

SUBDIVISION COMMITTEE  
METROPOLITAN AREA PLANNING COMMISSION

AGENDA ITEM NO. 4

October 5, 1989

STAFF REPORT  
(Final Plat)

CASE NUMBER: S/D 89-67 - GEORGE FIRST ADDITION

OWNER/APPLICANT: James M. George, 501 E. 63rd St. N., #162  
Navajo, Wichita, KS 67219

SURVEYOR/ENGINEER: Terra Tech Land Surveying, Inc.

LOCATION: South of 77th St. North and east of Hydraulic

SITE SIZE: 5 acres

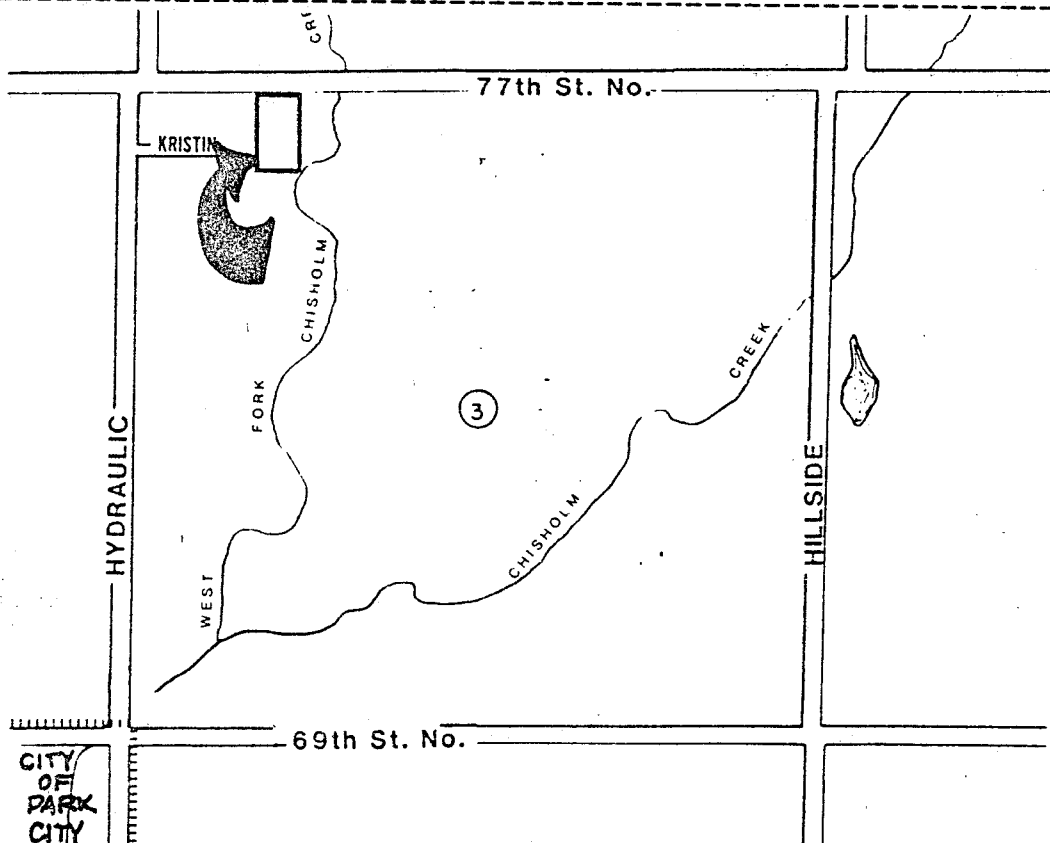
NUMBER OF LOTS

Residential:	1
Office:	
Commercial:	
Industrial:	
Total:	1

MINIMUM LOT AREA: 5 acres

CURRENT ZONING: "R" Rural Residential

VICINITY MAP:



STAFF COMMENTS:

- A. Since neither municipal water nor sanitary sewer is available to serve this property, the applicant shall contact the Environmental Health Division of the Health Department to find out what tests may be necessary and what standards are to be met for approval of on-site sewerage facilities and water wells. A memorandum shall be obtained specifying approval.
- B. The applicant shall guarantee any drainage improvements required by the platting of this property.
- C. If improvements are guaranteed by petition, a notarized certificate listing the petitions shall be submitted to the Planning Department for recording.
- D. The final plat tracing shall indicate complete access control to 77th Street North in the area of the floodway. Access control except for two openings shall be indicated across the remainder of this plat's frontage to 77th Street.
- E. The plat's text shall be amended to reference the access controls being established. The controls are to be dedicated to "the appropriate governing body" and the openings determined by "the appropriate engineer."
- F. The final plat tracing shall indicate if the minimum building pad refers to the lowest floor or opening elevation.
- G. The final plat tracing shall clearly indicate the amount of additional right-of-way being dedicated by this plat for 77th Street North, unless existing right-of-way exists only as a roadway easement, in which case all of the right-of-way can be indicated as dedicated by this plat. Otherwise, recording information should be indicated for any other means by which the existing right-of-way was established.
- H. The MAPC signature block shall be amended to indicate Wayne L. Brinegar as chairman.
- I. The applicant shall submit a covenant indicating that the owner(s) of Lot 1, of this addition are responsible for the ownership and maintenance of the Floodway and which also grants to the appropriate governing body, the authority to maintain the Floodway in the event the owner(s) fail to do so. This covenant shall also provide that the cost of such maintenance may be charged back to the owner(s) by a method similar to special assessments.
- J. As this property is establishing minimum building pad elevations, the face of the plat shall reference the location and elevation of permanent on-site and off-site benchmarks. Section 5-402(N).

- K. The applicant is advised that prior to this plat being scheduled for City and County review, the blanket pipeline easement that effects this site must either be released by the involved pipeline company, or if confined to an easement, that easement indicated on this plat if it crosses this site.
- L. To receive mail delivery without delay, and to avoid unnecessary expense, the applicant is advised of the necessity to meet with the U.S. Postal Service Growth Management Coordinator (phone 316-946-4527) prior to development of the plat so that the type of delivery, and the tentative mailbox locations can be determined.
- M. The applicant's engineer is advised that the Register of Deeds is requiring the name(s) of the notary public, who acknowledges the signatures on this plat, to be printed beneath the notary's signature.
- N. The applicant shall install or guarantee the installation of all utilities and facilities which are applicable and described in Article 8 of the MAPC Subdivision Regulations.
- O. Perimeter closure computations shall be submitted with the final plat tracing. Section 5-101(c).
- P. Recording of the plat within 30 days after approval by the City Council.
- Q. The representative from the County Engineer's office should be prepared to comment on the status of the applicant's drainage plan. Specifically, is the minimum building pad correct, are the boundaries of the floodway adequate and are any drainage guarantees required with the platting of this property?

Note: This plat has been submitted in final form only.

# SEDGWICK COUNTY



METROPOLITAN AREA PLANNING  
DEPARTMENT

CITY HALL — TENTH FLOOR  
455 NORTH MAIN STREET  
WICHITA, KANSAS 67202-1688  
(316) 268-4561

October 6, 1989

Michele R. Hall  
c/o Terra Tech Land Surveying  
245 W. Dewey  
Wichita, KS 67202

Re: S/D 89-67 - GEORGE FIRST ADDITION

Dear Gentlemen:

At the regular meeting of the Subdivision Committee of the Metropolitan Area Planning Commission on Thursday, October 5, 1989, the above captioned plat was considered. The action of the Committee was to approve the preliminary and authorize preparation of the final plat, subject to the following:

- A. Since neither municipal water nor sanitary sewer is available to serve this property, the applicant shall contact the Environmental Health Division of the Health Department to find out what tests may be necessary and what standards are to be met for approval of on-site sewerage facilities and water wells. A memorandum shall be obtained specifying approval.
- B. If improvements are guaranteed by petition, a notarized certificate listing the petitions shall be submitted to the Planning Department for recording.
- C. The final plat tracing shall indicate complete access control to 77th Street North in the area of the floodway. Access control except for one opening shall be indicated across the remainder of this plat's frontage to 77th Street.
- D. The plattor's text shall be amended to reference the access controls being established. The controls are to be dedicated to "the appropriate governing body" and the opening determined by "the appropriate engineer."
- E. The final plat tracing shall indicate that the minimum building pad refers to the lowest opening elevation.

- F. The final plat tracing shall clearly indicate the amount of additional right-of-way being dedicated by this plat for 77th Street North, unless existing right-of-way exists only as a roadway easement, in which case all of the right-of-way can be indicated as dedicated by this plat. Otherwise, recording information should be indicated for any other means by which the existing right-of-way was established.
- G. The MAPC signature block shall be amended to indicate Wayne L. Brinegar as chairman.
- H. The applicant shall submit a covenant indicating that the owner(s) of Lot 1, of this addition are responsible for the ownership and maintenance of the Floodway and which also grants to the appropriate governing body, the authority to maintain the Floodway in the event the owner(s) fail to do so. This covenant shall also provide that the cost of such maintenance may be charged back to the owner(s) by a method similar to special assessments.
- I. As this property is establishing minimum building pad elevations, the face of the plat shall reference the location and elevation of permanent on-site and off-site benchmarks. Section 5-402(N).
- J. The applicant is advised that prior to this plat being scheduled for City and County review, the blanket pipeline easement that effects this site must either be released by the involved pipeline company, or if confined to an easement, that easement indicated on this plat if it crosses this site.
- K. Prior to this plat being scheduled for the County Commission the applicant shall submit to and have an approved drainage plan by County Engineering.
- L. To receive mail delivery without delay, and to avoid unnecessary expense, the applicant is advised of the necessity to meet with the U.S. Postal Service Growth Management Coordinator (phone 316-946-4527) prior to development of the plat so that the type of delivery, and the tentative mailbox locations can be determined.
- M. The applicant's engineer is advised that the Register of Deeds is requiring the name(s) of the notary public, who acknowledges the signatures on this plat, to be printed beneath the notary's signature.
- N. The applicant shall install or guarantee the installation of all utilities and facilities which are applicable and described in Article 8 of the MAPC Subdivision Regulations.

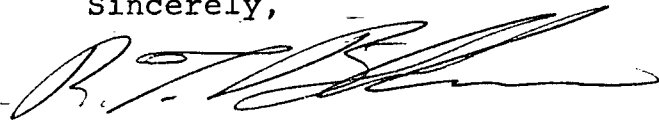
S/D 89-67 - George First Addition  
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- O. Perimeter closure computations shall be submitted with the final plat tracing. Section 5-101(c).
- P. Recording of the plat within 30 days after approval by the City Council.

The enclosed "marked" copy of the final plat is for your information and files.

This matter will be forwarded to the Planning Commission for its consideration on Thursday, October 12, 1989. If you have any questions concerning this matter, please call.

Sincerely,



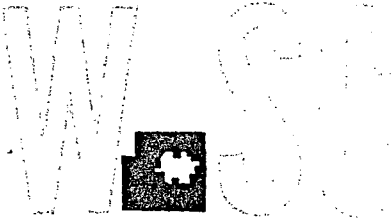
R. Timothy Bickhaus  
Associate Planner

RTB:svm

Enclosure

cc: James M. George, 501 E. 63rd St. North, #162 Navajo,  
Wichita, KS 67291  
Mr. Leonard Biggs, City Administrator for Park City, 6125 N.  
Hydraulic, Wichita, KS 67219  
Jack Brown, HHealth Dept.  
Jim Weber, County Engineer  
Ron Worley, County Public Works  
Mike Lindebak, City Engineer

WICHITA — SEDGWICK COUNTY



METROPOLITAN AREA PLANNING  
DEPARTMENT

CITY HALL — TENTH FLOOR  
455 NORTH MAIN STREET  
WICHITA, KANSAS 67202-1688  
(316) 268-4561

October 13, 1989

Michele R. Hall  
c/o Terra Tech Land Surveying  
245 W. Dewey  
Wichita, KS 67202

Re: S/D 89-67 - GEORGE FIRST ADDITION

Dear Gentlemen:

At the regular meeting of the Metropolitan Area Planning Commission on October 12, 1989, the above captioned plat was considered. The action of the Planning Commission was to recommend that the plat be approved as recommended by the Subdivision Committee subject to the conditions stated in our letter of October 6, 1989.

In addition to complying with those conditions, it is necessary that you meet the following requirements before this plat can be forwarded to the City Council for consideration:

1. Submission of the fully completed and signed tracing of the subdivision to the Metropolitan Area Planning Department.
2. Submission of a title report by an abstract or title insurance company or an attorney's opinion that fee title is vested in the plattor.
3. Certification that all real estate taxes for 1988 and all prior years have been paid.

Please call if you have any questions.

Sincerely,

R. Timothy Bickhaus  
Associate Planner

RTB:svm

cc: James M. George, 501 E. 63rd St. North, #162 Navajo,  
Wichita, KS 67291

S/D 89-67

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cc: cont.

Mr. Leonard Biggs, City Administrator for Park City, 6125 N.  
Hydraulic, Wichita, KS 67219

Jack Brown, Health Dept.

Jim Weber, County Engineer

Ron Worley, County Public Works

Mike Lindebak, City Engineer

# THE CITY OF WICHITA



## DEPARTMENT OF PUBLIC WORKS

ENGINEERING DIVISION  
CITY HALL - SEVENTH FLOOR  
455 NORTH MAIN STREET  
WICHITA, KANSAS 67202  
(316) 268-4501  
FAX (316) 268-4114

April 30, 1997

McCullough Excavation, Inc.  
9210 East 34th Street North  
Wichita, KS 67226

Project: Storm Water Sewer to serve a portion of Lot 1, George's Subdivision  
Project No: 612PPS  
Index No: 607861

Dear Mr. McCullough:

In regards to the above referenced project, Mr. Lindebak, City Engineer, has brought to my attention that there is a settlement problem with the pavers that were removed and replaced for the construction of this project. We are requesting that tensar and crush rock be removed and replace with concrete (High Early Strength). Please read the attached Supplemental Specifications for Utility Cut Repairs, under removal and brick surface reconstruction. Mr. Lindebak has also requested that this problem be fixed as soon as possible.

Please notify me when this defect has been corrected, and if you have any questions or comments, feel free to call me at 268-4574.

Sincerely,

Janice K. Briggs  
Engineering Technician II

JKB

cc: Mike Lindebak, P.E., City Engineer  
Gene Rath, P.E., Assistant City Engineer



SUPPLEMENTAL SPECIFICATIONS FOR  
UTILITY CUT REPAIRS

TYPES OF WORK

Removal - Removal shall include complete removal of all temporary patch material and fill material to a depth of two inches (2") below the bottom of adjacent pavement within the limits of the utility excavation. When directed, the Contractor may be required to remove and replace and re-compact additional fill material below the normal depth of the permanent patch.

Boundary lines of all pavement repairs shall terminate at either existing joints or at sawed cuts. All pavement repairs shall extend a minimum of one foot beyond the edge of the excavation, except that when one side of the excavation coincides with the pavement edge of combined curb and gutter, the combined curb and gutter shall remain in place when approved by the Inspector. Pavement removal shall be extended to an additional width when pavement adjacent to the utility cut is factured or spalled, when vertical displacements in the pavement adjacent to the utility cut can be corrected, when the repair area overlaps into a previous utility cut repair, or when the limits of the repair area is within three feet (3') of an existing joint or pavement edge. Limits of all such removal shall be as approved by the Inspector. Unless otherwise approved or directed, all lines of pavement removal shall be either perpendicular to, or parallel with, the centerline of the street or alley.

Concrete pavement to be removed shall be sawed on straight lines as detailed in the "Concrete Pavement Removal Edge" detail. The depth of the saw cuts shall be such that the results as indicated on the detail sheet can be achieved. If spalling or shattering on existing pavement extends beyond the limits as shown on the detail, additional removal shall be required at the contractor's expense. Saw cuts shall be marked and approved by the Inspector, when required, prior to sawing. Sawing is an incidental item for all repairs in this specification and a unit price will not be required.

Fill material and pavement materials which have been removed shall be disposed at a site or location approved by the Engineer. The Contractor will be required to clean and remove all materials and debris from each job site by the end of the work day.

Brick Surface Reconstruction - Contractor will be required to repair excavations in brick streets with existing or replacement brick provided by the person or company making the street cut or by the City. Unless otherwise approved or directed, a 6-inch reinforced concrete base shall be placed to support the brick surface. The elevation of the surface of the concrete base shall allow for a 3/4 to 1-inch layer of cold mix asphalt and the thickness of the brick surface.

Brick shall be laid in the same pattern as the adjacent brick surface. The width of joint spaces between the bricks shall be consistent with such width in the adjacent brick surface. After bricks are laid, they shall be brought to a firm bearing and true surface by rolling or other methods approved by the City. The surface of the brick shall be cleaned after completion of laying and prior to rolling. The brick shall be rolled with a tandem, self-propelled, flatface steel roller weighing between three (3) and eight (8) tons. The Engineer may require an increase or decrease, within the above limits, of the weight of the roller to produce satisfactory results. The Contractor may be required to lay wood planks on the bricks prior to rolling to prevent excessive damage to the bricks. Longitudinal rolling shall begin at the edges of the brick surface and continue toward the center with successive trips of the roller overlapping approximately halfway. Rolling shall be continued until the bricks are firmly and evenly bedded. After rolling, the bricks shall again be inspected, defective brick removed and replaced with new bricks, and the new brick re-rolled or tamped to firm bedding. The brick surface shall be checked with a ten-foot aluminum straight edge, after rolling, and any irregularities of more than 1/4-inch from the true surface, shall be corrected.

After bricks are laid and seated in place, a fine blow sand shall be spread and broomed over the surface to fill all crevices between bricks. The completed appearance of the brick surface repair shall be equal to that of the adjacent brick surface.

Brick surface reconstruction will be paid for at the unit price bid, which price is not to include costs for furnishing brick pavers or reinforced concrete base construction but will include the costs for furnishing and placing the bituminous cushion mixture. Brick pavers will be provided as indicated elsewhere in these specifications. Reinforced concrete base pavement will be measured and paid for as a separate item as provided in the bid form.

Tack Coat - Before placing asphalt into the pavement cut, the Contractor shall apply a thin tack coat of emulsified asphalt (SS-1h) to the sides and bottom of the cut. After making the asphalt patch, the joints between the new surface and the existing surface shall be sealed and dusted with a light coat of sand to prevent water or foreign objects from entering the patched area. Tack shall be considered subsidiary to other items of work.

Full Depth Asphalt - Full depth asphalt pavement cuts shall be patched with a minimum of four (4) inches of SC-I asphalt placed over a reinforced concrete base or on fabric reinforced crushed rock base. The reinforced concrete base shall extend below the existing bottom of the full depth asphalt section a minimum of two (2) inches, but in no case shall the thickness of the concrete base be less than six (6) inches. The surface of the base shall be level and smooth.

At the direction of the Engineer, large asphalt areas will be placed with a lay-down machine.

The base repair shall extend at least one foot beyond the excavation edge and the asphalt surface should extend 6" beyond the base edge when asphalt is on an existing concrete base.

Compaction shall be by plate vibrator or street roller, as approved by the Engineer.

When directed by the Engineer, concrete placed as a base course for repair of full depth asphalt pavements may be placed using concrete with zero slump. Such concrete shall be placed in lifts as required to facilitate placement of reinforcement. Each lift of concrete so placed shall be compacted to maximum density using vibratory plate or vibratory roller compacting equipment. Zero slump concrete base shall be topped with asphalt surface within four hours and opened to traffic the same day. Zero slump concrete shall be 733 lbs. mix with minimum water added at the batch plant.

Concrete Pavement Repair - Thickness of concrete pavement patching will be two inches (2") more than the thickness of the existing pavement to be replaced except such thickness will not be less than six inches (6"). Longitudinal joints and contraction joints in new pavement shall be constructed to match such joints in the existing pavement. Longitudinal joints shall be tied with No. 4 bars 2')" in length and spaced on 2'6" centers. Pavement reinforcement shall be six inches by six inches W-4/W-4 welded wire fabric. The Contractor will be required to furnish suitable borrow material as required for such new construction. In areas of unsuitable subgrade borrow excavation, compacted fill (95 percent density), and excavation shall be provided to the limits directed by the Engineer. Material for sealing joints in the new pavement shall be hot poured material conforming to A.S.T.M. D-1190. Where existing reinforced steel cannot be saved, No. 4 bars 2'0" long shall be drilled and grouted into the concrete on 4'0" centers with a minimum of 2 bars in any patch side.

Monolithic edge curb required shall match existing curb as closely as possible. All costs for removal and construction of monolithic edge curb will be included in the price bid for that item.

All costs for removal of existing pavement, earthwork, and replacement of pavement shall be included in the price bid for concrete pavement repair, regardless of thickness.

Combined Curb and Gutter - New combined curb and gutter shall match existing curb and gutter as closely as possible. Thickness of gutter pans will equal the total thickness of the adjacent pavement except such gutter pans will not be less than six inches (6") or more than nine inches (9") in thickness. Unit price bid for combined curb and gutter repair shall include all costs for removal, replacement, and earthwork required, regardless of the shape or size of the curb and gutter.

Paving Concrete - Concrete for sidewalk may be 6.6 sack paving mix with entrained air, except when ordered otherwise.

All concrete used in the construction of curb, street pavement, parking lot and driveway pavement on this project shall conform to the Standard Specifications for such work except that the mixed concrete shall contain a minimum of 733 pounds of cement per cubic yard. All such street pavement constructed with concrete having a minimum cement content of 733 pounds per cubic yard will be opened to use by vehicular traffic when flexural strength reaches 550 p.s.i. All driveway and parking lot pavement constructed with concrete having a minimum cement content of 733 pounds per cubic yard will be opened to vehicular traffic at the end of a period of 96 hours after placement of such concrete without a flexural test.

The Contractor should have on hand a supply of various sizes of expansion joint material.

When directed by the Engineer, high early strength concrete shall be used in concrete pavement repairs requiring early opening to traffic.

Reinforced Concrete Pavement (High Early Strength) - Mix 18974 Early Strength Concrete (Dolese Company or approved equal)

Cement - 705 lbs. Type I per cy  
Fly ash - 200 lbs. per cy  
Coarse Agg - 1,600 lbs. Dolese 3/4" per cy  
Fine Agg - 1,600 lbs. Sand per cy  
Total Water - 333 lbs. (40 gal) per cy  
Cormix AirTite A/E - 1.5 oz. per cwt  
Cormix PSI Super - 8 oz. per cwt  
Cormix Gilco NCA - 6 oz. per cwt  
Cement Factor SK/yd - 9.6  
W/C Ratio Gal/sk - 0.31  
Entrained Air - 5%  $\pm$  1%

This mix shall be opened to traffic in 36 hours.

Copies of concrete tickets for special mixes such as flowable fill and high early strength concrete shall be turned into the inspector to receive payment for these items.

Utility Test Holes - Proposal includes a pay item of work identified as "Utility Test Hole Pavement Repair including Backfill and Compaction (95% Density)." This work consists of pavement repair as it relates to test holes cored and bored to facilitate location and identification of underground utilities. Such holes are generally about two inches (2") in diameter and bored to a normal depth common to underground utility facilities. The Contractor will be required to furnish and compact select material to fill holes to permit patching of the hole cored in the pavement. Backfill shall be compacted to 95% of standard density. Test holes cored in concrete pavement shall be repaired with zero slump concrete mix containing 733.0 lbs. of cement per cubic yard and a superplasticizer water reduction additive for workability. The thickness of the concrete patch shall be a minimum of 12 inches.

Test holes cored in asphalt pavement or asphalt-surfaced pavement shall be repaired as identified above for concrete pavement except the top two inches (2") of the repair shall consist of asphaltic concrete surface mixture compacted to the standard density. Where the frequency of occurrence of utility test holes is in excess of one hole per square yard, the entire pavement shall be removed and repaired as specified for a normal utility cut repair. Repair of individual utility test holes as described above will be paid for at the unit price bid for this item as identified in the Proposal. Only test holes which have been painted by the inspector shall be paid for.

Flowable Fill - When directed by the Engineer, fill in pipe trenches or voids under pavement shall be filled with a "Flowable Fill".

Flowable Fill shall consist of a flowable mortar fill material as specified. All materials shall meet requirements for the respective items in the Standard Specifications on file in the city Engineer's office with the following exceptions:

- A. Cement shall be Type I.
- B. Fly Ash shall meet requirements of ASTM C 618, Class C, and shall come from a source approved by the engineer.

- C. Fine Aggregate for flowable mortar shall be natural sand consisting of mineral aggregate particles. The gradation of this material shall be as follows:

<u>Sieve Size</u>	<u>% Passing</u>
3/4	100
200	0 - 10

It is intended that the sand be a fine sand that will stay in suspension in the mortar to the extent required for proper flow. Generally, mortar or plaster sand works well for this purpose. The sand intended for use shall be submitted to the central laboratory before the work begins. The engineer reserves the right to reject the intended sand if a flowable mortar cannot be produced using the specified proportions. The contractor will not be responsible for certified aggregate testing. The engineer will provide inspection that he deems appropriate, normally source approval followed by visual inspection.

- D. Mix Design. The mix design for flowable mortar is as follows:

<u>Quantity of Dry Materials per Cubic Yard</u>	
Cement	Sufficient amount
Fly Ash	300 pounds
Fine Aggregate	2600 pounds

These quantities of dry materials, with approximately 70 gallons of water will yield approximately one cubic yard of flowable mortar of the proper consistency. It is intended that the mix design produce a 300 to 400 PSI strength. The exact amount of cement shall be determined by the engineer after some material testing.

- E. Fluidity of the flowable mortar shall be measured by the Corps of Engineers flow cone method according to their specification CRD-C611-80. Prior to filling the flow cone with flowable mortar, the mixture shall be passed through a -inch screen. Time of efflux shall be approximately 12 seconds. These measurements shall be made by the engineer, at least once every four (4) working hours.

Sufficient mixing capacity or mixers shall be provided to permit the intended pour to be placed without interruption. Flowable mortar shall be placed in full depth into the area that covers two feet (2') beyond either side of the pavement by any reasonable means. The fill shall be brought up uniformly to an elevation 12" above the top of the pipe or two feet (2') below the bottom of proposed pavement, whichever is higher. Placement of mortar shall then cease and the fill protected from traffic for a period of 72 hours.

Reinforcement - Reinforcement of concrete driveway and street pavement or base shall consist of 6" by 6" W4-W4 welded wire fabric. Fabric reinforcement shall be placed such that the distance from the top of the pavement to the top of the fabric is 1/3 of the concrete pavement or base thickness. Fabric reinforcement in driveways shall run continuously through longitudinal and contraction joints. Fabric reinforcement in street pavement shall terminate approximately six inches (6") from longitudinal, contraction, and expansion joints such that the fabric reinforcement will not extend through these joints. Number 4 tie bars 24 inches in length shall be placed along longitudinal joints in street pavement such that the bars are centered on the joint, spaced on 2-foot 6-inch (2'6") intervals, and positioned vertically approximately midway between the top and bottom of the pavement. All joints in the new pavement shall be located to conform with such joints in the existing pavement.

Additional reinforcement shall be installed in driveways and street pavement or base within the limits of one foot beyond the utility excavation. This reinforcement shall consist of number 6 bars placed on maximum two-foot centers positioned longitudinally and transversely over the utility excavation. Such reinforcement shall run continuously through contraction and longitudinal joints and shall extend a minimum of one foot beyond the limits of the utility excavation. Number 6 bar reinforcement shall be positioned vertically such that the clear distance between the reinforcement and the bottom of the pavement is 1/3 of the total pavement thickness. Bars will be tied with wire ties at all crossings. Bar splices shall be lapped 24 inches and tied with wire ties. All reinforcement shall be supported in the specified vertical position with approved bar chairs. New concrete driveway and street pavement construction shall be tied to existing concrete pavement by drilling and epoxy grouting number 4 bars 24 inches in length 12 inches into the existing pavement on 4-foot intervals in a vertical position halfway between the top and the bottom of the existing pavement.

Wheelchair Ramps - Wheelchair ramp reconstruction or construction will be measured and paid for as 4-inch sidewalk wheelchair ramp construction. Wheelchair ramp construction shall conform to the details as adopted by the Engineering Division of the Department of Public Works and indicated on the attached detail sheets. All costs incurred in the construction shall be covered by the unit price bid.

Driveways - Driveways and sidewalk sections through driveways will be paid for as driveway pavement for the various thicknesses identified in the bid form. Curbs along edges of driveways will not be paid for separately, but shall be included in the price bid for the driveway pavement.

Exploratory Excavation - Exploratory excavation, required to determine ownership of the utility being repaired, will be paid for as indicated on the bid form. Exploratory excavation will be paid for only when such excavation work is ordered by the Inspector. Backfill necessary for exploratory excavation will be by the Contractor and the cost shall be included in the unit price bid for exploratory excavation. Backfill to be compacted to 95% of standard density.

Stamping - Every continuous pour of concrete, except concrete base, shall be stamped with the Contractor's name and year of construction. Contractor's name and year shall be in formed letters and numbers 1 inches high at each end of the pour.

Joints - Contraction joints in curb or curb and gutter may be either tooled or sawed. The tooling or sawing shall be of an adequate depth to establish a plane of weakness for cracking, and in no case shall the depth be less than 1 -inch. Joints in sidewalks and driveways shall be tooled planes of weakness. All longitudinal and contraction joints in concrete pavement shall be sawed joints conforming to current City standards. All expansion joints shall conform to current City standards. Locations of all joints shall conform to the locations of such joints in the existing pavements. All joints which are sawed and all expansion joints installed in street pavement shall be sealed with the specified hot pour joint sealant.

Covering of Work Site - The Contractor may be required to cover excavated or curing areas with steel plates until such time that these areas can be permanently opened to traffic. If plating is required, the Contractor shall provide adequate strength and size steel plates that can be securely anchored or held in place. Steel plates for protective covering shall be of a size, strength, and thickness required to support maximum legal loads across a clear span of four feet. The plates shall be approved prior to their installation. The Contractor shall construct an asphalt ramp at the edge of the plate to facilitate a smooth ride and traffic flow.

Steel protective plating will be measured by the square yard of the actual area to be protected per each location per each time increment of 24 hours when such protection is directed to be placed by the Engineer. Steel protective plating will be paid for only when its use is ordered by the Engineer. The price paid for steel plating left in place for time periods of less than 24 hours will be prorated based on time of actual use.

Pavement - payment shall be based on the bid prices and quantities as determined by the City. All other items required to be furnished as a part of this work shall be considered as subsidiary to the pay items of work.