

GENERAL NOTES

1. A saw cut of at least one-half the depth of existing surface courses or one-half the depth of existing total 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 that such saw cuts are within three (3) feet of an existing joint the limits of removal shall be extended to the existing joint. Such saw cuts will not be paid for directly and this cost shall be considered as subsidiary to the removal of the surface or pavement.
2. Rubble from the removal of miscellaneous structures and excess excavation which is to be wasted shall be disposed of on sites to be provided by the Contractor. These sites shall be approved by the Engineer as to suitability, appearance and site location. Locations that, in the opinion of the Engineer, will leave an unsightly appearance will not be approved.
3. 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.
4. Compaction shall be subsidiary to the bid item for A.C. Pavement 7".
5. The Contractor shall be responsible for preserving property irons. The Contractor will be required to re-establish any property irons which are damaged or destroyed by his construction operations. Such irons shall be re-established by a licensed land surveyor in accordance with state laws.
6. The Contractor shall give all property owners and/or tenants of developed property directly abutting the construction of this project a minimum of ten (10) days advance notice prior to start of construction.
7. The Contractor shall adjust Water Valve Boxes as directed by the Engineer at the price bid for said adjustments. The Water Department shall field locate water valves one time during construction when requested by the Contractor. It shall be the Contractor's responsibility to preserve such field locations during the construction process. Water valves, water valve boxes or fire hydrants damaged during construction shall be repaired by the Contractor at his own expense.
8. Underground utility service lines and overhead utility pole lines are to be adjusted as necessary by others prior to construction unless the plans specifically call for their adjustment by the Contractor or unless the plans specifically identify a utility to be adjusted by its owner during construction. Existing utilities and their location, as shown on the plans, represent the best information obtainable for design. Location information has been obtained from the various utility companies and is either from company record drawings or company-provided field locations. The Contractor will be required to work around existing utilities within the right-of-way which do not conflict with proposed construction.
9. The Contractor shall notify pipeline companies at least 24 hours in advance of any work being performed across and/or adjacent to pipelines.
10. Contractor shall protect all trees during construction of this project. Any trees damaged by construction activities shall be replaced at the contractor's expense. The Contractor shall replace with sod any turf areas disturbed by construction.
11. Properties within the project limits may have underground sprinkler systems which conflict with new construction. Contractor shall protect all sprinklers and will be required to repair any sprinkler systems damaged during construction. All work in connection with underground sprinkler systems shall be considered as subsidiary to the contract pay items for work.
12. Traffic control on this project shall be bid "lump sum" and shall be implemented in compliance with the latest version of the MUTCD and should provide for traffic flow and phasing as called out in the traffic control portion of these plans. Variations in phasing shall be approved by the City of Wichita Engineering Department.
13. Contractor will be required to provide a minimum advance notice of twenty-four (24) hours to utility companies prior to starting any excavation as follows:

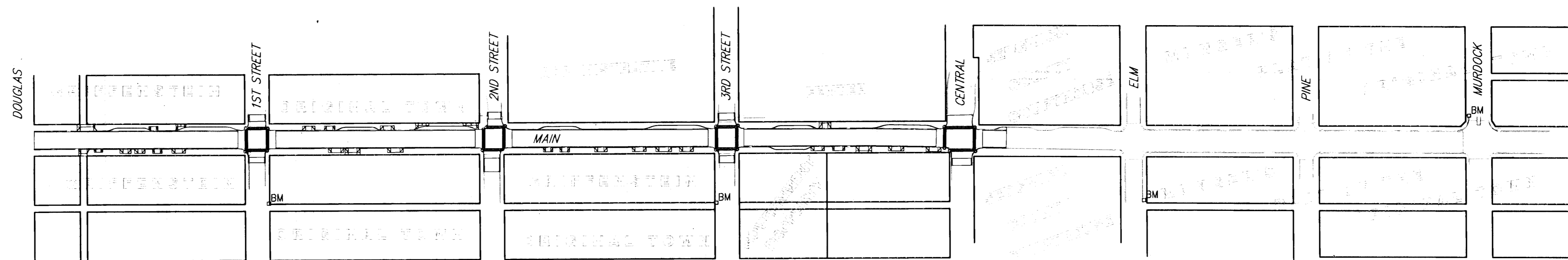
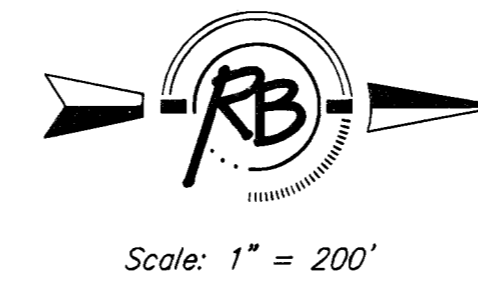
Kansas One-Call	687-2470
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The Contractor must notify the following in case of an emergency:

Cox Communications	262-0661
Kansas Gas Service	383-8600
Westar Energy	383-8600
Aquila Energy (formerly Peoples)	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
14. Light poles shall be replaced as necessary by Westar Energy. The City of Wichita shall coordinate with Westar Energy to schedule light pole replacement. Light Poles within 50' of proposed "Joint Use" Traffic Signal Poles shall not be replaced. Contractor shall protect poles, conduit and pole bases and shall replace any that are damaged during construction. Replacement of damaged poles, conduit and pole bases shall be incidental to the bid item for Site Clearing and Restoration. All traffic signs on existing poles shall be reinstalled on new light poles or new posts by the City of Wichita.
15. Manhole adjustments will be paid for as a measured quantity.
16. Hose connections in walk shall be abandoned. Subsidiary to the bid item for "Site Clearing and Restoration".
17. Sidewalk indicated to for removal and replacement shall be removed to the nearest joint as shown on the plans.
18. All wheelchair ramps within the project limits are to be replaced with ramps that meet applicable ADA standards including detectable warnings. Ramps will be added in areas as necessary to meet ADA requirements. Ramps will be paid for by measured quantity.

MAIN STREET IMPROVEMENTS FROM NORTH LINE OF DOUGLAS TO SOUTH LINE OF MURDOCK PROJECT NO. 472-83811 OCA NO. 706864

PROJECT NO: 448-89816
OCA NO. 634030



INDEX OF SHEETS

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2. TYPICAL PAVEMENT SECTION
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17. STANDARD INLET TYPE II DETAIL
- 18-19. STRIPING PLANS
- 20-27. CONSTRUCTION TRAFFIC CONTROL PLANS
28. WATER LINE REPLACEMENT PLAN

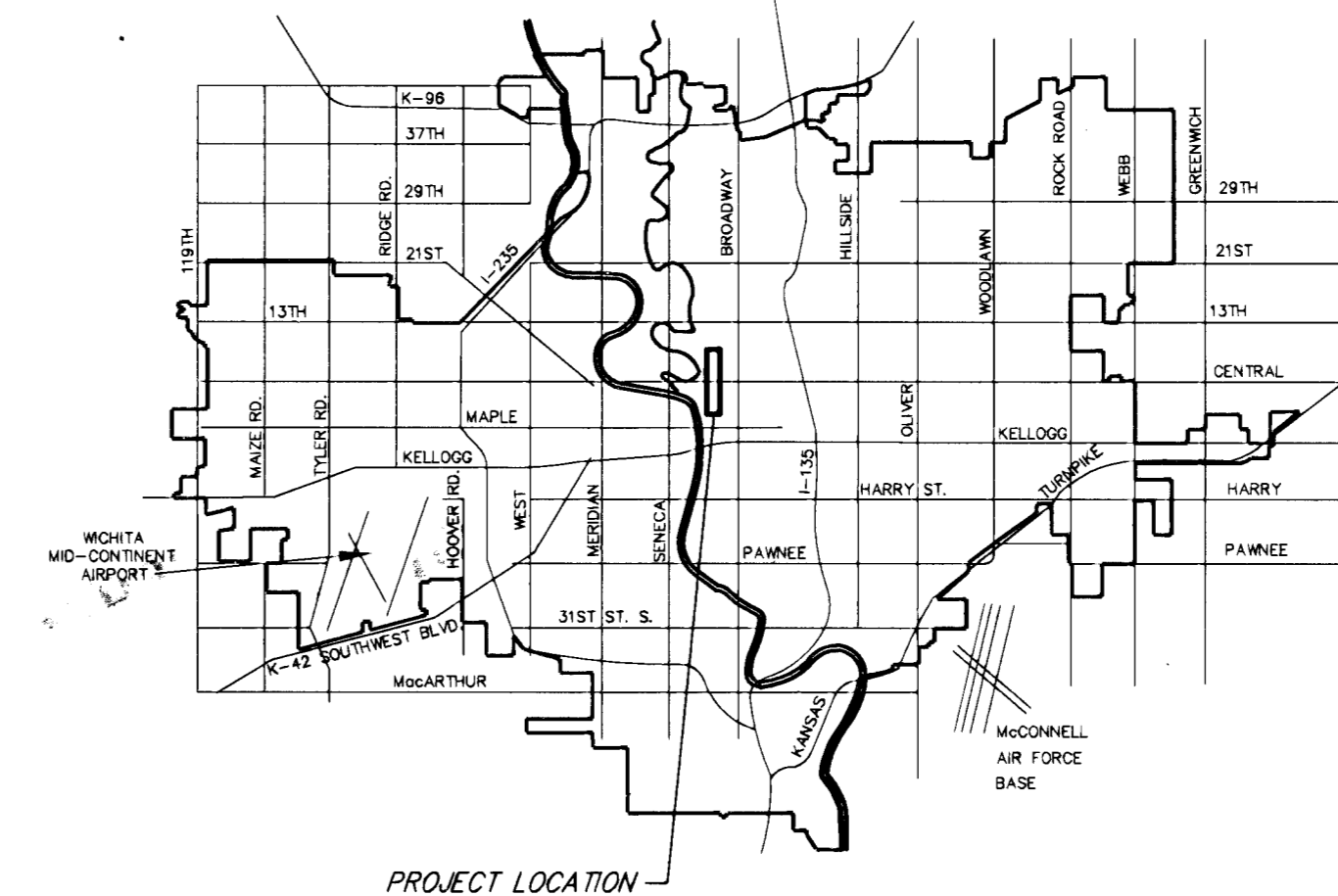
BENCH MARKS

SQUARE CUT, WEST RETURN ON S.W. CORNER OF MURDOCK AND MAIN.
ELEV: 1301.72 M.S.L.

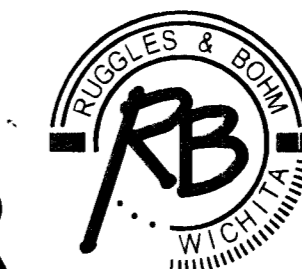
SQUARE CUT, EAST RETURN ON EAST SIDE OF ALLEY, NORTH SIDE OF ELM BETWEEN MAIN AND MARKET.
ELEV: 1300.24 M.S.L.

SQUARE CUT, WEST RETURN ON WEST SIDE OF ALLEY, SOUTH SIDE OF THIRD STREET BETWEEN MAIN AND MARKET.
ELEV: 1299.28 M.S.L.

SQUARE CUT, EAST RETURN ON EAST SIDE OF ALLEY, NORTH SIDE OF FIRST STREET BETWEEN MAIN AND MARKET.
ELEV: 1299.97 M.S.L.

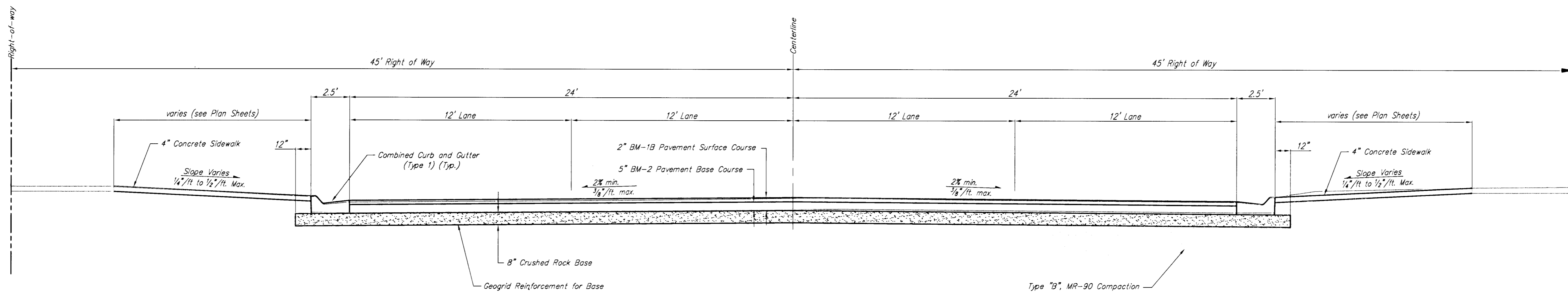


VICINITY MAP

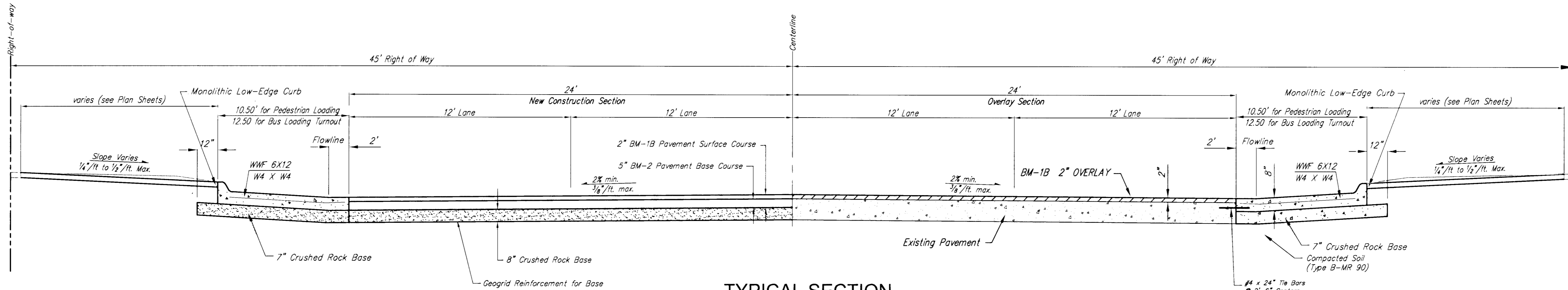


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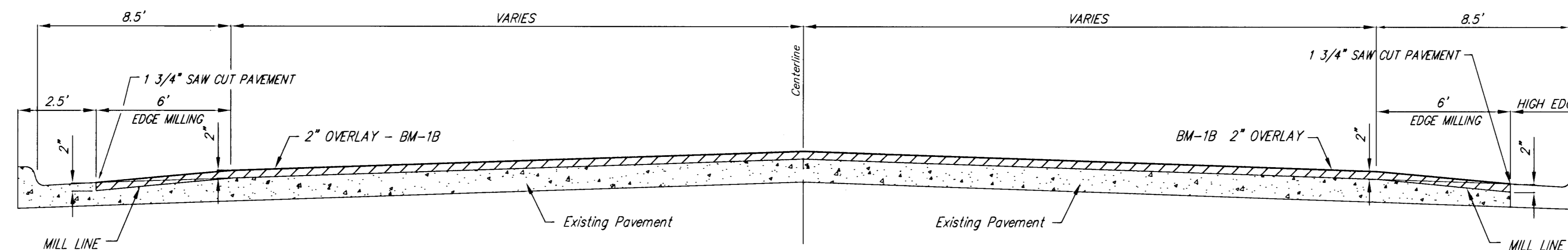
CITY OF WICHITA, KANSAS JAMES R. ARMOUR, P.E. - ACTING CITY ENGINEER



TYPICAL SECTION
STA. 30+31.78 TO STA. 37+83.20



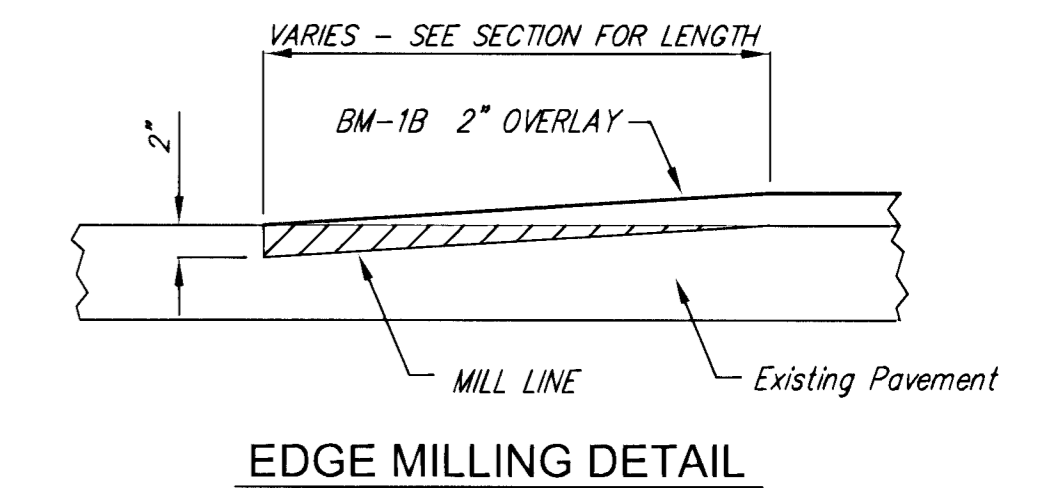
TYPICAL SECTION
PEDESTRIAN AND BUS TURNOUTS



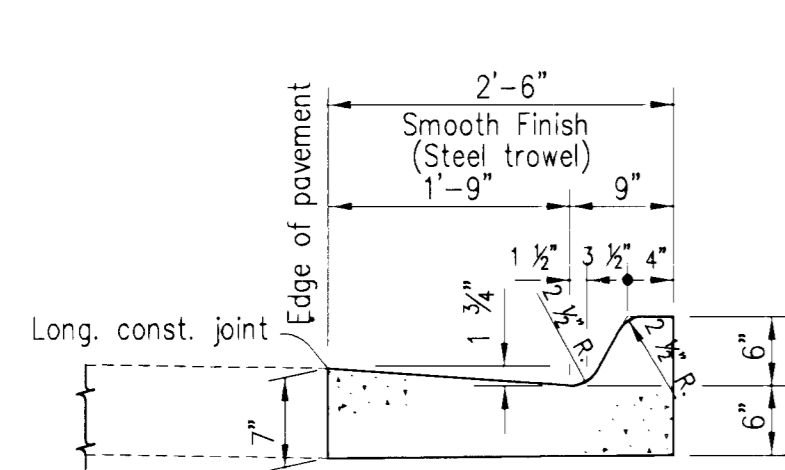
TYPICAL SECTION
MILL AND OVERLAY CONCRETE PAVEMENT

EDGE MILLING DETAIL
MONOLITHIC CURB AND GUTTER

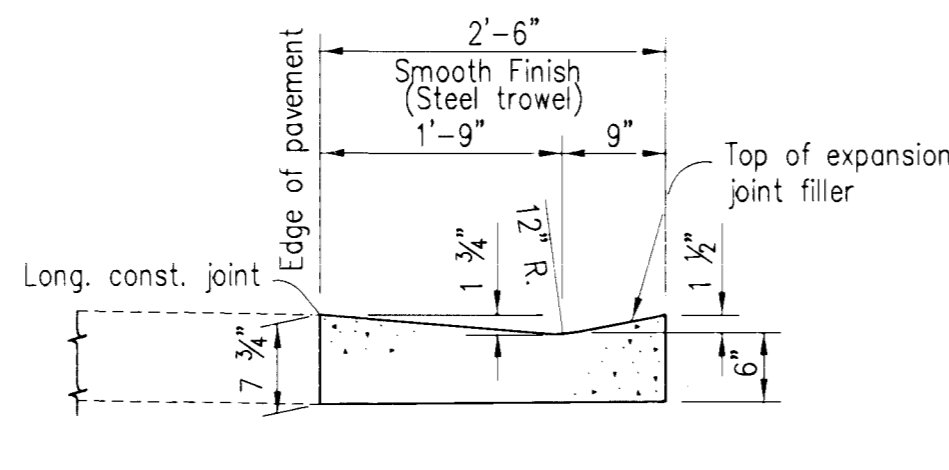
EDGE MILLING DETAIL
COMBINED CURB AND GUTTER



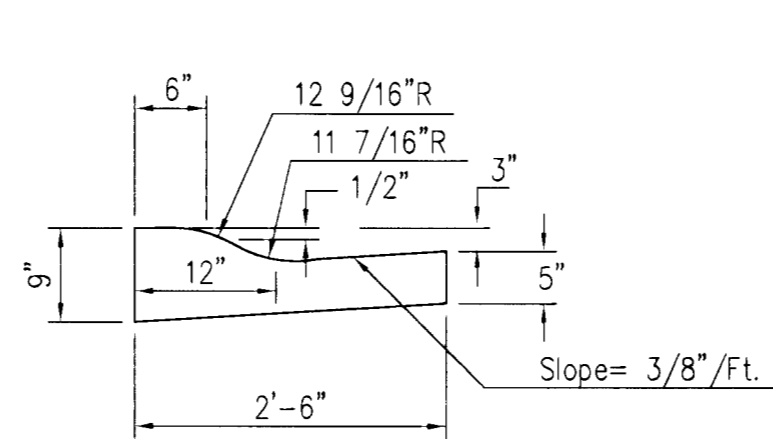
EDGE MILLING DETAIL



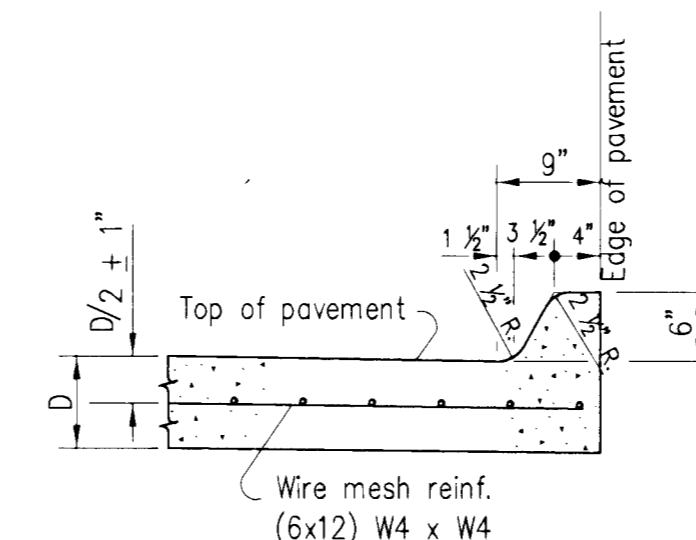
COMBINED CURB & GUTTER - TYPE I (6")
(2'-6" WIDTH)



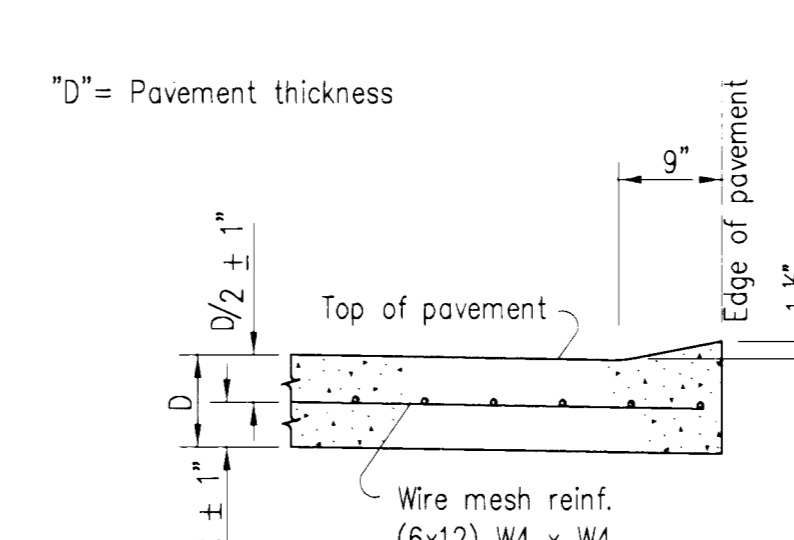
COMBINED CURB & GUTTER - TYPE I (1 1/2")
(2'-6" WIDTH)



COMBINED ROLL TYPE CURB & GUTTER
(3 5/8")



6" EDGE CURB
(MONOLITHIC)

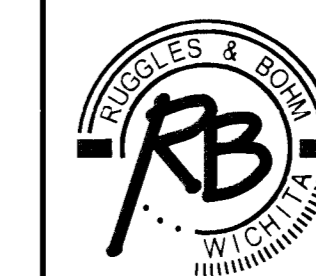


1 1/2" EDGE CURB
(MONOLITHIC)

EDGE CURB

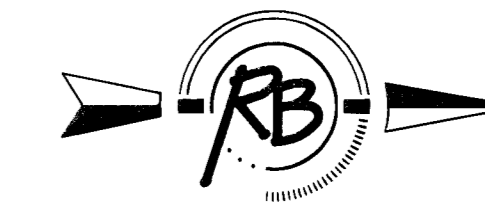
Note: Planes of weakness are to be constructed over the contraction joints in the concrete pavement.

MAIN STREET IMPROVEMENTS
TYPICAL SECTION AND DETAILS
WICHITA, KANSAS

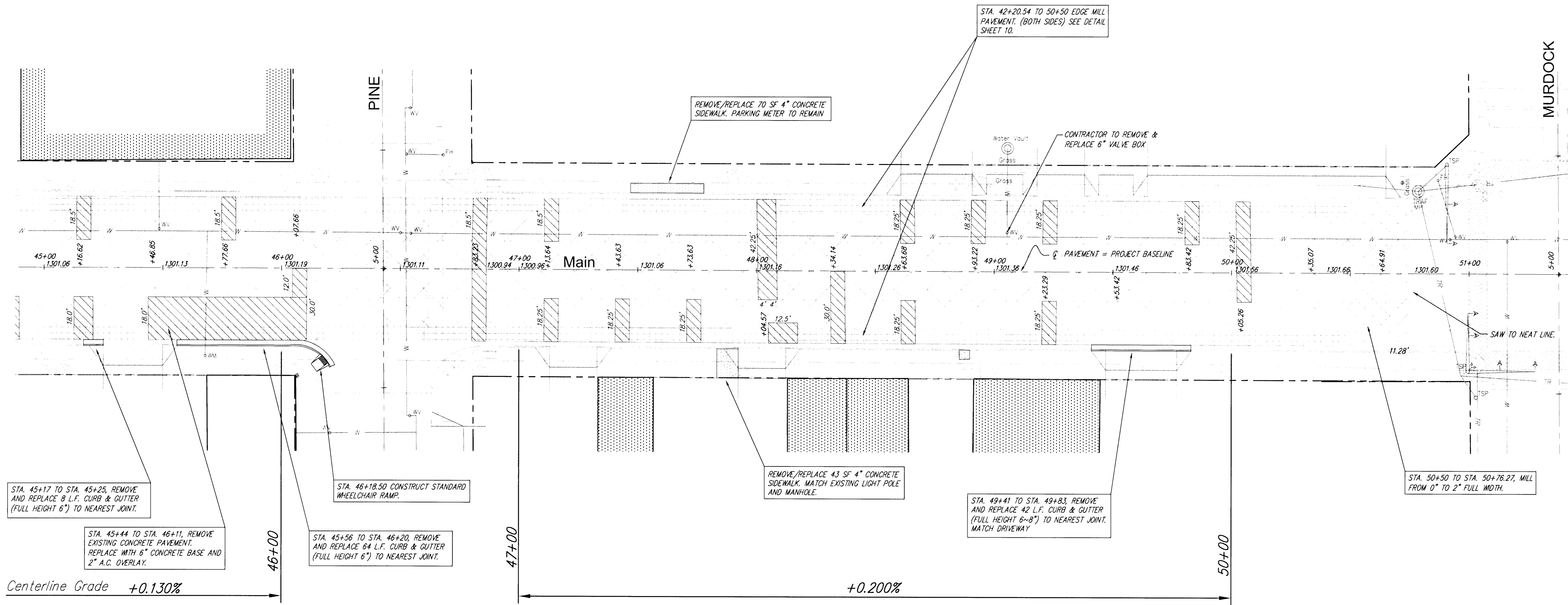


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DESIGN	KWL	NO. OR	21ST
DRAWN	RA	SHEET	2
REVIEW		OF	28
UTILITY		DATE	Apr. 22, 2004
DRAWING FILE	Typical Sections	PROJECT NUMBER	472-83811



Scale 1" = 20'



WATER VALVE BOX ADJUSTMENT			
STATION	OFFSET	EXIST. ELEV.	PROP. ELEV.
45+48	16' Lt.	1300.57	1300.73
46+50	15' Lt.	1300.65	1300.81
46+55	15' Lt.	1300.61	1300.77

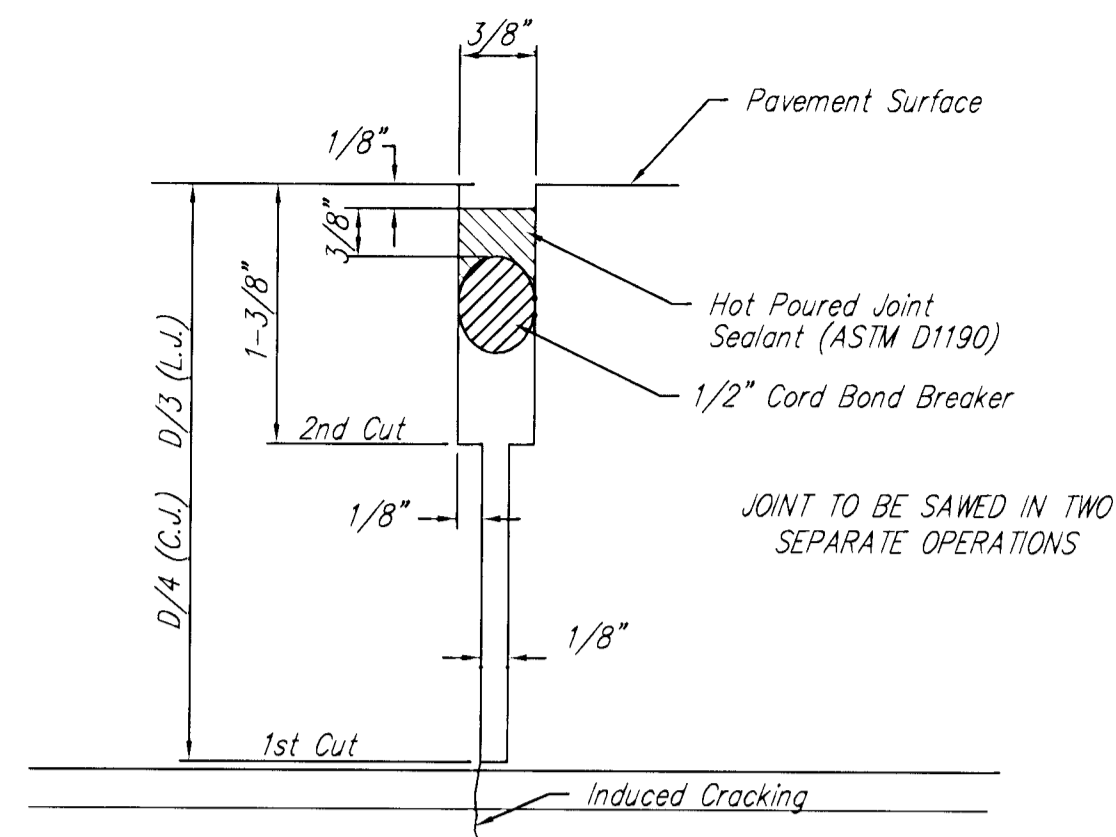
**MAIN STREET PAVING IMPROVEMENTS
STA. 45+00 TO 51+00
WICHITA, KANSAS**

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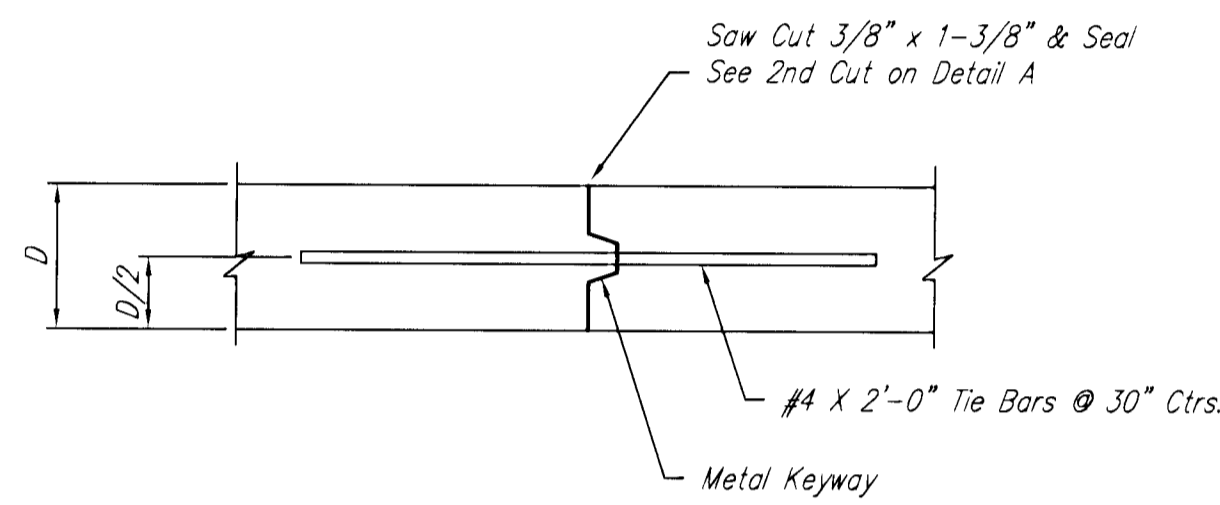
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DRAWN: RA
REVIEW: [blank]
UTILITY: [blank]
DATE: Apr. 22, 2004

DRAWING FILE: paving {paving sh 7}
PROJECT NUMBER: 472-83811

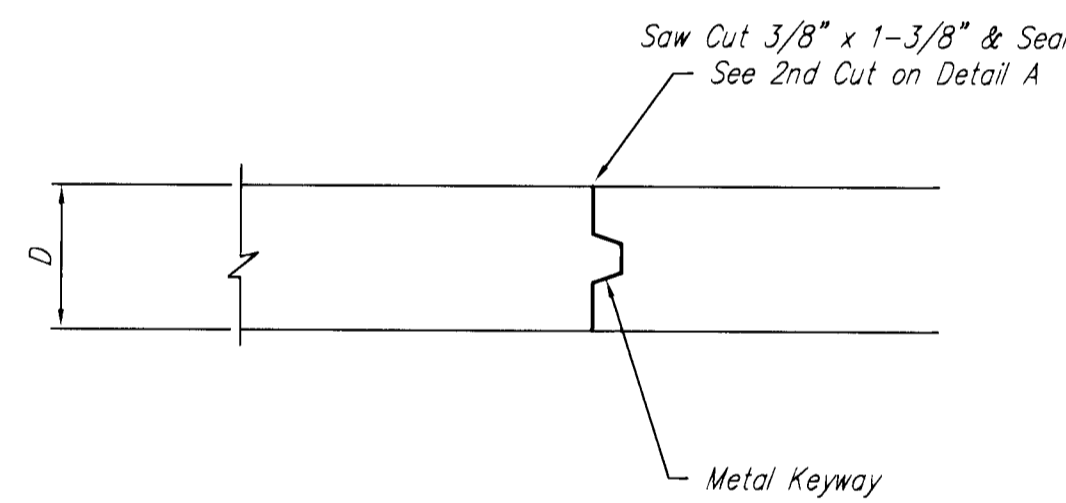
SHEET 11 OF 28



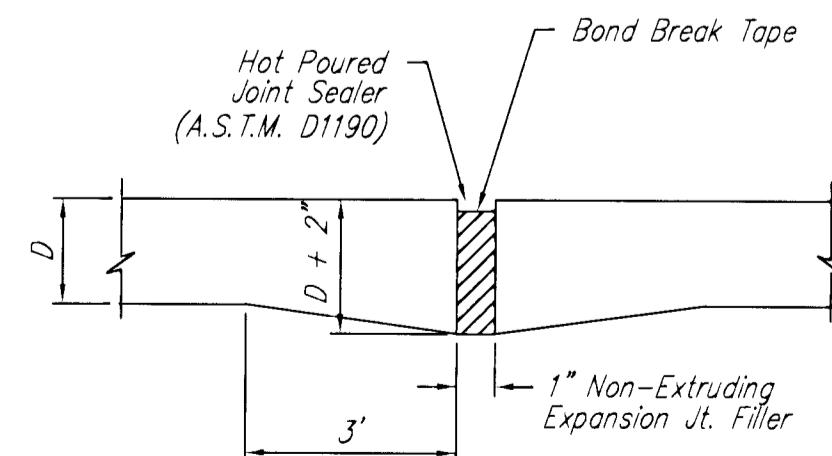
SAW JOINT - DETAIL A



OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)

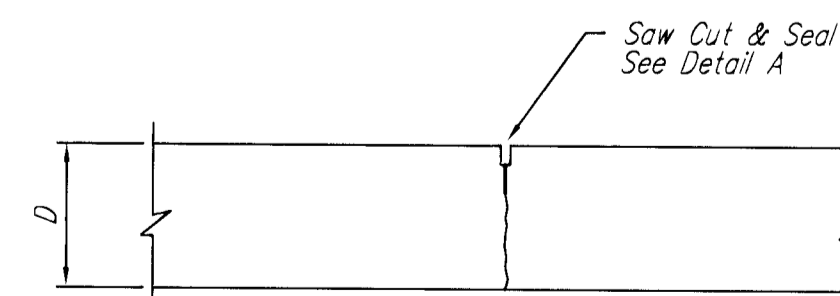


OPTIONAL CONTRACTION JOINT

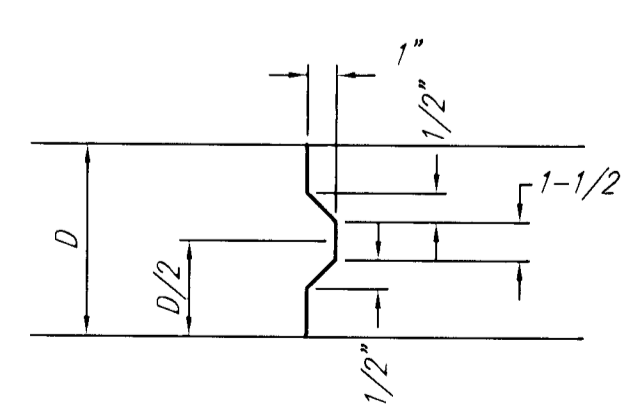


EXPANSION JOINT

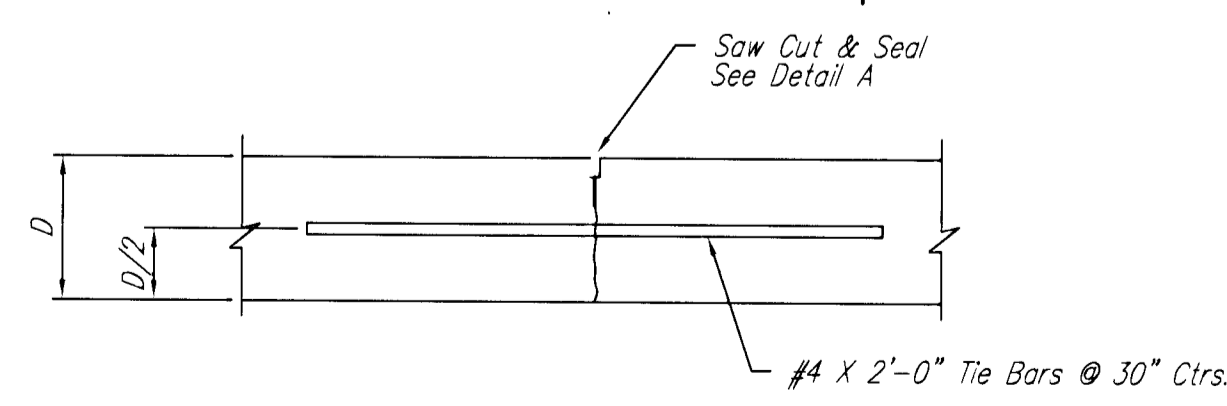
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement



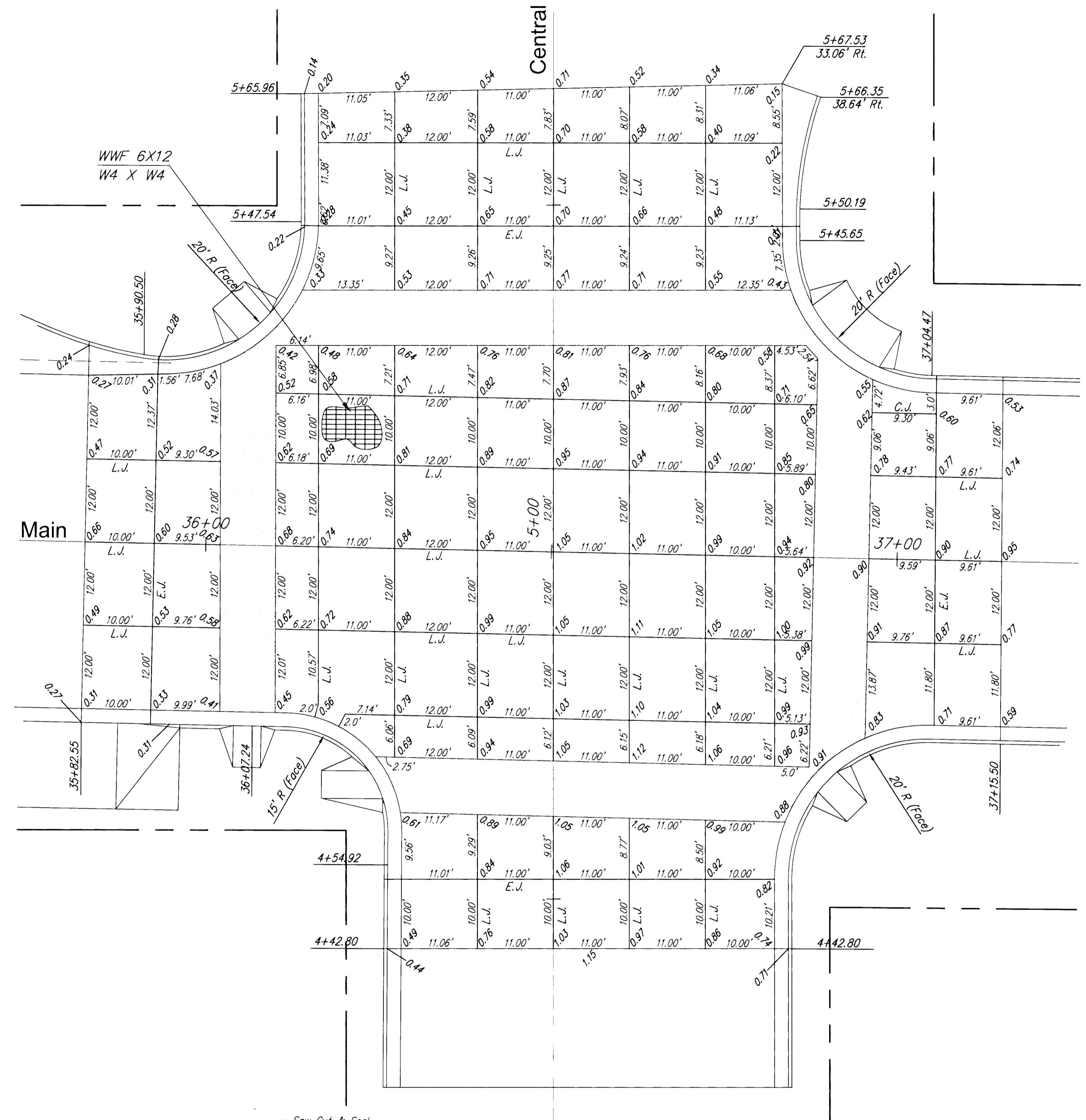
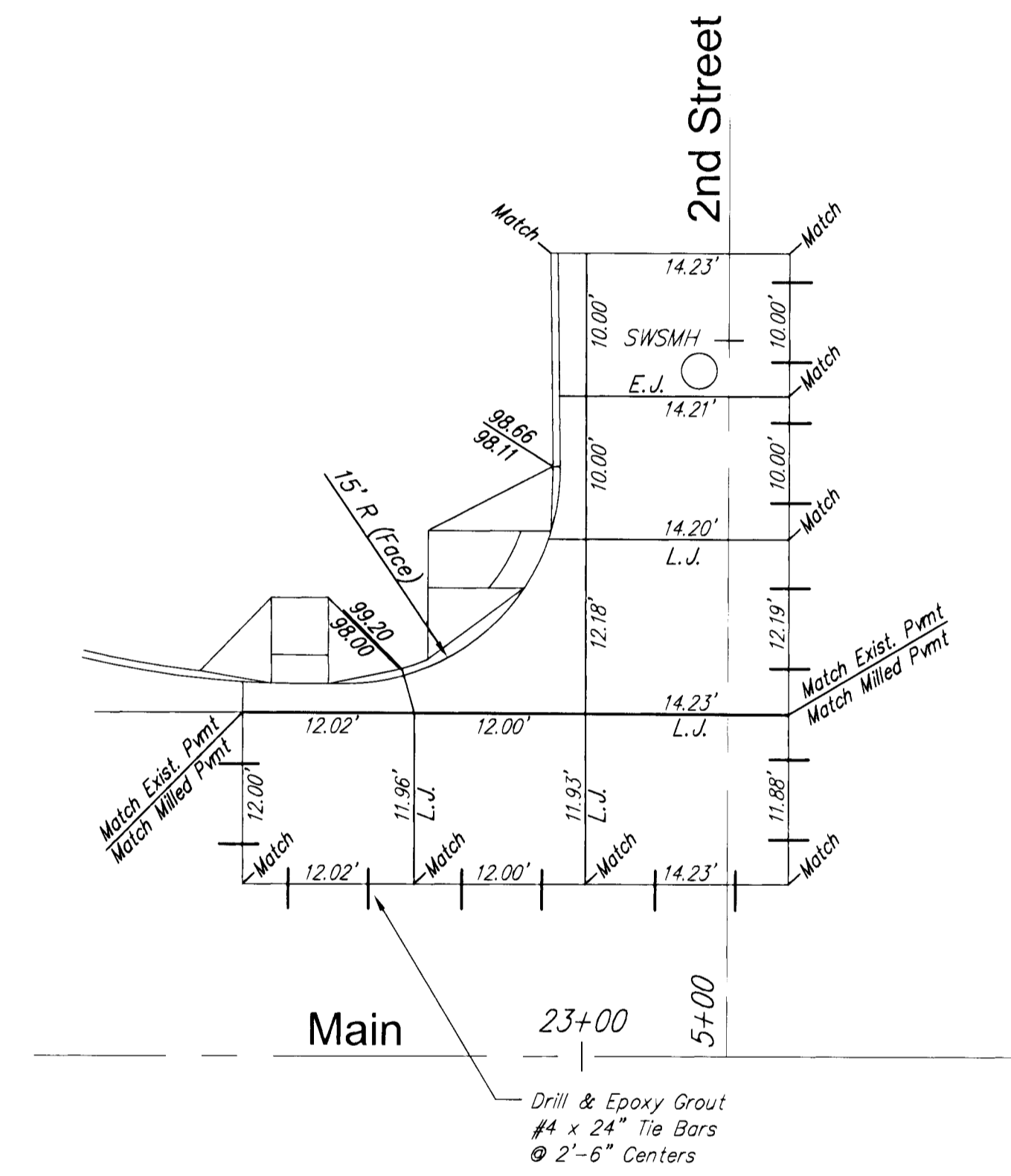
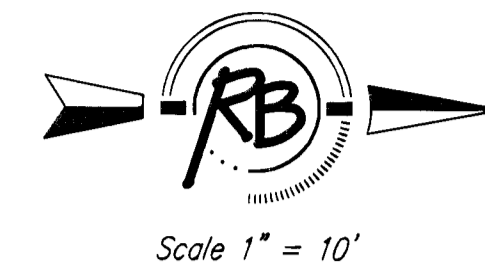
CONTRACTION JOINT DETAIL (C.J.)



KEYWAY DETAIL



LONGITUDINAL JOINT DETAIL (L.J.)



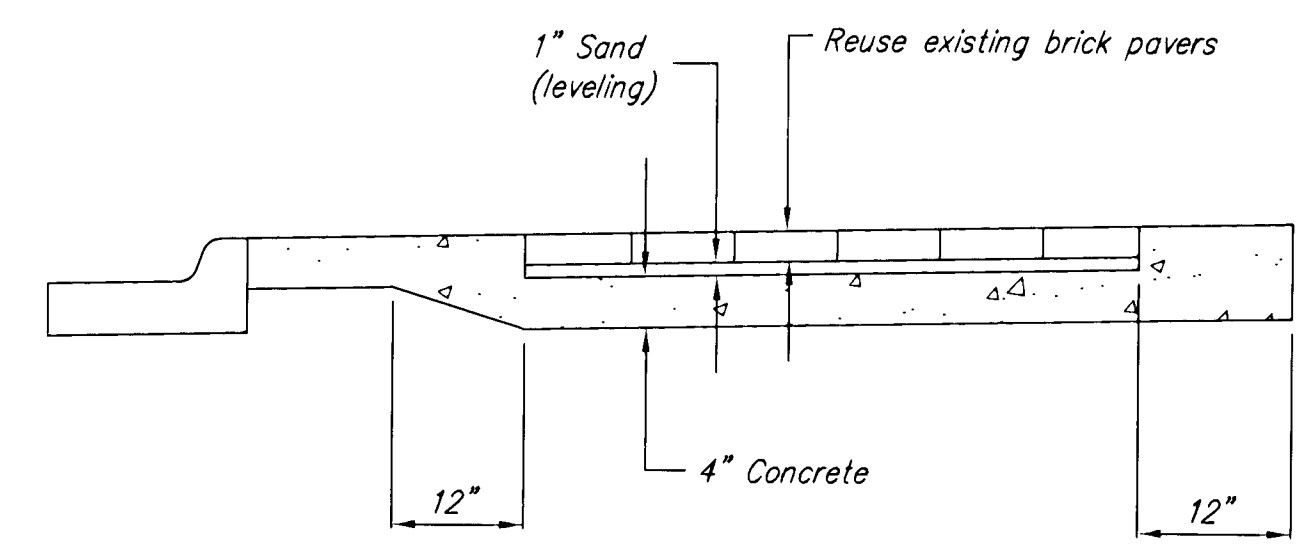
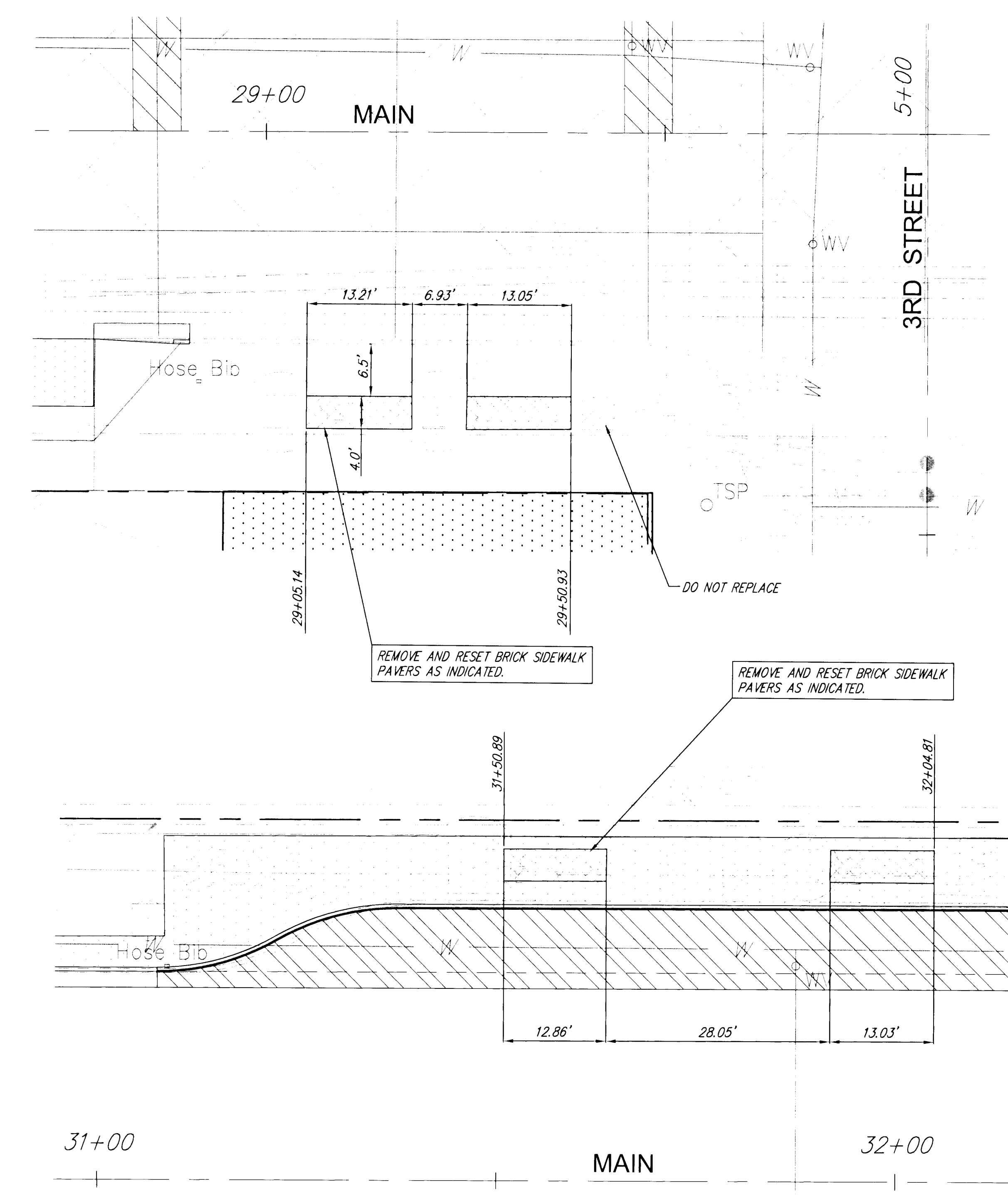
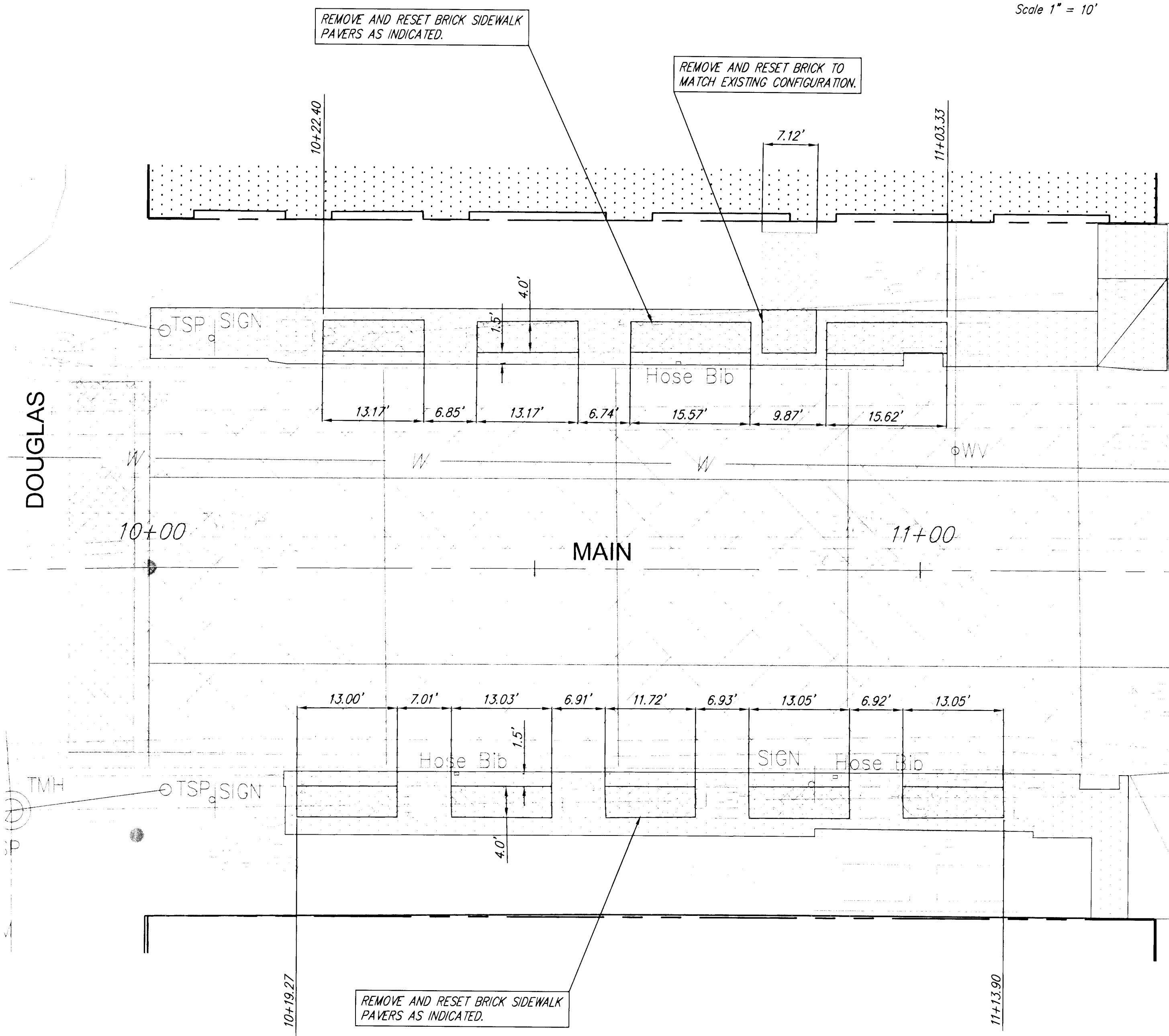
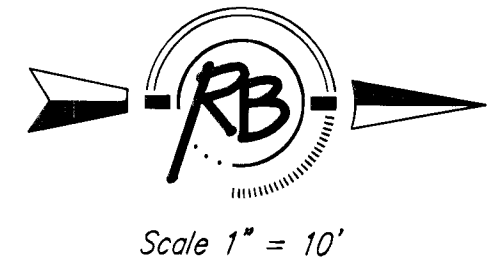
**MAIN STREET PAVING IMPROVEMENTS
INTERSECTION DETAILS
WICHITA, KANSAS**

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DESIGN: KWL
DRAWN: RA
REVIEW: [blank]
UTILITY: [blank]
DATE: Apr. 22, 2004

PROJECT NUMBER: 472-83811

DRAWING FILE: paving [intsec detis]
SHEET: 12 OF 28



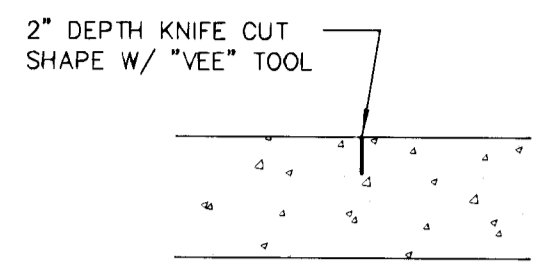
BRICK WALK DETAILS

NOTE: ALL BRICK PAVERS IN SIDEWALK SHALL BE INSTALLED IN A "RUNNER BOND" PATTERN.

MAIN STREET PAVING IMPROVEMENTS BRICK WALK DETAILS WICHITA, KANSAS	
	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
DESIGN: KWL DRAWN: RA REVIEW: [blank] UTILITY: [blank]	PROJECT NUMBER: 472-83811 DATE: Apr. 22, 2004
SHEET: 13 OF: 28	DRAWING FILE: [BRICK PAVING DETLS]

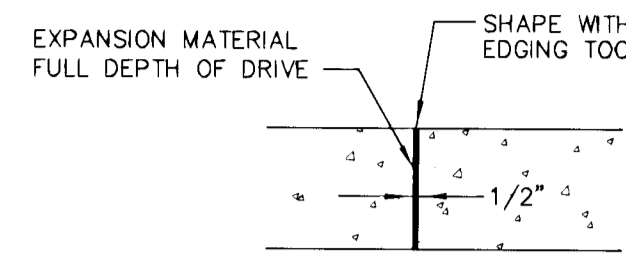
GENERAL NOTES

- 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 WITHOUT 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'.
- CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' 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-W 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.

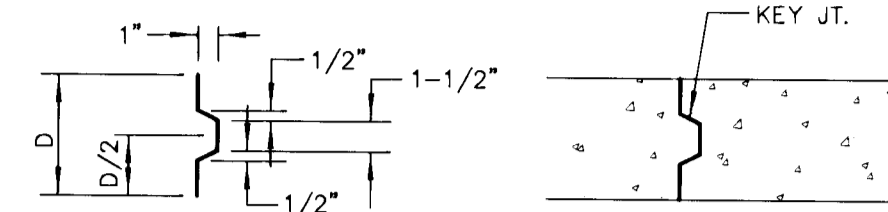


CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

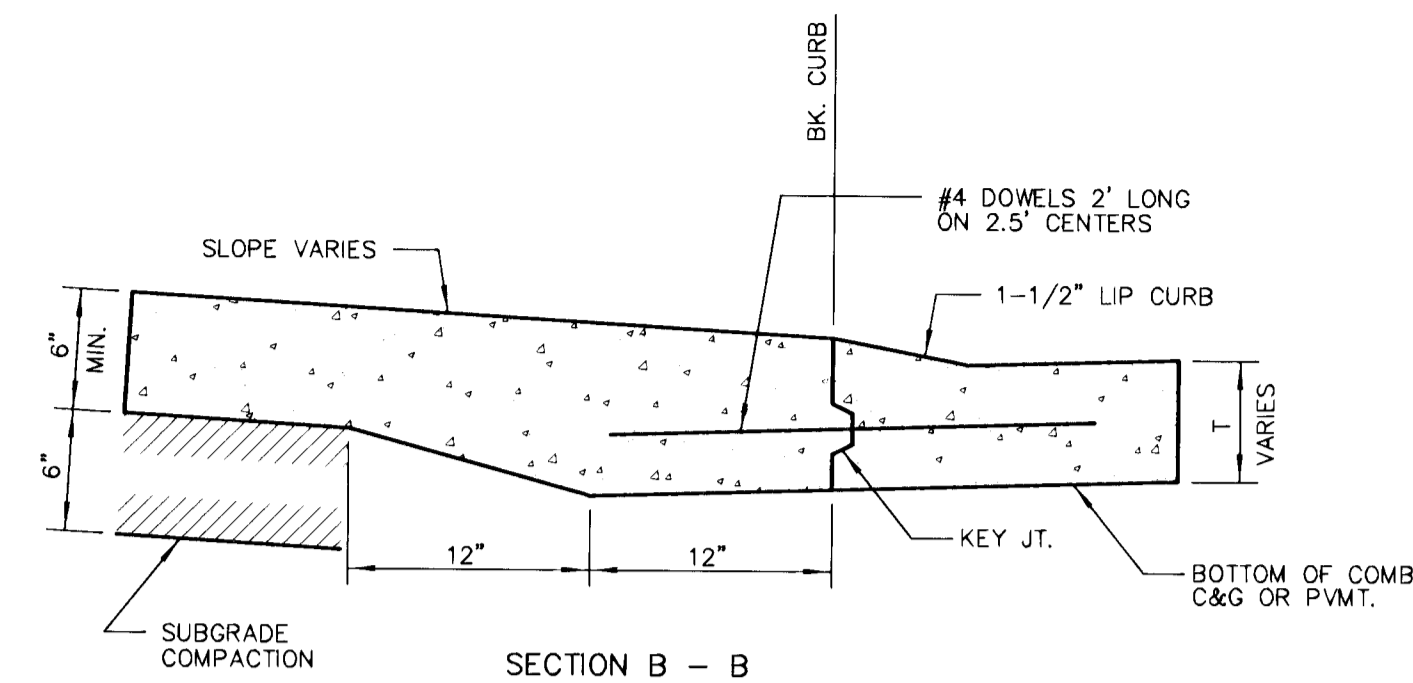
NO SAWN JOINTS WILL BE ALLOWED



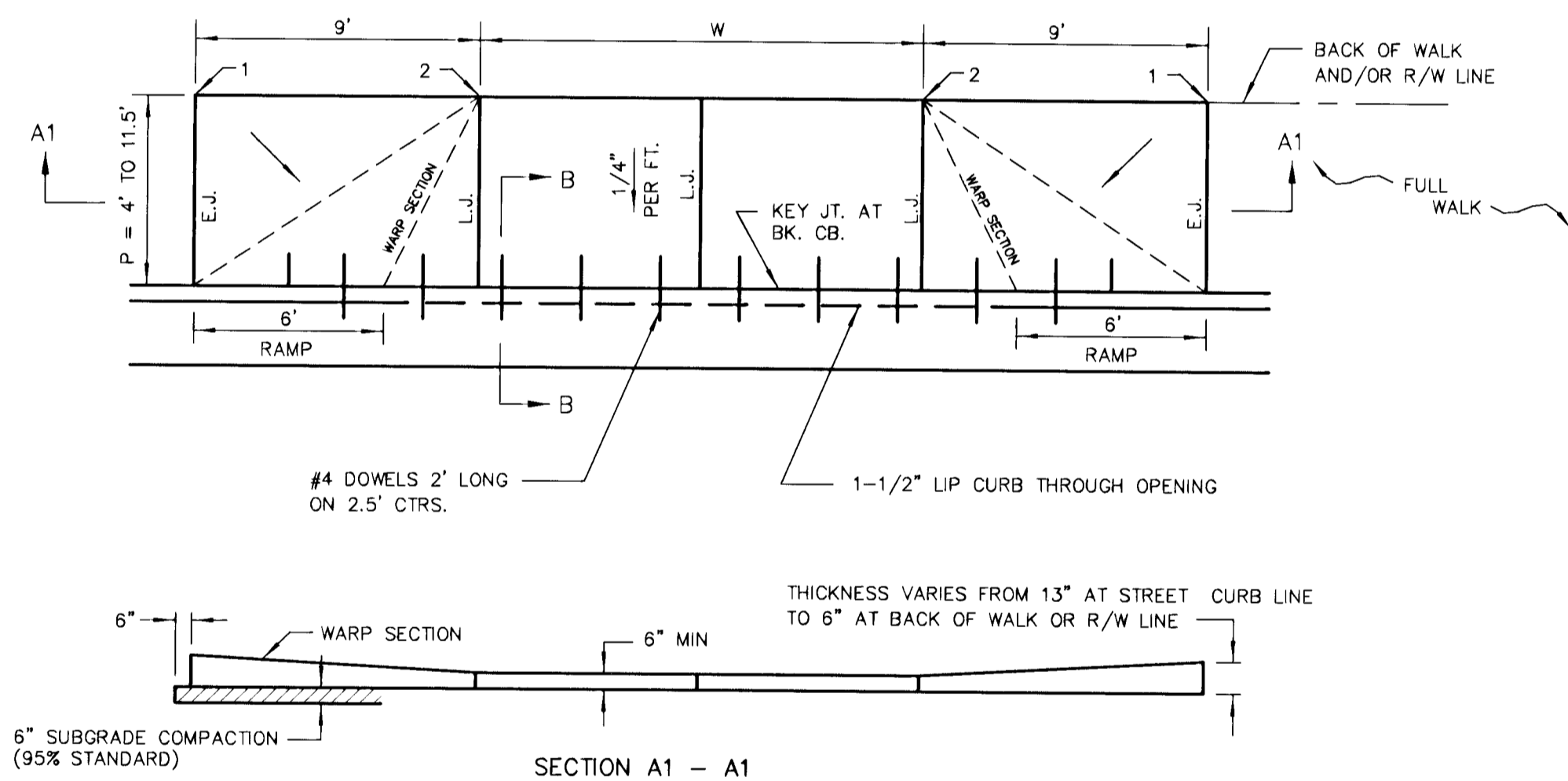
EXPANSION JOINT (E.J.)



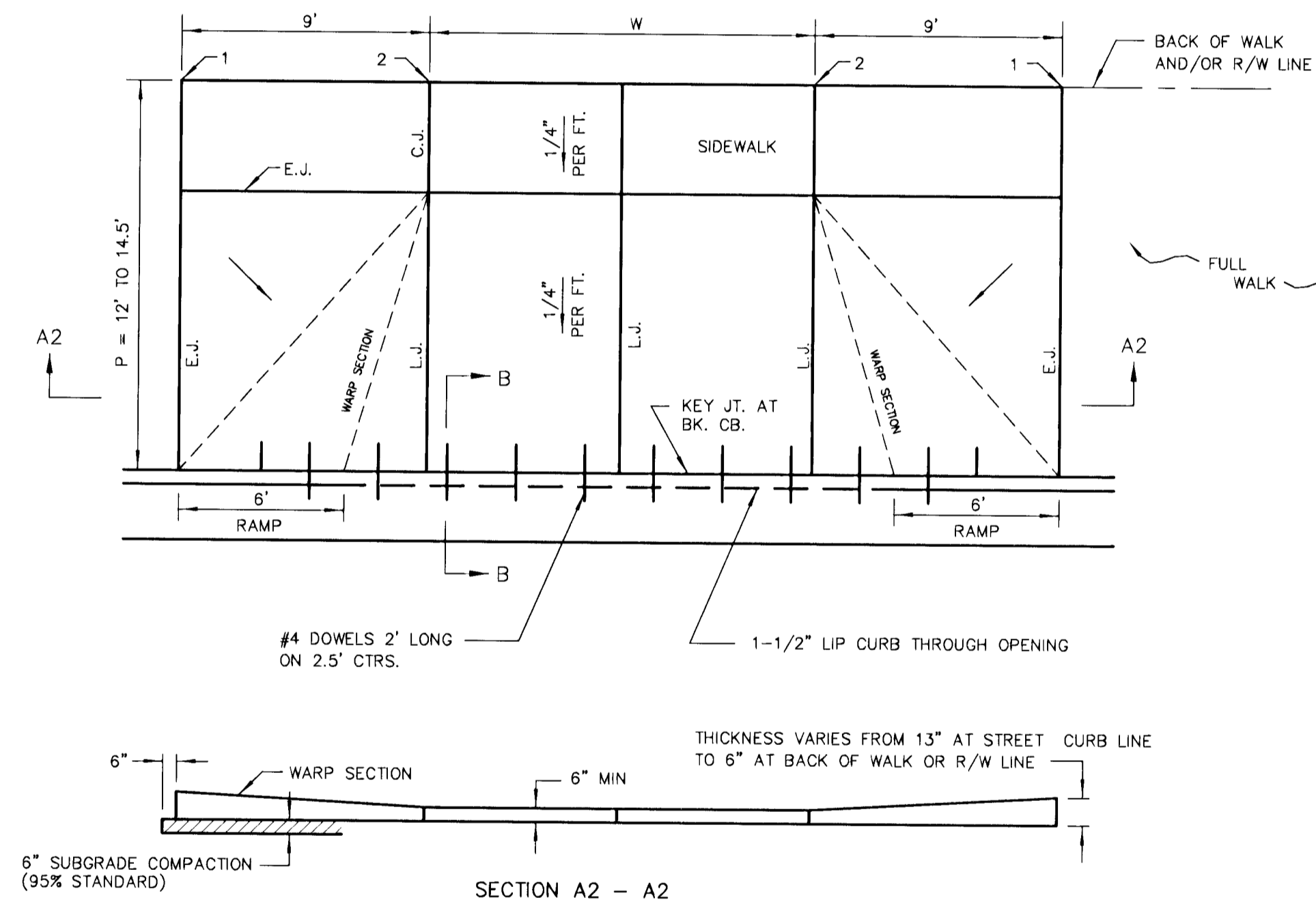
ALT. LONGITUDINAL CONSTRUCTION JOINT



BACK OF CURB DETAIL



SECTION A1 - A1



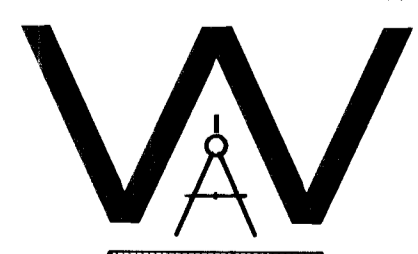
SECTION A2 - A2

PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'	7'	7.5'	8'	8.5'	9'	9.5'	10'	10.5'	11'	11.5'
DIST. OF PT. "1" ABOVE TOP OF FULL CURB	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'	0.15'	0.16'	0.17'	0.18'	0.19'	0.20'	0.21'	0.22'	0.23'	0.24'
DIST. OF PT. "2" BELOW TOP OF FULL CURB	-.34'	-.32'	-.30'	-.28'	-.26'	-.24'	-.22'	-.20'	-.18'	-.16'	-.14'	-.12'	-.10'	-.18'	-.06'	-.04'

FULL RAMP DRIVE (P = 4.0' TO 11.5')

PARKING WIDTH "P"	12'	12.5'	13'	13.5'	14'	14.5'
ABSOLUTE MAX. DIST. OF PT. "1" ABOVE TOP OF FULL CURB	-.08'	0.02'	0.18'	0.22'	0.18'	0.22'
OPTIMUM MAX. DIST. OF PT. "1" ABOVE TOP OF FULL CURB	-.08'	0.02'	0.18'	0.22'	0.18'	0.22'
OPTIMUM MIN. DIST. OF PT. "2" ABOVE TOP OF FULL CURB	-.15'	-.16'	-.17'	-.17'	-.17'	-.17'
ABSOLUTE MIN. DIST. OF PT. "2" ABOVE OR BELOW TOP OF FULL CURB	-.25'	-.20'	-.20'	-.20'	-.20'	-.20'
ABSOLUTE MIN. DIST. OF PT. "2" BELOW TOP OF FULL CURB	-.25'	-.20'	-.20'	-.20'	-.20'	-.20'

FULL RAMP DRIVE (P = 12.0' TO 14.5')



THE CITY OF WICHITA

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

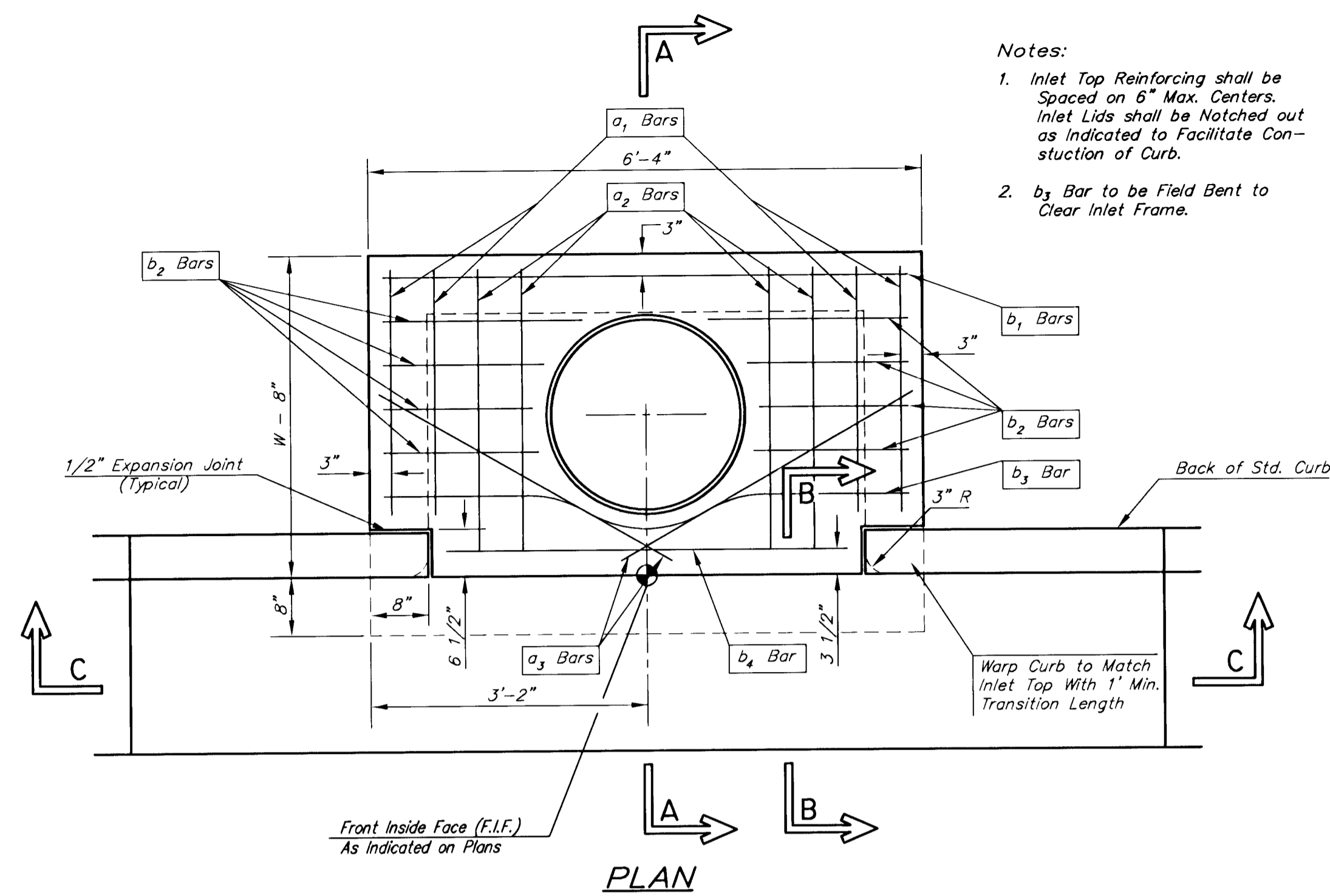
**STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
AND FULL WALK**

PROJECT NUMBER
472-83811

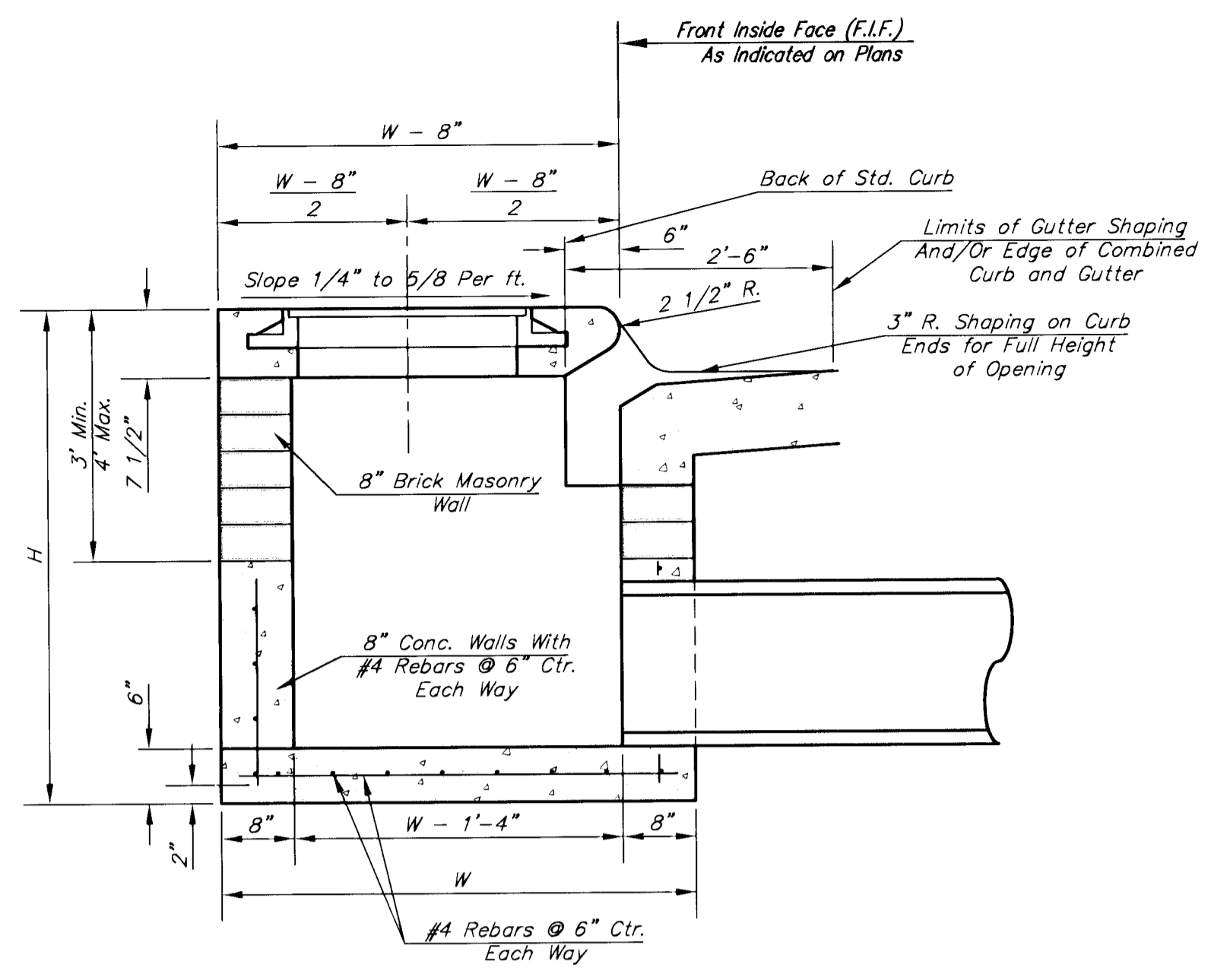
DATE
MAR 96

OCA #
706864

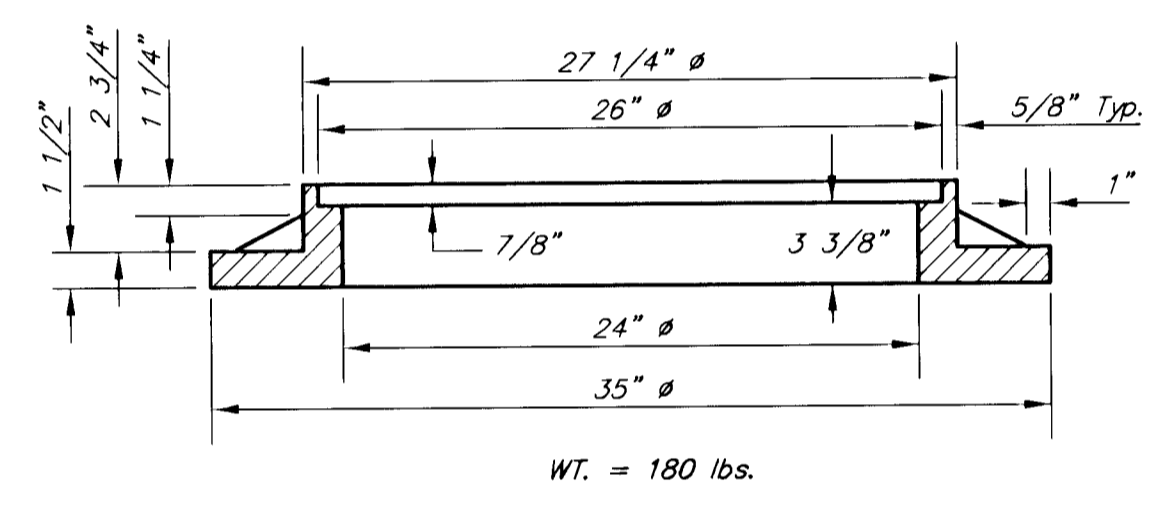
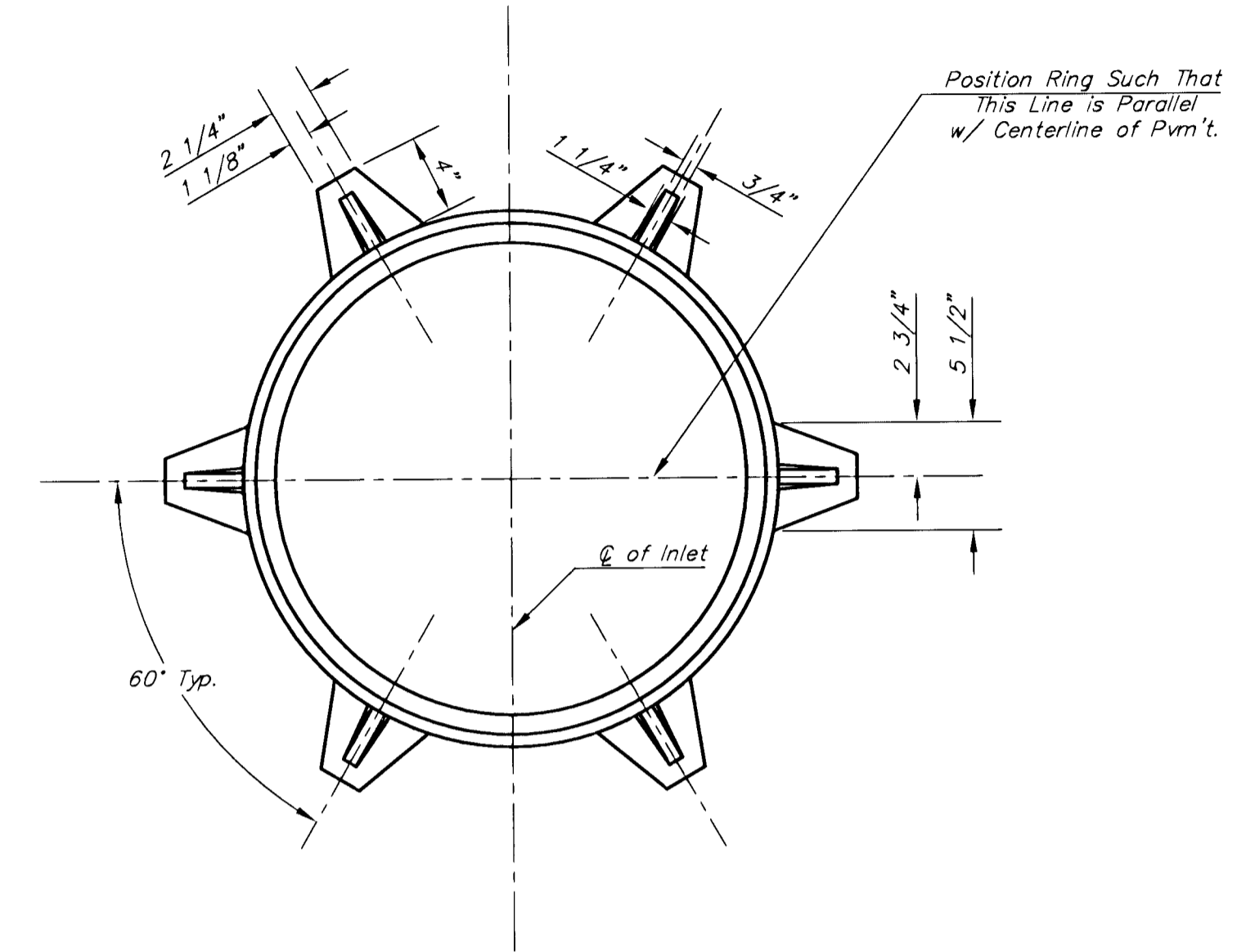
SHEET 14 OF 28



- Notes:
- Inlet Top Reinforcing shall be Spaced on 6" Max. Centers. Inlet Lids shall be Notched out as Indicated to Facilitate Construction of Curb.
 - b₃ Bar to be Field Bent to Clear Inlet Frame.

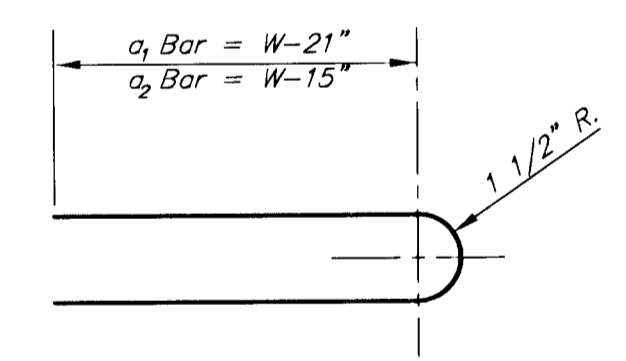


SECTION A-A

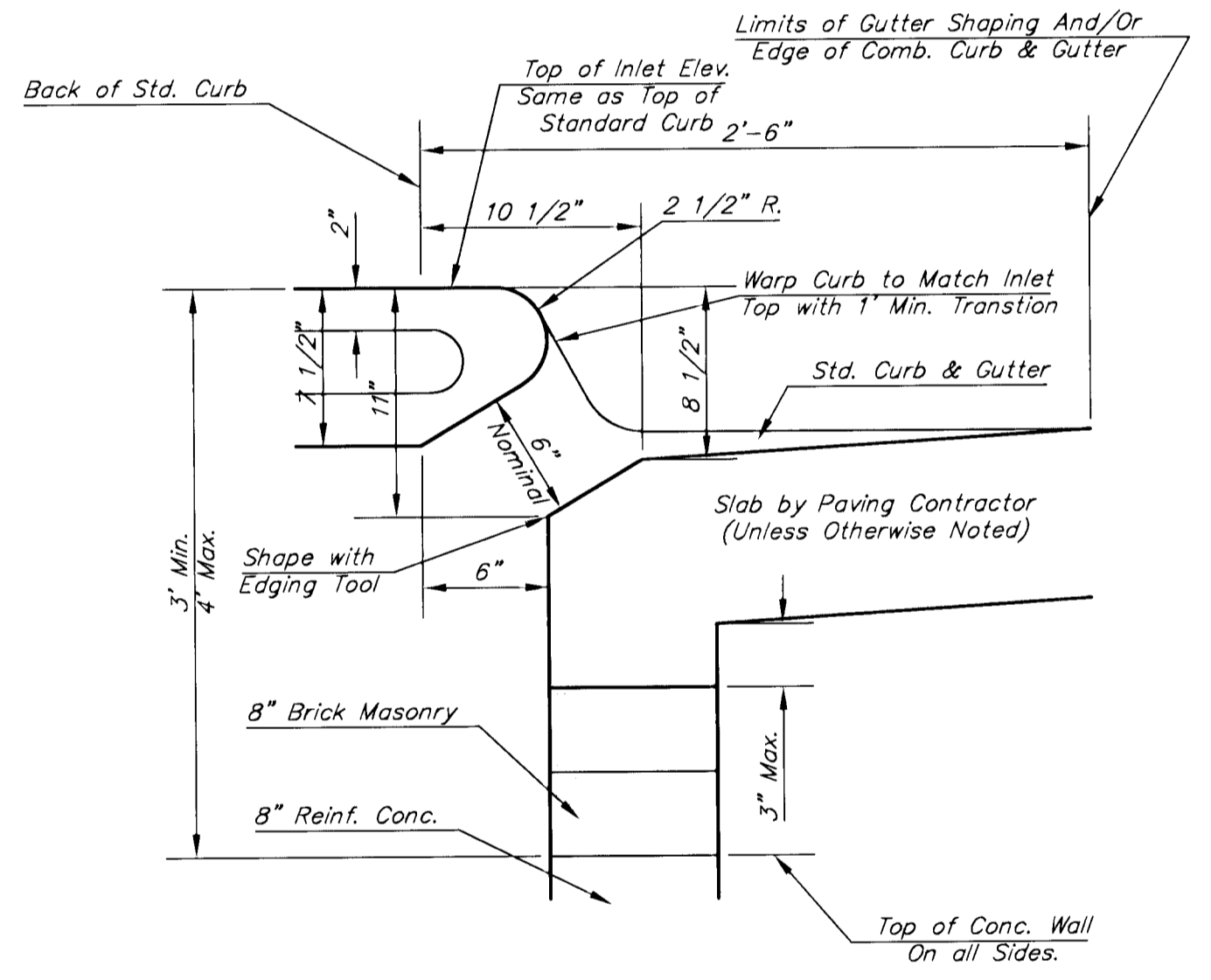


MANHOLE RING AND COVER

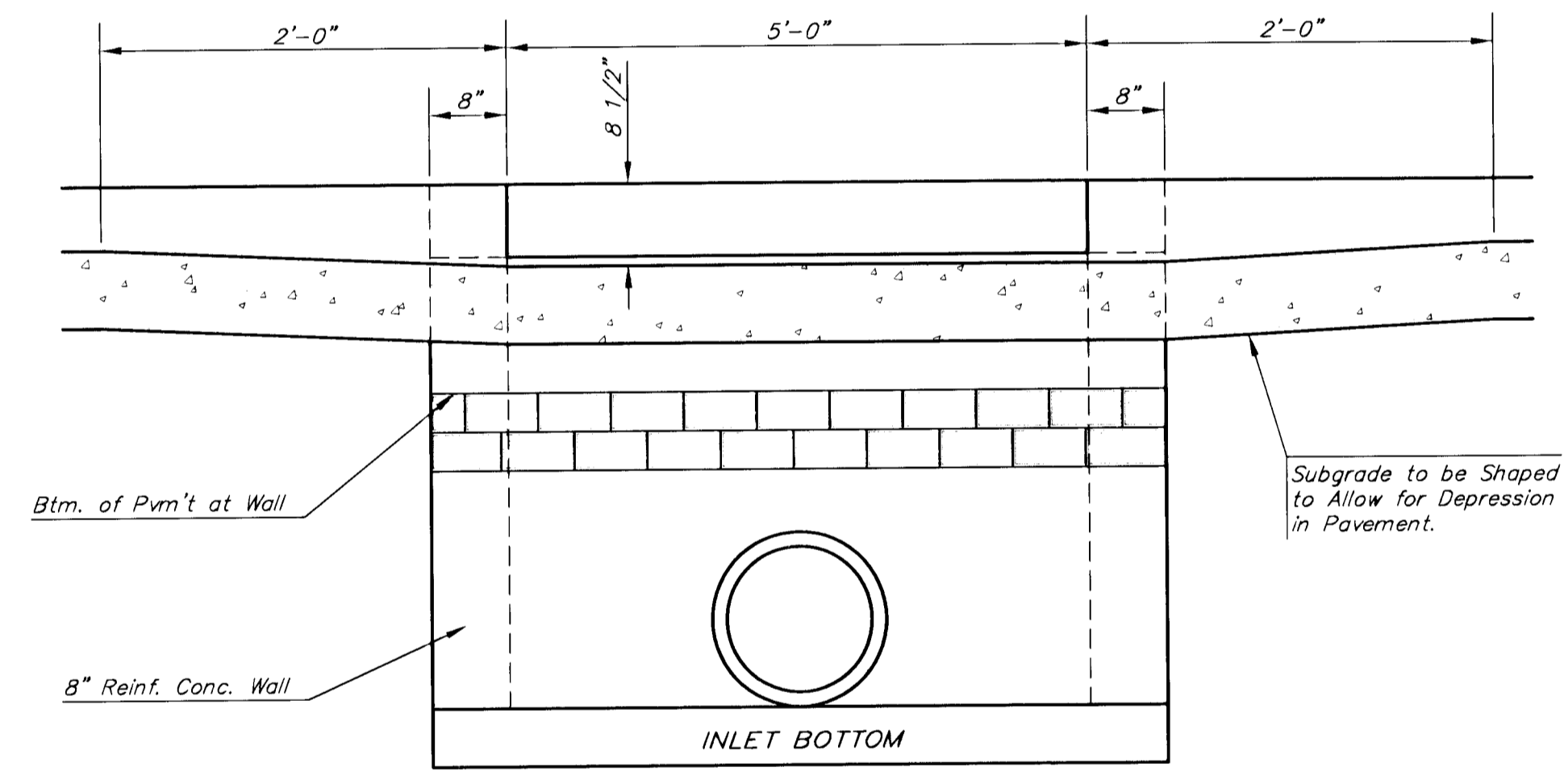
*See City of Wichita Standard Manhole Ring and Cover Detail Sheet for Cover Details to Be Used With Inlet Frame.



BENDING DIAGM



SECTION B-B



SECTION C-C

STEEL SCHEDULE

BAR NUMBER	a ₁	a ₂	a ₃	b ₁				b ₂	b ₃	b ₄	WT. Lbs.	
				W=4'-4"	W=5'-4"	W=6'-4"	W=7'-4"					W=8'-4"
4	4	2	1	3	5	7	9	6	1	1		
SIZE	#4	#4	#4	#4	#4	#4	#4	#4	#4	#6		
LENGTH	W=4'-4"	5'-7"	6'-7"	4'-0"	6'-1"	-	-	-	1'-9"	6'-2"	4'-8"	60±
	W=5'-4"	7'-7"	8'-7"	5'-0"	6'-1"	-	-	-	1'-9"	6'-2"	4'-8"	81±
	W=6'-4"	9'-7"	10'-7"	6'-0"	-	6'-1"	-	-	1'-9"	6'-2"	4'-8"	101±
	W=7'-4"	11'-7"	12'-7"	7'-0"	-	-	6'-1"	-	1'-9"	6'-2"	4'-8"	121±
	W=8'-4"	13'-7"	14'-7"	8'-0"	-	-	-	6'-1"	1'-9"	6'-2"	4'-8"	141±

Note: a₃ Bars to be Placed Approx. 2" Below Top of Inlet Cover.

W	PRE-CAST TOP SIZE	PIPE SIZE	CU. YD. CONC.
4'-4"	3'-8" 6'-4" 7 1/2"	21" & SMALLER	0.38±
5'-4"	4'-8" 6'-4" 7 1/2"	24" & 30"	0.51±
6'-4"	5'-8" 6'-4" 7 1/2"	36" & 42"	0.64±
7'-4"	6'-8" 6'-4" 7 1/2"	48" & 54"	0.77±
8'-4"	7'-8" 6'-4" 7 1/2"	60" & 66"	0.90±

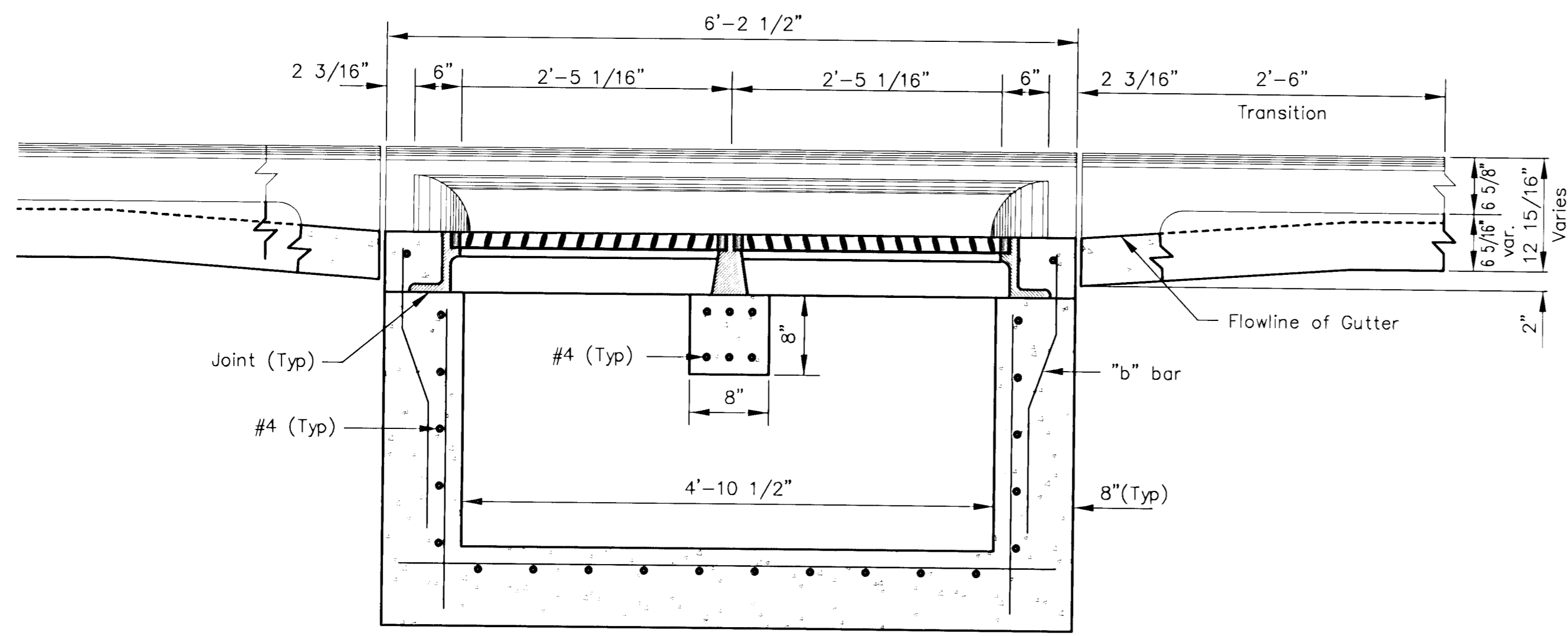
GENERAL NOTES

- Concrete tops to be installed on thin mortar cushion to insure full support along brick walls. Concrete tops may be cast in place or precast. Concrete used for inlet construction shall be concrete pavement mix.
- Contractor shall have the option of constructing 8" brick masonry walls between the concrete inlet base and top on this inlet when W=6'-4" and H=7'-0" or less.
- Inlet invert shall be shaped with 8 sack sand mix concrete to create flow channels and to increase hydraulic efficiency such that the inlet will be self cleaning between all inlet and/or outlet pipes.
- The ends of all pipes installed in inlets shall be cut off flush with the inside face of the inlet wall.

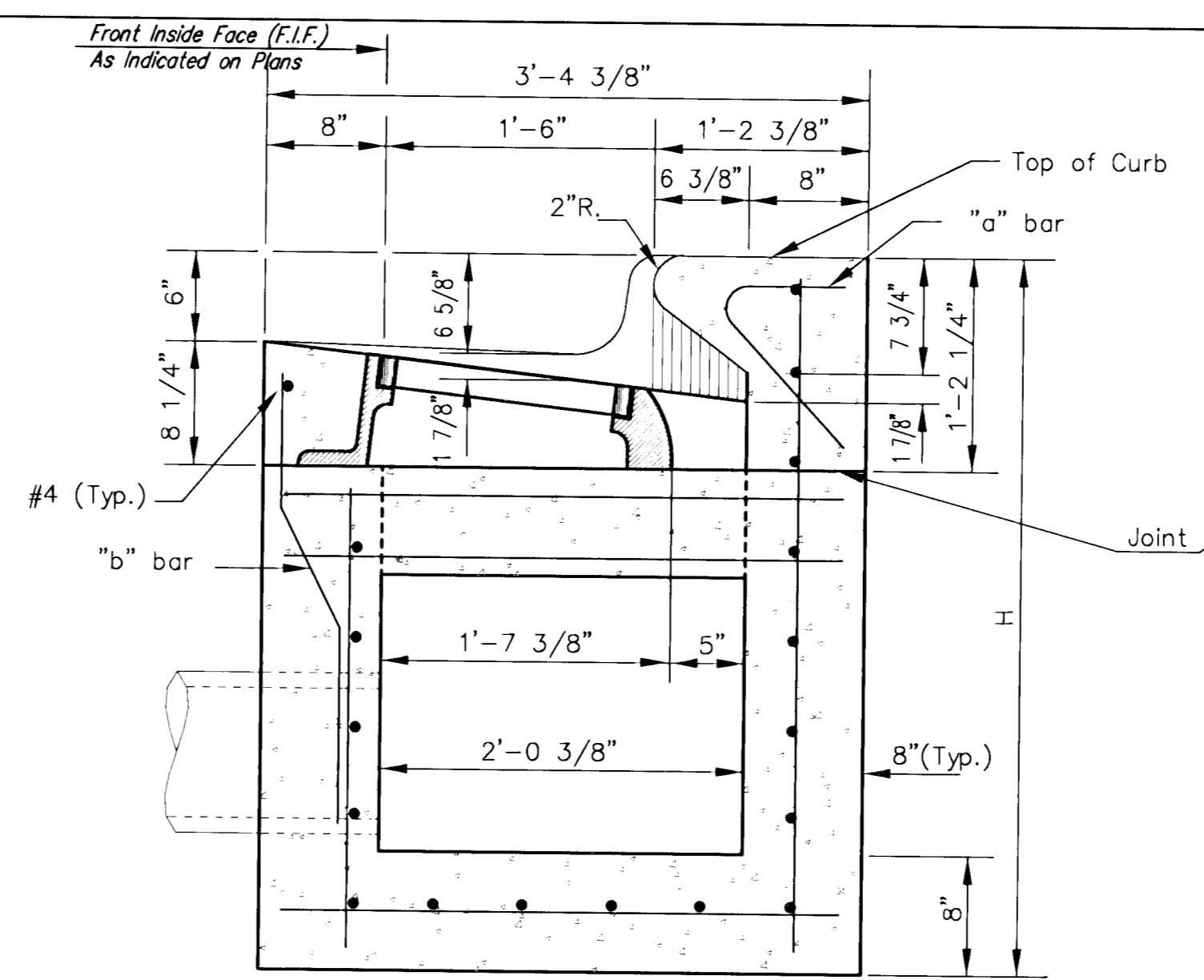
THE CITY OF WICHITA
CITY ENGINEER'S OFFICE
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4501
(316) 268-4114 FAX

**STANDARD TYPE 1
CURB INLET
OPENING = 6"x5'-0"**

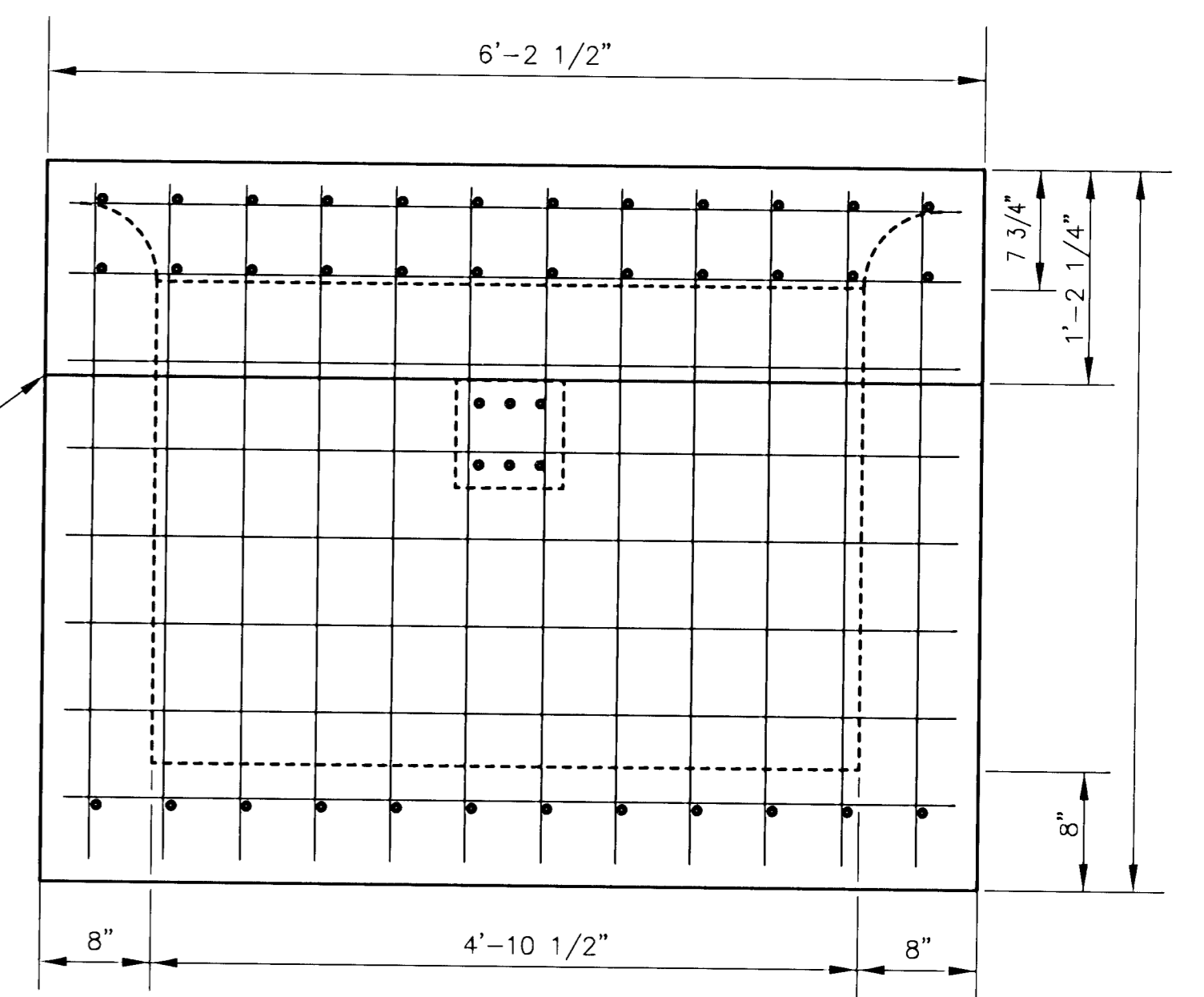
PROJECT NUMBER 472-83507	DCA # 706864
DATE MAR 96	SHEET 16 OF 28



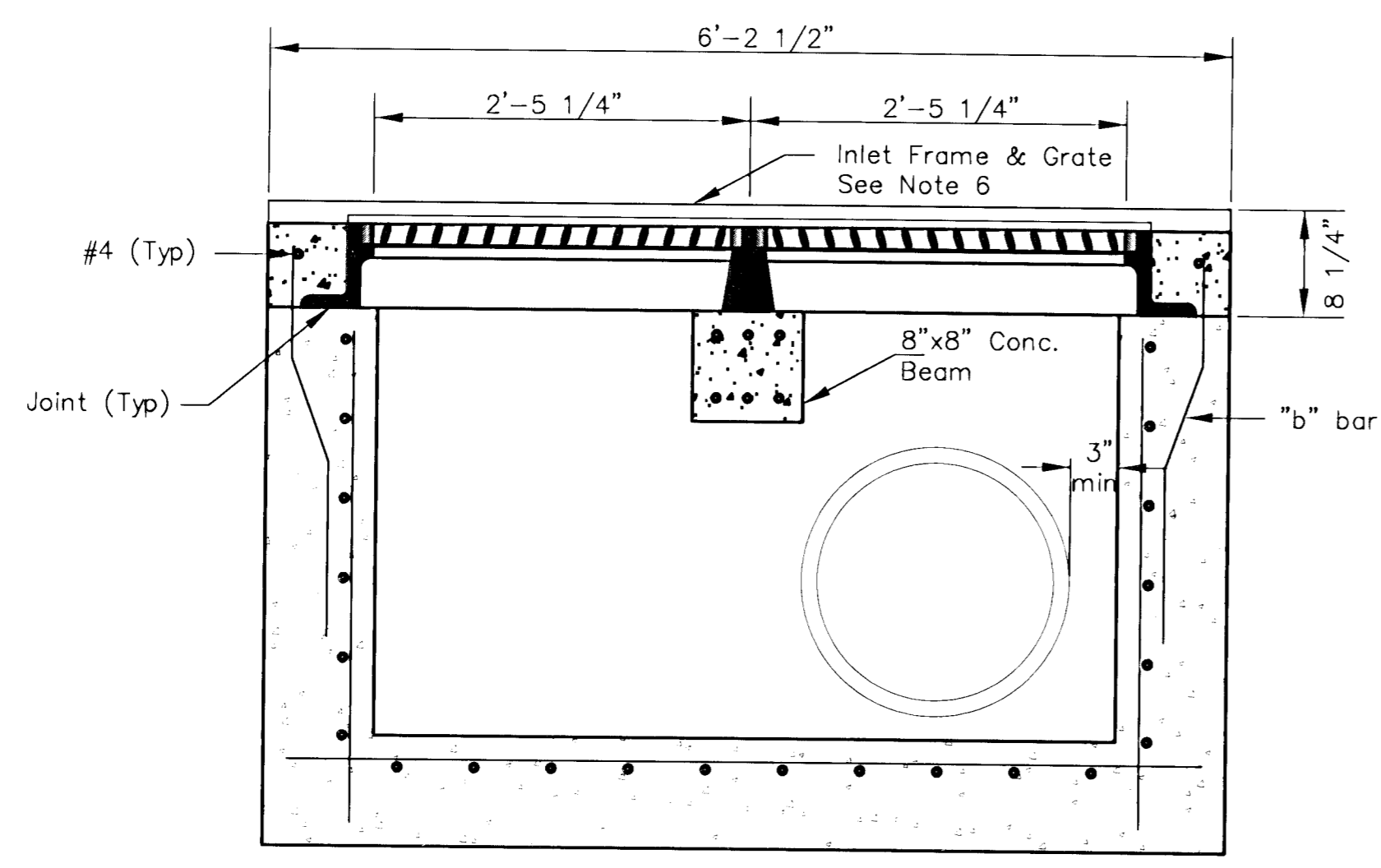
SECTION C-C



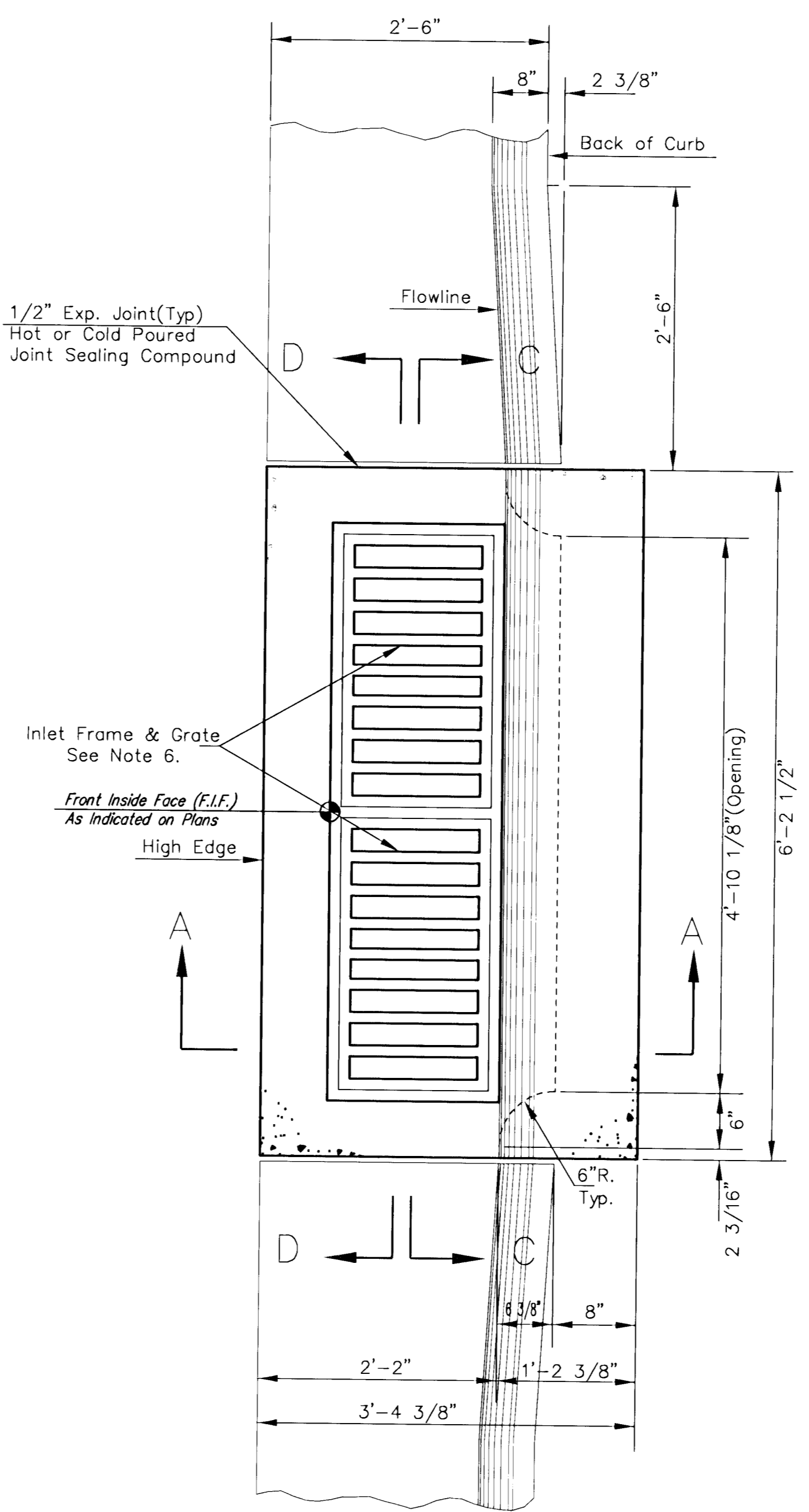
SECTION A-A



REAR WALL

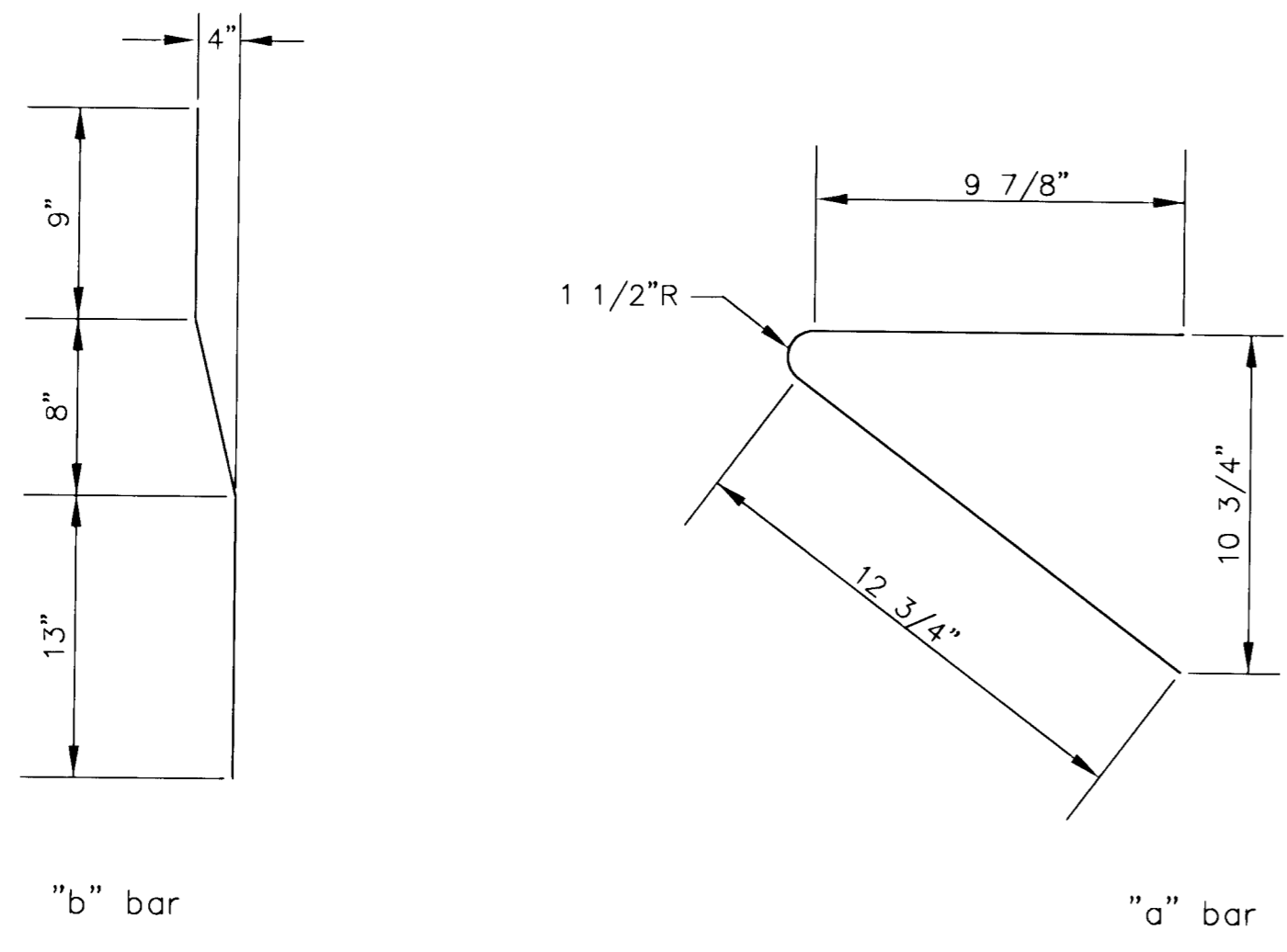


SECTION D-D



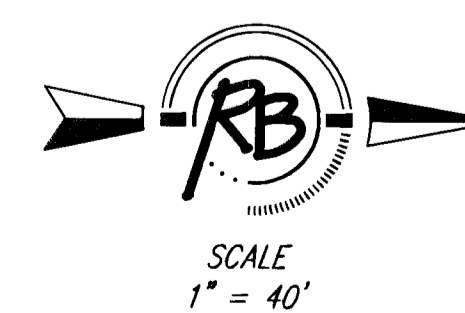
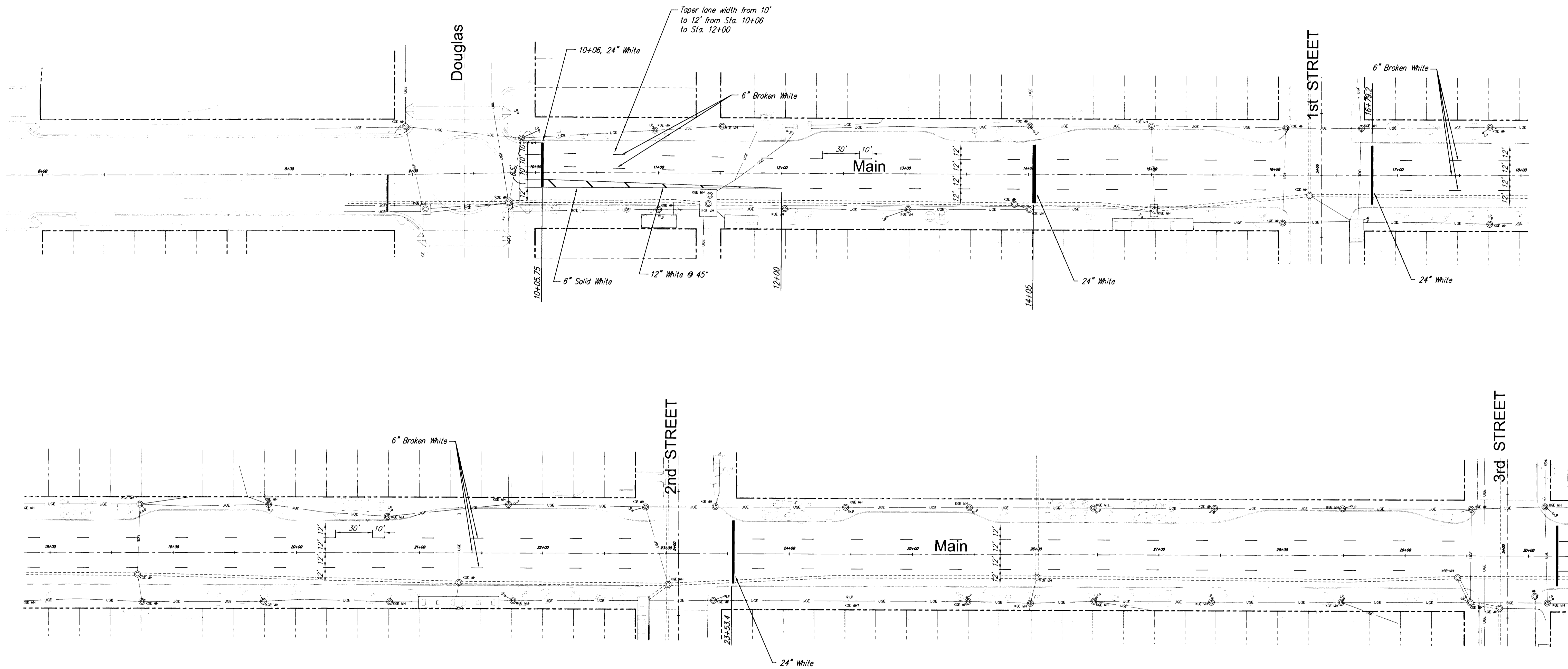
GENERAL NOTES

1. Use the concrete mix specified for the City of Wichita concrete pavement throughout. All exposed edges shall be finished with an edging tool. Reinforcing bars shall be bent around pipe.
2. Inlet invert shall be shaped with 8 sack mix concrete to create flow channels and to increase hydraulic efficiency such that the inlet will be self cleaning between all inlet and/or outlet pipes.
3. All bars are #4 with 6" spacing and shall have a minimum clearance of 1 1/2 inches unless otherwise noted on the plans.
4. When directed by the Engineer, a small opening may be required in the back of the inlet in order to drain a low area. Reinforcing bars will extend through the openings. No deductions in concrete quantities will be made for these openings.
5. No deductions will be made in pay length of curb, gutter, or curb and gutter through the inlet area.
6. Use Neenah R-3288 HV Inlet Frame with Two Piece Grate or approved equal. Inlet frame to be proof load tested to 40,000 lbs. on unsupported side.
7. Reinforcing bars shall be cut or bent around pipes. No deduction in concrete quantities shall be made for pipe openings.
8. The vanes of the grate shall be oriented with respect to the flow arrows shown on the plans.
9. DEETER FOUNDRY, Inc. casting No. 2442/43 with style H grate is an approved equal to NEENAH castings specified. Inlet drawing is based on NEENAH castings and concrete walls and supports will require some field modification to accommodate DEETER castings.

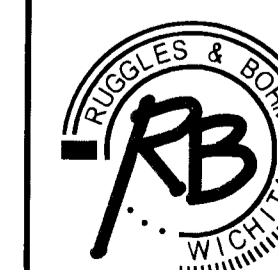


BENDING DIAGRAM

<p>THE CITY OF WICHITA</p>	<p>STANDARD TYPE II INLET OPENING = 6"x4'-10 1/8"</p>	
	<p>PROJECT NUMBER 472-83811</p>	<p>OCA # 706864</p>
<p>CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202 (316) 268-4501 (316) 268-4114 FAX</p>	<p>DATE MAR 96</p>	<p>SHEET 17 OF 28</p>



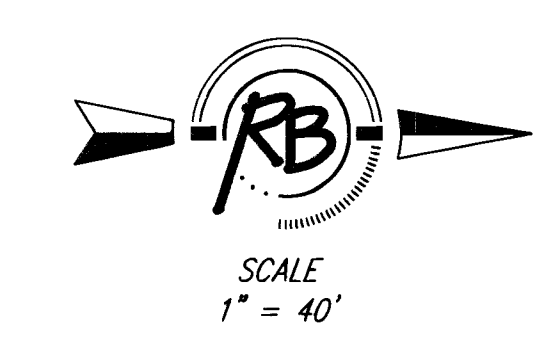
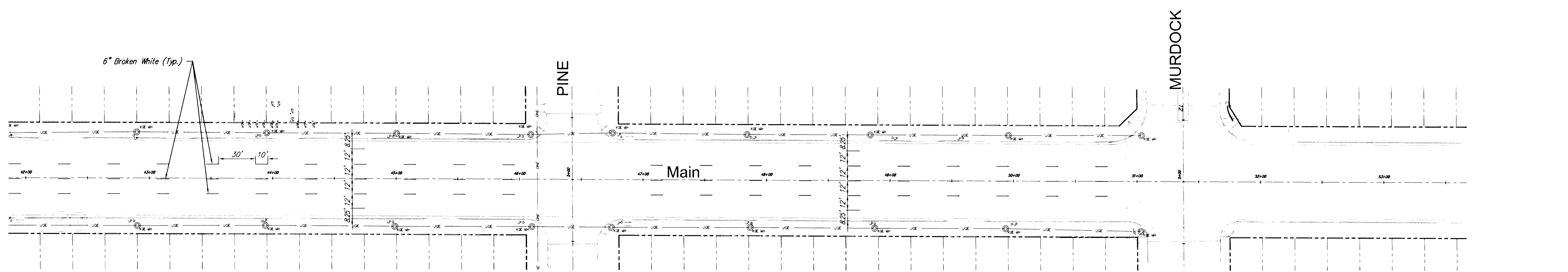
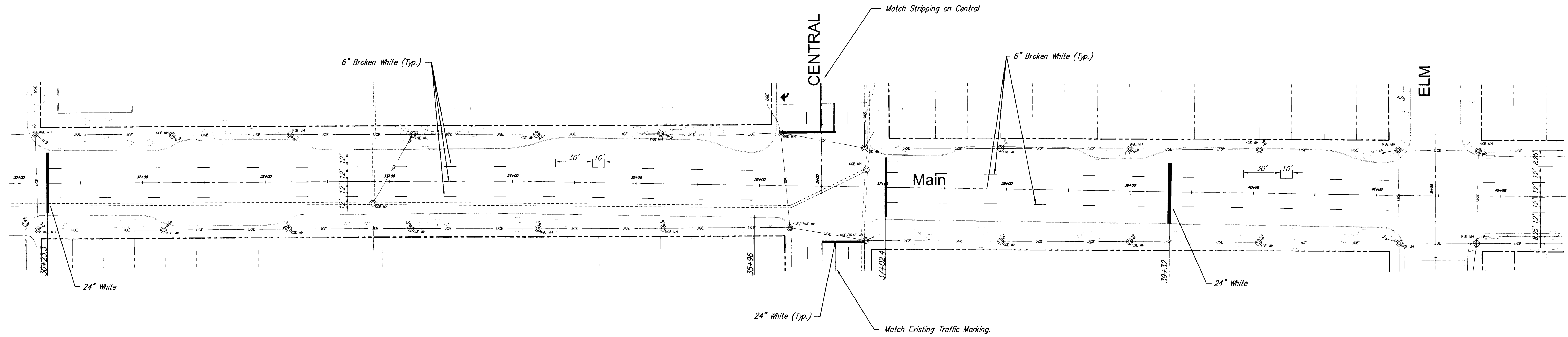
PAVEMENT MARKING PLANS
STA. 6+00 to 30+00
WICHITA, KANSAS



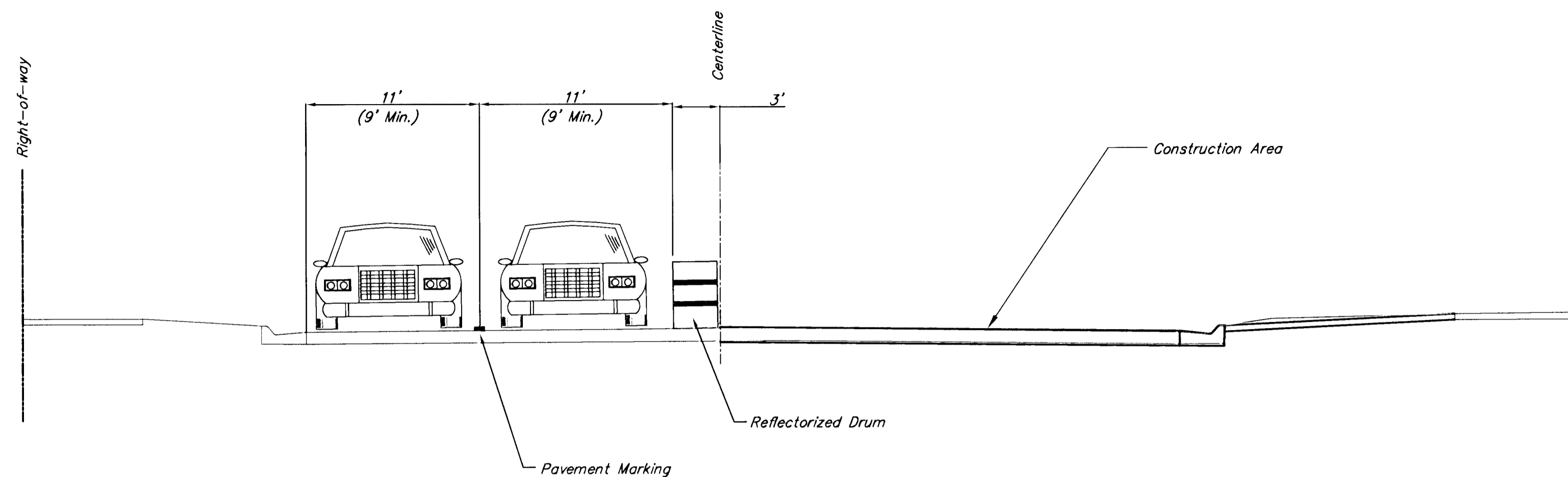
Ruggles & Bohm, P.A.
Engineering, Surveying, Land Planning
924 North Main
Wichita, Kansas 67203
www.rbkansas.com
(316) 264-8008
(316) 264-4621 fax
E-mail: info@rbkansas.com

DRAWING FILE: STRIPPING {stripe sh 1}
PROJECT NUMBER: 472-83811

DESIGN	KWL	SHEET 18 OF 28	
DRAWN	RA		
REVIEW			
UTILITY		DATE	Apr. 22, 2004



PAVEMENT MARKING PLANS STA. 30+00 to 53+00 WICHITA, KANSAS			
	Ruggles & Bohm, P.A. Engineering, Surveying, Land Planning		
	924 North Main (316) 264-8008 Wichita, Kansas 67203 (316) 264-4621 fax www.rbkansas.com E-mail: info@rbkansas.com		
DRAWING FILE STRIPPING {stripe sh 2}	PROJECT NUMBER 472-83811	DATE Apr. 22, 2004	DESIGN KWL DRAWN RA REVIEW UTILITY SHEET 19 OF 28



SECTION THRU CONSTRUCTION ZONE

PHASE	MAJOR CONSTRUCTION LIMITS	TRAFFIC CONTROL	CONFLICTING PHASES	CONFLICTS - COMMENTS
1A	WEST HALF IMPROVEMENTS, FROM N.L. OF DOUGLAS TO THE S.L. OF 3RD STREET EXCEPT THE SW 1/4 OF 2ND AND FROM STA. 37+83 TO THE S.L. OF MURDOCK.	TWO LANES SOUTHBOUND ON EAST HALF OF MAIN, TWO LANES EASTBOUND ON FIRST, TWO LANES WESTBOUND ON 2ND, ONE LANE EACH WAY ON 3RD.	1B, 1C, 2A, 2B, 2C	CLOSE DRIVES AT 17+86 AND 21+09 ONLY AS NECESSARY FOR PAVEMENT REPAIRS IN AREA. MAINTAIN ALL OTHER DRIVE AND ALLEY ACCESS DURING CONSTRUCTION. PARKING ON 1ST, 2ND, AND 3RD TO BE ELIMINATED DURING CONSTRUCTION AS NECESSARY. PROVIDE LANE TRANSITION AT DOUGLAS. REROUTE TRAFFIC TO NEW WEST SIDE PAVEMENT BETWEEN DOUGLAS AND FIRST AS SOON AS POSSIBLE.
1B	SW 1/4 OF 2ND AND WEST HALF IMPROVEMENTS FROM S.L. OF 3RD STREET TO C.L. OF CENTRAL.	TWO LANES SOUTHBOUND ON EAST HALF OF MAIN, ONE LANE WESTBOUND AND ONE LEFT TURN ONLY LANE ON 2ND, ONE LANE EACH WAY ON 3RD AND CENTRAL.	1A, 1C, 2A, 2B, 2C	PARKING ON SOUTH SIDE OF 2ND TO BE ELIMINATED DURING CONSTRUCTION AS NECESSARY.
1C	WEST HALF IMPROVEMENTS, C.L. OF CENTRAL TO STA. 37+83.	TWO LANES SOUTHBOUND ON EAST HALF OF MAIN, ONE LANE EACH WAY ON CENTRAL.	1A, 1B, 2A, 2B, 2C	MAINTAIN TWO LANES OF TRAFFIC ON MAIN AT ALL TIMES.
2A	EAST HALF IMPROVEMENTS, FROM N.L. OF DOUGLAS TO THE S.L. OF 3RD STREET AND FROM STA. 37+83 TO THE S.L. OF MURDOCK.	TWO LANES SOUTHBOUND ON WEST HALF OF MAIN, ONE LANE EASTBOUND AND ONE RIGHT TURN ONLY LANE ON FIRST, ONE LANE WESTBOUND AND ONE LEFT TURN ONLY LANE ON 2ND, ONE LANE EACH WAY ON 3RD.	1A, 1B, 1C, 2B, 2C	CLOSE DRIVES AT 11+80, 21+09. MAINTAIN ALL OTHER DRIVE AND ALLEY ACCESS DURING CONSTRUCTION. PARKING ON 1ST, 2ND, AND 3RD TO BE ELIMINATED DURING CONSTRUCTION ONLY AS NECESSARY.
2B	EAST HALF IMPROVEMENTS FROM S.L. OF 3RD STREET TO C.L. OF CENTRAL	TWO LANES SOUTHBOUND ON WEST HALF OF MAIN, ONE LANE EACH WAY ON 3RD AND CENTRAL.	1A, 1B, 1C, 2A, 2C	PARKING ON SOUTH SIDE OF 1ST, 2ND, AND 3RD TO BE ELIMINATED DURING CONSTRUCTION AS NECESSARY.
2C	EAST HALF IMPROVEMENTS FROM C.L. OF CENTRAL TO STA. 37+83.	TWO LANES SOUTHBOUND ON WEST HALF OF MAIN, ONE LANE EACH WAY ON 3RD AND CENTRAL.	1A, 1B, 1C, 2A, 2B	PARKING ON SOUTH SIDE OF 1ST, 2ND, AND 3RD TO BE ELIMINATED DURING CONSTRUCTION AS NECESSARY.

IN ADDITION TO UTILITY COMPANIES, THE CONTRACTOR SHALL CONTACT THE FOLLOWING PRIOR TO CONSTRUCTION TO COORDINATE TRAFFIC CONTROL AND ACCESS ISSUES:

SEDGWICK COUNTY COURTHOUSE
KRISTI ZUKOVICH, COMMUNICATIONS DIRECTOR
(316) 660-9370

UNITED STATES COURTHOUSE
ROGER HINSHAW, BUILDING SUPERINTENDENT
(316) 269-6582

CITY OF WICHITA
JAMES ARMOUR, PROJECT ENGINEER
(316) 268-4501

CITY OF WICHITA FIRE DEPARTMENT
CHIEF LARRY GARCIA
(316) 268-4652

AMPKO PARKING SYSTEM
MARSHA CAVENDER, CITY MANAGER, (316) 265-4209
WAYNE NOBLE, FACILITIES MANAGER, (316) 264-0585

COMMERCIAL FEDERAL BANK
CHRISTINA STOVALL, BRANCH MANAGER
(316) 264-4133 OR (316) 634-3800

INTRUST BANK
JOHN VANROEKEL, FACILITIES MANAGEMENT OFFICER, (316) 383-1156
DOUG WINKLEY, VICE PRESIDENT, PHYSICAL RESOURCES, (316) 383-1402

COMMERCE BANK
GEORGE MATTERN, MAINTENANCE SUPERVISOR
(316) 261-4833

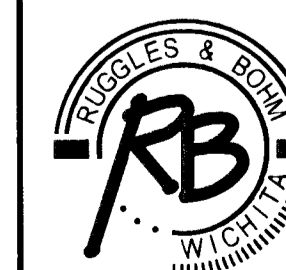
BETTER BOOK ROOM
TIM JOHNSON, OWNER
(316) 265-4281

SECURITY TITLE
CRAIG BURNS
(316) 267-8371

IN ADDITION TO THE CONTACTS LISTED ABOVE, THE CONTRACTOR SHALL CONTACT ALL OTHER PROPERTY OWNERS AND/OR TENANTS ADJACENT TO THIS PROJECT AT LEAST TEN DAYS PRIOR TO CONSTRUCTION.

REVISED June 3, 2003

**CONSTRUCTION PHASING PLANS
SEQUENCE TABLE
WICHITA, KANSAS**



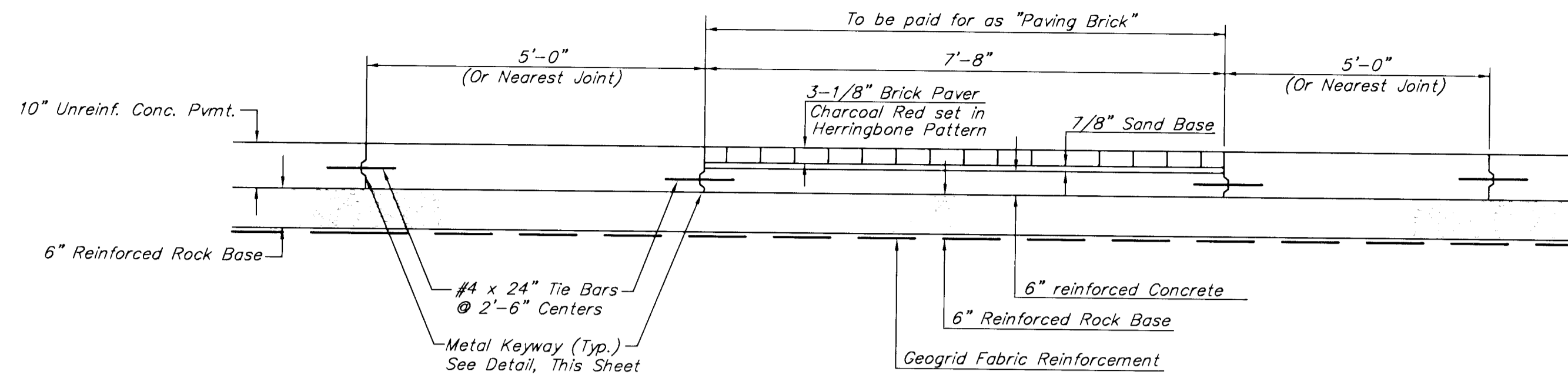
Ruggles & Bohm, P.A.
Engineering, Surveying, Land Planning

924 North Main (316) 264-8008
Wichita, Kansas 67203 (316) 264-4621 fax
www.rbkansas.com E-mail: info@rbkansas.com

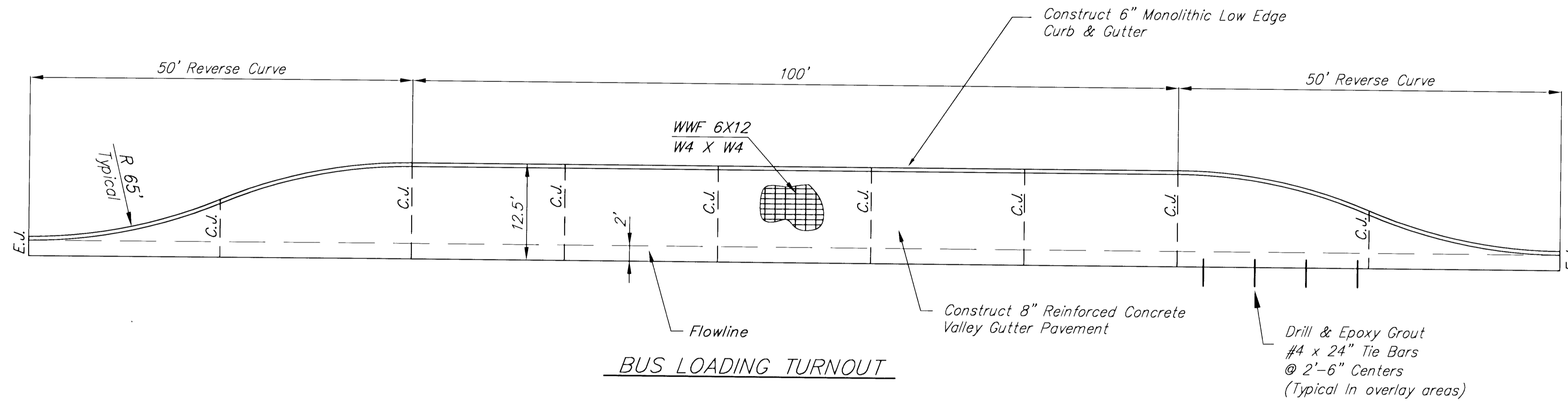
DRAWING FILE
CONST PHASING {sh 3}

PROJECT NUMBER
472-83811

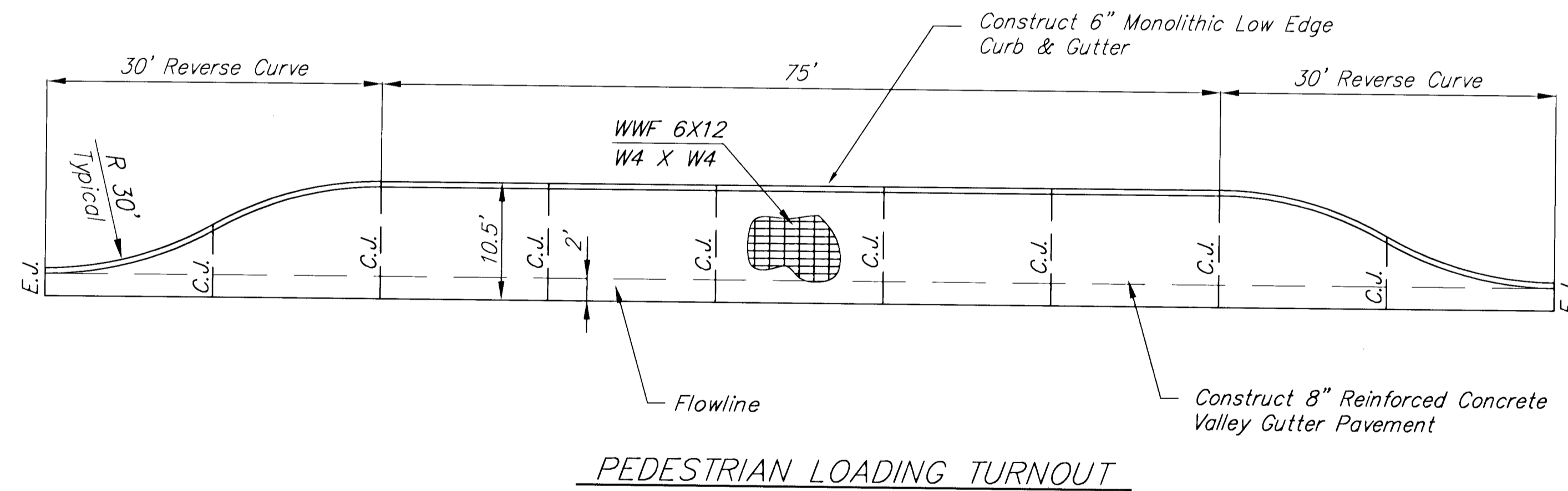
DESIGN	KWL	SHEET 20 OF 28
DRAWN	RA	
REVIEW		
UTILITY		DATE
		Apr. 21, 2004



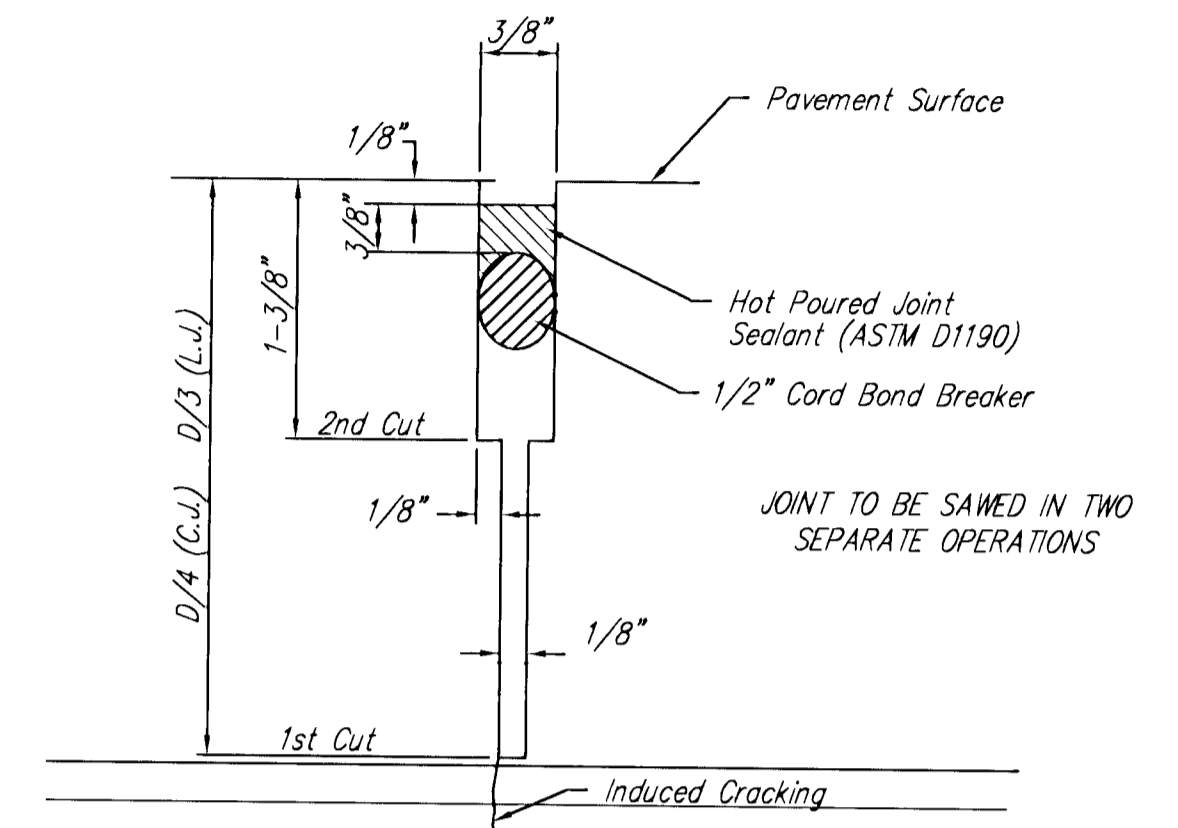
INTERSECTION BRICK PAVER DETAIL



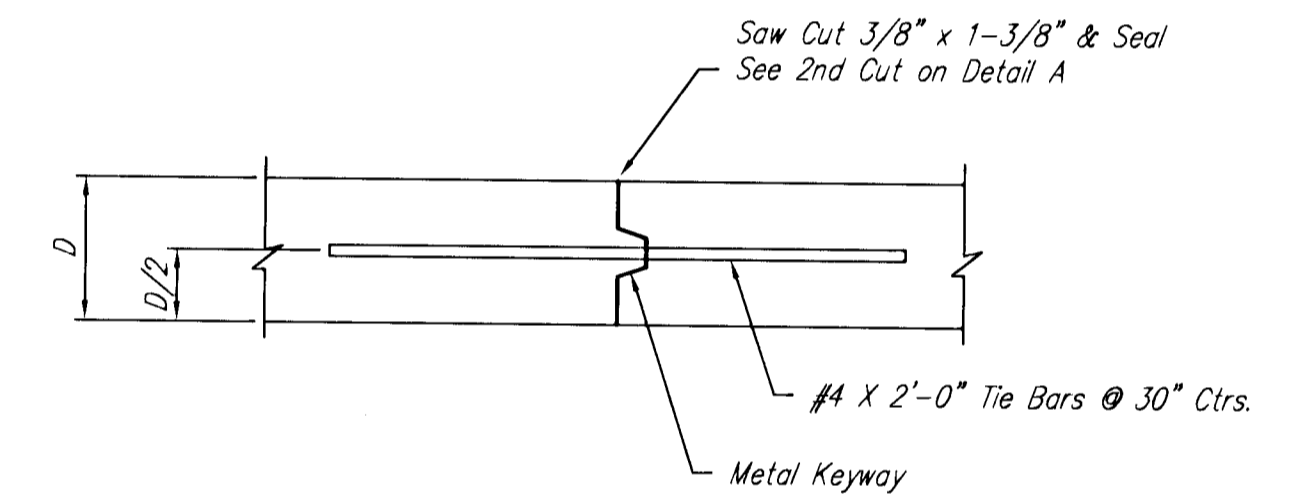
BUS LOADING TURNOUT



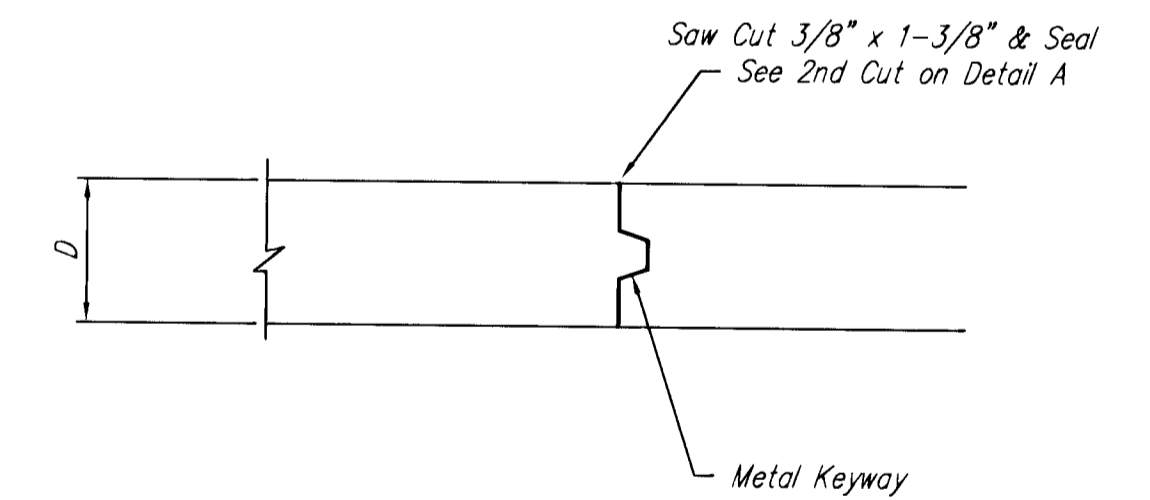
PEDESTRIAN LOADING TURNOUT



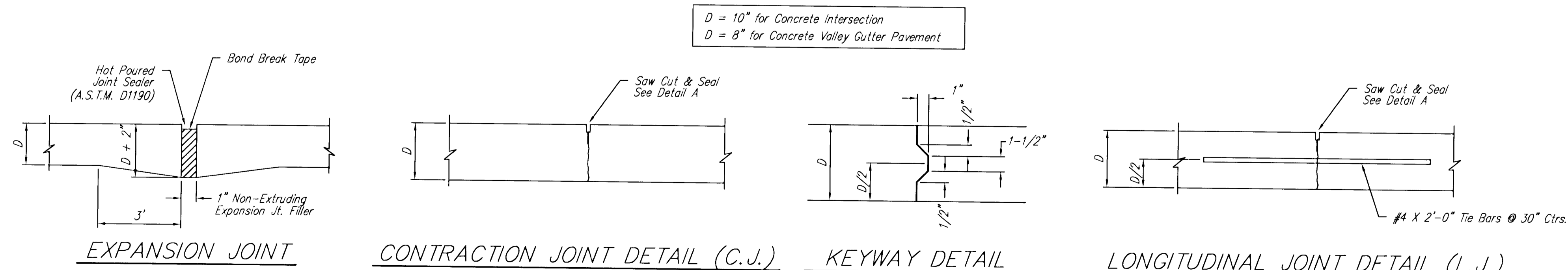
SAW JOINT - DETAIL A



OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)



OPTIONAL CONTRACTION JOINT



EXPANSION JOINT

CONTRACTION JOINT DETAIL (C.J.)

KEYWAY DETAIL

LONGITUDINAL JOINT DETAIL (L.J.)

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

NOTE: Add Woven Wire Fabric for 8\"/>

MAIN STREET PAVING IMPROVEMENTS PAVING DETAILS WICHITA, KANSAS			
	Ruggles & Bohm, P.A. Engineering, Surveying, Land Planning		DESIGN KWL
	924 North Main Wichita, Kansas 67203 www.rbkansas.com		DRAWN RA
(316) 264-8008 (316) 264-4621 fax E-mail: info@rbkansas.com		REVIEW	PROJECT NUMBER 472-83811
DRAWING FILE paving {intsec detls}		DATE Apr. 22, 2004	REVISION 3 OF 28

GENERAL NOTES

1. CHANNELIZING DEVICES: "DEVICES" INCLUDES BUT IS NOT LIMITED TO BARRICADES, BARRIERS, CONES, DRUMS AND VERTICAL PANELS.

(A) THE MAXIMUM SPACING BETWEEN DEVICES IN THE TAPER SHOULD NOT EXCEED A DISTANCE IN FEET EQUAL TO THE SPEED LIMIT (IN MPH) PRIOR TO WORK.

(B) THE SPACING BETWEEN DEVICES IN THE WORK ZONE SHOULD NOT EXCEED A DISTANCE IN FEET EQUAL TO TWICE THE POSTED SPEED (MPH).

(C) WHERE EXISTING CONDITIONS WARRANT, THE ENGINEER MAY REQUIRE A DECREASE IN THE SPACING STIPULATED ABOVE.

(D) TRAFFIC CONES MAY BE UTILIZED AS CHANNELIZING DEVICES FOR DAY-TIME TRAFFIC CONTROL OPERATIONS. THE ENGINEER MAY REQUIRE THAT CONES BE SUPPLEMENTED BY OTHER TRAFFIC CONTROL DEVICES IN CERTAIN SITUATIONS SUCH AS OPEN TRENCHES.

2. COVERING OF SIGNS NOT IN USE:

WHEN NO WORK IS IN PROGRESS NOR IS ANY EXPECTED TO BE FOR AN EXTENDED PERIOD OF TIME, AND THE ROADWAY IS UNRESTRICTED TO THE TRAVELING PUBLIC, TRAFFIC CONTROL SIGNS SHALL BE REMOVED OR COMPLETELY COVERED WITH ADEQUATE OPAQUE WATERPROOF MATERIAL. TAPE SHALL NOT BE APPLIED TO THE FACE OF A SIGN.

3. CLEAR ZONE:

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

4. MAINTENANCE:

THE CONTRACTOR SHALL MAINTAIN ALL SIGNS AND DEVICES IN THEIR PROPER POSITION AND CLEAN AND/OR REPLACE ANY DAMAGED OR ILLEGIBLE SIGN OR DEVICE AS DIRECTED BY THE ENGINEER.

5. TAPER FORMULAS:

$L = WS$ FOR SPEEDS OF 45 MPH OR MORE

$L = WS^2/60$ FOR SPEEDS OF 40 MPH OR LESS

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

6. PAVEMENT MARKINGS:

(A) TYPE I TAPE IS TO BE APPLIED TO A FINAL SURFACE AS A TEMPORARY MARKING WHEN THE PATTERN OF THE PERMANENT MARKINGS WILL BE DIFFERENT THAN THE TEMPORARY MARKING.

TYPE II TAPE IS TO BE APPLIED TO A TEMPORARY SURFACE THAT IS TO BE REMOVED OR COVERED BY FUTURE CONSTRUCTION. TYPE II TAPE IS ALSO TO BE APPLIED TO A FINAL SURFACE WHERE IT IS KNOWN THERE WILL BE PERMANENT MARKINGS PLACED IN THE SAME PATTERN AS THE TEMPORARY TYPE II TAPE.

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

7. TEMPORARY AND POST MOUNTED SIGNS:

TRAFFIC CONTROL PLANS THAT ARE ANTICIPATED TO REMAIN IN PLACE DURING DAYLIGHT HOURS ONLY ARE CONSIDERED "TEMPORARY". TEMPORARY SIGNS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 1'. TRAFFIC CONTROL PLANS OF LONGER DURATION WILL REQUIRE THAT ALL SIGNS BE POST MOUNTED AT A MINIMUM HEIGHT OF 6.5'.

8. EXISTING SIGNS:

IF EXISTING SIGNS THAT ARE TO REMAIN (OR THAT ARE TO BE REMOVED AND RESET) INTERFERE WITH CONSTRUCTION WORK, THE CONTRACTOR SHALL REMOVE, STORE, AND RESET THE SIGNS. THIS SHALL BE SUBSIDIARY TO OTHER TRAFFIC CONTROL BID ITEMS.

9. CONFLICTING SIGNS:

ALL PERMANENT AND TEMPORARY SIGNING WHICH IS IN CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE REMOVED OR COVERED.

10. MINIMUM LANE WIDTHS:

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

11. FLAGGER:

A MINIMUM OF ONE FLAGGER SHALL BE STATIONED WITHIN EACH INTERSTATE WORK AREA WHERE WORK IS ADJACENT TO TRAFFIC.

12. BARRICADES:

TYPE III BARRICADES PLACED ACROSS A ROADWAY SHALL BE SUITABLY DISTRIBUTED ACROSS THE ROADWAY TO EFFECTIVELY CLOSE THE ROADWAY. WHERE PROVISION IS MADE FOR ACCESS BY AUTHORIZED VEHICLES, THE BARRICADES SHALL CLOSE THE ROAD AT THE END OF THE WORK DAY. WHEN ACCESS MUST BE ALLOWED FOR LOCAL TRAFFIC, THE TYPE III BARRICADES SHOULD BE STAGGERED.

SIGN SPACING :

	A	B	C
URBAN (40 MPH OR LOWER)	200'	200'	200'
URBAN (45 MPH OR HIGHER)	375'	375'	375'
RURAL	500'	500'	500'
EXPRESSWAY/FREEWAY	1000'	1750'	2700'

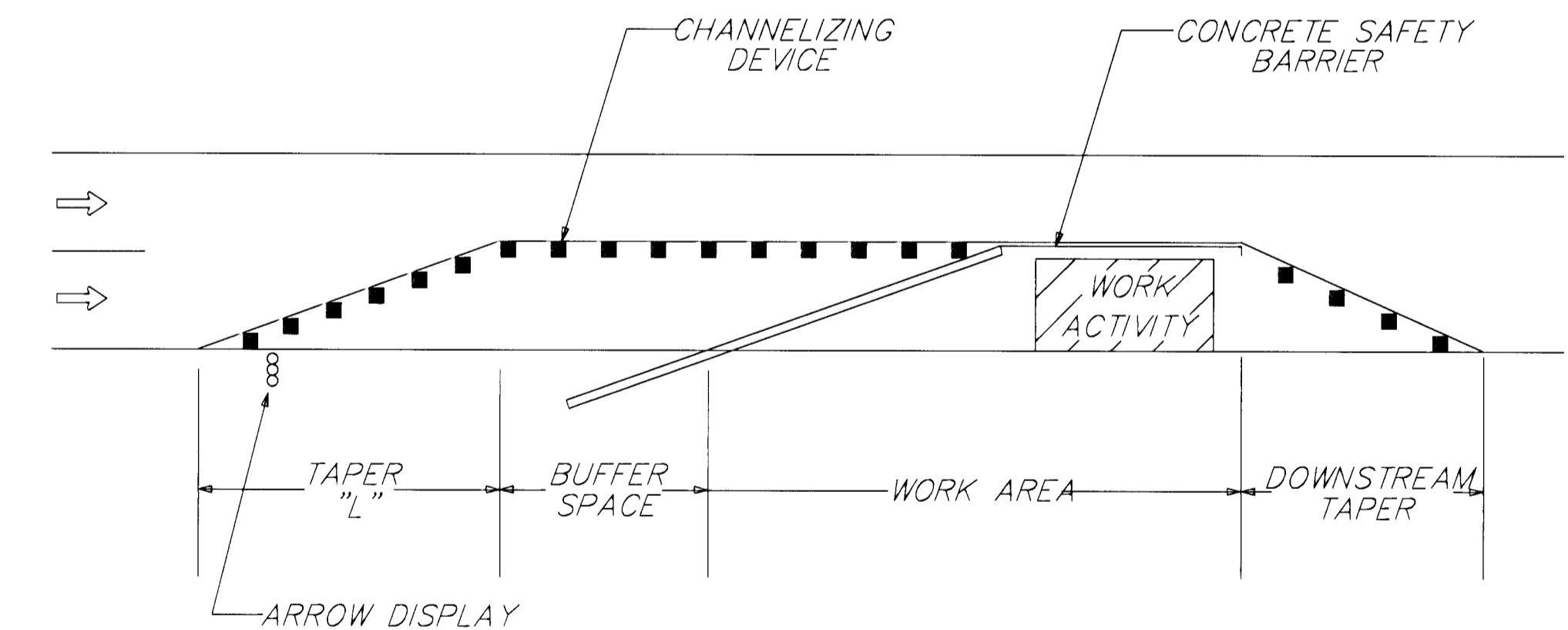
IN NO CASE SHALL THE SPACING BETWEEN SIGNS BE LESS THAN 100'.

BUFFER SPACE:

SPEED (MPH)	20	25	30	35	40	45	50	55	60	65	70
LENGTH (m)	30'	50'	80'	115'	165'	215'	275'	350'	125	500'	575'

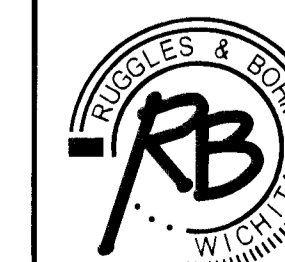
NEITHER WORK ACTIVITY NOR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIAL SHOULD OCCUR IN THE BUFFER SPACE. WHEN A PROTECTION VEHICLE IS PLACED IN ADVANCE OF THE WORK SPACE, ONLY THE SPACE UPSTREAM OF THE VEHICLE CONSTITUTES THE BUFFER SPACE.

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



REVISED June 3, 2003

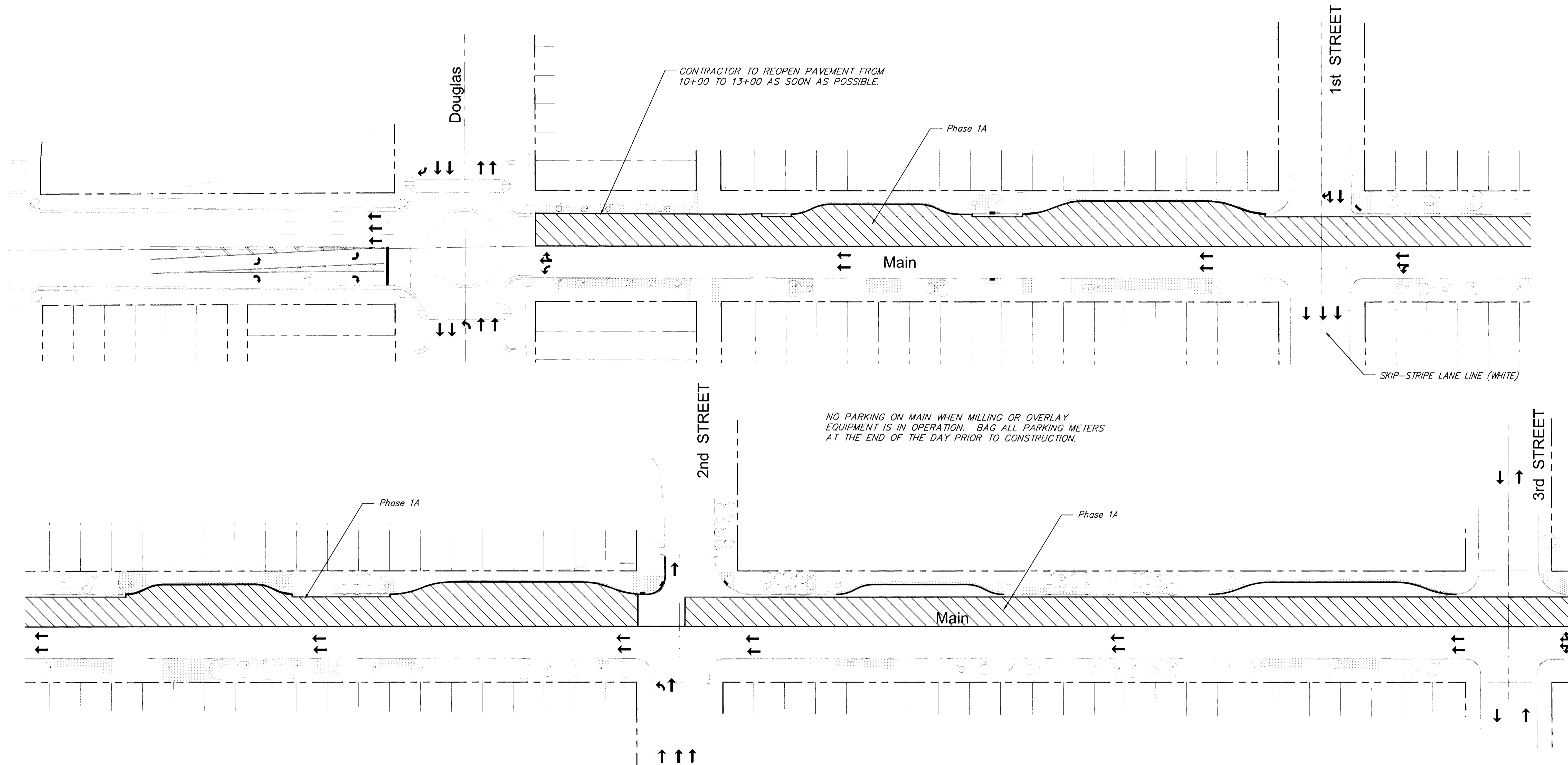
TRAFFIC CONTROL
GENERAL NOTES
WICHITA, KANSAS



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E-mail: info@rbkansas.com

DESIGN	KWL	SHEET 21 OF 28
DRAWN	RA	
REVIEW		
UTILITY		

DRAWING FILE	PROJECT NUMBER	DATE
CONST PHASING {sh 3}	472-83811	Apr. 21, 2004

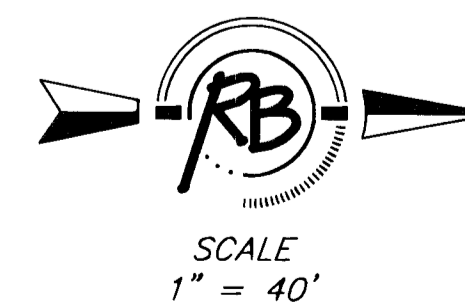


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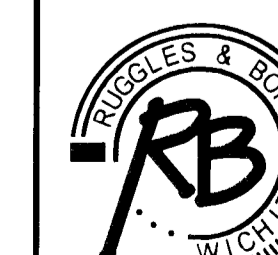
CONTRACTOR TO ADJUST TRAFFIC CONTROL AS NECESSARY TO PROVIDE AT LEAST ONE LANE OF ACCESS TO DRIVEWAYS AND ALLEYS UNLESS OTHERWISE INDICATED IN THE CONSTRUCTION PHASING TABLE.

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REVISED June 3, 2003

CONSTRUCTION PHASING PLANS
 PHASE 1A - STA.6+00 TO 30+00
 WICHITA, KANSAS

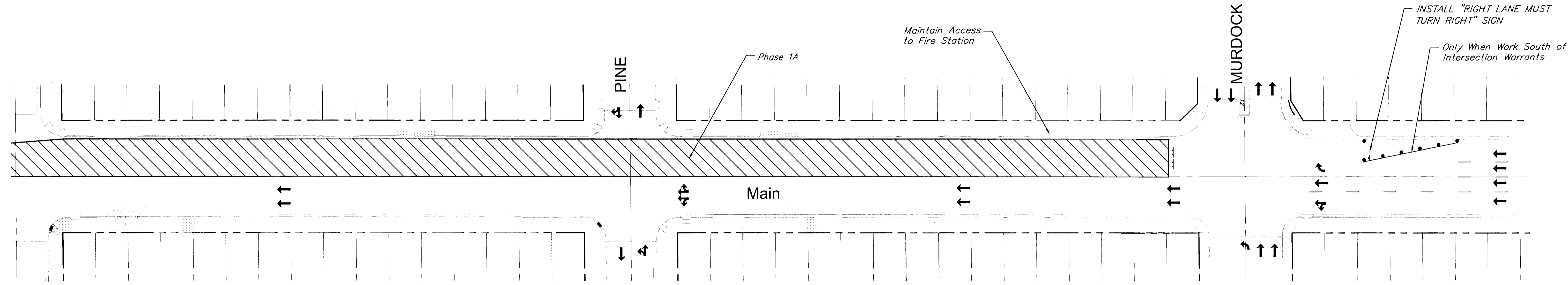
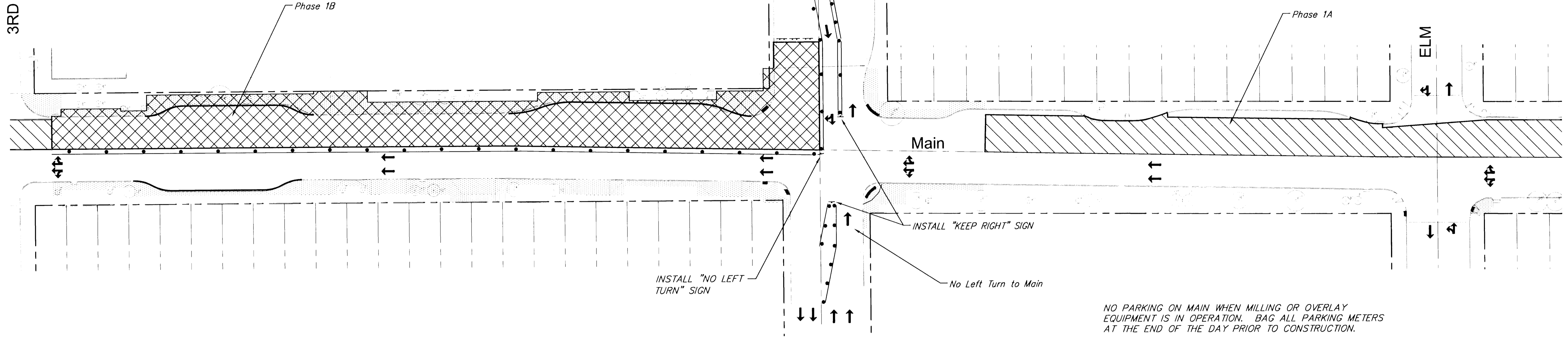


Ruggles & Bohm, P.A.
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 Wichita, Kansas 67203 (316) 264-4621 fax
 www.rbkansas.com E-mail: info@rbkansas.com

DRAWING FILE: CONST PHASING [sh 1]
 PROJECT NUMBER: 472-83811
 DATE: Apr. 21, 2004

DESIGN	KWL	SHEET 22 OF 28
DRAWN	RA	
REVIEW		
UTILITY		

3RD STREET

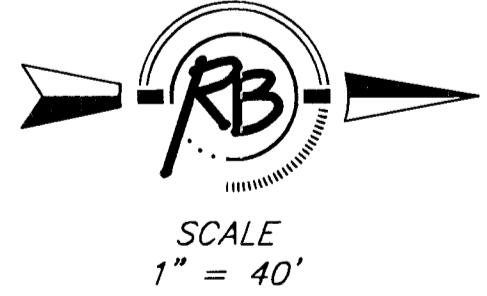


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REVISED June 3, 2003

**CONSTRUCTION PHASING PLANS
PHASE 1A - STA. 30+00 to 51+00
WICHITA, KANSAS**

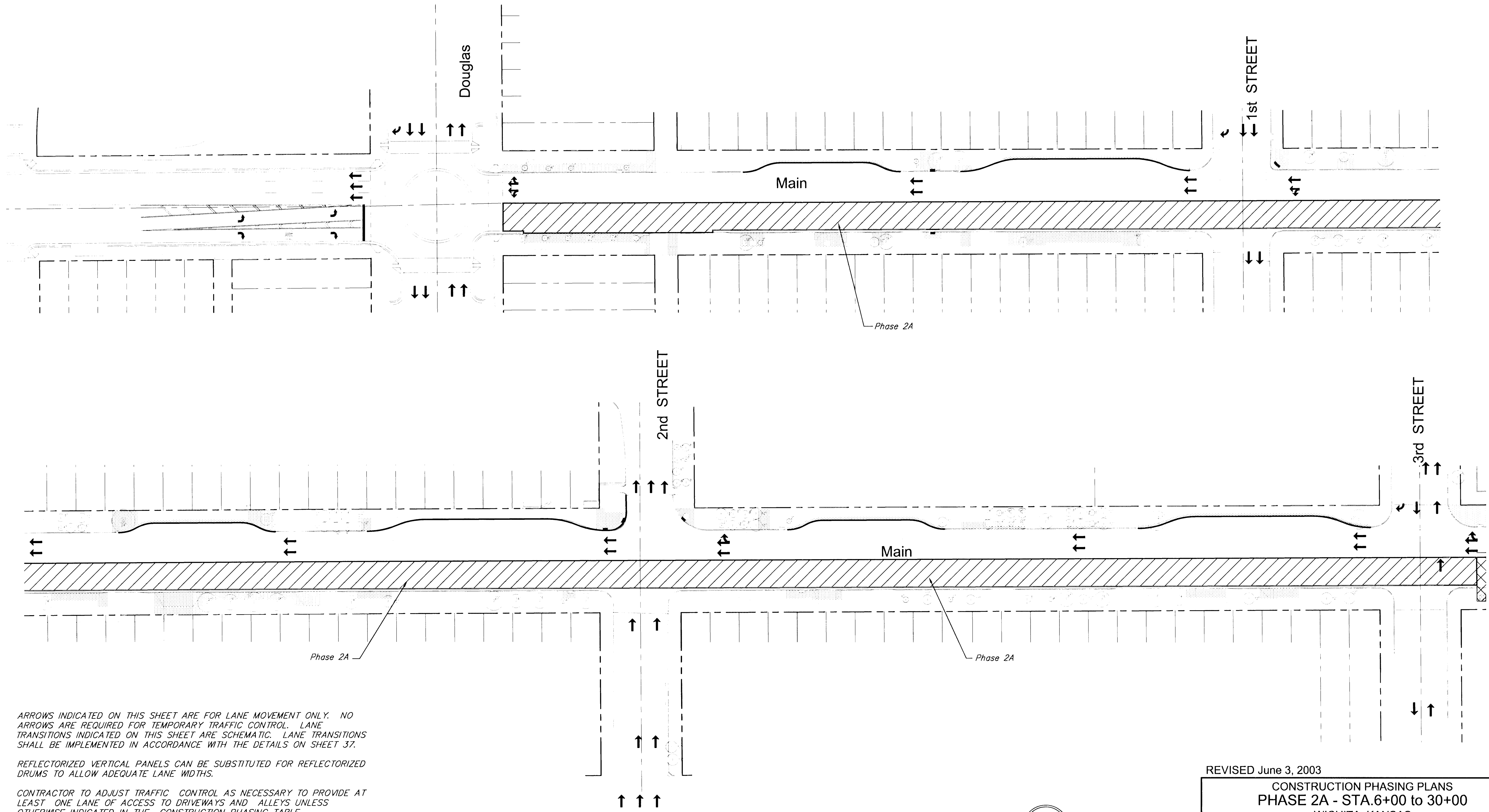
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Engineering, Surveying, Land Planning

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Wichita, Kansas 67203 (316) 264-4621 fax
www.rbkansas.com E-mail: info@rbkansas.com

DESIGN: KWL
DRAWN: RA
REVIEW: RA
UTILITY: RA

DRAWING FILE: CONST PHASING {sh 2}
PROJECT NUMBER: .
DATE: Mar. 17, 2004

SHEET: 23 OF 28

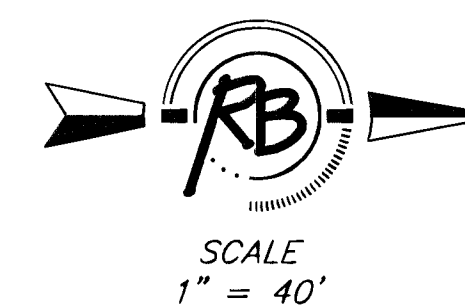


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REVISED June 3, 2003

CONSTRUCTION PHASING PLANS
 PHASE 2A - STA.6+00 to 30+00
 WICHITA, KANSAS

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DESIGN	KWL	NO. JOB	2037T
DRAWN	RA		
REVIEW		SHEET	24
UTILITY		OF	28
DRAWING FILE	CONST PHASING {sh 1}	PROJECT NUMBER	472-83811
		DATE	Apr. 21, 2004

3RD STREET

CENTRAL

ELM

Main

Phase 2B

INSTALL "KEEP RIGHT" SIGN

Phase 2A

PINE

Main

MURDOCK

Only When Work South of Intersection Warrants

Phase 2A

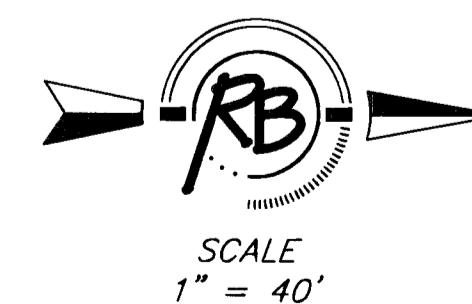
INSTALL "LEFT LANE MUST TURN LEFT" SIGN

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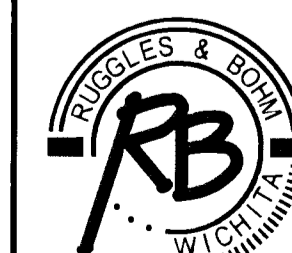
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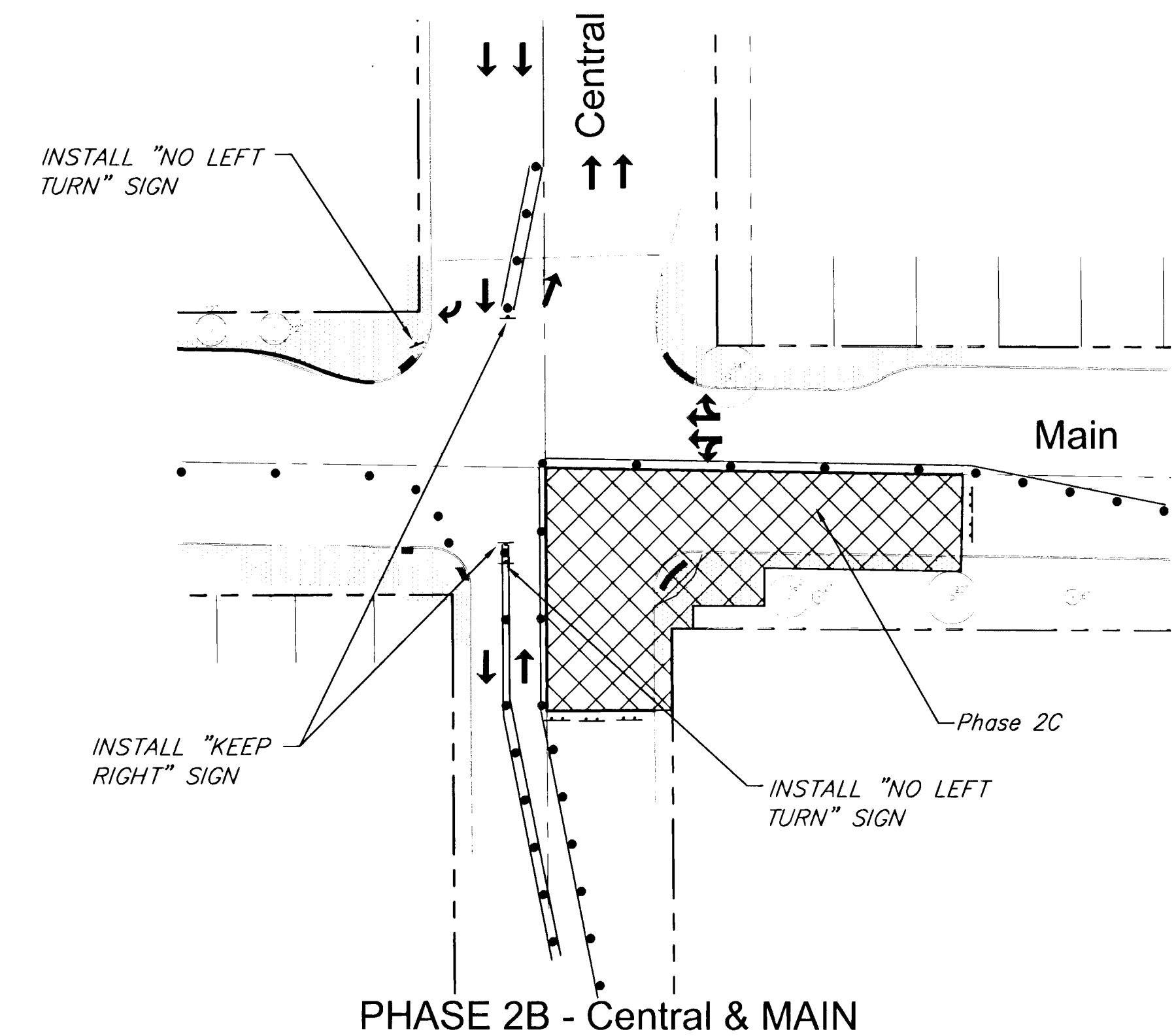
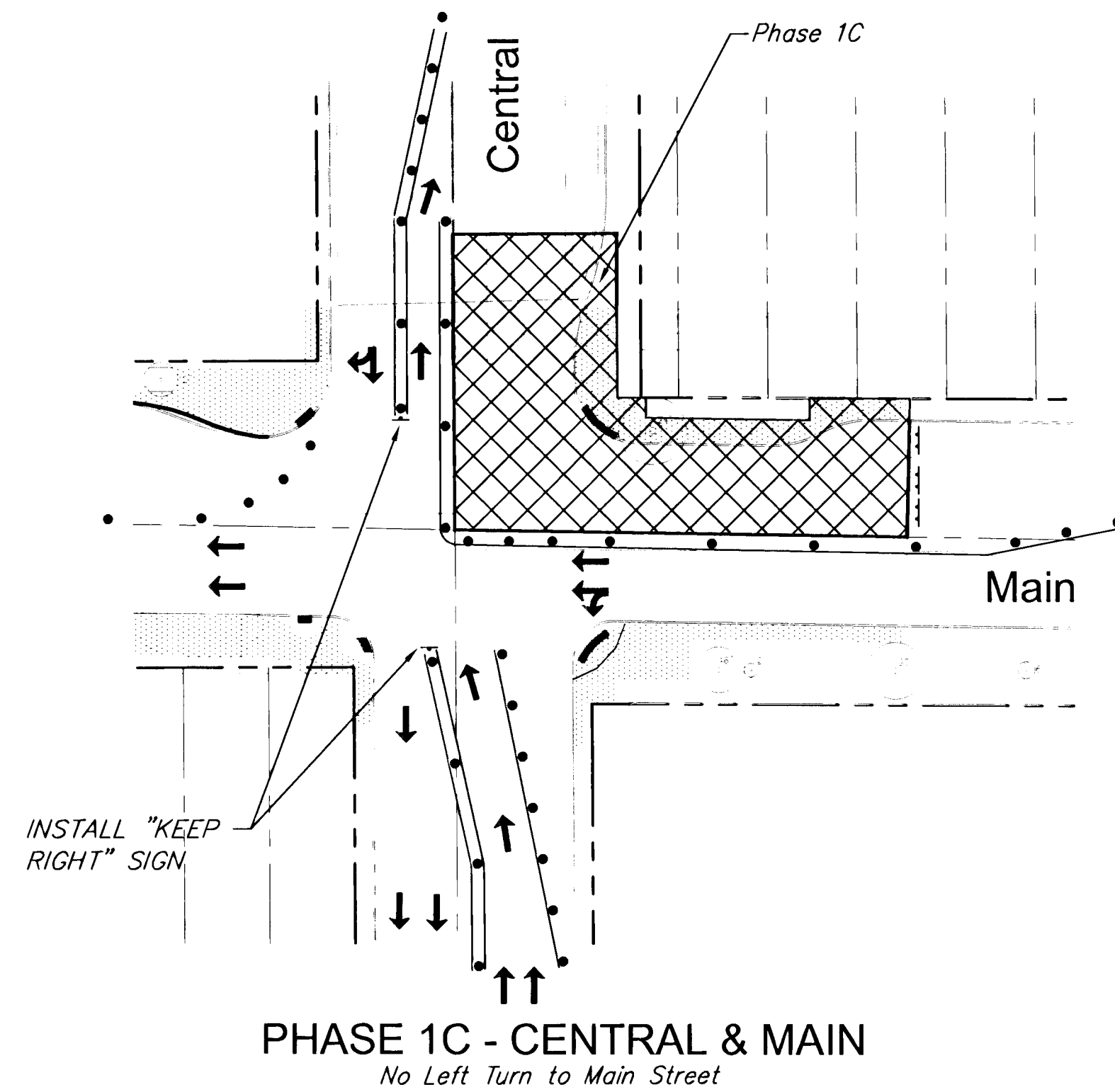
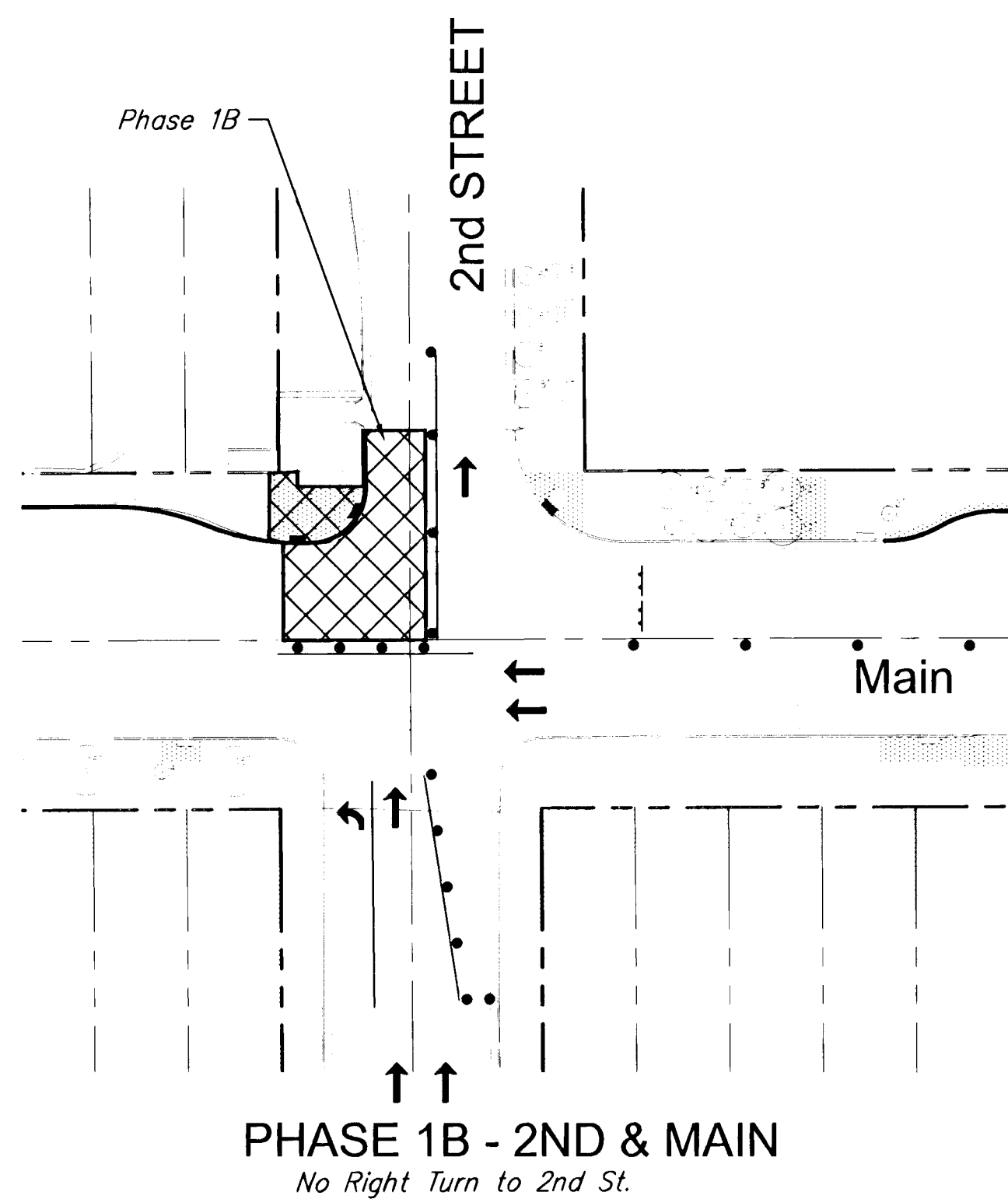
REVISED June 3, 2003

CONSTRUCTION PHASING PLANS
PHASE 2A - STA. 30+00 to 51+00
WICHITA, KANSAS



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DRAWING FILE CONST PHASING [sh 2]	PROJECT NUMBER 472-83811	DATE Apr. 21, 2004	DESIGN KWL	SHEET 25 OF 28
			DRAWN RA	
			REVIEW	

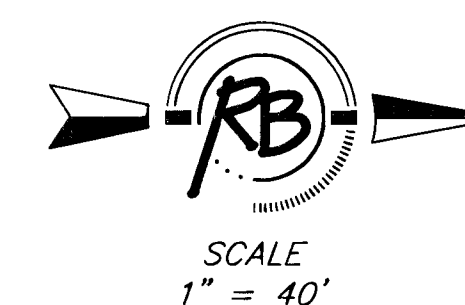


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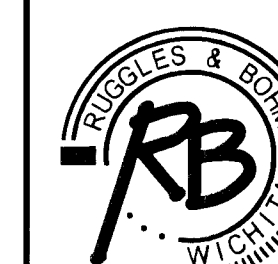
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REVISED June 3, 2003

CONSTRUCTION PHASING PLANS
PHASES 1B, 1C & 2C
WICHITA, KANSAS



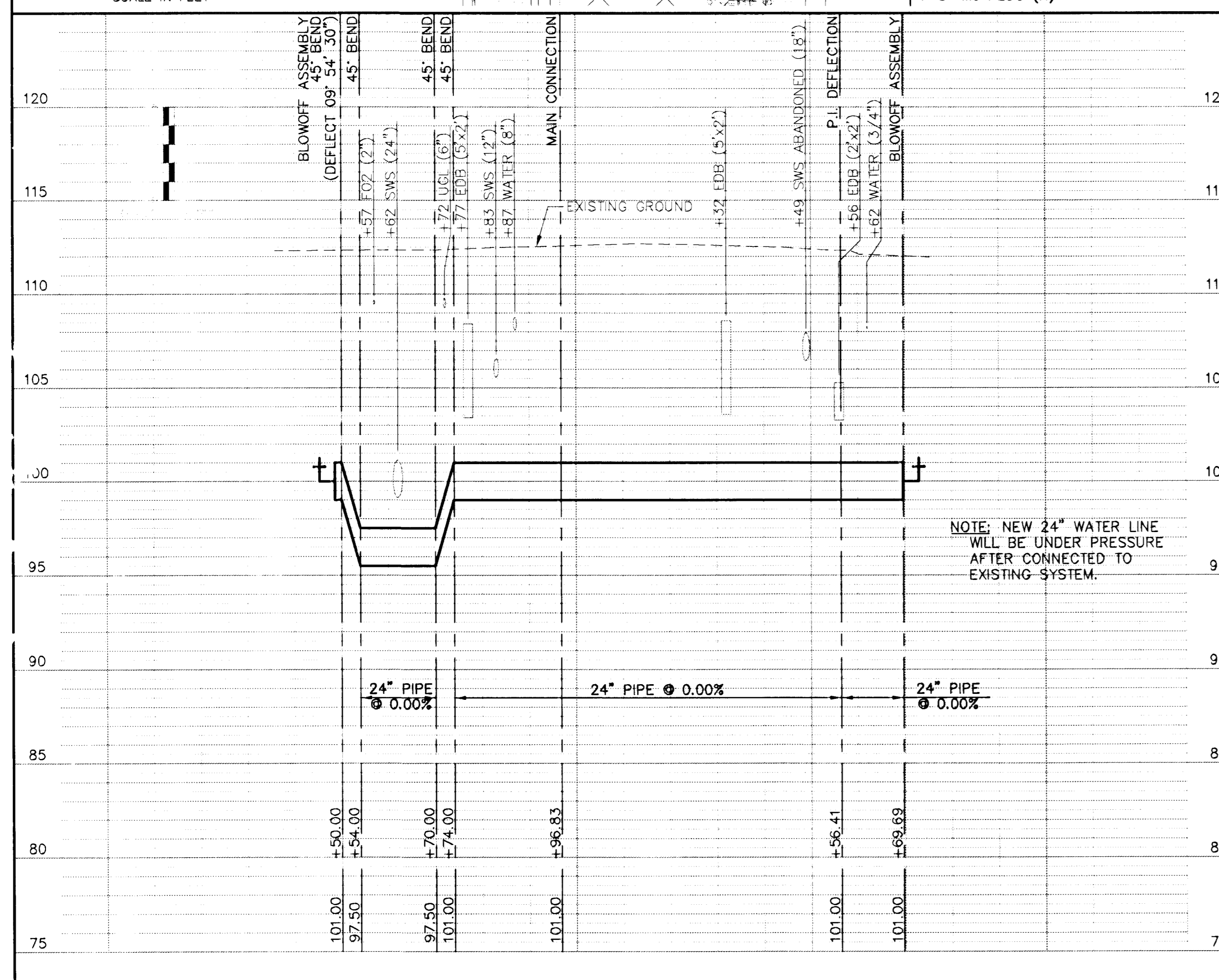
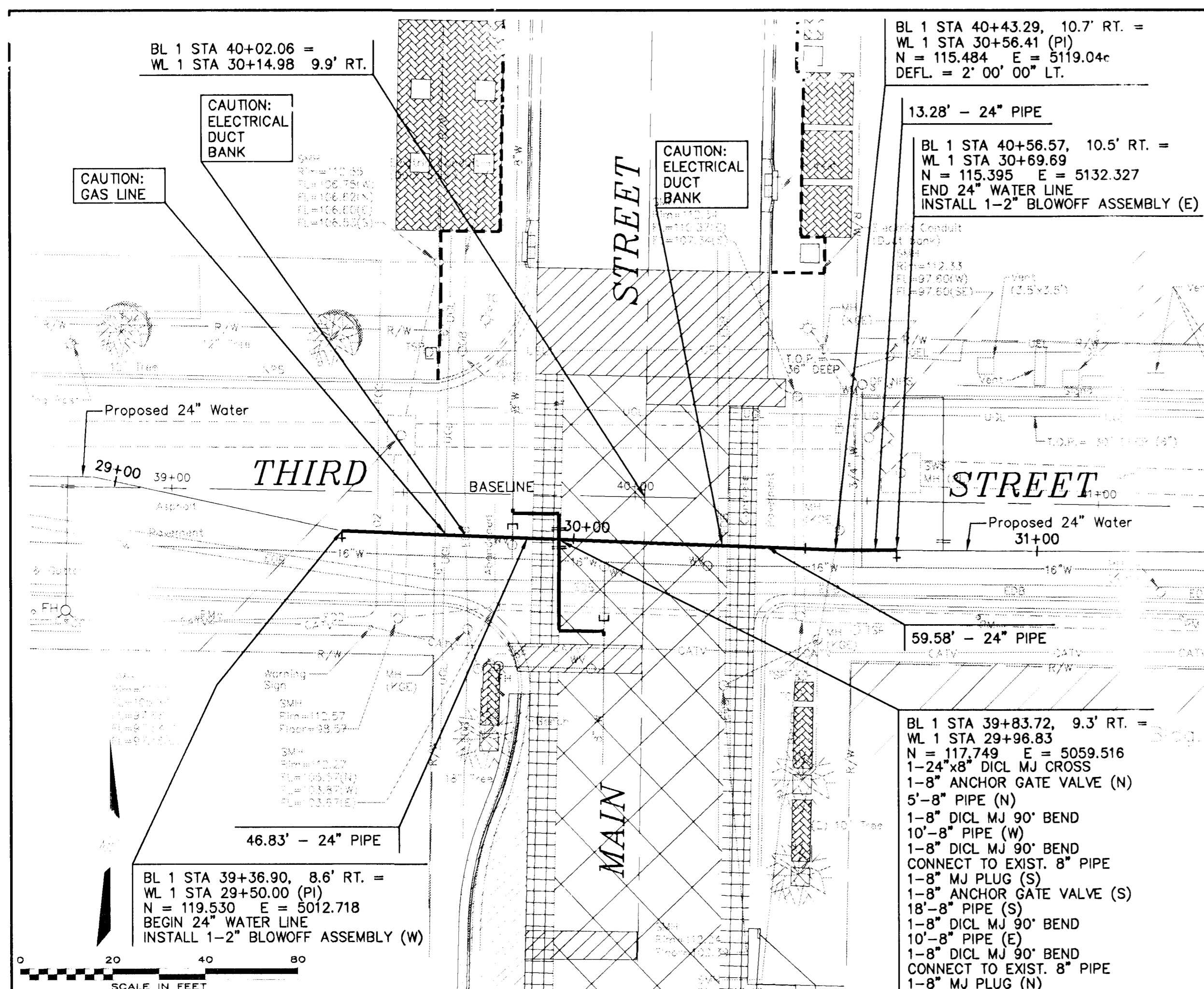
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DRAWING FILE
CONST PHASING {sh 1}

PROJECT NUMBER
472-83811

DESIGN KWL	NO. OF SHEETS
DRAWN RA	
REVIEW	26
UTILITY	OF
DATE Apr. 21, 2004	28



HORIZONTAL CONTROL POINTS

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
[Symbol]	BUILDING / STRUCTURE	[Symbol]	SPEED LIMIT SIGN
[Symbol]	EDGE OF PAVEMENT	[Symbol]	GUARD POST
[Symbol]	CURB AND GUTTER	[Symbol]	SPRINKLER VALVE BOX
[Symbol]	GRAVEL SURFACING	[Symbol]	STOP SIGN
[Symbol]	WATER LINE (C.O.W.)	[Symbol]	ROAD SIGN
[Symbol]	STORM WATER SEWER LINE (C.O.W.)	[Symbol]	PARKING SIGN
[Symbol]	SANITARY SEWER LINE (C.O.W.)	[Symbol]	MAILBOX
[Symbol]	UNDERGROUND TELEPHONE (S.B.C.)	[Symbol]	WATER METER
[Symbol]	UNDERGROUND TELEPHONE (M.C.I.)	[Symbol]	WATER VALVE
[Symbol]	UNDERGROUND TELEPHONE (ALLTEL)	[Symbol]	FIRE HYDRANT
[Symbol]	ELECTRICAL DUCT BANK (WESTAR)	[Symbol]	GAS REGULATOR
[Symbol]	GAS LINE (K.G.S.)	[Symbol]	GAS VALVE
[Symbol]	GAS LINE (AQUILA)	[Symbol]	GAS METER
[Symbol]	FIBER OPTIC (S.B.C.)	[Symbol]	STORM WATER INLET
[Symbol]	FIBER OPTIC (COX)	[Symbol]	STORM SEWER MANHOLE
[Symbol]	FIBER OPTIC (C.O.W.)	[Symbol]	SANITARY SEWER MANHOLE
[Symbol]	FIBER OPTIC (W.P.S.)	[Symbol]	TELEPHONE PEDESTAL
[Symbol]	UNDERGROUND ELECTRIC LINE (WESTAR)	[Symbol]	ELECTRIC RISER
[Symbol]	UNDERGROUND ELECTRIC LINE (C.O.W.)	[Symbol]	ELECTRIC MANHOLE
[Symbol]	CABLE TELEVISION LINE (COX)	[Symbol]	TRAFFIC POLE
[Symbol]	BUSH	[Symbol]	TRAFFIC SIGNAL POLE
[Symbol]	TREE	[Symbol]	TRAFFIC SIGNAL MANHOLE
[Symbol]	RIGHT-OF-WAY LINE	[Symbol]	POWER/ LIGHT POLE
		[Symbol]	GUY ANCHOR
		[Symbol]	LIGHT POLE

BENCHMARK DATUM: CITY OF WICHITA

CITY OF WICHITA BENCHMARK ON WEST CAP BOLT ON FIRE HYDRANT AT THE SOUTHWEST INTERSECTION OF MAIN STREET & 3RD STREET. ELEVATION: 114.39

TRACER WIRE

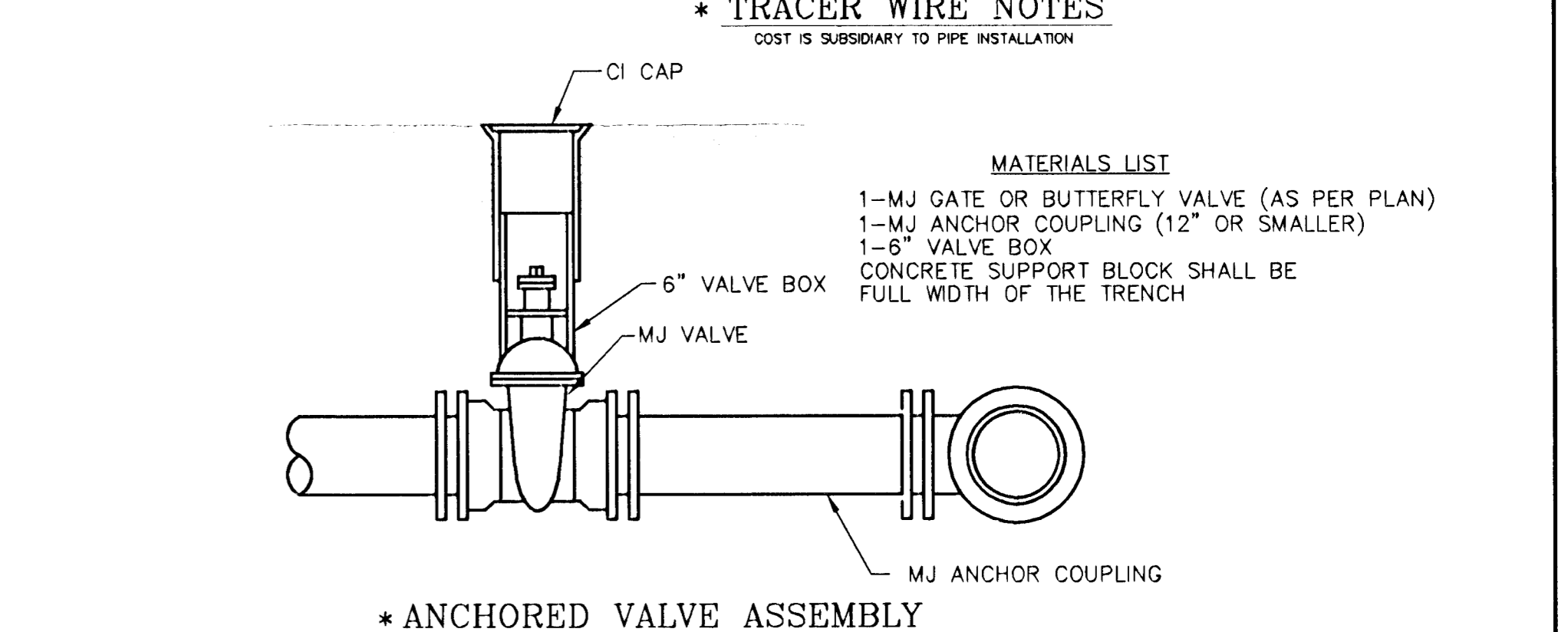
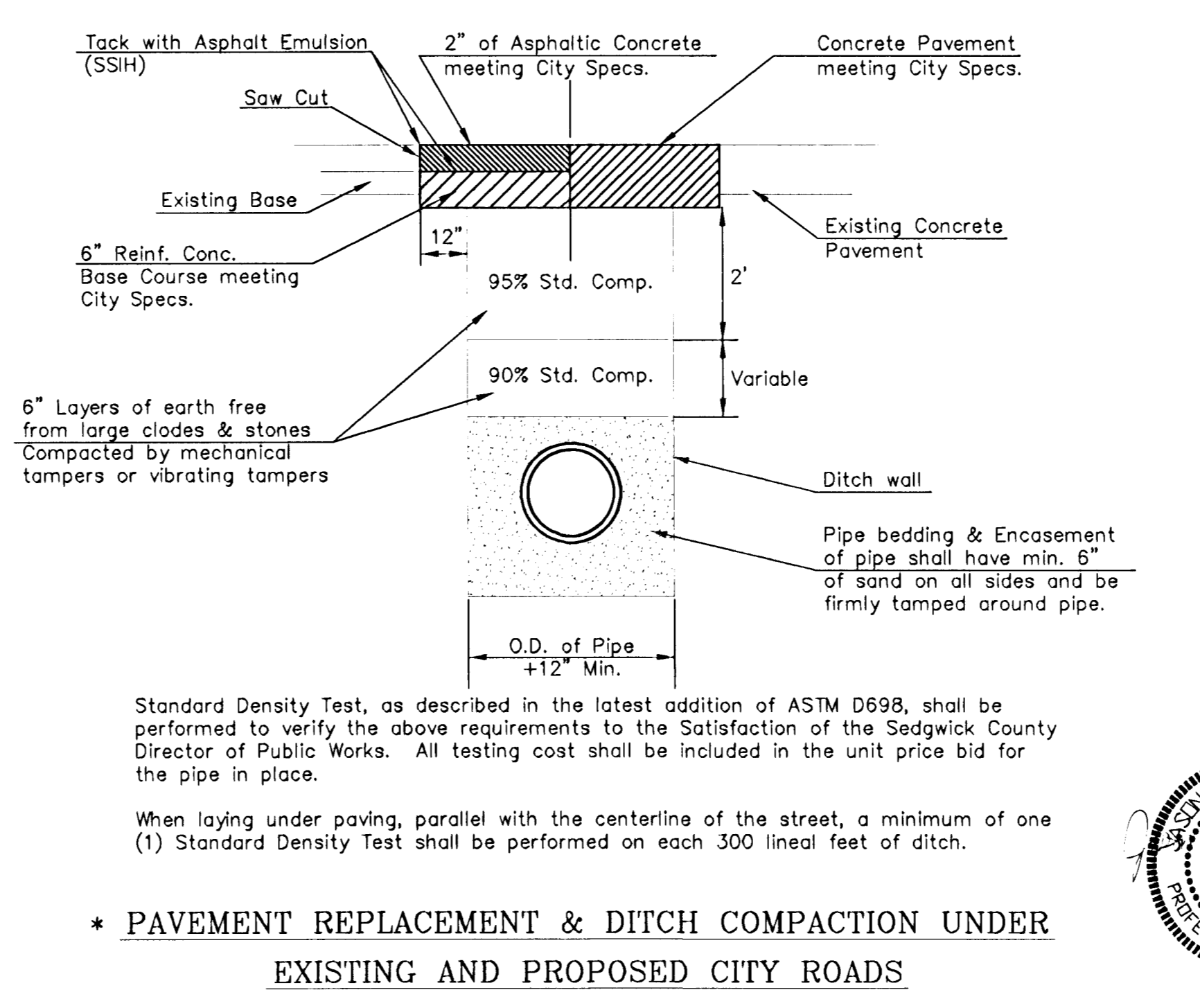
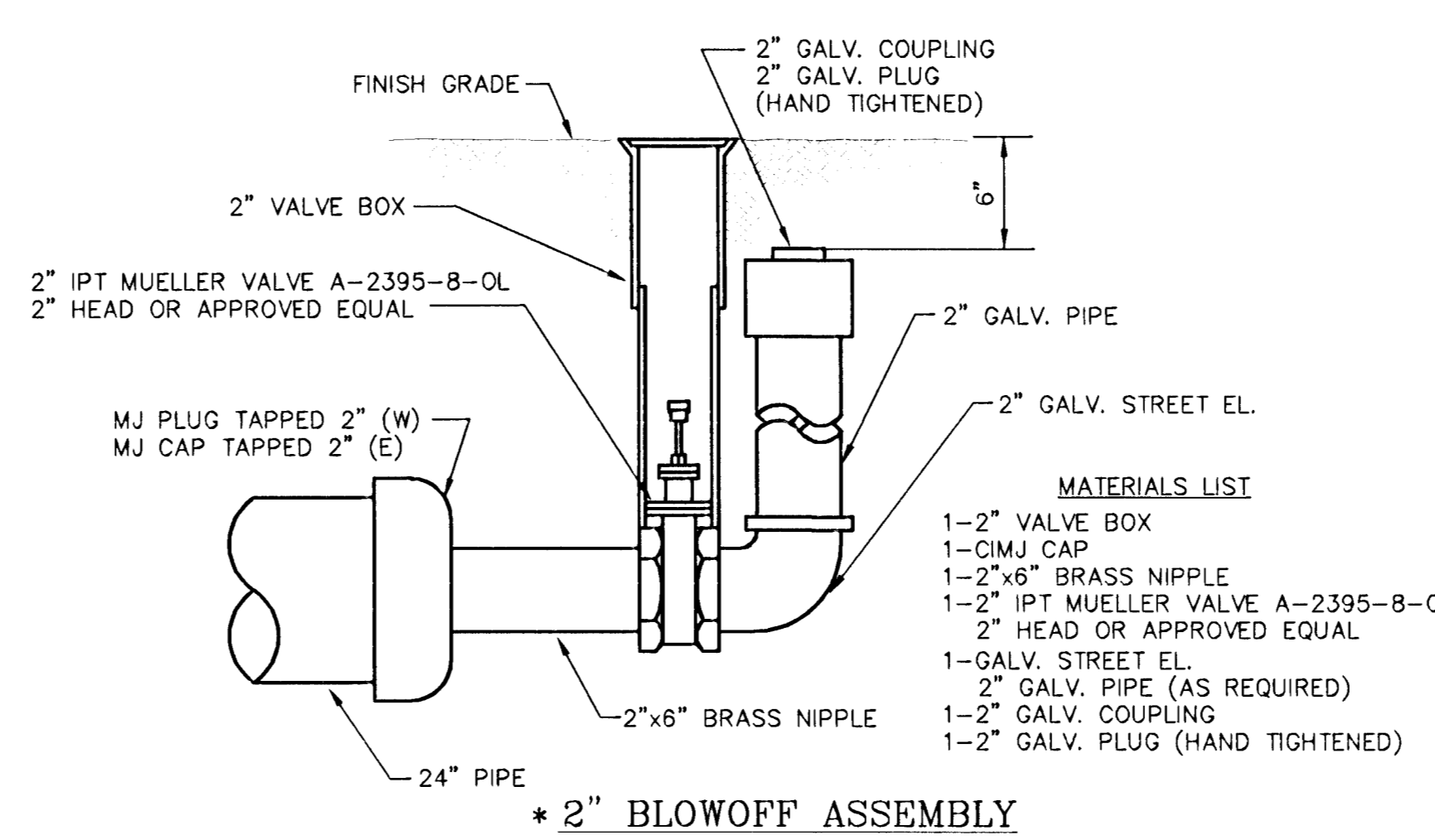
Conductive type pipe locator/tracer wire shall be installed to locate all waterline pipe regardless of pipe material. The wire shall extend the entire length of the proposed pipe. The wire shall be taped to the waterline and pulled with the pipe. Split-bolt connectors shall be used at splice locations. Electrical tape shall cover all splices so no bare wire is exposed.

WIRE

The tracer wire shall be Blue No. 12 THHN annealed soft copper wire with thermal plastic insulation. The insulation shall be heat, oil, and gasoline resistant as manufactured by Temple Electric or approved equal. A minimum of 12" of excess wire shall be coiled at each end. The insulation sheathing shall be removed such that 1" bare copper wire is exposed at all points of connection. Contractor shall attach wire being installed with proposed water main to any tracer wire installed with adjacent waterline projects.

* TRACER WIRE NOTES

COST IS SUBSIDIARY TO PIPE INSTALLATION



* TYPICAL THRUST BLOCKS

PIPE SIZE	THRUST AT FITTINGS IN TONS-AT 150#/IN ²					
	PLUG	90°	45°	22 1/2°	11 1/4°	TEE
6"	2.8	3.95	2.15	1.09	.55	2.8
8"	4.9	6.95	3.75	1.90	.96	4.9
12"	11.4	16.1	8.75	4.45	2.25	11.4
16"	20.15	28.5	15.4	7.85	3.95	20.15
20"	31.15	44.0	23.85	12.15	6.10	31.15
24"	44.55	63.0	34.1	17.4	8.75	44.55

- ### GENERAL NOTES:
- Installation of 24" water line, as indicated on this sheet, to be completed prior to street paving improvements at this intersection.
 - Contractor will be required to provide a minimum advance notice of twenty-four (24) hours to utility companies prior to starting any excavation.
 - Contractor shall give property owners of developed property abutting the construction and all water customers affected by the construction of this project a minimum of ten (10) days advance notice prior to the start of construction and again seventy two (72) hours prior to beginning any work that might affect the service of the following locations: 320, 322, 328, 330, 356, 434, and 456 N. Main Street.
 - The water main shall be Ductile Iron Cement Lined (DCL) pipe or DR-18 Polyvinyl Chloride (PVC) pipe and meet the City of Wichita Standard Specifications, Section 803.
 - All water main materials and appurtenances shall be purchased and installed in accordance with City of Wichita Standard Specifications, Part 800.
 - Pavement removal and/or replacement will be measured and paid for on the lineal foot basis as measured along the centerline of the water line regardless of width, pavement type and/or pavement thickness. Minimum limits of such pavement removal and replacement shall be one foot beyond the limits of the excavation made for the water line or the structure, 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. Removal and replacement of existing pavement shall conform to the applicable sections of the City of Wichita Standard Specifications.

* DETAILS BASED FROM CITY OF WICHITA STANDARDS

MAIN STREET PAVING IMPROVEMENTS WATER LINE REPLACEMENT PLAN WICHITA, KANSAS

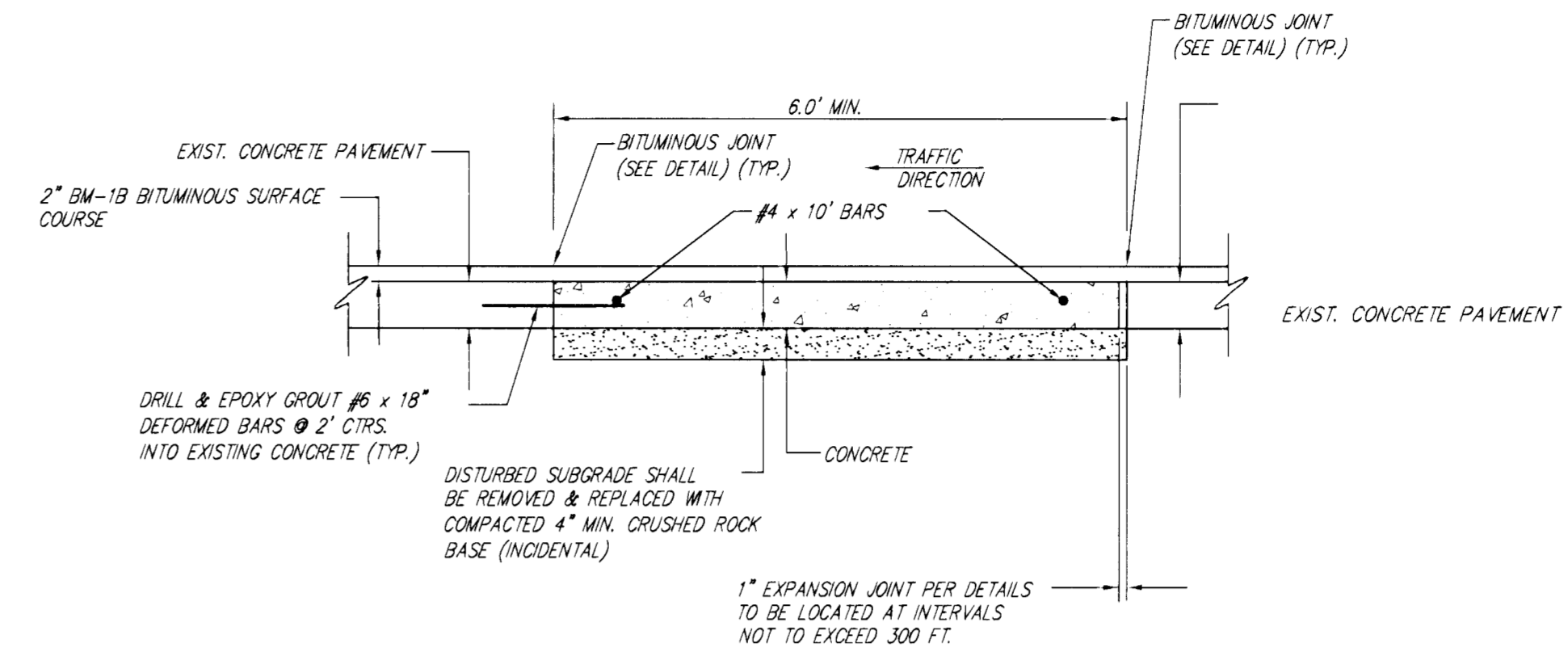
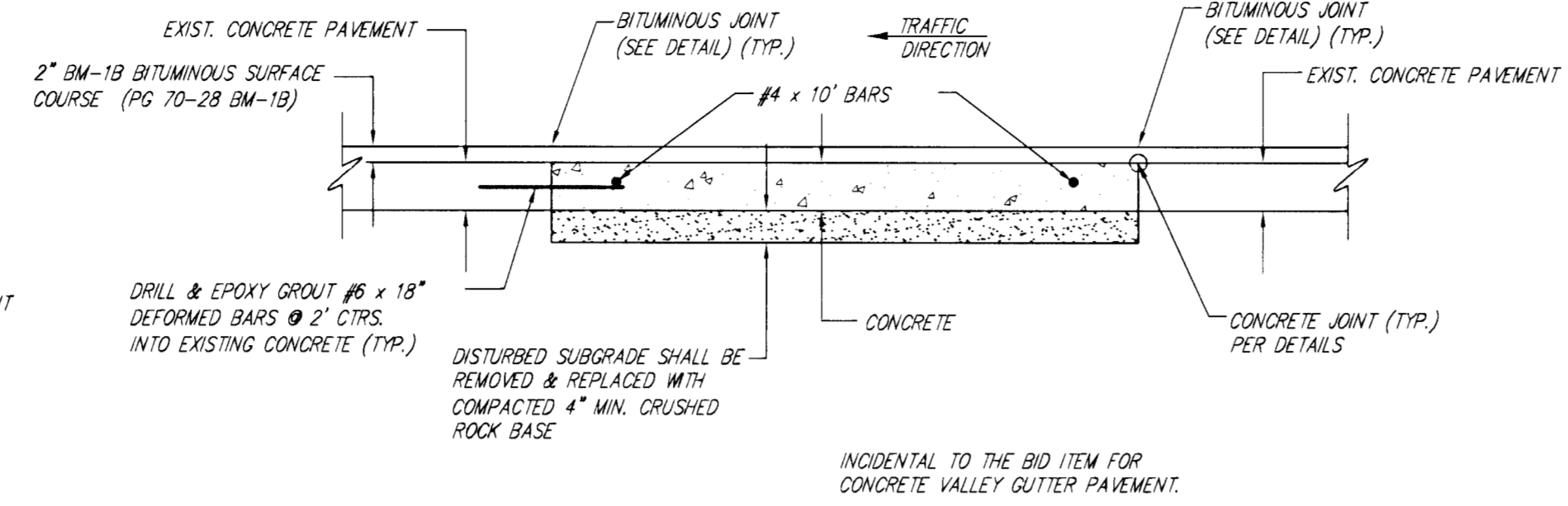
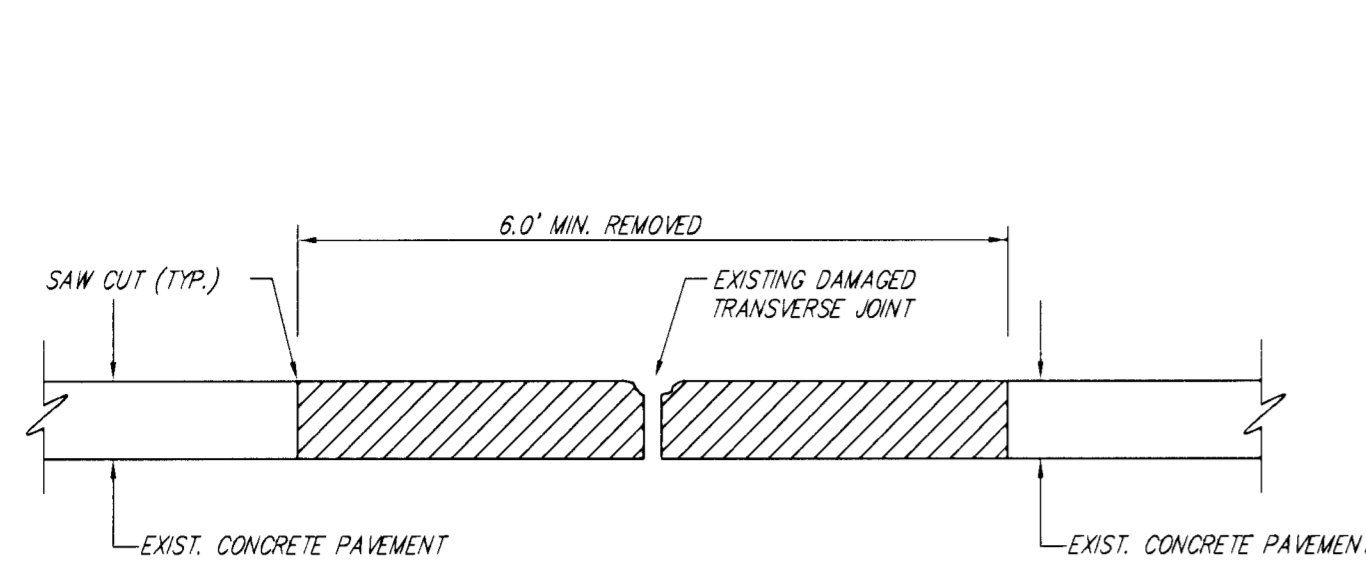
DESIGN	JMS	SHEET	28
DRAWN	DAG		
REVIEW		UTILITY	OF
			28

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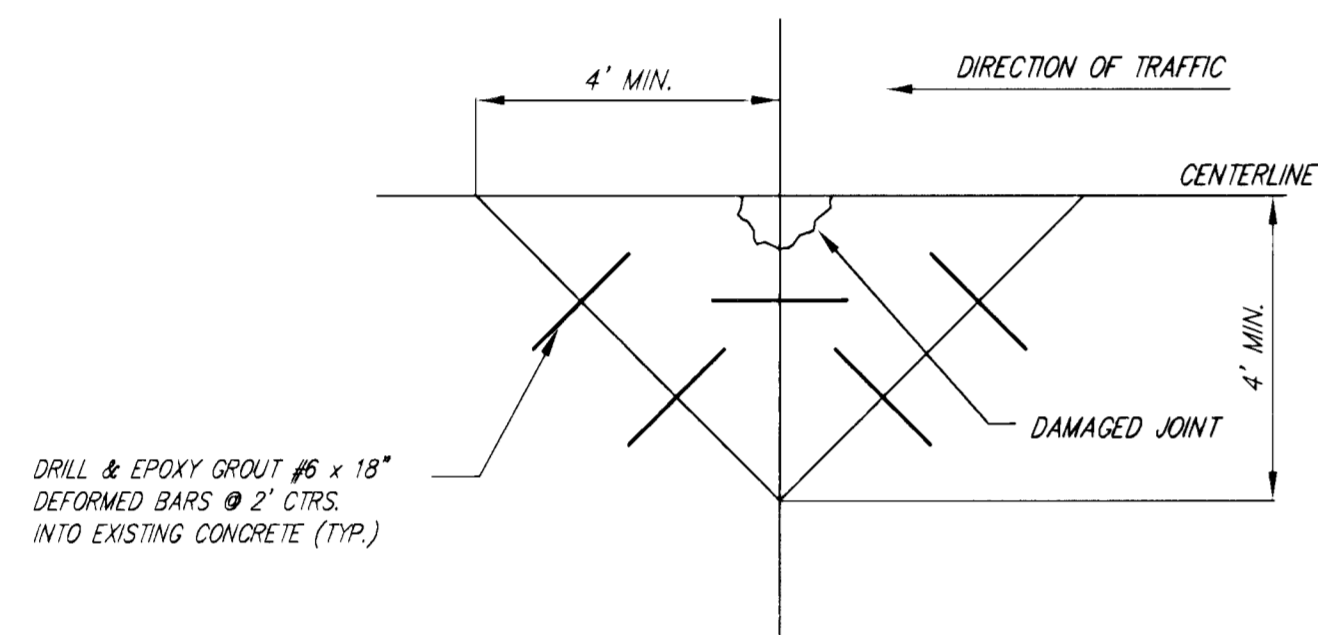
WILSON & COMPANY
 Engineers & Architects
 1700 E. Iron Ave.
 Salina, Kansas 67401
 (785) 827-0433
 WCI Project X3480008

PROFESSIONAL ENGINEER
 STATE OF KANSAS
 17517
 4/6/04

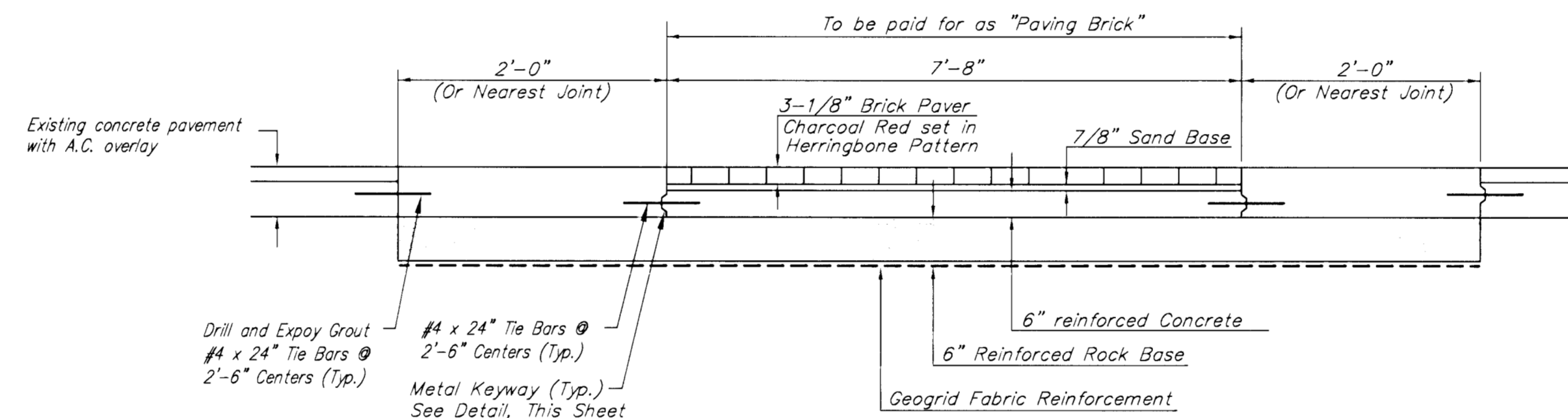
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 PROJECT NUMBER: 448-89816
 DATE: Apr. 6, 2004



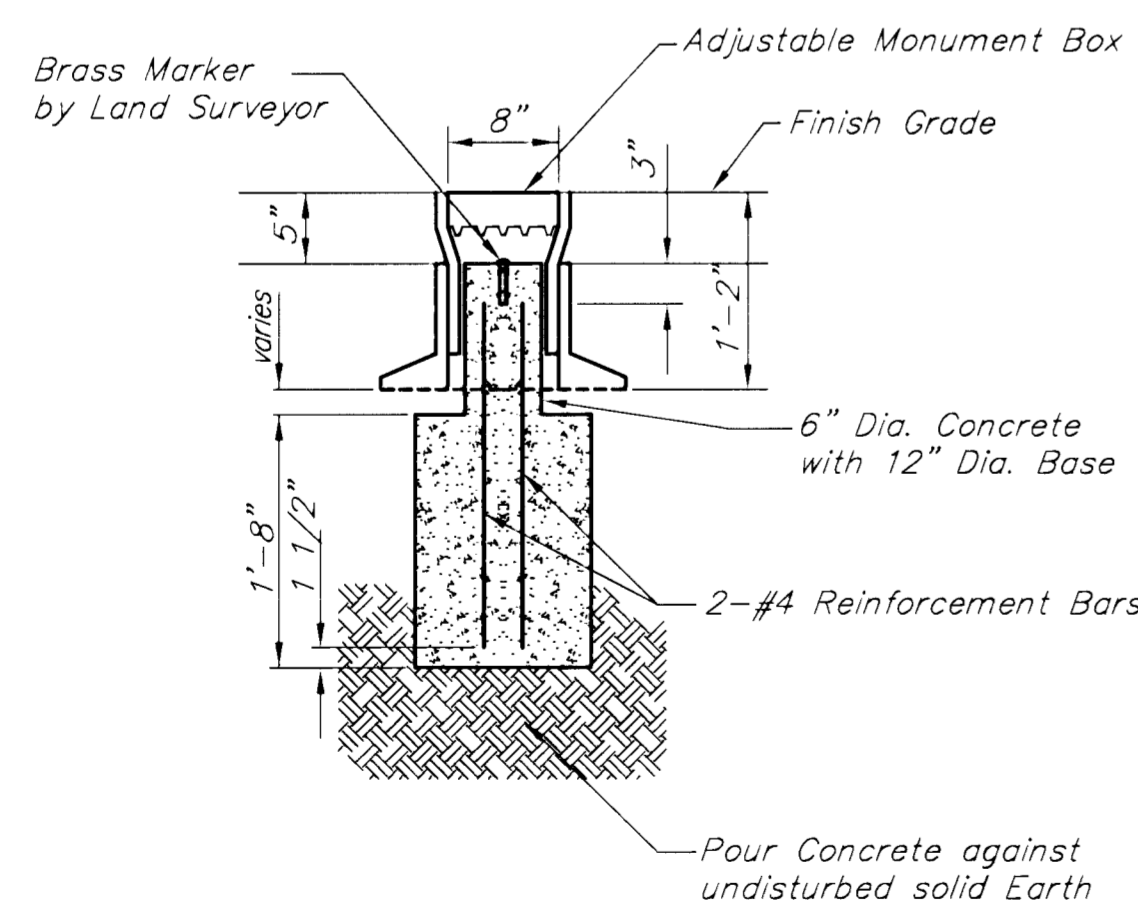
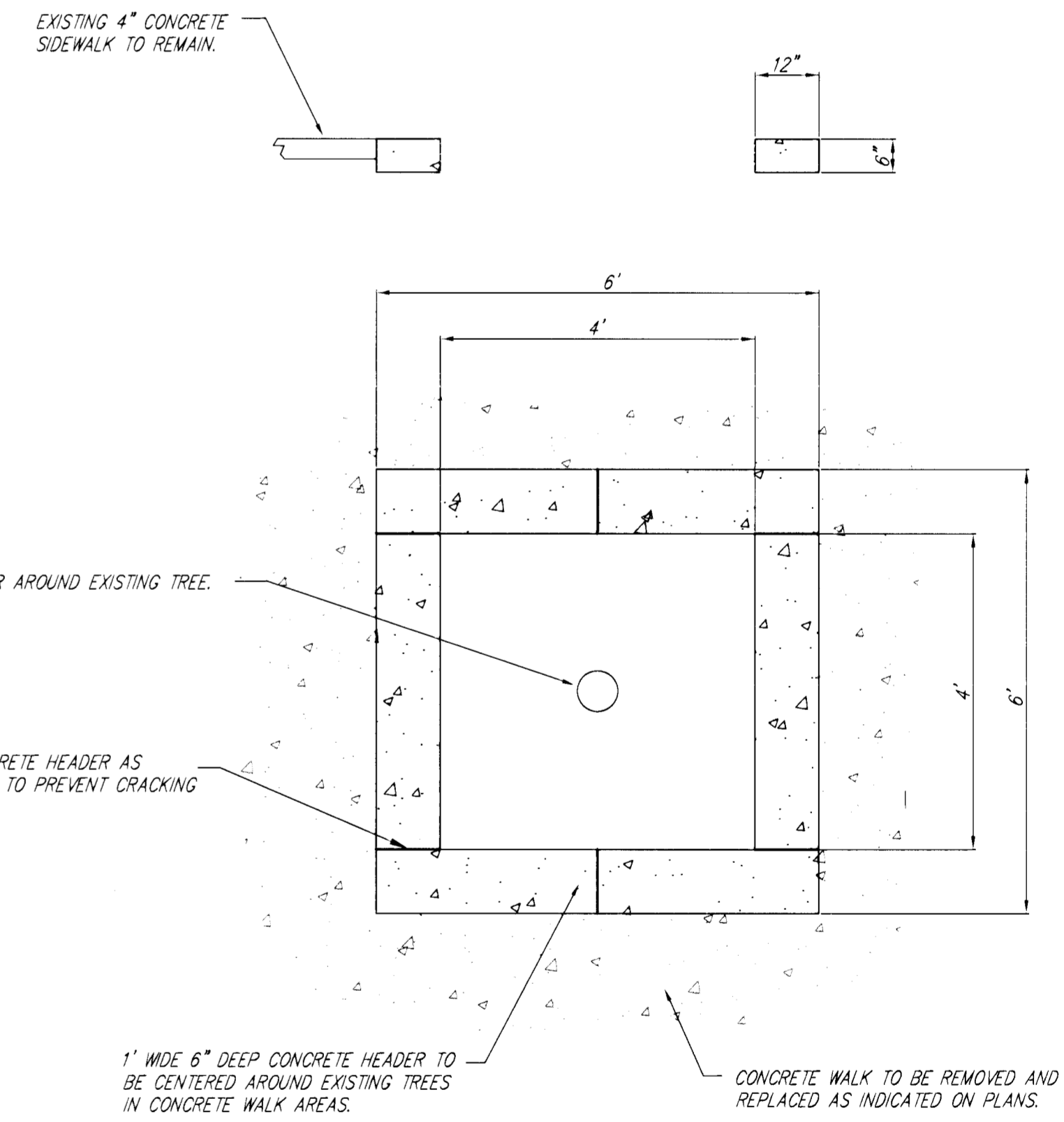
JOINT REPAIR DETAILS



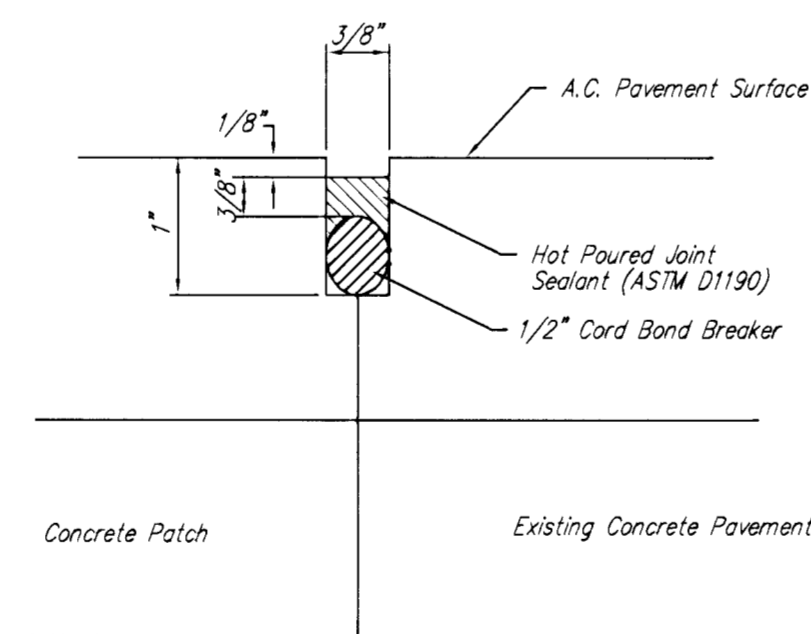
OPTIONAL JOINT CORNER REPAIR



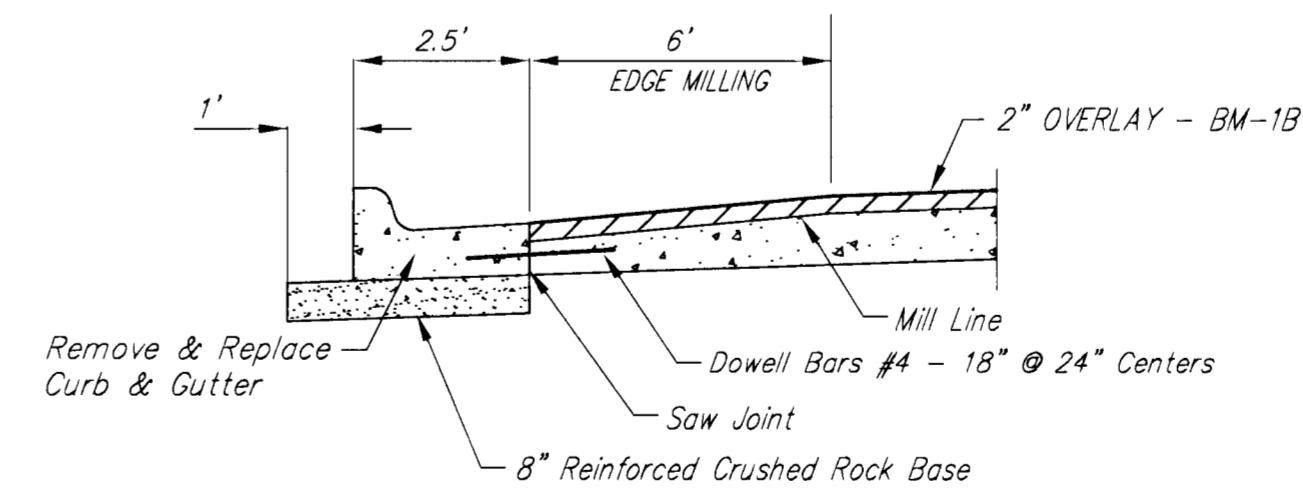
BRICK CROSSWALK DETAIL



MONUMENT BOX DETAIL

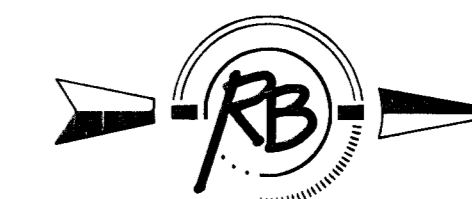


BITUMINOUS JOINT
SAW AND SEAL



CURB REPLACEMENT DETAIL
Note: Mill Pavement Prior to Curb Removal

MAIN STREET IMPROVEMENTS PAVING DETAILS WICHITA, KANSAS		DESIGN KWL	SHEET 4
DRAWN RA		REVIEW	
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824 North Main Wichita, Kansas 67203 www.rbkansas.com		(316) 264-8008 (316) 264-4621 fax E-mail: info@rbkansas.com	
DRAWING FILE Typical Sections	PROJECT NUMBER 472-83811	DATE Apr. 22, 2004	

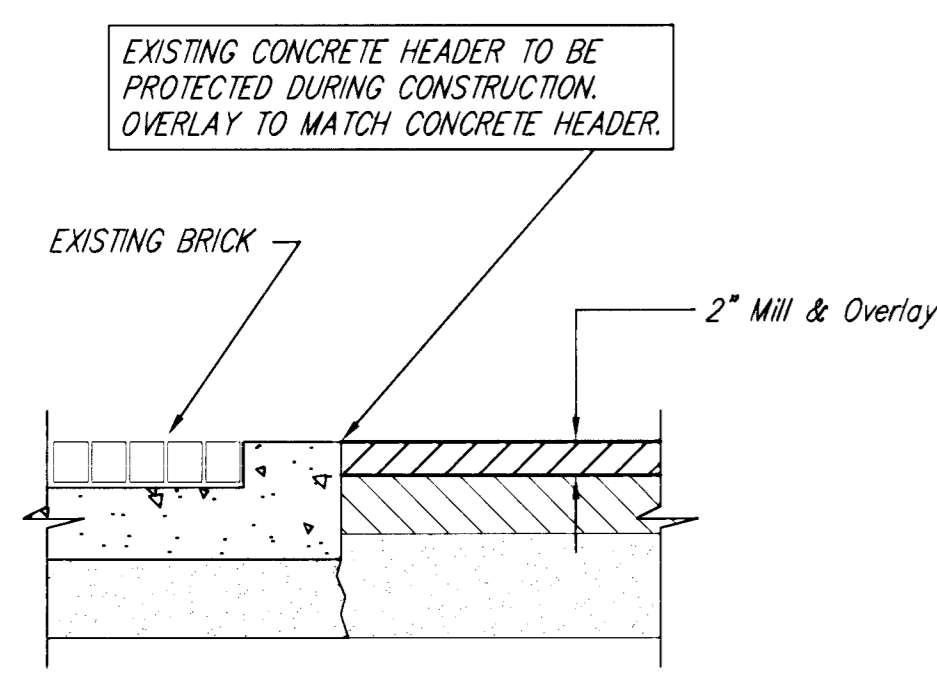
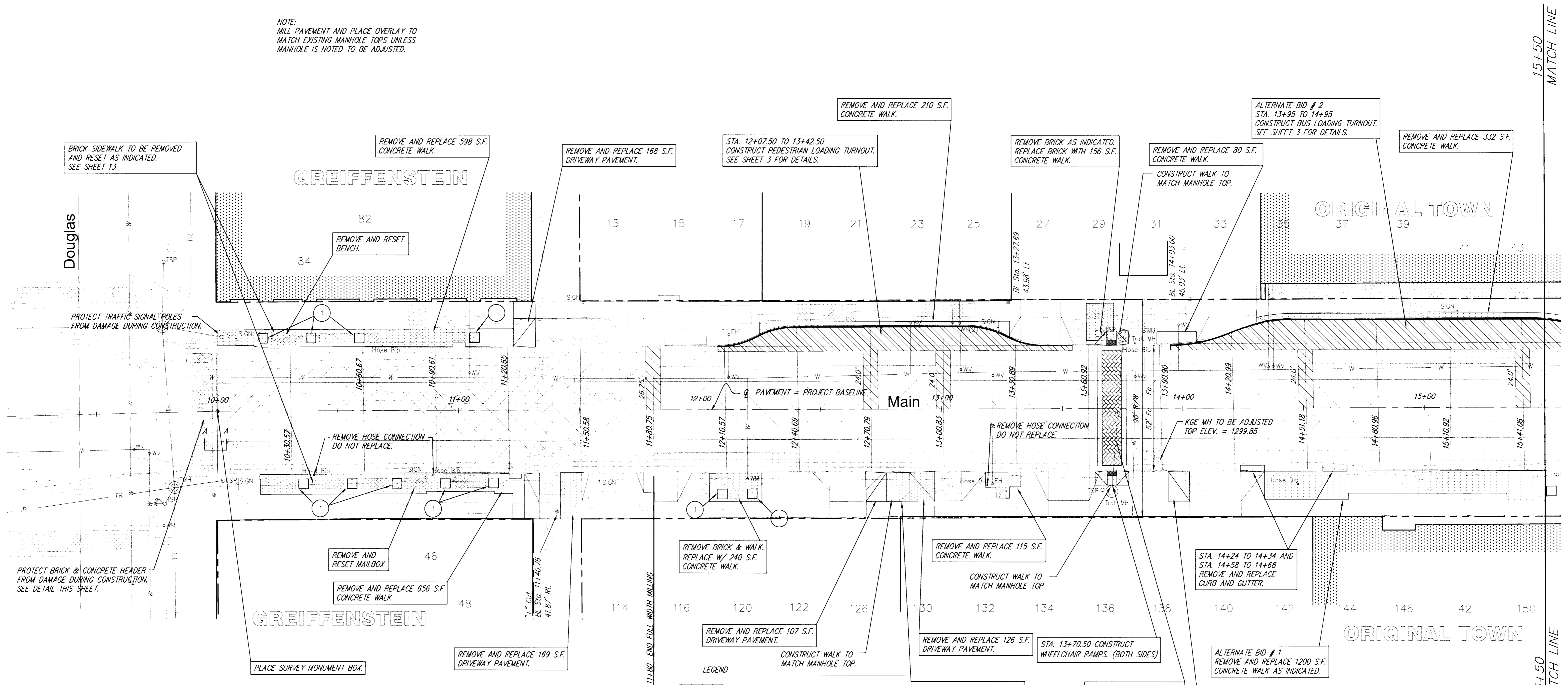


Scale 1" = 20'

NOTE: CONTRACTOR SHALL PROTECT ALL TREES DURING CONSTRUCTION OF THIS PROJECT. ANY TREES DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE

BRICK OUTSIDE OF REMOVAL LIMITS SHALL BE PROTECTED FROM DAMAGE. BRICK THAT IS DAMAGED SHALL BE REMOVED AND RESET. (INCIDENTAL TO BID ITEM FOR SITE CLEARING/RESTORATION) SIDEWALK MATCH GRADES ARE INDICATED AS 0.00 M.

NOTE: MILL PAVEMENT AND PLACE OVERLAY TO MATCH EXISTING MANHOLE TOPS UNLESS MANHOLE IS NOTED TO BE ADJUSTED.



KEYED NOTES:
1 CONSTRUCT CONCRETE BOX OUT FOR TREES. SEE SHEET 4 FOR DETAIL.

- LEGEND
- CONCRETE INTERSECTION PAVEMENT
 - PAVEMENT TO BE OVERLAID 2"
 - EDGE MILL AND OVERLAID 2"
 - JOINT REPAIR
 - WALK / DRIVE REMOVE AND REPLACEMENT
 - PAVEMENT TO BE MILLED AND OVERLAID 2"
 - CONCRETE VALLEY GUTTER PAVEMENT

WATER VALVE BOX ADJUSTMENT			
STATION	OFFSET	EXIST. ELEV.	PROP. ELEV.
11+04.5	15.5' Lt.	1298.94	1298.94
12+11.8	13.5' Lt.	1299.26	1299.43
13+08.0	16.2' Lt.	1299.56	1299.73
13+21.3	13.7' Lt.	1299.62	1299.79
13+80.3	13.2' Lt.	1299.75	1299.92
14+35.5	17.0' Lt.	1299.88	1300.05
14+37.5	17.0' Lt.	1299.88	1300.05

MAIN STREET PAVING IMPROVEMENTS
STA. 10+00 to 15+50
WICHITA, KANSAS

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DESIGN
DRAWN
REVIEW

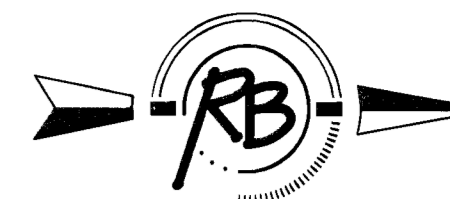
KWL
RA

PROJECT NUMBER
DATE

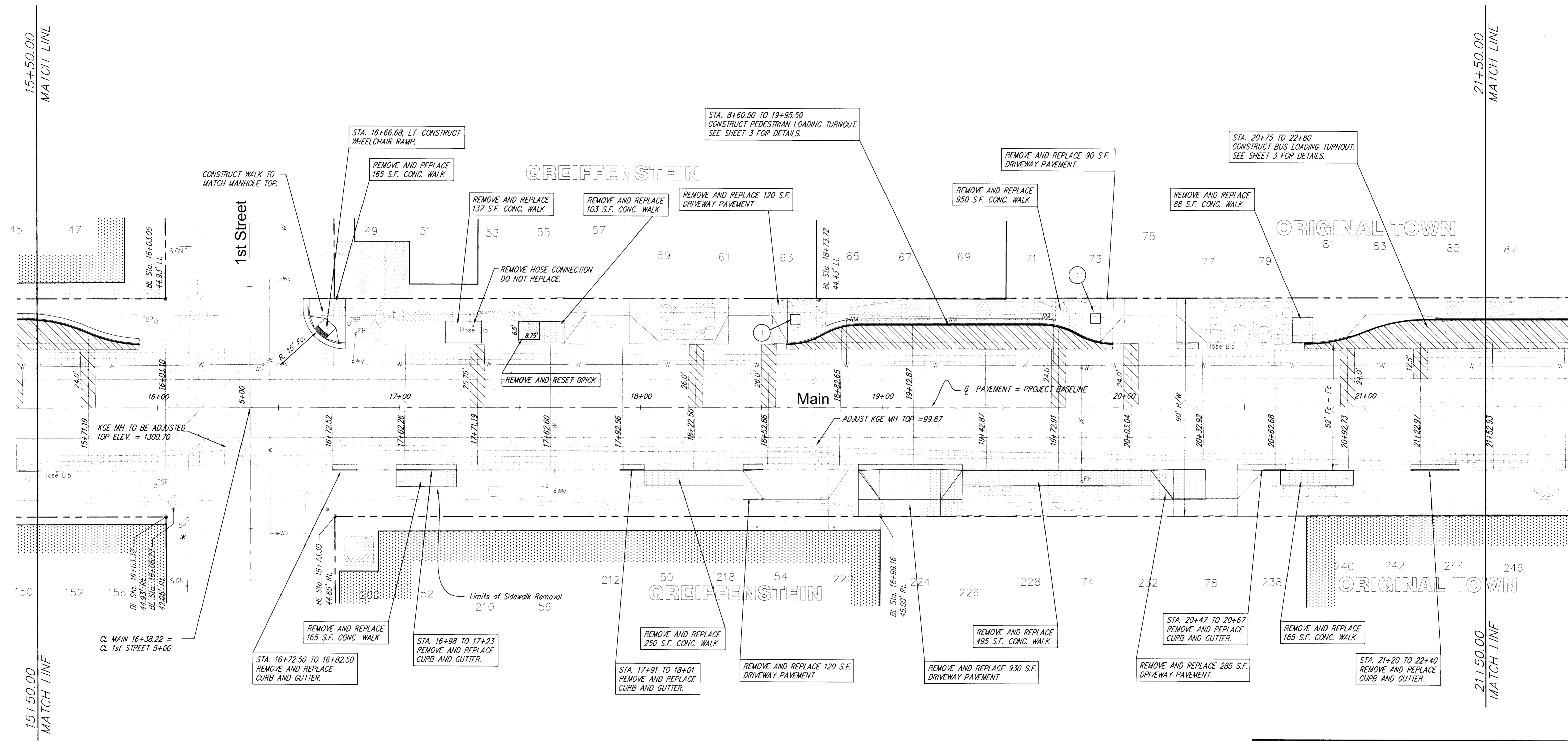
472-83811
Apr. 22, 2004

SHEET

5
OF
28



Scale 1" = 20'



WATER VALVE BOX ADJUSTMENT

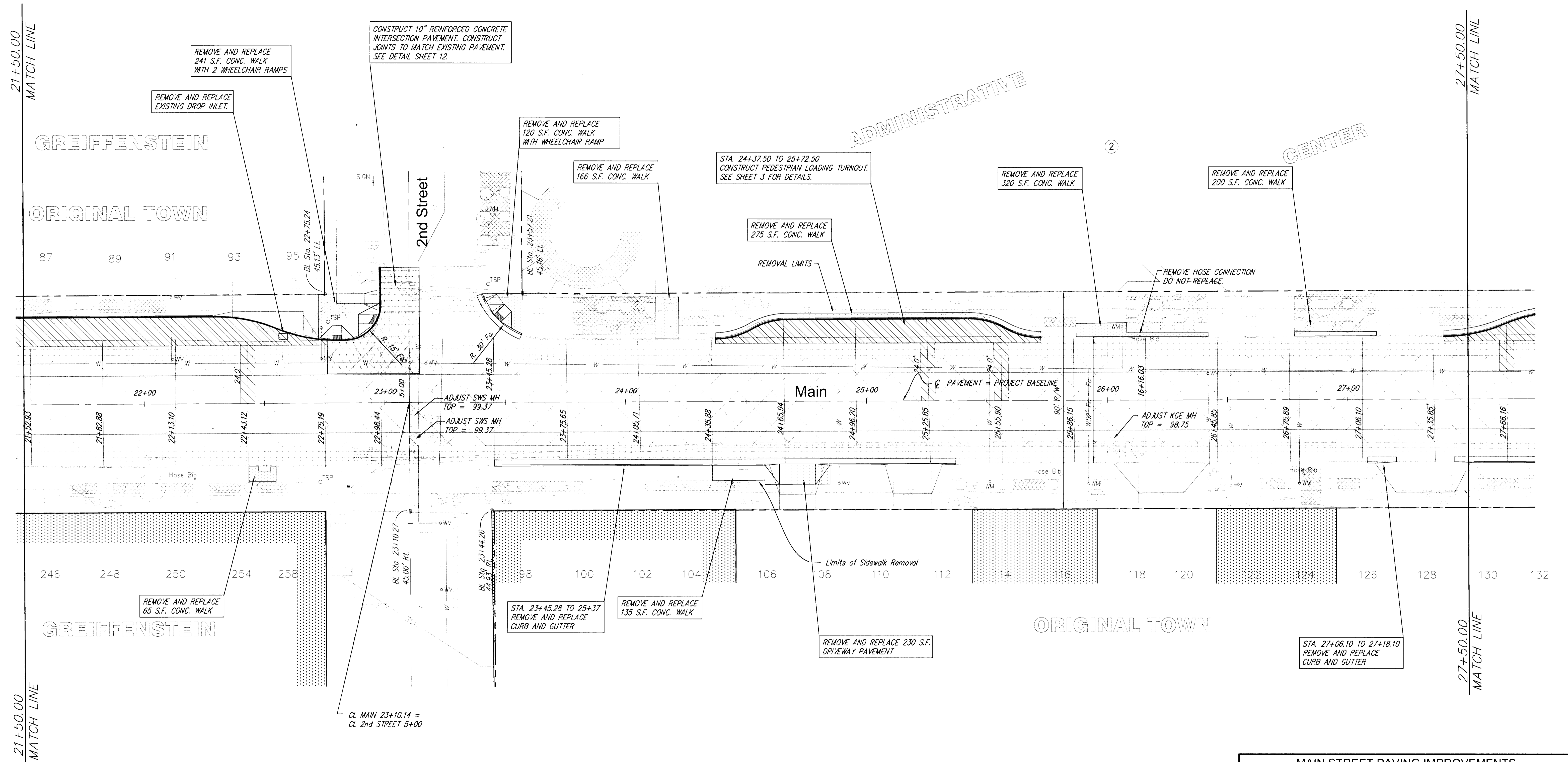
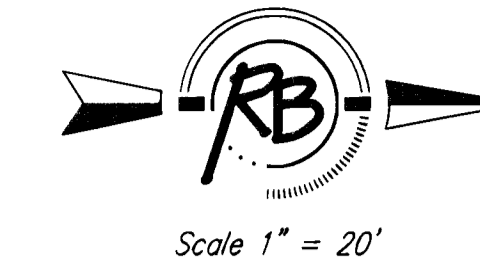
STATION	OFFSET	EXIST. ELEV.	PROP. ELEV.
16+43.6	18.0' Lt.	1,301.30	1,301.46
16+49.4	18.0' Lt.	1,301.20	1,301.36
16+80.9	19.0' Lt.	1,300.29	1,300.45
19+82.6	16.2' Lt.	1,299.30	1,299.46

KEYED NOTES:
 ① CONSTRUCT CONCRETE BOX OUT FOR TREES. SEE SHEET 4 FOR DETAIL.

**MAIN STREET PAVING IMPROVEMENTS
 STA. 15+50 to 21+50
 WICHITA, KANSAS**

	Ruggles & Bohm, P.A. Engineering, Surveying, Land Planning		DESIGN KWL	SHEET 6 OF 28
	924 North Main Wichita, Kansas 67203 www.rbkansas.com		DRAWN RA REVIEW UTILITY	
(316) 264-8008 (316) 264-4621 fax E-mail: info@rbkansas.com		PROJECT NUMBER 472-83811	DATE Apr. 22, 2004	

DRAWING FILE: paving {paving sh 2} PROJECT NUMBER: 472-83811 DATE: Apr. 22, 2004



WATER VALVE BOX ADJUSTMENT

STATION	OFFSET	EXIST. ELEV.	PROP. ELEV.
22+11.4	18.2' Lt.	1298.61	1298.77
22+73.7	18.3' Lt.	1299.04	1299.20
23+10.4	16.5' Lt.	1299.12	1299.12
23+17.1	16.3' Lt.	1299.01	1299.01
26+41.9	10.9' Lt.	1298.91	1299.07

**MAIN STREET PAVING IMPROVEMENTS
STA. 21+50 to 27+50
WICHITA, KANSAS**

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

924 North Main
Wichita, Kansas 67203
www.rbkansas.com

(316) 264-8008
(316) 264-4621 fax
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DESIGN: KWL
DRAWN: RA
REVIEW: RA
UTILITY: RA

PROJECT NUMBER: 472-83811

DATE: Apr. 22, 2004

SHEET: 7 OF 28

DRAWING FILE: paving [paving sh 3] PROJECT NUMBER: 472-83811 DATE: Apr. 22, 2004



P.V.I.
Elev. 1299.51
No V.C.

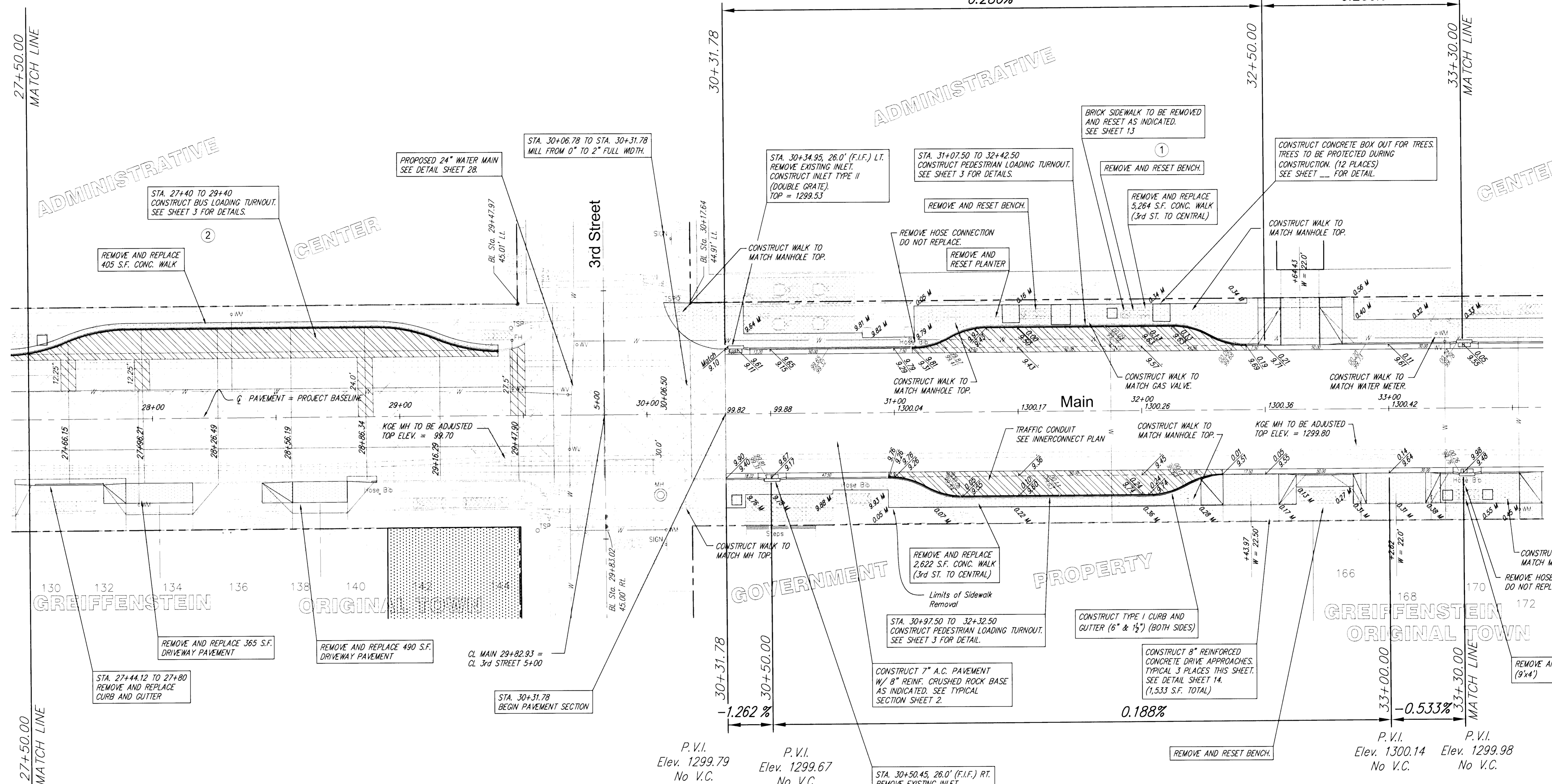
P.V.I.
Elev. 1300.21
No V.C.

Scale 1" = 20'

Elev. 1300.05

0.280%

-0.200%



WATER VALVE BOX ADJUSTMENT			
STATION	OFFSET	EXIST. ELEV.	PROP. ELEV.
29+45.8	10.9' Lt.	1299.75	1299.61
29+68.1	8.3' Lt.	1299.94	1299.80
29+68.6	13.8' Rt.	1299.94	1299.82
33+22.8	26.9' Lt.	1300.21	1300.07

**MAIN STREET PAVING IMPROVEMENTS
STA. 27+50 TO 33+30
WICHITA, KANSAS**

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Engineering, Surveying, Land Planning

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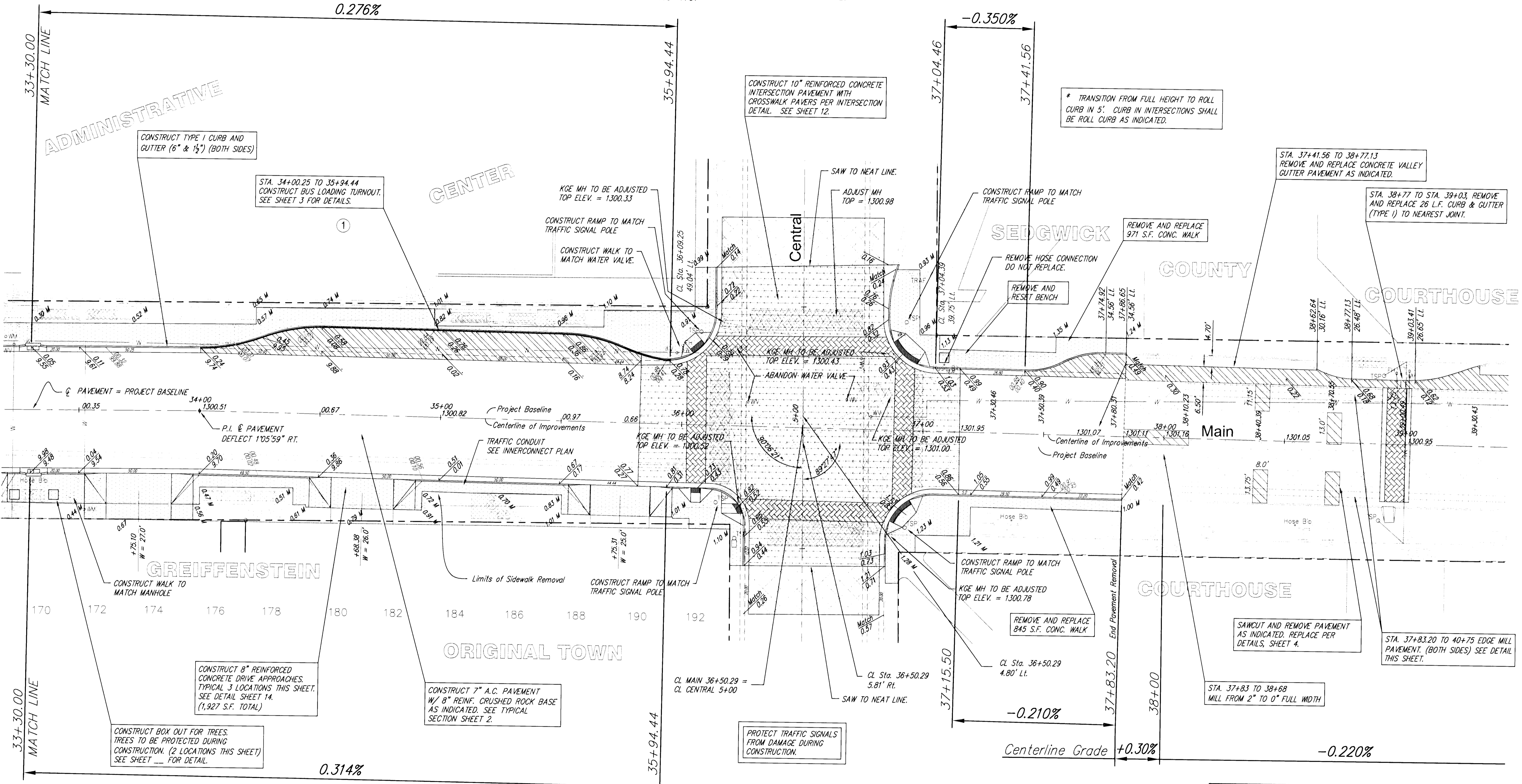
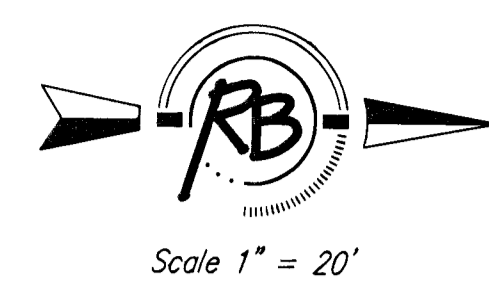
DESIGN: KML
DRAWN: RA
REVIEW: RA
UTILITY: RA
DATE: Apr. 22, 2004

PROJECT NUMBER: 472-83811

SHEET: 8 OF 28

Elev. 1300.05

P.V.I.
Elev. 1300.78
No V.C.

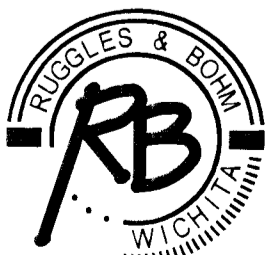


Elev. 1299.98

P.V.I.
Elev. 1300.81
No V.C.

WATER VALVE BOX ADJUSTMENT			
STATION	OFFSET	EXIST. ELEV.	PROP. ELEV.
36+73.1	29.2' Lt.	1300.92	1300.94
36+78.3	5.4' Lt.	1301.19	1301.42
38+97	19' Lt.	1300.28	1300.44

MAIN STREET PAVING IMPROVEMENTS
STA. 33+30 to 39+00
WICHITA, KANSAS



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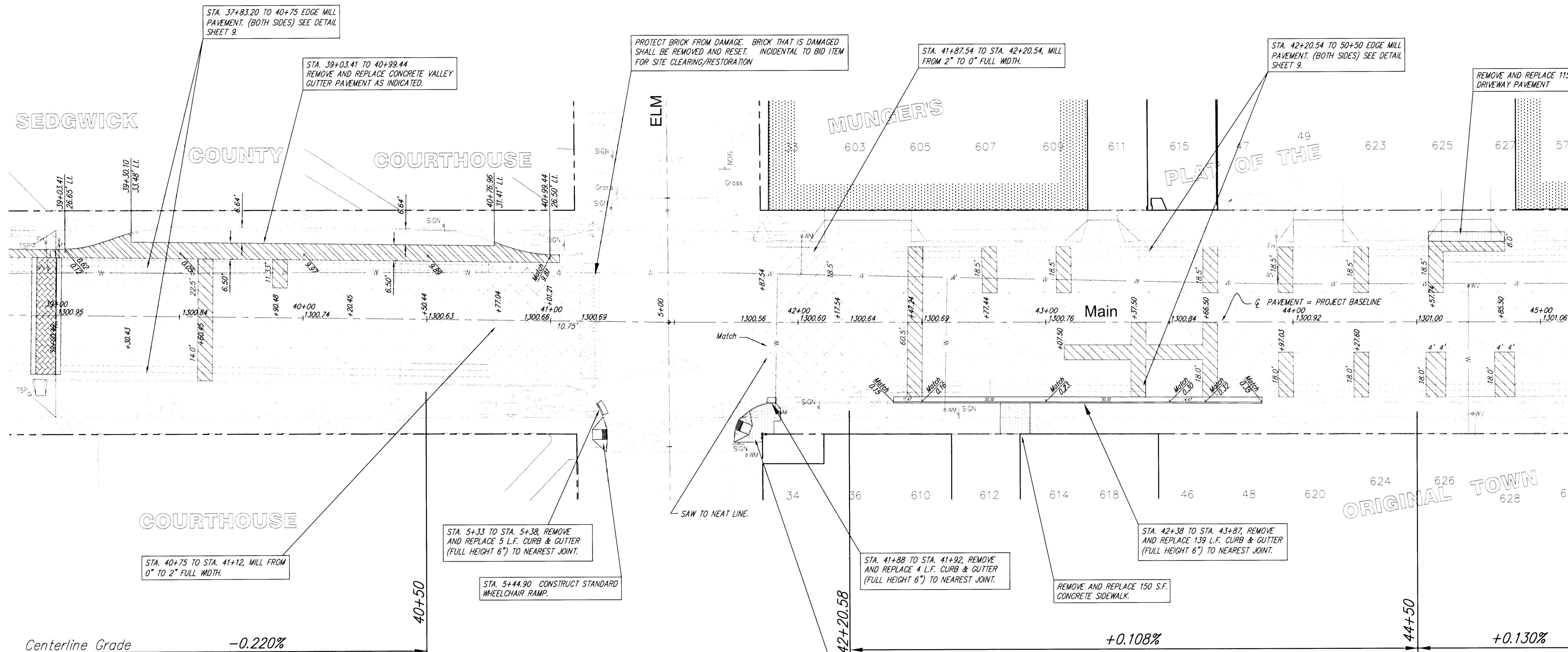
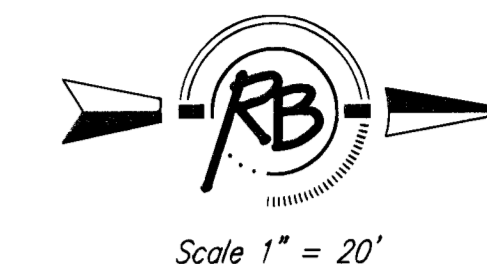
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DESIGN: KWL
DRAWN: RA
REVIEW: RA
UTILITY: RA
DATE: Apr. 22, 2004

PROJECT NUMBER: 472-83811
DRAWING FILE: paving {paving sh 5}

SHEET: 9 OF 28



STA. 40+75 TO STA. 41+12, MILL FROM 0" TO 2" FULL WIDTH.

STA. 5+33 TO STA. 5+38, REMOVE AND REPLACE 5 L.F. CURB & GUTTER (FULL HEIGHT 6") TO NEAREST JOINT.

STA. 5+44.90 CONSTRUCT STANDARD WHEELCHAIR RAMP.

STA. 37+83.20 TO 57+76 ADJUST WATER VALVE BOXES WITHIN OVERLAY AREA 2" TO MATCH NEW PAVEMENT.

STA. 41+88 TO STA. 41+92, REMOVE AND REPLACE 4 L.F. CURB & GUTTER (FULL HEIGHT 6") TO NEAREST JOINT.

REMOVE AND REPLACE 180 ± S.F. CONCRETE SIDEWALK. CONSTRUCT STANDARD WHEELCHAIR RAMP. EXACT REMOVAL LIMITS TO BE VERIFIED BY FIELD ENGINEER AT TIME OF CONSTRUCTION.

STA. 42+38 TO STA. 43+87, REMOVE AND REPLACE 139 L.F. CURB & GUTTER (FULL HEIGHT 6") TO NEAREST JOINT.

REMOVE AND REPLACE 150 S.F. CONCRETE SIDEWALK.

**MAIN STREET PAVING IMPROVEMENTS
STA. 39+00 to 45+00
WICHITA, KANSAS**

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DESIGN: KWL
DRAWN: RA
REVIEW: RA
UTILITY:
DATE: Apr. 22, 2004

DRAWING FILE: paving {paving sh 6}

PROJECT NUMBER: 472-83811

SHEET: 10 OF 28

WATER VALVE BOX ADJUSTMENT			
STATION	OFFSET	EXIST. ELEV.	PROP. ELEV.
43+95	17' Lt.	1300.36	1300.52
44+71	14.5' Lt.	1300.30	1300.46