

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).	

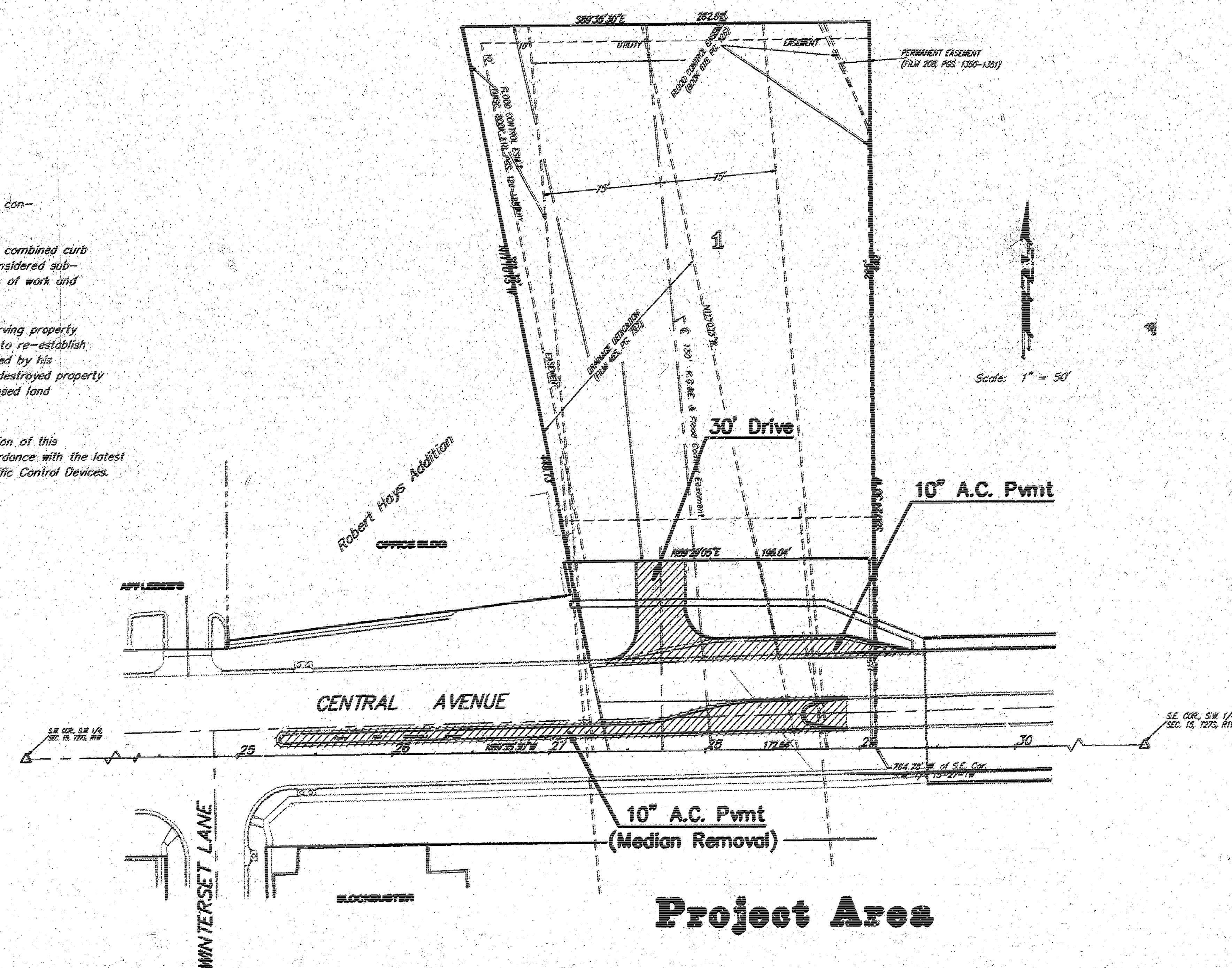
General Notes

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
K&G 264-1141
Arkla Gas Co. 946-0096
Southwestern Bell 1-571-2611
City of Wichita Water Dept. 268-4908
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.

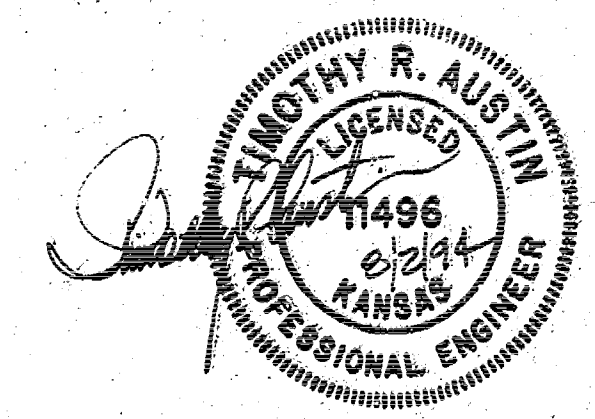


Benchmarks

DISC ON N.E. END OF BRIDGE OVER BIG SLOUGH
ON CENTRAL
ELEV. = 1317.50 M.S.L. (130.10 CITY DATUM)

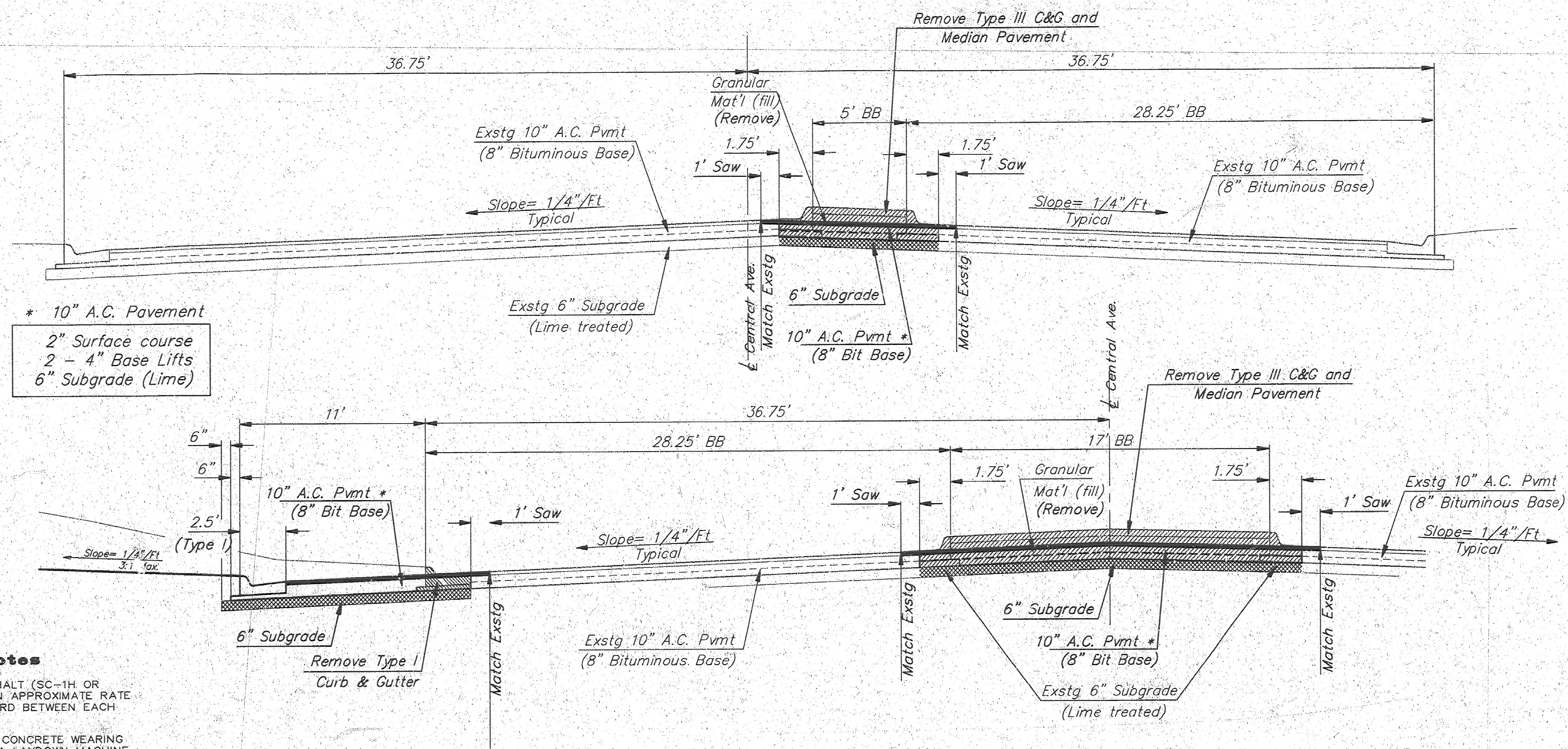
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ASBUILT 4/5/96 JFB
BAUGHMAN COMPANY P. A.
ENGINEERING & SURVEYING
316/262-7271 • 319 ELLIS • WICHITA, KANSAS 67211

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



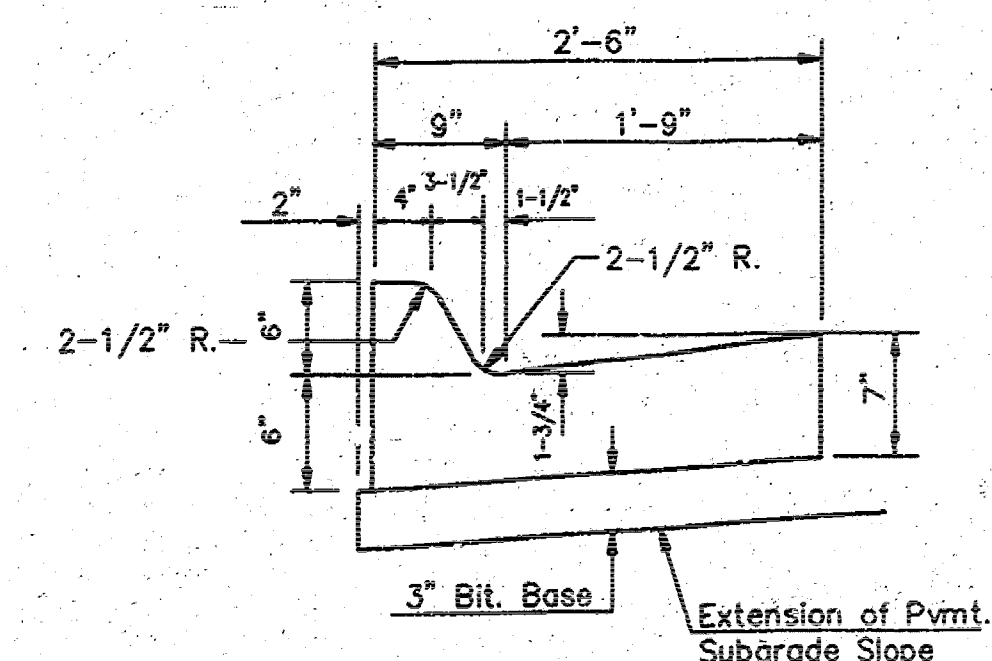
General Notes

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.

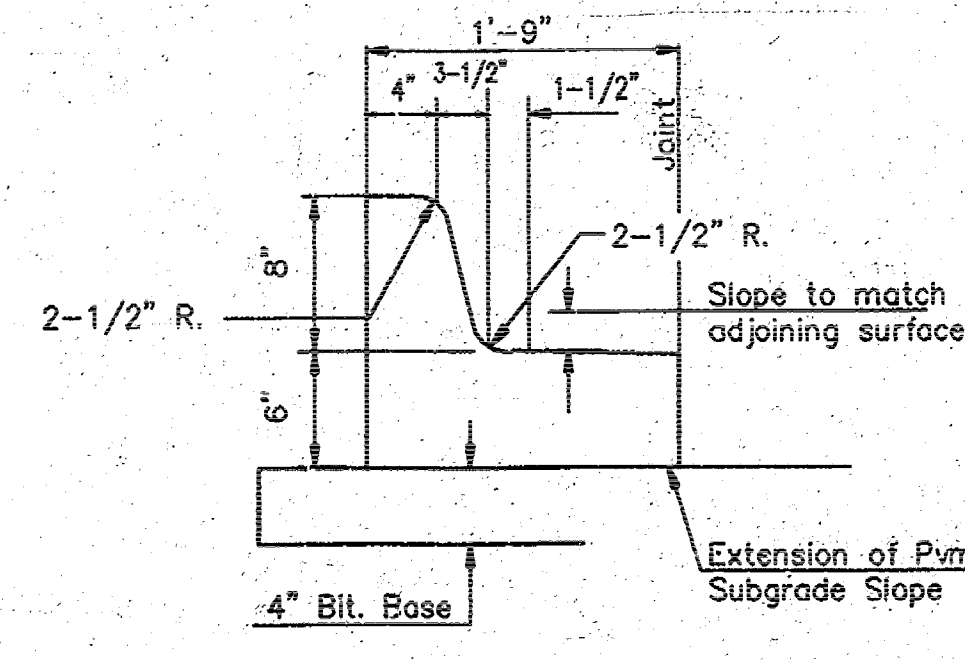
BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

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.

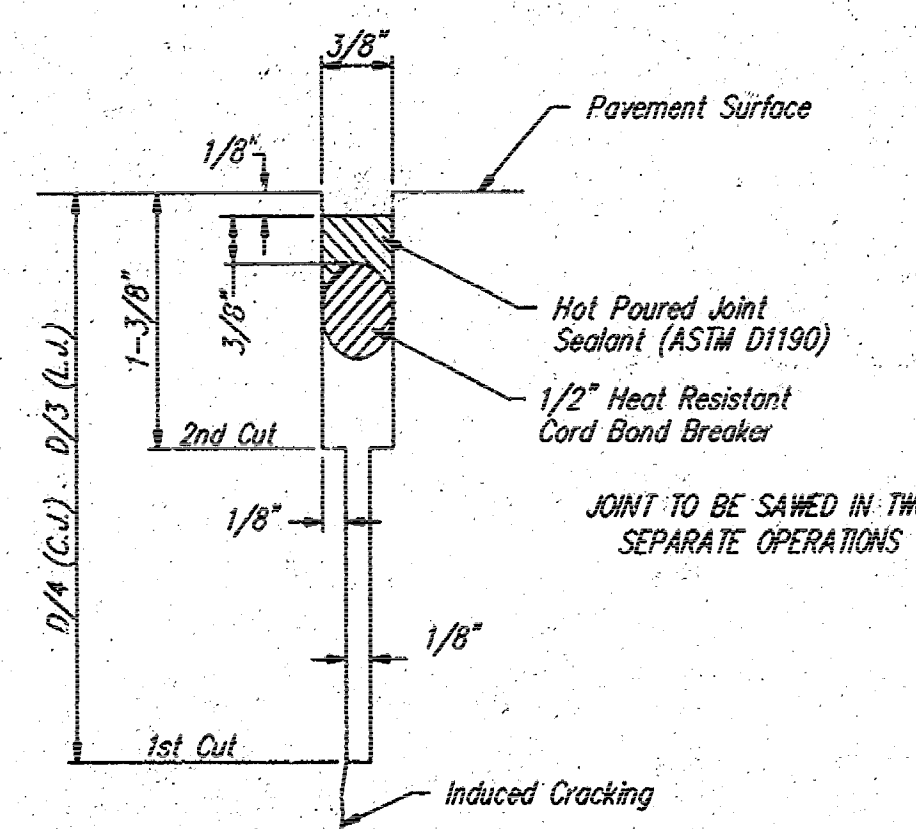
THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 10" ASPHALTIC CONCRETE (8" BITUMINOUS BASE).



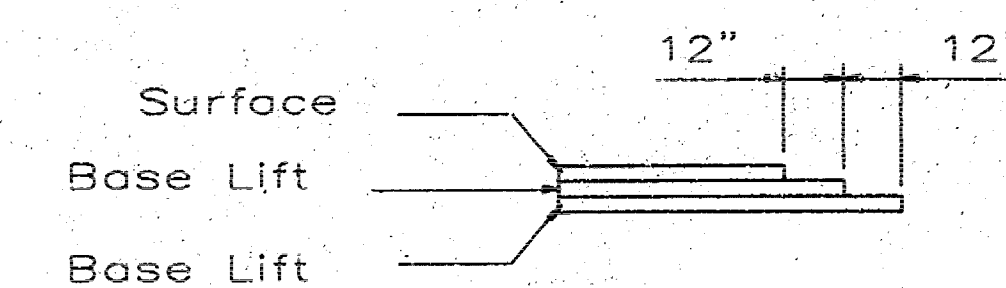
COMBINED CURB & GUTTER - (6")
TYPE I



COMBINED CURB & GUTTER - (6")
TYPE III Special (1'-9" Width)



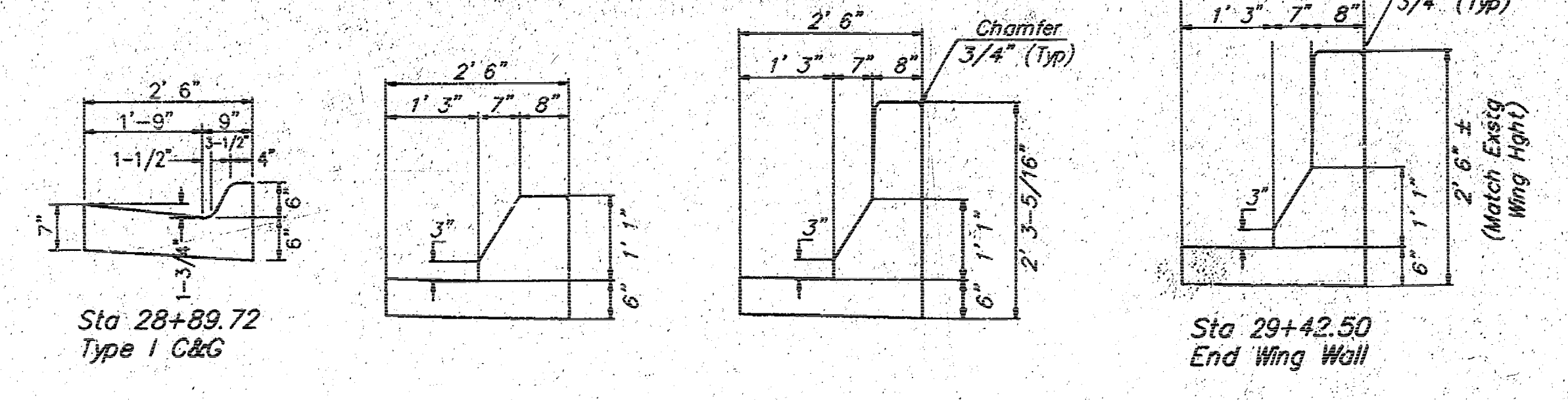
SAW JOINT DETAIL



TRANSVERSE CONSTRUCTION JOINTS

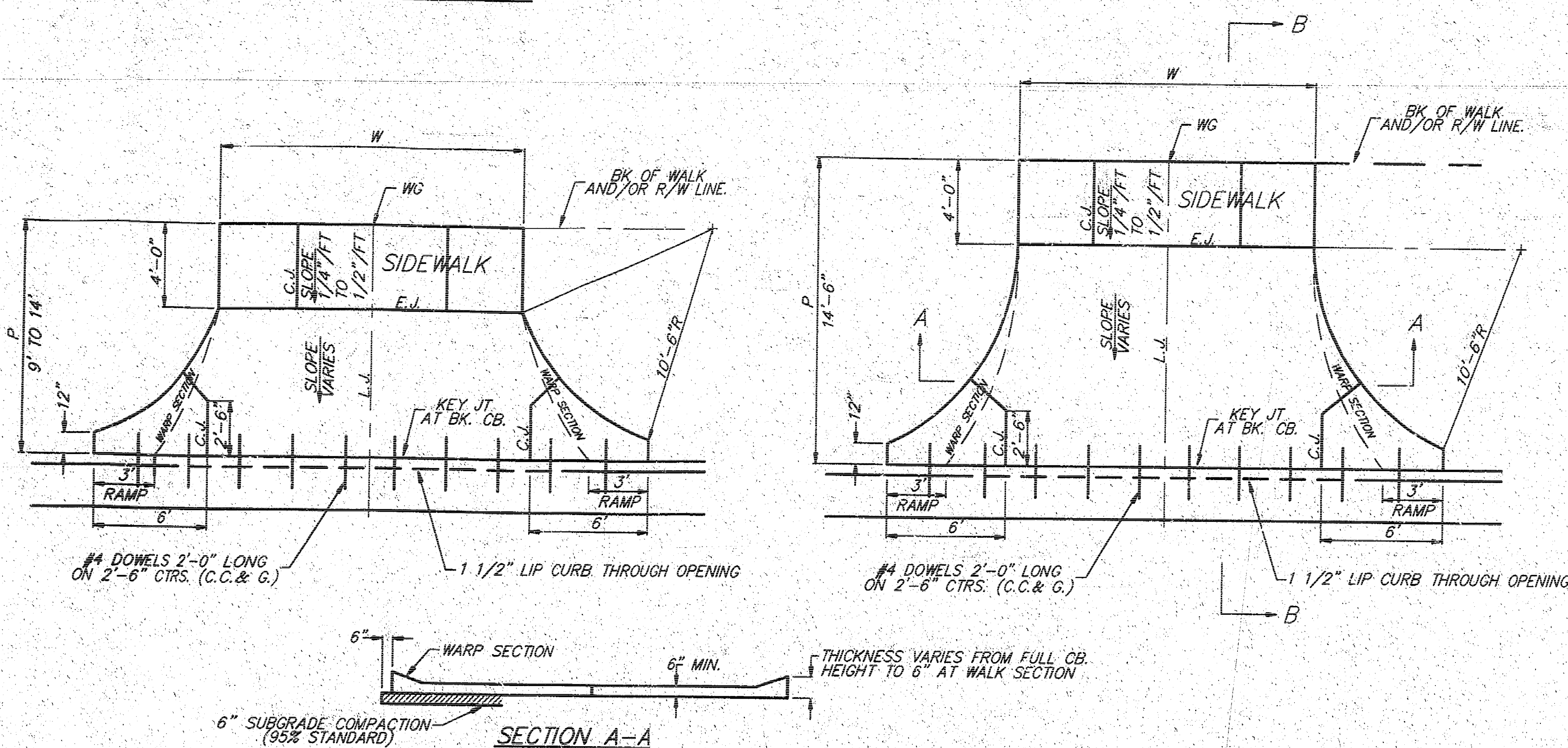
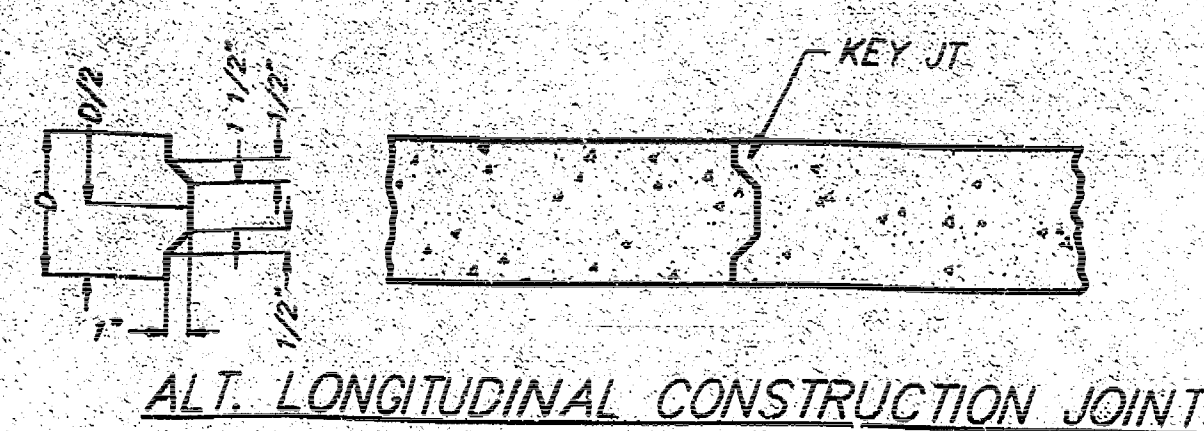
Transverse construction joints shall be constructed in flexible base pavements at locations where pavement joins existing flexible base pavement as shown by the detail. All costs associated with the construction of the transverse joint shall be included in the bid price for Square Yards 5" ASPHALTIC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

TRANSITION SECTION - Type I C&G to End of Wing
Sta 28+09.72 to Sta 29+42.50



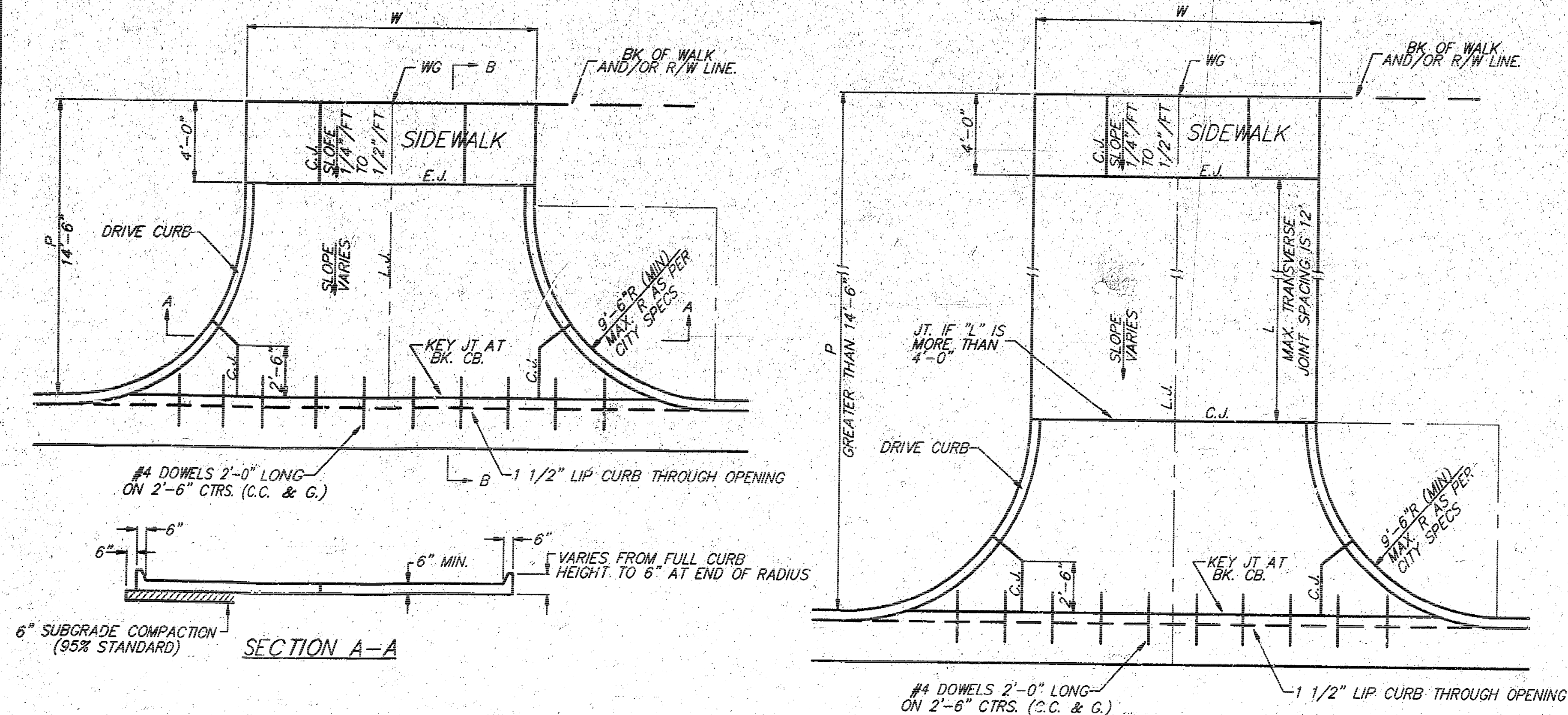
Hoskinson Addition Median Removal and Decel Ln

HOSKINSON ADDITION CITY OF WICHITA TYPICAL PAVEMENT SECTIONS			
BAUGHMAN COMPANY P.A. ENGINEERING & SURVEYING 318-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211			
DESIGN	DATE	APPROVED	SCALE
PA	AUG 84	SS	NOTED
PROJECT NUMBER			SHEET
			3



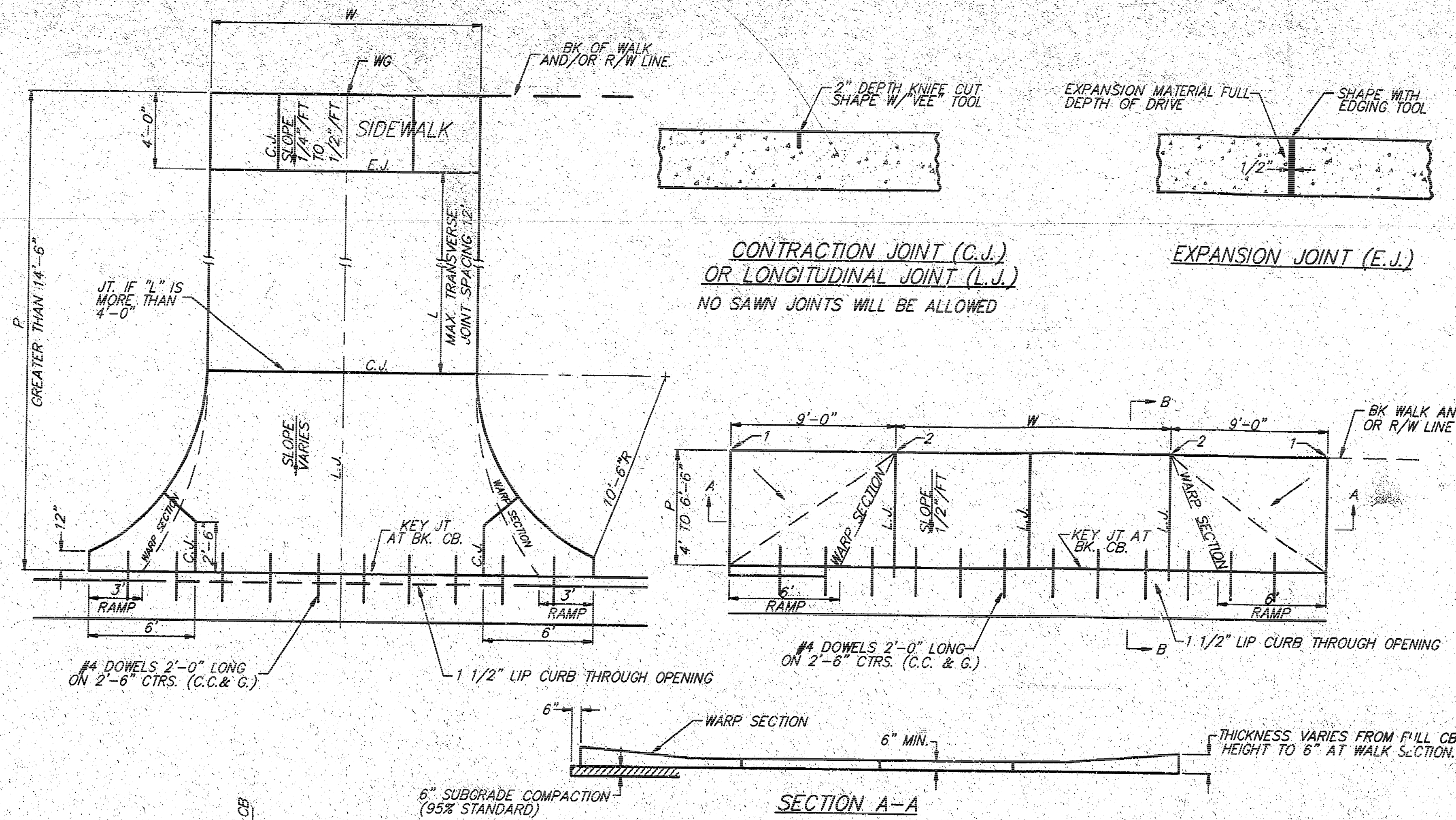
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'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



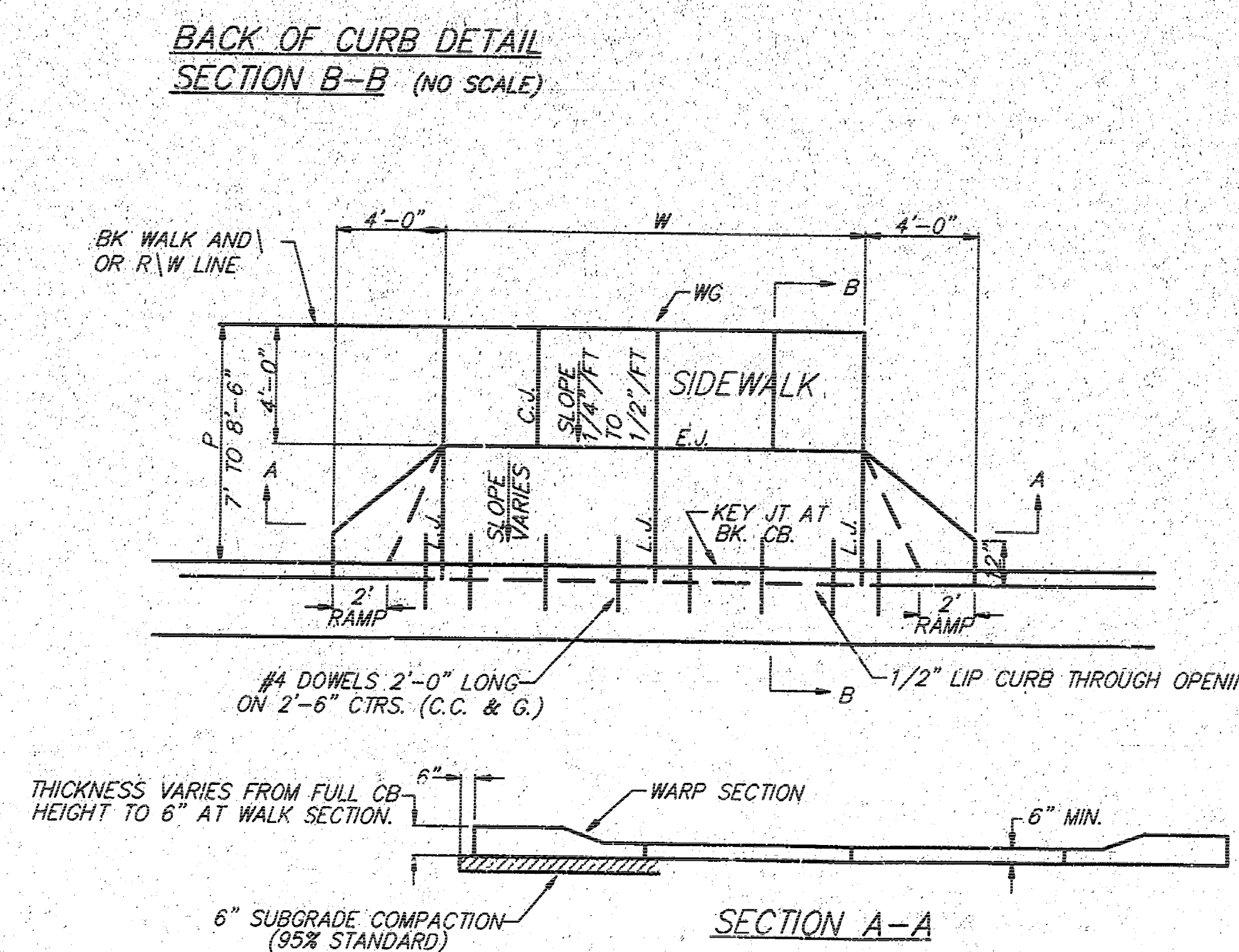
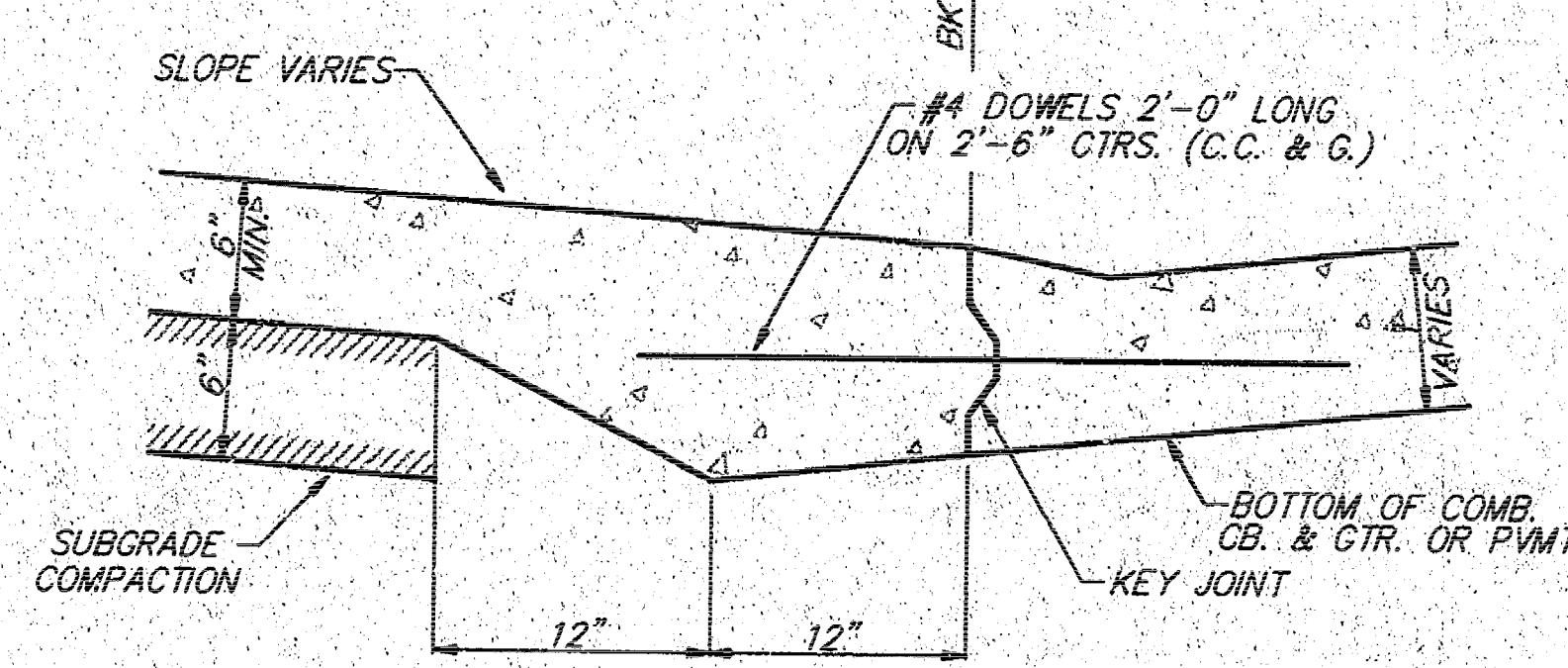
PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	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 CURB	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"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "1" ABOVE TOP OF FULL CURB	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "2" BELOW TOP OF FULL CURB	-0.26'	-0.24'	0.22'	0.20'	-0.18'	-0.16'

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



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

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

- GENERAL NOTES
- 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.
 - 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'.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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 OUTER 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'

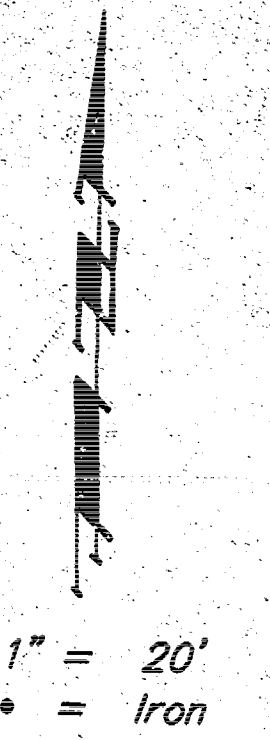
City of Wichita, Kansas

Project Number

089 PPP (607879)

4

6



CENTRAL AVENUE			
MARKING PLAN			
Hoskinsari Addition			
 BAUGHMAN COMPANY P.A. ENGINEERING & SURVEYING			
315-282-7227 215 ELLIS WICHITA, KANSAS 67211			
PROJECT NUMBER			
DESIGN TA		DRAWN SS	
APPROVED		DATE JUL94	
SCALE Noted		SHEET 5 OF 6	

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

HOSKINSON ADDITION

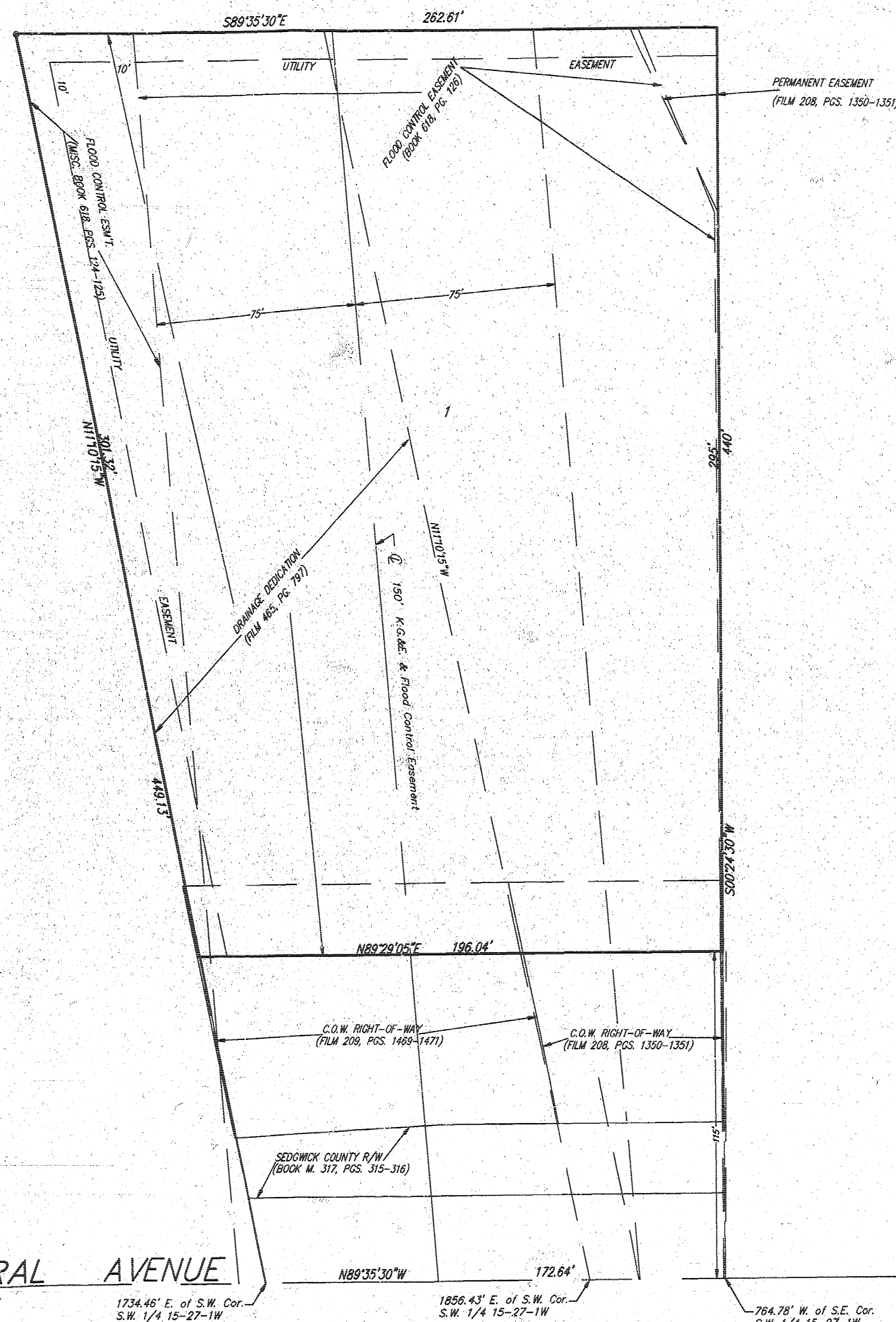
SEDGWICK COUNTY, KANSAS



Scale: 1" = 30'

BENCHMARK:
DISC ON N.E. END OF BRIDGE OVER BIG SLOUGH ON CENTRAL
ELEV. = 1317.50 M.S.L. (130.10 CITY DATUM)

MINIMUM BUILDING PAD ELEVATION = 126.0 CITY DATUM (1313.4 M.S.L.)



State of Kansas) SS We, Baughman Company, P.A., Surveyors in
Sedgwick 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.

Gregory F. Severns Surveyor

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) SS The foregoing instrument acknowledged be-
fore me, this day of , 1994, by Richard D.
Hoskinson and Verda M. Hoskinson, husband and wife.

My App't. Exp. _____

Notary Public

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

James D. Miner Chairman

Marvin S. Krout Secretary

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

Elma Broadfoot Mayor

Pat Burnett City Clerk

Entered on transfer record this day
of , 1994.

Susan E. Crockett-Spoon County Clerk

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

Pat Kettler Register of Deeds

Ed Resa Deputy

Plat Copy			
Hoskinson Addn.			
BAUGHMAN COMPANY P.A.			
ENGINEERING & SURVEYING			
316-282-7271 • 315 ELLIS • WICHITA, KANSAS 67211			
PROJECT NUMBER	472 76 245	000 000 001	SHEET 6 OF 6
DESIGN	DRAWN	APPROVED	DATE JUN 94
SCALE		Noted	