POWER CENTER COMMERCIAL C.U.P.

1. THIS DEVELOPMENT CONTAINS 36.46 GROSS ACRES.

2. THE PROPOSED DEVELOPMENT CONTAINS THREE (3) PARCELS PERMITTING LIGHT COMMERCIAL USES. SEE PARCEL DESCRIPTION (GENERAL PROVISION NO. 19) FOR SPECIFIC USES.

3. SETBACKS ARE AS FOLLOWS:

   PARCEL NUMBER 1- 50' ALONG SOUTH PROPERTY LINE AND 35' ALONG ROCK ROAD.

   PARCEL NUMBER 2 - 35' ALONG 36TH STREET NORTH AND THE WEST PROPERTY LINE.
   50' ALONG ROCK ROAD AND 36TH ST. NO. FOR BUILDINGS OF 50,000 S.F. OR LESS, WITH NO MORE THAN 2 BUILDINGS ON THE 50' SETBACK LINE.
   100' ALONG ROCK ROAD 36TH ST. NO. FOR BUILDINGS 50,001 S.F. OR MORE.
   50' ALONG THE SOUTH PROPERTY LINE.

   PARCEL NUMBER 3 - 35' ALONG 36TH STREET NORTH AND ROCK ROAD.

   IN THE EVENT THAT CONTIGUOUS PARCELS ARE DEVELOPED UNDER THE SAME OWNERSHIP, OR WHERE BUILDINGS ARE CONNECTED AT PARCEL LINES, SETBACKS BETWEEN THESE PARCELS WILL NOT BE REQUIRED.

   ALL MAIN BUILDINGS OR STRUCTURES SHALL HAVE A REAR YARD, ALLEY, SERVICE DRIVE OR COMBINATION THEREOF OF NOT LESS THAN THIRTY FEET.

4. ALL UTILITIES SHALL BE INSTALLED UNDERGROUND.

5. SIGNAGE: SIGNS AS PERMITTED BY ZONING DISTRICT SHALL BE PERMITTED IN ACCORDANCE WITH THE PROVISIONS OF SECTION 28.04.139 OF THE CODE OF THE CITY OF WICHITA. ADDITIONALLY THE FOLLOWING CONDITIONS APPLY:

   A. SIGN HEIGHT VARIANCES AS MAY BE APPROVED BY THE BOARD OF ZONING APPEALS ARE PERMITTED.

   B. NO PORTABLE OR OFF-SITE SIGNS SHALL BE PERMITTED.

   C. FLASHING SIGNS, (EXCEPT FOR SIGNS SHOWING DATE, TIME TEMPERATURE AND OTHER PUBLIC SERVICE MESSAGES) ROTATING OR MOVING SIGNS, SIGNS WITH MOVING LIGHTS, OR SIGNS WHICH CREATE THE ILLUSION OF MOVEMENT ARE NOT PERMITTED.

6. ALL DRAINAGE WAYS AND DRAINAGE EASEMENTS SHALL BE CONFIRMED AT THE TIME OF PLATTING. A SPECIFIC LOT GRADING PLAN WILL BE PREPARED IN

CONFORMANCE WITH THE GENERAL DRAINAGE CONCEPT PLAN FOR REVIEW PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.

7. ANY OPEN SPACE, SIGNS, LOGOS, DRAINAGE FACILITIES, DRIVES OR PARKING AREAS CONTAINED WITHIN THE DESCRIBED PARCELS SHALL BE PRIVATELY OWNED AND MAINTAINED.

8. FINAL DETERMINATION OF STREET RIGHT-OF-WAY AND PAVEMENT WIDTHS ON PUBLIC STREETS SHALL BE RESOLVED AT THE TIME OF PLATTING.

9. PARKING SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 28.04.140 ET SEQ OF THE CODE OF THE CITY OF WICHITA, UNLESS SPECIFIED IN THE PARCEL DESCRIPTION. ALL PARKING AND DRIVES SHALL BE HARD SURFACED WITH CONCRETE OR ASPHALT.

10. FIRE LANES:

A. FIRE LANES SHALL BE IN ACCORDANCE WITH THE FIRE CODE OF THE CITY OF WICHITA. NO PARKING SHALL BE ALLOWED IN SAID FIRE LANES, ALTHOUGH THEY MAY BE USED FOR PASSENGER LOADING AND UNLOADING.

B. DURING BUILDING PERMIT REVIEW THE FIRE CHIEF OR HIS DESIGNATED REPRESENTATIVE SHALL REVIEW AND APPROVE THE SITE PLAN, REGARDING FIRE LANE(S) AND FIRE HYDRANT ACCESS, PRIOR TO ISSUANCE OF A BUILDING PERMIT.

11. ACCESS CONTROL:

PARCEL NO. 1

A. ACCESS TO ROCK ROAD SHALL BE LIMITED TO ONE (1) OPENING WITH COMPLETE ACCESS CONTROL ON THE SOUTH 140'. (SEE PLAN)

B. THERE WILL BE COMPLETE ACCESS CONTROL ALONG THE PROPOSED K-96 EXPRESSWAY.

PARCEL NO. 2

A. ACCESS TO ROCK ROAD SHALL BE LIMITED TO FIVE (5) OPENINGS. TWO (2) OPENINGS SHALL BE CONSTRUCTED TO MAJOR ENTRANCE STANDARDS. THAT PORTION OF THE MAJOR ENTRANCE ON PUBLIC RIGHT-OF-WAY WILL BE GUARANTEED AT THE TIME OF PLATTING. THAT PORTION OF THE MAJOR ENTRANCE ON PRIVATE PROPERTY WILL BE A REQUIREMENT AT THE TIME OF BUILDING PERMIT(S).

B. ACCESS TO 36TH STREET NORTH SHALL BE LIMITED TO THREE (3) OPENINGS.

C. THERE WILL BE COMPLETE ACCESS CONTROL ALONG THE PROPOSED K-96 EXPRESSWAY.

PARCEL NO. 3

ACCESS TO ROCK ROAD AND 36TH STREET NORTH SHALL BE LIMITED TO ONE (1) OPENING EACH.

12. THE TRANSFER OF TITLE ON ALL OR ANY PORTION OF THE LAND INCLUDED IN THE C.U.P. DOES NOT CONSTITUTE A TERMINATION OF THE PLAN OR ANY PORTION THEREOF, BUT SAID PLAN SHALL RUN WITH THE LAND AND BE BINDING UPON THE PRESENT OWNERS, THEIR SUCCESSORS AND ASSIGNS AND THEIR LESSEES UNLESS AMENDED. ANY MAJOR CHANGES IN THIS DEVELOPMENT PLAN SHALL BE SUBMITTED TO THE PLANNING COMMISSION AND THE CITY COUNCIL FOR THEIR CONSIDERATION.

13. ALL LIGHTS SHALL BE SHIELDED TO REFLECT LIGHT DOWNWARD OR DIRECT LIGHT AWAY FROM RESIDENTIAL AREAS.

14. SCREENING WALL:

A. A SIX (6)TO EIGHT(8) FOOT SOLID OR SEMI SOLID WALL SHALL BE CONSTRUCTED OF STONE, MASONRY, ARCHITECTURAL TILE, OR OTHER SIMILAR MATERIALS (NOT INCLUDING WOOD OR WOVEN WIRE) ALONG THE WEST PROPERTY LINE OF PARCEL NO.2 WHERE ADJACENT TO AREAS THAT ARE ZONED RESIDENTIAL.

B. SAID WALL AS DESCRIBED ABOVE SHALL ALSO BE CONSTRUCTED AROUND ALL STORAGE AND SERVICE AREAS WHEN ACROSS FROM AREAS ZONED RESIDENTIAL. SAID WALL SHALL BE CONSTRUCTED ALONG THE PROPERTY LINE WHEN ADJACENT TO A RESIDENTIAL DISTRICT AND SEPARATED BY A PUBLIC WAY, STREET, OR ALLEY, IF THE STORAGE AREA, SERVICE AREA OR REAR OF BUILDING FACES THE RESIDENTIAL DISTRICT.

C. A TEN (10) FOOT PLANTING BUFFER,(SEE G.P. 16-A) CONSISTING OF A COMBINATION OF GRASS, LOW SHRUBS AND TREES, SHALL BE REQUIRED ALONG PROPERTY LINES, ADJACENT TO RESIDENTIAL DISTRICTS WHEN SEPARATED BY A PUBLIC WAY, STREET OR ALLEY, WHERE THE WALL IS NOT REQUIRED. IF THE WALL IS CONSTRUCTED, THE TEN (10) FOOT PLANTING BUFFER SHALL BE WAIVED.

D. ALL WALLS SHALL BE CONSTRUCTED WITHIN A PLATTED THREE (3) FOOT WALL EASEMENT AND A BUILDING PERMIT SHALL BE OBTAINED PRIOR TO CONSTRUCTION.

E. FAILURE TO PROPERLY MAINTAIN THE WALL SHALL BE CONSIDERED A VIOLATION OF THE C.U.P. AFTER A JOINT DETERMINATION BY THE DIRECTOR OF PLANNING AND THE SUPERINTENDENT OF CENTRAL INSPECTION.

15. TRASH RECEPTACLES SHALL BE APPROPRIATELY SCREENED TO REASONABLY HIDE THEM FROM GROUND VIEW.

16. LANDSCAPE BUFFERS:

A. A LANDSCAPE PLAN, PREPARED BY A LANDSCAPE ARCHITECT, FOR THE PLANTING BUFFER AS SHOWN ON THE PLAN IF REQUIRED, SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT FOR THEIR REVIEW AND APPROVAL PRIOR TO THE ISSUANCE OF ANY BUILDING PERMIT(S) ON THE PARCEL INVOLVED. THE LANDSCAPE PLAN SHALL INDICATE THE TYPE LOCATION AND SPECIFICATION OF PLANT MATERIAL AND SHALL ALSO DEPICT THE PROPOSED METHOD OF PROVIDING IRRIGATION TO THE REQUIRED PLANT MATERIALS. THE REQUIRED PLANTING PLAN SHALL ONLY BE REQUIRED FOR THAT PHASE OF THE OVERALL C.U.P. THAT A BULIDING PERMIT IS REQUESTED ON.

B. FAILURE TO PROPERLY MAINTAIN THE TEN (10) FOOT PLANTING STRIP SHALL BE CONSIDERED A VIOLATION OF THE BUILDING PERMIT AUTHORIZING THE CONSTRUCTION OF THE PROPOSED DEVELOPMENT, AFTER A JOINT DETERMINATION BY THE DIRECTOR OF PLANNING AND THE SUPERINTENDENT OF CENTRAL INSPECTION, THAT THE PLANTS ARE NOT PROPERLY MAINTAINED. A FINANCIAL GUARANTEE FOR PLANT MATERIALS APPROVED FOR THE LANDSCAPE PLAN SHALL BE REQUIRED PRIOR TO THE ISSUANCE OF ANY OCCUPANCY PERMIT IF THE REQUIRED LANDSCAPING HAS NOT BEEN PLANTED.

C. ALL PLANTING BUFFERS AS INDICATED ON THE PLAN, SHALL CONSIST OF TREES, TURF, AND LOW SHRUBBERY, AND SHALL BE OF SUCH TYPE AND MAINTAINED IN SUCH A MANNER AS TO NOT CONSTITUTE A TRAFFIC HAZARD.

17. IF MULTIPLE OWNERSHIP IS ANTICIPATED, AN AGREEMENT PROVIDING FOR THE MAINTENANCE OF RESERVES, OPEN SPACE, INTERNAL DRIVES, PARKING AREAS, DRAINAGE IMPROVEMENTS, ETC., SHALL BE FILED WITH THE PLAT OF THE AREA.

18. THE C.U.P. DOCUMENT IS GENERAL IN CHARACTER AND WILL REQUIRE THE SUBMISSION OF AN OVERALL SITE DEVELOPMENT PLAN AND A LANDSCAPE BUFFER PLAN FOR EACH PHASE OF THE PROPOSED DEVELOPMENT. THE OVERALL SITE PLAN SHALL INDICATE WHAT IS PROPOSED IN THE FIRST PHASE OF BUILDING CONSTRUCTION AND SHALL BE UPDATED TO REFLECT HOW EACH SUBSEQUENT PHASE OF DEVELOPMENT IS COMPATIBLE WITH THE OVERALL SITE PLAN. THIS SITE PLAN WILL REQUIRE ADMINISTRATIVE APPROVAL AT THE PLAN REVIEW STAGE PRIOR TO ISSUANCE OF A BUILDING PERMIT. THE PLAN SHALL SHOW LAND USE RELATIONSHIPS, ACCESS POINTS AND/OR CONTROL,SETBACKS, INTERIOR CIRCULATION, PARKING, SCREENING AND OTHER SIMILAR DESIGN CONSIDERATIONS WHICH MAY AFFECT ADJACENT PROPERTY OR THE GENERAL HEALTH AND WELFARE OF THE PUBLIC. THE PLAN SHALL BE SUBMITTED TO THE DIRECTOR OF PLANNING FOR REVIEW AND APPROVAL.

19. PARCEL DESCRIPTION:

<u>PARCEL NUMBER 1</u>

PROPOSED USES: RESTAURANTS; RETAIL USES; OFFICES; MEDICAL AND DENTAL CLINICS;CONVENIENCE STORES; FINANCIAL INSTITUTIONS; SERVICE STATION WITH ACCESSORY SINGLE LANE, ENCLOSED CAR WASH WITH BZA APPROVAL; TIRE,BATTERY AND ACCESSORY STORES.

NET AREA - 40,800 SQ. FT. (0.94 ACRES)
MAXIMUM BUILDING COVERAGE - 10,000 SQ. FT.
MAXIMUM GROSS FLOOR AREA - 10,000 SQ. FT.
FLOOR AREA RATIO - 0.245
MAXIMUM BUILDING HEIGHT - 35'
SETBACKS - SEE GENERAL PROVISION NUMBER 3
PARKING - SEE GENERAL PROVISION NUMBER 9

PARCEL NUMBER 2

PROPOSED USES: SHOPPING CENTER USES SUCH AS: GROCERY STORES;FURNITURE STORES; DEPARTMENT STORES; RESTAURANTS; RETAIL USES; OFFICES; MEDICAL AND DENTAL CLINICS; FINANCIAL INSTITUTIONS; TIRE,BATTERY AND ACCESSORY STORES; SERVICE STATION WITH ACCESSORY SINGLE LANE, ENCLOSED CAR WASH WITH B.Z.A. APPROVAL; AND CONVENIENCE STORES.

NET AREA - 1,486,666 SQ. FT. (34.13 ACRES)
MAXIMUM BUILDING COVERAGE - 375,000 SQ. FT.
MAXIMUM GROSS FLOOR AREA - 375,000 SQ. FT.
FLOOR AREA RATIO - 0.252
MAXIMUM BUILDING HEIGHT - 35'
SETBACKS - SEE GENERAL PROVISION NUMBER 3
PARKING - SEE GENERAL PROVISION NUMBER 9

PARCEL NUMBER 3

PROPOSED USES: SAME AS PARCEL NUMBER 1.
NET AREA - 60,607 SQ. FT. (1.39 ACRES)
MAXIMUM BUILDING COVERAGE - 15,000 S.F.
MAXIMUM GROSS FLOOR AREA - 15,000 S.F.
FLOOR AREA RATIO - 0.247
MAXIMUM BUILDING HEIGHT - 35'
SETBACKS - SEE GENERAL PROVISION NUMBER 3
PARKING - SEE GENERAL PROVISION NUMBER 9

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

DATE: October 17, 1989

TO: Marvin Krout, Director of Planning
Walt Campbell, Deputy Chief of Operations
Bill McKinley, Traffic Engineer
Mike Lindebak, City Engineer

FROM: Robert L. Young, Principal Planner

SUBJECT: Comotara Power Center Commercial C.U.P. generally located south of 36th Street North on the west side of Rock Road.

Attached for your review and comments is a copy of the proposed development plan for the above-referenced property. The applicant is proposing a three parcel community unit plan for retail shopping center, service and office purposes. The property is currently zoned "LC" and "BB" and the applicant is requesting an associated zone change to the "LC" category for the entire site. The portion of the site south of the platted 34th street alignment is zoned "LC" within the W.D.C. Parcel 9B Commercial C.U.P. (DP-157) and the portion north of the 34th Street Alignment is zoned "BB". The northern portion of the site is platted as Lots 3 through 11, Block 1 of Killarney Plaza Second addition and the southern portion is platted as lots 2 and 3, Block 2 of the same addition. The applicant proposes a total maximum gross floor area of 400,000 square feet for shopping centre, office and service purposes. The existing Commercial C.U.P. is approved for 206,777 square feet of maximum gross floor area on two parcels. The northern portion of the site that is zoned "BB" and is requested to be rezoned to "LC" is approximately 22 acres in size.

I would appreciate your comments regarding this development proposal as soon as possible so it can be scheduled for MAPC review. Thank you.

BRH:ksk
Attachments

SEDGWICK COUNTY

METROPOLITAN AREA PLANNING
DEPARTMENT
CITY HALL — TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1688
(316) 268-4561

March 23, 1990

Mid-Kansas Engineering Consultants
3500 North Rock Road, #800
Wichita, KS 67226

Re: S/D 89-74 - COMOTARA POWER CENTER

Dear Gentlemen:

At the regular meeting of the Subdivision Committee of the Metropolitan Area Planning Commission on Thursday, March 22, 1990, the above captioned plat was considered. The action of the Committee was to approve the preliminary and authorize preparation of the final plat, subject to the following:

A. Existing petitions for this area can or need to be amended or new petitions should be required for this replat of a portion of the Killarney Plaza Addition. If projects are to be abandoned as a result of this replat, the applicant shall pay off the charges against the abandoned projects. New petitions for drainage may be required and costs for the abandonment of 34th Street's improvement will need to be paid off.

B. As required by the C.U.P., the applicant shall guarantee:

1. A ten (10) foot decel lane, 300' in length with a 175' taper along Rock Road and north of both of the two major entrances.

2. A ten (10) foot decel lane from the south major entrance on Rock Road to the proposed K-96 right-of-way and the installation of traffic signalization at the south major entrance on Rock Road when conditions meet the warrants set out in section 4.C of the manual on uniform traffic control devices published by the federal highway administration and on file in the office of the City Traffic Engineer.

3. The construction of those portions of the major entrances within public right-of-way.

C. The applicant shall guarantee the abandonment or relocation of public utilities made necessary by this plat; this including the waterline in 34th Street right-of-way being vacated and relocation of sanitary sewer just south of 36th Street North. If these utilities are not going to be abandoned at this time the final plat shall indicate public easements to cover these facilities.

D. The applicant shall either submit an application for the vacation of 34th Street North from west of this plat to where it intersects Inwood or an area for a cul-de-sac shall be dedicated along the west side of this plat and a guarantee provided for its construction.

E. If improvements are guaranteed by petition, a notarized certificate listing the petitions shall be submitted to the Planning Department for recording.

F. On the final plat, access controls for Lot 3, to Rock Road, shall be depicted with complete access control shown either side of the 30 foot opening allowed for this lot to Rock Road.

G. On the final plat, setbacks on Lots 1, 3 and along the south line of Lot 2 shall be as shown in this preliminary plat. However, since the setbacks on Lot 2's east and north line, and between lots in the same ownership can vary due to conditions, setbacks should not be platted but rather a note placed on the face of the plat and a reference in the plattor's text made that additional setback requirements are per C.U.P. DP-195 on file with the Metropolitan Area Planning Department.

H. As indicated by the preliminary plat, an off site drainage easement shall be provided. This easement shall be reviewed by City Engineering and submitted for recording with the final plat tracing.

I. If this plat involves the platting of a floodway, the plattor's text on the final plat shall reference the standard floodway language.

J. If required, the final plat shall reference minimum building pad elevations in both Mean Sea Level as well as City Datum. It shall be indicated if these elevations involve the minimum floor or opening elevation. The face of the plat shall also reference the location and elevation of permanent on site and off site benchmarks. Section 5-402(N).

K. On the final plat the recording information for the dedication of K-96 Expressway adjacent to this plat shall be indicated.

L. The applicant shall provide proof, by letter from the Cooperative Pipeline Co. or by copy of the pipeline easement agreements, that the pipeline easement as shown is sufficient and that utilities may be located adjacent to and within the easement. Any relocation, lowering or encasement of the pipeline, required by this development, will not be at the expense of the City.

M. The applicant is advised that general provision 10 of the associated Community Unit Plan requires fire lanes around main structures and that approval of a site plan by the Fire Chief or Department's representative will be required during building permit review.

N. This plat indicates several locations where a wall easement and possibly a masonry wall cross an existing sanitary sewer easement. City Engineering shall approve the type of construction allowed at such locations, and if necessary a hold harmless agreement may be required. This approval shall be obtained prior to the plat being scheduled for City Council review.

O. Prior to or at the time of submitting the final plat, the applicant shall submit a drainage plan to City Engineering for review and approval.

P. The applicant shall install or guarantee the installation of all utilities and facilities which are applicable and described in Article 8 of the MAPC Subdivision Regulations.

Q. Requirements for a final plat (see pages 20-25, Part 4, Article 5 of the MAPC Subdivision Regulations).

The enclosed "marked" copy of the plat is for your information and files. If you should have any questions, please call.

Sincerely,

R. Timothy Bickhaus
Associate Planner

RTB:svm

Enclosure

cc: Northrock Realty Partners, 575 Fourth Financial Center, Wichita, KS 67202
Bill G. Yung Design, 4912 E. 29th St. N., Suite 1, Wichita, KS 67220
Mike Lindebak, City Engineer

CERTIFICATE

CITY OF WICHITA)
COUNTY OF SEDGWICK) SS
STATE OF KANSAS)

I, Wal-Mart Stores, Inc, owner of

(give name of proposed plat, if appropriate) _____

Lot 1, Block 1 Comotara Power Center, City of Wichita, Sedgwick County, Kansas

do hereby certify that petitions for the following improvements have been submitted to the City Council of the City of Wichita, Kansas:

1. Sanitary Sewer Lateral Petition
2. Water Petition
3. Storm Water Sewer Petition
4. Traffic Signals Petition
5. Paving Petition
6.
7.

As a result of the above-mentioned petitions for improvements, lots or portions thereof within _____

Comotary Power Center

Addition may be subject to special assessments assessed thereto for the cost of constructing the above-described improvements.

Signed this 8th day of July, 1992.

Jud W Heflin

Jud W Heflin, Asst Vice President
Wal-Mart Stores, Inc

ACCESS EASEMENT

THIS INDENTURE, made this 8 day of July, 1992, by and between Wal-Mart Stores, Inc hereinafter called "Party of the First Part" (whether singular or plural), and Northrock Realty Partners and the City of Wichita, hereinafter call "Party of the Second Part";

WITNESSETH, that said Party of the First Part, in consideration of the sum of One Dollar ($1.00) and other valuable consideration, to said Party of the First Part in hand paid by the said Party of the Second Part, the receipt and sufficiency of which is hereby acknowledged, does by these presents grant, bargain, and convey unto the said Party of the Second Part, its successors and assigns, the following described perpetual access easement appurtenant with the right, privilege and authority to travel on, through, over and across the following described real estate in Sedgwick County, State of Kansas, to wit:

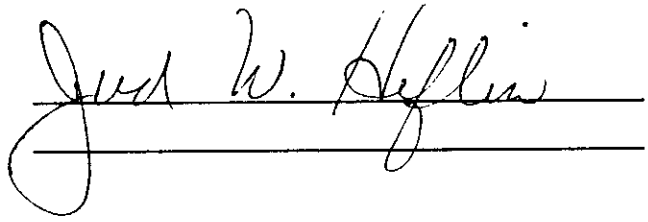
> A parcel of land located in the Comotara Power Center an addition to Wichita, Sedgwick County, Kansas, more particiularly described as follows:
> Beginning at the Northwest corner of Lot 1 of said Comotara Power Center;
> thence North 88°54'38" East along the North line of said Lot 1, 1,100.19 feet to a point on the East line of said Lot 1;
> thence South 01°05'22" East along the East line of said Lot 1, 60.00 feet;
> thence South 88°54'38" West, parallel to the North line of said Lot 1, 1,100.19 feet, to a point on the West line of said Lot 1;
> thence North 01°04'59" West along the West line of said Lot 1, 60.00 feet to the Point of Beginning. All being in Wichita, Sedgwick County, Kansas and containing 1.52 acres, more or less.

TO HAVE AND TO HOLD the same for the purpose of constructing and maintaining an access easement or for such other purposes hereinabove set out, together with all and singular the rights, privileges, appurtenances

and immunities thereto belonging, or in any wise appertaining, unto the said Party of the Second Part, and unto its successors and assigns, forever; and that said Party of the First Part will not cause any building to be erected on the real estate herein conveyed. The said First Party hereby covenanting that said First Party has good right to convey the same; that the said premises are free and clear of any encumbrances done or suffered by First Party or those under whom First Party claims title and that First Part will warrant and defend the title and assigns forever against the lawful claims and demands of all persons whomsoever, except the lien of taxes for the current year and _____.

This easement shall not be conveyed or transferred by the Party of the Second Part, its successors and assigns, without the prior written consent of Wal-Mart Stores, Inc.

IN WITNESS WHEREOF, the said Party of the First Part has executed the above the day and year first above written.



STATE OF KANSAS)
) SS
COUNTY OF SEDGWICK)

ACKNOWLEDGEMENT OF CORPORATION OFFICIAL

On this 8th day of July, 1992, before me appeared Jud W Heflin _____, to me personally known, who, being by me duly sworn did say that he is Assistant Vice President of Wal-Mart Stores, Inc, a corporation of the State of Delaware, and that said instrument was signed in behalf of said Corporation by authority of its Board of Directors and acknowledged said instrument to be the free act and deed of said Corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal, at my office in Junction City, Kansas the day and year first above written.

Denise Boyd-Anderson
Signature of Notary Public

DENISE BOYD-ANDERSON NOTARY PUBLIC My Appt. Exp. 6/6/95 STATE OF KANSAS

My term of office expires: June 6, 1995

EASEMENT

From: _____

To: _____

STATE OF KANSAS)
) SS
COUNTY OF SEDGWICK)

In the Recorder's office I, _____ Recorder of said County, do hereby certify that the within instrument of writing, with the Certificate thereon, was on the _____ day of _____, A.D., 19___, at _____ o'clock and _____ minutes, ____.m., filed for record in this office and is duly recorded in the reocrds of this office in Book _____ at Page _____.

IN WITNESS WHEREOF, I have hereunto set my hand set my hand and affixed my official seal at Wichita, Kansas, the date last above written.

_____
Recorder

By_____
Deputy Recorder

PETITION
STORM WATER DRAIN

To the Mayor and City Council
Wichita, Kansas

Dear Council Members:

1. We, the undersigned owners of record as below designated, of Lots, Parcels, and Tracts of real property described as follows:

<legal>

do hereby petition, pursuant to the provisions of K.S.A. 1980 Supp. 12-6a01 et seq., as follows:

(a) That there be constructed a storm water sewer to serve the area described above, according to plans and specifications to be furnished by the City Engineer of the City of Wichita, Kansas.

(b) That the estimated and probable cost of the foregoing improvements being <dollar>, with <percent> percent payable by the improvement district<cal>. Said estimated cost as above set forth is hereby increased at the pro-rata rate of 1 percent per month from and after <petdate>.

(c) That the land or area above described be constituted as an improvement district against which shall be assessed 100 percent of the total actual cost of the improvement for which the improvement district is liable.

(d) That the method of assessment of all costs of the improvement for which the improvement district shall be liable shall be on a <basis>.

<fraction>

Where the ownership of a single lot is or may be divided into two or more parcels, the assessment to the lot so divided shall be assessed to each ownership or parcel on a square foot basis.

(e) Signatures on this petition are made with full knowledge and understanding that said signatures constitute a waiver of any assistance available through the Special Assessment Deferral Program.

2. It is requested that the improvements hereby petitioned be made without notice and hearing, which but for this request, would be required by K.S.A. 12-6a04.

3. That names may not be withdrawn from this petition by the signers thereof after the Governing Body commences consideration of the petition or later than seven (7) days after filing, whichever comes first.

4. That when this petition has been filed with the City Clerk and it has been certified that the signatures thereon are according to the records of the Register of Deeds of Sedgwick County, Kansas, the petition may be found sufficient if signed by either (1) a majority of the resident owners of record of property liable for assessment under

the proposal, or (2) the resident owners of record of more than one-half of the area liable for assessment under the proposal, or (3) the owners of record (whether resident or not) of more than one-half of the area liable for assessment under the proposal. The Governing Body is requested to proceed in the manner provided by statute to the end that the petitioned improvements may be expeditiously completed and placed in use.

WITNESS our signatures attached with respect to each of which is indicated the property owned and the date of signing.

LEGAL DESCRIPTION	SIGNATURE	DATE

<sign blk>

AN ABSTRACTOR'S CERTIFICATE OF OWNERSHIP MUST ACCOMPANY THIS PETITION

KAW VALLEY ENGINEERING, INC.

ENGINEERING • PLANNING • SURVEYING • INSPECTION • TESTING

JUNCTION CITY, KANSAS 66441 • 2319 N Jackson, P O Box 1304 • TEL: (913) 762-5040 FAX: (913) 762-7744

June 7, 1995
95-1683

David G. Freise, P.E.
Kansas Dept. of Health and Environment
Industrial Programs Section, Bureau of Water
Forbes Field, Bldg.. 283
Topeka, KS 66620-0001

RE: Storm water Run-off Permit
Kohl's Site, Wichita, KS

Dear Mr. Freise:

Please find enclosed for your approval and further handling the necessary documents for the issuance of a storm water run-off permit for the above listed location.

Please issue permit to Walter Morris & Son. If any further information is needed please feel free to call at any time. Thank-you.

Sincerely,

Samuel D. Malinowsky, P.E.
Project Engineer

SDM:nrk

Attachments

RIVERSIDE, MISSOURI 64150 • 122 Northwest Parkway • TEL: (816) 587-5033 FAX: (816) 587-0129
LENEXA, KANSAS 66215 • 9571 Alden Road • TEL: (913) 894-5150 FAX: (913) 894-5977

STORM WATER RUN-OFF PERMIT INFORMATION
KOHL'S COMMERCIAL DEVELOPMENT
WICHITA, KANSAS

1. Location is in the Southwest quadrant of 36th Street North and Rock Road. Construction activity will include site grading in preparation for construction of an 86,000 SF commercial retail store. The scope of the work is to include asphalt parking lot, curb and gutter, grassy open areas as well as a storm drainage network outletting into an existing detention pond.

2. Total area of the site is 17 acres with approximately 95 per cent to be disturbed.

3. The site is presently not being used, and covered with native grasses, having an estimated run-off coefficient of 0.35. The actual store and parking lot will only occupy the South half of the site. Therefore only 8 acres will be made impervious, with the remaining 9 acres being seeded.

4. The existing soil is a brown silty clay ranging in depths from 3 to 13 feet underlain by a shaley clay ranging in depths from 3 to 12 plus feet. All imported fill material will be low swell potential soil with a liquid limit less than 45 and a plastic index between 10 and 25.

5. All storm water run-off goes directly into an existing detention pond to the West via an underground storm sewer system and overland flow.

STORMWATER POLLUTION PREVENTION PLAN CERTIFICATION

I, the undersigned, certify that a Stormwater Pollution Prevention Plan (SWPPP) will be or has been developed for the indicated construction project. I also certify that the SWPPP will be implemented at the time construction begins.

KOHL'S
Name of Construction Project

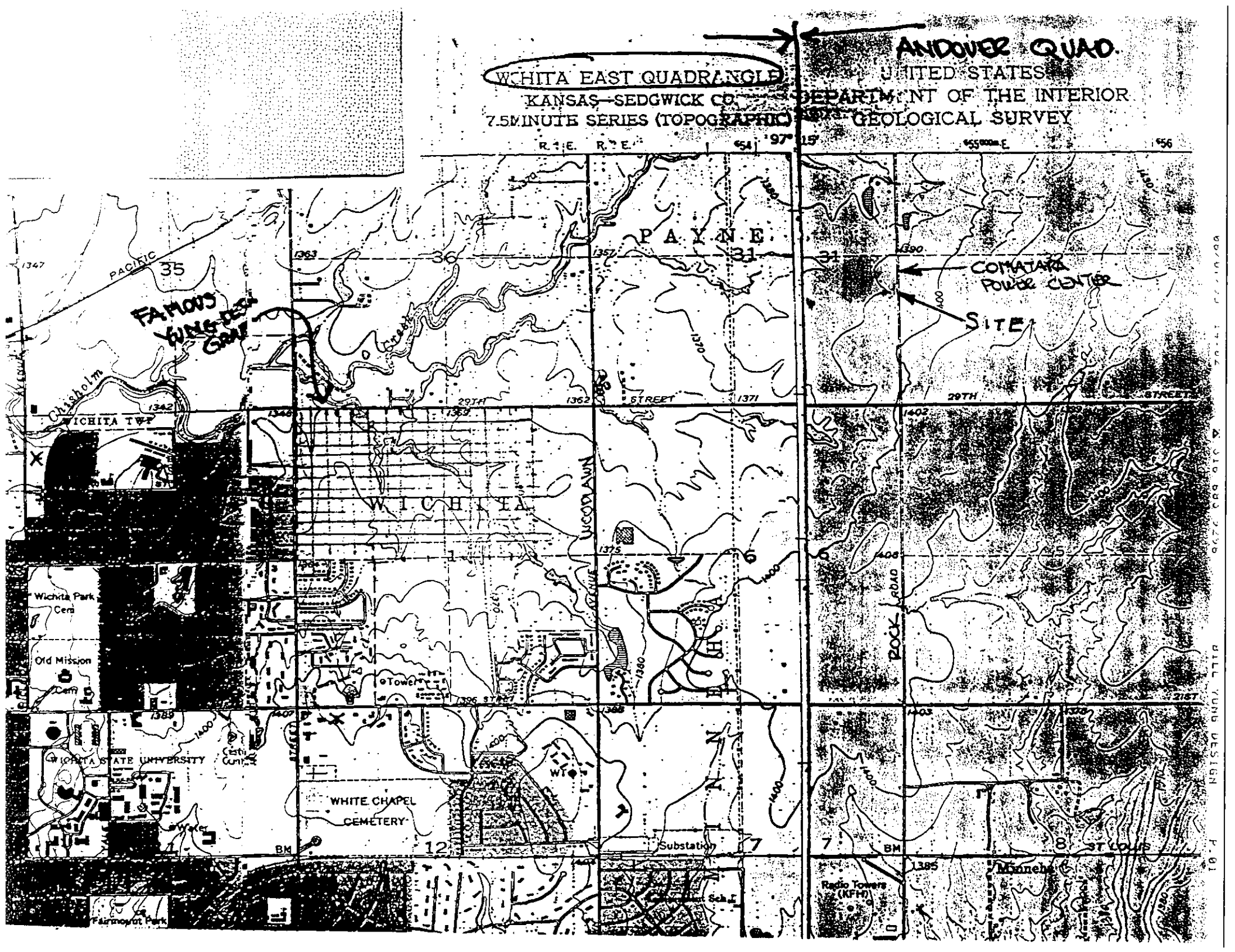
Owner's Signature
Walter Morris & Son

6-7-95
Date

Kansas Department of Health and Environment
Bureau of Water - Industrial Programs Section
Forbes Field - Bldg. 283
Topeka, KS 66620-0001
(913)296-5524

SWPPP.CRT

Return to _____


ANDOVER QUAD.
WICHITA EAST QUADRANGLE
KANSAS—SEDGWICK CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
R. 1 E.
R. 1 E.
97° 15'
97° 12' 30"
PAYNE
FAMOUS WING DESIGN
COMPTAIR POWER CENTER
SITE
PACIFIC
Chisholm
WICHITA TWP
WICHITA
29TH STREET
29TH
Woodlawn
Rock Road
Wichita Park Cem
Old Mission Cem
Water Tower
WICHITA STATE UNIVERSITY
Cemetery
WHITE CHAPEL CEMETERY
Substation
BM
Radio Towers (KFH)
Minneha
ST LOUIS
Fairmount Park
35
36
31
1
6
7
12
8

95-1683

Please print or type in the unshaded areas only
(Fill-in areas are spaced for elite type, i.e., 12 characters/inch)

Form Approved. OMB No. 2040-0086. Approval expires 7-31-88

FORM 1 GENERAL

EPA

U.S. ENVIRONMENTAL PROTECTION AGENCY

GENERAL INFORMATION

Consolidated Permits Program

(Read the "General Instructions" before starting.)

I. EPA I.D. NUMBER: NOT REQUIRED

LABEL ITEMS

I. EPA I.D. NUMBER

III. FACILITY NAME

V. FACILITY MAILING ADDRESS

VI. FACILITY LOCATION

PLEASE PLACE LABEL IN THIS SPACE

GENERAL INSTRUCTIONS

If a preprinted label has been provided, affix it in the designated space. Review the information carefully; if any of it is incorrect, cross through it and enter the correct data in the appropriate fill-in area below. Also, if any of the preprinted data is absent (the area to the left of the label space lists the information that should appear), please provide it in the proper fill-in area(s) below. If the label is complete and correct, you need not complete items I, III, V, and VI (except VI-B which must be completed regardless). Complete all items if no label has been provided. Refer to the instructions for detailed item descriptions and for the legal authorizations under which this data is collected.

II. POLLUTANT CHARACTERISTICS

INSTRUCTIONS: Complete A through J to determine whether you need to submit any permit application forms to the EPA. If you answer "yes" to any questions, you must submit this form and the supplemental form listed in the parenthesis following the question. Mark "X" in the box in the third column if the supplemental form is attached. If you answer "no" to each question, you need not submit any of these forms. You may answer "no" if your activity is excluded from permit requirements; see Section C of the instructions. See also, Section D of the instructions for definitions of bold-faced terms.

SPECIFIC QUESTIONS	MARK 'X' YES	NO	FORM ATTACHED
A. Is this facility a publicly owned treatment works which results in a discharge to waters of the U.S.? (FORM 2A)			
B. Does or will this facility (either existing or proposed) include a concentrated animal feeding operation or aquatic animal production facility which results in a discharge to waters of the U.S.? (FORM 2B)			
C. Is this a facility which currently results in discharges to waters of the U.S. other than those described in A or B above? (FORM 2C)			
D. Is this a proposed facility (other than those described in A or B above) which will result in a discharge to waters of the U.S.? (FORM 2D)			
E. Does or will this facility treat, store, or dispose of hazardous wastes? (FORM 3)			
F. Do you or will you inject at this facility industrial or municipal effluent below the lowermost stratum containing, within one quarter mile of the well bore, underground sources of drinking water? (FORM 4)			
G. Do you or will you inject at this facility any produced water or other fluids which are brought to the surface in connection with conventional oil or natural gas production, inject fluids used for enhanced recovery of oil or natural gas, or inject fluids for storage of liquid hydrocarbons? (FORM 4)			
H. Do you or will you inject at this facility fluids for special processes such as mining of sulfur by the Frasch process, solution mining of minerals, in situ combustion of fossil fuel, or recovery of geothermal energy? (FORM 4)			
I. Is this facility a proposed stationary source which is one of the 28 industrial categories listed in the instructions and which will potentially emit 100 tons per year of any air pollutant regulated under the Clean Air Act and may affect or be located in an attainment area? (FORM 5)			
J. Is this facility a proposed stationary source which is NOT one of the 28 industrial categories listed in the instructions and which will potentially emit 250 tons per year of any air pollutant regulated under the Clean Air Act and may affect or be located in an attainment area? (FORM 5)			

III. NAME OF FACILITY

1 SKIP: KOHL'S

IV. FACILITY CONTACT

	A. NAME & TITLE (last, first, & title)	B. PHONE (area code & no.)
2	MALINOWSKY SAM PROJECT ENGR	913 762 5040

V. FACILITY MAILING ADDRESS

A. STREET OR P.O. BOX: 3 PO BOX 1304

	B. CITY OR TOWN	C. STATE	D. ZIP CODE
4	JUNCTION CITY	KS	66441

VI. FACILITY LOCATION

A. STREET, ROUTE NO. OR OTHER SPECIFIC IDENTIFIER: 5 36th Street & Rock Road

B. COUNTY NAME: SEDGWICK

	C. CITY OR TOWN	D. STATE	E. ZIP CODE	F. COUNTY CODE (if known)
6	WICHITA			

CONTINUED FROM THE FRONT

VII. SIC CODES (4-digit, in order of priority)

A. FIRST	B. SECOND
7 (specify)	7 (specify)

C. THIRD	D. FOURTH
7 (specify)	7 (specify)

VIII. OPERATOR INFORMATION

A. NAME: WALTER MORRIS & SON

B. Is the name listed in Item VIII-A also the owner? [X] YES [ ] NO

C. STATUS OF OPERATOR (Enter the appropriate letter into the answer box; if "Other", specify.)
F = FEDERAL; M = PUBLIC (other than federal or state); S = STATE; O = OTHER (specify); P = PRIVATE: P

D. PHONE (area code & no.): A

E. STREET OR P.O. BOX: 128 SOUTH DELROSE

F. CITY OR TOWN: B WICHITA

G. STATE: KS

H. ZIP CODE: 67218

IX. INDIAN LAND

Is the facility located on Indian lands? [ ] YES [X] NO

X. EXISTING ENVIRONMENTAL PERMITS

A. NPDES (Discharges to Surface Water)	D. PSD (Air Emissions from Proposed Sources)
9 N	9 P

B. UIC (Underground Injection of Fluids)	E. OTHER (specify)
9 U	9 (specify)

C. RCRA (Hazardous Wastes)	E. OTHER (specify)
9 R	9 (specify)

XI. MAP

Attach to this application a topographic map of the area extending to at least one mile beyond property bounderies. The map must show the outline of the facility, the location of each of its existing and proposed intake and discharge structures, each of its hazardous waste treatment, storage, or disposal facilities, and each well where it injects fluids underground. Include all springs, rivers and other surface water bodies in the map area. See instructions for precise requirements.

XII. NATURE OF BUSINESS (provide a brief description)

COMMERCIAL DEVELOPMENT

XIII. CERTIFICATION (see instructions)

I certify under penalty of law that I have personally examined and am familiar with the information submitted in this application and all attachments and that, based on my inquiry of those persons immediately responsible for obtaining the information contained in the application, I believe that the information is true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment.

A. NAME & OFFICIAL TITLE (type or print)	B. SIGNATURE	C. DATE SIGNED
Samuel D Malinowsky, P E	Sam D Malinowsky	6-7-95

COMMENTS FOR OFFICIAL USE ONLY: C

TRAFFIC IMPACT STUDY FOR COMOTARA POWER CENTER

ROCK ROAD AND K-96 WICHITA, KANSAS

PREPARED FOR AMERICAN DIVERSIFIED REAL ESTATE, INC.

GBA
GEORGE BUTLER ASSOCIATES, INC.
Engineers / Architects / Landscape Architects / Planners
Kansas City, Mo. / Lenexa, Ks. / O'Fallon, Mo. / Ames, Ia. / Oklahoma City, Ok.

GEORGE BUTLER ASSOCIATES, INC
Engineers / Architects / Landscape Architects / Planners
One Pine Ridge Plaza / 8207 Melrose Drive / Lenexa, Kansas 66214
Telephone (913) 492-0400

January 4, 1990

Mr. George D. Sherman
Vice President
American Diversified Real Estate, Inc.
575 Fourth Financial Center
100 N. Broadway
Wichita, Kansas 67202

Re: Traffic Impact Study
Comotara Power Center
GBA 5811

Dear Mr. Sherman:

As you requested and authorized, George Butler Associates has completed a preliminary traffic impact study to assess the general vehicle access needs of the Comotara Power Center. The proposed development includes up to 450,000 square feet of retail shopping center land uses located along Rock Road between 36th Street North and the proposed K-96 Expressway in the center of the Comotara planned community in the northeast corner of Wichita, Kansas.

DEVELOPMENT PLANT

The proposed development provides for about 1770 feet of frontage along Rock Road and about 880 feet of frontage along 36th Street. The study site is bounded by proposed apartment land uses abutting to the west; by existing apartment buildings and proposed retail commercial land uses to the north across 36th Street; by existing business park land uses across Rock Road to the east; and by K-96 right-of-way to the south.

A maximum of three access drives would be permitted along 36th Street with no drives located within the western 270 feet of frontage shared by the existing apartment development. Up to seven access drives are proposed along the Rock Road frontage with a minimum of two major driveways. The locations of all site access drives are yet to be set as part of more detailed site development plans.

The present approved development plan for the study site includes about 395,680 square feet of general office floor space and 211,050 square feet of retail commercial floor space bisected by an extension of 34th Street North from the west to intersect Rock Road about 550 feet north of the K-96 right-of-way. This 34th Street North right-of-way is to be abandoned as part of the proposed Comotara Power Center plan.

Rock Road adjacent to the study site is presently an arterial route, about 72 feet in width, and providing two through lanes and one left turn lane for the northbound, as well as, southbound traffic. 36th Street is presently a collector street which is about 35 feet in width adjacent to the site.

TRIP GENERATION

The 4th Edition of the "Trip Generation" Informational Report published by the Institute of Transportation Engineers was used to compute the respective trip generation volumes used in this analysis. A summary of the expected trip generations of the study site is provided below.

Land Use	Floor Area (S.F.)	ADT (VPD)	AM Peak (VPH) In	AM Peak (VPH) Out	PM Peak (VPH) In	PM Peak (VPH) Out
Present Plan						
Office	395,680	3,849	569	85	99	518
Shopping Center	211,050	12,084	191	82	435	491
Total		15,933	760	167	534	1,009
Proposed Plan						
Shopping Center	450,000	18,553	302	129	725	817

As can be seen, the proposed Comatara Power Center would be expected to generate somewhat higher daily traffic volumes. However, these trips would be more evenly distributed throughout the day. In particular, the proposed Comotara Power Center would be expected to generate less than half the traffic expected from the present office-commercial plan during the morning peak period. This is a particular benefit along Rock Road adjacent to the study site because of the significant office uses existing and approved along the east side. Likewise, a comparison of the respective P.M. Peak Hour traffic indicates that the proposed Comotara Power Center inbound and outbound vehicle volumes are more balanced than with the present plan. This should be expected to provide better overall operating conditions at the access points.

TRAFFIC ASSIGNMENTS

Existing (i.e. 1989) traffic volumes along Rock Road were provided by the City Traffic Engineer's office and Year 2000 traffic projections were provided by the Wichita-Sedgwick County Metropolitan Planning Department. In addition, the Consultant recorded the P.M. Peak Hour traffic volumes by direction on three typical weekdays in December, 1989. The current traffic counts indicated that the traffic volume on Rock Road adjacent to the study site is about 9700 vehicles per day with about 1045 vehicles per hour during the critical P.M. Peak Hour distributed about 44 percent northbound and 56 percent southbound. Land use data from the Metropolitan Planning Department transportation planning computer model was used to compute expected trip distribution patterns for vehicle trips that would be attracted or diverted onto Rock Road by the study site. These completed P.M. Peak Hour trip distributors are shown on Figure 1. Based on the ITE Trip Generation publication, it was also computed that about 35% (i.e. 34.98%) of the vehicle trips in and out of the study site access drives during the P.M. Peak Hour would be "pass-by" trips composed of drivers that normally use Rock Road during typical weekdays. These trips are or would

be on Rock Road normally and are not additional vehicles in the study area. These "pass-by" trips were distributed according to the normal directional distributions of Rock Road. These normal directional distributions were computed to be 44% northbound and 56% southbound under present conditions, and 48% northbound and 52% southbound under Year 2000 conditions. Based on these assumptions, the attached Figures 2 and 3 have been prepared to indicate the critical P.M. Peak Hour traffic assignments at the two main site access drives along Rock Road, as well as at the future K-96 interchange under existing and year 2000 conditions.

OPERATIONAL ANALYSES

The critical P.M. Peak Hour traffic projections shown on Figures 2 and 3 were analyzed using 1985 Highway Capacity Manual procedures. These analyses are shown on the attached Exhibits 1 thru 7a. As indicated on Exhibits 1 and 3, the Levels of Service for nearly all vehicle movements through the intersections of Rock Road with the North Main Access Drive would operate at a very good LOS A or B, with little or no delay under existing and Year 2000 conditions. Exhibits 2 and 4 indicate that all north-south traffic movements on Rock Road at the South Main Access Drive would operate at good levels of service under stop sign control, except the northbound left turn movement into the study site. This northbound left turn movement would be expected to operate a LOS D and LOS E under existing and Year 2000 conditions, respectively. The exiting left turn traffic volumes from both of the main driveways would be expected to be generally greater than or equal to the computed capacities, yielding a LOS E or F, with very long traffic delays. These long delays could be reduced through one or more of the following assumptions:

1) Additional access drives could be provided to disperse the outbound traffic.

2) Drivers could divert to 36th Street and Inwood Drive to the west.

3) A traffic signal could be installed when warranted at the intersection of Rock Road with the South Main Access Drive. (It is expected that the MUTCD Peak Hour Signal Warrant would be met upon full development and operation of the Comotara Power Center.)

Exhibit 5/5a indicates that, under traffic signal control, good levels of service could be expected for all movements at the South Main Drive intersection with Rock Road.

The operational analyses also indicate that southbound deceleration lanes should be provided along Rock Road at the North and South Main Access Drive intersections. These lanes should be about 300 feet in length with an additional 175 feet of approach taper length. As such, there should be about 580 to 600 feet of distance center-to-center between the two main drives or 36th Street.

The analyses indicate that under stop sign control only about two northbound left turn vehicles would be expected to wait in queue at the North Major Access Drive, while about eight northbound left turn vehicles would be expected to form a queue at the South Main Access Drive. Under Year 2000 traffic signal control, however, storage for eight to ten vehicles should be provided. Therefore, about 200 feet of northbound left turn vehicle storage would be needed at the South Main Access Drive until traffic signals are warranted. Then about 200 to 250 feet of storage would be required at the signalized intersection. Of course, ample left turn storage is provided along the entire Rock Road frontage by the existing parallel left turn lanes.

To provide the adequate southbound deceleration lanes, the adequate northbound left turn storage length, and maintain a 150-foot minimum separation from access drives and streets on the east side of Rock Road, it is recommended that the following distances from the north study site property line be used as centerlines of access drives:

150 feet to a minor drive
750 feet to the North Major Access Drive
1350 to 1430 feet to the South Major Access Drive

Exhibits 6/6A and 7/7A indicate that under Year 2000 conditions and traffic signal control, the future eastbound and west bound K-96 ramp intersections with Rock Road should be expected to operate at acceptable levels of service with the presently proposed intersection geometric designs.

SUMMARY

The Comotara Power Center as proposed should be a more compatible land use along Rock Road than the present approved land use plan for the study site. The peak period inbound and outbound traffic movements of the Comotara Power Center should dovetail with those of the business park and office land uses along the east side of Rock Road. It should also be expected that this development will not significantly affect the critical P.M. Peak Design Hour traffic volumes at the future K-96 interchange or other major intersections in the Comotara area. Through proper placement of access drives and future signalization when warranted, the traffic movements adjacent to the study site should be expected to operate at good levels of service.

We hope that this information is adequate to allow you to proceed with the planning of your project at this time. If additional information is required, please contact me.

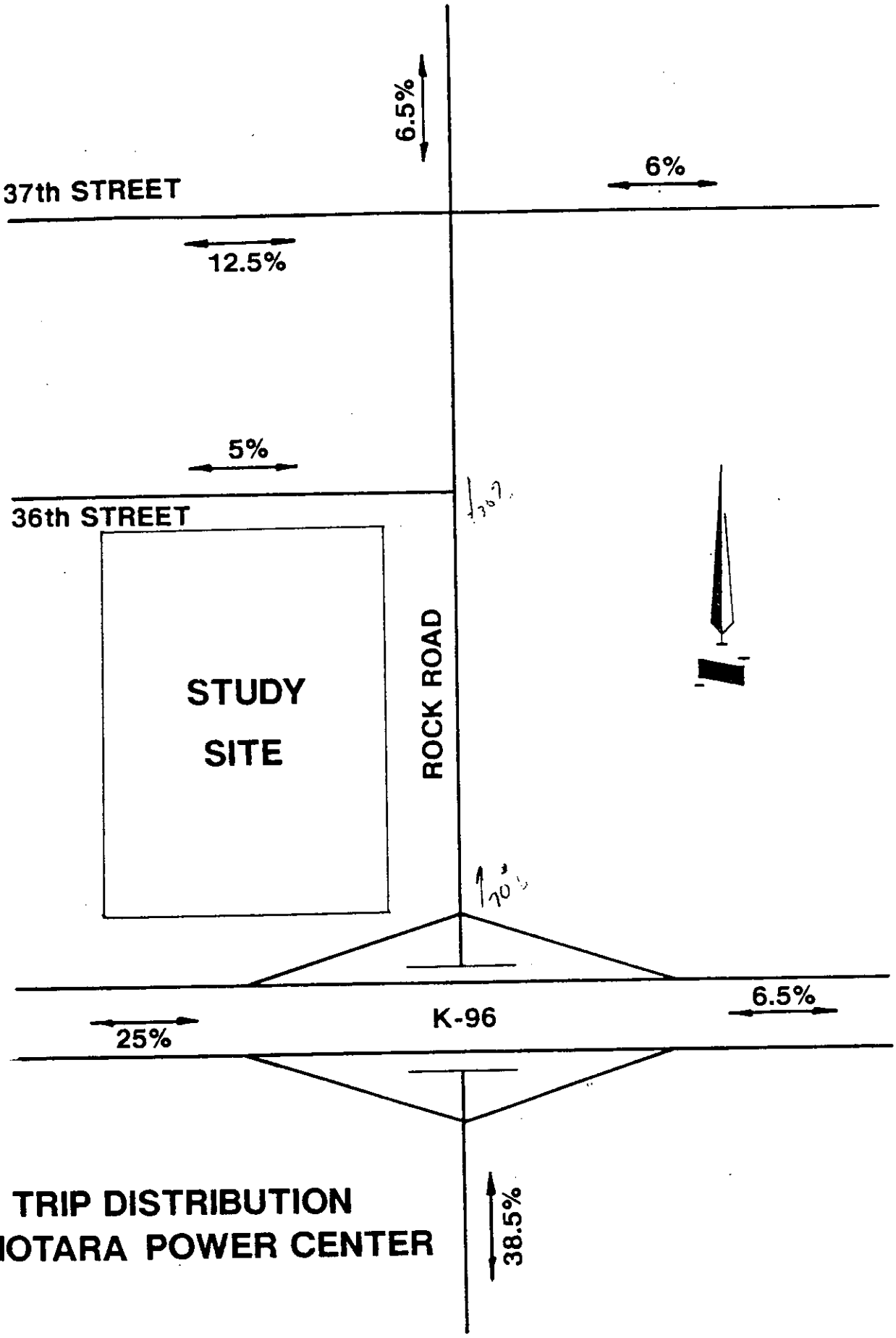
Respectfully submitted,

GEORGE BUTLER ASSOCIATES, INC.

Paul M Bertrand

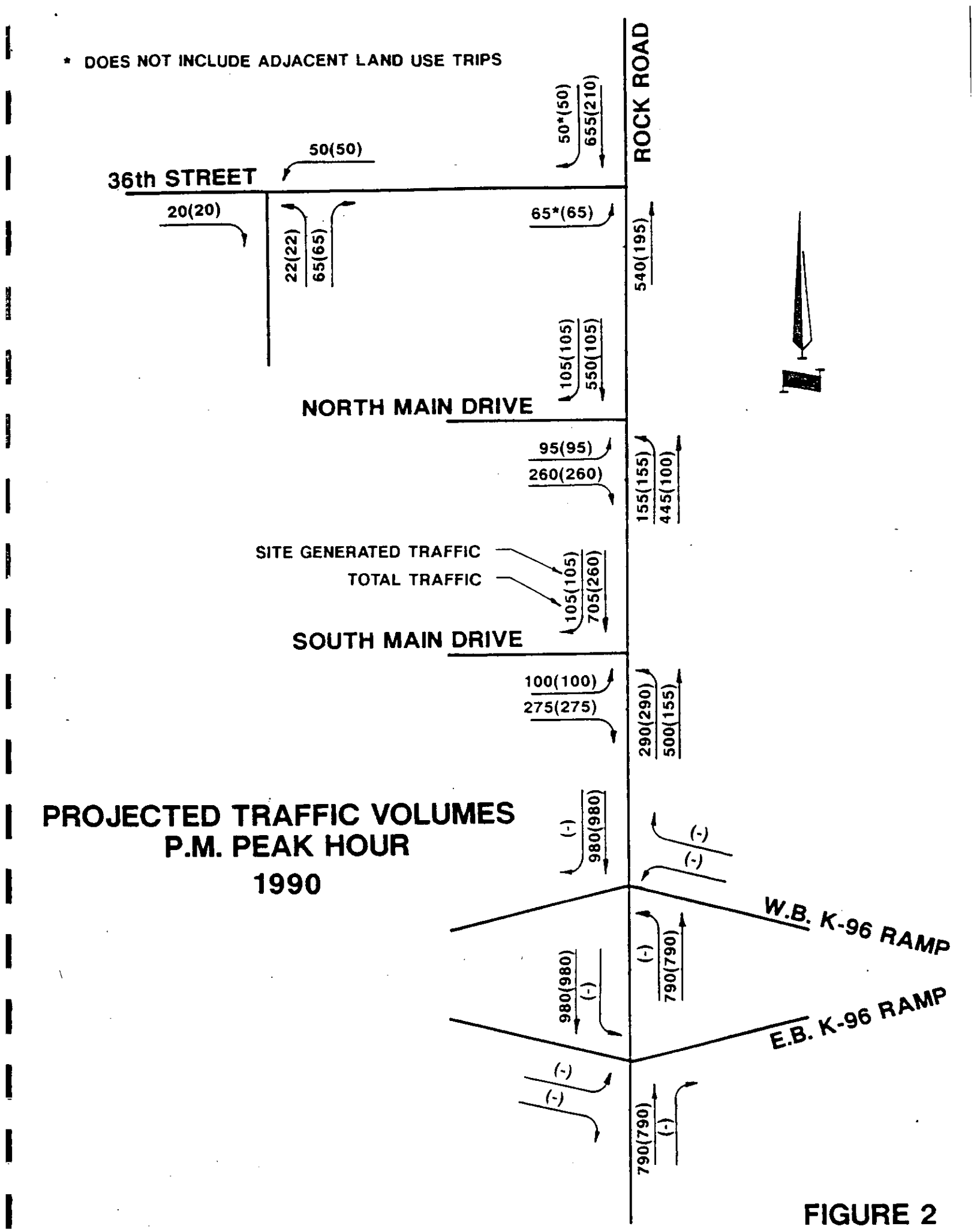
Paul M. Bertrand, P.E.

slm



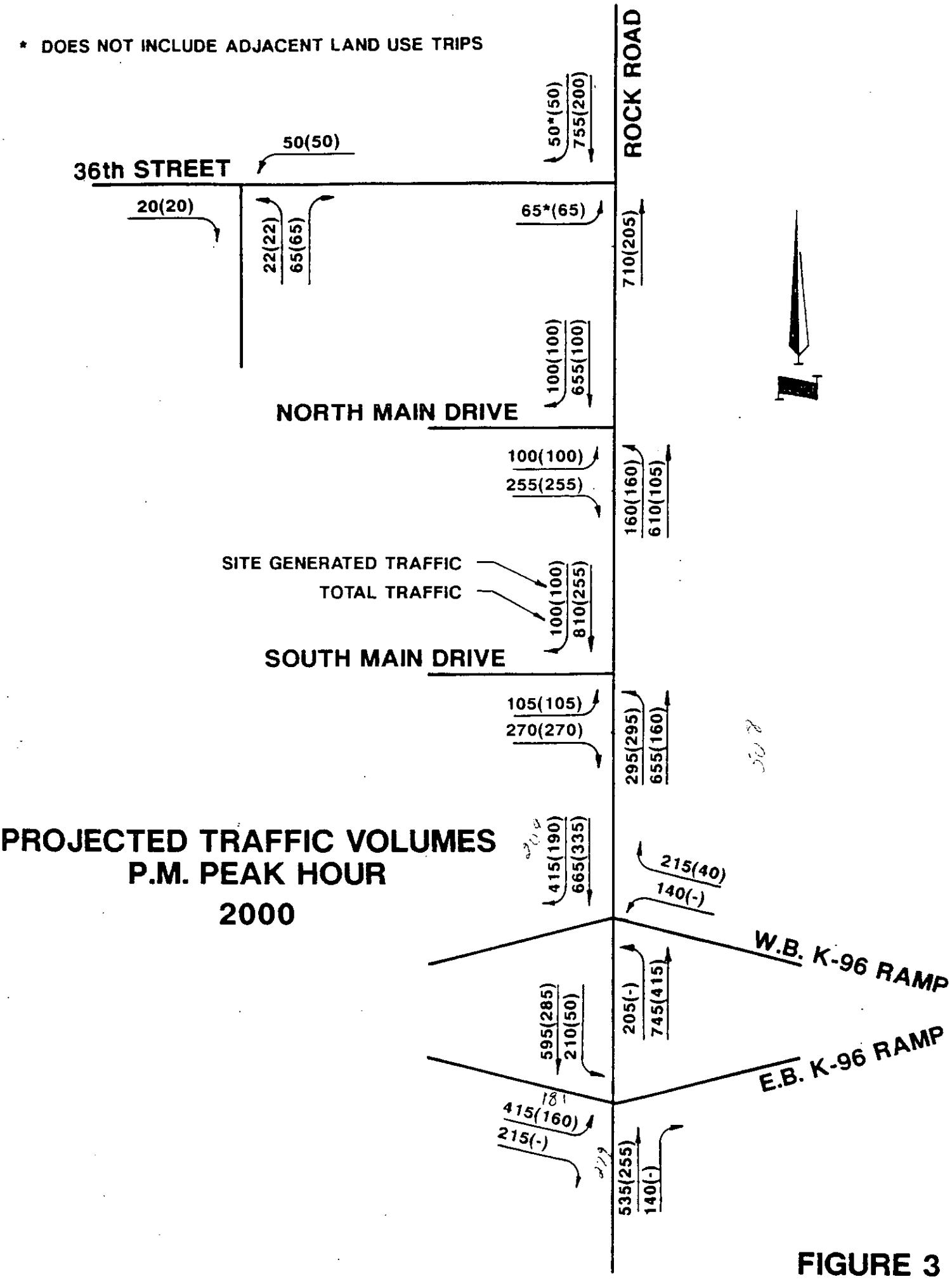
TRIP DISTRIBUTION
COMOTARA POWER CENTER

FIGURE 1



PROJECTED TRAFFIC VOLUMES
P.M. PEAK HOUR
1990

FIGURE 2



PROJECTED TRAFFIC VOLUMES
P.M. PEAK HOUR
2000

FIGURE 3

LOCATION:Rock Rd. & North Main Dr. | NAME:PMB

1989 TRAFFIC

HOURLY VOLUMES

Major street:Rock Rd.

N= 3
Grade 550---V2---> <---V5--- 445
0% 105---V3---v v---V4--- 155
N= 3

Date of Counts:

Time Period:
P.M. Peak Hour

Approach Speed: Minor Street: Grade
40 North Main Dr. 0%
PHF: N= 2
Population:

V7	V9	X STOP / YIELD
95	260	

VOLUMES IN PCPH

---V2---> <---V5---
---V3---v v---V4--- 171

V7	V9
105	286

VOLUME ADJUSTMENTS

Movement no.	2	3	4	5	7	9
Volume (vph)	550	105	155	445	95	260
Vol(pcph),see Table 10.1	XXXXXXXX	XXXXXXXX	171	XXXXXXXX	105	286

STEP 1 : RT From Minor Street /-> V9

Conflicting Flows, Vc	1/2 V3+V2= 0 + 275 = 275 vph(Vc9)
Critical Gap, Tc	Tc= 5.5 secs (Tab.10.2)
Potential Capacity, Cp	Cp9= 811 pcph (Fig.10.3)
Actual Capacity, Cm	Cm9=Cp9= 811 pcph

STEP 2 : LT From Major Street v-- V4

Conflicting Flows, Vc	V3+V2= 0 + 550 = 550 vph(Vc4)
Critical Gap, Tc	Tc= 5.5 secs (Tab.10.2)
Potential Capacity, Cp	Cp4= 588 pcph (Fig.10.3)
% of Cp utilized and Impedance Factor	(V4/Cp4)x100= 29.1% P4= .78
Actual Capacity, Cm (Fig.10.5)	Cm4=Cp4= 588 pcph

STEP 3 : LT From Minor Street (-\ V7

Conflicting Flows, Vc	1/2 V3+V2+V5+V4= 0 + 550 + 445 + 155 = 1150 vph(Vc7)
Critical Gap, Tc	Tc= 7 secs (Tab.10.2)
Potential Capacity, Cp	Cp7= 150 pcph (Fig.10.3)
Actual Capacity, Cm	Cm7=Cp7xP4= 150 x .78 = 117 pcph

SHARED LANE CAPACITY SH = (V7+V9)/((V7/Cm7)+(V9/Cm9)) if lane is shared

MOVEMENT	V(PCPH)	CM(PCPH)	CSH(PCPH)	CR (CM-V)	CR (CSH-V)	LOS CM	LOS CSH
7	105	117		12		E	
9	286	811		525		A	
4	171	588		417		A	

EXHIBIT 1

LOCATION:Rock Rd. & South Main Dr. | NAME:PMB

1989 TRAFFIC

HOURLY VOLUMES

Major street:Rock Rd.

N= 3
Grade 0%
705---V2--->
105---V3---v
<---V5--- 500
v---V4--- 290
N= 3

Date of Counts:
Time Period:
P.M. Peak Hour
Approach Speed: 40
PHF:
Population:

V7	V9	X STOP · YIELD
100	275	

Minor Street: South Main Dr.
N= 2
Grade 0%

VOLUMES IN PCPH

---V2--->
---V3---v
<---V5---
v---V4--- 319

V7	V9
110	303

VOLUME ADJUSTMENTS

Movement no.	2	3	4	5	7	9
Volume (vph)	705	105	290	500	100	275
Vol(pcph),see Table 10.1	XXXXXXXX	XXXXXXXX	319	XXXXXXXX	110	303

STEP 1 : RT From Minor Street — /-> V9

Conflicting Flows, Vc	1/2 V3+V2= 0 + 353 = 353 vph(Vc9)
Critical Gap, Tc	Tc= 5.5 secs (Tab.10.2)
Potential Capacity, Cp	Cp9= 740 pcph (Fig.10.3)
Actual Capacity, Cm	Cm9=Cp9= 740 pcph

STEP 2 : LT From Major Street — v-- V4

Conflicting Flows, Vc	V3+V2= 0 + 705 = 705 vph(Vc4)
Critical Gap, Tc	Tc= 5.5 secs (Tab.10.2)
Potential Capacity, Cp	Cp4= 482 pcph (Fig.10.3)
% of Cp utilized and Impedance Factor	(V4/Cp4)x100= 66.2% P4= .41
Actual Capacity, Cm (Fig.10.5)	Cm4=Cp4= 482 pcph

STEP 3 : LT From Minor Street — <-\ V7

Conflicting Flows, Vc	1/2 V3+V2+V5+V4= 0 + 705 + 500 + 290 = 1495 vph(Vc7)
Critical Gap, Tc	Tc= 7 secs (Tab.10.2)
Potential Capacity, Cp	Cp7= 91 pcph (Fig.10.3)
Actual Capacity, Cm	Cm7=Cp7xP4= 91 x .41 = 37 pcph

SHARED LANE CAPACITY SH = (V7+V9)/((V7/Cm7)+(V9/Cm9)) if lane is shared

MOVEMENT	V(PCPH)	CM(PCPH)	CSH(PCPH)	CR (CM-V)	CR (CSH-V)	LOS CM	LOS CSH
7	110	37		-73		F	
9	303	740		437		A	
4	319	482		163		D	

EXHIBIT 2

LOCATION:Rock Rd. & North Main Dr. | NAME:PMB

YEAR 2000 TRAFFIC

HOURLY VOLUMES

<N

Major street:Rock Rd.

N= 3 <---V5--- 610
Grade 655---V2---> v---V4--- 160
0% 100---V3---v N= 3

Date of Counts:

Time Period:
P.M. Peak

Approach Speed:
40

PHF:

Population:

V7	V9	X STOP YIELD
100	255	

Minor Street: North Main Dr. N= 2

Grade 0%

VOLUMES IN PCPH

<---V5---
---V2---> v---V4--- 176
---V3---v

V7	V9
110	281

VOLUME ADJUSTMENTS

Movement no.	2	3	4	5	7	9
Volume (vph)	655	100	160	610	100	255
Vol(pcph),see Table 10.1	XXXXXXXX	XXXXXXXX	176	XXXXXXXX	110	281

STEP 1 : RT From Minor Street /-> V9

Conflicting Flows, Vc	1/2 V3+V2= 0 + 328 = 328 vph(Vc9)
Critical Gap, Tc	Tc= 5.5 secs (Tab.10.2)
Potential Capacity, Cp	Cp9= 761 pcph (Fig.10.3)
Actual Capacity, Cm	Cm9=Cp9= 761 pcph

STEP 2 : LT From Major Street v-- V4

Conflicting Flows, Vc	V3+V2= 0 + 655 = 655 vph(Vc4)
Critical Gap, Tc	Tc= 5.5 secs (Tab.10.2)
Potential Capacity, Cp	Cp4= 514 pcph (Fig.10.3)
% of Cp utilized and Impedance Factor	(V4/Cp4)x100= 34.2% P4= .73
Actual Capacity, Cm (Fig.10.5)	Cm4=Cp4= 514 pcph

STEP 3 : LT From Minor Street <-\ V7

Conflicting Flows, Vc	1/2 V3+V2+V5+V4= 0 + 655 + 610 + 160 = 1425 vph(Vc7)
Critical Gap, Tc	Tc= 7 secs (Tab.10.2)
Potential Capacity, Cp	Cp7= 98 pcph (Fig.10.3)
Actual Capacity, Cm	Cm7=Cp7xP4= 98 x .73 = 72 pcph

SHARED LANE CAPACITY SH = (V7+V9)/((V7/Cm7)+(V9/Cm9)) if lane is shared

MOVEMENT	V(PCPH)	CM(PCPH)	CSH(PCPH)	CR (CM-V)	CR (CSH-V)	LOS CM	LOS CSH
7	110	72		-38		F	
9	281	761		480		A	
4	176	514		338		B	

EXHIBIT 3

YEAR 2000 TRAFFIC

LOCATION:Rock Rd. & South Main Dr. | NAME:PMB

HOURLY VOLUMES

<N

Major street:Rock Rd.

N= 3
Grade 810---V2---> <---V5--- 665
0% 100---V3---v v---V4--- 295
N= 3

Date of Counts:
Time Period:
P.M. Peak Hour
Approach Speed: 40
PHF:
Population:

V7	V9	X STOP YIELD
105	270	

Minor Street: South Main Dr. N= 2
Grade 0%

VOLUMES IN PCPH

---V2---> <---V5---
---V3---v v---V4--- 325

V7	V9
116	297

VOLUME ADJUSTMENTS

Movement no.	2	3	4	5	7	9
Volume (vph)	810	100	295	665	105	270
Vol(pcph),see Table 10.1	XXXXXXXX	XXXXXXXX	325	XXXXXXXX	116	297

STEP 1 : RT From Minor Street /-> V9

Conflicting Flows, Vc	1/2 V3+V2= 0 + 405 = 405 vph(Vc9)
Critical Gap, Tc	Tc= 5.5 secs (Tab.10.2)
Potential Capacity, Cp	Cp9= 696 pcph (Fig.10.3)
Actual Capacity, Cm	Cm9=Cp9= 696 pcph

STEP 2 : LT From Major Street v-- V4

Conflicting Flows, Vc	V3+V2= 0 + 810 = 810 vph(Vc4)
Critical Gap, Tc	Tc= 5.5 secs (Tab.10.2)
Potential Capacity, Cp	Cp4= 420 pcph (Fig.10.3)
% of Cp utilized and Impedance Factor (Fig.10.5)	(V4/Cp4)x100= 77.4% P4= .28
Actual Capacity, Cm	Cm4=Cp4= 420 pcph

STEP 3 : LT From Minor Street <-\ V7

Conflicting Flows, Vc	1/2 V3+V2+V5+V4= 0 + 810 + 665 + 295 = 1700 vph(Vc7)
Critical Gap, Tc	Tc= 7 secs (Tab.10.2)
Potential Capacity, Cp	Cp7= 65 pcph (Fig.10.3)
Actual Capacity, Cm	Cm7=Cp7xP4= 65 x .28 = 18 pcph

SHARED LANE CAPACITY SH = (V7+V9)/((V7/Cm7)+(V9/Cm9)) if lane is shared

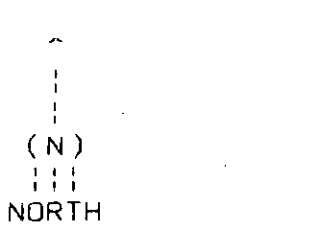
MOVEMENT	V(PCPH)	CM(PCPH)	CSH(PCPH)	CR (CM-V)	CR (CSH-V)	LOS CM	LOS CSH
7	116	18		-98		F	
9	297	696		399		B	
4	325	420		95		E	

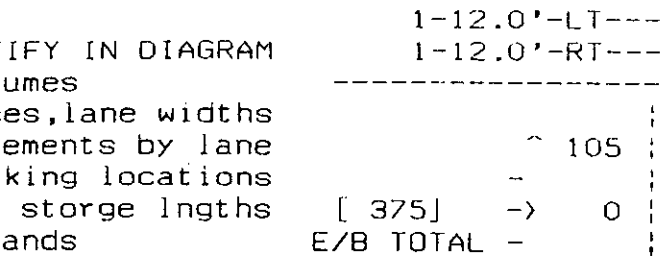
EXHIBIT 4

INPUT WORKSHEET

Intersection:Rock Rd. & South Main Dr. Date:1-3-1990
Analyst:PMB TimePeriod Anlyzd:P.M. Peak HoArea Type: CBD XOther
Project No. City/State:Wichita, Kansas

VOLUME AND GEOMETRICS



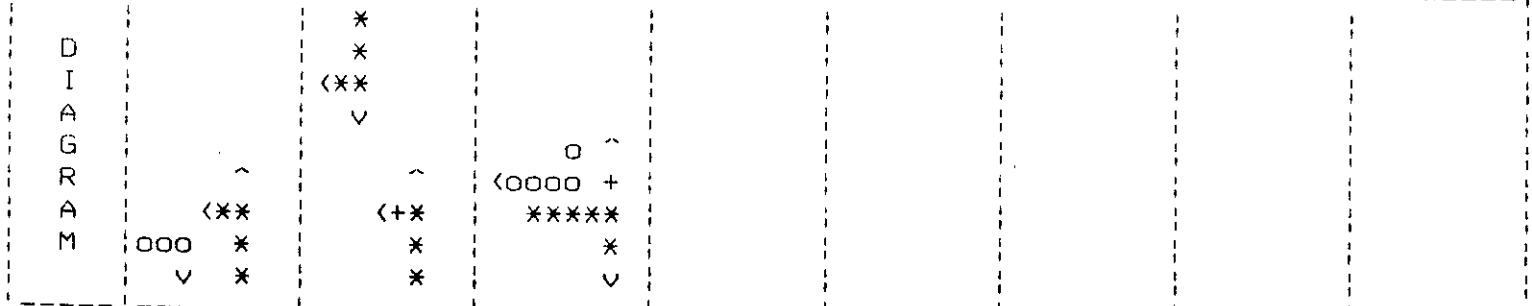


IDENTIFY IN DIAGRAM
1.Volumes
2.Lanes,lane widths
3.Movements by lane
4.Parking locations
5.Bay storge lngths
6.Islands
7.Bus stops
TRAFFIC AND ROADWAY CONDITIONS

Appr	Grd.(%)	% HV	Adj.Pkg.Lane Y/N	Adj.Pkg.Lane Nm	Buses (Nb)	PHF	Cnf.Ped (pd/hr)	Pedstrn Button Y/N	Pedstrn Button Mn.Time	Arr. Type
EB	+0.0	10.0	N	0	0	0.90	0	N	0	3
WB	+0.0	10.0	N	0	0	0.90	0	N	0	3
NB	+0.0	10.0	N	0	0	0.90	0	N	0	3
SB	+0.0	10.0	N	0	0	0.90	0	N	0	3

Grade:+up,-down Nb:buses stopping/hr Min.Timing: min.green for pedestrian crossing
HV:veh. > 4 whls PHF:peak-hour factor Arr.Type: Type 1-5
Nm:pkg.maneuvers/hr Cnf.Peds:Cnflctng peds/hr

PHASING



Timing	G= 13.0 Y+R= 5	G= 18.0 Y+R= 5	G= 14.0 Y+R= 5	G= 0.0 Y+R= 0	G= 0.0 Y+R= 0	G= 0.0 Y+R= 0	G= 0.0 Y+R= 0	G= 0.0 Y+R= 0
Ptmd/Act								

Protected turns: ****^ oooo^ | Permitted turns: ++++^ | Cycle Length 60 Sec

GEORGE BUTLER ASSOCIATES, Lenexa, Kansas, using NCAP by PSI

YEAR 2000 TRAFFIC
EXHIBIT 5

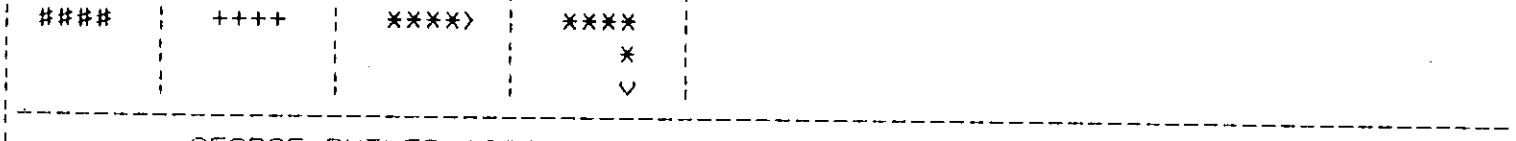
Intersection:Rock Rd. & South Main Dr. Date:1-3-1990
Analyst:PMB TimePeriod Anlyzd:P.M. Peak HoArea Type: CBD XOther
Project No. City/State:Wichita, Kansas

LEVEL-OF-SERVICE WORKSHEET

LANE GROUP		First Term Delay: 3 v/c Ratio X	4 Green Ratio g/C	5 Cycle Length C (sec)	6 Delay d1 sec/veh	Second Term Delay: 7 Lane Group Cap,c (vph)	8 Delay d2 sec/veh	9 Prgrsn Factor PF T.9-13	10 Lane Gp Delay sec/veh (6+8)*9	Tot.Delay & LOS: 11 Ln Gp LOS 9-1	12 Apprch Delay sec/veh	13 Apr LOS Tbl 9-1
1 Ap	2 Mv											
EB	B	0.293	0.233	60.0	14.39	399	0.12	1.00	14.51	B	8.69	B
	Q	0.387	0.533	60.0	6.26	775	0.17	1.00	6.42	B		
WB											0.00	*
NB	a	0.591	0.600	60.0	5.65	352	1.91	1.00	7.56	B	5.60	B
	E	0.378	0.600	60.0	4.72	2052	0.06	1.00	4.78	A		
SB	E	0.921	0.300	60.0	15.44	1026	9.48	1.00	24.91	C	22.68	C
	Q	0.124	0.617	60.0	3.63	896	0.00	1.00	3.63	A		

Intersection Delay 13.10 sec/veh, Intersection LOS B Table 9.1

LANE GROUP DIAGRAMS-[*** = PROTCTD, +++ = PERMTTD, ### = PROTCTD & PERMTTD]



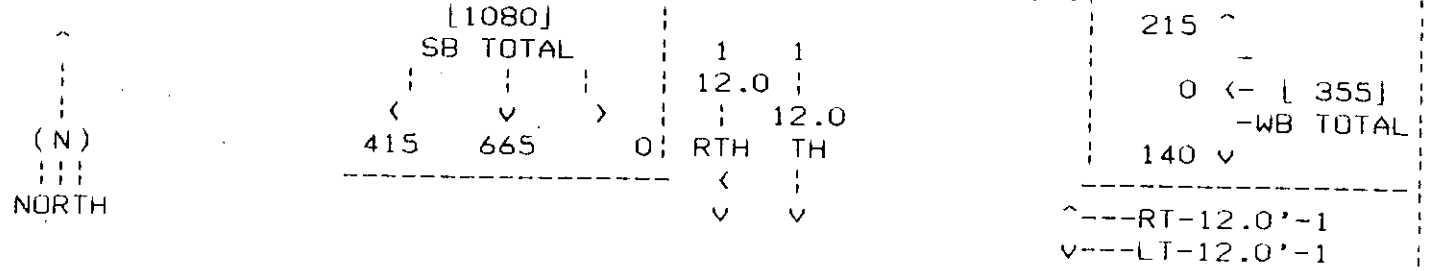
GEORGE BUTLER ASSOCIATES, Lenexa, Kansas, using NCAP by PSI

YEAR 2000 TRAFFIC
EXHIBIT 5A

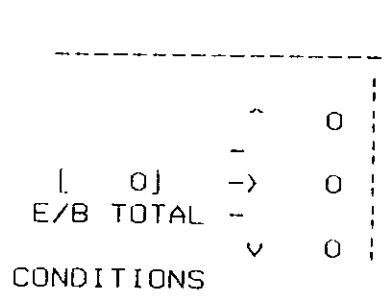
INPUT WORKSHEET

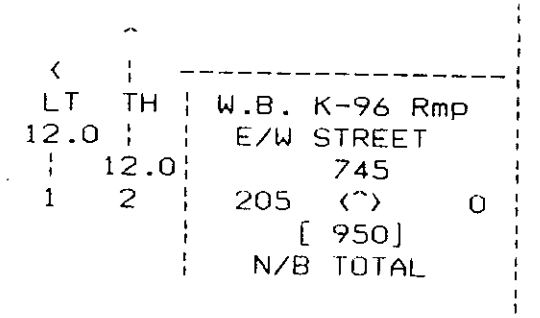
Intersection:Rock Rd. & K-96 W.B. Ramps Date:1-3-1990
Analyst:PMB TimePeriod Anlyzd:P.M. Peak HoArea Type: CBD XOther
Project No. City/State:Wichita, Kansas

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM
1.Volumes
2.Lanes,lane widths
3.Movements by lane
4.Parking locations
5.Bay storge lngths
6.Islands
7.Bus stops



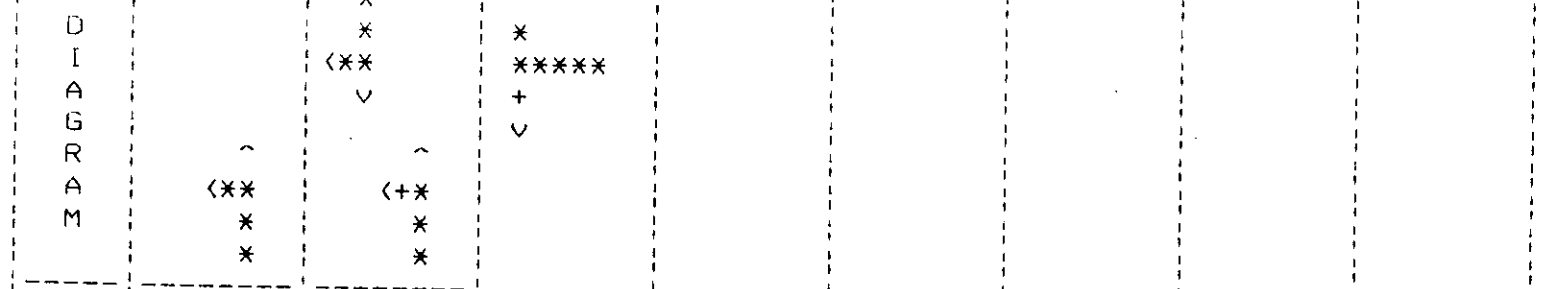


TRAFFIC AND ROADWAY CONDITIONS

Appr	Grd.(%)	% HV	Adj.Pkg.Lane Y/N	Adj.Pkg.Lane Nm	Buses (Nb)	PHF	Cnf.Ped (pd/hr)	Pedstrn Button Y/N	Pedstrn Button Mn.Time	Arr. Type
EB	+0.0	10.0	N	0	0	0.90	0	N	0	3
WB	+0.0	10.0	N	0	0	0.90	0	N	0	3
NB	+0.0	10.0	N	0	0	0.90	0	N	0	3
SB	+0.0	10.0	N	0	0	0.90	0	N	0	3

Grade:+up,-down Nb:buses stopping/hr Min.Timing: min.green for pedestrian crossing
HV:veh. > 4 whls PHF:peak-hour factor
Nm:pkg.maneuvers/hr Cnf.Peds:Cnflctng peds/hr Arr.Type: Type 1-5

PHASING



Timing	G= 10.0 Y+R= 5	G= 26.0 Y+R= 5	G= 14.0 Y+R= 5	G= 0.0 Y+R= 0	G= 0.0 Y+R= 0	G= 0.0 Y+R= 0	G= 0.0 Y+R= 0	G= 0.0 Y+R= 0
Ptmd/Act								

Protected turns: ****^ oooo^ | Permitted turns: ++++^ | Cycle Length 65 Sec

GEORGE BUTLER ASSOCIATES, Lenexa, Kansas, using NCAP by PSI

YEAR 2000 TRAFFIC
EXHIBIT 6

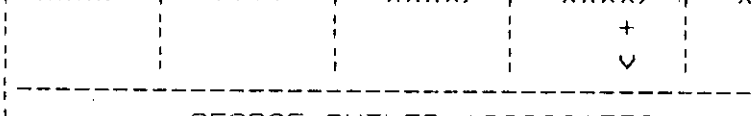
Intersection:Rock Rd. & K-96 W.B. Ramps Date:1-3-1990
Analyst:PMB TimePeriod Anlyzd:P.M. Peak HoArea Type: CBD XOther
Project No. City/State:Wichita, Kansas

LEVEL-OF-SERVICE WORKSHEET

LANE GROUP		First Term Delay				Second Term Delay				Tot.Delay & LOS		
		3	4	5	6	7	8	9	10	11	12	13
		v/c	Green	Cycle	Delay	Lane	Delay	Prgrsn	Lane Gp	Ln	Approch	Apr
		Ratio	Ratio	Length	d1	Group	d2	Factor	Delay	Gp	Delay	LOS
1	2	X	g/C	C	sec/veh	Cap,c	sec/veh	PF	sec/veh	LOS	sec/veh	Tbl
Ap	Mv			(sec)		(vph)		T.9-13	(6+8)*9	9-1		9-1
EB											0.00	*
WB	B	0.498	0.215	65.0	17.03	313	1.06	1.00	18.10	C	22.53	C
	Q	0.763	0.215	65.0	18.20	313	7.22	1.00	25.42	D		
NB	A	0.912	0.631	65.0	7.93	250	24.39	1.00	32.32	D	10.35	B
	E	0.403	0.631	65.0	4.51	2157	0.07	1.00	4.58	A		
SB	N	0.977	0.400	65.0	14.60	1289	14.84	1.00	29.44	D	29.44	D

Intersection Delay 20.84 sec/veh, Intersection LOS C Table 9.1

LANE GROUP DIAGRAMS-[*** = PROTCTD, +++ = PERMTTD, ### = PROTCTD & PERMTTD]



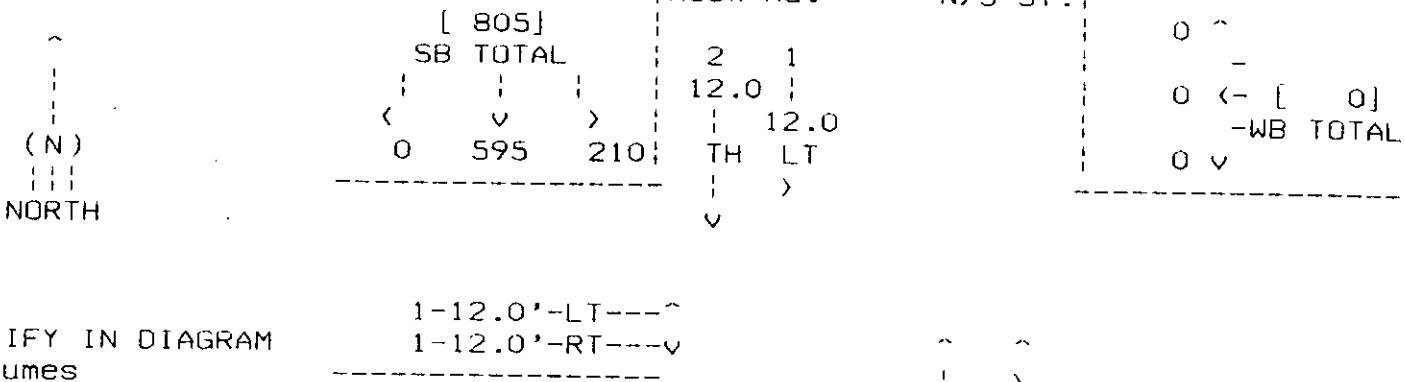
GEORGE BUTLER ASSOCIATES, Lenexa, Kansas, using NCAP by PSI

YEAR 2000 TRAFFIC
EXHIBIT 6A

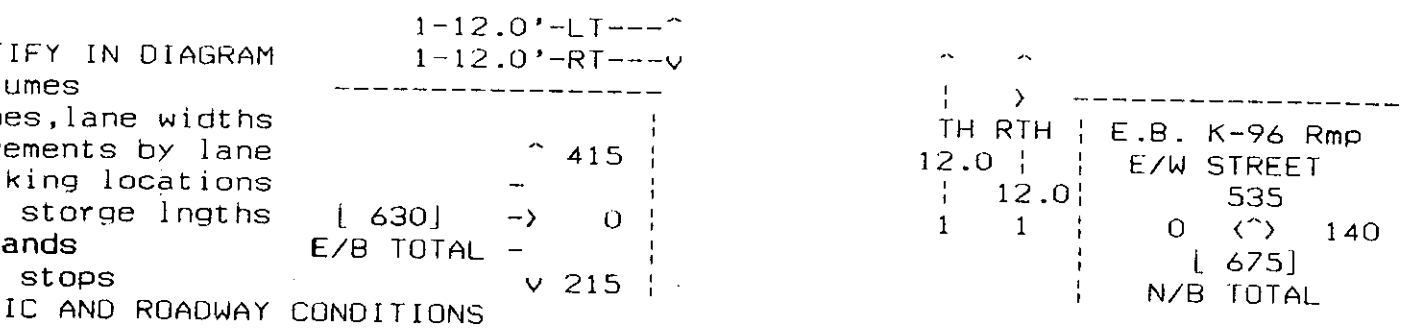
INPUT WORKSHEET

Intersection:Rock Rd. & E.B. K-96 Ramps Date:1-3-1990
Analyst:PMB TimePeriod Anlyzd:P.M. Peak Ho Area Type: CBD XOther
Project No. City/State:Wichita, Kansas

VOLUME AND GEOMETRICS



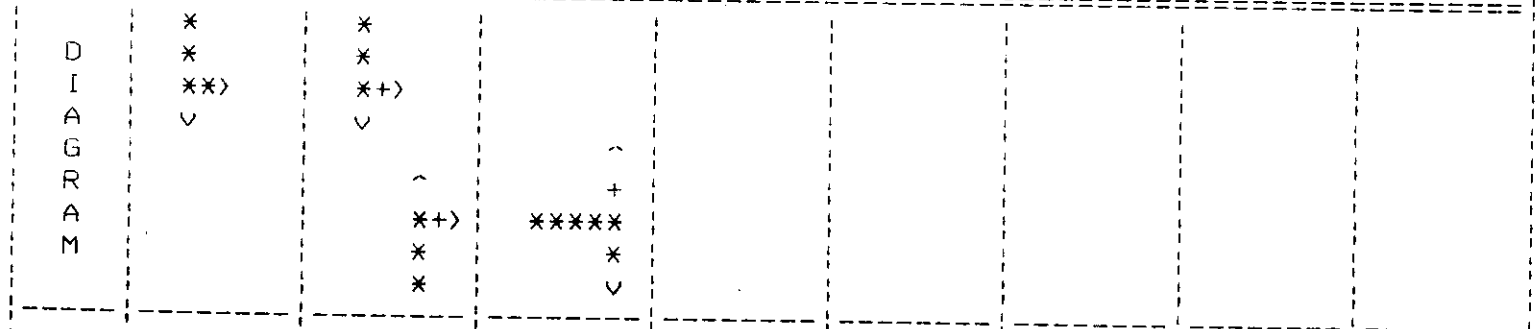
IDENTIFY IN DIAGRAM
1.Volumes
2.Lanes,lane widths
3.Movements by lane
4.Parking locations
5.Bay storge lngths
6.Islands
7.Bus stops
TRAFFIC AND ROADWAY CONDITIONS



Appr	Grd.(%)	% HV	Adj.Pkg.Lane Y/N	Adj.Pkg.Lane Nm	Buses (Nb)	PHF	Cnf.Ped (pd/hr)	Pedstrn Button Y/N	Pedstrn Button Mn.Time	Arr. Type
EB	+0.0	10.0	N	0	0	0.90	0	N	0	3
WB	+0.0	10.0	N	0	0	0.90	0	N	0	3
NB	+0.0	10.0	N	0	0	0.90	0	N	0	3
SB	+0.0	10.0	N	0	0	0.90	0	N	0	3

Grade:+up,-down Nb:buses stopping/hr Min.Timing: min.green for pedestrian crossing
HV:veh. > 4 whls PHF:peak-hour factor Arr.Type: Type 1-5
Nm:pkg.maneuvers/hr Cnf.Peds:Cnflctng peds/hr

PHASING



Timing	G= 7.0 Y+R= 5	G= 18.0 Y+R= 5	G= 25.0 Y+R= 5	G= 0.0 Y+R= 0	G= 0.0 Y+R= 0	G= 0.0 Y+R= 0	G= 0.0 Y+R= 0	G= 0.0 Y+R= 0
Ptmd/Act								

Protected turns: ****^ oooo^ | Permitted turns: ++++^ | Cycle Length 65 Sec

GEORGE BUTLER ASSOCIATES, Lenexa, Kansas, using NCAP by PSI

YEAR 2000 TRAFFIC
EXHIBIT 7

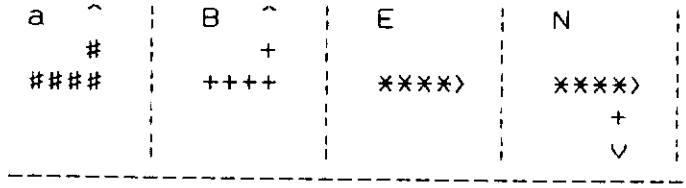
Intersection:Rock Rd. & E.B. K-96 Ramps Date:1-3-1990
Analyst:PMB TimePeriod Anlyzd:P.M. Peak HoArea Type: CBD XOther
Project No. City/State:Wichita, Kansas

LEVEL-OF-SERVICE WORKSHEET

LANE GROUP		First Term Delay				Second Term Delay				Tot.Delay & LOS		
		3	4	5	6	7	8	9	10	11	12	13
		v/c Ratio	Green Ratio	Cycle Length	Delay d1	Lane Group	Delay d2	Prgrsn Factor	Lane Gp Delay	Ln Gp	Apprch Delay	Apr LOS
1 Ap	2 Mv	X	g/C	C (sec)	sec/veh	Cap,c (vph)	sec/veh	PF T.9-13	sec/veh (6+8)*9	LOS 9-1	sec/veh	Tbl 9-1
EB	B	0.825	0.385	65.0	13.70	559	6.80	1.00	20.50	C	17.43	C
	Q	0.428	0.385	65.0	11.19	559	0.33	1.00	11.53	B		
WB											0.00	*
NB	N	0.858	0.277	65.0	16.94	918	5.77	1.00	22.71	C	22.71	C
SB	a	0.303	0.462	65.0	8.33	175	0.31	1.00	8.64	B	9.00	B
	E	0.440	0.462	65.0	8.98	1578	0.13	1.00	9.12	B		

Intersection Delay 15.91 sec/veh, Intersection LOS C Table 9.1

LANE GROUP DIAGRAMS-[*** = PROTCTD, +++ = PERMTTD, ### = PROTCTD & PERMTTD]



GEORGE BUTLER ASSOCIATES, Lenexa, Kansas, using NCAP by PSI

YEAR 2000 TRAFFIC
EXHIBIT 7A