CONSTRUCTION PLANS FOR PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

TO SERVE

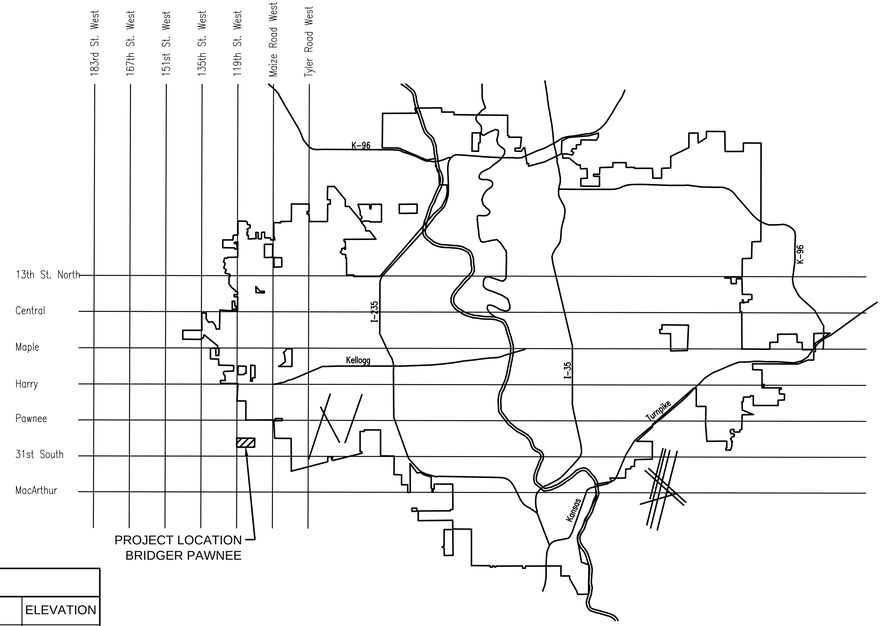
BRIDGER PAWNEE ADDITION-PHASE 1

CITY OF WICHITA ENGINEERING PROJECT NO. 472-2024-086045
ORG CODE: 47477024, MUNIS NO.: E4104

CITY OF WICHITA, KS

PAUL GUNZELMAN, P.E. - CITY ENGINEER

DEVELOPER CONTACT
CARTER WELLS
BRIDGER ON PAWNEE LLC
4514 COLE AVE STE 800
DALLAS, TX 75205
CARTER@BRIDGERCOS.COM
314-973-0148



LOCATION MAP

SUBDIVISION BENCH MARKS (SBM)				
NO.	STREET AND STATION	FROM CL	DESCRIPTION	ELEVATION
1	WILDWOOD STREET, STA. 11+88.81	33.50' LT.	P.C. TOP OF CURB, WILDWOOD STREET	
2	WILDWOOD STREET, STA. 18+38.81	17.50' LT.	P.C. TOP OF CURB, WILDWOOD STREET	
3	CEDAR CREST STREET, STA. 25+07.69	17.50' LT.	P.C. TOP OF CURB, SE CURB RETURN, CEDAR CREST	
4	CEDAR CREST STREET, STA. 30+42.29	17.50' LT.	P.T. TOP OF CURB, CEDAR CREST	
5	CEDAR CREST COURT (S), STA. 21+94.16	14.50' LT.	P.C. TOP OF CURB, CEDAR CREST COURT (S)	
6	CEDAR CREST COURT (N), STA. 31+75.01	14.50' LT.	P.C. TOP OF CURB, CEDAR CREST COURT (N)	
7	GRABER STREET, STA. 41+88.47	34.50' LT.	P.C. TOP OF CURB, GRABER STREET	
8	GRABER STREET, STA. 48+93.83	19.00' LT.	P.C. TOP OF CURB, GRABER STREET	

THE COST OF THE BENCH MARK DISC, INCLUDING INSTALLATION, SHALL BE INCIDENTAL TO THE CURB.

DECEMBER 2024

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87-93	CX721-CX727	CROSS SECTIONS - GRABER
94-95	CX728-CX729	CROSS SECTIONS - GRABER CT W
96-97	CX730-CX731	CROSS SECTIONS - WILDWOOD-FISHER

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PROFESSIONAL ENGINEERING CONSULTANTS
303 SOUTH TOPEKA
WICHITA, KS 67202
316-262-2691 www.pec1.com

CITY OF WICHITA

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LICENSED
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29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

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PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
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JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

TITLE SHEET

CP001
1 OF 97

SAVED 12/26/2024 9:19:47 AM BY BRADLEY.HAYNES
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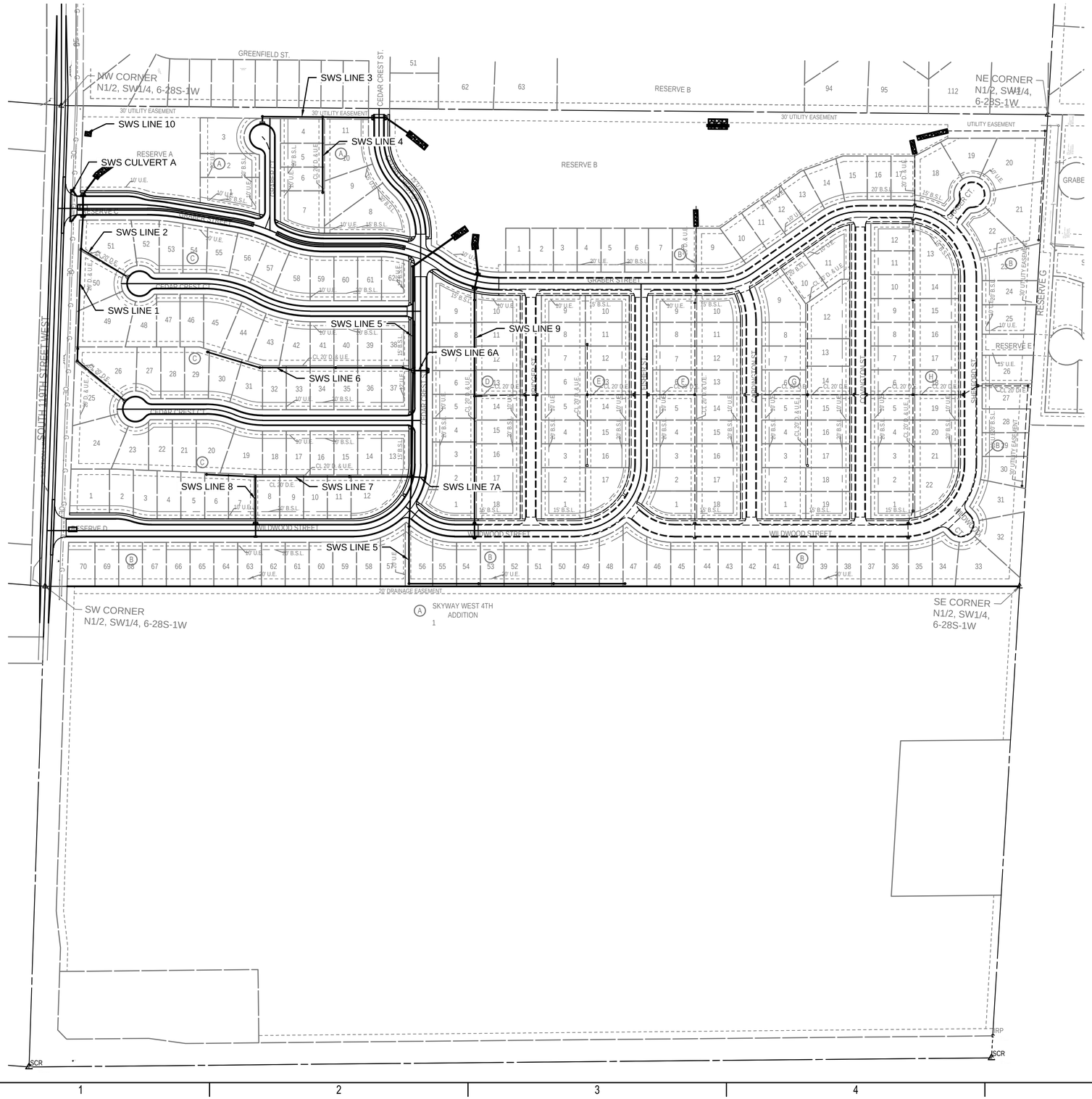
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030PAVING-PHASE 1\01-230656-002-CP001 TITLE SHEET.DWG



0' 150' 300'

1 INCH = 150 FEET

BENCH MARKS

BM-201

ELEV: 1,344.96 (NAVD 88)

DISC ON TOP OF WEST END OF NORTH HEADWALL 120' EAST OF 119TH STREET ON 31ST STREET

BM-202

ELEV: 1,346.95 (NAVD 88)

T-POST EAST SIDE 119TH STREET ACROSS FROM HOUSE #3001

BM-203

ELEV: 1,334.46 (NAVD 88)

X CUT ON SOUTH END OF 12" RCP WEST SIDE OF 119TH STREET

BM-204

ELEV: 1,338.53 (NAVD 88)

SQ CUT ON NW CORNER OF CURB INLET AT THE SW CORNER OF PAWNEE AND 119TH STREET

HORIZONTAL CONTROL POINTS

CP-101

N: 353,622.9170 E: 17,505,693.6891

T-POST EAST SIDE OF 119TH STREET BELOW SURFACE

1. 51.48' SSE TO RAILROAD SPIKE IN POWER POLE
2. 72.3' SE TO BAUGHMAN BAR
3. 21' W TO EAST EDGE OF 119TH STREET

CP-102

N: 354,878.6433 E: 17,505,616.4091

X CUT SOUTH END OF RCP ON WEST SIDE OF 119TH STREET

1. 19' E TO WEST EDGE OF 119TH STREET
2. 34.55' ESE TO SECTION CORNER
3. 18.7' SW TO TOP CENTER 18" CONCRETE PILLAR SOUTH OF DRIVE

CP-103

N: 357,424.9758 E: 17,505,497.3254

1/2" BAR W/ CLS58 TOPO CAP

1. 10 SE TO NW CORNER OF CURB INLET
2. 13.2 E TO BACK OF WEST CURB OF 119TH STREET
3. 29.1 NW TO SE CORNER OF CONC PAD AROUND MANHOLE

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HORIZONTAL VERTICAL CONTROL & KEY MAP

CP002
2 OF 97

SAVED 12/23/2024 10:19:13 AM BY BILL.SEXSON
PLOTTED 12/26/2024 9:27:33 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\02-230656-002-CP002 HORIZONTAL VERTICAL CONTROL & KEY MAP.DWG

GENERAL NOTES

1. ALL CONSTRUCTION AND MATERIALS TO COMPLY WITH CITY OF WICHITA STANDARD CONSTRUCTION SPECIFICATIONS AND DETAILS, UNLESS OTHERWISE INCLUDED IN THE CONTRACT DOCUMENTS.

2. EACH BIDDER SHALL VISIT THE SITE OF THE PROJECT BEFORE SUBMITTING THE PROPOSAL FOR THIS WORK SO THAT THEY WILL BE FULLY INFORMED OF THE EXISTING FIELD CONDITIONS AND THE OBSTACLES WHICH MIGHT BE ENCOUNTERED. UPON AWARD OF THE CONTRACT THE CONTRACTOR WILL NOT BE GRANTED ANY ADDITIONAL COMPENSATION WITH REGARDS TO TIME AND MONEY FOR CONDITIONS THAT MAY HAVE BEEN EVALUATED DURING ANY INSPECTION OF THE SITE.

3. AT LEAST 72 HOURS PRIOR TO BEGINNING ANY EXCAVATION (EXCLUDING WEEKENDS AND HOLIDAYS), THE CONTRACTOR SHALL CONTACT THE KANSAS ONE-CALL SYSTEM, A UTILITY LOCATION SERVICE, AT (316)-687-2470 OR 811 TO REQUEST THE LOCAL UTILITY COMPANIES TO LOCATE ANY EXISTING LINES WITHIN THE PROJECT AREA.

4. THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:

EMERGENCY DISPATCH:	911
COX COMMUNICATIONS:	888-249-3530
EVERGY:	800-383-1183
AT&T:	800-286-8313
KANSAS GAS SERVICE:	888-482-4950

5. THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY DIRECTLY ABUTTING THE CONSTRUCTION OF THIS PROJECT A MINIMUM OF SEVEN (7) DAYS ADVANCE NOTICE PRIOR TO THE START OF CONSTRUCTION.

6. THE CONTRACTOR SHALL NOT START WORK ON THE PROJECT UNTIL THE PROJECT INSPECTOR IS ASSIGNED AND IS PRESENT ON THE SITE. ANY WORK DONE WITHOUT INSPECTION WILL BE REQUIRED TO BE UNCOVERED FOR INSPECTION AT THE CONTRACTORS EXPENSE.

7. ALL ELEVATIONS SHOWN ARE NAVD88 DATUM. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL RE-ESTABLISH CONTROL POINTS AND BENCH MARKS AND VERIFY THEIR ACCURACY.

8. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE DRAWINGS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. IT SHOULD BE NOTED THAT OTHER BURIED LINES AND CABLES MAY EXIST WHICH ARE NOT SHOWN ON THESE DRAWINGS. THE CONTRACTOR SHALL HAVE ALL BURIED LINES LOCATED AND FLAGGED IN THE FIELD PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL CONTACT THE ENGINEER AND REVIEW ANY BURIED LINES LOCATED IF CONFLICTS EXIST. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION DURING TRENCHING OPERATIONS TO AVOID DAMAGING THESE LINES. ANY LINES DAMAGED SHALL BE REPLACED OR REPAIRED IMMEDIATELY AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

9. THE CONTRACTOR SHALL EXPOSE AND VERIFY THE VERTICAL AND HORIZONTAL LOCATION OF EXISTING UTILITIES THAT ARE IN POTENTIAL CONFLICT WITH THE PROPOSED IMPROVEMENTS. THE UTILITY LOCATES SHALL BE PERFORMED PRIOR TO THE START OF CONSTRUCTION AND ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS AND SECTION CORNERS. THE CONTRACTOR SHALL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.

11. EASEMENTS AND RIGHTS-OF-WAY PROVIDED BY THE OWNER FOR THE PROJECT ARE SHOWN ON THE DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACQUISITION OF ANY ADDITIONAL TEMPORARY EASEMENTS OR RIGHTS-OF-WAY DESIRED TO USE IN COMPLETING THE WORK.

12. THE CONTRACTOR SHALL CONTAIN THEIR OPERATIONS TO PERMIT LOCAL AND EMERGENCY TRAFFIC THROUGH AND ACROSS CONSTRUCTION AT ALL TIMES. THE CONTRACTOR SHALL UTILIZE WARNING SIGNS, FLASHING LIGHTS, BARRICADES, AND FLAGMEN IN COMPLIANCE WITH THE LATEST VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

13. RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES INCLUDING ANY TREES REMOVED, TREE TRIMMINGS, AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES PROVIDED BY THE CONTRACTOR. THESE SITES SHALL ALSO BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE, AND SITE LOCATION. LOCATIONS THAT, IN THE OPINION OF THE ENGINEER, WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED. ALL DISPOSAL SITES MUST BE APPROVED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT. MATERIAL EITHER STOCKPILED OR DISPOSED OF IN A FLOOD PLAIN WILL REQUIRE A KANSAS STATE BOARD OF AGRICULTURE PERMIT. ANY MATERIAL DUMPED IN WATERS OF THE UNITED STATES, FLOODWAYS, OR WETLANDS IS SUBJECT TO U.S. CORPS OF ENGINEERS PERMITTING REGULATIONS. ANY MATERIAL BURIED OR STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS MAY REQUIRE ARCHAEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED DISPOSAL LOCATION.

14. THE CONTRACTOR SHALL AVOID REMOVAL OR TRIMMING OF ANY TREES OR SHRUBS WHERE POSSIBLE. WHERE THE CONTRACTOR BELIEVES THE REMOVAL OR TRIMMING IS UNAVOIDABLE, THIS WORK SHALL BE COORDINATED WITH THE ENGINEER. TREE TRIMMING/REMOVAL SHALL BE COMPLETED IN ACCORDANCE WITH U.S FISH AND WILDLIFE SERVICE AND KANSAS DEPARTMENT OF WILDLIFE, PARKS, AND TOURISM RESTRICTIONS.

15. THE CONTRACTOR SHALL RESTORE ALL DITCHES, SWALES, ROAD SHOULDERS, AND BANKS TO THEIR ORIGINAL SLOPES AND GRADES EXCEPT AS SHOWN OTHERWISE. WHERE EXISTING ENTRANCE PIPE, DRAINAGE PIPE, SIGNS, FENCES, LANDSCAPING, ETC., CONFLICT WITH THE PROPOSED WORK HEREIN, THEY SHALL BE REMOVED AND REPLACED OR RESET, UNLESS OTHERWISE NOTED ON THE DRAWINGS.

16. THE CONTRACTOR SHALL INSTALL AND/OR MAINTAIN EROSION CONTROL METHODS AS SPECIFIED ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING EROSION CONTROL THROUGH THE COMPLETION OF THIS PROJECT. INSTALLATION OF THESE EROSION CONTROL DEVICES DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF ABATING SOIL EROSION.

17. THE CONTRACTOR SHALL TAKE CARE TO PREVENT SILT AND DEBRIS FROM ENTERING ANY STORM DRAINAGE SYSTEM DURING CONSTRUCTION. PIPES OR STRUCTURES WHICH CONTAIN MATERIALS FROM THE CONTRACTORS ACTIVITIES SHALL BE THOROUGHLY CLEANED BY THE CONTRACTOR, AT THEIR OWN EXPENSE, PRIOR TO THE FINAL INSPECTION.

18. RECONSTRUCTION OF EROSION CONTROL MEASURES WHICH ARE DESTROYED BY WIND, FLOOD, FIRE, OR BY THE ACTIONS OF THE CONTRACTOR OR OTHERS SHALL BE PERFORMED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST. WHERE ADJUSTMENTS IN QUANTITIES ARE REQUIRED BY FIELD CONDITIONS, THERE SHALL BE NO ADJUSTMENT IN UNIT PRICE.

19. ALL GRASSED AREAS DISTURBED BY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL BE REPLANTED WITH GRASS AND FERTILIZED IN ACCORDANCE WITH THE CITY OF WICHITA SPECIFICATIONS. EXISTING GRASSED AREAS DISTURBED BY CONSTRUCTION SHALL BE REPLANTED WITH THE SAME TYPE OF GRASS AS WAS REMOVED, UNLESS OTHERWISE SPECIFIED.

20. CONTRACTOR SHALL MAINTAIN UNINTERRUPTED UTILITY SERVICE TO ADJACENT FACILITIES DURING CONSTRUCTION, UNLESS OTHERWISE APPROVED BY OWNER.

21. WRITTEN REQUEST TO THE UTILITY OWNER WILL BE REQUIRED 72 HOURS PRIOR TO A SCHEDULED UTILITY OUTAGE. THE FIRE DEPARTMENT MUST BE NOTIFIED OF ANY FIRE HYDRANTS OR WATER MAINS TAKEN OUT OF SERVICE.

22. ALL RCB, STORM SEWER, AND SANITARY SEWER EXCAVATION UNDER PROPOSED PAVEMENT SHALL BE SAND FILLED AND FLUSHED (JETTED AND VIBRATED) WITH WATER PER THE REQUIREMENTS LISTED IN THE STANDARD SPECIFICATIONS FOR THE CITY OF WICHITA, UNLESS FLOWABLE FILL OR OTHER IMPROVED BACKFILL MATERIAL IS OTHERWISE SPECIFIED. THE SAND FILL SHALL START AT THE TOP OF IMPROVED BEDDING (PER STANDARD SPECIFICATIONS) AND BE BROUGHT UP UNIFORMLY TO AN ELEVATION 12 INCHES ABOVE THE TOP OF PIPE OR 2 FEET BELOW THE BOTTOM OF PROPOSED PAVEMENT, WHICHEVER IS HIGHER. HOWEVER, IN NO INSTANCE SHALL THE SAND FILL BE BROUGHT UP TO LESS THAN 6 INCHES BELOW THE PAVEMENT SUB-BASE MATERIAL. STORM SEWER ADJACENT TO THE BACK OF CURB SHALL ALSO BE SAND FILLED PER THIS PROVISION, TO WITHIN 2 FEET OF FINAL GRADE.

23. IF TRAFFIC WILL BE IMPACTED BY CONSTRUCTION, A TRAFFIC CONTROL PLAN MUST BE SUBMITTED AND APPROVED BY THE CITY TRAFFIC ENGINEER, 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.

TRAFFIC HANDLING/CONSTRUCTION SCHEDULE

ALL UNDERGROUND UTILITIES SHALL BE INSTALLED PRIOR TO ASPHALT PAVING OPERATIONS. DEMOLITION WORK CAN BE DONE CONCURRENTLY.

THE CONTRACTOR SHALL PROVIDE A DETAILED CONSTRUCTION SEQUENCING AND TRAFFIC CONTROL PLAN FOR ENGINEER REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION.

THE CONTRACTOR SHALL PROVIDE DAILY VEHICULAR ACCESS TO PROPERTIES WITHIN THE PROJECT AREA THROUGHOUT CONSTRUCTION. CONTRACTOR SHALL ALSO NOTIFY PROPERTY OWNERS SEVENTY-TWO (72) HOURS IN ADVANCE BEFORE PAVING DRIVEWAYS.

EMERGENCY TRAFFIC SHALL BE PERMITTED THROUGH AND ACROSS CONSTRUCTION AT ALL TIMES. THE CONTRACTOR SHALL PROTECT TRAFFIC BY USE OF PROPER AND NECESSARY FLAGS, LIGHTS, SIGNALS, BARRICADES OR OTHER WARNING DEVICES AS NEEDED, ALL IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

PEC
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GENERAL NOTES

CP003
3 OF 97

SAVED 8/15/2024 10:47:08 AM BY BILL.SEXSON
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PROFESSIONAL ENGINEERING CONSULTANTS
303 SOUTH TOPEKA
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316-262-2691 www.pec1.com

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PLAT BUBBLE MAP

CP004
4 OF 97

COORDINATE LIST		
POINT	NORTHING	EASTING
2000	353,755.6151	17,505,718.0688
2001	353,760.9432	17,505,844.7845
2002	353,754.9807	17,505,893.4101
2003	353,749.0183	17,505,942.0357
2004	353,772.2783	17,506,495.2140
2005	353,928.4474	17,506,638.7799
2006	354,018.3680	17,506,634.9990
2007	354,001.5637	17,506,235.3521
2008	354,015.3615	17,506,146.8901
2009	354,025.6646	17,506,080.8334
2010	354,019.2189	17,505,927.5383
2011	354,077.1678	17,505,925.1047
2012	354,083.6134	17,506,078.3967
2013	354,069.8156	17,506,166.8587
2014	354,059.5125	17,506,232.9155
2015	354,076.3168	17,506,632.5623
2016	354,316.1049	17,506,622.4798
2017	354,304.7620	17,506,352.7181
2018	354,339.3073	17,506,191.5589
2019	354,367.7625	17,506,058.8108
2020	354,362.1215	17,505,924.6535
2021	354,420.0703	17,505,922.2168
2022	354,425.7113	17,506,056.3741
2023	354,391.1660	17,506,217.5333
2024	354,362.7108	17,506,350.2815

RIGHT-OF-WAY-PHASE 1

COORDINATE LIST		
POINT	NORTHING	EASTING
2025	354,374.0537	17,506,620.0431
2026	354,481.2071	17,506,615.5376
2027	354,490.6363	17,506,536.2467
2028	354,484.1294	17,506,381.4970
2029	354,508.7526	17,506,249.2550
2030	354,542.6979	17,506,124.5645
2031	354,560.5827	17,505,977.9524
2032	354,563.8205	17,505,896.4021
2033	354,556.0387	17,505,711.3315
2034	354,636.0812	17,505,710.6613
2035	354,641.4090	17,505,837.3699
2036	354,634.8224	17,505,888.0626
2037	354,628.1367	17,505,929.2927
2038	354,624.1118	17,505,985.7021
2039	354,606.2269	17,506,132.3147
2040	354,592.8487	17,506,201.7434
2041	354,754.8390	17,506,194.9320
2042	354,854.4604	17,506,199.2111
2043	354,856.0858	17,506,248.7261
2044	354,573.3522	17,506,260.6144
2045	354,567.4431	17,506,274.7780
2046	354,548.0729	17,506,378.8083
2047	354,554.5798	17,506,533.5580
2048	354,547.1782	17,506,615.7663
2049	354,555.1878	17,506,615.4295

COORDINATE LIST		
POINT	NORTHING	EASTING
2050	354,663.7105	17,506,562.0781
2051	354,808.4074	17,506,490.9429
2052	354,863.9770	17,506,489.1188
2053	354,866.3921	17,506,546.5560
2054	354,810.8441	17,506,548.8917
2055	354,708.1092	17,506,599.3977
2056	354,557.6244	17,506,673.3783
2057	354,527.6324	17,506,674.6394
2058	354,501.9021	17,506,721.2529
2059	354,462.3100	17,506,862.3228
2060	354,398.3665	17,506,865.0115
2061	354,451.8615	17,506,680.8280
2062	353,931.1361	17,506,702.7234
2063	353,819.7620	17,506,676.8314
2064	353,807.6756	17,506,692.7646
2065	353,783.7919	17,506,769.0362
2066	353,786.5198	17,506,833.9134
2067	353,722.5763	17,506,836.6021
2068	353,719.8484	17,506,771.7249
2069	353,756.6860	17,506,654.0857
2070	353,768.7724	17,506,638.1524
2071	353,708.3348	17,506,497.9027
2072	353,675.5729	17,505,718.7460

COORDINATE LIST		
POINT	NORTHING	EASTING
2200	353,786.5198	17,506,833.9134
2201	353,791.3511	17,506,948.8132
2202	353,793.7878	17,507,006.7620
2203	353,797.5687	17,507,096.6825
2204	353,953.7379	17,507,240.2485
2205	353,956.4266	17,507,304.1920
2206	353,845.0525	17,507,278.2999
2207	353,829.0507	17,507,299.3948
2208	353,808.8102	17,507,364.0317
2209	353,816.6416	17,507,550.2817
2210	354,359.1569	17,507,527.4701
2211	354,417.7801	17,507,513.7365
2212	354,441.3357	17,507,566.7377
2213	354,361.5935	17,507,585.4189
2214	353,819.0782	17,507,608.2305
2215	353,829.1608	17,507,848.0186
2216	353,831.5974	17,507,905.9674
2217	353,835.3784	17,507,995.8879
2218	353,991.5476	17,508,139.4539
2219	354,503.0956	17,508,117.9444

RIGHT-OF-WAY-PHASE 2

COORDINATE LIST		
POINT	NORTHING	EASTING
2220	354,641.8760	17,507,966.9808
2221	354,637.8850	17,507,872.0647
2222	354,632.4146	17,507,814.2435
2223	354,607.9965	17,507,763.9237
2224	354,462.9427	17,507,574.2560
2225	354,453.7922	17,507,561.2017
2226	354,430.2366	17,507,508.2004
2227	354,423.6235	17,507,465.6847
2228	354,416.0205	17,507,284.8670
2229	354,413.3318	17,507,220.9235
2230	354,403.2492	17,506,981.1354
2231	354,400.8126	17,506,923.1866
2232	354,398.3665	17,506,865.0115
2233	354,462.3100	17,506,862.3228
2234	354,487.5670	17,507,462.9960
2235	354,513.7798	17,507,535.3769
2236	354,658.8336	17,507,725.0445
2237	354,700.6102	17,507,840.4016
2238	354,705.8195	17,507,964.2922
2239	354,680.2193	17,508,073.6367

COORDINATE LIST		
POINT	NORTHING	EASTING
2240	354,712.2746	17,508,097.5628
2241	354,677.5818	17,508,144.0430
2242	354,645.5265	17,508,120.1169
2243	354,505.7843	17,508,181.8879
2244	354,348.3947	17,508,188.5058
2245	354,354.4287	17,508,332.0098
2246	354,296.3341	17,508,330.9788
2247	354,290.4459	17,508,190.9424
2248	353,994.2363	17,508,203.3974
2249	353,876.7703	17,508,174.0559
2250	353,863.9429	17,508,187.3534
2251	353,791.9714	17,508,117.9265
2252	353,804.7988	17,508,104.6289
2253	353,771.4349	17,507,998.5766
2254	353,744.8667	17,507,366.7204
2255	353,778.0611	17,507,260.7159
2256	353,794.0629	17,507,239.6210
2257	353,733.6252	17,507,099.3712
2258	353,722.5763	17,506,836.6021

PLAT BOUNDARY

COORDINATE LIST		
POINT	NORTHING	EASTING
1000	353,555.5093	17,505,719.7566
1001	354,868.3752	17,505,708.7060
1002	354,954.8318	17,508,342.6652
1003	353,664.8345	17,508,319.7719

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WICHITA, KS 67202
316-262-2691 www.pec1.com

CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

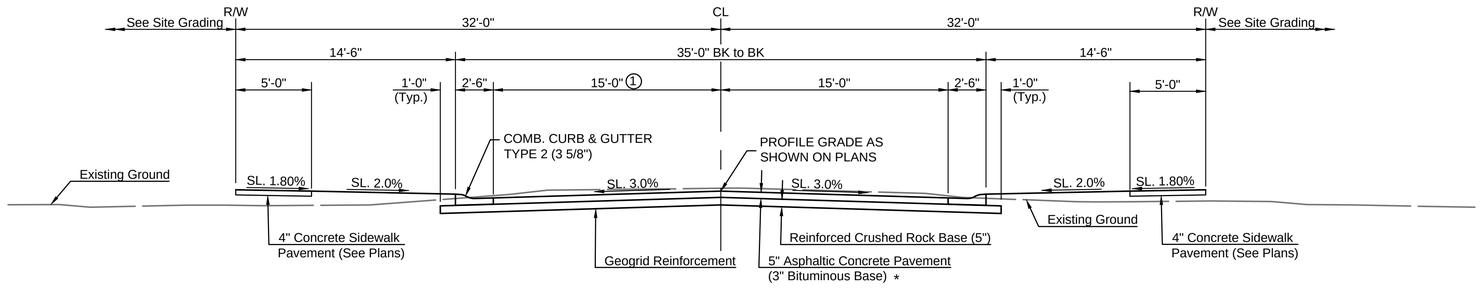
Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

PLAT BUBBLE MAP TABLES

CP005
5 OF 97

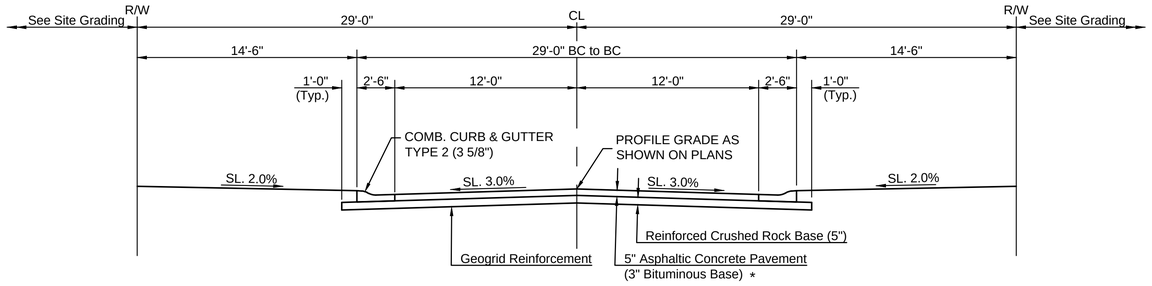
SAVED 8/15/2024 10:46:44 AM BY BILL.SEXSON
PLOTTED 12/26/2024 9:27:56 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\05-230656-002-CP005 PLAT BUBBLE MAP TABLES.DWG



TYPICAL SECTION

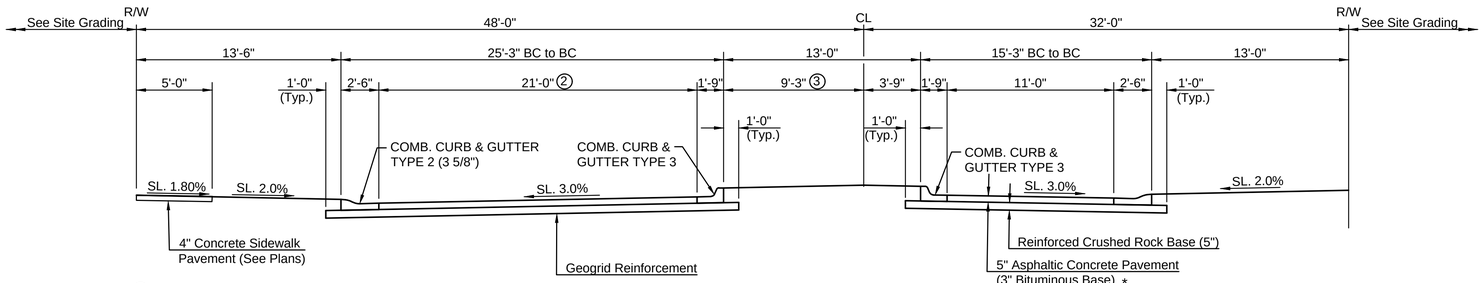
(1) 31'-0" From Sta. 10+46.59 to Sta. 11+88.81
Varies From 31'-0" at Sta. 11+88.81 to 15'-0" at Sta. 12+85.14

Wildwood St. Sta 12+85.14 to Sta. 19+98.93
Cedar Crest St. Sta. 19+98.93 to Sta. 26+36.14
Graber St. Sta. 50+75.35 to Sta. 52+41.03
Wildwood St. Sta. 60+33.85 to Sta. 62+18.17



TYPICAL SECTION

Cedar Crest St. Sta. 27+51.86 to Sta. 31+27.35
Cedar Crest Ct. (S) Sta. 20+43.24 to Sta. 27+46.56
Cedar Crest Ct. (N) Sta. 30+43.23 to Sta. 37+43.83
Graber Ct. (W) Sta. 50+52.65 to Sta. 52+02.39

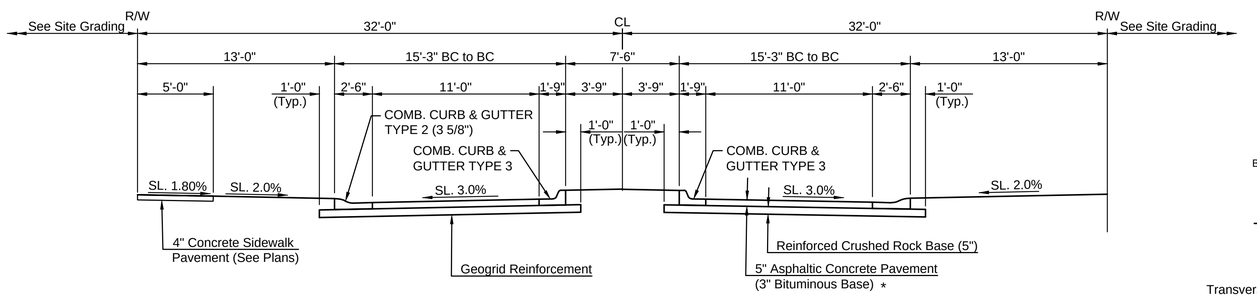


(2) 21'-0" From Sta. 40+46.75 to Sta. 41+88.47
Varies From 21'-0" at Sta. 41+88.47 to 11'-0" at Sta. 42+54.78

(3) Varies From 9'-3" at Sta. 42+10.84 to 7'-6" at Sta. 43+31.13

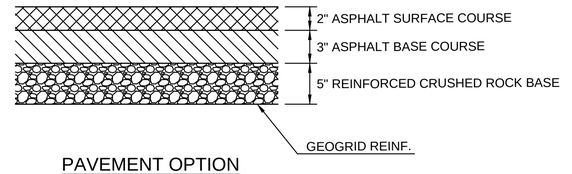
TYPICAL SECTION

Graber St. Sta. 40+46.75 to Sta. 43+31.13



TYPICAL SECTION

Graber St. Sta. 43+31.13 to Sta. 49+62.09



PAVEMENT OPTION
ASPHALTIC CONCRETE PAVEMENT

* 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

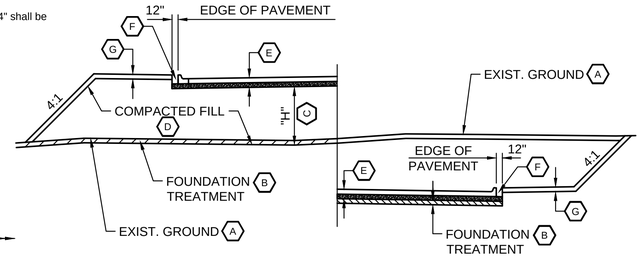
NO SHRINKAGE FACTOR HAS BEEN APPLIED.

THE QUANTITIES SHOWN FOR "EXCAVATION" ARE MEASURED FROM THE ORIGINAL GROUND LINE TO THE FINISHED SUBGRADE LINE (WITHIN R/W) OR FINISHED GROUND LINE AS SHOWN ON THE CROSS SECTIONS.

ONLY APPROVED MATERIALS SHALL BE USED IN THE CONSTRUCTION OF EMBANKMENTS. THIS MATERIAL SHALL BE FREE FROM ORGANIC MATTER, LARGE STONES, AND DEBRIS.

ANY DOUBLE-HANDLING AND/OR STOCKPILING OF EXCAVATED MATERIAL WHICH MAY BE REQUIRED WILL NOT BE MEASURED OR PAID FOR SEPARATELY, BUT SHALL BE SUBSIDIARY TO THE CONTRACT UNIT PRICE BID FOR "EXCAVATION".

EXCESS MATERIAL SHALL BE STOCKPILED AT THE PROJECT SITE BY THE CONTRACTOR IN ACCORADNACE WITH THE GENERAL NOTES ON SHEET NO. CP003.



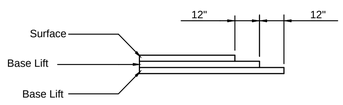
IN FILL IN CUT

FOUNDATION TREATMENT & COMPACTION DIAGRAM

1" = 1'

- (A) STRIP TOPSOIL.
- (B) SCARIFY AND COMPACT (6 INCHES) TO 95% ASTM D698.
- (C) "H" EQUALS FULL EMBANKMENT HEIGHT.
- (D) COMPACT TO 95% ASTM D698.
- (E) PAVEMENT SECTION, SEE TYPICAL SECTIONS THIS SHEET.
- (F) BACKFILL WITH SATISFACTORY SOIL. COMPACT TO 95% ASTM D698.
- (G) PLACE TOPSOIL.

FOUNDATION TREATMENT & COMPACTION SHALL BE CONSIDERED SUBSIDIARY TO THE BID ITEM "EXCAVATION".



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 - ½" 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.

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303 SOUTH TOPEKA
WICHITA, KS 67202
316-262-2691 www.pec1.com

CITY OF WICHITA

HUNTER JAMES WILES LICENSED Hunter Wiles 29849 12/26/2024 KANSAS PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

TYPICAL SECTIONS

CP006
6 OF 97

SAVED 12/20/2024 4:49:32 AM BY HUNTER.WILES
PLOTTED 12/26/2024 9:28:06 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\06-230656-002-CP006 TYPICAL SECTIONS.DWG

SAVED 9/26/2024 2:58:20 PM BY BILL.SEXSON
PLOTTED 12/26/2024 9:28:26 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\07-230656-002-CP101 COORDINATE GEOMETRY PLAN.DWG

0' 80' 160'
1 INCH = 80 FEET

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

HUNTER JAMES WILLIAMS LICENSED PROFESSIONAL ENGINEER 29849 12/26/2024

CITY OF WICHITA

PEC PROFESSIONAL ENGINEERING CONSULTANTS
303 SOUTH TOPEKA
WICHITA, KS 67202
316-262-2691 www.pec.com

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

Issue:

COORDINATE GEOMETRY PLAN

CP101
7 OF 97

CENTERLINE

COORDINATE LIST		
POINT	NORTHING	EASTING
6100	353,705.0676	17,505,658.4922
6101	353,740.3065	17,506,496.5583
6102	353,812.1526	17,506,633.9140
6103	353,929.7918	17,506,670.7517
6104	354,048.6867	17,506,665.7524
6105	354,346.4236	17,506,653.2332
6106	354,504.5943	17,506,646.5825
6107	354,556.4061	17,506,644.4039
6108	354,685.9099	17,506,580.7379
6109	354,809.6258	17,506,519.9173
6110	354,894.6197	17,506,516.3435
6111	354,046.4822	17,505,885.6266
6112	354,054.6390	17,506,079.6150
6113	354,042.5886	17,506,156.8744
6114	354,030.5381	17,506,234.1338
6115	354,048.6867	17,506,665.7524
6116	354,389.3848	17,505,882.7403
6117	354,396.7369	17,506,057.5924
6118	354,365.2367	17,506,204.5461

COORDINATE LIST		
POINT	NORTHING	EASTING
6119	354,333.7364	17,506,351.4998
6120	354,346.4236	17,506,653.2332
6121	354,585.5335	17,505,651.0806
6122	354,595.7923	17,505,895.0578
6123	354,592.3472	17,505,981.8273
6124	354,574.4624	17,506,128.4399
6125	354,549.7623	17,506,232.5807
6126	354,538.0979	17,506,262.0165
6127	354,516.1011	17,506,380.1527
6128	354,522.6080	17,506,534.9024
6129	354,475.2988	17,506,703.4691
6130	354,430.3382	17,506,863.6672
6131	354,549.7623	17,506,232.5807
6132	354,805.3696	17,506,221.8329
6133	354,804.4874	17,506,200.8533
6134	353,812.1526	17,506,633.9140
6135	353,782.1808	17,506,673.4251
6136	353,751.8201	17,506,770.3805
6137	353,754.5481	17,506,835.2577

BACK OF CURB

COORDINATE LIST		
POINT	NORTHING	EASTING
7000	353,740.7294	17,505,709.2014
7001	353,746.4699	17,505,845.7250
7002	353,741.1215	17,505,889.1438
7003	353,734.5311	17,505,942.6448
7004	353,757.7911	17,506,495.8231
7005	353,929.0566	17,506,653.2671
7006	354,013.9816	17,506,649.6962
7007	354,032.6451	17,506,629.3942
7008	354,016.0509	17,506,234.7429
7009	354,028.9750	17,506,151.8823
7010	354,040.1518	17,506,080.2242
7011	354,033.8118	17,505,929.4422
7012	354,025.7290	17,505,914.4408
7013	354,069.5811	17,505,912.5969
7014	354,062.7862	17,505,928.2239
7015	354,069.1262	17,506,079.0059
7016	354,056.2021	17,506,161.8666
7017	354,045.0253	17,506,233.5246
7018	354,061.6195	17,506,628.1759

COORDINATE LIST		
POINT	NORTHING	EASTING
7019	354,081.9215	17,506,646.8395
7020	354,311.7185	17,506,637.1770
7021	354,330.3820	17,506,616.8750
7022	354,319.2492	17,506,352.1090
7023	354,352.2720	17,506,198.0525
7024	354,382.2497	17,506,058.2016
7025	354,376.7138	17,505,926.5432
7026	354,368.6309	17,505,911.5418
7027	354,412.4831	17,505,909.6980
7028	354,405.6882	17,505,925.3249
7029	354,411.2241	17,506,056.9833
7030	354,378.2013	17,506,211.0397
7031	354,348.2236	17,506,350.8907
7032	354,359.3564	17,506,615.6567
7033	354,379.6584	17,506,634.3203
7034	354,476.6119	17,506,630.2436
7035	354,494.6069	17,506,615.8870
7036	354,503.6248	17,506,535.7006
7037	354,497.1179	17,506,380.9509

COORDINATE LIST		
POINT	NORTHING	EASTING
7038	354,520.6741	17,506,254.4394
7039	354,555.6022	17,506,126.1392
7040	354,573.4871	17,505,979.5265
7041	354,576.8090	17,505,895.8560
7042	354,568.7432	17,505,704.0297
7043	354,622.1959	17,505,701.7821
7044	354,627.9209	17,505,837.9371
7045	354,622.7697	17,505,881.2402
7046	354,618.9443	17,505,905.1362
7047	354,615.3012	17,505,950.5690
7048	354,593.3225	17,506,130.7406
7049	354,582.0234	17,506,191.6616
7050	354,601.7585	17,506,215.8815
7051	354,751.3661	17,506,209.5909
7052	354,769.6712	17,506,193.9171
7053	354,805.9788	17,506,236.3201
7054	354,577.6111	17,506,245.9225
7055	354,560.3594	17,506,258.0779
7056	354,555.5216	17,506,269.5936

BACK OF SIDEWALK-WILDWOOD/CEDAR CREST

COORDINATE LIST		
POINT	NORTHING	EASTING
8000	353,755.6151	17,505,718.0688
8001	353,760.9432	17,505,844.7845
8002	353,754.9807	17,505,893.4101
8003	353,749.0183	17,505,942.0357
8004	353,772.2783	17,506,495.2140
8005	353,928.4474	17,506,638.7799
8006	354,024.1036	17,506,634.7578
8007	354,070.5812	17,506,632.8035
8008	354,321.8405	17,506,622.2386
8009	354,368.3181	17,506,620.2843
8010	354,486.7339	17,506,615.3052
8011	354,545.0661	17,506,665.3988
8012	354,545.4232	17,506,673.8913
8013	354,557.6244	17,506,673.3783
8014	354,708.1092	17,506,599.3977
8015	354,810.8441	17,506,548.8917
8016	354,895.8377	17,506,545.3119

BACK OF CURB-MEDIAN

COORDINATE LIST		
POINT	NORTHING	EASTING
7100	354,597.0854	17,505,705.6288
7101	354,603.6327	17,505,861.3412
7102	354,600.1634	17,505,948.7223
7103	354,578.1848	17,506,128.8939
7104	354,567.2303	17,506,187.9569
7105	354,559.9550	17,506,186.1349
7106	354,570.7399	17,506,127.9858
7107	354,588.6248	17,505,981.3732
7108	354,592.0456	17,505,895.2153
7109	354,584.0968	17,505,706.1749
7110	354,546.2270	17,506,252.3475
7111	354,541.5368	17,506,263.5120
7112	354,519.8478	17,506,379.9951
7113	354,526.3547	17,506,534.7449
7114	354,520.9089	17,506,603.5294
7115	354,513.5585	17,506,602.0391
7116	354,518.8613	17,506,535.0599
7117	354,512.3544	17,506,380.3102
7118	354,534.6590	17,506,260.5210
7119	354,539.2766	17,506,249.5293

COORDINATE LIST		
POINT	NORTHING	EASTING
7057	354,535.0843	17,506,379.3545
7058	354,541.5912	17,506,534.1042
7059	354,535.8548	17,506,606.5596
7060	354,555.7852	17,506,629.9172
7061	354,674.8102	17,506,571.4080
7062	354,809.0166	17,506,505.4301
7063	354,894.0105	17,506,501.8563
7064	354,895.2288	17,506,530.8307
7065	354,810.2349	17,506,534.4045
7066	354,697.0095	17,506,590.0678
7067	354,557.0152	17,506,658.8911
7068	354,530.1012	17,506,660.0228
7069	354,513.1893	17,506,671.3904
7070	354,489.8475	17,506,713.1946
7071	354,447.8228	17,506,862.9320
7072	354,412.8537	17,506,864.4024
7073	354,458.6982	17,506,696.8569
7074	354,441.5274	17,506,666.7497
7075	353,930.5270	17,506,688.2362

COORDINATE LIST		
POINT	NORTHING	EASTING
7076	353,830.1631	17,506,665.9418
7077	353,802.6146	17,506,675.4440
7078	353,796.1233	17,506,684.0014
7079	353,769.3047	17,506,769.6453
7080	353,772.0326	17,506,834.5225
7081	353,737.0635	17,506,835.9929
7082	353,734.3356	17,506,771.1157
7083	353,768.2384	17,506,662.8489
7084	353,777.7515	17,506,650.3079
7085	353,776.4560	17,506,625.2014
7086	353,722.8220	17,506,497.2935
7087	353,689.7745	17,505,711.3444
7100	354,597.0854	17,505,705.6288
7101	354,603.6327	17,505,861.3412
7102	354,600.1634	17,505,948.7223
7103	354,578.1848	17,506,128.8939
7104	354,567.2303	17,506,187.9569
7105	354,559.9550	17,506,186.1349
7106	354,570.7399	17,506,127.9858

COORDINATE LIST		
POINT	NORTHING	EASTING
7107	354,588.6248	17,505,981.3732
7108	354,592.0456	17,505,895.2153
7109	354,584.0968	17,505,706.1749
7110	354,546.2270	17,506,252.3475
7111	354,541.5368	17,506,263.5120
7112	354,519.8478	17,506,379.9951
7113	354,526.3547	17,506,534.7449
7114	354,520.9089	17,506,603.5294
7115	354,513.5585	17,506,602.0391
7116	354,518.8613	17,506,535.0599
7117	354,512.3544	17,506,380.3102
7118	354,534.6590	17,506,260.5210
7119	354,539.2766	17,506,249.5293

BACK OF SIDEWALK-GRABER ST.

COORDINATE LIST		
POINT	NORTHING	EASTING
8100	354,636.0812	17,505,710.6613
8101	354,641.4090	17,505,837.3699
8102	354,634.8224	17,505,888.0626
8103	354,628.1367	17,505,929.2927
8104	354,624.1118	17,505,985.7021
8105	354,606.2269	17,506,132.3147
8106	354,592.1972	17,506,204.1749
8107	354,575.9548	17,506,253.9701
8108	354,567.4431	17,506,274.7780
8109	354,548.0729	17,506,378.8083
8110	354,554.5798	17,506,533.5580
8111	354,547.8543	17,506,612.6935
8112	354,548.1591	17,506,619.9407
8113	354,452.4151	17,506,679.9529
8114	354,448.6954	17,506,685.6853
8115	354,398.3665	17,506,865.0115

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WICHITA, KS 67202
316-262-2691 www.pec1.com

CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

COORDINATE GEOMETRY TABLES

CP102
8 OF 97

SAVED 8/28/2024 11:24:53 AM BY BILL.SEXSON
PLOTTED 12/26/2024 9:28:46 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\PD4_PLANS\030\PAVING-PHASE 1\08-230656-002-CP102 COORDINATE GEOMETRY TABLES.DWG

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DRAWN BY	BJS
CHECKED BY	KPG

COORDINATE GEOMETRY CURVE PLAN

CP103
9 OF 97

SAVED 7/30/2024 4:44:32 PM BY BILL.SEXSON
PLOTTED 12/26/2024 9:29:06 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\09-230656-002-CP103 COORDINATE GEOMETRY CURVE PLAN.DWG

CURVE DATA								
CURVE #	DELTA	RADIUS (FT.)	T (FT.)	LENGTH (FT.)	P.C. NORTHING	P.C. EASTING	P.T. NORTHING	P.T. EASTING
BC700	018°51'38"	133.50	22.17	43.95	353,741.1215	17,505,889.1438	353,746.4699	17,505,845.7250
BC701	018°51'38"	164.50	27.32	54.15	353,741.1215	17,505,889.1438	353,734.5311	17,505,942.6448
BC702	090°00'00"	164.50	164.50	258.40	353,757.7911	17,506,495.8231	353,929.0566	17,506,653.2671
BC703	090°00'00"	19.50	19.50	30.63	354,013.9816	17,506,649.6962	354,032.6451	17,506,629.3942
BC704	022°32'45"	214.50	42.76	84.41	354,028.9750	17,506,151.8823	354,016.0509	17,506,234.7429
BC705	022°32'45"	185.50	36.98	72.99	354,028.9750	17,506,151.8823	354,040.1518	17,506,080.2242
BC706	051°48'59"	19.50	9.47	17.64	354,033.8118	17,505,929.4422	354,025.7290	17,505,914.4408
BC707	283°37'59"	35.50	27.92	175.74	354,069.5811	17,505,912.5969	354,025.7290	17,505,914.4408
BC708	051°48'59"	19.50	9.47	17.64	354,069.5811	17,505,912.5969	354,062.7862	17,505,928.2239
BC709	022°32'45"	214.50	42.76	84.41	354,056.2021	17,506,161.8666	354,069.1262	17,506,079.0059
BC710	022°32'45"	185.50	36.98	72.99	354,056.2021	17,506,161.8666	354,045.0253	17,506,233.5246
BC711	090°00'00"	19.50	19.50	30.63	354,061.6195	17,506,628.1759	354,081.9215	17,506,646.8395
BC712	090°00'00"	19.50	19.50	30.63	354,311.7185	17,506,637.1770	354,330.3820	17,506,616.8750
BC713	029°00'45"	314.50	81.37	159.25	354,352.2720	17,506,198.0525	354,319.2492	17,506,352.1090
BC714	029°00'45"	285.50	73.87	144.57	354,352.2720	17,506,198.0525	354,382.2497	17,506,058.2016
BC715	051°48'59"	19.50	9.47	17.64	354,376.7138	17,505,926.5432	354,368.6309	17,505,911.5418
BC716	283°37'59"	35.50	27.92	175.74	354,412.4831	17,505,909.6980	354,368.6309	17,505,911.5418
BC717	051°48'59"	19.50	9.47	17.64	354,412.4831	17,505,909.6980	354,405.6882	17,505,925.3249
BC718	029°00'45"	314.50	81.37	159.25	354,378.2013	17,506,211.0397	354,411.2241	17,506,056.9833
BC719	029°00'45"	285.50	73.87	144.57	354,378.2013	17,506,211.0397	354,348.2236	17,506,350.8907
BC720	090°00'00"	19.50	19.50	30.63	354,359.3564	17,506,615.6567	354,379.6584	17,506,634.3203
BC721	072°21'04"	19.50	14.26	24.62	354,476.6119	17,506,630.2436	354,494.6069	17,506,615.8870
BC722	017°38'56"	263.00	40.83	81.01	354,494.6069	17,506,615.8870	354,503.6248	17,506,535.7006
BC723	025°54'38"	287.00	66.02	129.79	354,520.6741	17,506,254.4394	354,497.1179	17,506,380.9509
BC724	016°32'53"	462.00	67.18	133.43	354,520.6741	17,506,254.4394	354,555.6022	17,506,126.1392
BC725	009°21'46"	513.00	42.01	83.83	354,573.4871	17,505,979.5265	354,576.8090	17,505,895.8560
BC726	018°23'00"	136.50	22.09	43.80	354,622.7697	17,505,881.2402	354,627.9209	17,505,837.9371
BC727	013°45'41"	101.00	12.19	24.26	354,622.7697	17,505,881.2402	354,618.9443	17,505,905.1362
BC728	004°44'27"	551.00	22.81	45.59	354,615.3012	17,505,950.5690	354,618.9443	17,505,905.1362
BC729	007°06'17"	500.00	31.04	62.00	354,582.0234	17,506,191.6616	354,593.3225	17,506,130.7406
BC730	106°28'03"	19.50	26.10	36.24	354,582.0234	17,506,191.6616	354,601.7585	17,506,215.8815
BC731	076°19'41"	19.50	15.33	25.98	354,751.3661	17,506,209.5909	354,769.6712	17,506,193.9171
BC732	256°19'41"	35.50	45.17	158.82	354,805.9788	17,506,236.3201	354,769.6712	17,506,193.9171
BC733	065°31'14"	19.50	12.55	22.30	354,577.6111	17,506,245.9225	354,560.3594	17,506,258.0779
BC734	025°54'38"	249.00	57.28	112.60	354,555.5216	17,506,269.5936	354,535.0843	17,506,379.3545
BC735	013°52'08"	301.00	36.61	72.86	354,535.8548	17,506,606.5596	354,541.5912	17,506,534.1042
BC736	103°52'08"	19.50	24.90	35.35	354,535.8548	17,506,606.5596	354,555.7852	17,506,629.9172
BC737	047°32'36"	164.50	72.46	136.50	354,555.7969	17,506,629.9167	354,674.8102	17,506,571.4080
BC738	047°32'36"	185.50	81.71	153.93	354,809.0166	17,506,505.4301	354,674.8102	17,506,571.4080
BC739	047°32'36"	156.50	68.93	129.86	354,810.2349	17,506,534.4045	354,697.0095	17,506,590.0678

CURVE DATA								
CURVE #	DELTA	RADIUS (FT.)	T (FT.)	LENGTH (FT.)	P.C. NORTHING	P.C. EASTING	P.T. NORTHING	P.T. EASTING
BC740	047°32'36"	193.50	85.23	160.56	354,557.0152	17,506,658.8911	354,697.0095	17,506,590.0678
BC741	062°59'59"	19.50	11.95	21.44	354,530.1012	17,506,660.0228	354,513.1893	17,506,671.3904
BC742	009°10'10"	299.50	24.02	47.93	354,489.8475	17,506,713.1946	354,513.1893	17,506,671.3904
BC743	036°10'11"	250.50	81.80	158.14	354,489.8475	17,506,713.1946	354,447.8228	17,506,862.9320
BC744	035°25'17"	285.50	91.17	176.50	354,458.6982	17,506,696.8569	354,412.8537	17,506,864.4024
BC745	125°25'17"	19.50	37.80	42.69	354,458.6982	17,506,696.8569	354,441.5274	17,506,666.7497
BC746	029°51'49"	199.50	53.20	103.98	353,830.1631	17,506,665.9418	353,930.5270	17,506,688.2362
BC747	080°16'24"	19.50	16.44	27.32	353,830.1631	17,506,665.9418	353,805.6364	17,506,671.4605
BC748	039°35'26"	132.50	47.69	91.56	353,796.1233	17,506,684.0014	353,769.3047	17,506,769.6453
BC749	039°35'26"	167.50	60.29	115.74	353,768.2384	17,506,662.8489	353,734.3356	17,506,771.1157
BC750	080°16'24"	19.50	16.44	27.32	353,777.7515	17,506,650.3079	353,776.4560	17,506,625.2014
BC751	040°40'58"	199.50	73.96	141.65	353,722.8220	17,506,497.2935	353,776.4560	17,506,625.2014
BC752	009°21'46"	535.75	43.87	87.55	354,600.1634	17,505,948.7223	354,603.6327	17,505,861.3412
BC753	007°06'17"	484.75	30.09	60.11	354,567.2303	17,506,187.9569	354,578.1848	17,506,128.8939
BC754	007°06'17"	477.25	29.63	59.18	354,559.9550	17,506,186.1349	354,570.7399	17,506,127.9858
BC755	009°21'46"	528.25	43.26	86.32	354,588.6248	17,505,981.3732	354,592.0456	17,505,895.2153
BC756	025°54'38"	264.25	60.79	119.50	354,541.5368	17,506,263.5120	354,519.8478	17,506,379.9951
BC757	013°52'08"	285.75	34.75	69.17	354,520.9089	17,506,603.5294	354,526.3547	17,506,534.7449
BC758	013°52'08"	278.25	33.84	67.35	354,513.5585	17,506,602.0391	354,518.8613	17,506,535.0599
BC759	025°54'38"	271.75	62.52	122.89	354,534.6590	17,506,260.5210	354,512.3544	17,506,380.3102

CURVE DATA								
CURVE #	DELTA	RADIUS (FT.)	T (FT.)	LENGTH (FT.)	P.C. NORTHING	P.C. EASTING	P.T. NORTHING	P.T. EASTING
SC800	018°47'49"	150.00	24.83	49.21	353,754.9807	17,505,893.4101	353,760.9432	17,505,844.7845
SC801	018°47'49"	150.00	24.83	49.21	353,754.9807	17,505,893.4101	353,749.0183	17,505,942.0357
SC802	090°00'00"	150.00	150.00	235.62	353,772.2783	17,506,495.2140	353,928.4474	17,506,638.7799
SC803	019°37'18"	150.00	25.94	51.37	354,634.8224	17,505,888.0626	354,641.4090	17,505,837.3699
SC804	016°00'23"	150.00	21.09	41.90	354,634.8224	17,505,888.0626	354,628.1367	17,505,929.2927
SC805	005°44'51"	564.00	28.31	56.58	354,624.1118	17,505,985.7021	354,628.1367	17,505,929.2927
SC806	008°11'04"	513.00	36.70	73.28	354,592.1972	17,506,204.1749	354,606.2269	17,506,132.3147
SC807	002°30'40"	513.00	11.24	22.48	354,567.4431	17,506,274.7780	354,575.9548	17,506,253.9701
SC808	025°54'38"	236.00	54.29	106.73	354,567.4431	17,506,274.7780	354,548.0729	17,506,378.8083
SC809	014°31'51"	314.00	40.03	79.63	354,547.8543	17,506,612.6935	354,554.5798	17,506,533.5580
SC810	047°32'36"	208.00	91.62	172.60	354,557.6244	17,506,673.3783	354,708.1092	17,506,599.3977
SC811	047°32'36"	142.00	62.55	117.83	354,810.8441	17,506,548.8917	354,708.1092	17,506,599.3977
SC812	036°10'11"	300.00	97.97	189.38	354,448.6954	17,506,685.6853	354,398.3665	17,506,865.0115
SC813	039°35'26"	118.00	42.47	81.54	353,807.6756	17,506,692.7646	353,783.7919	17,506,769.0362

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CITY OF WICHITA

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PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

COORDINATE GEOMETRY CURVE TABLES PLAN

CP104
10 OF 97

SAVED 9/12/2024 8:24:43 AM BY BILL.SEXSON
PLOTTED 12/26/2024 9:29:26 AM BY BRADLEY HAYNES
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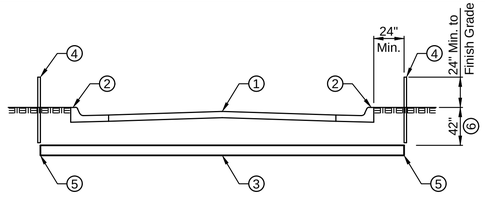

CLASS SDR 21 SLEEVES

Payment for "Irrigation Sleeves" Shall be Per Linear Foot, and Shall Include Items 2 thru 5 Listed.

1. Pavement/Street
2. Permanent Mark on Top of Curb, Stamped in Wet Concrete-"x" or "s"
3. 4" Class SDR 21 Sleeve Extended 2' Past Back of Curbs. Sleeves Shall be Bedded and Backfilled in Accordance with City of Wichita Specifications for Flexible Sanitary/Storm Sewer Pipe.
4. Temporary T-Post Marker, Until Permanent Benchmark is Made in Concrete (2 Total)
5. 4" PVC Caps-Not Glued (2 Total)
6. Adjust Depth Where Necessary to Avoid Other Utilities.

SCALE IN FEET
0' 20' 40'

TOP OF CURB
PVI ELEV = 1349.50
+2.95% CL NO V.C.

-0.77% CL

10+12.52 | 10+52.16 | 11+00 | 11+50 | 11+88.81 | 12+31.96 | 12+85.14 | 13+00 | 13+50 | 14+00 | 14+50 | 15+00

SEE SHEET NO. CP301 FOR VALLEY GUTTER PLAN

CL STA. 10+70, 6.50' LT. TO 35.50' LT.
INSTALL 1-29.00 L.F. SDR 21 4" PVC PIPE SLEEVES, SEE THIS SHEET FOR DETAILS.

CL STA. 10+46, 39.0' LT.
INSTALL TRAFFIC SIGN
(R1-1)(STOP)
SEE SHEET NO. CP345

SEE SHEET NO. CP301 FOR MEDIAN PLAN

STA. 11+88.81 INSTALL "FLAT SURVEY MARKER NO. 8134-08" 3" TOP DIAMETER BENCH MARK DISC.

4" CONCRETE SIDEWALK PAVEMENT

COMB CURB & GUTTER TYPE 2 (3 5/8")

10' U.E.

STA. 10+61.99
OFFSET = 3.50' L
INSTALL TRAFFIC SIGN
(OM-1 & R4-7)
SEE SHEET NO. CP345

CL SOUTH 119TH STREET WEST

R=133.50'
▲=018°51'38"

R=164.50'
▲=018°51'38"

48'-0"

51' BC TO BC

32'-0"

35' BC TO BC

5'

RESERVE D

CL WILDWOOD ST.

PROP. 8" WATER

COMB CURB & GUTTER TYPE 3 (8")

STA. 10+78.32
OFFSET = 3.50' L
INSTALL TRAFFIC SIGN
(OM-1 & R4-7)
SEE SHEET NO. CP345

5" ASPHALTIC CONC. PAVT. (3" BITUMINOUS BASE)

COMB CURB & GUTTER TYPE 2 (3 5/8")

CL STA. 10+46, 22.0' RT.
INSTALL STREET NAME SIGN
(WILDWOOD ST/119TH ST WEST)
SEE SHEET NO. CP345

Sta. 10+00.00, CL WILDWOOD-CEDAR CREST= SL SOUTH 119TH ST. WEST

119TH STREET IMPROVEMENTS AND GRADING IS PART OF CITY OF WICHITA PROJECT NO. 472-2024-086047

UNLESS OTHERWISE NOTED: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

WATER VALVE NOTE:
CONTRACTOR TO ADJUST WATER VALVE LIDS TO MATCH PROPOSED FINISHED GRADE. COST IS SUBSIDIARY TO PROJECT.

* 5' TRANSITION FROM NO CURB AND GUTTER TO COMBINED CURB AND GUTTER TYPE 2 (3 5/8"). TO BE BID AND PAID FOR AS "COMBINED CURB AND GUTTER TYPE 2 (3 5/8")

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CITY OF WICHITA

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PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

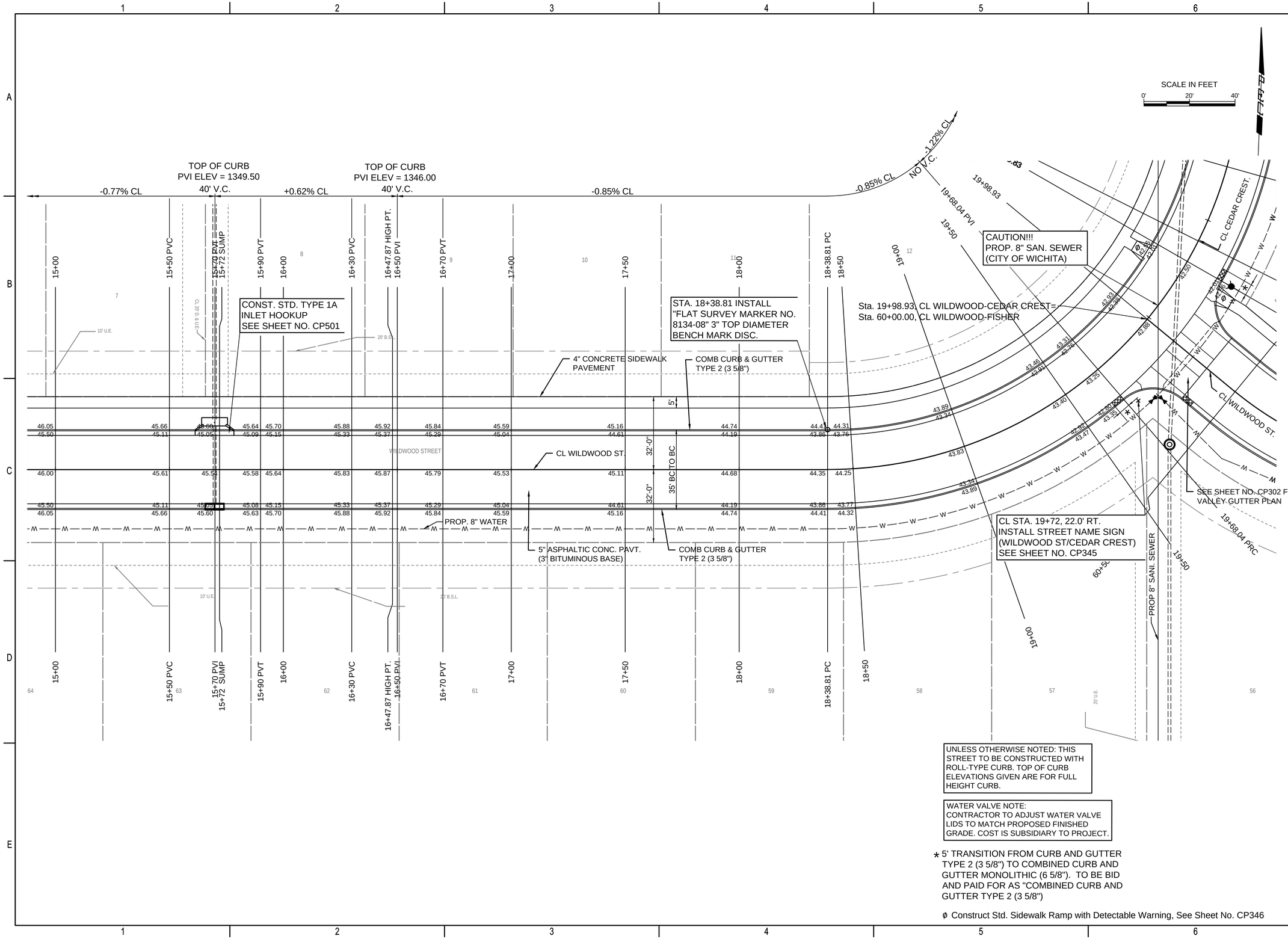
Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

WILDWOOD STREET PLAN

CP201
11 OF 97

SAVED 12/24/2024 6:06:48 AM BY HUNTER.WILES
PLOTTED 12/26/2024 9:30:06 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\11-230656-002-CP201 WILDWOOD STREET PLAN.DWG



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CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

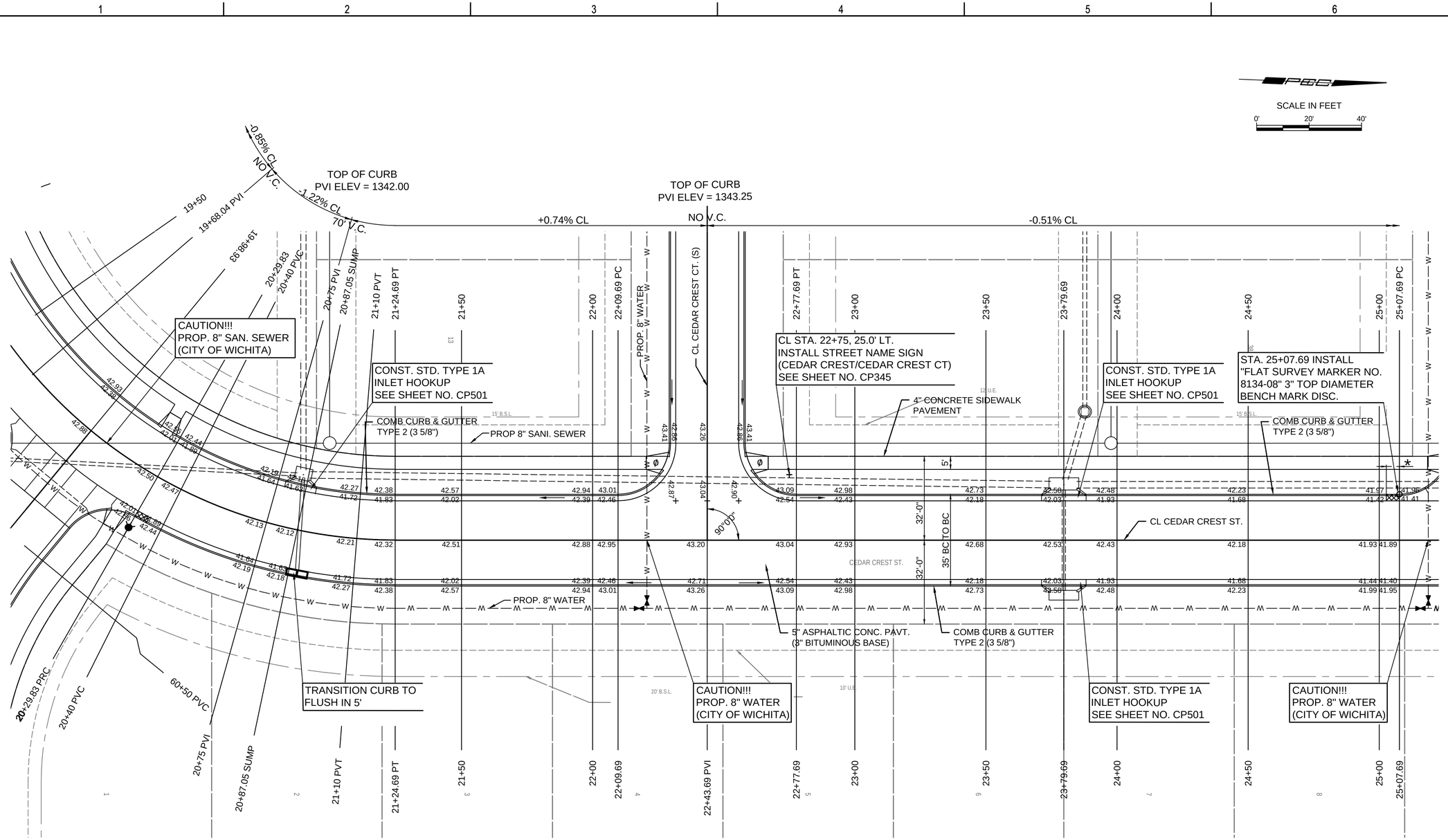
Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

WILDWOOD STREET PLAN

CP202
12 OF 97

SAVED 12/24/2024 6:12:10 AM BY HUNTER.WILES
PLOTTED 12/26/2024 9:30:46 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\12-230656-002-CP202 WILDWOOD STREET PLAN.DWG



UNLESS OTHERWISE NOTED: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

WATER VALVE NOTE:
CONTRACTOR TO ADJUST WATER VALVE LIDS TO MATCH PROPOSED FINISHED GRADE. COST IS SUBSIDIARY TO PROJECT.

* 5' TRANSITION FROM CURB AND GUTTER TYPE 2 (3 5/8") TO COMBINED CURB AND GUTTER MONOLITHIC (6 5/8"). TO BE BID AND PAID FOR AS "COMBINED CURB AND GUTTER TYPE 2 (3 5/8")

ø Construct Std. Sidewalk Ramp with Detectable Warning, See Sheet No. CP346

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CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

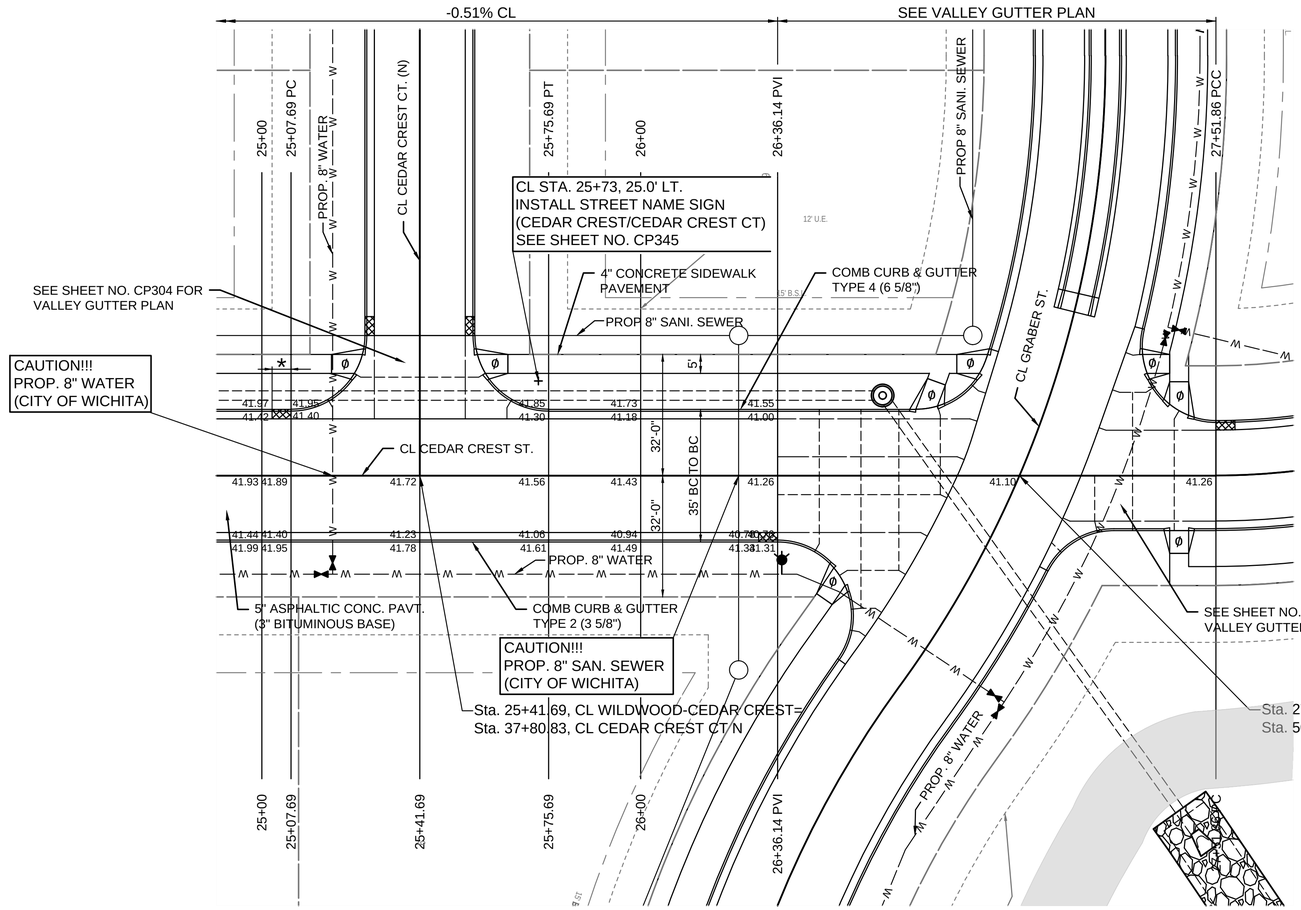
JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

CEDAR CREST PLAN

CP203
13 OF 97

SAVED 12/24/2024 6:15:58 AM BY HUNTER.WILES
PLOTTED 12/26/2024 4:48:58 PM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\13-230656-002-CP203 CEDAR CREST PLAN.DWG

SCALE IN FEET
0' 20' 40'



UNLESS OTHERWISE NOTED: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

WATER VALVE NOTE:
CONTRACTOR TO ADJUST WATER VALVE LIDS TO MATCH PROPOSED FINISHED GRADE. COST IS SUBSIDIARY TO PROJECT.

* 5' TRANSITION FROM CURB AND GUTTER TYPE 2 (3 5/8") TO COMBINED CURB AND GUTTER MONOLITHIC (6 5/8"). TO BE BID AND PAID FOR AS "COMBINED CURB AND GUTTER TYPE 2 (3 5/8")

ø Construct Std. Sidewalk Ramp with Detectable Warning, See Sheet No. CP346

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CITY OF WICHITA

HUNTER JAMES WILES LICENSED Hunter Wiles 29849 12/26/2024 KANSAS PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

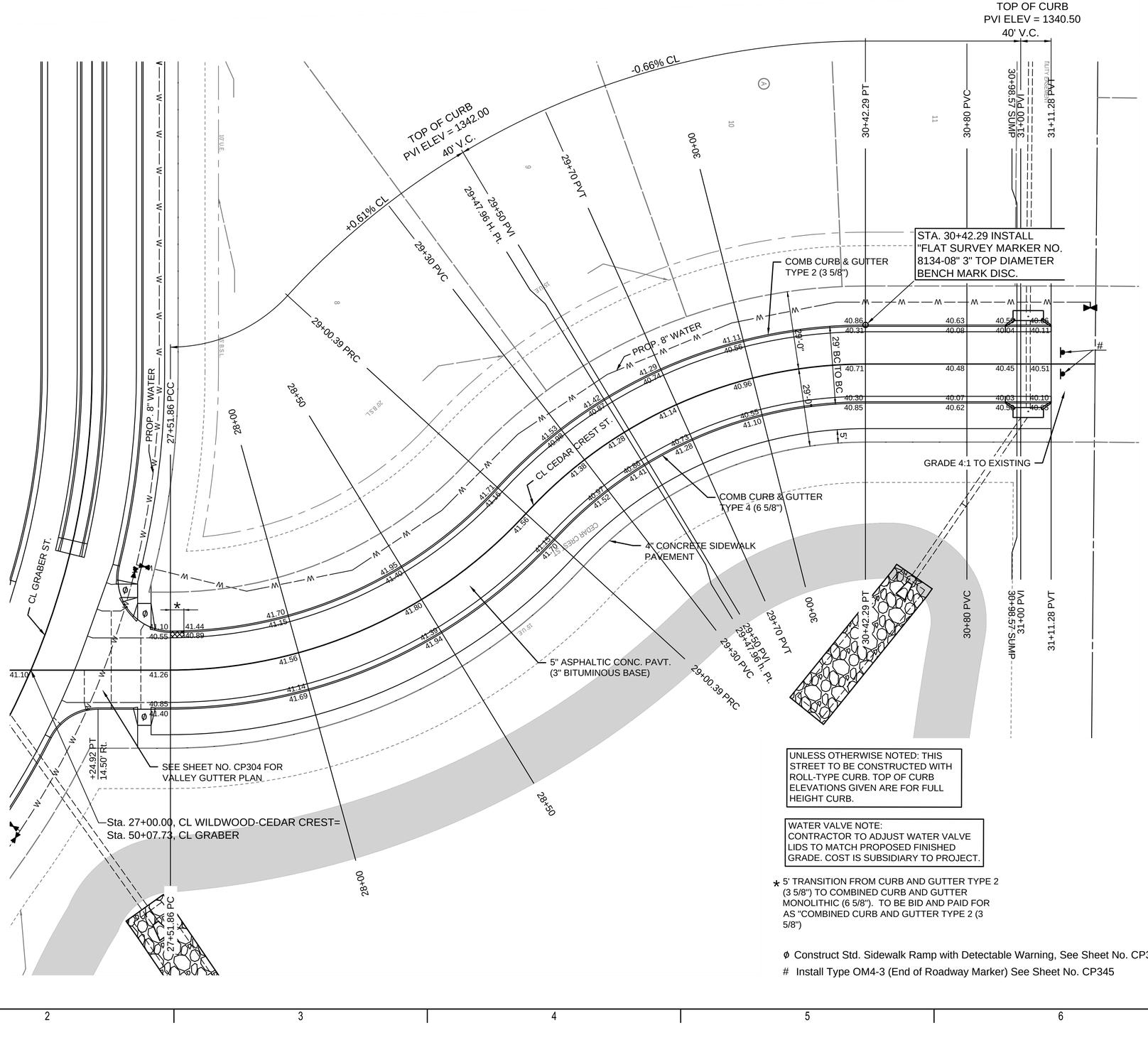
Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

CEDAR CREST PLAN

CP204
14 OF 97

SAVED 12/24/2024 6:16:56 AM BY HUNTER.WILES
PLOTTED 12/26/2024 4:50:06 PM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\114-230656-002-CP204 CEDAR CREST PLAN.DWG



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CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

CEDAR CREST PLAN

CP205
15 OF 97

SAVED 12/24/2024 6:20:13 AM BY HUNTER.WILES
PLOTTED 12/26/2024 9:32:49 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\115-230656-002-CP205 CEDAR CREST PLAN.DWG

SCALE IN FEET
0' 20' 40'

TOP OF CURB
PVI ELEV = 1347.00
40' V.C.

+0.57% CL

-0.68% CL

CONST. STD. TYPE 1A
INLET HOOKUP
SEE SHEET NO. CP501

STA. 21+94.16 INSTALL
"FLAT SURVEY MARKER NO.
8134-08" 3" TOP DIAMETER
BENCH MARK DISC.

CL CEDAR CREST CT. (S)

CEDAR CREST CT.

PROP. 6" WATER

5" ASPHALTIC CONC. PAVT.
(3" BITUMINOUS BASE)

COMB CURB & GUTTER
TYPE 2 (3 5/8")

SEE SHEET NO. CP301 FOR
CUL-DE-SAC PLAN

20+43.24 PT
20+50
21+00
21+50
21+94.16 PC
22+00 PVC
22+20 PVI
22+40 PVT
22+50
22+72.86 PRC
23+00
23+51.56 PT
24+00
24+50

29'-0"
29' BC TO BC

PROP. 8" WATER

COMB CURB & GUTTER
TYPE 2 (3 5/8")

UNLESS OTHERWISE NOTED: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

WATER VALVE NOTE:
CONTRACTOR TO ADJUST WATER VALVE LIDS TO MATCH PROPOSED FINISHED GRADE. COST IS SUBSIDIARY TO PROJECT.

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CITY OF WICHITA

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Hunter Wiles
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BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

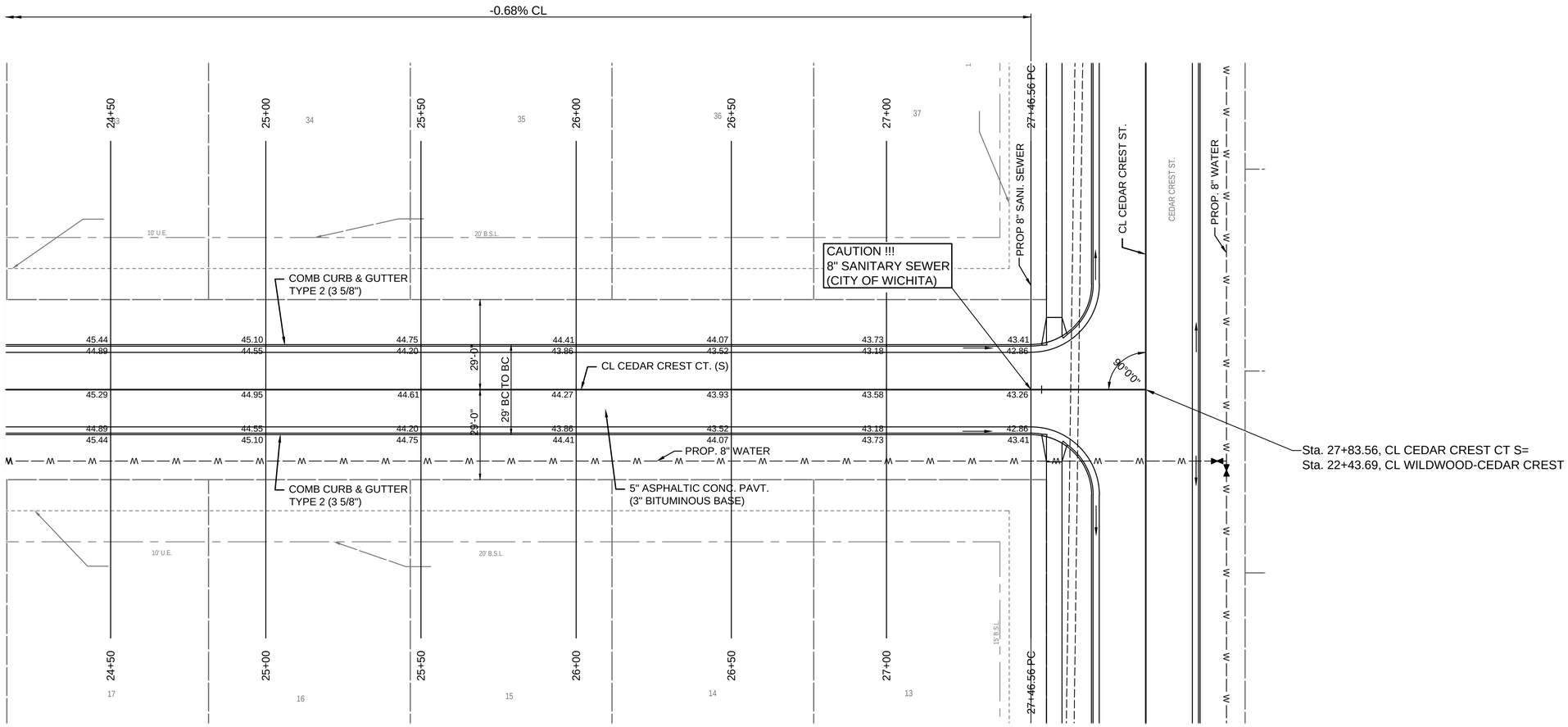
Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

CEDAR CREST CT (S) PLAN

CP206
16 OF 97

SAVED 12/24/2024 6:24:09 AM BY HUNTER.WILES
PLOTTED 12/26/2024 9:33:29 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\16-230656-002-CP206 CEDAR CREST CT (S) PLAN.DWG



SCALE IN FEET
0' 20' 40'

UNLESS OTHERWISE NOTED: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

WATER VALVE NOTE:
CONTRACTOR TO ADJUST WATER VALVE LIDS TO MATCH PROPOSED FINISHED GRADE. COST IS SUBSIDIARY TO PROJECT.

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CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

CEDAR CREST CT (S) PLAN

CP207
17 OF 97

SAVED 12/24/2024 6:24:37 AM BY HUNTER.WILES
PLOTTED 12/26/2024 9:34:08 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\17-230656-002-CP207 CEDAR CREST CT (S) PLAN.DWG

SCALE IN FEET
0' 20' 40'

CONST. STD. TYPE 1A
INLET HOOKUP
SEE SHEET NO. CP501

SEE SHEET NO. CP301 FOR
CUL-DE-SAC PLAN

STA. 31+75.01 INSTALL
"FLAT SURVEY MARKER NO.
8134-08" 3" TOP DIAMETER
BENCH MARK DISC.

CL CEDAR CREST CT. (N)

CEDAR CREST CT.

PROP. 6" WATER

5" ASPHALTIC CONC. PAVT.
(3" BITUMINOUS BASE)

COMB CURB & GUTTER
TYPE 2 (3 5/8")

COMB CURB & GUTTER
TYPE 2 (3 5/8")

PROP. 8" WATER

TOP OF CURB
PVI ELEV = 1345.50

+0.59% CL

50' V.C.

-1.03% CL

30+43.23 PT
30+50
31+00
31+50
31+75.01 PC
32+00
32+50
33+00
33+26.92 PRC
33+50
33+75 PVC
34+00 PVI
34+25 PVT
34+50
34+78.83 PT

29' D

29' BC TO BC

UNLESS OTHERWISE NOTED: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

WATER VALVE NOTE:
CONTRACTOR TO ADJUST WATER VALVE LIDS TO MATCH PROPOSED FINISHED GRADE. COST IS SUBSIDIARY TO PROJECT.

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CITY OF WICHITA

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Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

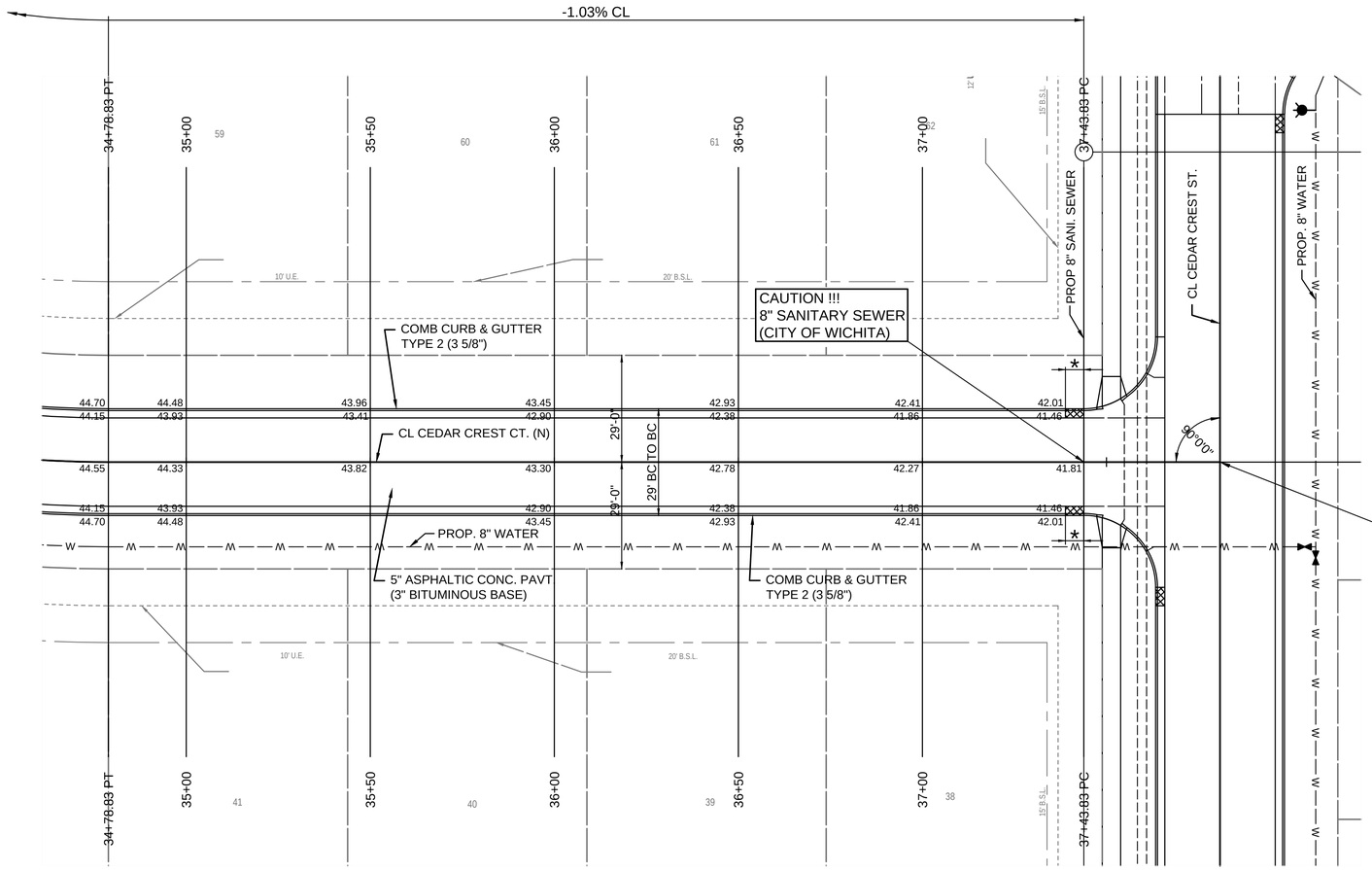
JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

CEDAR CREST CT (N) PLAN

CP208
18 OF 97

SAVED 12/24/2024 6:26:04 AM BY HUNTER.WILES
PLOTTED 12/26/2024 9:34:46 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\18-230656-002-CP208 CEDAR CREST CT (N) PLAN.DWG

SCALE IN FEET
0' 20' 40'



UNLESS OTHERWISE NOTED: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

WATER VALVE NOTE:
CONTRACTOR TO ADJUST WATER VALVE LIDS TO MATCH PROPOSED FINISHED GRADE. COST IS SUBSIDIARY TO PROJECT.

* 5' TRANSITION FROM CURB AND GUTTER TYPE 2 (3 5/8") TO COMBINED CURB AND GUTTER MONOLITHIC (6 5/8"). TO BE BID AND PAID FOR AS "COMBINED CURB AND GUTTER TYPE 2 (3 5/8")

ø Construct Std. Sidewalk Ramp with Detectable Warning, See Sheet No. CP346

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CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

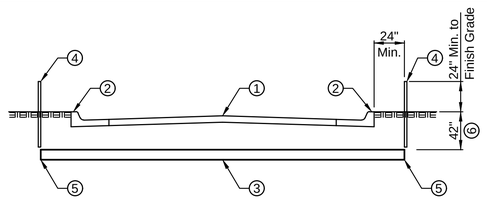
Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

CEDAR CREST CT (N) PLAN

CP209
19 OF 97

SAVED 12/24/2024 6:27:21 AM BY HUNTER.WILES
PLOTTED 12/26/2024 9:35:28 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030PAVING-PHASE 1\19-230656-002-CP209 CEDAR CREST CT (N) PLAN.DWG



CLASS SDR 21 SLEEVES

Payment for "Irrigation Sleeves" Shall be Per Linear Foot, and Shall Include Items 2 thru 5 Listed.

1. Pavement/Street
2. Permanent Mark on Top of Curb, Stamped in Wet Concrete-"x" or "s"
3. 4" Class SDR 21 Sleeve Extended 2' Past Back of Curbs. Sleeves Shall be Bedded and Backfilled in Accordance with City of Wichita Specifications for Flexible Sanitary/Storm Sewer Pipe.
4. Temporary T-Post Marker, Until Permanent Benchmark is Made in Concrete (2 Total)
5. 4" PVC Caps-Not Glued (2 Total)
6. Adjust Depth Where Necessary to Avoid Other Utilities.

SCALE IN FEET
0' 20' 40'

TOP OF CURB
PVI ELEV = 1339.00

+2.68% CL NO V.C. +0.96% CL

CL STA. 41+25, 7.25' LT. TO 36.50' LT.
INSTALL 1-29.25 L.F. SDR 21 4" PVC PIPE SLEEVES, SEE THIS SHEET FOR DETAILS.

CL STA. 40+46, 40.0' LT.
INSTALL TRAFFIC SIGN
(R1-1)(STOP)
SEE SHEET NO. CP345

CONST. STD. TYPE 1A
INLET HOOKUP
SEE SHEET NO. CP501

STA. 41+88.47 INSTALL
"FLAT SURVEY MARKER NO.
8134-08" 3" TOP DIAMETER
BENCH MARK DISC.

CL STA. 44+60, 1.75' LT. TO 21.00' LT.
INSTALL 1-19.25 L.F. SDR 21 4" PVC PIPE SLEEVES, SEE THIS SHEET FOR DETAILS.

CL SOUTH 119TH STREET WEST

40+12.46 | 40+52.20 | 41+50 | 41+88.47 PC | 44.19 | 43+00 | 43+31.13 | 43+50 | 44+00 | 44+50 | 44+78.83 PC | 45+00

COMB CURB & GUTTER TYPE 4 (6 5/8")
R=136.50'
▲=018°23'00"
-31.52 Lt. 27.53' Lt.

+54.78 22.82' Lt.

4" CONCRETE SIDEWALK PAVEMENT

R=551.00'
▲=004°44'27"

+98.53 20.04' Lt.

PROP 8" SANI. SEWER

5'

TRANSITION MEDIAN TO FLUSH IN 5'

48'-0"

25'-3" BC - BC

COMB CURB & GUTTER TYPE 3 (8")

R=101.00'
▲=013°45'41"

CL GRABER STREET

RESERVE C

13'-0"

15'-3" BC - BC

R=535.75'
▲=009°21'46"

+10.84 9.25 Lt.

+97.60 4.82 Lt.

32'-0"

7'-6"

PROP. 8" WATER

GRABER STREET

STA. 40+61.99
OFFSET = 2.75' L
INSTALL TRAFFIC SIGN
(OM-1 & R4-7)
SEE SHEET NO. CP345

CONST. STD. TYPE 1A
INLET HOOKUP
SEE SHEET NO. CP501

5" ASPHALTIC CONC. PAVT. (3" BITUMINOUS BASE)

COMB CURB & GUTTER TYPE 4 (6 5/8")

PROP 8" SANI. SEWER

CL STA. 40+46, 23.0' RT.
INSTALL STREET NAME SIGN
(GRABER ST/119TH ST WEST)
SEE SHEET NO. CP345

SEE SHEET NO. CP301 FOR VALLEY GUTTER PLAN

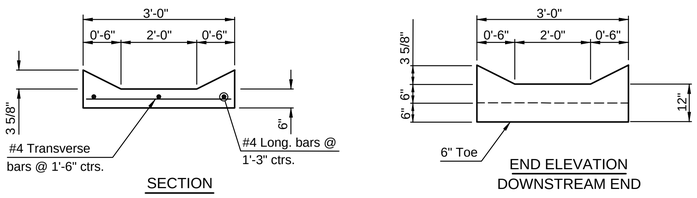
119TH STREET IMPROVEMENTS AND GRADING IS PART OF CITY OF WICHITA PROJECT NO. 472-2024-086047

Sta. 40+00.00, CL GRABER= SL SOUTH 119TH ST. WEST

MEDIAN TO BE FILLED WITH FRIABLE FILL MATERIAL

CAUTION!!!
PROP. 8" SAN. SEWER
(CITY OF WICHITA)

WATER VALVE NOTE:
CONTRACTOR TO ADJUST WATER VALVE LIDS TO MATCH PROPOSED FINISHED GRADE. COST IS SUBSIDIARY TO PROJECT.



CONCRETE FLUME DETAILS

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CITY OF WICHITA

HUNTER JAMES WILES LICENSED PROFESSIONAL ENGINEER
Hunter Wiles
29849
12/26/2024
KANSAS

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

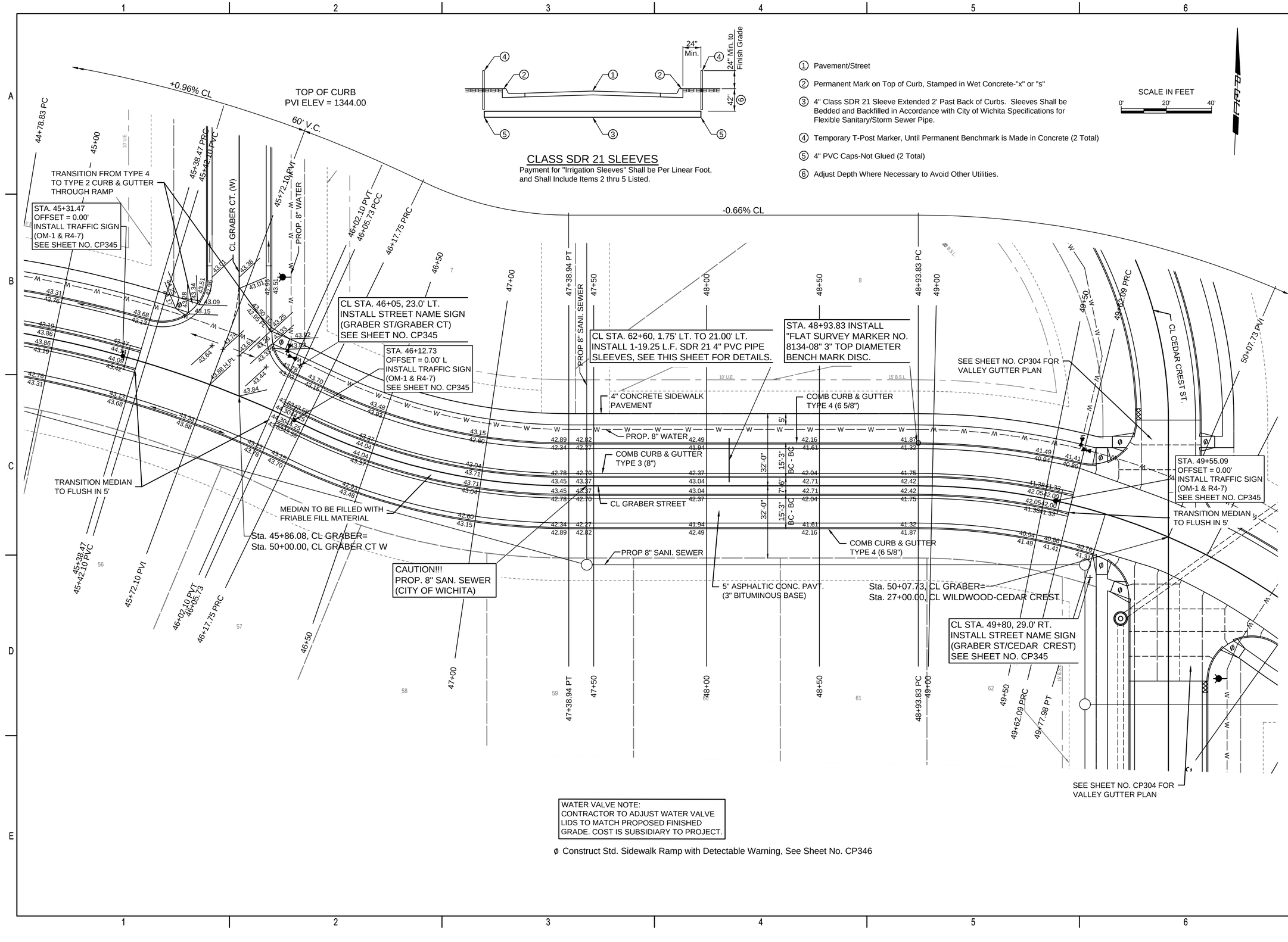
Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

GRABER STREET PLAN

CP210
20 OF 97

SAVED 12/24/2024 6:30:59 AM BY HUNTER.WILES
PLOTTED 12/26/2024 9:36:06 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\20-230656-002-CP210 GRABER STREET PLAN.DWG



CLASS SDR 21 SLEEVES

Payment for "Irrigation Sleeves" Shall be Per Linear Foot, and Shall Include Items 2 thru 5 Listed.

1. Pavement/Street
2. Permanent Mark on Top of Curb, Stamped in Wet Concrete-"x" or "s"
3. 4" Class SDR 21 Sleeve Extended 2' Past Back of Curbs. Sleeves Shall be Bedded and Backfilled in Accordance with City of Wichita Specifications for Flexible Sanitary/Storm Sewer Pipe.
4. Temporary T-Post Marker, Until Permanent Benchmark is Made in Concrete (2 Total)
5. 4" PVC Caps-Not Glued (2 Total)
6. Adjust Depth Where Necessary to Avoid Other Utilities.

SCALE IN FEET
0' 20' 40'

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CITY OF WICHITA

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BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

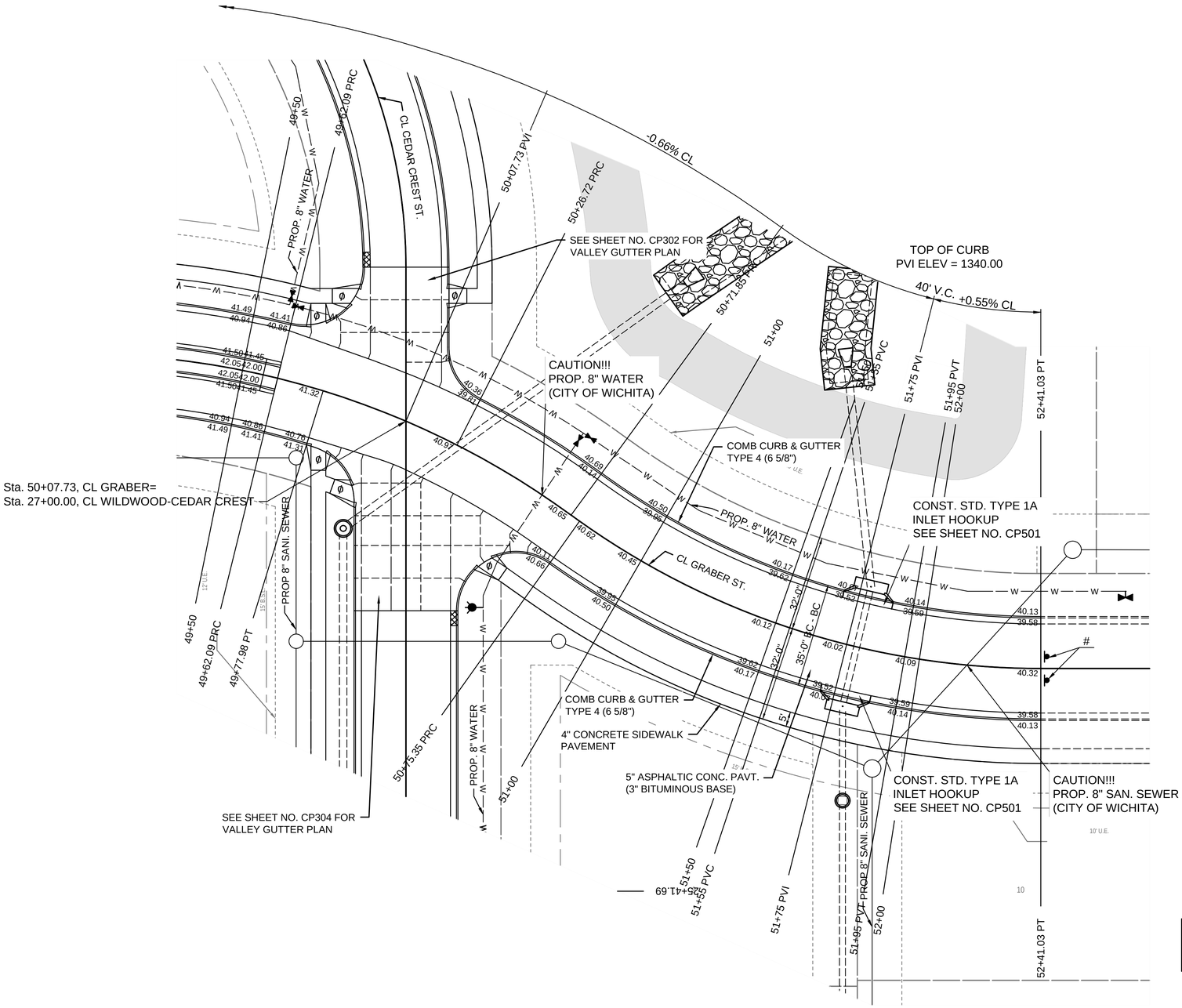
Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

GRABER STREET PLAN

CP211
21 OF 97

SAVED 12/24/2024 6:32:29 AM BY HUNTER.WILES
PLOTTED 12/26/2024 9:36:48 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\i002\2PD4_PLANS\030\PAVING-PHASE 1\21-230656-002-CP211 GRABER STREET PLAN.DWG



WATER VALVE NOTE:
CONTRACTOR TO ADJUST WATER VALVE LIDS TO MATCH PROPOSED FINISHED GRADE. COST IS SUBSIDIARY TO PROJECT.

\# Install Type OM4-3 (End of Roadway Marker) See Sheet No. CP345

ø Construct Std. Sidewalk Ramp with Detectable Warning, See Sheet No. CP346

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CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

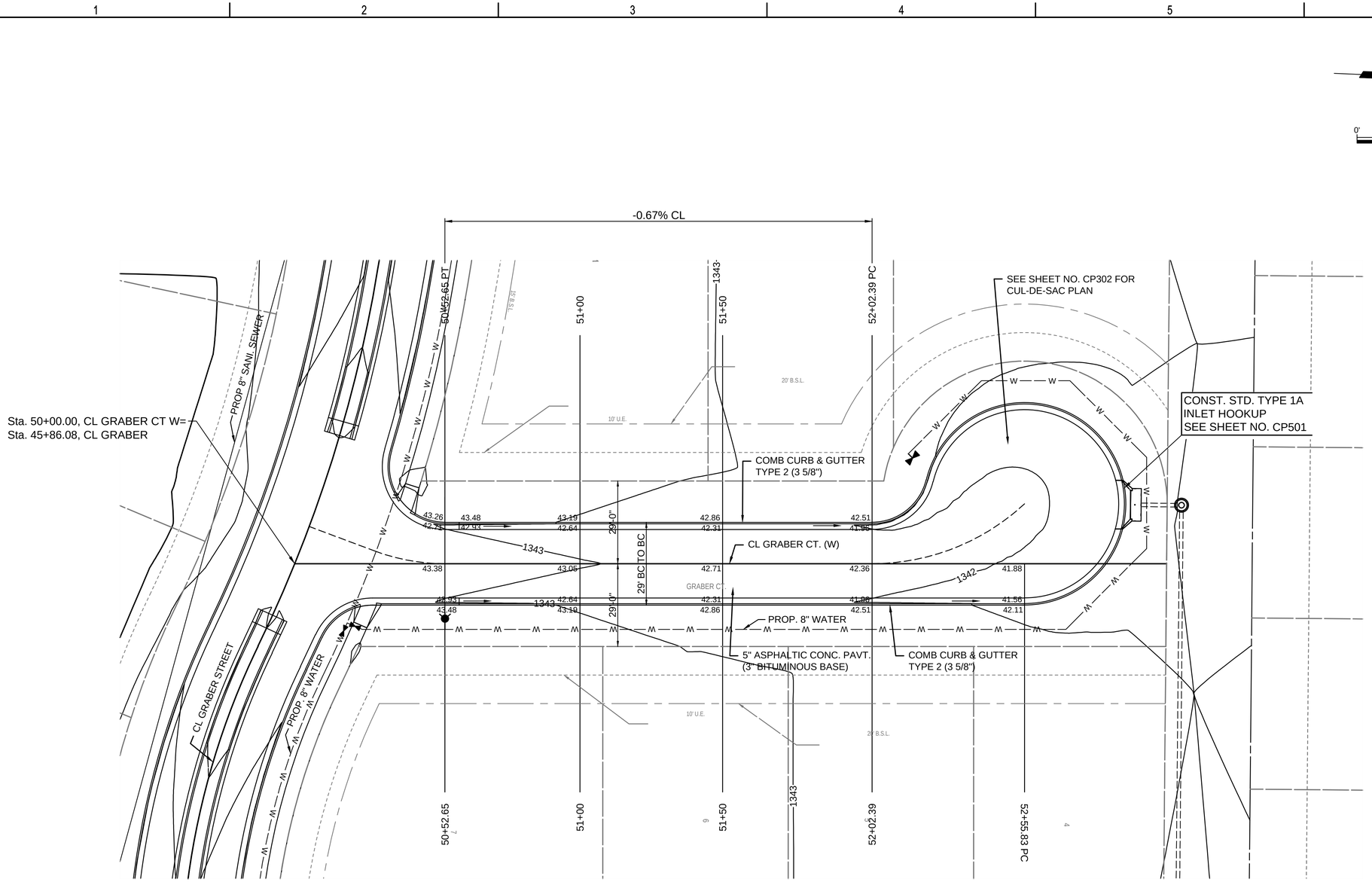
Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

GRABER STREET PLAN

CP212
22 OF 97

SAVED 12/24/2024 6:33:48 AM BY HUNTER.WILES
PLOTTED 12/26/2024 9:37:28 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\22-230656-002-CP212 GRABER STREET PLAN.DWG



UNLESS OTHERWISE NOTED: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

WATER VALVE NOTE:
CONTRACTOR TO ADJUST WATER VALVE LIDS TO MATCH PROPOSED FINISHED GRADE. COST IS SUBSIDIARY TO PROJECT.

* 5' TRANSITION FROM CURB AND GUTTER TYPE 4 (6 5/8") TO COMBINED CURB AND GUTTER TYPE 2 (3 5/8"). TO BE BID AND PAID FOR AS "COMBINED CURB AND GUTTER TYPE 2 (3 5/8")

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BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

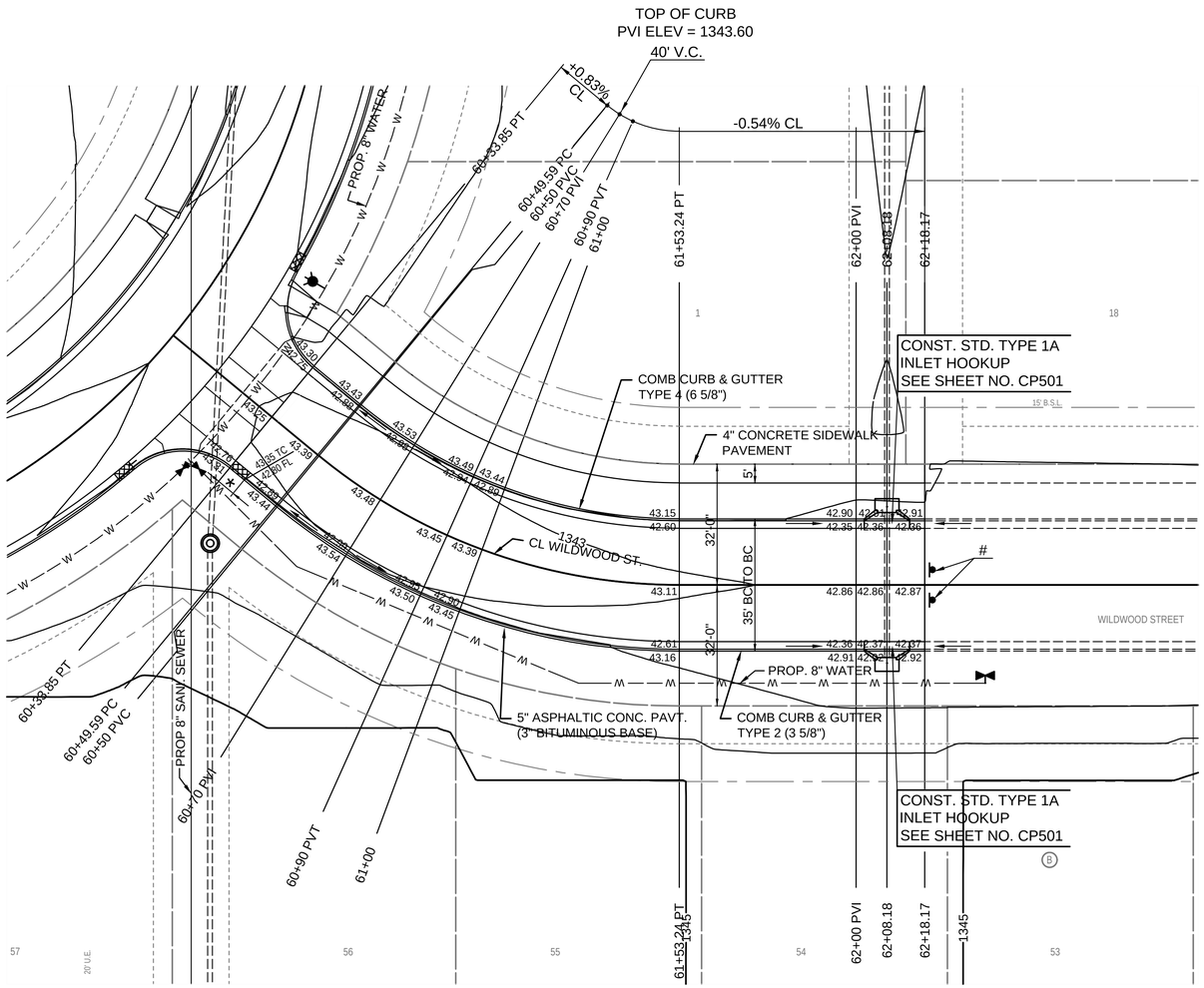
JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

GRABER CT (W) PLAN

CP213
23 OF 97

SAVED 12/24/2024 6:34:18 AM BY HUNTER.WILES
PLOTTED 12/26/2024 9:38:09 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\23-230656-002-CP213 GRABER CT (W) PLAN.DWG

SCALE IN FEET
0' 20' 40'



UNLESS OTHERWISE NOTED:
PORTION OF THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

WATER VALVE NOTE:
CONTRACTOR TO ADJUST WATER VALVE LIDS TO MATCH PROPOSED FINISHED GRADE. COST IS SUBSIDIARY TO PROJECT.

* 5' TRANSITION FROM CURB AND GUTTER TYPE 2 (3 5/8") TO COMBINED CURB AND GUTTER MONOLITHIC (6 5/8"). TO BE BID AND PAID FOR AS "COMBINED CURB AND GUTTER TYPE 2 (3 5/8")

Install Type OM4-3 (End of Roadway Marker) See Sheet No. CP345

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CITY OF WICHITA

HUNTER JAMES WILES LICENSED Hunter Wiles 29849 12/26/2024 KANSAS PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
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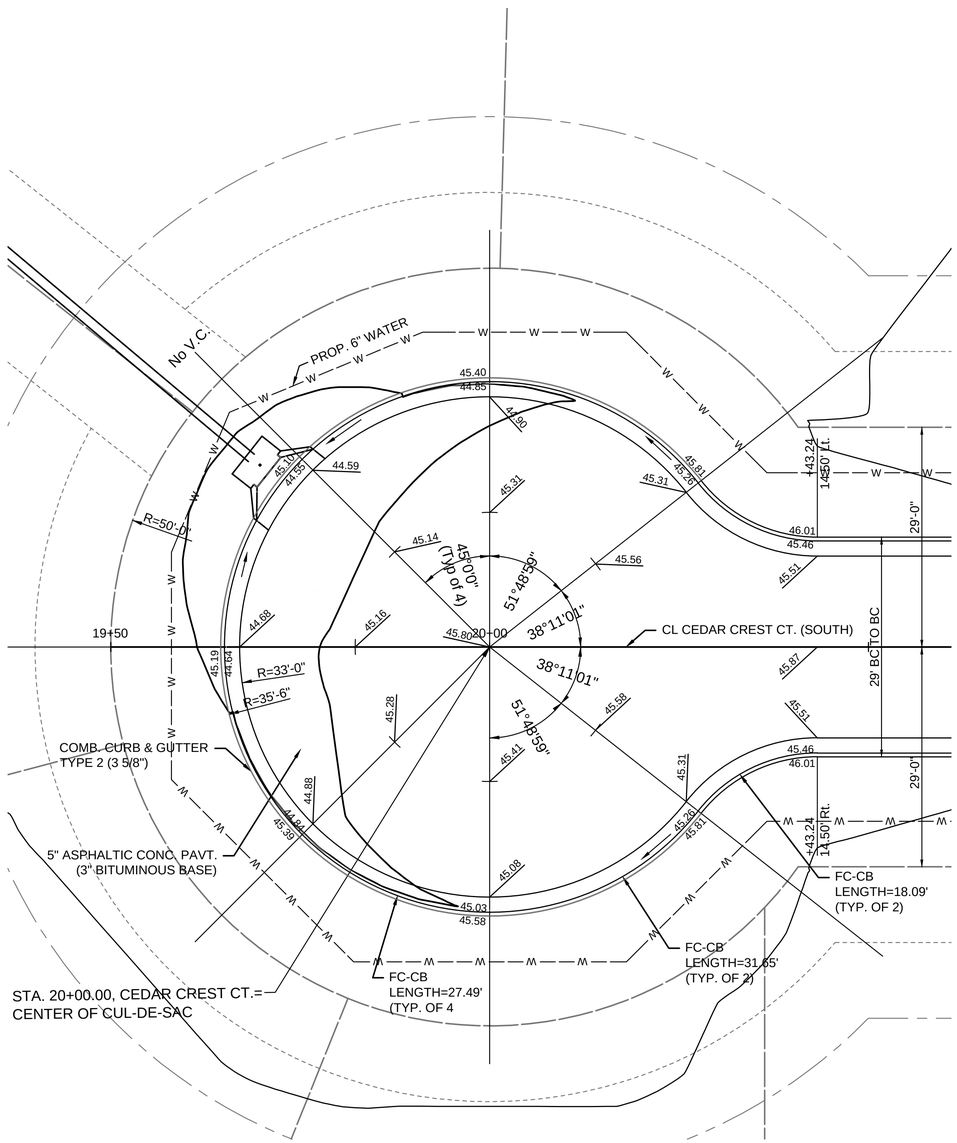
WILDWOOD ST PLAN

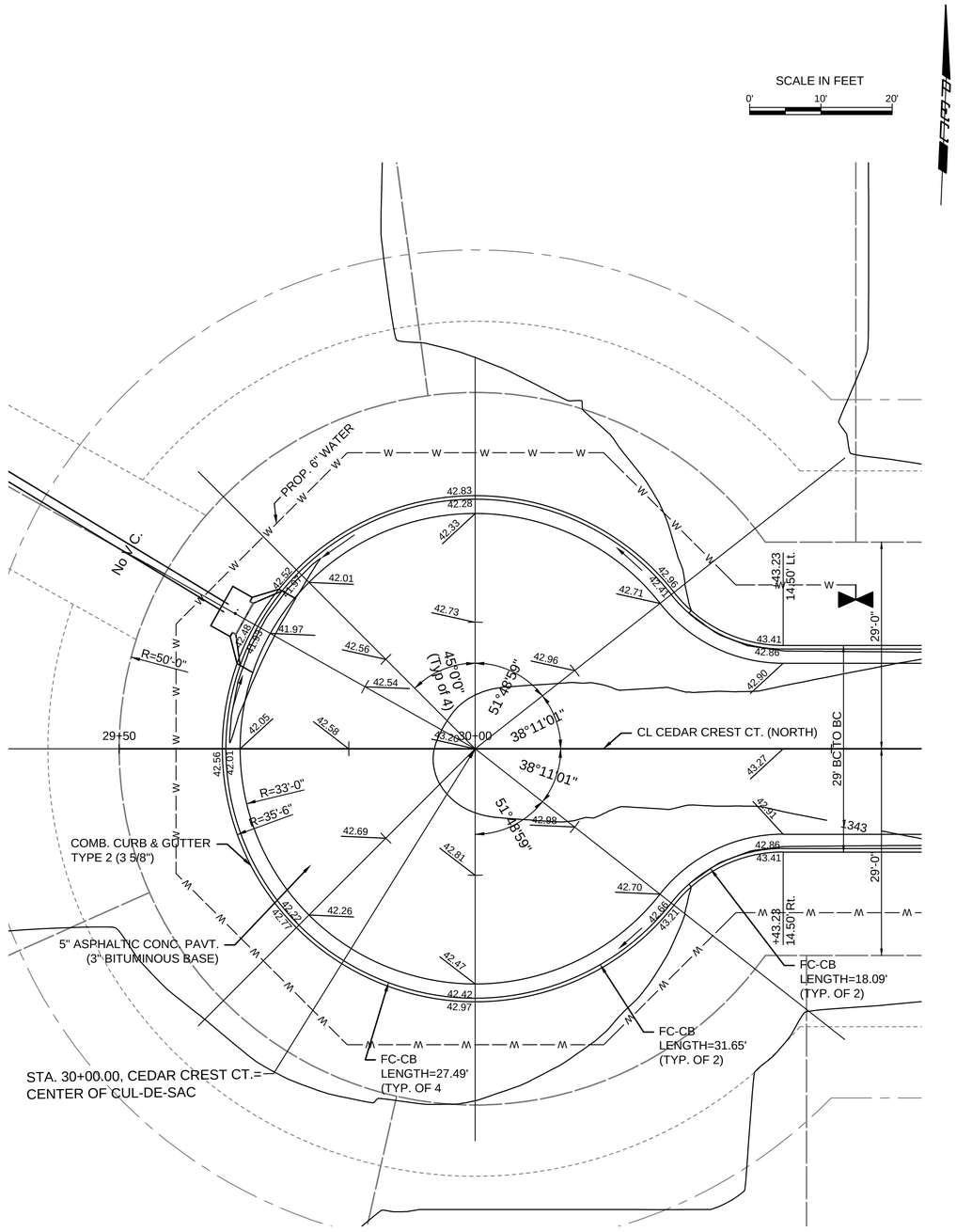
CP214
24 OF 97

SAVED 12/24/2024 6:36:44 AM BY HUNTER.WILES
PLOTTED 12/26/2024 9:38:50 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\24-230656-002-CP214 WILDWOOD ST PLAN.DWG



NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

WATER VALVE NOTE:
CONTRACTOR TO ADJUST WATER VALVE LIDS TO MATCH PROPOSED FINISHED GRADE. COST IS SUBSIDIARY TO PROJECT.



NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

WATER VALVE NOTE:
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PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

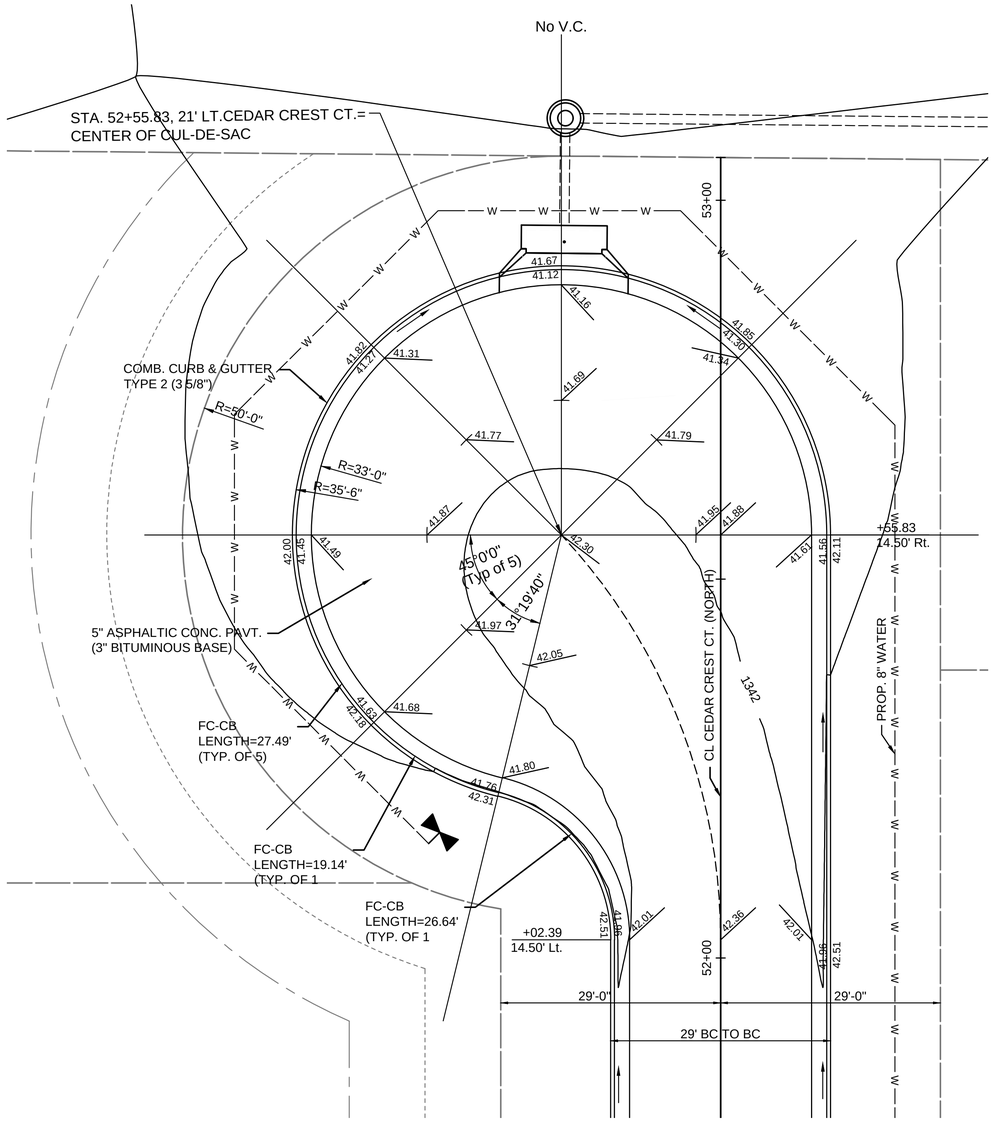
Issue:		

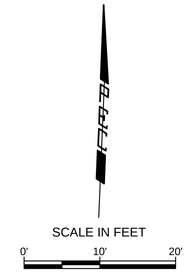
JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

CUL-DE-SAC PLANS

CP301
25 OF 97

SAVED 12/22/2024 8:37:20 PM BY HUNTER.WILES
PLOTTED 12/26/2024 9:39:29 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\25-230656-002-CP301 CUL-DE-SAC PLANS.DWG





NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

WATER VALVE NOTE:
CONTRACTOR TO ADJUST WATER VALVE LIDS TO MATCH PROPOSED FINISHED GRADE. COST IS SUBSIDIARY TO PROJECT.

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CITY OF WICHITA

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PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
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CUL-DE-SAC PLANS

CP302
26 OF 97

SAVED 12/22/2024 8:47:32 PM BY HUNTER.WILES
PLOTTED 12/26/2024 9:40:05 AM BY BRADLEY HAYNES
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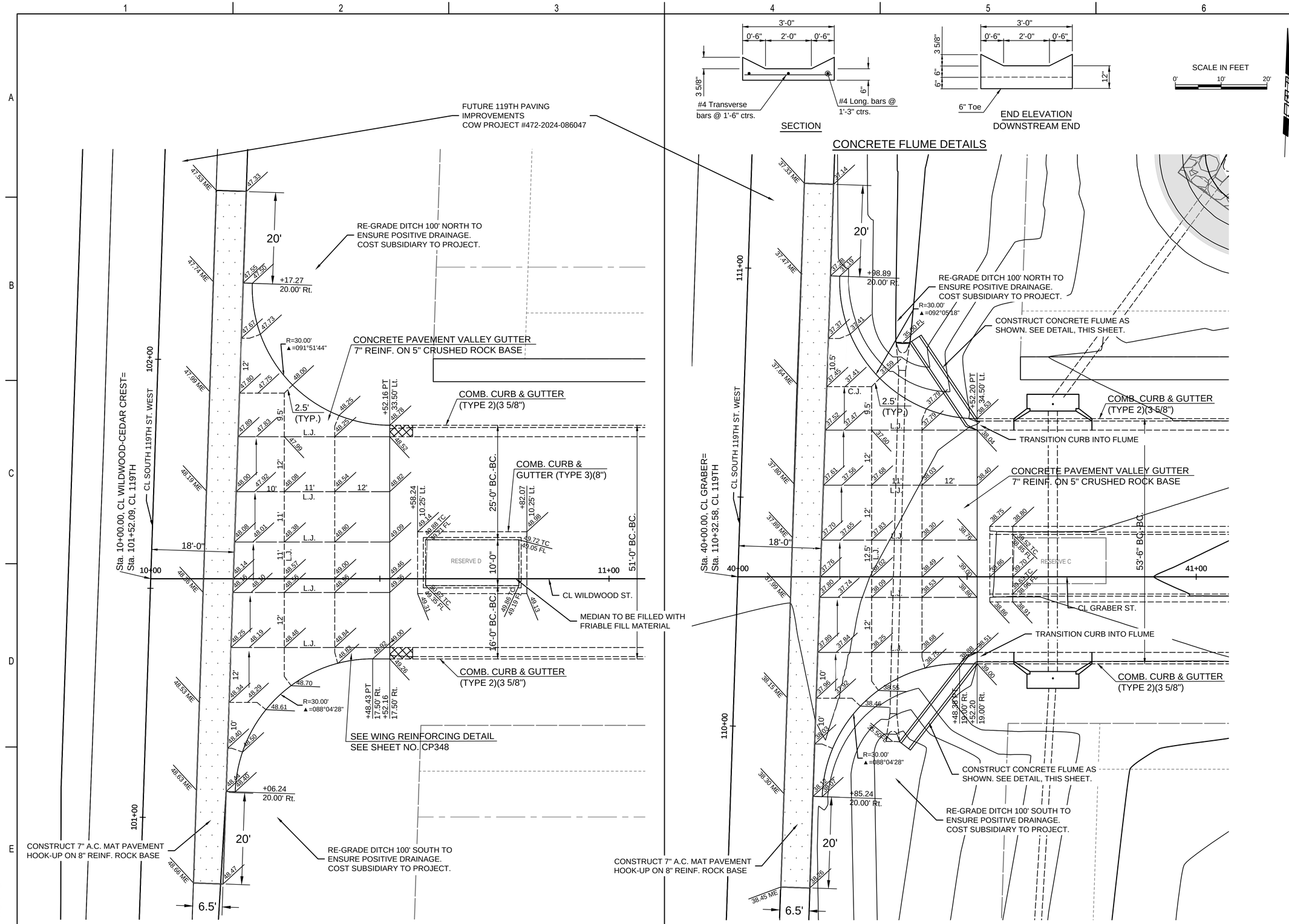

SAVED 12/24/2024 3:10:21 AM BY HUNTER.WILES
PLOTTED 12/26/2024 9:40:36 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\27-230656-002-CP303 VALLEY GUTTER PLANS.DWG

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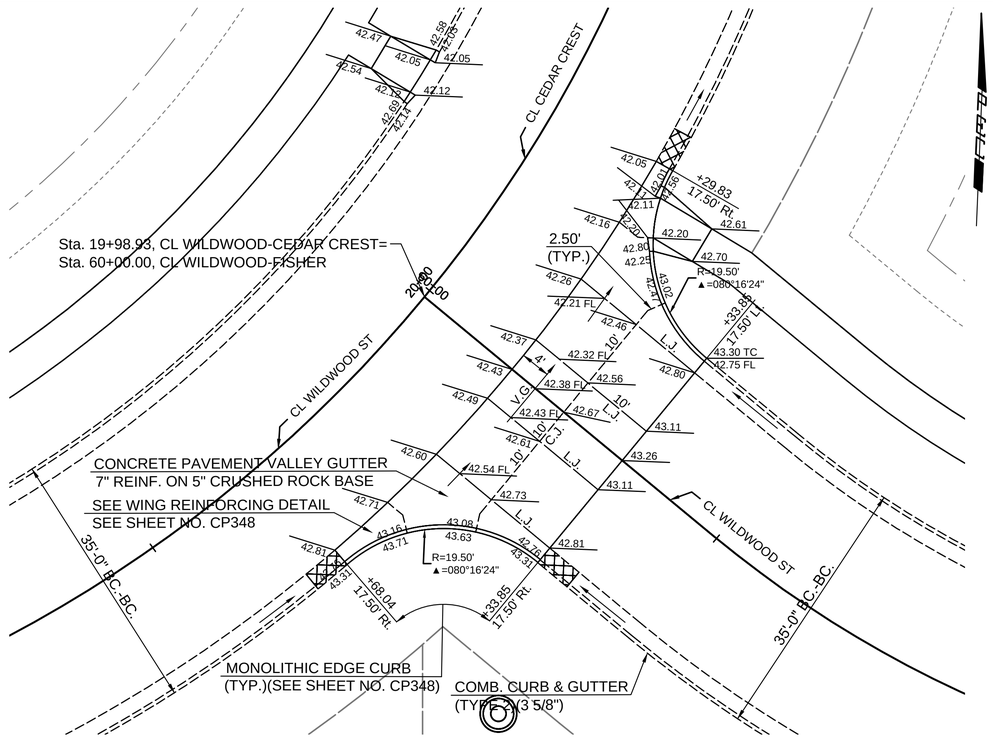
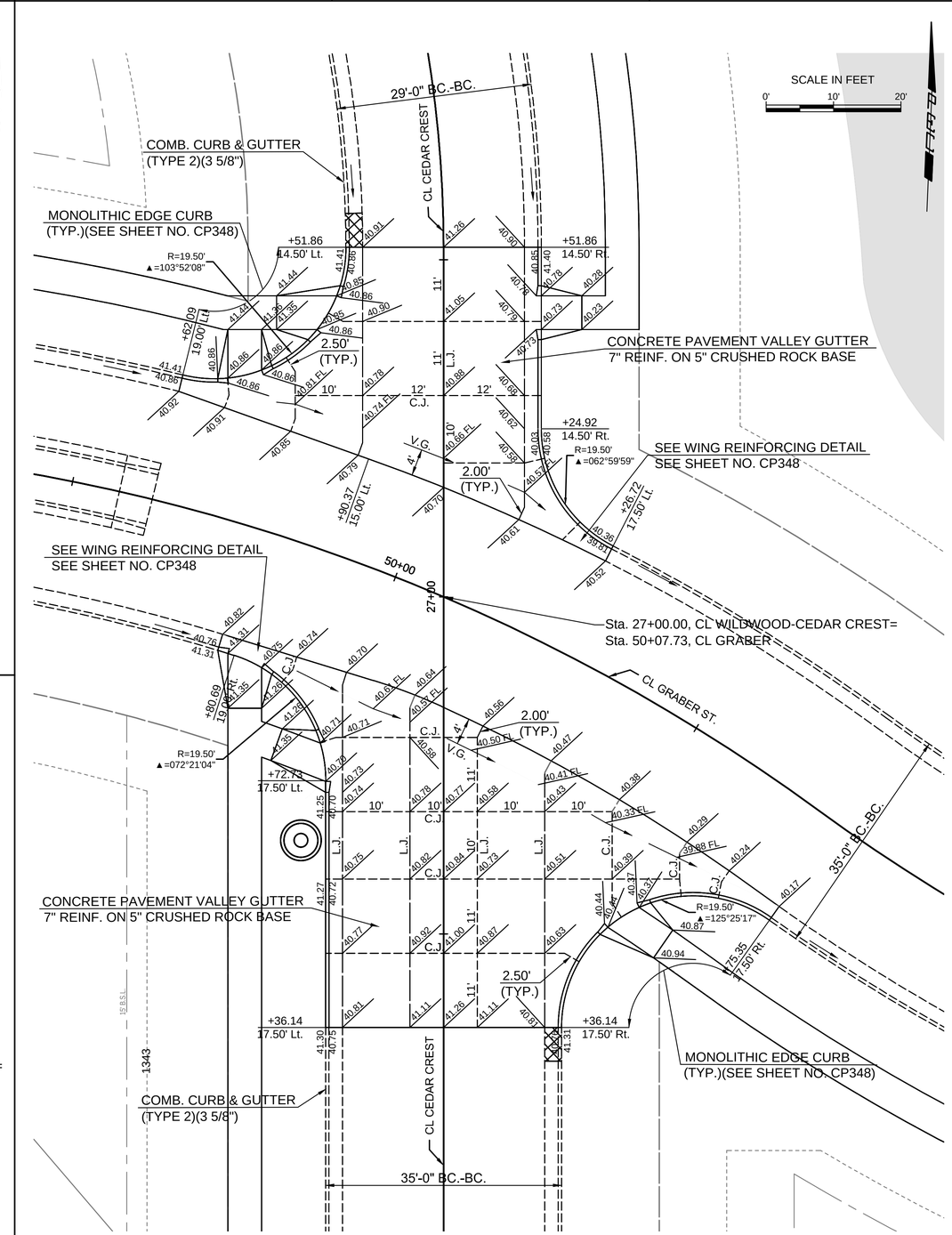
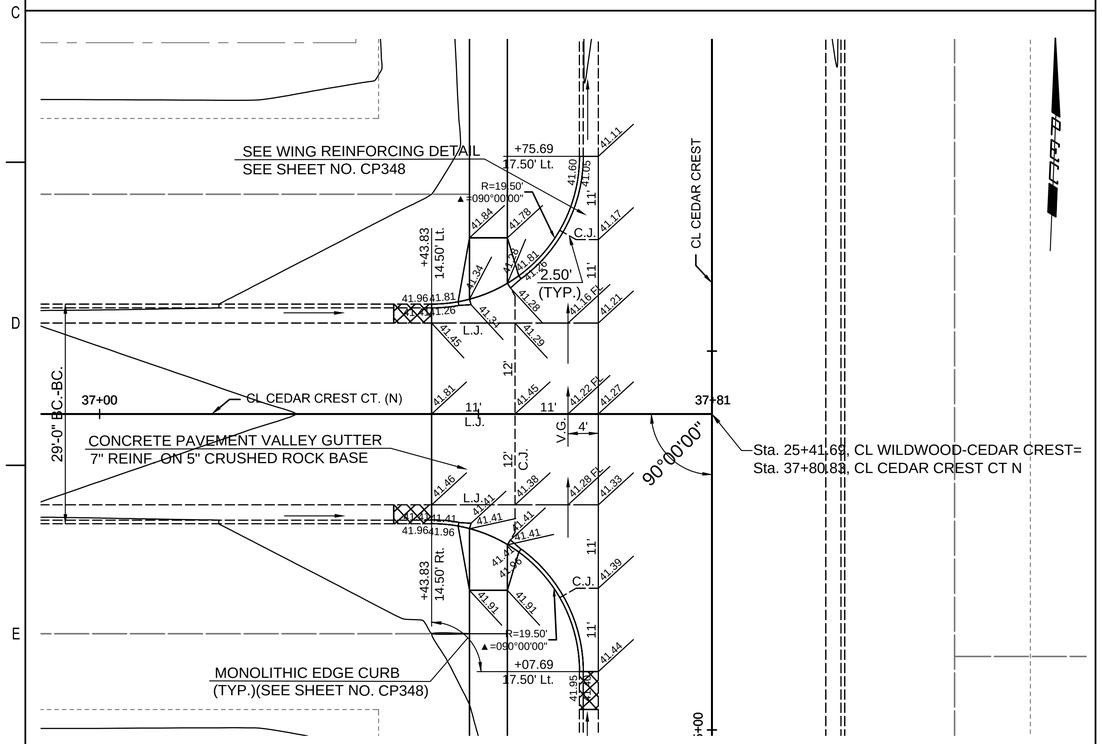
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

VALLEY GUTTER PLANS

CP303
27 OF 97







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PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

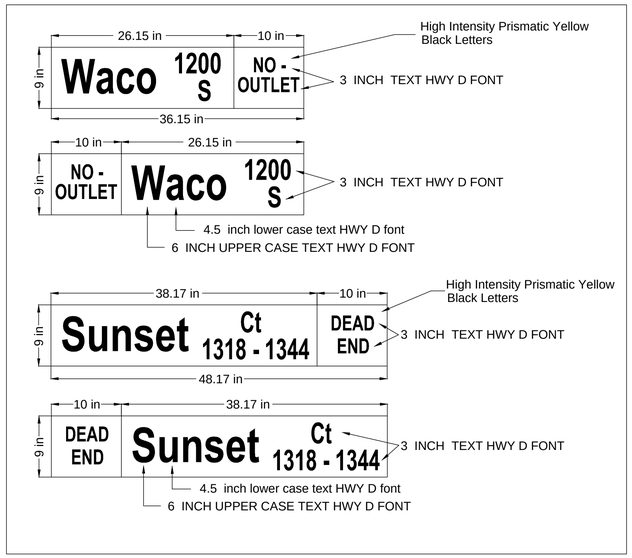
Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

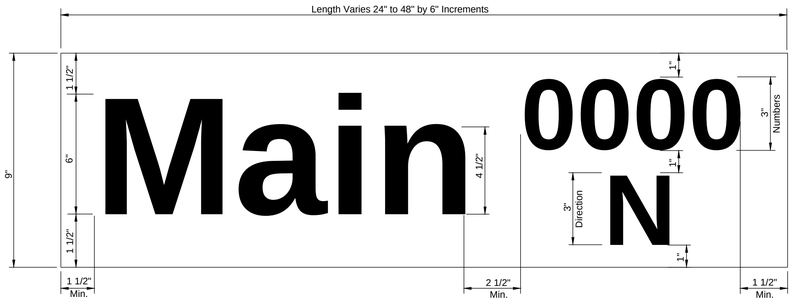
VALLEY GUTTER PLANS

CP304
28 OF 97

SAVED 12/23/2024 2:42:42 AM BY HUNTER.WILES
PLOTTED 12/26/2024 9:41:12 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\28-230656-002-CP304 VALLEY GUTTER PLANS.DWG

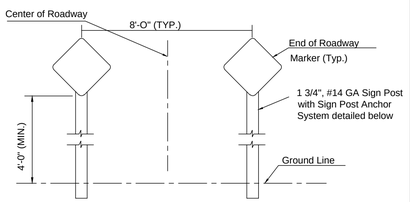


DETAIL A
9" STANDARD

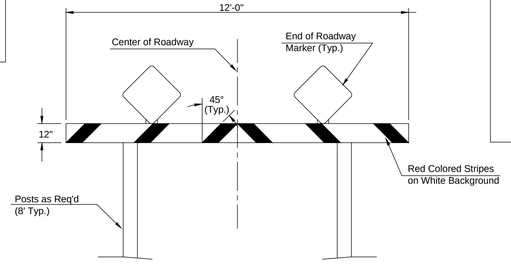


DETAIL B
9" METRO

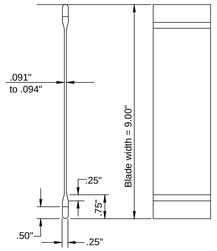
* IN NO CASE SHALL THE SPECIFICATIONS BE LESS THAN REQUIRED BY THE CURRENT MUTCD.



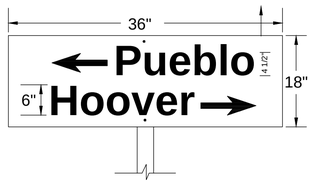
TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION



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

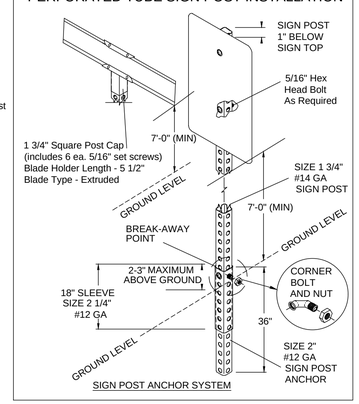


STREET NAME SIGN
BLADE DETAILS



FLAT PLATE STREET NAME SIGN

PERFORATED TUBE SIGN POST INSTALLATION



SIGN POST ANCHOR SYSTEM

SIGN ASSEMBLY TABLE

STATION	OFFSET	SIGN	QUANTITY*
10+46	LT.	R1-1 (STOP)	1
10+46	RT.	SNS	1
19+72	RT.	SNS	1
22+75	LT.	SNS	1
25+73	LT.	SNS	1
40+46	LT.	R1-1 (STOP)	1
40+46	RT.	SNS	1
46+05	LT.	SNS	1
49+80	RT.	SNS	1
52+43	CL	(OM4-3)(END OF ROADWAY)	2
62+20	CL	(OM4-3)(END OF ROADWAY)	2
31+30	CL	(OM4-3)(END OF ROADWAY)	2
40+62	LT.	R4-7	1
45+31	CL.	R4-7	1
46+13	CL.	R4-7	1
49+55	CL.	R4-7	1
10+62	LT.	R4-7	1
10+78	LT.	R4-7	1
TOTAL			21

STREET NAME	NO. BLADES REQ'D	
	9" STD.	9" METRO
119th St West	2	
Wiildwood St	2	
Cedar Crest	4	
Cedar Crest Ct		2
Graber St	3	
Graber Ct		1

CALL TRAFFIC ENGINEERING (268-4276) BEFORE ORDERING SIGNS.

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, 9" SERIES "C" LETTER. FACES TO TRIM TO A 9 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.

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

TRAFFIC SIGNAL INSTALLATION DETAIL SHEET

TRAFFIC ENGINEER — APP'D 01/27/22
MIKE ARMOUR, P.E.

PROJECT NUMBER	ORG NUMBER	DATE
XXX	XXXXX	

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

SHEET _ of _

TR-112

TR-112

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CITY OF WICHITA

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Hunter Wiles
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12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

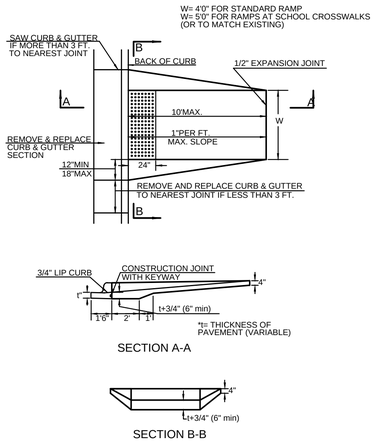
SIGN DETAILS

CP345
29 OF 97

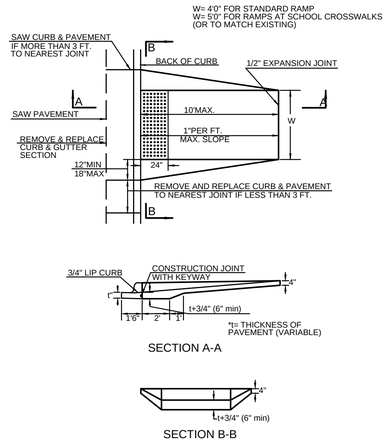
SAVED 12/23/2024 12:36:49 AM BY HUNTER.WILES
PLOTTED 12/26/2024 9:41:22 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\PD4_PLANS\030\PAVING-PHASE 1\29-230656-002-CP345 SIGN DETAILS.DWG

Saved: 12-23-2024, 12:36:49 AM by HUNTER.WILES
Plotted: 12-26-2024, 9:41:22 AM by BRADLEY HAYNES
U:\Wichita-Civil\2023\230656\002\PD4_Plans\030\Paving-PHASE 1\29-230656-002-CP345 SIGN DETAILS

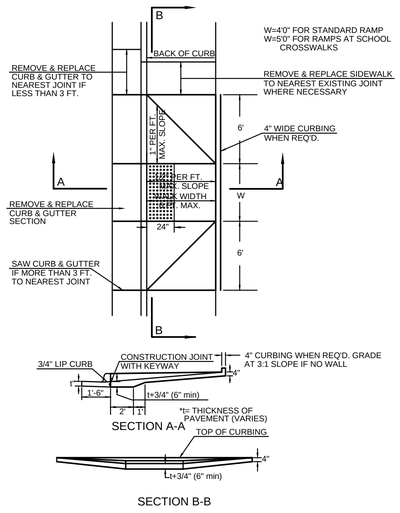
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH COMBINED CURB & GUTTER (TYPE A)



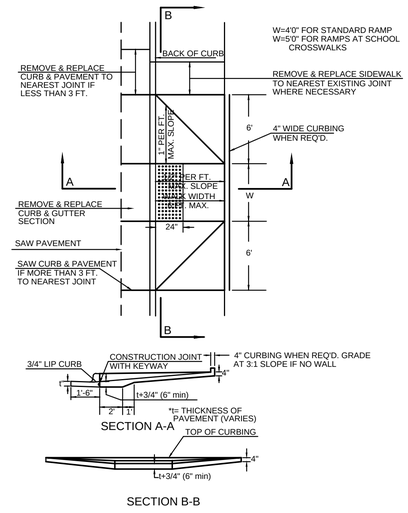
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR CONCRETE STREETS WITH MONOLITHIC CURB (TYPE A)



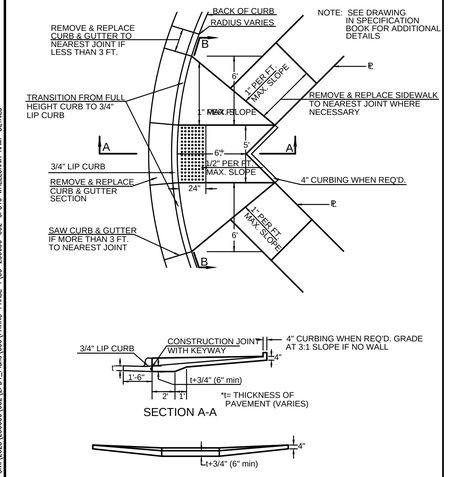
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH COMBINED CURB & GUTTER AND FULL WALK (TYPE B)



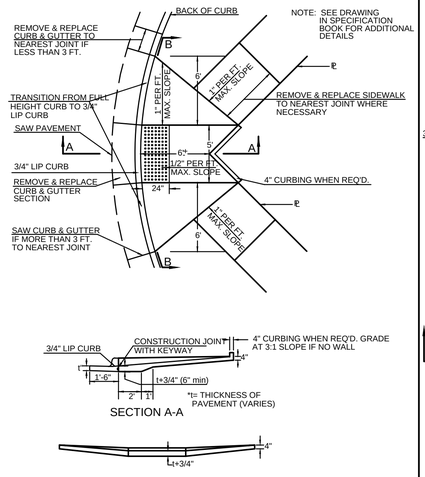
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH MONOLITHIC CURB AND FULL WALK (TYPE B)



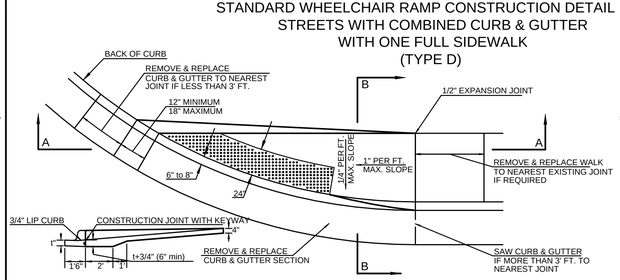
STANDARD WHEELCHAIR RAMP CONSTRUCTION DEAIL FOR STREET WITH COMBINED CURB AND GUTTER ON RADIUS WITH 6\ FROM BACK OF CURB TO PROPERTY CORNER (TYPE C)



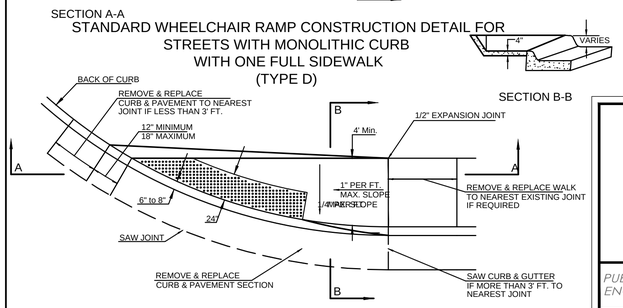
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREET WITH MONOLITHIC CURB ON RADIUS WITH 6\ FROM BACK OF CURB TO PROPERTY CORNER (TYPE C)

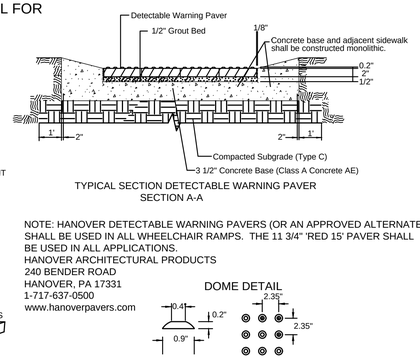


STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH COMBINED CURB & GUTTER WITH ONE FULL SIDEWALK (TYPE D)



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.hanoverpavers.com

DOME DETAIL

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

WHEELCHAIR RAMP DETAILS WITH DETECTABLE WARNING

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
___-_____	_____	08/2013

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

SHEET
_ of _

PV-110

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303 SOUTH TOPEKA
WICHITA, KS 67202
316-262-2691 www.pec1.com

CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

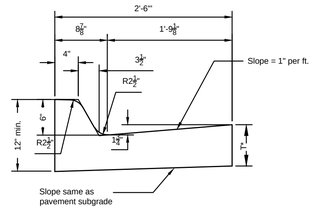
WHEELCHAIR RAMP DETAILS

CP346
30 OF 97

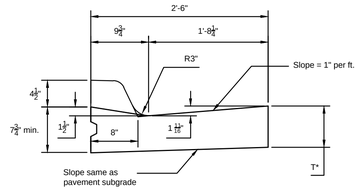
SAVED 9/24/2024 5:04:08 PM BY BILL.SEXSON
PLOTTED 12/26/2024 9:41:30 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\30-230656-002-CP346 WHEELCHAIR RAMP DETAILS.DWG

Saved: 09-24-2024, 5:04:08 PM, by: BILL.SEXSON
Plotted: 12-26-2024, 9:41:30 AM, by: BRADLEY HAYNES
U:\Wichita-Civil\2023\230656\002\2PD4_Plans\030\PAVING-PHASE 1\30-230656-002-CP346 WHEELCHAIR RAMP DETAILS

TYPE 1
(Arterial curb)

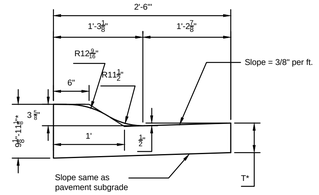


Combined Curb & Gutter (6")

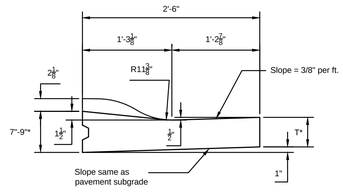


Combined Curb & Gutter (1 1/2")

TYPE 2
(Roll curb)

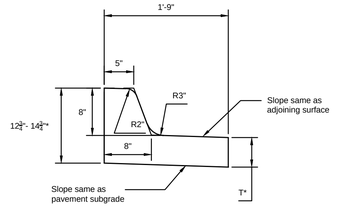


Combined Curb & Gutter (3 5/8")

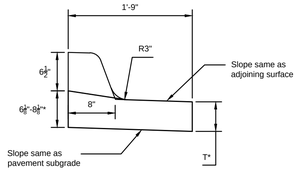


Combined Curb & Gutter (1 1/2")

TYPE 3
(Median curb)

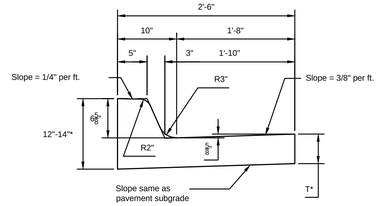


Combined Curb & Gutter (8")

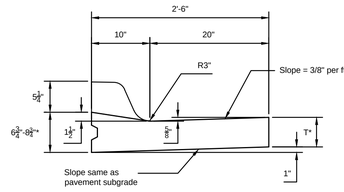


Combined Curb & Gutter (1 1/2")

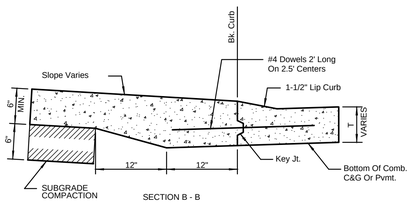
TYPE 4
(Residential curb)



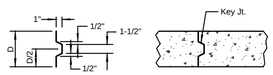
Combined Curb & Gutter (6 5/8")



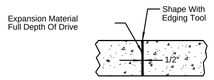
Combined Curb & Gutter (1 1/2")



BACK OF CURB DETAIL



ALT. LONGITUDINAL CONSTRUCTION JOINT



EXPANSION JOINT (E.J.)

T* = Thickness of curb to adjust with pavement thickness

GENERAL NOTES

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

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

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

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
_ of _

PV-101

Saved: 07-30-2024 4:49:31 PM by BILL.SEXSON
Plotted: 12-26-2024 9:41:39 AM by BRADLEY HAYNES
U:\Wichita-Civil\2023\230656\002\PD4_Plans\030\PAVING-PHASE 1\31-230656-002-CP347 CURB AND GUTTER DETAILS.DWG

SAVED 7/30/2024 4:49:31 PM BY BILL.SEXSON
PLOTTED 12/26/2024 9:41:39 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\PD4_PLANS\030\PAVING-PHASE 1\31-230656-002-CP347 CURB AND GUTTER DETAILS.DWG

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CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

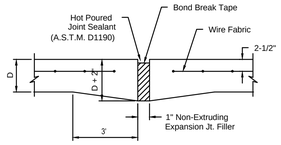
PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

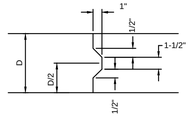
CURB AND GUTTER DETAILS

CP347
31 OF 97

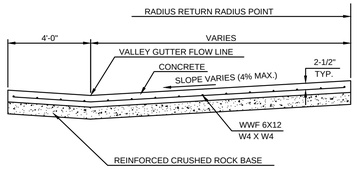


EXPANSION JOINT

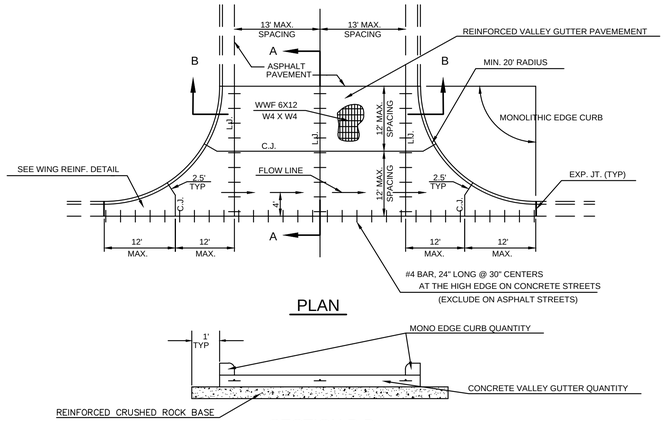
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement



KEYWAY DETAIL



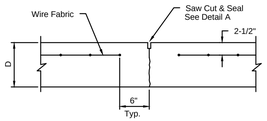
SECTION A-A



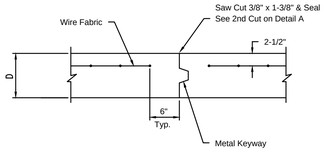
PLAN

SECTION B-B

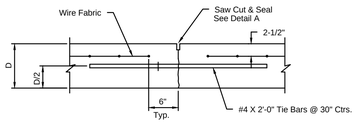
REINFORCED VALLEY GUTTER DETAIL



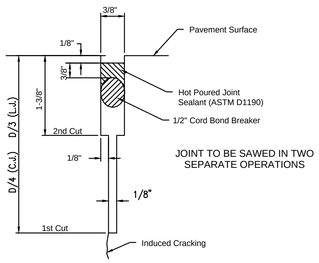
CONTRACTION JOINT DETAIL (C.J.)



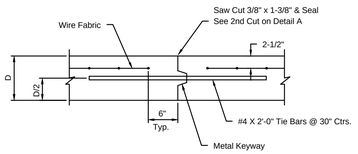
OPTIONAL CONTRACTION JOINT



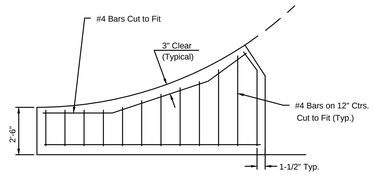
LONGITUDINAL JOINT DETAIL (L.J.)



SAW JOINT DETAIL
(DETAIL A)



OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)



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
_ of _

PV-109

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CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

VALLEY GUTTER DETAILS

CP348
32 OF 97

Saved: 07-30-2024 4:50:24 PM by: BILL.SEXSON
Plotted: 12/26/2024 9:41:47 AM by: BRADLEY.HAYNES
U:\Wichita--Civil\2023\230656\002\PD4_Plans\030\PAVING-PHASE 1\32-230656-002-CP348 VALLEY GUTTER DETAILS.DWG

SAVED 7/30/2024 4:50:24 PM BY BILL.SEXSON
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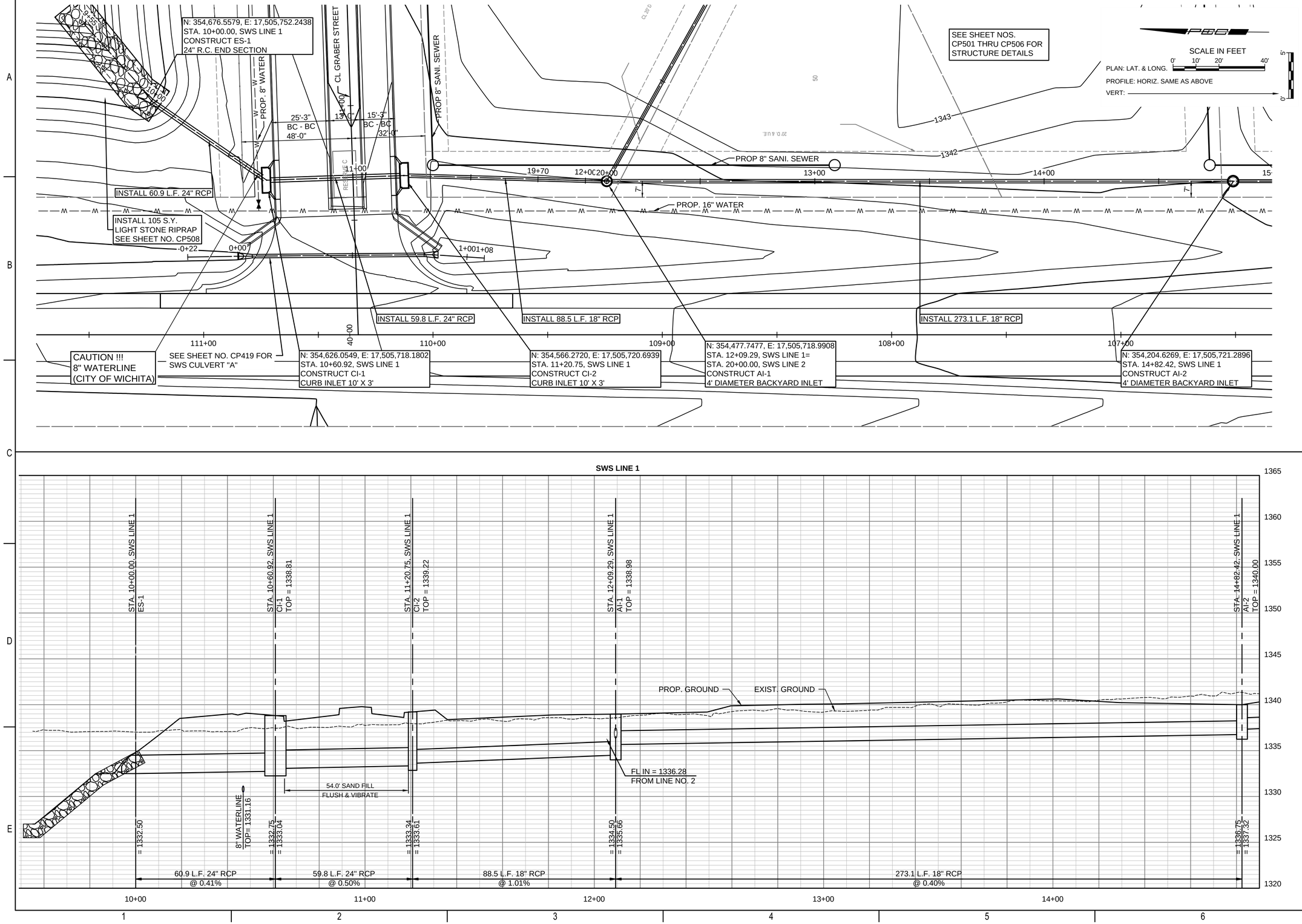

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PROFESSIONAL ENGINEERING CONSULTANTS
303 SOUTH TOPEKA
WICHITA, KS 67202
316-262-2691 www.pec1.com

CITY OF WICHITA

HUNTER JAMES WILES
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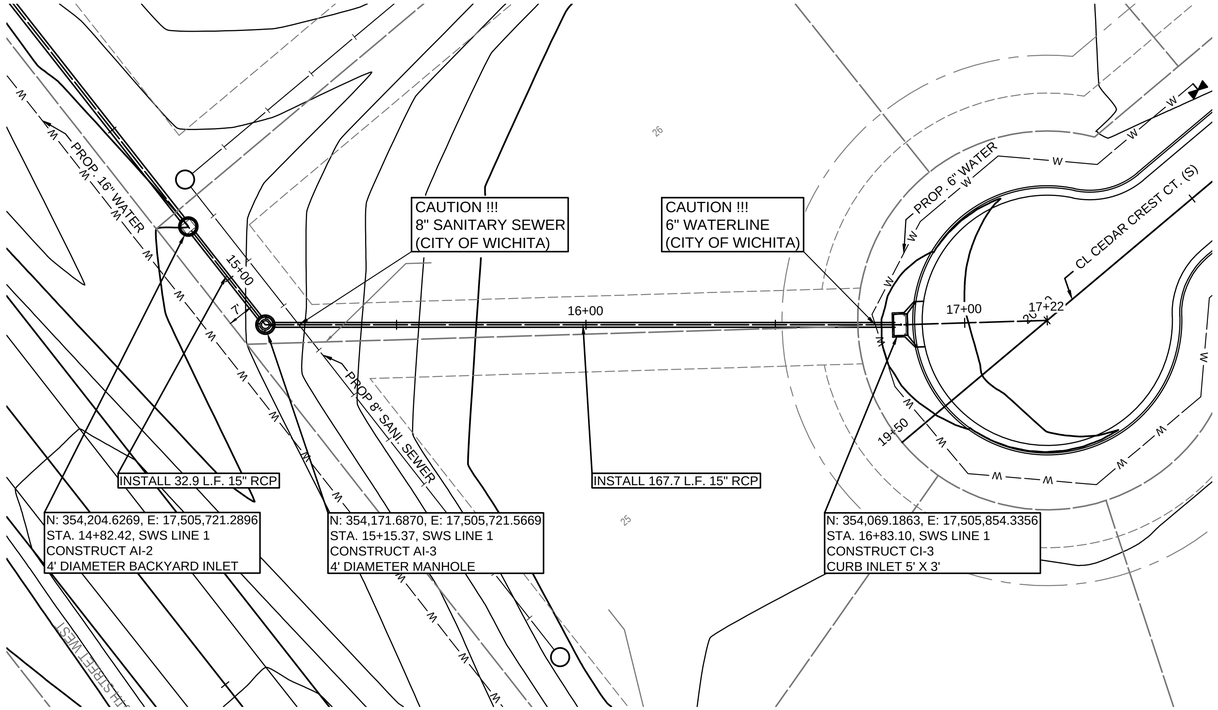
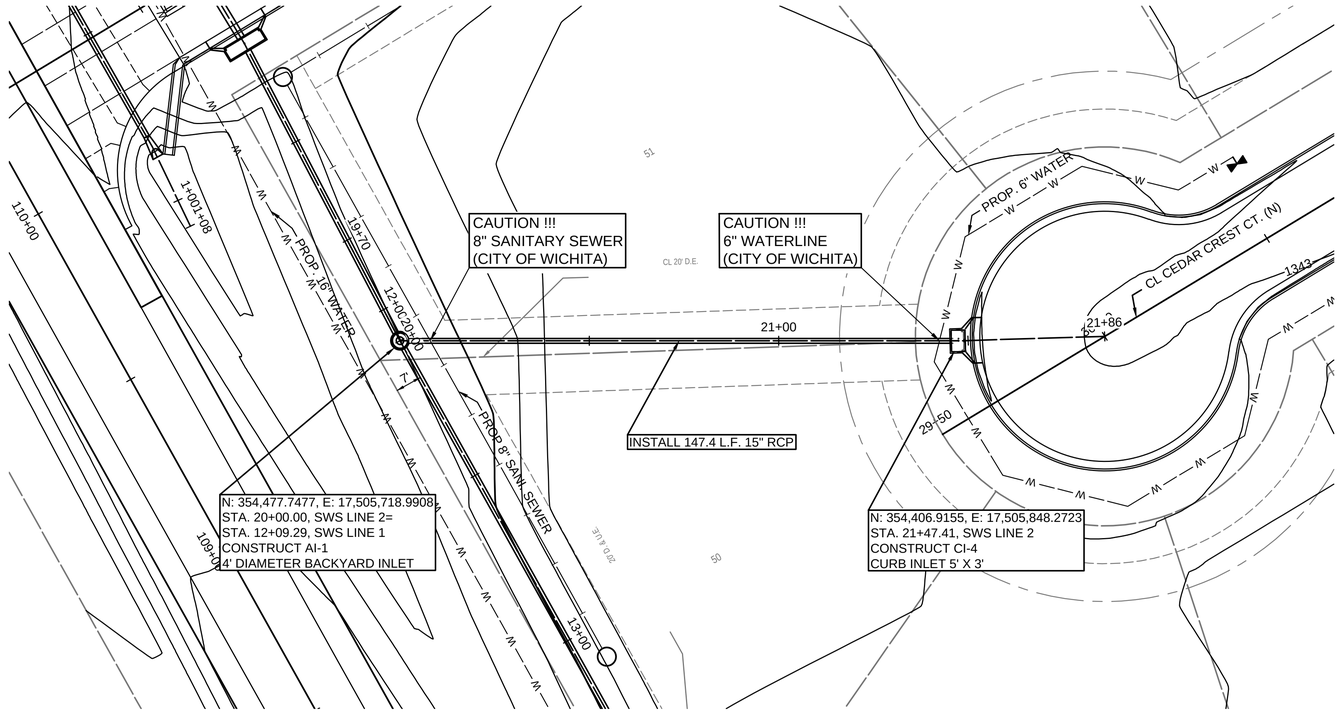
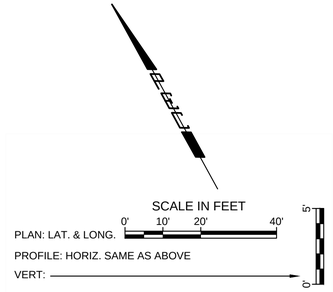
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

PLAN AND PROFILE-SWS LINE 1

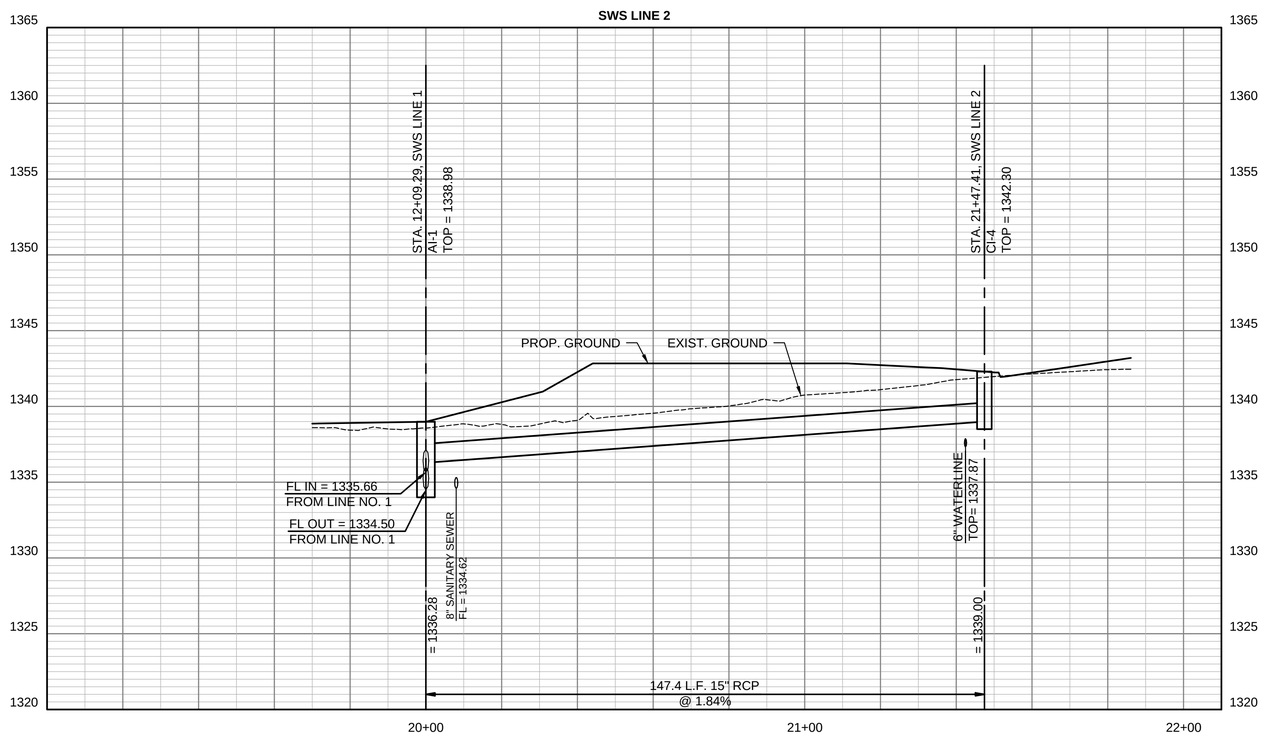
CP401
33 OF 97


CAUTION !!!
8" SANITARY SEWER
(CITY OF WICHITA)
CAUTION !!!
6" WATERLINE
(CITY OF WICHITA)
PROP. 16" WATER
PROP. 8" SANI. SEWER
PROP. 6" WATER
CL CEDAR CREST CT. (S)
15+00
16+00
17+00
17+22
19+50
INSTALL 32.9 L.F. 15" RCP
INSTALL 167.7 L.F. 15" RCP
N: 354,204.6269, E: 17,505,721.2896
STA. 14+82.42, SWS LINE 1
CONSTRUCT AI-2
4' DIAMETER BACKYARD INLET
N: 354,171.6870, E: 17,505,721.5669
STA. 15+15.37, SWS LINE 1
CONSTRUCT AI-3
4' DIAMETER MANHOLE
N: 354,069.1863, E: 17,505,854.3356
STA. 16+83.10, SWS LINE 1
CONSTRUCT CI-3
CURB INLET 5' X 3'
INSTALL 273.1 L.F. 18" RCP
INSTALL 32.9 L.F. 15" RCP
INSTALL 167.7 L.F. 15" RCP





SEE SHEET NOS.
CP501 THRU CP506 FOR
STRUCTURE DETAILS



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316-262-2691 www.pec1.com

CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

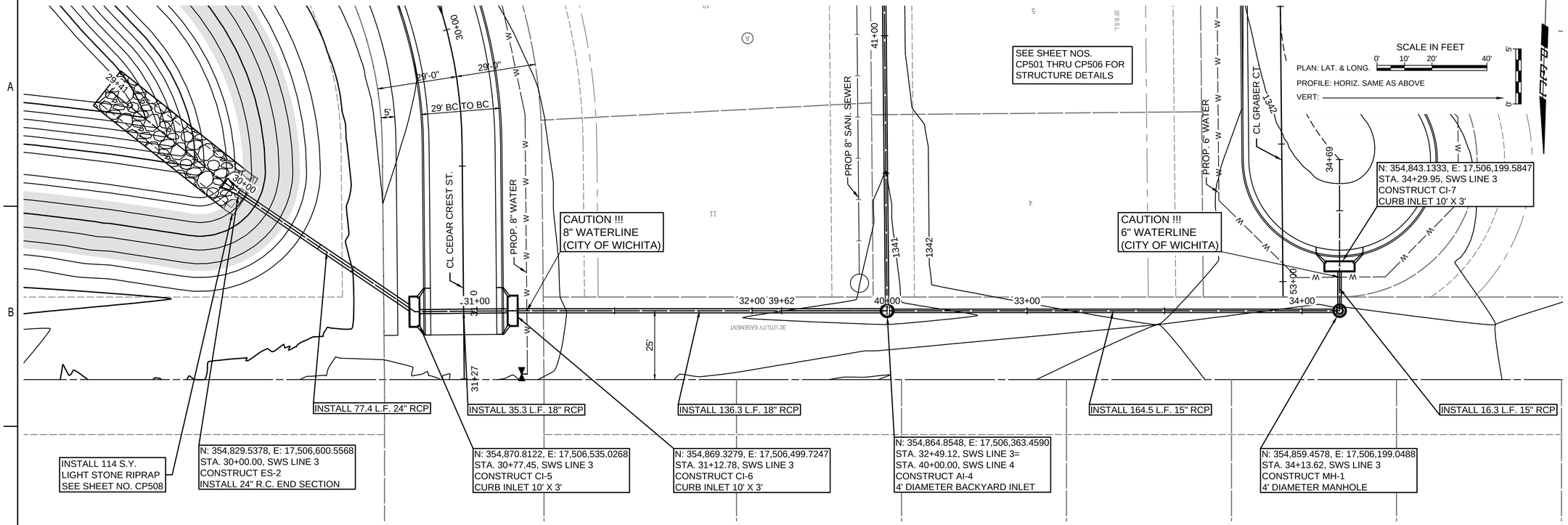
Issue:		

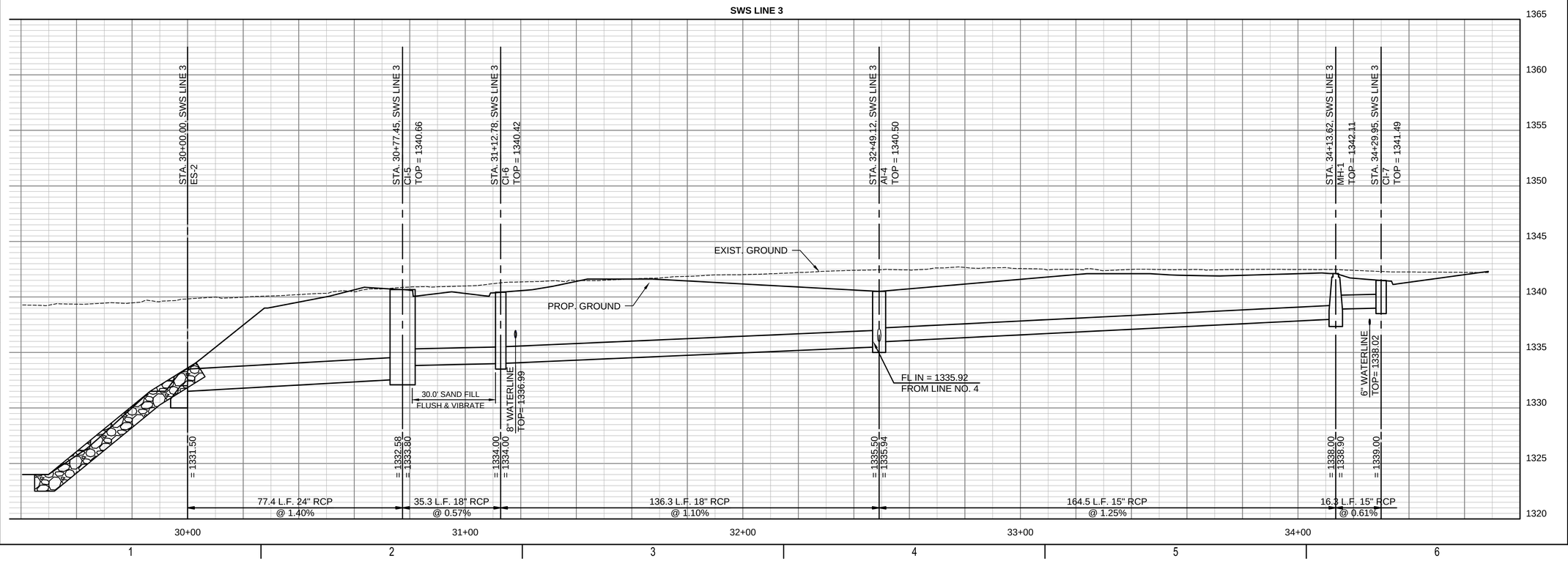
JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

PLAN AND PROFILE-SWS LINE 2

CP403
35 OF 97

SAVED 9/27/2024 1:57:47 PM BY BILL.SEXSON
PLOTTED 12/26/2024 9:45:21 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\135-230656-002-CP403 PLAN AND PROFILE-SWS LINE 2.DWG





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BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

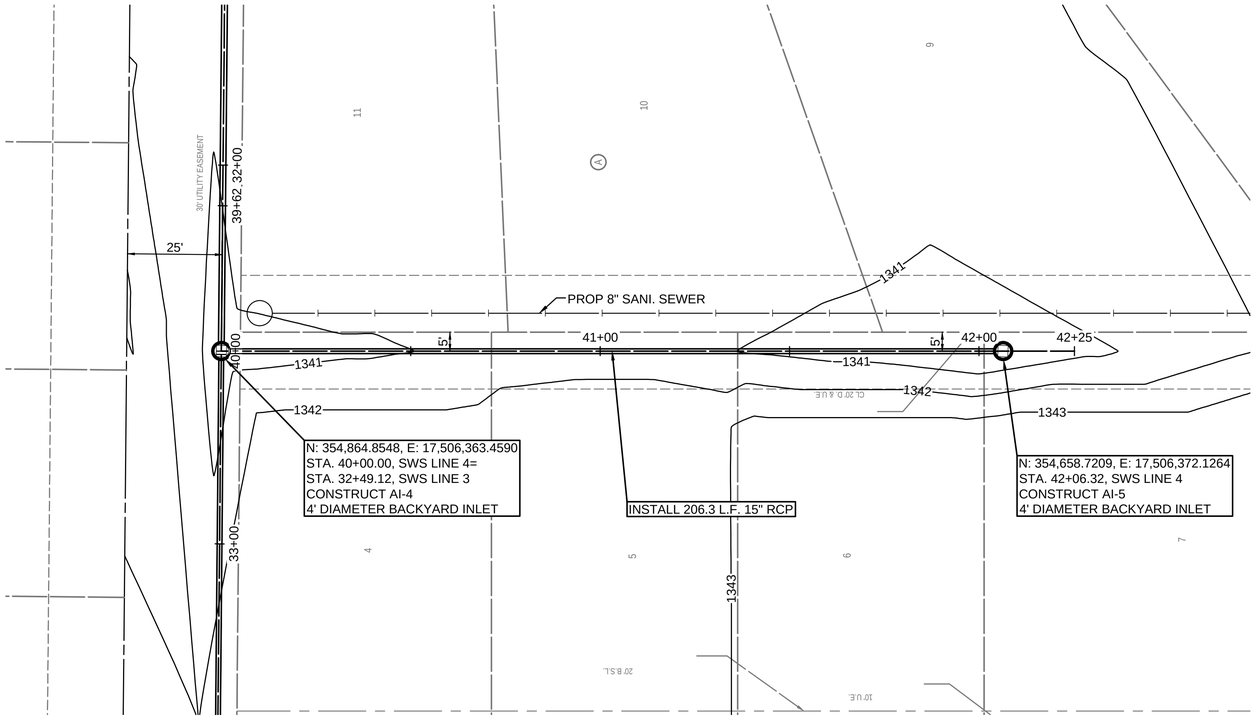
Issue:		

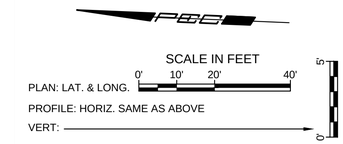
JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

PLAN AND PROFILE-SWS LINE 3

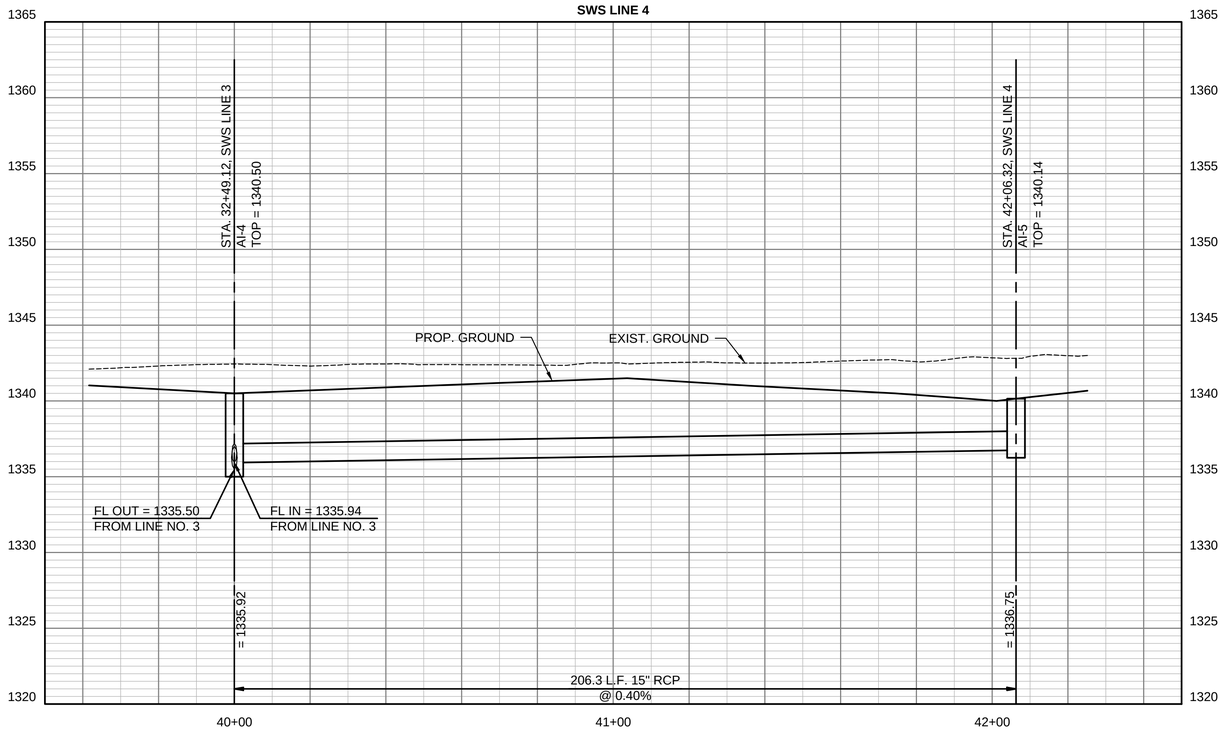
CP404
36 OF 97

SAVED 12/24/2024 5:01:53 AM BY HUNTER.WILES
PLOTTED 12/26/2024 9:46:33 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\136-230656-002-CP404 PLAN AND PROFILE-SWS LINE 3.DWG





SEE SHEET NOS.
CP501 THRU CP506 FOR
STRUCTURE DETAILS



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BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

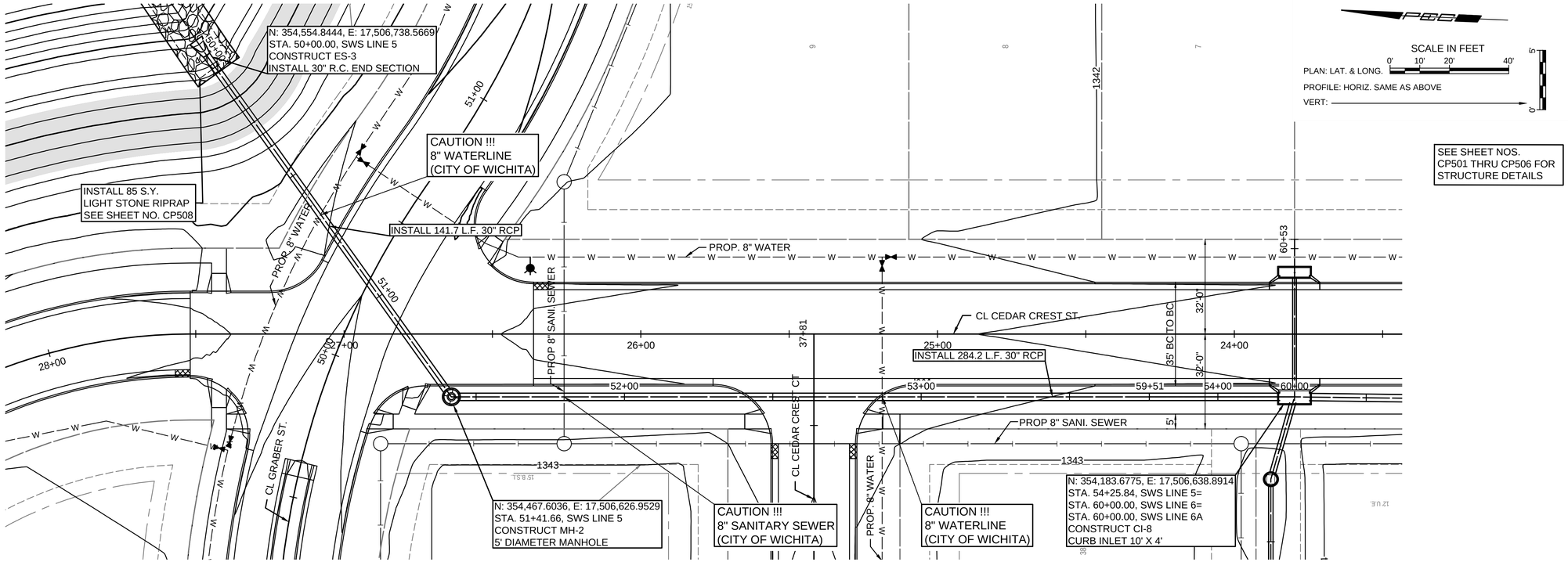
Issue:		

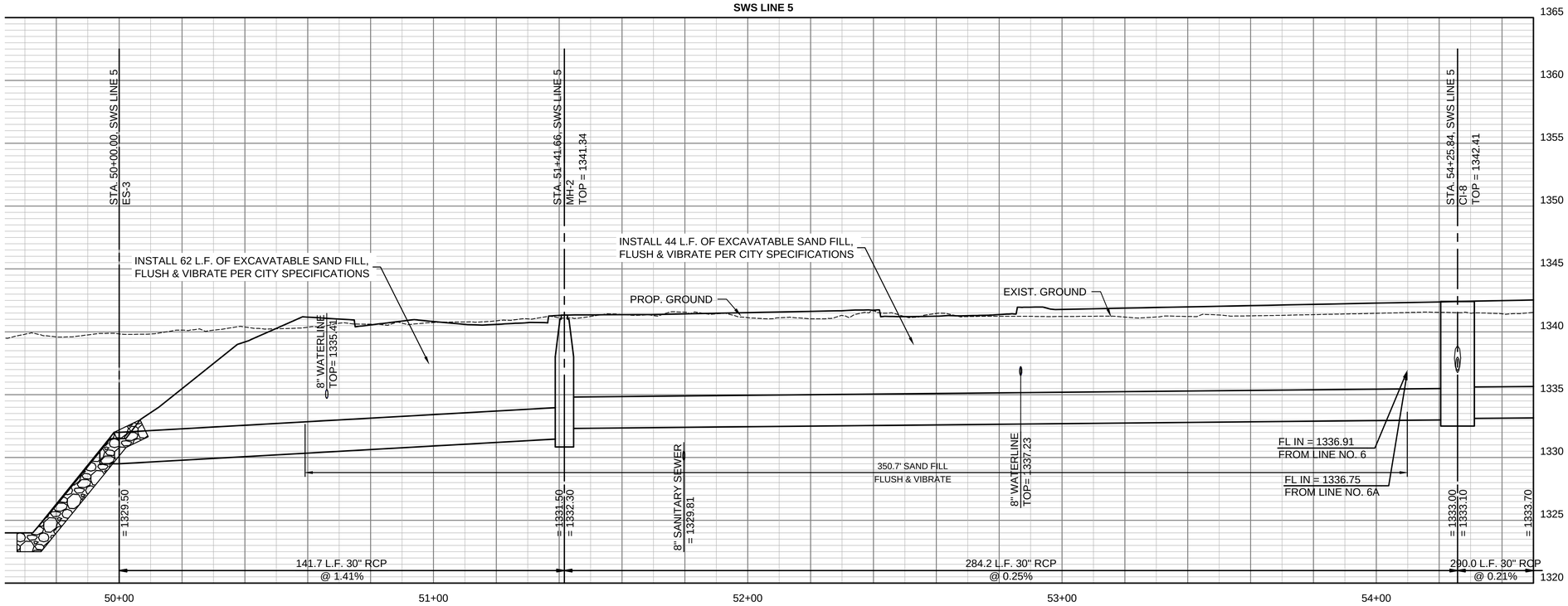
JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

PLAN AND PROFILE-SWS LINE 4

CP405
37 OF 97

SAVED 9/27/2024 9:58:42 AM BY BILL.SEXSON
PLOTTED 12/26/2024 9:47:46 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\37-230656-002-CP405 PLAN AND PROFILE-SWS LINE 4.DWG





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BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

PLAN AND PROFILE-SWS LINE 5

CP406
38 OF 97

SAVED 12/24/2024 5:10:07 AM BY HUNTER.WILES
PLOTTED 12/26/2024 9:48:56 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\38-230656-002-CP406 PLAN AND PROFILE-SWS LINE 5.DWG

SEE SHEET NOS. CP501 THRU CP506 FOR STRUCTURE DETAILS

SCALE IN FEET
0' 10' 20' 40'
PLAN: LAT. & LONG.
PROFILE: HORIZ. SAME AS ABOVE
VERT:

PROP. 8" WATER
CL CEDAR CREST ST.
PROP 8" SANI. SEWER
CL WILDWOOD ST.
CL CEDAR CREST CT. 27+00

N: 354,183.6775, E: 17,506,638.8914
STA. 54+25.84, SWS LINE 5=
STA. 60+00.00, SWS LINE 6=
STA. 60+00.00, SWS LINE 6A
CONSTRUCT CI-8
CURB INLET 10' X 4'

CAUTION !!!
8" WATERLINE
(CITY OF WICHITA)

INSTALL 290.0 L.F. 30" RCP

N: 353,893.7748, E: 17,506,647.3003
STA. 57+15.87, SWS LINE 5=
STA. 70+00.00, SWS LINE 7=
STA. 70+00.00, SWS LINE 7A
CONSTRUCT CI-9
CURB INLET 5' X 4'

INSTALL 136.2 L.F. 15" RCP

CAUTION !!!
8" WATERLINES
(CITY OF WICHITA)

N: 353,757.5984, E: 17,506,645.9638
STA. 58+52.05, SWS LINE 5
CONSTRUCT MH-3
4' DIAMETER MANHOLE

SWS LINE 5

STA. 54+25.84, SWS LINE 5
CI-8
TOP = 1342.41

STA. 57+15.87, SWS LINE 5
CI-9
TOP = 1341.99

STA. 58+52.05, SWS LINE 5
MH-3
TOP = 1343.46

PROP. GROUND
EXIST. GROUND

FL IN = 1336.91
FROM LINE NO. 6

FL IN = 1336.75
FROM LINE NO. 6A

8" WATERLINE
TOP = 1338.84

423.8' SAND FILL
FLUSH & VIBRATE

FL IN = 1338.04
FROM LINE NO. 7A

FL IN = 1335.94
FROM LINE NO. 7

8" WATERLINE
TOP = 1338.56

8" WATERLINE
TOP = 1338.94

= 1832.30
= 1833.00
= 1833.16
= 1833.70
= 1334.95
= 1335.50
= 1335.60
= 1836.20

284.2 L.F. 30" RCP @ 0.25%
290.0 L.F. 30" RCP @ 0.21%
136.2 L.F. 15" RCP @ 0.40%
156.0 L.F. 15" RCP @ 0.38%

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BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

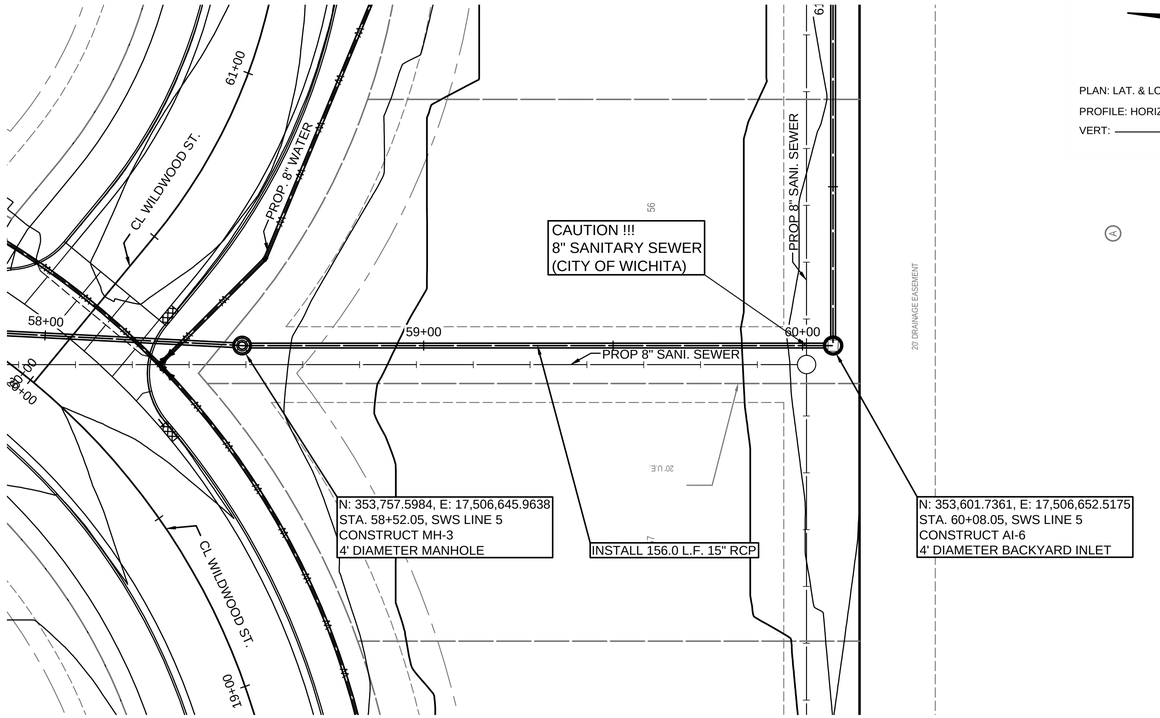
Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

PLAN AND PROFILE-SWS LINE 5

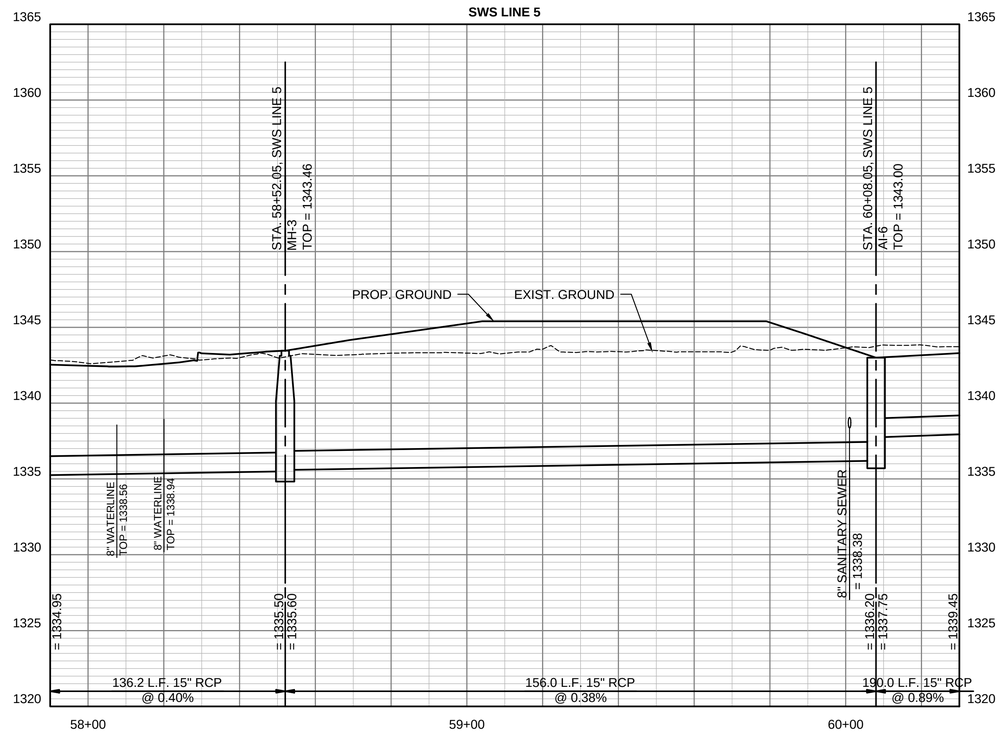
CP407
39 OF 97

SAVED 12/2/2024 4:58:25 PM BY BRADLEY.HAYNES
PLOTTED 12/26/2024 9:49:31 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\139-230656-002-CP407 PLAN AND PROFILE-SWS LINE 5.DWG



SCALE IN FEET
0' 10' 20' 40'
PLAN: LAT. & LONG.
PROFILE: HORIZ. SAME AS ABOVE
VERT: 5' 0'

SEE SHEET NOS.
CP501 THRU CP506 FOR
STRUCTURE DETAILS



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12/26/2024
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PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

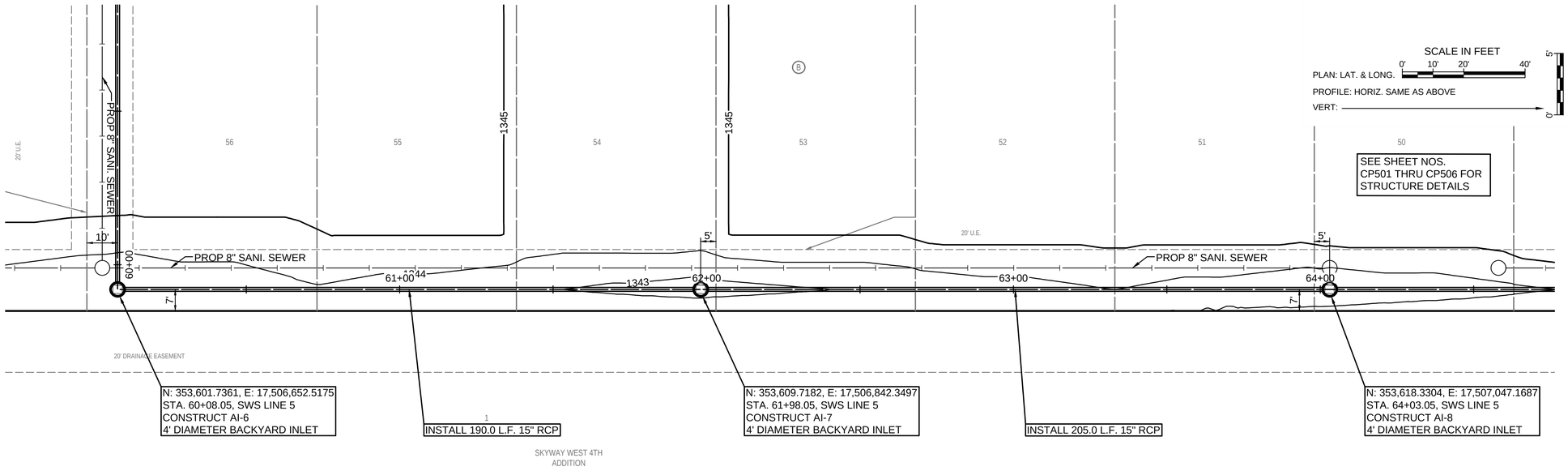
Issue:		

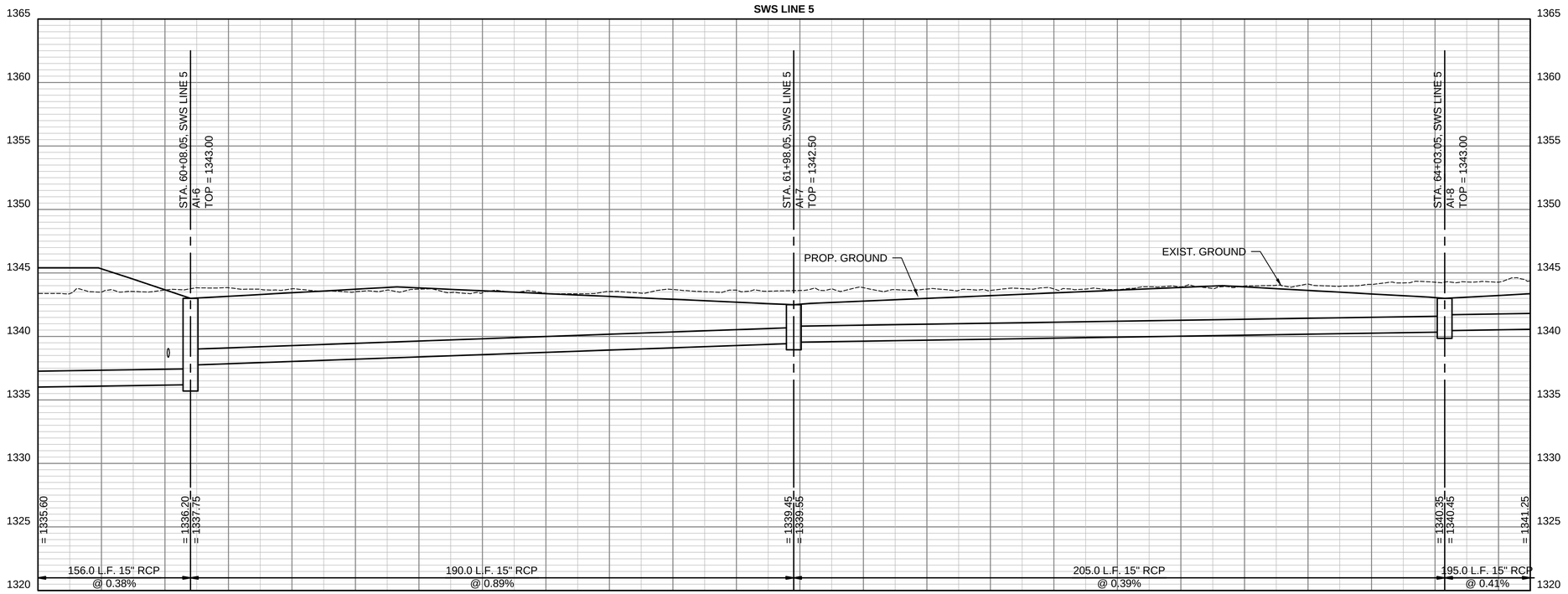
JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

PLAN AND PROFILE-SWS LINE 5

CP408
40 OF 97

SAVED 9/27/2024 10:20:53 AM BY BILL.SEXSON
PLOTTED 12/26/2024 9:50:42 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\40-230656-002-CP408 PLAN AND PROFILE-SWS LINE 5.DWG





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CITY OF WICHITA

HUNTER JAMES WILES LICENSED Hunter Wiles 29849 12/26/2024 KANSAS PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

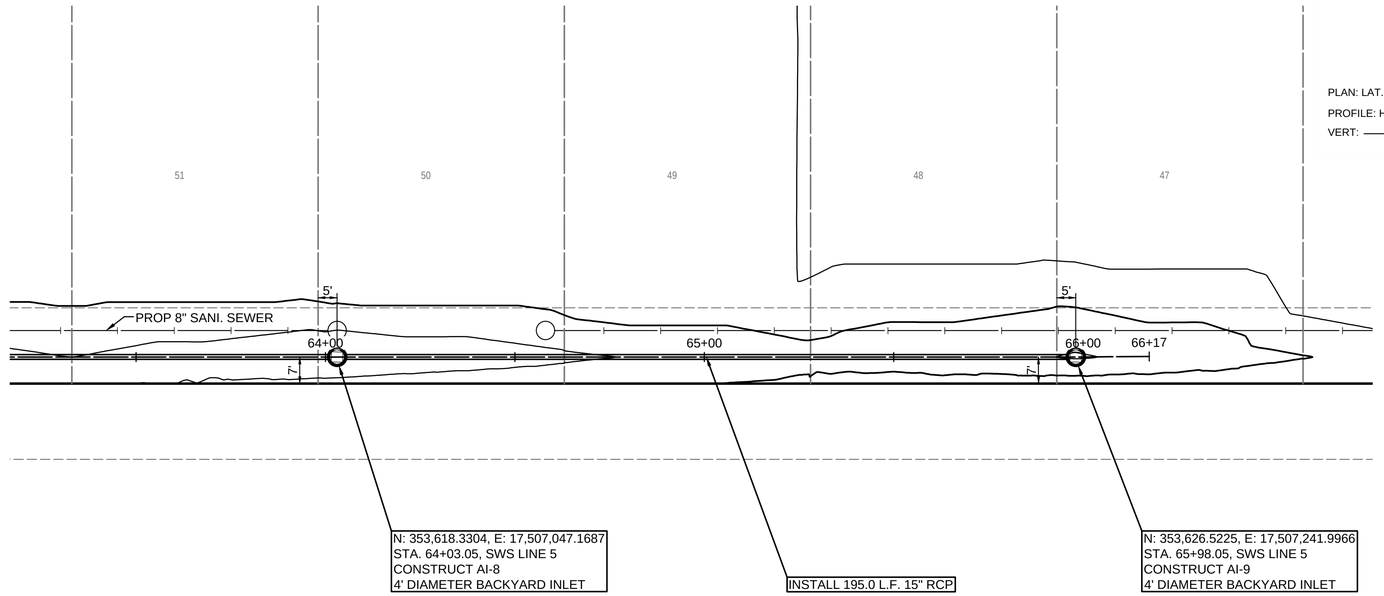
Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

PLAN AND PROFILE-SWS LINE 5

CP409
41 OF 97

SAVED 9/27/2024 10:24:33 AM BY BILL.SEXSON
PLOTTED 12/26/2024 9:51:54 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\41-230656-002-CP409 PLAN AND PROFILE-SWS LINE 5.DWG



SCALE IN FEET
0' 10' 20' 40'

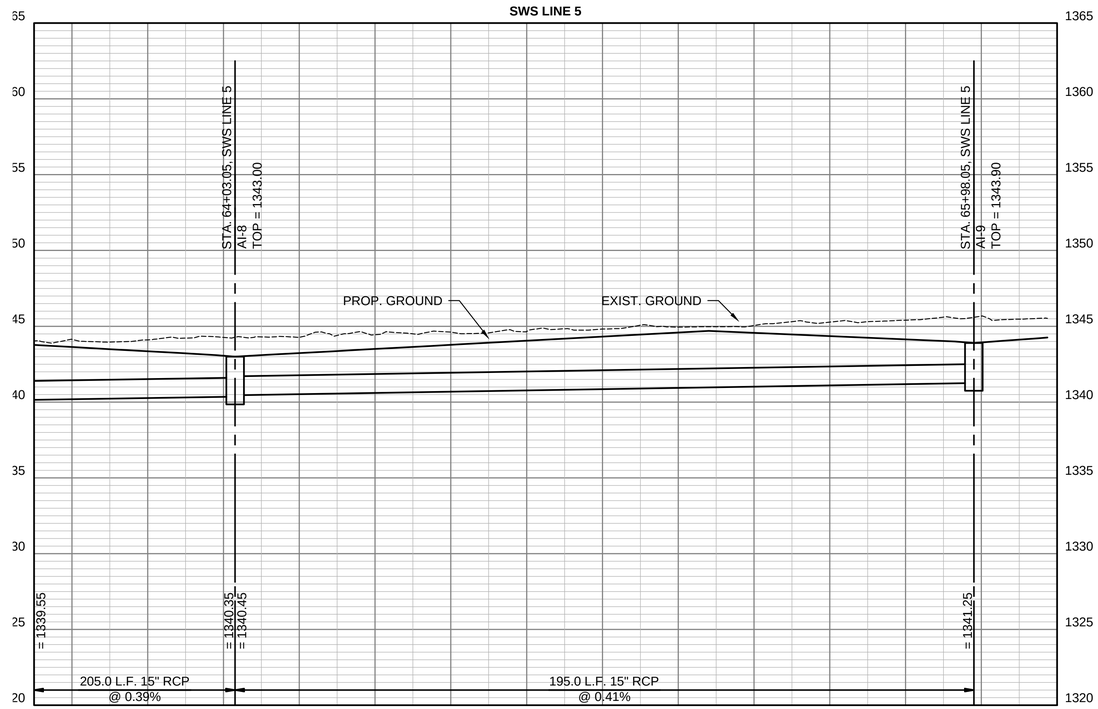
PLAN: LAT. & LONG.

PROFILE: HORIZ. SAME AS ABOVE

VERT:

5'
0'

SEE SHEET NOS.
CP501 THRU CP506 FOR
STRUCTURE DETAILS



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LICENSED
Hunter Wiles
29849
12/26/2024
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PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

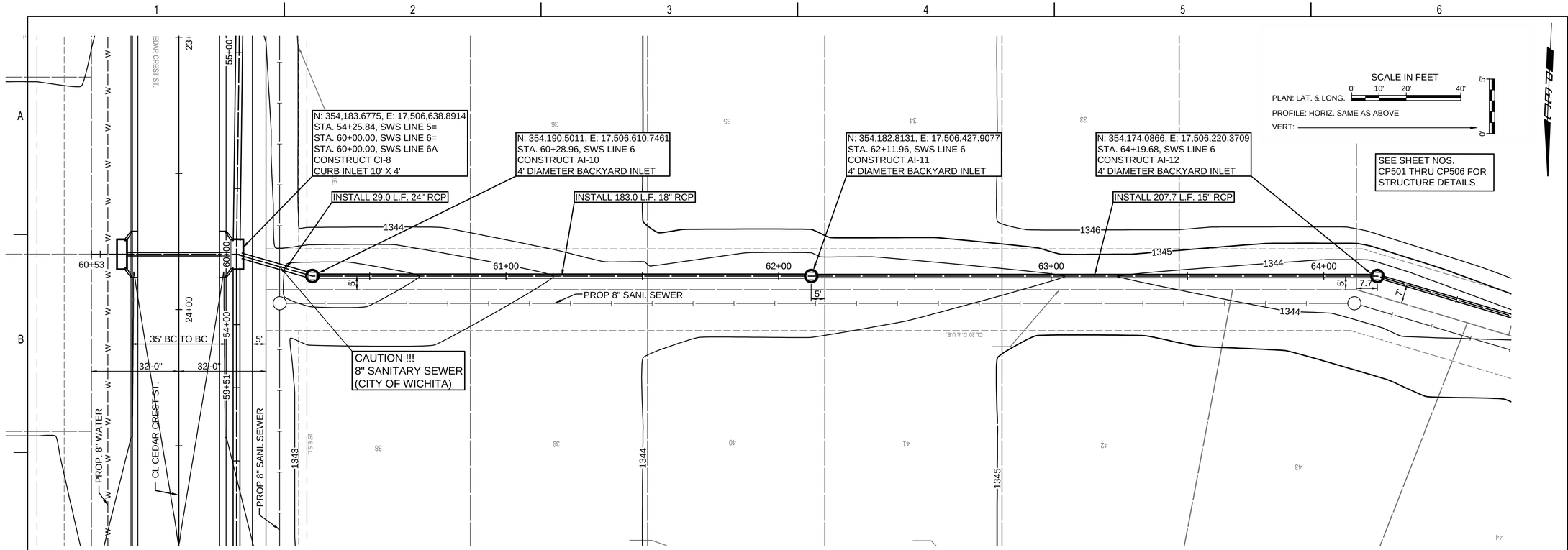
Issue:		

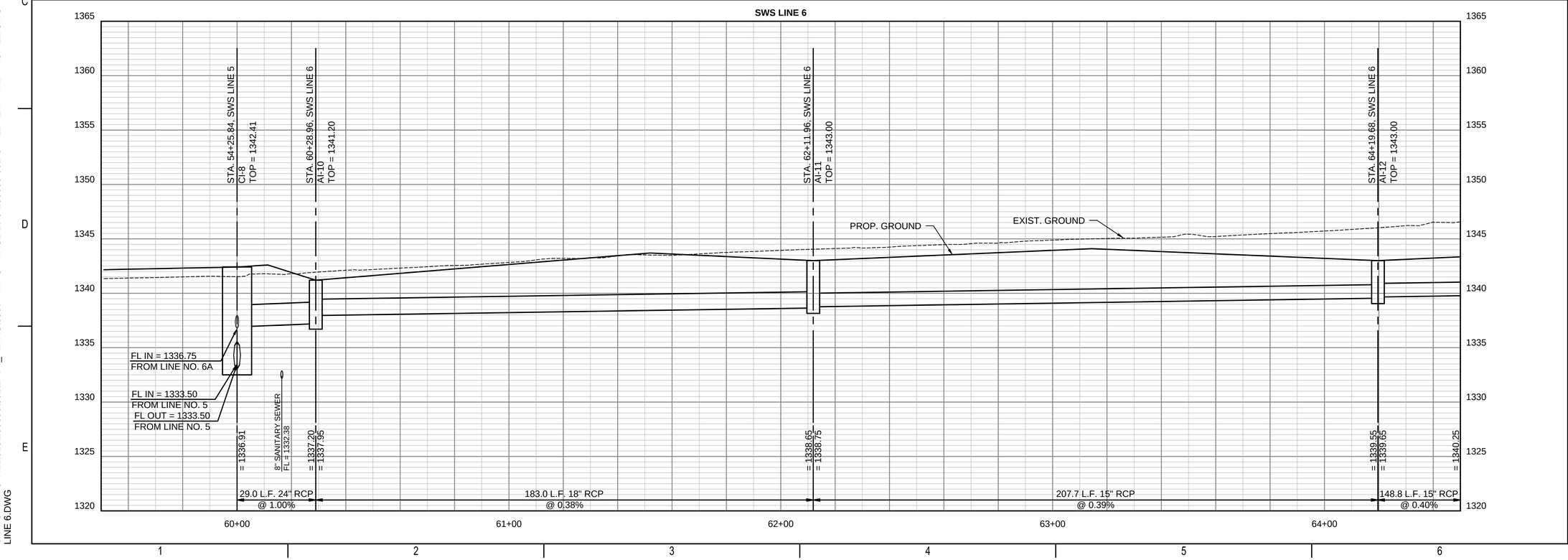
JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

PLAN AND PROFILE-SWS LINE 5

CP410
42 OF 97

SAVED 9/27/2024 10:27:38 AM BY BILL.SEXSON
PLOTTED 12/26/2024 9:53:07 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\PD4_PLANS\030\PAVING-PHASE 1\42-230656-002-CP410 PLAN AND PROFILE-SWS LINE 5.DWG





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BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

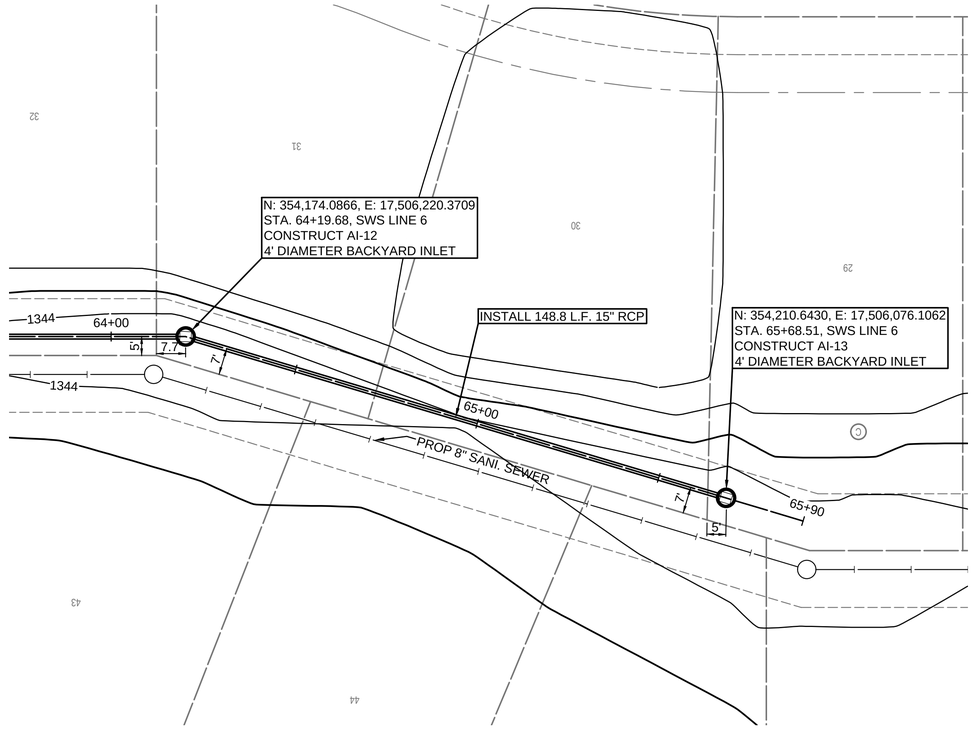
Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

PLAN AND PROFILE-SWS LINE 6

CP411
43 OF 97

SAVED 9/27/2024 10:33:35 AM BY BILL.SEXSON
PLOTTED 12/26/2024 9:54:22 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\43-230656-002-CP411 PLAN AND PROFILE-SWS LINE 6.DWG



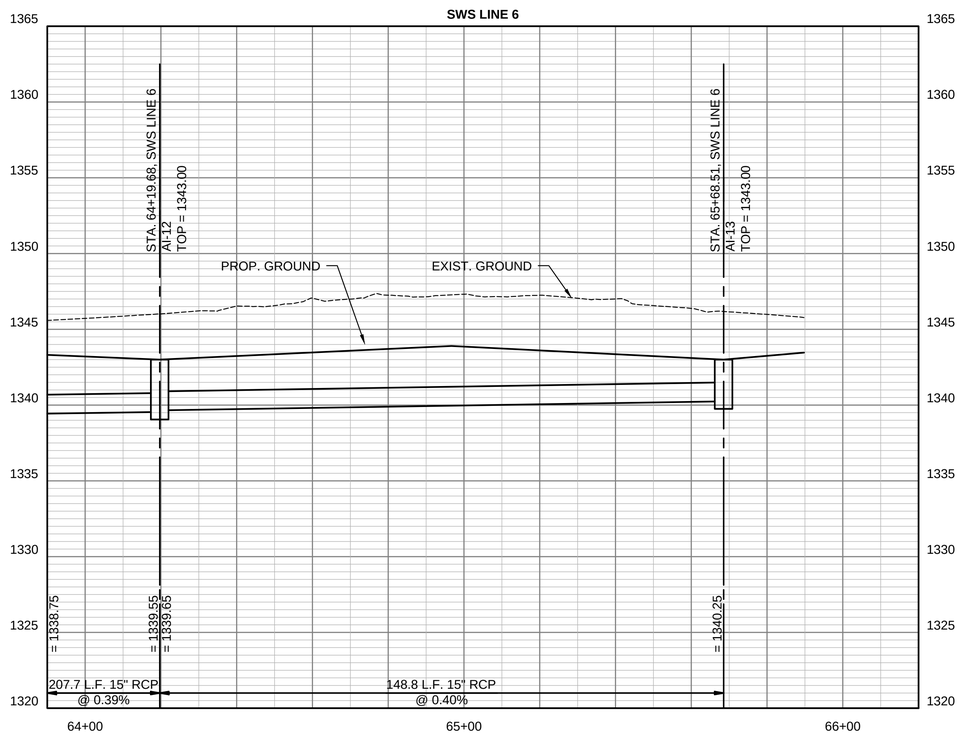
SCALE IN FEET
0' 10' 20' 40'

PLAN: LAT. & LONG.

PROFILE: HORIZ. SAME AS ABOVE

VERT:

SEE SHEET NOS. CP501 THRU CP506 FOR STRUCTURE DETAILS



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BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

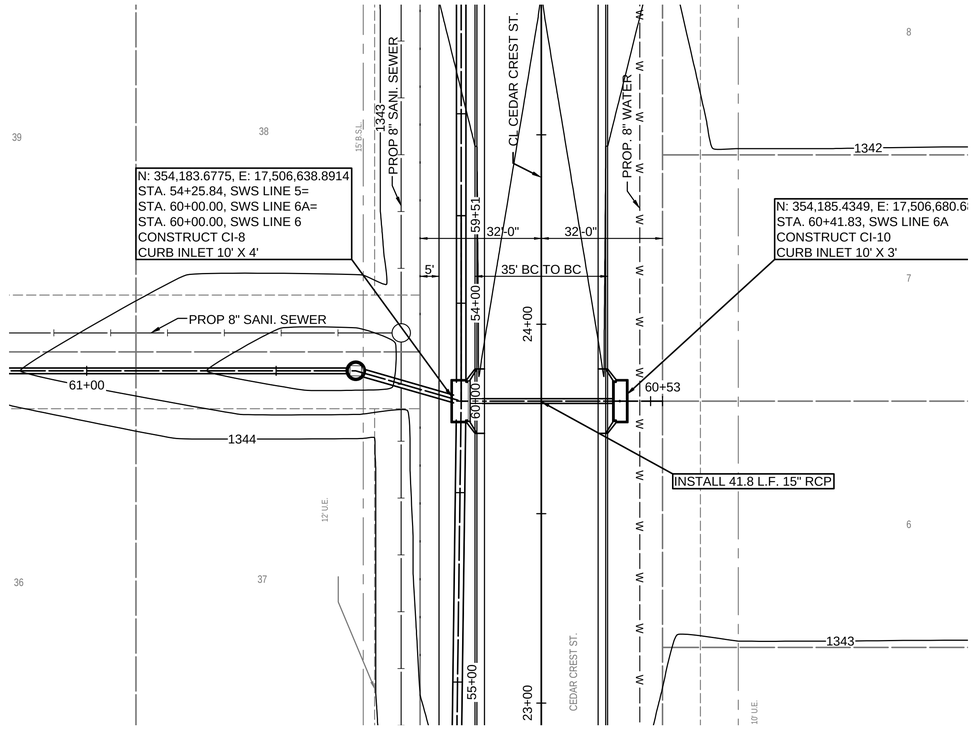
Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

PLAN AND PROFILE-SWS LINE 6

CP412
44 OF 97

SAVED 9/27/2024 10:37:19 AM BY BILL.SEXSON
PLOTTED 12/26/2024 9:55:35 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\44-230656-002-CP412 PLAN AND PROFILE-SWS LINE 6.DWG



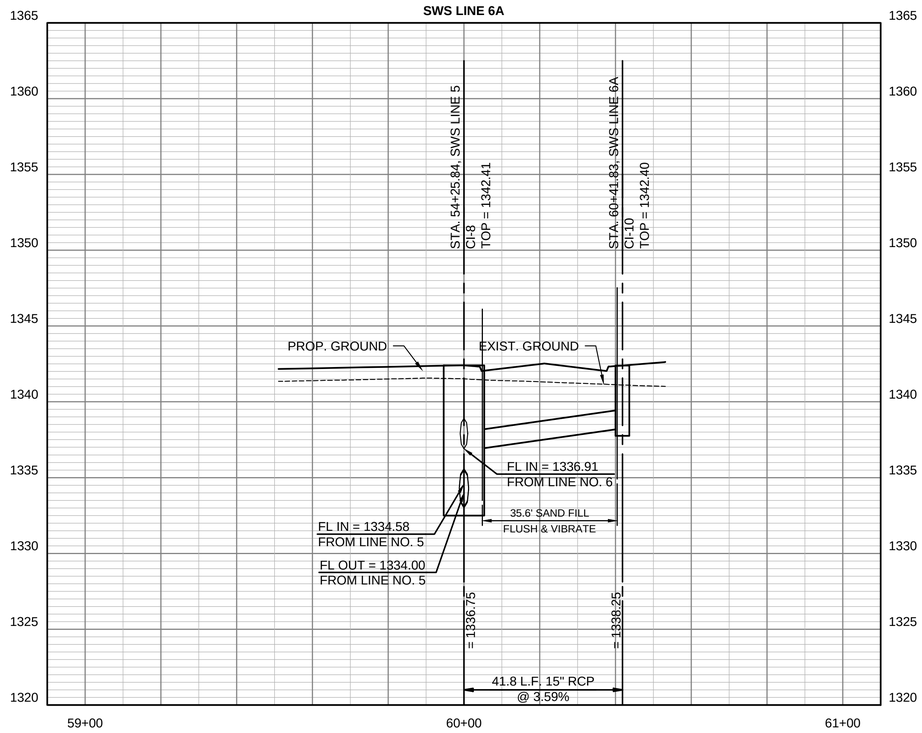
SCALE IN FEET
0' 10' 20' 40'

PLAN: LAT. & LONG.

PROFILE: HORIZ. SAME AS ABOVE

VERT:

SEE SHEET NOS. CP501 THRU CP506 FOR STRUCTURE DETAILS



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BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

PLAN AND PROFILE-SWS LINE 6A

CP413
45 OF 97

SAVED 9/27/2024 10:59:27 AM BY BILL.SEXSON
PLOTTED 12/26/2024 9:56:46 AM BY BRADLEY HAYNES
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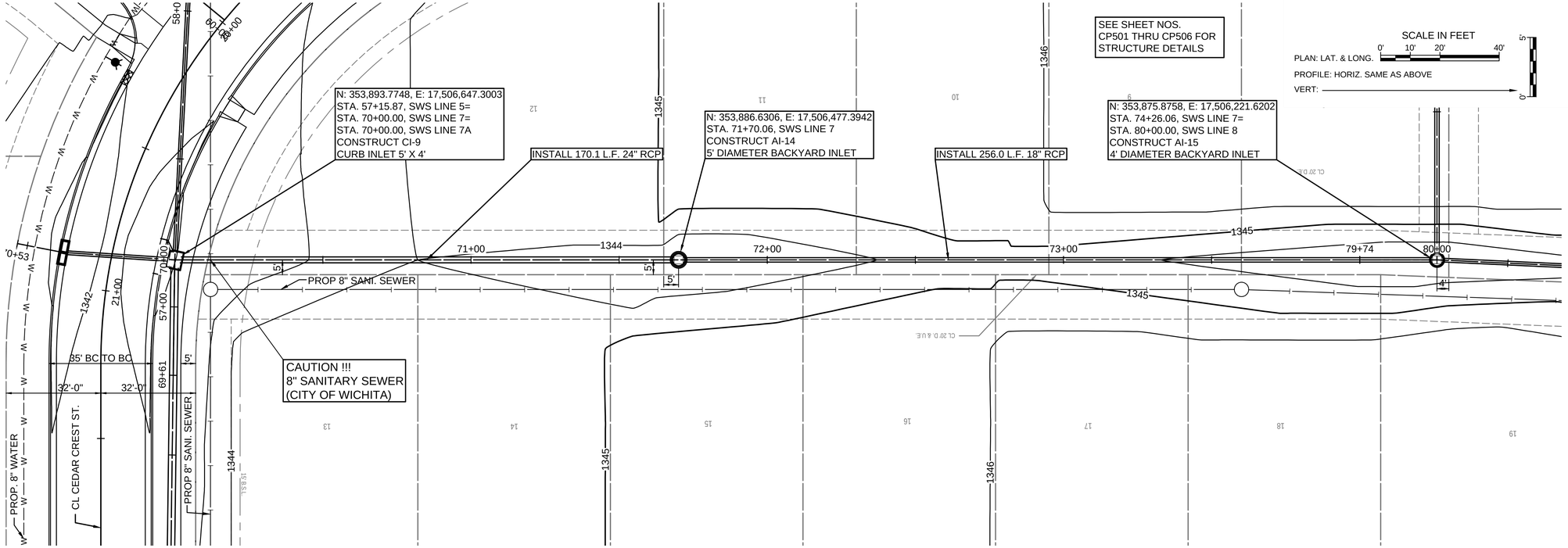

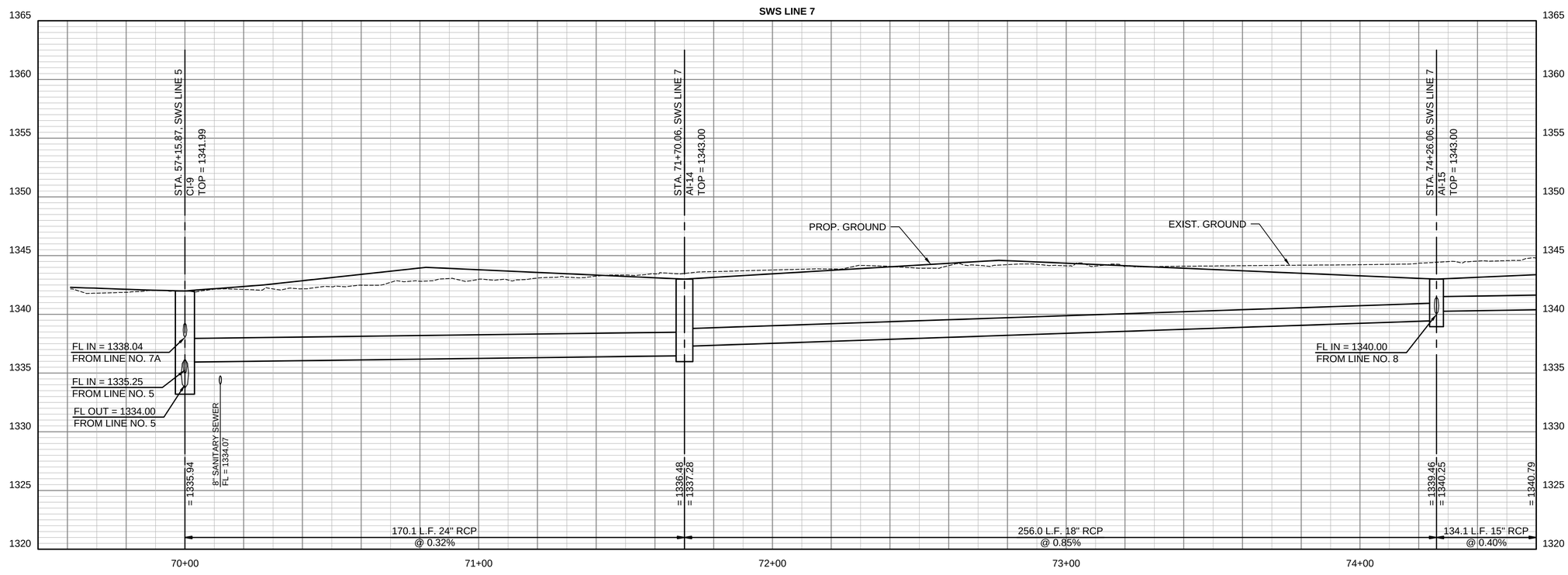

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PROFESSIONAL ENGINEERING CONSULTANTS
303 SOUTH TOPEKA
WICHITA, KS 67202
316-262-2691 www.pec1.com

CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

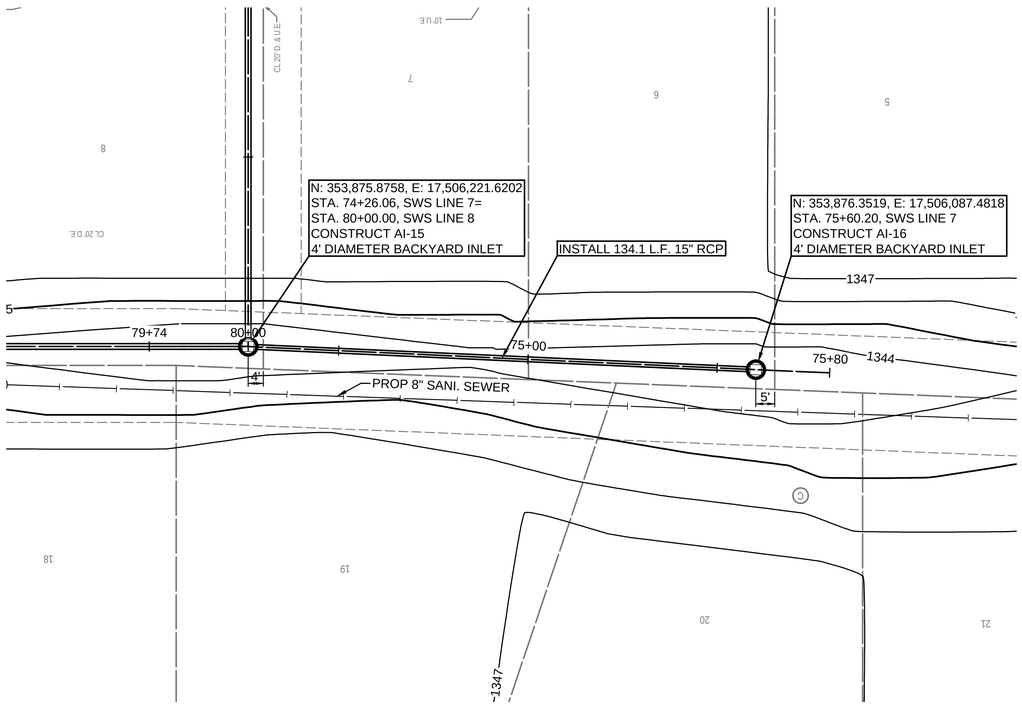
Issue:		

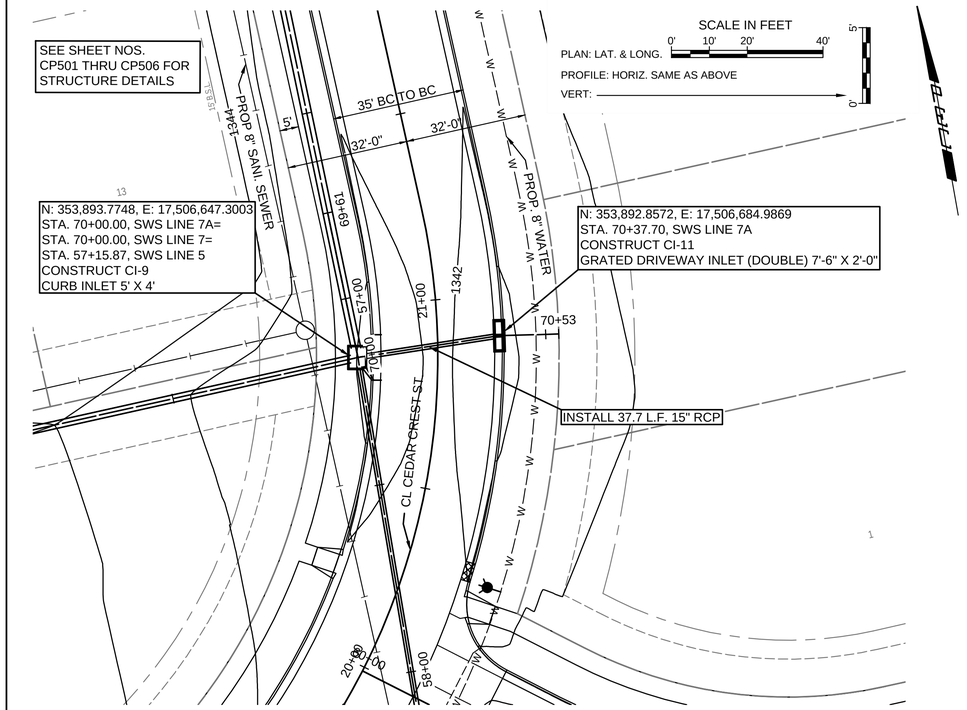
JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

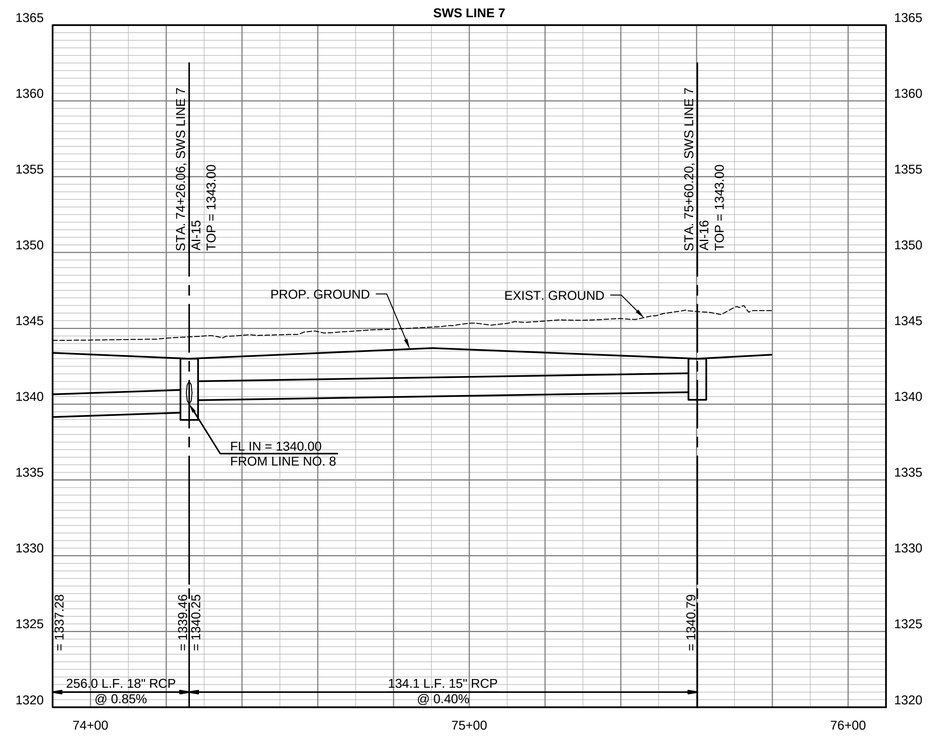
PLAN AND PROFILE-SWS LINE 7

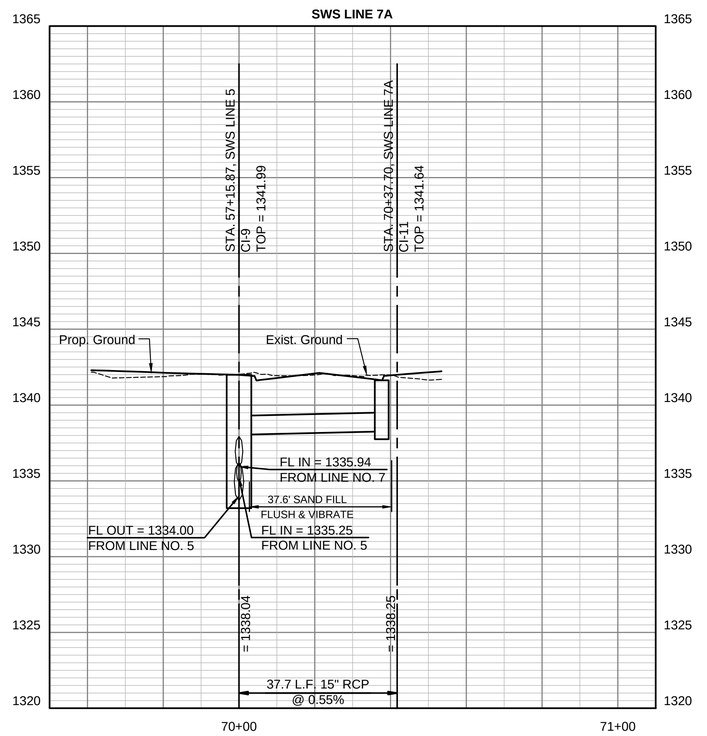
CP414
46 OF 97

SAVED 9/27/2024 10:54:23 AM BY BILL.SEXSON
PLOTTED 12/26/2024 9:58:00 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\46-230656-002-CP414 PLAN AND PROFILE-SWS LINE 7.DWG









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CITY OF WICHITA

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LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

PLAN AND PROFILE-SWS LINES 7 AND 7A

CP415
47 OF 97

SAVED 9/27/2024 10:59:09 AM BY BILL.SEXSON
PLOTTED 12/26/2024 9:59:34 AM BY BRADLEY HAYNES
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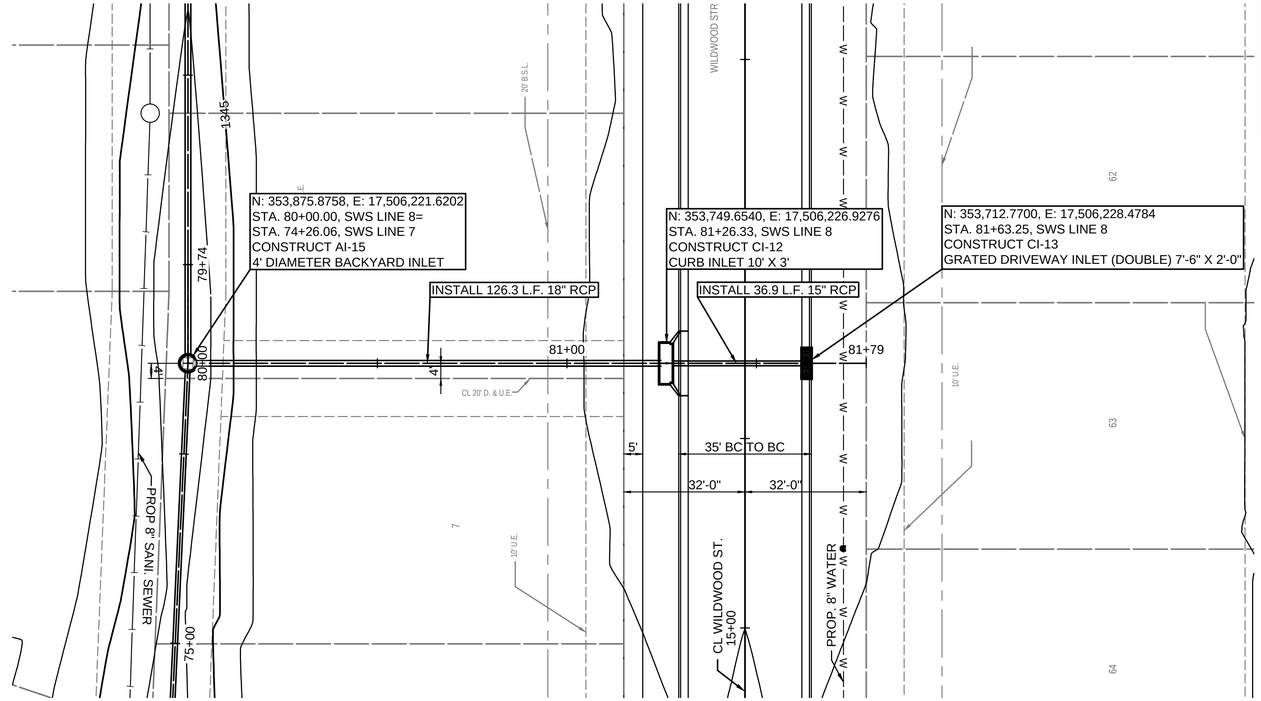
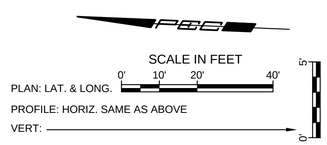
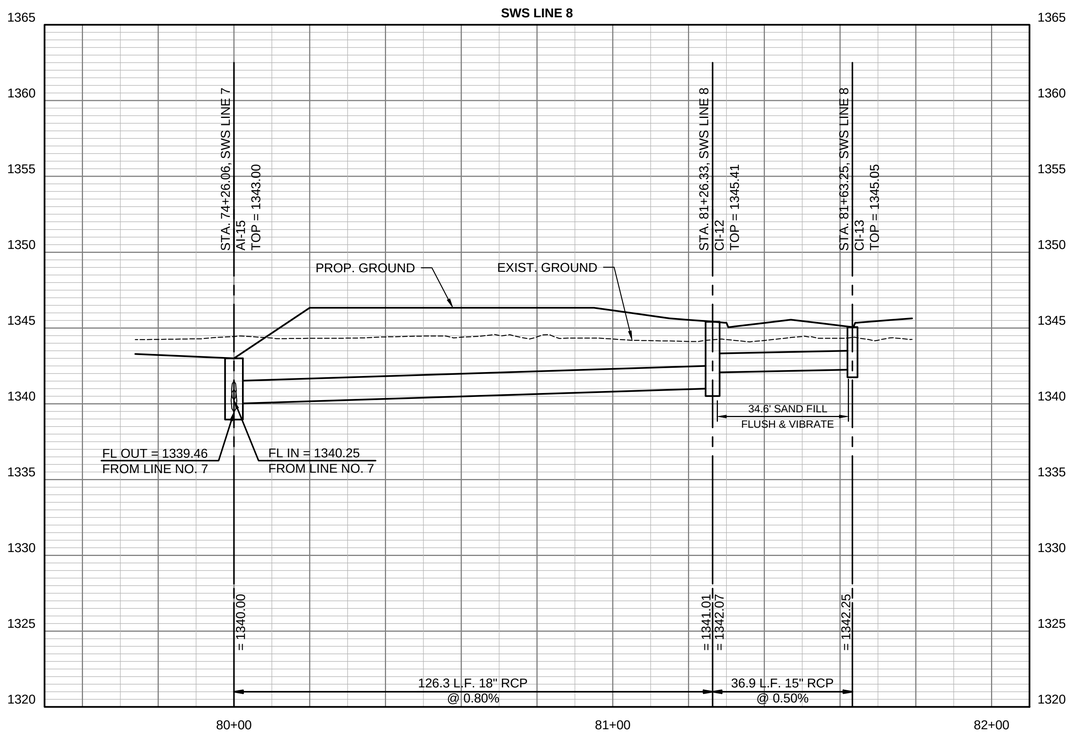




SEE SHEET NOS. CP501 THRU CP506 FOR STRUCTURE DETAILS



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CITY OF WICHITA

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29849
12/26/2024
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PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
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PLAN AND PROFILE-SWS LINE 8

CP416
48 OF 97

SAVED 9/27/2024 11:42:31 AM BY BILL.SEXSON
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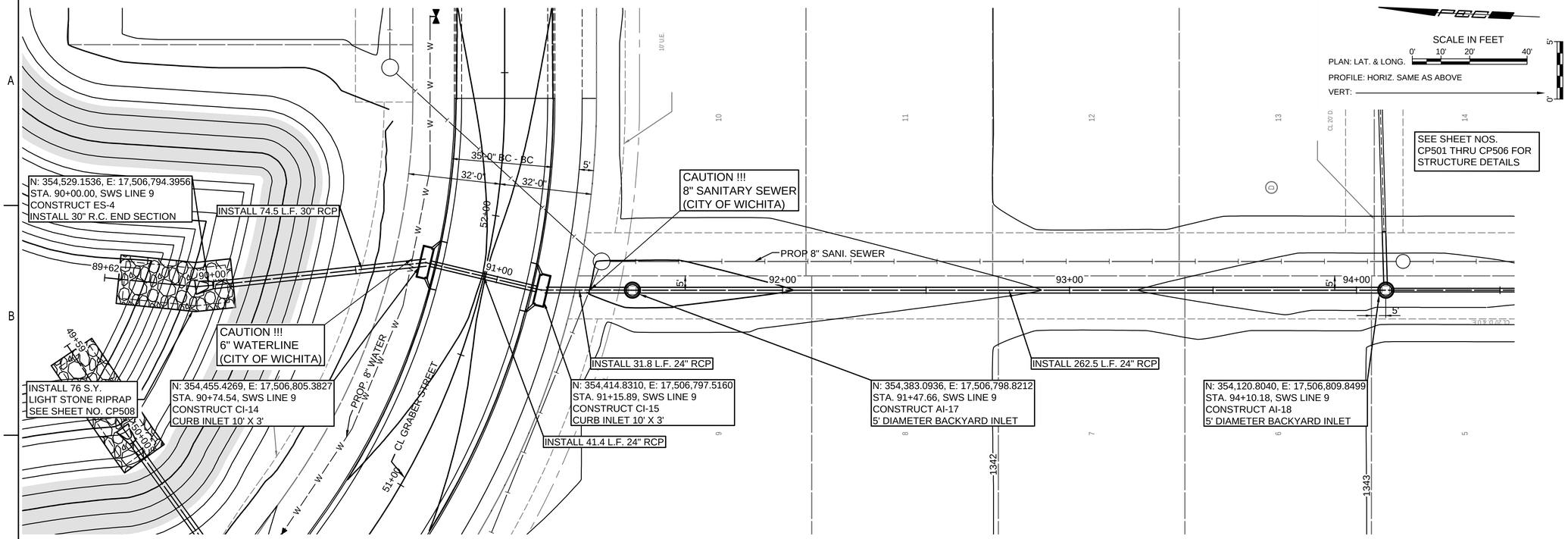

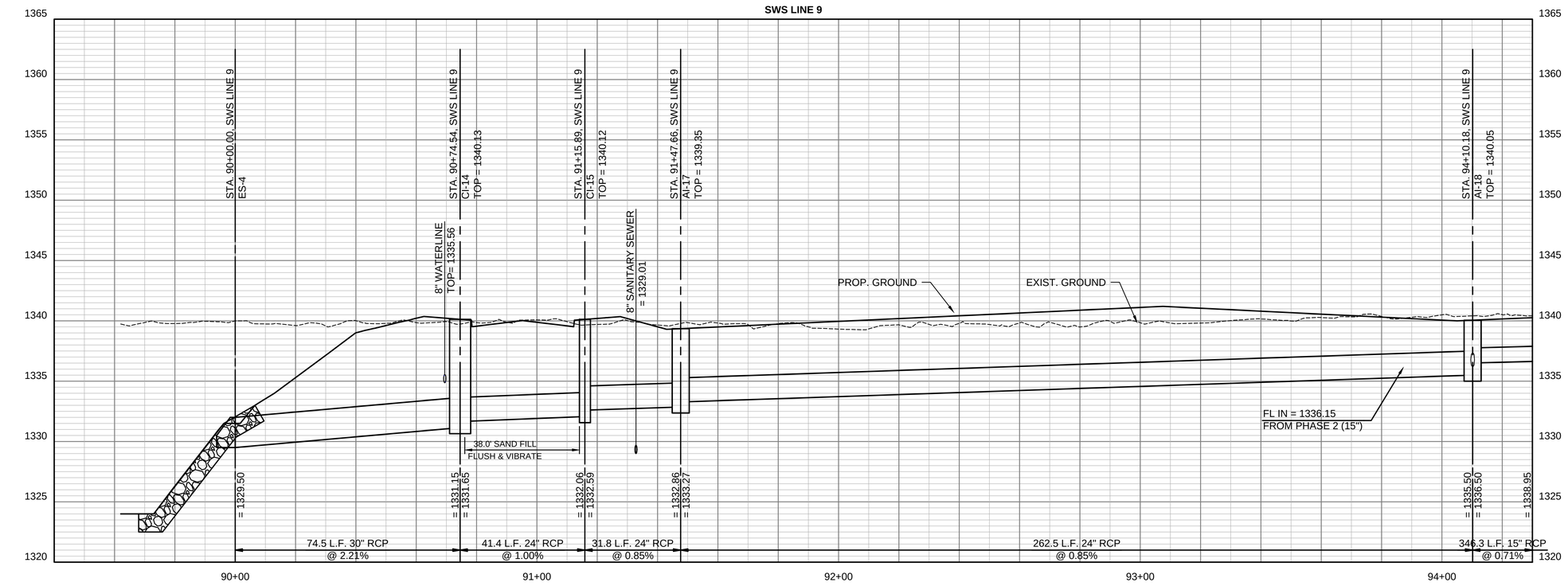

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CITY OF WICHITA

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Hunter Wiles
29849
12/26/2024
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PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

PLAN AND PROFILE-SWS LINE 9

CP417
49 OF 97

SAVED 12/24/2024 5:14:26 AM BY HUNTER.WILES
PLOTTED 12/26/2024 10:02:04 AM BY BRADLEY HAYNES
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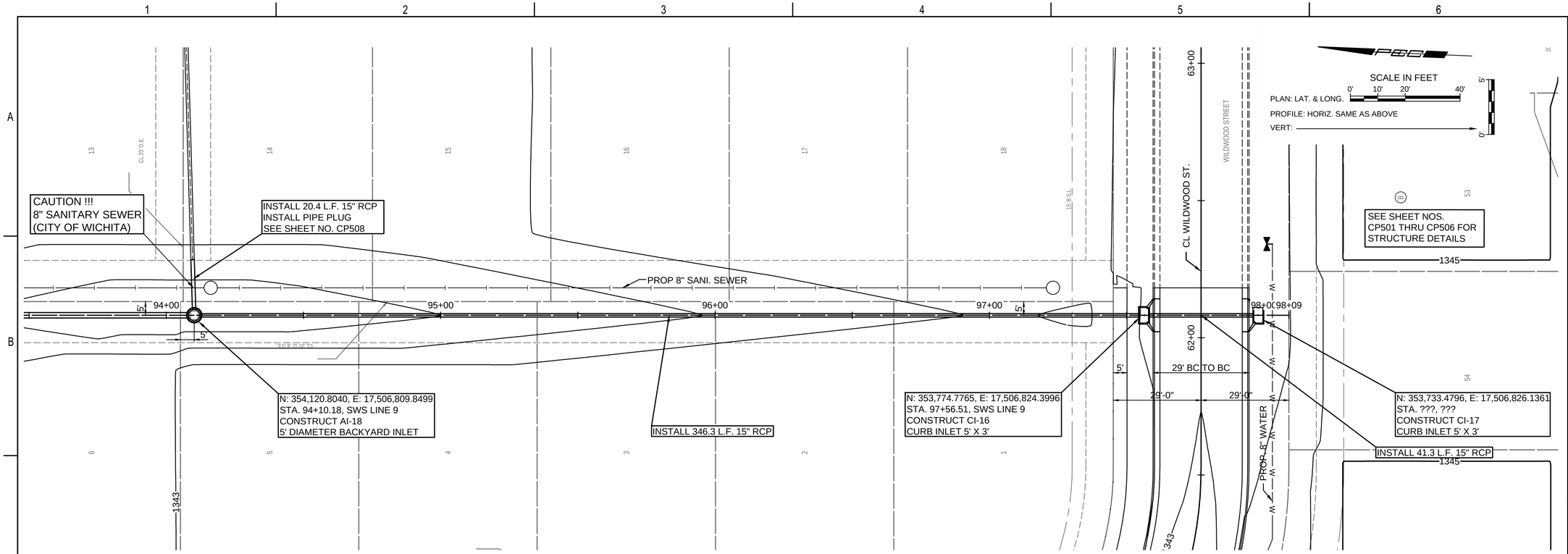

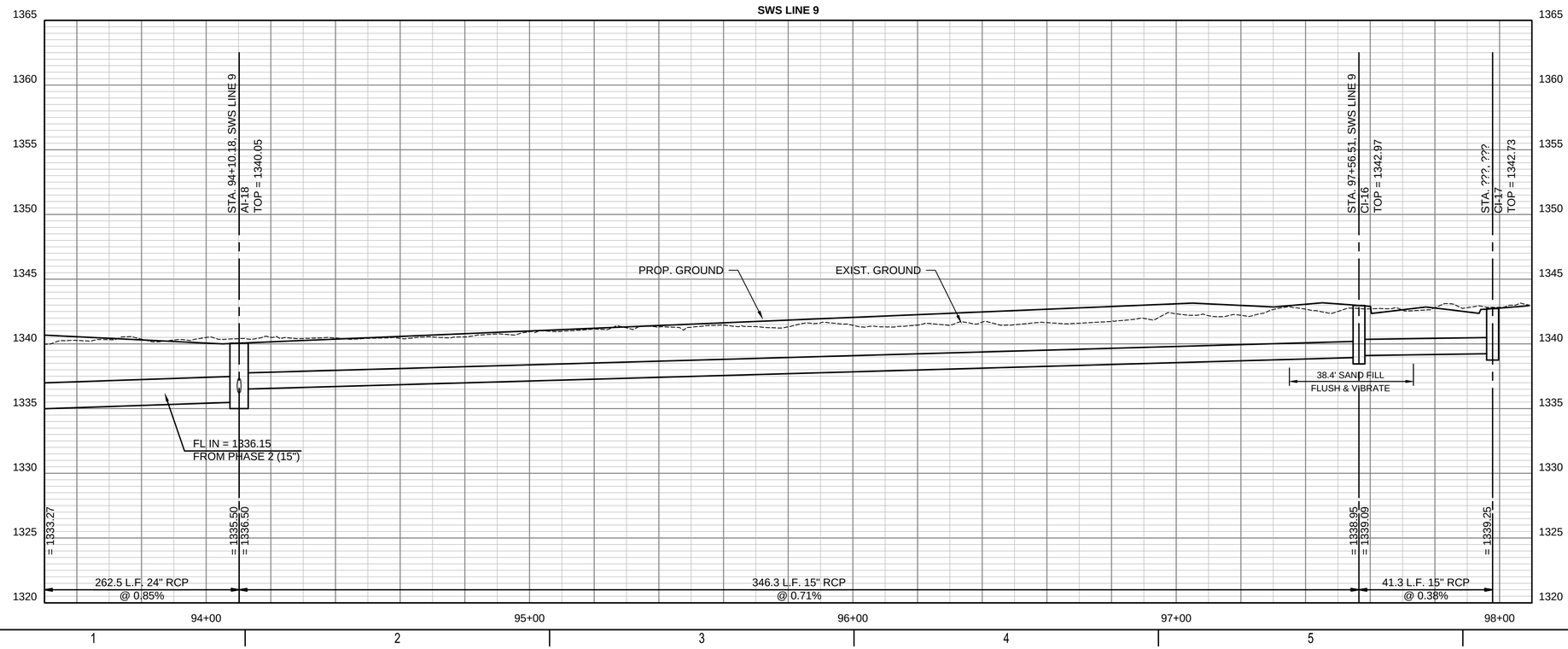

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CITY OF WICHITA

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29849
12/26/2024
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BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

PLAN AND PROFILE-SWS LINE 9

CP418
50 OF 97

SAVED 9/27/2024 1:23:56 PM BY BILL.SEXSON
PLOTTED 12/26/2024 10:03:22 AM BY BRADLEY HAYNES
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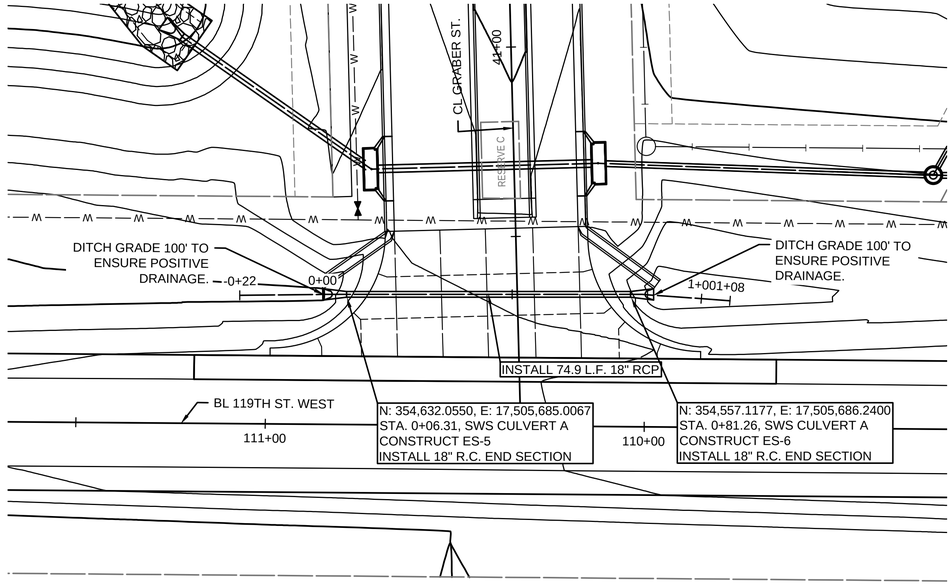
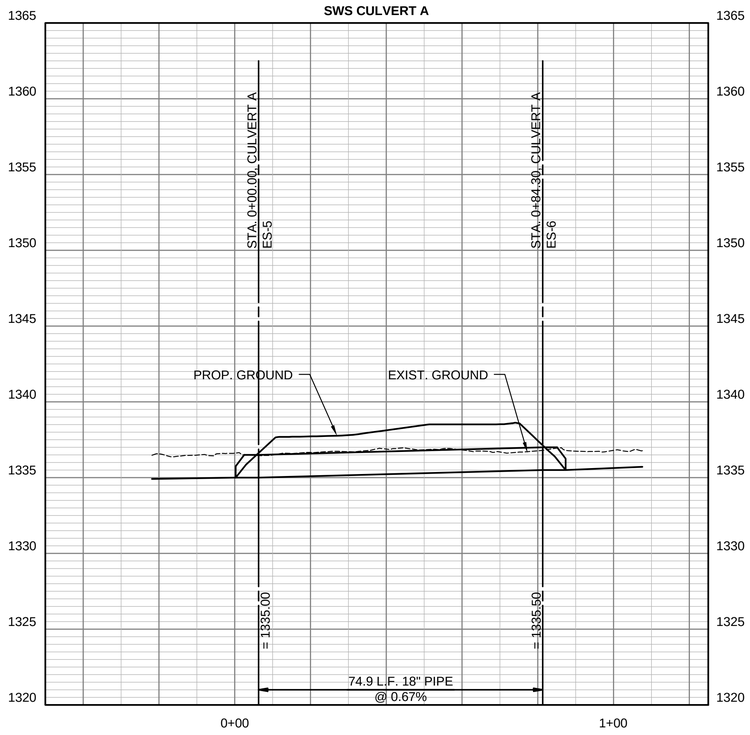


SCALE IN FEET
0' 10' 20' 40'
PLAN: LAT. & LONG.
PROFILE: HORIZ. SAME AS ABOVE
VERT:
5'
0'



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Hunter Wiles
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12/26/2024
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PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
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PLAN AND PROFILE-SWS CULVERT A

CP419
51 OF 97

SAVED 12/26/2024 4:39:37 PM BY BRADLEY.HAYNES
PLOTTED 12/26/2024 4:41:28 PM BY BRADLEY HAYNES
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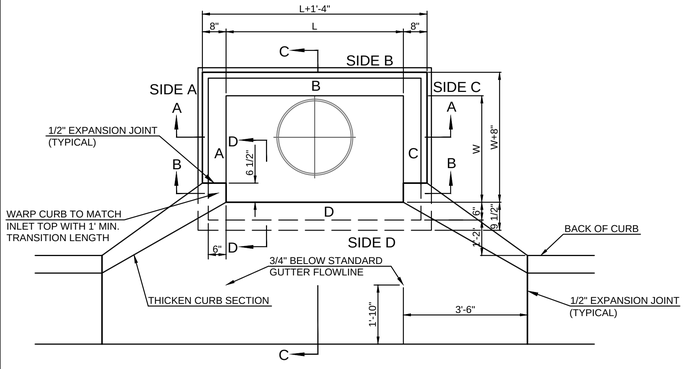


TOP VIEW

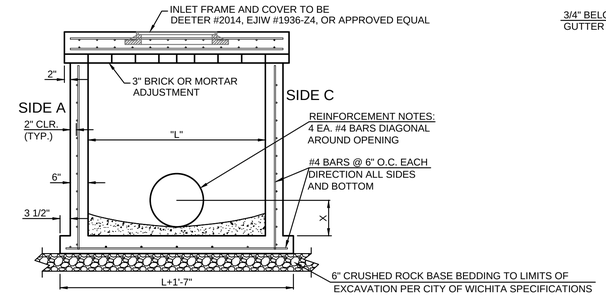
BAR SCHEDULE		
INLET OPENING	B1 BARS	SPACING
5'-0"	#4	4"
10'-0"	#6	3.5"

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"

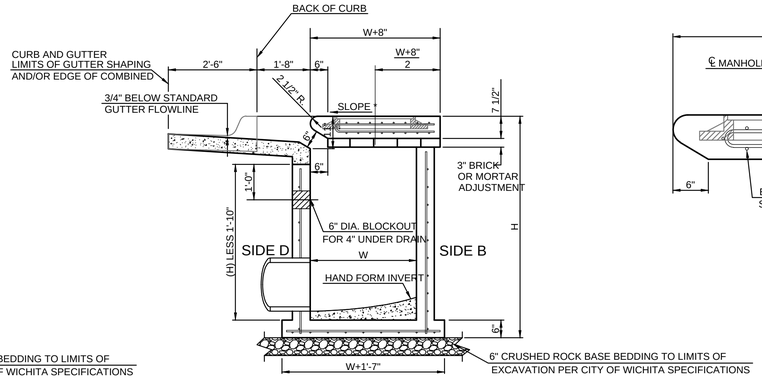
*** FOR PIPES PERPENDICULAR TO INLET WALL

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.



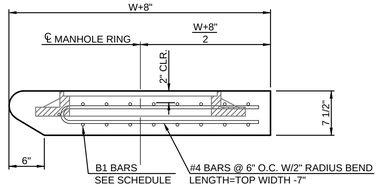
SECTION "A-A"

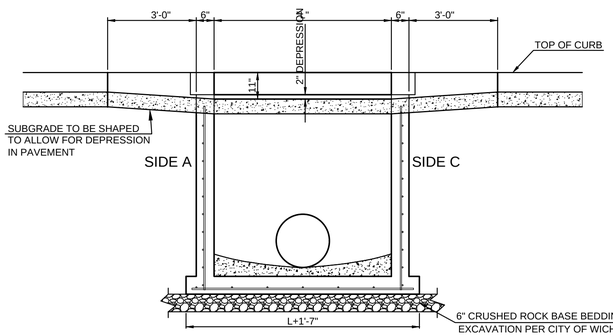


SECTION "C-C"

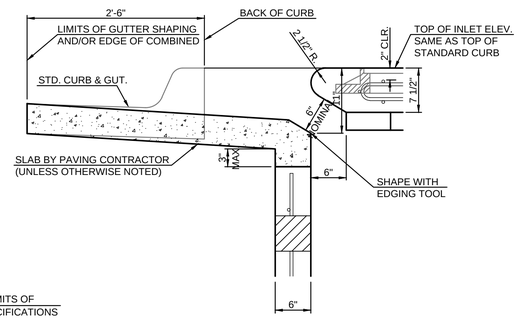
NOTES:

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





SECTION "B-B"



SECTION "D-D"

REVISION MAY 2017	UPDATED SET BACK DIMENSION ON TOP VIEW

CITY OF WICHITA

PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

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

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
472-085958	———	

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

SHEET
_ of _

SW-103

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WICHITA, KS 67202
316-262-2691 www.pec1.com

CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

STD. TYPE 1A CURB INLET DETAILS

CP501
52 OF 97

Saved: 08-29-2024 8:38:34 AM By: BILL.SEXSON
Plotted: 08-29-2024 8:38:47 AM By: BILL.SEXSON
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PLOTTED 12/26/2024 10:04:47 AM BY BRADLEY.HAYNES
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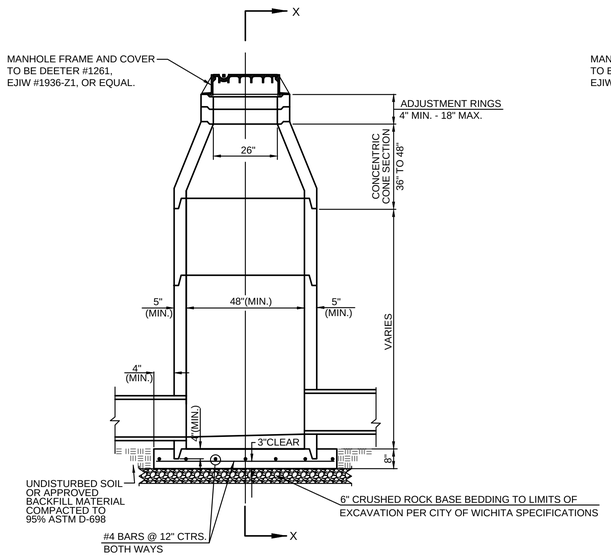
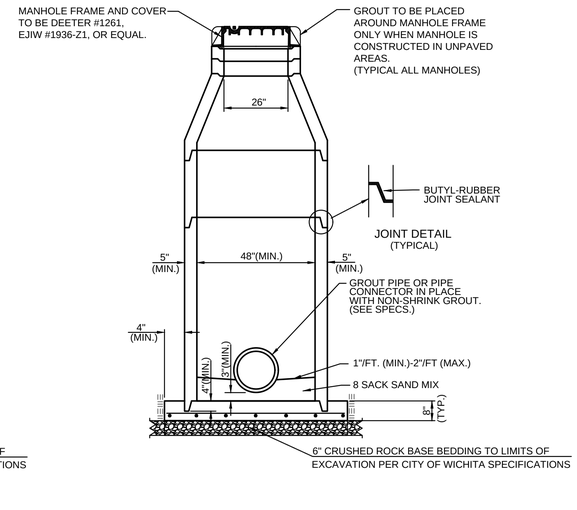


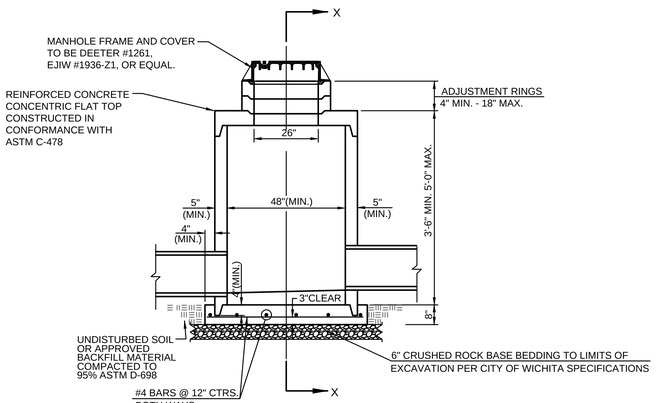
PRECAST
STANDARD MANHOLE
TYPE "A"



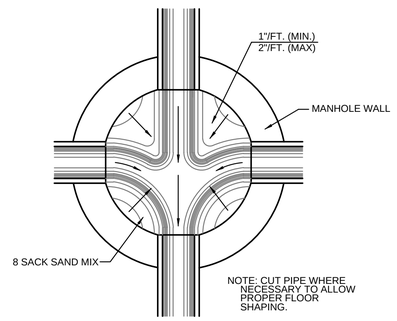
SECTION X-X
(TYPICAL)

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
472-085958	———	

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
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(316) 268-4501

SHEET
_ of _

SW-301

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PROFESSIONAL ENGINEERING CONSULTANTS
303 SOUTH TOPEKA
WICHITA, KS 67202
316-262-2691 www.pec1.com

CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

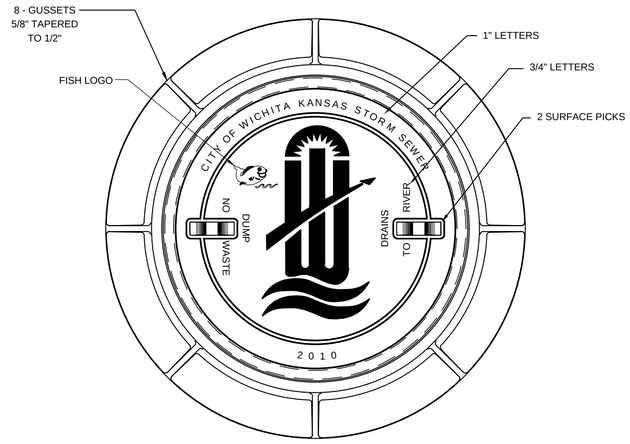
Issue:		

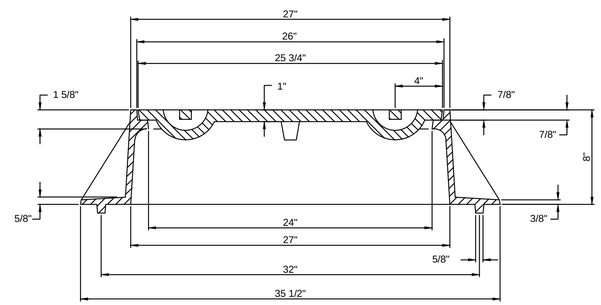
JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

PRECAST CONCRETE
MANHOLE DETAILS

CP502
53 OF 97

SAVED 8/22/2024 10:52:07 AM BY BILL.SEXSON
PLOTTED 12/26/2024 10:04:54 AM BY BRADLEY HAYNES
U:\WICHITA-CIV\IL2023\230656\002\PD4_PLANS\030\PAVING-PHASE 1\53-230656-002-CP502 PRECAST CONCRETE MANHOLE DETAILS.DWG
Saved: 08-22-2024 10:52:07 AM By: BILL.SEXSON
Plotted: 12-26-2024 10:04:54 AM By: BRADLEY.HAYNES
U:\Wichita-Civ\IL2023\230656\002\PD4_Plans\030\PAVING-PHASE 1\53-230656-002-CP502 PRECAST CONCRETE MANHOLE DETAILS

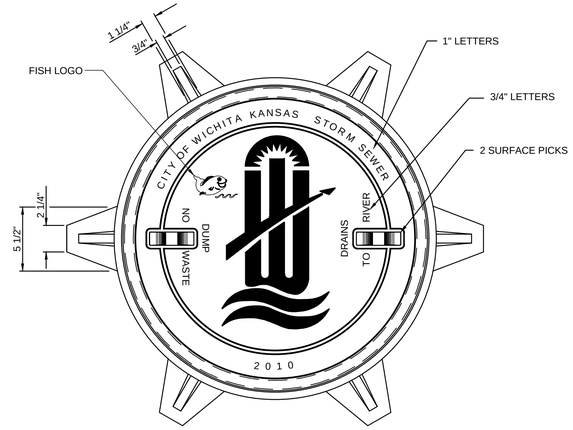


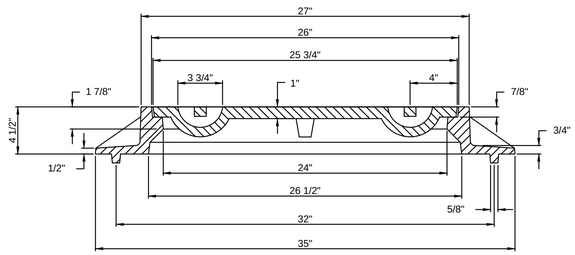


MANHOLE FRAME

DEETER #1261 OR EJIW #1936-Z1

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





INLET FRAME

DEETER #2014 OR EJIW #1936-Z4

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

CITY OF WICHITA

PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

MANHOLE/INLET FRAME AND COVER (STORM SEWER)

CITY ENGINEER: GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
472-085958	———	11/2010

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

SHEET: _ of _

SW-303

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CITY OF WICHITA

HUNTER JAMES WILES — LICENSED — Hunter Wiles — 29849 — 12/26/2024 — KANSAS — PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

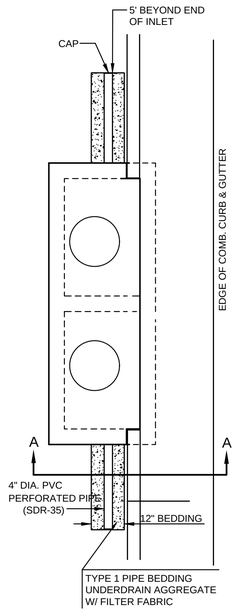
MANHOLE-INLET FRAME AND COVER DETAILS

CP503
54 OF 97

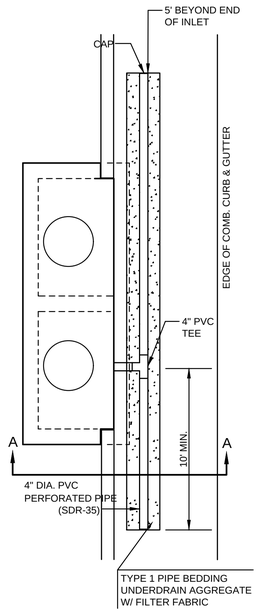
Saved: 08-22-2024 10:52:19 AM by BILL.SEXSON
Plotted: 12-26-2024 10:05:01 AM by BRADLEY.HAYNES
U:\Wichita-Civil\2023\230656\002\PD4_Plans\030\PAVING-PHASE 1\154-230656-002-CP503 MANHOLE-INLET FRAME AND COVER DETAILS

SAVED 8/22/2024 10:52:19 AM BY BILL.SEXSON
PLOTTED 12/26/2024 10:05:01 AM BY BRADLEY.HAYNES
U:\WICHITA-CIVIL\2023\230656\002\PD4_PLANS\030\PAVING-PHASE 1\154-230656-002-CP503 MANHOLE-INLET FRAME AND COVER DETAILS.DWG

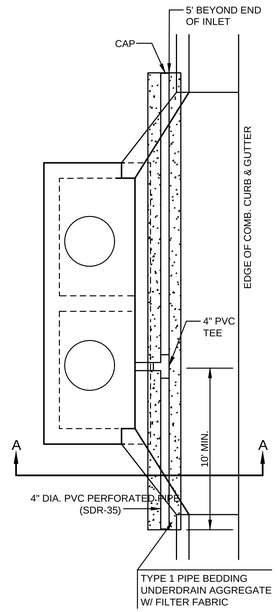
PAVEMENT UNDERDRAIN SHALL BE INSTALLED ON ALL CURB INLETS.



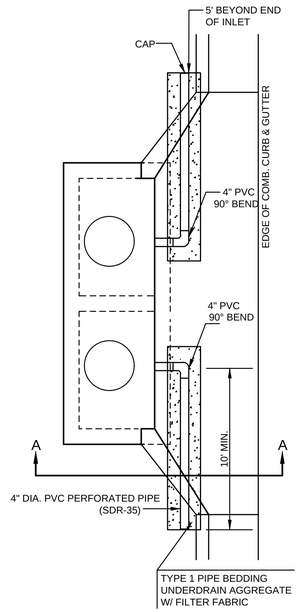
TYPE 1
OPTION 1



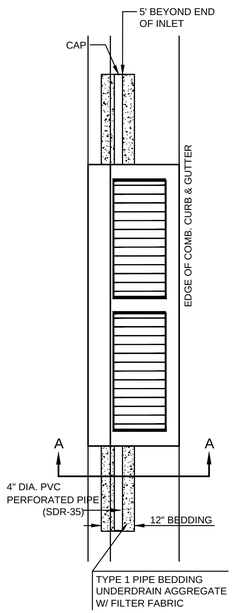
TYPE 1
OPTION 2



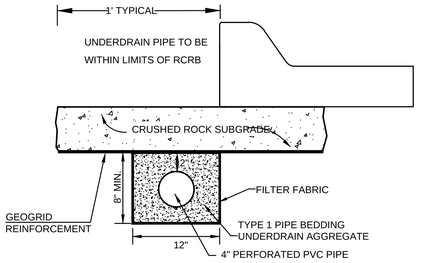
TYPE 1-A INLET
OPTION 1



TYPE 1-A INLET
OPTION 2



TYPE 2



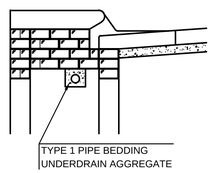
SECTION A-A (TYPICAL)

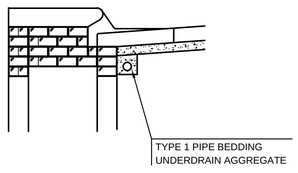
GENERAL NOTES

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

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

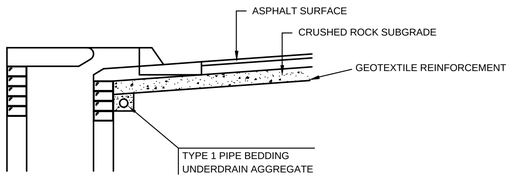
2. UNDERDRAIN PIPE SHALL BE PAID AS A MEASURED QUANTITY BY THE LINEAL FOOT.



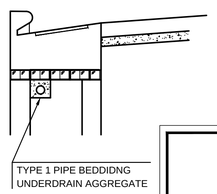


(MIN. 16 PERFORATIONS PER LIN. FT. @ 1/4" DIA.)
PERFORATIONS TO BE ON BOTTOM HALF

SECTION A-A



SECTION A-A



SECTION A-A

PAVEMENT UNDERDRAIN DETAIL

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

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

CURB INLET PAVEMENT UNDERDRAIN DETAIL

CITY ENGINEER: GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
472-085958	———	10/2012

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

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CITY OF WICHITA

HUNTER JAMES WILES — LICENSED — Hunter Wiles — 29849 — 12/26/2024 — KANSAS — PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

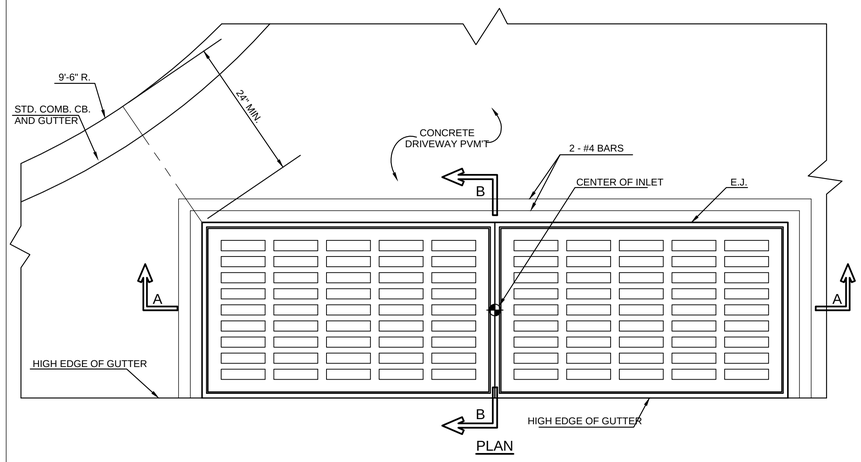
JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

PAVEMENT UNDERDRAIN DETAILS

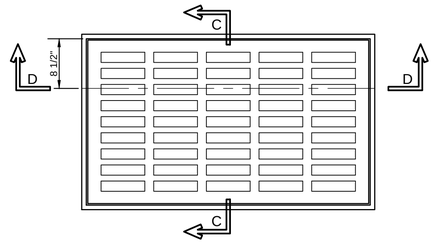
CP504
55 OF 97

Saved 08-22-2024 10:52:33 AM by BILL.SEXSON
Plotted 12-26-2024 10:05:08 AM by BRADLEY HAYNES
U:\Wichita-Civil\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\55-230656-002-CP504 PAVEMENT UNDERDRAIN DETAILS.DWG

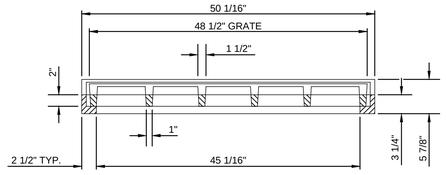
SAVED 8/22/2024 10:52:33 AM BY BILL.SEXSON
PLOTTED 12/26/2024 10:05:08 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\55-230656-002-CP504 PAVEMENT UNDERDRAIN DETAILS.DWG



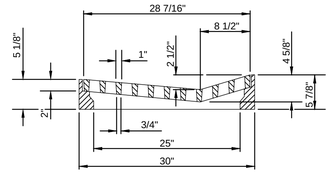
PLAN



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



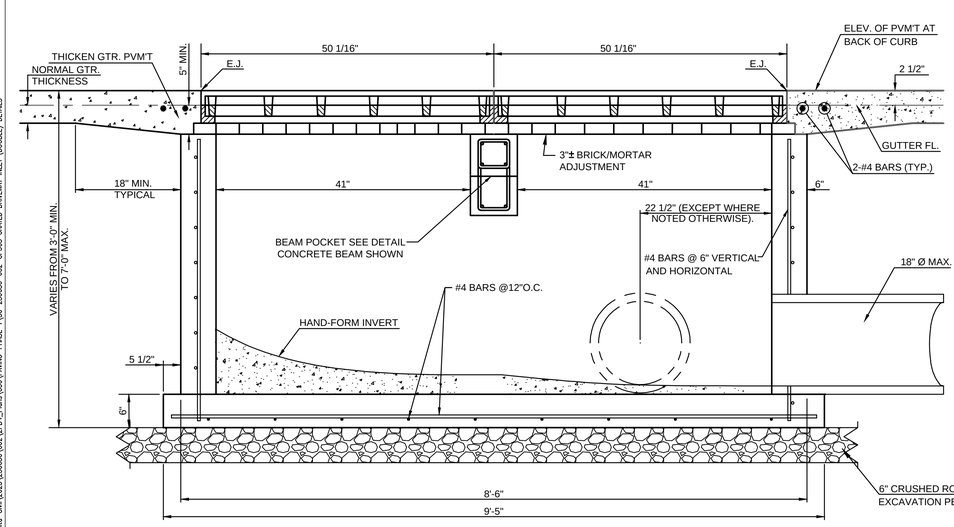
SECTION D-D



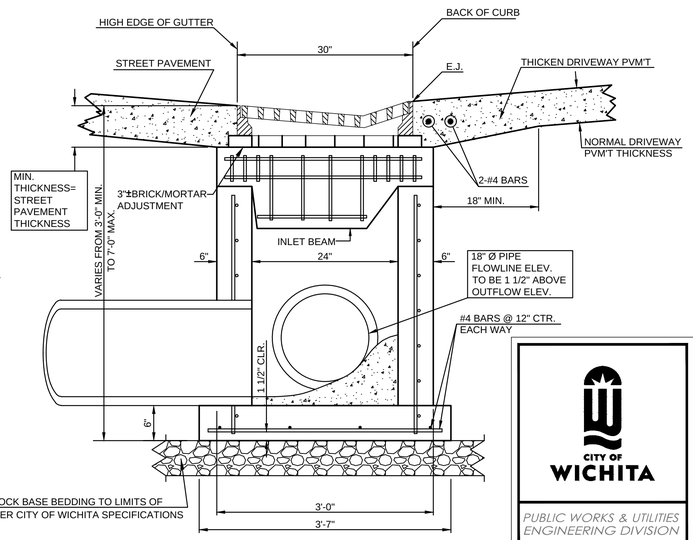
SECTION C-C

GENERAL NOTES

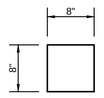
1. GRATE FRAME TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK. CONCRETE USED FOR INLET CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
2. CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALL BETWEEN THE CONCRETE INLET 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.



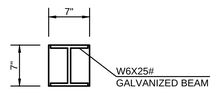
SECTION A-A



SECTION B-B



CONCRETE BEAM POCKET



GALV. STEEL BEAM POCKET

REVISED: MARCH 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

GRATED DRIVEWAY INLET (DOUBLE)

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

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CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

GRATED DRIVEWAY INLET (DOUBLE) DETAILS

CP505
56 OF 97

Saved 08-23-2024 10:52:43 AM by BILL.SEXSON
Plot Scale: 1:1 12-26-2024 10:05:15 AM BY BRADLEY HAYNES
D:\Wichita-Civil\2023\230656\002\2PD4_Plans\030\PAVING-PHASE 1\56-230656-002-CP505 GRATED DRIVEWAY INLET (DOUBLE) DETAILS.DWG

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PLOTTED 12/26/2024 10:05:15 AM BY BRADLEY HAYNES
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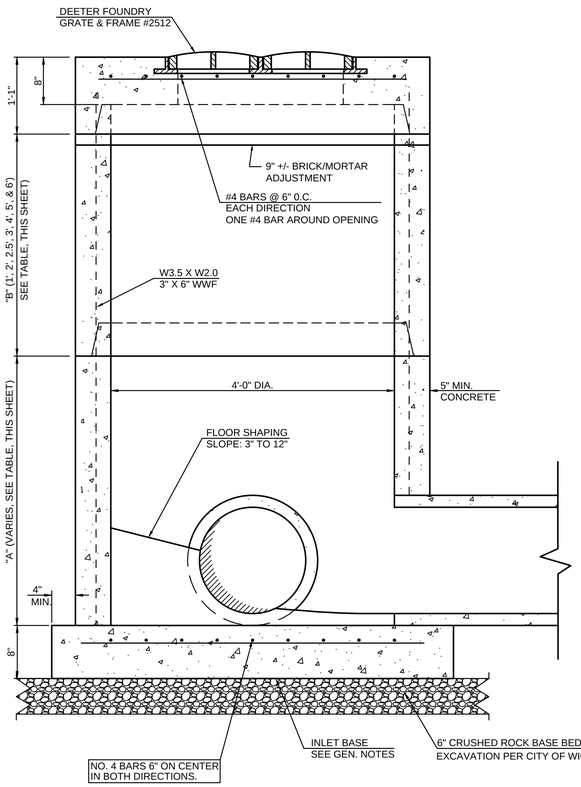
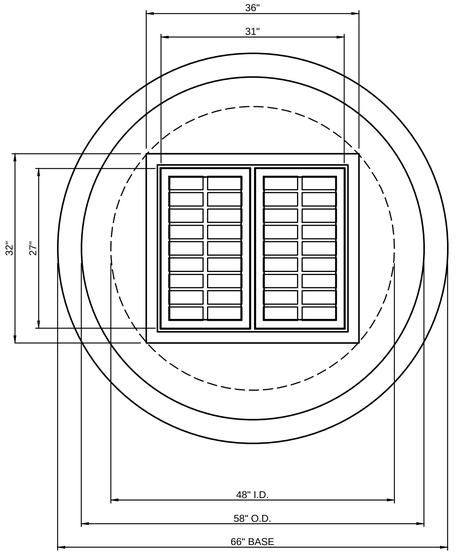
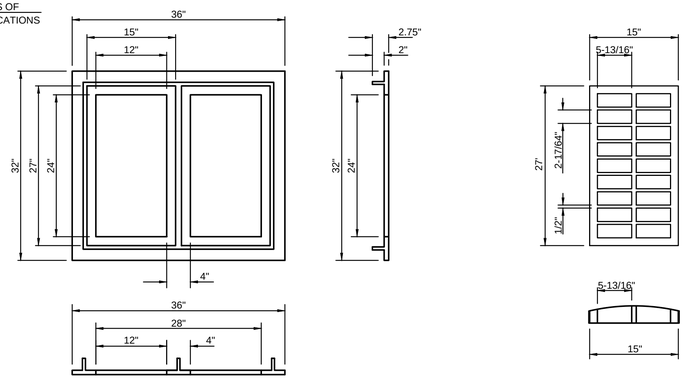


BACKYARD INLET

LINE #	STA.	TOP OF INLET	INLET FLOW	"A"	"B"
1	X+XX.X	XXXX.XX	XXXX.XX	X.XX'	X.XX'

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.

REVISED: MARCH 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

BACKYARD INLET

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
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WICHITA, KS 67202
316-262-2691 www.pec1.com

CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

BACKYARD INLET DETAILS

CP506
57 OF 97

Saved: 08-22-2024 10:52:54 AM by BILL.SEXSON
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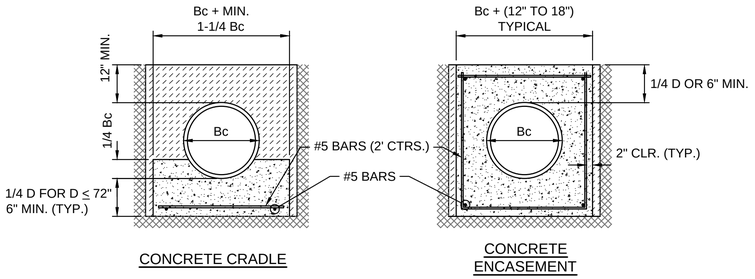


CLASS A
NOT TO SCALE

Bc = OUTSIDE PIPE DIAMETER

H = BACKFILL FROM TOP OF PIPE TO EXISTING GROUND

D = INSIDE PIPE DIAMETER

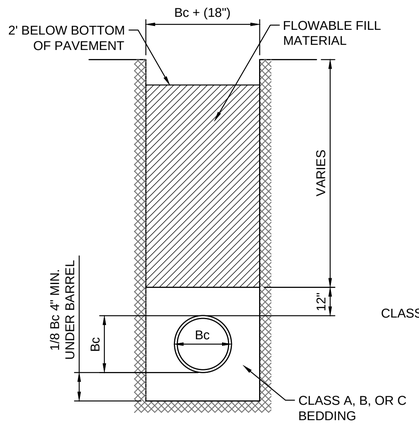
d = DEPTH OF BEDDING MATERIAL BELOW PIPE

GRANULAR BEDDING MATERIAL OR SAND-GRAVEL BEDDING

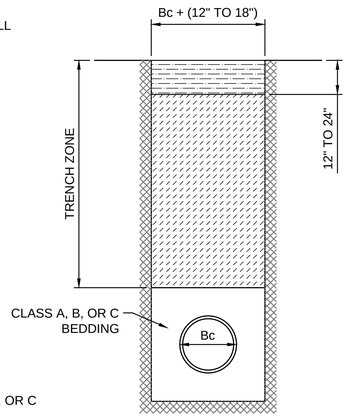
COMPACTED EMBEDMENT

CONCRETE

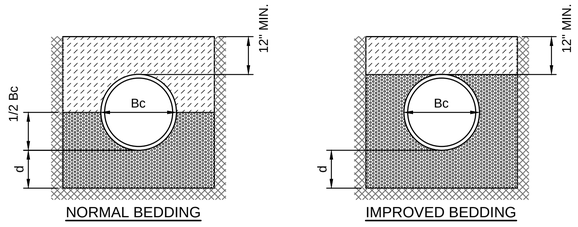
DEPTH OF BEDDING MATERIAL BELOW PIPE		
D	d (MIN) SOIL	d (MIN) ROCK
27" & SMALLER	4"	6"
30" TO 60"	5"	9"
66" & LARGER	6"	12"



BACKFILL -
FLOWABLE FILL

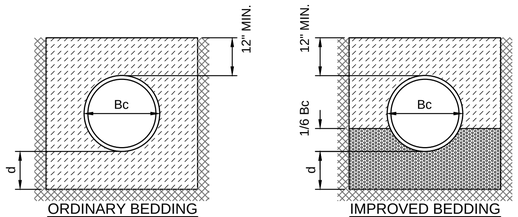


BACKFILL TYPE I



CLASS B
NOT TO SCALE

IMPROVED BEDDING



CLASS C
NOT TO SCALE

PIPE ZONE BACKFILLING
NOT TO SCALE

GRANULAR BEDDING MATERIAL SHALL BE AN APPROVED MATERIAL CONSISTING OF DURABLE CRUSHED ROCK CONFORMING WITH THE REQUIREMENTS OF THE LATEST REVISION OF ASTM C-33 SIZE NO. 67 (3/4" TO NO. 4); TO BE PLACED IN NOT MORE THAN 6" LAYERS AND COMPACTED BY SLICING WITH A SHOVEL OR VIBRATING. SOUNDNESS, ABRASION, AND ABSORPTION LIMITS SHALL BE AS REQUIRED FOR COARSE AGGREGATES IN 03 30 00 CAST-IN-PLACE CONCRETE IN THE SPECIFICATIONS.

SAND-GRAVEL BEDDING MATERIAL - SAND-GRAVEL MIX MEETING TYPE UD-1 OF THE 2015 KANSAS STANDARD SPECIFICATIONS FOR STATE ROAD AND BRIDGE CONSTRUCTION.

COMPACTED EMBEDMENT SHALL BE AN APPROVED SAND MATERIAL FREE FROM DEBRIS, ORGANIC MATERIAL, AND STONES WITH 100% PASSING THE 3/4" SIEVE TO BE PLACED IN UNIFORM LAYERS NOT MORE THAN 6" THICK AND COMPACTED TO 95 PERCENT MAXIMUM DENSITY AS DETERMINED BY ASTM D698. GRANULAR BEDDING MATERIAL MAY BE SUBSTITUTED FOR ALL OR PART OF COMPACTED EMBEDMENT MATERIALS.

CLASS A "CONCRETE CRADLE" AND/OR CLASS A "CONCRETE ENCASEMENT" IS NOT REQUIRED UNLESS SPECIFIED ON THE PLANS. HOWEVER, WHERE UNEXPECTED TRENCH CONDITIONS EXIST OR IMPROPER TRENCHING IS PERFORMED CLASS A BEDDING MAY BE REQUIRED AS DETERMINED BY THE ENGINEER.

CLASS B BEDDING SHALL BE USED FOR ALL FLEXIBLE PIPE.

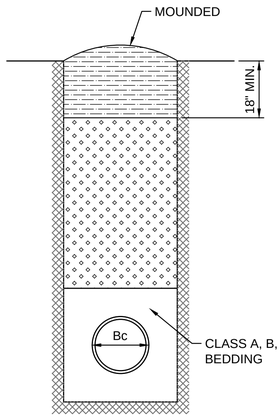
A. CLASS B NORMAL BEDDING SHALL BE USED FOR PVC PIPE UNLESS WET CONDITIONS ARE ENCOUNTERED.

B. CLASS B IMPROVED BEDDING SHALL BE USED FOR OTHER FLEXIBLE PIPE, AND FOR PVC PIPE IN WET CONDITIONS.

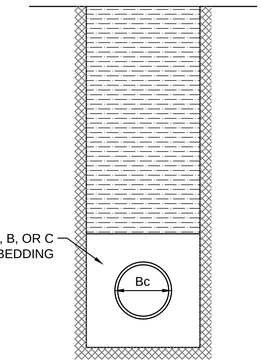
CLASS C BEDDING SHALL BE USED FOR ALL RIGID PIPE.

A. CLASS C ORDINARY BEDDING SHALL BE USED FOR ALL RIGID PIPE UNLESS WET CONDITIONS ARE ENCOUNTERED.

B. CLASS C IMPROVED BEDDING SHALL BE USED FOR WET CONDITIONS EXISTING IN THE TRENCH, AS DIRECTED BY THE ENGINEER, AT NO ADDITIONAL COST TO THE OWNER. THE DIMENSIONS SHALL BE EQUAL TO THAT REQUIRED FOR "ROCK" EXCAVATION (SEE SPECIFICATIONS).



BACKFILL TYPE II



BACKFILL TYPE III

TRENCH ZONE BACKFILLING
NOT TO SCALE

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CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

BEDDING AND BACKFILL DETAILS

CP507
58 OF 97

SAVED 8/22/2024 10:53:05 AM BY BILL.SEXSON
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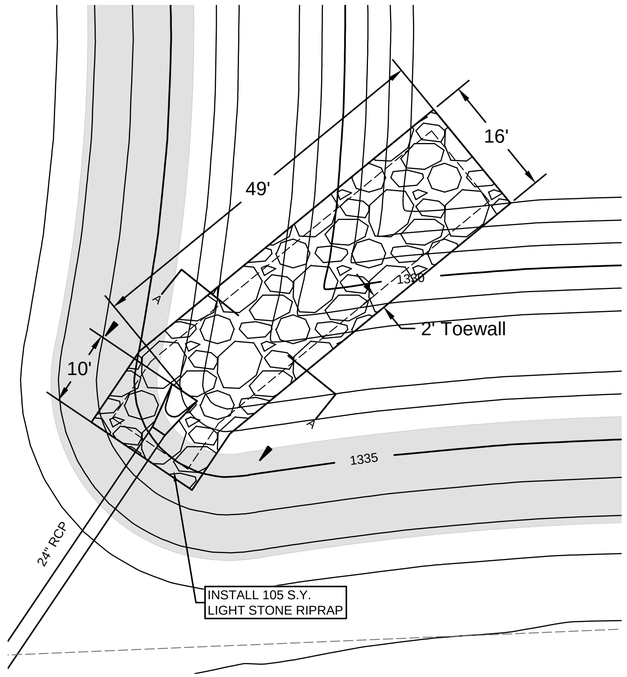
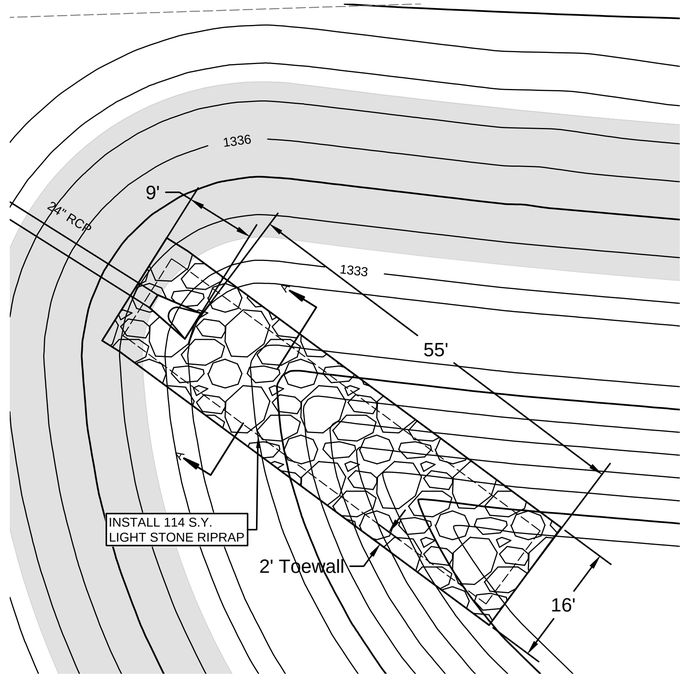


SWS LINE 1



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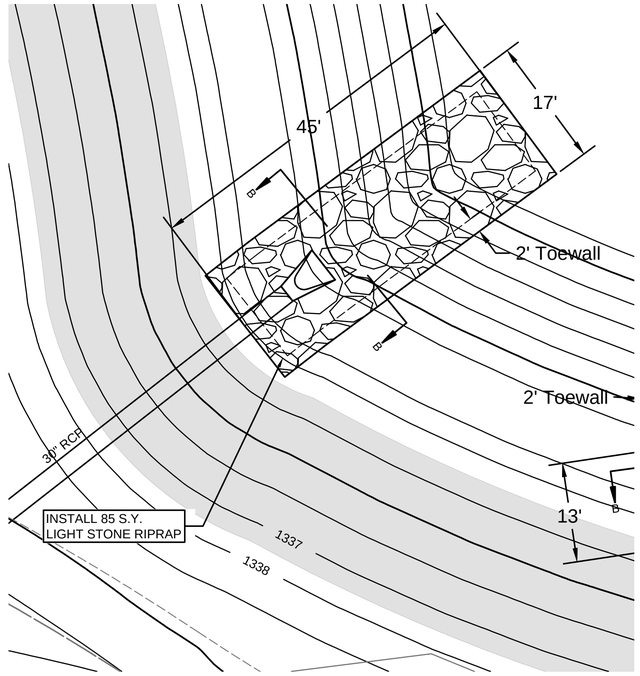

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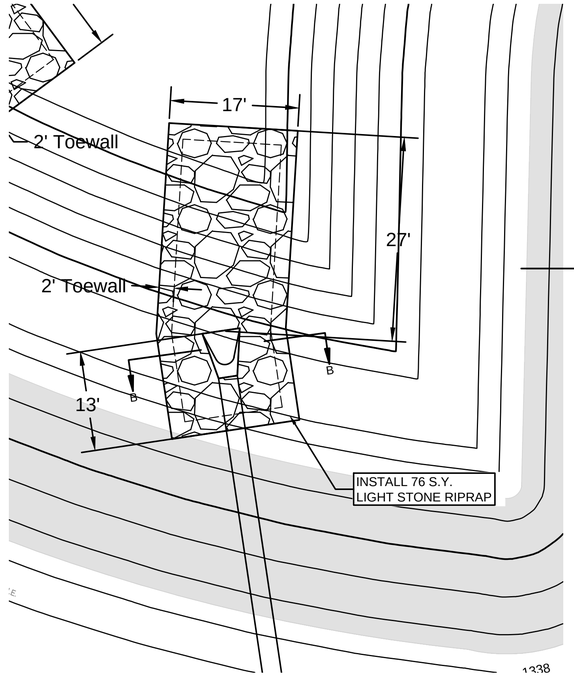

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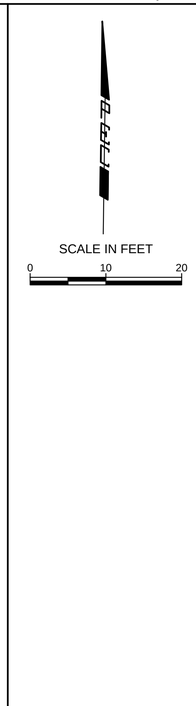
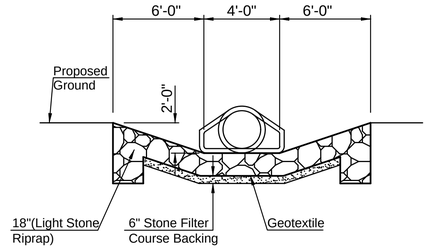
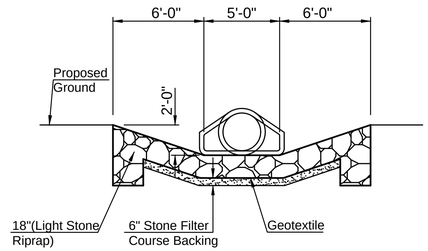
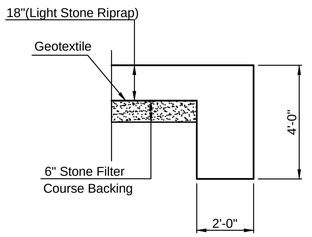




SECTION A-A



SECTION B-B

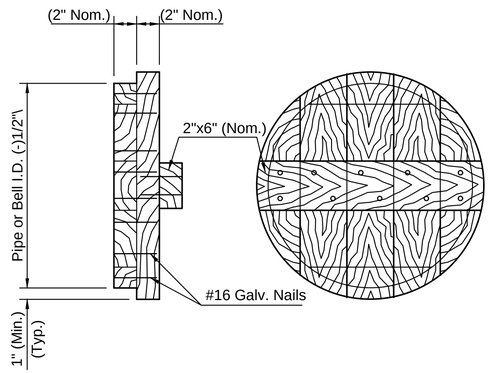


TYPICAL SECTION THRU TOEWALL

NO SCALE

NOTES

1. ALL RIPRAP FOR THIS PROJECT SHALL BE NATURAL STONE. NEITHER BROKEN CONCRETE, FABRIC ENVELOPE, NOR PREMIXED DRY PACKAGED CONCRETE BAG ALTERNATES WILL BE ALLOWED.
2. TOEWALLS SHALL BE INSTALLED ALONG ALL EDGES OF STONE RIPRAP OR AS SHOWN ON PLANS.
3. GROUTING OF THE SURFACE OF THE RIPRAP SHALL NOT BE PERFORMED. GROUTING OF THE TOEWALLS SHALL BE PERFORMED PER SPECIFICATIONS.



TEMPORARY REDWOOD PIPE PLUG DETAIL

A REDWOOD PLUG AS SHOWN. THE PLUGS SHALL BE CONSTRUCTED WITH CONSTRUCTION GRADE REDWOOD AND SECURELY NAILED TOGETHER WITH #16 GALVANIZED NAILS.

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CITY OF WICHITA

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LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS
–
BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

RIPRAP DETAILS

CP508
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SAVED 12/24/2024 4:56:11 AM BY HUNTER.WILES
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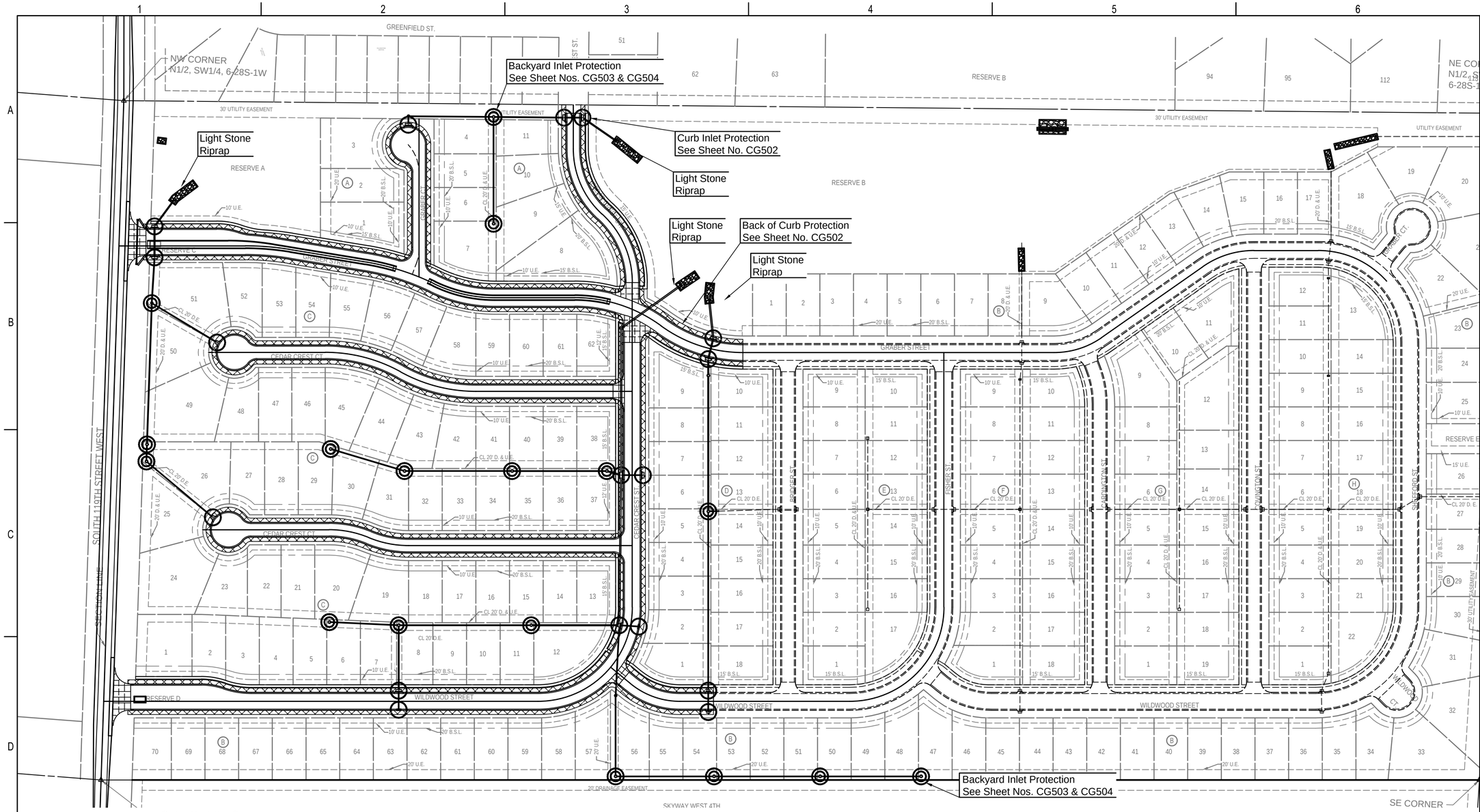

GENERAL NOTES

1. CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION PROTECTION THROUGHOUT THE ENTIRE PROJECT. THE FOLLOWING QUANTITIES ARE PROVIDED FOR INFORMATION ONLY.

PAVING (472-2024-086045)		
CURB INLET PROTECTION	17	EACH
BACKYARD INLET PROTECTION	17	EACH
BACK OF CURB PROTECTION	10,342	LF
STORM WATER DRAIN (458-2024-085576)		
DITCH CHECK PROTECTION	28	EACH
SILT FENCE PROTECTION	5,440	LF
EROSION BERM DISCHARGE	439	SY
TURF REINFORCEMENT MAT	8,780	SY
LIGHT STONE RIPRAP	225	SY
HEAVY STONE RIPRAP	129	SY
SANITARY SEWER (468-2024-016910)		
CONSTRUCTION ENTRANCE	2	LF

2. THE EROSION CONTROL DEVICES SHOWN ON THIS SHEET ARE CONSIDERED MINIMUM STANDARDS. WHENEVER SEDIMENT ENTERS THE STREETS, STORM SEWERS, DITCHES, OR PONDS, CONTRACTOR WILL INSTALL ADDITIONAL DEVICES, AS NEEDED, TO CORRECT THE PROBLEM.

3. THE EROSION CONTROL DEVICES SHOWN HEREON MUST BE IN PLACE AT ALL TIMES DURING CONSTRUCTION UNTIL SUCH TIME AS THE SITE IS REESTABLISHED WITH PAVING OR GRASS. TEMPORARY OR PERMANENT SEEDING AND MULCH WILL BE INSTALLED WHEN EARTHWORK ACTIVITIES CEASE IN AN AREA FOR 14 DAYS OR MORE.

4. ANY MUD INADVERTENTLY TRACKED ONTO ANY STREET SHALL BE CLEANED UP BY THE CONTRACTOR, AT THE END OF EACH DAY'S WORK, OR AS DIRECTED BY THE FIELD ENGINEER.

5. CONTRACTOR TO FURNISH A TRUCK WASH-OUT PIT TO BE PLACED AT A CONVENIENT LOCATION THAT DOES NOT CONFLICT WITH CONSTRUCTION. CONTRACTOR SHALL CLEAN OUT AND BACKFILL PIT PRIOR TO FINAL INSPECTION. LOCATION SHALL BE APPROVED BY THE FIELD ENGINEER.

SCALE IN FEET
0' 100' 200'

EROSION CONTROL LEGEND

- PROPOSED SILT FENCE (WATERLINE & SANITARY SEWER)
- PROPOSED SILT FENCE (STORM WATER DRAIN)
- PROPOSED CURB INLET PROTECTION
- PROPOSED AREA INLET PROTECTION
- PROPOSED DITCH CHECK
- PROPOSED RIP-RAP
- PROPOSED STABILIZED CONSTRUCTION ENTRANCE
- PROPOSED BACK OF CURB PROTECTION

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PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

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DESIGNED BY	HJW
DRAWN BY	BJS
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EROSION CONTROL PLAN

CG501
60 OF 97

SAVED 12/2/2024 10:39:58 AM BY BRADLEY.HAYNES
PLOTTED 12/26/2024 10:06:09 AM BY BRADLEY.HAYNES
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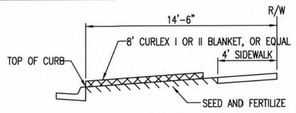
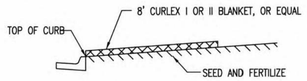


SECTION B-B



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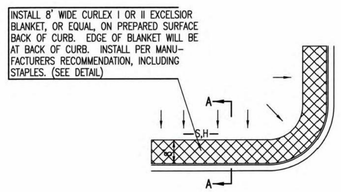
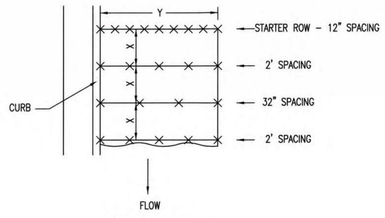
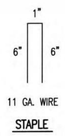


GENERAL NOTES

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



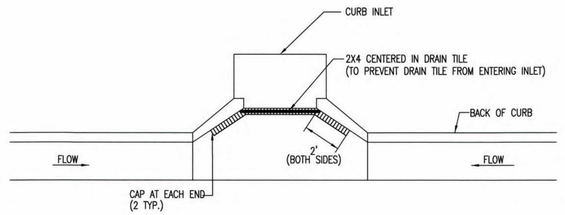


STAPLE

STAPLE PATTERN

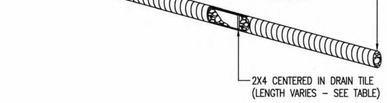
NOTES: USE 6" SEAM OVERLAP
(X & Y = RECOMMENDED BY MANUFACTURE)

DETAILS FOR APPROVED EROSION CONTROL MAT



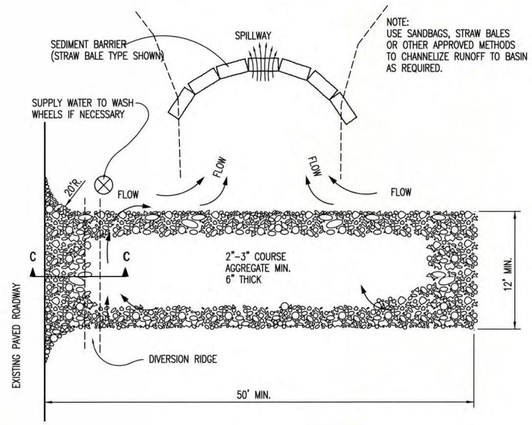
NOTE:
PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

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 19024 KANSAS PROFESSIONAL ENGINEER
05/31/13

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
---- of __

SW-501

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CITY OF WICHITA

HUNTER JAMES WILES LICENSED Hunter Wiles 29849 12/26/2024 KANSAS PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

BACK OF CURB & CURB INLET PROTECTION

CG502
61 OF 97

SAVED 8/27/2024 3:12:55 PM BY BILL.SEXSON
PLOTTED 12/26/2024 10:06:17 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\161-230656-002-CG502 BACK OF CURB & CURB INLET PROTECTION.DWG

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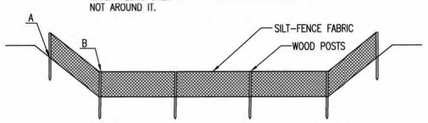
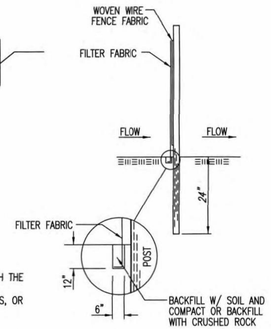
PLOTTED 12/26/2024 10:06:17 AM BY BRADLEY HAYNES
U:\WICHITA-CIVIL\2023\230656\002\2PD4_PLANS\030\PAVING-PHASE 1\161-230656-002-CG502 BACK OF CURB & CURB INLET PROTECTION.DWG

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

PROPER INSTALLATION METHOD:

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

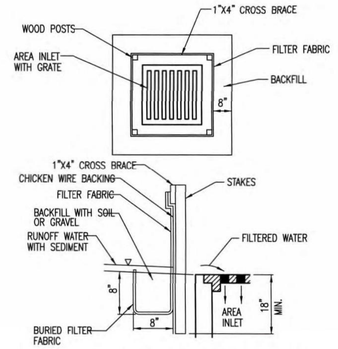
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



SILT FENCE BARRIERS FOR AREA INLETS
(INLET PROTECTION)

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

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

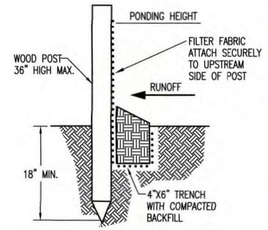
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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



SILT FENCE BARRIERS

MATERIAL SPECIFICATION:

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

PLACEMENT:

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

PROPER INSTALLATION METHOD:

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

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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

INSPECTION AND MAINTENANCE:

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

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

REVISION DATE: MAY 2013

GARY L. JANZEN — INDEPENDENCE — 16295 — KANSAS — PROFESSIONAL ENGINEER — 05/31/13

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

SILT FENCE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
472-____	____	

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

SHEET 2 OF __

SW-502

Saved 08-27-2024 3:00:14 PM by BILL.SEXSON
Plot Scale 1:1 - 12-26-2024 10:06:24 AM by BRADLEY HAYNES
U:\Wichita-Civil\2023\230656\002\2PD4_Plans\030\PAVING-PHASE 1\62-230656-002-CG503 SILT FENCE DITCH CHECK

SAVED 8/27/2024 3:00:14 PM BY BILL.SEXSON
PLOTTED 12/26/2024 10:06:24 AM BY BRADLEY HAYNES
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PEC
PROFESSIONAL ENGINEERING CONSULTANTS
303 SOUTH TOPEKA
WICHITA, KS 67202
316-262-2691 www.pec1.com

CITY OF WICHITA

HUNTER JAMES WILES — LICENSED — Hunter Wiles — 29849 — 12/26/2024 — KANSAS — PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

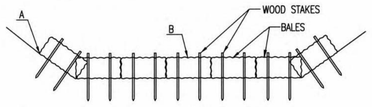
Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

SILT FENCE DITCH CHECK

CG503
62 OF 97

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".

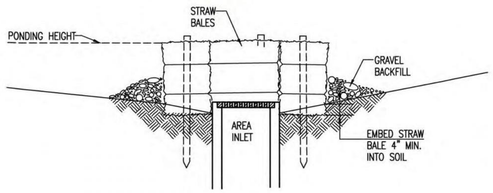
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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.

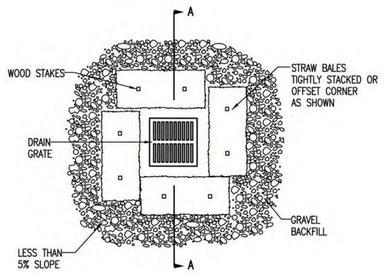
INSPECTION AND MAINTENANCE:

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.

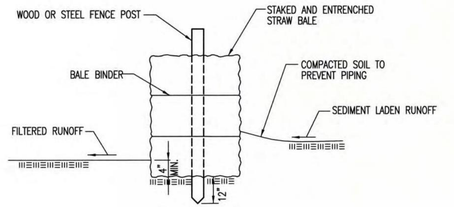
LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

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?

REVISION DATE: MAY 2013

GARY L. JANZEN LICENSED 16084 PROFESSIONAL ENGINEER KANSAS
07/31/13

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

STRAW BALE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
472-____	____	

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

SHEET
----of__

SW-503

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PROFESSIONAL ENGINEERING CONSULTANTS
303 SOUTH TOPEKA
WICHITA, KS 67202
316-262-2691 www.pec1.com

CITY OF WICHITA

HUNTER JAMES WILES LICENSED Hunter Wiles 29849 12/26/2024 KANSAS PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

STRAW BALE DITCH CHECK

CG504
63 OF 97

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PLOTTED 12/26/2024 10:06:31 AM BY BRADLEY HAYNES
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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.

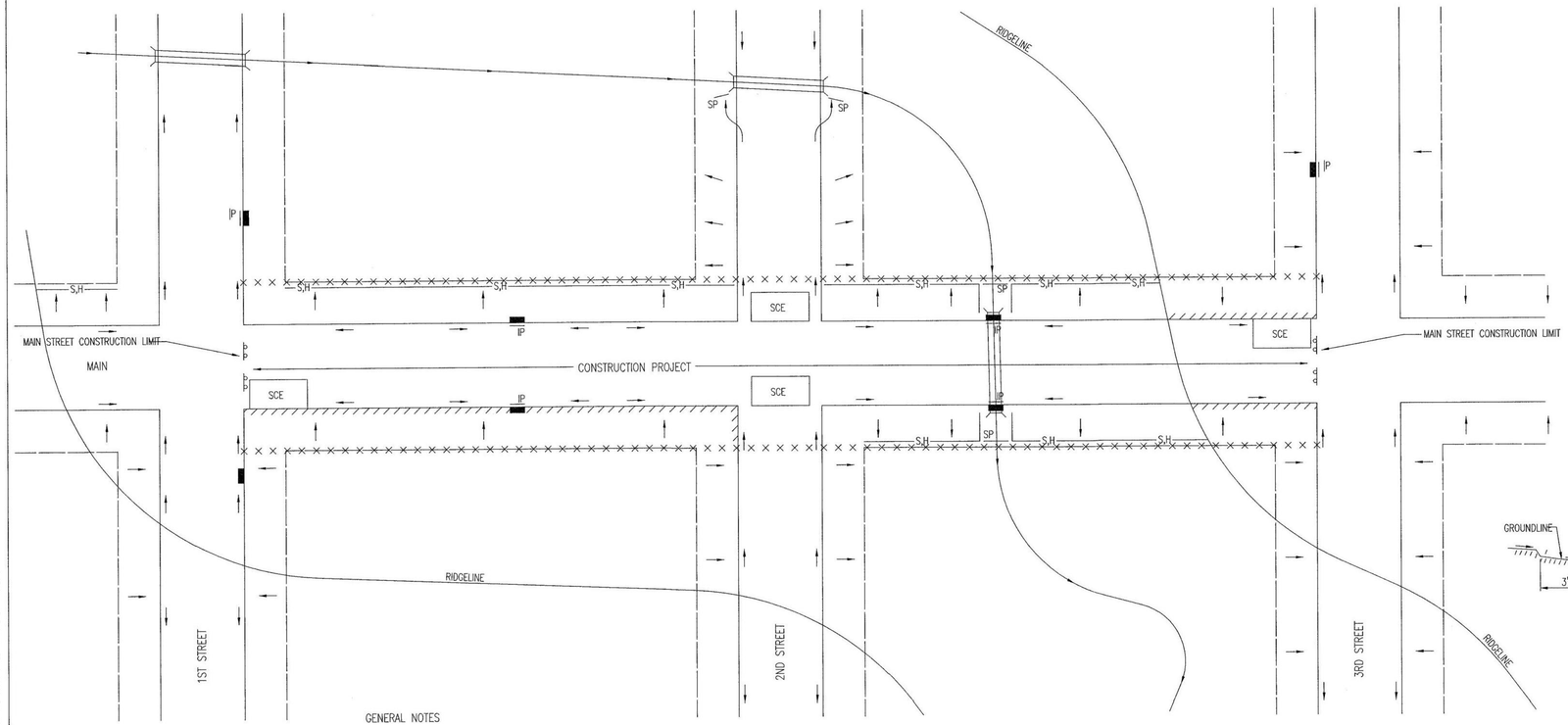
2. EROSION CONTROL DEVICES MUST BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE CONSTRUCTION PROCESS AND UNTIL THE DISTURBED EARTH IS RESTABILIZED.

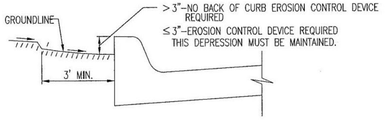
3. IF THE PROJECT WILL DISTURB 1 ACRE OR MORE, A FEDERAL/STATE NPDES STORMWATER PERMIT IS REQUIRED. A DETAILED STORMWATER POLLUTION PREVENTION PLAN, IS REQUIRED. THE EROSION CONTROL DEVICES SHOWN ON THIS SHEET ARE CONSIDERED TO BE THE MINIMUM TO BE SHOWN IN THE POLLUTION PREVENTION PLAN.

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 — 16294 — PROFESSIONAL ENGINEER — KANSAS — 06/05/25

REVISION: JUNE 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

STREET IMPROVEMENT PROJECTS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
472-____	____	

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

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CITY OF WICHITA

HUNTER JAMES WILES — LICENSED — Hunter Wiles — 29849 — 12/26/2024 — KANSAS — PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

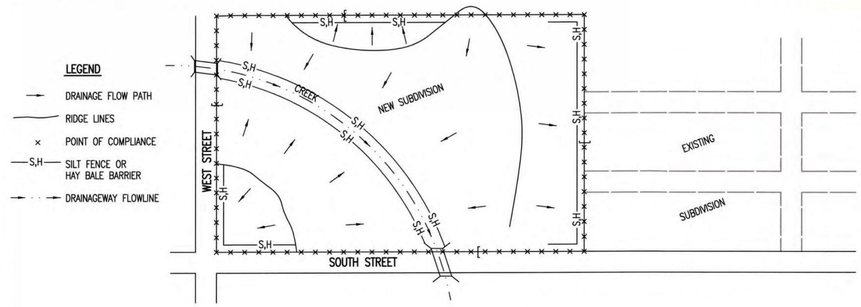
Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

STREET IMPROVEMENT PROJECTS

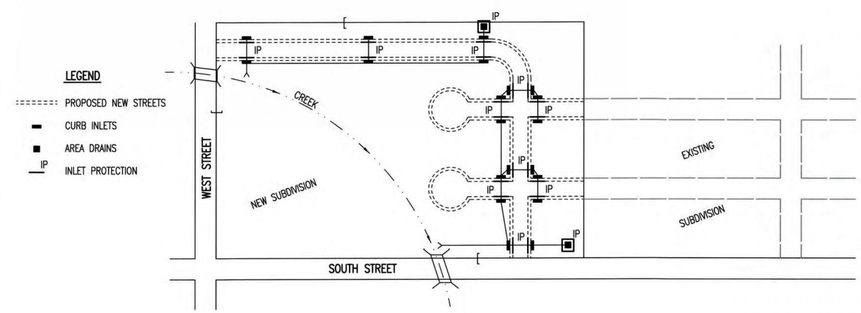
CG505
64 OF 97

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



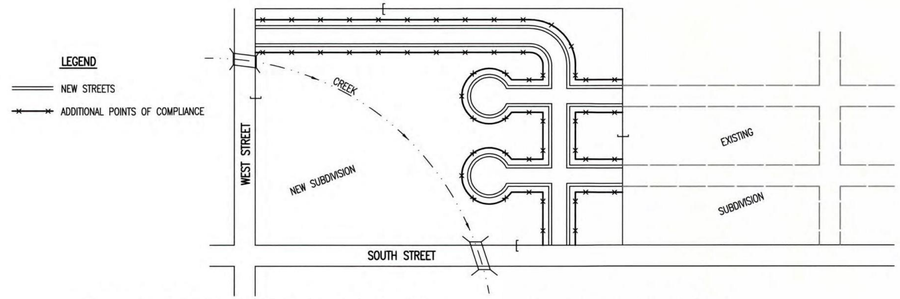
1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM THE SITE. SHOULD LAKES BE CONSTRUCTED WITHIN THE SUBDIVISION THAT WILL DISCHARGE DURING STORMS, THEY ARE ALSO A POINT OF COMPLIANCE.
2.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

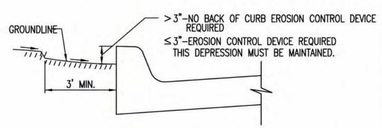


1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, NEW STREETS ARE INSTALLED. ALL EROSION CONTROL DEVICES INSTALLED DURING PHASE 1 AND 2 MUST STILL BE MAINTAINED. THE POINT OF COMPLIANCE NOW SHIFTS TO THE BACK OF CURB ALONG EACH STREET.
2. CURB OPENING INLET PROTECTION:
   A. SUMP AREAS – INLET PROTECTION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

SEE DETAIL SHEET FOR BACK OF CURB PROTECTION DETAIL



CURB BACKFILL DETAIL (STREET CONSTRUCTION ONLY)

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

REVISION DATE: MAY 2013

GARY L. JANZEN LICENSED 16294 KANSAS PROFESSIONAL ENGINEER
cs 13, 1, 3

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

SUBDIVISION DEVELOPMENT PROCESS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
___-____	_____	

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
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303 SOUTH TOPEKA
WICHITA, KS 67202
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CITY OF WICHITA

HUNTER JAMES WILES LICENSED Hunter Wiles 29849 12/26/2024 KANSAS PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
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SUBDIVISION DEVELOPMENT PROCESS

CG506
65 OF 97

Saved 08-27-2024, 3:11:42 PM by BILL.SEXSON
Plot Scale 1:1 - 12-26-2024 10:06:46 AM by BRADLEY HAYNES
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SAVED 8/27/2024 3:11:42 PM BY BILL.SEXSON
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PC 322-1B

BRIDGER PAWNEE ADDITION

WICHITA, SEDGWICK COUNTY, KANSAS

IN THE N1/2, SW1/4, SECTION 6, TOWNSHIP 28 SOUTH, RANGE 1 WEST OF THE SIXTH PRINCIPAL MERIDIAN

FINAL PLAT

1

LEGEND

- △ FOUND SECTION CORNER AS NOTED
- • SET 1/2" REBAR WITH PEC CAP
- (M) MEASURED
- (P) PLATTED
- (C.A.C.) COMPLETE ACCESS CONTROL
- (B.S.L.) BUILDING SETBACK LINE

BENCH MARK LIST

BM #201
DISC ON TOP OF WEST END OF NORTH HEADWALL OF RCBC, 120' EAST OF 119TH STREET WEST, ON 31ST STREET, FROM SKYWAY WEST 4TH ADDITION (OFF-SITE)
ELEVATION = 1344.96 (NAVD 88)

BM #202
TOP OF T-POST AT GROUND SURFACE, 70 FT. NORTH OF SW CORNER OF N 1/2, SW 1/4, SEC. 6 AND 34 FT. EAST OF CENTERLINE OF 119TH ST.
ELEVATION = 1346.97 (NAVD 88)

BM #203
CHISELED "+" ON SOUTH END 12" RCP, WEST SIDE 119TH ST, W/18" CONCRETE PILLARS N. AND S. OF DRIVE
ELEVATION = 1334.41 (NAVD 88)

VICINITY MAP

MINIMUM PAD TABLE

LOT/BLOCK	MINIMUM OPENING (LOWEST OPENING)
LOTS 1-3, BLOCK A	1339.4
LOTS 1-19, BLOCK B	1339.2

NW CORNER
N1/2, SW1/4, 6-28S-1W
FOUND 1/2" REBAR IN THIMBLE
PER SKY WEST 4TH ADDITION

NE CORNER
N1/2, SW1/4, 6-28S-1W
FOUND 1/2" REBAR WITH BAUGHMAN CAP: SW CORNER SOUTHERN RIDGE 3RD ADDITION.
NW CORNER SHULTE-JOHNSON 2ND ADDITION.

SW CORNER
N1/2, SW1/4, 6-28S-1W

FOUND 1/2" REBAR WITH BAUGHMAN CAP AT 60' R/W

SW CORNER SW1/4, 6-28S-1W
FOUND 1-1/4" IRON PIPE IN THIMBLE
AT SW CORNER SKYWAY WEST 4TH ADDITION

FOUND 1/2" REBAR WITH BAUGHMAN CAP AT SW CORNER OF SHULTE-JOHNSON 2ND ADDITION

SE CORNER
N1/2, SW1/4, 6-28S-1W
FOUND 1/2" REBAR WITH BAUGHMAN CAP AT NE CORNER SKYWAY WEST 4TH ADDITION

PG. 2 OF 2

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COPY OF PLAT,
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CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
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PLAT

CP701
66 OF 97

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PLOTTED 6/12/2024 8:18:12 AM BY BILL SEXSON
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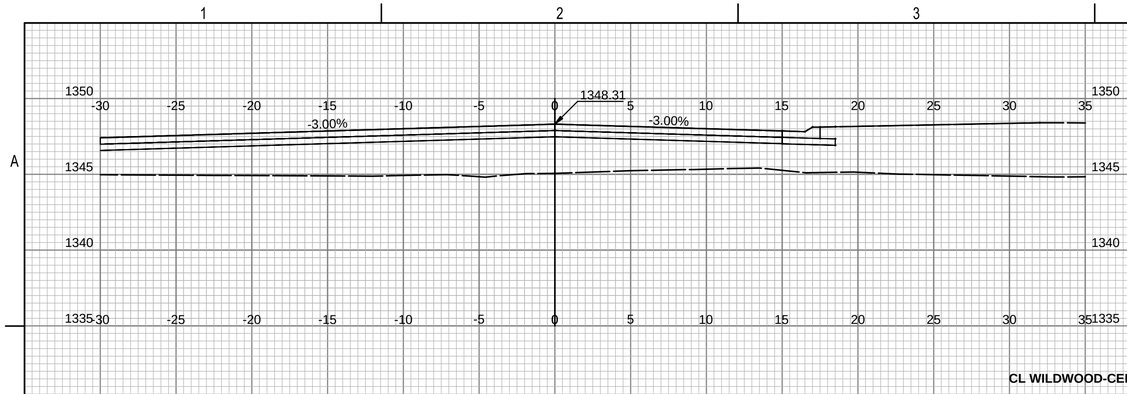

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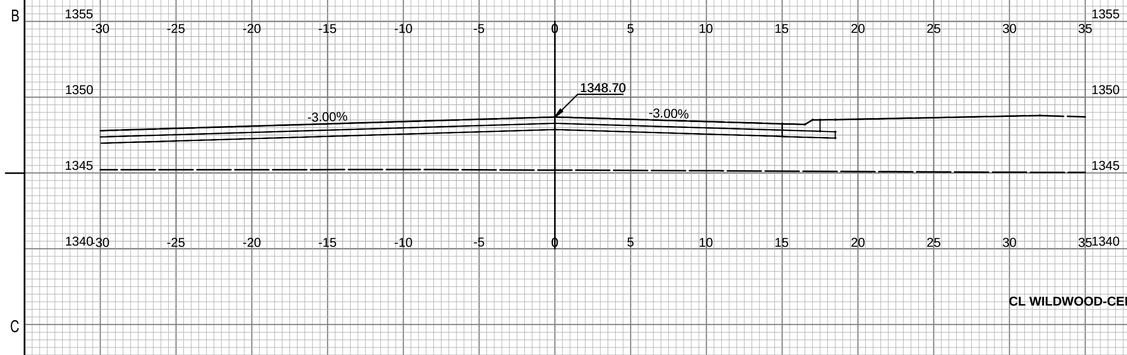

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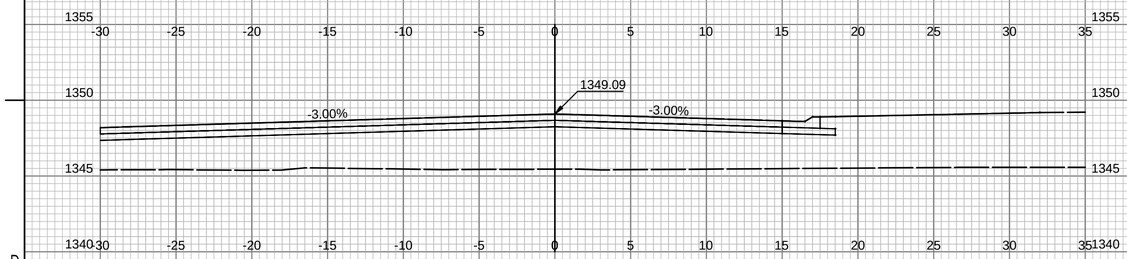

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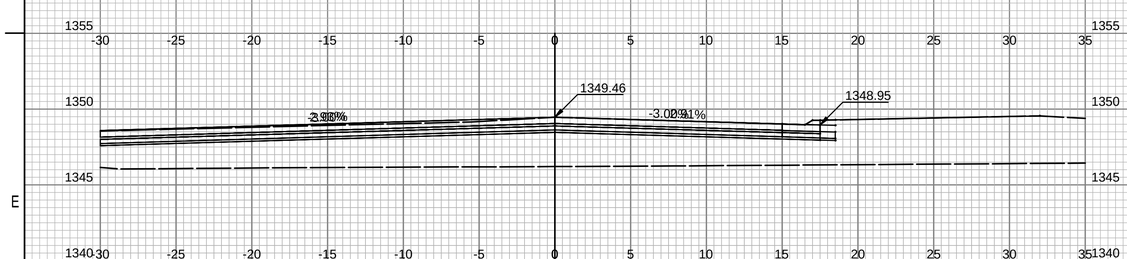

CL WILDWOOD-CEDAR CREST 10+52.16

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CL WILDWOOD-CEDAR CREST
CX701

CX701
67 OF 97

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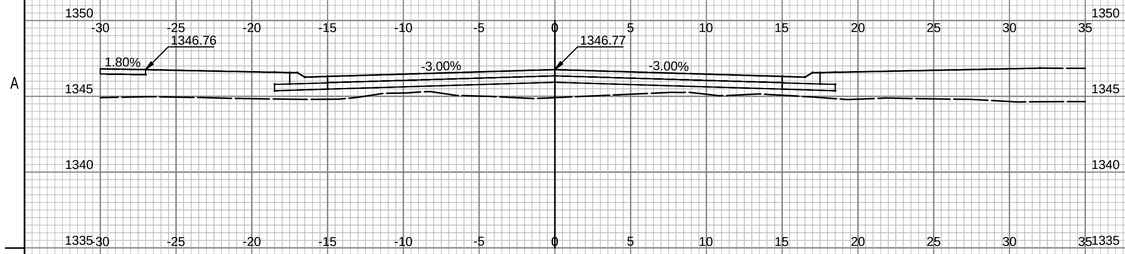

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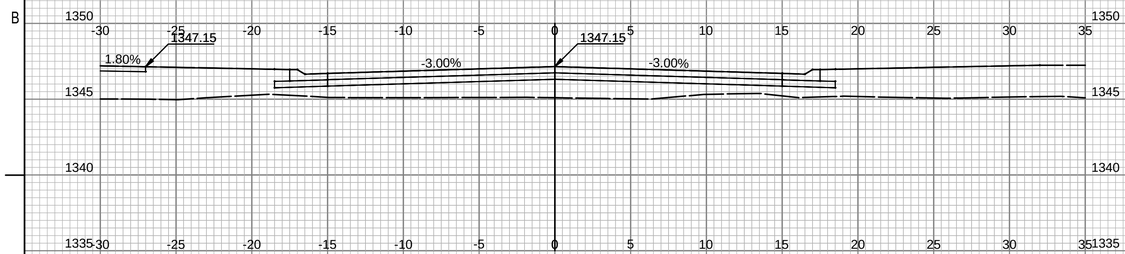

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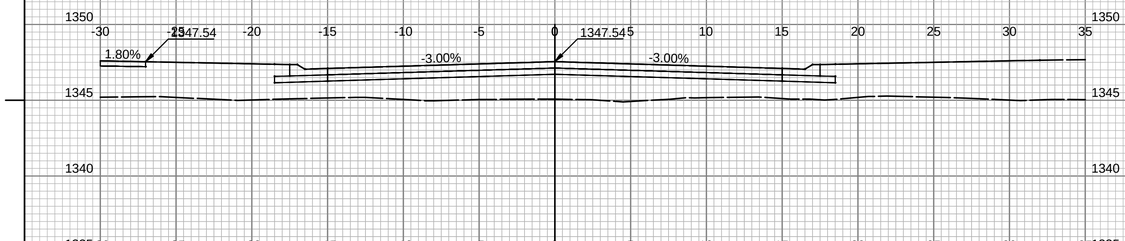

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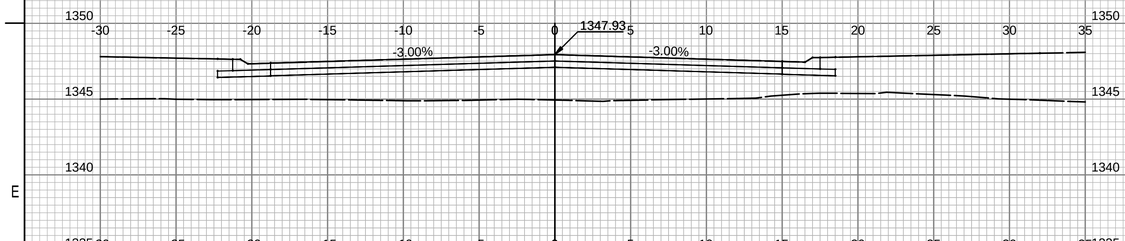

CL WILDWOOD-CEDAR CREST 12+50.00

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CITY OF WICHITA

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BRIDGER PAWNEE ADDITION

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CL WILDWOOD-CEDAR CREST
CX702

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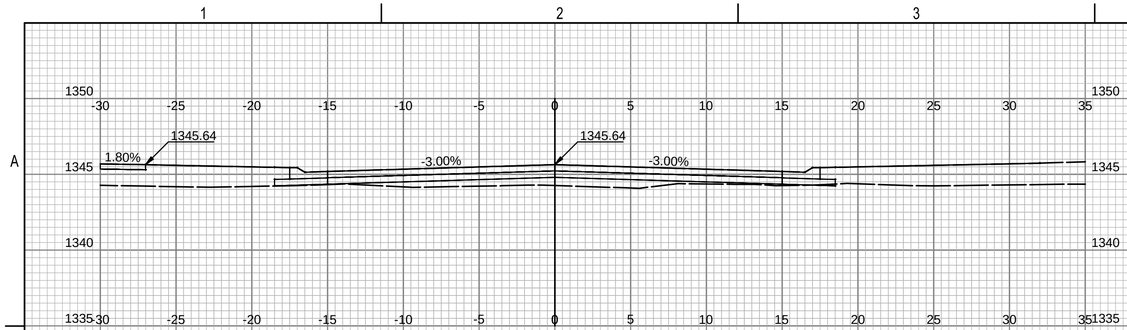

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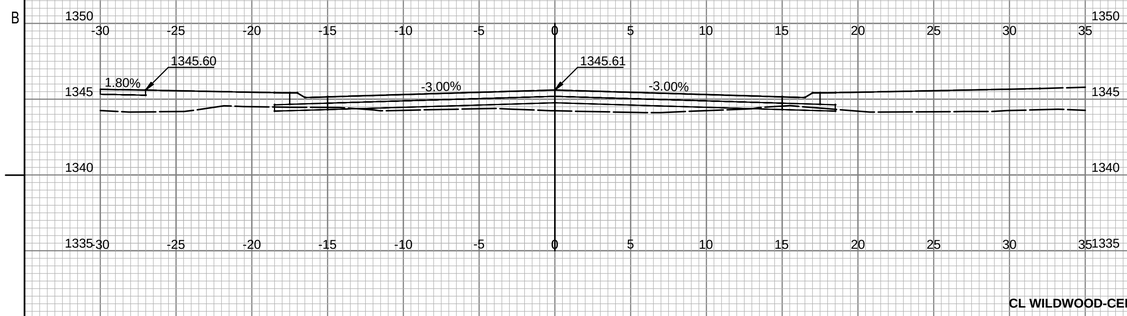

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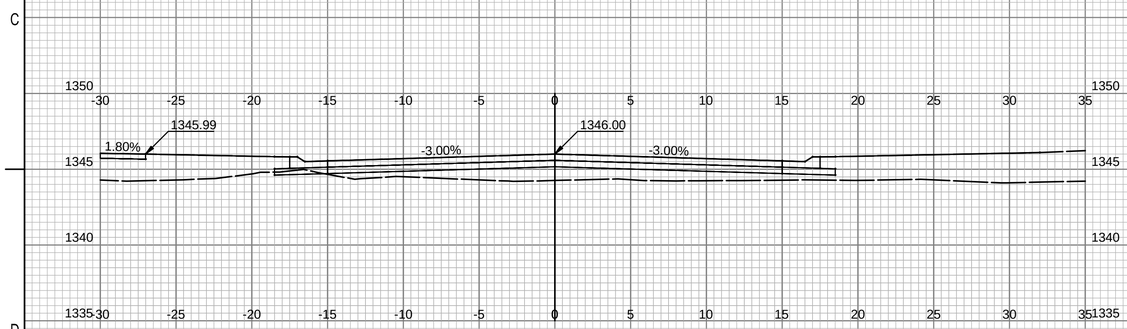

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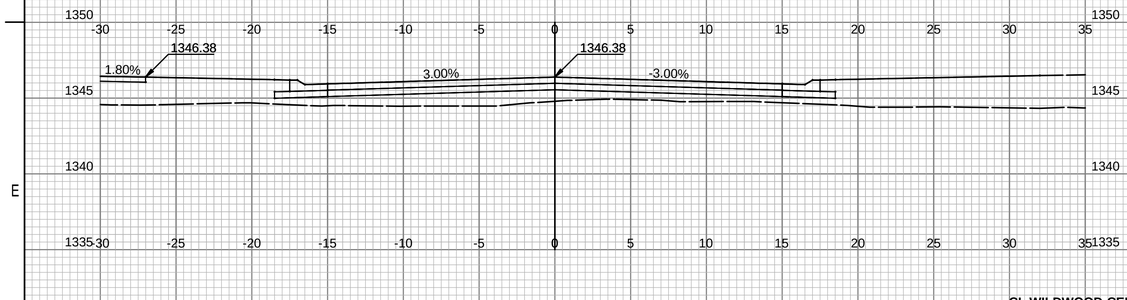

CL WILDWOOD-CEDAR CREST 14+50.00

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HUNTER JAMES WILES LICENSED Hunter Wiles 29849 12/26/2024 KANSAS PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

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CL WILDWOOD-CEDAR CREST
CX703

CX703
69 OF 97

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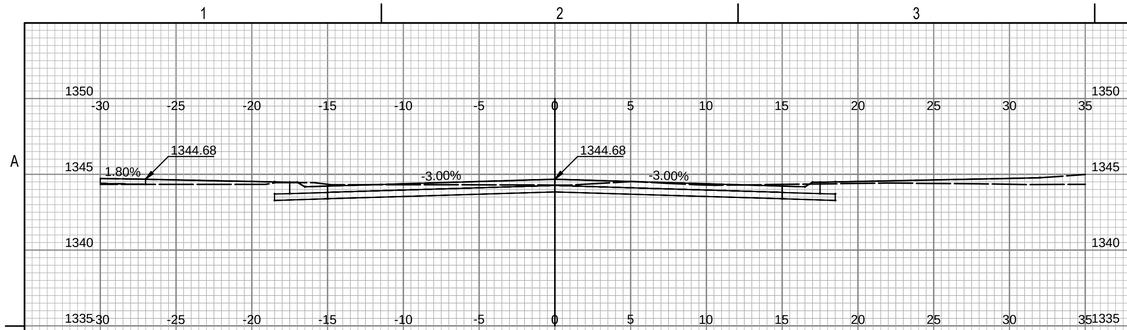

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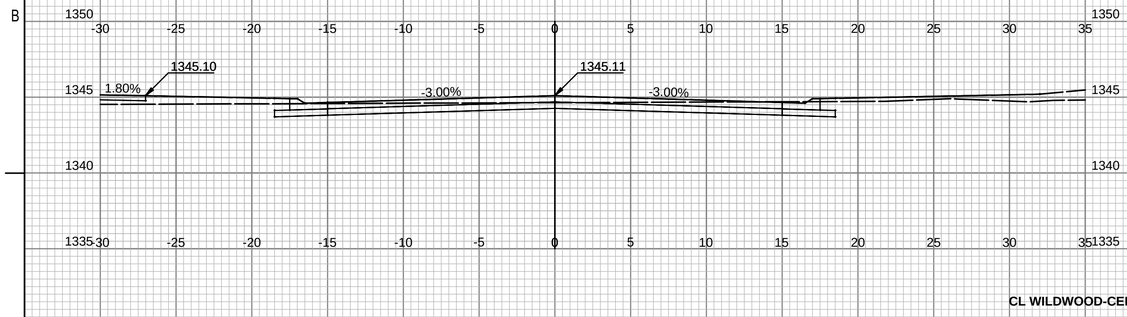

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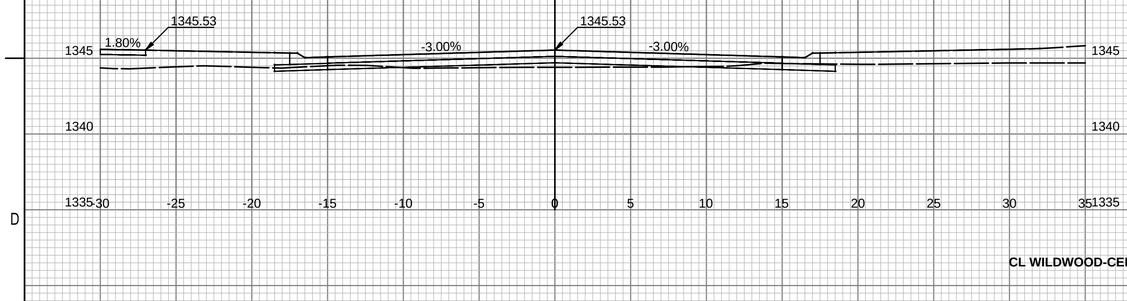

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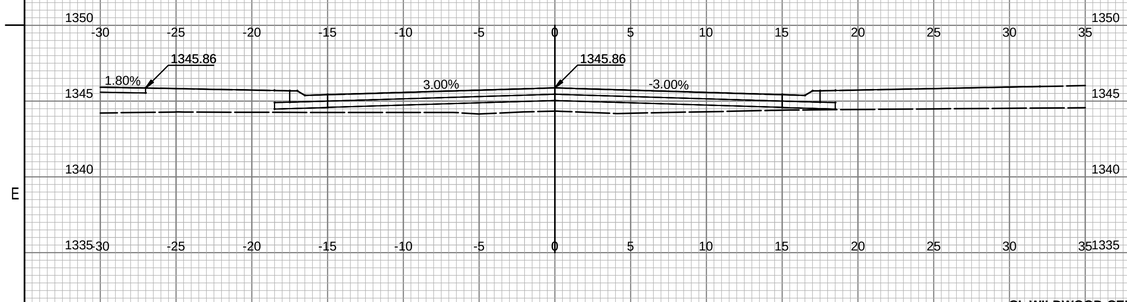

CL WILDWOOD-CEDAR CREST 16+50.00

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CL WILDWOOD-CEDAR CREST
CX704

CX704
70 OF 97

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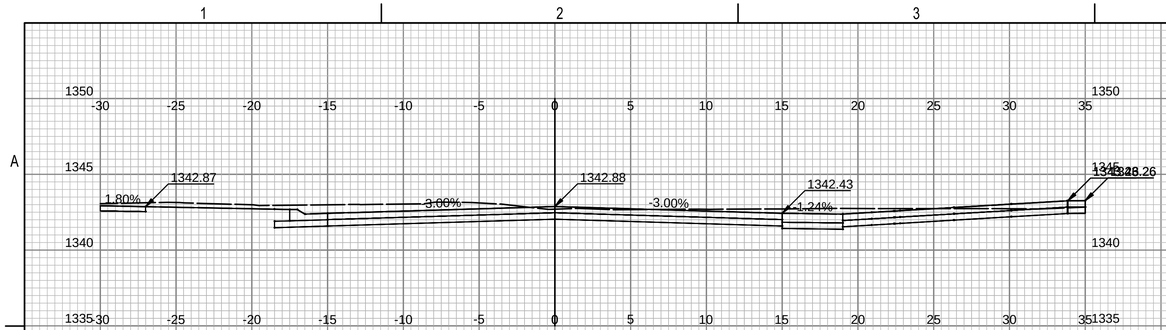

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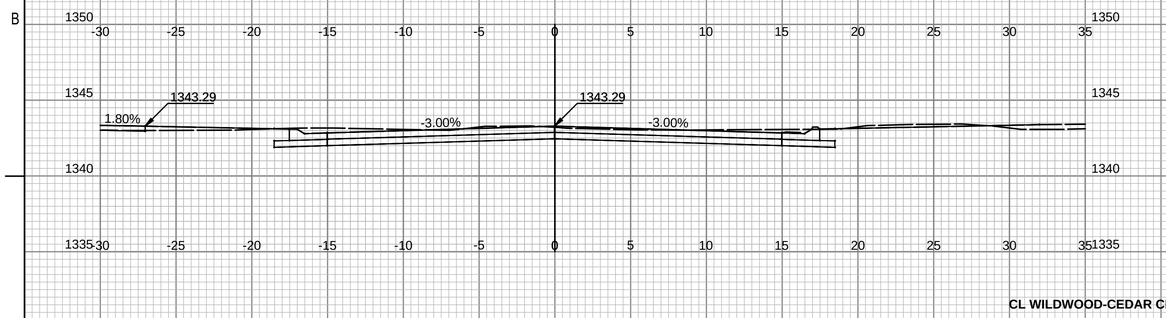

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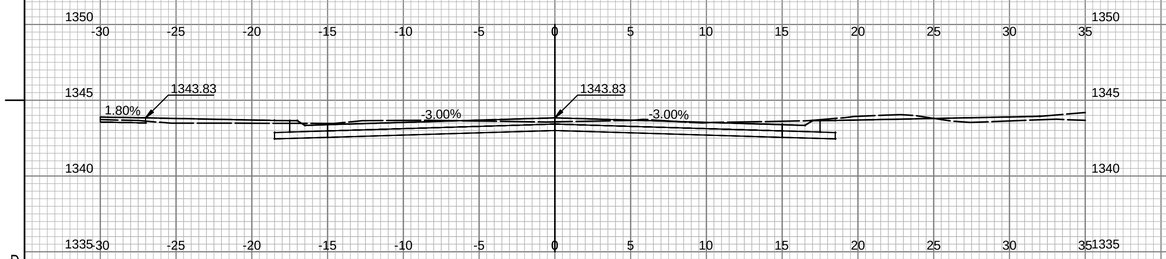

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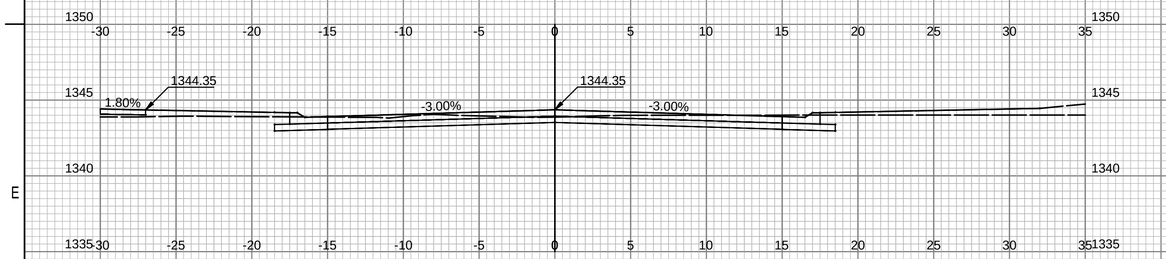

CL WILDWOOD-CEDAR CREST 18+38.81

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CL WILDWOOD-CEDAR CREST
CX705

CX705
71 OF 97

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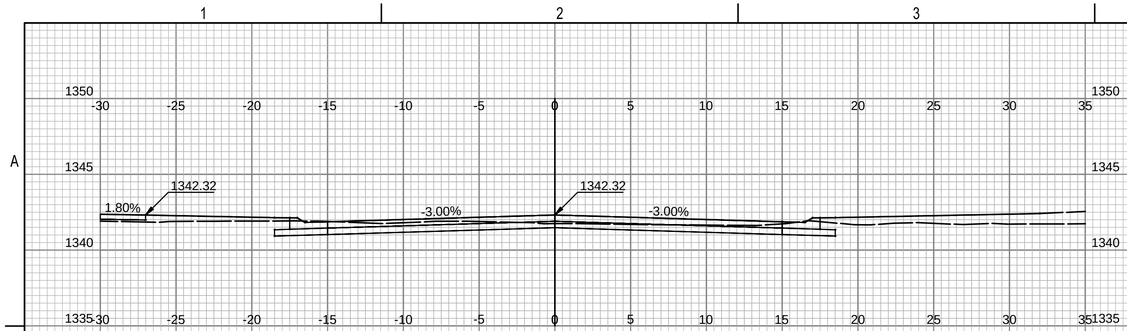

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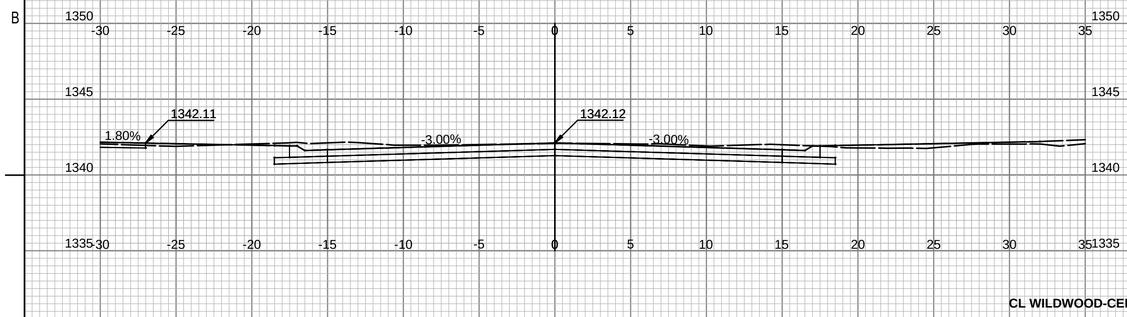

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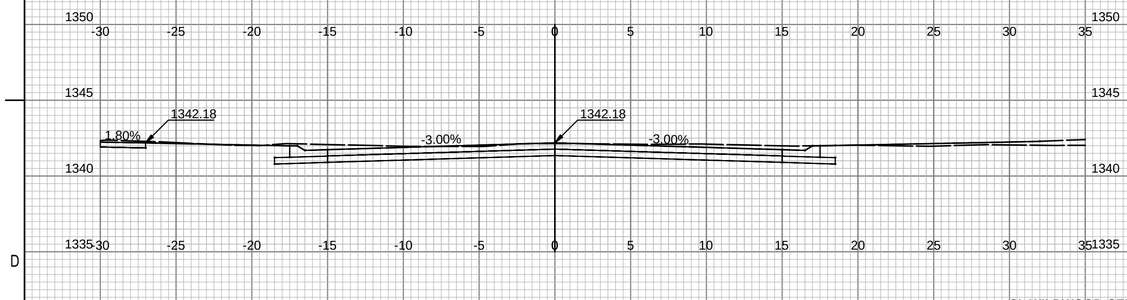

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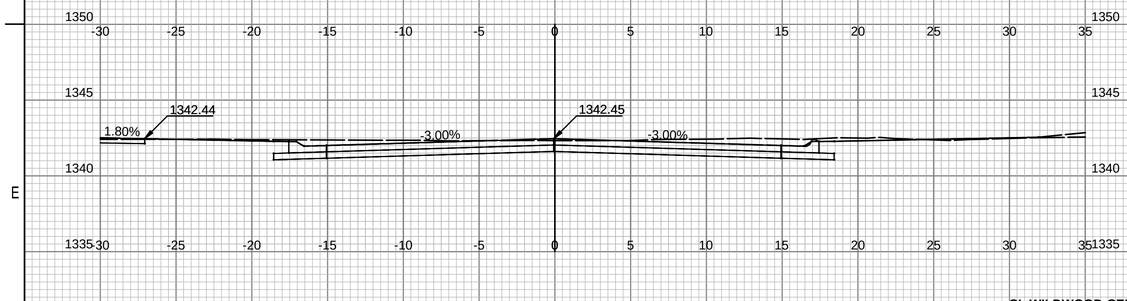

CL WILDWOOD-CEDAR CREST 20+34.40

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CL WILDWOOD-CEDAR CREST
CX706

CX706
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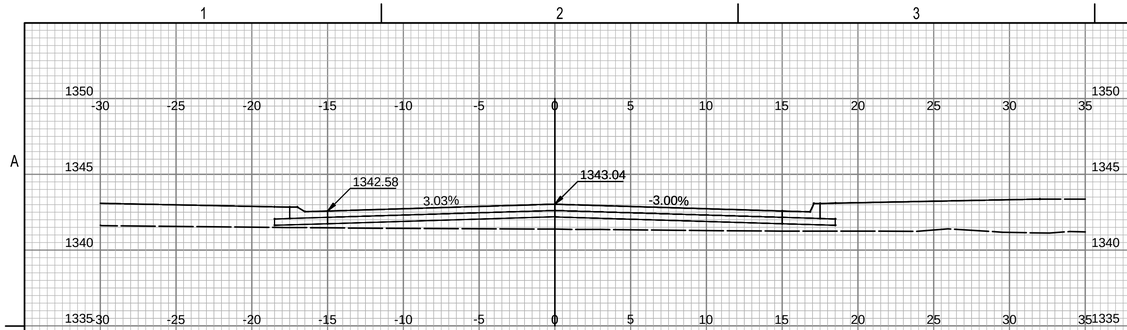

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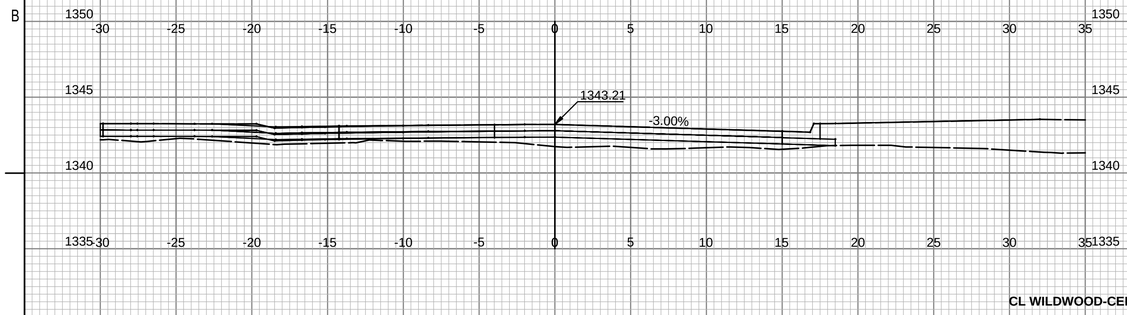

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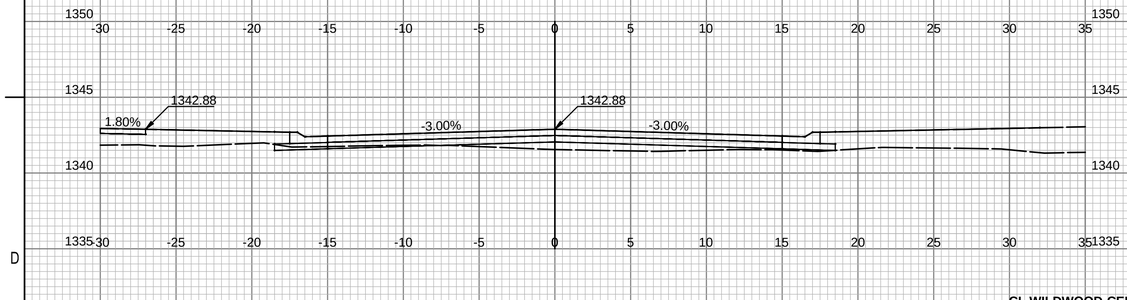
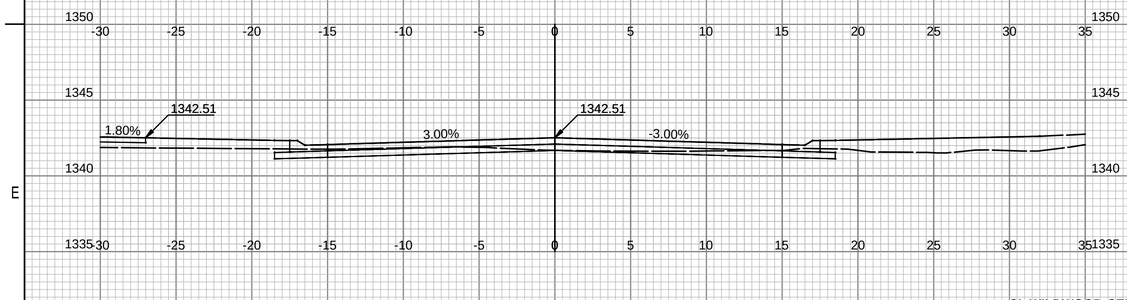


CL WILDWOOD-CEDAR CREST 22+00.00



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CITY OF WICHITA

HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

CL WILDWOOD-CEDAR CREST
CX707

CX707
73 OF 97

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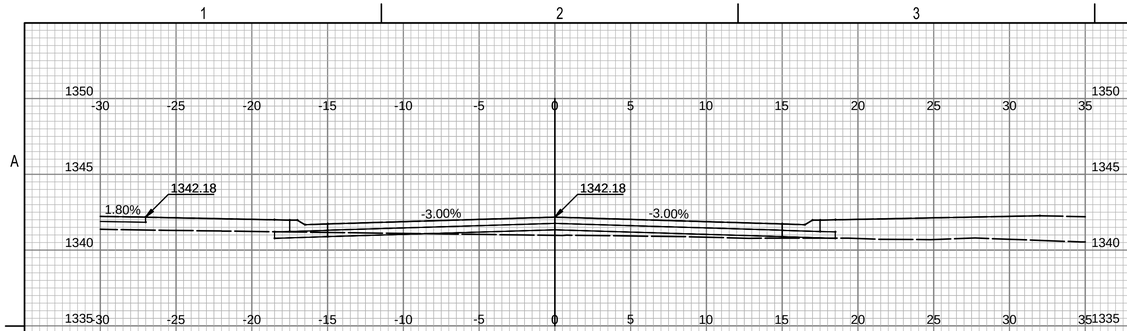
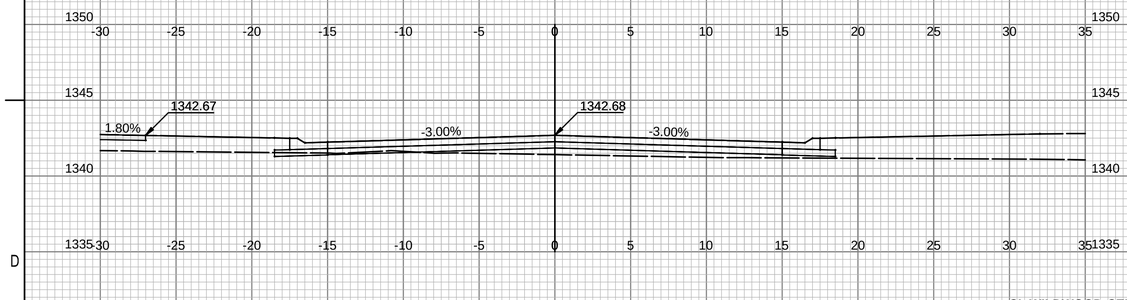
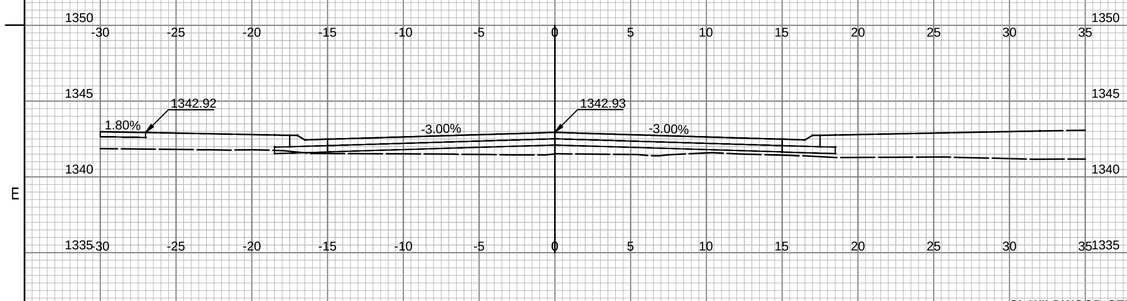


CL WILDWOOD-CEDAR CREST 24+50.00

CL WILDWOOD-CEDAR CREST 24+00.00



CL WILDWOOD-CEDAR CREST 23+50.00



CL WILDWOOD-CEDAR CREST 23+00.00

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BRIDGER PAWNEE ADDITION

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CL WILDWOOD-CEDAR CREST
CX708

CX708
74 OF 97

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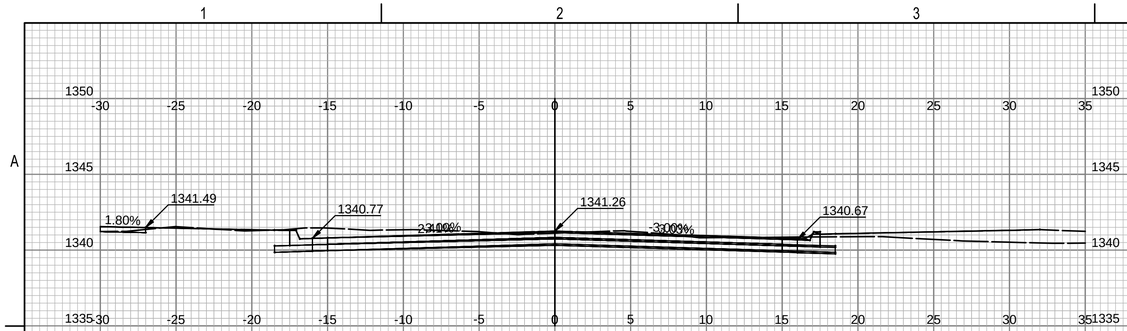

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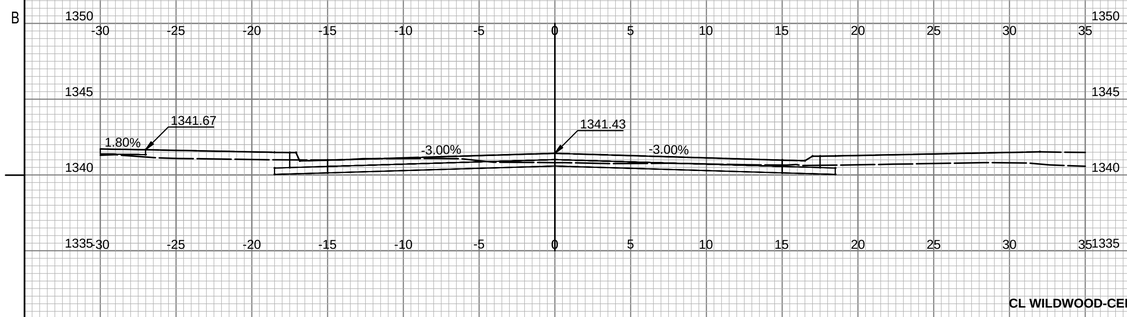

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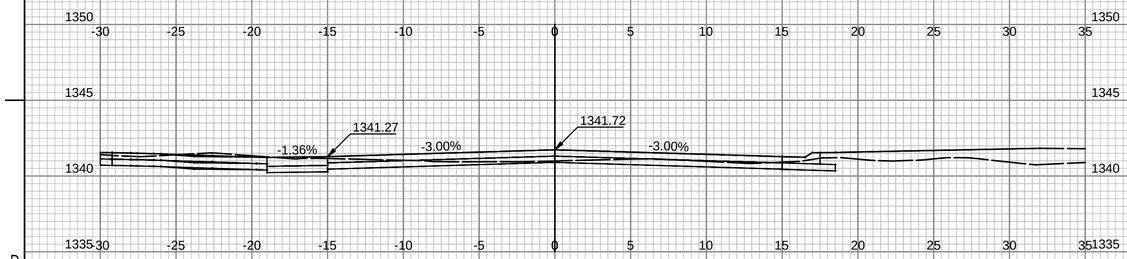

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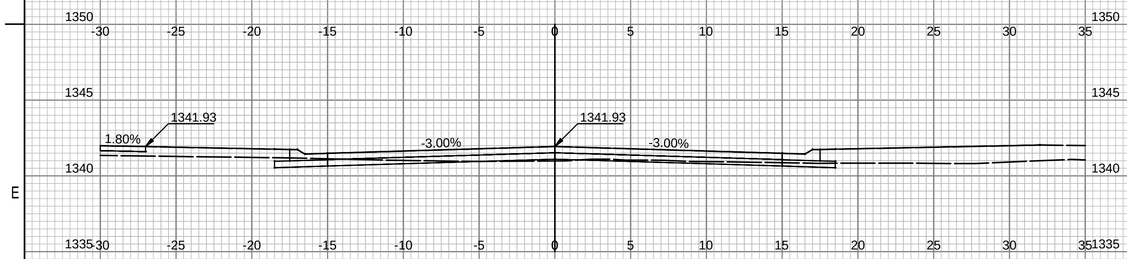

CL WILDWOOD-CEDAR CREST 25+00.00

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PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
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DRAWN BY	BJS
CHECKED BY	KPG

CL WILDWOOD-CEDAR CREST
CX709

CX709
75 OF 97

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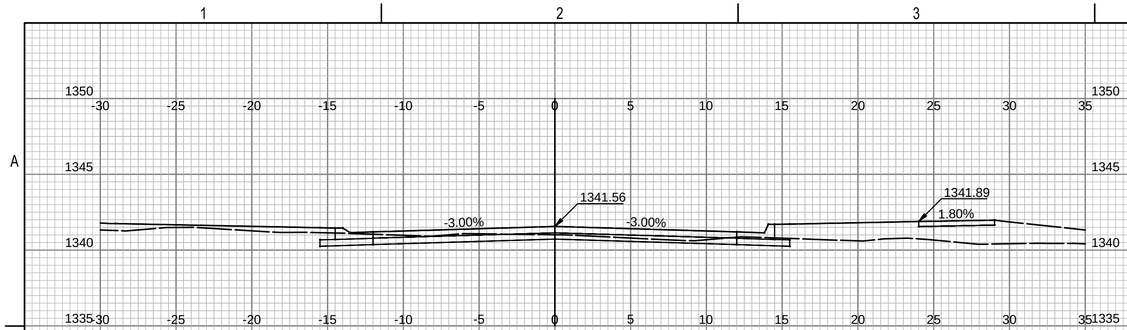
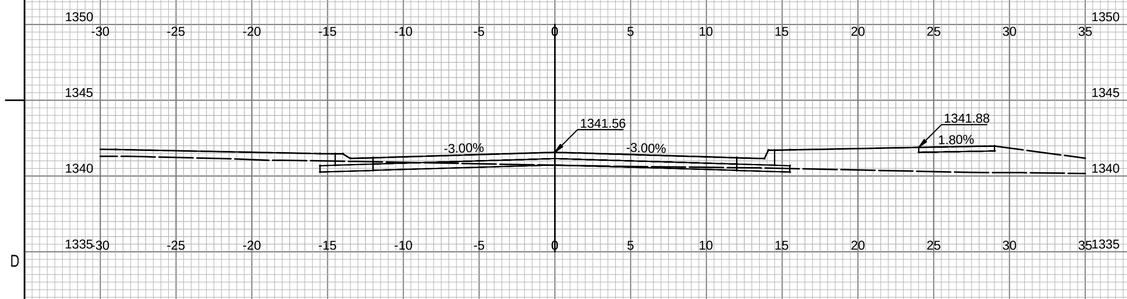


CL WILDWOOD-CEDAR CREST 29+00.00

CL WILDWOOD-CEDAR CREST 28+50.00



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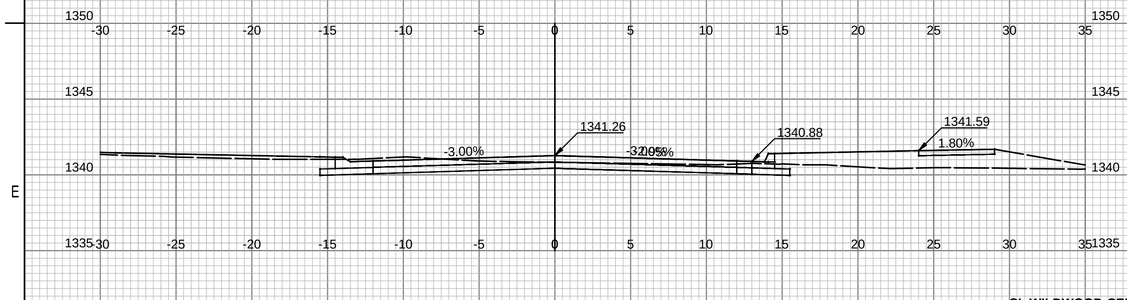

CL WILDWOOD-CEDAR CREST 27+51.86

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CL WILDWOOD-CEDAR CREST
CX710

CX710
76 OF 97

SAVED 12/23/2024 5:48:42 AM BY HUNTER.WILES
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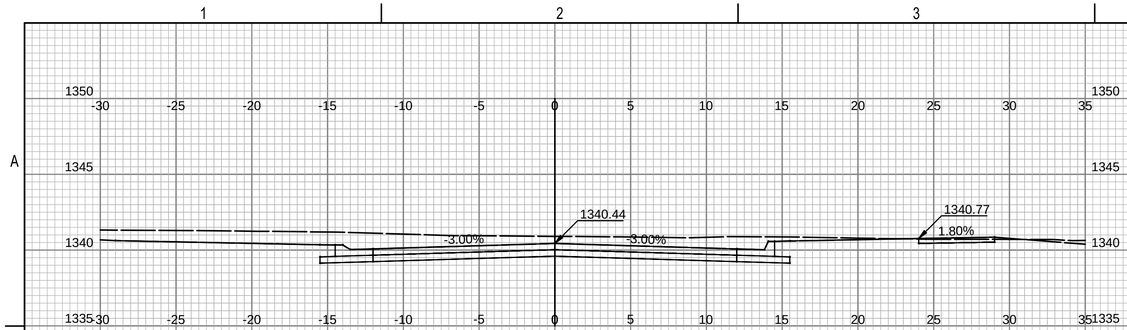

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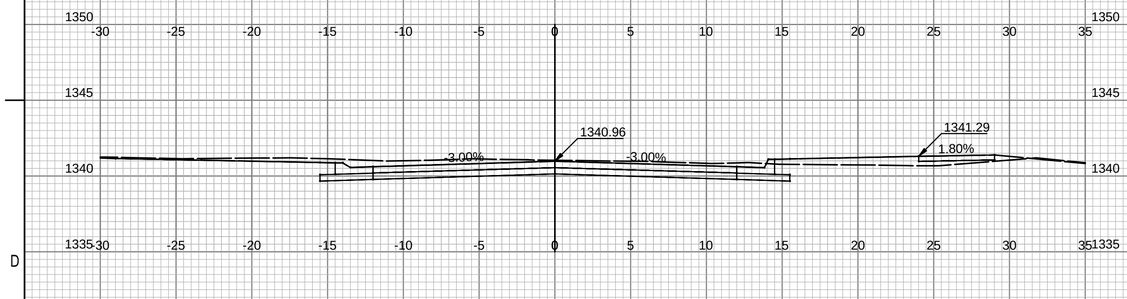
CL WILDWOOD-CEDAR CREST 30+42.29



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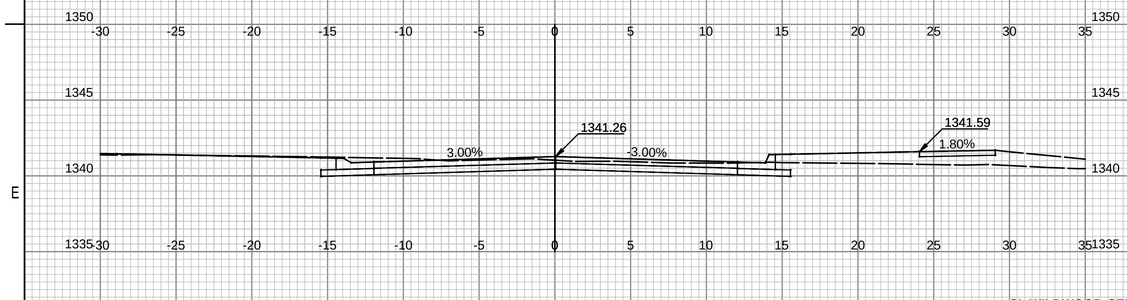

CL WILDWOOD-CEDAR CREST 29+50.00

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CL WILDWOOD-CEDAR CREST
CX711

CX711
77 OF 97

SAVED 12/23/2024 5:48:42 AM BY HUNTER.WILES
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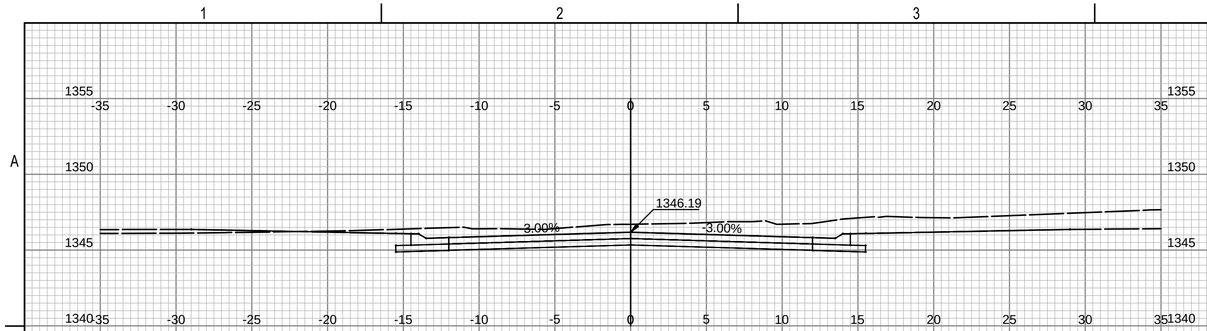
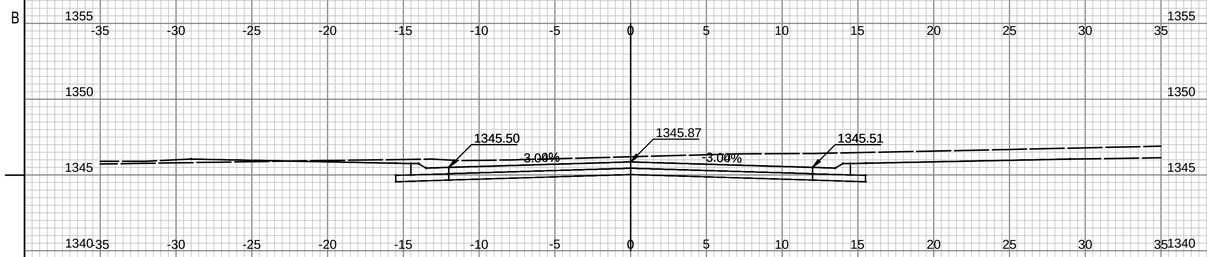


CL CEDAR CREST CT S 21+00.00



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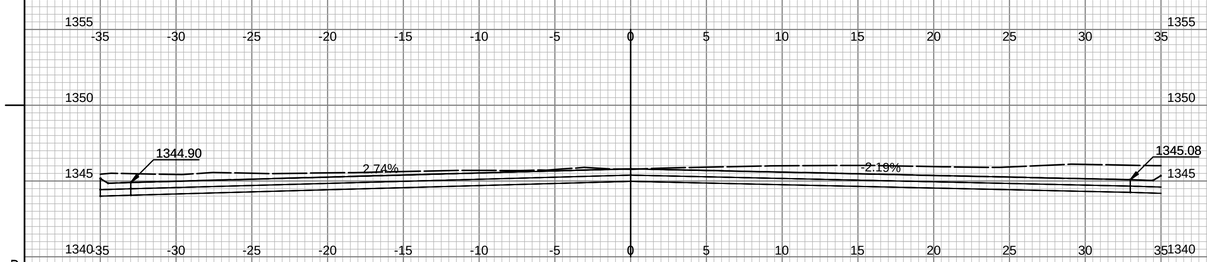

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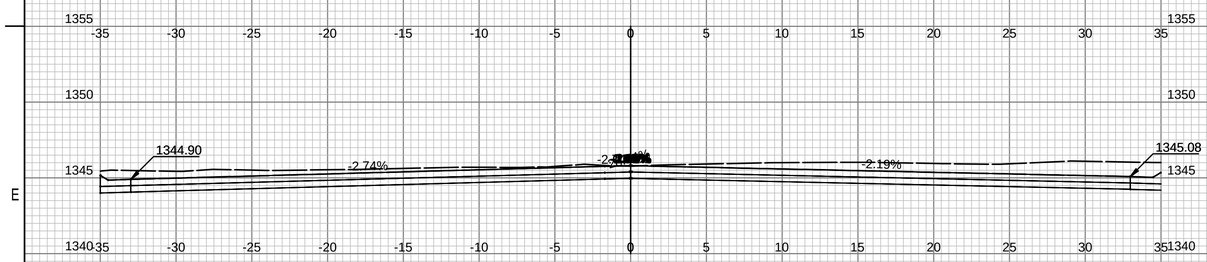

CL CEDAR CREST CT S 20+00.00

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PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
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CL CEDAR CREST CT S CX712

CX712
78 OF 97

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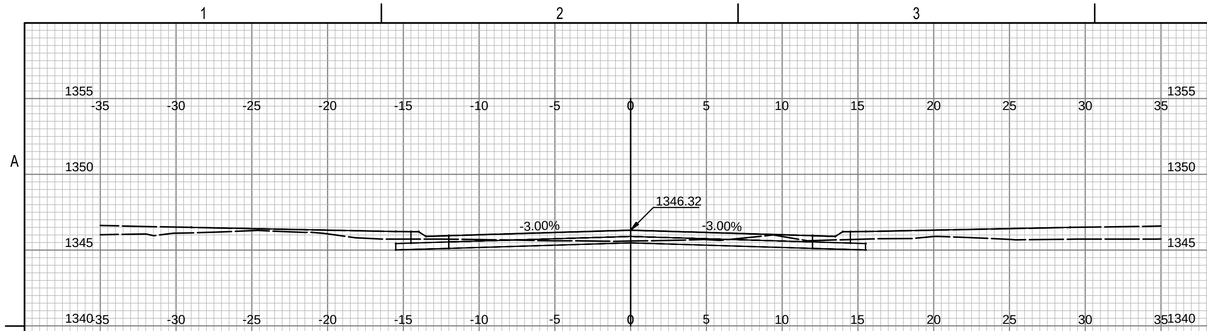
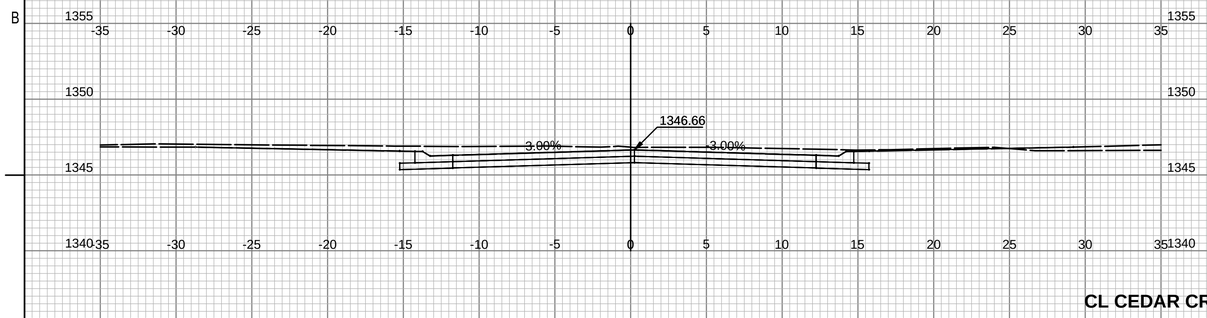


CL CEDAR CREST CT S 23+00.00



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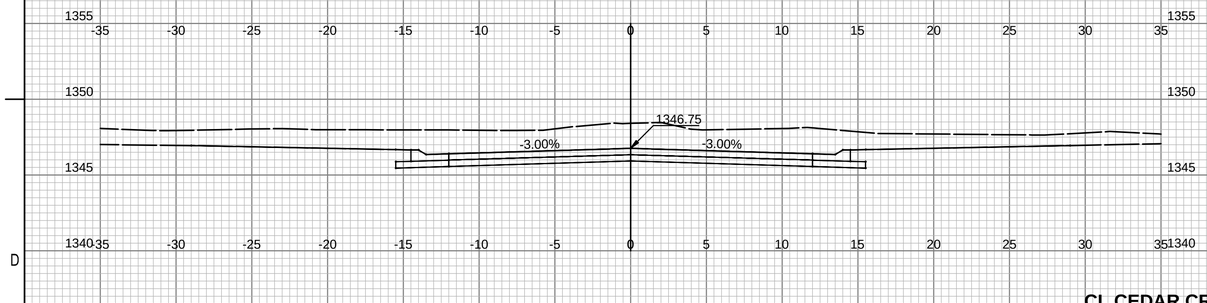

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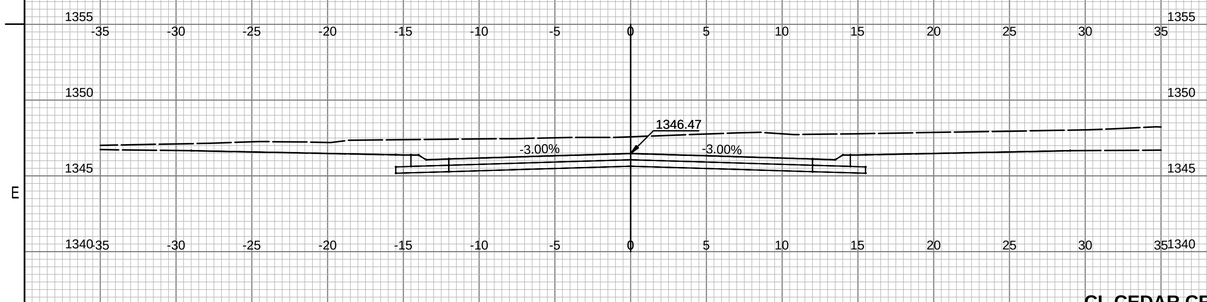

CL CEDAR CREST CT S 21+50.00

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BRIDGER PAWNEE ADDITION

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CL CEDAR CREST CT S CX713

CX713
79 OF 97

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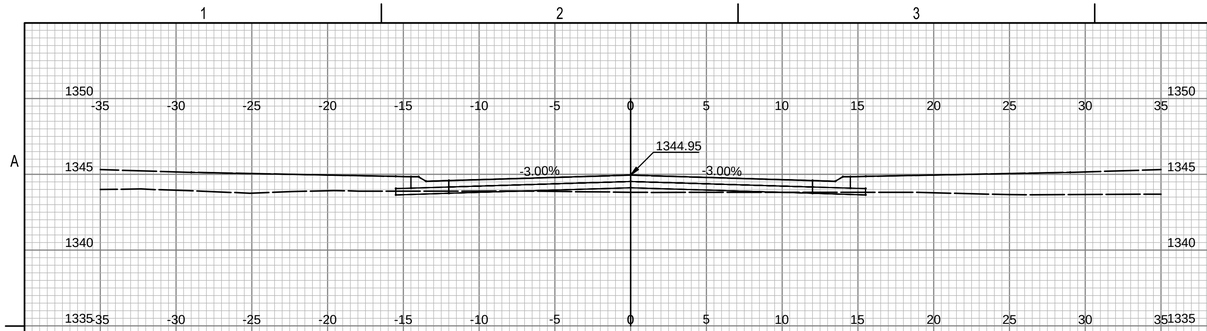
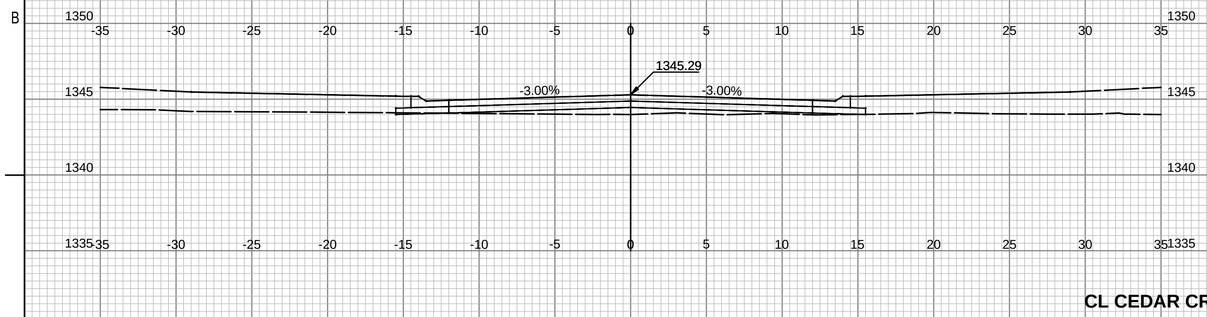


CL CEDAR CREST CT S 25+00.00



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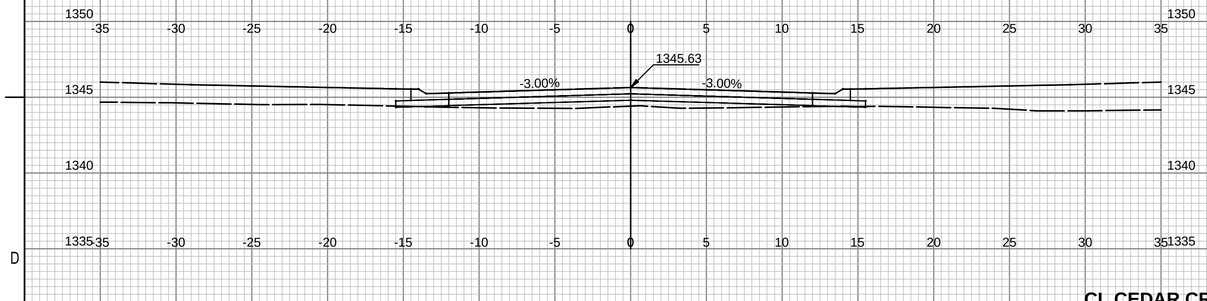

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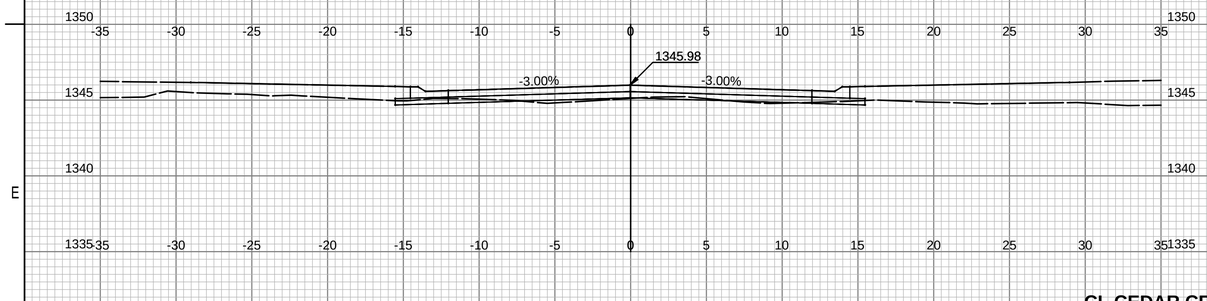

CL CEDAR CREST CT S 23+50.00

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BRIDGER PAWNEE ADDITION

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CL CEDAR CREST CT S CX714

CX714
80 OF 97

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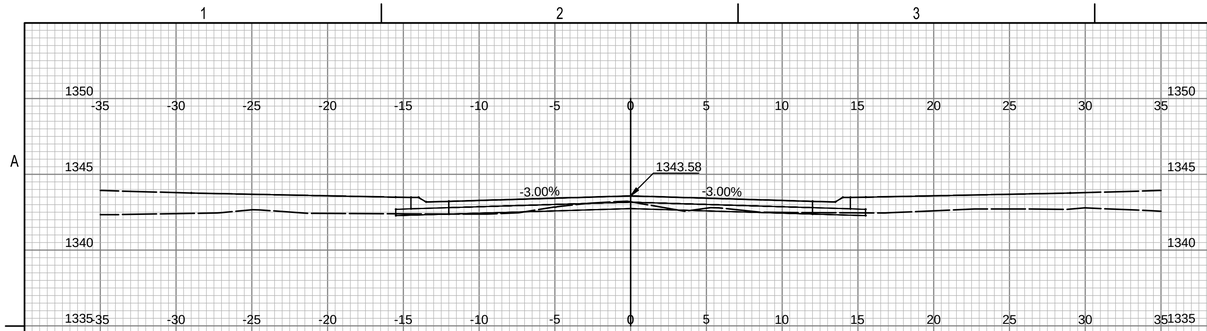
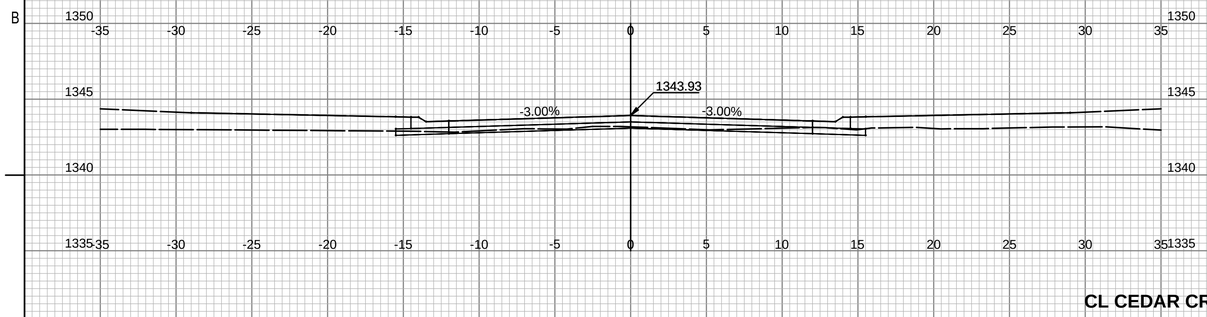


CL CEDAR CREST CT S 27+00.00



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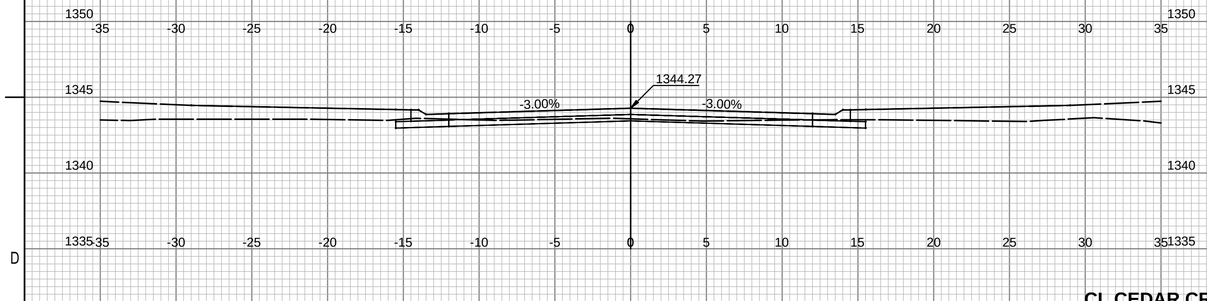

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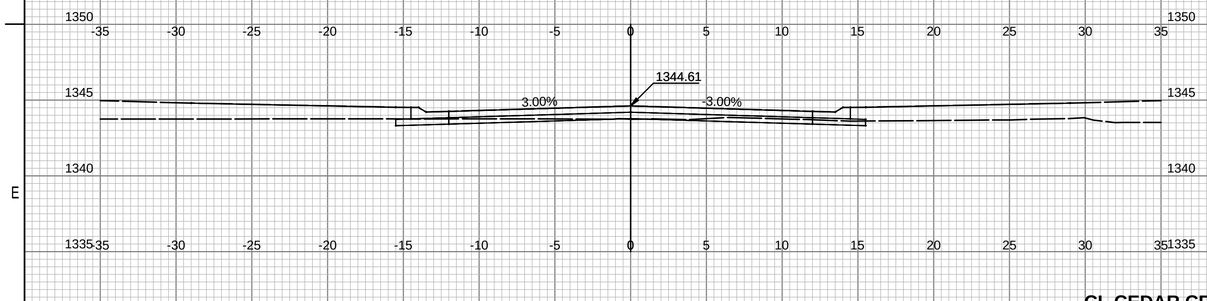

CL CEDAR CREST CT S 25+50.00

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CL CEDAR CREST CT S CX715

CX715
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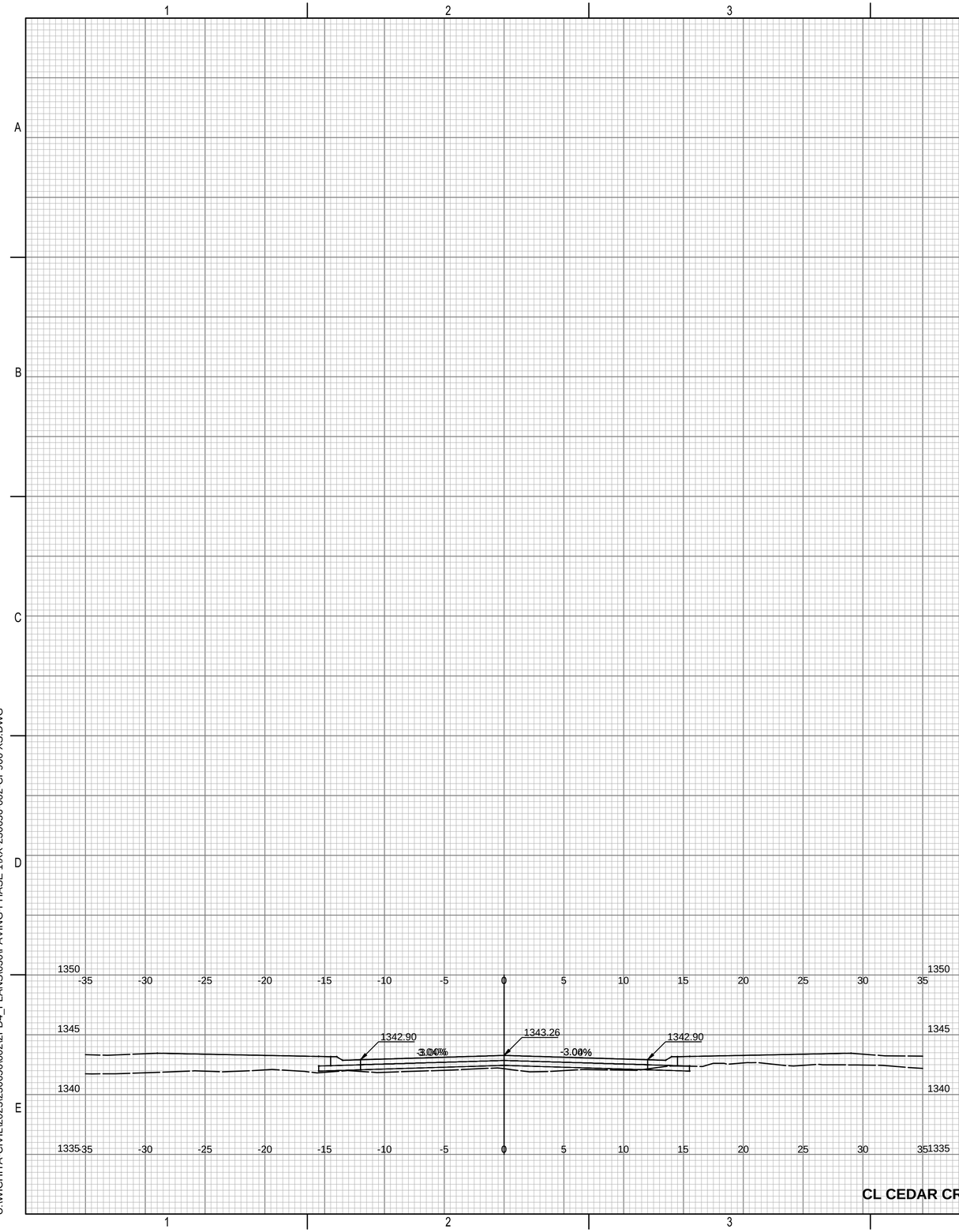

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CL CEDAR CREST CT S CX716

CX716
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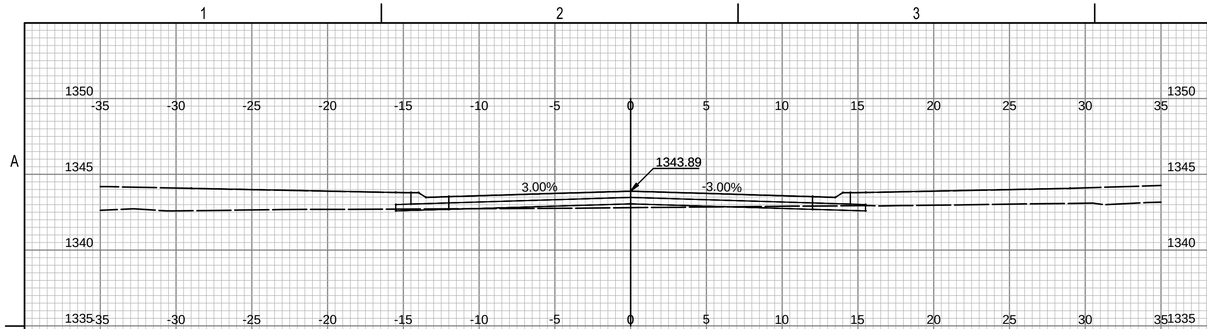

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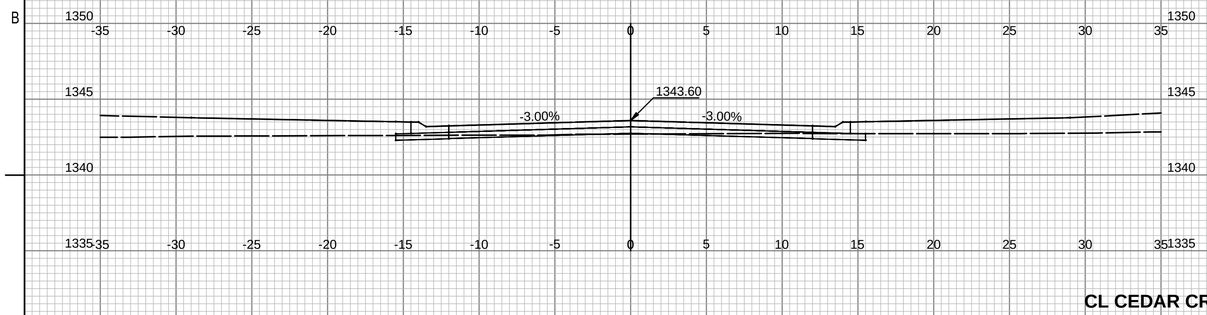

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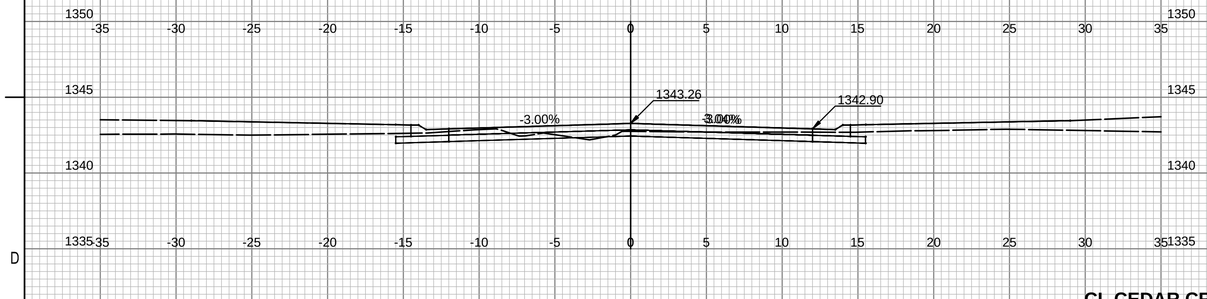

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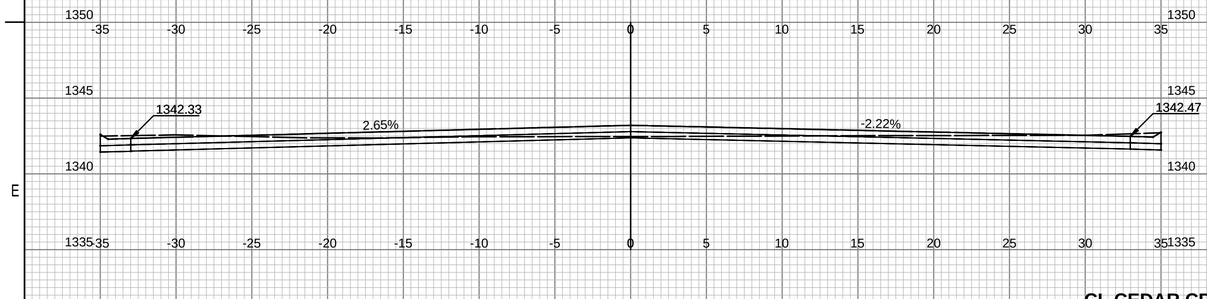

CL CEDAR CREST CT N 30+00.00

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Hunter Wiles
29849
12/26/2024
KANSAS PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
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DESIGNED BY	HJW
DRAWN BY	BJS
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CL CEDAR CREST CT N CX717

CX717
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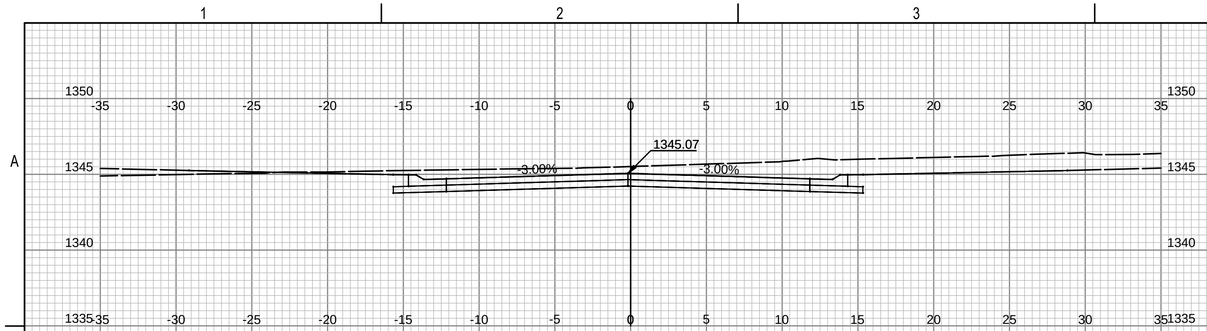

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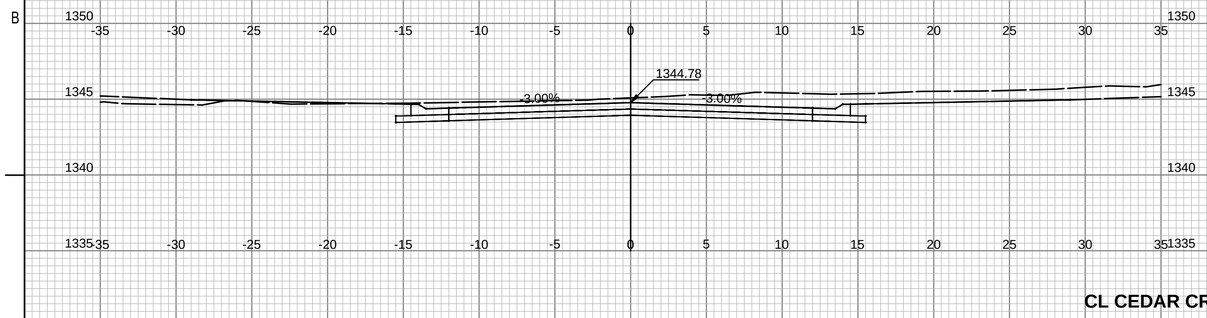

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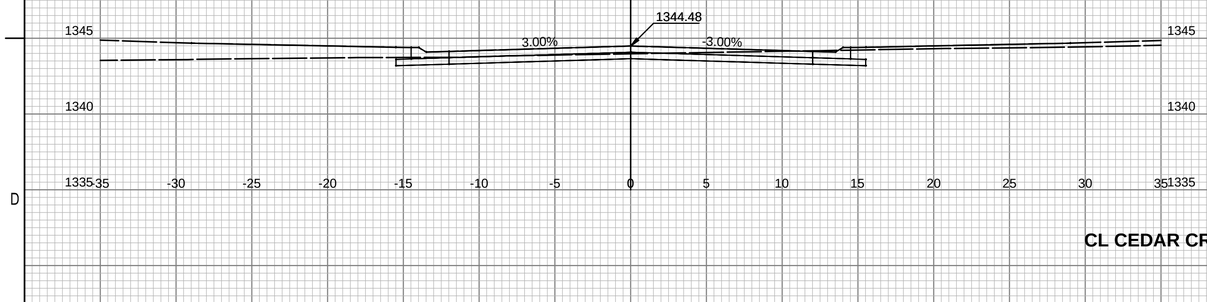

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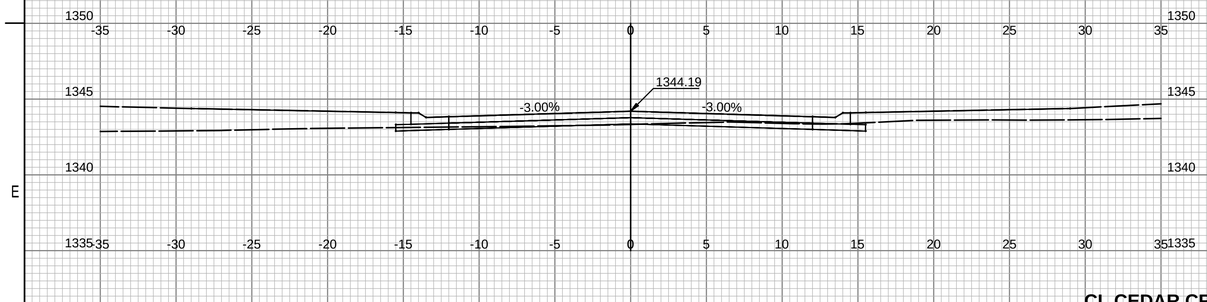

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LICENSED
Hunter Wiles
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PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
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CL CEDAR CREST CT N CX718

CX718
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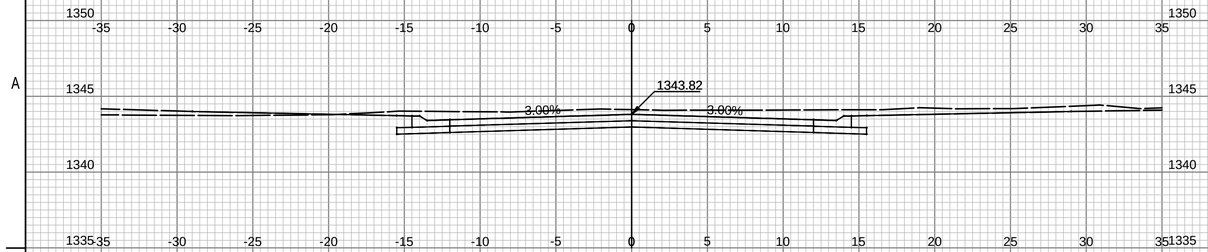

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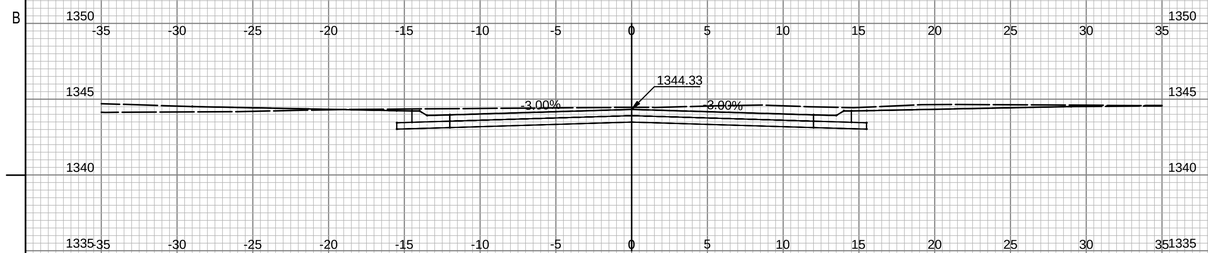

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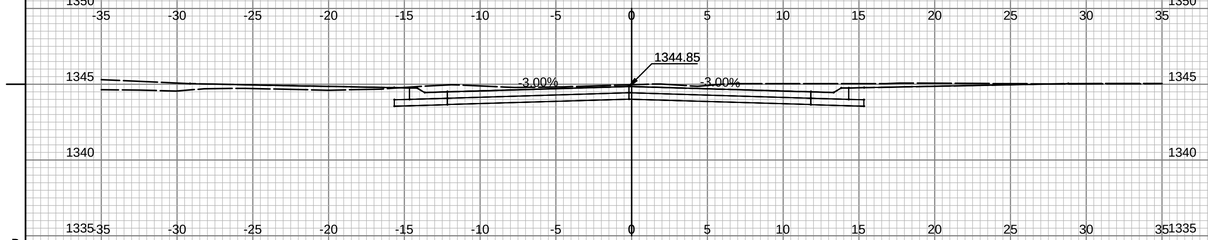

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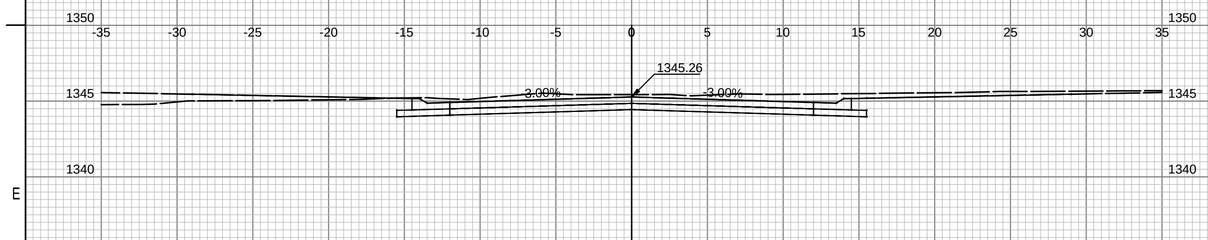

CL CEDAR CREST CT N 34+00.00

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BRIDGER PAWNEE ADDITION

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CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

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CL CEDAR CREST CT N CX719

CX719
85 OF 97

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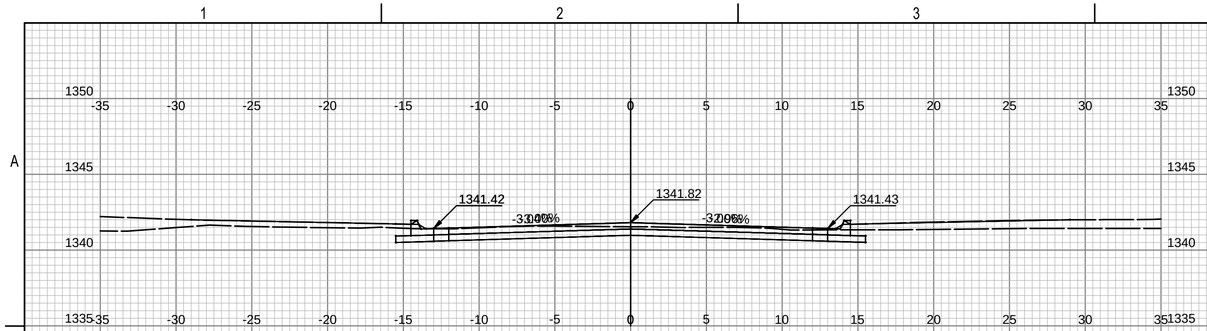

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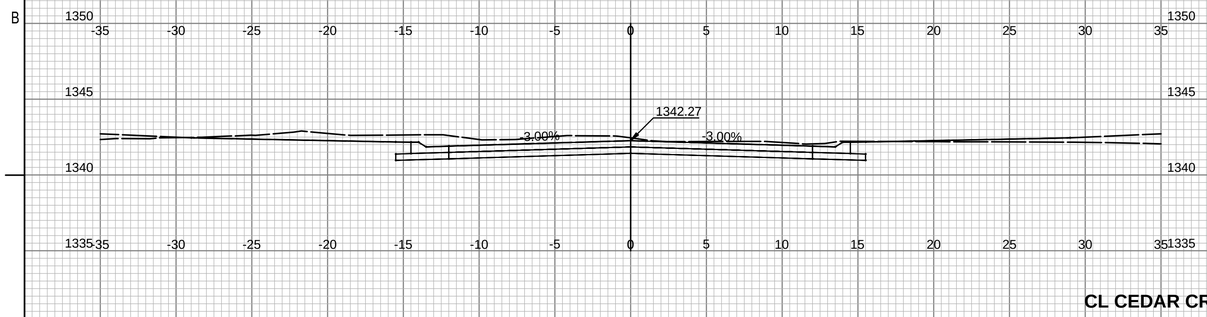

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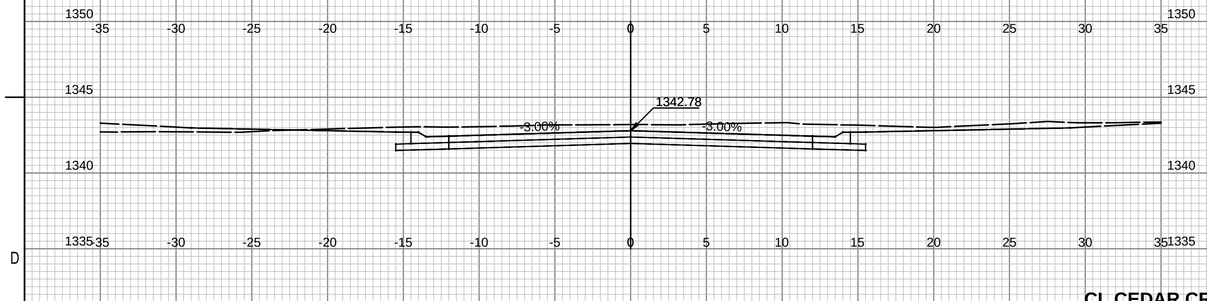

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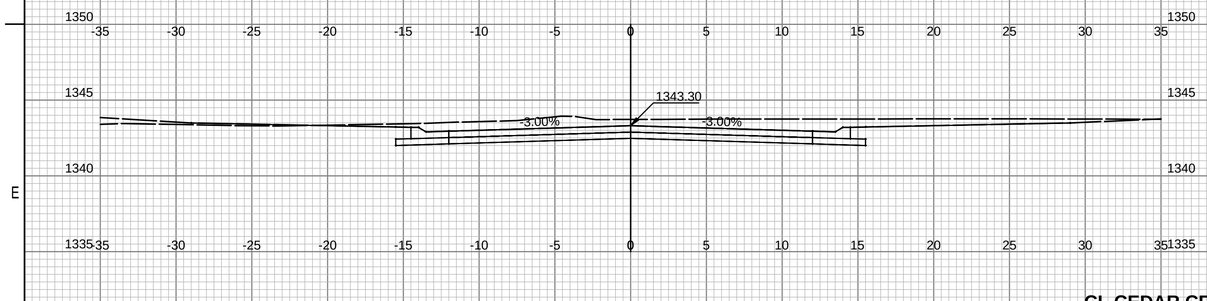

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BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
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CL CEDAR CREST CT N CX720

CX720
86 OF 97

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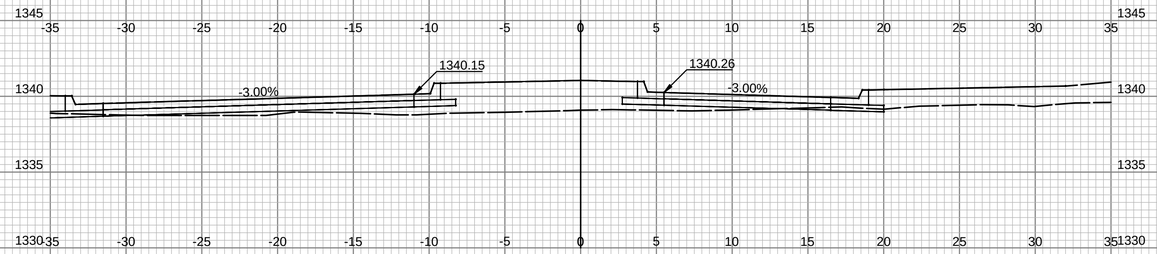
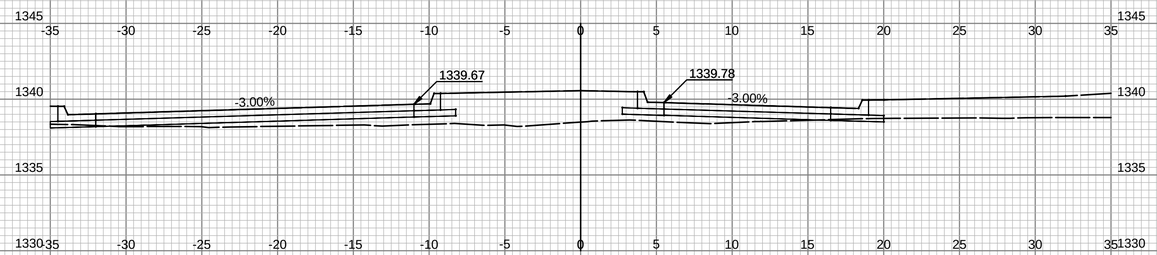


CL GRABER 42+00.00



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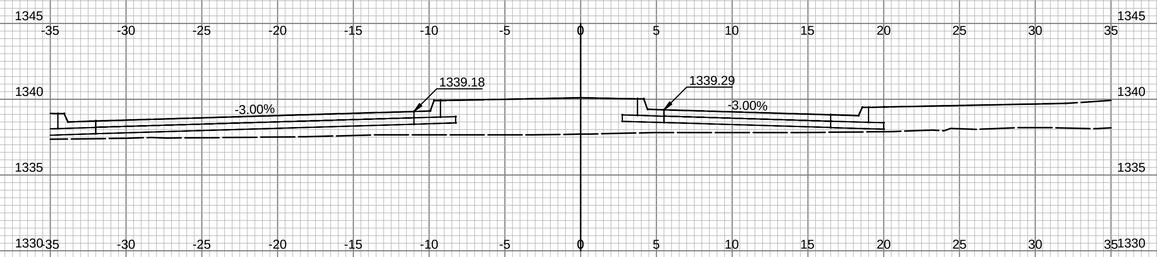

CL GRABER 41+00.00

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CL GRABER CX721

CX721
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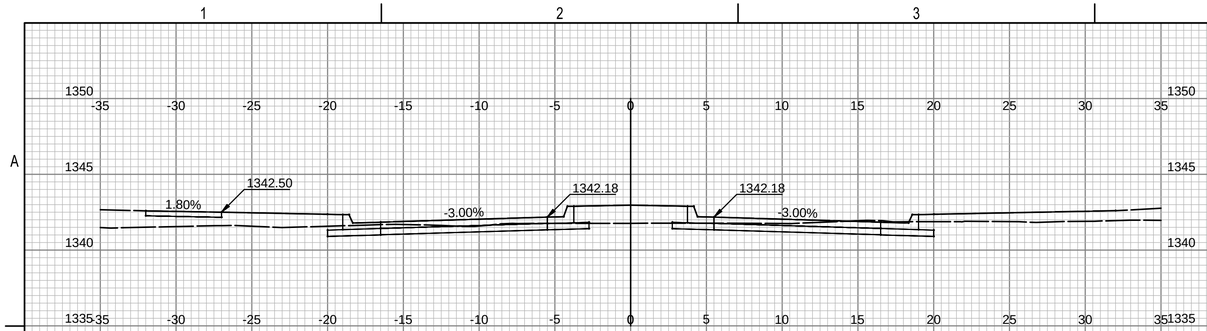

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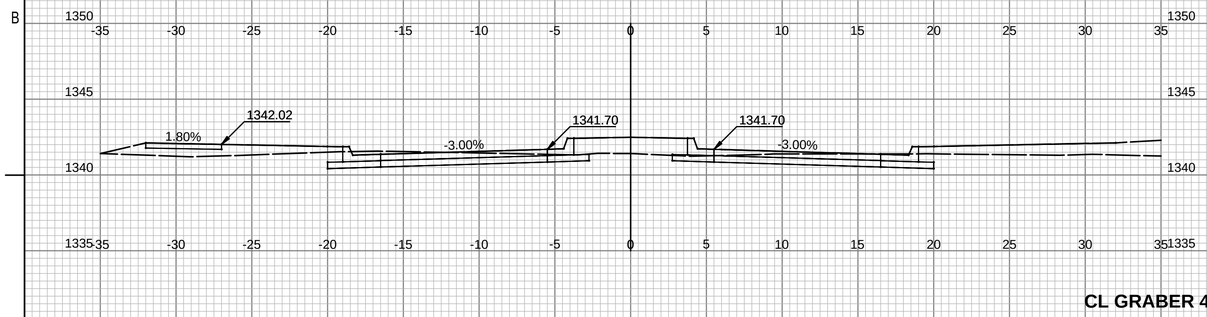
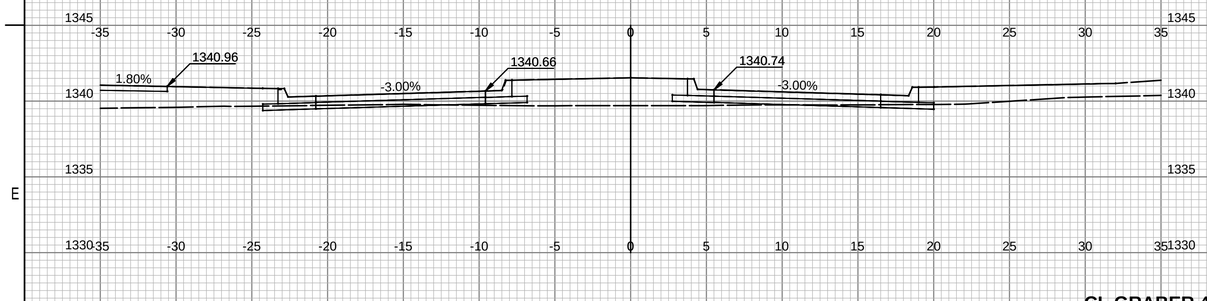


CL GRABER 43+50.00

CL GRABER 43+00.00



CL GRABER 42+50.00

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BRIDGER PAWNEE ADDITION

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Issue:		

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CL GRABER CX722

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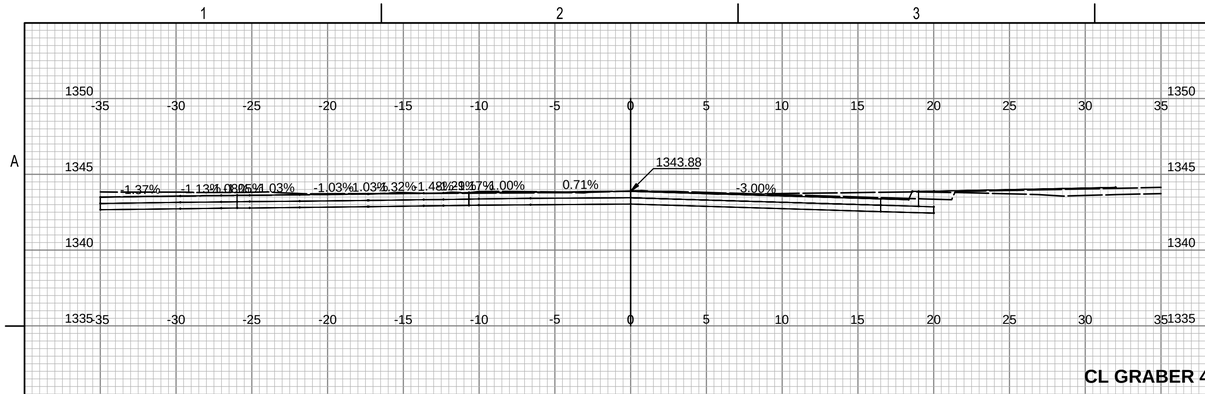

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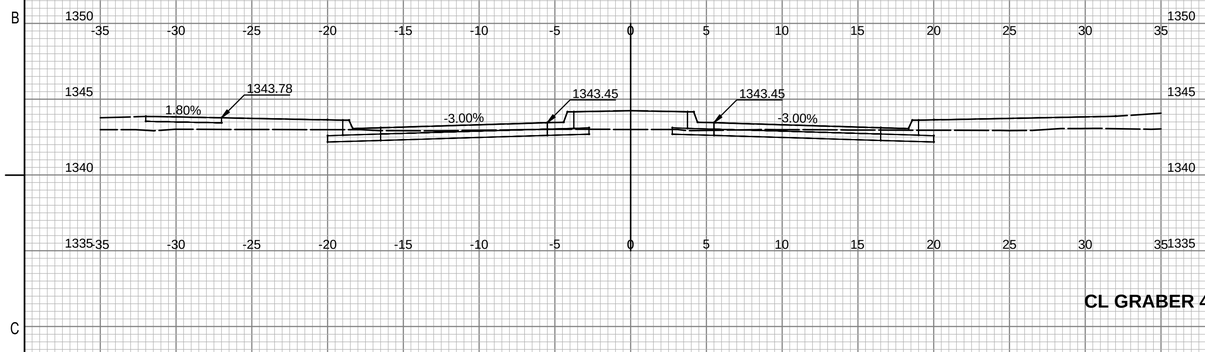

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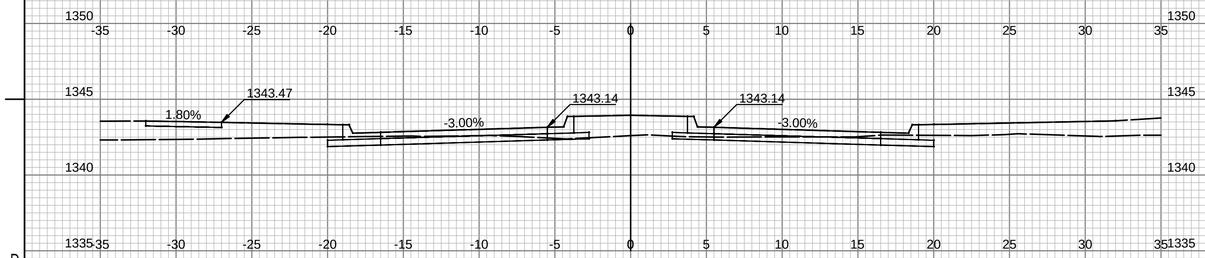

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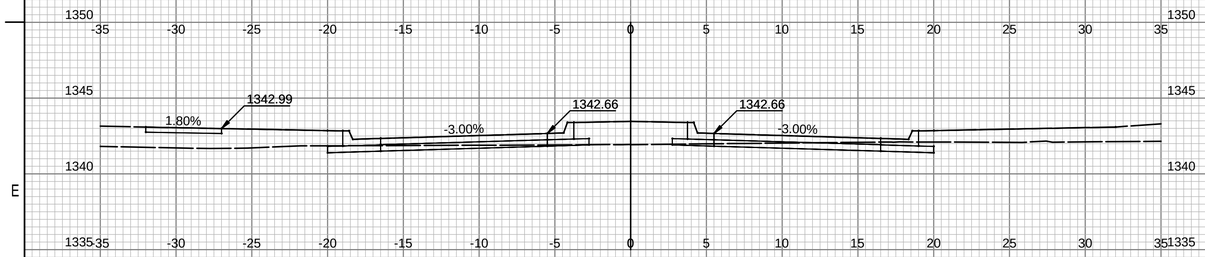

CL GRABER 44+50.00

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BRIDGER PAWNEE ADDITION

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Issue:		

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DATE	DECEMBER 2024
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CL GRABER CX723

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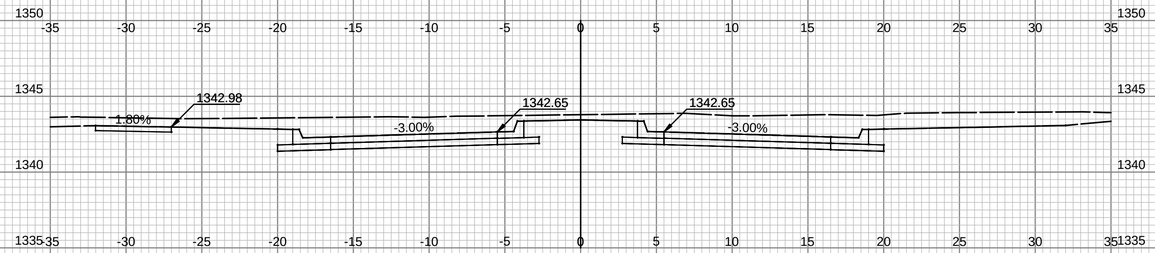

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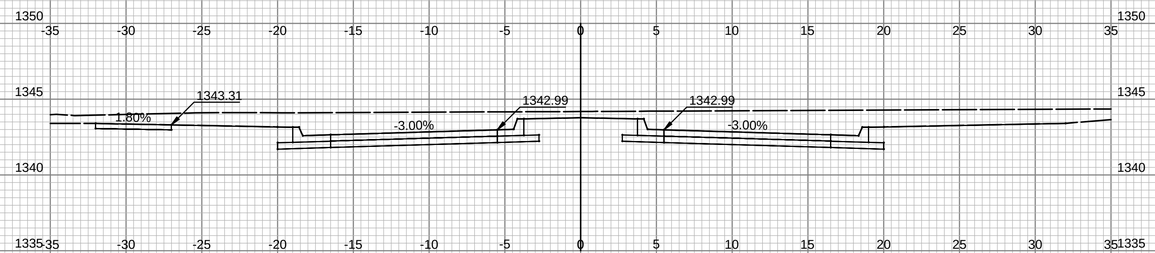

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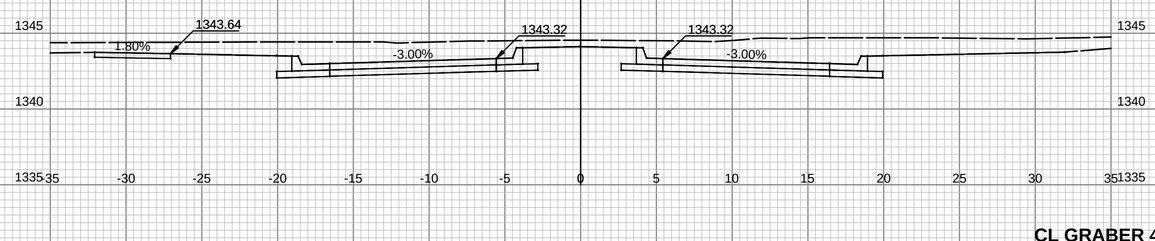

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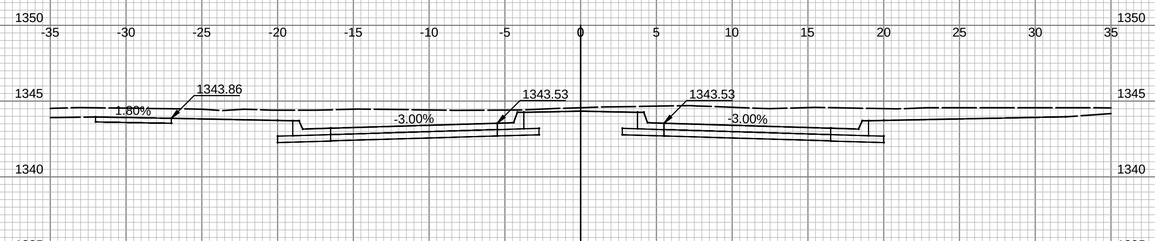

CL GRABER 46+17.75

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PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

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CL GRABER CX724

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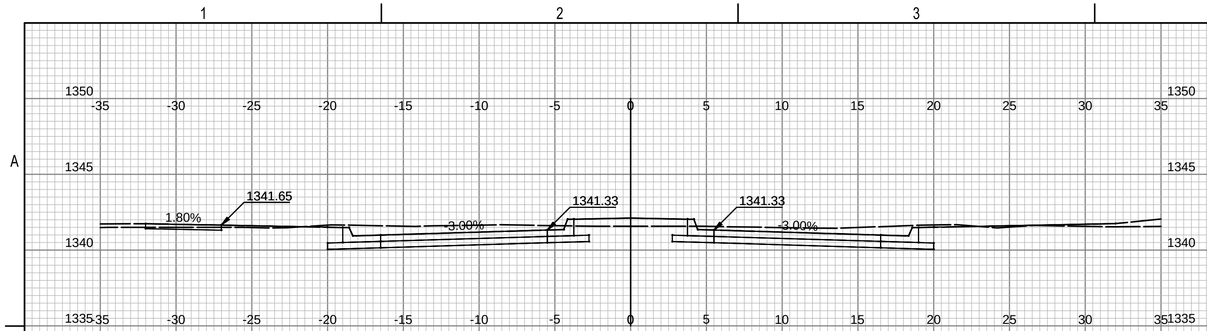
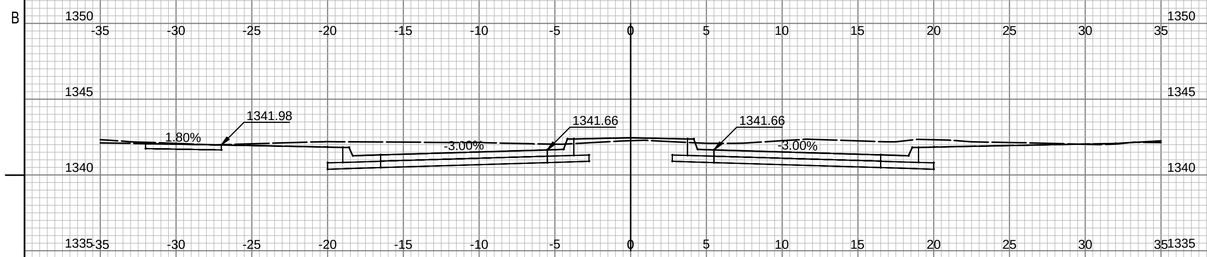


CL GRABER 49+50.00



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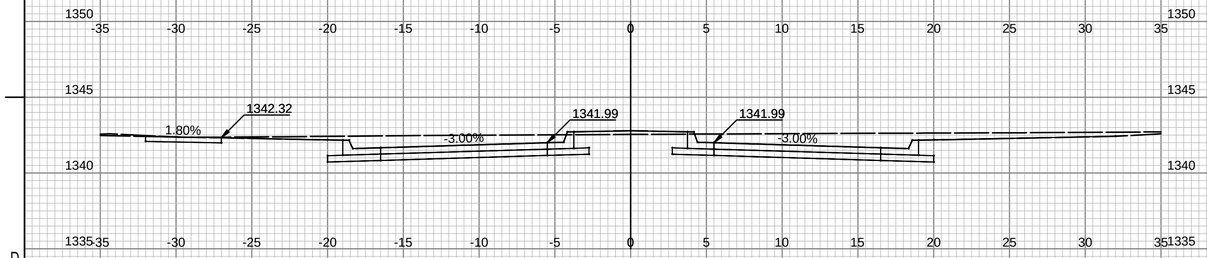

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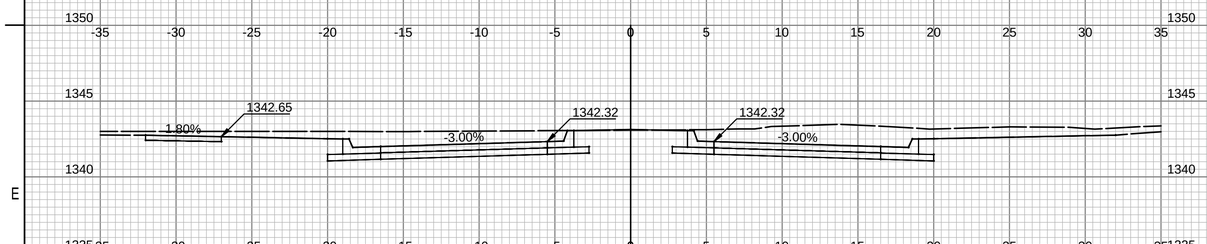

CL GRABER 48+00.00

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HUNTER JAMES WILES
LICENSED
Hunter Wiles
29849
12/26/2024
KANSAS
PROFESSIONAL ENGINEER

PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS

BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
CITY OF WICHITA PROJECT NO.
472-2024-086045

Issue:		

JOB NO.	230656-002
DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
DRAWN BY	BJS
CHECKED BY	KPG

CL GRABER CX725

CX725
91 OF 97

SAVED 12/23/2024 5:48:42 AM BY HUNTER.WILES
PLOTTED 12/26/2024 10:07:36 AM BY BRADLEY HAYNES
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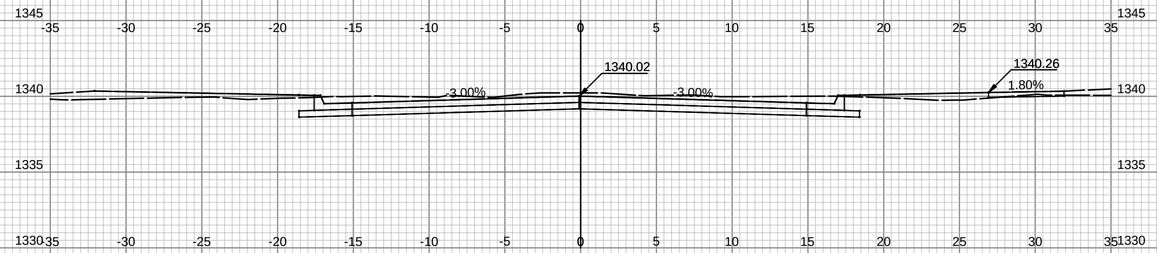
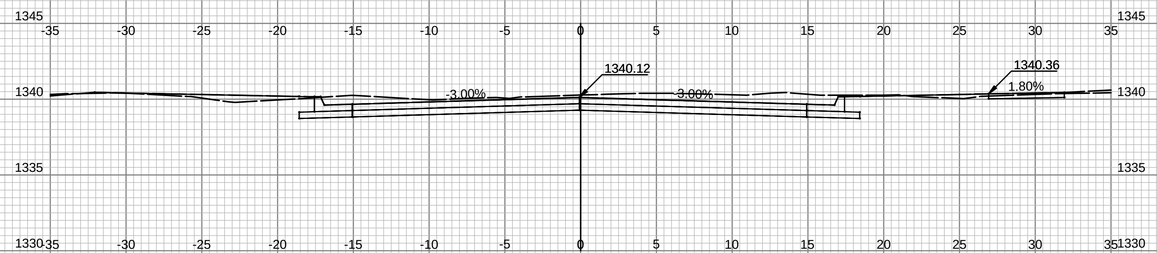


CL GRABER 51+74.73



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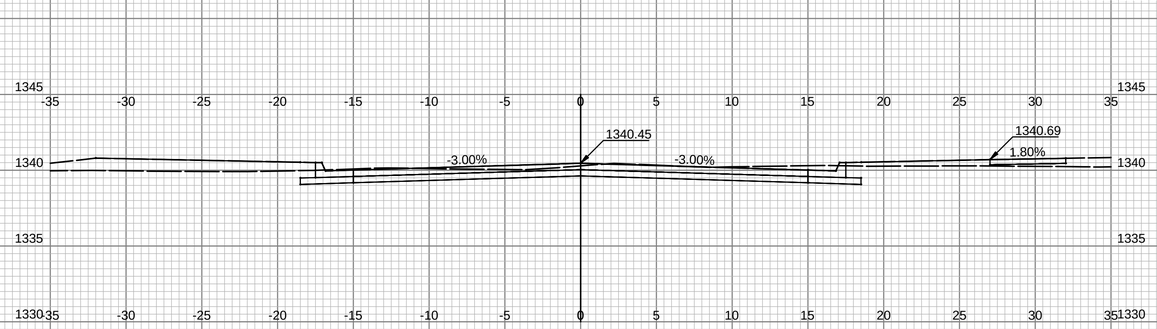

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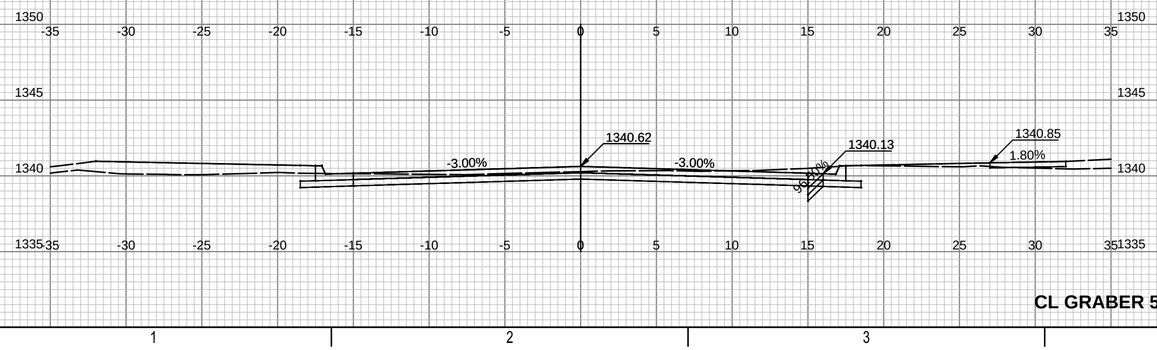

CL GRABER 50+75.35

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BRIDGER PAWNEE ADDITION

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472-2024-086045

Issue:		

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DATE	DECEMBER 2024
PM	KPG
DESIGNED BY	HJW
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CL GRABER CX726

CX726
92 OF 97

SAVED 12/23/2024 5:48:42 AM BY HUNTER.WILES
PLOTTED 12/26/2024 10:07:37 AM BY BRADLEY HAYNES
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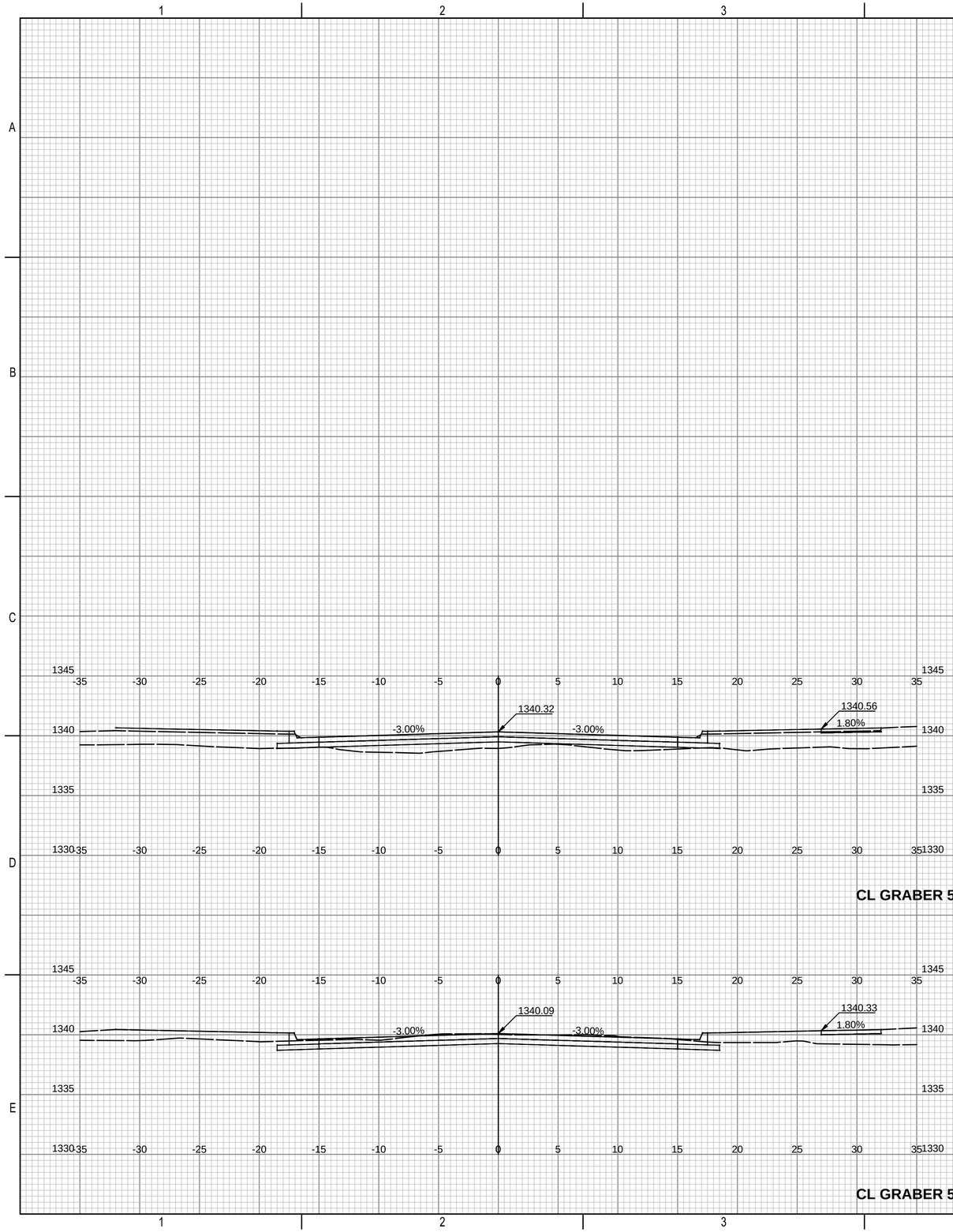

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CL GRABER CX727

CX727
93 OF 97

SAVED 12/23/2024 5:48:42 AM BY HUNTER.WILES
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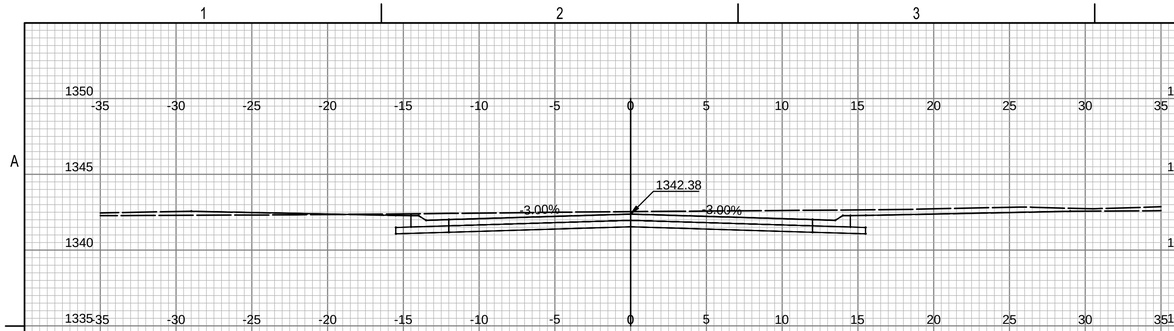
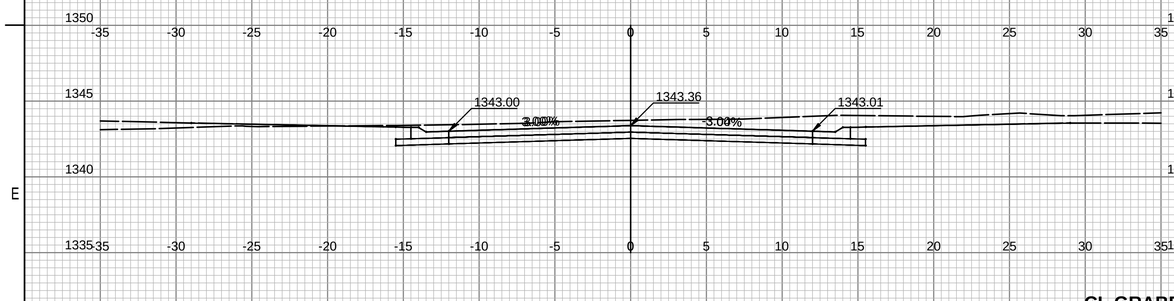


CL GRABER CT W 52+00.00

CL GRABER CT W 51+50.00

CL GRABER CT W 51+00.00



CL GRABER CT W 50+52.65

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CL GRABER CT W CX728

CX728
94 OF 97

SAVED 12/23/2024 5:48:42 AM BY HUNTER.WILES
PLOTTED 12/26/2024 10:07:38 AM BY BRADLEY HAYNES
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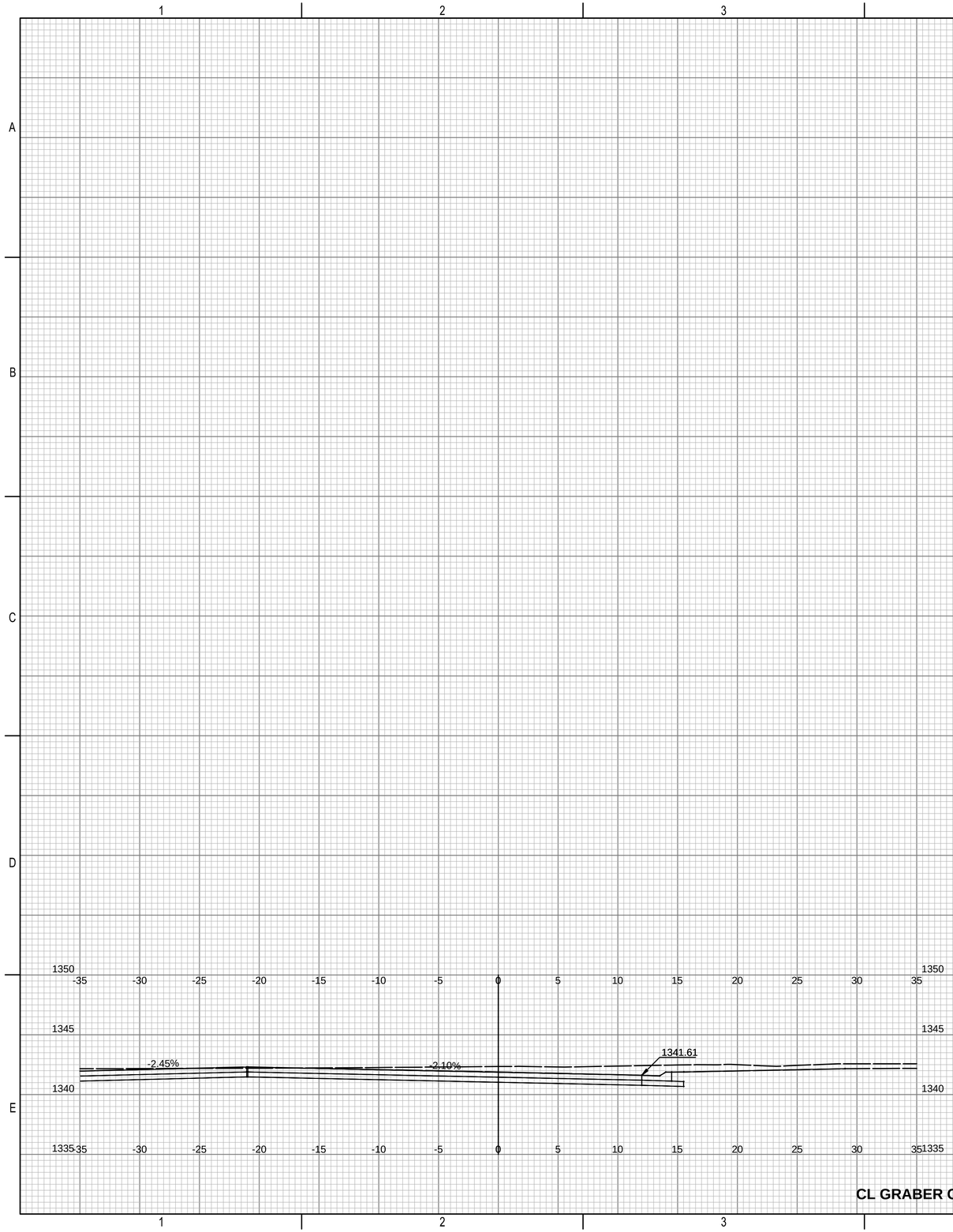

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BRIDGER PAWNEE ADDITION

PAUL GUNZELMAN, P.E.-CITY ENGINEER
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472-2024-086045

Issue:		

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CL GRABER CT W CX729

CX729
95 OF 97

SAVED 12/23/2024 5:48:42 AM BY HUNTER.WILES
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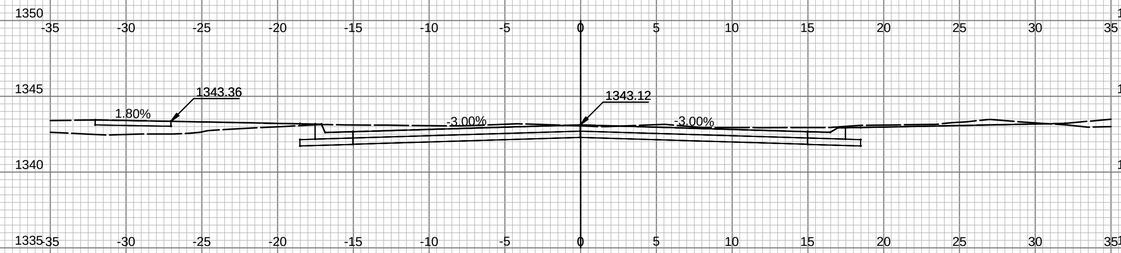
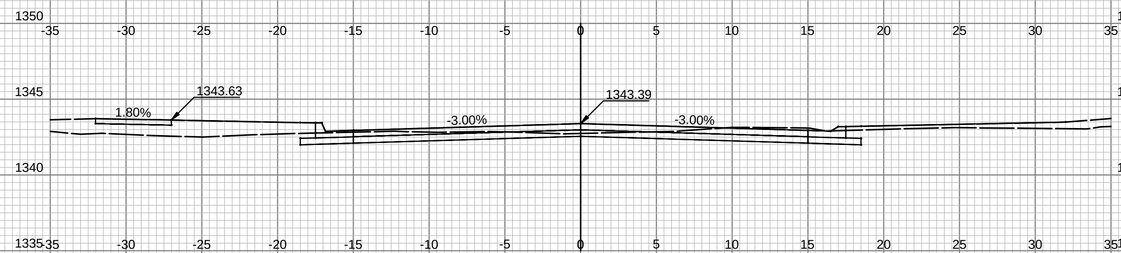
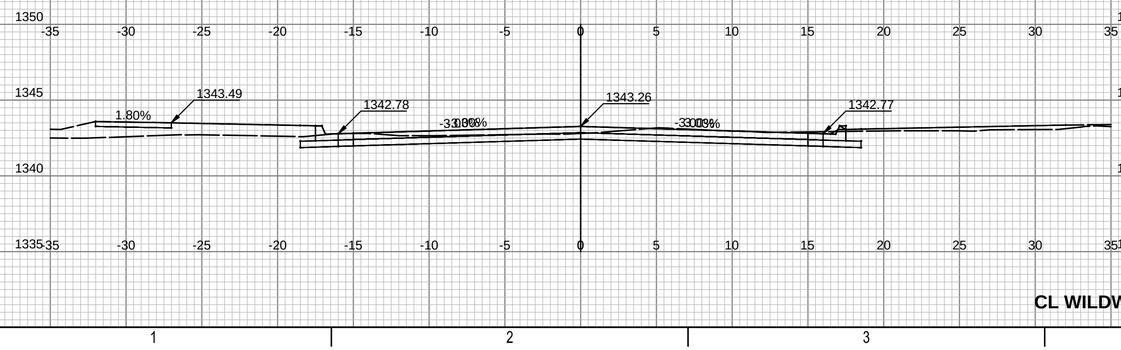


CL WILDWOOD-FISHER 61+50.00



CL WILDWOOD-FISHER 61+00.00

CL WILDWOOD-FISHER 60+50.00



CL WILDWOOD-FISHER 60+33.85

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CL WILDWOOD-FISHER CX730

CX730
96 OF 97

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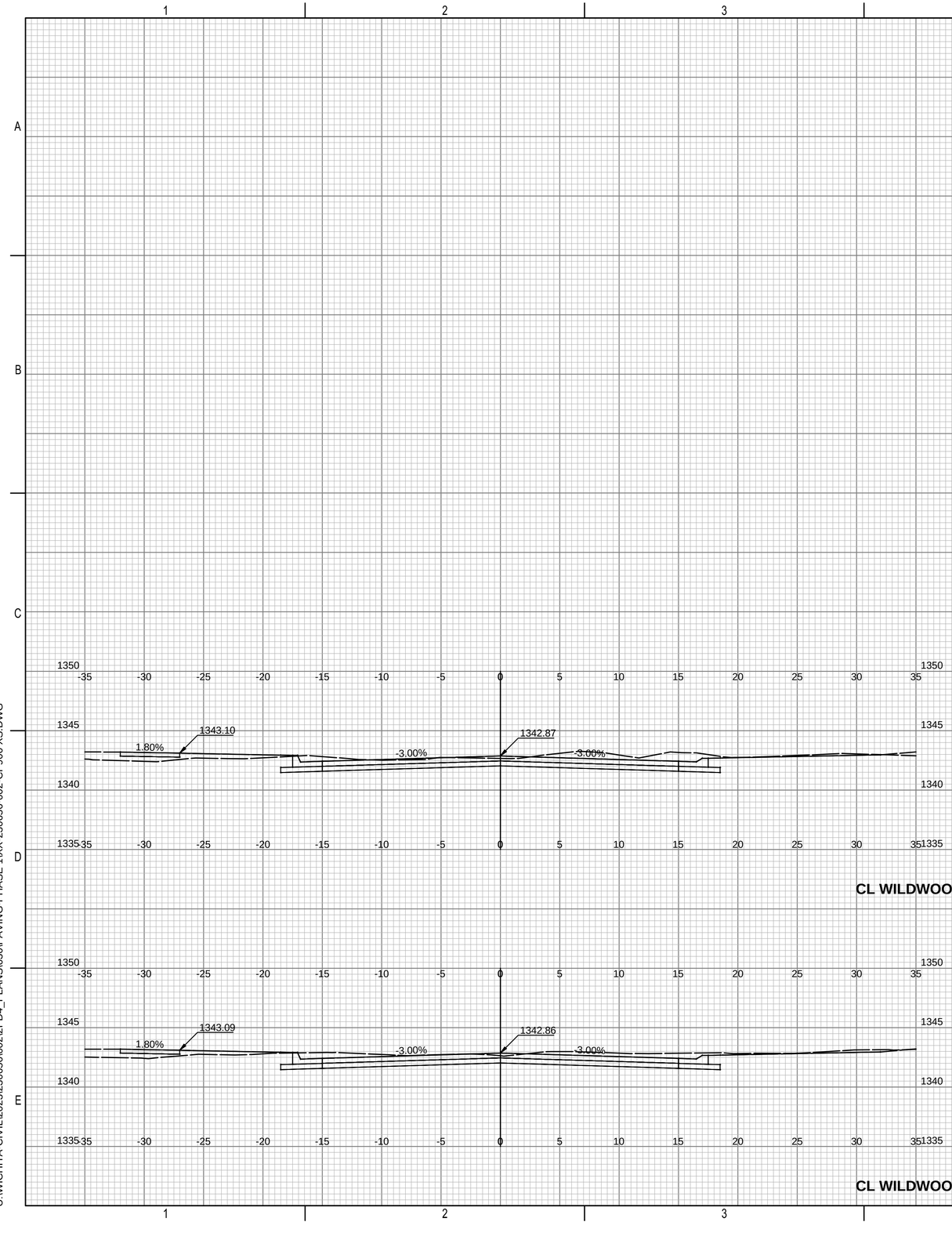

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CL WILDWOOD-FISHER CX731

CX731
97 OF 97

SAVED 12/23/2024 5:48:42 AM BY HUNTER.WILES
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