

GENERAL NOTES

1. CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF TWENTY-FOUR (24) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:

KANSAS ONE-CALL 687-2470

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

TELEVISION 262-4270 OR 263-2061
NPL GAS SERVICE COMPANY 263-7511
KANSAS GAS & ELECTRIC 264-1141
NPLA GAS COMPANY 942-8350 OR 263-8161
KANSAS BELL TELEPHONE CO. 1-571-2611
CITY OF WICHITA WATER DEPARTMENT 268-4908
CITY OF WICHITA SEWER MAINTENANCE 268-4071

2. UTILITY SERVICE LINES, LINES, VALVE BOXES, METERS, AND MISC. ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO OR DURING CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR. EXISTING UTILITIES AND THEIR LOCATION AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION AVAILABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORDS OR COMPANY PROVIDED FIELD LOCATIONS. THE PLANS LOCATIONS SHOWN ARE NOT GUARANTEED. ADDITIONAL EXISTING UTILITIES MAY ALSO BE ENCOUNTERED. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT COMPLY WITH PROPOSED CONSTRUCTION.

3. THE CONTRACTOR WILL BE PERMITTED TO BID ONLY ONE OF THE ALTERNATE TYPES OF SUBGRADE TREATMENT. THE TYPE BID BY THE SUCCESSFUL BIDDER WILL BE THE TYPE OF SUBGRADE TREATMENT USED TO CONSTRUCT THE PROJECT.

4. NOT MORE THAN ONE 20' DRIVE ENTRANCE SHALL BE CONSTRUCTED ON THIS PROJECT.

5. 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 0'5" FOOT BEYOND THE RIGHT-OF-WAY LINE AND THEN SLOPED UP OR DOWN USING PERMISSIBLE SLOPES TO MATCH THE EXISTING GROUND SURFACE.

6. THE CITY OF WICHITA'S SEWER MAINTENANCE DIVISION OF THE DEPARTMENT OF WATER AND WASTE POLLUTION CONTROL HAS TELEVIEWED SEWERS WITHIN THE LIMITS OF THE PROJECT AND HAVE FOUND NO DEFECTS REQUIRING REPAIR. THE DIVISION SHALL BE NOTIFIED AND AFFORDED THE OPPORTUNITY TO RETELVIEW 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.

7. THE CONTRACTOR SHALL NOTIFY PIPELINE COMPANIES AT LEAST 24 HOURS IN ADVANCE OF ANY WORK BEING PERFORMED ACROSS AND/OR ADJACENT TO PIPELINES.

8. 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.

9. 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.

10. 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 OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.

11. CONTRACTOR SHALL GIVE PROPERTY OWNERS ADJUTING THIS PROJECT, WHOSE YARDS WILL BE LOWER THAN 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 DUNE AND SPREAD THE EXCESS MATERIAL AS 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.

12. ALL ELEVATIONS SHOWN ARE CITY OF WICHITA DATUM (USGS-1187.4 = CITY DATUM).

SAYLER ADDITION STREET IMPROVEMENTS EVERGREEN LANE

PROJECT NO. 472-81831-001

INDEX CODE 761106

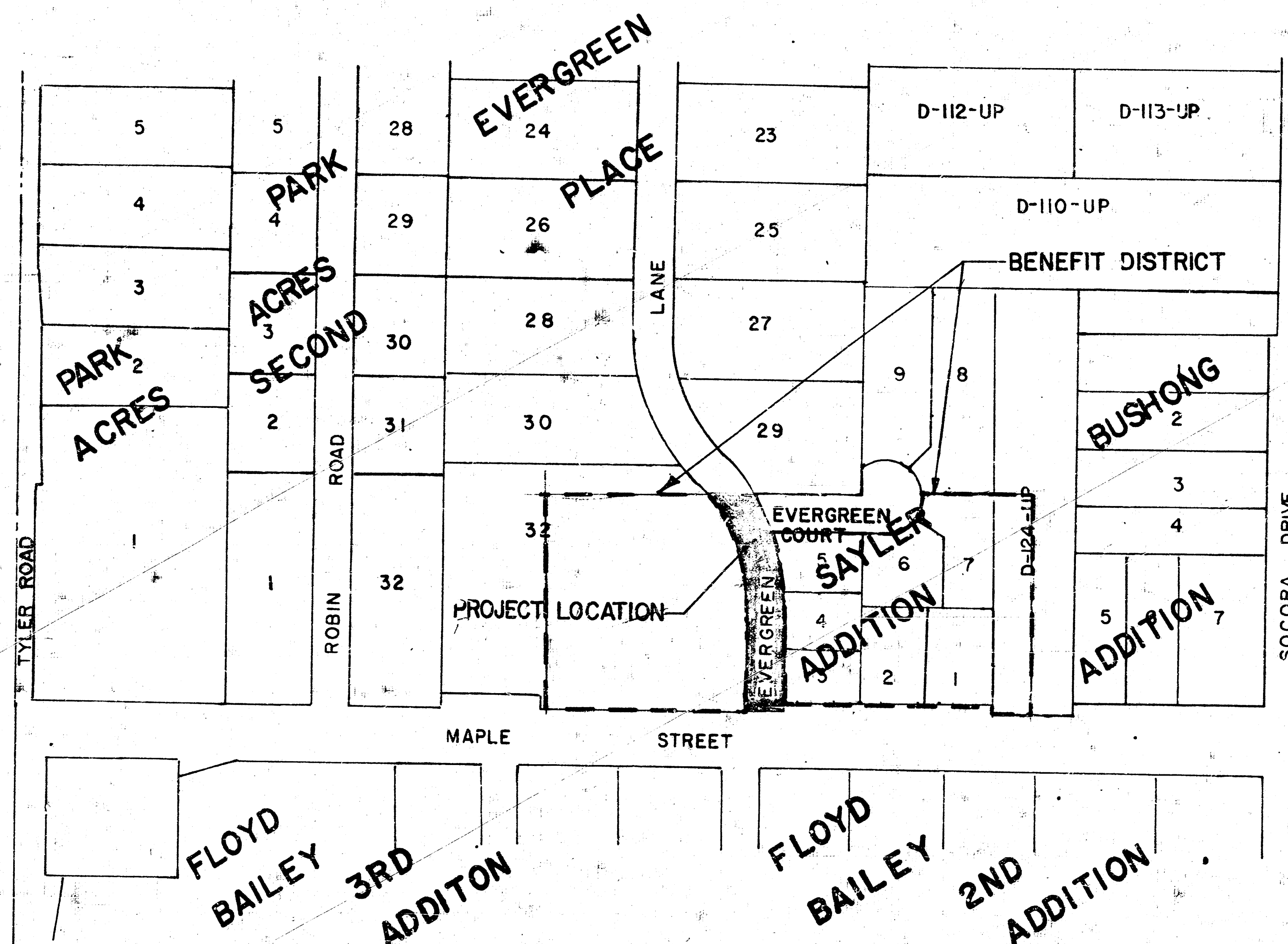
CITY OF WICHITA, KANSAS

MICHAEL E. LINDEBAK, CITY ENGINEER

APRIL, 1988

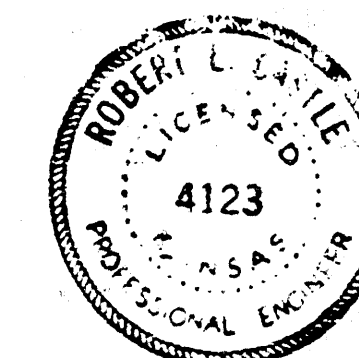
DRAWING INDEX

SHEET	TITLE
1	MAP AND BENEFIT DISTRICT
2 & 3	TYPICAL 31' PAVEMENT DETAILS
4	PLAN EVERGREEN LANE
5	INCIDENTAL DRAINAGE EVERGREEN LANE
6	DETAIL STANDARD TYPE 1A CURB INLET
7	VALLEY GUTTER DETAILS
8	STANDARD DRIVE ENTRANCES
9	CROSS SECTIONS EVERGREEN LANE



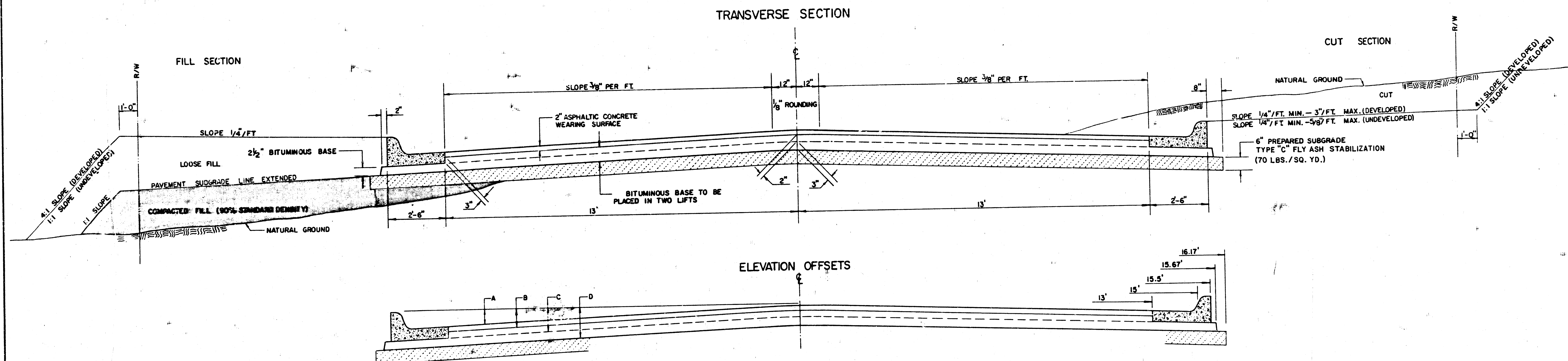
SCALE 1" = 150'

Booked Per Plans
2/18/93, LKP
D-200



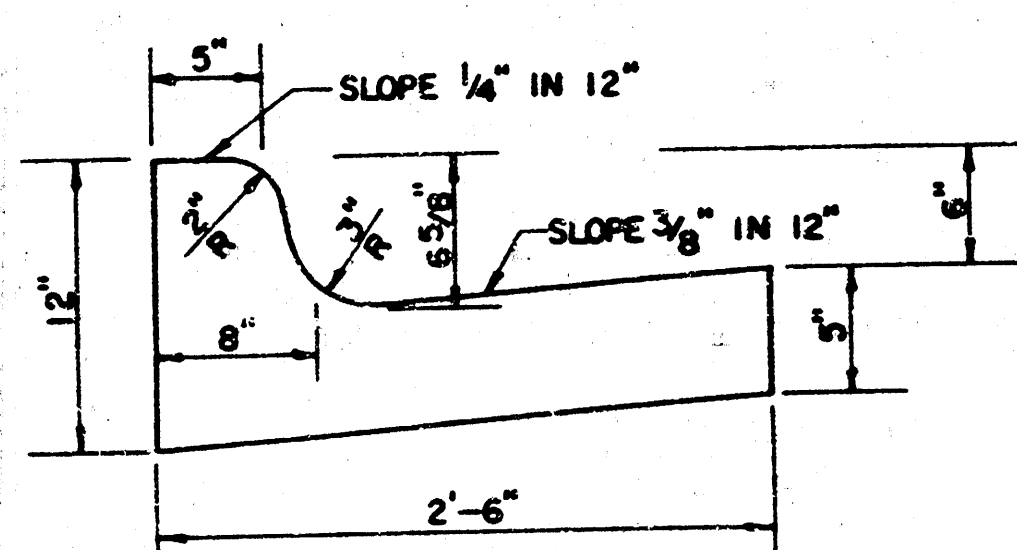
EARL M. SAYLER STREET IMPROVEMENTS	
MAP AND BENEFIT DISTRICT SAYLER ADDITION	
PROJ. NO. 472-81831-001	
CASTLE & ASSOCIATES ENGINEERS WICHITA, KANSAS	DR. LJK CH. RMB APP. PLC
DATE APRIL 1988	DWG. FILE NO. 8740-D-80,101
SHEET NO. 1 OF 9	

TYPICAL 3' PAVEMENT DETAILS

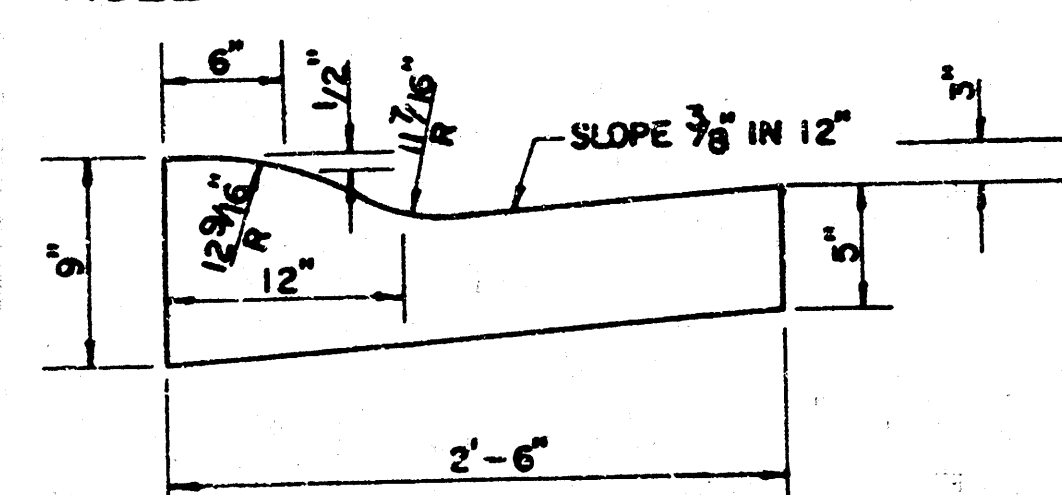


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7.5'	10'	12'	13'	15'	15.5'	15.67'	16.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.10	0.14	0.21	0.27	0.32	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.27	0.31	0.38	0.44	0.49	0.56	0.63	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.44	0.49	0.57	0.64	0.70	0.79	0.87	0.90	0.98	1.00	1.00	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.69	0.73	0.80	0.87	0.93	1.01	1.08	1.12	1.19	1.21	1.21	1.23

COMBINED CURB & GUTTER



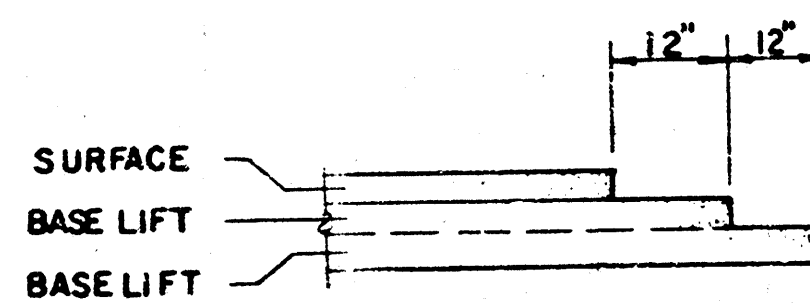
ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).
- 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" 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) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

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 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

8740-D-80,102

SHEET 2 OF 9

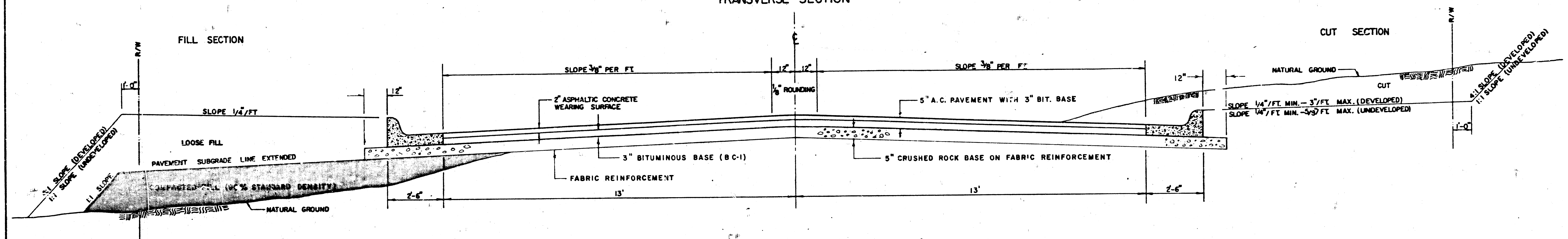
7 INCH RESIDENTIAL ASPHALTIC CONCRETE
PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS

PROJECT NUMBER

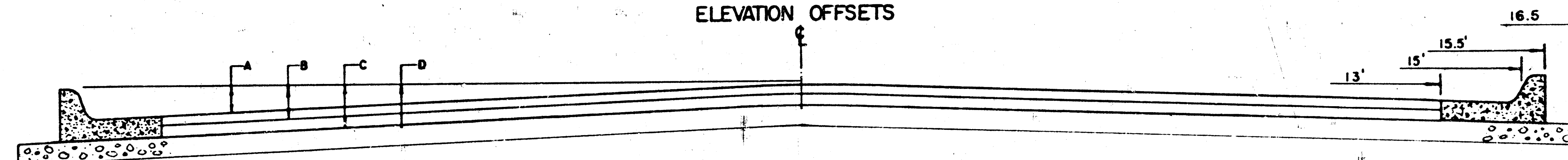
472-81831-001

TYPICAL 31' PAVEMENT DETAILS

TRANSVERSE SECTION

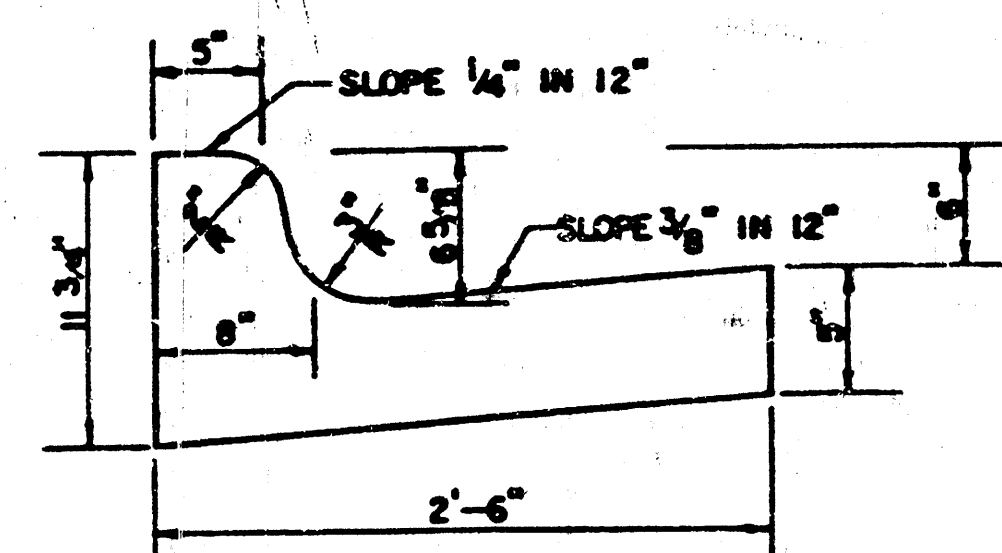


ELEVATION OFFSETS

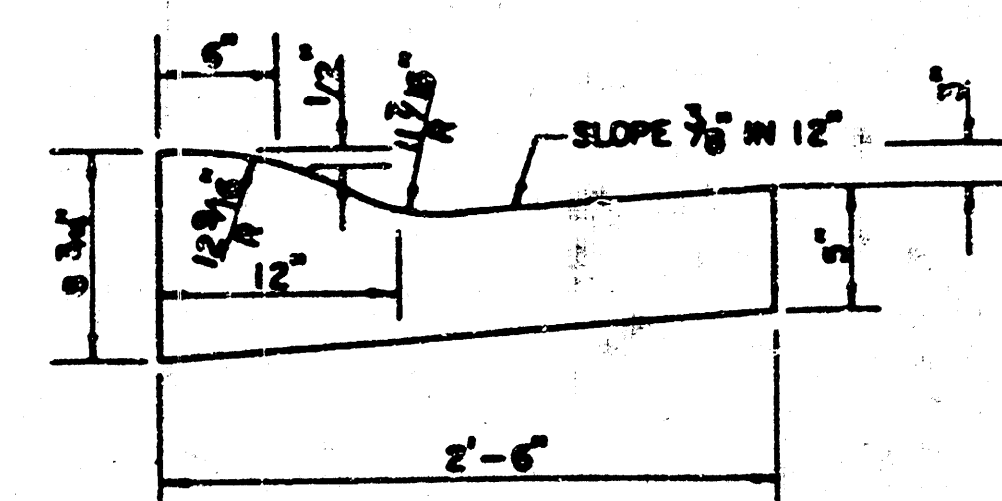


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7.5'	10'	12'	13'	15'	15.5'	15.67'	16.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	.10	.14	.21	.27	.32	.39	.46	.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	.27	.31	.37	.44	.48	.56	.62	.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	.52	.56	.62	.69	.73	.81	.87	.90	.97	.98	.99	—
D: TOP OF CURBS TO TOP OF SUBGRADE	—	—	—	—	—	—	—	—	—	—	—	—

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER



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 MANUFACTURES 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.

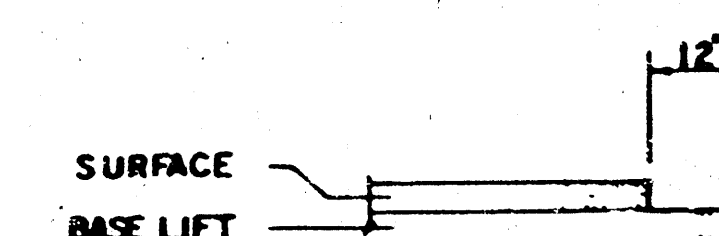
A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE).

TRANSVERSE CONSTRUCTION JOINTS



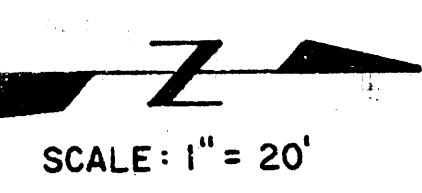
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINTS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE).

3740-D-80,110 PROJECT NUMBER SHEET NO. 3 OF 9
472-81831-001

5" RESIDENTIAL ASPHALTIC CONCRETE
PAVEMENT WITH CRUSHED ROCK BASE
ON FABRIC REINFORCEMENT

BENCHMARK NO. 1 - RAILROAD SPIKE IN UTILITY POLE ON THE NORTH SIDE OF MAPLE AT SOCCORA. ELEV. -142.99 CITY DATUM

BENCHMARK NO. 2 - TOP OF 1" IRON PIPE 20' SOUTH OF THE S.E. COR. OF LOT 3, SAYLER ADDITION. ELEV. -142.54 CITY DATUM

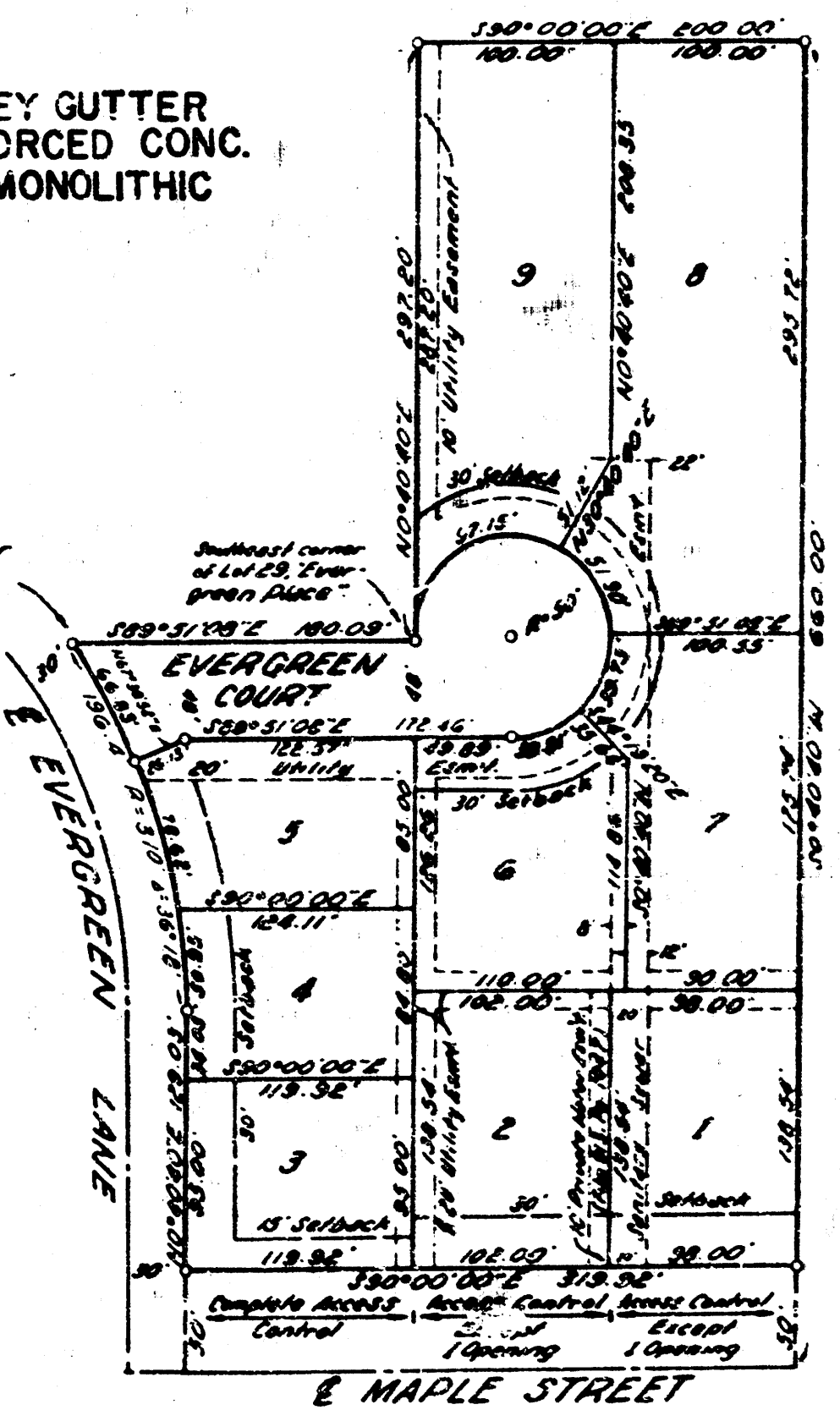
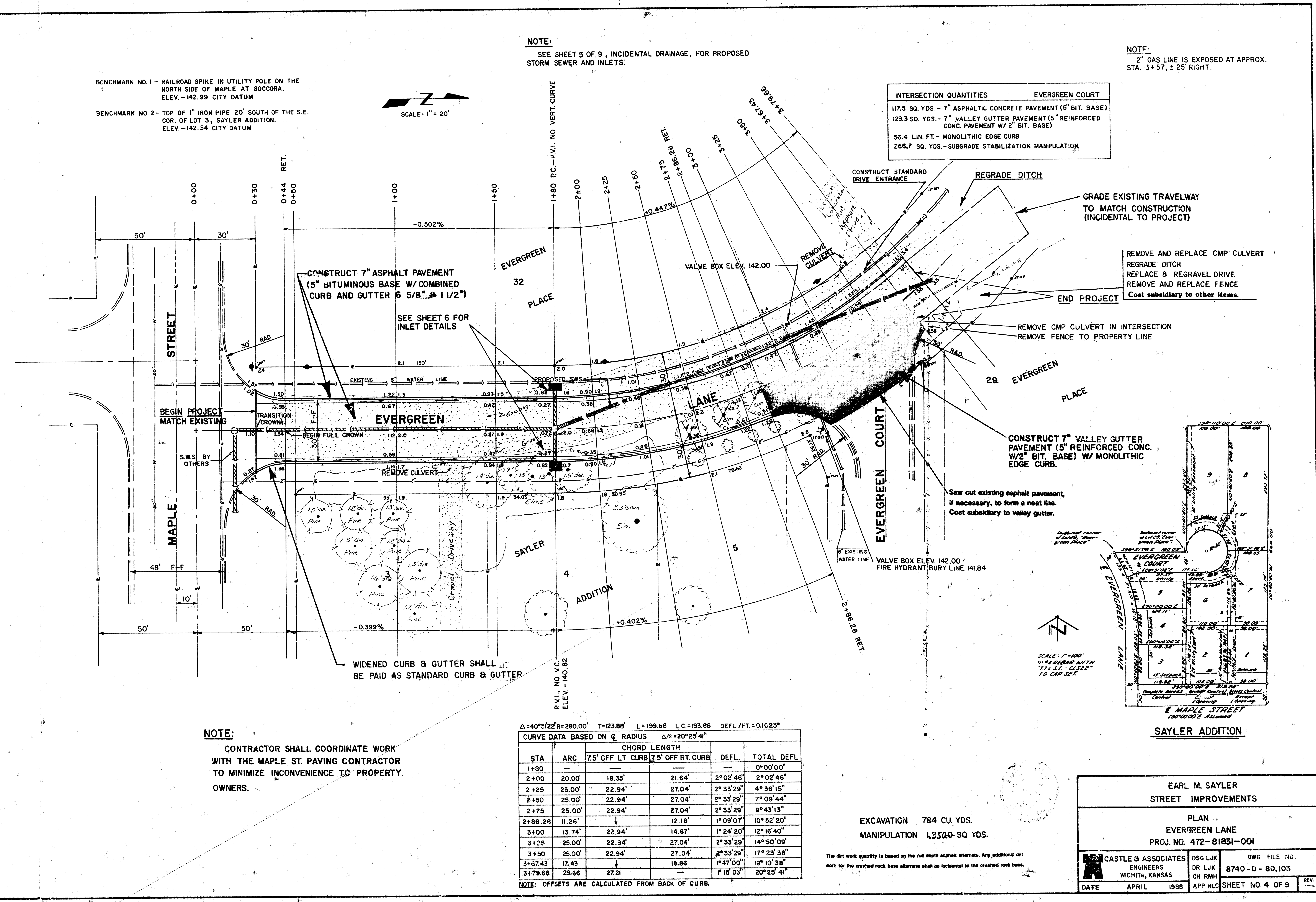


SCALE: 1" = 20'

NOTE:
SEE SHEET 5 OF 9, INCIDENTAL DRAINAGE, FOR PROPOSED STORM SEWER AND INLETS.

NOTE:
2" GAS LINE IS EXPOSED AT APPROX. STA. 3+57, ± 25' RIGHT.

INTERSECTION QUANTITIES	EVERGREEN COURT
117.5 SQ. YDS. - 7" ASPHALTIC CONCRETE PAVEMENT (5" BIT. BASE)	
129.3 SQ. YDS. - 7" VALLEY GUTTER PAVEMENT (5" REINFORCED CONC. PAVEMENT W/ 2" BIT. BASE)	
56.4 LIN. FT. - MONOLITHIC EDGE CURB	
266.7 SQ. YDS. - SUBGRADE STABILIZATION MANIPULATION	



NOTE:
CONTRACTOR SHALL COORDINATE WORK WITH THE MAPLE ST. PAVING CONTRACTOR TO MINIMIZE INCONVENIENCE TO PROPERTY OWNERS.

$\Delta = 40^\circ 51' 22''$ $R = 280.00'$ $T = 123.88'$ $L = 199.66'$ $L.C. = 193.86'$ $DEFL./FT. = 0.1623''$

CURVE DATA BASED ON $\frac{1}{2}$ RADIUS $\Delta/2 = 20^\circ 25' 41''$

STA	ARC	7.5' OFF LT CURB	7.5' OFF RT CURB	DEFL.	TOTAL DEFL.
1+80	—	—	—	0° 00' 00"	—
2+00	20.00'	18.35'	21.64'	2° 02' 46"	2° 02' 46"
2+25	25.00'	22.94'	27.04'	2° 33' 29"	4° 36' 15"
2+50	25.00'	22.94'	27.04'	2° 33' 29"	7° 09' 44"
2+75	25.00'	22.94'	27.04'	2° 33' 29"	9° 43' 13"
2+86.26	11.26'	—	12.18'	1° 09' 07"	10° 52' 20"
3+00	13.74'	22.94'	14.87'	1° 24' 20"	12° 16' 40"
3+25	25.00'	22.94'	27.04'	2° 33' 29"	14° 50' 09"
3+50	25.00'	22.94'	27.04'	2° 33' 29"	17° 23' 38"
3+67.43	17.43'	—	18.86'	1° 47' 00"	19° 10' 38"
3+79.66	29.66'	27.21'	—	1° 15' 03"	20° 25' 41"

NOTE: OFFSETS ARE CALCULATED FROM BACK OF CURB.

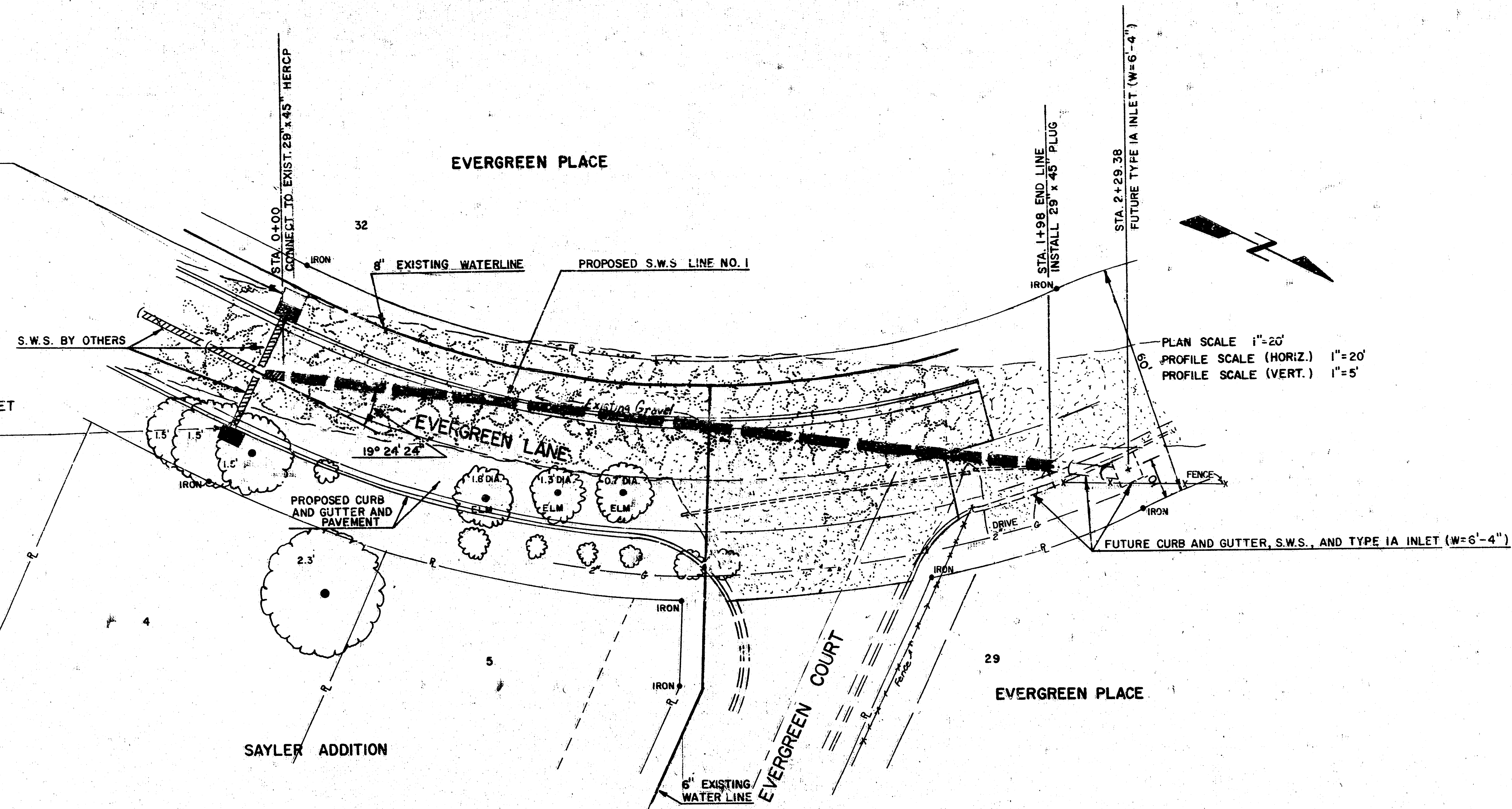
EXCAVATION 784 CU. YDS.
MANIPULATION 1,3500-SQ. YDS.

The dirt work quantity is based on the full depth asphalt alternate. Any additional dirt work for the crushed rock base alternate shall be incidental to the crushed rock base.

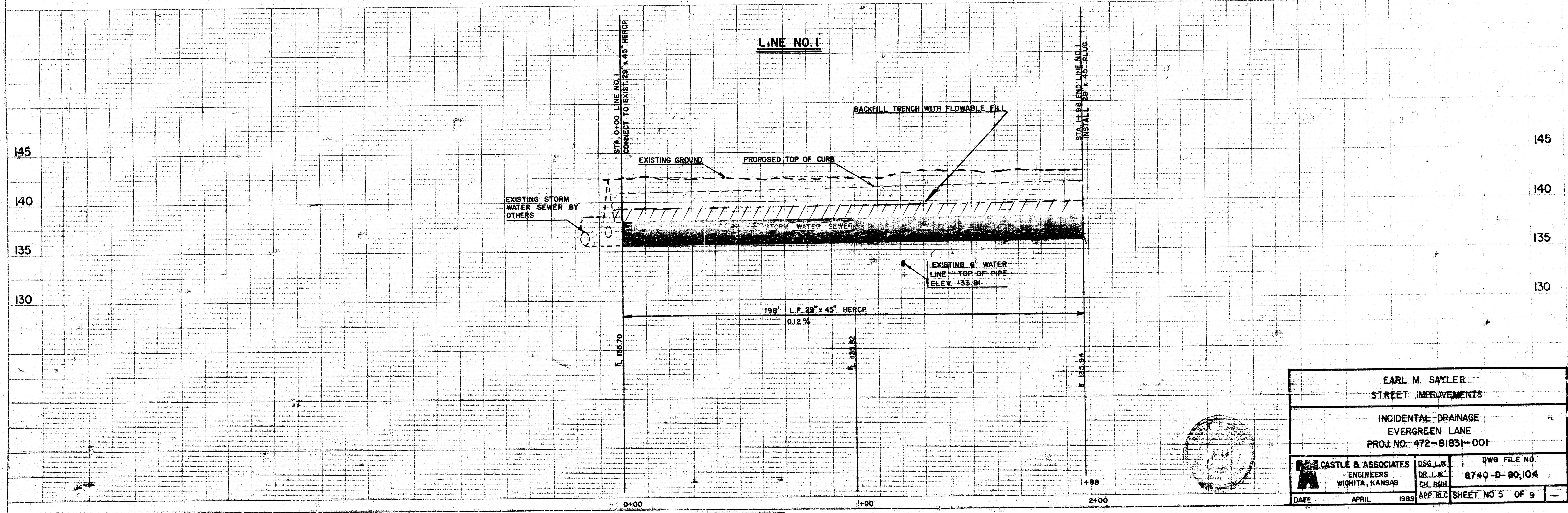
EARL M. SAYLER STREET IMPROVEMENTS			
PLAN EVERGREEN LANE PROJ. NO. 472-81831-001			
CASTLE & ASSOCIATES ENGINEERS WICHITA, KANSAS	DSG LJK DR LJK CH RMH	DWG FILE NO. 8740-D-80,103	REV.
	DATE APRIL 1988	APP RLC	

NOTE:
REMOVE EXISTING DITCH INLET
CONSTRUCT STANDARD TYPE IA INLET
L=6'-4" W=4'-4"
TOP ELEV.=140.82

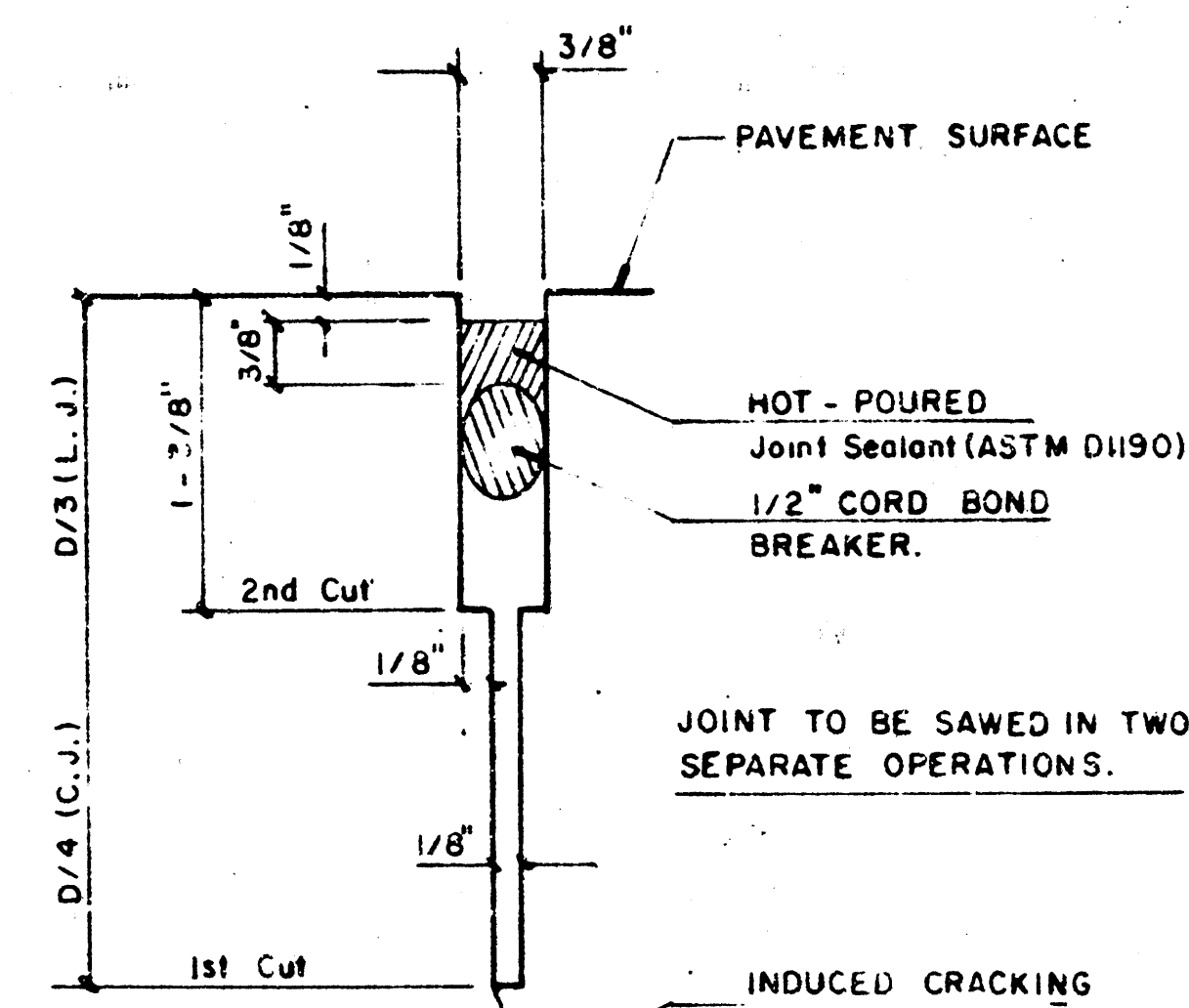
NOTE:
CONVERT DITCH INLET TO TYPE IA INLET
TOP ELEV.=140.82



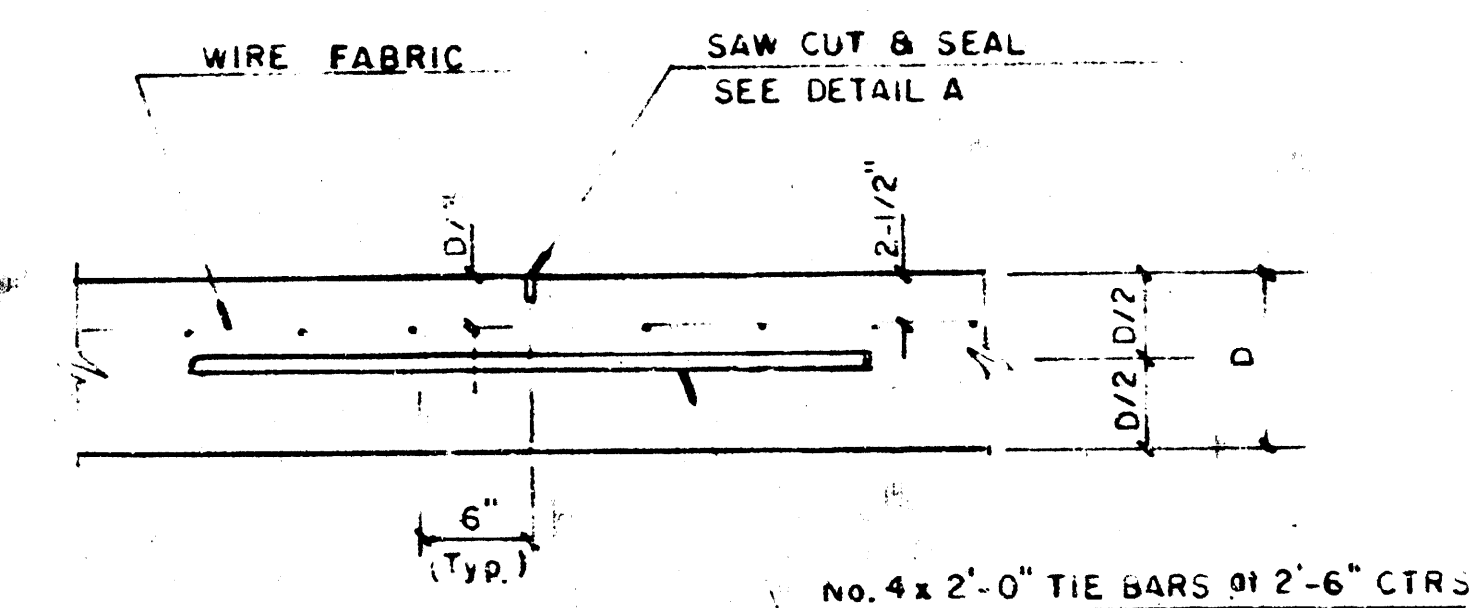
NOTE:
BACKFILL IN STREET RIGHT-OF-WAY
SHALL BE COMPACTED ACCORDING TO THE
CITY OF WICHITA SPECIFICATIONS.



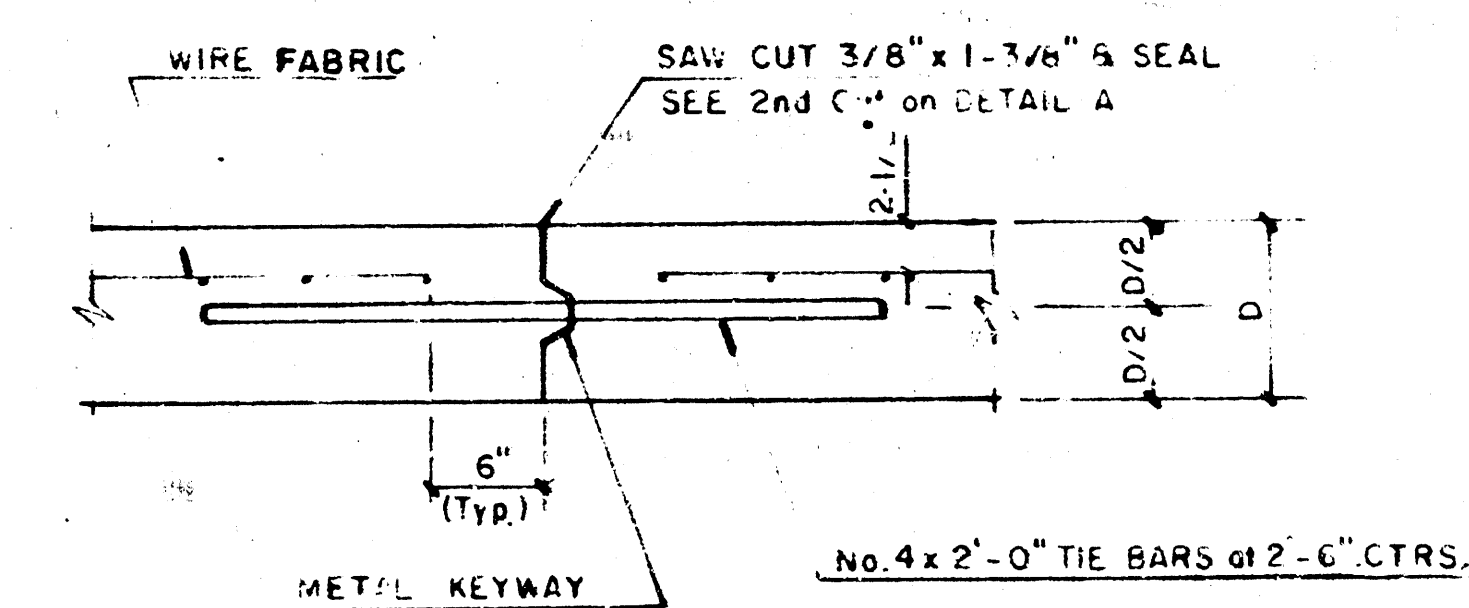
EARL M. SAYLER STREET IMPROVEMENTS	
INCIDENTAL DRAINAGE EVERGREEN LANE PROJ. NO. 472-81831-001	
CASTLE & ASSOCIATES ENGINEERS WICHITA, KANSAS	DWG. FILE NO. 8740-D-80104 SHEET NO 5 OF 9
DATE APRIL 1989	APP. RLC



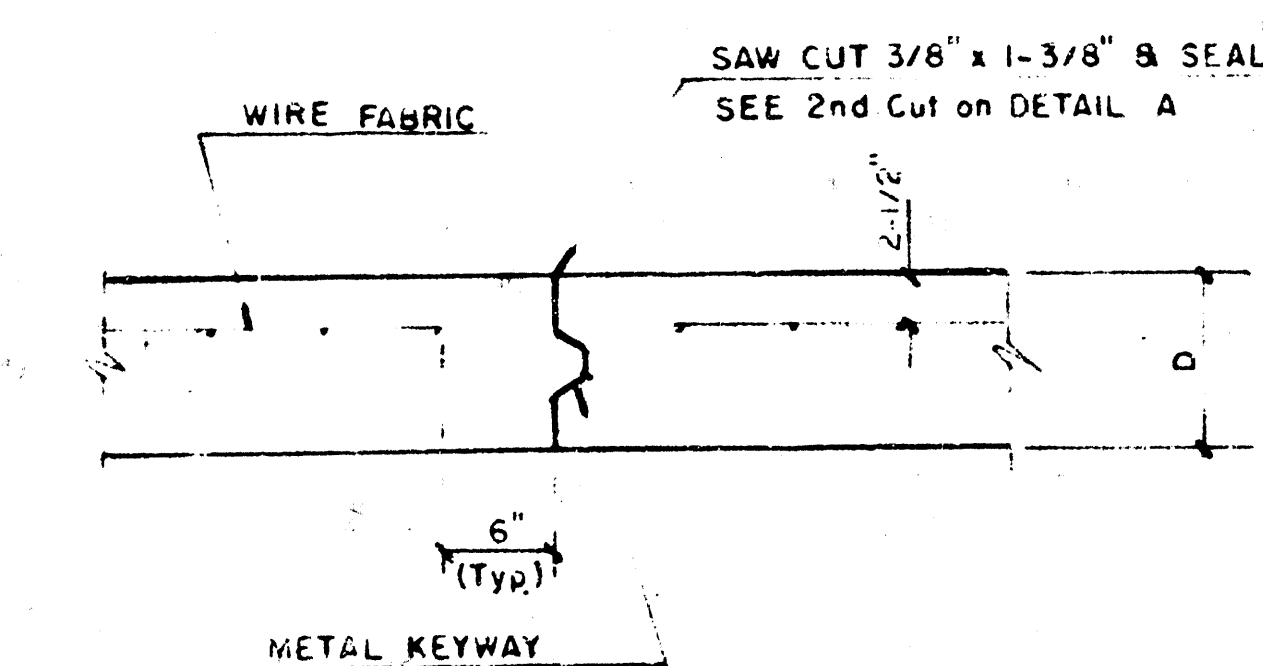
DETAIL A



LONGITUDINAL JOINT DETAIL (L.J.)

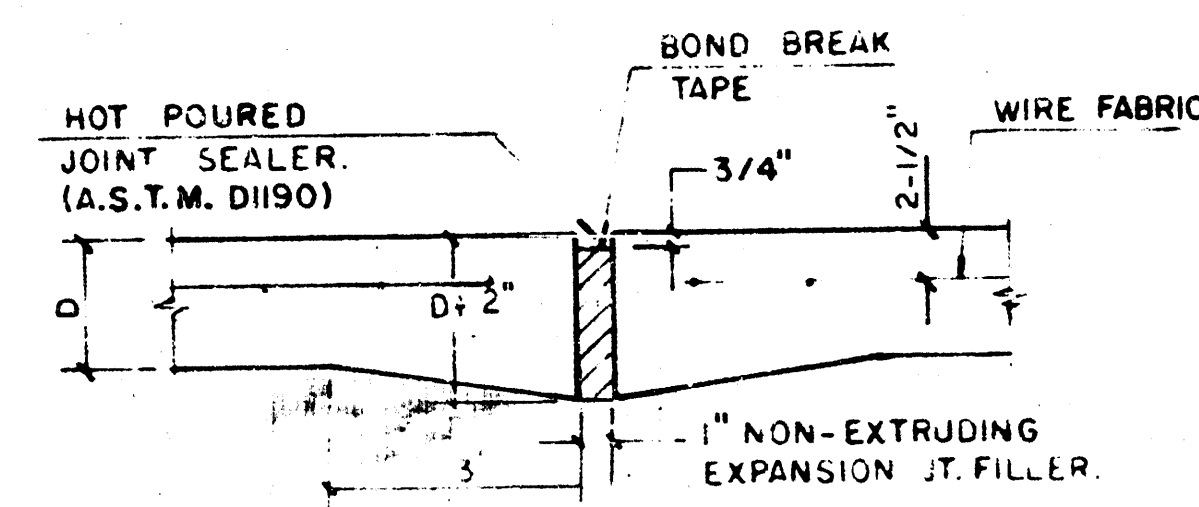


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT (L.J.)
(Alternate L.J.)



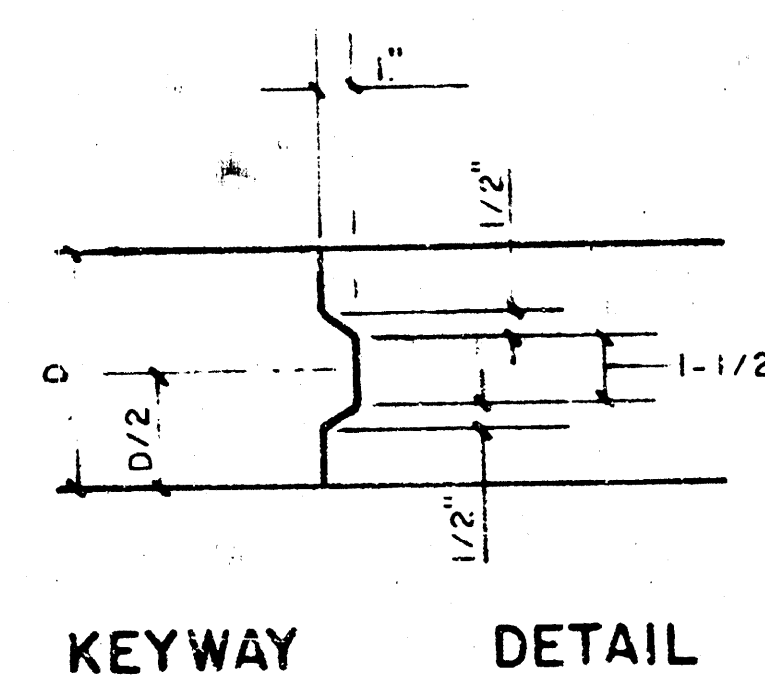
OPTIONAL CONTRACTION CONSTRUCTION JOINT (C.J.)
(Alternate C.J.)

NOTE: ALL CONCRETE VALLEY GUTTER REINFORCEMENT SHALL BE ADEQUATELY SUPPORTED BY BAR CHAIRS IN THE REQUIRED POSITION UNLESS APPROVED OTHERWISE BY THE ENGINEER.

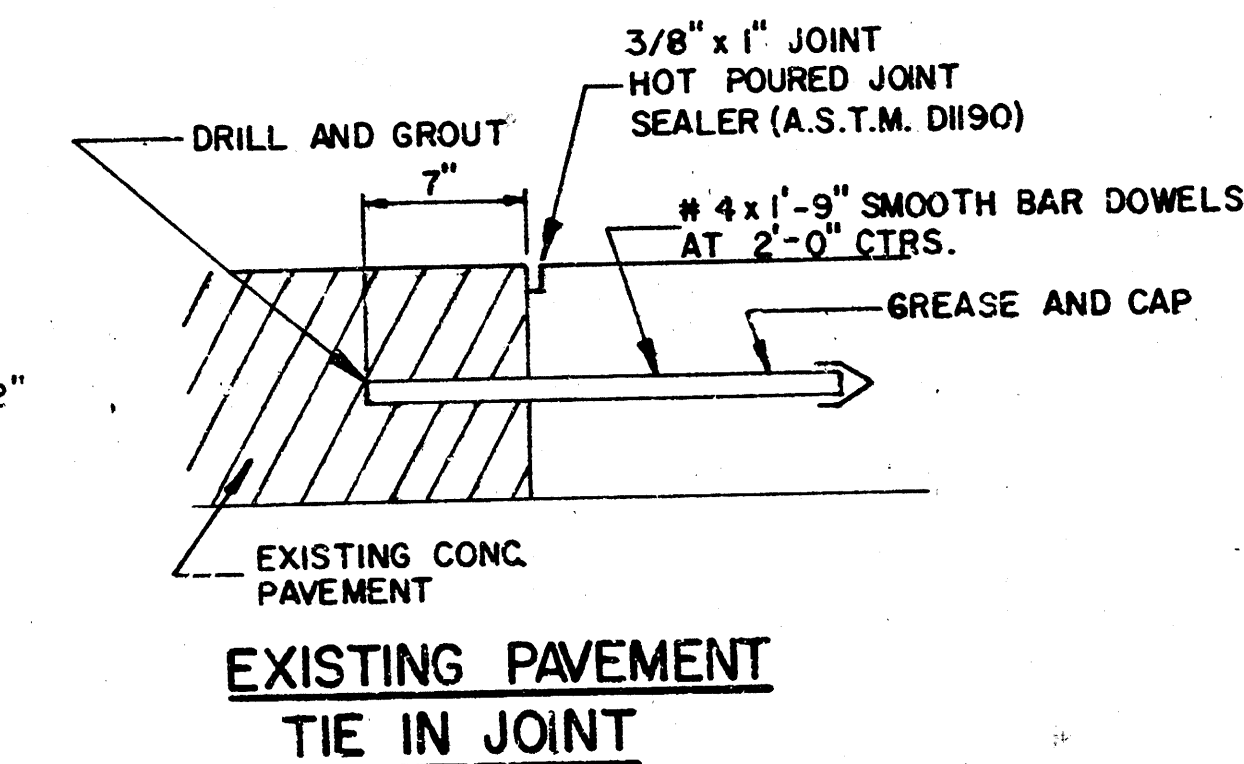


EXPANSION JOINT

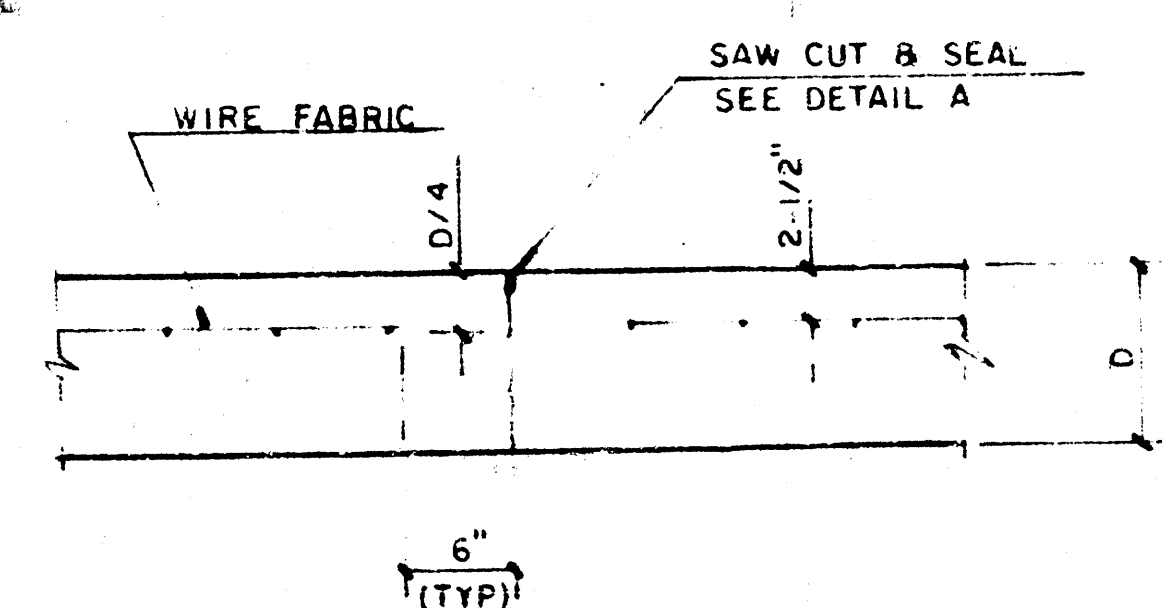
NOTE: EXTRA THICKNESS TO BE SUBSIDIARY TO PRICE OF 50 YDS PAVEMENT.



KEYWAY DETAIL



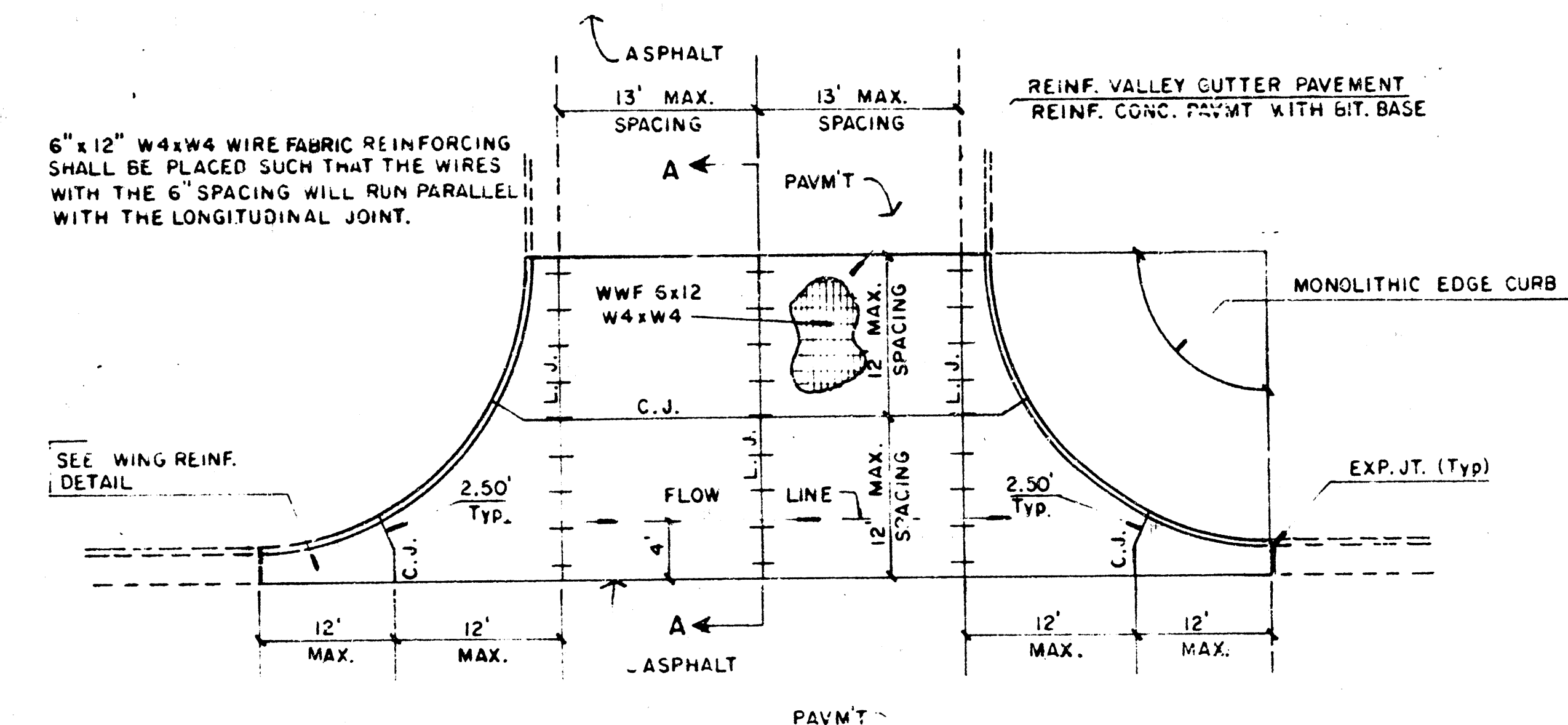
EXISTING PAVEMENT
TIE IN JOINT



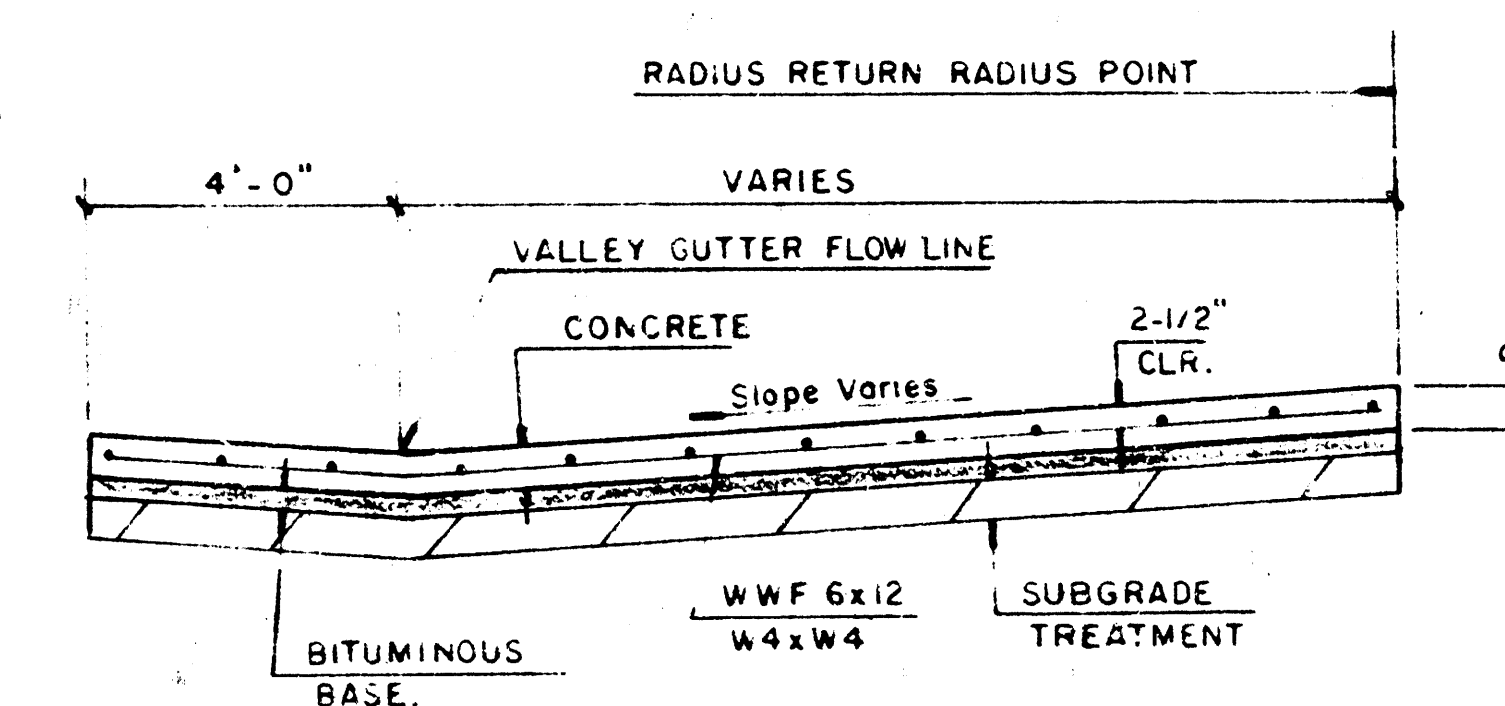
CONTRACTION JOINT DETAIL (C.J.)

LEGEND

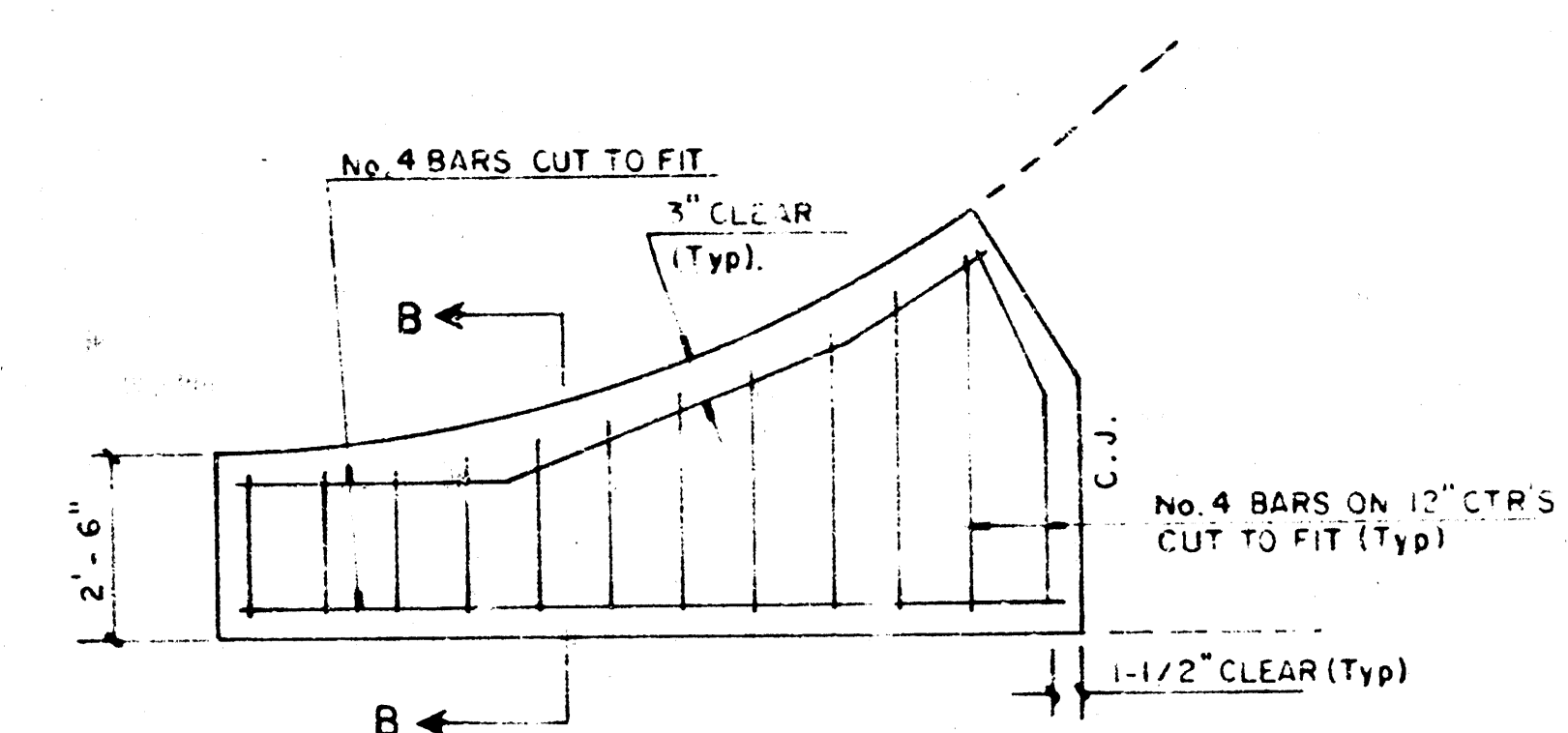
C.J. IDENTIFIES CONTRACTION JOINT
L.J. IDENTIFIES LONGITUDINAL JOINT



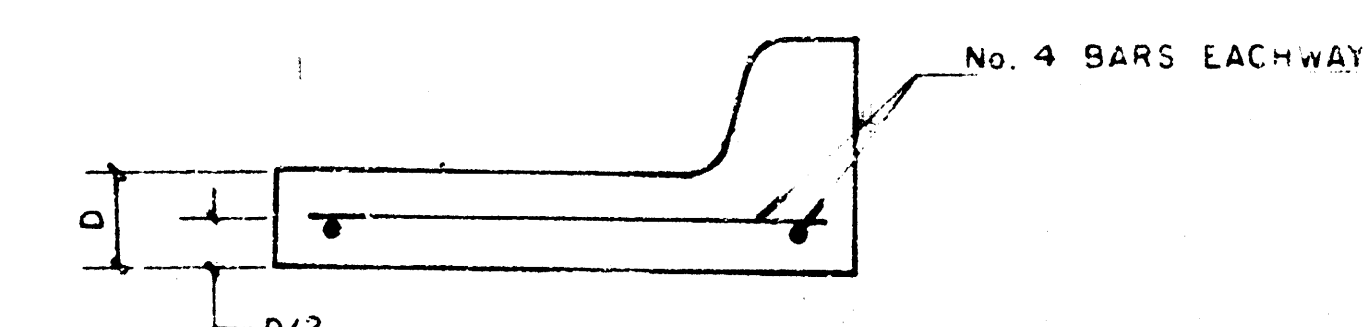
PLAN
REINFORCED VALLEY GUTTER



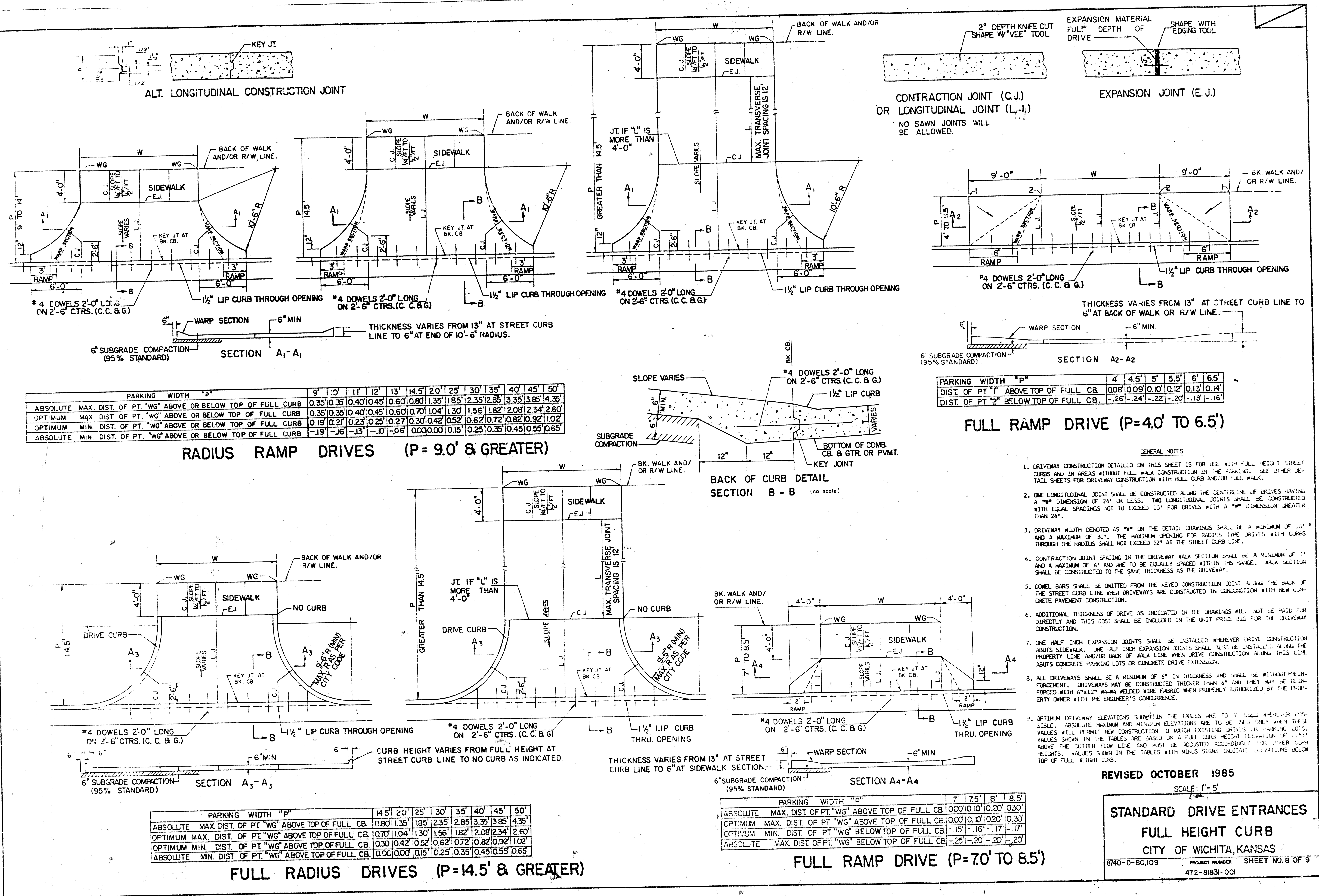
SECTION A-A

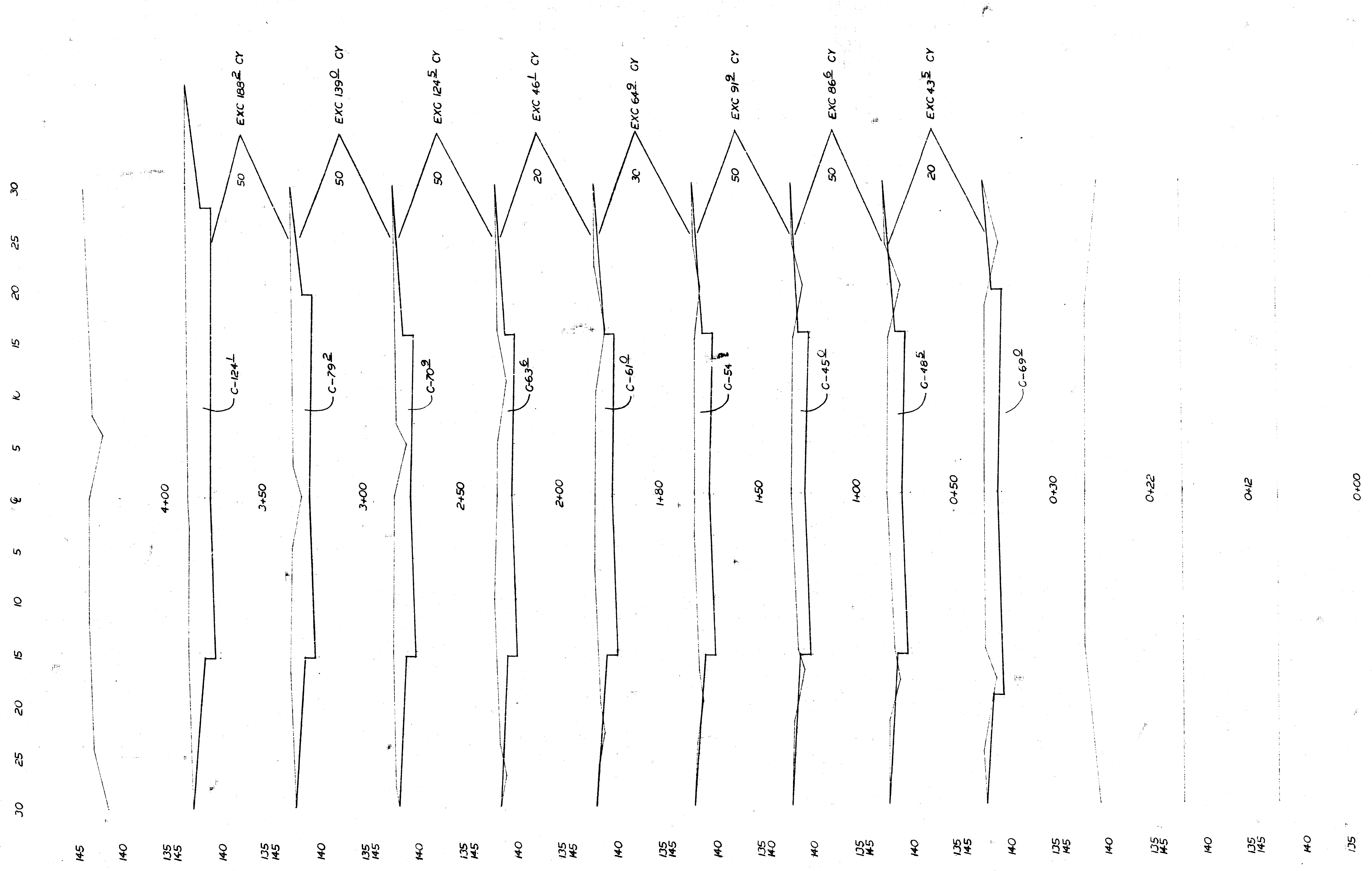


WING REINFORCING DETAIL



SECTION B-B





SHEET TOTAL
784.0 CY-EXCAVATION

EARL M. SAYLER STREET IMPROVEMENTS	
CROSS SECTIONS EVERGREEN LANE PROJ. NO. 472-81831-001	
CASTLE & ASSOCIATES ENGINEERS WICHITA, KANSAS	DR. LJK CH. RMH APP. RLC
DATE	8740-D-80,107 SHEET NO 9 OF 9

18-2-3-3