STREET IMPROVEMENTS FOR

JULIA STREET

FROM THE NORTH LINE OF KELLOGG DRIVE TO THE NORTH LINE OF TAFT AVENUE

GENERAL NOTES

1. Utility, st. / .s lines, poles, valve boxes, meters, and cleaners 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.

2. 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 that, in the opinion of the Engineer, will leave an unsightly appearance will not be approved.

3. The City of Wichita's Sewer Maintenance Division of the Department of Water and Water Pollution Control has televised sewers within the limits of the project and has found no defects requiring repair. The Division shall be notified and afforded the opportunity to re-televise sewer lines after subgrade work has been completed and prior to pavement construction to determine if such sewer lines have been damaged by the Contractor's operations. Damaged sewer lines will be repaired by the Contractor, as directed by the Engineer, at the Contractor's expense. Television logs are available for inspection by the Contractor during normal office hours at the Sewer Maintenance Division's office at City Hall.

4. No more than 2 drives 24 feet in width, or equivalent combinations thereof, are to constructed with this project.

5. Mailboxes within the limits of the project shall be removed and replaced by the Contractor as approved by the Engineer. Contractor will be required to make satisfactory provisions for mail delivery to properties affected by this project during its construction.

6. Limits of earthwork shall match existing ground elevations at the right-of-way line unless otherwise noted on the plans with a new finished grade elevation. When a new finished grade elevation is shown, the earthwork shall extend one foot beyond the right-of-way line and then sloped up or down using permissible slopes to match the existing ground surface.

7. Contractor shall give property owners abutting this project, whose yards will be lower then the new finished grade elevations at the right-of-way line, an opportunity to utilize excess excavated material from the project to regrade their yards to drain to the new pavement. Contractor will be required to dump and spread the excess material as required by the specification when requested by the property owner. The Contractor shall ascertain that a dirt order form has been properly executed by the property owner before any such excess material is delivered to such properties.

8. 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.

9. Driveway widths and locations shown on the plan are tentative. Contractor will be required to obtain properly executed driveway request form signed by property owner or his authorized representative verifying such driveway widths and locations. Such forms shall be submitted to the Engineer for his review and approval.

10. The Contractor shall adjust Water Valve Boxes and Fire Hydrants as directed by the Engineer at the price bid for said adjustments. The Water Department 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, water valve boxes or fire hydrants damaged during construction shall be repaired by the contractor at his own expense.

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

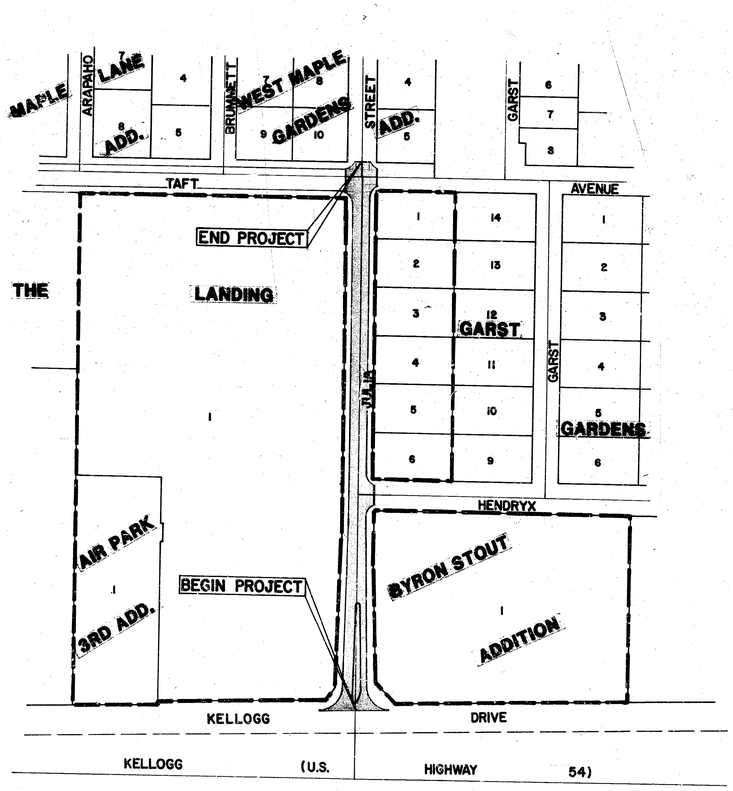
12. The Contractor shall coordinate construction from sta. 10+89.91 with Taft Avenue improvements, proj. #472-76-245-81836-000-000-001. Construction of the project shall not begin prior to completion of Lines 1 and 3, S.N.S. #381, proj. #468-76-245-81769-000-000-001.

PROJECT NUMBER

472-76-245-81737-000-000-001

CITY OF WICHITA, KANSAS

MICHAEL E. LINDEBAK CITY ENGINEER



INDEX OF SHEETS

Title Sheet	1
Typical Median Section	2
Typical 41' 10" A.C. Pavement Section	3
Typical 8" Concrete Pavement Section	4
Plan Sheet, Sta. 0+10.30 thru Sta. 4+00	5
Plan Sheet, Sta. 4+00 thru Sta 9+00	6
Plan Sheet, Sta. 9+00 thru Sta. 11+82.88	7
Earthwork Sections	8-10

BENCH MARKS

No.1: Railroad spike in West Face Power Pole 23' E. & 23.5' S. of ℄ Hendryx and Julia
Elevation 118.30 City Datum

No.2: Railroad spike in South Face Power Pole 127' E. of East line Garst & 25' N. of ℄ Taft
Elevation 118.97 City Datum

No.3: Railroad spike in Power Pole @ the Southwest Corner of Wichita Inn
Elevation 121.70 City Datum

W191

N. BRENT WOOTEN LICENSED 8470 KANSAS PROFESSIONAL ENGINEER

THOMAS CHARLES WALKER LICENSED 9021 KANSAS PROFESSIONAL ENGINEER

STREET IMPROVEMENTS FOR JULIA STREET

BAUGHMAN COMPANY P. A.
SURVEYING & ENGINEERING
316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

REV.

PROJECT NUMBER 472-76-245-81737-000-000-001

SHEET 1 OF 10

DESIGN	DRAWN	APPROVED	DATE	SCALE
C. Bohm	R.J.Plush	N.B.Wooten	April 1988	1"=150'

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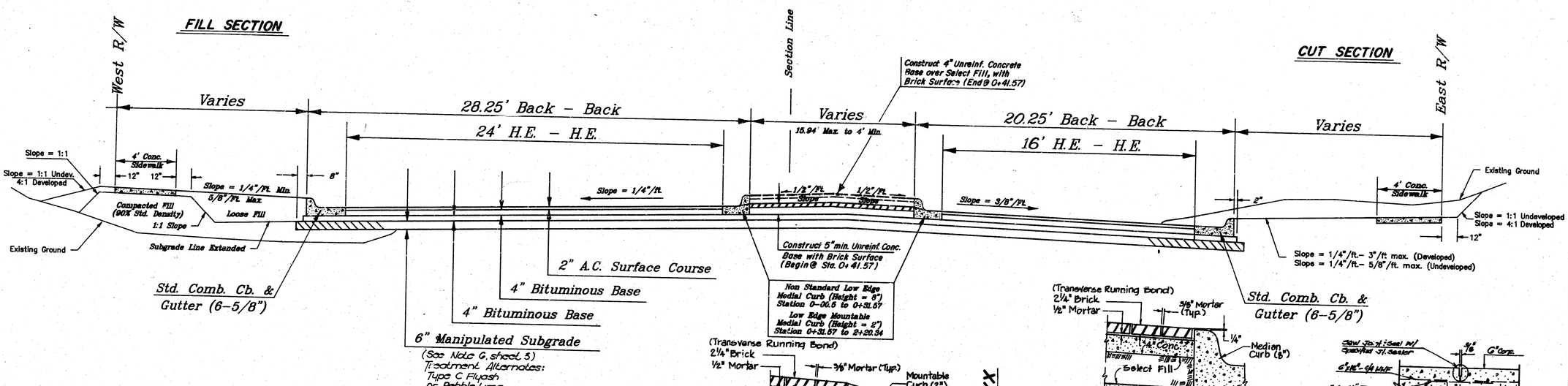
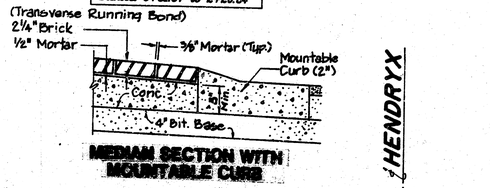
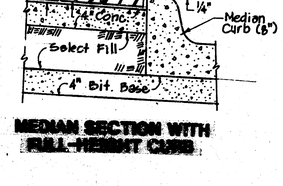
JULIA
TYPICAL MEDIAN SECTION
STA. 0-00.50 TO STA. 2+20.84



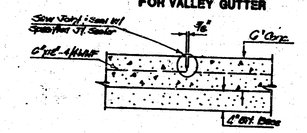


MEDIAN SECTION WITH MOUNTABLE CURB

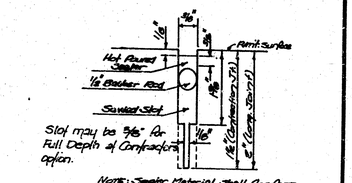


MEDIAN SECTION WITH FULL-HEIGHT CURB

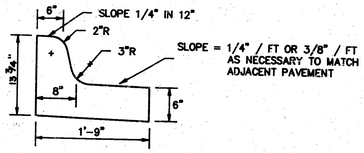
LONGITUDINAL JOINT DETAIL FOR VALLEY GUTTER



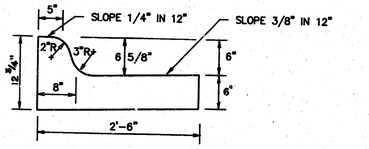
CONTRACTION JOINT FOR VALLEY GUTTER



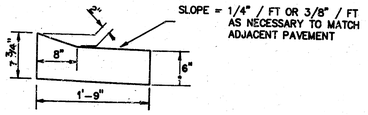
SAW JOINT DETAIL FOR CONT. AND LONG. JOINTS



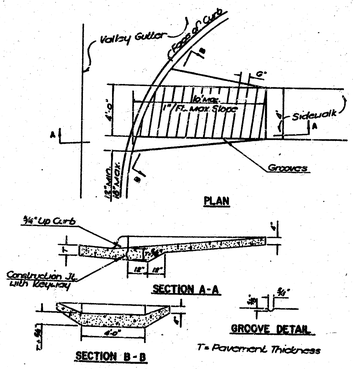
NON-STANDARD LOW EDGE MEDIAL CURB



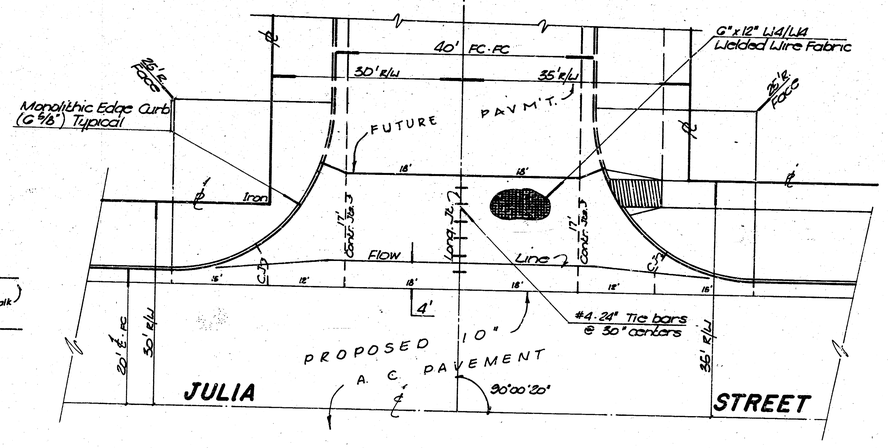
COMBINED CURB AND GUTTER



LOW EDGE MOUNTABLE MEDIAL CURB



WHEELCHAIR RAMP



VALLEY GUTTER DETAIL

TYPICAL MEDIAN SECTION AND MISCELLANEOUS DETAILS					REV.
BAUGHMAN COMPANY P. A. SURVEYING & ENGINEERING 316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211					SHEET 2
DESIGN	DRAWN CMB	APPROVED	DATE	SCALE 1" = 3'	OF 10

PROJ. NO. 472-76-245-81737-000-000-001

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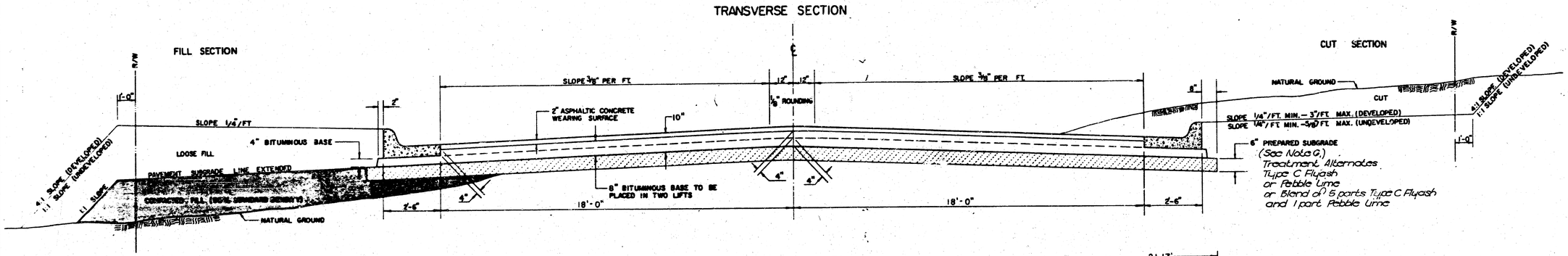
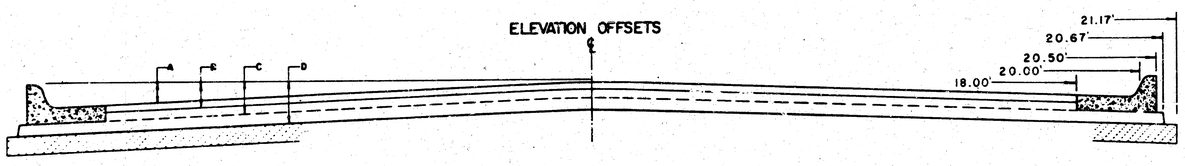
TYPICAL 41' PAVEMENT DETAILS
STA. 4+00.00 TO STA. 10+89.91

TRANSVERSE SECTION

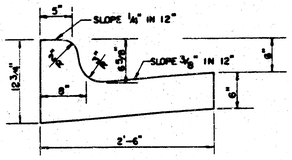


ELEVATION OFFSETS



	DISTANCE FROM CENTERLINE (LT. & RT.)													
	0	2	4	6	8	10	12	14	16	18	20	20.5	20.67	21.17
A: TOP OF CURBS TO TOP OF SURFACE LIFT	-.05	-.01	.05	.11	.18	.24	.30	.36	.43	.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	.11	.16	.22	.28	.34	.40	.47	.53	.59	.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	.44	.49	.55	.61	.67	.73	.80	.86	.92	.98	1.05	1.06	1.07	—
D: TOP OF CURBS TO TOP OF SUBGRADE	.69	.74	.80	.86	.92	.98	1.05	1.11	1.17	1.23	1.30	1.31	1.32	1.33

COMBINED CURB & GUTTER



GENERAL NOTES

1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 10" ASPHALTIC CONCRETE (8" BITUMINOUS BASE).

2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 4" BITUMINOUS BASE.

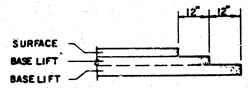
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

5) 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.

6) ALL TREATMENT ALTERNATES SHALL BE BID. THE TYPE OF TREATMENT TO BE USED SHALL BE DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION. TREATMENT WILL BE PAID FOR AT THE PRICE BID FOR THE TYPE USED

TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 10" ASPHALTIC CONCRETE (8" BITUMINOUS BASE).

10 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 8 INCH BITUMINOUS BASE — 3-10

CITY OF WICHITA, KANSAS

PROJECT NUMBER
PROJ. NO. 472-76-245-81737-000-000-001

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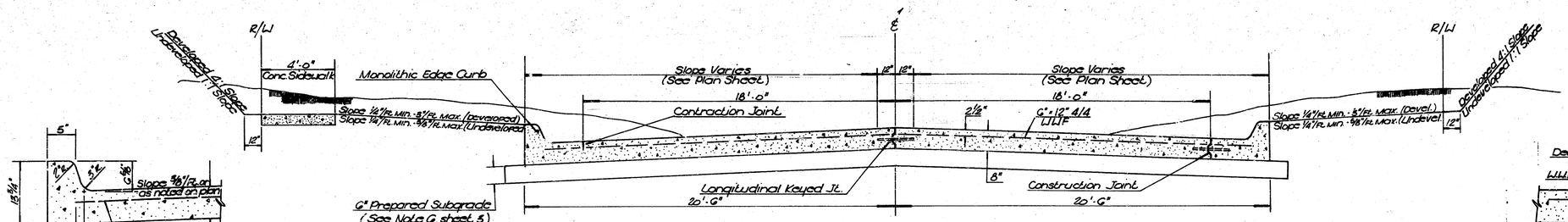
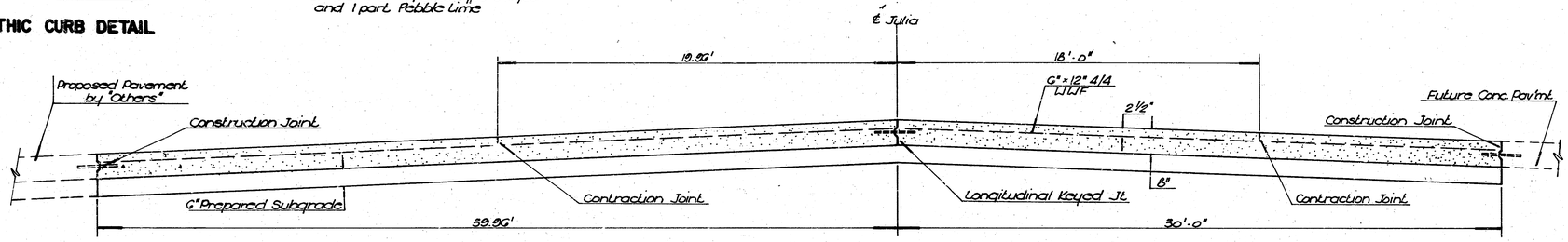
TYPICAL CONCRETE PAVEMENT SECTIONS

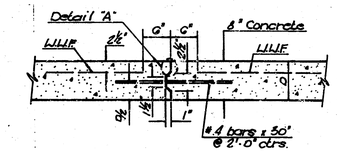


STA. 104-89.91 (TYP. SECTION W/CURBS)

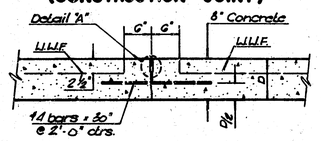
MONOLITHIC CURB DETAIL



WITHOUT CURBS

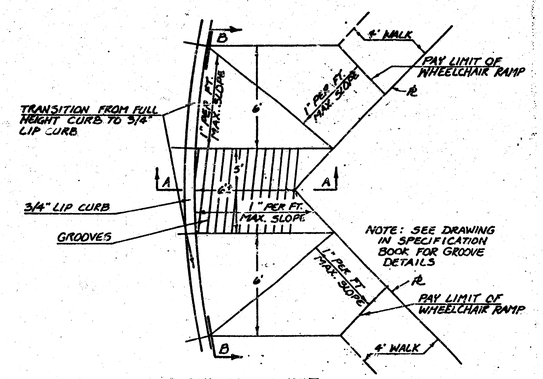


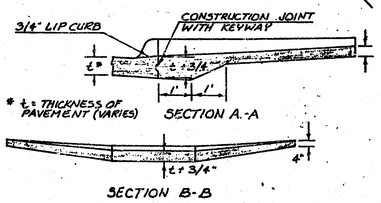
LONGITUDINAL KEYED JOINT DETAIL (CONSTRUCTION JOINT)

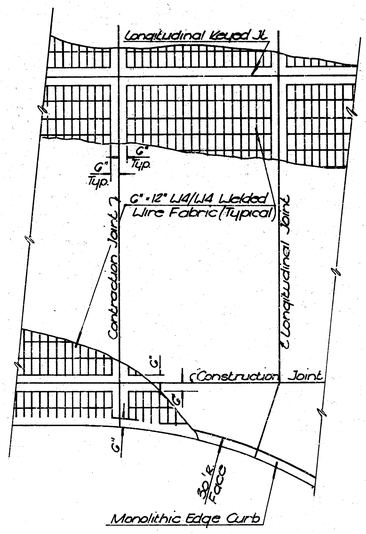


LONGITUDINAL SAWED JOINT DETAIL (ALTERNATE)

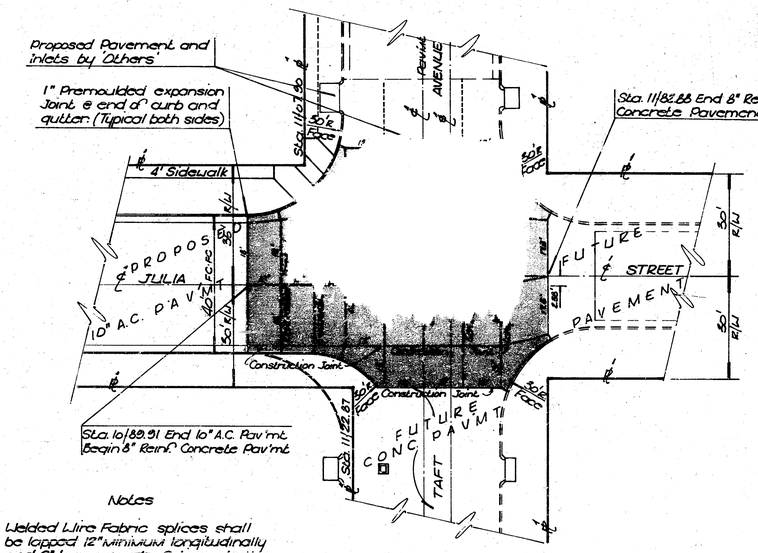
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR NEW STREET CONSTRUCTION ON RADIUS WITH 6'± FROM BACK OF CURB TO PROPERTY CORNER







REINFORCING PLAN (TYPICAL)

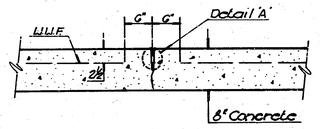


Notes

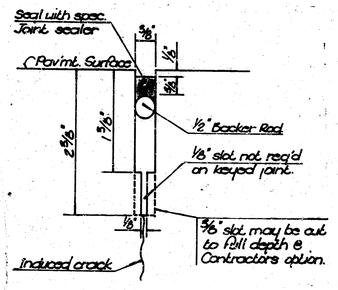
Welded Wire Fabric splices shall be lapped 12" Minimum longitudinally and 6" transversely. Splices shall be wire-tied @ maximum 2'-0" spacing

Concrete pavement surface shall not be lined. burlap drag and a light broom finish.

JOINT PLAN



CONTRACTION JOINT



Note: Joint Sealer to conform to ASTM D1190

DETAIL 'A'

TYPICAL 8 INCH CONCRETE PAVEMENT SECTION					REV.
BAUGHMAN COMPANY P. A. SURVEYING & ENGINEERING 316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211					SHEET 4
DESIGN T.C.R.	DRAWN R.J. Plush	APPROVED	DATE	SCALE No Scale	OF 10

PROJ. NO. 472-76-245-81737-000-000-001

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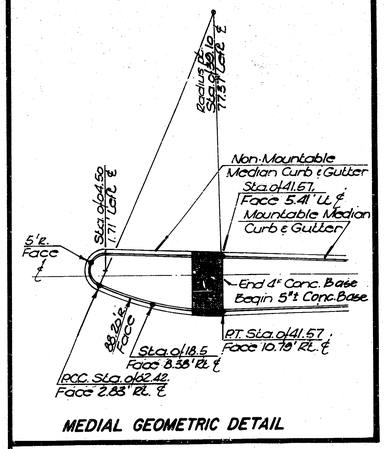

MEDIAL GEOMETRIC DETAIL

Scale 1" = 20'

N

-0.43% / +0.3% Walk Grade

STA. 0+36.07

STA. 4+00 MATCH LINE

Transition from Full Height Curb & Gutter to Flat Curb Section in 5' Transition to be paid for as LF of Full Height Curb

Construct Non-Standard Low Edge Medial Curb (Height-8") THE

LANDING

Transition from 8" Medial Curb to 2" Mountable Median Curb in 10' (Low Edge). See Median Detail 10/L (To be paid as LF 8" Medial Curb

Construct Low Edge Mountable Curb & Gutter on Median (Height 2")

Construct 10" A.C. Pavement (8" Bituminous Base) w/ Std. Combined Curb & Gutter (G9⅝ & 1½)

Station 4+00 Deflection point in Curb & Gutter

Sta. 0+24.39.47' Lt. of ℄ Begin 28.5:1 R/W taper

Asphalt to be removed by 'Others' prior to construction

Construct 4' Conc. Sidewalk (4" Thick)

Insert 3/4" x 2 3/4" Redwood Strips in Brick Surface over joints in conc. base @ 20' intervals (See Saw Jt. Detail, sheet 2)

Sta. 3+04.17, 35' Lt. of ℄ End 28.5:1 R/W taper

2" Iron in conc. Sta. 3+04.17

Sta. 0+13.90 81.72' Lt. ℄

Saw & Remove 2'± strip of Asphalt Pavmt. Match existing pavement @ saw joint

PROPOSED PAVEMENT SYMMETRICAL TO EXISTING

HIGHWAY (KELLOGG)

KELLOGG ROAD

Construct 4" Unreinforced Concrete Base with Brick Surfacing over Select Fill to Sta. 0+41.57

Mountable Curb

Mountable Curb

JULIA STREET

Fire Hydrant to be re-located by Water Dept.

ACCESS

54 STREET

EXISTING 12" WATER MAIN

EXISTING 2" K.P.E.L. GAS LINE

CHAINLINK FENCE

Iron Sta. 2+96.88

Underground Telephone cable to be relocated by SW Bell

Nail & Cap Sta. 0+40.85 42' Rt. of ℄

Remove Light Poles

Remove Fence as Necessary

Relocate Water Valve Boxes (2) See Table, sheet 7

Construct 4' Conc. Sidewalk (4" Thick)

U.S. 54

KELLOGG

EXISTING SW BELL LINE

4" CONDUIT POSTS

Nail & Cap Sta. 0+02.28

Sta. 0+18.30 81.8' Rt. ℄

Sta. 2+89.85, 35' Rt. of ℄ End 36.7:1 R/W taper

Construct 10" A.C. Pavement (8" Bituminous Base) w/ Std. Combined Curb & Gutter (G9⅝)

Station 4+00 Deflection point in Curb & Gutter

SW Bell Pedestal to be removed by 'Others'

BYRON

STOUT

ADDITION

Sta. 0+40.93, 42' Rt. of ℄ Begin 35.7:1 R/W taper

Construct 5"± Unreinf. Conc. Base w/ Brick Surfacing

STA. 0+39.79

STA. 4+00

-0.42%

Transition from Full Height Curb & Gutter to Flat Curb Section in 5' Transition to be paid for as LF of Full Height Curb

Remove asphalt parking lot pavement and guard posts as Necessary

Saw & Remove asphalt parking lot pavement 1.0' from ℄. Replace & match grade @ walk and saw joint

INTERSECTION QUANTITIES

52.1	SY	8 " Concrete Pavement
422.0	SY	10 " Asphaltic Conc. Pavement (6" Bituminous Base)
67.9	SY	4 " Bituminous Base
1.75	LF	Combined Curb & Gutter
91.6	LF	8" Medial Curb & Gutter
	SF	4" Wheelchair Ramp
	SF	4" Walk
	CY	Excavation
	CY	Compacted Fill
	Lbs.	Reinforcing Steel
625	SY	Manipulation
	Tons	Lime or Cement
	SY	Valley Gttr. ___" Concrete & ___" Asphaltic Conc. Base

EARTHWORK QUANTITIES

Excavation	3211.7 cy.	Compacted Fill	341.9 cy.
+ 10%	321.2	+ 10%	34.2
Total	3532.9 cy.	Total	376.1 cy.

Subgrade Manipulation 6660 sy.

Borrow Material 0 cy.

Denotes to be removed

Denotes pavement to be removed

No. 1: Railroad spike in West Face Power Pole 28' E. & 23.5' S. of ℄ Hendryx and Julia. Elev. 118.30 City Datum

No. 2: Railroad spike in South Face Power Pole 12.7' E. of East line Garst & 25' N. & Tan. Elev. 118.97 City Datum

No. 3: Railroad spike in Power Pole @ the Southwest Corner of Wichita Inn Elev. 121.70 City Datum

JULIA STREET STA. 0+18.30 TO STA. 4+00.00					REV.
BAUGHMAN COMPANY P. A. SURVEYING & ENGINEERING 316/262-7271 • 313 E. U.S. • WICHITA, KANSAS 67211					SHEET 5 OF 10
DESIGN	DRAWN	APPROVED	DATE	SCALE	
C. Bohm	R.J. Plush	N.B. Wooten	March 1988	1" = 20'	

PROJ. NO. 472-76-245-81737-000-000-001

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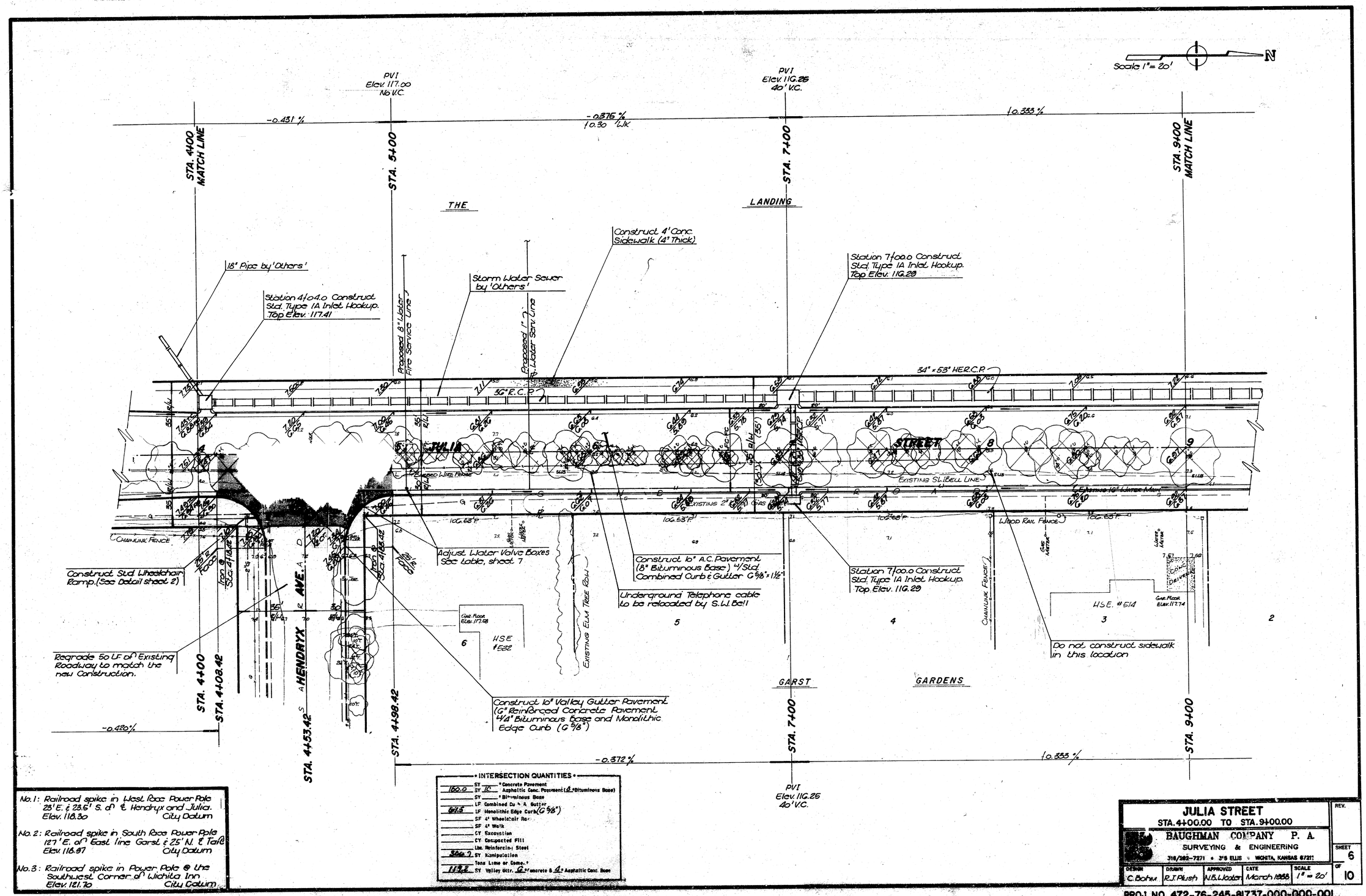

No. 1: Railroad spike in West Face Power Pole 23' E. & 23.5' S. of ℄ Hendryx and Julia. Elev. 118.30 City Datum

No. 2: Railroad spike in South Face Power Pole 127' E. of East line Garst & 25' N. ℄ Taft Elev. 118.97 City Datum

No. 3: Railroad spike in Power Pole @ the Southwest Corner of Wichita Inn Elev. 121.70 City Datum

INTERSECTION QUANTITIES

160.0	SY	10" Concrete Pavement
	SY	10" Asphaltic Conc. Pavement (8" Bituminous Base)
	SY	" Bituminous Base
67.5	LF	Combined Curb & Gutter
	LF	Monolithic Edge Curb (G 5/8")
	SF	4" Wheelchair Ramp
	SF	4" Walk
	CY	Excavation
	CY	Compacted Fill
	Lbs.	Reinforcing Steel
366.7	SY	Manipulation
	Tons	Lime or Cement
119.2	SY	Valley Gtr. 6" Concrete & 4" Asphaltic Conc. Base

JULIA STREET
STA. 4+00.00 TO STA. 9+00.00

BAUGHMAN COMPANY P. A.
SURVEYING & ENGINEERING
316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

DESIGN	DRAWN	APPROVED	DATE	SCALE	REV.
C. Bohm	R.J. Plush	N.B. Wooter	March 1988	1" = 20'	SHEET 6 OF 10

PROJ. NO. 472-76-245-81737-000-000-001

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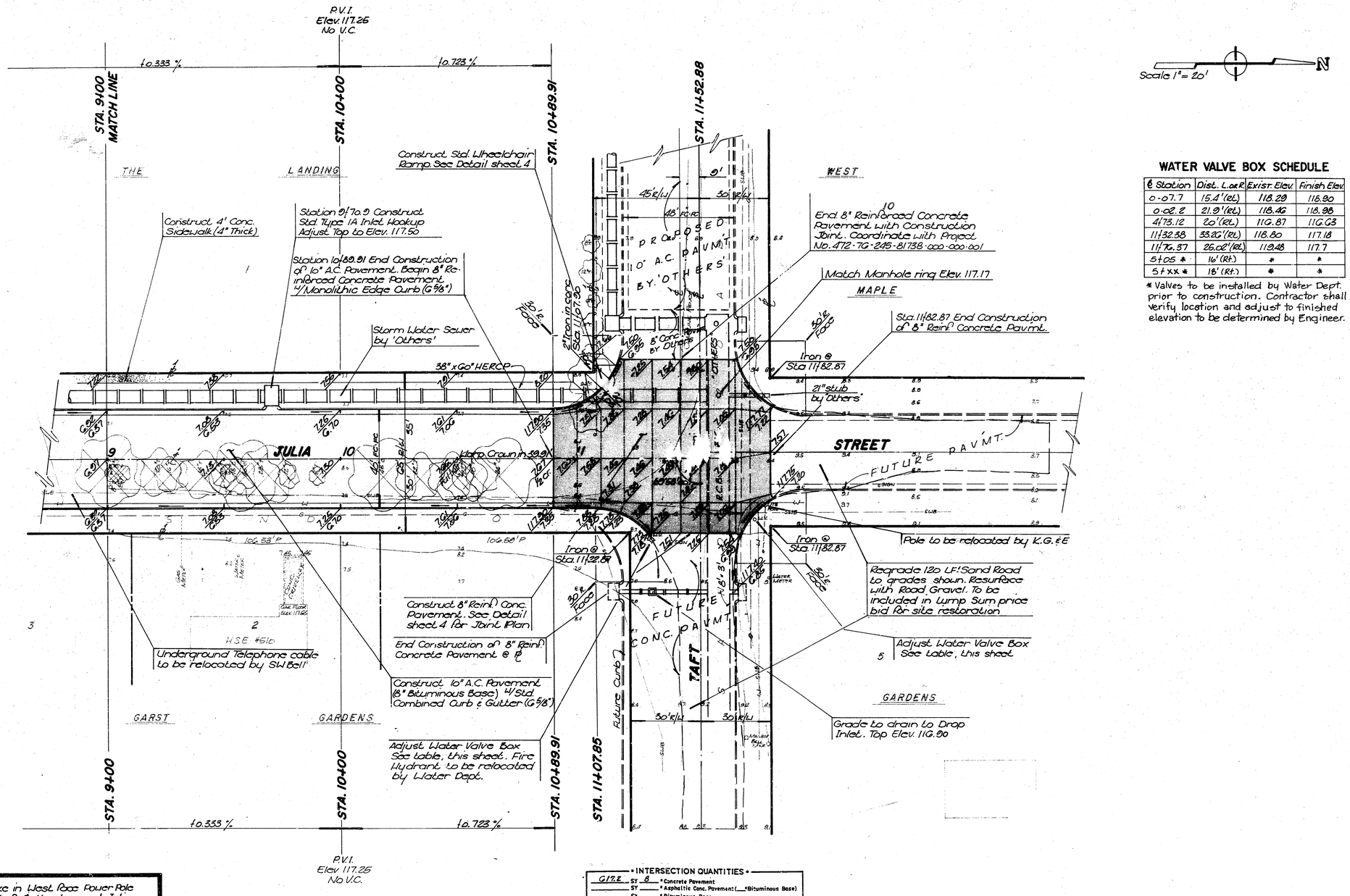
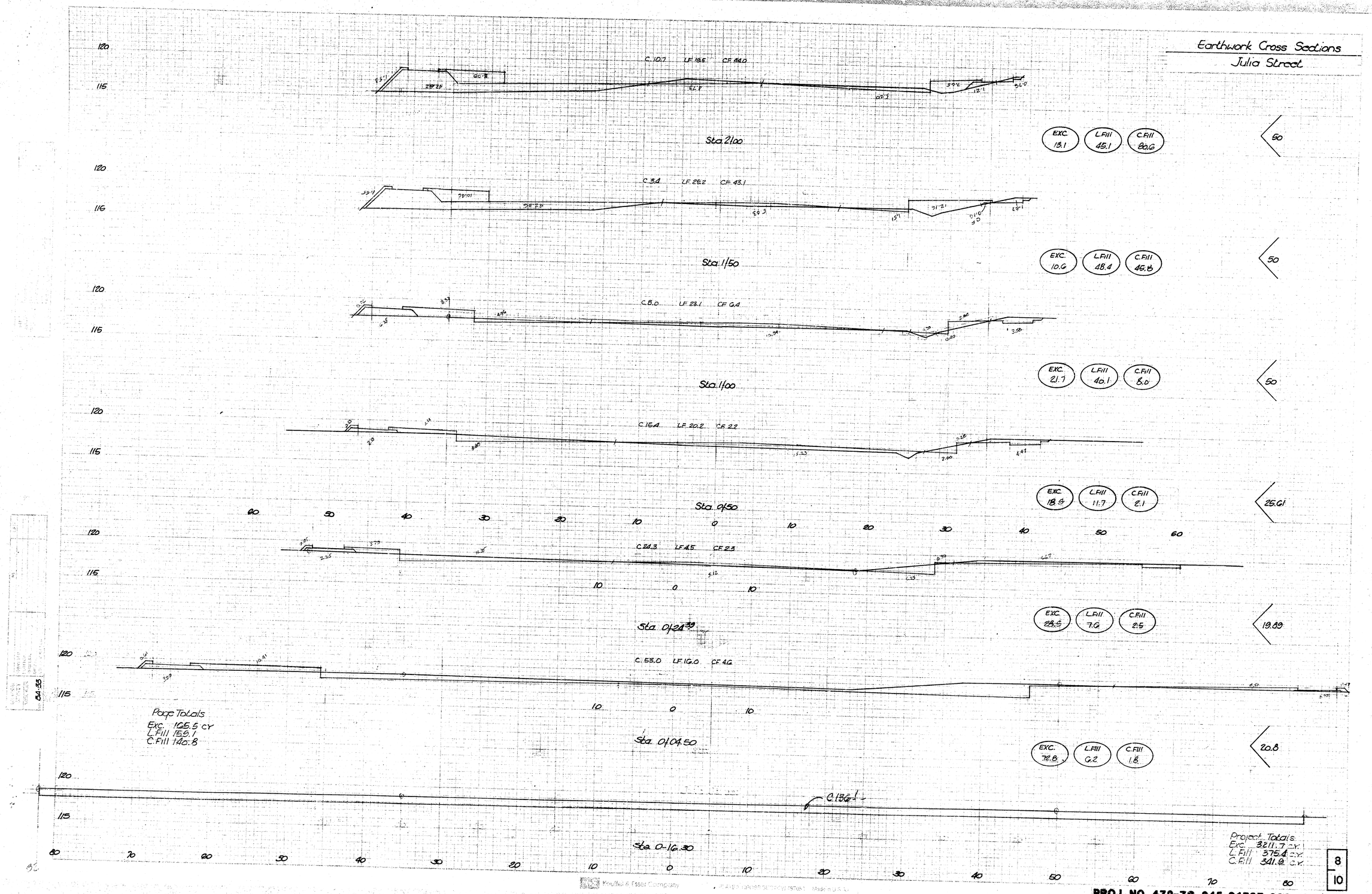

P.V.I.
Elev. 117.25
No V.C.
+0.333 %
+0.723 %
STA. 9+00
MATCH LINE
STA. 10+00
STA. 10+89.91
STA. 11+52.88
STA. 11+07.85
Scale 1" = 20'
N
THE
LANDING
WEST
MAPLE
GARST
GARDENS
JULIA
STREET
TAFT
Construct Std. Wheelchair Ramp See Detail sheet 4
Construct 4' Conc. Sidewalk (4" Thick)
Station 9+70.9 Construct Std. Type 1A Inlet Hookup Adjust Top to Elev. 117.50
Station 10+89.91 End Construction of 10" A.C. Pavement. Begin 8" Reinforced Concrete Pavement. 1/2 Monolithic Edge Curb (G 5/8")
Storm Water Sewer by 'Others'
38" x 60" HERCP
End 8" Reinforced Concrete Pavement with Construction Joint. Coordinate with Project No. 472-76-245-81738-000-000-001
Match Manhole ring Elev. 117.17
Sta. 11+82.87 End Construction of 8" Reinf. Concrete Pavmt.
Iron @ Sta. 11+82.87
21" stub by 'Others'
Pole to be relocated by K.G.&E
Regrade 120 LF Sand Road to grades shown. Resurface with Road Gravel. To be included in Lump Sum price bid for site restoration
Adjust Water Valve Box See table, this sheet
Grade to drain to Drop Inlet. Top Elev. 116.90
Construct 8" Reinf. Conc. Pavement. See Detail sheet 4 for Joint Plan
End Construction of 8" Reinf. Concrete Pavement @ ℄
Construct 10" A.C. Pavement (8" Bituminous Base) w/Std. Combined Curb & Gutter (G 5/8")
Adjust Water Valve Box See table, this sheet. Fire Hydrant to be relocated by Water Dept.
Underground Telephone cable to be relocated by SW Bell
Iron @ Sta. 11+22.54
Reinforced Concrete Pavement
Future Curb
Future Pavmt.
Future Conc. Pavmt.
Temporary Turnaround
Temporary Barricade
Temporary Asphaltic Concrete Pavement
Temporary Asphaltic Concrete Pavement Ramp
Temporary Asphaltic Concrete Pavement Transition
Temporary Asphaltic Concrete Pavement Transition Ramp
Temporary Asphaltic Concrete Pavement Transition Ramp Reverse
Temporary Asphaltic Concrete Pavement Transition Reverse
Temporary Asphaltic Concrete Pavement Reverse
Temporary Asphaltic Concrete Pavement Ramp Reverse



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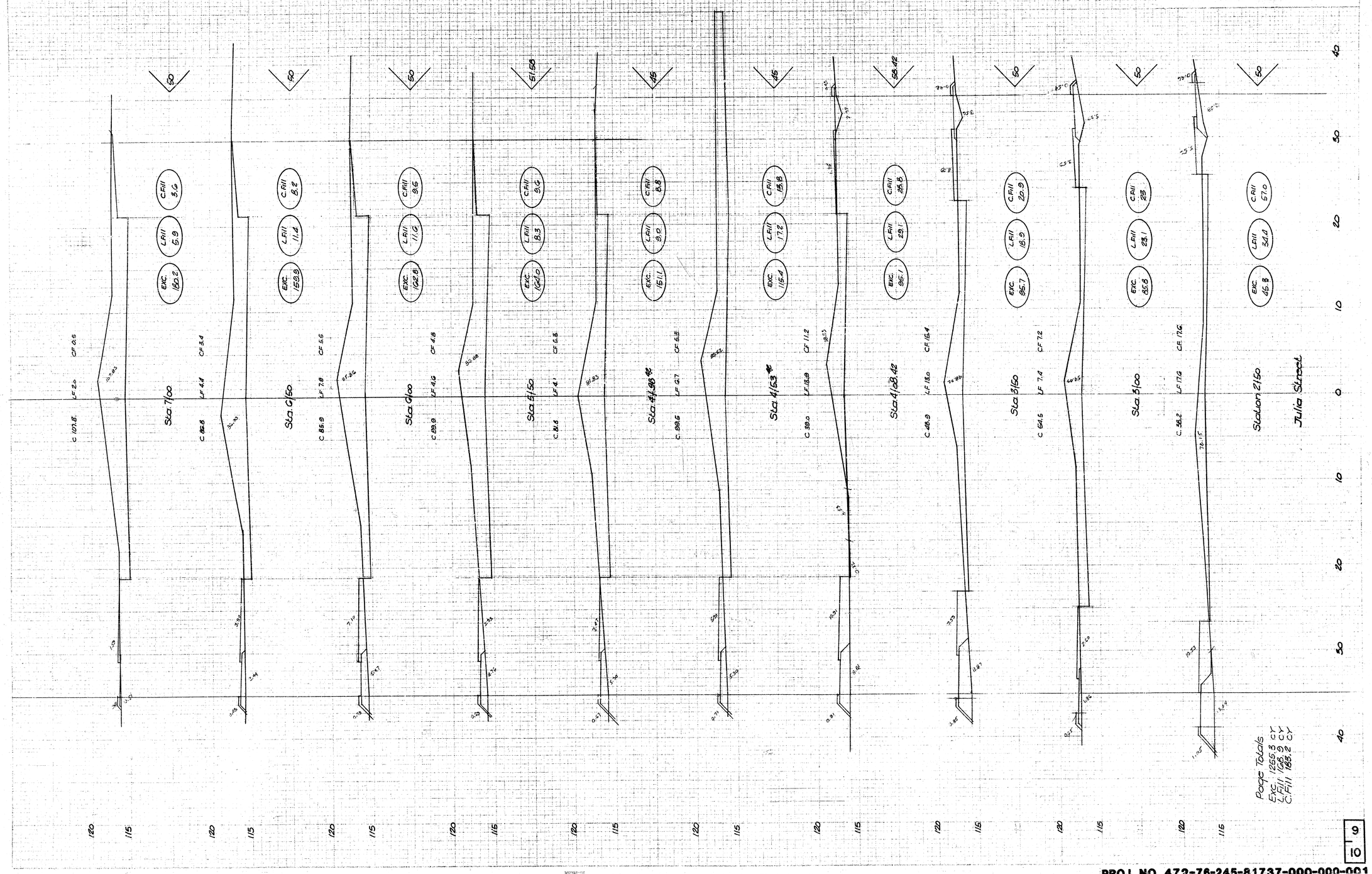
Earthwork Cross-Sections

Julia Street



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10

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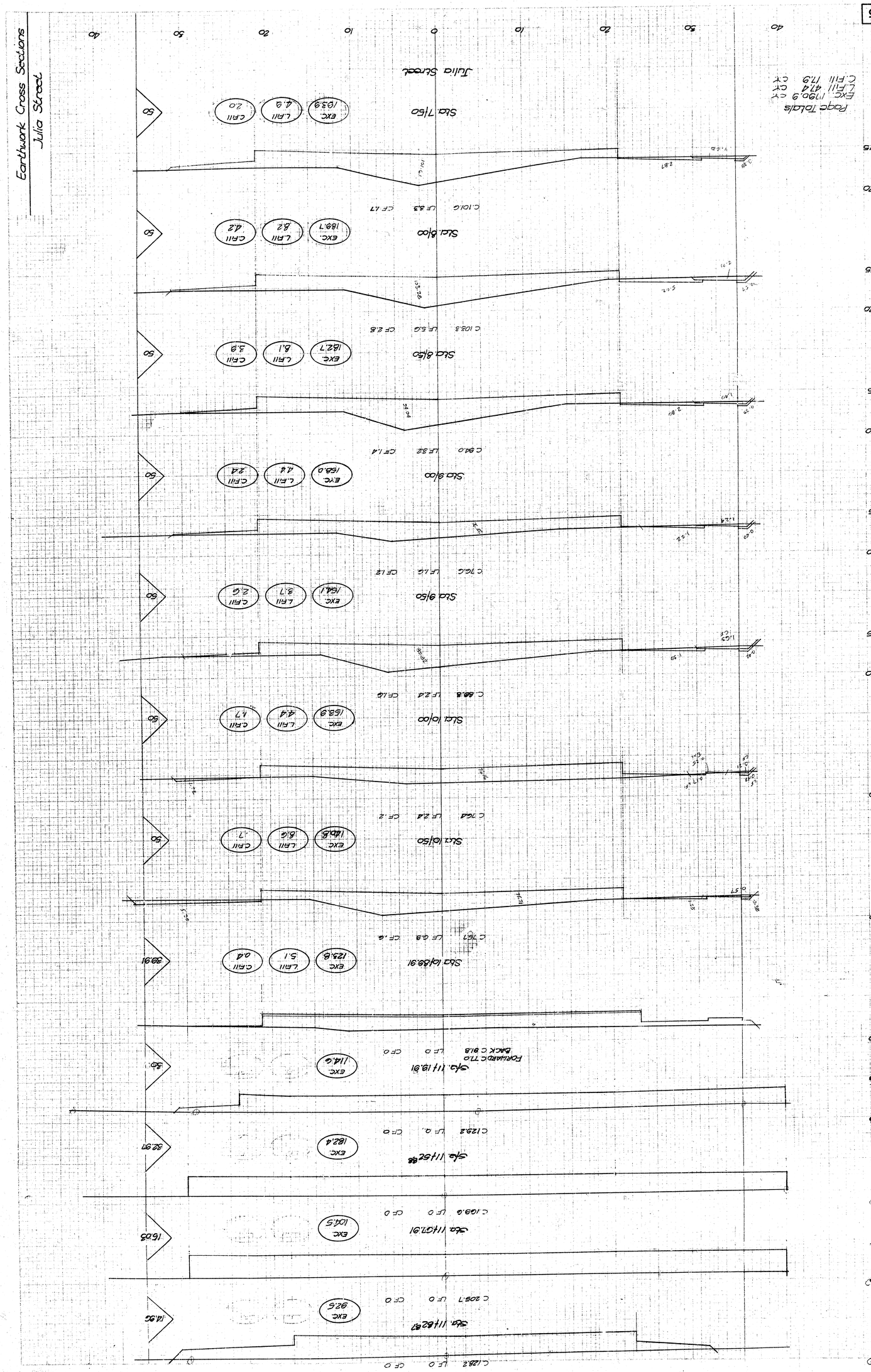
Earthwork Cross Sections
Julia Street



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