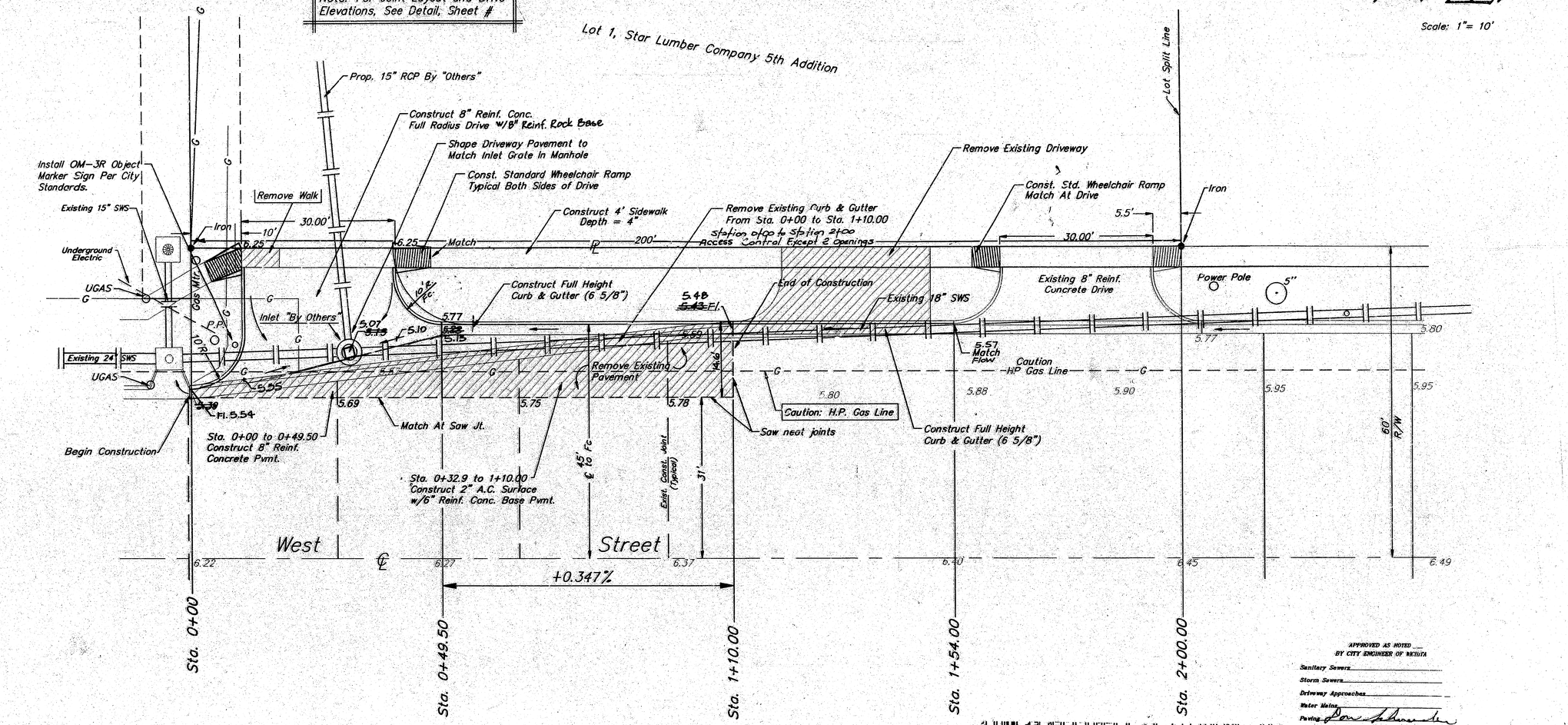
BENCH MARK: "+" at the S.W. Corner of Black Eyed Pea Property. City Datum Elev. = 116.89

TEMPERARY BENCH MARK: Nail & Cap Located 160' West of the S.E. Corner Star Lumber Company 5th Addition. Elev. = 118.29

Note: For Joint Layout and Drive Elevations, See Detail, Sheet #

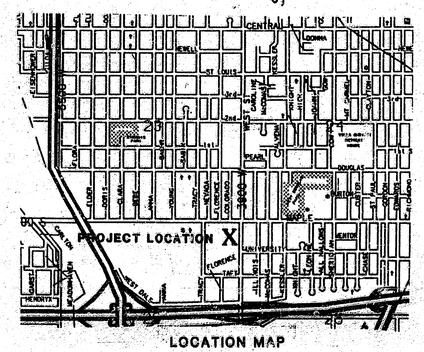
Scale: 1"= 10'



GENERAL NOTES

1. Utility service lines, poles, valve boxes, meters, et cetera 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.
2. 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.
3. Removal of existing concrete parking lot pavements, asphalt parking lot pavements, asphalt driveway pavements and/or asphalt sidewalk pavements will be paid for as square feet of walk and drive removed.
4. 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. alternate types of subgrade treatment. The type bid by the successful bidder will be the type of subgrade treatment used to construct the project.

For Pavement Marking Plan See Sheet #3



APPROVED AS NOTED BY CITY ENGINEER OF WICHITA

Sanitary Sewers

Storm Sewers

Driveway Approaches

Water Mains

Paving

NOTE TO CONTRACTORS:

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 without written authorization by the City Engineer.

CHRISTOPHER MICHAEL BAUGH LICENSED 11631 KANSAS PROFESSIONAL ENGINEER

WEST ST. DECEL LANE
TO SERVE QUIK TRIP STORE #396

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

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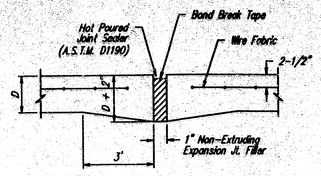
PROJECT NUMBER 065PPP

SHEET 1 OF 3

DESIGN	DRAWN	APPROVED	DATE	SCALE
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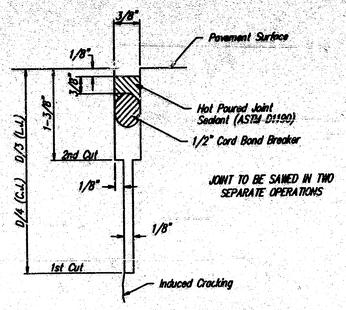
Revised as built 12-20-91 TCR

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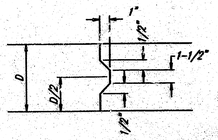


EXPANSION JOINT

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

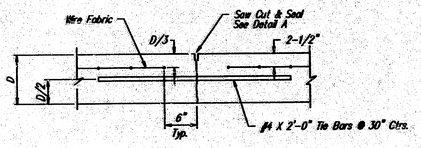


SAW JOINT DETAIL

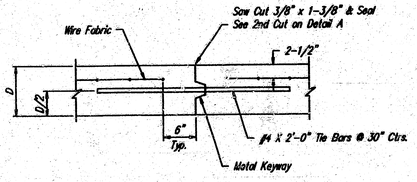


KEYWAY DETAIL

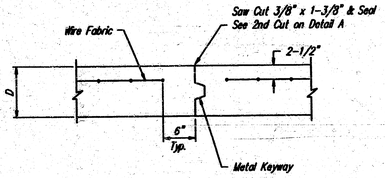
CONTRACTION JOINT DETAIL (C.J.)



LONGITUDINAL JOINT DETAIL (L.J.)

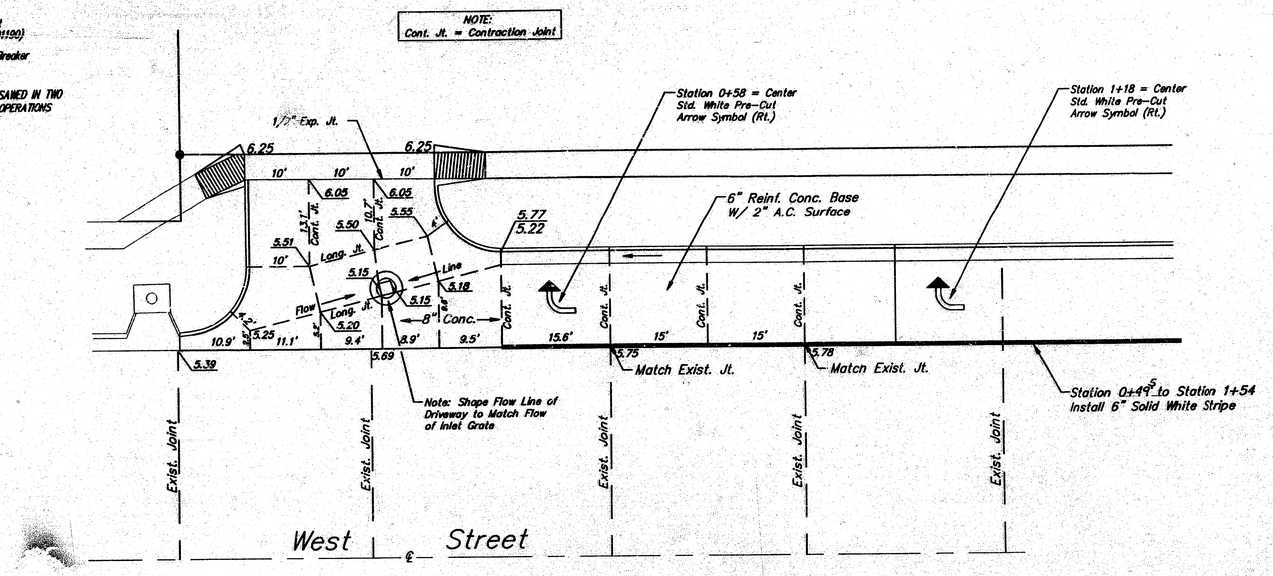


LONGITUDINAL JOINT DETAIL (L.J.)



OPTIONAL CONTRACTION CONST. JOINT (C.J.)

(ALTERNATE C.J.)



DECELERATION LANE JOINT LAYOUT DETAIL AND TRAFFIC MARKING PLAN

PAVEMENT MARKING NOTES

All pavement markings shall conform to the current standards set forth in the MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

All pavement markings shall be Cold Laid Plastic Type & Pre Cut Standard Symbol Type meeting the required specifications. Install and Cold Roll as per standard installation procedure for Cold Laid Pavement Markings.

Where new pavement (Asphaltic Concrete) is being constructed, the pavement markings must be installed while the new wearing surface is still warm (at least 130° F.) and rolled, so as to inlay the pavement markings into the new pavement.

WEST STREET DECELERATION LANE
JOINT PLAN AND PAVEMENT MARKING DETAILS

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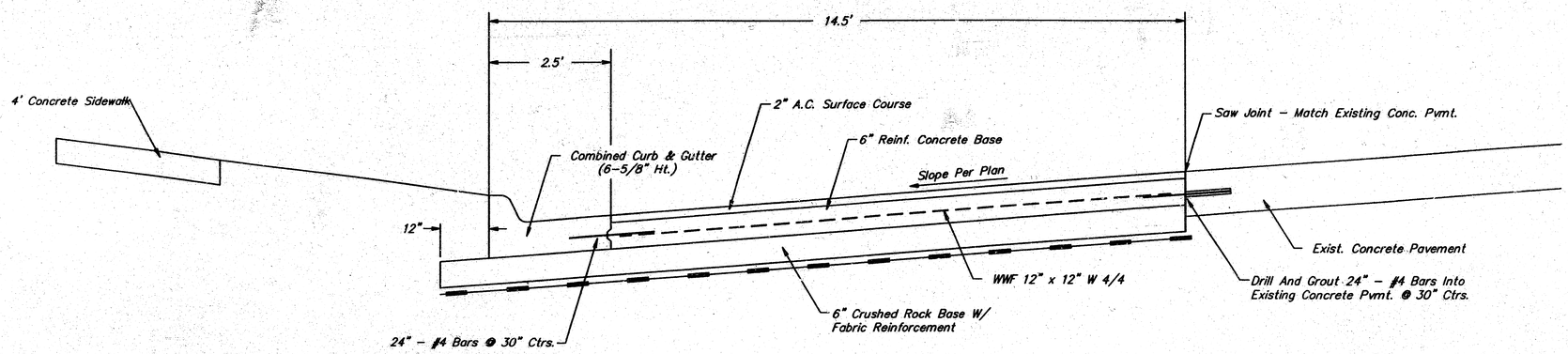
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PROJECT NUMBER 065PPP

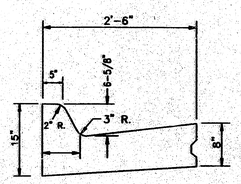
SHEET 3 OF 3

DESIGN	DRAWN	APPROVED	DATE	SCALE
C. Bohm	C. Bohm		Sept. 1991	None

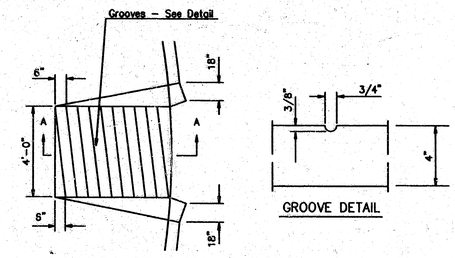
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TYPICAL SECTION DECEL LANE

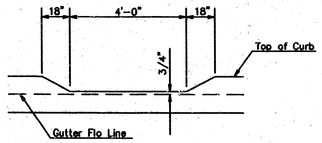


COMBINED CURB & GUTTER – (6-5/8")

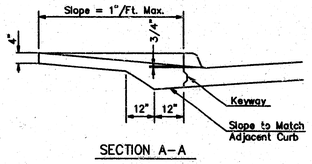


WHEELCHAIR RAMP PLAN VIEW

GROOVE DETAIL



DEPRESSED CURB DETAIL



SECTION A–A

WHEELCHAIR RAMP DETAIL

General Notes

FABRIC BASE REINFORCEMENT SHALL BE B X 1100 GEOGRID AS MANUFACTURED BY TENSAR CORPORATION 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.

ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PROIR 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.

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SHEET 2 OF 3

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