

CITY OF WICHITA, KANSAS

STREET IMPROVEMENTS

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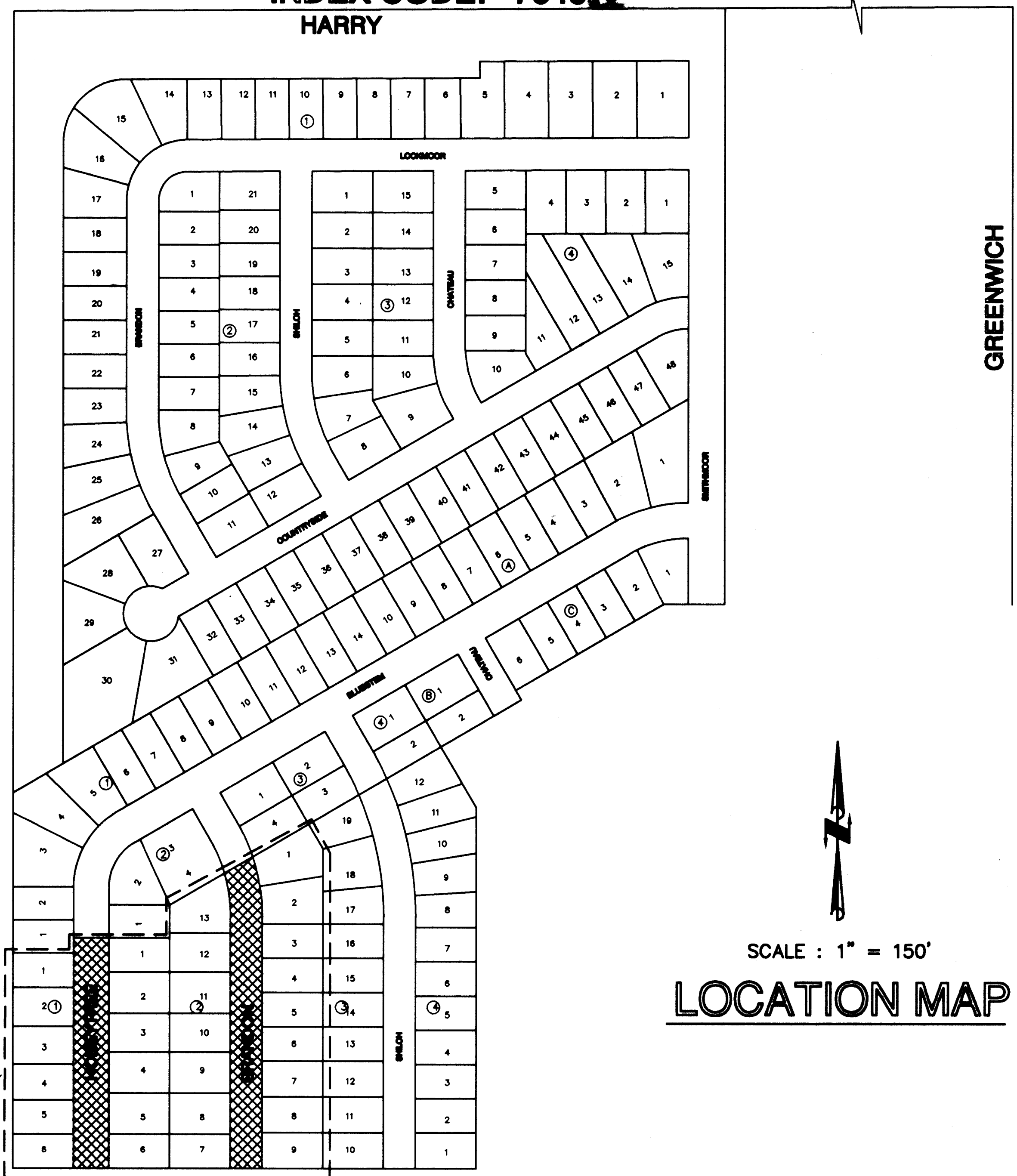
GENERAL NOTES:

- 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.
 - THE CONTRACTOR SHALL PROVIDE A MINIMUM OF FORTY-EIGHT (48) HOURS ADVANCE NOTICE TO ALL UTILITY OWNERS PRIOR TO WORK IN ANY AREA WHERE EXISTING UTILITIES WILL BE UNCOVERED TO ALLOW THE UTILITY OWNER TO INSPECT THE UNCOVERING OF THEIR UTILITY. ANY UTILITY CARELESSLY DAMAGED BY HIS CONSTRUCTION OPERATION SHALL BE REPAIRED OR REPLACED AT NO EXTRA COST TO THE CITY. THE CONTRACTOR SHALL COORDINATE WITH CONTRACTORS FOR UTILITY COMPANIES AND OTHER AGENCIES FOR MINIMUM INCONVENIENCE TO GENERAL PUBLIC.
 - CONTRACTOR SHALL AVOID UNCOVERING THE EXISTING WATERLINES UNLESS ABSOLUTELY NECESSARY. UNCOVERING SHALL BE DONE ONLY IN THE PRESENCE OF A WATER DEPARTMENT ENGINEER.
 - ALL ADJACENT BUILDINGS, STRUCTURES, PARKING LOTS, DRIVES, STREET PAVEMENTS, UTILITY LINES UTILITY STRUCTURES AND APPURTENANCES OTHER THAN SHOWN FOR REPLACEMENT SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION OF THE PROJECT. ITEMS DAMAGED BEYOND THE LIMITS SHOWN SHOWN ON THE DRAWINGS SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
 - THE TOP ELEVATION OF INLETS AND MANHOLES AS SHOWN ON DRAWINGS MAY VARY TO MEET EXISTING OR PROPOSED PAVEMENTS. THE FIELD ENGINEER MAY ADJUST THE LOCATIONS AND FLOWINGS OF STORM SEWERS, INLETS AND MANHOLES WITH REFERENCE TO EXISTING OR PROPOSED PAVING PLANS OF THE PERTINENT STREET.
 - A SAW CUT 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 JOINTS TO FACILITATE REMOVAL WITHIN THREE (3) FEET OF EXISTING JOINT WILL NOT BE PERMITTED AND FOR SUCH INSTANCES THE LIMITS OF REMOVAL SHALL EXTEND TO EXISTING JOINT. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED SUBSIDIARY TO THE REMOVAL OF THE SURFACE OR PAVEMENT.
 - MISCELLANEOUS STRUCTURES AND 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 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 STRICT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS SHOWN ON THE PLANS. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY SHOWN 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. THIS WORK SHALL BE SUBSIDIARY TO OTHER ITEMS IN CONTRACT.
 - ALL SALVAGEABLE DRAINAGE PIPES, MANHOLE RINGS AND COVERS AND INLET GRATES SHALL BE CAREFULLY REMOVED AND STOCKPILED AT LOCATIONS WITHIN THE RIGHT-OF-WAY, AS DIRECTED BY THE ENGINEER FOR REMOVAL BY CITY PERSONNEL.
 - THE CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF FORTY-EIGHT (48) HOURS TO EACH OF THE FOLLOWING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION AND REQUEST THAT ANY EXISTING LINES BE FLAGGED:
- | | |
|---|---|
| ARKLA GAS CO.
1630 S. BAHR
WICHITA, KANSAS 67209
JERRY WATKINS
316-942-8350 | SOUTHWESTERN BELL TELEPHONE CO.
154 N. BROADWAY
WICHITA, KANSAS 67202
GREG SHARP
316-268-2245 |
| KANSAS GAS & ELECTRIC CO.
BOX 208
WICHITA, KANSAS 67201
DON MORGAN
316-261-6285 | WICHITA SEWER MAINTENANCE DIVISION
WATER & WATER POLLUTION CONTROL DEPT.
8TH FLOOR-CITY HALL
455 N. MAIN STREET
WICHITA, KANSAS 67202
SUSAN TURNER
316-268-4210 |
| WICHITA WATER DEPARTMENT
8TH FLOOR - CITY HALL
455 N. MAIN STREET
WICHITA, KANSAS 67202
CHUCK STEVENS
316-268-4555 | MULTIMEDIA CABLEVISION
701 EAST DOUGLAS
WICHITA, KANSAS 67202
DON SHUE
262-4270 |
| KANSAS ONE CALL | DIG SAFE |
- 1-800-344-4210 687-2470

- CONTRACTOR SHALL GIVE PROPERTY OWNERS ABUTTING THIS PROJECT, WHOSE YARDS WILL BE LOWER THAN THE UNFINISHED 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 REQUESTED BY THE SPECIFICATIONS 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 PROPERTY.
- THE CONTRACTOR MUST EXAMINE THE CONSTRUCTION SITE PRIOR TO BIDDING AND BE SATISFIED AS TO THE WORK SHOWN FOR COMPLETION. AFTER ALL BIDS HAVE BEEN RECEIVED, THE CONTRACTOR SHALL NOT ASSERT THAT THERE WAS A MISUNDERSTANDING OF THE QUANTITIES OF WORK OR THE NATURE OF WORK TO BE COMPLETED.
- TEMPORARY SEEDING OF RIGHT-OF-WAY: CONTRACTOR SHALL PREPARE THE AREA WITHIN RIGHT-OF-WAY THAT IS TO RECEIVE TEMPORARY SEEDING IN ACCORDANCE WITH CITY OF WICHITA STANDARD SPECIFICATIONS. CONTRACTOR SHALL THEN APPLY FERTILIZER (16-20-0) AT APPLICATION RATE OF 350 POUNDS/ACRE. CONTRACTOR SHALL APPLY RYE GRASS SEED AT A RATE OF 50 POUNDS/ACRE. APPLY MULCH IN ACCORDANCE WITH CITY OF WICHITA REQUIREMENTS.

SMITHMOOR FIFTH ADDITION TO WICHITA, KANSAS

- HONEYTREE, FROM NORTH LINE OF LOT 1, BLOCK 1, SMITHMOOR FIFTH ADDITION TO SOUTH LINE OF SMITHMOOR FIFTH ADDITION
 - BRANDON, FROM NORTH LINE OF LOT 1, BLOCK 3, SMITHMOOR FIFTH ADDITION TO SOUTH LINE OF SMITHMOOR FIFTH ADDITION
- PROJECT NO.: 472-82759
INDEX CODE: 764019

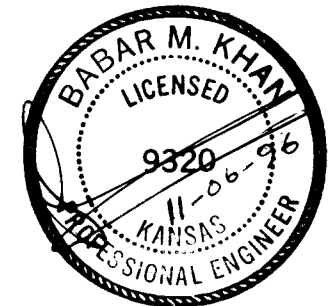


PROJECT LENGTH:

STREET	LENGTH
HONEYTREE	417.65
BRANDON	551.90
TOTAL	969.55

BENCH MARKS:

- BENCH MARK NO. 1: SQUARE CUT ON CURB, 60' SOUTH OF PT. WEST SIDE OF HONEYTREE, SOUTH SIDE OF DRIVEWAY FOR HOUSE NO. 1815. ELEV. = 163.41
- BENCH MARK NO. 2: SQUARE CUT ON CURB, 11' SOUTH OF DRIVEWAY FOR HOUSE NO. 1816 BRANDON, ON EAST SIDE OF STREET. ELEV. = 164.27
- BENCH MARK NO. 3: SQUARE CUT ON CURB, 12' SOUTH OF DRIVEWAY FOR HOUSE NO. 1812 SHILON ON EAST SIDE OF STREET. ELEV. = 163.63



SCALE : 1" = 150'
LOCATION MAP

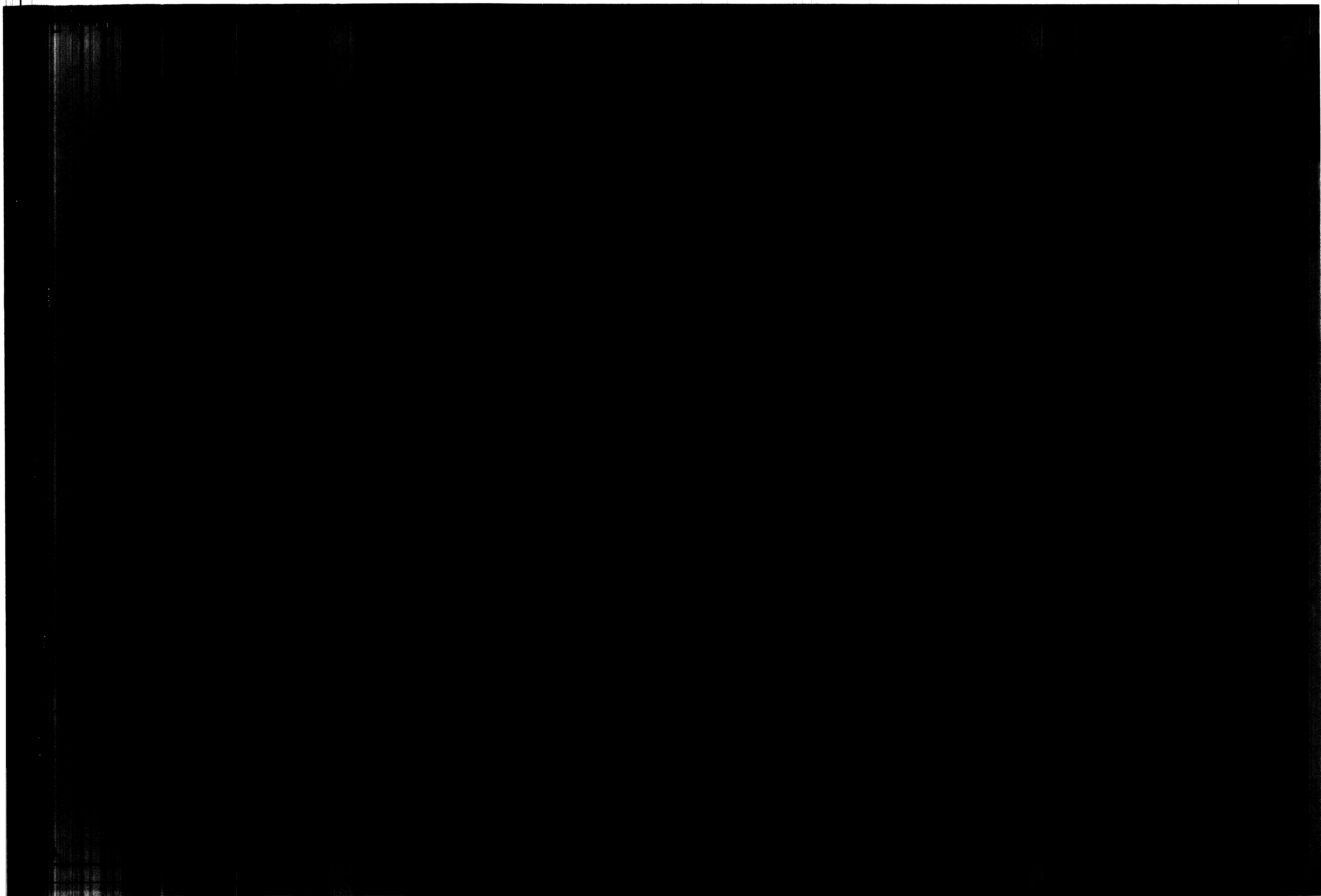
BENEFIT DISTRICT

MICHAEL E. LINDEBAK, P.E., CITY ENGINEER

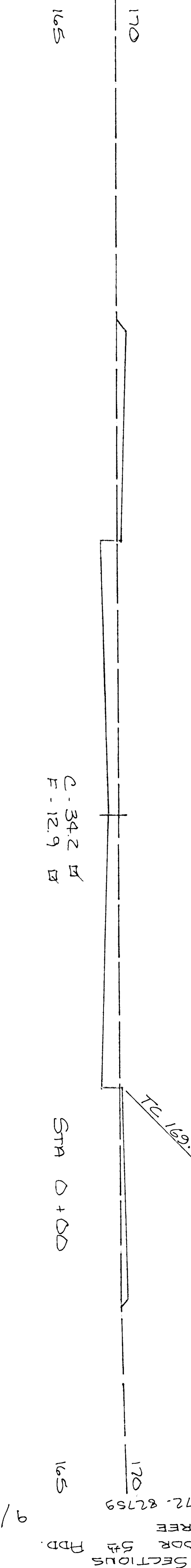
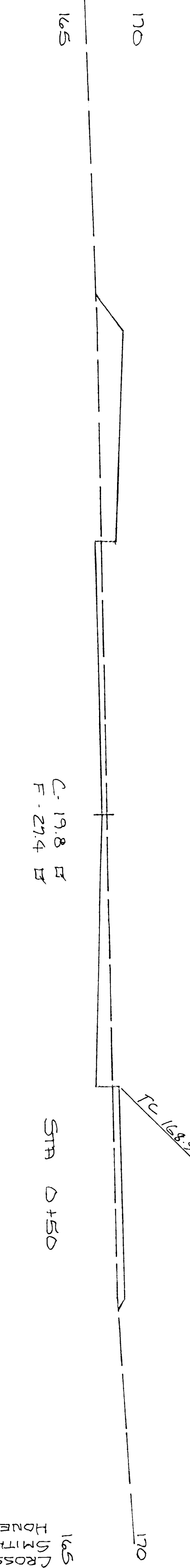
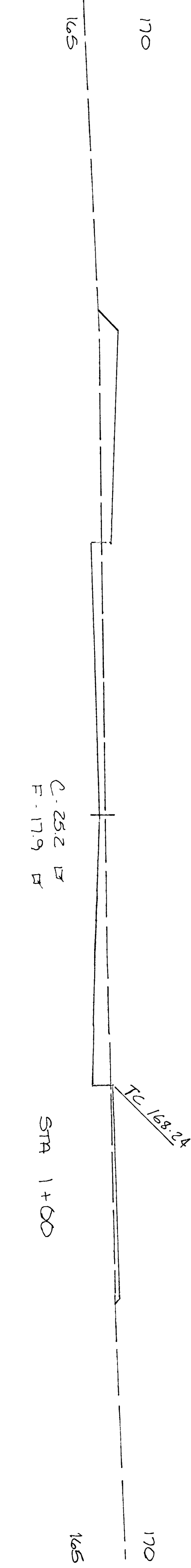
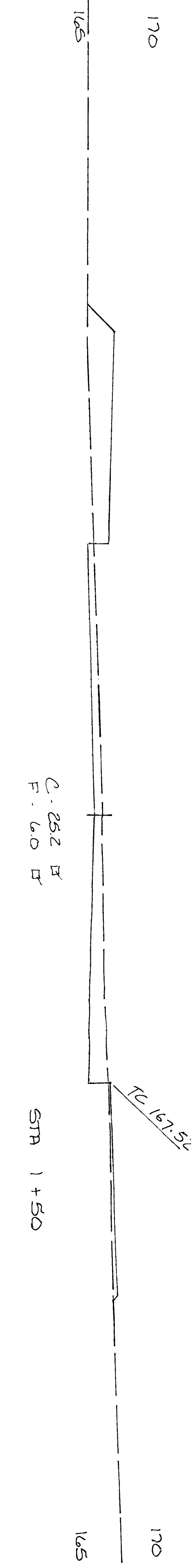
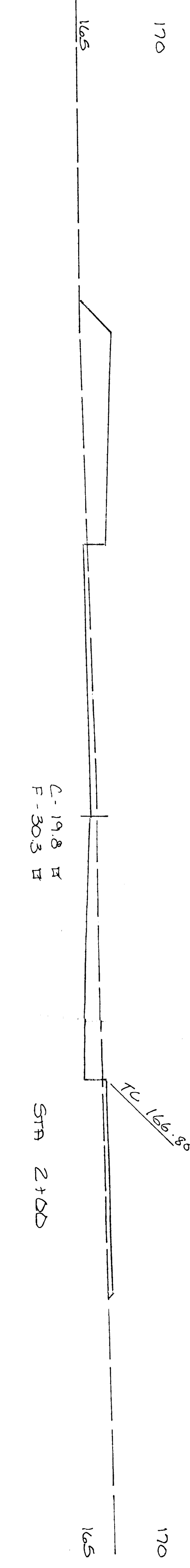
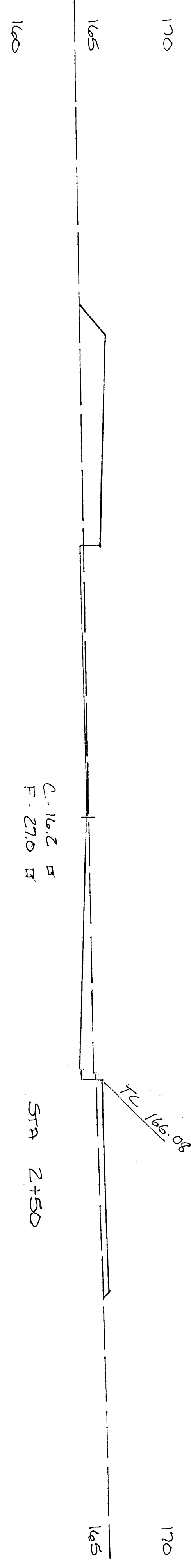
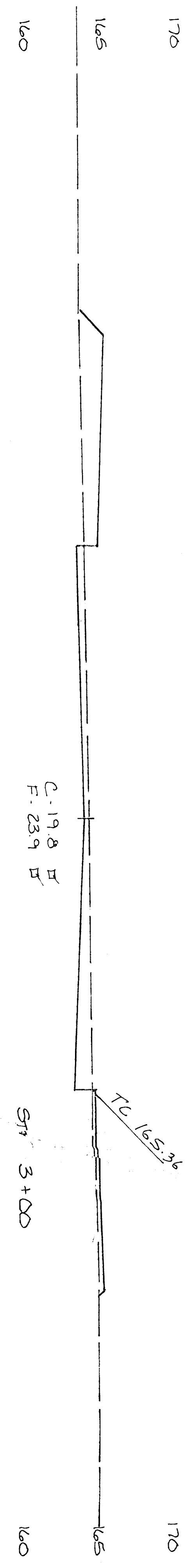
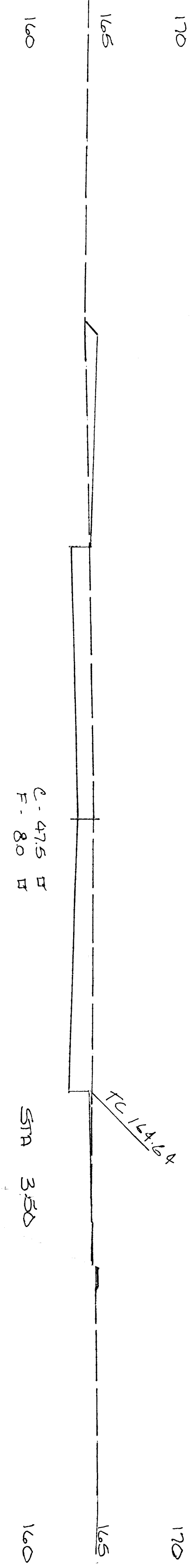
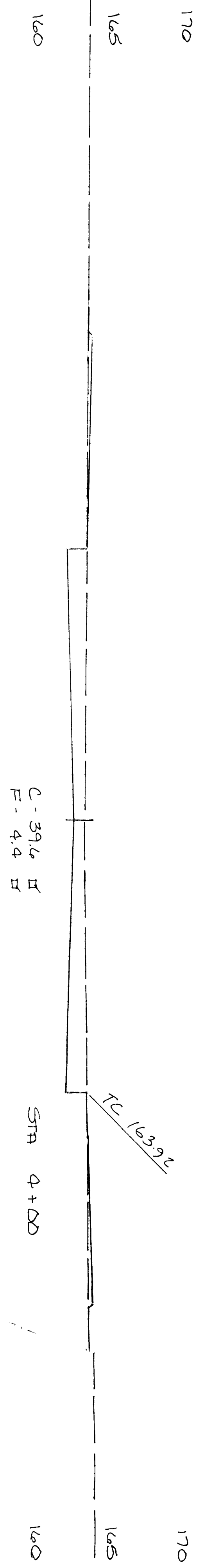
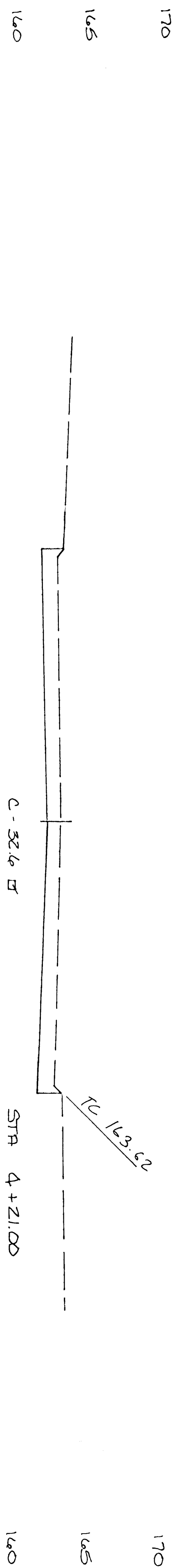
TITLE SHEET

SCALE:	APPROVED:	DRAWN BY: F.A.
DATE:	CHECKED: B.K.	
PROJECT NO:	SHEET NO.:	
96-100 (MUNICIPAL)	1 OF 11	

ME MUNICIPAL ENGINEERS
254-LAURA, SUITE 201
WICHITA, KANSAS 67211
316-262-3842

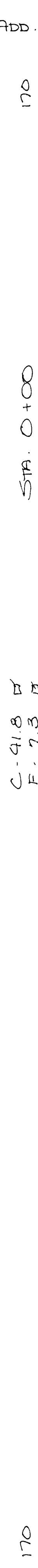
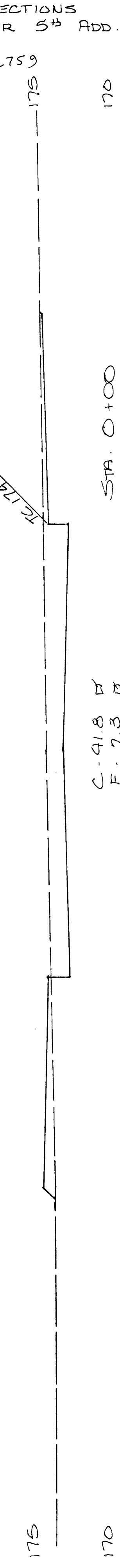
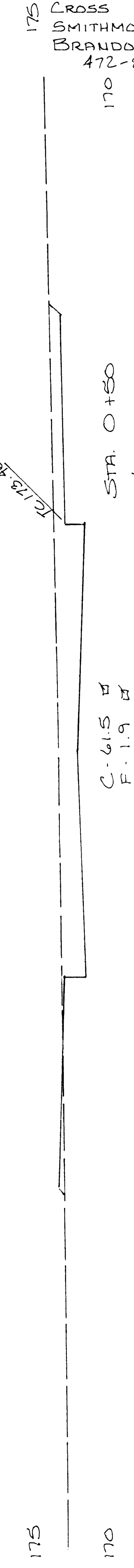
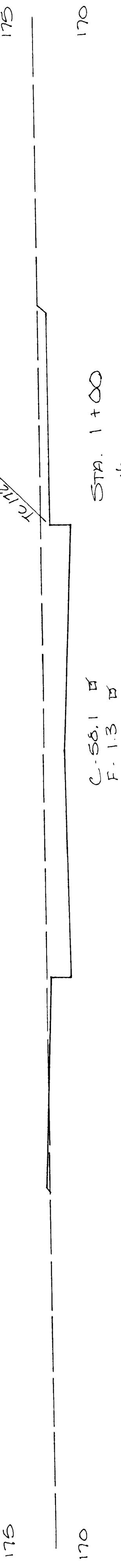
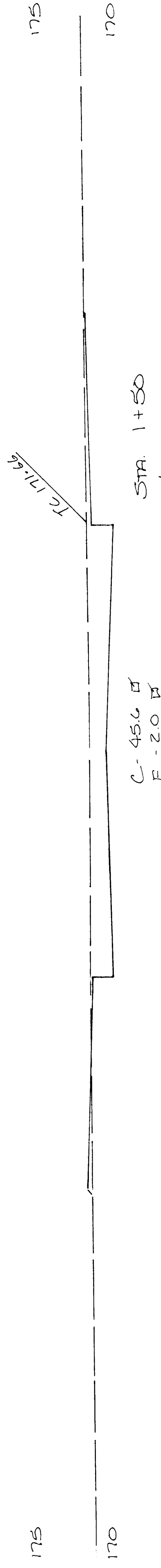
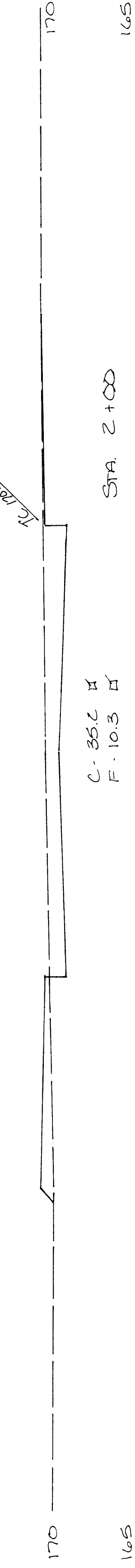
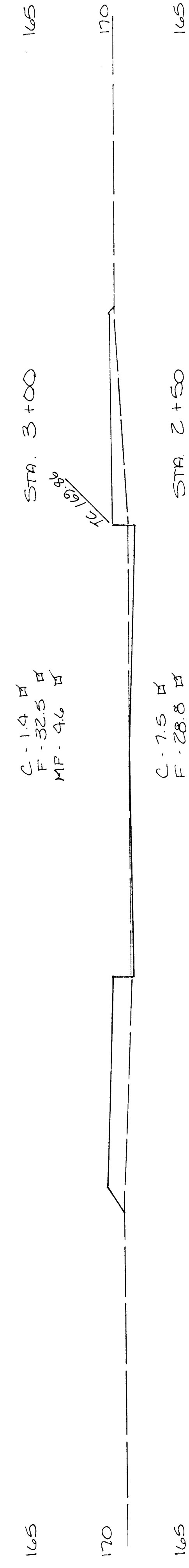
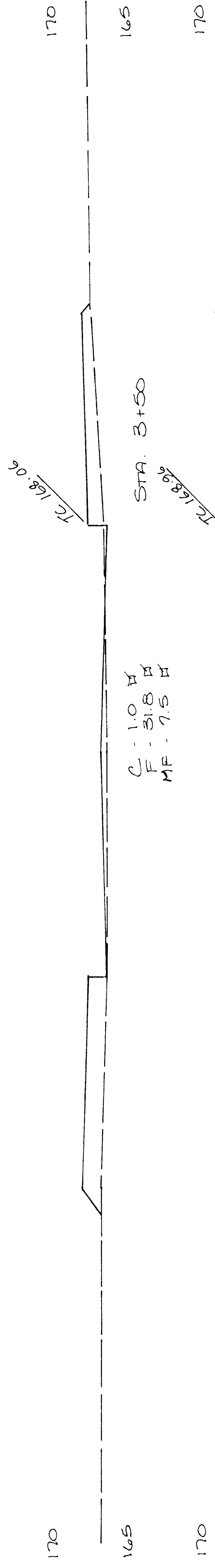
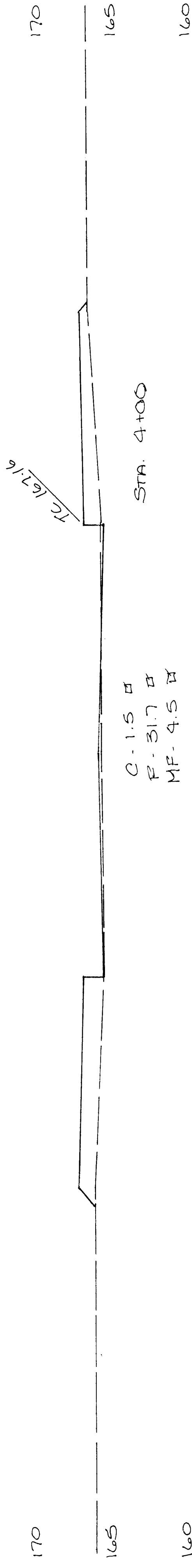
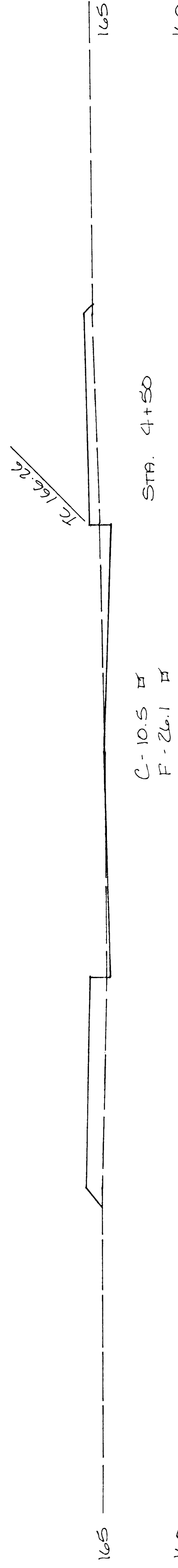
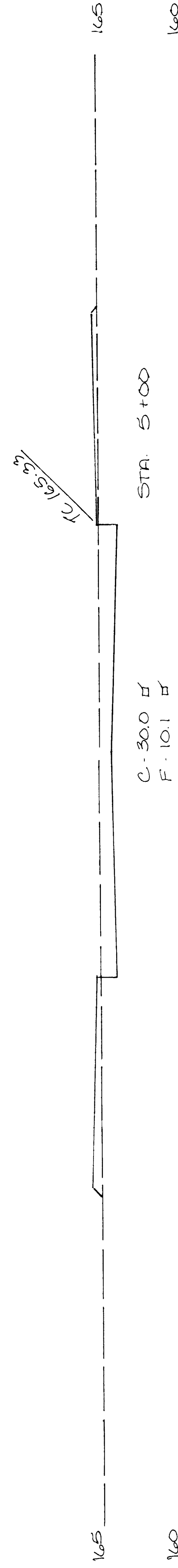
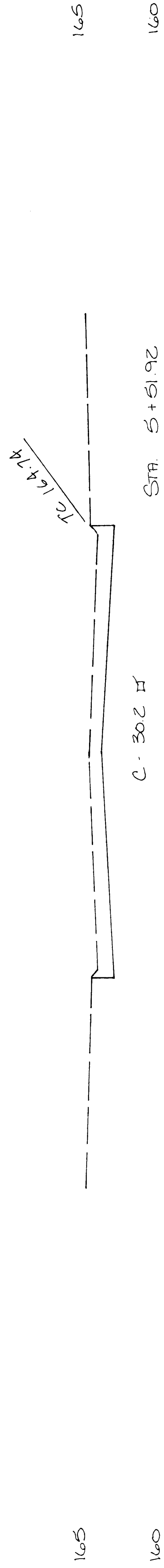


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2 Cross Sections
with
HONEYTREE
472.82759
9/11

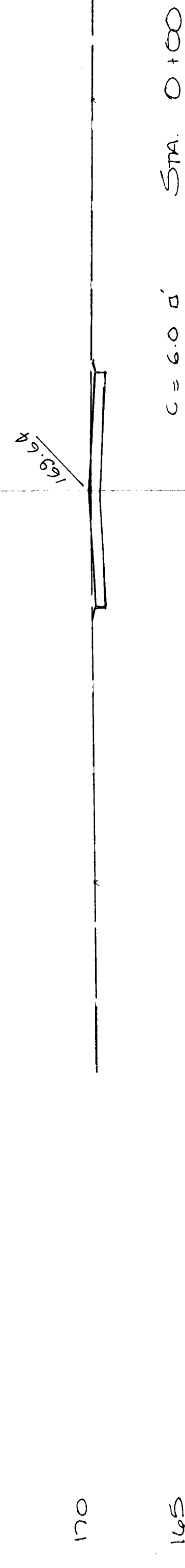
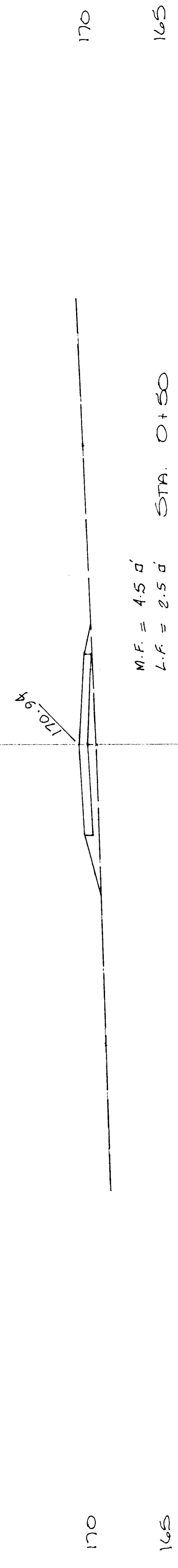
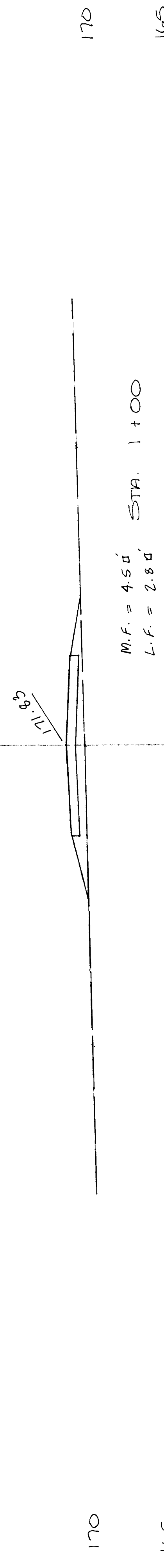
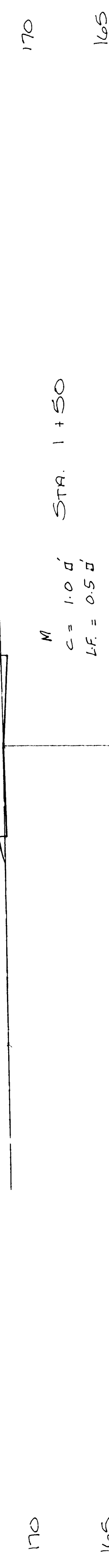
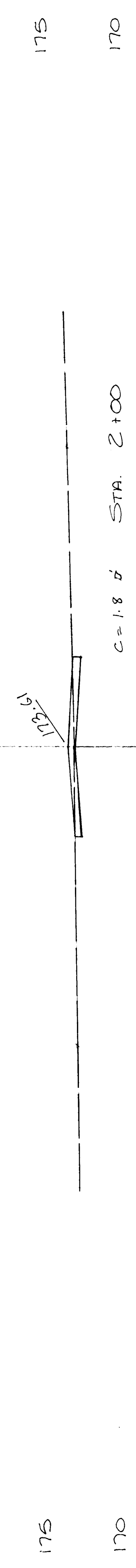
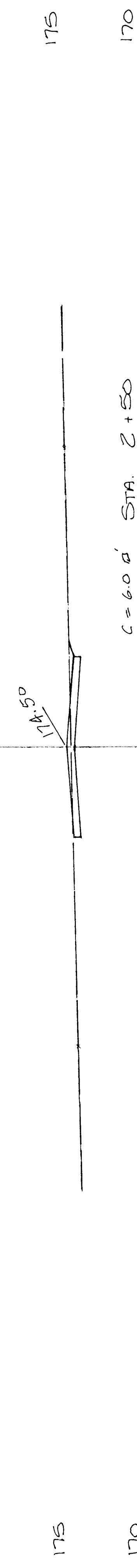
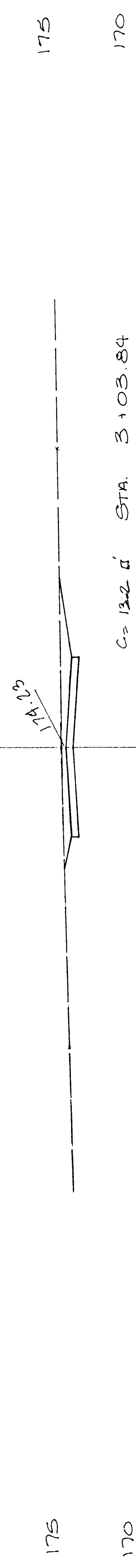
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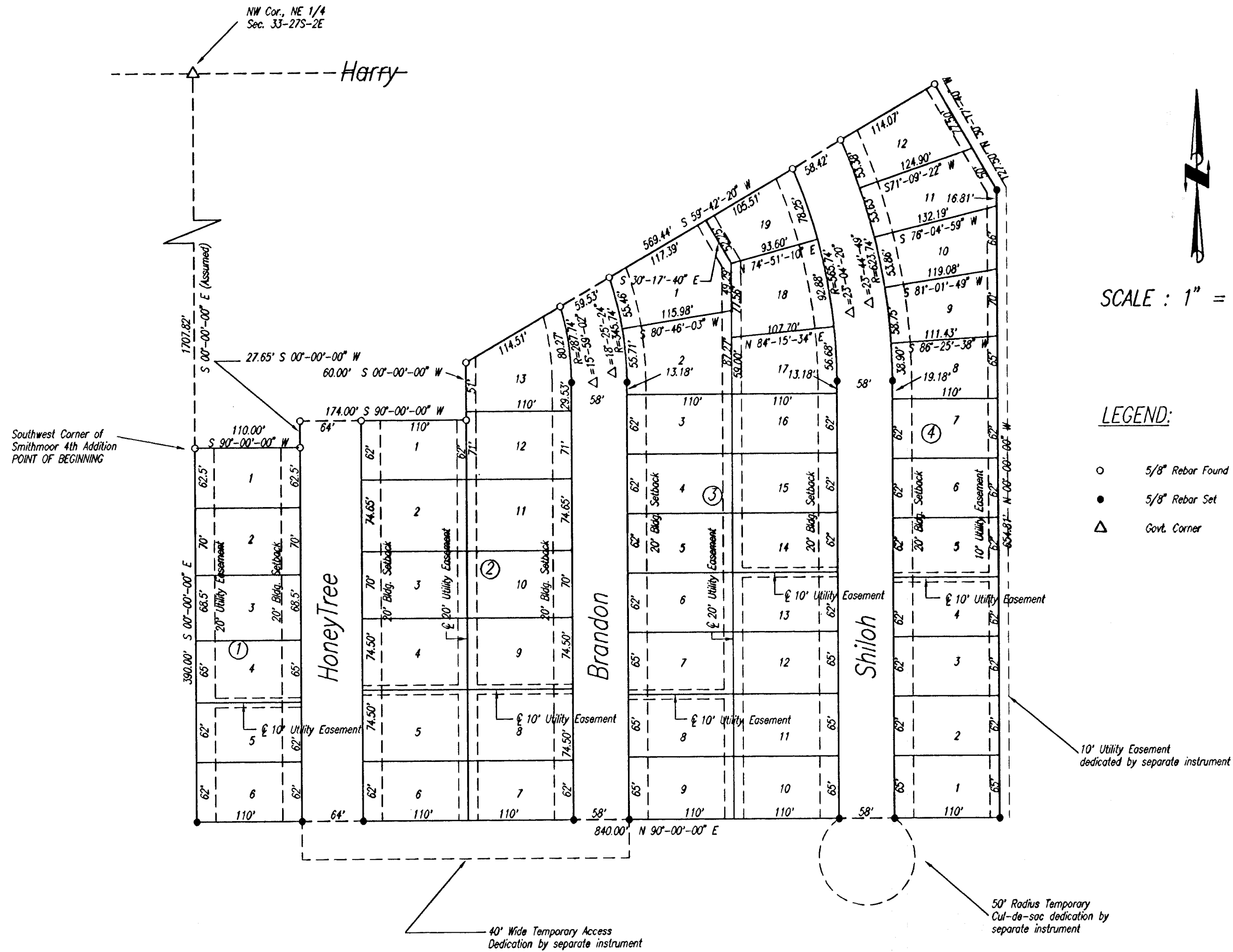
CROSS SECTIONS
SMITHMOOR 5th ADD.
BRANDON
472-82759

10/11

30 20 10 0 10 20 30



CROSS SECTIONS
SMITHMOOR 5th ADD.
ACCESS ROAD
472-82759
11/11



MINIMUM BUILDING PAD ELEVATIONS:

Lot 1, Block 1	= 163.00 (City of Wichita Datum) = 1350.40 MSL
Lot 2, Block 1	= 163.40 (City of Wichita Datum) = 1350.80 MSL
Lot 3, Block 1	= 163.80 (City of Wichita Datum) = 1351.20 MSL
Lot 4, Block 1	= 164.20 (City of Wichita Datum) = 1351.60 MSL
Lot 5, Block 1	= 164.60 (City of Wichita Datum) = 1352.00 MSL
Lot 6, Block 1	= 165.00 (City of Wichita Datum) = 1352.40 MSL

BENCH MARK:

Top of Manhole located 5 feet North and 10 feet East of the Northwest corner of Lot 1, Block 1, Smithmoor 5th Addition.
Elev. = 164.31 (City of Wichita Datum) = 1351.71 MSL

FINAL PLAT

SMITHMOOR FIFTH ADDITION
TO
WICHITA, SEDGWICK COUNTY, KANSAS

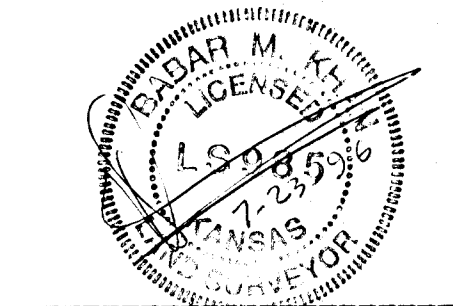
STATE OF KANSAS }
SEDGWICK COUNTY } SS

I, Babar M. Khan, A Licensed land surveyor in aforesaid county and state, do hereby certify that I have surveyed and platted "Smithmoor Fifth Addition to Wichita, Sedgwick County, Kansas and that the accompanying plat is a true and correct exhibit of property surveyed, described as follows:

Beginning at the Southwest corner of Smithmoor Fourth Addition to Wichita, Sedgwick County, Kansas, said point of beginning being on the West line of the Northeast quarter of Section 33, Township 27 South and Range 2 East of the 6th P.M., in Sedgwick County, Kansas, said Point of beginning also being 1,707.82 feet South of the Northwest corner of said Northeast quarter; Thence South along the West line of said Northeast quarter, a distance of 390.00 feet; Thence East at right angle to said West line, a distance of 840.00 feet; Thence North parallel to said West line, 654.81 feet; Thence Northwesterly, a distance of 127.50 feet to the Southeast corner of said Smithmoor Fourth Addition; Thence Southwesterly along the Southeasterly line of said Smithmoor Fourth Addition, a distance of 569.44 feet; Thence South, a distance of 60.00 feet to the Southeast corner of Lot 1, Block 2, said Smithmoor Fourth Addition; Thence West along the South line of said Smithmoor Fourth Addition, a distance of 174.00 feet; Thence South, a distance of 27.65 feet to the Southeast corner of Lot 1, Block 1, said Smithmoor Fourth Addition; Thence West along the South line of said Smithmoor Fourth Addition, a distance of 110.00 feet to the Point of Beginning, containing 10.7 acres, more or less.

All easement, right-of-ways, previously granted are hereby vacated in accordance with K.S.A. 12-512(b), as amended.

This survey was completed in August, 1996.



BABAR M. KHAN, R.L.S. # 985

Know all men by these presents, That we, the undersigned owners of the land above set forth in the Surveyor's certificate, have caused the land to be surveyed and platted into lots, blocks, and streets, the same to be known as "Smithmoor Fifth Addition to Wichita, Sedgwick County, Kansas". Easements as indicated for the construction and maintenance of public utilities are hereby granted. The streets are hereby dedicated to and for the use of the public. The minimum building pad elevations for Lots 1 through 6, Block 1 are as set forth on this plat.

Ron Smith
Ron Smith, President
Smith & Company, Inc.

STATE OF KANSAS }
SEDGWICK COUNTY } SS

This instrument was acknowledged before me on this 23rd day of July, 1996, BY Ron Smith as President of Smith & Company.

Melanie R. Penner
MELANIE R. PENNER, Notary Public
My Commission Expires: 5-10-98

We, Emprise Bank, holder of a mortgage on the above described property do hereby consent to this Plat "Smithmoor Fifth Addition to Wichita Sedgwick County, Kansas".

EMPRISE BANK

Eddie D. Winkler
EDDIE D. WINKLER, ASSISTANT VICE PRESIDENT

STATE OF KANSAS }
SEDGWICK COUNTY } SS

This instrument was acknowledged before me on 23rd day of July, 1996, By Eddie D. Winkler as Assistant Vice President and by Emprise Bank as Vice President of Emprise Bank and on behalf of Emprise Bank.

Melanie R. Penner
MELANIE R. PENNER, Notary Public
My Commission Expires: 5-10-98

This Plat of "Smithmoor Fifth Addition" has been submitted to and approved by The Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Kansas.

Dated 25th day of July, 1996.

Susan Osborne-Howes
Susan Osborne-Howes, Chairman
Marvin Krout
Marvin Krout, Secretary

Consent is hereby given for the formation of Sanitary Sewer District within the boundary of this plat by the Board of Sedgwick County Commissioners, as they deem necessary to provide sanitary sewer service to this area.

This plat approved and all dedications, shown hereon, if any, accepted by the City Council of City of Wichita, Kansas, This 13TH day of AUGUST, 1996.

Bob Knight
Bob Knight, Mayor
Pat Burnett
Pat Burnett, City Clerk

Entered on transfer record on this 12th day of October, 1996.

Susan Crockett-Spoon
Susan Crockett-Spoon, County Clerk

This is to certify that this instrument was filed for record in the Register of Deeds office at 9:00 AM, on this September day of 1996.

Pat Kettler
Pat Kettler, Register of Deeds
Phyllis Hernandez
Phyllis Hernandez, Deputy
-Ed Resa

#1556032

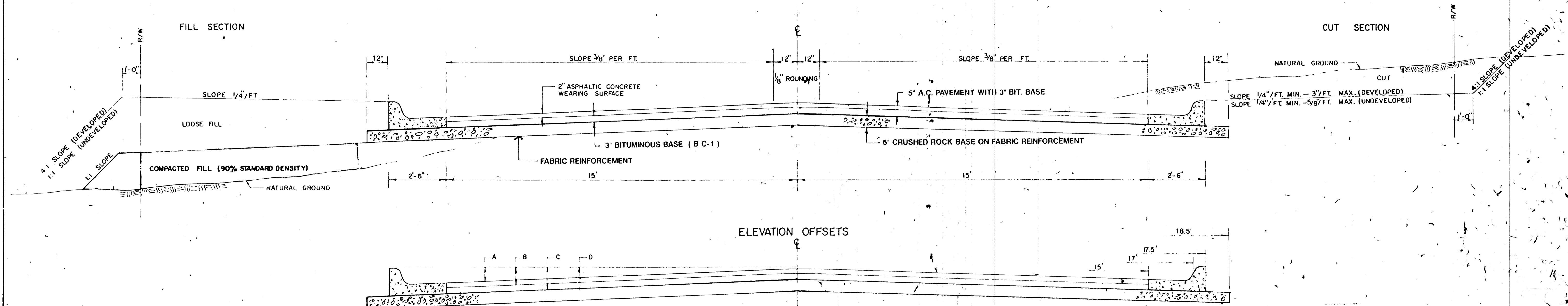


472-82759

ME MUNICIPAL ENGINEERS, P.A.
254-LAURA, SUITE 201
WICHITA, KANSAS 67211
316-262-3842

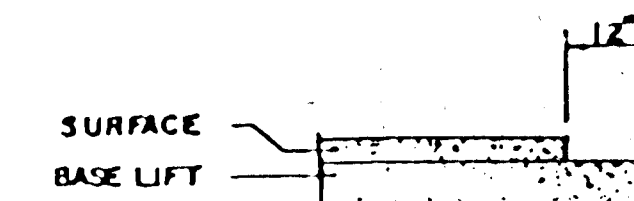
TYPICAL 35' PAVEMENT DETAILS

TRANSVERSE SECTION



FABRIC BASE REINFORCEMENT SHALL BE B X 1100 BY TENSAR CORPORATION OR APPROVED EQUAL.
FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S 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.

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 PAVEMENT (3" BITUMINOUS BASE).

GENERAL NOTES

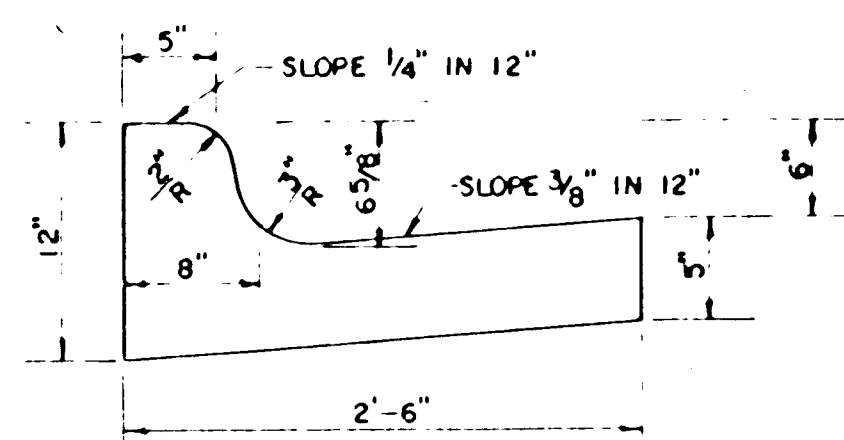
ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PRIOR TO PLACEMENT OF ASPHALT. TACK COAT WILL NOT BE APPLIED TO ROCK BASE.

A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.03 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

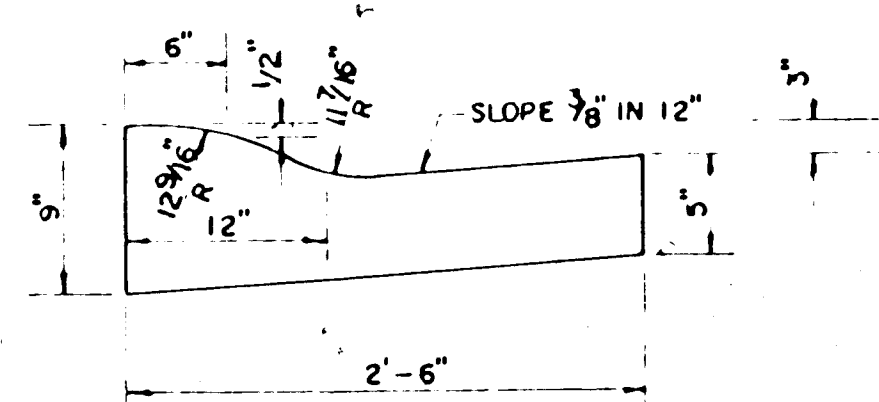
BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

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.

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER

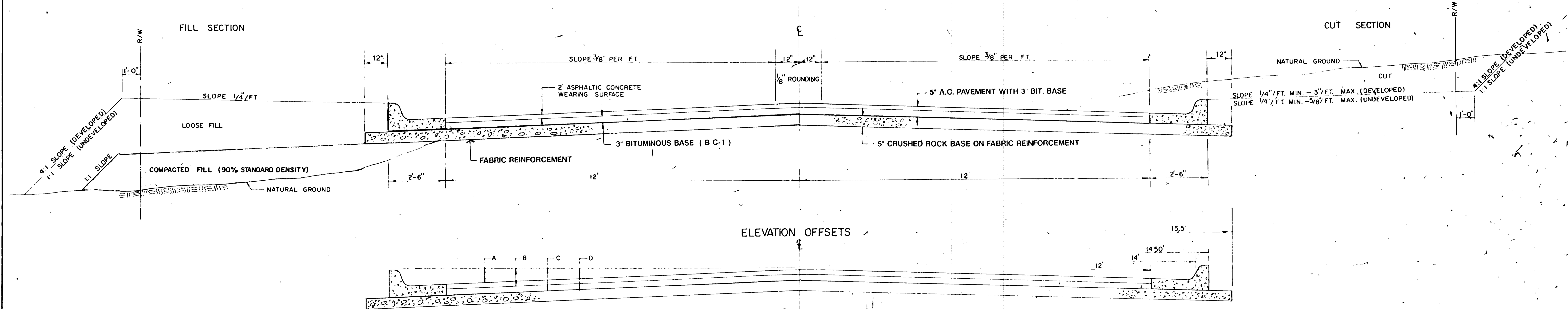


REVISED 1-3-93 JKB
472-82759

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

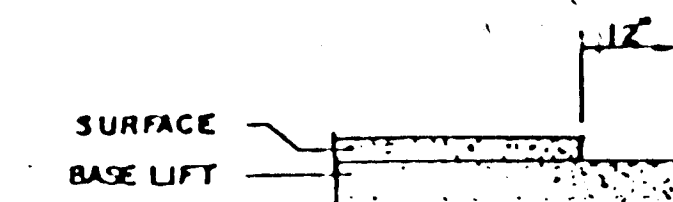
TYPICAL 29' PAVEMENT DETAILS

TRANSVERSE SECTION



FABRIC BASE REINFORCEMENT SHALL BE 8 X 1100 BY TENSAR CORP. OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS 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.

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 PAVEMENT (3" BITUMINOUS BASE)

GENERAL NOTES

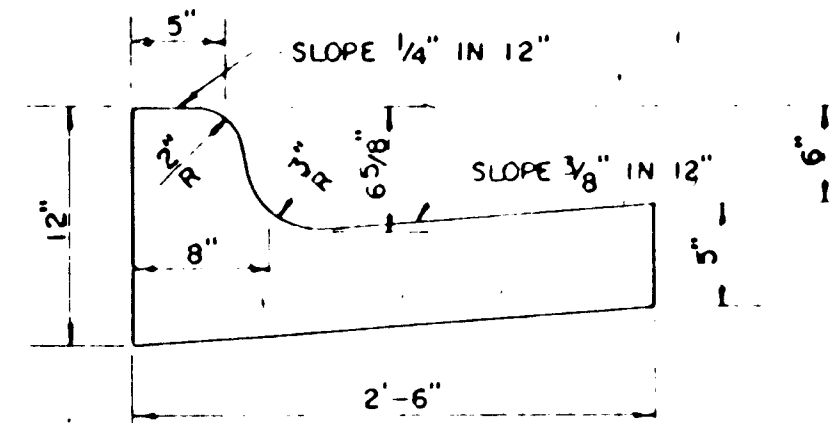
ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PRIOR TO PLACEMENT OF ASPHALT. TACK COAT WILL NOT BE APPLIED TO ROCK BASE.

A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.03 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

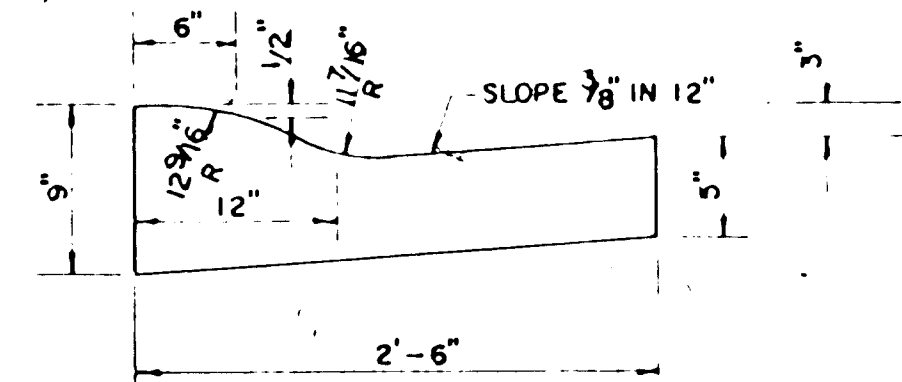
BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

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.

COMBINED CURB & GUTTER



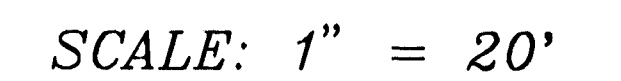
ROLL TYPE COMBINED CURB & GUTTER



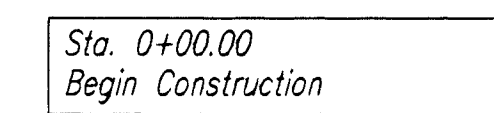
REVISED 1-3-92 JKB

472-82759
5" RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH CRUSHED ROCK BASE ON FABRIC REINFORCEMENT

10 1 5 31



Sta. 4+21.00
End Const.
TC Elev. = 163.62



NOTE:

Contractor shall contact Mr. Ron Smith (685-1401) to determine locations and widths of Curb & Gutter (1-1/2").

<i>Plan Sheet</i> <i>HoneyTree</i> <i>Smithmoor Fifth Addition</i>		
SCALE:	APPROVED:	DRAWN BY:
DATE:		CHECKED:
PROJECT NO:		SHEET NO.:
472-82759		5 OF 11



SCALE: 1" = 20'

Sta. 0+00.00
Beg. Const.
TC Elev. = 174.36

+1.80 %

Sta. 4+56.18 (P.C.)
P.V.I., NO V.C.
TC Elev. = 166.15

+1.60 %

Sta. 5+48.41
Match Existing
TC Elev. = 164.74

Sta. 0+00.00
Begin Construction

Sta. 5+51.92
Match Existing Pavement
End Construction

Sta. 0+00.00
Beg. Const.
TC Elev. = 174.36

+1.80 %

Sta. 4+56.18 (P.C.)
P.V.I., NO V.C.
TC Elev. = 166.15

+1.362 %

Sta. 5+55.11
Match Existing
TC Elev. = 164.74

CURVE # 1 (BRANDON)

CURVE DATA				
$\Delta = 17^{\circ}-19'-06''$ $D = 18^{\circ}-05'-21''$ $R = 316.74'$ $L = 95.74'$ $T = 48.24'$				
CURVE DATA BASED ON $\Delta/2 = 08^{\circ}-39'-33''$				
C.L. STATION	ARC LENGTH	CHORD LENGTH ON		TOTAL DEFLECTION
		8" OFFSET RT. CURB (FS)	8" OFFSET RT. CURB (FS)	
4+56.18 (P.C.)				00°-00'-00"
4+75.00	18.82	20.15	17.48	01°-42'-08"
5+00.00	25.00	26.77	23.22	02°-15'-41"
5+25.00	25.00	26.77	23.22	02°-15'-40"
5+51.92	26.92	28.82	25.00	02°-26'-05"
Defl. / Ft. = 5.426764493 Min.				

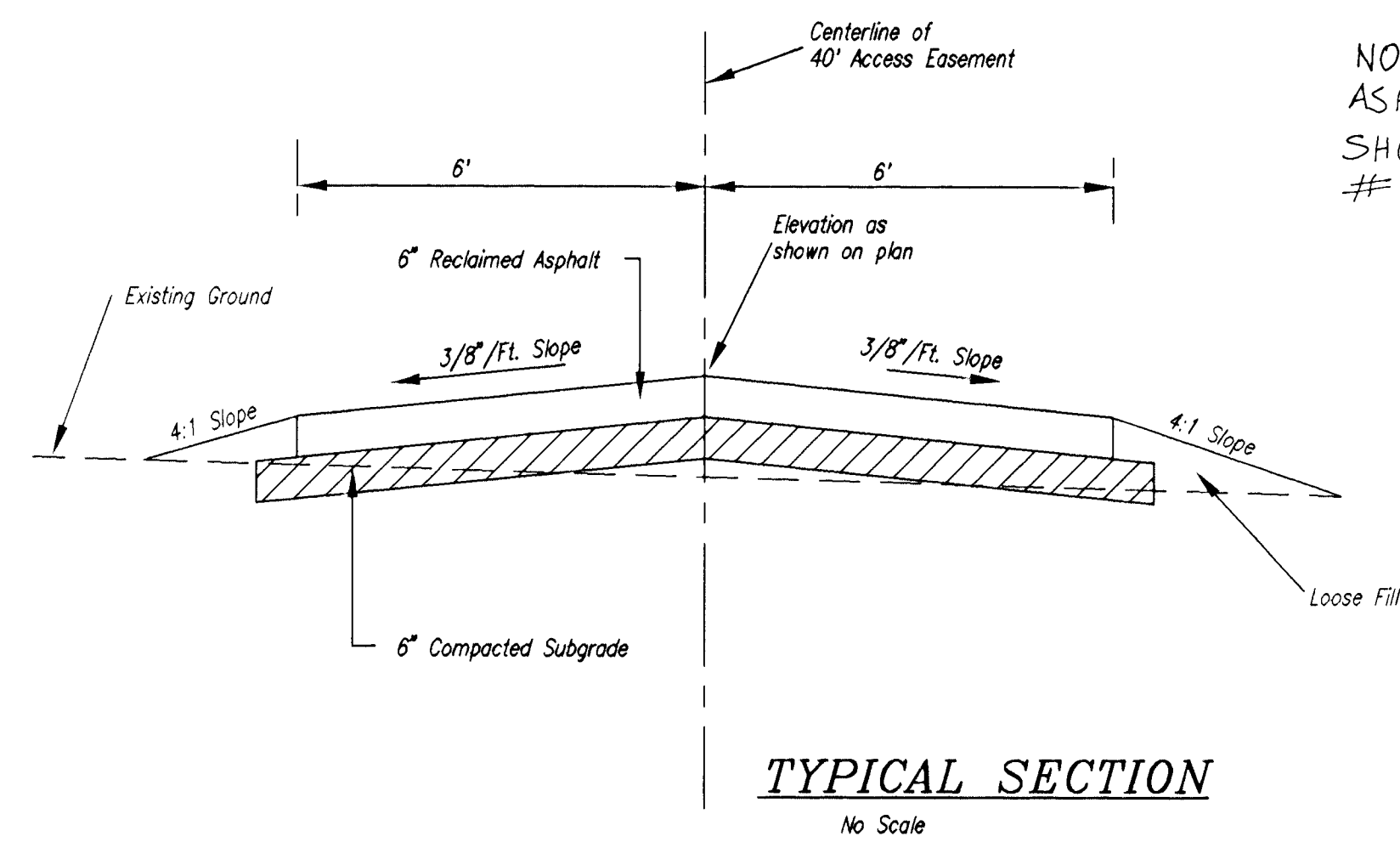
NOTES:

Top of curb elevations shown for Brandon are for C & G (6-5/8").

Plan Sheet
Brandon
Smithmoor Fifth Addition

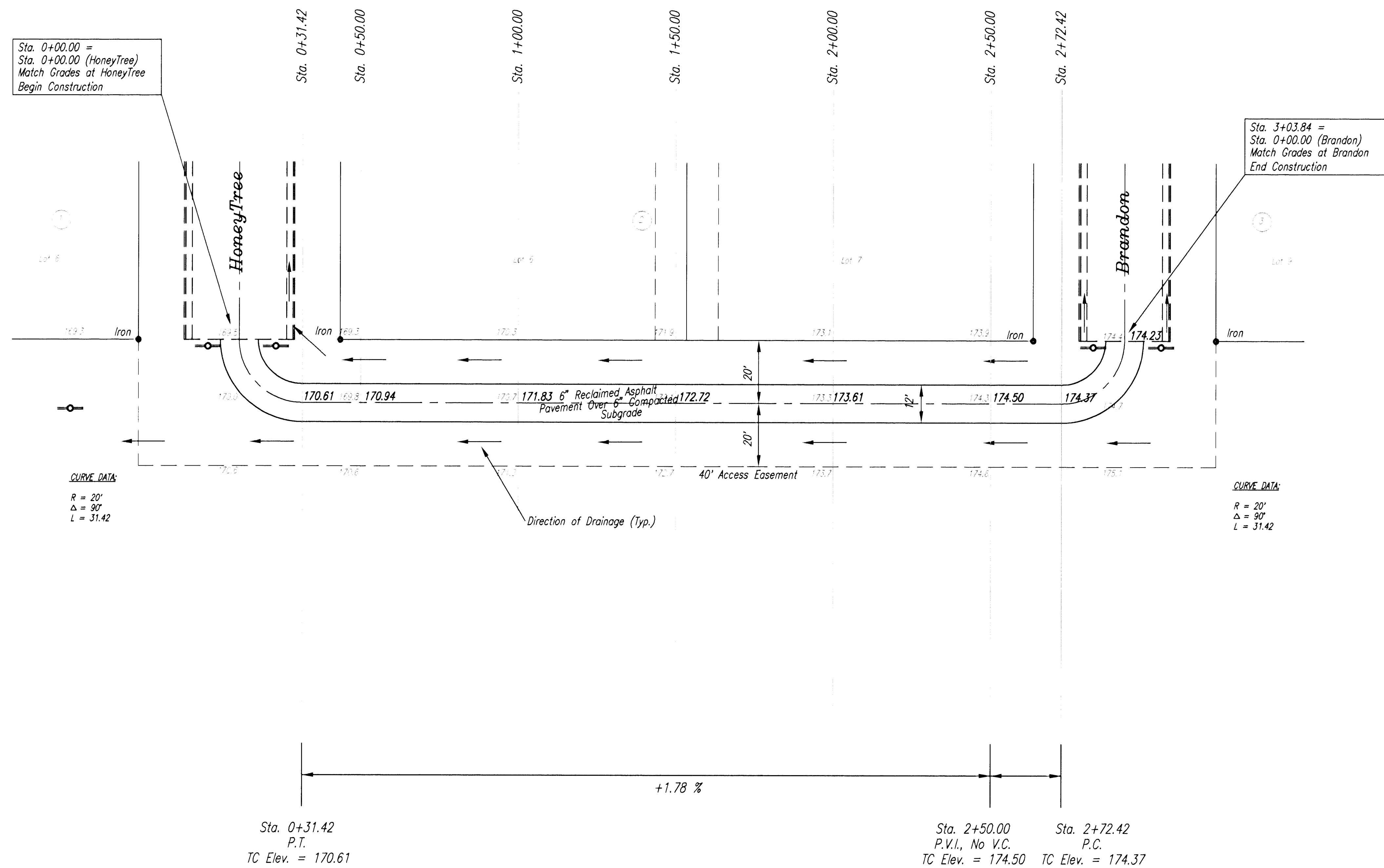
SCALE:	APPROVED:	DRAWN BY:
DATE:		CHECKED:
PROJECT NO:	472-82759	SHEET NO.: 6 OF 11

ME MUNICIPAL ENGINEERS
254-LAURA, SUITE 201
WICHITA, KANSAS 67211
316-282-3842



NOTE: GRADATION REQUIREMENTS FOR 6" RECLAIMED ASPHALT PAVEMENT (RAP) ARE THAT MAXIMUM SIZE SHOULD BE 2.5" AND NO MORE THAN 10% PASSING #200 SIEVE BY THE WASH TEST.

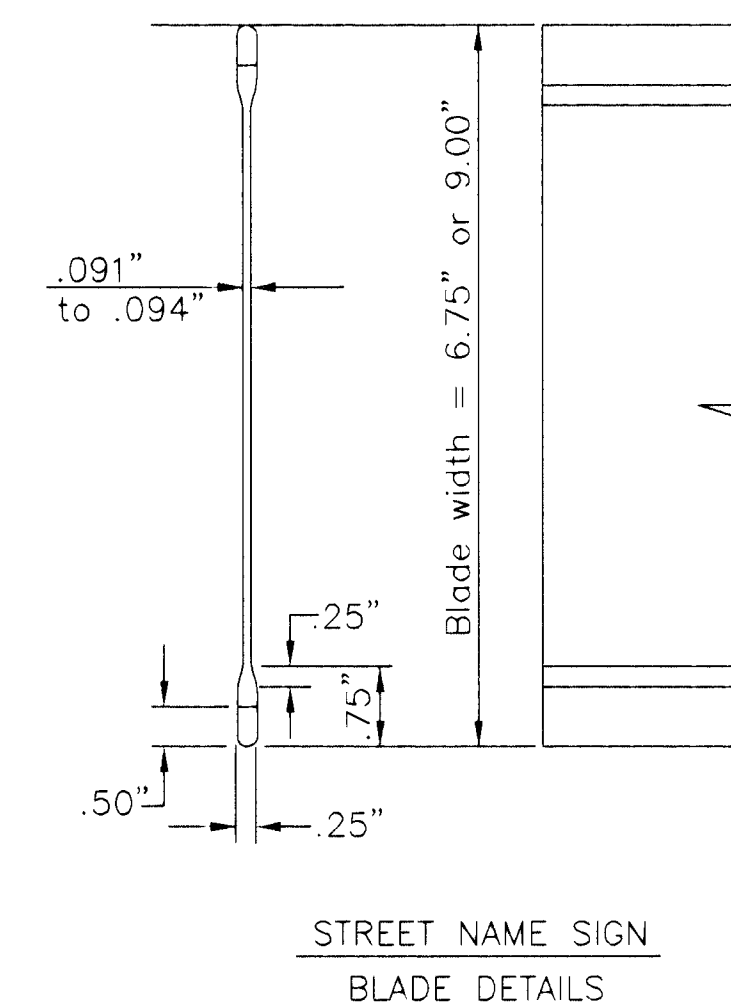
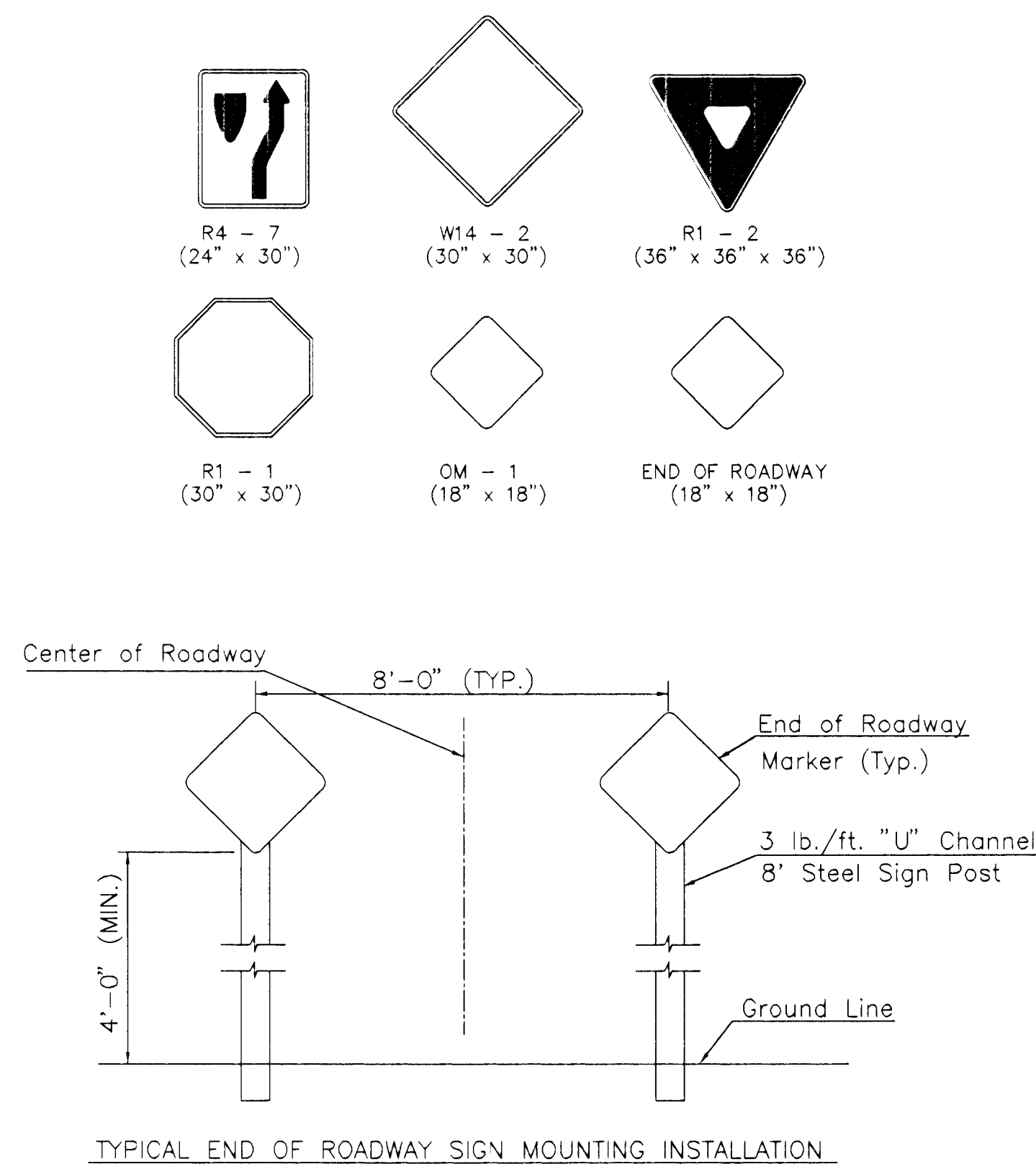
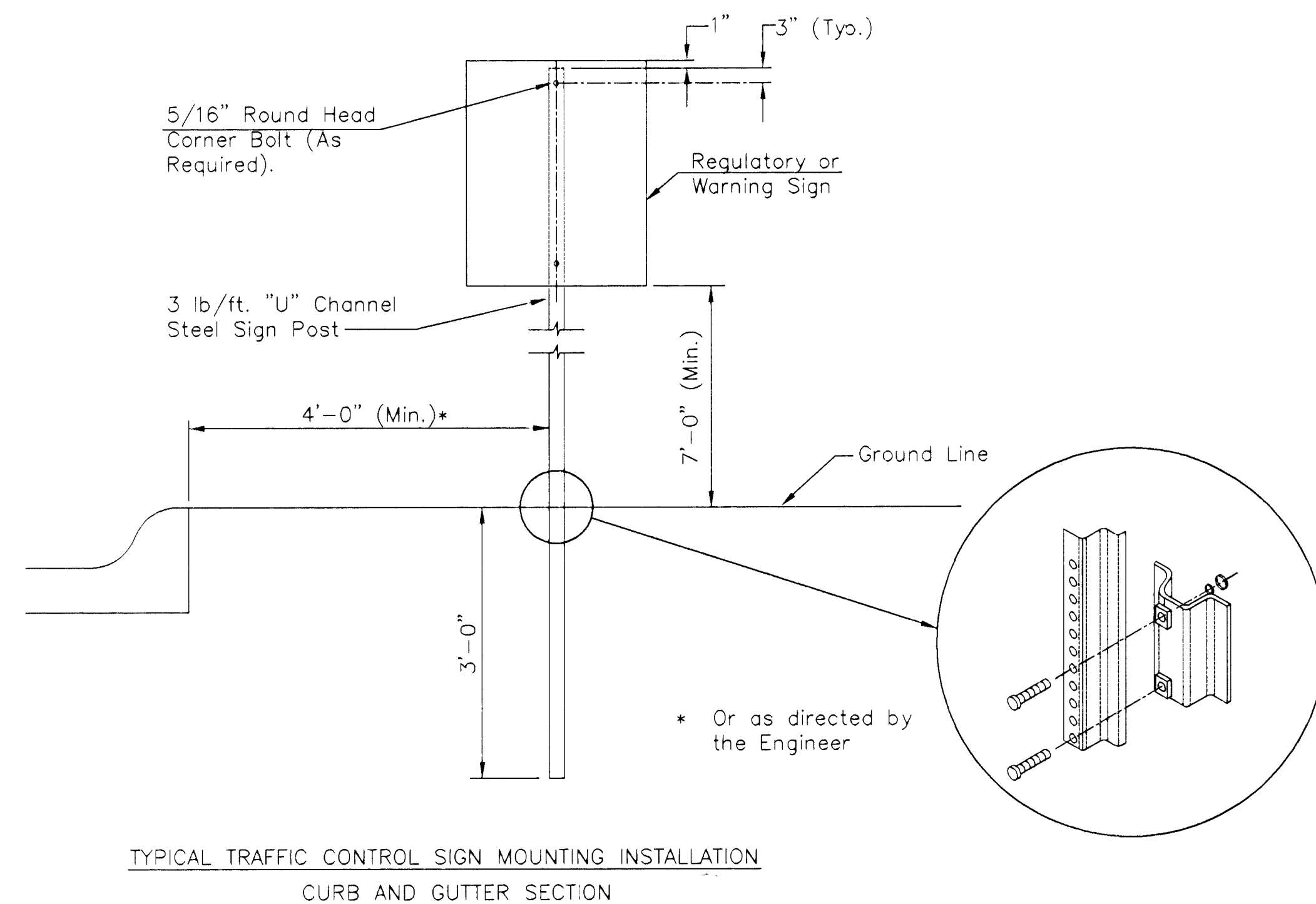
SCALE: 1" = 20'



Plan Sheet
Access Road
Smithmoor Fifth Addition

SCALE:	APPROVED:	DRAWN BY:
DATE:		CHECKED:
PROJECT NO: 472-82759		SHEET NO.: 7 OF 11

FHWA REG NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	SHEETS
7	KANSAS	472-02759	1996	8	11

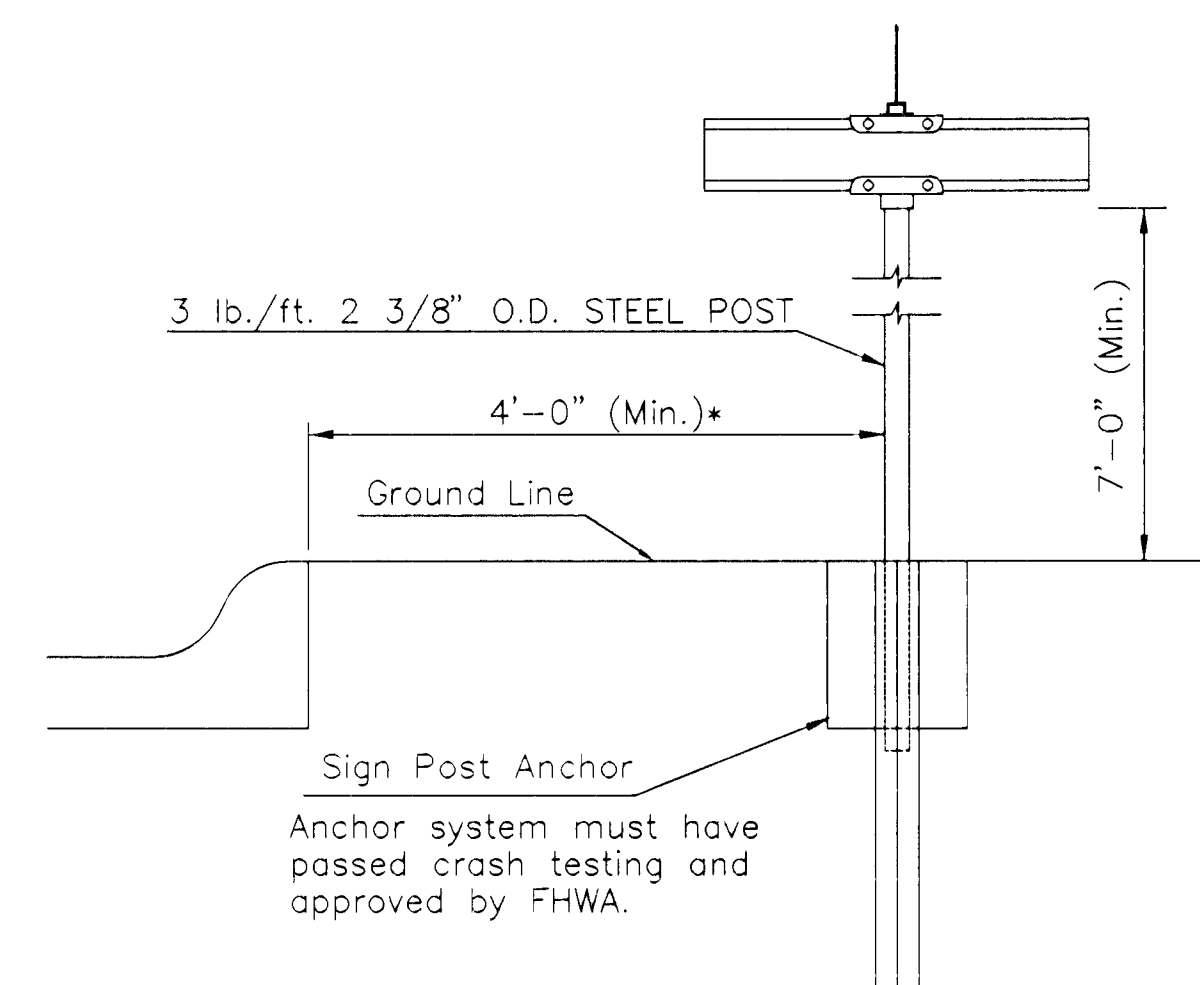
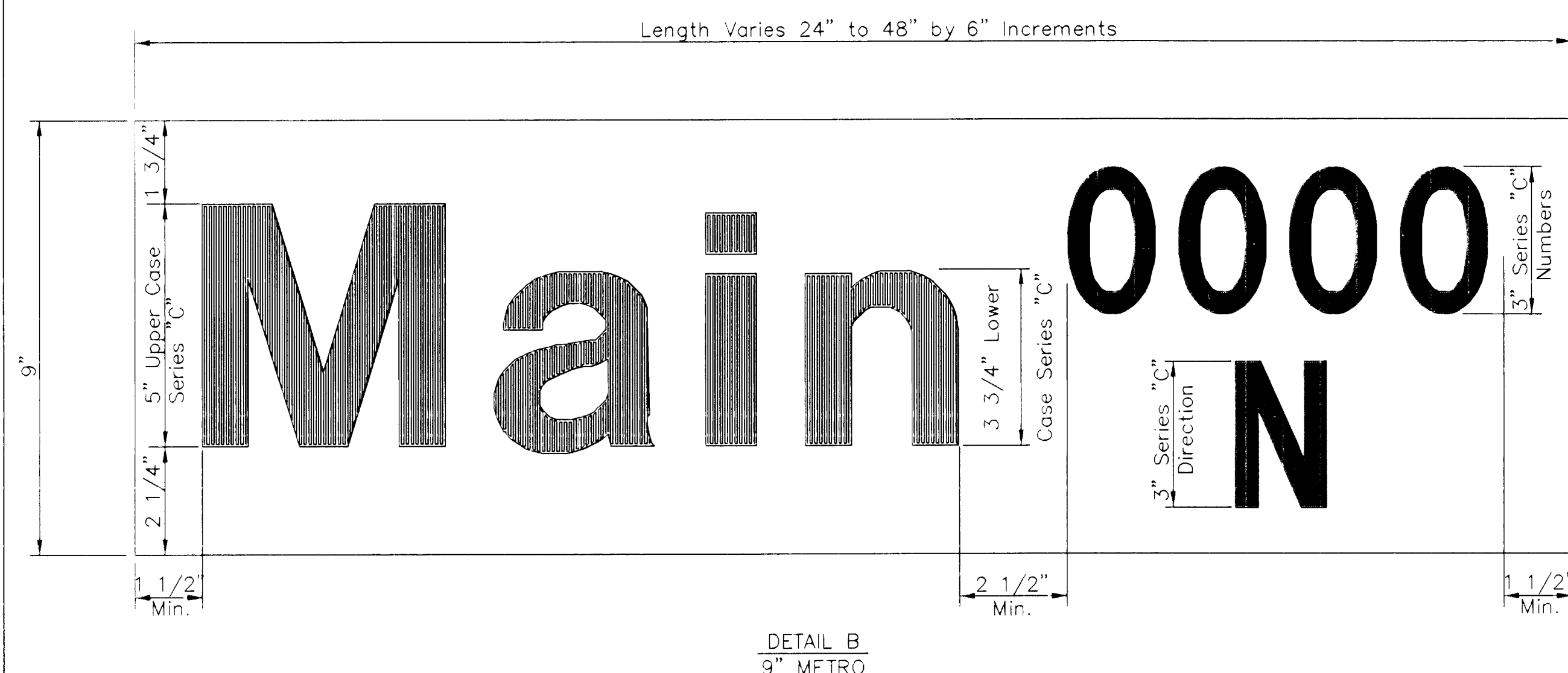
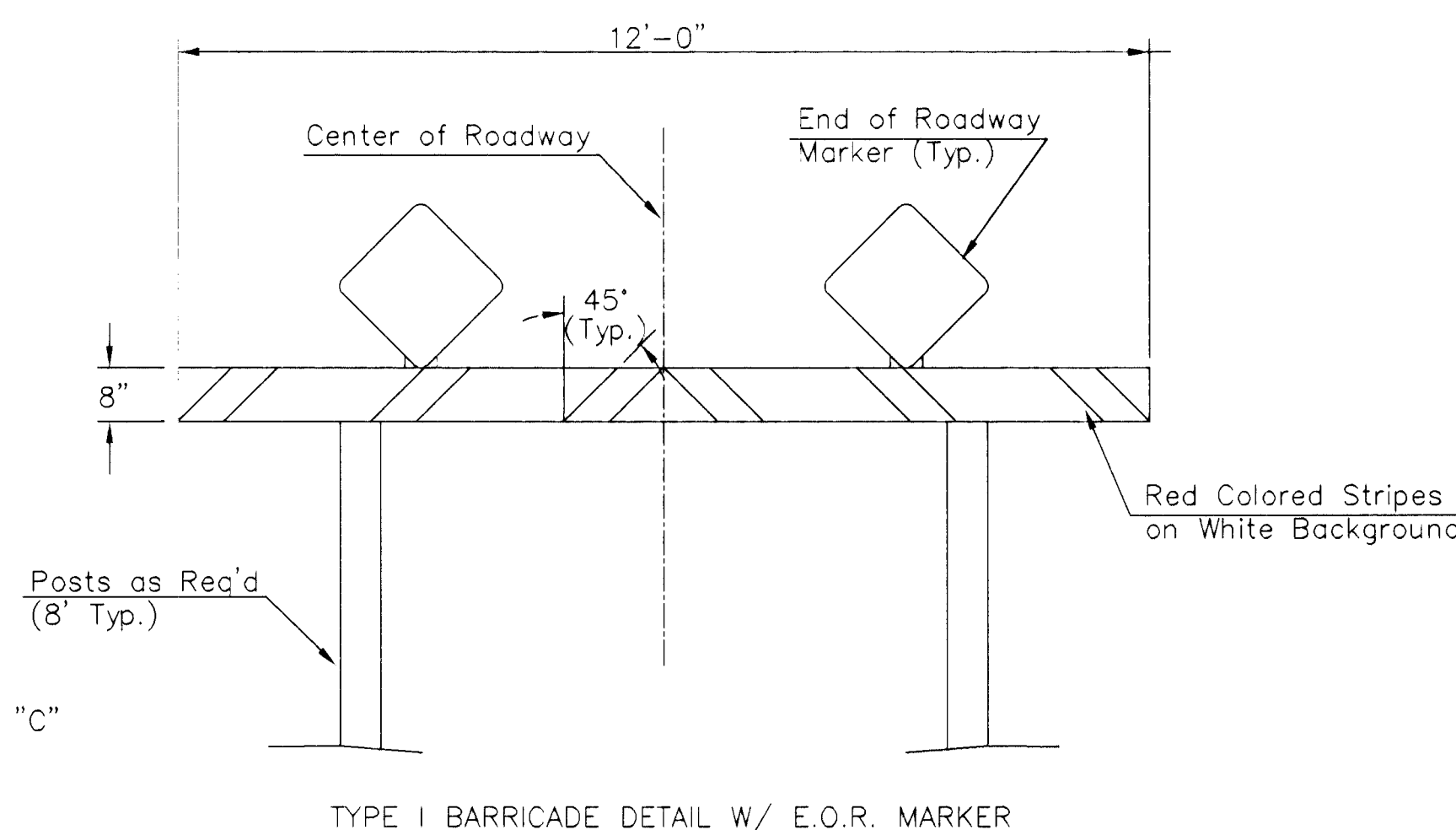
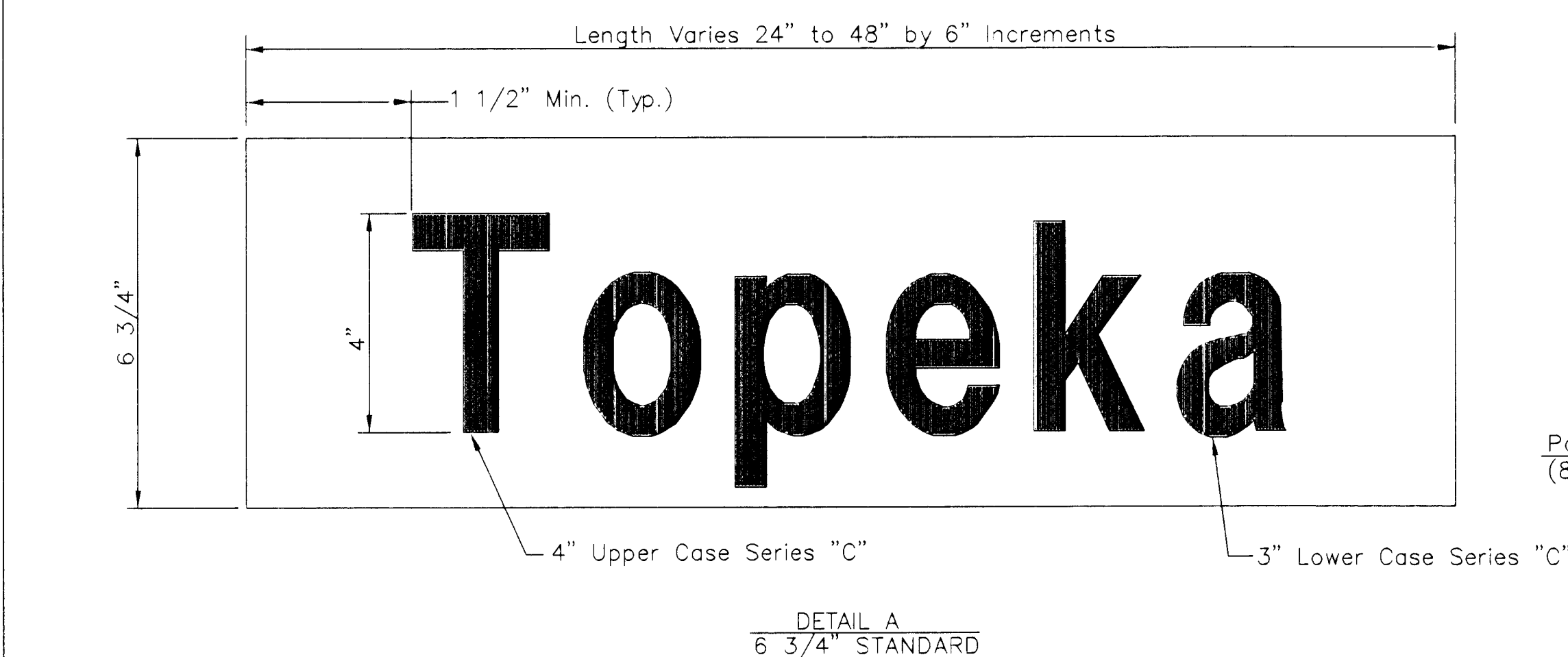


SIGN ASSEMBLY TABLE			
STATION #	OFFSET	SIGN	QUANTITY*
0 + 0Z	8 LL	FOR	1
0 + 0Z	9 RL	FOR	1
3 + 0L	6 L	FOR	1
3 + 0L	7 R	FOR	1
TOTAL			4

* FOR INFORMATION ONLY	SEE	NOTE	BELOW
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[illegible]

NOTE : Stationing is for access road
EOR = End of road sign.



- 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 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 PIT, 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 II - HIGH PERFORMANCE CLASS HA IN ACCORDANCE WITH SUBSECTION 2201 OF THE STANDARD SPECIFICATIONS.
 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 BACKGROUND WITH SILVER-WHITE #2 COPY WITH 4" UPPER CASE AND 3 3/4" LOWER CASE PRIMARY COPY AND SUFFIX COPY. BOTH SERIES "C" WHERE SUFFIX LETTERS ARE USED ON NUMBERED STREETS AS RD, TH, ETC., THEY SHALL BE 1 1/2" LOWER CASE SERIES "C" LETTERS. 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 SILVER-WHITE #2 COPY WITH 5" UPPER CASE AND 3 3/4" LOWER CASE PRIMARY COPY AND SUFFIX COPY, BOTH SERIES "C", WHERE SUFFIX LETTERS ARE USED ON NUMBERED STREETS, SUCH AS RD, TH, ETC., THEY SHALL BE 3" LOWER CASE 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.)

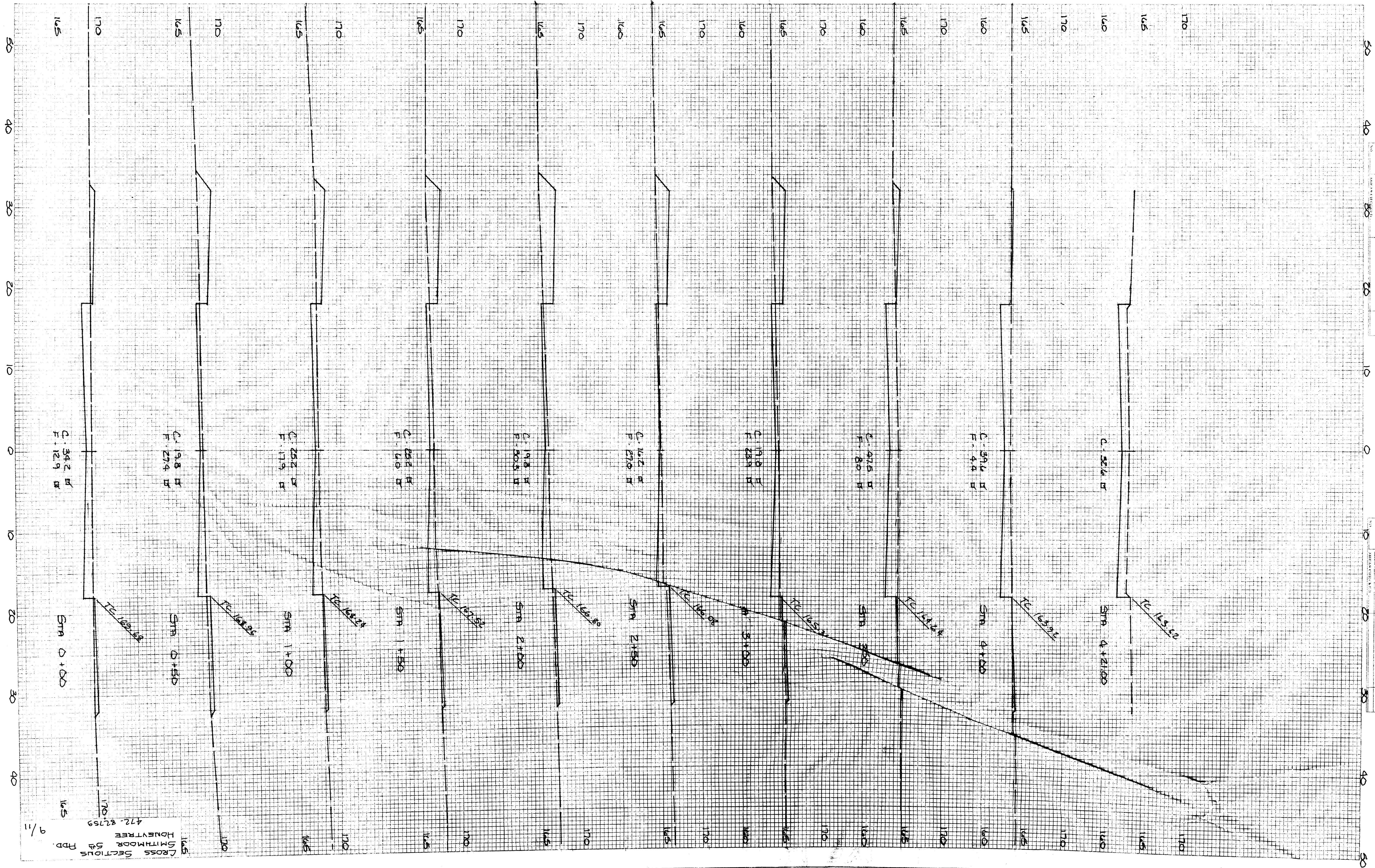
FOR CUL-DE-SAC STREETS, A 9" METRO SIZE BLADE SHALL BE USED WITH THE HOUSE NUMBERS DISPLAYED BENEATH THE STREET NAME. LETTERING TO BE THE SAME AS FOR THE 6 3/4" SIZE BLADE, EXCEPT THAT THE HOUSE NUMBER INFORMATION SHALL BE 3" SERIES "C".

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:		REVISED: FEB. '95
CITY OF WICHITA		
DEPARTMENT OF PUBLIC WORKS		
TRAFFIC ENGINEERING SECTION		

PROJECT	DATE
SHEET	
NO.	
DATE	

PROJECT	DATE
SHEET	
NO.	
DATE	



472-82759
HONEYTREE
SMITHMOOR 5th FDD
9/11