

GENERAL NOTES:

1. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE SAFETY REGULATIONS. ALL CONSTRUCTION SHALL BE COMPLETED FOLLOWING CURRENT CITY STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

2. CONTRACTOR WILL BE REQUIRED TO PROVIDE NOTICE TO UTILITY COMPANIES A MINIMUM OF SEVENTY-TWO (72) HOURS PRIOR TO ANY EXCAVATION, AS FOLLOWS:

KANSAS ONE CALL 1-800-344-7233
OR 1-316-687-2470

THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:

AT&T 1-800-246-8464
BLACK HILLS ENERGY 1-800-694-8989
CITY OF WICHITA WATER 1-316-268-4555
CITY OF WICHITA SEWER 1-316-268-4073
CITY OF WICHITA STORMWATER 1-316-268-4090
CITY OF WICHITA TRAFFIC 1-316-268-4034
COX COMMUNICATIONS 1-888-249-3530
KANSAS GAS SERVICE 1-888-482-4950
WESTAR ENERGY 1-800-544-4857

3. UTILITY SERVICE LINES, POLES, ETC. ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION 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.

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 FLOODPLAIN 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.

5. TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE ENGINEERS APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.

6. THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ABUTTING THE CONSTRUCTION OF THIS PROJECT A MINIMUM OF TEN (10) DAYS NOTICE PRIOR TO START OF CONSTRUCTION.

7. 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 THE CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.

8. THE WATER DISTRIBUTION DIVISION SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. WATER VALVES, VALVE BOXES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY CONTRACTOR AT HIS OWN EXPENSE. VALVE BOXES AND WATER METERS WITHIN THE PROJECT LIMITS SHALL BE ADJUSTED TO MATCH FIELD GRADES.

9. THE CONTRACTOR SHALL NOTIFY THE CONSULTANT ENGINEER AND TOM MASON WITH THE CITY OF WICHITA AT 316-268-4574 WITH THE ANTICIPATED CONSTRUCTION START DATE AND NOTIFY THEM OF THE PROJECT COMPLETION. STAKING AND INSPECTION FOR THIS PROJECT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

10. IF TRAFFIC IS IMPACTED BY CONSTRUCTION, A TRAFFIC CONTROL PLAN MUST BE SUBMITTED AND APPROVED BY THE CITY TRAFFIC ENGINEER, BRIAN COON AT TRAFFIC@WICHITA.GOV BEFORE CONSTRUCTION CAN BEGIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL MEASURES TO FACILITATE CONSTRUCTION. ALL CONSTRUCTION ZONE MARKINGS AND SIGNAGE SHALL CONFORM TO THE LATEST VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS PUBLISHED BY THE US DEPT. OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION. ALL COSTS ASSOCIATED WITH CONSTRUCTION MARKINGS AND SIGNAGE SHALL BE THE CONTRACTORS RESPONSIBILITY.

11. ALL ELEVATIONS SHOWN ARE U.S.G.S. DATUM (NGVD 88).

12. ALL AREAS DISTURBED DURING CONSTRUCTION THAT WILL NOT BE UNDER PROPOSED PAVEMENT SHALL BE RESTORED TO MATCH EXISTING CONDITIONS.

13. ALL EXISTING PAVEMENT AND CURB AND GUTTER WITHIN THE CONSTRUCTION LIMITS SHALL BE SAW CUT, FULL DEPTH, TO THE LINES SHOWN ON THE PLANS, OR TO THE NEAREST JOINT, AND REMOVED, UNLESS OTHERWISE NOTED. IF REMOVAL LIMITS ARE WITHIN THREE (3) FEET OF A JOINT, REMOVE TO THE JOINT.

14. ALL TRAFFIC CONTROL DEVICES IN THE WORK ZONE (INCLUDING MARKINGS AND SIGNS) AND THEIR INSTALLATION AND MAINTENANCE SHALL COMPLY WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). ALL TRAFFIC CONTROL DEVICES IN THE TRAVELED WAY OR CLEAR ZONE SHALL BE CRASHWORTHY (NCHRP REPORT 350 OR MASH COMPLIANT).
HTTP://SAFETY.FHWA.DOT.GOV/ROADWAY_DEPT/POLICY_GUIDE/ROAD_HARDWARE/

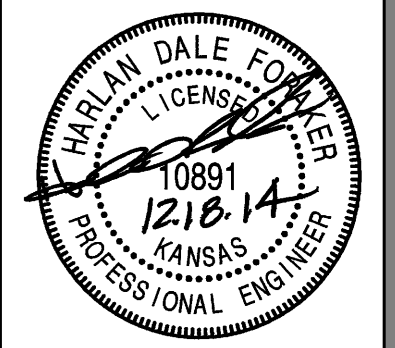
15. ALL CONSTRUCTION EQUIPMENT, INCLUDING VEHICLES, MATERIALS, AND DEBRIS, SHALL BE STORED OUTSIDE OF THE CLEAR ZONE. WHERE THIS CANNOT BE ACHIEVED THE CONTRACTOR SHALL PLACE APPROPRIATE SIGNS, OBJECT IDENTIFIERS, AND/OR BARRICADES IN COMPLIANCE WITH THE MUTCD.

16. EXCEPT WHEN REQUIRED FOR SAFETY, TRAFFIC CONTROL SHALL NOT BLOCK ANY LANES OR SIDEWALKS WHEN WORK IS NOT BEING PREFORMED.

17. CONTRACTOR IS RESPONSIBLE FOR PROVIDING EROSION CONTROL AS NEEDED REGARDLESS OF WHAT THE CONSTRUCTION PLANS SHOW. EROSION CONTROL BMP DETAILS CAN BE FOUND AT
HTTP://WWW.WICHITA.GOV/GOVERNMENT/DEPARTMENTS/PWU/PAGES/REGULATIONS.ASPX

PAVING PRIVATE PROJECT PLANS FOR QUIKTRIP STORE #0358R NE CORNER OF 21ST & RIDGE WICHITA, SEDGWICK COUNTY, KANSAS 246 PPP (O.C.A. NO. 607879) GARY JANZEN, P.E., CITY ENGINEER SEPTEMBER 2014

AS BUILT PLANS:
CONTRACTOR: DONDLINGER CONSTRUCTION &
SPS Pavement maintenance
SUPERINTENDENT: MIKE SULLIVAN
INSPECTOR: LOGAN MILLS, CED
PDF BY: L.J.M., 11-1-16



PROJECT NO.: 20142173



CERTIFIED ENGINEERING DESIGN, P.A.
1935 W. MAPLE STREET
WICHITA, KANSAS 67213
PH: (316)262-8808
FAX: (316)262-1669

PPP SHEET INDEX

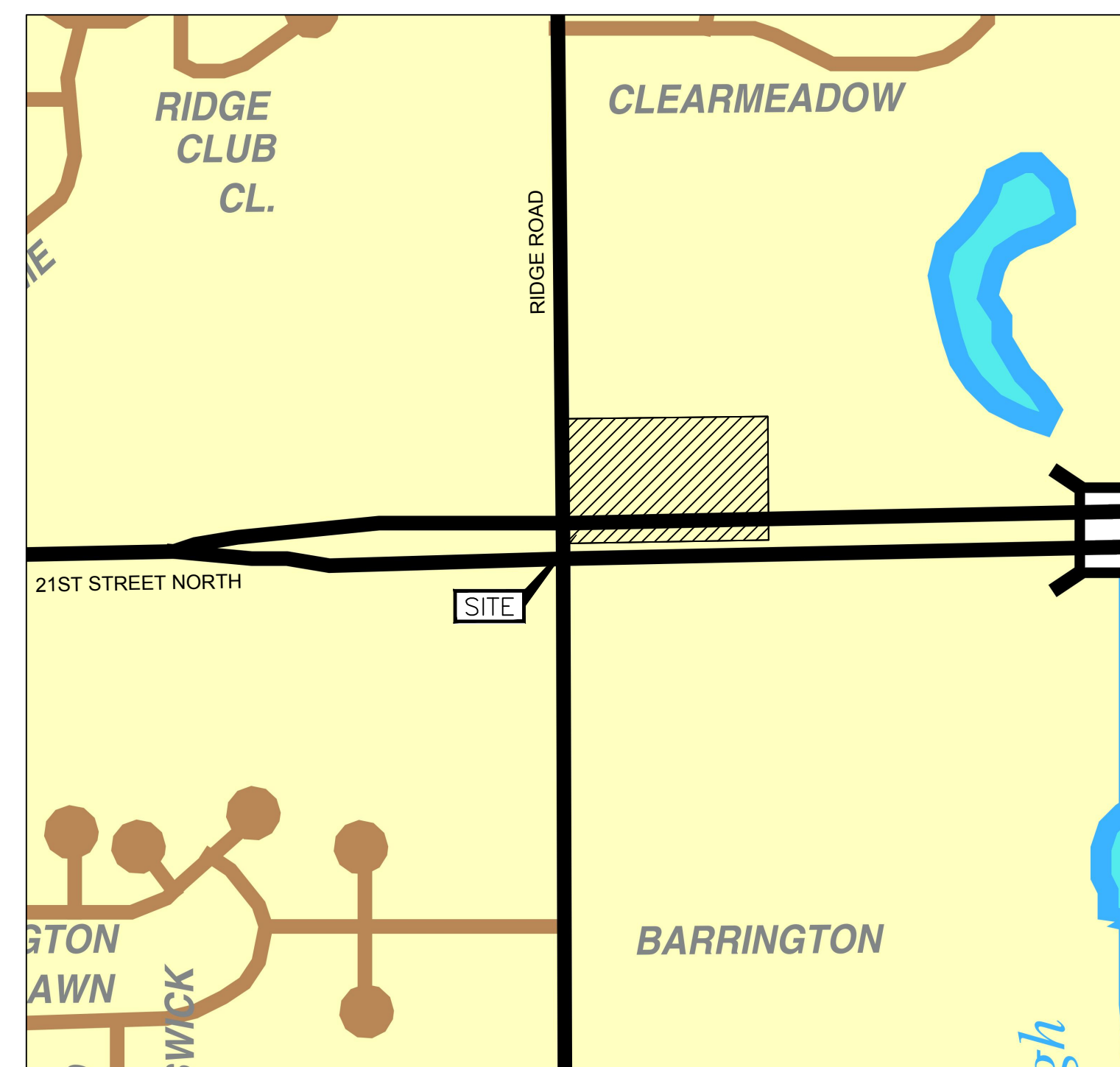
Sheet Number	Sheet Title
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2	DEMO PLAN
3	SITE PLAN
4	GRADING PLAN
5	TYPICAL SECTION
6	CURB & GUTTER DETAILS
7	TRAFFIC CONTROL PLAN
8	TRAFFIC CONTROL DETAILS
9	TRAFFIC CONTROL DETAILS
10	FINAL PLAT

QuikTrip No. 0358R
7120 WEST 21ST STREET NORTH
WICHITA, KS

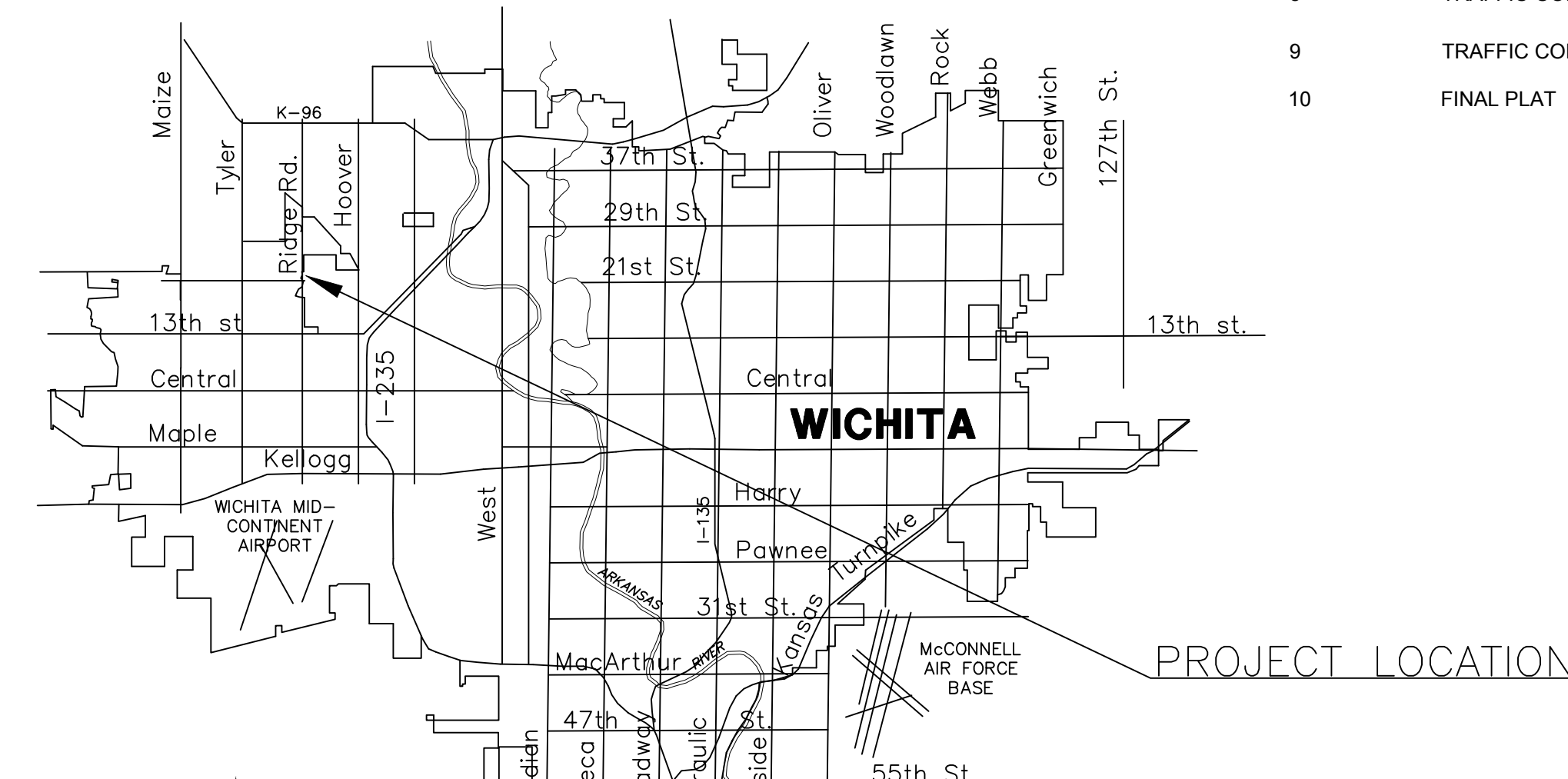


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PROTOTYPE: P-78 (02/01/14)
DIVISION:
VERSION: 001
DESIGNED BY:
DRAWN BY:
REVIEWED BY:



Vicinity Map
Not to Scale



LOCATION MAP

PROJECT LOCATED IN THE
SW 1/4, SEC 3, T27S, R1W,
WICHITA, SEDGWICK COUNTY, KANSAS

BENCHMARKS:

BM 1
CHISELED "L" ON TOP OF CURB IN SOUTHEAST CORNER OF
QUIKTRIP PROPERTY PARKING LOT.
ELEV.= 1330.51 (NAVD 88)

APPROVED AS NOTED
By CITY ENGINEER OF WICHITA

Sanitary Sewers _____
Storm Sewers _____
Driveway Approaches _____
Water Mains _____
Paving *Rebecca Duff 1/27/15*

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 THE 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.

REV	DATE	DESCRIPTION

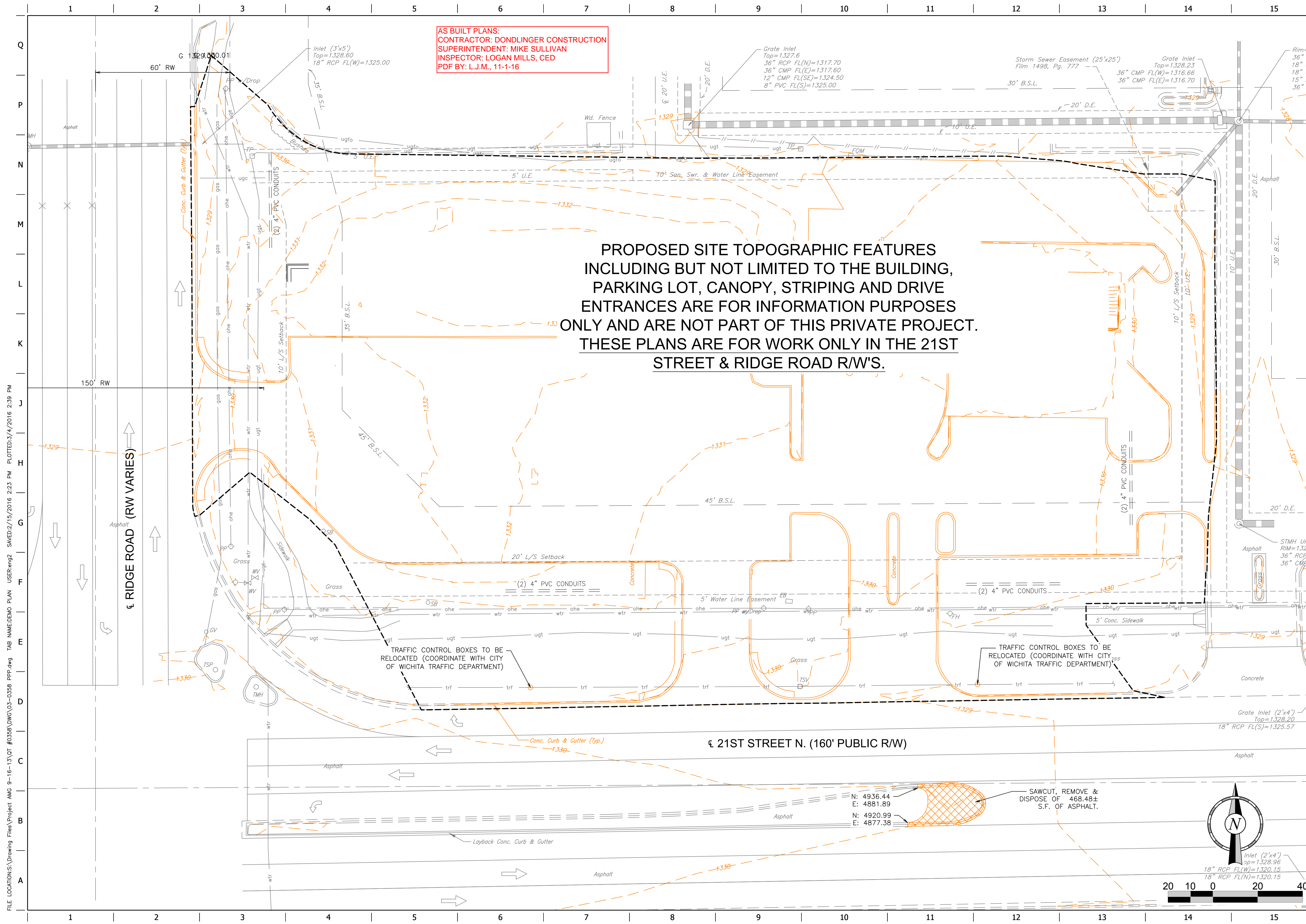
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SHEET TITLE:
COVER

SHEET NUMBER:
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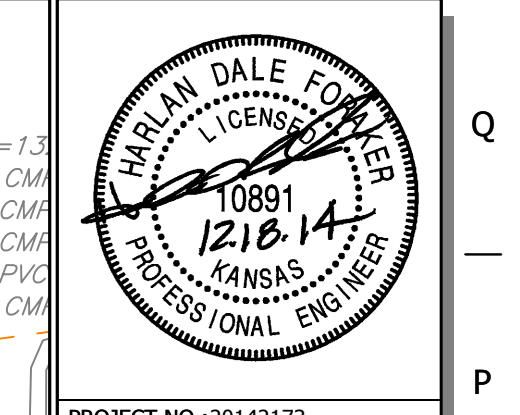
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AS BUILT PLANS:
CONTRACTOR: DONDLINGER CONSTRUCTION
SUPERINTENDENT: MIKE SULLIVAN
INSPECTOR: LOGAN MILLS, CED
PDF BY: L.J.M., 11-1-16

PROPOSED SITE TOPOGRAPHIC FEATURES INCLUDING BUT NOT LIMITED TO THE BUILDING, PARKING LOT, CANOPY, STRIPING AND DRIVE ENTRANCES ARE FOR INFORMATION PURPOSES ONLY AND ARE NOT PART OF THIS PRIVATE PROJECT. THESE PLANS ARE FOR WORK ONLY IN THE 21ST STREET & RIDGE ROAD R/W'S.

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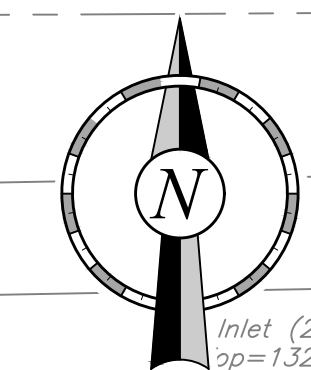
PROJECT NO.: 20142173
CEED
 CERTIFIED ENGINEERING DESIGN, P.A.
 1935 W. MAPLE STREET
 WICHITA, KANSAS 67213
 PH: (316)262-8808
 FAX: (316)262-1669

QuikTrip No. 0358R
 7120 WEST 21ST STREET NORTH
 WICHITA, KS

QT	
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VERSION:	001
DESIGNED BY:	
DRAWN BY:	
REVIEWED BY:	

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 DEMO PLAN
 SHEET NUMBER:
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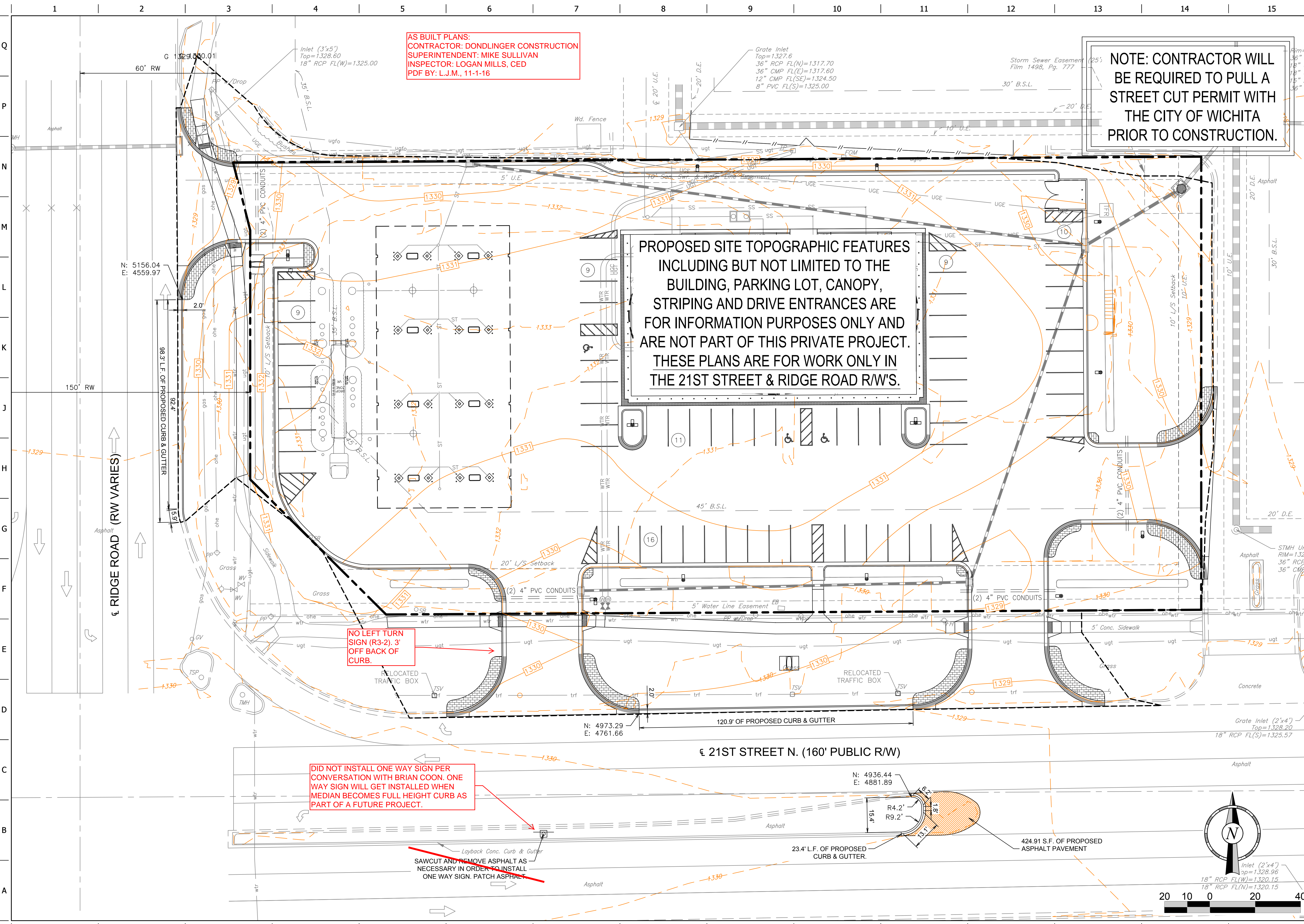
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 E: 4881.89
 N: 4920.99
 E: 4877.38

SAWCUT, REMOVE & DISPOSE OF 468.48± S.F. OF ASPHALT.

TRAFFIC CONTROL BOXES TO BE RELOCATED (COORDINATE WITH CITY OF WICHITA TRAFFIC DEPARTMENT)

TRAFFIC CONTROL BOXES TO BE RELOCATED (COORDINATE WITH CITY OF WICHITA TRAFFIC DEPARTMENT)

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 SUPERINTENDENT: MIKE SULLIVAN
 INSPECTOR: LOGAN MILLS, CED
 PDF BY: L.J.M., 11-1-16

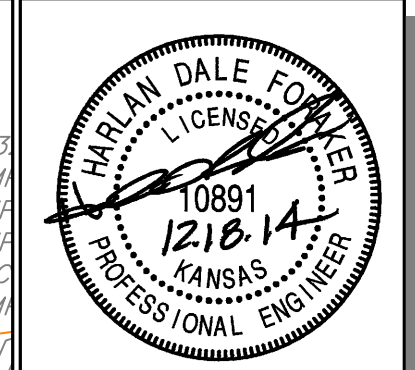
NOTE: CONTRACTOR WILL BE REQUIRED TO PULL A STREET CUT PERMIT WITH THE CITY OF WICHITA PRIOR TO CONSTRUCTION.

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NO LEFT TURN SIGN (R3-2). 3' OFF BACK OF CURB.

DID NOT INSTALL ONE WAY SIGN PER CONVERSATION WITH BRIAN COON. ONE WAY SIGN WILL GET INSTALLED WHEN MEDIAN BECOMES FULL HEIGHT CURB AS PART OF A FUTURE PROJECT.

SAWCUT AND REMOVE ASPHALT AS NECESSARY IN ORDER TO INSTALL ONE WAY SIGN. PATCH ASPHALT.



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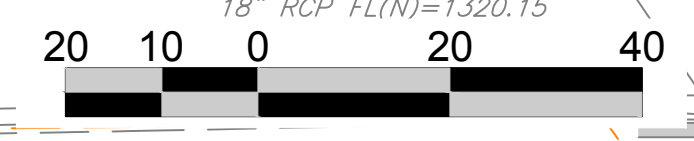
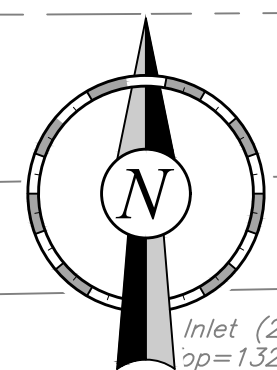


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 VERSION: 001
 DESIGNED BY:
 DRAWN BY:
 REVIEWED BY:

REV	DATE	DESCRIPTION	ORIGINAL ISSUE DATE:

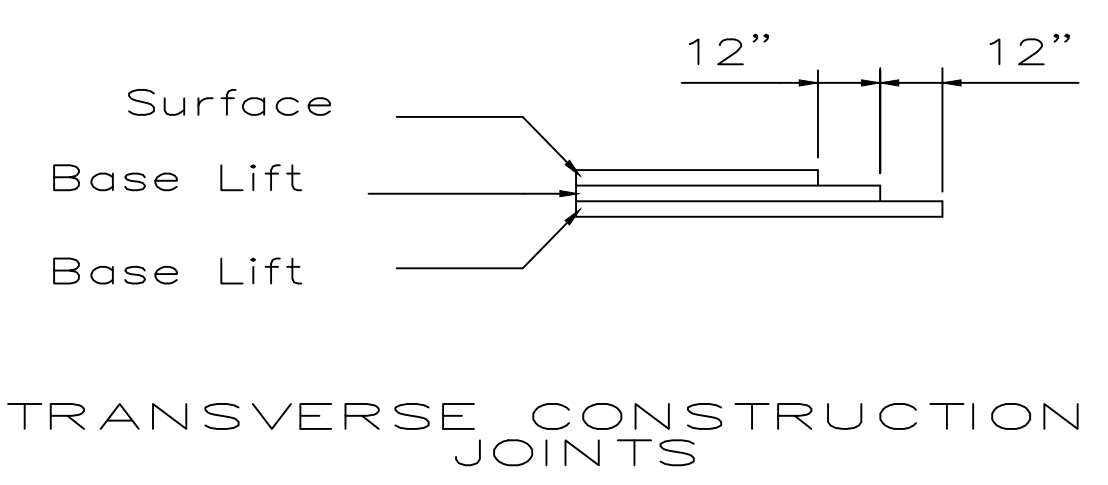
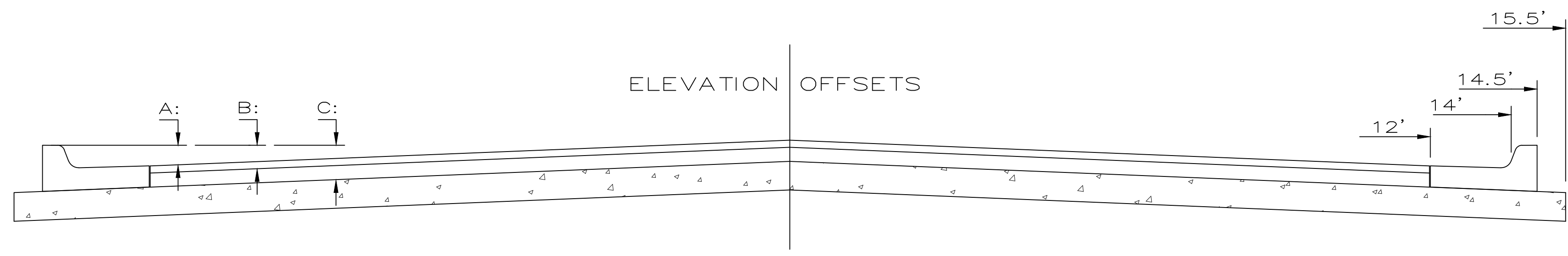
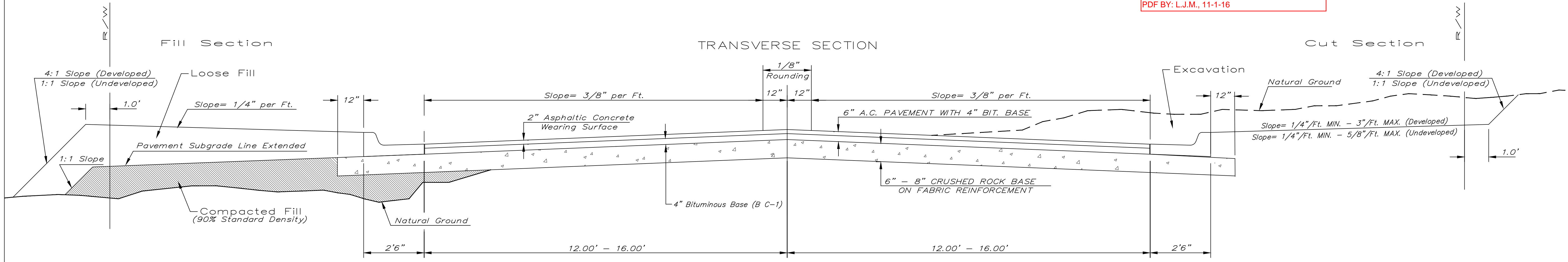
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 SITE PLAN

SHEET NUMBER:
 3



TYPICAL 6" PAVEMENT W/ REINFORCED CRUSHED ROCK BASE

AS BUILT PLANS:
 CONTRACTOR: DONDLINGER CONSTRUCTION
 SUPERINTENDENT: MIKE SULLIVAN
 INSPECTOR: LOGAN MILLS, CED
 PDF BY: L.J.M., 11-1-16



Transverse construction joints shall be constructed in flexible base pavements at locations where pavement joints 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 6" ASPHALTIC CONCRETE (4" BITUMINOUS BASE).

General Notes

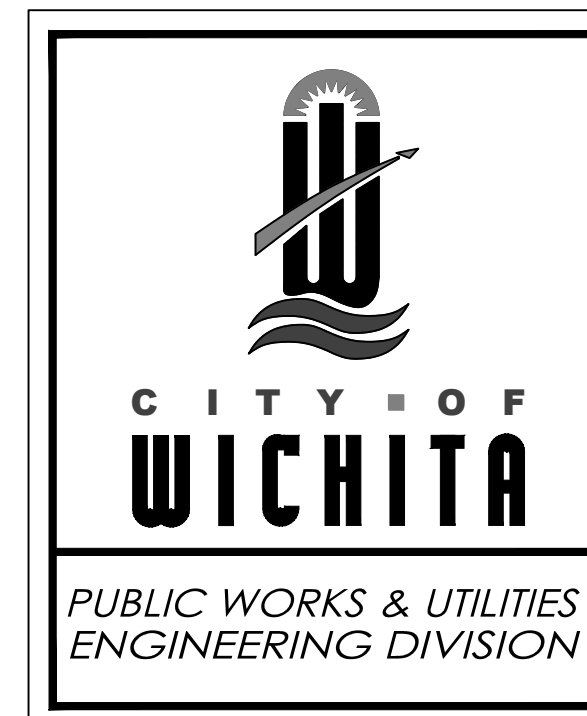
- FABRIC BASE REINFORCEMENT SHALL BE B X 1100 GEOGRID AS MANUFACTURED BY TENSAR CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. CRUSHED ROCK SHALL BE UNIFORMLY GRADED FROM 1-1/2" MAXIMUM SIZE TO NOT MORE THAN 10% PASSING A NO. 200 SIEVE. ROCK QUALITY SHALL BE THE SAME AS SPECIFIED FOR COARSE AGGREGATE FOR CONCRETE MIXES.
- 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 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 6" ASPHALTIC CONCRETE (4" BITUMINOUS BASE).

Type II - Combined Curb & Gutter (6 5/8")

	Distance from Back of Curb toward Center Line														
	12" beyond	Back of Curb	2.5	4.5	6.5	8.5	10.5	12.5	14.5	14.5	15.5	15.5	17.5	17.5	18.5
A: Top of Curbs to Top of Surface Lift	-	-	0.50	0.44	0.38	0.31	0.25	0.19	0.13	0.14	0.09	0.10	0.03	0.04	0.01
B: Top of Curbs to Top of Upper Base Lift	-	-	0.67	0.60	0.54	0.48	0.42	0.35	0.29	0.29	0.26	0.26	0.20	0.20	0.17
D: Top of Curbs to Top of Rock Base	1.11	1.08	1.00	0.94	0.88	0.81	0.75	0.69	0.63	0.63	0.59	0.59	0.53	0.53	0.50
										CL of 29' pavement		CL of 31' pavement		CL of 35' CL of 37' pavement pavement	

Type I - Combined Curb & Gutter (6")

	Distance from Back of Curb toward Center Line														
	12" beyond	Back of Curb	2.5	4.5	6.5	8.5	10.5	12.5	14.5	15.5	15.5	17.5	17.5	18.5	
A: Top of Curbs to Top of Surface Lift	-	-	0.35	0.29	0.23	0.17	0.10	0.04	-0.02	-0.01	-0.05	-0.04	-0.11	-0.10	-0.14
B: Top of Curbs to Top of Upper Base Lift	-	-	0.52	0.46	0.40	0.33	0.27	0.21	0.15	0.15	0.11	0.11	0.05	0.05	0.02
D: Top of Curbs to Top of Subgrade	1.07	1.01	0.85	0.79	0.73	0.67	0.60	0.54	0.48	0.48	0.45	0.45	0.39	0.39	0.35
										CL of 29' pavement		CL of 31' pavement		CL of 35' CL of 37' pavement pavement	



6" ASPHALTIC CONCRETE ON REINFORCED CRUSHED ROCK BASE

CITY ENGINEER
GARY JANZEN, P.E.

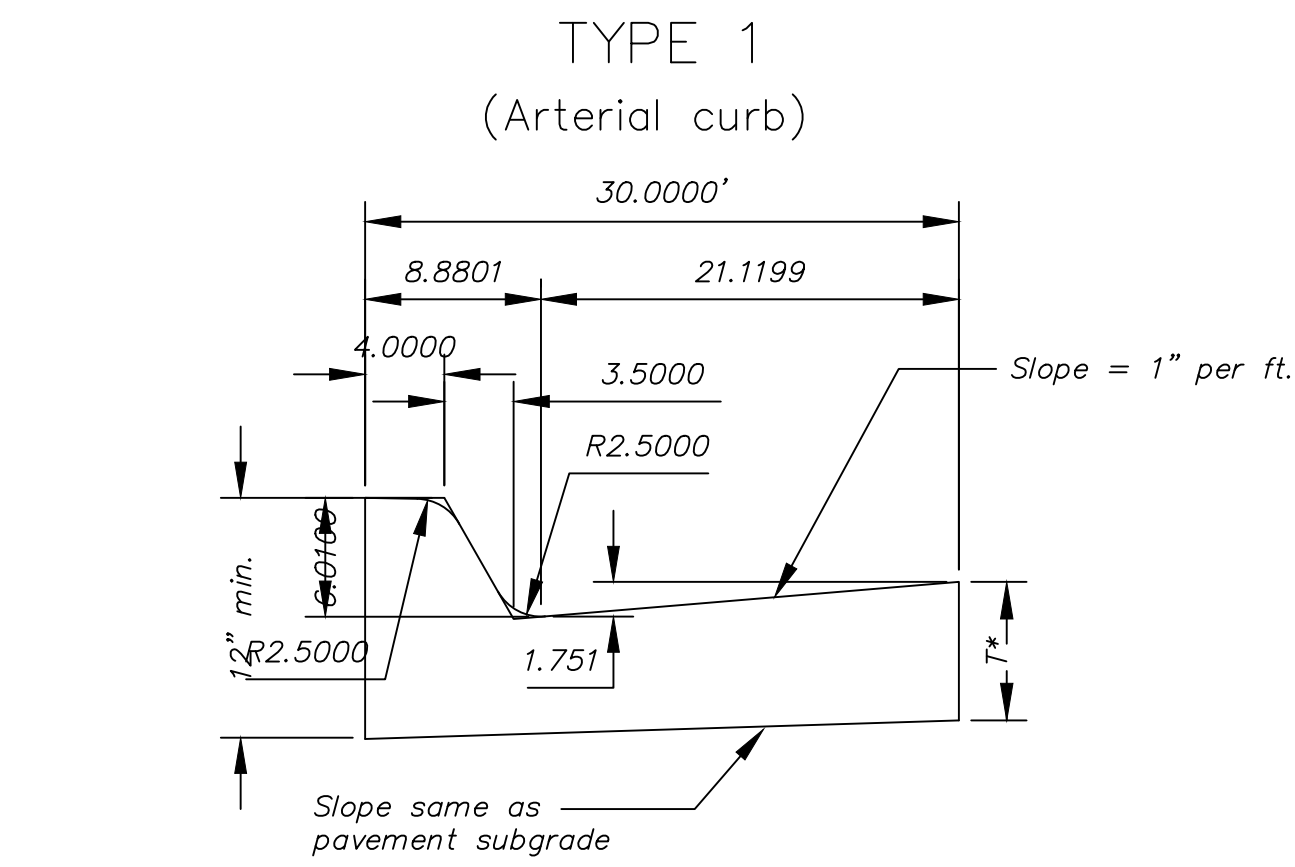
PROJECT NUMBER	OCA NUMBER	DATE
246 PPP	607879	03/2002

CITY ENGINEER'S OFFICE
 CITY HALL - SEVENTH FLOOR
 455 NORTH MAIN STREET
 WICHITA, KANSAS 67202-1620
 (316) 268-4501

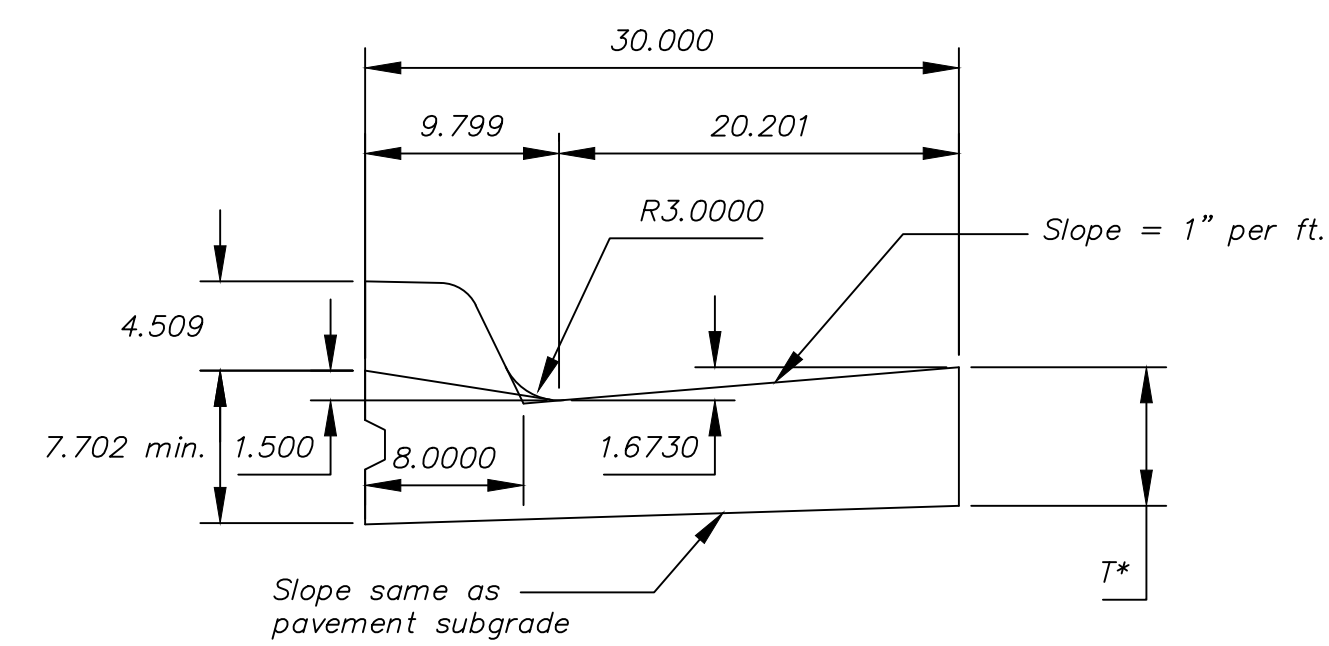
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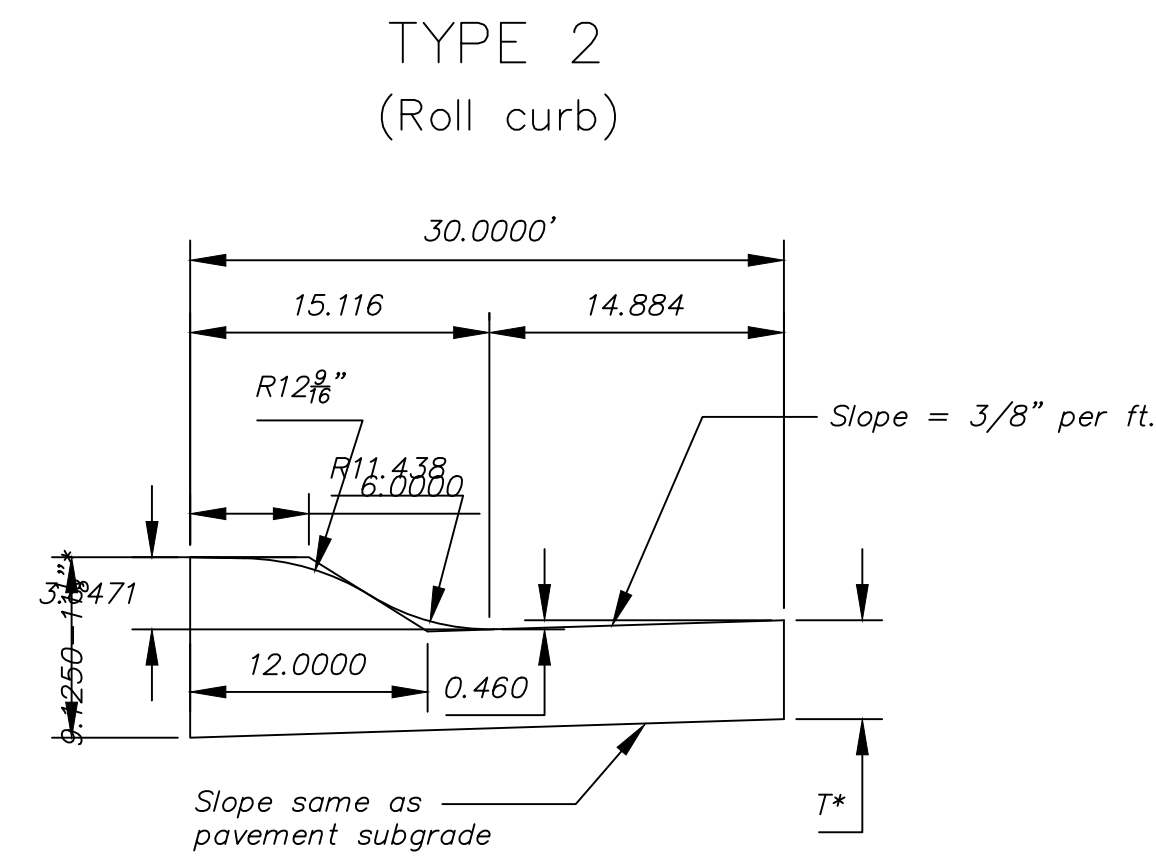
AS BUILT PLANS:
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 SUPERINTENDENT: MIKE SULLIVAN
 INSPECTOR: LOGAN MILLS, CED
 PDF BY: L.J.M., 11-1-16



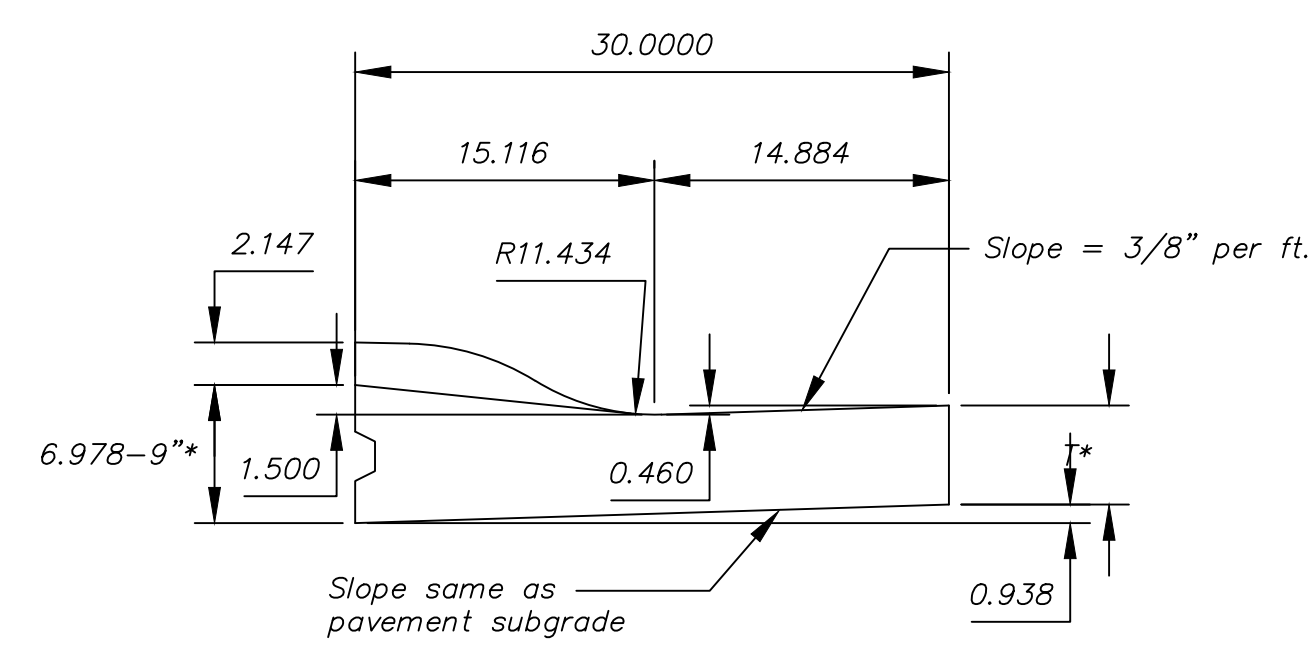
Combined Curb & Gutter (6")



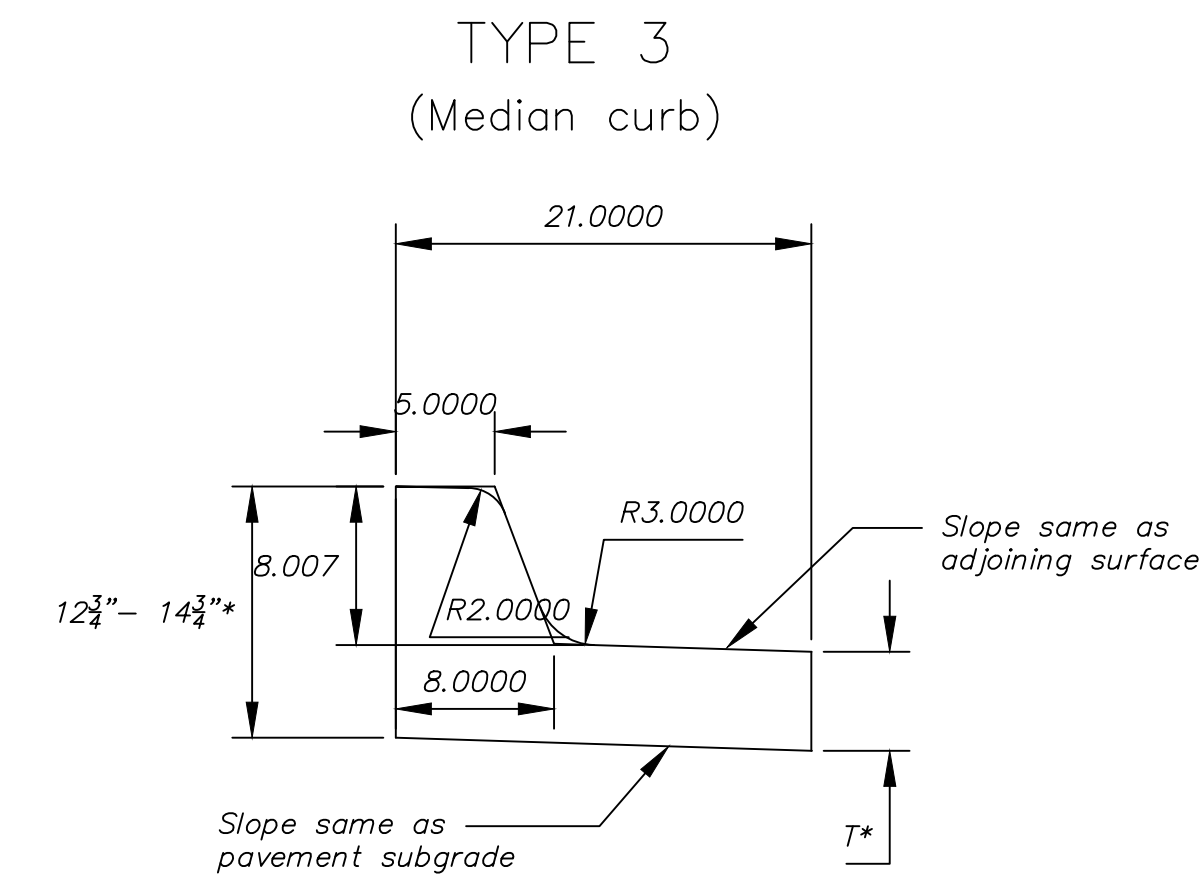
Combined Curb & Gutter (1 1/2")



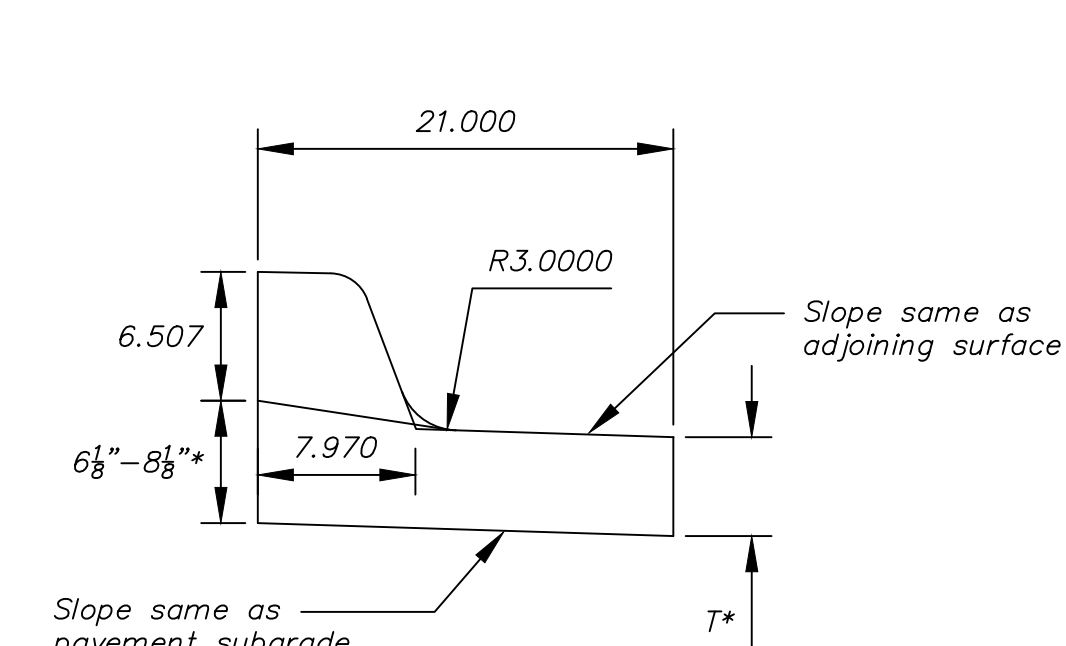
Combined Curb & Gutter (3 5/8")



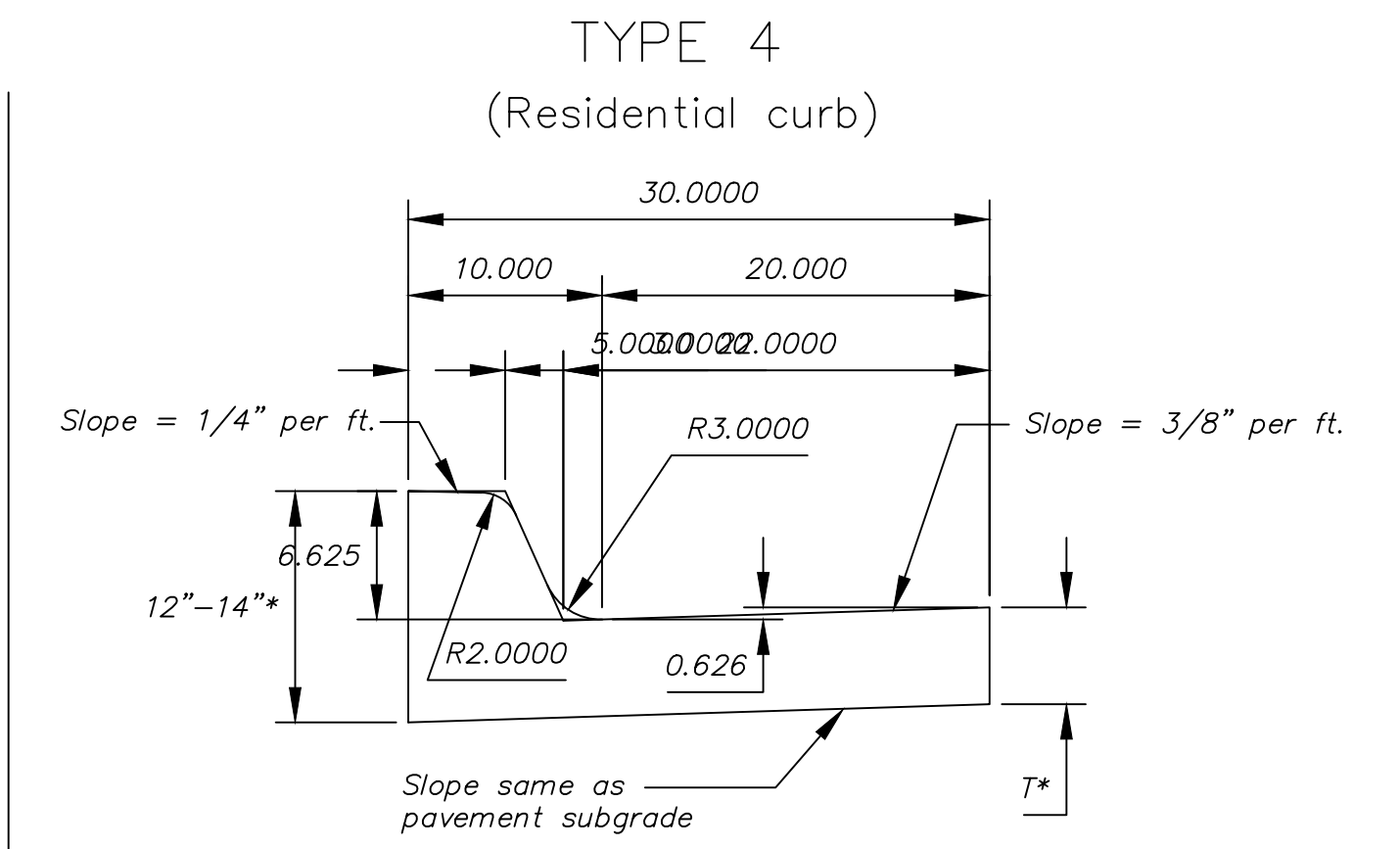
Combined Curb & Gutter (1 1/2")



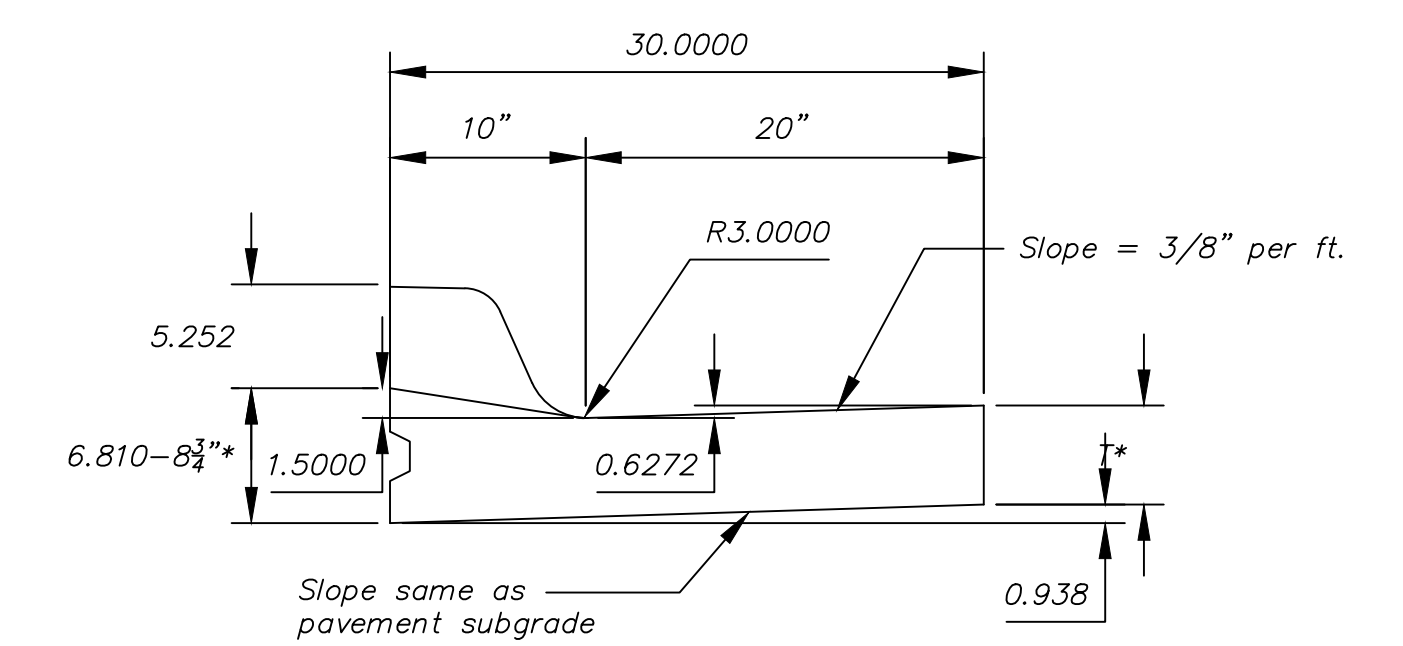
Combined Curb & Gutter (8")



Combined Curb & Gutter (1 1/2")

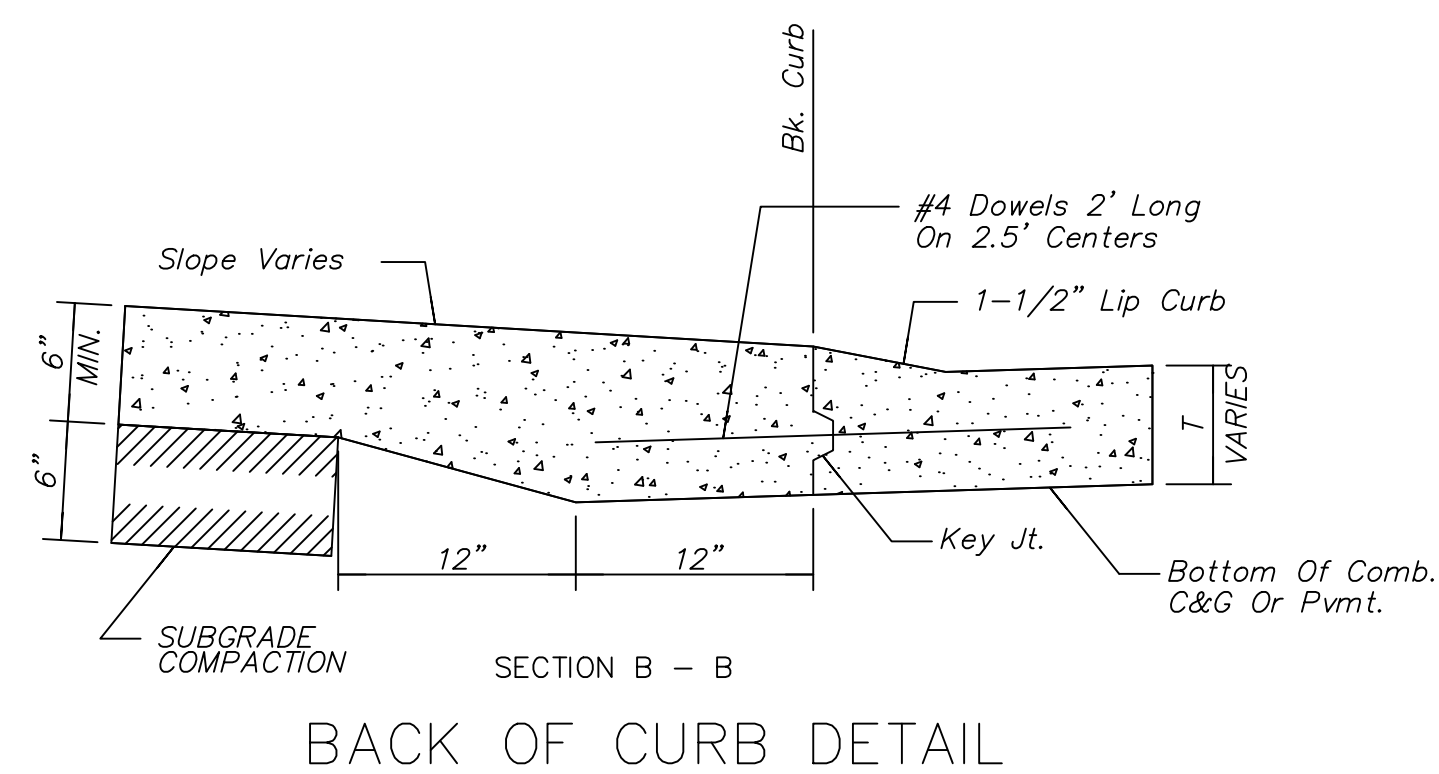


Combined Curb & Gutter (6 5/8")

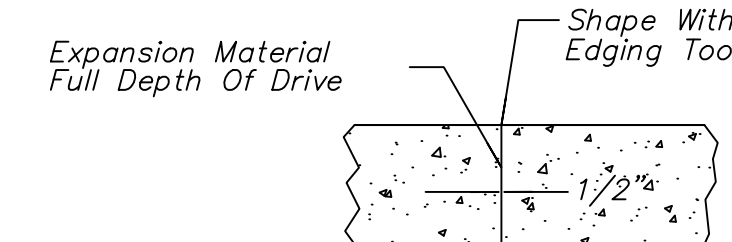
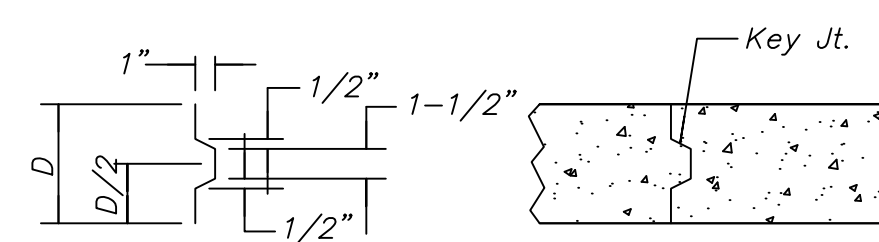


Combined Curb & Gutter (1 1/2")

T* = Thickness of curb to adjust with pavement thickness



ALT. LONGITUDINAL CONSTRUCTION JOINT



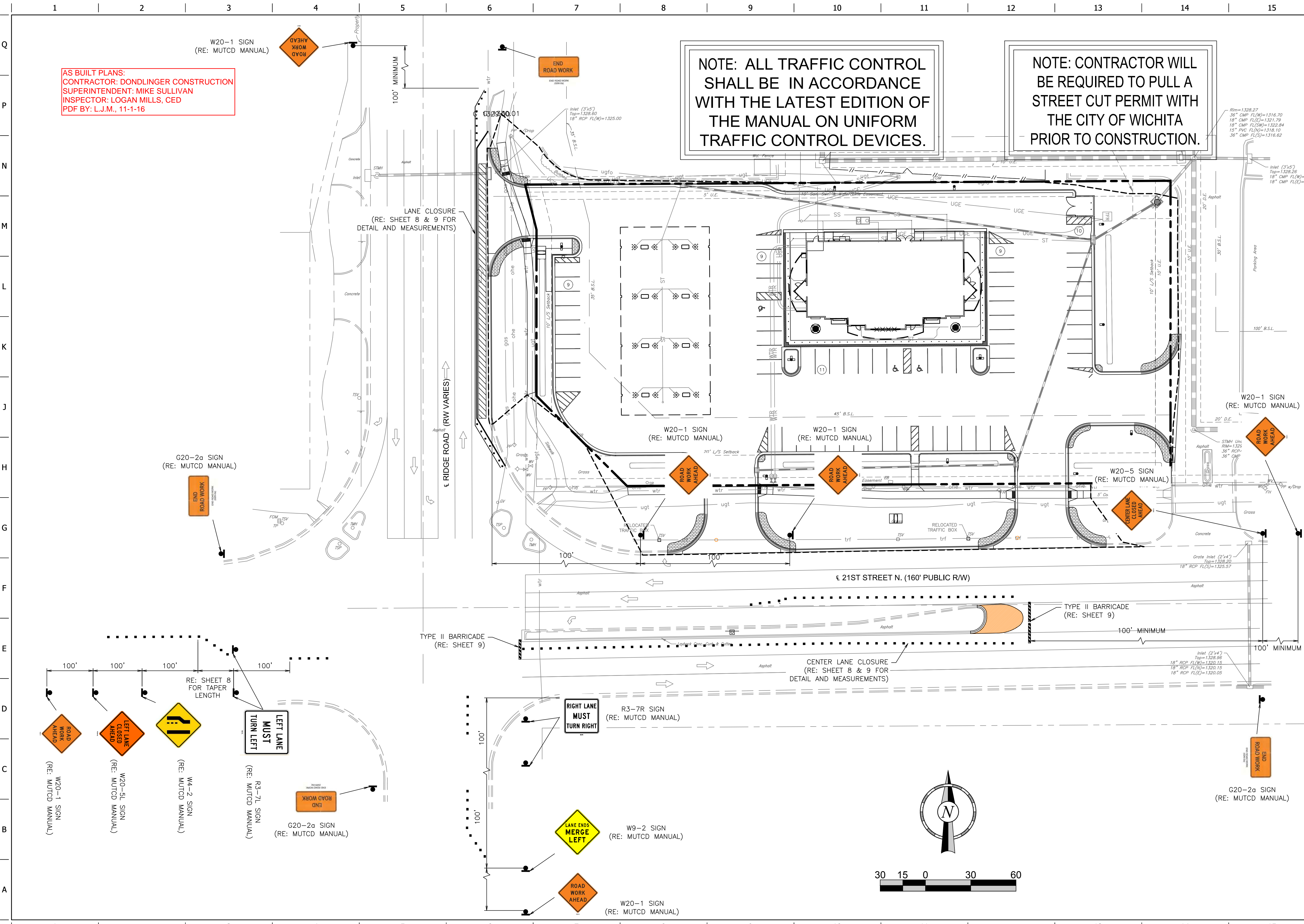
EXPANSION JOINT (E.J.)

GENERAL NOTES

- Expansion (isolation) joints shall be constructed a maximum of 300' apart and at all PIs, PCs, cul-de-sac quadrants, and ends of returns.
- Contraction joints shall be constructed a minimum of 12' apart.
- Joint sealer shall be required at all joints on arterial and industrial streets and at intersections on residential streets.

<p>CITY OF WICHITA PUBLIC WORKS & UTILITIES ENGINEERING DIVISION</p>	<p>CURB & GUTTER DETAILS</p>		
	<p>CITY ENGINEER GARY JANZEN, P.E.</p>		
	<p>PROJECT NUMBER 246 PPP</p>	<p>OCA NUMBER 607879</p>	<p>DATE 12/2010</p>
<p>CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501</p>		<p>SHEET 6</p>	

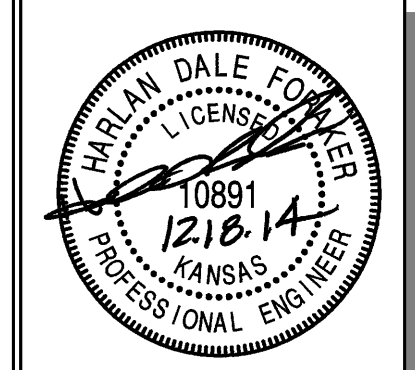
FILE LOCATION: Drawing Files\Project AMG 9-16-16-13\QT #0358\DWG 03-0358 PPP.dwg TAG NAME: TRAFFIC CONTROL PLAN USER: eng22 SAVED: 2/15/2016 2:23 PM PLOTTED: 3/4/2016 2:40 PM



AS BUILT PLANS:
 CONTRACTOR: DONDLINGER CONSTRUCTION
 SUPERINTENDENT: MIKE SULLIVAN
 INSPECTOR: LOGAN MILLS, CED
 PDF BY: L.J.M., 11-1-16

NOTE: ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

NOTE: CONTRACTOR WILL BE REQUIRED TO PULL A STREET CUT PERMIT WITH THE CITY OF WICHITA PRIOR TO CONSTRUCTION.



PROJECT NO.: 20142173
CEED
 CERTIFIED ENGINEERING DESIGN, P.A.
 1935 W. MAPLE STREET
 WICHITA, KANSAS 67213
 PH (316)262-8808
 FAX (316)262-1669

QuikTrip No. 0358R
 7120 WEST 21ST STREET NORTH
 WICHITA, KS



PROTOTYPE: P-78 (02/01/14)
 DIVISION:
 VERSION: 001
 DESIGNED BY:
 DRAWN BY:
 REVIEWED BY:

REV	DATE	DESCRIPTION	ORIGINAL	ISSUE DATE:

SHEET TITLE:
 TRAFFIC CONTROL PLAN

SHEET NUMBER:
 7

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS				

1. MUTCD COMPLIANCE:

ALL TEMPORARY TRAFFIC CONTROL DEVICES AND THEIR INSTALLATION AND MAINTENANCE SHALL COMPLY WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS AND HIGHWAYS WHICH HAS BEEN ADOPTED BY THE SECRETARY OF TRANSPORTATION. WHENEVER THE TEMPORARY TRAFFIC CONTROL STANDARDS CONFLICT WITH THE MUTCD, THE STANDARDS SHALL GOVERN.

2. DESIGN SPEED:

THOSE ITEMS DELEGATED TO TEMPORARY TRAFFIC CONTROL SHOULD BE DESIGNED AND INSTALLED USING THE POSTED/LEGAL SPEED OF THE ROADWAY PRIOR TO WORK STARTING.

3. CLEAR ZONE:

ALL CONSTRUCTION EQUIPMENT (INCLUDING VEHICLES), MATERIALS, AND DEBRIS SHALL BE STORED OUT OF THE CLEAR ZONE. WHERE THIS CANNOT BE ACHIEVED, THE CONTRACTOR SHALL PLACE APPROPRIATE SIGNS, OBJECT IDENTIFIERS, AND/OR BARRICADES AS DESIGNATED BY THE ENGINEER. TEMPORARY TRAFFIC CONTROL DEVICES NEEDED FOR THIS CONDITION SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

4. MINIMUM LANE WIDTHS:

LANE WIDTHS SHALL BE A MINIMUM OF 11' (MEASURED BETWEEN CENTERLINES OF PAVEMENT MARKINGS) OR AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER. A LANE WIDTH LESS THAN 11' MAY REQUIRE RESTRICTED ROADWAY WIDTH SIGNING.

5. FLAGGER:

A MINIMUM OF ONE FLAGGER SHALL BE STATIONED WITHIN EACH MULTI-LANE ROADWAY ACTIVITY AREA WHERE WORK IS IN A CLOSED LANE ADJACENT TO TRAFFIC AND NOT SEPARATED BY A CONCRETE SAFETY BARRIER SYSTEM.

6. PAVEMENT MARKING:

WHEN THE WORK WILL OCCUPY A LOCATION MORE THAN THREE DAYS, ALL CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED OR MASKED AND ALL TRANSITION TAPERS, CROSSOVERS, AND EDGE LINES ALONG CHANNELIZING DEVICES SHALL BE MARKED WITH SOLID 4" WIDE PAVEMENT MARKING.

7. FIRST MODULE OF IBS:

THE FIRST MODULE OF EACH INERTIAL BARRIER SYSTEM (IBS) SHALL HAVE A MINIMUM OF 2 SO. FT. OF FLUORESCENT ORANGE ASTM TYPE IV SHEETING FACING TRAFFIC. EITHER A VERTICAL RECTANGLE OR DIAMOND SHAPE MAY BE USED.

8. PEDESTRIAN / BICYCLE SAFETY:

WORK ZONE SIGNS SHALL NOT INHIBIT PEDESTRIAN AND BICYCLE TRAFFIC ON SIDEWALKS OR OTHER AREAS DESIGNATED FOR PEDESTRIAN OR BICYCLE USE. CONSIDERATION SHOULD BE MADE TO SEPARATE PEDESTRIAN AND BICYCLE MOVEMENTS FROM BOTH WORK SITE ACTIVITY AND VEHICULAR TRAFFIC. UNLESS A REASONABLE SAFE ROUTE THAT DOES NOT INVOLVE CROSSING THE ROADWAY CAN BE PROVIDED, PEDESTRIANS AND BICYCLISTS SHOULD BE APPROPRIATELY DIRECTED WITH ADVANCE SIGNING THAT ENCOURAGES THEM TO CROSS TO THE OPPOSITE SIDE OF THE ROADWAY. IN URBAN AND SUBURBAN AREAS WITH HIGH VEHICULAR TRAFFIC VOLUMES, THESE SIGNS SHOULD BE PLACED AT INTERSECTIONS (RATHER THAN MIDBLOCK LOCATIONS) SO THAT PEDESTRIANS AND BICYCLISTS ARE NOT CONFRONTED WITH MIDBLOCK WORK SITES THAT WILL INDUCE THEM TO ATTEMPT SKIRTING THE WORK SITE OR MAKING A MIDBLOCK CROSSING.

WHEN EXISTING PEDESTRIAN FACILITIES ARE DISRUPTED, CLOSED, OR RELOCATED, THE TEMPORARY FACILITIES SHALL BE DETECTABLE AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING PEDESTRIAN FACILITY.

9. CHANGED STOP CONDITIONS:

ATTACH TWO FLAGS AND A RED TYPE "B" HIGH INTENSITY WARNING LIGHT TO ANY STOP SIGN THAT CREATES A NEW STOP CONDITION OR MOVES THE STOP CONDITION TO A NEW LOCATION. LEAVE FLAGS AND LIGHTS IN PLACE FOR AT LEAST THE FIRST 30 DAYS. INSTALL W3-1 (SYMBOLIC STOP AHEAD) SIGN IN ADVANCE OF STOP SIGN IF STOP SIGN IS NOT VISIBLE FOR A MINIMUM OF DISTANCE 'A' (SEE CHART ON TE710) OR IF STOP CONDITION IS MOVED TO LESS THAN DISTANCE 'A' FROM AN EXISTING STOP AHEAD SIGN.

10. LUMP SUM BIDDING:

WHEN TRAFFIC CONTROL IS BID LUMP SUM, ADDITIONAL DEVICES WILL BE PAID FOR AS EXTRA WORK.

11. NIGHTTIME LIGHTING:

WHEN NIGHTTIME WORK IS REQUIRED, FLOODLIGHTS SHOULD BE USED TO ILLUMINATE FLAGGER STATIONS, EQUIPMENT CROSSINGS, AND OTHER AREAS WHERE EXISTING LIGHTING IS NOT ADEQUATE FOR THE WORK TO BE PERFORMED SAFELY.

IN NO CASE SHALL FLOODLIGHTS BE PERMITTED TO CREATE A DISABLING GLARE FOR THE DRIVER. THE ADEQUACY OF THE FLOODLIGHT PLACEMENT AND ELIMINATION OF POTENTIAL GLARE SHOULD BE CHECKED BY DRIVING THROUGH THE PROJECT.

12. NCHRP REPORT 350 CRASHWORTHY REQUIREMENTS:

TRAFFIC CONTROL DEVICES SHALL MEET THE EVALUATION CRITERIA IN NCHRP REPORT 350 AS SUPPLEMENTED BY FHWA MEMORANDUM "IDENTIFYING ACCEPTABLE HIGHWAY SAFETY FEATURES," DATED JULY 25, 1997. AVAILABLE ON THE INTERNET AT http://safety.fhwa.dot.gov/roadway_dept/road_hardware/nchrp_350.htm

ANY DEVICE NOT ADDRESSED BY THE TE STANDARDS MAY BE APPROVED ON A CASE BY CASE BASIS BY THE ENGINEER. THE DEVICE SHALL BE ACCOMPANIED BY AND INSTALLED ACCORDING TO NCHRP REPORT 350.

THE CONTRACTOR SHALL:

1) PROVIDE TO THE ENGINEER A COPY OF THE MANUFACTURER'S SELF-CERTIFICATION THAT ANY CATEGORY 1 (i.e. - PLASTIC CONICAL DELINEATORS, TUBULAR MARKERS, DRUMS WITHOUT ATTACHMENTS) AND CATEGORY 2 (i.e. - PORTABLE SIGN STANDS (WITH SIGNS), TYPE II AND III BARRICADES, AND VERTICAL PANELS) DEVICES USED ON THE PROJECT ARE NCHRP REPORT 350 COMPLIANT.

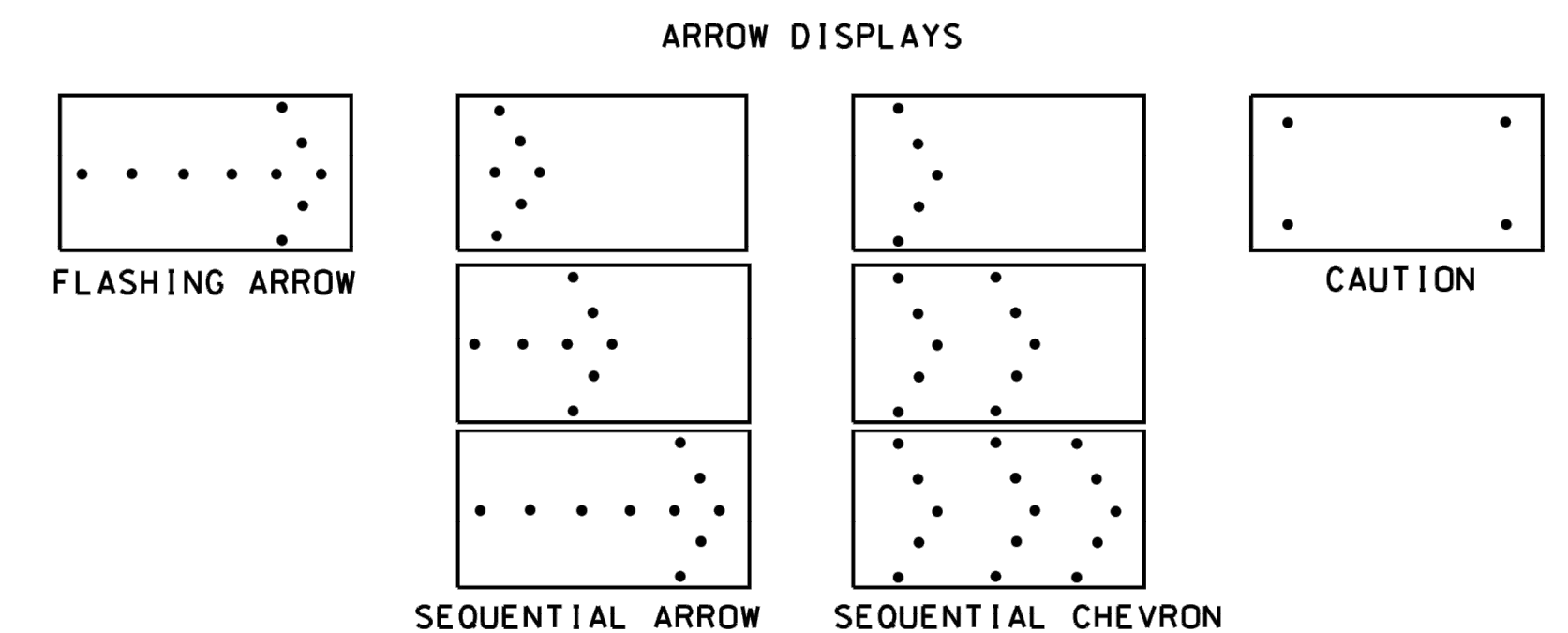
2) PROVIDE TO THE ENGINEER A COPY OF THE ENTIRE FHWA NCHRP REPORT 350 ACCEPTANCE LETTER (WZ-xxx) FOR ANY CATEGORY 2 DEVICE (i.e. - PORTABLE SIGN STANDS (WITH SIGNS), TYPE II AND III BARRICADES, AND VERTICAL PANELS) USED ON THE PROJECT. WORK ZONE FHWA NCHRP REPORT 350 ACCEPTANCE LETTERS (WZ-xxx) ARE AVAILABLE ON THE INTERNET AT: http://safety.fhwa.dot.gov/roadway_dept/road_hardware/listing.cfm?code=workzone

3) CERTIFY THAT THE TRUCK MOUNTED ATTENUATORS (TMA'S) (WHICH ARE DEFINED AS CATEGORY 3 DEVICES BY THE FHWA MEMORANDUM) WERE PURCHASED PRIOR TO OCTOBER 1, 1998, AND INCLUDE A COPY OF THE ENTIRE FHWA ACCEPTANCE LETTER STATING THAT THE TMA'S ARE NCHRP REPORT 230 COMPLIANT; OR IF THE DEVICES WERE PURCHASED AFTER OCTOBER 1, 1998, INCLUDE A COPY OF THE ENTIRE FHWA'S ACCEPTANCE LETTER STATING THAT THE TMA'S ARE NCHRP REPORT 350 COMPLIANT.

ALL CATEGORY 1 & 2 DEVICES SHALL BE NCHRP REPORT 350 COMPLIANT. TMA'S, PURCHASED PRIOR TO OCTOBER 1, 1998, MAY BE USED UNTIL THE END OF THEIR SERVICEABLE LIVES.

13. TYPE "A" LOW INTENSITY WARNING LIGHTS:

A TYPE "A" LOW INTENSITY WARNING LIGHT IS AN L.E.D. BI-DIRECTIONAL FLASHING WORK ZONE WARNING LIGHT.



ARROW DISPLAY ELEMENTS SHALL BE CAPABLE OF A MINIMUM 50 PERCENT DIMMING FROM THEIR FULL-RATED LAMP VOLTAGE. FULL LAMP VOLTAGE SHOULD BE USED DURING THE DAY AND DIMMED MODE SHALL BE USED AT NIGHT. FOR SHOULDER WORK, ROADSIDE WORK NEAR THE SHOULDER, BLOCKING THE SHOULDER, OR FOR TEMPORARY CLOSING ONE LANE ON A TWO-LANE, TWO-WAY ROADWAY, AN ARROW PANEL SHALL BE USED ONLY IN THE CAUTION MODE.

BUFFER SPACE

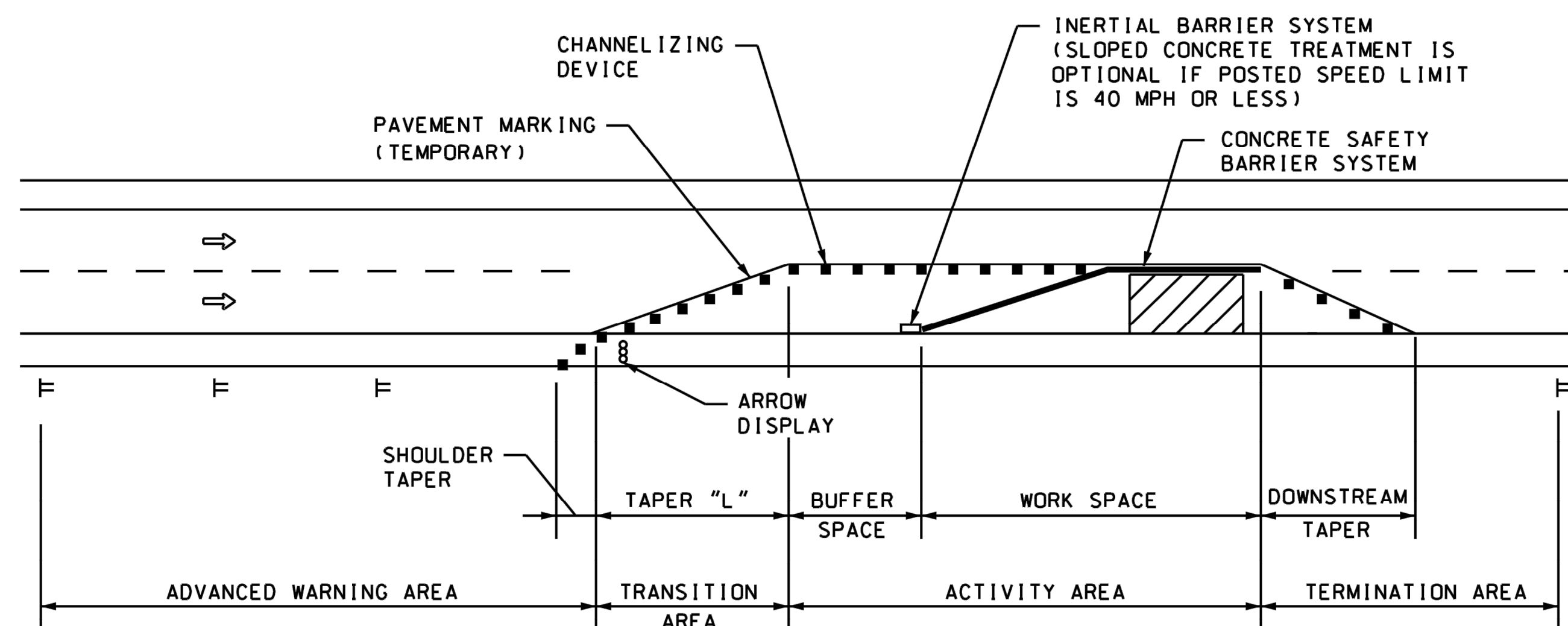
SPEED (MPH) *	20	25	30	35	40	45	50	55	60	65	70
LENGTH (ft)	115	155	200	250	305	360	425	495	570	645	730

NEITHER WORK ACTIVITY NOR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIAL SHOULD OCCUR IN THE BUFFER SPACE. WHEN A PROTECTION VEHICLE IS PLACED IN ADVANCE OF THE WORK SPACE, ONLY THE SPACE UPSTREAM OF THE VEHICLE CONSTITUTES THE BUFFER SPACE.

* POSTED SPEED PRIOR TO WORK STARTING

IF TEMPORARY CONCRETE SAFETY BARRIER SYSTEM IS USED TO SEPARATE APPROACHING TRAFFIC FROM THE WORK SPACE, THE BARRIER SYSTEM SHALL BE CONSIDERED PART OF THE ACTIVITY AREA. A FULL LANE WIDTH SHOULD BE AVAILABLE THROUGHOUT THE LENGTH OF THE BUFFER SPACE. SEE TYPICAL WORK ZONE COMPONENTS.

AS BUILT PLANS:
 CONTRACTOR: DONDLINGER CONSTRUCTION
 SUPERINTENDENT: MIKE SULLIVAN
 INSPECTOR: LOGAN MILLS, CED
 PDF BY: L.J.M., 11-1-16



NOTE:
 REFER TO STD. TE702 FOR TAPER "L" FORMULA.

TYPICAL WORK ZONE COMPONENTS

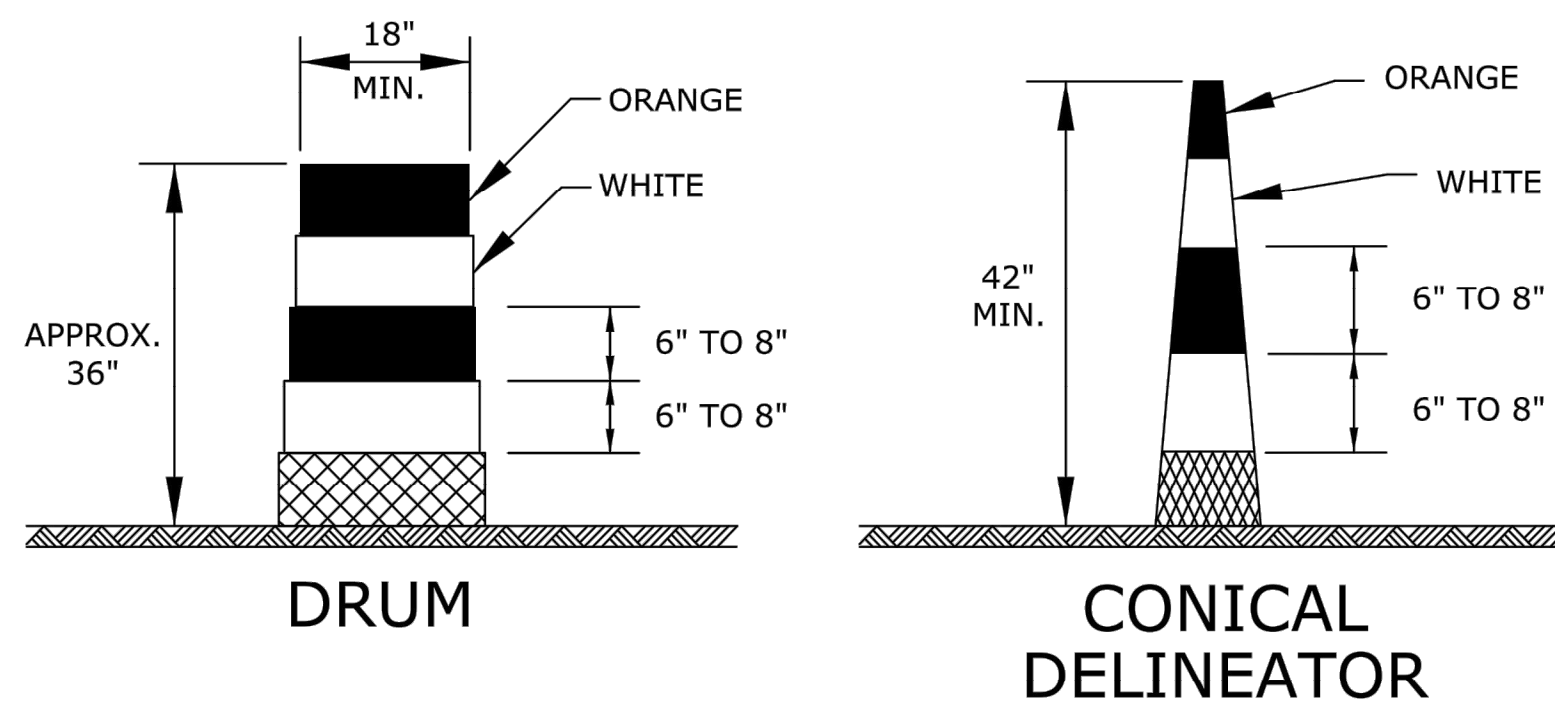
NO.	DATE	REVISIONS	BY	APP'D
3	4-20-09	REVISED NOTE 7	J.M.	A.A.A.
2	8-8-07	ADD NOTE 13, REVISE NOTE 8 & WZ COMPONENTS	M.B.	A.A.A.
1	12-29-05	MODIFIED BUFFER SPACE TABLE	M.B.	A.A.A.

KANSAS DEPARTMENT OF TRANSPORTATION
GENERAL TRAFFIC CONTROL

TE700	4-20-09	APP'D	Anthony A. Alrobaire	9/1/00
DESIGNED	BAH	REVISION	BAH	QUANTITIES
DRAWN	BAH	DATE	BAH	SCALE
CHECKED	BAH	DATE	BAH	SCALE

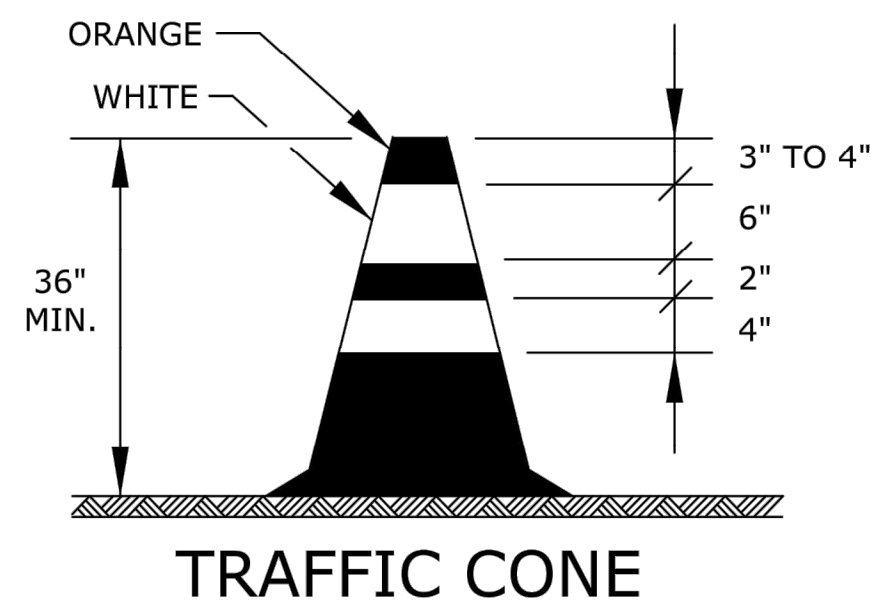
Plotted By: i:\muse\musees
 Plot File: i:\muse\musees\DOT\GP\Passes_Gm_Plar
 Plot Date: i:\muse\musees\DOT\GP\Passes_Gm_Plar

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	XX-XX XX-XXXX-XX	XXXX	XXX	XXX

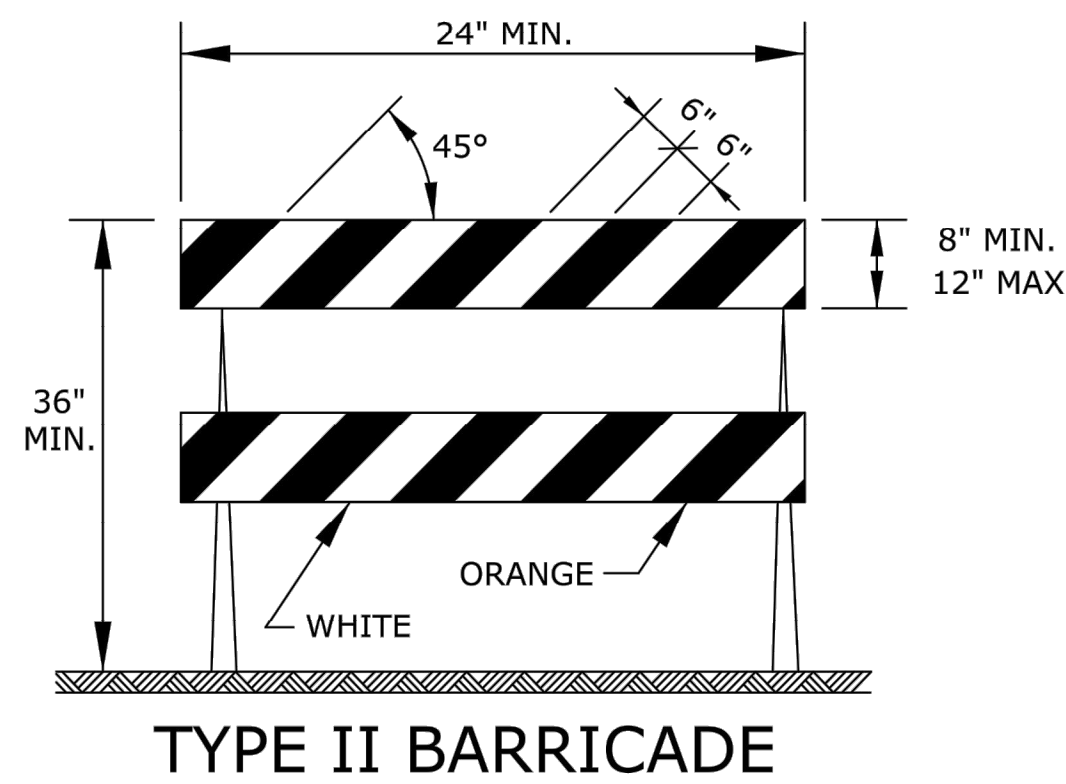


DRUMS AND CONICAL DELINEATORS SHALL HAVE AT LEAST TWO ORANGE AND TWO WHITE 6" TO 8" WIDE RETROREFLECTIVE STRIPES. ADDITIONAL STRIPES MAY BE NON-RETROREFLECTIVE. IF THERE ARE NON-RETROREFLECTIVE SPACES BETWEEN ADJACENT STRIPES, THEY SHALL BE NO MORE THAN 3" WIDE.

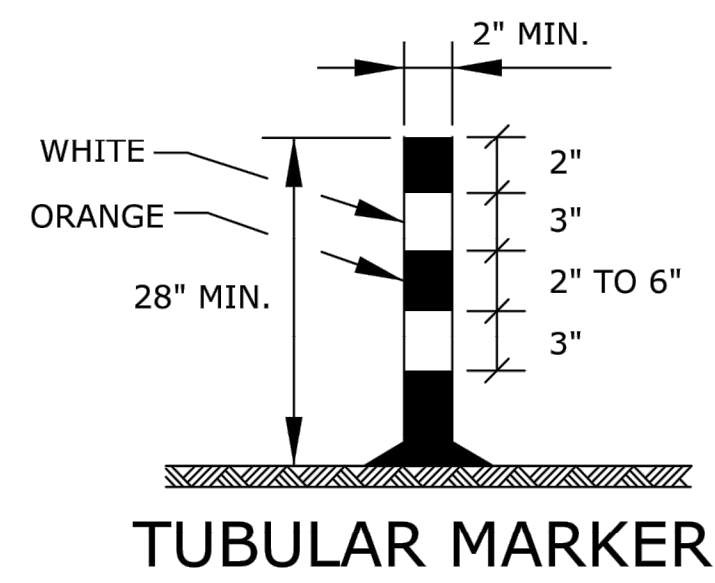
ALL RETROREFLECTIVE STRIPES ON DRUMS SHALL BE ASTM TYPE III SHEETING. THE WHITE STRIPES ON CONICAL DELINEATORS SHALL BE ASTM TYPE III SHEETING. ORANGE STRIPES ON ALL CONICAL DELINEATORS SHALL BE FLUORESCENT ORANGE ASTM TYPE IV SHEETING.



TRAFFIC CONES MAY BE USED AS CHANNELIZING DEVICES FOR DAYTIME OPERATIONS ONLY. THEY WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE SUBSIDIARY TO OTHER TRAFFIC CONTROL BID ITEMS. THE ENGINEER MAY REQUIRE THAT TRAFFIC CONES BE SUPPLEMENTED BY OTHER TRAFFIC CONTROL DEVICES IN CERTAIN SITUATIONS.



FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. THE ENTIRE AREA OF BARRICADE RAILS, BOTH FRONT AND BACK, SHALL BE ASTM TYPE III SHEETING. THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



THE TWO WHITE RETROREFLECTIVE STRIPES SHALL BE ASTM TYPE III SHEETING. STRIPING AS SHOWN FOR UP TO 42".

TAPER FORMULAS:

$$L = WS \text{ FOR SPEEDS OF 45 MPH OR MORE}$$

$$L = WS^2/60 \text{ FOR SPEEDS OF 40 MPH OR LESS}$$

WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
S = NUMERICAL VALUE OF POSTED SPEED
PRIOR TO WORK STARTING IN MPH
W = WIDTH OF OFFSET IN FEET

AS BUILT PLANS:
CONTRACTOR: DONDLINGER CONSTRUCTION
SUPERINTENDENT: MIKE SULLIVAN
INSPECTOR: LOGAN MILLS, CED
PDF BY: L.J.M., 11-1-16

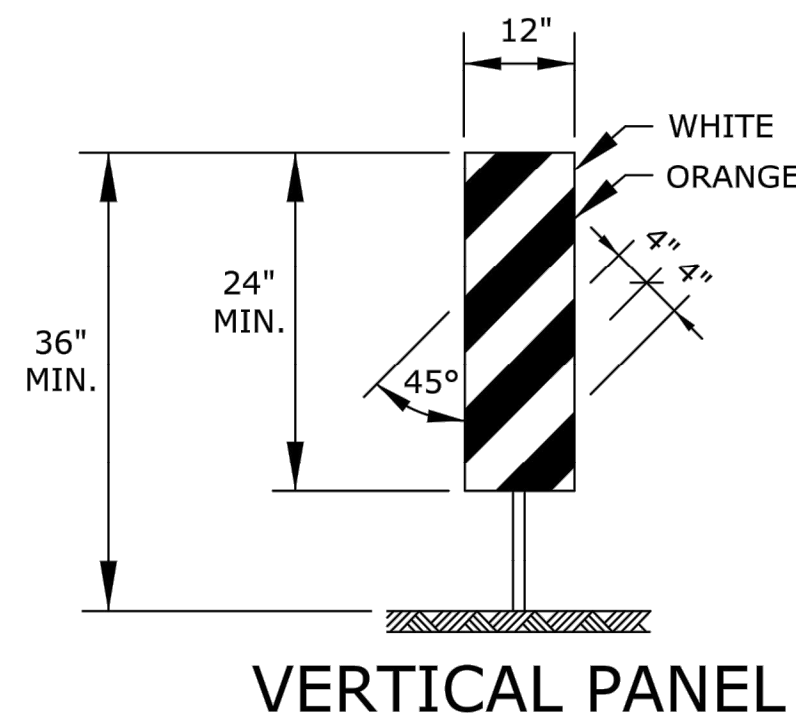
CHANNELIZER PLACEMENT:

(A) THE SPACING BETWEEN DEVICES IN TRANSITION AREA (TAPER) SHOULD NOT EXCEED A DISTANCE IN FEET EQUAL TO 1/2 THE POSTED SPEED LIMIT IN MPH PRIOR TO WORK STARTING.

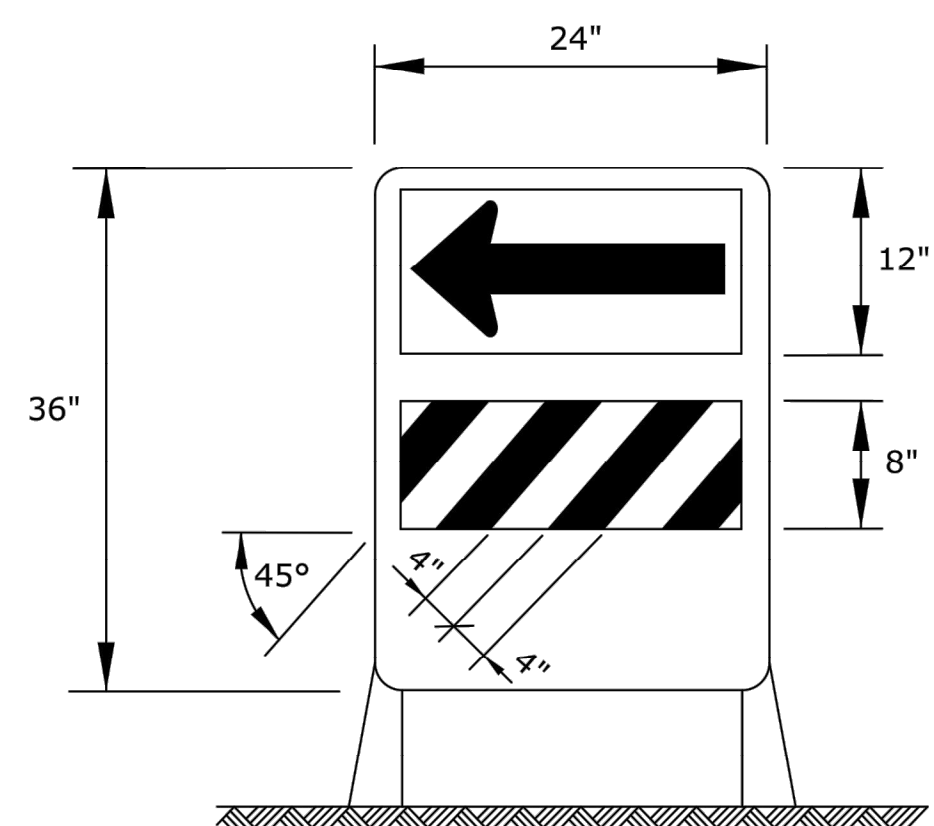
(B) THE SPACING BETWEEN DEVICES IN THE ADVANCED WARNING AREA AND THE ACTIVITY AREA SHOULD NOT EXCEED A DISTANCE IN FEET EQUAL TO TWO TIMES THE POSTED SPEED LIMIT IN MPH PRIOR TO WORK STARTING.

(C) CHANNELIZING DEVICES SHALL BE PLACED FOR OPTIMUM VISIBILITY, NORMALLY AT RIGHT ANGLES TO THE TRAFFIC FLOW.

(D) CHANNELIZING DEVICES PLACED ALONG SHOULDER EDGES OR IN DROPOFFS SHALL HAVE A MINIMUM OF 24" FROM THE TOP OF THE CHANNELIZING DEVICE TO THE TOP OF THE PAVEMENT.



THE ENTIRE AREA OF VERTICAL PANELS, BOTH FRONT AND BACK, SHALL HAVE ASTM TYPE III SHEETING. THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



THE ARROW PANEL SHALL BE BLACK ON FLUORESCENT ORANGE ASTM TYPE IV SHEETING. THE STRIPES SHALL BE ORANGE AND WHITE ASTM TYPE III SHEETING SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS.

THE DIRECTION INDICATOR BARRICADE SHALL BE USED IN SERIES TO DIRECT THE MOTORIST INTO THE INTENDED LANE OF TRAVEL.

THE ARROW PANEL SHOULD NOT BE VISIBLE TO OPPOSING TRAFFIC.

ITEM	LOCATION	CHANNELIZER PLACEMENT								
		CROSS-OVERS	SHOOLLY DIVERSIONS	TANGENTS	TAPERS	RAMPS	HEAD TO HEAD	OBJECT IDENTIFIER	LEAD IN DEVICES	GORES
PORTABLE	DRUMS	YES	YES	YES	YES	YES	(1)	YES	YES	YES
	CONICAL DELINEATORS	YES	YES	YES	YES	YES	(1)	YES	YES	YES
	VERTICAL PANELS	(2)	(2)	(2)	(2)	(2)	(1,2)	YES	(2)	(2)
	DIRECTION INDICATOR BARRICADE	NO	NO	NO	YES	NO	NO	NO	NO	NO
	TYPE II BARRICADE	(2)	(2)	(2)	(2)	NO	NO	YES	NO	NO
FIXED	TUBULAR MARKERS	(3)	(3)	(3)	NO	(3)	YES	NO	YES	YES
	VERTICAL PANELS	(3)	(3)	(3)	(3)	(3)	(3)	YES	(2,3)	(2)

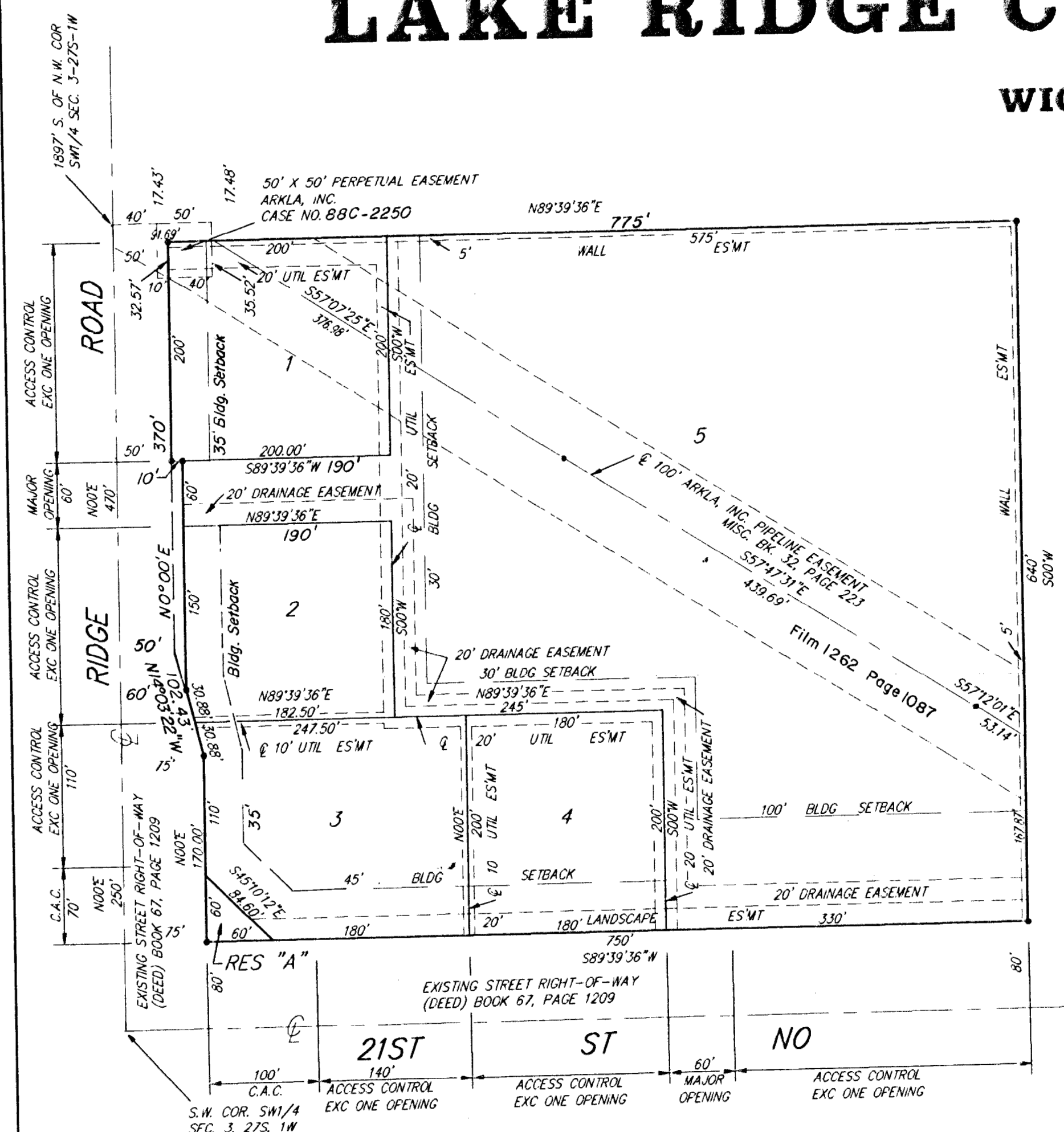
- (1) NOT ALLOWED ON CENTERLINE DELINEATION ALONG FREEWAYS OR EXPRESSWAYS.
- (2) THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.
- (3) MAY BE USED UPON THE APPROVAL OF THE ENGINEER.

3	10/16/12	Added Lead In Devices into Matrix Table	J.A.M.	K.P.
2	10/4/11	Added Dimension To Tubular Marker Detail	J.A.M.	K.P.
1	4/20/09	Channelizer Placement & Traffic Cone Detail	J.A.M.	A.A.A.
NO.	DATE	REVISIONS	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION				
CHANNELIZING DEVICES				
TE702				
DESIGNED	L.E.R.	DATE	10/16/12	APP'D Kristina Pyle
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	

LAKE RIDGE COMMERCIAL 2ND ADDITION

WICHITA, SEDGWICK COUNTY, KANSAS



1" = 100'
 • = BAUGHMAN CAPPED REBAR FOUND
 ○ = BAUGHMAN CAPPED REBAR SET
 NOTE: THERE ARE ADDITIONAL SETBACK REQUIREMENTS PER THE APPROVED ASSOCIATED C.O.P. (DP-205) ON FILE WITH MAPS.

State of Kansas) SS We, Baughman Company, P.A., Surveyors in Sedgwick County do hereby certify that we have surveyed aforesaid County and State do hereby certify that we have surveyed and platted "LAKE RIDGE COMMERCIAL 2ND ADDITION", Wichita, Sedgwick County, Kansas and that the accompanying plat is a true and correct exhibit of the property surveyed, described as and being a replat of Lots 1-2-3-4-5 Lake Ridge Commercial 2nd Addition, Wichita, Sedgwick County, Kansas.

All being situated in the SW1/4 of Sec. 3, Twp. 27-S, R-1-W of the 6th P.M., Sedgwick County, Kansas.

Existing public easements and dedications being vacated by virtue of K.S.A. 12-512(b).

Baughman Company, P.A.
 Gregory F. Severns
 Surveyor
 10-17-94

Know all men by these presents that we, the undersigned, have caused the land in the surveyors certificate to be platted into Lots, Reserves and street to be known as "LAKE RIDGE COMMERCIAL 2ND ADDITION", Wichita, Sedgwick County, Kansas. Reserve "A" is hereby reserved for earthberms, landscaping, lighting, irrigation, drainage, signage, entry monuments, sidewalks, bike paths and utilities confined to easements. The landscaping easement is hereby granted as indicated for the construction and maintenance of private landscaping, allowing for earthberms, landscaping, lighting, irrigation, drainage, signage, sidewalks, bike paths, utilities confined to easements and utilities and driveways are allowed to cross these easements. Reserve "A" shall be owned by the lot owners association for the addition and Reserve "A" and the landscaping easements shall be maintained by the lot owners association for the addition. The 5 foot wall easements are hereby granted as indicated for the construction and maintenance of a private wall and utilities are allowed to cross these easements. The utility easements are hereby granted as indicated for the construction and maintenance of all public utilities. The drainage easement is hereby granted for the use of drainage purposes. The street is hereby dedicated to and for the use of the public. Access controls are hereby granted to the appropriate governing body as indicated on the face of the plat and shall be determined by the engineer of the appropriate governing body.

Lake Ridge Investors, L.C.

Jerry Hoggatt
 Managing Member

W. Newton Male
 W. Newton Male
 Prairie Capital, Inc.
 President

Alvin Howerton
 Alvin Howerton
 Quiktrip Corporation
 Executive Vice-President

State of Kansas) SS The foregoing instrument acknowledged before me, this 6th day of April, 1994, by Jerry Hoggatt, President of Lake Ridge Investors, L.C., a Kansas Limited Liability Company, on behalf of the company.

Michael E. Franz
 Notary Public

My App't. Exp. 2-3-95

State of Kansas) SS The foregoing instrument was acknowledged before me this 11th day of April, 1994, by W. Newton Male, President of Prairie Capital, Inc. on behalf of the corporation.

Jamie Welfs
 Notary Public

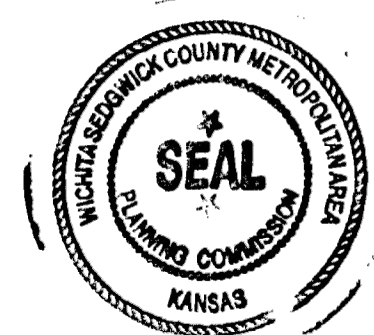
My App't. Exp. 9-22-97

State of Oklahoma) SS The foregoing instrument was acknowledged before me this 25th day of April, 1994, by Alvin Howerton, Executive Vice-President of Quiktrip Corporation, on behalf of the Corporation.

Susan D. Bailey
 Notary Public

My App't. Exp. 3-11-97

This plat of "LAKE RIDGE COMMERCIAL 2ND ADDITION", Sedgwick County, Kansas has been submitted to and approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission Wichita, Kansas. Dated this 10th day of February, 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
 Deputy City Clerk

State of Kansas) 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.

Pat Kettler
 Register of Deeds

Ed Resa
 Deputy

Entered on transfer record this ___ day of ___, 1994.

Susan E. Crockett-Spoon
 County Clerk

We, the undersigned, holders of a mortgage on the above described property, do hereby consent to this plat of "LAKE RIDGE COMMERCIAL 2ND ADDITION", Wichita, Sedgwick County, Kansas.

Chris A. Anderson
 Vice-President
 Prairie State Bank of Maize

State of Kansas) SS The foregoing instrument acknowledged before me, this 8th day of April, 1994, by Chris A. Anderson, Vice-President of Prairie State Bank of Maize, on behalf of the Bank.

Dorothy R. Wood
 Notary Public

My App't. Exp. 4-12-95

DOROTHY R. WOOD
 NOTARY PUBLIC
 STATE OF KANSAS
 My App't. Exp. 4-12-95

AS BUILT PLANS:
 CONTRACTOR: DONDLINGER CONSTRUCTION
 SUPERINTENDENT: MIKE SULLIVAN
 INSPECTOR: LOGAN MILLS, CED
 PDF BY: L.J.M., 11-1-16