STREET PAVING for 13TH STREET NORTH

to serve

COPPER GATE ESTATES

and

LIBERTY PARK 2nd ADDITION

CITY OF WICHITA, KANSAS

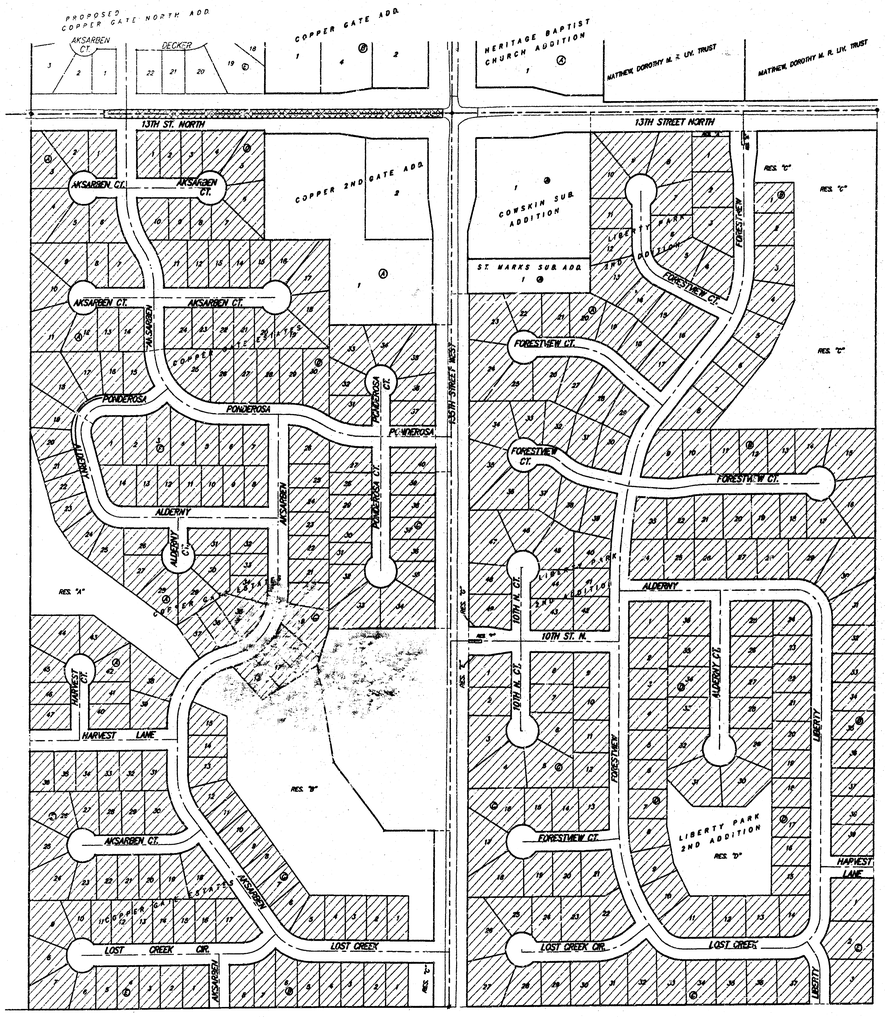
James L. Armour, P.E., Acting City Engineer

Project Number

472-83880

O.C.A. Number

765855



Scale:
1" = 200'

Sheet Index:

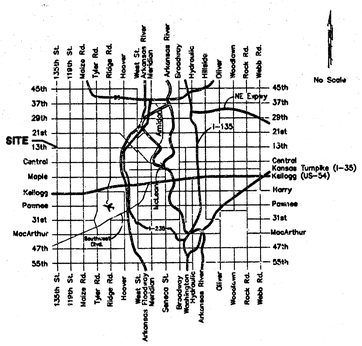
Title Sheet	1
Sign Detail	2
13th Street North	3–5
Erosion Control BMP's	6

Benchmarks

#1 City of Wichita benchmark at the SE corner of intersection of 135th Street West and 13th Street North.
Elev. = 167.83 (City Datum)

#2 Small RR spike in north face of high line pole, 2nd pole west of 135th so. side of 13th Street North.
Elev. = 172.14 (City Datum)

#3 Small RR spike in north face of high line pole, 4th pole west of 135th so. side of 13th Street North.
Elev. = 179.28 (City Datum)



Vicinity Map

Benefit District:

Proposed Pavement:

General Notes:

1. Contractor will be required to provide notice to utility companies a minimum of twenty-four (24) hours prior to any excavation, as follows:

Kansas One-Call	687-2470

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

Cox Communications	262-4270
Kansas Gas Service	1-888-482-4950
Westar Energy	383-8650
Aquila Energy	1-800-303-0357
Southwestern Bell	268-2245
City of Wichita Water Dept.	268-4563
City of Wichita Sewer Maint.	268-4024
City of Wichita Storm Sewer Maint.	268-4090
City of Wichita Traffic Maint.	268-4034

2. Utility service lines, poles, valve boxes, meters, and etcetera 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.

3. 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.

4. All areas disturbed by construction shall be seeded at 300 lbs./acre with Rye Grass immediately following construction in that area. Contractor shall prepare ground per City specifications.

5. 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. All disposal sites must be approved by the Kansas Department of Health and Environment. Material either stockpiles 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.

6. 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 law.

7. A saw cut of at least one-half the depth of existing surface courses of one-fourth the depth of the existing total pavement thickness shall be provided at locations where proposed construction abuts an existing surface course or pavement for which partial removal of that surface or pavement is required. Sawed joints to facilitate removal within three (3) feet of existing joints will not be permitted and for such instances the limits of removal shall extend to the existing joint. Such saw cuts will not be paid for directly and this cost shall be considered as subsidiary to the removal of the surface or pavement.

8. Contractor shall be responsible for maintaining existing Stop, SNS and other traffic signs in project area or relocate them as necessary for construction. Cost for maintenance or relocation shall be included in lump sum bid item "Street Signage."

7. Contractor shall temporarily close 13th St. N. within the project area to traffic during construction per "Manual On Uniform Traffic Control Devices" standards. Cost of barricades and all other cost associated with temporary street closure and subsequent reopening to be included in Lump Sum bid item "Site Clearing & Restoration"

Baughman

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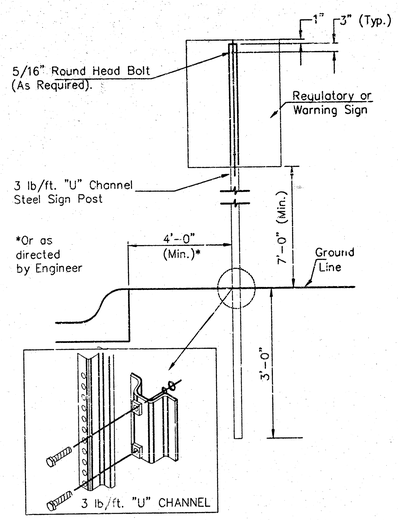
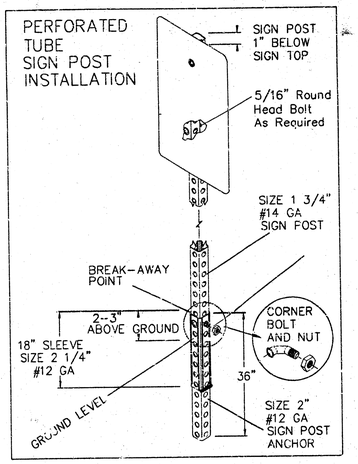
ENGINEERING | SURVEYING | PLANNING | LANDSCAPE ARCHITECTURE

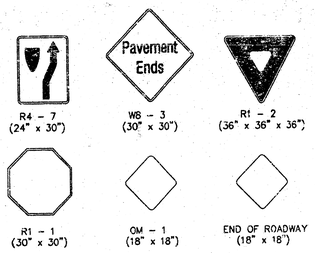
FHWA REG NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	SHEETS
7	KANSAS	472-83880		2	6

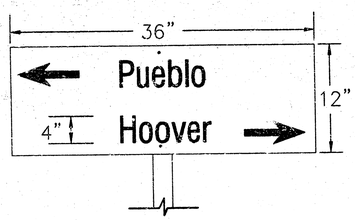




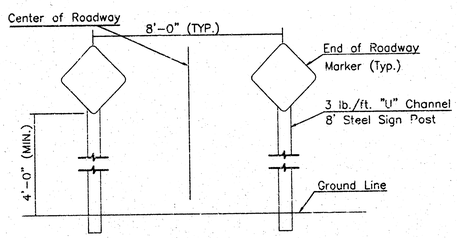
TYPICAL TRAFFIC CONTROL SIGN MOUNTING INSTALLATION

CURB AND GUTTER SECTION

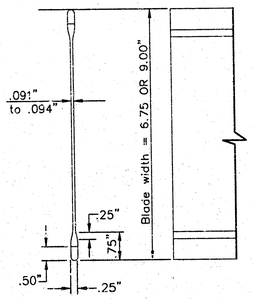




FLAT PLATE STREET NAME SIGN



TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION



STREET NAME SIGN

BLADE DETAILS

NOTE: REFERENCES BELOW TO "STANDARD SPECIFICATIONS" DENOTE "STANDARD SPECIFICATION FOR STATE ROAD AND BRIDGE CONSTRUCTION EDITION 1990" BY THE KANSAS DEPARTMENT OF TRANSPORTATION.

1. POST ANCHORS: POSTS SHALL BE ANCHORED WITH A YIELDING BASE POST SUPPORT AS DETAILED.
2. POSTS FOR TRAFFIC CONTROL SIGNS: POSTS SHALL BE GALVANIZED AND CONFORM TO THE REQUIREMENTS OF SUBSECTION 1620 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT ALL POSTS SHALL WEIGH 3 LBS./FOOT MINIMUM.
3. POSTS FOR STREET NAME SIGNS (SNS): POSTS SHALL BE 9 FEET LONG, CONSTRUCTED FROM 2 3/8" O.D. GALVANIZED STEEL PIPE WEIGHING A MINIMUM OF 3 LBS./FOOT. POSTS SHALL BE POSITIONED SO THAT THE BOTTOM BLADE IS 7 FEET ABOVE GRADE.
4. POSTS FOR END OF ROADWAY SIGN TO BE 8' LONG AND INSTALLED A MINIMUM OF 4' FROM ROADWAY TO BOTTOM OF SIGN.
5. SIGN BLANKS FOR TRAFFIC CONTROL SIGNS: SIGN BLANKS SHALL BE FABRICATED FROM 0.080" ALUMINUM ALLOY 6063-T6 CONFORMING TO THE REQUIREMENTS OF SUBSECTION 1626 OF THE STANDARD SPECIFICATIONS.
6. SIGN BLADES FOR STREET NAME SIGNS: EXTRUDED ALUMINUM BLADES SHALL BE ALUMINUM ALLOY CONFORMING TO 6063-T6 OR 5052-H38 (ASTM SPECIFICATION B221, LATEST ISSUE). BLADES SHALL HAVE AN ALODINE OR PHOSPHATE ETCHED FINISH. BLADES SHALL HAVE SQUARE CORNERS AND NO HOLES.

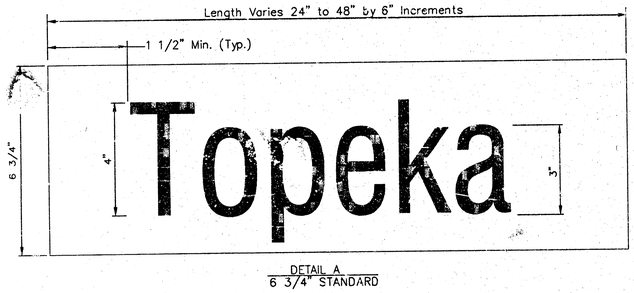
   MINIMUM BLADE LENGTH SHALL BE 24". MAXIMUM BLADE LENGTH SHALL BE 48". LENGTH VARIES BY INCREMENTS OF 6".

   BLADES BEARING THE STREET NAMES SHALL BE FIRMLY ATTACHED TO THE MOUNTING BRACKETS USING ALLEN-TYPE SET SCREWS. THE BLADES SHALL BE ORIENTED PARALLEL TO THE STREET.
7. MOUNTING BRACKETS FOR SIGNS: DIE-CAST ALUMINUM BRACKETS SHALL BE ALUMINUM ALLOY 360 HAVING A TENSILE STRENGTH OF 44,000 PSI. THE BRACKETS SHALL BE SMOOTHLY FINISHED FREE OF PITS, BURRS, AND FLAWS. EACH BRACKET SHALL BE TAPPED AND DRILLED FOR 5/16" ZINC-PLATED ALLEN-TYPE SET SCREWS HAVING SELF-LOCKING SAW-TOOTH ENDS.
8. FASTENERS: ALL STEEL FASTENERS FOR TRAFFIC CONTROL SIGNS SHALL BE GALVANIZED AND SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1614 OF THE STANDARD SPECIFICATIONS.
9. REFLECTIVE SHEETING: REFLECTIVE SHEETING SHALL BE TYPE III, HIGH-INTENSITY TYPE.
10. PROCESS INK: ALL PROCESS INK SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 2202 OF THE STANDARD SPECIFICATIONS.
11. DETAILS: REGULATORY AND WARNING SIGNS SHALL CONFORM TO THE DETAILS IN "STANDARD HIGHWAY SIGNS", FHWA, 1979.
12. DETAILS - SNS: THE REFLECTIVE SHEETING FOR THE 6 3/4" STANDARD SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGOUND WITH SILVER-WHITE #2 COPY WITH 4" UPPER CASE AND LOWER CASE PRIMARY COPY AND SUFFIX COPY. BOTH SERIES "C". FACES TO TRIM TO A 6 1/4". (SEE DETAIL A.)

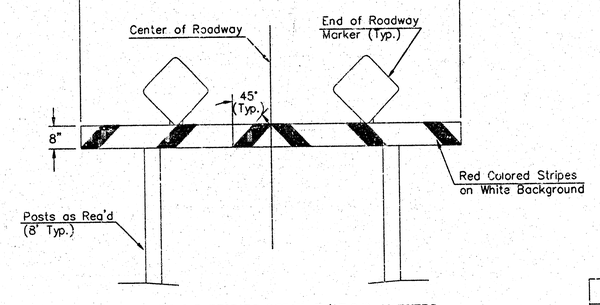
    THE REFLECTIVE SHEETING FOR THE 9" METRO SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVERWHITE #2 COPY WITH 5" UPPER CASE AND LOWER CASE PRIMARY COPY AND SUFFIX COPY, BOTH SERIES "C". THE CARDINAL DIRECTION CENTERED DIRECTLY BELOW THE BLOCK NUMBER SHALL BE AN UPPER CASE, 4" SERIES "C" LETTER. 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 HOUSE NUMBERS DISPLAYED BENEATH THE STREET NAME. LETTERING TO BE THE SAME AS FOR THE 6 3/4" SIZE BLADE, EXCEPT THAT THE HOUSE NUMBER INFORMATION SHALL BE 4" SERIES "C".

    SHOP DRAWINGS OF LAYOUT FOR SNS SHALL BE SUBMITTED TO THE TRAFFIC ENGINEERING DIVISION OF THE CITY OF WICHITA FOR APPROVAL PRIOR TO FABRICATION. THE FINISHED SIGNS AS SUPPLIED SHALL BE OF GOOD APPEARANCE, FREE FROM RAGGED EDGES, CRACKS SCALES OR BLISTERS AND SHALL BE CLEAN-CUT. SIGNS SHALL BE PACKED IN SUCH MANNER AS TO PREVENT DAMAGE OR DEFACEMENT DURING SHIPMENT OR STORAGE.
13. PERMANENT TRAFFIC CONTROL AND SNS: PERMANENT TRAFFIC CONTROL AND SNS SHALL BE MEASURED AND PAID FOR AT THE LUMP SUM PRICE FOR SIGNING. THE PAYMENT AS SET FORTH ABOVE SHALL BE CONSIDERED FULL COMPENSATION FOR ALL EXCAVATION, BACKFILLING, POSTS, ANCHORS, FASTENERS, MATERIALS, LABOR, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK.



DETAIL A
6 3/4" STANDARD

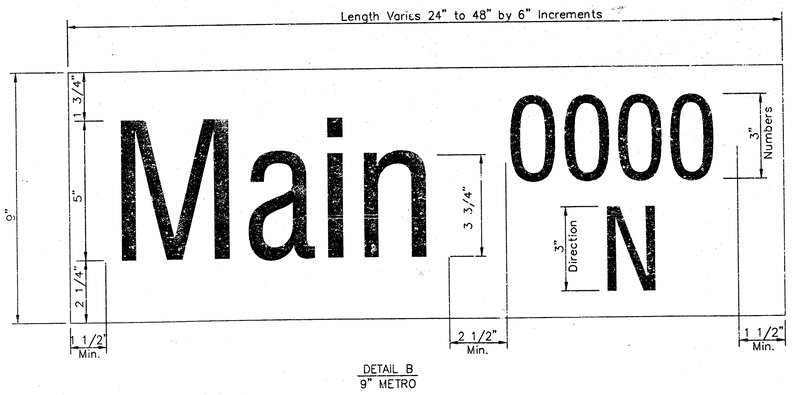


TYPE I BARRICADE DETAIL W/ E.O.R. MARKERS

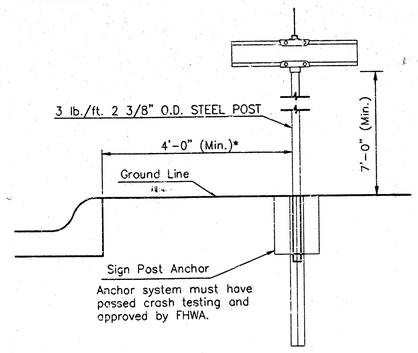
SIGN ASSEMBLY TABLE

STREET	STATION	OFFSET	SIGN	QUANTITY*
13th St	3+50	17' Rt.	W8 - 3	1
TOTAL				

* FOR INFORMATION ONLY



DETAIL B
9" METRO



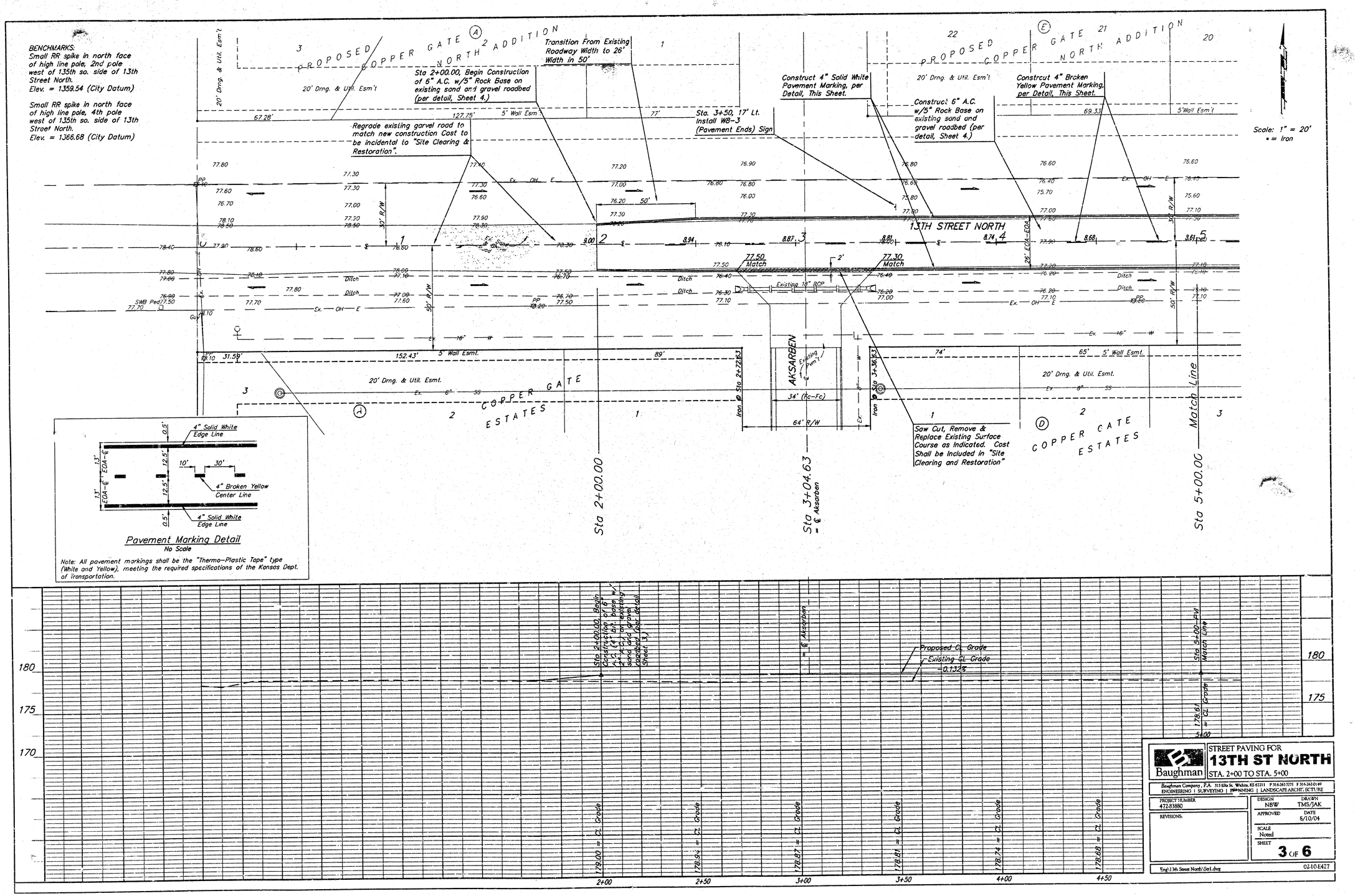
TYPICAL STREET NAME SIGN MOUNTING INSTALLATION

CURB AND GUTTER SECTION

SIGNING DETAILS

SCALE: NONE	APPROVED BY	DATE: JUNE '93
DRAWN BY: TM		REVISED: OCT 2002

CITY OF WICHITA
DEPARTMENT OF PUBLIC WORKS
SCOTT LOGAN, TRAFFIC ENGINEER, ENGINEERING DIVISION



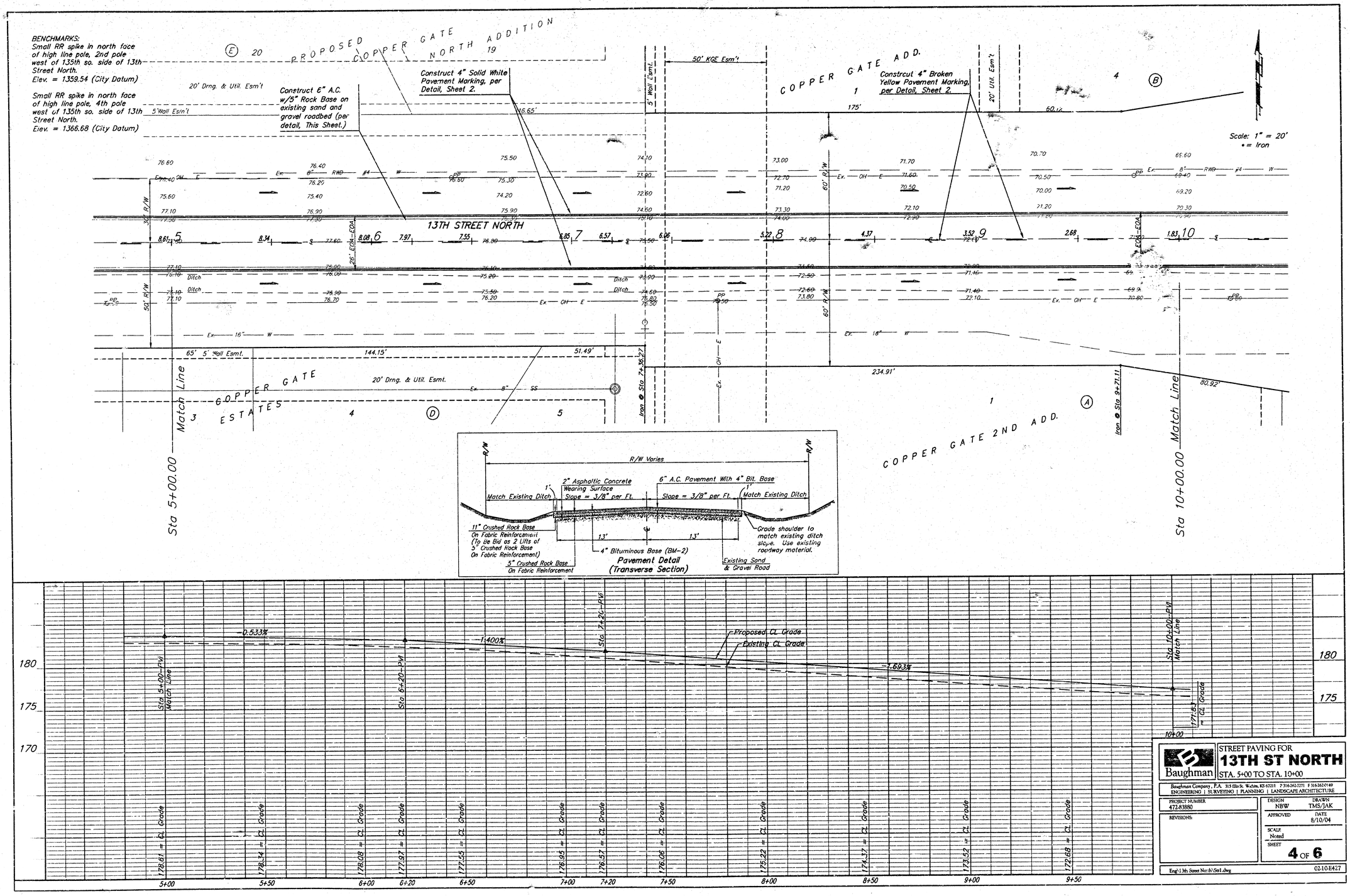
Baughman

STREET PAVING FOR
13TH ST NORTH
STA. 2+00 TO STA. 5+00

Baughman Company, P.A. 315 Ellis St. Wichita, KS 67211 P 316-262-7271 F 316-262-0149
ENGINEERING | SURVEYING | PLANNING | LANDSCAPE ARCHITECTURE

PROJECT NUMBER 472-83880	DESIGN NBW / DRAWN TMS/JAK
REVISIONS:	APPROVED / DATE 8/10/04
	SCALE Noted
	SHEET 3 OF 6

Eng\13th Street North\Str1.dwg 02-10-E427



Baughman

STREET PAVING FOR
13TH ST NORTH
STA. 5+00 TO STA. 10+00

Baughman Company, P.A. 315 Ellis St. Wichita, KS 67211 P 316-262-7271 F 316-262-0149
ENGINEERING | SURVEYING | PLANNING | LANDSCAPE ARCHITECTURE

PROJECT NUMBER 472-83880	DESIGN NBW / DRAWN TMS/JAK
REVISIONS:	APPROVED / DATE 8/10/04
	SCALE Noted
	SHEET 4 OF 6

Eng\13th Street North\Str1.dwg 02-10-E427

BENCHMARKS:
Small RR spike in north face of high line pole, 2nd pole west of 135th so. side of 13th Street North.
Elev. = 1359.54 (City Datum)

Small RR spike in north face of high line pole, 4th pole west of 135th so. side of 13th Street North.
Elev. = 1366.68 (City Datum)

Construct 4" Solid White Pavement Marking, per Detail, Sheet 2.

CL 20' Util. Esmt.

COPPER GATE ADD. (B) 2

Construct 6" A.C. w/5" Rock Base on existing sand and gravel roadbed (per detail, Sheet 4.)

Sta 12+93.00, End construction of 6" A.C. w/5" Rock Base.

(A) HERITAGE BAPTIST 1 CHURCH ADDITION

Scale: 1" = 20'
• = Iron

13TH STREET NORTH

Transition Roadway Width to Match Existing in 50'

Construct 4" Broken Yellow Pavement Marking, per Detail, Sheet 2.

Saw cut and remove 103 S.Y. existing pavement as shown. To be incidental to "Site Clearing & Restoration".

135TH STREET WEST

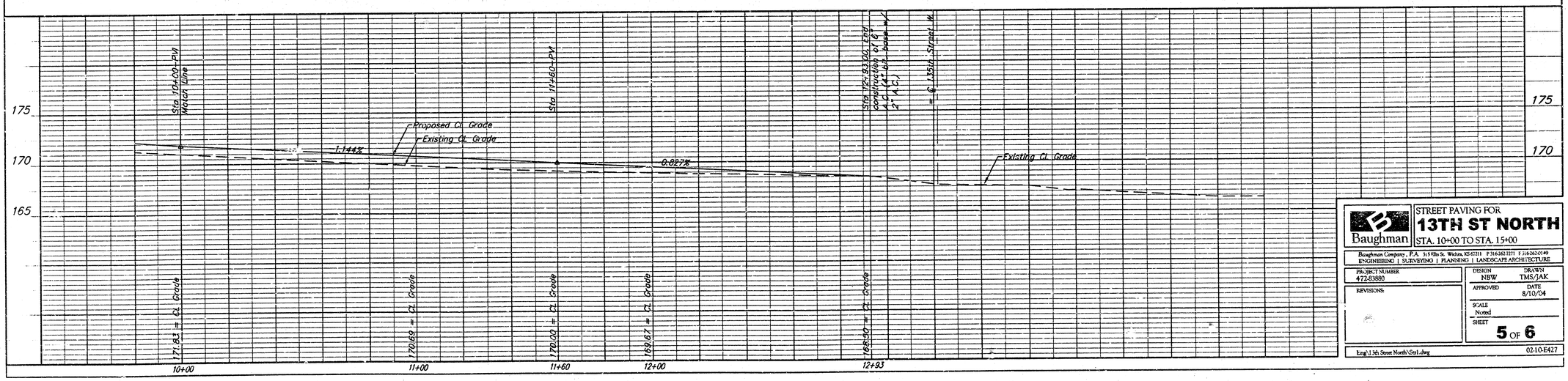
COPPER GATE 2ND ADD. (A) 1 2

COWSKIN SUB. ADD. (A) 1

Sta 10+00.00 Match Line

Sta 12+93.00

Sta 13+21.65
= ℄ 135th Street West



STREET PAVING FOR
13TH ST NORTH
STA. 10+00 TO STA. 15+00

Baughman

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ENGINEERING | SURVEYING | PLANNING | LANDSCAPE ARCHITECTURE

PROJECT NUMBER	DESIGN	DRAWN
472-83880	NBW	TMS/JAK
REVISIONS	APPROVED	DATE 8/10/04
	SCALE Noted	
	SHEET 5 OF 6	

Eng\13th Street North\Str1.dwg 02-10-E427

GENERAL NOTES:

1. THIS SHEET IS INTENDED TO PROVIDE GUIDELINES AS TO WHAT TYPES OF BMP'S WILL BE INSTALLED DURING TH-E CONSTRUCTION PROCESS. CONTRACTORS ARE EXPECTED TO BID PROJECTS ACCORDINGLY.

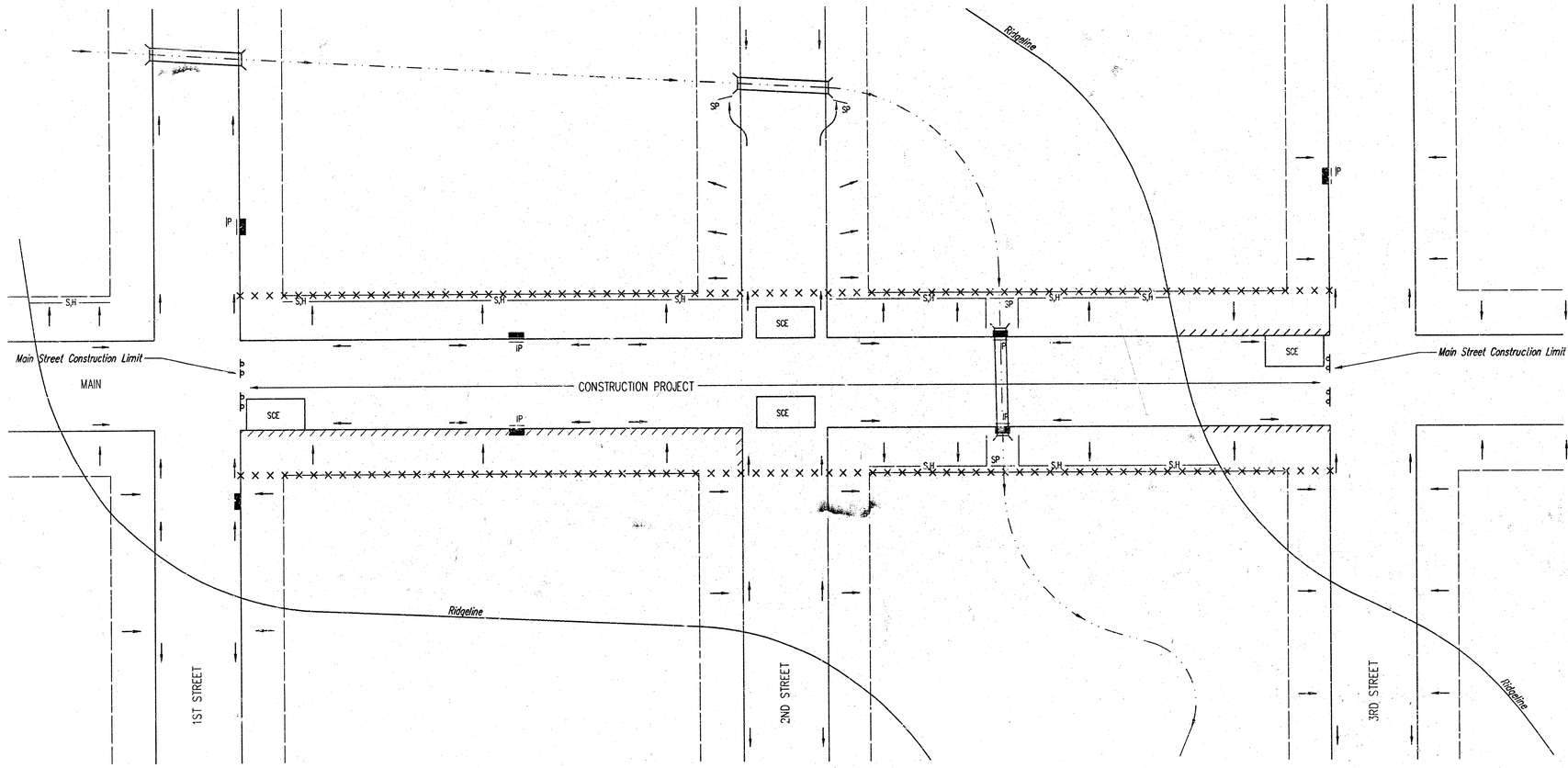
2. BMP'S MUST BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE CONSTRUCTION PROCESS.

3. IF THE PROJECT WILL DISTURB 5 ACRES OR MORE, A FEDERAL/STATE NPDES STORMWATER PERMIT IS REQUIRED. A DETAILED STORMWATER POLLUTION PREVENTION PLAN, IS REQUIRED. THE BMP'S SHOWN ON THIS SHEET ARE CONSIDERED TO BE THE MINIMUM TO BE SHOWN IN THE POLLUTION PREVENTION PLAN.

4. FOR PROJECTS DISTURBING LESS THAN 5 ACRES, CONTRACTORS ARE ENCOURAGED TO PREPARE STORMWATER POLLUTION PREVENTION PLANS PRIOR TO CONSTRUCTION.

5. FAILURE TO USE AND MAINTAIN BMP'S IS A VIOLATION OF SECTION 16.32 OF THE CITY CODE AND WILL SUBJECT THE CONTRACTOR TO THE PENALTIES PROVIDED FOR THEREIN.

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



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 HAYBALE BMP
- SP — STREAM PROTECTION
- SCE — STABILIZED CONSTRUCTION ENTRANCE
- BACK OF CURB PROTECTION

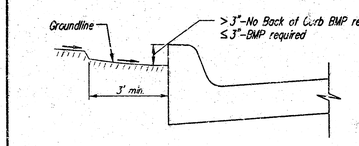
NOTES:

1. GENERAL BMP GOAL IS TO KEEP ALL SEDIMENT CONFINED TO THE CONSTRUCTION SITE, AND OUT OF ALL UNDERGROUND PIPES, DITCHES, AND OTHER DRAINAGE FACILITIES.
2. THE POINT OF COMPLIANCE IS GENERALLY THE RIGHT-OF-WAY LINES WITHIN THE LIMITS OF CONSTRUCTION.
3. BMP'S WILL BE REQUIRED AT ALL POINTS ALONG THE PROJECT WHERE DISTURBED EARTH CAN DRAIN ONTO PRIVATE PROPERTY.
4. INLET PROTECTION DEVICES WILL BE REQUIRED WHEREVER WATER CAN DRAIN OFF THE PROJECT SITE INTO AN INLET, INCLUDING ANY SIDE STREET INLETS.
5. BMP'S SHALL BE INSTALLED AT CREEK CROSSINGS SO AS TO PREVENT SEDIMENT FROM ENTERING THEREIN.
6. STABILIZED CONSTRUCTION ENTRANCES SHALL BE PROVIDED, AS NEEDED, TO PREVENT MUD FROM TRACKING ONTO STREETS NOT UNDER CONSTRUCTION AND ON STREETS WITHIN THE PROJECT LIMITS IF TRAFFIC IS BEING MAINTAINED THROUGH THE PROJECT.
7. ANY MUD TRACKED ONTO STREETS MUST BE REMOVED AT THE END OF EACH WORK DAY.
8. THE CONTACTOR WILL BE REQUIRED TO PLACE BMP'S BACK OF CURB, WHENEVER WATER CAN DRAIN OVER CURB, TO KEEP ERODED SOIL OUT OF THE GUTTERLINES, IN ACCORDANCE WITH THE FOLLOWING:
   A. THE BMP REQUIRED WILL BE CURLEX | EXCELSIOR BLANKET, OR EQUAL. SAID BLANKET SHALL BE PLACED OVER THE APPROPRIATE SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS. (SEE BACK OF CURB PROTECTION DETAIL)
   B. THIS BMP SHALL BE INSTALLED IMMEDIATELY WHENEVER THE CURB IS BACKFILLED TO WITHIN 3" OF THE TOP OF CURB. (SEE CURB BACKFILL DETAIL) OTHER BMP'S MAY BE REQUIRED AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE CURB.
   C. ADDITIONALLY, OTHER BMP'S (HAYBALES, SILT FENCE, ETC.) WILL BE INSTALLED AT LOCATIONS OF CONCENTRATED FLOW RESULTING IN SEDIMENT OVERRUNNING THE MAT.
   D. SHOULD THE PROJECT PLANS SPECIFY THAT THE RIGHT-OF-WAY IS TO BE SODDED, THE EXCELSIOR MAT WILL NOT BE REQUIRED SO LONG AS THE SOD IS PLACED WITHIN 48 HOURS AFTER CURB BACKFILL REACHES A HEIGHT OF 3" OR LESS FROM TOP OF CURB. (SEE DETAIL)

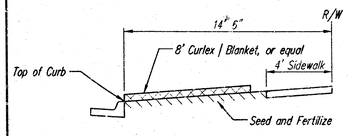
* FOR INFORMATION ONLY

3,500 L.F. 8' WIDE BLANKET
4 EA. CURB INLET FILTERS
8 EA. CURB SILT FENCE DITCH CHECKS

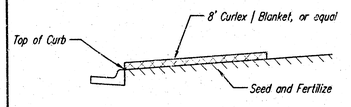
* TO BE PAID FOR AS THE LUMP SUM BID ITEM "EROSION CONTROL BMP'S"



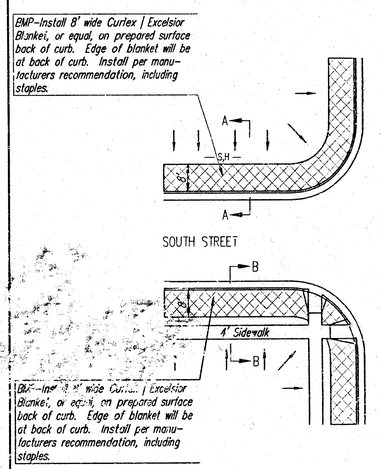
CURB BACKFILL DETAIL



SECTION B-B



SECTION A-A



BACK OF CURB PROTECTION DETAIL

NOTES:

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

CITY OF WICHITA

SOIL EROSION BMPS STREET IMPROVEMENT PROJECTS

CHRISTOPHER M. CARRIER, P.E.
STORM WATER ENGINEER

PROJECT NUMBER	OCA NO.
472-83880	765855
DATE: August 2004	SHEET 6 OF 6

58-05-03-01