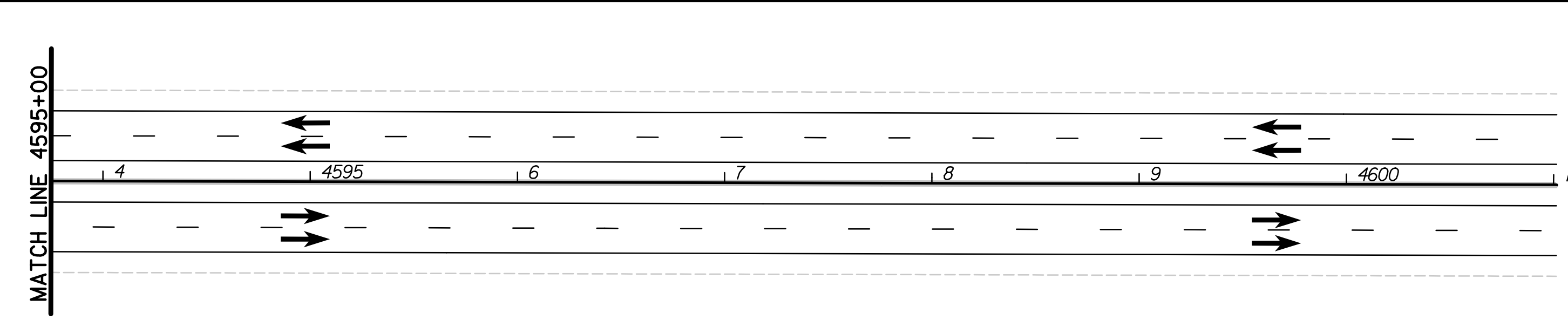
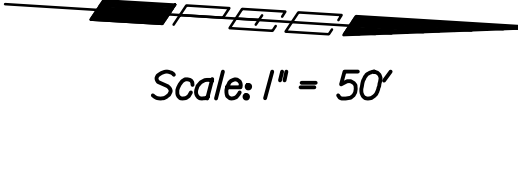
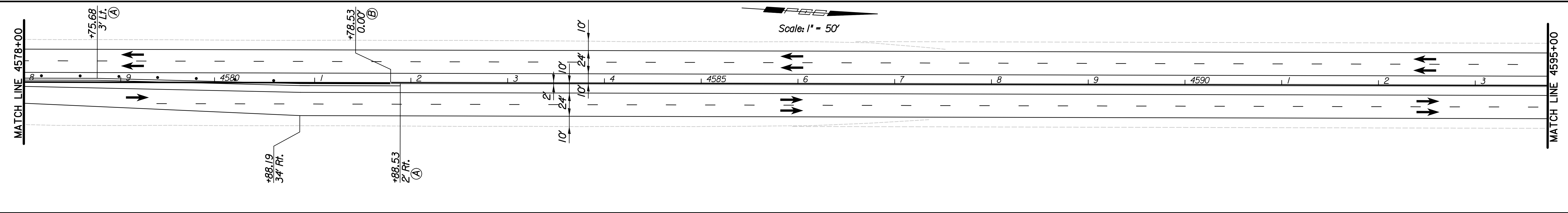
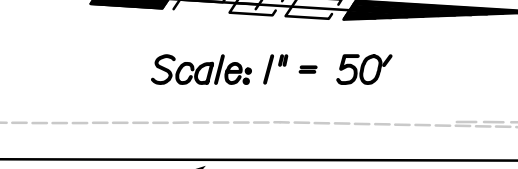
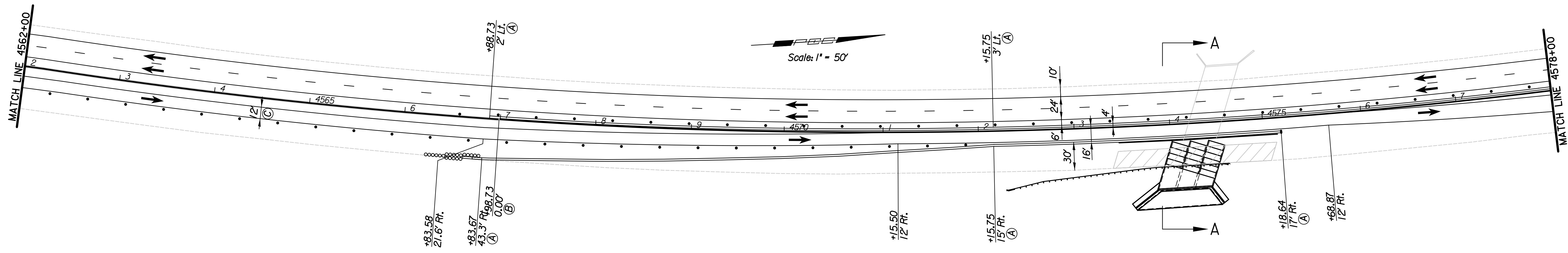
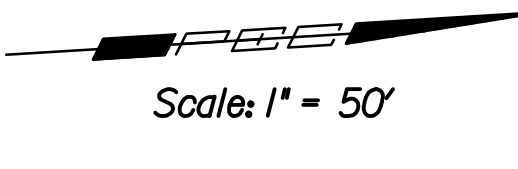
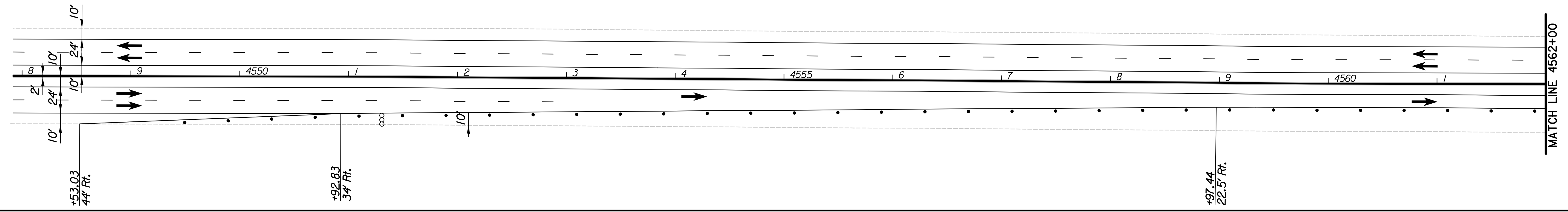
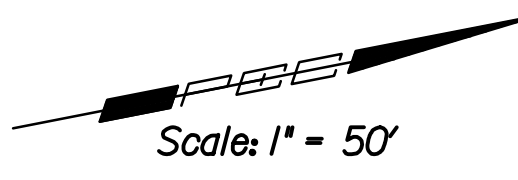


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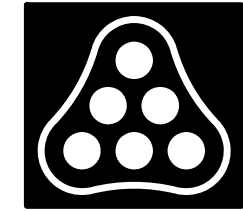


LEGEND

- (A) - Temporary Concrete Barrier (Offset to ϵ Barrier)
- (B) - End of Existing Median Barrier (Offset to ϵ Barrier)
- (C) - Maintain a minimum width of 12' for the N. Bd. Travel Lane
- - Channelizing Device (Max. Spa. 40')
- - Inertial Barrier System (70 mph)
- ▭ - Temporary Concrete Safety Barrier
- ▨ - New Asphalt Pavement
- ↔ - Arrow Display

Note: All stations and offsets are for the temporary pavement marking unless noted otherwise.

See Traffic Control Cross Section sheet for cross section A-A.



No.	Revision	By	Date
	KTA AT BIG SLOUGH		
BARRIER LAYOUT STAGE I			
JAMES L. ARMOUR, P.E. - CITY ENGINEER CITY OF WICHITA PROJECT NO. 468-84636			
Professional Engineering Consultants, P.A. 303 S. TOPEKA • WICHITA, KANSAS 67202 316-262-2691 • FAX 316-262-3003			
Designed by	RJM	Job No.	10291
Drawn by	CP	Date	August, 2011
			Sht. 37 of 63