

Sheet List Table

Sheet Number	Sheet Title
1	COVERSHEET
2	GENERAL NOTES
3	PHASE 1 CONSTRUCTION PAVING
4	Asphalt Paving Details
5	Curb & Gutter Details
6	Valley Gutter Details
7	WC Ramp Details
8	PAVEMENT UNDERDRAIN DETAILS
9	Sign Details
10	Sign Details 2
11	CROSSWIND PLAN & PROFILE (1 of 2)
12	CROSSWIND PLAN & PROFILE (2 of 2)
13	ZULU ST PLAN & PROFILE (1 of 2)
14	ZULU ST PLAN & PROFILE (2 of 2)
15	CREED PLAN & PROFILE (1 of 2)
16	CREED PLAN & PROFILE (2 of 2)
17	GOBEL PLAN & PROFILE (1 of 4)
18	GOBEL PLAN & PROFILE (2 of 4)
19	GOBEL PLAN & PROFILE (3 of 4)
20	GOBEL PLAN & PROFILE (4 of 4)
21	AIRMAN PLAN & PROFILE (1 of 4)
22	AIRMAN PLAN & PROFILE (2 of 4)
23	AIRMAN PLAN & PROFILE (3 of 4)
24	AIRMAN PLAN & PROFILE (4 of 4)
25	FLIGHTLINE PLAN & PROFILE (1 of 4)
26	FLIGHTLINE PLAN & PROFILE (2 of 4)
27	FLIGHTLINE PLAN & PROFILE (3 of 4)
28	FLIGHTLINE PLAN & PROFILE (4 of 4)
29	CROSSWIND CT PLAN & PROFILE
30	CARSON ST PLAN & PROFILE
31	CARSON CT PLAN & PROFILE
32	GOBEL CT (NORTH) PLAN & PROFILE (1 of 2)
33	GOBEL CT (NORTH) PLAN & PROFILE (2 of 2)
34	GOBEL CT (SOUTH) PLAN & PROFILE (1 of 2)
35	GOBEL CT (SOUTH) PLAN & PROFILE (2 of 2)
36	CROSSWIND-WEBB INTERSECTION DETAIL
37	CREED-WEBB INTERSECTION DETAIL
38	GOBEL ST & PAWNEE AVE ENTRANCE DETAILS
39	CROSSWIND ST - AIRMAN ST INTERSECTION DETAILS
40	CROSSWIND ST - FLIGHTLINE ST INTERSECTION DETAILS
41	CROSSWIND ST - CROSSWIND CT INTERSECTION DETAILS
42	CREED ST - AIRMAN ST INTERSECTION DETAILS
43	CREED ST - FLIGHTLINE ST INTERSECTION DETAILS
44	CREED ST - ZULU ST INTERSECTION DETAILS
45	GOBEL ST - CARSON ST INTERSECTION DETAILS
46	GOBEL ST - GOBEL CT S INTERSECTION DETAILS
47	GOBEL ST - GOBEL CT N INTERSECTION DETAILS
48	CARSON ST - CARSON CT INTERSECTION DETAILS
49	CROSSWIND CT & CARSON ST CUL-DE-SAC DETAILS
50	AIRMAN CIR & FLIGHTLINE CIR CUL-DE-SAC DETAILS
51	CARSON CT CUL-DE-SAC DETAILS
52	GOBEL CT HAMMERHEAD DETAILS (NORTH)
53	PARKING DETAILS
54	JOINT AND MARKING PLAN
55	CHICANE DETAILS
56	PAVEMENT WIDENING DETAILS
57	PAWNEE RT TURN LANE DETAILS
58	WEBB TYP SECTIONS & PAVEMENT MARKING
59	WEBB RD SB LT TURN AT CROSSWIND
60	WEBB RD NB LT TURN AT CREED
61	WEBB RD SB LT TURN AT CREED
62	SIDEWALK KEY MAP
63	SIDEWALK DETAILS 1
64	SIDEWALK DETAILS 2
65	SIDEWALK DETAILS 3
66	ADDITION COORDINATES
67	ADDITION POINT TABLE
68	SEEDING & TESTING NOTES
69	EROSION CONTROL PLAN
70	EC1-CURB INLET & CONST. ENT.
71	EC5-SUBDIVISION DEVELOPMENT
72	EC4-STREET IMPROVEMENTS
73	EC3-DITCH CHECK
74	EC2-SILT FENCE
75	PLAT PAVING
76	PLAT 2 PAVING

Benchmarks

BENCHMARK #1:  
CHISELED SQUARE WITH DIVOT ON NORTH CURB OF  
ENTRANCE ISLAND TO BRENTWOOD SOUTH ADDITION  
ELEVATION = 1390.37 (NAVD88, G18)

BENCHMARK #2:  
CHISELED SQUARE WITH DIVOT ON THE NORTHWEST  
CORNER OF STORM INLET ON WEST SIDE OF WEBB  
ROAD, 140' SOUTH OF PAWNEE AVE.  
ELEVATION = 1391.76 (NAVD88, G18)

# PAVING IMPROVEMENTS

to serve

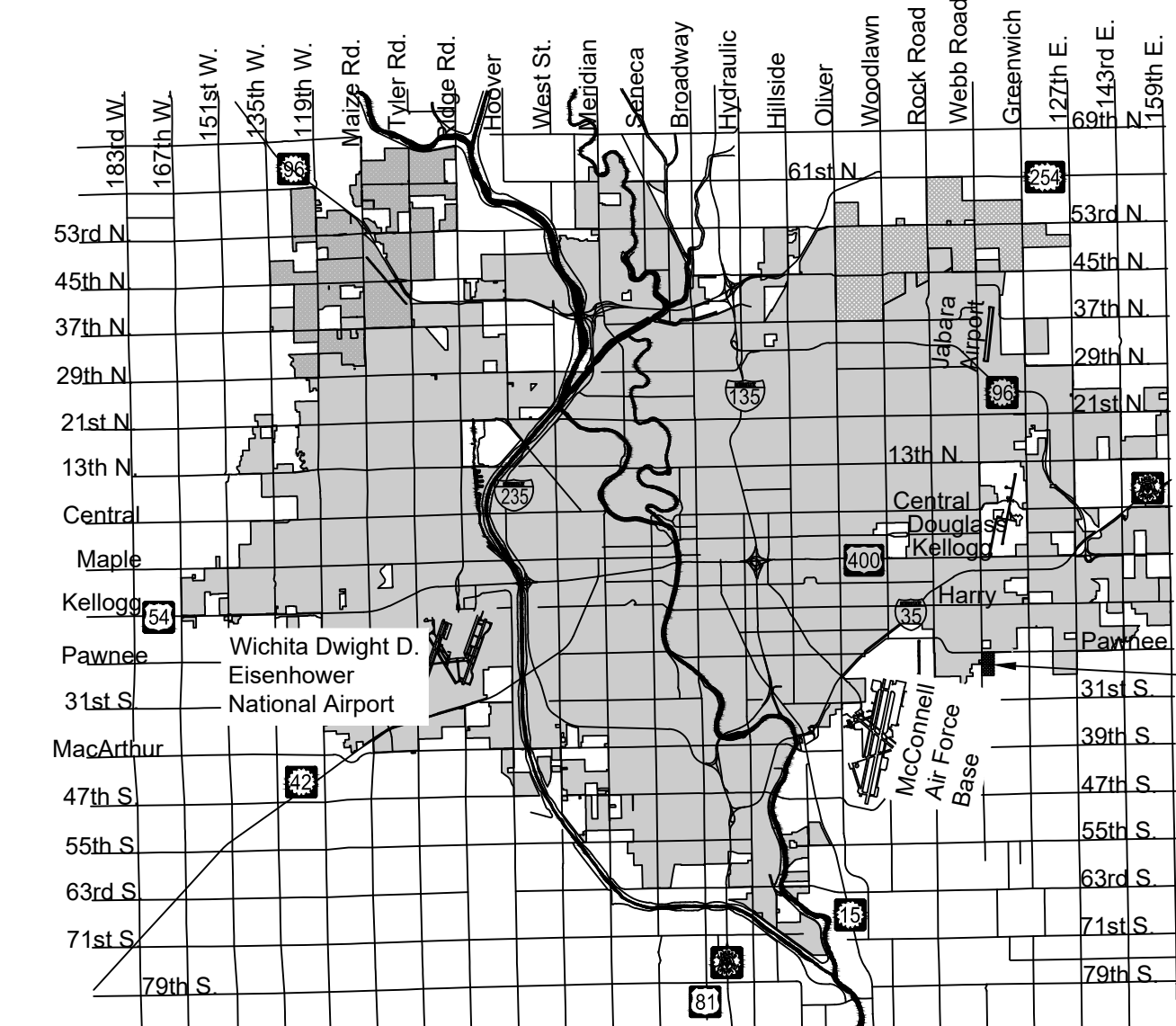
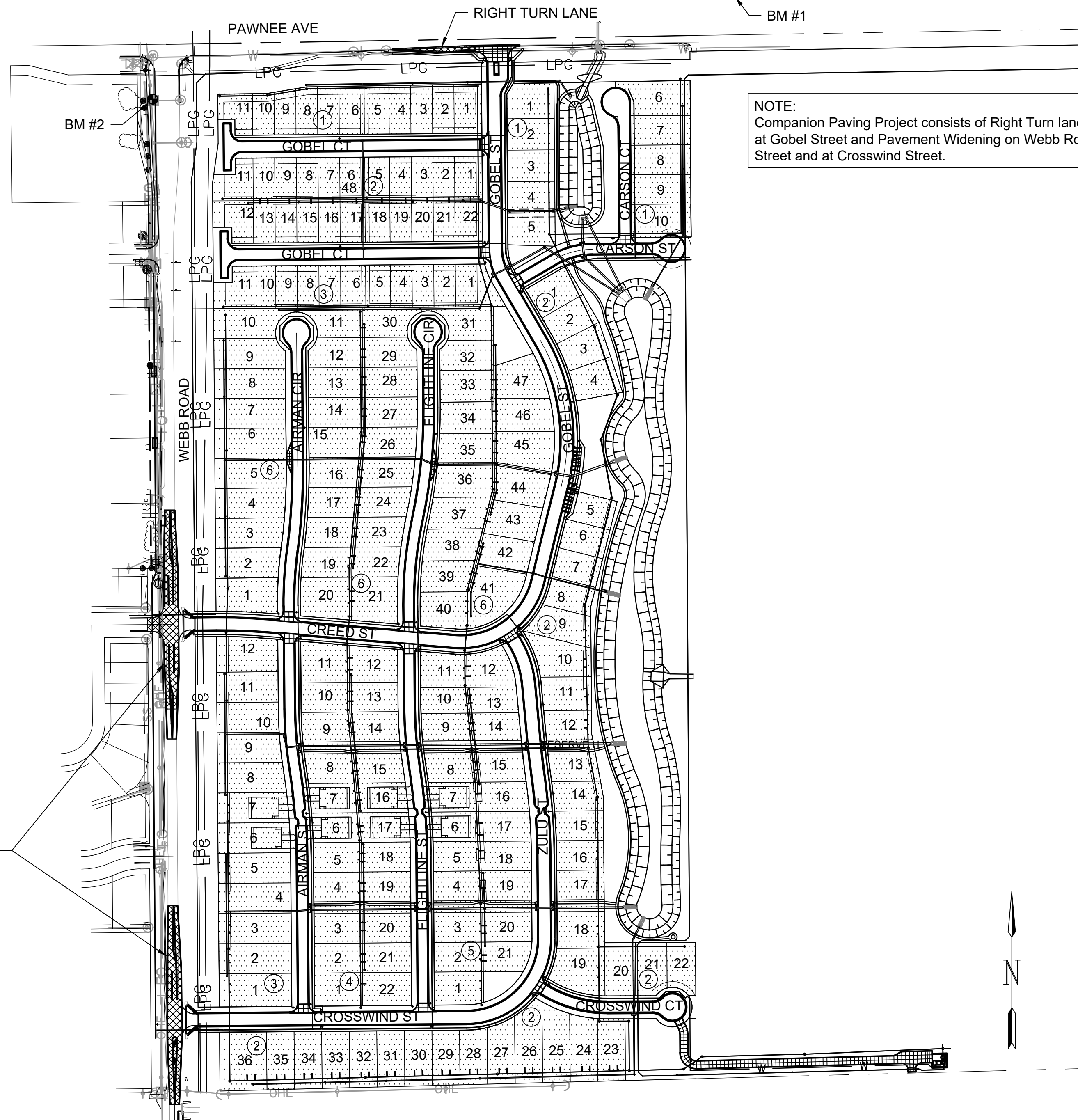
## PEGASUS & PEGASUS 2nd ADDITION

### CITY OF WICHITA, KANSAS

Paul Gunzelman, P.E. City Engineer

Phase 1 Paving  
Project Number: 472-2024-086023  
Org Code Number: 47475724  
Munis Number: E4049

Companion Turn Lane Paving Project  
Project Number: 472-2024-086024  
Org Code Number: 47475624  
Munis Number: E4048



Vicinity Map

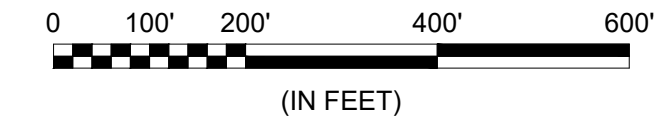
PROJECT LOCATION

NOTE:  
Companion Paving Project consists of Right Turn lane on Pawnee  
at Gobel Street and Pavement Widening on Webb Road at Creed  
Street and at Crosswind Street.



FEB. 2025

PLANS PREPARED BY



NOTE: All coordinates listed are modified NAD83 Kansas State Plane Zone South unless otherwise noted. To convert listed coordinates to NAD83 Kansas State Plane Zone South coordinates multiply the northing and easting by the project scale factor of 0.99990477. Elevation datum is NAVD88 Geoid 12B unless otherwise noted.

IMPROVEMENT DISTRICT BOTH PROJECTS

GARVER  
1995 Midfield Road  
Wichita, KS 67209  
(316) 264-8008  
www.GarverUSA.com  
Project No. 2400521

**GENERAL NOTES:**

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

Kansas One-Call 687-2470

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

AT&T	1-800-246-8464
Black Hills Energy	1-800-694-8989
City of Wichita Water & Sewer Dept.	1-316-219-8921
City of Wichita Stormwater	1-316-268-4090
City of Wichita Traffic	1-316-268-4034
Cox Communications	1-888-249-3530
Evergy	1-800-544-4857
Kansas Gas Service (ONEOK)	1-888-482-4950
Phillips 66	1-316-821-2260
Sedgwick County Electric Cooperative	1-866-542-4732
Southern Star Pipeline	1-316-529-6601

- Utility service lines, poles, etc. are to be adjusted as necessary by others prior to construction unless the plans specifically call for their adjustment by the Contractor or unless the plans specifically identify a utility to be adjusted by its owner during construction. Existing utilities and their location, as shown on the plans, represent the best information obtainable for design. The Contractor will be required to work around existing utilities within the Right-of-Way which do not conflict with proposed construction.
- Rubble from the removal of miscellaneous structures and excess excavation which is to be wasted shall be disposed of on sites to be provided by the Contractor. These sites shall be approved by the Engineer as to suitability, appearance and site location. Locations, in the opinion of the Engineer, that will leave an unsightly appearance will not be approved. All disposal sites must be approved by the Kansas Department of Health and Environment. Material either stockpiled or disposed of in a flood plain would require a Kansas State Board of Agriculture permit. Any material dumped in waters of the United States or wetlands is subject to U.S. Corps. of Engineers permitting regulations. Any material buried or stockpiled beyond approved construction limits would require additional archaeological investigations unless buried in a previously approved borrow location.
- Trees and shrubs in public Right-of-Way which are in direct conflict with proposed new construction shall be removed by the Contractor with the Engineer's approval. Trees and shrubs which are not in direct conflict with proposed new construction shall be saved and protected from damage.
- The Contractor shall give all property owners and/or tenants of developed property abutting the construction of this project a minimum of ten (10) days notice prior to start of construction.
- The Contractor shall be responsible for preserving property irons. The Contractor will be required to re-establish any property irons which are damaged or destroyed by his construction operations. Such irons shall be re-established by a licensed land surveyor in accordance with state laws.
- The Water Distribution Division shall field locate water valves one time during construction when requested by the Contractor. It shall be the Contractor's responsibility to preserve such field locations during the construction process. Water valves, valve boxes or fire hydrants damaged during construction shall be repaired by the Contractor at his own expense. Valve boxes and water meters within the project limits shall be adjusted to match field grades.
- If traffic is impacted by construction, a traffic control plan must be submitted and approved by the City Traffic Engineer, at [traffic@wichita.gov](mailto:traffic@wichita.gov) before construction can begin. The Contractor shall be responsible for all traffic control measures to facilitate construction. All construction zone markings and signage shall conform to the latest version of the Manual on Uniform Traffic Control Devices (MUTCD) as published by the US Dept. of Transportation, Federal Highway Administration. All costs associated with construction markings and signage shall be the Contractors responsibility.
- All elevations shown are NAVD 88.
- All areas disturbed during construction that will not be under proposed pavement shall be restored to match existing conditions.
- All existing pavement and curb and gutter within the construction limits shall be saw cut, full depth, to the lines shown on the plans, or to the nearest joint, and removed, unless otherwise noted. If removal limits are within three feet of a joint, remove to the joint.

- All traffic control devices in the work zone (including markings and signs) and their installation and maintenance shall comply with the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). All traffic control devices in the traveled way or clear zone shall be crashworthy (NCHRP Report 350 or MASH compliant).

[http://safety.fhwa.dot.gov/roadway\\_dept/policy\\_guide/road\\_hardware/wzd](http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/wzd)

- All construction equipment, including vehicles, materials, and debris, shall be stored outside of the clear zone. Where this cannot be achieved the contractor shall place appropriate signs, object identifiers, and/or barricades in compliance with the MUTCD.
- Except when required for safety, traffic control shall not block any lanes or sidewalks when work is not being performed.
- No shrink or swell factors have been applied to the earthwork quantities shown on this project. All earthwork quantities are based on raw surface volume comparisons.
- Subdivision Benchmark - (1 flat survey marker No. 8134-08 3" top diameter) in top of curb adjacent to each Fire Hydrant. Cost shall be incidental to L.F. Concrete C&G, Comb. Type 2 (3 5/8").
- All street ROW and Reserves shall be permanent seeding, all other areas may be temporary seeding. See attached Seeding Sheet No.68  
Permanent Seeding = Cool Season Grass, Temp. Seeding = Per Detail
- Contractor to adjust ALL Water Valve Boxes to match final grade. Paid for in the Bid Item "Valve Box Adjusted, Each."

Developer: Bryon Lagaly (316) 295-7782  
[bryanlagaly@gmail.com](mailto:bryanlagaly@gmail.com)

Kirk Richards (316) 390-2219  
[Kirk@k2propertieswichita.com](mailto:Kirk@k2propertieswichita.com)



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

REV.	DATE	DESCRIPTION	BY



CITY OF WICHITA  
WICHITA, KANSAS

PEGASUS ADDITION PAVING

**GENERAL NOTES**

JOB NO.: 2400521  
DATE: FEB. 2025  
DESIGNED BY: .  
DRAWN BY: .

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

DRAWING NUMBER

SHEET NUMBER **2** OF **76**

File: L:\2024\141-2400521 - Pegasus Addition Design\Drawings\PEGASUS PHASE 1 EXHIBIT.dwg, Last Save: 1/28/2025 7:10 AM, Last saved by: DRSTANDRICH  
 Last plotted by: Standrich, Darryl R., Plot Style: ---, Plot Scale: 1:2.5849, Plot Date: 1/31/2025 9:16 AM, Plotter Used: None



1st PHASE AREA TO BE COMPLETED FIRST

CONTRACTOR TO COMPLETE PHASE 1 AREA FIRST. UPON COMPLETION OF EARTHWORK AND STORM SEWER, WATER DISTRIBUTION IS TO BE INSTALLED FOLLOWED BY PAVING. STORM WATER DRAIN ACTIVITIES WILL CONTINUE ON THE REMAINDER OF THE SITE.

UPON COMPLETION AND ACCEPTANCE OF ALL 1ST PHASE PROJECTS, AS OUTLINED ON THIS SHEET, THE AREA WILL BE TURNED OVER TO THE OWNER TO BEGIN HOME CONSTRUCTION. ADDITIONAL MOBILIZATION WILL BE INCLUDED IN THE BID ITEMS FOR WATER AND PAVING. TIME FRAME FOR 1ST PHASE ACTIVITIES CAN BE FOUND IN THE BID DOCUMENTS.



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

REV.	DATE	DESCRIPTION	BY



CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

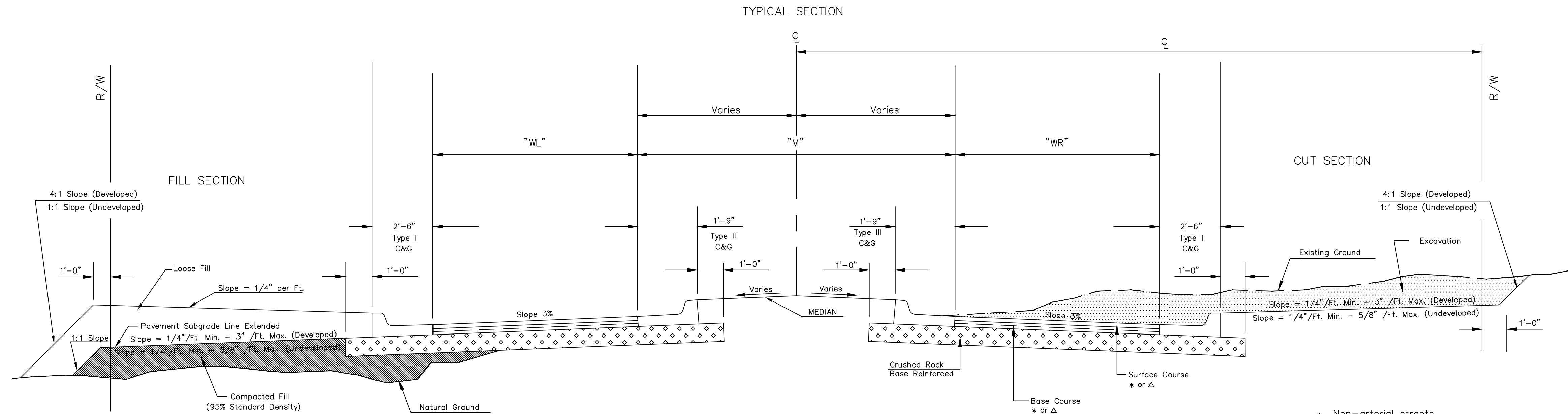
PHASE 1  
 CONSTRUCTION  
 PAVING

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

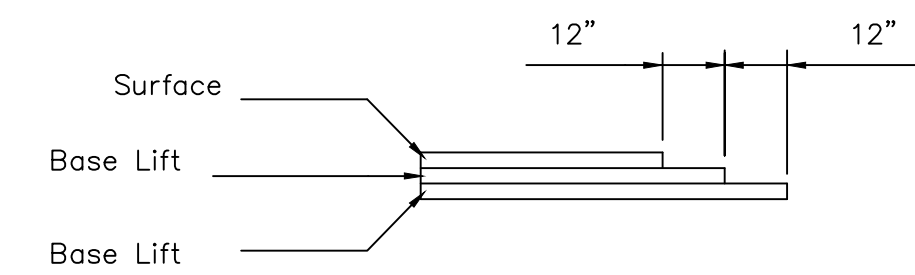
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 0 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

SHEET NUMBER **3** OF **76**



- \* Non-arterial streets  
BC-1, SC-1 AND PG 64-22
  - Δ Arterial streets  
BM-2 PG 64-22(Base) PG 70-28(Surface)
- Base Course thicker than 4" shall be installed in two lifts



TRANSVERSE CONSTRUCTION JOINTS

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

GENERAL NOTES

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

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

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

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

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

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

STREET NAME	"WL"	"M"	"WR"	STATION	CENTER LINE	ROW DIMENSION	MEDIAN DESCRIPTION	SLOPE	ROCK THICKNESS	PAVEMENT THICKNESS	COMMENTS
CROSSWIND ST	15'	-	15'	ALL	35'	64'	NONE	3%	5"	5"	
ZULU ST	15'	-	15'	ALL	35'	64'	NONE	3%	5"	5"	
CROSSWIND CT	12'	-	12'	ALL	29'	58'	NONE	3%	5"	5"	
AIRMAN ST	12'	-	12'	ALL	29'	58'	NONE	3%	5"	5"	
AIRMAN CIR	12'	-	12'	ALL	29'	58'	NONE	3%	5"	5"	
FLIGHTLINE ST	12'	-	12'	ALL	29'	58'	NONE	3%	5"	5"	
FLIGHTLINE CIR	12'	-	12'	ALL	29'	58'	NONE	3%	5"	5"	
CREED ST	15'	-	15'	ALL	35'	64'	NONE	3%	5"	5"	
GOBEL ST	15'	-	15'	ALL	35'	64'	NONE	3%	5"	5"	
CARSON ST	12'	-	12'	ALL	29'	58'	NONE	3%	5"	5"	
CARSON CT	12'	-	12'	ALL	29'	31'	NONE	3%	5"	5"	
GOBEL CT (SOUTH)	12'	-	12'	ALL	29'	58'	NONE	3%	5"	5"	
GOBEL CT (NORTH)	12'	-	12'	ALL	29'	58'	NONE	3%	5"	5"	

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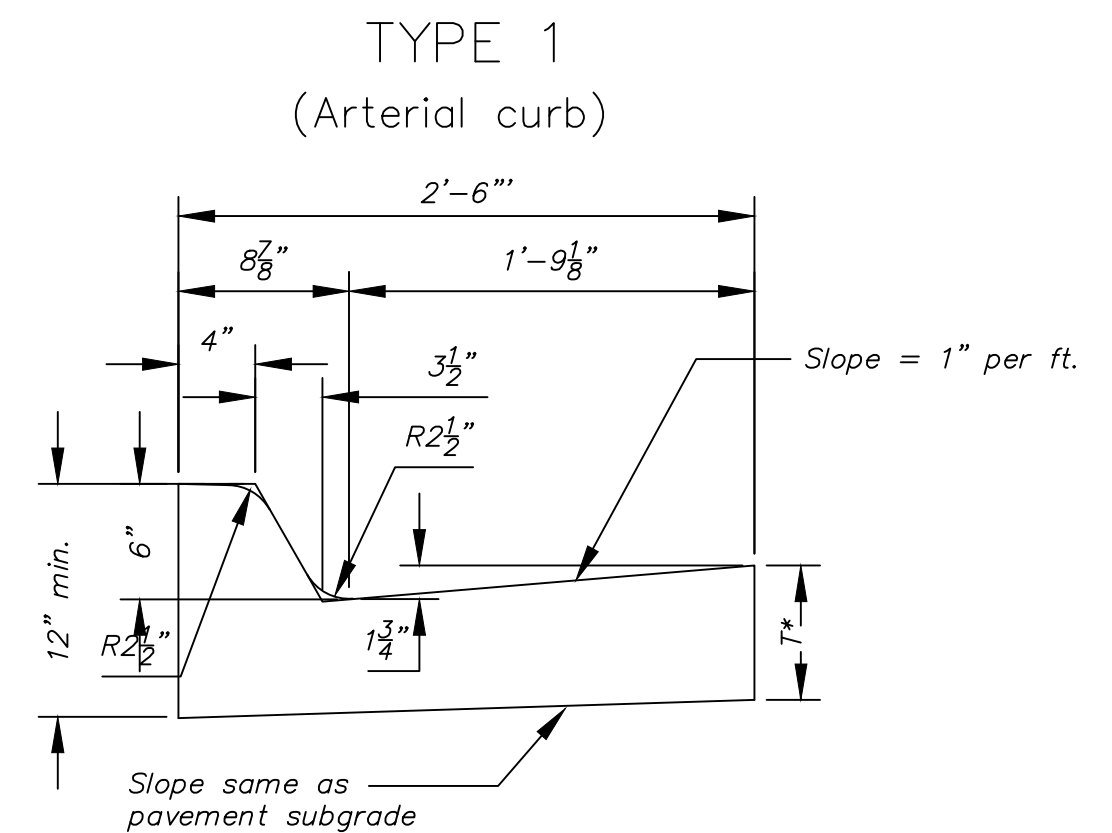
**ASPHALT PAVING  
DETAIL**

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

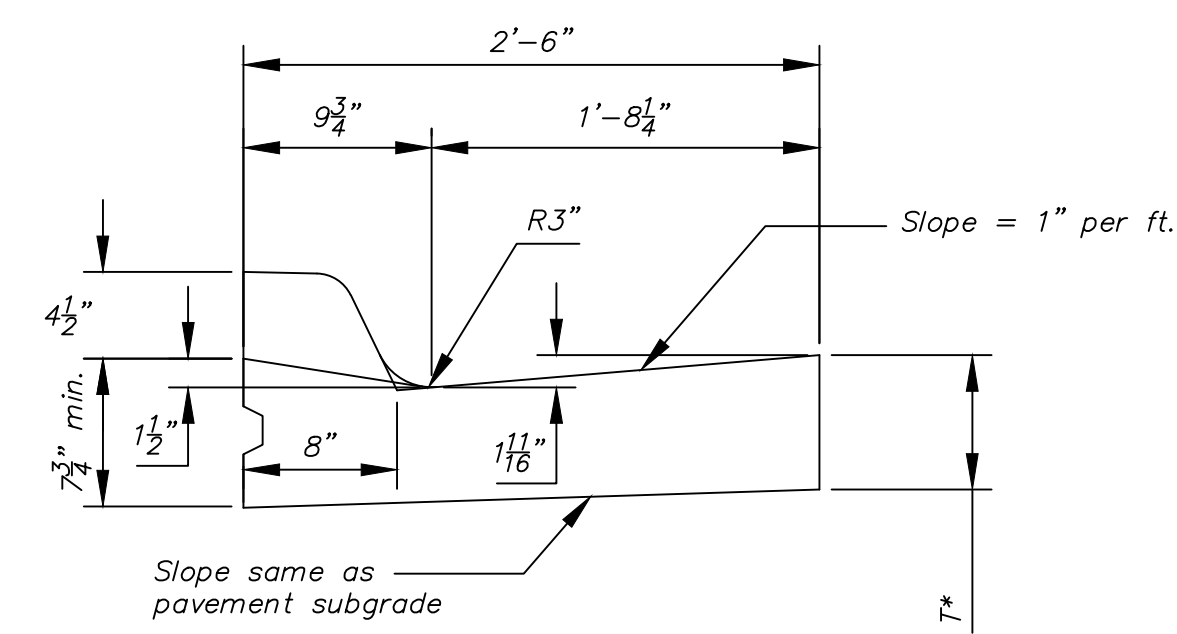
PROJECT NUMBER	OCA NUMBER	DATE

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

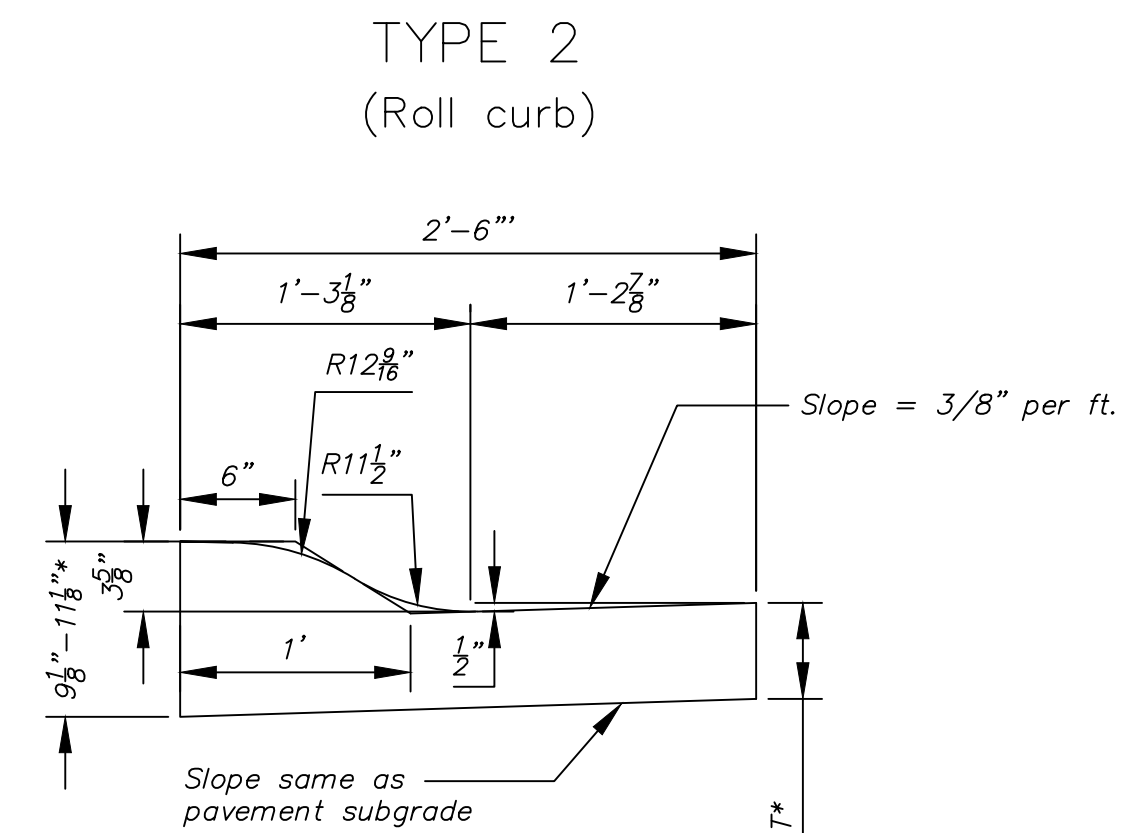
SHEET  
**4**  
**76**



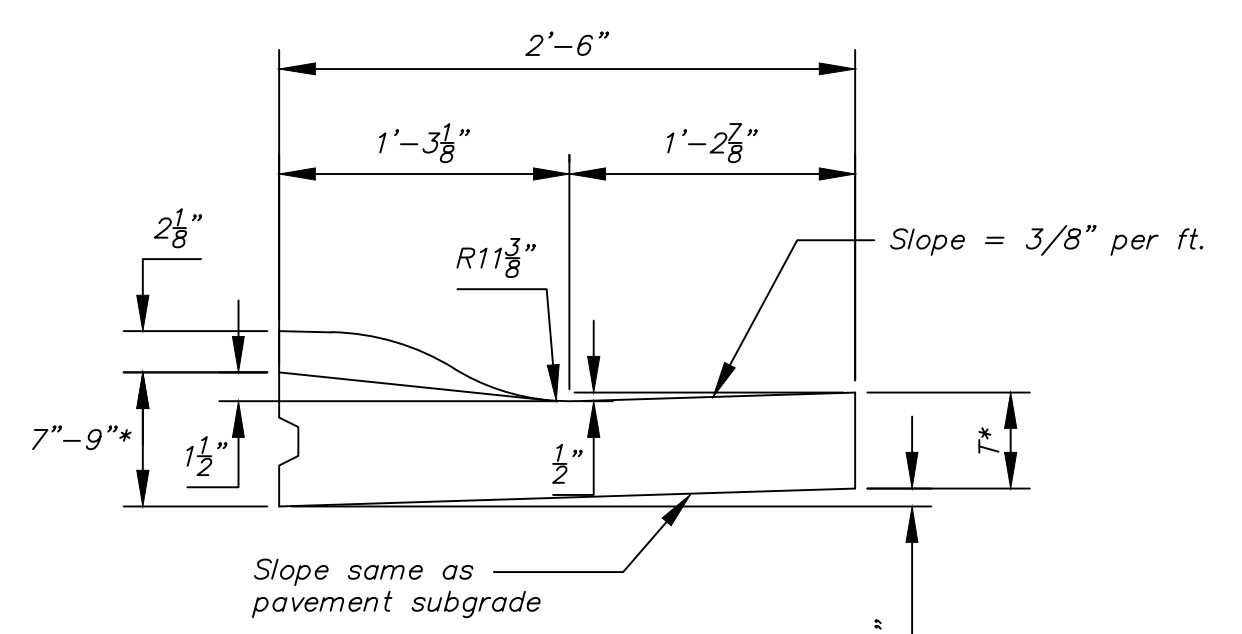
Combined Curb & Gutter (6")



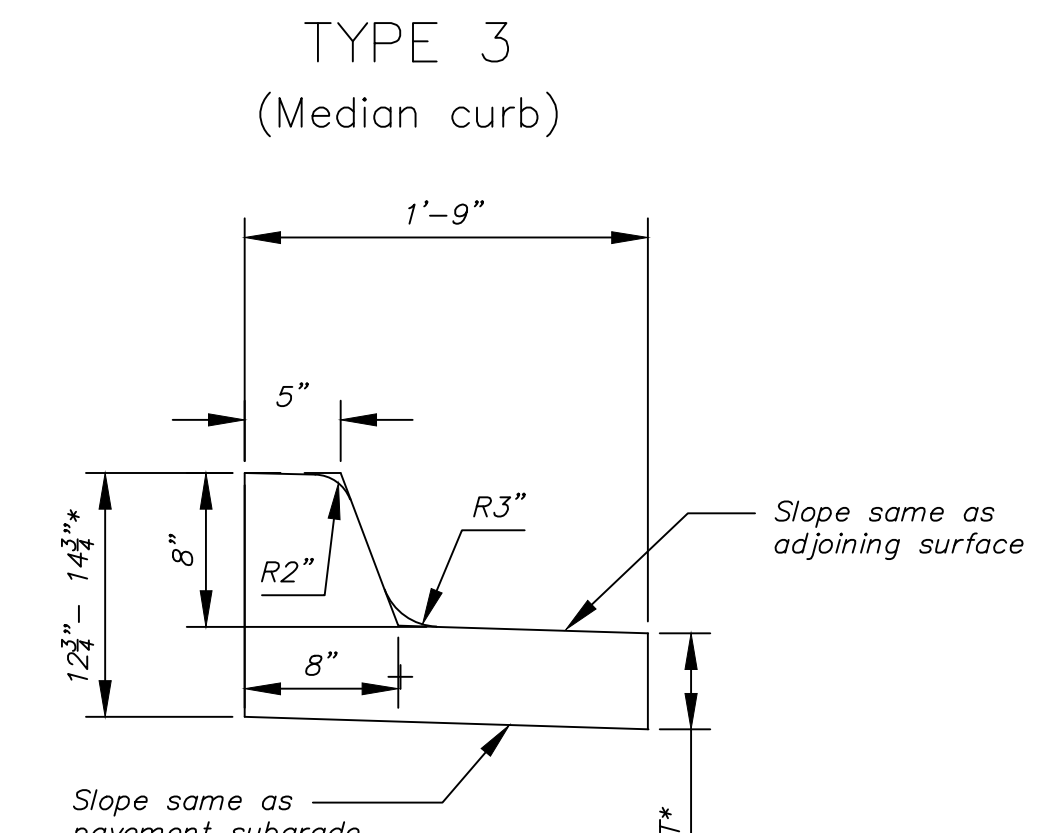
Combined Curb & Gutter (1 1/2")



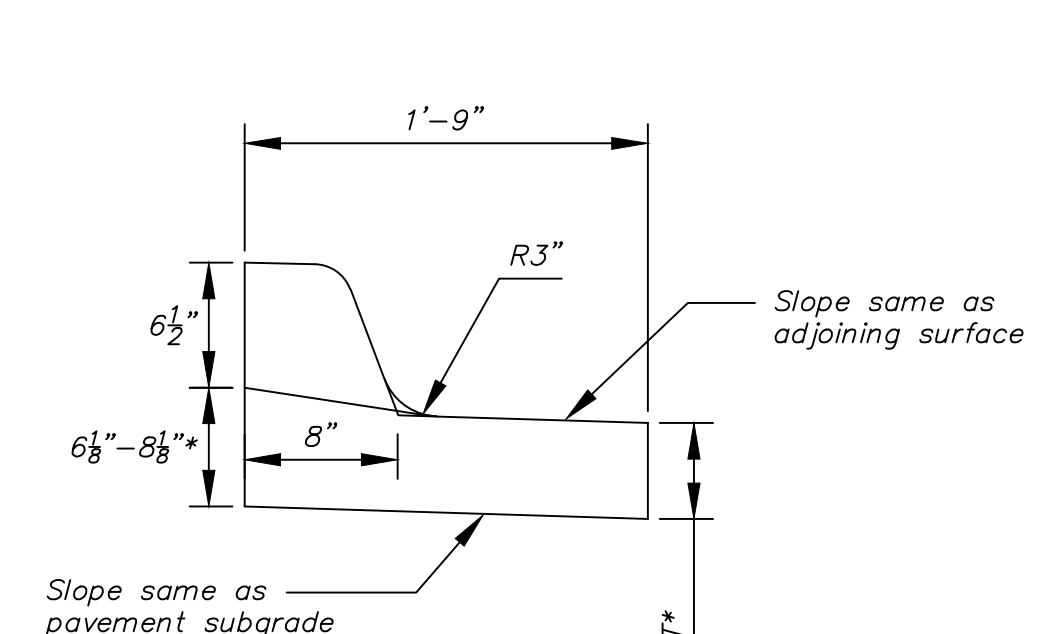
Combined Curb & Gutter (3 5/8")



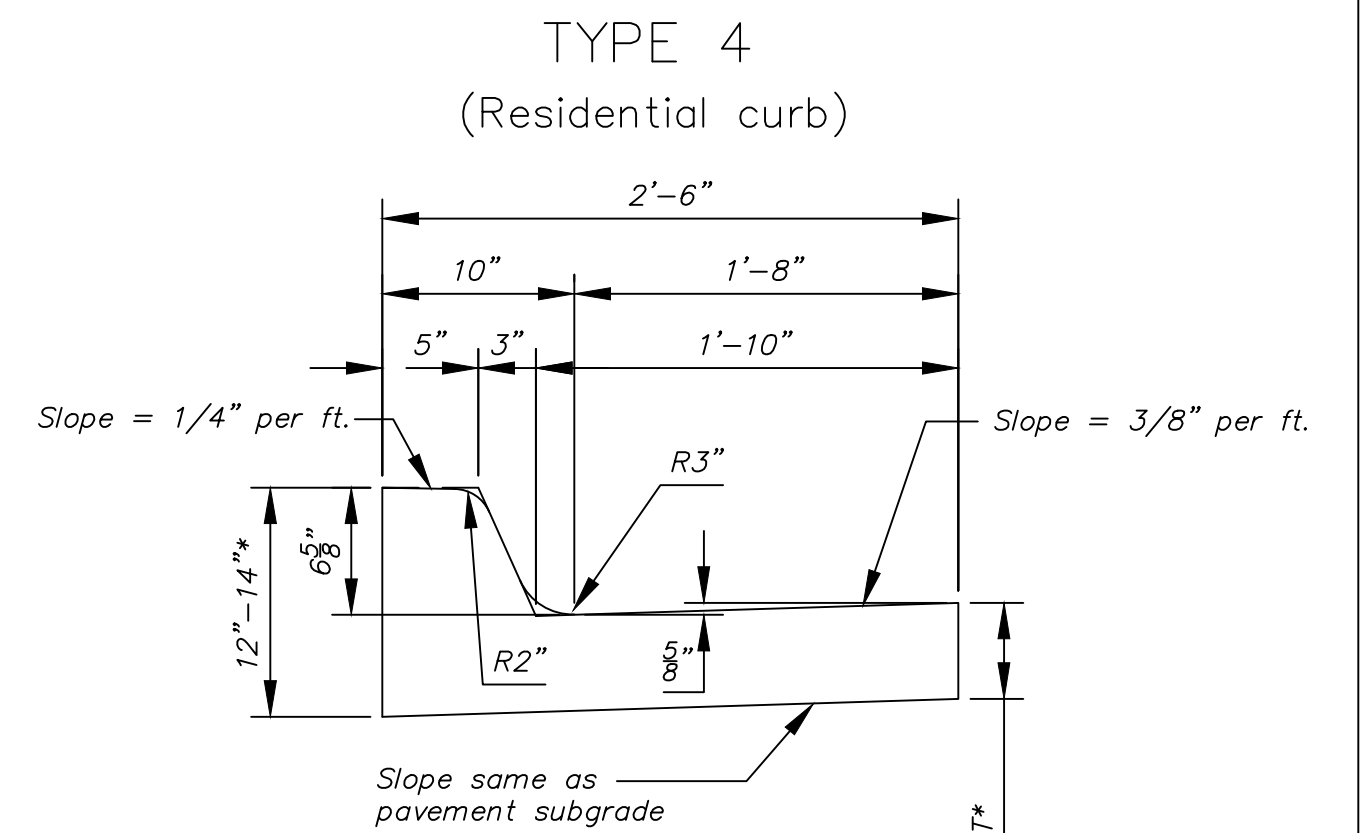
Combined Curb & Gutter (1 1/2")



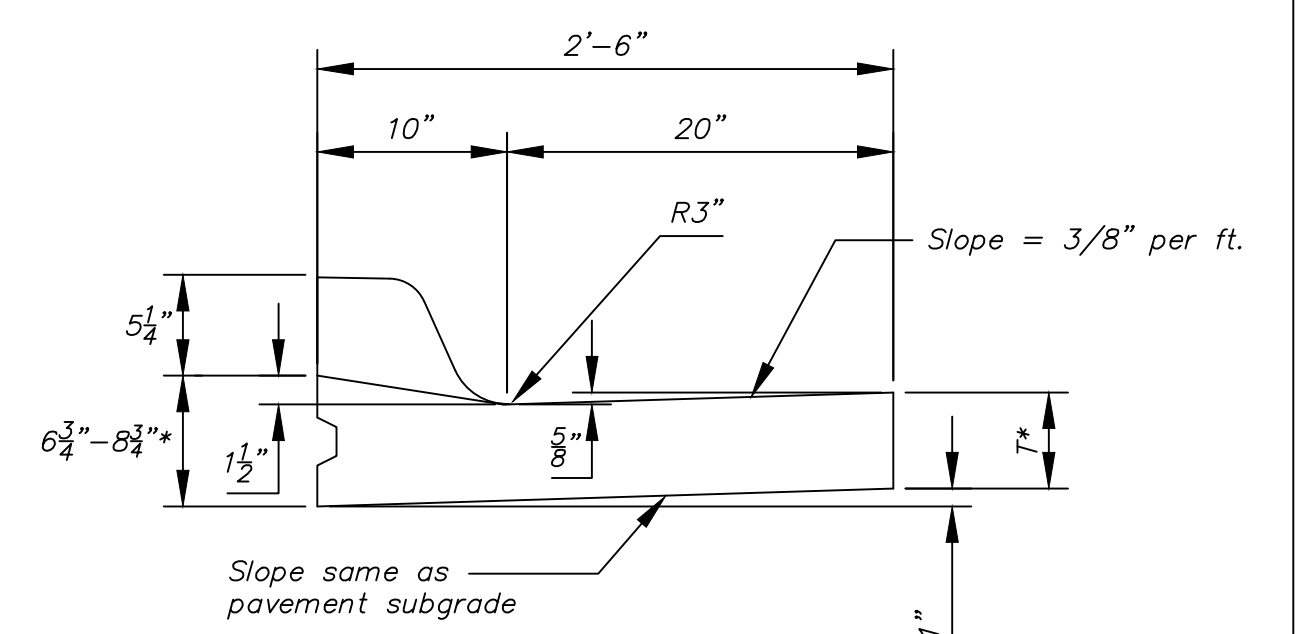
Combined Curb & Gutter (8")



Combined Curb & Gutter (1 1/2")



Combined Curb & Gutter (6 5/8")

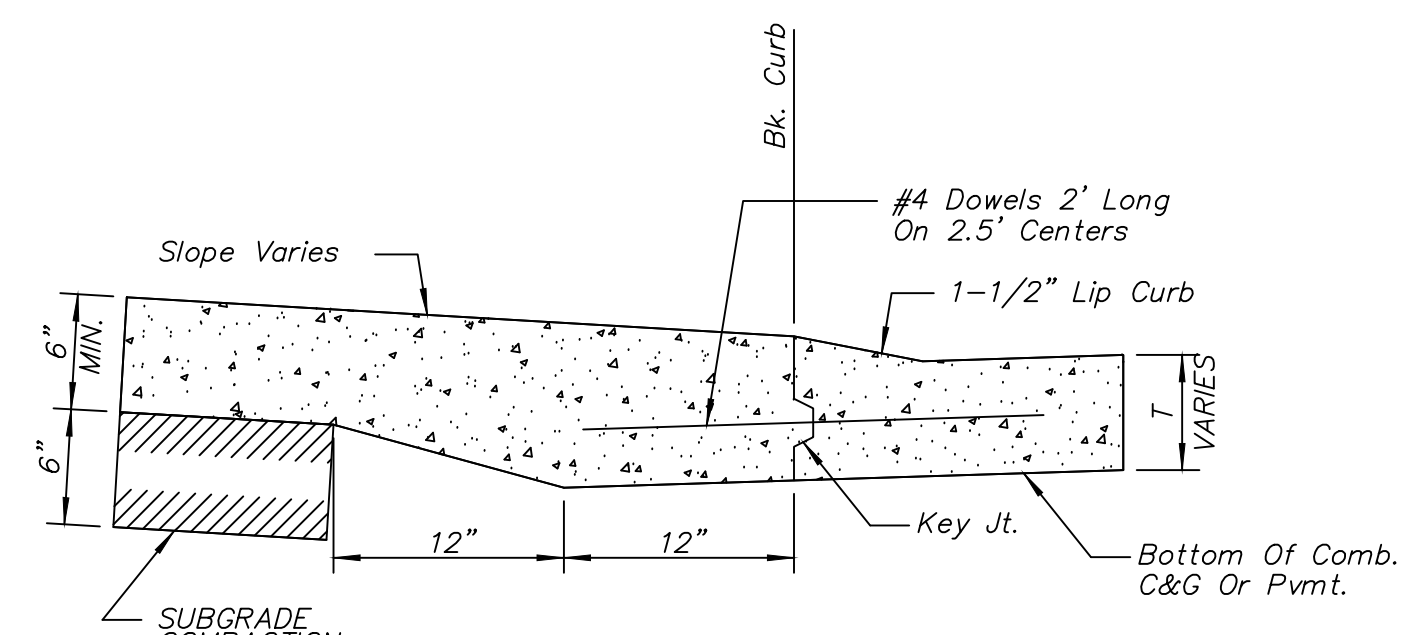


Combined Curb & Gutter (1 1/2")

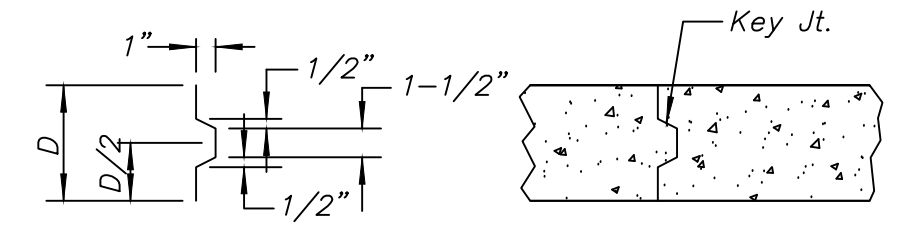
T\* = Thickness of curb to adjust with pavement thickness

GENERAL NOTES

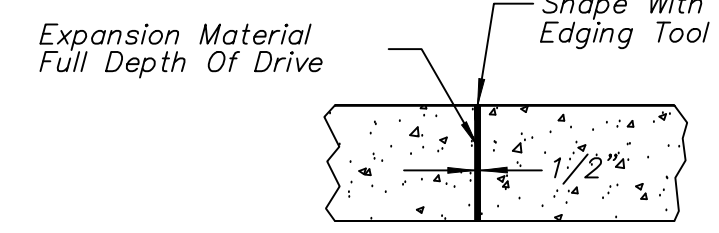
- Expansion (isolation) joints shall be constructed a maximum of 300' apart and at all Pls, PCs, cul-de-sac quadrants, and ends of returns.
- Contraction joints shall be constructed a minimum of 12' apart.
- Joint sealer shall be required at all joints on arterial and industrial streets and at intersections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



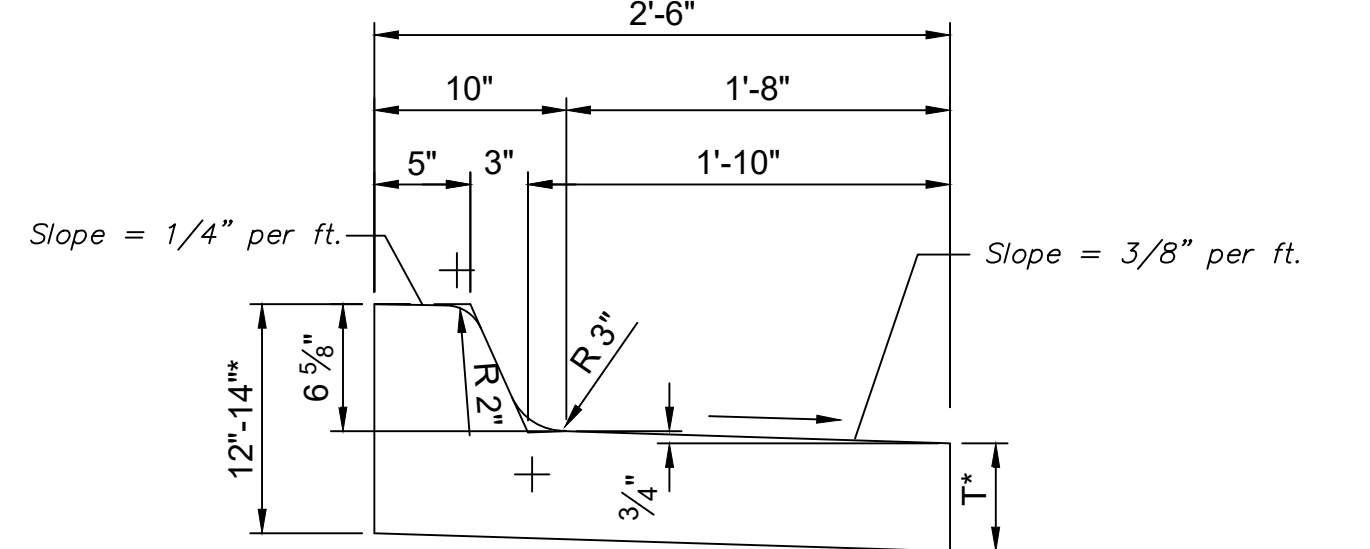
BACK OF CURB DETAIL



ALT. LONGITUDINAL CONSTRUCTION JOINT

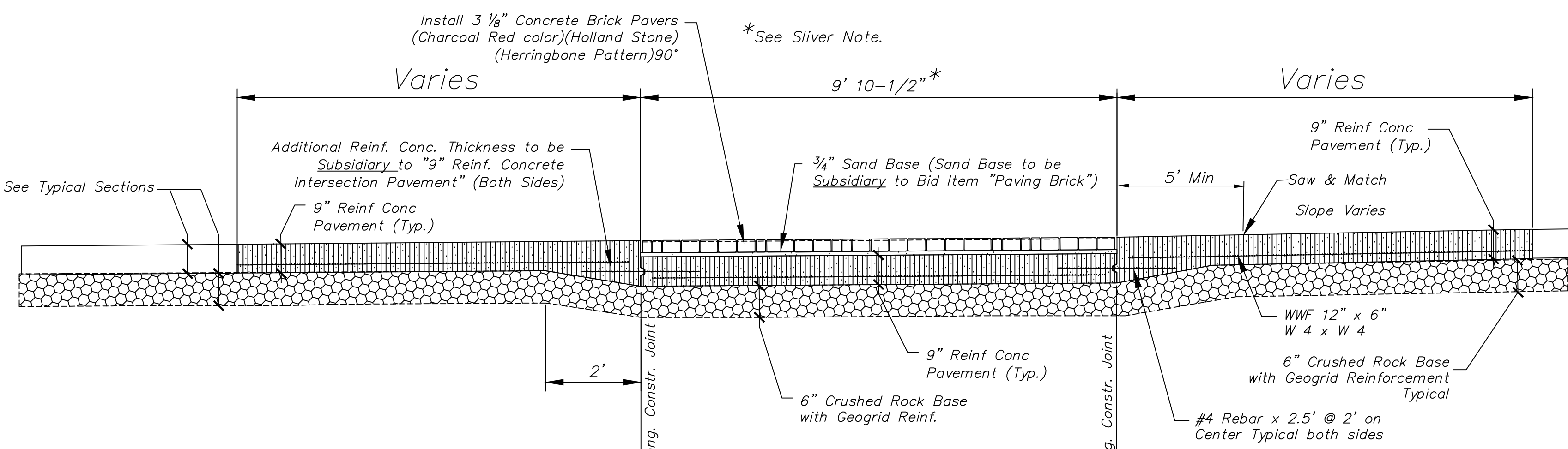


EXPANSION JOINT (E.J.)



Combined Curb & Gutter (6 5/8")

TYPE 4 (Low Edge)



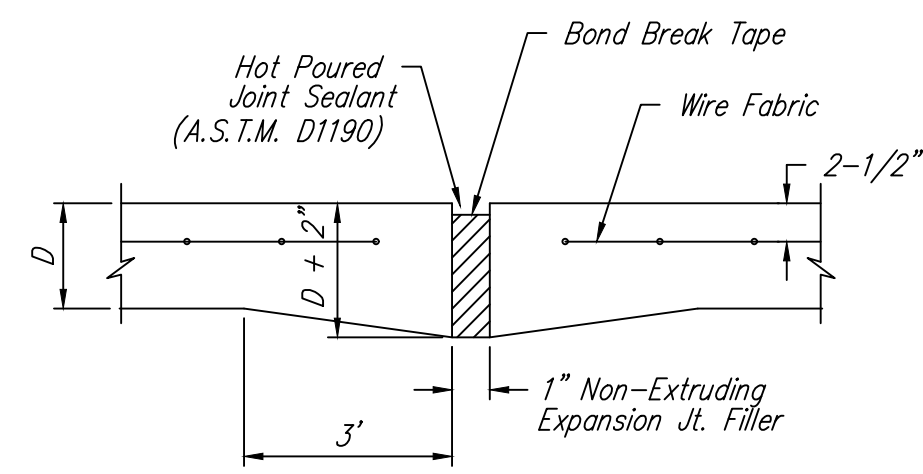
PAVING BRICK CROSSWALK DETAIL

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

CITY OF WICHITA  
PUBLIC WORKS & UTILITIES  
ENGINEERING DIVISION

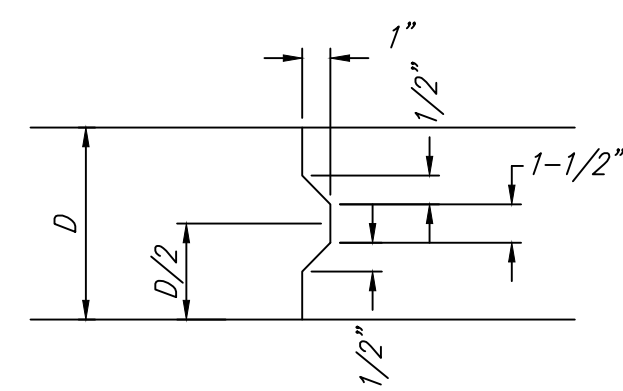
CURB & GUTTER & PAVING BRICK CROSSWALK DETAILS		
CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET <b>5</b> 76

REVISED: OCTOBER 2015

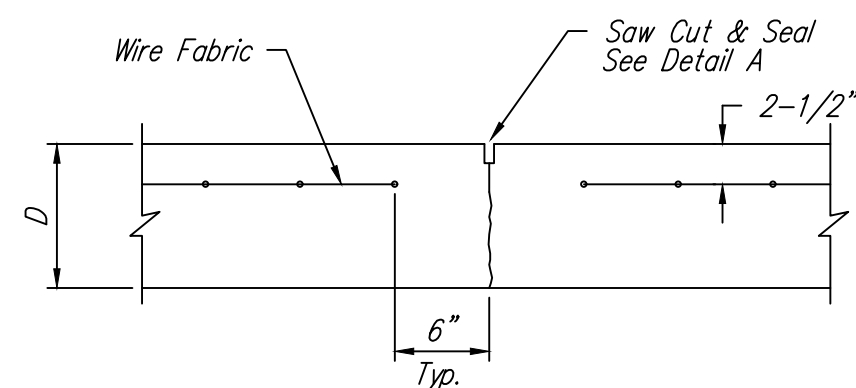


**EXPANSION JOINT**

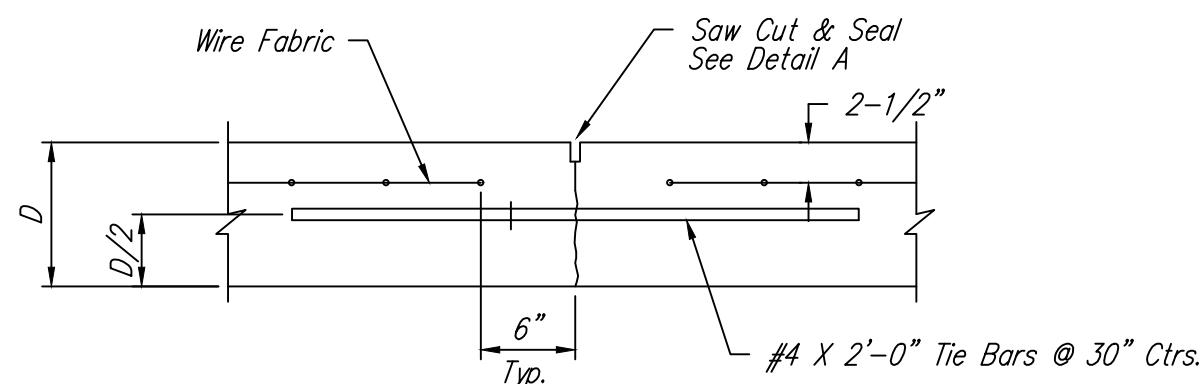
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement



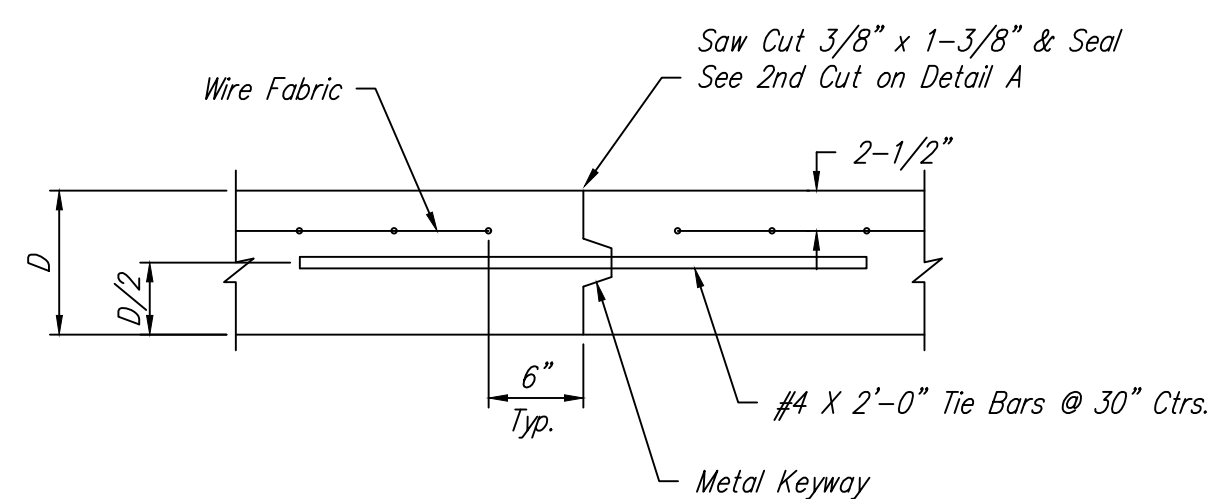
**KEYWAY DETAIL**



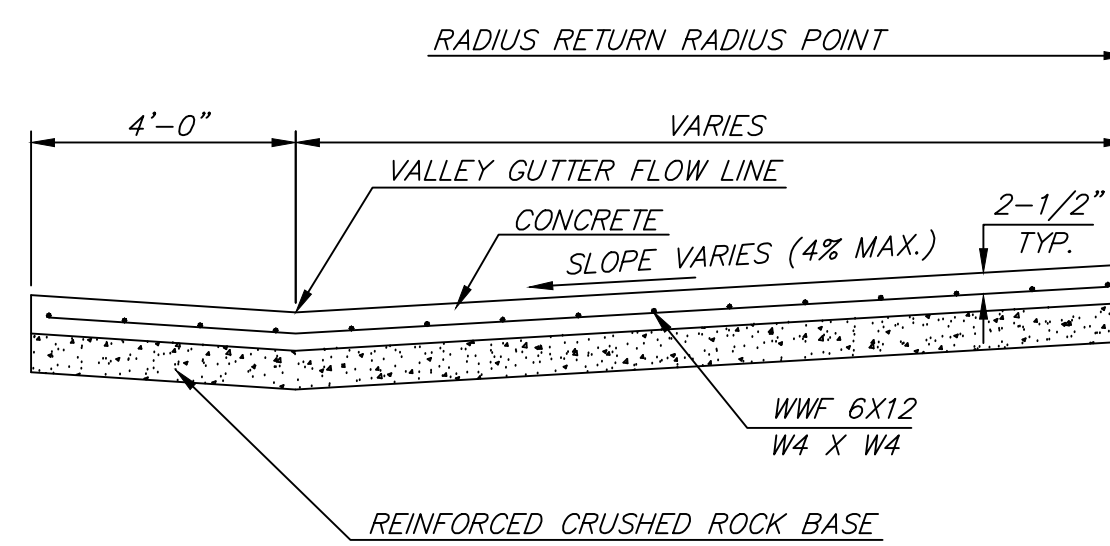
**CONTRACTION JOINT DETAIL (C.J.)**



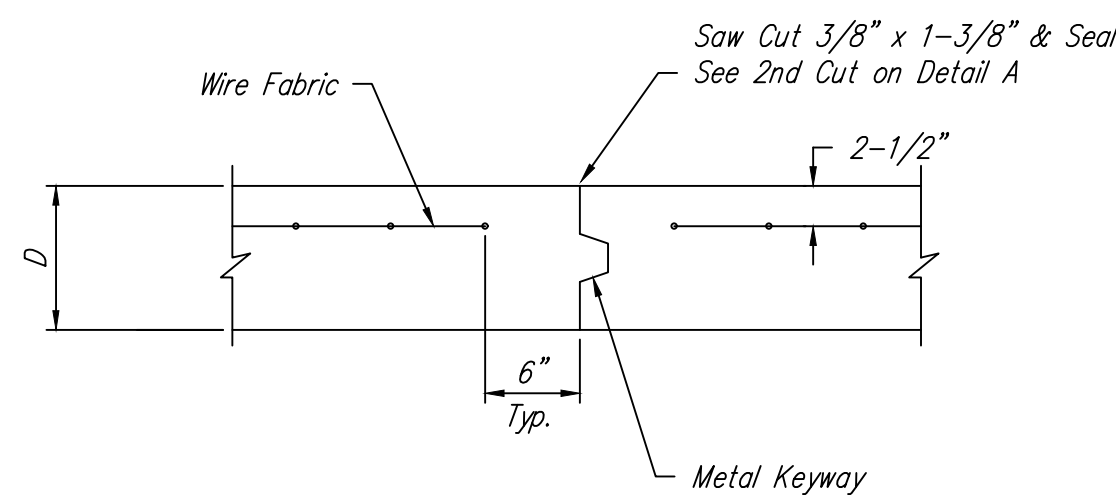
**LONGITUDINAL JOINT DETAIL (L.J.)**



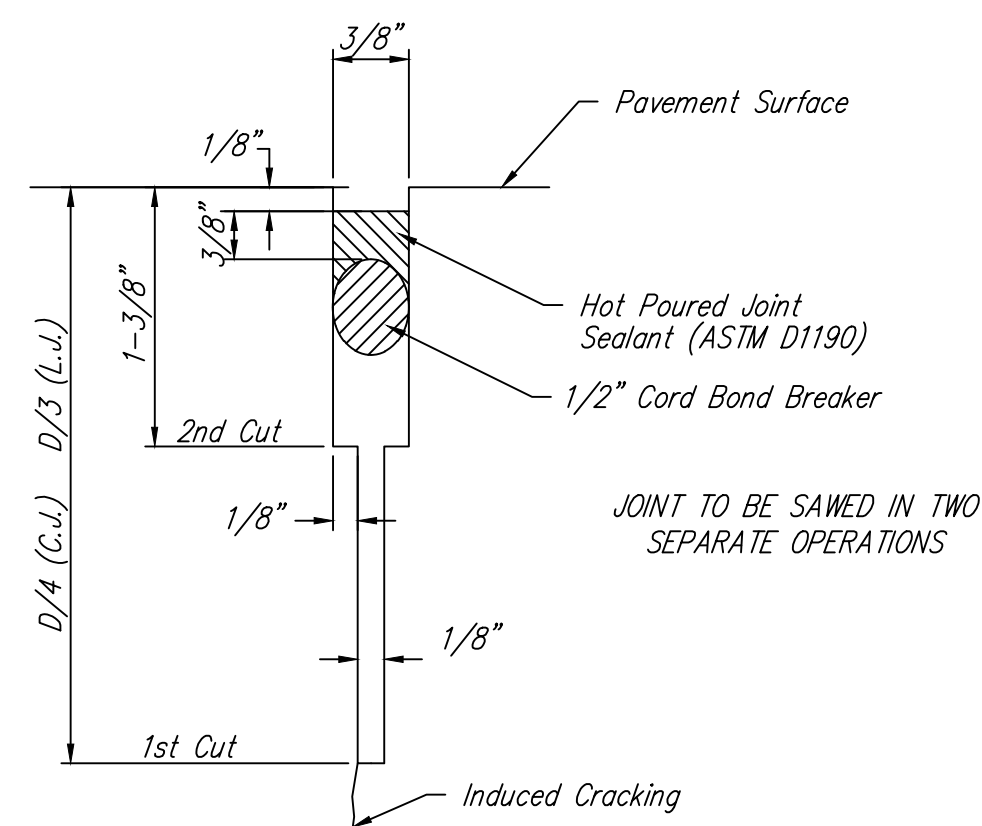
**OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)**



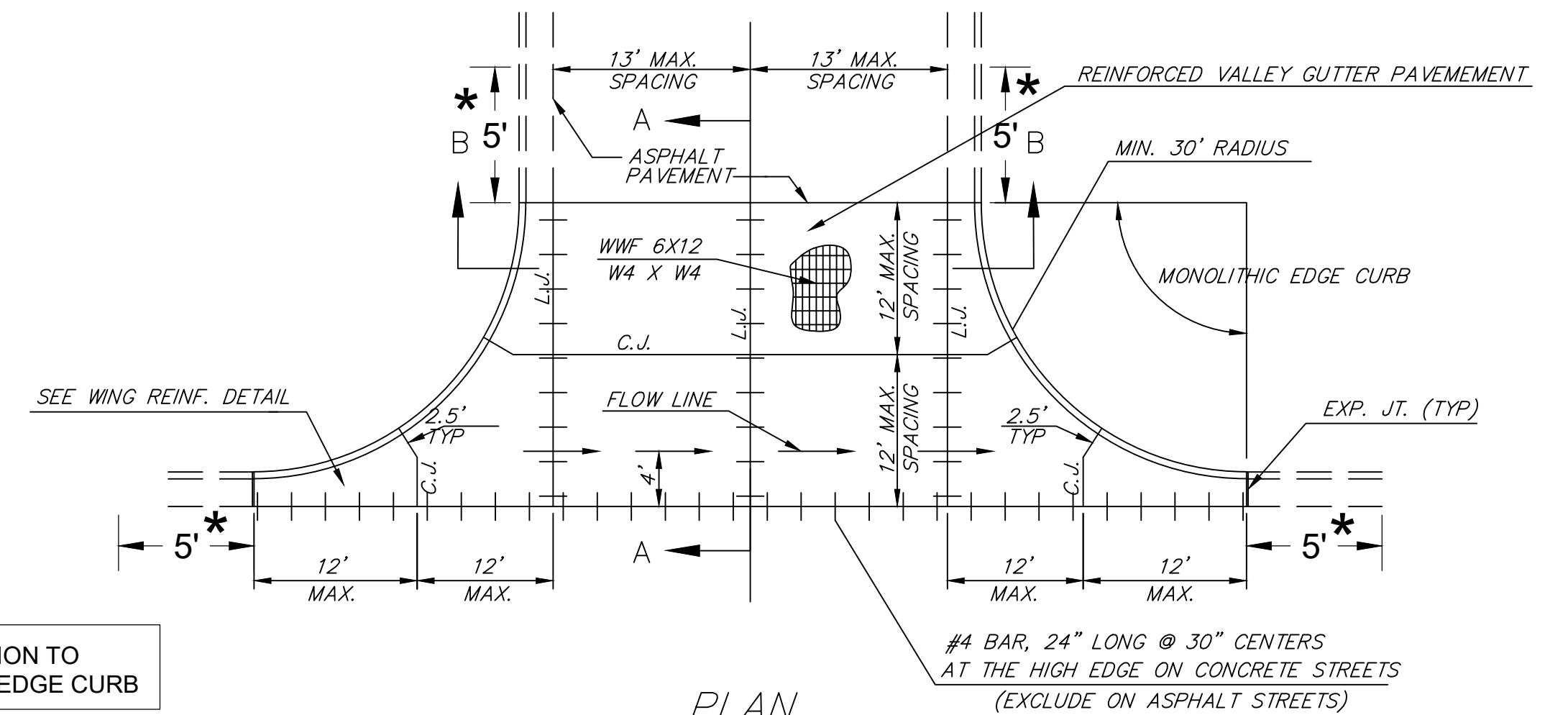
**SECTION A-A**



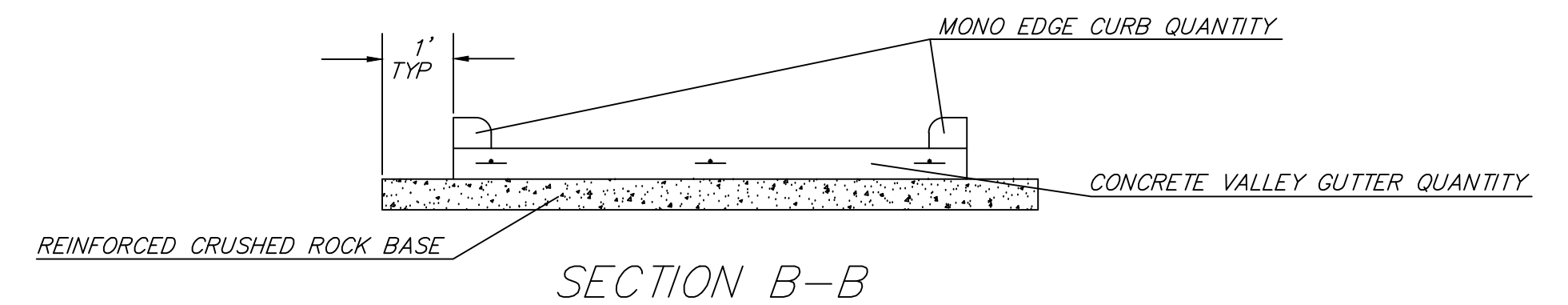
**OPTIONAL CONTRACTION JOINT**



**SAW JOINT DETAIL (DETAIL A)**



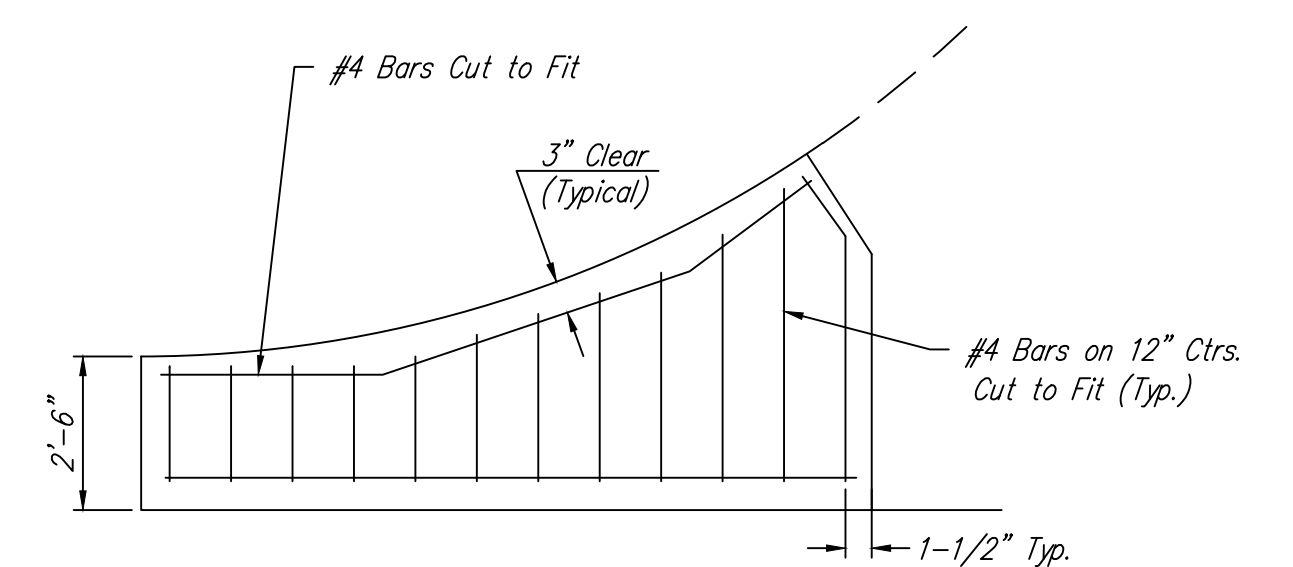
**PLAN**




**SECTION B-B**

\* 5'-0" TRANSITION TO MONOLITHIC EDGE CURB

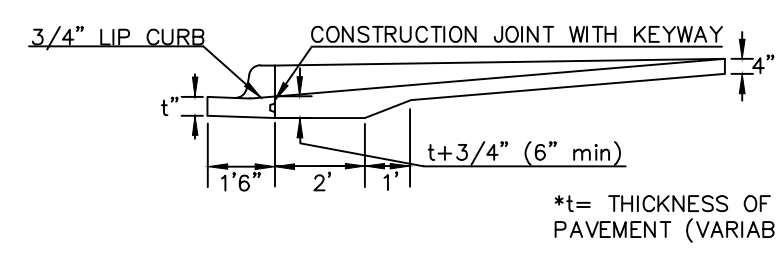
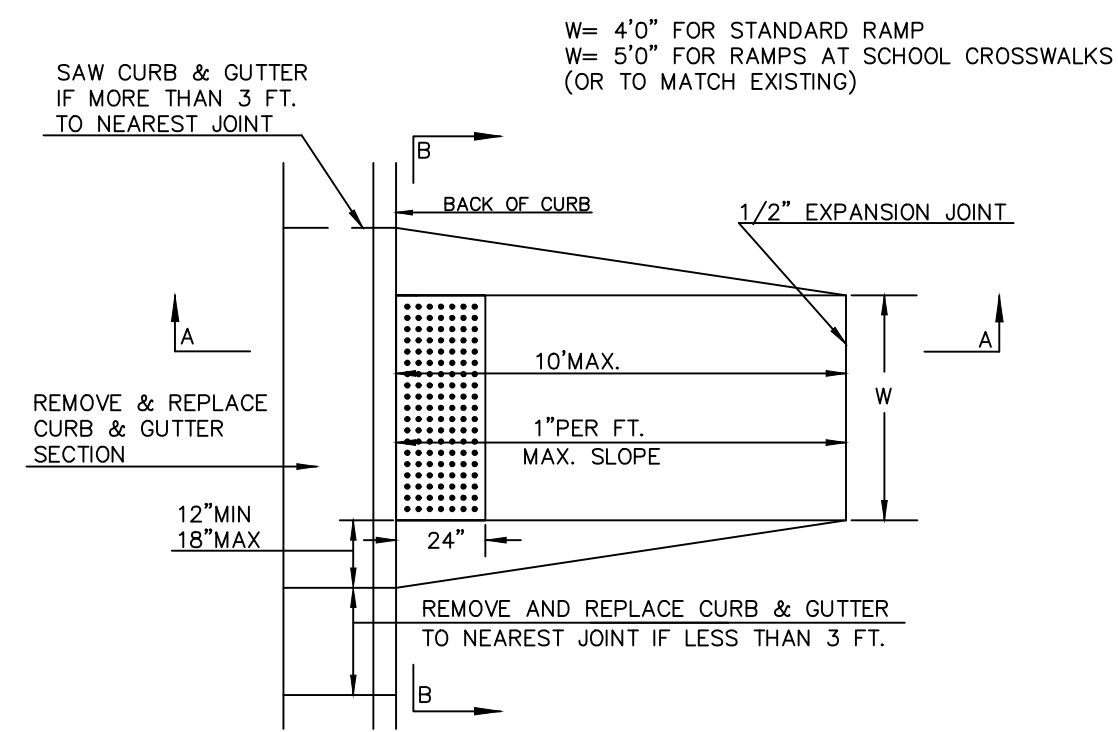
**REINFORCED VALLEY GUTTER DETAIL**



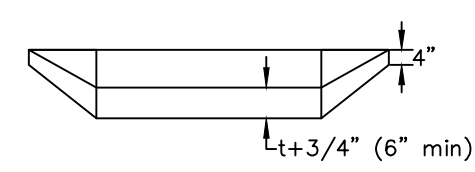
**WING REINFORCING DETAIL**

REVISION MAY 2017	SECTION B-B, ROCK EXTENDED ONE FOOT BEYOND PAVEMENT	
		
<b>VALLEY GUTTER DETAILS</b>		
CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET <b>6</b>
		<b>76</b>

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



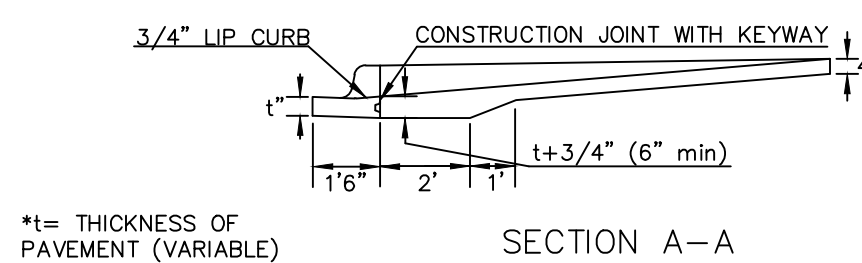
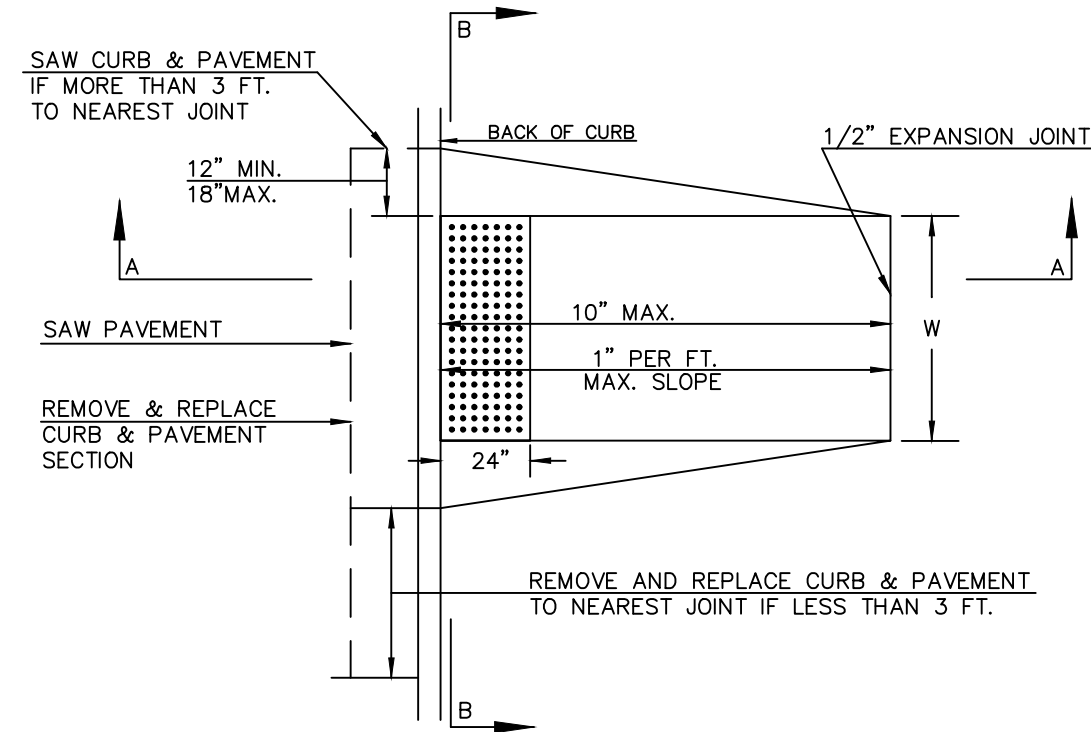
SECTION A-A



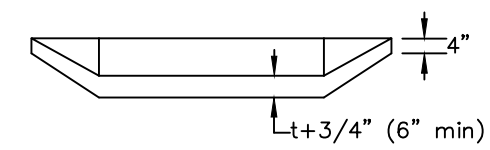
SECTION B-B

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

W=4'0" FOR STANDARD RAMP  
W=5'0" FOR RAMP AT SCHOOL CROSSWALKS (OR TO MATCH EXISTING)



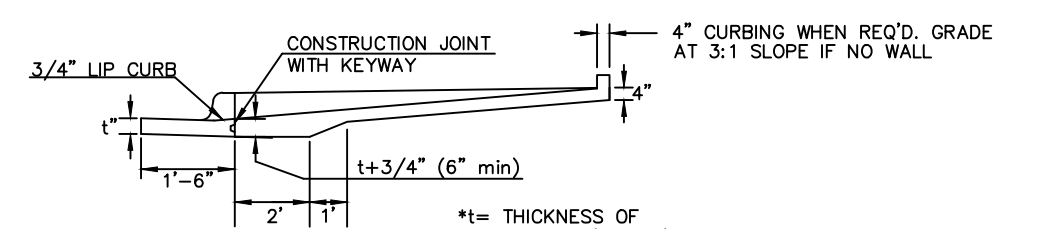
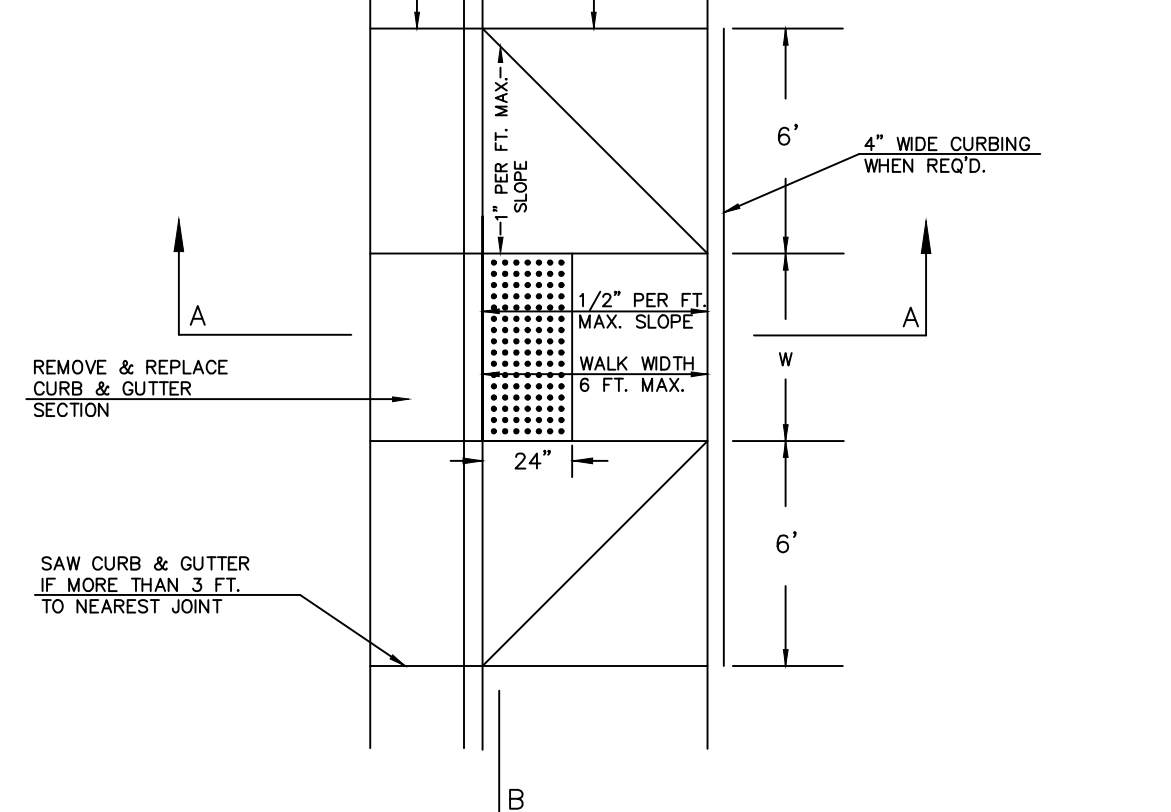
SECTION A-A



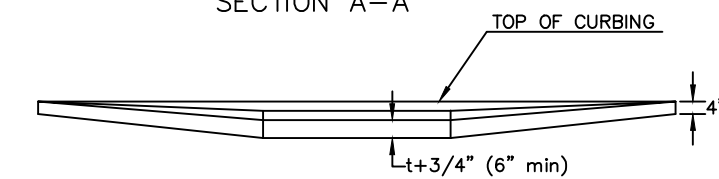
SECTION B-B

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

W=4'0" FOR STANDARD RAMP  
W=5'0" FOR RAMP AT SCHOOL CROSSWALKS



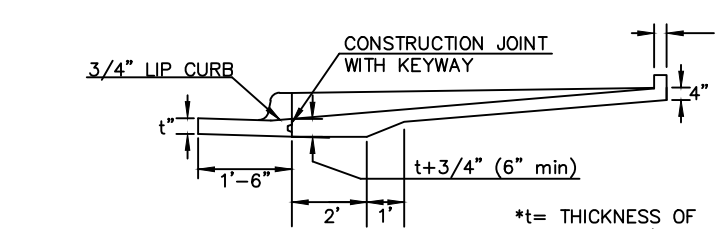
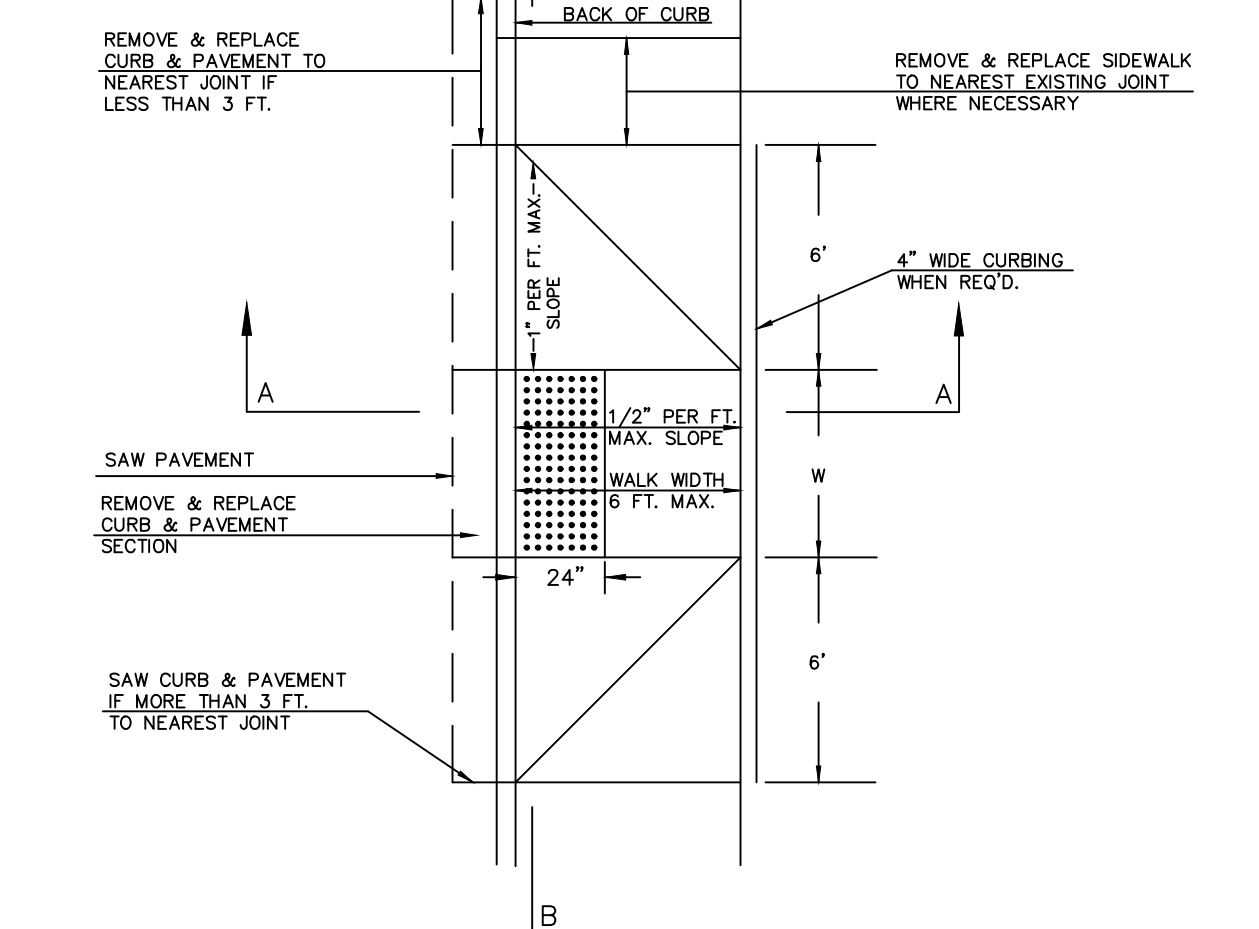
SECTION A-A



SECTION B-B

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

W=4'0" FOR STANDARD RAMP  
W=5'0" FOR RAMP AT SCHOOL CROSSWALKS

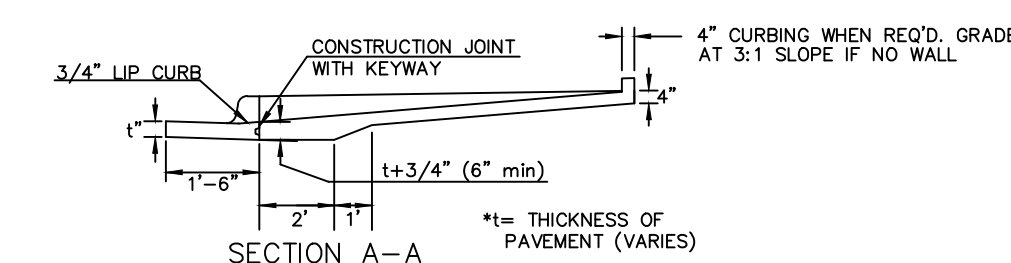
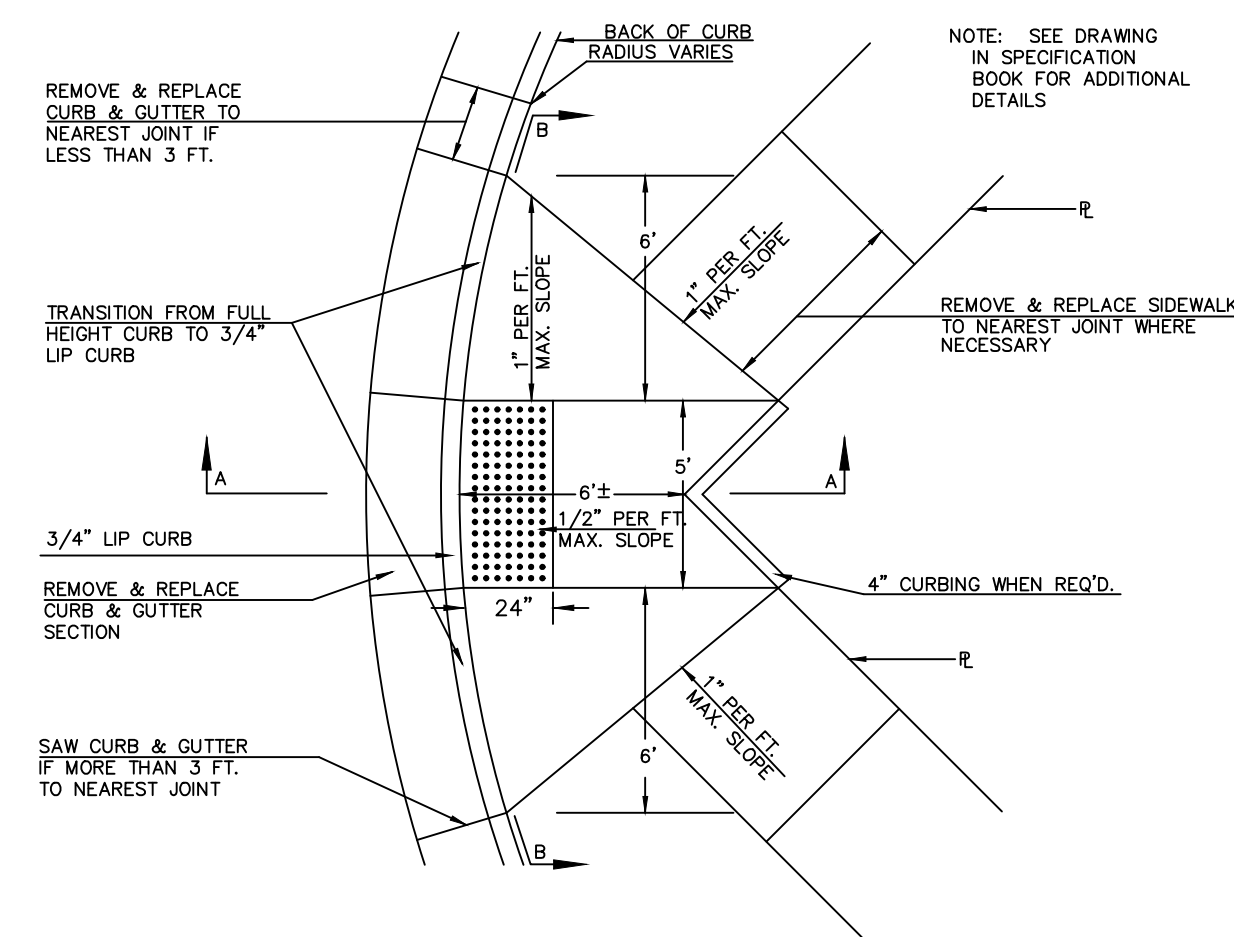


SECTION A-A



SECTION B-B

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

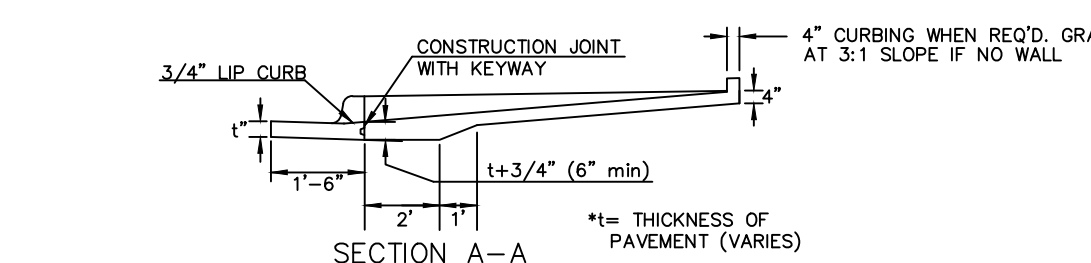
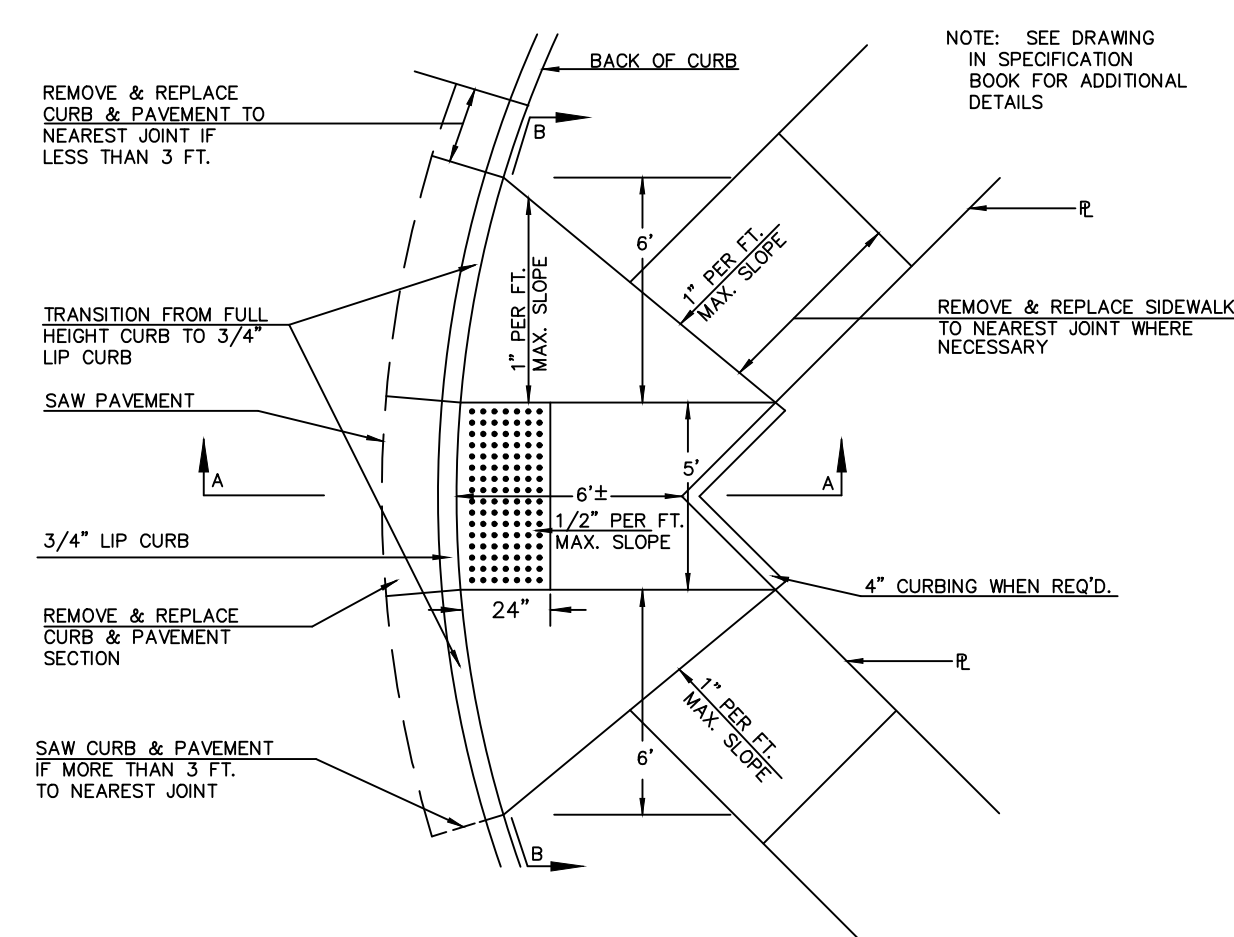


SECTION A-A



SECTION B-B

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

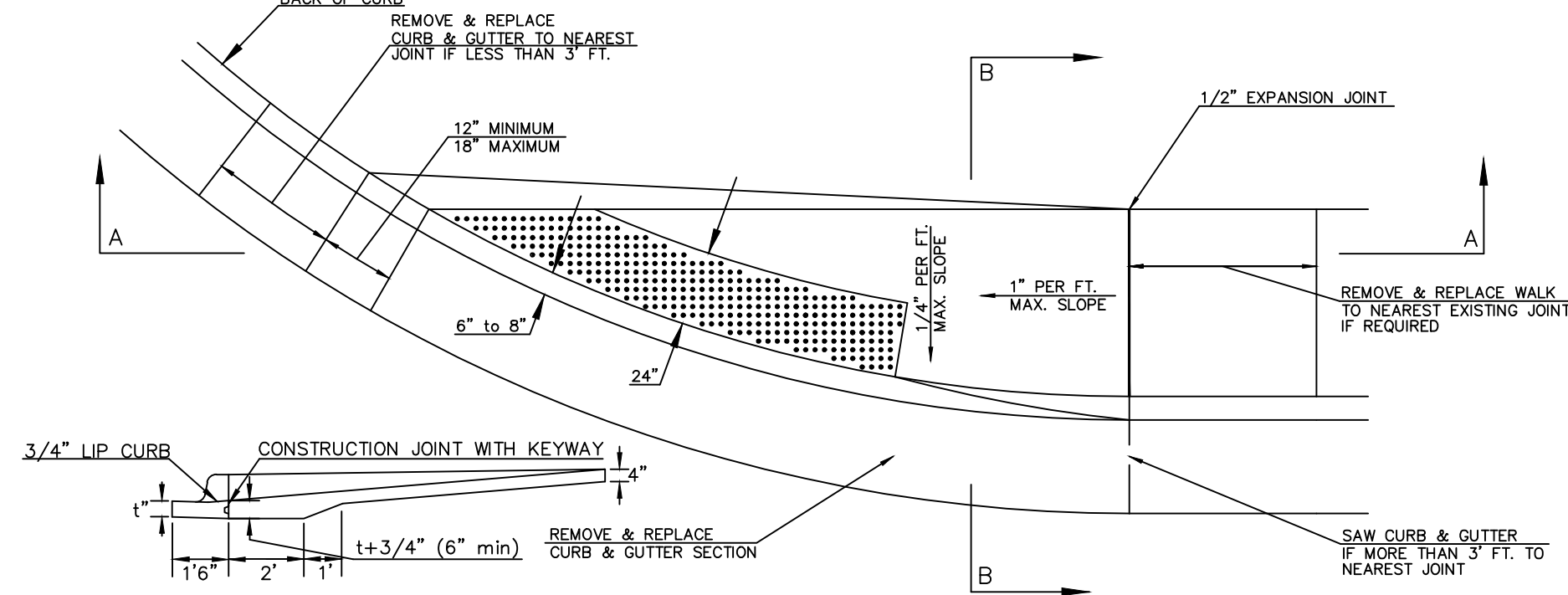


SECTION A-A

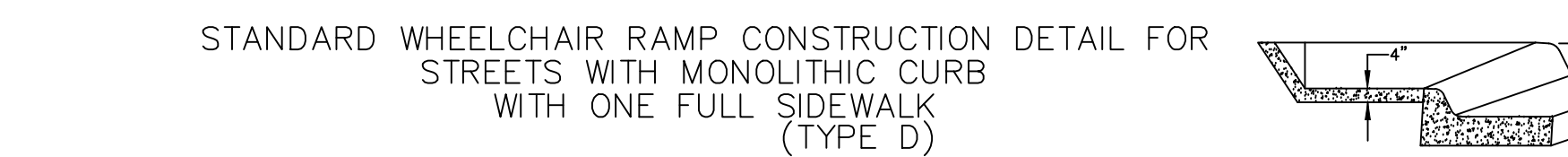


SECTION B-B

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

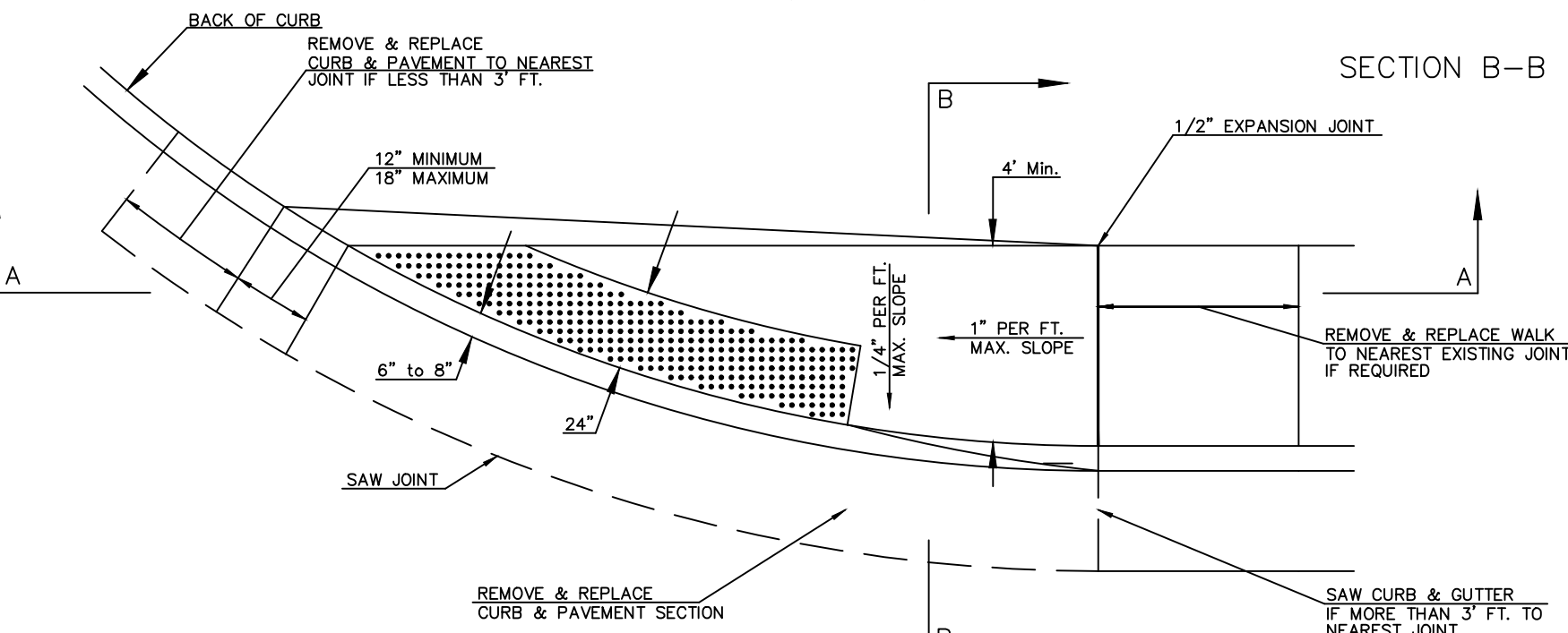


SECTION A-A

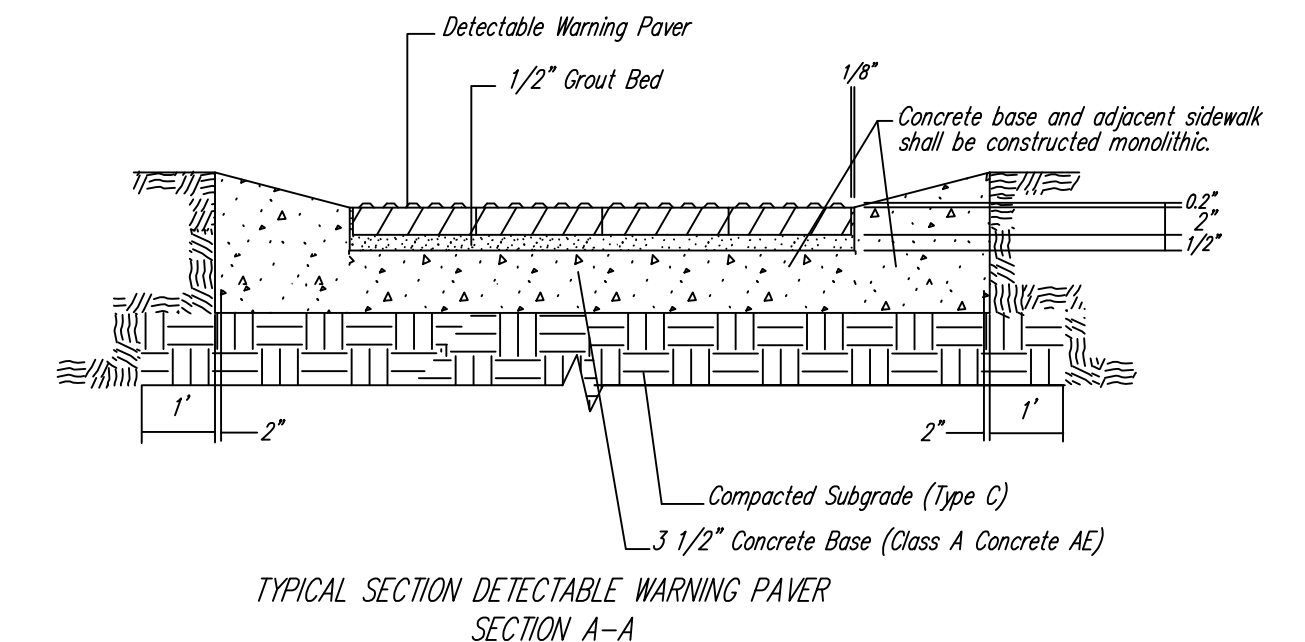
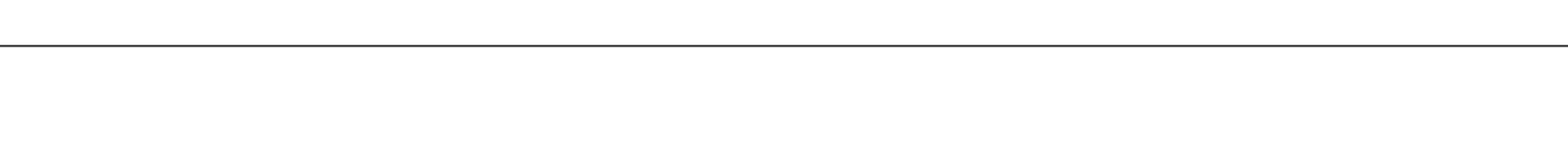


SECTION B-B

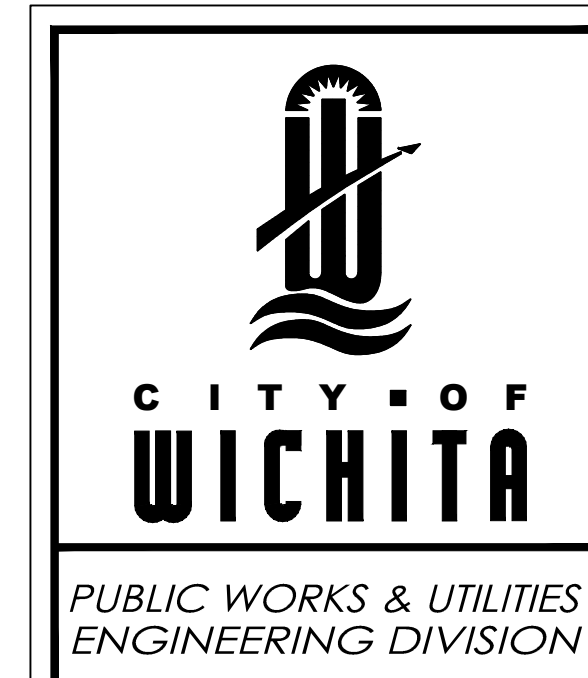
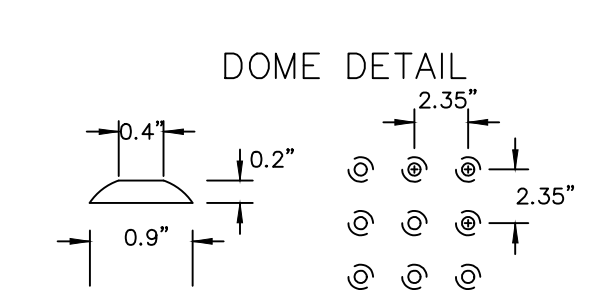
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH MONOLITHIC CURB WITH ONE FULL SIDEWALK (TYPE D)



SECTION A-A

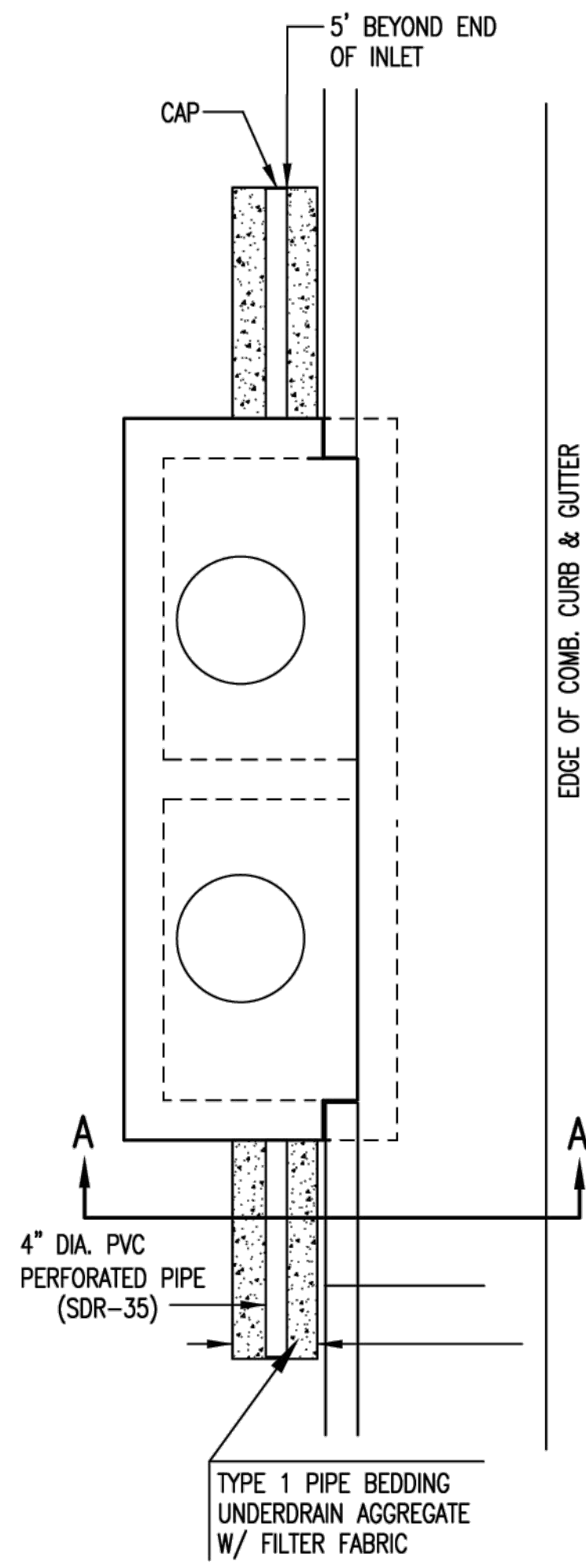


NOTE: HANOVER DETECTABLE WARNING PAVERS (OR AN APPROVED ALTERNATE) SHALL BE USED IN ALL WHEELCHAIR RAMPS. THE 11 3/4" RED 15' PAVER SHALL BE USED IN ALL APPLICATIONS.  
HANOVER ARCHITECTURAL PRODUCTS  
240 BENDER ROAD  
HANOVER, PA 17331  
1-717-637-0500  
www.hanoverpavers.com

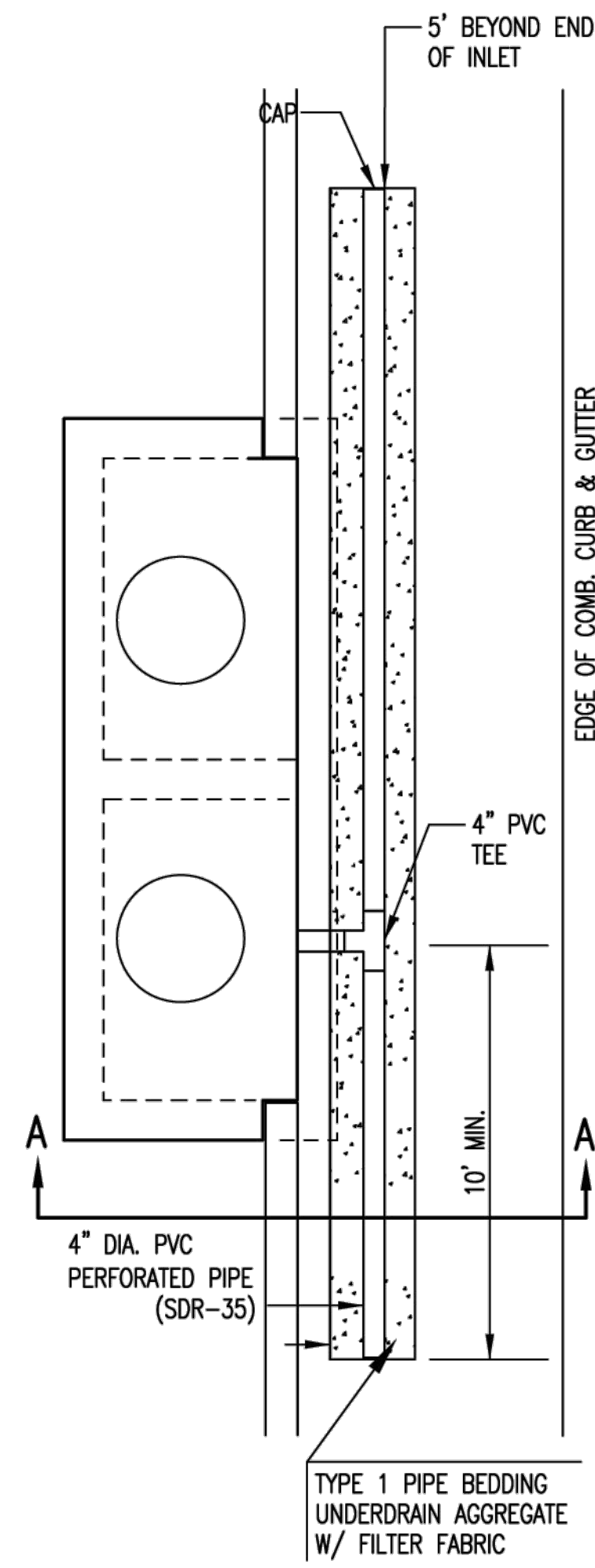


WHEELCHAIR RAMP DETAILS WITH DETECTABLE WARNING		
CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET 7 76

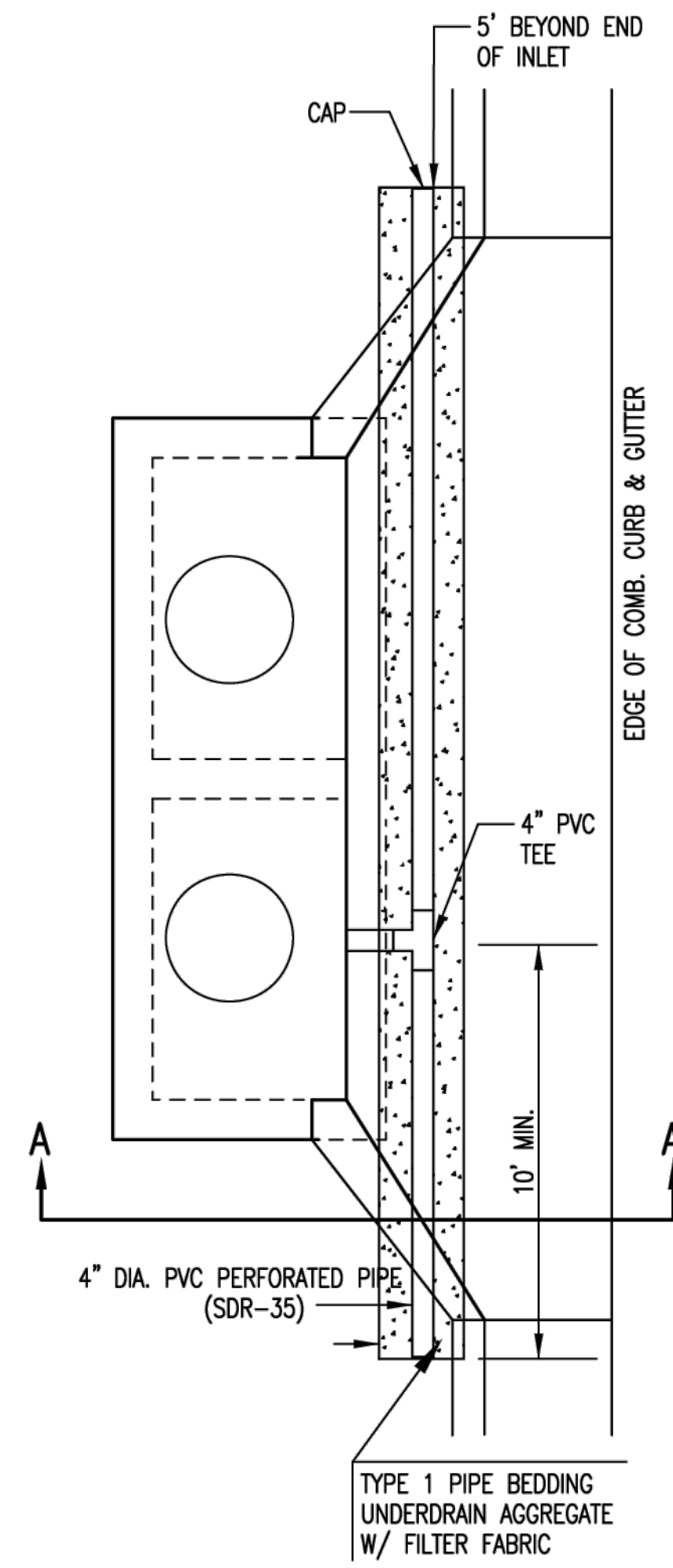
PAVEMENT UNDERDRAIN SHALL BE INSTALLED ON ALL CURB INLETS.



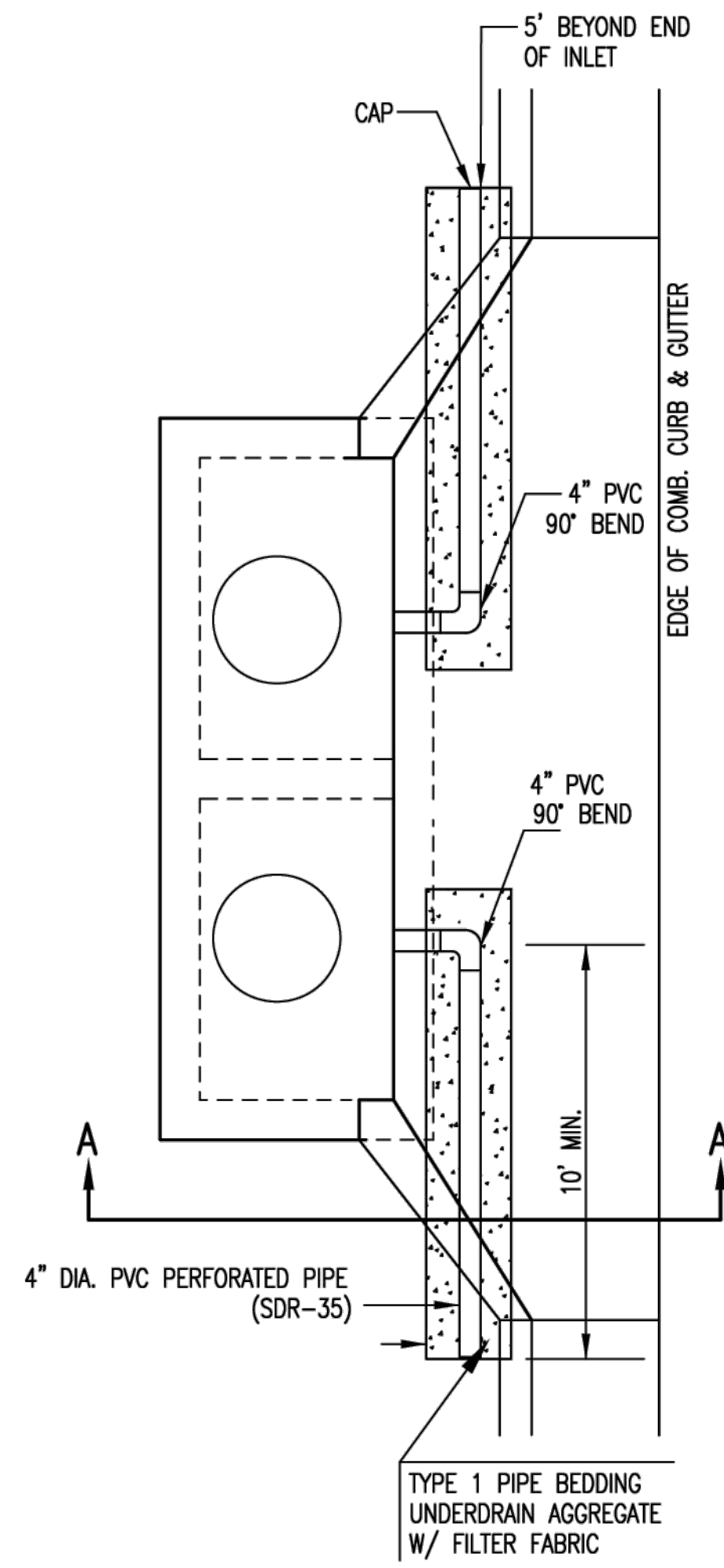
**TYPE 1  
OPTION 1**



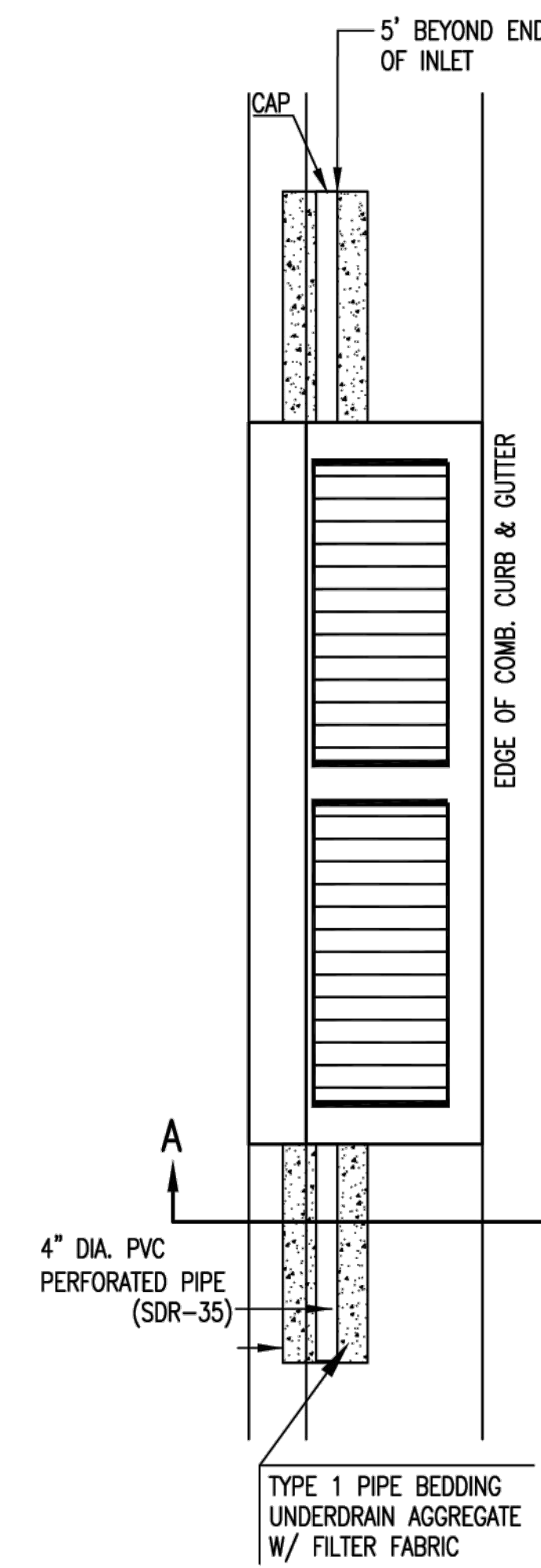
**TYPE 1  
OPTION 2**



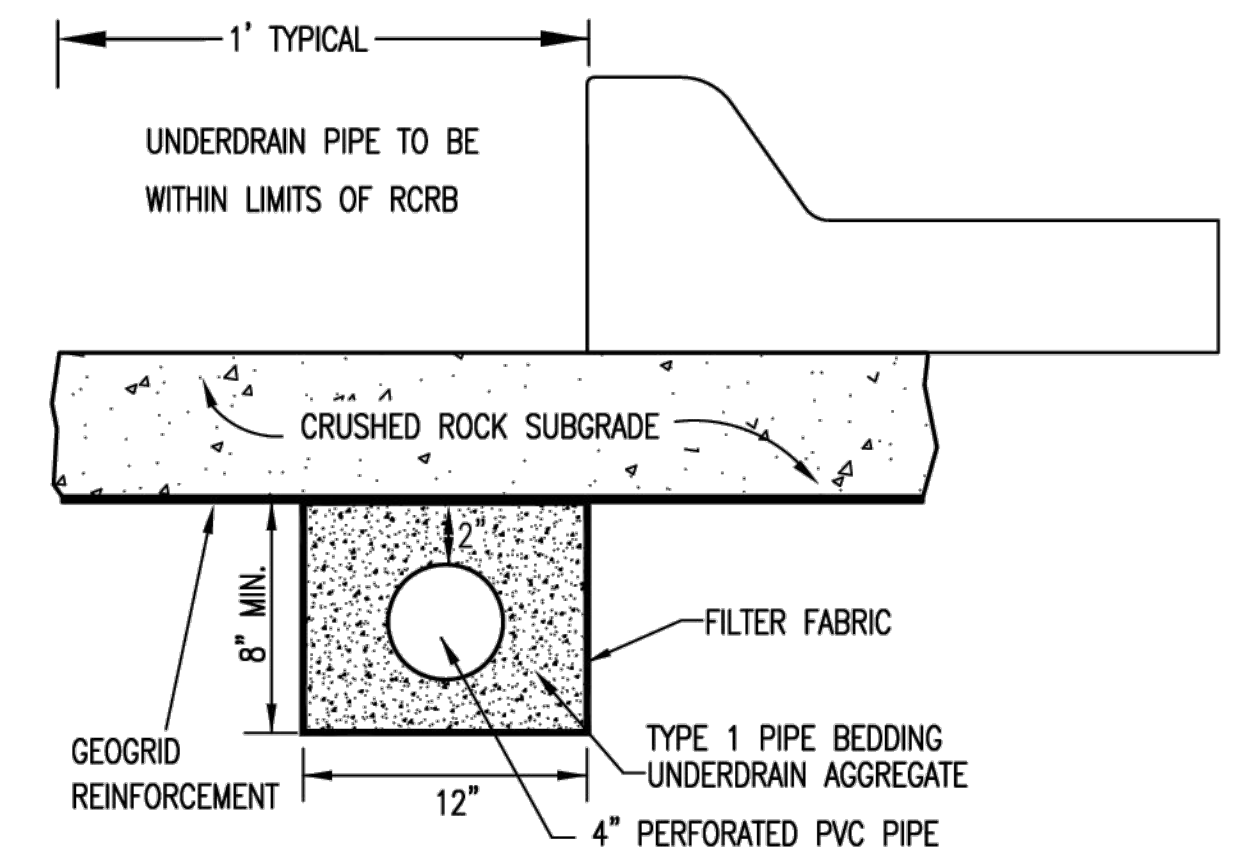
**TYPE 1-A INLET  
OPTION 1**



**TYPE 1-A INLET  
OPTION 2**



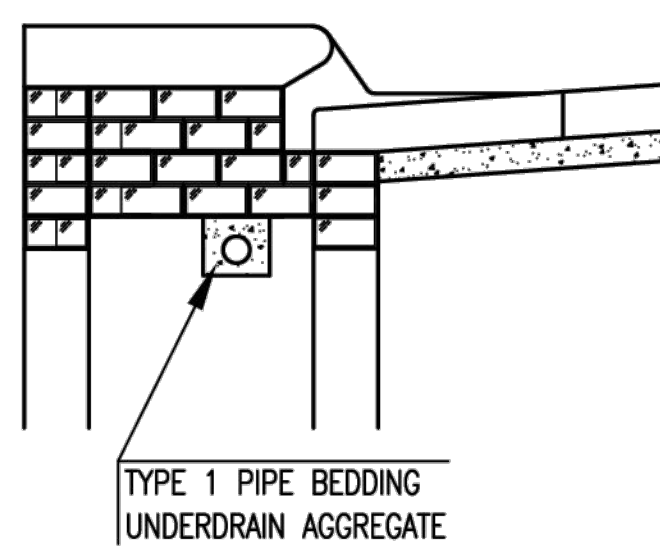
**TYPE 2  
DRIVEWAY INLET**



**SECTION A-A (TYPICAL)**

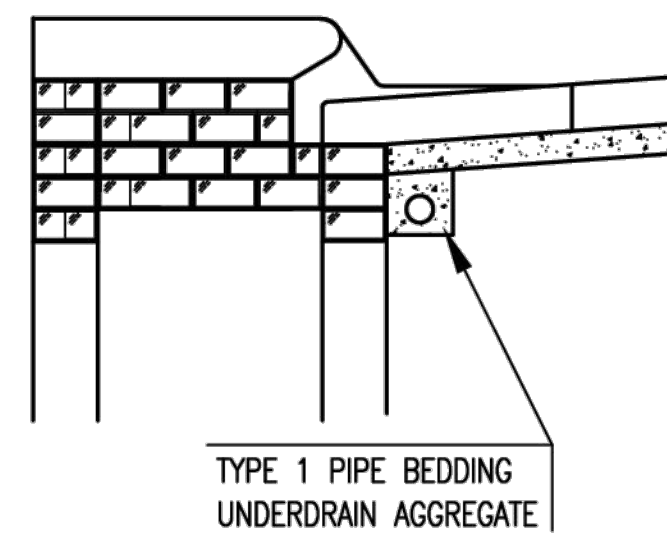
**GENERAL NOTES**

- PAVEMENT CONTRACTOR WILL BE REQUIRED TO INSTALL SDR 35, 4" PERFORATED DRAIN PIPE AND TEE AS INDICATED IN THE DETAILS.
- 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.
- UNDERDRAIN PIPE SHALL BE PAID AS A MEASURED QUANTITY BY THE LINEAL FOOT.

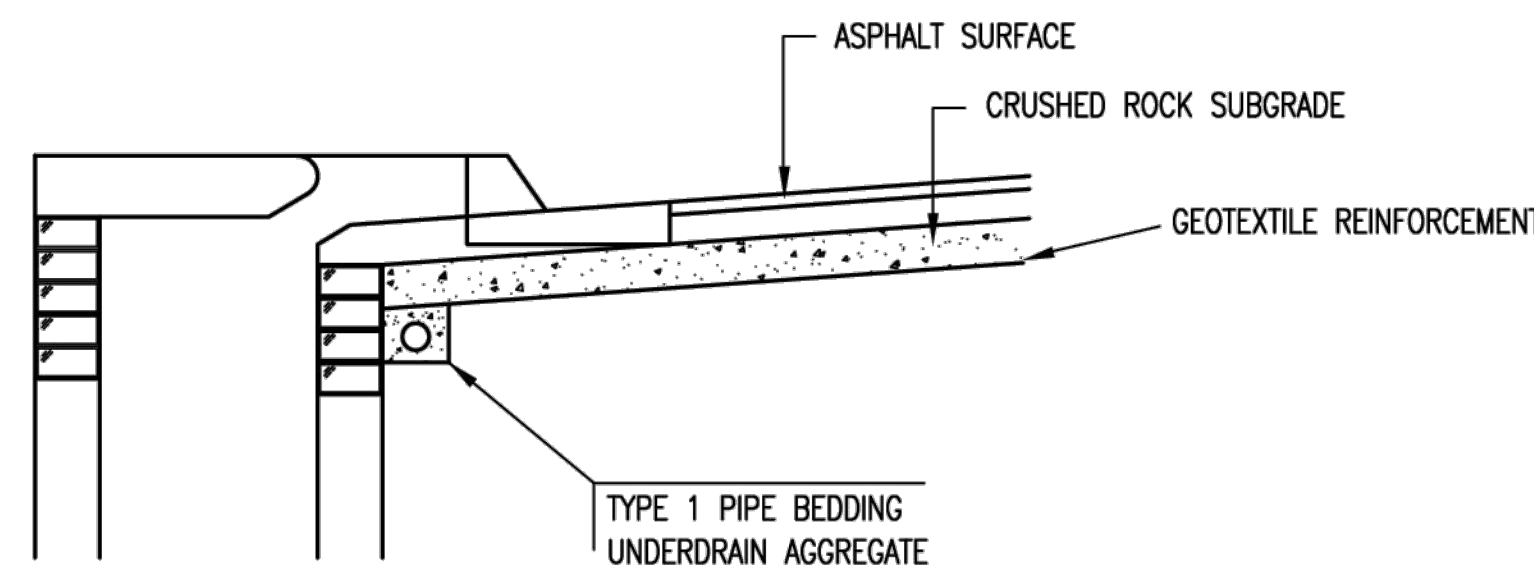


(MIN. 16 PERFORATIONS PER LIN. FT. @ 1/4" DIA.)  
PERFORATIONS TO BE ON BOTTOM HALF

**SECTION A-A**



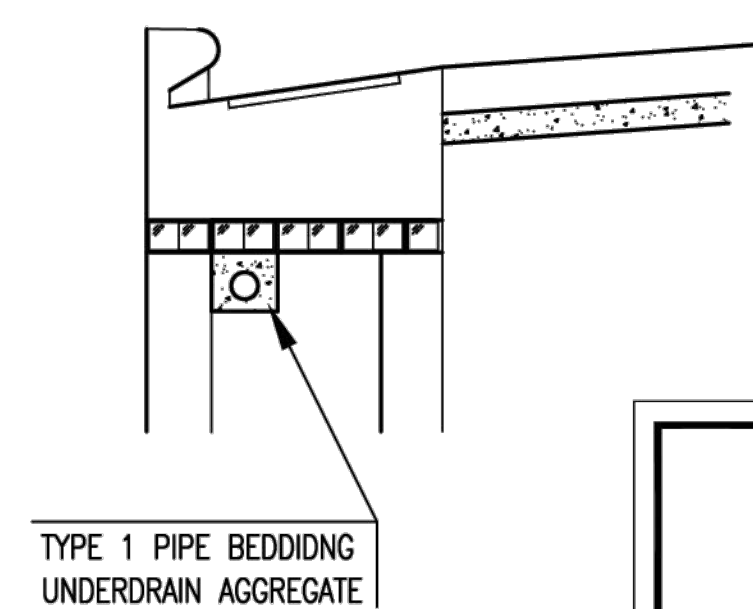
TYPE 1 PIPE BEDDING  
UNDERDRAIN AGGREGATE



**SECTION A-A**

**PAVEMENT UNDERDRAIN DETAIL**

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



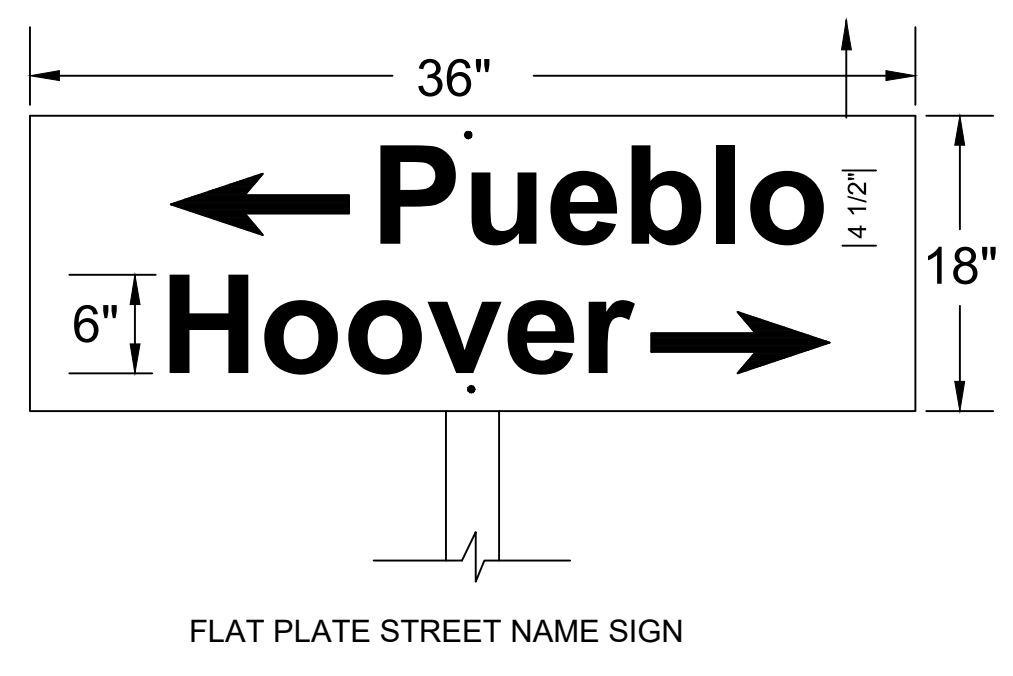
**SECTION A-A**

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

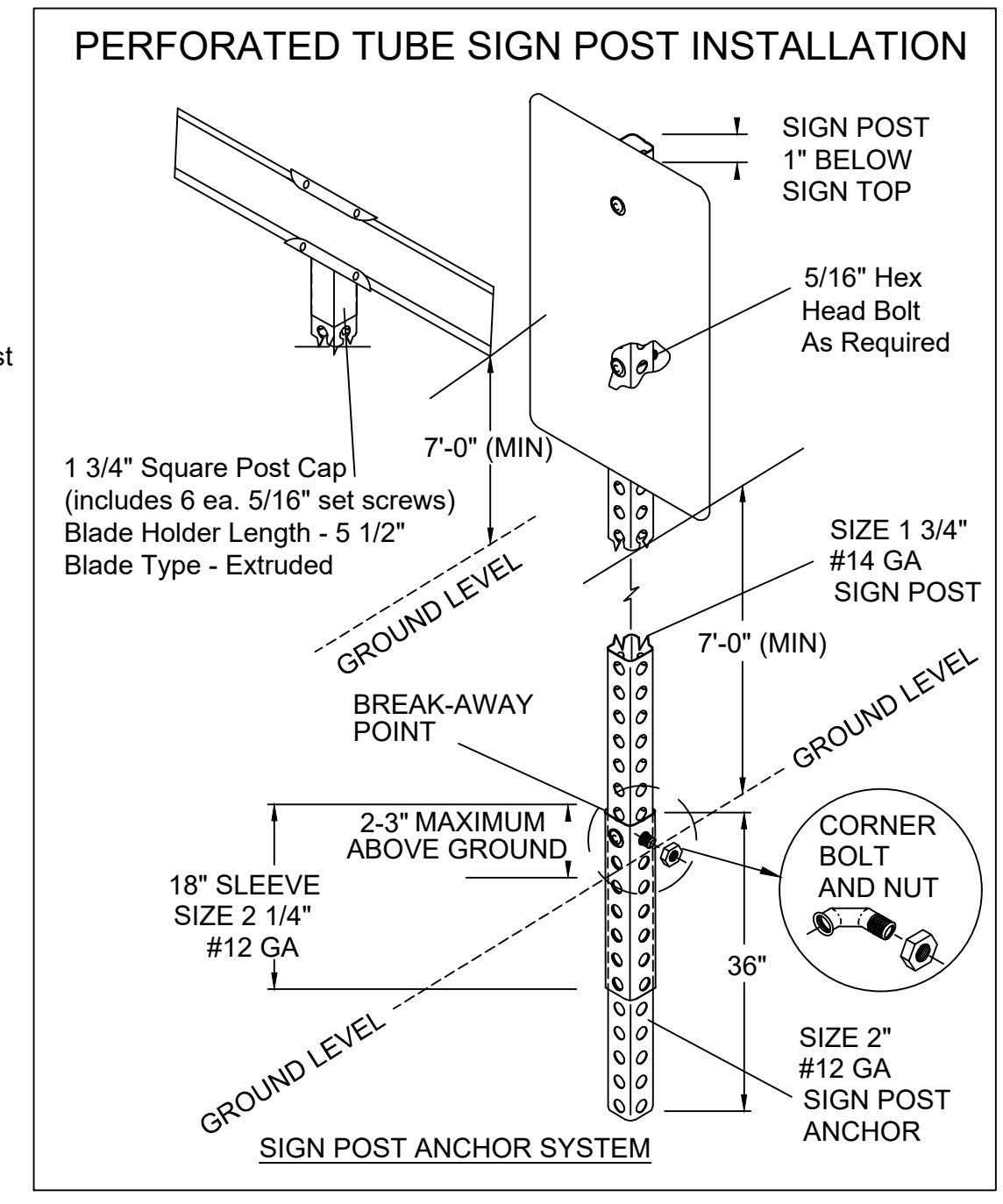
<b>CURB INLET PAVEMENT UNDERDRAIN DETAIL</b>		
CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER	OCA NUMBER	DATE
		10/2012
CITY ENGINEER'S OFFICE		SHEET
CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		8
		76

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

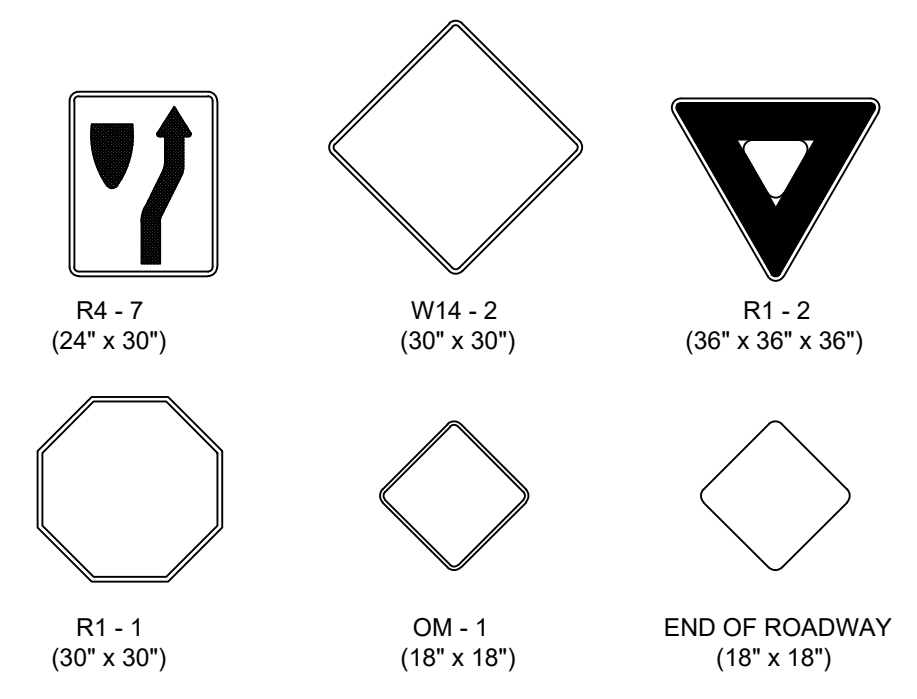
- FABRICATION AND INSTALLATION OF ALL SIGNS SHALL CONFORM TO THE LATEST EDITION OF THE MUTCD.**
  - POST ANCHORS: POSTS SHALL BE ANCHORED WITH A YIELDING BASE POST SUPPORT AS DETAILED.
  - POSTS FOR TRAFFIC CONTROL SIGNS: POSTS SHALL BE GALVANIZED AND CONFORM TO THE REQUIREMENTS OF SUBSECTION 1620 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT ALL POSTS SHALL WEIGH 3 LBS./FT. MINIMUM.
  - POSTS FOR STREET NAME SIGNS (SNS): POSTS SHALL BE 9 FEET LONG, CONSTRUCTED FROM #14 GALVANIZED STEEL PIPE AND SHALL BE 1 3/4" SQUARE WEIGHING A MINIMUM OF 3 LBS./FT. POSTS SHALL BE POSITIONED SO THAT THE BOTTOM BLADE IS 7 FEET ABOVE GRADE.
  - POSTS FOR END OF ROADWAY SIGN TO BE 8' LONG AND INSTALLED A MINIMUM OF 4' FROM ROADWAY TO BOTTOM OF SIGN.
  - SIGN BLANKS FOR TRAFFIC CONTROL SIGNS: SIGN BLANKS SHALL BE FABRICATED FROM 0.080" ALUMINUM ALLOY 6063-T6 CONFORMING TO THE REQUIREMENTS OF SUBSECTION 1627 OF THE STANDARD SPECIFICATIONS.
  - SIGN BLADES FOR STREET NAME SIGNS: EXTRUDED ALUMINUM BLADES SHALL BE ALUMINUM ALLOY CONFORMING TO 6063-T6 OR 5052-H38 (ASTM SPECIFICATION B221, LATEST ISSUE). BLADES SHALL HAVE AN ALODINE OR PHOSPHATE ETCHED FINISH. BLADES SHALL HAVE SQUARE CORNERS AND NO HOLES. MINIMUM BLADE LENGTH SHALL BE 24". MAXIMUM BLADE LENGTH SHALL BE 48". LENGTH VARIES BY INCREMENTS OF 6". BLADES BEARING THE STREET NAMES SHALL BE FIRMLY ATTACHED TO THE MOUNTING BRACKETS USING ALLEN-TYPE CONICAL SET SCREWS. THE BLADES SHALL BE ORIENTED PARALLEL TO THE STREET.
  - MOUNTING BRACKETS FOR SIGNS: DIE-CAST ALUMINUM BRACKETS SHALL BE ALUMINUM ALLOY 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.
  - FASTENERS: ALL STEEL FASTENERS FOR TRAFFIC CONTROL SIGNS SHALL BE GALVANIZED AND SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1614 OF THE STANDARD SPECIFICATIONS.
  - REFLECTIVE SHEETING: REFLECTIVE SHEETING SHALL BE A MINIMUM OF HIGH INTENSITY PRISMATIC.
  - PROCESS INK: ALL PROCESS INK SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 2202 OF THE STANDARD SPECIFICATIONS.
  - DETAILS - SNS: THE REFLECTIVE SHEETING FOR THE 9" STANDARD SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVER-WHITE #2 COPY WITH 6" UPPER CASE AND 4 1/2" LOWER CASE PRIMARY COPY AND SUFFIX COPY, BOTH SERIES "C". FACES TO TRIM TO A 8 1/2". (SEE DETAIL A.) THE REFLECTIVE SHEETING FOR THE 9" METRO SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVERWHITE #2 COPY WITH 6" UPPER CASE AND 4 1/2" LOWER CASE PRIMARY COPY AND SUFFIX COPY, BOTH SERIES "C". THE CARDINAL DIRECTION CENTERED DIRECTLY BELOW THE BLOCK NUMBER SHALL BE AN UPPER CASE, 3" SERIES "C" LETTER. FACES TO TRIM TO A 8 1/2" WIDTH. (SEE DETAIL B.) FOR CUL-DE-SAC STREETS, A 9" METRO SIZE BLADE SHALL BE USED WITH THE BLOCK NUMBERS DISPLAYED BENEATH THE STREET NAME. IF BLOCK NUMBERS ARE NOT SHOWN ON THE PLANS THE CONTRACTOR SHALL CONTACT THE TRAFFIC ENGINEER AT 268-4501 PRIOR TO MANUFACTURING THE SIGN. SHOP DRAWINGS OF LAYOUT FOR SNS SHALL BE SUBMITTED TO THE TRAFFIC ENGINEERING DIVISION OF THE CITY OF WICHITA FOR APPROVAL PRIOR TO FABRICATION. THE FINISHED SIGNS AS SUPPLIED SHALL BE OF GOOD APPEARANCE, FREE FROM RAGGED EDGES, CRACKS, SCALING OR BLISTERS AND SHALL BE CLEAN-CUT. SIGNS SHALL BE PACKED IN SUCH MANNER AS TO PREVENT DAMAGE OR DEFAACEMENT DURING SHIPMENT OR STORAGE.
  - PERMANENT TRAFFIC CONTROL AND SNS: PERMANENT TRAFFIC CONTROL AND SNS SHALL BE MEASURED AND PAID FOR AT THE LUMP SUM PRICE FOR SIGNING. THE PAYMENT AS SET FORTH ABOVE SHALL BE CONSIDERED FULL COMPENSATION FOR ALL EXCAVATION, BACKFILLING, POSTS, ANCHORS, FASTENERS, MATERIALS, LABOR, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK.



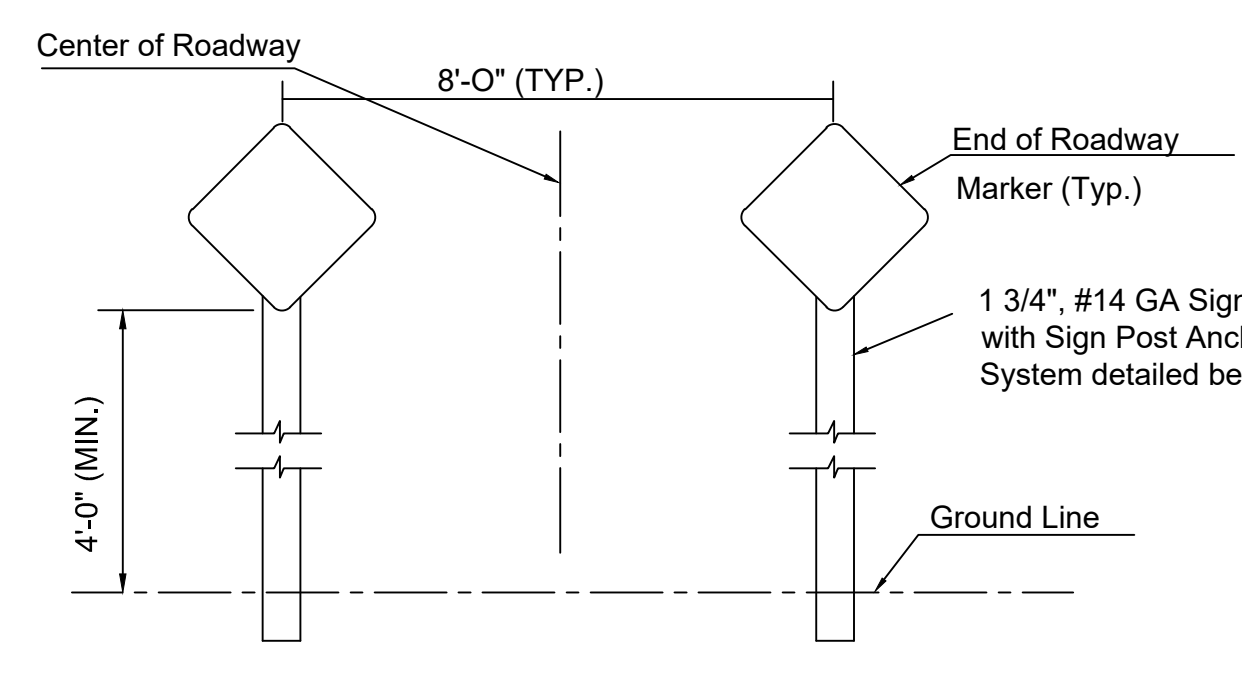
FLAT PLATE STREET NAME SIGN



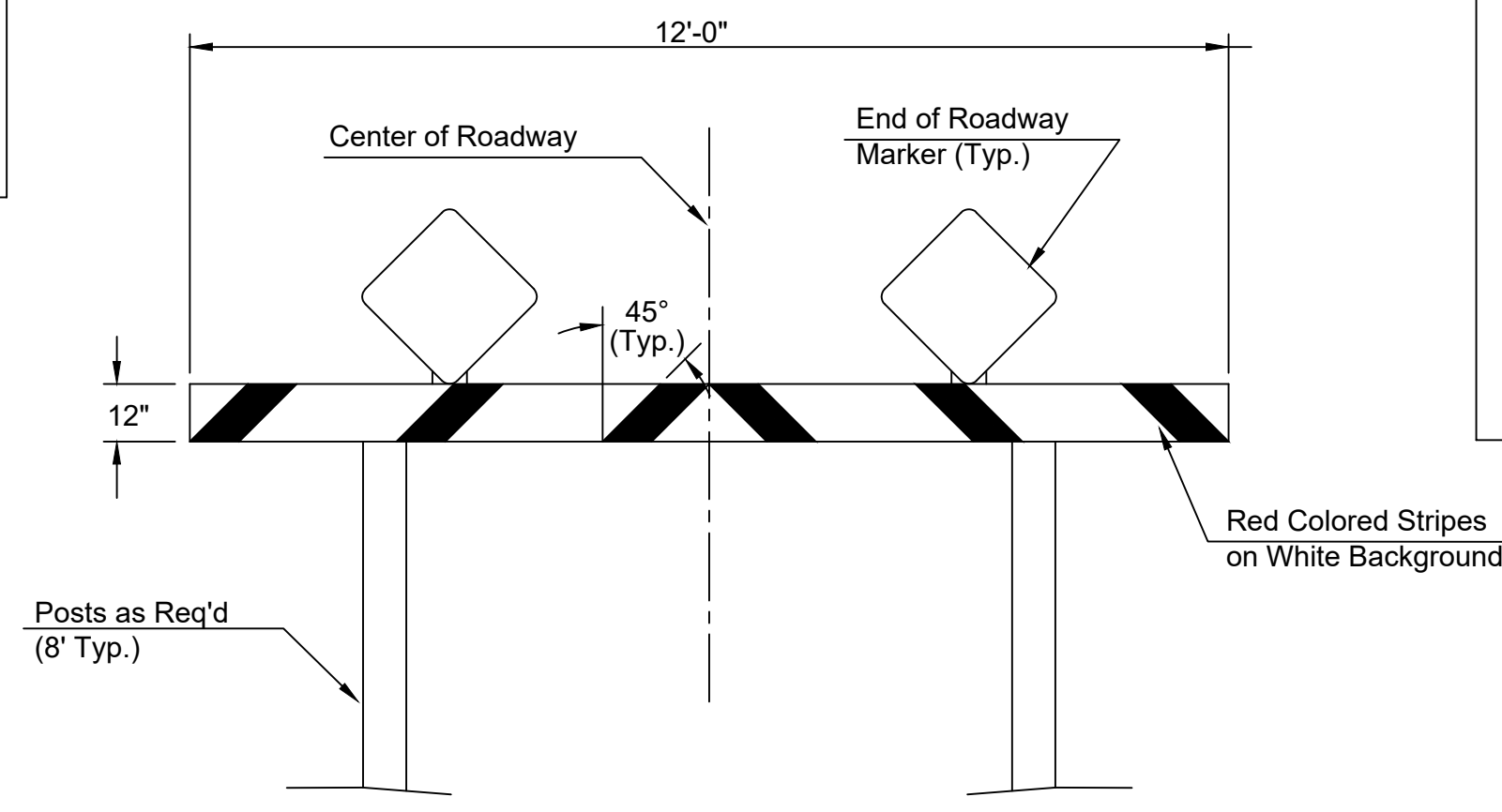
SEE NEXT SHEET FOR SIGN ASSEMBLY TABLE



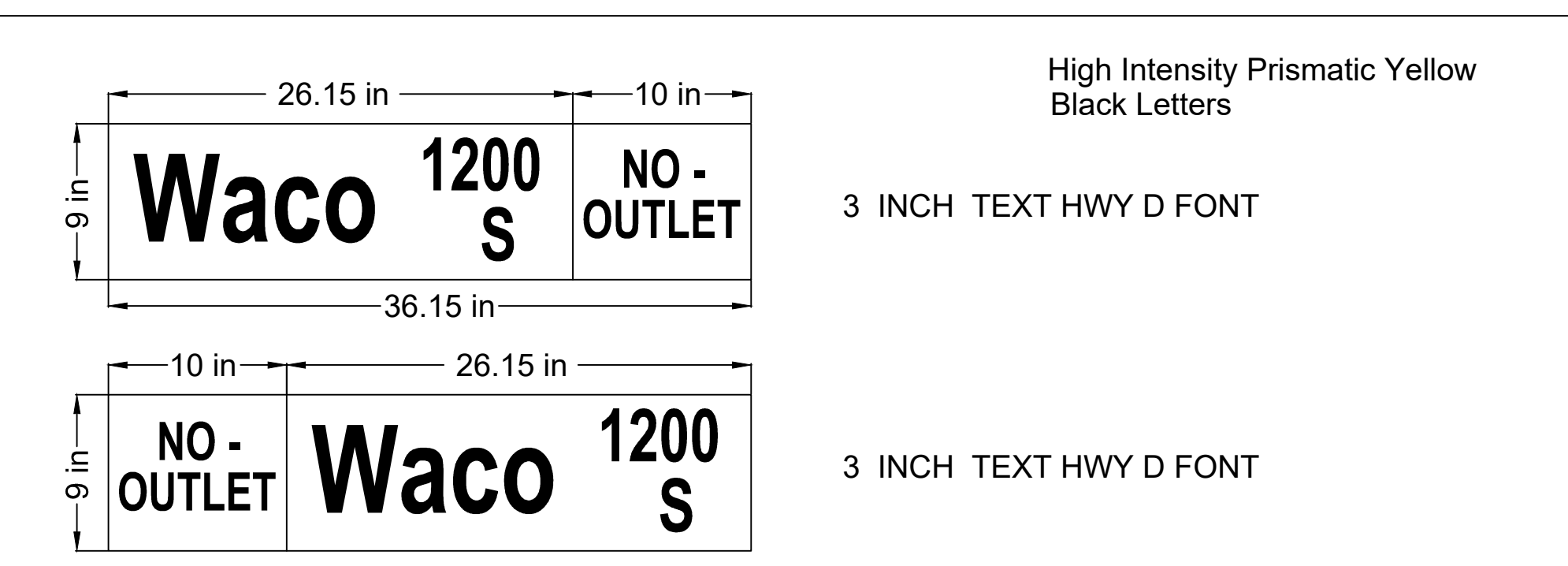
\* IN NO CASE SHALL THE SPECIFICATIONS BE LESS THAN REQUIRED BY THE CURRENT MUTCD.



TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION

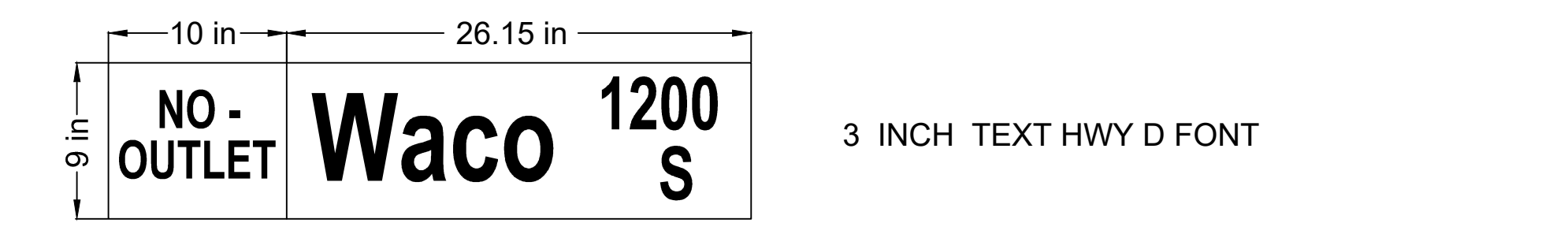


TYPE I BARRICADE DETAIL W/ E.O.R. MARKERS



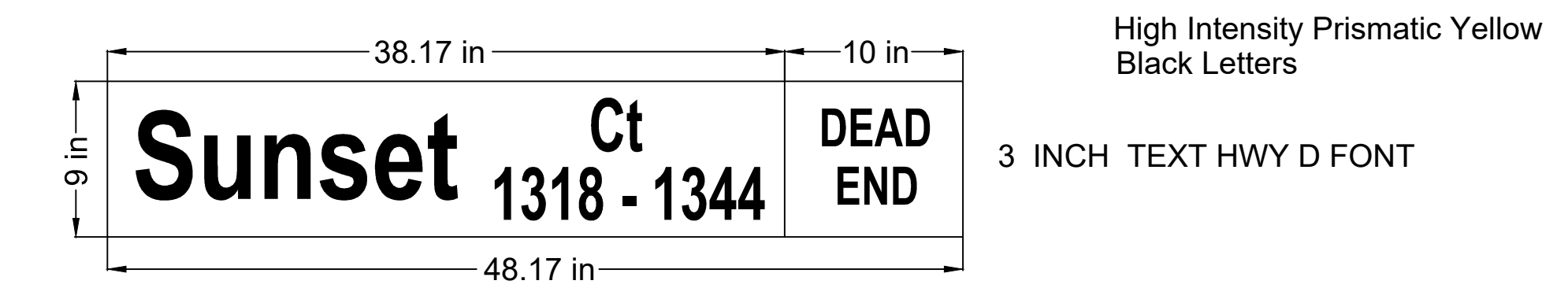
High Intensity Prismatic Yellow Black Letters

3 INCH TEXT HWY D FONT



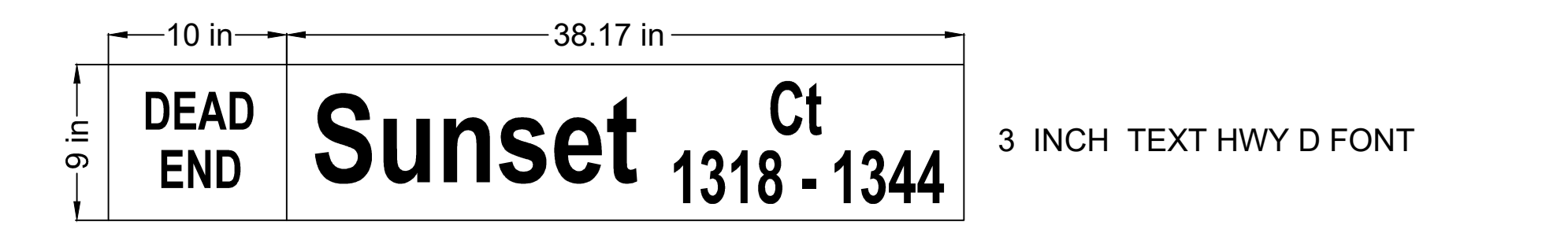
3 INCH TEXT HWY D FONT

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



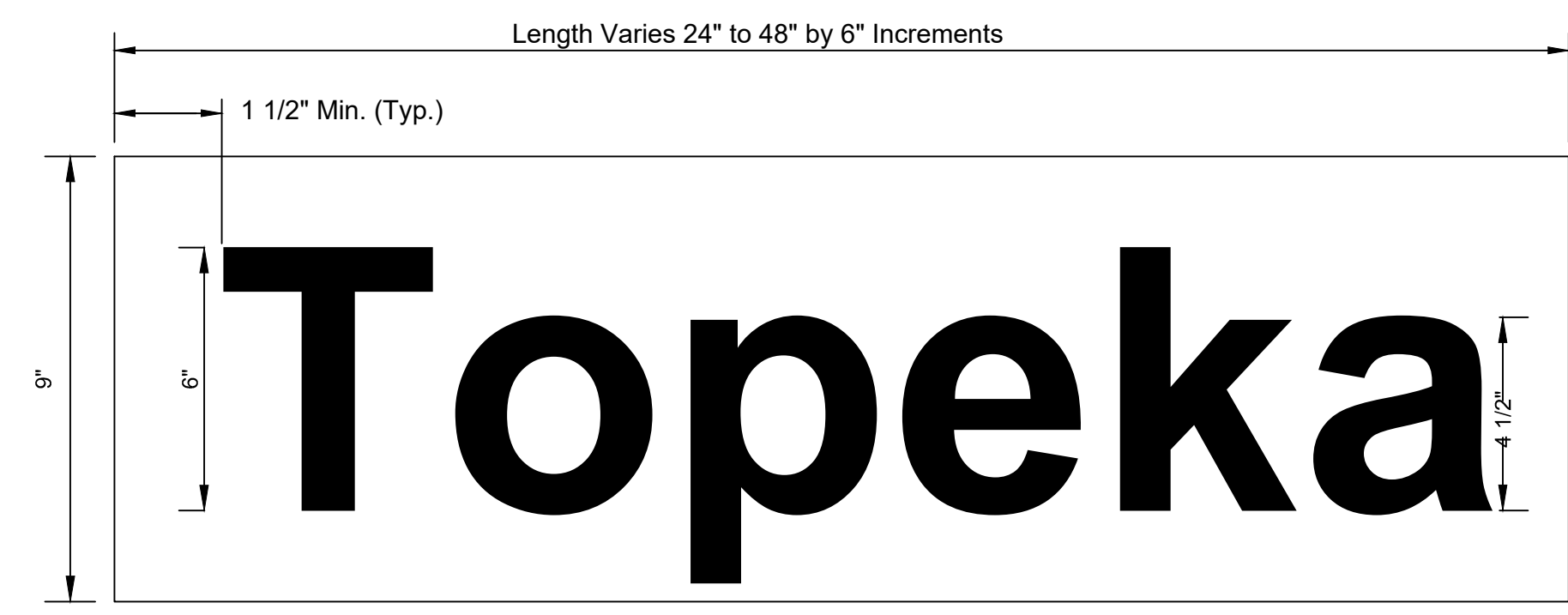
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3 INCH TEXT HWY D FONT

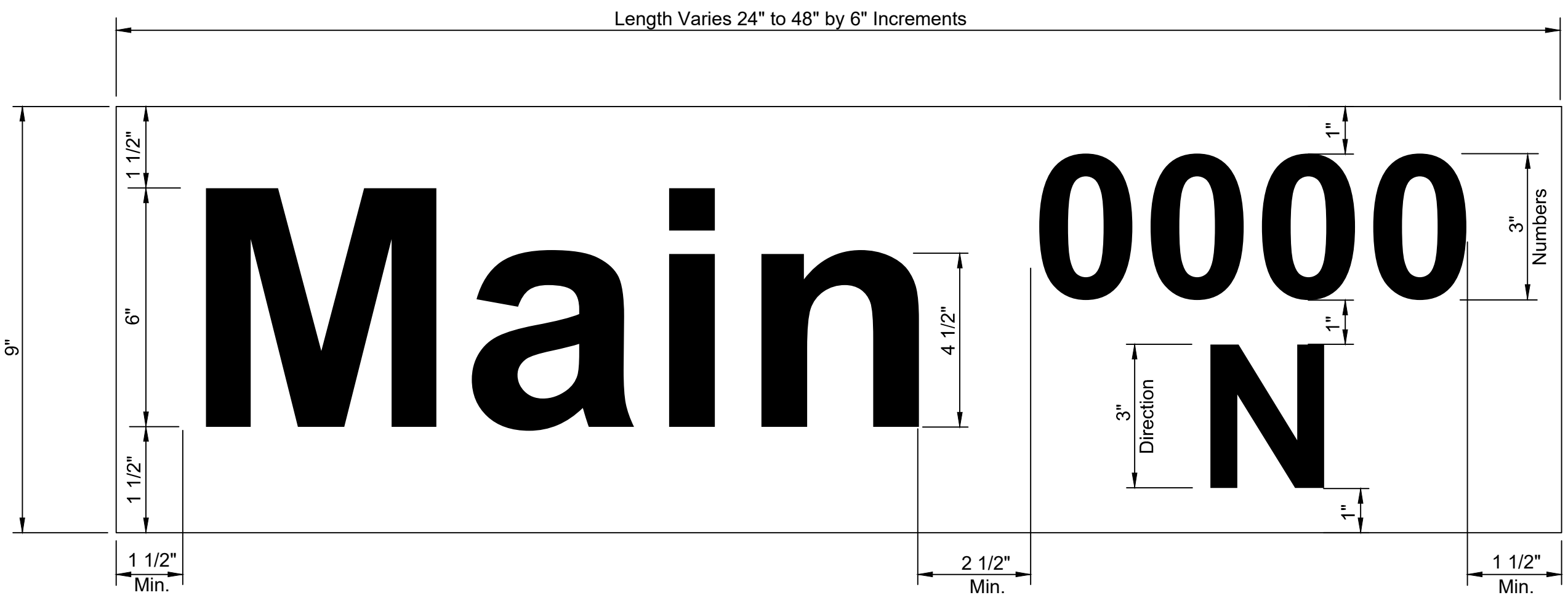


3 INCH TEXT HWY D FONT

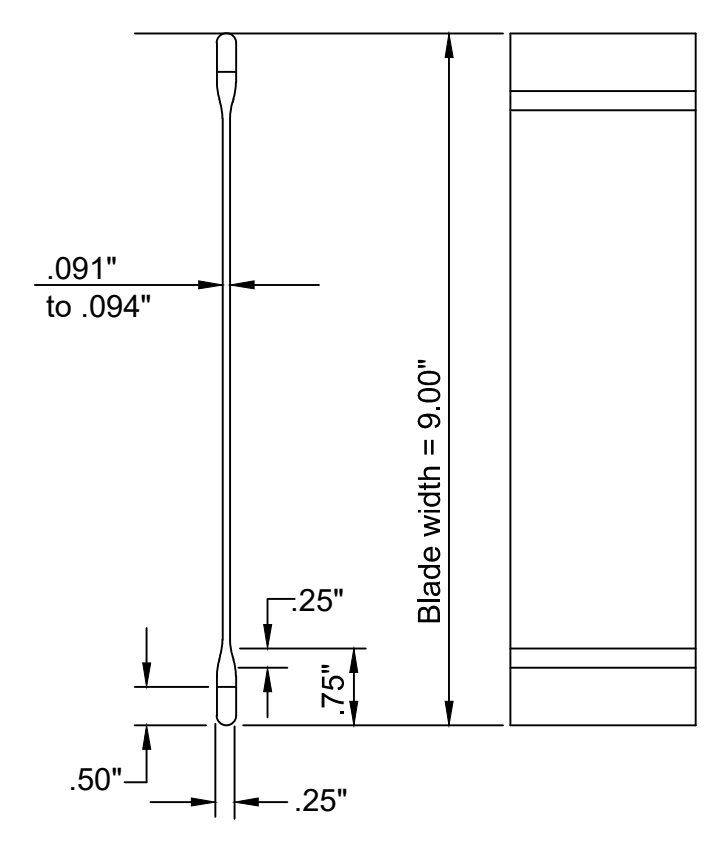
4.5 inch lower case text HWY D font  
6 INCH UPPER CASE TEXT HWY D FONT



DETAIL A  
9" STANDARD



DETAIL B  
9" METRO



STREET NAME SIGN  
BLADE DETAILS

STREET NAME	NO. BLADES REQUIRED	
	9" STD.	9" METRO
WEBB ROAD		2
CROSSWIND ST	4	
CROSSWIND CT	2	
AIRMAN ST	2	
AIRMAN CIR	1	
FLIGHTLINE ST	2	
FLIGHTLINE CIR	1	
ZULU ST	3	
CREED ST	6	
GOBEL ST	5	
CARSON ST	2	
CARSON CT	1	
GOBEL CT	2	
PAWNEE AVE		1

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

**SIGN DETAILS**

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

PROJECT NUMBER: \_\_\_\_\_ OCA NUMBER: \_\_\_\_\_ DATE: \_\_\_\_\_

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

SHEET  
**9**

**76**

File: L:\2024\171-2400521 - Pegasus Addition Design\Drawings\PAVING SHEETS\Public-Private Paving Details.dwg Last Save: 1/31/2025 9:09 AM Last saved by: DRStandrich  
 Last plotted by: Standrich, Darryl R Plot Style: --- Plot Scale: 1:2.5849 Plot Date: 1/31/2025 9:16 AM Plotter Used: None



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

SIGN ASSEMBLY TABLE				
	STATION	OFFSET	SIGN	QUANTITY*
CROSSWIND ST	0+49	17' LT	R1-1	1
	0+57	23' RT	SNS	1
	3+01	29' LT	SNS	1
	6+05	29' LT	SNS	1
	9+13	23' RT	SNS	1
	9+63	23' RT	SNS	1
CREED ST	0+49	17' LT	R1-1	1
	0+57	25' RT	SNS	1
	2+70	32' LT	SNS	1
	3+31	24' RT	SNS	1
	5+76	32' LT	SNS	1
	6+36	24' RT	SNS	1
GOBEL ST	8+29	23' RT	SNS	1
	8+85	22' RT	SNS	1
	17+68	23' RT	SNS	1
CARSON ST	18+69	29' LT	SNS	1
	21+37	29' LT	SNS	1
	23+71	29' LT	SNS	1
	23+73	38' RT	R1-1	1
	3+02	26' LT	SNS	1

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA  
 WICHITA, KANSAS



PEGASUS ADDITION PAVING

Sign Details 2

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: .  
 DRAWN BY: .

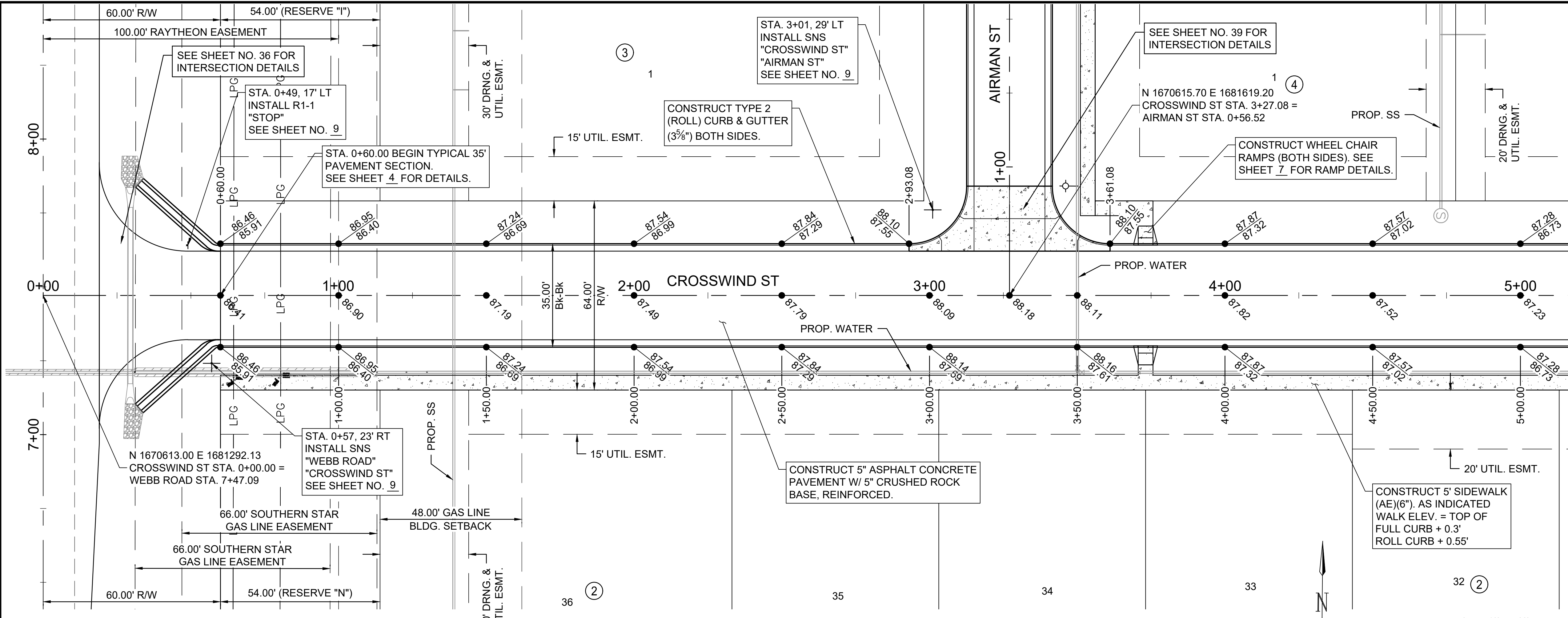
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 IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER  
 SHEET NUMBER **10** OF **76**

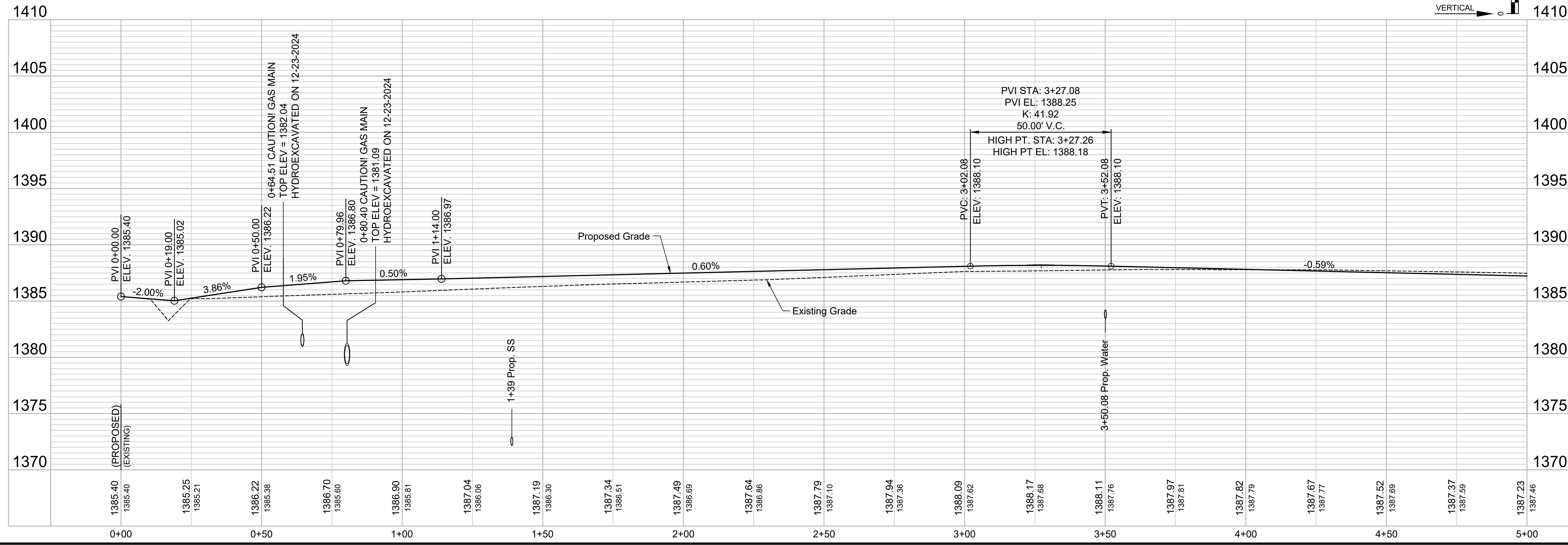
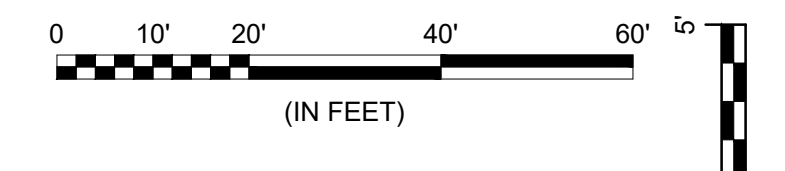


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- Notes:
- All sidewalks shall have 2% cross-slope per ADA requirements.
  - Curb grades indicated on this sheet are Full Height 6" (0.55') Curb Grades. Roll Curb 3 3/8" (0.30') shall be constructed on this project unless otherwise noted.
  - Outside edge of sidewalk shall be 0.30' above Full Height Curb Grades.
  - Add 1300.00 to all elevations shown to obtain actual elevations.



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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

**CROSSWIND  
 PLAN &  
 PROFILE  
 (1 of 2)**

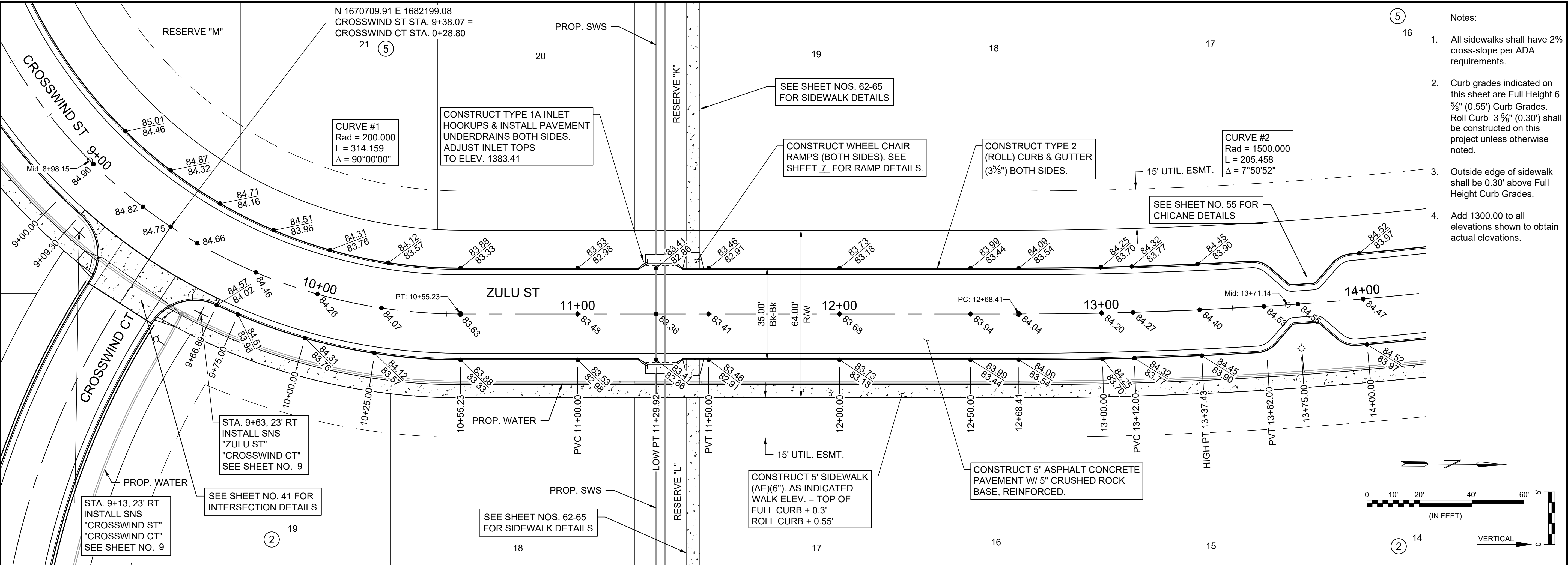
JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJG  
 DRAWN BY: DRS

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

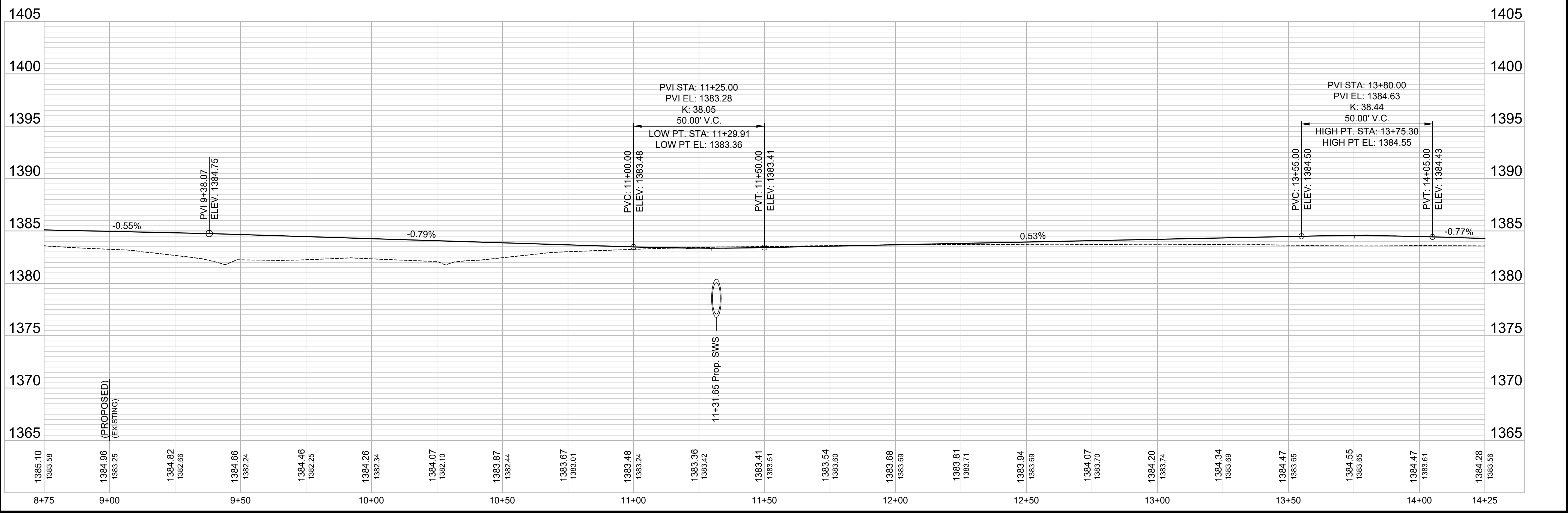
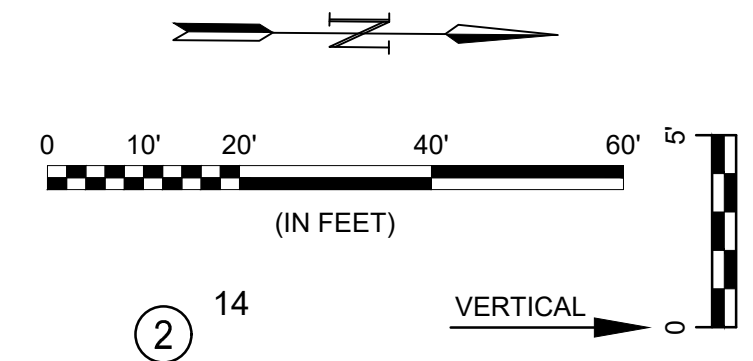
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- Notes:
- All sidewalks shall have 2% cross-slope per ADA requirements.
  - Curb grades indicated on this sheet are Full Height 6 5/8" (0.55') Curb Grades. Roll Curb 3 5/8" (0.30') shall be constructed on this project unless otherwise noted.
  - Outside edge of sidewalk shall be 0.30' above Full Height Curb Grades.
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REV.	DATE	DESCRIPTION



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PEGASUS ADDITION PAVING

**ZULU ST  
 PLAN &  
 PROFILE  
 (1 of 2)**

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJG  
 DRAWN BY: DRS

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

DRAWING NUMBER

SHEET NUMBER **13 OF 76**

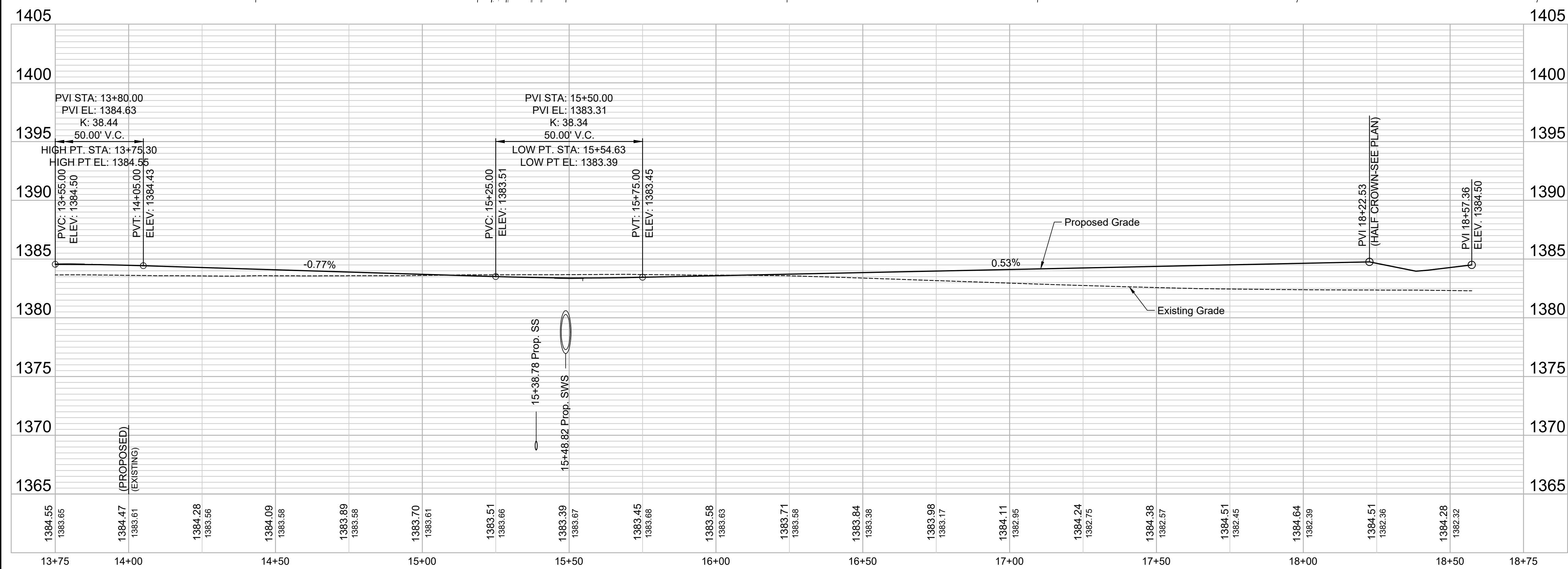
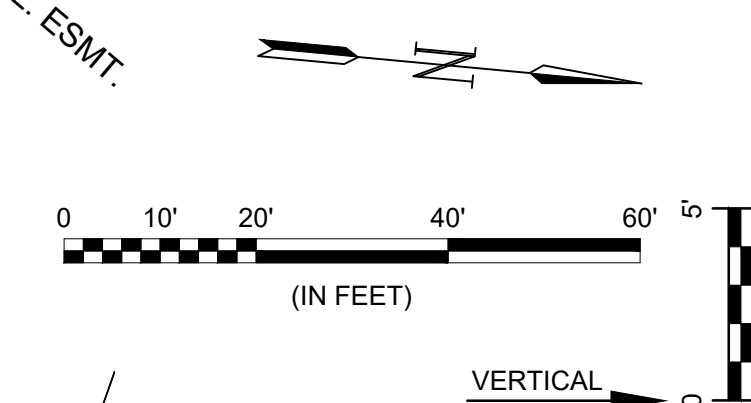
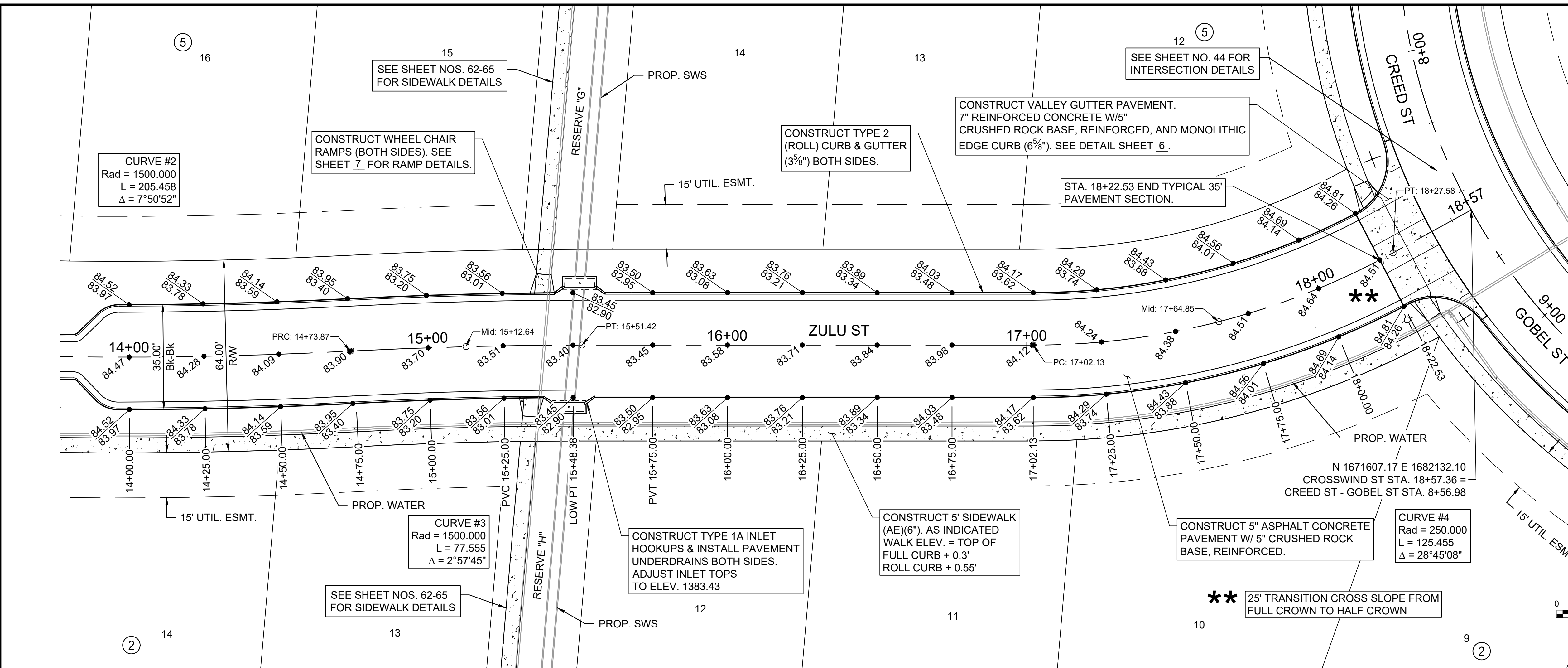


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Notes:

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- Outside edge of sidewalk shall be 0.30' above Full Height Curb Grades.
- Add 1300.00 to all elevations shown to obtain actual elevations.



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REV.	DATE	DESCRIPTION	BY

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PEGASUS ADDITION PAVING

ZULU ST PLAN & PROFILE (2 of 2)

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: E.J.G.  
 DRAWN BY: DRS

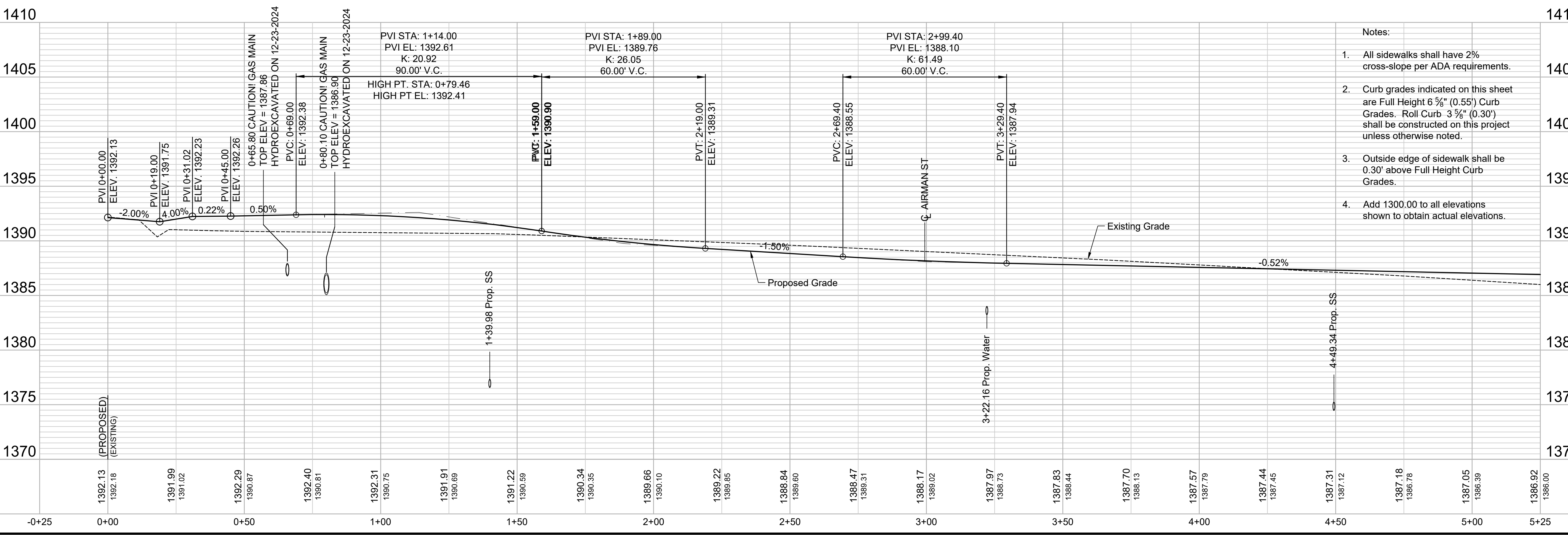
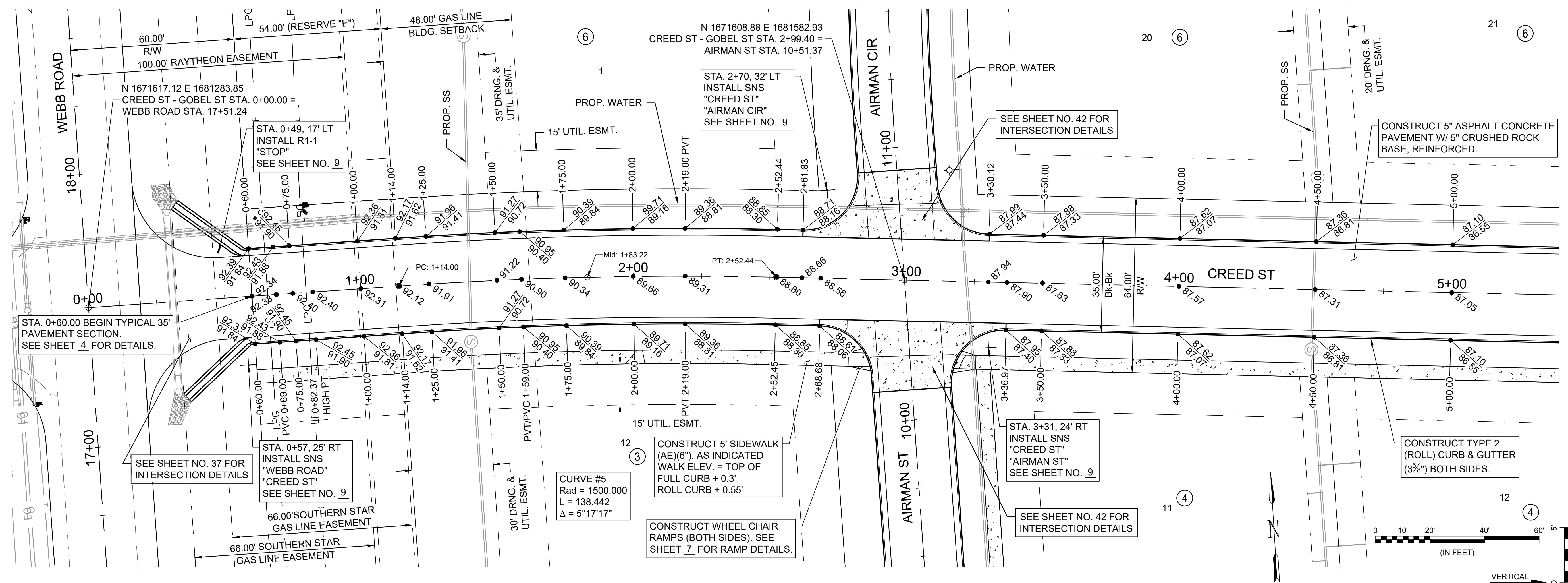
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  - Curb grades indicated on this sheet are Full Height 6 3/8" (0.55") Curb Grades. Roll Curb 3 3/8" (0.30") shall be constructed on this project unless otherwise noted.
  - Outside edge of sidewalk shall be 0.30' above Full Height Curb Grades.
  - Add 1300.00 to all elevations shown to obtain actual elevations.

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REV.	DATE	DESCRIPTION

CITY OF WICHITA  
 WICHITA, KANSAS  
 PEGASUS ADDITION PAVING

CREED PLAN & PROFILE (1 of 2)

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJG  
 DRAWN BY: DRS

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REV.	DATE	DESCRIPTION	BY



CITY OF WICHITA  
 WICHITA, KANSAS

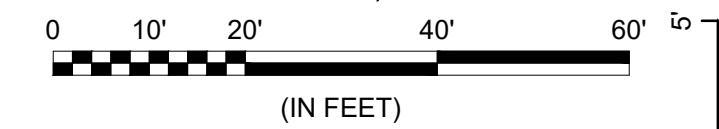
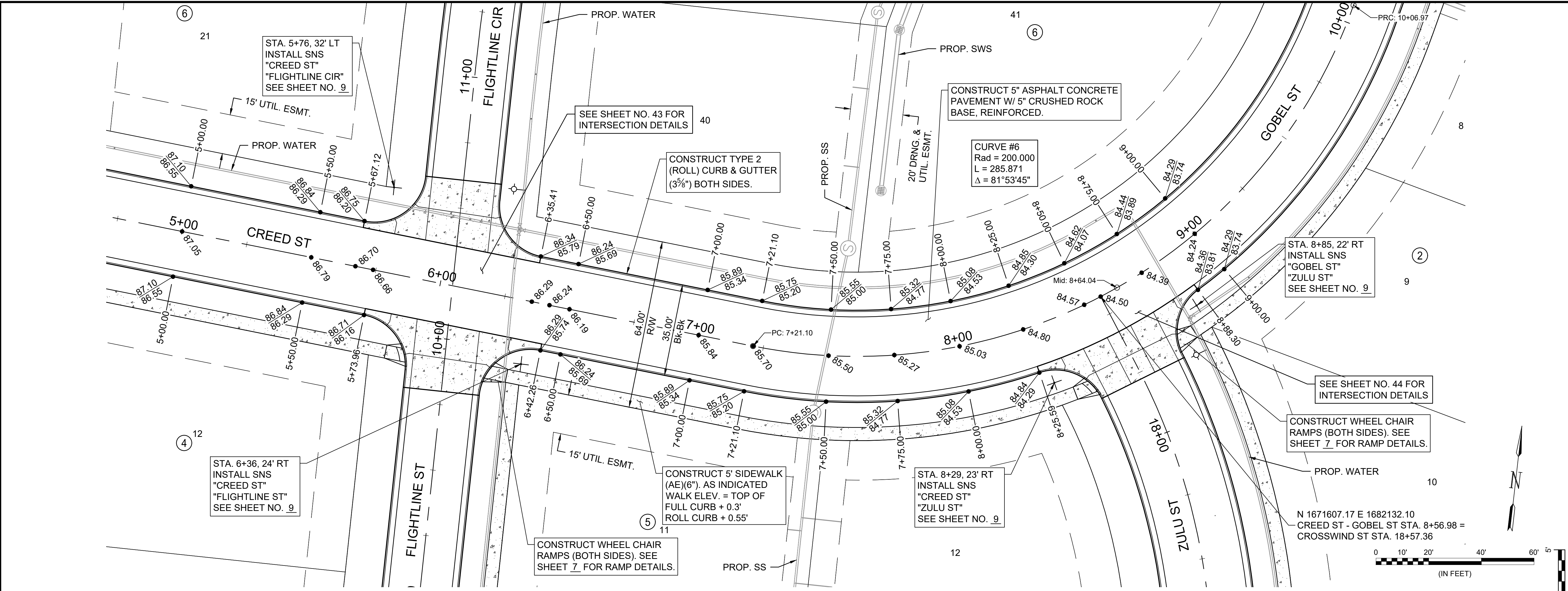
**PEGASUS ADDITION PAVING**  
**CREED PLAN & PROFILE**  
 (2 of 2)

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

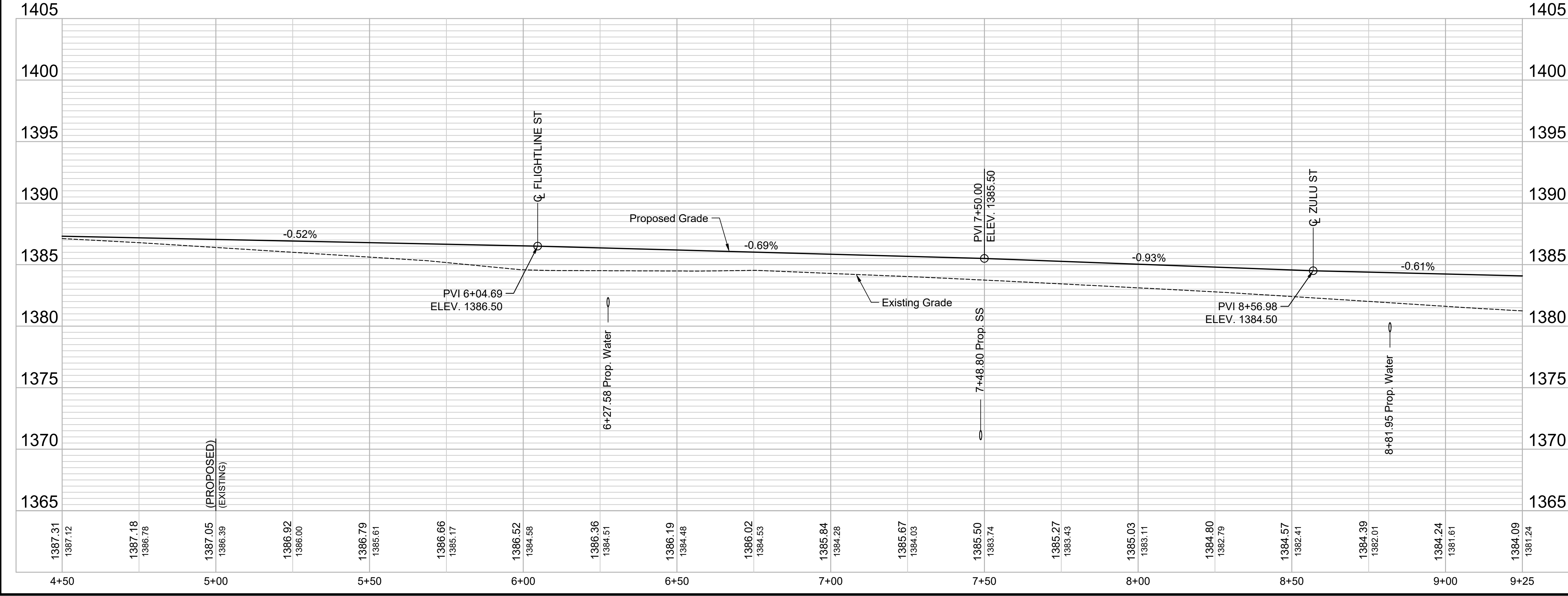
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DRAWING NUMBER

SHEET NUMBER **16** OF **76**



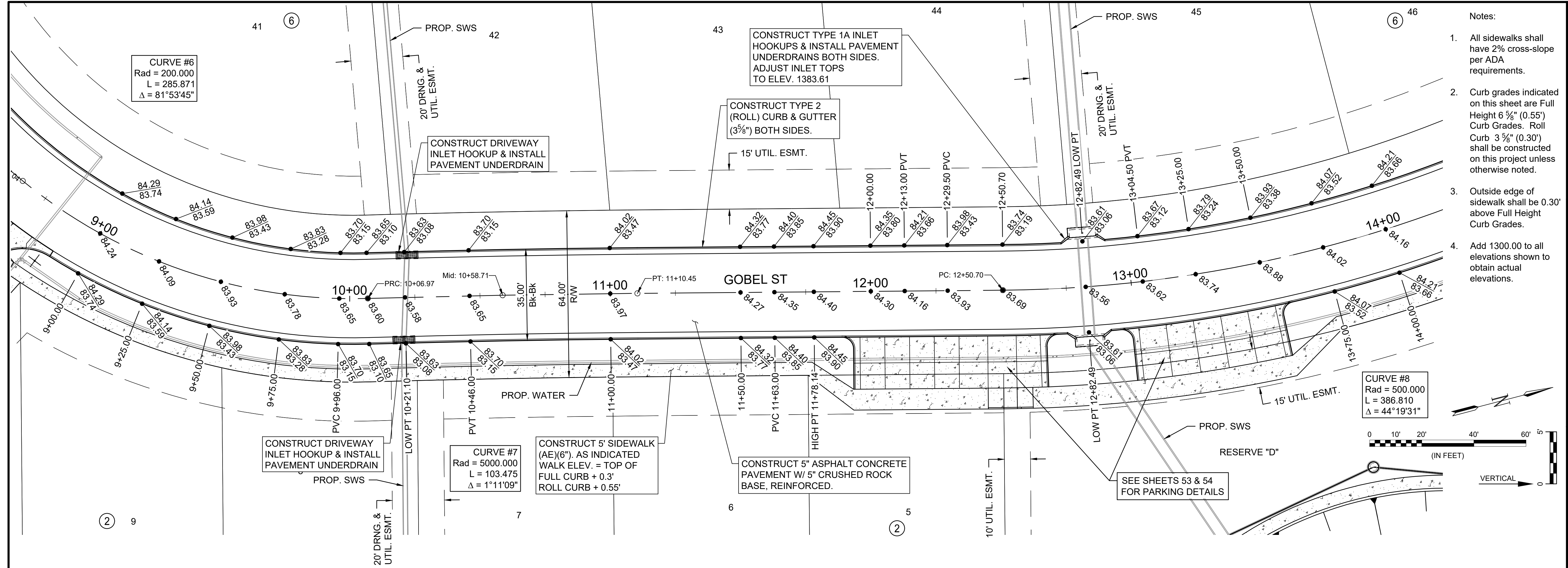
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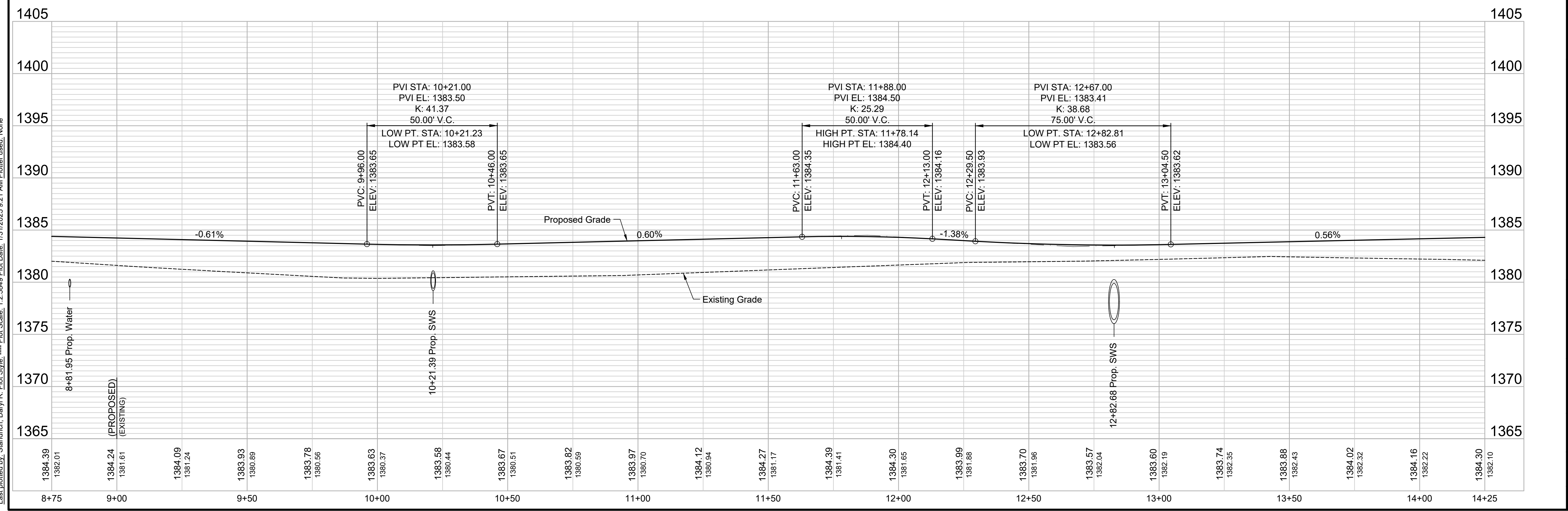
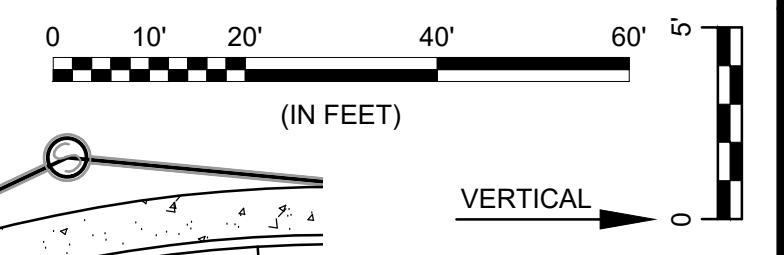
- Notes:
- All sidewalks shall have 2% cross-slope per ADA requirements.
  - Curb grades indicated on this sheet are Full Height 6" (0.55') Curb Grades. Roll Curb 3" (0.30') shall be constructed on this project unless otherwise noted.
  - Outside edge of sidewalk shall be 0.30' above Full Height Curb Grades.
  - Add 1300.00 to all elevations shown to obtain actual elevations.

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- Notes:
- All sidewalks shall have 2% cross-slope per ADA requirements.
  - Curb grades indicated on this sheet are Full Height 6 5/8" (0.55') Curb Grades. Roll Curb 3 5/8" (0.30') shall be constructed on this project unless otherwise noted.
  - Outside edge of sidewalk shall be 0.30' above Full Height Curb Grades.
  - Add 1300.00 to all elevations shown to obtain actual elevations.



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**CITY OF WICHITA**  
 WICHITA, KANSAS

**PEGASUS ADDITION PAVING**

**GOBEL PLAN & PROFILE (1 of 4)**

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

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REV.	DATE	DESCRIPTION	BY



CITY OF WICHITA  
 WICHITA, KANSAS

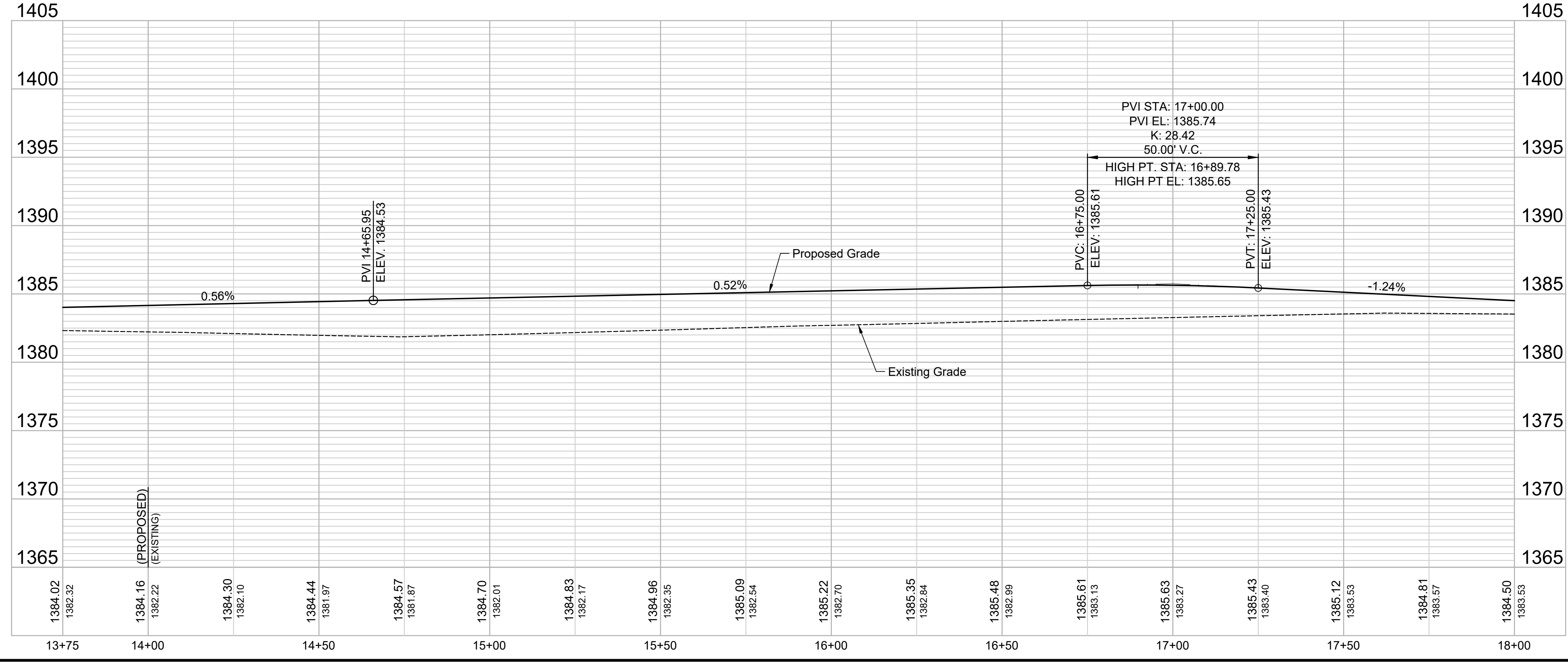
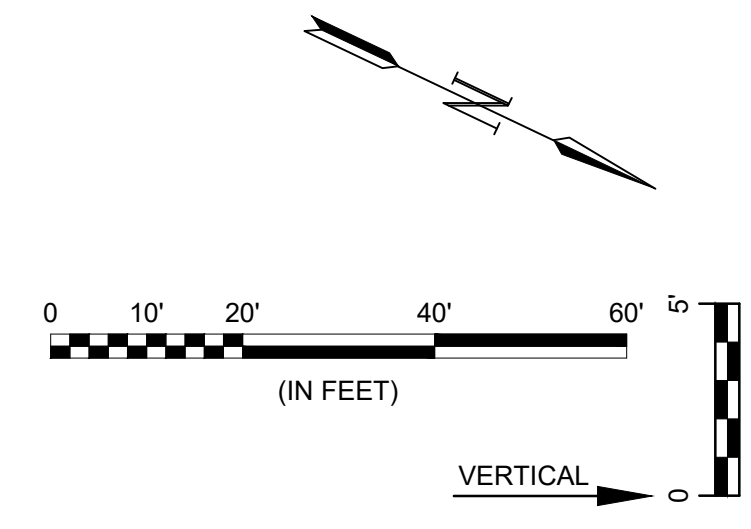
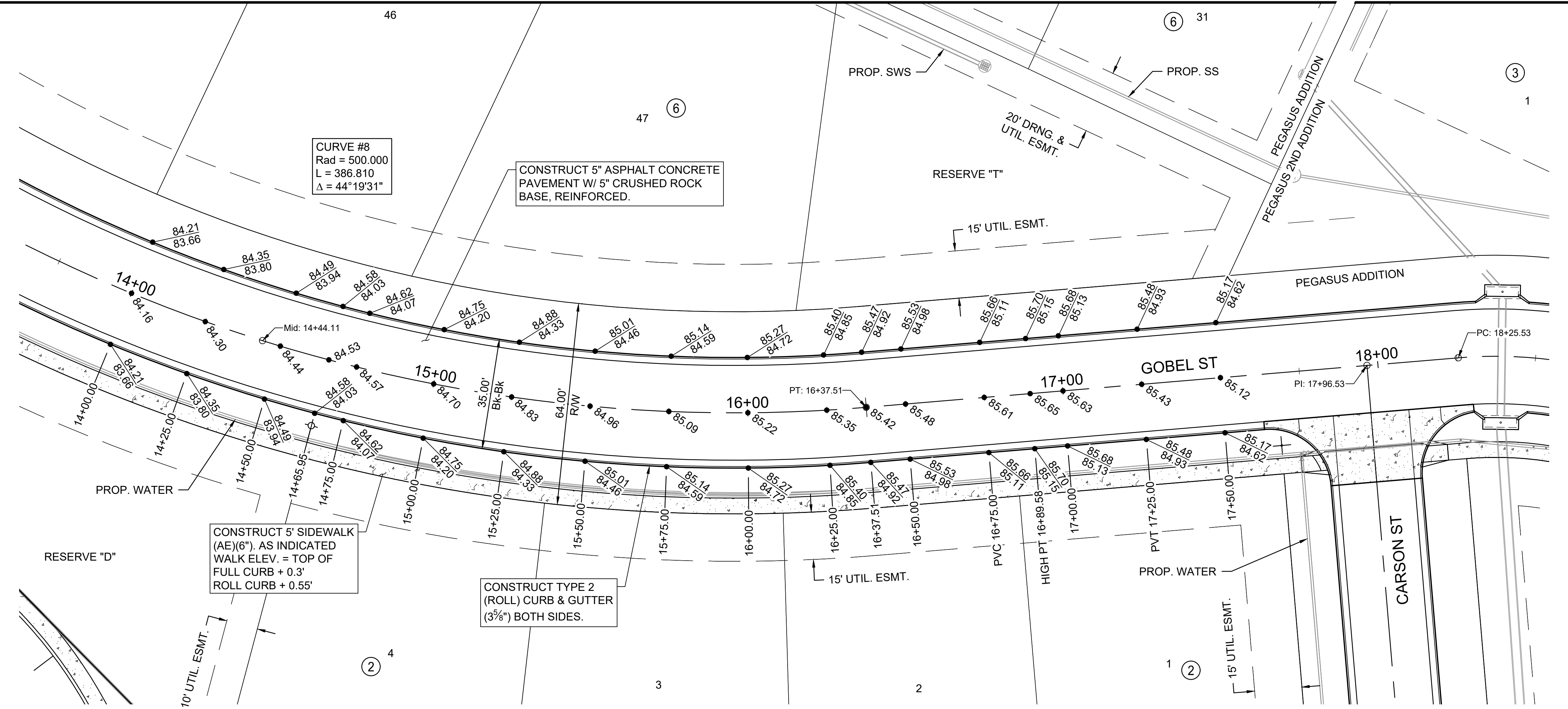
GOBEL PLAN & PROFILE  
 (2 of 4)

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJG  
 DRAWN BY: DRS

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

DRAWING NUMBER

SHEET NUMBER **18** OF **76**



- Notes:
- All sidewalks shall have 2% cross-slope per ADA requirements.
  - Curb grades indicated on this sheet are Full Height 6 5/8" (0.55") Curb Grades. Roll Curb 3 5/8" (0.30") shall be constructed on this project unless otherwise noted.
  - Outside edge of sidewalk shall be 0.30' above Full Height Curb Grades.
  - Add 1300.00 to all elevations shown to obtain actual elevations.

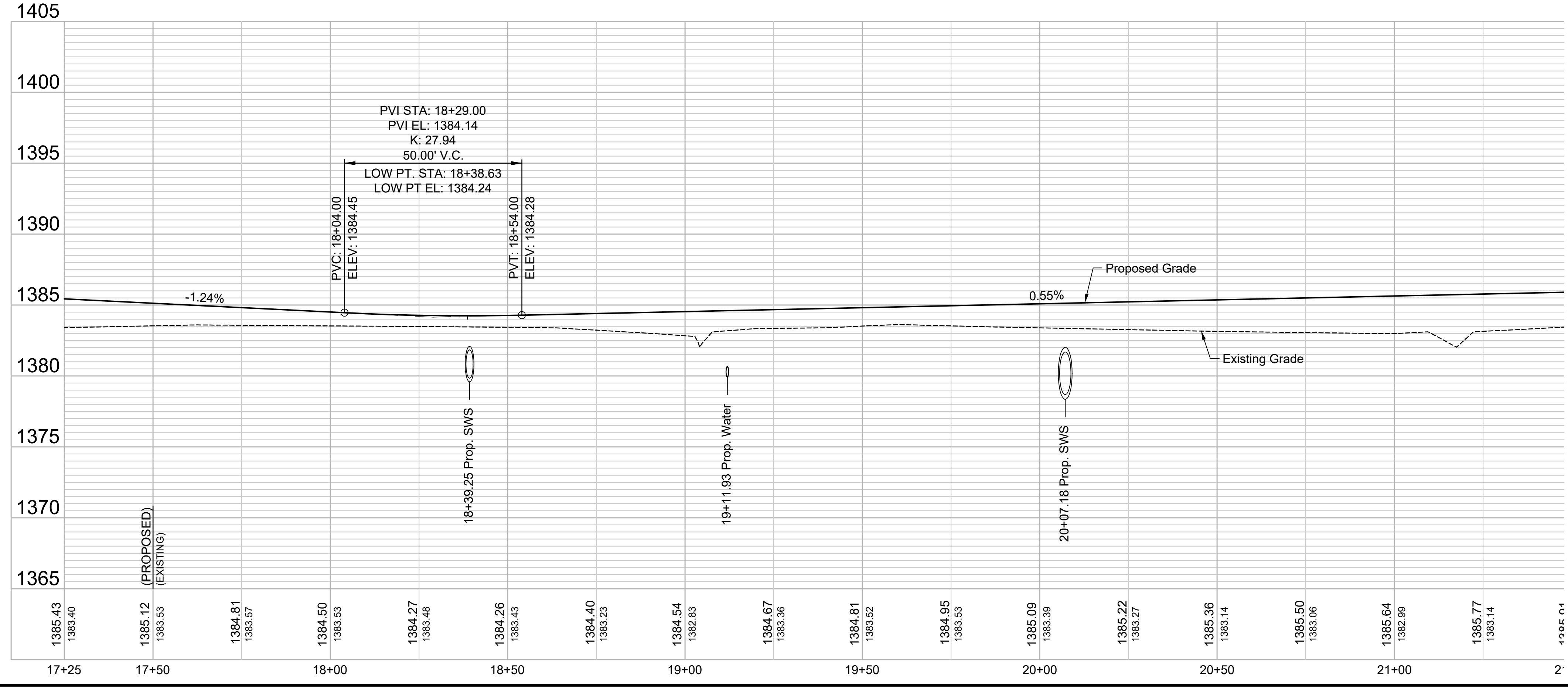
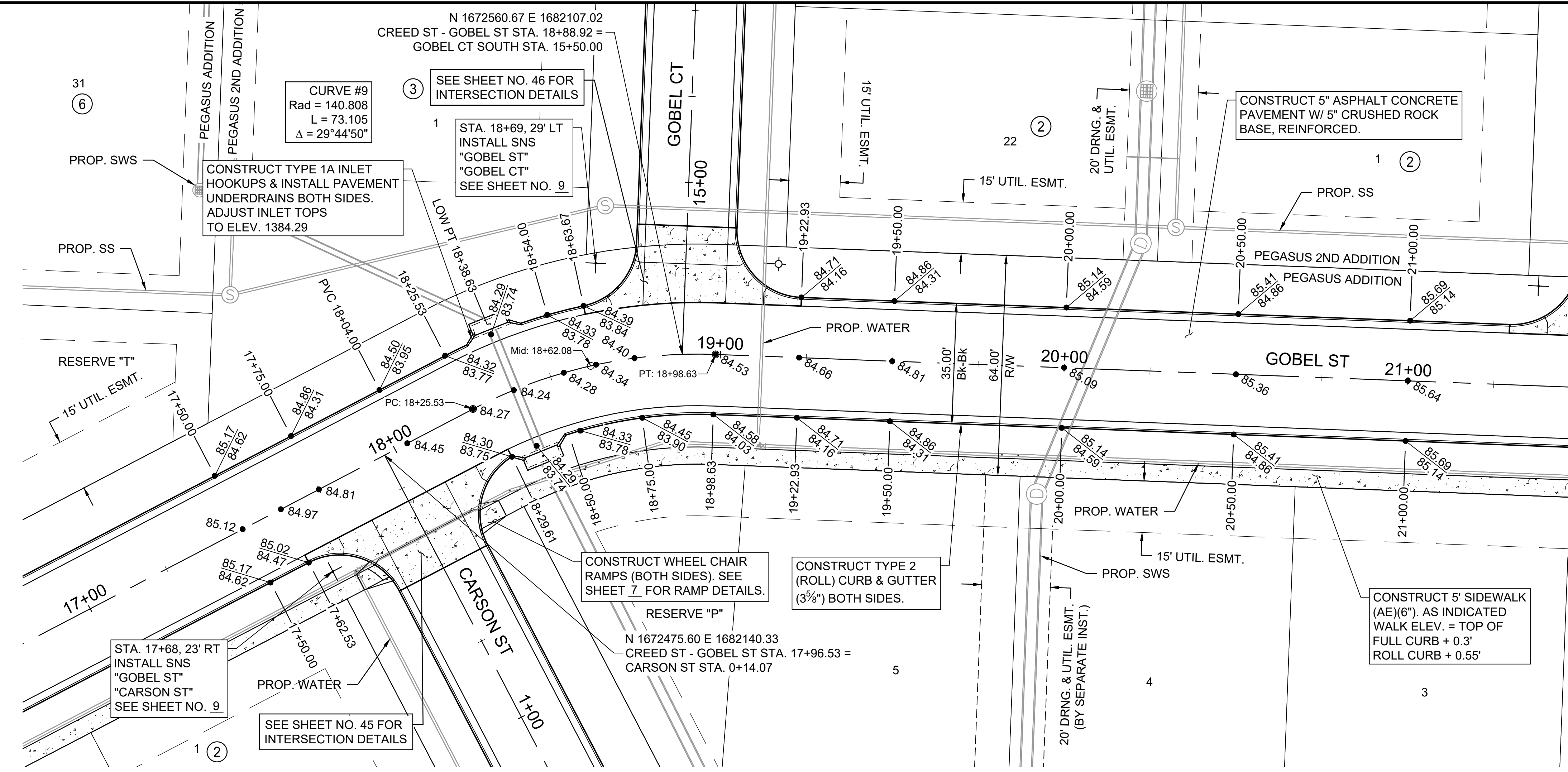
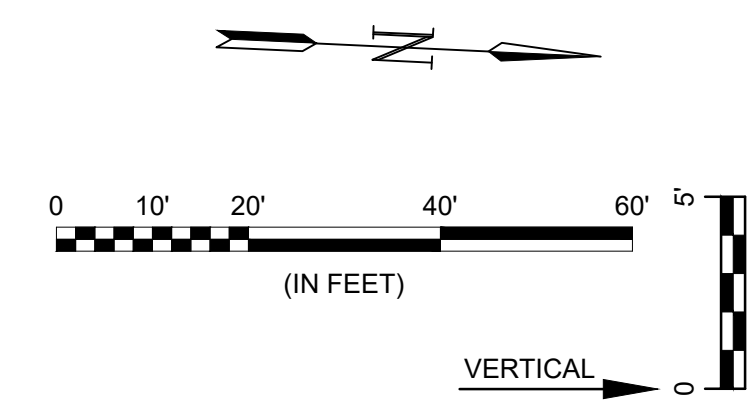
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 Last plotted by: Standrich, Darryl R. Plot Style: --- Plot Scale: 1:2.5849 Plot Date: 1/31/2025 9:22 AM Plotter Used: None



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  - Add 1300.00 to all elevations shown to obtain actual elevations.



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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

**GOBEL  
 PLAN &  
 PROFILE  
 (3 of 4)**

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

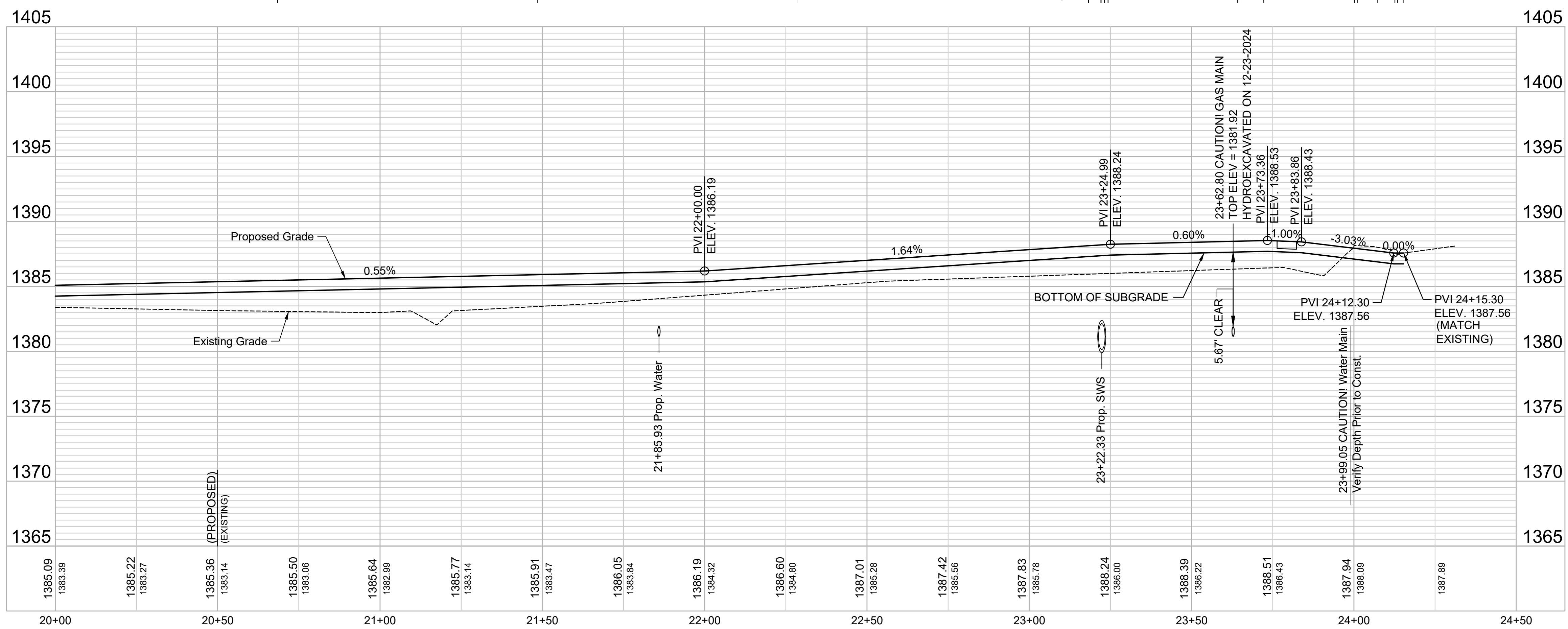
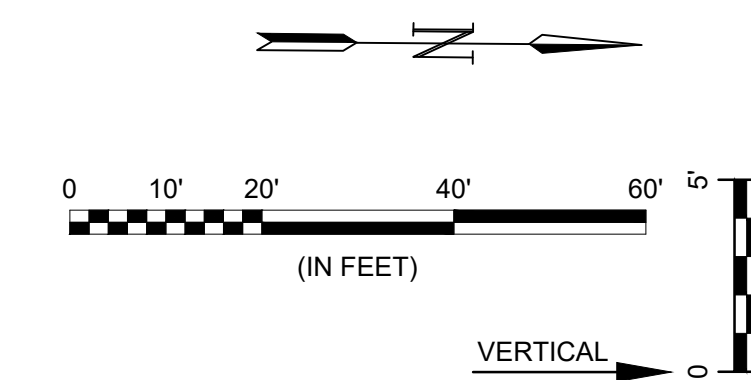
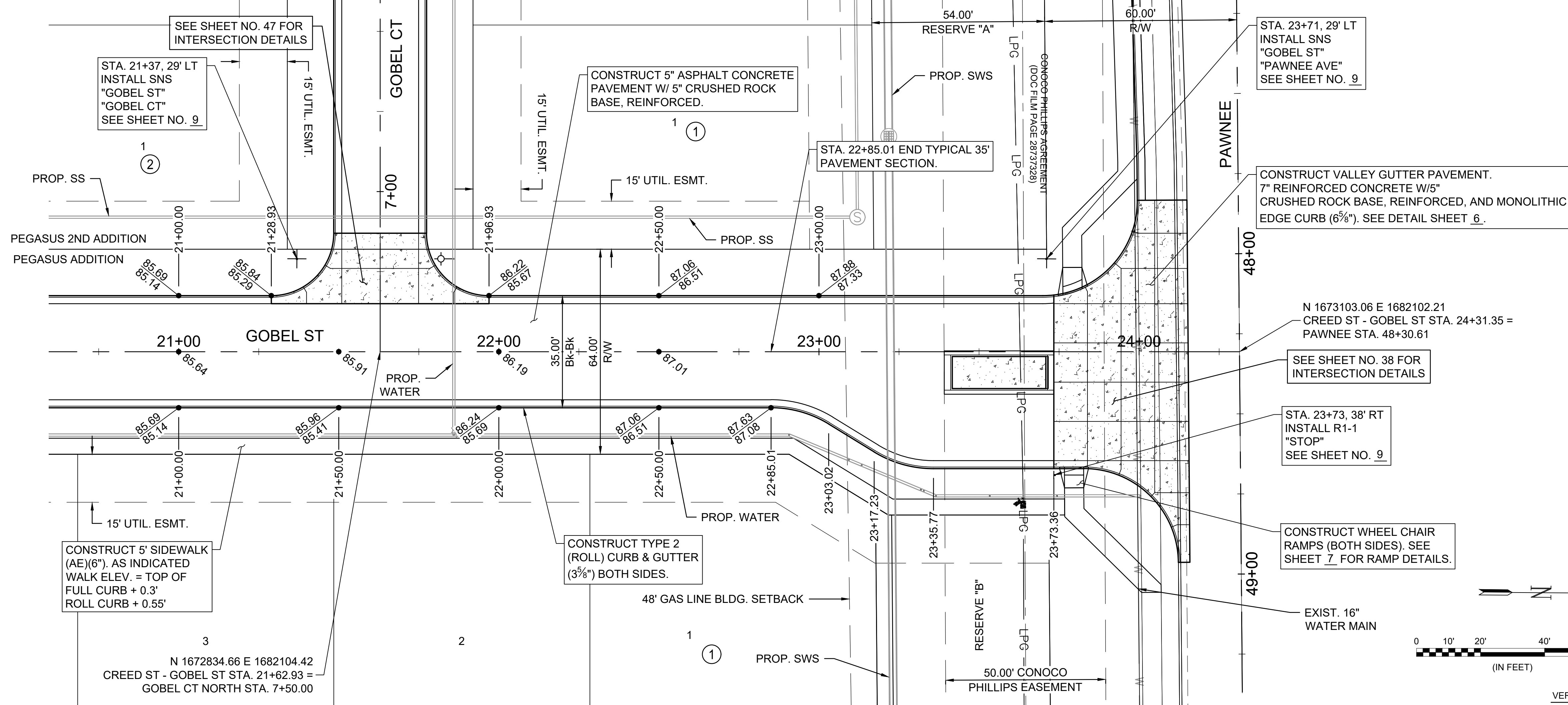
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  - Add 1300.00 to all elevations shown to obtain actual elevations.

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REV.	DATE	DESCRIPTION	BY

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 WICHITA, KANSAS

PEGASUS ADDITION PAVING

**GOBEL PLAN & PROFILE (4 of 4)**

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

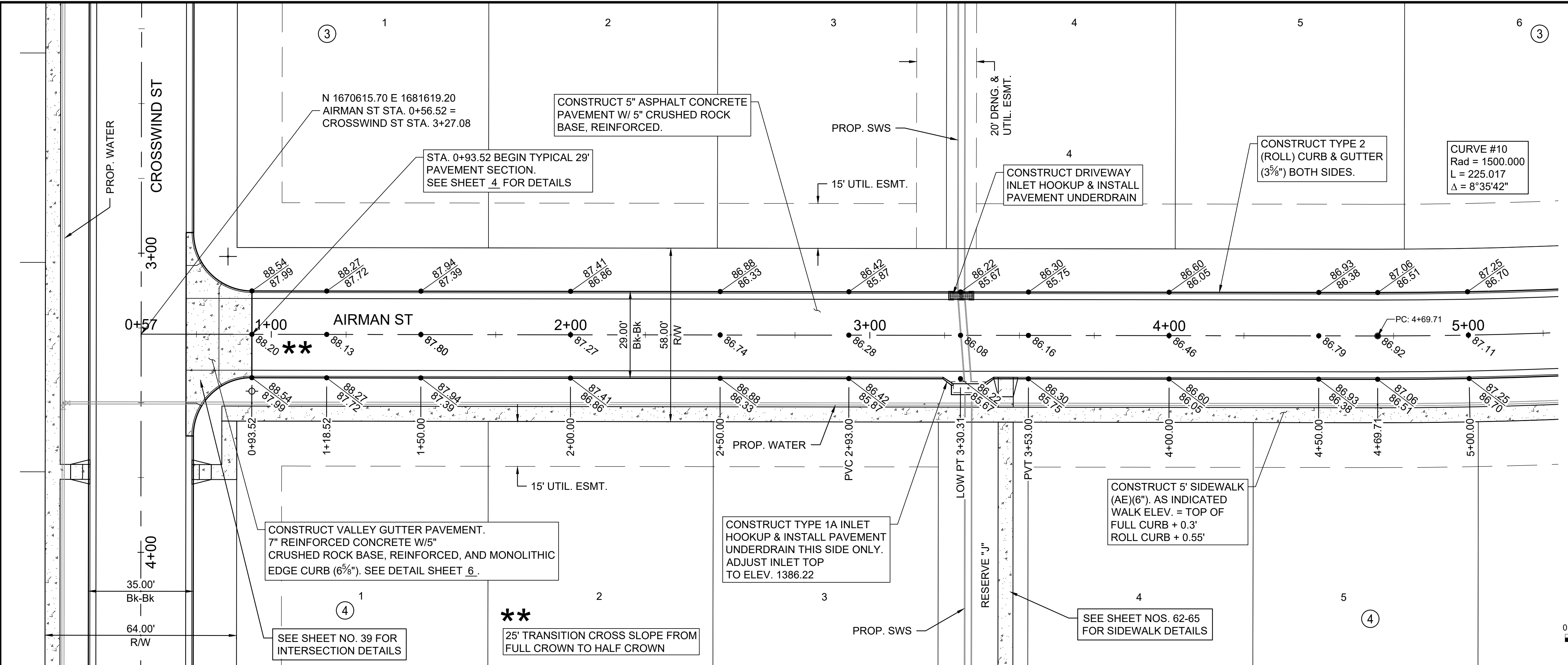
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DRAWING NUMBER

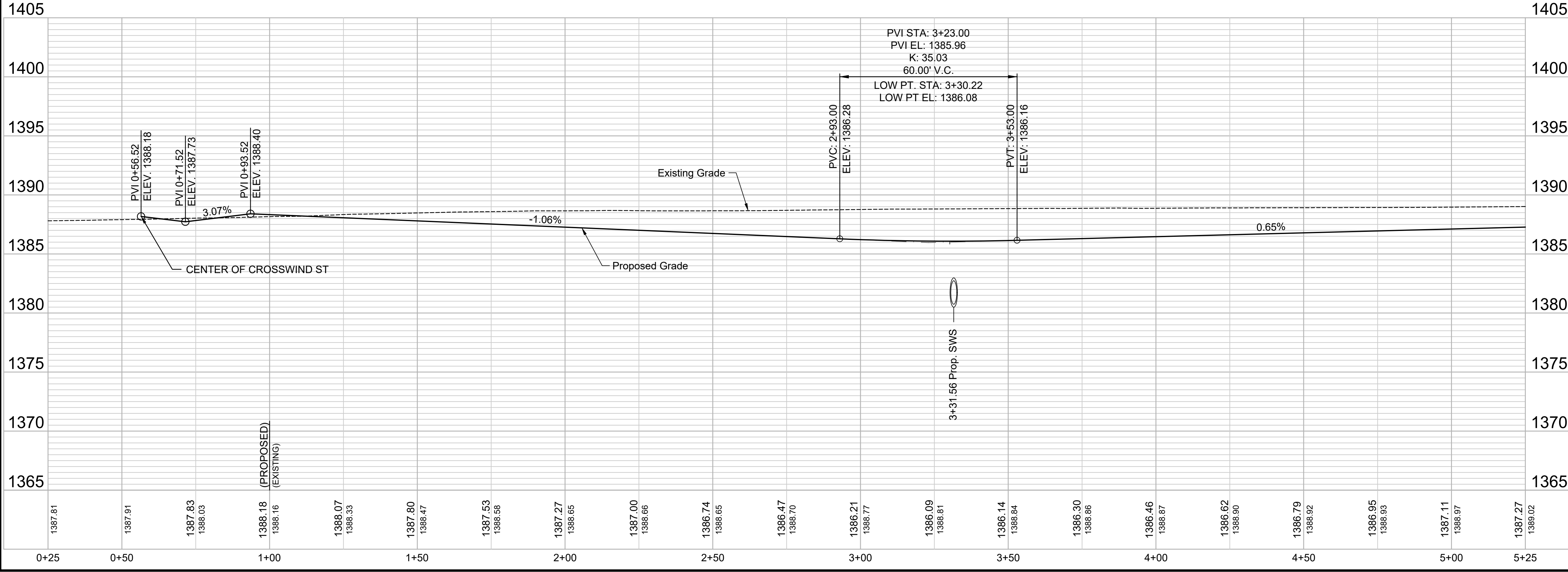
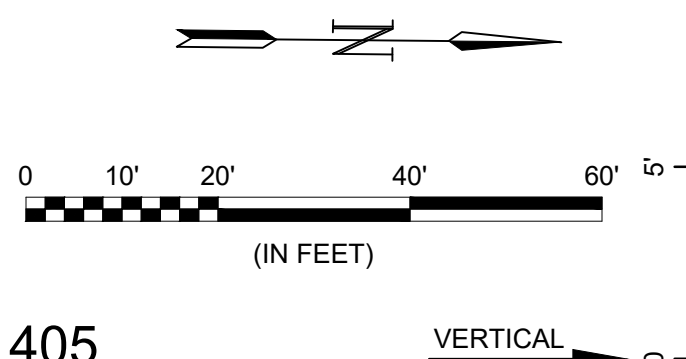


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  - Add 1300.00 to all elevations shown to obtain actual elevations.



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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

**AIRMAN  
 PLAN &  
 PROFILE  
 (1 of 4)**

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

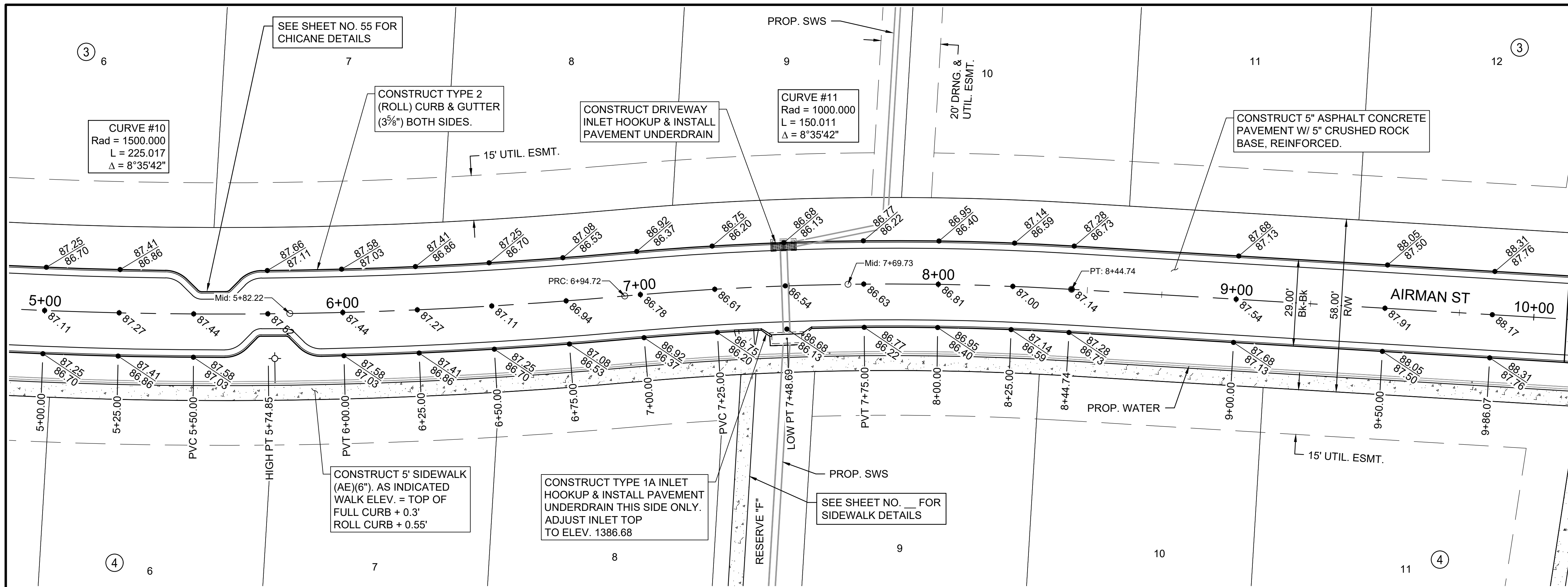
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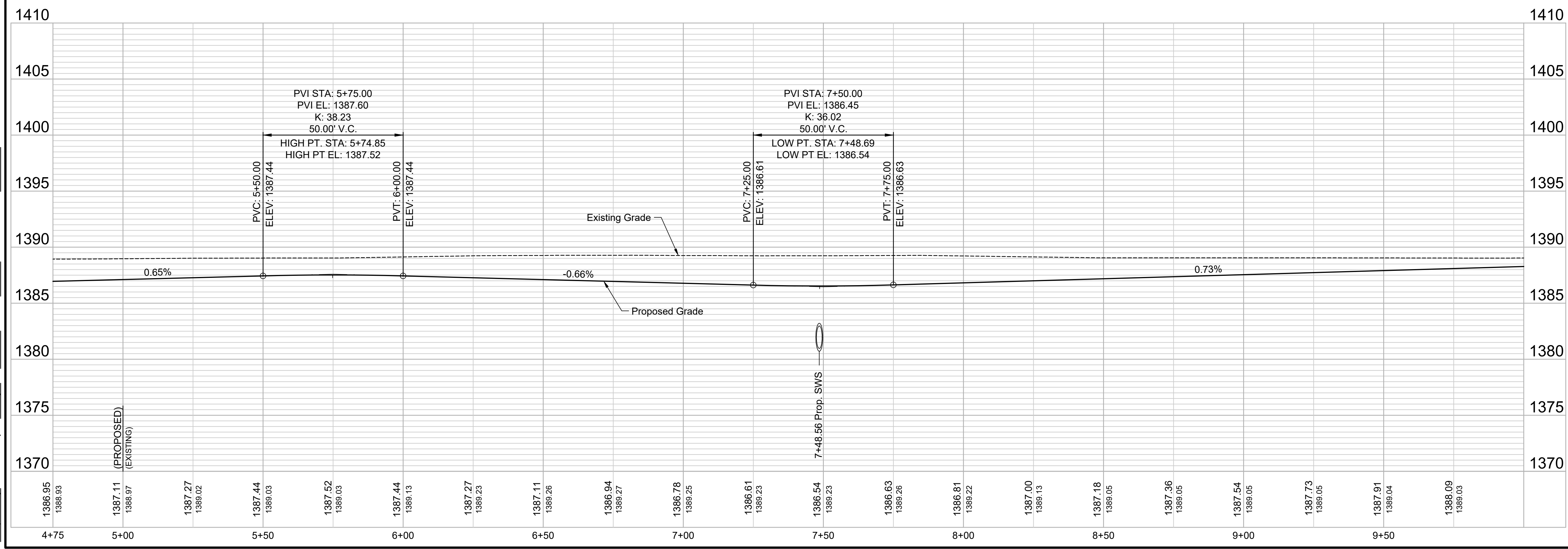
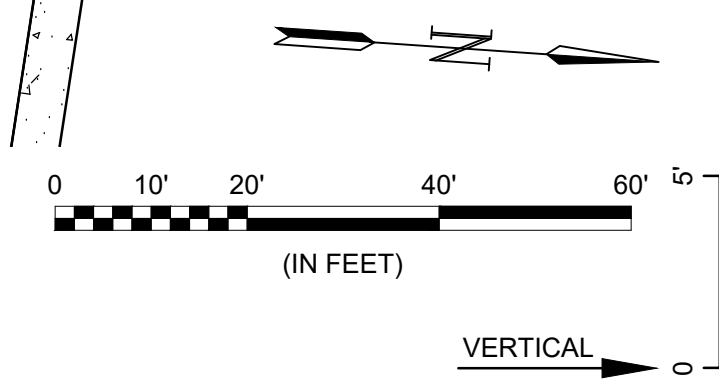


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1995 Midfield Road  
 Wichita, KS 67209  
 (316) 264-8008



- Notes:
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  - Curb grades indicated on this sheet are Full Height 6 3/8" (0.55') Curb Grades. Roll Curb 3 3/8" (0.30') shall be constructed on this project unless otherwise noted.
  - Outside edge of sidewalk shall be 0.30' above Full Height Curb Grades.
  - Add 1300.00 to all elevations shown to obtain actual elevations.



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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

**AIRMAN  
 PLAN &  
 PROFILE  
 (2 of 4)**

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJG  
 DRAWN BY: DRS

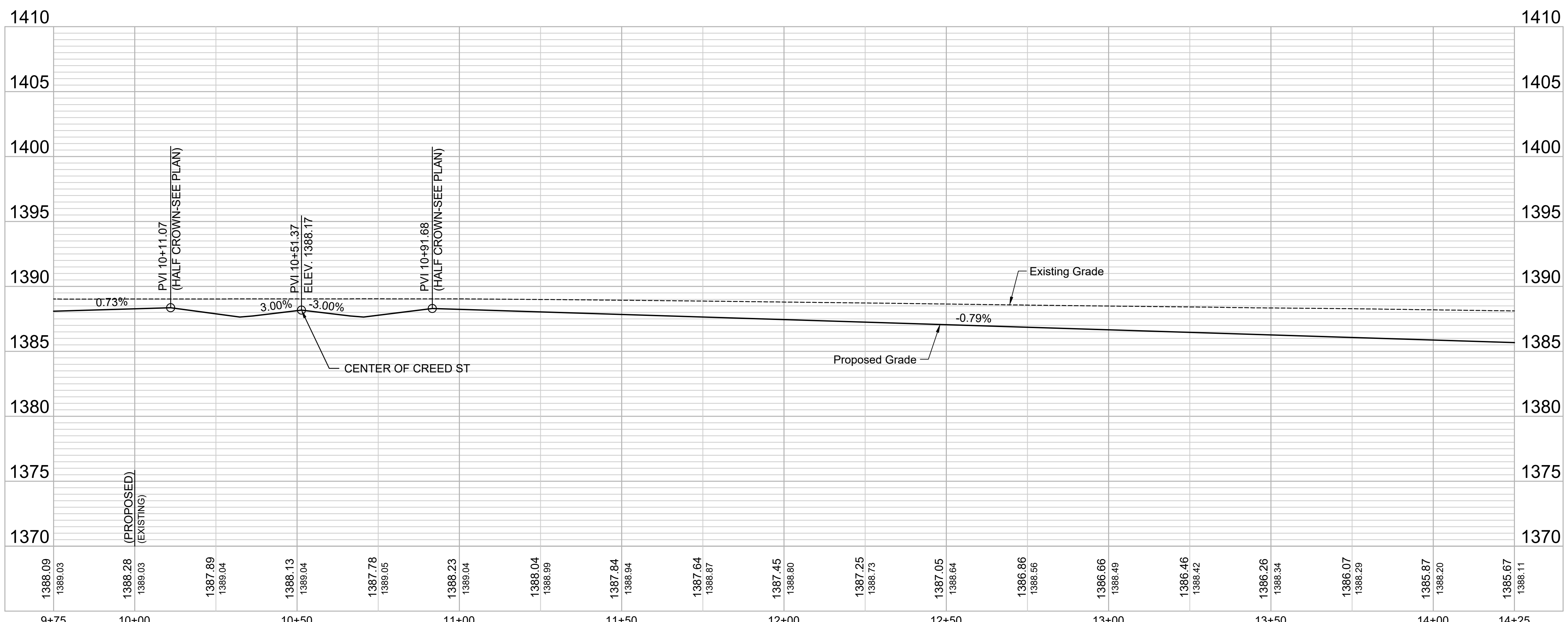
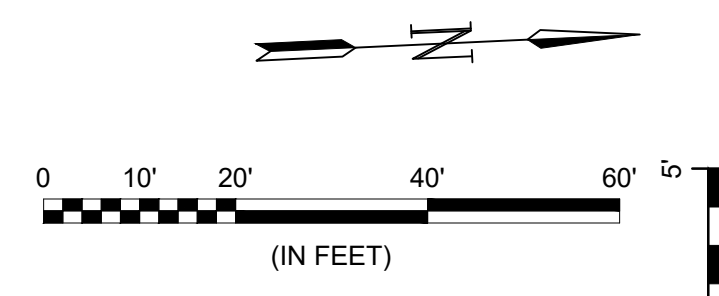
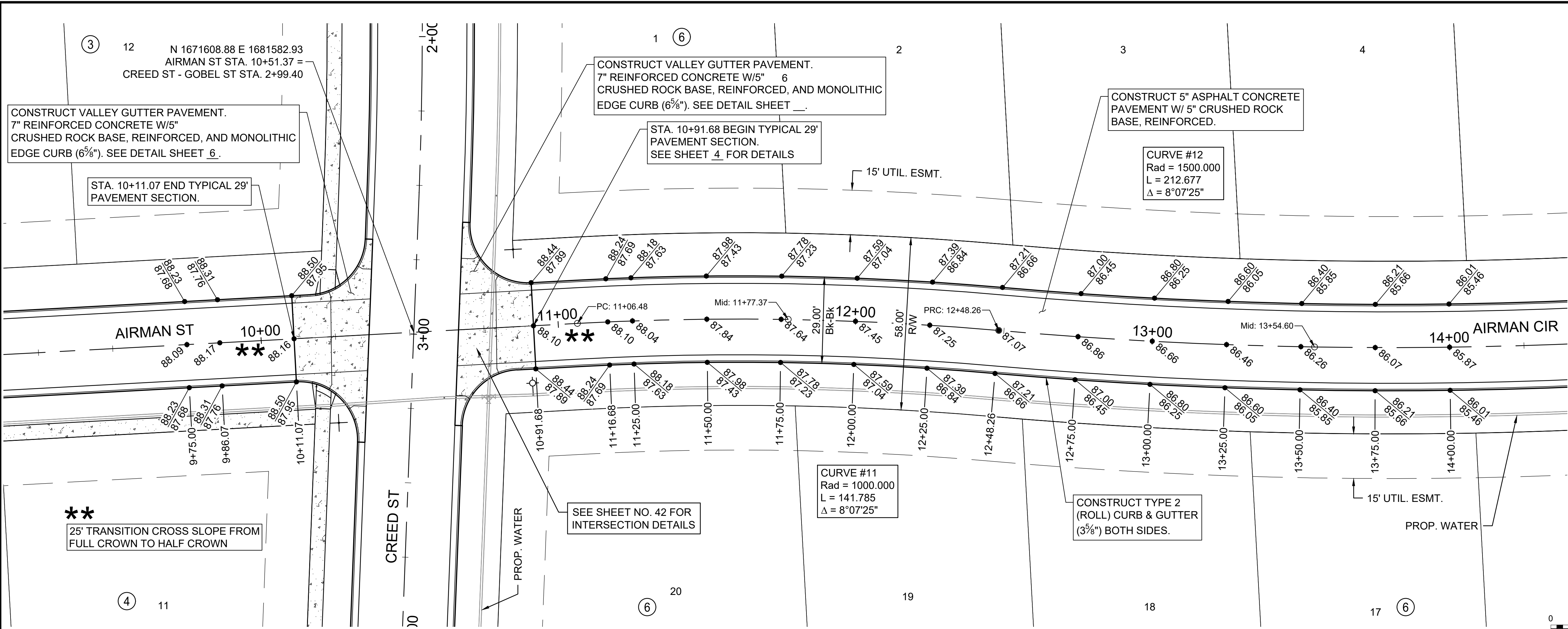
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DRAWING NUMBER  
 SHEET NUMBER **22** OF **76**



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 (316) 264-8008



File: L:\2024\141-2400521 - Pegasus Addition Design\Drawings\PAVING SHEETS\AIRMAN ST - 3.dwg, Last Save: 1/13/2025 3:18 PM, Last saved by: DRS\stndrich  
 Last plotted by: Stndrich, Daryl R, Plot Style: ---, Plot Scale: 1:2.5849, Plot Date: 1/13/2025 9:25 AM, Plotter Used: None

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

**AIRMAN  
 PLAN &  
 PROFILE  
 (3 of 4)**

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

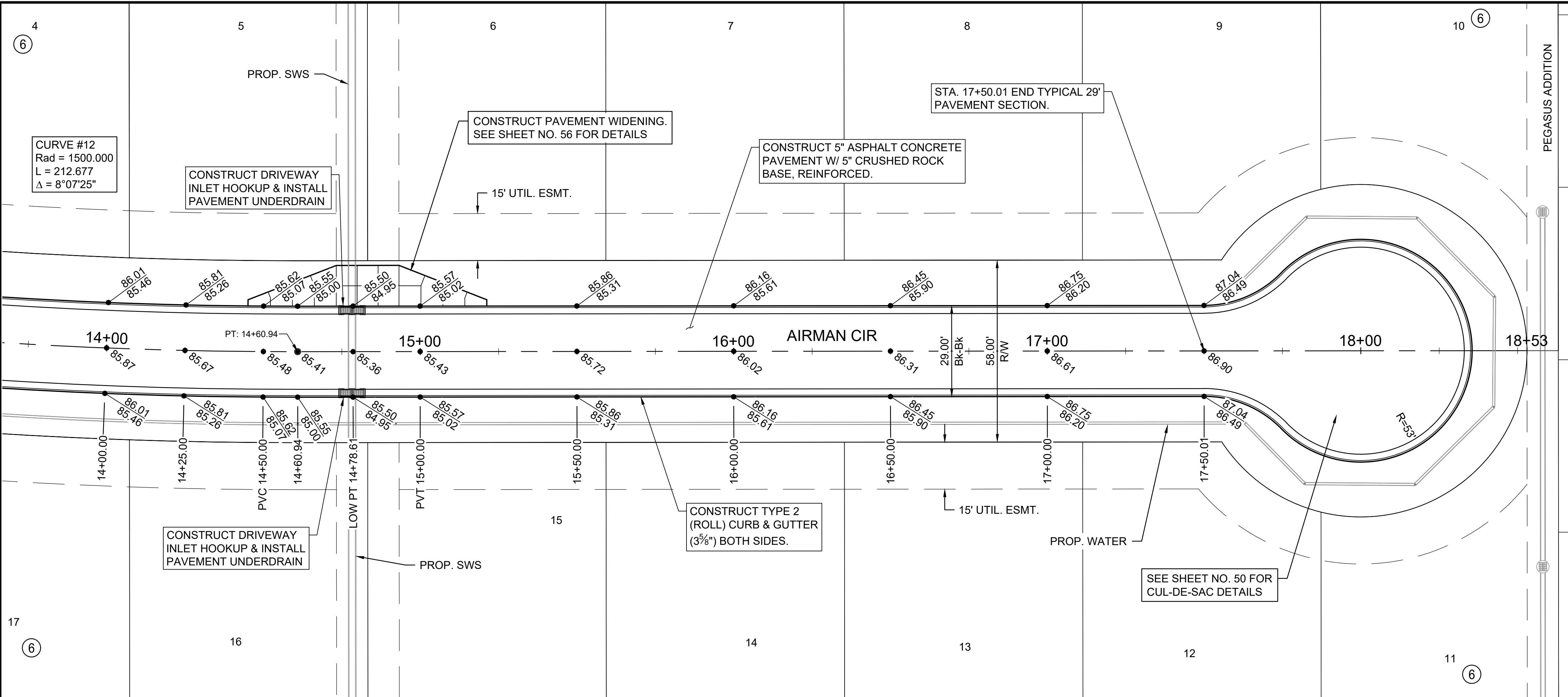
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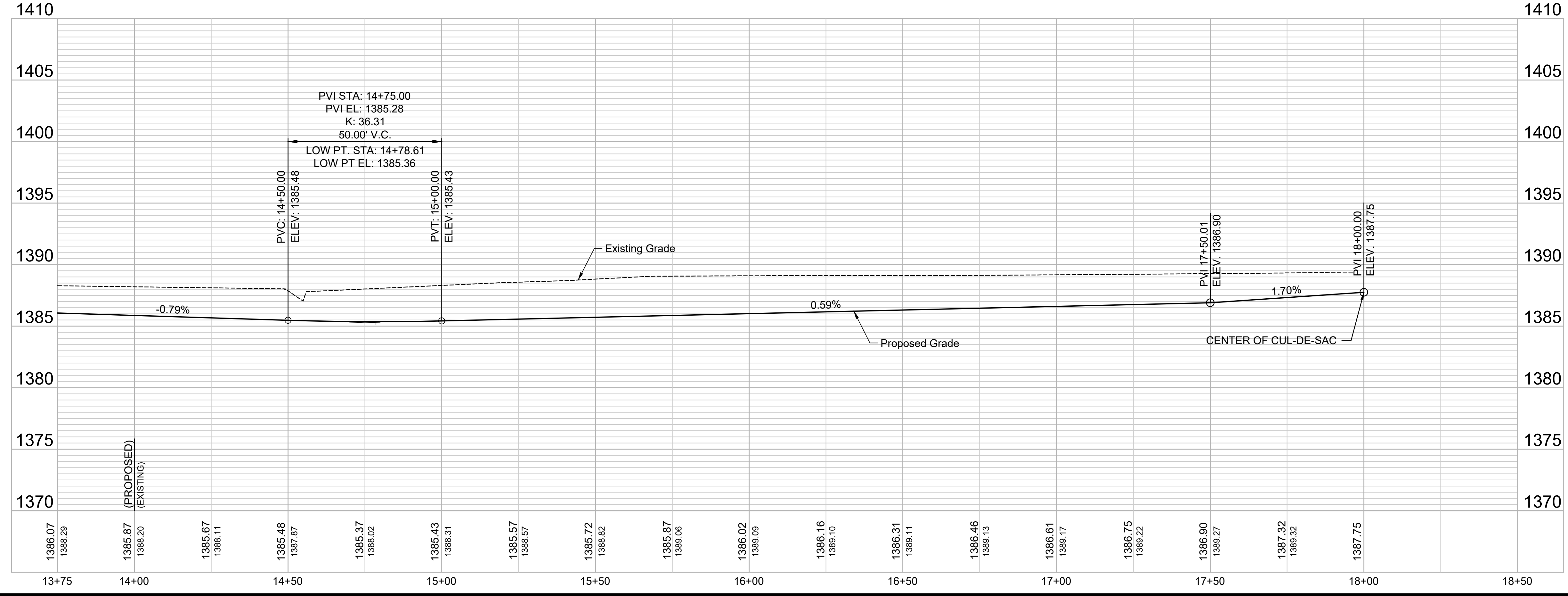
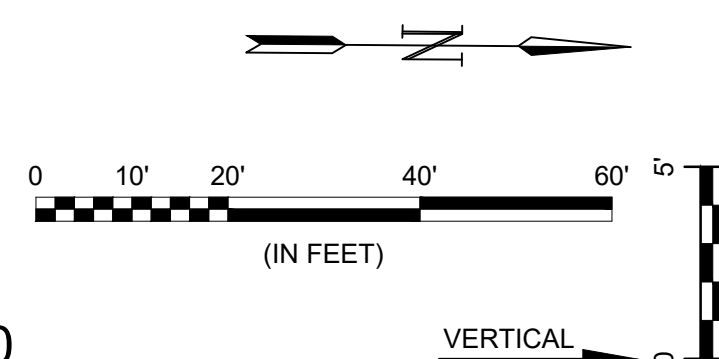


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1995 Midfield Road  
 Wichita, KS 67209  
 (316) 264-8008



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  - Outside edge of sidewalk shall be 0.30' above Full Height Curb Grades.
  - Add 1300.00 to all elevations shown to obtain actual elevations.



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REV.	DATE	DESCRIPTION	BY

**CITY OF WICHITA**  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

**AIRMAN PLAN & PROFILE (4 of 4)**

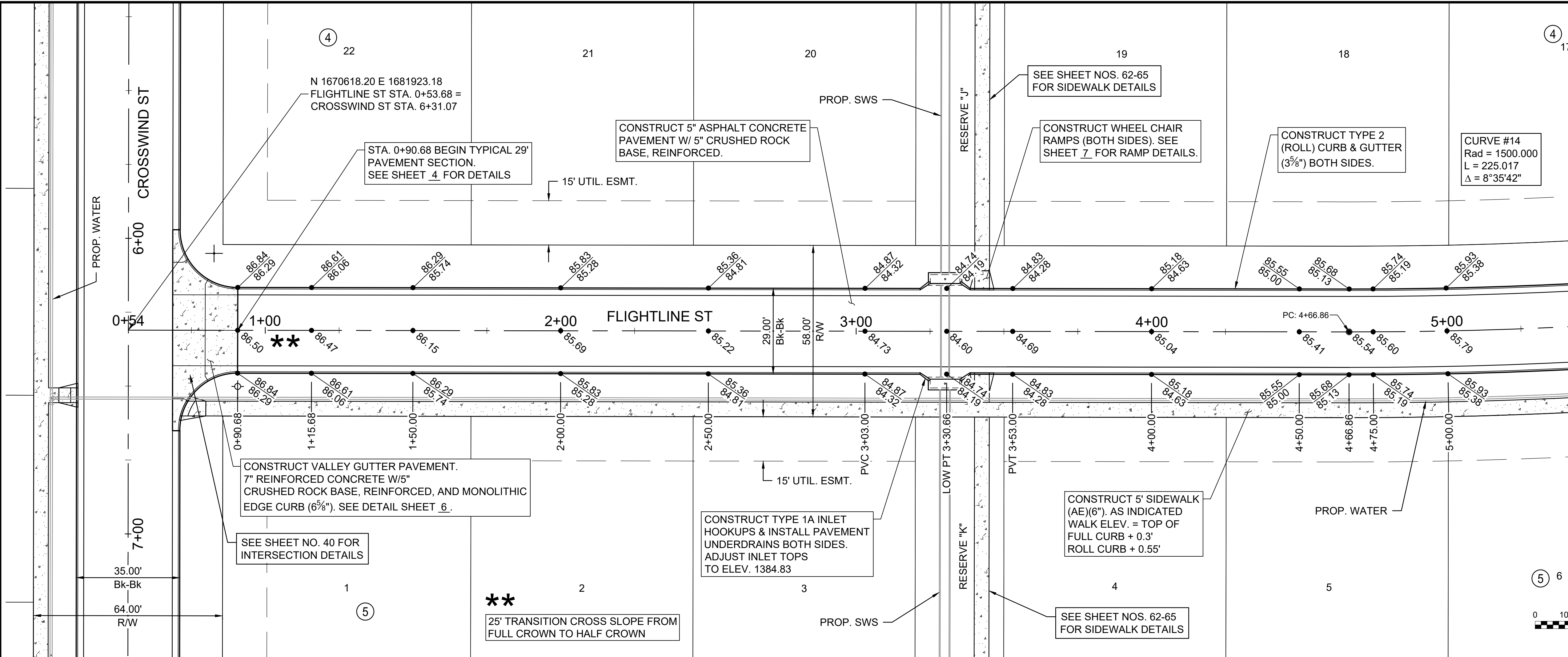
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 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

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

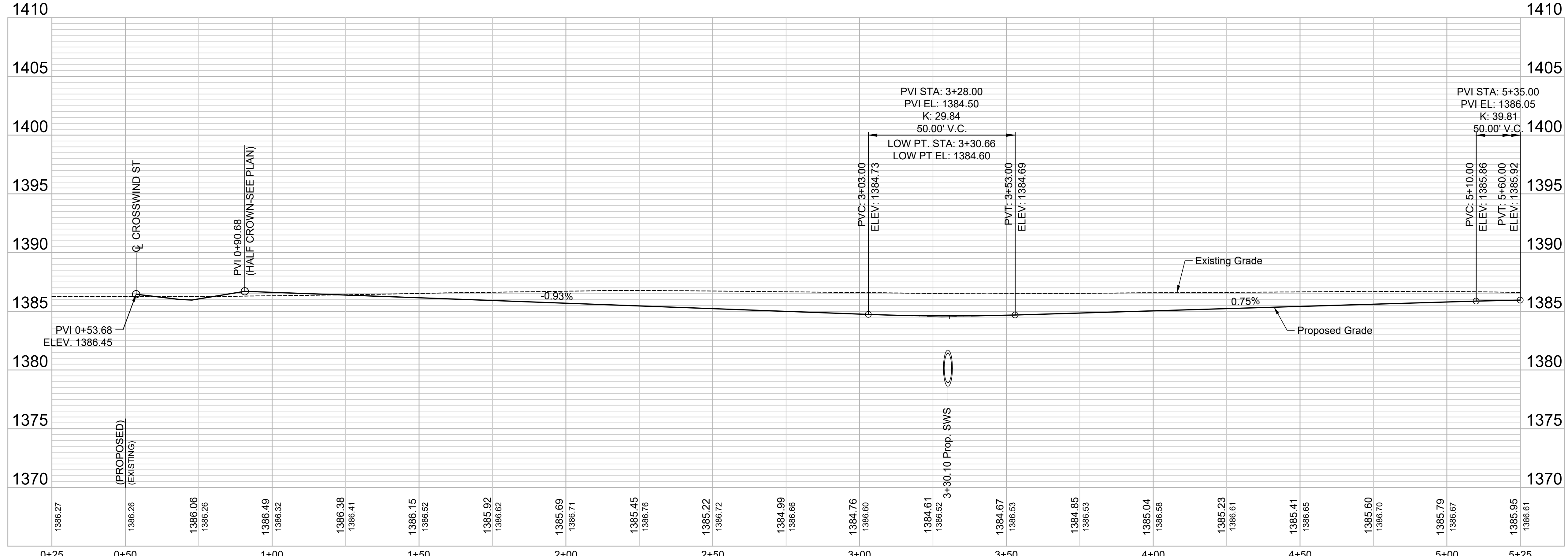
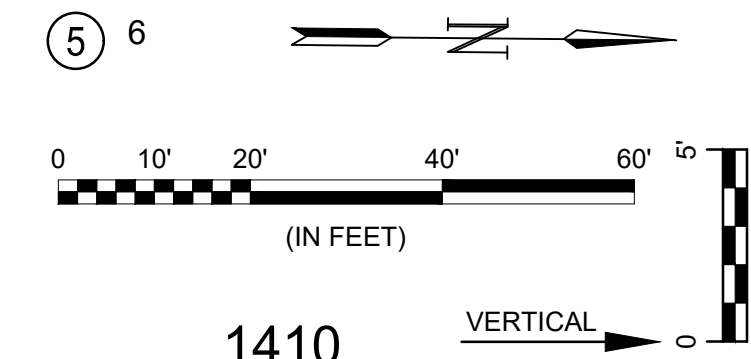


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  - Add 1300.00 to all elevations shown to obtain actual elevations.



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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

FLIGHTLINE  
 PLAN &  
 PROFILE  
 (1 of 4)

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

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

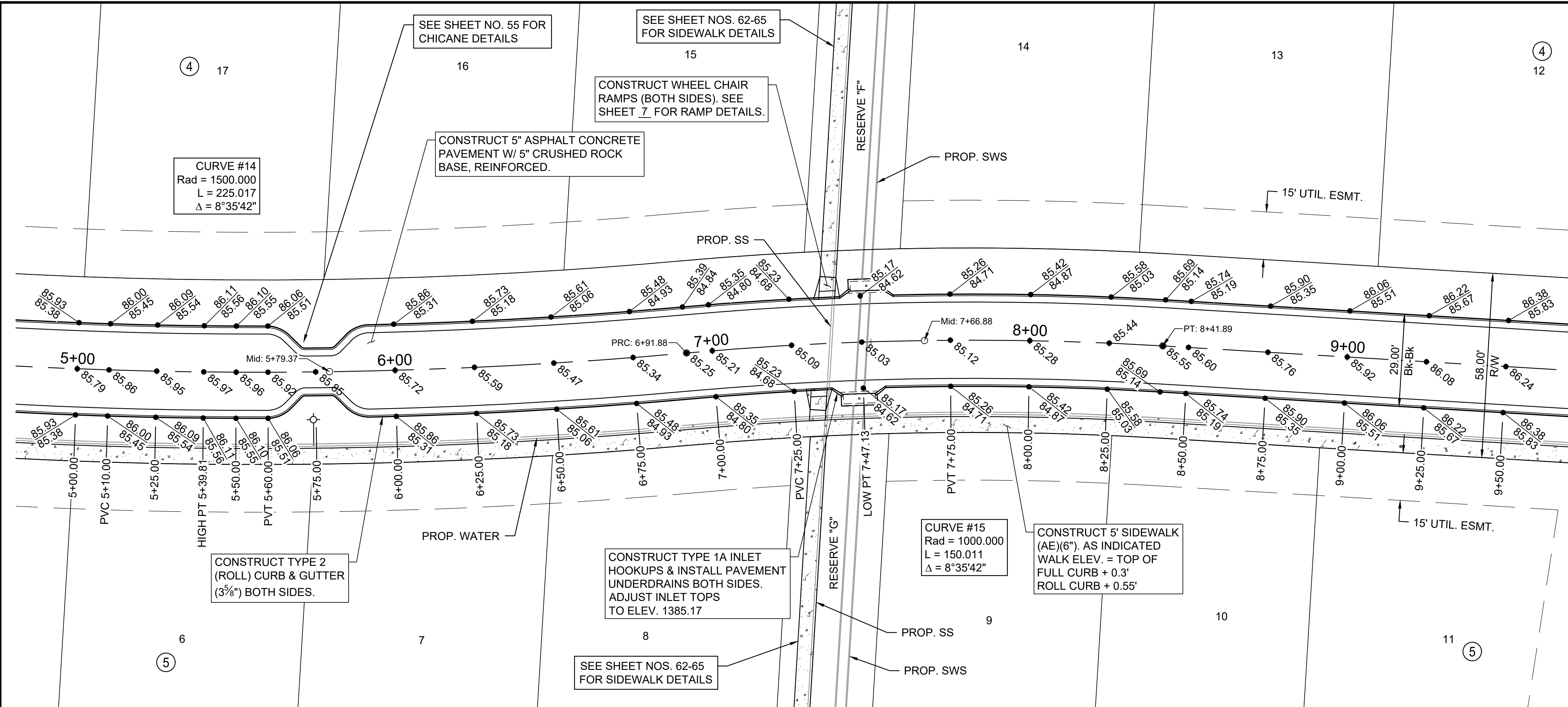
DRAWING NUMBER

SHEET NUMBER **25** OF **76**

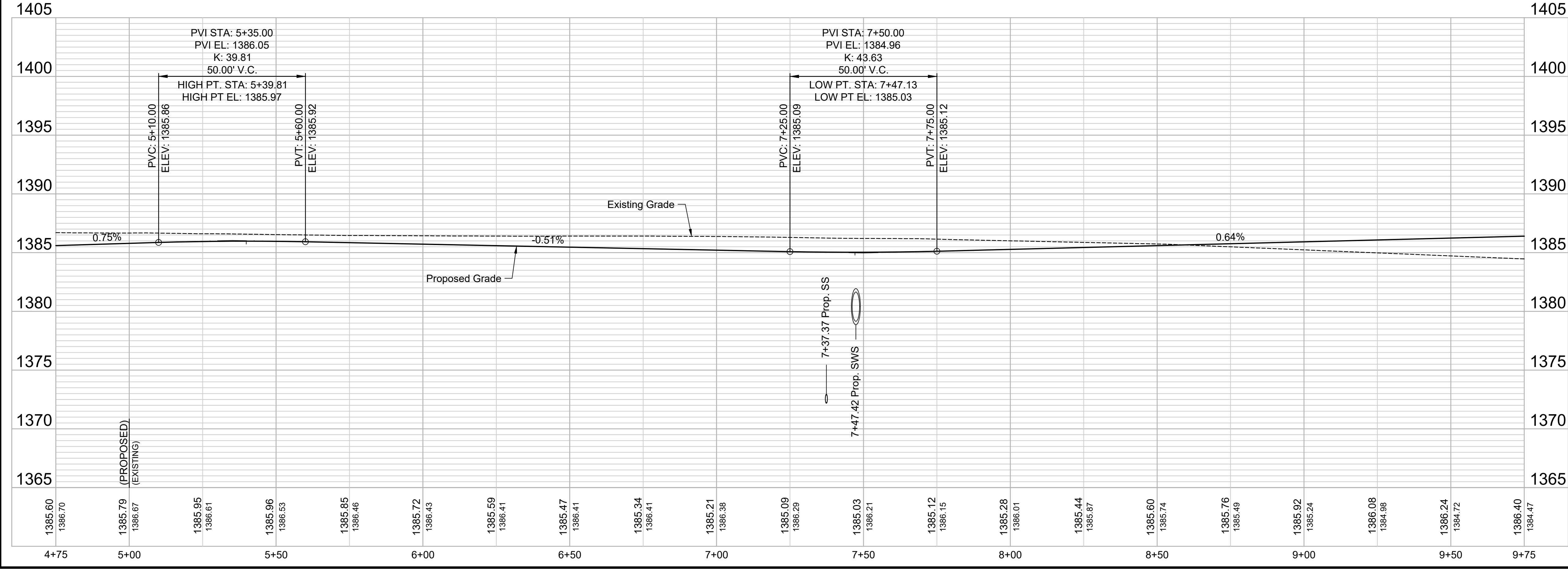
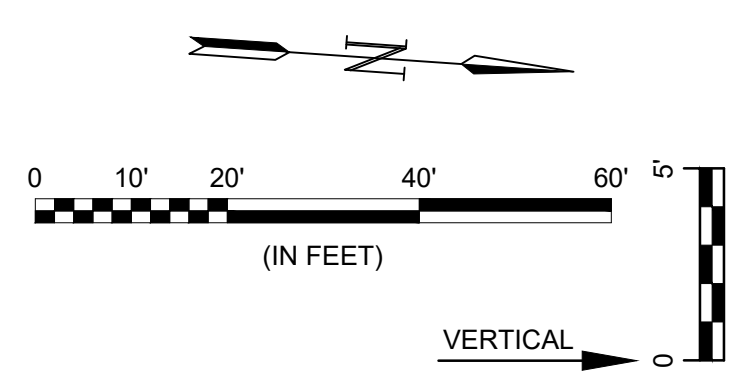


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 (316) 264-8008



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  - Add 1300.00 to all elevations shown to obtain actual elevations.



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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

**FLIGHTLINE PLAN & PROFILE**  
 (2 of 4)

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: E.JG  
 DRAWN BY: DRS

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

DRAWING NUMBER

SHEET NUMBER **26** OF **76**

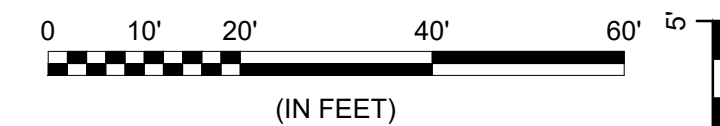


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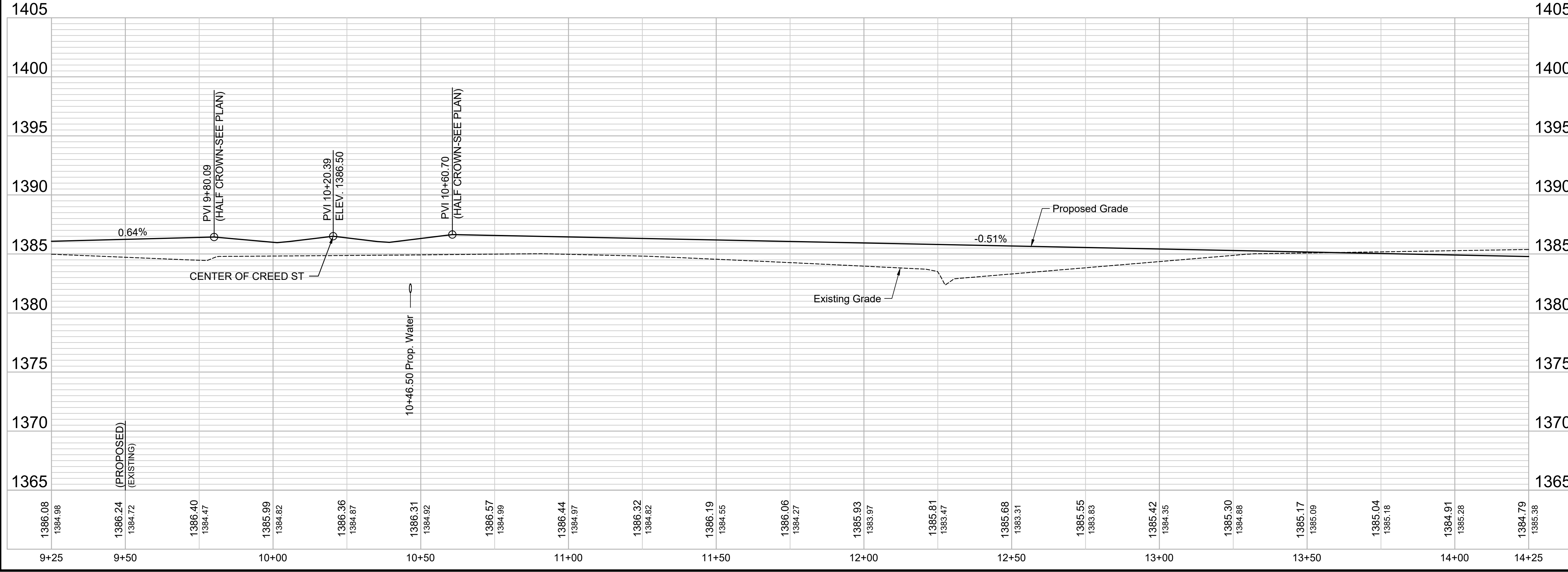
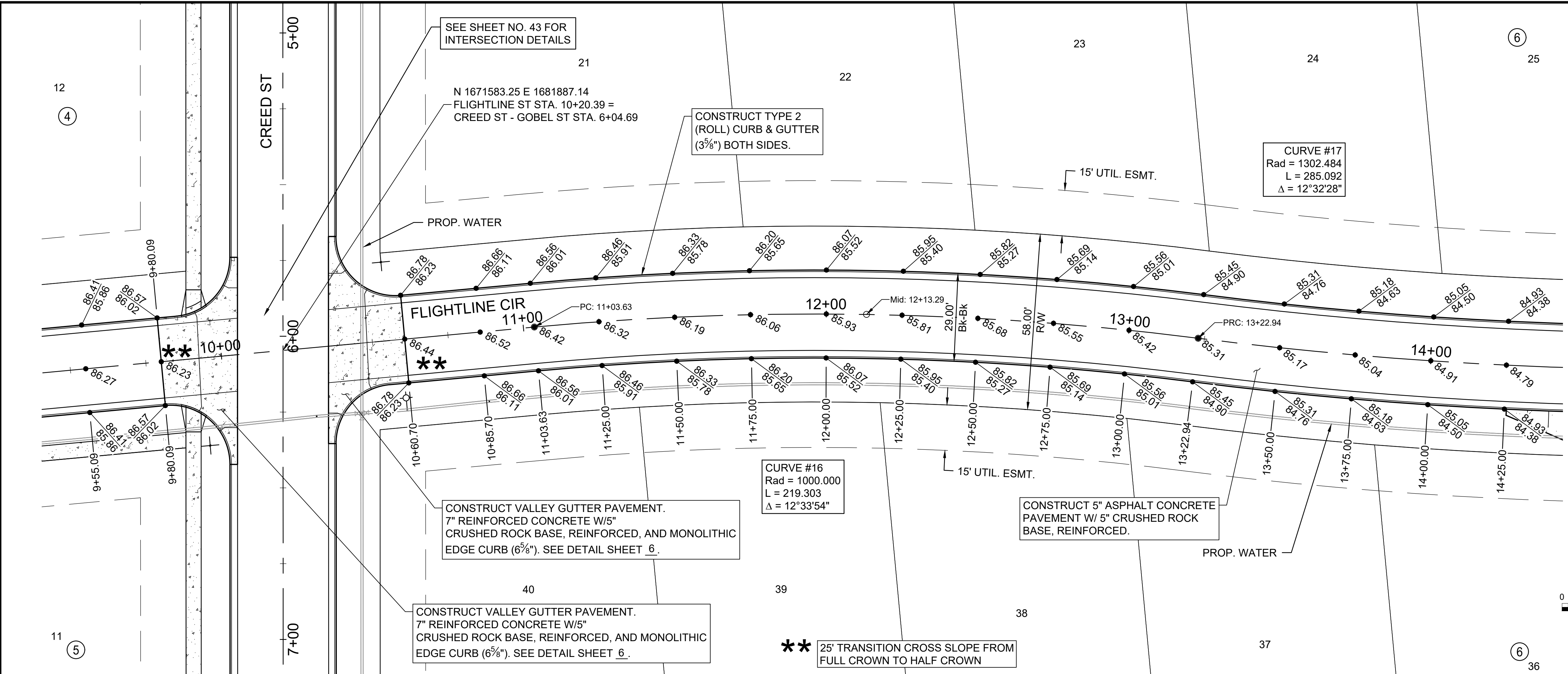
1995 Midfield Road  
 Wichita, KS 67209  
 (316) 264-8008

Notes:

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VERTICAL



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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

FLIGHTLINE  
 PLAN &  
 PROFILE (3 of  
 4)

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

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

DRAWING NUMBER

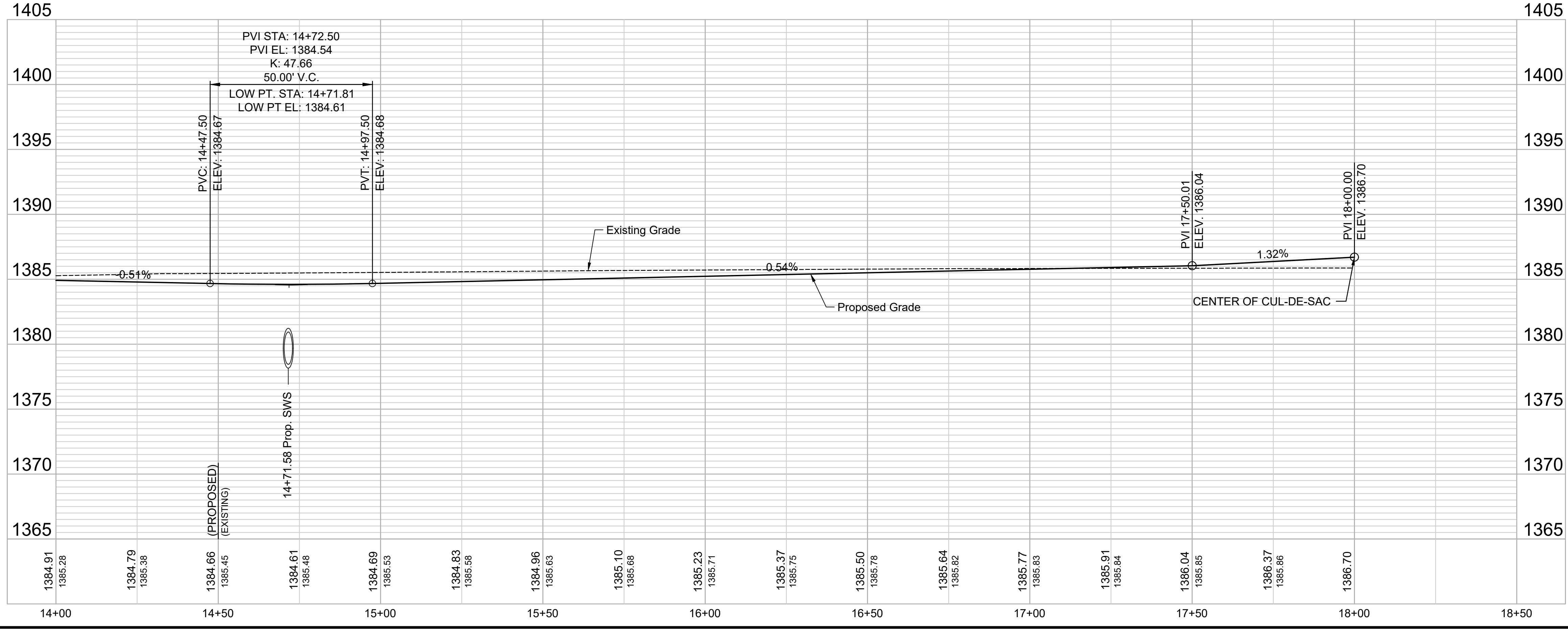
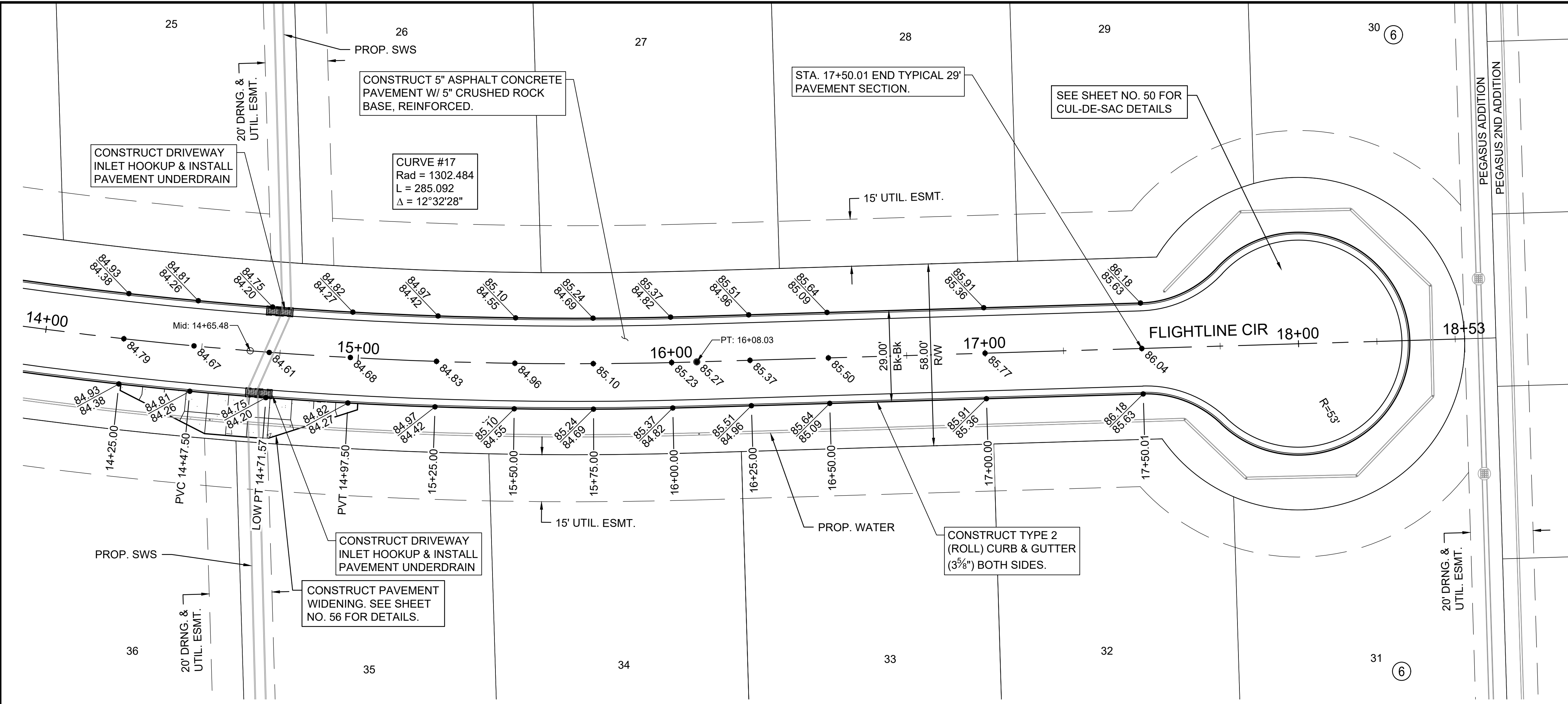
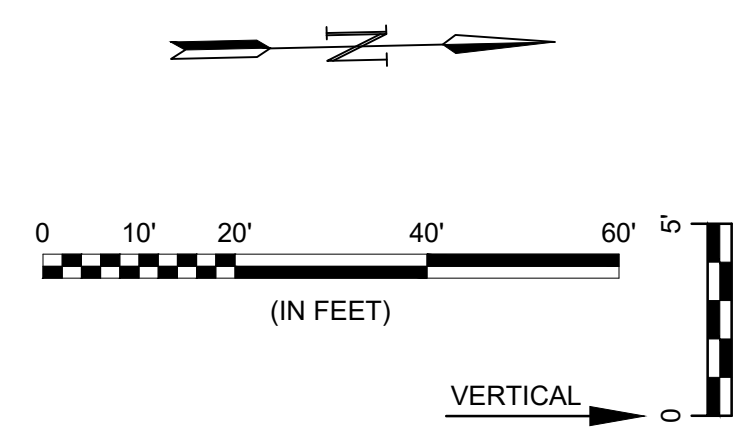
SHEET NUMBER **27** OF **76**



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

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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

**FLIGHTLINE  
 PLAN &  
 PROFILE (4 of  
 4)**

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJG  
 DRAWN BY: DRS

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

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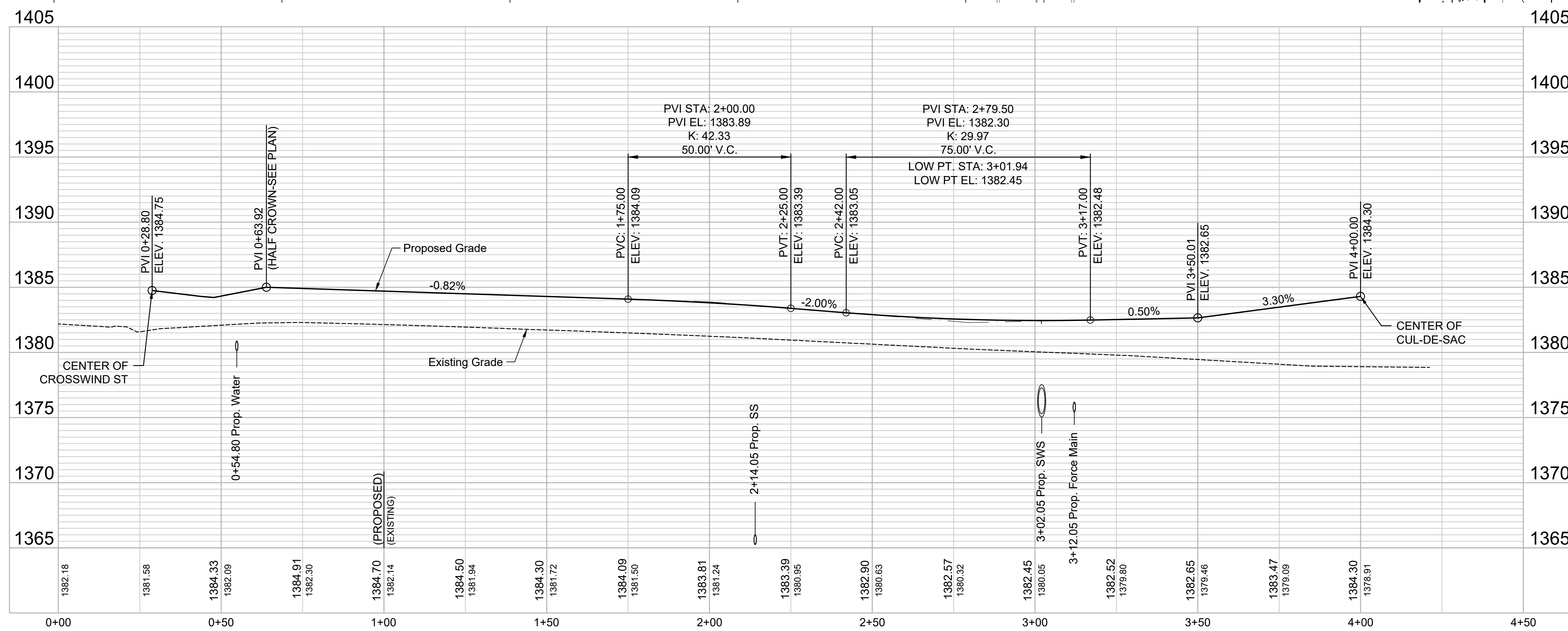
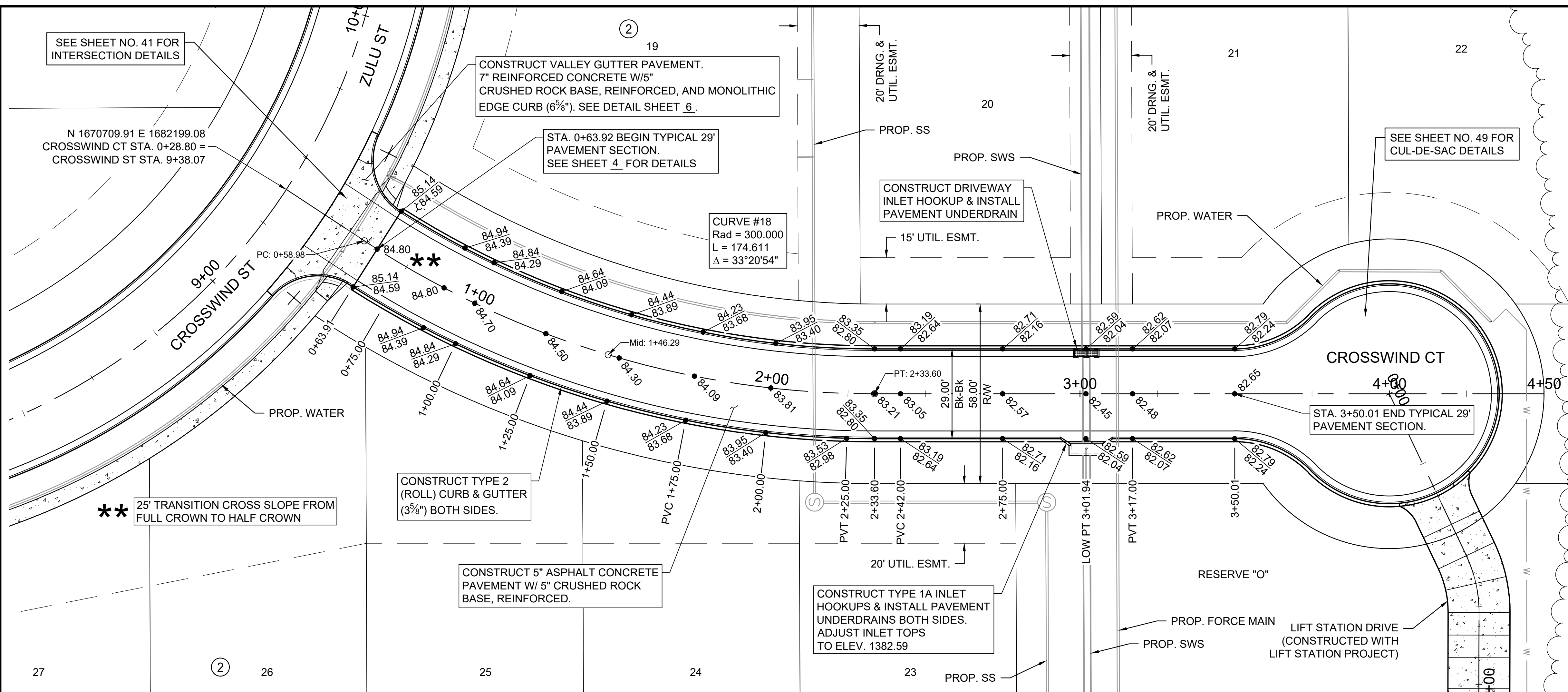
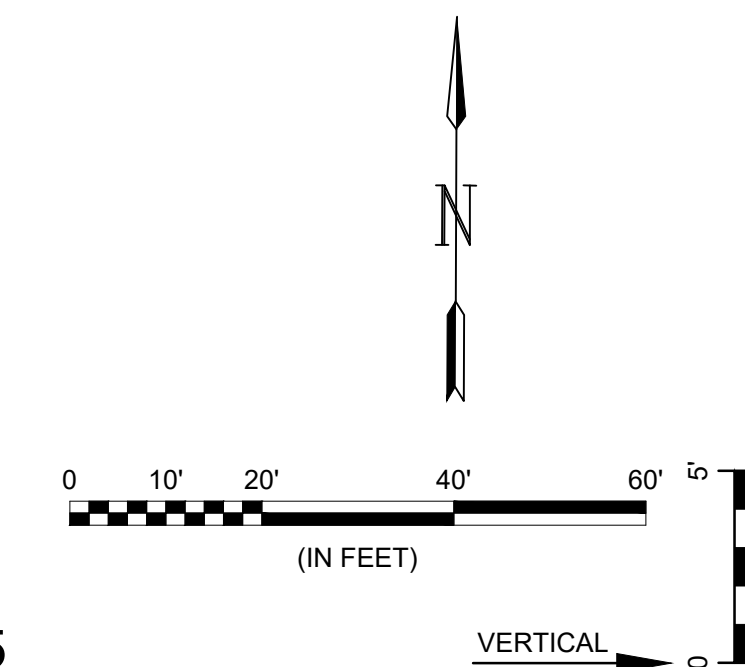


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1995 Midfield Road  
 Wichita, KS 67209  
 (316) 264-8008

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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

CROSSWIND CT PLAN & PROFILE

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: E.JG  
 DRAWN BY: DRS

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

DRAWING NUMBER  
 SHEET NUMBER **29** OF **76**

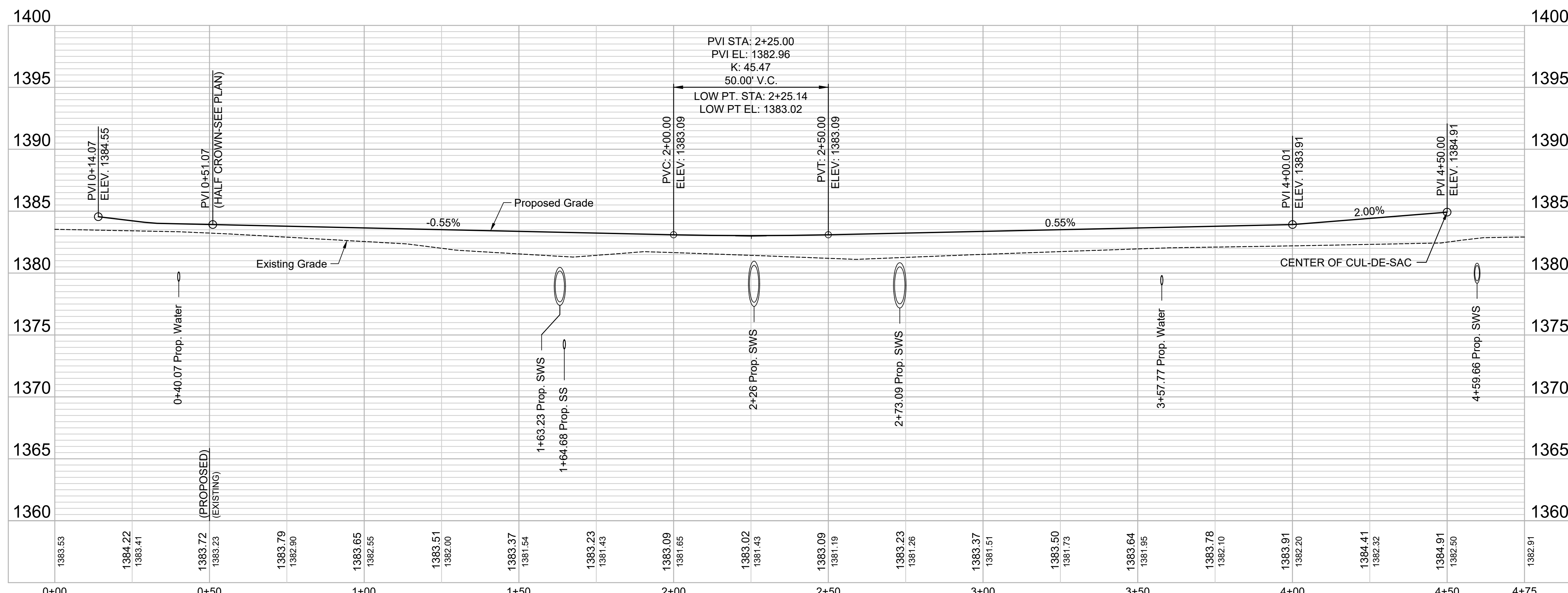
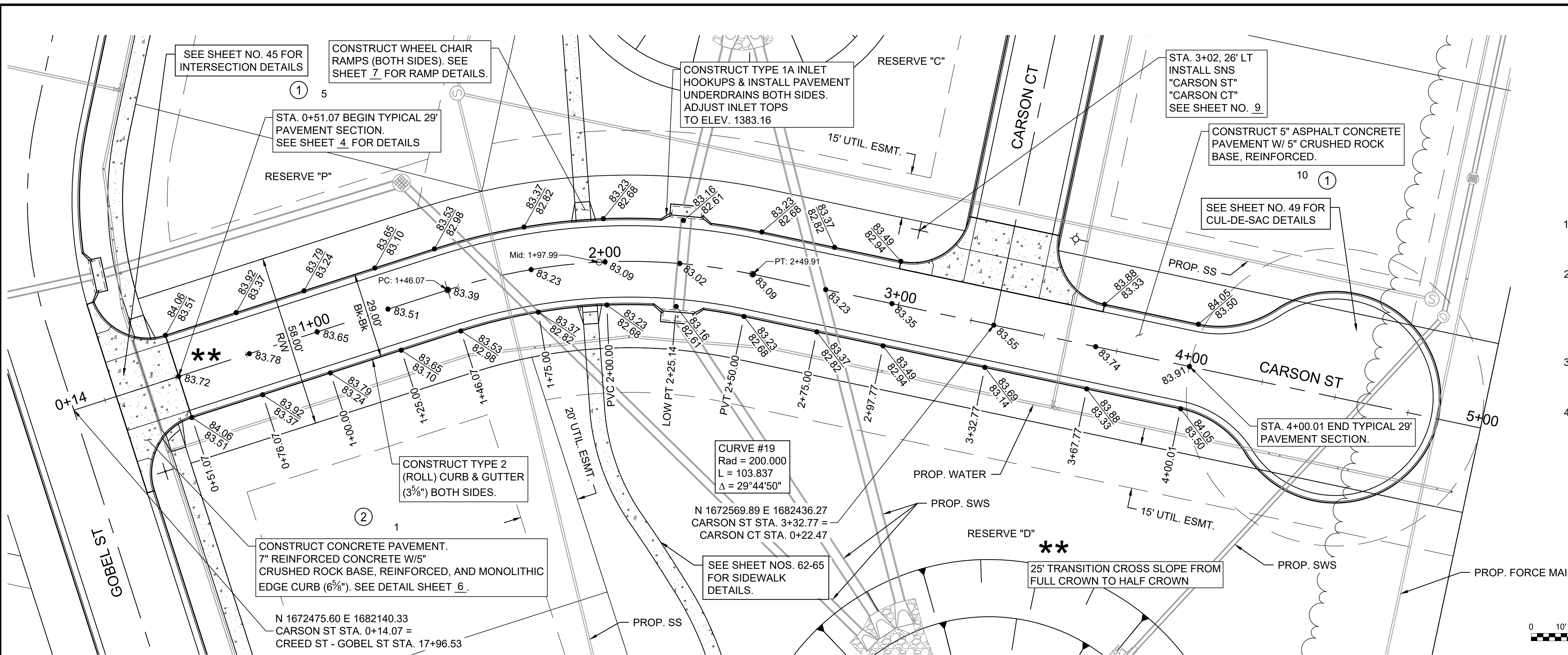


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1995 Midfield Road  
 Wichita, KS 67209  
 (316) 264-8008

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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

CARSON ST  
 PLAN &  
 PROFILE

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJG  
 DRAWN BY: DRS

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

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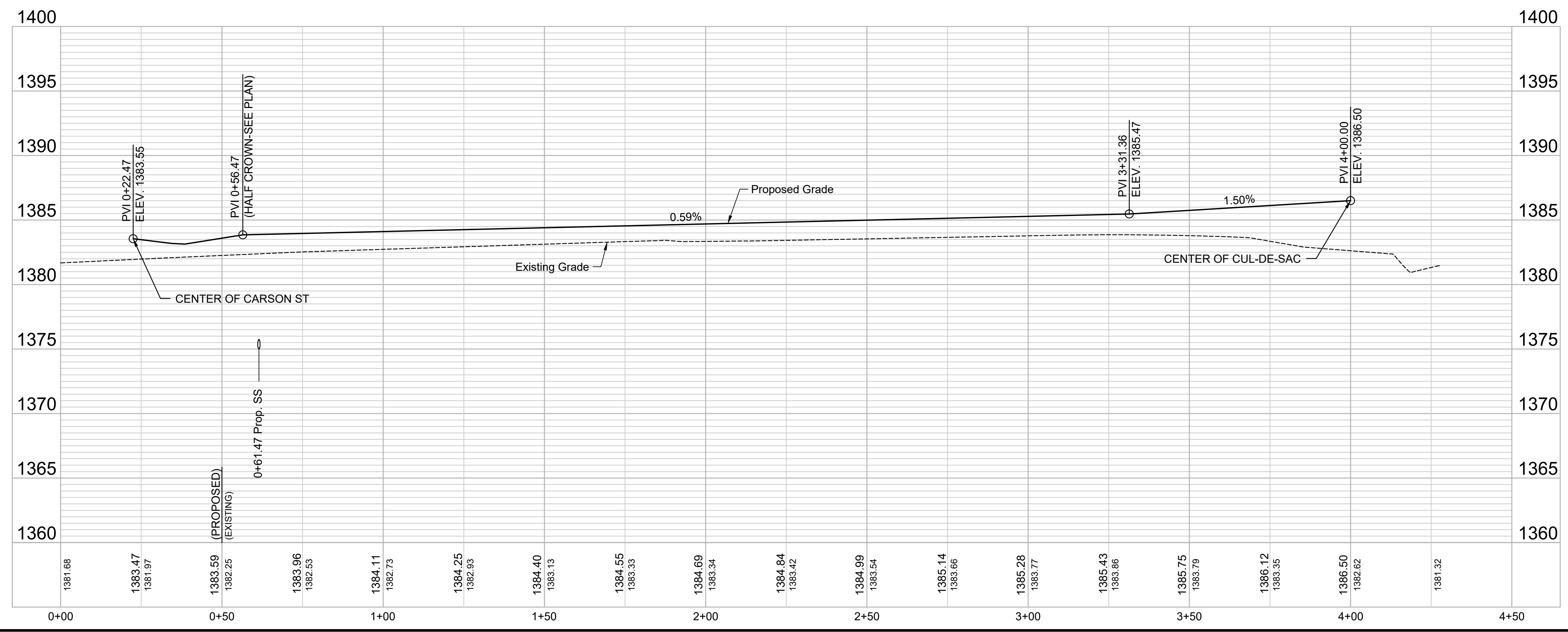
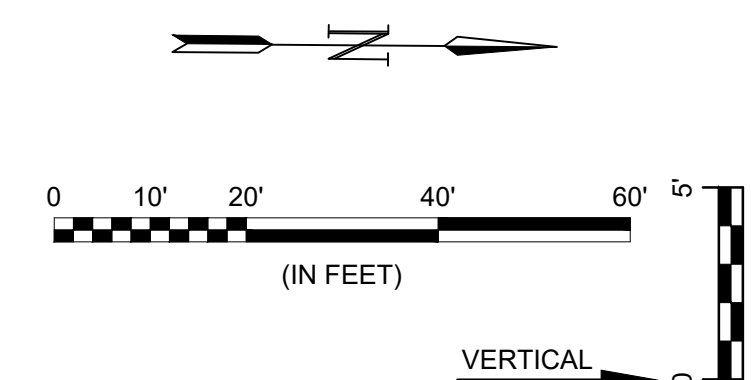
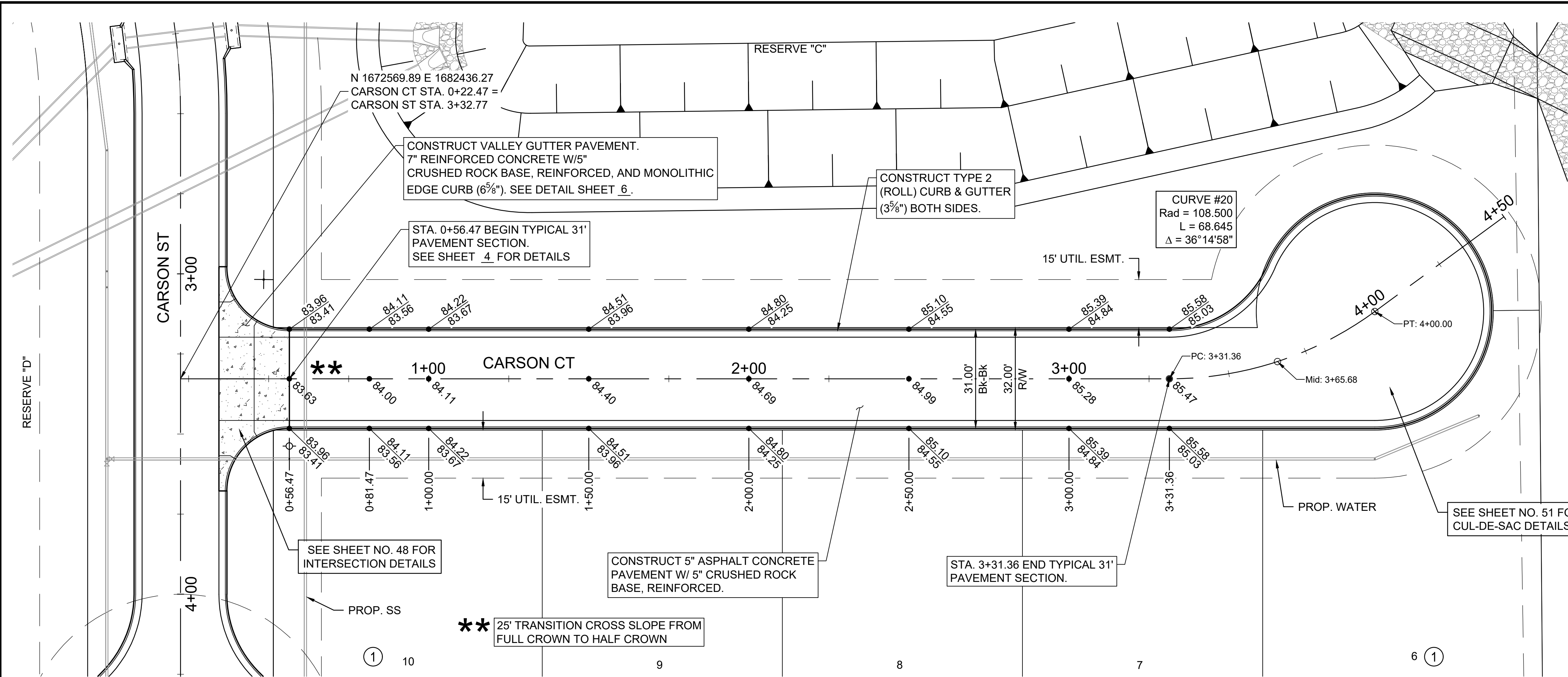


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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

CARSON CT  
 PLAN &  
 PROFILE

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJG  
 DRAWN BY: DRS

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DRAWING NUMBER

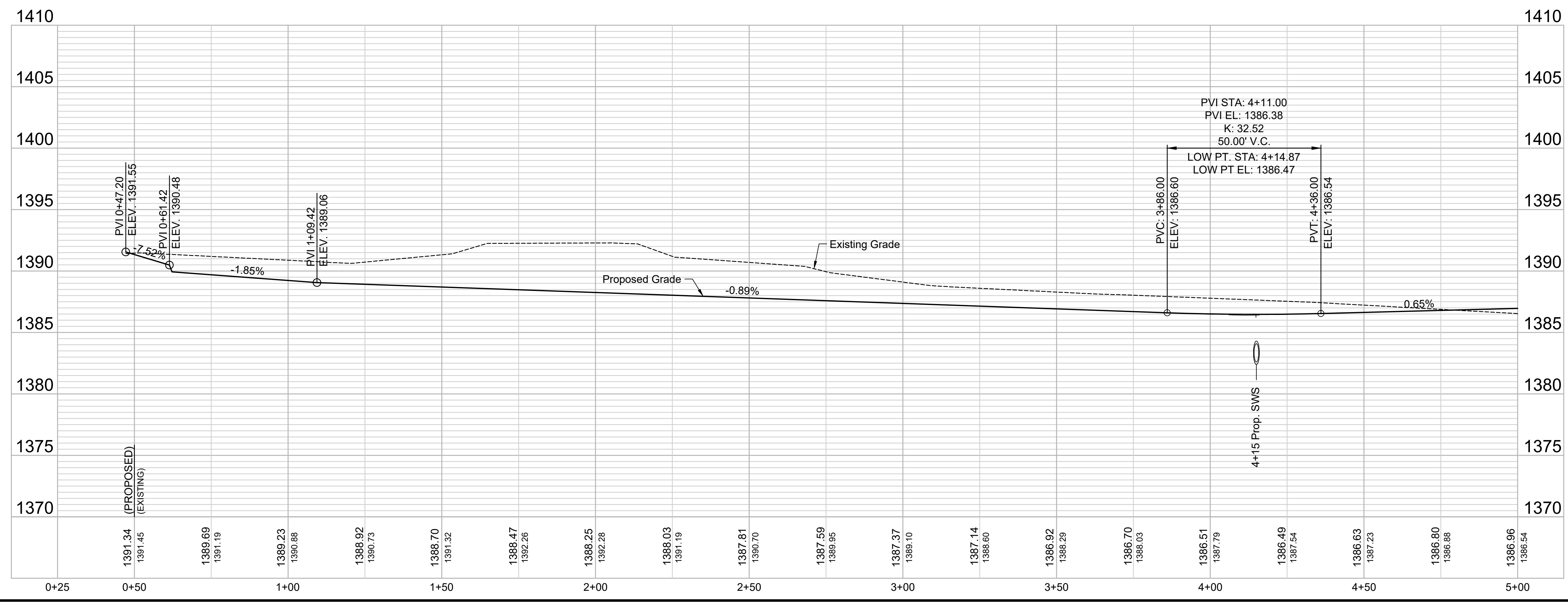
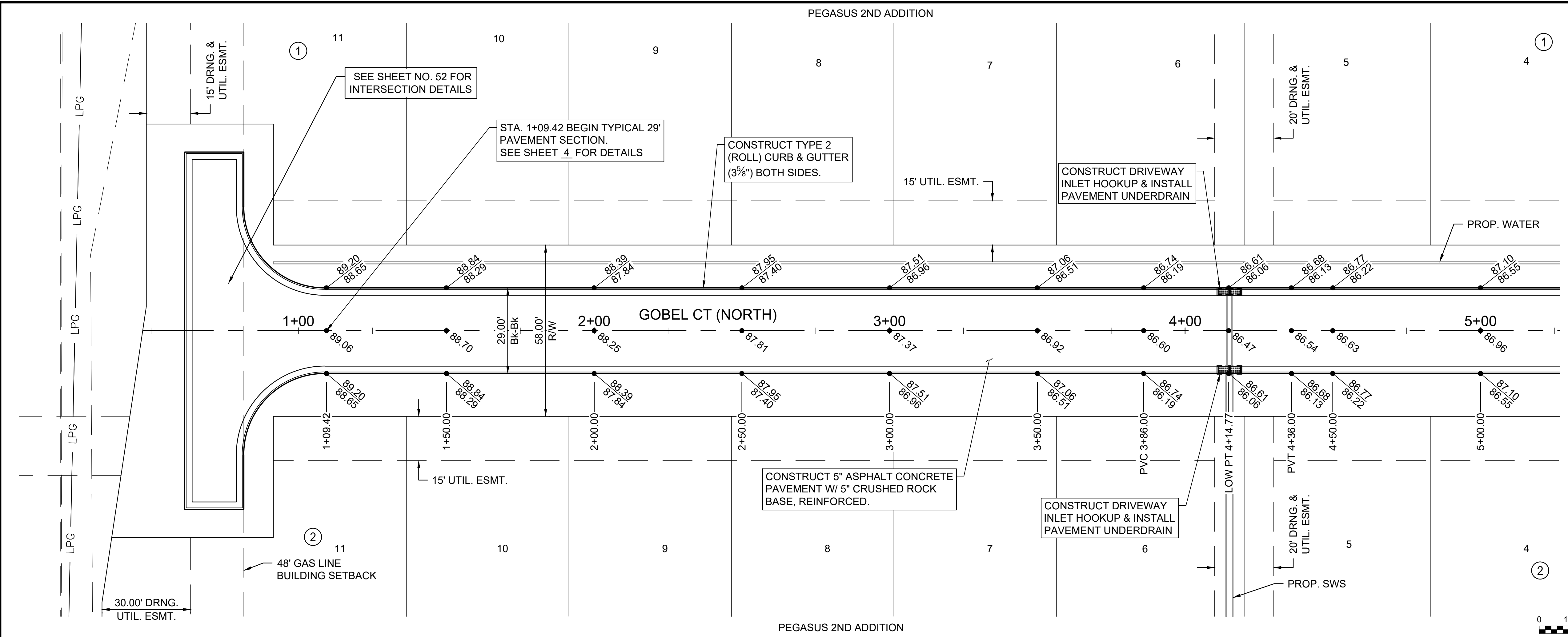
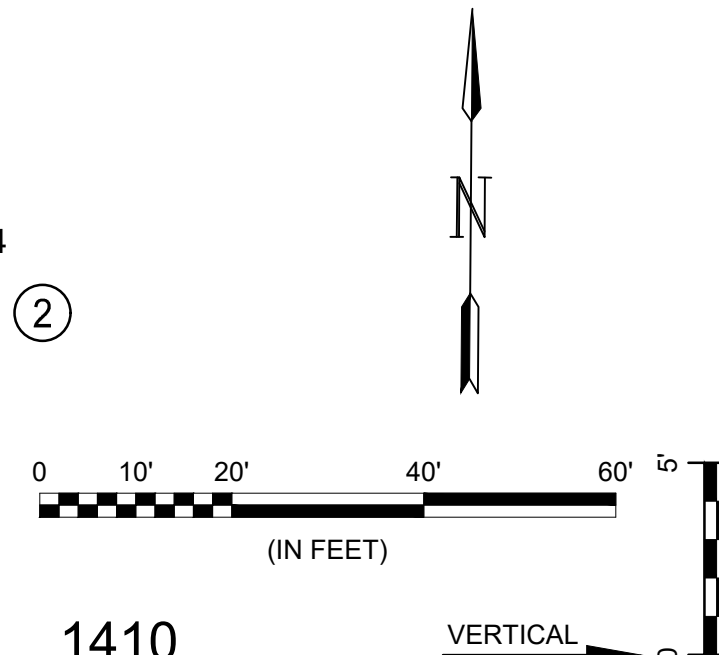


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1995 Midfield Road  
 Wichita, KS 67209  
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- Add 1300.00 to all elevations shown to obtain actual elevations.



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 Last plotted by: Standrich, Darryl R., Plot Style: ---, Plot Scale: 1:2,5849, Plot Date: 1/31/2025 9:31 AM, Plotter Used: None

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

GOBEL CT (NORTH)  
 PLAN & PROFILE  
 (1 of 2)

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJG  
 DRAWN BY: DRS

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

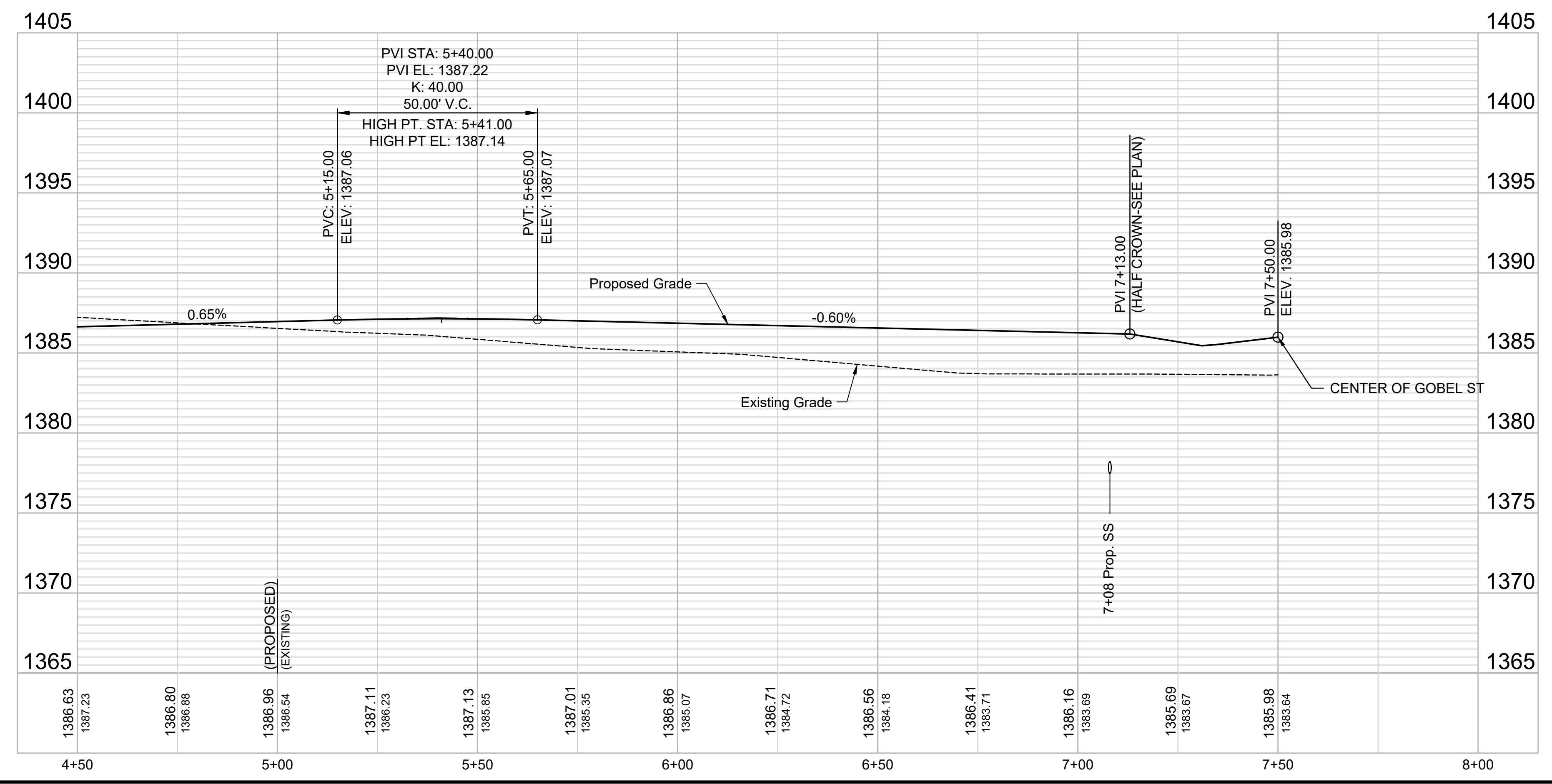
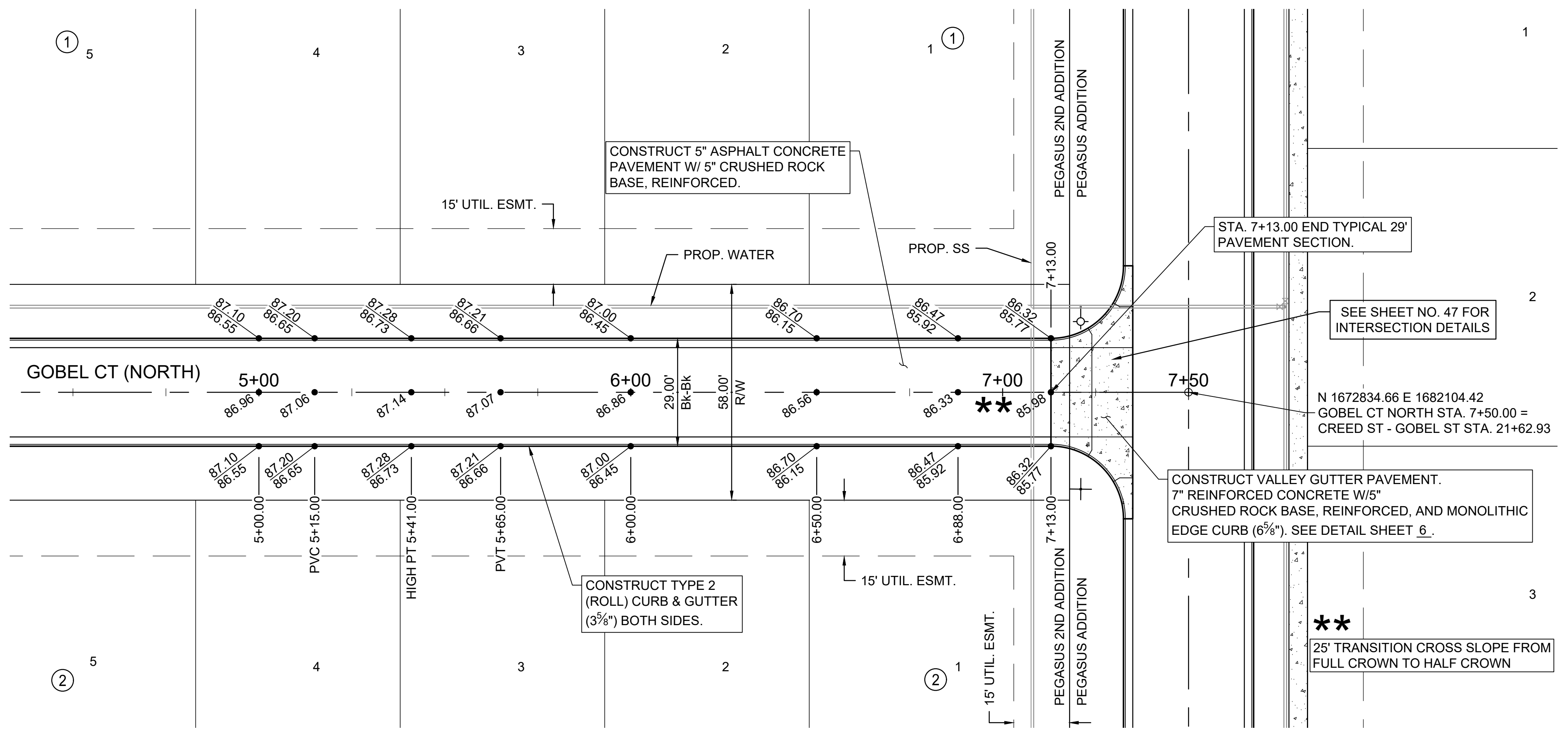
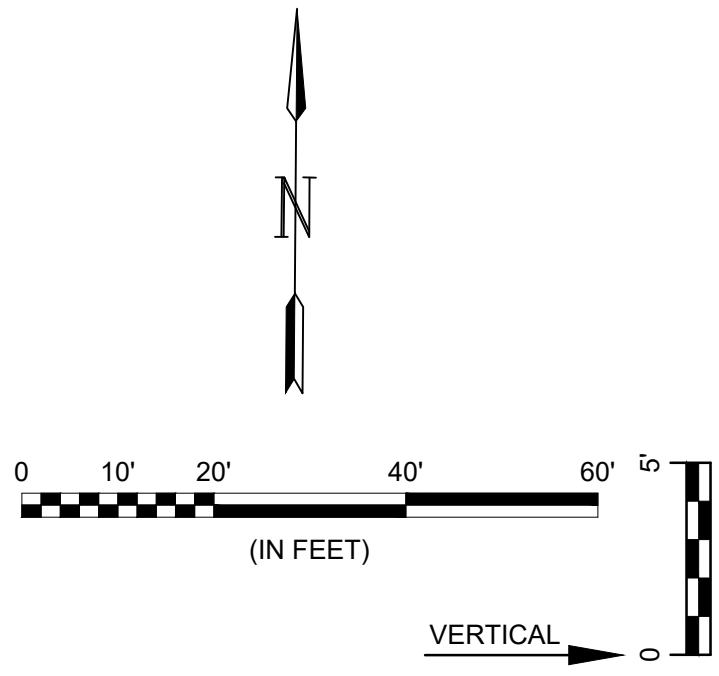
DRAWING NUMBER



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 (316) 264-8008

- Notes:
- All sidewalks shall have 2% cross-slope per ADA requirements.
  - Curb grades indicated on this sheet are Full Height 6 5/8" (0.55') Curb Grades. Roll Curb 3 3/8" (0.30') shall be constructed on this project unless otherwise noted.
  - Outside edge of sidewalk shall be 0.30' above Full Height Curb Grades.
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 Last plotted by: Standrich, Darryl R., Plot Style: ---, Plot Scale: 1:2,5849, Plot Date: 1/31/2025 9:32 AM, Plotter Used: None

REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

GOBEL CT  
 (NORTH) PLAN  
 & PROFILE (2  
 of 2)

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

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DRAWING NUMBER

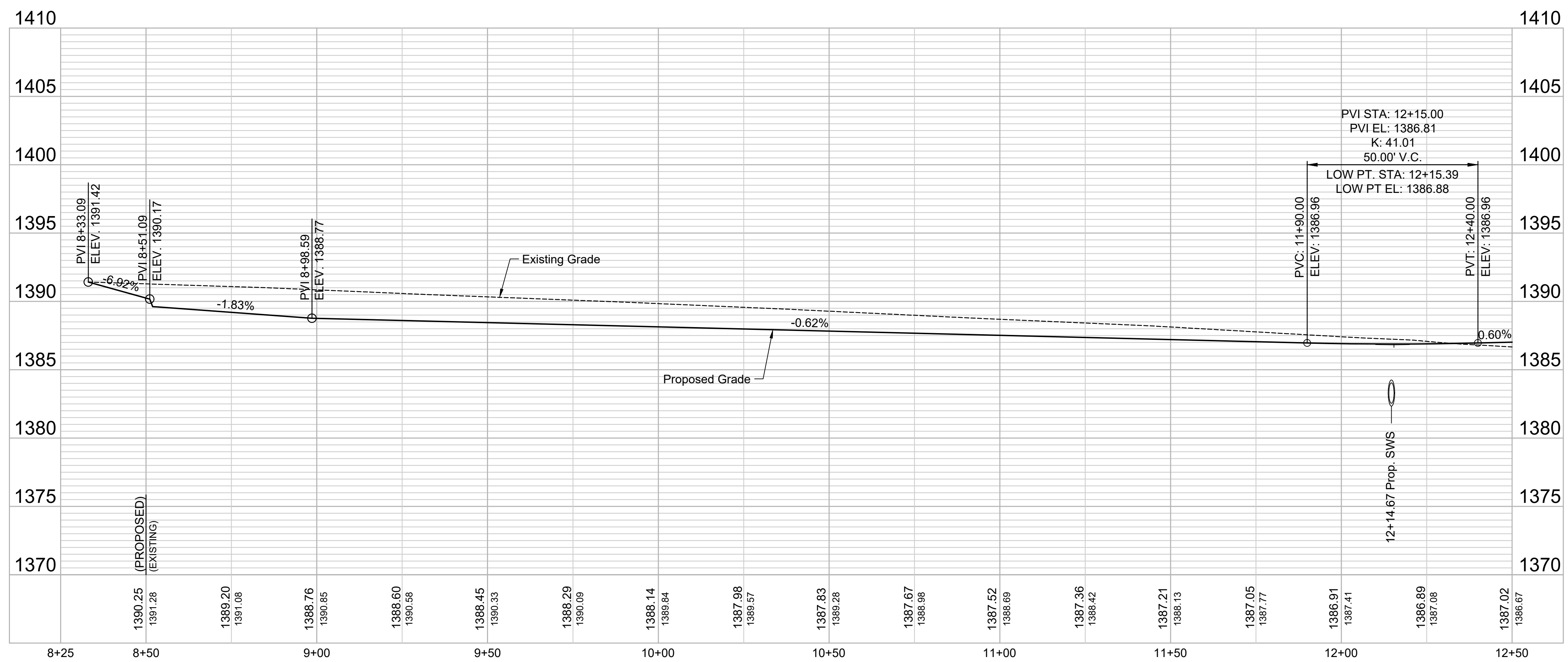
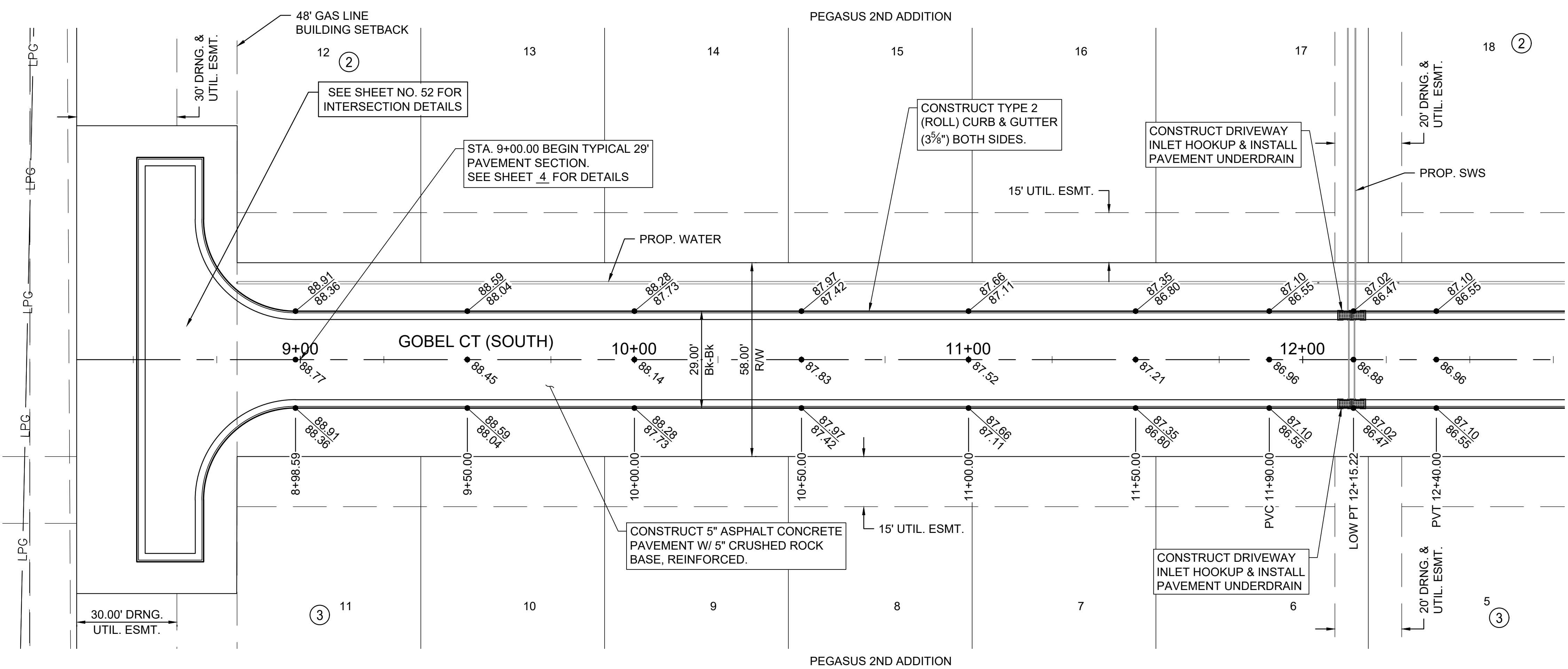
SHEET NUMBER **33** OF **76**



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File: L:\2024\141-2400521 - Pegasus Addition Design\Drawings\PAVING SHEETS\GOBEL CT S 1.dwg, Last Saved: 11/22/2024 7:21 AM, Last saved by: DRStandrich  
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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

GOBEL CT (SOUTH) PLAN & PROFILE (1 of 2)

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJG  
 DRAWN BY: DRS

BAR IS ONE INCH ON ORIGINAL DRAWING  
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DRAWING NUMBER  
 SHEET NUMBER **34** OF **76**

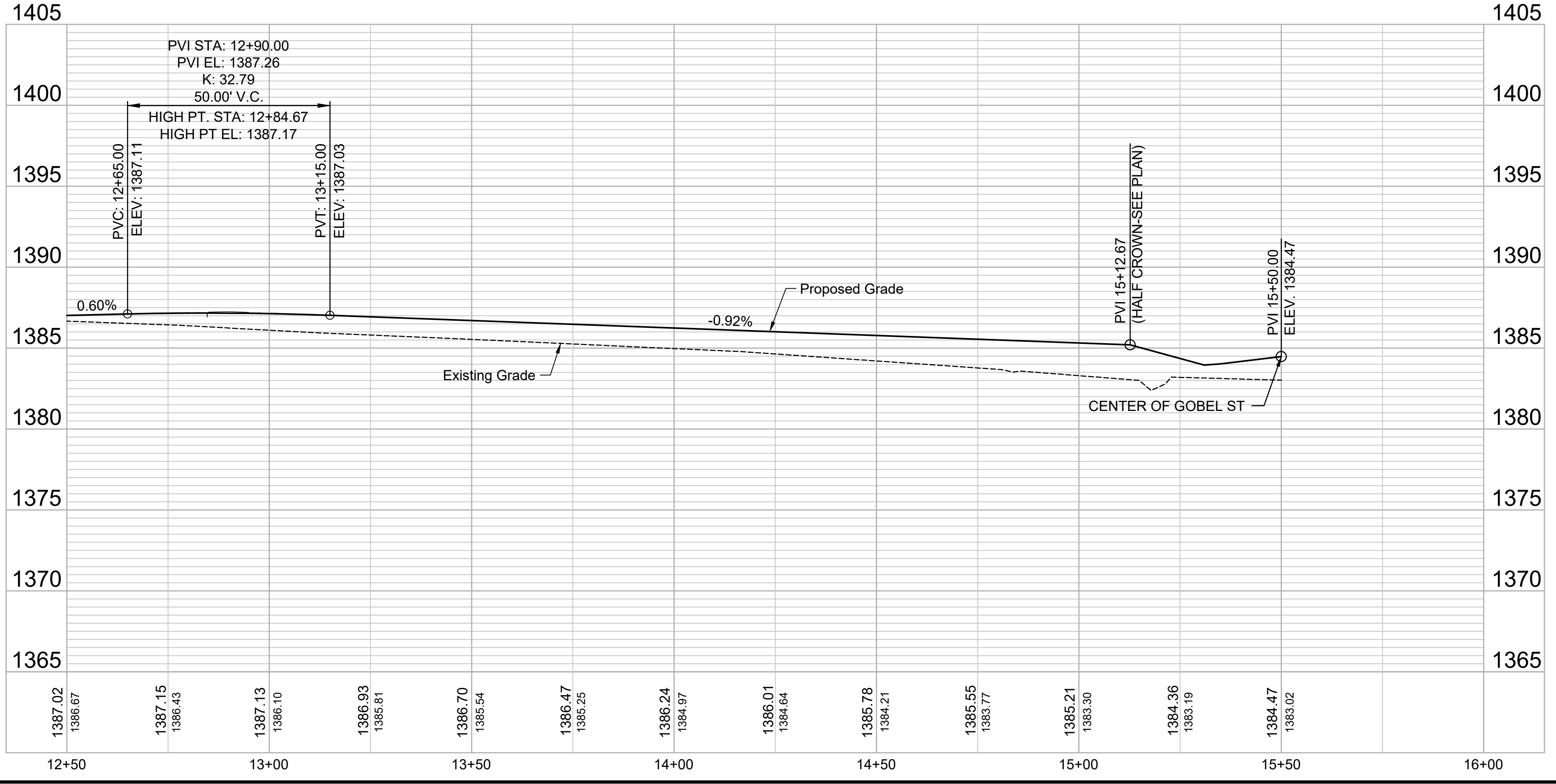
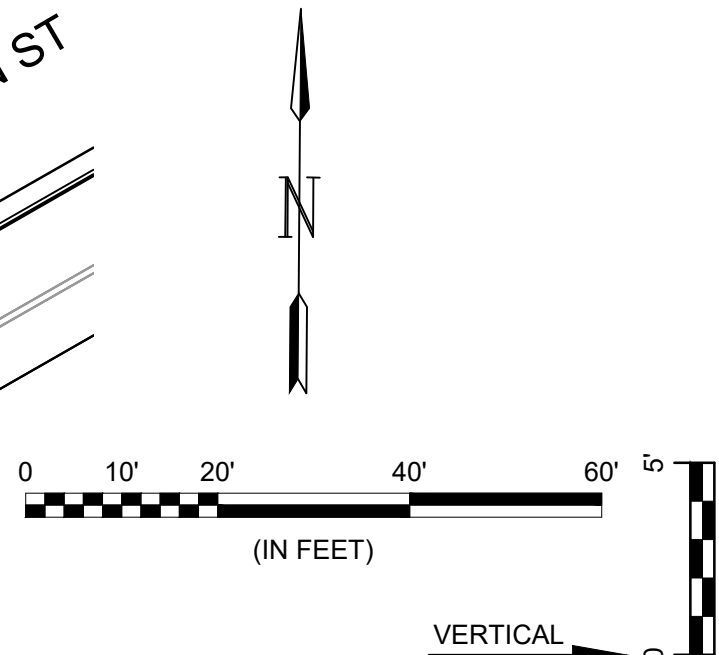
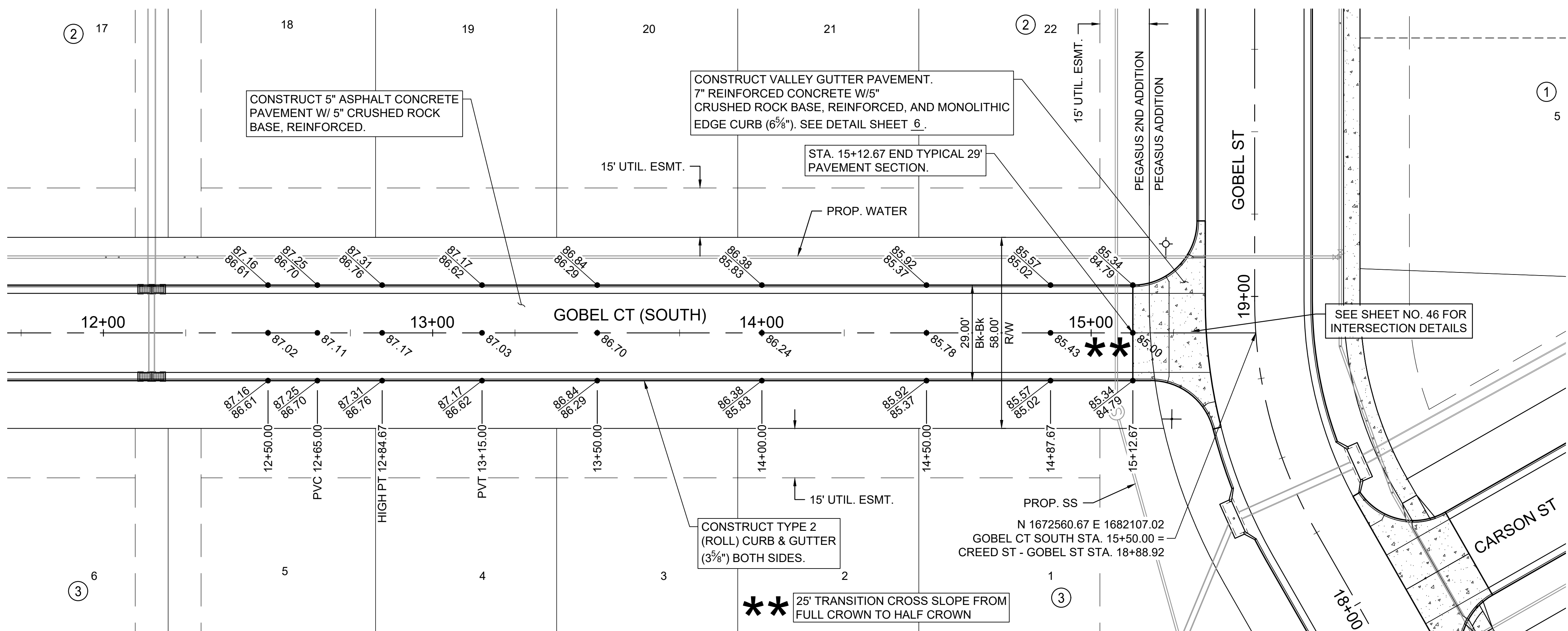


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REV.	DATE	DESCRIPTION	BY

CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

GOBEL CT (SOUTH) PLAN & PROFILE (2 of 2)

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: E.JG  
 DRAWN BY: DRS

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SHEET NUMBER **35** OF **76**



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CITY OF WICHITA  
 WICHITA, KANSAS

CROSSWINDD-WEBB  
 INTERSECTION  
 DETAIL

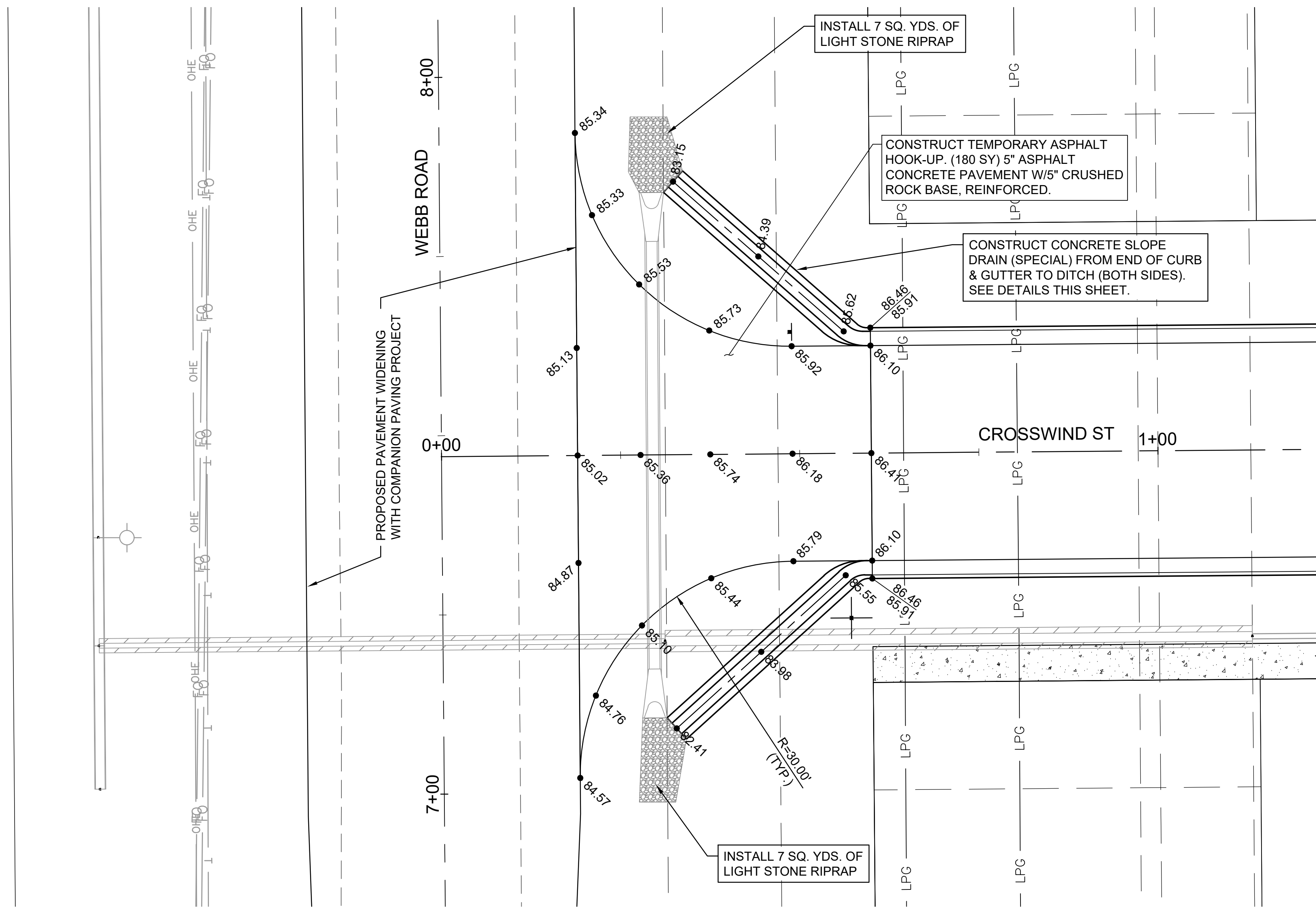
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 DRAWN BY: DRS

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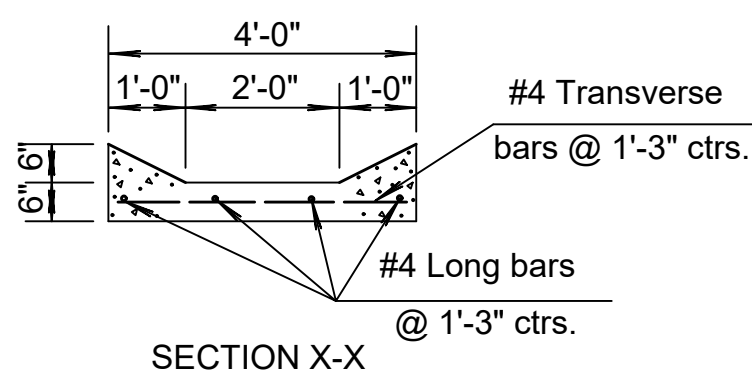
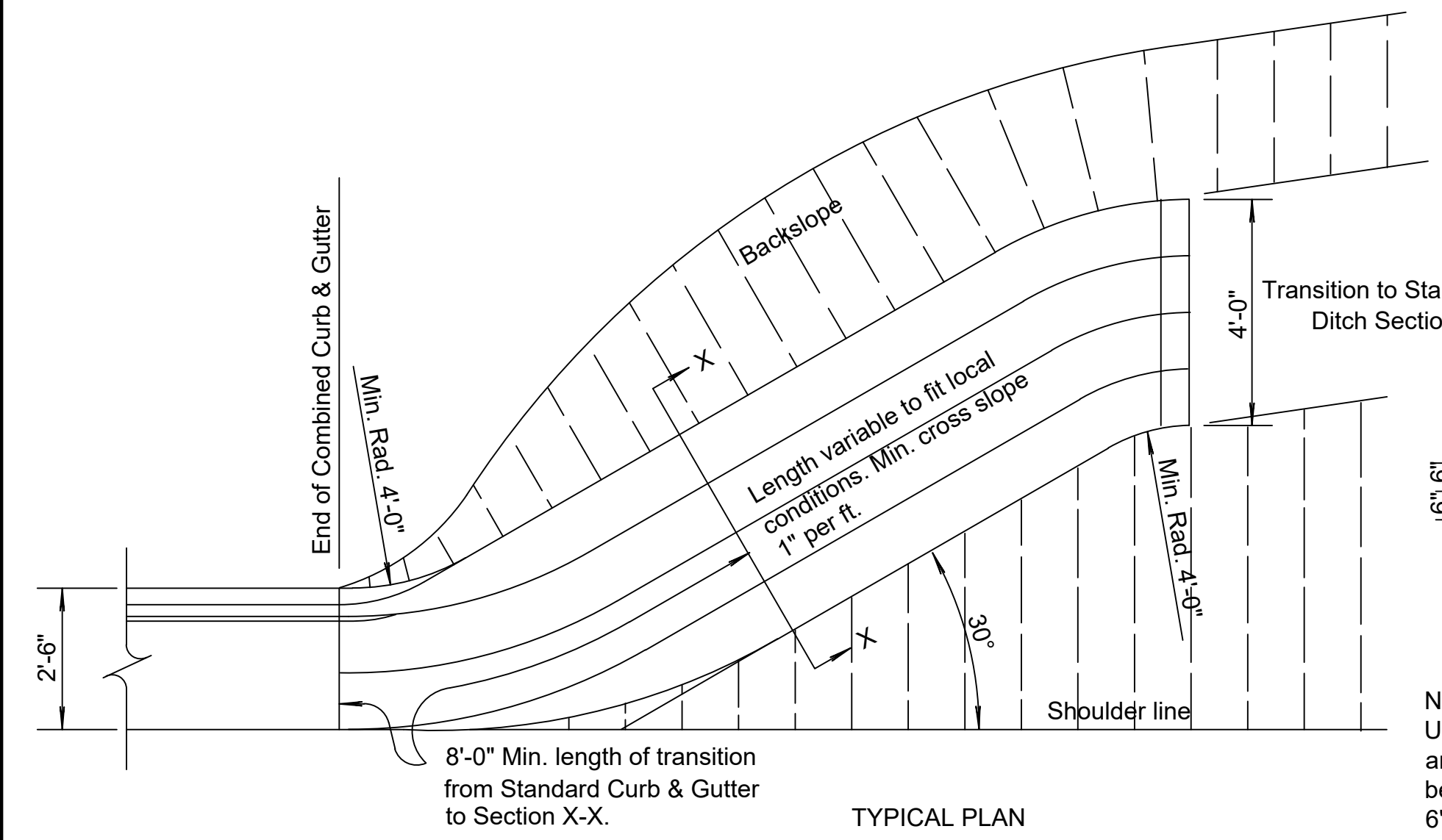
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SHEET NUMBER **36** OF **76**

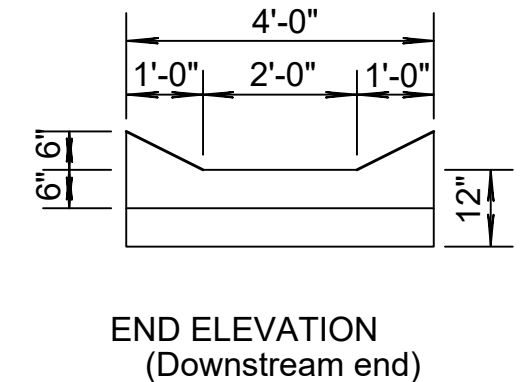
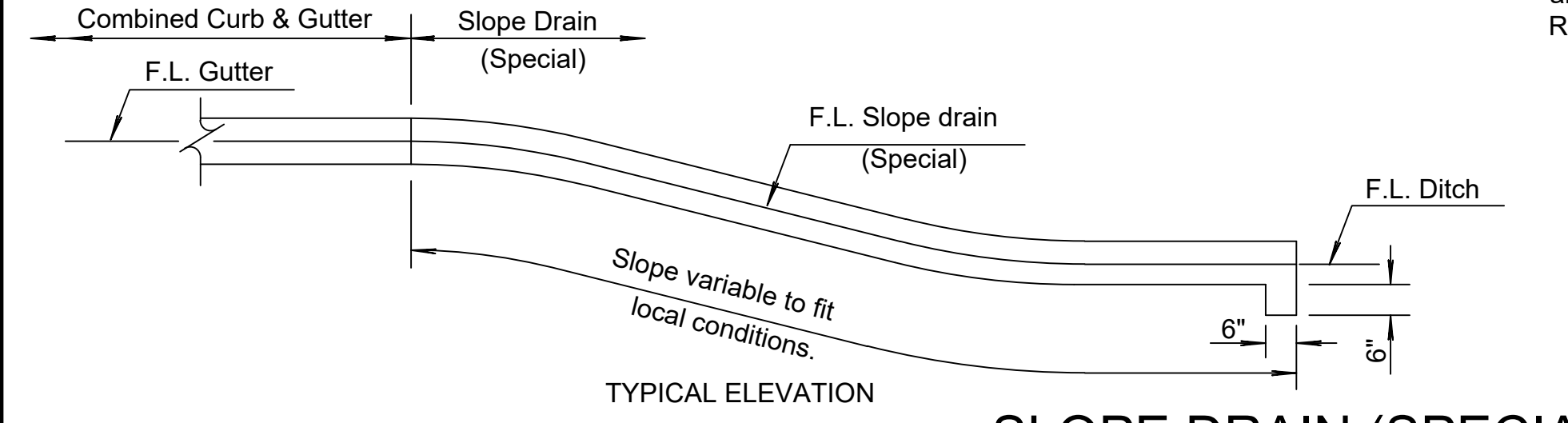
PEGASUS ADDITION PAVING



CROSSWIND STREET & WEBB ROAD INTERSECTION DETAILS



Note:  
 Use Concrete Grade 3.0 (AE) throughout. The entire area of the Slope Drain (Special) below the curbs, to be poured and struck off with a uniform thickness of 6". The curbs are to be applied in the same manner and using the same methods as for edge curb. Reinforcing steel to be deformed #4 bars.



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File: L:\2024\141-2400521 - Pegasus Addition Design\Drawings\PAVING SHEETS\CROSSWIND-WEBB INTERSECTION DETAILS.dwg Last Save: 1/21/2025 11:39 AM Last saved by: DRStandrich  
 Last plotted by: Standrich, Darryl R. Plot Style: --- Plot Scale: 1/2,5849 Plot Date: 1/31/2025 9:34 AM Plotter used: None

File: L:\2024\141-2400521 - Pegasus Addition Design\Drawings\PAVING SHEETS\CREED-WEBB INTERSECTION DETAILS.dwg Last Save: 11/22/2024 8:48 AM Last saved by: DRS\standrich  
 Last plotted by: Standrich, Darryl R Plot Style: --- Plot Date: 1/31/2025 9:34 AM Plotter used: None



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PEGASUS ADDITION PAVING

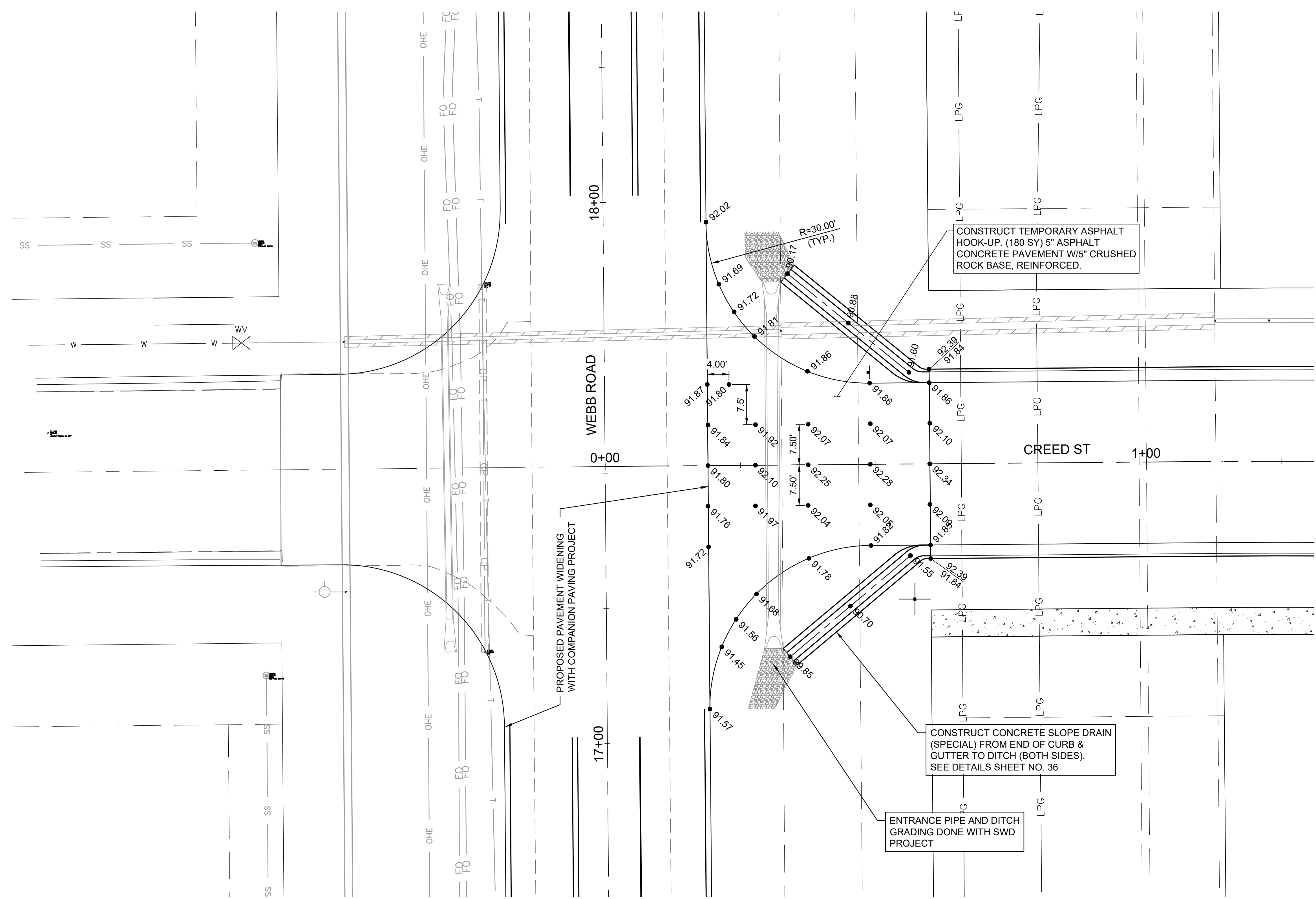
**CREED-WEBB INTERSECTION DETAIL**

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: E.JG  
 DRAWN BY: DRS

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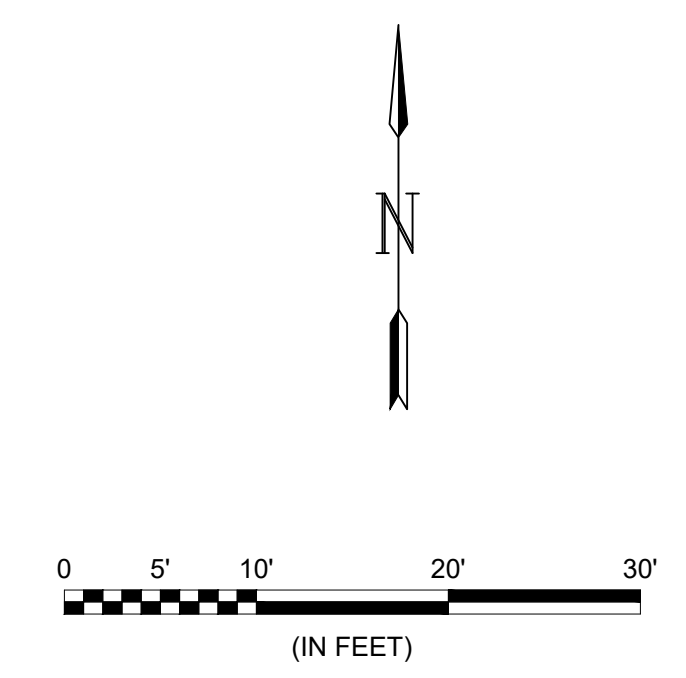
DRAWING NUMBER

SHEET NUMBER **37** OF **76**

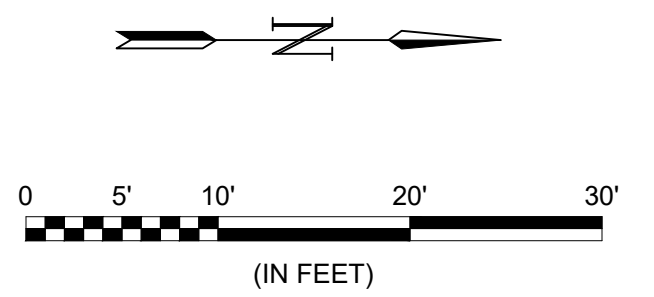
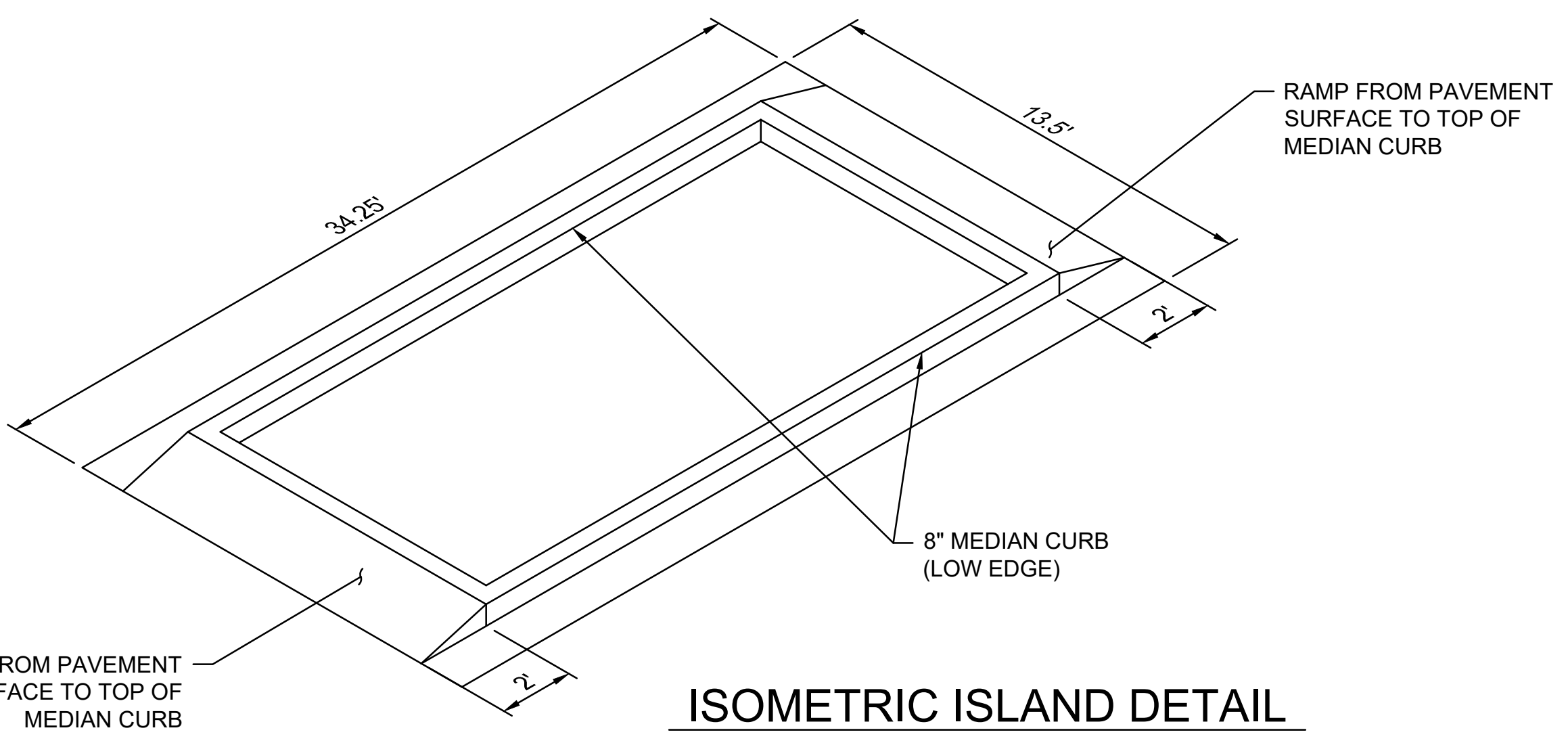
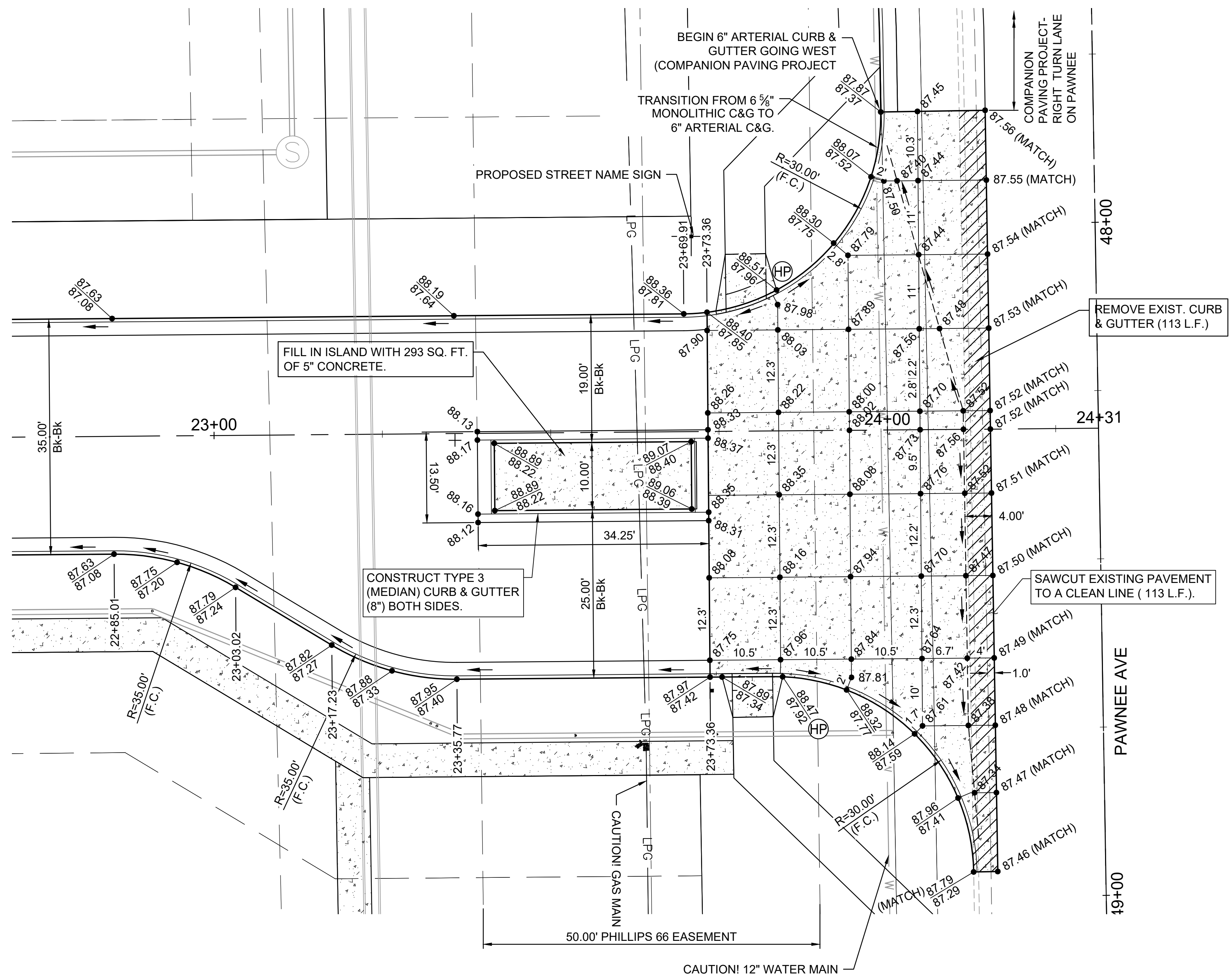


**CREED STREET & WEBB ROAD INTERSECTION DETAILS**

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File: L:\2024\141-2400521 - Pegasus Addition Design\Drawings\PAVING SHEETS\GOBEL-PAWNEE INT DETAILS.dwg Last Save: 1/21/2025 11:13 AM Last saved by: DRS\andrich  
 Last plotted by: Standrich, Darryl R Plot Style: --- Plot Scale: 1:2.5849 Plot Date: 1/31/2025 9:35 AM Plotter used: None



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**CITY OF WICHITA**  
 WICHITA, KANSAS  
**PEGASUS ADDITION PAVING**

**GOBEL ST & PAWNEE AVE  
 ENTRANCE  
 DETAILS**

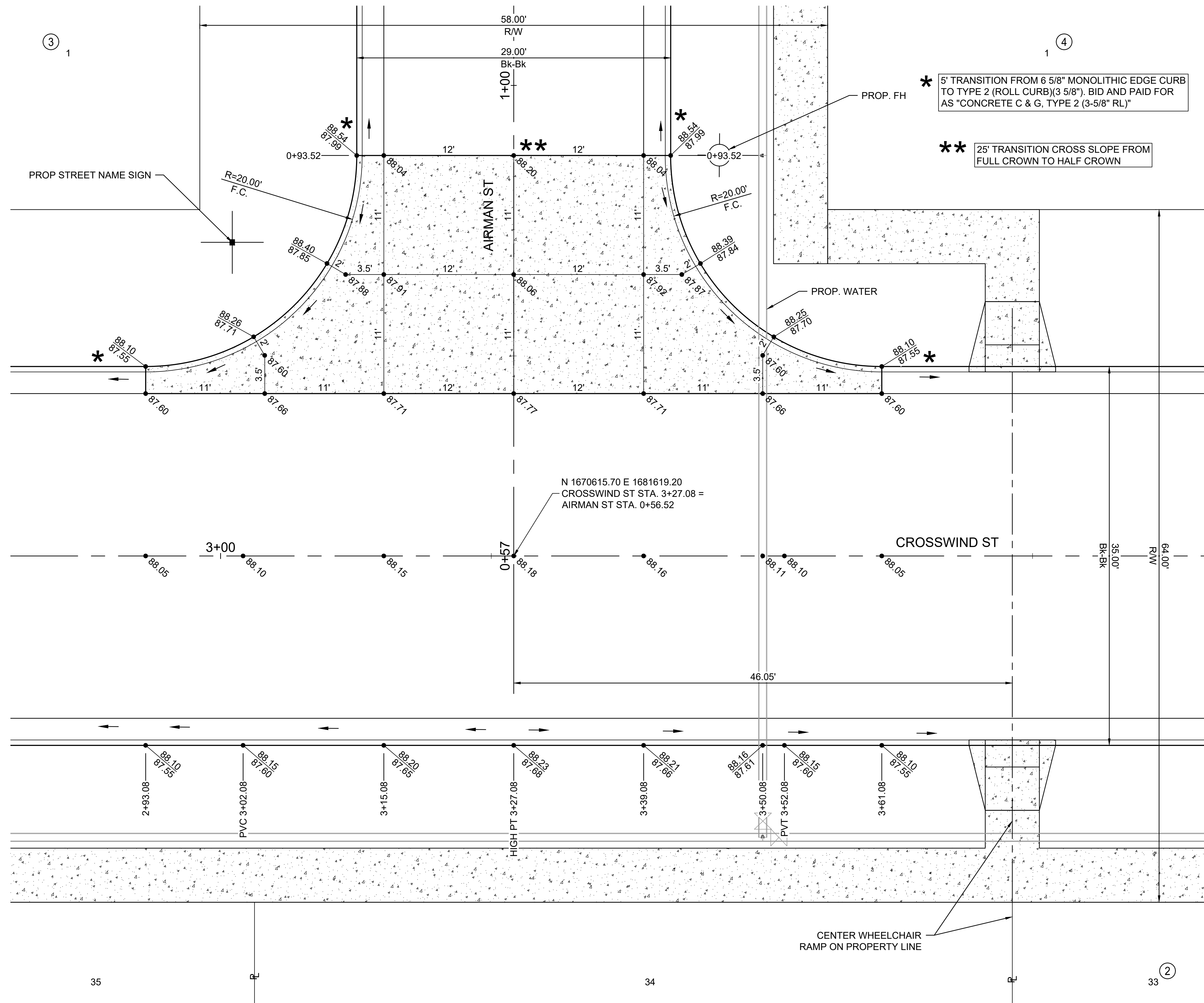
JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJG  
 DRAWN BY: DRS

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

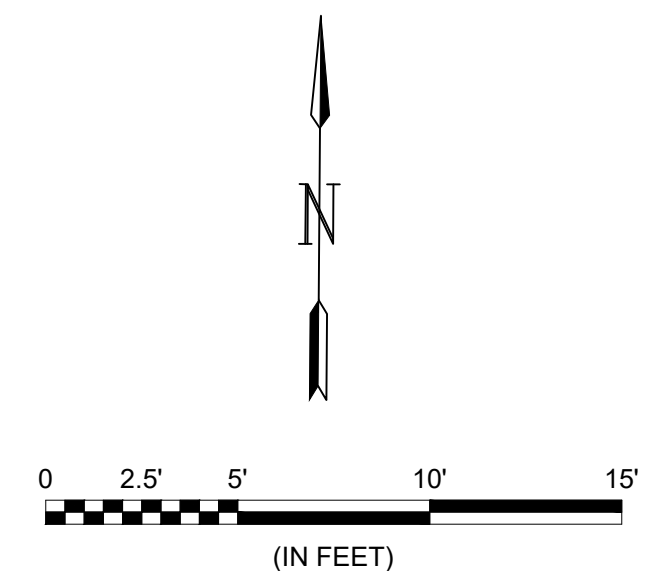
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SHEET NUMBER **38** OF **76**

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 Last plotted by: Standrich, Darryl R Plot Style: --- Plot Scale: 1:2,5849 Plot Date: 1/31/2025 9:36 AM Plotter used: None



**CROSSWIND ST & AIRMAN ST INTERSECTION DETAILS**



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**CITY OF WICHITA**  
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**PEGASUS ADDITION PAVING**

**CROSSWIND ST - AIRMAN ST INTERSECTION DETAILS**

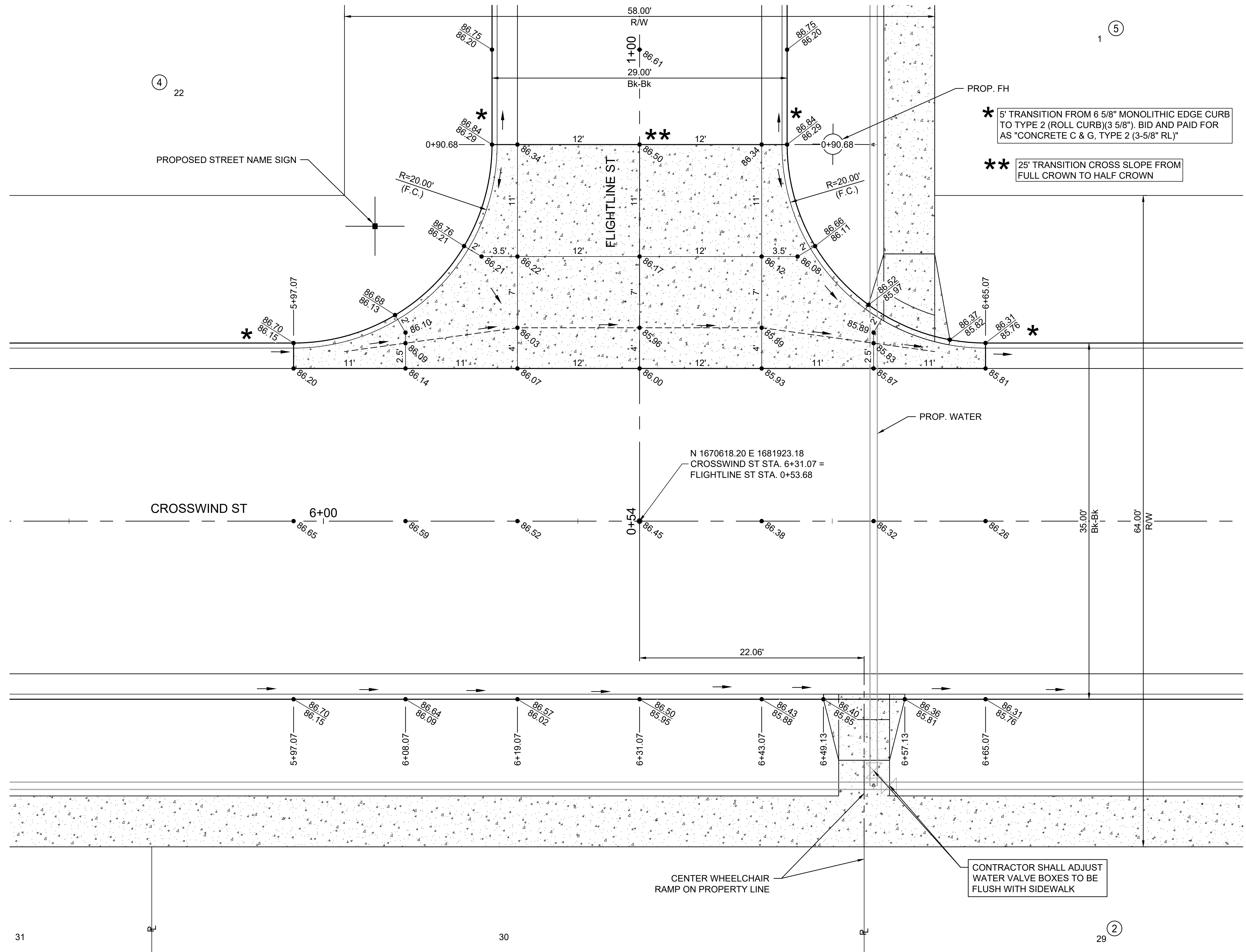
JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

BAR IS ONE INCH ON ORIGINAL DRAWING  
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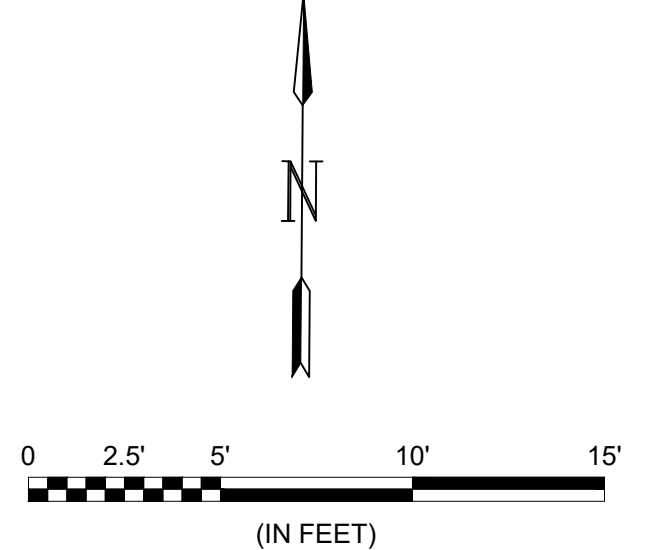
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SHEET NUMBER **39** OF **76**

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 Last plotted by: Standrich, Darryl R Plot Style: --- Plot Scale: 1:2,5849 Plot Date: 1/31/2025 9:36 AM Plotter used: None



CROSSWIND ST & FLIGHTLINE ST INTERSECTION DETAILS



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**CITY OF WICHITA**  
 WICHITA, KANSAS

**PEGASUS ADDITION PAVING**

CROSSWIND ST - FLIGHTLINE ST INTERSECTION DETAILS

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: E.J.G.  
 DRAWN BY: DRS

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PEGASUS ADDITION PAVING

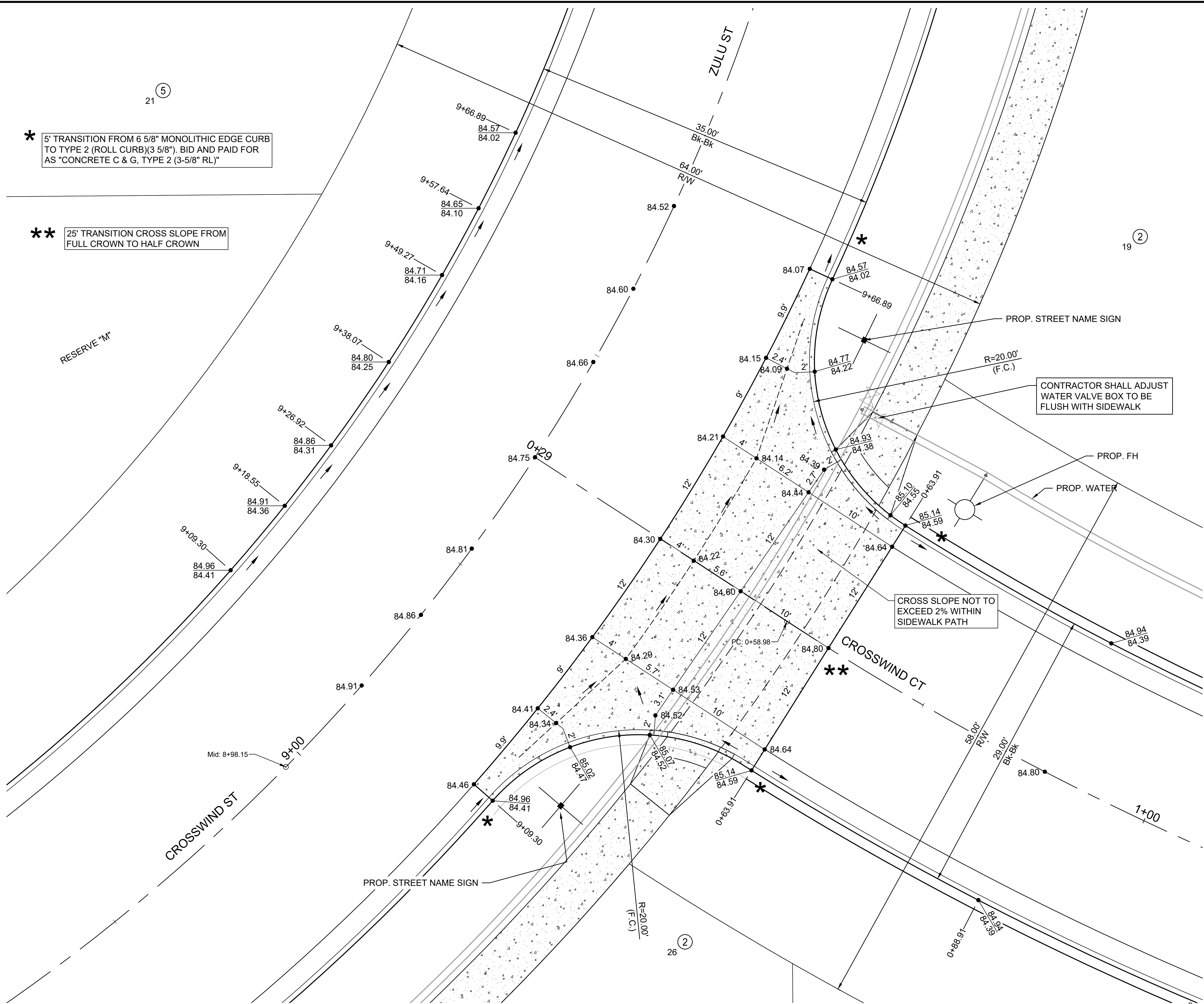
CROSSWIND  
 ST -  
 CROSSWIND  
 CT  
 INTERSECTION

DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

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

DRAWING NUMBER

SHEET  
 NUMBER **41** OF **76**



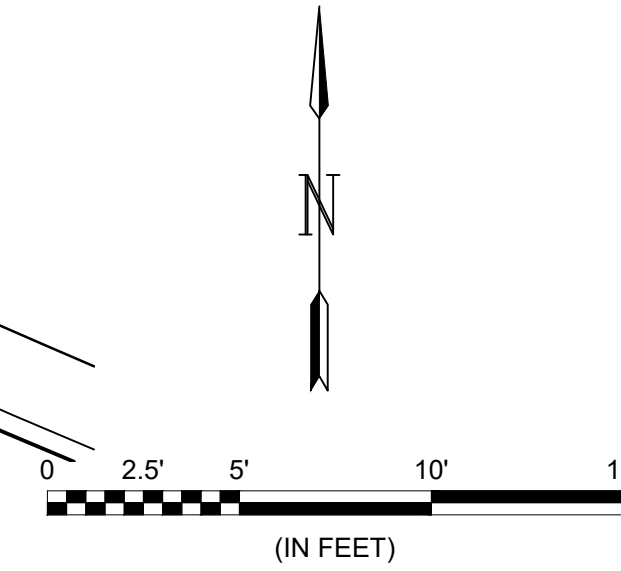
\* 5' TRANSITION FROM 6 5/8" MONOLITHIC EDGE CURB TO TYPE 2 (ROLL CURB)(3 5/8"). BID AND PAID FOR AS "CONCRETE C & G, TYPE 2 (3-5/8" RL)"

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

CONTRACTOR SHALL ADJUST WATER VALVE BOX TO BE FLUSH WITH SIDEWALK

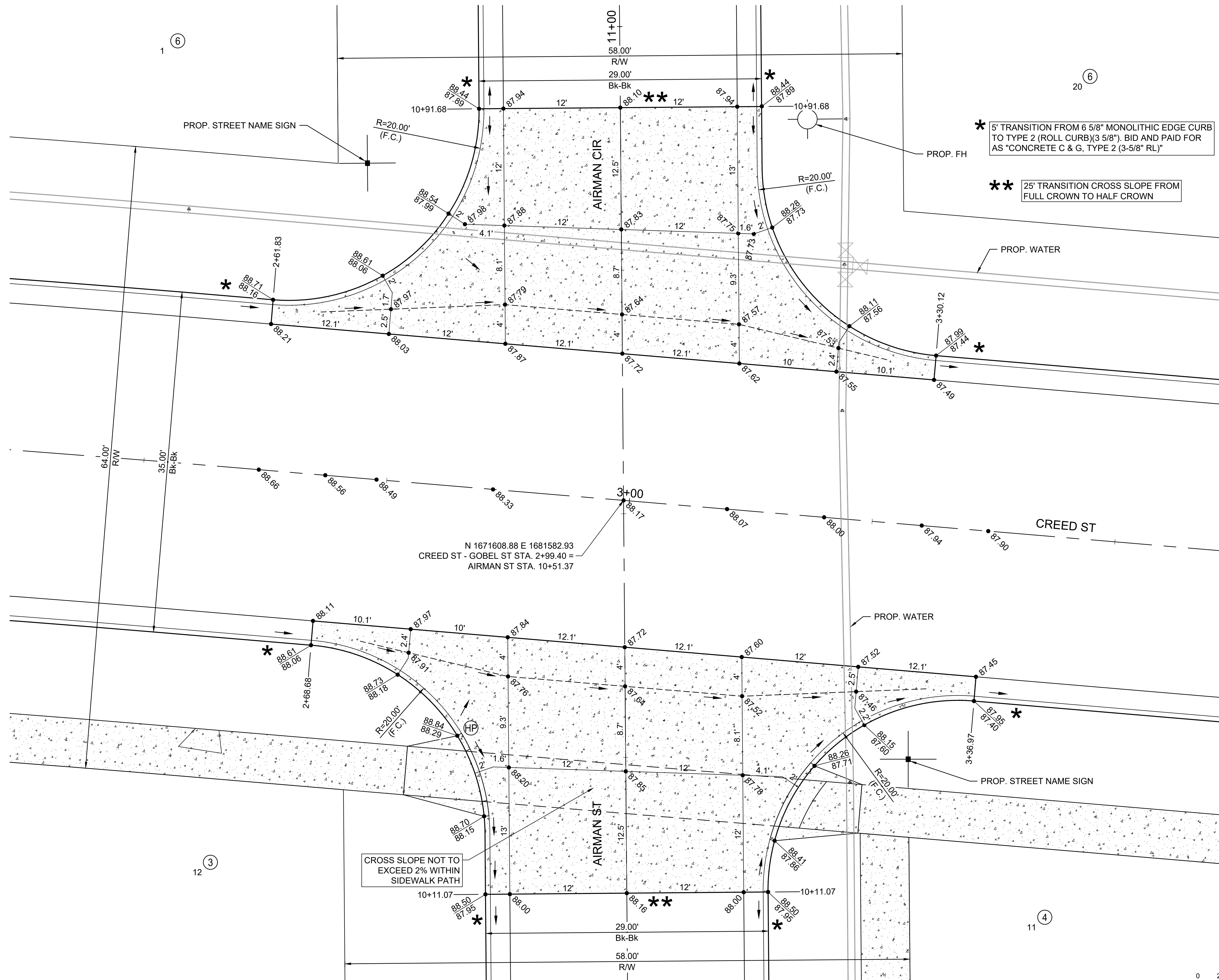
CROSS SLOPE NOT TO EXCEED 2% WITHIN SIDEWALK PATH

CROSSWIND ST & CROSSWIND CT INTERSECTION DETAILS

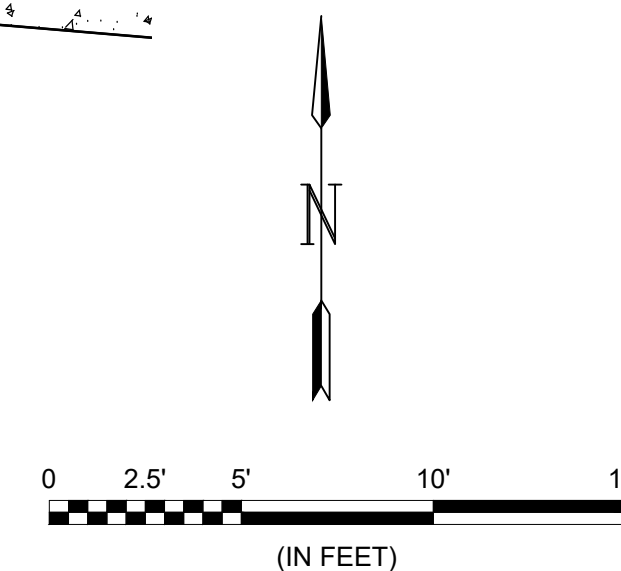


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**CREED ST & AIRMAN ST INTERSECTION DETAILS**



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REV.	DATE	DESCRIPTION	BY



CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

**CREED ST - AIRMAN ST INTERSECTION DETAILS**

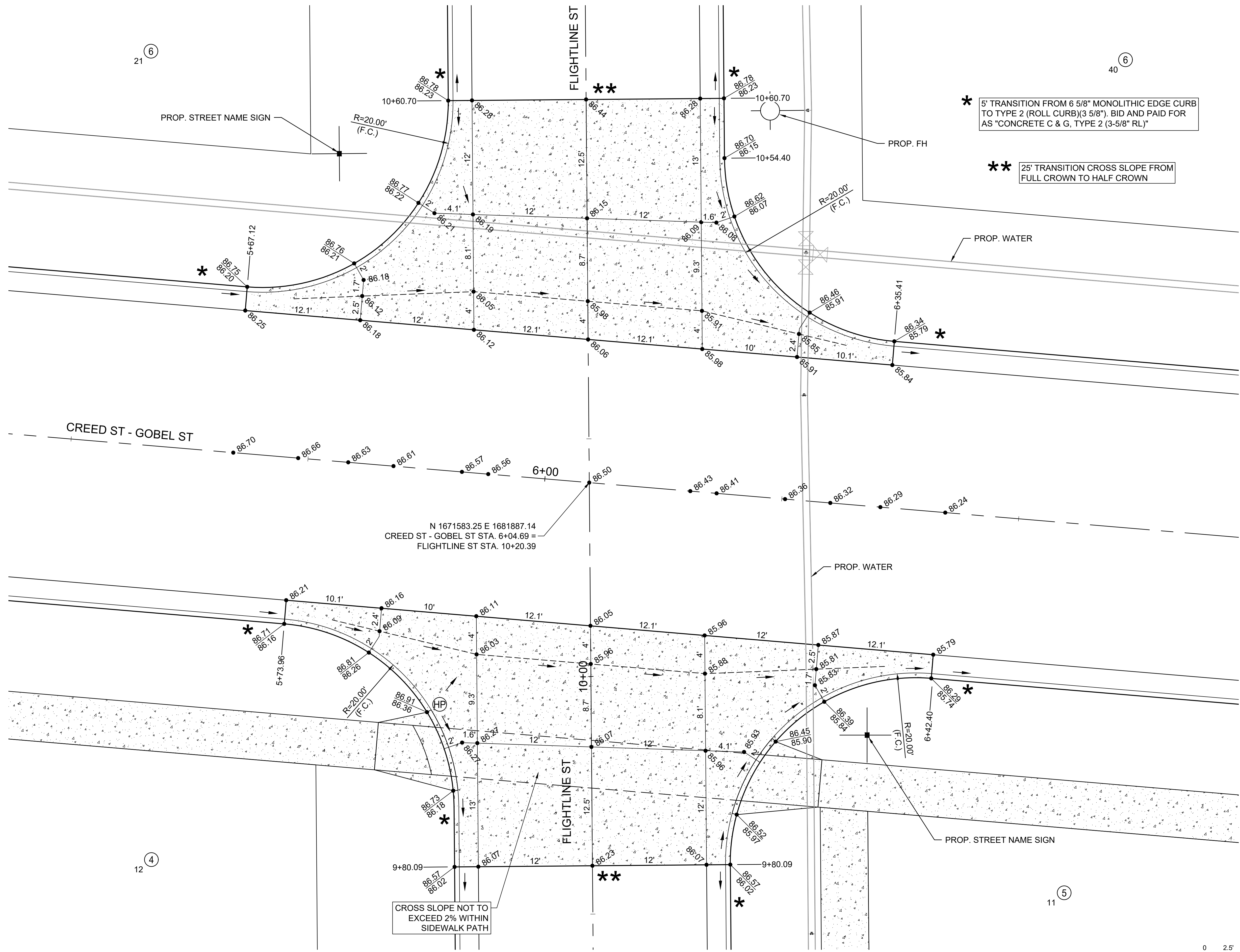
JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: E.J.G.  
 DRAWN BY: DRS

BAR IS ONE INCH ON ORIGINAL DRAWING  
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DRAWING NUMBER

SHEET NUMBER **42** OF **76**

File: L:\2024\141-2400521 - Pegasus Addition Design\Drawings\PAVING SHEETS\CRED-FLIGHTLINE ST INT DETAILS.dwg Last Save: 1/21/2025 4:29 PM Last saved by: DRStandrich  
 Last plotted by: Standrich, Darryl R Plot Style: --- Plot Scale: 1/2.5849 Plot Date: 1/31/2025 9:38 AM Plotter used: None



**CREED ST & FLIGHTLINE ST INTERSECTION DETAILS**



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 PEGASUS ADDITION PAVING

**CREED ST - FLIGHTLINE ST INTERSECTION DETAILS**

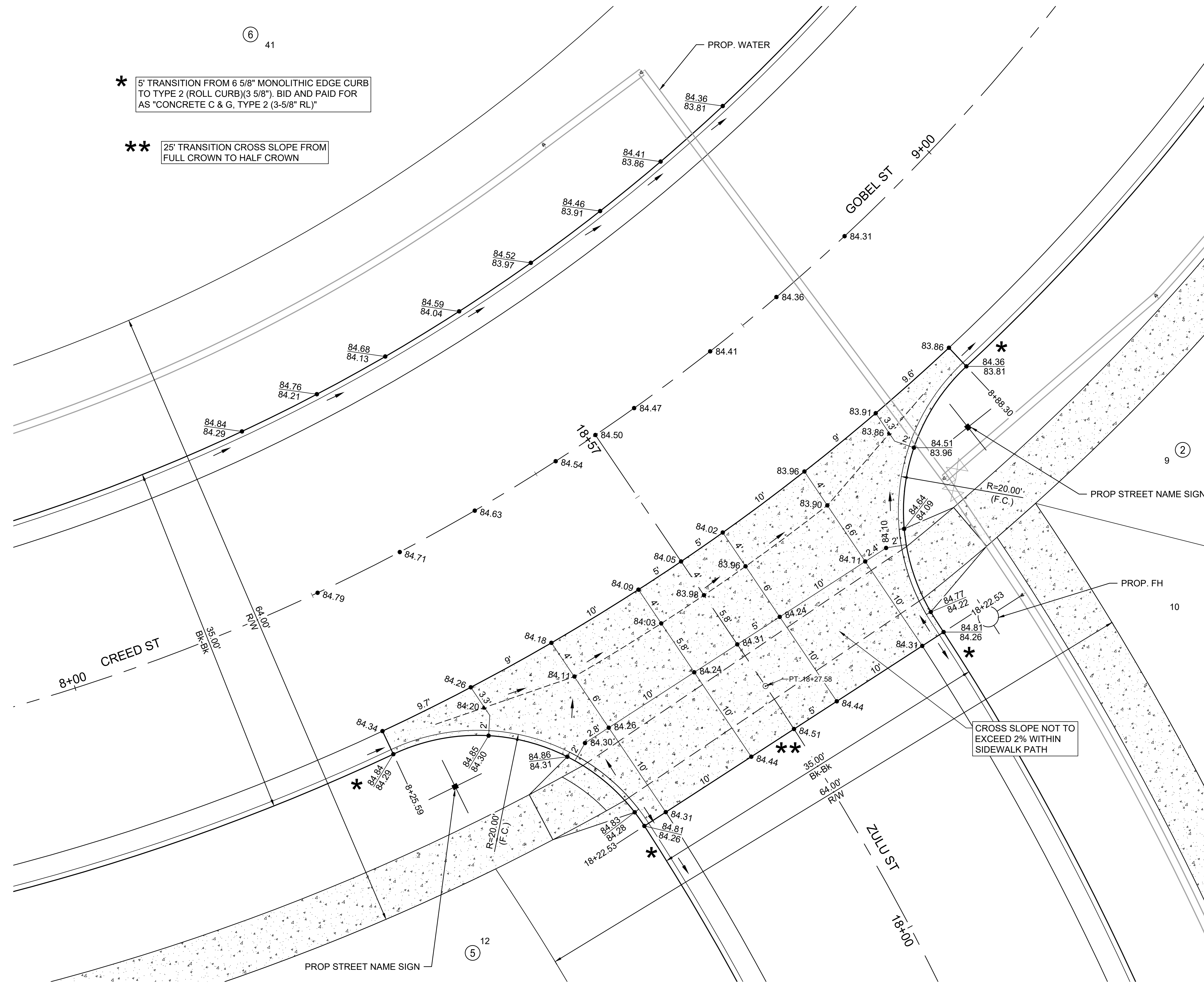
JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

BAR IS ONE INCH ON ORIGINAL DRAWING  
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DRAWING NUMBER

SHEET NUMBER **43** OF **76**

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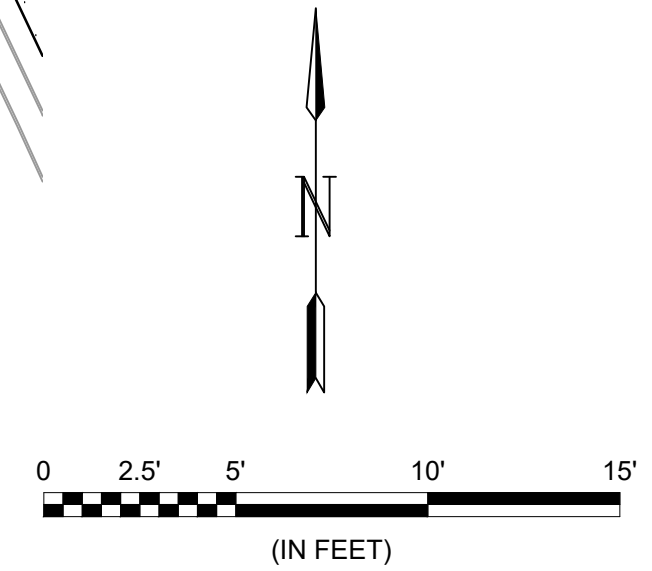


\* 5' TRANSITION FROM 6 5/8" MONOLITHIC EDGE CURB TO TYPE 2 (ROLL CURB)(3 5/8"). BID AND PAID FOR AS "CONCRETE C & G, TYPE 2 (3-5/8" RL)"

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

CROSS SLOPE NOT TO EXCEED 2% WITHIN SIDEWALK PATH

**CREED ST & ZULU ST INTERSECTION DETAILS**



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**PEGASUS ADDITION PAVING**

**CREED ST - ZULU ST INTERSECTION DETAILS**

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 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

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PEGASUS ADDITION PAVING

**GOBEL ST -  
 CARSON ST  
 INTERSECTION  
 DETAILS**

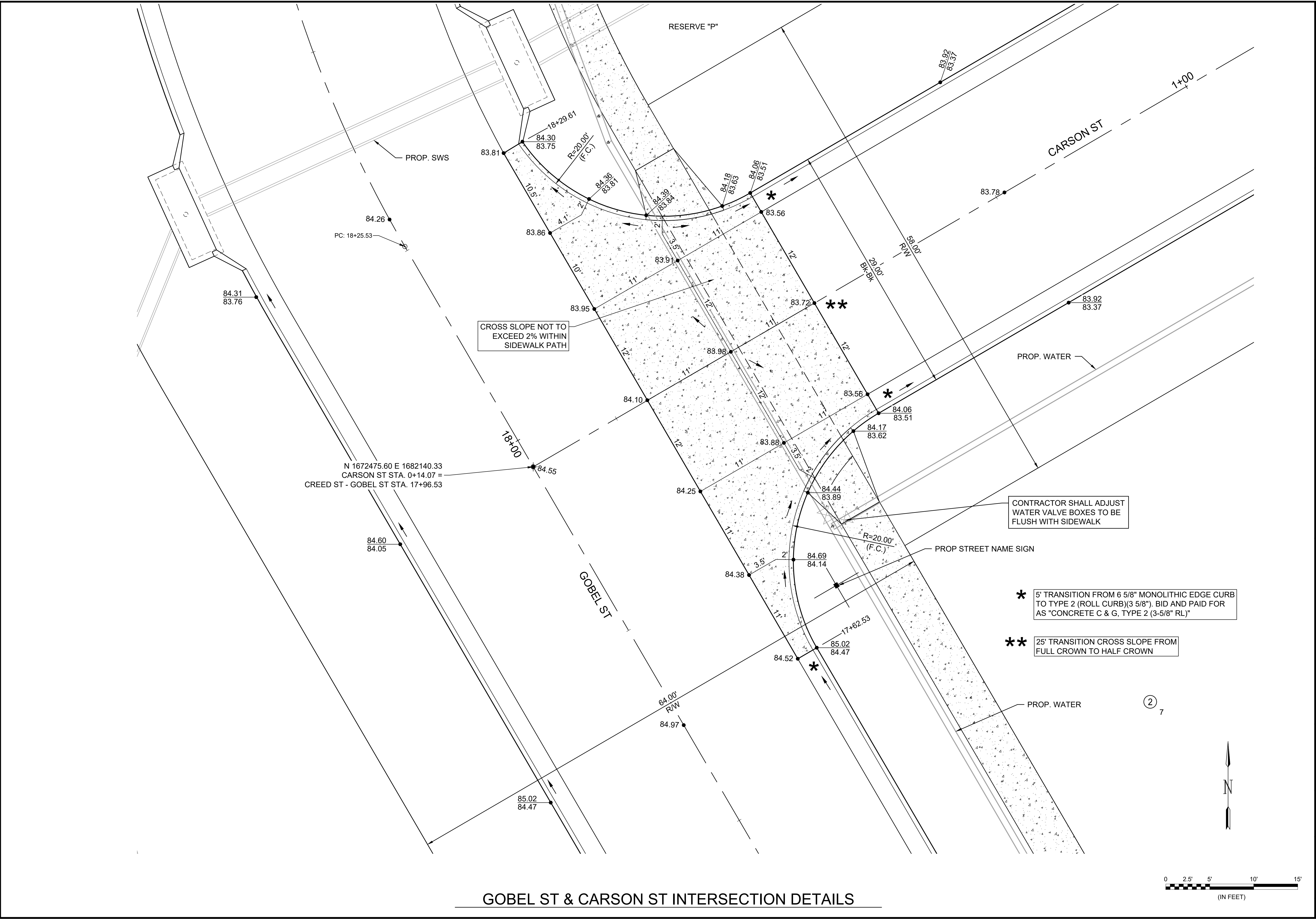
JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

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

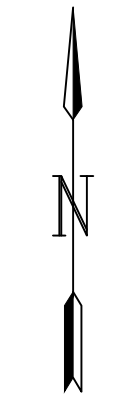
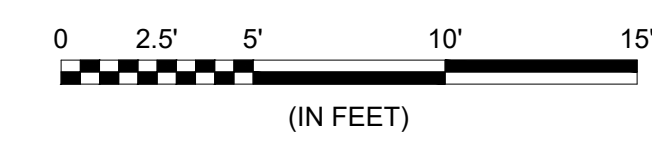
DRAWING NUMBER

SHEET  
 NUMBER **45** OF **76**

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 Last plotted by: Standrich, Darryl R Plot Style: --- Plot Scale: 1:2.5849 Plot Date: 1/31/2025 9:39 AM Plotter used: None



**GOBEL ST & CARSON ST INTERSECTION DETAILS**



CONTRACTOR SHALL ADJUST  
 WATER VALVE BOXES TO BE  
 FLUSH WITH SIDEWALK

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

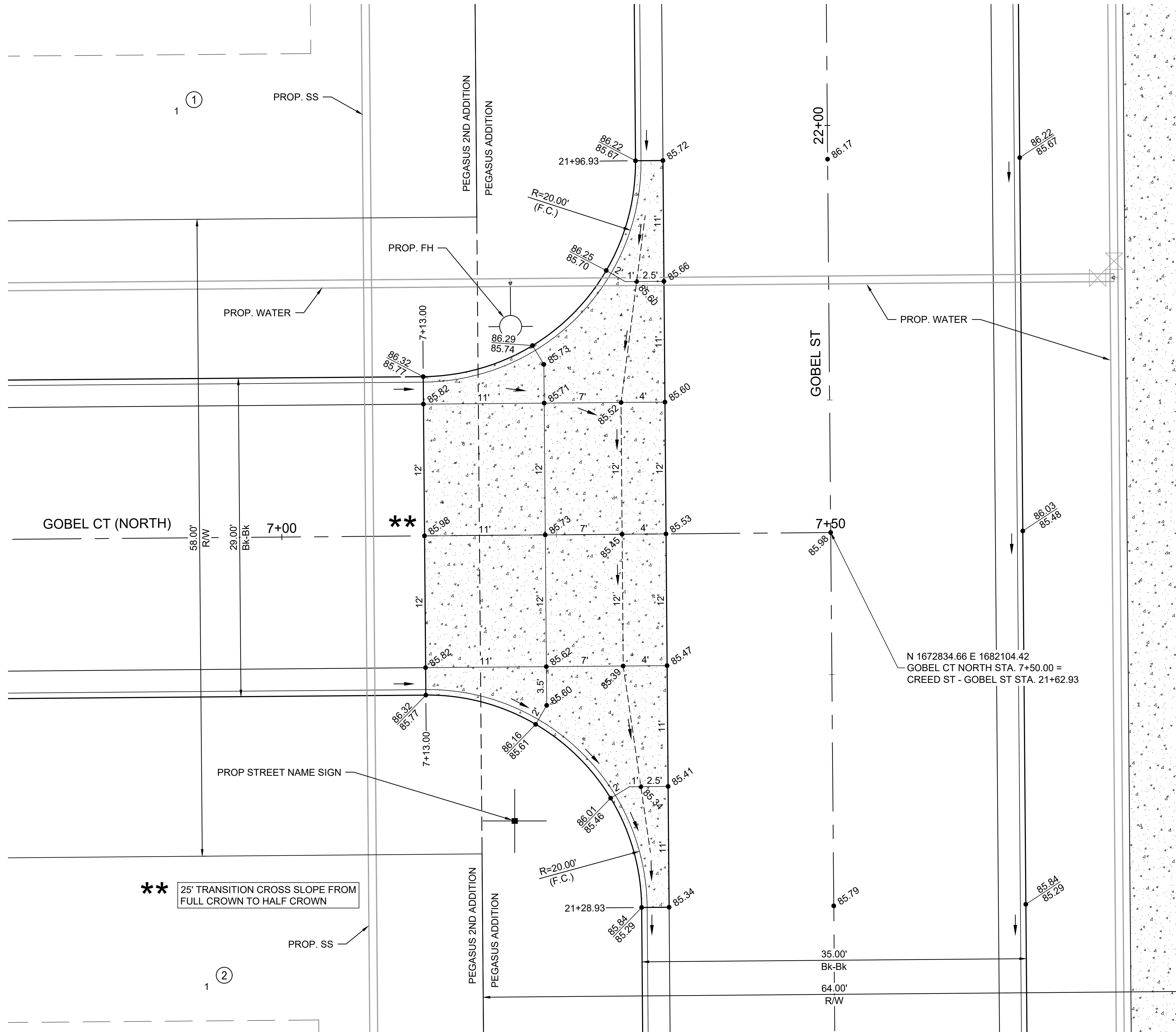
\*\* 25' TRANSITION CROSS SLOPE FROM  
 FULL CROWN TO HALF CROWN

CROSS SLOPE NOT TO  
 EXCEED 2% WITHIN  
 SIDEWALK PATH

N 1672475.60 E 1682140.33  
 CARSON ST STA. 0+14.07 =  
 CREED ST - GOBEL ST STA. 17+96.53



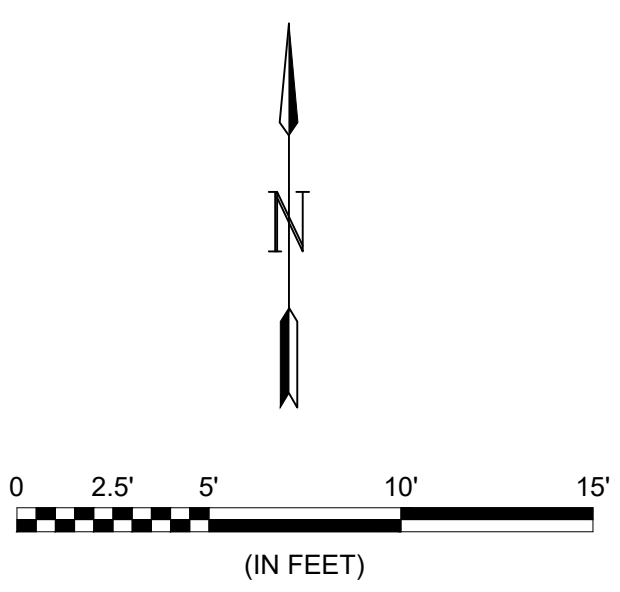
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 Last plotted by: Standrich, Darryl R Plot Style: --- Plot Scale: 1:2.5849 Plot Date: 1/31/2025 9:40 AM Plotter used: None



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

N 1672834.66 E 1682104.42  
 GOBEL CT NORTH STA. 7+50.00 =  
 CREED ST - GOBEL ST STA. 21+62.93

GOBEL ST & GOBEL CT (NORTH) INTERSECTION DETAILS



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GOBEL ST - GOBEL CT N INTERSECTION DETAILS

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 DESIGNED BY: EJJ  
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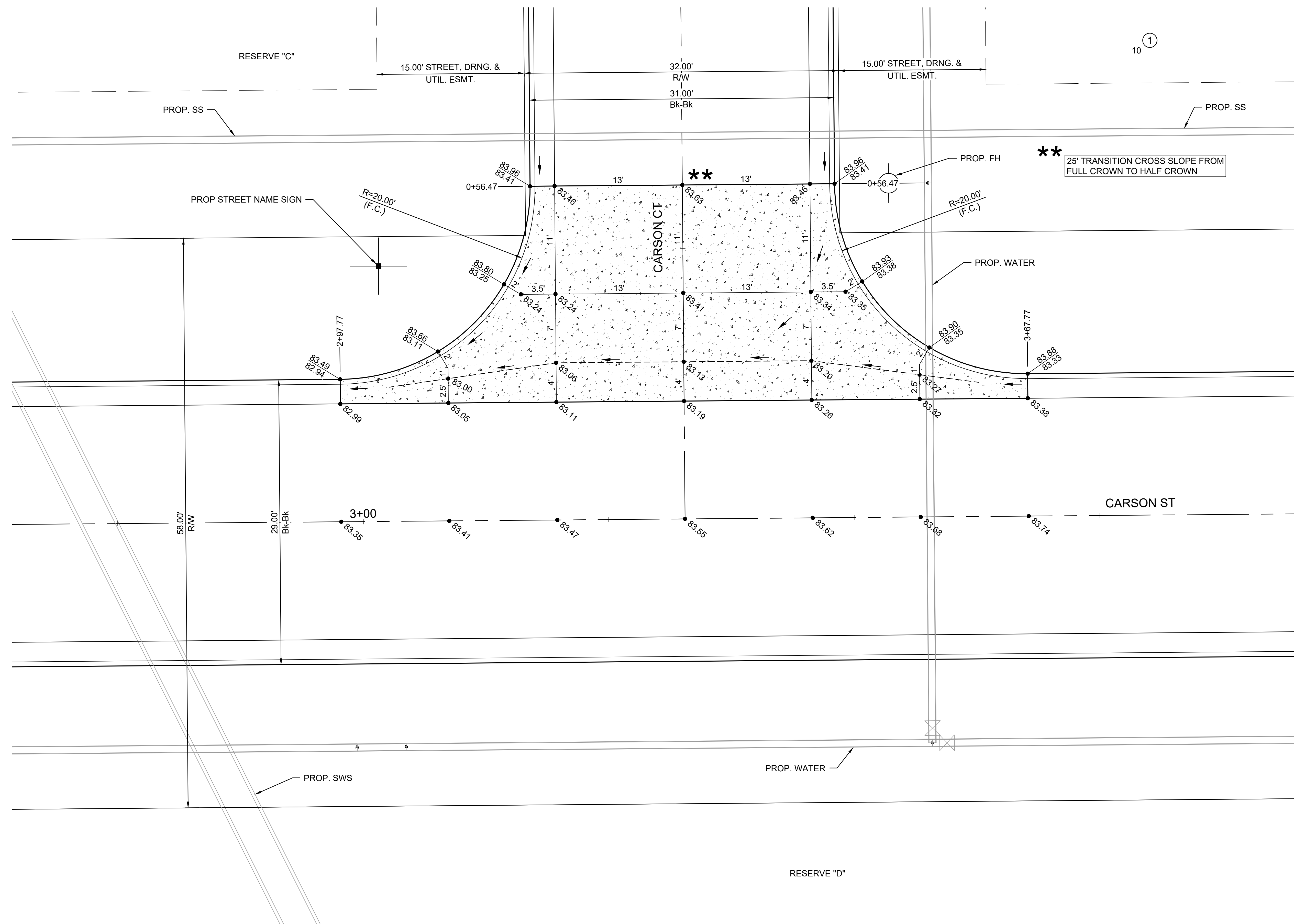
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JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: E.JG  
 DRAWN BY: DRS

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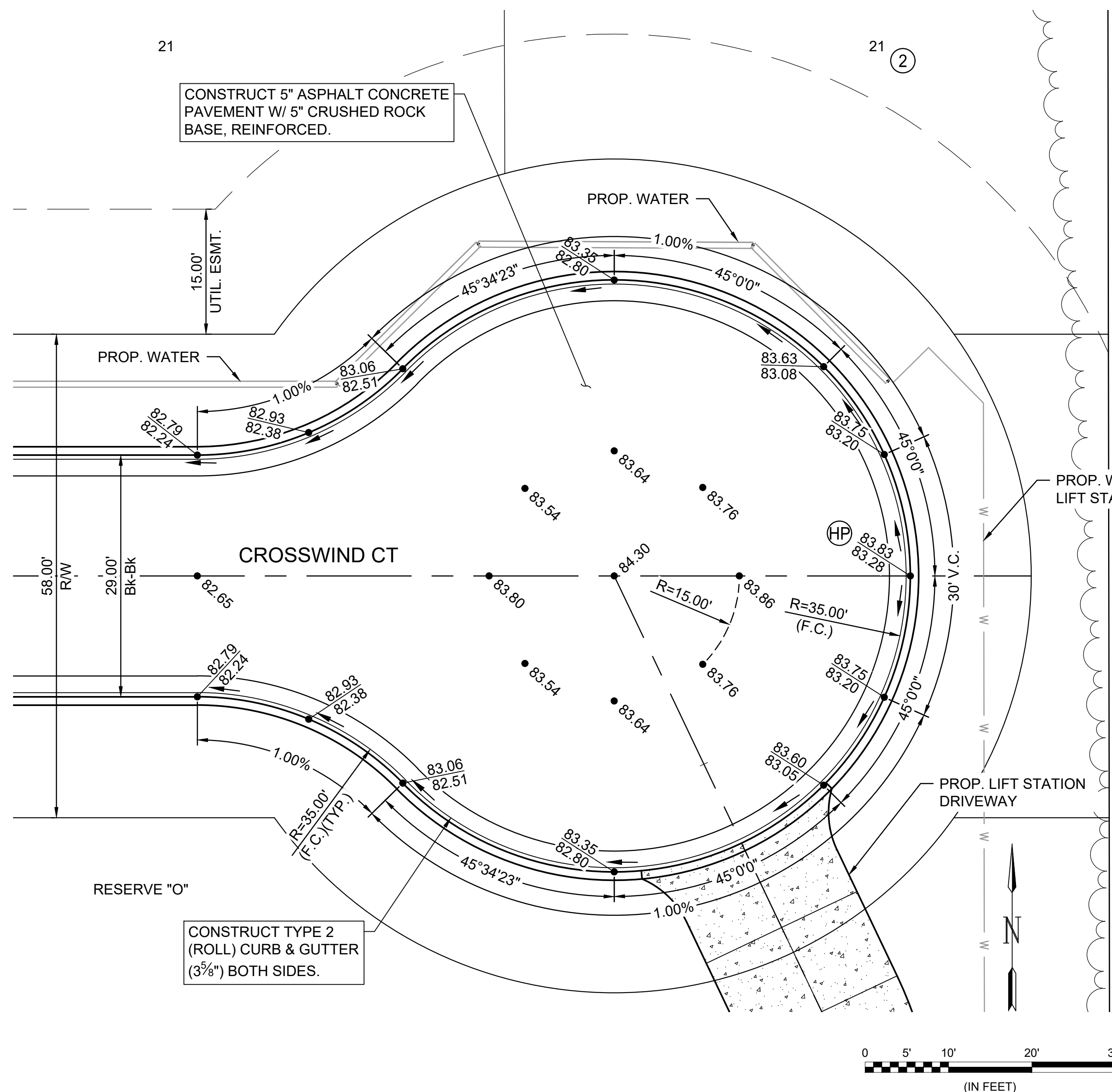
SHEET NUMBER **48 OF 76**



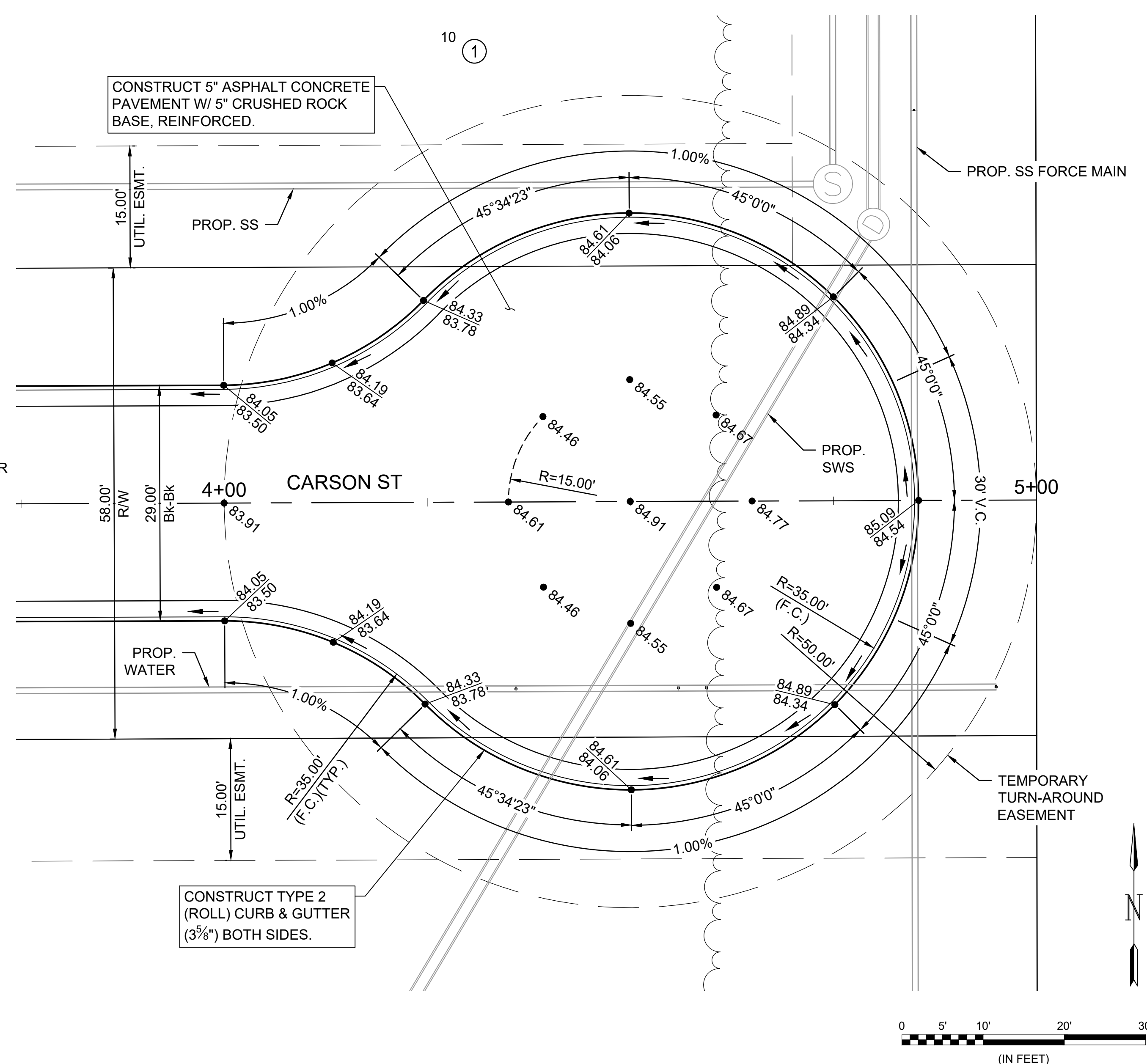
**CARSON ST & CARSON CT INTERSECTION DETAILS**

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**CROSSWIND CT CUL-DE-SAC DETAIL**



**CARSON ST CUL-DE-SAC DETAIL**



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**CROSSWIND CT & CARSON ST CUL-DE-SAC DETAILS**

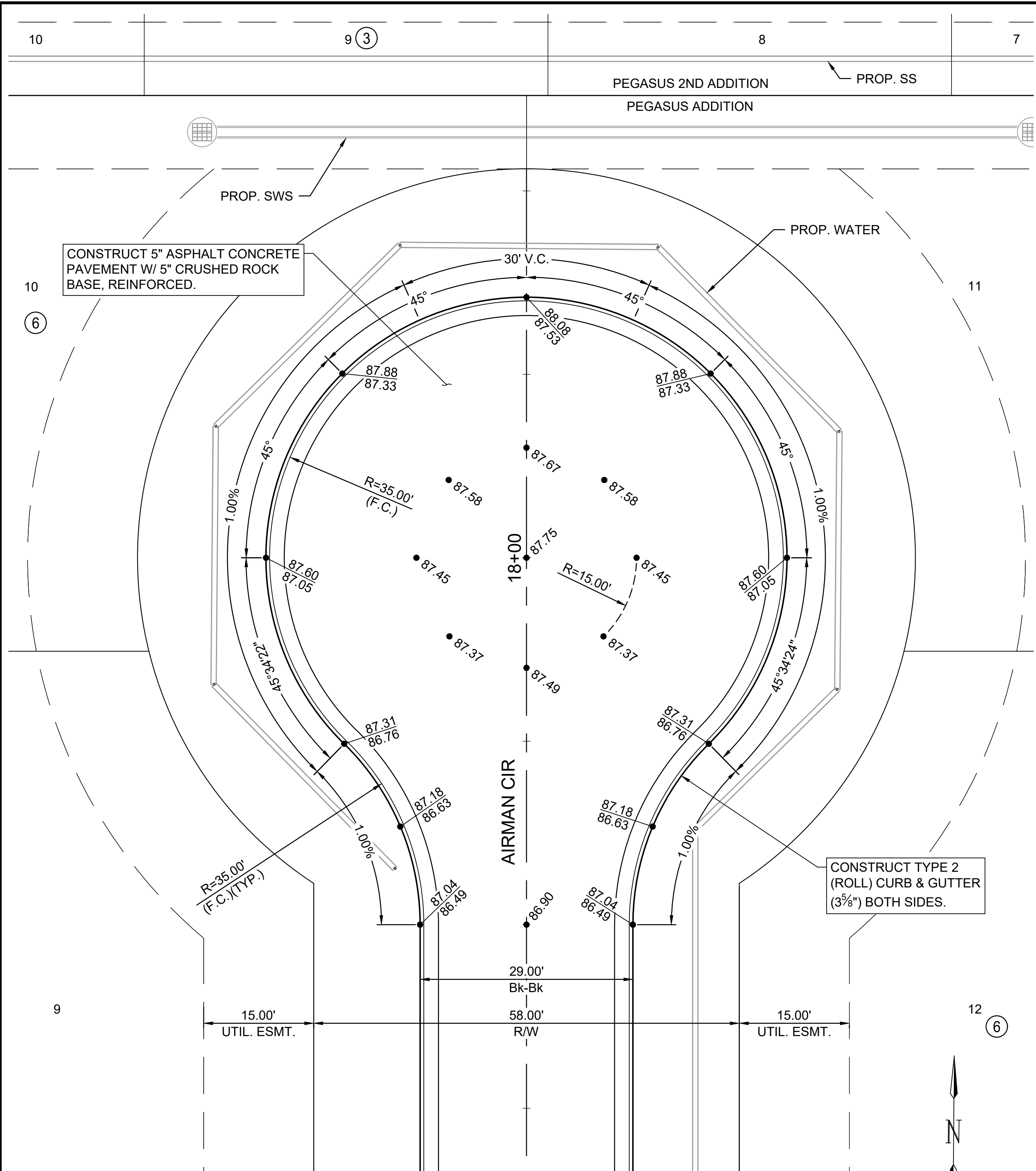
JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

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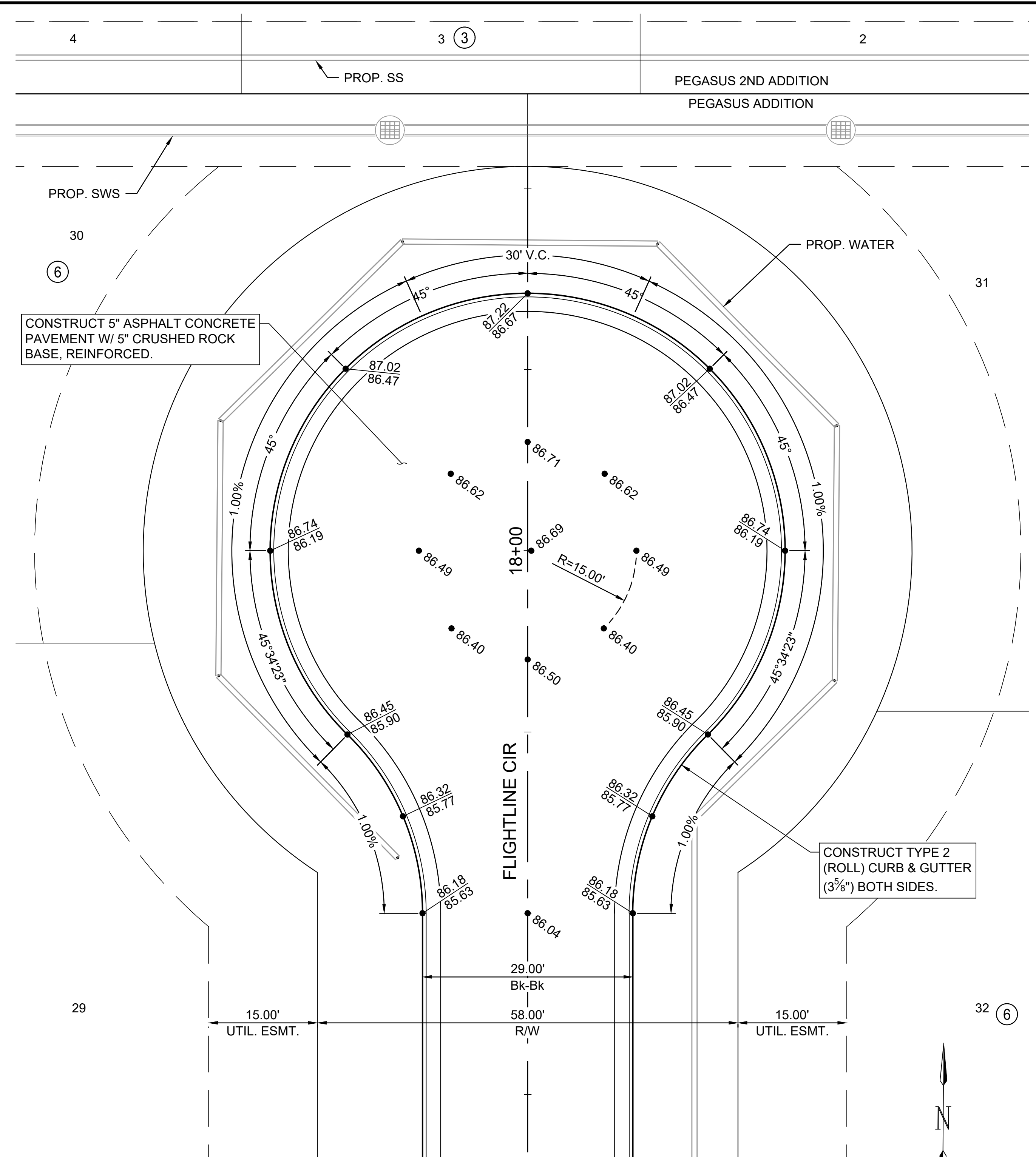
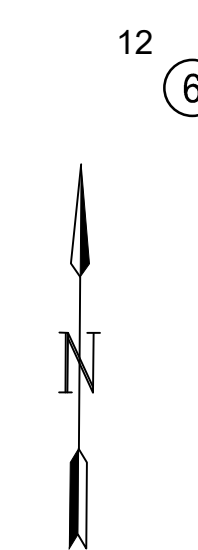
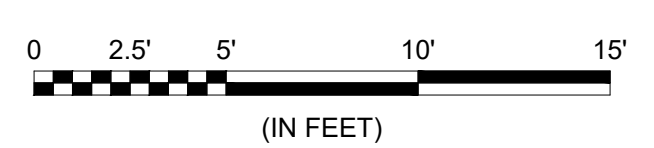
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SHEET NUMBER **49** OF **76**

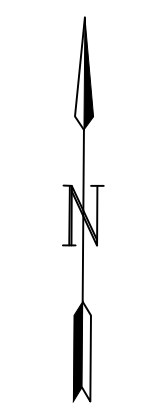
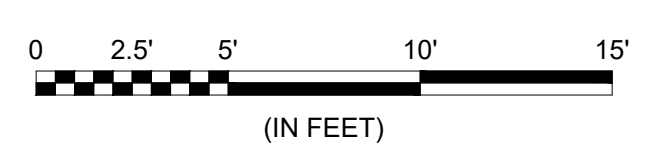
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**AIRCIR CUL-DE-SAC DETAILS**



**FLIGHTLINE CIR CUL-DE-SAC DETAILS**






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**AIRCIR & FLIGHTLINE CIR CUL-DE-SAC DETAILS**

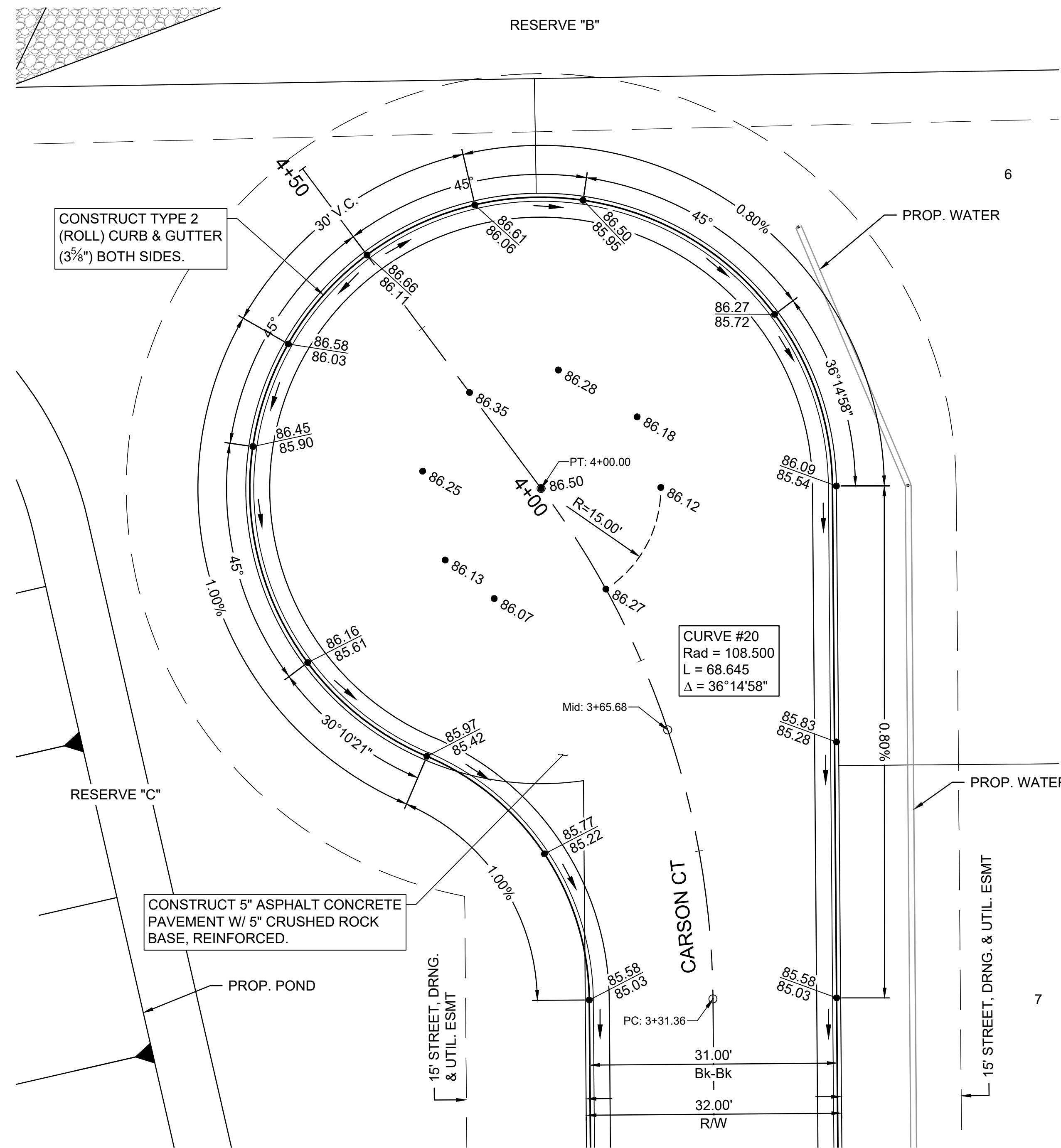
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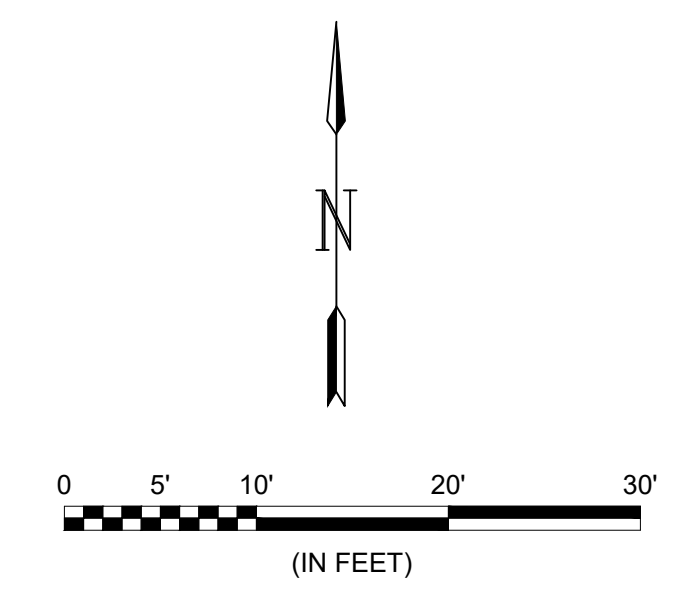
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**CARSON CT CUL-DE-SAC DETAIL**



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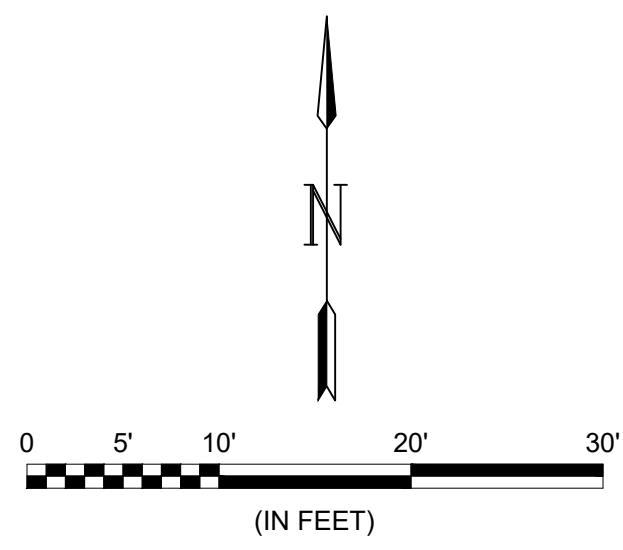
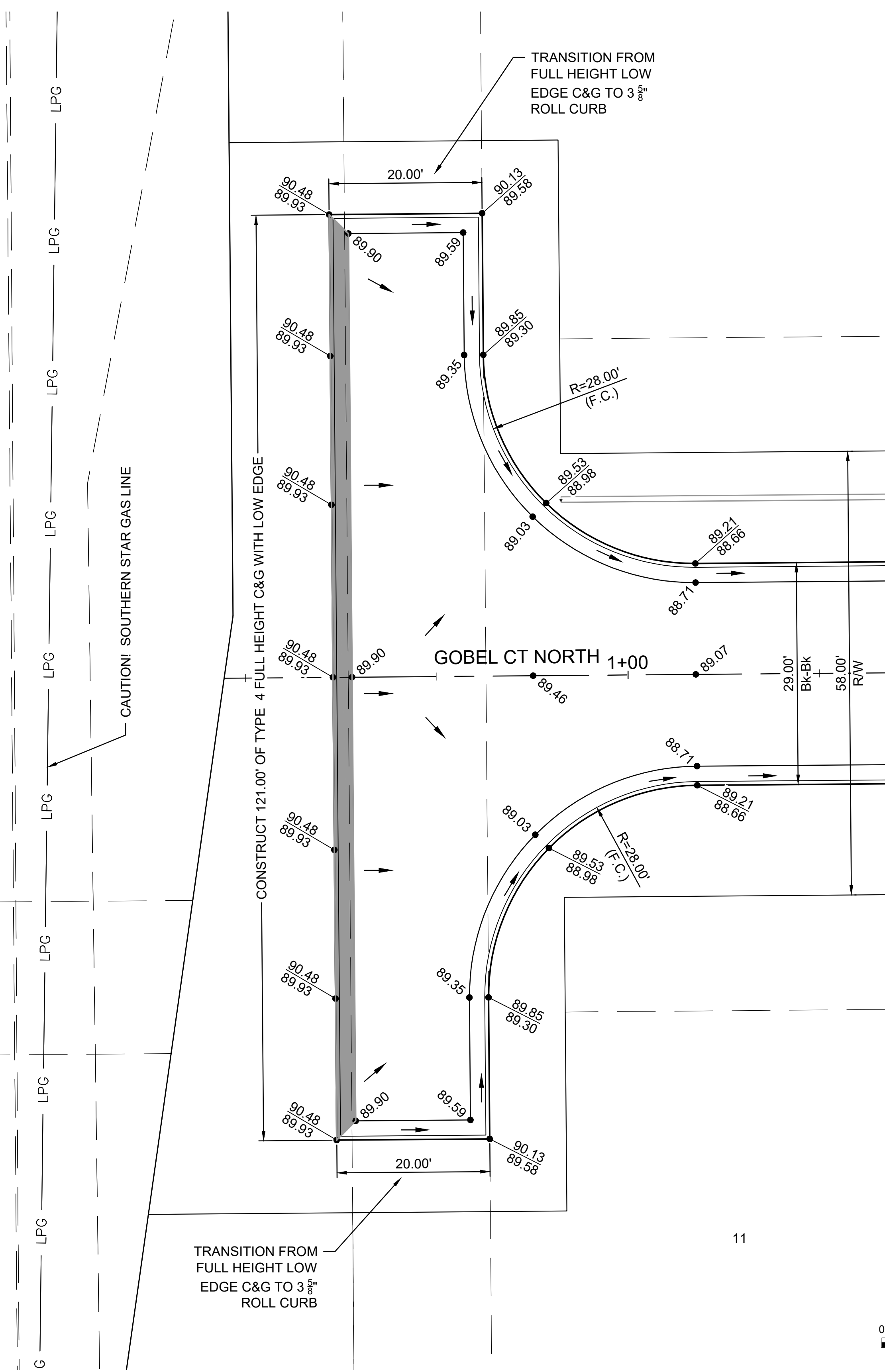
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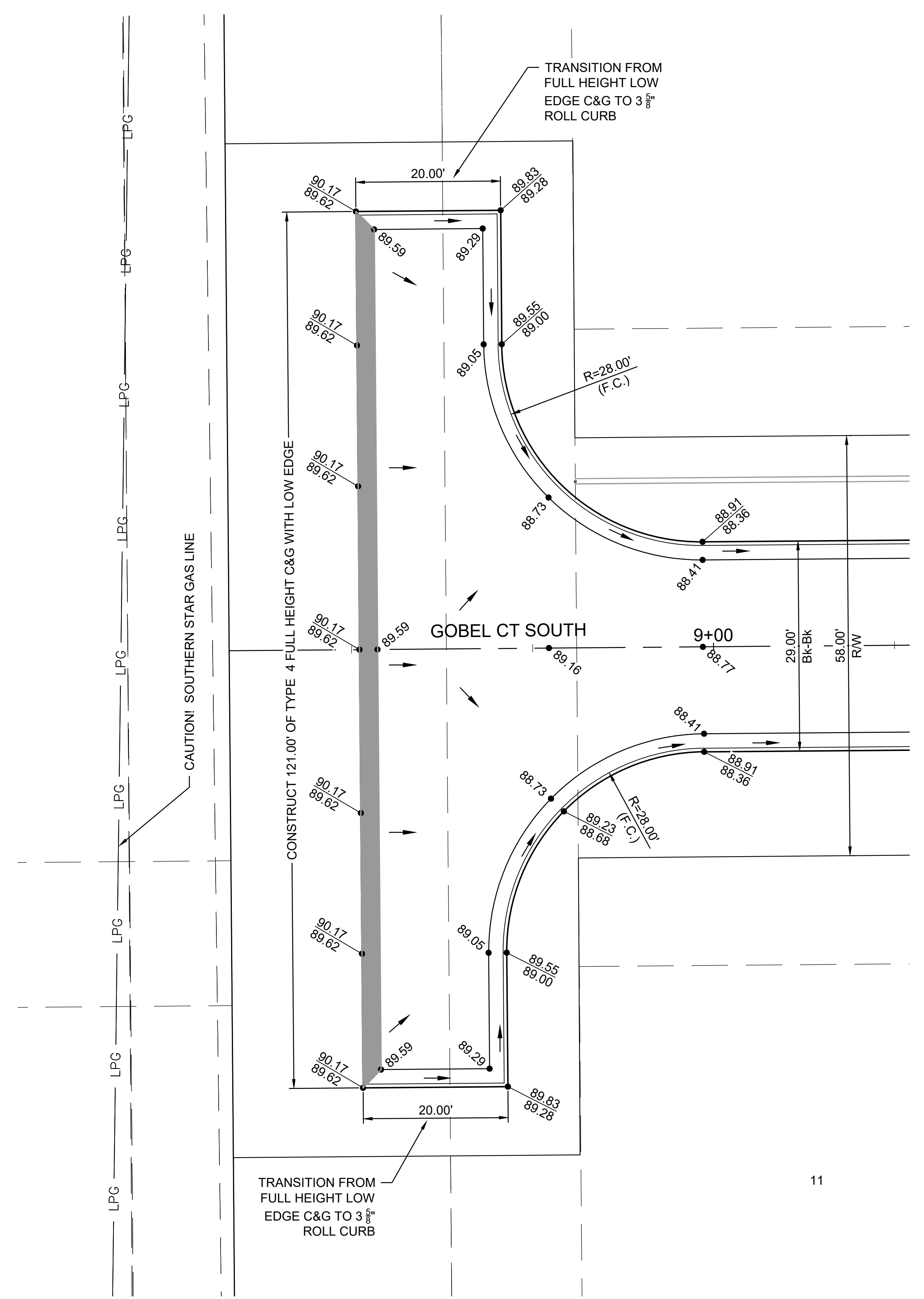
**CARSON CT CUL-DE-SAC DETAILS**

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS  
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 SHEET NUMBER **51** OF **76**

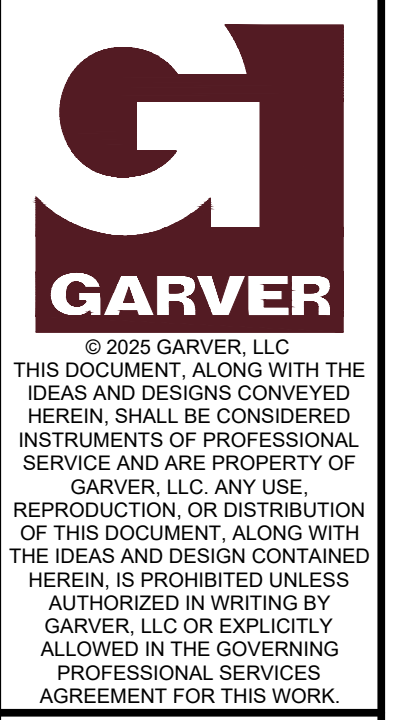
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11



11



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GOBEL CT  
 HAMMERHEAD  
 DETAILS  
 (NORTH)

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

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 0 1"  
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PEGASUS ADDITION PAVING

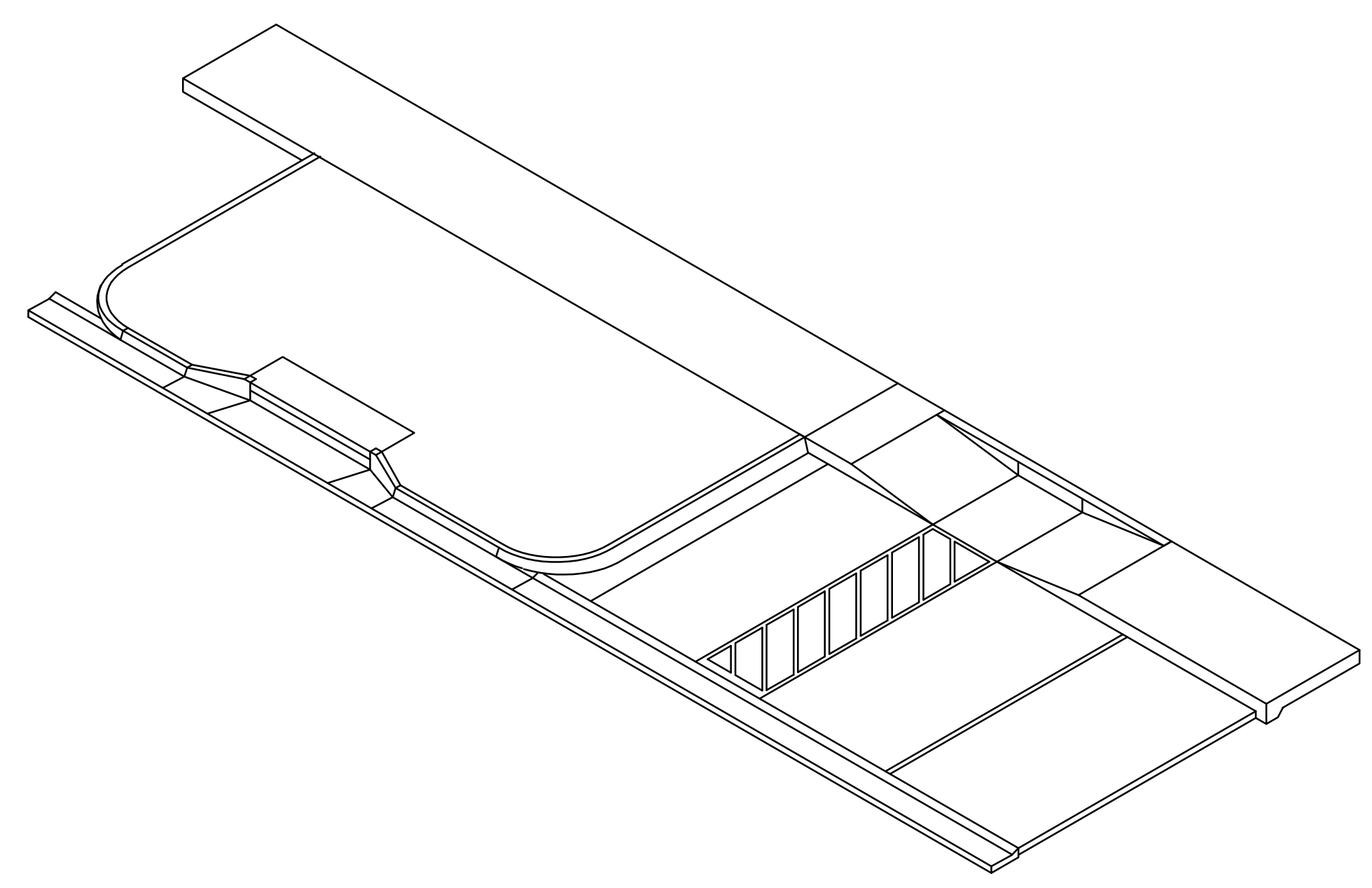
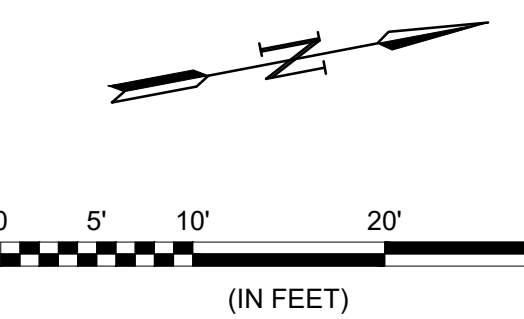
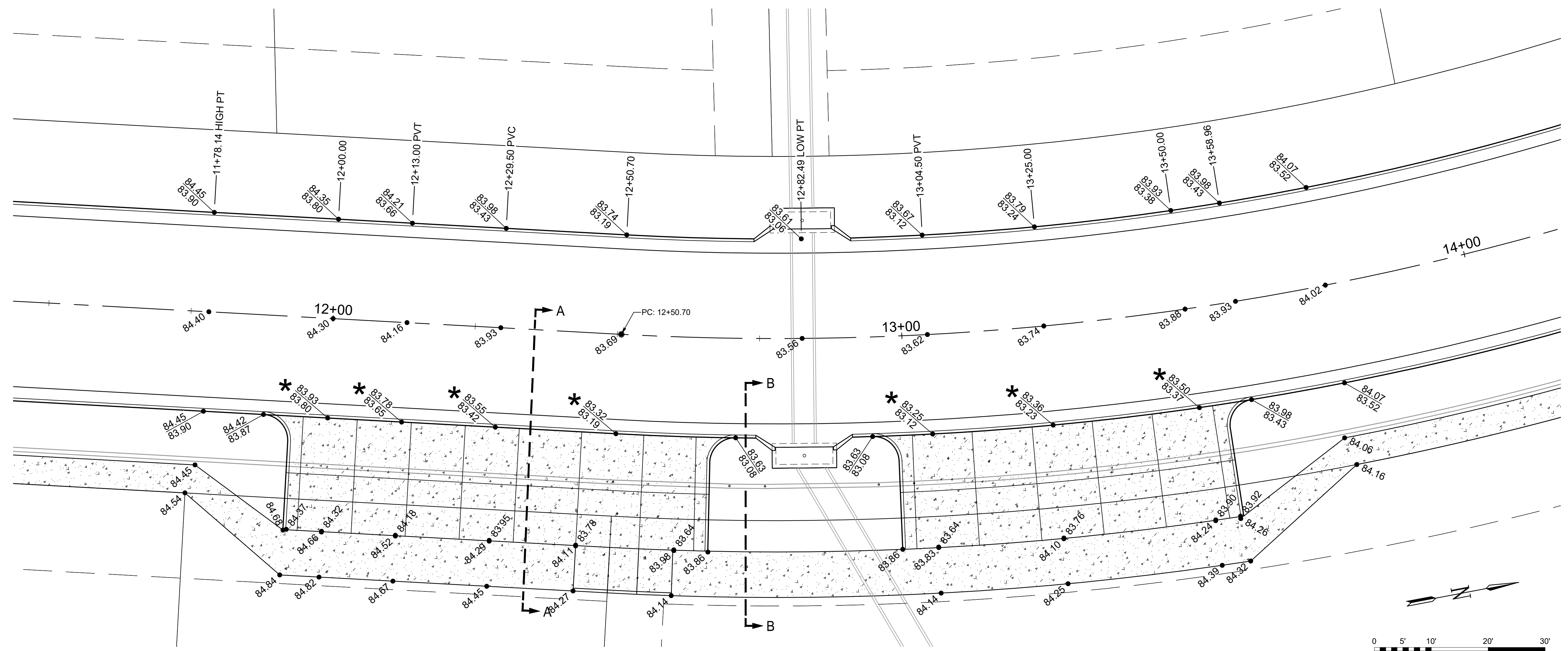
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JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

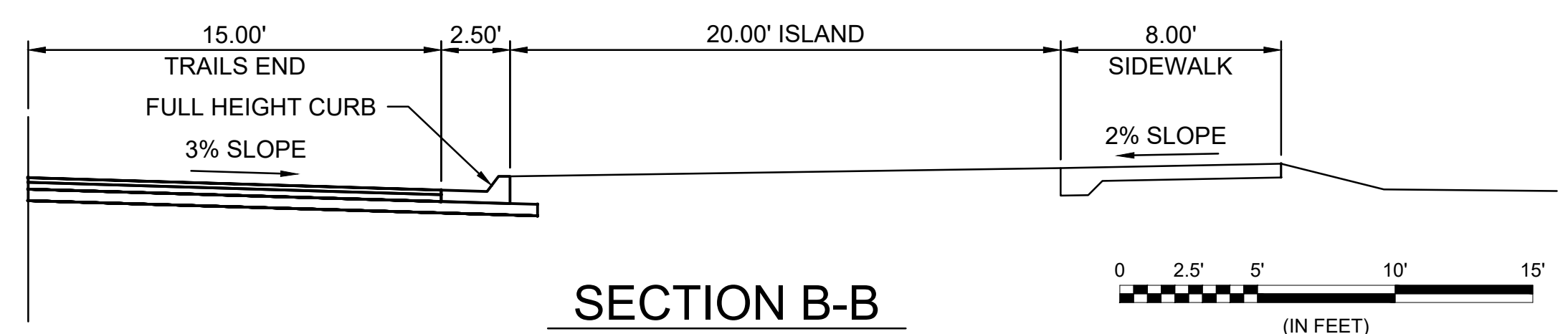
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DRAWING NUMBER

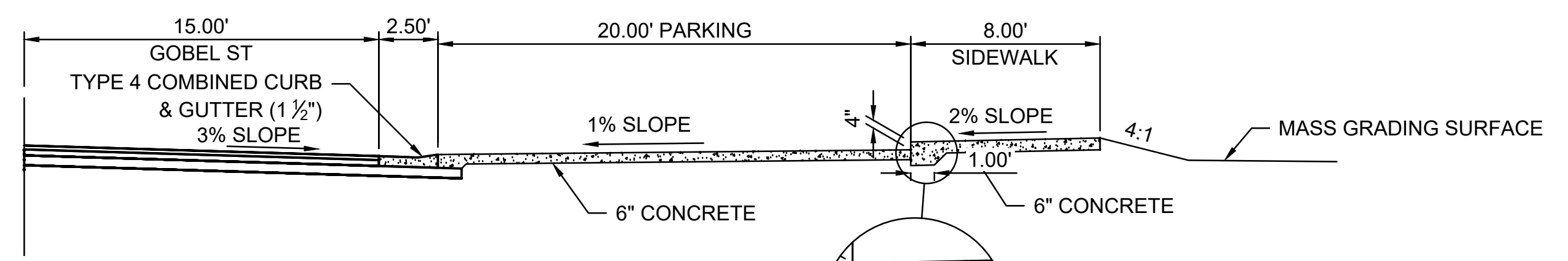
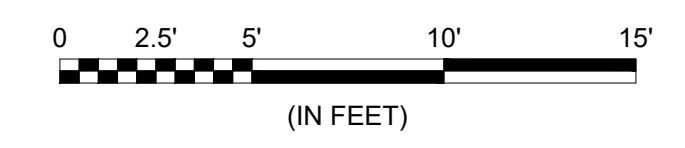
SHEET NUMBER **53** OF **76**



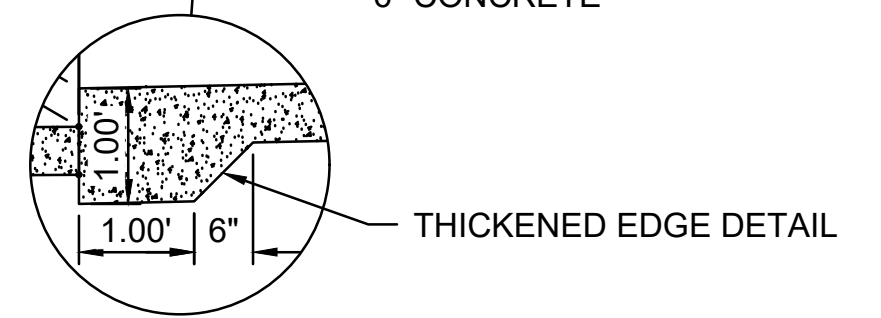
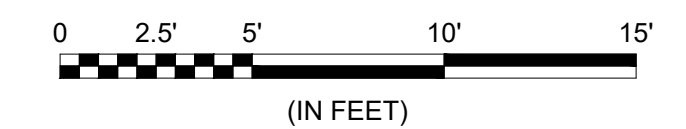
**RAMP DETAIL**  
 NOT TO SCALE



**SECTION B-B**



**SECTION A-A**



- Notes:
- All sidewalks shall have 2% cross-slope per ADA requirements.
  - Curb grades indicated on this sheet are Full Height 6 3/8" (0.55') Curb Grades EXCEPT AS NOTED (SEE NOTE NO. 4)
  - Roll Curb 3 3/8" (0.30') shall be constructed where indicated.
  - Curb Grades indicated with (\*) are actual top of Type 4 Combined Curb & Gutter (1 1/2") Elevations.
  - Add 1300.00 to all elevations shown to obtain actual elevations.

File: L:\2024\17-2400521 - Pegasus Addition Design\Drawings\PAVING SHEETS\DRAWING DETAILS.dwg Last Save: 11/18/2024 1:05 PM Last saved by: DRS\standrich  
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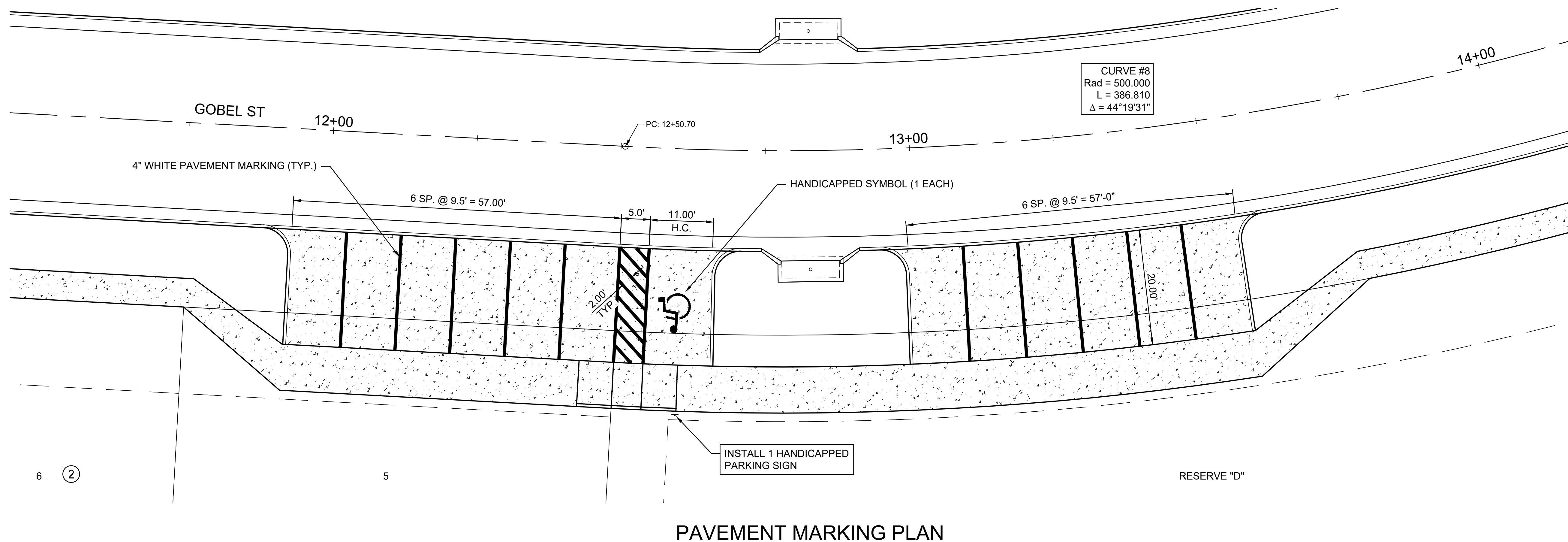
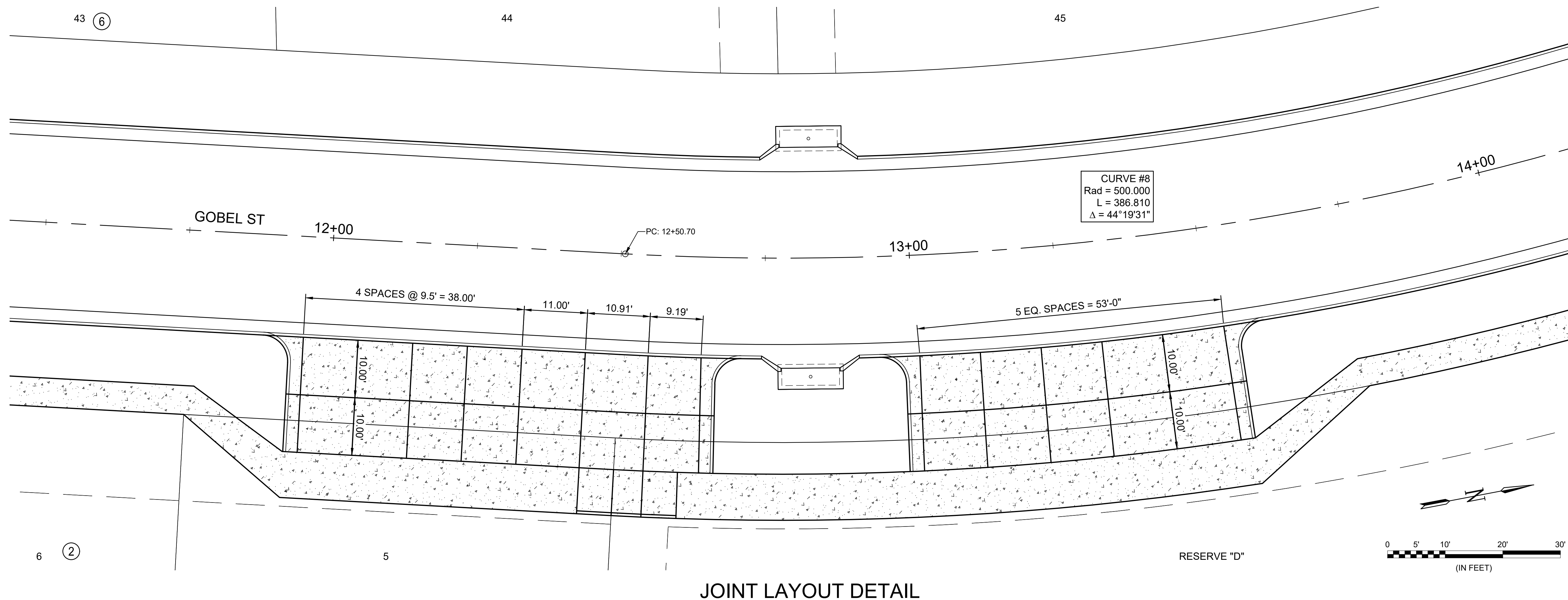
JOINT AND MARKING PLAN

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

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SHEET NUMBER **54** OF **76**



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PEGASUS ADDITION PAVING

CHICANE DETAILS

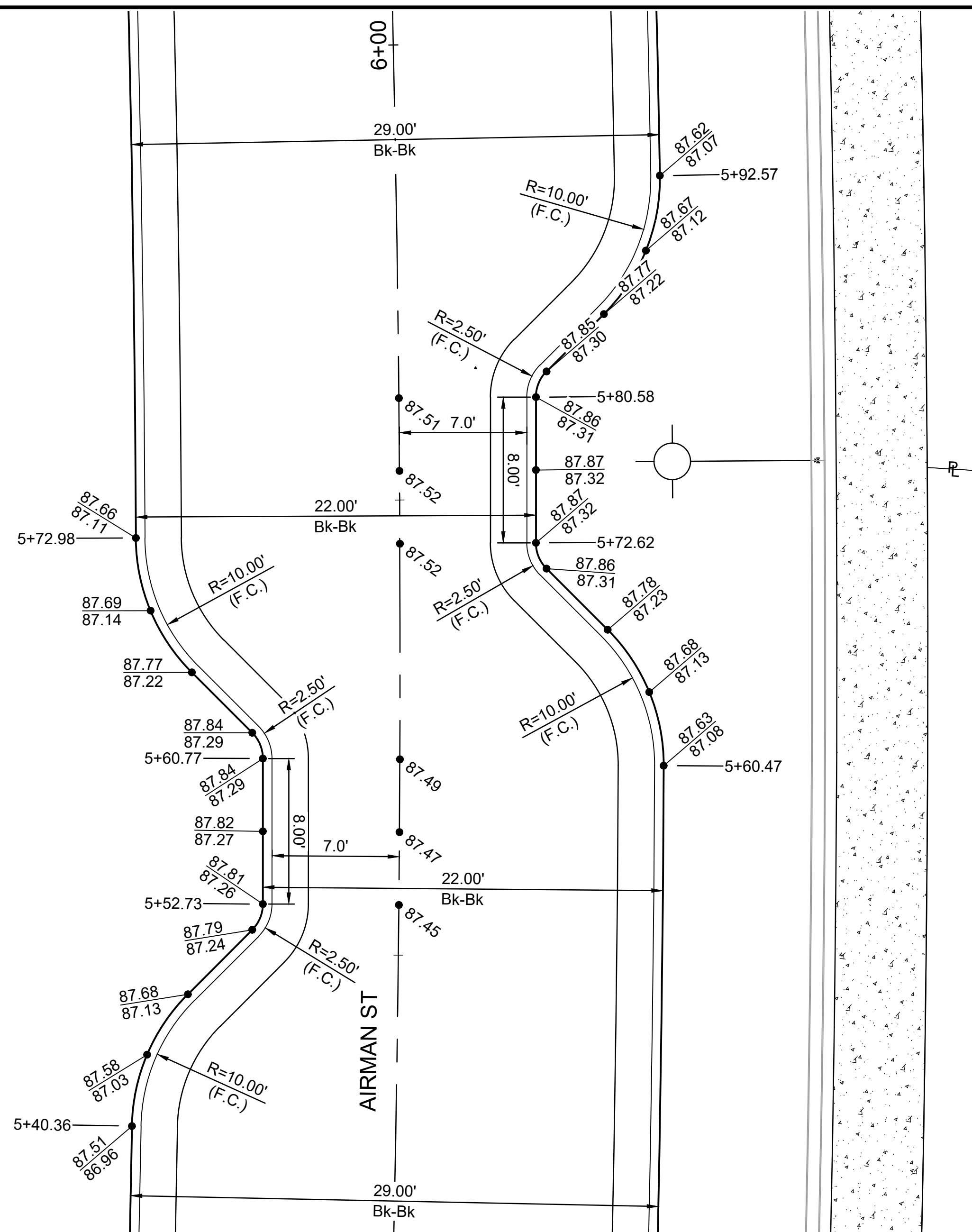
JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJG  
 DRAWN BY: DRS

BAR IS ONE INCH ON ORIGINAL DRAWING

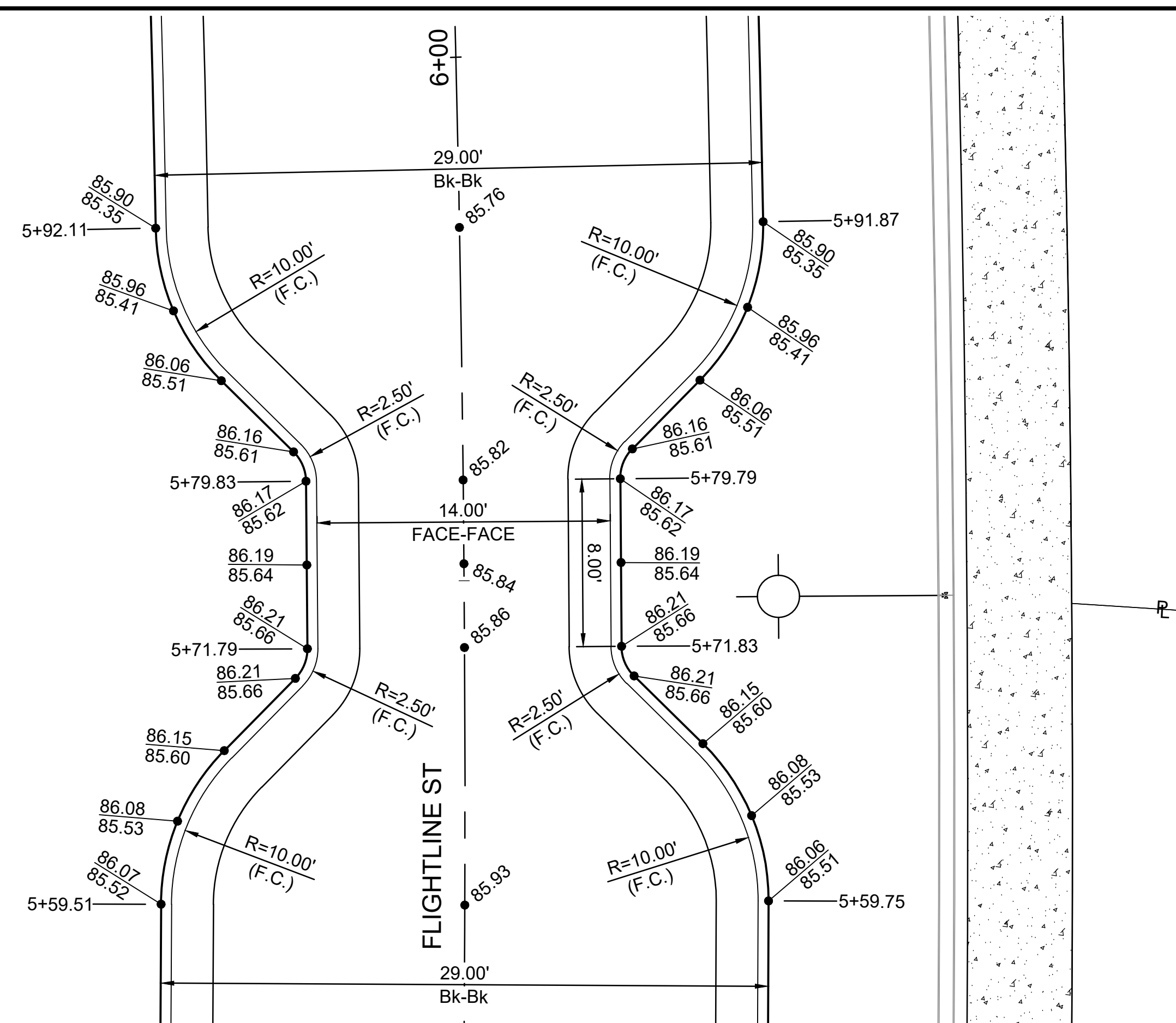
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

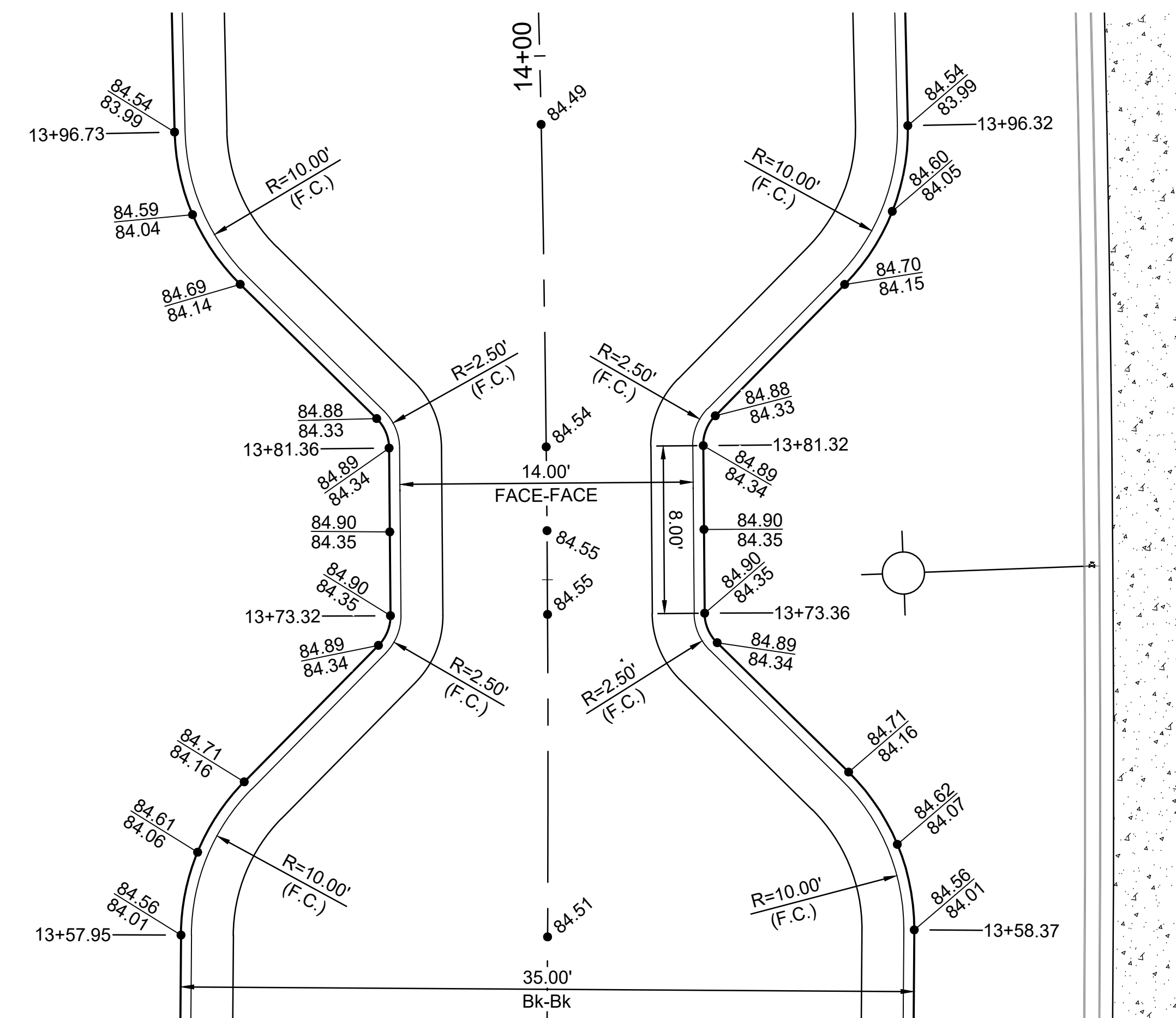
SHEET NUMBER **55** OF **76**



CHICANE DETAIL - AIRMAN ST



CHICANE DETAIL - FLIGHTLINE ST

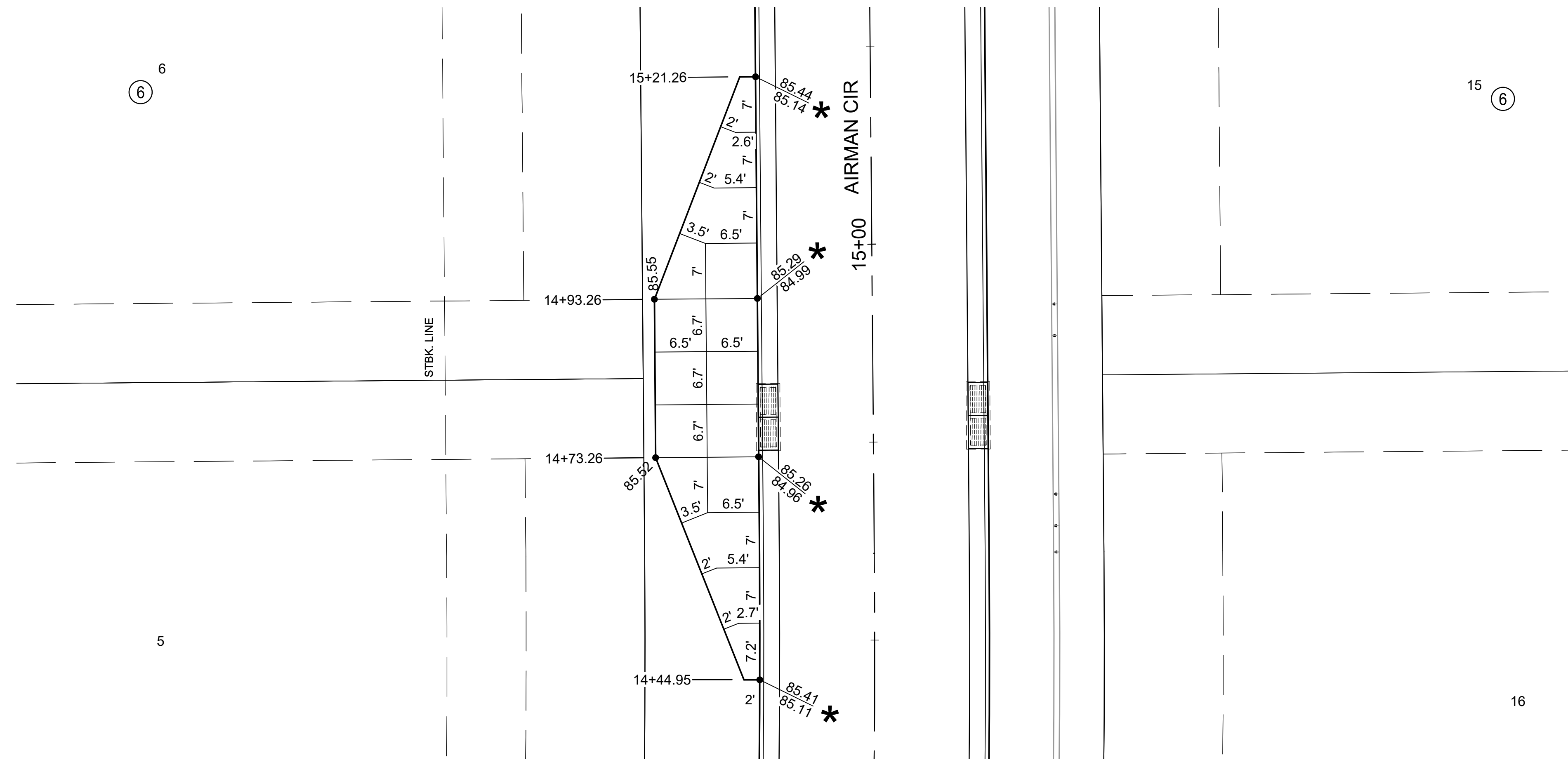


CHICANE DETAIL - ZULU ST

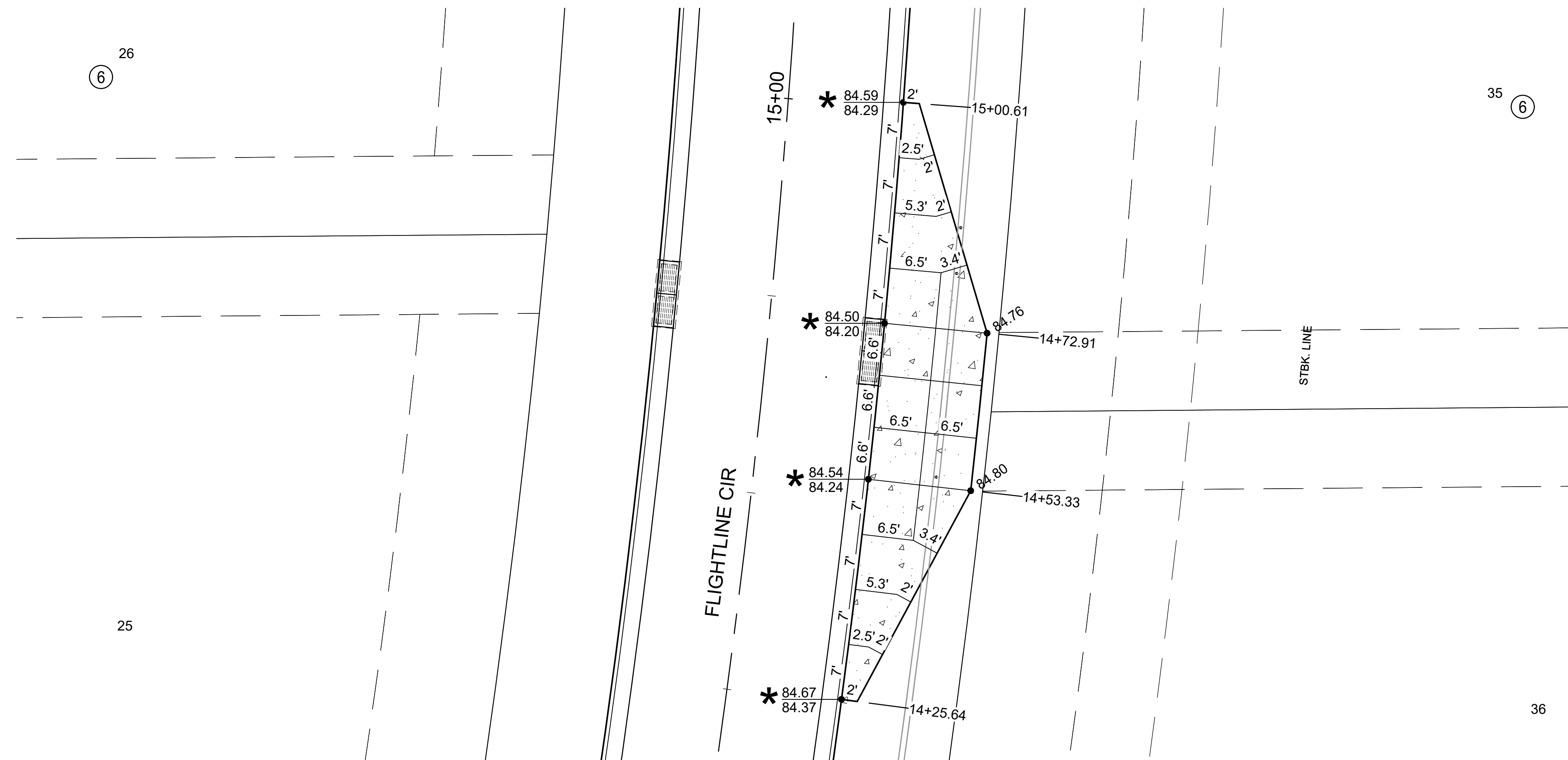
Notes:

1. All sidewalks shall have 2% cross-slope per ADA requirements.
2. Curb grades indicated on this sheet are Full Height 6 3/8" (0.55') Curb Grades. Roll Curb 3 3/8" (0.30') shall be constructed on this project unless otherwise noted.
3. Outside edge of sidewalk shall be 0.30' above Full Height Curb Grades.
4. Add 1300.00 to all elevations shown to obtain actual elevations.

File: L:\2024\1-2400521 - Pegasus Addition Design\Drawings\PAVING SHEETS\PAVEMENT WIDENING DETAILS.dwg Last Save: 11/22/2024 12:42 PM Last saved by: DRStandrich  
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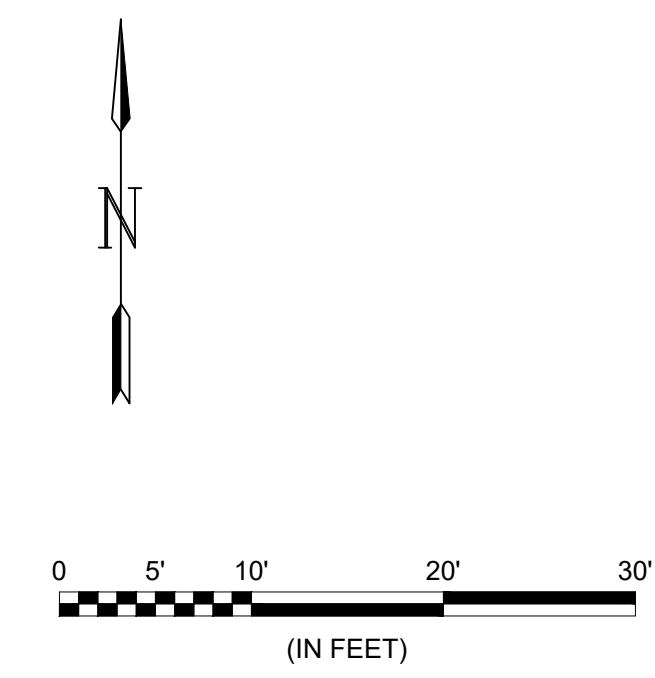


PAVEMENT WIDENING ON AIRMAN CIRCLE DETAILS



PAVEMENT WIDENING ON FLIGHTLINE CIRCLE DETAILS

\* NOTE: THESE ELEVATIONS REPRESENT THE TRUE TOP OF ROLL CURB & GUTTER THAT WILL BE CONSTRUCTED. THIS SHEET ONLY.



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REV.	DATE	DESCRIPTION	BY



CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING  
 PAVEMENT WIDENING DETAILS

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

BAR IS ONE INCH ON ORIGINAL DRAWING  
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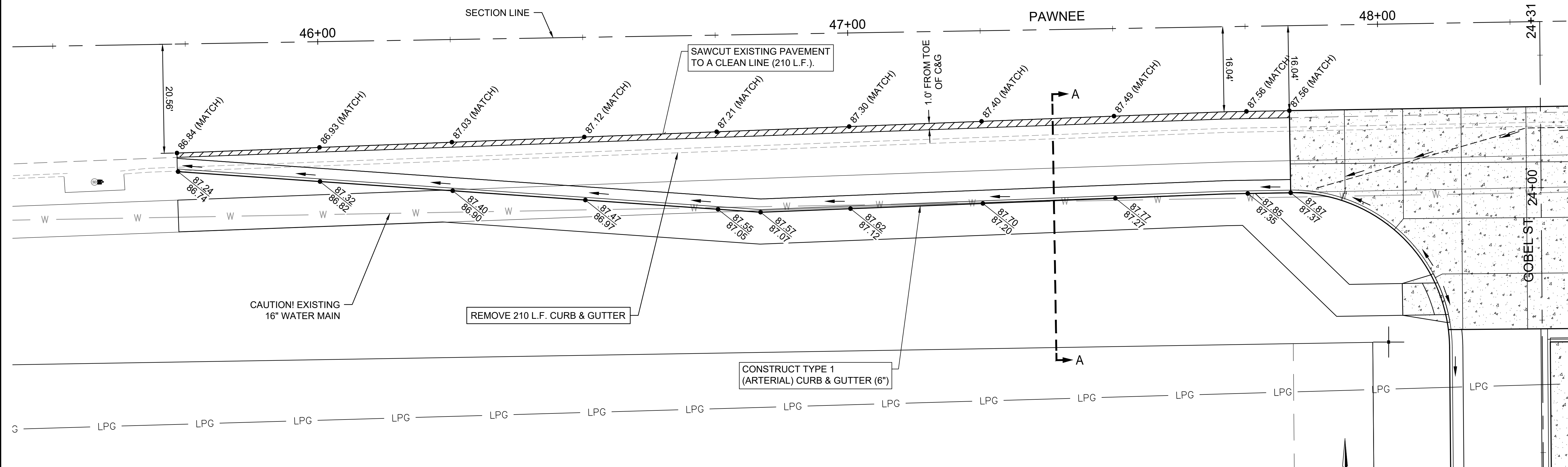
DRAWING NUMBER

SHEET NUMBER **56** OF **76**

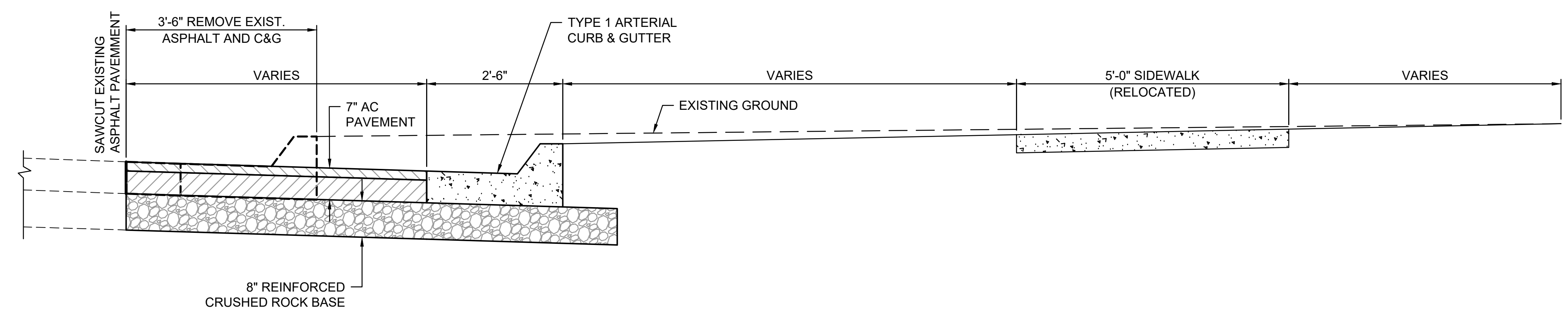
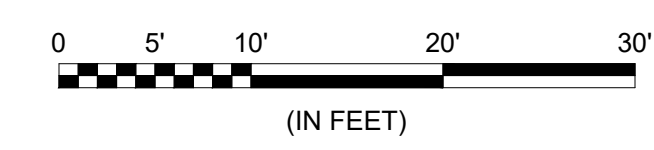


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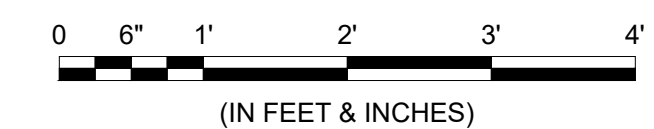
1995 Midfield Road  
 Wichita, KS 67209  
 (316) 264-8008



NOTE:  
 COSTS FOR ALL QUANTITIES FOR ASPHALT PAVEMENT, REINFORCED CRUSHED ROCK BASE, AND ASSOCIATED CURB & GUTTER FOR THE RIGHT TURN LANE ARE INCLUDED IN THE TURN LANE PROJECT (THIS SHEET).



SECTION A-A



File: L:\2024\17-2400521 - Pegasus Addition Design\Drawings\PAVING SHEETS\PAWNEE RIGHT TURN LANE DETAILS.dwg Last Save: 12/3/2024 10:31 AM Last saved by: DRStandrich  
 Last plotted by: Standrich, Darryl R Plot Style: Plot Style: 1/31/2025 9:46 AM Plotter used: None

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CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

PAWNEE RT  
 TURN LANE  
 DETAILS

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: E.JG  
 DRAWN BY: DRS

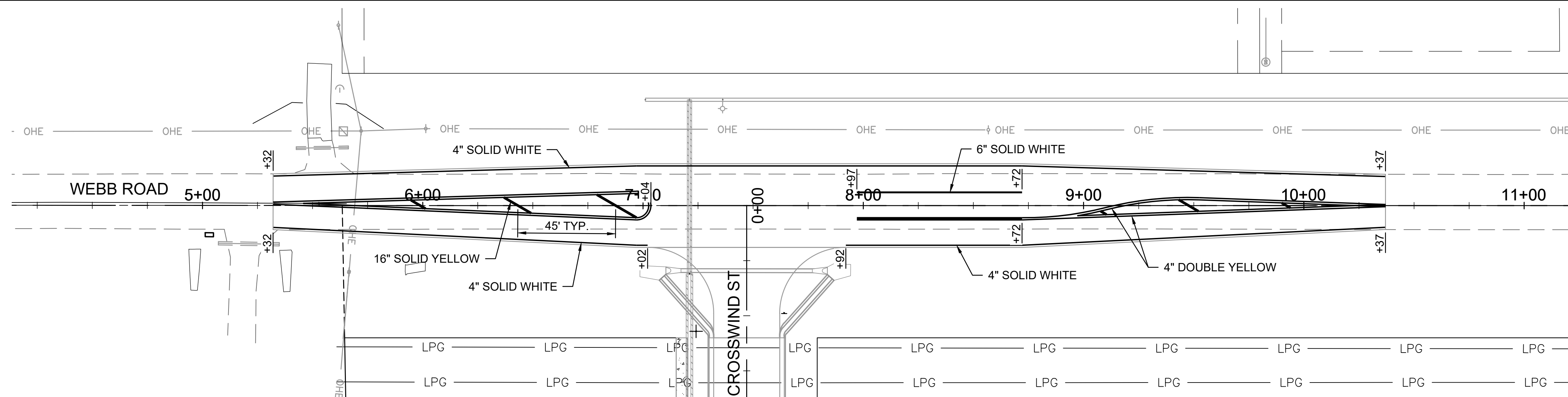
BAR IS ONE INCH ON ORIGINAL DRAWING  
 IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

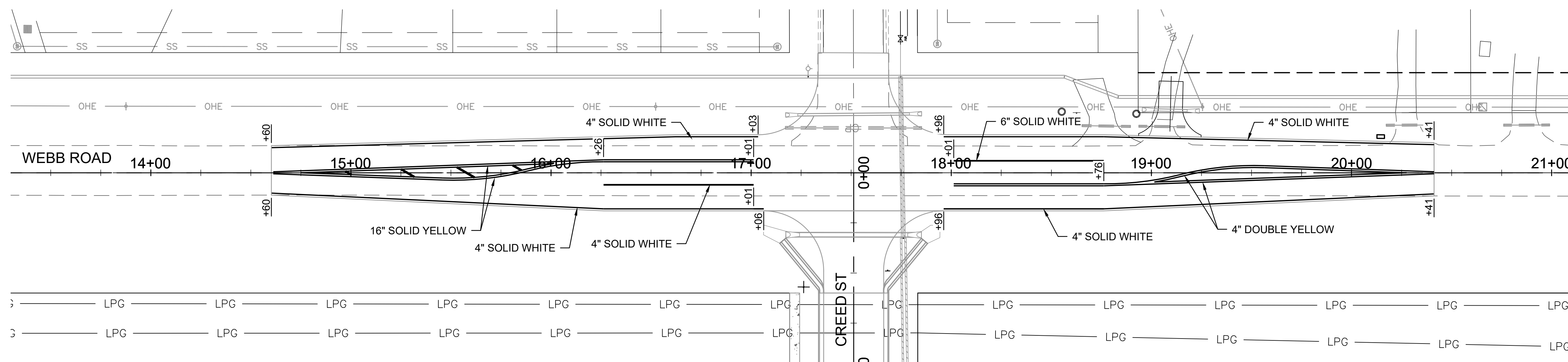
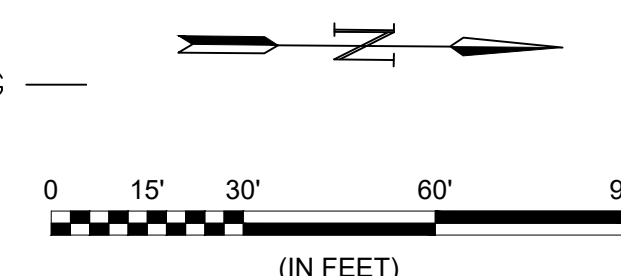


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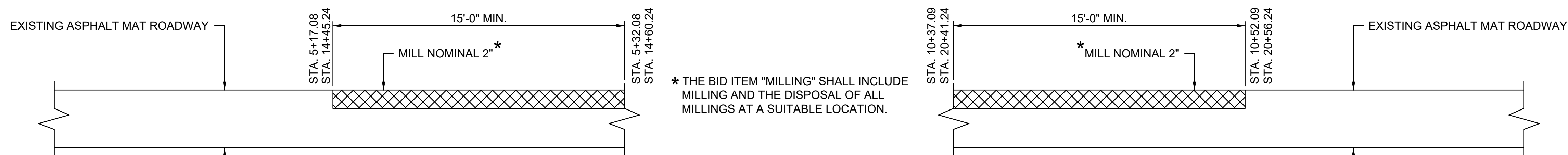
1995 Midfield Road  
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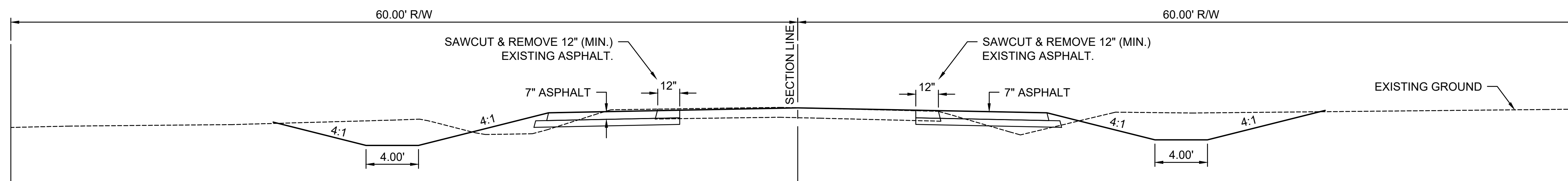
PAVEMENT MARKING AT CROSSWIND STREET



PAVEMENT MARKING AT CREED STREET



PAVEMENT MILLING SECTIONS



SECTION C-C

File: L:\2024\141-2400521 - Pegasus Addition Design\Drawings\PAVING SHEETS\WEBB RD TYPICAL SECTION AND PAVEMENT MARKING.dwg Last Save: 1/17/2025 10:57 AM Last saved by: DRStandrich Last plotted by: Standrich, Darryl R Plot Style: --- Plot Scale: 1:2.5849 Plot Date: 1/31/2025 9:47 AM Plotter Used: None

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CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

WEBB TYP  
 SECTIONS &  
 PAVEMENT  
 MARKING

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJG  
 DRAWN BY: DRS

BAR IS ONE INCH ON ORIGINAL DRAWING  
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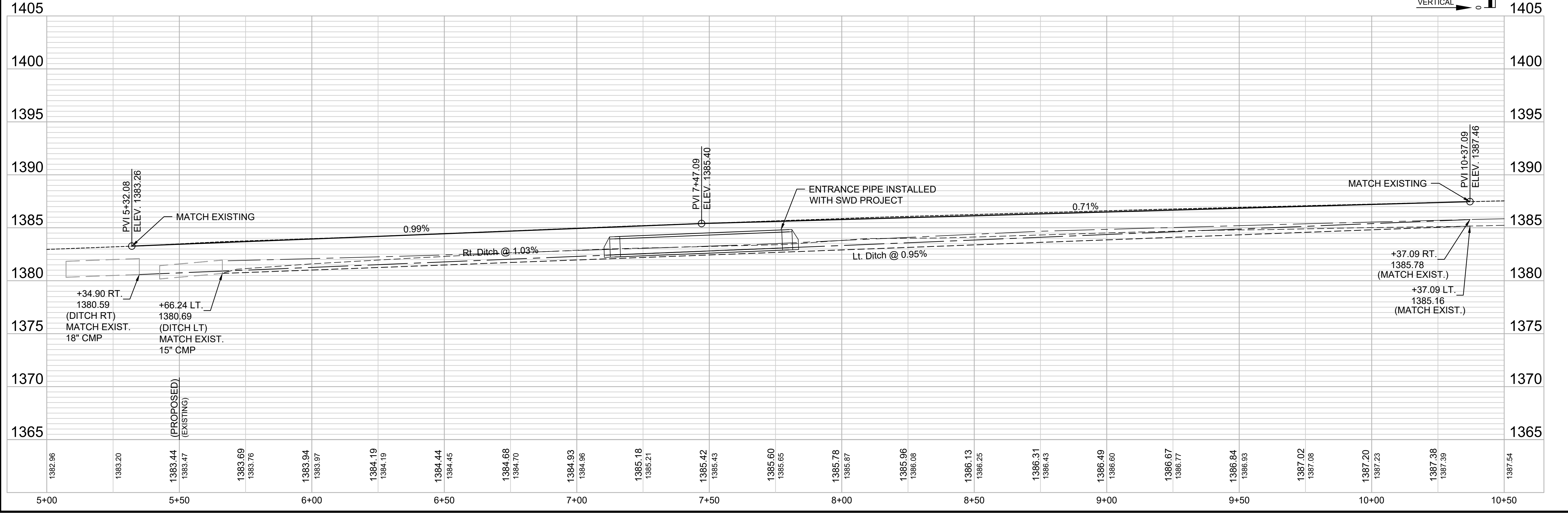
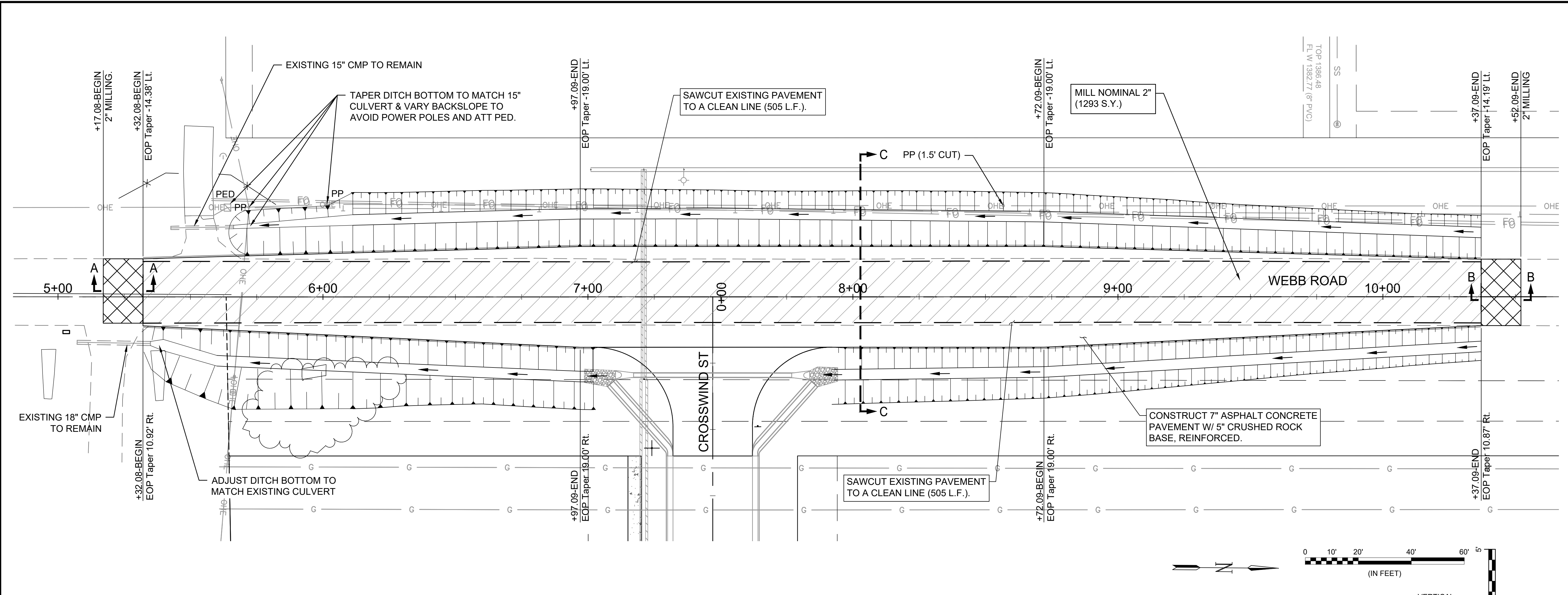
DRAWING NUMBER

SHEET NUMBER **58** OF **76**



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File: L:\2024\141-2400521 - Pegasus Addition Design\Drawings\PAVING SHEETS\WEBB RD SB LT TURN AT CROSSWIND.dwg Last Save: 2/17/2025 10:31 AM Last saved by: DRStandrich  
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CITY OF WICHITA  
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PEGASUS ADDITION PAVING

WEBB RD SB  
 LT TURN AT  
 CROSSWIND

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

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

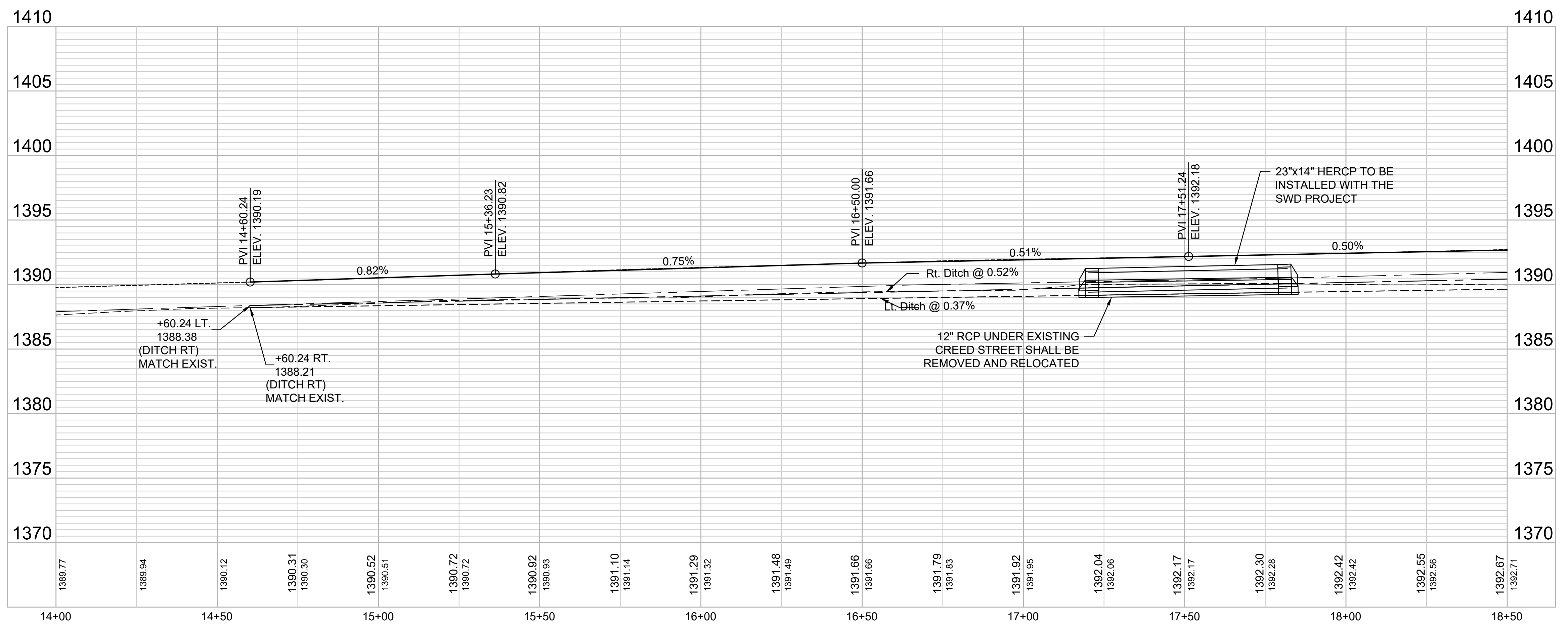
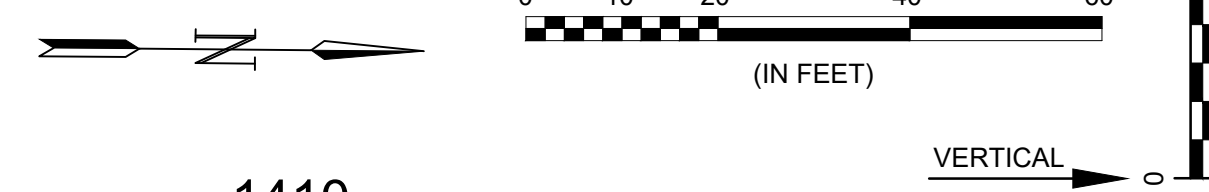
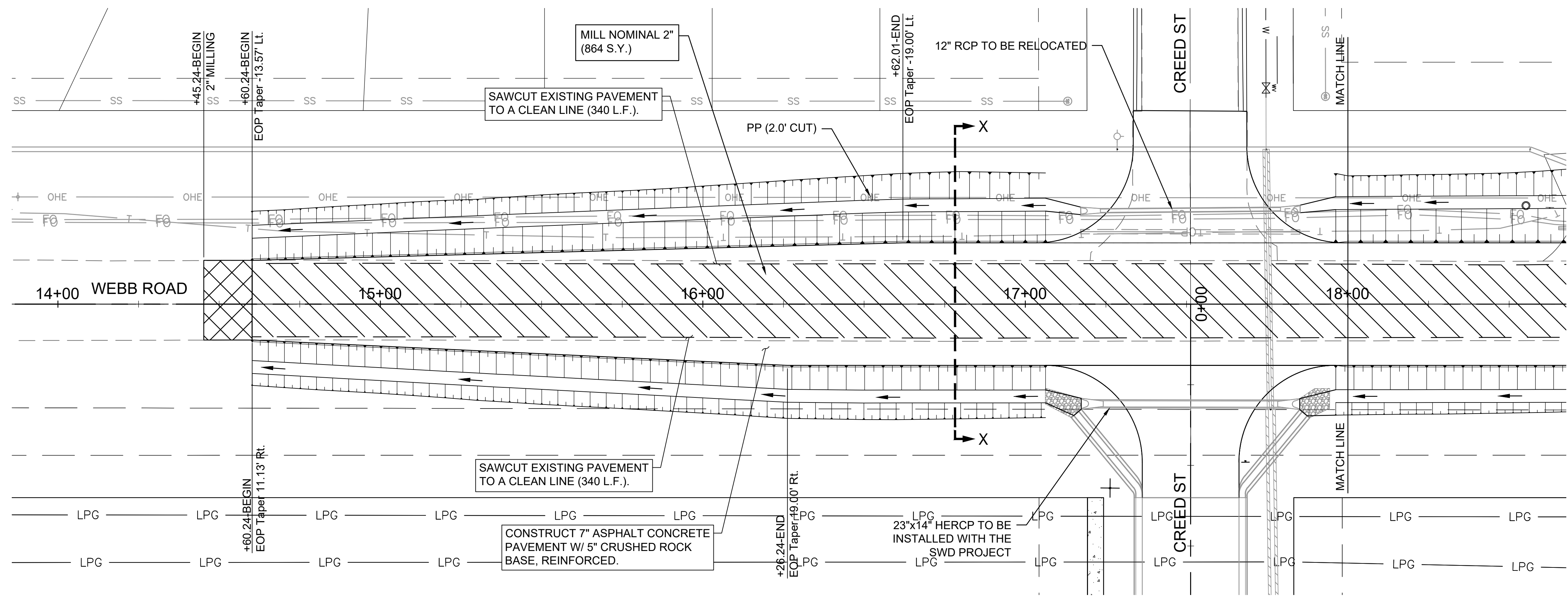
DRAWING NUMBER

SHEET NUMBER **59** OF **76**



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File: L:\2024\141-2400521 - Pegasus Addition Design\Drawings\PAVING SHEETS\WEBB RD NB LT TURN AT CREED.dwg Last Save: 1/17/2025 10:47 AM Last saved by: DRS\standrich  
 Last plotted by: Standrich, Darryl R. Plot Style: --- Plot Scale: 1:2,5849 Plot Date: 1/31/2025 9:48 AM Plotter used: None

REV.	DATE	DESCRIPTION	BY



CITY OF WICHITA  
 WICHITA, KANSAS

WEBB RD NB  
 LT TURN AT  
 CREED

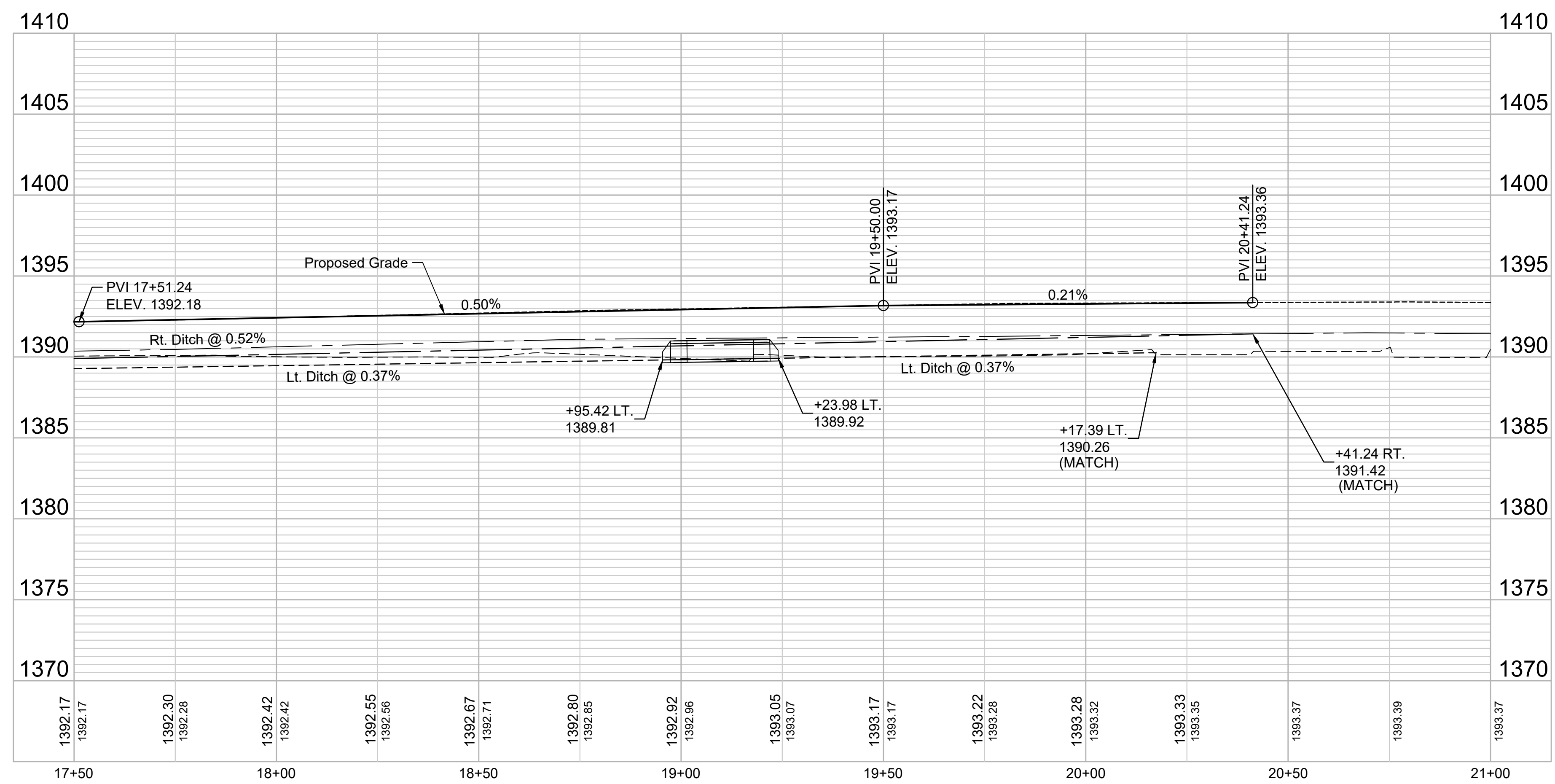
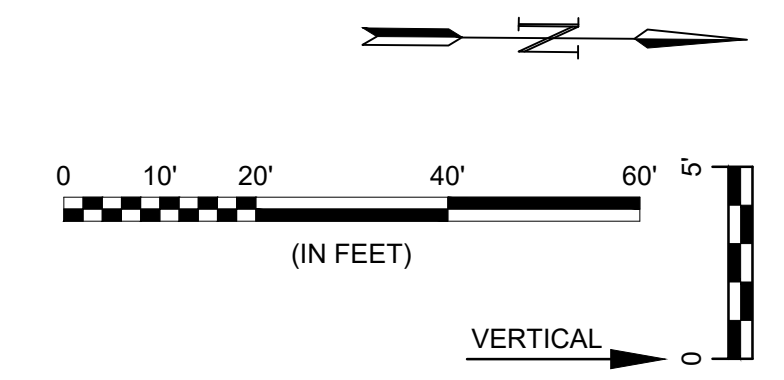
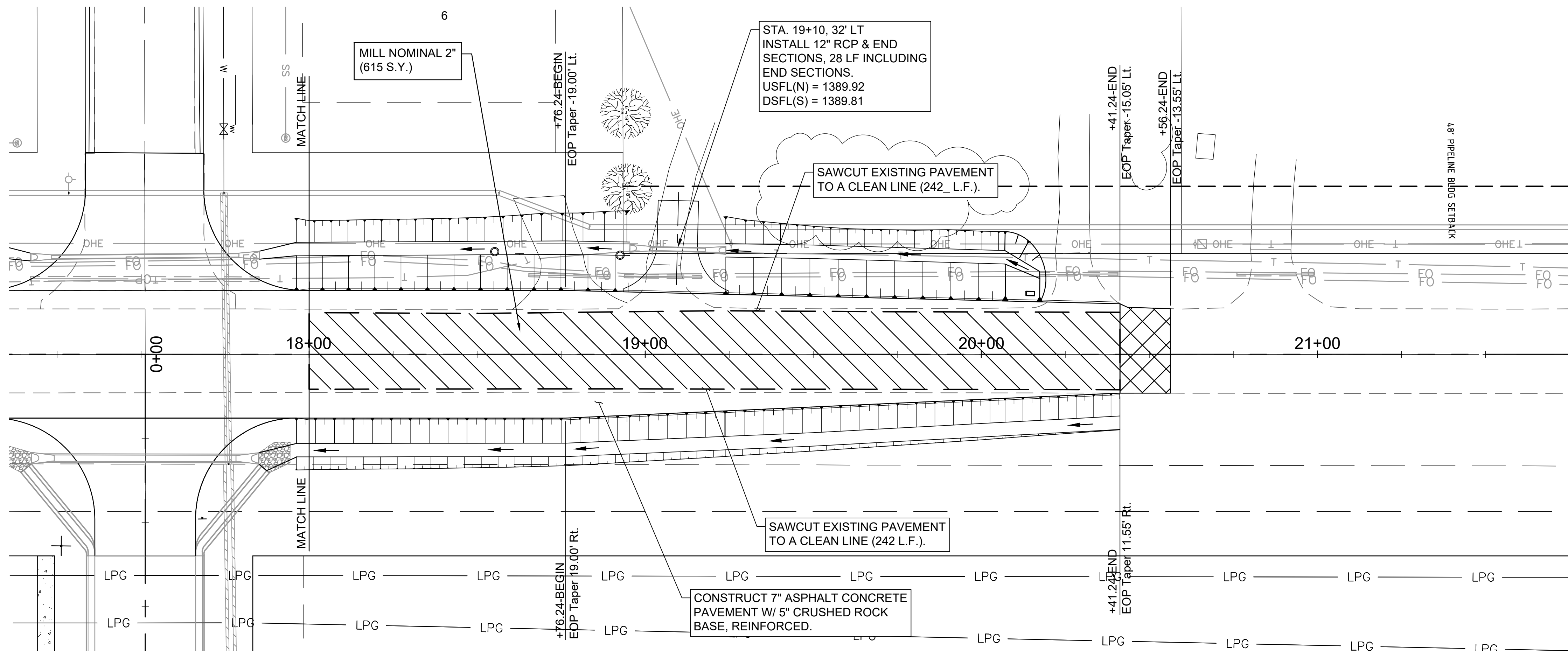
JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

BAR IS ONE INCH ON ORIGINAL DRAWING  
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DRAWING NUMBER

SHEET NUMBER **60** OF **76**

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**CITY OF WICHITA**  
 WICHITA, KANSAS  
**PEGASUS ADDITION PAVING**

**WEBB RD SB LT TURN AT CREED**

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: E.J.G.  
 DRAWN BY: DRS


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DRAWING NUMBER  
 SHEET NUMBER **61 OF 76**

File: L:\2024\141-2400521 - Pegasus Addition Design\Drawings\PAVING SHEETS\SIDEWALK KEY PLAN.dwg Last Save: 1/17/2025 2:02 PM Last saved by: DRS\standrich  
 Last plotted by: Standrich, Darryl R Plot Style: --- Plot Scale: 1:2,5849 Plot Date: 1/31/2025 9:49 AM Plotter used: None



**SIDEWALK KEY MAP**



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PEGASUS ADDITION PAVING

**SIDEWALK KEY MAP**

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: E.J.G.  
 DRAWN BY: DRS

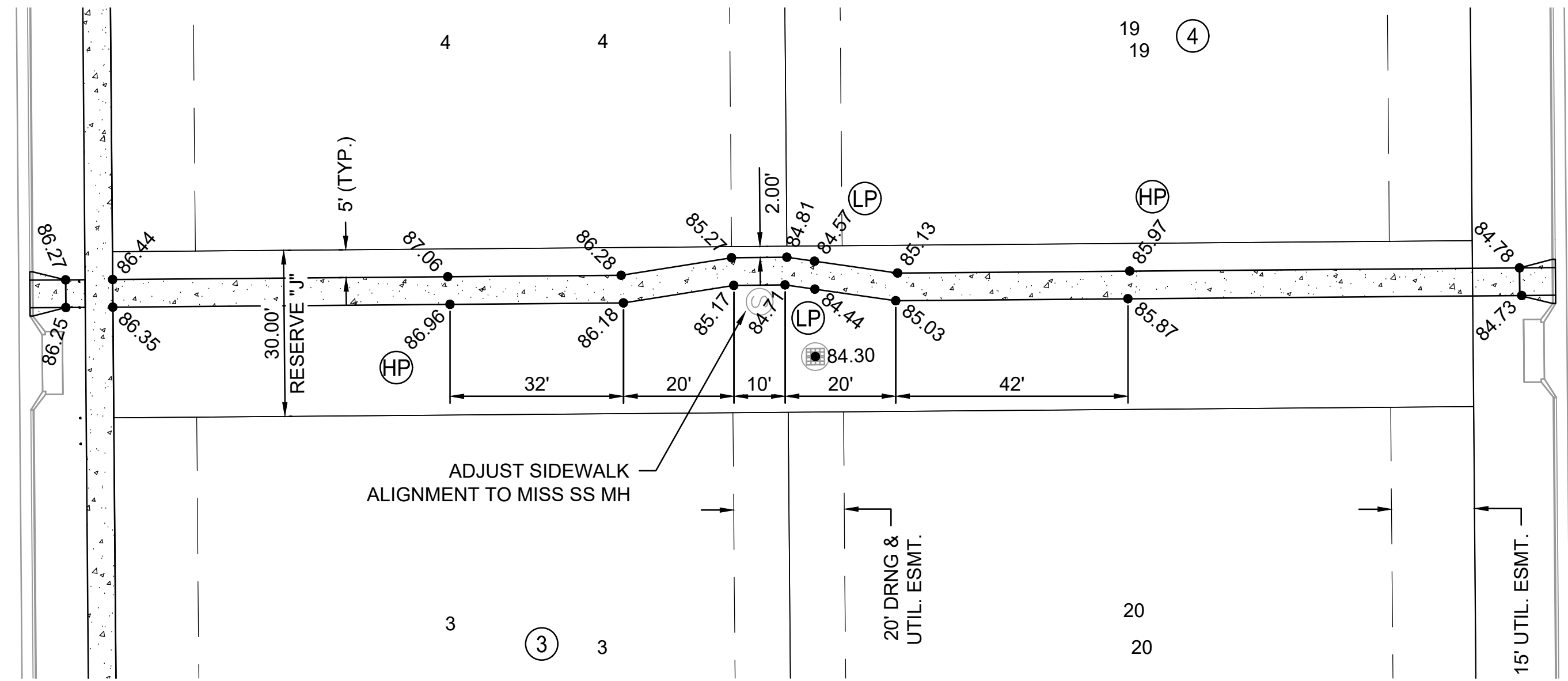
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DRAWING NUMBER

SHEET NUMBER **62** OF **76**

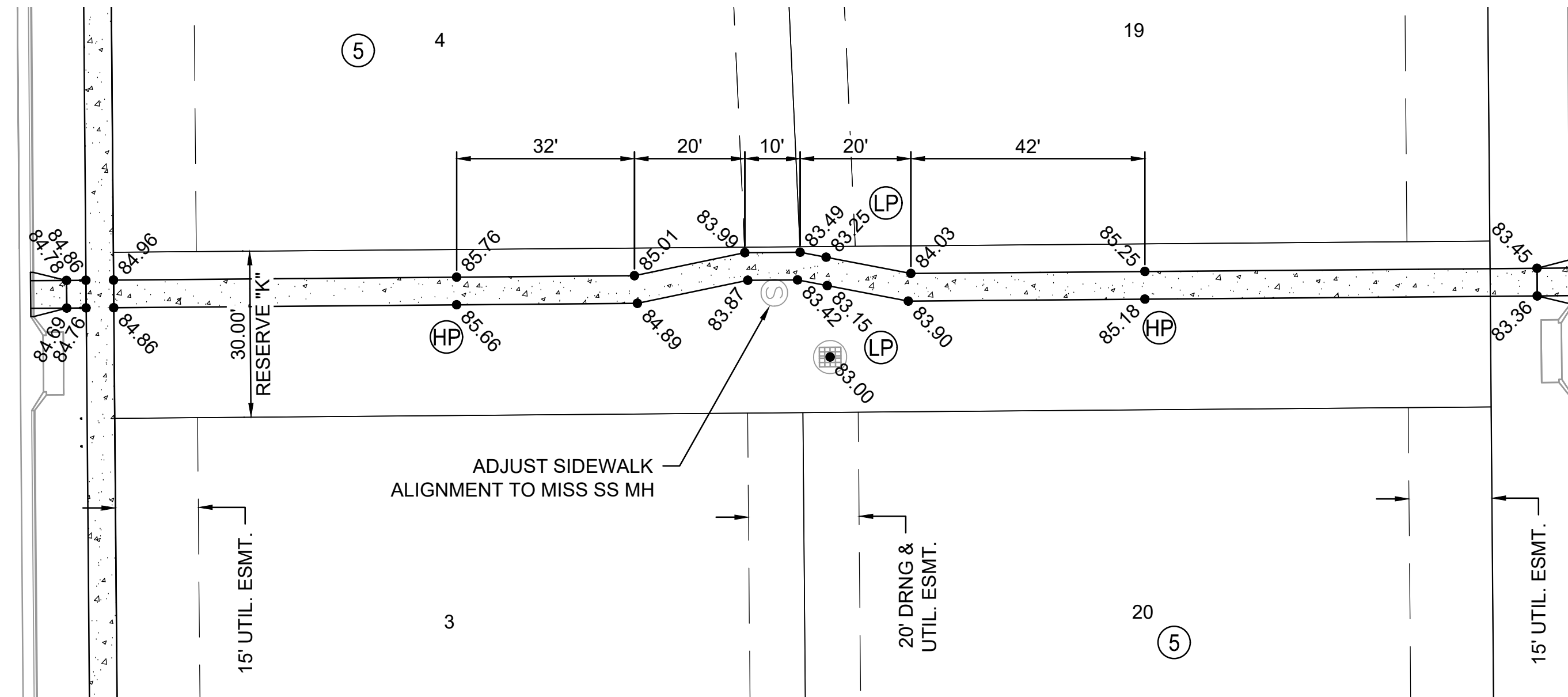
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Last plotted by: Standrich, Daryl R Plot Style: --- Plot Scale: 1:2,5849 Plot Date: 1/31/2025 9:49 AM Plotter used: None

AIRMAN ST  
3+00



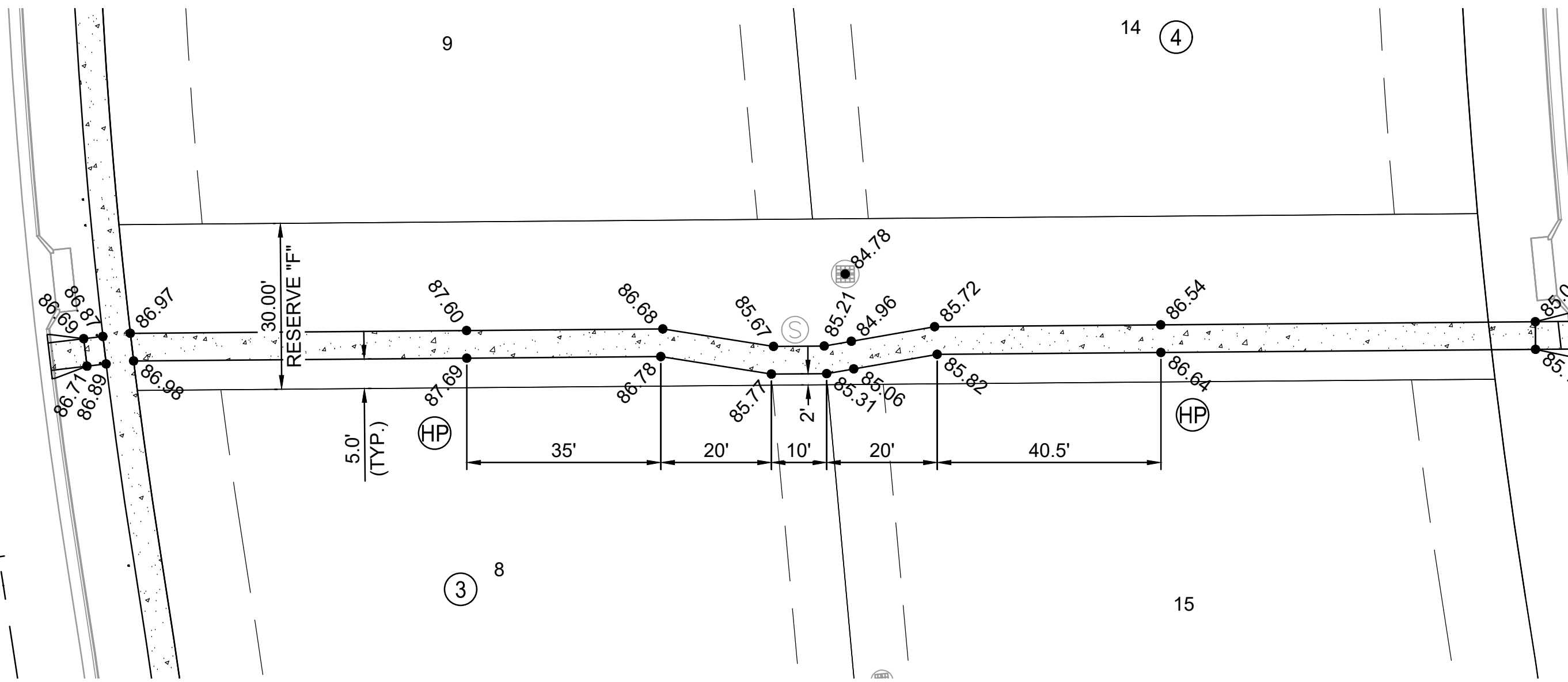
SIDEWALK "A"

FLIGHTLINE ST  
3+00



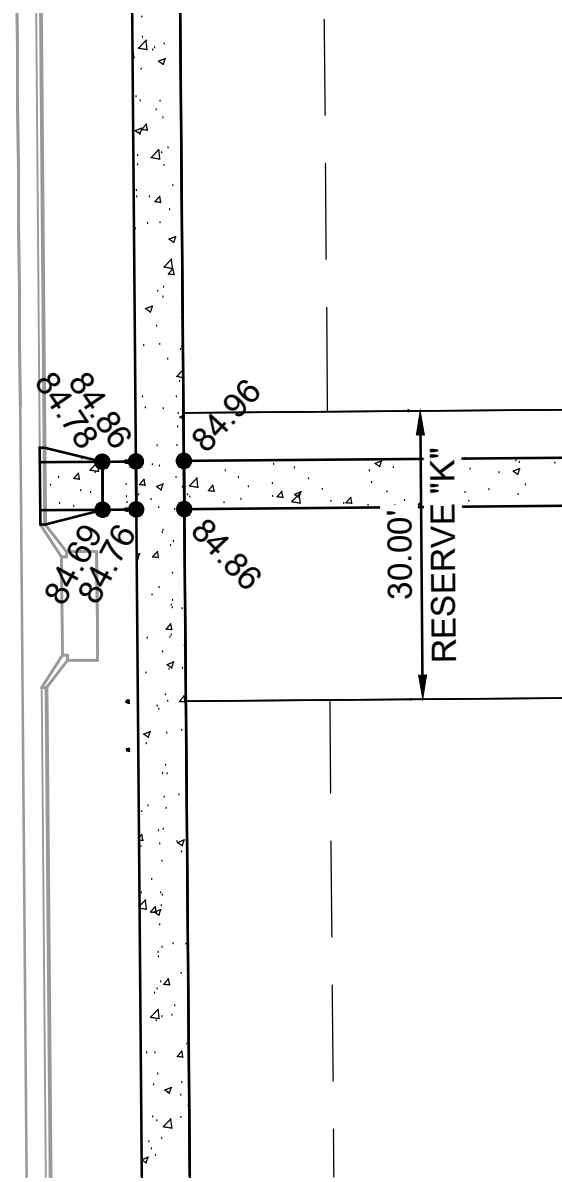
SIDEWALK "B"

AIRMAN ST  
7+00

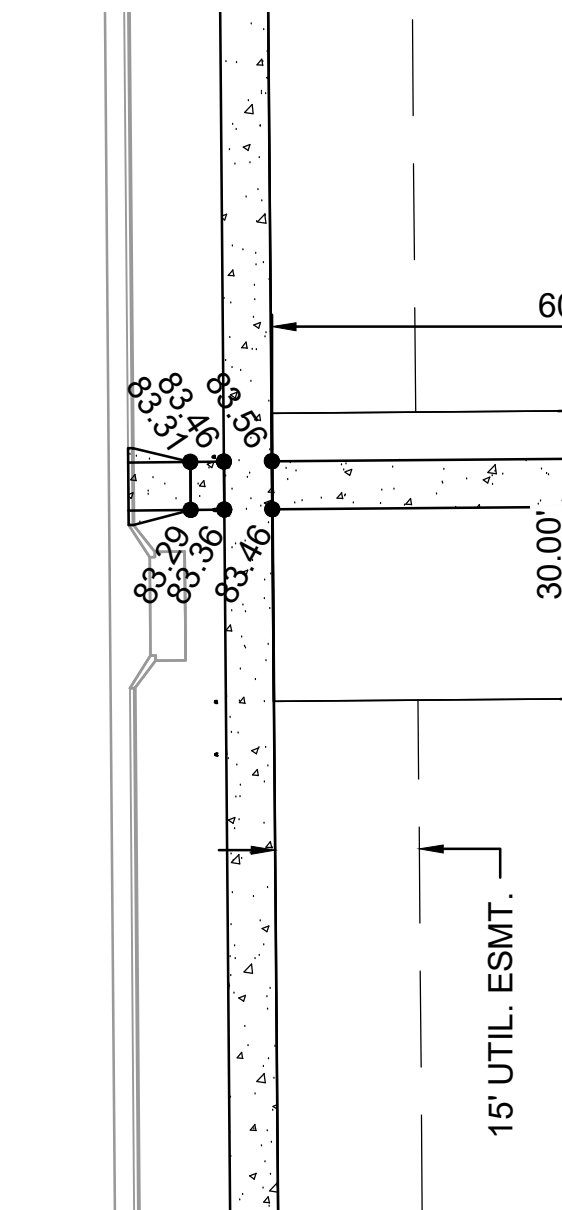


SIDEWALK "D"

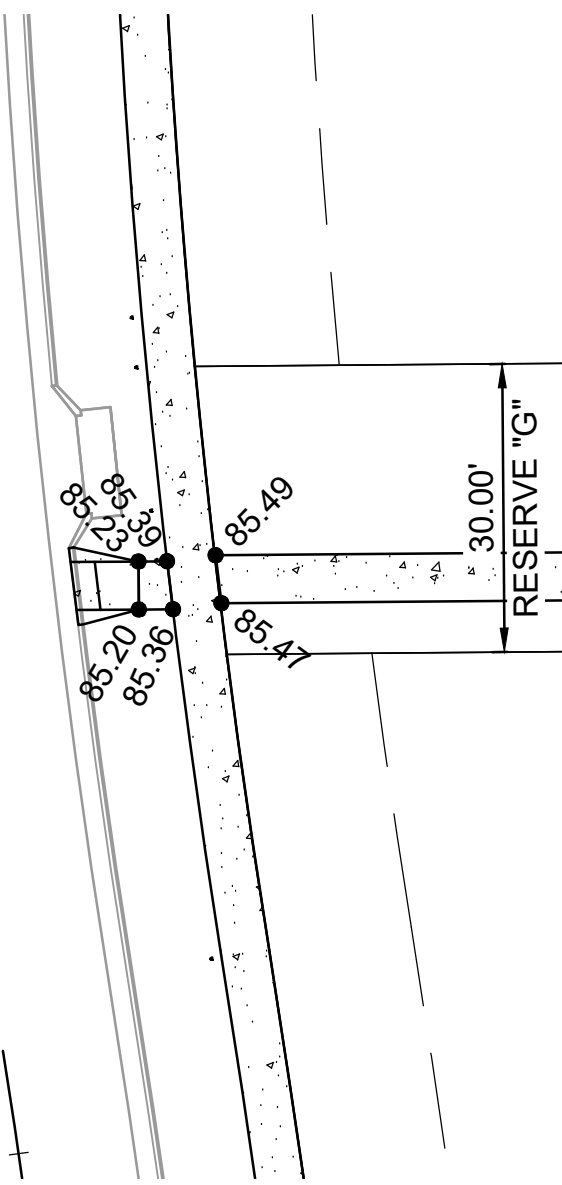
FLIGHTLINE ST  
3+00



ZULU ST  
11+00



FLIGHTLINE ST  
7+00



NOTE:  
CONTRACTOR TO DEPRESS THE SIDEWALK AS  
NECESSARY TO ENSURE THAT WHEELCHAIR  
RAMPS DO NOT EXCEED 8% (1:12)



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REV.	DATE	DESCRIPTION	BY



CITY OF WICHITA  
WICHITA, KANSAS

PEGASUS ADDITION PAVING

SIDEWALK  
DETAILS 1

JOB NO.: 2400521  
DATE: FEB. 2025  
DESIGNED BY: EJG  
DRAWN BY: DRS

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

DRAWING NUMBER

SHEET  
NUMBER **63** OF **76**



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CITY OF WICHITA  
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PEGASUS ADDITION PAVING

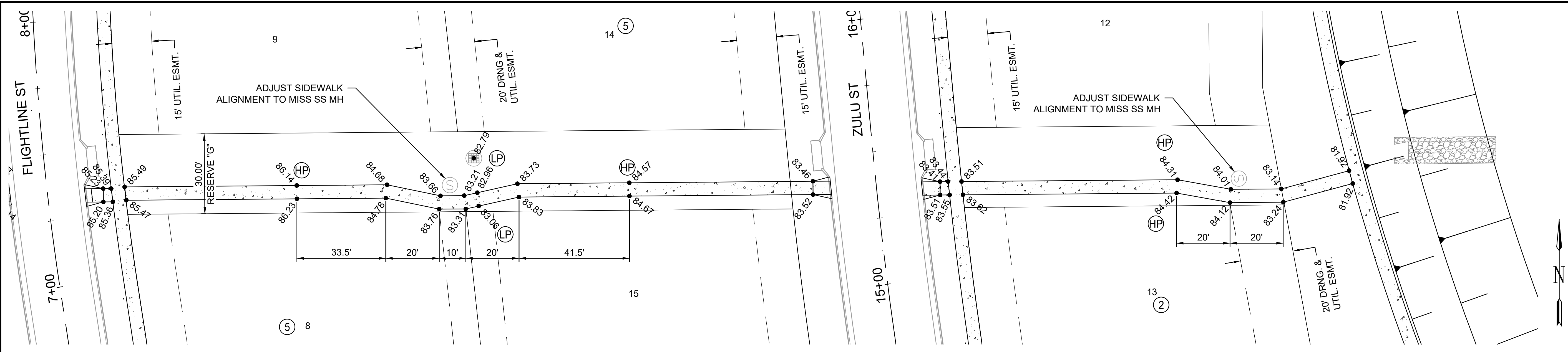
**SIDEWALK DETAILS 2**

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: E.J.G.  
 DRAWN BY: DRS

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

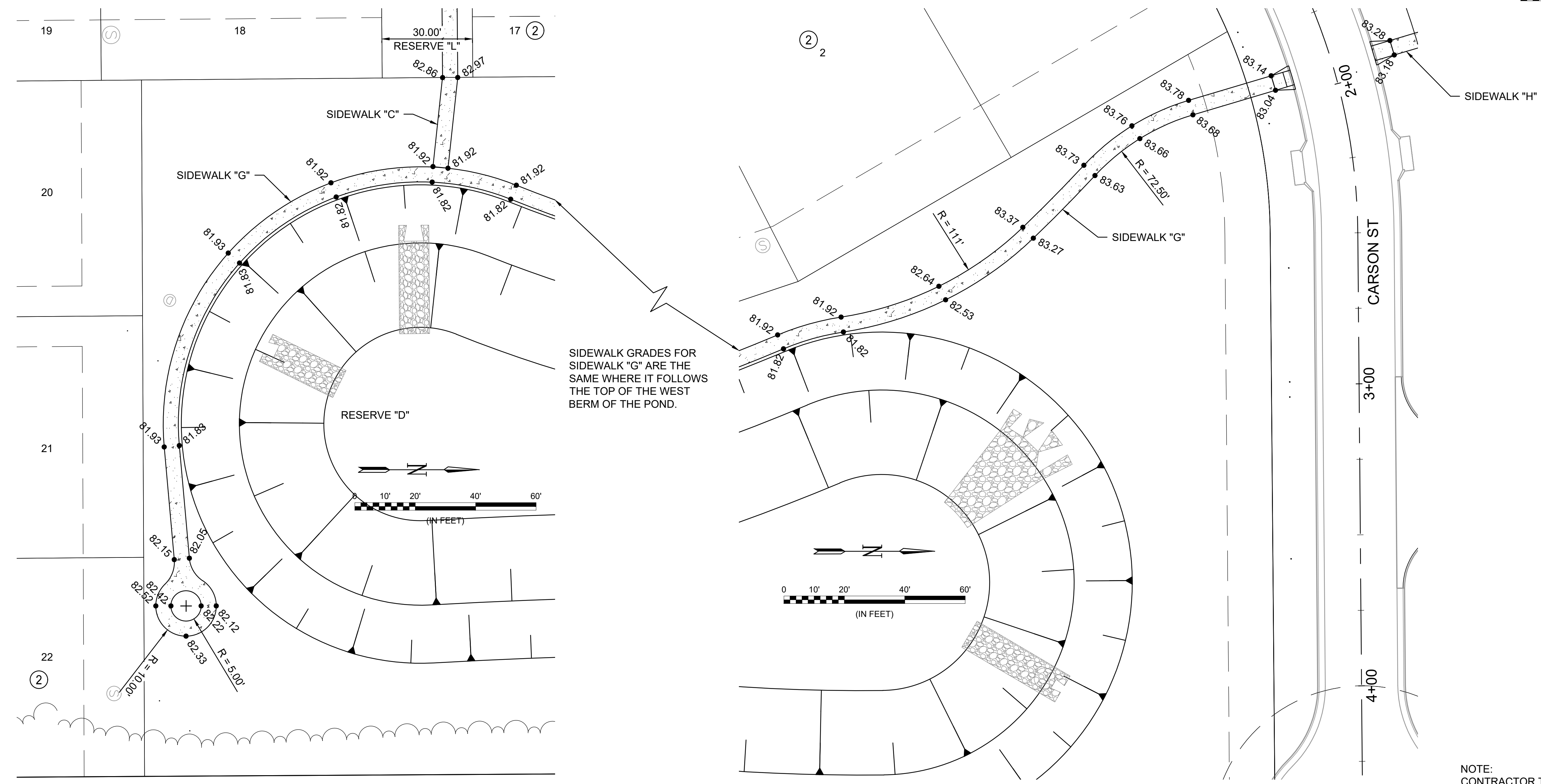
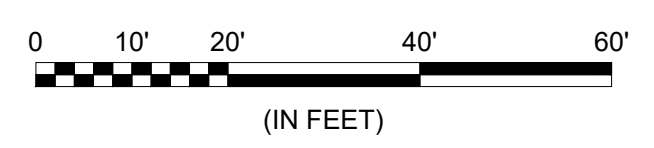
DRAWING NUMBER

SHEET NUMBER **64** OF **76**

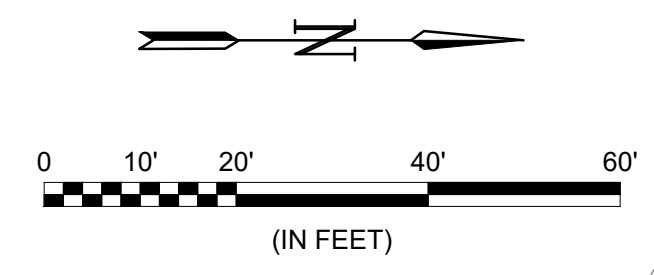


**SIDEWALK "E"**

**SIDEWALK "F"**



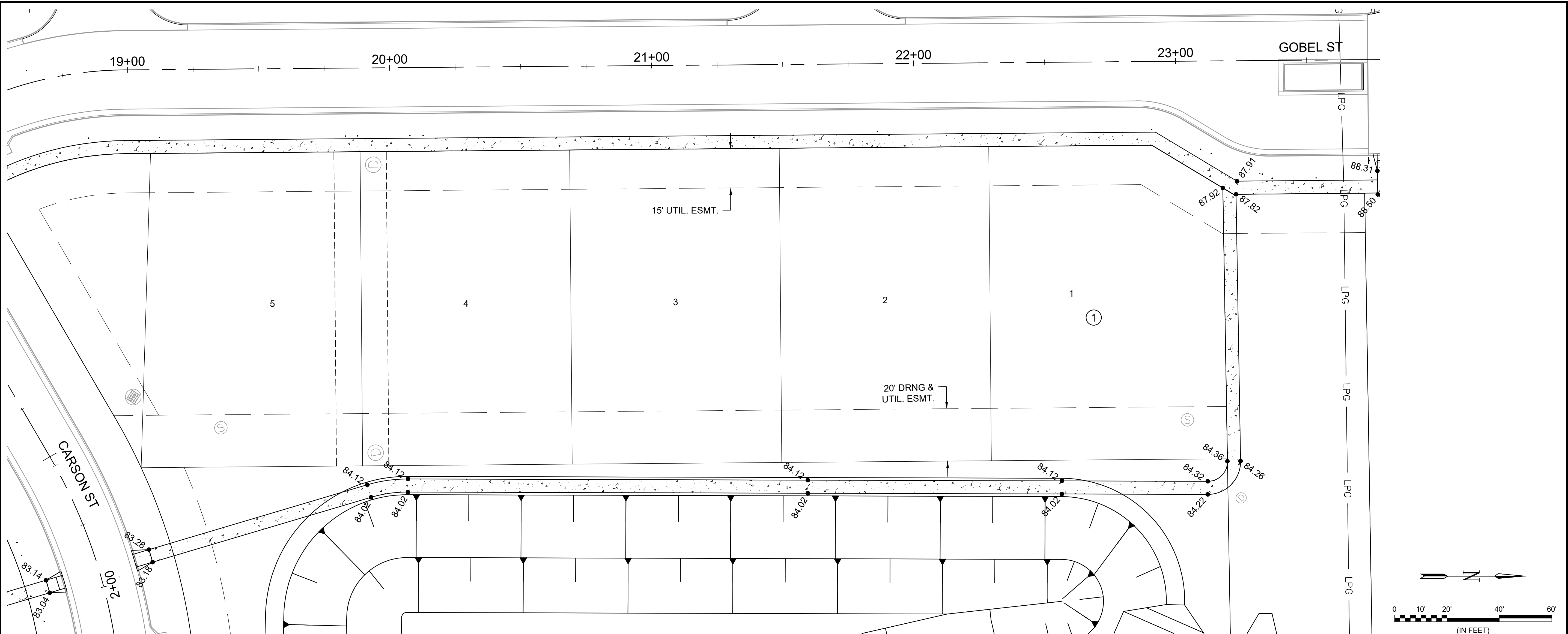
**SIDEWALK "G"**



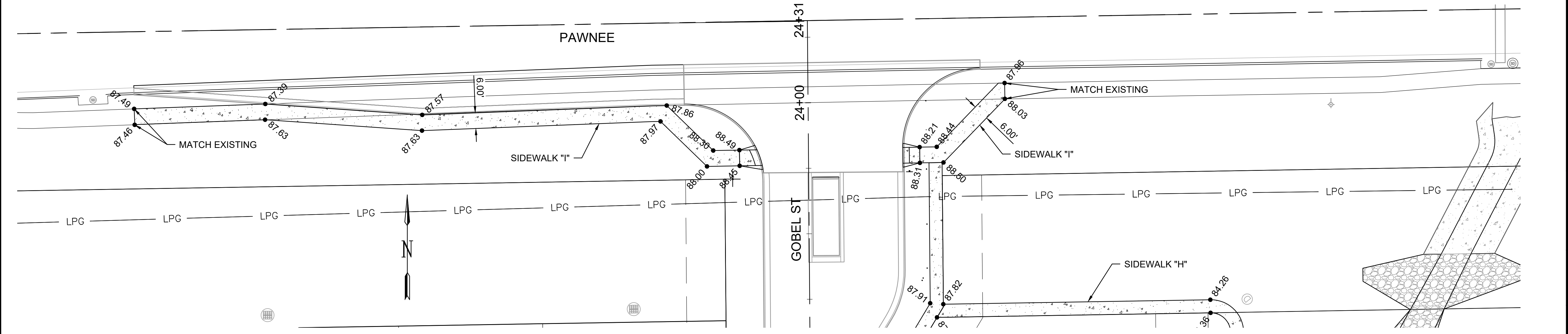
NOTE:  
 CONTRACTOR TO DEPRESS THE SIDEWALK AS NECESSARY TO ENSURE THAT WHEELCHAIR RAMPS DO NOT EXCEED 8% (1:12)

File: L:\2024\141-2400521 - Pegasus Addition Design\Drawings\PAVING SHEETS\SIDEWALK KEY PLAN.dwg Last Save: 1/17/2025 2:02 PM Last saved by: DRS\landrich  
 Last plotted by: Standrich, Darryl R. Plot Style: --- Plot Date: 1/31/2025 9:50 AM Plotter used: None

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 Last plotted by: landrich, Daryl R Plot Style: --- Plot Scale: 1:2,5849 Plot Date: 1/31/2025 9:50 AM Plotter used: None



SIDEWALK "H"



SIDEWALK "I"

NOTE:  
 CONTRACTOR TO DEPRESS THE SIDEWALK AS NECESSARY TO ENSURE THAT WHEELCHAIR RAMPS DO NOT EXCEED 8% (1:12)



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CITY OF WICHITA  
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PEGASUS ADDITION PAVING

SIDEWALK DETAILS 3

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: E.JG  
 DRAWN BY: DRS

BAR IS ONE INCH ON ORIGINAL DRAWING  
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DRAWING NUMBER

SHEET NUMBER **65** OF **76**



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 Wichita, KS 67209  
 (316) 264-8008

REV.	DATE	DESCRIPTION	BY



CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

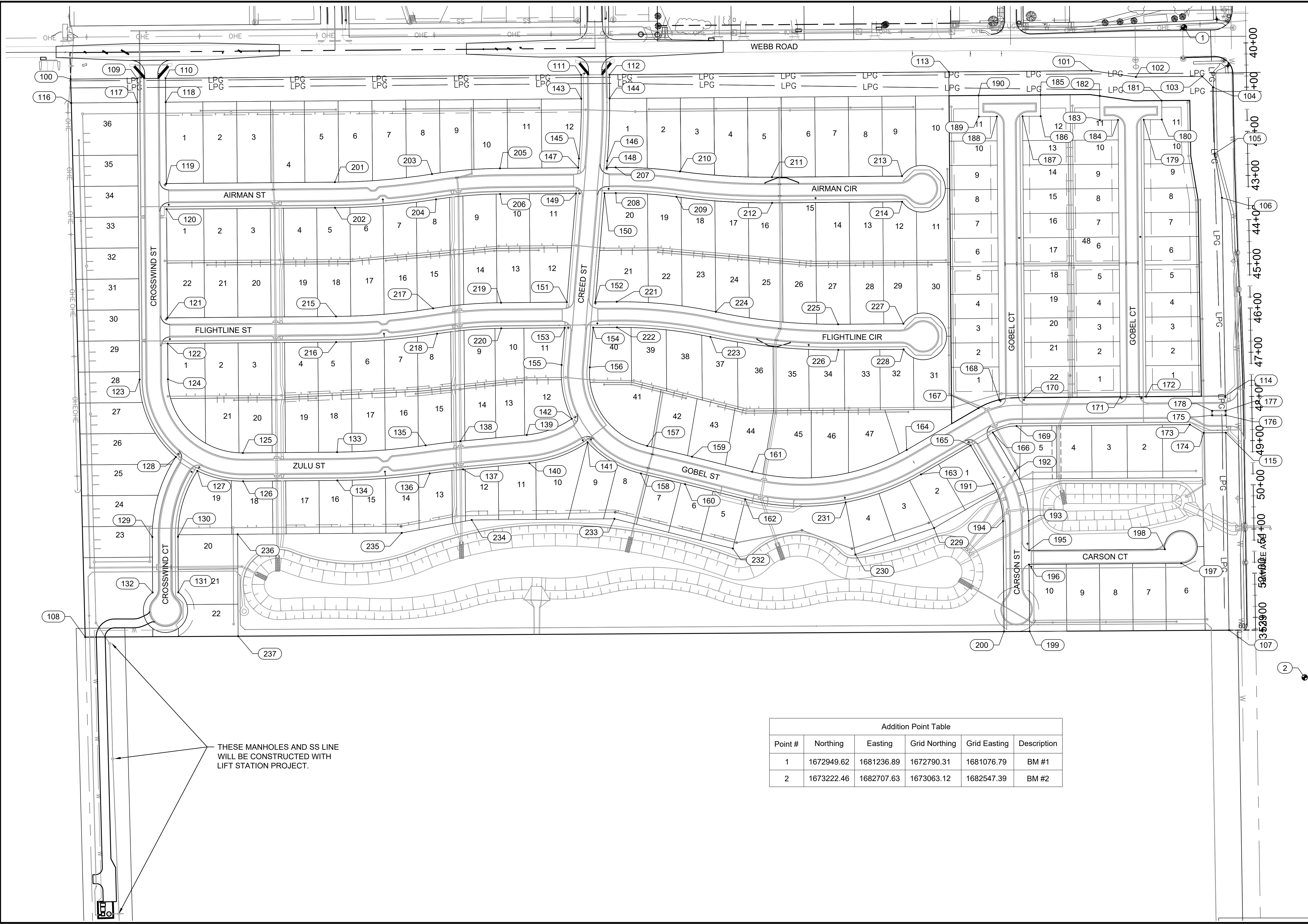
**ADDITION COORDINATES**

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJJ  
 DRAWN BY: DRS

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

DRAWING NUMBER

SHEET NUMBER **66** OF **76**



THESE MANHOLES AND SS LINE WILL BE CONSTRUCTED WITH LIFT STATION PROJECT.

Point #	Northing	Easting	Grid Northing	Grid Easting	Description
1	1672949.62	1681236.89	1672790.31	1681076.79	BM #1
2	1673222.46	1682707.63	1673063.12	1682547.39	BM #2

File: L:\2024\141-2400521 - Pegasus Addition Design\Drawings\141-2400521-COORDINATES.dwg Last Save: 12/2/2024 3:23 PM Last saved by: DRSstandrich  
 Last plotted by: Standrich, Darryl R. Plot Style: --- Plot Scale: 1/31/2025 9:50 AM Plotter Used: None

File: L:\2024\171-2400521 - Pegasus Addition Design\Drawings\171-2400521-COORDINATES.dwg Last Save: 12/2/2024 3:23 PM Last saved by: DRStandrich  
Last plotted by: Standrich, Darryl R. Plot Style: --- Plot Scale: 1:2.5849 Plot Date: 1/31/2025 9:50 AM Plotter Used: None

Addition Point Table					
Point #	Northing	Easting	Grid Northing	Grid Easting	Description
100	1670430.95	1681353.63	1670271.88	1681193.52	ADDITION COR
101	1672740.33	1681334.60	1672581.03	1681174.48	ADDITION COR
102	1672840.59	1681348.77	1672681.29	1681188.66	ADDITION COR
103	1672990.59	1681347.54	1672831.27	1681187.42	ADDITION COR
104	1673015.99	1681372.33	1672856.67	1681212.21	ADDITION COR
105	1673018.47	1681522.31	1672859.15	1681362.18	ADDITION COR
106	1673035.12	1681622.18	1672875.80	1681462.04	ADDITION COR
107	1673051.29	1682600.57	1672891.97	1682440.34	ADDITION COR
108	1670463.94	1682616.30	1670304.86	1682456.07	ADDITION COR
109	1670581.50	1681352.39	1670422.41	1681192.28	RESERVE COR
110	1670645.50	1681351.87	1670486.40	1681191.75	RESERVE COR
111	1671585.62	1681344.12	1671426.43	1681184.00	RESERVE COR
112	1671649.62	1681343.59	1671490.42	1681183.47	RESERVE COR
113	1672417.32	1681337.26	1672258.06	1681177.15	RESERVE COR
114	1673042.54	1682070.71	1672883.21	1681910.53	RESERVE COR
115	1673043.91	1682153.70	1672884.58	1681993.51	RESERVE COR
116	1670432.36	1681407.62	1670273.29	1681247.50	BLOCK COR
117	1670581.94	1681406.39	1670422.85	1681246.27	BLOCK COR
118	1670645.94	1681405.86	1670486.84	1681245.74	BLOCK COR
119	1670647.46	1681589.93	1670488.36	1681429.80	BLOCK COR

Addition Point Table					
Point #	Northing	Easting	Grid Northing	Grid Easting	Description
120	1670647.94	1681647.93	1670488.84	1681487.79	BLOCK COR
121	1670649.96	1681893.91	1670490.87	1681733.75	BLOCK COR
122	1670650.44	1681951.91	1670491.34	1681791.74	BLOCK COR
123	1670587.01	1682033.44	1670427.92	1681873.26	PC
124	1670651.11	1682032.91	1670492.01	1681872.73	PC
125	1670820.49	1682199.52	1670661.38	1682039.32	PT
126	1670821.02	1682263.62	1670661.90	1682103.41	PT
127	1670717.73	1682240.20	1670558.62	1682080.00	BLOCK COR
128	1670669.13	1682208.54	1670510.04	1682048.34	BLOCK COR
129	1670615.77	1682389.64	1670456.68	1682229.42	PT
130	1670673.77	1682389.38	1670514.67	1682229.16	PT
131	1670674.34	1682515.05	1670515.24	1682354.82	BLOCK COR
132	1670616.34	1682515.31	1670457.24	1682355.08	BLOCK COR
133	1671033.66	1682197.76	1670874.53	1682037.57	PC
134	1671034.19	1682261.86	1670875.06	1682101.66	PC
135	1671233.99	1682182.36	1671074.84	1682022.17	PRC
136	1671243.26	1682245.79	1671084.11	1682085.58	PRC
137	1671318.60	1682236.65	1671159.44	1682076.45	PT
138	1671312.63	1682172.93	1671153.47	1682012.74	PT
139	1671462.67	1682158.86	1671303.50	1681998.66	PC

Addition Point Table					
Point #	Northing	Easting	Grid Northing	Grid Easting	Description
140	1671468.66	1682222.68	1671309.49	1682062.48	PC
141	1671600.44	1682175.43	1671441.26	1682015.23	BLOCK COR
142	1671564.57	1682122.30	1671405.39	1681962.12	BLOCK COR
143	1671585.96	1681398.12	1671426.78	1681238.00	BLOCK COR
144	1671650.06	1681397.59	1671490.87	1681237.47	BLOCK COR
145	1671580.83	1681533.45	1671421.65	1681373.32	PT
146	1671644.71	1681538.83	1671485.52	1681378.70	PT
147	1671579.19	1681554.18	1671420.00	1681394.04	BLOCK COR
148	1671643.46	1681553.65	1671484.27	1681393.51	BLOCK COR
149	1671574.19	1681612.32	1671415.00	1681452.18	BLOCK COR
150	1671638.57	1681611.69	1671479.38	1681451.55	BLOCK COR
151	1671553.55	1681858.39	1671394.37	1681698.22	BLOCK COR
152	1671617.83	1681857.86	1671458.64	1681697.69	BLOCK COR
153	1671548.66	1681916.43	1671389.48	1681756.26	BLOCK COR
154	1671612.94	1681915.90	1671453.75	1681755.73	BLOCK COR
155	1671541.58	1682000.46	1671382.40	1681840.29	PC
156	1671605.36	1682005.84	1671446.17	1681845.66	PC
157	1671735.20	1682183.69	1671576.00	1682023.49	PRC
158	1671720.89	1682246.07	1671561.70	1682085.87	PRC
159	1671836.46	1682208.02	1671677.25	1682047.82	PT

Addition Point Table					
Point #	Northing	Easting	Grid Northing	Grid Easting	Description
160	1671820.83	1682270.19	1671661.63	1682109.98	PT
161	1671972.48	1682242.20	1671813.26	1682082.00	PC
162	1671956.86	1682304.37	1671797.64	1682144.16	PC
163	1672354.35	1682248.10	1672195.09	1682087.90	PT
164	1672322.09	1682192.71	1672162.83	1682032.52	PT
165	1672466.65	1682182.58	1672307.38	1682022.38	BLOCK COR
166	1672516.77	1682153.39	1672357.49	1681993.19	BLOCK COR
167	1672484.55	1682098.08	1672325.28	1681937.90	PC
168	1672531.44	1682079.31	1672372.16	1681919.13	BLOCK COR
169	1672570.63	1682138.70	1672411.35	1681978.51	PT
170	1672589.40	1682074.45	1672430.12	1681914.26	BLOCK COR
171	1672805.39	1682072.66	1672646.09	1681912.48	BLOCK COR
172	1672863.39	1682072.19	1672704.09	1681912.00	BLOCK COR
173	1672962.63	1682135.37	1672803.31	1681975.18	BLOCK COR
174	1672993.82	1682154.11	1672834.50	1681993.92	BLOCK COR
175	1673013.43	1682114.45	1672854.10	1681954.26	RESERVE COR
176	1673043.42	1682114.20	1672884.10	1681954.02	RESERVE COR
177	1673043.34	1682104.20	1672884.02	1681944.02	RESERVE COR
178	1673013.34	1682104.45	1672854.02	1681944.27	RESERVE COR
179	1672858.23	1681445.63	1672698.92	1681285.51	BLOCK COR

Addition Point Table					
Point #	Northing	Easting	Grid Northing	Grid Easting	Description
180	1672899.23	1681445.29	1672739.92	1681285.17	BLOCK COR
181	1672898.87	1681402.29	1672739.56	1681242.17	BLOCK COR
182	1672758.78	1681391.74	1672599.48	1681231.62	BLOCK COR
183	1672759.23	1681446.45	1672599.93	1681286.32	BLOCK COR
184	1672800.23	1681446.11	1672640.93	1681285.98	BLOCK COR
185	1672624.76	1681389.52	1672465.47	1681229.40	BLOCK COR
186	1672625.15	1681437.59	1672465.87	1681277.47	BLOCK COR
187	1672584.15	1681437.89	1672424.87	1681277.77	BLOCK COR
188	1672526.16	1681438.37	1672366.88	1681278.24	BLOCK COR
189	1672485.16	1681438.62	1672325.89	1681278.49	BLOCK COR
190	1672484.76	1681390.71	1672325.49	1681230.59	BLOCK COR
191	1672516.98	1682268.99	1672357.70	1682108.79	PC
192	1672567.10	1682239.80	1672407.82	1682079.60	PC
193	1672598.21	1682353.17	1672438.93	1682192.96	PT
194	1672540.21	1682353.64	1672380.94	1682193.43	PT
195	1672598.76	1682420.03	1672439.48	1682259.81	BLOCK COR
196	1672599.02	1682452.03	1672439.74	1682291.81	BLOCK COR
197	1672943.05	1682449.19	1672783.74	1682288.97	BLOCK COR
198	1672906.13	1682417.50	1672746.82	1682257.28	BLOCK COR
199	1672600.27	1682603.32	1672440.99	1682443.08	BLOCK COR

Addition Point Table					
Point #	Northing	Easting	Grid Northing	Grid Easting	Description
200	1672542.27	1682603.67	1672383.00	1682443.43	BLOCK COR
201	1671028.63	1681586.79	1670869.49	1681426.65	PC
202	1671029.10	1681644.79	1670869.97	1681484.65	PC
203	1671248.32	1681568.46	1671089.17	1681408.32	PRC
204	1671257.46	1681625.74	1671098.31	1681465.59	PRC
205	1671402.01	1681555.64	1671242.84	1681395.50	PT
206	1671402.48	1681613.63	1671243.32	1681453.49	PT
207	1671663.74	1681553.48	1671504.55	1681393.35	PC
208	1671664.22	1681611.48	1671505.03	1681451.34	PC
209	1671801.51	1681620.09	1671642.30	1681459.95	PRC
210	1671809.23	1681562.61	1671650.02	1681402.47	PRC
211	1672017.21	1681575.65	1671857.98	1681415.52	PT
212	1672017.69	1681633.65	1671858.46	1681473.51	PT
213	1672311.40	1681573.23	1672152.15	1681413.09	BLOCK COR
214	1672311.88	1681631.23	1672152.63	1681471.08	BLOCK COR
215	1671031.13	1681890.77	1670872.00	1681730.60	PC
216	1671031.61	1681948.77	1670872.48	1681788.60	PC
217	1671250.83	1681872.44	1671091.68	1681712.27	PRC
218	1671259.97	1681929.71	1671100.82	1681769.54	PRC
219	1671404.51	1681859.62	1671245.34	1681699.45	PT

Addition Point Table					
Point #	Northing	Easting	Grid Northing	Grid Easting	Description
220	1671404.99	1681917.61	1671245.82	1681757.45	PT
221	1671666.25	1681857.46	1671507.05	1681697.30	PC
222	1671666.72	1681915.46	1671507.53	1681755.29	PC
223	1671878.15	1681936.97	1671718.94	1681776.80	PRC
224	1671890.30	1681880.26	1671731.09	1681720.09	PRC
225	1672167.05	1681908.42	1672007.81	1681748.25	PT
226	1672167.52	1681966.42	1672008.28	1681806.24	PT
227	1672314.65	1681907.20	1672155.40	1681747.03	BLOCK COR
228	1672315.13	1681965.20	1672155.87	1681805.03	BLOCK COR
229	1672383.96	1682369.61	1672224.70	1682209.40	BLOCK COR
230	1672206.02	1682429.27	1672046.78	1682269.05	BLOCK COR
231	1672184.03	1682311.30	1672024.79	1682151.10	BLOCK COR
232	1671928.86	1682415.80	1671769.64	1682255.59	BLOCK COR
233	1671661.09	1682348.52	1671501.90	1682188.31	BLOCK COR
234	1671338.21	1682351.18	1671179.05	1682190.97	BLOCK COR
235	1671179.83	1682380.56	1671020.68	1682220.35	BLOCK COR
236	1670808.75	1682383.62	1670649.64	1682223.41	BLOCK COR
237	1670809.78	1682614.20	1670650.67	1682453.97	BLOCK COR



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**GENERAL SEED NOTES FOR ALL MIXES**

1. THE CONTRACTOR SHALL PROVIDE GRASS SEED OF THE VARIETY AND AT THE RATES AS REQUIRED TO PRODUCE THE LIVE SEED RATES SHOWN BELOW OR AS SPECIFIED ON THE PLANS. THE VENDOR'S CERTIFIED STATEMENT FOR EACH SPECIES OF GRASS AND GRASS MIXTURE STATING EACH VARIETY, PERCENTAGE BY WEIGHT, AND PERCENTAGES OF PURITY, GERMINATION, AND WEED SEED SHALL BE FURNISHED. LIVE SEED FOR EACH GRASS SPECIES IS THE PRODUCT OF THE PERCENTAGE OF PURITY AND THE PERCENTAGE OF GERMINATION.
- 1.1. THE SEED SHALL BE NEW-CROP SEED COMPLYING WITH AND LABELED IN ACCORDANCE WITH U.S. DEPARTMENT OF AGRICULTURE "RULES AND REGULATIONS UNDER THE FEDERAL SEED ACT" IN EFFECT AT DATE OF PURCHASE OF SEED. ALL SEED SHALL BE FURNISHED IN STANDARD CONTAINERS, SEED WHICH HAS BECOME MOLDY, WET, OR OTHERWISE DAMAGED IN TRANSIT OR STORAGE SHALL NOT BE ACCEPTED.
- 1.2. A CERTIFICATE SHALL BE FURNISHED TO THE ENGINEER SHOWING THE DATE THAT THE SEED WAS TREATED. THE TREATED SEED SHALL BE PLANTED WITHIN TWENTY-FOUR (24) MONTHS AFTER TREATMENT AND ANY TREATED BUFFALO GRASS SEED HELD BY THE CONTRACTOR OR SUPPLIED BEYOND THIS PERIOD SHALL NOT BE USED.
- 1.3. THE SEED SHALL BE STORED IN A COOL DRY PLACE UNTIL SEEDING TIME.
2. FERTILIZER.
  - 2.1. FERTILIZER SHALL BE PROPORTIONED AS SPECIFIED ON THE PLANS OR SHOWN BELOW AND SHALL BE OF COMMERCIAL GRADE, UNIFORM IN COMPOSITION, FREE-FLOWING AND SUITABLE FOR APPLICATION WITH APPROVED EQUIPMENT, DELIVERED TO THE SITE IN BAGS OR OTHER CONVENIENT CONTAINERS, EACH FULLY LABELED, CONFORMING TO THE APPLICABLE STATE FERTILIZER LAWS, AND BEARING THE SAME TRADE NAME OR TRADE MARK, ANALYSIS AND WARRANTY OF THE PRODUCER. FERTILIZER SHALL BE APPLIED AT THE RATE OF .5 POUNDS OF ACTUAL NITROGEN, 1.0 POUNDS OF ACTUAL PHOSPHORUS, AND .5 POUNDS OF ACTUAL POTASSIUM PER 1,000 SQUARE FEET.
  - 2.2. WHEN APPLYING FERTILIZER, THE CONTRACTOR SHALL AVOID APPLICATION PRIOR TO HEAVY RAIN OR INTENSE STORMS.
3. WATER.
  - 3.1. WATER SHALL NOT CONTAIN SUBSTANCES IN THE AMOUNTS CONSIDERED HARMFUL FOR THE NORMAL GROWTH OF VEGETATION. THE CONTRACTOR SHALL SUPPLY WATER AND WATERING EQUIPMENT AS REQUIRED FOR THE ESTABLISHMENT AND MAINTENANCE OF GRASSED AREAS.
4. SITE PREPARATION
  - 4.1. PROJECT COORDINATION. AFTER THE CONSTRUCTION HAS BEEN COMPLETED, (EXCEPT AS PROVIDED BELOW), THE SITE HAS BEEN BROUGHT TO FINAL GRADES AS SHOWN ON THE PLANS, AND OTHER PLANTINGS HAVE BEEN ACCOMPLISHED, THE CONTRACTOR SHALL PREPARE THE AREAS TO BE GRASSED AS SPECIFIED. WHEN SO DIRECTED OR PERMITTED BY THE ENGINEER, PORTIONS OF THE CONSTRUCTION SITE MAY BE GRASSED AT DIFFERENT PERIODS OF TIME PROVIDED THAT THE PLANTING OCCURS IN PROPER SEASONS AS SPECIFIED. ANY GRASSED AREAS DAMAGED BY SUBSEQUENT OPERATIONS OF THE CONTRACTOR SHALL BE REPLANTED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE OWNER.
  - 4.2. NO-TILL. IT IS PREFERRED FOR THE AREAS OUTSIDE OF THE GRADING LIMITS TO BE NO-TILLED INTO THE EXISTING STUBBLE. NO SITE PREPARATION IS REQUIRED BEFORE NO-TILL SEEDING. AREAS TO BE TILLED (WITHIN GRADING LIMITS) SHALL BE PREPARED PER THE FOLLOWING NOTES.
  - 4.3. TILLAGE. THE AREAS REQUIRED TO BE GRASSED SHALL BE PREPARED FOR PLANTING BY CULTIVATION, REMOVAL OF ALL OBJECTIONABLE MATERIAL, AND FILLING OF GULLIES OR DEPRESSIONS. THE SOIL PREPARATION SHALL BE ACCOMPLISHED BY DISKING, HARROWING AND FIRMSING. (FLOWING WILL ALSO BE REQUIRED IF SO INDICATED ON THE PLANS.) THE MINIMUM DEPTH OF SOIL PREPARATION SHALL BE THREE (3) INCHES. EXISTING WEED STUBBLE, SMALL WEEDS AND GRASS THAT CAN BE DISKED SHALL BE CUT BY THE DISK AND PARTIALLY INCORPORATED INTO THE SOIL.
  - 4.4. SEVERAL DISKINGS AND HARROWINGS OVER SOME AREAS MAY BE REQUIRED TO PROVIDE A SATISFACTORY SEEDBED. AREAS TOO STEEP OR OTHERWISE INACCESSIBLE FOR DISKING SHALL BE PREPARED BY HAND METHODS. THE MINIMUM DEPTH OF PREPARATION OF THE SEEDBED WHERE HAND METHODS MUST BE EMPLOYED SHALL BE TWO (2) INCHES. DISKING, HARROWING AND RAKING SHALL BE DONE LONGITUDINALLY ON SLOPE AREAS.
  - 4.5. THE SOIL PREPARATION ON ALL SLOPE AREAS SHALL BE PERFORMED WITH DISKS AND HARROWS UNLESS DEMONSTRATION SHOWS SUCH METHODS IMPRACTICABLE AND THAT HAND METHODS MUST BE USED.
  - 4.6. DURING THE PROCESS OF SOIL PREPARATION, EXTREME CARE SHALL BE EXERCISED TO AVOID INJURY TO ALL TREES THAT HAVE BEEN PLANTED OR DESIGNATED BY THE ENGINEER TO BE SAVED.
  - 4.7. THE ENGINEER MAY DESIGNATE LOCAL AREAS OF DESIRABLE NATIVE PERENNIAL GRASSES TO BE OMITTED DURING THE SOIL PREPARATION. AREAS OF ANNUAL GRASSES SUCH AS CHEAT, CRAB GRASS, TRIPLE-AWN, ETC., SHALL BE DESTROYED BY THOROUGH DISKING PRIOR TO SEEDING.
  - 4.8. APPLICATION OF FERTILIZER. FERTILIZER SHALL BE DISTRIBUTED UNIFORMLY AT RATES SHOWN IN THE SEED MIX NOTES ON THIS PAGE AND OVER THE AREA TO BE PLANTED, AND SHALL BE INCORPORATED INTO THE SOIL TO A DEPTH OF AT LEAST 2 INCHES BY DISKING, HARROWING OR OTHER METHODS APPROVED BY THE ENGINEER. DISTRIBUTION BY MEANS OF AN APPROVED SEED DRILL OR HYDRO SEEDER EQUIPPED TO SOW SEED AND DISTRIBUTE FERTILIZER AT THE SAME TIME WILL BE ACCEPTABLE UNLESS OTHERWISE NOTED ON THE PLANS.
  - 4.9. ADDITIONAL SOIL CONDITIONERS SHALL BE MIXED INTO THE SOIL BY DISKING, HARROWING, ETC., WHEN SPECIFIED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER AND FURNISHED BY THE OWNER.
5. SEEDING
  - 5.1. TIME OF SEEDING. THE TWO GENERAL SEEDING SEASONS SHALL BE AS DEFINED FOR TEMPORARY AND PERMANENT SEEDING. THE PERMISSIBLE SEEDING PERIODS FOR VARIOUS SEEDS MAY BE EXTENDED A FEW DAYS IN SPECIAL CASES WHEN MULCHING IS SPECIFIED TO FOLLOW THE DRILLING OF SEEDS AND FERTILIZER.
  - 5.2. THE ENGINEER RESERVES THE RIGHT TO DELAY THE DRILLING OR SEEDING OF ANY SEEDS OR TO VARY THE PERMISSIBLE SEEDING SEASONS LISTED ABOVE DUE TO WEATHER OR SOIL CONDITIONS OR FOR OTHER CAUSES.
  - 5.3. SEED APPLICATION. SEEDS SHALL BE UNIFORMLY DISTRIBUTED WITH ACCEPTABLE DRILLS, HYDRAULIC SLURRY, OR OTHER EQUIPMENT APPROVED BY THE ENGINEER. BROADCASTING WITH A STANDARD GRASS SEEDER WILL BE REQUIRED ON AREAS WHERE IT IS IMPOSSIBLE TO OPERATE A DRILL AND THIS METHOD MAY ALSO BE REQUIRED FOR CERTAIN SMALL SEEDS.
  - 5.4. WHEN A STANDARD DRILL WITH FERTILIZER ATTACHMENT IS USED, CERTAIN MIXED SEEDS MAY BE PLACED IN THE SEED BOX AND THE FERTILIZER PLACED IN THE FERTILIZER COMPARTMENT. BOTH MAY BE APPLIED DURING ONE (1) OPERATION, UNLESS NOTES ON THE PLANS REQUIRE SEPARATE APPLICATIONS. FERTILIZER MAY BE DRILLED INTO THE SOIL OR APPLIED BY HYDRAULIC-SLURRY. BROADCASTING FERTILIZERS IS PERMISSIBLE ON ROUGH, ROCKY SLOPES WHERE DRILLS CANNOT OPERATE.
  - 5.5. ALL DRILLS SHALL BE FULLY ADJUSTABLE SO THAT THEY WILL DELIVER THE SEEDS AND FERTILIZER AT THE RATES SPECIFIED ON THE PLANS OR ORDERED BY THE ENGINEER. DRILLS THAT ARE IN POOR REPAIR OR THAT DO NOT DELIVER THE SEEDS AND FERTILIZER UNIFORMLY IN EACH DRILL FURROW, SHALL NOT BE USED. DRILLS SHALL BE ADJUSTABLE SO THAT THE SEEDS CAN BE PLANTED AND COVERED A MAXIMUM DEPTH OF 1/2 INCH.
  - 5.6. MOST OF THE SEEDS SHOULD BE DRILLED ABOUT ONE-HALF (1/2) INCH DEEP IN A WELL- PREPARED AND FIRM SEEDBED. WHEN THE FERTILIZING AND SEEDING OPERATIONS START ON AN AREA, THAT AREA SHALL BE COMPLETED AS SOON AS POSSIBLE. NO SEEDING SHALL BE DONE DURING WINDY WEATHER OR WHEN THE GROUND IS WET OR OTHERWISE NON-TILLABLE. THE GRASS SEED SHALL THEN BE COVERED, USING A FLEXIBLE TOOTHED WEEDER OR OTHER SUITABLE EQUIPMENT. AS SOON AS THIS COVERING OPERATION HAS BEEN COMPLETED, THE SEEDED AREA SHALL BE ROLLED AGAIN WITH THE CULTI-PACKER, THE CULTI-PACKER BEING RUN OVER THE AREA ONLY ONCE PARALLEL WITH THE CONTOURS OF THE GROUND.
6. MULCHING.
  - 6.1. APPLYING HAY MULCH - HAY MULCH SHALL BE THE REQUIRED MULCHING MATERIAL FOR PERMANENT SEEDING, UNLESS SPECIFIED OTHERWISE ON THE PLANS OR DIRECTED BY THE ENGINEER. THE HAY SHALL NOT CONTAIN AN EXCESSIVE QUANTITY OF NOXIOUS WEED SEEDS. THE MULCH SHALL BE A SHARP GRADE PRAIRIE HAY, SEDAN GRASS HAY OR BROOM SEDGE OR ANY OTHER TYPE OF NATIVE HAY OR GRASS. STRAW SHALL BE 8 INCHES MINIMUM; 50% SHALL BE 10 INCHES IN LENGTH OR LONGER.
  - 6.2. AFTER SEEDING OPERATIONS ARE COMPLETE THE MULCH SHALL BE SPACED UNIFORMLY BY HAND, MANURE SPREADER, OR OTHER SUITABLE EQUIPMENT. THE MULCH SHALL BE ANCHORED TO THE SOIL BY A V-TYPE WHEEL LAND PACKER, A DISK HARROW SET TO CUT SLIGHTLY, OR OTHER SUITABLE EQUIPMENT WHICH WILL SECURE THE MULCH FIRMLY INTO THE GROUND 2 INCHES OR MORE TO FORM A SOIL-BINDING MULCH AND PREVENT LOSS OR BUNCHING BY WIND. SPACING BETWEEN DISKS SHALL NOT EXCEED 8 INCHES. APPLY HAY MULCH AT THE RATE OF 2 TONS PER ACRE OR 90 LBS. PER 1000 SQ. FT.
  - 6.3. APPLYING WOOD CELLULOSE FIBER MULCH - WOOD CELLULOSE FIBER MULCH MAY BE USED IN LIEU OF HAY MULCH WHEN THE CONTRACTOR ELECTS TO USE A HYDRO SEEDER AND THE METHOD IS APPROVED BY THE ENGINEER. WOOD CELLULOSE FIBER MULCH SHALL BE APPLIED AT THE MINIMUM RATE OF 2500 POUNDS PER ACRE, UNLESS SPECIFIED OTHERWISE.
7. WATERING.
  - 7.1. THE CONTRACTOR SHALL WATER THE SEEDED AREAS AS REQUIRED TO ASSURE AN ACCEPTABLE STAND OF GRASS.
8. PROTECTION AND MAINTENANCE.
  - 8.1. THE GRASSED AREA SHALL BE PROTECTED AGAINST TRAFFIC OR OTHER USE IMMEDIATELY AFTER PLANTING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER CARE OF THE GRASSED AREA UNTIL ALL WORK ON THE ENTIRE CONTRACT HAS BEEN COMPLETED AND ACCEPTED, OR A MINIMUM PERIOD OF 30 DAYS, WHICHEVER IS THE LONGEST DURATION. THE CONTRACTOR WILL BE RELIEVED FROM WATERING GRASSED AREAS ACCEPTED BY THE ENGINEER AND THE OWNER.
  - 8.2. ALL PLANTED AREAS SHALL BE GROWING WHEN ACCEPTED. AREAS NOT SHOWING A STAND OF GRASS OR EVIDENCE OF GROWTH SHALL BE REPLANTED IN ACCORDANCE WITH THESE SPECIFICATIONS. ALL COSTS IN CONNECTION WITH REPLANTING GRASSED AREAS SHALL BE BORNE BY THE CONTRACTOR UNTIL AN ACCEPTABLE STAND OF GRASS IS OBTAINED, WITH NO ADDITIONAL COST TO THE PROJECT.
9. PAYMENT
  - 9.1. ALL SEEDING OPERATIONS THROUGHOUT THE ENTIRE COURSE OF THE PROJECT FOR TEMPORARY AND PERMANENT SEEDING, SOIL PREPARATION, FERTILIZER APPLICATION, MULCHING, WATERING, AND ALL OTHER ASSOCIATED WORK, DESCRIBED ON THE SEEDING SHEETS, SHALL BE PAID FOR AS THE BID ITEM "PROJECT SEEDING, L.S." THIS BID ITEM INCLUDES ALL RE-SEEDING ACTIVITIES AND ANY ASSOCIATED WORK NECESSARY.

**TEMPORARY SEEDING**

**TEMPORARY SEED NOTES**

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

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

**PERMANENT SEEDING (COOL SEASON GRASS)**

1. PERMANENT SEEDING WITH THE FESCUE MIX SHALL BE INSTALLED AT THE COMPLETION OF CONSTRUCTION ACTIVITIES IN COORDINATION WITH PERMANENT EROSION CONTROL BMPs, AS DEFINED IN THE NOTES IN THIS SECTION, WITHIN THE PLANS AND SPECIFICATIONS.
2. FESCUE MIX SHALL BE KANSAS PREMIUM FESCUE BLEND SEED CONTAINING LOCALLY AVAILABLE VARIETIES. SEED AT A RATE OF 8 TO 10 LBS/ 1000 S.F. FOR NEW INSTALLATIONS OR 4 TO 6 LBS/ 1000 S.F. FOR OVERSEEDING/ REPAIR.
3. APPLY 10-20-10 FERTILIZER AT A RATE OF 40 LBS/ ACRE.
4. PERMANENT SEEDING SHALL BE DONE OCTOBER 15- JUNE 1.
5. COOL SEASON GRASS MIX SEED MIXTURE SHALL BE FRESH, CLEAN NEW CROP SEED. LANDSCAPE CONTRACTOR SHALL PROVIDE LANDSCAPE ARCHITECT WITH DEALER'S GUARANTEED STATEMENT OF COMPOSITION OF MIXTURE AND PERCENTAGE OF PURITY AND GERMINATION OF SEED USED.
6. SEEDING PROCESS: REFER TO SEEDING NOTES.

SEED ALL RIGHT OF WAY AND RESERVES WITH PERMANENT SEEDING. ALL OTHER AREAS WILL BE TEMPORARY SEEDING.

File: L:\2024\141-2400521 - Pegasus Addition Design\Drawings\PAVING SHEETS\Seeding Notes.dwg Last Save: 11/22/2024 1:01 PM Last saved by: DRS\standrich  
Last plotted by: Standrich, Darryl R. Plot Style: --- Plot Scale: 1:2,5849 Plot Date: 11/31/2025 9:50 AM Plotter Used: None



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

REV.	DATE	DESCRIPTION	BY



CITY OF WICHITA  
WICHITA, KANSAS

PEGASUS ADDITION PAVING

**SEEDING & TESTING NOTES**

JOB NO.: 2400521  
DATE: FEB. 2025  
DESIGNED BY: .  
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING  
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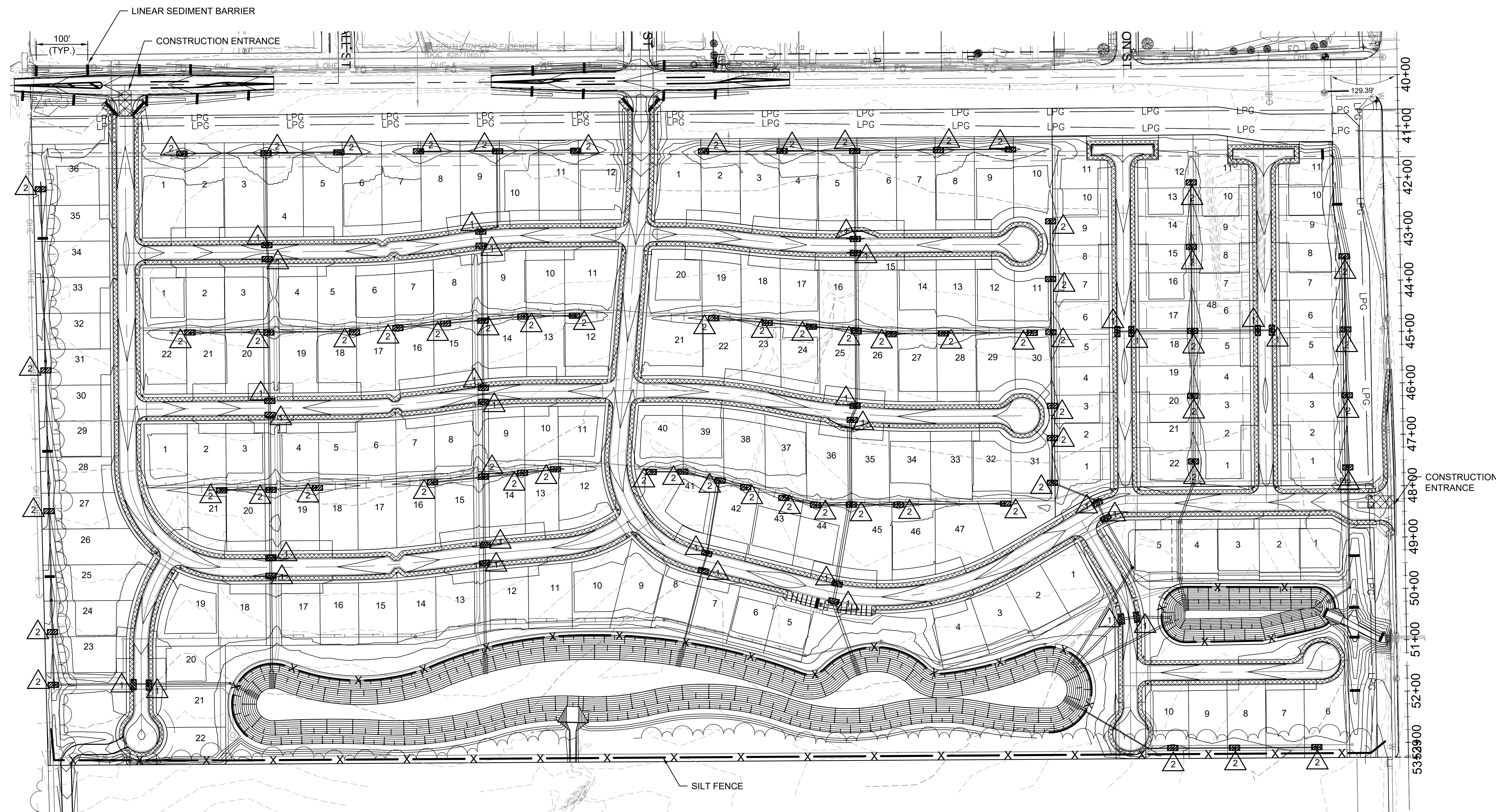
DRAWING NUMBER

SHEET NUMBER **68** OF **76**

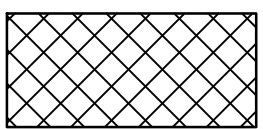







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 Wichita, KS 67209  
 (316) 264-8008



LEGEND

-  MAINTAIN CONSTRUCTION ENTRANCE ( 2 EACH)
-  MAINTAIN SILT FENCE ( 2660 LIN. FT.)
-  MAINTAIN CURB INLET PROTECTION ( 30 EACH)
-  MAINTAIN DROP INLET PROTECTION ( 65 EACH)
-  MAINTAIN LINEAR SEDIMENT BARRIER (DITCH CHECKS) ( 28 EACH)
-  INSTALL EROSION CONTROL MAT (CURLEX) ( 18,083 S.Y.)

File: L:\2024\141-2400521 - Pegasus Addition Design\Drawings\141-2400521-EROSION CONTROL.dwg, Last Save: 1/27/2025 10:57 AM, Last saved by: DRS\slandrich  
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REV.	DATE	DESCRIPTION	BY



CITY OF WICHITA  
 WICHITA, KANSAS

PEGASUS ADDITION PAVING

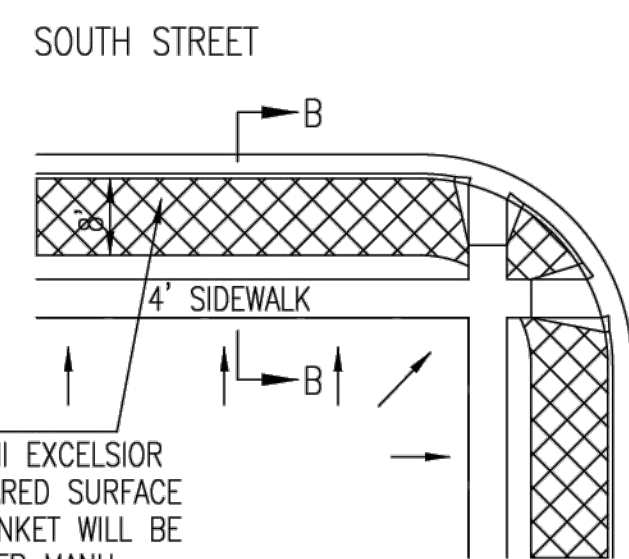
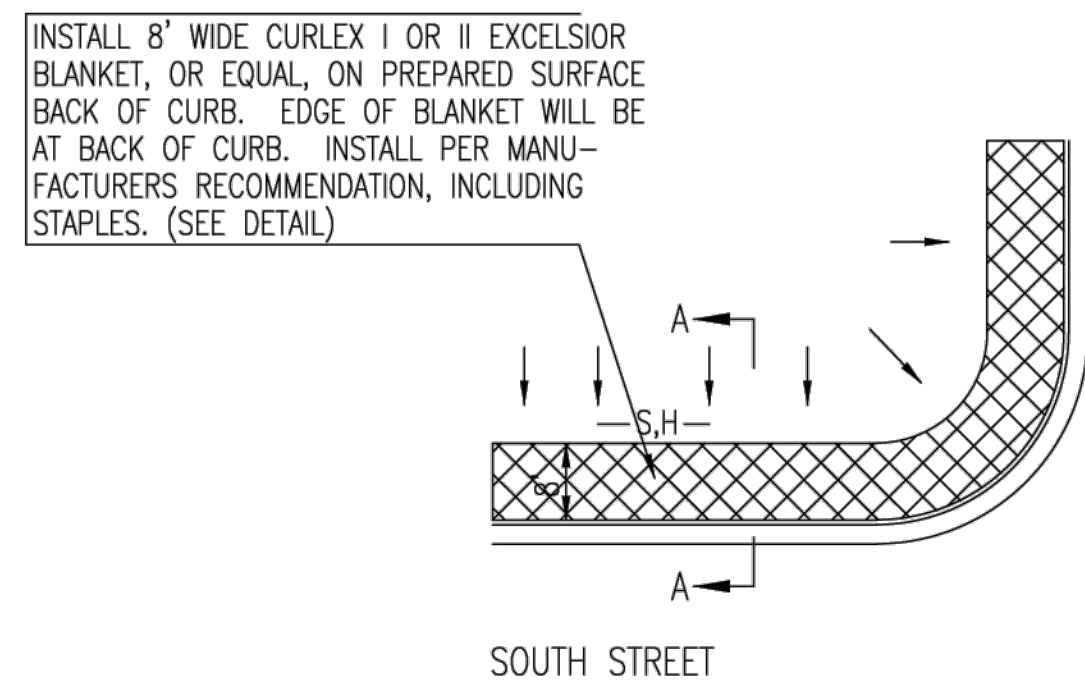
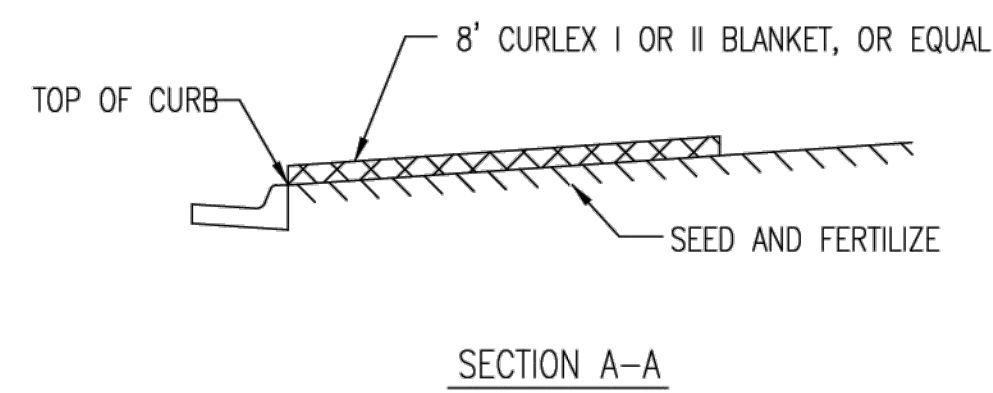
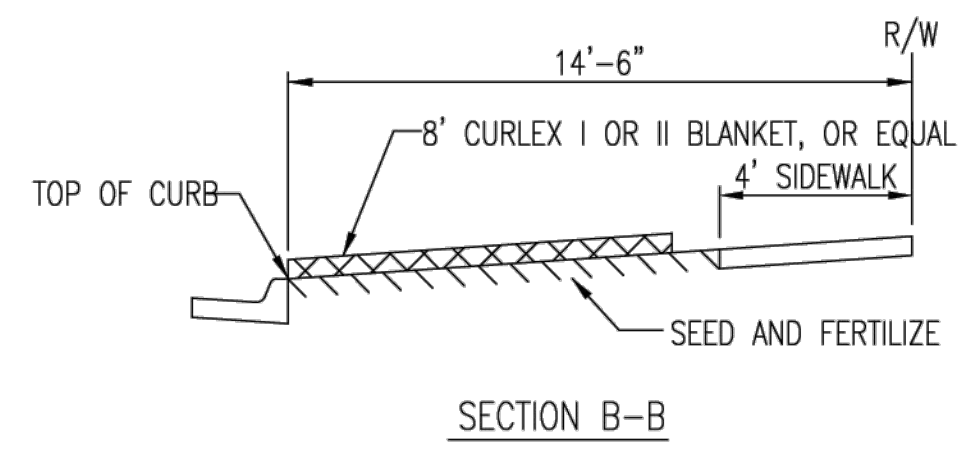
EROSION CONTROL PLAN

JOB NO.: 2400521  
 DATE: FEB. 2025  
 DESIGNED BY: EJG  
 DRAWN BY: DRS

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

DRAWING NUMBER

SHEET NUMBER **69** OF **76**

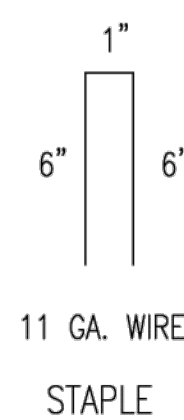
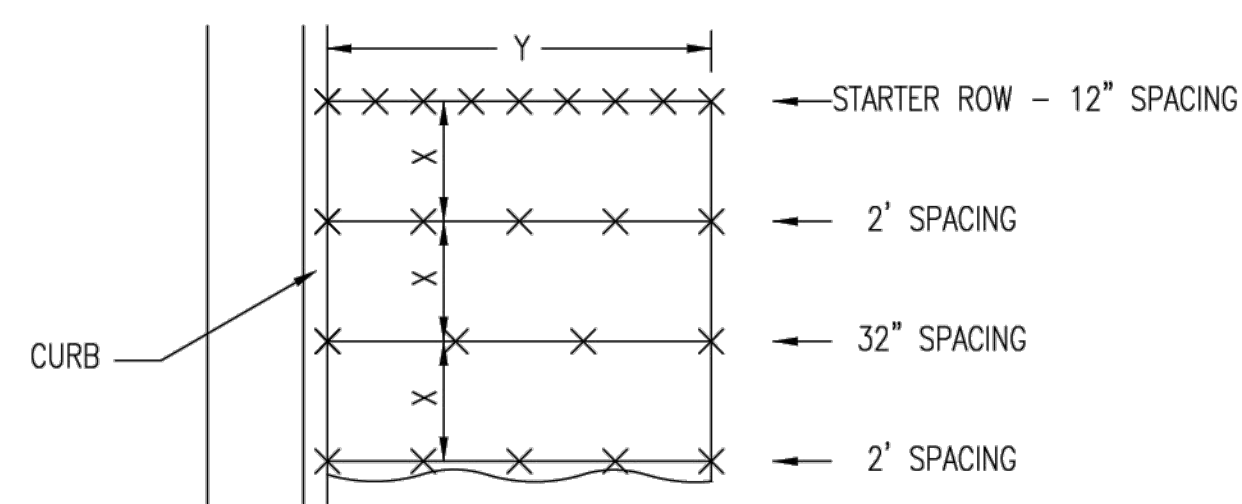


INSTALL 8' WIDE CURLEX I OR II EXCELSIOR BLANKET, OR EQUAL, ON PREPARED SURFACE BACK OF CURB. EDGE OF BLANKET WILL BE AT BACK OF CURB. INSTALL PER MANUFACTURERS RECOMMENDATION, INCLUDING STAPLES. (SEE DETAIL)

**GENERAL NOTES**

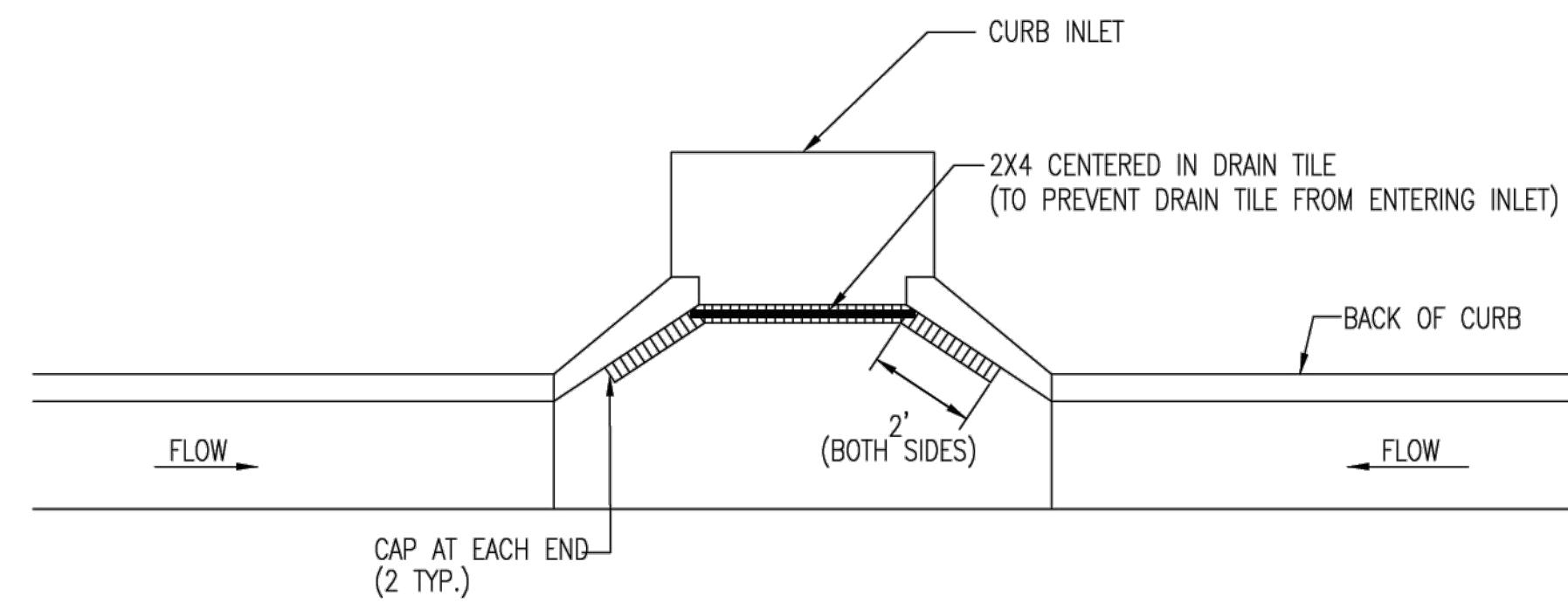
- EXCELSIOR MAT TO BE INSTALLED WHEN SOD IS NOT SPECIFIED ON PROJECT.
- EXCELSIOR BLANKET TO BE INSTALLED OVER SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS.
- AFTER INSTALLATION OF EXCELSIOR BLANKET, AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE CURB AND INTO THE GUTTER,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

**BACK OF CURB PROTECTION DETAIL**



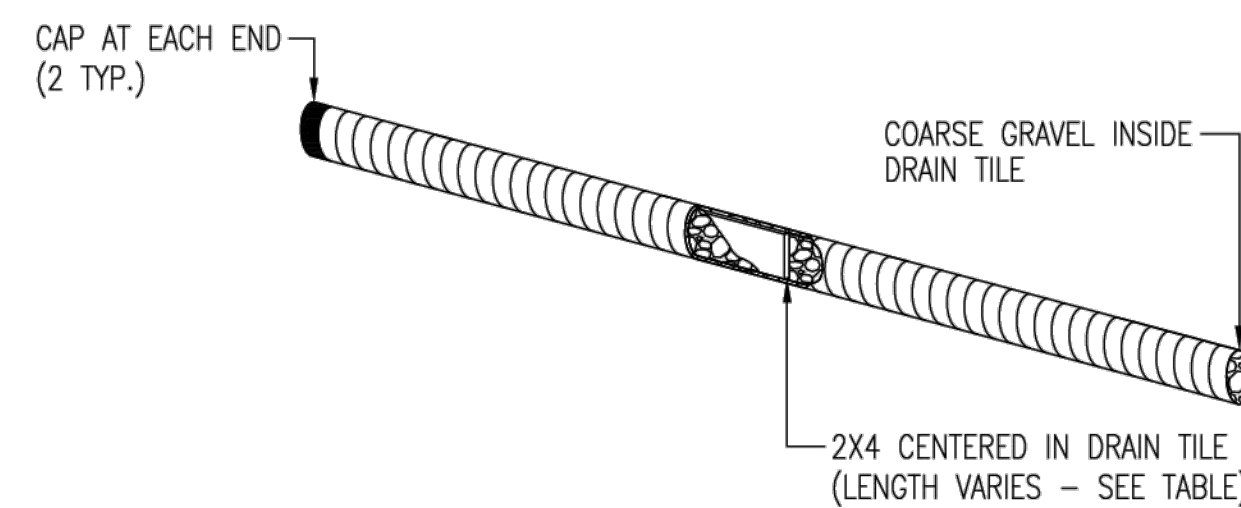
STAPLE PATTERN  
NOTES: USE 6\"/>

**DETAILS FOR APPROVED EROSION CONTROL MAT**

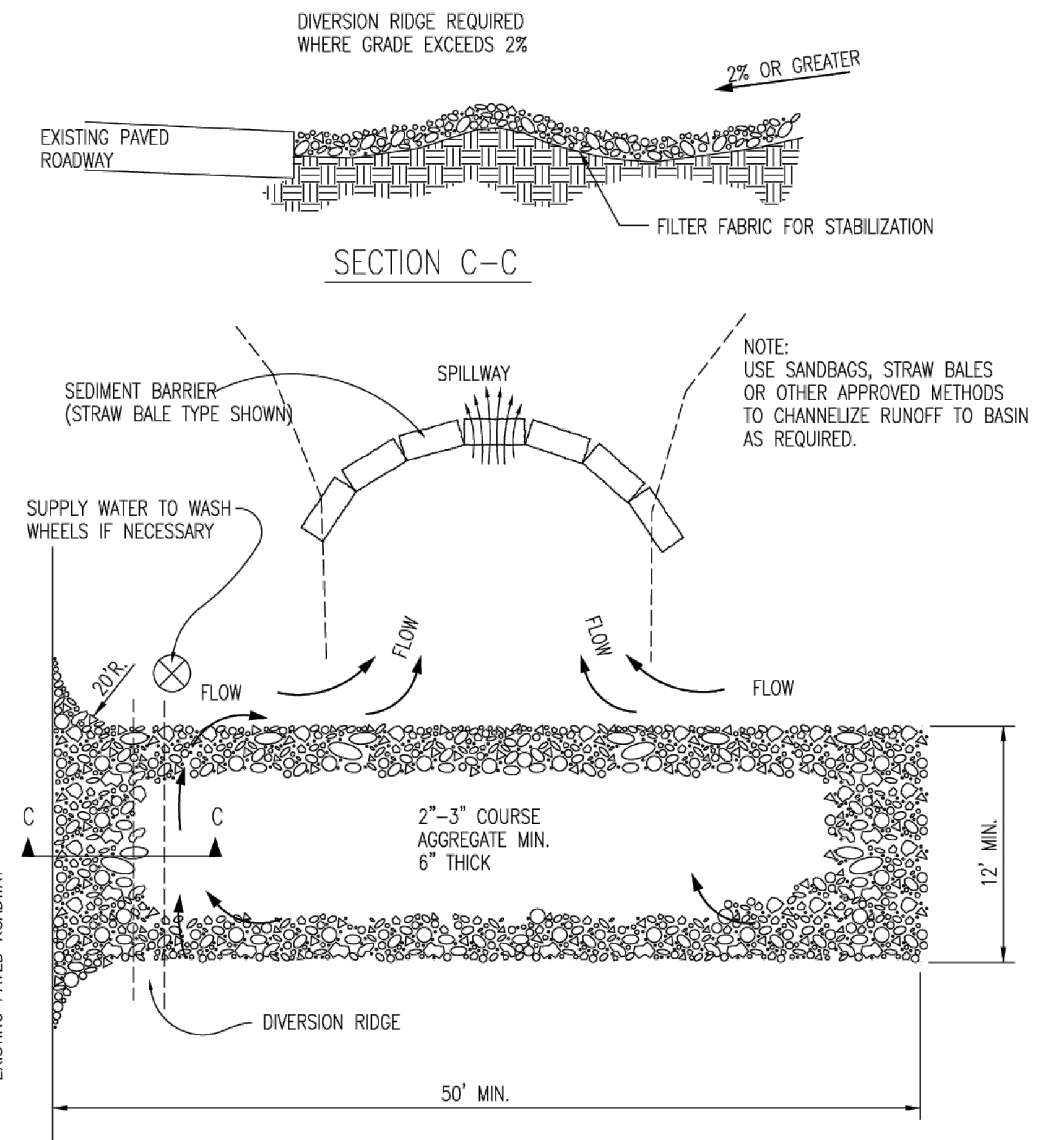


NOTE: PLACE 4\"/>

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\"/>

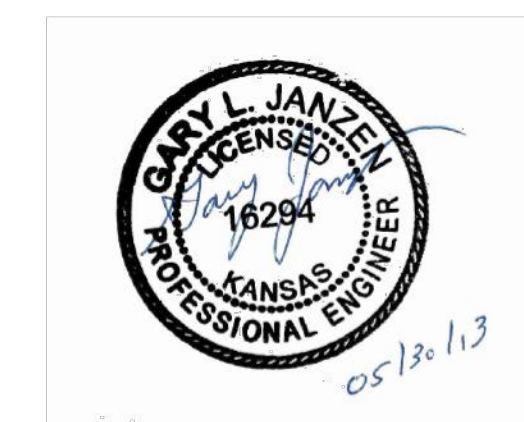


**STABILIZED CONSTRUCTION ENTRANCE**

**GENERAL NOTES**

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

REVISION DATE: MAY 2013

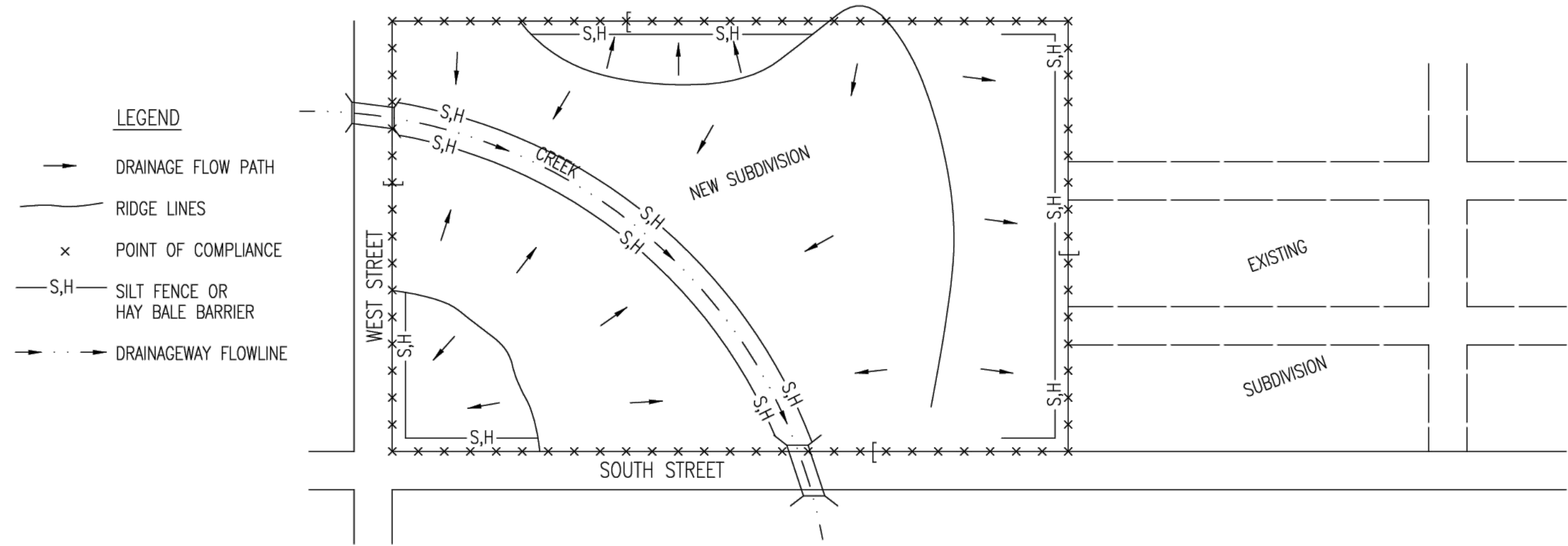


**CITY OF WICHITA**  
PUBLIC WORKS & UTILITIES  
ENGINEERING DIVISION

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

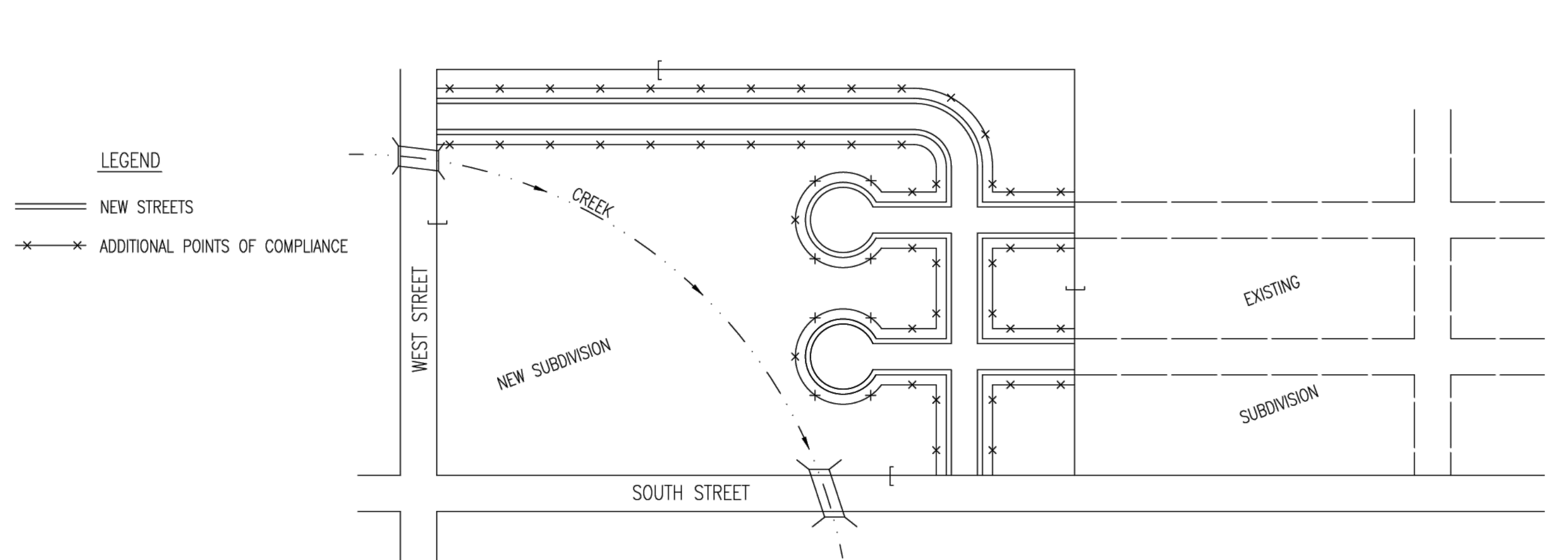
CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET <b>70</b> <b>76</b>

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



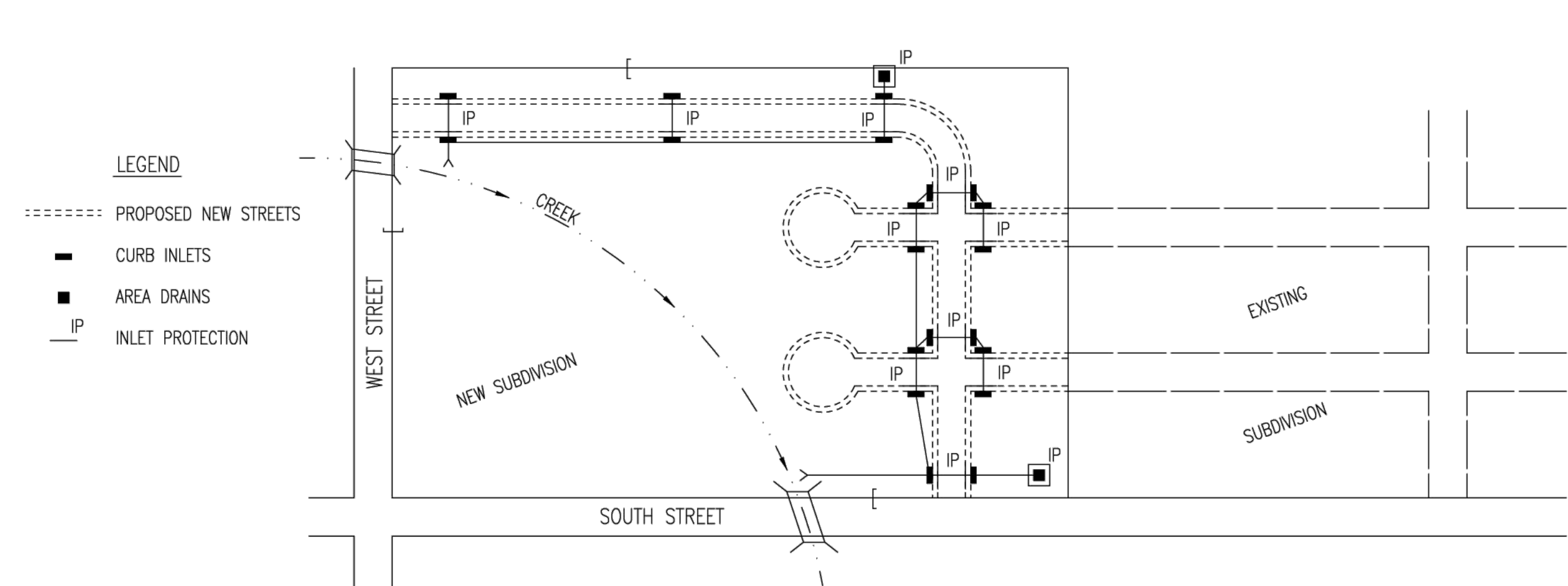
- DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM THE SITE. SHOULD LAKES BE CONSTRUCTED WITHIN THE SUBDIVISION THAT WILL DISCHARGE DURING STORMS, THEY ARE ALSO A POINT OF COMPLIANCE.
-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

PHASE 3 – STREET CONSTRUCTION



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

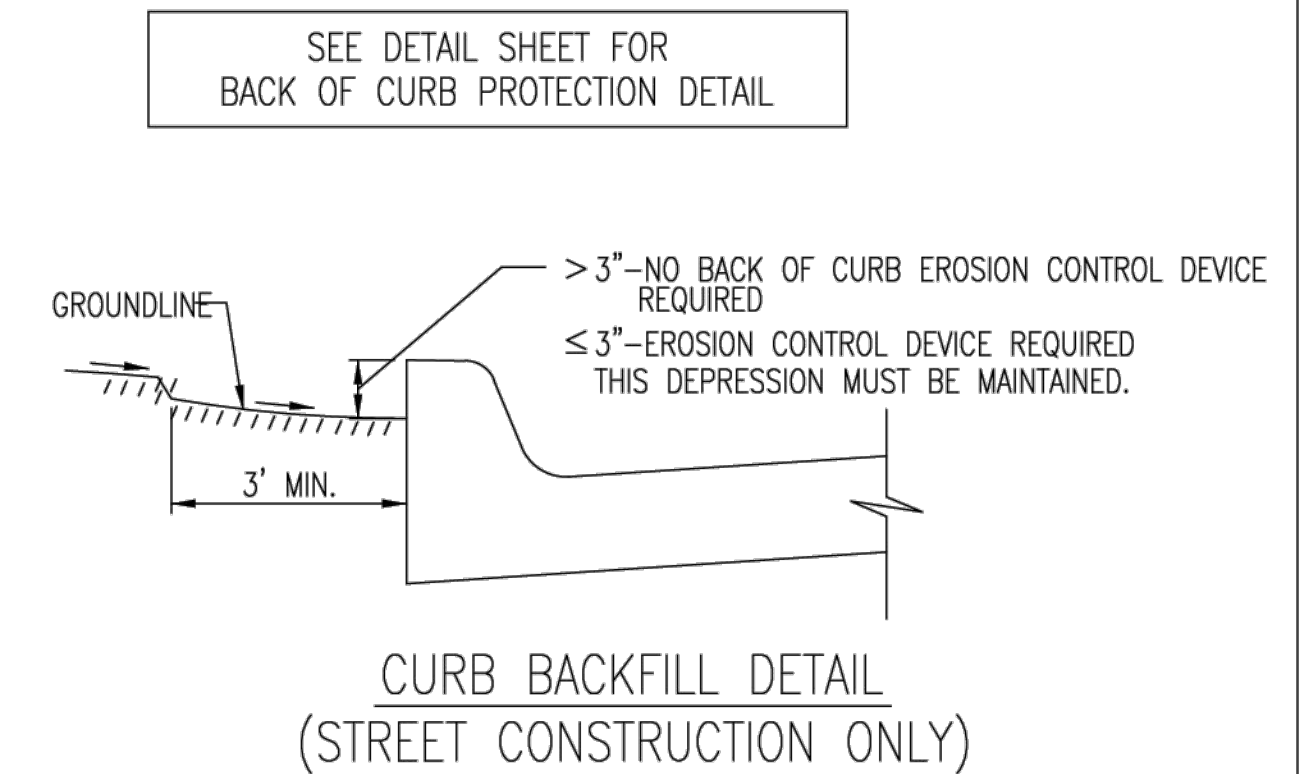
PHASE 2 – INSTALLATION OF STORM SEWER



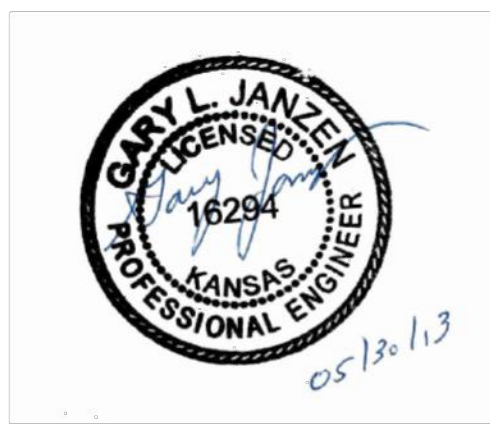
- DURING THIS PHASE OF SUBDIVISION DEVELOPMENT, ALL EROSION CONTROL DEVICES REQUIRED IN PHASE 1 SHALL REMAIN IN PLACE AND BE MAINTAINED.
- AS NEW STORM SEWERS, WITH INLETS, ARE INSTALLED, THE STORM SEWERS MUST NOW BE PROTECTED SO ALL NEW INLETS BECOME POINTS OF COMPLIANCE.
- AREA DRAINS – AS SOON AS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

GENERAL NOTES

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



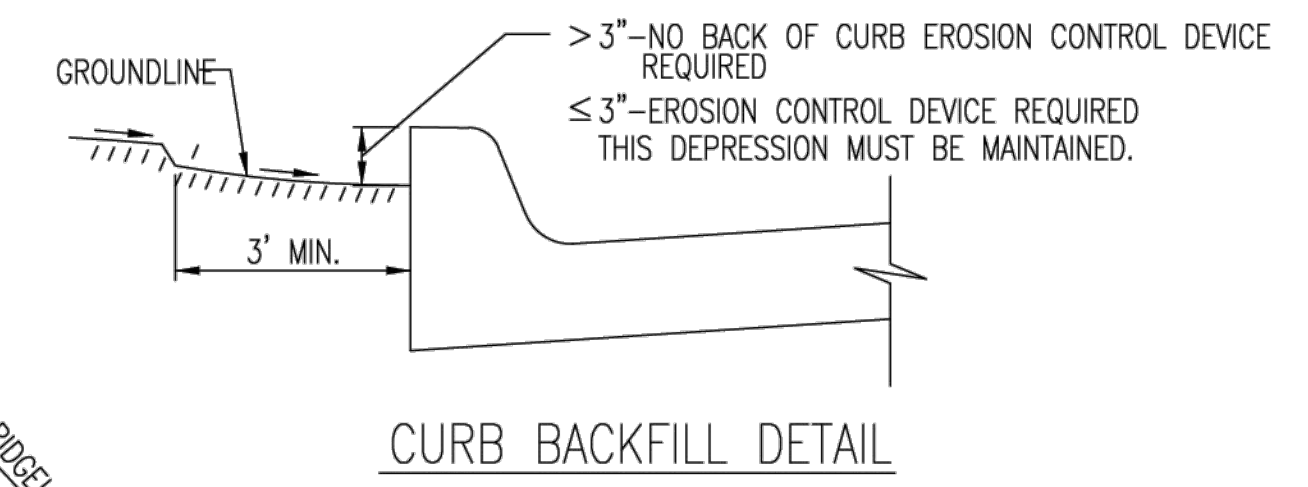
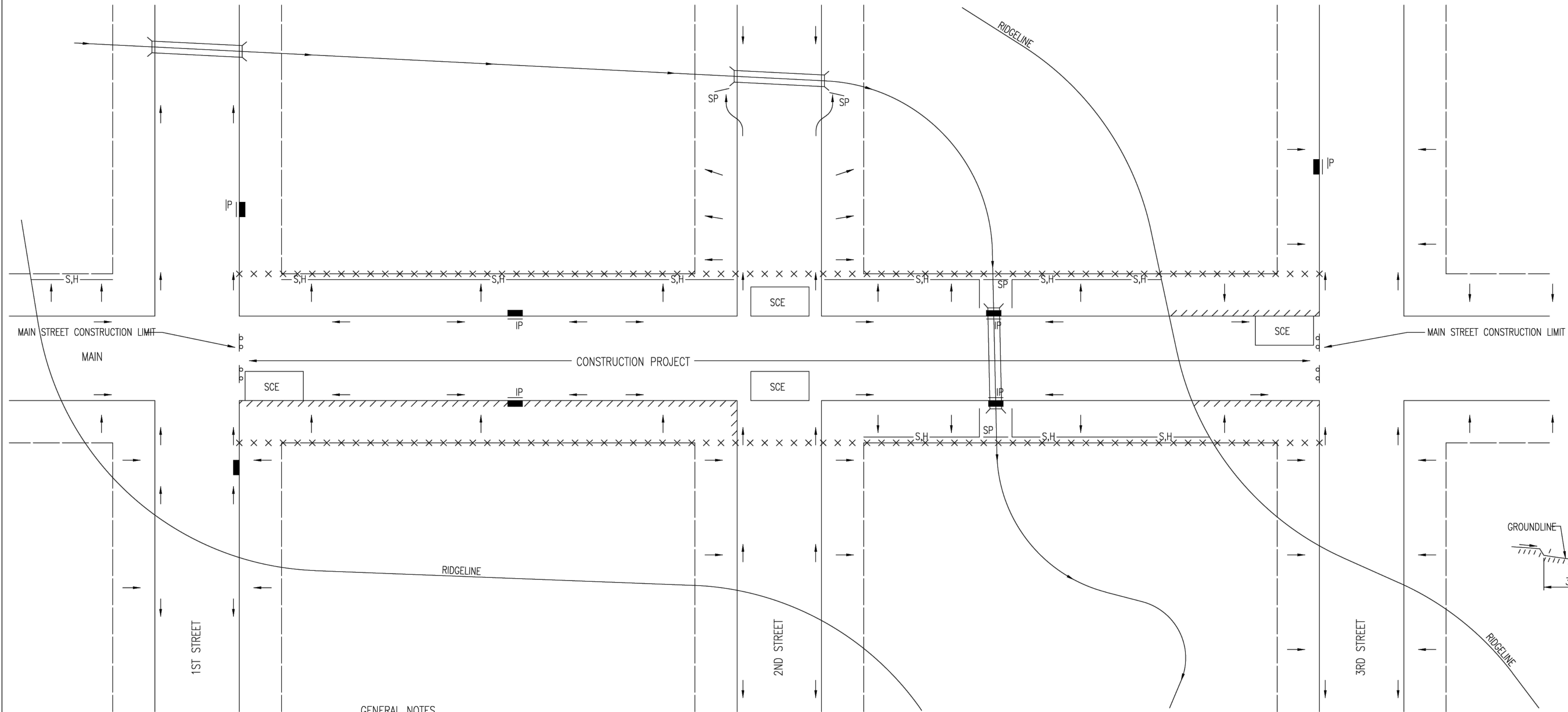
THIS IS A TEMPORARY MEASURE ONLY, WHEN APPROVED BY THE PROJECT ENGINEER. THE DIRT GRADE BEHIND THE CURB SHALL BE BROUGHT TO THE TOP OF CURB, WITH TEMPORARY EROSION CONTROL MAT OR PERMANENT VEGETATION PLACED, PRIOR TO THE COMPLETION OF ALL PROJECTS.



SUBDIVISION DEVELOPMENT PROCESS		
CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER	OCA NUMBER	DATE
		08/2012
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET <b>71</b> 76

GENERAL NOTES

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



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

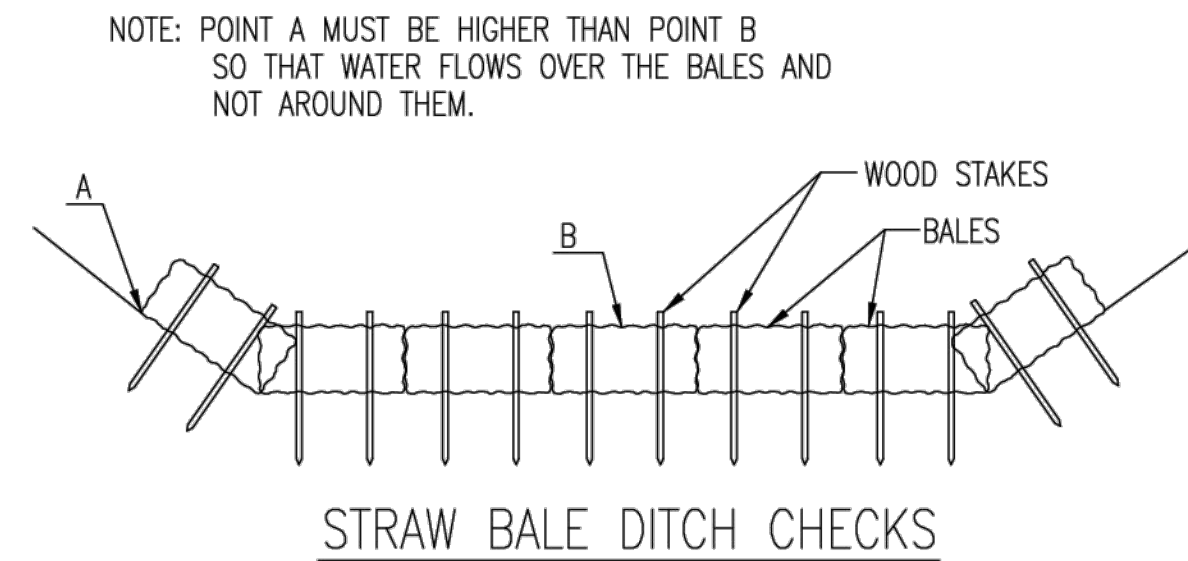
- R-O-W LIMITS
- DRAINAGE FLOW PATH
- × × × × × R/W LIMIT WITHIN CONSTRUCTION LIMIT
- STORM WATER INLETS
- IP INLET PROTECTION
- S,H— SILT FENCE OR HAY BALE BARRIER
- SP STREAM PROTECTION
- SCE STABILIZED CONSTRUCTION ENTRANCE
- ////// BACK OF CURB PROTECTION

GENERAL NOTES

- 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.
- THE POINT OF COMPLIANCE IS GENERALLY THE RIGHT-OF-WAY LINES WITHIN THE LIMITS OF CONSTRUCTION.
- EROSION CONTROL DEVICES WILL BE REQUIRED AT ALL POINTS ALONG THE PROJECT WHERE DISTURBED EARTH CAN DRAIN ONTO PRIVATE PROPERTY.
- INLET PROTECTION DEVICES WILL BE REQUIRED WHEREVER WATER CAN DRAIN OFF THE PROJECT SITE INTO AN INLET, INCLUDING ANY SIDE STREET INLETS.
- EROSION CONTROL DEVICES SHALL BE INSTALLED AT CREEK CROSSINGS SO AS TO PREVENT SEDIMENT FROM ENTERING THEREIN.
- 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.
- ANY MUD TRACKED ONTO STREETS MUST BE REMOVED AT THE END OF EACH WORK DAY.
- THE CONTRACTOR WILL BE REQUIRED TO PLACE EROSION CONTROL DEVICES BACK OF CURB, WHENEVER WATER CAN DRAIN OVER CURB, TO KEEP ERODED SOIL OUT OF THE GUTTERLINES, IN ACCORDANCE WITH THE FOLLOWING:
  - 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)
  - 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.
  - ADDITIONALLY, OTHER EROSION CONTROL DEVICES (HAY BALES, SILT FENCE, ETC.) WILL BE INSTALLED AT LOCATIONS OF CONCENTRATED FLOW RESULTING IN SEDIMENT OVERRUNNING THE MAT.
  - 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)



REVISION: JUNE 2015		
<b>STREET IMPROVEMENT PROJECTS</b>		
CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET <b>72</b> 76



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".

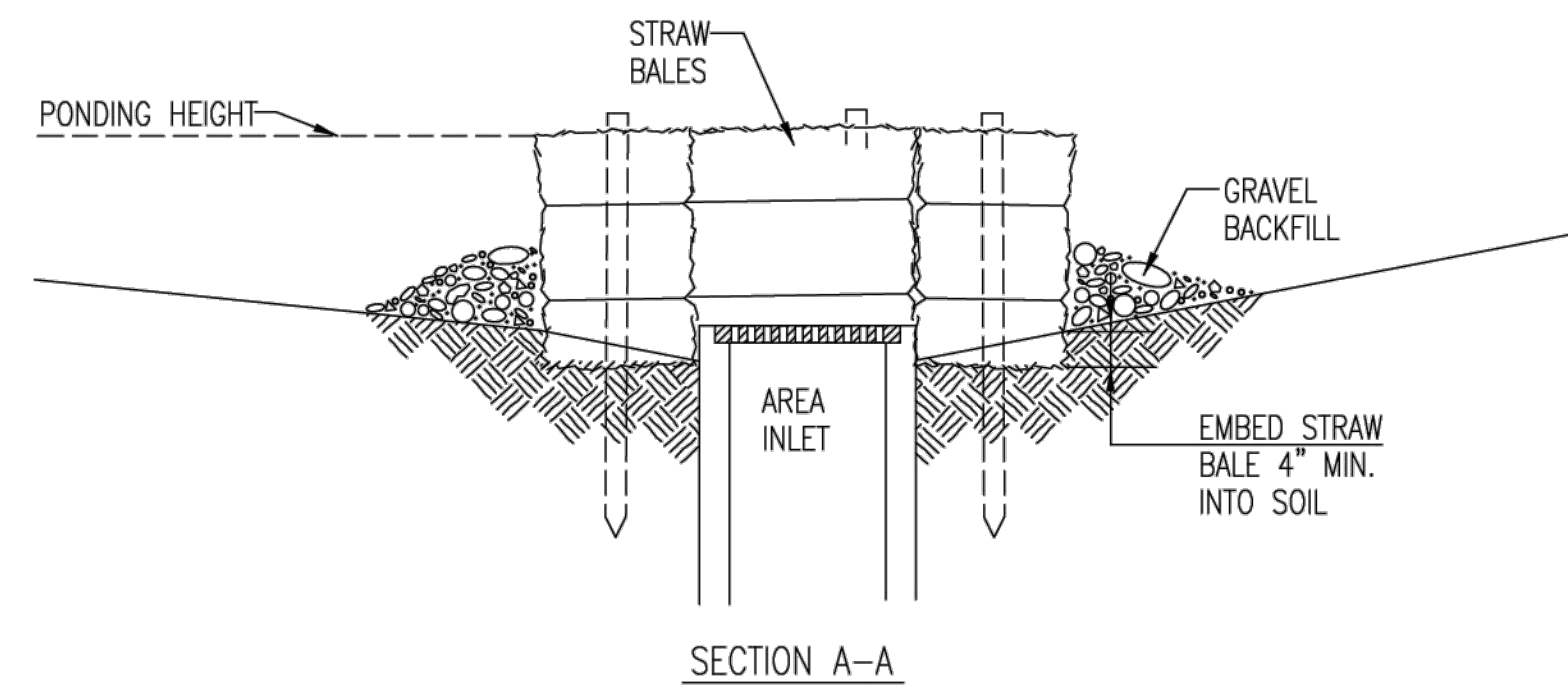
**LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:**

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.

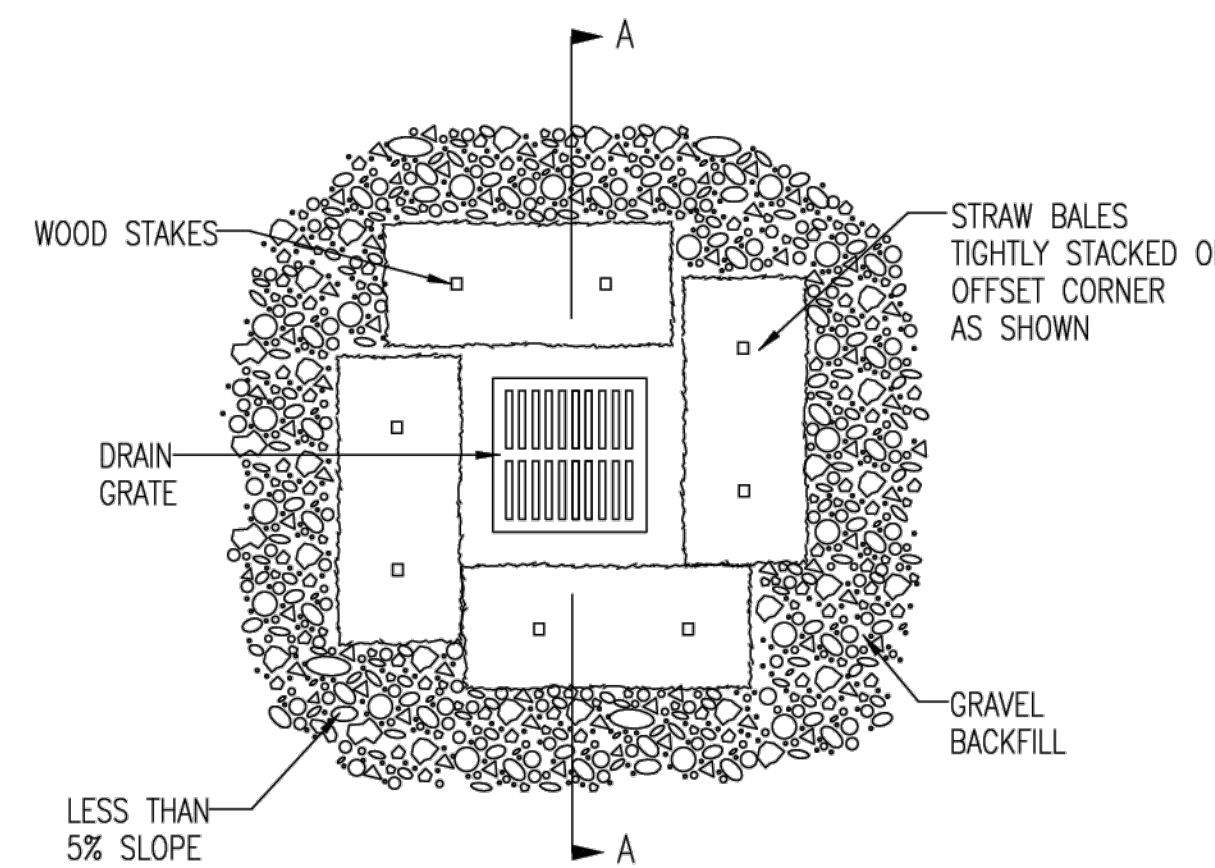
**INSPECTION AND MAINTENANCE:**

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.

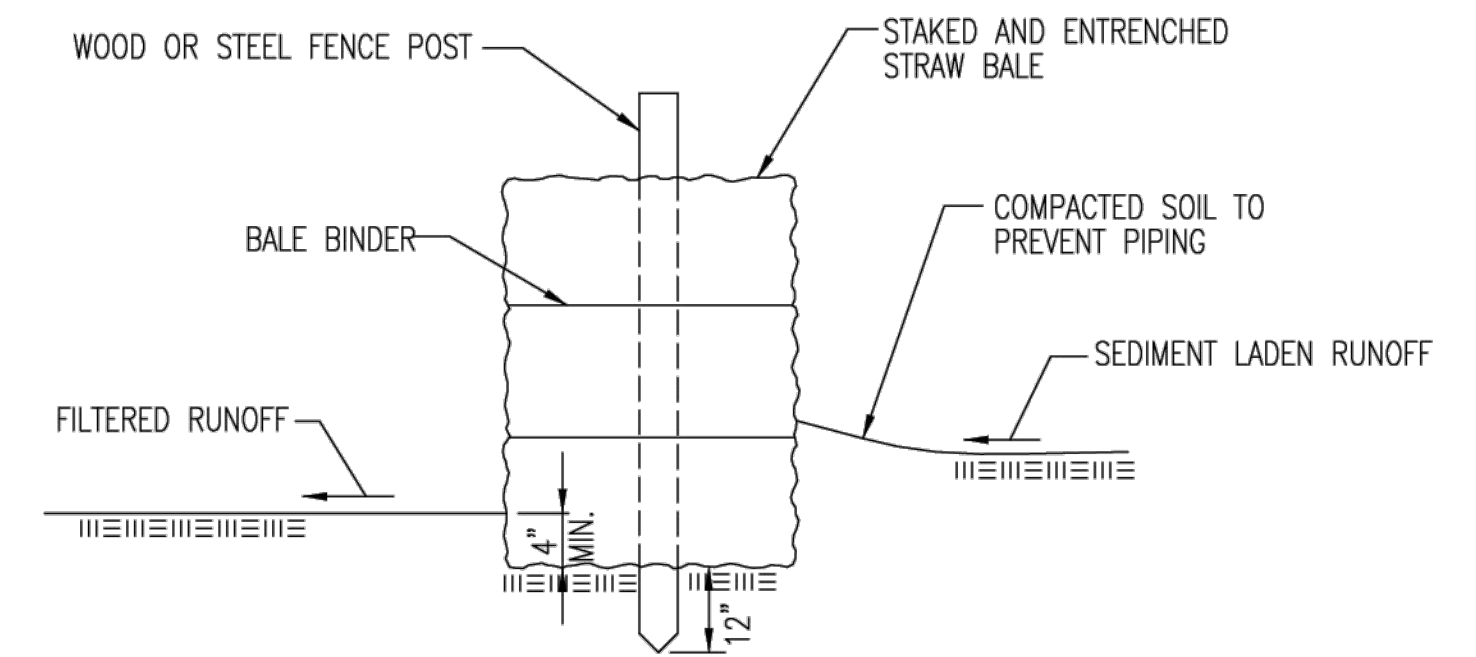
**LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:**

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.

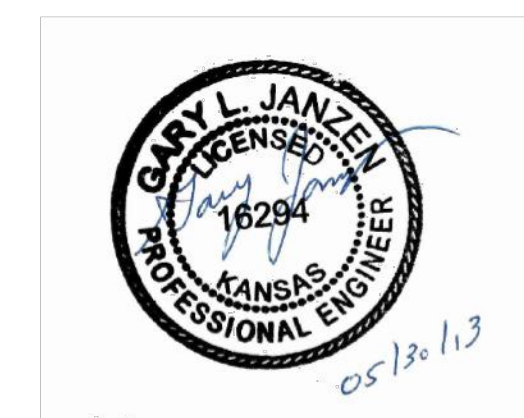
**LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:**

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.

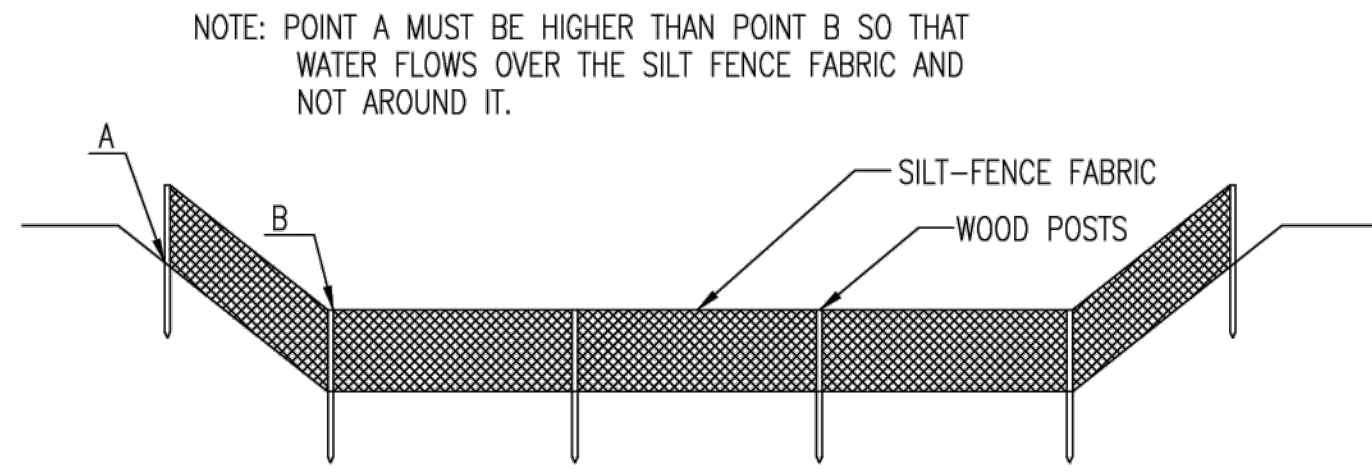
**INSPECTION AND MAINTENANCE:**

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?



STRAW BALE DITCH CHECK AND BARRIER DETAILS		
CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER	OCA NUMBER	DATE 11/2010
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET <b>73</b> 76



ELEVATION  
**SILT FENCE DITCH CHECKS**  
(STREAM PROTECTION)

**MATERIAL SPECIFICATION:**

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

**PLACEMENT:**

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

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

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

**PROPER INSTALLATION METHOD:**

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

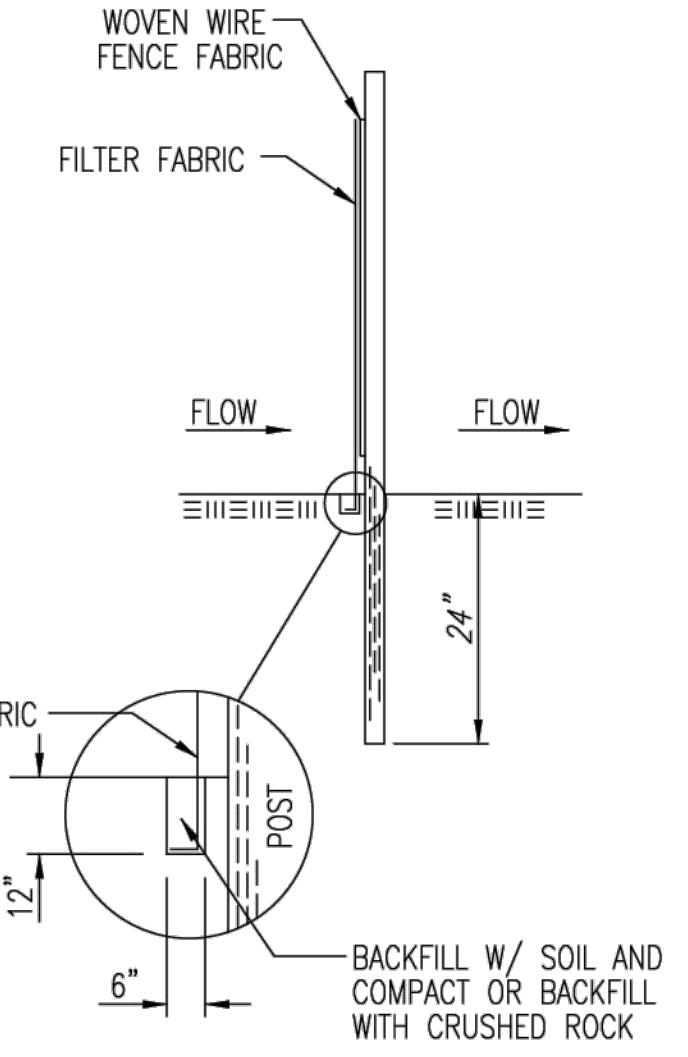
**LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:**

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

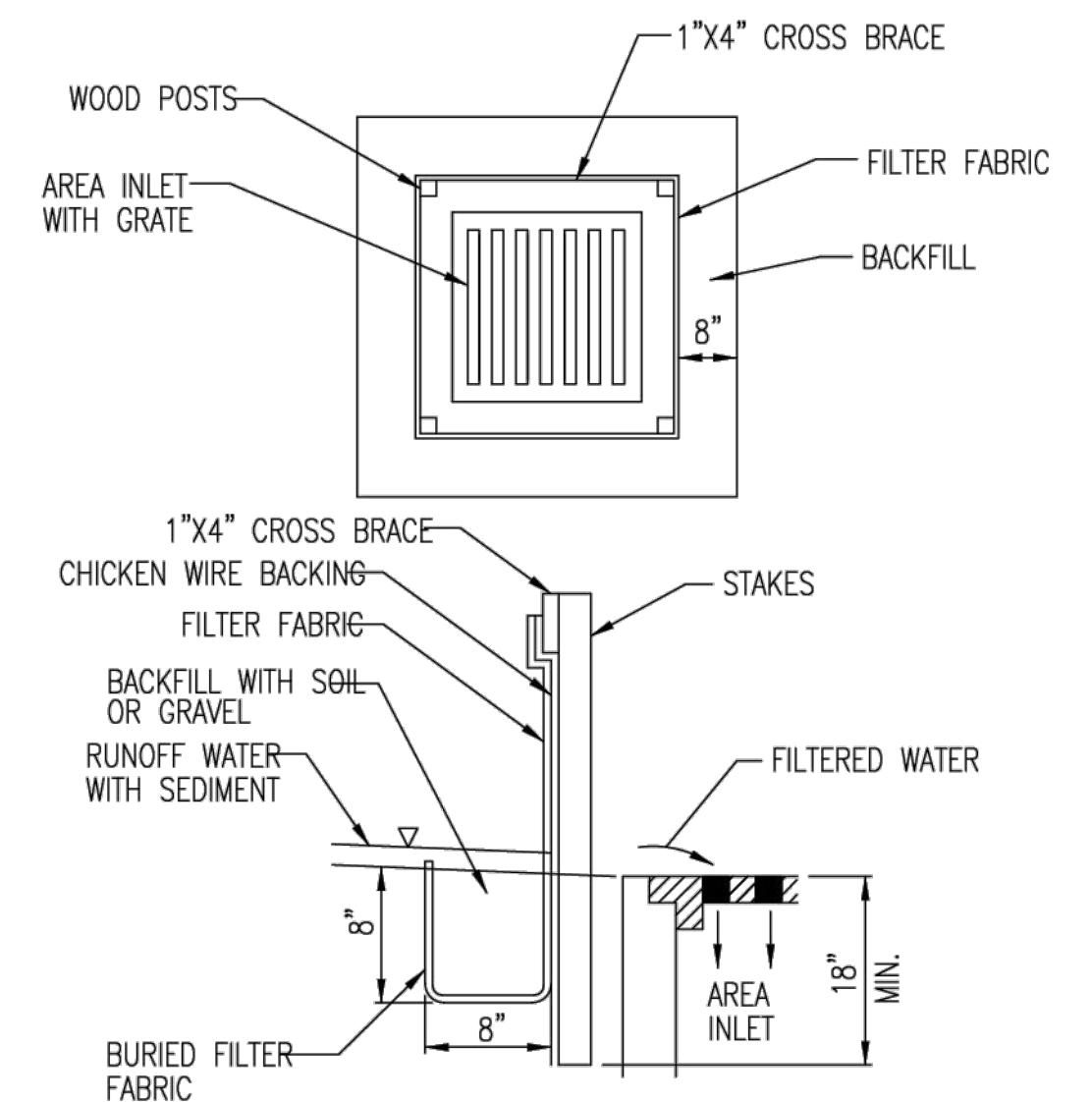
**INSPECTION AND MAINTENANCE:**

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

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



**ANCHOR TRENCH DETAIL**



**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.

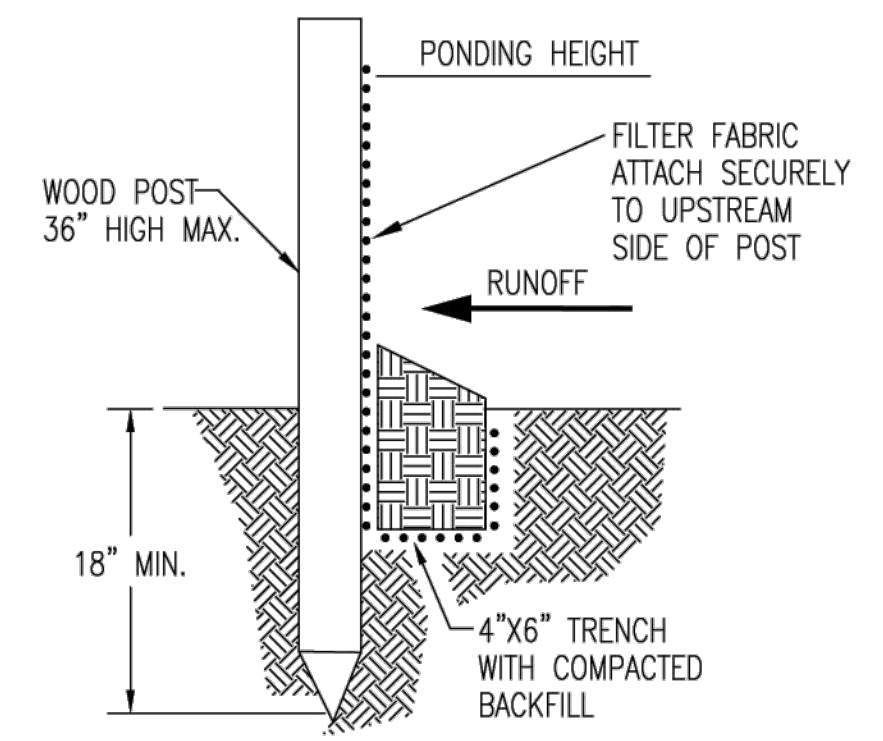
**LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:**

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 RESTRICTED BY THE POSTS, BUT ONLY BY THE STAPLES (WIRE, ZIP TIES, NAILS, ETC.). THE SILT FENCE WILL RIP AND FAIL. DO NOT INSTALL SILT FENCE BARRIER FOR AREA INLETS WITHOUT FRAMING THE TOP OF THE POSTS. THE CORNER POSTS AROUND AREA INLETS ARE STRESSED IN TWO DIRECTIONS WHEREAS A NORMAL SILT FENCE IS ONLY STRESSED IN ONE DIRECTION. THIS ADDED STRESS REQUIRES MORE SUPPORT.

**INSPECTION AND MAINTENANCE:**

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

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



**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?

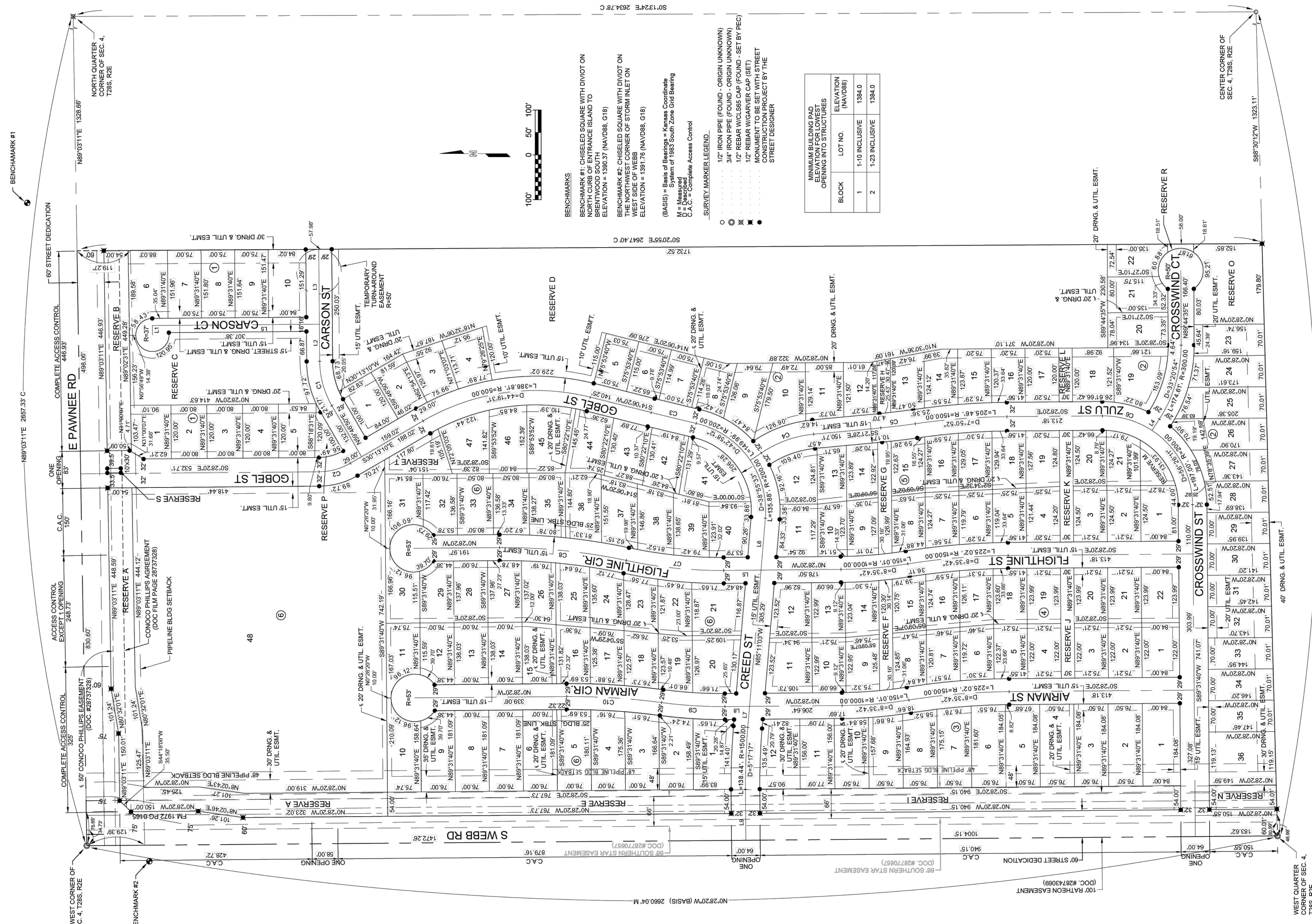


<b>SILT FENCE DITCH CHECK AND BARRIER DETAILS</b>		
CITY ENGINEER <b>GARY JANZEN, P.E.</b>		
PROJECT NUMBER	OCA NUMBER	DATE 11/2010
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET <b>74</b> 76

# Final Plat

## PEGASUS ADDITION

Wichita, Sedgwick County, Kansas



**BENCHMARKS**  
 BENCHMARK #1: CHISELED SQUARE WITH DIVOT ON NORTH CORNER OF CHURCH ISLAND TO BRENTWOOD SOUTH. ELEVATION = 1390.37 (NAVD88, G18)  
 BENCHMARK #2: CHISELED SQUARE WITH DIVOT ON THE NORTHWEST CORNER OF STORM INLET ON WEST SIDE OF WEBB. ELEVATION = 1391.76 (NAVD88, G18)

(BASIS) = Basis of Bearings = Kansas Coordinate System of 1983 South Zone Grid Bearing  
 M = Measured  
 C.A.C. = Complete Access Control

**SURVEY/MARKER LEGEND:**  
 ○ 1/2" IRON PIPE (FOUND - ORIGIN UNKNOWN)  
 ⊙ 3/4" IRON PIPE (FOUND - ORIGIN UNKNOWN)  
 ⊗ 1/2" REBAR W/CL565 CAP (FOUND - SET BY PEC)  
 ⊕ 1/2" REBAR W/GARVER CAP (SET)  
 ● MONUMENT TO BE SET WITH STREET CONSTRUCTION PROJECT BY THE STREET DESIGNER

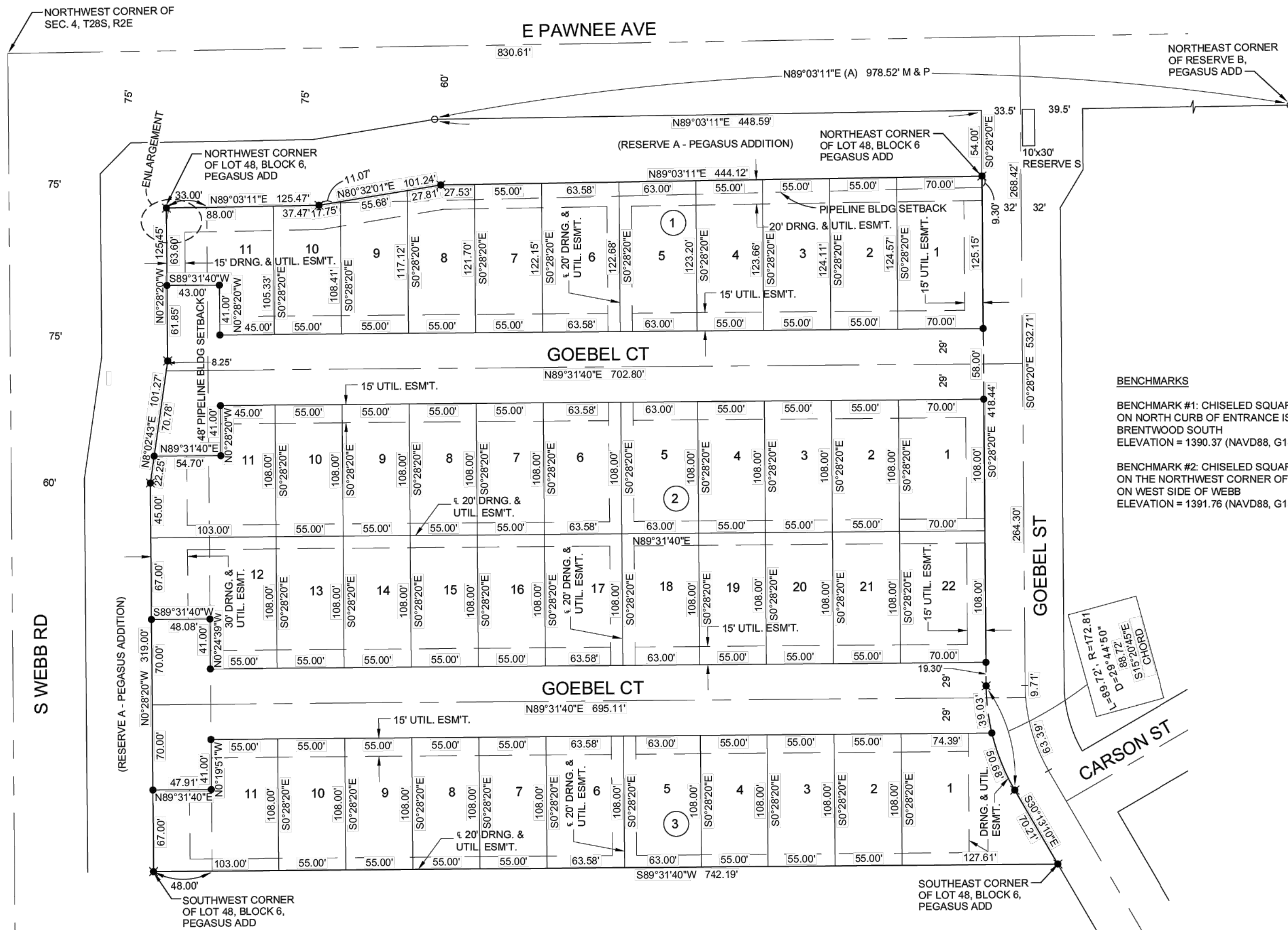
BLOCK	LOT NO.	ELEVATION (NAVD88)
1	1-10 INCLUSIVE	1384.0
2	1-23 INCLUSIVE	1384.0

FOR INFORMATION ONLY

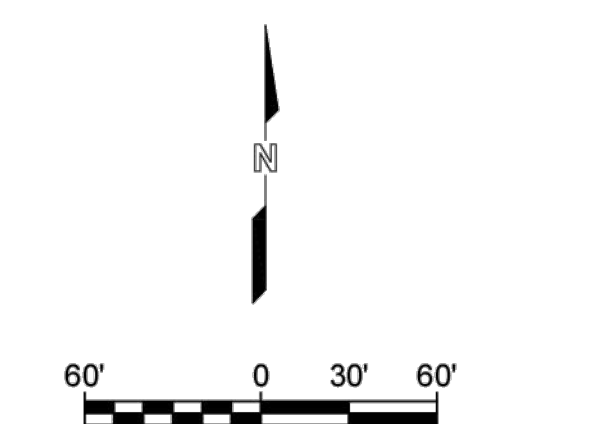
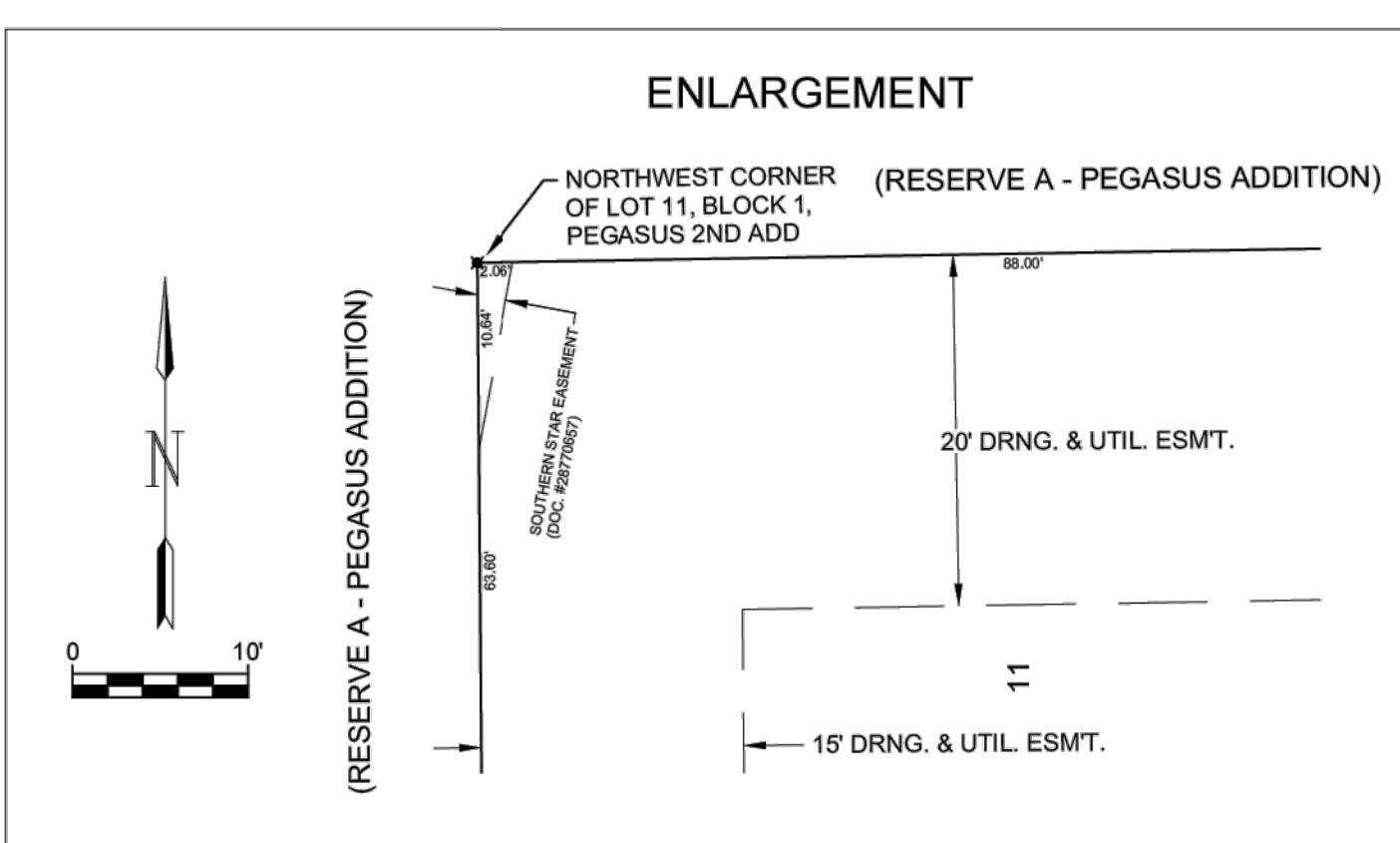
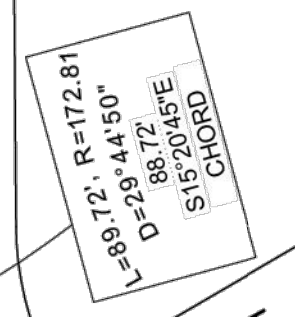


# PEGASUS 2ND ADDITION

A Replat of Part of Pegasus Addition  
Wichita, Sedgwick County, Kansas



**BENCHMARKS**  
 BENCHMARK #1: CHISELED SQUARE WITH DIVOT ON NORTH CURB OF ENTRANCE ISLAND TO BRENTWOOD SOUTH ELEVATION = 1390.37 (NAVD88, G18)  
 BENCHMARK #2: CHISELED SQUARE WITH DIVOT ON THE NORTHWEST CORNER OF STORM INLET ON WEST SIDE OF WEBB ELEVATION = 1391.76 (NAVD88, G18)



(BASIS) = Basis of Bearings = Kansas Coordinate System of 1983 South Zone Grid Bearing  
 P = Platted  
 M = Measured  
**SURVEY MARKER LEGEND**  
 ○ 1/2" REBAR W/GARVER CAP (FOUND, SET 2024)  
 ● 1/2" REBAR W/GARVER CAP (SET)  
 ● MONUMENT TO BE SET WITH STREET CONSTRUCTION PROJECT BY THE STREET DESIGNER

State of Kansas)  
 SS  
 Sedgwick County)

We, Garver, LLC, Land Surveyors in aforesaid county and state, do hereby certify that, under the supervision of the undersigned, we have surveyed and platted "PEGASUS 2ND ADDITION", Wichita, Sedgwick County, Kansas, and that the accompanying plat is a true and correct exhibit of the property surveyed, described as follows:

Lot 48, Block 6, Pegasus Addition, an addition to Wichita, Sedgwick County, Kansas.

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

Garver, LLC  
 Land Surveyor  
 William K. Clevenger, PS #1437

Know all men by these presents that we, the undersigned, have caused the land described in the surveyor's certificate to be platted into Lots, Blocks and Streets, to be known as "PEGASUS 2ND ADDITION", Wichita, Sedgwick County, Kansas. The utility easements are hereby granted to the public as indicated for the construction and maintenance of all public utilities. No private drainage systems shall be located within public drainage easements unless a Residential Drainage Relief Permit is obtained from the City of Wichita Public Works & Utilities Department. No signs, light poles, private drainage systems, berms, walls, masonry trash enclosures or other structures shall be located within public utility easements unless permitted by the City of Wichita Department of Engineering and that they do not inhibit the conveyance of surface drainage. The drainage and utility easements are hereby granted to the public as indicated for drainage purposes and for the construction and maintenance of public utilities. A master drainage plan has been developed for this plat. All drainage easements, rights of way and reserves shall remain at established grades (unless modified with the approval of the City Engineer) and shall be unobstructed to allow for the conveyance of stormwater in accordance with the Stormwater Manual. The maintenance of all drainageways and drainage facilities in backyard easements and reserves shall be the responsibility of the property owner, and shall be enforced by the Homeowners' Association and be provided for in the Homeowners' Association covenants. The property owner shall provide a copy of the Individual Lot Grading Plan and the Individual Lot Grading Plan Certificate pertaining to such owner's lot to any person installing a lawn, landscaping, fencing, or other improvements or structures and require them to maintain the grade levels shown on the Individual Lot Grading Plan Certificate.

WebbPawn Development, LLC  
 Manager  
 Bryan Lagaly

State of Kansas)  
 SS  
 Sedgwick County)

The foregoing instrument acknowledged before me, this \_\_\_ day of \_\_\_\_\_, 2024, by Bryan Lagaly, Manager, on behalf of WebbPawn Development, LLC.

Notary Public

My appointment expires \_\_\_\_\_.

We the undersigned, holders of a mortgage on a portion of the above described property, do hereby consent to this plat of "PEGASUS 2ND ADDITION", Wichita, Sedgwick County, Kansas.

Big Bang Real Estate LLC,  
 a Kansas limited liability company  
 Manager  
 Joe Hemmelgarn

**NOTES:**

1. Unless otherwise noted, all Front Building Setbacks will be 20 feet and all Interior side yard setbacks will be 5 feet.
2. Unless otherwise noted, all front easements shall be 15' Utility Easements.

State of Kansas)  
 SS  
 Sedgwick County)

The foregoing instrument acknowledged before me this \_\_\_ day of \_\_\_\_\_, 2024, by Joe Hemmelgarn, Manager, on behalf of Big Bang Real Estate LLC, a Kansas limited liability company.

Notary Public

My appointment expires \_\_\_\_\_.

This plat of "PEGASUS 2ND ADDITION", Wichita, Sedgwick County, Kansas, has been submitted to and approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Kansas.

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

Chair  
 Robert Dool  
 Secretary  
 Scott A. Wadle

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

At the Direction of the City Council  
 Mayor  
 Lily Wu  
 City Clerk  
 Jamie Buster

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

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

Entered on transfer record this \_\_\_ day of \_\_\_\_\_, 2024.

County Clerk  
 Kelly B. Arnold

State of Kansas)  
 SS  
 Sedgwick County)

This is to certify that this plat has been filed for record in the office of the Register of Deeds, this \_\_\_ day of \_\_\_\_\_, 2024, at \_\_\_ o'clock \_\_\_ M, and is duly recorded.

Register of Deeds  
 Tonya Buckingham  
 Deputy  
 Kenly Zehring

FOR INFORMATION ONLY

Sheet 76 of 76

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

DWG FILE: T41-2400521 PLATTING BASE  
 PROJECT NO. T412400521  
 JULY 29, 2024