

FHWA REG NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	SHEETS
7	KANSAS	87N 0064-01	1997	97	130

### GRADING AND SURFACING RECOMMENDED CONSTRUCTION SEQUENCE

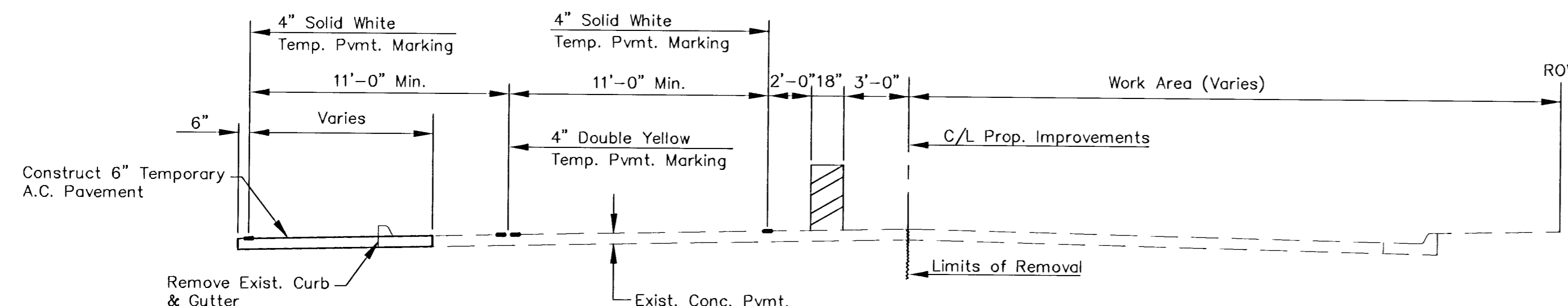
PHASE	HANDLING OF TRAFFIC	MAJOR CONSTRUCTION ITEMS	REMARKS
I	Traffic to be two-way on the West side of Seneca St. Traffic to be two-way on the South side of Harry St. Side streets will be alternately closed on the East side of Seneca St. except for Seneca Ct. and Merton which will be phased to allow traffic at all times. The contractor will install and operate a temporary traffic signal at the intersection of Seneca and Harry until such time as the permanent traffic signal is in operation. Access to all drives will be maintained.	Construct temporary pavement on West side of Seneca for South bound traffic. Installation or construction of drainage items Seneca St. East lanes will be constructed. Provide temporary surfacing material for ramps to existing West lanes as required to maintain local traffic. Continue temporary pavement striping beyond ends of work area to channel traffic to existing lanes. The contractor will install the storm sewer system and allow traffic through construction.	Paving operations will be phased at entrances to allow continued use of these points of access during paving of the lanes. The contractor must insure that adequate protection is maintained for all open excavations. The cross road pipe installations shall be available for traffic at the end of the workday. Southbound and Eastbound traffic will be allowed to make right turns at the intersection of Seneca and Harry. No left turns will be allowed.
IA	Traffic to be two-way on the West side of Seneca St. Traffic to be two-way on the North side of Harry St.	Southeast quadrant of Seneca & Harry intersection will be constructed.	Southbound and Eastbound traffic will be allowed to make right turns at the intersection of Seneca and Harry. No left turns will be allowed.
II	Traffic to be two-way on the East side of Seneca St. Traffic to be two-way on the North side of Harry St. east of Seneca. Traffic to be one-way on the North side of Harry St. west of Seneca. Side streets will be alternately closed on the West side of Seneca St. The contractor will install the storm sewer system and allow traffic through construction. Access to all drives will be maintained.	Installation or construction of drainage items Seneca St. West lanes will be constructed. Provide temporary surfacing material for ramps to existing East lanes as required to maintain local traffic. Temporary traffic control items will be used to maintain traffic. Continue temporary pavement striping beyond ends of work area to channel traffic to existing lanes.	Paving operations will be phased at entrances to allow continued use of these points of access during paving of the lanes. The contractor must insure that adequate protection is maintained for all open excavations. The cross road pipe installations shall be available for traffic at the end of the workday. Northbound and Westbound traffic will be allowed to make right turns at the intersection of Seneca and Harry. No left turns will be allowed.
IIA	Traffic to be two-way on the East side of Seneca St. Traffic to be two-way on the South Side of Harry St. east of Seneca. Traffic to be one-way on the South side of Harry St. west of Seneca.	Northwest quadrant of Seneca & Harry intersection will be constructed.	Northbound traffic will be allowed to make right turns at the intersection of Seneca and Harry. No left turns will be allowed.

#### GENERAL NOTES

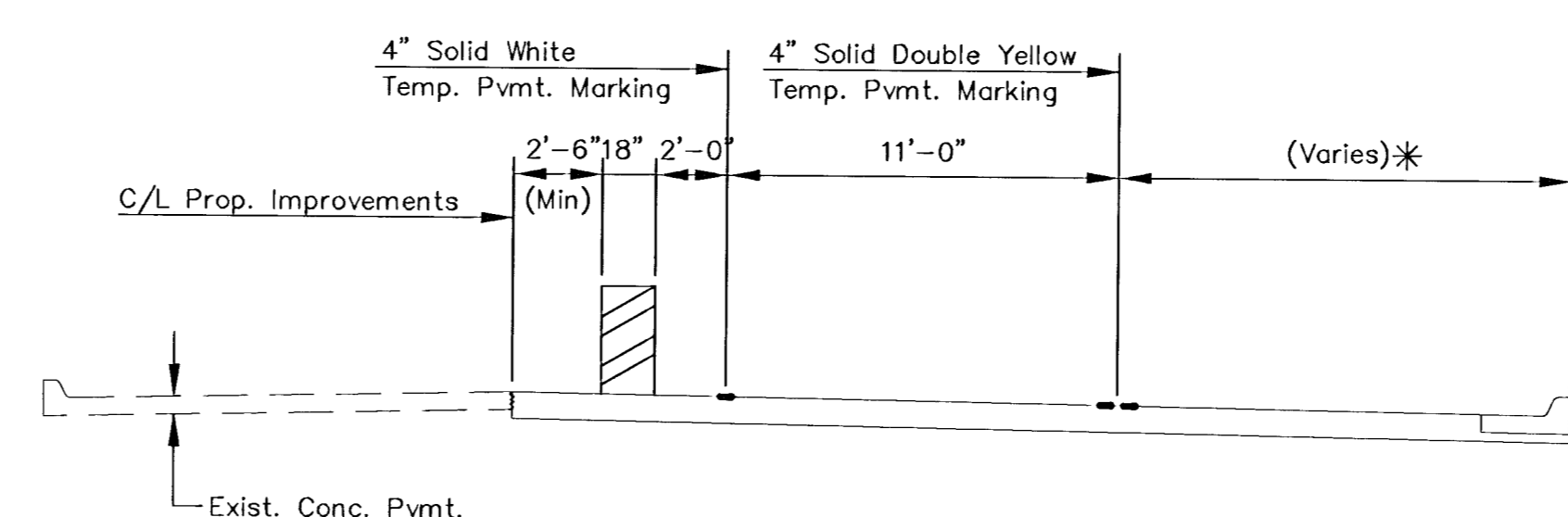
All signs and pavement markings conflicting with this traffic control shall be covered or removed as directed by the engineer.

The contractor will install and operate a temporary traffic signal at the intersection of Seneca and Harry until such time as the permanent traffic signal is in operation. Span wire to be NE to SW. Allow excess cable to temporary signal heads to allow placement over traffic lanes.

As the various construction activities progress, certain situations may arise which will preclude adhering to the original construction sequence or which in the opinion of the contractor, would readily adapt themselves to a more efficient phasing operation. Should this occur, the contractor may submit to the engineer an alternative plan for approval.



TYPICAL SECTION  
PHASE I



TYPICAL SECTION  
PHASE II

\* Sta. 78+99.39 to Sta. 111+64.89 = 13'-6"  
Sta. 112+54.86 to Sta. 144+99.78 = 12'-9"

KANSAS DEPARTMENT OF TRANSPORTATION

#### CONSTRUCTION STAGING SUMMARY

PROJECT NO. 87N 0064-01 SEDGWICK CO.

MID-KANSAS ENGINEERING CONSULTANTS, INC.  
WICHITA, KANSAS

DESIGNED BY: PAF CHECKED BY: GJA  
DRAWN BY: PAF DATE: SHEET 97 OF 130