUCT TYPE 2 (ROLL) CURB & GUTTER (3⅝") BOTH SIDES.

CONSTRUCT 5' SIDEWALK (AE)(6"). AS INDICATED WALK ELEV. = TOP OF FULL CURB + 0.3' ROLL CURB + 0.55'

STA. 11+00.00 END TYPICAL 35' PAVEMENT SECTION.

N 1672333.16 E 1696539.99 Carson STA. 8+69.92 = Clear Ridge Ct STA. 4+23.74

SEE SHEET NO. 21 FOR INTERSECTION DETAILS & ELEVATIONS

CONSTRUCT TYPE 1A INLET HOOKUPS & INSTALL PAVEMENT UNDERDRAINS BOTH SIDES. ADJUST INLET TOPS TO ELEV. 1315.98

PROP.8" WATER (BY OTHERS)

PROP. 8" SS (BY OTHERS)

SWS LINE 1 (SEE SHEET 34)

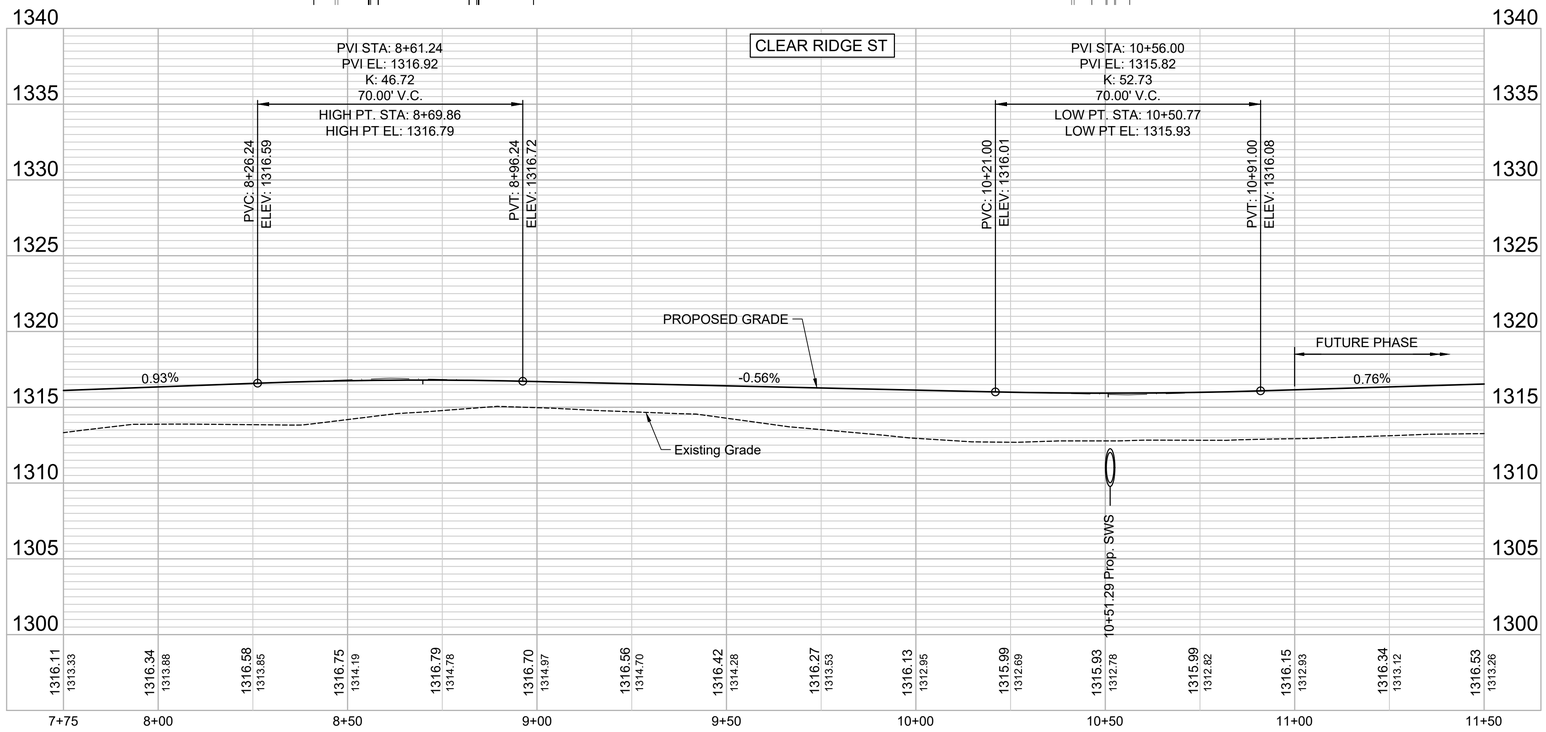
20' DRNG. & UTIL. ESMT. | 15' UTIL. ESMT. | CLEAR RIDGE CT PROPOSED AC PAVEMENT | 15' UTIL. ESMT. | 20' DRNG. & UTIL. ESMT.

2 Ⓓ CLEAR RIDGE 2nd ADDITION

11 CLEAR RIDGE 2nd ADDITION Ⓓ 12

0 10' 20' 40' 60' (IN FEET)

VERTICAL 0 5



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(316) 264-8008

KENNETH W. LEE 15373 10-22-25 KANSAS PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1 PAVING & SWS

CLEAR RIDGE ST P&P (2 of 4)

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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SHEET NUMBER 12 OF 57

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Last plotted by: Standrich, Daryl R. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 10:46 AM Plotter used: None

CLEAR RIDGE ADDITION

CLEAR RIDGE 2nd ADDITION

CLEAR RIDGE 2nd ADDITION

CLEAR RIDGE 2nd ADDITION

CARSON

PROPOSED AC PAVEMENT

CESSNA

PROPOSED AC PAVEMENT

CLEAR RIDGE

PROPOSED AC PAVEMENT

58.00' R/W

29.00' Bk-Bk

35.00' Bk-Bk 64.00' R/W

PROP.8" WATER (BY OTHERS)

PROP. 8" SS (BY OTHERS)

N 1672679.08 E 1696493.81
Clear Ridge STA. 0+00.00 =
Carson STA. 4+85.80

STA. 0+34.09 BEGIN TYPICAL 35' PAVEMENT SECTION.
SEE SHEET 3 FOR DETAILS.

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

CONSTRUCT 5' SIDEWALK (AE)(6"). AS INDICATED
WALK ELEV. = TOP OF FULL CURB + 0.3'
ROLL CURB + 0.55'

10' DRNG. & UTIL ESMT.

20' DRNG. & UTIL. ESMT.

Prop. FH Bury Line Elev. = 1316.56

PC: 0+98.05

PRC: 2+60.53

Mid: 1+79.29

Mid: 3+60.26

PRC: 4+59.99

Mid: 4+87.33

PT: 5+14.67

15' UTIL. ESMT.

N 1673045.38 E 1696526.35
Clear Ridge STA. 3+94.43 =
Cessna STA. 4+93.23

SWS LINE 4
(SEE SHEET 39)

SEE SHEET NO. 21 FOR INTERSECTION DETAILS & ELEVATIONS

CURVE #5
Rad = 149.935
L = 162.479
Δ = 62°05'22"

CURVE #6
Rad = 207.661
L = 199.456
Δ = 55°01'55"

CONSTRUCT TYPE 1A INLET HOOKUPS & INSTALL PAVEMENT UNDERDRAINS BOTH SIDES. ADJUST INLET TOPS TO ELEV. 1316.34

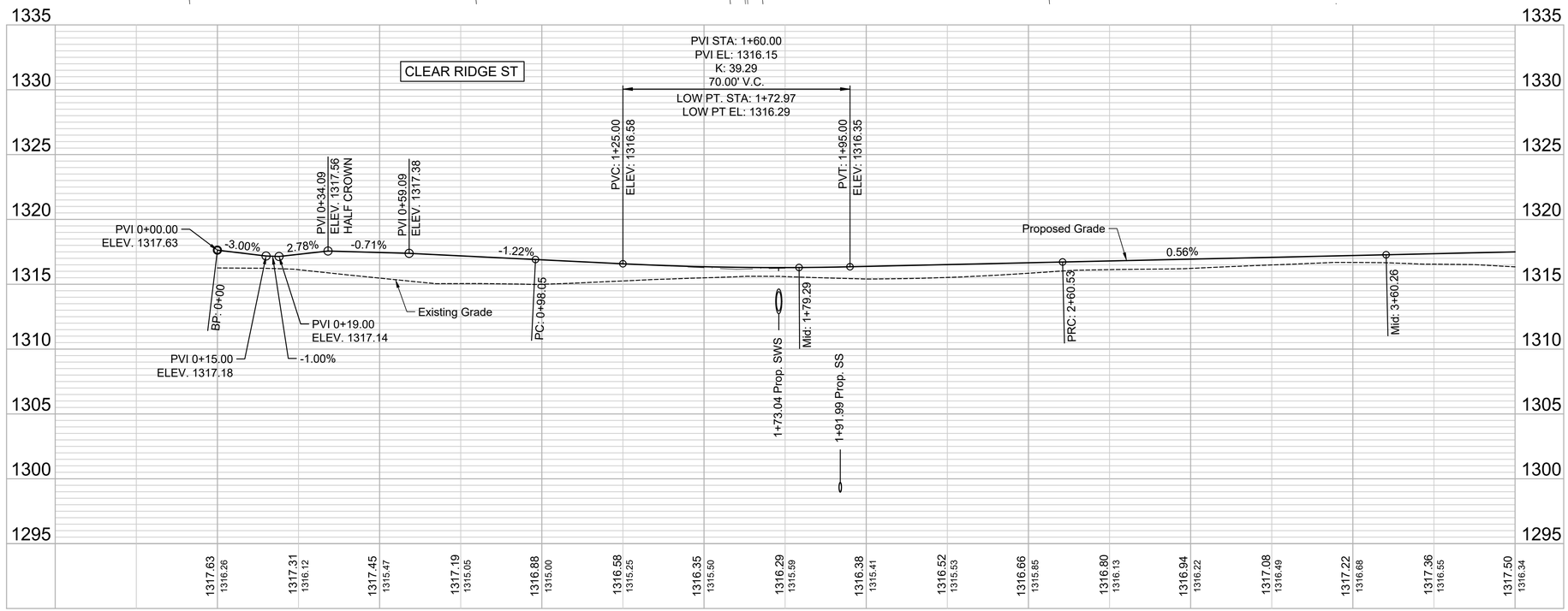
CONSTRUCT TYPE 2 (ROLL) CURB & GUTTER (3⅝") BOTH SIDES.

Prop. SS MH
Top = 1316.94

** 25' TRANSITION CROSS SLOPE FROM FULL CROWN TO HALF CROWN

* 5' TRANSITION FROM 6 5/8" MONOLITHIC EDGE CURB TO TYPE 2 (ROLL CURB)(3 5/8"). BID AND PAID FOR AS "CONCRETE C & G, TYPE 2 (3-5/8" RL)"

7 6 5 4 3 2 1



0 10' 20' 40' 60'
(IN FEET)

VERTICAL 0 5

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KENNETH W. LEE
CERTIFICATE
15373
10-26-26
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

CLEAR RIDGE ST P&P (3 of 4)

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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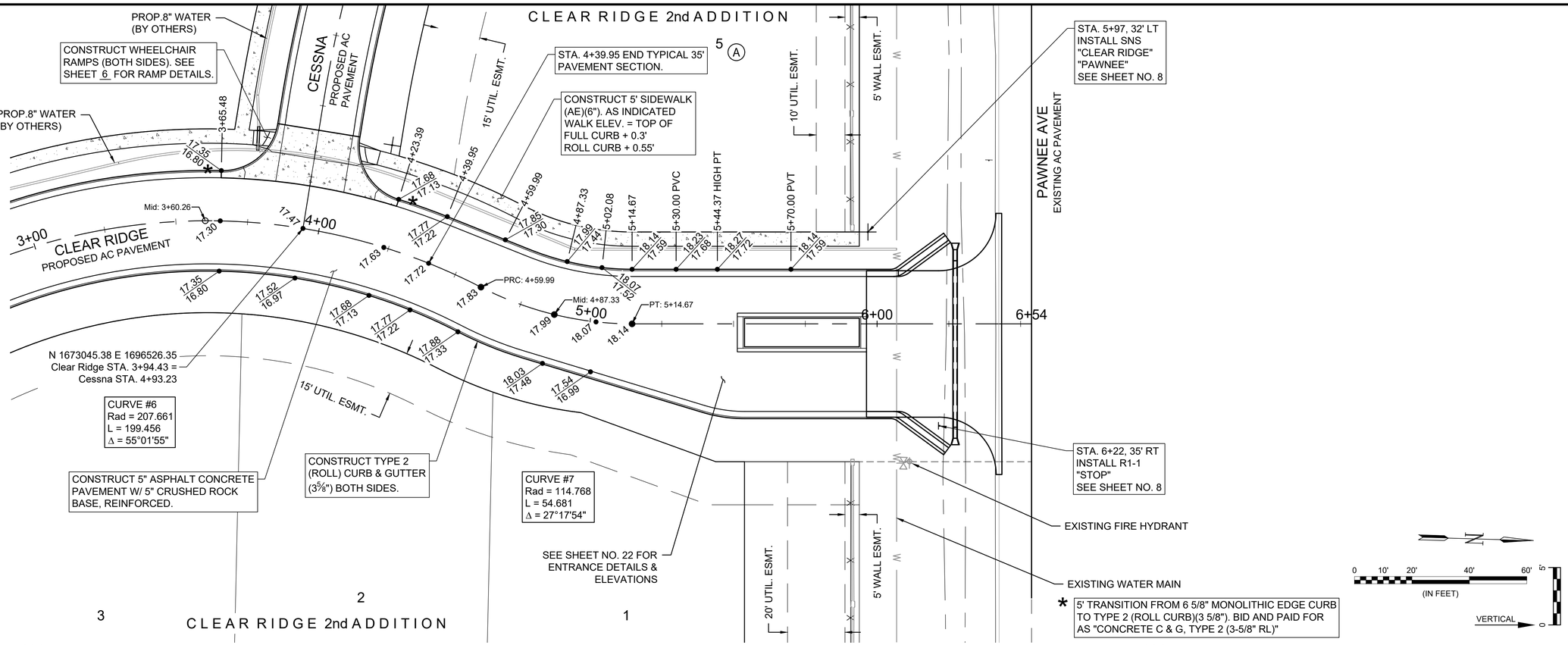

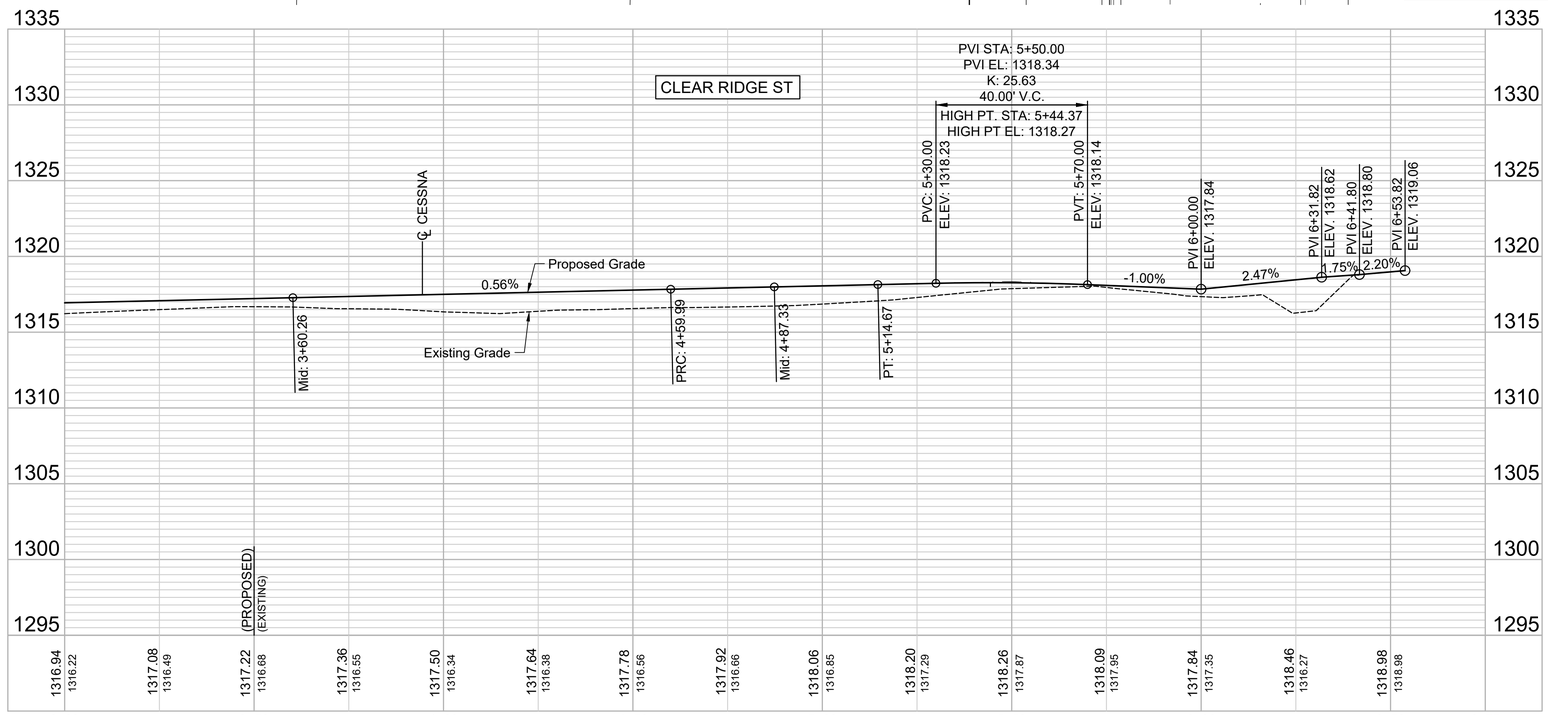

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(316) 264-8008

KENNETH W. LEE
CERTIFIED
15373
10-26-25
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

CLEAR RIDGE ST P&P (4 of 4)

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
■

SHEET NUMBER 14 OF 57

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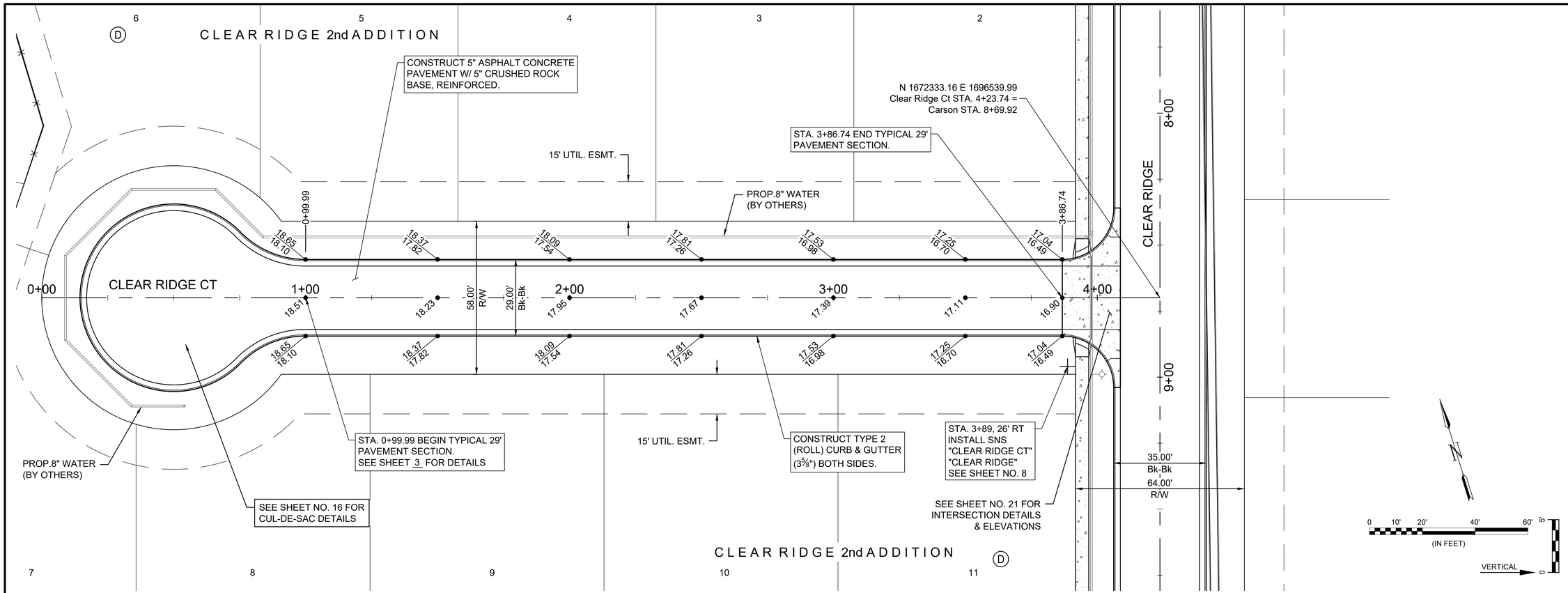
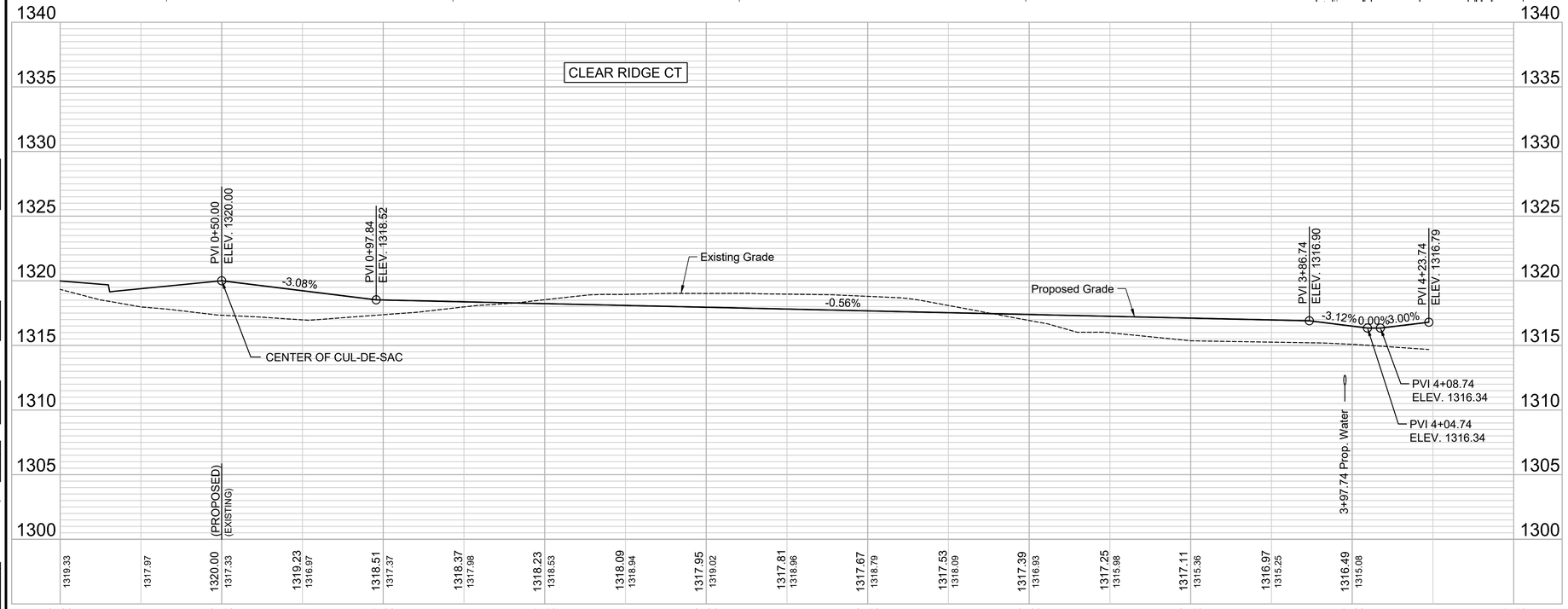
Last plotted by: Standrich, Daryl R. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 10:47 AM Plotter used: None





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WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

CLEAR RIDGE CT

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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SHEET NUMBER 15 OF 57

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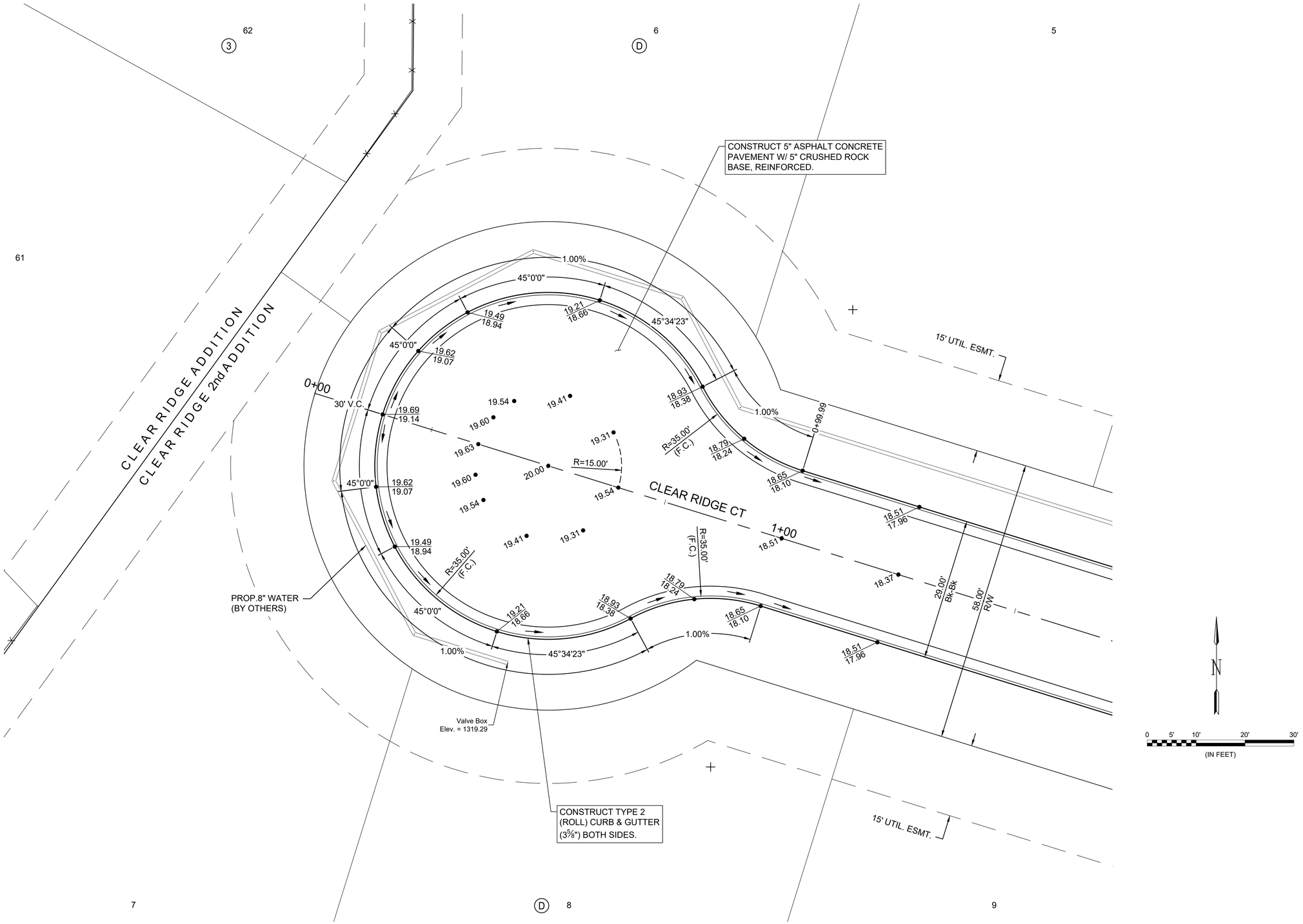
Last plotted by: Standrich, Daryl R. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 10:48 AM Plotter used: None



CLEAR RIDGE CT CUL-DE-SAC DETAILS

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CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1 PAVING & SWS

CLEAR RIDGE CT CUL-DE-SAC DETAIL

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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SHEET NUMBER 16 OF 57

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Last plotted by: Standrich, Daryl R Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 10:48 AM Plotter used: None

CLEAR RIDGE ADDITION

CLEAR RIDGE ADDITION

CONSTRUCT TYPE 2 (ROLL) CURB & GUTTER (3⅝") BOTH SIDES.

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

STA. 1+49.99 BEGIN TYPICAL 29' PAVEMENT SECTION. SEE SHEET 3 FOR DETAILS

STA. 3+49.07 END TYPICAL 29' PAVEMENT SECTION. SAW CUT EXISTING PAVEMENT TO A CLEAN LINE (29.0 L.F.)

EXISTING STREET NAME SIGN TO REMAIN

CLEAR CREEK CT

CLEAR CREEK

EXISTING ASPHALT PAVEMENT

PC: 1+82.85

Mid: 2+62.77

PT: 3+42.68

CURVE #8
Rad = 200.000
L = 159.826
Δ = 45°47'12"

PROP.8" WATER (BY OTHERS)

EXIST. 8" WATER

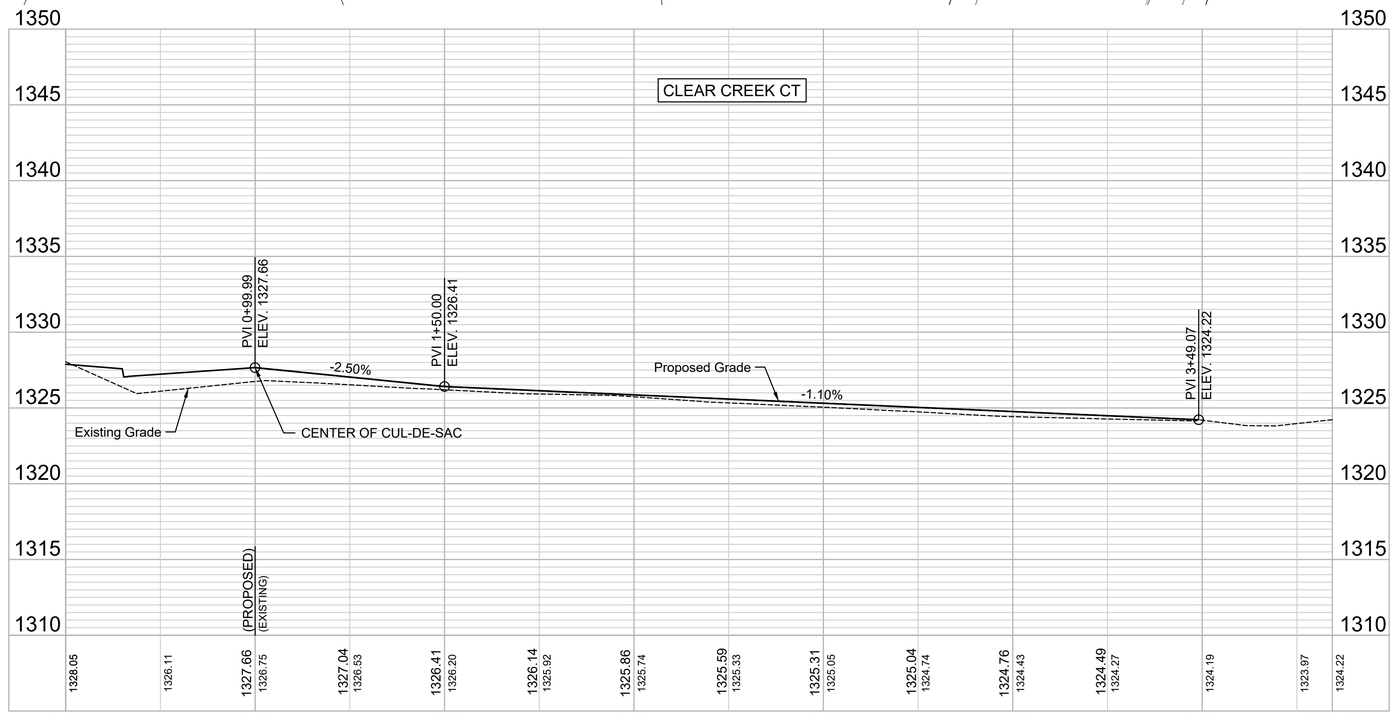
EXIST. 8" WATER

EXIST. CONCRETE VALLEY GUTTER

EXIST. GAS MAIN

SEE SHEET NO. 16 FOR CUL-DE-SAC DETAILS AND ELEVATIONS

** 5' TRANSITION FROM 6 5/8" MONOLITHIC EDGE CURB TO TYPE 2 (ROLL CURB)(3 5/8"). BID AND PAID FOR AS "CONCRETE C & G, TYPE 2 (3-5/8" RL)"



0 10' 20' 40' 60'
(IN FEET)
VERTICAL 5 0

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CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

CLEAR CREEK CT

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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SHEET NUMBER 17 OF 57

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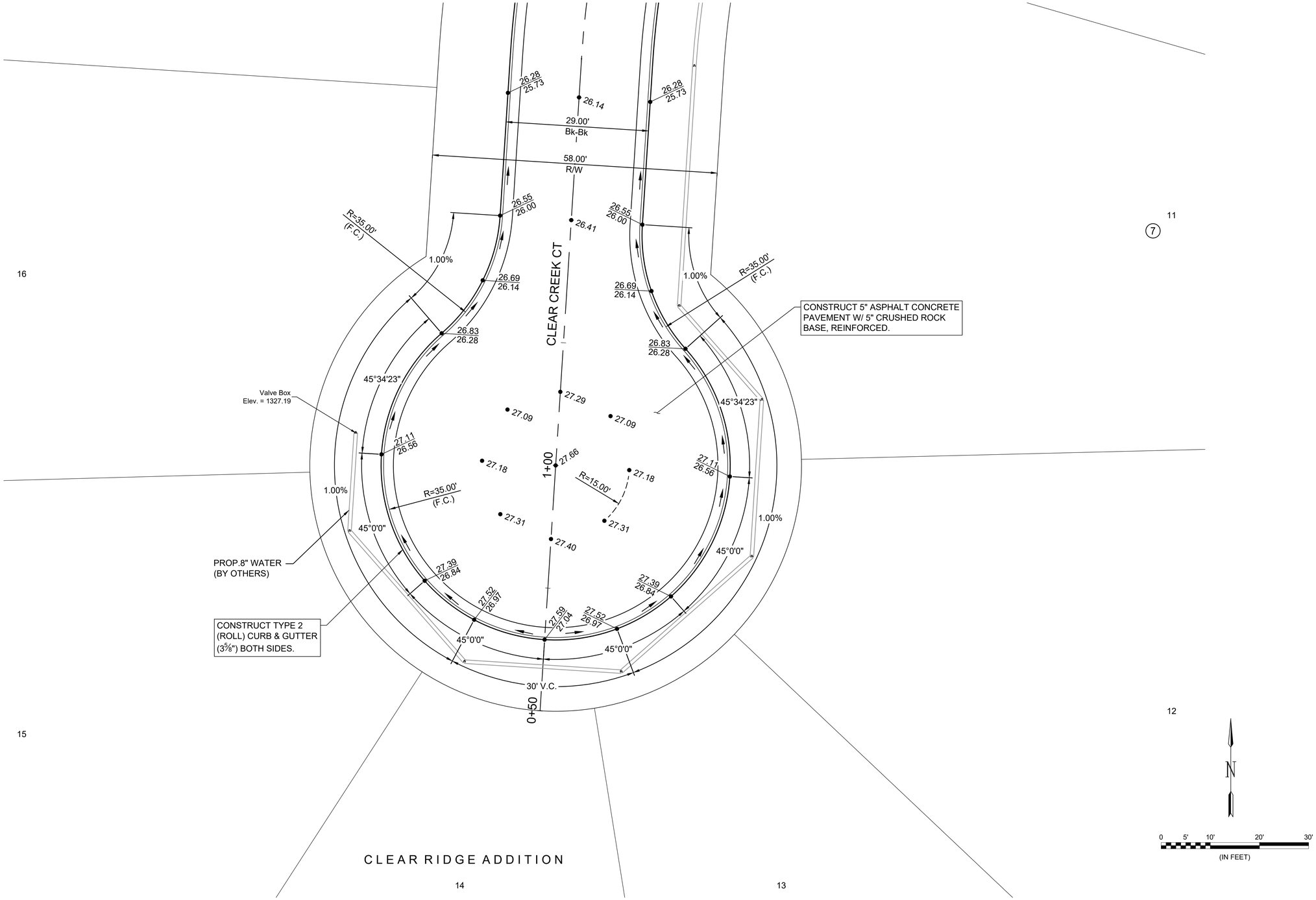

CLEAR CREEK CT CUL-DE-SAC DETAILS

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CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

CLEAR CREEK CT
CUL-DE-SAC DETAIL

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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Last plotted by: Standrich, Daryl R Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 10:49 AM Plotter used: None

CLEAR RIDGE ADDITION

RESERVE "J"

REMOVE OR TRIM TREES AS NECESSARY FOR CONSTRUCTION - COST OF ALL TREE TRIMMING AND REMOVAL IS CONSIDERED SUBSIDIARY TO THE BID ITEM "SITE CLEARING."

SEE SHEET NO. 20 FOR CUL-DE-SAC DETAILS AND ELEVATIONS

CONSTRUCT TYPE 2 (ROLL) CURB & GUTTER (3⅝") BOTH SIDES.

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

Pavement Removal
Sawcutting of existing pavement to a neat line, removal and disposal of existing pavement and curb and gutter shall be subsidiary to the bid item for "Site Clearing"

STA. 5+81, 36' RT
INSTALL SNS POST
MOVE SIGNS FROM EXISTING STREET NAME SIGN AT STA. 5+35, 34' RT.

EXIST. GAS MAIN

STA. 5+44, 21' LT
INSTALL W14-2
"NO OUTLET"
SEE SHEET NO. 8

CURVE #9
Rad = 205.438
L = 276.804
Δ = 77°11'58"

STA. 5+29.68 END TYPICAL 35' PAVEMENT SECTION.
SAW CUT AND REMOVE EXISTING PAVEMENT AND CURB TO A CLEAN LINE.

CLEAR CREEK

EXISTING ASPHALT PAVEMENT

EXIST. 8" WATER

WASSALL

STA. 0+96.86 BEGIN TYPICAL 35' PAVEMENT SECTION.
SEE SHEET 3 FOR DETAILS.

50' DIAMETER TEMPORARY TURN AROUND EASEMENT

20' UTIL. ESMT.

RESERVE "I"

CONSTRUCT 5' SIDEWALK (AE)(6"). AS INDICATED
WALK ELEV. = TOP OF FULL CURB + 0.3'
ROLL CURB + 0.55'

PROP.8" WATER (BY OTHERS)

CONTRACTOR SHALL REMOVE & DISPOSE OF ALL CONCRETE WASHOUT DEBRIS
SEE DETAIL ON SHEET NO. 2

SAWCUT EXISTING RAMP ALONG JOINT AT BACK OF DETECTABLE WARNING BRICKS AND RE-POUR RAMP TO MATCH 5' WIDE WALK.

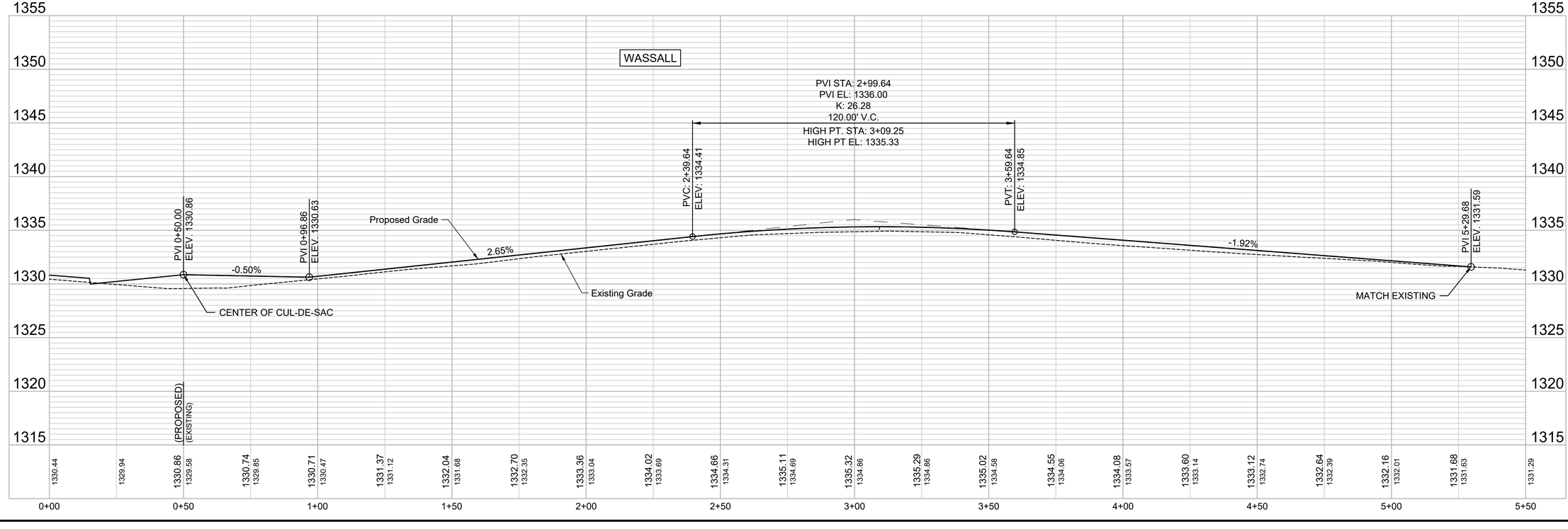
STA. 5+35, 34' RT
INSTALL NEW SIGN BLANKS ON EXIST. POST
"Wassall"
"Wassall"
SEE SHEET NO. 8

0 10' 20' 40' 60'
(IN FEET)

VERTICAL 0 5

CLEAR RIDGE ADDITION

1355



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10-26-25
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

WASSALL

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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SHEET NUMBER 19 OF 57

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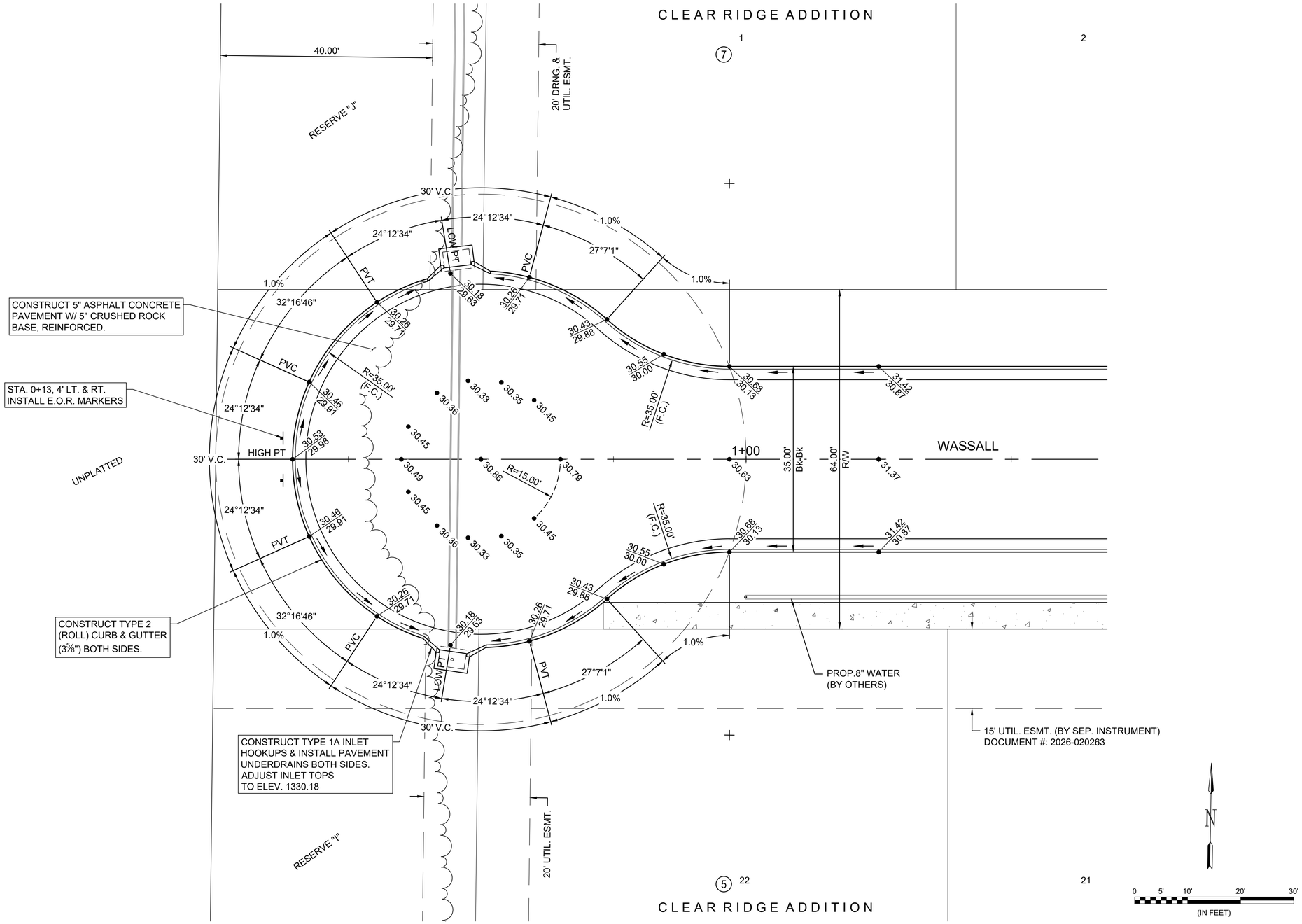

WASSALL CUL-DE-SAC DETAILS

File: L:\2023\T41-2301492 - Clear Ridge Addition Phase 3\Drawings_Paving & SWS\WASSALL CUL-DE-SAC.dwg Last Save: 8/20/2026 8:33 AM Last saved by: DRStandrich
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WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1 PAVING & SWS

WASSALL CUL-DE-SAC DETAIL

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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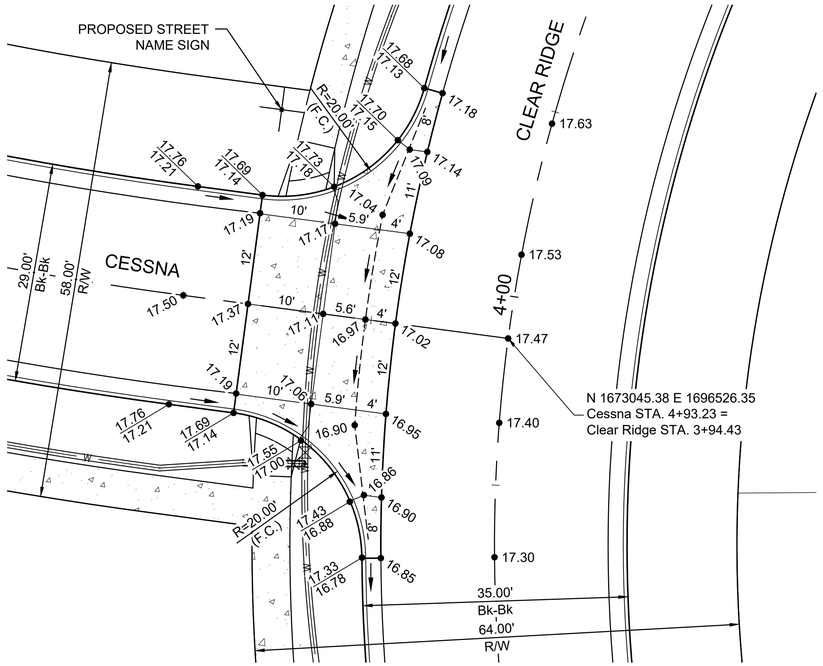
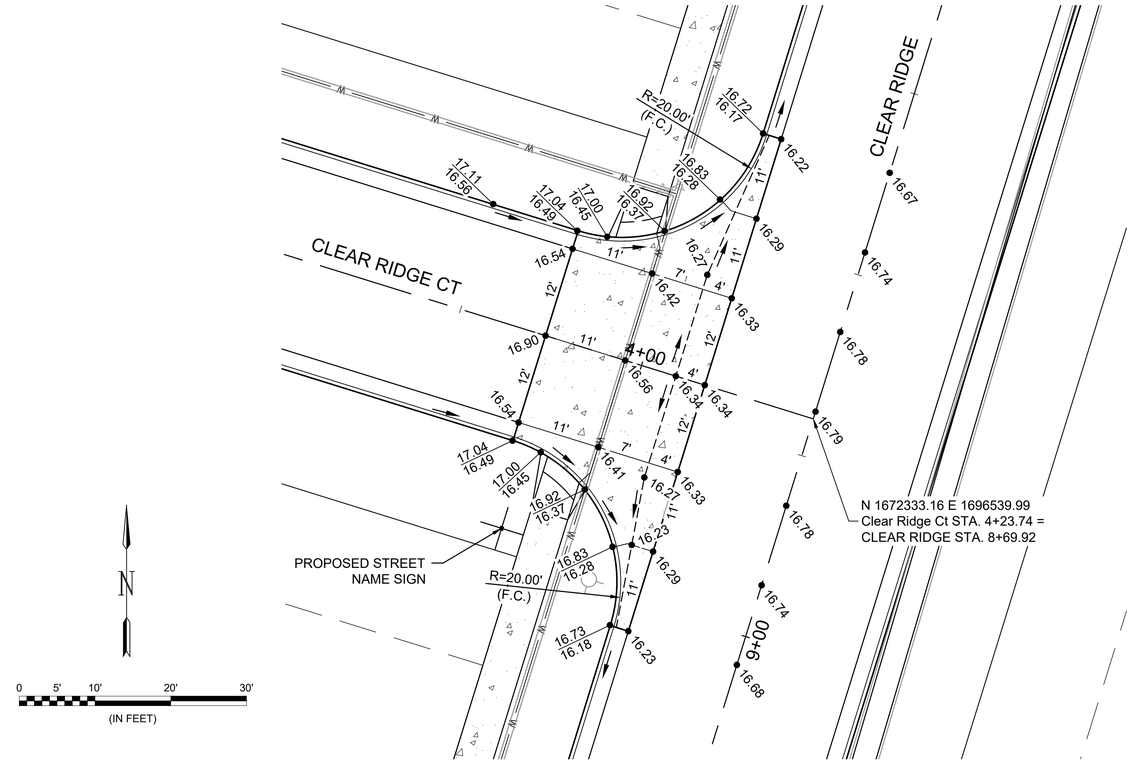
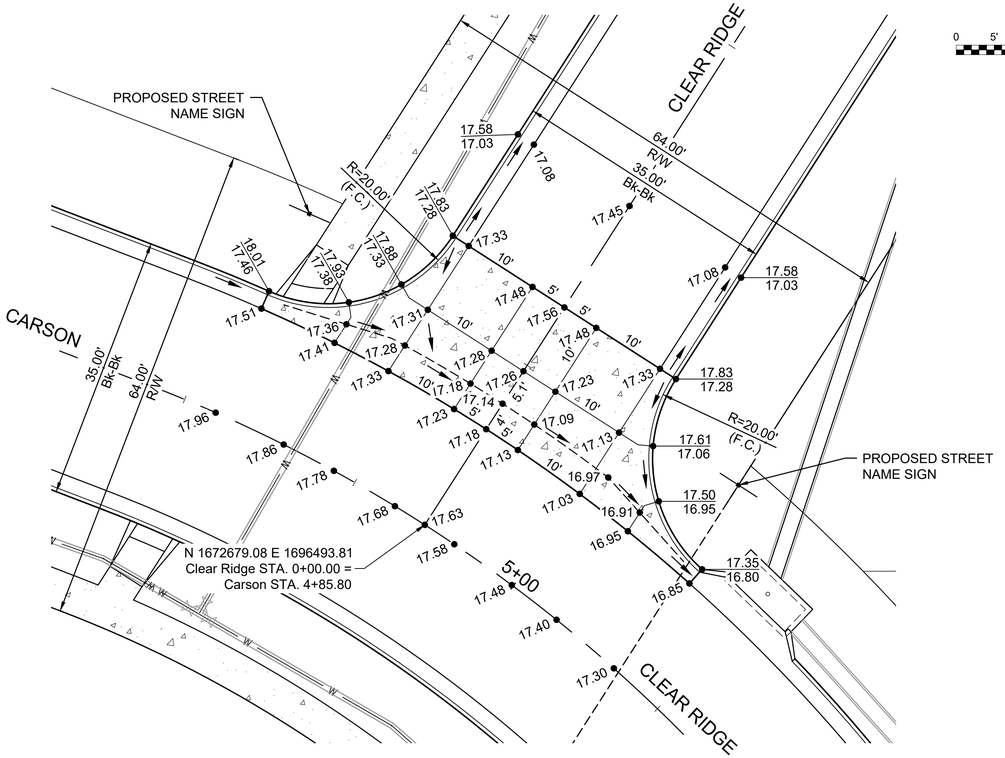
SHEET NUMBER 20 OF 57



CESSNA-CLEAR RIDGE INTERSECTION DETAILS



CLEAR RIDGE CT-CLEAR RIDGE INTERSECTION DETAILS



CARSON-CLEAR RIDGE INTERSECTION DETAILS

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10-26-25
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CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

INTERSECTION DETAILS

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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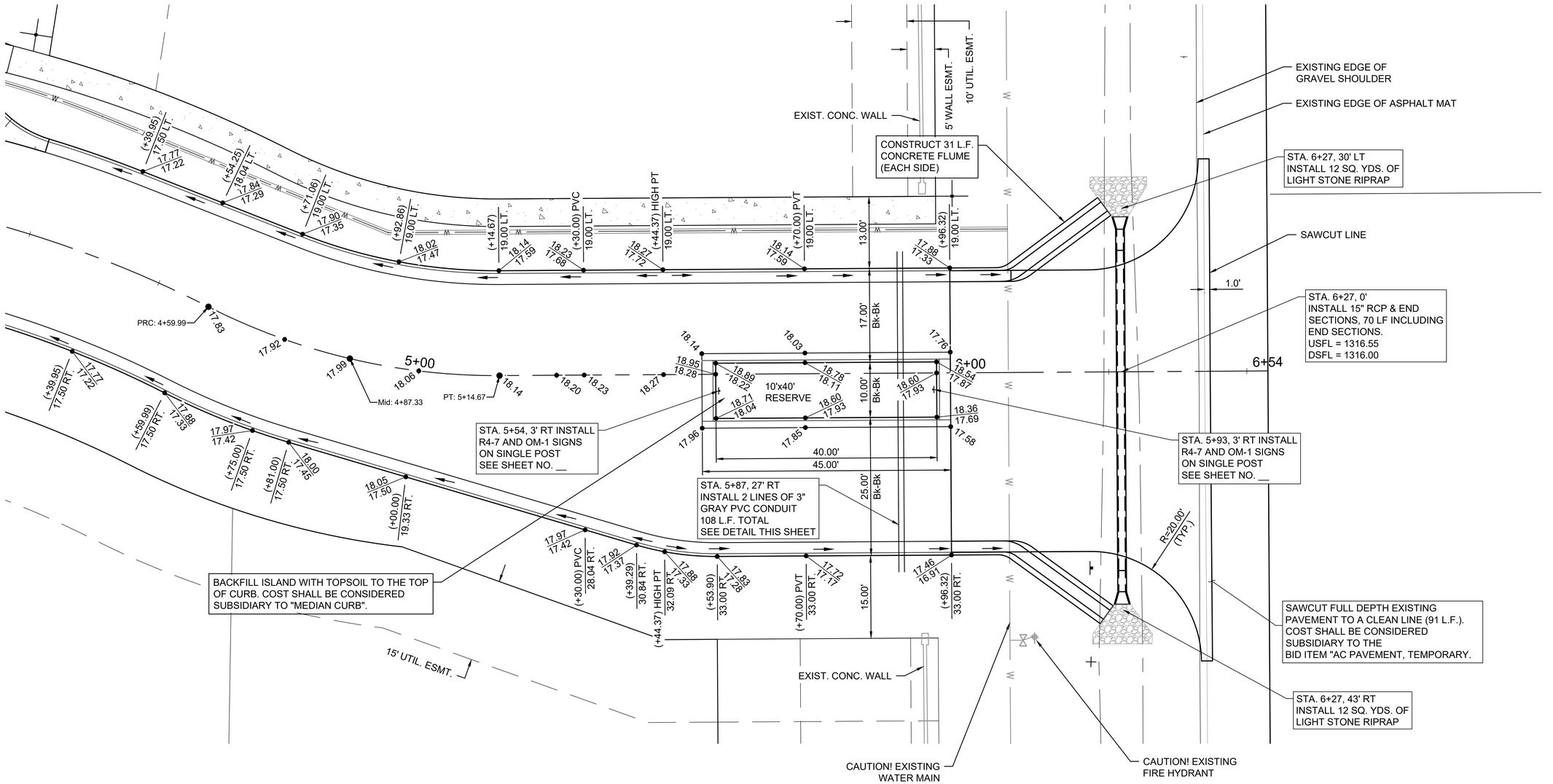
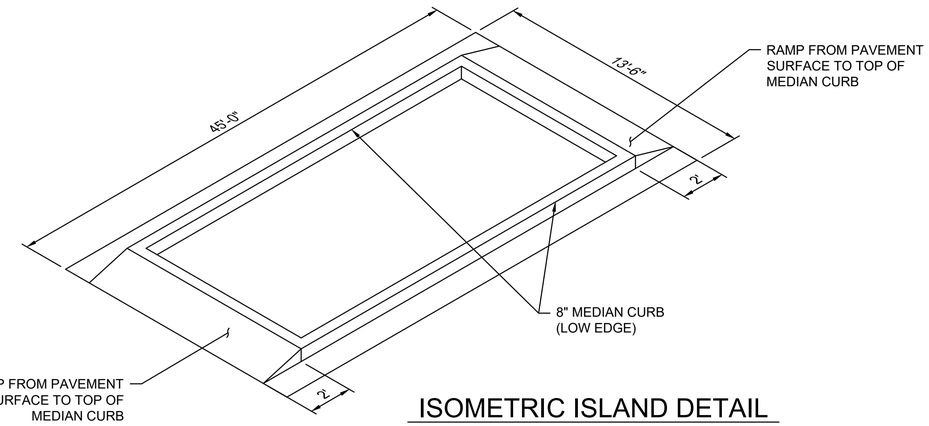
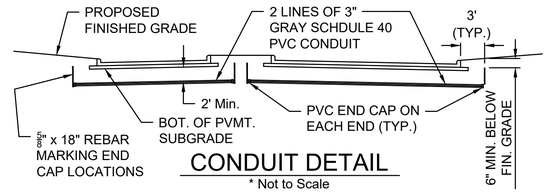




ISOMETRIC ISLAND DETAIL

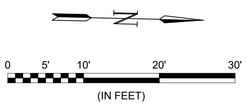
COST OF RAMPS TO BE SUBSIDIARY TO THE BID ITEM FOR CONCRETE CURB & GUTTER, TYPE 3 (8")



CONDUIT DETAIL

* Not to Scale

NOTE: PVC END CAPS AND REBAR FOR MARKING END CAP LOCATIONS, AND INSTALLATION SHALL BE SUBSIDIARY TO "3" CONDUIT".



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KENNETH W. LEE CENSED 15373 10-26-26 KANSAS PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA

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WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1 PAVING & SWS

ENTRANCE DETAILS

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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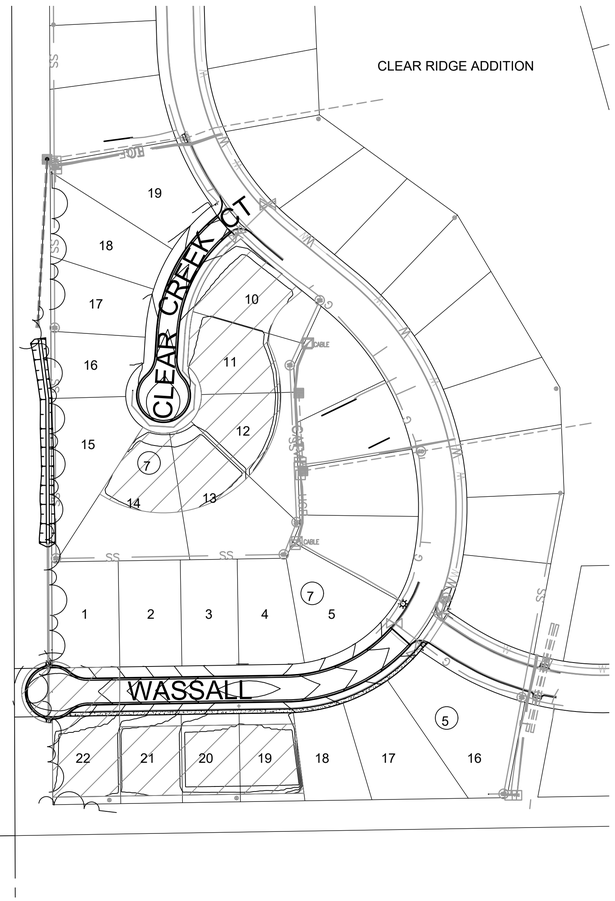
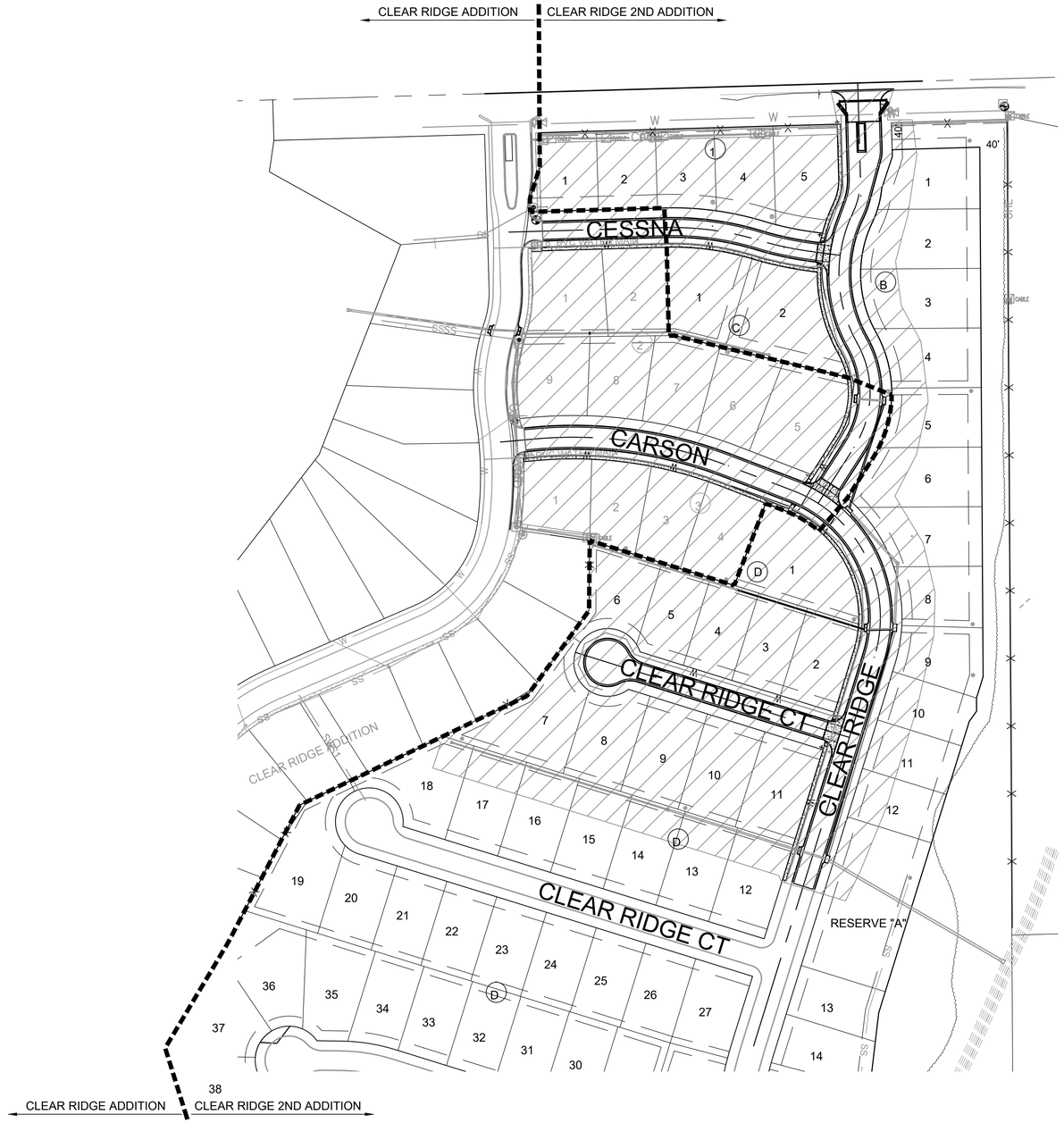
Last plotted by: Standrich, Daryl R. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 10:51 AM Plotter used: None



SOUTHWEST AREA OF SITE



NORTHEAST AREA OF SITE

AREAS FOR TOPSOIL STRIPPING

NOTE: CONTRACTOR SHALL ALSO STRIP ANY VEGETATION FROM THE TOP OF THE EXISTING STOCKPILES BEFORE USING FOR FILL ON OTHER AREAS OF THE SITE.

0 50' 100' 200' 300'
(IN FEET)

N

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CITY OF WICHITA

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WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

EARTHWORK LOCATIONS

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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Last plotted by: Standrich, Daryl R. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 10:51 AM Plotter used: None

PAWNEE

CESSNA

CARSON

CLEAR RIDGE

DIRT PAD 1318.2

DIRT PAD 1319.0

DIRT PAD 1319.6

DIRT PAD 1319.7

DIRT PAD 1319.5

DIRT PAD 1318.0

DIRT PAD 1318.8

DIRT PAD 1319.1

DIRT PAD 1318.9

DIRT PAD 1320.8

DIRT PAD 1319.8

10' DRNG. & UTIL. ESM'T. (EXIST.)

5' WALL ESM'T

20' UTIL. ESM'T

8" PVC WATER MAIN

0+00 1+00 2+00 3+00 4+00 5+00 6+00

LOT COMPACTION TESTING REQUIRED. CONTRACTOR TO PROVIDE DENSITY TESTING FOR ALL LOTS LABELED WITH A "DIRT PAD ELEVATION". ONE TEST PER LOT PER 1' OF FILL. COST FOR TESTING SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM FOR "CONTRACTOR TESTING". SEE SHEET NO. 25 FOR TABLES

0 15' 30' 60' 90'
(IN FEET)

N

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

KENNETH W. LEE
CERTIFIED
15373
10-26-25
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

SITE GRADING
1

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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

DRAWING NUMBER
-

SHEET NUMBER 24 OF 57

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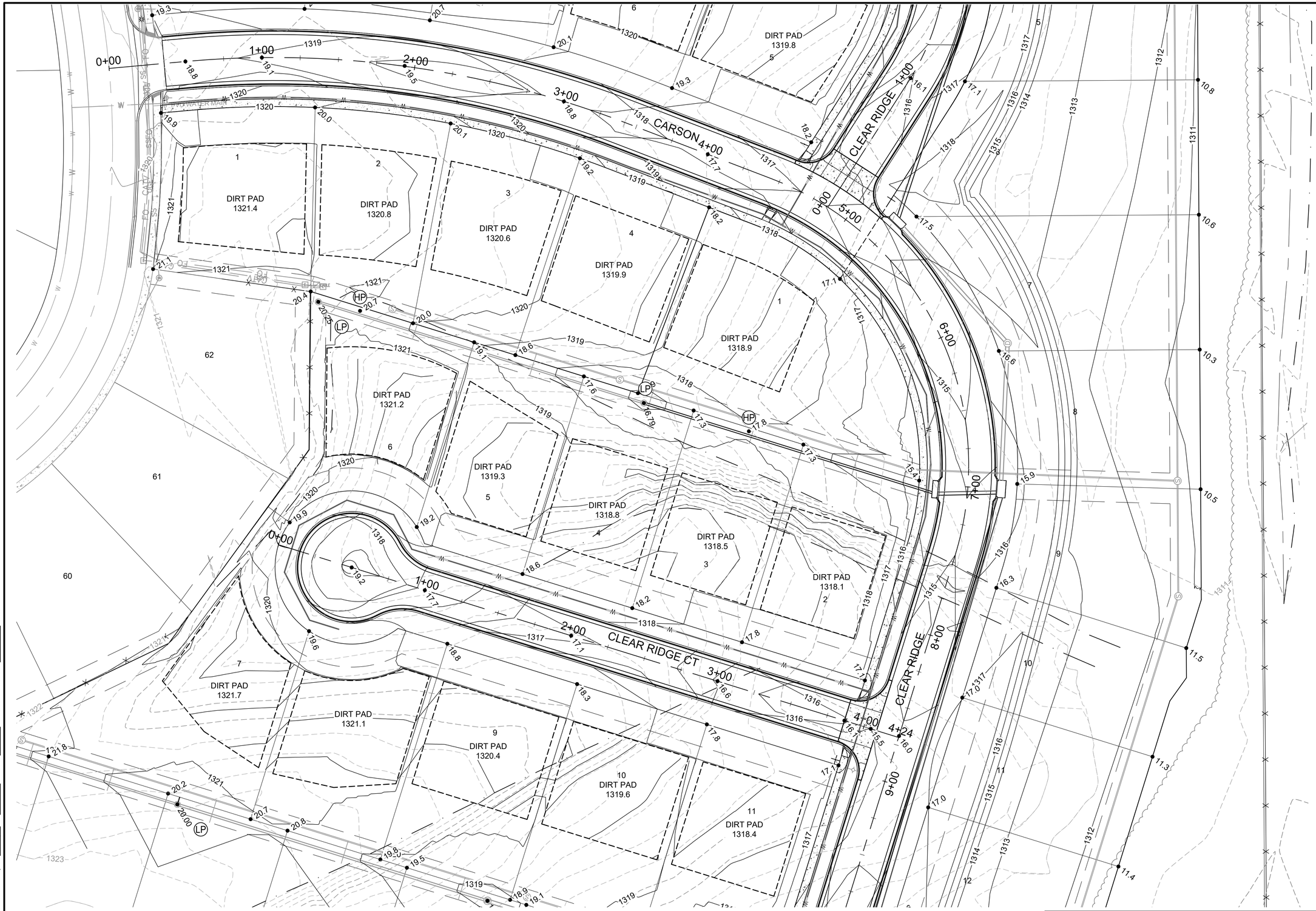
Last plotted by: Standrich, Daryl R Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 11:33 AM Plotter used: None



LOT COMPACTION TESTING REQUIRED. CONTRACTOR TO PROVIDE DENSITY TESTING FOR ALL LOTS LABELED WITH A "DIRT PAD ELEVATION". ONE TEST PER LOT PER 1' OF FILL. COST FOR TESTING SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM FOR "CONTRACTOR TESTING". SEE THIS SHEET FOR TABLES

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KENNETH W. LEE
CERTIFIED
15373
10-28-25
KANSAS
PROFESSIONAL ENGINEER

REV	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

SITE
GRADING 2

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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SHEET NUMBER 25 OF 57

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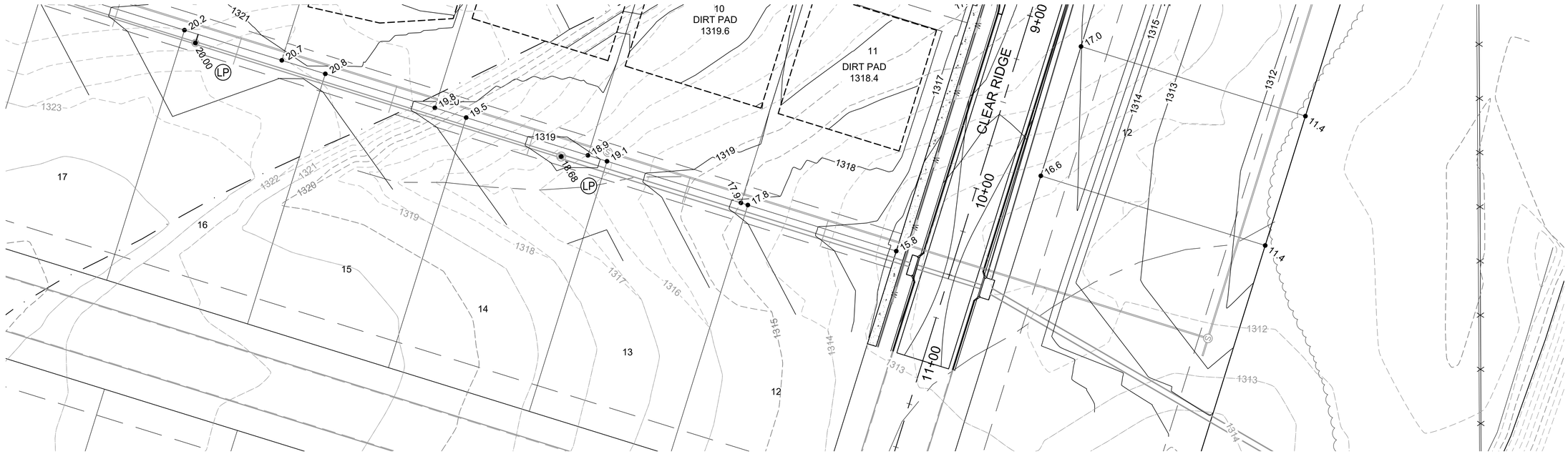
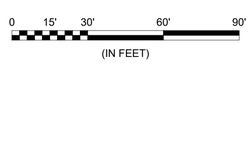
Last plotted by: Standrich, Daryl R. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 11:33 AM Plotter used: None





0 15' 30' 60' 90'
(IN FEET)

LOT COMPACTION TESTING REQUIRED. CONTRACTOR TO PROVIDE DENSITY TESTING FOR ALL LOTS LABELED WITH A "DIRT PAD ELEVATION". ONE TEST PER LOT PER 1' OF FILL. CONTRACTOR SHALL OBTAIN A PROCTOR FOR THE ON-SITE MATERIAL TO BE USED FOR COMPACTED FILL IN SLAB AREAS. COST FOR TESTING SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM FOR "CONTRACTOR TESTING". SEE THIS SHEET FOR TABLES

COMPACTION OF 95% STANDARD PROCTOR DENSITY SHALL BE OBTAINED IN ALL AREA. FILL SHALL BE PLACED WITH MOISTURE CONTENT OF OPTIMUM TO +4% AT THE TIME OF PLACEMENT. ALL TESTING SHALL BE INCIDENTAL TO LUMP SUM BID ITEM "TESTING". CONTRACTOR SHALL PLAN ON 25 COMPACTION TESTS AT 3 DIFFERENT MOBILIZATIONS.

CLEAR RIDGE & CLEAR RIDGE 2ND ADDITIONS

LOT/BLOCK	NORTHING	EASTING	EXIST. ELEV.	PROP. PAD		1313	1314	1315	1316	1317	1318	1319	1320	1321	1322	1323	1324	1325	1326	1327	1328	1329	1330	1331	1332	1333
LOT 1 BLOCK A	1673201.78	1696130.92	1314.70	1318.20		■	■					■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 2 BLOCK A	1673204.21	1696174.66	1314.96	1319.00		■	■						■	■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 3 BLOCK A	1673180.94	1696261.74	1316.63	1319.60		■	■	■	■				■	■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 4 BLOCK A	1673149.36	1696421.32	1317.48	1319.70		■	■	■	■	■			■	■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 5 BLOCK A	1673128.51	1696499.49	1316.69	1319.50		■	■	■	■				■	■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 1 BLOCK 2	1673025.16	1696092.80	1317.95	1318.00		■	■	■	■	■		■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 2 BLOCK 2	1673027.59	1696226.26	1318.32	1318.60		■	■	■	■	■			■	■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 1 BLOCK C	1673019.07	1696369.45	1317.93	1319.10		■	■	■	■	■			■	■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 2 BLOCK C	1672971.03	1696469.44	1316.95	1318.90		■	■	■	■			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 5 BLOCK 2	1672759.00	1696486.10	1315.68	1319.80		■	■	■					■	■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 6 BLOCK 2	1672843.83	1696415.04	1318.11	1320.80		■	■	■	■	■	■			■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 1 BLOCK 3	1672698.42	1696078.99	1320.43	1321.40		■	■	■	■	■	■	■	■		■	■	■	■	■	■	■	■	■	■	■	■
LOT 2 BLOCK 3	1672685.62	1696226.87	1319.70	1320.80		■	■	■	■	■	■			■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 3 BLOCK 3	1672654.96	1696304.88	1318.77	1320.60		■	■	■	■	■	■			■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 4 BLOCK 3	1672623.90	1696386.94	1317.72	1319.80		■	■	■	■	■			■	■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 1 BLOCK D	1672582.23	1696468.07	1314.91	1318.80		■	■					■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 2 BLOCK D	1672458.51	1696518.94	1312.39	1318.10								■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 3 BLOCK D	1672482.88	1696456.95	1312.89	1318.50								■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 4 BLOCK D	1672503.40	1696381.96	1313.74	1318.60		■						■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 5 BLOCK D	1672505.03	1696304.93	1314.65	1319.30		■	■						■	■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 6 BLOCK D	1672520.48	1696233.95	1315.92	1321.2		■	■	■							■	■	■	■	■	■	■	■	■	■	■	■
LOT 7 BLOCK D	1672392.13	1696124.10	1318.14	1321.7		■	■	■	■	■	■				■	■	■	■	■	■	■	■	■	■	■	■
LOT 8 BLOCK D	1672372.61	1696153.99	1318.93	1321.10		■	■	■	■	■	■				■	■	■	■	■	■	■	■	■	■	■	■
LOT 9 BLOCK D	1672284.17	1696296.16	1317.90	1320.40		■	■	■	■	■				■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 10 BLOCK D	1672259.12	1696380.58	1315.72	1319.60		■	■	■					■	■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 11 BLOCK D	1672235.14	1696456.02	1313.72	1318.40		■						■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
LOT 19 BLOCK 5	1670714.75	1694840.74	1332.73	1334.00		■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
LOT 20 BLOCK 5	1670738.35	1694700.10	1333.58	1333.90		■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
LOT 21 BLOCK 5	1670744.60	1694616.08	1332.21	1333.00		■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
LOT 22 BLOCK 5	1670766.42	1694535.40	1330.72	1331.70		■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		■	■
LOT 10 BLOCK 7	1671390.98	1694777.07	1325.10	1326.60		■	■	■	■	■	■	■	■	■	■	■	■	■		■	■	■	■	■	■	■
LOT 11 BLOCK 7	1671237.79	1694803.93	1325.18	1326.00		■	■	■	■	■	■	■	■	■	■	■	■	■		■	■	■	■	■	■	■
LOT 12 BLOCK 7	1671214.42	1694804.95	1325.17	1326.30		■	■	■	■	■	■	■	■	■	■	■	■	■		■	■	■	■	■	■	■
LOT 13 BLOCK 7	1671136.54	1694744.46	1326.77	1329.60		■	■	■	■	■	■	■	■	■	■	■	■	■	■				■	■	■	■
LOT 14 BLOCK 7	1671151.24	1694631.12	1328.54	1329.60		■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		■	■	■	■

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KENNETH W. LEE
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15373
10-24-25
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

SITE GRADING 3

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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Last plotted by: Standrich, Daryl R. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 11:33 AM Plotter used: None

CAUTION! EXISTING FENCE

RE-GRADE ARE FOR POSITIVE DRAINAGE TO ELIMINATE EROSION. INSTALL 615 S.Y. EROSION CONTROL MAT (CURLEX)

CAUTION! EXISTING UTILITIES

CLEAR CREEK CT

WASSALL

DIRT PAD 1326.6

DIRT PAD 1327.6

DIRT PAD 1327.9

DIRT PAD 1329.3

DIRT PAD 1329.5

DIRT PAD 19 1336.1

DIRT PAD 20 1336.1

DIRT PAD 21 1334.7

DIRT PAD 22 1332.5

SEE SHEET 40 FOR DITCH GRADING PLAN/PROFILE

LOT COMPACTION TESTING REQUIRED. CONTRACTOR TO PROVIDE DENSITY TESTING FOR ALL LOTS LABELED WITH A "DIRT PAD ELEVATION". ONE TEST PER LOT PER 1' OF FILL. COST FOR TESTING SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM FOR "CONTRACTOR TESTING". SEE PREVIOUS SHEET FOR TABLES

0 20' 40' 80' 120'
(IN FEET)

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Wichita, KS 67209
(316) 264-8008

KENNETH W. LEE
CERTIFICATE
15373
10-26-25
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

SITE GRADING 4

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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SHEET NUMBER 27 OF 57

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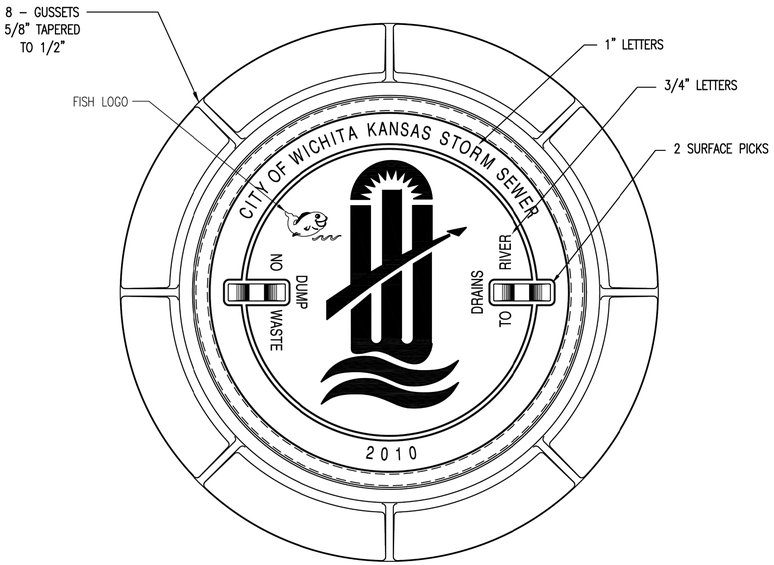
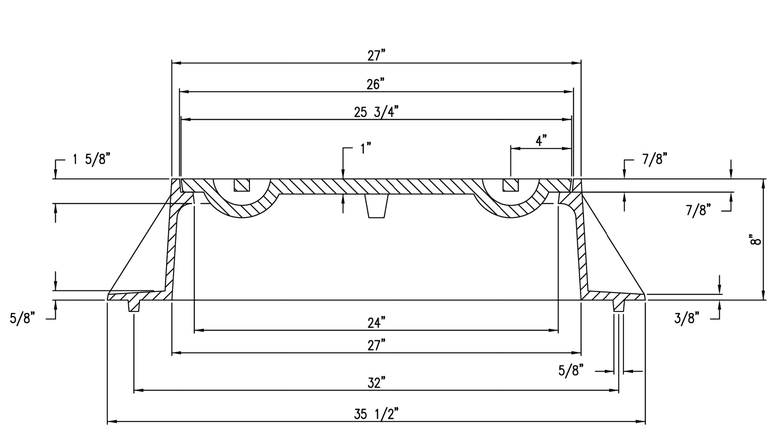
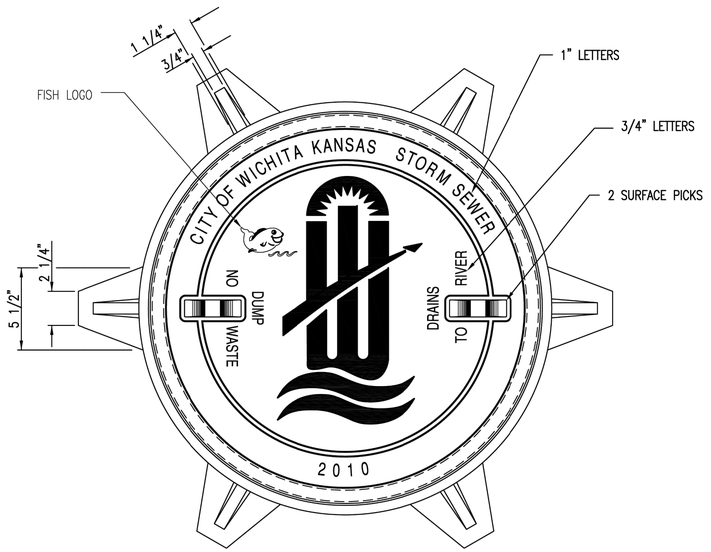


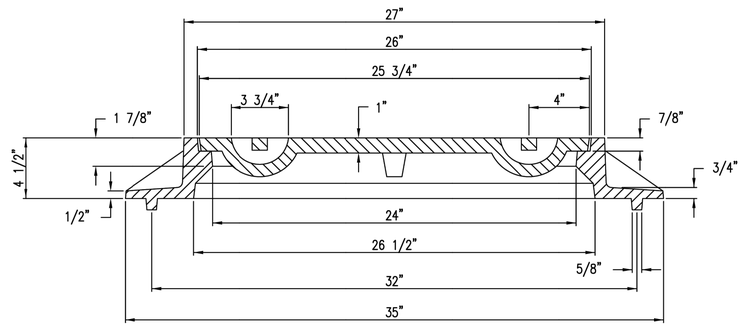


MANHOLE FRAME

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

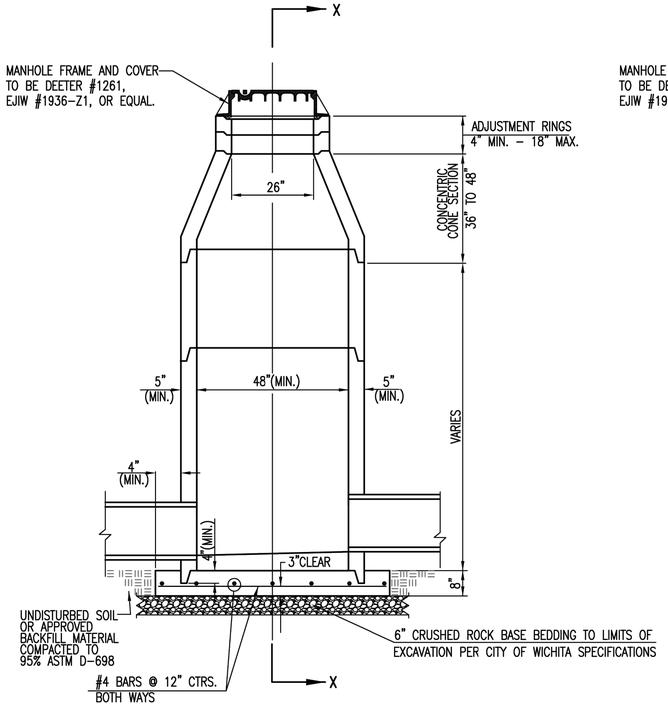
MANHOLE/INLET FRAME AND COVER (STORM SEWER)

CITY ENGINEER
GARY JANZEN, P.E.

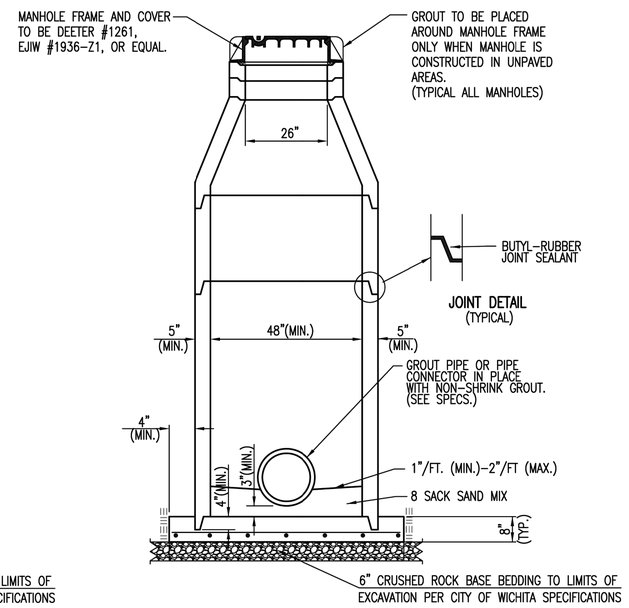
PROJECT NUMBER	OCA NUMBER	DATE
__-____	.	11/2010

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

SHEET 28 / 57



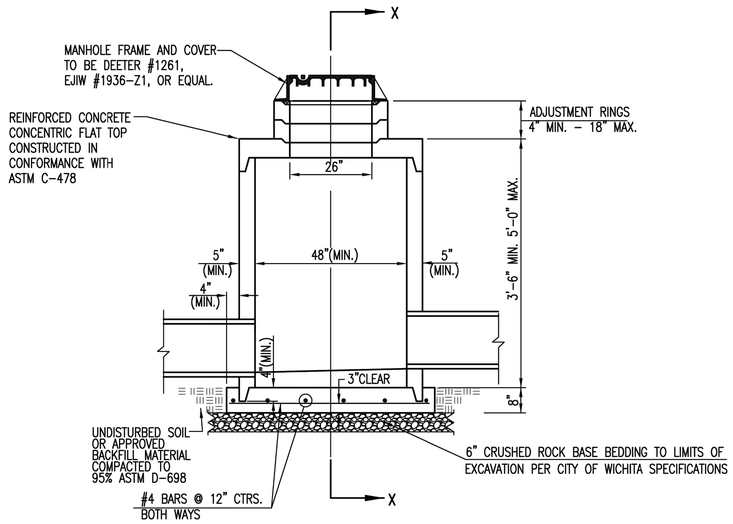
PRECAST
STANDARD MANHOLE
TYPE "A"



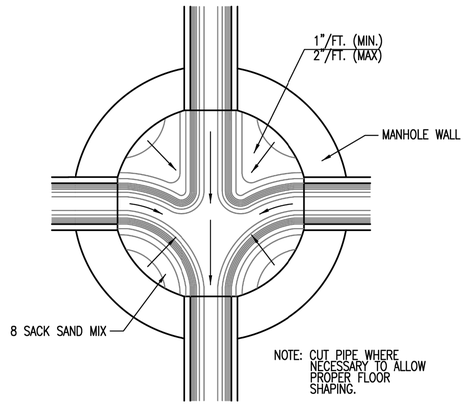
SECTION X-X
(TYPICAL)

GENERAL NOTES

1. IF, IN THE OPINION OF THE ENGINEER, THE MANHOLE SUBGRADE APPEARS UNSTABLE, THE CONTRACTOR WILL HAVE THE OPTION TO COMPACT SUBGRADE AS SHOWN OR INCREASE THE THICKNESS OF THE MANHOLE BASE AS DIRECTED BY THE ENGINEER.
2. STEEL REINFORCING WILL BE REQUIRED IN ALL MANHOLE BASES.
3. ALL MANHOLE CONSTRUCTION SHALL BE WATER TIGHT.
4. TOP OF MANHOLE FLOOR SLAB SHALL BE AT LEAST 3 INCHES BELOW THE FLOW LINE OF THE OUTLET PIPE TO INSURE SUFFICIENT MINIMUM THICKNESS OF SHAPED INVERT.
5. ALL PRECAST CONCRETE MANHOLE SECTIONS SHALL CONFORM TO THE LATEST REVISION OF ASTM C-478 AS MODIFIED BY THE SPECIFICATIONS.
6. CONCRETE USED FOR MANHOLE CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
7. PRECAST MANHOLES SHALL BE SET AT LEAST 4 INCHES INTO MANHOLE BASE.
8. MANHOLES WITH PIPE SIZES 24" AND LARGER SHALL HAVE 5 FOOT INSIDE DIAMETER (MIN.)
9. MANHOLES WITH PRECAST BASES MAY BE USED AT THE CONTRACTORS OPTION. THESE MANHOLES SHALL HAVE AN 8" MINIMUM BASE THICKNESS AND SHALL BE PLACED ON AN 8" MIN. CRUSHED ROCK BASE. PIPES SHALL BE ENCASED WITH CRUSHED ROCK TO AT LEAST 3 FEET FROM THE MANHOLE WALL.
10. CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN MANHOLE WALL SHALL BE GROUTED FLUSH TO THE MANHOLE WALL WITH HYDRAULIC CEMENT AFTER THE MANHOLE IS IN PLACE. LIFTING HOLES THRU THE MANHOLE WALL WILL NOT BE ACCEPTED.
11. THE ENDS OF ALL PIPES IN MANHOLES SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE MANHOLE WALL.
12. MANHOLE INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE MANHOLE WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
13. MANHOLE FRAME AND COVER TO BE DEETER #1261, EJIW #1936-Z1, OR APPROVED EQUAL, SEE SW-303.
14. FOR FLAT GRATED INLET APPLICATION, GRATE TO BE DEETER #1933, EJIW #1205 MDI, OR APPROVED EQUAL.
15. FOR BEEHIVE GRATE APPLICATION, GRATE TO BE DEETER #4495, EJIW #120545, OR APPROVED EQUAL.



PRECAST
SHALLOW MANHOLE
TYPE "B"



TYPICAL MANHOLE
FLOOR SHAPING

REVISED: MARCH 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

PRECAST CONCRETE MANHOLE (STORM SEWER)

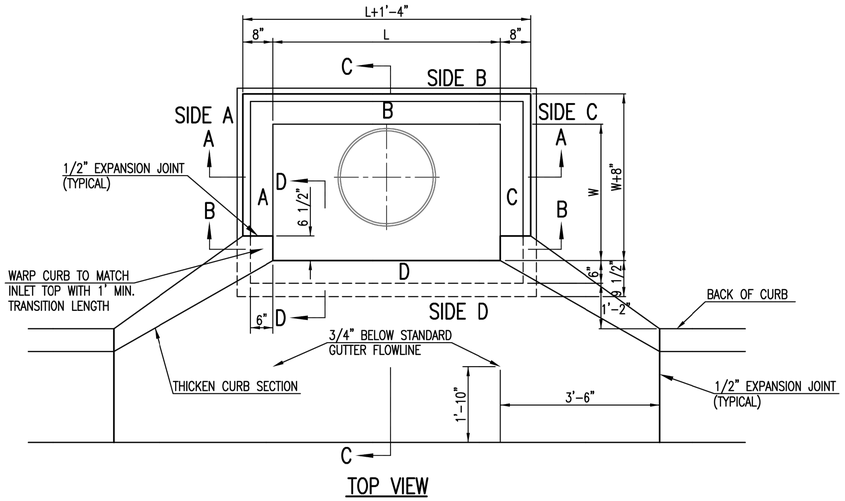
CITY ENGINEER
GARY JANZEN, P.E.

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 29 / 57

SW-301



TOP VIEW

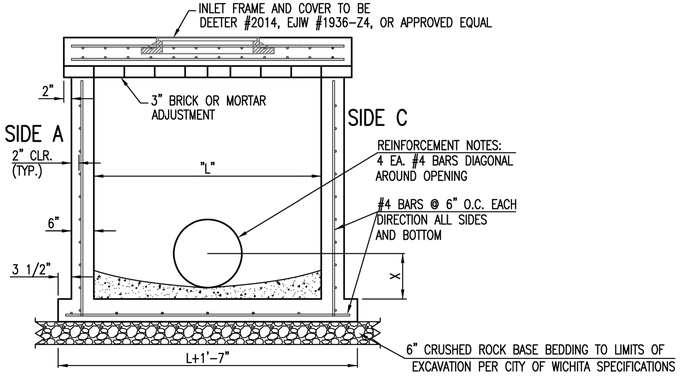
BAR SCHEDULE		
INLET OPENING	B1 BARS	SPACING
5'-0"	#4	4"
10'-0"	#6	3.5"

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

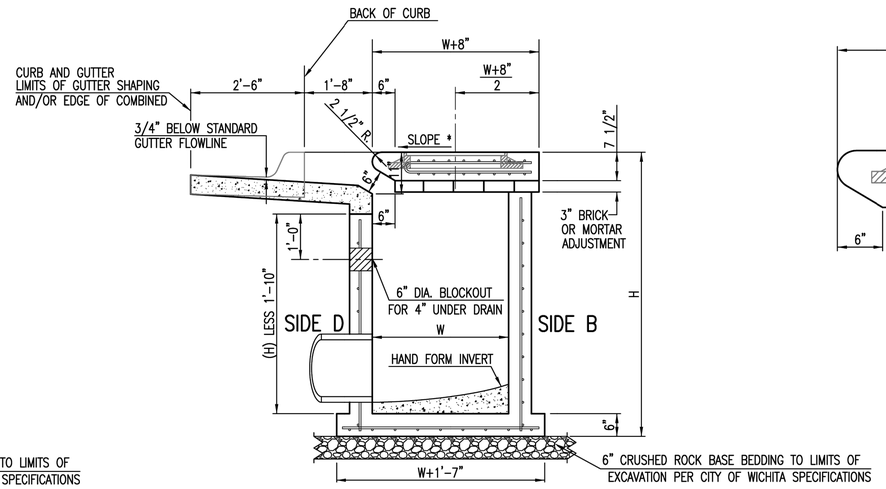
** FOR PIPES PERPENDICULAR TO INLET WALL

GENERAL NOTES

1. CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
2. CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP OF THIS INLET WHEN W=5'-0" AND H=7'-0" OR LESS.
3. INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
4. THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.
5. INLET FRAME AND COVER TO BE DEETER #2014, EJIW #1936-Z4, OR APPROVED EQUAL, SEE SW-303.
6. CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN INLET WALL SHALL BE GROUTED FLUSH TO THE INLET WALL WITH HYDRAULIC CEMENT AFTER THE INLET IS IN PLACE. LIFTING HOLES THRU THE INLET WALL WILL NOT BE ACCEPTED.

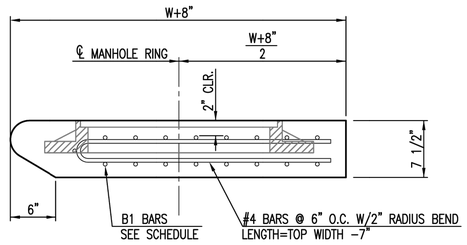


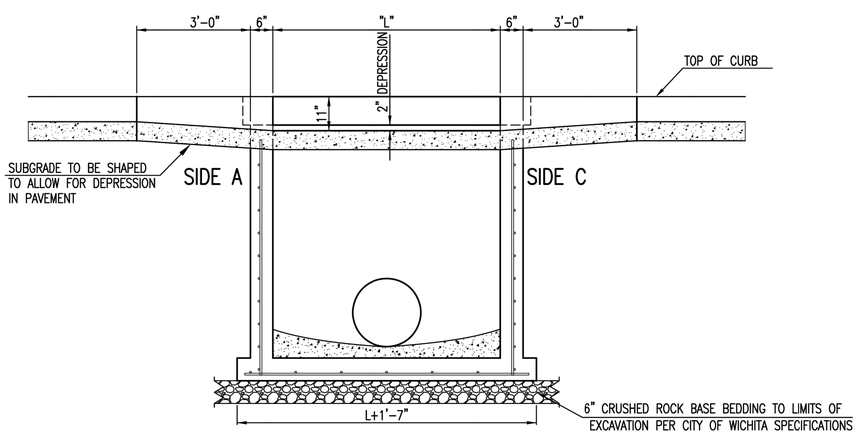
SECTION "A-A"



SECTION "C-C"

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





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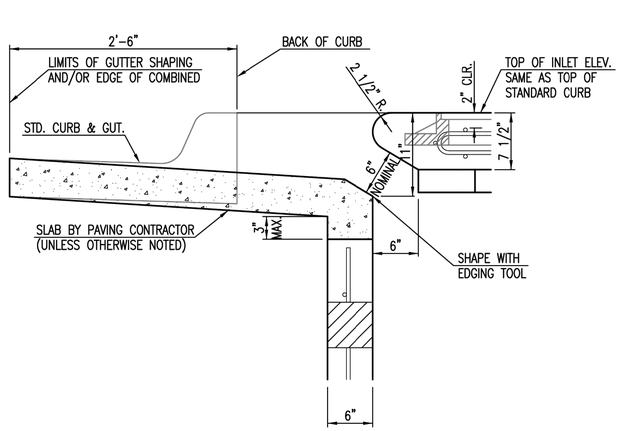


SECTION "D-D"

REVISION MAY 2017	UPDATED SET BACK DIMENSION ON TOP VIEW

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

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

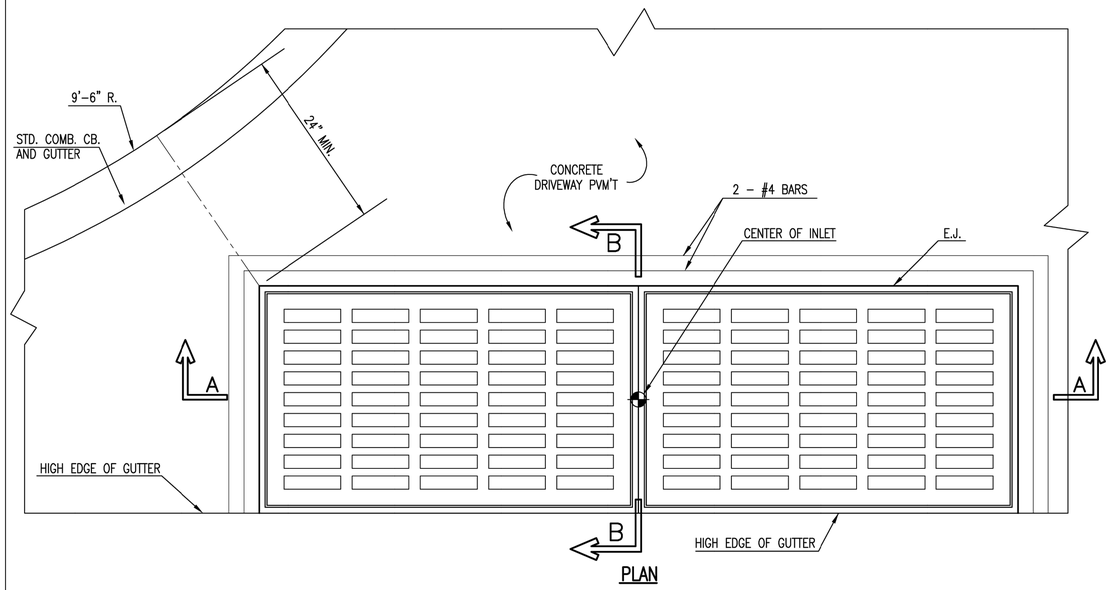
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
__-____	.	

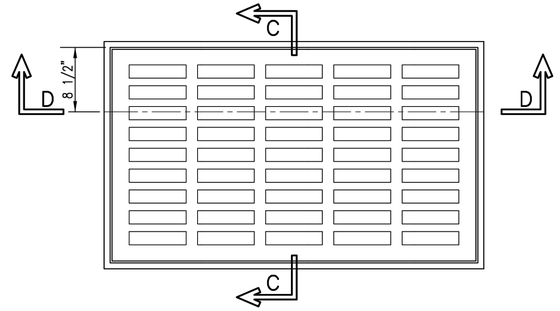
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET 30 / 57

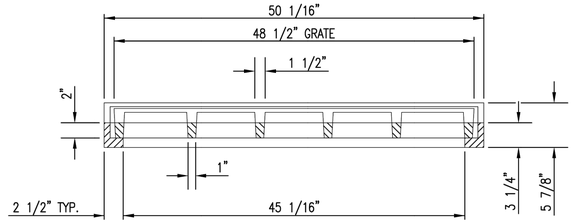
SW-103



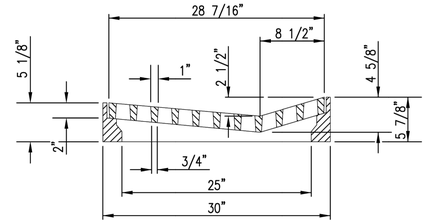
PLAN



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



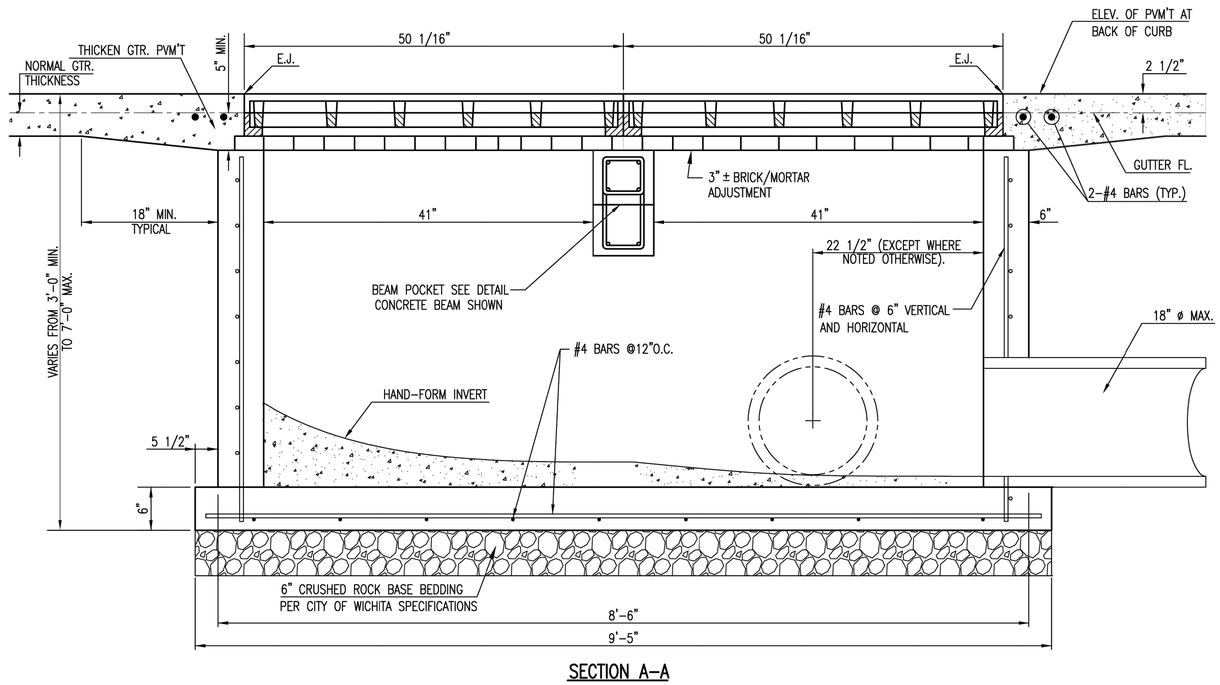
SECTION D-D



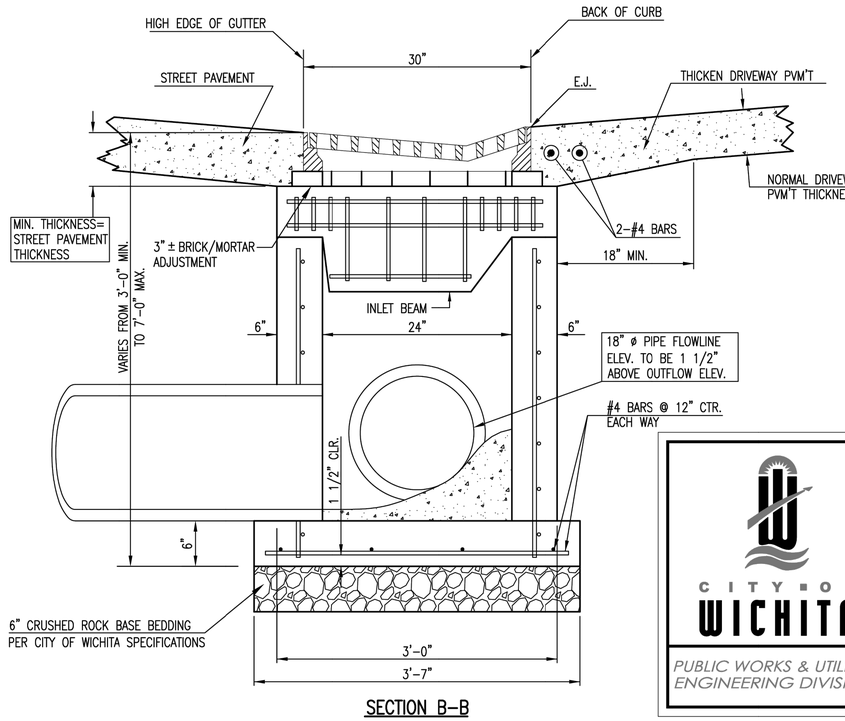
SECTION C-C

GENERAL NOTES

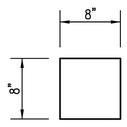
1. GRATE FRAME TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK. CONCRETE USED FOR INLET CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
2. CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALL BETWEEN THE CONCRETE INLET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



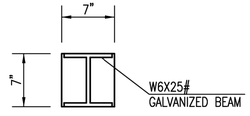
SECTION A-A



SECTION B-B



CONCRETE BEAM POCKET



GALV. STEEL BEAM POCKET

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

GRATED DRIVEWAY INLET (DOUBLE)

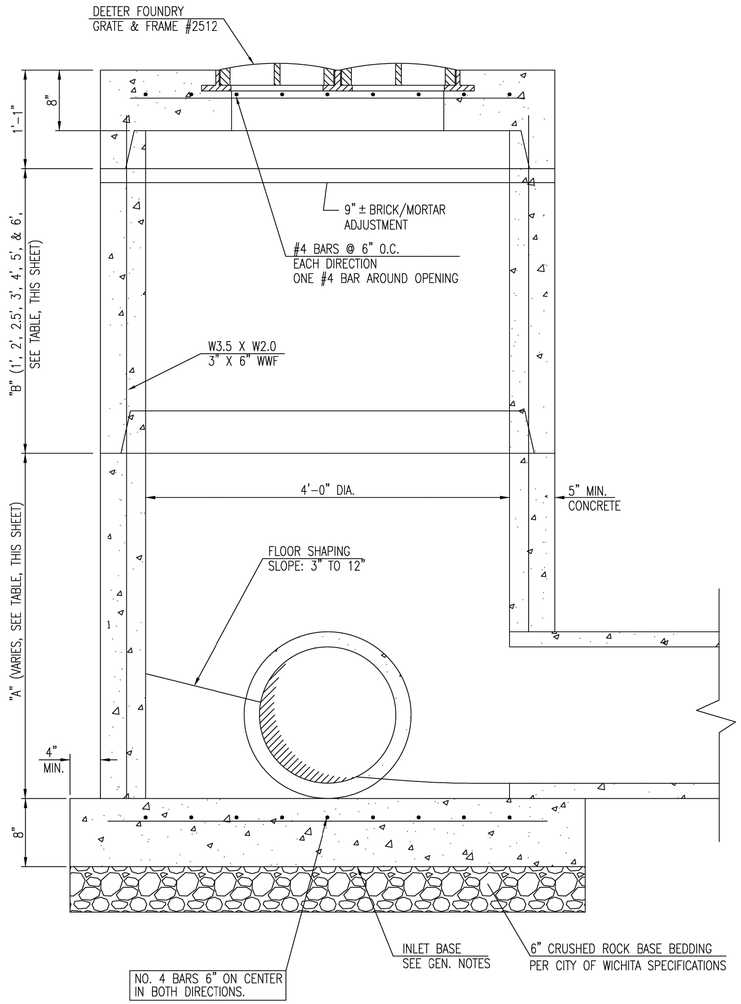
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
__-____	.	05/2013

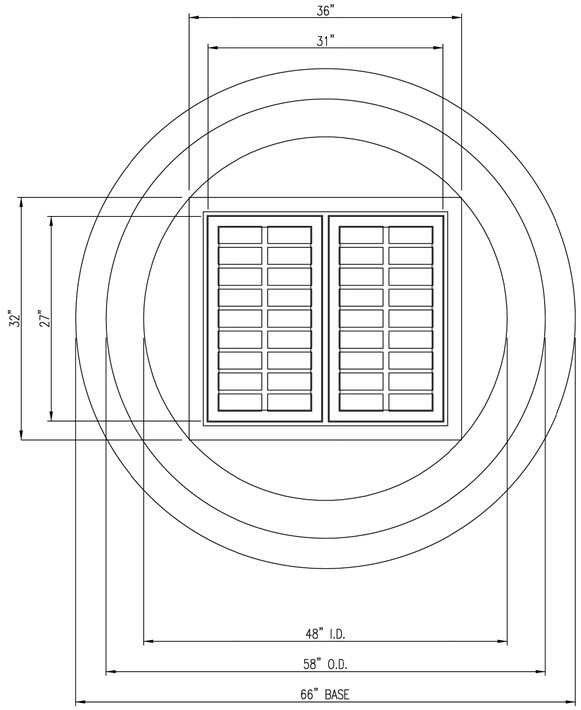
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

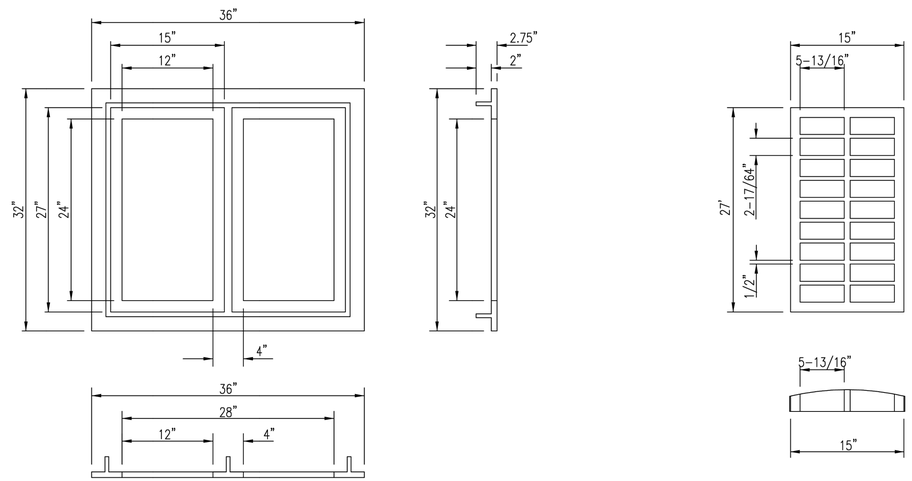
SHEET ## 57

SW-109



BACKYARD INLETS SHALL NOT BE USED UNDER PAVEMENT





DEETER #2512 CATCH BASIN INLET GRATE & FRAME

GENERAL NOTES

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

2. REINFORCING STEEL SHALL BE INSTALLED IN THE BACKYARD INLET BASES AND SHALL CONSIST OF NO. 4 BARS PLACED ON 6" CENTERS IN BOTH DIRECTIONS. THE BACKYARD INLET BASE REINFORCEMENT SHALL BE PLACED 6" ABOVE THE BOTTOM OF THE BACKYARD INLET BASE. ALL COSTS FOR FURNISHING AND INSTALLING REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BACKYARD INLET.

3. THE FLOORS OF ALL BACKYARD INLET SHALL BE SHAPED WITH FLOW CHANNELS SUCH THAT THE INLETS WILL BE SELF CLEANING AND FREE OF AREAS WHERE SOLIDS COULD BE DEPOSITED. FLOW CHANNELS SHALL BE FORMED TO MATCH THE BOTTOM HALVES OF THE INFLOWING PIPES AND THE OUTFLOWING PIPE AS SHOWN BY THE DRAWINGS. INLET FLOORS SHALL HAVE SLOPES OF 3 INCHES PER FOOT IN THE AREAS OUTSIDE OF THE FLOW CHANNELS SLOPED TOWARD THE FLOW CHANNELS. PIPES LAID THROUGH INLETS SHALL HAVE THE TOP HALF REMOVED TO NEAT LINES FOR THE FULL INSIDE DIAMETER OF THE INLET. INLET FLOORS SHALL THEN BE SHAPED AROUND THE BOTTOM HALF OF THE PIPE WHICH FORMS THE FLOW CHANNEL.

4. PIPES INSTALLED WITHIN THE EXCAVATION MADE FOR THE INLET SHALL BE CRADLED WITH CONCRETE TO THE LIMITS OF THE INLET EXCAVATION. WHEN CLAY PIPE IS USED, THE CRADLE SHALL EXTEND TO THE FIRST JOINT OUTSIDE THE INLET. THE CRADLE SHALL BE TERMINATED AT THE CLAY PIPE JOINT IN A MANNER WHICH WILL MAINTAIN THE FLEXIBILITY OF THE JOINT. COST OF CRADLE WITHIN INLET EXCAVATION OR TO CLAY PIPE JOINTS ADJACENT TO INLET SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE INLET.

5. INLET GRATE CASTINGS AND INLET FRAME CASTINGS SHALL CONFORM TO THE REQUIREMENTS AS INDICATED IN THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE STANDARD DETAIL DRAWING.

6. THE CROWNS OF INFLOWING PIPES SHALL NEVER BE SET LOWER THAN THE CROWN OF THE OUTFLOWING PIPE.

7. JOINTS BETWEEN INLET SECTIONS TO BE SEALED WITH TWO WRAPS OF EXTRUDED BUTYL RUBBER JOINT MASTIC MEETING CITY OF WICHITA TYPE "A" MANHOLE SPECIFICATIONS.

8. BACKYARD INLETS SHALL BE PAID FOR AT THE UNIT PRICE BID PER EACH. ALL STANDARD BACKYARD INLET DIAMETERS WILL BE 4'.

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

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

BACKYARD INLET

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
___-____	.	05/2011

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

SHEET 32 / 57

SW-203

CONTRACTOR TO REMOVE / TRIM EXISTING TREES IF NECESSARY FOR STORM SEWER CONSTRUCTION. COST TO REMOVE / TRIM TREES SHALL BE INCIDENTAL TO THE BID ITEM FOR "SITE CLEARING".

N 1672001.05 E 1696769.10
STA:0+00.00, SWS Line 1
BEGIN SWS Line 1
INSTALL 18" END SECTION & 20 SY LIGHT STONE RIP RAP RESTRAIN LAST TWO JOINTS OF PIPE. FIELD ADJUST PIPE LENGTH TO MATCH AS-BUILT POND SLOPE.

EXISTING POND

SWS LINE 1

CLEAR RIDGE ADDITION

CLEAR RIDGE 2ND ADDITION

RESERVE "E"

RESERVE "A"

15' UTILITY EASEMENT

SWS 1-2
N 1672153.52 E 1696506.87
STA. 3+03.34, SWS Line 1 =
STA. 10+51.29 CLEAR RIDGE, 21.67 LT
CONSTRUCT TYPE 1A INLET (10'X5')

SWS 1-3
N 1672166.08 E 1696466.44
STA. 3+45.67, SWS Line 1 =
STA. 10+51.29 CLEAR RIDGE, 20.66 RT
CONSTRUCT TYPE 1A INLET (10'X3')

11+00

10+00

SWS LINE 1

20' DRAINAGE & UTILITY EASEMENT

PROPOSED SS (BY OTHERS)

SWS LINE 2 (SEE SHEET 34)

PROPOSED WATERLINE (BY OTHERS)

64' R/W
35' BK-BK

CLEAR RIDGE
PROPOSED AC PAVEMENT

15' UTILITY EASEMENT

103° 90° 180°

12

11

Ⓑ Ⓓ

0 10' 20' 40' 60'
(IN FEET)

VERTICAL 5 0

SWS Line 1

1:1
STA:0+00.00 SWS Line 1
FL ELEV. = 1308.00

GRADE TO PROVIDE A MINIMUM OF 1' OF COVER

FIELD ADJUST END SECTION TO MATCH POND SLOPE

EXISTING GROUND

PROPOSED GROUND

SWS 1-2
STA:3+03.34 SWS Line 1
TOP ELEV. 1315.98

SWS 1-3
STA:3+45.67 SWS Line 1
TOP ELEV. 1315.98

STA. 3+06 TO STA. 3+43
INSTALL 37 L.F.
SAND BACKFILL,
JET AND VIBRATE

303.34 L.F. of
36" RCP @ 0.30%

42.33 L.F. of
24" RCP @ 0.50%

	0+00.00	0+50	1+00	1+50	2+00	2+50	3+03.34	3+45.67
	1308.00 FL	1308.15 FL	1308.30 FL	1308.45 FL	1308.60 FL	1308.75 FL	1308.91(N) 1308.91 FL(SE)	1309.91 FL(W) 1310.12 FL

1335 1330 1325 1320 1315 1310 1305 1300 1295

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

KENNETH W. LEE
CERTIFICATE
15373
10-26-25
KANSAS
PROFESSIONAL ENGINEER

REV	DATE	DESCRIPTION	BY

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

SWS LINE 1
(1 of 3)

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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

DRAWING NUMBER
-

SHEET NUMBER 33 OF 57

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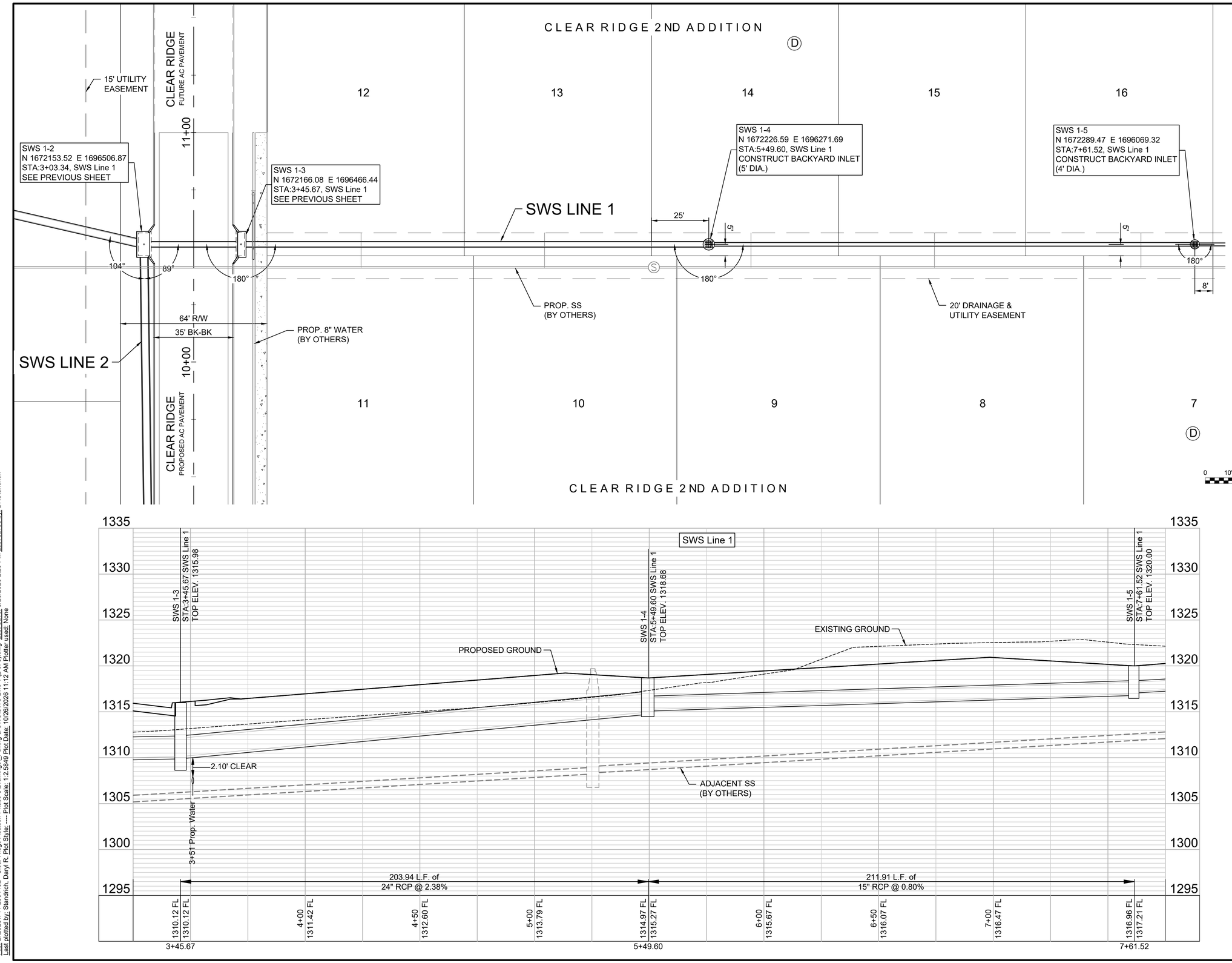

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1995 Midfield Road
Wichita, KS 67209
(316) 264-8008

KENNETH W. LEE
LICENSED
15373
10-26-25
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

SWS LINE 1
(2 of 3)

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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

DRAWING NUMBER

SHEET NUMBER 34 OF 57

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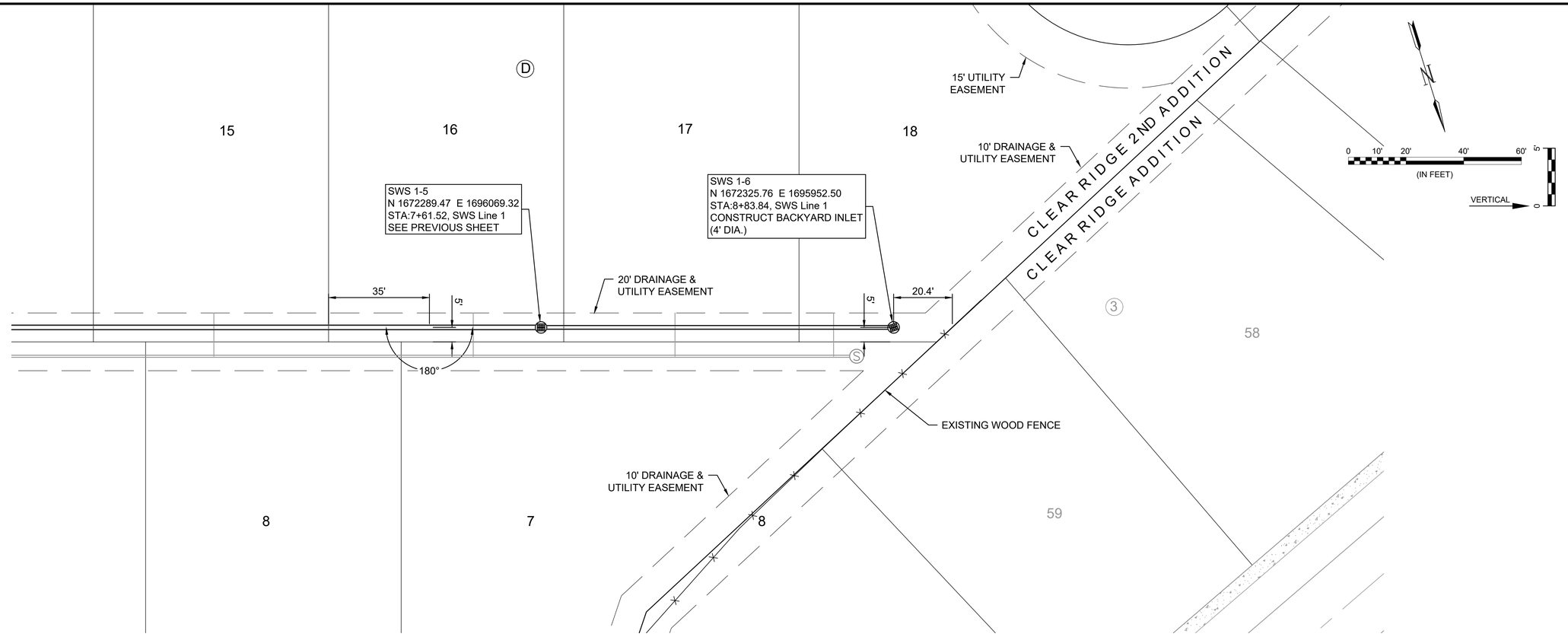

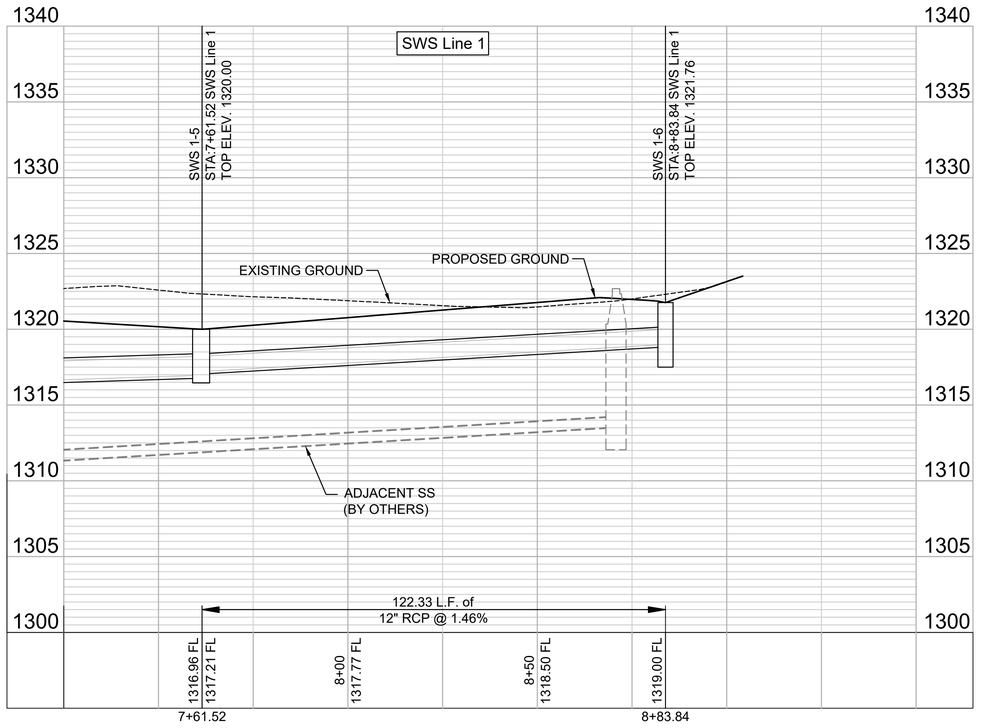

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(316) 264-8008

KENNETH W. LEE
LICENSED
15373
10-26-25
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

SWS LINE 1
(3 of 3)

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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

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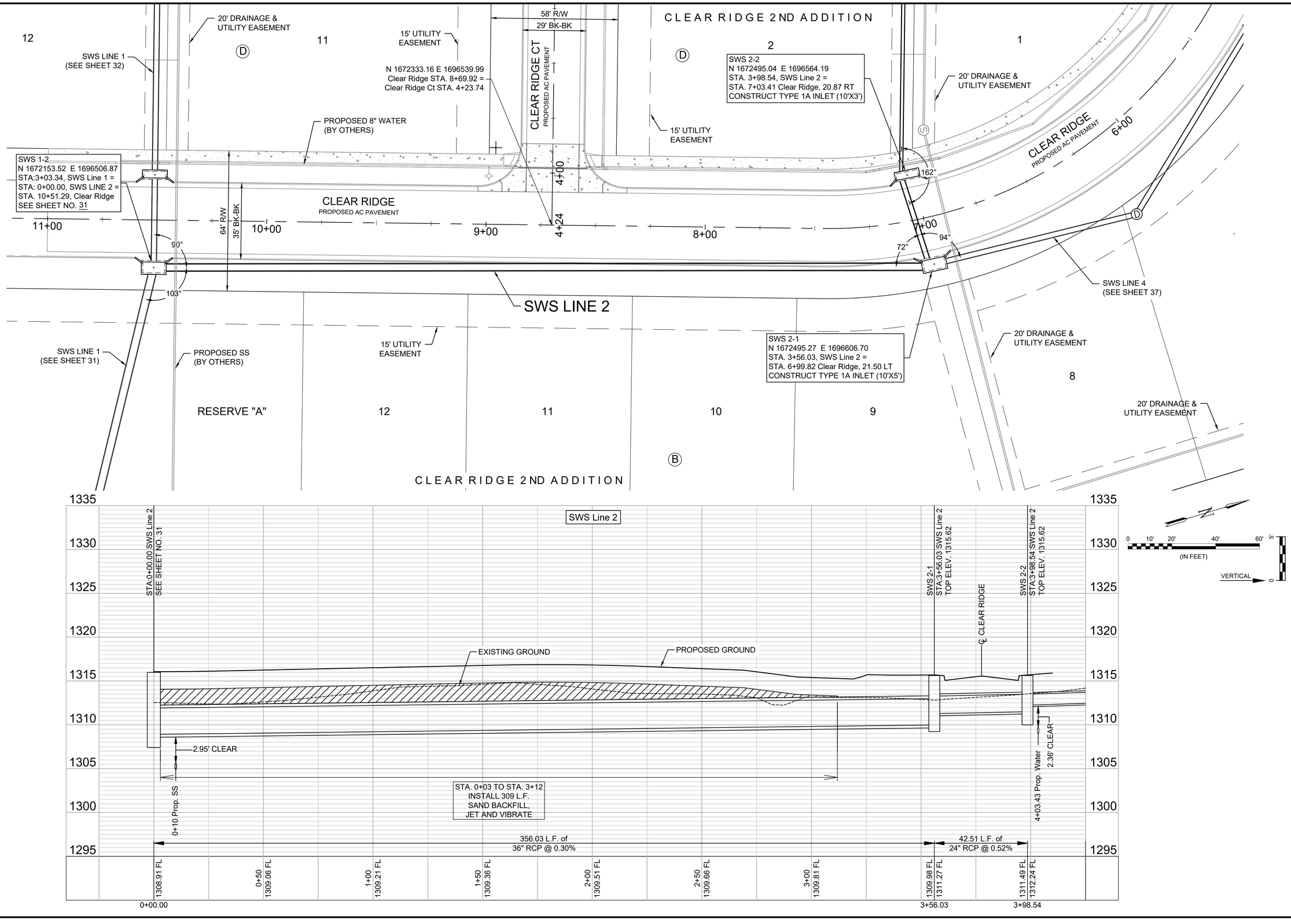
SHEET NUMBER 35 OF 57



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

KENNETH W. LEE
CERTIFIED
15373
10-26-25
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

SWS LINE 2
(1 of 2)

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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

DRAWING NUMBER
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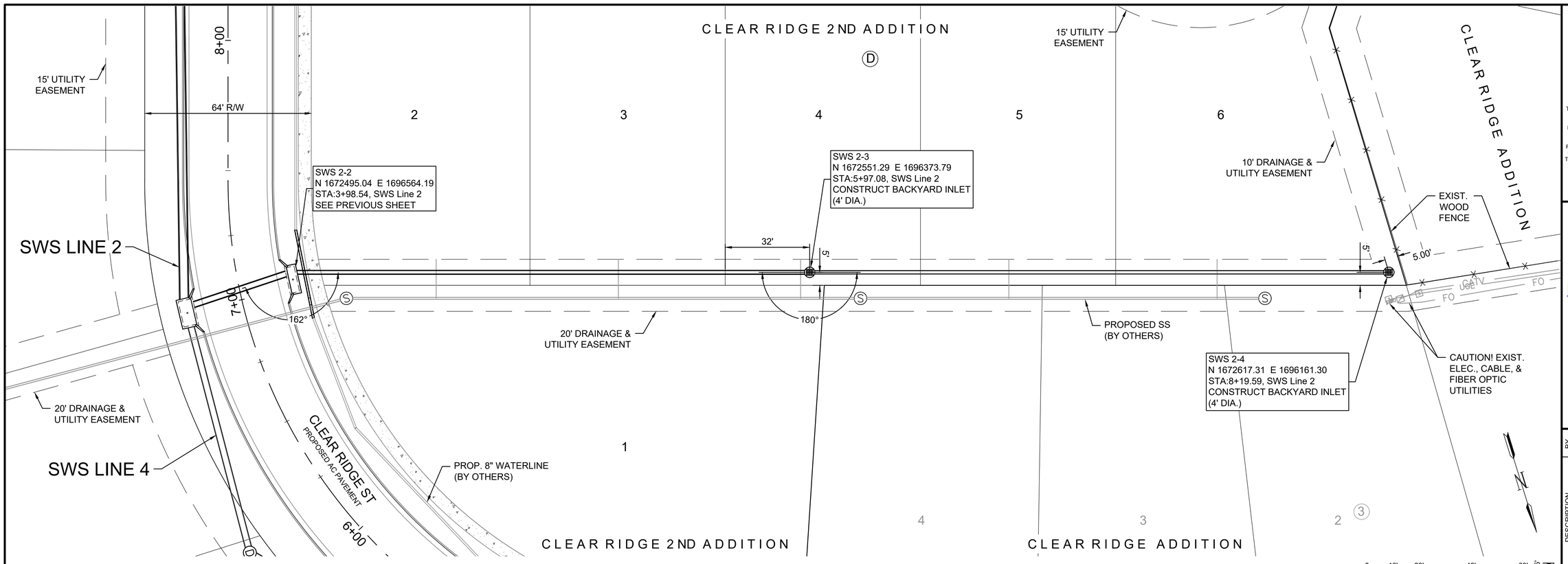

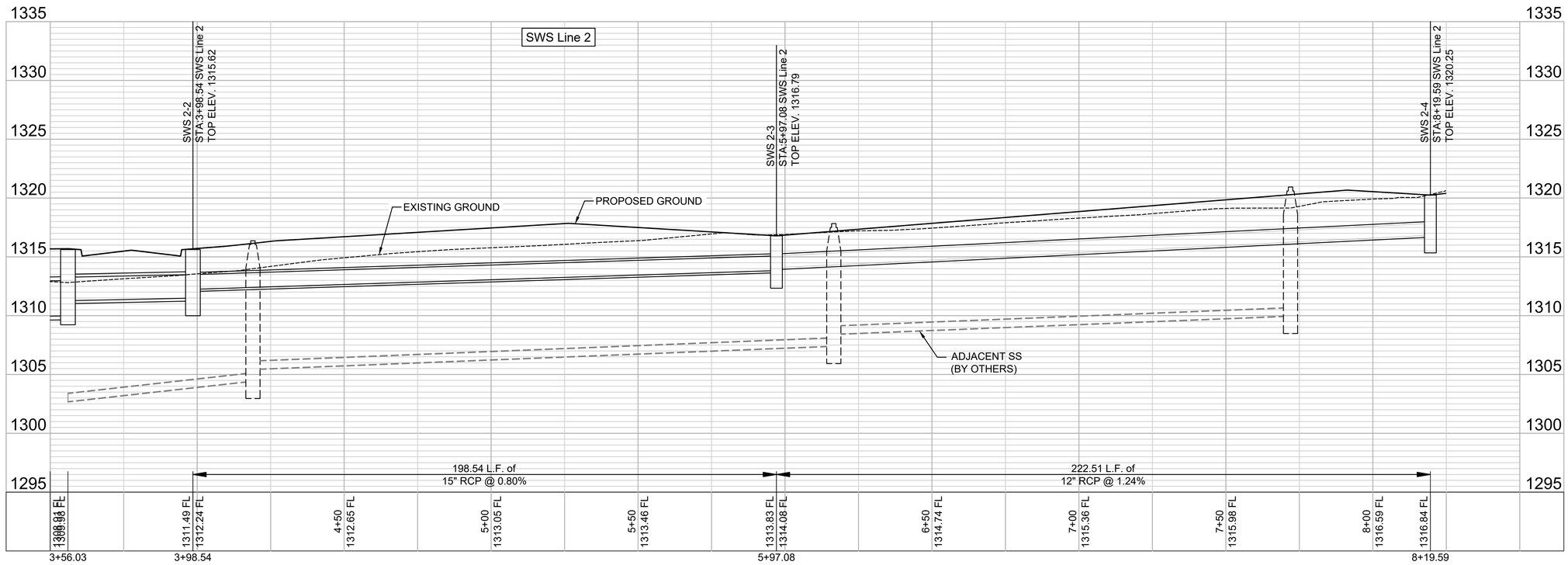

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1995 Midfield Road
Wichita, KS 67209
(316) 264-8008

KENNETH W. LEE
LICENSED
15373
10-26-25
KANSAS
PROFESSIONAL ENGINEER

REV	DATE	DESCRIPTION	BY

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

SWS LINE 2
(2 of 2)

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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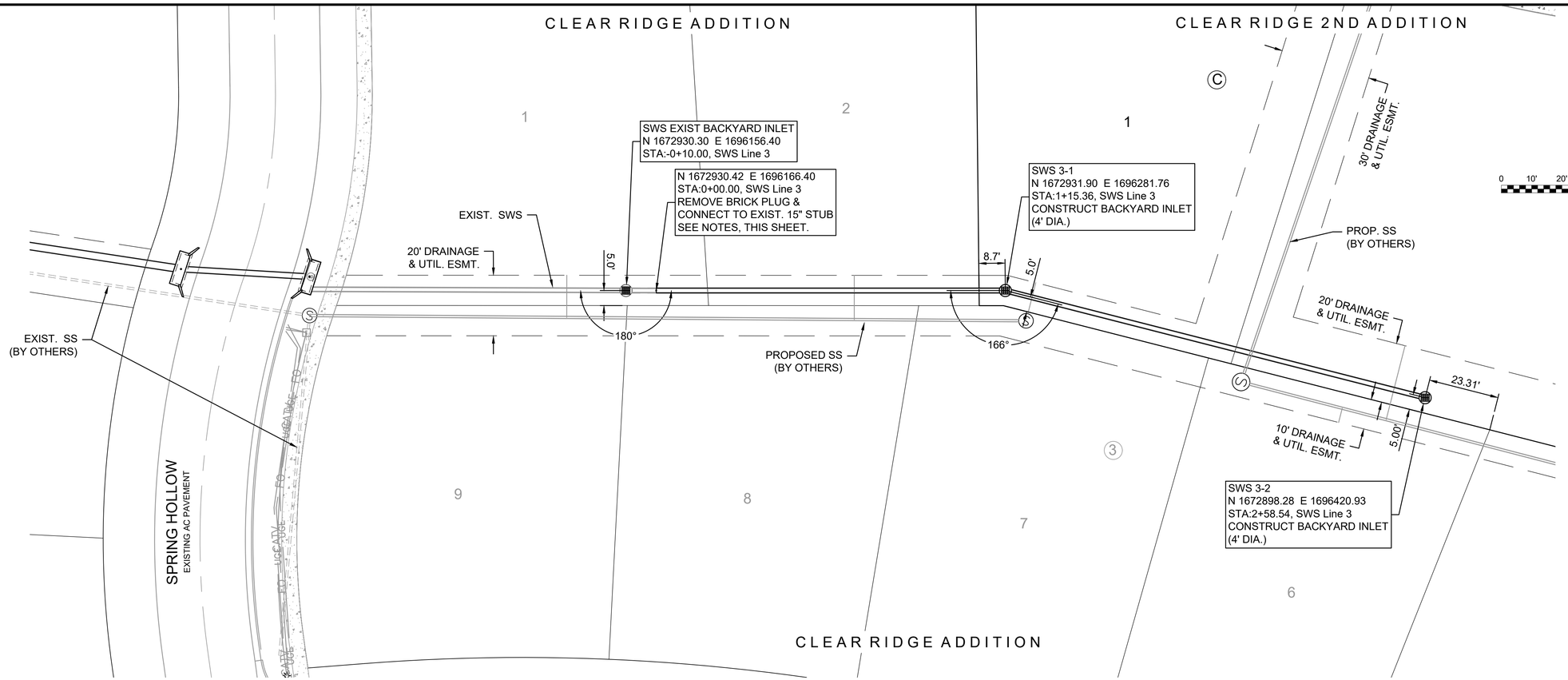
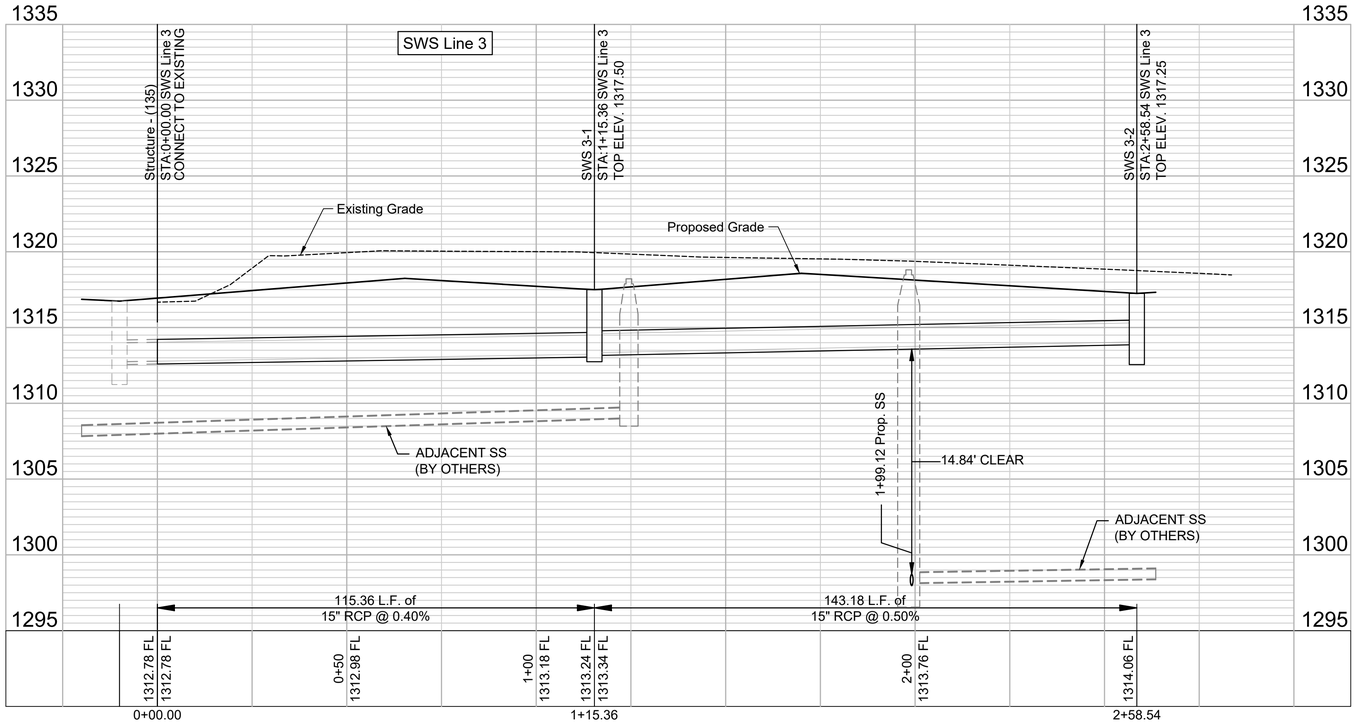
DRAWING NUMBER

SHEET NUMBER 37 OF 57



CONTRACTOR SHALL VERIFY STUB FL AND ALIGNMENT PRIOR TO BRICK PLUG REMOVAL. WHERE CONNECTION TO AN EXISTING STUB IS UNUSABLE DUE TO ELEVATION OR ALIGNMENT, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DEVIATION FROM PLAN. IF NEW BORE CUT IS NEEDED, THE CONTRACTOR SHALL BORE NEW CUT INTO EXISTING MANHOLE WALL TO MAKE CONNECTION AND RESHAPE THE EXISTING MANHOLE INVERT TO PROVIDE SMOOTH FLOW. ALL COST SHALL BE INCIDENTAL TO THE BID ITEM FOR "CONNECT TO EXISTING STUB".



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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

SWS LINE 3

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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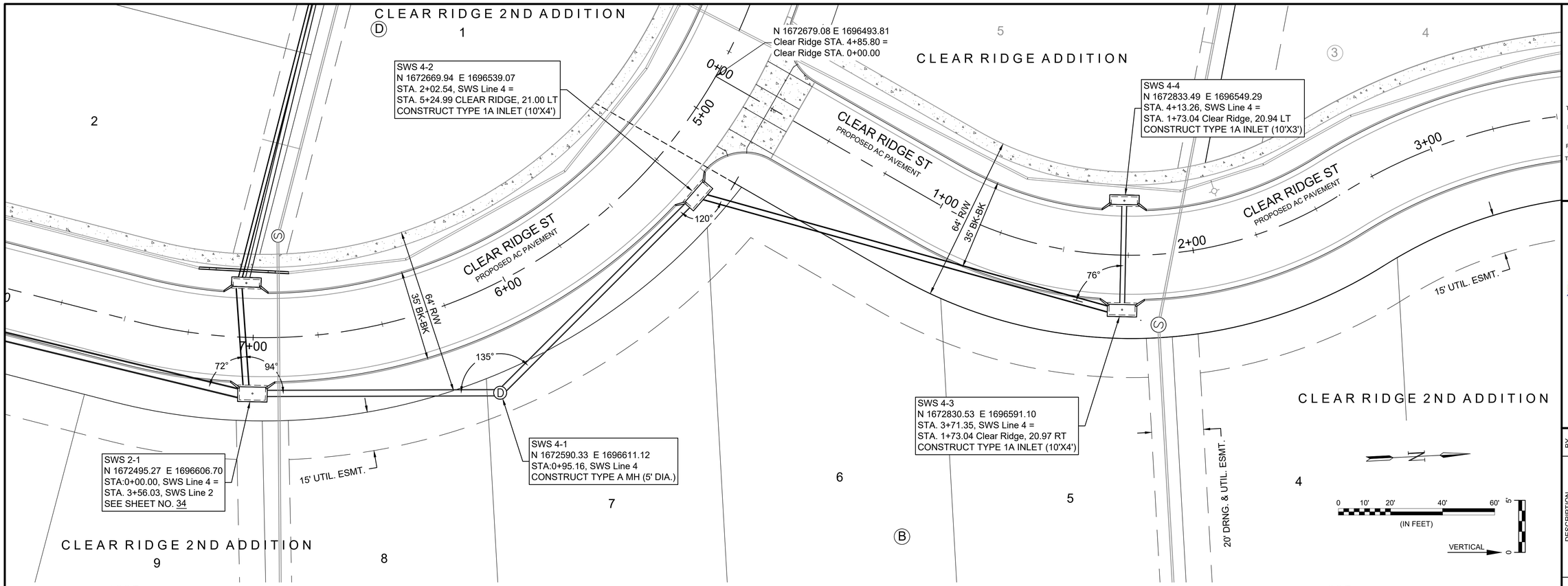
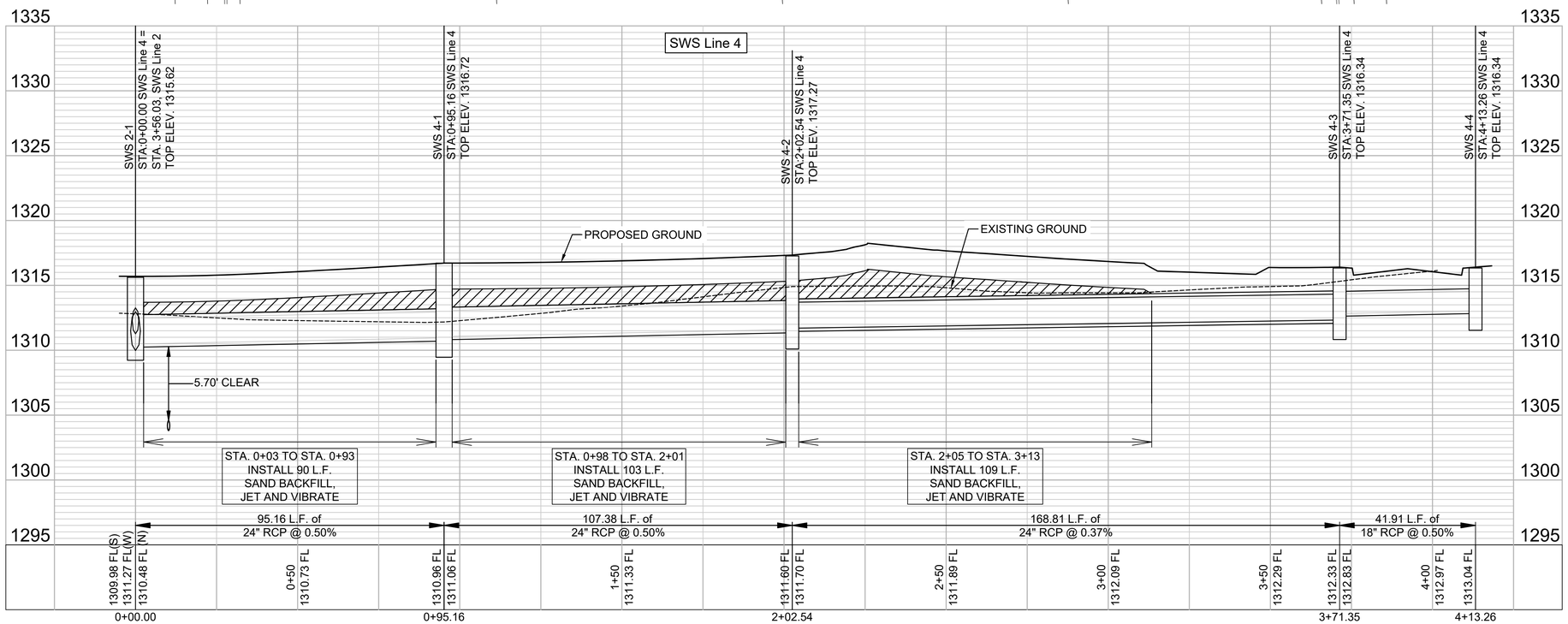
DRAWING NUMBER
■

SHEET NUMBER 38 OF 57

File: L:\2023\T41-2301492 - Clear Ridge Addition Phase 3\Drawings_Paving & SWS\SWS Line 3.dwg Last Save: 8/26/2026 2:30 PM Last saved by: DRStandrich
Last plotted by: Standrich, Daryl R. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 11:14 AM Plotter used: None





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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

SWS LINE 4

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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DRAWING NUMBER
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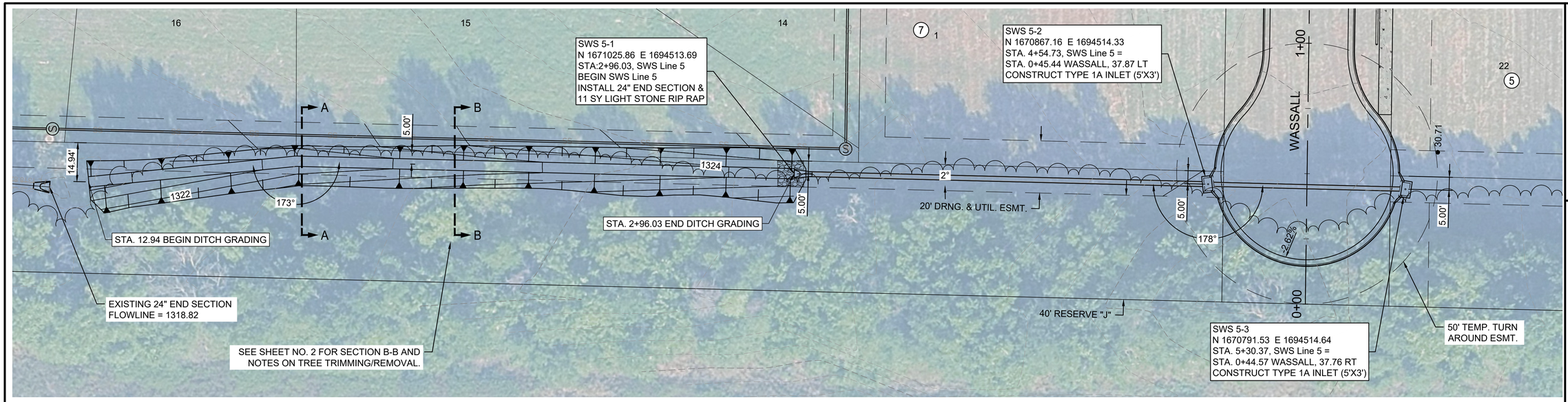
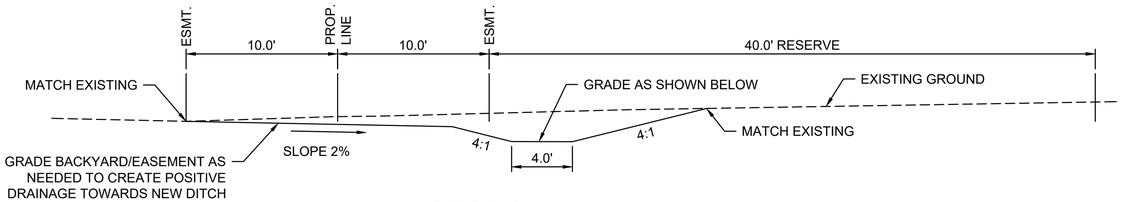
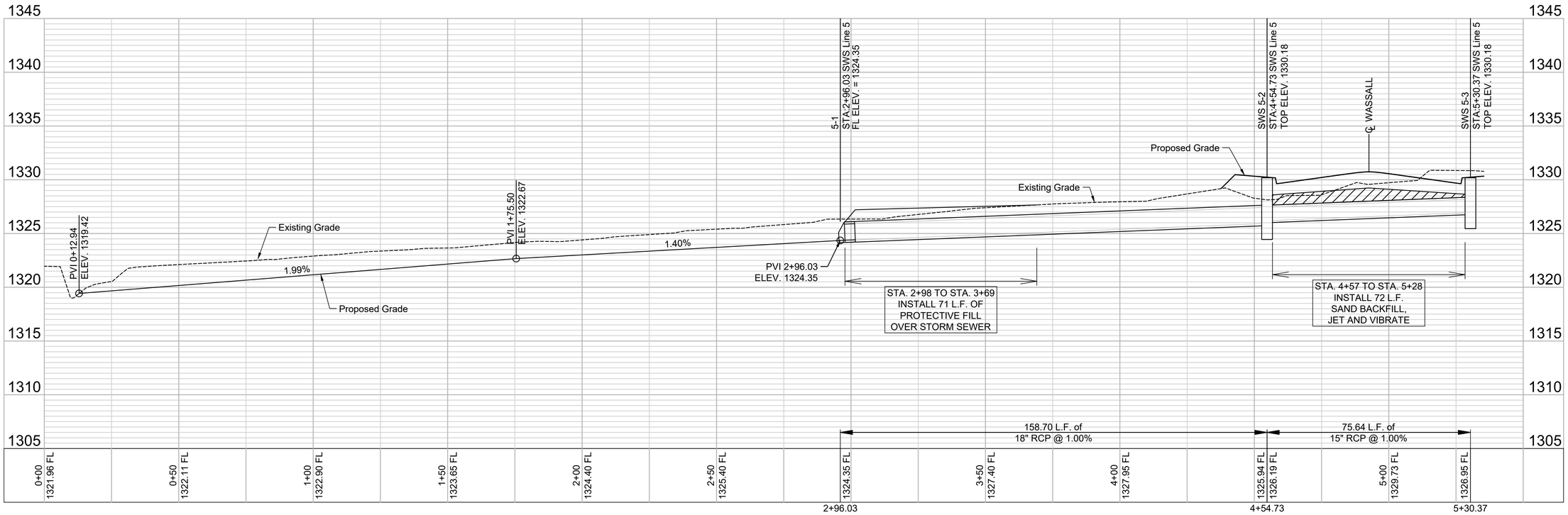
SHEET NUMBER 39 OF 57

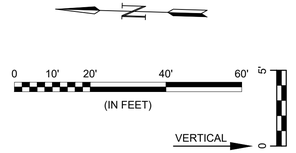
File: L:\2023\T41-2301492 - Clear Ridge Addition Phase 3\Drawings_Paving & SWS\SWS Line 4.dwg Last Save: 8/26/2026 2:30 PM Last saved by: DRStandrich
Last plotted by: Standrich, Daryl R. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 11:15 AM Plotter used: None





SECTION A-A





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KENNETH W. LEE
LICENSED
15373
10-26-25
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

SWS LINE 5

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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0 1"
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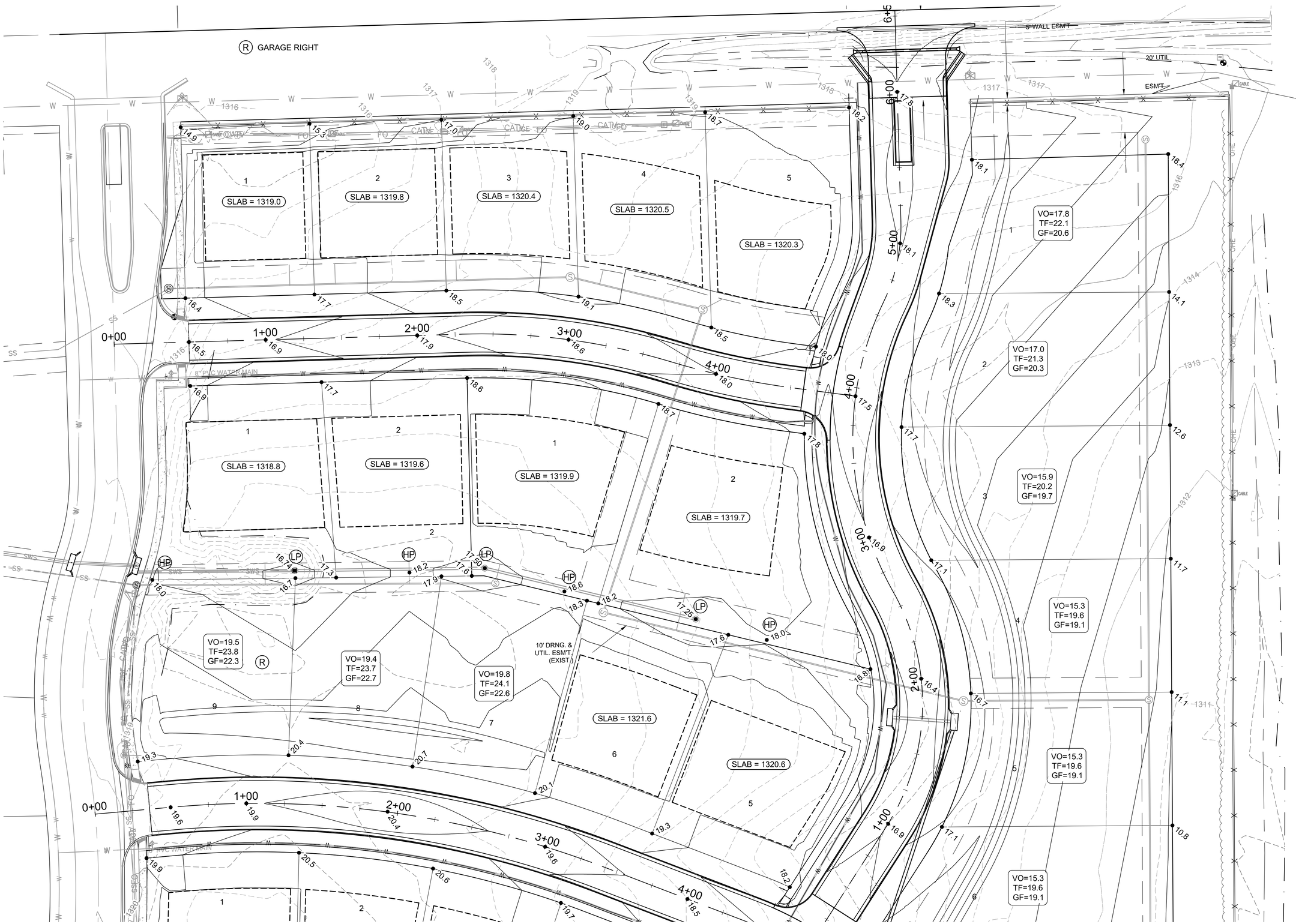
DRAWING NUMBER

SHEET NUMBER 40 OF 57

File: L:\2023\T41-2301492 - Clear Ridge Addition Phase 3\Drawings_Paving & SWS\SWS LINE 5.dwg Last Save: 10/26/2026 9:40 AM Last saved by: DRStandrich
Last plotted by: Standrich, Daryl R Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 11:15 AM Plotter used: None



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REV	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

4 CORNER LOT GRADING 1

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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0 1"
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DRAWING NUMBER
-

SHEET NUMBER 41 OF 57

File: L:\2023\T41-2301492 - Clear Ridge Addition Phase 3\Drawings_Paving & SWS\4 CORNER LOT GRADING PLANS.dwg Last Save: 10/26/2026 9:48 AM Last saved by: DRStandrich
Last plotted by: Standrich, Daryl R. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 11:15 AM Plotter used: None



File: L:\2023\T41-2301492 - Clear Ridge Addition Phase 3\Drawings_Paving & SWS\4 CORNER LOT GRADING PLANS.dwg Last Save: 10/26/2026 9:48 AM Last saved by: DRStandrich
Last plotted by: Standrich, Daryl R Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 11:15 AM Plotter used: None

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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

4 CORNER LOT GRADING 2

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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DRAWING NUMBER

SHEET NUMBER 42 OF 57



File: L:\2023\141-2301492 - Clear Ridge Addition Phase 3\Drawings_Paving & SWS\4 CORNER LOT GRADING PLANS.dwg Last Save: 10/26/2026 9:48 AM Last saved by: DRStandrich
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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

4 CORNER LOT GRADING 3

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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

DRAWING NUMBER
-

SHEET NUMBER 43 OF 57

(L) Garage Left

(R) Garage Right

VO=24.3
TF=28.6
GF=27.1 (L)

VO=23.7
TF=28.1
GF=27.6

VO=23.7
TF=28.1
GF=27.6

VO=25.1
TF=29.4
GF=28.9

VO=26.0
TF=30.3
GF=29.3

VO=30.9
TF=35.2
GF=34.7

VO=31.8
TF=36.1
GF=34.6 (R)

VO=32.6
TF=36.9
GF=35.4

VO=34.8
TF=39.1
GF=37.6 (R)

VO=32.8
TF=37.1
GF=36.6

VO=32.8
TF=37.1
GF=36.6

VO=31.5
TF=35.8
GF=35.3

VO=30.5
TF=34.8
GF=34.3 (R)

SLAB = 1327.4

SLAB = 1328.4

SLAB = 1328.7

SLAB = 1330.1

SLAB = 1330.3

SLAB = 1336.9

SLAB = 1336.9

SLAB = 1335.5

SLAB = 1333.3

TEMPORARY TURN AROUND

PC: 3+59.64

PT: 14+44.53

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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

4 CORNER LOT GRADING 4

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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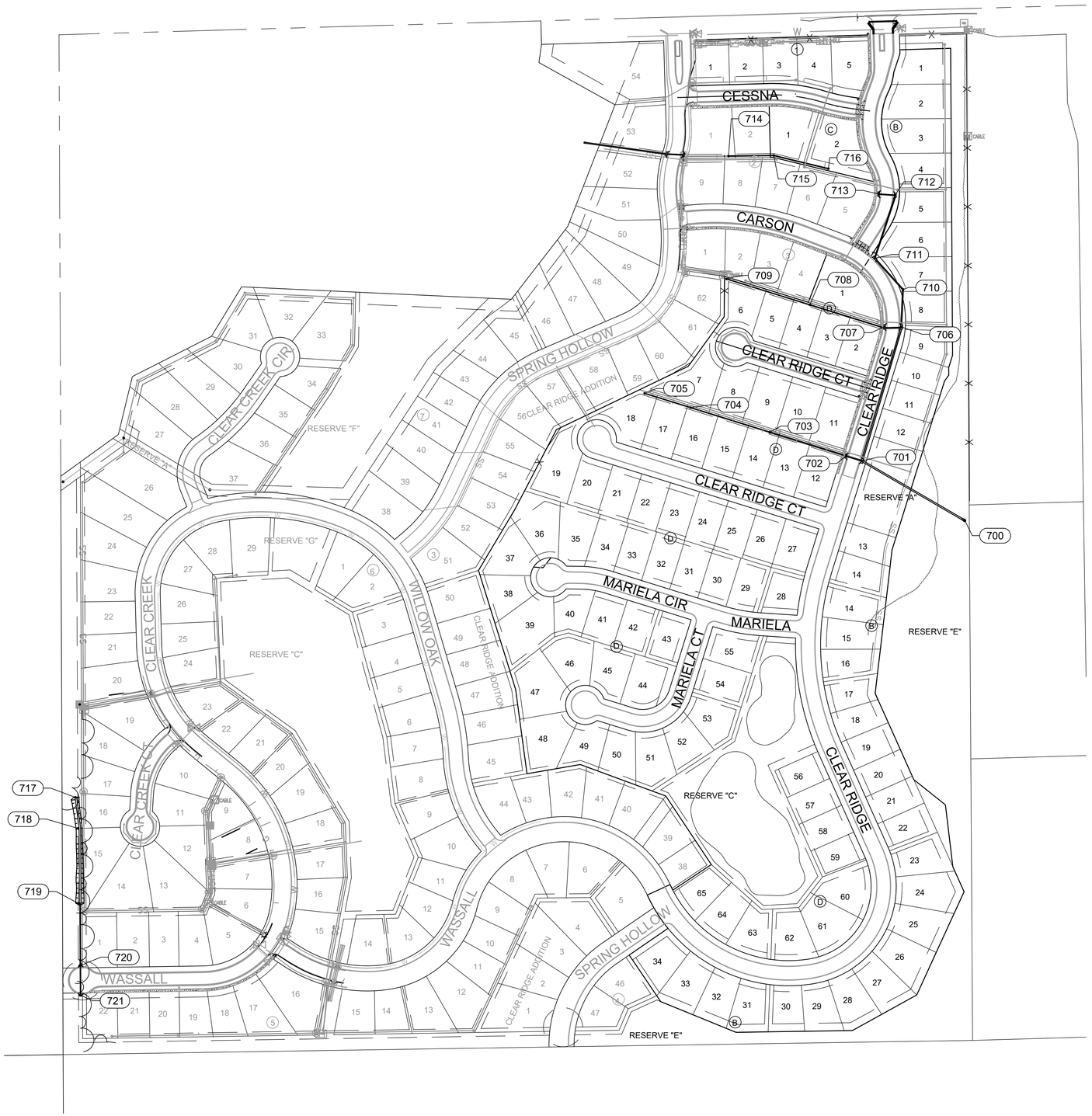
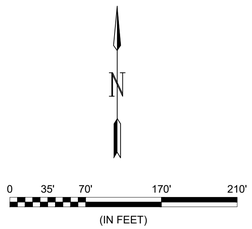
DRAWING NUMBER

SHEET NUMBER 44 OF 57

File: L:\2023\T41-2301492 - Clear Ridge Addition Phase 3\Drawings_Paving & SWS\4 CORNER LOT GRADING PLANS.dwg Last Save: 10/26/2026 9:48 AM Last saved by: DRStandrich
Last plotted by: Standrich, Daryl R. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 11:16 AM Plotter used: None





Storm Water Point Table

Point #	Northing	Easting	Grid Northing	Grid Easting	Description
700	1672001.05	1696769.10	1671912.09	1696678.81	36" END SECTION
701	1672153.52	1696506.87	1672064.55	1696416.59	10x5 TYPE 1A
702	1672166.08	1696466.44	1672077.10	1696376.17	10x3 TYPE 1A
703	1672226.59	1696271.69	1672137.61	1696181.43	BACK YARD INLET
704	1672289.47	1696069.32	1672200.49	1695979.07	BACK YARD INLET
705	1672325.76	1695952.50	1672236.78	1695862.26	BACK YARD INLET
706	1672495.27	1696606.70	1672406.28	1696516.42	10x5 TYPE 1A
707	1672495.04	1696564.19	1672406.04	1696473.91	10x3 TYPE 1A
708	1672551.29	1696373.79	1672462.30	1696283.52	BACK YARD INLET
709	1672617.31	1696161.30	1672528.31	1696071.05	BACK YARD INLET
710	1672590.33	1696611.12	1672501.33	1696520.84	MH
711	1672669.94	1696539.07	1672580.94	1696448.80	10x4 TYPE 1A
712	1672830.53	1696591.10	1672741.52	1696500.82	10x4 TYPE 1A
713	1672833.49	1696549.29	1672744.48	1696459.02	10x3 TYPE 1A
714	1672930.42	1696166.40	1672841.41	1696076.15	EXIST 15" STUB
715	1672931.90	1696281.76	1672842.88	1696191.50	BACK YARD INLET
716	1672898.28	1696420.93	1672809.26	1696330.66	BACK YARD INLET
717	1671295.93	1694501.48	1671207.00	1694411.31	END OF DITCH
718	1671216.83	1694507.92	1671127.91	1694417.75	BEND IN DITCH
719	1671025.84	1694508.69	1670936.93	1694418.53	18" END SECTION
720	1670867.16	1694514.33	1670778.26	1694424.17	5x3 TYPE 1A
721	1670791.53	1694514.64	1670702.62	1694424.47	5x3 TYPE 1A

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15373
10-26-25
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

COORDINATE MAP-SWS

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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

DRAWING NUMBER

SHEET NUMBER 45 OF 57

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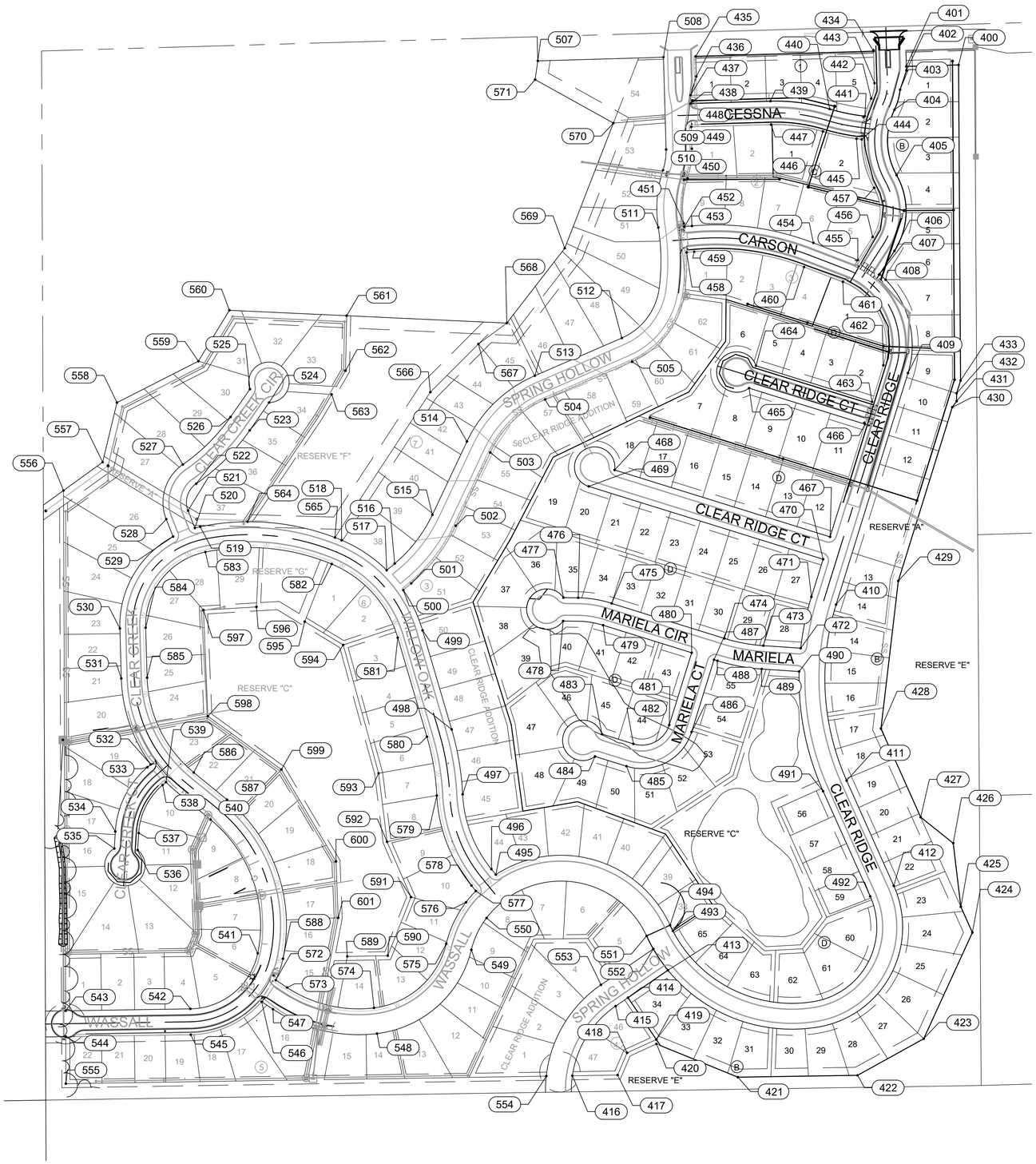
Last plotted by: Standrich, Daryl R. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 11:16 AM Plotter used: None



N

0 75' 150' 300' 450'

(IN FEET)

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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

COORDINATE MAP

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER
-

SHEET NUMBER 46 OF 57

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Last plotted by: Standrich, Daryl R. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 11:16 AM Plotter used: None

Point Table			
Point #	Northing	Easting	Description
400	1673205.17	1696732.61	Block Corner
401	1673201.44	1696603.11	Block Corner
402	1673191.44	1696603.40	Block Corner
403	1673143.98	1696587.67	Block Corner
404	1673094.09	1696573.85	Block Corner
405	1672931.87	1696579.14	Block Corner
406	1672744.29	1696573.71	Block Corner
407	1672686.85	1696536.83	Block Corner
408	1672672.94	1696551.67	Block Corner
409	1672441.95	1696607.30	Block Corner
410	1671867.95	1696428.96	Block Corner
411	1671431.79	1696455.20	Block Corner
412	1671171.21	1696572.01	Block Corner
413	1670961.99	1696012.21	Block Corner
414	1670894.04	1695913.28	Block Corner
415	1670873.00	1695882.63	Block Corner
416	1670700.54	1695775.46	Block Corner
417	1670702.29	1695887.50	Block Corner
418	1670757.18	1695911.04	Block Corner
419	1670790.21	1695983.53	Block Corner
420	1670779.32	1695983.75	Block Corner
421	1670696.95	1696185.58	Block Corner
422	1670701.59	1696482.33	Block Corner
423	1670792.19	1696646.18	Block Corner
424	1671055.34	1696766.86	Block Corner
425	1671119.09	1696738.28	Block Corner
426	1671276.77	1696719.35	Block Corner
427	1671341.12	1696638.75	Block Corner
428	1671560.77	1696540.29	Block Corner
429	1671926.53	1696583.29	Block Corner
430	1672356.97	1696717.03	Block Corner
431	1672372.09	1696727.87	Block Corner
432	1672391.48	1696727.75	Block Corner
433	1672423.02	1696737.55	Block Corner
434	1673239.12	1696521.99	Block Corner

Point Table			
Point #	Northing	Easting	Description
435	1673226.40	1696081.08	Block Corner
436	1673176.42	1696082.52	Block Corner
437	1673130.33	1696068.42	Block Corner
438	1673109.61	1696068.44	Block Corner
439	1673115.32	1696266.39	Block Corner
440	1673095.82	1696413.10	Block Corner
441	1673078.11	1696500.19	Block Corner
442	1673121.79	1696516.15	Block Corner
443	1673160.00	1696524.27	Block Corner
444	1673020.61	1696492.56	Block Corner
445	1673022.33	1696479.59	Block Corner
446	1673040.29	1696396.34	Block Corner
447	1673057.34	1696268.06	Block Corner
448	1673051.64	1696070.12	Block Corner
449	1672997.37	1696071.68	Block Corner
450	1672924.13	1696060.82	Block Corner
451	1672812.55	1696051.62	Block Corner
452	1672804.29	1696052.88	Block Corner
453	1672805.99	1696071.68	Block Corner
454	1672764.24	1696372.68	Block Corner
455	1672721.43	1696482.97	Block Corner
456	1672778.87	1696519.86	Block Corner
457	1672900.46	1696523.38	Block Corner
458	1672740.55	1696058.66	Block Corner
459	1672742.25	1696077.45	Block Corner
460	1672704.48	1696349.77	Block Corner
461	1672667.66	1696445.86	Block Corner
462	1672460.94	1696546.18	Block Corner
463	1672370.35	1696518.04	Block Corner
464	1672459.66	1696230.59	Block Corner
465	1672404.27	1696213.38	Block Corner
466	1672314.96	1696500.83	Block Corner
467	1672035.75	1696414.08	Block Corner
468	1672201.61	1695880.25	Block Corner
469	1672160.87	1695815.91	Block Corner

Point Table			
Point #	Northing	Easting	Description
470	1671980.36	1696396.87	Block Corner
471	1671886.94	1696367.84	Block Corner
472	1671759.91	1696341.30	Block Corner
473	1671766.15	1696248.69	Block Corner
474	1671784.16	1696152.08	Block Corner
475	1671870.87	1695872.98	Block Corner
476	1671884.69	1695789.84	Block Corner
477	1671885.18	1695753.27	Block Corner
478	1671827.19	1695752.49	Block Corner
479	1671816.77	1695851.65	Block Corner
480	1671748.58	1696071.12	Block Corner
481	1671569.61	1696015.51	Block Corner
482	1671522.87	1695926.65	Block Corner
483	1671547.09	1695848.70	Block Corner
484	1671491.70	1695831.49	Block Corner
485	1671467.48	1695909.44	Block Corner
486	1671552.40	1696070.90	Block Corner
487	1671731.37	1696126.51	Block Corner
488	1671728.77	1696134.87	Block Corner
489	1671708.28	1696244.80	Block Corner
490	1671702.05	1696337.35	Block Corner
491	1671405.61	1696396.80	Block Corner
492	1671145.03	1696513.61	Block Corner
493	1671059.50	1696024.46	Block Corner
494	1671073.62	1696017.58	Block Corner
495	1671198.87	1695585.79	Block Corner
496	1671212.35	1695574.78	Block Corner
497	1671397.93	1695503.48	Block Corner
498	1671558.71	1695476.28	Block Corner
499	1671804.07	1695404.06	Block Corner
500	1671903.96	1695356.34	Block Corner
501	1671920.54	1695376.14	Block Corner
502	1672063.27	1695486.32	Block Corner
503	1672244.76	1695572.00	Block Corner
504	1672376.26	1695707.80	Block Corner

Point Table			
Point #	Northing	Easting	Description
505	1672469.70	1695923.43	Block Corner
507	1673215.12	1695689.79	Block Corner
508	1673224.10	1696001.12	Block Corner
509	1672995.52	1696007.71	Block Corner
510	1672944.46	1696000.14	Block Corner
511	1672802.43	1695988.43	Block Corner
512	1672528.42	1695897.99	Block Corner
513	1672434.99	1695682.36	Block Corner
514	1672272.08	1695514.13	Block Corner
515	1672090.59	1695428.45	Block Corner
516	1671969.61	1695335.06	Block Corner
517	1671953.03	1695315.25	Block Corner
518	1672027.54	1695203.46	Block Corner
519	1672060.84	1694852.87	Block Corner
520	1672057.73	1694839.70	Block Corner
521	1672100.82	1694822.73	Block Corner
522	1672167.38	1694842.95	Block Corner
523	1672299.67	1694975.70	Block Corner
524	1672368.62	1695023.80	Block Corner
525	1672401.81	1694976.23	Block Corner
526	1672332.85	1694928.13	Block Corner
527	1672215.07	1694809.94	Block Corner
528	1672079.57	1694768.76	Block Corner
529	1672036.48	1694785.73	Block Corner
530	1671808.92	1694653.83	Block Corner
531	1671685.01	1694657.39	Block Corner
532	1671472.01	1694730.40	Block Corner
533	1671464.99	1694722.20	Block Corner
534	1671305.59	1694642.62	Block Corner
535	1671263.56	1694639.94	Block Corner
536	1671259.87	1694697.83	Block Corner
537	1671301.91	1694700.50	Block Corner
538	1671420.94	1694759.93	Block Corner
539	1671427.96	1694768.12	Block Corner
540	1671334.99	1694878.84	Block Corner

Point Table			
Point #	Northing	Easting	Description
541	1671003.85	1694995.58	Block Corner
542	1670866.21	1694828.58	Block Corner
543	1670861.37	1694519.36	Block Corner
544	1670797.36	1694519.62	Block Corner
545	1670802.21	1694829.59	Block Corner
546	1670883.97	1695005.17	Block Corner
547	1670865.47	1695033.43	Block Corner
548	1670805.04	1695291.40	Block Corner
549	1671012.58	1695525.03	Block Corner
550	1671091.50	1695562.70	Block Corner
551	1671046.98	1695959.39	Block Corner
552	1671014.75	1695975.98	Block Corner
553	1670925.75	1695846.40	Block Corner
554	1670699.52	1695710.82	Block Corner
555	1670680.90	1694520.09	Block Corner
556	1672150.62	1694514.14	Block Corner
557	1672220.79	1694611.10	Block Corner
558	1672368.44	1694646.68	Block Corner
559	1672471.08	1694848.38	Block Corner
560	1672597.20	1694925.29	Block Corner
561	1672583.76	1695216.04	Block Corner
562	1672447.50	1695213.10	Block Corner
563	1672388.70	1695178.67	Block Corner
564	1672073.28	1694970.23	Block Corner
565	1672034.17	1695186.82	Block Corner
566	1672394.40	1695423.43	Block Corner
567	1672513.61	1695542.58	Block Corner
568	1672565.40	1695612.89	Block Corner
569	1672751.05	1695756.63	Block Corner
570	1673061.11	1695877.09	Block Corner
571	1673168.79	1695683.05	Block Corner
572	1670937.51	1695040.23	Block Corner
573	1670919.01	1695068.49	Block Corner
574	1670868.58	1695283.77	Block Corner
575	1671027.65	1695462.83	Block Corner

Point Table			
Point #	Northing	Easting	Description
576	1671130.39	1695511.87	Block Corner
577	1671158.40	1695536.21	Block Corner
578	1671171.87	1695525.21	Block Corner
579	1671394.80	1695439.55	Block Corner
580	1671540.64	1695414.88	Block Corner
581	1671786.00	1695342.67	Block Corner
582	1671968.45	1695178.89	Block Corner
583	1671998.17	1694865.88	Block Corner
584	1671810.76	1694717.80	Block Corner
585	1671686.85	1694721.37	Block Corner
586	1671451.84	1694836.99	Block Corner
587	1671384.55	1694919.33	Block Corner
588	1670990.64	1695058.20	Block Corner
589	1670996.08	1695217.64	Block Corner
590	1670997.99	1695317.76	Block Corner
591	1671143.26	1695375.53	Block Corner
592	1671280.10	1695316.07	Block Corner
593	1671450.12	1695295.19	Block Corner
594	1671767.92	1695207.44	Block Corner
595	1671825.75	1695111.94	Block Corner
596	1671862.24	1694992.39	Block Corner
597	1671854.38	1694860.98	Block Corner
598	1671591.35	1694871.92	Block Corner
599	1671459.18	1695054.16	Block Corner
600	1671231.52	1695189.43	Block Corner
601	1671091.90	1695194.97	Block Corner

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Last plotted by: Standrich, Daryl R. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 11:17 AM Plotter used: None

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(316) 264-8008

KENNETH W. LEE
LICENSED
15373
10-26-25
KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
PAVING & SWS

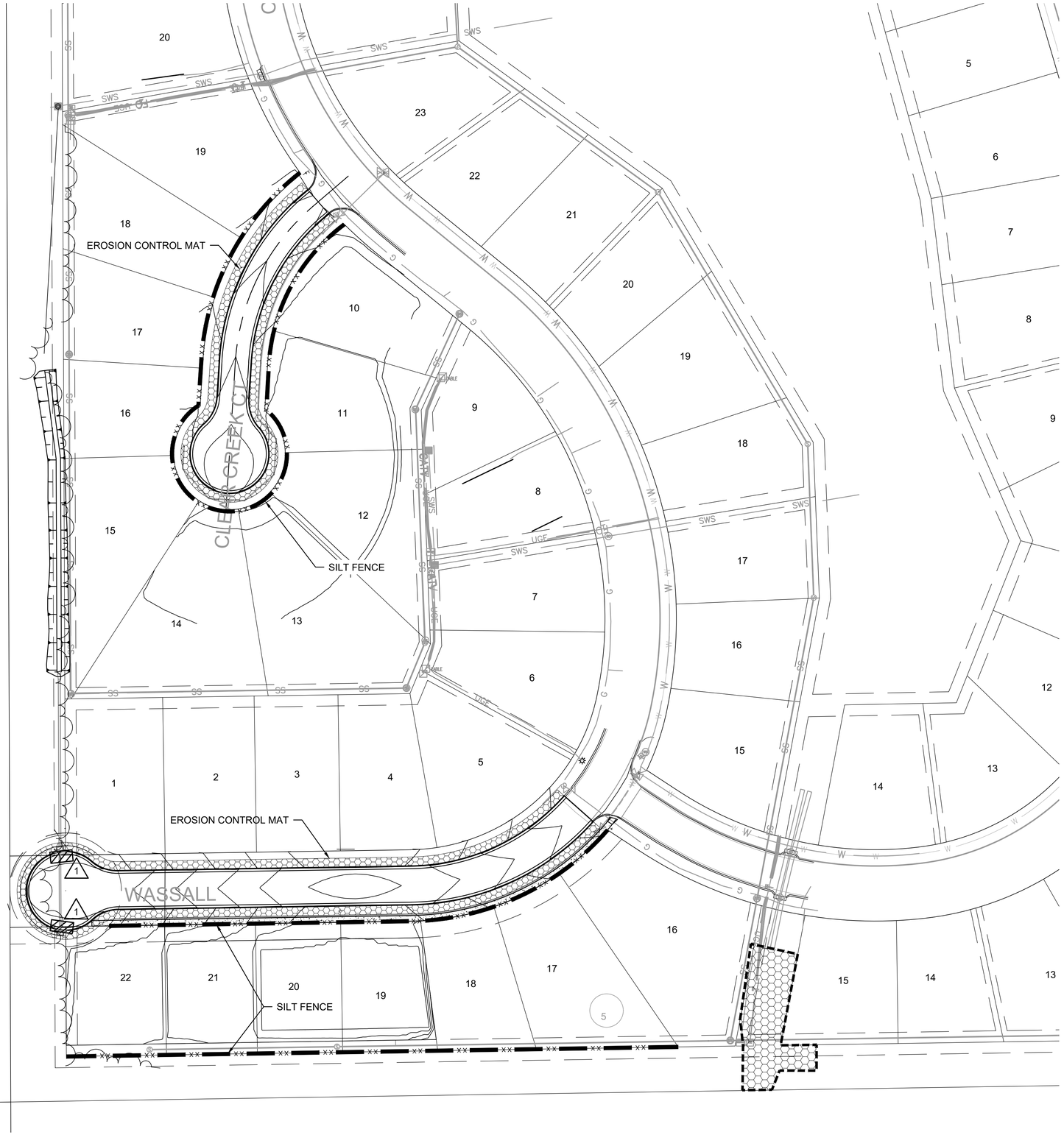
COORDINATE MAP TABLES

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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

DRAWING NUMBER

SHEET NUMBER 47 OF 57



LEGEND

- MAINTAIN SILT FENCE (1,702 LF)(THIS SHEET ONLY)
- INSTALL CURB INLET PROTECTION (2 EACH)(THIS SHEET ONLY)
- INSTALL EROSION CONTROL MAT (CURLEX) (1,526 SQ. YDS.)(THIS SHEET ONLY)(STREETS)
- INSTALL EROSION CONTROL MAT (CURLEX) (615 SQ. YDS.)(DRAINAGE EASEMENT BETWEEN LOTS 15 & 16, BLOCK 5)

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

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1
WATER

Erosion Control
Clear Ridge

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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

DRAWING NUMBER
■

SHEET NUMBER 48 OF 57

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Last plotted by: Standrich, Daryl R. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 11:17 AM Plotter used: None

CLEAR RIDGE CT

CLEAR RIDGE CT

CARSON

CESSNA

CLEAR RIDGE

RESERVE "A"

SILT FENCE

EROSION CONTROL MAT

CONSTRUCTION ENTRANCE

SILT FENCE

0 35' 70' 170' 210'

(IN FEET)

LEGEND

- MAINTAIN CONSTRUCTION ENTRANCE (1 EACH)
- MAINTAIN SILT FENCE (3,330 LF)
- MAINTAIN DROP INLET PROTECTION (1 EACH)
- INSTALL CURB INLET PROTECTION (7 EACH)(THIS SHEET)
- INSTALL DROP INLET PROTECTION (7 EACH)(THIS SHEET)
- INSTALL EROSION CONTROL MAT (CURLEX) (4,188 SQ. YDS.)

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

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA
WICHITA, KANSAS

CLEAR RIDGE 2ND ADDITION - PHASE 1 WATER

Erosion Control
Clear Ridge 2nd

JOB NO.: 2301492
DATE: OCT 2026
DESIGNED BY: KWL
DRAWN BY: DRS

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

DRAWING NUMBER

SHEET NUMBER 49 OF 57

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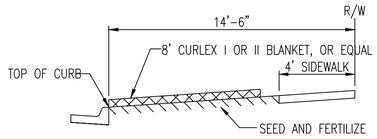
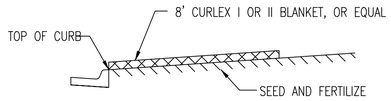
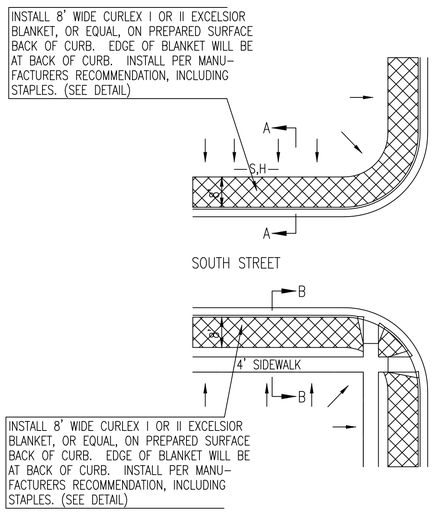
Last plotted by: Standrich, Daryl R Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 10/26/2026 11:17 AM Plotter used: None



SECTION B–B



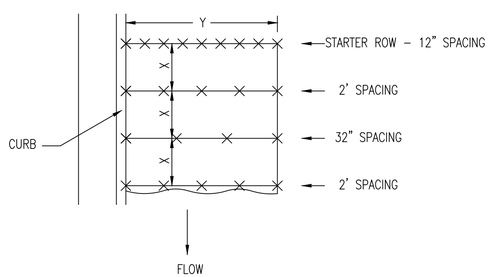
SECTION A–A

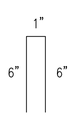


GENERAL NOTES

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

BACK OF CURB PROTECTION DETAIL

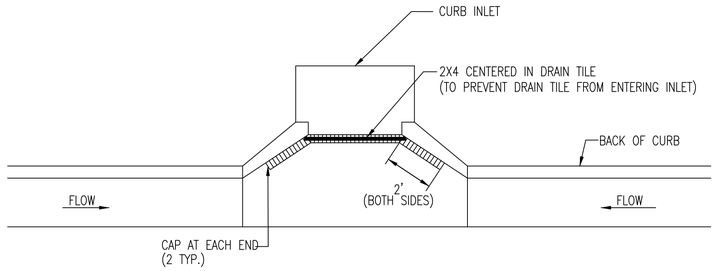




STAPLE PATTERN

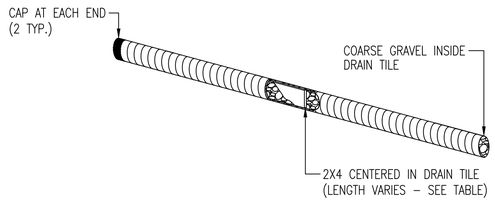
NOTES: USE 6" SEAM OVERLAP
(X & Y = RECOMMENDED BY MANUFACTURE)

DETAILS FOR APPROVED EROSION CONTROL MAT



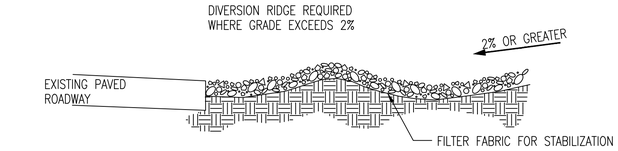
NOTE:
PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"–1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

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

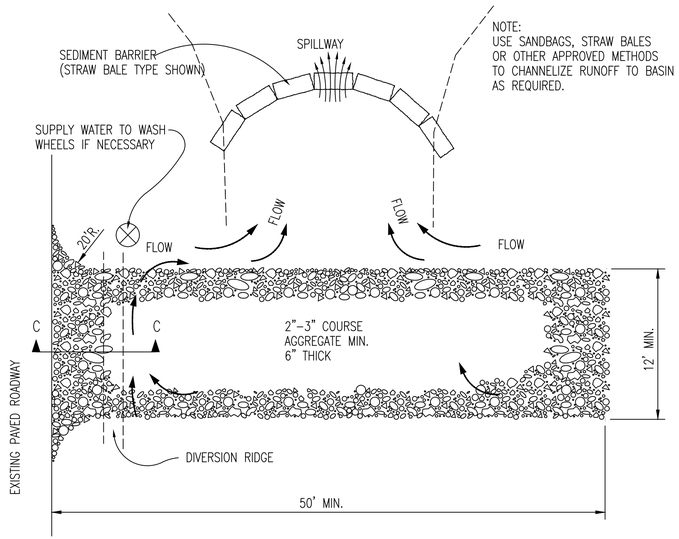


CURB INLET PROTECTION

4" PERFORATED PIPE W/ GRAVEL



SECTION C–C



STABILIZED CONSTRUCTION ENTRANCE

GENERAL NOTES

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

REVISION DATE: MAY 2013

GARY L. JANZEN LICENSED 16294 KANSAS PROFESSIONAL ENGINEER
05/13/13

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

BACK OF CURB PROTECTION, CURB INLET PROTECTION AND CONSTRUCTION ENTRANCE

CITY ENGINEER
GARY JANZEN, P.E.

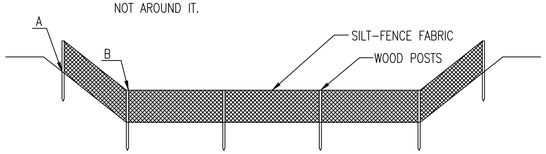
PROJECT NUMBER	OCA NUMBER	DATE
___-_____	.	

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

SHEET 48 / 57

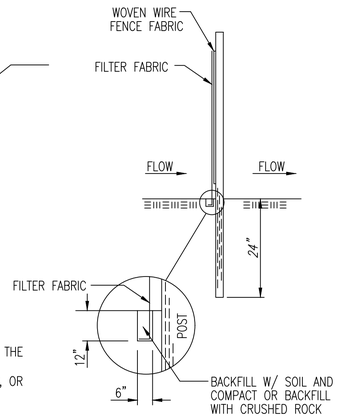
SW–501

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



ELEVATION

SILT FENCE DITCH CHECKS
(STREAM PROTECTION)



ANCHOR TRENCH DETAIL

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

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

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

PROPER INSTALLATION METHOD:

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

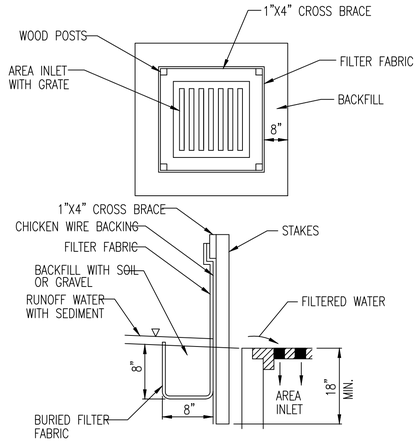
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



SILT FENCE BARRIERS FOR AREA INLETS
(INLET PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

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

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

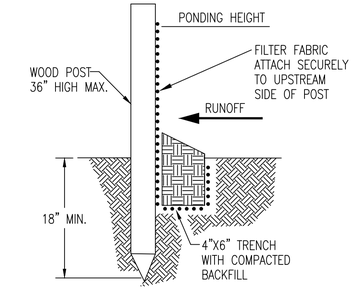
WATER SHOULD FLOW THROUGH A SILT FENCE BARRIER FOR AREA INLET–NOT OVER IT. PLACE A SILT FENCE BARRIER FOR AREA INLET IN A LOCATION WHERE IT IS UNLIKELY TO BE OVERTOPPED. SILT FENCE BARRIER FOR AREA INLETS OFTEN FAIL WHEN REPEATEDLY OVERTOPPED.
DO NOT PLACE POSTS ON THE OUTSIDE OF THE SILT FENCE BARRIER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

INSPECTION AND MAINTENANCE:

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

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

GARY L. JANZEN LICENSED 16294 KANSAS PROFESSIONAL ENGINEER
05/13/13



SILT FENCE BARRIERS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

SILT FENCE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

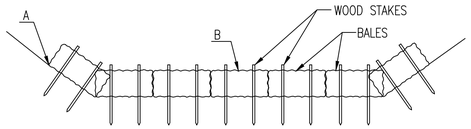
PROJECT NUMBER	OCA NUMBER	DATE
___-____	.	11/2010

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

SHEET 49 / 57

SW–502

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



STRAW BALE DITCH CHECKS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

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

PROPER INSTALLATION METHOD:

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

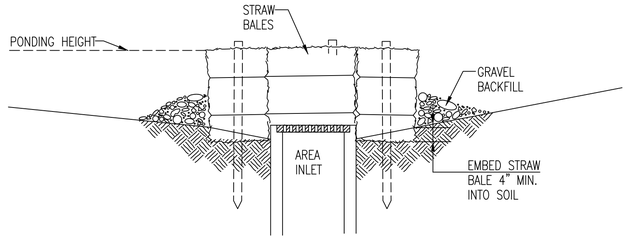
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

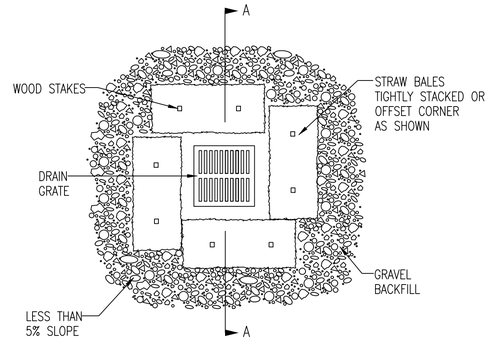
INSPECTION AND MAINTENANCE:

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

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



SECTION A-A



STRAW BALE BARRIERS FOR AREA INLETS

(INLET PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

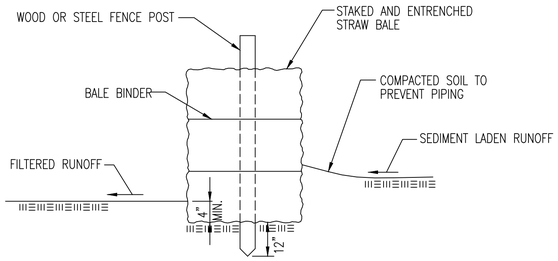
LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



STRAW BALE BARRIERS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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

GARY L. JANZEN LICENSED 16294 KANSAS PROFESSIONAL ENGINEER
05/30/13

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

STRAW BALE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
___-____	.	11/2010

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

SHEET 50 / 57

SW-503

GENERAL NOTES

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

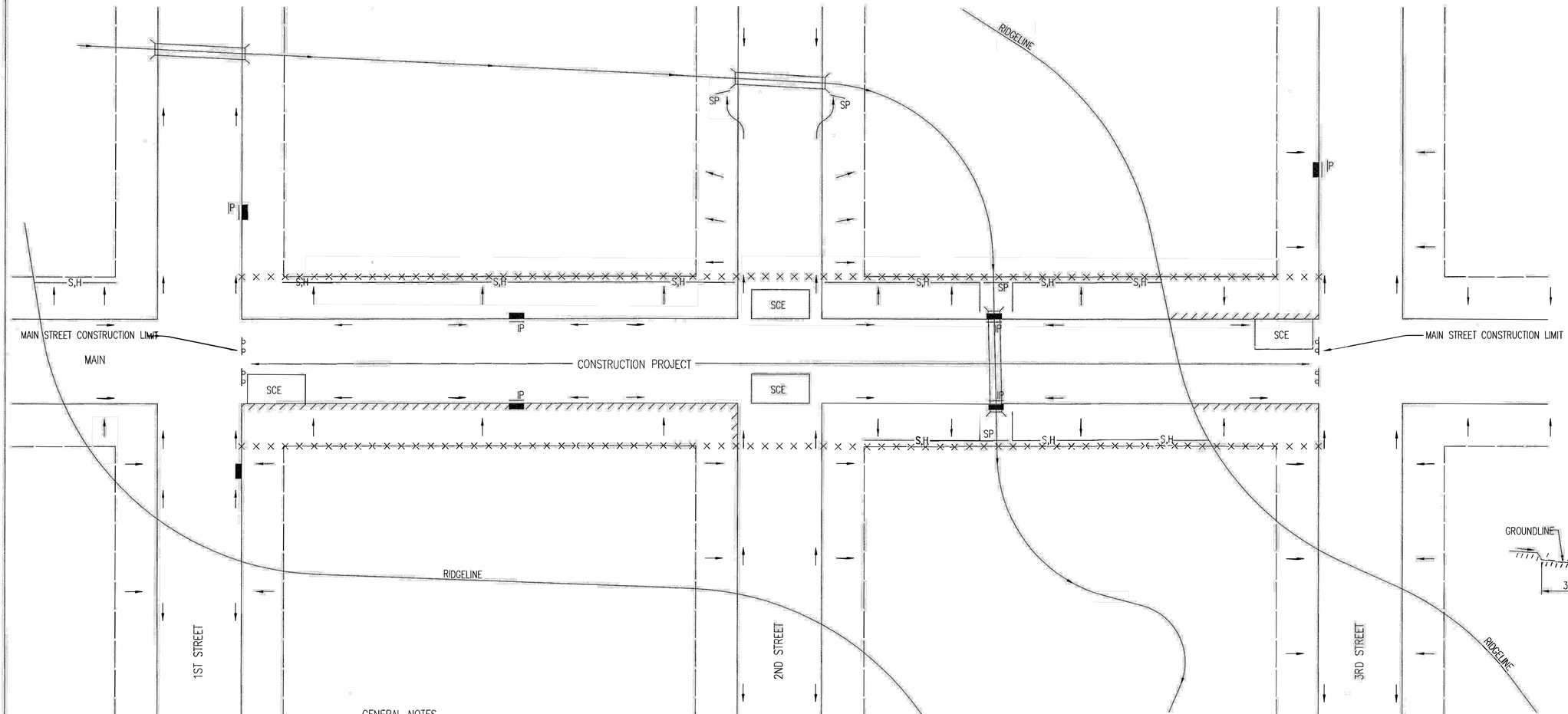
2. EROSION CONTROL DEVICES MUST BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE CONSTRUCTION PROCESS AND UNTIL THE DISTURBED EARTH IS RESTABILIZED.

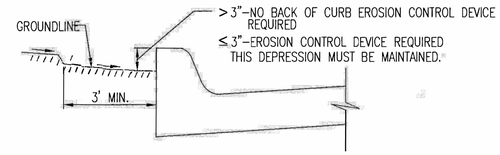
3. IF THE PROJECT WILL DISTURB 1 ACRE OR MORE, A FEDERAL/STATE NPDES STORMWATER PERMIT IS REQUIRED. A DETAILED STORMWATER POLLUTION PREVENTION PLAN, IS REQUIRED. THE EROSION CONTROL DEVICES SHOWN ON THIS SHEET ARE CONSIDERED TO BE THE MINIMUM TO BE SHOWN IN THE POLLUTION PREVENTION PLAN.

4. FOR PROJECTS DISTURBING LESS THAN 1 ACRE, CONTRACTORS ARE ENCOURAGED TO PREPARE STORMWATER POLLUTION PREVENTION PLANS PRIOR TO CONSTRUCTION. EROSION CONTROL DEVICES MUST BE USED ON ALL PROJECTS.

5. FAILURE TO USE AND MAINTAIN EROSION CONTROL DEVICES IS A VIOLATION OF SECTION 16.32 OF THE CITY CODE AND WILL SUBJECT THE CONTRACTOR TO THE PENALTIES PROVIDED FOR THEREIN.

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





CURB BACKFILL DETAIL

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

LEGEND

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

GENERAL NOTES

1. THE INTENT OF ALL EROSION CONTROL DEVICES IS TO KEEP ALL SEDIMENT CONFINED TO THE CONSTRUCTION SITE, AND OUT OF ALL UNDERGROUND PIPES, DITCHES, LAKES, AND OTHER DRAINAGE FACILITIES, AND OFF OF STREETS.

2. THE POINT OF COMPLIANCE IS GENERALLY THE RIGHT-OF-WAY LINES WITHIN THE LIMITS OF CONSTRUCTION.

3. EROSION CONTROL DEVICES WILL BE REQUIRED AT ALL POINTS ALONG THE PROJECT WHERE DISTURBED EARTH CAN DRAIN ONTO PRIVATE PROPERTY.

4. INLET PROTECTION DEVICES WILL BE REQUIRED WHEREVER WATER CAN DRAIN OFF THE PROJECT SITE INTO AN INLET, INCLUDING ANY SIDE STREET INLETS.

5. EROSION CONTROL DEVICES SHALL BE INSTALLED AT CREEK CROSSINGS SO AS TO PREVENT SEDIMENT FROM ENTERING THEREIN.

6. STABILIZED CONSTRUCTION ENTRANCES SHALL BE PROVIDED, AS NEEDED, TO PREVENT MUD FROM TRACKING ONTO STREETS NOT UNDER CONSTRUCTION AND ON STREETS WITHIN THE PROJECT LIMITS IF TRAFFIC IS BEING MAINTAINED THROUGH THE PROJECT.

7. ANY MUD TRACKED ONTO STREETS MUST BE REMOVED AT THE END OF EACH WORK DAY.

8. THE CONTACTOR WILL BE REQUIRED TO PLACE EROSION CONTROL DEVICES BACK OF CURB, WHENEVER WATER CAN DRAIN OVER CURB, TO KEEP ERODED SOIL OUT OF THE GUTTERLINES, IN ACCORDANCE WITH THE FOLLOWING:
   A. THE DEVICE REQUIRED WILL BE APPROVED EROSION CONTROL MAT LISTED ON THE CITY'S APPROVED MATERIAL LIST. SAID BLANKET SHALL BE PLACED OVER THE APPROPRIATE SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS. (SEE SOIL EROSION BMPs – BACK OF CURB SEDIMENT BARRIER DETAILS)
   B. THIS DEVICE SHALL BE INSTALLED IMMEDIATELY WHENEVER THE CURB IS BACKFILLED TO WITHIN 3" OF THE TOP OF CURB. (SEE CURB BACKFILL DETAIL) OTHER BMP'S MAY BE REQUIRED AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE CURB.
   C. ADDITIONALLY, OTHER EROSION CONTROL DEVICES (HAY BALES, SILT FENCE, ETC.) WILL BE INSTALLED AT LOCATIONS OF CONCENTRATED FLOW RESULTING IN SEDIMENT OVERRUNNING THE MAT.
   D. SHOULD THE PROJECT PLANS SPECIFY THAT THE RIGHT-OF-WAY IS TO BE SODDED, THE EXCELSIOR MAT WILL NOT BE REQUIRED SO LONG AS THE SOD IS PLACED WITHIN 48 HOURS AFTER CURB BACKFILL REACHES A HEIGHT OF 3" OR LESS FROM TOP OF CURB. (SEE CURB BACKFILL DETAIL)

GARY L. JANZEN — LICENSED PROFESSIONAL ENGINEER — 16294 — KANSAS — 06/05/15

REVISION: JUNE 2015

CITY OF WICHITA

PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

STREET IMPROVEMENT PROJECTS

CITY ENGINEER
GARY JANZEN, P.E.

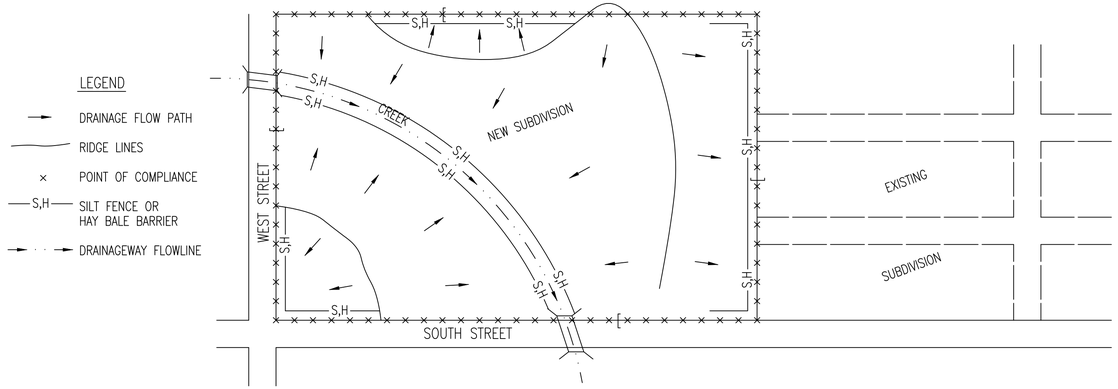
PROJECT NUMBER	OCA NUMBER	DATE
--		

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

SHEET 51 / 57

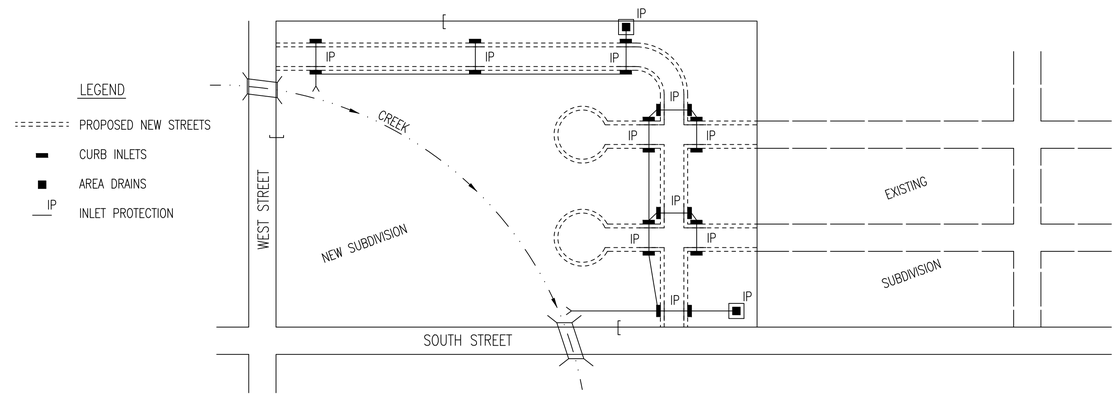
SW-504

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



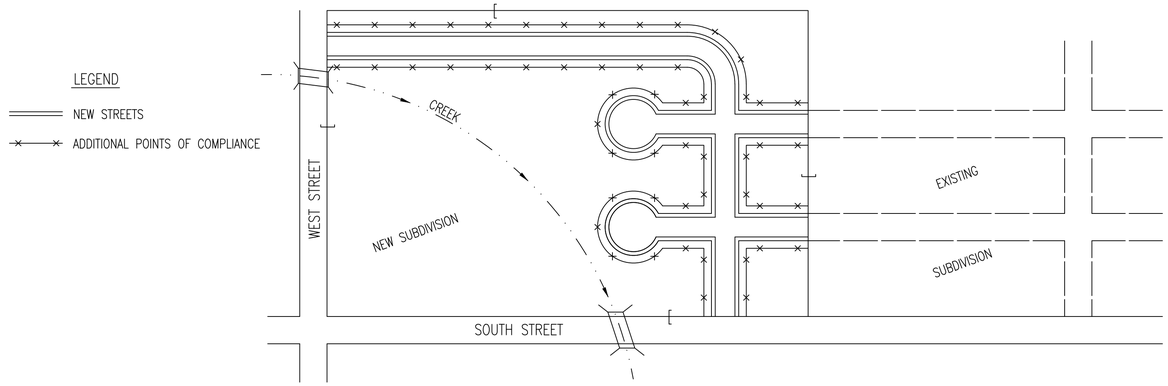
1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM THE SITE. SHOULD LAKES BE CONSTRUCTED WITHIN THE SUBDIVISION THAT WILL DISCHARGE DURING STORMS, THEY ARE ALSO A POINT OF COMPLIANCE.
2. HAY BALES OR SILT FENCE MUST BE CONSTRUCTED ALONG THE PROPERTY LINE WHERE ON SITE WATER CAN DRAIN OFF THE PROPERTY. THESE EROSION CONTROL DEVICES WILL ALSO BE INSTALLED ALONG ANY DRAINAGE DITCH OR LAKE THAT CAN DISCHARGE.
3. SHOULD SILT OR SEDIMENT ENTER THE DITCHES OR STREETS ON THE ADJACENT BOUNDARY STREETS, APPROPRIATE EROSION CONTROL DEVICES WILL BE PLACED WITHIN THE SUBDIVISION TO PREVENT THIS.
4. ANY MUD TRACKED ONTO ADJACENT STREETS WILL BE REMOVED WITHIN 48 HOURS OR BY FRIDAY AT 6:00 PM, WHICHEVER IS EARLIER.
5. CONTRACTORS WORKING WITHIN THE SITE WILL NOT BE REQUIRED TO USE INDIVIDUAL EROSION CONTROL DEVICES AS LONG AS THOSE SPECIFIED ABOVE ARE IN PLACE AND EFFECTIVE. CONTRACTORS WORKING ON THE BOUNDARY LINE STREETS OR ON ADJACENT PROPERTIES TO EXTEND UTILITIES ARE EXPECTED TO USE EROSION CONTROL DEVICES AT THEIR WORK LOCATIONS, AS NEEDED.
6. UTILIZE STABILIZED CONSTRUCTION ENTRANCE AT ENTRANCE AND EXIT ONTO ANY EXISTING PUBLIC STREETS.
7. IF THE INITIAL EARTH WORK AND UTILITIES ARE DONE AS PART OF A PUBLIC IMPROVEMENT PROJECT, THESE EROSION CONTROL DEVICES WILL BE INSTALLED BY THE CONTRACTOR AS SPECIFIED IN THE INDIVIDUAL PROJECT CONTRACTS. THE CONTRACTOR WILL MAINTAIN THE DEVICES UNTIL COMPLETION OF THE CONTRACT, AT WHICH TIME THE DEVELOPER WILL ASSUME MAINTENANCE RESPONSIBILITIES. IF THESE CONTRACTS ARE NOT PUBLIC IMPROVEMENT PROJECTS, THE DEVELOPER WILL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THESE DEVICES.
8. WITHIN 14 DAYS OF COMPLETION OF EARTHWORK ACTIVITIES IN ANY GIVEN AREA, THAT AREA SHALL BE TEMPORARILY OR PERMANENTLY SEEDED AND MULCHED.

PHASE 2 – INSTALLATION OF STORM SEWER



1. DURING THIS PHASE OF SUBDIVISION DEVELOPMENT, ALL EROSION CONTROL DEVICES REQUIRED IN PHASE 1 SHALL REMAIN IN PLACE AND BE MAINTAINED.
2. AS NEW STORM SEWERS, WITH INLETS, ARE INSTALLED, THE STORM SEWERS MUST NOW BE PROTECTED SO ALL NEW INLETS BECOME POINTS OF COMPLIANCE.
3. AREA DRAINS – AS SOON AS WATER CAN FLOW INTO THESE DRAINS, HAY BALE OR SILT FENCE PROTECTION WILL BE INSTALLED AROUND THEM.
4. CURB OPENING INLETS – AS SOON AS WATER CAN FLOW INTO THESE DRAINS, INLET PROTECTION DEVICES MUST BE INSTALLED. IF WATER CANNOT FLOW INTO CURB INLETS UNTIL STREET CONSTRUCTION IS COMPLETE, THEN STREET CONTRACTOR WILL INSTALL INLET PROTECTION. SEE PHASE 3 – STREET CONSTRUCTION.
5. THE STORM SEWER CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING THESE DEVICES.
6. THE SUBDIVISION DEVELOPER WILL MAINTAIN THESE EROSION CONTROL DEVICES ONCE INSTALLED.
7. ALL DISTURBED GROUND WILL BE FINAL GRADED AND TEMPORARILY OR PERMANENTLY SEEDED WITHIN 14 DAYS IF COMPLETION OF WORK IN ANY GIVEN PART OF THE SUBDIVISION.
8. ONCE ALL DISTURBED GROUND DRAINING TO AN INLET HAS BEEN RESTABILIZED WITH GRASS OR SOD, THE SUBDIVISION DEVELOPER WILL BE RESPONSIBLE FOR PERMANENTLY REMOVING THE INLET PROTECTION.

PHASE 3 – STREET CONSTRUCTION



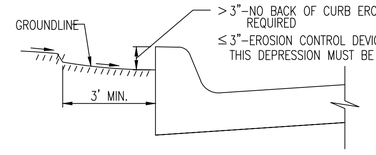
1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, NEW STREETS ARE INSTALLED. ALL EROSION CONTROL DEVICES INSTALLED DURING PHASE 1 AND 2 MUST STILL BE MAINTAINED. THE POINT OF COMPLIANCE NOW SHIFTS TO THE BACK OF CURB ALONG EACH STREET.
2. CURB OPENING INLET PROTECTION:
   A. SUMP AREAS – INLET PROTECTION SHALL BE PROVIDED WHEN STREET SUBGRADE WORK IS COMPLETED.
   B. NON–SUMP LOCATIONS – PROVIDE INLET PROTECTION AS SOON AS BASE COURSE ASPHALT IS INSTALLED, BEFORE THE SURFACE COURSE LIFT.
3. EROSION CONTROL DEVICES WILL BE REQUIRED BACK OF CURB WHEREVER WATER CAN FLOW OVER THE CURB AND THE CURB HAS BEEN BACKFILLED TO WITHIN 3" OR LESS OF THE TOP OF CURB (SEE CURB BACKFILL DETAIL). FOR CURBS NOT YET ENTIRELY BACKFILLED (3" OR MORE BELOW TOP OF CURB), ADDITIONAL DEVICES WILL BE REQUIRED AT POINTS WHERE WATER BREAKS OVER CURB WHICH COULD RESULT IN THE PLACEMENT OF SEDIMENT IN THE GUTTER.
4. SEE DETAIL SHEET FOR BACK OF CURB PROTECTION.
5. THE BACK OF CURB PROTECTION SPECIFIED ON THIS PLAN MAY HAVE TO BE SUPPLEMENTED WITH HAY BALE OR SILT FENCE EROSION CONTROL DEVICES AT LOCATIONS WHERE CONCENTRATED FLOW RESULTS IN SEDIMENT BEING CARRIED OVER THE EXCELSIOR MATS.
6. THE STREET CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING BACK OF CURB EROSION CONTROL DEVICES.
7. THE INDIVIDUAL LOT OWNERS WILL BE RESPONSIBLE FOR MAINTAINING THE BACK OF CURB EROSION CONTROL DEVICES IN FRONT OF THEIR LOTS UNTIL SUCH TIME AS ADJACENT DISTURBED EARTH IS STABILIZED WITH GRASS OR SOD.

GENERAL NOTES

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

GARY L. JANZEN LICENSED 16294 KANSAS PROFESSIONAL ENGINEER
05-13-13

SEE DETAIL SHEET FOR BACK OF CURB PROTECTION DETAIL



CURB BACKFILL DETAIL (STREET CONSTRUCTION ONLY)

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

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

SUBDIVISION DEVELOPMENT PROCESS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
___-____	.	08/2012

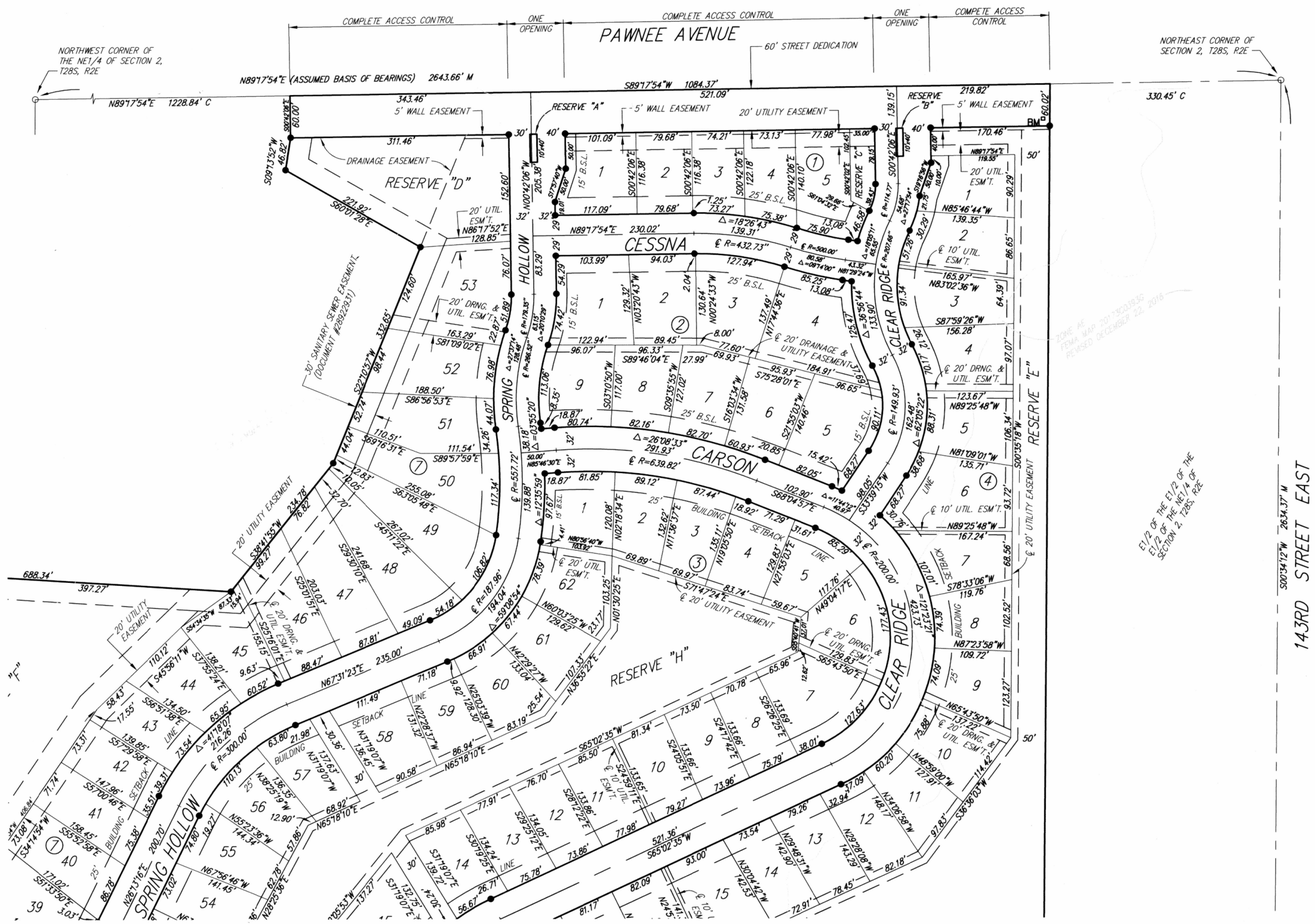
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET 52 / 57

SW–505

CLEAR RIDGE ADDITION

Wichita, Sedgwick County, Kansas



BENCHMARK: CHISELED SQUARE ON THE TOP OF CURB ON THE SOUTH END OF THE MEDIAN OF IRONSTONE, 55' N. OF THE CENTERLINE OF PAWNEE, SIERRA HILLS 2ND ADDITION, ELEVATION = 1320.03 (NAVD88, G12A)

ON-SITE BENCHMARK: SRB BRASS DISC 340' W. & 50' S. OF THE CENTERLINE INTERSECTION PAWNEE AVENUE & 143RD STREET EAST, ELEVATION = 1315.65 (NAVD88, G12A)

100' 0 50' 100'

PDF NOT TO SCALE

C = Calculated
M = Measured

SURVEY MARKER LEGEND

- ◎ . . . . . 3/4" IRON PIPE (FOUND, ORIGIN UNKNOWN)
- Ø . . . . . 1/2" REBAR W/L.D. HIGH CAP (FOUND)
- ○ . . . . . 5/8" CAPPED REBAR (FOUND, ORIGIN UNKNOWN)
- ● . . . . . 5/8" REBAR W/RUGGLES & BOHM CAP (SET)
- BM . . . . . BENCHMARK

SHEET 1 OF 2

MINIMUM BUILDING PAD ELEVATION FOR LOWEST OPENING INTO STRUCTURES		
BLOCK	LOT NO.	ELEVATION (NAVD88)
4	13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28	1317.7
6	1, 2, 3, 4, 5, 21, 22, 23, 24, 25, 26, 27, 28, 29	1320.7
6	6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20	1324.7
7	28, 29, 30	1319.7
7	33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44	1315.4
7	45, 46, 47, 48, 49, 50	1315.1

LOWEST PERMITTED FLOOR ELEVATION UNLESS THE LOT IN QUESTION HAS BEEN REMOVED FROM THE FLOOD PLAIN		
BLOCK	LOT NO.	ELEVATION (NAVD88)
4	3, 4, 5	1313.0
4	6, 7, 8, 9, 10, 11	1314.1
4	12, 13, 14	1315.0
4	31, 32, 33	1317.10
4	34, 35, 36	1318.0
6	1, 24, 25, 26, 27, 28, 29	1319.1
6	34, 35, 36	1318.0
7	34, 35, 36	1315.0

State of Kansas)
Sedgwick County) SS

We, Ruggles & Bohm, P.A., Land Surveyors in aforesaid county and state, do hereby certify that, under the supervision of the undersigned, we have surveyed and platted "CLEAR RIDGE ADDITION", Wichita, Sedgwick County, Kansas, and that the accompanying plat is a true and correct exhibit of the property surveyed, described as follows:

The Northeast Quarter of Section 2, Township 28 South, Range 2 East of the Sixth Prinipal Meridian, Sedgwick County, Kansas, EXCEPT the east half of the east half of the east half of said quarter, AND EXCEPT that part described as beginning at the Northwest corner of said Northeast Quarter; thence N89°17'54"E along the north line of said Northeast Quarter, 1228.84 feet; thence S00°42'06"E, 60.00'; thence S09°13'52"W, 46.82 feet; thence S60°01'28"E, 221.92 feet; thence S22°10'57"W, 332.65 feet; thence S38°41'55"W, 234.78 feet; thence N86°24'07"W, 688.34 feet; thence S32°19'24"W, 147.73 feet; thence S63°58'56"W, 226.31 feet; thence S14°29'46"W, 151.88 feet; thence S55°03'36"W, 181.23 feet to the west line of said Northeast Quarter; thence N00°43'06"E along said west line, 1125.13 feet to the place of beginning.

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

Ruggles & Bohm, P.A.

William K. Clevenger
Land Surveyor

WILLIAM K. CLEVENGER LICENSED LS-1437 8/3/17 KANSAS LAND SURVEYOR

Know all men by these presents that we, the undersigned, have caused the land described in the surveyor's certificate to be platted into Lots, Blocks, Reserves and Streets, to be known as "CLEAR RIDGE ADDITION", Wichita, Sedgwick County, Kansas. Access Controls as indicated are hereby granted to the appropriate governing body. The streets are hereby dedicated to and for the use of the public. Utility Easements are hereby granted for the construction and maintenance of all public utilities. Drainage Easements are hereby granted to the public as indicated for drainage purposes. Reserves "A" and "B" are hereby reserved for irrigation, and entry features. Reserves "C" and "D" are hereby reserved for irrigation, walls, walks, lighting, signage, landscaping, berms, drainage, and utilities confined to easements. Reserves "I" and "J" are hereby reserved for irrigation, walls, walks, lighting berms, drainage, and utilities confined to easements. Reserves "E", "F", "G" and "H" are hereby reserved for irrigation, walls, gazebos, playground structures, picnic areas/ tables with canopies, walks, lighting, landscaping, berms, lakes, drainage, drainage structures, and utilities confined to easements. Reserve "K" is hereby reserved for walks, lighting, landscaping, droinage, drainage structures and utilities. The Reserves are to be owned and maintained by the Home Owners Association for the addition. The temporary turnaround easements on Spring Hollow and Wassall are hereby granted for the use of the public, and will expire upon extension of the street beyond the limits of this plat. A drainage plan has been developed for this plat; the property shall remain at established grades, or as modified with the approval of the City Engineer, and unobstructed to allow for the conveyance of storm water.

Stephen G. Miller

Sally E. Miller

State of Kansas)
Sedgwick County) SS

The foregoing instrument acknowledged before me, this 4th day of August, 2017, by Stephen G. Miller and Sally E. Miller.

Notary Public

AMANDA FLOWER Notary Public - State of Kansas My Appt. Expires 1-28-2019

My appointment expires 1-28-2019

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

Garden Plain State Bank

President
Patrick F. Walden

State of Kansas)
Sedgwick County) SS

The foregoing instrument acknowledged before me this 4th day of August, 2017, by Patrick F. Walden, President of Garden Plain State Bank on behalf of the Bank.

ADLY L. RAIMUNDO NOTARY PUBLIC STATE OF KANSAS My Appt Exp 7/9/21

Notary Public

My appointment expires 7/9/21

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

Dated this 23rd day of October, 2008.

Wichita-Sedgwick County Metropolitan Area Planning Commission

WICHITA SEDGWICK COUNTY METROPOLITAN AREA PLANNING COMMISSION SEAL KANSAS

David W. Foster
Chairman

Dale Miller
Secretary

This plat approved and all dedications shown hereon accepted by the City Council of the City of Wichita, Kansas, this 22 day of August 2017.

At the Direction of the City Council

Jeff Longwell
Mayor

Karen Sublett
City Clerk

Reviewed in accordance with K.S.A. 58-2005 on this 9th day of August 2017.

KANSAS LICENSED PROFESSIONAL LAND SURVEYOR PS-1246

Timothy D. Robello, PS #1246
Deputy County Surveyor
Sedgwick County Kansas

Entered on transfer record this 8th day of January, 2018.

Kelly B. Arnold
County Clerk

SEDGWICK COUNTY KANSAS

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 23rd day of January, 2018, at 8 2:02:55 o'clock P. M, and is duly recorded.

Tonya Buckingham
Register of Deeds

Judy J. Paget
Deputy

Sedgwick County
Register of Deeds - Tonya Buckingham
Doc.#/Flm-Pg: 20180124
Receipt #: 2018141
Pages Recorded: 2
Recording Fee: $64.00
Cashier: jpaget
Authorized By: Tonya Buckingham
Date Recorded: 01/23/2018 02:02:55 PM

FOR INFORMATION ONLY

RUGGLES BOHM

DWG FILE: 3018P SURVEY BASE
PROJECT NO. 3018P
AUGUST 3, 2017

ENGINEERING | SURVEYING | LANDSCAPE ARCHITECTURE | GOVERNMENT

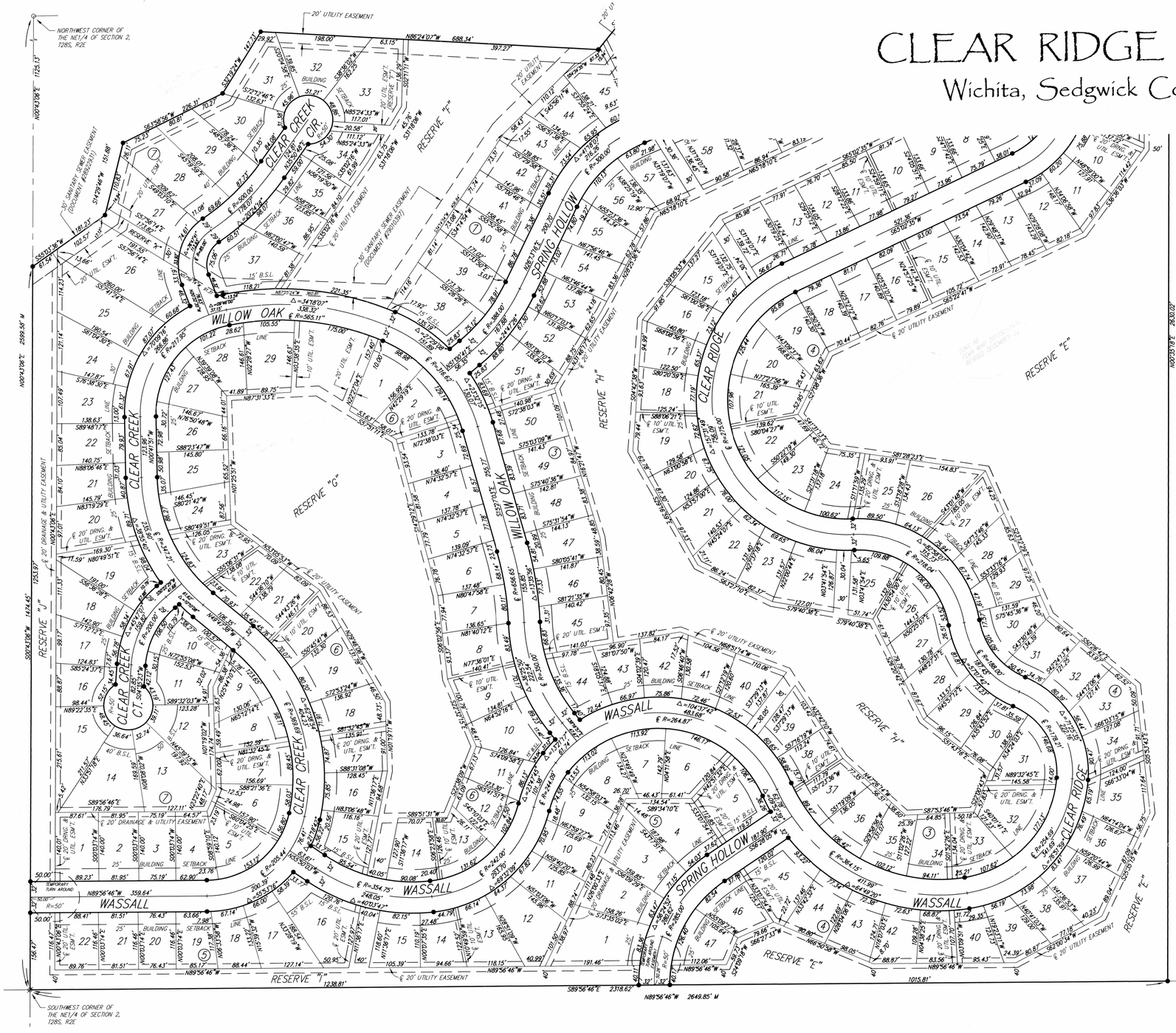
924 NORTH MAIN WICHITA, KANSAS 67203 P (316) 264-8008 F (316) 264-4621
WWW.RBKANSAS.COM

PC 267-10A

PG. 267-10B

CLEAR RIDGE ADDITION

Wichita, Sedgwick County, Kansas



100' 0 50' 100'

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SURVEY MARKER LEGEND

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- BM . . . . . BENCHMARK

BENCHMARK: CHISELED SQUARE ON THE TOP OF CURB ON THE SOUTH END OF THE MEDIAN OF IRONSTONE, 55' N. OF THE CENTERLINE OF PAWNEE, SIERRA HILLS 2ND ADDITION. ELEVATION = 1320.03 (NAVD88, G12A)

ON-SITE BENCHMARK: SRB BRASS DISC 340' W. & 50' S. OF THE CENTERLINE INTERSECTION PAWNEE AVENUE & 143RD STREET EAST. ELEVATION = 1315.65 (NAVD88, G12A)

MINIMUM BUILDING PAD ELEVATION FOR LOWEST OPENING INTO STRUCTURES		
BLOCK	LOT NO.	ELEVATION (NAVD88)
4	13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28	1317.7
6	1, 2, 3, 4, 5, 21, 22, 23, 24, 25, 26, 27, 28, 29	1320.7
6	6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20	1324.7
7	28, 29, 30	1319.7
7	33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44	1315.4
7	45, 46, 47, 48, 49, 50	1315.1

LOWEST PERMITTED FLOOR ELEVATION UNLESS THE LOT IN QUESTION HAS BEEN REMOVED FROM THE FLOOD PLAIN		
BLOCK	LOT NO.	ELEVATION (NAVD88)
4	3, 4, 5	1313.0
4	6, 7, 8, 9, 10, 11	1314.1
4	12, 13, 14	1315.0
4	31, 32, 33	1317.10
4	34, 35, 36	1318.0
6	1, 24, 25, 26, 27, 28, 29	1319.1
6	34, 35, 36	1318.0
7	34, 35, 36	1315.0

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DWG FILE: 3018P SURVEY BASE
PROJECT NO. 3018P
AUGUST 3, 2017

SHEET 2 OF 2

PC 267-10B

CLEAR RIDGE 2ND ADDITION

Wichita, Sedgwick County, Kansas



Curve Table

Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	52.05	146.77	20.32	N15° 29' 15"E	51.77
C2	168.72	175.66	55.03	S1° 52' 11"E	162.31
C3	197.16	181.93	62.09	N1° 39' 33"E	187.65
C4	66.61	168.00	22.72	N57° 40' 27"W	66.18
C5	151.48	650.00	13.35	S10° 35' 00"W	151.14
C6	105.29	450.00	13.41	S79° 26' 35"E	105.05
C7	71.94	250.00	16.49	N80° 59' 03"W	71.70
C8	157.08	100.00	90.00	N62° 15' 35"E	141.42
C9	62.78	364.15	9.88	S29° 32' 35"E	62.70
C10	100.33	396.15	14.51	S31° 51' 35"E	100.06
C11	15.71	332.15	2.71	S25° 57' 34"E	15.71

Parcel Line Table

Line #	Length	Direction
L1	10.00	S1° 39' 06.72"E
L2	50.00	N18° 19' 55.67"E
L3	13.08	N82° 26' 24.09"W
L4	13.08	N82° 26' 24.09"W
L5	17.54	N54° 01' 38.01"W
L6	16.78	S25° 38' 50.35"E
L7	21.00	S17° 15' 35.46"W
L8	77.31	N89° 13' 42.41"W
L9	37.76	S72° 44' 24.54"E
L10	124.18	N86° 08' 45.28"W
L11	122.35	S72° 44' 24.54"E
L12	216.41	N17° 15' 35.46"E
L13	32.00	S55° 31' 05.20"W

MINIMUM BUILDING PAD ELEVATION FOR LOWEST OPENING INTO STRUCTURES

BLOCK	LOT NO.	ELEVATION (NAVD88)
B	6-11	1312.0
B	12	1312.5
B	13-19	1312.5
B	20-26	1317.0
B	27-29	1318.0
D	53-55	1320.0
D	56-58	1321.0
D	59-65	1322.0

BENCHMARKS

BENCHMARK #1: SQ CUT W/DIVOT NE CURB RETURN CESSNA AND SPRING HOLLOW
ELEVATION = 1316.40 (NAVD88, G12A)

BENCHMARK #2: SQ CUT W/DIVOT EAST TOP OF CURB 170 FT ± NORTH OF INTERSECTION OF WILLOW OAK AND SPRING HOLLOW,
ELEVATION = 1322.58 (NAVD88, G12A)

PDF NOT TO SCALE

(BASIS) = Basis of Bearings = Kansas Coordinate System of 1983 South Zone Grid Bearing
M = Measured
D = Described
Unless otherwise shown, all diminisions are Platted

SURVEY MARKER LEGEND

- ○ 1/2" REBAR (FOUND - ORIGIN UNKNOWN)
- ⌀ 1/2" REBAR W/SAVOY CAP (FOUND)
- ⊠ 5/8" REBAR (FOUND - ORIGIN UNKNOWN)
- ◎ 5/8" REBAR W/UNREADABLE CAP (FOUND - ORIGIN UNKNOWN)
- ● MONUMENT TO BE SET WITH STREET CONSTRUCTION PROJECT BY THE STREET DESIGNER
- ✖ 1/2" REBAR W/ GARVER CAP (SET)
- ⚽ BENCHMARK

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SHEET 1 OF 2

DWG FILE: 2301492 CLEAR RIDGE ADDITION REPLAT
PROJECT NO. T41-2301492
AUGUST 5, 2024

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