STREET IMPROVEMENTS

TO SERVE

HOSKINSON ADDITION

MEDIAN REMOVAL

and

DECEL LANE

Project Number

089 PPP (607879)

CITY OF WICHITA, KANSAS

Michael E. Lindebak City Engineer

APPROVED AS NOTED
BY CITY ENGINEER OF WICHITA

Sanitary Sewers _____

Storm Sewers _____

Driveway Approaches _____

Water Mains _____

Paving VRH 8/2/94

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. All Construction and Materials shall comply with the City of Wichita Specifications and Standards (on file and available in the City Engineer's Office).

General Notes

1. *The Contractor will be required to provide notice to utility companies a minimum of TWENTY-FOUR (24) HOURS PRIOR TO any excavation, as follows:*

   KANSAS ONE CALL 687-2470

   The Contractor must notify the following in case of an emergency.

Multimedia Cablevision	262-0661
KPL Gas Service Co.	263-7511
KG&E	264-1141
Arkla Gas Co.	946-0096
Southwestern Bell	1-571-2611
City of Wichita Water Dept.	268-4308
City of Wichita Engineering	268-4501
City of Wichita Traffic Engineering	269-4446

2. *The Contractor shall give all property owners and/or tenants of developed property abutting the project limits a minimum of ten (10) days advance notice prior to start of construction.*

3. *Utility service lines, poles, valve boxes, meters, and etceteras are to be adjusted as necessary by others before construction unless the plans specifically call for their adjustment by the Contractor and/or 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 that do not conflict with proposed construction.*

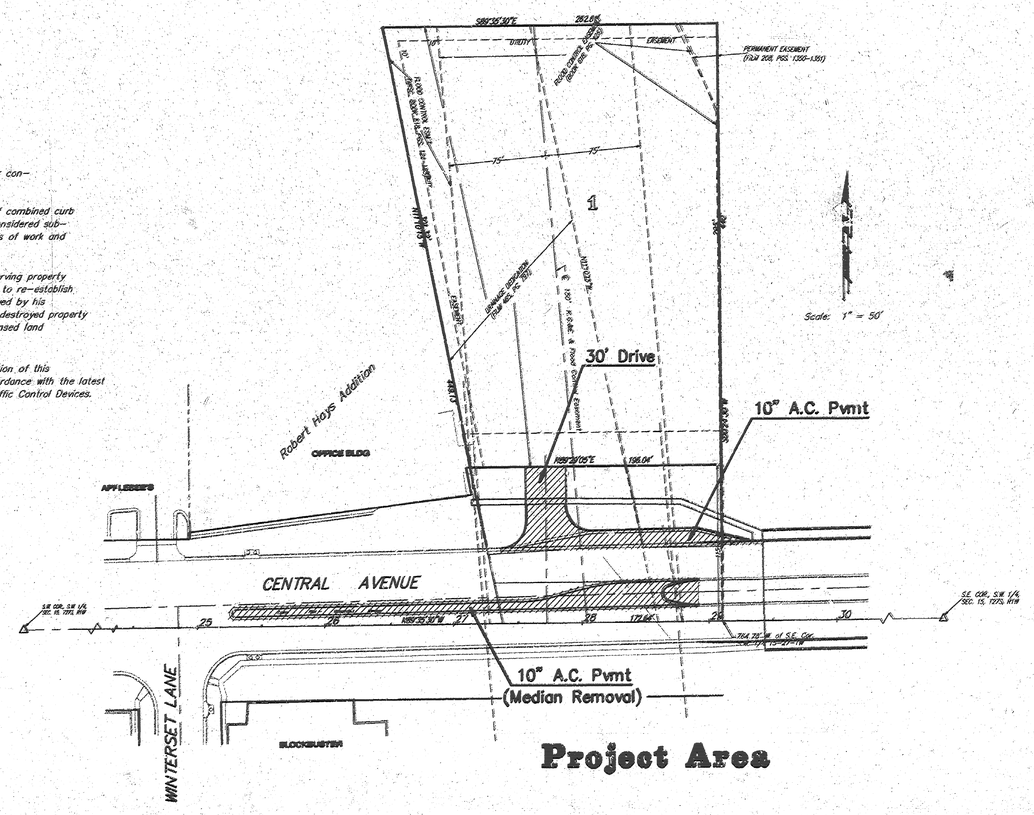
4. *A saw cut of at least one-half the depth of existing surface courses, or one-fourth the depth of the existing total pavement thickness, shall be provided at locations where proposed construction abuts an existing surface course or pavement for which partial removal of that surface or pavement is required. A sawed joint to facilitate removal within three (3) feet of an existing joint is not permitted. Such instances require the limits of removal to extend to the existing joint. Such saw cuts will not be paid for directly as the cost is considered subsidiary to the removal of the surface or pavement.*

5. *This project does include provisions for construction of 1 (one) 30' driveway.*

6. *The cost of widened gutter sections of combined curb and gutter at intersections shall be considered subsidiary to the other contract pay items of work and will not be paid for directly.*

7. *The Contractor is responsible for preserving property irons. The Contractor will be required to re-establish any property irons damaged or destroyed by his construction operations. Damaged or destroyed property irons shall be re-established by a licensed land surveyor according to state laws.*

8. *Traffic to be carried through construction of this project. Traffic to be handled in accordance with the latest addition of the Manual on Uniform Traffic Control Devices.*



Scale: 1" = 50'

Project Area

Benchmarks

DISC ON N.E. END OF BRIDGE OVER BIG SLOUGH ON CENTRAL
ELEV. = 1,317.50 M.S.L. (130.10 CITY DATUM)

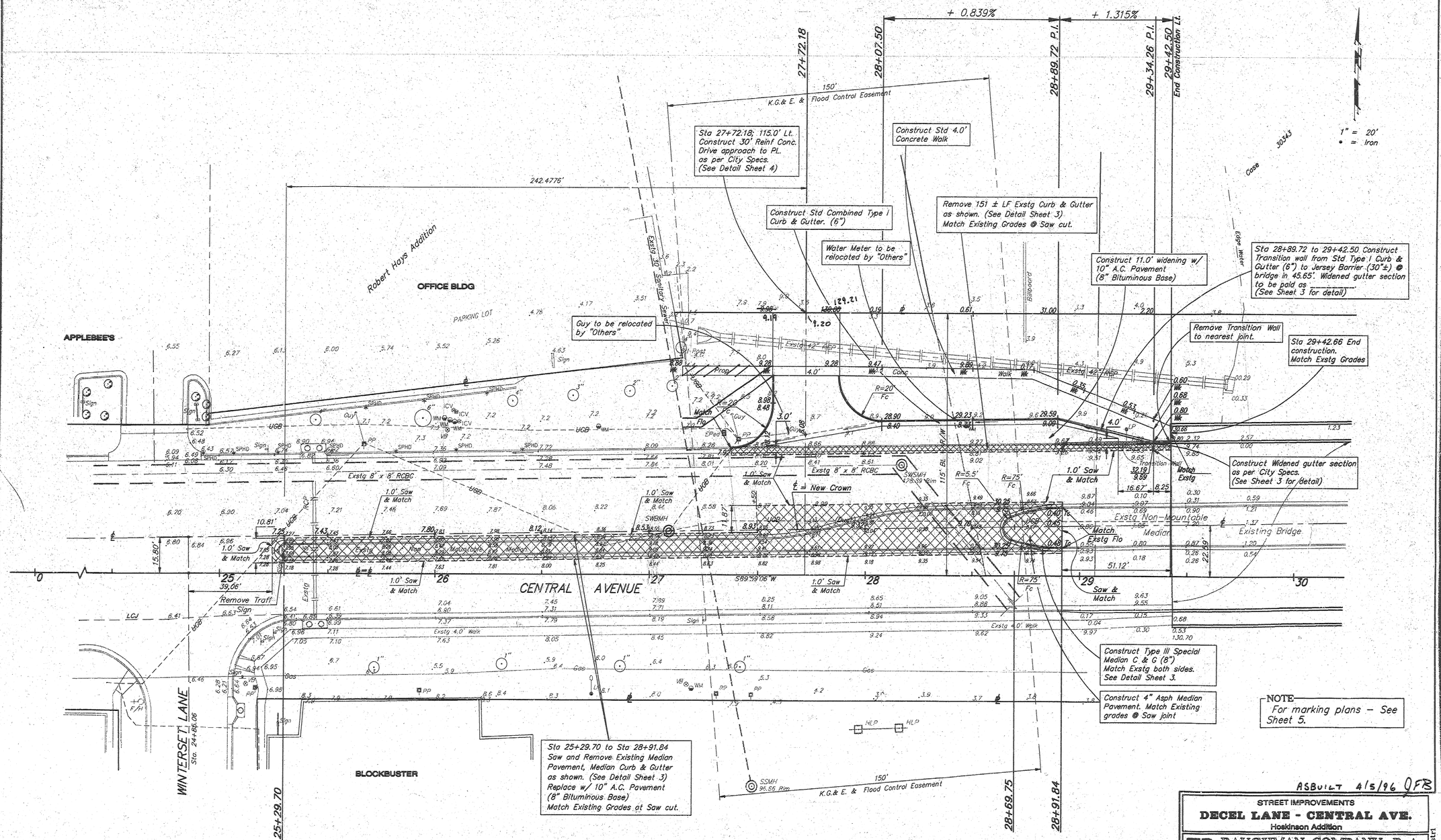
Sheet Index

TITLE SHEET	1.
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PAVEMENT SECTIONS/DETAILS	3.
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MARKING PLAN	5.
PLAT COPY	6.

TIMOTHY R. AUSTIN LICENSED 11496 6/2/94 KANSAS PROFESSIONAL ENGINEER

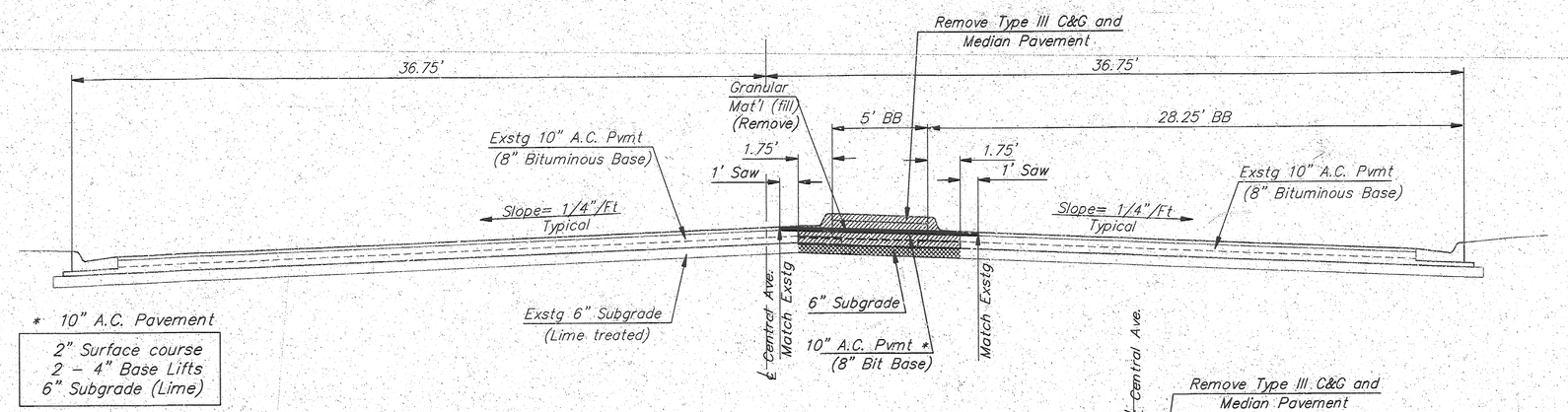
ASBUILT 4/5/96 JFB

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


+ 0.839%
+ 1.315%
27+72.18
28+07.50
28+89.72 P.I.
29+34.26 P.I.
29+42.50 End Construction Lt.
150' K.G.& E. & Flood Control Easement
1" = 20'
• = Iron
Sta 27+72.18; 115.0' Lt. Construct 30' Reinf Conc. Drive approach to PL. as per City Specs. (See Detail Sheet 4)
Construct Std 4.0' Concrete Walk
242.4776'
Construct Std Combined Type I Curb & Gutter. (6")
Remove 151 ± LF Exstg Curb & Gutter as shown. (See Detail Sheet 3) Match Existing Grades @ Saw cut.
Water Meter to be relocated by "Others"
Construct 11.0' widening w/ 10" A.C. Pavement (8" Bituminous Base)
Sta 28+89.72 to 29+42.50 Construct Transition wall from Std Type I Curb & Gutter (6") to Jersey Barrier (30"±) @ bridge in 45.65'. Widened gutter section to be paid as _____. (See Sheet 3 for detail)
Robert Hays Addition
OFFICE BLDG
APPLEBEE'S
PARKING LOT
Guy to be relocated by "Others"
Remove Transition Wall to nearest joint.
Sta 29+42.66 End construction. Match Exstg Grades
Construct Widened gutter section as per City Specs. (See Sheet 3 for detail)
Exstg Non-Mountable Median
Existing Bridge
CENTRAL AVENUE
WINTERSET LANE
Sta. 24+86.06
BLOCKBUSTER
Remove Traff Sign
Construct Type III Special Median C & G (8") Match Exstg both sides. See Detail Sheet 3.
Construct 4" Asph Median Pavement. Match Existing grades @ Saw joint
NOTE
For marking plans – See Sheet 5.
Sta 25+29.70 to Sta 28+91.84 Saw and Remove Existing Median Pavement, Median Curb & Gutter as shown. (See Detail Sheet 3) Replace w/ 10" A.C. Pavement (8" Bituminous Base) Match Existing Grades at Saw cut.
25+29.70
28+69.75
25+91.84
New Crown
S89°59'06"W
Exstg 8' x 8' RCBC
SWMH
Exstg 42" RCP
Exstg 30" RCP
Exstg 4.0' Walk
Exstg 8" Gas
Exstg 8" Water
Exstg 8" Sanitary Sewer
Exstg 6" Force Main
Exstg 12" Water
Exstg 8" Sanitary Sewer
Exstg 8" Water
Exstg 8" Gas
Exstg 6

TYPICAL SECTIONS (Central)

STA. 25+29.70 TO STA 28+91.84 (Median)
STA. 28+07.50 TO 29+42.66 LT. (Decel Ln)



* 10" A.C. Pavement
2" Surface course
2 – 4" Base Lifts
6" Subgrade (Lime)

General Notes

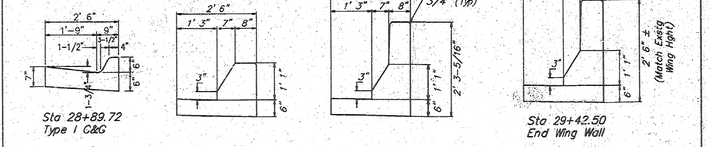
A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

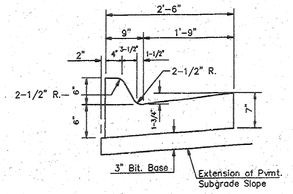
BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

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.

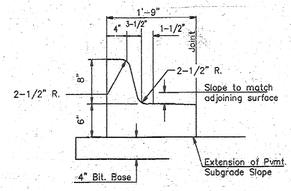
THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 10" ASPHALTIC CONCRETE (8" BITUMINOUS Base.)

TRANSITION SECTION - Type I C&G to End of Wing
Sta 28+89.72 to Sta 29+42.50

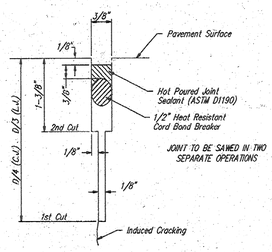




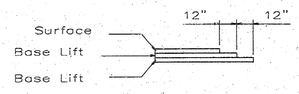
COMBINED CURB & GUTTER - (6")
TYPE I



COMBINED CURB & GUTTER - (8")
TYPE III Special (1'-9" Width)



SAW JOINT DETAIL



TRANSVERSE CONSTRUCTION JOINTS

Transverse construction joints shall be constructed in flexible base pavements at locations where pavement joins existing flexible base pavement as shown by the detail. All costs associated with the construction of the transverse joint shall be included in the bid price for Square Yards 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE).

Hoskinson Addition Median Removal and Decel Ln

HOSKINSON ADDITION
CITY OF WICHITA
TYPICAL PAVEMENT SECTIONS

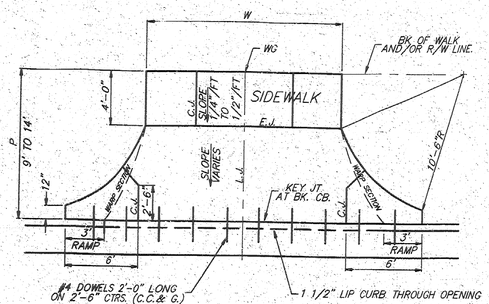
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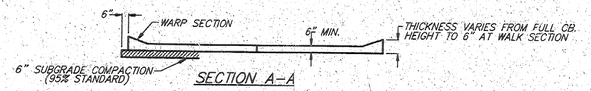
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DESIGN TA	DRAWN SS	APPROVED	DATE AUG94	SCALE NOTED	3 OF 6

HOSKINSON MEDIAN

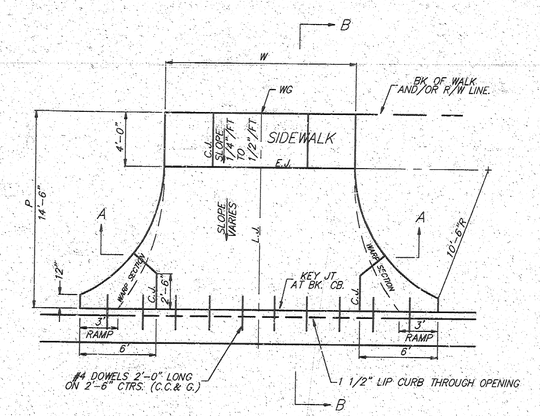


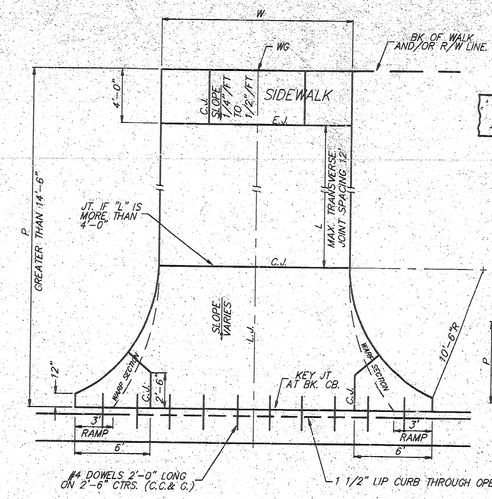
ALT. LONGITUDINAL CONSTRUCTION JOINT

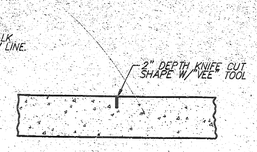




SECTION A–A

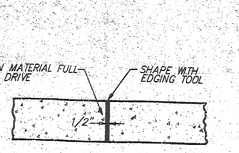




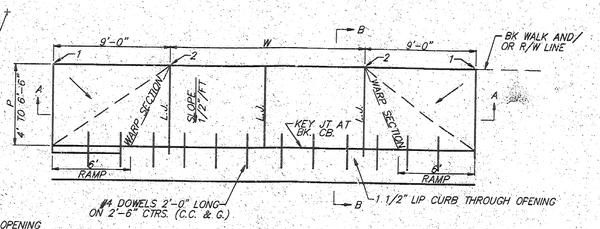


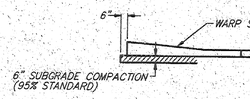
CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

NO SAWN JOINTS WILL BE ALLOWED

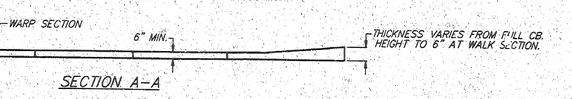


EXPANSION JOINT (E.J.)





SECTION A–A



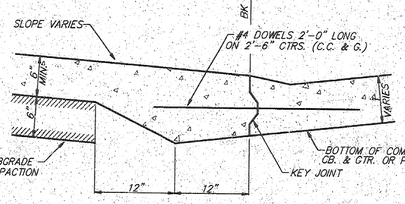
SECTION A–A

PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF P.T. "1" ABOVE TOP OF FULL CURB	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF P.T. "2" BELOW TOP OF FULL CURB	–.26'	–.24'	0.22'	0.20'	–.18'	–.16'

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

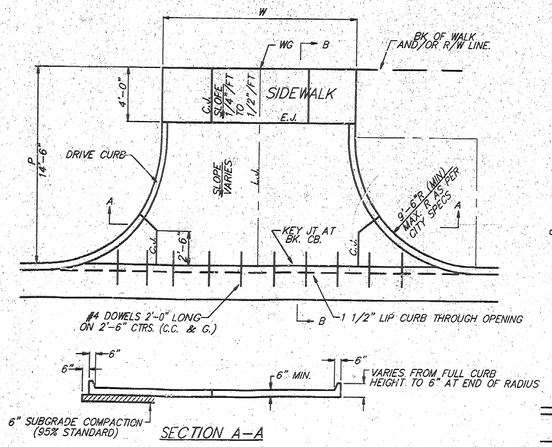
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF P.T. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF P.T. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF P.T. "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 P.T. "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)

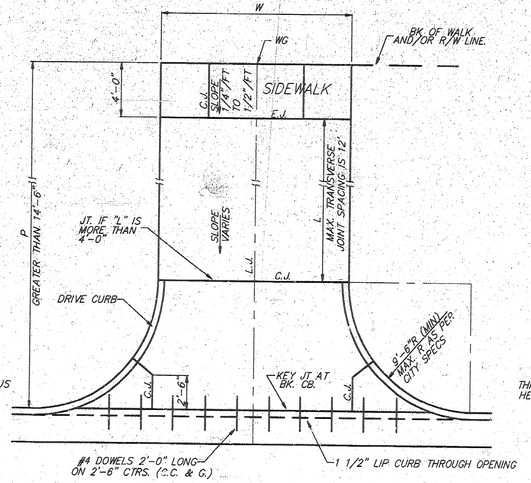


BACK OF CURB DETAIL

SECTION B–B (NO SCALE)

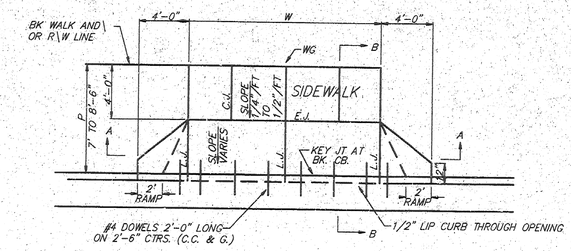


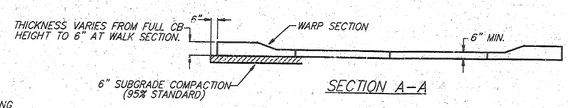
SECTION A–A



PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF P.T. "WG" ABOVE TOP OF FULL CURB	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF P.T. "WG" ABOVE TOP OF FULL CURB	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF P.T. "WG" ABOVE TOP OF FULL CURB	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF P.T. "WG" ABOVE TOP OF FULL CURB	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

FULL RADIUS DRIVES (P = 14.5' & GREATER)





SECTION A–A

PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF P.T. "WG" ABOVE TOP OF FULL CURB	0.00'	0.10'	0.20'	0.30'
OPTIMUM MAX. DIST. OF P.T. "WG" ABOVE TOP OF FULL CURB	0.00'	0.10'	0.20'	0.30'
OPTIMUM MIN. DIST. OF P.T. "WG" ABOVE TOP OF FULL CURB	0.15'	0.16'	0.17'	0.17'
ABSOLUTE MAX. DIST. OF P.T. "WG" BELOW TOP OF FULL CURB	–.25'	–.20'	–.20'	–.20'

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

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. CONSTRUCTION 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 ENGINEERS 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.

STANDARD DRIVE ENTRANCES

FULL HEIGHT CURB

SCALE: 1" – 5'

City of Wichita, Kansas

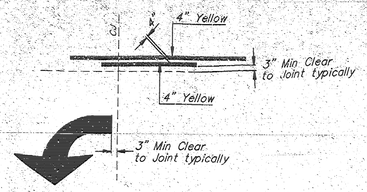
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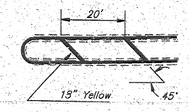
089 PPP (607879)

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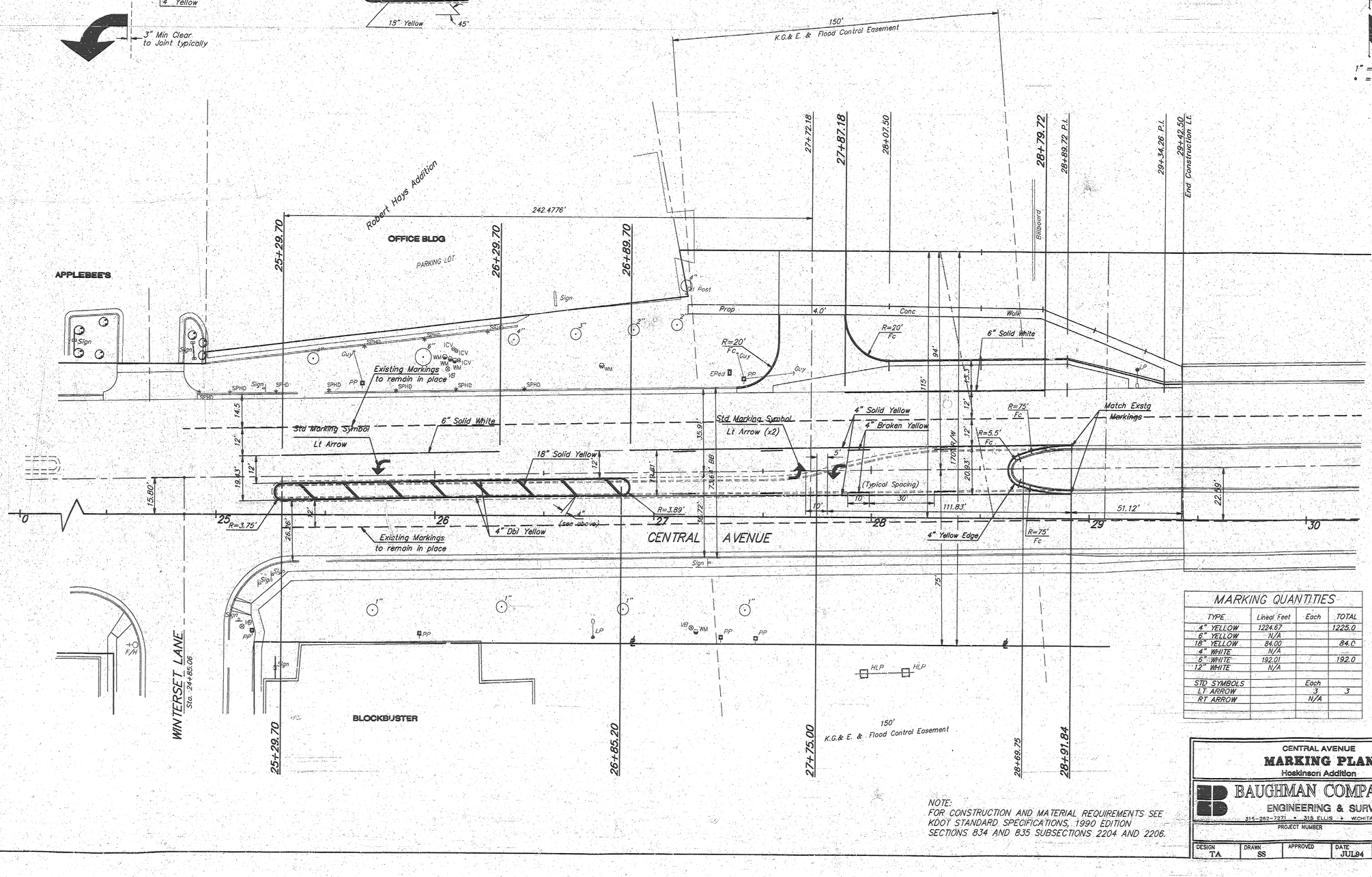
6

TYPICAL MARKING SPACING





1" = 20'
• = Iron



NOTE:
FOR CONSTRUCTION AND MATERIAL REQUIREMENTS SEE KDOT STANDARD SPECIFICATIONS, 1990 EDITION SECTIONS 834 AND 835 SUBSECTIONS 2204 AND 2206.

MARKING QUANTITIES

TYPE	Lineal Feet	Each	TOTAL
4" YELLOW	1224.67		1225.0
6" YELLOW	N/A		
18" YELLOW	84.00		84.0
4" WHITE	N/A		
6" WHITE	192.01		192.0
12" WHITE	N/A		
STD SYMBOLS		Each	
LT ARROW		3	3
RT ARROW		N/A	

CENTRAL AVENUE
MARKING PLAN
Hoskinson Addition

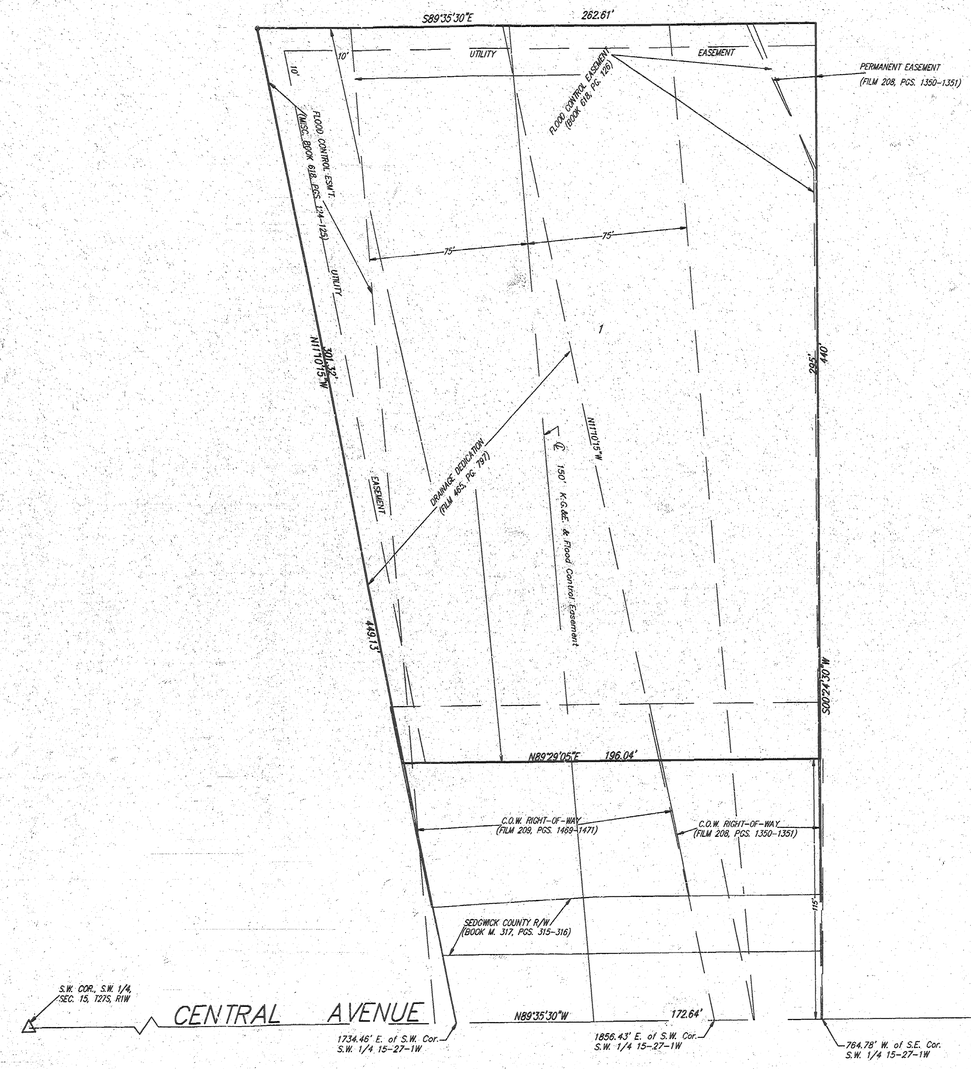
BAUGHMAN COMPANY P.A.
ENGINEERING & SURVEYING
316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER				SHEET 5 OF 6
DESIGN TA	DRAWN SS	APPROVED	DATE JUL94	SCALE Noted

Hoskin/Cormark

HOSKINSON ADDITION

SEDGWICK COUNTY, KANSAS



Scale: 1" = 30'

BENCHMARK:
DISC ON N.E. END OF BRIDGE OVER BIG SLOUGH ON CENTRAL
ELEV. = 1317.50 M.S.L. (1310.10 CITY DATUM)

MINIMUM BUILDING PAD ELEVATION = 1260 CITY DATUM (1313.4 M.S.L.)

State of Kansas)
Sedgwick County) SS We, Baughman Company, P.A., Surveyors in aforesaid County and State do hereby certify that we have surveyed and platted "HOSKINSON ADDITION", Sedgwick County, Kansas and that the accompanying plat is a true and correct exhibit of the property surveyed, described as follows: A tract in the S.W. 1/4 of Sec. 15, Twp. 27-S, R-1-W of the 6th P.M., Sedgwick County, Kansas, described as beginning at a point 764.78 feet west of the S.E. Corner thereof; thence N89°35'30"W along the south line of S.W. 1/4, 172.64 feet to a point 1734.46 feet east of the S.W. Corner of said S.W. 1/4; thence N11°10'15"W, 449.13 feet; thence S89°35'30"E, 262.61 feet to a point north of beginning as measured at right angles to the south line of said S.W. 1/4; thence S00°24'30"W, 440 feet to beginning, except the south 115 feet deeded for street.

Baughman Company, P.A.

_____ Surveyor
Gregory F. Severns

Know all men by these presents that we, the undersigned, have caused the land in the surveyors certificate to be platted into a Lot to be known as "HOSKINSON ADDITION", Sedgwick County, Kansas. The utility easements are hereby granted as indicated for the construction and maintenance of all public utilities. The Minimum Building Pad Elevation for lowest opening to the structures shall be as shown on the face of the plat.

_____ Richard D. Hoskinson

_____ Verda M. Hoskinson

State of Kansas)
Sedgwick County) SS The foregoing instrument acknowledged before me, this ____ day of _____, 1994, by Richard D. Hoskinson and Verda M. Hoskinson, husband and wife.

_____ Notary Public

My App't. Exp. _____

This plat of "HOSKINSON ADDITION", an Addition to Sedgwick County, Kansas has been submitted to and approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Kansas.
Dated this ____ day of _____, 1994.
Wichita-Sedgwick County Metropolitan Area Planning Commission

_____ Chairman
James D. Miner

_____ Secretary
Marvin S. Krout

This plat approved and all dedications shown hereon accepted by the City Council of the City of Wichita, Kansas, this ____ day of _____, 1994.

_____ Mayor
Elma Broadfoot

_____ City Clerk
Pat Burnett

Entered on transfer record this ____ day of _____, 1994.

_____ County Clerk
Susan E. Crockett-Spoon

State of Kansas)
Sedgwick County) SS This is to certify that this plat has been filed for record in the office of the Register of Deeds, this ____ day of _____, 1994, at ____ o'clock __ M; and is duly recorded.

_____ Register of Deeds
Pat Kettler

_____ Deputy
Ed Resa

Plat Copy
Hoskinson Addn.

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

PROJECT NUMBER				SHEET
472 78 245	000 000 001			6 OF 6
DESIGN	DRAWN	APPROVED	DATE	SCALE
			JUN94	Noted

hoskin \hoskplot