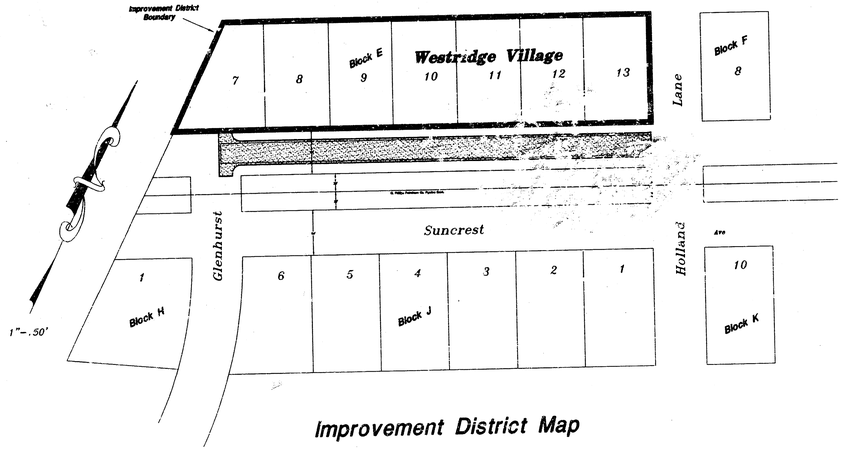
Street Improvements along Suncrest Avenue in Westridge Village an addition to Sedgwick County, Kansas

from the west line of Westridge Village to the west line of Holland Lane serving Lots 7 - 13, Block E

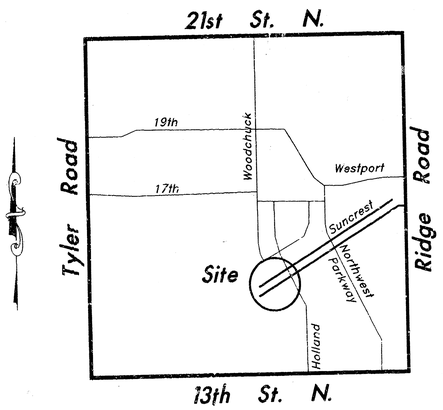
Michael E. Lindebak, P.E., City Engineer

City of Wichita Project No. 472-76-245-82504-000-000-001

OCA No. 762765



Improvement District Map



Vicinity Map

Bench Mark:

Chiseled "□", Top of Curb, northeast corner, Holland and Harvest
Elevation: 157.91, City Datum

Plans Prepared by
S. E. Anderson PE/LS
Consulting Engineer
Whitewater, Kansas
March, 2000

Index of Sheets

Sht. 1	Title Sheet
Sht. 2	Typical Section, Paving details
Sht. 3	Signing Details
Sht. 4	Paving Plan
Sht. 5	Cross Sections
Sht. 6	Final Plan

General Notes

1. Contractor will be required to provide a minimum advance notice of forty-eight (48) hours to utility companies prior to starting any excavation as follows:

Kansas One-Call 687-2470

The contractor must notify the following in case of emergency.

Kansas Pipeline: 1-800-467-2751 or 1-913-888-7139
Phillips Pipeline: 1-316-838-1588 or 1-316-344-2361

Contractor shall notify any utility companies which are not notified by Kansas One-call 48 hours prior to construction.

2. Existing utilities are shown on the plans based on the best information available at the time of design. Some utilites may exist which are not shown; locations shown may not represent the precise locations of existing utility lines. Contractor shall be responsible for determining precise location of all existing utilities.

3. Contractor shall coordinate his operations with utility companies. Contractor shall be required to machine or hand excavate in the vicinity of existing utility lines to determine precise locations. Cost of such excavations shall be considered incidental to the project.

4. Contractor shall be soley responsible for any damage to existing utilities caused directly or indirectly by his operations.

5. Contractor shall be responsible for furnishing and installing all traffic devices. Traffic control shall conform to the City of Wichita Traffic Control Manual, latest edition. All necessary traffic control materials, devices, equipment and labor shall be considered incidental to the project.

6. Trees and shrubs in public right-of-way which are in direct conflict with the proposed new construction shall be removed by the contractor with the engineer's approval. Trees and shrubs which are not in direct conflict with proposed new construction shall be saved and protected from damage. The cost for any required tree trimming, clearing and/or grubbing shall be considered incidental to the project.

7. The contractor shall restore all ditches, swales, road shoulders, entrances and bank lines to their original slopes and grades except as shown otherwise. Any swale grading or re-grading called for on the plans or determined to be necessary during construction to provide adequate drainage shall be considered subsidiary to the bid item "excavation."

8. Rubble from the removal of miscellaneous structures, including any tree trimmings, shall be disposed of on sites provided by the contractor. These sites shall also be approved by the engineer as to suitability, appearance, and site location. Locations that, in the opinion of the engineer, leave an unsightly appearance will not be approved. All disposal sites must be approved by the Kansas Department of Health and Enviroment. Material either stockpiled or disposed of in a flood plain will 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 may require Archaeological investigations unless buried in a previously approved disposal location.

9. All areas of public right of way disturbed by construction shall be seeded, fertilized and mulched in accordance with the standard specifications. This work shall be considered incidental to the project.

10. No drive approaches shall be constructed as part of this project.

11. The contractor shall be responsible for preserving property irons. All irons which are damaged or destroyed by his construction activities shall be re-established by a Land Surveyor licensed in Kansas in accordance with applicable laws and regulations.

12. Contractor shall comply with all applicable federal, state and local laws, codes and regulations. It shall be the responsibility of the Contractor to insure that all OSHA regulations are complied with.

13. The Water Department shall field locate water valves one time during constructin when requested by the contractor. It shall be the contractor's responsibility to preserve such field locations during the constrution process. Water valves, water valve boxes or fire hydrants damaged during construction shall be repaired by the contractor at his own espense.

14. The contractor shall adjust water valve boxes as directed by the engineer. This work shall be incidental to the project.

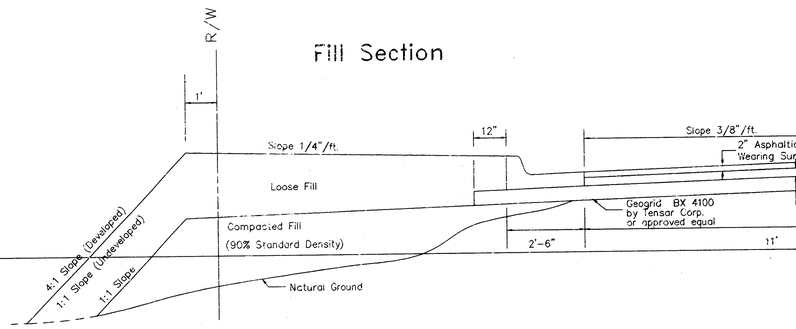
15. The contractor shall satisfy himself of surface and subsurface conditions prior to bidding.

STEVE E. ANDERSON — LICENSED — LAND SURVEYOR — 4/12/00

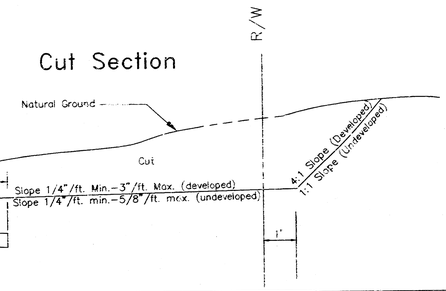
Typical 27' Pavement Details

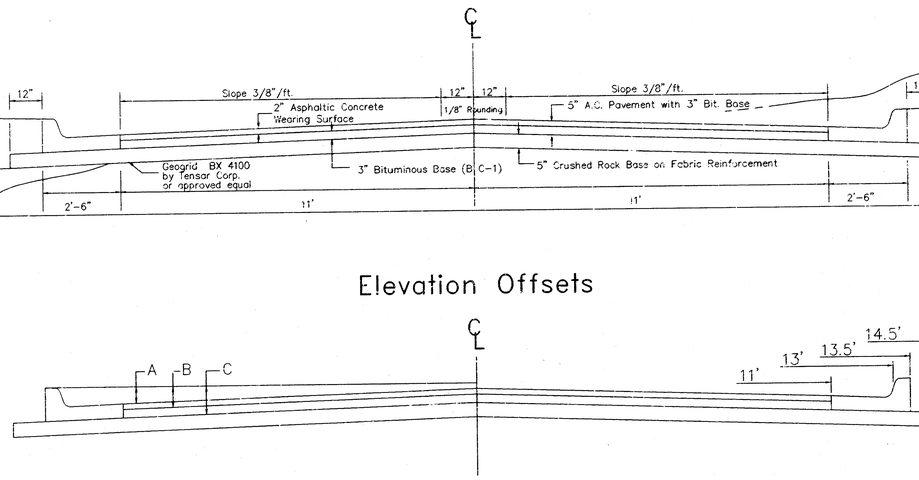
Transverse Section

Fill Section



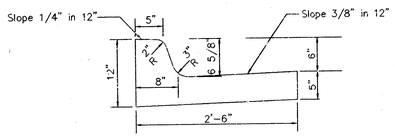
Cut Section





Elevation Offsets

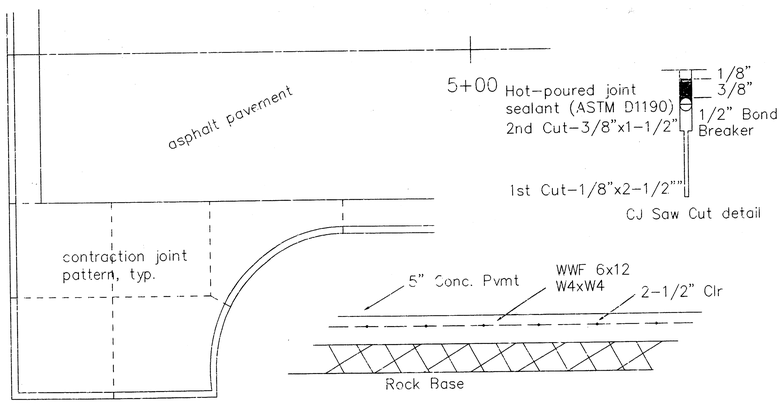
Combined Curb & Gutter



	Distance from Centerline (Lt. & Rt.)									
	0'	2'	4'	6'	6.5'	8'	10'	11'	13'	13.5'
A. Top of curbs to top of surface lift	0.16	0.22	0.28	0.34	0.36	0.41	0..47	0..49	–	–
B. Top of curbs to top of base lift	0.33	0.39	0.45	0.51	0.53	0.58	0.64	0.66	–	–
C. Top of curbs to top of rock base	0.58	0.64	0.70	0.76	0.78	0.83	0.89	0.91	0.98	1.00

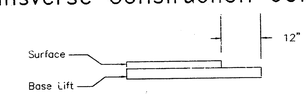
END AREA VOLUME LISTING

Station	Cut Area (sqft)	Fill Area (sqft)	Cut 1.0000 Volume (yds)	Fill 1.0000 Volume (yds)	Cut 1.0000 Tot Vol (yds)	Fill 1.0000 Tot Vol (yds)	Mass Ordinate
4+62	97.45	0.25					
			70.80	0.24	70.80	0.24	70.56
4+82	93.70	0.40					
			22.03	0.06	92.83	0.30	92.53
4+90	54.98	0.00					
			19.88	0.00	112.70	0.30	112.40
5+00	52.35	0.02					
			87.94	0.92	200.64	1.22	199.42
5+50	42.62	0.98					
			85.84	0.90	286.49	2.13	284.36
6+00	50.09	0.00					
			103.48	0.00	389.97	2.13	387.84
6+50	61.67	0.00					
			122.11	0.00	512.08	2.13	509.95
7+00	70.21	0.00					
			129.59	0.00	641.67	2.13	639.54
7+50	69.74	0.00					
			126.04	0.00	767.71	2.13	765.58
8+00	66.38	0.00					
			114.74	0.00	882.45	2.13	880.32
8+50	57.54	0.00					
			95.34	0.97	977.79	3.09	974.70
9+00	45.43	1.04					
			87.19	1.10	1064.99	4.19	1060.80
9+50	48.74	0.14					
			28.02	0.06	1093.01	4.25	1088.76
9+70	26.91	0.01					



Fabric base reinforcement shall be BX1100 by Tensar Corp. or LBO201 by Tenax Corporation or approved equal. Fabric base reinforcement shall be installed in accordance with manufacturer's 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.

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 transverse joint shall be included in the bid price for square yards 5" asphaltic concrete pavement (3" bituminous base).

General Notes

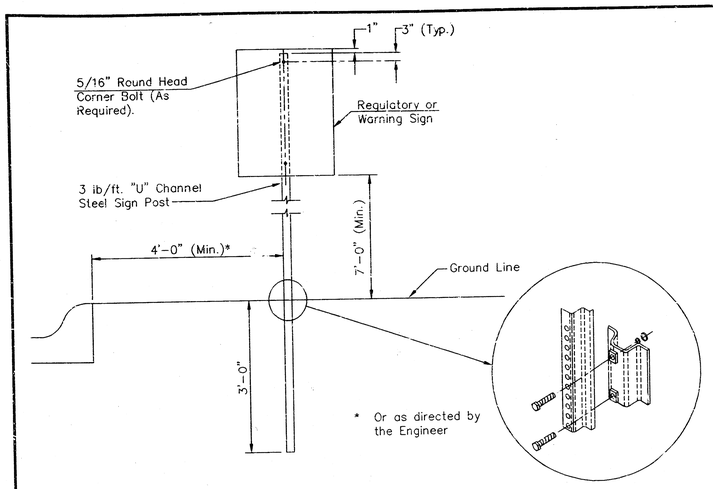
Rock base is to be compacted and smoothed with a steel faced roller prior to placement of asphalt. Tack coat will not be applied to rock base.

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.

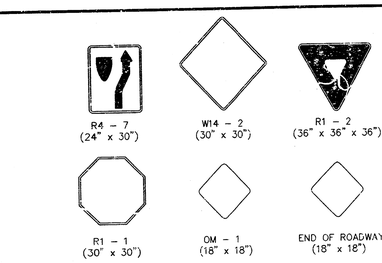
Bituminous base and asphaltic concrete wearing surface shall be placed with a laydown machine having automatic controls for line and grade.

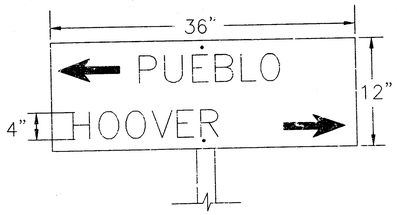
Construction joints in each lift shall be staggered a minimum distance of one (1) foot from joints in preceding liftes and placed so that a joint will be constructed on the centerline of the top lift.

FHWA REG NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	SHEETS
7	KANSAS	472-76-245-82504	000	000	001

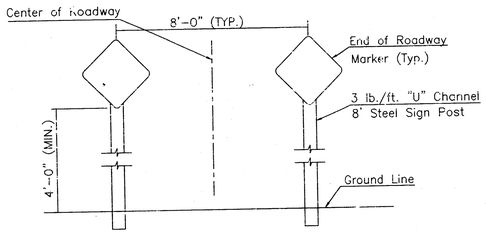


TYPICAL TRAFFIC CONTROL SIGN MOUNTING INSTALLATION
CURB AND GUTTER SECTION

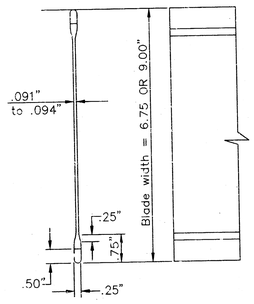




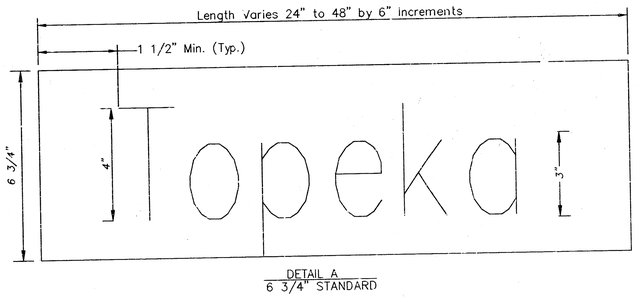
FLAT PLATE STREET NAME SIGN



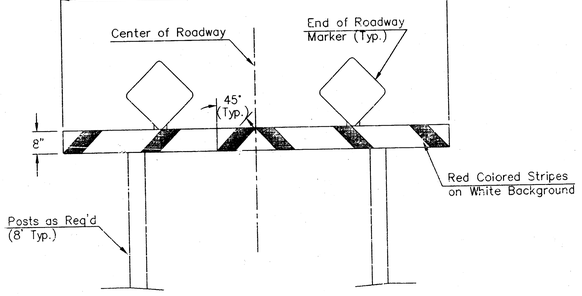
TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION



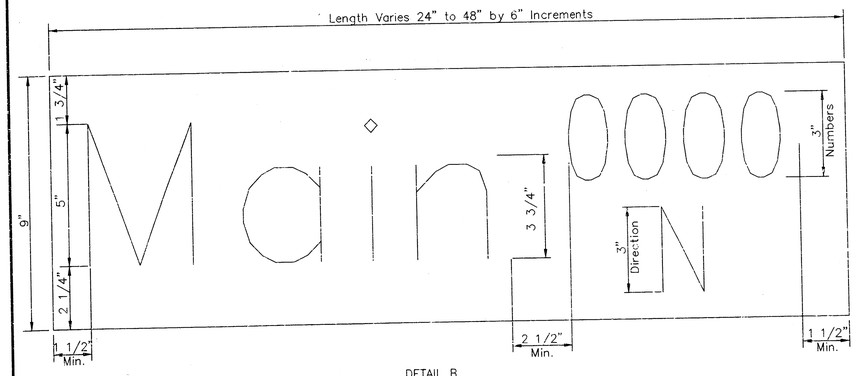
STREET NAME SIGN
BLADE DETAILS



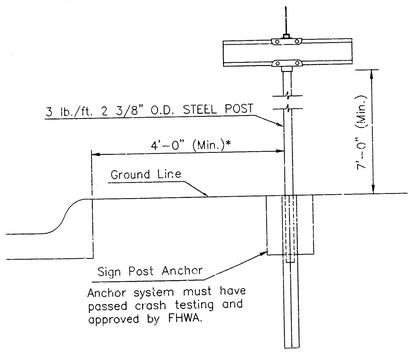
DETAIL A
6 3/4" STANDARD



TYPE I BARRICADE DETAIL W/ E.O.R. MARKER



DETAIL B
9" METRO



TYPICAL STREET NAME SIGN MOUNTING INSTALLATION
CURB AND GUTTER SECTION

SIGN ASSEMBLY TABLE

STATION	OFFSET	SIGN	QUANTITY*
4+60	4.0 Lt	End of Roadway	1
4+60	4.0 Rt	End of Roadway	1
8+95	17.5 Lt	W14-2 "No Outlet"	1
10+00	17.5 Rt	W1-7	1
TOTAL			

* FOR INFORMATION ONLY

STREET NAME	NO. BLADES REQ'D	
	6 3/4" STD.	9" METRO

NOTE: REFERENCES BELOW TO "STANDARD SPECIFICATIONS" DENOTE "STANDARD SPECIFICATION FOR STATE ROAD AND BRIDGE CONSTRUCTION EDITION 1990" BY THE KANSAS DEPARTMENT OF TRANSPROTATION.

1. POST ANCHORS: POSTS SHALL BE ANCHORED WITH A YIELDING BASE POST SUPPORT AS DETAILED.

2. POSTS FOR TRAFFIC CONTROL SIGNS: POSTS SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1620 OF THE STANDARD SPECIFICATIONS EXCEPT THAT ALL POSTS SHALL WEIGH 3 LBS./FOOT MINIMUM.

3. POSTS FOR STREET NAME SIGNS (SNS): POSTS SHALL BE 9 FEET LONG, CONSTRUCTED FROM 2 3/8" O.D. GALVANIZED STEEL PIPE WEIGHING A MINIMUM OF 3 LBS./FOOT. POSTS SHALL BE POSITIONED SO THAT THE BOTTOM BLADE IS 7 FEET ABOVE GRADE.

4. POSTS FOR END OF ROADWAY SIGN TO BE 8' LONG AND INSTALLED A MINIMUM OF 4' FROM ROADWAY TO BOTTOM OF SIGN.

5. SIGN BLANKS FOR TRAFFIC CONTROL SIGNS: SIGN BLANKS SHALL BE FABRICATED FROM 0.080" ALUMINUM ALLOY 6063-T6 CONFORMING TO THE REQUIREMENTS OF SUBSECTION 1626 OF THE STANDARD SPECIFICATIONS.

6. SIGN BLADES FOR STREET NAME SIGNS: EXTRUDED ALUMINUM BLADES SHALL BE ALUMINUM ALLOY CONFORMING TO 6063-T6 OR 5052-H38 (ASTM SPECIFICATION B221, LATEST ISSUE). BLADES SHALL HAVE AN ALODINE OR PHOSPHATE ETCHED FINISH. BLADES SHALL HAVE SQUARE CORNERS AND NO HOLES.

   MINIMUM BLADE LENGTH SHALL BE 24". MAXIMUM BLADE LENGTH SHALL BE 48". LENGTH VARIES BY INCREMENTS OF 6"

   BLADES BEARING THE STREET NAMES SHALL BE FIRMLY ATTACHED TO THE MOUNTING BRACKETS USING ALLEN-TYPE SET SCREWS. THE BLADES SHALL BE ORIENTED PARALLEL TO THE STREET.

7. MOUNTING BRACKETS FOR SIGNS: DIE-CAST ALUMINUM BRACKETS SHALL BE ALUMINUM ALLOY 360 HAVING A TENSILE STRENGTH OF 44,000 PSI. THE BRACKETS SHALL BE SMOOTHLY FINISHED FREE OF PITS, BURRS, AND FLAWS. EACH BRACKET SHALL BE TAPED AND DRILLED FOR 5/16" ZINC-PLATED ALLEN-TYPE SET SCREWS HAVING SELF-LOCKING SAW-TOOTH ENDS.

8. FASTENERS: ALL STEEL FASTENERS FOR TRAFFIC CONTROL SIGNS SHALL BE GALVANIZED AND SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1614 OF THE STANDARD SPECIFICATIONS.

9. REFLECTIVE SHEETING: REFLECTIVE SHEETING SHALL BE TYPE II - HIGH PERFORMANCE CLASS HA IN ACCORDANCE WITH SUBSECTION 2201 OF THE STANDARD SPECIFICATIONS.

10. PROCESS INK: ALL PROCESS INK SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 2202 OF THE STANDARD SPECIFICATIONS.

11. DETAILS: REGULATORY AND WARNING SIGNS SHALL CONFORM TO THE DETAILS IN "STANDARD HIGHWAY SIGNS". FHWA, 1979.

12. DETAILS - SNS: THE REFLECTIVE SHEETING FOR THE 6 3/4" STANDARD SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGOUND WITH SILVER-WHITE #2 COPY WITH 4" UPPER CASE AND LOWER CASE PRIMARY COPY AND SUFFIX COPY. BOTH SERIES "C". FACES TO TRIM TO A 6 1/4". (SEE DETAIL A.)

    THE REFLECTIVE SHEETING FOR THE 9" METRO SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVERWHITE #2 COPY WITH 5" UPPER CASE AND LOWER CASE PRIMARY COPY AND SUFFIX COPY, BOTH SERIES "C". THE CARDINAL DIRECTION CENTERED DIRECTLY BELOW THE BLOCK NUMBER SHALL BE AN UPPER CASE, 4" SERIES "C" LETTER. FACES TO TRIM TO A 8 1/2" WIDTH. (SEE DETAIL B.)

    FOR CUL-DE-SAC STREETS, A 9" METRO SIZE BLADE SHALL BE USED WITH THE HOUSE NUMBERS DISPLAYED BENEATH THE STREET NAME. LETTERING TO BE THE SAME AS FOR THE 6 3/4" SIZE BLADE, EXCEPT THAT THE HOUSE NUMBER INFORMATION SHALL BE 4" SERIES "C".

    SHOP DRAWINGS OF LAYOUT FOR SNS SHALL BE SUBMITTED TO THE TRAFFIC ENGINEERING DIVISION OF THE CITY OF WICHITA FOR APPROVAL PRIOR TO FABRICATION. THE FINISHED SIGNS AS SUPPLIED SHALL BE OF GOOD APPEARANCE, FREE FROM RAGGED EDGES, CRACKS SCALES OR BLISTERS AND SHALL BE CLEAN-CUT. SIGNS SHALL BE PACKED IN SUCH MANNER AS TO PREVENT DAMAGE OR DEFACEMENT DURING SHIPMENT OR STORAGE.

13. PERMANENT TRAFFIC CONTROL AND SNS: PERMANENT TRAFFIC CONTROL AND SNS SHALL BE INCIDENTAL TO THE PROJECT. THE CONTRACTOR SHALL FURNISH AND PERFORM ALL EXCAVATION, BACKFILLING, POSTS, ANCHORS, FASTENERS, MATERIALS, LABOR, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK.

SIGNING DETAILS

SCALE: NONE
DRAWN BY: TM
APPROVED BY
DATE: JUNE '93
REVISED: JUNE '97

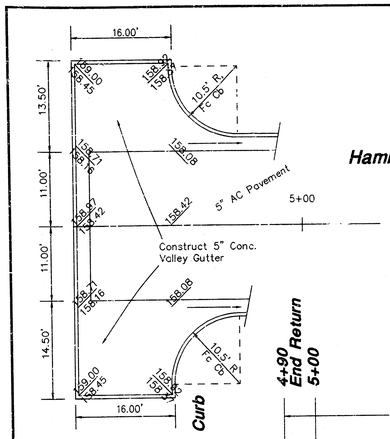
CITY OF WICHITA
DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING SECTION

Suncrest Avenue Paving, from the West Line of Westridge Village Addition to the West Line of Holland Lane
City of Wichita Project No:
472-76-245-82504-000-000-001
March, 2000

Subdivision Bench Marks

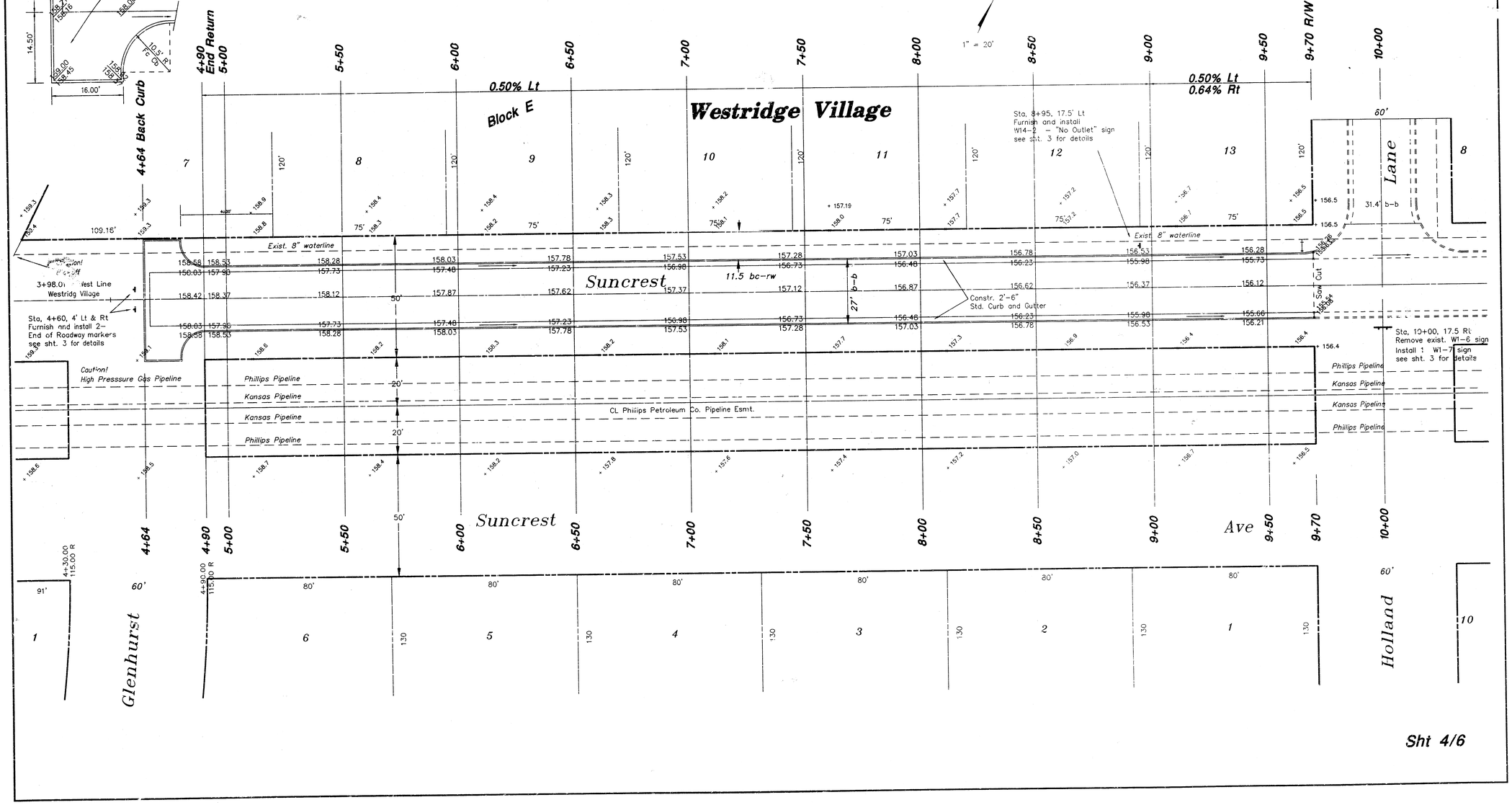
No.	Sireet and Station	from CL	Description	Elevation
1	Suncrest Sta 7+45	13.5' Lt	Top of North Curb between Lots 10 & 11, Block x Westridge Village	

Cost Subsidiary to Curb.



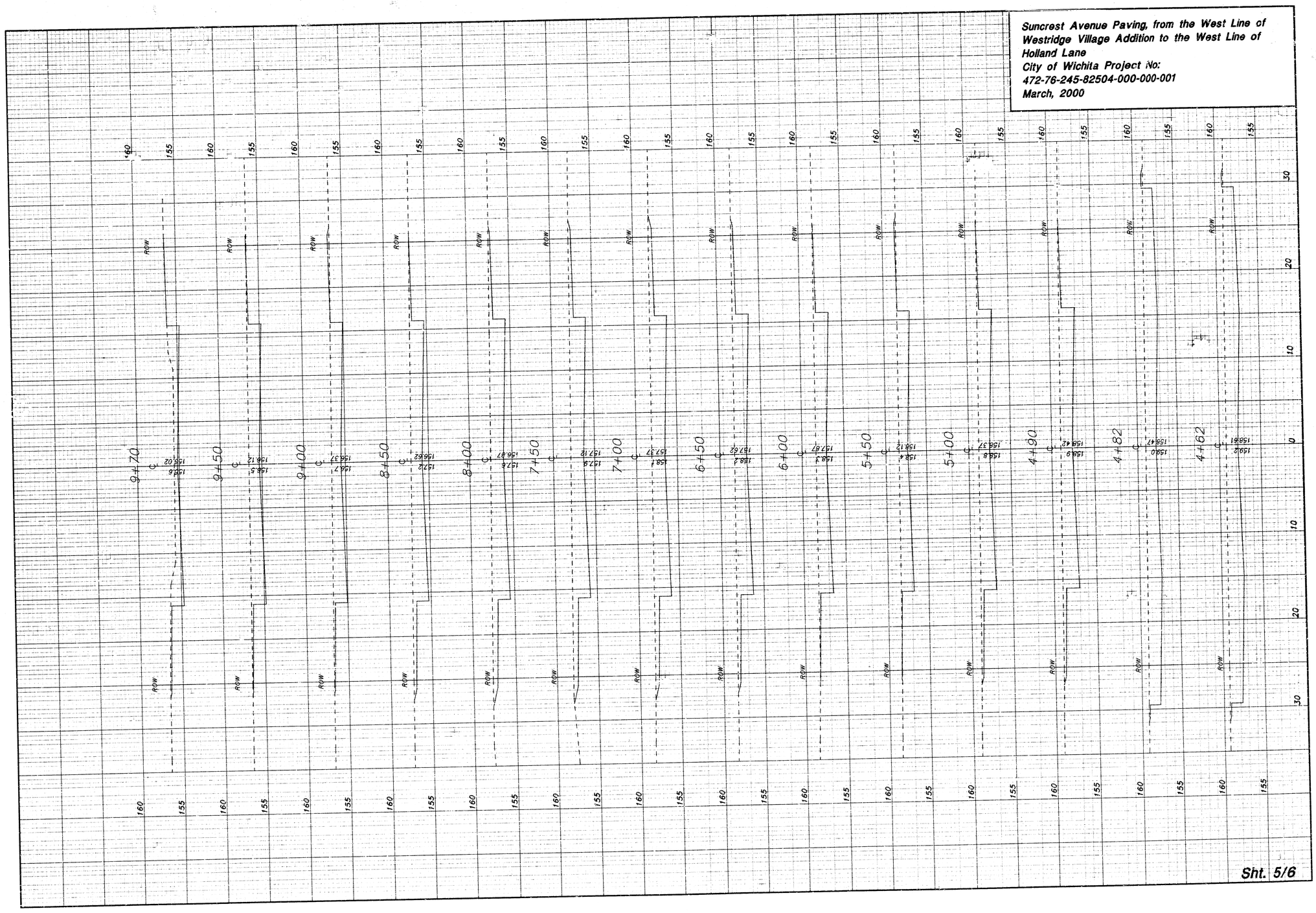
Hammerhead Detail
1" = 10'





Sht 4/6

Suncrest Avenue Paving, from the West Line of Westridge Village Addition to the West Line of Holland Lane
City of Wichita Project No:
472-76-245-82504-000-000-001
March, 2000



Sht. 5/6

WESTRIDGE VILLAGE

SEDGWICK COUNTY, KANSAS



State of Kansas }ss
County of Sedgwick }

I, Kenneth O. Taylor, civil engineer in said county and state do hereby certify that I have surveyed and platted "Westridge Village," Sedgwick County, Kansas, and that the accompanying plat is a true and correct exhibit of said survey, described as follows: The S½ of Section 9, T27S, R1W of the 6th P.M. except the east 296 feet of the south 296 feet of said SE¼ and except the east 560 feet of the south 190 feet of said SE¼.

Kenneth O. Taylor Civil Engineer

Know all men by these presents that we, Martha Hankinson Giles and C. G. Giles, her husband, and Eleanor Holland and A.M. Holland, her husband, have caused the land described in the civil engineer's certificate to be platted into lots, blocks, and streets to be known as "Westridge Village," Sedgwick County, Kansas. Easements are hereby granted as indicated on the plat for the construction and maintenance of all public utilities. The streets are hereby dedicated to and for the use of the public.

Martha Hankinson Giles — Eleanor Holland
C. G. Giles — A.M. Holland

State of Kansas }ss
County of Sedgwick }

Be it remembered that on this 10th day of June, 1957, before me, a notary public, in and for said county and state, came Martha Hankinson Giles and C.G. Giles, her husband, and Eleanor Holland and A.M. Holland, her husband, to me personally known to be the same persons who executed the foregoing instrument of writing and duly acknowledged the execution of same. In testimony whereof I have hereunto set my hand and affixed my notarial seal the day and year above written.

Bonnie Bruchel Notary Public

My commission expires Oct 16 1957

This plat of "WESTRIDGE VILLAGE," Sedgwick County, Kansas, has been submitted to and considered by the City Planning Commission of the City of Wichita, Kansas, and is hereby transmitted to the Board of Commissioners of the City of Wichita, Kansas, with the recommendation that said plat be approved as proposed.

Dated this 2 day of July 1957.

The City Planning Commission of the City of Wichita, Kansas

Myles H. Thompson, Chairman
Eugene A. Smith, Secretary

Approved by the Board of City Commissioners this 16th day of July, 1957.

E. E. Brick, Mayor
Ida Callen, City Clerk

Approved by the Board of County Commissioners this 9th day of October, 1957.

Otis Schumacher, County Clerk

Entered on transfer record this 9th day of October, 1957.

Otis Schumacher, County Clerk

State of Kansas }ss
County of Sedgwick }

This is to certify that this instrument was filed for record in the Register of Deeds office on the 22nd day of October, 19 57, at 2:22 o'clock P M, and is duly recorded. #97190

Alfred E. Deering, Register of Deeds
Norma Riley, Deputy

PROVIDED, all streets, roads, and avenues as dedicated are not accepted as a part of the [illegible] by the County [illegible] Board of Sedgwick County Commissioners accepting and classifying same.

RESTRICTIVE COV. M 406 P 301
AMEND. RESTR. COVS. M 444 P 295

Amend. to Restrictive Covenants M 595 pg 304

Amend. to Restrictive Covenants M 595 pg 306

Amend. to Restrictive Covenants M 650 p 460

Covenant running with Land F 295 pg 128

Amend. to Restrictive Covenants F 489 pg 330

Wi 1-18

6/6

ST-10-01-57