

CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK, P.E., CITY ENGINEER

ALLEY PAVEMENT IMPROVEMENTS

TO SERVE
QUIK TRIP 5TH ADDITION
CITY OF WICHITA PRIVATE PROJECT NO. 081PPP(607879)

INDEX OF SHEETS

1. KEY MAP AND GENERAL NOTES
2. PLAT
3. PLAN
4. CITY STANDARD ENTRANCE DETAILS
5. PAVING AND DRAINAGE DETAILS

GENERAL NOTES

ALL CONSTRUCTION AND MATERIALS TO COMPLY WITH CITY OF WICHITA SPECIFICATIONS AND STANDARDS. NO SEPARATE MEASUREMENT OR PAYMENT SHALL BE MADE.

ALL ELEVATIONS SHOWN ARE CITY OF WICHITA DATUM.

THE CONTRACTOR SHALL LIMIT THE EXTENT OF TRENCH TO REMAIN OPEN OVERNIGHT AND WEEKEND TO LESS THAN 50 FEET.

CONTRACTOR SHALL PROVIDE A MINIMUM FORTY-EIGHT (48) HOUR ADVANCE NOTICE (EXCLUDING WEEKENDS AND HOLIDAYS) PRIOR TO BEGINNING ANY EXCAVATION, TO KANSAS ONE-CALL SYSTEM, A UTILITY LOCATION SERVICE, AT (316) 687-2470 TO REQUEST THE FOLLOWING UTILITY COMPANIES TO LOCATE ALL EXISTING LINES WITHIN THE PROJECT AREA: K.G.W.E. GAS, ARKLA GAS, K.G.W.E. ELECTRIC, SOUTHWESTERN BELL TELEPHONE, MULTIMEDIA CABLEVISION, CITY OF WICHITA SEWER MAINTENANCE AND CITY OF WICHITA WATER DEPARTMENT.

UNDERGROUND UTILITY SERVICE LINES AND OVERHEAD UTILITY POLE LINES ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. 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 BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.

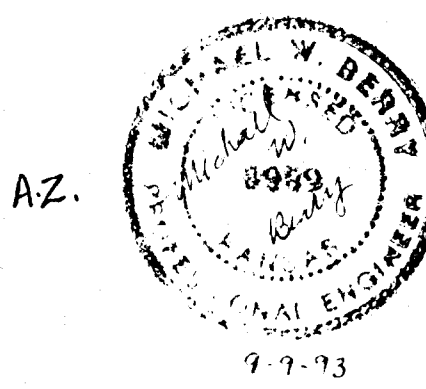
CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AWAY FROM ALL SANITARY SEWER MANHOLE COVERS.

ALL LAWN/TURF AREAS DISTURBED BY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL BE RESTORED WITH THE SAME GRASS/SOD AS EXISTING. RESTORATION OF DISTURBED AREAS SHALL INCLUDE, BUT NOT BE LIMITED TO, TOP SOIL PREPARATION, SEEDING, MULCH, AND/OR RESEEDING. ALL SEEDING/SODDING WORK SHALL BE IN ACCORDANCE WITH THE CITY OF WICHITA STANDARD SPECIFICATIONS AND THE CITY OF WICHITA ADMINISTRATIVE REGULATION NO. 8978 WHICH GOVERNS CLEANUP AND RESTORATION OR REPLACEMENT FOLLOWING 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 ARCHEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.

THE CONTRACTOR SHALL PROVIDE CONSTRUCTION TRAFFIC CONTROL MEASURES ON LINCOLN AND GREENWOOD IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE WICHITA BARRICADE MANUAL. TRAFFIC ON LINCOLN AND GREENWOOD SHALL BE CARRIED THROUGH CONSTRUCTION.



As Built 4-22-94

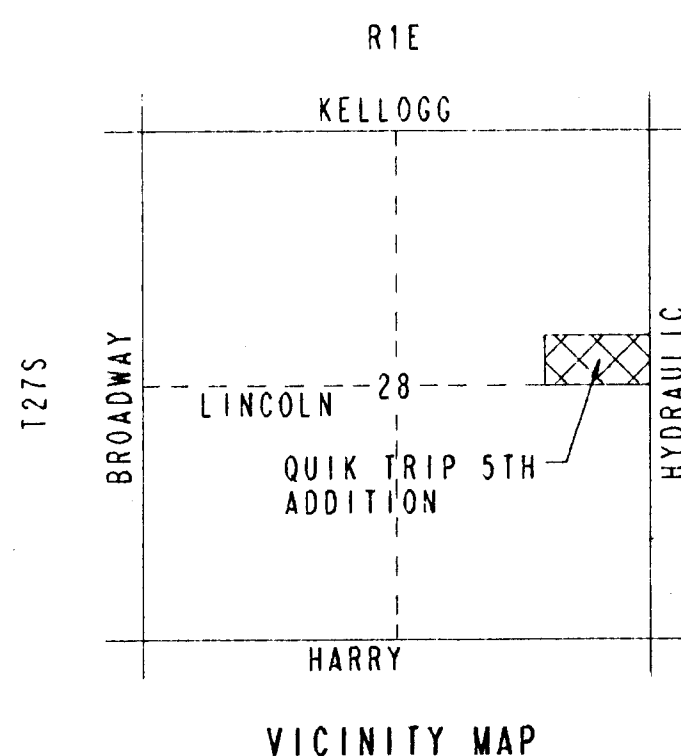
NOTE TO CONTRACTOR

INSPECTION AND TESTING FOR THIS PROJECT IS TO BE PROVIDED BY A LICENSED CONSULTING ENGINEERING FIRM UNDER CONTRACT WITH THE OWNER/DEVELOPER. SAID INSPECTION TO BE IN ACCORDANCE WITH THE CITY OF WICHITA STANDARD CONSTRUCTION ENGINEERING PRACTICES AND CERTIFIED BY A LICENSED PROFESSIONAL ENGINEER. NO WORK SHALL BE PERFORMED IN DEDICATED EASEMENTS OR PUBLIC RIGHT-OF-WAY BY THE CONTRACTOR WITHOUT SUCH INSPECTION NOR SHALL ANY WORK BE COMMENCED IN DEDICATED EASEMENTS OR PUBLIC RIGHT-OF-WAY WITHOUT WRITTEN AUTHORIZATION BY THE CITY ENGINEER.

APPROVED AS NOTED
BY CITY ENGINEER OF WICHITA

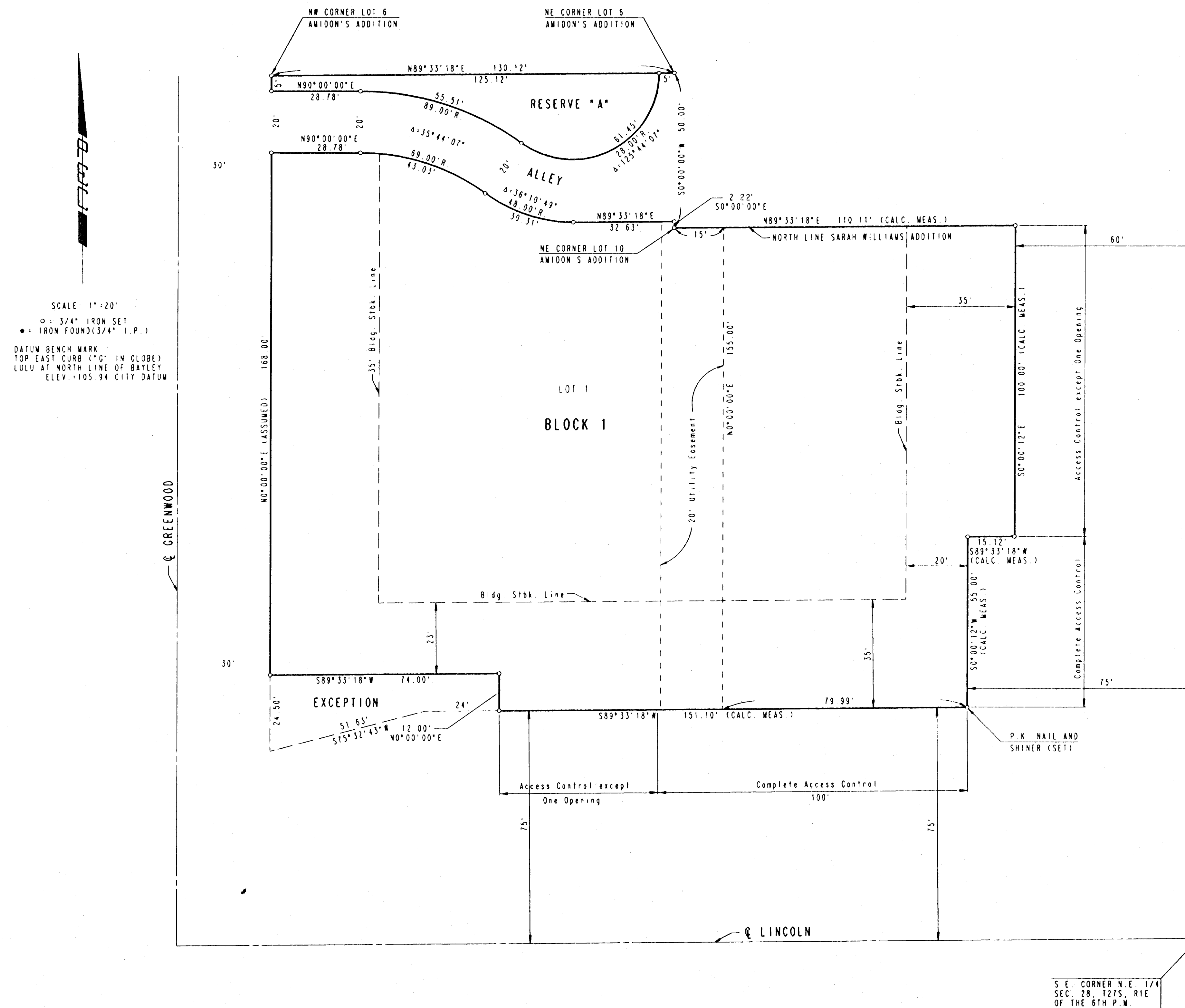
SANITARY SEWERS _____
STORM SEWERS _____
DRIVEWAY APPROACHES _____
WATER MAINS _____
PAVING VRH 7/15/93

SEPTEMBER, 1993
PLANS PREPARED BY
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

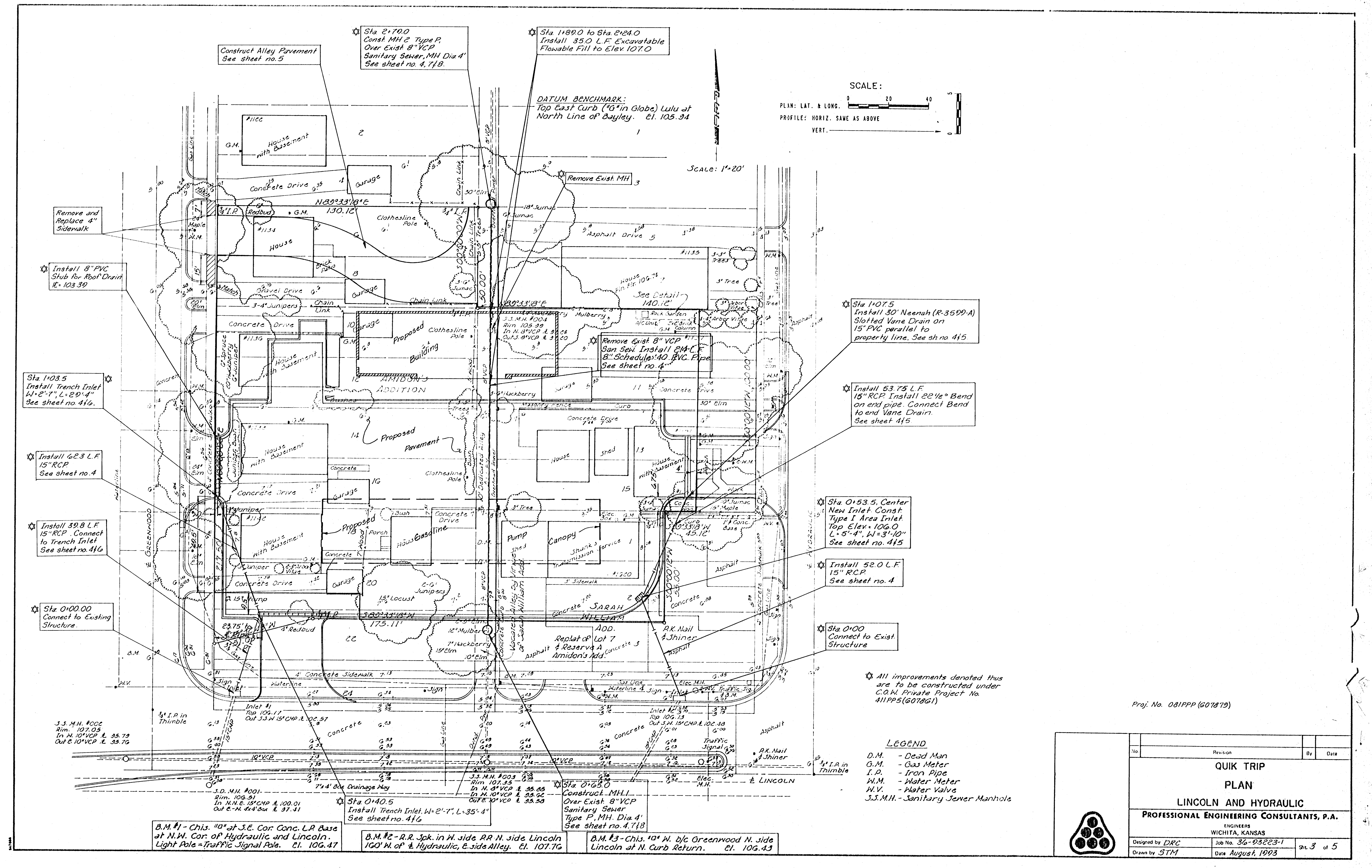


DRAWING NAME: 32-93223-1 QUIK PAV TITL
LOCATION: 04 #115
REVISIONS:
DATE LAST WORKED ON:
DARIN CRONK

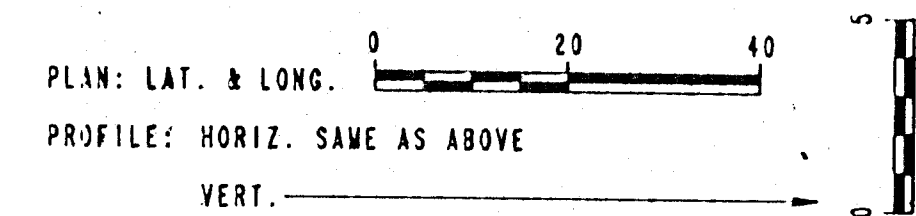
QUIKTRIP 5TH ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS



No.	Revision	By	Date
PLAT Proj. No. 081PPP (607879) ENGINEERS WICHITA, KANSAS			
Designed by	Job No. 93223-1	Sht. 2 of 5	
Drawn by	Date August, 1993		



SCALE:



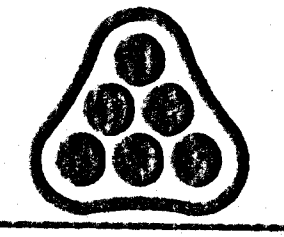
SCALE: 1"=20'

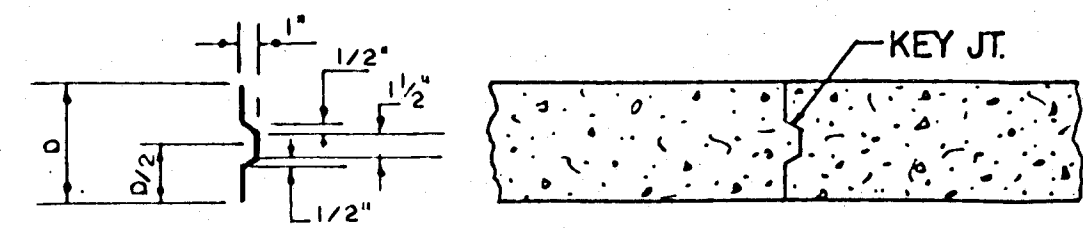
LEGEND

- D.M. - Dead Man
- G.M. - Gas Meter
- I.P. - Iron Pipe
- W.M. - Water Meter
- W.V. - Water Valve
- S.S.M.H. - Sanitary Sewer Manhole

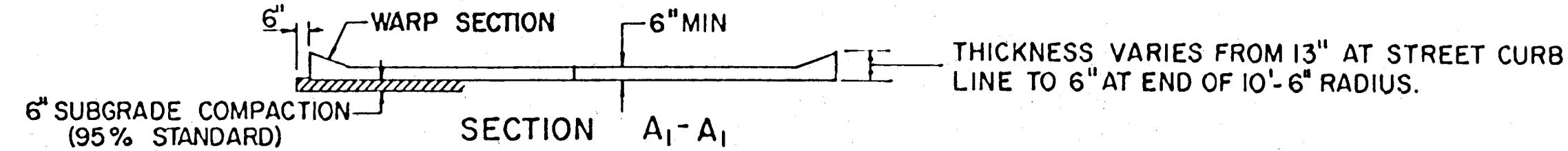
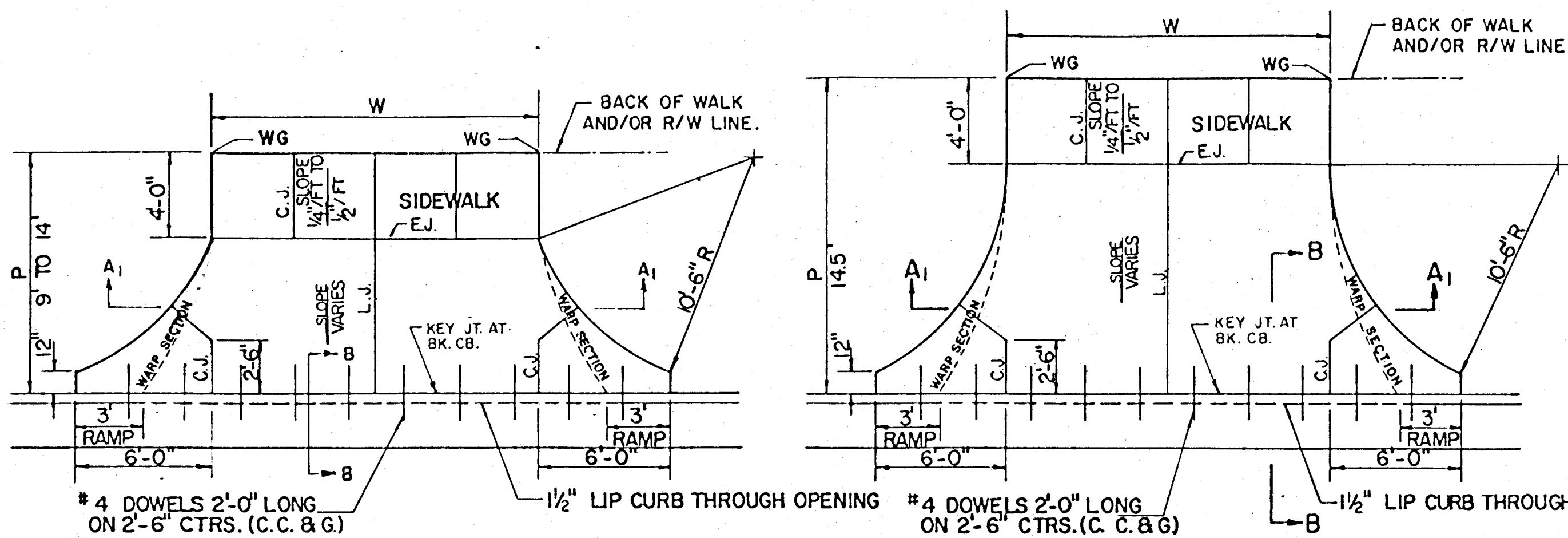
Proj. No. 081PPP (607879)

Revision		By		Date	
QUIK TRIP					
PLAN					
LINCOLN AND HYDRAULIC					
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.					
ENGINEERS					
WICHITA, KANSAS					
Designed by DRC		Job No. 36-93223-1		Sht. 3 of 5	
Drawn by STM		Date August, 1993			



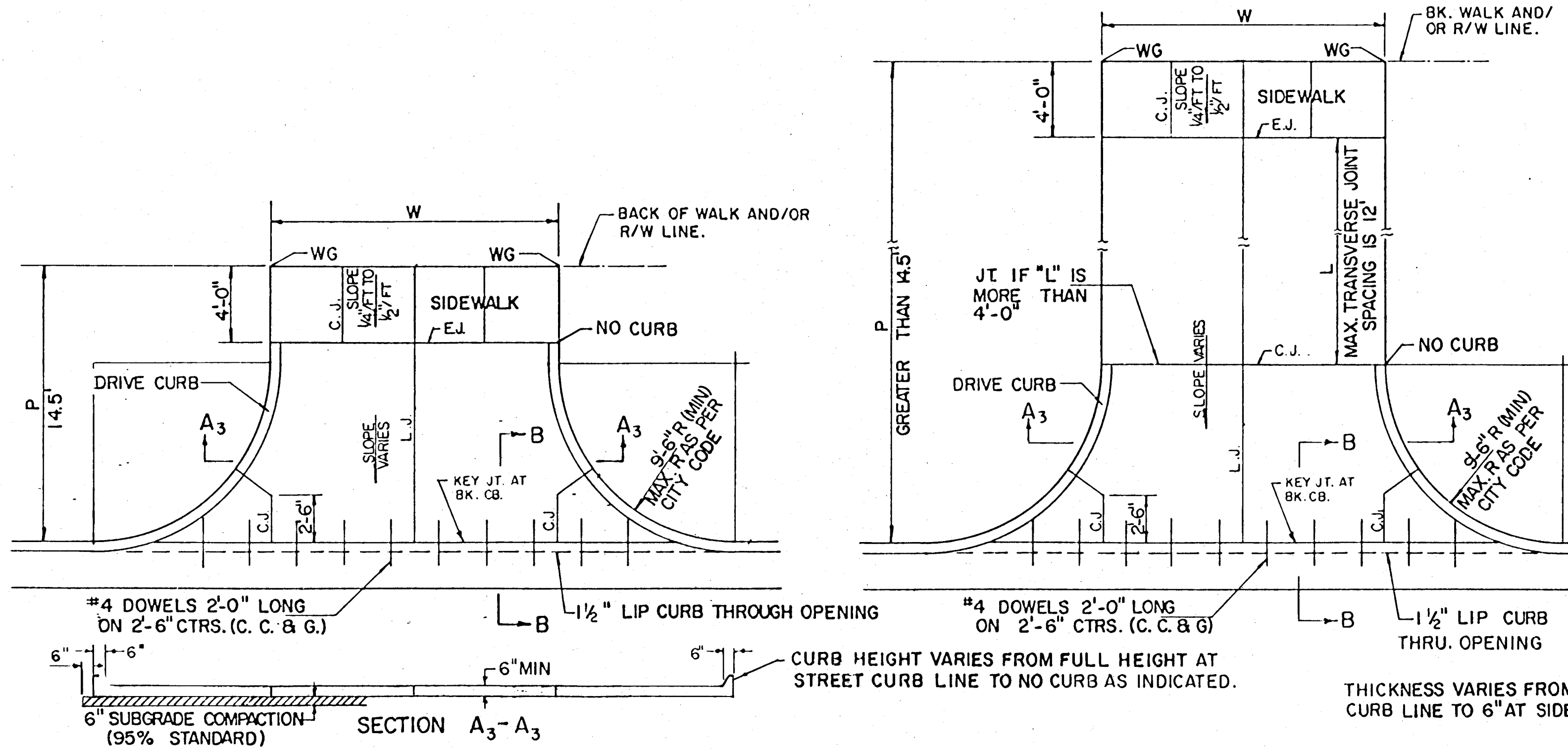


ALT. LONGITUDINAL CONSTRUCTION JOINT



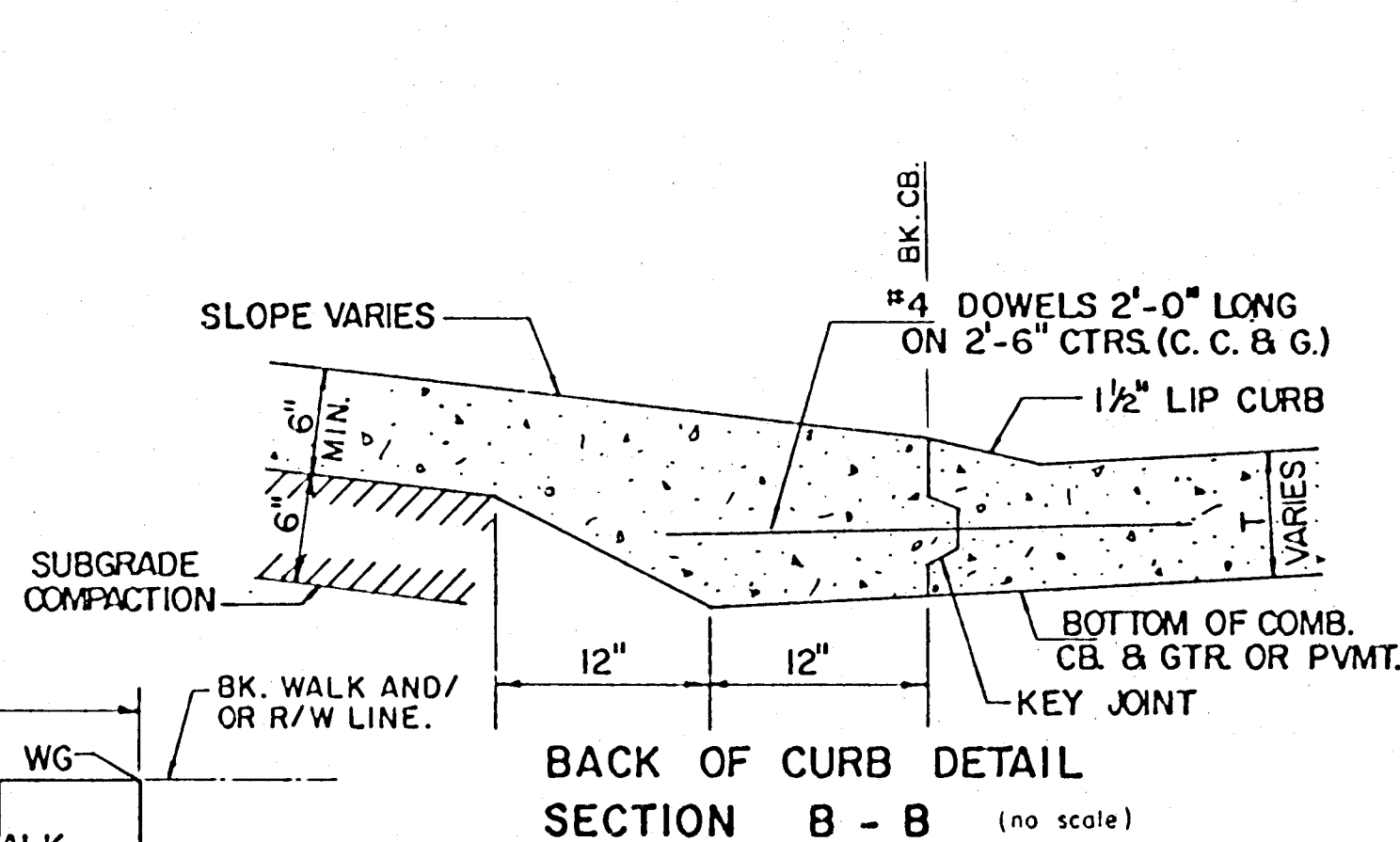
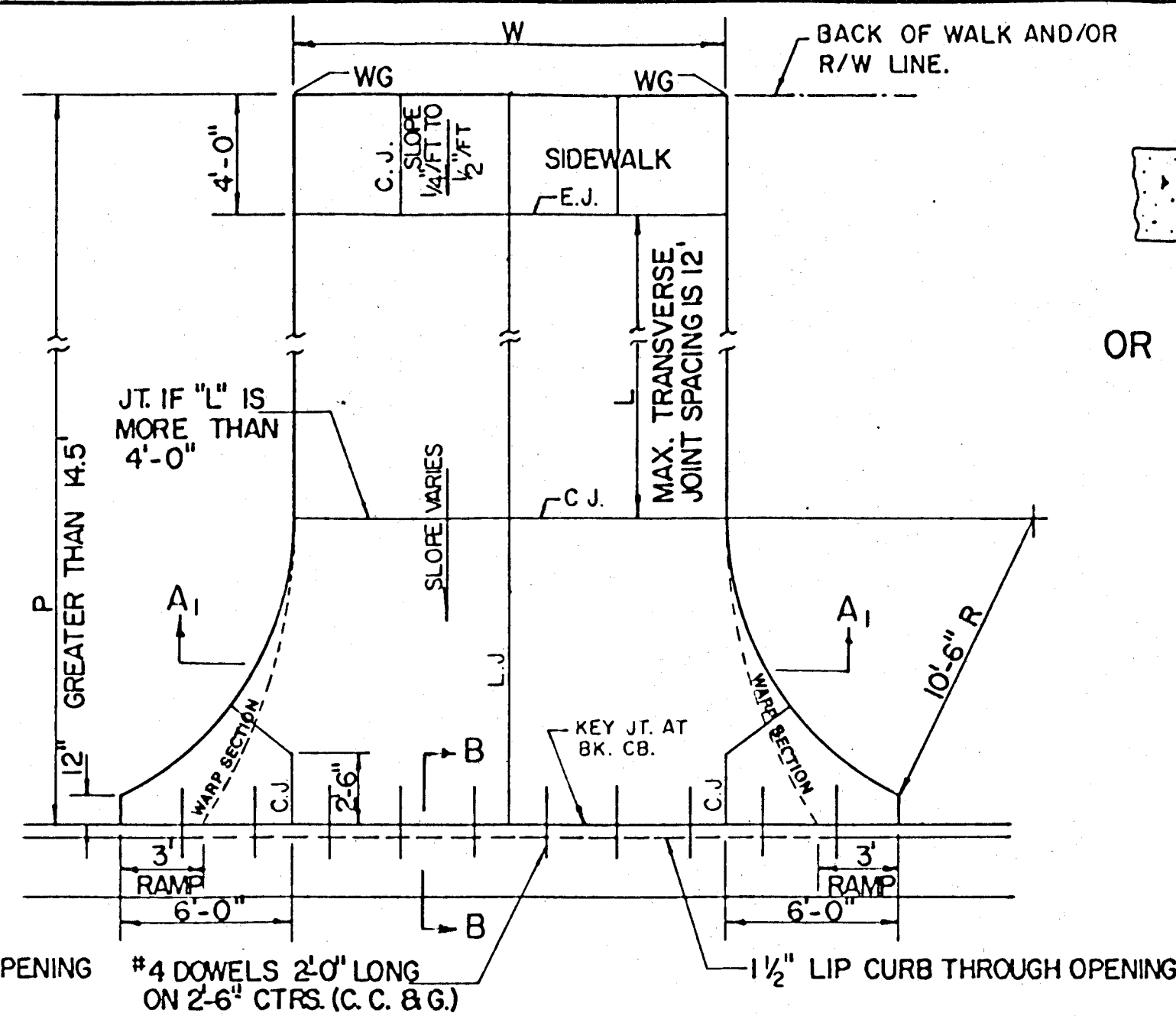
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	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	0.19'	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	-0.19'	-0.16'	-0.13'	-0.10'	-0.06'	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

RADIUS RAMP DRIVES (P = 9.0' & GREATER)

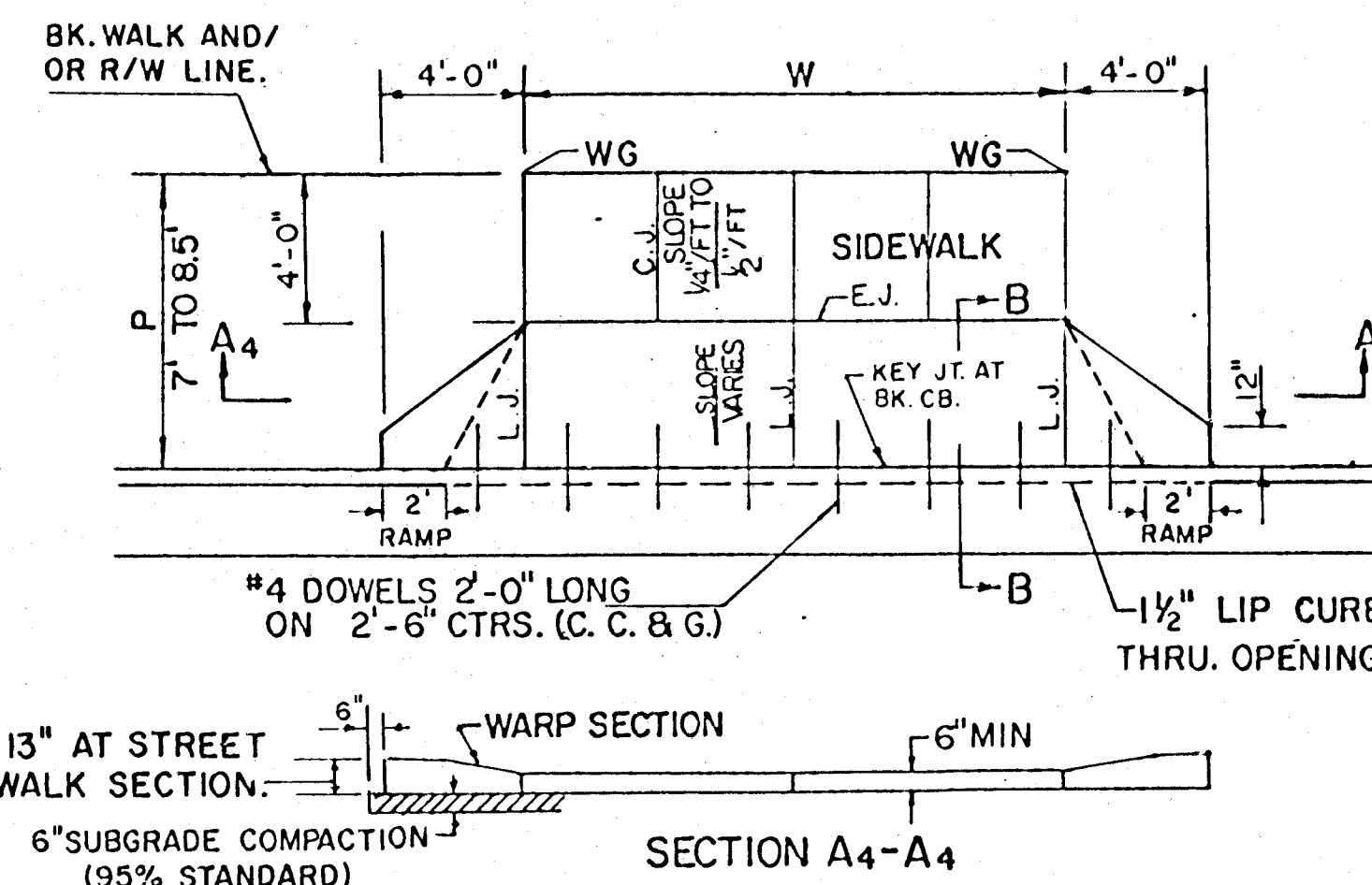


PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL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

FULL RADIUS DRIVES (P = 14.5' & GREATER)

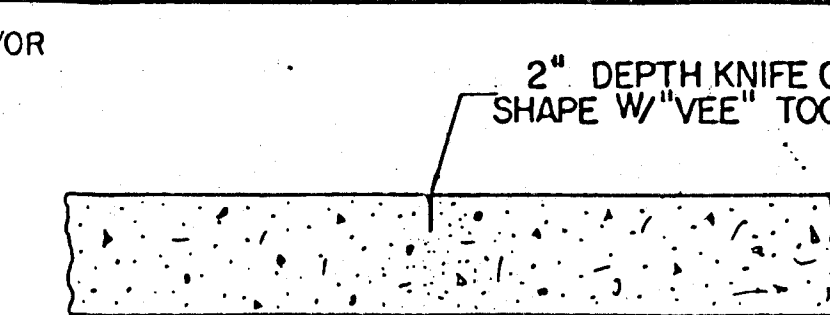


BACK OF CURB DETAIL
SECTION B - B (no scale)

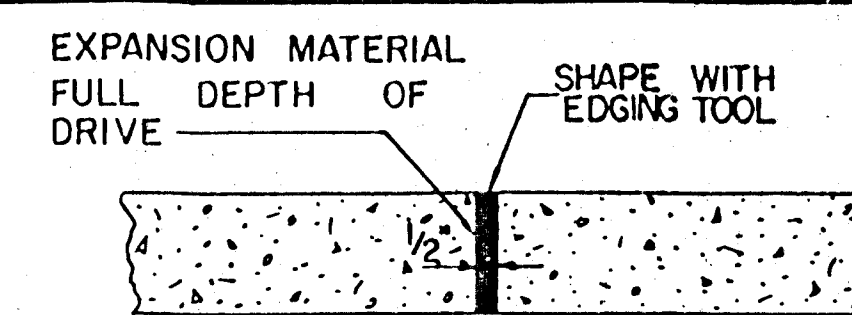


PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-0.15'	-0.16'	-0.17'	-0.17'
ABSOLUTE MAX. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-0.25'	-0.20'	-0.20'	-0.20'

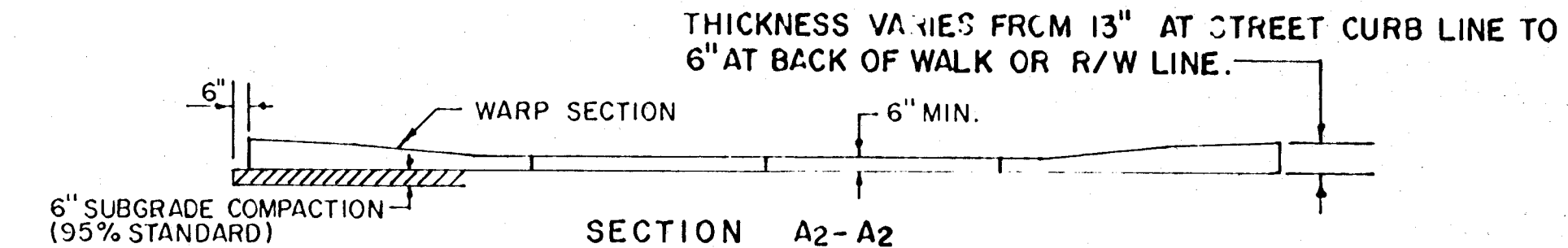
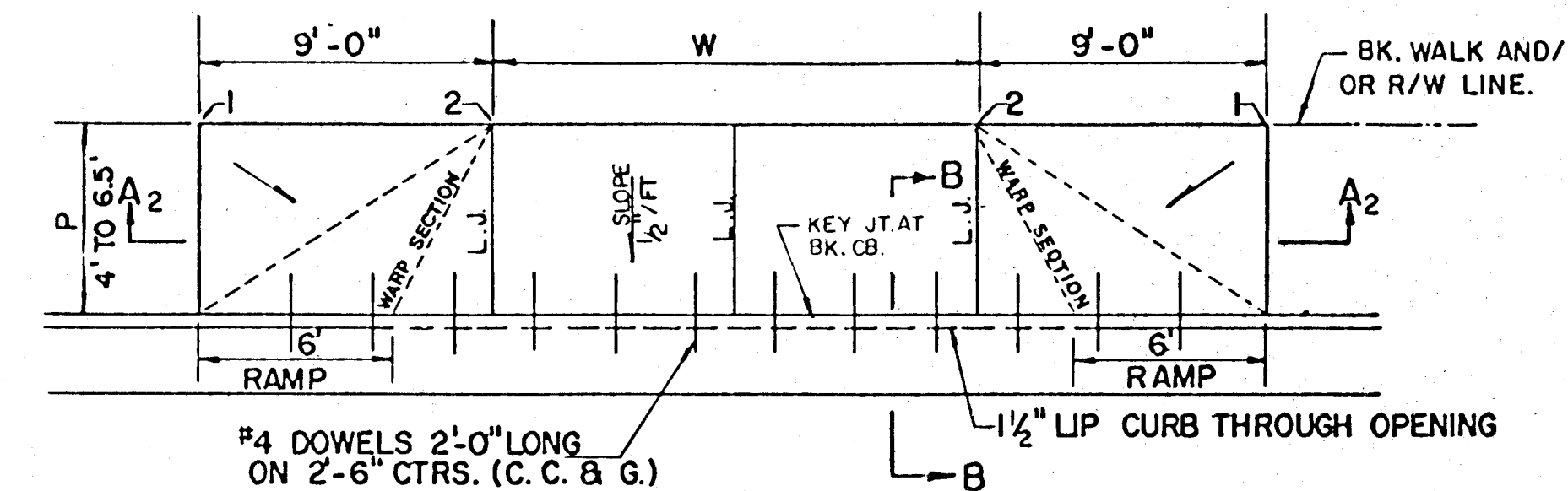
FULL RAMP DRIVE (P = 7.0' TO 8.5')



CONTRACTION JOINT (C.J.)
OR LONGITUDINAL JOINT (L.J.)
NO SAWN JOINTS WILL
BE ALLOWED.



EXPANSION JOINT (E.J.)



PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "I" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "2" BELOW TOP OF FULL CB.	-0.26'	-0.24'	-0.22'	-0.20'	-0.18'	-0.16'

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

GENERAL NOTES

1. 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.
2. 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'.
3. 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 52' AT THE STREET CURB LINE.
4. CONTRACTION 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.
5. DOWEL 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.
6. 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.
7. ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS 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 ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
8. 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" W-8 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCUERDANCE.
9. 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.

REVISED OCTOBER 1985

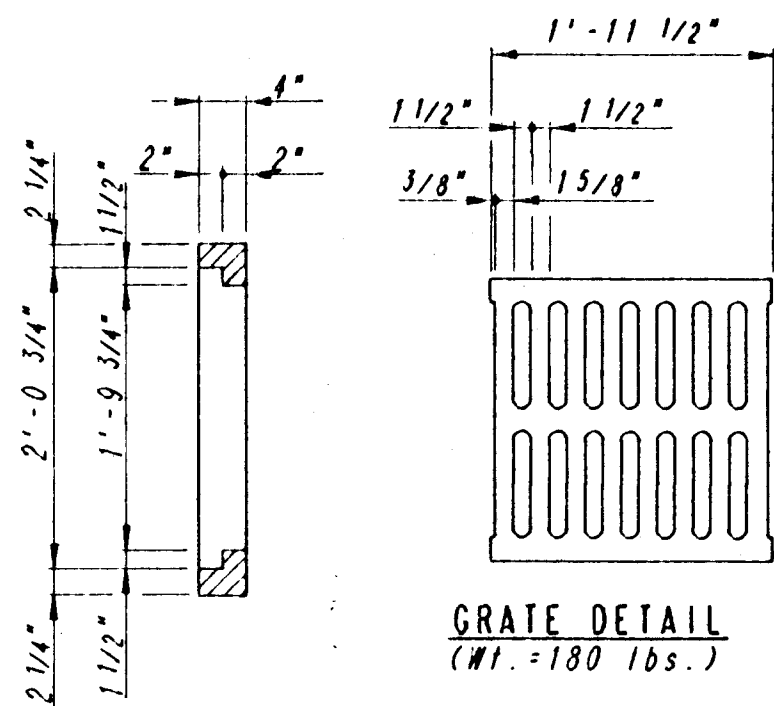
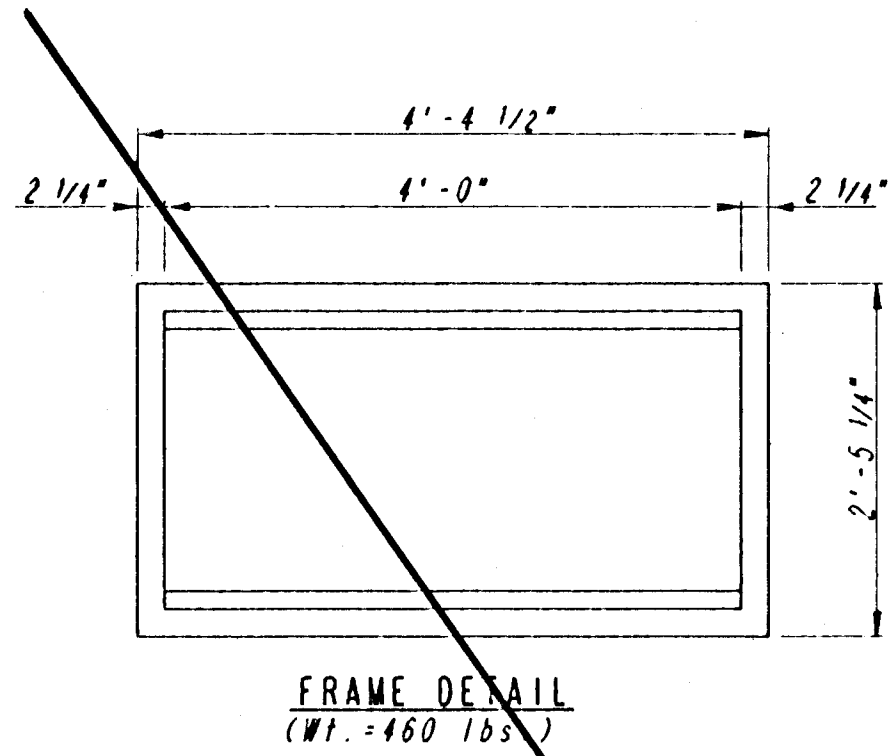
SCALE: 1" = 5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

PROJECT NUMBER
081PPP (607879)

PLAN	BY	DATE
SURVEYED		
NOTE BOOK PLOTTED		
ALTOUGH CHECKED		
RT. OF WAY CHECKED		

DRAWING NAME:
 CENTER COORDINATES:
 ROTATION ANGLE:
 DATE LAST WORKED ON:
 STONEY MORRISON



GENERAL NOTES

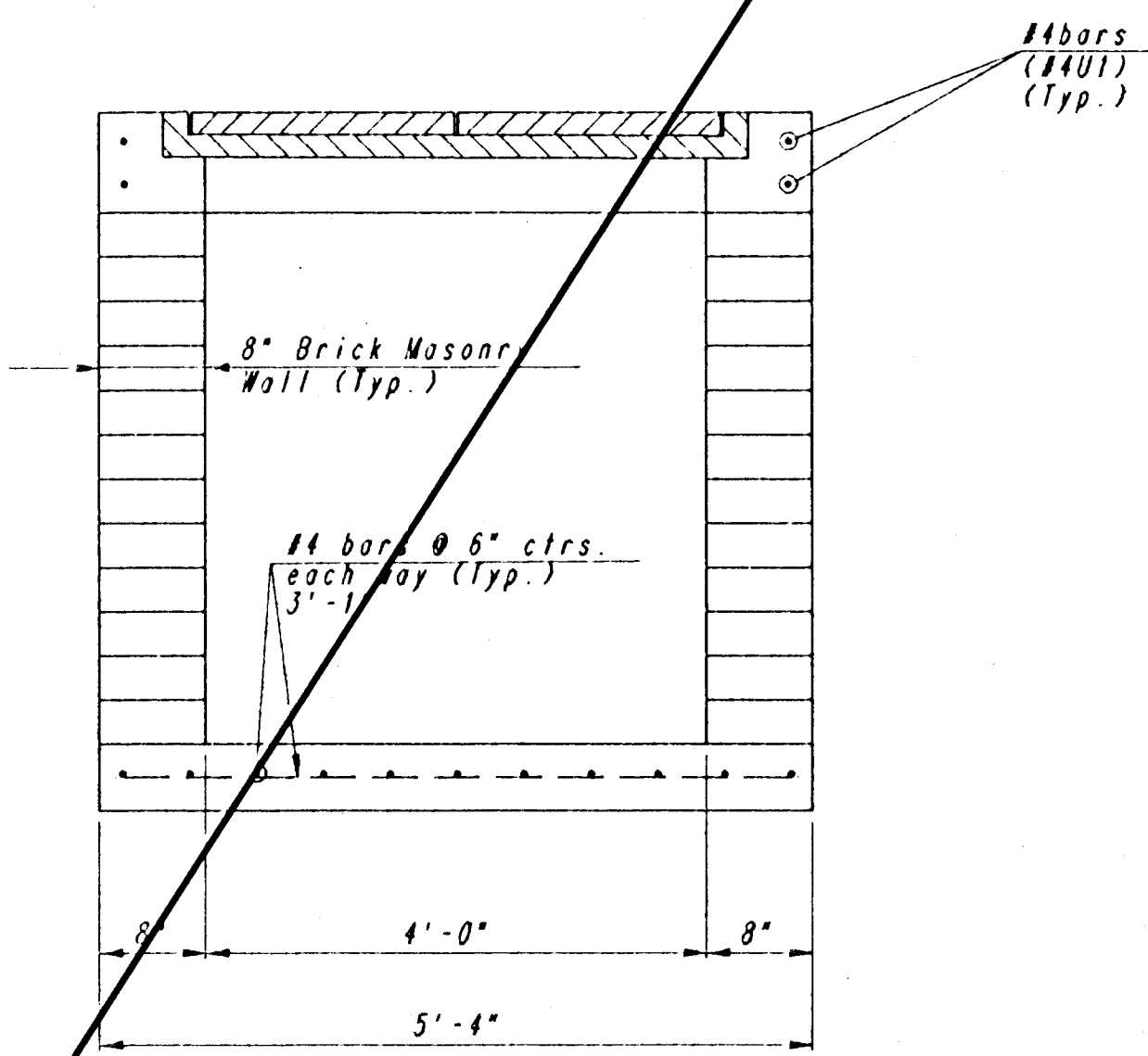
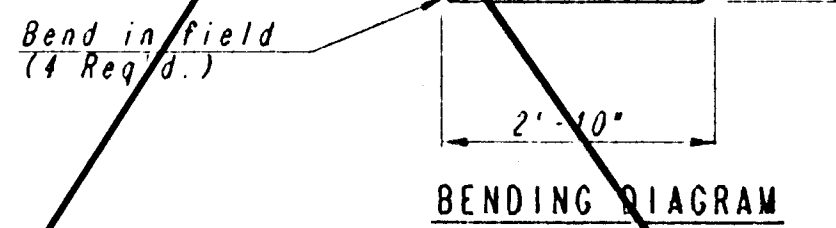
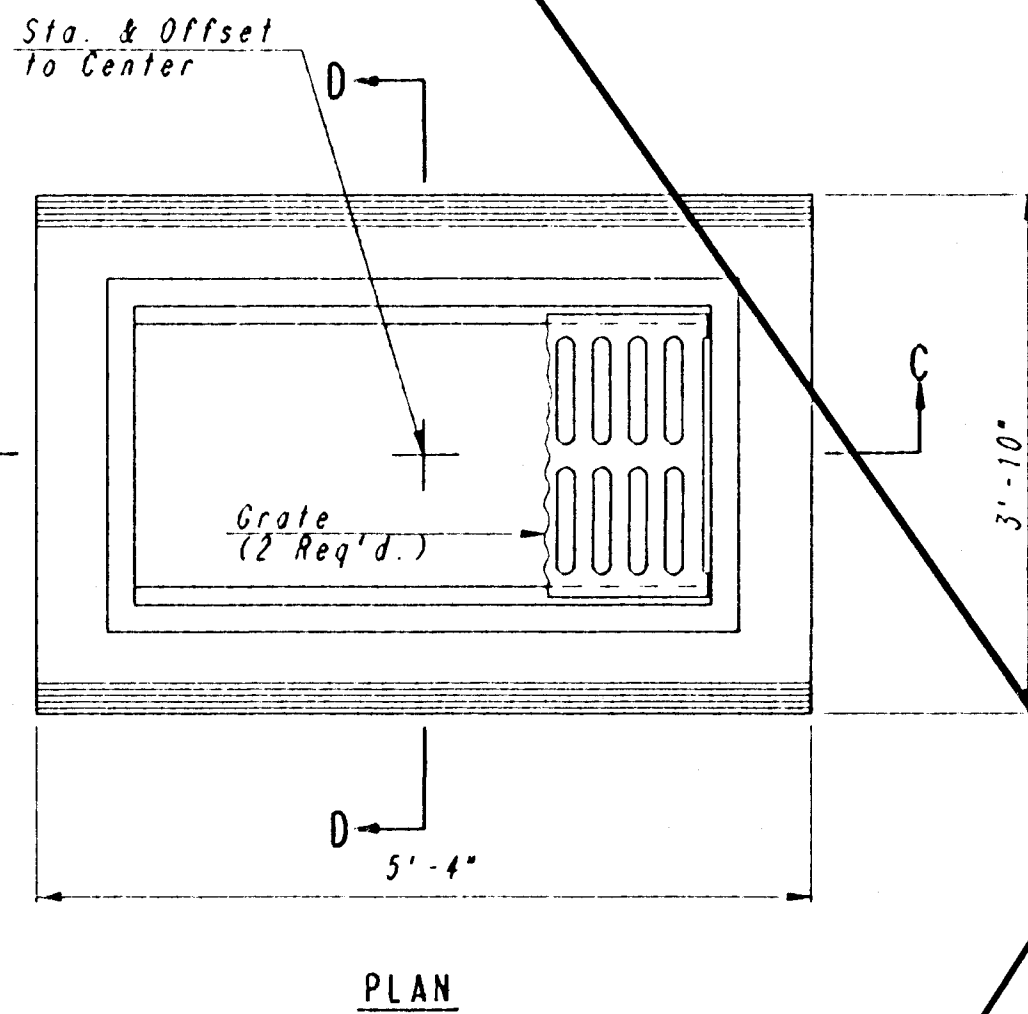
CONCRETE SHALL BE CLASS A (TYPE I) OR THE MIX USED IN CONCRETE PAVEMENT. ALL EXPOSED EDGES SHALL BE FINISHED WITH AN APPROVED EDDING TOOL.

REINFORCING STEEL SHALL BE A MINIMUM GRADE 40, A.S.T.M. A615. ALL DIMENSIONS RELATIVE TO PLACEMENT OF REINFORCING ARE TO THE CENTERLINE OF BARS UNLESS OTHERWISE NOTED.

INLET CASTINGS SHALL BE MANUFACTURED USING GOOD QUALITY GRAY IRON CONFORMING TO CLASS 30 OF A.S.T.M. DESIGNATION A-48. DIMENSIONS AND WEIGHTS SHOWN ON THE DETAILED DRAWINGS SHALL BE CONSIDERED AS MINIMUM REQUIREMENTS AND ANY DEVIATIONS FROM THE DIMENSIONS SHOWN MUST BE SPECIFICALLY APPROVED. THE FINISHED CASTINGS SHALL BE OF UNIFORM QUALITY, FREE FROM BLOWHOLES, POROSITY, HARD SPOTS, SHRINKAGE DISTORTIONS OR OTHER EFFECTS.

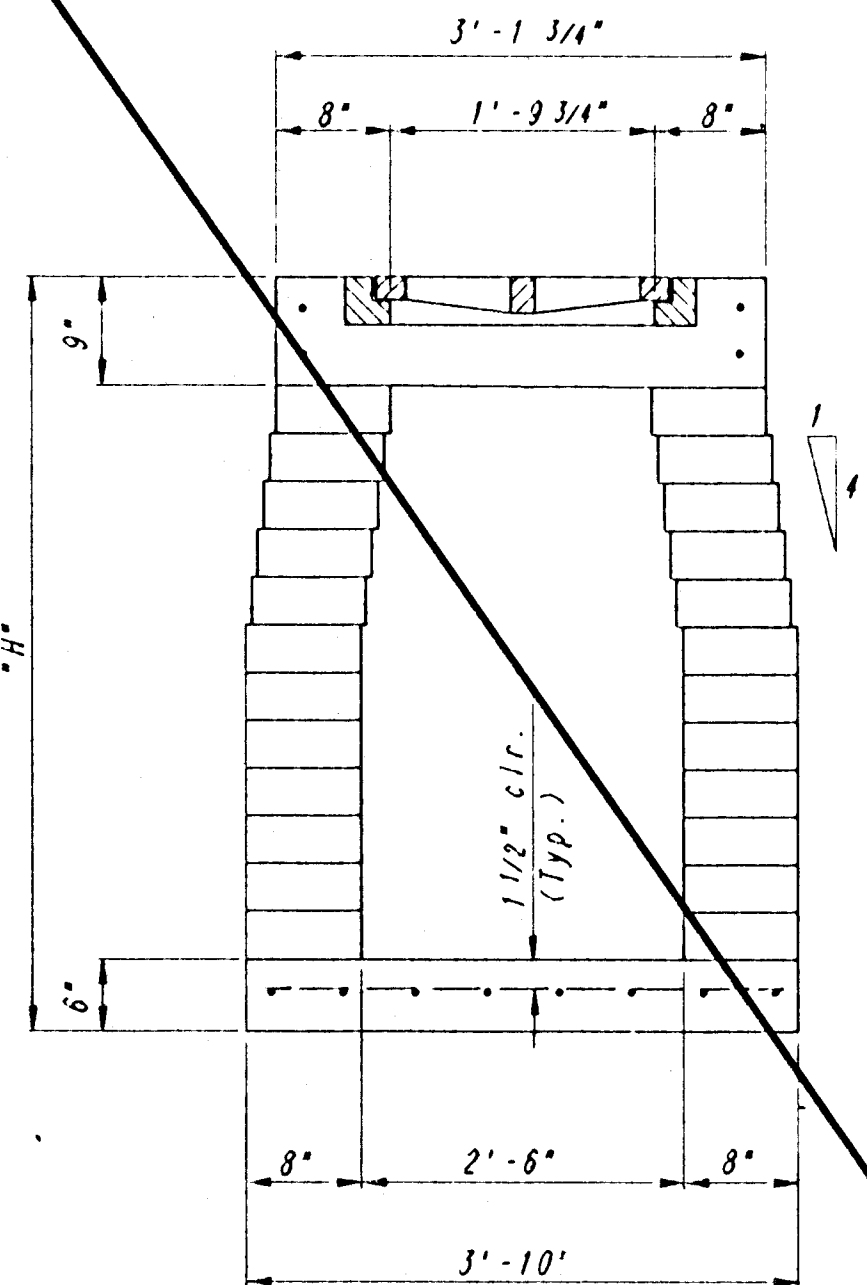
CONSTRUCTION REQUIREMENTS AND MATERIALS FOR MASONRY WALLS SHALL CONFORM TO CITY STANDARD SPECIFICATION.

INLET FLOOR SHALL BE SHAPED WITH UNREINFORCED CLASS A CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF-CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

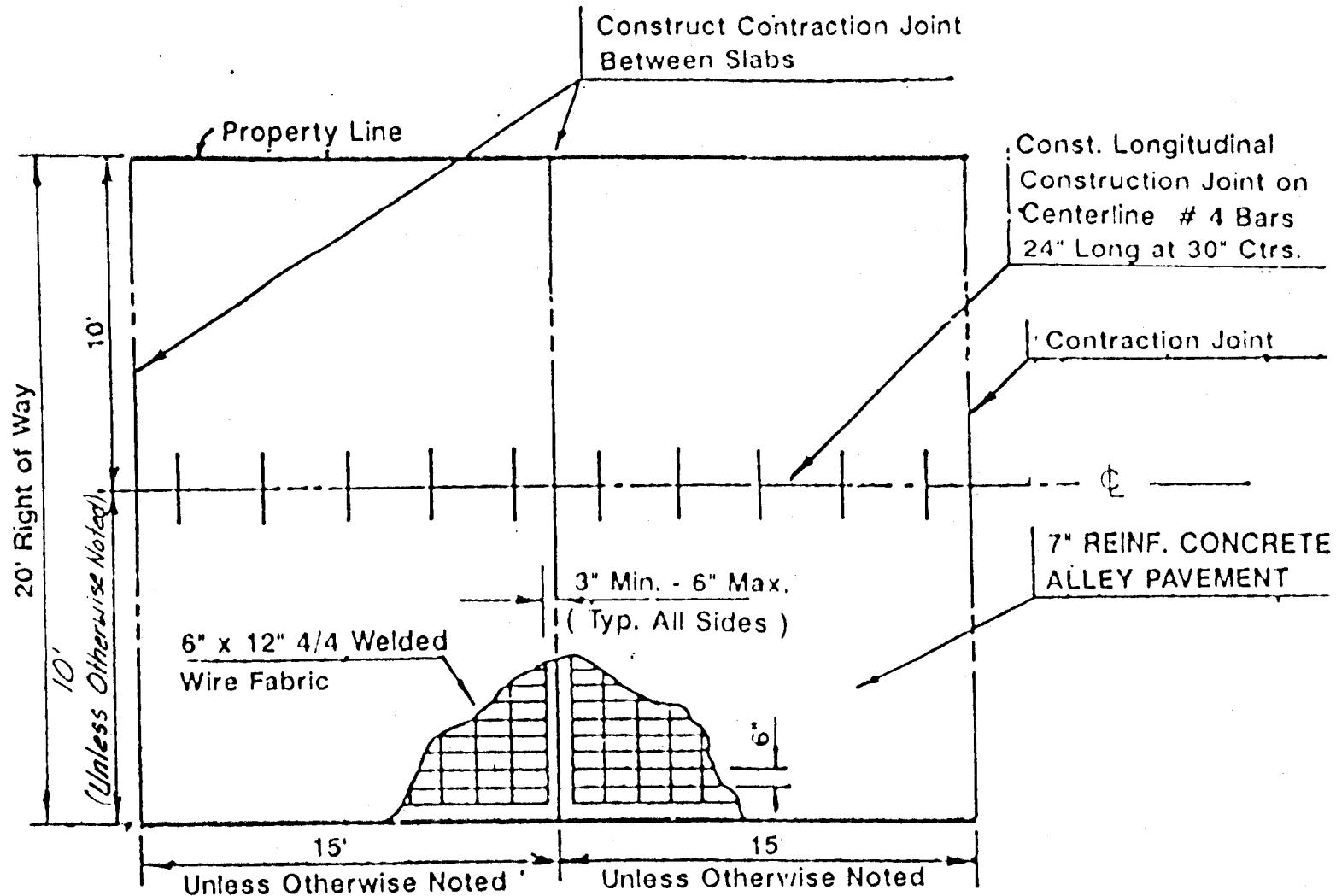


SECTION C-C

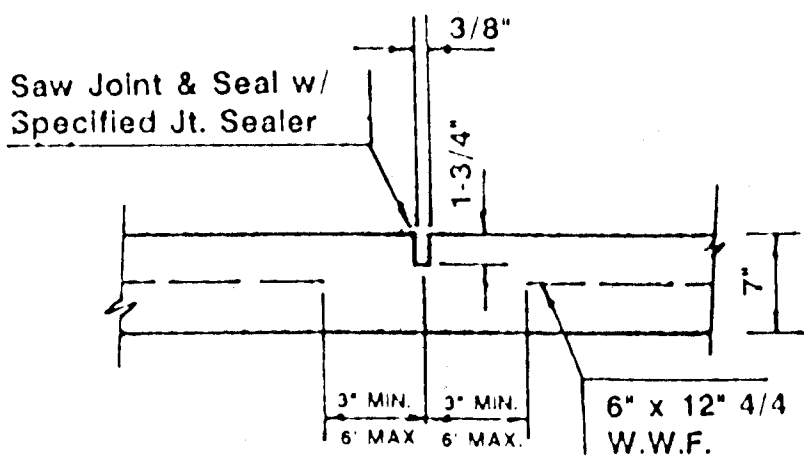
AREA INLET (TYPE I)



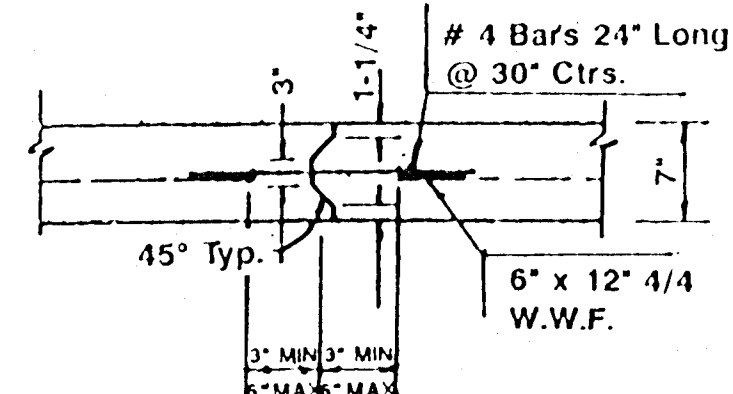
SECTION D-D



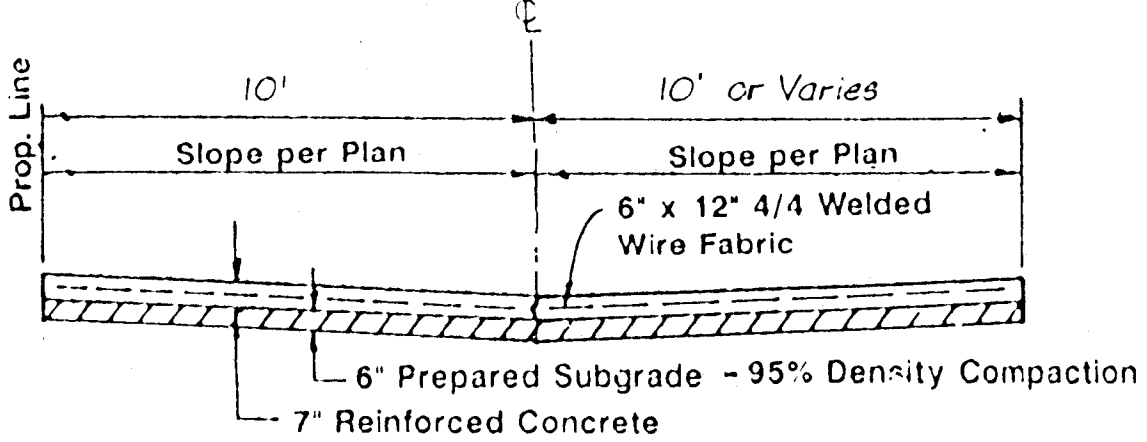
SLAB REINFORCEMENT DETAIL



CONTRACTION JOINT



LONGITUDINAL CONSTRUCTION JOINT

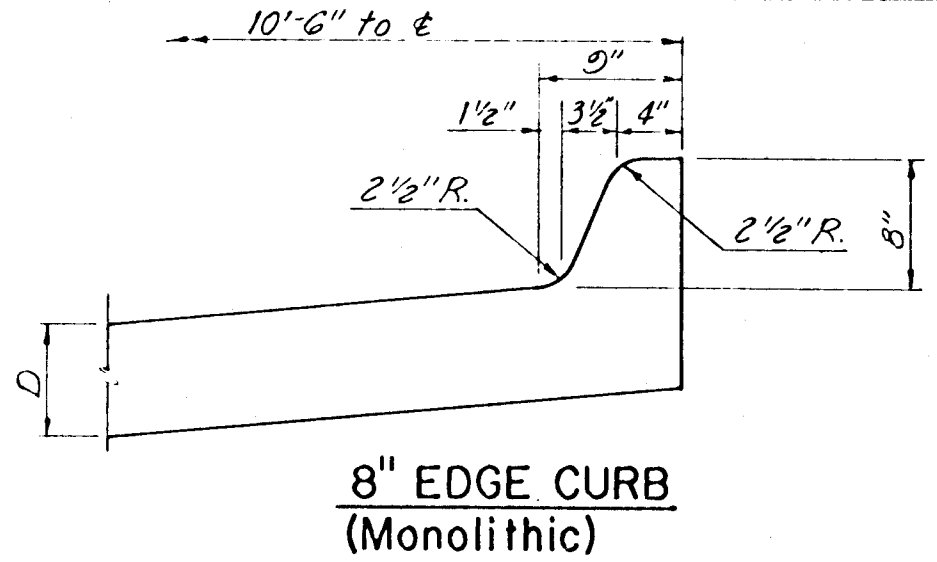


TYPICAL PAVEMENT SECTION

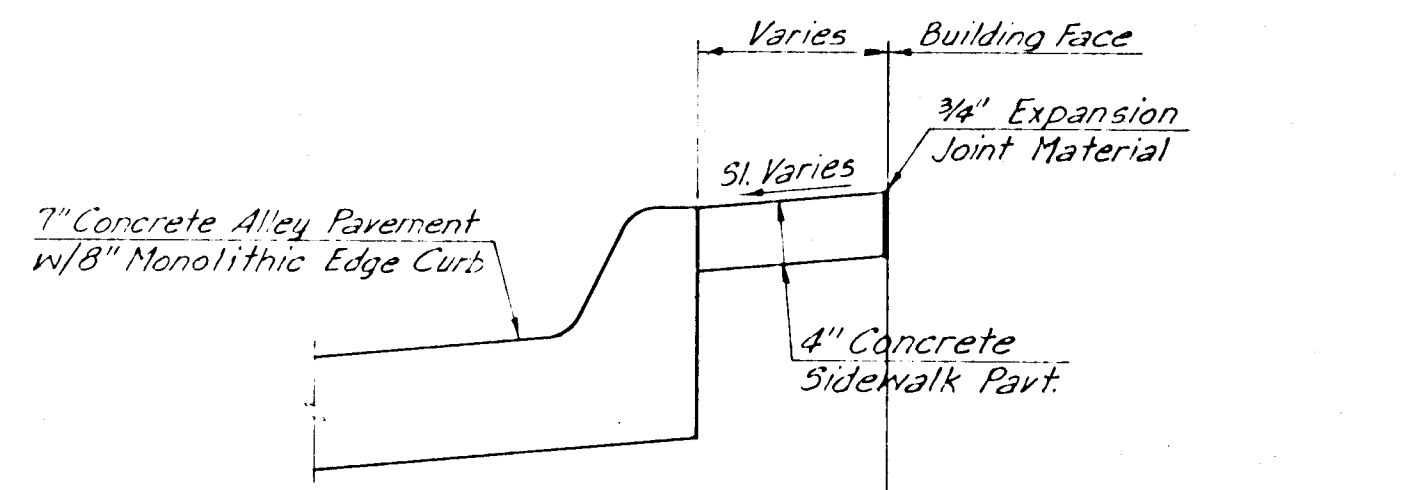
JOINT SEALANT AND BACKER ROD SPECIFICATION

JOINT SEALANT SHALL BE HOT-POURED TYPE CONFORMING TO ASTM D1190. BACKER ROD SHALL BE HEAT-RESISTANT.

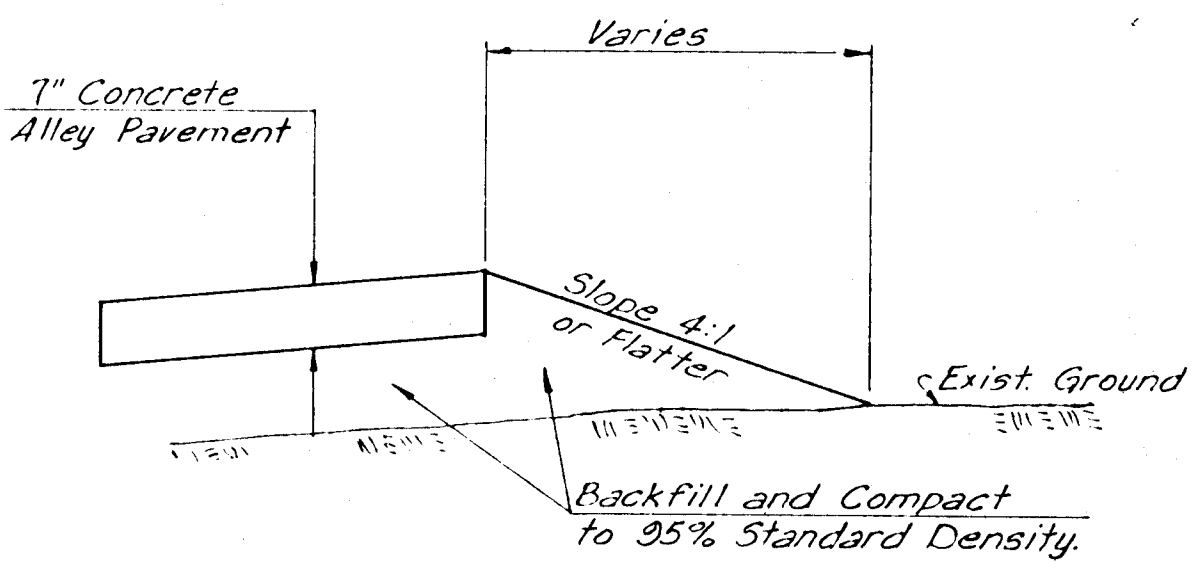
PROJECT NO.	SHEET NO.	TOTAL SHEETS
081 PPP (G07879)	5	5



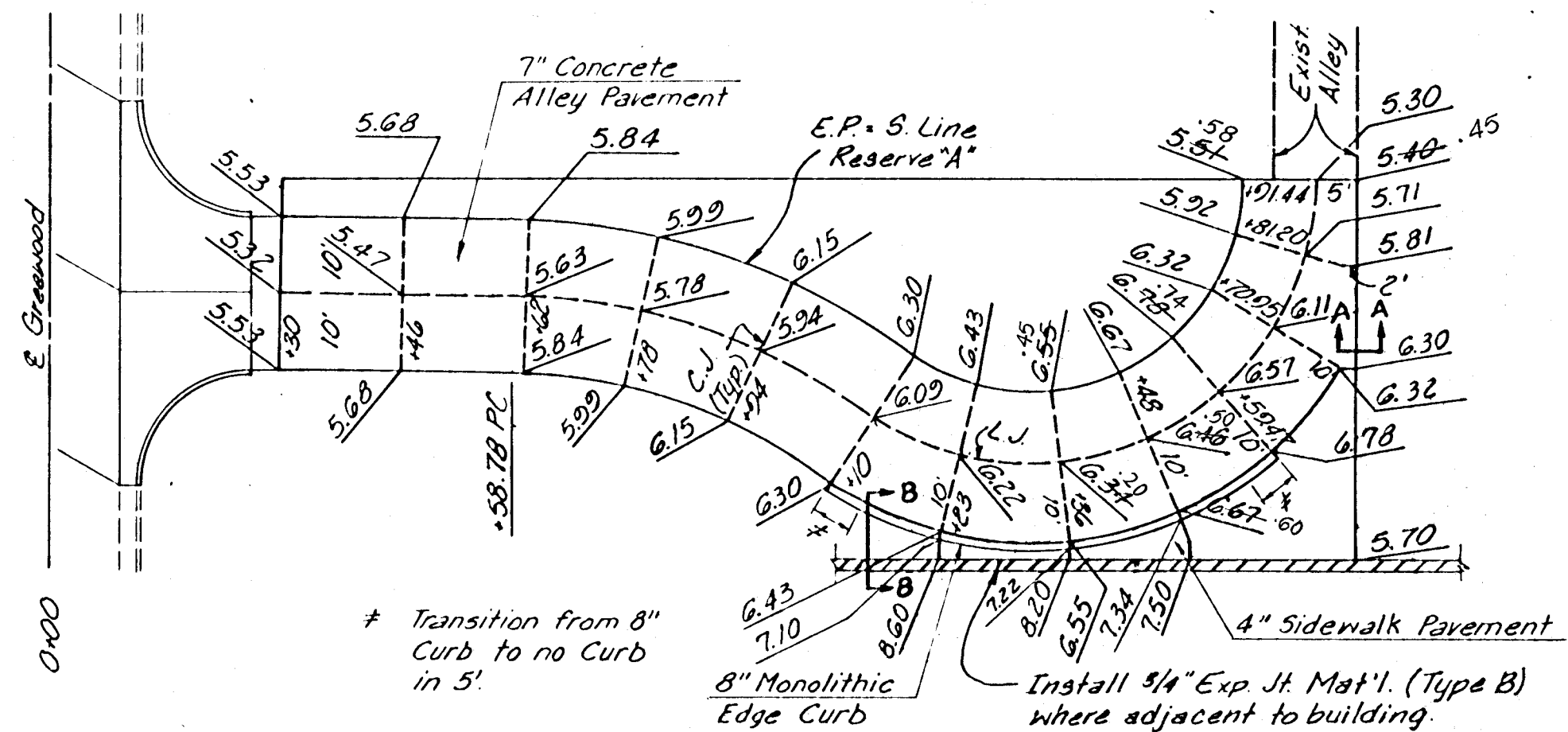
8" EDGE CURB (Monolithic)



SECTION B-B



SECTION A-A



ALLEY-RESERVE "A" PAVING PLAN

QUICK TRIP			
PAVING DETAILS			
LINCOLN AND HYDRAULIC			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.			
ENGINEERS			
WICHITA, KANSAS			
Designed by	DRC	Checked by	MWB
Drawn by	STM	Date	August 1993
		Job No.	93223-1