

PLANTING SCHEDULE

Qty.	Common Name	Botanical Name	Size	Specification
Trees				
7	FOREST PANSY REDBUD	<i>Cercis canadensis 'Forest Pansy'</i>	2 1/2" Cal.	B&B
5	REGAL PRINCE OAK	<i>Quercus robur x bicolor 'long'</i>	2 1/2" Cal.	B&B
1	LACEBARK ELM	<i>Ulmus parviflorus</i>	2 1/2" Cal.	B&B
13 Total Trees				
Turf Grass				
1,200 SF	KANSAS PREMIUM FESCUE	<i>Festuca arundinacea 'Kansas Premium'</i>		SOD

Note: In case of a discrepancy between the Plant Schedule and the Plans, the Plans shall govern.

LANDSCAPE & TURFGRASS NOTES:

- AREAS DENOTED AS 'SOD' SHALL BE PLANTED WITH THE FOLLOWING GRASS TYPE:
SOD: KANSAS PREMIUM FESCUE OBTAINABLE FROM CRANMER GRASS FARMING, INC., 6121 N. 119TH, MAIZE, KANSAS 67101, PH# (316) 722-7230.
FERTILIZER: HAVE SOIL TESTED BY COUNTY EXTENSION SERVICE TO OBTAIN RECOMMENDED SOIL AMENDMENTS FOR THE GRASS LISTED. REFER TO SPECIFICATION SECTION 02720 FOR TESTING REQUIREMENTS. REPORT RECOMMENDATIONS TO THE LANDSCAPE ARCHITECT FOR APPROVAL BEFORE ANY APPLICATION OF FERTILIZER IS MADE.
- ALL GRAVEL OR OTHER SIMILAR DEBRIS LARGER THAN 1/2" IN DIAMETER SHALL BE RAISED UP AND REACHED BEFORE ANY SOODING OR SEEDING OPERATIONS ARE PERFORMED. SOIL SHALL BE PREPARED & SMOOTHED HEAVILY TO REMOVE ALL FOREIGN SUBSTANCES & TO ELIMINATE WATER PONDING LOW SPOTS.
- SOD SHALL BE INSTALLED IN INDICATED AREAS. SOIL PREPARATION SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO SOD INSTALLATION. TRANSITION FROM HEAVY SOODING AREAS TO UNOODING AREAS SHALL BE SMOOTH WITHOUT LEAVING A BUMP.
- WATER TREES BY HAND FREQUENTLY UNTIL IRRIGATION SYSTEM IS FULLY FUNCTIONAL. THE IRRIGATION SYSTEM SHALL BE COMPLETE AND FULLY FUNCTIONAL IN ALL LAWN AREAS BEFORE SOD IS PLACED. IRRIGATION SHALL BE THE RESPONSIBILITY OF OWNER.

PAVEMENT SUBGRADE PREPARATION:

PAVEMENT PERFORMANCE IS DIRECTLY AFFECTED BY THE DEGREE OF COMPACTION, UNIFORMITY, AND STABILITY IN THE AFFECTED AREAS BEFORE COMMENCING CONSTRUCTION WORK.
THE STABILITY AND QUALITY OF THE PAVEMENT SUBGRADE IS PARTICULARLY IMPORTANT WHERE HIGH TRAFFIC VOLUME AND HEAVY AXLE LOADS ARE ANTICIPATED.
DESIGN RECOMMENDATION IS AS A MINIMUM, THE TOP 9 INCHES OF THE PAVEMENT SUBGRADE IN VEHICULAR AREAS BE CONSTRUCTED OF LVC MATERIAL. ADDITIONAL LVC MATERIAL BELOW VEHICULAR PAVEMENTS WILL ENHANCE PAVEMENT PERFORMANCE, BUT IS AN ECONOMIC CONSIDERATION BETWEEN INITIAL CONSTRUCTION COST AND FUTURE POTENTIAL PAVEMENT MAINTENANCE COSTS.
THE TOP 9 INCHES OF PAVEMENT SUBGRADE SHOULD BE COMPACTED TO A MINIMUM OF 95 PERCENT OF THE MAXIMUM DRY UNIT WEIGHT DETERMINED BY ASTM D698. THE MOISTURE CONTENT SHOULD ALSO BE CONTROLLED TO BETWEEN OPTIMUM AND 4 PERCENT ABOVE THE OPTIMUM MOISTURE CONTENT.
TO DETECT ANY LOCALIZED AREAS OF INSTABILITY, THE FINAL SUBGRADE SHOULD BE PROOF ROLLED WITH A LOADED TANDEM AXLE DUMP TRUCK OR EQUIVALENT IMMEDIATELY PRIOR TO PLACEMENT OF THE CONCRETE. UNSTABLE AREAS SHOULD BE REMOVED AND REWORKED OR REPLACED TO PROVIDE A MORE UNIFORM SUBGRADE.
CURBS SHOULD BE BACKFILLED AS SOON AS POSSIBLE AFTER CONSTRUCTION OF PAVEMENT. BACKFILL SHOULD BE COMPACTED AND SLOPED PER PLAN TO PREVENT WATER FROM PONDING AND INFILTRATING UNDER THE PAVEMENT. ALL PAVEMENT JOINTS AND ANY CRACKS SHOULD BE PROMPTLY SEALED TO PREVENT MOISTURE INTRUSION INTO THE SUBGRADE.

GENERAL SITE NOTES

- CONTRACTOR SHALL VERIFY ALL SITE AND BUILDING CONDITIONS INCLUDING ALL PUBLIC & PRIVATE UTILITIES IN THE AFFECTED AREAS BEFORE COMMENCING CONSTRUCTION WORK.
- REFER TO SITE SURVEY FOR SITE UTILITIES, UTILITY DESCRIPTIONS, NOTES, LEGAL DESCRIPTIONS, AND EXISTING GRADES PERTAINING TO THE SITE SURVEY. THE SITE SURVEY IS PROVIDED FOR INFORMATION ONLY. A SEALED COPY OF THE SITE SURVEY IS AVAILABLE IN THE OFFICE OF THE OWNER FOR INSPECTION.
- CONTRACTOR SHALL VERIFY LOCATION OF BURIED UTILITIES AND PROTECT UTILITIES TO REMAIN AS REQUIRED. CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING DAMAGE TO EXISTING UTILITIES TO REMAIN, AS A RESULT OF CONSTRUCTION WORK. THIS APPLIES TO ALL PUBLIC & PRIVATE UTILITIES.
- ALL PAVEMENT, SIDEWALKS, CURBS AND GUTTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SITE DETAILS.
- ALL PAVING COORDINATES FOR STAKING SHALL BE AVAILABLE UPON REQUEST.
- ALL DIMENSIONS ON PLAN ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
- GRADES SHOWN WHERE PAVED AREAS REPRESENT FINISH GRADES. DEDUCT THICKNESS OF SPECIFIED PAVEMENT FOR PROPER ELEVATION OF BASE COURSE AND SUBGRADE.
- MAINTAIN MAX. 1% AND MAX. 2% CROSS SLOPE ON ALL NEW SIDEWALKS. MAX. LONGITUDINAL SLOPE ON SIDEWALKS TO BE 2% (1:50).
- PROVIDE EXPANSION JOINTS IN SIDEWALKS AT 30' AND WHERE SIDEWALKS INTERSECT AND ARE ADJACENT TO STRUCTURES.
- MAINTAIN MAX. 2% (1:50) SLOPE IN ANY DIRECTION ON ALL HANDICAP PARKING STALLS.
- CONTRACTOR SHALL PROTECT EXISTING PAVEMENT TO REMAIN AS REQUIRED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING DAMAGED PAVEMENT.
- CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF SEVENTY-TWO (72) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:
KANSAS ONE-CALL (811)
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR SHALL 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 IN ACCORDANCE WITH STATE LAWS.
- IN PAVING AREAS, GRADING CONTRACTOR SHALL LEAVE PAVING SUBGRADE TO WITHIN 0.1" OF FINAL GRADE IN PREPARATION FOR PAVING.
- APPROXIMATELY 4" LATER OF TOPSOIL SHALL BE STRIPPED IN ALL AREAS OF CUT AND FILL AND REPLACED AT A 4" MIN. THICKNESS ON PROPOSED GRADING AREAS. NOTE: THE FINISHED GRADE INDICATES THE SURFACE ELEVATION AFTER THE LAYER OF TOPSOIL HAS BEEN PLACED.
- WHERE OFFER TOPSOIL IS NEEDED, IT SHALL BE FERTILE NATURAL TOPSOIL, TYPICAL OF THE LOCALITY, OBTAINED FROM WELL DRAINED AREAS. STOCKPILED TOPSOIL MAY BE USED. IT SHALL BE WITHOUT ADMIXTURE OF SUBSOIL OR SAND AND SHALL BE FREE OF STONES, LIMPS, STECKS, PLANTS OR THEIR ROOTS, TOXIC SUBSTANCES OR OTHER STRANGE MATTER THAT MAY BE HARMFUL TO PLANT GROWTH OR WOULD INTERFERE WITH FUTURE MAINTENANCE. TOPSOIL PH RANGE SHALL BE 5.5 TO 7.0. TOPSOIL SHALL BE APPROVED BY ARCHITECT PRIOR TO PLACING.
- CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL EROSION CONTROL AND BMP MEASURES AS REQUIRED BY THE STATE OF KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT AND CITY OF WICHITA.

KEYED SITE NOTES

- FULL HEAVY DUTY CONCRETE PAVEMENT - EDOT MA-2 AIR ENTRAINED PORTLAND CEMENT CONCRETE OF CITY OF WICHITA 6.5 SACK CITY MIX (6.0" CONCRETE PAVEMENT OVER 9.0" MIN. LVC SUBGRADE) REF. DTS 24/1A10.04
- CONCRETE DRIVE ENTRANCE (RAMP DRIVE) REF. 12/1A10.04, REF. CITY OF WICHITA ENTRY DRIVE STANDARD DETAILS
- 4" TH. CONCRETE SIDEWALK, REF. 1/1A10.04
- 6" HT. CONCRETE WHEELSTOP, REF. 7/1A10.04
- FUL 4" CURB & GUTTER, REF. DTL 4/1A10.04
- FLUSH PAVEMENT EDGE CONNECTION
- TRANSITION FULL CURB TO FLUSH CONDITION OVER CURVE
- TYPICAL PARKING STALL LAYOUT, REF. 9/1A10.04
- EXISTING WATER METERS TO BE DISCONNECTED AND REMOVED. CONTRACTOR TO COORD. W/ OWNER AND C.O.W. WATER DEPT.
- EXISTING TREES TO REMAIN, PROTECT IN PLACE DURING CONSTRUCTION
- EXISTING HOUSE STRUCTURE - REF. DEMOLITION SHEET 1A10.01
- INSTALL (2) 4" PVC SCHEDULE 40 SLEEVING (1 FOR FUTURE IRRIGATION / 1 FOR FUTURE ELECTRICAL)
- HANDICAP WHEELCHAIR RAMP, REF. DTL 5/1A10.04
- HANDICAP PARKING SIGN, REF. DTL 10/1A10.04
- EXISTING WATER METERS TO REMAIN FOR FUTURE IRRIGATION, CONTRACTOR TO COORD. W/ C.O.W. WATER DEPT.
- TOTAL (10) 9"x4" DAMAGED CONCRETE PAVEMENT PANELS TO BE REMOVED & REPLACED, COORD. W/ OWNER. REFLECT PER KEY NOTE #1
- PROPOSED TREE TO BE PLANTED, REF. 11/1A10.04

