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

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.&E. GAS, ARKLA GAS, K.G.&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.

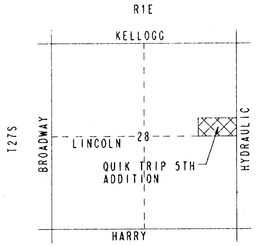
CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AWAY FROM ALL SANITARY SEWER MANHOLE COVERS.

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. AR78 WHICH COVERNS 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.



VICINITY MAP

AZ.

As Built 4-22-94

9-7-93

SEPTEMBER, 1993

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

APPROVED AS NOTED
BY CITY ENGINEER OF WICHITA

SANITARY SEWERS _____

STORM SEWERS _____

DRIVEWAY APPROACHES _____

WATER MAINS _____

PAVING VRH 9/15/93

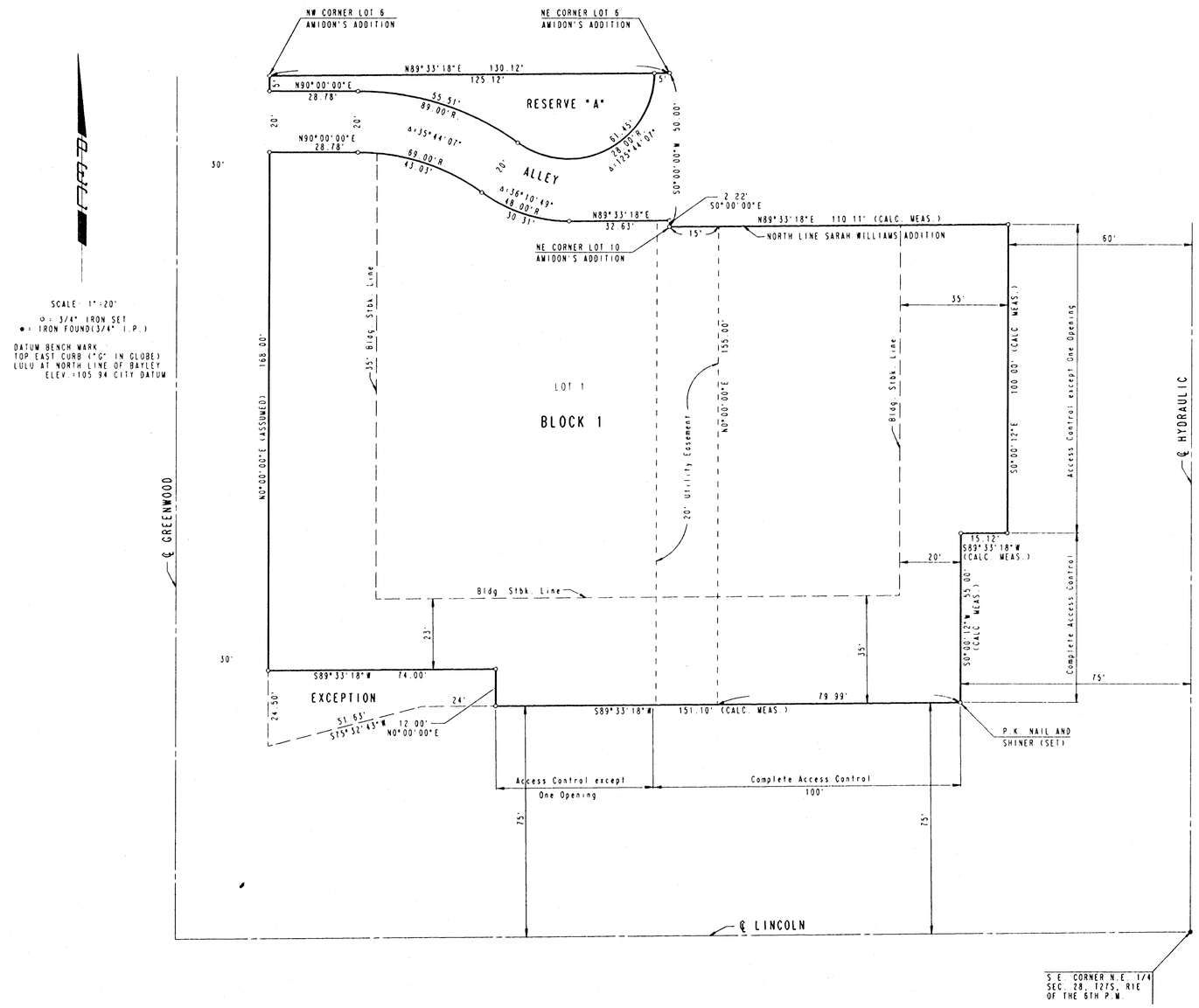
NOTE TO CONTRACTOR

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.

DRAWING NAME: 32-93223-1 QUIK PAV TITL
LOCATION: D84 #115
CENTER COORDINATES:
ROTATION ANGLE:
DATE LAST WORKED ON:
DARWIN CRONK

QUIKTRIP 5TH ADDITION

TO WICHITA, SEDGWICK COUNTY, KANSAS



SCALE: 1" = 20'

○ = 3/4" IRON SET
● = IRON FOUND (3/4" I.P.)

DATUM BENCH MARK:
TOP EAST CURB ("G" IN GLOBE)
LULU AT NORTH LINE OF BAYLEY
ELEV. = 1105.94 CITY DATUM

No.	Revision	By	Date

PLAT

Proj. No. 081PPP (607879)

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	Job No. 93223-1	Sht. 2 of 5
Drawn by	Date August, 1993	

Construct Alley Pavement
See sheet no. 5

Sta. 2+70.0
Const. MH 2 Type P,
Over Exist. 8" VCP
Sanitary Sewer, MH Dia. 4'
See sheet no. 4, 7 & 8.

Sta. 1+89.0 to Sta. 2+24.0
Install 35.0 L.F. Excavatable
Flowable Fill to Elev. 107.0

DATUM BENCHMARK:
Top East Curb ("G" in Globe) Lulu at
North Line of Bayley. El. 105.94

SCALE:
PLAN: LAT. & LONG. 0 20 40
PROFILE: HORIZ. SAME AS ABOVE
VERT.

SCALE: 1"=20'

Remove Exist. MH 3

Remove and
Replace 4"
Sidewalk

Install 8" PVC
Stub for Roof Drain
E= 103.39

Sta. 1+03.5
Install Trench Inlet
W=2'-7", L=29'-4"
See sheet no. 4 & 6.

Install 62.3 L.F.
15" RCP
See sheet no. 4

Install 39.8 L.F.
15" RCP. Connect
to Trench Inlet
See sheet no. 4 & 6

Sta. 0+00.00
Connect to Existing
Structure.

Remove Exist. 8" VCP
San. Sew. Install 214 L.F.
8" Schedule 40 PVC. Pipe
See sheet no. 4

Sta. 1+07.5
Install 30' Neenah (R-3599-A)
Slotted Vane Drain on
15" PVC parallel to
property line. See sh. no. 4 & 5

Install 53.75 L.F.
15" RCP. Install 22 1/2° Bend
on end pipe. Connect Bend
to end Vane Drain.
See sheet 4 & 5

Sta. 0+53.5, Center
New Inlet. Const.
Type I Area Inlet.
Top Elev. = 106.0
L = 5'-4", W = 3'-10"
See sheet no. 4 & 5

Install 52.0 L.F.
15" RCP.
See sheet no. 4

Sta. 0+00
Connect to Exist.
Structure

Sta. 0+40.5
Install Trench Inlet. W = 2'-7", L = 35'-4"
See sheet no. 4 & 6

Sta. 0+65.0
Construct MH 1
Over Exist. 8" VCP
Sanitary Sewer
Type P, MH. Dia. 4'
See sheet no. 4, 7 & 8

All improvements denoted thus
are to be constructed under
C.O.W. Private Project No.
411PP5(G0786I)

Proj. No. 081PPP(G0787I)

B.M. #1 - Chis. "10" at S.E. Cor. Conc. L.P. Base at N.W. Cor. of Hydraulic and Lincoln. Light Pole = Traffic Signal Pole. El. 106.47

B.M. #2 - R.R. Spk. in W. side P.P. N. side Lincoln 100' W. of ℄ Hydraulic, E. side Alley. El. 107.76

B.M. #3 - Chis. "10" W. b/c Greenwood N. side Lincoln at N. Curb Return. El. 106.43

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

No.	Revision	By	Date

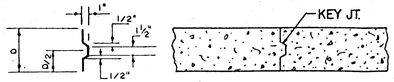
QUIK TRIP

PLAN

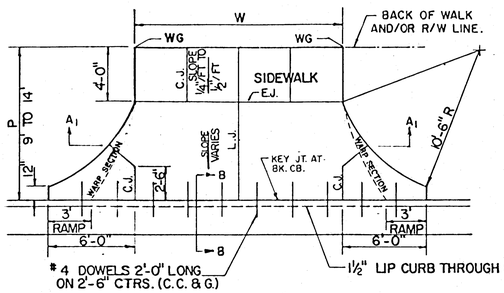
LINCOLN AND HYDRAULIC

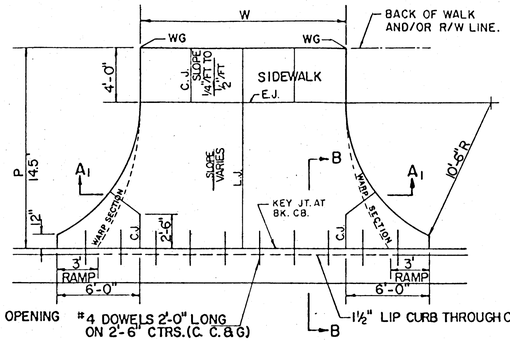
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

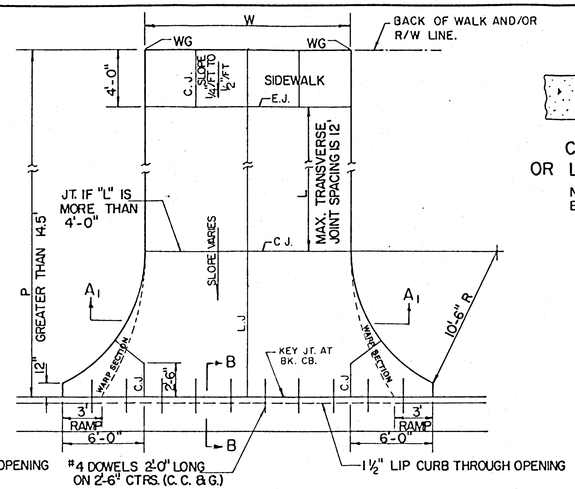
Designed by DRC	Job No. 36-93223-1	Sht. 3 of 5
Drawn by STM	Date August, 1993	

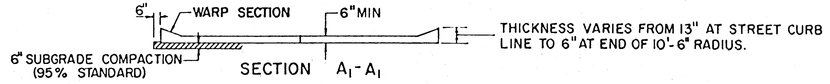


ALT. LONGITUDINAL CONSTRUCTION JOINT



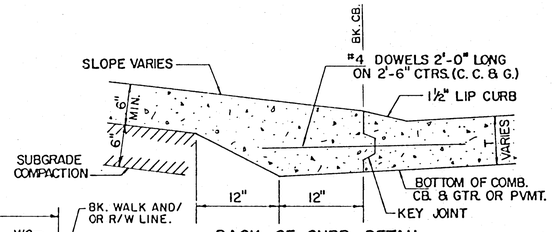




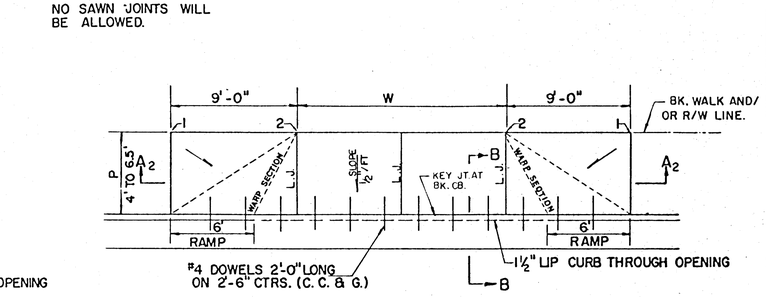


PARKING WIDTH "P"		9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	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	-.19'	-.16'	-.13'	-.10'	-.06'	0.00	0.00	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

RADIUS RAMP DRIVES (P = 9.0' & GREATER)



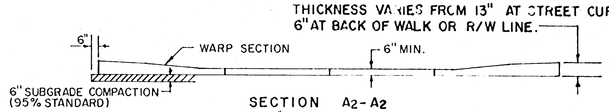
BACK OF CURB DETAIL
SECTION B - B (no scale)



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. "1" 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.	-.26'	-.24'	-.22'	-.20'	-.18'	-.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.

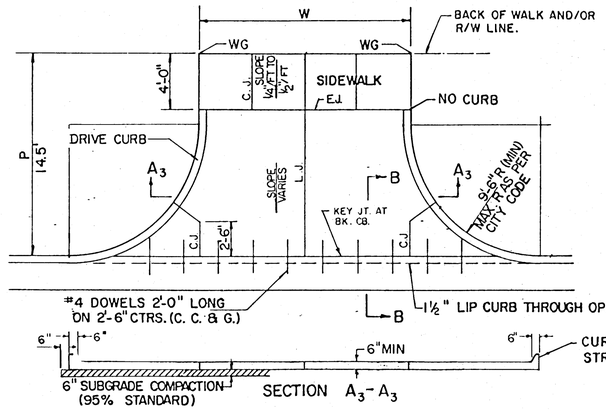
5. DOWEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.

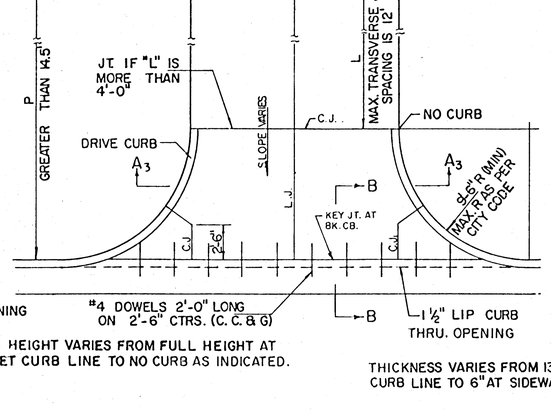
6. ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.

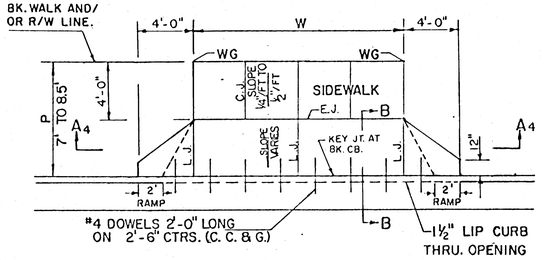
7. ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.

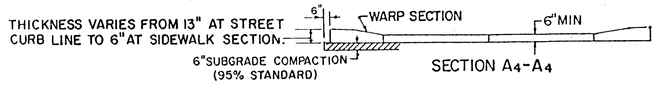
8. ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND THEY MAY BE REINFORCED WITH 6"x12" W4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.

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.









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)

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.	-.15'	-.16'	-.17'	-.17'
ABSOLUTE	MAX. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-.25'	-.20'	-.20'	-.20'

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

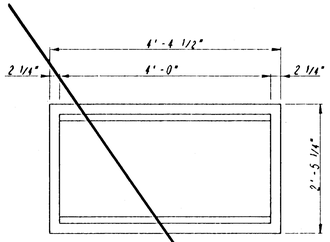
REVISED OCTOBER 1985

SCALE: 1" = 5'

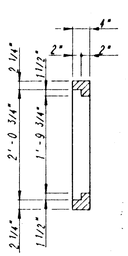
STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

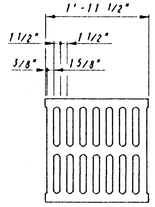
PROJECT NUMBER
081PPP (607879)

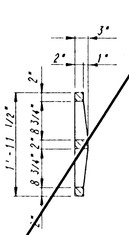
PROJECT NO.	SHEET NO.	TOTAL SHEETS
081 PPP(607879)	5	5



FRAME DETAIL
(Wt. = 460 lbs.)







GRATE DETAIL
(Wt. = 180 lbs.)

GENERAL NOTES

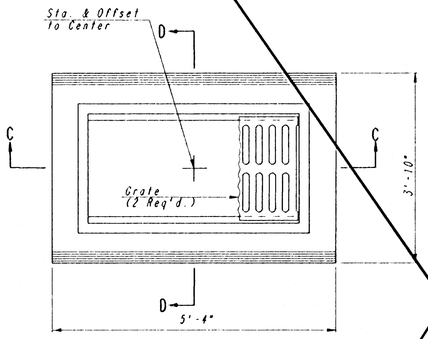
CONCRETE SHALL BE ~~CLASS A (AE)~~ OR THE MIX USED IN CONCRETE PAVEMENT. ALL EXPOSED EDGES SHALL BE FINISHED WITH AN APPROVED EDGING TOOL.

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.

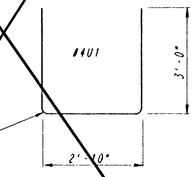
INLET CASTINGS SHALL BE MANUFACTURED USING GOOD QUALITY GRAY IRON CONFORMING TO CLASS 30 OF A.S.T.M. DESIGNATION A-48. DIMENSIONS AND WEIGHTS SHOWN ON THE DETAILED DRAWINGS SHALL BE CONSIDERED AS MINIMUM REQUIREMENTS AND ANY DEVIATIONS FROM THE DIMENSIONS SHOWN MUST BE SPECIFICALLY APPROVED. THE FINISHED 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.

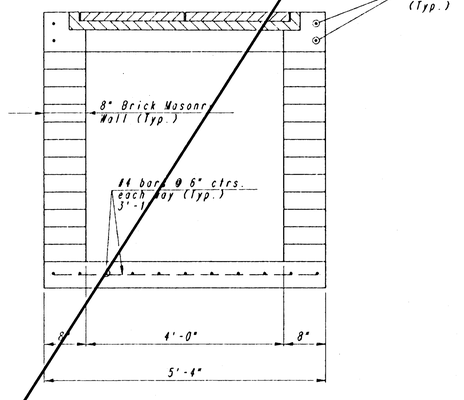
INLET FLOOR SHALL BE SHAPED WITH UNREINFORCED ~~GRASS~~ CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.



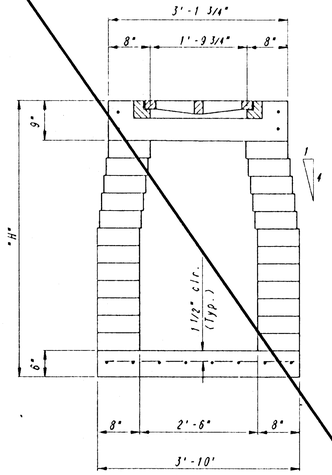
PLAN



BENDING DIAGRAM

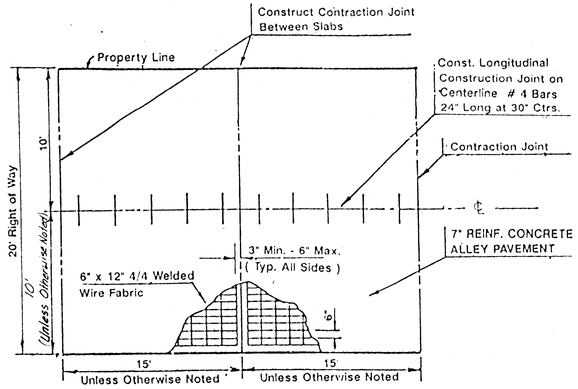


SECTION C-C

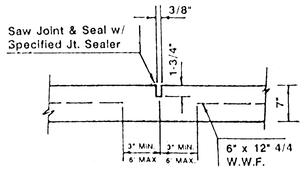


SECTION D-D

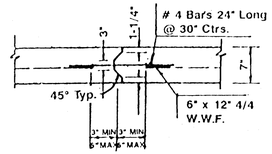
AREA INLET (TYPE I)



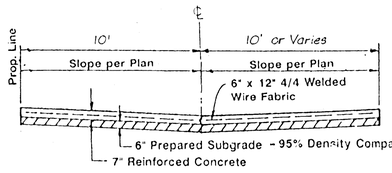
SLAB REINFORCEMENT DETAIL



CONTRACTION JOINT



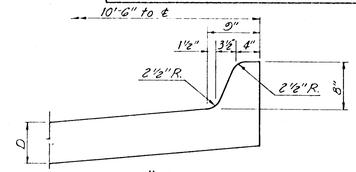
LONGITUDINAL CONSTRUCTION JOINT



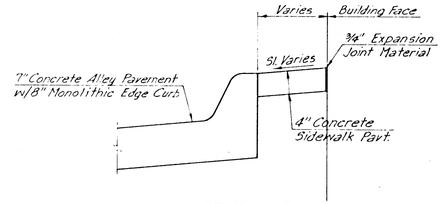
TYPICAL PAVEMENT SECTION

JOINT SEALANT AND BACKER ROD SPECIFICATION

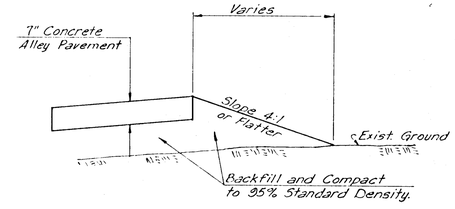
JOINT SEALANT SHALL BE HOT POURED TYPE CONFORMING TO ASTM D1190. BACKER ROD SHALL BE HEAT RESISTANT.



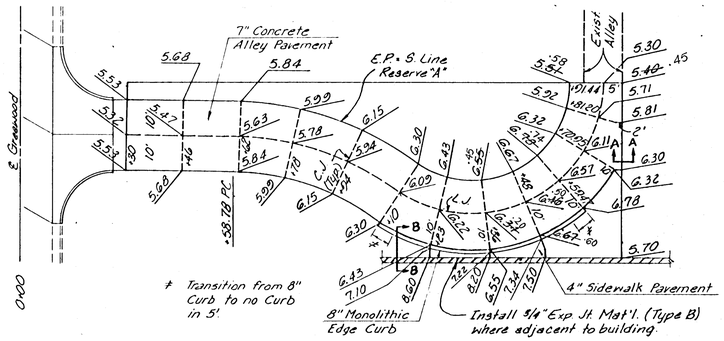
8" EDGE CURB
(Monolithic)



SECTION B-B



SECTION A-A



ALLEY-RESERVE "A"
PAVING PLAN

QUIK 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

PLAN	BY	DATE
SURVEYED		
NOTE BOOK	PLOTTED	
NO.	ALIGNMENT CHECKED	
	R/W OF WAY CHECKED	

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

14-80-3