

GENERAL NOTES:

- 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:

Cablevision 262-4270
or 263-2061
KGE 383-8600
Kansas Gas Service 832-3168
Peoples Nat. Gas Company 942-8350
Southwestern Bell Telephone Company 1-571-2011
City of Wichita Water Department 268-4908
City of Wichita Sewer Maintenance 268-4071

- 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.
- 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 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.
- Limits of earthwork shall match existing ground elevations at the right-of-way line.
- 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 located water valves one time during construction when requested by 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.
- The Contractor shall be responsible for preserving property lines. The Contractor will be required to re-establish any property lines which are damaged or destroyed by his construction operations. Such lines shall be re-established by a licensed land surveyor in accordance with state law.
- All areas disturbed by construction shall be seeded on fertilized as follows:
SEED—
8 lbs. per 1000 s.f. of K-31 Fescue.
FERTILIZER—
12-24-12 ratio - 850 lbs./ac.
MULCH—
2 tons of Prairie Hay per Acre "patted" with forks or punched into soil to reduce loss due to wind.
Cost shall be included in the lump sum bid item "Project Seeding".
- Contractor to make arrangements for access to existing homes at all times during construction of 27th St. South. Contractor to present access and phasing plan to engineer for approval prior to proceeding.
- Properties within the project limits may have underground sprinkler systems in public right-of-way which conflict with new construction. Contractor will be required to remove such improvements should they not be removed by their owner at the time of construction of the project. The Contractor will be required to salvage all sprinkler heads and/or valves and give such material to their owner. Portions of underground sprinkler systems not in conflict with new construction shall be protected from damage and shall remain in place. All work in connection with underground sprinkler systems shall be considered as subsidiary to the contract pay items of work.
- 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. All costs associated with this shall be subsidiary to "Site Clearing & Restoration".

STREET IMPROVEMENTS

to serve

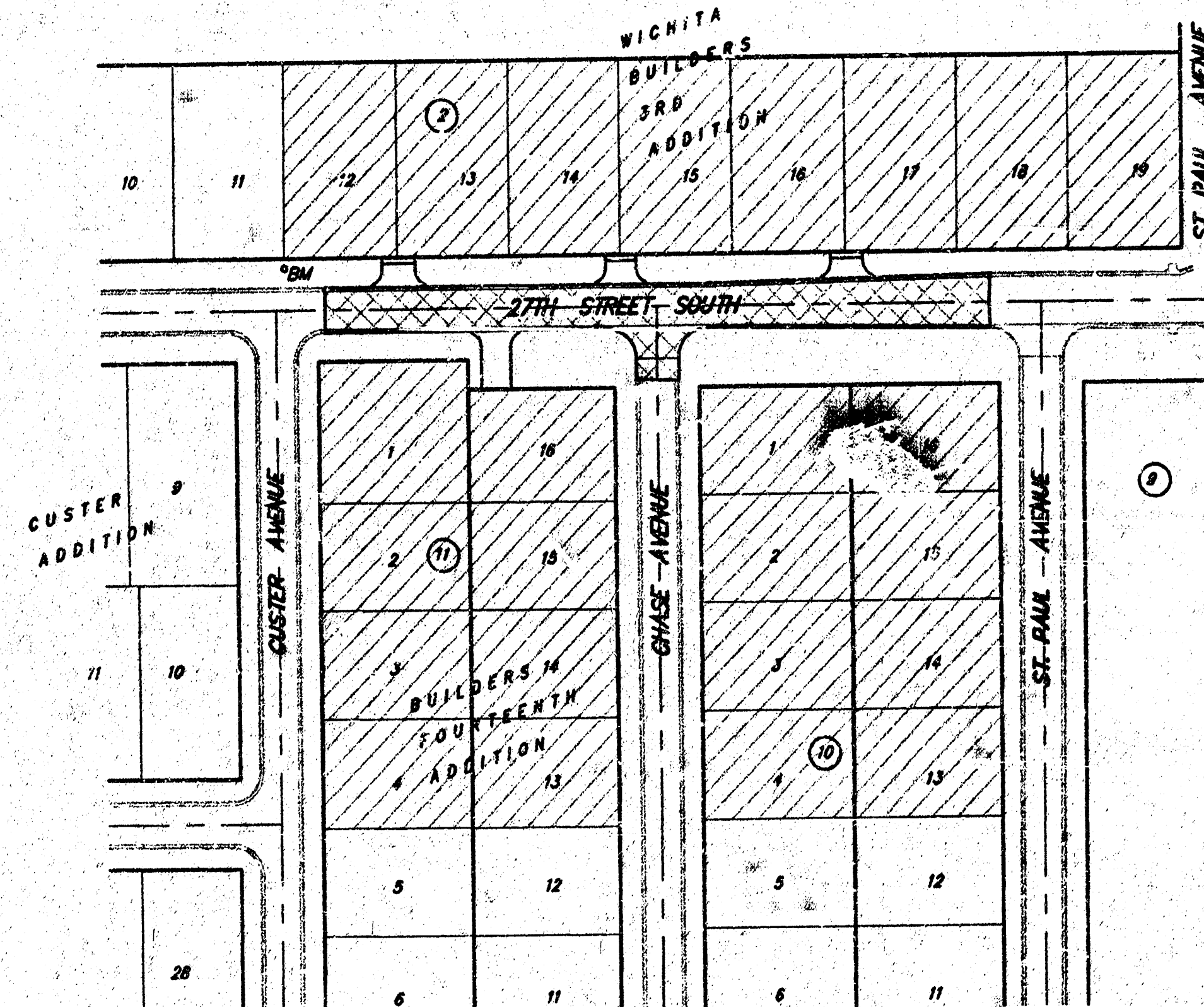
27th Street South: From the East Line of Custer Avenue to the West Line of St. Paul Ave.

WICHITA BUILDER'S THIRD ADDITION BUILDER'S FOURTEENTH ADDITION

Project Number: 472-83099; Index Code 765591

CITY OF WICHITA, KANSAS

Michael E. Lindebak, P.E. City Engineer



Benefit District

Proposed Pavement

- Driveways, when called out on the plans, will require driveway request forms to be filled out by Owners.
- Contractor will be required to finish grade areas from curb up to and through lots as required to provide positive drainage. All fill material shall be good clear material free of rock, debris, concrete, vegetation, rubble, heavy gravel, or any other unacceptable items. Contractor shall comply with this requirement and shall consider all cost associated with this to be subsidiary to other bid items.

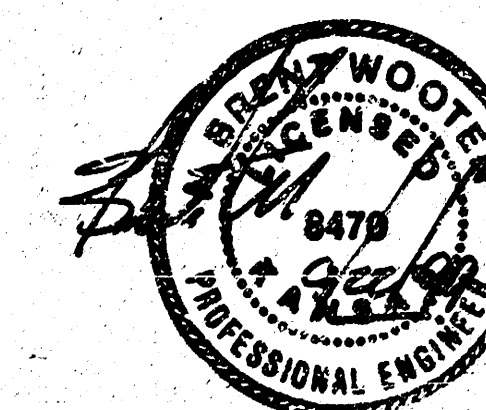
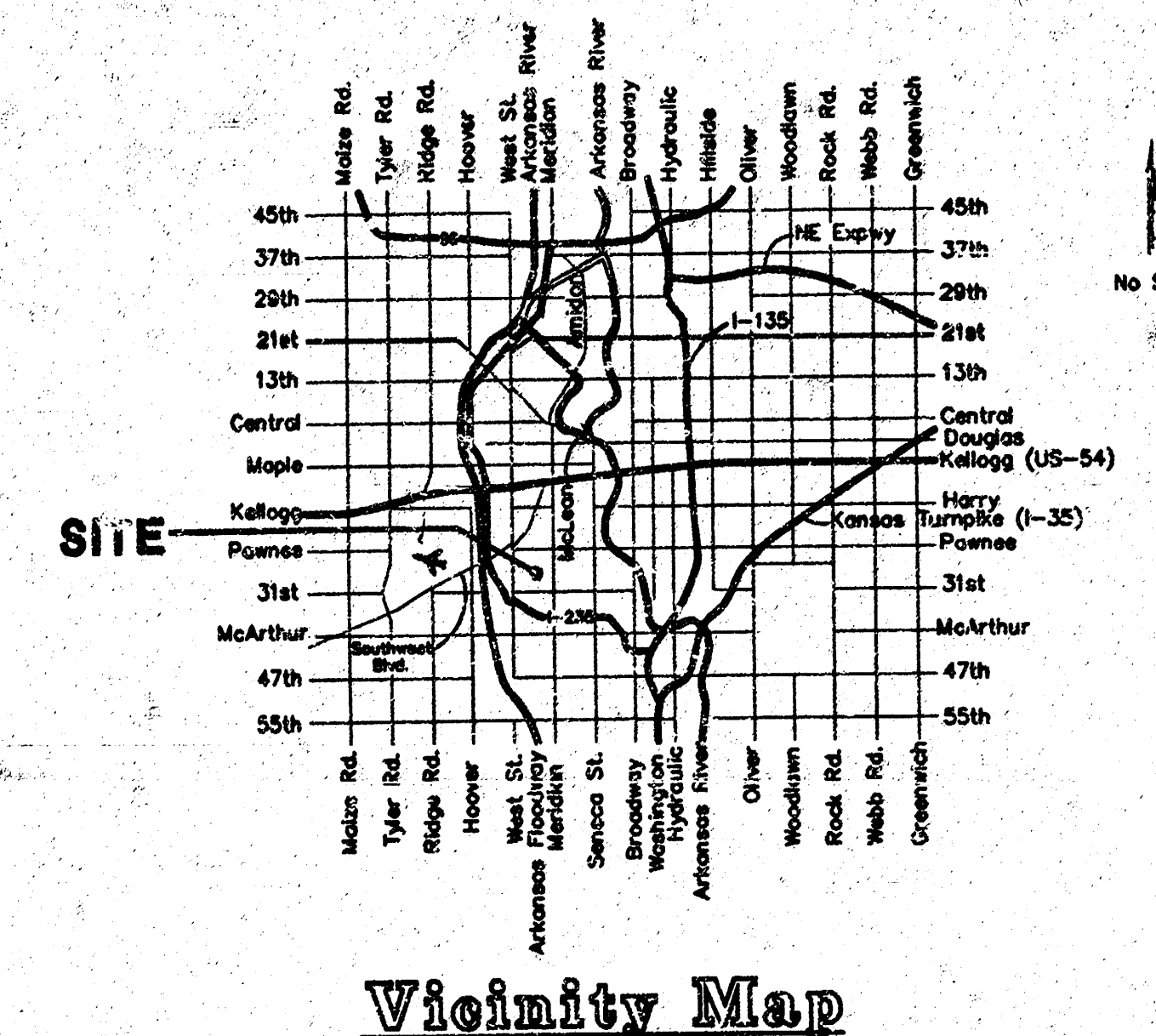
Benchmarks

Railroad spike in south face of light pole 28' N and 5' E of intersection of 27th Street South and Custer Avenue.
Elev. = 101.51 (City Datum)

SHEET INDEX

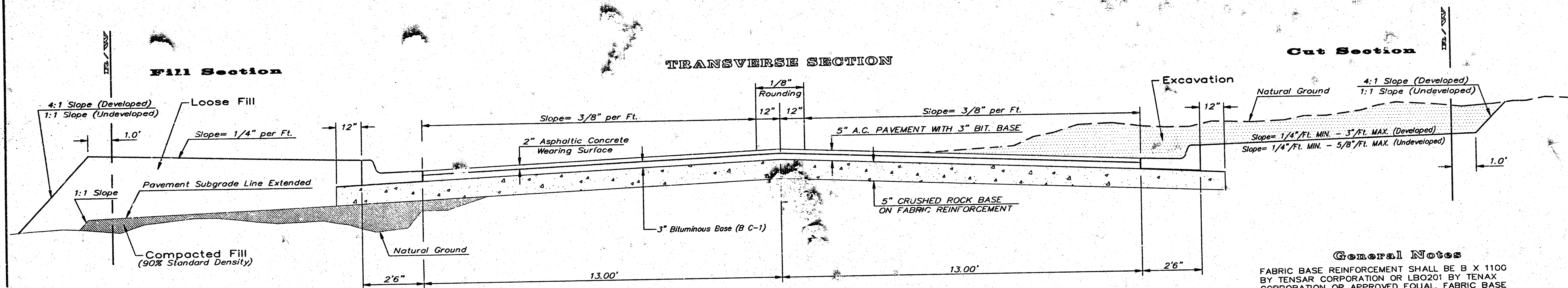
Title Sheet	1
31' Pavement Detail	2
Valley Gutter Detail	3
Sign Detail	4
Drive Approach Detail	5
27th Street South	6
Earthwork Cross Sections	7

Project Length
468 L.F. = 0.09 Miles
Total # Drives: 4
Project Earthwork Totals
Excavation = 1325.5 C.Y.
Loose Fill = 85.8 C.Y.



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

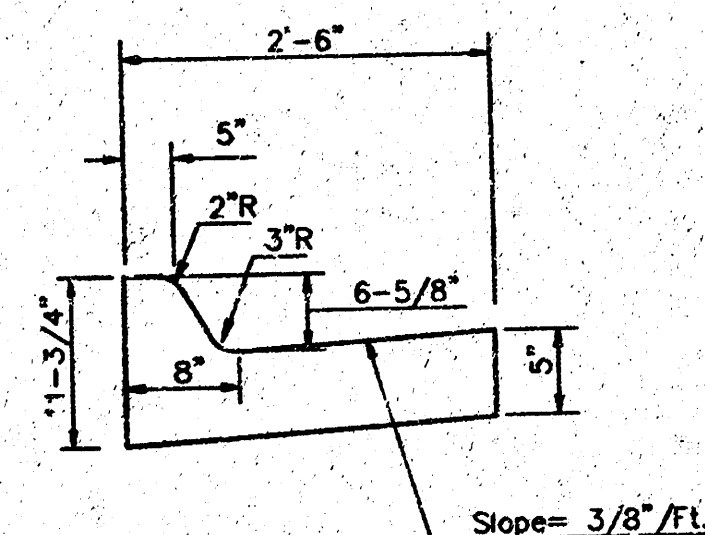
TYPICAL 31' B-B PAVEMENT DETAILS



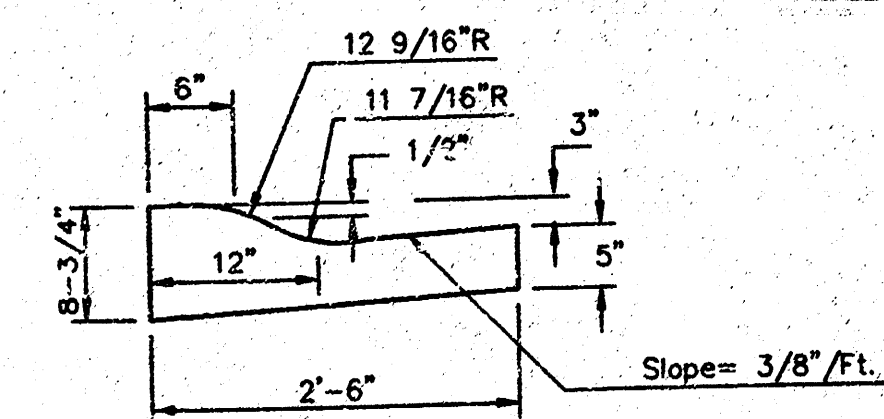
CRUSHED ROCK GRADATION REQUIREMENTS
PERCENT OF AGGREGATE RETAINED

2-1/2"	0
3/4"	20 - 60
#4	50 - 80
#40	80 - 94
#200	90 - 98

ROCK QUALITY SHALL CONFORM TO THE REQUIREMENTS SPECIFIED BY THE KDOT 1990 EDITION STANDARD SPECIFICATION SUBSECTION 1102 FOR DURABILITY CLASS 1.

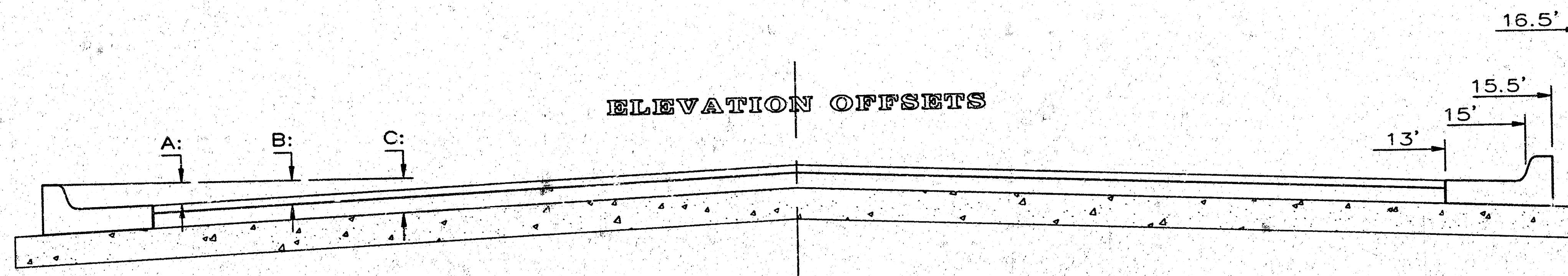


COMBINED CURB & GUTTER

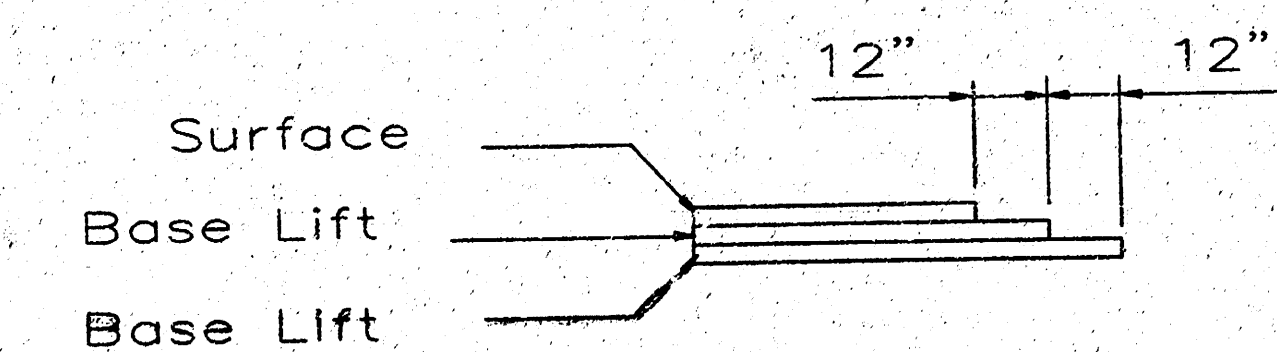


COMBINED ROLL TYPE CURB & GUTTER

ELEVATION OFFSETS

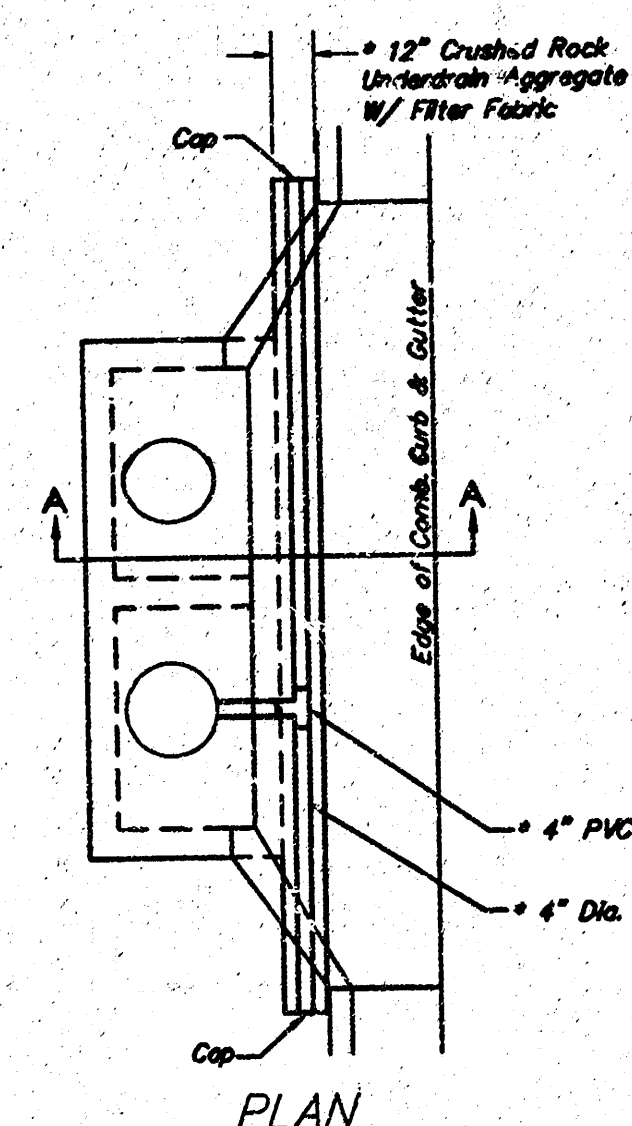


	0'	2'	4'	6'	7.5'	10'	12'	13'	15'	15.5'	16.5'
A: Top of Curbs to Top of Surface Lift	0.10	0.14	0.21	0.27	0.32	0.39	0.46	0.49	—	—	—
B: Top of Curbs to Top of Upper Base Lift	0.27	0.31	0.37	0.44	0.48	0.56	0.62	0.65	—	—	—
C: Top of Curbs to Top of C.R. Subgrade	0.52	0.56	0.62	0.69	0.73	0.81	0.87	0.90	0.97	0.98	1.01



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).

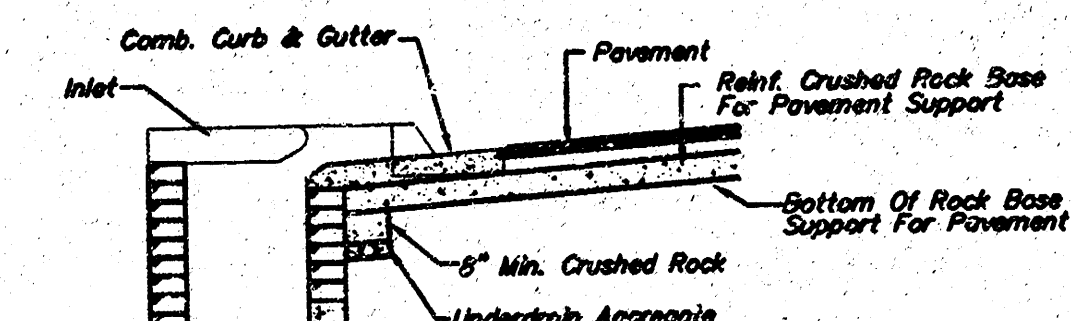


UNDERDRAIN AGGREGATE
Percent of Aggregate Retained

1"	0
3/4"	0 to 10
3/8"	45 to 80
#4	80 to 100
#6	95 to 100

Rock Quality Shall Conform To The Requirements Specified By K.D.G.T. 1990 Edition Standard Specification Subsection 1102 For Durability Class 1.

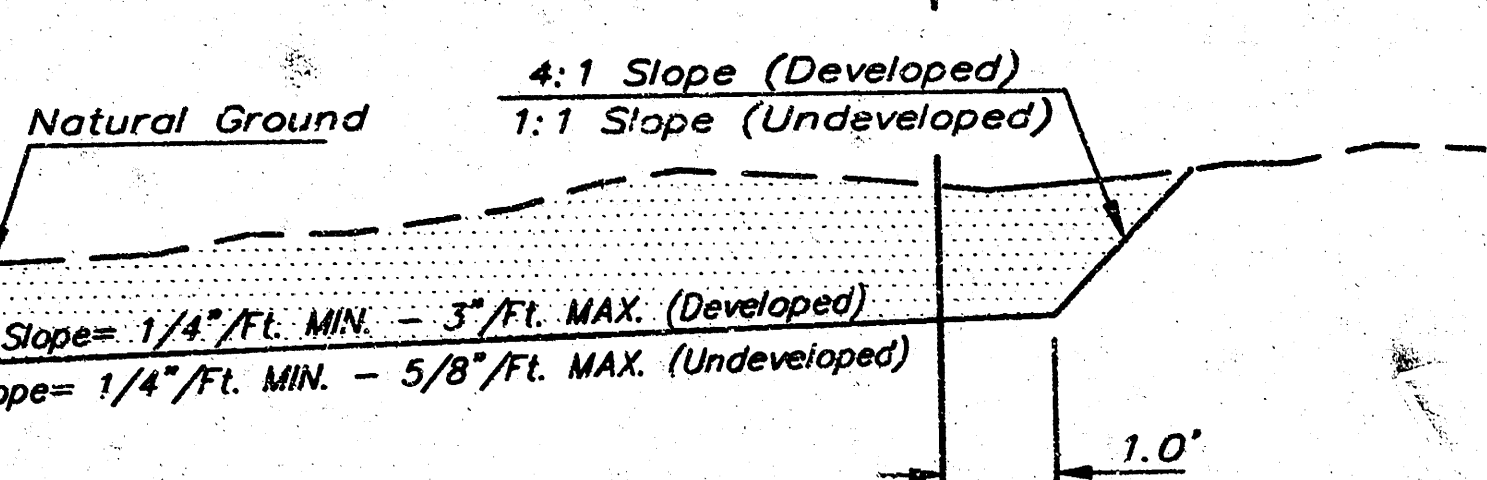
NOTE: Place 4" PVC Perforated Pipe at all drainage points.
Cost of Underdrain System to be incidental to the Reinforced Crushed Rock Subgrade.
Inlet Type May Vary From That Shown.



SECTION A-A

PAVEMENT UNDERDRAIN DETAIL
NOT TO SCALE

Cut Section



General Notes

FABRIC BASE REINFORCEMENT SHALL BE B X 110G BY TENSAR CORPORATION OR LBO201 BY TENAX CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

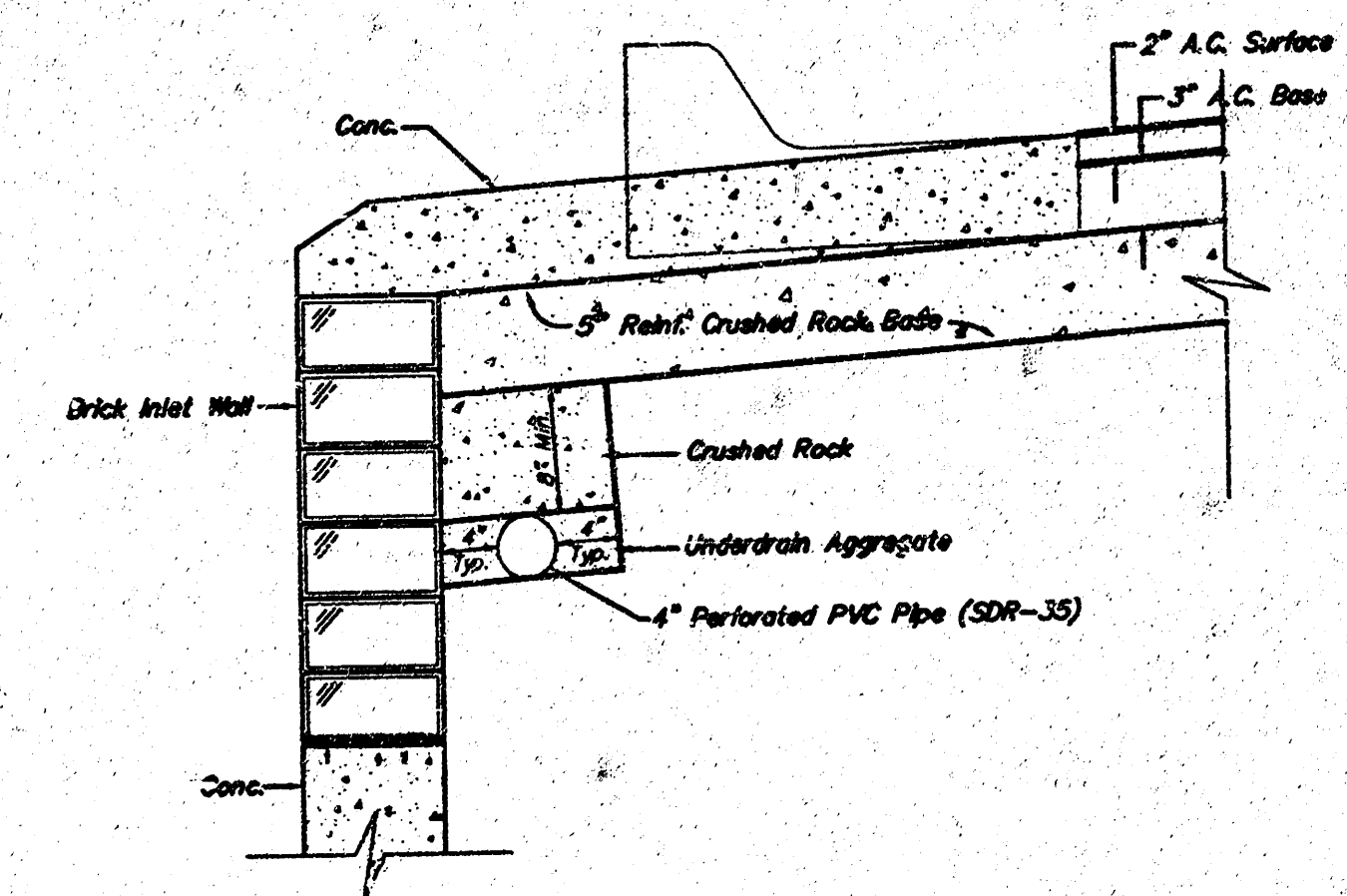
ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PRIOR TO PLACEMENT OF ASPHALT. TACK COAT WILL NOT BE APPLIED TO ROCK BASE.

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.

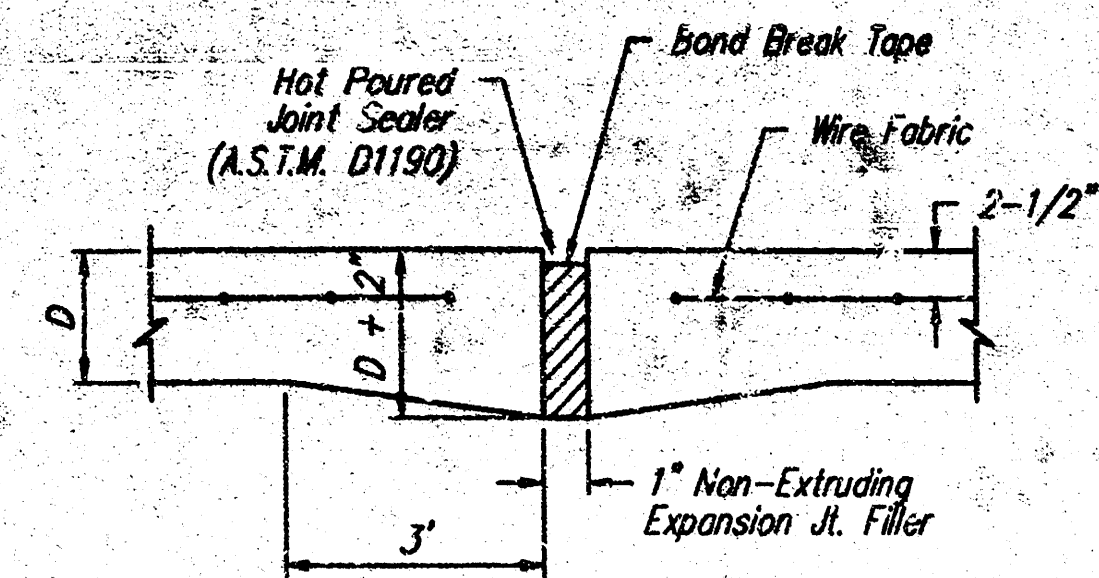
CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.

THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE).



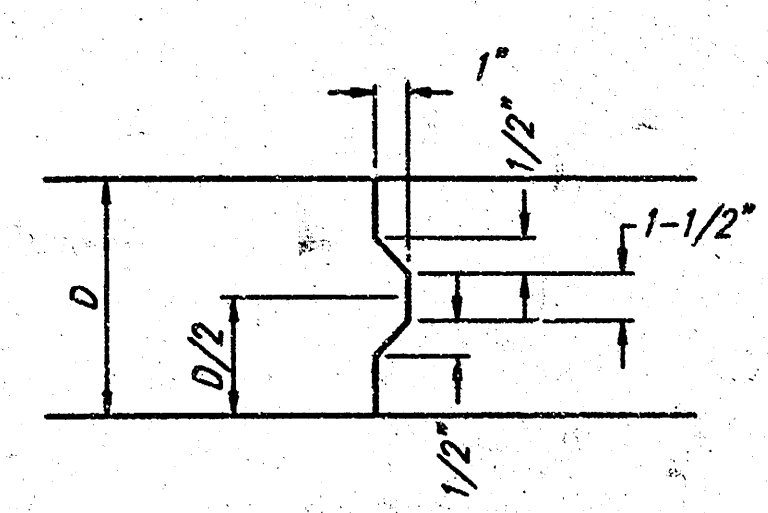
TRENCH DRAIN DETAIL FOR RES. STREETS
NOT TO SCALE

5 INCH Residential Asphaltic Concrete Pavement w/ Crushed Rock Base on Fabric Reinforcement City of Wichita, Kansas			
BAUGHMAN COMPANY P.A. ENGINEERING, SURVEYING, & PLANNING			
PROJECT NUMBER 472-60099		SHEET 27	
DESIGN C.O.W.	DRAWN Staff	APPROVED	DATE 9-99
SCALE NONE		SCALE NONE	

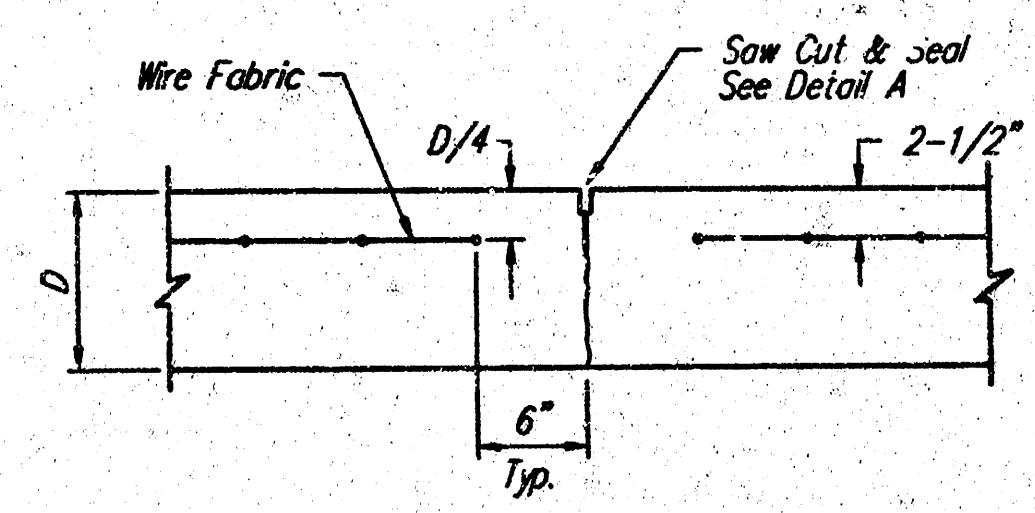


EXPANSION JOINT

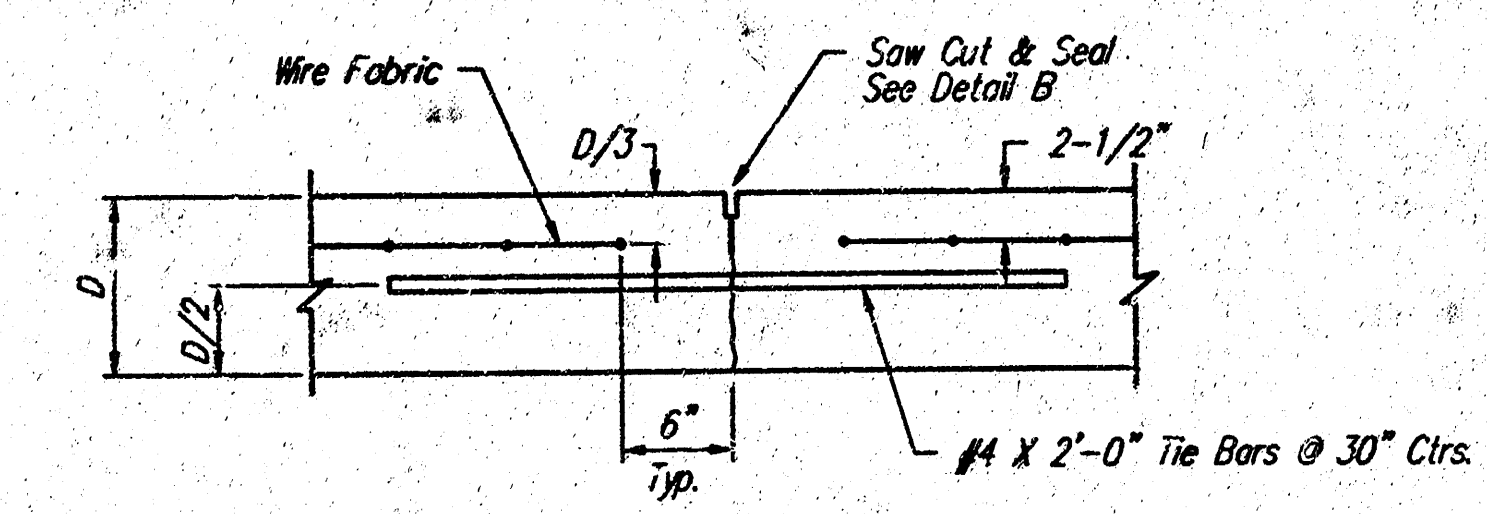
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement



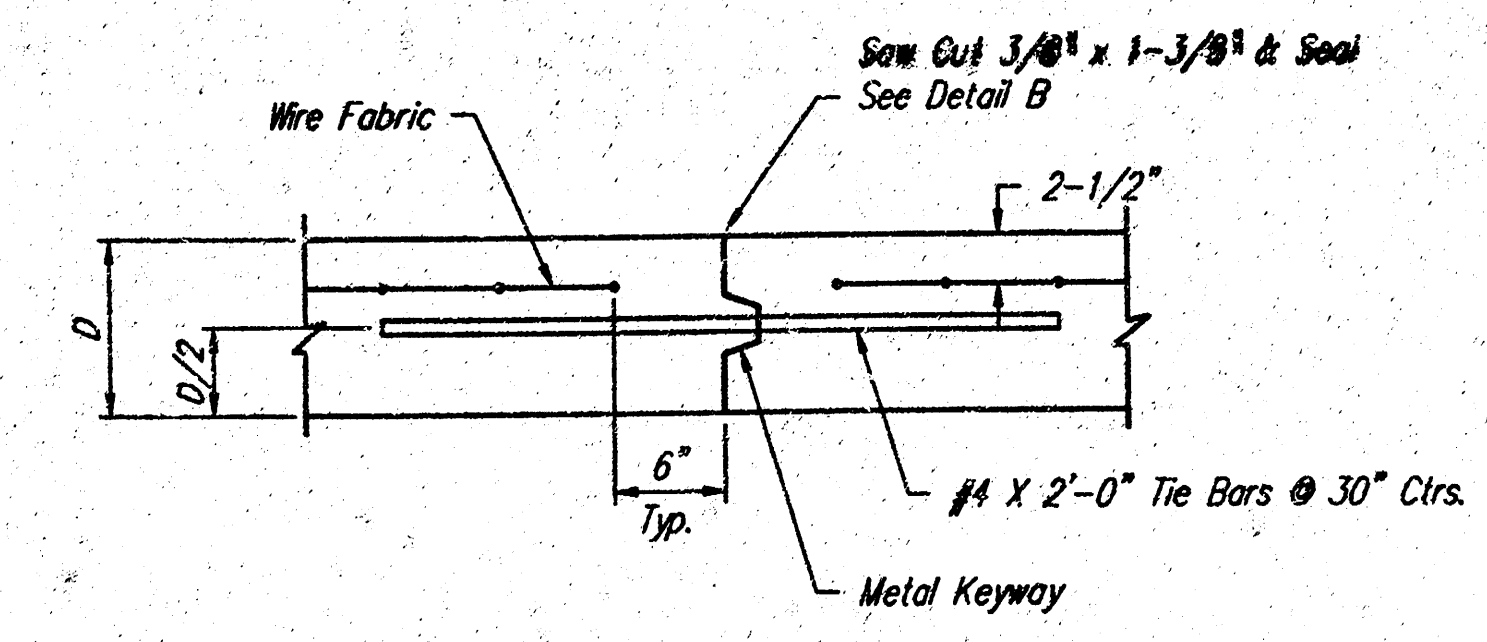
KEYWAY DETAIL



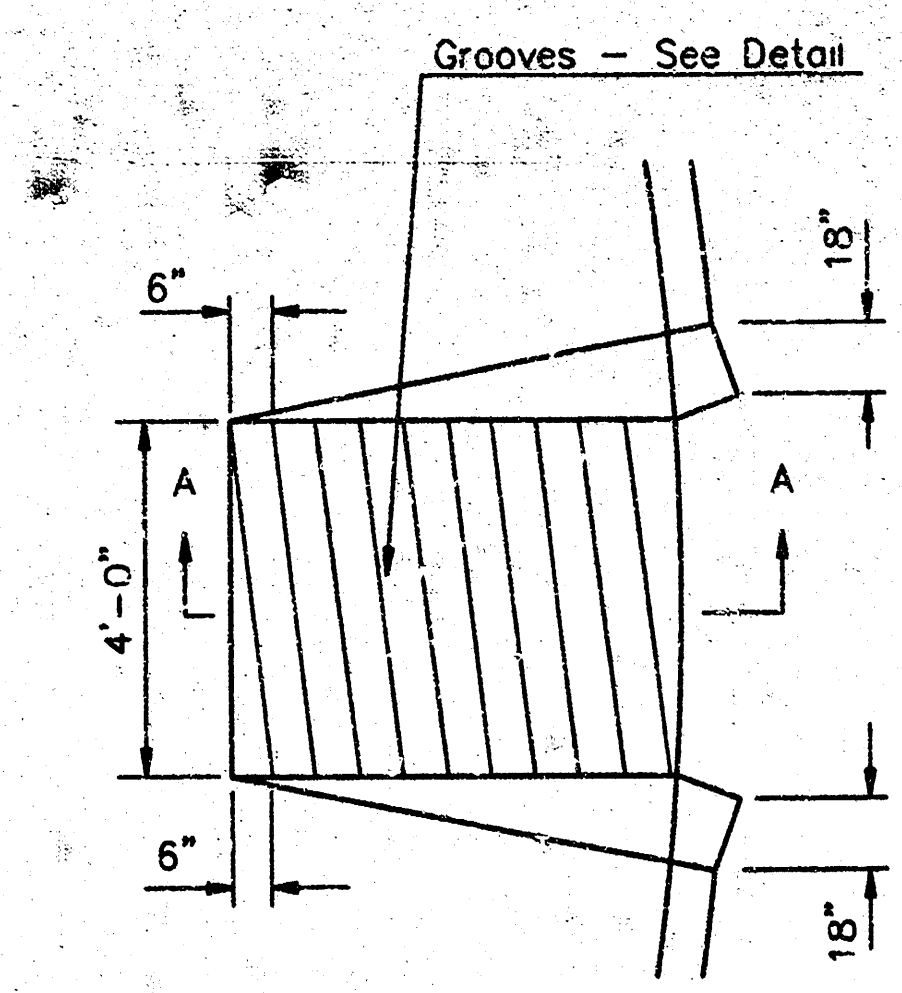
CONTRACTION JOINT DETAIL (C.J.)



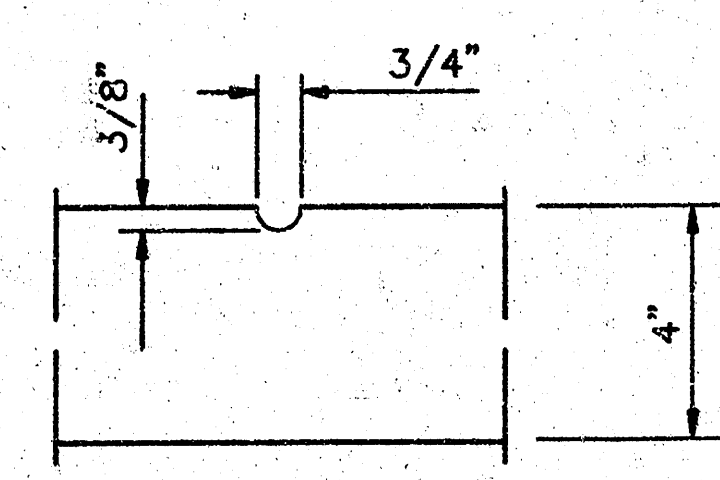
LONGITUDINAL JOINT DETAIL (L.J.)



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

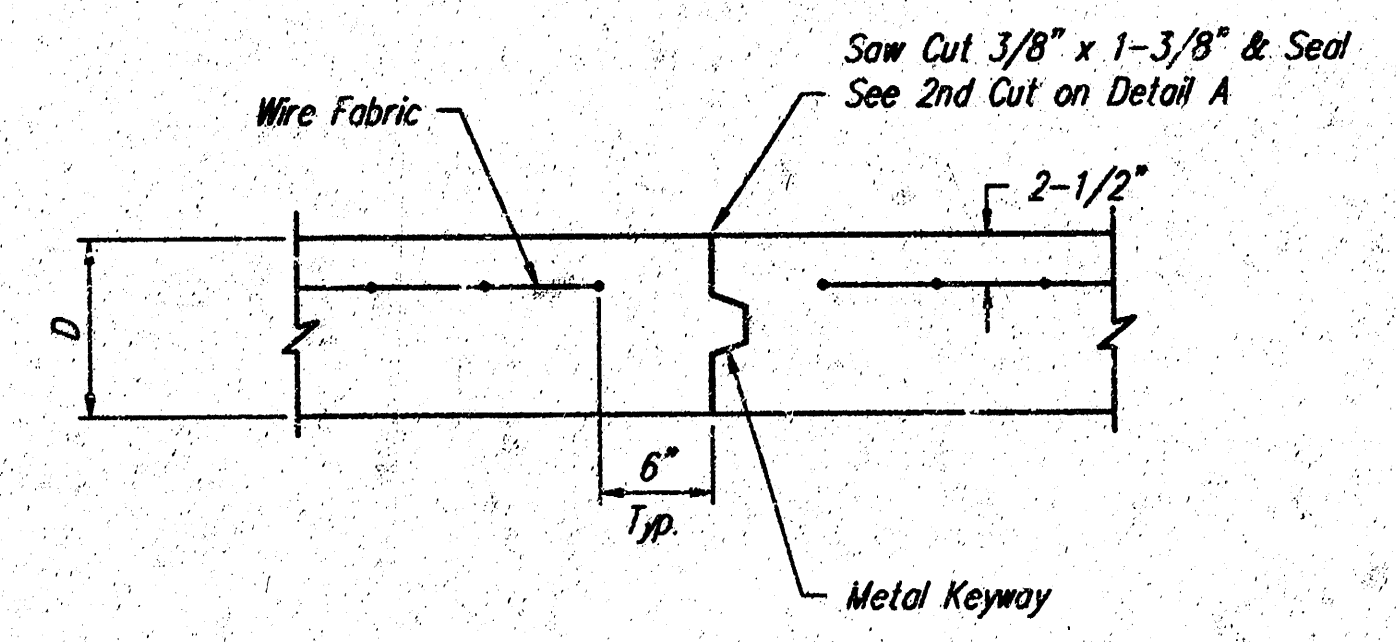


WHEELCHAIR RAMP PLAN VIEW

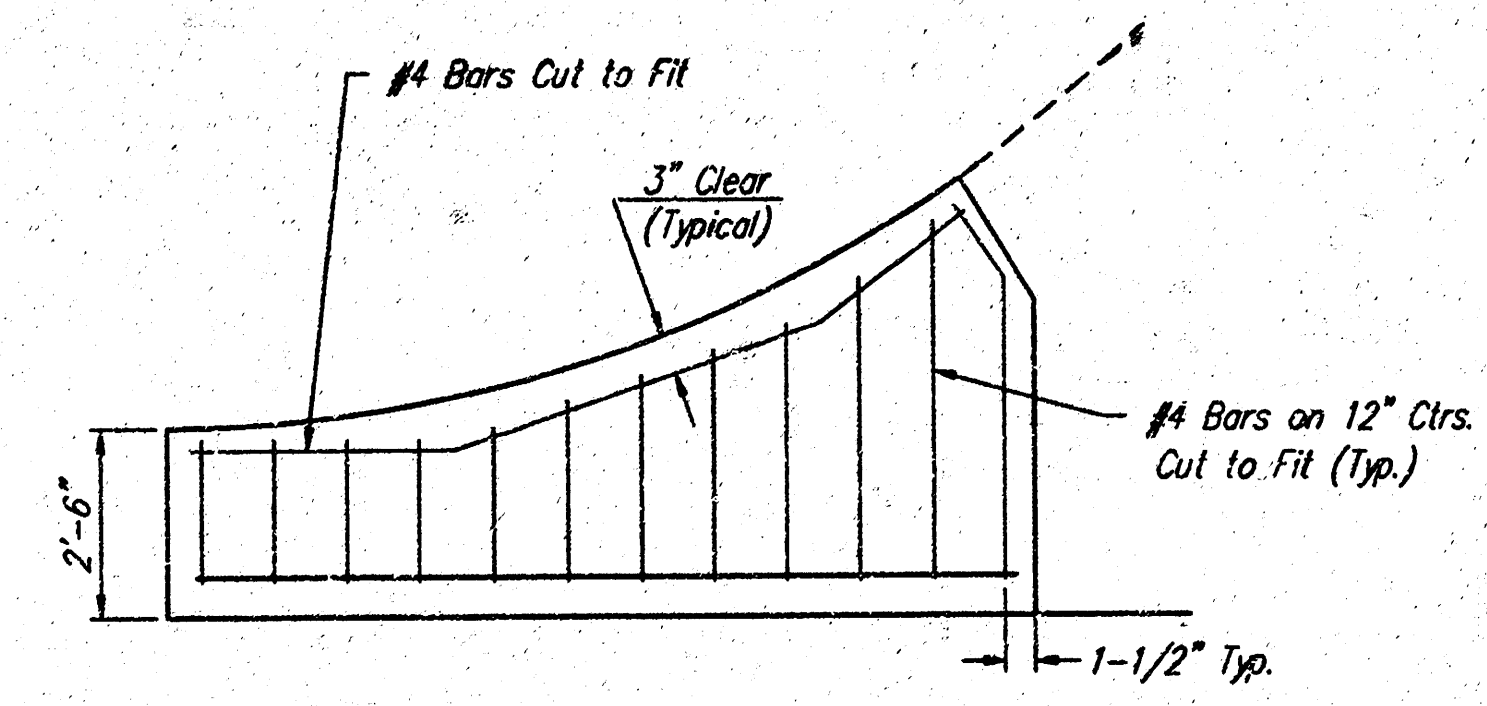


GROOVE DETAIL

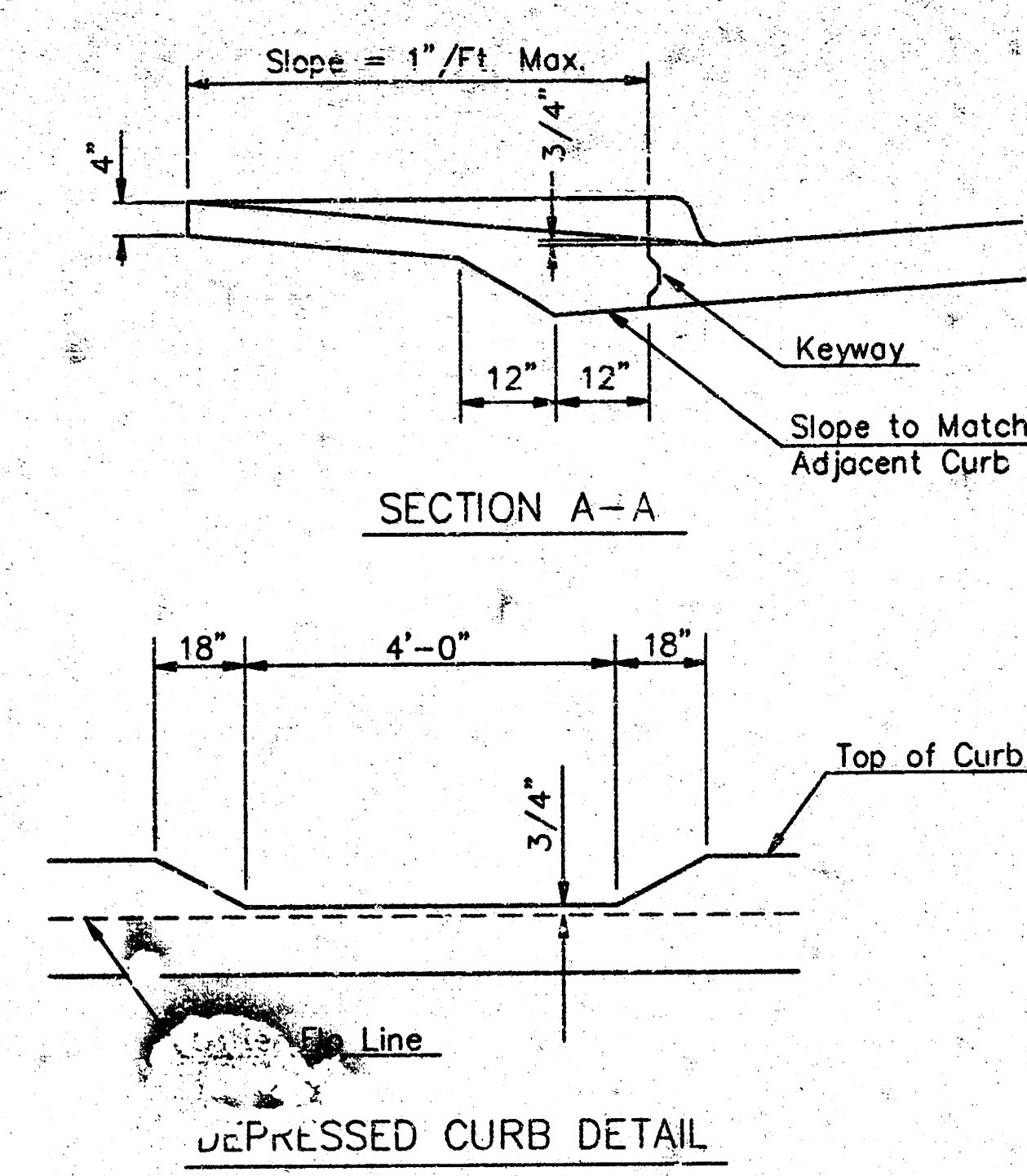
WHEELCHAIR RAMP DETAIL



OPTIONAL CONTRACTION JOINT (CONSTRUCTION JOINT)

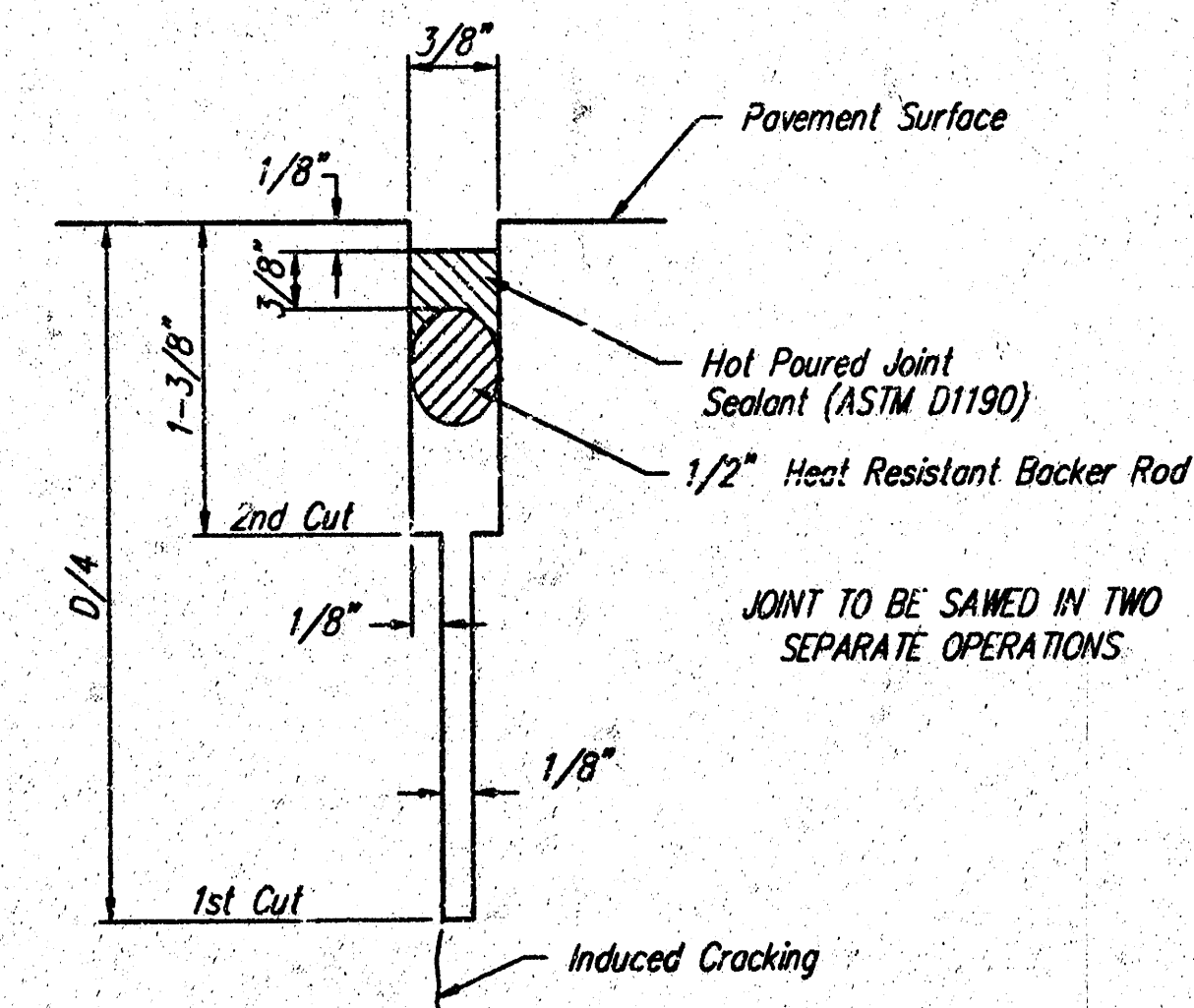


WING REINFORCING DETAIL

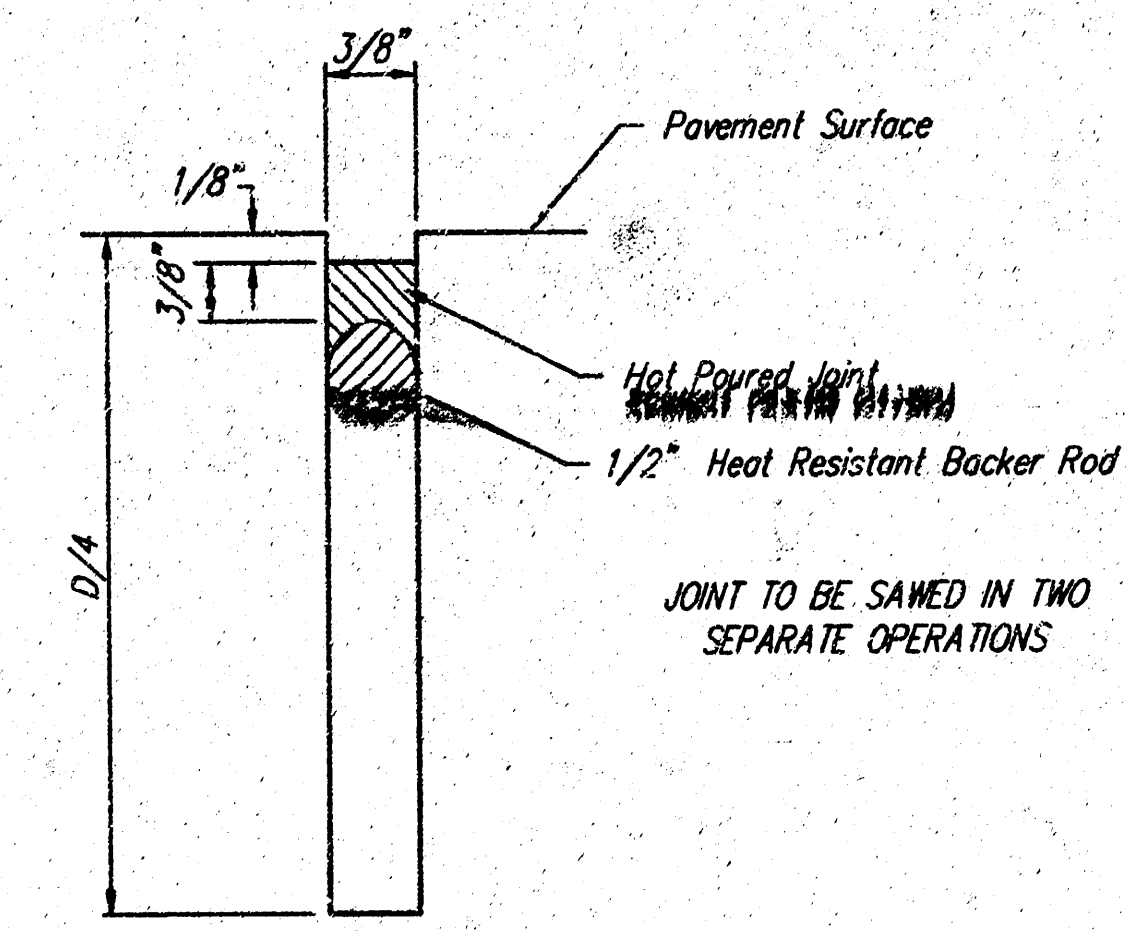


DEPRESSED CURB DETAIL

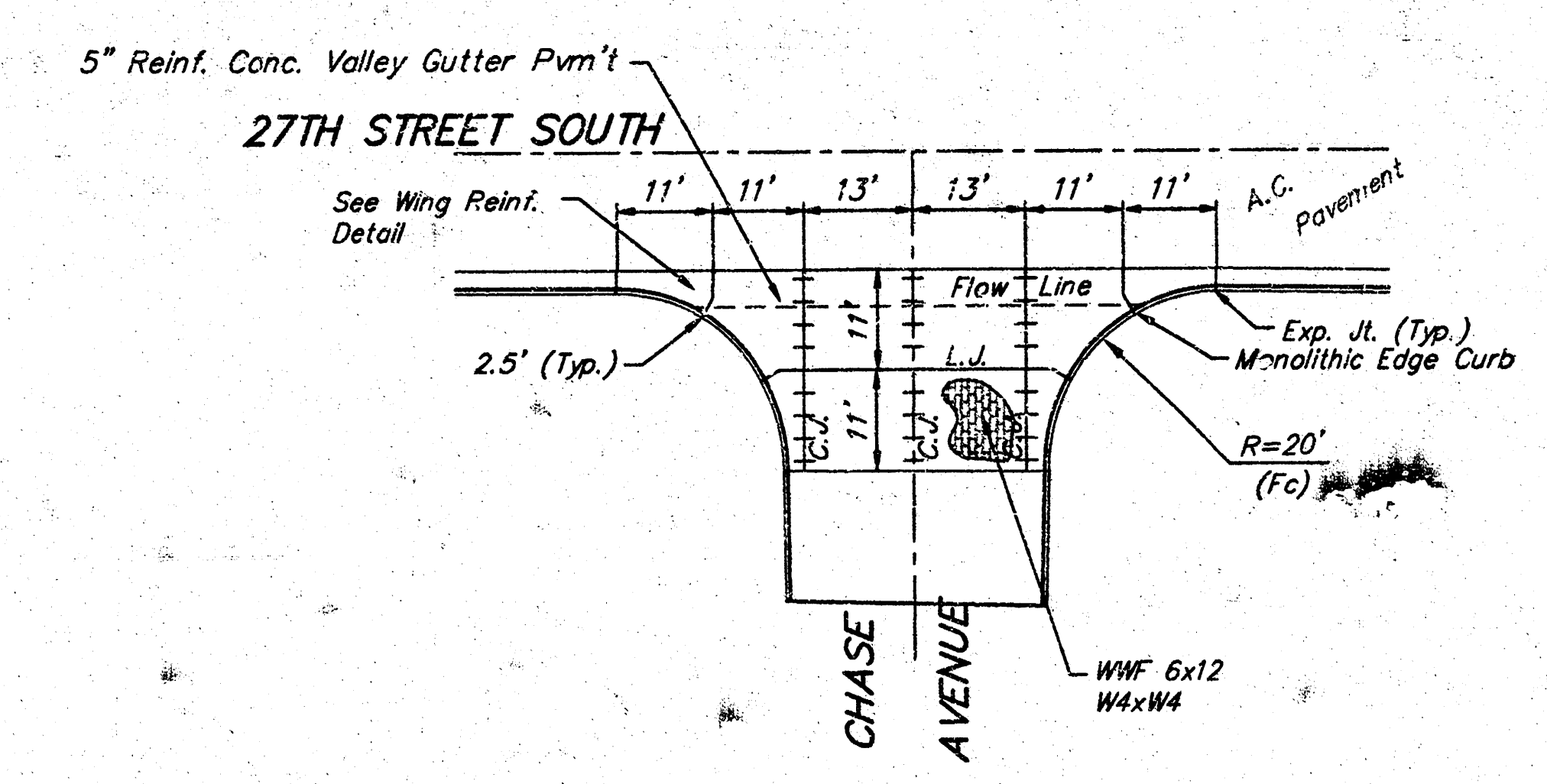
SECTION A-A



SAW JOINT DETAIL \"A\"



SAW JOINT DETAIL \"B\"

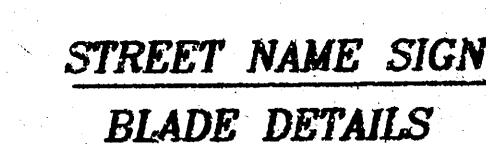
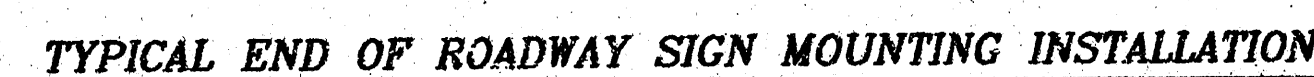
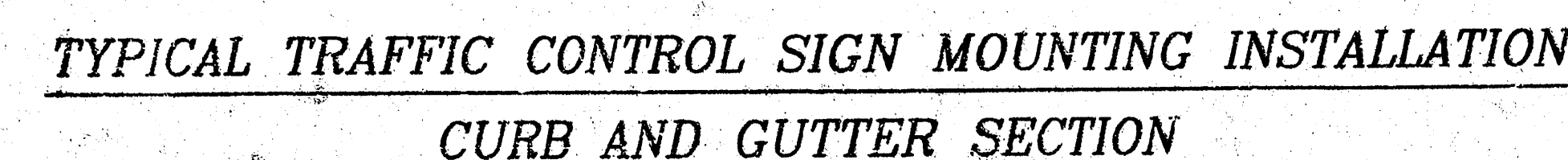


27TH STREET SOUTH

NOTE: 6\"/>

VALLEY GUTTER DETAILS					
BAUGHMAN COMPANY P.A.					
ENGINEERING, SURVEYING, & PLANNING					
315-262-7271 • 315 E. LUS • WICHITA, KANSAS 67211					
PROJECT NUMBER 472-83089					
DESIGN STAFF	DRAWN STAFF	APPROVED	DATE 8-99	SCALE N/A	SHEET 3 OF 7

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



* FOR INFORMATION ONLY

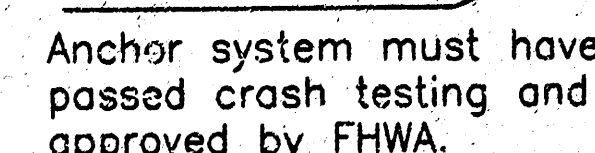
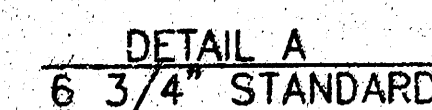
THE REFLECTIVE SHEETING FOR THE 9" METRO SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVERWHITE #2 COPY WITH 5" UPPER CASE AND LOWER CASE PRIMARY COPY AND SUFFIX COPY, BOTH SERIES "C". THE CARDINAL DIRECTION CENTERED DIRECTLY BELOW THE BLOCK NUMBER SHALL BE AN UPPER CASE, 3" SERIES "C" LETTER. 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 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".

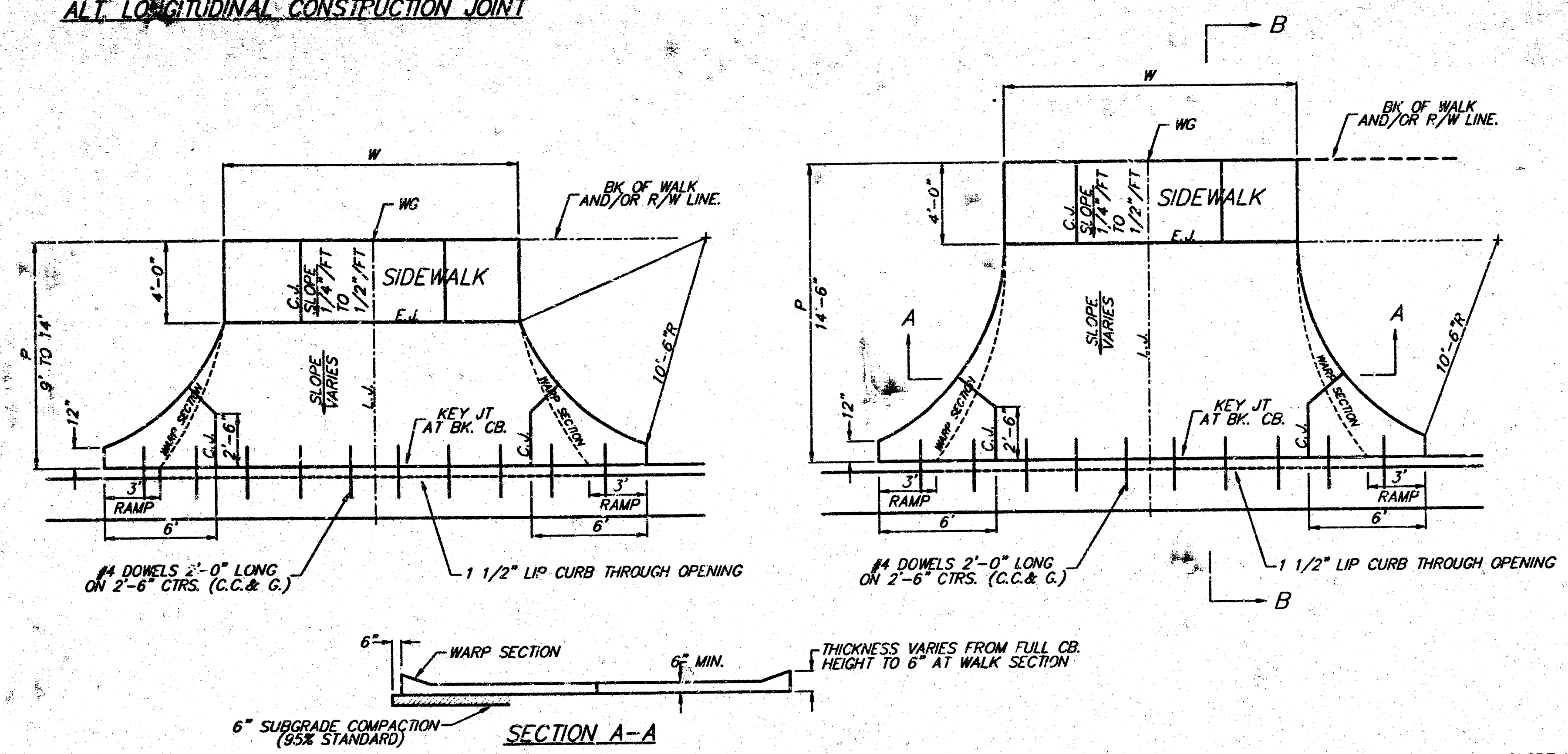
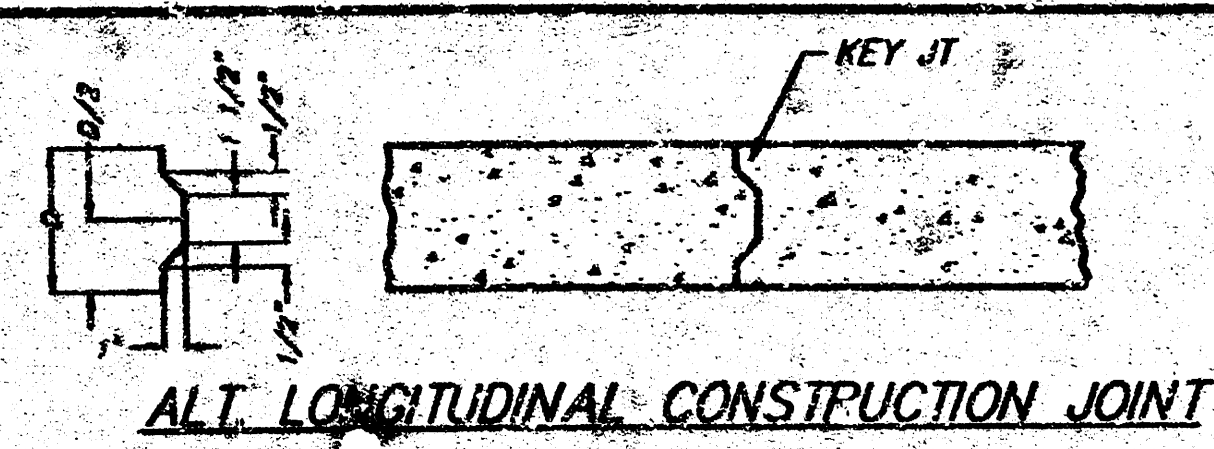
SHOP DRAWINGS OF LAYOUT FOR SNS SHALL BE SUBMITTED TO THE TRAFFIC ENGINEERING DIVISION OF THE CITY OF WICHITA FOR APPROVAL PRIOR TO FABRICATION. THE FINISHED SIGNS AS SUPPLIED SHALL BE OF GOOD APPEARANCE, FREE FROM RAGGED EDGES, CRACKS, SCALES OR BUSTERS AND SHALL BE CLEAN-CUT. SIGNS SHALL BE PACKED 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.

SIGNING DETAILS		
SCALE: NONE	APPROVED BY:	DATE: JUNE '93
DRAWN BY: TM		REVISED: JUNE '93
CITY OF WICHITA		
DEPARTMENT OF PUBLIC WORKS		
TRAFFIC ENGINEERING SECTION		

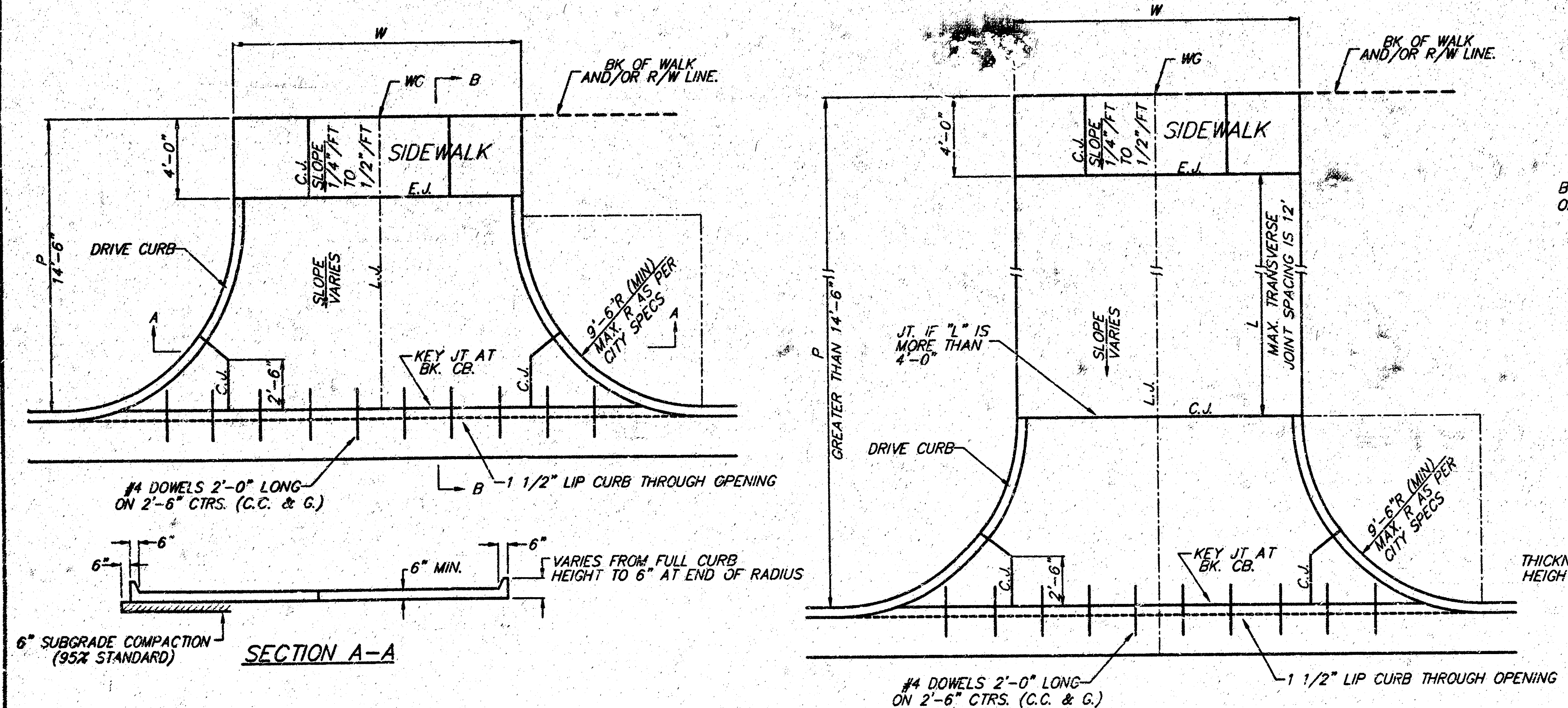


TYPICAL STREET NAME SIGN MOUNTING INSTALLATION
CURB AND GUTTER SECTION



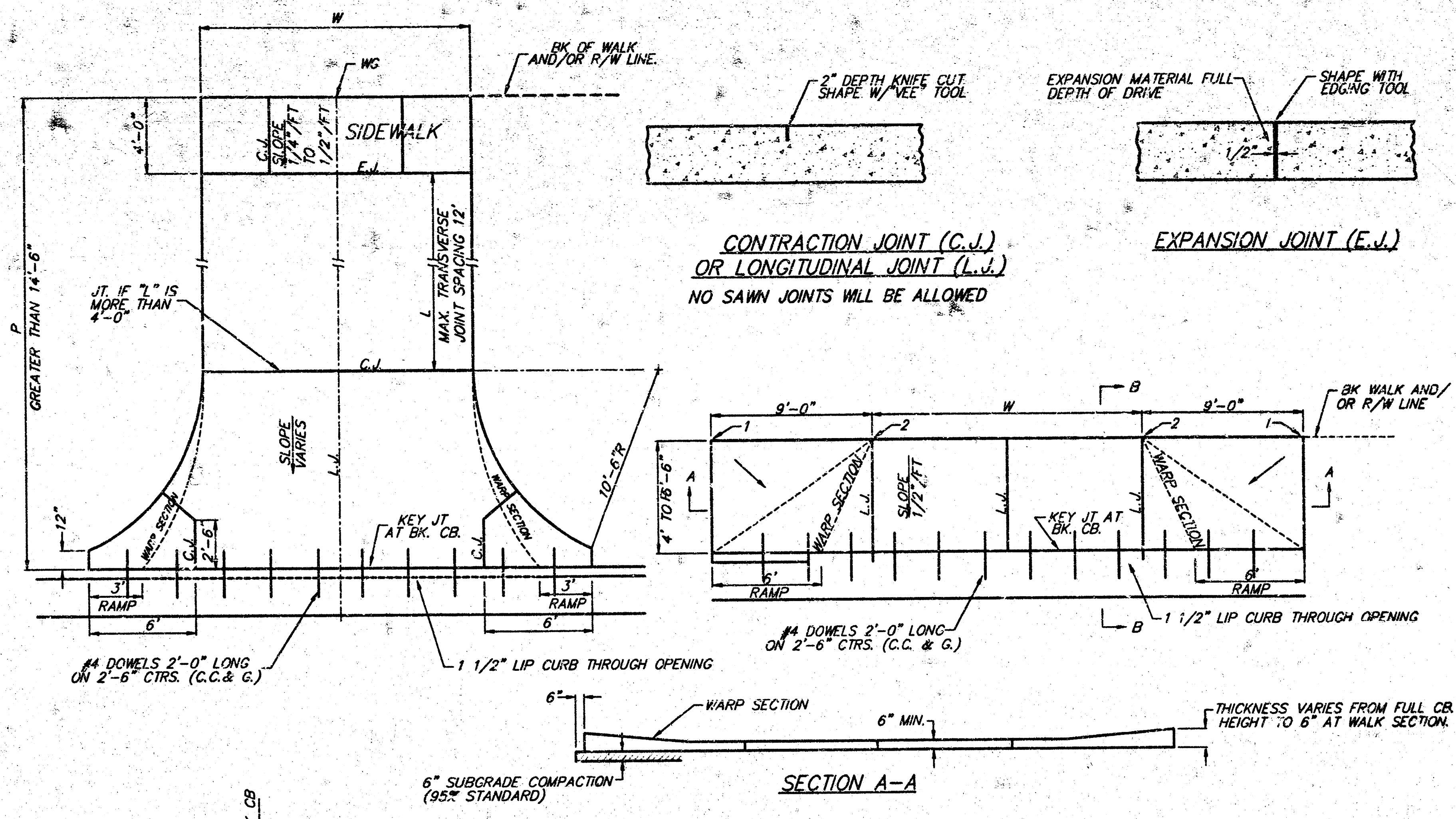
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.15'	0.21'	0.23'	0.25'	0.27'	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-19"	-16"	-13"	-10"	-06"	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

RADIUS RAMP DRIVES (P = 9.0' & GREATER)



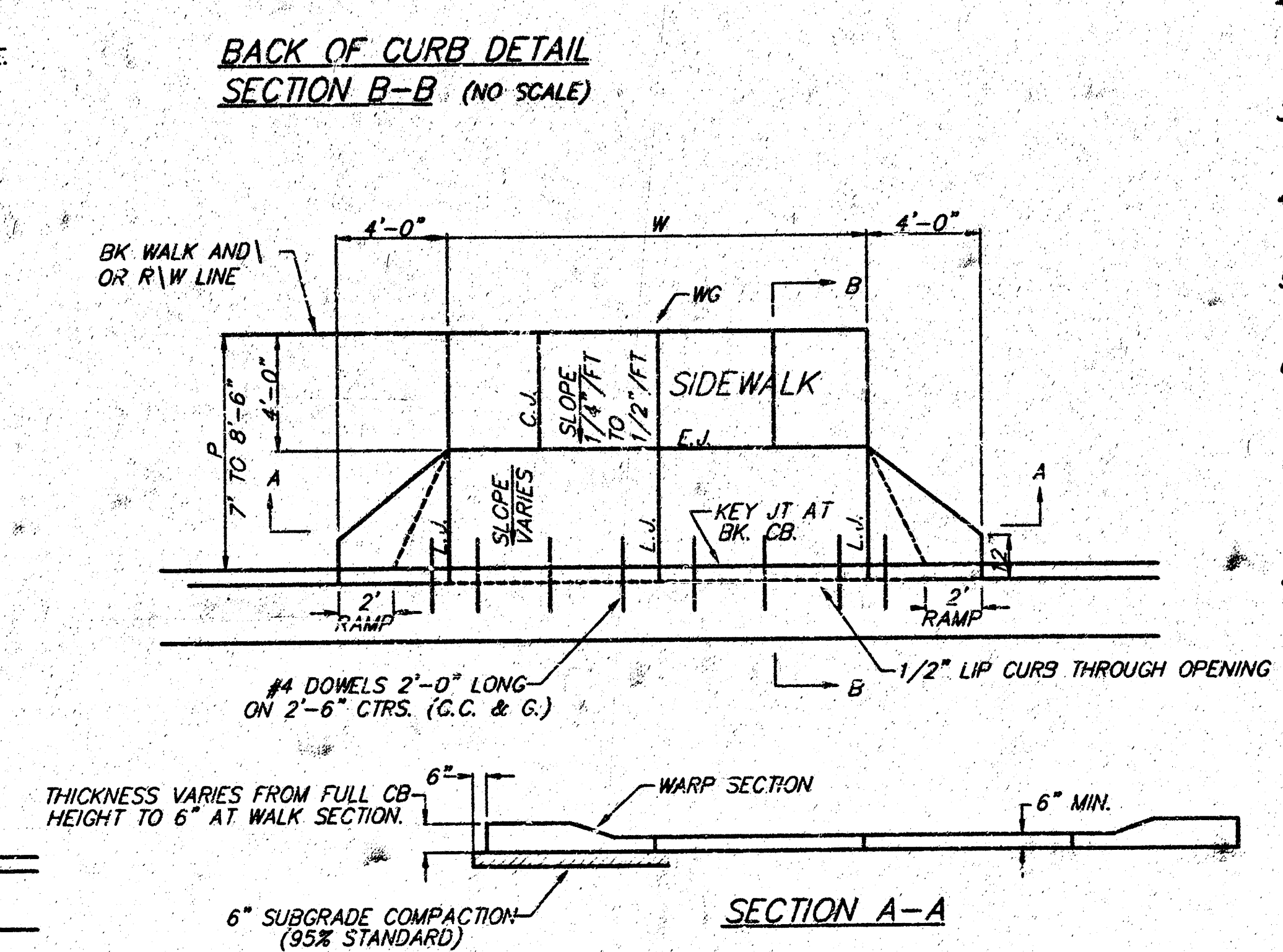
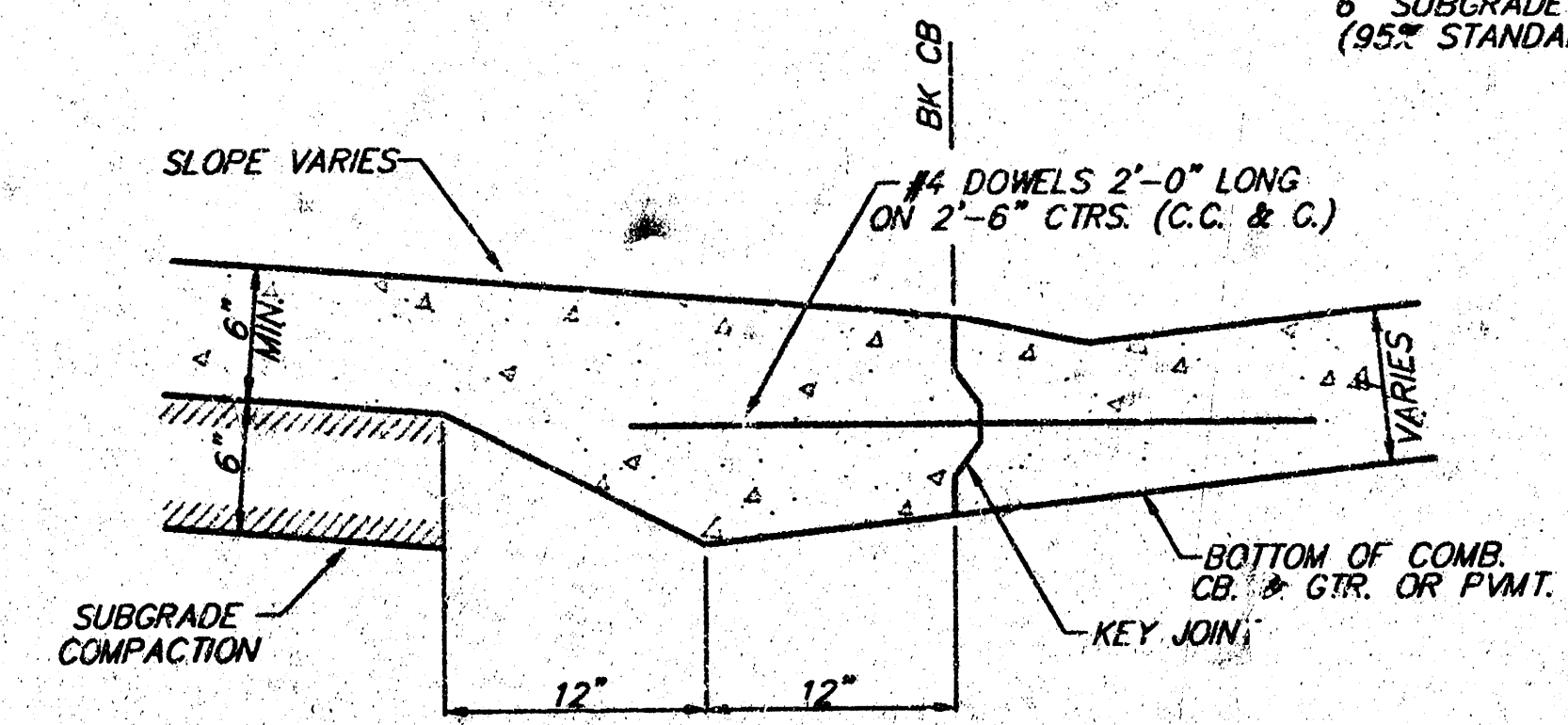
PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

FULL RADIUS DRIVES (P = 14.5' & GREATER)



PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "1" ABOVE TOP OF FULL CURB	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "2" BELOW TOP OF FULL CURB	-26"	-24"	0.22'	0.20'	-18"	-16"

FULL RAMP DRIVE (P = 4.0' TO 6.5')



PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	0.00'	0.10'	0.20'	0.30'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	0.00'	0.10'	0.20'	0.30'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	0.15'	0.16'	0.17'	0.17'
ABSOLUTE MAX. DIST. OF PT. "WG" BELOW TOP OF FULL CURB	-25"	-20"	-20"	-20"

FULL RAMP DRIVE (P = 7.0' TO 8.5')

- GENERAL NOTES
- DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
 - ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "W" DIMENSION GREATER THAN 24'.
 - DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 32' AT THE STREET CURB LINE.
 - CONSTRUCTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
 - DOSEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
 - ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
 - ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ADJUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ADJUTS CONCRETE PARKING JOIS OR CONCRETE DRIVE EXTENSION.
 - ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND THEY MAY BE REINFORCED WITH 6"x12" W4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEERS CONCURRENCE.
 - OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHEREVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED ONLY WHEN THESE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES OR PARKING LOTS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL CURB HEIGHT ELEVATION OF 0.55' ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.

STANDARD
DRIVE ENTRANCE
DETAILS

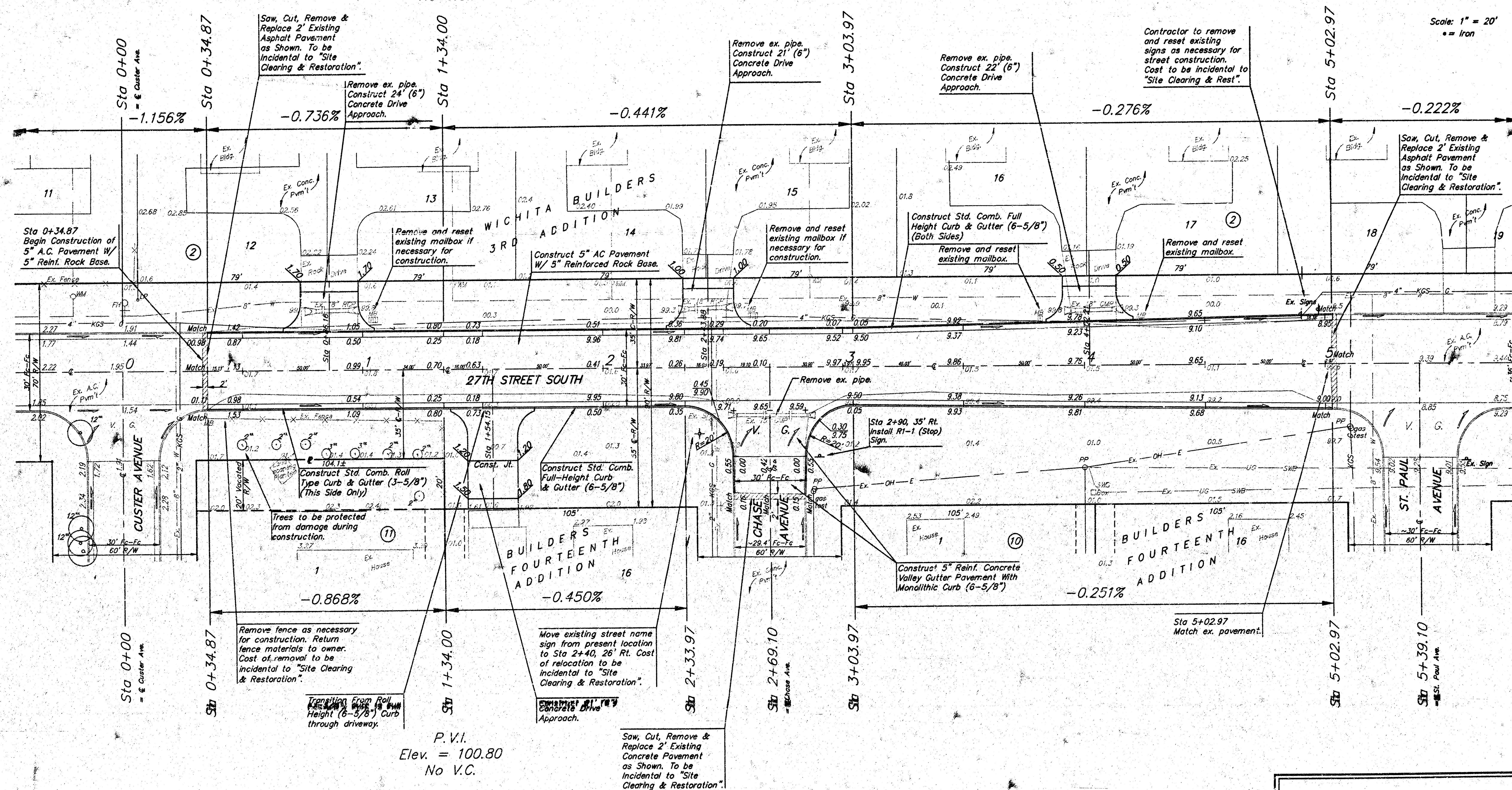
BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
316-262-7271 • 316 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER _____

DESIGN: Staff DRAWN: JAK APPROVED: _____ DATE: 9-99 SCALE: NONE

SHEET 5 OF 7

Scale: 1" = 20'



NOTE: ROLL TYPE CURB & GUTTER TO
BE CONSTRUCTED ON PORTIONS OF
PAVEMENT SHOWN ON THIS SHEET.
TOP OF CURB ELEVATIONS ARE
GIVEN FOR FULL HEIGHT CURB.

27TH STREET SOUTH

BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING

316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER 472-83099 SHEET 6

DESIGN	DRAWN	APPROVED	DATE	SCALE
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NBW	TMG	9-99	Noted	6
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