

FRIENDS UNIVERSITY 3RD ADDITION STREET IMPROVEMENTS

ST. CLAIR: From the N.L. of Kellogg Drive to the $\frac{1}{2}$ of Vacated Taft

PRIVATE PROJECT NUMBER 140 PPP (607879)

GENERAL NOTES

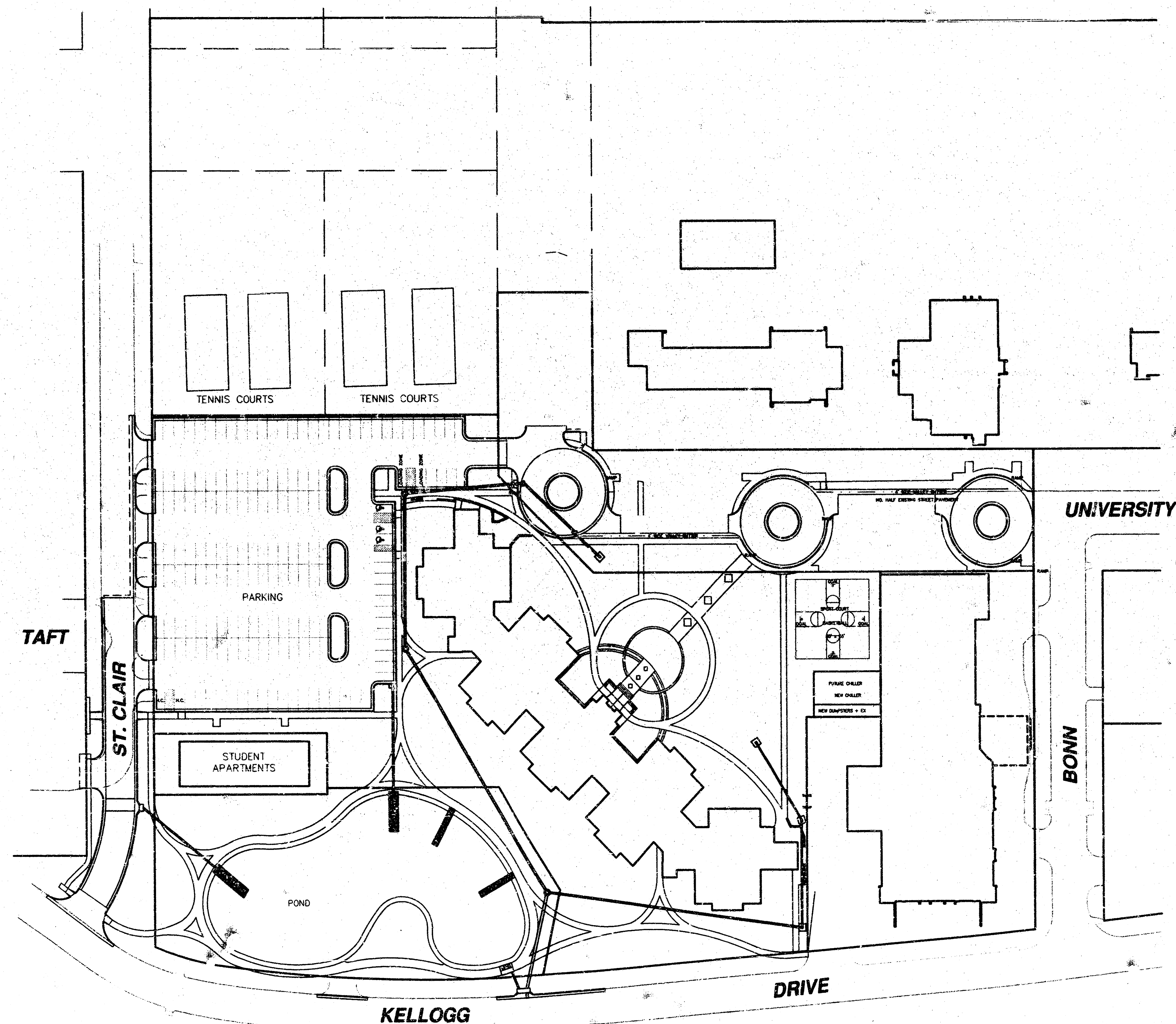
- Existing utilities and their location, as shown on the plans, represent the best information obtainable for design. The Contractor will be required to work around existing utilities within the right-of-way which do not conflict with proposed construction.
- A saw cut of the full depth of existing surface courses or pavement thickness shall be provided at locations where proposed construction abuts an existing surface course or pavement for which partial removal of that surface or pavement is required, except when such saw cuts are within three (3) feet of an existing joint the limits of removal shall be extended to the existing joint.
- 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.
- All disposal sites must be approved by the Kansas Department of Health and Environment. Material either stockpiled or disposed of in a flood plain 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 permitting regulations. Any material buried or stockpiled beyond approved of Engineers construction limits would require additional archeological investigations unless buried in a previously approved borrow location.
- The Contractor shall be responsible for preserving property lines. The Contractor will be required to re-establish any property lines which are damaged or destroyed by his construction operations. Such lines shall be re-established by a licensed land surveyor in accordance with state laws.
- Contractor will be required to provide a minimum advance notice of forty-eight (48) hours to utility companies prior to starting any excavation as follows:

Kansas One-Call 687-2470
- The Contractor must notify the following in case of an emergency:

Cox Communications 262-0661
Kansas Gas Service 383-8600
Westar Energy 383-8600
Aquila Energy 1-800-303-0357
Southwestern Bell Telephone Company 1-800-286-8313
City of Wichita Water Department 262-6000
City of Wichita Sewer Maintenance 262-6000
- This project is located within the limits of a larger project which will include building construction. The General Contractor for the project will submit a Storm Water Pollution Prevention Plan for the entire project prior to beginning any work on this street project.
- This project is to be constructed in accordance with City of Wichita Standard Specifications for the Construction of City Projects, and Policy on Construction of Public Works Improvements by Private Contract.
- No work shall begin on this project before required bonds are submitted to the City of Wichita, and the project inspector has been notified.

BENCH MARKS

- City of Wichita (Brass Disc) in turn island N.E. corner traffic sign light base, 185.60' S. of Kellogg, 19.27' W. of E. S. bound Meridian.
Elev = 110.69 (City of Wichita datum)
☐ I.C. N. return N.W. corner Taft & Everett
Elev = 109.14 (City of Wichita datum)
☐ I.C. E. return N.E. corner Taft & St. Clair
Elev = 109.81 (City of Wichita datum)
☐ I.C. S. return S.W. corner intersection Bonn & University
Elev = 108.93 (City of Wichita datum)



INDEX OF SHEETS

- TITLE PAGE & GENERAL NOTES
- TYPICAL SECTION
- PAVING PLAN
- VALLEY CUTTER DETAILS
- STANDARD DRIVE ENTRANCES
- SIGNING DETAILS
- PLAT COPY

APPROVED AS NOTED
BY CITY ENGINEER OF WICHITA

Sanitary Sewers _____
Storm Sewers _____
Driveway Approaches _____
Water Mains _____
Paving VRH 4/1/03

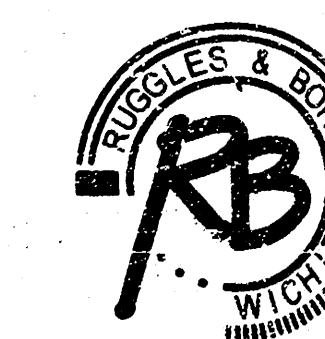
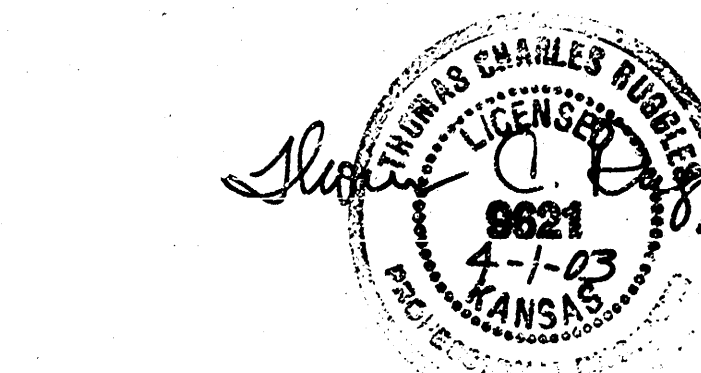
NOTE TO CONTRACTORS

Inspection and testing for this project are to be provided by a Licensed Consulting Engineering Firm under contract with the Owner/Developer. Said inspection to be in accordance with the City of Wichita standard construction engineering practices and certified by a Licensed Professional Engineer. No work shall be performed in dedicated easements or public right-of-way by the Contractor without such inspection, nor shall any work be commenced without written authorization by the City Engineer.

CITY OF WICHITA, KANSAS
NEIL D. CABLE, P.E., CITY ENGINEER



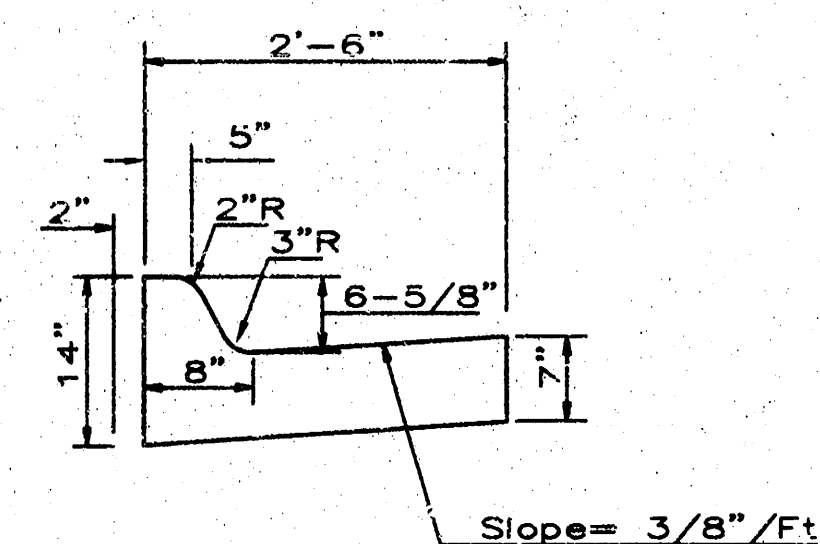
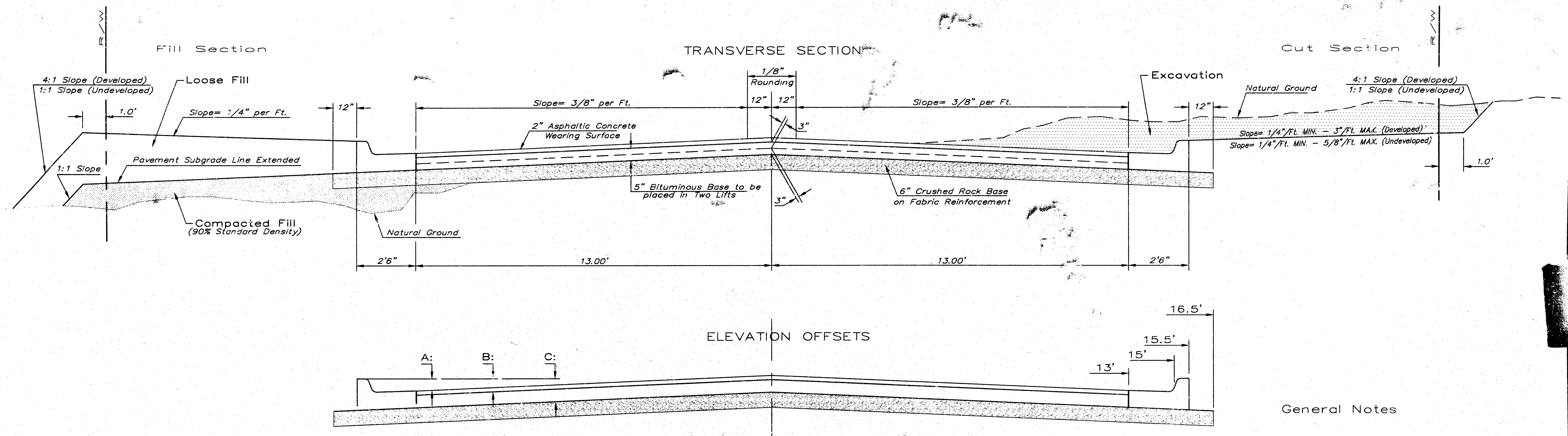
Scale 1" = 60'



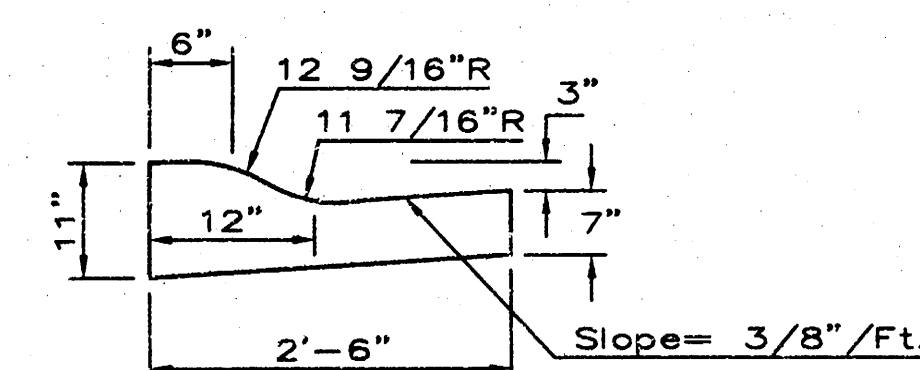
Ruggles & Bohm, P.A.
Engineering, Surveying, Land Planning
924 North Main
Wichita, Kansas 67203
www.rbkansas.com
(316) 264-8008
(316) 264-4621 fax
E-mail: info@rbkansas.com

2294T

TYPICAL 31' B-B PAVEMENT DETAILS

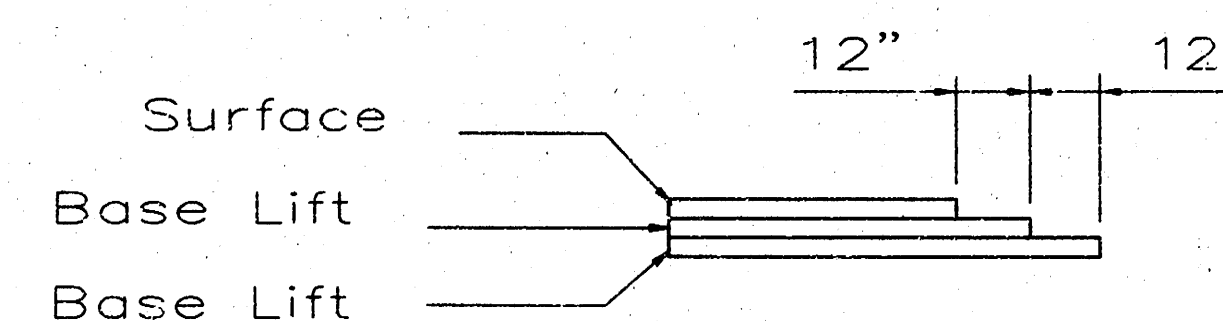


COMBINED CURB & GUTTER (6-5/8")



COMBINED ROLL TYPE CURB & GUTTER (3 3/8")

	DISTANCE FROM CENTERLINE (L.T. & RT.)										
	0'	2'	4'	6'	7.5'	10'	12'	13'	15'	15.5'	16.5'
A: Top of Curbs to Top of Surface Lift	0.10	0.14	0.21	0.27	0.32	0.39	0.46	0.49	—	—	—
B: Top of Curbs to Top of Upper Base Lift	0.25	0.32	0.38	0.44	0.49	0.57	0.63	0.66	—	—	—
C: Top of Curbs to Top of Subgrade	0.67	0.73	0.79	0.86	0.90	0.98	1.04	1.08	1.13	1.17	1.20



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 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

General Notes

THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE W/ (5" BITUMINOUS BASE).

THE BITUMINOUS BASE UNDER AND BEHIND THE COMB. CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.

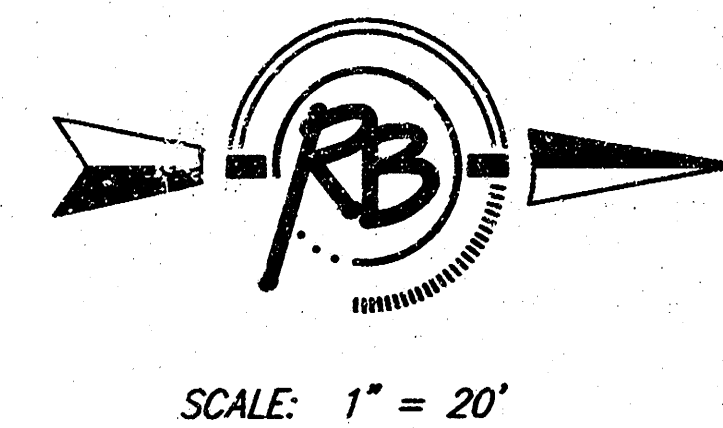
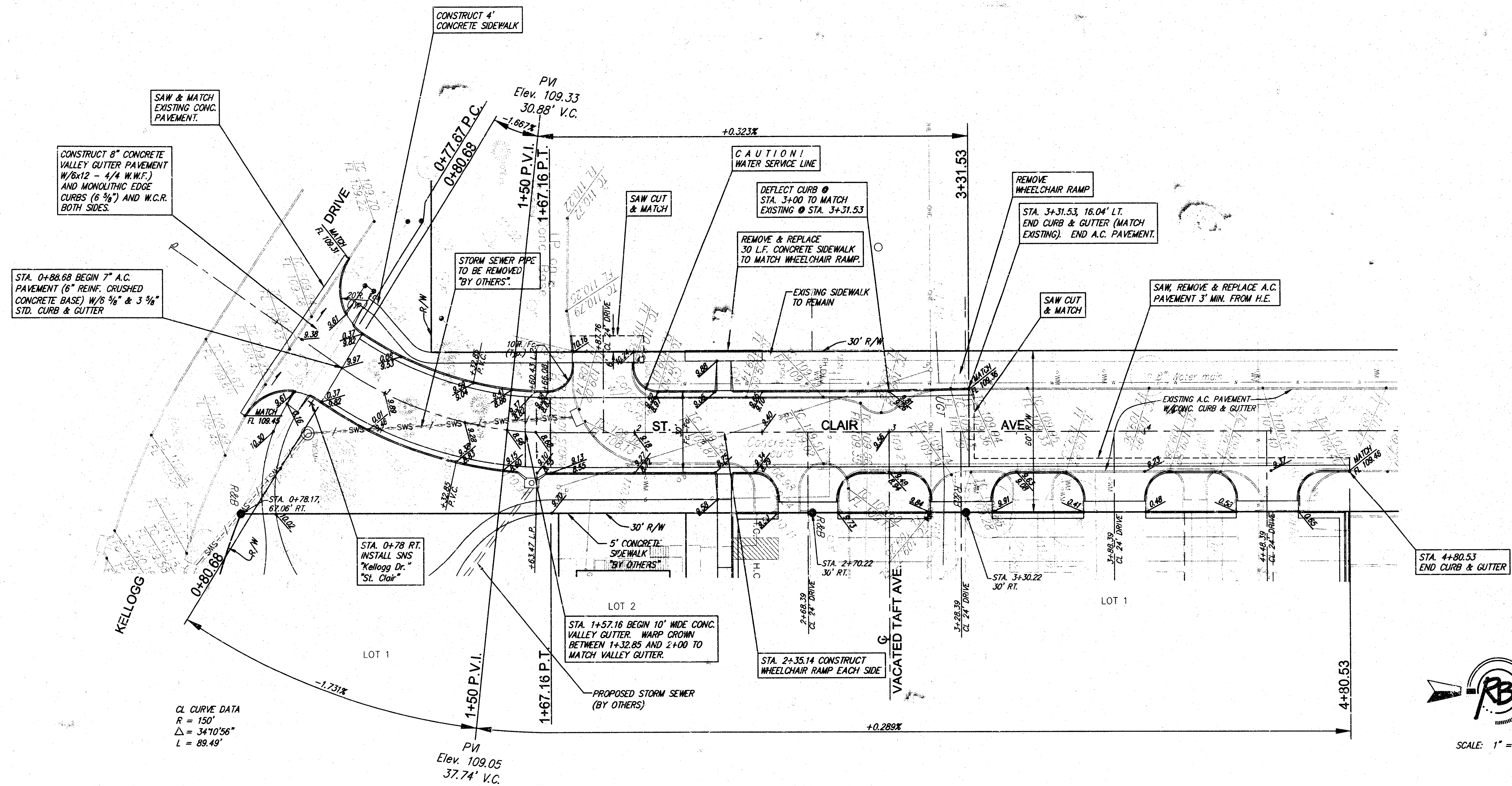
A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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

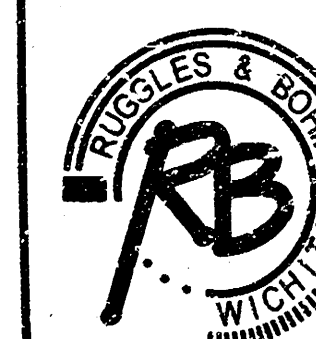
CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.

CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

THE CITY OF WICHITA CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202 (316) 268-4001 (316) 268-4114 FAX	31' PAVEMENT	
	7" ASPHALTIC CONCRETE	
	W/CRUSHED ROCK BASE	
	M. E. LINDEBAK P.E. - CITY ENGINEER PROJECT NUMBER: 140 PPP OCA #: 607879 DATE: MAR 96 SHEET 2 OF 7	



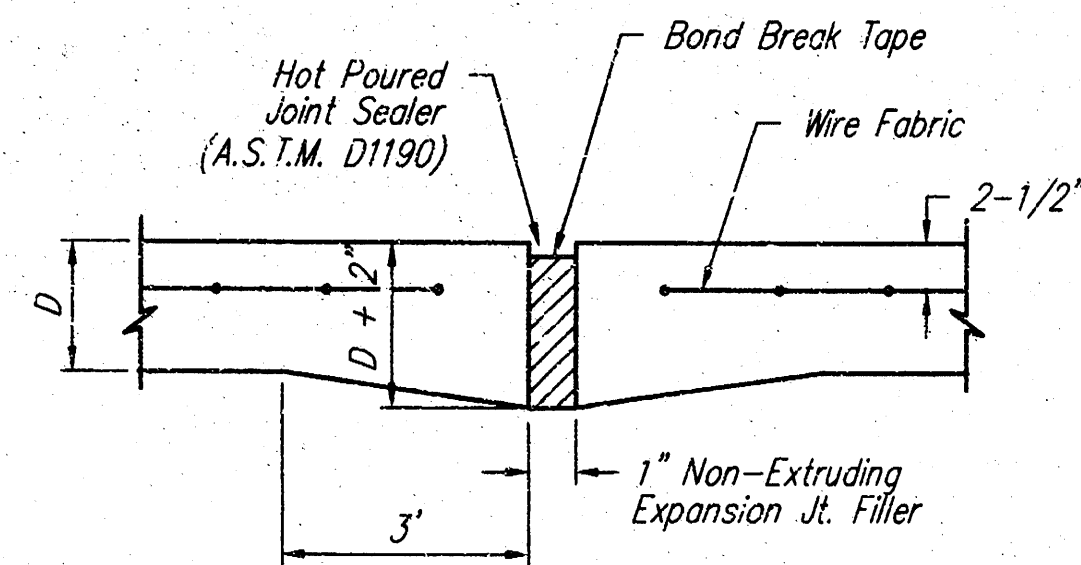
FRIENDS UNIVERSITY 3RD ADDITION
 ST. CLAIR PAVING PLAN
 WICHITA, KANSAS



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 Engineering, Surveying, Land Planning
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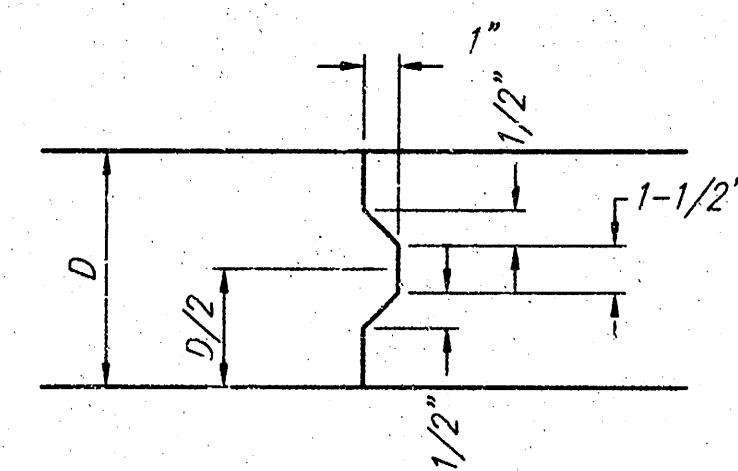
DRAWING FILE: Base [Pavement 01]
 PROJECT NUMBER: 140 PPP (607879)
 DATE: Mar. 31, 2003

DESIGN	TCR
DRAWN	TEB
REVIEW	
UTILITY	
SHEET	3
OF	7

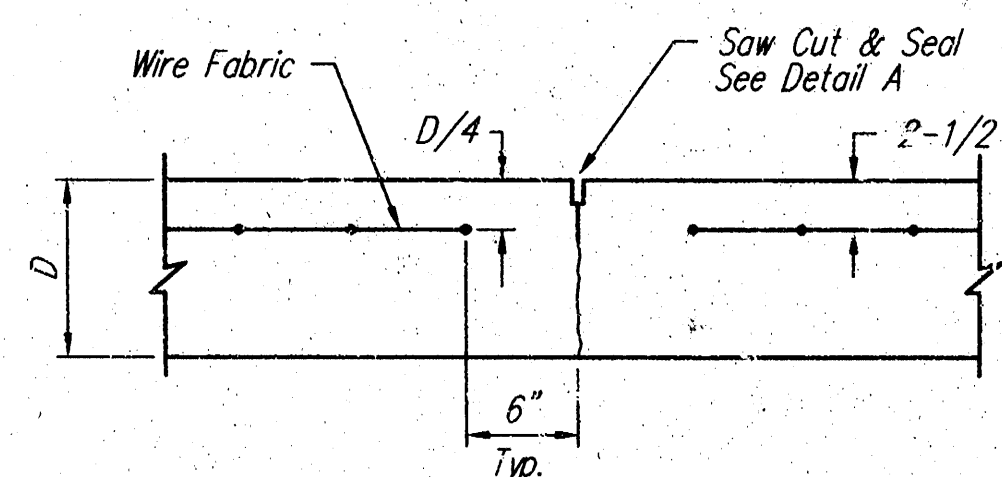


EXPANSION JOINT

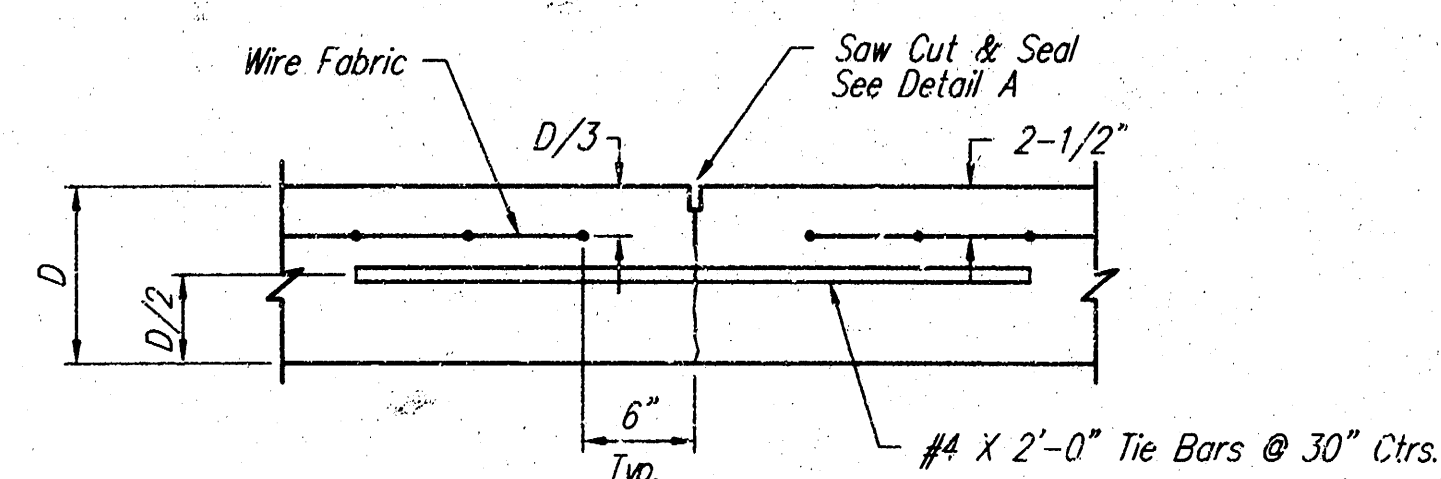
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement



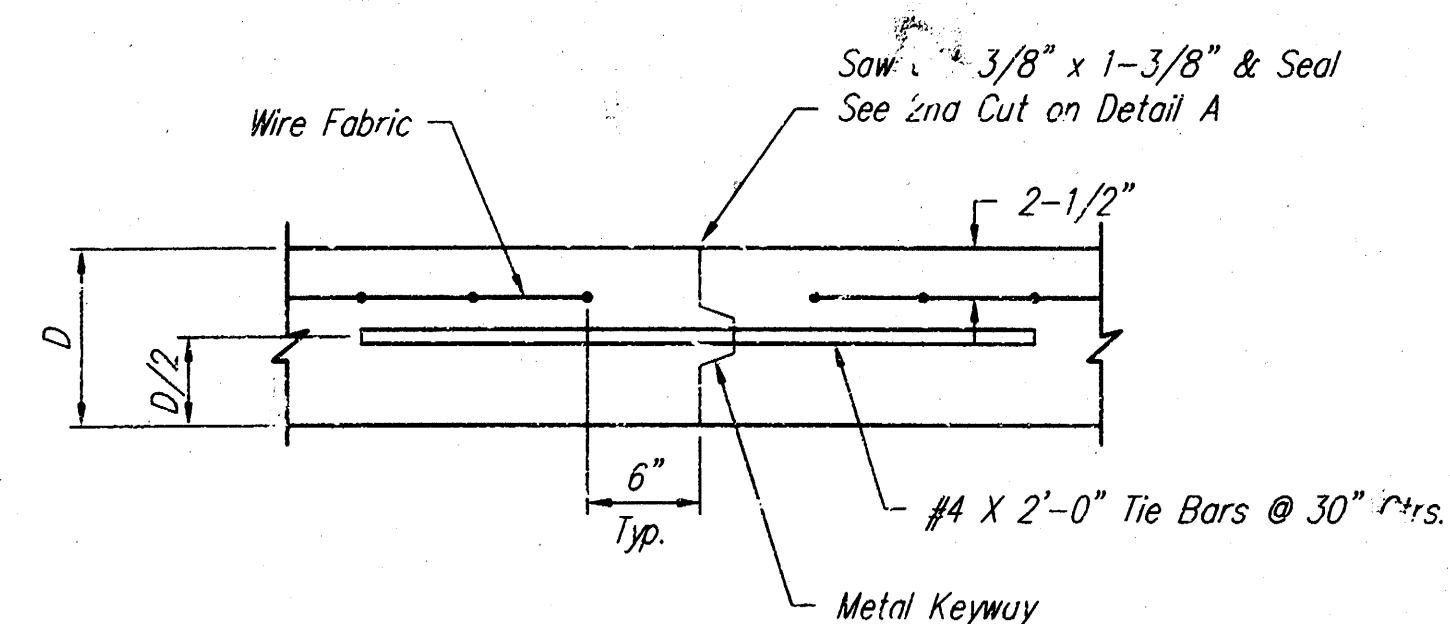
KEYWAY DETAIL



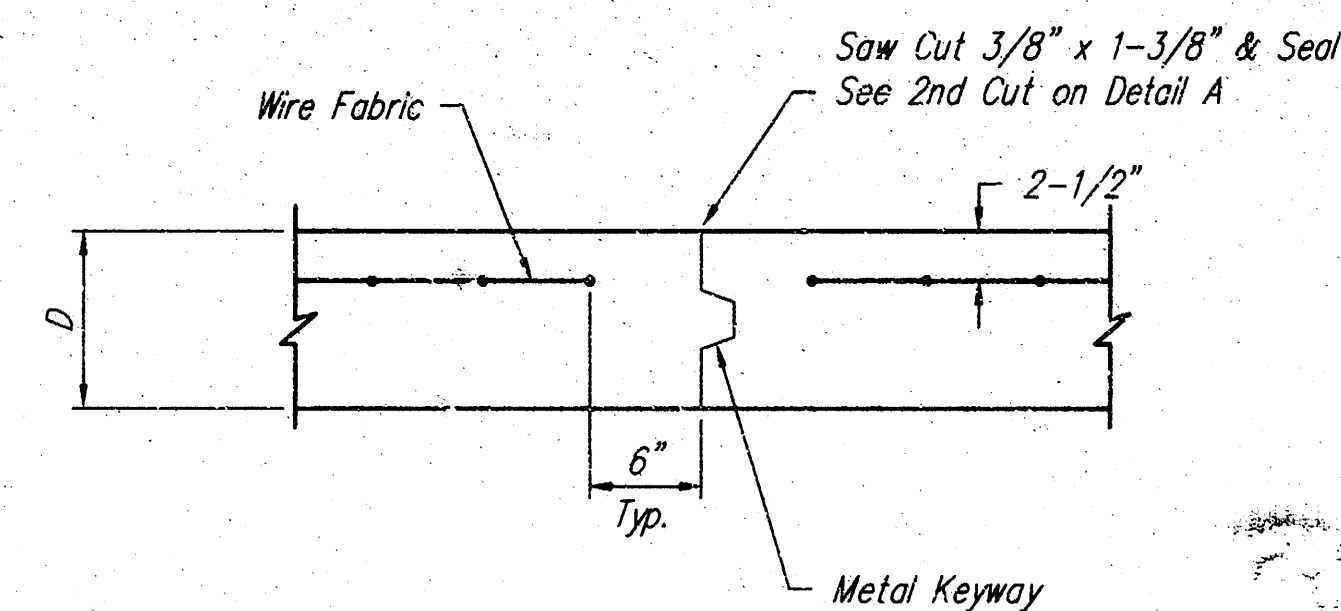
CONTRACTION JOINT DETAIL (C.J.)



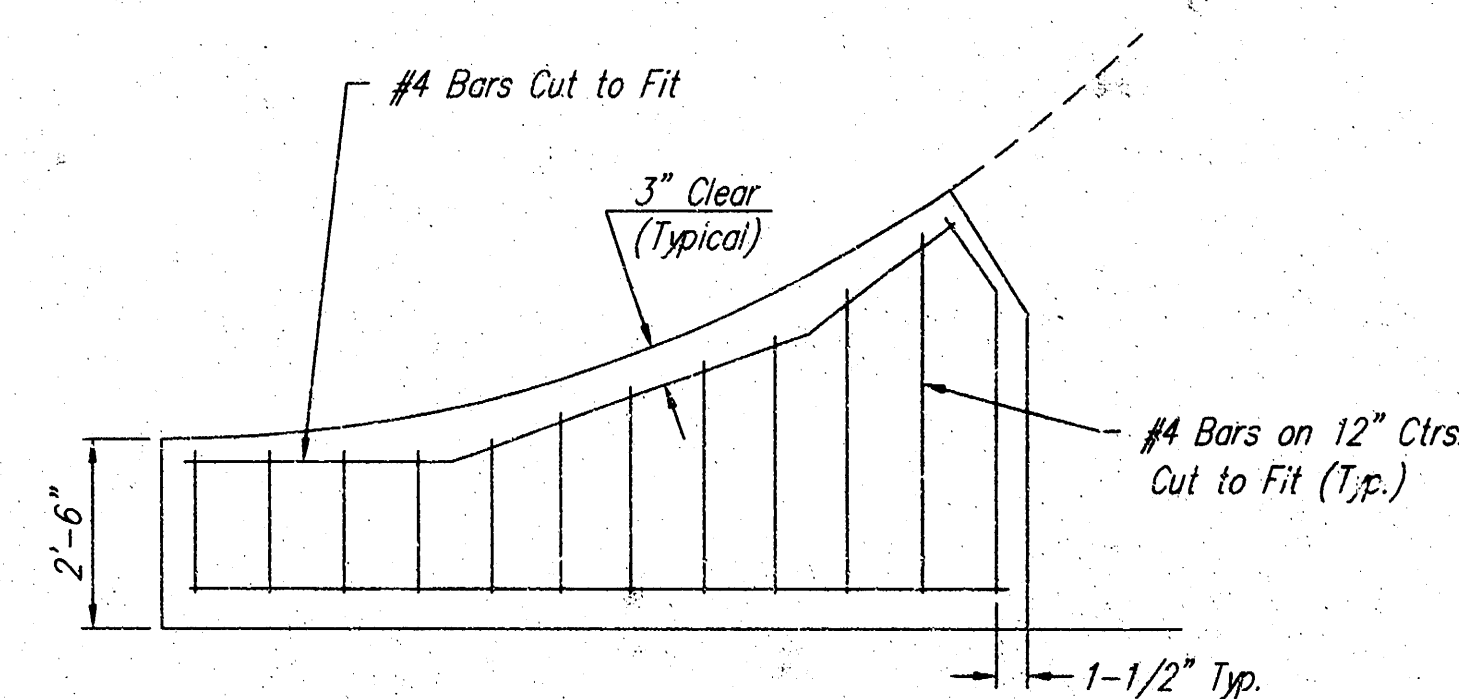
LONGITUDINAL JOINT DETAIL (L.J.)



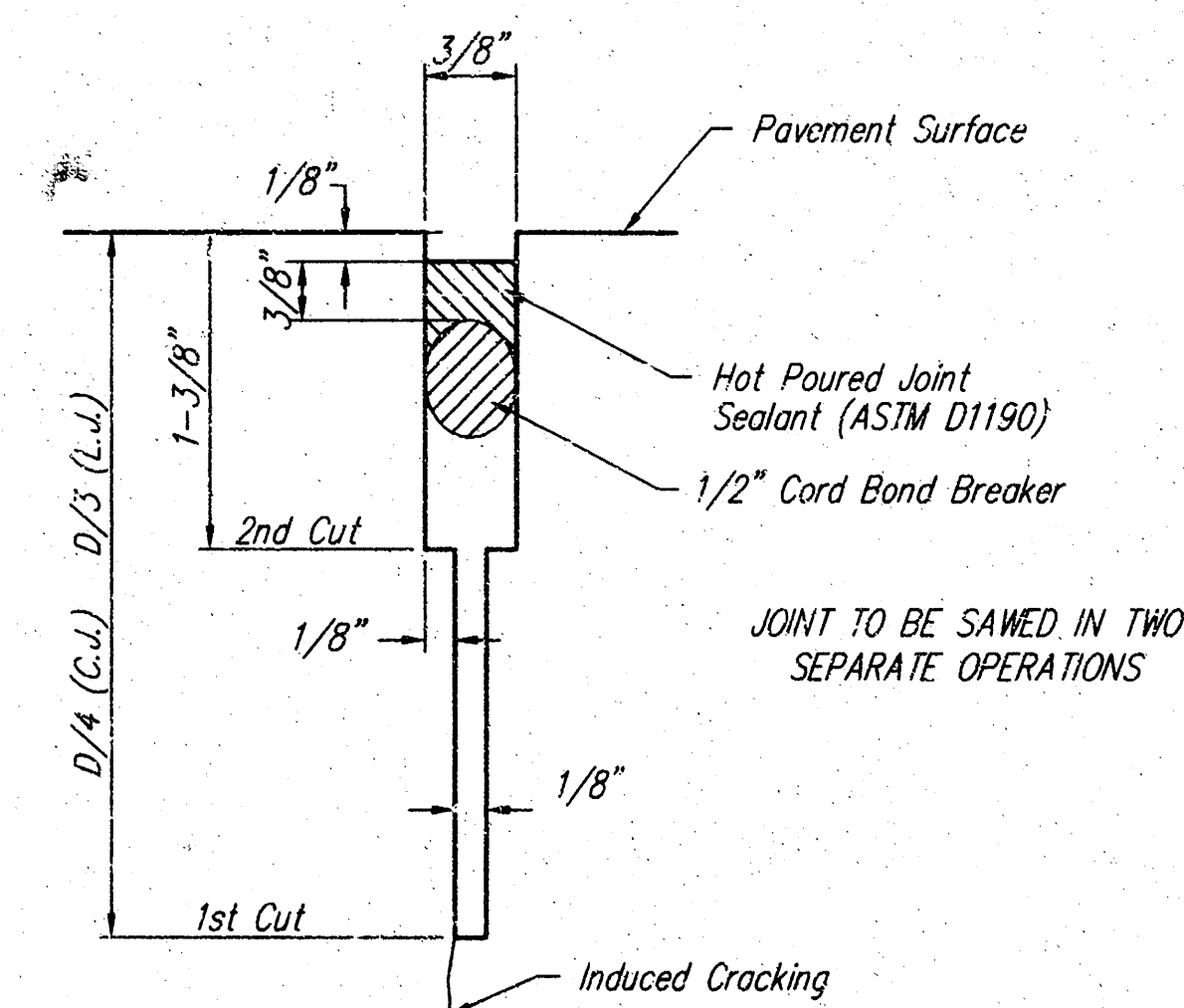
OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)



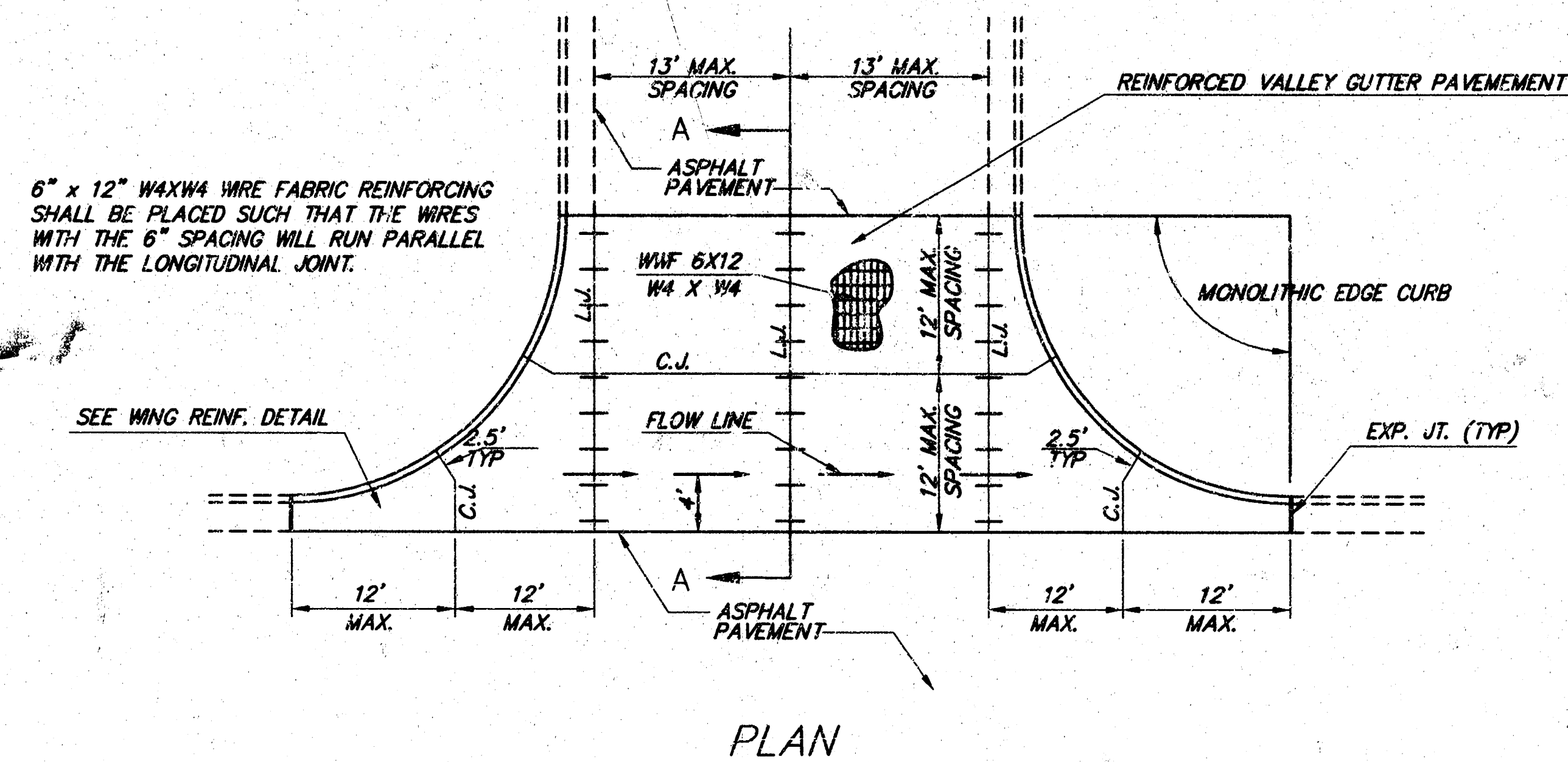
OPTIONAL CONTRACTION JOINT



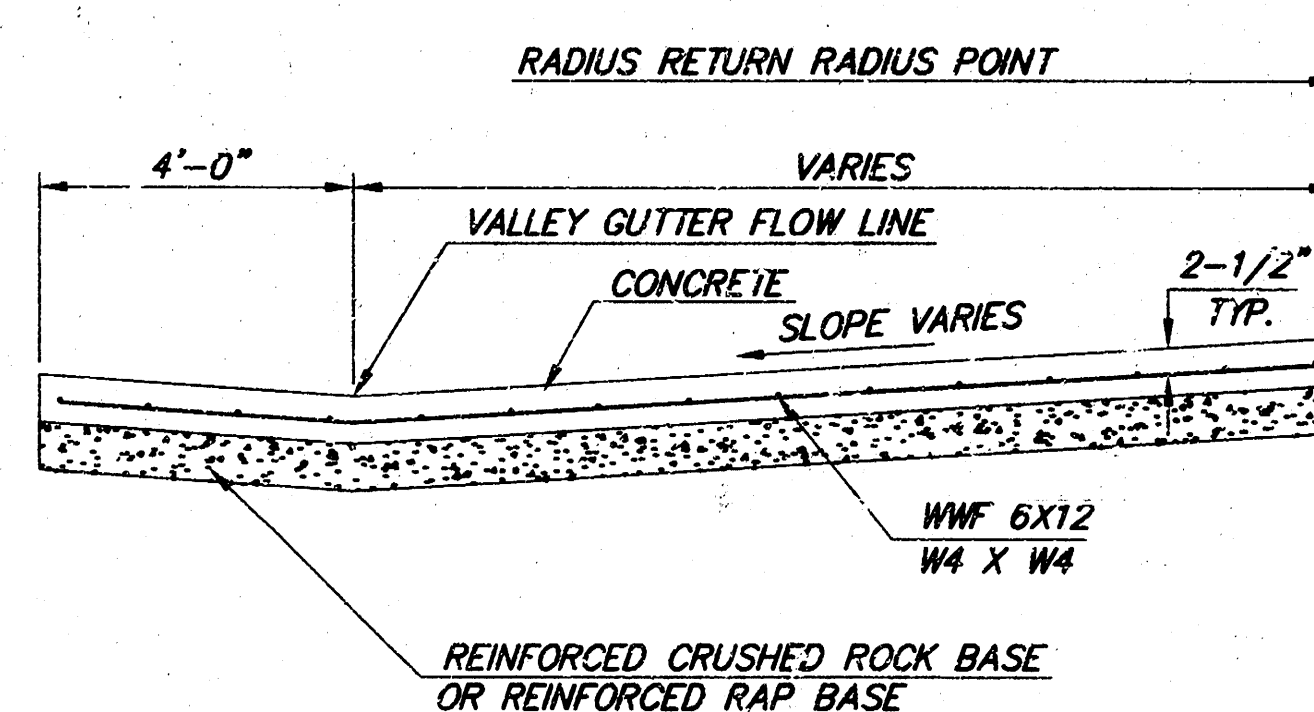
WING REINFORCING DETAIL



SAW JOINT DETAIL

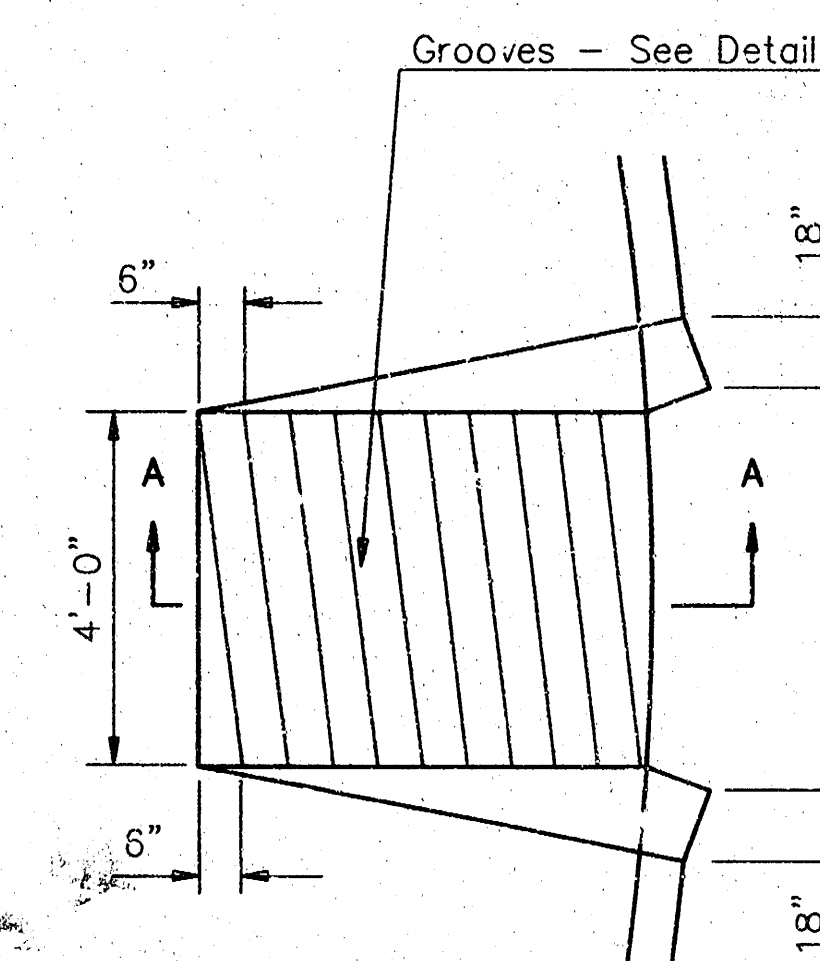


PLAN

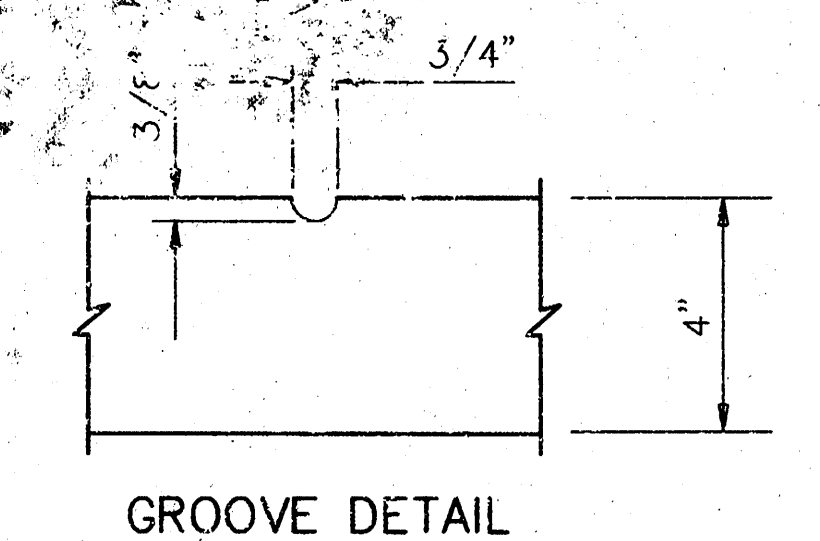


SECTION A-A

REINFORCED VALLEY GUTTER DETAIL

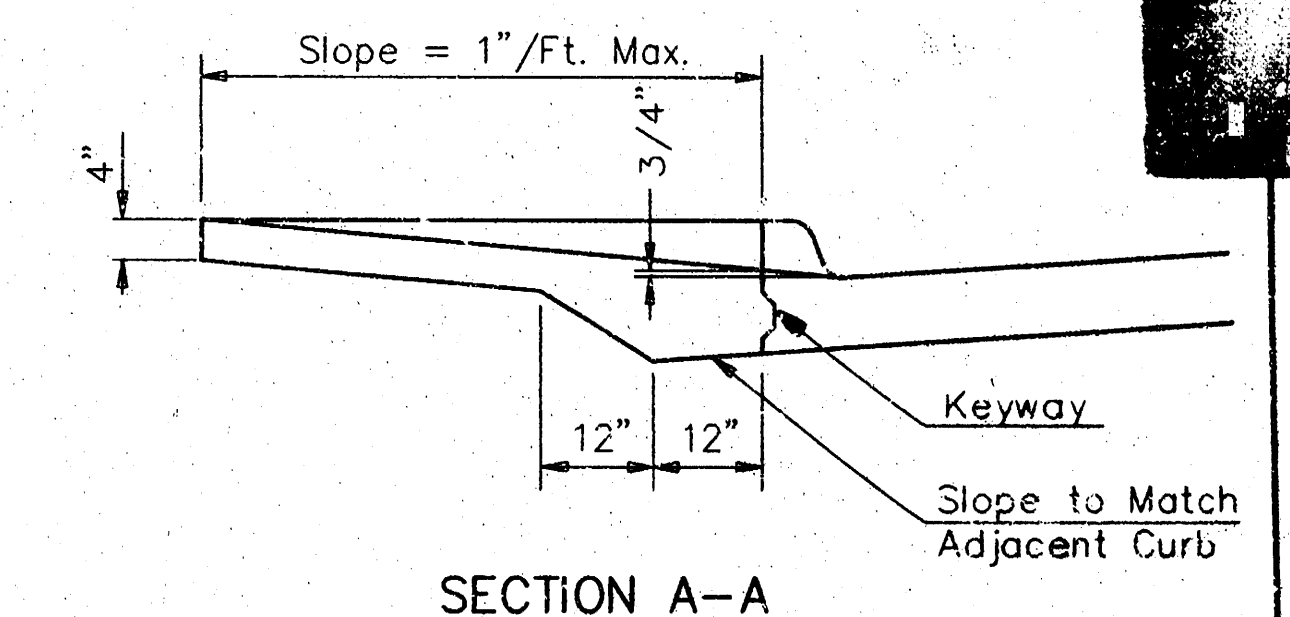


WHEELCHAIR RAMP PLAN VIEW

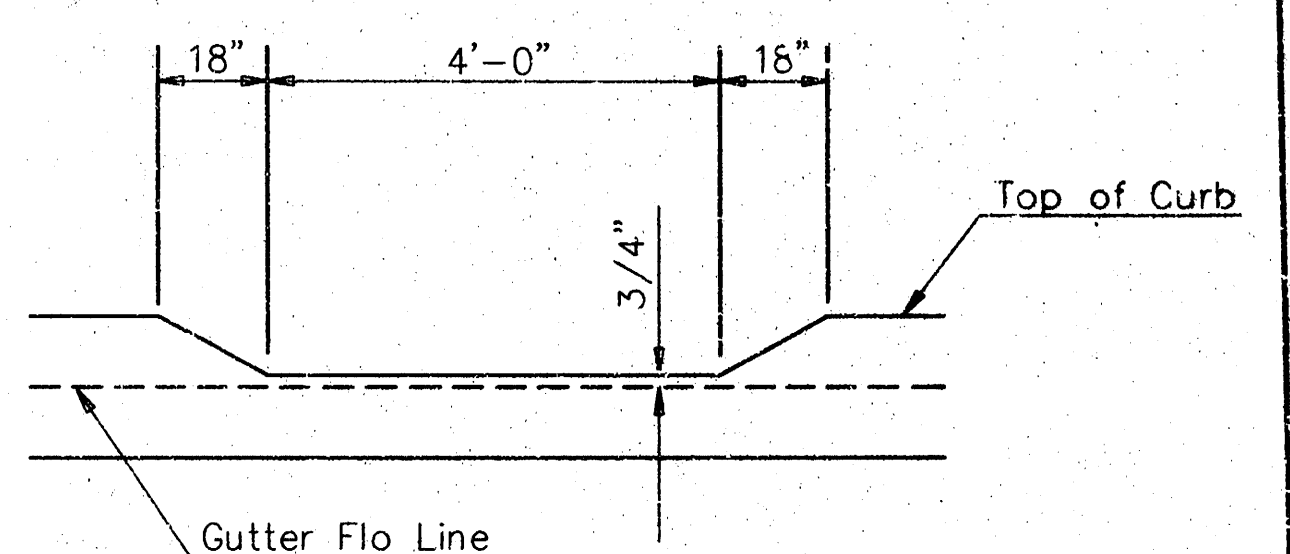


GROOVE DETAIL

WHEELCHAIR RAMP DETAIL

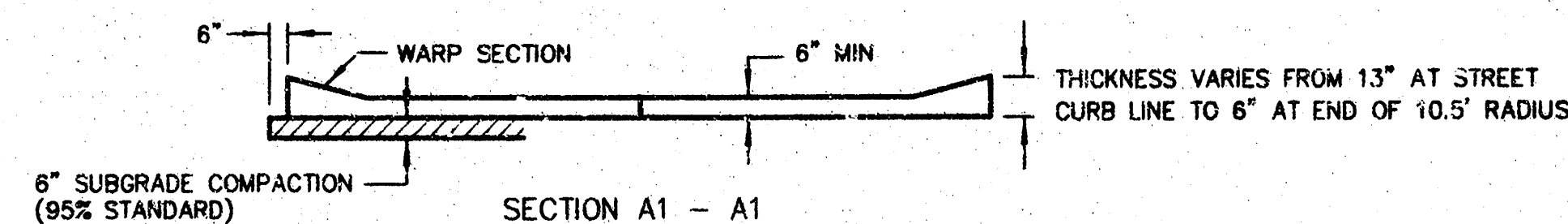
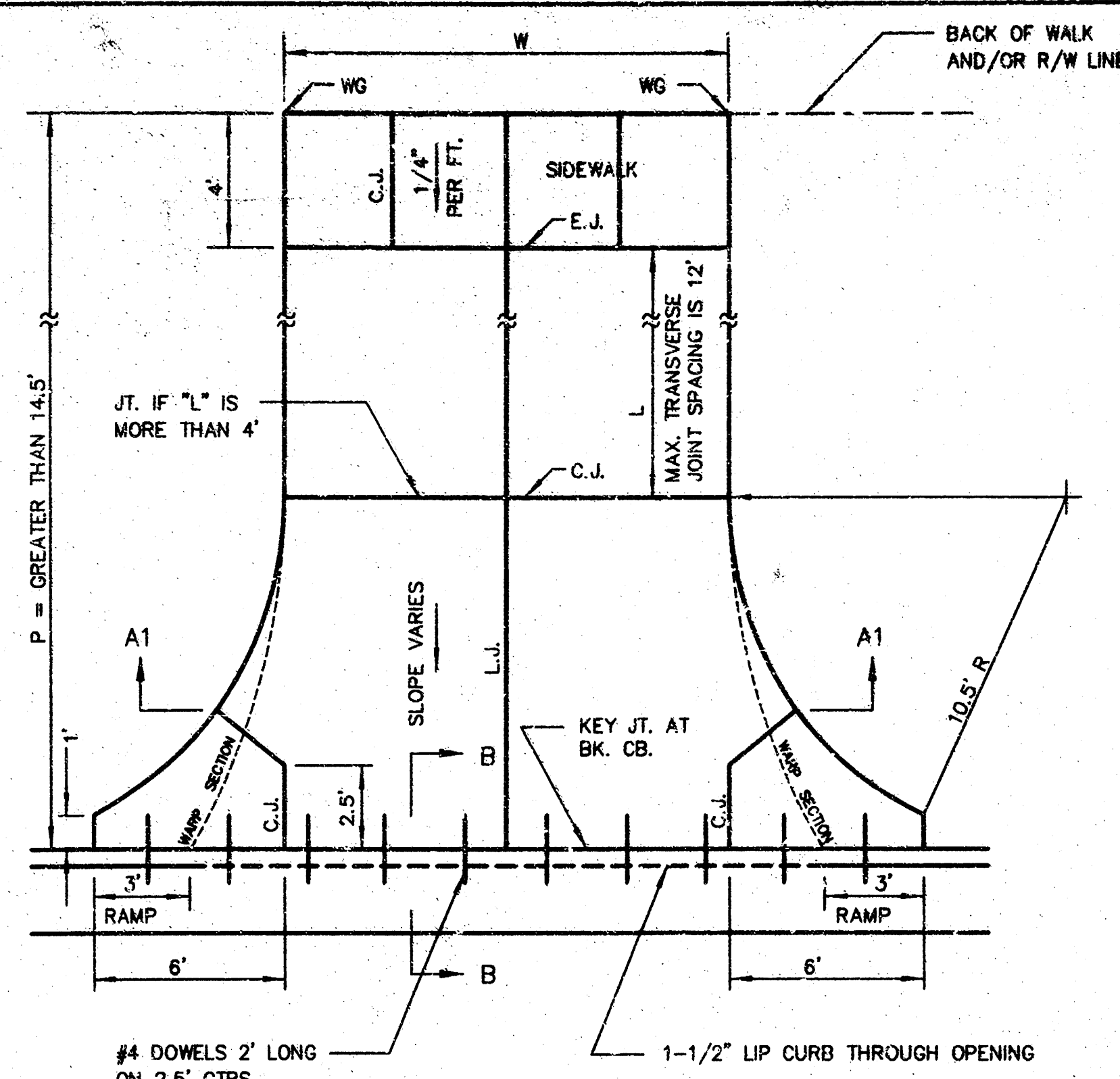


SECTION A-A



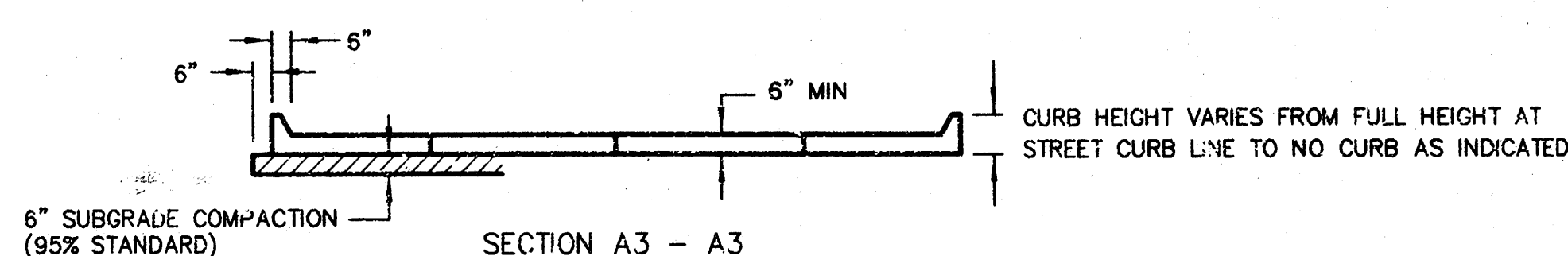
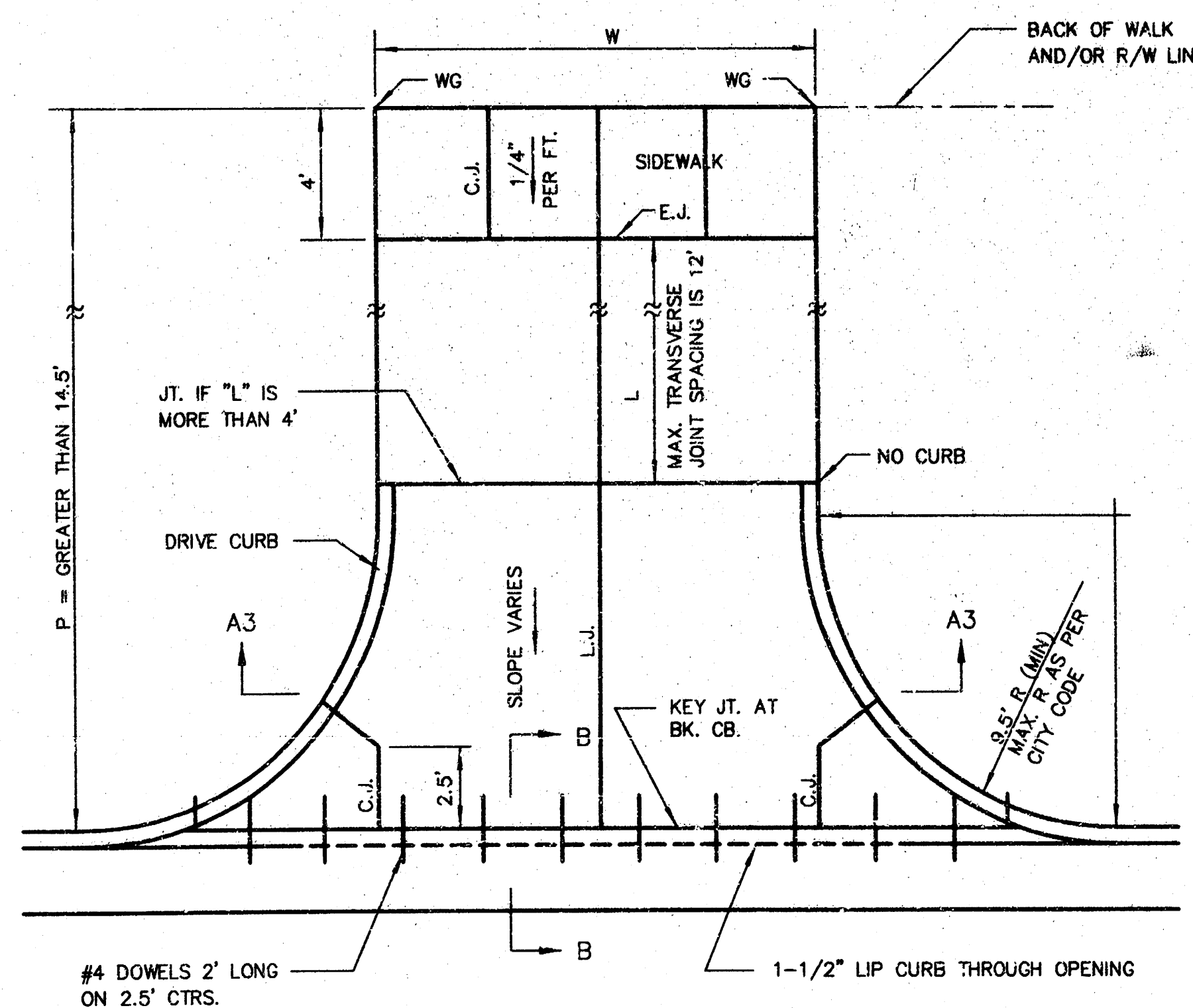
DEPRESSED CURB DETAIL

THE CITY OF WICHITA CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 405 NORTH MAIN STREET WICHITA, KANSAS 67202 (316) 268-5001 (316) 268-4114 FAX	VALLEY GUTTER DETAILS	
	WHEELCHAIR RAMP DETAILS	
	M. E. LINDEBAK P.E. - CITY ENGINEER.	
	PROJECT NUMBER 140 PPP	DATE MAR '96
OCA # 607879		SHEET 4 OF 7



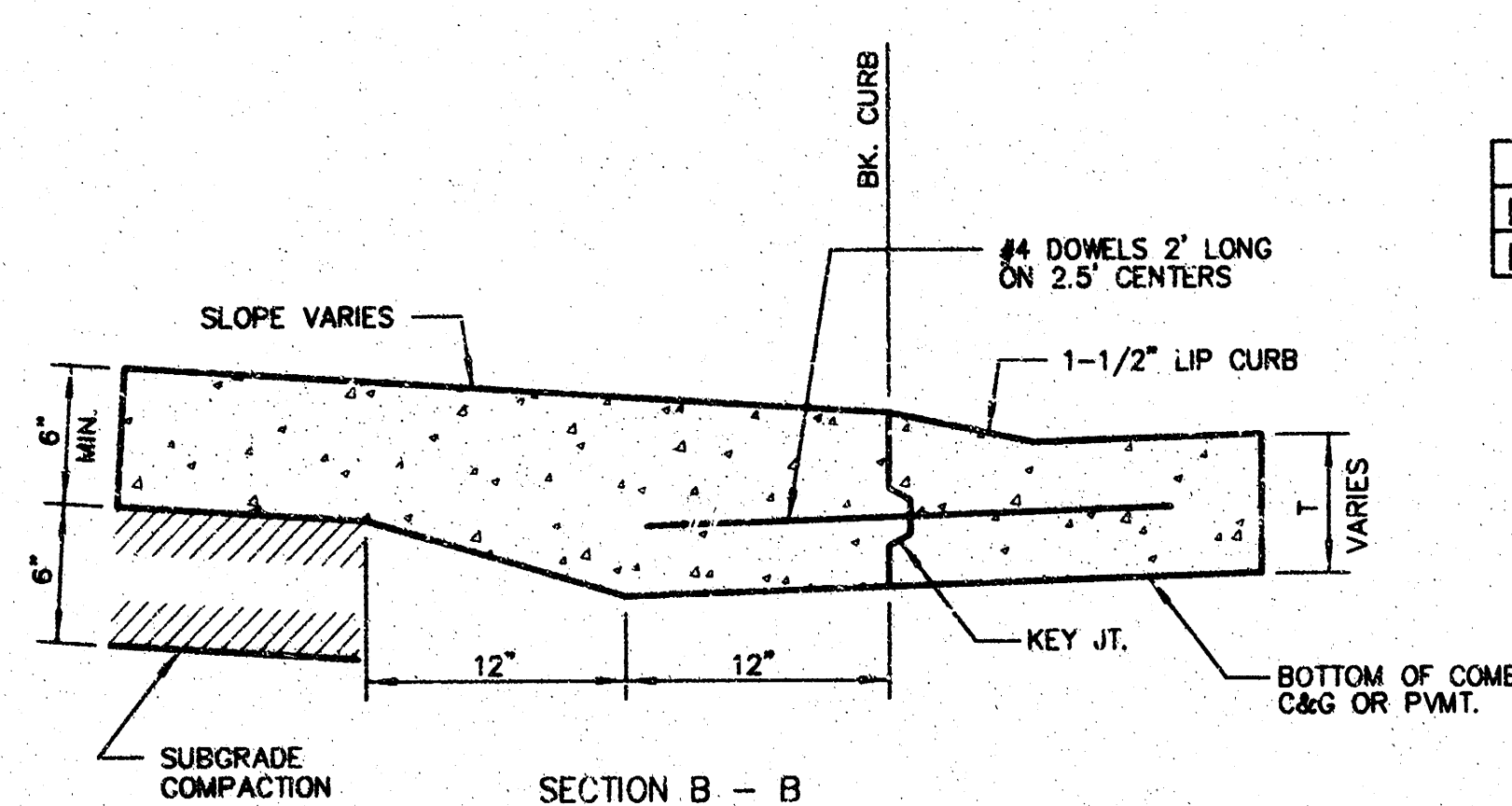
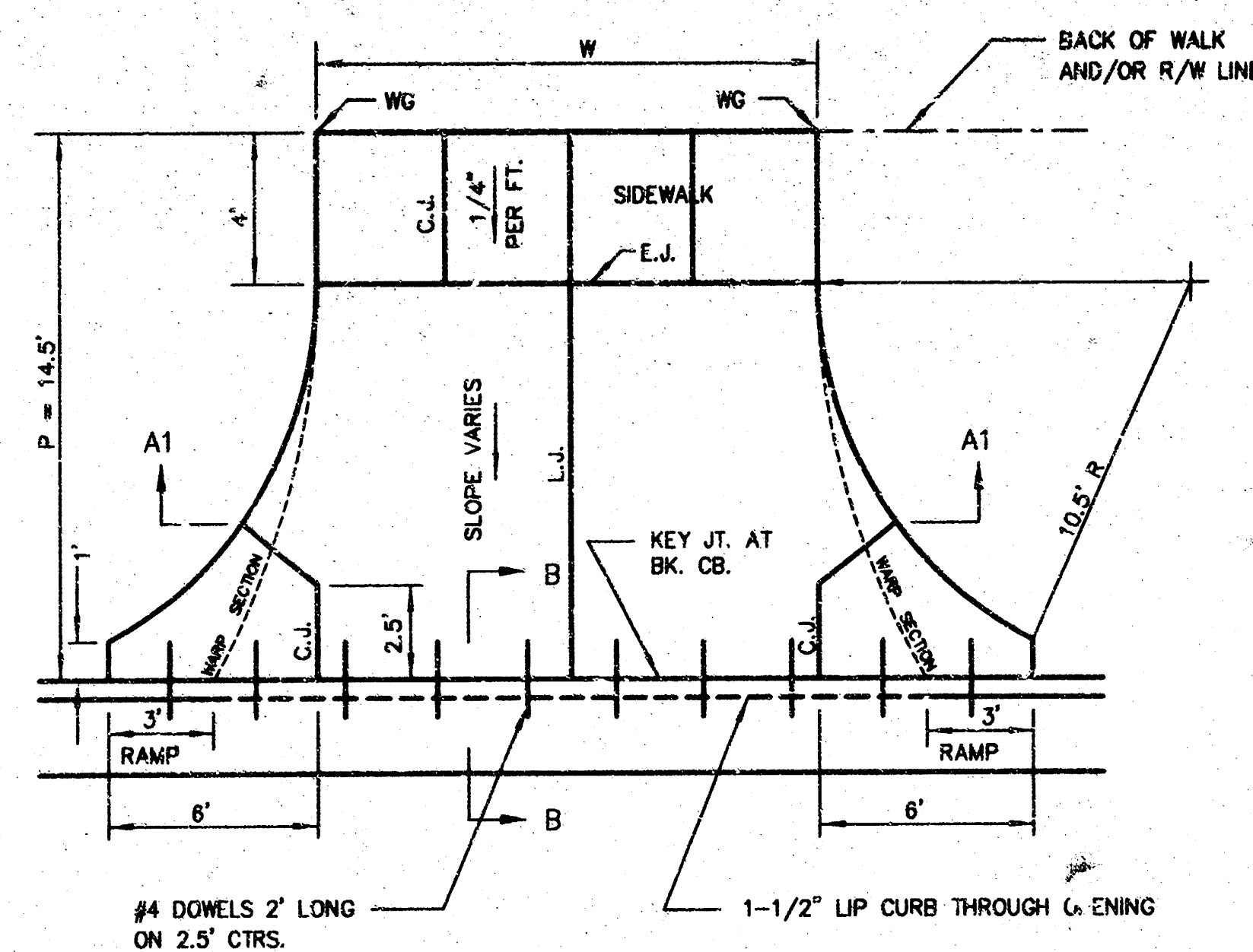
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.27'	0.27'	0.32'	0.37'	0.52'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.27'	0.27'	0.32'	0.37'	0.52'	0.62'	0.96'	1.22'	1.48'	1.74'	2.00'	2.26'	2.52'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.19'	0.21'	0.23'	0.25'	0.30'	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-0.19'	-0.16'	-0.13'	-0.10'	-0.06'	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

RADIUS RAMP DRIVES (P = 9.0' & GREATER)

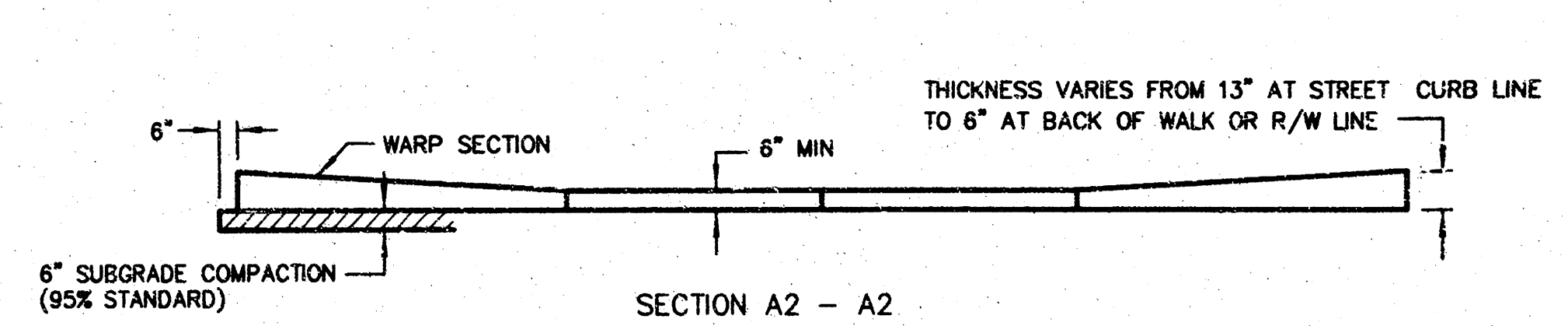
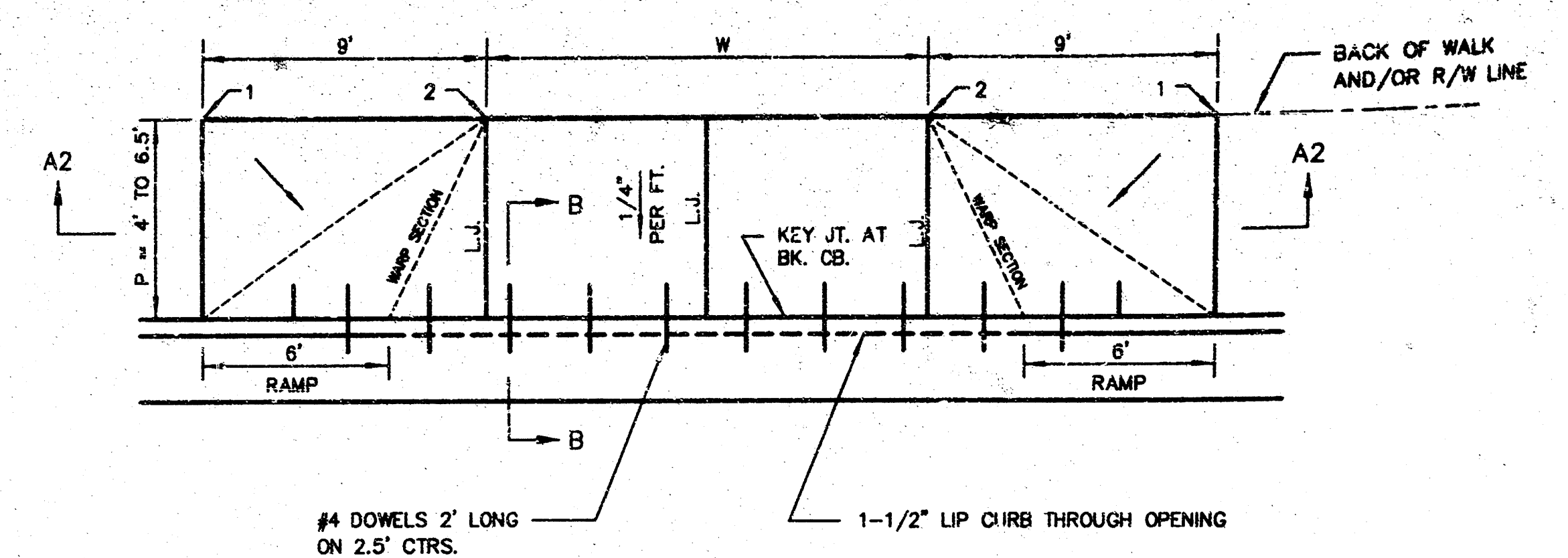


PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.72'	1.27'	1.77'	2.27'	2.77'	3.27'	3.77'	4.27'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

FULL RADIUS DRIVES (P = 14.5' & GREATER)

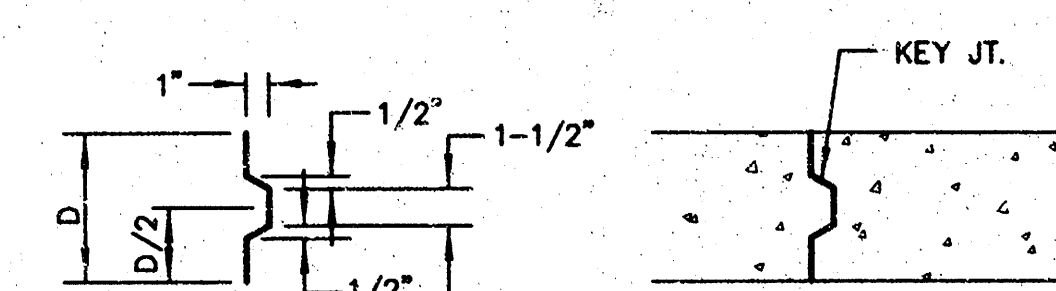


BACK OF CURB DETAIL

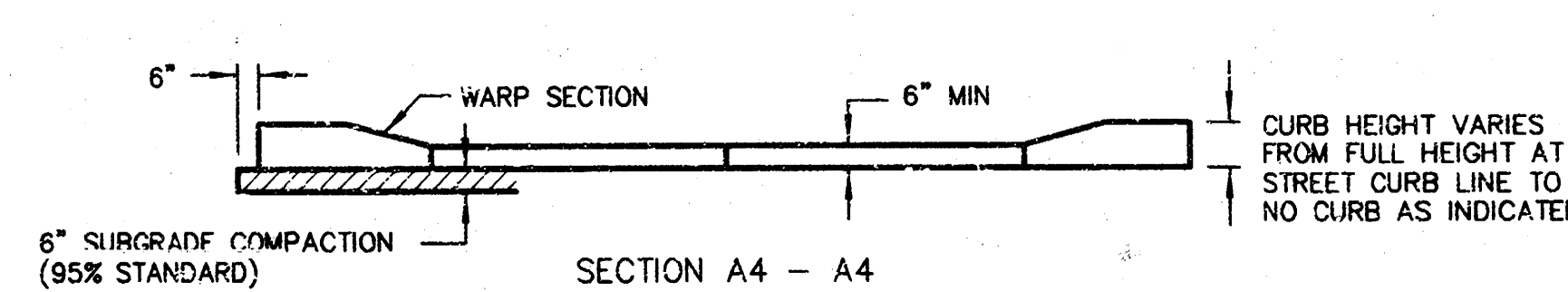
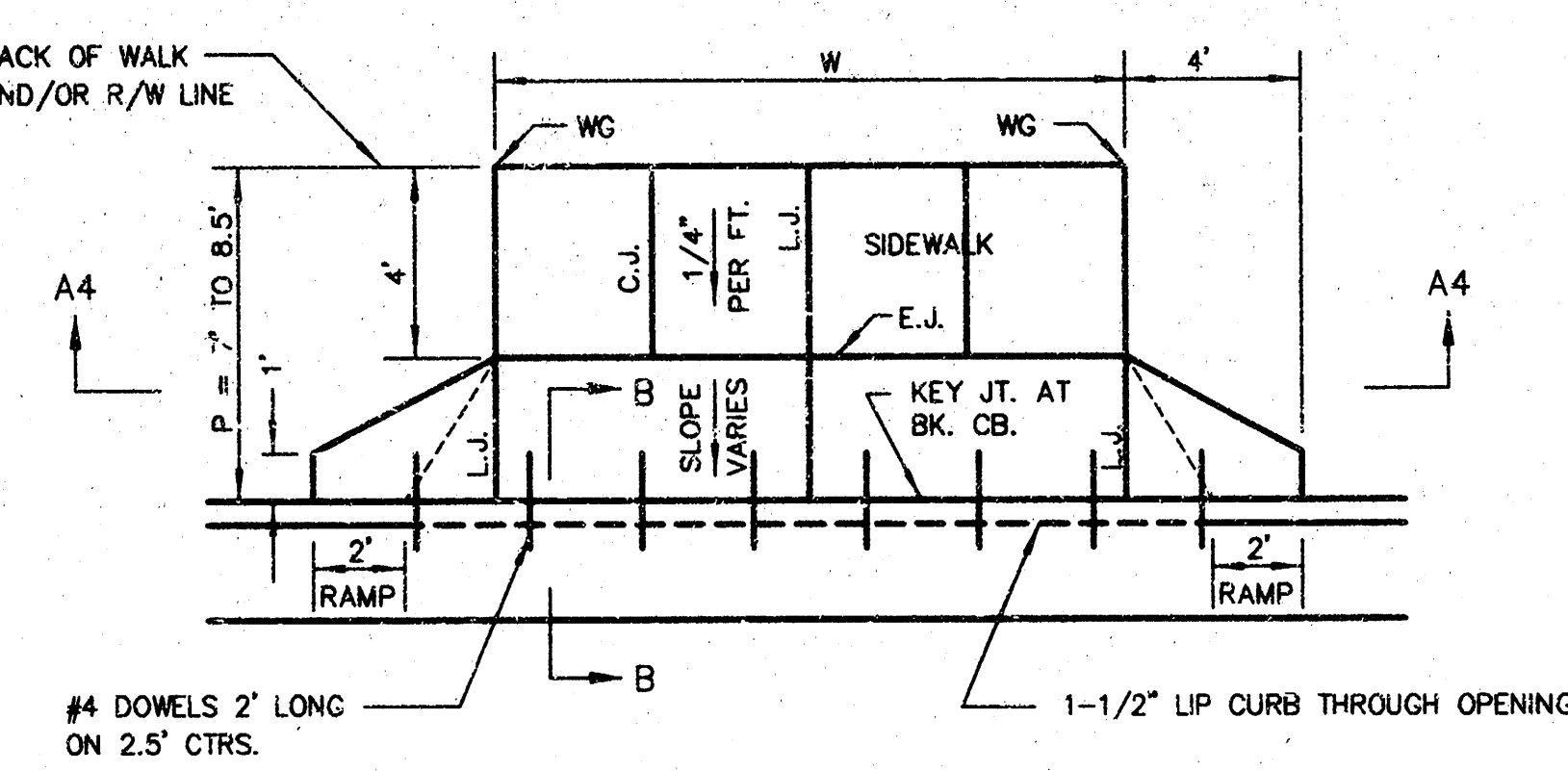
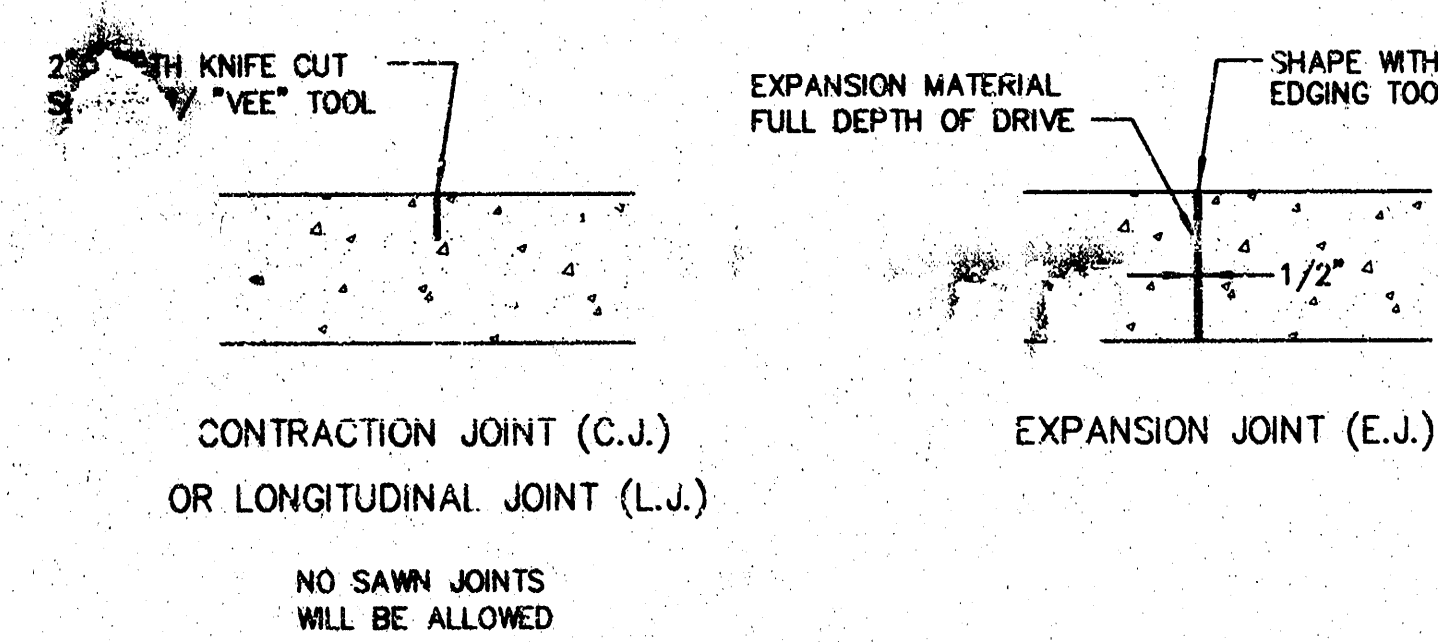


PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "1" ABOVE TOP OF FULL CURB	-0.08'	0.02'	0.18'	0.22'	0.18'	0.22'
DIST. OF PT. "2" BELOW TOP OF FULL CURB	-0.08'	0.02'	0.18'	0.22'	0.18'	0.22'

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



ALT. LONGITUDINAL CONSTRUCTION JOINT



PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-0.08'	0.02'	0.18'	0.22'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-0.08'	0.02'	0.18'	0.22'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-0.15'	-0.16'	-0.17'	-0.17'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-0.25'	-0.20'	-0.20'	-0.20'

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

- GENERAL NOTES**
- DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
 - ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "W" DIMENSION GREATER THAN 24'.
 - DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
 - CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 8'. AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
 - DOWEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
 - ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
 - ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
 - ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND MAY BE REINFORCED WITH 6"x12" #4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
 - OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHEREVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED ONLY WHEN THESE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES OR PARKING LOTS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL CURB HEIGHT ELEVATION OF 0.55' ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.

THE CITY OF WICHITA

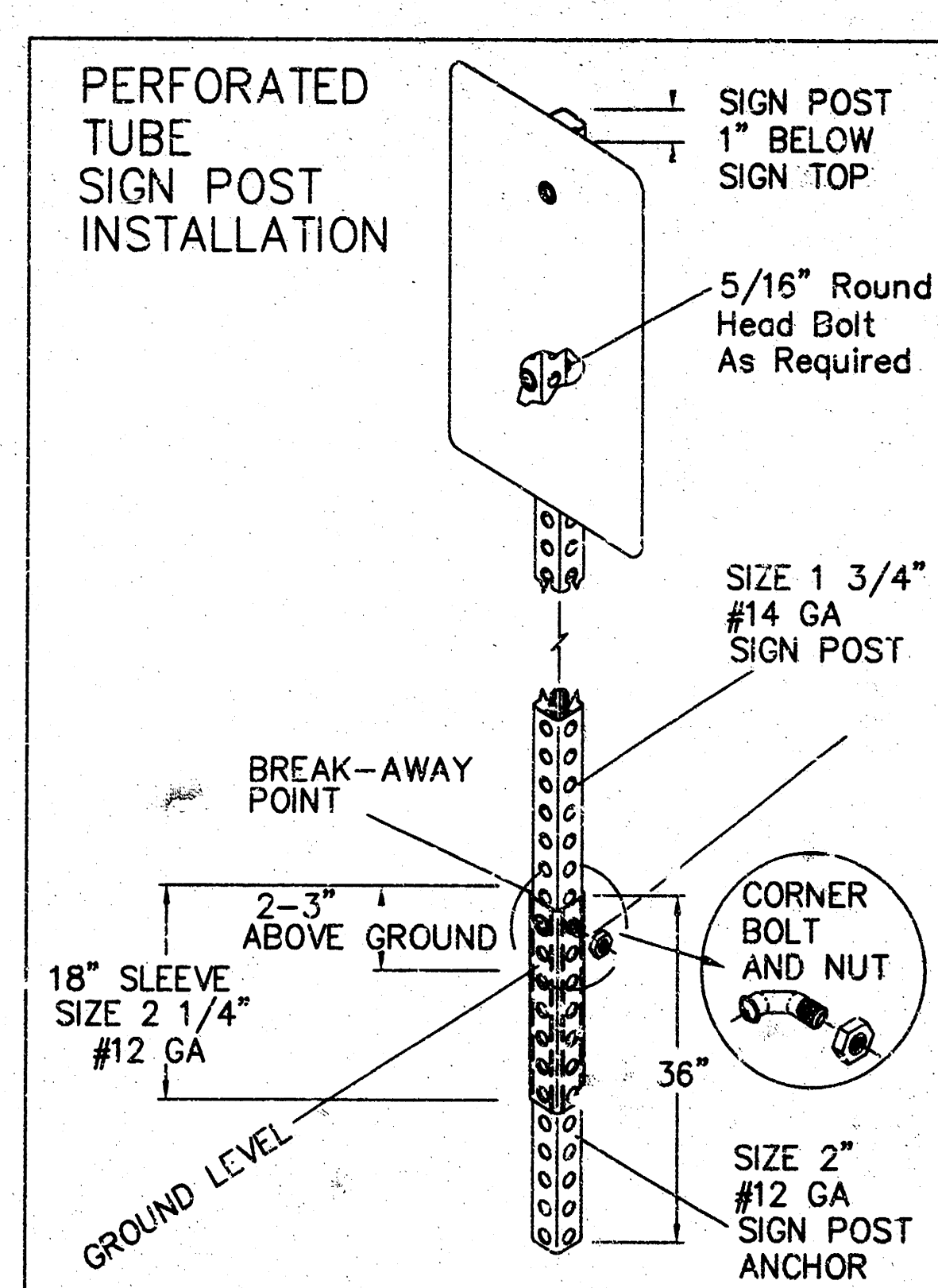
CITY ENGINEER'S OFFICE
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4501
(316) 268-4114 FAX

**STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB**

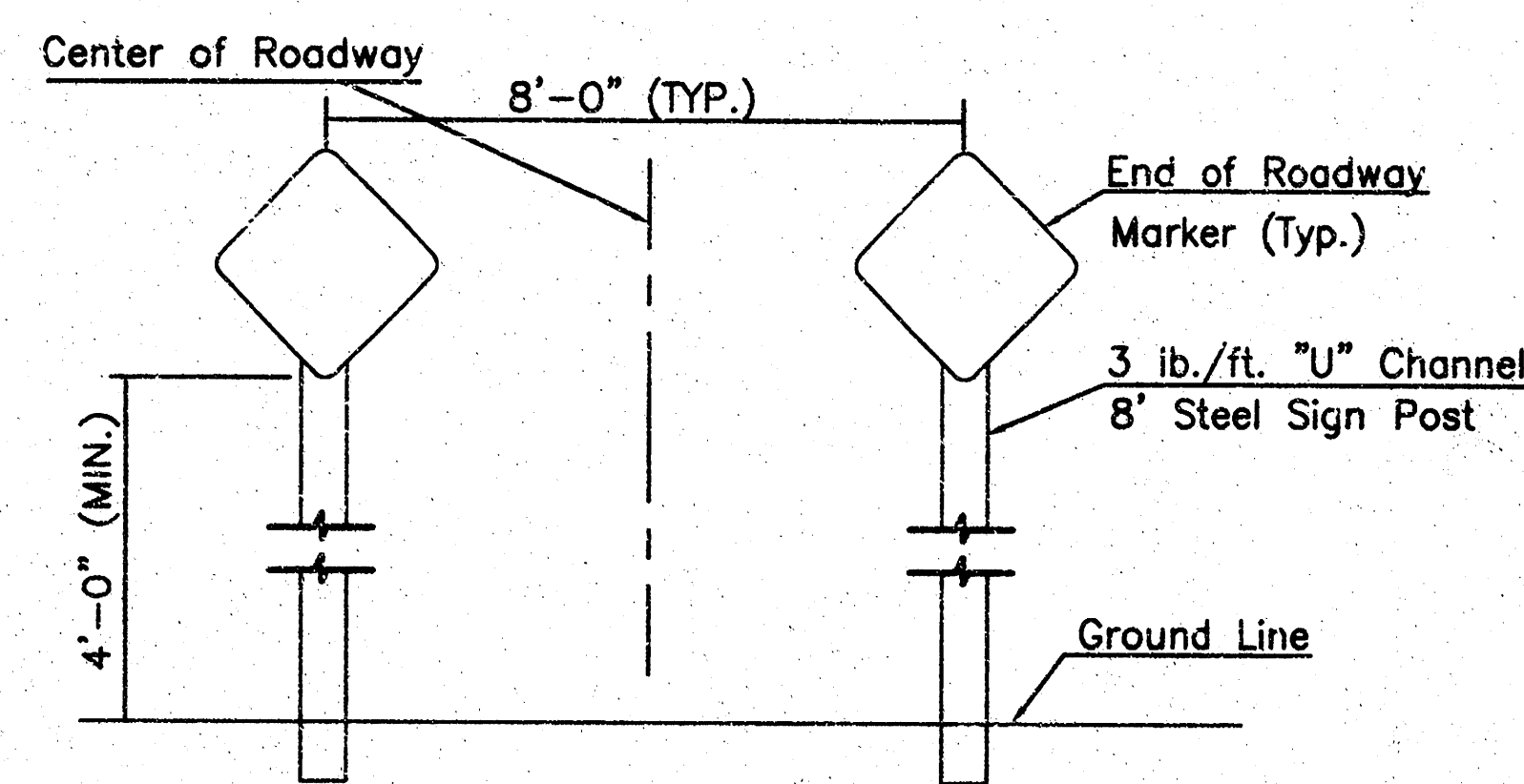
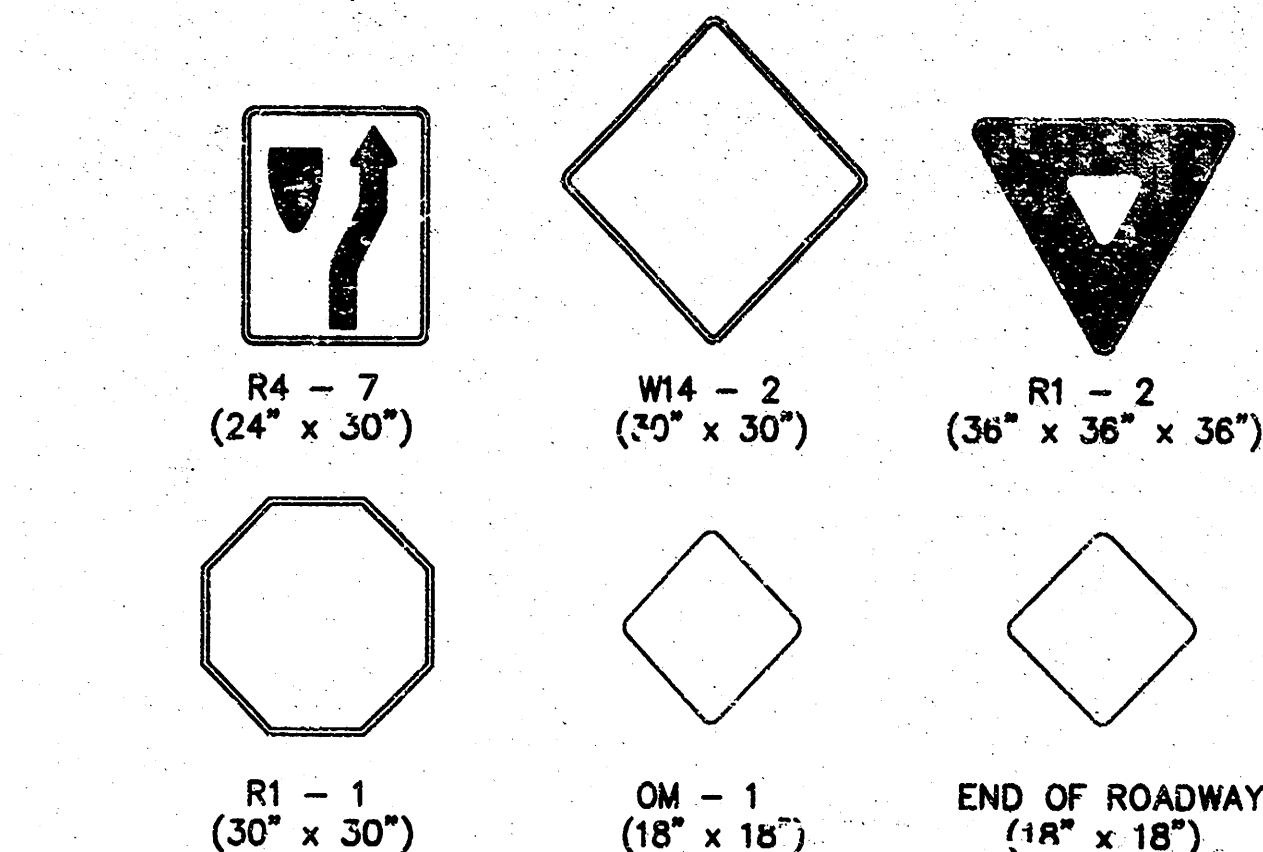
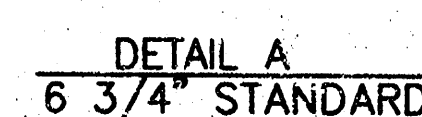
M. E. LINDEBAK P.E. - CITY ENGINEER

PROJECT NUMBER	004 #
140 PPP	607879
DATE	SHEET 5 OF 7
MAR 96	

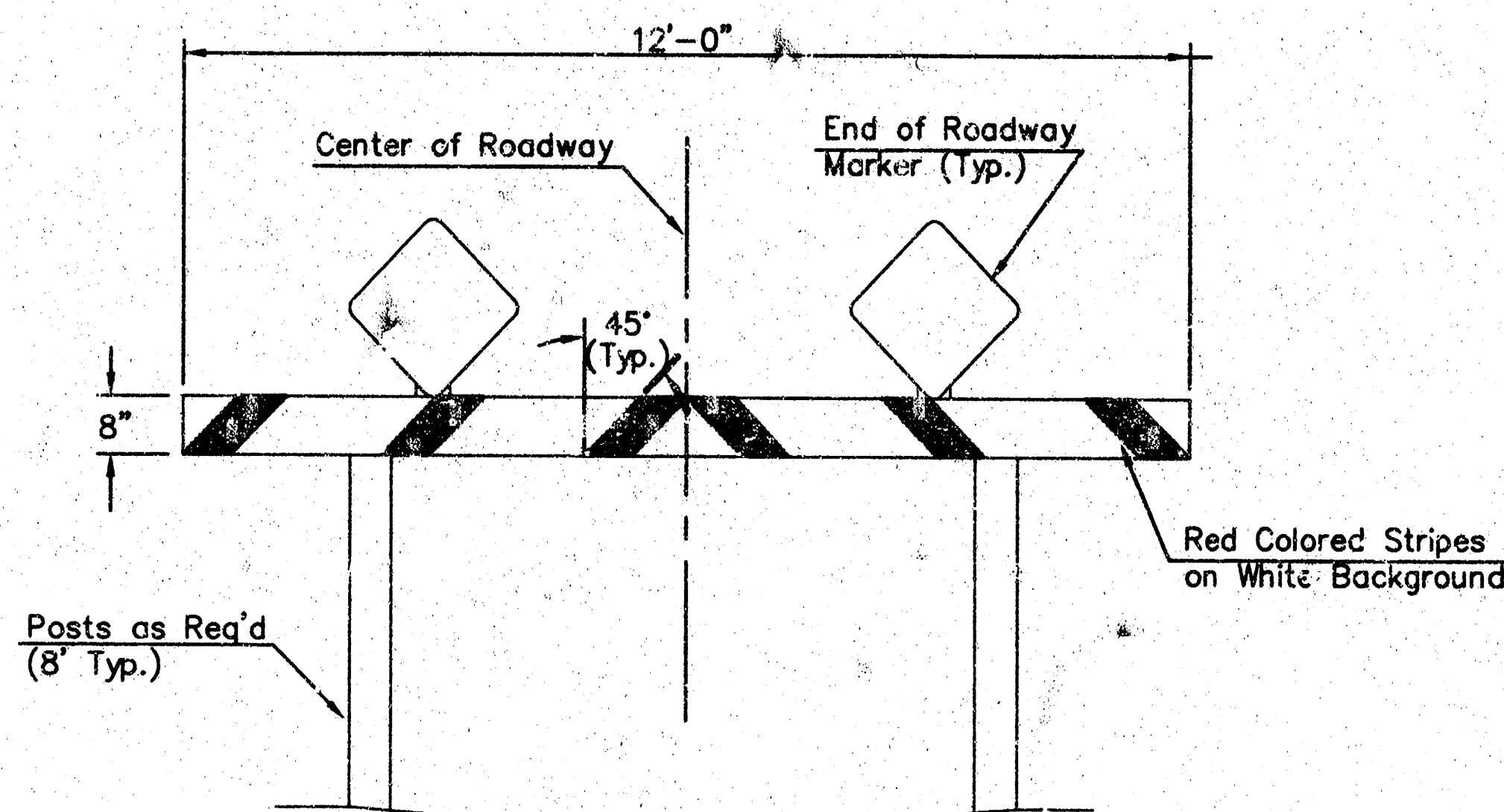
DATE
MAR 96



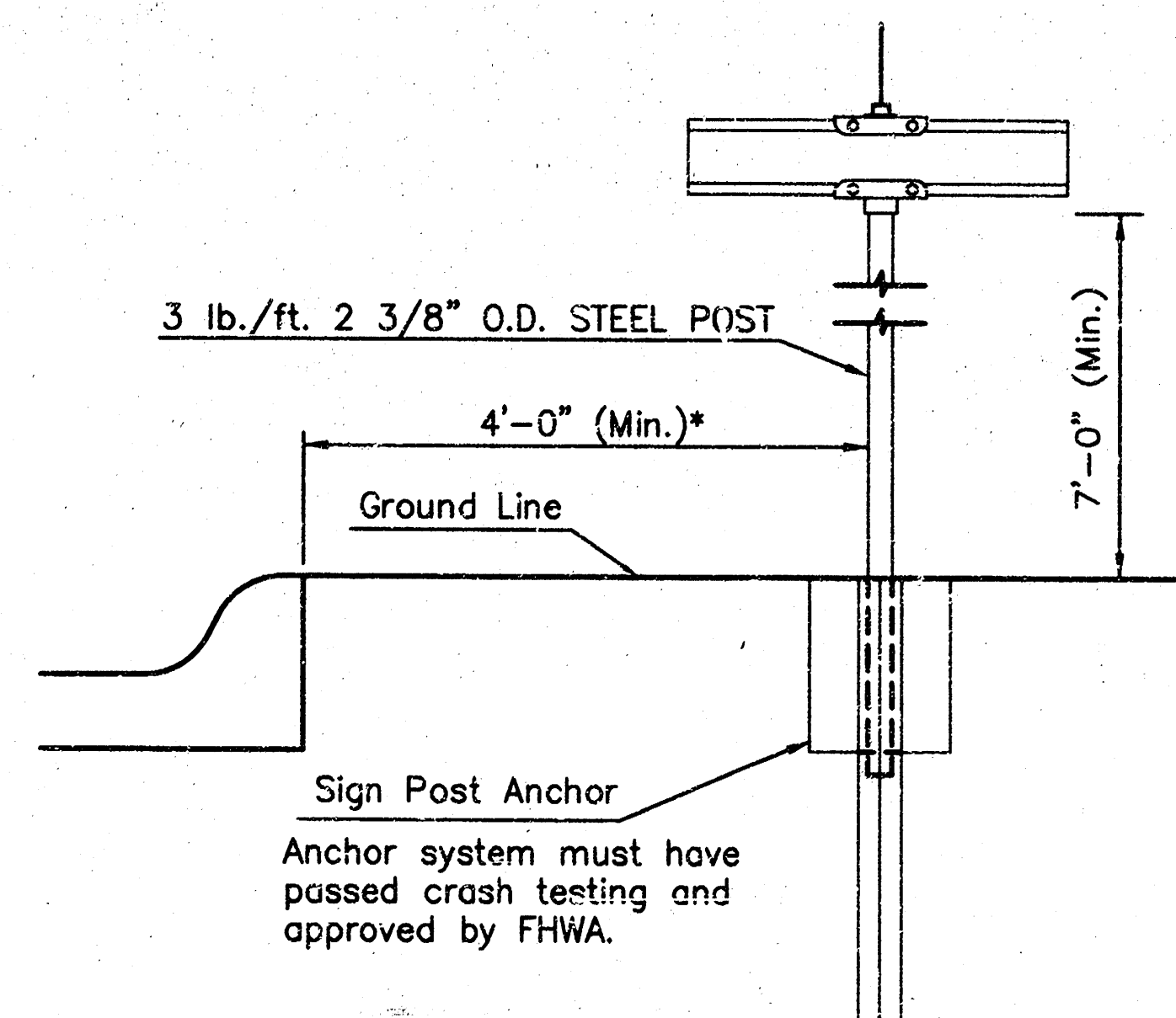
TYPICAL TRAFFIC CONTROL SIGN MOUNTING INSTALLATION
CURB AND GUTTER SECTION



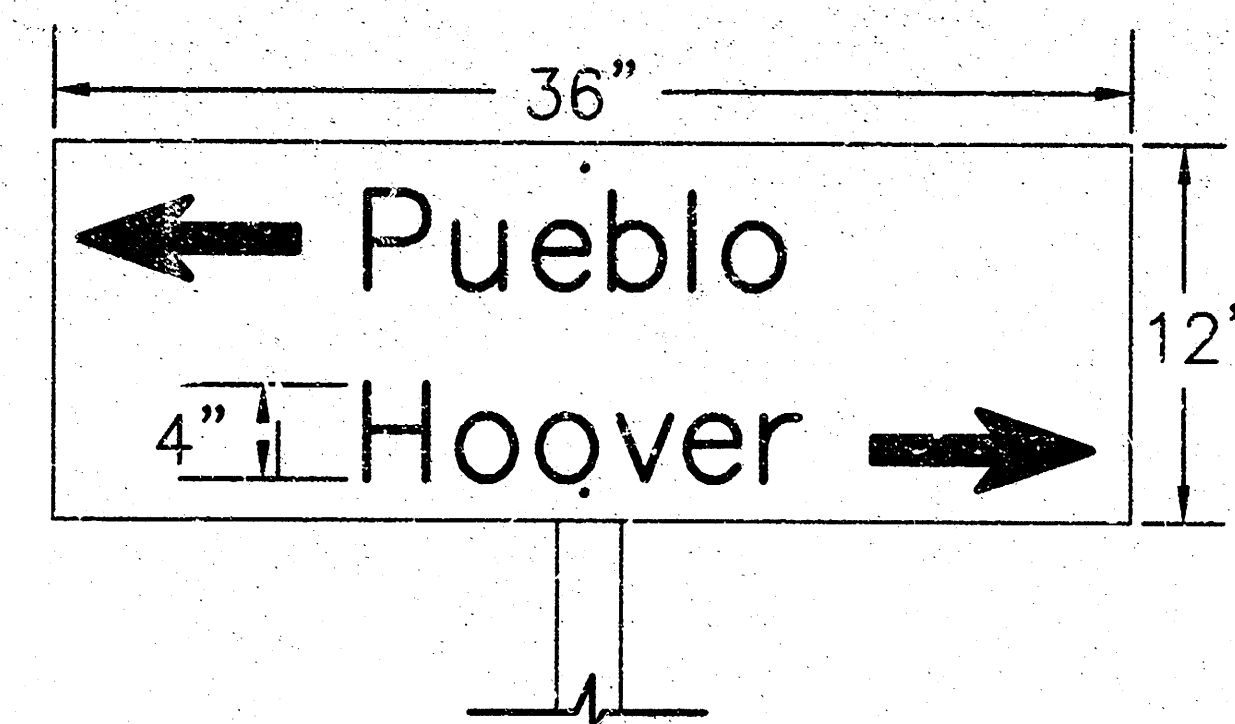
TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION



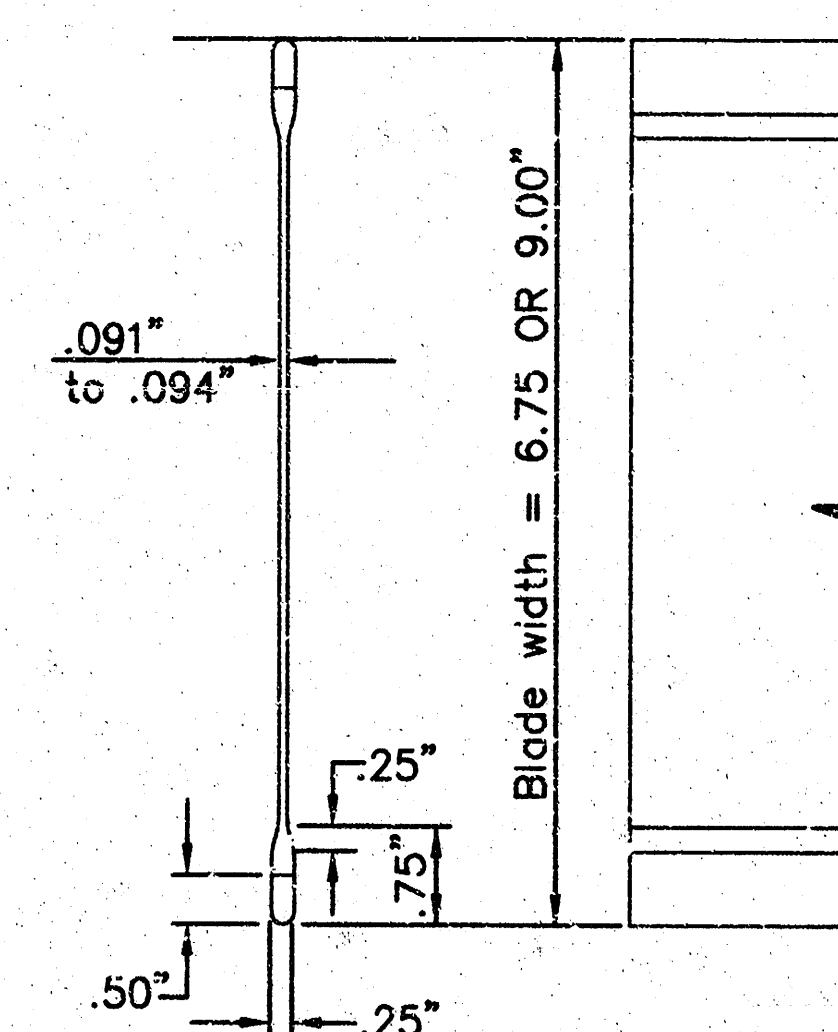
TYPE I BARRICADE DETAIL W/ E.O.R. MARKERS



TYPICAL STREET NAME SIGN MOUNTING INSTALLATION
CURB AND GUTTER SECTION



FLAT PLATE STREET NAME SIGN



STREET NAME SIGN
BLADE DETAILS

[illegible]

* FOR INFORMATION ONLY

[illegible]

FHWA REG NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	SHEETS
7	KANSAS			6	7

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

1. POSTS ANCHORS: POSTS SHALL BE ANCHORED WITH A YIELDING BASE POST SUPPORT AS DETAILED.
2. POSTS FOR TRAFFIC CONTROL SIGNS: POSTS SHALL BE GALVANIZED AND CONFORM TO THE REQUIREMENTS OF SUBSECTION 1620 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT ALL POSTS SHALL WEIGH 3 LBS./FOOT MINIMUM.
3. POSTS FOR STREET NAME SIGNS (SNS): POSTS SHALL BE 9 FEET LONG CONSTRUCTED FROM 2 3/8" O.D. GALVANIZED STEEL PIPE WEIGHING A MINIMUM OF 3 LBS./FOOT. POSTS SHALL BE POSITIONED SO THAT THE BOTTOM BLADE IS 7 FEET ABOVE GRADE.
4. POSTS FOR END OF ROADWAY SIGN TO BE 8' LONG AND INSTALLED A MINIMUM OF 4' FROM ROADWAY TO BOTTOM OF SIGN.
5. SIGN BLANKS FOR TRAFFIC CONTROL SIGNS: SIGN BLANKS SHALL BE FABRICATED FROM 0.080" ALUMINUM ALLOY 6063-T6 CONFORMING TO THE REQUIREMENTS OF SUBSECTION 1626 OF THE STANDARD SPECIFICATIONS.
6. SIGN BLADES FOR STREET NAME SIGNS: EXTRUDED ALUMINUM BLADES SHALL BE ALUMINUM ALLOY CONFORMING TO 6063-T6 OR 5052-H38 (ASTM SPECIFICATION B221, LATEST ISSUE). BLADES SHALL HAVE AN ALODINE OR PHOSPHATE ETCHED FINISH. BLADES SHALL HAVE SQUARE CORNERS AND NO HOLES.

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

BLADES BEARING THE STREET NAMES SHALL BE FIRMLY ATTACHED TO THE MOUNTING BRACKETS USING ALLEN-TYPE SET SCREWS. THE BLADES SHALL BE ORIENTED PARALLEL TO THE STREET.
7. MOUNTING BRACKETS FOR SIGNS: DIE-CAST ALUMINUM BRACKETS SHALL BE ALUMINUM ALLOY 360 HAVING A TENSILE STRENGTH OF 44,000 PSI. THE BRACKETS SHALL BE SMOOTHLY FINISHED FREE OF PITS, BURRS, AND FLAWS. EACH BRACKET SHALL BE TAPPED AND DRILLED FOR 5/16" ZINC-PLATED ALLEN-TYPE SET SCREWS HAVING SELF-LOCKING SAW-TOOTH ENDS.
8. FASTENERS: ALL STEEL FASTENERS FOR TRAFFIC CONTROL SIGNS SHALL BE GALVANIZED AND SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1614 OF THE STANDARD SPECIFICATIONS.
9. REFLECTIVE SHEETING: REFLECTIVE SHEETING SHALL BE TYPE III, HIGH-INTENSITY TYPE.
10. PROCESS INK: ALL PROCESS INK SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 2202 OF THE STANDARD SPECIFICATIONS.
11. DETAILS: REGULATORY AND WARNING SIGNS SHALL CONFORM TO THE DETAILS IN "STANDARD HIGHWAY SIGNS", FHWA, 1979.
12. DETAILS - SNS: THE REFLECTIVE SHEETING FOR THE 6 3/4" STANDARD SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVER-WHITE #2 "A" UPON CASE 20 LOWER CASE PRIMARY COPY AND SUFFIX COPY. BOTH SERIES "C". FACES TO TRIM TO A 6 1/4". (SEE DETAIL A.)

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

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

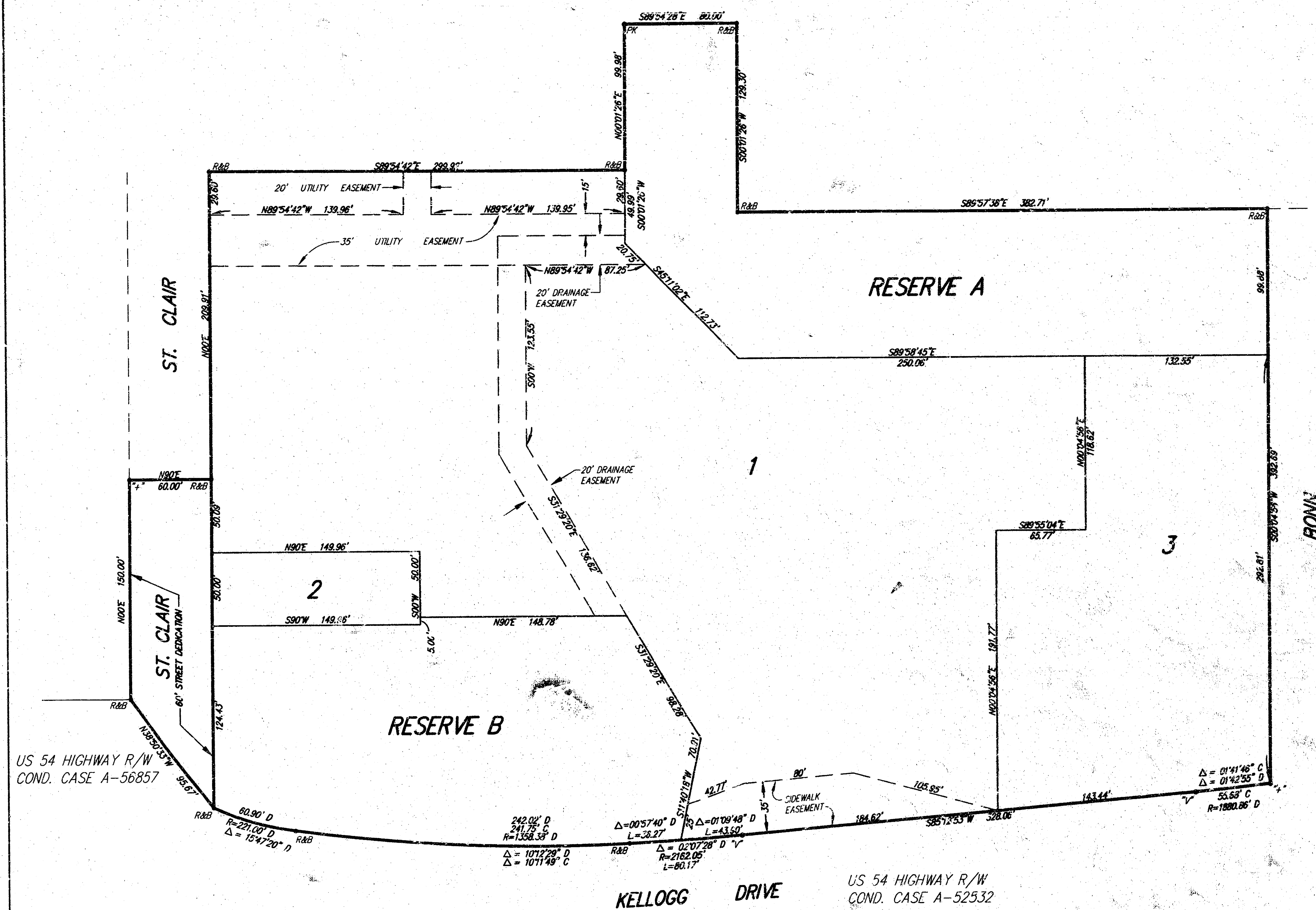
SHOP DRAWINGS OF LAYOUT FOR SNS SHALL BE SUBMITTED TO THE TRAFFIC ENGINEERING DIVISION OF THE CITY OF WICHITA FOR APPROVAL PRIOR TO FABRICATION. THE FINISHED SIGNS AS SUPPLIED SHALL BE OF GOOD APPEARANCE, FREE FROM RAGGED EDGES, CRACKS, SCALES OR BUSTERS AND SHALL BE CLEAN-CUT. SIGNS SHALL BE PACKED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

13. PERMANENT TRAFFIC CONTROL AND SNS: PERMANENT TRAFFIC CONTROL AND SNS SHALL BE MEASURED AND PAID FOR AT THE LUMP SUM PRICE FOR SIGNING. THE PAYMENT AS SET FORTH ABOVE SHALL BE CONSIDERED FULL COMPENSATION FOR ALL EXCAVATION, BACKFILLING, POSTS, ANCHORS, FASTENERS, MATERIALS, LABOR, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK.

SIGNING DETAILS		
SCALE: NONE	APPROVED BY	DATE: JUNE '93
DRAWN BY: TM		REVISED: OCT 2002
CITY OF WICHITA		
DEPARTMENT OF PUBLIC WORKS		
SCOTT LOGAN, TRAFFIC ENGINEER, ENGINEERING DIVISION		

FRIENDS UNIVERSITY 3RD ADDITION

Wichita, Sedgwick County, Kansas



State of Kansas)
Sedgwick County) SS

We, Ruggles & Bohm, P.A., Land Surveyors in aforesaid county and state, do hereby certify that, under the supervision of the undersigned, we have surveyed and platted "FRIENDS UNIVERSITY 3RD ADDITION", 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 odd-numbered Lots 79 through 109 on St. Clair Avenue, even-numbered Lots 80 through 112 on Everett Avenue, odd-numbered Lots 101 through 111 on Everett Avenue, odd-numbered Lots 143 through 171 on Shirley (now University) Avenue, and even-numbered Lots 102 through 112 on Bonn Street; TOGETHER WITH all of vacated St. Clair Avenue right-of-way lying south of Burgess (now Taft) Avenue, all of Shirley (now University) Avenue right-of-way lying west of the west line of Bonn Avenue, all of Burgess (now Taft) Avenue right-of-way lying east of the east line of St. Clair Avenue, and all of Everett Avenue right-of-way, all as platted in University Place Addition to Wichita, Sedgwick County, Kansas; EXCEPT those parts lying south of the north line of highway right-of-way condemned in Cases A-52532 and A56857.

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

Ruggles & Bohm, P.A.

Land Surveyor
Thomas C. Ruggles

Know all men by these presents that we, the undersigned, have caused the land described in the surveyor's certificate to be platted into Lots, a Street and Reserves, to be known as "FRIENDS UNIVERSITY 3RD ADDITION", Wichita, Sedgwick County, Kansas. The Street is hereby dedicated to and for the use of the public. The sidewalk easement is hereby granted for construction and maintenance of public sidewalks. The utility easements are hereby granted as indicated for the construction and maintenance of all public utilities. The drainage easement is hereby granted as indicated for the construction and maintenance of a storm sewer system. A drainage plan for the plat is on file in the office of the City Engineer. All drainage easements and reserves shall remain at established grades, or as modified with the approval of the City Engineer, and unobstructed to allow for the conveyance of storm water. Reserve "A" is to be owned and maintained by the owners of adjacent lots, and is to be used for open space, pedestrian ways, emergency access, drainage, and as a utility easement. Reserve "B" is to be owned and maintained by the owners of Lot 1, and is to be used for open space, drainage, gazebo, fountains, lighting, public sidewalk, and private sanitary sewer.

Friends University, a Kansas non-profit Corporation

Randall C. Doerksen, Vice President

State of Kansas)
Sedgwick County) SS

The foregoing instrument acknowledged before me, this _____ day of _____, 2003, by Randall C. Doerksen, Vice President, on behalf of the Corporation.

Notary Public
Mildred E. Franz

My appointment expires _____

This plat of "FRIENDS UNIVERSITY 3RD ADDITION", Wichita, Sedgwick County, Kansas, has been submitted to and approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Kansas. Dated this _____ day of _____, 2003.

Wichita-Sedgwick County Metropolitan Area Planning Commission

Chairman
Bernard A. Hentzen

Secretary
Dale Miller

This plat approved, and all dedications shown hereon accepted by the City Council of the City of Wichita, Kansas, this _____ day of _____, 2003.

At the direction of the City Council

City Manager
Chris Cherches

City Clerk
Pat Graves

Reviewed in accordance with K.S.A. 58-2005 on this _____ day of _____, 2003.

Deputy County Surveyor
Sedgwick County Kansas
Tricia L. Robello, LS #1246

Entered on transfer record this _____ day of _____, 2003.

County Clerk
Don Erace

State of Kansas)
Sedgwick County) SS

This is to certify that this plat has been filed for record in the office of the Register of Deeds, this _____ day of _____, 2003, at _____ o'clock _____ M., and is duly recorded.

Register of Deeds
Bill Meek

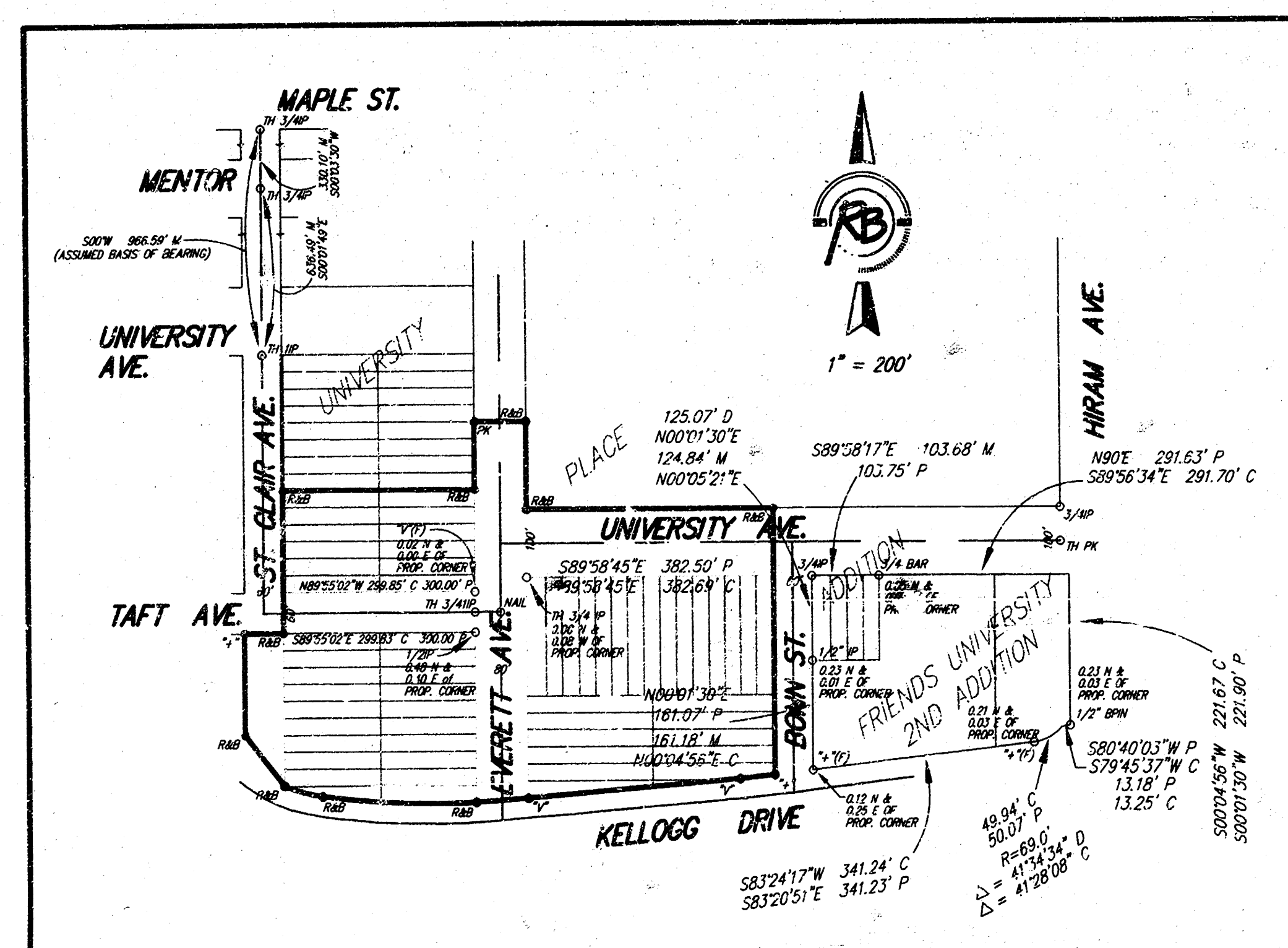
Deputy
Linda Kizzire

We, the undersigned, holders of a mortgage on the above described property, do hereby consent to this plat of "FRIENDS UNIVERSITY 3RD ADDITION", Wichita, Sedgwick County, Kansas, this _____ day of _____, 2003.

Bank of America

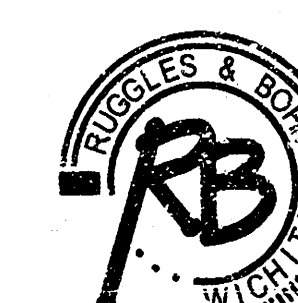
We, the undersigned, holders of a mortgage on the above described property, do hereby consent to this plat of "FRIENDS UNIVERSITY 3RD ADDITION", Wichita, Sedgwick County, Kansas, this _____ day of _____, 2003.

Commerce Bank, N.A.



SURVEY MARKER LEGEND

- P = PLATTED
- M = MEASURED
- D = DESCRIBED
- C = CALCULATED
- 1/2" P = 1/2" IRON PIPE (FOUND)
- 3/4" P = 3/4" IRON PIPE (FOUND)
- 3/4" BAR = 3/4" BAR (FOUND)
- 1/2" BPH = 1/2" REBAR W/BAUGHMAN CAP
- NAIL = CONCRETE NAIL (FOUND)
- "Y" = CHISELED "Y" (FOUND)
- TH 1/4" P = 3/4" IRON PIPE IN THIMBLE (FOUND)
- TH 1/2" P = 1" IRON PIPE IN THIMBLE (FOUND)
- TH PK = PK NAIL IN THIMBLE (FOUND)
- "Y" = CHISELED "Y" (FOUND)
- RAB = 1/2" REBAR W/RAB CAP (SET)
- "Y" = CHISELED "Y" (SET)
- "Y" = CHISELED "Y" (SET)
- PK = PK NAIL (SET)



Ruggles & Bohm, P.A.
Engineering, Surveying, Land Planning

DWG FILE: 2299P-WC
PROJECT NO. 02K02299P
FEBRUARY 27, 2003
924 North Main
Wichita, Kansas 67203
www.rbkansas.com
(316) 264-8008
(316) 264-4621 fax
E-mail: info@rbkansas.com

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