

IMPROVING SPRING LANE FROM HOMESTEAD LANE TO WOODLAWN BLVD

GENERAL NOTES

Subsequent utility service lines and overhead utility pole lines are to be adjusted as necessary by other 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.

A section of at least one-half the depth of existing surface courses or 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 joint to facilitate removal within 3 feet (3') 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.

Debris 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 stockpiled or disposed of in a flood plain would require a Kansas State Board of Agriculture permit. Any material placed 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.

Buildings 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.

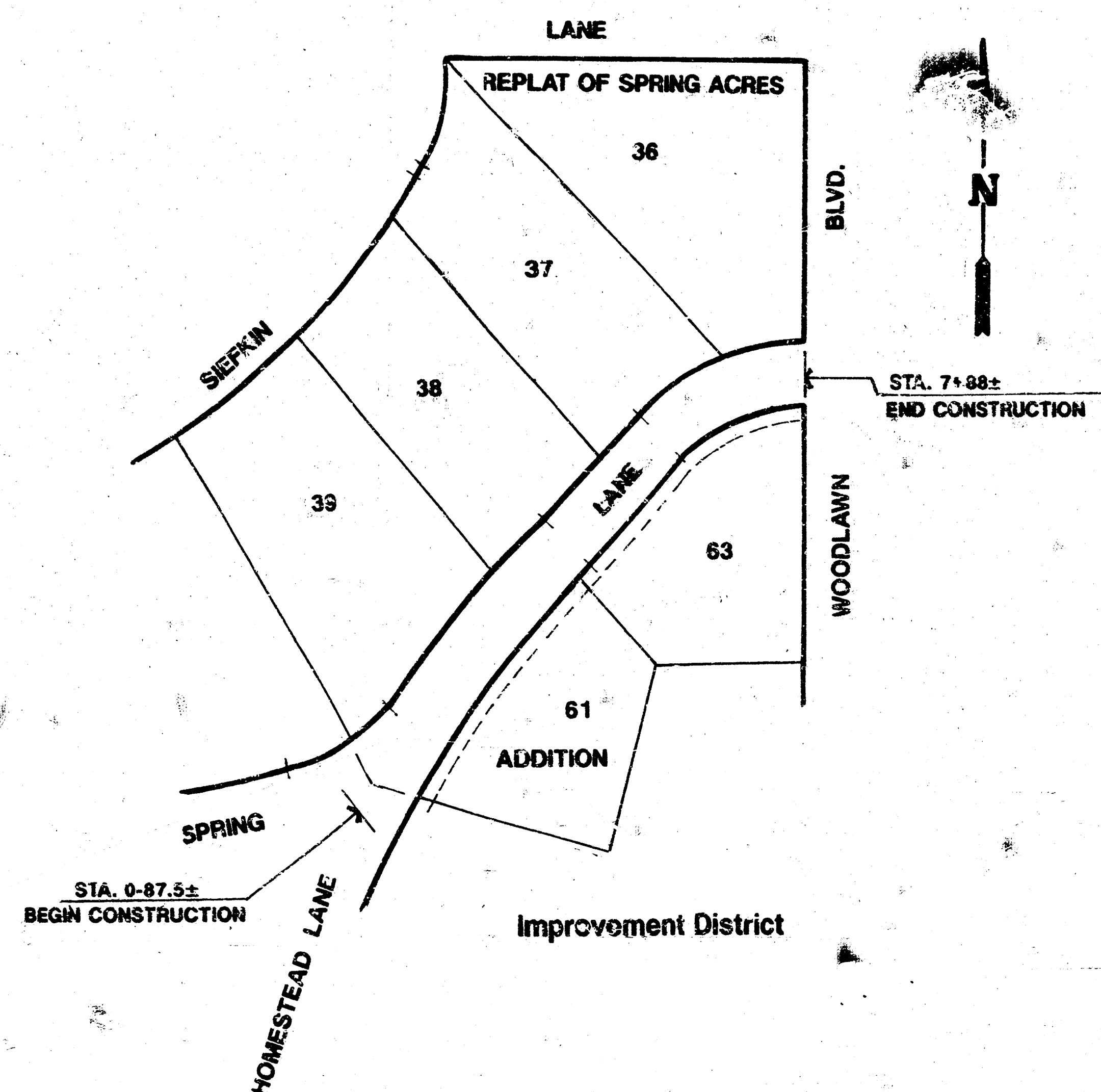
The contractor shall give all property owners and/or tenants of developed property affected by this project a minimum of ten (10) days advance notice prior to start of construction.

THE CONTRACTOR IS TO COORDINATE TRAFFIC ACCESS WITH AREA RESIDENTS AND CONSTRUCTION ENGINEER PRIOR TO CONSTRUCTION.

NOTE: ALL EARTHWORK IS TO BE SUBSIDIARY TO THIS PROJECT.

PROJECT NO. 472-82120

INDEX NO. 760967



INDEX

SHEET NO.	DESCRIPTION
1.	TITLE SHEET
2.	TYPICAL SECTION
3 & 4	PAVING PLANS

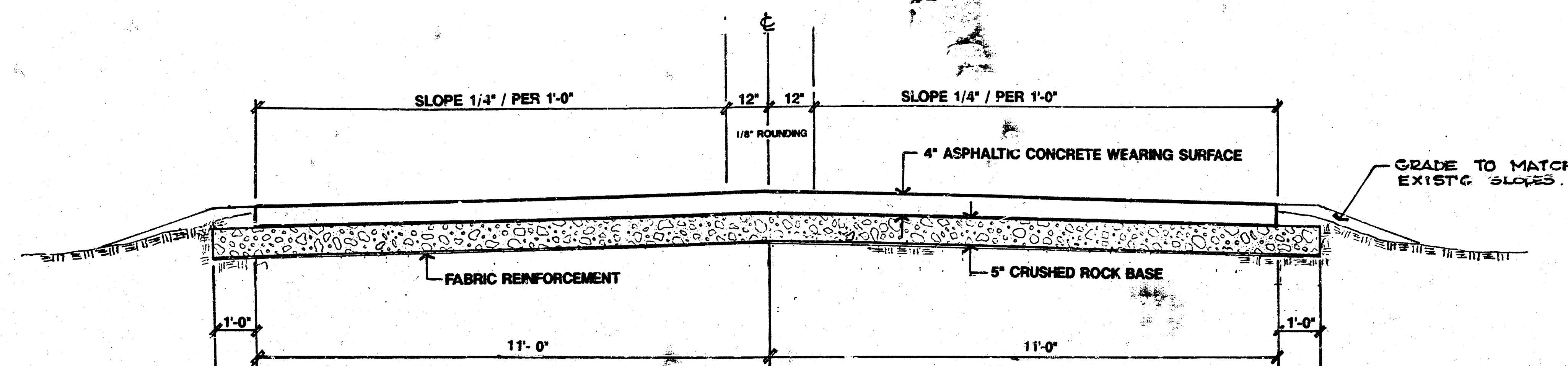
M.E. LINDEBAK -- CITY ENGINEER
CITY OF WICHITA, KANSAS

1
4

SCALE:	APPROVED BY	DRAWN BY
DATE:		
		DRAWING NUMBER

ALTERNATE # 1 TYPICAL SECTION

22' ASPHALTIC CONCRETE ROADWAY WITH REINFORCED CRUSHED ROCK BASE



GENERAL NOTES

FABRIC BASE REINFORCEMENT SHALL BE B X 1100 GEOGRID AS MANUFACTURED BY TENSAR CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. CRUSHED ROCK SHALL BE UNIFORMLY GRADED AND CONFORM TO THE FOLLOWING GRADATION.

PER CENT OF AGGREGATE RETAINED

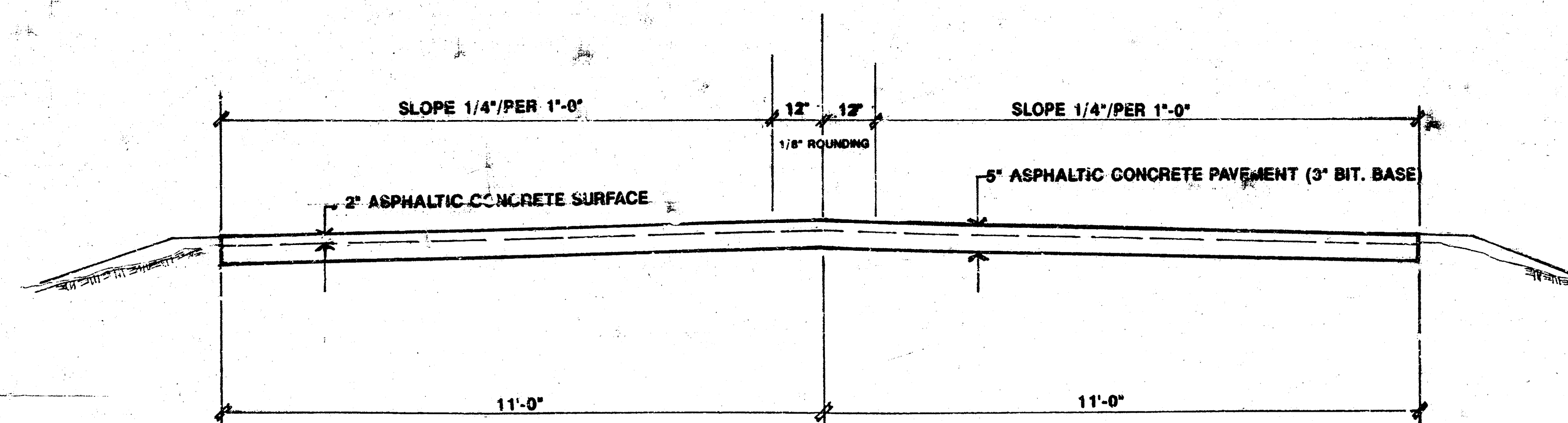
1-1/2"	0
3/4"	15-60
#4	40-80
#40	74-92
P200	4-12

ROCK QUALITY SHALL BE THE SAME AS SPECIFIED FOR COARSE AGGREGATE FOR ASPHALT 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.

REINFORCED CRUSHED ROCK BASE WILL BE PAID FOR AT THE SQUARE YARD PRICE FOR 5" THICKNESS.

ALTERNATE # 2 TYPICAL SECTION



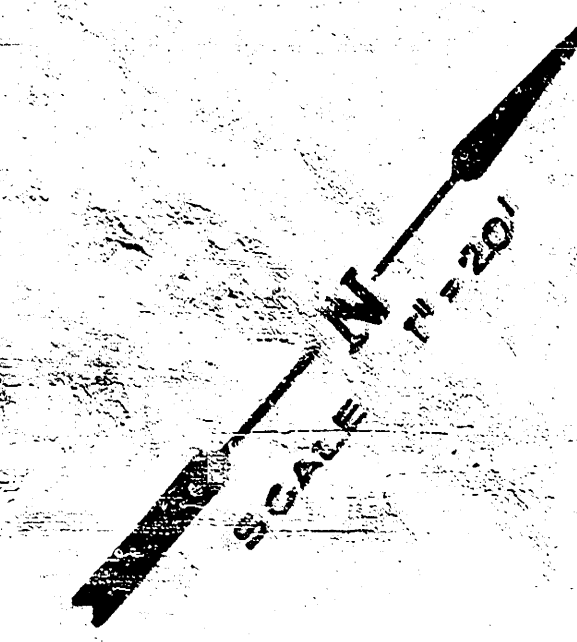
3:1 SLOPE OR
MATCH EXISTING

4" A.C. DRIVEWAY CONST. ALT. # 1.
5" ASPH. CONC. PAYM'T (3" BIT. BASE) ALT. # 2

NOTE: INTENT OF PROJECT IS TO CONSTRUCT PAVEMENT AS DETAILED WITH MINIMUM EARTHWORK AND DISTURBANCE OF GRASSED AREAS. WHEN EXISTING EARTH SUBGRADE IS DISTURBED BELOW ROCK BASE AND DRIVEWAY PAVEMENT THE SUBGRADE SHALL BE RECOMPACTED IN SUCH AREAS AS REQUIRED BY STANDARD SPECIFICATIONS.

TYPICAL SECTION - DRIVEWAY

B.M. 208.41 "C" CUT TOP CURB WEST END RETURN
N.W. CORNER SPRING LN. & WOODLAWN BLVD.

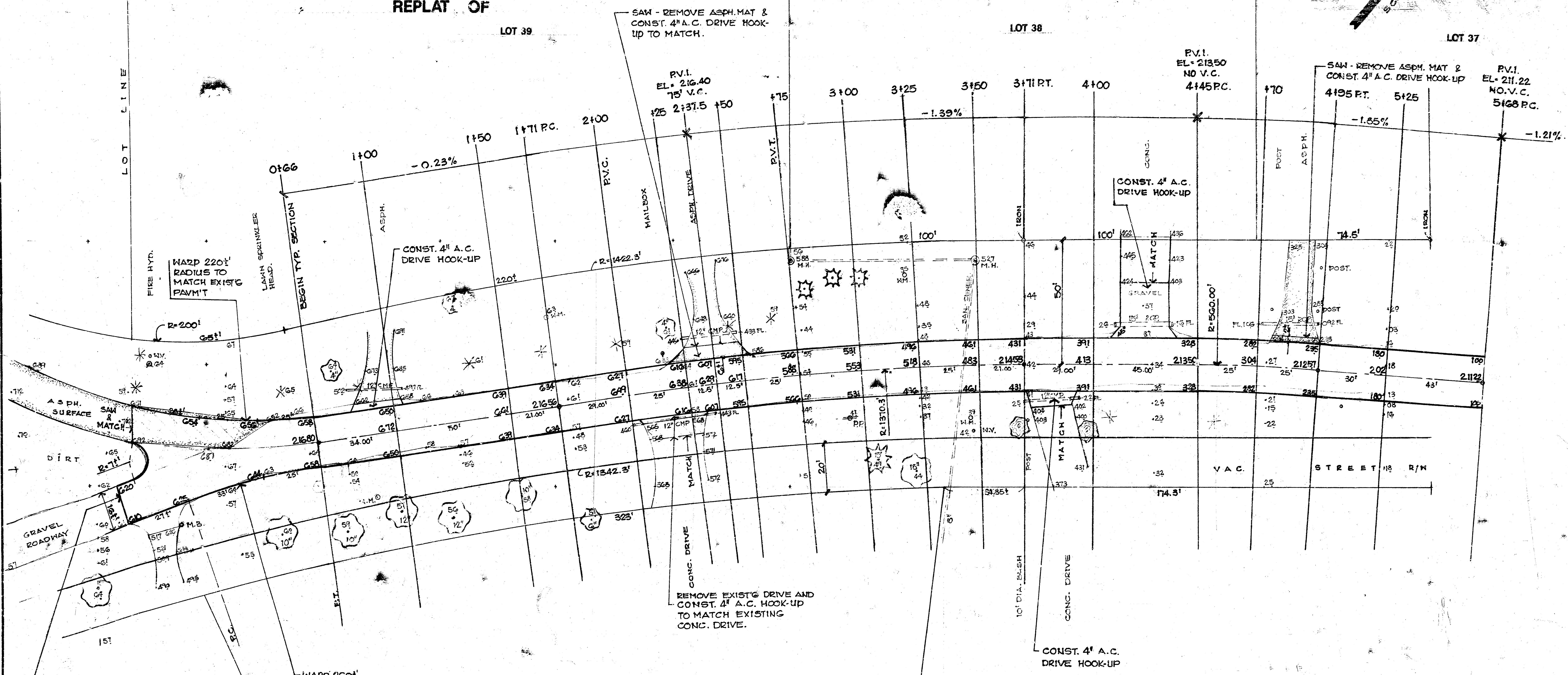


REPLAT OF

LOT 39

LOT 38

LOT 37



BEGIN CONSTRUCTION
GRADE EXIST'G SAND &
GRAVEL HOOK UP TO
MATCH NEW CONST.
COST TO BE SUBSIDIARY
TO OTHER BID ITEMS.

WARP 220' RADIUS

REMOVES: REMOVAL

LOT 61

CURVE DATA BASED ON ϕ CONST. RAD = 1370.3'

STATION	ARC	CHORD	DEFLECTION	TOTAL DEFL.
P.C. 1+71				0° 00' 00"
2+00	29.00'	29.00'	0° 36' 23"	0° 36' 23"
2+25	25.00'	25.00'	0° 31' 21"	1° 07' 44"
2+50	"	"	0° 31' 22"	1° 39' 06"
2+75			0° 31' 21"	2° 10' 27"
3+00			0° 31' 22"	2° 41' 49"
3+25			0° 31' 21"	3° 13' 10"
3+50	25.00'	25.00'	0° 31' 22"	3° 44' 32"
P.T. 3+71	21.00'	21.00'	0° 26' 21"	4° 10' 53"

$\Delta = 8^\circ 21' 45''$
 $R = 1370.3'$
 $ARC = 200.00'$
 $TAN = 100.18'$
 $CHORD = 199.82'$

0.0209 MIN./FT. ARC

FOR INFORMATION ONLY
APPROX. 440 CU.YDS EXCAVATION
ALTERNATE NO. 1

SPRING ACRES

LOT 63

CURVE DATA BASED ON ϕ CONST. RAD = 560.00'

STATION	ARC	CHORD	DEFLECTION	TOTAL DEFL.
P.C. 4+45				0° 00' 00"
4+70	25.00'	24.99'	1° 16' 44"	1° 16' 44"
P.T. 4+65	25.00'	24.99'	1° 16' 44"	2° 33' 28"

$\Delta = 5^\circ 06' 50''$
 $R = 560.00'$
 $ARC = 50.00'$
 $TAN = 25.02'$
 $CHORD = 49.98'$

0.0511 MIN./FT. ARC

SPRING LANE		
Homestead to Woodlawn		
SCALE:	APPROVED BY:	DRAWN BY:
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REPLAT OF

LOT 37

PV.1
EL. 211.22
NO V.C.
5+68.96

LOT 36

SAM - REMOVE ASPH. MAT &
CONST. 4" A.C. 50K-UP TO
MATCH NEW CONST.

SAM - REMOVE ASPH. MAT &
CONST. 4" A.C. HOOK-UP TO
MATCH NEW CONST.

SAM - REMOVE ASPH. MAT &
CONST. 4" A.C. HOOK-UP TO
MATCH NEW CONST.

REMOVE EXISTING BROKEN
CONC. DRIVE AND CONST.
4" A.C. DRIVE HOOK-UP.

LOT 33

SPRING ACRES

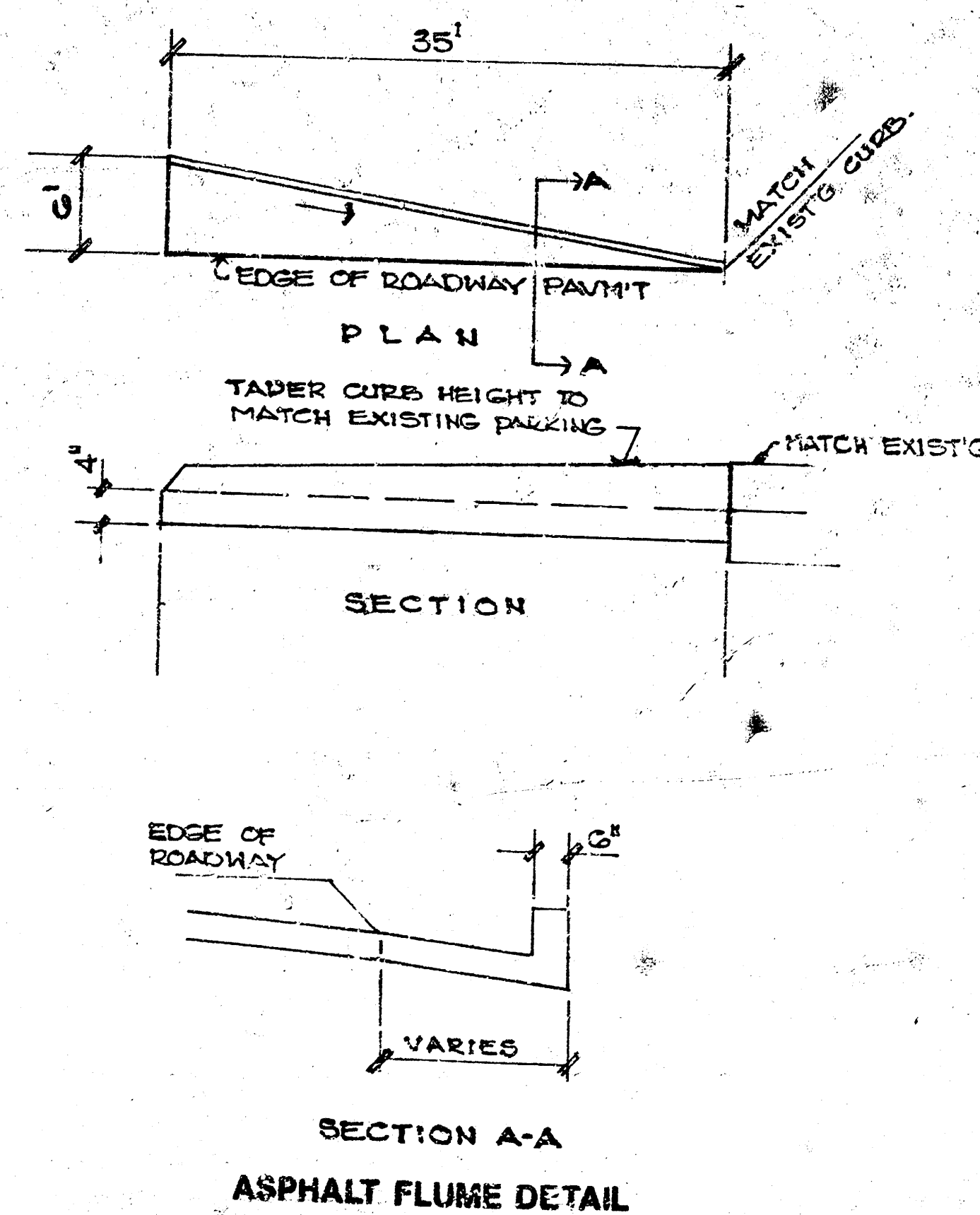
CURVE DATA BASED ON ϕ CONST. RAD = 425.00'

STATION	ARC	CHORD	DEFLECTION	TOTAL DEF.
PC 5166				
6+00	32.00'	31.99'	2° 05' 13"	2° 05' 13"
6+25	25.00'	24.99'	1° 40' 10"	3° 45' 23"
6+50	"	"	"	5° 25' 33"
6+75	"	"	"	7° 05' 43"
7+00	25.00'	24.99'	1° 40' 10"	8° 45' 53"
PT 7+16	16.00'	17.99'	1° 12' 01"	10° 01' 00"

$\Delta = 20^\circ 02' 00"$
 $R = 425.00'$
 $ARC = 150.00'$
 $TAN = 75.71'$
 $CHORD = 149.24'$

0.06671 MIN/FT ARC

NOTE: ASPHALT FLUME CONSTRUCTION IS TO
PAID AS BID FOR 4" ASPHALTIC CONCRETE
PAVEMENT. ALTERNATE NO. 1.
5" A.C. PAV'T (3" BIT. BASE) ALT. NO. 2.



SPRING LANE		
Homestead to Woodlawn		
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18-10-5-1