STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	1	1055

PROJ. 54-87 KA-2382-01
NHPP-A238(201)

GRADING
SURFACING
CONCRETE PAVEMENT
STORM SEWER
SANITARY SEWER
WATERLINE
WALLS
BRIDGES
SEEDING
SODDING
ROADSIDE IMPROVEMENT
LIGHTING
TRAFFIC SIGNALIZATION
ITS
SIGNING
PAVEMENT MARKING

STATE OF KANSAS

DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED

STATE HIGHWAY

FEDERAL AID PROJECT

CITY OF WICHITA

SEDGWICK COUNTY

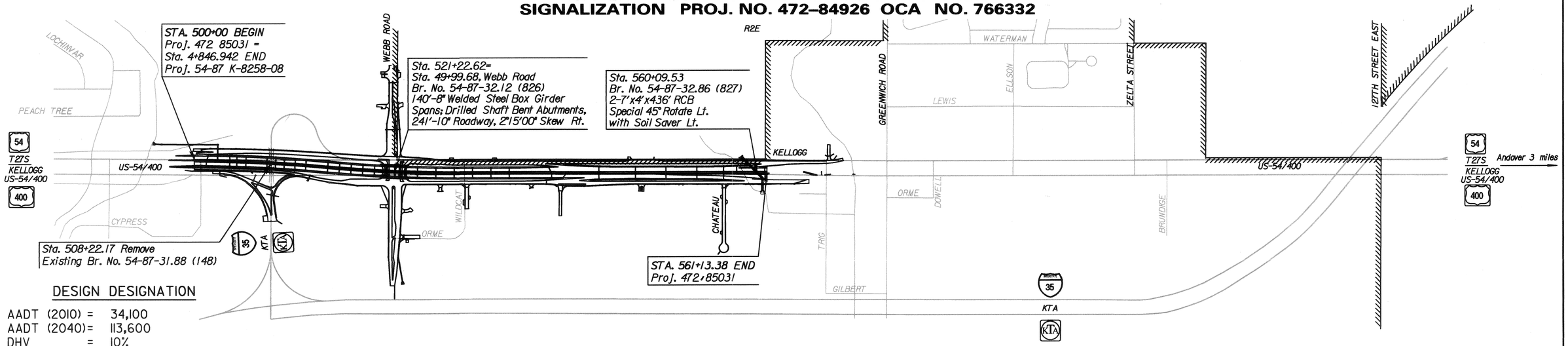
EAST KELLOGG (US-54/400) – WEBB/KTA INTERCHANGE

PAVING PROJ. NO. 472-85031 OCA NO. 705011
SEWER PROJ. NO. 468-84876 OCA NO. 624107
WATER PROJ. NO. 448-90591 OCA NO. 635815
SIGNALIZATION PROJ. NO. 472-84926 OCA NO. 766332

INDEX OF SHEETS

VOLUME 1 - ROADWAY
VOLUME 2 - DRAINAGE, SEWER, WATER
VOLUME 3 - RETAINING WALLS, BRIDGES
VOLUME 4 - SUMMARY OF QUANTITIES, POLLUTION CONTROL LANDSCAPING, LIGHTING, SIGNAL, ITS
VOLUME 5 - PAVEMENT MARKING, SIGNING, CONSTRUCTION SEQUENCE, TRAFFIC CONTROL, RIGHT-OF-WAY
VOLUME 6 - CROSS SECTIONS
SEE SHEET NO. 2 FOR INDEX SHEET

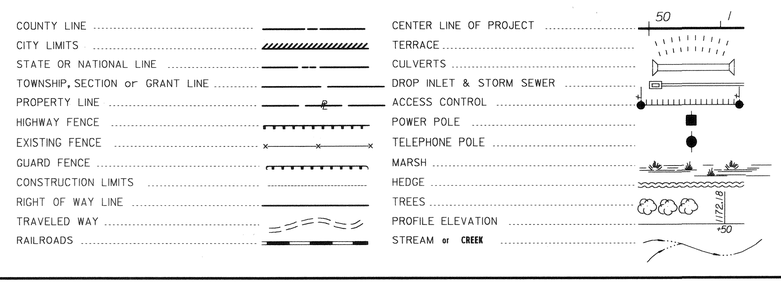
SCALE
500' 0 500' 1000'



DESIGN DESIGNATION

AADT (2010)	=	34,100
AADT (2040)	=	113,600
DHV	=	10%
D	=	0.5 (EB)
T	=	7%
V	=	70 MPH (US54)
V	=	40 MPH (FR. RDS. & SIDEROADS)
C of A	=	FULL
Clear Zone	=	6' FROM BACK OF CURB (FR. RDS. & SIDEROADS)
Clear Zone	=	34' (US-54)

CONVENTIONAL SIGNS



CITY OF WICHITA
POPULATION 366,046

GROSS LENGTH OF PROJECT	6,113.38 FT.		
EXCEPTIONS	0.00		
ADDITIONS	0.00		
NET LENGTH OF PROJECT	6,113.38 FT.	1.158	MILES
NET LENGTH OF BRIDGES	0.00 FT.	0.00	MILES
NET LENGTH OF ROAD	6,113.38 FT.	1.158	MILES

NOTE:
Traffic for US-54 to be carried through construction.
See Sheet No's. 724- 826 for Construction Sequence.

RONALD NUESSER
LICENSED
13738
04-16-15
KANSAS
PROFESSIONAL ENGINEER

ABDEL HAMADA
LICENSED
14148
04-16-2015
KANSAS
PROFESSIONAL ENGINEER

PLANS PREPARED BY :
PARSONS BRINCKERHOFF
Baughman
TranSystems
SRF Consulting Group, Inc. Engineers Planners Designers
VICKI SCURI SITEWORKS

APPROVED - DATE
04/16/15
GARY JANZEN, P.E. CITY ENGINEER
CITY OF WICHITA, KANSAS

DATE | BY
SURVEY
CADD TECHNICIAN
DESIGNERS
SQUAD

Drawn By :- Plotted :4/15/2015
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	2	1055

Revised Plans

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3	General Notes
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34-53	Plan & Profile (Frontage Road)
54-64	Plan & Profile (Sideroad)
65-75	Plan & Profile (Ramp)
76-77	Plan & Profile (Permanent Crossover)
78-87	Plan & Profile (Temporary Road)
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100-118	Intersection Details
119-140	Paving Details
141-158	Pavement Details

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201-227	Strom Sewer Plan & Profile (Frontage Road)
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247	Ditch Lining
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253-256	Sanitary Sewer Plan & Profile
257	Sanitary Sewer Summary
258-262	Water Line Details
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275	Water Line Summary
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291	Impact Attenuator
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295	Miscellaneous Pipe Culvert Details
296	Summary of Pipe Culverts
297	Drainage Data Sheet

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376-452	Bridge No. 54-87-32.12 (826)
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487	Sidewalk Plan and Profile
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647.001	Signing Installation Plan Area 1	Added 6/02/2015
647.002	Signing Installation Plan Area 2	Added 6/02/2015
647.003	Signing Installation Plan Area 3	Added 6/02/2015
647.004	Signing Removal Plan Area 1	Added 6/02/2015
647.005	Signing Removal Plan Area 2	Added 6/02/2015
647.006	Signing Removal Plan Area 3	Added 6/02/2015
654.001	Quantities Sheet (Installations)	Added 6/02/2015
654.002	Quantities Sheet Installations)	Added 6/02/2015
684.001	Signing Details	Added 6/02/2015
684.002	Signing Details	Added 6/02/2015

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911-972	Cross Sections (Frontage Road)
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1040-1055	Cross Sections (Temporary Road)

2 6/02/2015 Revised Index

CITY OF WICHITA

INDEX SHEET

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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	3	1055

1. Prior to bidding the project, each bidder shall visit the site and satisfy themselves of surface & subsurface conditions. Each bidder shall also fully inform themselves as to the extent of the scope of work to be performed.

2. The Contractor shall not start work on the Project until the Project Inspector is assigned and is present on site. Any work done without inspection will be required to be uncovered for inspection and/or replaced at the Contractor's expense.

3. The field survey information shown on the plans represents the existing topographic conditions as could best be determined based on the original survey completed in 2008.

4. The geological information shown on these plans is from the studies made in the field and represents the best information available to the Kansas Department of Transportation and the City of Wichita.

5. At borrow area locations adjacent to the right-of-way, utility poles may be set at the permanent locations prior to construction as approved by the Engineer provided a minimum vertical clearance, in accordance with the National Electrical Safety Code, is obtained. The Contractor will be required to work around these poles to complete the work.

6. All borrow to be obtained from areas provided by the Contractor shall be approved by the Engineer, both as to suitability of material and site location. Locations which, in the opinion of the Engineer, contain unsuitable material or will leave an unsightly appearance on the project will not be approved.

7. All project waste including any trees, milled asphalt, rubble from miscellaneous structures, abandoned pipes, excess excavation, etc. 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. 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. of Engineers permitting regulations. Any material buried or stockpiled beyond approved construction limits would require additional archaeological investigations unless buried in a previously approved borrow location.

8. Channels shall be cut at box culverts (unless otherwise noted) to flow line elevations and to a width of one foot outside of each outside wall and with slopes 2 to 1 prior to construction of the culvert.

9. The Contractor has the option of utilizing cast in place or pre-cast box culverts.

10. A saw cut of at least one-half the depth of existing surface courses or one-fourth the depth of the 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. Sawed joint to facilitate removal within three (3) feet of existing joints will not be permitted and for such instances the limits shall extend 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.

11. When beginning or ending full height curb, the height of the curb shall transition in a minimum of 5.00' (Unless otherwise noted on the plans).

12. The lump sum bid price for "Site Clearing" shall include all costs of removing obstructions; clearing trees, shrubs, vegetation and rubble; and all other necessary work to prepare the project site for new construction, regardless of whether or not the work is specifically shown on the plans.

Do not damage any vegetation designated to remain. The Engineer will identify any trees, shrubs and other vegetation designated to remain. Remove low hanging, unsound or unsightly branches on trees and shrubs designated to remain as specified in the Contract Documents. Trim the branches according to recognized industry practices.

Within the construction limits, clear and grub all vegetation not designated to remain. Undisturbed stumps and roots no more than 6 inches above the original ground line or low water level may remain, provided they are a minimum of 3 feet below the finished subgrade or embankment slope and approved by the Engineer.

Remove and dispose of the cleared vegetation and debris. If authorized by the Engineer, dispose of the cleared vegetation and debris on the right-of-way.

Backfill and compact all stump holes, except in areas of excavation. Backfill the stump holes to the level of the surrounding ground. If the backfill area is within the limits of the new construction, compact the backfill to the type of compaction and within the moisture range designated in the Contract Documents.

13. Trees and shrubs in public right-of-way which are in direct conflict with proposed new construction shall be removed by the Contractor with the Engineer's approval. Trees and shrubs which are not in direct conflict with proposed new construction shall be saved and protected from damage.

14. Any tree that must have branches removed shall be trimmed with a sharp instrument/tool that is intended for such operations. Consult with Engineer prior to trimming. Knocking branches off with a backhoe or other similar machine is not acceptable.

15. All existing pavement disturbed by the construction within temporary easement shall be replaced in kind to match the existing pavement type and depth. Removal and replacement of the disturbed pavement shall be paid for by the measured quantity of "Sidewalk, Drive &/or Pkg Lot Removed & Replaced" in Square Yards. The "Recapitulation of Quantities" shows the estimated Square Yards of disturbed pavement to be removed and replaced.

The Engineer will identify any pavement to be removed but not replaced. All areas identified where existing pavement is removed but not to be replaced shall be restored with sod to match the adjacent turf type. Restoration of disturbed areas shall include, but not be limited to, embankment, top soil preparation, fertilizer, and sod installation. All sodding work shall be in accordance with City of Wichita Standard Specifications and City of Wichita Administrative Regulation No. AR6.5, which governs cleanup and restoration or replacement following construction. This work shall be SUBSIDIARY to the bid item "Sidewalk, Drive &/or Pkg Lot Removed & Replaced".

16. All areas disturbed by the construction that are adjacent to developed properties shall be restored with sod to match the existing turf type. Restoration of disturbed areas shall include, but not be limited to, top soil preparation, fertilizer, and sod installation. All sodding work shall be in accordance with the City of Wichita Standard Specifications and City of Wichita Administrative Regulation No. AR6.5, which governs cleanup and restoration or replacement following construction. The "Recapitulation of Quantities" shows the estimated Square Yards of disturbed area to be sodded, from construction limit to construction limit. When the weather/season prevents the installation of sod, the Contractor shall be responsible for installing Erosion Control Blanket (Curlex I, or approved equal) at the back of curb (8' minimum wide). All costs for this work will be paid for through the bid item "Sodding".

Strip and stockpile the top 6" of native topsoil from all excavation and embankment areas. This soil shall be used to complete the top 6" of embankments, and finish cut slopes and other areas to be permanently seeded. This work shall be SUBSIDIARY to the bid item "Common Excavation".

The plans indicate which areas are to be sodded and, when applicable, which areas are to be seeded, and provide estimated quantities accordingly.

17. Contractor must implement erosion control methods during construction to prevent unnecessary silt/sediment discharge to downstream properties and/or storm sewer systems. Contractor will install and maintain erosion controls as shown on the plans or directed by the Engineer. These controls may include: hay bales, silt fences and other controls as approved by the Engineer.

Conduct all construction operations such that less than ten (10) acres of soil are disturbed and remain unrestored at any one time. Alternately, provide the sedimentation basins and storm water treatment, sampling, testing and reporting required by 40 CFR 450, all at Contractor's expense, including all design, temporary construction, easements and permits necessary. Temporary sedimentation basins will not be permitted at any locations beneath any permanent paving, retaining walls or other structures unless approved by the Engineer, and the subgrade shall be completely restored before commencing permanent construction.

18. The Contractor shall remove and deliver to the City Traffic Signal Shop (1801 South McLean) all salvageable Traffic Signal Equipment (Controller, Cabinet, Poles, Signals, Lids, etc.), regulatory signs, street name signs, information signs and etc. Contractor shall contact Traffic Signal Shop supervisor to coordinate delivery. Cost of loading and transporting shall be SUBSIDIARY to the bid item "Transportation of Salvaged Material" (Non-Participating).

19. The Contractor shall remove and deliver to the Wichita West Substation (661 North Elder) all salvageable paving brick, inlet frames & grates, manhole lids, etc. Contractor shall contact West Wichita Substation supervisor to coordinate delivery. Cost of loading and transporting shall be SUBSIDIARY to the bid item "Transportation of Salvaged Material" (Non-Participating).

20. All entrance and cross road pipe within the project limits shall be removed by the Contractor unless otherwise noted on the plans. Removal of such pipes shall conform to the applicable section of the Project Specifications.

21. Connection of existing storm sewer pipe to new structures or existing structures to new pipe shall not be paid for directly, but shall be considered as SUBSIDIARY to the storm sewer bid items.

22. Storm Sewer Pipe Bedding. All reinforced concrete pipe shall be installed per City of Wichita specifications and all other pipe material types shall be installed per KDOT specifications. All reinforced concrete pipe shall be backfilled with flushed and vibrated sand, unless specified in the plans. If Aluminized steel is used for storm sewer, the backfill shall be well-graded gravel per ASTM A798.

23. Valve boxes and water meters within the project limits shall be adjusted to match final grade. The Water Department will 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.

24. Opening and closing water valves shall be done slowly to prevent damage to the water distribution system from water hammer. All valves closed by the Contractor must be reopened as new construction permits. Project Inspector must ascertain that any valve closed by the Contractor is reopened. Contractor will be permitted to operate water valves only when the Project Inspector assigned to the project is present.

25. The Contractor is responsible for the support of existing water and sanitary sewer lines during utility trenching operations. This work will not be paid for directly, but shall be considered SUBSIDIARY to other pay items of work in the contract.

26. Restrained joint pipe and fittings are required at water line fittings. The necessary footage of restrained joint pipe extended from each fitting is to be supplied by the pipe manufacturer and shall be considered SUBSIDIARY to the applicable size of waterline pipe.

27. Air release valve piping shall be one continuous piece without couplings.

28. All labor and materials for dewatering during excavation and installation of waterline, storm and sanitary sewer construction shall not be paid for directly, but shall be considered SUBSIDIARY to other waterline, storm and sanitary sewer bid items.

29. Temporary shoring and/or bracing of excavation slopes shall be provided as necessary during construction.

30. The Engineer shall be responsible for preserving all section line monuments. The Engineer shall take accurate ties to said monuments as well as submittal of the required forms to the Dept. of Archives, Kansas State Historical Society. Survey monuments will be furnished and installed by the Engineer.

31. 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 at the Contractor's expense, by a licensed land surveyor in accordance with state laws. This work will not be paid for directly, but shall be considered SUBSIDIARY to other pay items of work in the contract.

32. Utility service lines, poles, valve boxes, meters, etc. are to be adjusted as necessary by others prior to construction unless the plans specifically call for their adjustment by the Contractor. 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.

33. The Contractor shall be aware that he will be working in close proximity of existing utilities. Any conflicts with such utilities shall be reported to the Engineer. The Contractor shall coordinate the construction of this project with relocation of any existing utilities by the utility company.

34. The Contractor shall be aware that some gas & telephone lines within the project corridor may have been abandoned in place as new lines are installed. The Contractor shall be responsible for contacting the appropriate owners to determine the status of said lines.

35. The Contractor shall be responsible to coordinate with the utility owner to locate and flag all underground utilities prior to excavation to avoid damaging the utilities. Contractor will be required to provide a minimum advance notice of seventy-two (72) hours to utility companies prior to excavation or working adjacent to utilities. Kansas One-Call 687-2470. The information shown in these plans concerning type and location of underground utilities is not guaranteed to be accurate or all inclusive. The Contractor is responsible for making his/her own determinations as to the type and location of underground utilities as may be necessary to avoid damage thereof.

36. The Contractor shall give all property owners/tenants of developed property abutting the project limits a minimum of ten (10) days advance notice prior to start of construction.

37. The Contractor shall give the KTA a minimum of thirty (30) days advance notice prior to starting construction and/or traffic control items affecting the KTA. Contractor shall coordinate with both the Project Engineer and Rex Fleming of the KTA at 785-224-7133 (e-mail: rfleming@ksturnpike.com).

38. The Contractor shall coordinate traffic control with other construction and maintenance projects within the area.

39. The Contractor shall be responsible for repair and maintenance of the roadway, safety barrier, permanent guardrail, attenuators, signs and all other incidentals necessary for the maintenance of traffic during construction.

40. Flaggers shall be used as required throughout the project. A Flag-person (Ahead or 500') sign shall be used only when a flagger is present. At other times the sign shall be covered. Flaggers shall comply with the "Handbook for Flaggers" State of Kansas (Latest Edition).

41. The Contractor shall provide, erect, and maintain traffic control devices in accordance with the Manual on Uniform Traffic Control Devices (M.U.T.C.D.) as shown on the Traffic Control plans and subject to Engineer's approval. Access to Residences & Businesses shall be maintained at all times.

42. The Contractor shall provide pedestrian access in accordance with the Construction Sequencing General Notes.

CITY OF WICHITA

GENERAL NOTES

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	4	1055

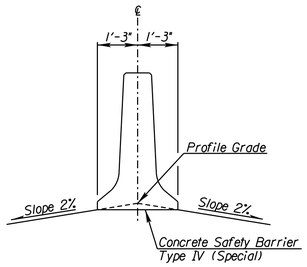
Notes: Intersection of all slope lines shall be softened and rounded for pleasing appearance.

See Sh. No's. 300-334 for Retaining Wall Plans.

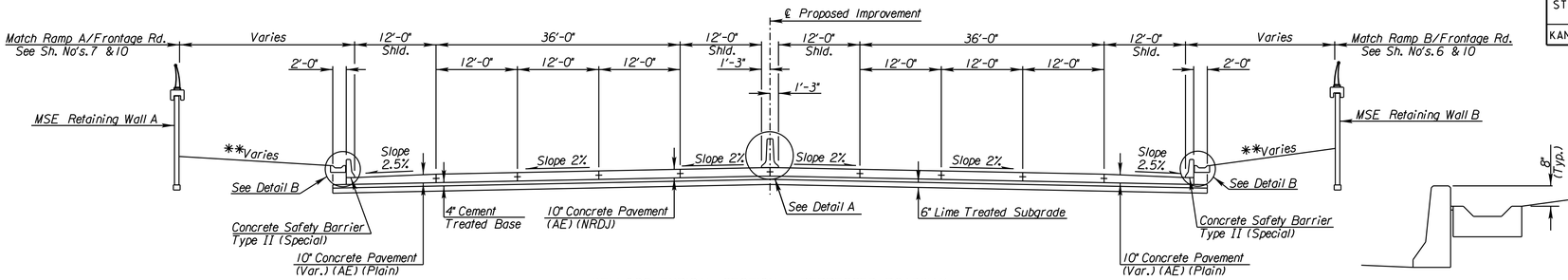
See Sh. No's. 119-140 for Paving Details.

See Sh. No. 119 for Ramp Gore Details Sta. 497+37.77 to Sta. 500+00

See Sh. No.'s 6 - 7 for Frontage Road Typical Sections.

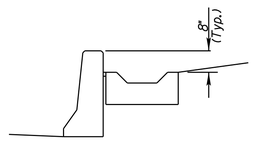


DETAIL A

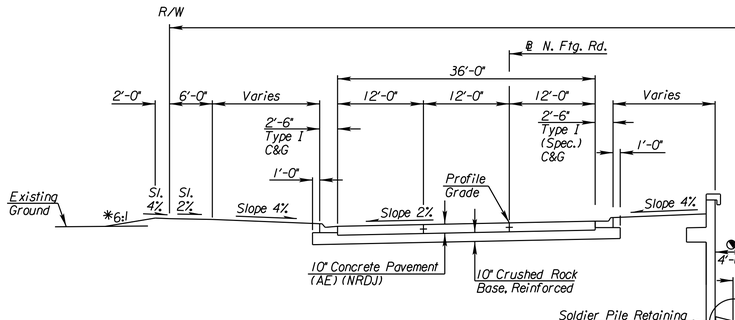


KELLOGG TYPICAL SECTION - DEPRESSED ROADWAY

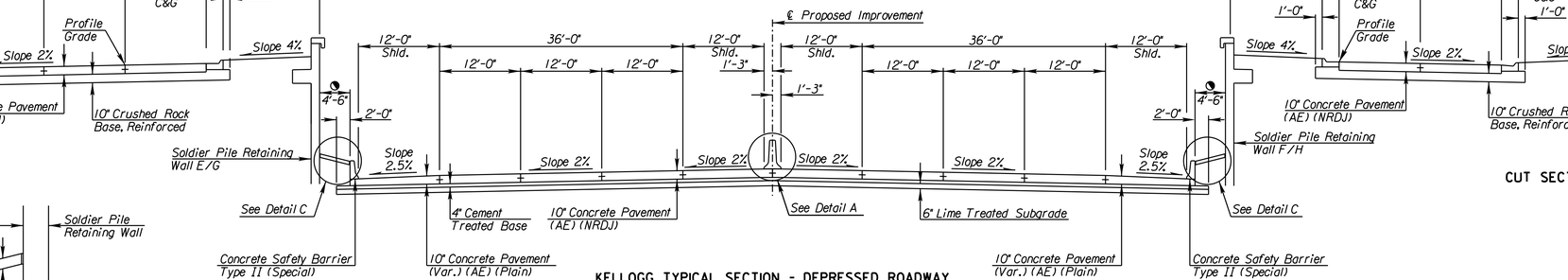
STA. 500+00 TO STA. 515+02.60 LT.
STA. 500+00 TO STA. 515+03.01 RT.



DETAIL B



FILL SECTION



KELLOGG TYPICAL SECTION - DEPRESSED ROADWAY

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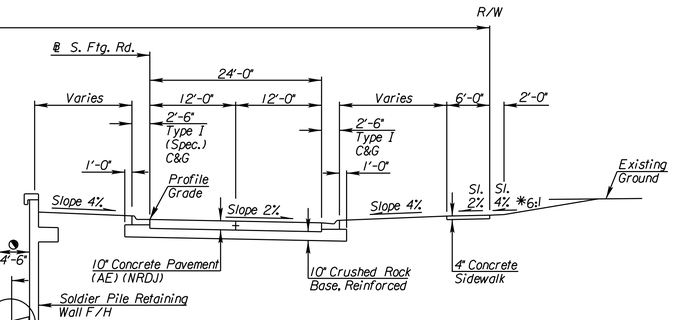
STA. 515+03.01 TO STA. 537+27.69 RT.



CUT SECTION

◔ Varies
Sta. 519+70.48 to Sta. 523+52.66 Lt.
Sta. 519+19.80 to Sta. 523+56.33 Rt.

* Dimensions and slopes for standard ditches and fills. See plan and cross-sections for variations.

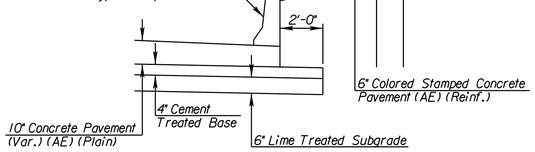
** See Sh. No.'s 491 - 499 for Grading information.

△ 0' Sta. 558+14.04 to Sta. 561+13.38

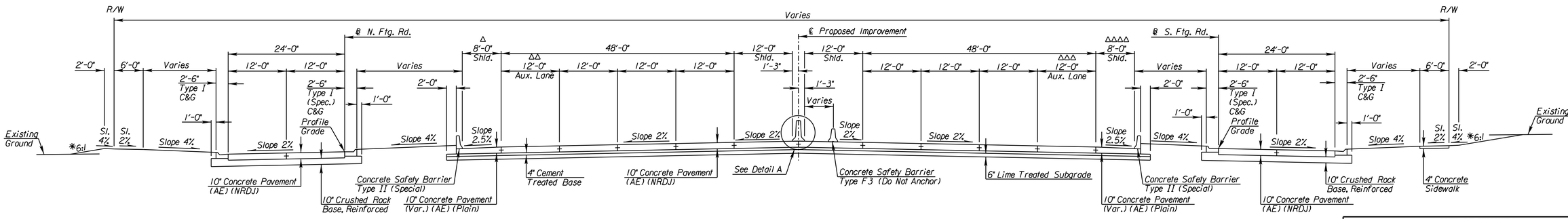
△△ 0' Sta. 558+14.04 to Sta. 561+13.38

△△△ 0' Sta. 552+65 to Sta. 561+13.38

△△△△ 0' Sta. 552+65 to Sta. 557+17.14 Varies from 0' to 24' Sta. 557+17.14 to Sta. 561+13.38



DETAIL C



FILL SECTION

KELLOGG TYPICAL SECTION
STA. 536+74.34 TO STA. 561+13.38 LT.
STA. 537+27.69 TO STA. 561+13.38 RT.

CUT SECTION

CITY OF WICHITA

EAST KELLOGG

TYPICAL SECTIONS

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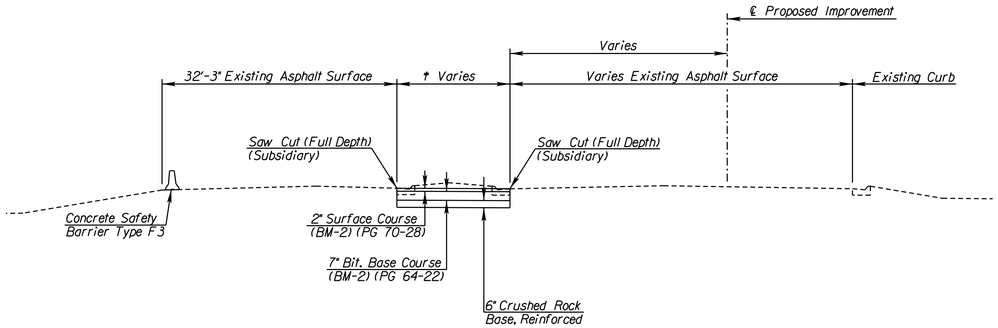
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	5	1055

Notes: Intersection of all slope lines shall be softened and rounded for pleasing appearance.

See Sh. No's. 119-140 for Paving Details.

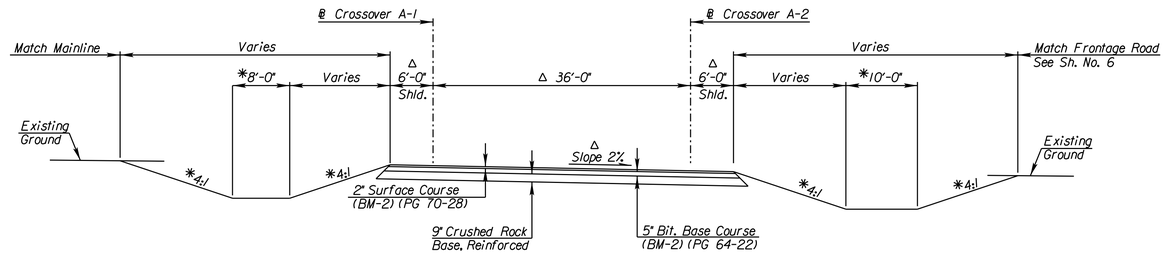
✳ *Dimensions and slopes for standard ditches and fills. See plan and cross-sections for variations.*

† *Remove existing median curb and pavement.*



KELLOGG TYPICAL SECTION

STA. 568+00 TO STA. 573+30



CROSSOVER A - TYPICAL SECTION

Δ *Dimensions and slopes for standard roadway and shoulders. See plan and cross-sections for variations.*

CITY OF WICHITA

EAST KELLOGG

TYPICAL SECTIONS

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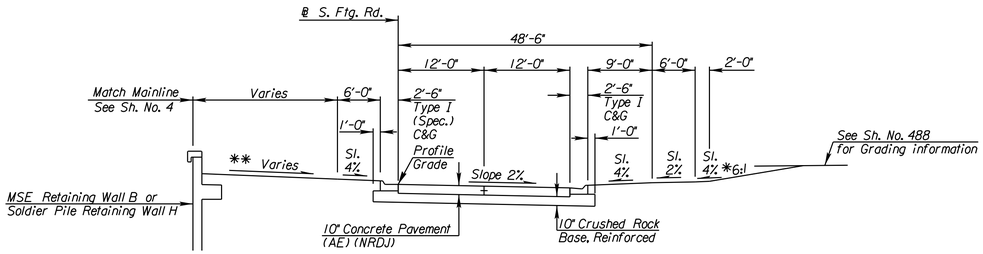
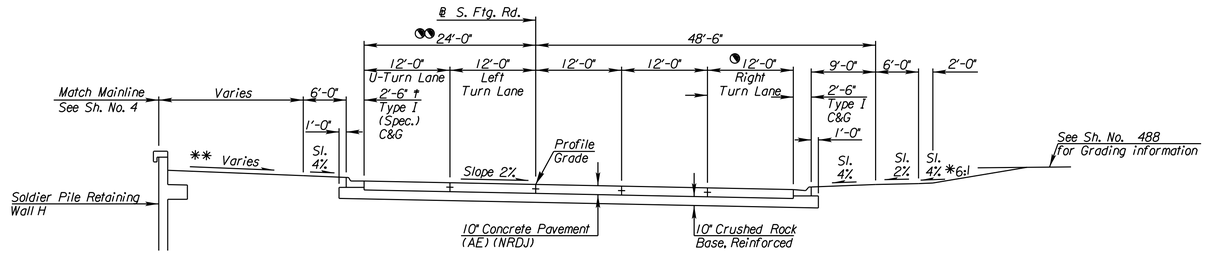
SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
-	-				-	-	-

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	6	1055



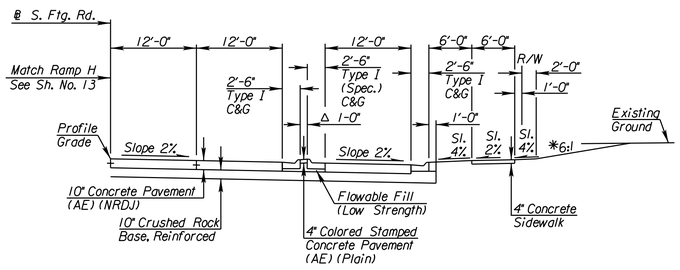
SOUTH FRONTAGE ROAD TYPICAL SECTION

STA. 1510+24.71 TO STA. 1513+70



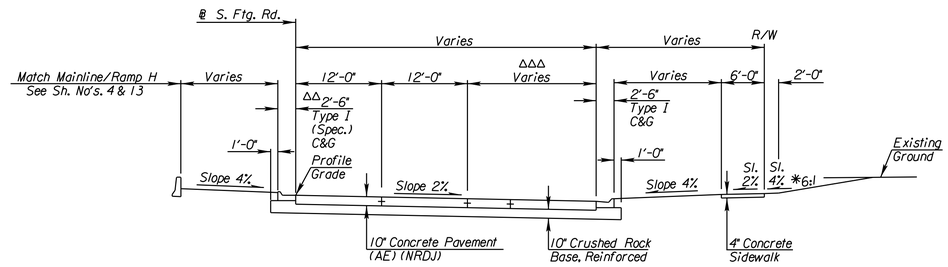
SOUTH FRONTAGE ROAD TYPICAL SECTION

STA. 1513+70 TO STA. 1519+24.58



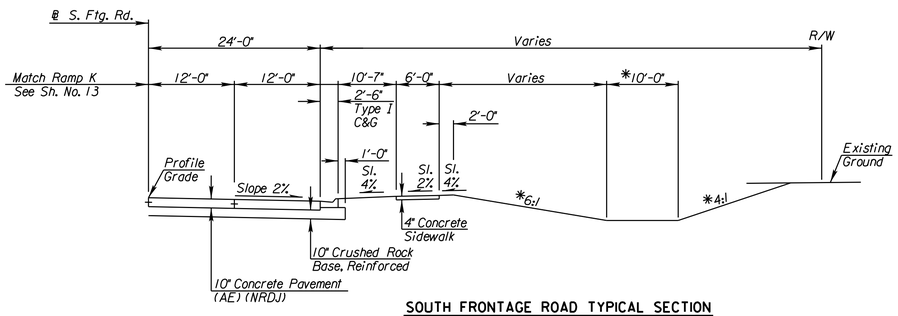
SOUTH FRONTAGE ROAD TYPICAL SECTION

STA. 1536+94.79 TO STA. 1539+78.58



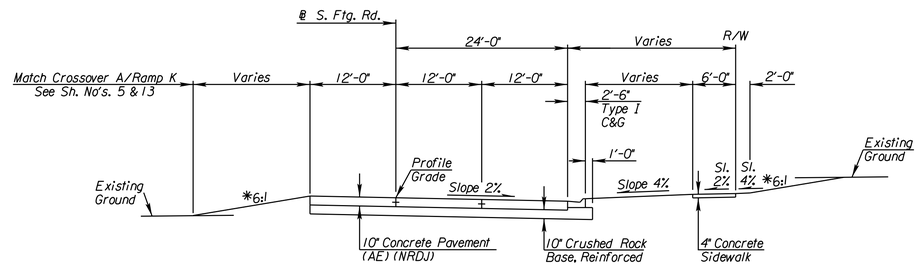
SOUTH FRONTAGE ROAD TYPICAL SECTION

STA. 1539+78.58 TO STA. 1544+58.55



SOUTH FRONTAGE ROAD TYPICAL SECTION

STA. 1555+29.37 TO STA. 1558+96.96



SOUTH FRONTAGE ROAD TYPICAL SECTION

STA. 1558+96.96 TO STA. 1563+63.35

Notes: Intersection of all slope lines shall be softened and rounded for pleasing appearance.

See Sh. No. 4 for South Frontage Road Sta. 1519+24.58 to Sta. 1536+94.79 & Sta. 1544+58.55 to Sta. 1555+29.37.

See Sh. No's. 300-334 for Retaining Wall Plans.

See Sh. No's. 119-140 for Paving Details.

** Dimensions and slopes for standard ditches and fills. See plan and cross-sections for variations.*

*** See Sh. No.'s 493 - 500 for Grading information.*

◔ Varies from 0' to 12' Sta. 1514+40 to Sta. 1515+40

◔◔ Varies from 0' to 24' Sta. 1513+70 to Sta. 1514+70

Δ Varies Sta. 1536+94.79 to Sta. 1537+32.35 See Sh. No's. 38 & 112 for details.

ΔΔ Type II Curb & Gutter Sta. 1540+11.23 to Sta. 1540+34.97

ΔΔΔ Varies from 18' to 0' Sta. 1539+78.58 to Sta. 1544+58.55.

† Type II Curb & Gutter Sta. 1514+55.00 to Sta. 1514+84.00.

CITY OF WICHITA

SOUTH FRONTAGE ROAD

TYPICAL SECTIONS

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.

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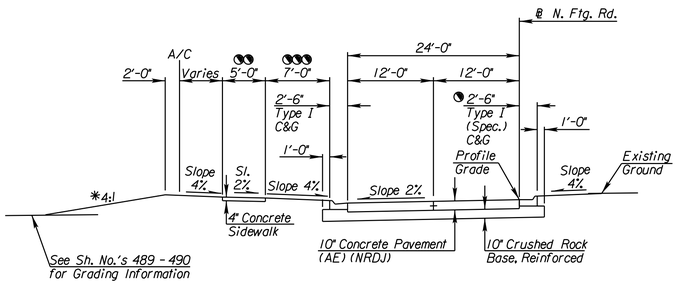
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	7	1055

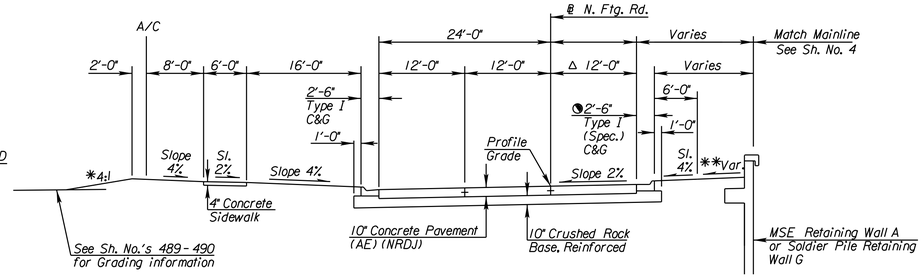


NORTH FRONTAGE ROAD TYPICAL SECTION

STA. 2498+50 TO STA. 2506+24.39

NORTH FRONTAGE ROAD TYPICAL SECTION

STA. 2504+10.89 TO STA. 2505+50 LT.



NORTH FRONTAGE ROAD TYPICAL SECTION

STA. 2506+24.39 TO STA. 2519+80.96

Notes: Intersection of all slope lines shall be softened and rounded for pleasing appearance.

See Sh. No. 4 for North Frontage Road Sta. 2524+85 to Sta. 2545+03.06.

See Sh. No's. 300-334 for Retaining Wall Plans.

See Sh. No's. 119-140 for Paving Details.

** Dimensions and slopes for standard ditches and fills. See plan and cross-sections for variations.*

*** See Sh. No.'s 491 - 499 for Grading information.*

◔ Type II Curb & Gutter
Sta. 2499+37.39 to Sta. 2499+61.11
Sta. 2515+01.16 to Sta. 2515+46.16
Sta. 2557+89.71 to Sta. 2558+13.51

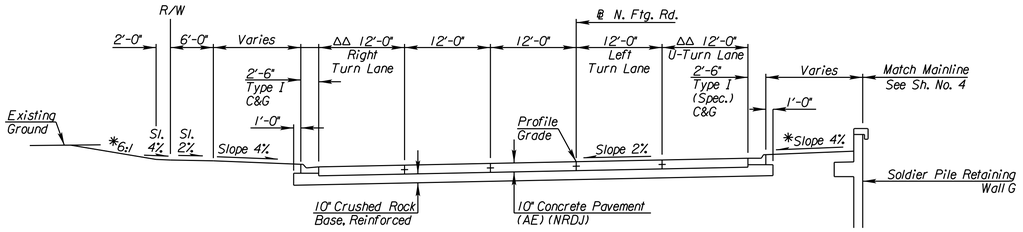
◔◔ Varies from 5'-0" to 6'-0"
Sta. 2504+50 to Sta. 2505+50
6'-0" Sta. 2505+50 to 2506+24.39

◔◔◔ Varies from 7'-0" to 16'-0"
Sta. 2504+50 to Sta. 2505+50
16'-0" Sta. 2505+50 to 2506+24.39

Δ Varies from 12' to 22'
Sta. 2514+26.10 to Sta. 2518+26.10

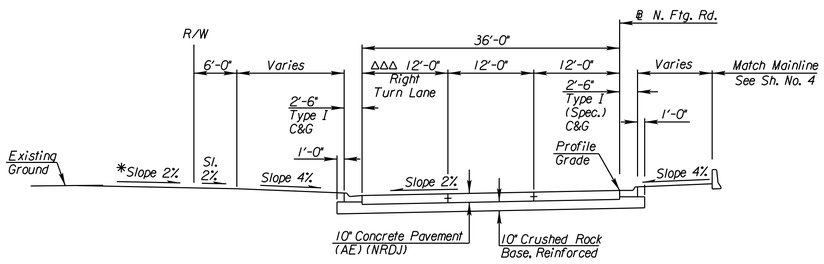
ΔΔ Varies from 12' to 0'
Sta. 2523+85 to Sta. 2524+85

ΔΔΔ Varies from 12' to 0'
Sta. 2547+69.43 to Sta. 2548+69.43
0' Sta. 2548+69.43 to Sta. 2557+89.71



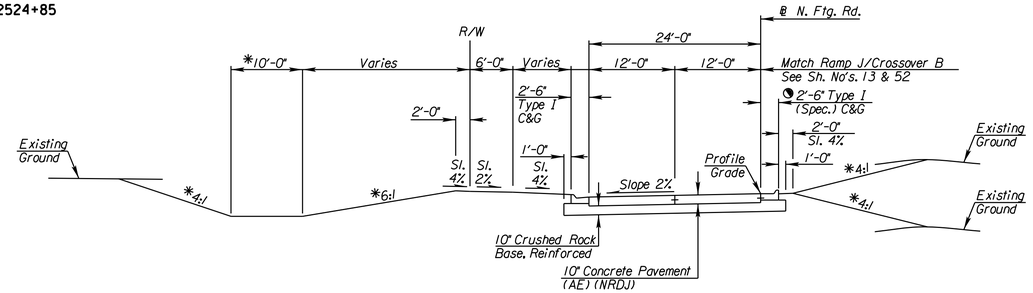
NORTH FRONTAGE ROAD TYPICAL SECTION

STA. 2519+80.96 TO STA. 2524+85



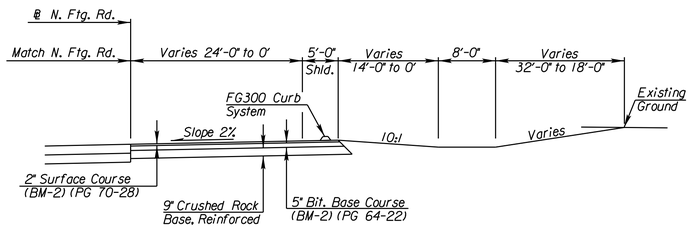
NORTH FRONTAGE ROAD TYPICAL SECTION

STA. 2545+03.06 TO STA. 2556+78.07 LT.
STA. 2545+03.06 TO STA. 2557+89.71 RT.



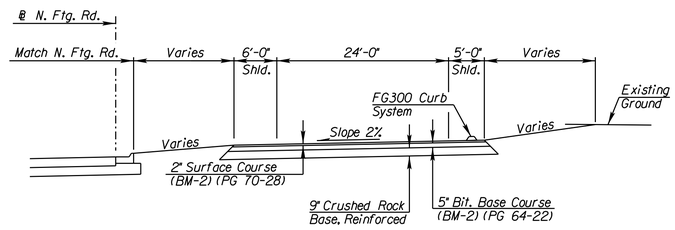
NORTH FRONTAGE ROAD TYPICAL SECTION

STA. 2556+78.07 TO STA. 2567+88.25 LT.
STA. 2557+89.71 TO STA. 2567+88.25 RT.



CROSSOVER B - TYPICAL SECTION

STA. 2565+33.06 TO STA. 2567+58.37



CROSSOVER B - TYPICAL SECTION

STA. 2567+58.37 TO STA. 2568+32.68

CITY OF WICHITA

NORTH FRONTAGE ROAD

TYPICAL SECTIONS

SURV. - PLOT | CADD | DES. - DR. | TR. | CKD. - APP. -

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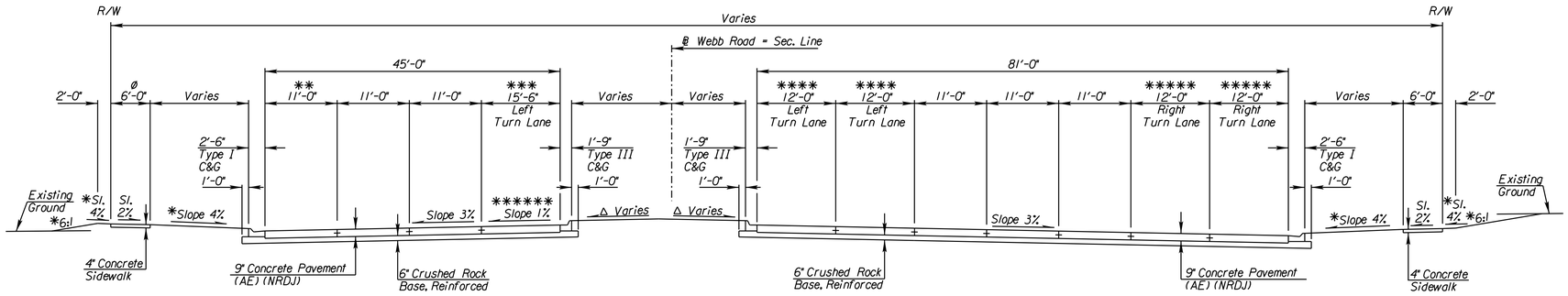
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	8	1055



FILL SECTION

WEBB ROAD TYPICAL SECTION - INTERSECTION APPROACH
STA. 38+70 TO STA. 48+06.49 LT.
STA. 43+50 TO STA. 47+67.30 RT.

CUT SECTION

Note: Intersection of all slope lines shall be softened and rounded for pleasing appearance.

See Sh. No's. 119-140 for Paving Details.

* *Dimensions and slopes for standard ditches and fills. See plan and cross-sections for variations.*

** *0' from Sta. 38+70 to Sta. 39+19.52*
Varies from 0' to 11' Sta. 39+19.52 to Sta. 40+29.11

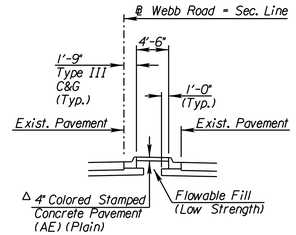
*** *0' from Sta. 38+70 to Sta. 39+65.65*
Varies from 15'-6" to 0' Sta. 42+10 to Sta. 43+01.60
0' from Sta. 43+01.60 to Sta. 48+06.49

**** *Varies from 0' to 12' Sta. 43+82.42 to Sta. 45+00*

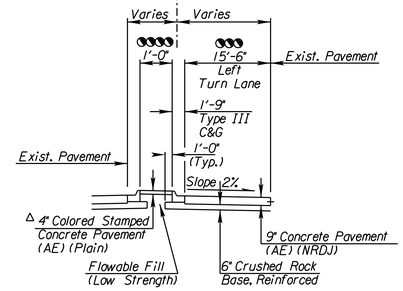
***** *Varies from 0' to 12' Sta. 43+50 to Sta. 45+00*

****** *Varies from 1% to 3% Sta. 42+10 to Sta. 42+70*

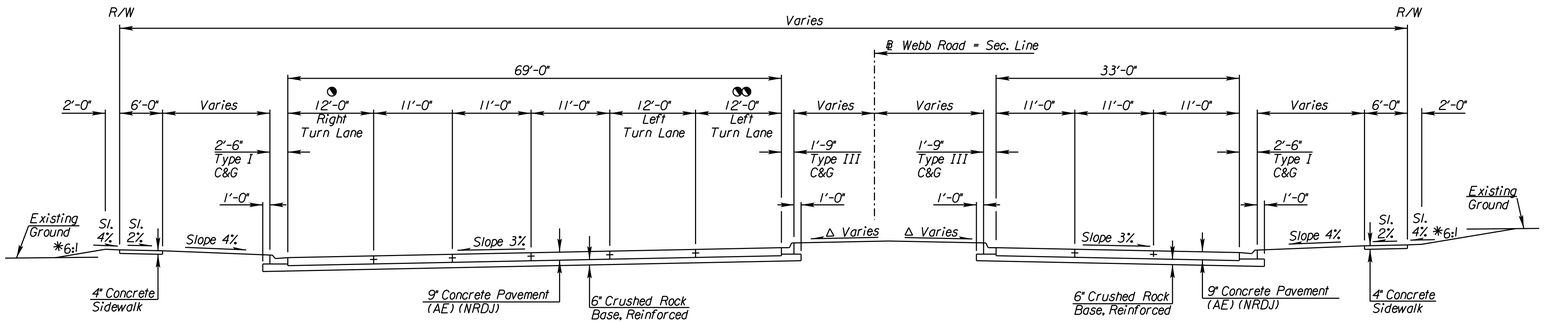
Ø *Omit sidewalk from Sta. 38+70 to Sta. 40+32.47*



WEBB ROAD TYPICAL SECTION - MEDIAN TREATMENT
STA. 31+10 TO STA. 34+97.54



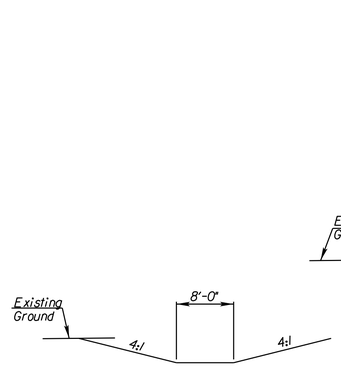
WEBB ROAD TYPICAL SECTION
STA. 34+97.54 TO STA. 38+70



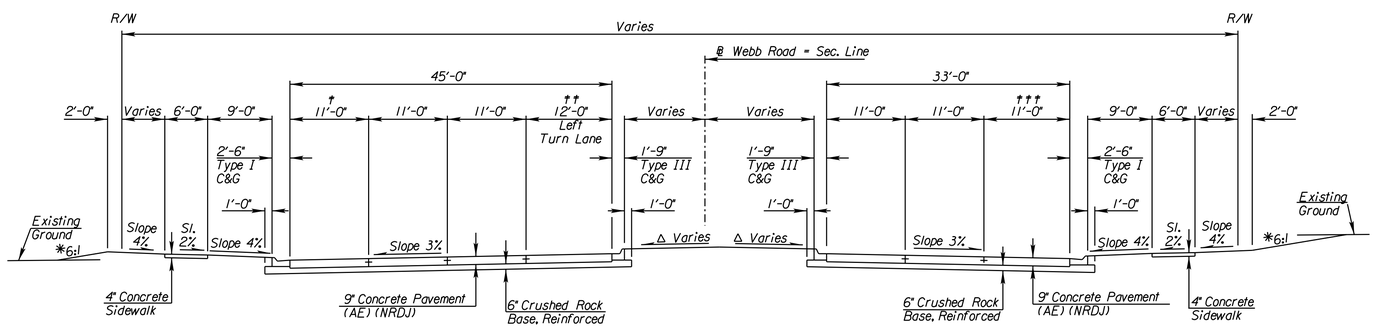
FILL SECTION

WEBB ROAD TYPICAL SECTION - INTERSECTION APPROACH
STA. 51+70.59 TO STA. 55+90 LT.
STA. 38+70 TO STA. 43+50 RT.

CUT SECTION



STA. 58+00 TO STA. 62+70 LT.



FILL SECTION

WEBB ROAD TYPICAL SECTION - INTERSECTION APPROACH
STA. 55+90 TO STA. 62+10 LT.
STA. 52+18.26 TO STA. 62+10 RT.

CUT SECTION

◔ *Varies from 12' to 0' Sta. 54+90 to Sta. 55+90*

◔◔ *Varies from 12' to 0' Sta. 54+90 to Sta. 55+73.89*

◔◔◔ *Varies from 0' to 15'-6" Sta. 34+97.54 to Sta. 35+92.73*

◔◔◔◔ *Varies from 4'-6" to 1'-0" Sta. 34+97.54 to Sta. 35+92.73*

△ *See Sh. No's. 493 - 500 for Median Treatment.*

† *Varies from 11' to 0' Sta. 60+60 to Sta. 62+10*

†† *Varies from 12' to 0' Sta. 58+90.13 to Sta. 59+74.79*

††† *Varies from 11' to 0' Sta. 59+10 to 62+10*

CITY OF WICHITA

WEBB ROAD

TYPICAL SECTIONS

SURV. | PLOT | CADD | DES. | DR. | TR. | CKD. | APP.

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	9	1055

Note: Intersection of all slope lines shall be softened and rounded for pleasing appearance.

See Sh. No's. 101 - 117 for Intersection Details.

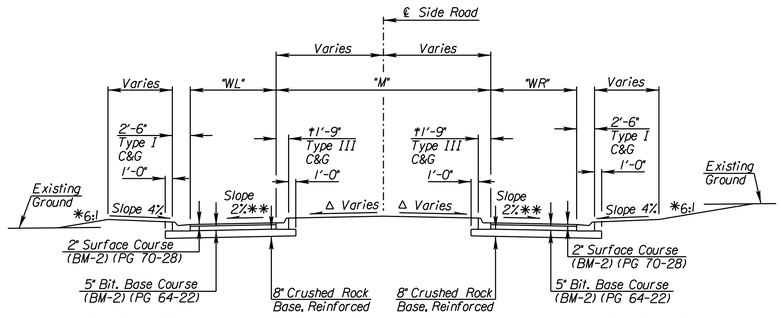
See Sh. No's. 119-140 for Paving Details.

* *Dimensions and slopes for standard ditches and fills. See plan and cross-sections for variations.*

** *See Paving Details*

† *2'-6" Type I (Special) Curb & Gutter for Carmax Entrance.*

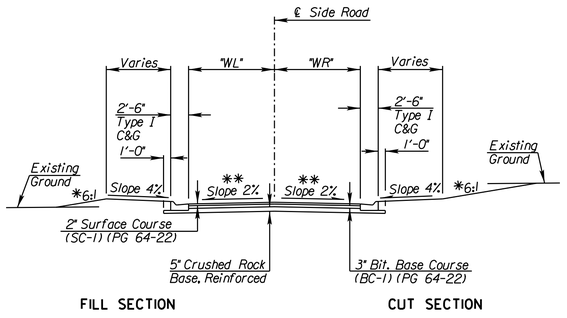
Δ *See Sh. No's. 493 - 500 for Median Treatment at Carmax Entrance.*



FILL SECTION CUT SECTION

SIDEROAD - TYPICAL SECTION

ROADWAY	"WL"	"M"	"WR"
Corporate Hills Drive	19.64'	Varies	31.79'
Orme Street	17.75'	0'	17.75'
Wildcat Lane	17'	0'	17'
Carmax Entrance	15'	16'	16'
Chateau Street	15'	0'	15'



FILL SECTION CUT SECTION

SIDEROAD - TYPICAL SECTION

ROADWAY	"WL"	"WR"
Maxwell Entrance	13'	13'
KTA Drive Entrance	13'	13'
Tractor Supply Entrance	12'	12'
Club Rodeo Entrance	12'	12'
Golden Corral Entrance	12'	12'

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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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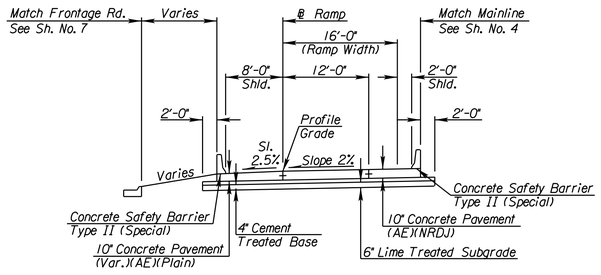
CITY OF WICHITA

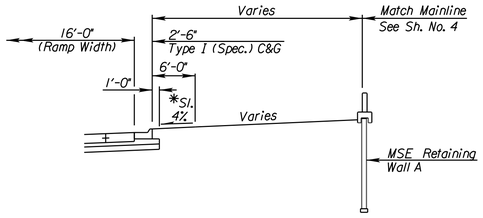
SIDE ROAD

TYPICAL SECTIONS

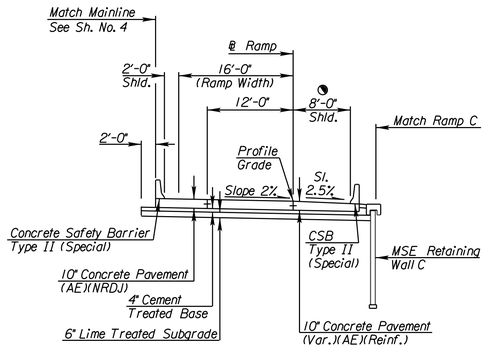
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	10	1055



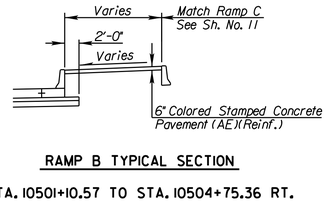
RAMP A TYPICAL SECTION
STA. 20500+26.92 TO STA. 20507+65.57 LT.
STA. 20500+26.92 TO STA. 20507+05.80 RT.



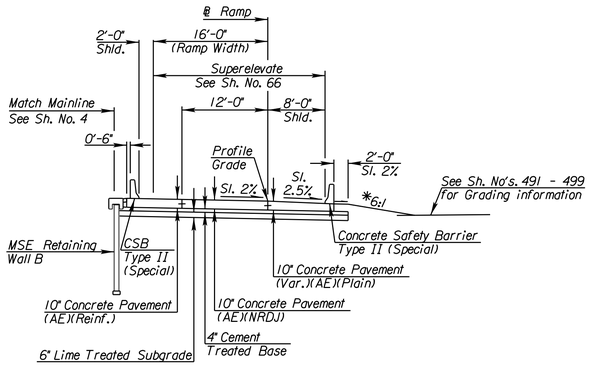
RAMP A TYPICAL SECTION
STA. 20507+05.80 TO STA. 20507+65.57 RT.



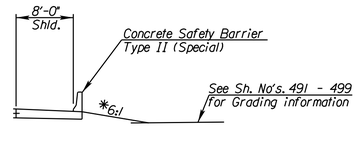
RAMP B TYPICAL SECTION
STA. 10500+00.47 TO STA. 10504+37 LT.
STA. 10500+00.47 TO STA. 10501+22 RT.



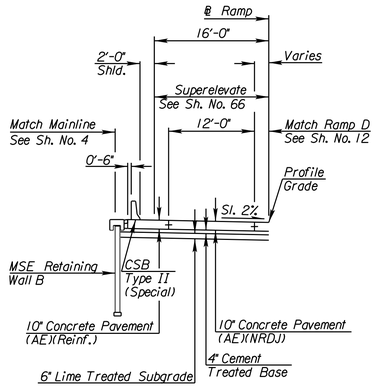
RAMP B TYPICAL SECTION
STA. 10501+10.57 TO STA. 10504+75.36 RT.



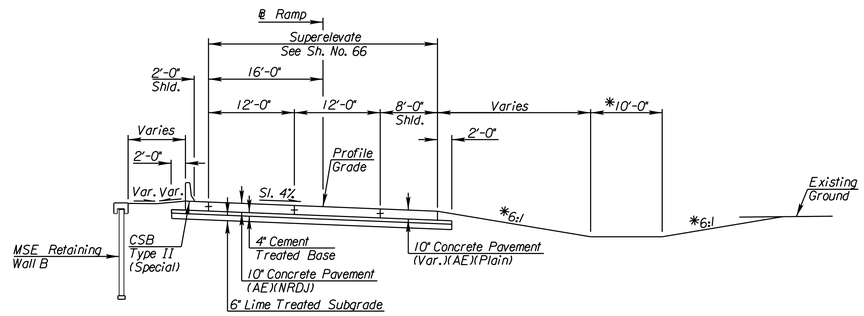
RAMP B TYPICAL SECTION
STA. 10504+37 TO STA. 10510+23.81 LT.
STA. 10504+75.36 TO STA. 10507+06.99 RT.



RAMP B TYPICAL SECTION
STA. 10507+06.99 TO STA. 10510+23.81 RT.



RAMP B TYPICAL SECTION
STA. 10510+23.81 TO STA. 10511+43.81



RAMP B TYPICAL SECTION
STA. 10511+43.81 TO STA. 10512+26.06

Notes: Intersection of all slope lines shall be softened and rounded for pleasing appearance.

See Sh. No's. 300-334 for Retaining Wall Plans.

See Sh. No's. 119-140 for Paving Details.

** Dimensions and slopes for standard ditches and fills. See plan and cross-sections for variations.*

◔ Varies 11.2' to 8' Sta. 10500+00.74 to Sta. 10501+07.00.

CITY OF WICHITA

RAMP

TYPICAL SECTIONS

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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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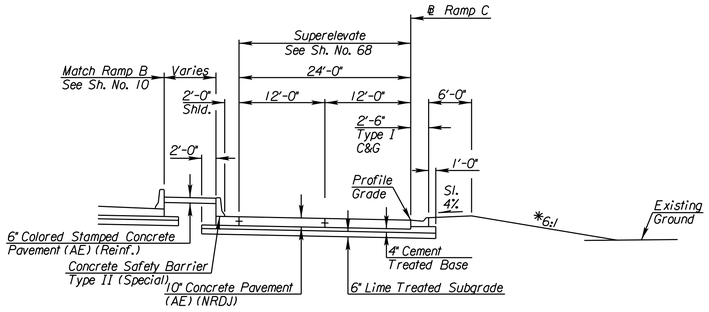
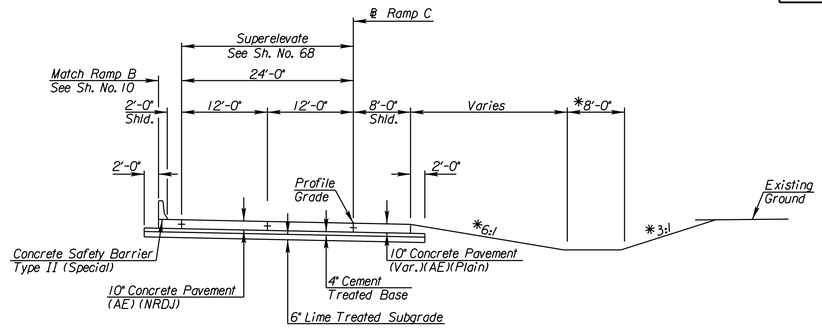
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	11	1055



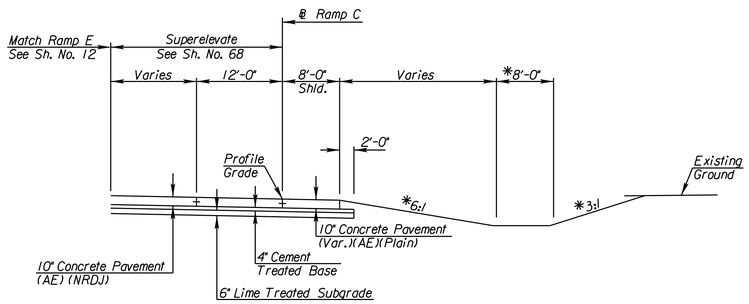
RAMP C TYPICAL SECTION

STA. 10501+97.30 TO STA. 10503+25



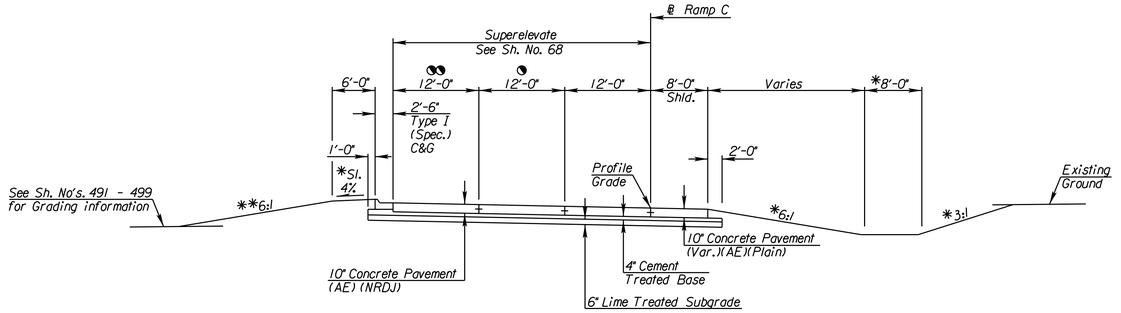
RAMP C TYPICAL SECTION

STA. 10503+25 TO STA. 10504+68.15



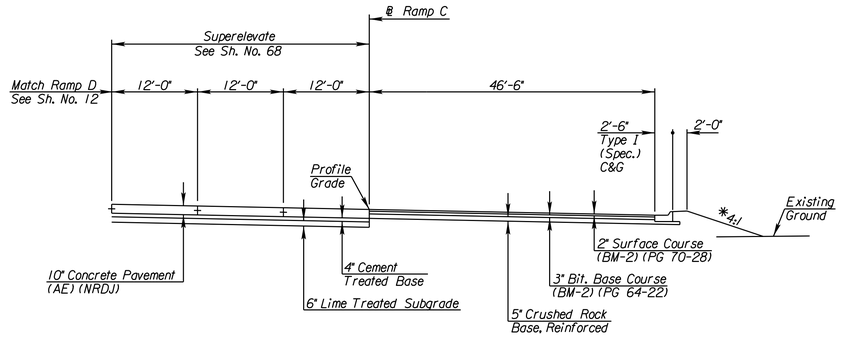
RAMP C TYPICAL SECTION

STA. 10504+68.15 TO STA. 10506+21.92



RAMP C TYPICAL SECTION

STA. 10506+21.92 TO STA. 10510+00



RAMP C TYPICAL SECTION

STA. 10510+00 TO STA. 10510+65.77

Notes: Intersection of all slope lines shall be softened and rounded for pleasing appearance.

See Sh. No's. 300-334 for Retaining Wall Plans.

See Sh. No's. 119-140 for Paving Details.

* *Dimensions and slopes for standard ditches and fills. See plan and cross-sections for variations.*

** *See Sh. No.'s 491 - 499 for Grading information.*

◔ *Varies from 10' to 4'*
Sta. 10506+21.92 to Sta. 10507+11.92
4' Sta. 10507+11.92 to Sta. 10507+90
Varies from 4' to 12'
Sta. 10507+90 to Sta. 10508+70

◔◔ *Varies from 0' to 12'*
Sta. 10508+70 to Sta. 10509+90

CITY OF WICHITA

RAMP

TYPICAL SECTIONS

11

SURV. - PLOT | CADD | DES. - DR. | TR. - CKD. | - APP.

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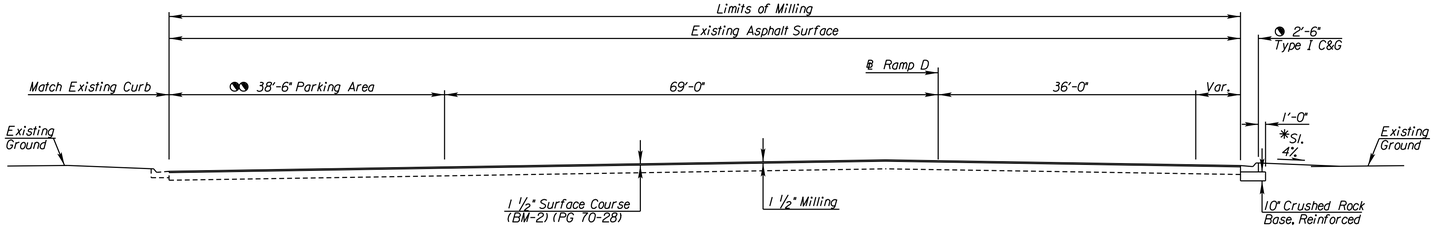
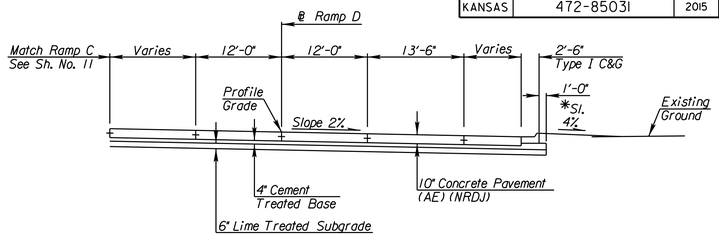
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	12	1055



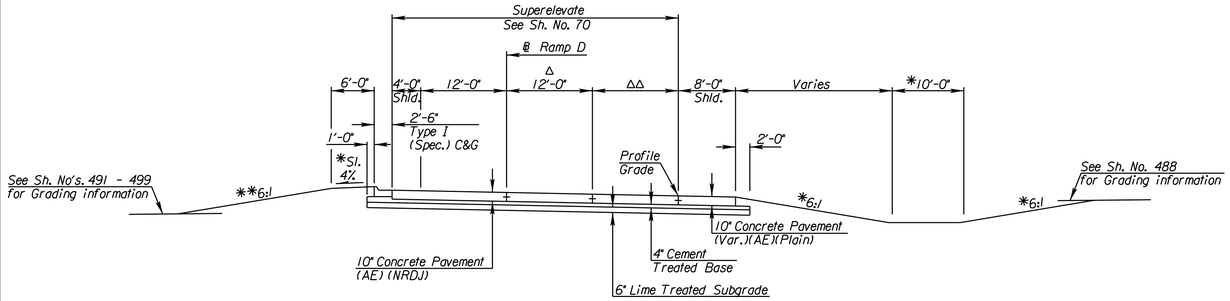
RAMP D TYPICAL SECTION

STA. 10501+91.53 TO STA. 10502+76.98



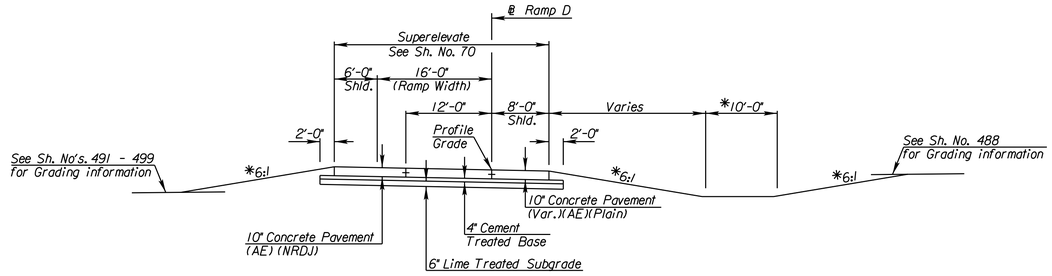
RAMP D TYPICAL SECTION

STA. 10502+76.98 TO STA. 10503+12.51 RT.
STA. 10502+76.98 TO STA. 10503+46.49 LT.



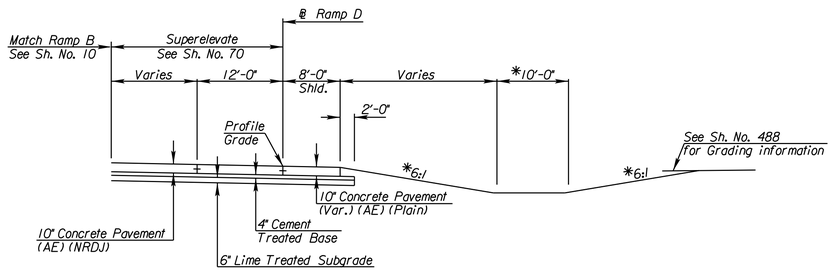
RAMP D TYPICAL SECTION

STA. 10503+12.51 TO STA. 10505+93.09 RT.
STA. 10503+46.49 TO STA. 10505+93.09 LT.



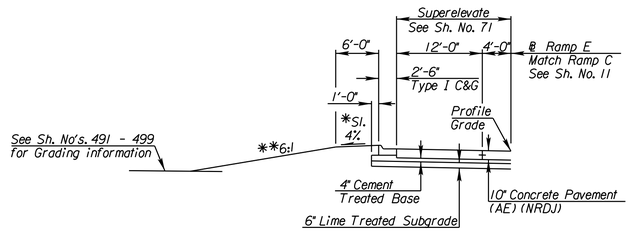
RAMP D TYPICAL SECTION

STA. 10505+93.09 TO STA. 10508+69.03



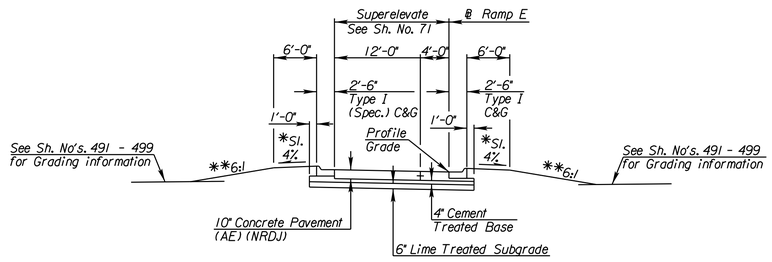
RAMP D TYPICAL SECTION

STA. 10508+69.03 TO STA. 10509+42.80



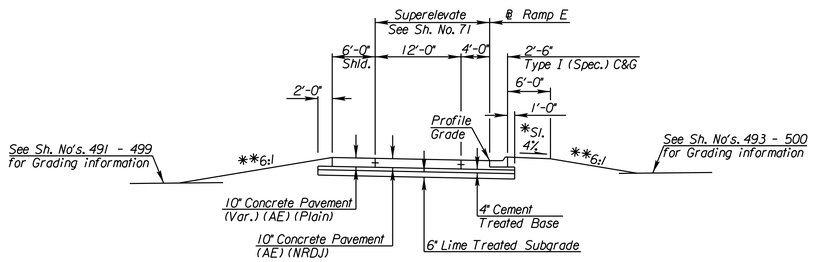
RAMP E TYPICAL SECTION

STA. 1501+74.75 TO STA. 1503+32.74



RAMP E TYPICAL SECTION

STA. 1503+32.74 TO STA. 1504+81.79



RAMP E TYPICAL SECTION

STA. 1504+81.79 TO STA. 1505+93.09

Notes: Intersection of all slope lines shall be softened and rounded for pleasing appearance.

See Sh. No's. 300-334 for Retaining Wall Plans.

See Sh. No's. 119-140 for Paving Details.

* *Dimensions and slopes for standard ditches and fills. See plan and cross-sections for variations.*

** *See Sh. No.'s 491 - 499 for Grading information.*

◔ *Match Existing Pavement/Curb Sta. 10501+91.53 to Sta. 10502+43.81*

◔◔ *0' Sta. 10501+91.53 to Sta. 10502+23.96*

△ *Varies from 12' to 0' Sta. 10504+34.62 to Sta. 10505+50 0' Sta. 10505+50 to Sta. 10505+93.09*

△△ *Varies from 12'-8" to 0' Sta. 10503+12.51 to Sta. 10504+34.62 0' Sta. 10504+34.62 to Sta. 10505+93.09*

CITY OF WICHITA

RAMP

TYPICAL SECTIONS

SURV. - PLOT | CADD - DES. | DR. - TR. | CKD. - APP. -
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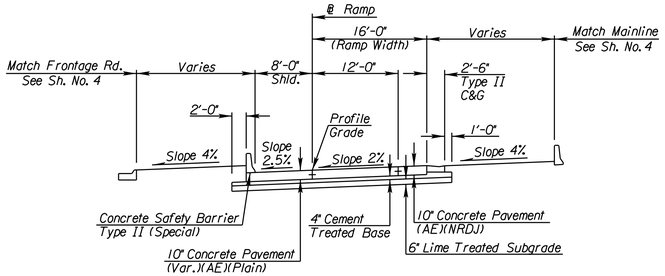
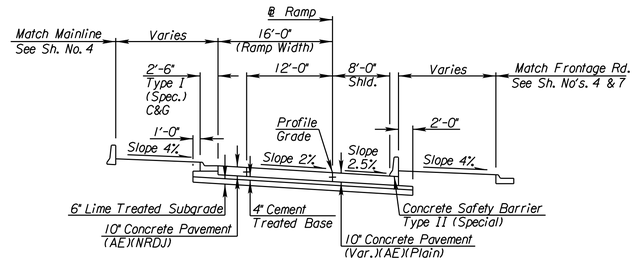
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	13	1055

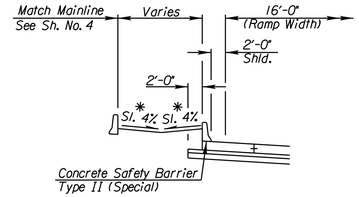


RAMP G TYPICAL SECTION



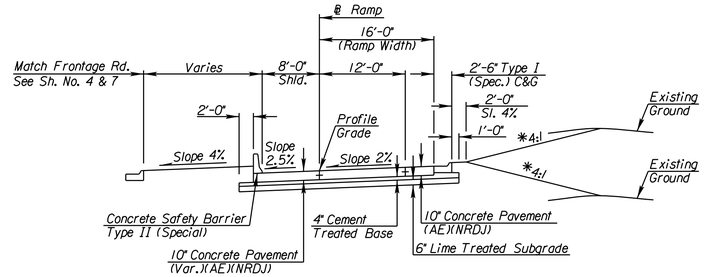
RAMP H TYPICAL SECTION

STA. 10535+01.97 TO STA. 10537+87.19 LT.
STA. 10535+01.97 TO STA. 10545+30 RT.



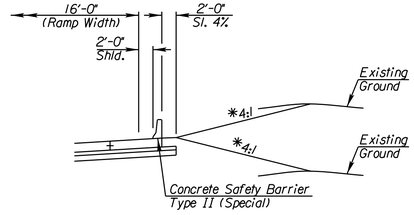
RAMP H TYPICAL SECTION

STA. 10537+87.19 TO STA. 10545+30 LT.



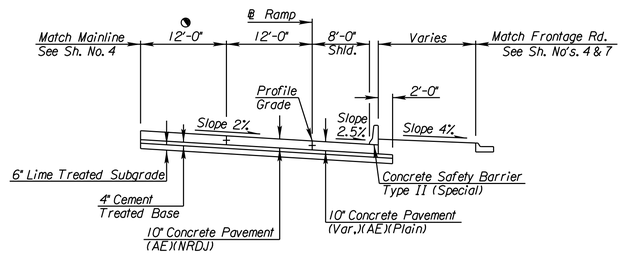
RAMP J TYPICAL SECTION

STA. 20554+45 TO STA. 20566+04.63 LT.
STA. 20562+90.59 TO STA. 20566+04.63 RT.



RAMP J TYPICAL SECTION

STA. 20554+45 TO STA. 20562+90.59 RT.



RAMP K TYPICAL SECTION

Notes: Intersection of all slope lines shall be softened and rounded for pleasing appearance.

See Sh. No's. 119-140 for Paving Details.

* Dimensions and slopes for standard ditches and fills. See plan and cross-sections for variations.

◔ Varies from 0' to 12'
Sta. 10552+65 to Sta. 10557+16.08

CITY OF WICHITA

RAMP

TYPICAL SECTIONS

SURV. - | PLOT | CADD | DES. - | DR. - | TR. | CKD. - | APP. -

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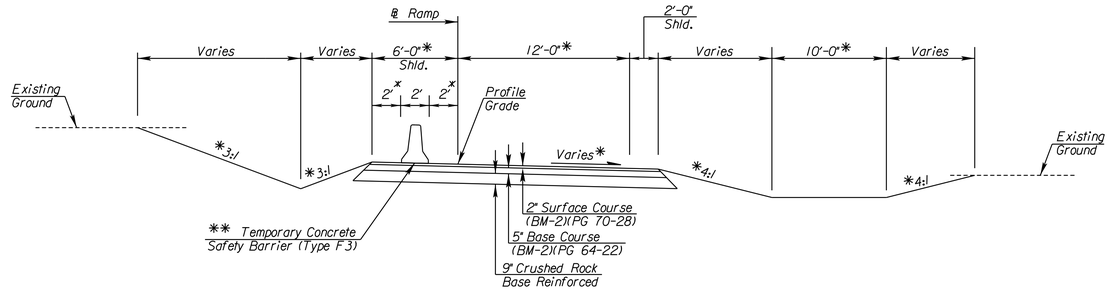
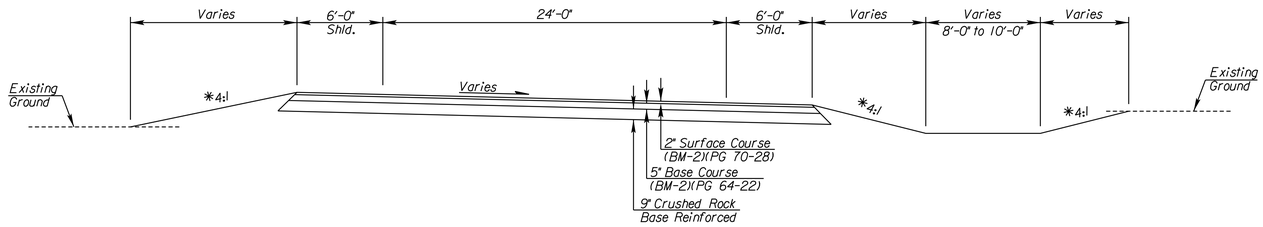
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	14	1055



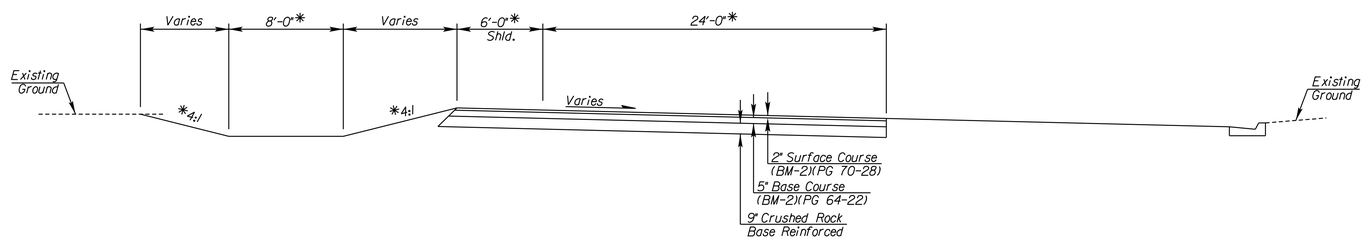
RAMP BB TYPICAL SECTION

Dimensions and Slopes Vary. See Temporary Ramp Plans and Cross-Sections for Variations.



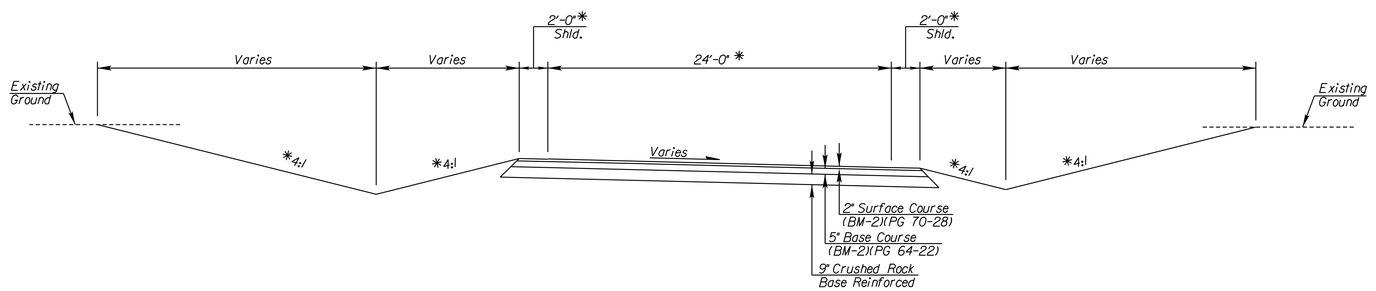
RAMP CC TYPICAL SECTION

Dimensions and Slopes Vary. See Temporary Ramp Plans and Cross-Sections for Variations.



RAMP DD TYPICAL SECTION

Dimensions and Slopes Vary. See Temporary Ramp Plans and Cross-Sections for Variations.



RAMPS FF, HH TYPICAL SECTION

Dimensions and Slopes Vary. See Temporary Ramp Plans and Cross-Sections for Variations.

Notes: Temporary pavement shall match existing or proposed permanent pavement slope at tie-ins.

Ditch locations vary. See plan and cross-sections for variations.

For temporary asphaltic pavement locations, station ranges and thickness. See Sh. No. 723.

* See plan and cross-sections for variations.

** Temporary Concrete Barrier is required on Ramp BB & Ramp HH, else where slope meets or exceeds 3:1 unless otherwise shown on plans or directed by Engineer. For Temporary Concrete Barrier placement see Traffic Control Plans.

CITY OF WICHITA

EAST KELLOGG
TEMPORARY RAMPS
TYPICAL SECTION

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

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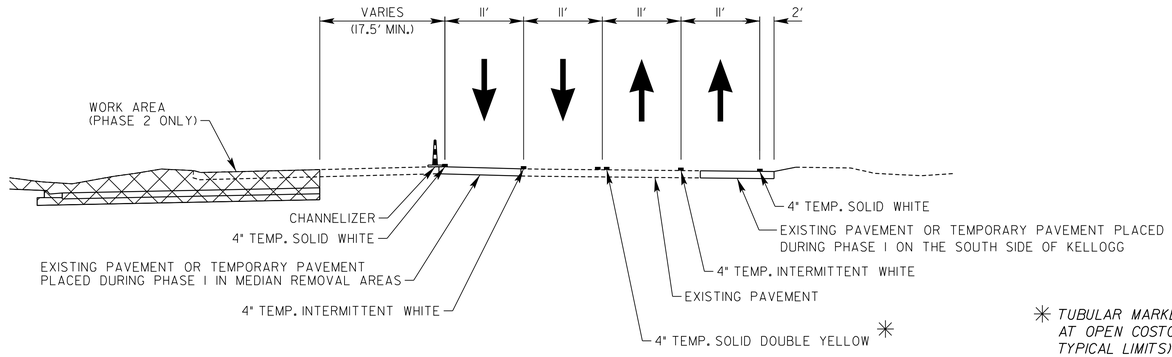
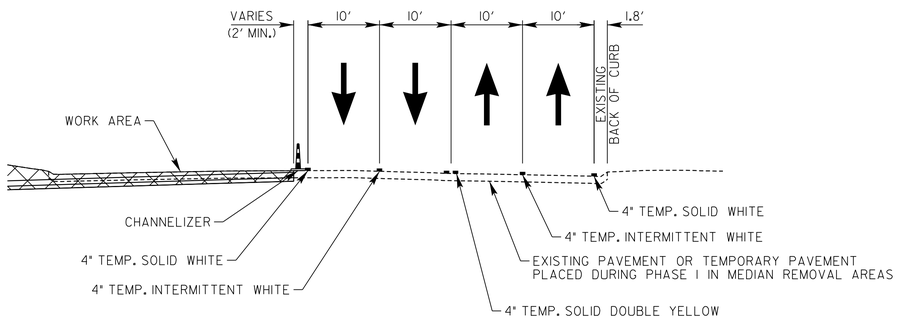
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	15	1055

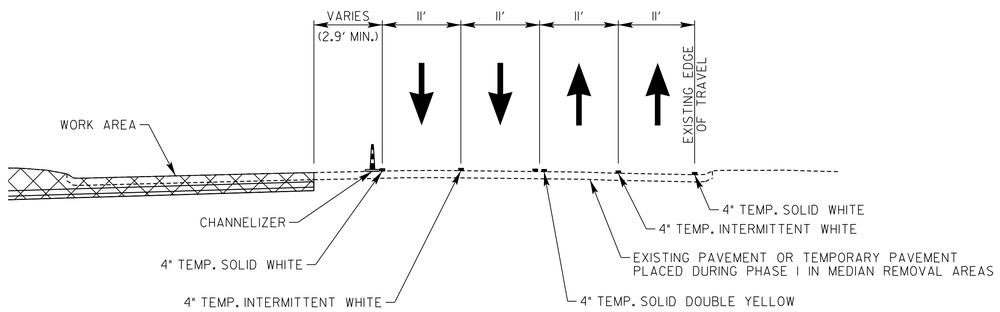


✳ *TUBULAR MARKERS AT 5' SPACING REQUIRED ON CENTERLINE AT OPEN COSTCO ACCESS (SEE TRAFFIC CONTROL PLANS FOR TYPICAL LIMITS).*

KELLOGG AVENUE (US 54)
PHASES 2 & 3A
STA. 525+23± TO STA. 531+83±



WEBB RD
PHASE 2
STA. 38+73± TO STA. 43+82±



WEBB RD
PHASE 2
STA. 53+89± TO STA. 60+17±

CITY OF WICHITA

CONSTRUCTION PHASING
TYPICAL SECTIONS

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

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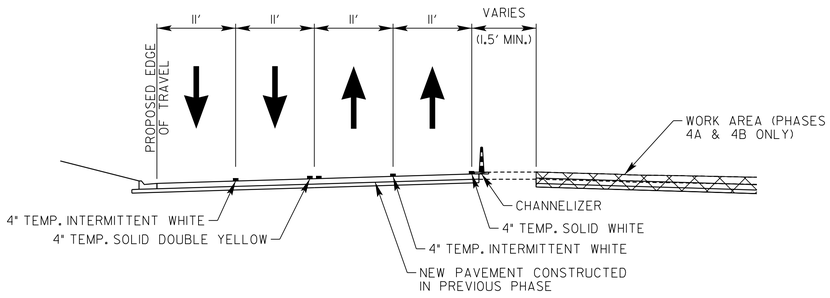
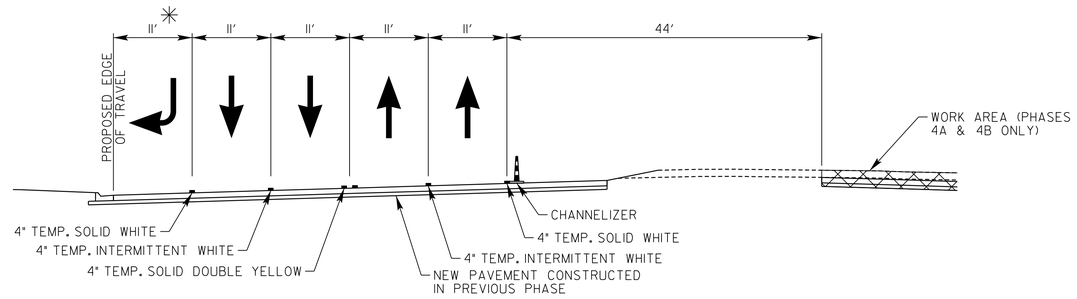
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	16	1055

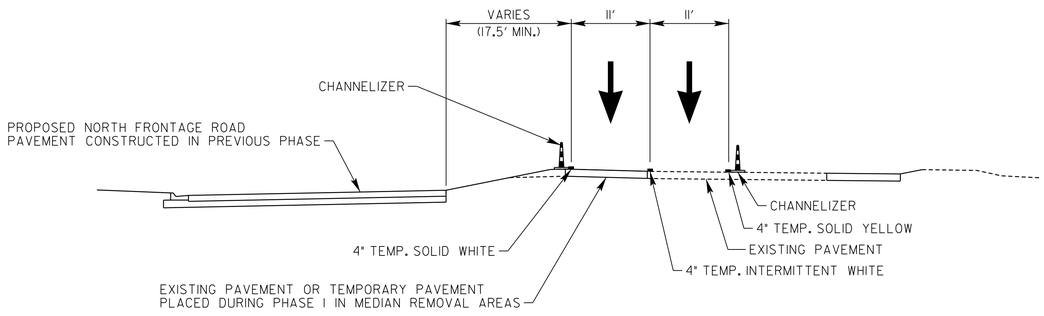


WEBB RD
PHASES 3A, 3B, 3C, 4A, & 4B
STA. 41+28± TO STA. 48+06±

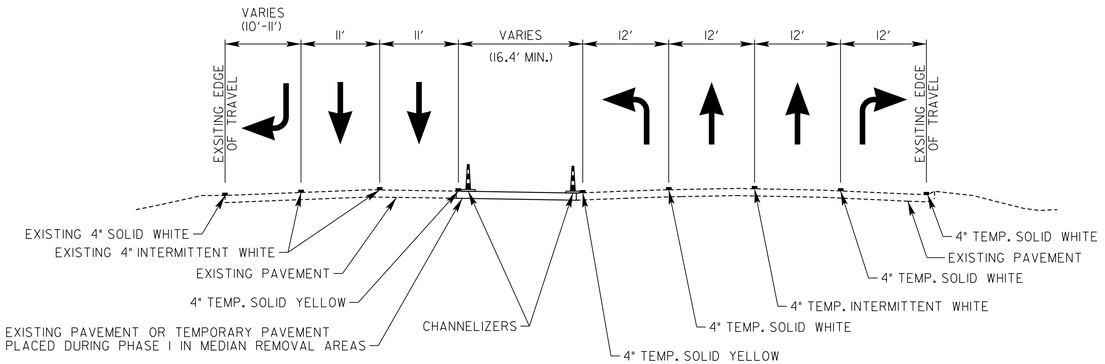
✳ *NORTHBOUND RIGHT-TURN LANE NOT OPEN IN PHASE 3A*



WEBB RD
PHASES 3A, 3B, 3C, 4A, & 4B
STA. 51+65 TO STA. 54+82



WB KELLOGG AVENUE (US 54)
PHASE 3B
STA. 522+46± TO STA. 536+33±



KELLOGG AVENUE (US 54)
PHASE 3B (EB AND WB)
PHASE 3C (EB ONLY)
STA. 571+00± TO STA. 573+35±

CITY OF WICHITA

CONSTRUCTION PHASING
TYPICAL SECTIONS

16

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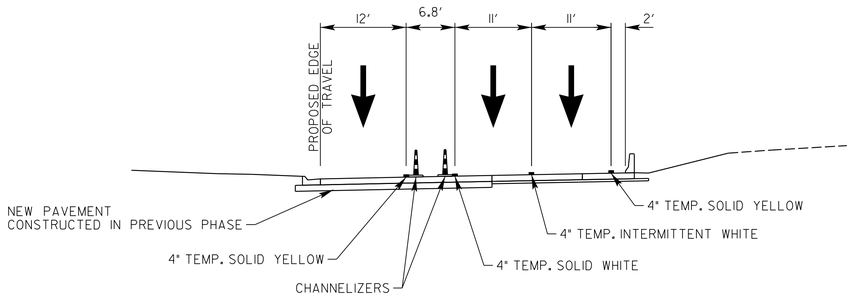
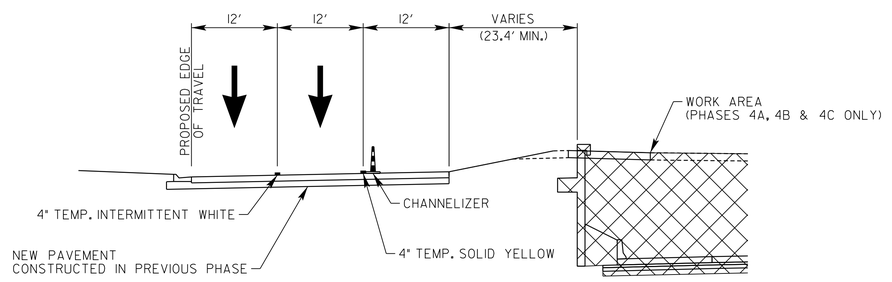
SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

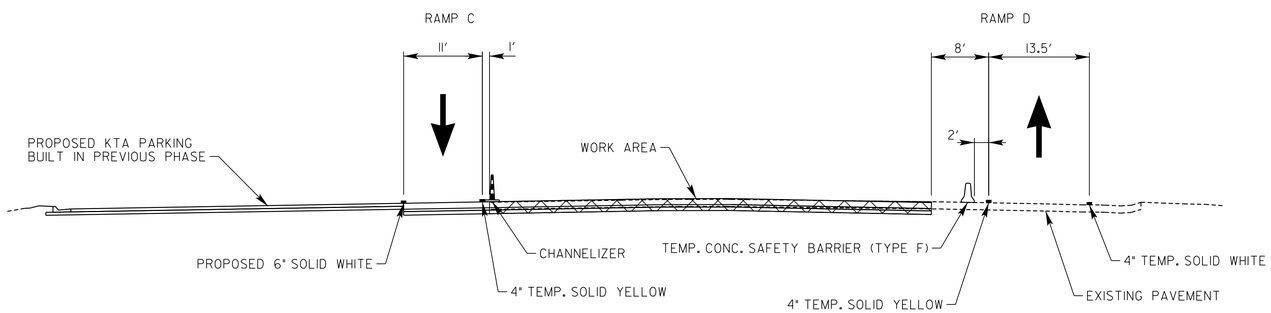
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	17	1055



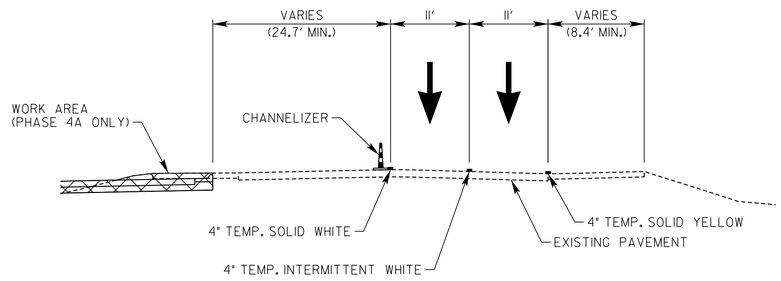
NORTH FRONTAGE ROAD
PHASES 3C, 4A, 4B, 4C, 5A, 5B, & 5C
STA. 2504+00



WB KELLOGG AVENUE (US 54)
PHASES 3C, 4A, 4B, & 4C
STA. 526+26± TO STA. 533+72±



RAMPS C AND D
PHASES 4A, 4B, & 4C
RAMP D STA. 10503+00



WB KELLOGG AVENUE (US 54)
PHASES 4A & 4B
STA. 540+80± TO STA. 554+45±

CITY OF WICHITA

CONSTRUCTION PHASING
TYPICAL SECTIONS

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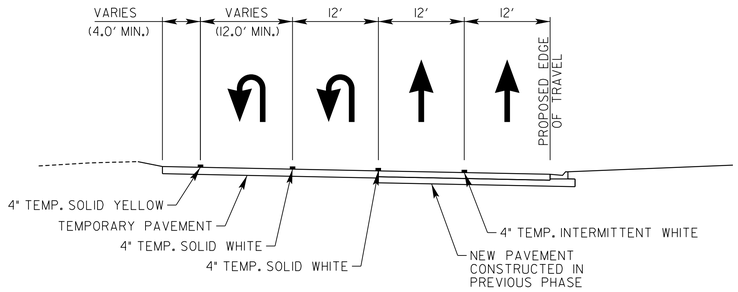
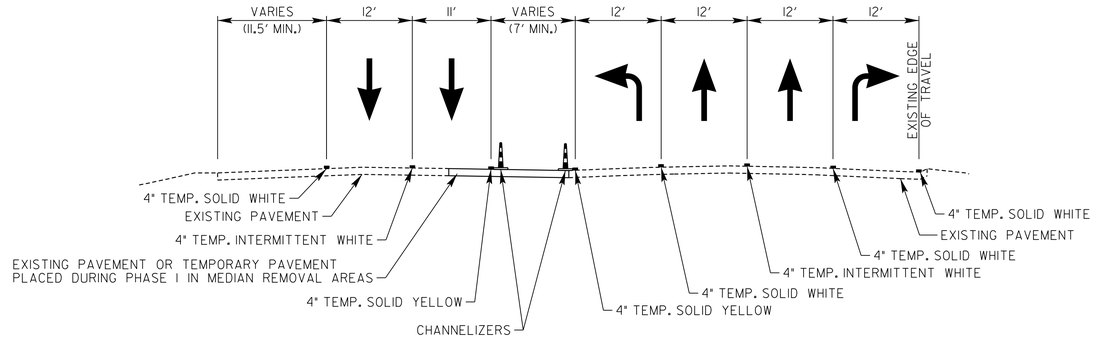
SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	-	CKD.	-	APP.	-

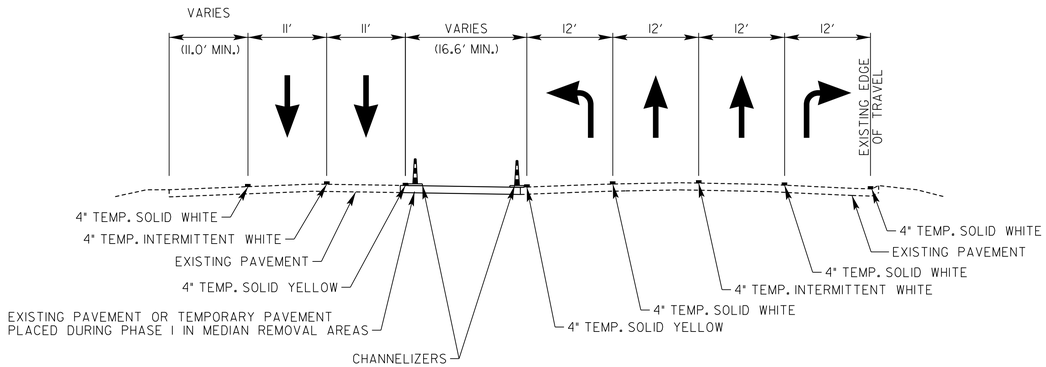
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	18	1055



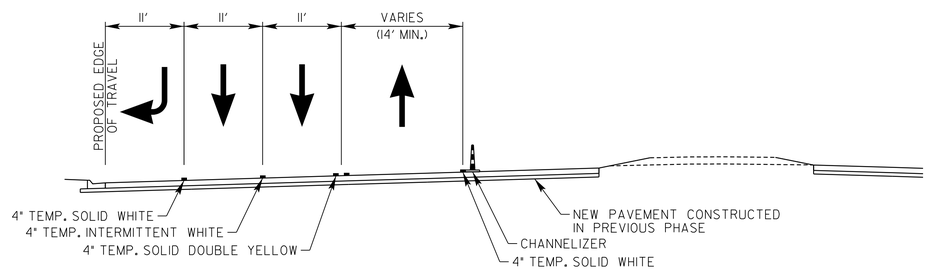
EB KELLOGG AVENUE (US 54)
PHASES 3B, 3C, 4A, 4B, & 4C
STA. 554+27± TO STA. 555+83±



KELLOGG AVENUE (US 54)
PHASES 4A & 4B
STA. 571+00± TO STA. 573+35±



KELLOGG AVENUE (US 54)
PHASE 4C
STA. 571+56± TO STA. 573+35±



WEBB RD
PHASE 4C
STA. 52+63 TO STA. 54+82

CITY OF WICHITA

CONSTRUCTION PHASING
TYPICAL SECTIONS

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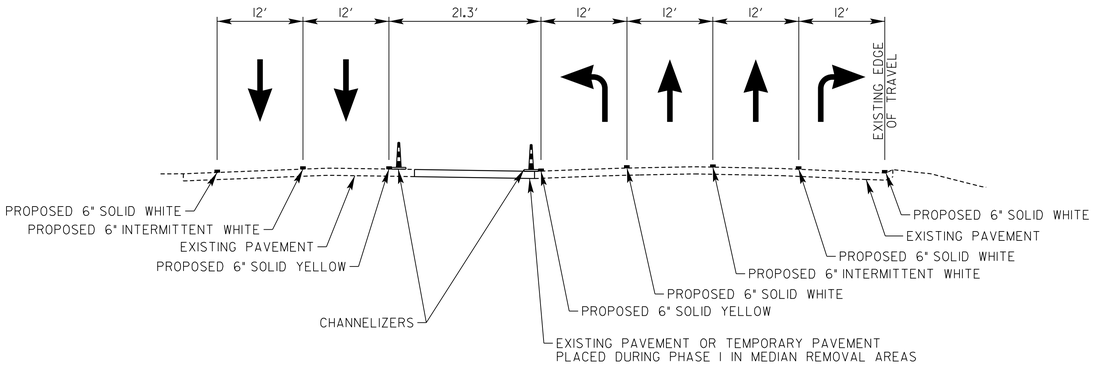
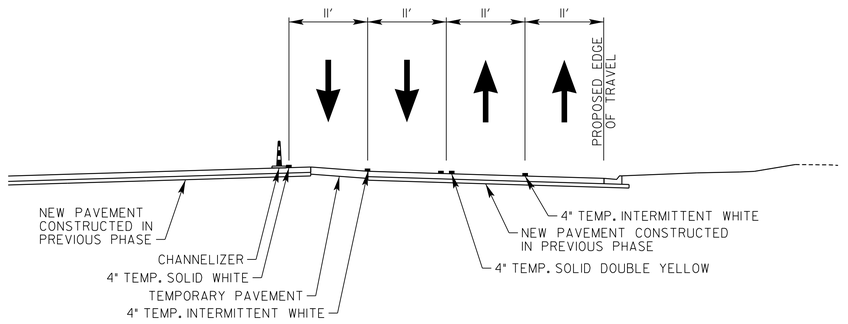
SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

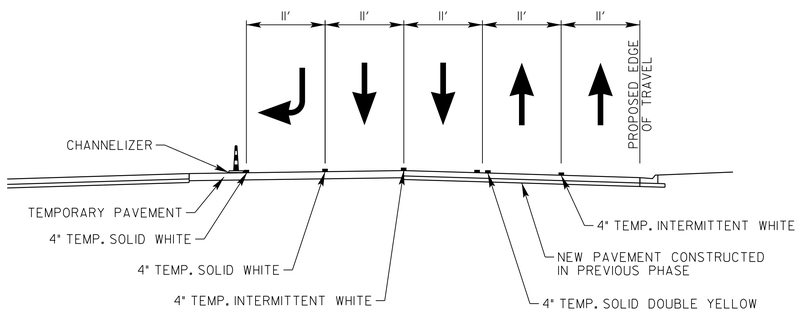
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	19	1055



KELLOGG AVENUE (US 54)
PHASES 5A, 5B, & 5C
STA. 571+00± TO STA. 573+35±



WEBB RD
PHASES 5A, 5B, & 5C
STA. 38+70± TO STA. 43+48±



WEBB RD
PHASES 5A, 5B, & 5C
STA. 52+18± TO STA. 54+88±

CITY OF WICHITA

CONSTRUCTION PHASING
TYPICAL SECTIONS

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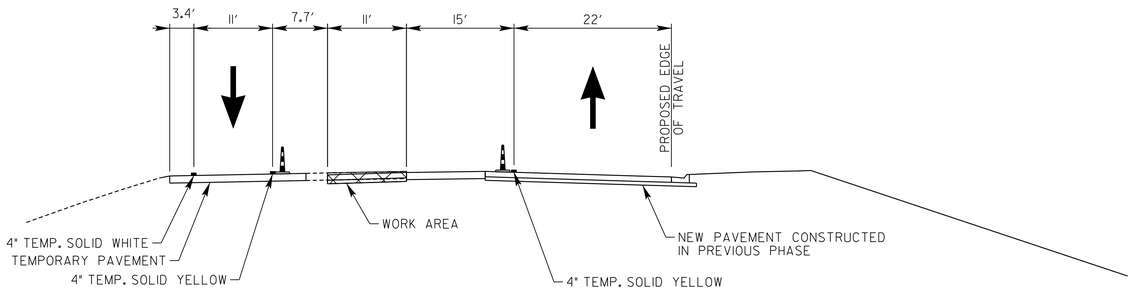
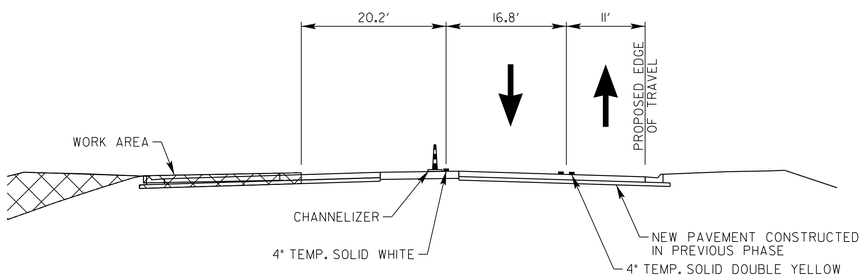
SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	-	CKD.	-	APP.	-

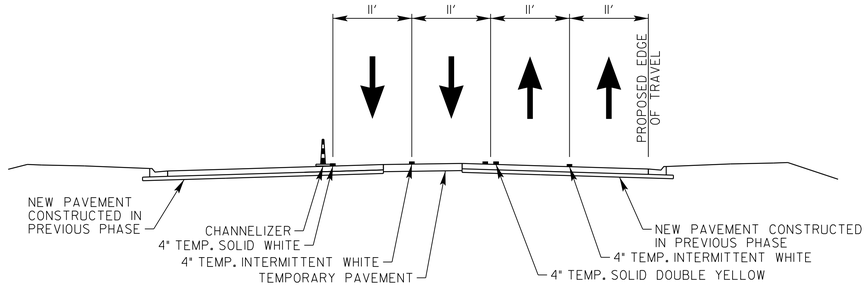
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	20	1055



WEBB RD
PHASE 5A
STA. 61+00



WEBB RD
PHASE 5B
STA. 61+00



WEBB RD
PHASE 5C
STA. 61+00

CITY OF WICHITA

CONSTRUCTION PHASING
TYPICAL SECTIONS

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4/15/2015
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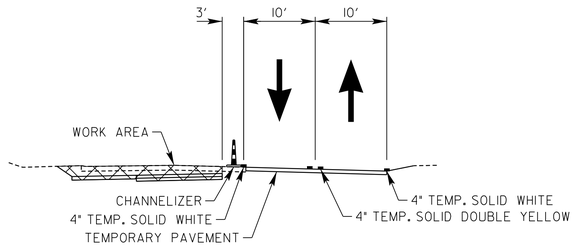
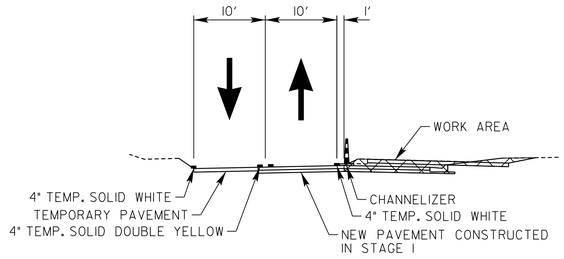
SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

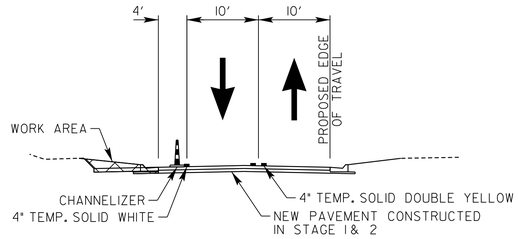
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	21	1055



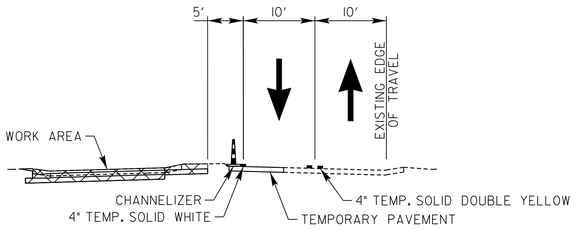
CLUB RODEO ENTRANCE
PHASE 2 - STAGE 1



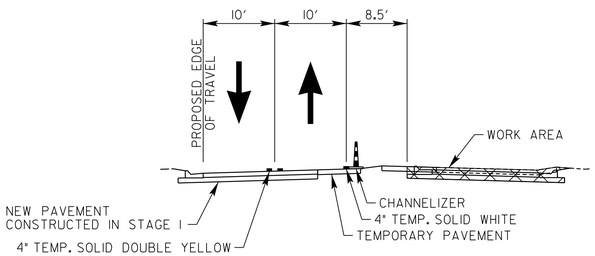
CLUB RODEO ENTRANCE
PHASE 2 - STAGE 2



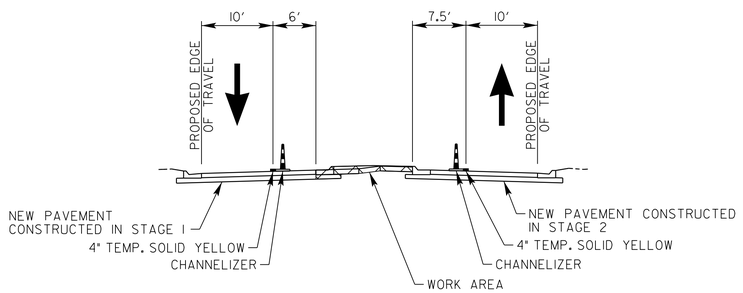
CLUB RODEO ENTRANCE
PHASE 2 - STAGE 3



CARMAX ENTRANCE
PHASE 2 - STAGE 1



CARMAX ENTRANCE
PHASE 2 - STAGE 2



CARMAX ENTRANCE
PHASE 2 - STAGE 3

CITY OF WICHITA

CONSTRUCTION PHASING
TYPICAL SECTIONS

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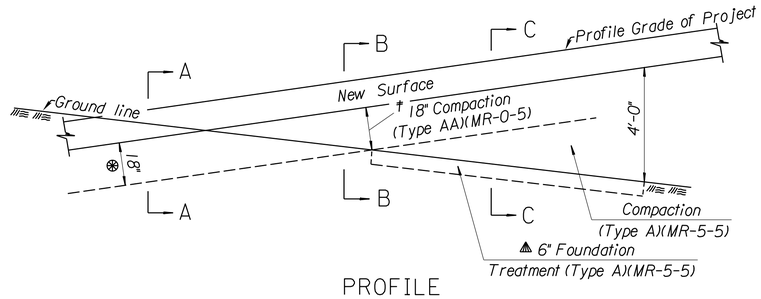
SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	22	1055

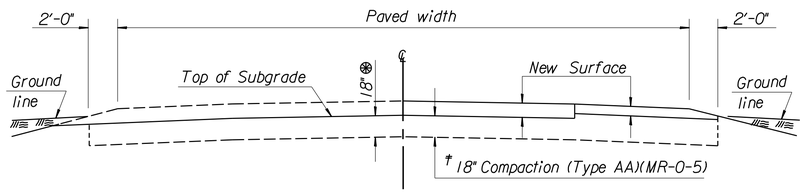
MAINLINE/RAMPS



PROFILE

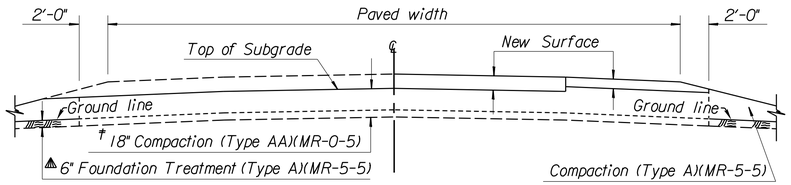
⊛ *Overexcavation*

▲ *Compaction of this material shall be subsidiary.*



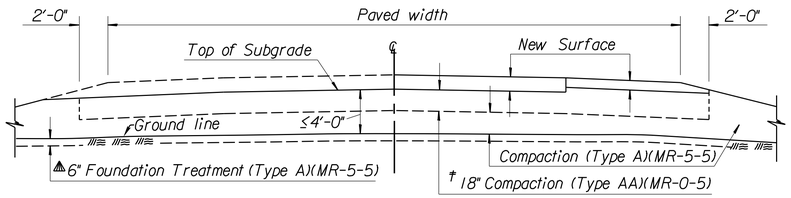
GRADING SURFACING

SECTION A-A



GRADING SURFACING

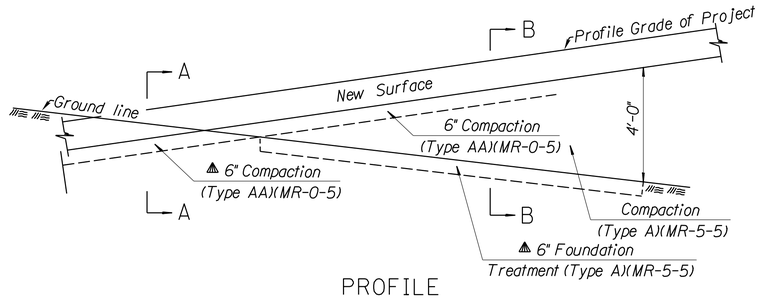
SECTION B-B



GRADING SURFACING

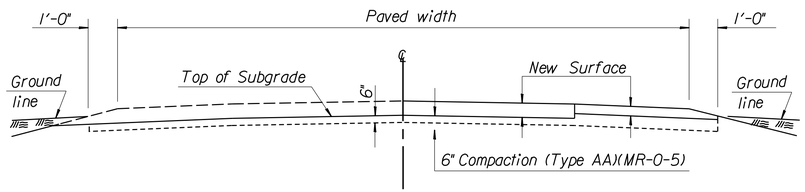
SECTION C-C

FRONTAGE ROADS/SIDEROADS/ENTRANCES



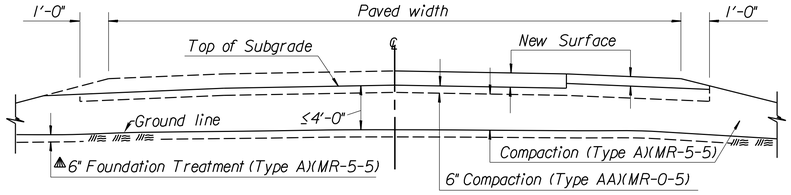
PROFILE

▲ *Compaction of this material shall be subsidiary.*



GRADING SURFACING

SECTION A-A



GRADING SURFACING

SECTION B-B

Notes:

Soils which contain substantial organic material classified as OL or OH according to the Unified Soil Classification System (ASTM D2487) should not be used to construct the embankment or subgrade.

The organic material may be used as select soil to cap the sideslopes of the embankment.

All soils that are used to construct the subgrade and cannot be tied to samples already tested must have a 75 pound sample submitted to the Engineer to be evaluated for sulfates, gypsum, atterberg limits, and compaction testing. Contractor shall allow three (3) weeks for results.

Unless otherwise shown on the plans all other embankment shall be Compaction (Type A)(MR-5-5).

† *All soils used in the top 18" below the pavement section shall conform to the following requirements:*

20 < Liquid Limit (LL) < 45

10 < Plastic Index (PI) < 25

Swell Potential of two percent (2%) or less

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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CITY OF WICHITA

FOUNDATION TREATMENT & COMPACTION OF EARTHWORK

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	23	1055

SCALE
50' 0 50' 100'
PLAN: Lat. & Long.
PROFILE: Horiz. same as above
Vert.
10' 0

PROJECT SURVEY CONTROL

Project Coordinates x 0.9998848748 = NGS State Plane Coord.
NAD 1983

VERTICAL DATUM: NAVD 1988

Datum Benchmark: USGS Benchmark Designation-R 39
NAVD 1988 Elev. = 1361.74

Proj. Corridor Benchmark: USGS benchmark monument
75' N. & 42' E. of Sec. Cor. at 159th & Kellogg
NAVD 1988 Elev. = 1302.21

UTILITIES

Cable
Cox Communications
901 S. George Washington Blvd.
Wichita, KS. 67211
Attn: Pat Roth
Ph: 316-260-7170

Gas1
Kansas Gas Service
1021 E. 26th St. N.
Wichita, KS. 67219
Attn: James Coe
Ph: 316-832-3126
Ph. 316-209-9181

Gas2
Southern Star Pipeline
4000 S. Seneca
Wichita, KS. 67217
Attn: Terry Blanding
Ph: 316-371-7286

Gas3
Beechcraft Corporation
9709 E. Kellogg
Wichita, KS. 67206
Attn: Joe Freeman
Ph: 316-676-7911

Power
Westar
1900 E. Central
Wichita, KS. 67214
Attn: Shane Price
Ph: 316-261-6315

ITS
KDOT
ITS Section - 6th Floor
700 SW Harrison Street
Topeka, KS. 66603
Attn: Shari Hilliard
Ph: 785-296-6356

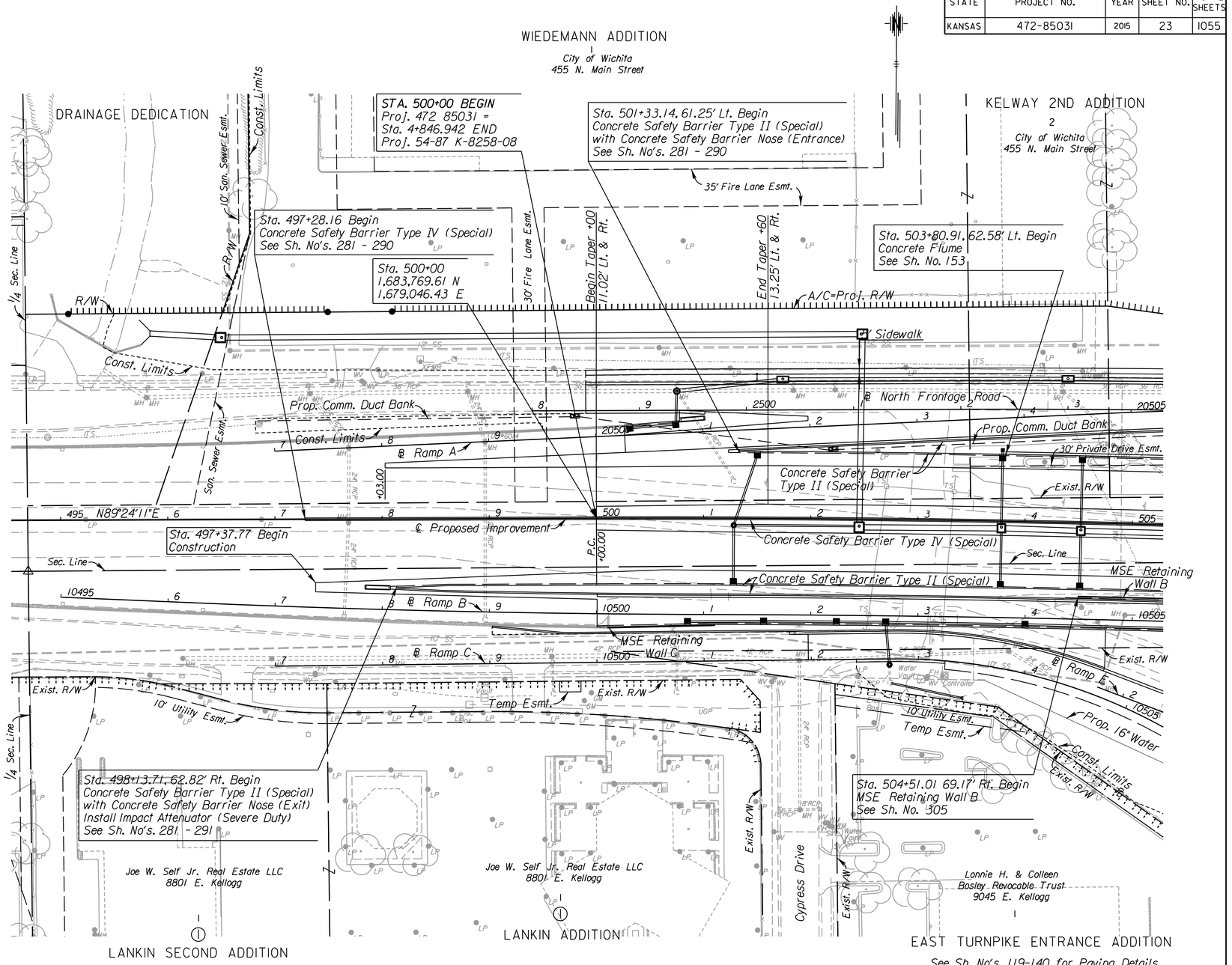
Sanitary Sewer
Wichita Water & Sewer
455 N. Main
Wichita, KS. 67202
Attn: LaDonna Lawrenz
Ph. 316-268-4555

Storm Water Sewer
Wichita Water & Sewer
455 N. Main
Wichita, KS. 67202
Attn: Jim Hardesty
Ph. 316-268-8317

Telephone
AT&T
154 N. Broadway, Room 210
Wichita, KS. 67202
Attn: Jason Edwards
Ph: 316-268-2008

Traffic Signal
City of Wichita
455 N. Main
Wichita, KS 67202
Attn: Paul Gunzelman
Ph: 316-268-4393

Water
Wichita Water & Sewer
455 N. Main
Wichita, KS. 67202
Attn: Greg Lolley
Ph: 316-268-4555



UTILITIES

Gas1	Kansas Gas Service
Power	Westar
ITS	KDOT
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Traffic Signal	City of Wichita
Water	Wichita Water & Sewer

See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

CITY OF WICHITA

EAST KELLOGG

PLAN

STA. 495+00 TO STA. 505+00

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

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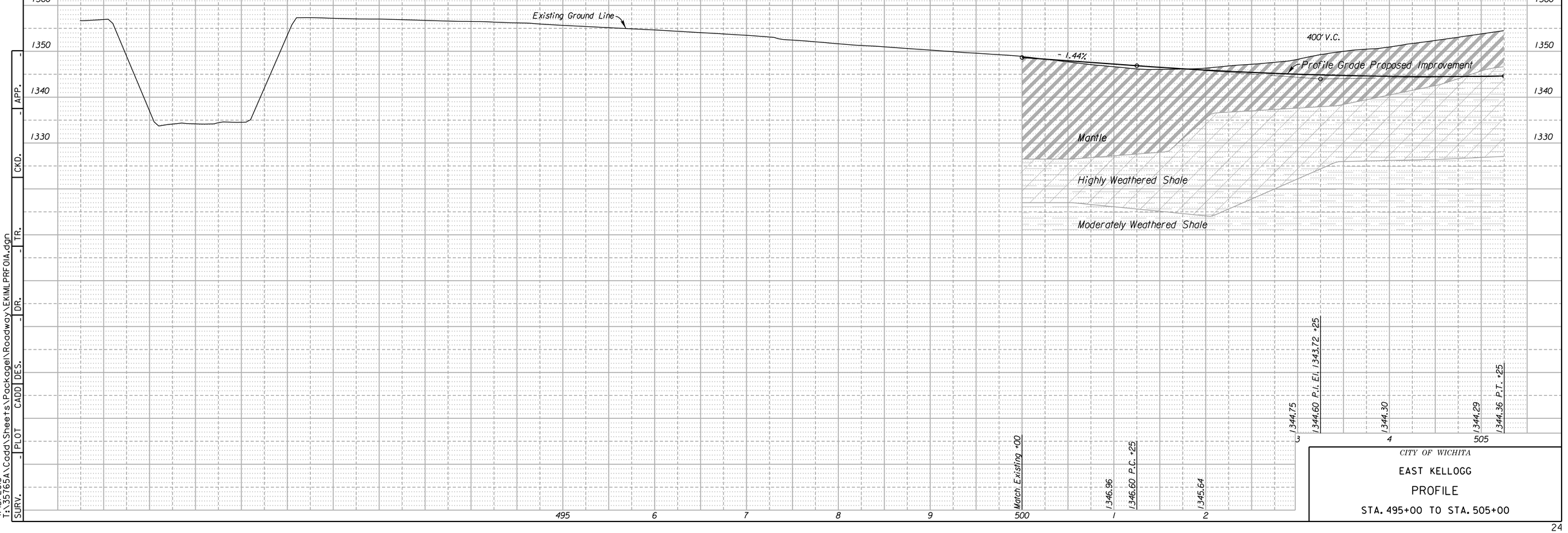
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	24	1055

BALANCE NO. 1 - STA. 500+00 to STA. 561+13.38 — To Balance Sta. 561+13.38

335,790 Common Excavation (VMF=0.80)
185,629 Excavation Highly Weathered Shale (VMF=0.80)
48,191 Select Fill
30,226 Existing Pavement to be Wasted
142,811 Embankment



CITY OF WICHITA

EAST KELLOGG

PROFILE

STA. 495+00 TO STA. 505+00

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4/15/2015
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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
				-			-

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	25	1055

KELWAY 2ND ADDITION
1
City of Wichita
455 N. Main Street

Kansas Turnpike Authority
9401 E. Kellogg

F.N.I.C. ADDITION
2
Phillip G. Ruffin
453 S Webb

R.V.C. ADDITION
1
5 Star Hotel Management Wichita LLC
411 S. Webb

2
Shiv-Kishan Inc.
465 S. Webb

Sta. 506+05.50, 74.32' Lt. Begin
MSE Retaining Wall A
See Sh. No. 304

Sta. 515+02.60, 67' Lt. Begin
Soldier Pile Retaining Wall E
See Sh. No. 313

Sta. 515+02.60, 62.58' Lt. End
Concrete Flume
See Sh. No. 153

Sta. 516+02.73, 92.32' Lt. End
MSE Retaining Wall A
See Sh. No. 304

Sta. 519+84.50, 67.10' Lt. End
Soldier Pile Retaining Wall E
See Sh. No. 313

30' Private Drive Esmt.
10' Utility Esmt.
Exist. R/W
A/C=Proj. R/W
5' Sidewalk
Mod. Block Retaining Wall D
6' Sidewalk
Prop. 10" San. Sewer
Const. Limits
20' Fire Lane Esmt.
KGE Esmt.
Temp Esmt.
Prop. 8" Water
Utility Esmt.
10' KGE Esmt.
20' Utility Esmt.
Prop. Comm. Duct Bank
℄ Ramp A
℄ North Frontage Road
MSE Retaining Wall A
Concrete Safety Barrier Type II (Special)
Soldier Pile Retaining Wall E
Sec. Line
MSE Retaining Wall B
Kellogg Avenue (US 54)
℄ Proposed Improvement
P.R.C. +82.90
Concrete Safety Barrier Type IV (Special)
℄ Ramp B
Concrete Safety Barrier Type II (Special)
Soldier Pile Retaining Wall F
San. Sewer Esmt.
℄ Ramp D
Prop. 16" Water
℄ South Frontage Road
City of Wichita
505 S. Webb
℄ Ramp E
℄ Ramp C
10' Utility Esmt.
KGE Esmt.
Sta. 508+22.17 Remove
Existing Br. No. 54-87-31.88 (148)
See note this sheet
Sta. 510+00.00, 62.58' Rt. Begin
Concrete Flume
See Sh. No. 153
Sta. 515+03.01, 62.58' Rt. End
Concrete Flume
See Sh. No. 153
Utility Esmt.
20' Private Waterline Esmt.
20' Private Sanitary Sewer Esmt.
A/C=Proj. R/W
City of Wichita
515 S. Webb
DAVIS-MOORE ADDITION
E&P Financing Ltd Partnership
527 S. Webb
Michael C. & Vivian S. Grothe
511 S. Webb
EAST TURNPIKE ENTRANCE ADDITION
Kansas Turnpike Authority
9401 E. Kellogg
Sta. 515+03.01, 67' Rt. Begin
Soldier Pile Retaining Wall F
See Sh. No. 317
Sta. 516+02.35, 111.39' Rt. End
MSE Retaining Wall B
See Sh. No. 305
Sta. 519+91.07, 67.91' Rt. End
Soldier Pile Retaining Wall F
See Sh. No. 317

REMOVAL OF EXISTING STRUCTURE: The Contractor shall remove the entire existing bridge (K.D.O.T. No. 54-87-31.88 (148)), including 50'-80'-50' Steel Rolled Beam spans, 33'-6" roadway, pile bent abutments, and column bent piers (See MOT Plans for location and other information). The current paint system on the bridge is Inorganic Zinc/Vinyl and the lead content is unknown. The contractor shall be responsible for any required testing and proper disposal of the existing steel.

All material removed shall become property of the Contractor and shall be removed from site by the Contractor. The Contractor shall provide the Engineer with the location of the disposal site prior to demolition for approval. Notify the Engineer of the removal date with sufficient time for the Engineer to notify the traveling public and review traffic control measures. All of this work shall be part of the bid item "Removal of Existing Structures," Lump Sum.

DEMOLITION PLANS: This is a Category C Demolition. The Contractor shall submit bridge removal plans designed and sealed by Professional Engineer, registered in the State of Kansas, to the Engineer at least 4 weeks before beginning the demolition process. The Demolition Supervisor will attend the required pre-demolition meeting before these operations begin. The Contractor and the Demolition Supervisor shall be limited to a window of time to perform the bridge removal as described in the Construction Sequencing plans and KDOT Specifications. No demolition work will begin without approved Demolition Plans.

UTILITIES

Cable	Cox Communications
Gas	Kansas Gas Service
Power	Westar
ITS	KDOT
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Traffic Signal	City of Wichita
Water	Wichita Water & Sewer

See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

CITY OF WICHITA

EAST KELLOGG

PLAN

STA. 505+00 TO STA. 520+00

SURV. | PLOT | CADD | DES. | DR. | TR. | CKD. | APP.

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	26	1055

From Balance Sta. 500+00

See Sh. No. 24 for Earthwork Balance

To Balance Sta. 561+13.38

+22.17 KTA
Existing KTA Bridge

1370
1360
1350
1340
1330

Existing Ground Line

Mantle

Profile Grade Proposed Improvement

+ 0.32%

- 0.32%

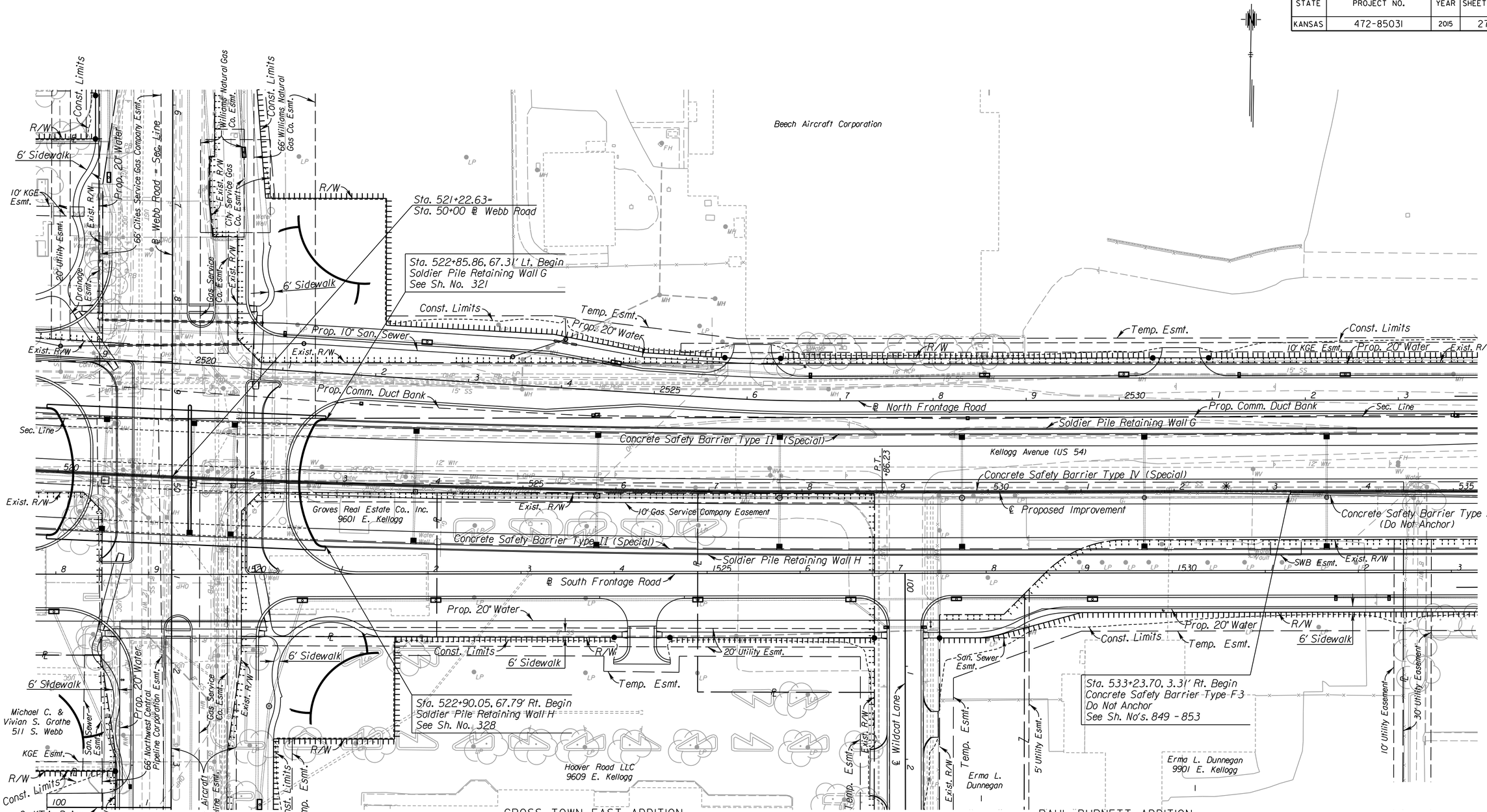
SSD = 1885'
400' V.C.

Highly Weathered Shale

Moderately Weathered Shale

| | | |

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	27	1055



UTILITIES

Cable	Cox Communications
Gas1	Kansas Gas Service
Gas2	Southern Star Pipeline
Gas3	Hawker Beechcraft
Power	Westar
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Traffic Signal	City of Wichita
Water	Wichita Water & Sewer

* Barrier Transition. See Sh. No. 285

See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

CITY OF WICHITA

EAST KELLOGG

PLAN

STA. 520+00 TO STA. 535+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.

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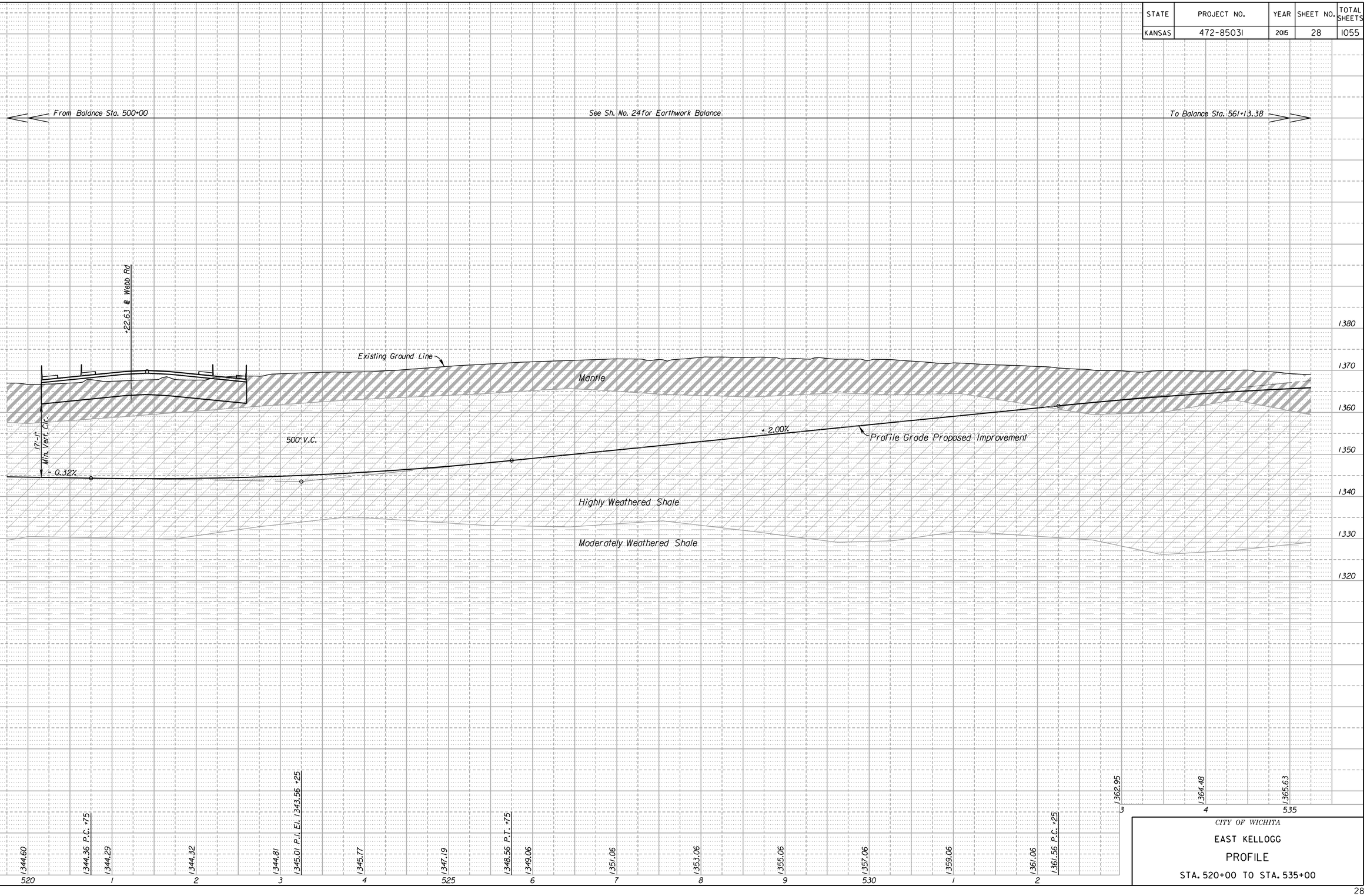
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	28	1055



CITY OF WICHITA

EAST KELLOGG

PROFILE

STA. 520+00 TO STA. 535+00

SURV. - PLOT | CADD | DES. - DR. | - TR. | CKD. | - APP. -

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	29	1055

Beech Aircraft Corporation

Beech Aircraft Corporation

Sta. 537+94.71, 64.69' Lt. End
Concrete Safety Barrier Type II (Special)
Install Impact Attenuator (Severe Duty)
See Sh. No's. 281 - 291

Sta. 536+68.23, 67' Lt. End
Soldier Pile Retaining Wall G
See Sh. No. 321

Sta. 539+46.88' Lt.=
Sta. 20539+45.05 ℄ Ramp G, 8' Lt. Begin
Concrete Safety Barrier Type II (Special)
See Sh. No's. 281 - 290

℄ Hawker Beechcraft Ent.

1/4 Sec. Line

Temp. Esmt.

Drain. Esmt.

Const. Limits

Exist. R/W

R/W

10' KGE Esmt.

Prop. 20" Water

Prop. Comm. Duct Bank

℄ North Frontage Road

Sec. Line

Kellogg Avenue (US 54)

Soldier Pile Retaining Wall G

℄ Ramp G

Concrete Safety Barrier Type II (Special)

Concrete Safety Barrier Type IV (Special)

Prop. 20" Water

SWB Esmt.

℄ Proposed Improvement

10' Gas Service Company Esmt.

Concrete Safety Barrier Type F3
(Do Not Anchor)

End Taper +52.58' 57.25' Rt.

Begin Taper +85' 57.25' Rt.

Begin Taper +105' 13.25' Rt.

End Taper +20' 13.25' Rt.

Concrete Safety Barrier Type II (Special)

Soldier Pile Retaining Wall H

℄ Ramp H

℄ South Frontage Road

Prop. 16" Water

6' Sidewalk

20" Waterline Esmt.

Sta. 537+27.69, 67' Rt. End
Soldier Pile Retaining Wall H
See Sh. No. 328

Sta. 539+32.20, 61.25' Rt. End
Concrete Safety Barrier Type II (Special)
with Concrete Safety Barrier Nose (Entrance)
See Sh. No's. 281 - 290

Sta. 544+83.66, 64.44' Rt. Begin
Concrete Safety Barrier Type F3
Do Not Anchor
Install Inertial Barrier System
See Sh. No's. 849 - 855

Sta. 542+32.57, 76.47' Rt.=
Sta. 10542+32.16 ℄ Ramp H, 10' Rt. Begin
Concrete Safety Barrier Type II (Special)
Install Impact Attenuator (Severe Duty)
See Sh. No's. 281 - 291

55' X 520' Ingress & Egress Esmt.

10' Utility Esmt.

10' Waterline Esmt.

20' Waterline Esmt.

19' Ingress & Egress Esmt.

50' Utility Esmt.

31' Reciprocal Esmt.

20' San. Sewer Esmt.

℄ Tractor Supply Ent.

℄ Club Rodeo Ent.

℄ Carmax Ent.

30' Utility Easement

10' KGE Esmt.

Roger L. & Dana M. Stitt
10009 E. Kellogg

Heritage Properties LP
10011 E. Kellogg

Carmax Auto Superstores
10221 E. Kellogg

Davis-Moore Real Estate, LLC
10603 E. Kellogg

E.M. STEVENS ADDITION

PIZZA HUT SECOND ADDITION

DAVIS-MOORE 14TH ADDITION

** Barrier Transition. See Sh. No. 287

See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

UTILITIES

Gas	Kansas Gas Service
Power	Westar
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Water	Wichita Water & Sewer

CITY OF WICHITA

EAST KELLOGG

PLAN

STA. 535+00 TO STA. 550+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.

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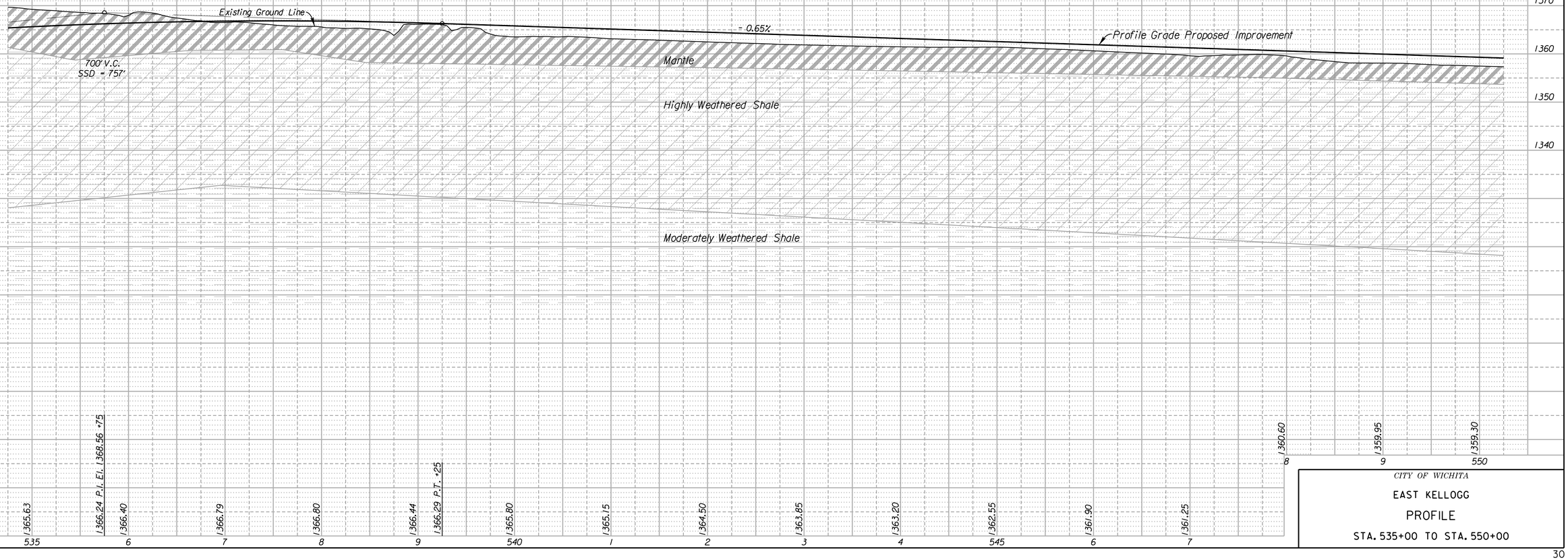
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	30	1055

From Balance Sta. 500+00

See Sh. No. 24 for Earthwork Balance

To Balance Sta. 561+13.38



CITY OF WICHITA

EAST KELLOGG

PROFILE

STA. 535+00 TO STA. 550+00

SURV.	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	31	1055

CHELSEA BROOKE ADDITION

Ⓐ

Jeffrey S. Greenberg & Lynne Greenberg & Chelsea Brooke Greenberg

Sta. 561+13.38, 61.25' Lt. End
Concrete Safety Barrier Type II (Special)
See Sh. No's. 281 - 290

Beech Aircraft Corporation

Sta. 559+31.10, 85.19' Lt.-
Sta. 20559+31.94 ℄ Ramp J, 10' Lt. End
Concrete Safety Barrier Type II (Special)
Install Impact Attenuator (Severe Duty)
See Sh. No's. 281 - 291

Sta. 560+44.19, 61.25' Lt. Begin
Concrete Safety Barrier Type II (Special)
with Concrete Safety Barrier Nose (Entrance)
See Sh. No's. 281 - 290

Sta. 561+13.38, Lt. Install
Type III Barricade (Fixed)

Sta.560+09.53 Construct
Br. No. 54-87-32.86 (827)
2-7'x4'x436' RCB
Special 45° Rotate Lt.
with Soil Saver Lt.
See Sh. No's. 369 - 373

Sta. 561+13.38 End
Concrete Safety Barrier Type IV (Special)
See Sh. No's. 281 - 288

Sta. 561+13.38 to Sta. 568+00
Eradicate Traveled Way

Temp. Esmt.

Drain. Esmt.

Sta. 558+08, Lt. Remove
2-7'x5'x91' RCB

Sta. 558+79, Lt. Remove
2-7'x4'x96' RCB

Const. Limits

R/W

Exist. R/W

Gas Service Esmt.

Prop. Comm. Duct Bank

℄ North Frontage Road

Sec. Line

Concrete Safety Barrier Type II (Special)

Kellogg Avenue (US-54)

℄ Ramp J

℄ Proposed Improvement

Concrete Safety Barrier Type IV (Special)

Kellogg Drive

10' Gas Service Company Esmt.

Concrete Safety Barrier Type F3
(Do Not Anchor)

℄ Ramp K

℄ South Frontage Road

N89°02'11"E

P.C.

℄ Crossover A-1

℄ Crossover A-2

STA. 561+13.38 END
Proj. 472-85031

A/C-Proj. R/W

Sta. 550+88.78, 67.38' Rt. End
Concrete Safety Barrier Type F3
Do Not Anchor
See Sh. No's. 849 - 853

20' Utility Esmt.

15' Waterline Esmt.

20' San. Sewer Esmt.

Temp. Esmt.

Prop. 16" Water

6' Sidewalk

Davis-Moore Real Estate, LLC
10603 E. Kellogg

Ⓐ

DAVIS-MOORE 14TH ADDITION

℄ Chateau Street

Const. Limits

Exist. R/W

Sta. 559+09, Rt. Remove
2-7'x4'x33' RCB

Vanders Investments LLC
10727 E. Kellogg

Sta. 557+11.24, 81.52' Rt.-
Sta. 10557+11.90 ℄ Ramp K, 8.54' Rt. End
Concrete Safety Barrier Type II (Special)
with Concrete Safety Barrier Nose (Entrance)
See Sh. No's. 281 - 290

③

K.T. WIEDEMANN BUSINESS PARK

20' Utility Esmt.

FLOODWAY

Sta. 561+13.38
1,683,743.65 N
1,685,157.29 E

Carport LLC
10851 E. Kellogg

HOLSTED ADD.

Carport LLC
10909 E. Kellogg

Sta. 561+13.34, 68.97' Rt. End
Concrete Safety Barrier Type F3
Do Not Anchor
See Sh. No's. 849 - 853

Sta. 560+64.27, 182.41' Rt. Construct
Concrete Ditch Lining
See Sh. No. 247

10' Utility Esmt.

8" Utility Esmt.

Environmental LLC
10929 E. Kellogg

ROWLEY ADDITION

∗ Barrier Transition. See Sh. No. 286
∗∗ Barrier Transition. See Sh. No. 287

See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

LEGEND

Crossover Pavement, See Sh. No's. 76 - 77

Eradication of Traveled Way

UTILITIES

Gas	Kansas Gas Service
Power	Westar
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Water	Wichita Water & Sewer

CITY OF WICHITA

EAST KELLOGG

PLAN

STA. 550+00 TO STA. 565+00

SURV. - PLOT - CADD - DES. - DR. - TR. - CKD. - APP. -

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	32	1055

From Balance Sta. 500+00

See Sh. No. 24 for Earthwork Balance

+13.38

+13.38

Proj. 472-85032

+09.53
2 - 7' x 4' x 4.36' RCB

1,110' V.C.

1370
1360
1350
1340
1330

- 0.65%

Profile Grade Proposed Improvement

Existing Ground Line

SB Lt.

Pr. Gr. = 1355.89
℄ Lt. = 1346.00
℄ Rt. = 1344.90

Future Profile Grade
Proposed Improvement

+ 2.60%

Existing Ground Line

Mantle

Highly Weathered Shale

Moderately Weathered Shale

1359.30
1358.65
1358.00
1357.35
1356.70
1356.05
1355.76 P.C. +45
1355.44
1355.10
1355.05
1355.29
1355.83
1356.66 P.I. EL. 1352.15 +00
1356.79 +13.38
1366.58 P.R.C. +55

550 1 2 3 4 555 6 7 8 9 560 1 4 565

6 7

CITY OF WICHITA

EAST KELLOGG

PROFILE

STA. 550+00 TO STA. 565+00

SURV. | PLOT | CADD | DES. | - | DR. | TR. | CKD. | - | APP. | -

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	33	1055

Sta. 568+80.50, 94.30' Lt. Begin
Concrete Safety Barrier Type F3
See Sh. No's. 849 - 853

Sta. 573+52.99, 72.24' Lt. End
Concrete Safety Barrier Type F3
See Sh. No's. 849 - 853

CHELSEA BROOKE ADDITION

Jeffrey S. Greenberg & Lynne Greenberg & Chelsea Brooke Greenberg

GOLDEN CORRAL ADDITION

Corral Group LP
11006 E. Kellogg

UNIVERSAL 4TH ADDITION

Universal Motor Fuels Inc.
433 S. Greenwich

Universal Motor Fuels Inc.
453 S. Greenwich

GLADYS WIEDEMANN ADDITION

Gorges & Wittman
11212 E. Kellogg

RESERVE "A"

Temp. Esmt.
15' Drainage Esmt.
20' Utility Esmt.
Exist. R/W
℄ Golden Corral Entrance
Ingress. Egress. Esmt.
10' Utility Esmt.
45' Drainage Esmt.
Drainage Esmt.
Joint Access Esmt.
℄ Greenwich Road
A/C=Exist. R/W
20' Utility Esmt.
Drain. Esmt.
Const. Limits
Prop. 8" San. Sewer
40' Drainage Esmt.
R/W
Sta. 574+21.18=
Sta. 50+00 ℄ Greenwich Road
Ramp J
Prop. Comm. Duct Bank
Prop. 21" San. Sewer
Concrete Safety Barrier Type F3
10' KGE Right-of-Way Esmt.
℄ North Frontage Road
Sec. Line
Crossover B
Saw Cut & Match Existing
+30 43.87' Lt.
+30 26.48' Lt.
Kellogg Avenue (US 54)
Saw Cut & Match Existing
P.R.C. +05.56
Crossover A
℄ Proposed Improvement
P.T. +71.79
Sta. 573+90 End Construction
Prop. 15" San. Sewer
Prop. 10" San. Sewer
Prop. 16" Water
℄ South Frontage Road
A/C=Pro. R/W
6' Sidewalk
Const. Limits
Temp. Esmt.
℄ Trig Street
Carport LLC
10909 E. Kellogg
Environmental LLC
10929 E. Kellogg
ROWLEY ADDITION
CARPORT LLC
11051 E. Kellogg
Green Lantern Inc.
535 S. Greenwich
Frontage Esmt.
Stevens 3rd Addition LLC
11211 E. Kellogg
STEVENS 3RD ADDITION
25' Utility Esmt.

EAST KELLOGG ACRES

LEGEND

Crossover Pavement, See Sh. No's. 76 - 77

Eradication of Traveled Way

UTILITIES

Cable	Cox Communications
Gas	Kansas Gas Service
Power	Westar
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Traffic Signal	City of Wichita
Water	Wichita Water & Sewer

All stations and offsets are to back of curb unless otherwise noted.

See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

CITY OF WICHITA

EAST KELLOGG

PLAN

STA. 565+00 TO STA. 580+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.

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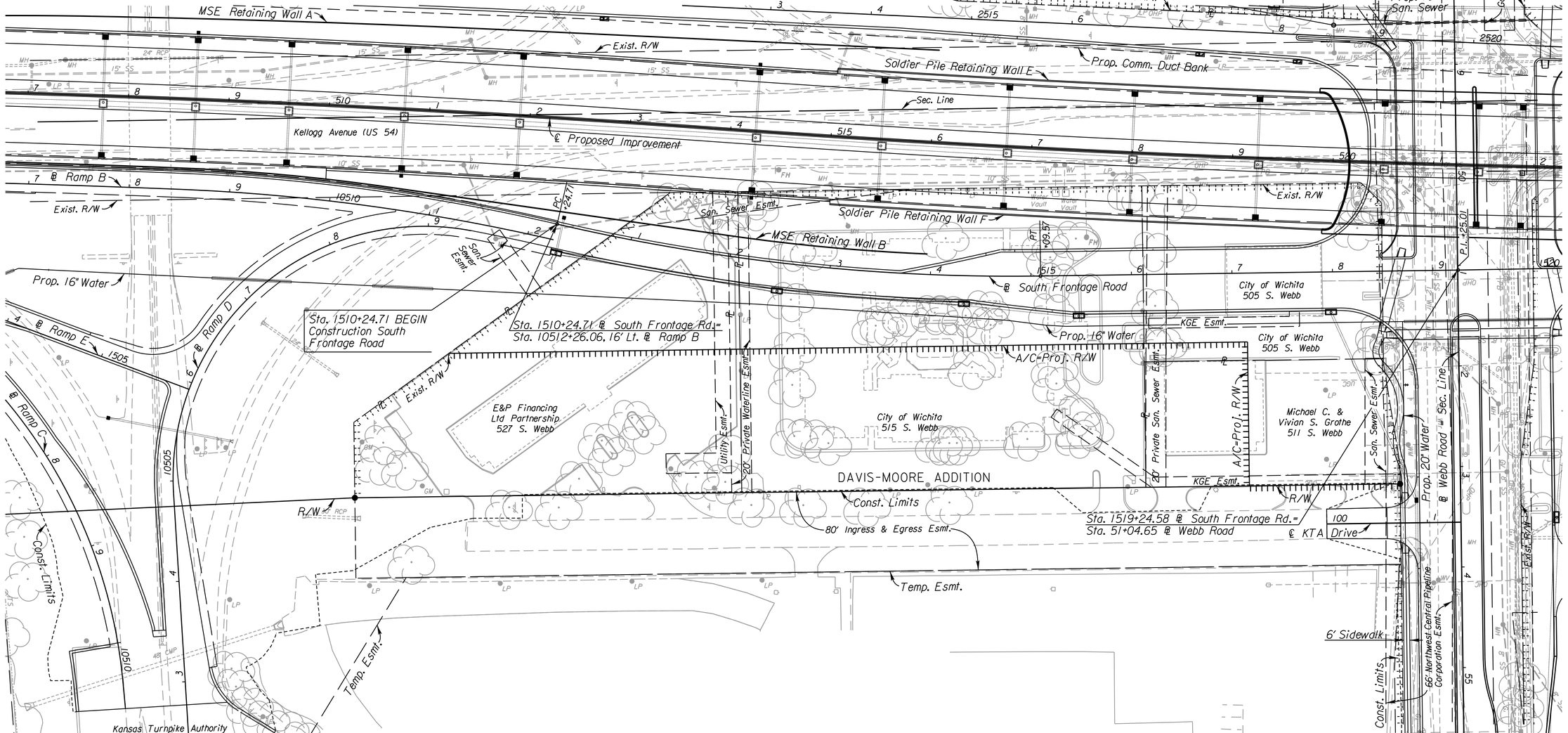
KANSAS	472-85031	2015	34	1055



UTILITIES

Cable	Cox Communications
Gas1	Kansas Gas Service
Gas2	Southern Star Pipeline
Gas3	Hawker Beechcraft
Power	Westar
ITS	KDOT
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Traffic Signal	City of Wichita
Water	Wichita Water & Sewer

See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

CITY OF WICHITA

SOUTH FRONTAGE ROAD

PLAN

STA. 1510+24.71 TO STA. 1520+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
-	-	-	-	-	-	-	-

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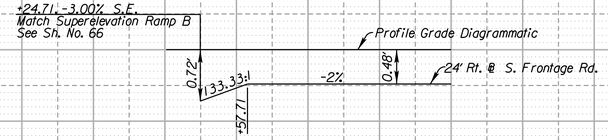
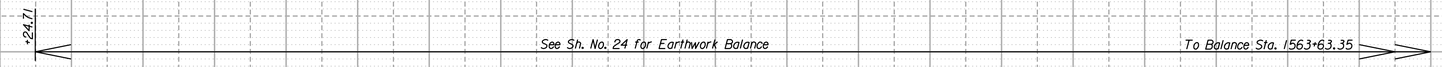
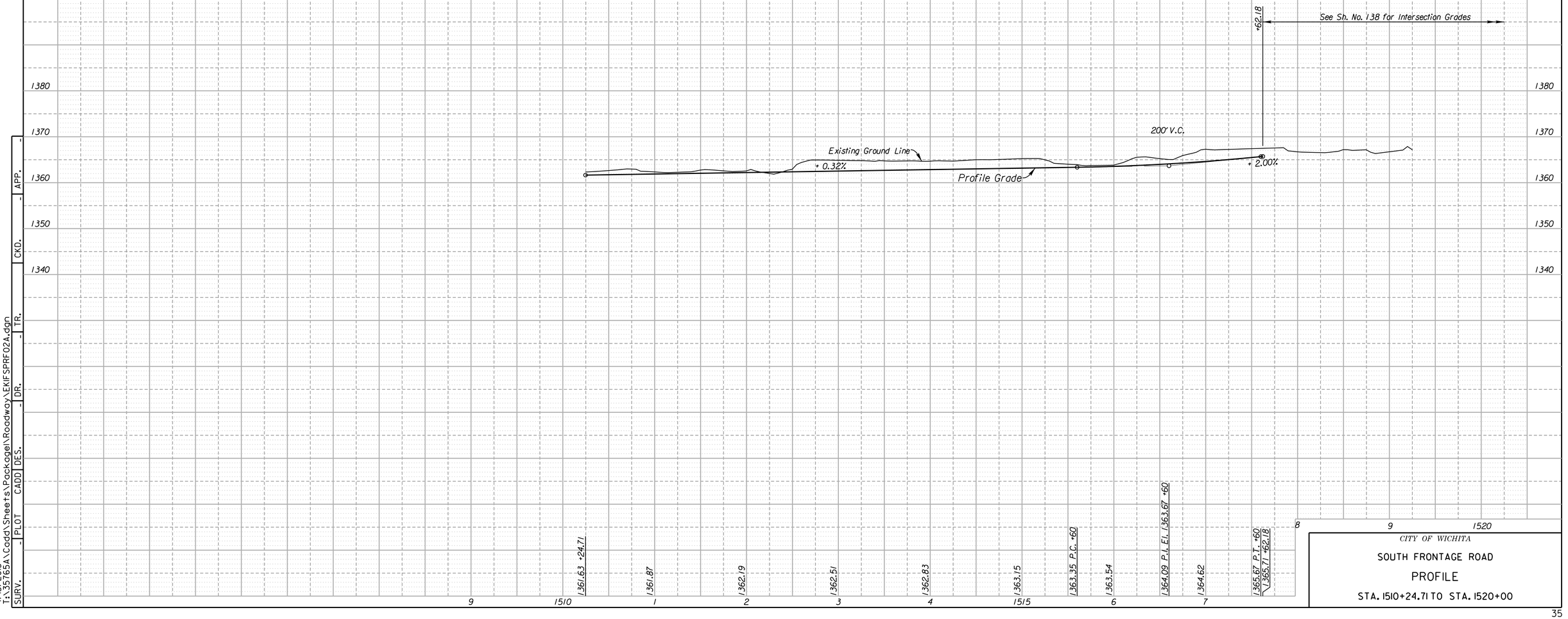
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	35	1055



SOUTH FRONTAGE ROAD SUPERELEVATION DIAGRAM





CITY OF WICHITA

SOUTH FRONTAGE ROAD

PROFILE

STA. 1510+24.71 TO STA. 1520+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
-	-	-	-	-	-	-	-

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	36	1055

66' Williams Natural Gas Co. Esmt.
6' Sidewalk
Exist. R/W
R/W
Prop. 20" Water
Prop. 10" San. Sewer
Const. Limits
Temp. Esmt.
Beech Aircraft Corporation
Temp. Esmt.
R/W
10' KGE Esmt.
Exist. R/W
Const. Limits
Prop. 20" Water
℄ Ramp G
Sec. Line
Prop. Comm. Duct Bank
℄ North Frontage Road
Soldier Pile Retaining Wall G
Concrete Safety Barrier Type II (Special)
Kellogg Avenue (US 54)
℄ Proposed Improvement
Concrete Safety Barrier Type IV (Special)
SWB Esmt.
Concrete Safety Barrier Type F3 (Do Not Anchor)
Exist. R/W
10' Gas Service Company Esmt.
Groves Real Estate Co., Inc. 9601 E. Kellogg
Soldier Pile Retaining Wall H
Concrete Safety Barrier Type II (Special)
SWB Esmt.
Exist. R/W
City of Wichita
℄ Ramp H
℄ South Frontage Road
Prop. 20" Water
Prop. 20" Water
R/W
Const. Limits
Temp. Esmt.
6' Sidewalk
San. Sewer Esmt.
Heritage Properties LP 10011 E. Kellogg
Roger L. & Dana M. Stitt 10009 E. Kellogg
8" Protection Curb
6' Sidewalk
Temp. Esmt.
20' Utility Esmt.
8" Protection Curb
Sta. 1534+02.63 ℄ South Frontage Rd.=
Sta. 100+00 ℄ Tractor Supply Entrance
Exist. R/W
Const. Limits
R/W
Temp. Esmt.
Exist. R/W
Temp. Esmt.
5' Utility Esmt.
Erma L. Dunnegan 9901 E. Kellogg
10' Utility Easement
30' Utility Easement
℄ Tractor Supply Entrance
Sta. 1527+12.78 ℄ South Frontage Rd.=
Sta. 100+00 ℄ Wildcat Lane
Hoover Road LLC 9609 E. Kellogg
CROSS TOWN EAST ADDITION
Temp. Esmt.
Temp. Esmt.
℄ Wildcat Lane
Erma L. Dunnegan
PAUL BURNETT 2ND ADDITION
PAUL BURNETT ADDITION

UTILITIES	
Cable	Cox Communications
Gas_1	Kansas Gas Service
Gas_2	Southern Star Pipeline
Gas_3	Hawker Beechcraft
Power	Westar
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Traffic Signal	City of Wichita
Water	Wichita Water & Sewer

See Sh. No's. 54-64 for Sideroad & Ent. Plans.
See Sh. No's. 100-118 for Intersection Details.
See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

CITY OF WICHITA

SOUTH FRONTAGE ROAD

PLAN

STA. 1520+00 TO STA. 1535+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
	-		-	-	-	-	-

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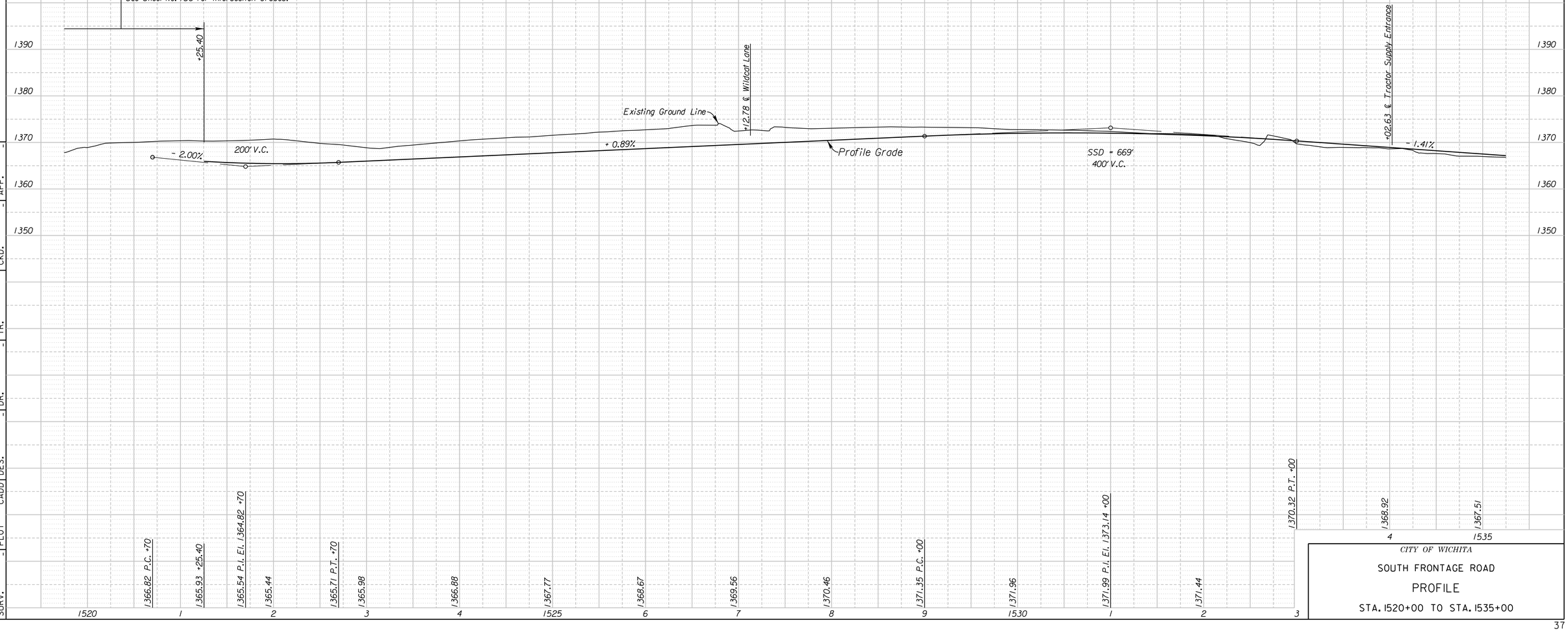
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	37	1055

From Balance Sta. 1495+53.33

See Sh. No. 24 for Earthwork Balance

To Balance Sta. 1563+63.35

See Sheet No. 138 for Intersection Grades.



CITY OF WICHITA

SOUTH FRONTAGE ROAD

PROFILE

STA. 1520+00 TO STA. 1535+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
				-	-	-	-

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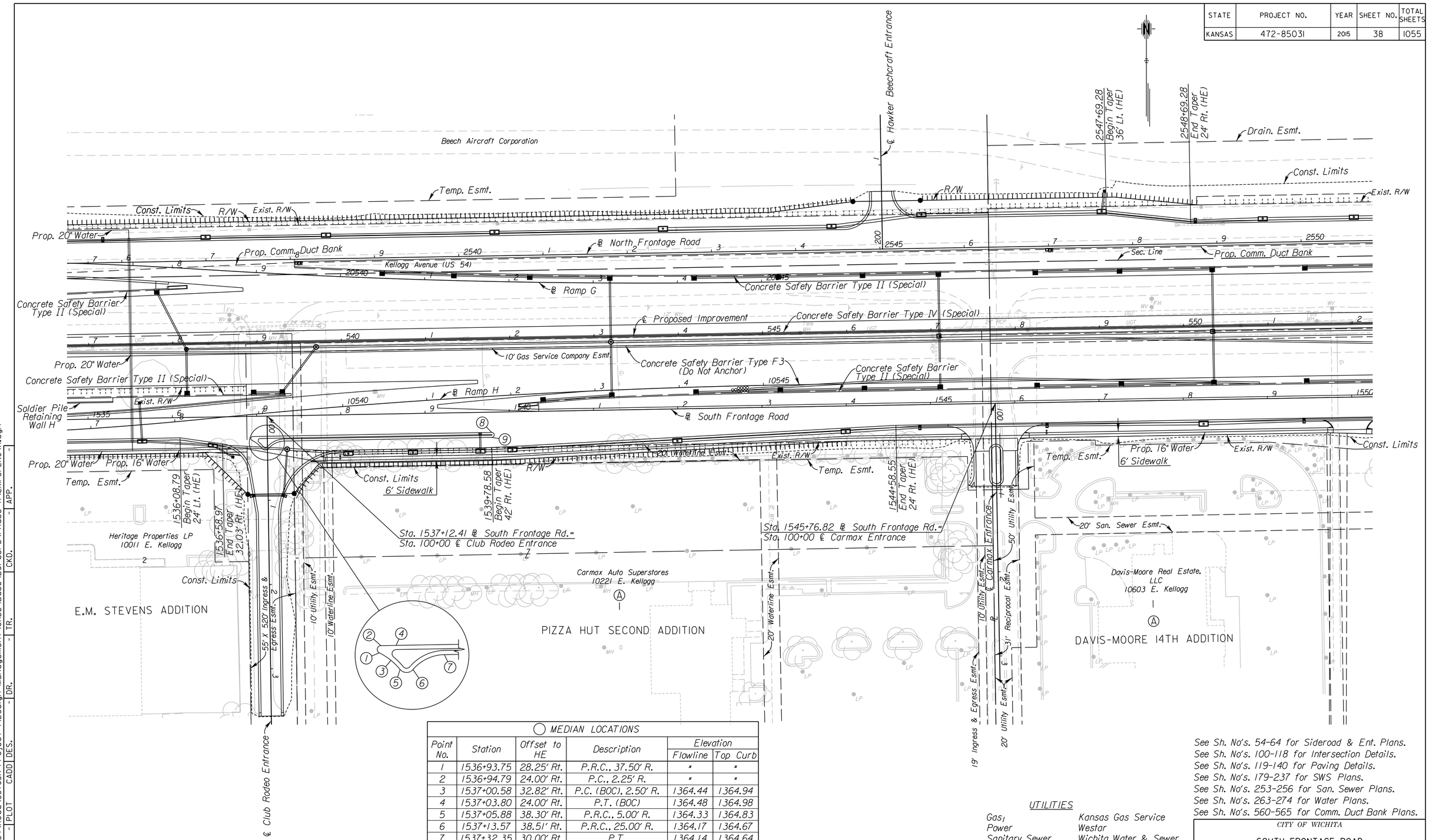
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	38	1055



◯ MEDIAN LOCATIONS					
Point No.	Station	Offset to HE	Description	Elevation	
				Flowline	Top Curb
1	1536+93.75	28.25' Rt.	P.R.C., 37.50' R.	*	*
2	1536+94.79	24.00' Rt.	P.C., 2.25' R.	*	*
3	1537+00.58	32.82' Rt.	P.C. (BOC), 2.50' R.	1364.44	1364.94
4	1537+03.80	24.00' Rt.	P.T. (BOC)	1364.48	1364.98
5	1537+05.88	38.30' Rt.	P.R.C., 5.00' R.	1364.33	1364.83
6	1537+13.57	38.51' Rt.	P.R.C., 25.00' R.	1364.17	1364.67
7	1537+32.35	30.00' Rt.	P.T.	1364.14	1364.64
8	1539+78.58	24.00' Rt.	P.C., 3.00' R.	1362.36	1362.86
9	1539+78.58	30.00' Rt.	P.T.	1362.42	1362.92

* See Intersection Details Sheets

UTILITIES

Gas	Kansas Gas Service
Power	Westar
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Water	Wichita Water & Sewer

See Sh. No's. 54-64 for Sideroad & Ent. Plans.
See Sh. No's. 100-118 for Intersection Details.
See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

CITY OF WICHITA

SOUTH FRONTAGE ROAD

PLAN

STA. 1535+00 TO STA. 1550+00

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	-	CKD.	-	APP.

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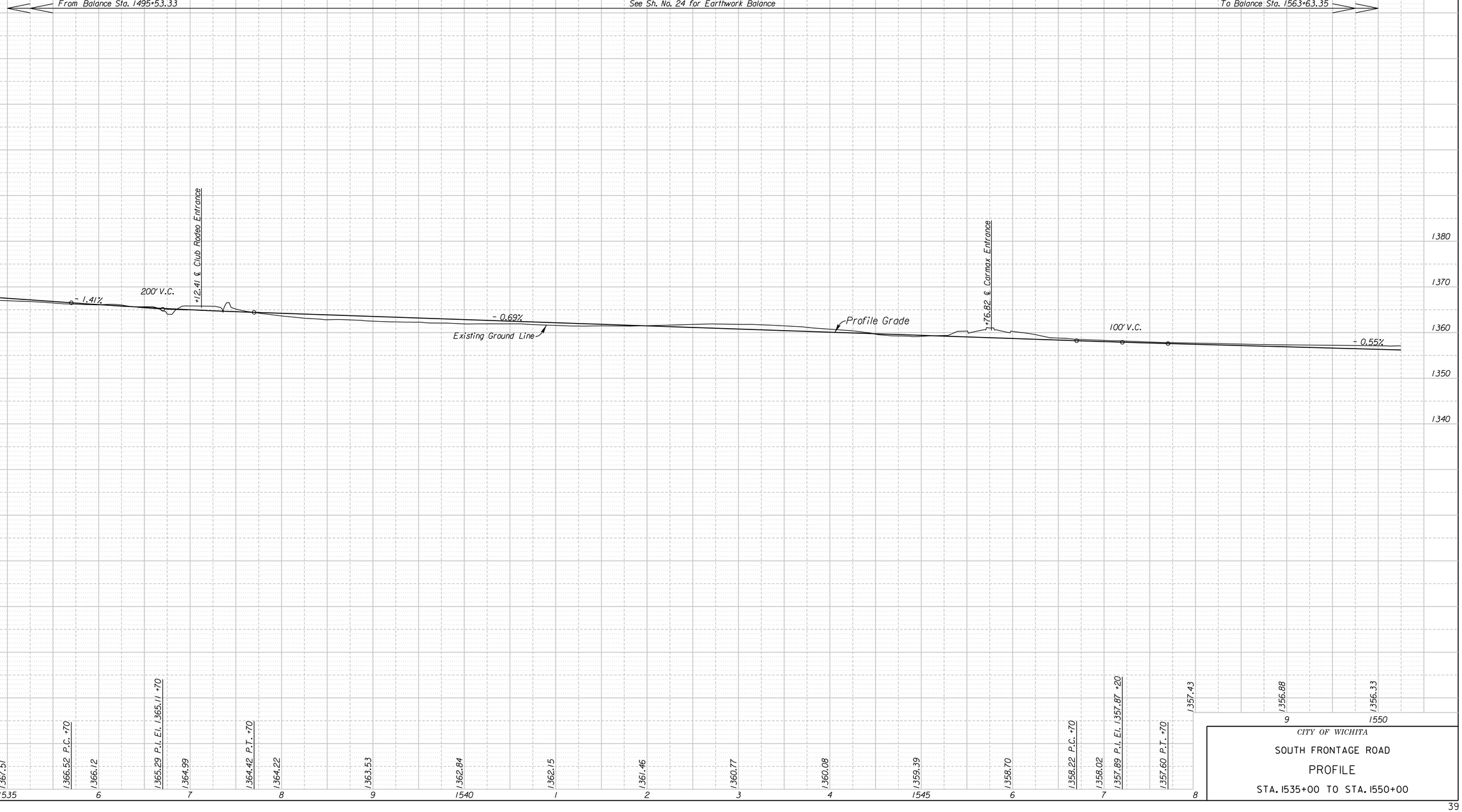
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	39	1055



CITY OF WICHITA

SOUTH FRONTAGE ROAD

PROFILE

STA. 1535+00 TO STA. 1550+00

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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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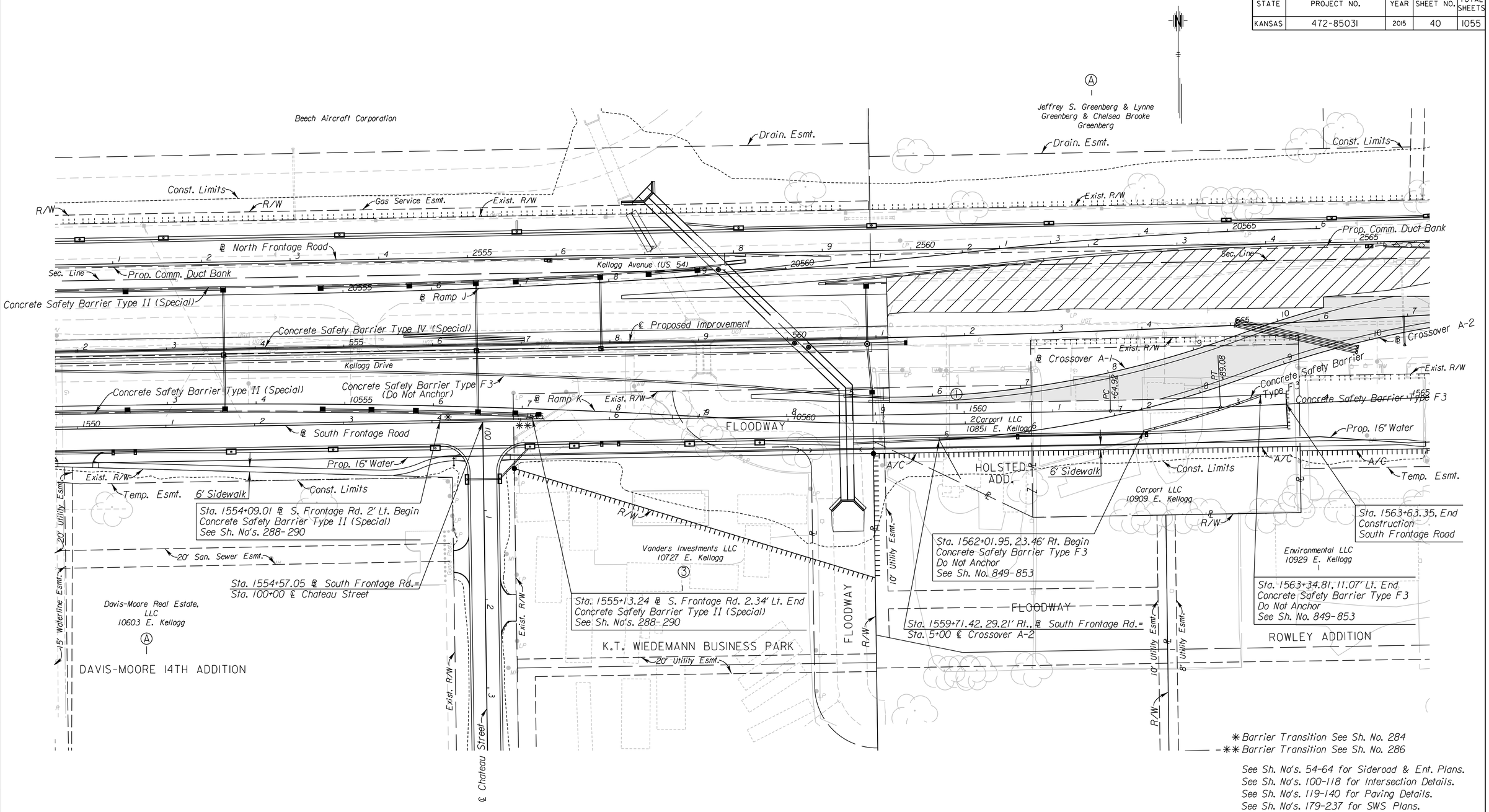
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	40	1055



✳ Barrier Transition See Sh. No. 284
✳✳ Barrier Transition See Sh. No. 286

See Sh. No's. 54-64 for Sideroad & Ent. Plans.
See Sh. No's. 100-118 for Intersection Details.
See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

LEGEND

Crossover A Pavement. See Sh. No's. 76-77

Eradication of Traveled Way

UTILITIES

Gas,	Kansas Gas Service
Power	Westar
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Water	Wichita Water & Sewer

CITY OF WICHITA

SOUTH FRONTAGE ROAD

PLAN

STA. 1550+00 TO STA. 1565+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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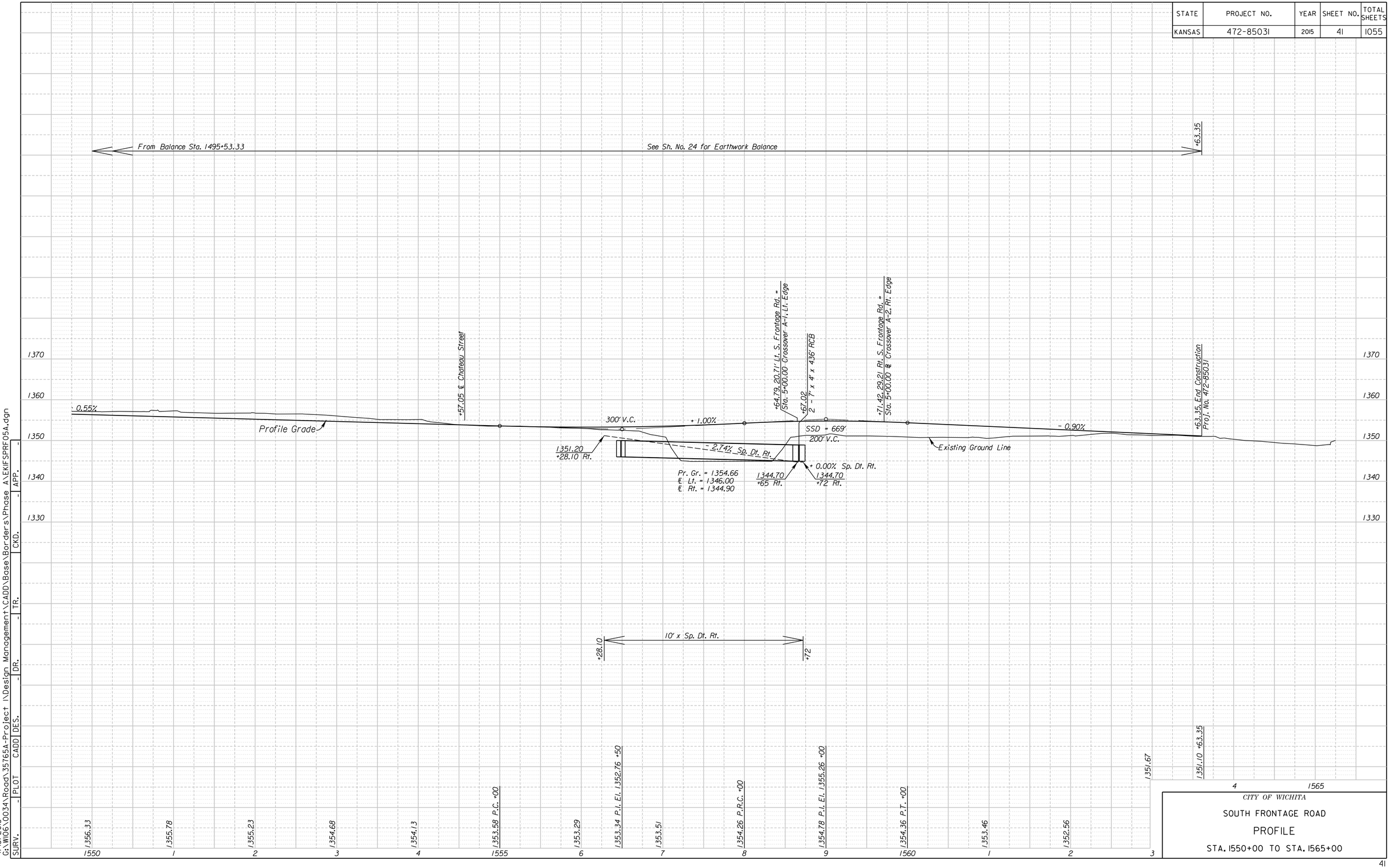
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	41	1055



CITY OF WICHITA

SOUTH FRONTAGE ROAD

PROFILE

STA. 1550+00 TO STA. 1565+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	42	1055

DRAINAGE DEDICATION

WIEDEMANN ADDITION

City of Wichita
455 N. Main Street

KELWAY 2ND ADDITION

City of Wichita
455 N. Main Street

DRY ADDITION

Lindy Andeel &
Dave Bayouth

RUTH ADDITION

B & A Partnership
8474 E. Kellogg

Joe W. Self Jr. Real
Estate LLC
8801 E. Kellogg

LANKIN SECOND ADDITION

Joe W. Self Jr. Real
Estate LLC
8801 E. Kellogg

LANKIN ADDITION

Kellogg Avenue (US 54)

Sta. 2498+50 BEGIN
Construction
North Frontage Road

Sta. 2504+10.89, 38.50' Lt. Begin
Modular Block Retaining Wall D
See Sh. No. 307

℄ North Frontage Road

℄ Ramp A

℄ Ramp B

℄ Ramp C

℄ Ramp E

℄ Proposed Improvement

Const. Limits

R/W

A/C=Proj. R/W

Exist. R/W

10' Utility Esmt.

35' Fire Lane Esmt.

30' Storm Sewer Esmt.

Sanitary Sewer Esmt.

Prop. Comm. Duct Bank

Concrete Safety Barrier
Type II (Special)

MSE Retaining Wall A

MSE Retaining Wall B

MSE Retaining Wall C

Mod. Block
Retaining Wall D

5' Sidewalk

30' Private Drive Esmt.

Sec. Line

Temp Esmt.

Cypress Drive

Prop. 16" Water

PC +86.06

UTILITIES

Gas	Kansas Gas Service
Power	Westar
ITS	KDOT
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Traffic Signal	City of Wichita
Water	Wichita Water & Sewer

See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

CITY OF WICHITA

NORTH FRONTAGE ROAD

PLAN

STA. 2498+50 TO STA. 2505+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	43	1055

+50

See Sh. No. 24 for Earthwork Balance

To Balance Sta. 2567+88.25

1370
1360
1350
1340

+ 1.00%
- 1.20%
230' V.C.
100' V.C.
SSD = 540'
+ 2.10%
Existing Ground Line
Profile Grade

1345.25 P.C. +50
1345.47 P.I. El. 1345.75 +00
1345.15 P.R.C. +50
1344.73
1344.72 P.I. El. 1343.77 +65
1344.96
1346.18 P.T. -80
1346.60
1348.70
1350.80
1352.90

8 9 2500 1 2 3 4 2505

CITY OF WICHITA

NORTH FRONTAGE ROAD

PROFILE

STA. 2498+50 TO STA. 2505+00

SURV. - PLOT - CADD DES. - DR. - TR. - CKD. - APP. -

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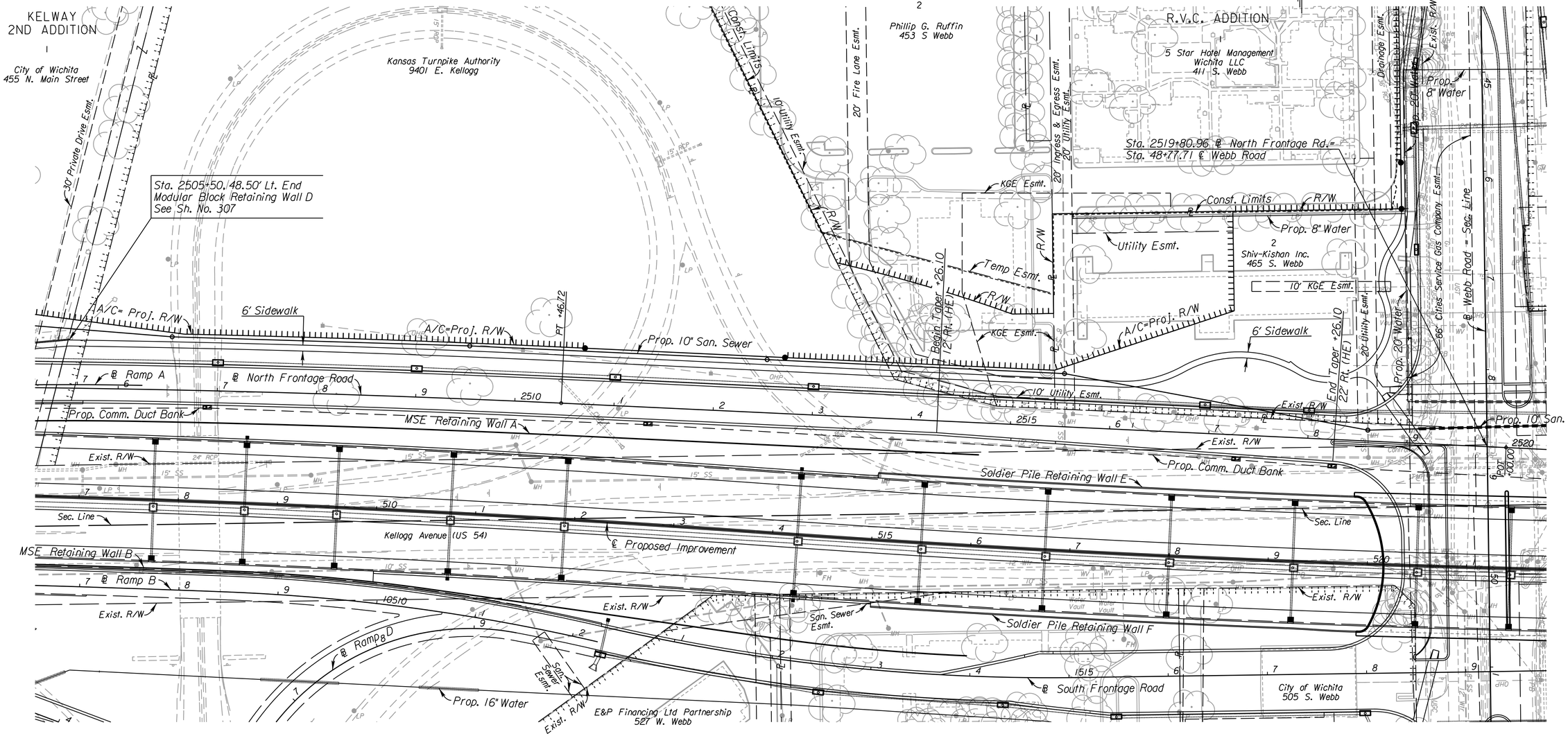
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	44	1055



UTILITIES

Cable	Cox Communications
Gas1	Kansas Gas Service
Gas2	Southern Star Pipeline
Power	Westar
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Traffic Signal	City of Wichita
Water	Wichita Water & Sewer

See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

CITY OF WICHITA

NORTH FRONTAGE ROAD

PLAN

STA. 2505+00 TO STA. 2520+00

SURV. - PLOT | CADD | DES. - DR. | TR. - CKD. - APP.

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	45	1055

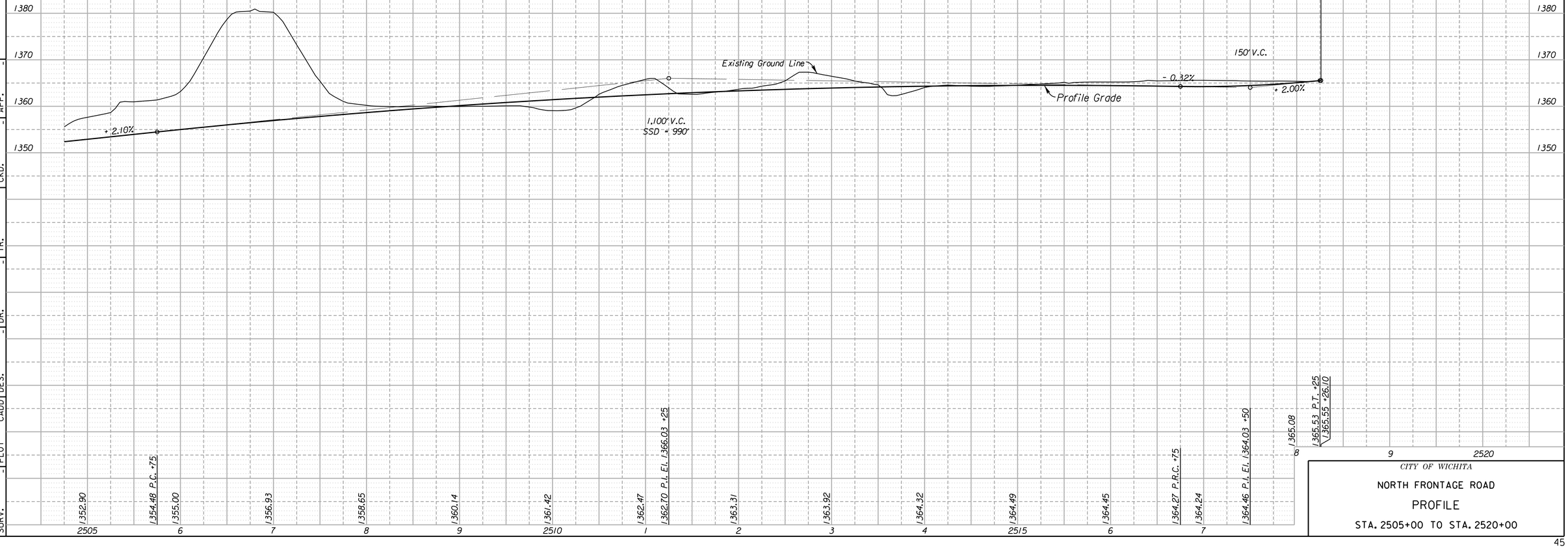
From Balance Sta. 2498+50

See Sh. No. 24 for Earthwork Balance

To Balance Sta. 2567+88.25

+26.10

See Sh. No. 138 for Webb Road Paving Details



CITY OF WICHITA

NORTH FRONTAGE ROAD

PROFILE

STA. 2505+00 TO STA. 2520+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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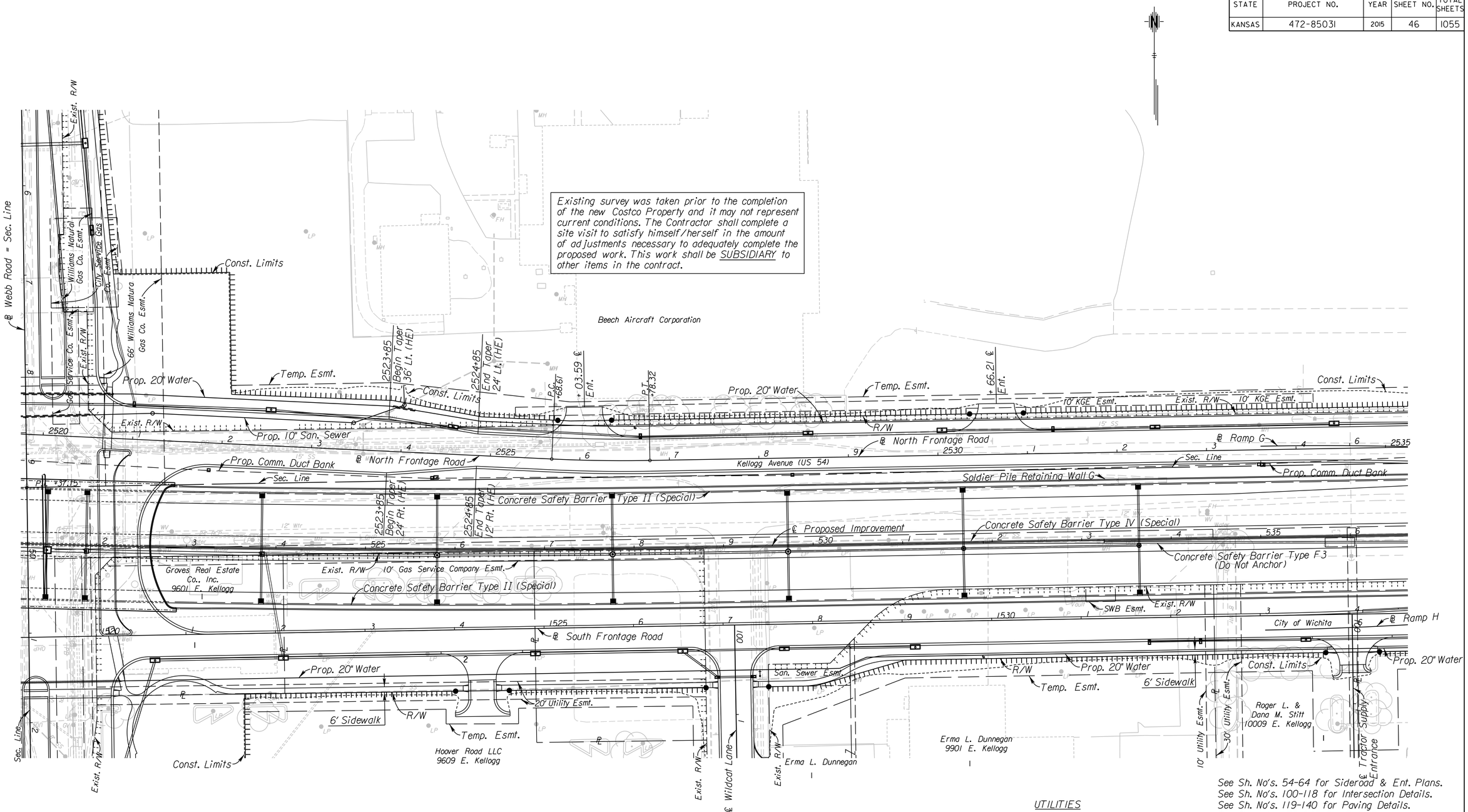
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	46	1055



UTILITIES	
Cable	Cox Communications
Gas_1	Kansas Gas Service
Gas_2	Southern Star Pipeline
Gas_3	Hawker Beechcraft
Power	Westar
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Traffic Signal	City of Wichita
Water	Wichita Water & Sewer

See Sh. No's. 54-64 for Sideroad & Ent. Plans.
See Sh. No's. 100-118 for Intersection Details.
See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

CITY OF WICHITA

NORTH FRONTAGE ROAD

PLAN

STA. 2520+00 TO STA. 2535+00

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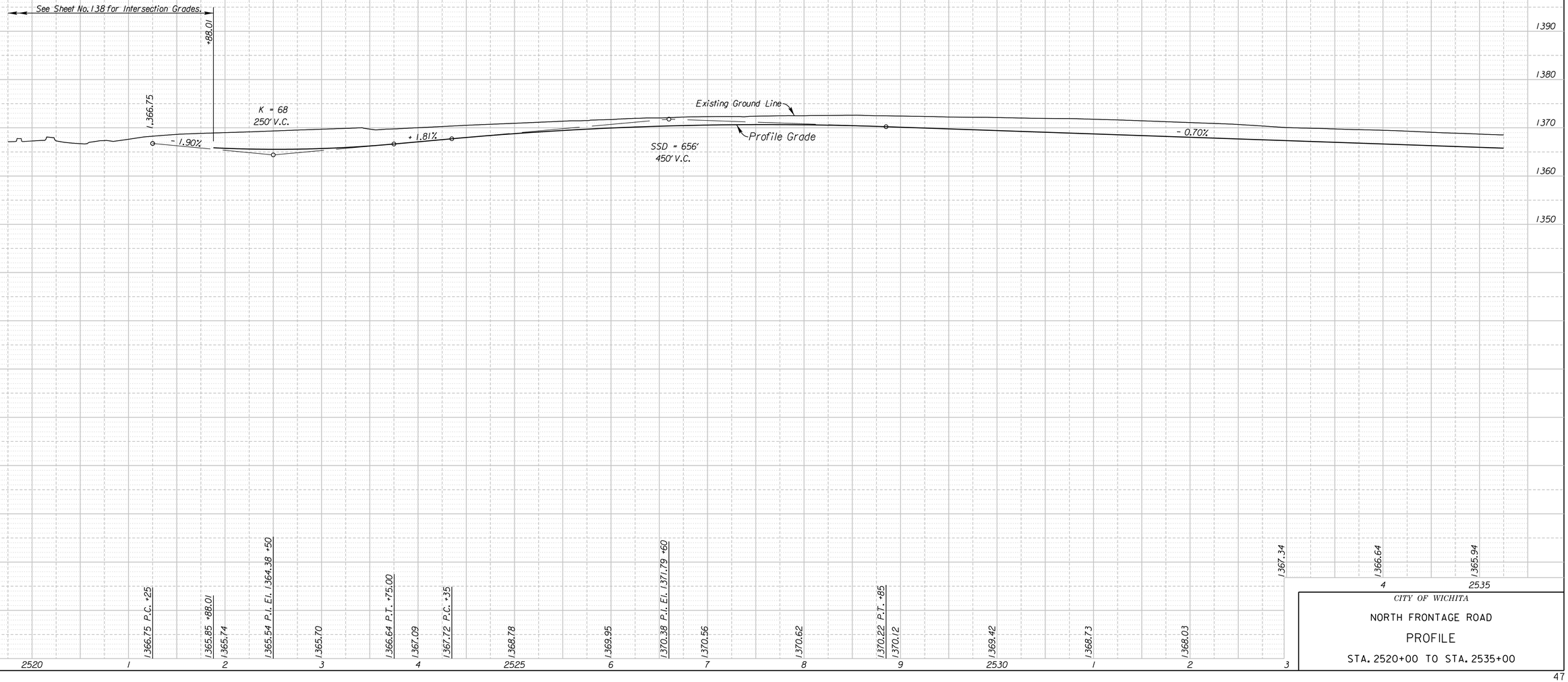
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	47	1055

From Balance Sta. 2498+09.05 — See Sh. No. 24 for Earthwork Balance — To Balance Sta. 2567+88.25



CITY OF WICHITA

NORTH FRONTAGE ROAD

PROFILE

STA. 2520+00 TO STA. 2535+00

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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	48	1055

Beech Aircraft Corporation

Sta. 2545+03.06 ℄ North Frontage Rd.=
Sta. 200+00.00 ℄ Hawker Beechcraft Entrance

℄ Hawker Beechcraft Entrance

1/4 Sec. Line

Temp. Esmt.

2547+69.28 Begin Taper 36' Lt. (HE)

2548+69.36 End Taper 24' Lt. (HE)

Drain. Esmt.

Const. Limits

Exist. R/W

Prop. 20" Water

Prop. Comm. Duct Bank

℄ North Frontage Road

Kellogg Avenue (US 54)

Sec. Line

Soldier Pile Retaining Wall G

Concrete Safety Barrier Type II (Special)

℄ Ramp G

Concrete Safety Barrier Type IV (Special)

10' Gas Service Company Esmt.

℄ Proposed Improvement

Concrete Safety Barrier Type F3 (Do Not Anchor)

Concrete Safety Barrier Type II (Special)

Soldier Pile Retaining Wall H

℄ Ramp H

℄ South Frontage Road

R/W

Prop. 16" Water

Ingress & Egress Esmt.

001

10' Utility Esmt.

10' Waterline Esmt.

6' Sidewalk

20' Waterline Esmt.

Heritage Properties LP
10011 E. Kellogg

Carmax Auto Superstores
10221 E. Kellogg

Davis-Moore Real Estate, LLC
10603 E. Kellogg

20' San. Sewer Esmt.

50' Utility Esmt.

℄ Carmax Entrance

℄ Club Rodeo Entrance

E.M. STEVENS ADDITION

PIZZA HUT SECOND ADDITION

DAVIS-MOORE 14TH ADDITION

See Sh. No's. 54-64 for Sideroad & Ent. Plans.
See Sh. No's. 100-118 for Intersection Details.
See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

UTILITIES

Gas	Kansas Gas Service
Power	Westar
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Water	Wichita Water & Sewer

CITY OF WICHITA

NORTH FRONTAGE ROAD

PLAN

STA. 2535+00 TO STA. 2550+00

SURV. | PLOT | CADD | DES. | DR. | TR. | CKD. | APP.

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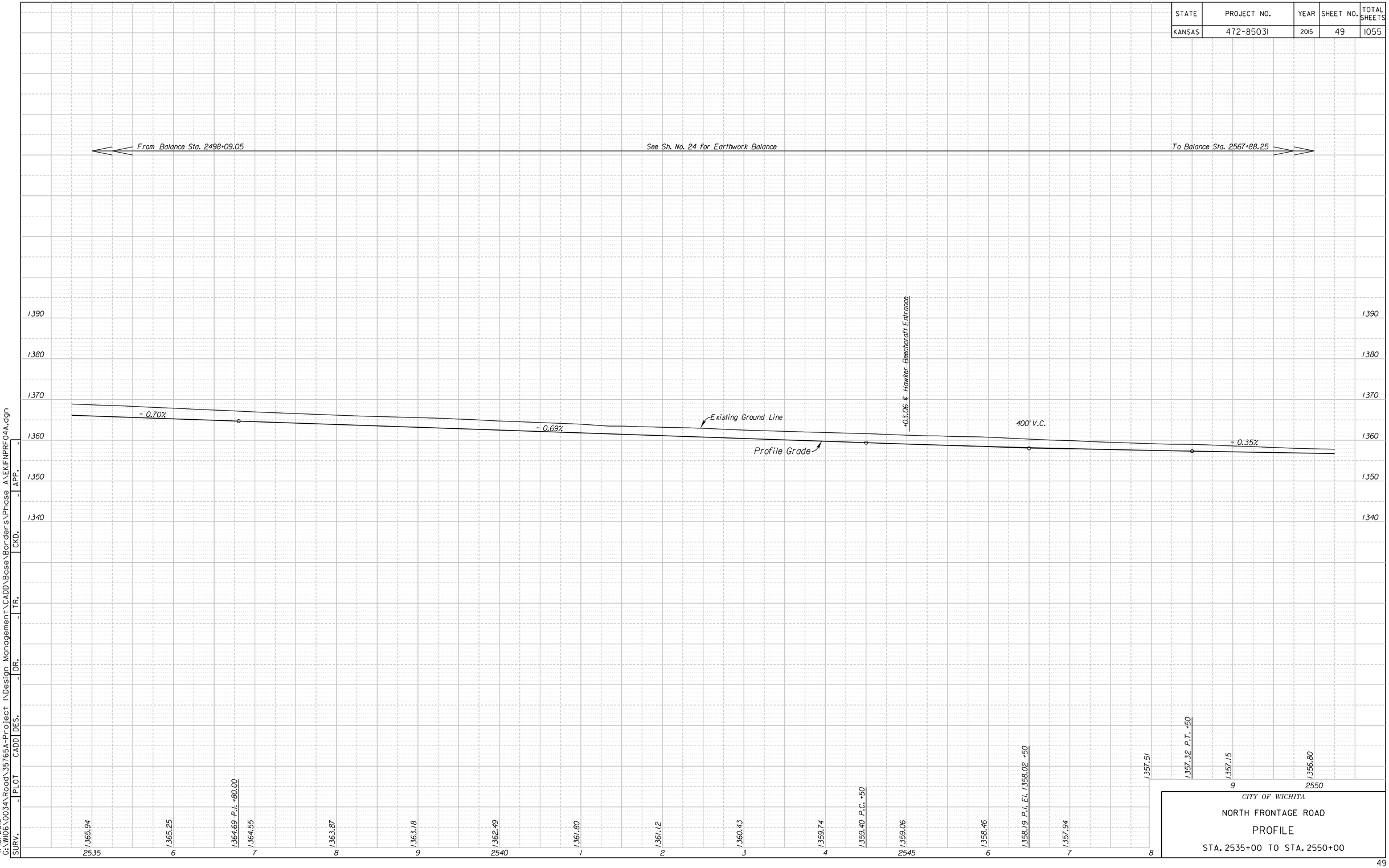
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	49	1055

From Balance Sta. 2498+09.05

See Sh. No. 24 for Earthwork Balance

To Balance Sta. 2567+88.25



CITY OF WICHITA

NORTH FRONTAGE ROAD

PROFILE

STA. 2535+00 TO STA. 2550+00

SURV.	PLOT	CADD	DES.	-	DR.	-	TR.		CKD.	-	APP.	-

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	50	1055

CHELSEA BROOKE ADDITION

Ⓐ
Jeffrey S. Greenberg & Lynne Greenberg & Chelsea Brooke Greenberg

Beech Aircraft Corporation

Temp. Esmt.

Drain. Esmt.

Const. Limits

Gas Service Esmt.

Exist. R/W

℄ North Frontage Road

Kellogg Avenue (US 54)

Sec. Line

Prop. Comm. Duct Bank

2550

2555

2560

20555

20560

20565

Concrete Safety Barrier Type II (Special)

℄ Ramp J

Concrete Safety Barrier Type IV (Special)

℄ Proposed Improvement

555

560

565

Kellogg Drive

Concrete Safety Barrier Type F3 (Do Not Anchor)

℄ Ramp K

10555

10560

1550

1560

℄ South Frontage Road

FLOODWAY

℄ Crossover A-1

℄ Crossover A-2

2 Carport LLC
10851 E. Kellogg

Prop. 16" Water

Exist. R/W

6' Sidewalk

Davis-Moore Real Estate, LLC
10603 E. Kellogg
Ⓐ

Temp. Esmt.

Const. Limits

20' Utility Esmt.

20' San. Sewer Esmt.

DAVIS-MOORE 14TH ADDITION

℄ Chateau Street

Vanders Investments LLC
10727 E. Kellogg
③

10' Utility Esmt.

A/C

HOLSTEIN ADD.

Carport LLC
10909 E. Kellogg

8' Utility Esmt.

See Sh. No's. 54-64 for Sideroad & Ent. Plans.
See Sh. No's. 100-118 for Intersection Details.
See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

LEGEND

Crossover A Pavement. See Sh. No's. 76-77

Eradication of Traveled Way

UTILITIES

Gas,	Kansas Gas Service
Power	Westar
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Water	Wichita Water & Sewer

CITY OF WICHITA

NORTH FRONTAGE ROAD

PLAN

STA. 2550+00 TO STA. 2565+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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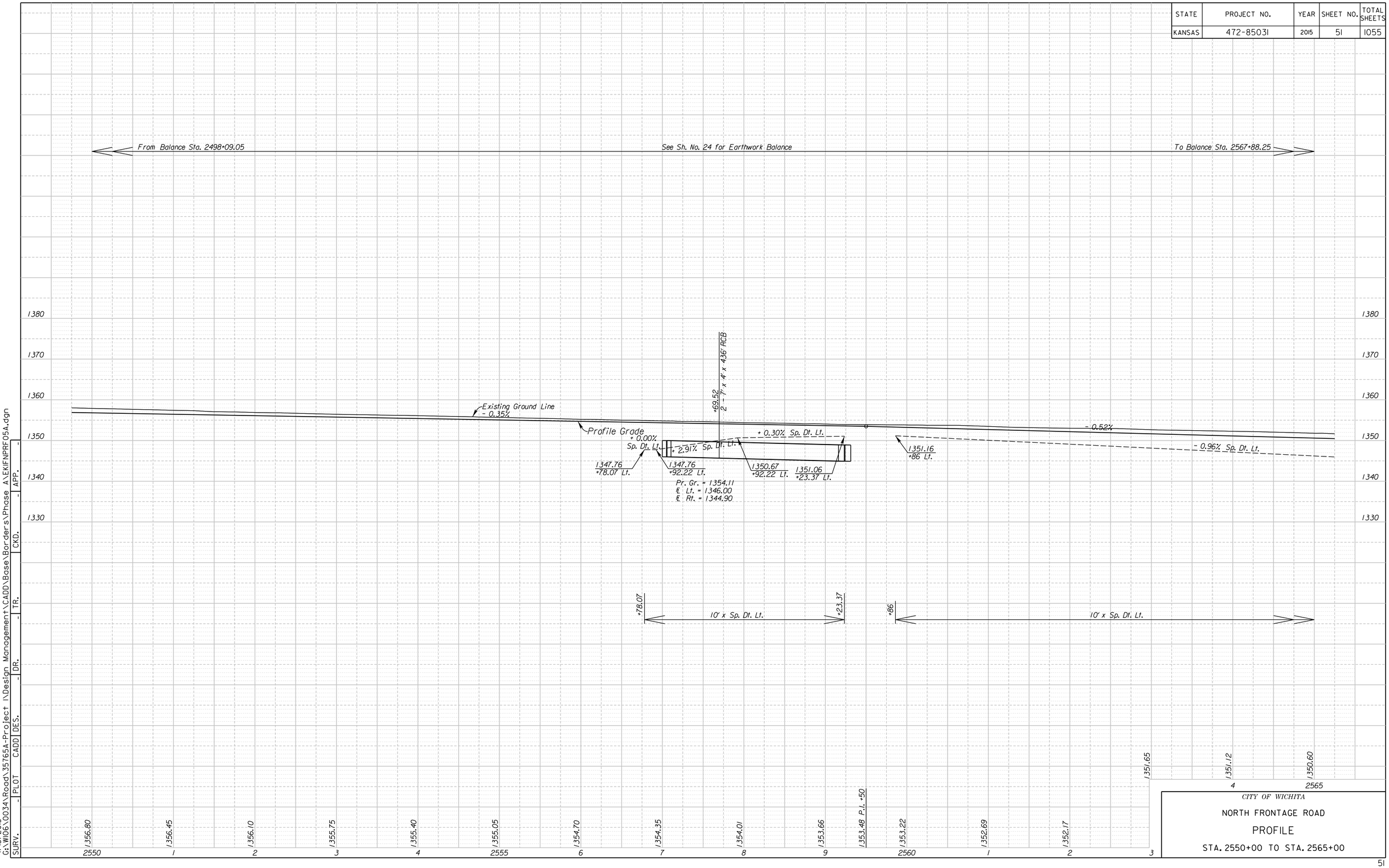
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	51	1055

From Balance Sta. 2498+09.05

See Sh. No. 24 for Earthwork Balance

To Balance Sta. 2567+88.25



CITY OF WICHITA

NORTH FRONTAGE ROAD

PROFILE

STA. 2550+00 TO STA. 2565+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	52	1055

Sta. 2566+39.75 ℄ North Frontage Rd.=
Sta. 200+00.00 ℄ Golden Corral Entrance

GOLDEN CORRAL ADDITION

Corral Group LP
11006 E. Kellogg

Sta. 2567+88.25, End Construction
North Frontage Road. Install Type III
Barricade (Fixed) with R11-2 Sign.
Barricades to extend entirely across the roadway.
See Sh. No. 856 for Details.

UNIVERSAL 4TH ADDITION

Universal Motor Fuels Inc.
433 S. Greenwich

Universal Motor Fuels Inc.
453 S. Greenwich

GLADYS WIEDEMANN ADDITION

SCHOLFIELD-HATCHETT 4TH ADDITION

HD Realty LC

Gorges & Wittman
11212 E. Kellogg

RESERVE "A"

Sta. 2568+32.45, End Construction Crossover B

Sta. 2572+84.23 ℄ North Frontage Rd.=
Sta. 48+88.06 ℄ Greenwich Road

℄ Golden Corral Entrance
Exist. R/W
Temp. Esmt.
15' Drainage Esmt.
20' Utility Esmt.
Exist. R/W
10' Egress Esmt.
10' Utility Esmt.
45' Drainage Esmt.
Drain. Esmt.
20' Utility Esmt.
10' Utility Esmt.
℄ Greenwich Road = Sec. Line
Joint Access Esmt.
Exist. R/W
Exist. R/W
Drain. Esmt.
Const. Limits
P.C. 47.69
P.R.C. 88.25
Temp. Esmt.
40' Drainage Esmt.
R/W
Prop. 15" San. Sewer
Exist. R/W
Exist. R/W
20' Utility Esmt.
Prop. 15" San. Sewer
10' K.G.&E. Right-of-Way Esmt.
Prop. Comm. Duct Bank
P.T. 32.48
℄ North Frontage Road
Kellogg Avenue (US 54)
Prop. Comm. Duct Bank
Crossover B
Sec. Line
Sec. Line
Crossover A
℄ Proposed Improvement
Exist. R/W
℄ South Frontage Road
Prop. 15" San. Sewer
Prop. 10" San. Sewer
Prop. 16" Water
R/W
Exist. R/W
A/C
Const. Limits
Temp. Esmt.
6' Sidewalk
CARPORT LLC
11051 E. Kellogg
Prop. 8" San. Sewer
25' Utility Esmt.
Green Lantern Inc.
535 S. Greenwich
Exist. R/W
Exist. R/W
℄ Trig Street
Exist. R/W
EAST KELLOGG ACRES

Sta. 2567+95.08, 17.36' Rt.
El. 1349.91
Sta. 2567+54.29
El. 1349.26
Sta. 2567+28.36
El. 1349.40
Sta. 2565+33.25
El. 1350.42
Sta. 2565+33.06, 5.00' Rt.
Match Exist. El. 1351.68
Sta. 2567+88.69, 40.57' Rt.
El. 1350.40
Sta. 2567+87.51, 45.40' Rt.
Match Exist. El. 1350.45
Sta. 2567+96.72, 11.58' Rt.
Match Exist. 1349.82
℄ North Frontage Road
Sta. 2568+32.45, 19.25' Rt.
Match Exist. 13549.72
Sta. 2568+31.25, 25.14' Rt.
Match Exist. El. 1350.18
Sta. 2568+26.28, 48.62' Rt.
Match Exist. 1350.47
Sta. 2568+25.22, 53.55' Rt.
Match Exist. El. 1350.35

CROSSOVER B PAVEMENT DETAIL

LEGEND

Crossover A Pavement.
See Sh. No's. 76 - 77

Crossover B Pavement.
See Detail this sheet.
Constructed in Phase 4.
See Sh. No. 800

Eradication of Traveled Way

UTILITIES

Cable	Cox Communications
Gas	Kansas Gas Service
Power	Westar
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Traffic Signal	City of Wichita
Water	Wichita Water & Sewer

✳ 5' Curb Transision

See Sh. No's. 54-64 for Sideroad & Ent. Plans.
See Sh. No's. 100-118 for Intersection Details.
See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

CITY OF WICHITA

NORTH FRONTAGE ROAD

PLAN

STA. 2565+00 TO STA. 2580+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
	-	-	-	-	-	-	-

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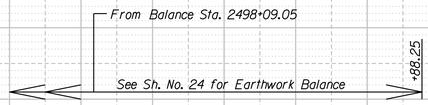
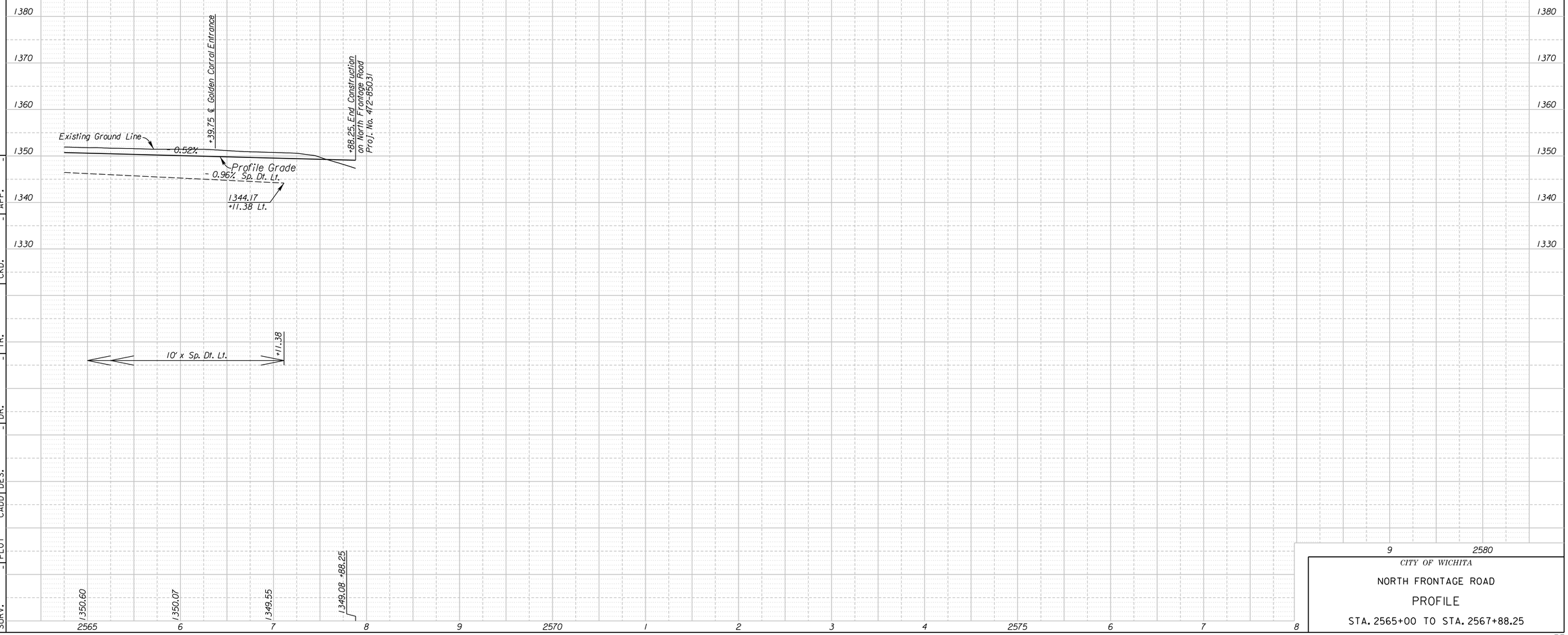
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	53	1055





9 2580

CITY OF WICHITA

NORTH FRONTAGE ROAD

PROFILE

STA. 2565+00 TO STA. 2567+88.25

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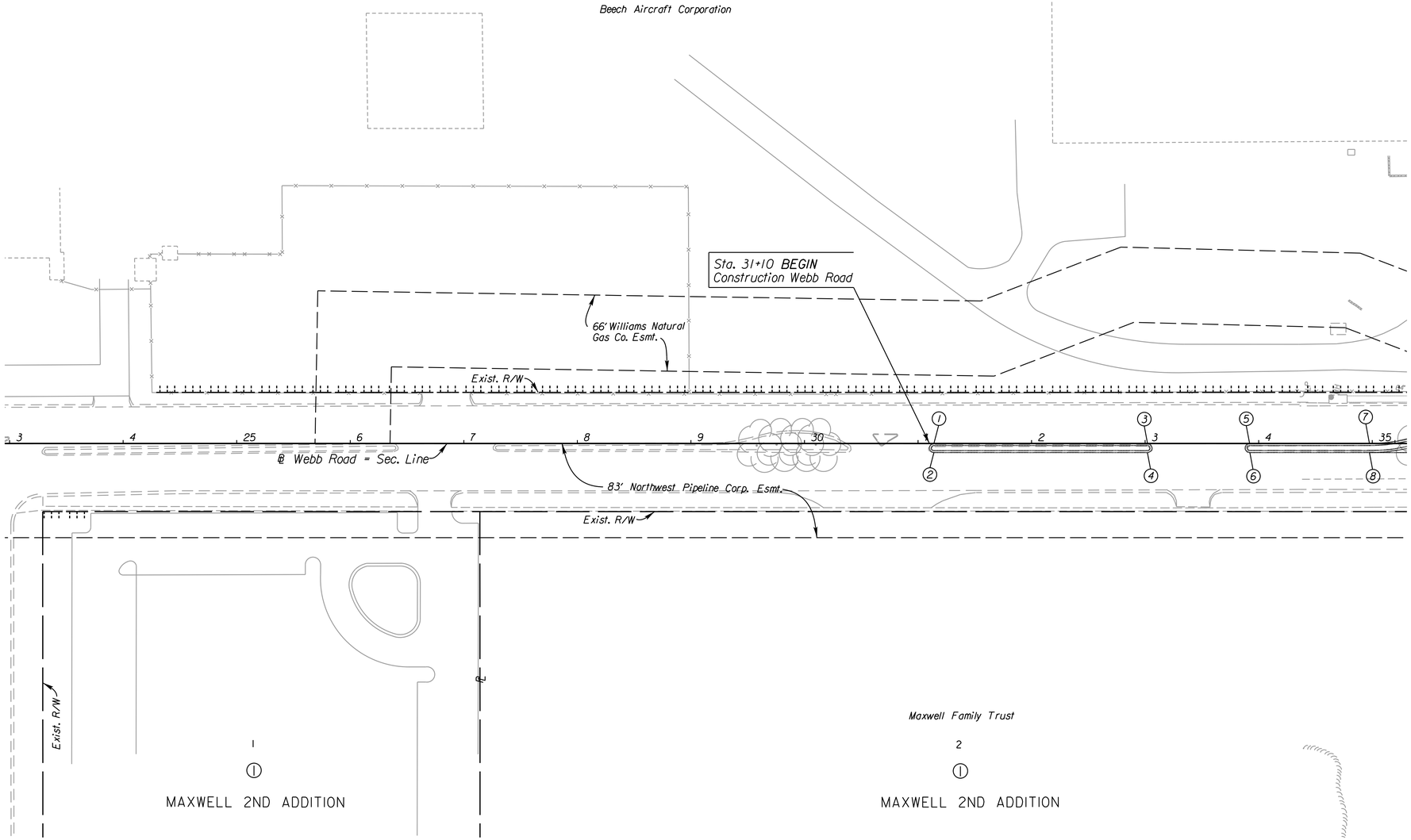
SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
-	-	-	-	-	-	-	-

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	54	1055



○ MEDIAN LOCATIONS					
Point No.	Station	Offset to HE	Description	Elevation	
				Flowline	Top Curb
1	31+14.00	0.00' Rt.	P.C., 4.00' R.	*	*
2	31+14.00	8.00' Rt.	P.T.	*	*
3	33+02.00	0.00' Rt.	P.C., 4.00' R.	*	*
4	33+02.00	8.00' Rt.	P.T.	*	*
5	33+92.00	0.00' Rt.	P.C., 4.00' R.	*	*
6	33+92.00	8.00' Rt.	P.T.	*	*
7	34+97.54	0.00' Rt.	P.C., 148.25' R.	*	*
8	34+97.54	8.00' Rt.	P.C., 151.75' R.	*	*

* Remove and reconstruct existing curb and gutter.

UTILITIES

Cable	Cox Communications
Gas_1	Kansas Gas Service
Gas_2	Southern Star Pipeline
Power	Westar
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Water	Wichita Water & Sewer

See Sh. No's. 119-140 for Paving Details.

CITY OF WICHITA

WEBB ROAD

PLAN

STA. 31+10 TO STA. 35+00

SURV. - PLOT | CADD | DES. | DR. - TR. | CKD. - APP. -

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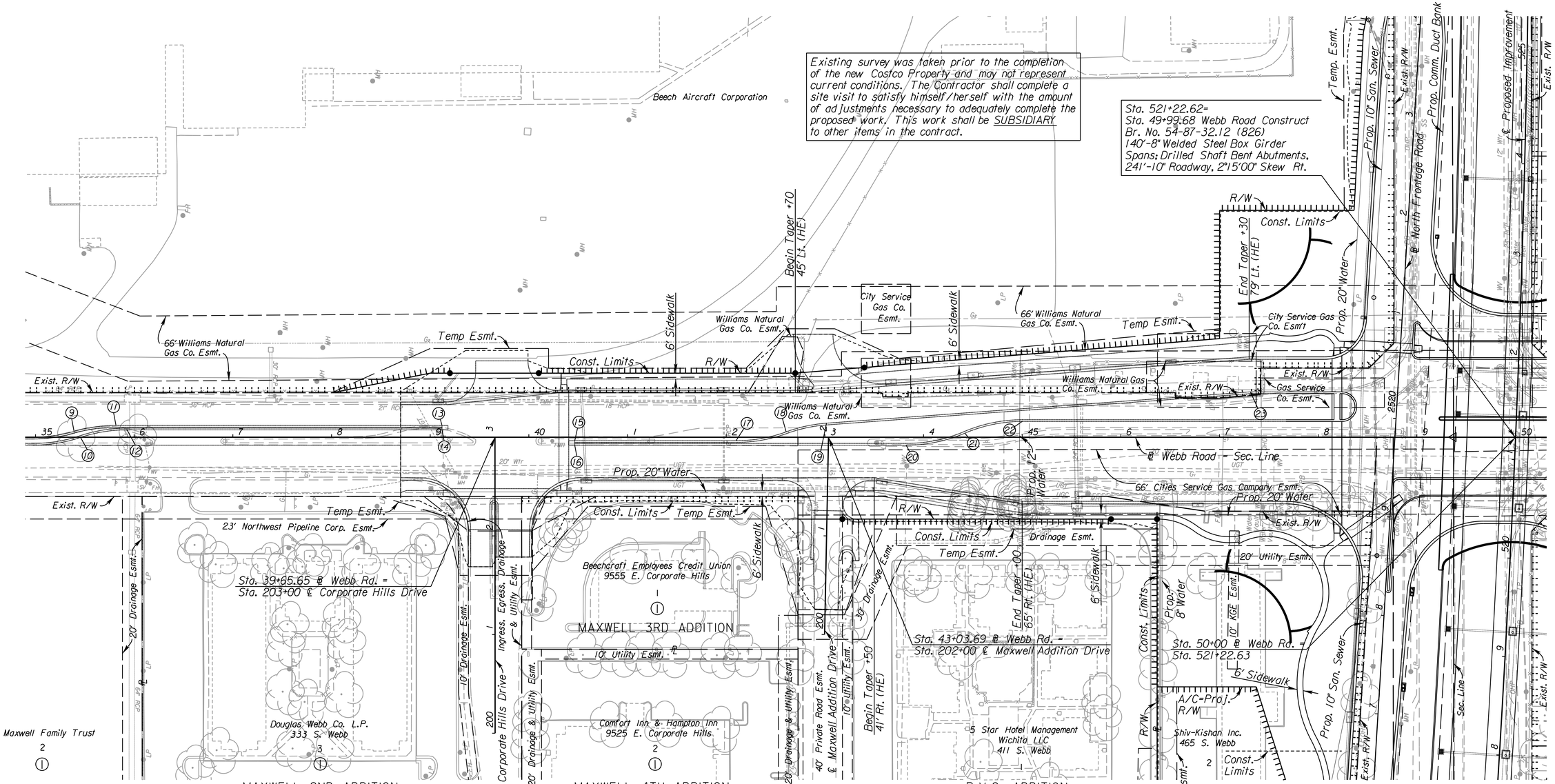
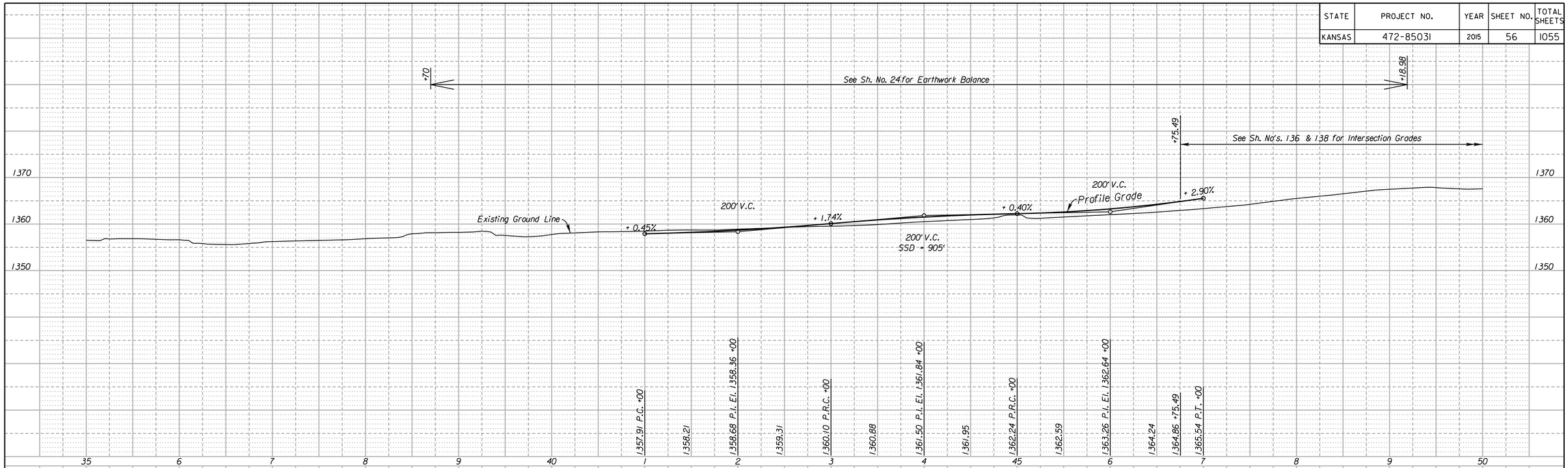
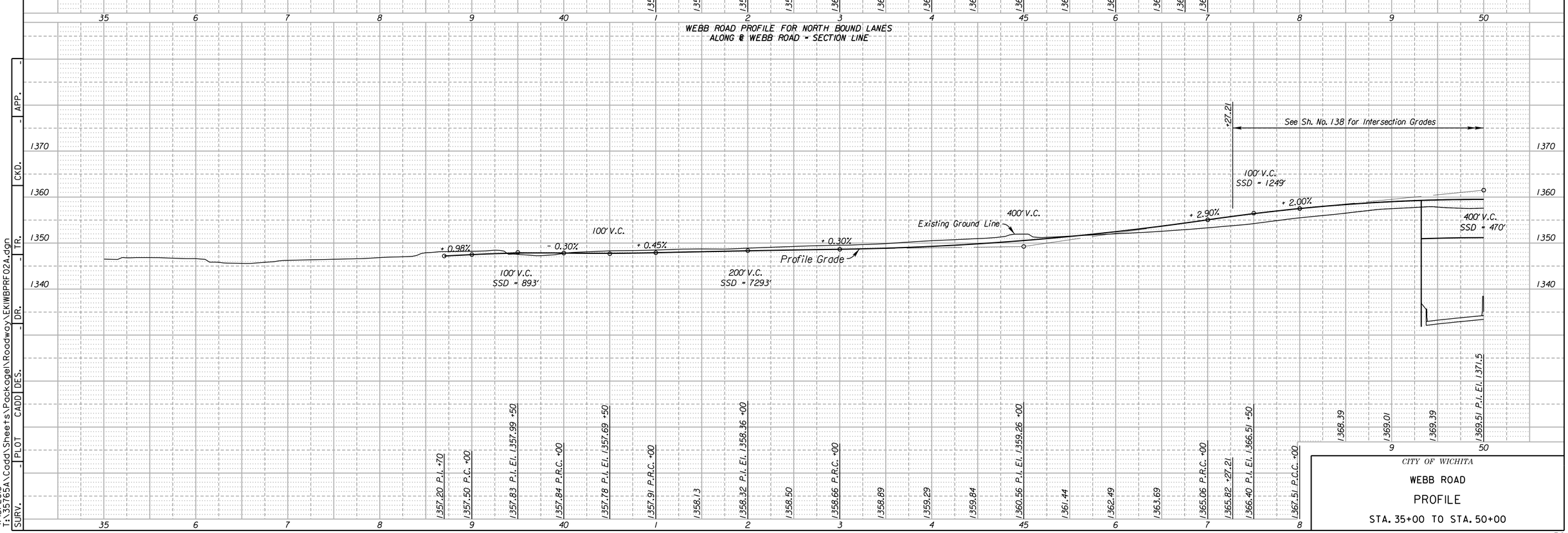
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	55	1055


Existing survey was taken prior to the completion of the new Costco Property and may not represent current conditions. The Contractor shall complete a site visit to satisfy himself/herself with the amount of adjustments necessary to adequately complete the proposed work. This work shall be SUBSIDIARY to other items in the contract.
Sta. 521+22.62= Sta. 49+99.68 Webb Road Construct Br. No. 54-87-32.12 (826) 140'-8" Welded Steel Box Girder Spans; Drilled Shaft Bent Abutments, 241'-10" Roadway, 2°15'00" Skew Rt.
Beech Aircraft Corporation
Begin Taper +70 45' Lt. (HE)
End Taper +30 79' Lt. (HE)
End Taper +00 65' Rt. (HE)
Begin Taper +50 41' Rt. (HE)
66' Williams Natural Gas Co. Esmt.
Temp Esmt.
Const. Limits
R/W
6' Sidewalk
Williams Natural Gas Co. Esmt.
City Service Gas Co. Esmt.
Exist. R/W
Prop. 10" San. Sewer
Prop. Comm. Duct Bank
Temp. Esmt.
Proposed Improvement
Prop. 20" Water
City Service Gas Co. Esm't
Gas Service Co. Esmt.
8" North Frontage Road
℄ Webb Road = Sec. Line
66' Cities Service Gas Company Esmt.
Prop. 20" Water
20' Utility Esmt.
10' KGE Esmt.
Prop. 8" Water
Sta. 50+00 ℄ Webb Rd. = Sta. 521+22.63
Prop. 10" San. Sewer
A/C-Proj. R/W
Shiv-Kishan Inc. 465 S. Webb
Const. Limits
Utility Esmt.
Exist. R/W
Sec. Line
23' Northwest Pipeline Corp. Esmt.
20' Drainage Esmt.
Sta. 39+65.65 ℄ Webb Rd. = Sta. 203+00 ℄ Corporate Hills Drive
Maxwell Family Trust
2
Douglas Webb Co. L.P.
333 S. Webb
3
MAXWELL 2ND ADDITION
10' Drainage Esmt.
℄ Corporate Hills Drive
Ingress, Egress, Drainage & Utility Esmt.
20' Drainage & Utility Esmt.
Prop. 20" Water
Beechcraft Employees Credit Union
9555 E. Corporate Hills
1
MAXWELL 3RD ADDITION
10' Utility Esmt.
Comfort Inn & Hampton Inn
9525 E. Corporate Hills
2
MAXWELL 4TH ADDITION
30' Drainage Esmt.
40' Private Road Esmt.
℄ Maxwell Addition Drive
10' Utility Esmt.
Sta. 43+03.69 ℄ Webb Rd. = Sta. 202+00 ℄ Maxwell Addition Drive
5 Star Hotel Management Wichita LLC
411 S. Webb
1
R.V.C. ADDITION
Drainage Esmt.
2" Prop. Water
Const. Limits
Temp Esmt.
Exist. R/W
Const. Limits
Temp Esmt.
Prop. 20" Water
Exist. R/W
Const. Limits
Temp Esmt.
Exist. R/W
Const. Limits
Temp Esmt.
Exist. R/W
Const. Limits
Temp Esmt.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	56	1055



WEBB ROAD PROFILE FOR NORTH BOUND LANES
ALONG @ WEBB ROAD - SECTION LINE



CITY OF WICHITA

WEBB ROAD

PROFILE

STA. 35+00 TO STA. 50+00

SURV. | PLOT | CADD | DES. | - | DR. | TR. | CKD. | - | APP. | -

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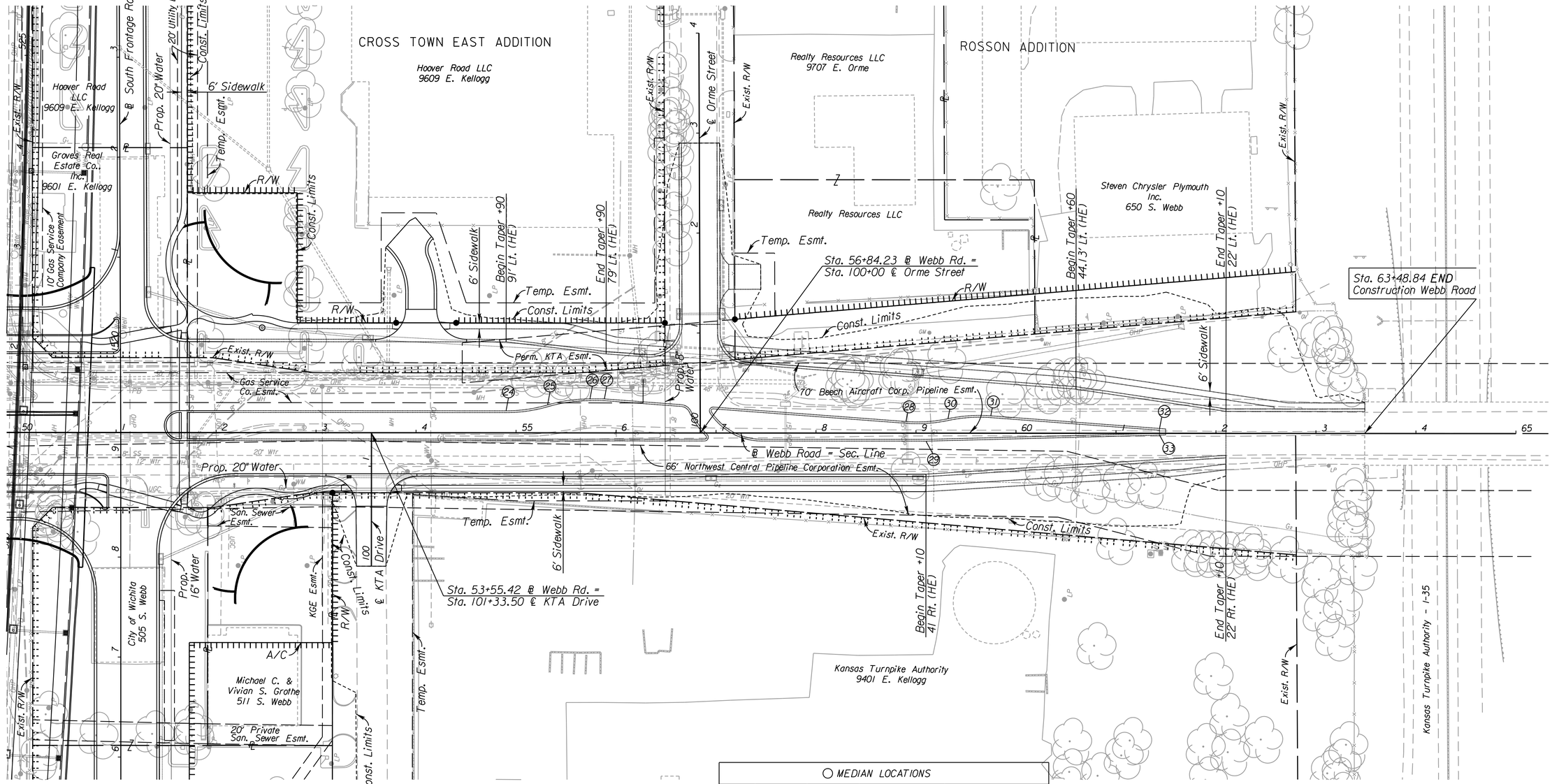
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	57	1055



○ MEDIAN LOCATIONS					
Point No.	Station	Offset to HE	Description	Elevation	
				Flowline	Top Curb
24	54+90.00	22.00' Lt.	P.C., 148.25' R.	66.75	67.42
25	55+31.51	27.93' Lt.	P.R.C. 151.75' R.	66.89	67.56
26	55+74.00	34.00' Lt.	P.T.	66.68	67.35
27	55+88.33	34.00' Lt.	P.I.	66.59	67.26
28	58+90.00	11.62' Lt.	P.C., 148.25' R.	67.98	68.65
29	59+10.00	8.00' Rt.	P.I.	68.57	69.24
30	59+31.96	14.45' Lt.	P.R.C., 151.75' R.	69.04	69.71
31	59+74.79	17.36' Lt.	P.T.	70.23	70.90
32	61+43.59	4.84' Lt.	Nose	75.64	76.31
33	61+43.59	1.77' Rt.	Nose	75.74	76.41

UTILITIES

Cable	Cox Communications
Gas_1	Kansas Gas Service
Gas_2	Southern Star Pipeline
Power	Westar
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Water	Wichita Water & Sewer

See Sh. No's. 54-64 for Sideroad & Ent. Plans.
See Sh. No's. 119-140 for Paving Details.

CITY OF WICHITA

WEBB ROAD

PLAN

STA. 50+00 TO STA. 62+10

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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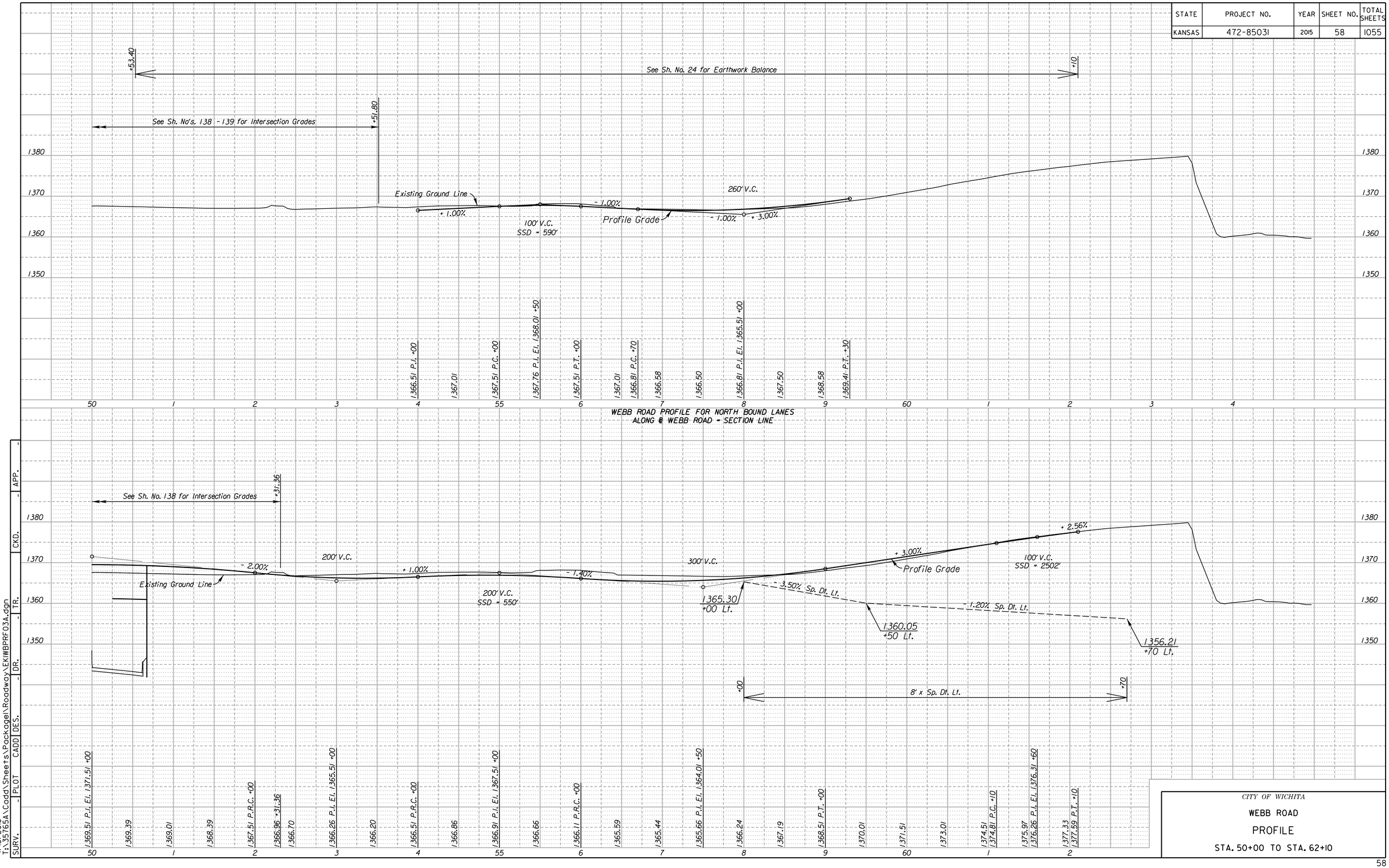
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	58	1055



SURV. | PLOT | CADD | DES. | - | DR. | TR. | CKD. | - | APP. | -

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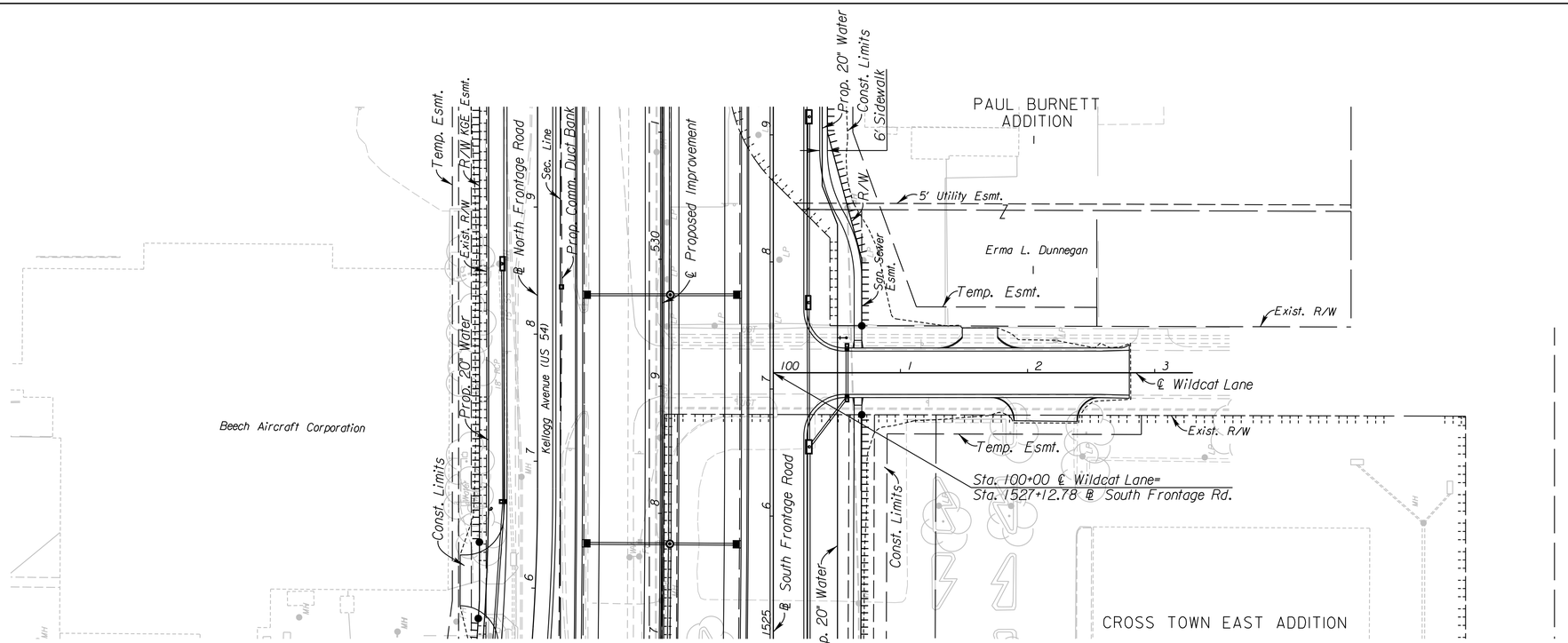
CITY OF WICHITA

WEBB ROAD

PROFILE

STA. 50+00 TO STA. 62+10

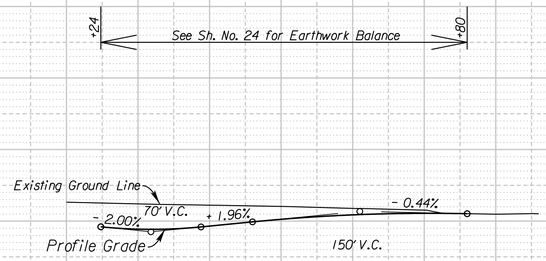
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	59	1055



UTILITIES

Gas	Kansas Gas Service
Power	Westar
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Water	Wichita Water & Sewer

See Sh. No's. 100-118 for Intersection Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.



CITY OF WICHITA

WILDCAT LANE

PLAN & PROFILE

STA. 100+00 TO STA. 102+80

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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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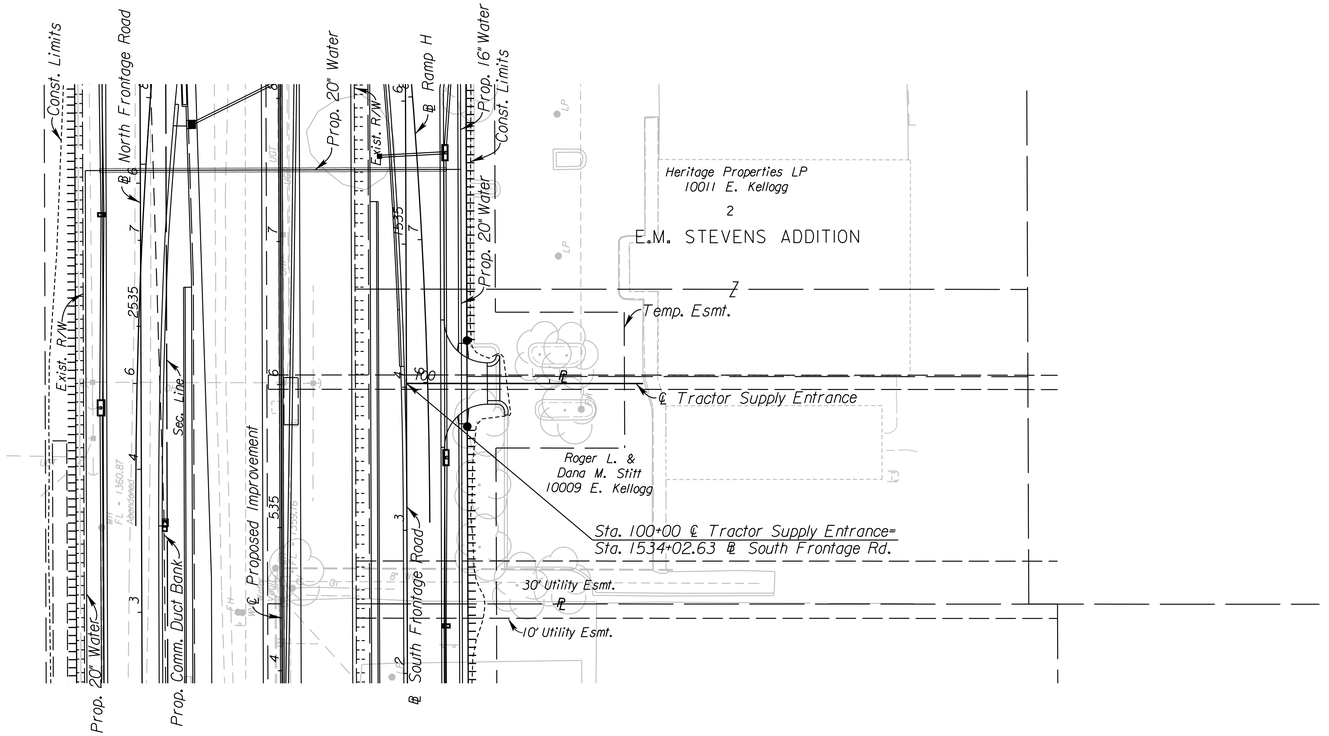
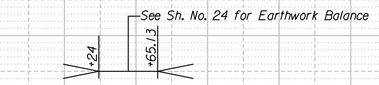
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	60	1055

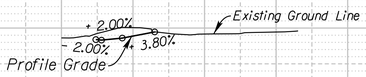


UTILITIES

Gas	Kansas Gas Service
Power	Westar
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Water	Wichita Water & Sewer

See Sh. No's. 100-118 for Intersection Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.





1368.40 P.I. +24
Match South Frontage Rd.
1368.32 P.I. +28
1368.61 P.I. +42.50
1369.47 P.I. +65.13
Match Existing

1380 1370 1360 1350

100 1 2

CITY OF WICHITA

TRACTOR SUPPLY ENTRANCE

PLAN & PROFILE

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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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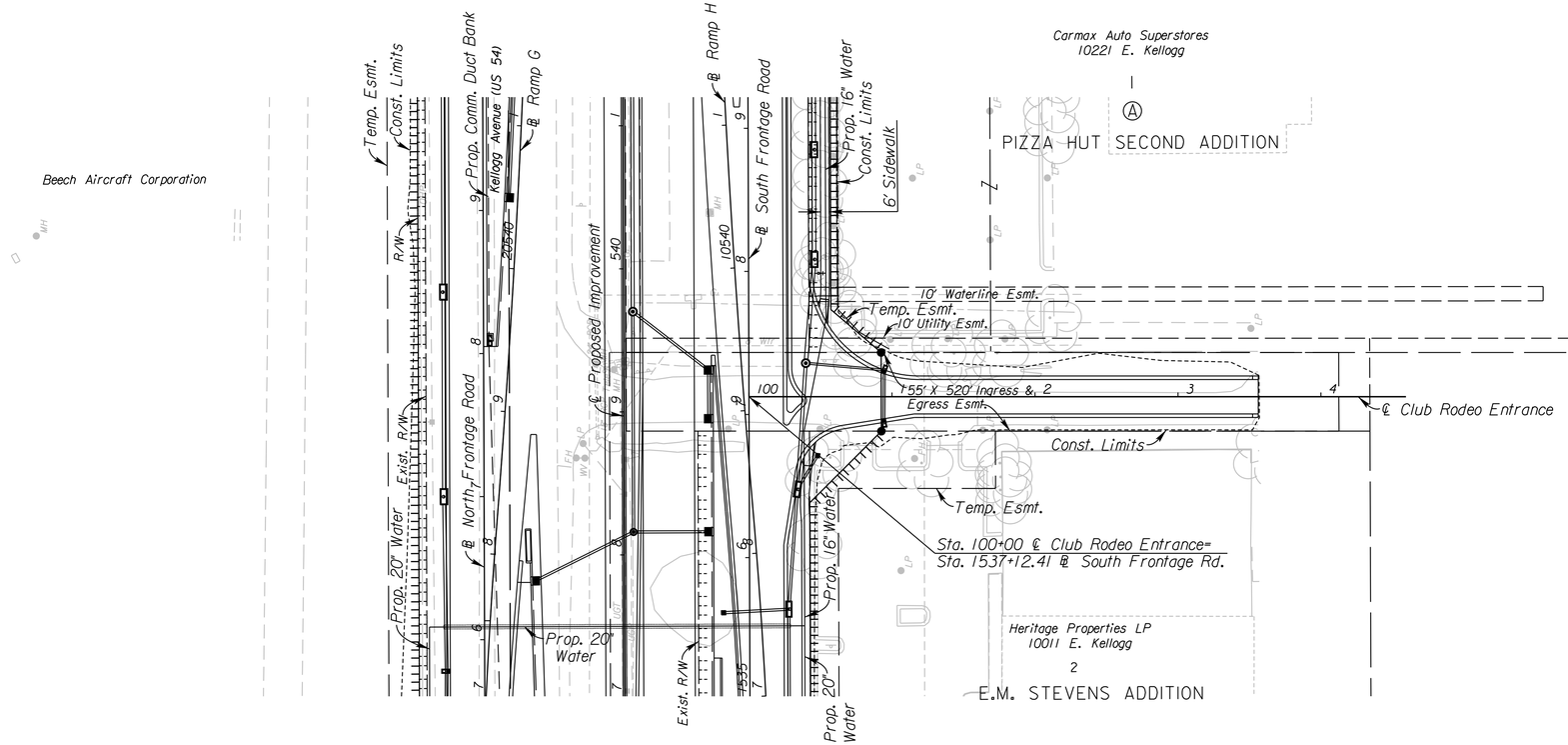
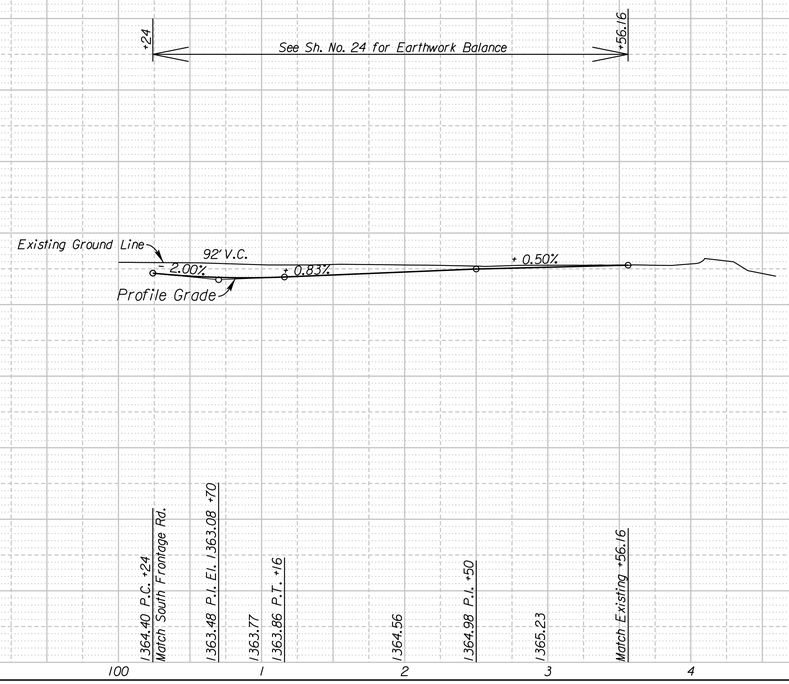
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	61	1055



UTILITIES

Gas	Kansas Gas Service
Power	Westar
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Water	Wichita Water & Sewer

See Sh. No's. 100-118 for Intersection Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.



CITY OF WICHITA

CLUB RODEO ENTRANCE

PLAN & PROFILE

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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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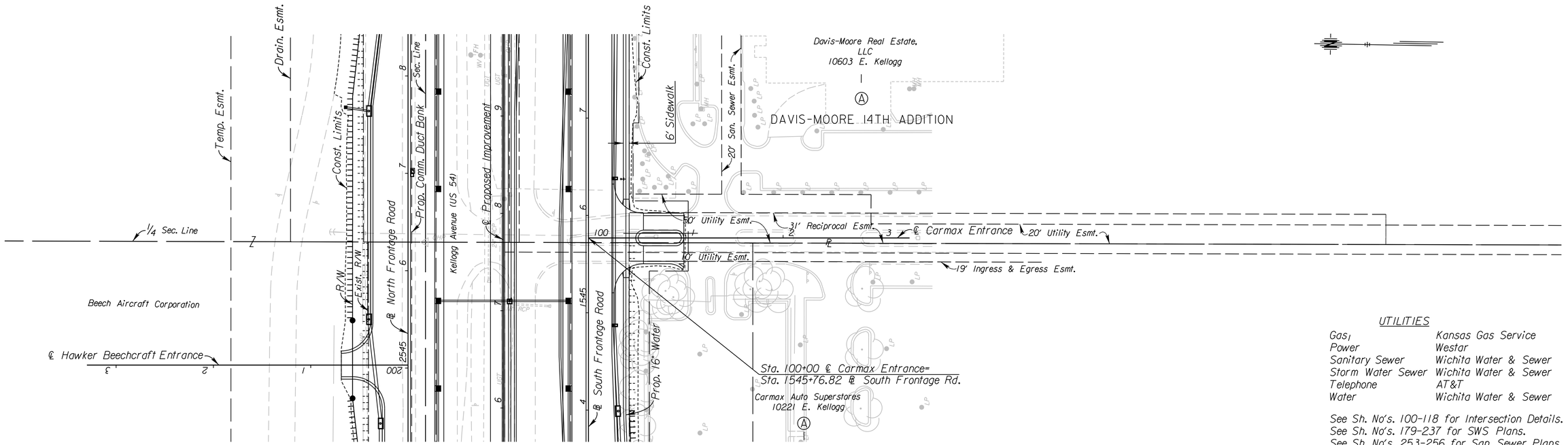
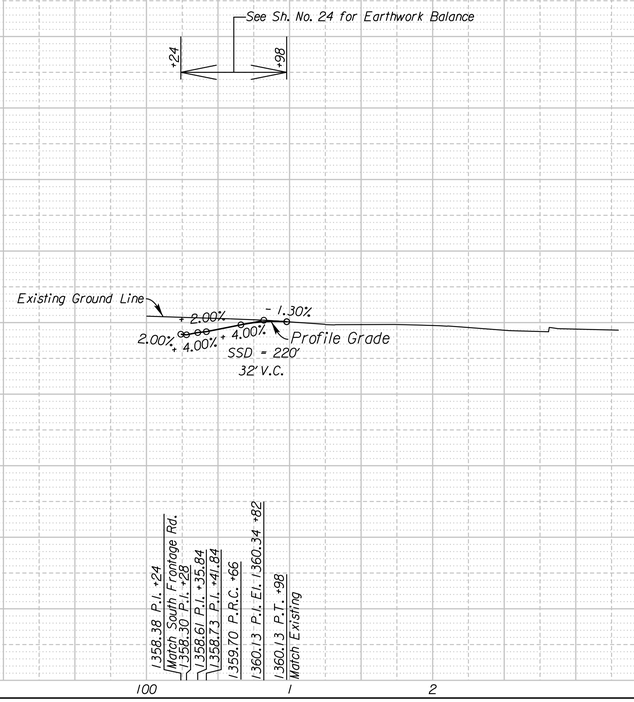
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	62	1055



UTILITIES

Gas	Kansas Gas Service
Power	Westar
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Water	Wichita Water & Sewer

See Sh. No's. 100-118 for Intersection Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.



CITY OF WICHITA

CARMAX ENTRANCE

PLAN & PROFILE

STA. 100+00 TO STA. 100+98

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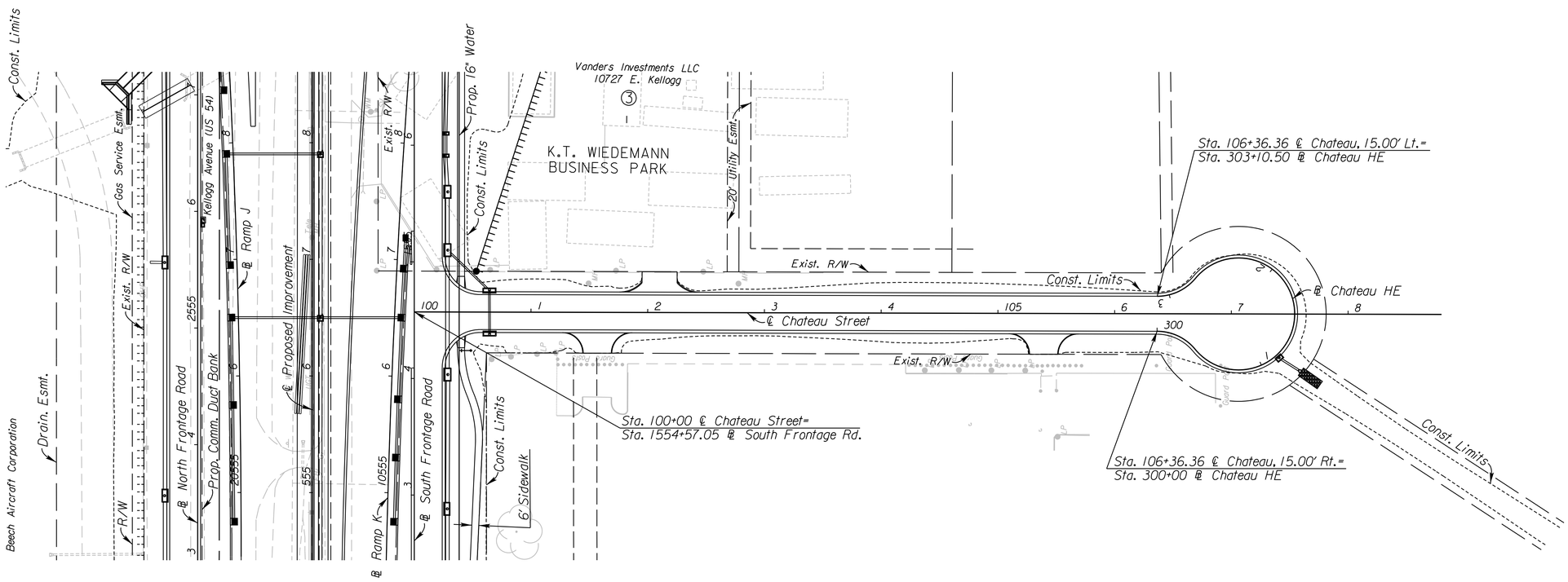
PLOT | CADD | DES. | DR. | TR. | CKD. | APP.
SURV.

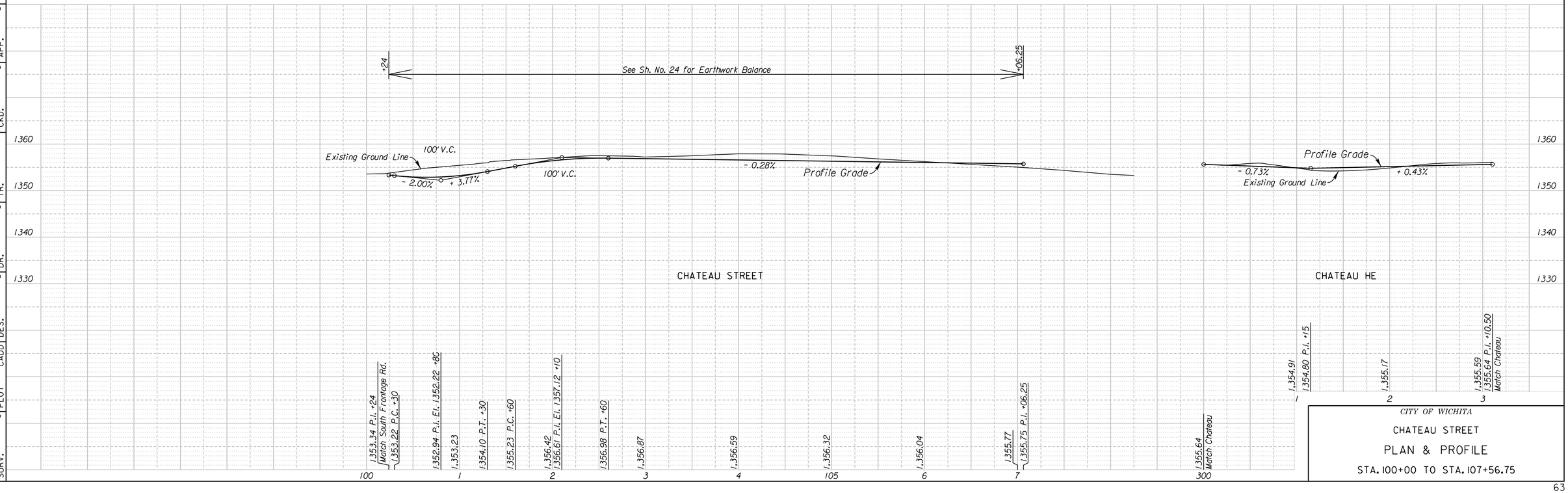
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	63	1055



UTILITIES

Gas	Kansas Gas Service
Power	Westar
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Water	Wichita Water & Sewer

See Sh. No's. 100-118 for Intersection Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.



CITY OF WICHITA

CHATEAU STREET

PLAN & PROFILE

STA. 100+00 TO STA. 107+56.75

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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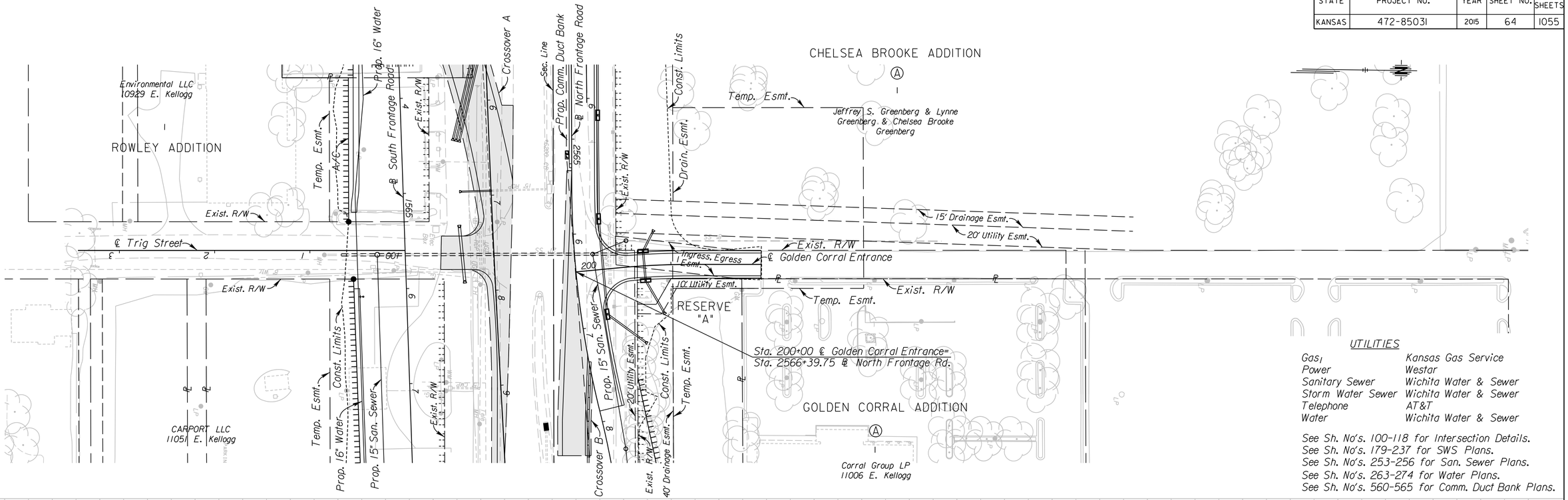
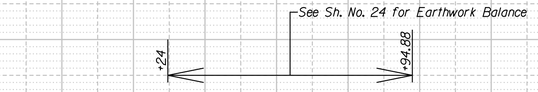
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	64	1055

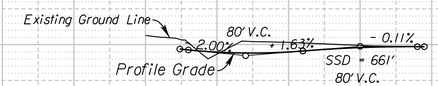


UTILITIES

Gas	Kansas Gas Service
Power	Westar
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Water	Wichita Water & Sewer

See Sh. No's. 100-118 for Intersection Details.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.





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1349.38 P.I. +24	1348.82 P.I. El. 1348.46 +70	1349.59 P.I. El. 1349.76 +50
Match North Frontage Rd.	1348.97	1349.72 P.T. +90
1349.26 P.C. +30	1349.11 P.R.C. +10	Match Existing +94.88

CITY OF WICHITA

GOLDEN CORRAL ENTRANCE

PLAN & PROFILE

STA. 200+00 TO STA. 201+94.88

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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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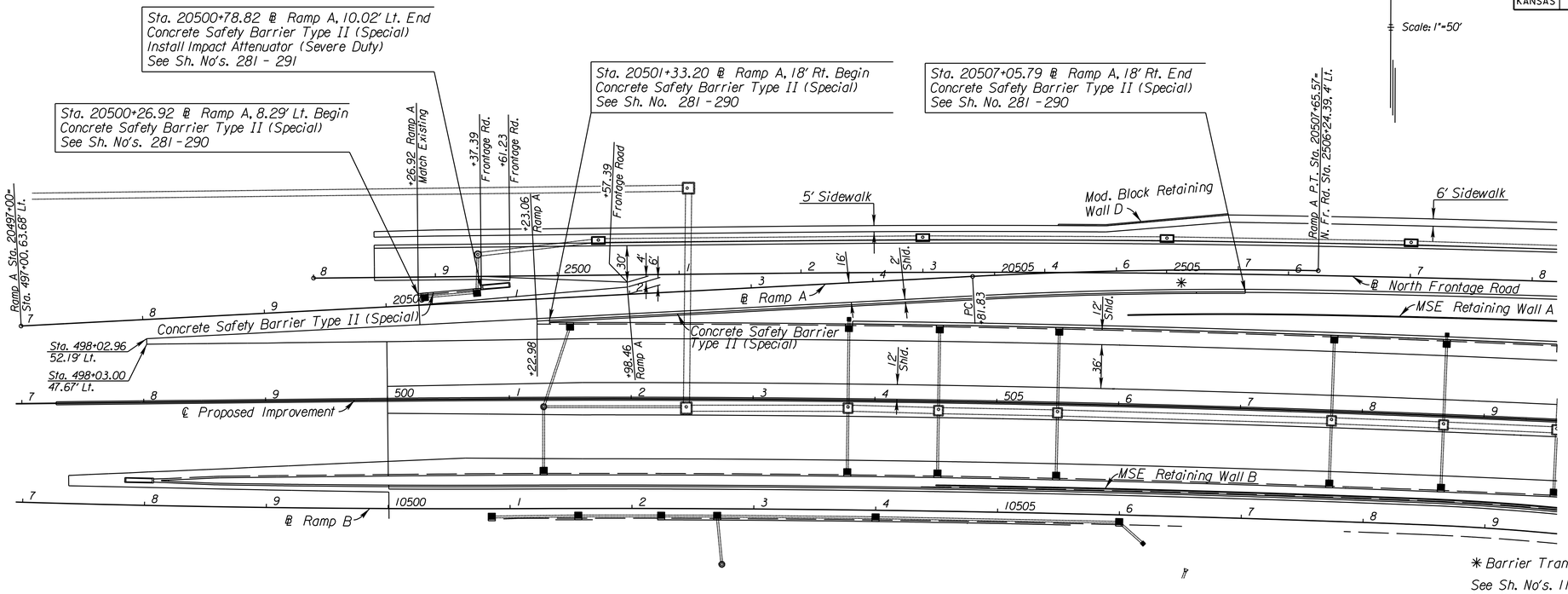
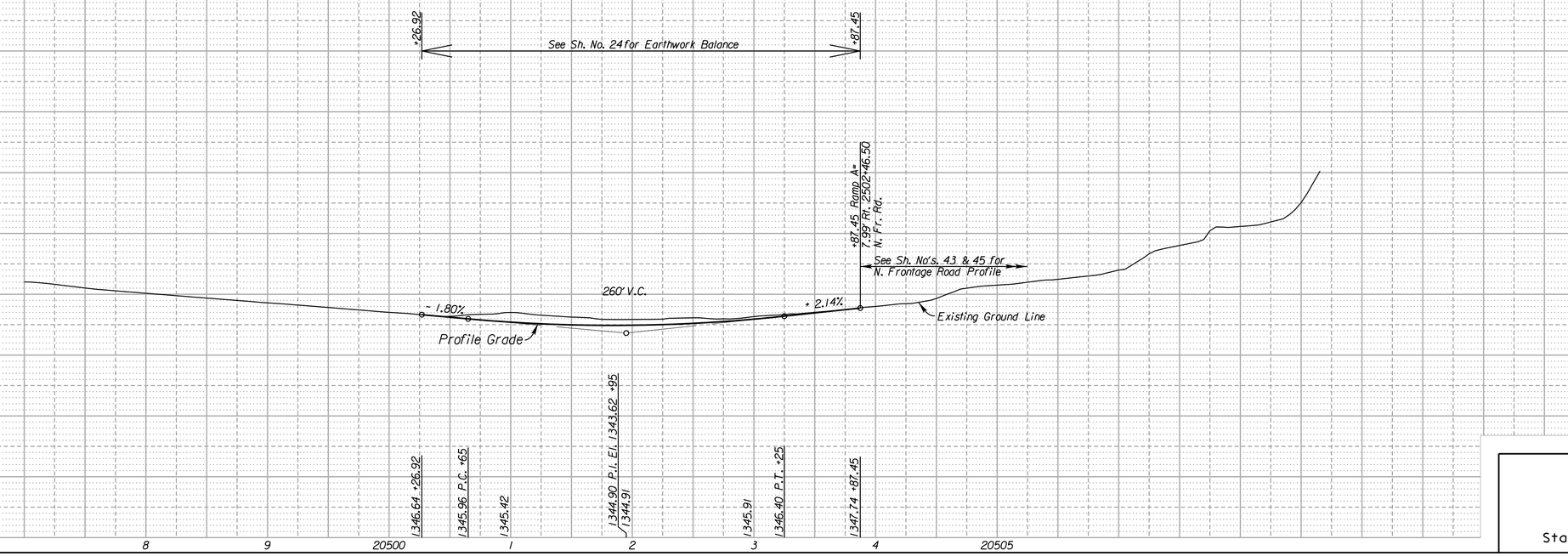
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	65	1055



✳ Barrier Transition. See Sh. No. 284

See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.



CITY OF WICHITA

RAMP A

PLAN & PROFILE

Sta. 20497+00 TO STA. 20507+65.57

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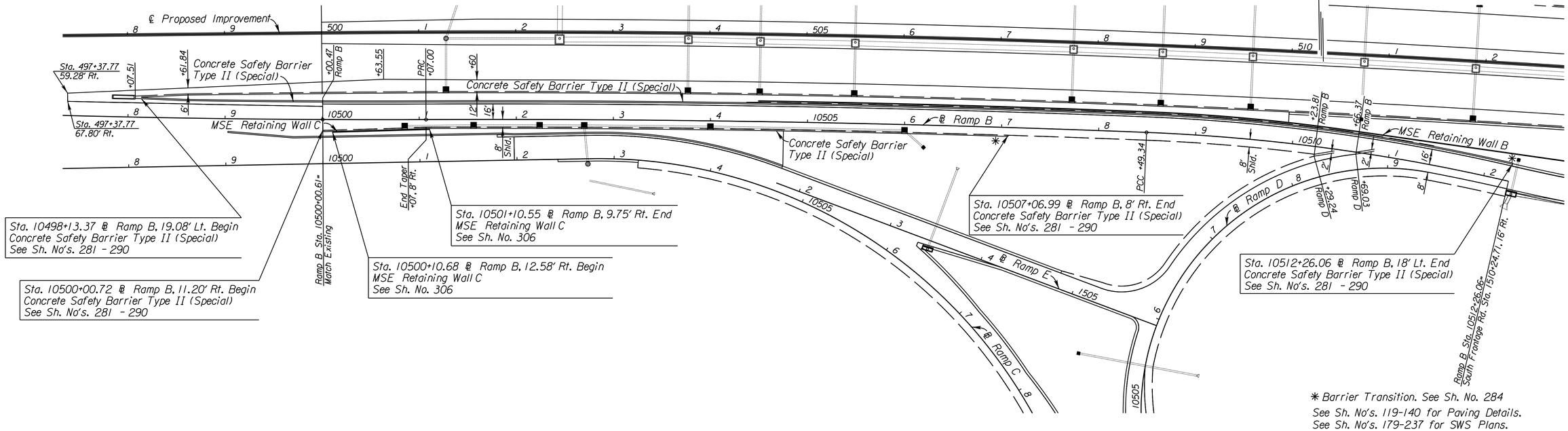
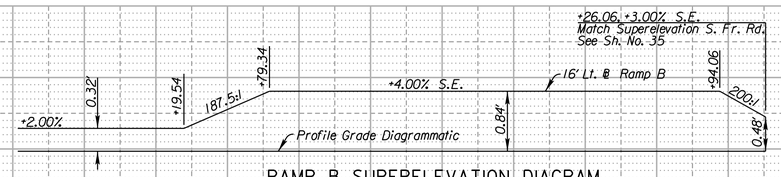
PLOT | CADD | DES. | DR. | TR. | CKD. | APP. | SURV.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	66	1055

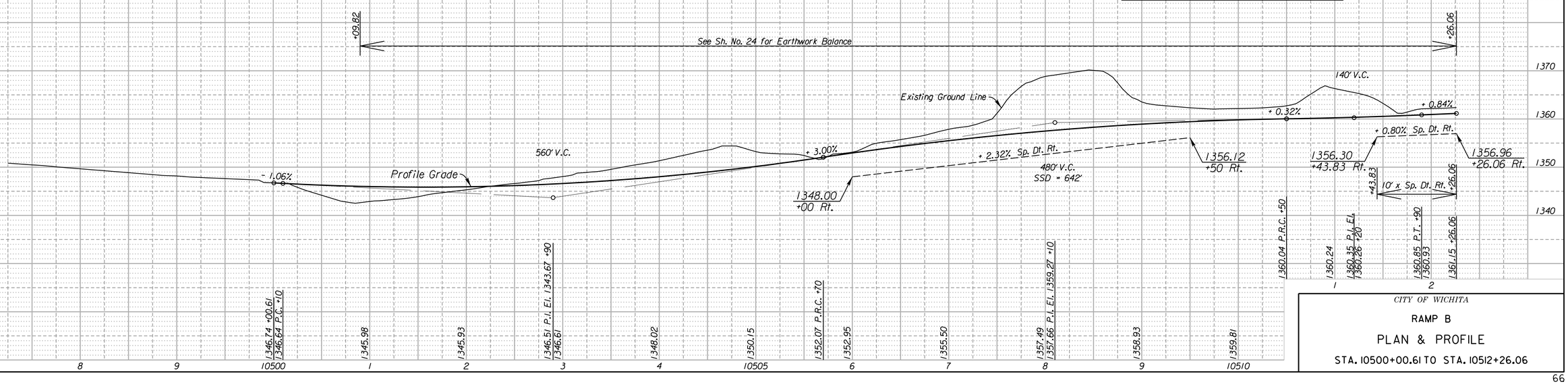


✳ Barrier Transition. See Sh. No. 284

See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.



RAMP B SUPERELEVATION DIAGRAM



CITY OF WICHITA

RAMP B

PLAN & PROFILE

STA. 10500+00.61 TO STA. 10512+26.06

SURV. | PLOT | CADD | DES. | DR. | TR. | CKD. | APP.

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4/15/2015
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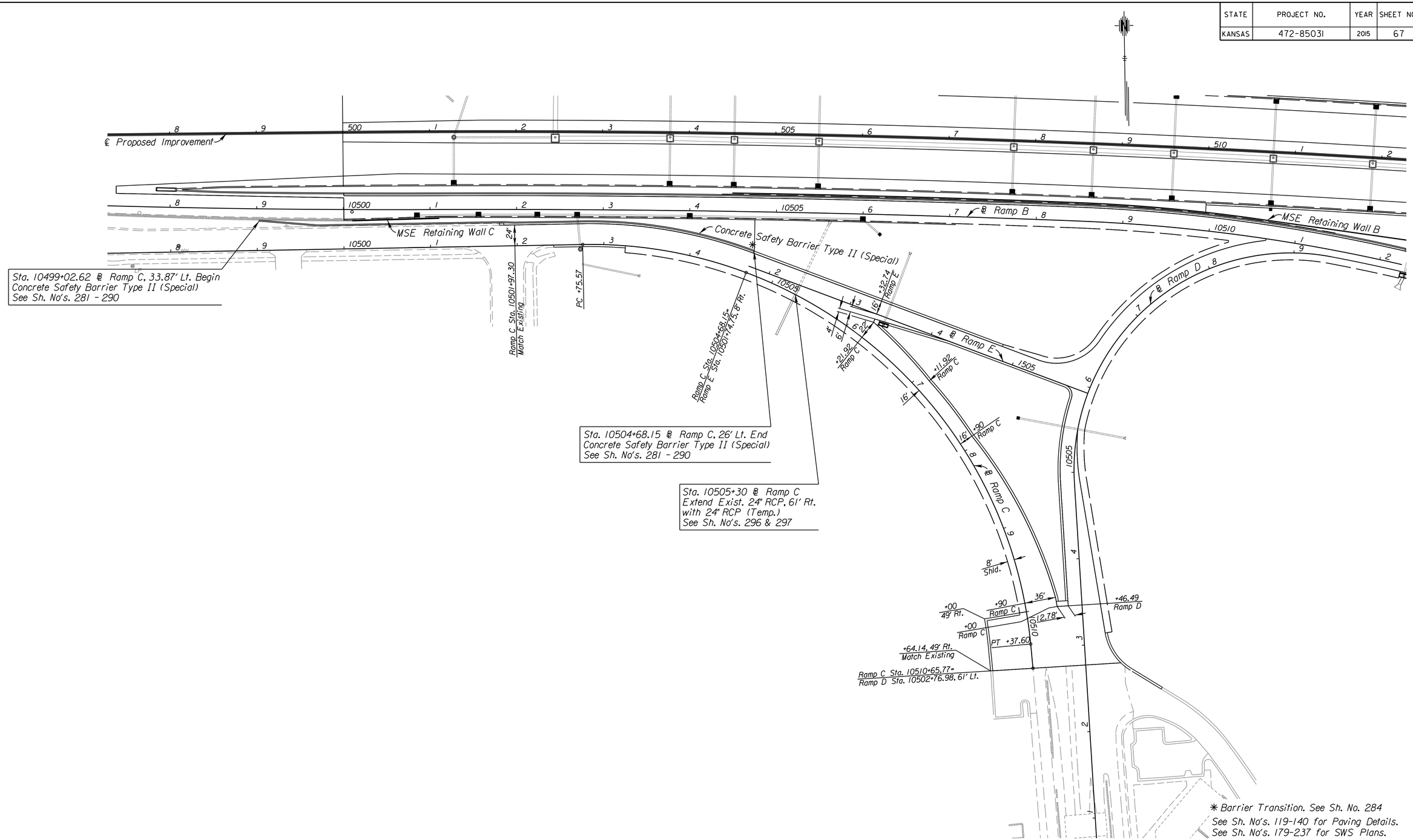
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	67	1055



CITY OF WICHITA

RAMP C

PLAN

STA. 10501+97.30 TO STA. 10510+65.77

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

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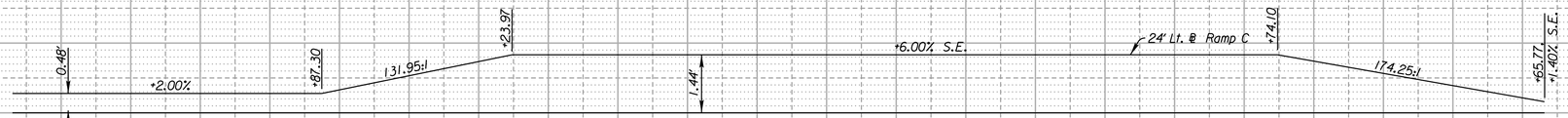
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	68	1055

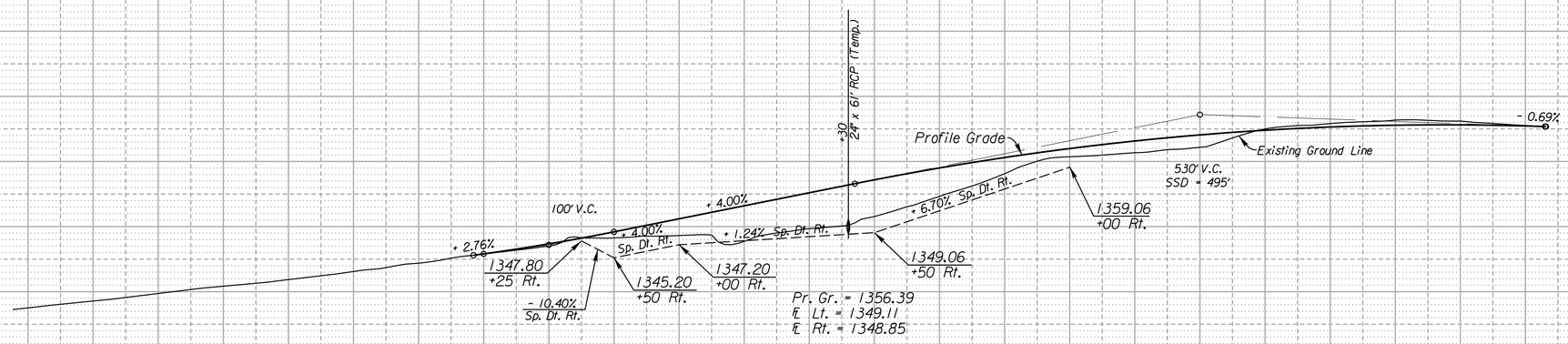


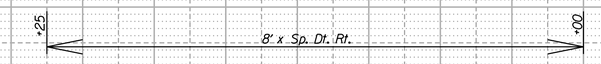
RAMP C SUPERELEVATION DIAGRAM

+65

See Sh. No. 24 for Earthwork Balance

+65.77





1345.59 +42.14
1345.81 P.C. +50
1347.34 P.I. El. 1347.19 +00
1349.19 P.T. +50
1351.19
1355.19
1356.59 P.C. +35
1359.00
1361.98
1364.08 P.I. El. 1367.19 +00
1365.29
1365.62
1365.36 P.T. +65
1365.35 +65.77
10510

10500 1 2 3 4 10505 6 7 8 9

CITY OF WICHITA

RAMP C

PROFILE

STA. 10501+97.30 TO STA. 10510+65.77

SURV. | PLOT | CADD | DES. | DR. | TR. | CKD. | APP.

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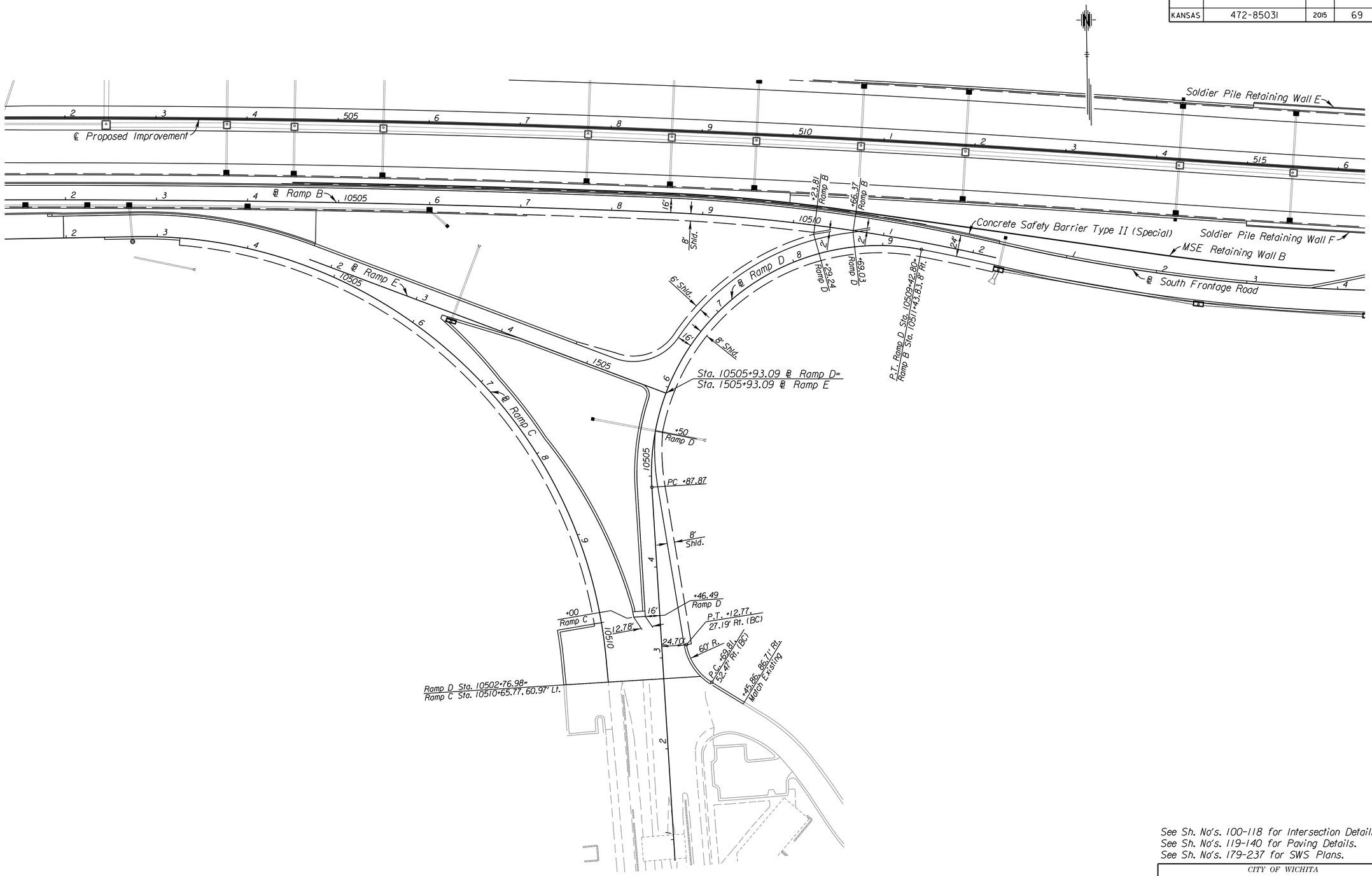
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	69	1055



See Sh. No's. 100-118 for Intersection Details.
See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.

CITY OF WICHITA

RAMP D

PLAN

STA. 10502+45.86 TO STA. 10509+42.80

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.		CKD.	-	APP.	-

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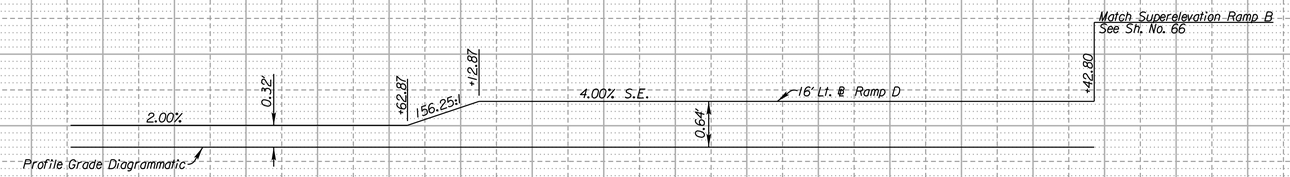
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	70	1055



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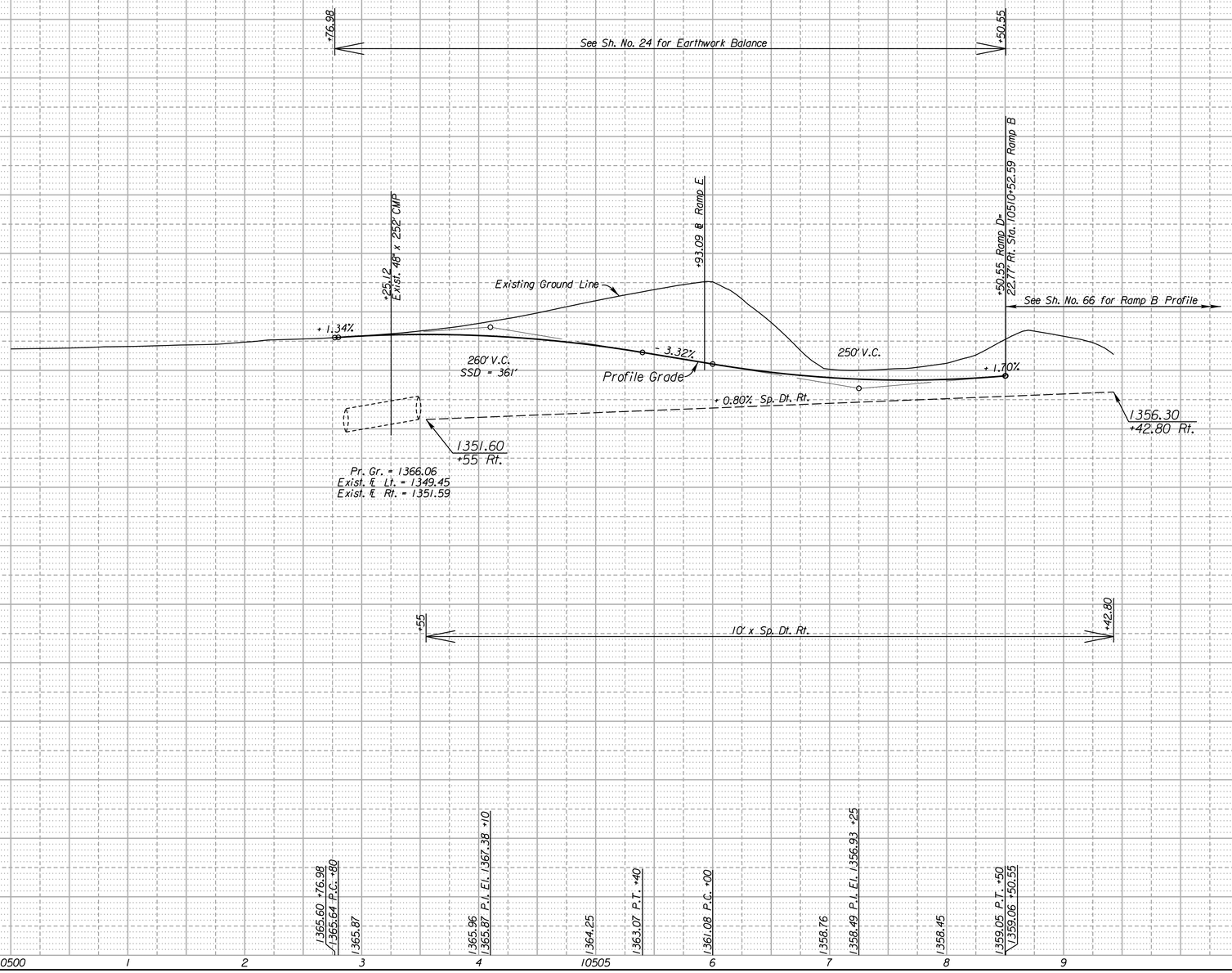

CITY OF WICHITA

RAMP D

PROFILE

STA. 10502+76.98 TO STA. 10509+42.80

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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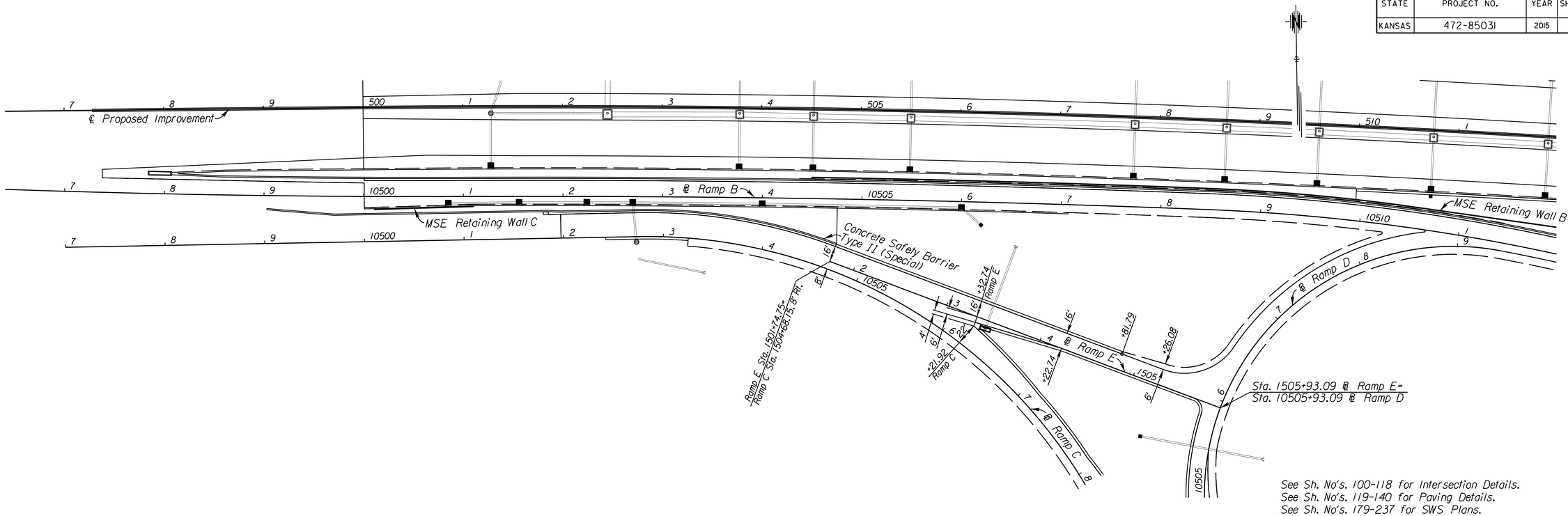
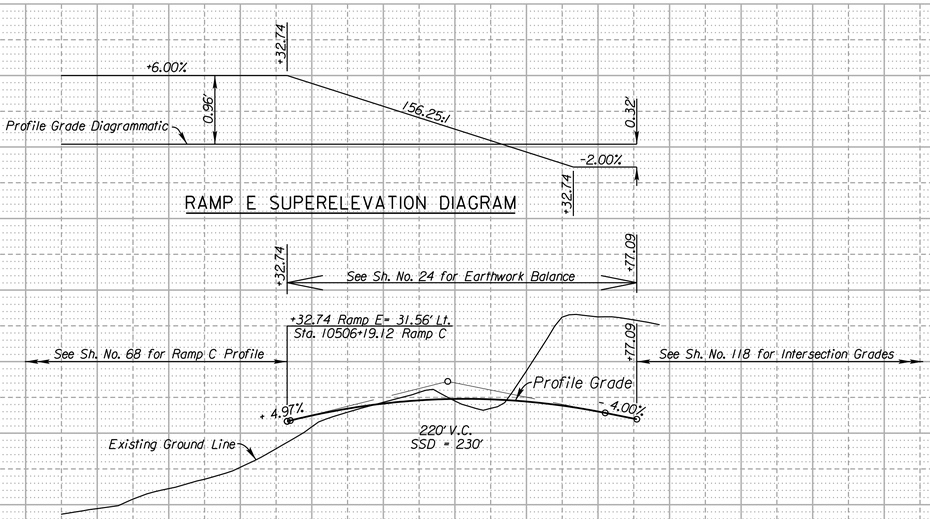
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	71	1055



See Sh. No's. 100-118 for Intersection Details.
See Sh. No's. 119-140 for Paving Details.
See Sh. No's. 179-237 for SWS Plans.



CITY OF WICHITA

RAMP E

PLAN & PROFILE

STA. 1501+74.75 TO STA. 1505+93.09

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4/15/2015
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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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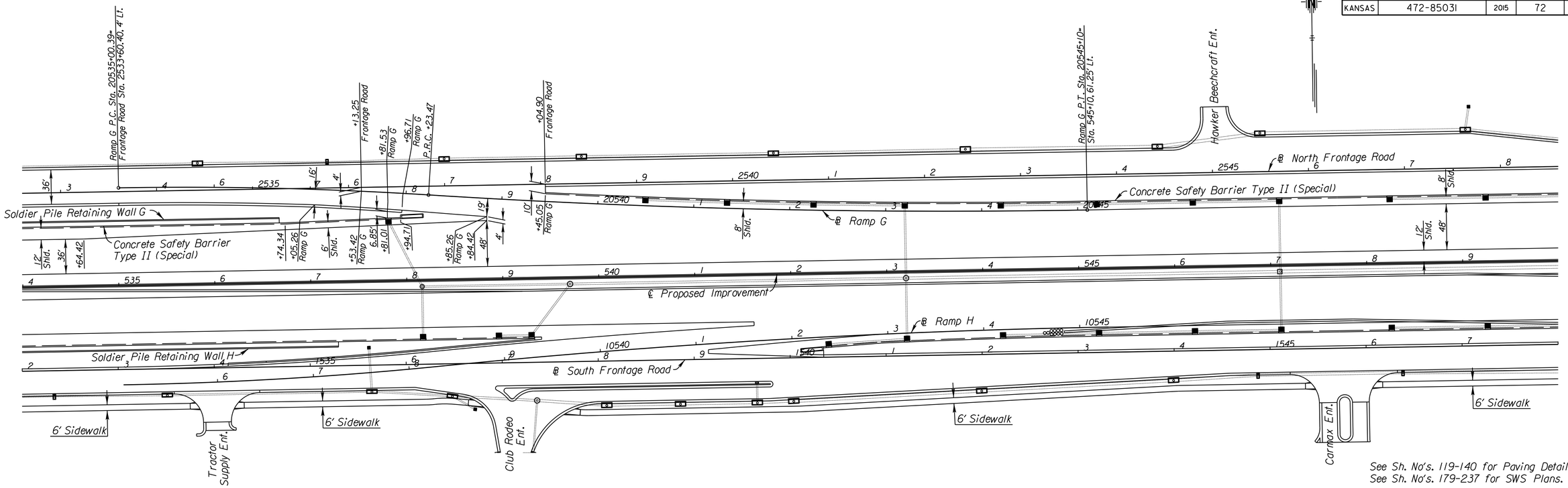
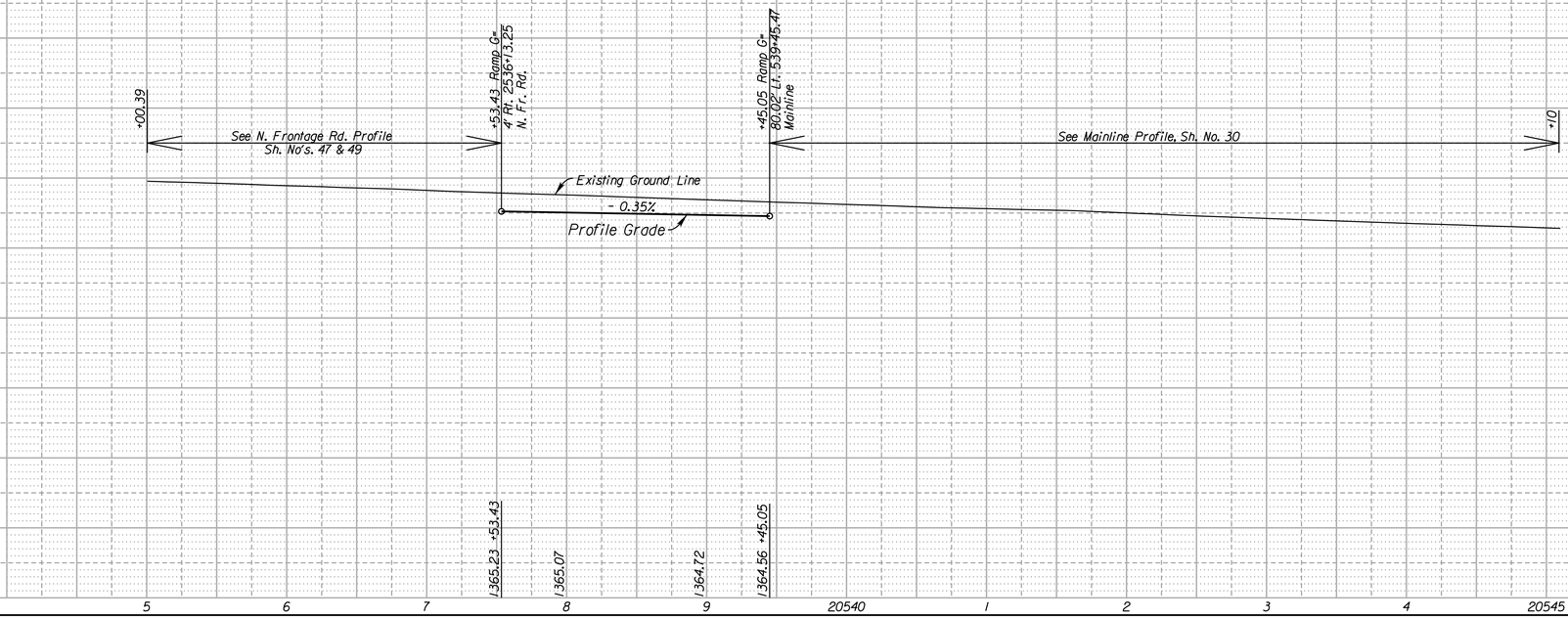
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	72	1055





CITY OF WICHITA

RAMP G

PLAN & PROFILE

STA. 20535+00.39 TO STA. 20545+10

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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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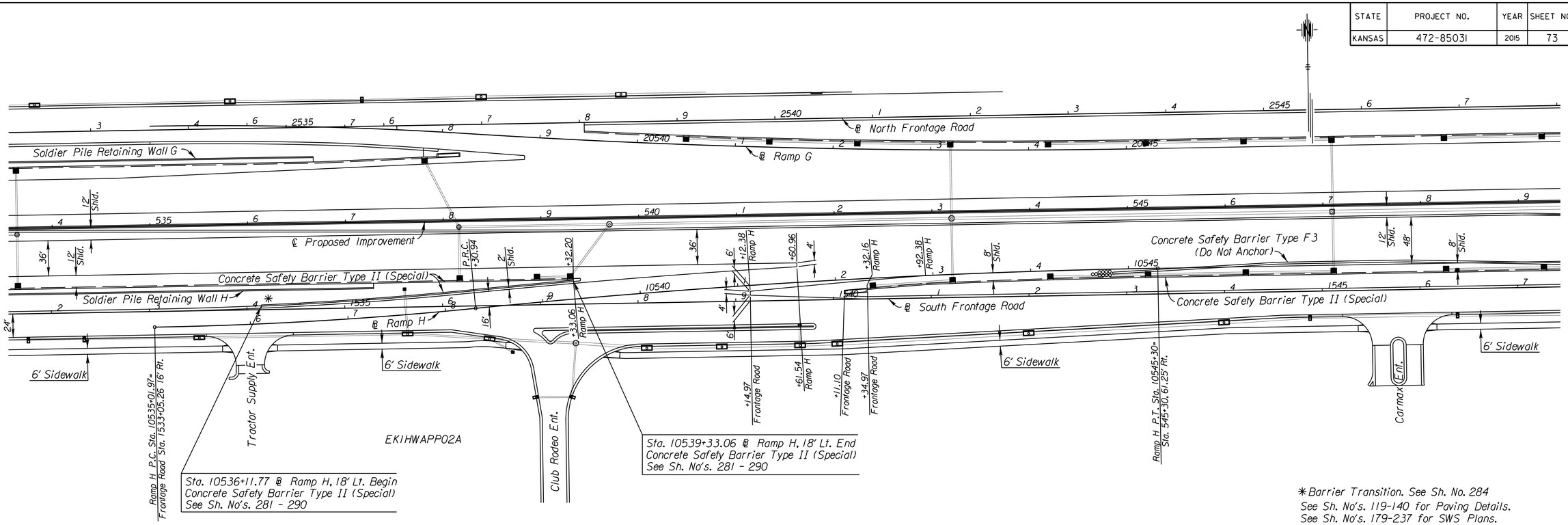
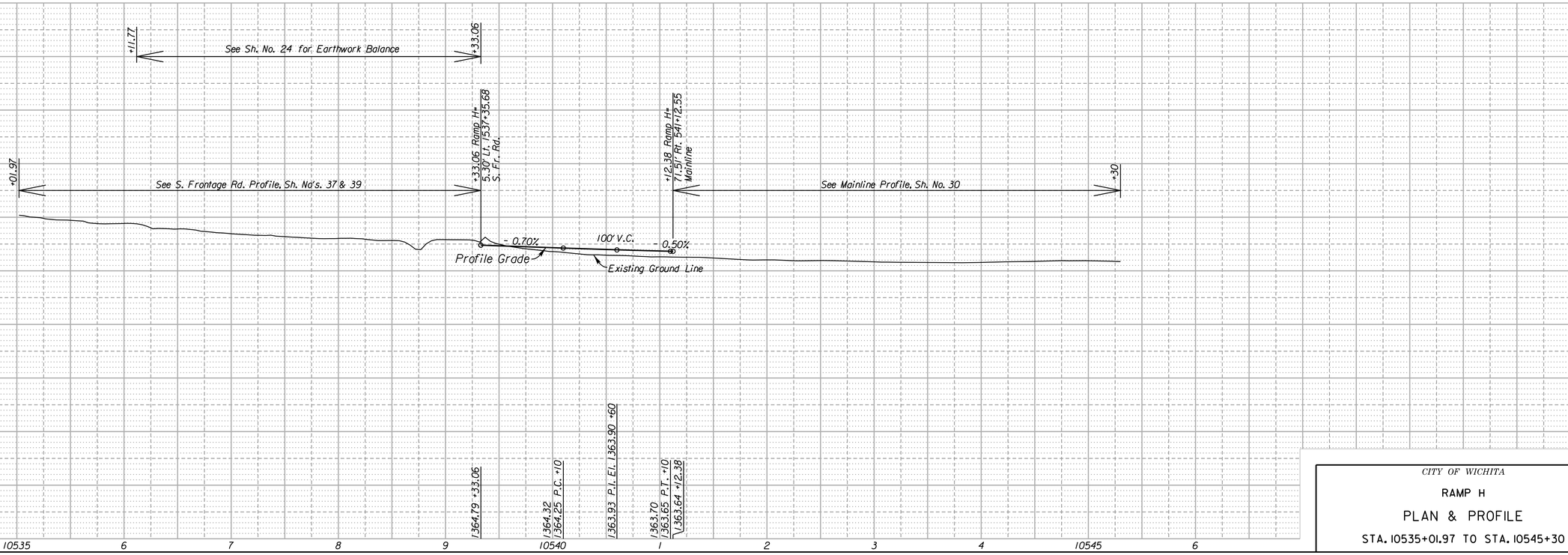
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	73	1055





CITY OF WICHITA

RAMP H

PLAN & PROFILE

STA. 10535+01.97 TO STA. 10545+30

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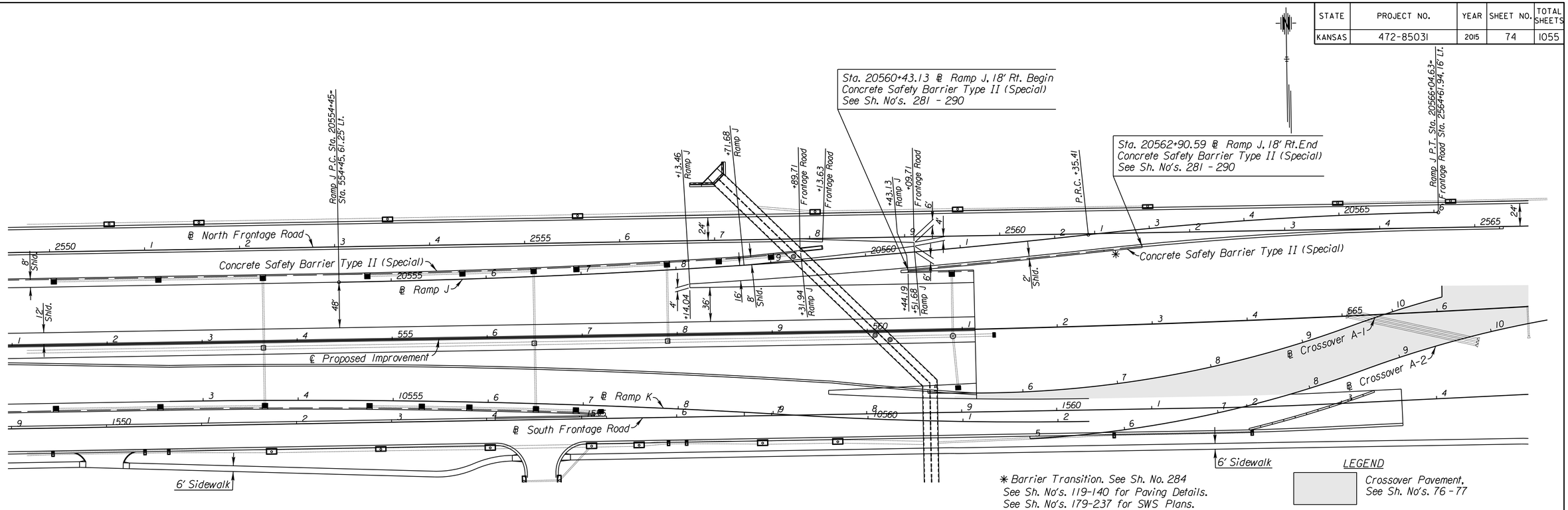
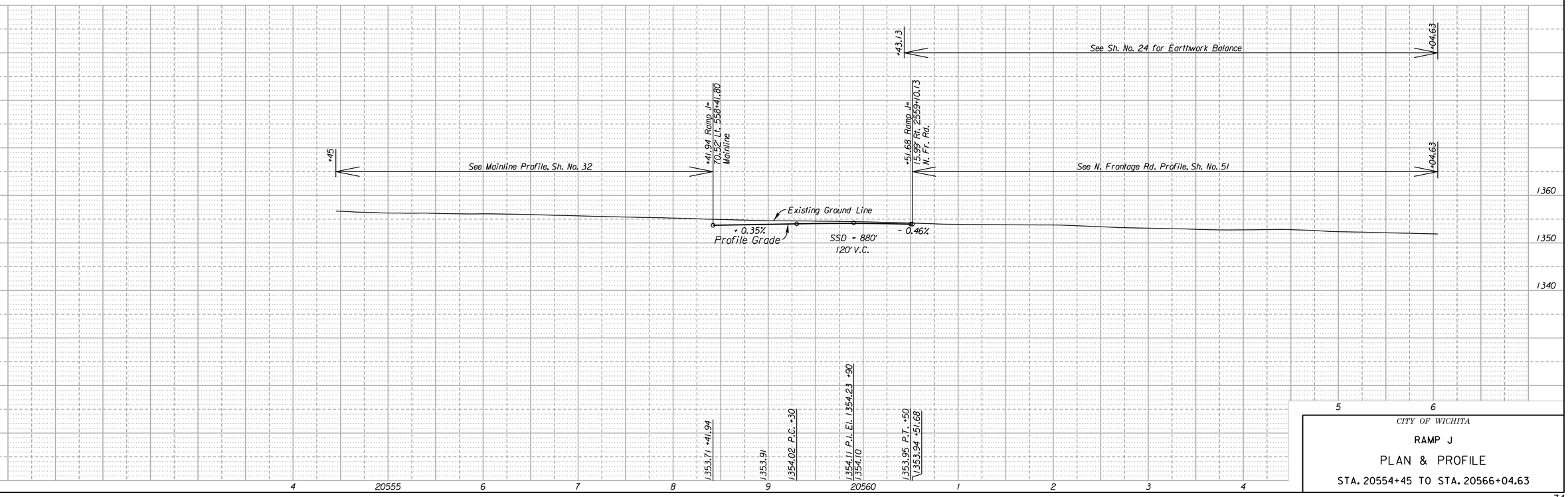
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	74	1055





CITY OF WICHITA

RAMP J

PLAN & PROFILE

STA. 20554+45 TO STA. 20566+04.63

SURV.	-	PLOT	-
		CADD	-
		DES.	-
		DR.	-
		TR.	-
		CKD.	-
		APP.	-

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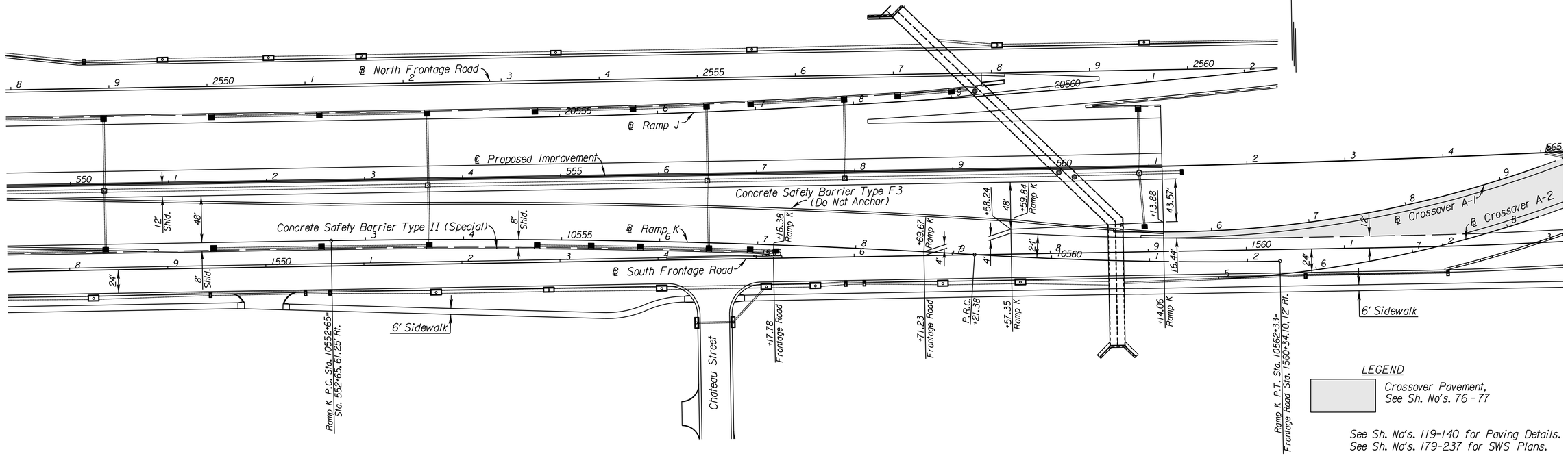
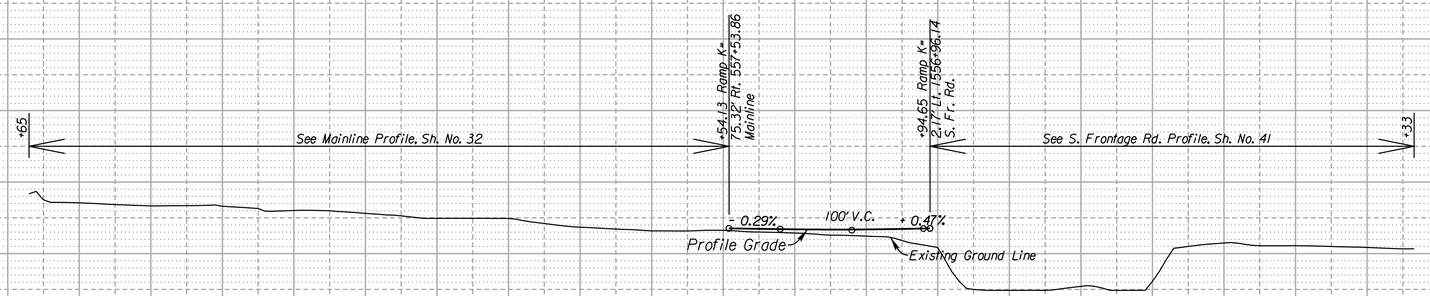
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	75	1055





CITY OF WICHITA

RAMP K

PLAN & PROFILE

STA. 10552+65 TO STA. 10562+33

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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
-	-	-	-	-	-	-	-

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	76	1055

CHELSEA BROOKE ADDITION

Ⓐ
Jeffrey S. Greenberg & Lynne Greenberg & Chelsea Brooke Greenberg

GOLDEN CORRAL ADDITION

Ⓐ
Corral Group LP
11006 E. Kellogg

UNIVERSAL 4TH ADDITION

Universal Motor Fuels Inc.
453 S. Greenwich

℄ Golden Corral Entrance

Sta. 2566+39.75 ℄ North Frontage Rd. = Sta. 200+00.00 ℄ Golden Corral Entrance

RESERVE "A"

Const. Limits

P.I. +83.24

Prop. San. Sewer

Grade to Drain

Prop. 15" San. Sewer

℄ North Frontage Road

Prop. Comm Duct Bank

Prop. Comm Duct Bank

℄ Ramp J

Kellogg Avenue (US 54)

POT +65.95

℄ Proposed Improvement

PC +32.25

PT +14.02

℄ Crossover A-1

POT +00.00

PC +51.16

PRC +20.01

PT +50.01

POT +83.00

Sta. 14+70.72, End Construction Crossover A

℄ Ramp K

FLOODWAY

11560 Carport LLC
10851 E. Kellogg

PC +00.00

℄ Crossover A-2

℄ South Frontage Road

Prop. 10" San. Sewer

Prop. 16" Water

Prop. 15" San. Sewer

Prop. 16" Water

Const. Limits

6' Sidewalk

HOLSTED ADD.

6' Sidewalk

CARPORT LLC
11051 E. Kellogg

Carport LLC
10909 E. Kellogg

℄ Trig Street

Green Lantern Inc.
535 S. Greenwich

FLOODWAY

Const. Limits

Vanders Investments LLC
10727 E. Kellogg
③

EAST KELLOGG ACRES

Sta. 11+41.86, 6.00' Lt.
Match Crossover A

Sta. 10+65.19, 6.00' Lt.
Match Crossover A

℄ Crossover A-2

Sta. 11+41.86, 0.00' Rt.
Match Crossover A

20' R.

20' R.

Sta. 10+70.40, 0.00' Rt.
Match Crossover A

Sta. 11+21.02, 18.57' Rt.
Elev. = 1349.48

Sta. 10+84.95, 19.02' Rt.
Elev. = 1349.45

Sta. 10+81.71, 41.37' Rt.
Match Existing

Sta. 11+17.88, 46.65' Rt.
Match Existing

TRIG STREET PAVEMENT DETAIL
Not to Scale

LEGEND

Crossover A Pavement

Crossover B Pavement Constructed in Phase 4B, for Pavement Detail See Sh. No. 52

Eradication of Traveled Way

UTILITIES

Gas	Kansas Gas Service
Power	Westar
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Water	Wichita Water & Sewer

See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

CITY OF WICHITA

CROSSOVER A

PLAN

STA. 5+00 TO STA. 14+17.72

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.

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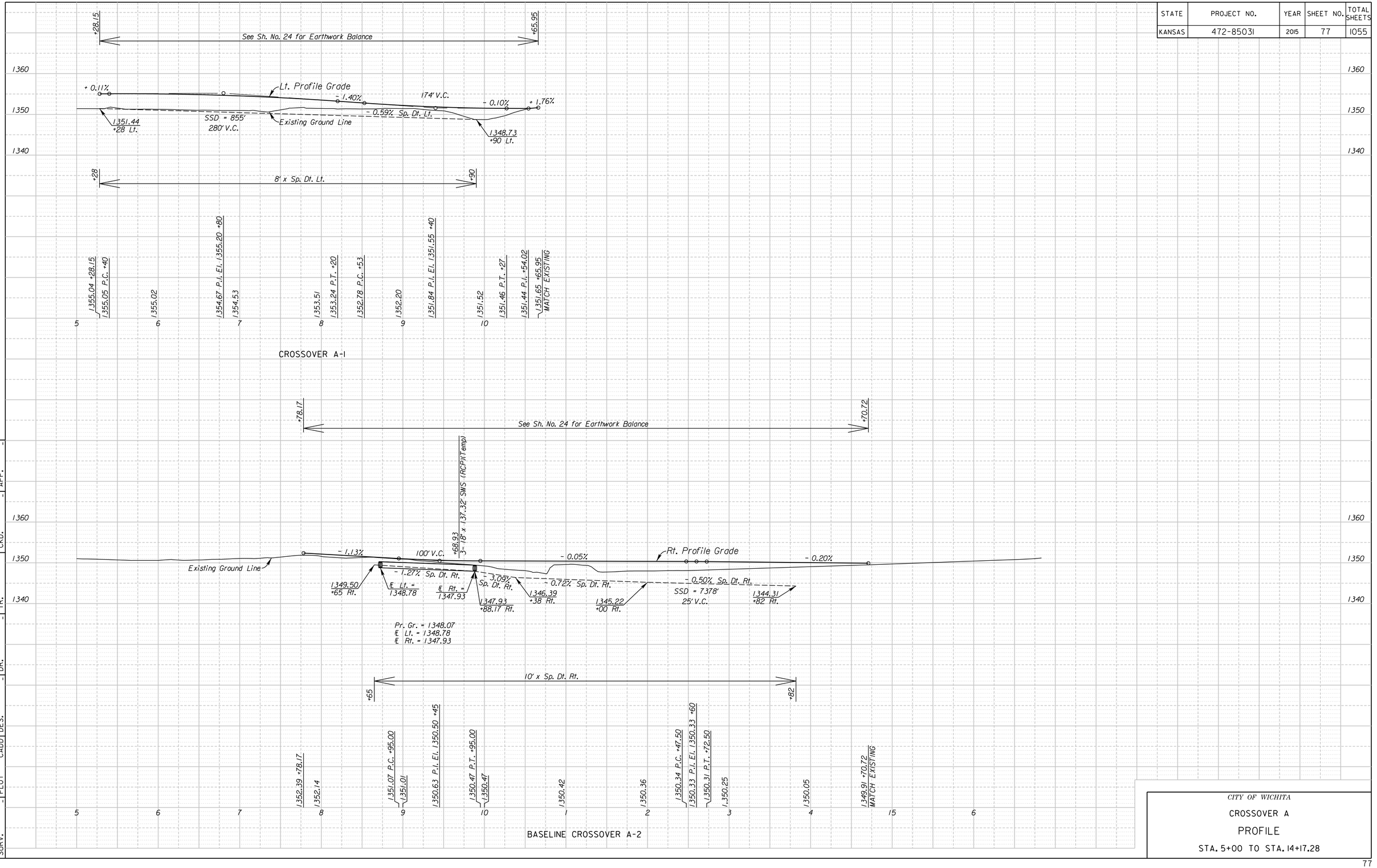
KANSAS	472-85031	2015	77	1055



CITY OF WICHITA

CROSSOVER A

PROFILE

STA. 5+00 TO STA. 14+17.28

SURV.	PLOT	CADD	DES.	-	DR.	-	TR.	-	CKD.	-	APP.	-

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	78	1055

Sta. 510+05.54
224.3' RT
℄ Proposed Improvements

Sta. 510+47.38
189.5' RT
℄ Proposed Improvements

℄ Ramp B

℄ Ramp E

℄ Ramp D

℄ Ramp BB

℄ Ramp C

Sta. 510+78.24
167.4' RT
℄ Proposed Improvements

Const. Limits (temp.)

Sta. 511+99.47
124.3' RT
℄ Proposed Improvements

Sta. 513+21.93
144.1' RT
℄ Proposed Improvements

Const. Limits (temp.)

Shoulder Replacement
& Widening
Match Exist. Cross Slope

Exist. Edge of Pavement

PC +00.00

PRC +35.52

P.I. +99.84

PT -64.11

Sta. 509+20.45
533.6' Rt.
℄ Proposed Improvements

Sta. 509+20.22
556.8' Rt.
℄ Proposed Improvements

Sta. 509+22.69
574.4' Rt.
℄ Proposed Improvements

Sta. 509+30.17
402.8' RT
℄ Proposed Improvements

Sta. 509+62.46
307.5' RT
℄ Proposed Improvements

✳ Sta. 6+86.34 ℄ Ramp BB Extend
Exist. 24" RCP, 13' Rt.
See Sh. No's. 293-297

✳ Sta. 10+63.66 ℄ Ramp BB, Install
Flume Inlet (Concrete) (Temp.) and
20 L.F. Slope Drain (Concrete)(Temp.)
See Sh. No's. 170

City of Wichita
515 S. Webb

DAVIS-MOORE ADDITION

E&P Financing Ltd Partnership
527 S. Webb

Prop. 20" Water

Kellogg Avenue (US 54)

℄ Proposed Improvements

℄ South Frontage Road

℄ North Frontage Road

✳ Temporary Pipe, Flume Inlet and Slope Drain to be Removed with Ramp BB.

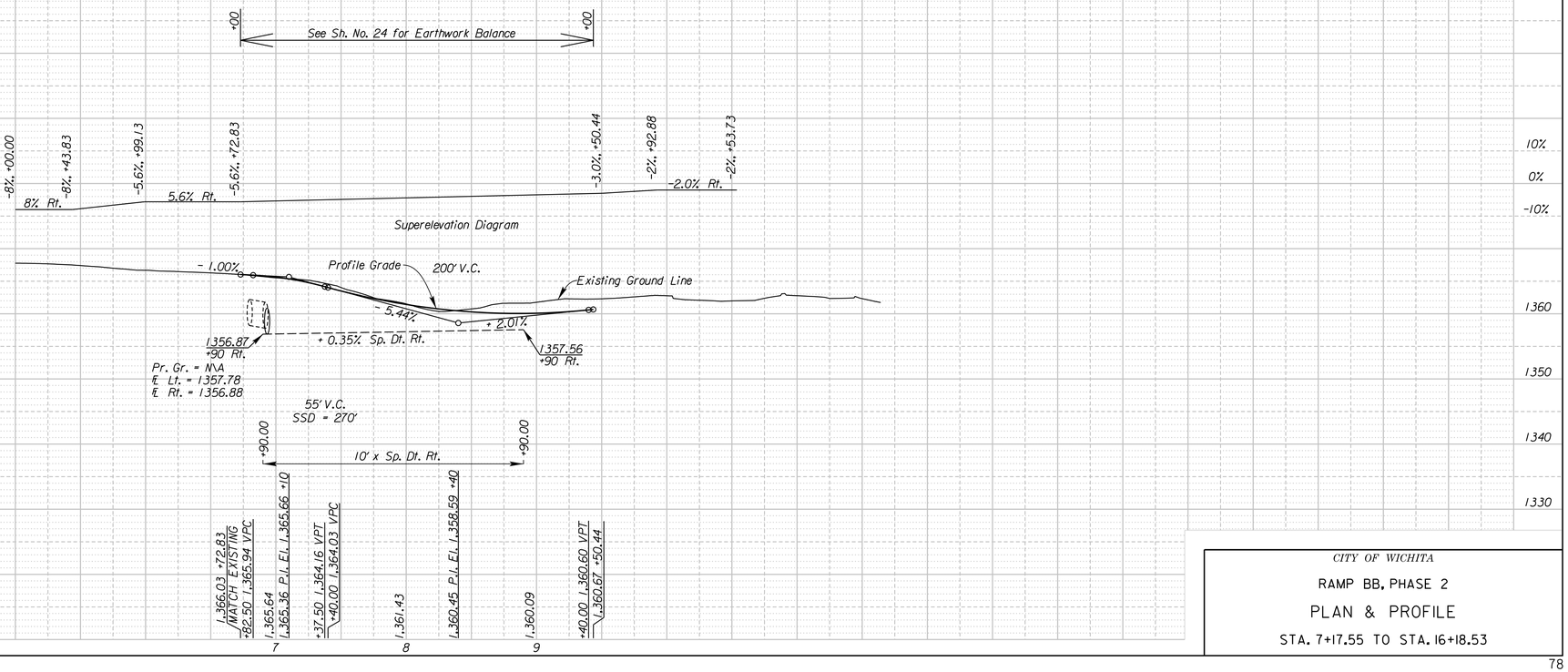
LEGEND

Phase 2
Ramp BB Pavement

UTILITIES

Gas	Kansas Gas Service
Power	Westar
ITS	KDOT
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Water	Wichita Water & Sewer

See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.



CITY OF WICHITA

RAMP BB, PHASE 2

PLAN & PROFILE

STA. 7+17.55 TO STA. 16+18.53

78

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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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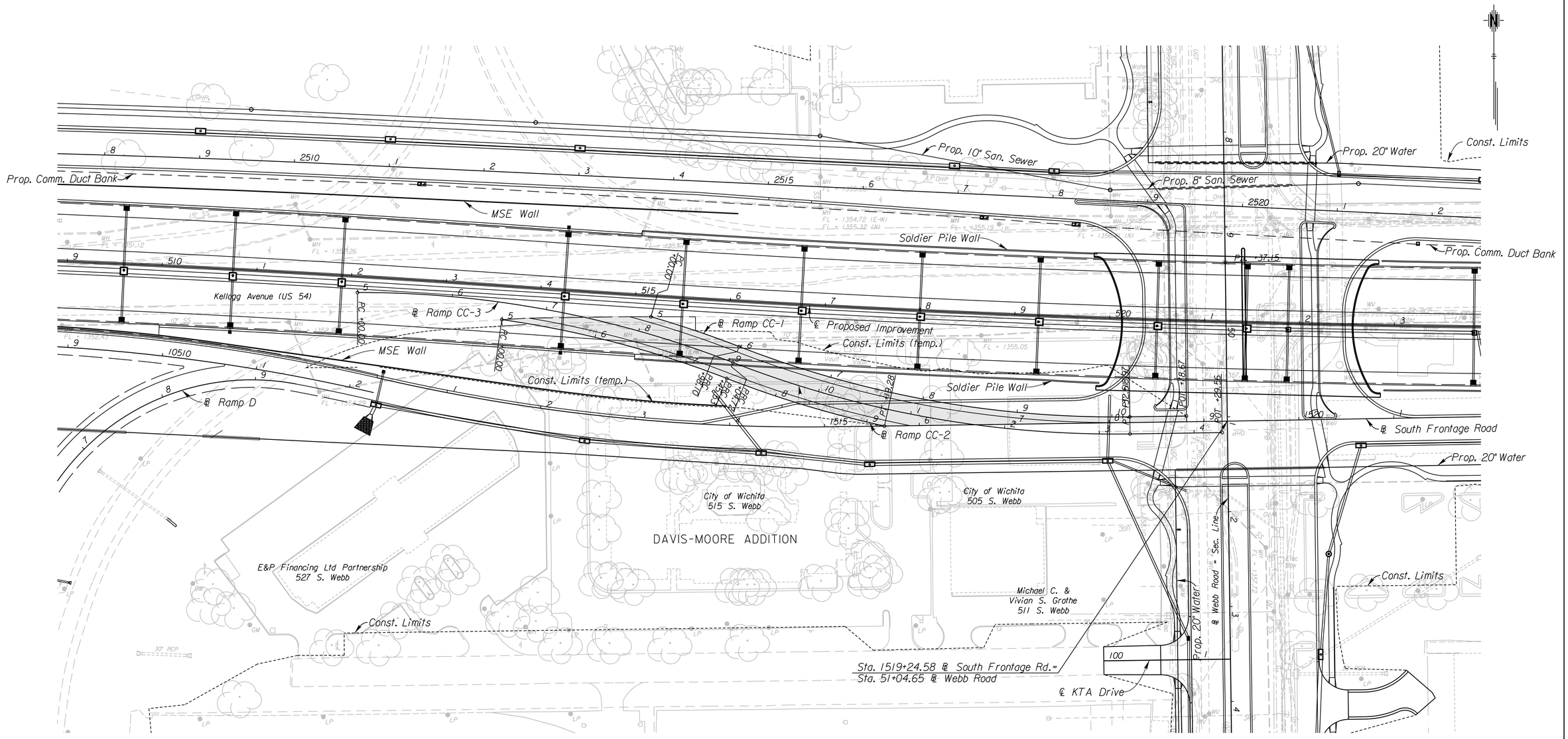
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	79	1055

LEGEND

Phase 2
Ramp CC Pavement



UTILITIES

Gas	Kansas Gas Service
Power	Westar
Sanitary Sewer	Wichita Water & Sewer
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Traffic Signal	City of Wichita
Water	Wichita Water & Sewer

See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

CITY OF WICHITA

RAMP CC, PHASE 2

PLAN

STA. 5+00 TO STA. 14+29.56

SURV.	PLOT	CADD	DES.	-	DR.	-	TR.	-	CKD.	-	APP.

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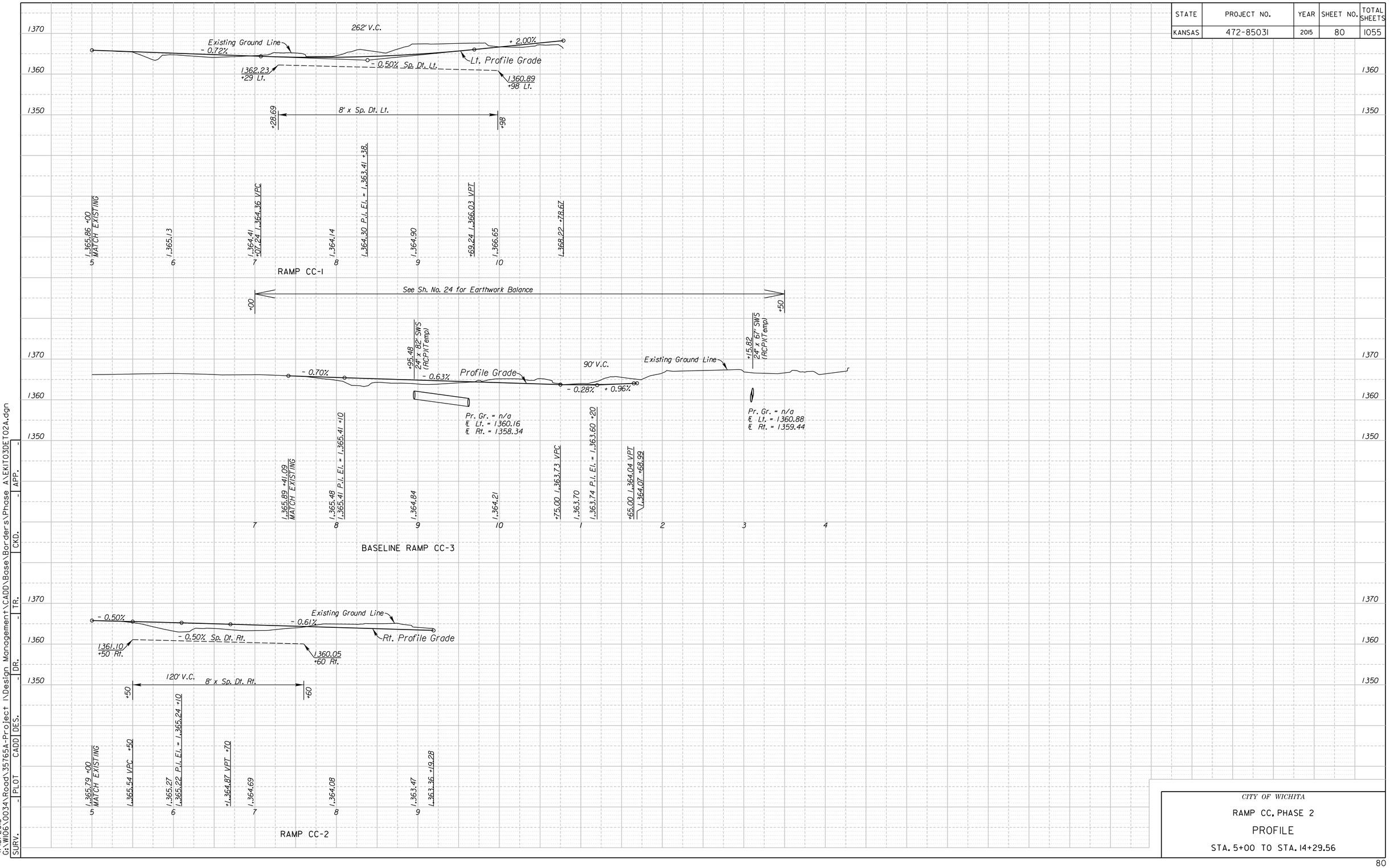
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	80	1055



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CITY OF WICHITA

RAMP CC, PHASE 2

PROFILE

STA. 5+00 TO STA. 14+29.56

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	81	1055

Sta. 555+67.67, ℄ Proposed Improvement, Install 3 - 18" x 137' RCP (Temp), 12.73' Lt.
See Sh. No's. 296-297

Temporary Widening
See Sh. No. 87

℄ Hawker Beechcraft Entrance

Const. Limits

℄ North Frontage Road

Prop. Comm. Duct Bank

Kellogg Avenue (US 54)

℄ Ramp J

℄ Proposed Improvement

Const. Limits (temp.)

Kellogg Drive

℄ Ramp DD-1

Ramp DD-2

℄ Ramp K

FLOODWAY

℄ South Frontage Road

Prop. 16" Water

6' Sidewalk

Const. Limits

℄ Carmax Ent.

Davis-Moore Real Estate, LLC
10603 E. Kellogg
Ⓐ

Vanders Investments LLC
10727 E. Kellogg
③

℄ Chateau Street

DAVIS-MOORE
14TH ADDITION

UTILITIES

Gas,	Kansas Gas Service
Power	Westar
Storm Water Sewer	Wichita Water & Sewer
Telephone	AT&T
Water	Wichita Water & Sewer

LEGEND

Phase 3A
Ramp DD Pavement

See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 253-256 for San. Sewer Plans.
See Sh. No's. 263-274 for Water Plans.
See Sh. No's. 560-565 for Comm. Duct Bank Plans.

RAMP DD-2

Rt. Profile Grade
+1.32%
Existing Ground Line
1353.61 +13.71
1354.75
1355.54 +59.25

BASELINE RAMP DD-1

See Sh. No. 24 for Earthwork Balance

Existing Ground Line
Profile Grade
- 0.49%
- 0.49% Sp. Dt. Lt.
- 0.55%
- 0.55% Sp. Dt. Lt.
- 0.42%
- 0.42% Sp. Dt. Lt.
- 0.29%
- 0.29% Sp. Dt. Lt.
100' V.C.
Sp. Dt. Lt.
+ 0.56%

1356.52 +75 Lt.
1355.55 +72 Lt.
1354.38 +85 Lt.
1353.63 +65 Lt.
1353.33 +68 Lt.
1351.53 +40.81 Lt.

+92.53
3 - 18" x 137' SWS (RCP)(Temp)

Pr. Gr. = 1355.49
℄ Lt. = 1351.53
℄ Rt. = 1350.36

+75
8' x Sp. Dt. Lt.
+40.81

1358.73 +31.09 Match Existing
1358.39
1357.91
1357.56 P.I. +72
1357.40
1356.85
1356.38 P.I. +85
1356.32
1355.90
1355.63 P.I. +65
1355.53
1355.29 P.C. +82
1355.26
1355.25 P.I. El. 1355.15 +32
1355.43 P.T. +82
1355.53
1356.09
1356.45 +63.92 Match Existing

CITY OF WICHITA
RAMP DD, PHASE 3A
PLAN & PROFILE
STA. 7+31.09 TO STA. 17+63.92

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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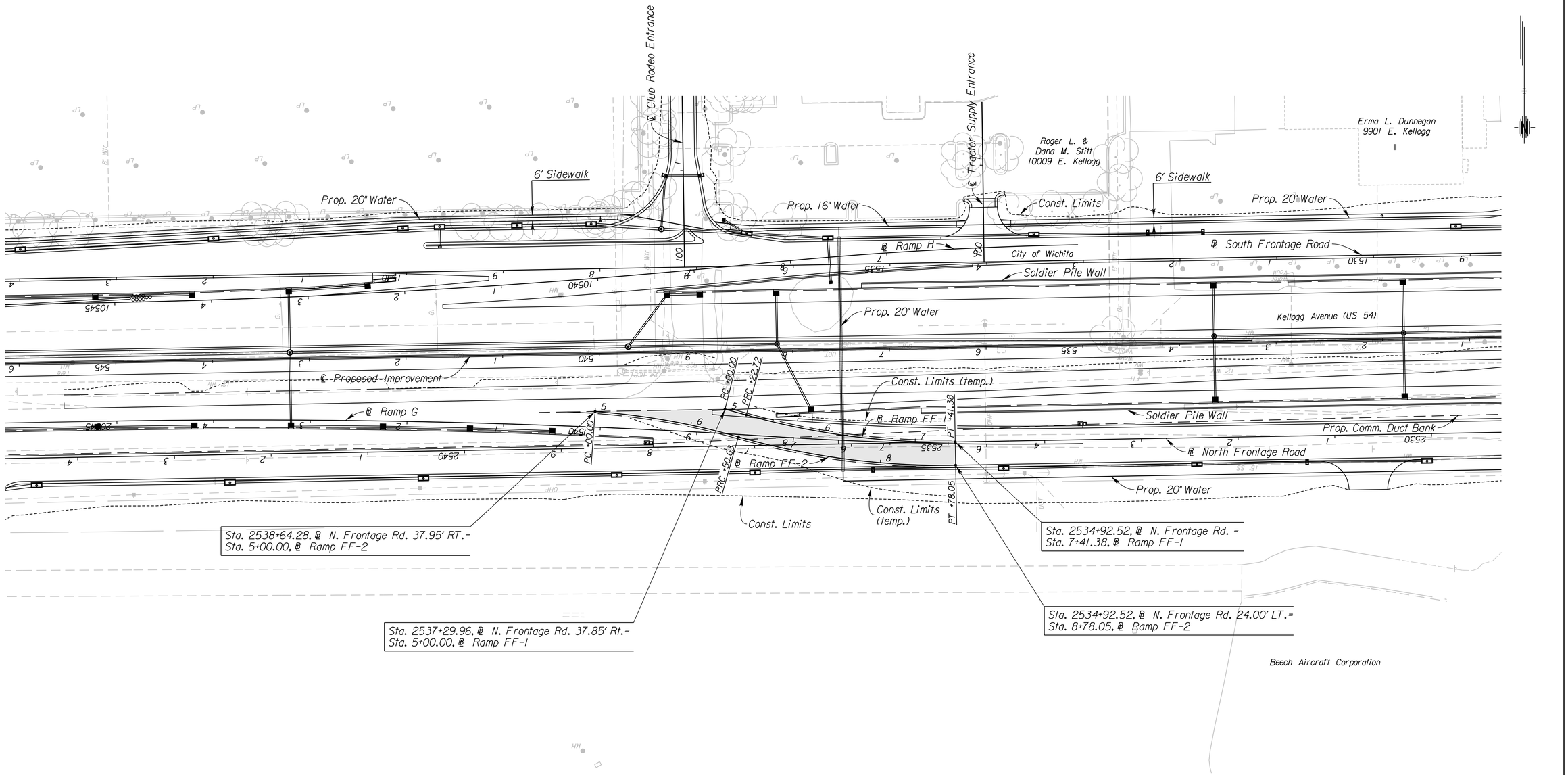
KANSAS	472-85031	2015	82	1055



UTILITIES

Cable	Cox Communications	See Sh. No's. 179-237 for SWS Plans.
Gas_1	Kansas Gas Service	See Sh. No's. 253-256 for San. Sewer Plans.
Gas_2	Southern Star Pipeline	See Sh. No's. 263-274 for Water Plans.
Gas_3	Hawker Beechcraft	See Sh. No's. 560-565 for Comm. Duct Bank Plans.
Power	Westar	
Sanitary Sewer	Wichita Water & Sewer	
Storm Water Sewer	Wichita Water & Sewer	
Telephone	AT&T	
Traffic Signal	City of Wichita	
Water	Wichita Water & Sewer	

LEGEND

Phase 3B
Ramp FF Pavement

CITY OF WICHITA

RAMP FF, PHASE 3B

PLAN

STA. 5+00 TO STA. 8+78.05

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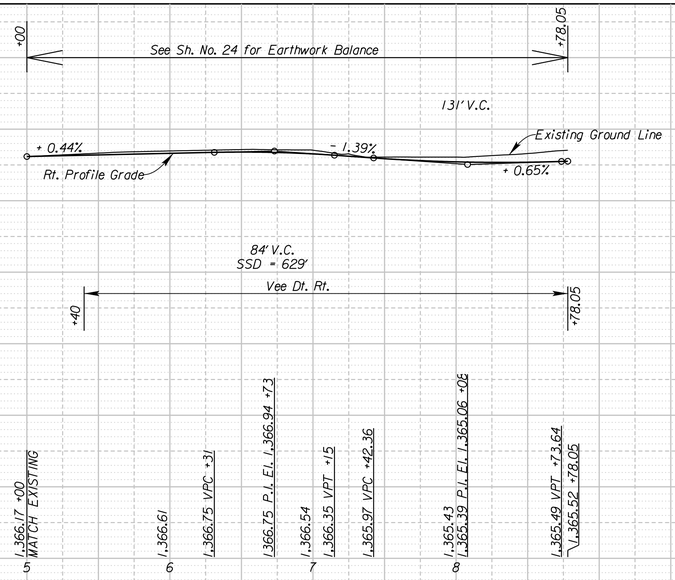
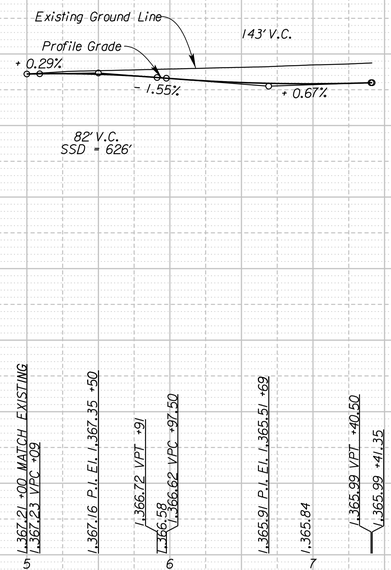
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	83	1055





CITY OF WICHITA

RAMP FF, PHASE 3B

PROFILE

STA. 5+00 TO STA. 8+78.05

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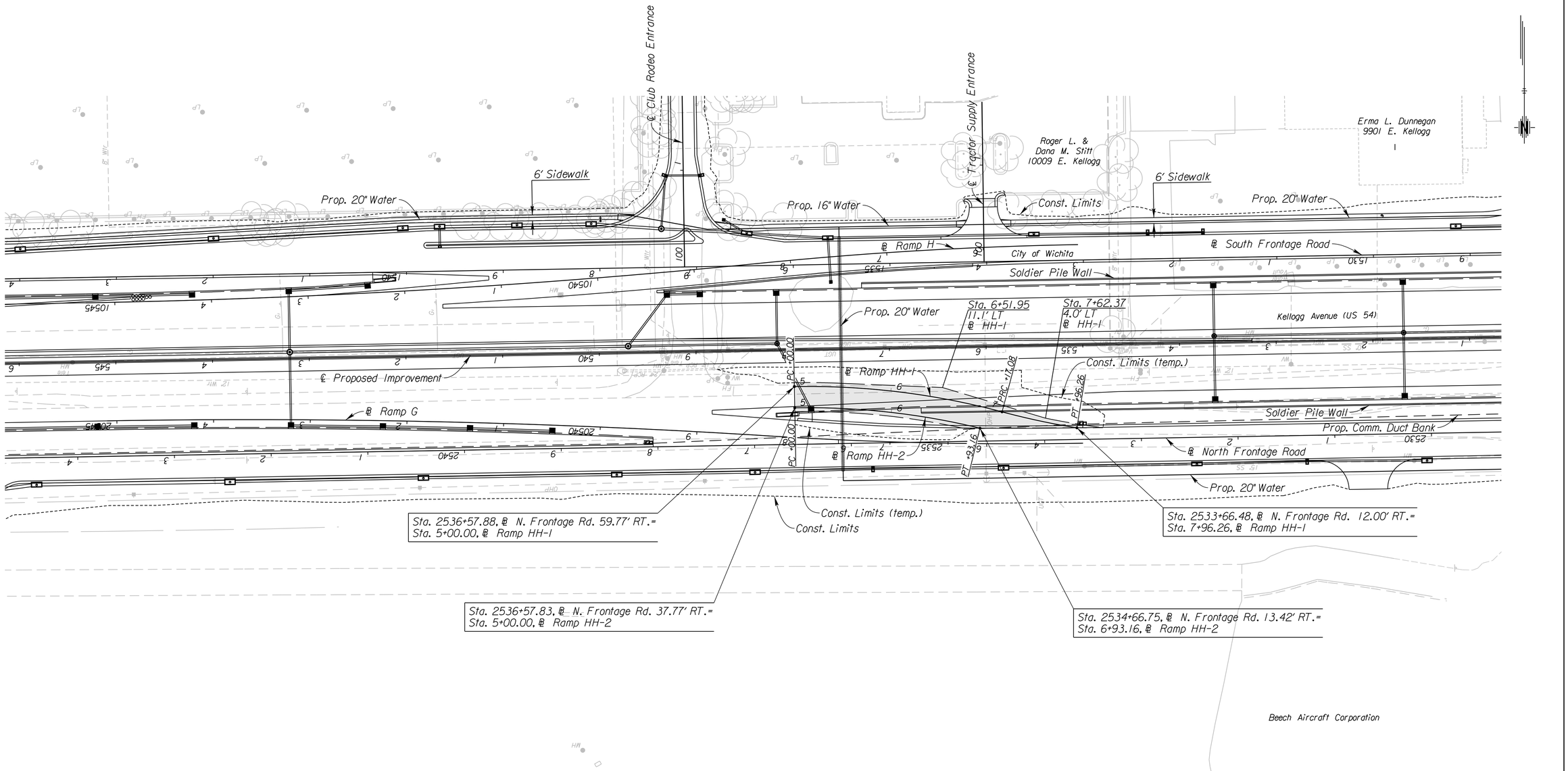
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	84	1055



LEGEND

Phase 3C
Ramp HH Pavement

UTILITIES

Cable	Cox Communications	See Sh. No's. 179-237 for SWS Plans.
Gas_1	Kansas Gas Service	See Sh. No's. 253-256 for San. Sewer Plans.
Gas_2	Southern Star Pipeline	See Sh. No's. 263-274 for Water Plans.
Gas_3	Hawker Beechcraft	See Sh. No's. 560-565 for Comm. Duct Bank Plans.
Power	Westar	
Sanitary Sewer	Wichita Water & Sewer	
Storm Water Sewer	Wichita Water & Sewer	
Telephone	AT&T	
Traffic Signal	City of Wichita	
Water	Wichita Water & Sewer	

CITY OF WICHITA

RAMP HH, PHASE 3C

PLAN

STA. 5+00 TO STA. 7+96.26

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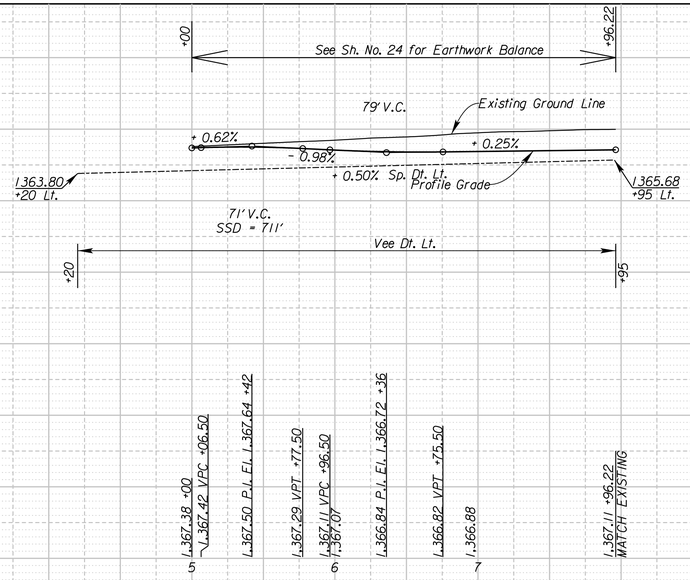
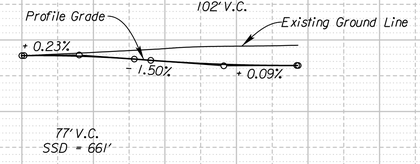
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	85	1055



RAMP HH-1



BASELINE RAMP HH-2

CITY OF WICHITA

RAMP HH, PHASE 3C

PROFILE

STA. 5+00 TO STA. 7+96.26

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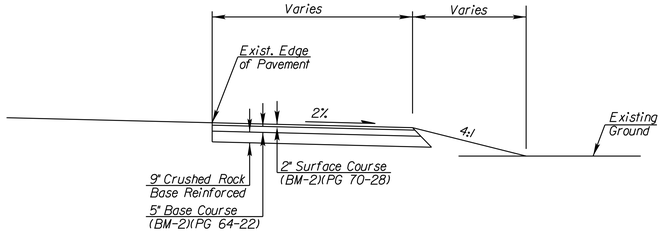
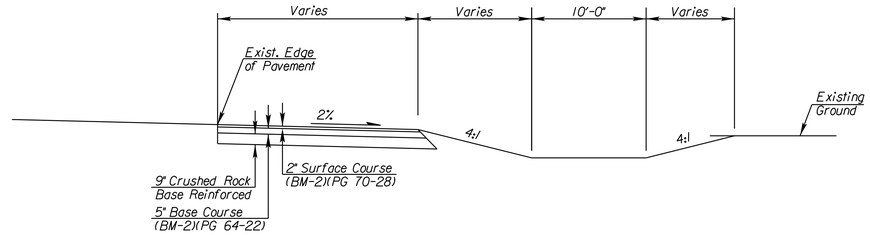
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	86	1055

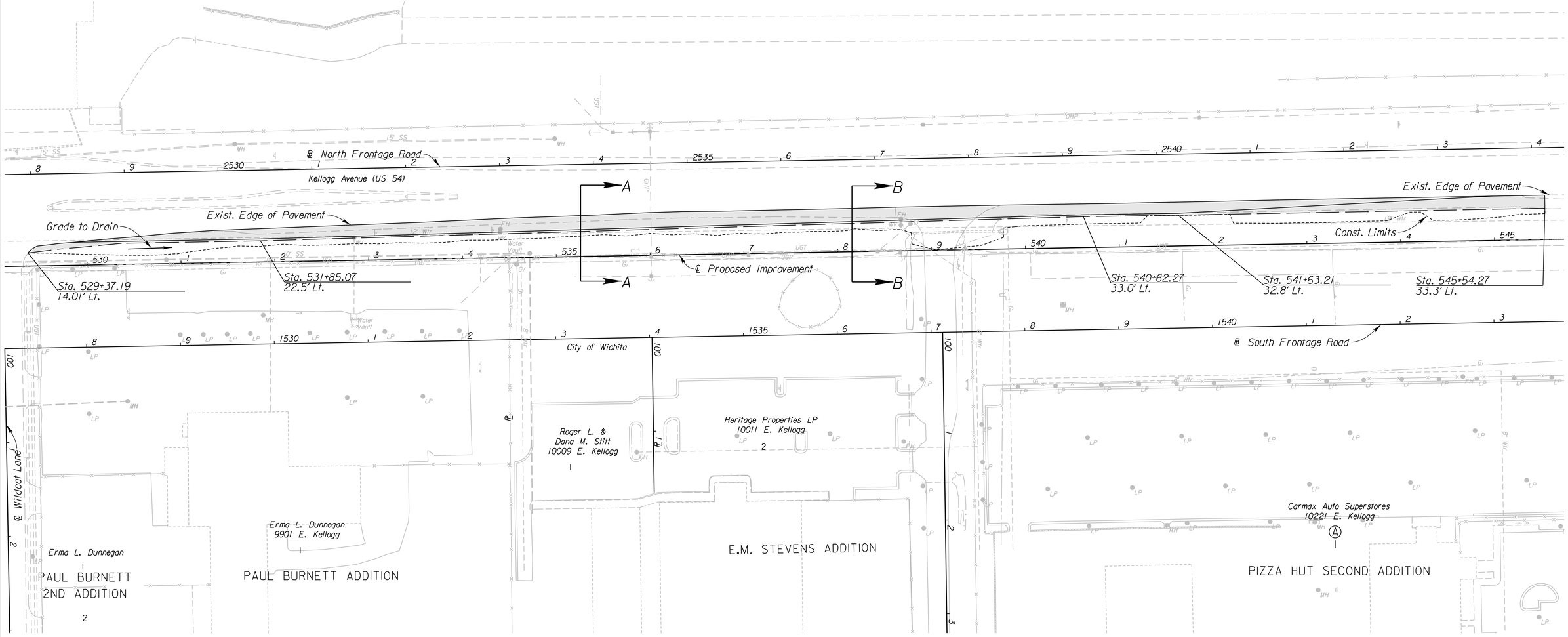


SECTION A-A



SECTION B-B

Beech Aircraft Corporation



LEGEND

Temporary Widening

CITY OF WICHITA

TEMPORARY WIDENING (PHASE I)

PLAN

STA. 529+60.95 TO STA. 545+54.26

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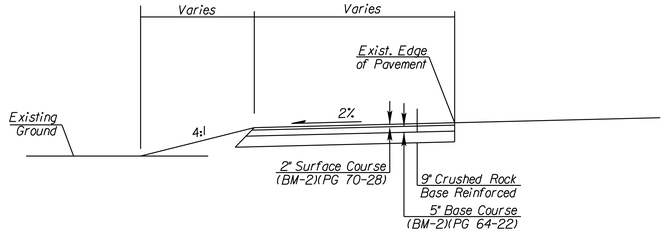
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	87	1055



SECTION A-A

Beech Aircraft Corporation

Sta. 558+34.17, 132.12' Lt., Install
2 - (71"x47") x 48' CMMAC (Temp.)
Connect to Exist. RCB (T4-M)
See Sh. No's. 296-297

CHELSEA BROOKE ADDITION

Ⓐ
Jeffrey S. Greenberg & Lynne Greenberg & Chelsea Brooke Greenberg

Sta. 554+08.60
92.6' Lt.

Sta. 556+26.54
105.3' Lt.

Sta. 558+43.62
118.0' Lt.

Sta. 560+21.89
120.5' Lt.

Sta. 562+60.93
107.3' Lt.

Sta. 564+57.74
93.8' Lt.

Const. Limits

Exist. Edge of Shoulder

℄ North Frontage Road

Exist. Edge of Pavement

Exist. 2-7'x4' RCB

Temporary Widening

Kellogg Avenue (US 54)

℄ Proposed Improvement

Kellogg Drive

℄ Ramp DD-1

Ramp DD-2

Crossover A-1

℄ Crossover A-2

℄ South Frontage Road

Ramp DD
See Sheet 81 (Phase 3A)

℄ Chateau Street

Carport LLC
10851 E. Kellogg

Carport LLC
10909 E. Kellogg

Davis-Moore Real Estate, LLC
10603 E. Kellogg
Ⓐ

Vanders Investments LLC
10727 E. Kellogg
③

HOLSTED ADD.

DAVIS-MOORE 14TH ADDITION

FLOODWAY

LEGEND

Temporary Widening

CITY OF WICHITA

TEMPORARY WIDENING (PHASE 3A)

PLAN

STA. 554+08.60 TO STA. 564+57.74

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	88	1055

PROJECT BENCHMARKS

NO.	STATION	OFFSET	STREET	NORTHING	EASTING	DESCRIPTION	ELEVATION
422	534+81.09	255.17 Lt.	Kellogg	1683953.184	1682520.929	Mag nail located in the north shoulder of Beech asphalt road, east of the south end of the old runway, approximately 20' east of the 15 MPH sign.	1369.59
500	503+60.05	137.15 Lt.	Kellogg	1683906.694	1679407.955	Mag nail in the control joint of the sidewalk located north of Kellogg Drive, north of Kellogg, east of the traffic lights and Kellogg exit, west of the KTA, and east of Cypress.	1347.32
501	494+70.43	146.37 Rt.	Kellogg	1683617.731	1678518.418	3/4" Iron pipe in the concrete in the asphalt parking lot located north of the steel guardrail east and south in the northeast corner of Circuit City Addition.	1332.52
502	501+70.21	183.86 Rt.	Kellogg	1683586.676	1679216.716	X cut in the top of the curb located approximately 0.4' north of the first curb control joint south of the return on the west side of Cypress and south of Kellogg.	1343.14
503	512+62.16	135.14 Rt.	Kellogg	1683601.052	1680299.233	Mag nail in the control joint located in the top of the curb of the Super 8 Motel parking lot north of the east roof peak of the motel.	1362.62
504	522+42.90	42.44 Rt.	Kellogg	1683646.129	1681286.469	Round bolthead in the concrete casing of the monitoring well located northeast of the northwest corner of Grove Liquor Store and the southeast corner of Webb and Kellogg.	1369.21
505	528+93.81	21.15 Rt.	Kellogg	1683666.632	1681938.573	Mag nail in the control joint located near the high edge of the curb approximately 20' south of the return on the west side of Wildcat.	1372.59
506	540+41.04	62.21 Rt.	Kellogg	1683645.659	1683086.349	X cut on the concretee vault by the southeast corner of the vault, southeast of the west end of the asphalt road.	1363.30
507	547+72.14	67.81 Rt.	Kellogg	1683652.850	1683817.385	X cut in the top of the curb located south of the 1/4 corner at the north end of the median in the road south.	1361.04
508	555+63.01	42.75 Rt.	Kellogg	1683691.202	1684607.722	Mag nail located in washer in the asphalt on the west side of the east drive of the vacant lot west of Eastside Mobile Homes.	1354.68
509	567+63.75	128.15 Lt.	Kellogg	1683899.616	1685799.035	#4 Baughman rebar in the asphalt drive located north of Kellogg, west of the Palace sign in the southwest corner of Palace East Addition.	1351.00
510	579+98.62	76.81 Rt.	Kellogg	1683746.834	1687041.627	X cut in the top of the concrete ring of the manhole located north of the northwest corner of the Walmart parking lot, east of the car lot south of Kellogg.	1357.84
511	590+69.62	140.06 Rt.	Kellogg	1683698.361	1688113.390	Mag nail located in the control joint in the top of the curb approximately 15' east of the northwest corner of the Pizza Hut parking lot.	1361.88

PROJECT BENCHMARKS

NO.	STATION	OFFSET	STREET	NORTHING	EASTING	DESCRIPTION	ELEVATION
512	601+03.37	95.04 Rt.	Kellogg	1683757.637	1689146.429	Mag nail located in the control joint in the top of the curb approximately 20' south of the return of the east curb of the Lowe's entrance, south of the 1/4 corner, south of Zelta.	1362.18
513	607+29.43	85.79 Rt.	Kellogg	1683782.967	1689774.651	X cut on the east concrete sign base by the southwest corner of the concrete near the northeast corner of Public Storage.	1367.11
517	516+61.15	181.27 Lt.	Kellogg	1683891.346	1680715.908	X cut near the south end of the west curb of the median between and south of Motel 6 and the east Pike Building.	1364.68
518	560+63.08	49.92 Rt.	Kellogg	1683692.606	1685108.047	2" steel T fence post located north of the centerline of the concrete ditch near the northeast corner of Eastside Mobile Homes, approximately 17' south of the south edge of the asphalt road south of Kellogg.	1351.00
581	605+17.43	1165.25 Rt.	Kellogg	1682696.130	1689594.940	#4 rebar set in concrete with orange topo points cap.	1362.38
582	607+32.81	1102.92 Rt.	Kellogg	1682766.940	1689822.220	#4 rebar set in concrete with orange topo points cap.	1362.74

NOTE: All elevations are based on NAVD 1988.

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CITY OF WICHITA

PROJECT BENCHMARKS

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	89	1055

SEC/COR NO. ☐	QUARTER CORNER LOCATION	COORDINATES NORTHING	COORDINATES EASTING	CORNER DESCRIPTION	STATION	OFFSET (FT)	ANGLE	TIE	DISTANCE (FT)	DIRECTION	TIE DESCRIPTION
201	S 1/4 Cor. Sec. 20, T27S, R2E	1683716.4339	1678516.6094	Chiseled Cross Cut on Bridge Deck	494+69.30	47.66 Lt.	89° 34' 43" SE	RI	98.72	S	3/4" iron pipe in concrete (NE corner Circuit City Add.)
								R2	30.60	S	Hubguard
								R3	49.00	W	Centerline overhead highway sign
								R4	--	S	Line of fence
								R5	77.40	NE	Southwest bolt in light pole base
202	SW Cor. Sec. 21, T27S, R2E	1683754.2806	1681166.2628	1" Pin in Thimble Casing	521+23.76 (Bk. Tan.)	79.00 Lt.	85° 10' 27" NW (Bk. Tan.)	RI	59.85	E	Chiseled cross cut on median
								R2	52.95	N	Chiseled cross cut on median
					Webb Rd. 49+37.15	0.00 Lt.		R3	57.84	W	Chiseled cross cut on median
								R4	72.80	S	Chiseled cross cut on median
203	S 1/4 Cor. Sec. 21, T27S, R2E	1683800.6088	1683813.0614	PK Nail in Lead Plug in Concrete Paving	547+70.16	80.00 Lt.	90° 08' 32" NW	RI	72.70	NW	Chiseled cross cut on fence post
								R2	80.60	NE	Chiseled cross cut on fence post
								R3	64.13	NE	City of Wichita bench mark disc
								R4	152.69	SSE	Chiseled cross cut on curb
								R5	147.81	S	Chiseled cross cut on curb
								R6	152.96	SSW	Chiseled cross cut on curb
204	SW Cor. Sec. 22, T27S, R2E	1683845.1747	1686462.8063	#4 Rebar in Thimble	574+21.23 (Ahd. Tan.)	29.50 Lt.	89° 57' 43" NW (Ahd. Tan.)	RI	48.96	E	Chiseled cross cut on median
								R2	50.06	W	Chiseled cross cut on median
					Greenwich Rd. 49+64.53	0.00 Lt.		R3	57.08	S	Chiseled cross cut on median
								R4	41.05	N	Chiseled cross cut on median
205	S 1/4 Cor. Sec. 22, T27S, R2E	1683881.7292	1689113.0847	#4 Rebar with Baughman Cap in Thimble	600+71.73	29.50 Lt.	90° 01' 47" NW	RI	84.05	SW	Chiseled cross cut on traffic signal base
								R2	94.74	SE	Chiseled cross cut on traffic signal base
								R3	64.10	NE	Chiseled cross cut on traffic signal base
								R4	66.00	NW	Chiseled cross cut on traffic signal base
216	Center of Sec. 22, T27S, R2E	1686542.0000	1689073.9768	100D Spike	600+69.33	2,690.06 Lt.	89° 56' 53" NW	RI	--	E & W	Centerline of road
								R2	34.80	S	Bent 60d nail in hedge tree
								R3	29.30	N	3 nails in power pole
								R4	71.35	NW	PK nail in guy pole
								R5	36.00	SW	PK nail in light pole
217	W 1/4 Cor. Sec. 22, T27S, R2E	1686500.1679	1686424.0959	#5 Rebar With Yellow Cap	Greenwich Rd. 23+09.25	0.00 Lt.		RI	--	N, S, & W	Centerline of roads
								R2	49.55	SE	Chiseled cross cut on curb
								R3	50.51	NE	Chiseled cross cut on curb
								R4	30.41	W	Chiseled cross cut on curb
								R5	38.27	NW	Chiseled cross cut on curb
219	W 1/4 Cor. Sec. 21, T27S, R2E	1686411.8884	1681128.9101	1/2" Iron in Thimble	Webb Rd. 22+79.28	0.00 Lt.		RI	--	W	Centerline of street, center of median
								R2	27.03	NNW	Chiseled cross cut on median
								R3	31.80	E	Chiseled cross cut on curb
								R4	50.88	SSW	Chiseled cross cut on median
221	Center of Sec. 29, T27S, R2E	1681053.3023	1678565.5491	Metal Cap LS - 1126							
222	W 1/4 Cor. Sec. 28, T27S, R2E	1681092.5013	1681201.6639	1/2" Iron Pipe in Thimble	521+23.76 (Bk. Tan.)	2,83.01 Rt.	85° 10' 27" SE (Bk. Tan.)	RI	--	N & S	Centerline of road
								R2	--	W	Line of back of walk
					Webb Rd. 75+99.16	0.00 Lt.		R3	59.37	SE	Chiseled cross cut in traffic light base
								R4	46.60	W	Chiseled cross cut in pedestrian signal base
								R5	78.00	SW	Chiseled cross cut in traffic signal base
223	Center of Sec. 28, T27S, R2E	1681141.2008	1683853.0038	Chiseled Cross on Concrete Base of Steel Fence Corner	547+70.16	2,579.71 Rt.	90° 08' 32" SE	RI	0.50	N	Steel fence corner post
								R2	10.90	NE	Nail in cap in high line pole
								R3	6.60	W	Nail in cap in hedge tree
								R4	17.30	S	Nail in washer top of fence post
224	W 1/4 Cor. Sec. 27, T27S, R2E	1681187.9538	1686501.2198	1/2" Iron Pipe	574+21.23 (Ahd. Tan.)	2,628.00 Rt.	89° 57' 43" SE (Ahd. Tan.)	RI	73.60	NE	Chiseled cross on curb
								R2	56.70	SE	PK nail in washer in light pole
					Greenwich Rd. 76+22.03	0.00 Lt.		R3	46.50	E	Back of curb at square cut west end of median
								R4	59.80	SW	Nail in cap in guy pole
								R5	--	N & S	Centerline of road
225	Center of Sec. 27, T27S, R2E	1681227.8883	1689148.3159	#5 Rebar With MKEC Cap	600+71.73	2,624.57 Rt.	90° 01' 47" SE	RI	4.00	N	Chiseled cross cut on curb
								R2	13.90	S	Chiseled cross cut on curb
								R3	20.00	SW	Chiseled cross cut on curb
								R4	18.30	SE	Chiseled cross cut on curb

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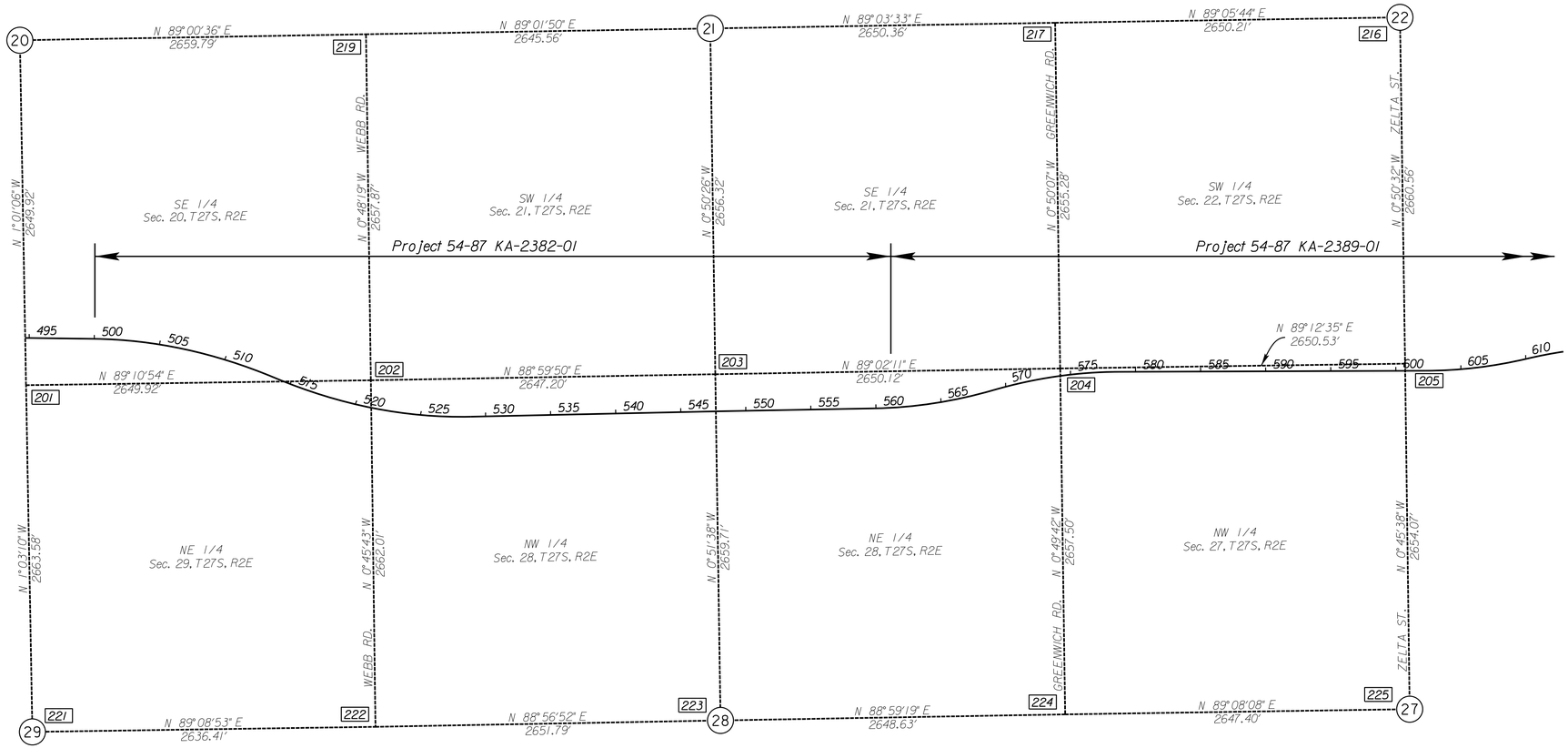
SURV.	PLOT	CADD	DES.	-	DR.	TR.	CKD.	-	APP.	-

CITY OF WICHITA

SECTION CORNERS

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	90	1055



Scale: 1"=500'

Note: Distances shown are from Section Corner to Section Corner.

CITY OF WICHITA

SECTION CORNERS

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	91	1055

CURVE/POINT DATA

CURVE/PT. NO. ◯	ALIGNMENT	P.I.				P.C.			P.T.			DELTA (DMS)	RADIUS (ft)	TANGENT (ft)	LENGTH (ft)	EXTERNAL (ft)	SUPER
		BACK STA.	AHEAD STA.	NORTHING	EASTING	STA.	NORTHING	EASTING	STA.	NORTHING	EASTING						
ML1	Kellogg	488+00.00		1683757.1106	1677846.4983												
ML2	Kellogg	506+91.83	506+91.07	1683776.8189	1679738.2267	500+00.00	1683769.6117	1679046.4332	513+82.90	1683727.7889	1680428.3183	04°39'39.02" Rt.	17000.00	691.83	1382.90	14.07	N.C.
ML3	Kellogg	521+35.05	521+34.08	1683674.4839	1681178.5805	513+82.90	1683727.7889	1680428.3183	528+86.23	1683687.6472	1681930.6188	05°04'00.20" Lt.	17000.00	752.15	1503.33	16.63	N.C.
ML4	Kellogg	547+70.36		1683720.6211	1683814.4615							00°02'21.16" Rt.					
ML5	Kellogg	564+48.27	564+48.05	1683748.8378	1685492.1369	559+90.76	1683741.1440	1685034.6930	569+05.56	1683781.1242	1685948.5049	03°04'59.43" Lt.	17000.00	457.51	914.80	6.16	N.C.
ML6	Kellogg	573+88.80	573+88.54	1683815.2269	1686430.5452	569+05.56	1683781.1242	1685948.5049	578+71.79	1683821.8916	1686913.7445	03°15'23.49" Rt.	17000.00	483.24	966.23	6.87	N.C.
ML7	Kellogg	606+20.07	606+19.93	1683859.7942	1689661.7648	602+28.73	1683854.3971	1689270.4640	610+11.27	1683883.1914	1690052.4026	02°38'14.71" Lt.	17000.00	391.34	782.54	4.50	N.C.
SF1	South Frontage Road	1512+68.34	1512+65.94	1683577.3886	1680509.9259	1510+24.71	1683632.4911	1680272.6122	1515+09.57	1683580.8682	1680753.5280	13°53'25.30" Lt.	2000.00	243.63	484.86	14.78	N.C.
SF2	South Frontage Road	1519+25.01		1683586.7964	1681168.5655							00°11'03.97" Lt.					
SF3	South Frontage Road	1562+27.01	1562+26.99	1683662.0899	1685470.2624	1561+64.92	1683661.0034	1685408.1877	1562+89.08	1683665.1024	1685532.2734	01°46'42.38" Lt.	4000.00	62.09	124.16	0.48	N.C.
SF4	South Frontage Road	1575+47.54		1683726.1654	1686789.2456												
NF1	North Frontage Road	2498+00.00		1683869.4254	1678985.7796												
NF2	North Frontage Road	2506+16.51	2506+16.27	1683877.8721	1679802.2417	2501+86.06	1683873.4191	1679371.8155	2510+46.72	1683857.6345	1680232.2150	03°17'14.96" Rt.	15000.00	430.45	860.66	6.17	N.C.
NF3	North Frontage Road	2526+23.48	2526+23.45	1683783.5026	1681807.2373	2525+68.61	1683786.0825	1681752.4249	2526+78.32	1683784.4630	1681862.1019	03°41'51.12" Lt.	1700.00	54.87	109.71	0.89	N.C.
NF4	North Frontage Road	2566+68.55	2566+67.39	1683854.2952	1685851.7203	2565+47.69	1683852.1800	1685730.8749	2567+88.25	1683885.1406	1685968.5819	13°46'59.24" Lt.	1000.00	120.86	240.56	7.28	N.C.
NF5	North Frontage Road	2569+10.98	2569+09.75	1683916.4621	1686087.2475	2567+88.25	1683885.1406	1685968.5819	2570+32.48	1683918.1588	1686209.9654	13°59'37.67" Rt.	1000.00	122.73	244.23	7.50	N.C.
NF6	North Frontage Road	2602+57.51		1683962.7424	1689434.6814												
RPA1	Ramp A	20497+00.00		1683830.1588	1678745.7861												
RPA2	Ramp A	20506+23.64	20506+23.76	1683878.2277	1679668.2940	20504+81.83	1683870.8421	1679526.5534	20507+65.57	1683875.5486	1679810.2015	04°03'51.73" Rt.	4000.00	141.93	283.74	2.52	N.C
RPB1	Ramp B	10495+00.00		1683692.5061	1678547.2093												
RPB2	Ramp B	10498+70.20	10498+70.13	1683679.4179	1678917.1696	10496+33.33	1683687.7924	1678680.4516	10501+07.00	1683680.3914	1679154.0337	02°15'41.80" Lt.	12000.00	236.87	473.67	2.34	N.C.
RPB3	Ramp B	10504+78.23	10504+78.11	1683681.9171	1679525.2626	10501+07.00	1683680.3914	1679154.0337	10508+49.34	1683667.1497	1679896.2007	02°30'54.97" Rt.	16910.00	371.23	742.34	4.07	N.C.
RPB4	Ramp B	10510+38.26	10510+37.14	1683659.6346	1680084.9701	10508+49.34	1683667.1497	1679896.2007	10512+26.06	1683616.9058	1680268.9934	10°47'32.04" Rt.	2000.00	188.92	376.72	8.90	4.0%
RPC1	Ramp C	10497+00.00		1683629.3779	1678747.8778												
RPC2	Ramp C	10505+47.92	10507+65.25	1683648.8853	1679795.6109	10502+75.57	1683640.0923	1679323.3438	10510+37.60	1683178.6767	1679840.5267	85°36'36.48" Rt.	510.00	472.35	762.03	185.14	6.0%
RPC3	Ramp C	10510+65.77		1683150.6300	1679843.2058												
RPD1	Ramp D	10500+00.00		1682877.9501	1679921.2270												
RPD2	Ramp D	10508+09.38	10506+21.29	1683685.7752	1679871.1479	10504+87.87	1683364.8834	1679891.0408	10509+42.80	1683625.9918	1680187.0486	104°15'49.40" Rt.	250.00	321.51	454.93	157.27	4.0%
RPE1	Ramp E	1501+74.75		1683615.1593	1679514.8260												
RPE2	Ramp E	1505+93.09		1683468.1840	1679906.4988												
RPG1	Ramp G	20536+62.02	20536+61.84	1683803.2278	1682705.6054	20535+00.39	1683800.3993	1682544.0053	20538+23.47	1683793.0092	1682866.9068	04°37'39.69" Rt.	4000.00	161.63	323.08	3.26	N.C.
RPG2	Ramp G	20541+66.92	20541+66.55	1683771.2945	1683209.6724	20538+23.47	1683793.0092	1682866.9068	20545+10.00	1683777.3052	1683553.0726	04°37'39.69" Lt.	8500.00	343.45	686.53	6.94	N.C.
RPH1	Ramp H	10536+66.55	10536+66.36	1683597.8396	1682713.7910	10535+01.97	1683597.9594	1682549.2386	10538+30.94	1683614.2281	1682877.5505	04°42'43.71" Lt.	4000.00	164.58	328.97	3.38	N.C.
RPH2	Ramp H	10541+80.67	10541+80.27	1683649.0535	1683225.5396	10538+30.94	1683614.2281	1682877.5505	10545+30.00	1683655.1740	1683575.2133	04°42'43.71" Rt.	8500.00	349.73	699.06	7.19	N.C.
RPJ1	Ramp J	20558+40.49	20558+39.92	1683799.8583	1684883.4137	20554+45.00	1683793.2076	1684487.9792	20562+35.41	1683843.1987	1685276.5222	05°19'40.46" Lt.	8500.00	395.49	790.41	9.20	N.C.
RPJ2	Ramp J	20564+20.15	20564+19.89	1683863.4438	1685460.1510	20562+35.41	1683843.1987	1685276.5222	20566+04.63	1683866.6769	1685644.8642	05°17'19.30" Rt.	4000.00	184.74	369.22	4.26	N.C.
RPK1	Ramp K	10555+93.35	10555+93.03	1683673.2197	1684638.3702	10552+65.00	1683667.6979	1684310.0647	10559+21.38	1683653.3981	1684966.1234	04°25'27.95" Rt.	8500.00	328.35	656.38	6.34	N.C.
RPK2	Ramp K	10560+77.27	10560+77.11	1683643.9875	1685121.7284	10559+21.38	1683653.3981	1684966.1234	10562+33.00	1683646.7157	1685277.5939	04°27'49.11" Lt.	4000.00	155.89	311.62	3.04	N.C.

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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CITY OF WICHITA

HORIZONTAL CONTROL

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	92	1055

CURVE/POINT DATA

CURVE/PT. NO. ◯	ALIGNMENT	P.I.				P.C.			P.T.			DELTA (DMS)	RADIUS (ft)	TANGENT (ft)	LENGTH (ft)	EXTERNAL (ft)	SUPER
		BACK STA.	AHEAD STA.	NORTHING	EASTING	STA.	NORTHING	EASTING	STA.	NORTHING	EASTING						
202	Webb Road	49+37.15		1683754.2806	1681166.2628							00°02'35.75" Rt.					
CH1	Corporate Hills Drive	200+00.00		1684721.3080	1680852.6416												
CH2	Corporate Hills Drive	203+00.00		1684725.6834	1681152.6097												
MW1	Maxwell Entrance	200+00.00		1684388.7933	1680957.3636												
MW2	Maxwell Entrance	202+00.00		1684387.6748	1681157.3604												
KT1	KTA Drive	100+00.00		1683334.2715	1681038.3370												
KT2	KTA Drive	101+33.50		1683336.0469	1681171.8252												
OR1	Orme Street	100+00.00		1683007.2625	1681176.1980												
OR2	Orme Street	104+00.00		1683014.2628	1681576.1367												
WC1	Wildcat Lane	100+00.00		1683600.5881	1681956.5696												
WC2	Wildcat Lane	103+30.00		1683270.6386	1681962.3449												
TS1	Tractor Supply Entrance	100+00.00		1683612.6611	1682646.3211												
TS2	Tractor Supply Entrance	101+65.34		1683447.3344	1682648.5988												
CR1	Club Rodeo Entrance	100+00.00		1683618.0825	1682945.0503												
CR2	Club Rodeo Entrance	104+59.43		1683158.6968	1682962.5548												
CM1	Carmax Entrance	100+00.00		1683633.2104	1683820.3303												
CM2	Carmax Entrance	103+30.00		1683303.2609	1683826.1055												
HB1	Hawker Beechcraft Entrance	200+00.00		1683816.3973	1683686.5601												
HB2	Hawker Beechcraft Entrance	203+30.00		1684146.3468	1683680.7848												
CT1	Chateau Street	100+00.00		1683648.6154	1684700.4440												
CT2	Chateau Street	108+80.00		1682768.7147	1684713.6595												
CT3	Chateau Street - Cul-de-sac	300+20.07	300+17.43	1682992.0362	1684695.3037	300+00.00	1683012.1024	1684695.0023	300+37.50	1682979.0542	1684679.9997	50°33'12.15" Rt.	42.50	20.07	37.50	4.50	N.C.
CT4	Chateau Street - Cul-de-sac	301+71.39	300+21.36	1682892.4447	1684577.8990	300+37.50	1682979.0542	1684679.9997	301+55.25	1682894.4554	1684711.7710	140°33'12.15" Lt.	48.00	133.89	117.75	94.23	N.C.
CT5	Chateau Street - Cul-de-sac	302+89.14	301+39.11	1682896.4660	1684845.6430	301+55.25	1682894.4554	1684711.7710	302+73.00	1682979.9702	1684740.9873	140°33'12.15" Lt.	48.00	133.89	117.75	94.23	N.C.
CT6	Chateau Street - Cul-de-sac	302+93.07	302+90.43	1682992.4867	1684725.3003	302+73.00	1682979.9702	1684740.9873	303+10.50	1683012.5529	1684724.9989	50°33'12.15" Rt.	42.50	20.07	37.50	4.50	N.C.
GC1	Golden Corral Entrance	200+00.00		1683858.0230	1685822.7198												
GC2	Golden Corral Entrance	200+83.24	200+83.19	1683940.7658	1685813.6176	200+45.23	1683902.9802	1685817.7742	201+21.20	1683978.7753	1685813.0626	05°26'27.41" Rt.	800.00	38.01	75.97	0.90	N.C.
GC3	Golden Corral Entrance	201+94.88		1684052.4500	1685811.9867												
TR1	Trig Street	100+00.00		1683678.2416	1685802.7426												
TR2	Trig Street	103+43.54		1683334.7349	1685807.7568												
204	Greenwich Road	49+64.53		1683845.1747	1686462.8063							00°00'25.56" Rt.					

SURV. - PLOT - CADD - DES. - DR. - TR. - CKD. - APP. -

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4/15/2015
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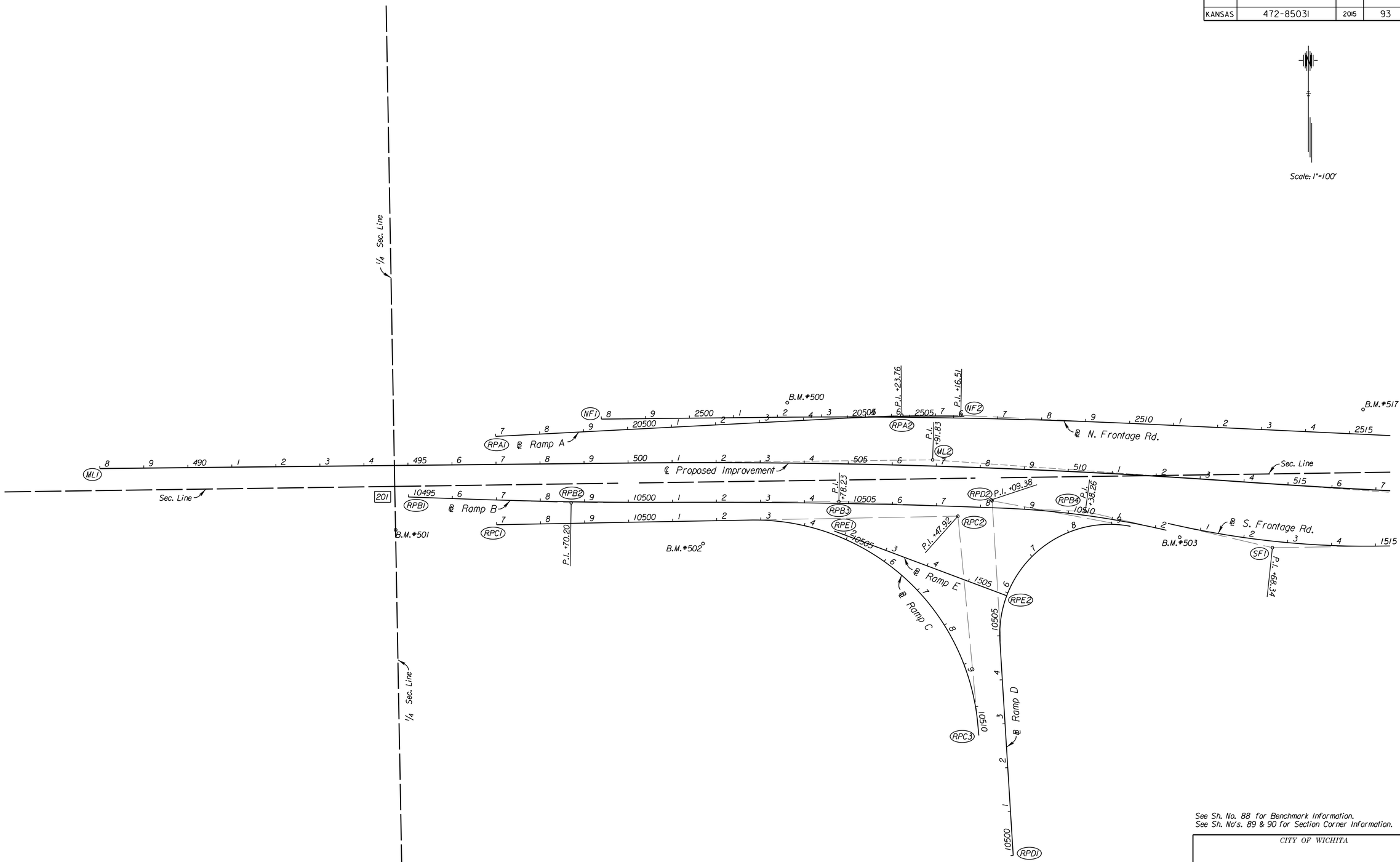
CITY OF WICHITA

HORIZONTAL CONTROL

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	93	1055

Scale: 1"=100'



See Sh. No. 88 for Benchmark Information.
See Sh. No's. 89 & 90 for Section Corner Information.

CITY OF WICHITA

HORIZONTAL CONTROL

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.

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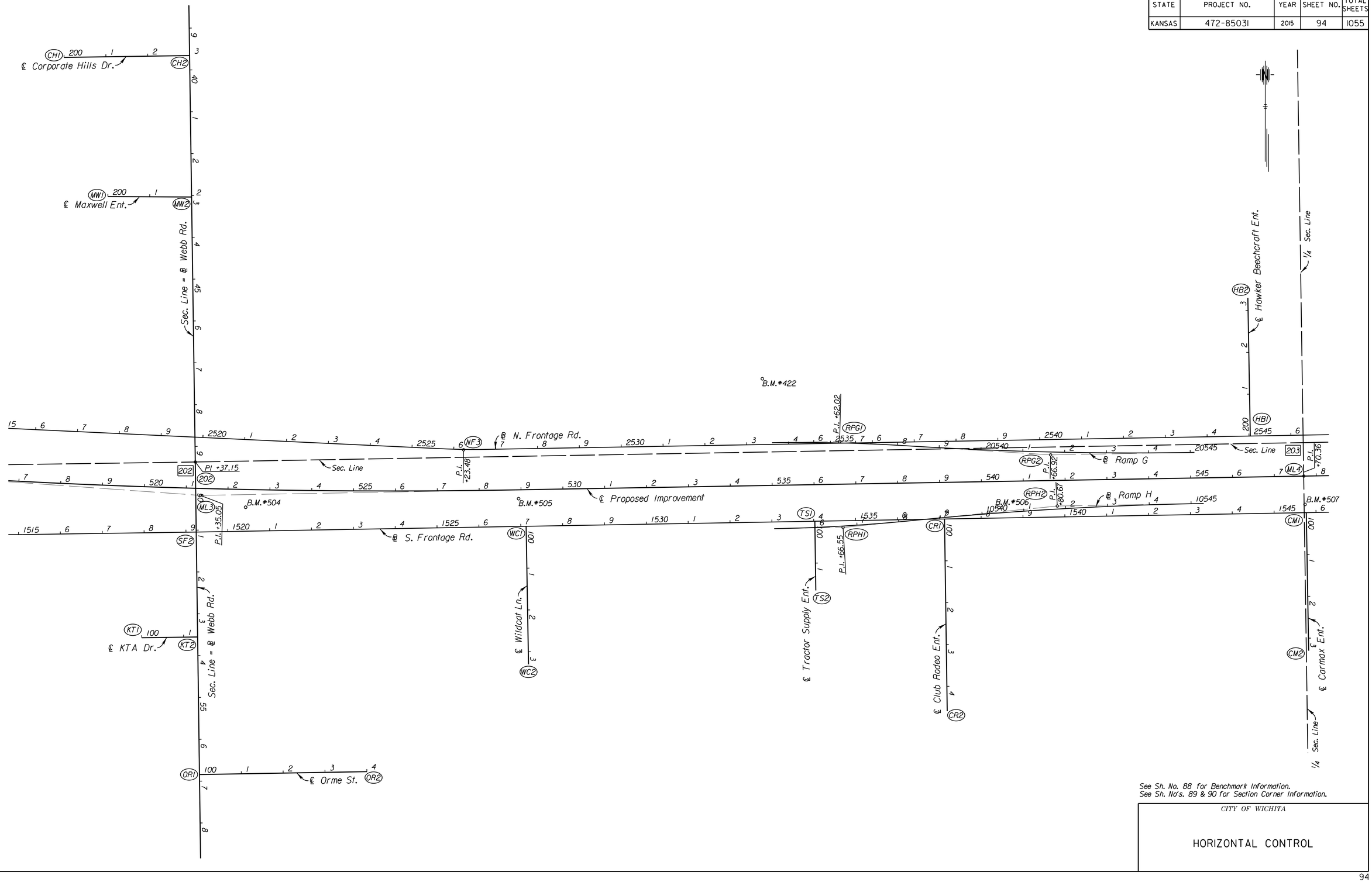
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	94	1055



See Sh. No. 88 for Benchmark Information.
See Sh. No's. 89 & 90 for Section Corner Information.

CITY OF WICHITA

HORIZONTAL CONTROL

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.

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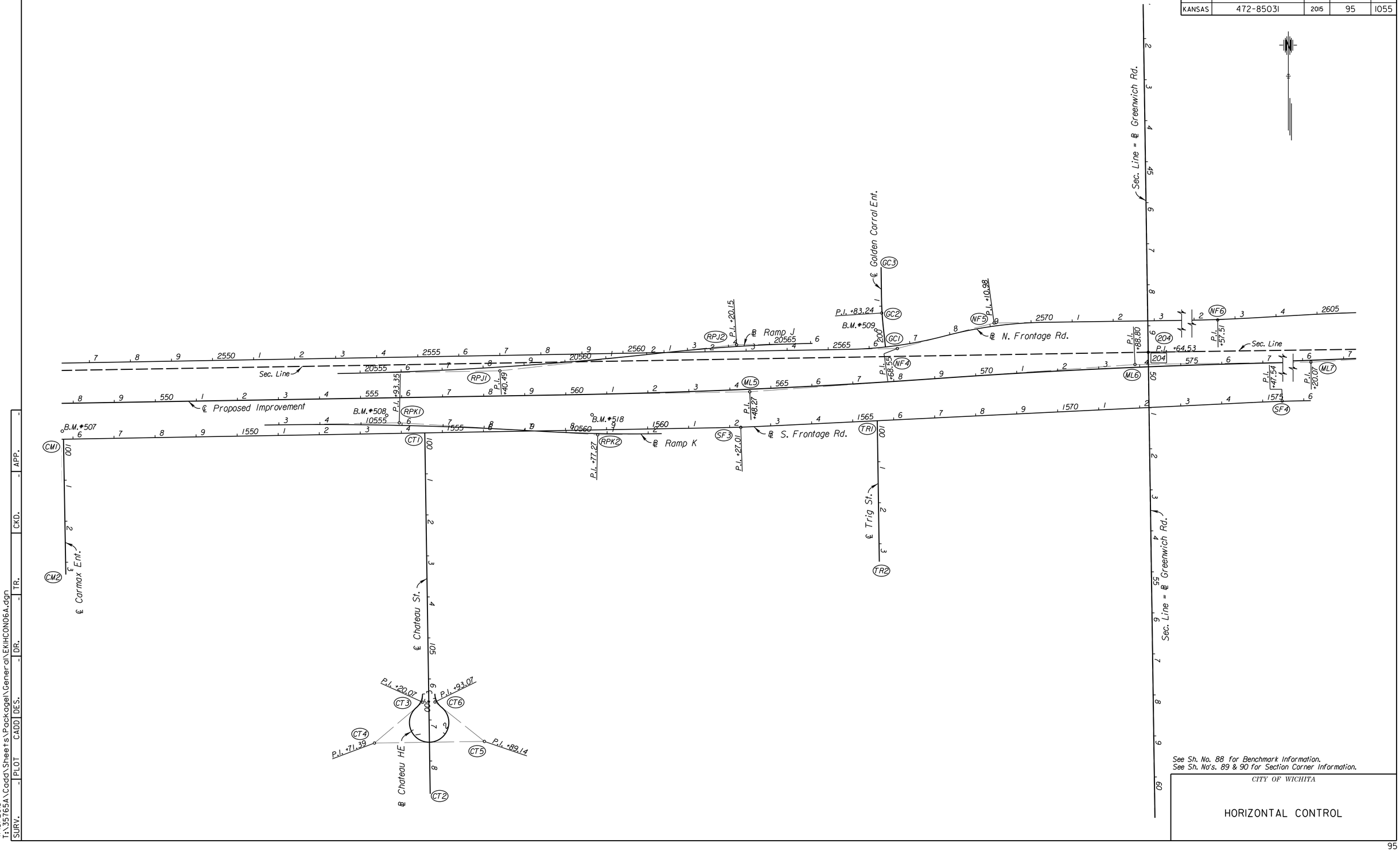
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	95	1055



See Sh. No. 88 for Benchmark Information.
See Sh. No's. 89 & 90 for Section Corner Information.

CITY OF WICHITA

HORIZONTAL CONTROL

SURV.	-	PLOT	CADD	DES.	-	DR.	-	CKD.	-	APP.	-

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	96	1055

CURVE/POINT DATA

CURVE/PT. NO.	ALIGNMENT	P.I.				P.C.			P.T.			DELTA (DMS)	RADIUS (ft)	TANGENT (ft)	LENGTH (ft)	EXTERNAL (ft)
		BACK STA.	AHEAD STA.	NORTHING	EASTING	STA.	NORTHING	EASTING	STA.	NORTHING	EASTING					
TMP1	Ramp BB	8+36.03	6+99.49	1683669.2447	1680012.5493	5+00.00	1683342.2198	1679935.2862	10+35.52	1683605.3601	1680342.4487	87° 40' 00" (RT)	350.00	336.03	535.52	135.2
TMP2	Ramp BB	10+99.84	10+99.80	1683593.1329	1680405.5897	10+35.52	1683605.3601	1680342.4487	11+64.11	1683584.9632	1680469.3828	3° 39' 42" (LT)	2012.00'	64.31	128.58	1.03
TMP3	Ramp FF-1	5+11.36	5+11.36	1683767.7653	1682903.2161	5+00.00	1683765.0263	1682914.2405	5+22.72	1683770.8396	1682892.2804	1° 44' 58" (RT)	744.00	11.36	22.72	0.09
TMP4	Ramp FF-1	6+32.83	6+31.27	1683800.6393	1682786.2772	5+22.72	1683770.8396	1682892.2804	7+41.38	1683798.7122	1682676.1818	16° 42' 16" (LT)	750.00	110.11	218.66	8.04
TMP5	Ramp FF-2	5+75.57	5+75.06	1683772.8471	1682973.1770	5+00.00	1683767.2696	1683048.5423	6+50.63	1683793.4647	1682900.4725	11° 35' 59" (RT)	744.00	75.57	150.63	3.83
TMP6	Ramp FF-2	7+65.16	7+63.51	1683824.7130	1682790.2809	6+50.63	1683793.4647	1682900.4725	8+78.05	1683822.7085	1682675.7618	16° 50' 06" (LT)	744.00	114.54	227.42	8.43
TMP7	Ramp HH-1	6+09.26	6+07.82	1683739.7128	1682733.3152	5+00.00	1683741.8473	1682842.5540	7+17.08	1683767.9756	1682627.7742	16° 06' 39" (RT)	772.00	109.26	217.08	7.69
TMP8	Ramp HH-1	7+56.70	7+56.63	1683778.2262	1682589.4959	7+17.08	1683767.9756	1682627.7742	7+96.26	1683784.5036	1682550.3692	5° 52' 37" (LT)	772.00	39.63	79.18	1.02
TMP9	Ramp HH-2	5+97.12	5+96.04	1683761.9457	1682745.0244	5+00.00	1683763.8430	1682842.1242	6+93.16	1683784.8434	1682650.6439	14° 45' 23" (RT)	750.00	97.12	193.16	6.26
TMP13	Ramp CC-1	5+49.08	5+49.02	1683683.1670	1680608.3191	5+00.00	1683696.8079	1680561.1681	5+98.10	1683665.4027	1680654.0764	05°04'56.18" Rt.	1106.00	49.08	98.10	1.09
TMP14	Ramp CC-1	8+11.17	8+05.90	1683588.2922	1680852.6984	5+98.10	1683665.4027	1680654.0764	10+18.97	1683591.3566	1681065.7414	22°02'30.05" Lt.	1094.00	213.07	420.86	20.55
TMP15	Ramp CC-3	7+04.73	6+99.99	1683722.7153	1680456.7142	5+00.00	1683722.3739	1680251.9888	9+04.72	1683648.6229	1680647.5621	21°18'47.29" Rt.	1088.00	204.73	404.72	19.09
TMP16	Ramp CC-3	11+21.29	11+15.94	1683570.2436	1680849.4520	9+04.72	1683648.6229	1680647.5621	13+32.51	1683573.3585	1681066.0003	22°03'30.05" Lt.	1112.00	216.57	427.79	20.89
TMP17	Ramp CC-2	6+23.31	6+22.22	1683676.4687	1680526.1006	5+00.00	1683693.7791	1680404.0161	7+45.53	1683631.8431	1680641.0477	13°08'50.68" Rt.	1070.00	123.31	245.53	7.08
TMP18	Ramp CC-2	8+32.57	8+32.23	1683600.3405	1680722.1922	7+45.53	1683631.8431	1680641.0477	9+19.28	1683581.6372	1680807.2041	08°48'34.95" Lt.	1130.00	87.05	173.75	3.35
TMP24	Ramp DD-1	9+71.62														
TMP25	Ramp DD-1	11+84.95														
TMP26	Ramp DD-1	13+65.09														
TMP27	Ramp DD-1	14+35.36	14+35.10	1683673.8415	1684541.7199	14+02.49	1683673.2662	1684508.8527	14+67.97	1683681.5205	1586573.6827	12°30'23.01" Lt.	300.00	32.87	65.48	1.80
TMP28	Ramp DD-1	16+77.92	14+70.82	1683730.5645	1684777.8190	15+30.96	1683696.2355	1684634.9322	16+17.77	1683758.7558	1684633.5956	155°25'49.59" Lt.	32.00	146.95	86.81	118.40
TMP29	Ramp DD-1	17+33.44	17+33.23	1683780.9456	1684520.0753	17+02.75	1683775.0578	1684550.1963	17+63.92	1683780.6122	1684489.3861	11°40'56.83" Lt.	300.00	30.69	61.17	1.57
TMP30	Ramp DD-2	2+24.01	2+19.41	1683649.1073	1684728.5423	2+13.71	1683649.2875	1684738.8379	2+29.71	1683659.4037	1684728.6636	91°40'39.29" Rt.	10.00	10.30	16.00	4.35
TMP31	Ramp DD-2	3+53.55	3+49.42	1683783.2271	1684730.1220	3+43.72	1683773.3987	1684730.0062	3+59.25	1683783.2807	1684739.9510	89°00'45.47" Rt.	10.00	9.83	15.54	4.02
TMP32	Crossover A-1	6+81.42	6+78.69	1683638.1489	1685396.3758	5+00.00	1683628.4088	1685215.2212	8+60.11	1683700.9620	1685566.5710	17°10'46.84" Lt.	1201.00	181.42	360.11	13.62
TMP33	Crossover A-1	10+57.02	10+53.16	1683769.1403	1685751.3035	8+60.11	1683700.9620	1685566.5710	12+50.07	1683771.2833	1685948.2039	19°38'01.56" Rt.	1138.00	196.91	389.96	16.91
TMP34	Crossover A-2	7+54.06	7+49.93	1683677.0084	1685361.8027	5+51.16	1683676.5702	1685158.8984	9+52.83	1683746.8589	1685552.3053	20°00'44.79" Lt.	1150.00	202.90	401.68	17.76
TMP35	Crossover A-2	10+03.46	10+03.39	1683764.2870	1685599.8367	9+52.83	1683746.8589	1685552.3053	10+54.02	1683777.6012	1685648.6803	04°53'18.62" Rt.	1186.00	50.63	101.19	1.08

CITY OF WICHITA

HORIZONTAL CONTROL
TEMPORARY PAVEMENT

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SURV.	-	PLOT		CADD		DES.	-	DR.	-	TR.		CKD.	-	APP.	-

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	97	1055

Scale: 1"=100'

℄ Corporate Hills Dr.

℄ Maxwell Ent.

Sec. Line = ℄ Webb Rd.

B.M.#500

B.M.#517

B.M.#422

B.M.#502

B.M.#503

B.M.#506

℄ Ramp A

℄ N. Frontage Rd.

℄ Proposed Improvement

Sec. Line

℄ Ramp B

℄ Ramp C

℄ Ramp D

℄ Ramp E

℄ Ramp BB

℄ S. Frontage Rd.

℄ KTA Dr.

℄ Orme St.

℄ Tractor Supply Ent.

℄ Club Rodeo Ent.

℄ Ramp G

℄ Ramp H

FF-1

FF-2

P.I. #36.03

P.I. #39.84

P.I. #65.76

P.I. #32.83

P.I. #1.36

P.I. #15.57

TMP1

TMP2

TMP3

TMP4

TMP5

TMP6

202

See Sh. No. 88 for Benchmark Information.
See Sh. No's. 89 & 90 for Section Corner Information.

CITY OF WICHITA

HORIZONTAL CONTROL
TEMPORARY PAVEMENT

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	98	1055

Scale: 1"=100'

℄ Corporate Hills Dr.

℄ Maxwell Ent.

Sec. Line = ℄ Webb Rd.

B.M.=500

℄ Ramp A

℄ Proposed Improvement

Sec. Line

℄ Ramp C

B.M.=502

℄ Ramp B

℄ Ramp E

℄ Ramp D

B.M.=503

℄ N. Frontage Rd.

B.M.=517

TMP17

P.I. =04.73

P.I. =23.31

TMP15

℄ Ramp CC-3

P.I. =49.08

TMP13

Ramp CC-2

Ramp CC-1

℄ S. Frontage Rd.

P.I. =32.57

TMP18

P.I. =21.29

TMP16

P.I. =11.17

TMP14

℄ KTA Dr.

Sec. Line = ℄ Webb Rd.

B.M.=422

TMP8

P.I. =56.70

Sec. Line

HH-1

HH-2

P.I. =24.26

P.I. =31.12

TMP7

TMP9

℄ N. Frontage Rd.

℄ Ramp G

℄ Proposed Improvement

℄ Ramp H

℄ S. Frontage Rd.

B.M.=505

℄ Tractor Supply Ent.

℄ Club Rodeo Ent.

℄ Orme St.

See Sh. No. 88 for Benchmark Information.
See Sh. No's. 89 & 90 for Section Corner Information.

CITY OF WICHITA

HORIZONTAL CONTROL
TEMPORARY PAVEMENT

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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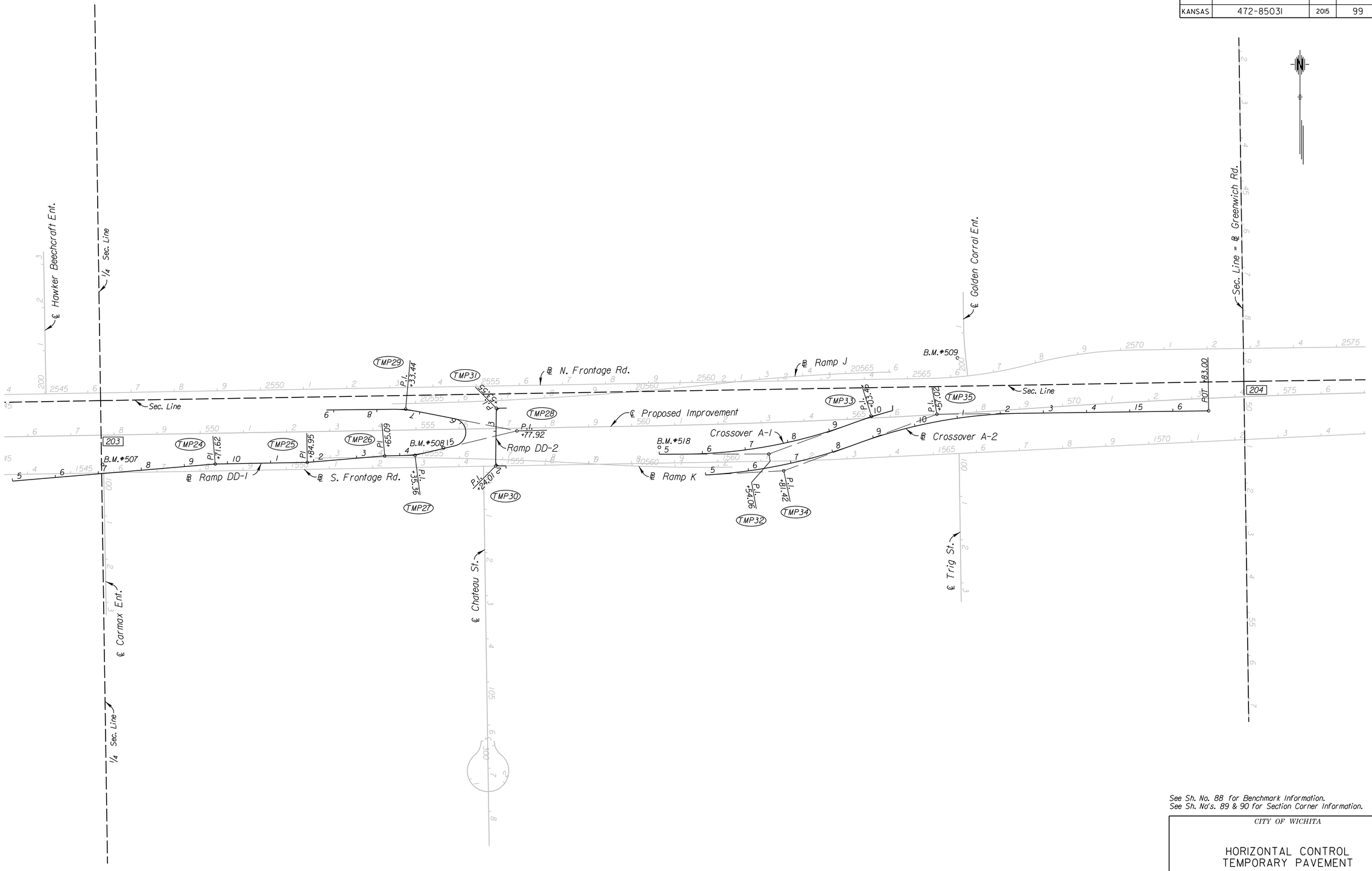
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	99	1055



See Sh. No. 88 for Benchmark Information.
See Sh. No's. 89 & 90 for Section Corner Information.

CITY OF WICHITA

HORIZONTAL CONTROL
TEMPORARY PAVEMENT

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

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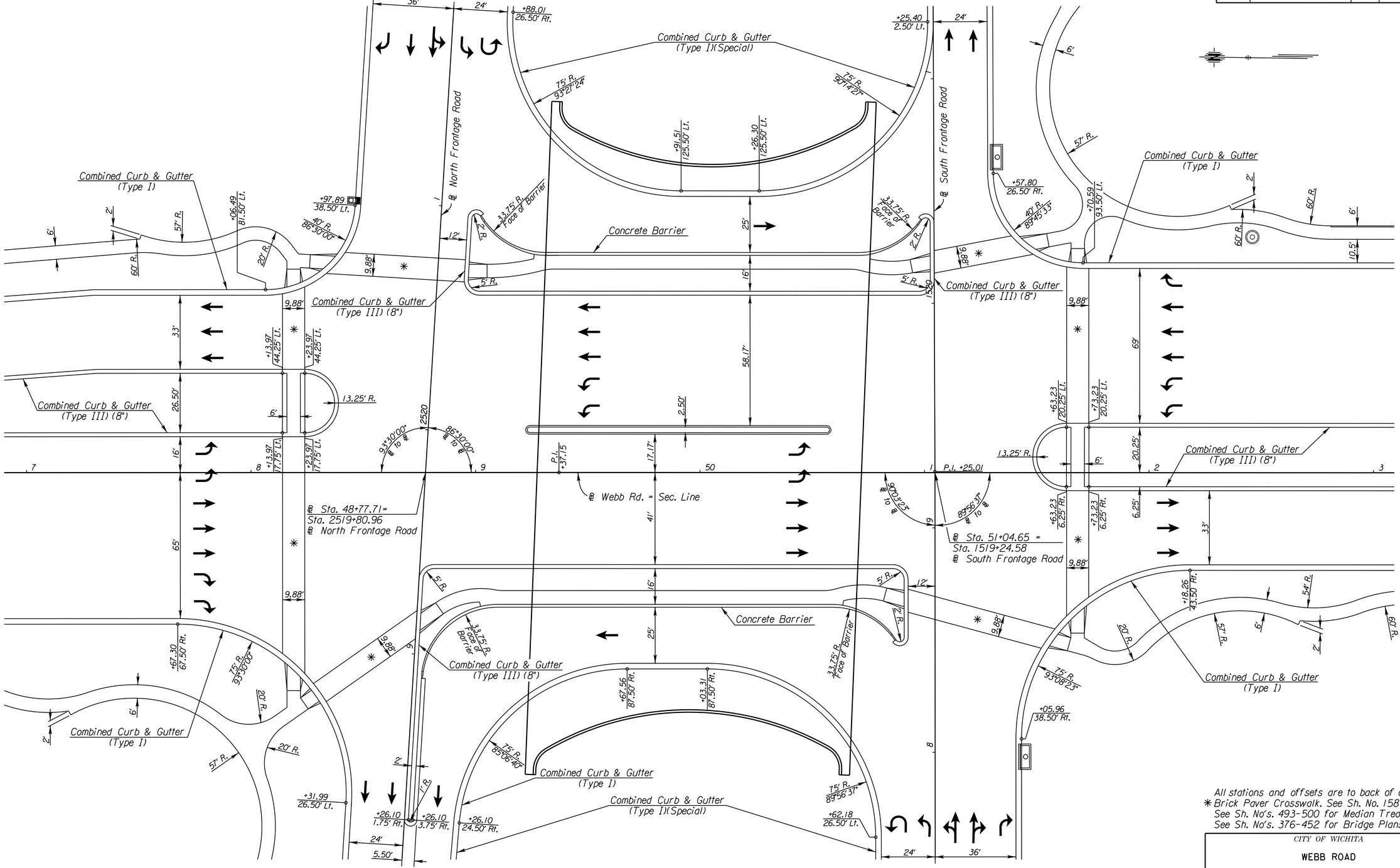
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	100	1055



All stations and offsets are to back of curb.
* Brick Paver Crosswalk. See Sh. No. 158
See Sh. No's. 493-500 for Median Treatment.
See Sh. No's. 376-452 for Bridge Plans.

CITY OF WICHITA

WEBB ROAD

INTERSECTION DETAILS

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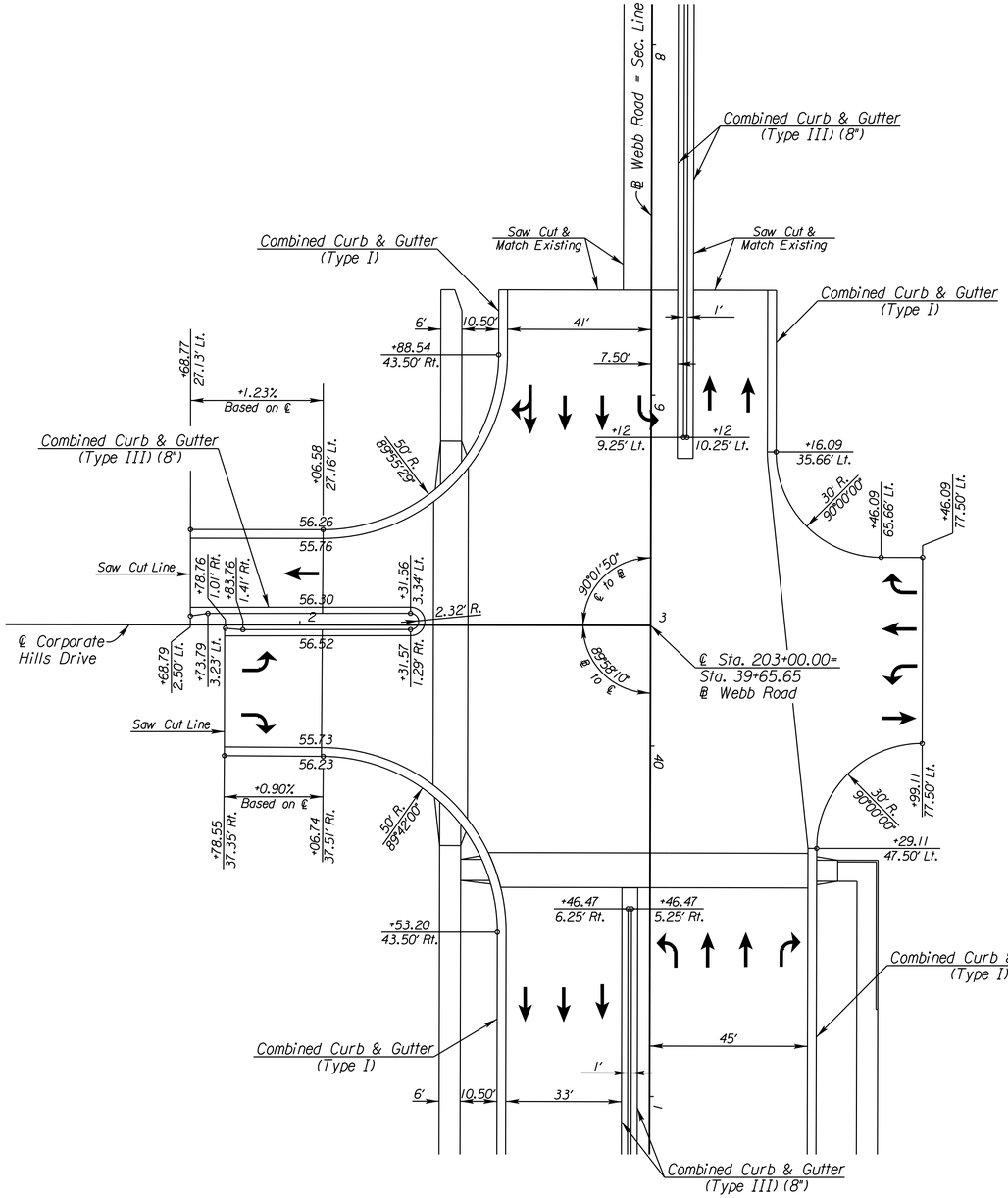
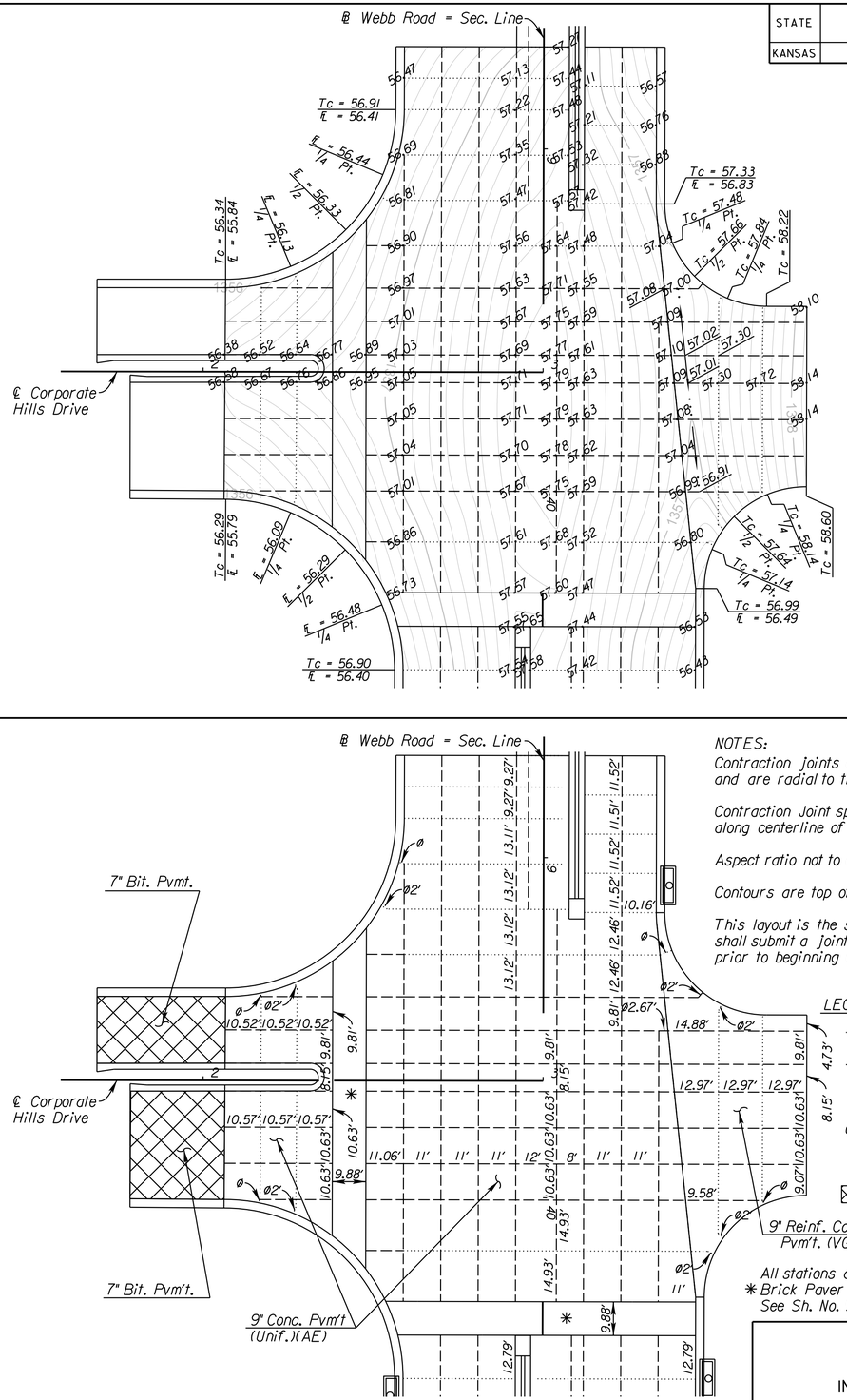
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	101	1055





NOTES:

Contraction joints are measured at centerline of lanes and are radial to the curve unless otherwise noted.

Contraction Joint spacing will be 14' maximum along centerline of lanes unless otherwise noted.

Aspect ratio not to exceed 1.25:1 unless otherwise noted.

Contours are top of pavement and are at 0.10' intervals.

This layout is the suggested joint plan. The Contractor shall submit a joint plan to the Engineer for approval prior to beginning Concrete Pavement Construction.

LEGEND FOR CONCRETE PAVEMENT

- Doweled Contraction Joint
- Longitudinal Joint
- ø Omit Dowel or Tie Bar
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- Asphalt Pavement

All stations and offsets are to back of curb.
✱ Brick Paver Crosswalk. See Sh. No. 158
See Sh. No. 500 for Median Treatment.

CITY OF WICHITA

CORPORATE HILLS DRIVE

INTERSECTION DETAILS

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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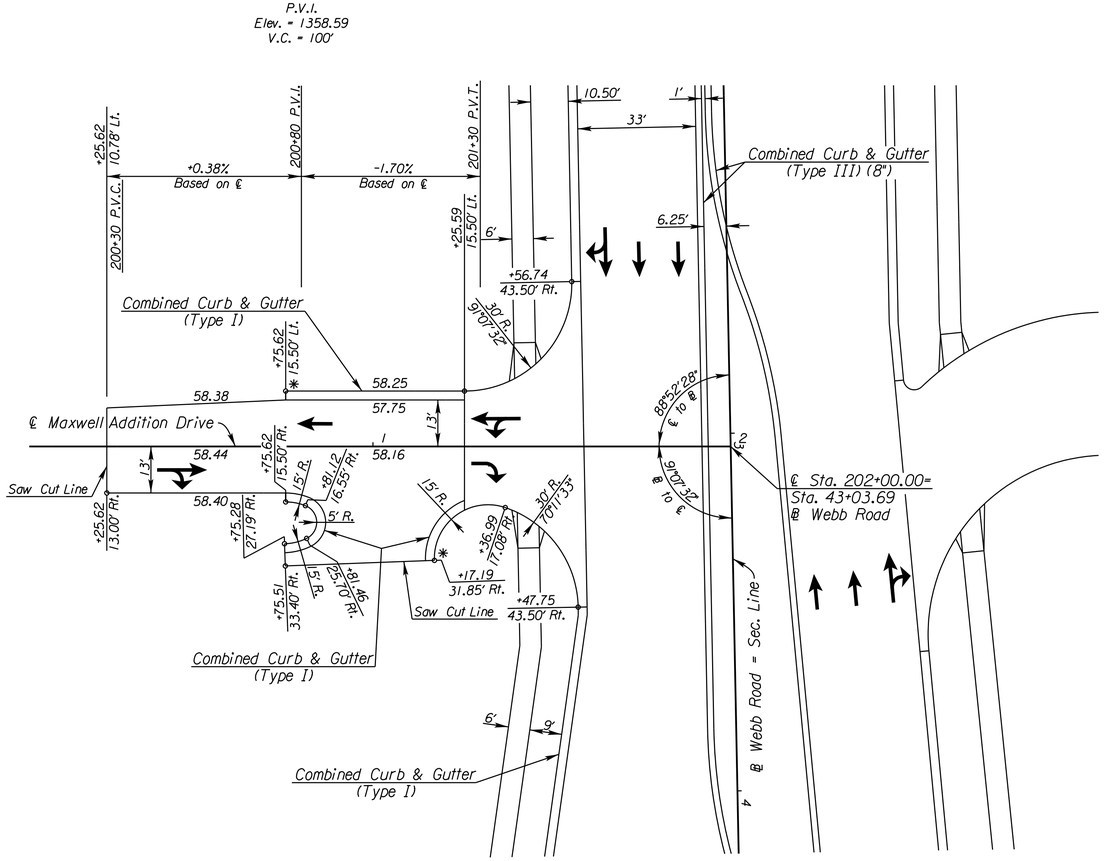
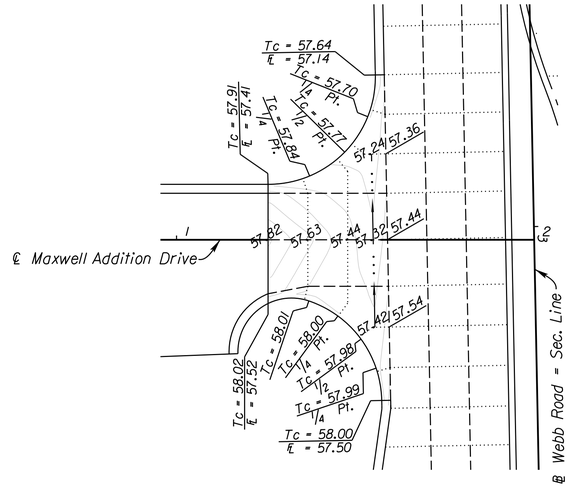
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	102	1055





NOTES:

Contraction joints are measured at centerline of lanes and are radial to the curve unless otherwise noted.

Contraction Joint spacing will be 14' maximum along centerline of lanes unless otherwise noted.

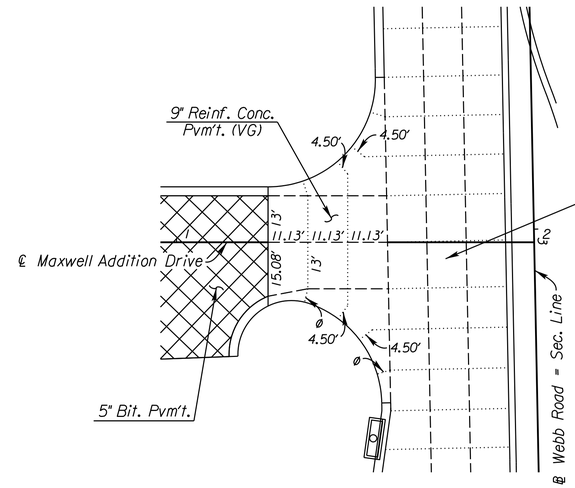
Aspect ratio not to exceed 1.25:1 unless otherwise noted.

Contours are top of pavement and are at 0.10' invervals.

This layout is the suggested joint plan. The Contractor shall submit a joint plan to the Engineer for approval prior to beginning Concrete Pavement Construction.

LEGEND FOR CONCRETE PAVEMENT

- ..... Doweled Contraction Joint
- —·— Longitudinal Joint
- ø Omit Dowel or Tie Bar
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- * 5' Curb Transition
- ▨ Asphalt Pavement



All stations and offsets are to back of curb.

CITY OF WICHITA

MAXWELL ADDITION DRIVE

INTERSECTION DETAILS

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	-	CKD.	-	APP.	-

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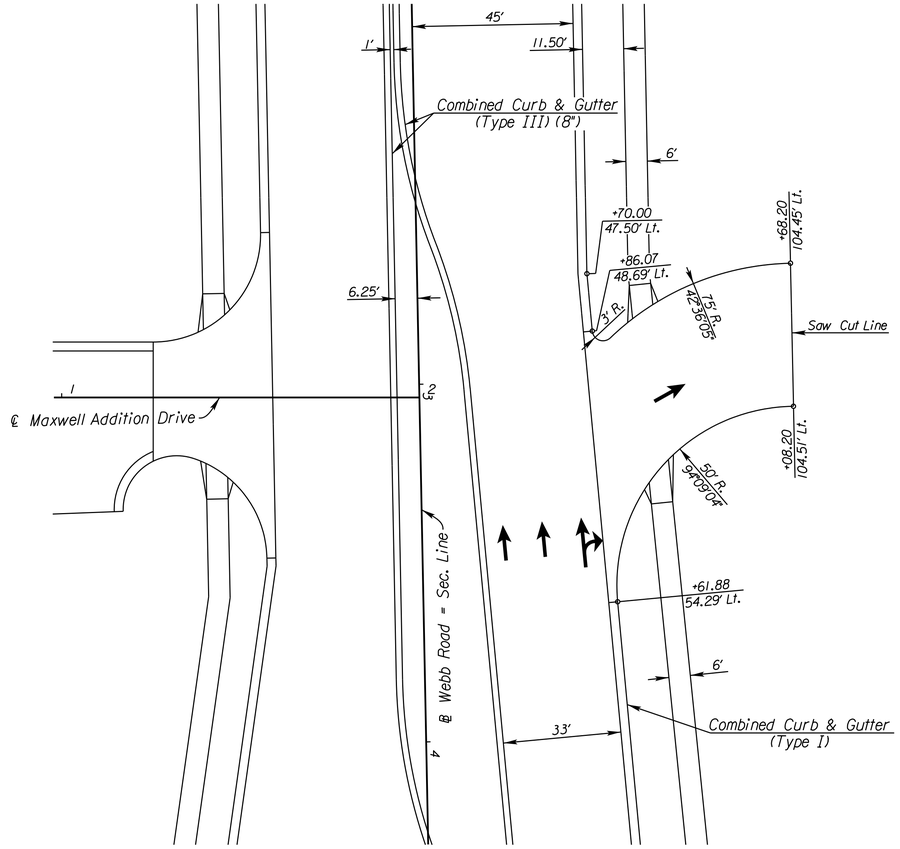
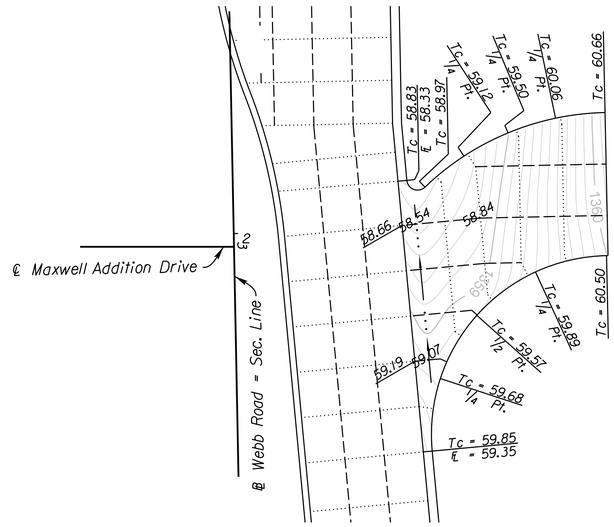
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	103	1055





NOTES:

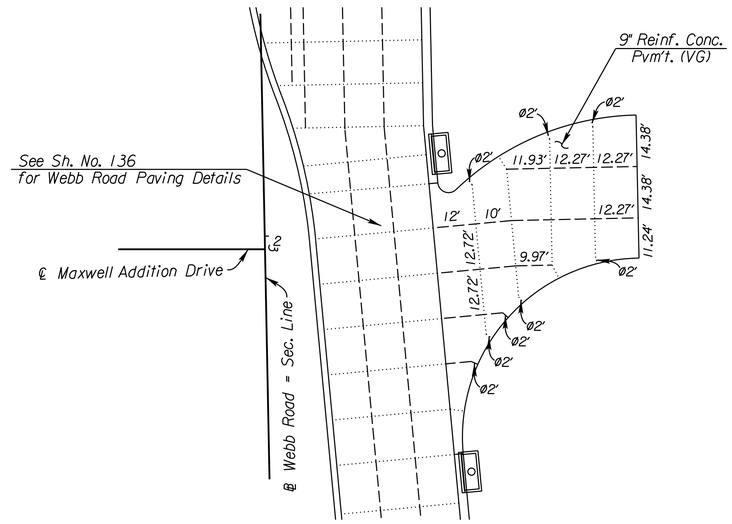
Contraction joints are measured at centerline of lanes and are radial to the curve unless otherwise noted.

Contraction Joint spacing will be 14' maximum along centerline of lanes unless otherwise noted.

Aspect ratio not to exceed 1.25:1 unless otherwise noted.

Contours are top of pavement and are at 0.10' invervals.

This layout is the suggested joint plan. The Contractor shall submit a joint plan to the Engineer for approval prior to beginning Concrete Pavement Construction.



LEGEND FOR CONCRETE PAVEMENT

- ..... Doweled Contraction Joint
- — — Longitudinal Joint
- ø Omit Dowel or Tie Bar
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- * 5' Curb Transition
- ▨ Asphalt Pavement

All stations and offsets are to back of curb.

CITY OF WICHITA

COSTCO- WEBB ROAD SOUTH ACCESS

INTERSECTION DETAILS

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

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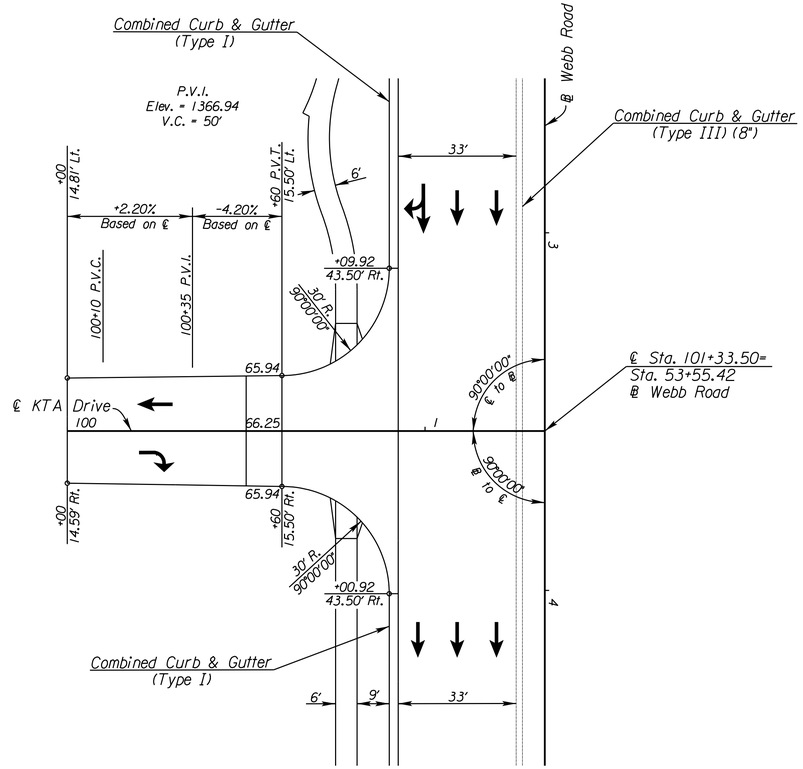
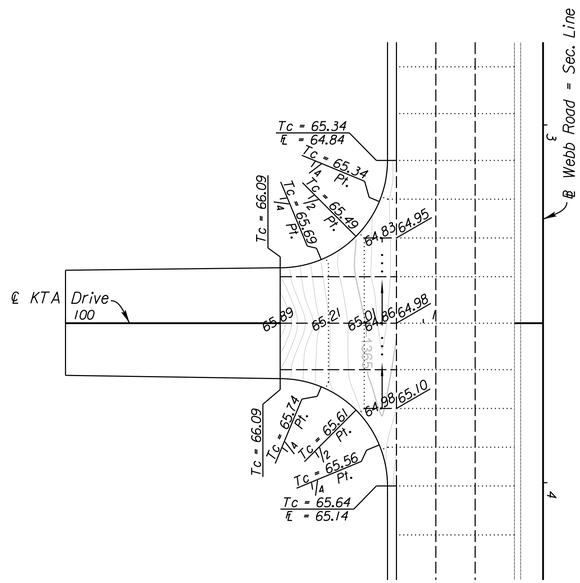
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	104	1055





NOTES:

Contraction joints are measured at centerline of lanes and are radial to the curve unless otherwise noted.

Contraction Joint spacing will be 14' maximum along centerline of lanes unless otherwise noted.

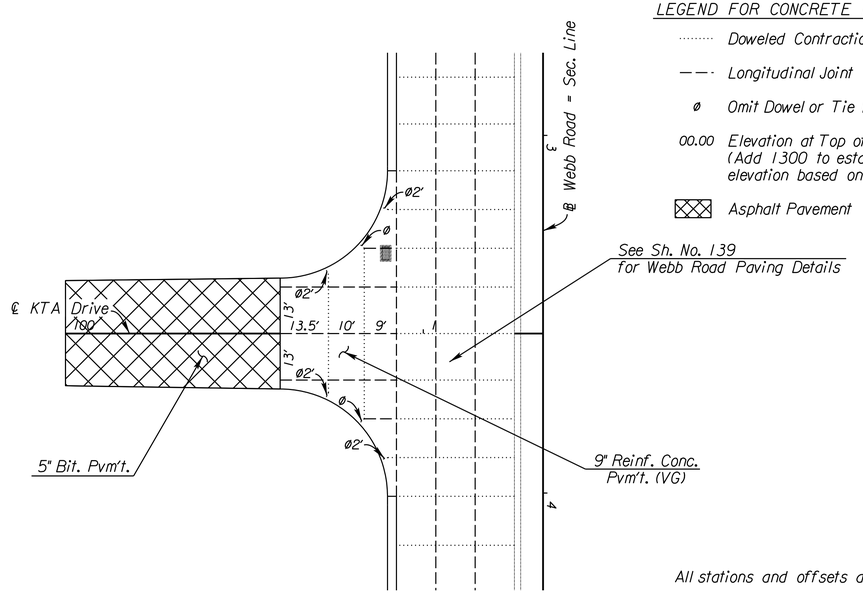
Aspect ratio not to exceed 1.25:1 unless otherwise noted.

Contours are top of pavement and are at 0.10' invervals.

This layout is the suggested joint plan. The Contractor shall submit a joint plan to the Engineer for approval prior to beginning Concrete Pavement Construction.

LEGEND FOR CONCRETE PAVEMENT

- ..... Doweled Contraction Joint
- — — Longitudinal Joint
- ø Omit Dowel or Tie Bar
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- Asphalt Pavement



All stations and offsets are to back of curb.

CITY OF WICHITA

KTA DRIVE ENTRANCE

INTERSECTION DETAILS

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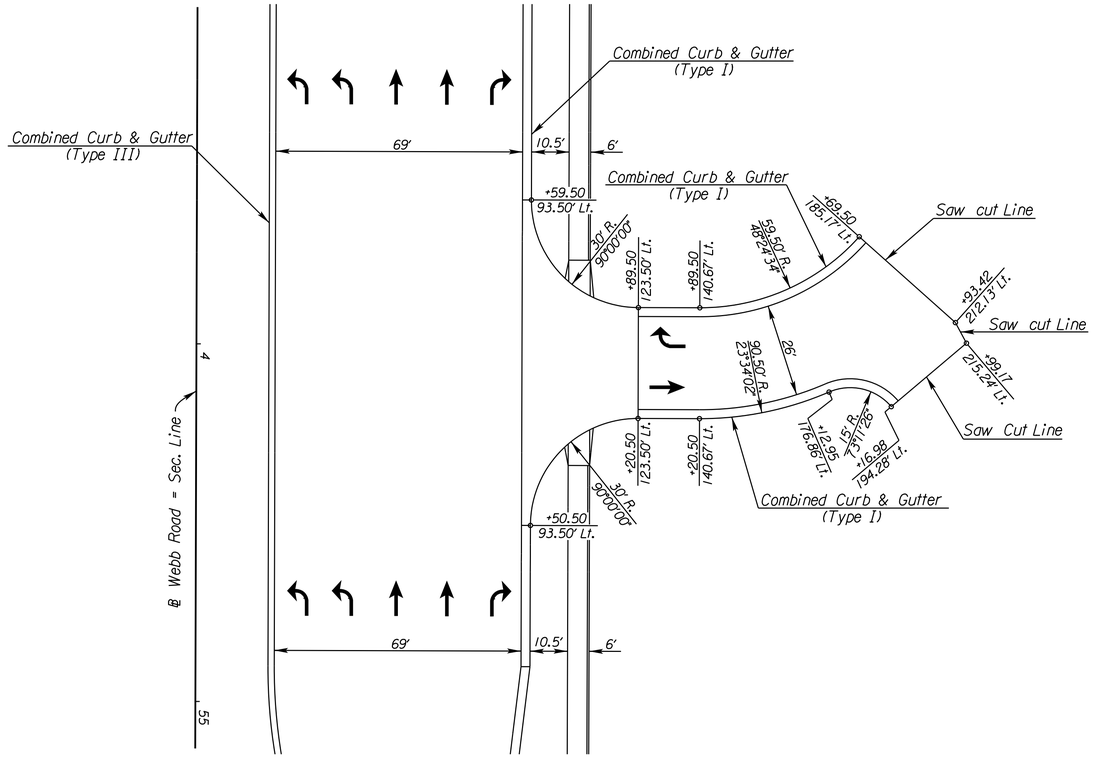
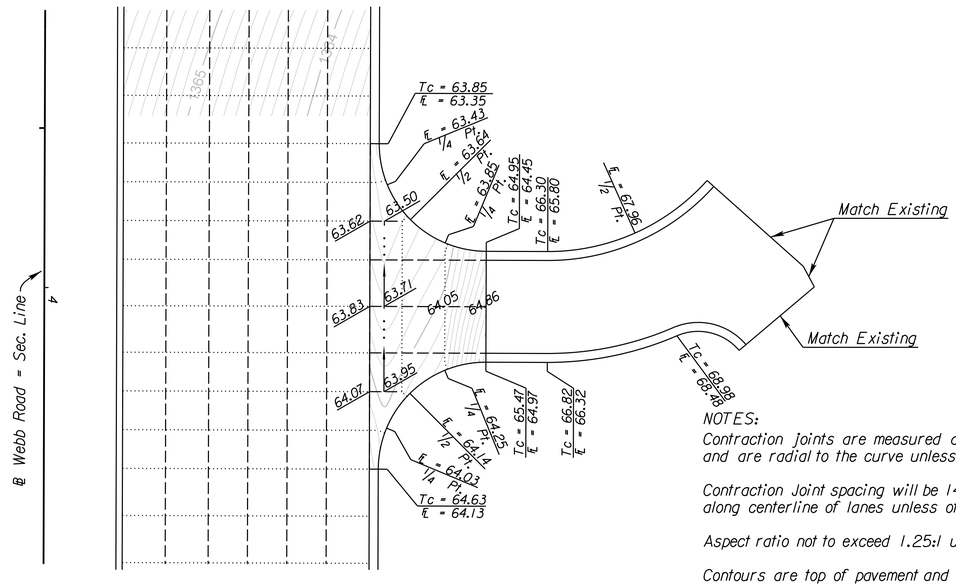
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	105	1055





NOTES:

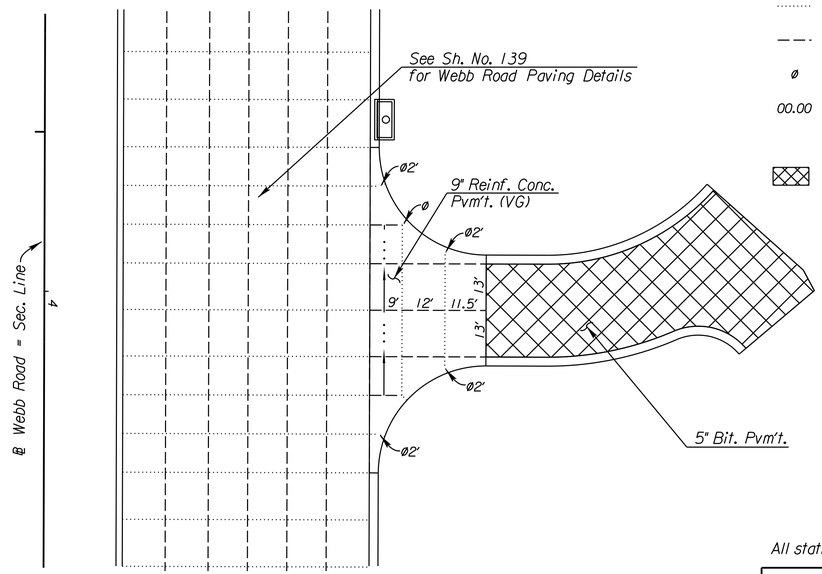
Contraction joints are measured at centerline of lanes and are radial to the curve unless otherwise noted.

Contraction Joint spacing will be 14' maximum along centerline of lanes unless otherwise noted.

Aspect ratio not to exceed 1.25:1 unless otherwise noted.

Contours are top of pavement and are at 0.10' intervals.

This layout is the suggested joint plan. The Contractor shall submit a joint plan to the Engineer for approval prior to beginning Concrete Pavement Construction.



LEGEND FOR CONCRETE PAVEMENT

- ..... Doweled Contraction Joint
- — — Longitudinal Joint
- ø Omit Dowel or Tie Bar
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- ▨ Asphalt Pavement

All stations and offsets are to back of curb.

CITY OF WICHITA

HOOVER RD, LLC-WEBB ROAD ACCESS

INTERSECTION DETAILS

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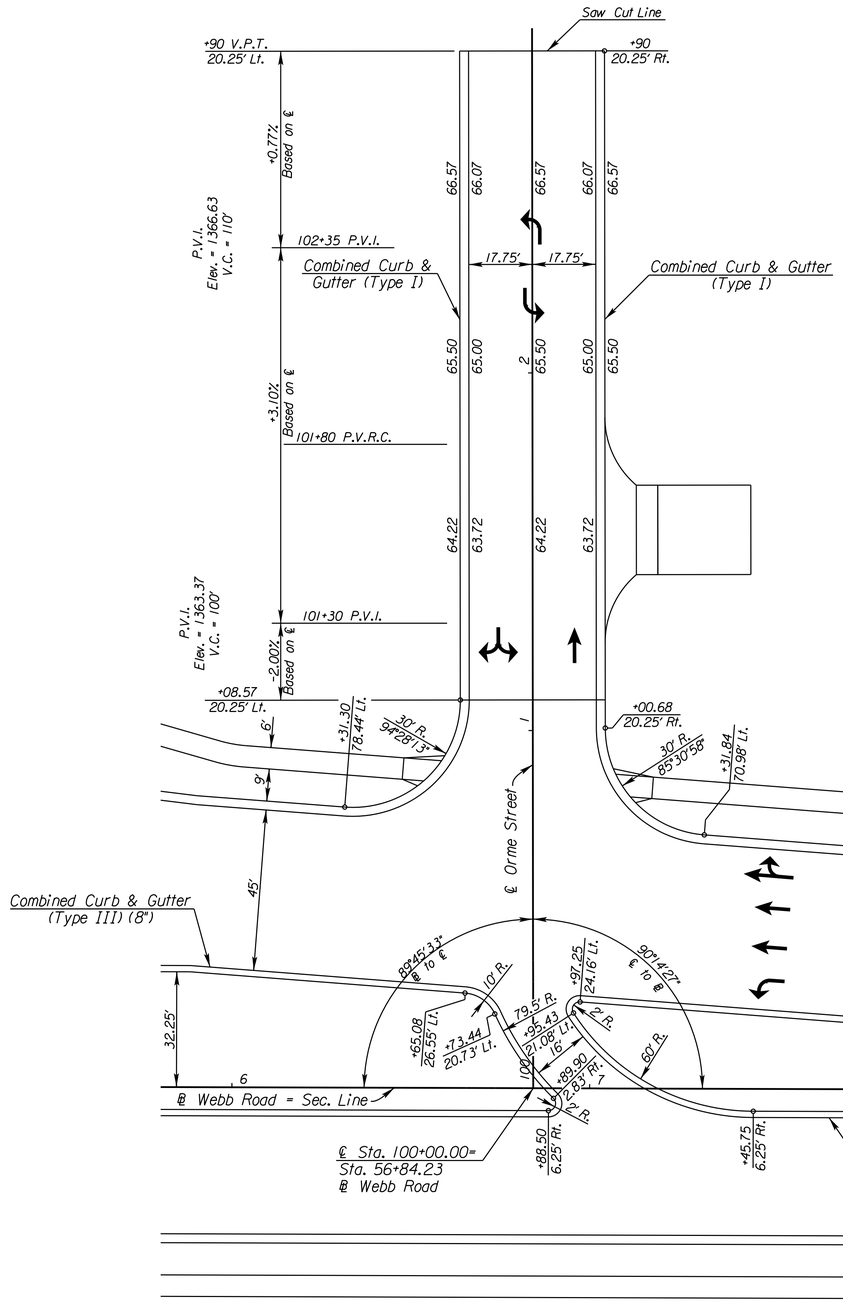
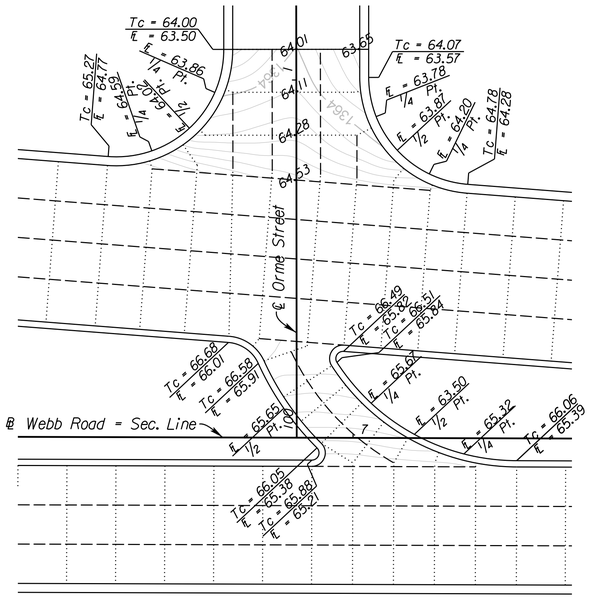
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	106	1055





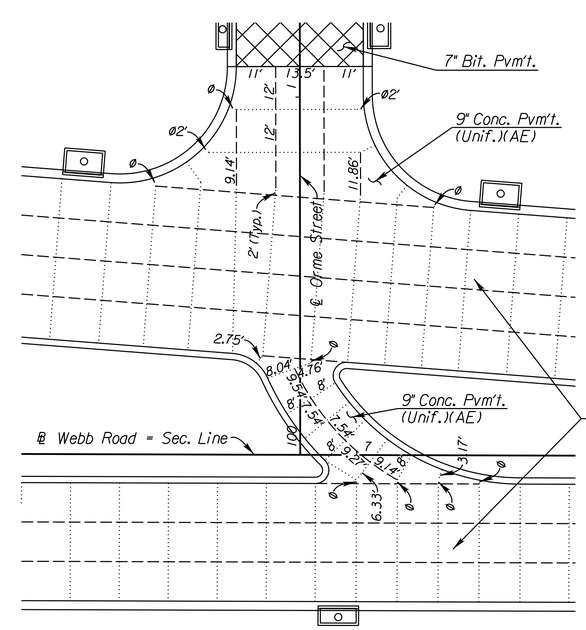
NOTES:
Contraction joints are measured at centerline of lanes and are radial to the curve unless otherwise noted.

Contraction Joint spacing will be 14' maximum along centerline of lanes unless otherwise noted.

Aspect ratio not to exceed 1.25:1 unless otherwise noted.

Contours are top of pavement and are at 0.10' intervals.

This layout is the suggested joint plan. The Contractor shall submit a joint plan to the Engineer for approval prior to beginning Concrete Pavement Construction.



LEGEND FOR CONCRETE PAVEMENT

- ..... Doweled Contraction Joint
- — — Longitudinal Joint
- ø Omit Dowel or Tie Bar
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- ▨ Asphalt Pavement

All stations and offsets are to back of curb.

CITY OF WICHITA

ORME STREET

INTERSECTION DETAILS

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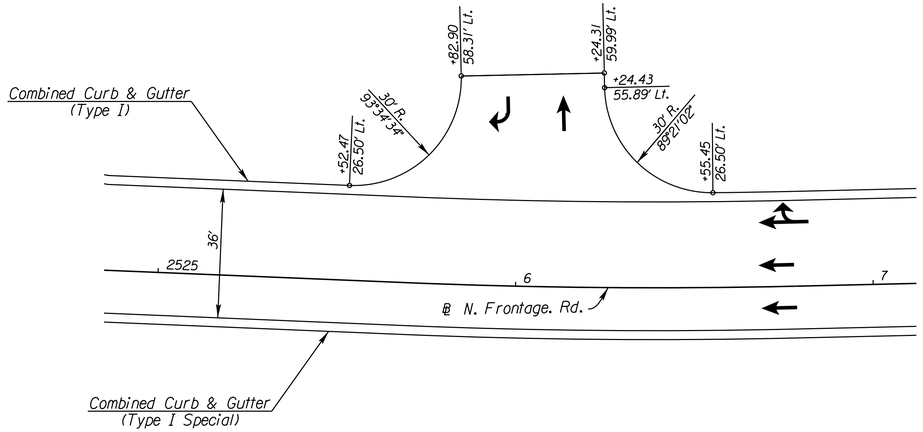
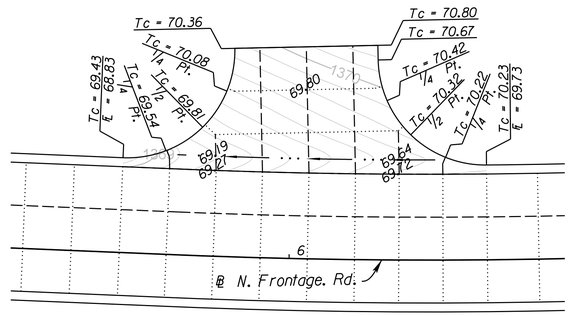
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	107	1055





NOTES:
Contraction joints are measured at centerline of lanes and are radial to the curve unless otherwise noted.

Contraction Joint spacing will be 14' maximum along centerline of lanes unless otherwise noted.

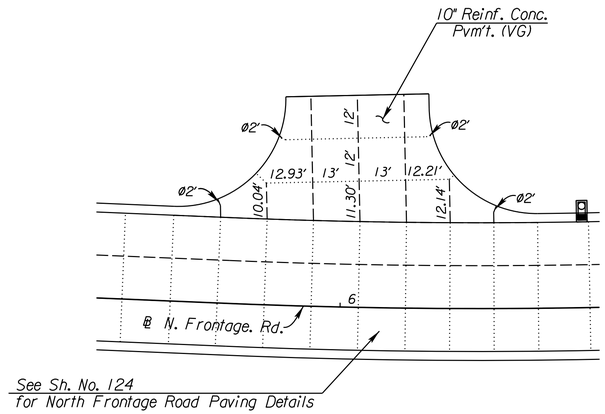
Aspect ratio not to exceed 1.25:1 unless otherwise noted.

Contours are top of pavement and are at 0.10' invervals.

This layout is the suggested joint plan. The Contractor shall submit a joint plan to the Engineer for approval prior to beginning Concrete Pavement Construction.

LEGEND FOR CONCRETE PAVEMENT

- ····· Doweled Contraction Joint
- — — Longitudinal Joint
- ø Omit Dowel or Tie Bar
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- * 5' Curb Transition
- ▨ Asphalt Pavement



All stations and offsets are to back of curb.

CITY OF WICHITA

COSTCO- N. FRONTAGE RD. WEST ACCESS

INTERSECTION DETAILS

107

SURV. - | PLOT - | CADD | DES. - | DR. - | TR. - | CKD. - | APP. -

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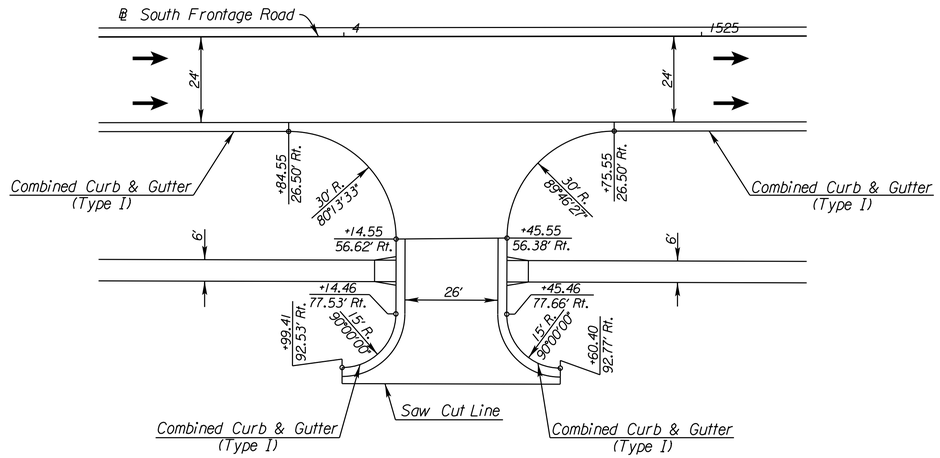
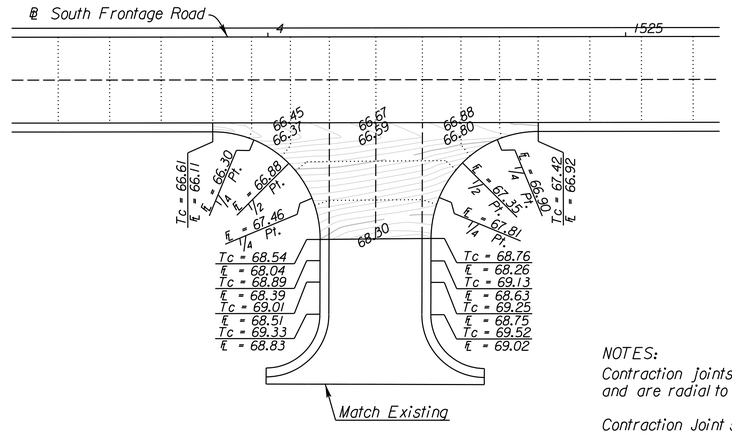
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	108	1055





NOTES:

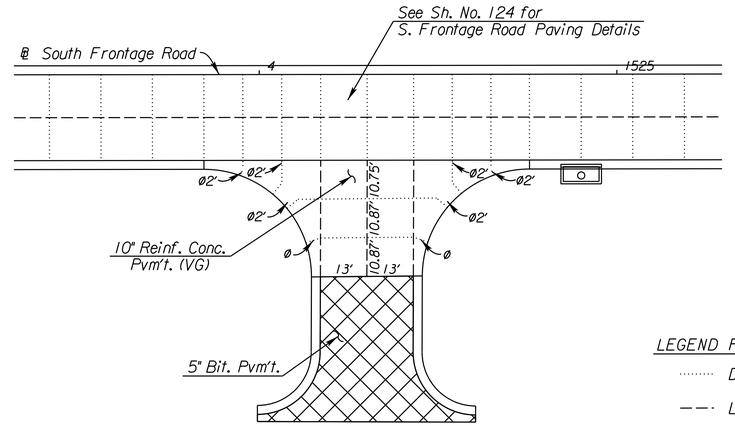
Contraction joints are measured at centerline of lanes and are radial to the curve unless otherwise noted.

Contraction Joint spacing will be 15' maximum along centerline of lanes unless otherwise noted.

Aspect ratio not to exceed 1.25:1 unless otherwise noted.

Contours are top of pavement and are at 0.10' intervals.

This layout is the suggested joint plan. The Contractor shall submit a joint plan to the Engineer for approval prior to beginning Concrete Pavement Construction.



LEGEND FOR CONCRETE PAVEMENT

- ..... Doweled Contraction Joint
- – – – Longitudinal Joint
- Ø Omit Dowel or Tie Bar
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- ▨ Asphalt Pavement

All stations and offsets are to back of curb.

CITY OF WICHITA

HOOVER RD, LLC-S. FRONTAGE RD. ACCESS

INTERSECTION DETAILS

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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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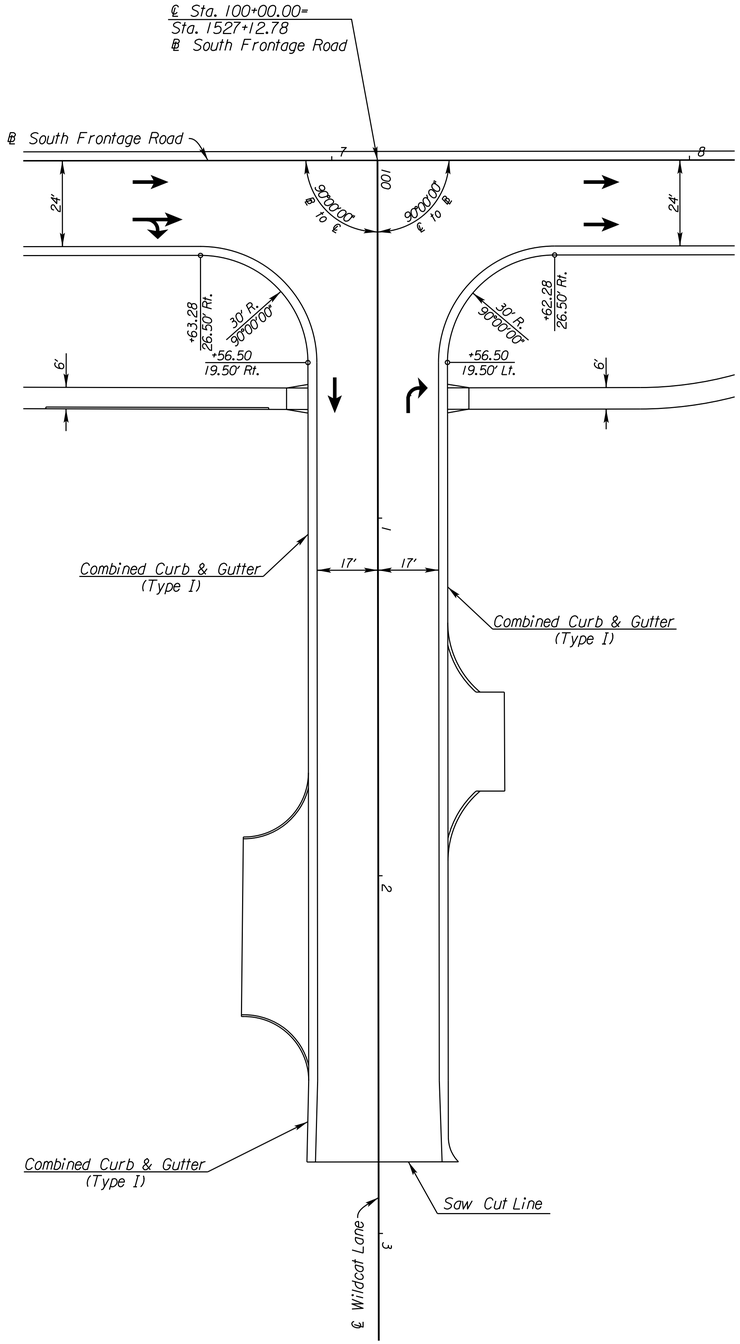
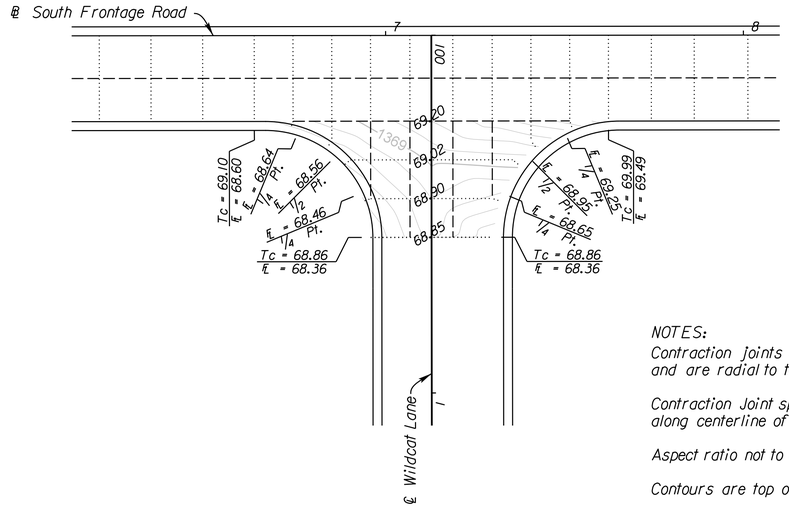
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	109	1055





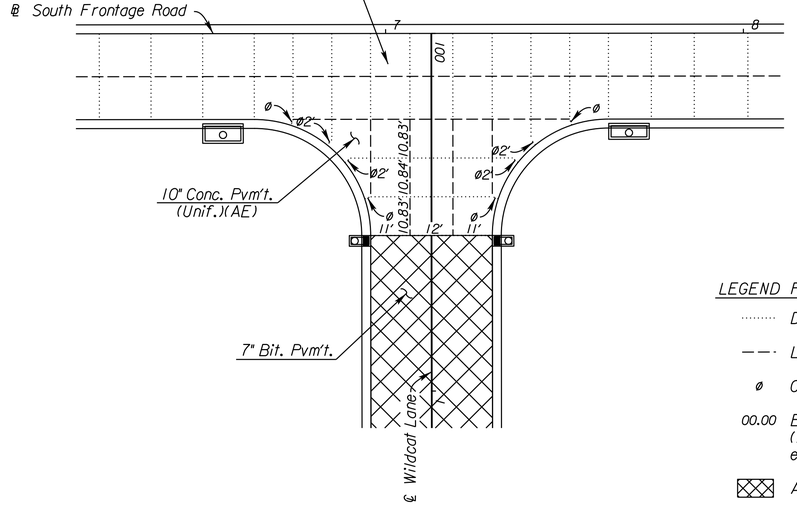
NOTES:
Contraction joints are measured at centerline of lanes and are radial to the curve unless otherwise noted.

Contraction Joint spacing will be 15' maximum along centerline of lanes unless otherwise noted.

Aspect ratio not to exceed 1.25:1 unless otherwise noted.

Contours are top of pavement and are at 0.10' intervals.

This layout is the suggested joint plan. The Contractor shall submit a joint plan to the Engineer for approval prior to beginning Concrete Pavement Construction.



LEGEND FOR CONCRETE PAVEMENT

- ..... Doweled Contraction Joint
- — — · Longitudinal Joint
- ø Omit Dowel or Tie Bar
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- ⊠ Asphalt Pavement

All stations and offsets are to back of curb.

CITY OF WICHITA

WILDCAT LANE

INTERSECTION DETAILS

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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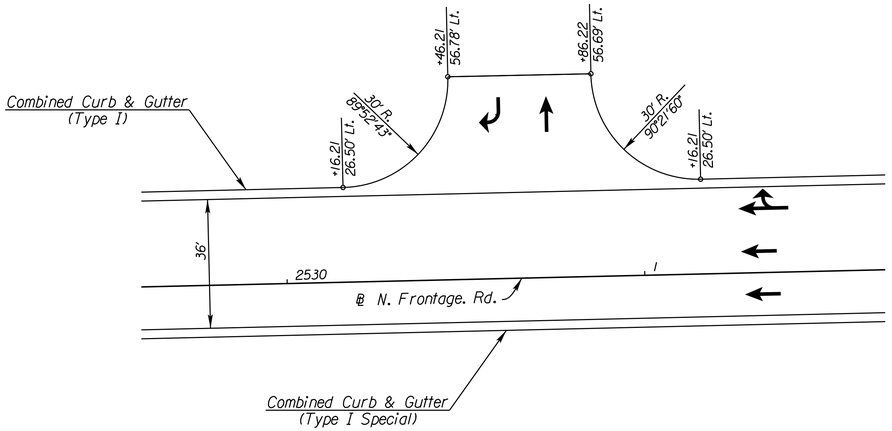
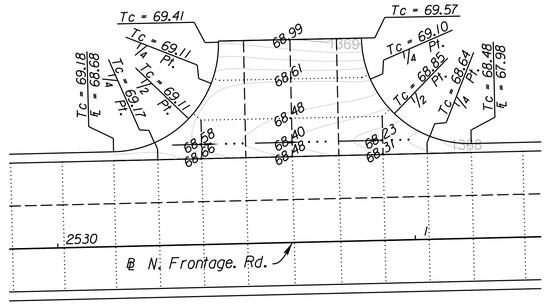
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	110	1055





NOTES:

Contraction joints are measured at centerline of lanes and are radial to the curve unless otherwise noted.

Contraction Joint spacing will be 14' maximum along centerline of lanes unless otherwise noted.

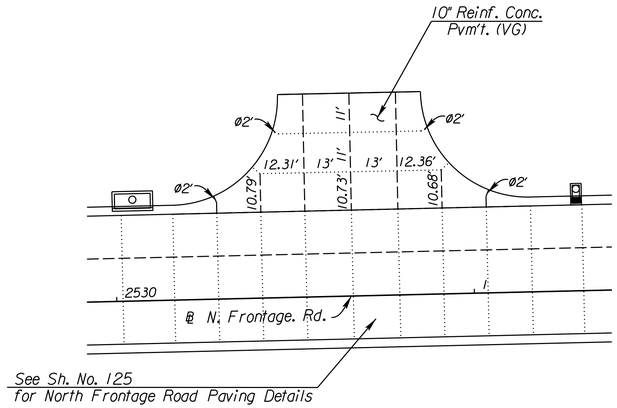
Aspect ratio not to exceed 1.25:1 unless otherwise noted.

Contours are top of pavement and are at 0.10' invervals.

This layout is the suggested joint plan. The Contractor shall submit a joint plan to the Engineer for approval prior to beginning Concrete Pavement Construction.

LEGEND FOR CONCRETE PAVEMENT

- ..... Doweled Contraction Joint
- —·— Longitudinal Joint
- ø Omit Dowel or Tie Bar
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- * 5' Curb Transition
- Asphalt Pavement



All stations and offsets are to back of curb.

CITY OF WICHITA

COSTCO- N. FRONTAGE RD. EAST ACCESS

INTERSECTION DETAILS

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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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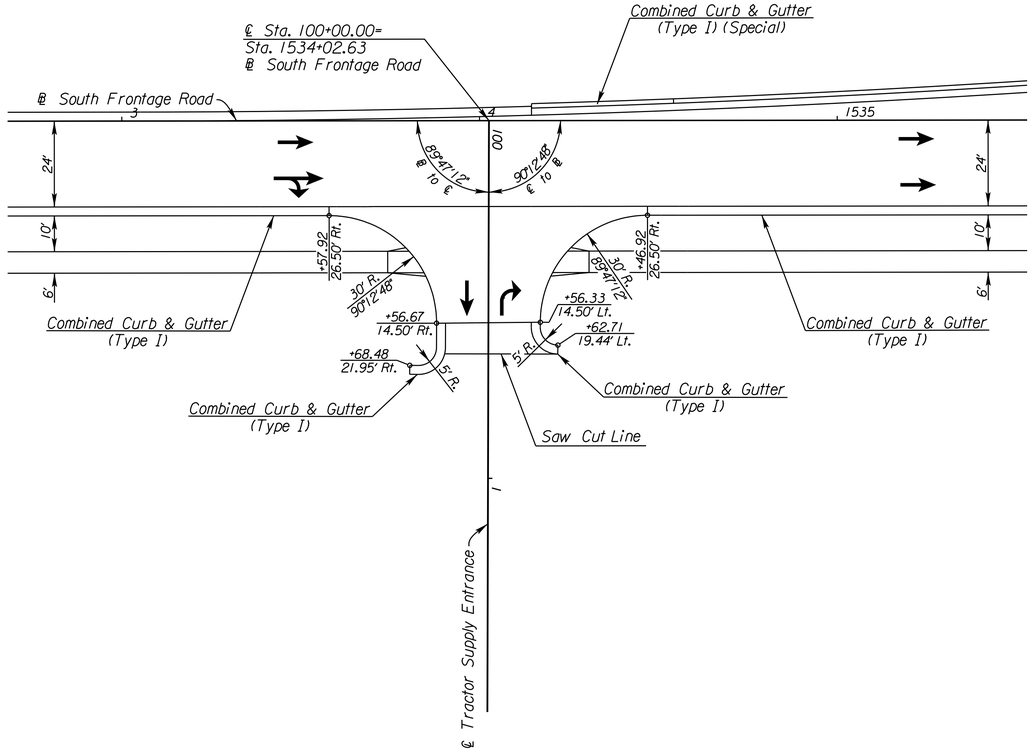
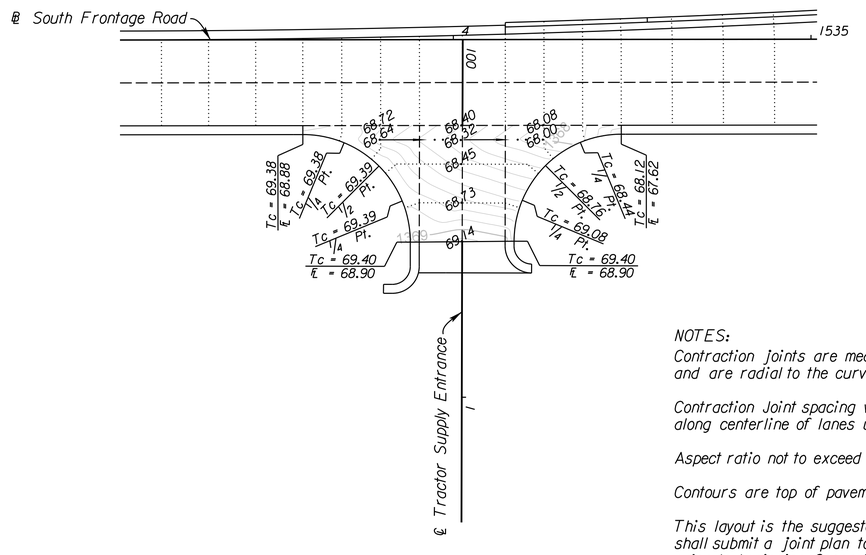
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	111	1055





NOTES:

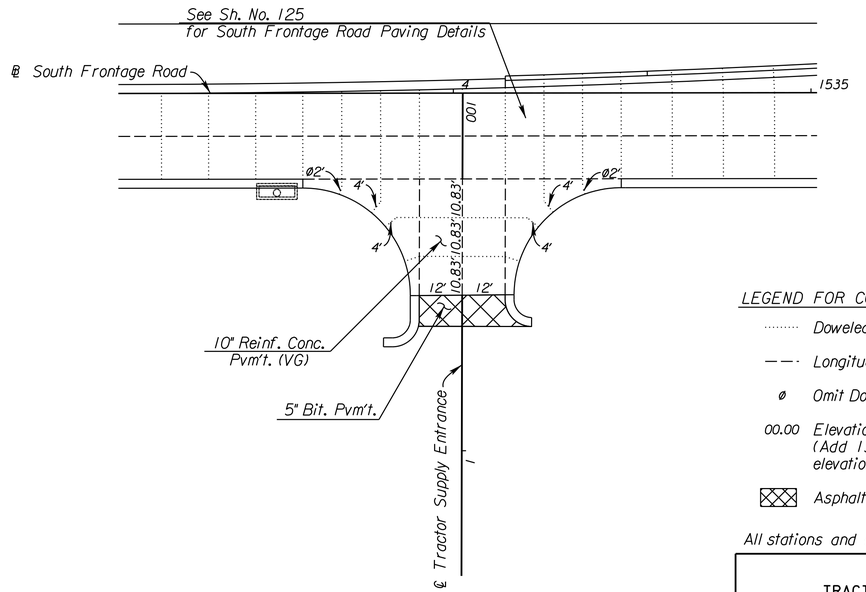
Contraction joints are measured at centerline of lanes and are radial to the curve unless otherwise noted.

Contraction Joint spacing will be 15' maximum along centerline of lanes unless otherwise noted.

Aspect ratio not to exceed 1.25:1 unless otherwise noted.

Contours are top of pavement and are at 0.10' intervals.

This layout is the suggested joint plan. The Contractor shall submit a joint plan to the Engineer for approval prior to beginning Concrete Pavement Construction.



LEGEND FOR CONCRETE PAVEMENT

- ..... Doweled Contraction Joint
- — — Longitudinal Joint
- ø Omit Dowel or Tie Bar
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- ▨ Asphalt Pavement

All stations and offsets are to back of curb.

CITY OF WICHITA

TRACTOR SUPPLY ENTRANCE

INTERSECTION DETAILS

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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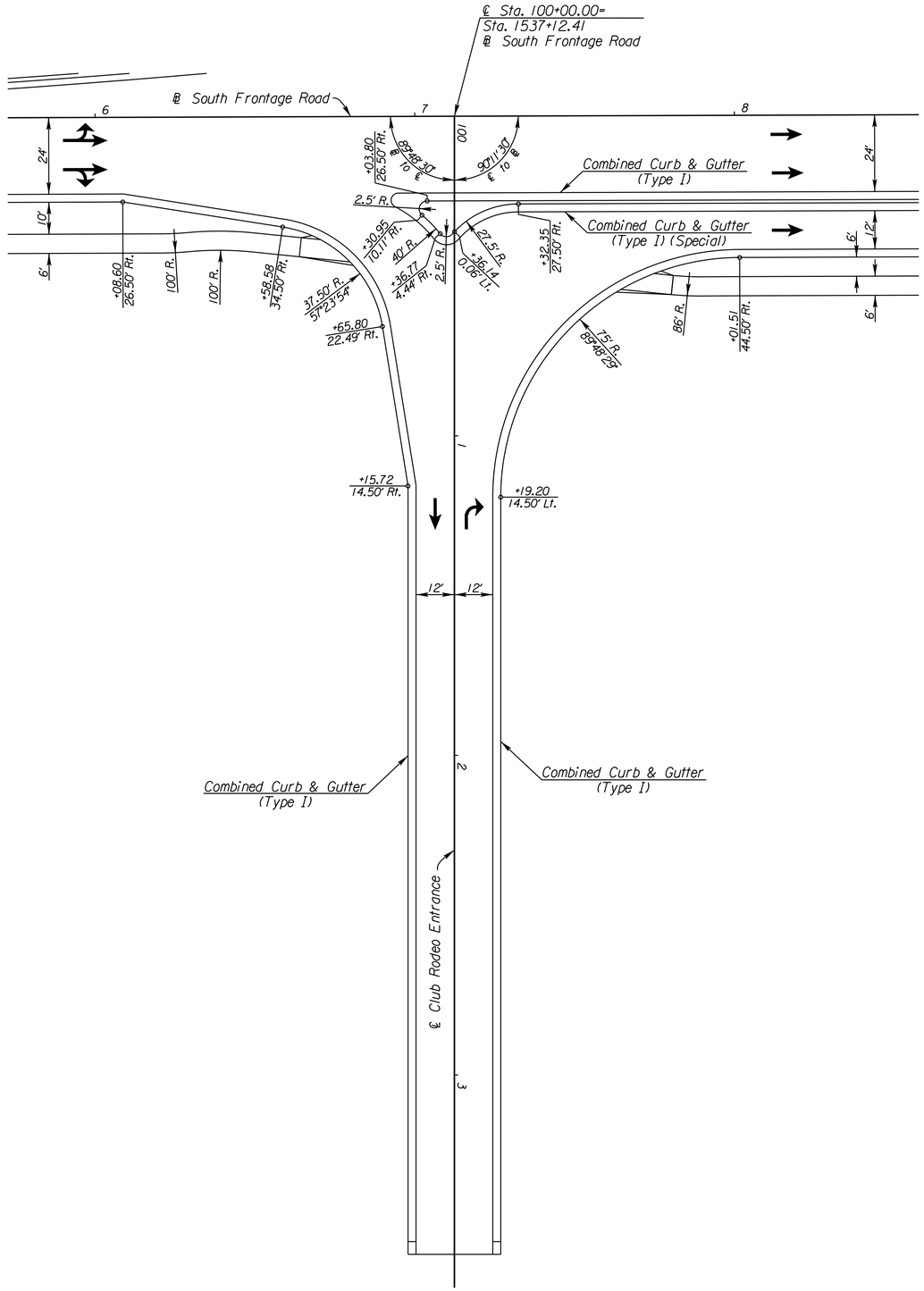
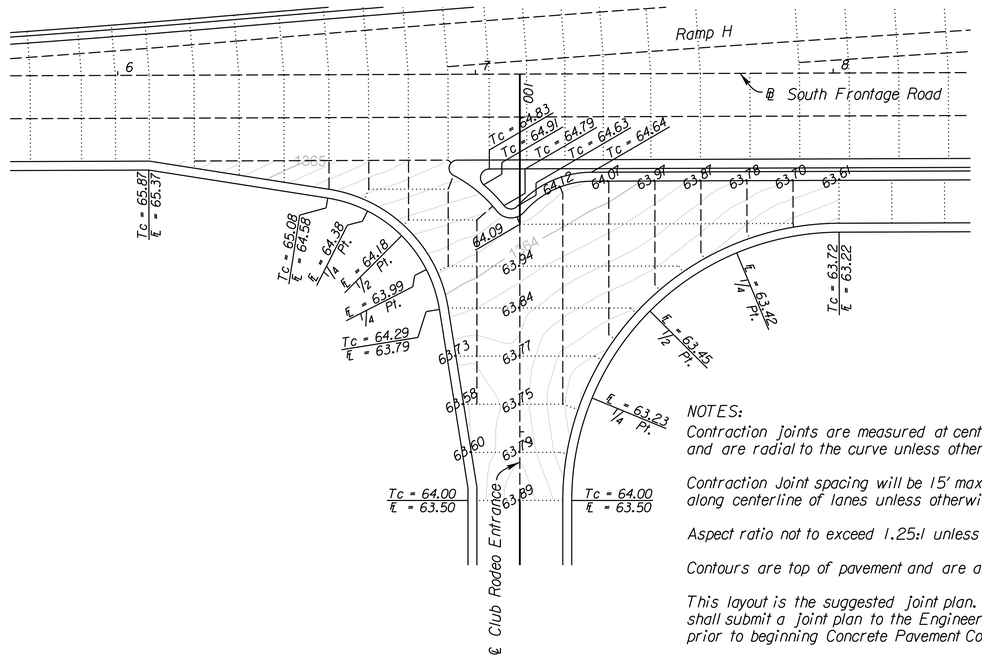
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	112	1055





NOTES:

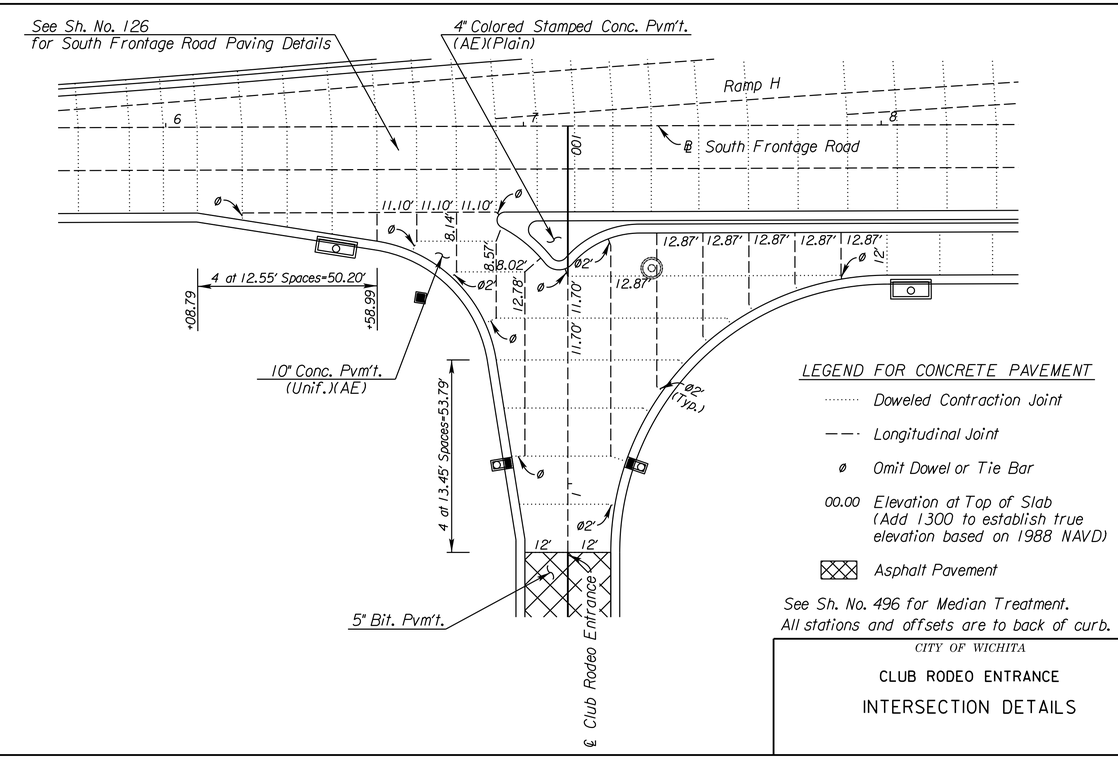
Contraction joints are measured at centerline of lanes and are radial to the curve unless otherwise noted.

Contraction Joint spacing will be 15' maximum along centerline of lanes unless otherwise noted.

Aspect ratio not to exceed 1.25:1 unless otherwise noted.

Contours are top of pavement and are at 0.10' intervals.

This layout is the suggested joint plan. The Contractor shall submit a joint plan to the Engineer for approval prior to beginning Concrete Pavement Construction.



LEGEND FOR CONCRETE PAVEMENT

- ..... Doweled Contraction Joint
- – – – Longitudinal Joint
- ø Omit Dowel or Tie Bar
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- Asphalt Pavement

See Sh. No. 496 for Median Treatment.
All stations and offsets are to back of curb.

CITY OF WICHITA

CLUB RODEO ENTRANCE

INTERSECTION DETAILS

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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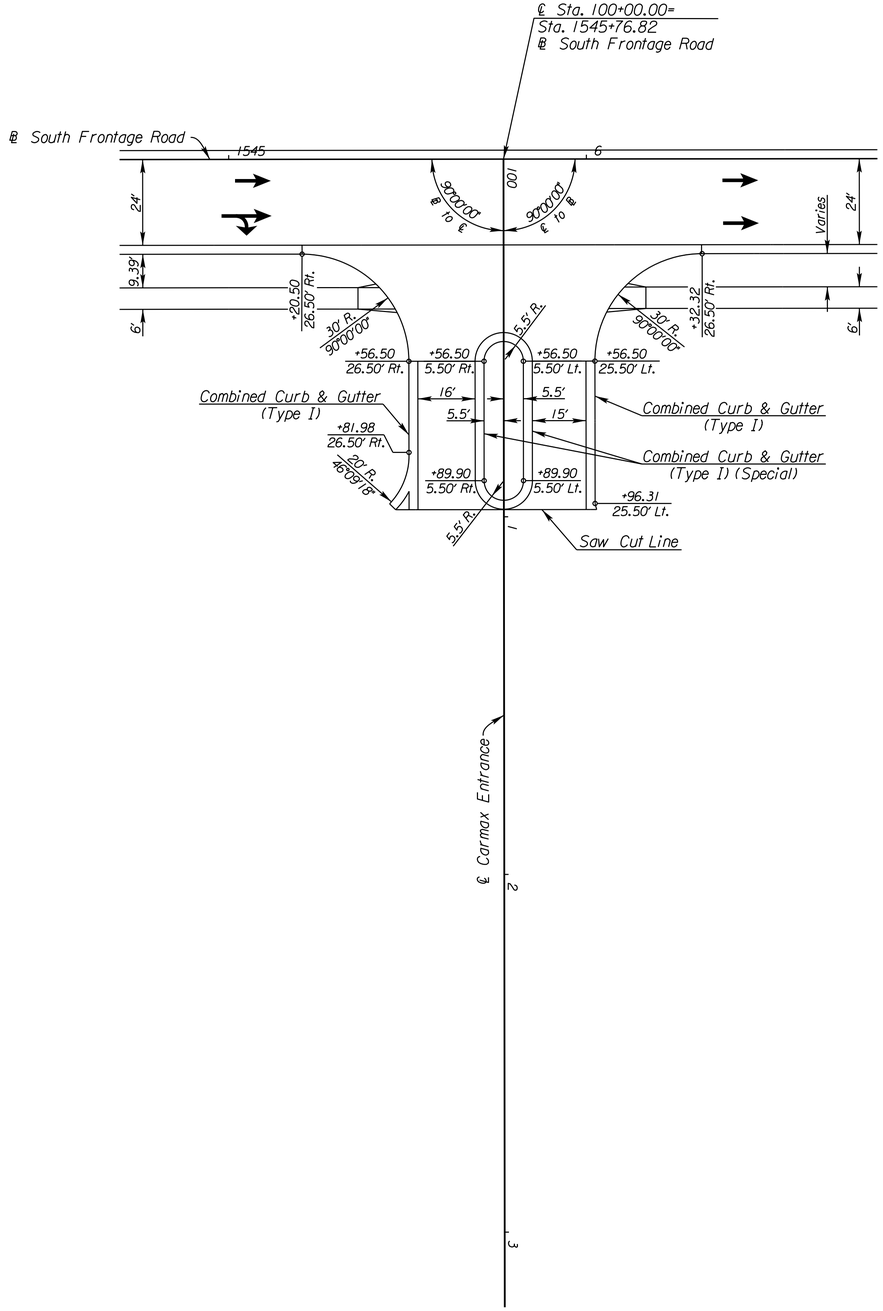
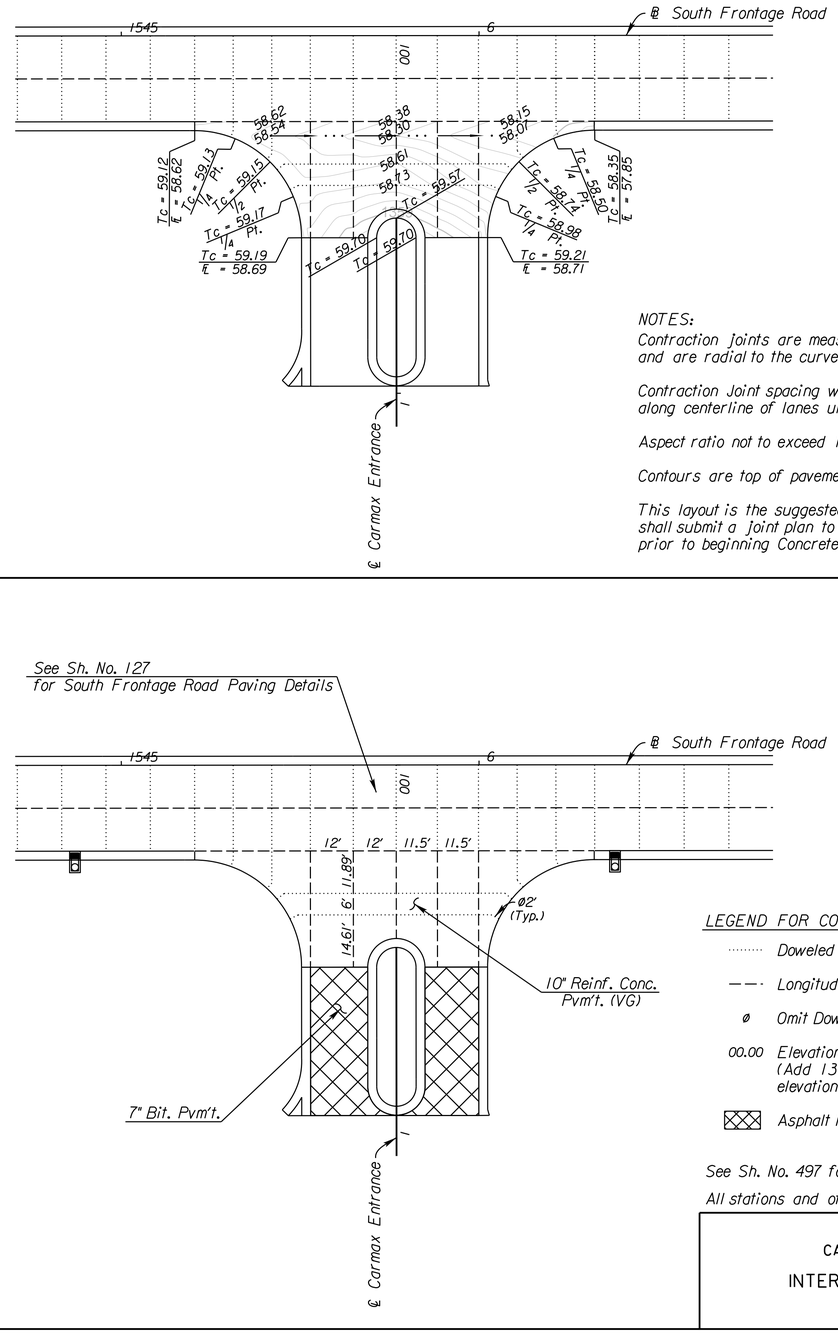
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	113	1055





NOTES:

Contraction joints are measured at centerline of lanes and are radial to the curve unless otherwise noted.

Contraction Joint spacing will be 15' maximum along centerline of lanes unless otherwise noted.

Aspect ratio not to exceed 1.25:1 unless otherwise noted.

Contours are top of pavement and are at 0.10' intervals.

This layout is the suggested joint plan. The Contractor shall submit a joint plan to the Engineer for approval prior to beginning Concrete Pavement Construction.

LEGEND FOR CONCRETE PAVEMENT

- Doweled Contraction Joint
- Longitudinal Joint
- Ø Omit Dowel or Tie Bar
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- Asphalt Pavement

See Sh. No. 497 for Median Treatment.

All stations and offsets are to back of curb.

CITY OF WICHITA

CARMAX ENTRANCE

INTERSECTION DETAILS

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	-	CKD.	-	APP.	-

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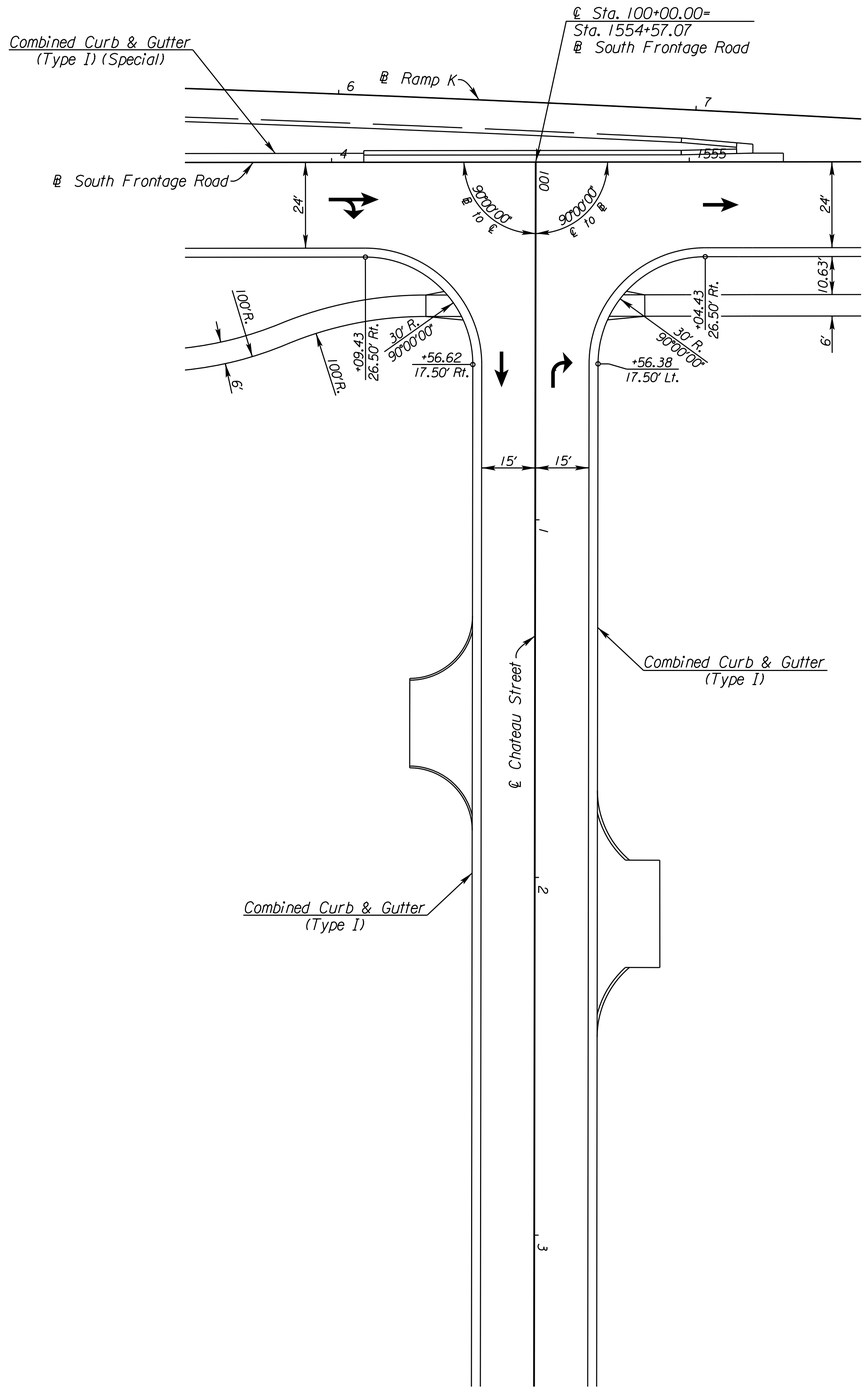
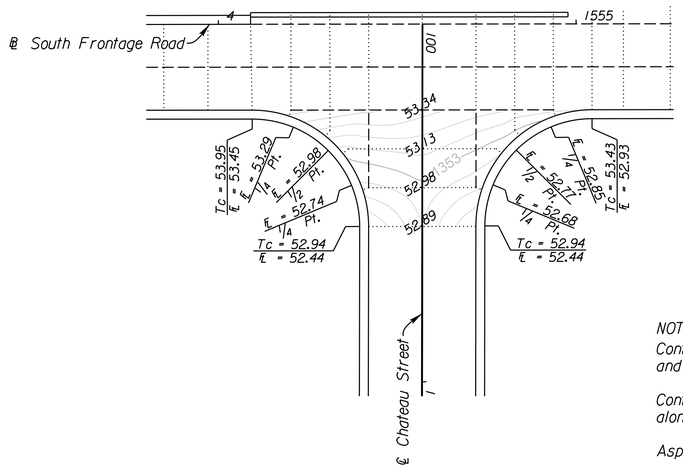
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	114	1055





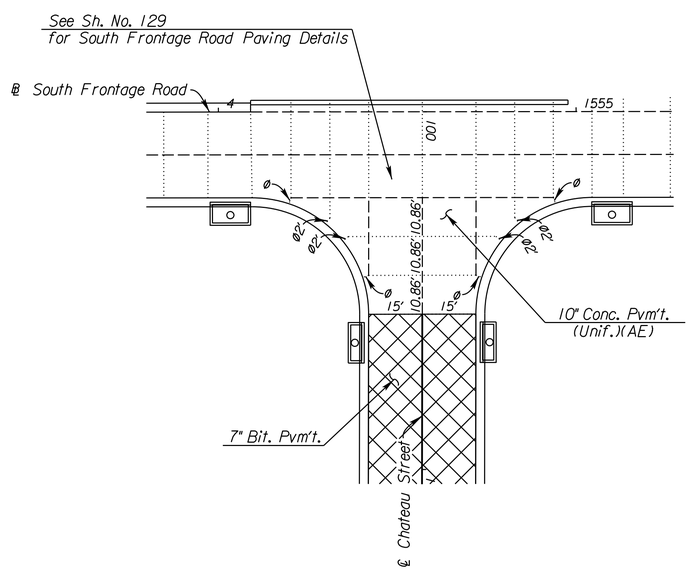
NOTES:
Contraction joints are measured at centerline of lanes and are radial to the curve unless otherwise noted.

Contraction Joint spacing will be 15' maximum along centerline of lanes unless otherwise noted.

Aspect ratio not to exceed 1.25:1 unless otherwise noted.

Contours are top of pavement and are at 0.10' intervals.

This layout is the suggested joint plan. The Contractor shall submit a joint plan to the Engineer for approval prior to beginning Concrete Pavement Construction.



LEGEND FOR CONCRETE PAVEMENT

- Doweled Contraction Joint
- Longitudinal Joint
- Ø Omit Dowel or Tie Bar
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- Asphalt Pavement

All stations and offsets are to back of curb.

CITY OF WICHITA

CHATEAU STREET

INTERSECTION DETAILS

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

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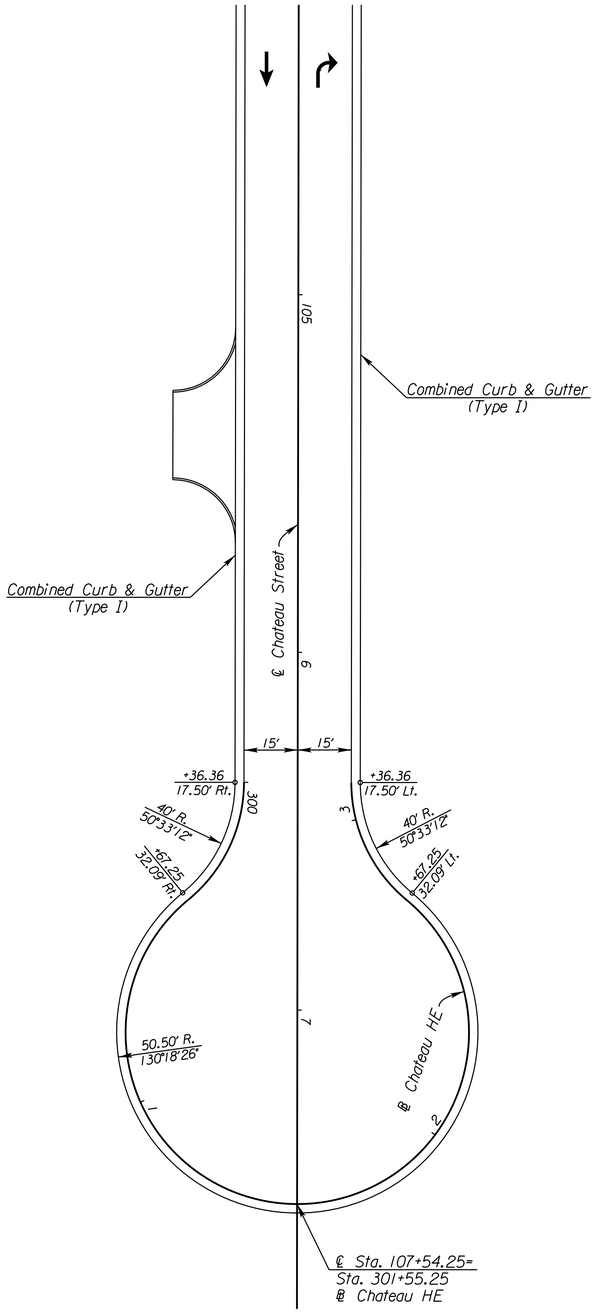
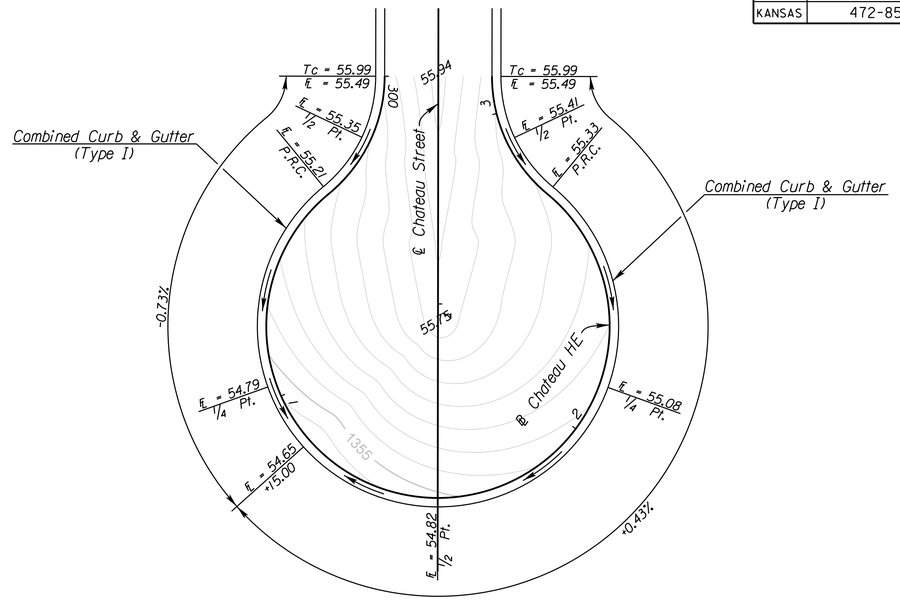
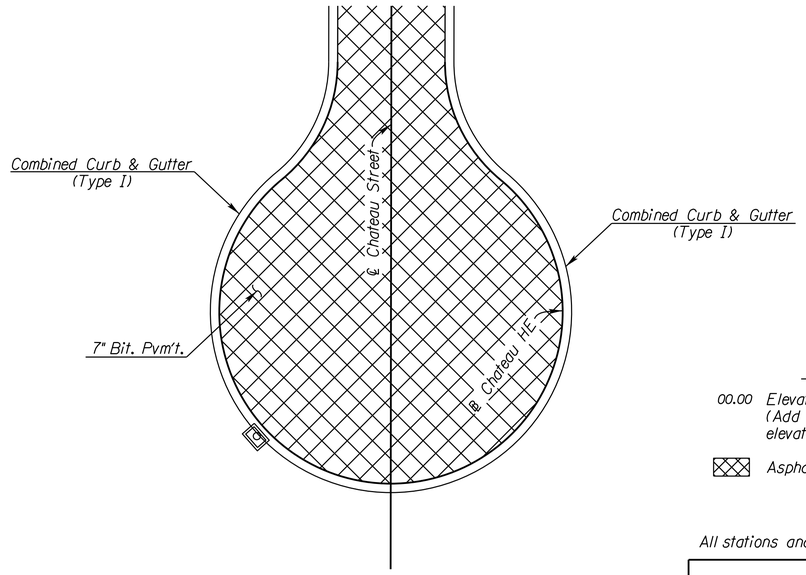
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	115	1055





NOTE:
Contours are top of pavement and are at 0.10' intervals.



LEGEND

00.00 Elevation at Top of Slab
(Add 1300 to establish true
elevation based on 1988 NAVD)

Asphalt Pavement

All stations and offsets are to back of curb.

CITY OF WICHITA

CHATEAU STREET

CUL-DE-SAC DETAILS

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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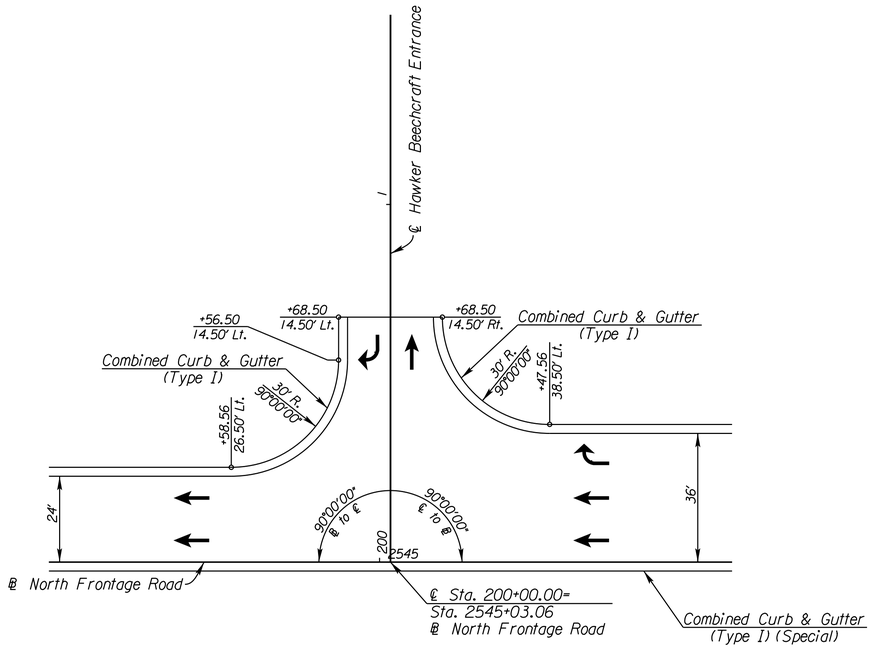
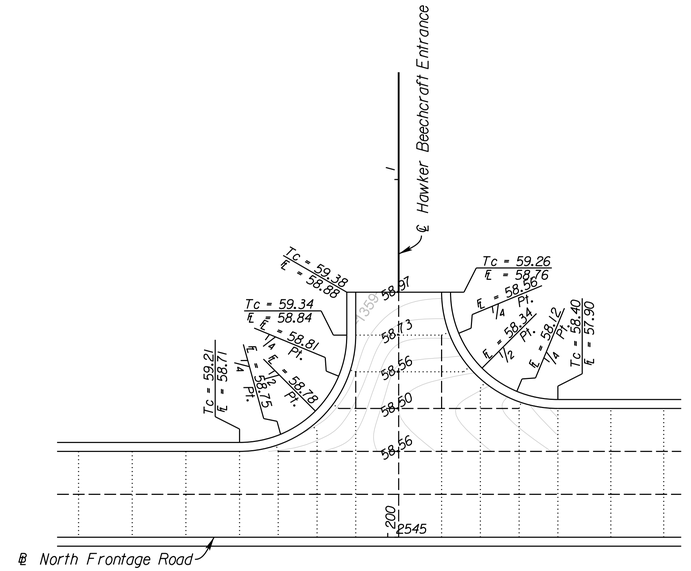
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	116	1055





NOTES:

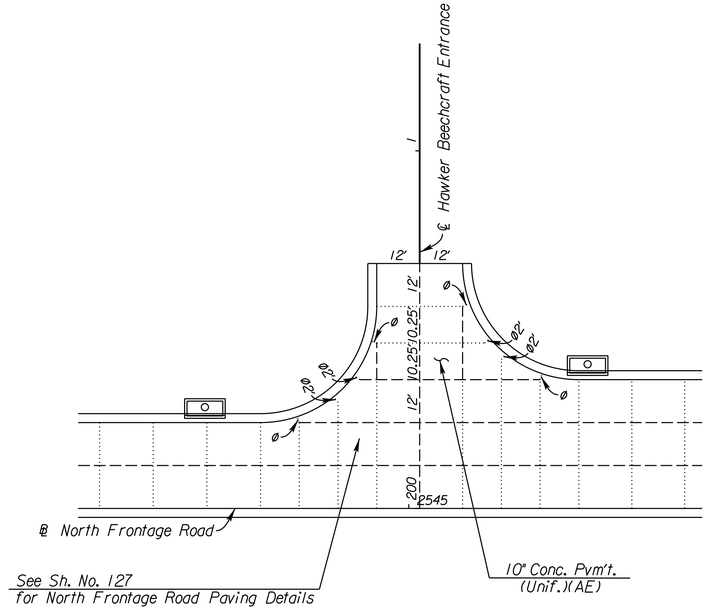
Contraction joints are measured at centerline of lanes and are radial to the curve unless otherwise noted.

Contraction Joint spacing will be 15' maximum along centerline of lanes unless otherwise noted.

Aspect ratio not to exceed 1.25:1 unless otherwise noted.

Contours are top of pavement and are at 0.10' intervals.

This layout is the suggested joint plan. The Contractor shall submit a joint plan to the Engineer for approval prior to beginning Concrete Pavement Construction.



LEGEND FOR CONCRETE PAVEMENT

- ..... Doweled Contraction Joint
- — — Longitudinal Joint
- ø Omit Dowel or Tie Bar
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- Asphalt Pavement

All stations and offsets are to back of curb.

CITY OF WICHITA

HAWKER BEECHCRAFT ENTRANCE

INTERSECTION DETAILS

SURV.	PLOT	CADD	DES.	DR.	CKD.	TR.	APP.
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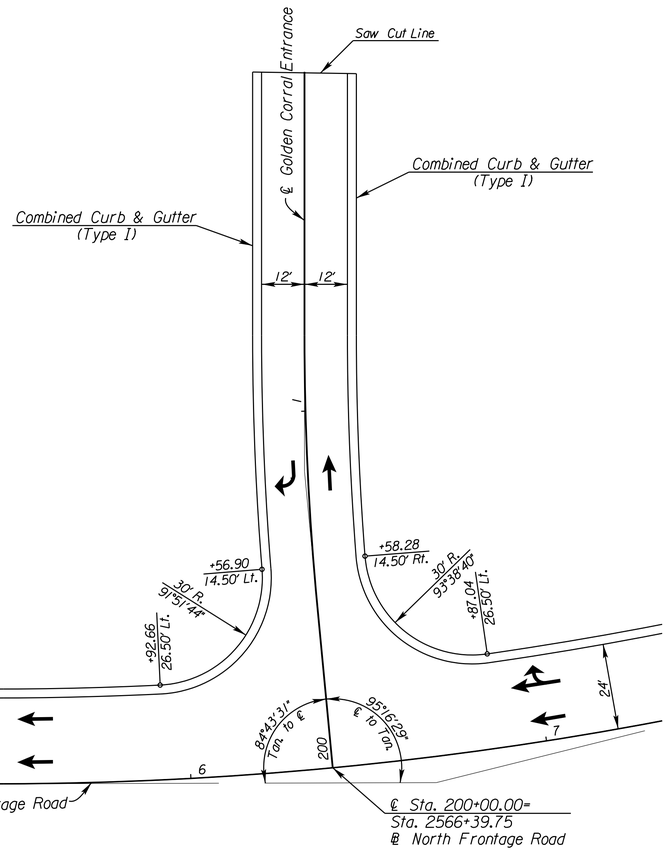
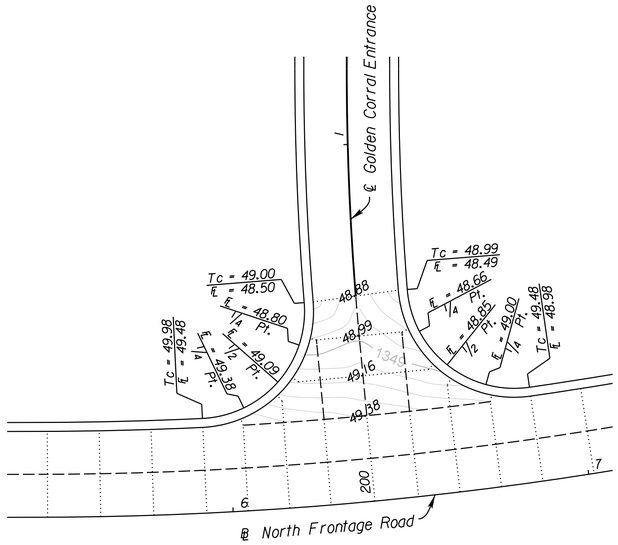
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	117	1055





NOTES:

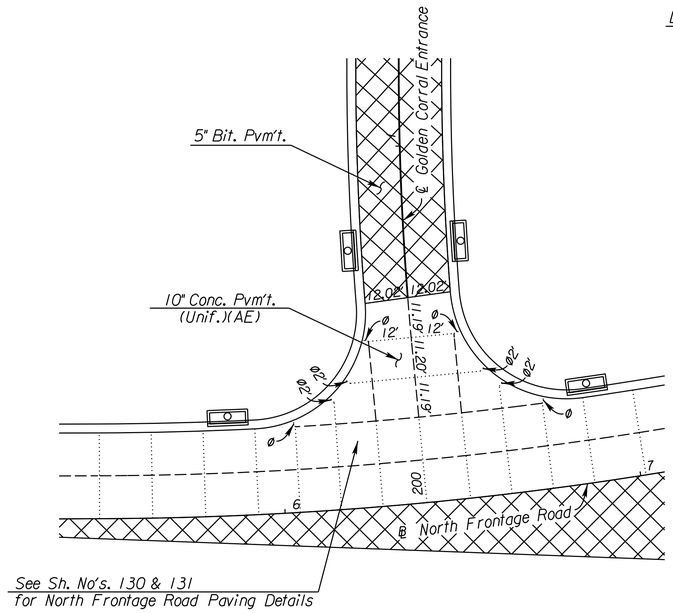
Contraction joints are measured at centerline of lanes and are radial to the curve unless otherwise noted.

Contraction Joint spacing will be 15' maximum along centerline of lanes unless otherwise noted.

Aspect ratio not to exceed 1.25:1 unless otherwise noted.

Contours are top of pavement and are at 0.10' intervals.

This layout is the suggested joint plan. The Contractor shall submit a joint plan to the Engineer for approval prior to beginning Concrete Pavement Construction.



LEGEND FOR CONCRETE PAVEMENT

- ..... Doweled Contraction Joint
- — — Longitudinal Joint
- ø Omit Dowel or Tie Bar
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- Asphalt Pavement

All stations and offsets are to back of curb.

CITY OF WICHITA

GOLDEN CORRAL ENTRANCE

INTERSECTION DETAILS

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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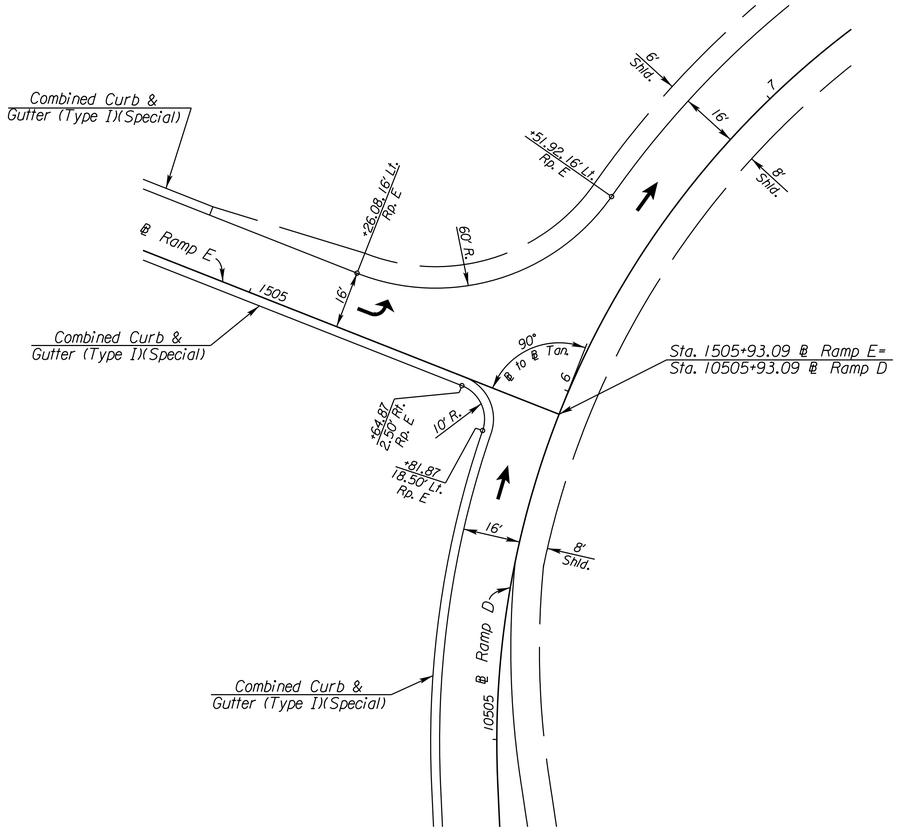
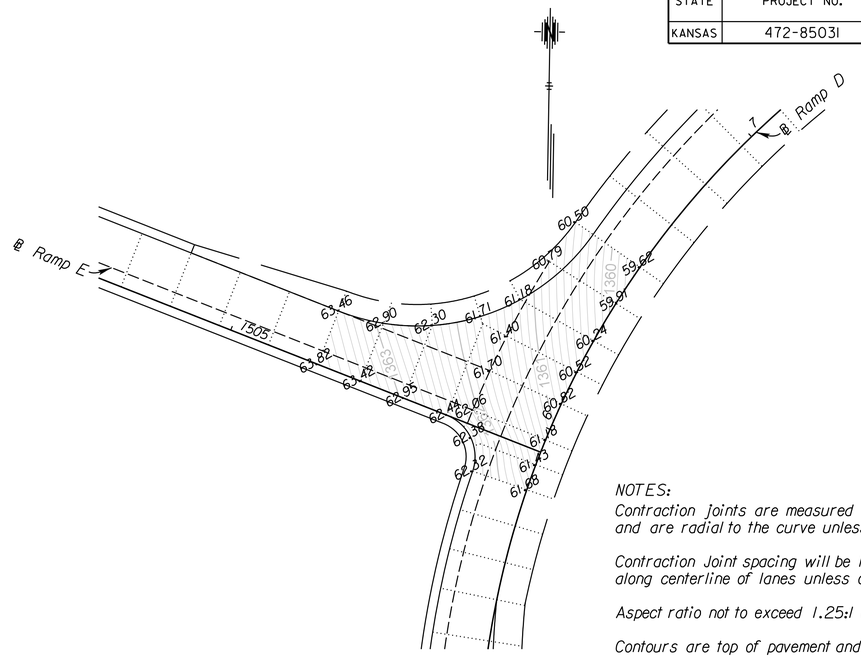
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	118	1055





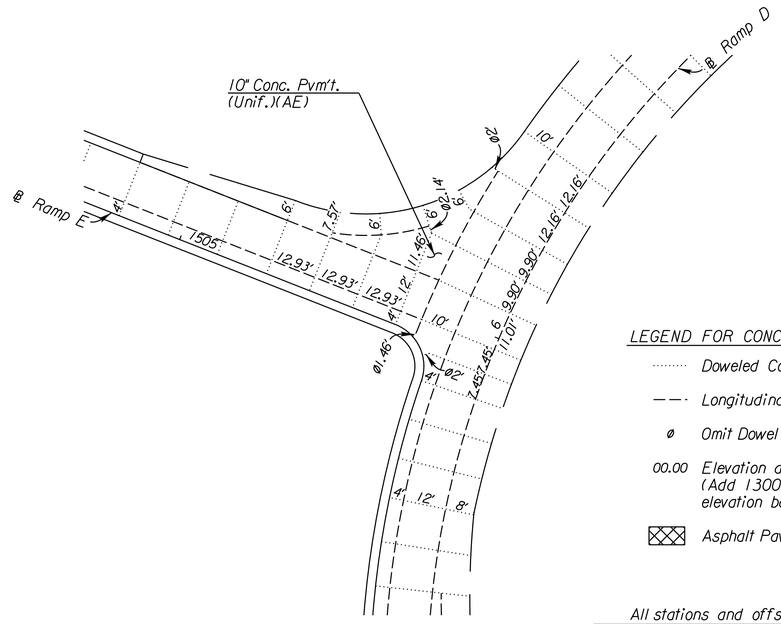
NOTES:
Contraction joints are measured at centerline of lanes and are radial to the curve unless otherwise noted.

Contraction Joint spacing will be 15' maximum along centerline of lanes unless otherwise noted.

Aspect ratio not to exceed 1.25:1 unless otherwise noted.

Contours are top of pavement and are at 0.10' intervals.

This layout is the suggested joint plan. The Contractor shall submit a joint plan to the Engineer for approval prior to beginning Concrete Pavement Construction.



LEGEND FOR CONCRETE PAVEMENT

- ..... Doweled Contraction Joint
- — — Longitudinal Joint
- ø Omit Dowel or Tie Bar
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- ▨ Asphalt Pavement

All stations and offsets are to back of curb.

CITY OF WICHITA

RAMP D & E

INTERSECTION DETAILS

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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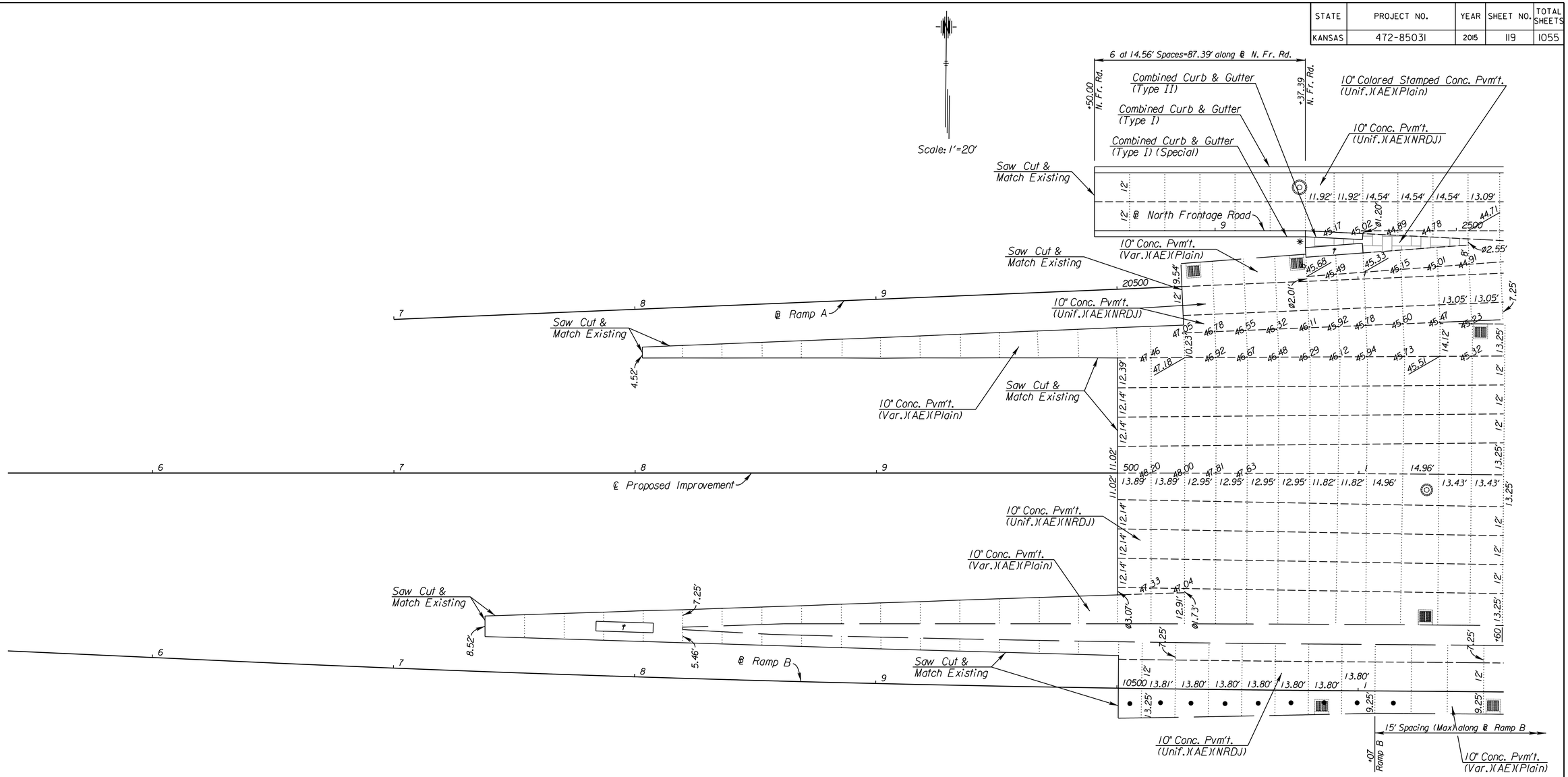

NOTES:
Contraction joints are measured at centerline of lanes and are radial to the curve unless otherwise noted.

Contraction Joint spacing will be 15' maximum along centerline of lanes unless otherwise noted.

Aspect ratio not to exceed 1.25:1 unless otherwise noted.

This layout is the suggested joint plan. The Contractor shall submit a joint plan to the Engineer for approval prior to beginning Concrete Pavement Construction.

LEGEND FOR CONCRETE PAVEMENT

- Doweled Contraction Joint
- Longitudinal Joint
- ø Omit Dowel or Tie Bar
- ✱ 5' Curb Transition
- • Reinforced Shoulder See Sh. No. 151 for details.
- Colored Stamped Concrete
- Asphalt Pavement
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- † 6" Concrete Pad for Impact Attenuator See Sh. No. 291 for details.

See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 23,65,66 & 67 for barrier locations.

CITY OF WICHITA

MAINLINE

PAVING DETAILS

STA. 495+50 TO STA. 501+50

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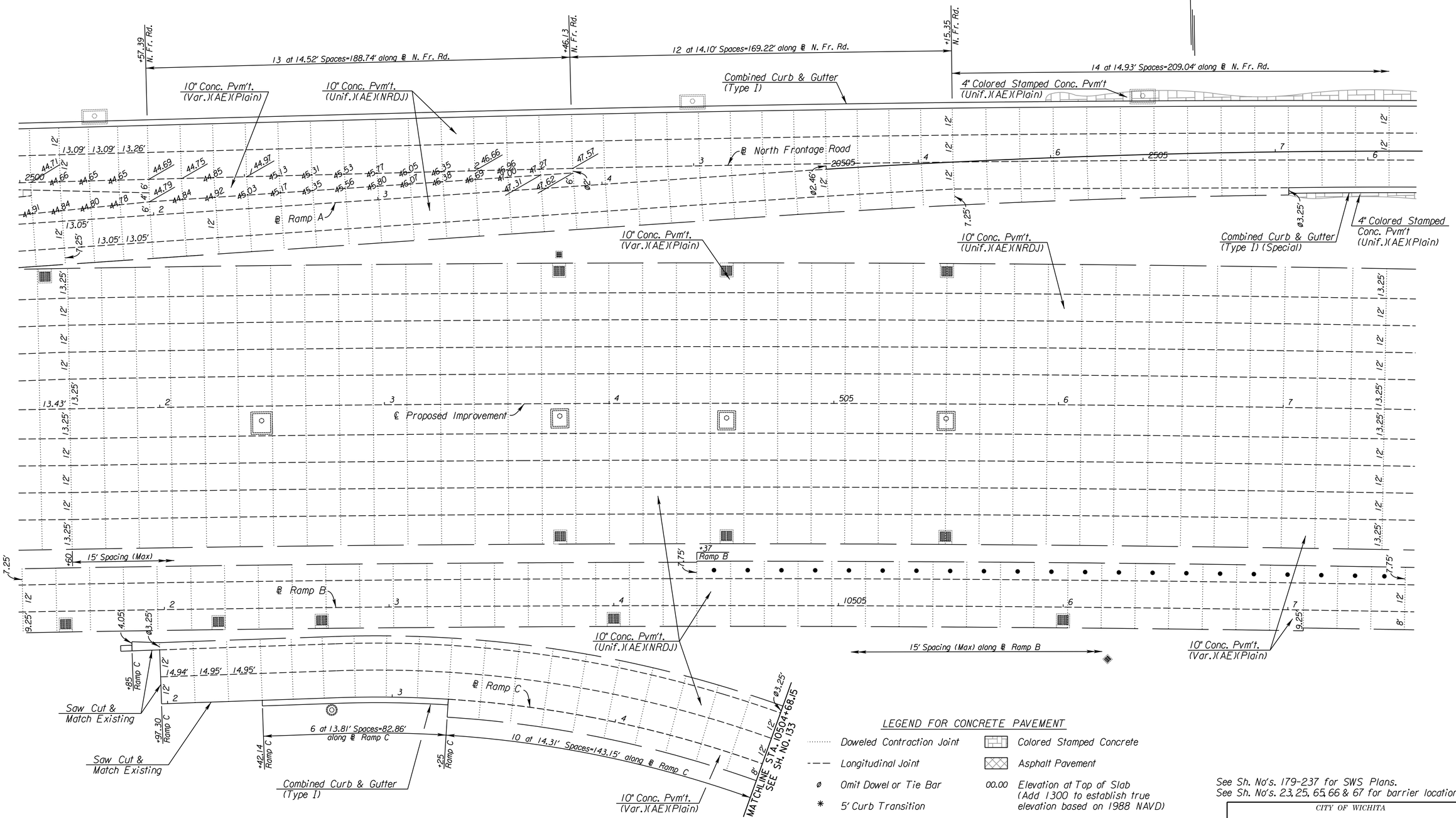
KANSAS	472-85031	2015	120	1055



LEGEND FOR CONCRETE PAVEMENT

.....	Doweled Contraction Joint	▦	Colored Stamped Concrete
– – –	Longitudinal Joint	▨	Asphalt Pavement
ø	Omit Dowel or Tie Bar	00.00	Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
*	5' Curb Transition		
•	Reinforced Shoulder See Sh. No. 151 for details.	†	6" Concrete Pad for Impact Attenuator See Sh. No. 291 for details.

See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 23, 25, 65, 66 & 67 for barrier locations.

CITY OF WICHITA

MAINLINE

PAVING DETAILS

STA. 501+50 TO STA. 507+50

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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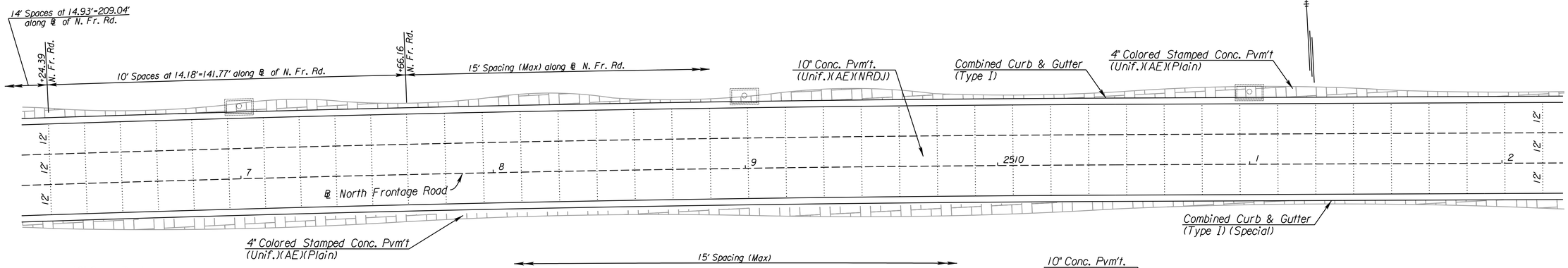

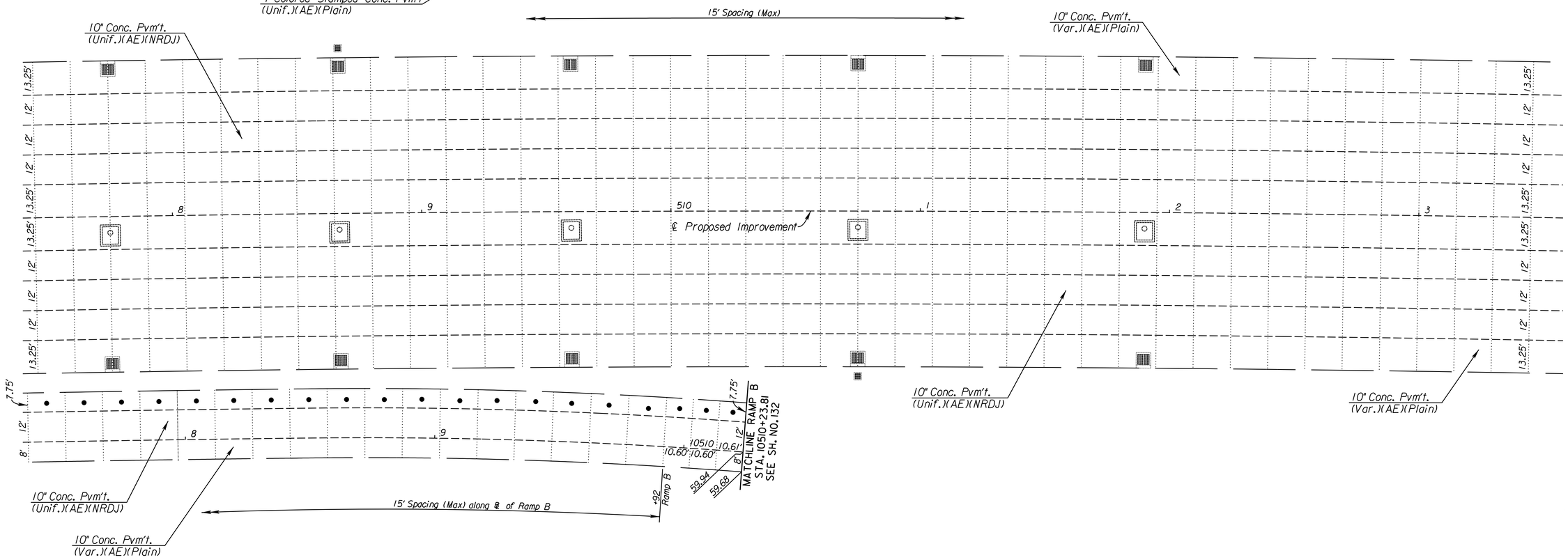

LEGEND FOR CONCRETE PAVEMENT

- ..... Doweled Contraction Joint
- – – – Longitudinal Joint
- ø Omit Dowel or Tie Bar
- * 5' Curb Transition
- • Reinforced Shoulder See Sh. No. 151 for details.
- Colored Stamped Concrete
- Asphalt Pavement
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- † 6" Concrete Pad for Impact Attenuator See Sh. No. 291 for details.

See Sh. No's. 179-237 for SWS Plans.
See Sh. No. 25 for barrier locations.

CITY OF WICHITA

MAINLINE

PAVING DETAILS

STA. 507+50 TO STA. 513+50

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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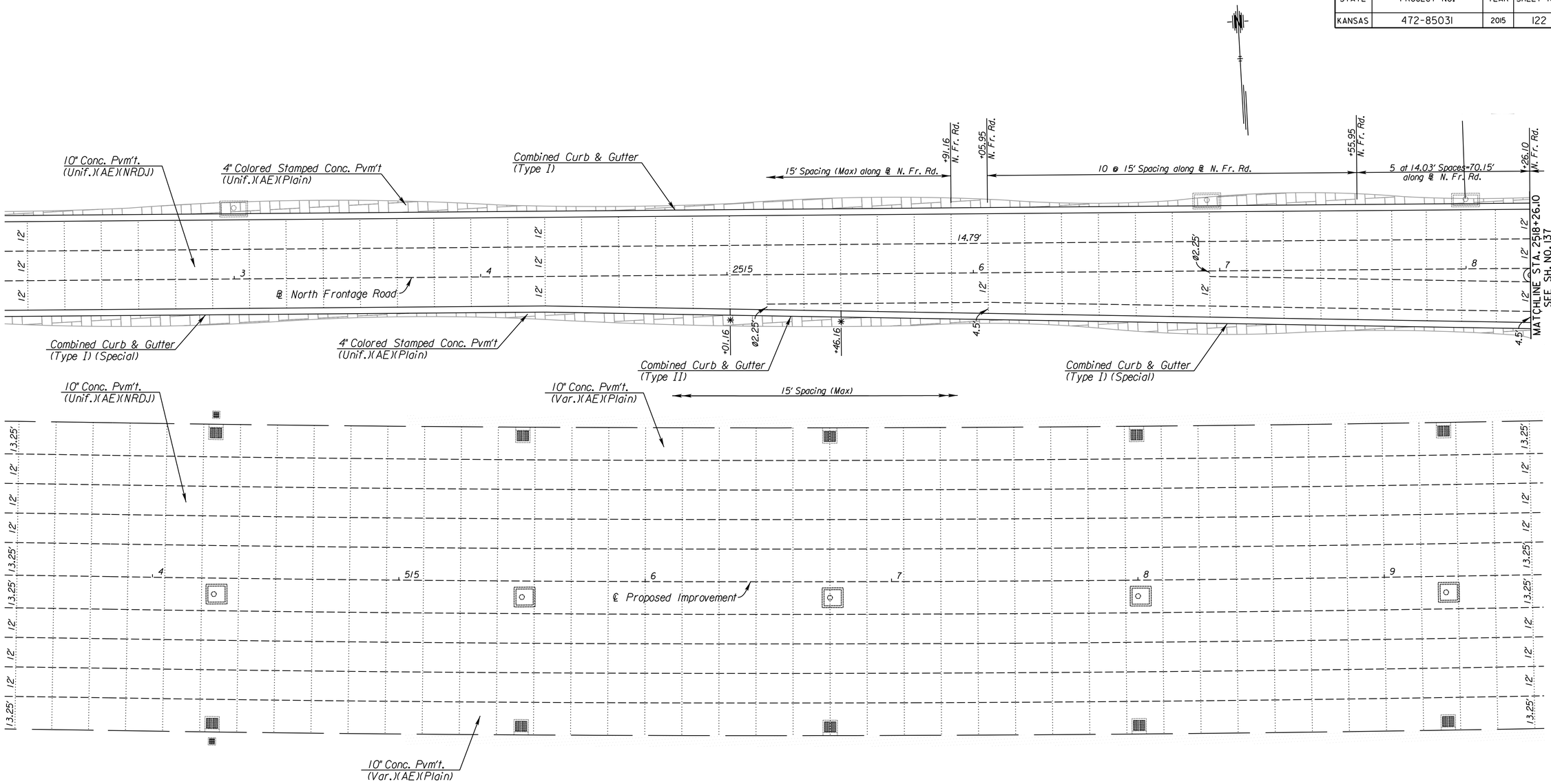
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	122	1055



LEGEND FOR CONCRETE PAVEMENT

.....	Doweled Contraction Joint		Colored Stamped Concrete
– – –	Longitudinal Joint		Asphalt Pavement
ø	Omit Dowel or Tie Bar	00.00	Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
*	5' Curb Transition		
•	Reinforced Shoulder See Sh. No. 151 for details.	†	6" Concrete Pad for Impact Attenuator See Sh. No. 291 for details.

See Sh. No's. 179-237 for SWS Plans.
See Sh. No. 25 for barrier locations.

CITY OF WICHITA

MAINLINE

PAVING DETAILS

STA. 513+50 TO STA. 519+50

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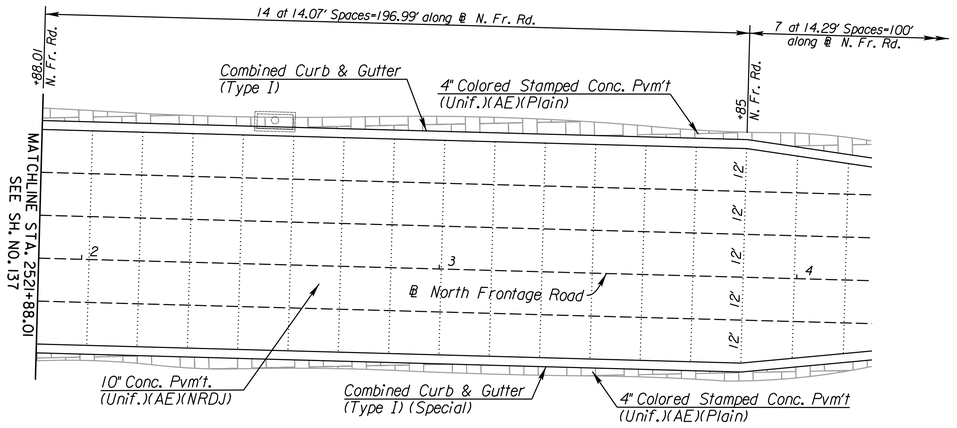

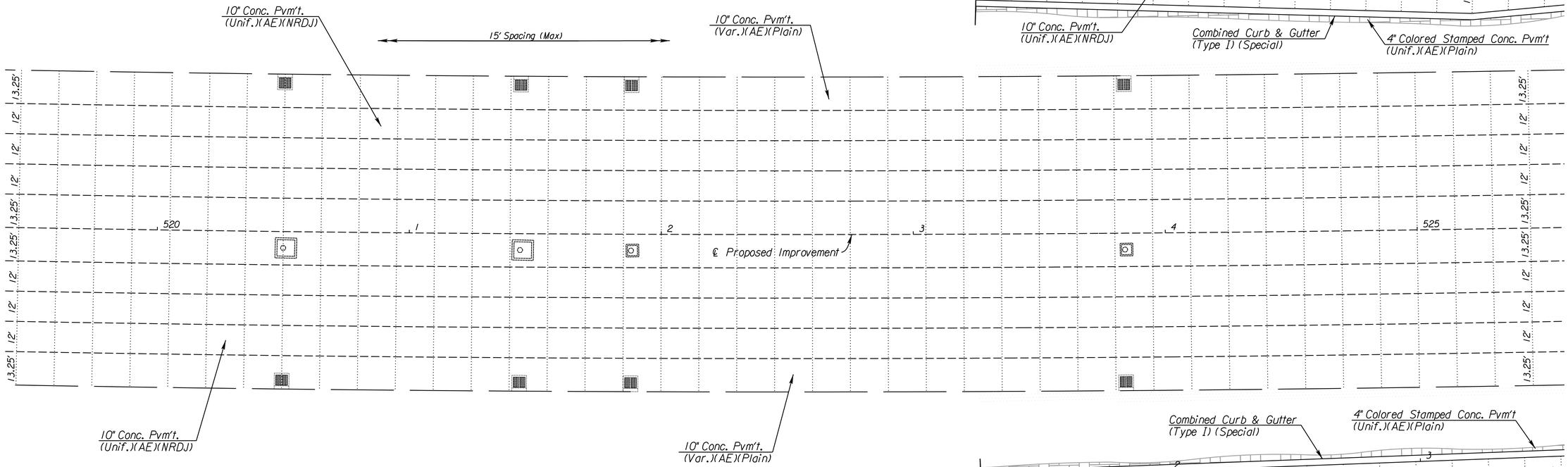

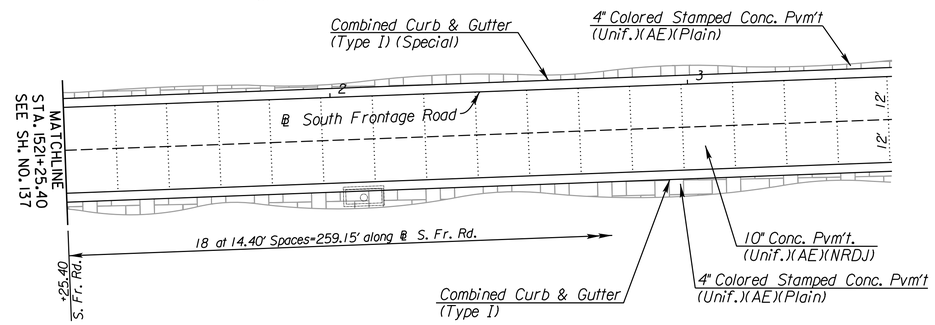

LEGEND FOR CONCRETE PAVEMENT

.....	Doweled Contraction Joint		Colored Stamped Concrete
- - -	Longitudinal Joint		Asphalt Pavement
ø	Omit Dowel or Tie Bar	00.00	Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
*	5' Curb Transition		
•	Reinforced Shoulder See Sh. No. 151 for details.	†	6" Concrete Pad for Impact Attenuator See Sh. No. 291 for details.

See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 25 & 27 for barrier locations.

CITY OF WICHITA

MAINLINE

PAVING DETAILS

STA. 519+50 TO STA. 525+50

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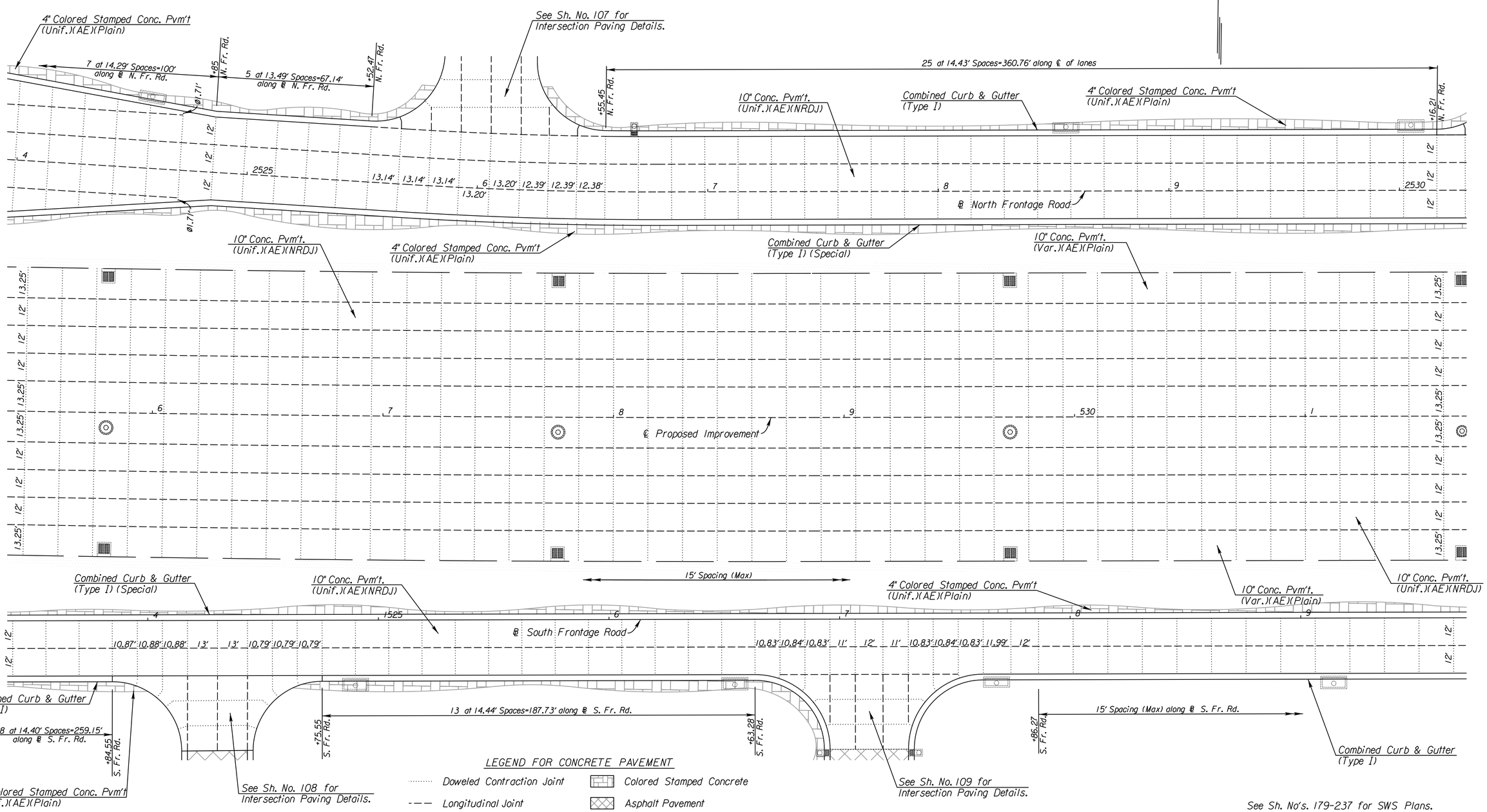
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	124	1055



LEGEND FOR CONCRETE PAVEMENT

.....	Doweled Contraction Joint		Colored Stamped Concrete
– – –	Longitudinal Joint		Asphalt Pavement
ø	Omit Dowel or Tie Bar	00.00	Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
*	5' Curb Transition		
•	Reinforced Shoulder See Sh. No. 151 for details.	†	6" Concrete Pad for Impact Attenuator See Sh. No. 291 for details.

See Sh. No's. 179-237 for SWS Plans.
See Sh. No. 27 for barrier locations.

CITY OF WICHITA

MAINLINE

PAVING DETAILS

STA. 525+50 TO STA. 531+50

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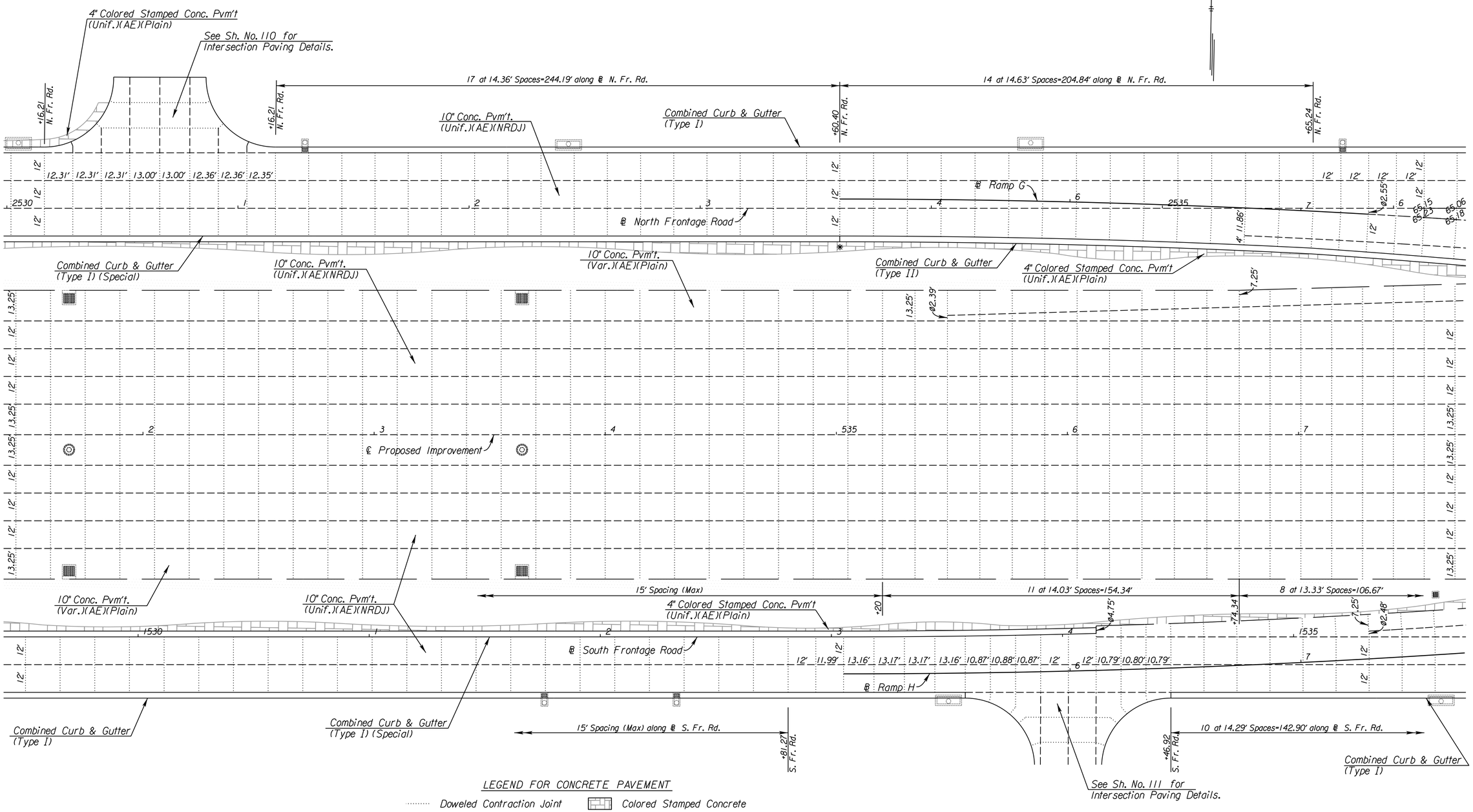

LEGEND FOR CONCRETE PAVEMENT

.....	Doweled Contraction Joint		Colored Stamped Concrete
– – –	Longitudinal Joint		Asphalt Pavement
ø	Omit Dowel or Tie Bar	00.00	Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
*	5' Curb Transition		
•	Reinforced Shoulder See Sh. No. 151 for details.	†	6" Concrete Pad for Impact Attenuator See Sh. No. 291 for details.

See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 27, 29 & 73 for barrier locations.

CITY OF WICHITA

MAINLINE

PAVING DETAILS

STA. 531+50 TO STA. 537+50

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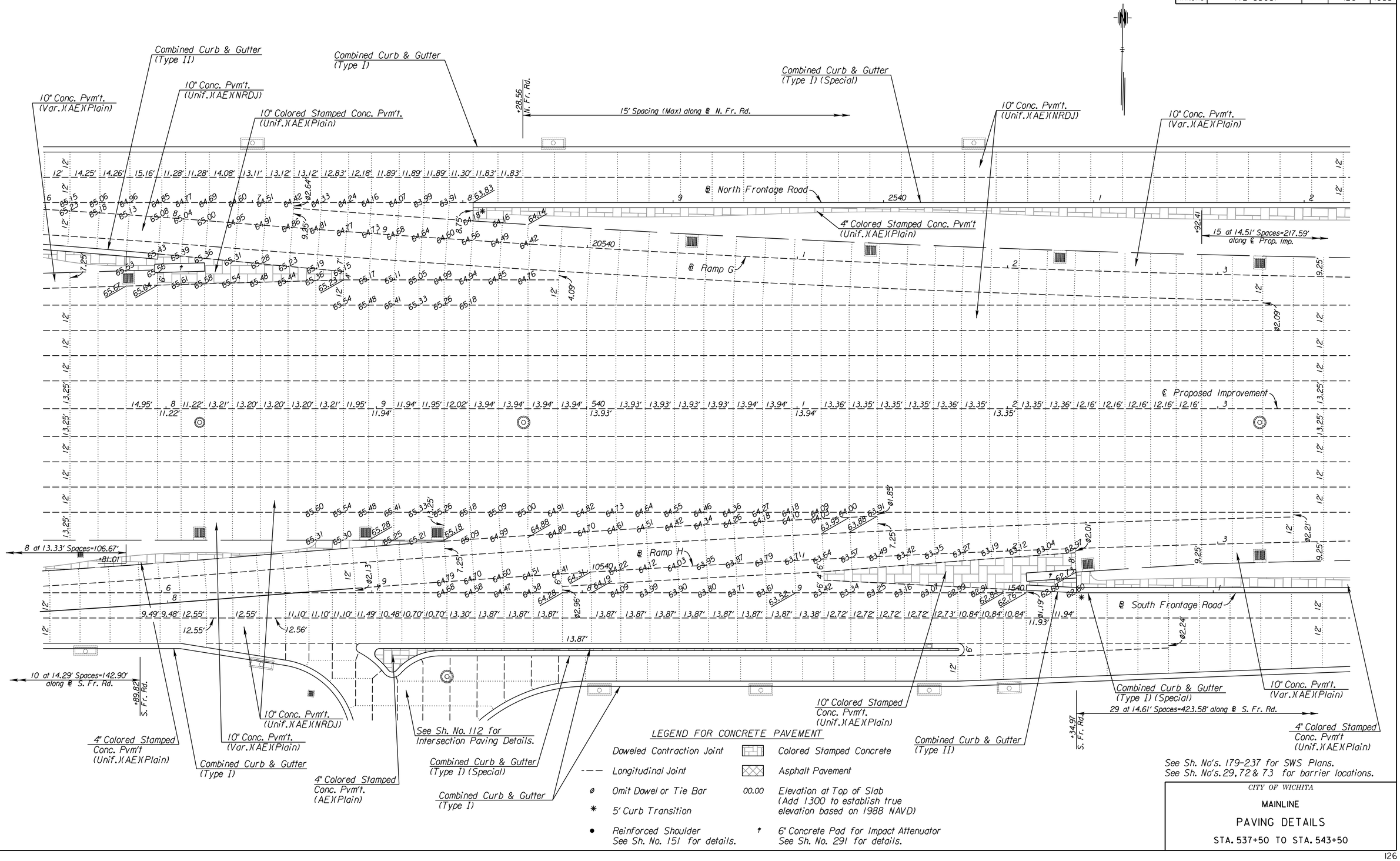

CITY OF WICHITA

MAINLINE

PAVING DETAILS

STA. 537+50 TO STA. 543+50

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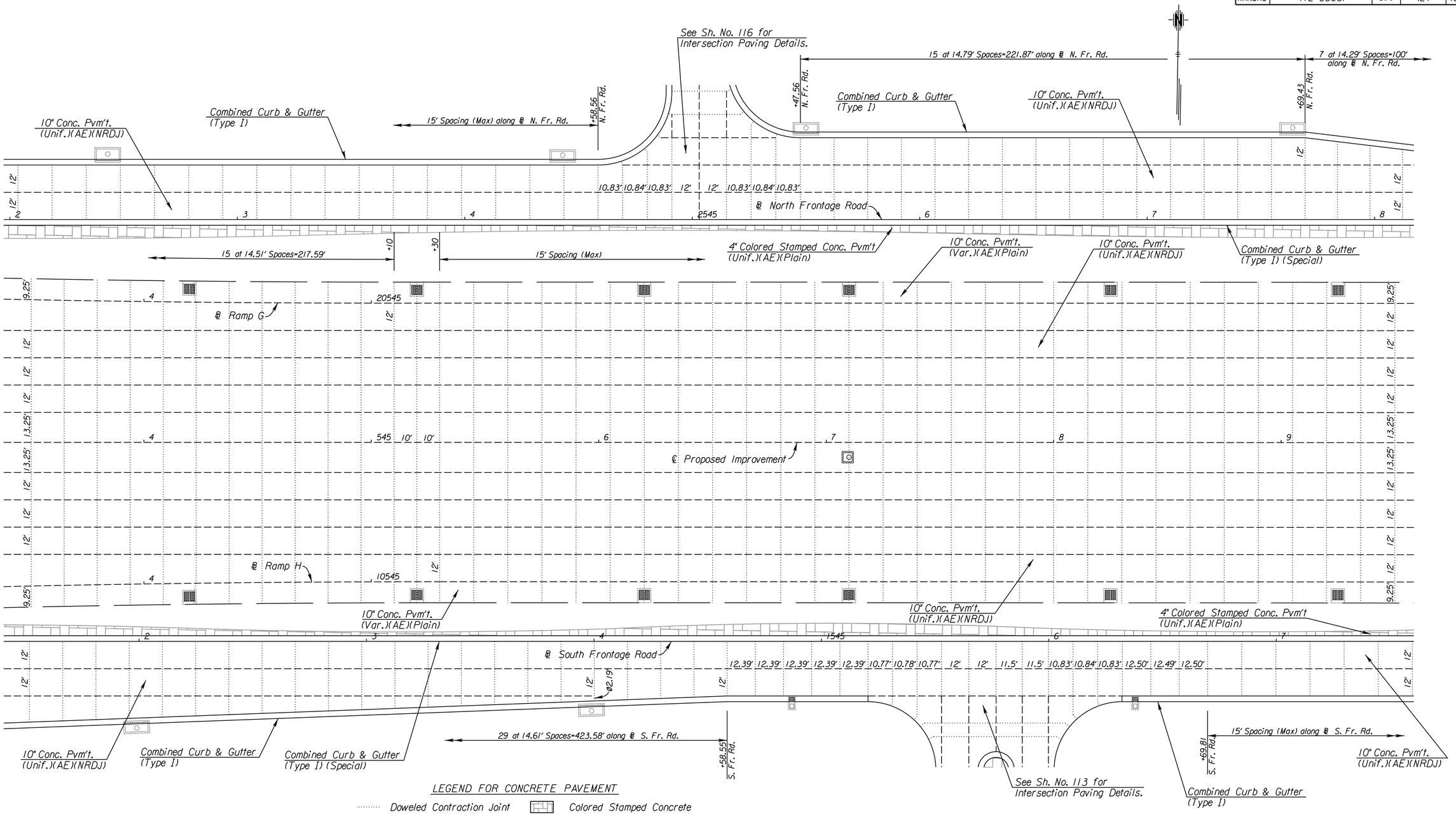
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	127	1055



LEGEND FOR CONCRETE PAVEMENT

.....	Doweled Contraction Joint		Colored Stamped Concrete
– – –	Longitudinal Joint		Asphalt Pavement
ø	Omit Dowel or Tie Bar	00.00	Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
*	5' Curb Transition		
•	Reinforced Shoulder See Sh. No. 151 for details.	†	6" Concrete Pad for Impact Attenuator See Sh. No. 291 for details.

See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 29,72& 73 for barrier locations.

CITY OF WICHITA

MAINLINE

PAVING DETAILS

STA. 543+50 TO STA. 549+50

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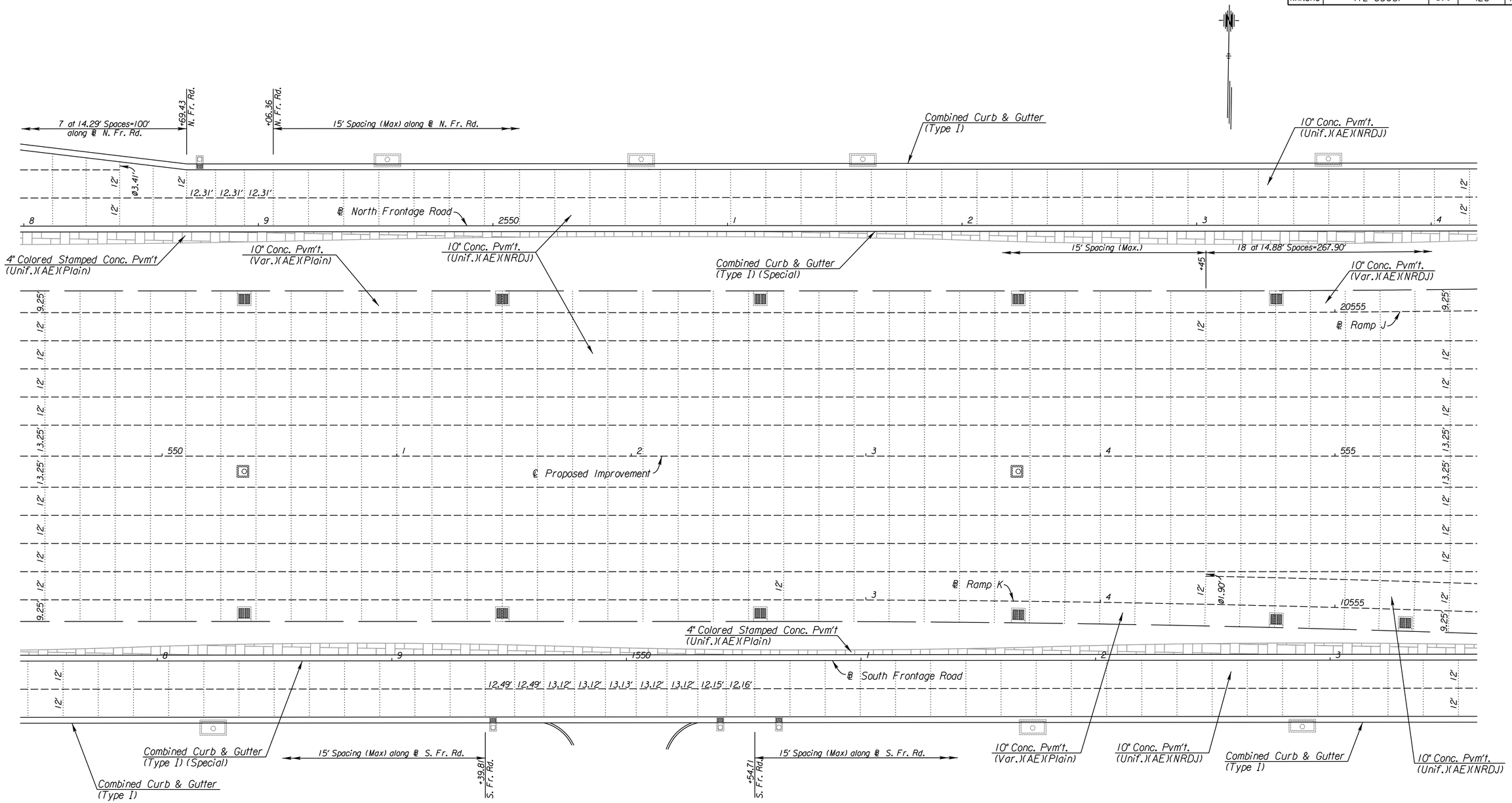
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	128	1055



LEGEND FOR CONCRETE PAVEMENT

- Doweled Contraction Joint
- Longitudinal Joint
- Ø Omit Dowel or Tie Bar
- ✱ 5' Curb Transition
- ● Reinforced Shoulder See Sh. No. 151 for details.
- Colored Stamped Concrete
- Asphalt Pavement
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- † 6" Concrete Pad for Impact Attenuator See Sh. No. 291 for details.

See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 29 & 31 for barrier locations.

CITY OF WICHITA

MAINLINE

PAVING DETAILS

STA. 549+50 TO STA. 555+50

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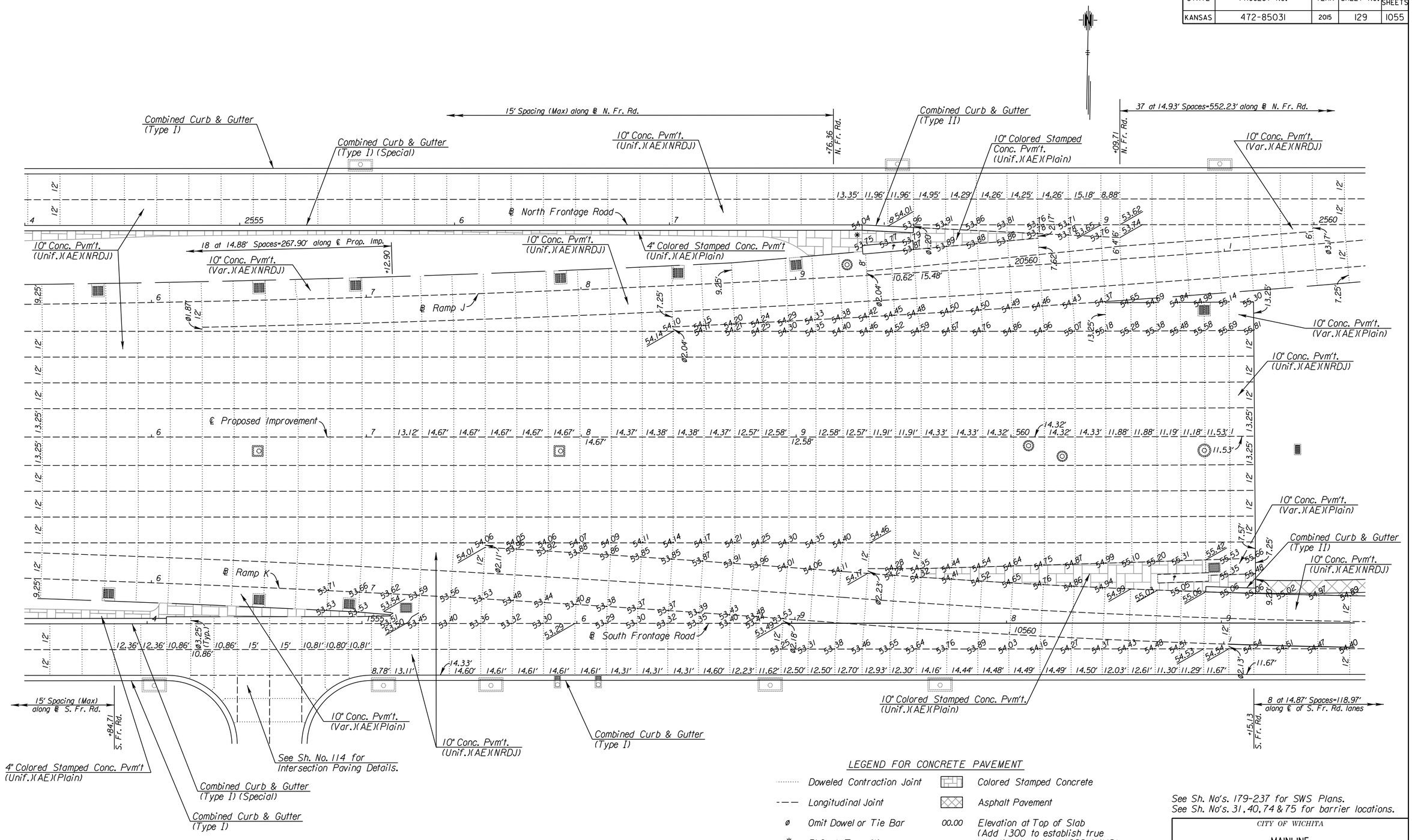

LEGEND FOR CONCRETE PAVEMENT

.....	Doweled Contraction Joint	▭	Colored Stamped Concrete
– – –	Longitudinal Joint	▨	Asphalt Pavement
ø	Omit Dowel or Tie Bar	00.00	Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
*	5' Curb Transition		
•	Reinforced Shoulder See Sh. No. 151 for details.	†	6" Concrete Pad for Impact Attenuator See Sh. No. 291 for details.

See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 31, 40, 74 & 75 for barrier locations.

CITY OF WICHITA

MAINLINE

PAVING DETAILS

STA. 555+50 TO STA. 561+50

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.

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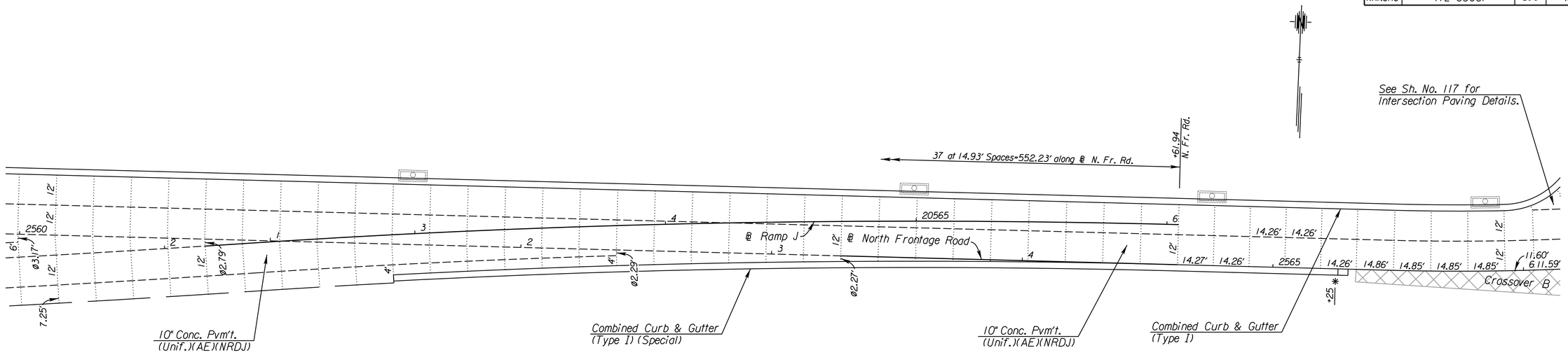

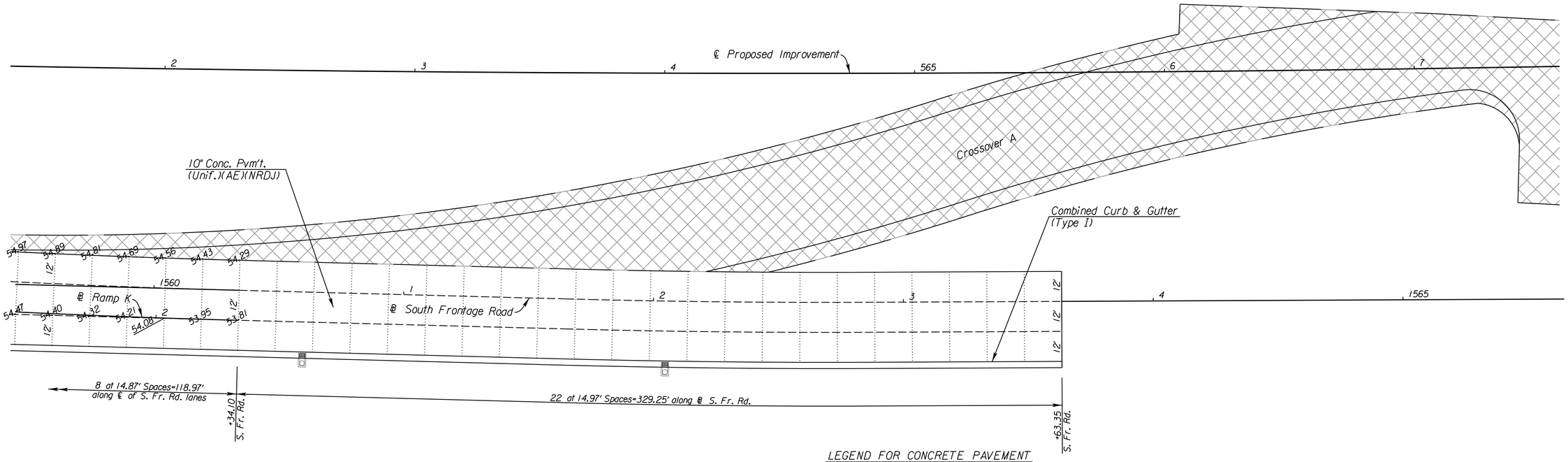

LEGEND FOR CONCRETE PAVEMENT

.....	Doweled Contraction Joint		Colored Stamped Concrete
– – –	Longitudinal Joint		Asphalt Pavement
ø	Omit Dowel or Tie Bar	00.00	Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
*	5' Curb Transition		
•	Reinforced Shoulder See Sh. No. 151 for details.	†	6" Concrete Pad for Impact Attenuator See Sh. No. 291 for details.

See Sh. No's. 179-237 for SWS Plans.
See Sh. No. 74 for barrier locations.

CITY OF WICHITA

MAINLINE

PAVING DETAILS

STA. 561+50 TO STA. 567+50

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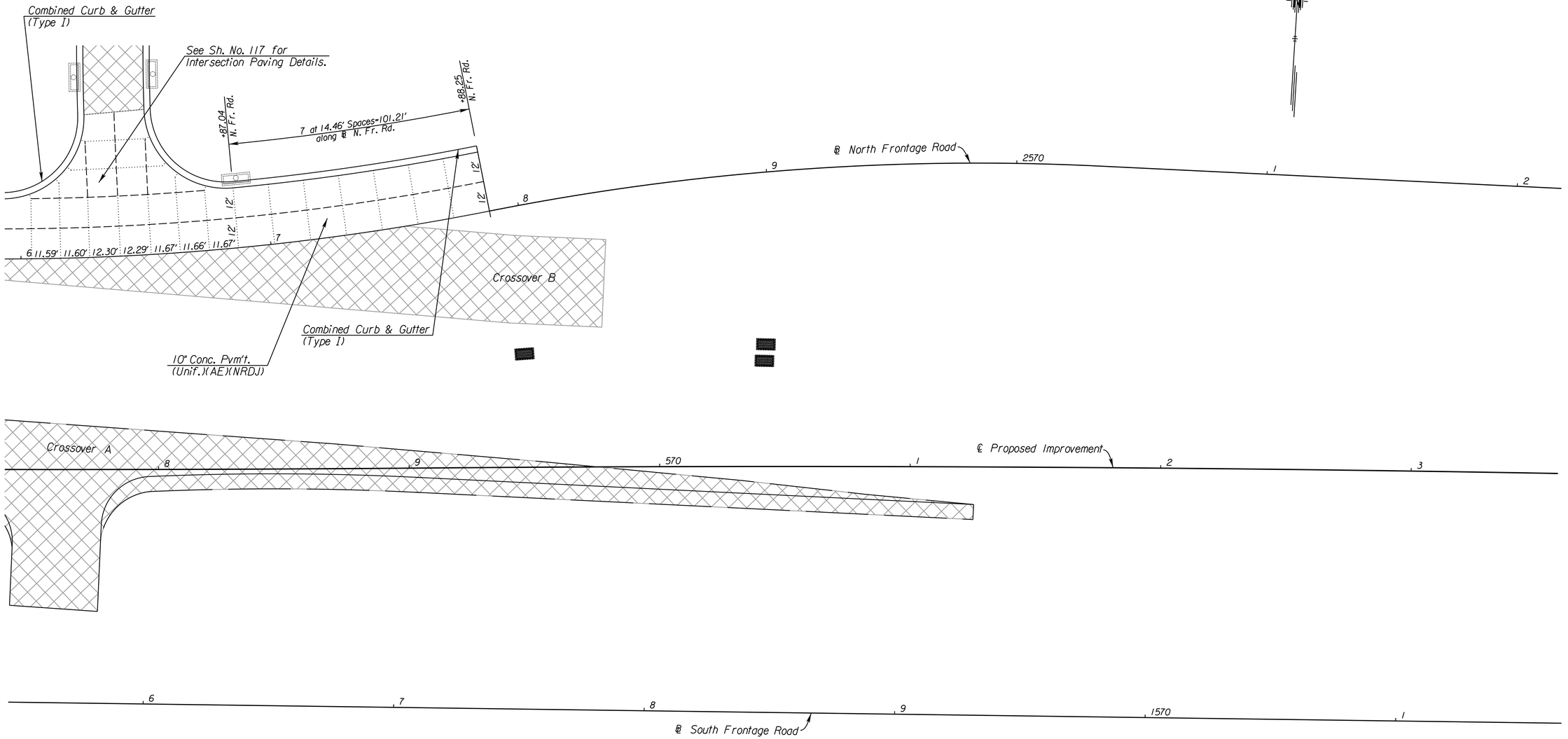
KANSAS	472-85031	2015	131	1055



LEGEND FOR CONCRETE PAVEMENT

.....	Doweled Contraction Joint		Colored Stamped Concrete
- - -	Longitudinal Joint		Asphalt Pavement
ø	Omit Dowel or Tie Bar	00.00	Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
*	5' Curb Transition		
•	Reinforced Shoulder See Sh. No. 151 for details.	†	6" Concrete Pad for Impact Attenuator See Sh. No. 291 for details.

See Sh. No's. 179-237 for SWS Plans.

CITY OF WICHITA

MAINLINE

PAVING DETAILS

STA. 567+50 TO STA. 573+50

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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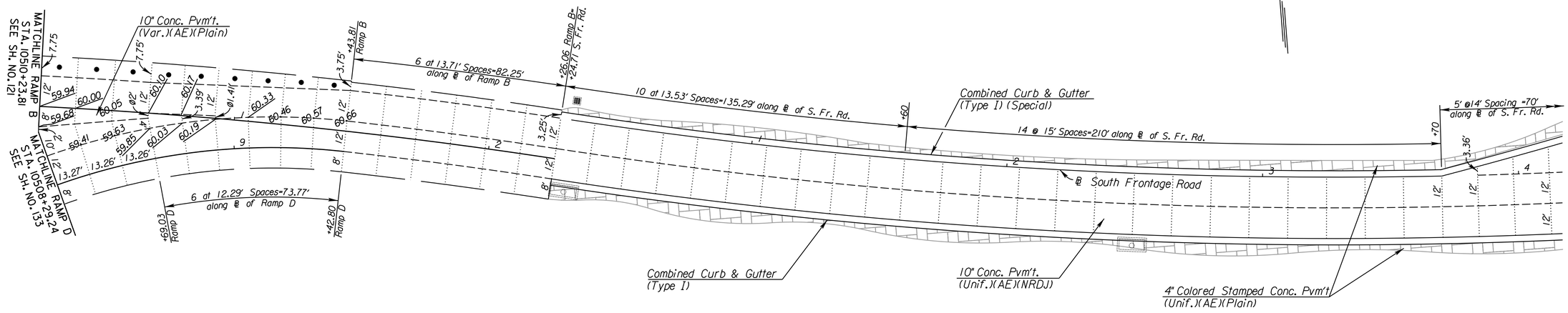
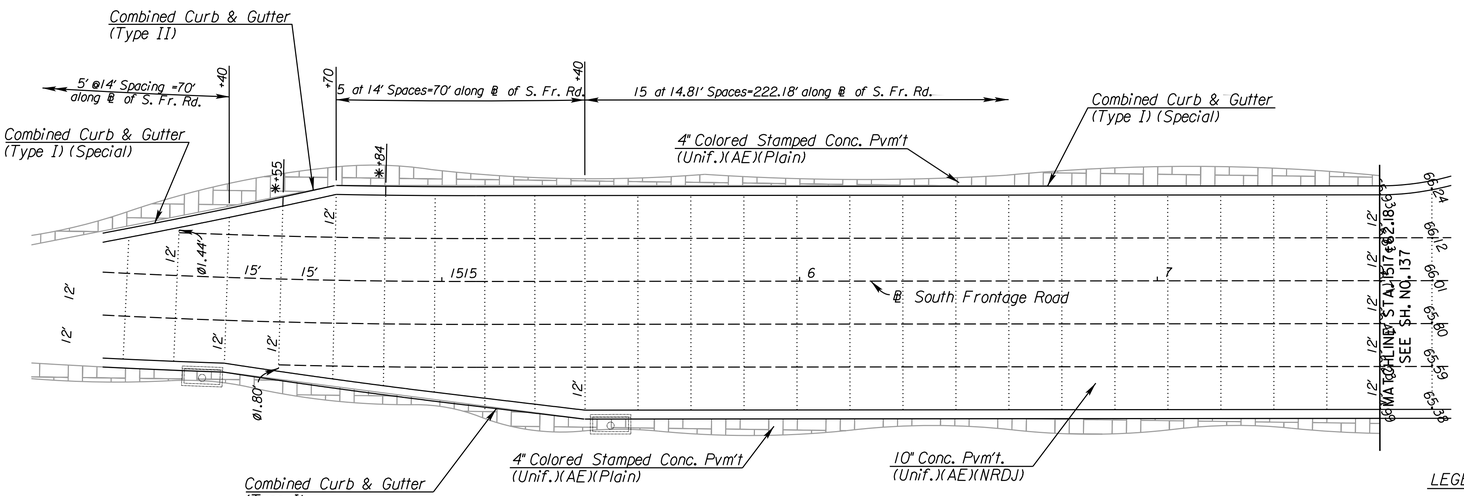
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	132	1055





LEGEND FOR CONCRETE PAVEMENT

- Doweled Contraction Joint
- Longitudinal Joint
- ø Omit Dowel or Tie Bar
- ✱ 5' Curb Transition
- ● Reinforced Shoulder See Sh. No. 151 for details.
- Colored Stamped Concrete
- Asphalt Pavement
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- † 6" Concrete Pad for Impact Attenuator See Sh. No. 291 for details.

See Sh. No's. 179-237 for SWS Plans.
See Sh. No. 66 for barrier locations.

CITY OF WICHITA

SOUTH FRONTAGE ROAD

PAVING DETAILS

STA. 1509+40.62 TO STA. 1517+62.18

132

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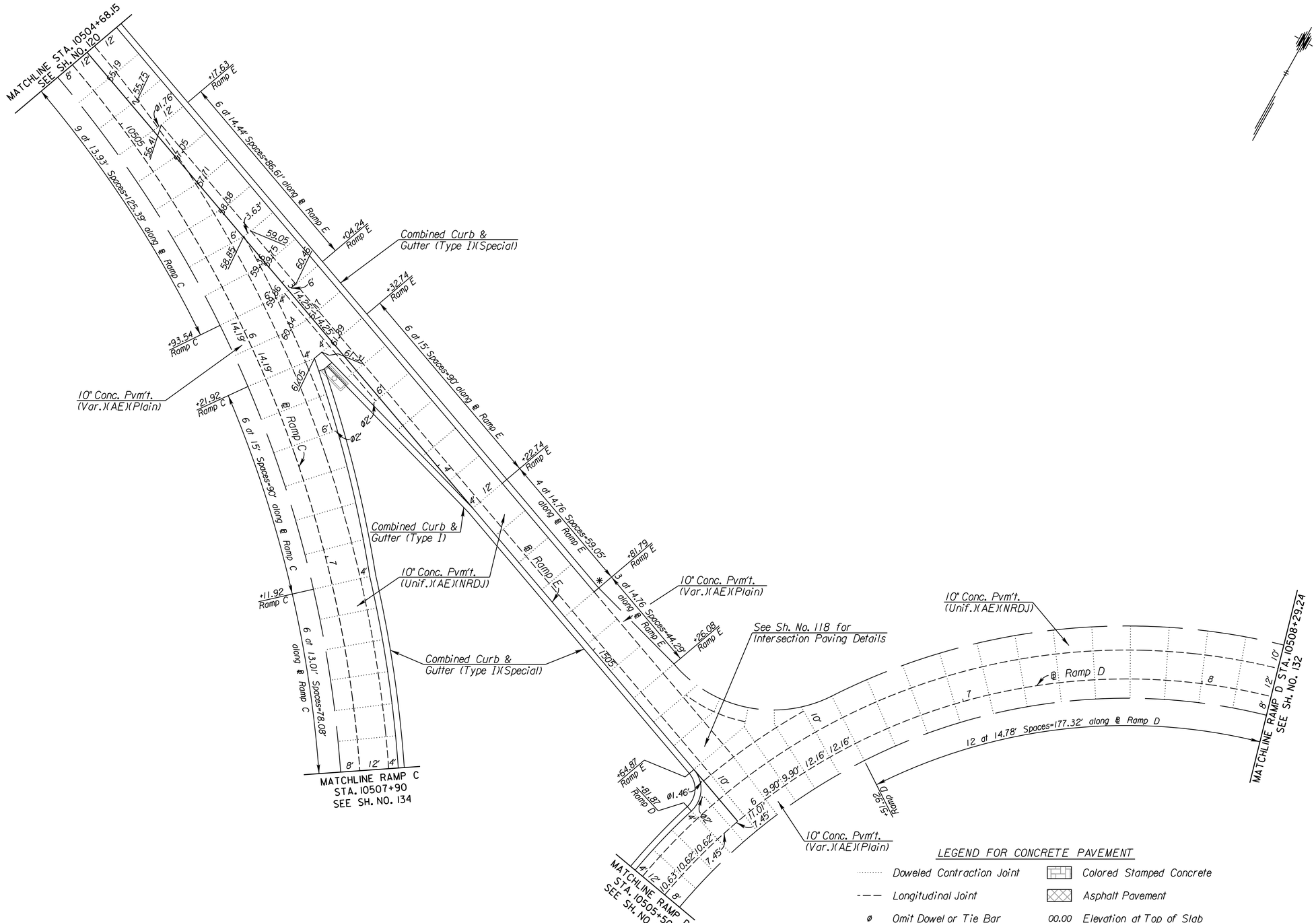
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	133	1055



LEGEND FOR CONCRETE PAVEMENT

- ..... Doweled Contraction Joint
- – – – Longitudinal Joint
- Ø Omit Dowel or Tie Bar
- * 5' Curb Transition
- • Reinforced Shoulder See Sh. No. 151 for details.
- Colored Stamped Concrete
- Asphalt Pavement
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
- † 6" Concrete Pad for Impact Attenuator See Sh. No. 291 for details.

See Sh. No's. 179-237 for SWS Plans.

CITY OF WICHITA

RAMPS C, D & E

PAVING DETAILS

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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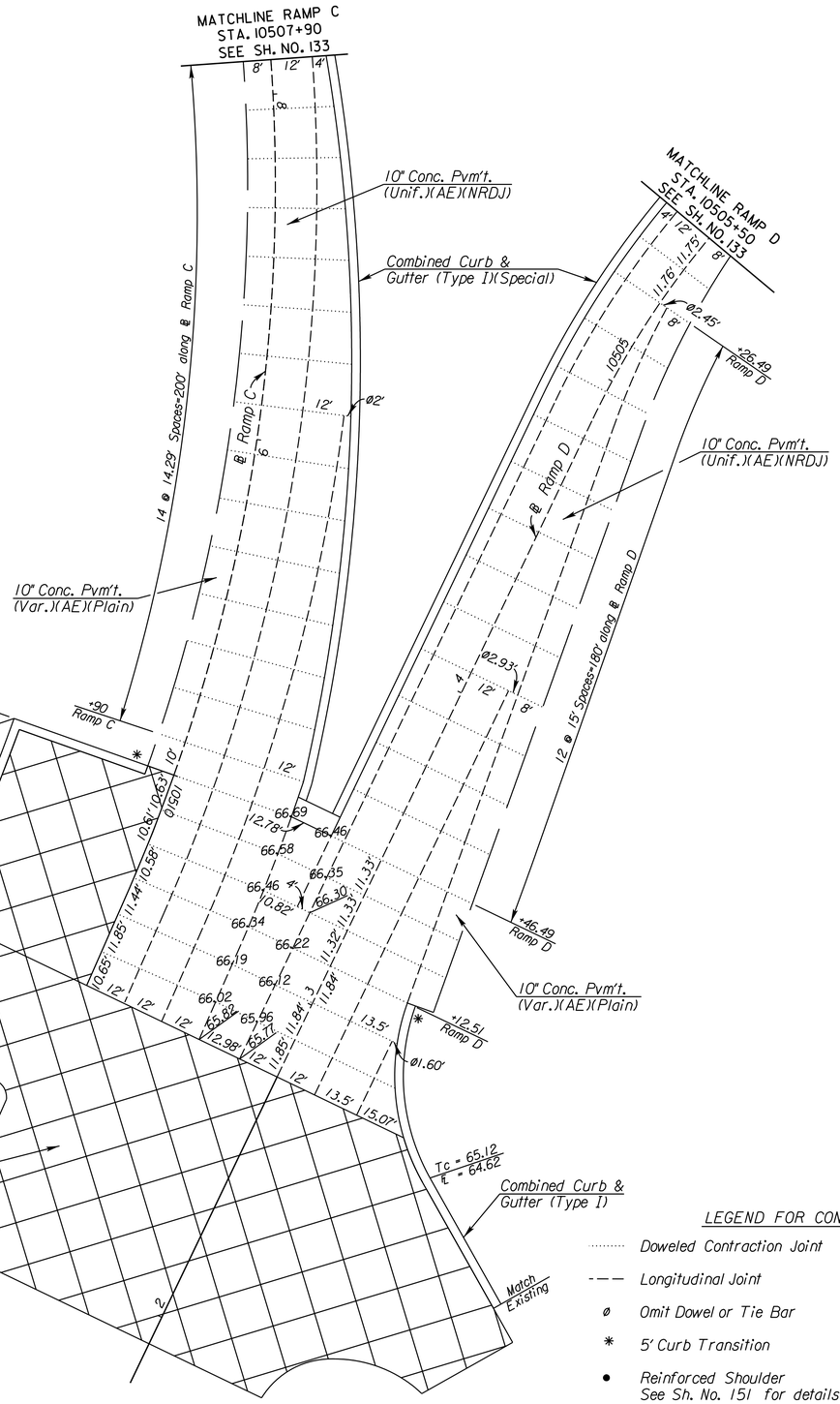
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	134	1055



LEGEND FOR CONCRETE PAVEMENT

.....	Doweled Contraction Joint		Colored Stamped Concrete
– – –	Longitudinal Joint		Asphalt Pavement
ø	Omit Dowel or Tie Bar	00.00	Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)
*	5' Curb Transition		
•	Reinforced Shoulder See Sh. No. 151 for details.	†	6" Concrete Pad for Impact Attenuator See Sh. No. 291 for details.

See Sh. No's. 179-237 for SWS Plans.

CITY OF WICHITA

RAMPS C & D

PAVING DETAILS

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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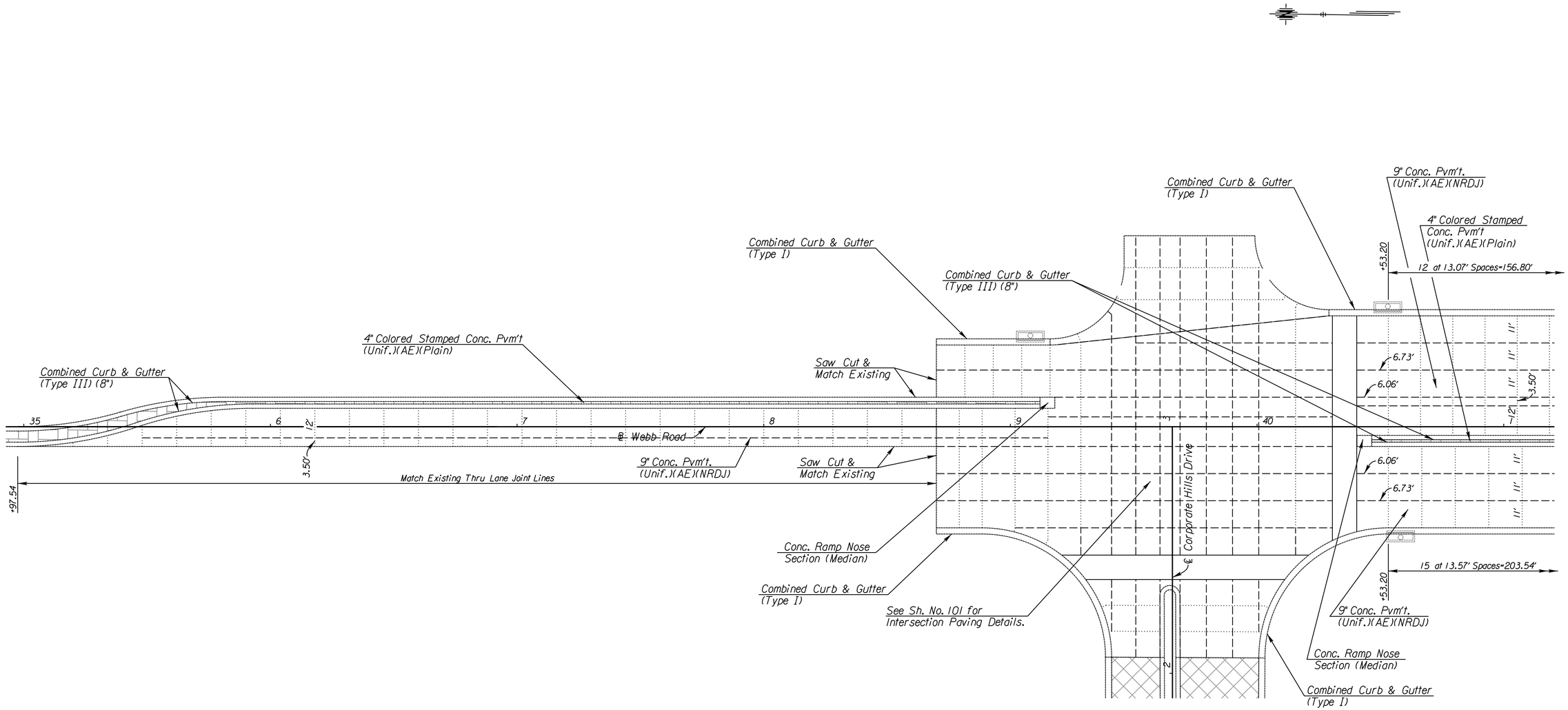
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	135	1055



LEGEND FOR CONCRETE PAVEMENT

- Doweled Contraction Joint
- Longitudinal Joint
- ø Omit Dowel or Tie Bar
- Colored Stamped Concrete
- Colored Stamped Concrete
- Asphalt Pavement
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)

See Sh. No's. 179-237 for SWS Plans.

CITY OF WICHITA

WEBB ROAD

PAVING DETAILS

STA. 38+70 TO STA. 41+00

SURV.	-	PLOT	CADD	DES.	DR.	-	TR.	-	CKD.	-	APP.	-

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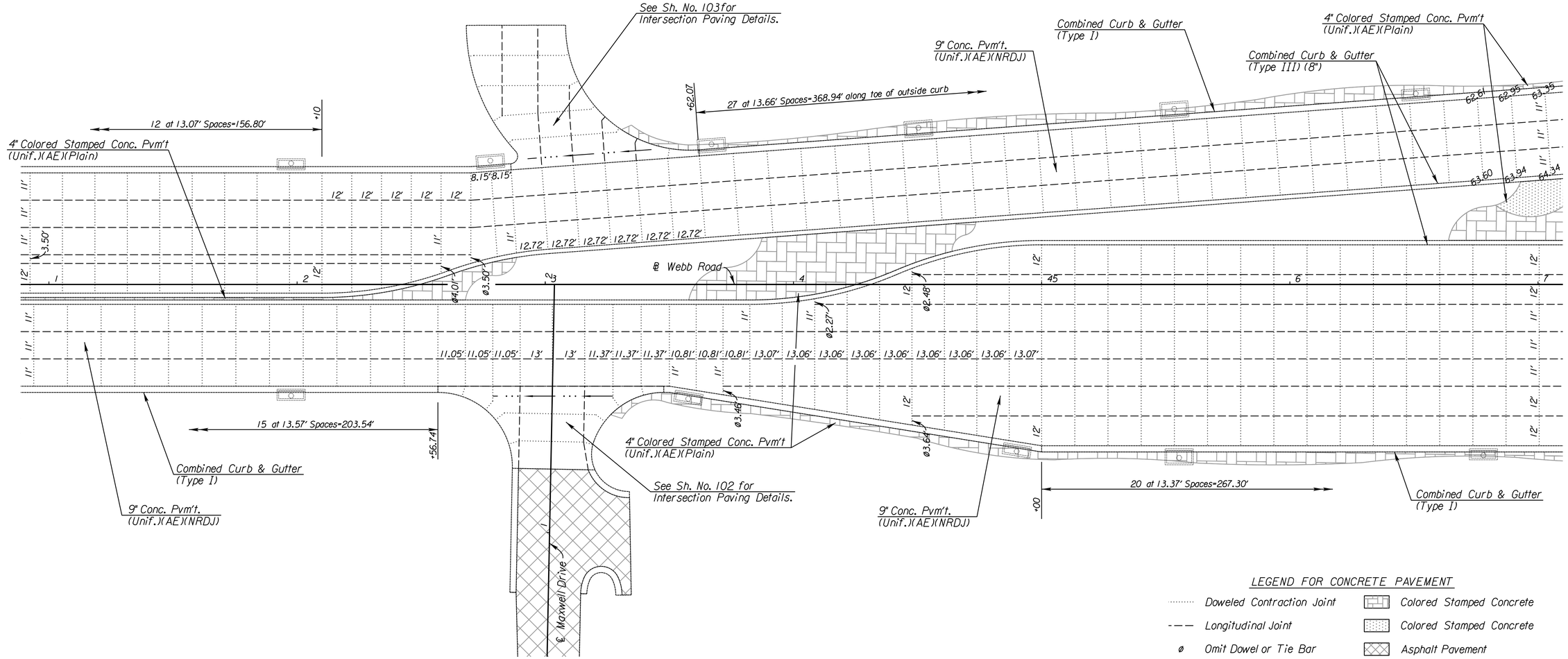
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	136	1055



LEGEND FOR CONCRETE PAVEMENT

..... Doweled Contraction Joint	Colored Stamped Concrete
– – – Longitudinal Joint	Colored Stamped Concrete
ø Omit Dowel or Tie Bar	Asphalt Pavement
	00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)

See Sh. No's. 179-237 for SWS Plans.

CITY OF WICHITA

WEBB ROAD

PAVING DETAILS

STA. 41+00 TO STA. 47+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	137	1055

Revised Plans

MATCHLINE STA. 2521+88.01
SEE SH. NO. 123

MATCHLINE STA. 1521+25.40
SEE SH. NO. 123

4" Colored Stamped Conc. Pvmt. (Unif.)(AE)(Plain)

10" Conc. Pvmt. (Unif.)(AE)

Combined Curb & Gutter (Type I)

Concrete Bridge Approach Pvm't. See Sheet No.'s 144 & 145

4" Colored Stamped Conc. Pvmt. (Unif.)(AE)(Plain)

4" Colored Stamped Conc. Pvm't (Unif.)(AE)(Plain)

27 at 13.66' Spaces=368.94' along toe of outside curb

6 at 12.75' Spaces=76.49' along toe of outside curb

+67.30

+67.30

12' 12' 15.02' 12' 12' 17.61'

15.02' 15.09' 14.95' 15.02' 15.02' 11.08' 10.15'

8.88'

7.54'

9.37' 11.83' 12' 12' 12' 12' 9.03' 8.60'

Combined Curb & Gutter (Type III) (8")

10" Conc. Pvmt. (Unif.)(AE)

Combined Curb & Gutter (Type III) (8")

9" Conc. Pvmt. (Unif.)(AE)(NRDJ)

10" Conc. Pvmt. (Unif.)(AE)

2520

@ Webb Road

@ North Frontage Road

@ South Frontage Road

11.92' 11.92' 11.92' 10.98'

9.81' 12' 12' 12' 12' 9.03' 6.91'

7.42'

10" Conc. Pvmt. (Unif.)(AE)

Combined Curb & Gutter (Type III) (8")

Combined Curb & Gutter (Type III) (8")

11.71' 12' 12' 12' 11.79' 10.82'

10.57'

4.95' 12.15'

20 at 13.37' Spaces=267.30'

+67.30

Combined Curb & Gutter (Type I)

4" Colored Stamped Conc. Pvmt. (Unif.)(AE)(Plain)

9.90' 9.90'

5.89'

12' 12' 12.66' 12.66' 12.66' 12.66' 12.66' 12.66' 12.87' 12.98' 12.95'

10.92' 10.92' 12.92' 12.92'

4" Colored Stamped Conc. Pvm't. (Unif.)(AE)(Plain)

Concrete Bridge Approach Pvm't. See Sheet No.'s 146 & 147

4" Colored Stamped Conc. Pvmt. (Unif.)(AE)(Plain)

10" Conc. Pvmt. (Unif.)(AE)

MATCHLINE STA. 2518+26.10
SEE SH. NO. 122

MATCHLINE STA. 1517+62.18
SEE SH. NO. 132

4" Colored Stamped Conc. Pvmt. (Unif.)(AE)(Plain)

8.94'

4" Colored Stamped Conc. Pvm't. (Unif.)(AE)(Plain)

12' 12' 13.42' 13.42' 13.62' 13.42' 13.52' 10.84' 10.84' 10.40'

Combined Curb & Gutter (Type I)

4" Colored Stamped Conc. Pvmt. (Unif.)(AE)(Plain)

14 at 13.31' Spaces=186.34'

+73.16

+09.92

7 at 13.09' Spaces=91.65'

+18.26

4.72'

15.88'

10.44' 12' 12' 12' 11.98' 10.90'

Combined Curb & Gutter (Type III) (8")

10" Conc. Pvmt. (Unif.)(AE)

9" Conc. Pvmt. (Unif.)(AE)(NRDJ)

Combined Curb & Gutter (Type III) (8")

10" Conc. Pvmt. (Unif.)(AE)

11.51' 11.51' 11.51'

8.50' 12.73' 14.35' 14.35' 14.60' 14.60' 14.60'

Combined Curb & Gutter (Type I)

10" Conc. Pvmt. (Unif.)(AE)

11.71' 12' 12' 12'

LEGEND FOR CONCRETE PAVEMENT

- Doweled Contraction Joint
- Longitudinal Joint
- ø Omit Dowel or Tie Bar
- Colored Stamped Concrete
- Colored Stamped Concrete
- Asphalt Pavement
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)

3 6/08/2015 Revised Pavement Label

See Sh. No's. 144-147 for Bridge Approach Pavement.
See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 376 - 452 for Bridge Details.

CITY OF WICHITA

WEBB ROAD

PAVING DETAILS

STA. 47+00 TO STA. 53+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	138	1055

MATCHLINE STA. 2521+88.01
SEE SH. NO. 123

MATCHLINE STA. 1521+25.40
SEE SH. NO. 123

Combined Curb & Gutter
(Type I)

Combined Curb & Gutter
(Type III) (8")

Combined Curb & Gutter
(Type I)

Combined Curb & Gutter
(Type III) (8")

Combined Curb & Gutter
(Type I)

Combined Curb & Gutter
(Type I)

Tc = 67.11
E = 66.61

E 1/4 Pt. = 66.85

E 1/2 Pt. = 66.96

E 1/4 Pt. = 66.90

Tc = 67.17
E = 66.67

Tc = 67.13
E = 66.63

E 1/4 Pt. = 66.92

E 1/2 Pt. = 67.06

E 1/4 Pt. = 67.04

Tc = 67.35
E = 66.85

Tc = 65.55
E = 65.05

E 1/4 Pt. = 65.85

E 1/2 Pt. = 66.02

E 1/4 Pt. = 65.76

Tc = 65.60
E = 65.10

Tc = 65.89
E = 66.39

E 1/4 Pt. = 66.59

E 1/2 Pt. = 66.75

E 1/4 Pt. = 66.51

Tc = 66.50
E = 66.00

@ Webb Road

North Frontage Road

South Frontage Road

1368

1369

2520

50

2

3

9

MATCHLINE STA. 2518+26.10
SEE SH. NO. EKIPAVFN03A

MATCHLINE STA. 1517+62.18
SEE SH. NO. 132

LEGEND FOR CONCRETE PAVEMENT

- Doweled Contraction Joint
- Longitudinal Joint
- ø Omit Dowel or Tie Bar
- Colored Stamped Concrete
- Asphalt Pavement
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)

See Sh. No's. 179-237 for SWS Plans.
See Sh. No's. 25& 27 for barrier locations.
See Sh. No's. 376 - 452 for Bridge Details.

CITY OF WICHITA

WEBB ROAD

PAVING DETAILS

STA. 47+00 TO STA. 53+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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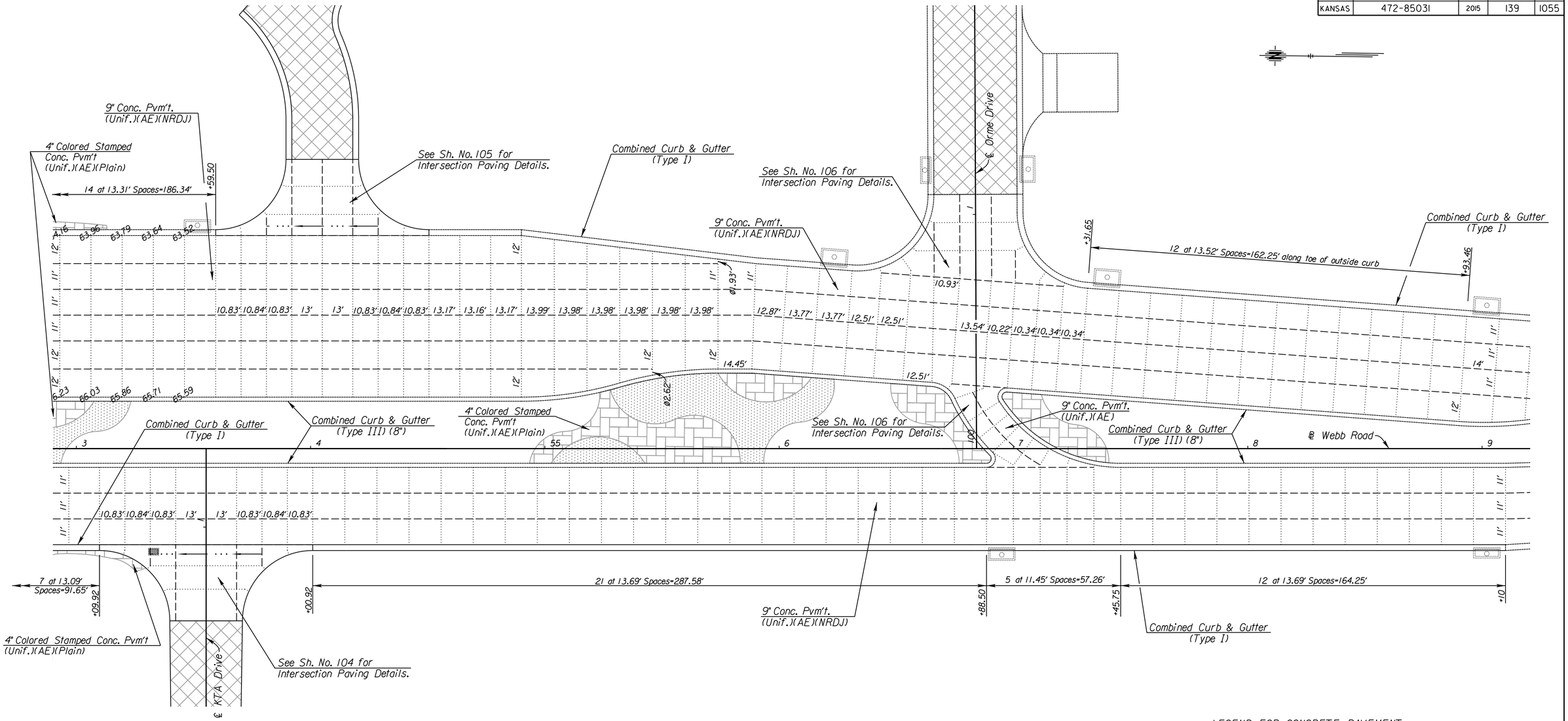
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	139	1055



LEGEND FOR CONCRETE PAVEMENT

- Doweled Contraction Joint
- Longitudinal Joint
- ø Omit Dowel or Tie Bar
- Colored Stamped Concrete
- Colored Stamped Concrete
- Asphalt Pavement
- 00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)

See Sh. No's. 179-237 for SWS Plans.

CITY OF WICHITA

WEBB ROAD

PAVING DETAILS

STA. 53+00 TO STA. 59+00

PLOT | CADD | DES. | DR. | TR. | CKD. | APP. | SURV.

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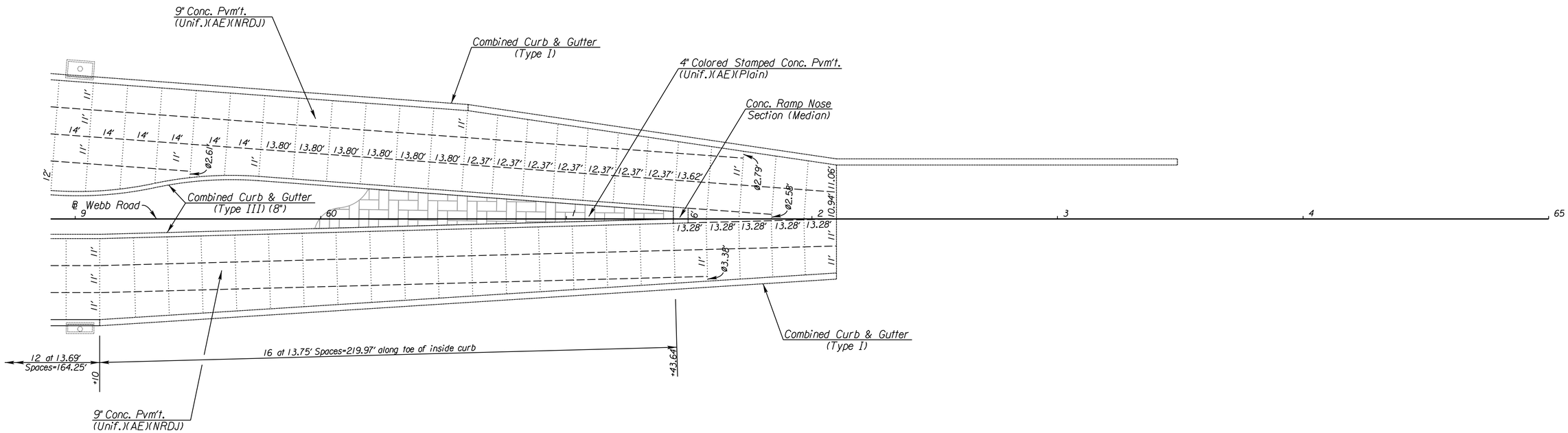
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	140	1055



LEGEND FOR CONCRETE PAVEMENT

..... Doweled Contraction Joint	Colored Stamped Concrete
– – – Longitudinal Joint	Colored Stamped Concrete
ø Omit Dowel or Tie Bar	Asphalt Pavement
00.00 Elevation at Top of Slab (Add 1300 to establish true elevation based on 1988 NAVD)	

See Sh. No's. 179-237 for SWS Plans.

CITY OF WICHITA

WEBB ROAD

PAVING DETAILS

STA. 59+00 TO STA. 62+10

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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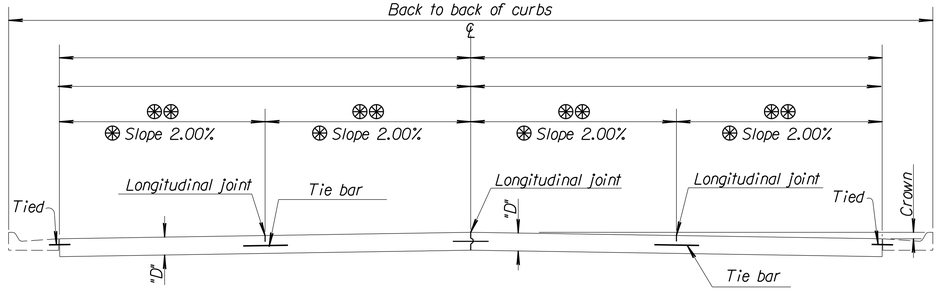
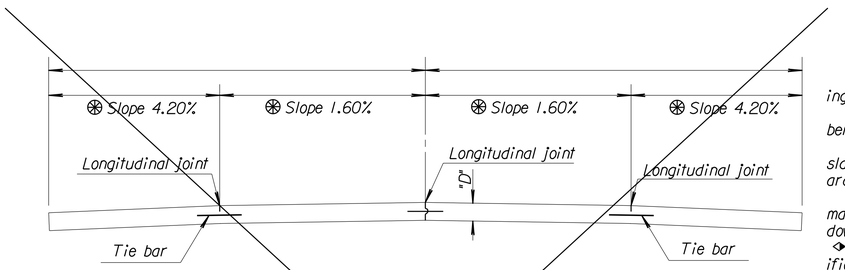
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	141	1055

Note: Designer to add applicable dowel sizes.



For Curb & Gutter details
See Standard Drawing RD635.

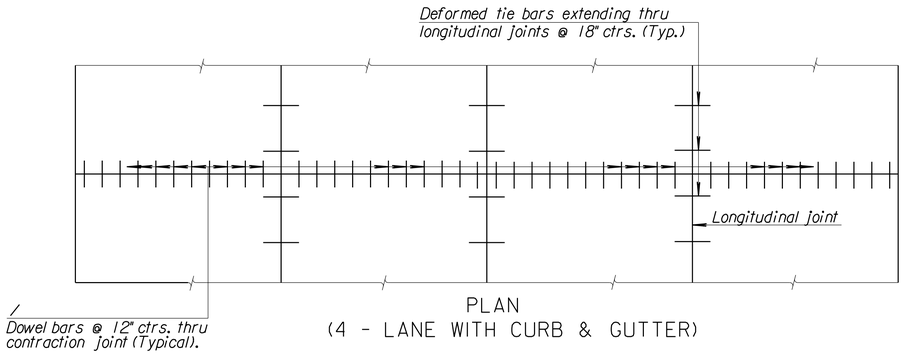
TRANSVERSE SECTION
(4 - LANE WITH CURB & GUTTER)



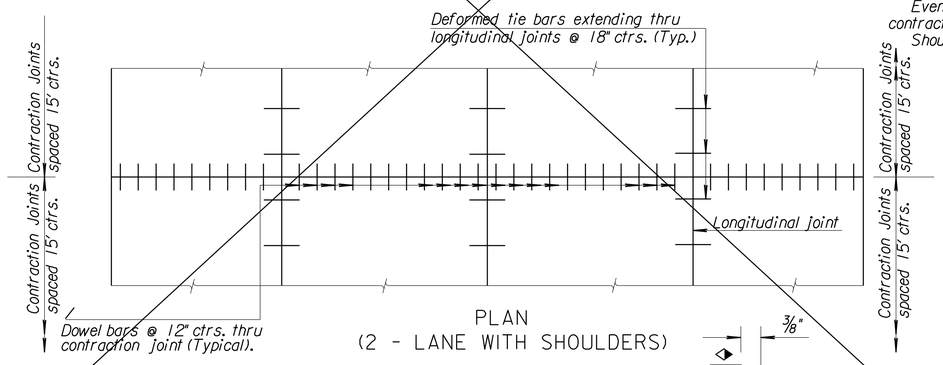
TRANSVERSE SECTION
(2 - LANE WITH SHOULDERS)

⊛ Normal cross slopes. See Typical Section or Cross Sections for variations.

⊛⊛ 11' for Webb Road
12' for Frontage Roads



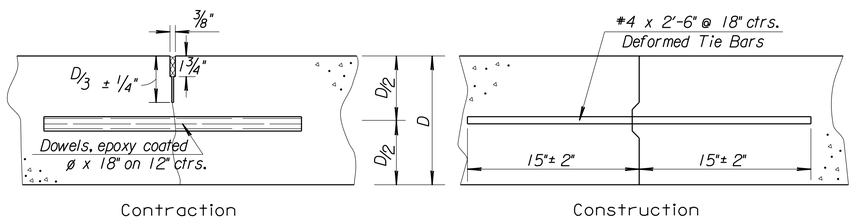
PLAN
(4 - LANE WITH CURB & GUTTER)



PLAN
(2 - LANE WITH SHOULDERS)

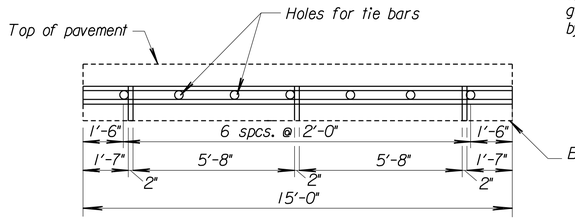
Note: For longitudinal construction joints the contractor has the option of using either the keyed or butt type. Place deformed tie bars mid-depth of the shoulder.

LONGITUDINAL JOINTS



TRANSVERSE JOINTS

Note: Construct contraction joints at plan locations or at the Engineer's direction.
When necessary to interrupt continuous placement for a substantial length of time or at the end of a day's paving, the Contractor has the option of ending placement at a contraction joint or with a construction joint located a minimum of five (5) feet from a contraction joint. Construct either joint type by placing a header at the end of the pour or by paving past the joint location. After the concrete has hardened, saw joint and drill holes for tie bars or dowels.



METAL STRIP FOR
LONGITUDINAL CONSTRUCTION JOINT

To be used only against forms, do not extend through contraction joints.
For automated placement tie bars are spaced at uniform 24" centers.
✡ Use snap-in leg or other approved design in lieu of welded leg.

GENERAL NOTE

Epoxy coat all deformed tie bars. Patch any damage to the epoxy coating in accordance with the Standard Specifications.

Use billet steel Grade 40 reinforcing for deformed tie bars that require bending, may or may not be epoxy coated.

Place pressure relief joint at the end of the bridge approach pavement slab (no bars through joint). For details of pressure relief joint see Standard Drawing RD712.

Use load transfer devices as shown in details at all construction joints on mainline pavement unless otherwise noted. Shoulder contraction joints have no dowels unless specifically shown on the plans.

◈ Fill all sawed joints on the project in accordance with the Standard Specifications with the exception of those joints in pavement constructed over Cement or Asphalt Treated Base.

✳ Use single saw cut, 1/8" wide, joint in pavement constructed over Cement or Asphalt Treated Base (Non-Sealed Contraction Joint Sawcut). See detail this sheet.

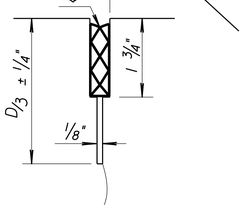
Shape all keyed joints similar to section of recessed form leg as shown on this sheet.

Evenly space tie bars along the length of slab with no tie bar within 12" of contraction joint. All longitudinal joints are tied.

Shoulder rumble strips will not be constructed as part of this project.

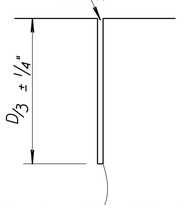
DOWEL SIZE	
D (in.)	Diameter
6 < D < 9	1"
9 ≤ D < 11	1 1/4"
D ≥ 11	1 1/2"

PAVEMENT DEPTH
D= 9" (WEBB ROAD)
10" (FRONTAGE ROAD)



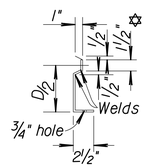
✳DETAIL OF SEALED CONTRACTION JOINT SAWCUT

Make an initial 1/8" saw cut (D/3 ± 1/4" depth); the second 3/8" saw cut is a separate operation done after concrete has gained sufficient strength to avoid spalling as determined by the Engineer.



✳DETAIL OF NON-SEALED CONTRACTION JOINT SAWCUT

Make only the initial 1/8" saw cut after concrete has gained sufficient strength to avoid spalling as determined by the Engineer.



SECTION OF
RECESSED
FORM LEG

NO.	DATE	REVISIONS	BY	APP'D
19	5-17-13	Revised Note, Longitudinal Joints	S.W.K.	J.O.B.
18	3-21-12	Revised Table, Dowel Size	S.W.K.	J.O.B.
17	1-9-12	Added Detail, Non Sealed Joint	S.W.K.	J.O.B.
16	8-18-10	Revised Dowel Size & Notes	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

CONCRETE PAVEMENT DOWEL JOINTED NON-REINFORCED

~~RD708~~

FHWA APPROVAL	10-23-13	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

Plotted : 4/15/2015
Drawn By :
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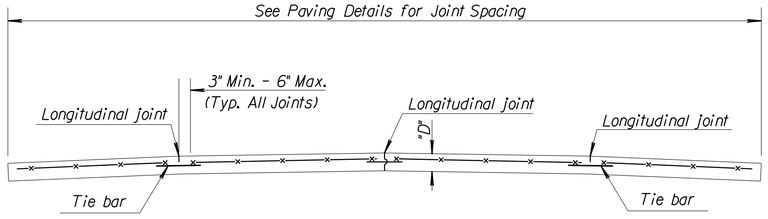
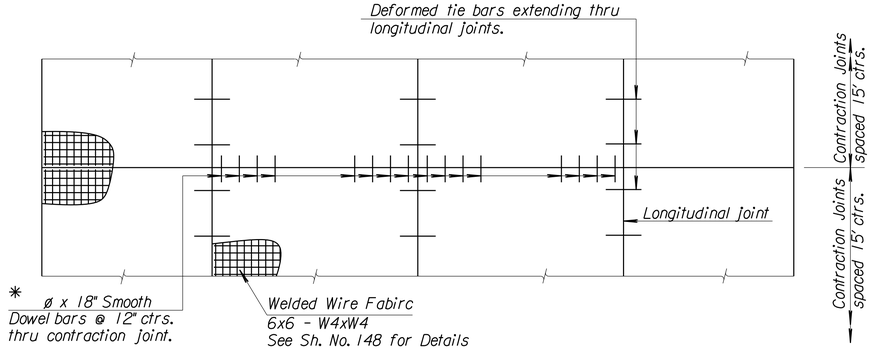
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	142	1055



TRANSVERSE SECTION



PLAN

GENERAL NOTE

Epoxy coat all deformed tie bars. Patch any damage to the epoxy coating in accordance with the Standard Specifications.

Use billet steel Grade 40 reinforcing for deformed tie bars that require bending, may or may not be epoxy coated.

Place pressure relief joint at the end of the bridge approach pavement slab (no bars thru joint). For details of pressure relief joint see Standard Drawing RD712.

Use load transfer devices as shown in details at all contraction joints on mainline pavement unless otherwise noted. Shoulder contraction joints have no dowels unless specifically shown on the plans.

◆ Fill all sawed joints on this project in accordance with the Standard Specifications.

Shape all keyed joints similar to section of recessed form leg as shown on this sheet.

Evenly space tie bars along the length of the slab with no tie bar within 12" of contraction joint. All longitudinal joints are tied.

Reinforcement shall be placed at a depth of D/2 +/- 0.1D

Wire mesh panels shall be 3" (min.) to 6" (max.) from all joints or slab edges.

"NDJ" denotes PCCP with mesh and no dowel assemblies.

Reinforced Concrete Pavement shall be paid for as "Concrete Pavement ("D" Uniform)(AE)" or "Concrete Pavement ("D" Variable)(AE)(NDJ)" and include all work and materials required to construct the pavement as detailed.

DOWEL SIZE	
D (in.)	Diameter
6	1"
7	1"
8	1"
9	1 1/4"
10	1 1/4"
11	1 1/2"
12	1 1/2"

PAVEMENT DEPTH

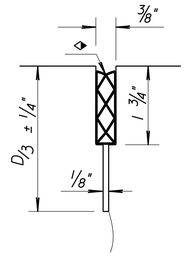
D= 10"

D= 9" - Sideroads

JOINT LEGEND

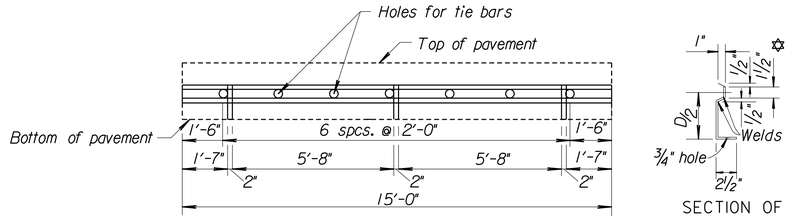
Tied Butt

Tied Keyed



DETAIL OF CONTRACTION JOINT SAWCUT

Make an initall 1/8" saw cut (D/3 ± 1/4" depth); the second 3/8" saw cut is a separate operation done after concrete has gained sufficient strength to avoid spalling as determined by the Engineer.

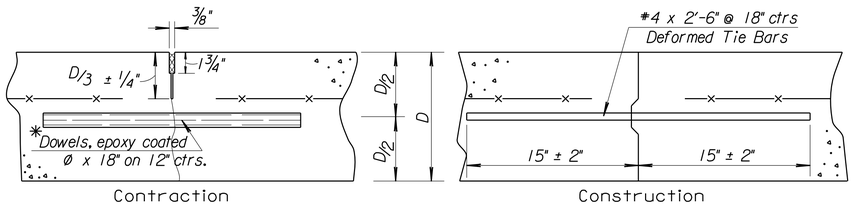


METAL STRIP FOR
LONGITUDINAL KEYED CONSTRUCTION JOINT

To be used only against forms, do not extend through contraction joints.

✡ Use snap-in leg or other approved designs in lieu of welded leg.

SECTION OF
RECESSED
FORM LEG

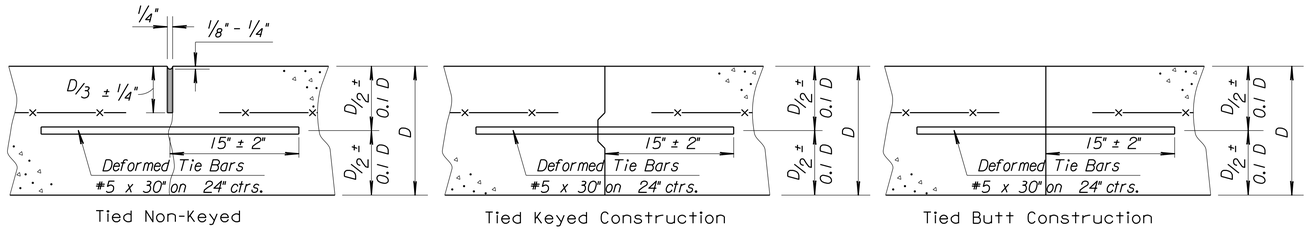


TRANSVERSE JOINTS

Note: Construct contraction joints at plan locations or at the Engineer's direction.

When necessary to interrupt continuous placement for a substantial length of time or at the end of a day's pour, the Contractor has the option of ending placement at a contraction joint or with a construction joint located a minimum of five (5) feet from a contraction joint. Construct either joint type by placing a header at the end of the pour or by paving past the joint location. After the concrete has hardened, saw joint and drill holes for tie bars or dowels.

* #5 x 30" on 24" ctrs. to be used at intersections.



LONGITUDINAL JOINTS

Note: For longitudinal construction joints the contractor has the option of using either the keyed or butt type.

CITY OF WICHITA

REINFORCED CONCRETE PAVEMENT

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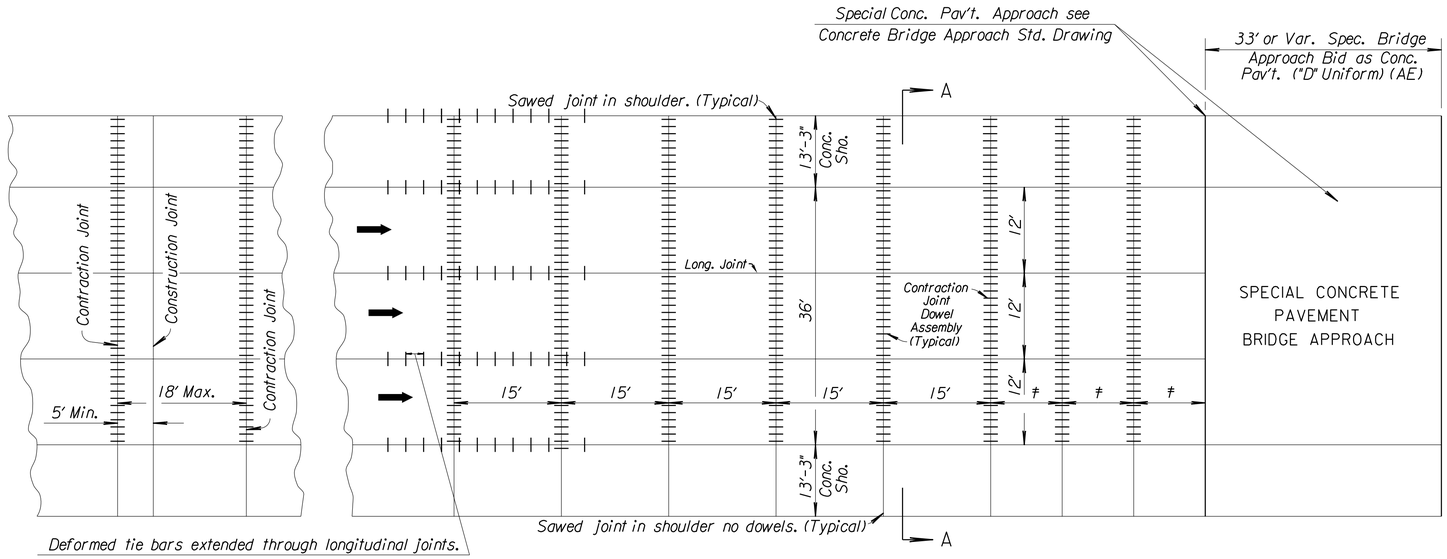
SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	143	1055



‡ If necessary adjust the spacing of the joint sequence (3 slabs) preceding bridge approach pavement in order to establish slab lengths of no less than 10 ft.

GENERAL NOTE

Epoxy coat all deformed tie bars. Patch any damage to the epoxy coating in accordance with the Standard Specifications.

Use billet steel Grade 40 reinforcing for deformed tie bars that require bending, may or may not be epoxy coated.

Place pressure relief joint at the end of the bridge approach pavement slab (no bars thru joint). For details of pressure relief joint see Standard Drawing RD712.

Use load transfer devices as shown in details at all contraction joints on mainline pavement unless otherwise noted. Shoulder contraction joints have no dowels unless specifically shown on the plans.

◈ Fill all sawed joints on this project in accordance with the Standard Specifications with the exception of those joints in pavement constructed over Cement or Asphalt Treated Base.

✳ Use single saw cut 1/8" wide, joint in pavement constructed over Cement or Asphalt Treated Base (Non-Sealed Contraction Joint Sawcut). See details this sheet.

Shape all keyed joints similar to section of recessed form leg as shown on this sheet.

Evenly space tie bars along the length of the slab with no tie bar within 12" of contraction joint. All longitudinal joints are tied.

Shoulder rumble strips will not be constructed as part of this project.

DOWEL SIZE	
D (in.)	Diameter
6 < D < 9	1"
9 ≤ D < 11	1 1/4"
D ≥ 11	1 1/2"

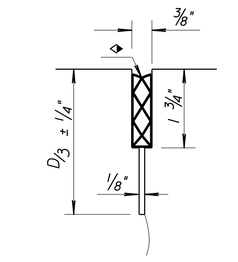
PAVEMENT DEPTH

D= 10"

JOINT LEGEND

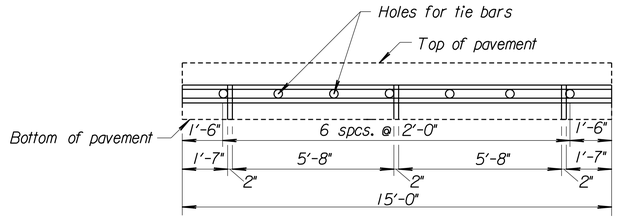
‡ Tied Butt

⋿ Tied Keyed



DETAIL OF CONTRACTION JOINT SAWCUT

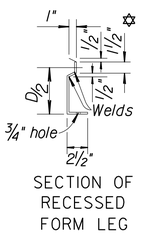
Make an initall 1/8" saw cut (D/3 ± 1/4" depth); the second 3/8" saw cut is a separate operation done after concrete has gained sufficient strength to avoid spalling as determined by the Engineer.



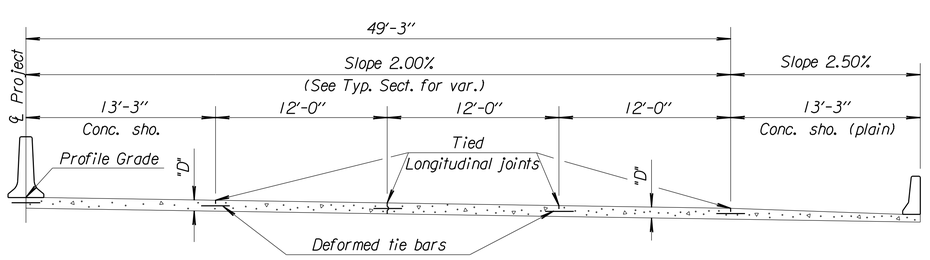
METAL STRIP FOR LONGITUDINAL KEYED CONSTRUCTION JOINT

To be used only against forms, do not extend through contraction joints.

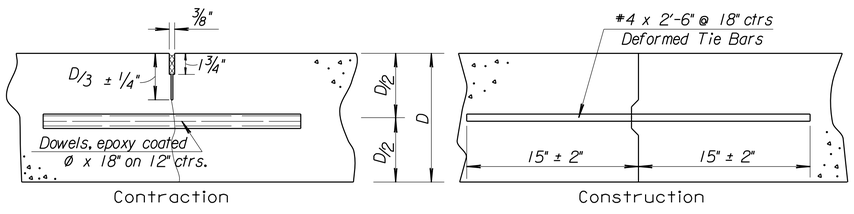
✡ Use snap-in leg or other approved designs in lieu of welded leg.



SECTION OF RECESSED FORM LEG

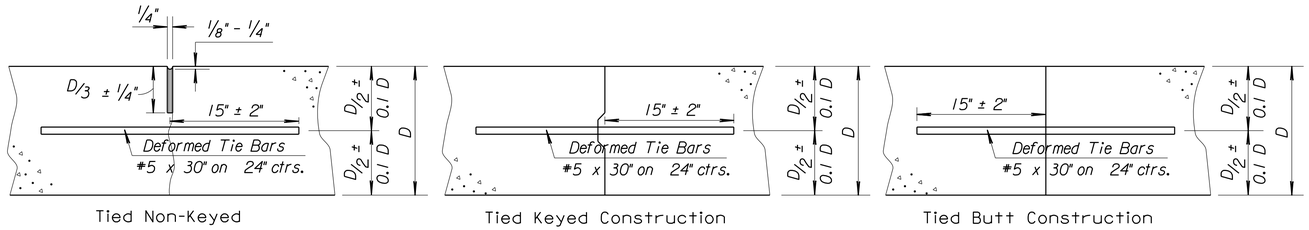


SECTION A-A
TRANSVERSE SECTION



TRANSVERSE JOINTS

Note: Construct contraction joints at plan locations or at the Engineer's direction. When necessary to interrupt continuous placement for a substantial length of time or at the end of a day's pour, the Contractor has the option of ending placement at a contraction joint or with a construction joint located a minimum of five (5) feet from a contraction joint. Construct either joint type by placing a header at the end of the pour or by paving past the joint location. After the concrete has hardened, saw joint and drill holes for tie bars or dowels.



LONGITUDINAL JOINTS

Note: For longitudinal construction joints the contractor has the option of using either the keyed or butt type. Place deformed tie bars mid-depth of the shoulder.

NO.	DATE	REVISIONS	BY	APP'D
11	5-17-13	Revised Note, Longitudinal Joints	S.W.K.	J.O.B.
10	3-21-12	Rev. Table & Add. Det., Non-Seal. Joint	S.W.K.	J.O.B.
9	8-18-10	Revised Dowel sizes & notes	S.W.K.	J.O.B.
8	8-24-09	Rev. Joint note, Rem. Rumble strips	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

CONCRETE PAVEMENT (NRDJ) MULTI-LANE with CONCRETE SHOULDERS

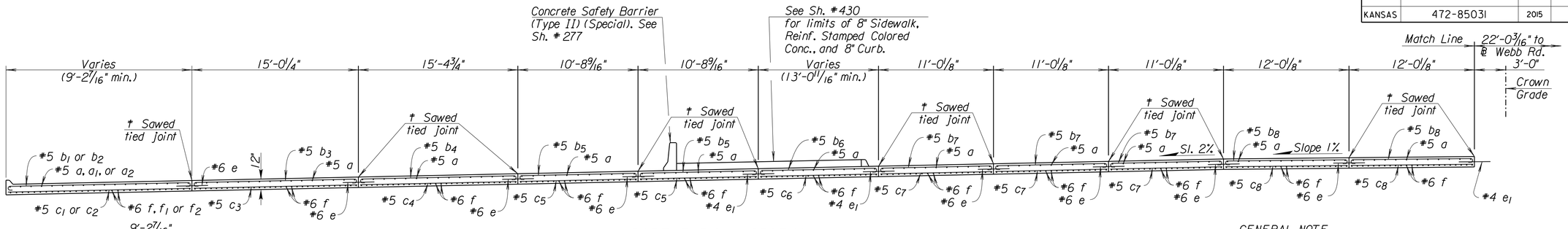
~~RD709~~

FHWA APPROVAL	10-23-13	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

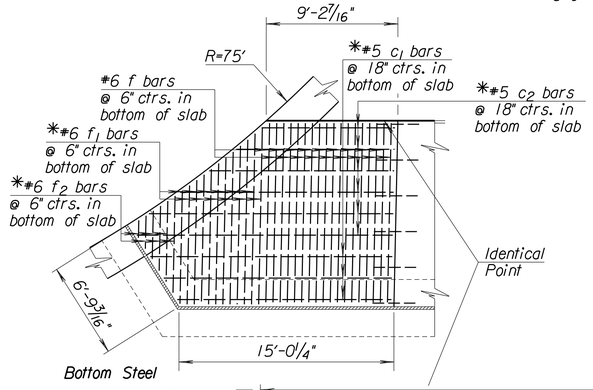
Note to Designer: Designer will add applicable dowel sizes and pavement depth "D".

Plotted : 4/15/2015
Drawn By: ___
File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\EK1STDRD709A.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	144	1055



PART TYPICAL SECTION
(No Scale)



W For Expansion Joint width and details Std. Drawing RD712.

† Contractor has the option of substituting a Tied Keyed Construction Joint.

*Field cut as required.

Note: Spacing of longitudinal reinforcing bars is normal to ℄ Webb Rd.
Spacing of transverse reinforcing bars is parallel to ℄ Webb Rd.

See Joints and Grades details for adjacent joint locations.

See Sh. #145 for Bending Diagrams and Sections.

GENERAL NOTE

Special Concrete Bridge Approach shall be paid for as Sq. Yds. of Concrete Pavement (12" Unif.)(AE) and includes all work and materials required to construct the approach slab as shown on this sheet, including 2½" median curb adjacent to Colored Stamped Concrete (4" Unif.)(AE)(Plain).

All work and materials required for installation of expansion joints shall be subsidiary to this bid item.

8" sidewalk shall be paid for as Sq. Ft. of Concrete Sidewalk 8" Reinforced and includes all work and materials (including reinforcing steel) required to construct the sidewalk as shown on this sheet.

Reinforced Stamped Colored Concrete shall be paid for as Sq. Yds. of Colored Stamped Concrete Pavement (8" Unif.)(AE)(Reinf.) and includes all work and materials required to construct the stamped concrete as shown on this sheet.

All work and materials (including reinforcing steel and Type B Expansion Joint) required to construct the curb as shown on this sheet is subsidiary to the "Colored Stamped Concrete Pavement (8" Unif.)(AE)(Reinf.)" bid item.

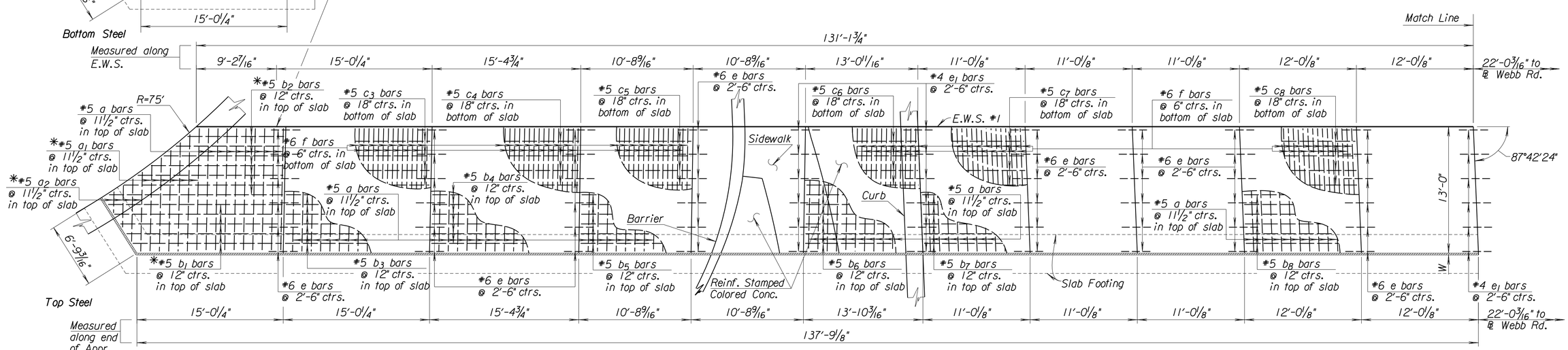
At the Contractor's option #4x3'-0" tie bars @ 15" centers may be substituted for the #6 e bars at 2'-6" centers.

All reinforcing steel shall be epoxy coated.

See Standard Drawing RD711 for details of joints, welded wire reinforcement, and edge curb.

Standard reinforcing bar hooks in accordance with the latest ACI specifications shall be used throughout.

See bridge General Notes sheet #378 for "Drilling and Grouting" note.

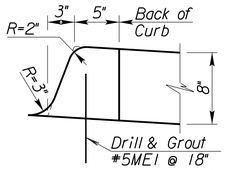


PLAN VIEW
(N.E. Quadrant)
(Scale 1"=5')

Bar Schedule																						
Bar	a	a_1	a_2	a_3	a_4	b_1	b_2	b_3	b_4	b_5	b_6	b_7	b_8	b_9	b_{10}	b_{11}	b_{12}	b_{13}	b_{14}	b_{15}	c_1	c_2
No.	270	6	3	6	3	5	7	12	12	24	12	72	48	12	12	24	24	3	3	6	4	5
Size	#5	#5	#5	#5	#5	#5	#5	#5	#5	#5	#5	#5	#5	#5	#5	#5	#5	#5	#5	#5	#5	#5
Length	12'-8"	⊗	⊗	⊗	⊗	⊗	⊗	15'-10"	16'-2"	11'-6"	⊗	11'-10"	12'-10"	6'-10"	⊗	11'-5"	11'-9"	⊗	⊗	⊗	⊗	⊗

Bar	c_3	c_4	c_5	c_6	c_7	c_8	c_9	c_{10}	c_{11}	c_{12}	c_{13}	c_{14}	e	e_1	f	f_1	f_2	f_3	f_4	f_5	MEI	
No.	9	9	18	9	54	36	9	9	18	18	6	3	96	36	506	12	6	5	6	6	54	
Size	#5	#5	#5	#5	#5	#5	#5	#5	#5	#5	#5	#5	#6	#4	#6	#6	#6	#6	#6	#6	#5	
Length	14'-8"	15'-0"	10'-4"	⊗	10'-8"	11'-8"	5'-8"	⊗	10'-3"	10'-7"	⊗	⊗	3'-0"	3'-0"	13'-4"	⊗	⊗	⊗	⊗	⊗	11"	

⊗ See Bending Diagrams



8" CURB DETAIL
(No Scale)

295°00" Skew Rt. BILL OF MATERIALS	
Reinforcing Steel (Grade 60) (Epoxy Coated)	20,820 lbs.
Concrete Pavement (12" Unif.)(AE)	384.3 Sq. Yds.
Expansion Joint Membrane Sealant	278.5 Lin. Ft.
Bridge Approach Slab Footing	82.5 Cu. Yds.
Colored Stamped Concrete (4" Unif.)(AE)(Plain)	1.4 Sq. Yds.
Concrete Sidewalk (8")(Reinf.)	166.1 Sq. Ft.
8" Curb	26.0 L.F.
Colored Stamped Concrete Pavement (8" Unif.)(AE)(Reinf.)	29.2 Sq. Yds.
Drilling & Grouting	18 Each

Note: Quantities listed for north approach slab of Webb only.
Reinforcing steel and joint lengths shown for information only.

See Sh. #136 for Joints & Grades Details.
See Sh. #148 for Standard RD711.
See Sh. #149 for Standard RD712.

NO.	DATE	REVISIONS	BY	APP'D
12	4-04-13	Rev. Exp./Pr. Relief Joint Dim.	S.W.K.	J.O.B.
11	9-09-09	Revised Reinforcing Steel listing	S.W.K.	J.O.B.
10	5-14-09	Revised pressure relief jt. material	S.W.K.	J.O.B.
9	10-30-08	Added guardrail post detail at curb	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

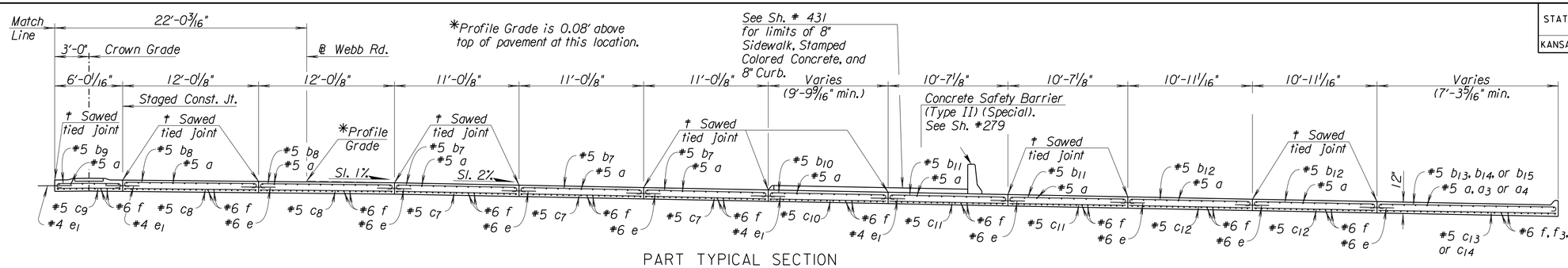
CONCRETE BRIDGE APPROACH PAVEMENT WEBB ROAD OVER EAST KELLOGG NORTH APPROACH I

~~RD714A~~ 295°00" Skew

FHWA APPROVAL	6-9-09	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

Plotted : 4/17/2015
Drawn By :
File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOTIEK1WKAPR01A.dgn

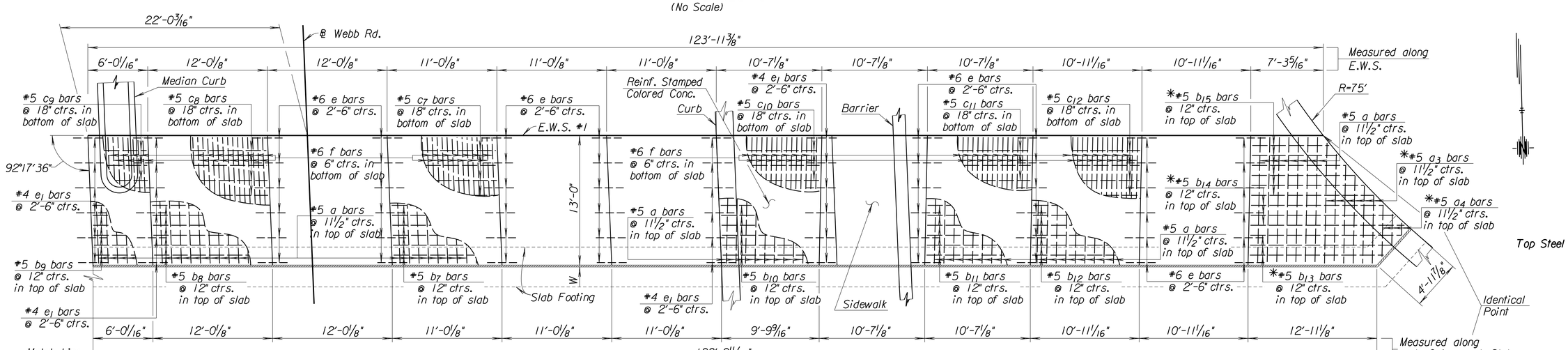
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	145	1055



PART TYPICAL SECTION
(No Scale)

See Joints and Grades details for adjacent joint locations.

See Sh. # 144 for General Notes, 8" Curb Detail, and Bar List & Quantities.



PLAN VIEW
(N.W. Quadrant)
(Scale 1"=5')

W For Expansion Joint width and details Std. Drawing RD712.

† Contractor has the option of substituting a Tied Keyed Construction Joint.

*Field cut as required.

Note: Spacing of longitudinal reinforcing bars is normal to ℄ Webb Rd.
Spacing of transverse reinforcing bars is parallel to ℄ Webb Rd.

#5 $b_1, b_2, b_3, b_4, b_5, b_6, b_7, b_8, b_9, b_{10}, b_{11}, b_{12}, b_{13}, b_{14}, b_{15}$

b_1	7"	Increase from 14'-4" to 17'-0" by 8" increments (cut 1 each length) 7"
b_2		Increase from 8'-11" to 16'-5" by 1'-3" increments (cut 1 each length)
b_3		14'-8"
b_4		15'-0"
b_5		10'-4"
b_6		Increase from 12'-9" to 13'-5 1/4" by 3/4" increments (cut 1 each length)
b_7		10'-8"
b_8		11'-8"
b_9		5'-8"
b_{10}		Increase from 9'-6" to 10'-2 1/4" by 3/4" increments (cut 1 each length)
b_{11}		10'-3"
b_{12}		10'-7"
b_{13}		Increase from 13'-4" to 15'-2" by 11" increments (cut 1 each length)
b_{14}		Increase from 13'-4" to 15'-4" by 1'-0" increments (cut 1 each length)
b_{15}		Increase from 7'-8" to 12'-3" by 11" increments (cut 1 each length)

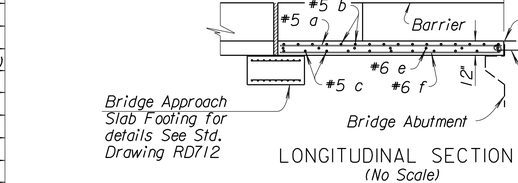
#6 $f, f_1, f_2, f_3, f_4, f_5$

f		12'-8" 8"
f_1		Increase from 7'-9" to 12'-4" by 5" increments (cut 1 each length) 8"
f_2		Increase from 1'-2" to 6'-7" by 1'-1" increments (cut 1 each length) 8"
f_3		Increase from 9'-11" to 12'-3" by 7" increments (cut 1 each length) 8"
f_4		Increase from 6'-9" to 9'-3" by 6" increments (cut 1 each length) 8"
f_5		Increase from 11" to 5'-11" by 1'-0" increments (cut 1 each length) 8"

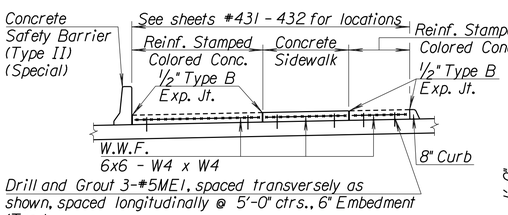
#5 $a, a_1, a_2, a_3, a_4, c_1, c_2, c_3, c_4, c_5, c_6, c_7, c_8, c_9, c_{10}, c_{11}, c_{12}, c_{13}, c_{14}, ME1$

a	12'-8"
a_1	Increase from 8'-4" to 12'-1" by 9" increments (cut 1 each length)
a_2	Increase from 2'-9" to 7'-1" by 2'-2" increments (cut 1 each length)
a_3	Increase from 6'-10" to 11-10" by 1'-0" increments (cut 1 each length)
a_4	Increase from 1'-2" to 5'-2" by 2'-0" increments (cut 1 each length)
c_1	Increase from 14'-11" to 17'-11" by 1'-0" increments (cut 1 each length)
c_2	Increase from 9'-5" to 17'-1" by 1'-11" increments (cut 1 each length)
c_3	14'-8"
c_4	15'-0"
c_5	10'-4"
c_6	Increase from 12'-9" to 13'-8" by 1" increments (cut 1 each length)
c_7	10'-8"
c_8	11'-8"
c_9	5'-8"
c_{10}	Increase from 9'-6" to 10'-2" by 1" increments (cut 1 each length)
c_{11}	10'-3"
c_{12}	10'-7"
c_{13}	Increase from 7'-3" to 14'-4" by 1'-5" increments (cut 1 each length)
c_{14}	Increase from 12'-11" to 15'-7" by 1'-4" increments (cut 1 each length)
ME1	11"

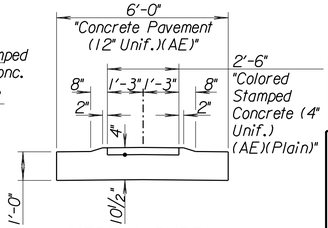
BENDING DIAGRAMS
Note: All dimensions are out to out on bars, unless noted otherwise.



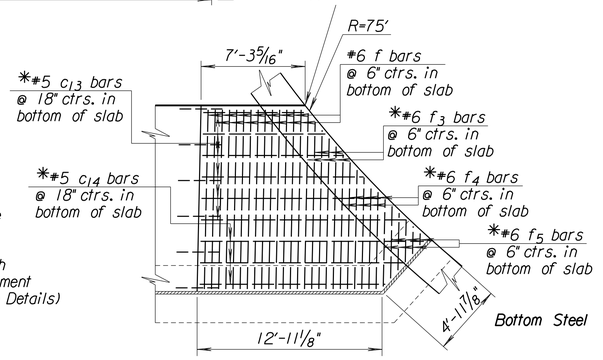
LONGITUDINAL SECTION
(No Scale)



SECTION THRU PEDESTRIAN WAY
(No Scale)



MEDIAN CURB
(No Scale)
(Section Normal to ℄ Webb)



See Sh. #136 for Joints & Grades Details.
See Sh. #149 for Standard RD712.

NO.	DATE	REVISIONS	BY	APP'D
12	4-04-13	Rev. Exp./Pr. Relief Joint Dim.	S.W.K.	J.O.B.
11	9-09-09	Revised Reinforcing Steel listing	S.W.K.	J.O.B.
10	5-14-09	Revised pressure relief jt. material	S.W.K.	J.O.B.
9	10-30-08	Added guardrail post detail at curb	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

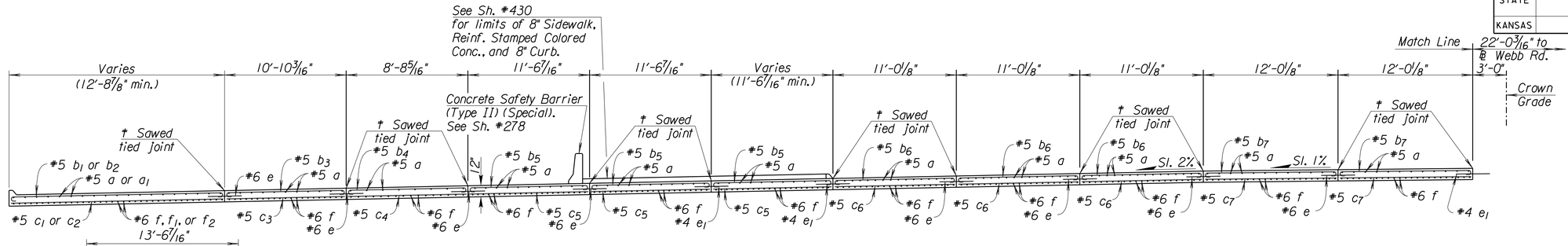
CONCRETE BRIDGE APPROACH PAVEMENT
WEBB ROAD OVER EAST KELLOGG
NORTH APPROACH II

~~RD714A~~ 215°00" Skew

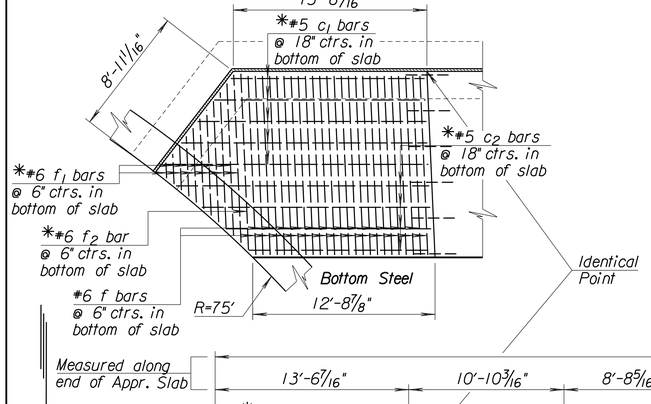
FHWA APPROVAL	6-9-09	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

Plotted : 4/17/2015
Drawn By :
File : T:\35765A\Cadd\Sheets\Package11\Standards\KDOT\EK1WKAPR02A.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	146	1055



PART TYPICAL SECTION
(No Scale)

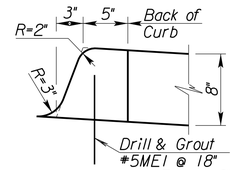


Bar Schedule

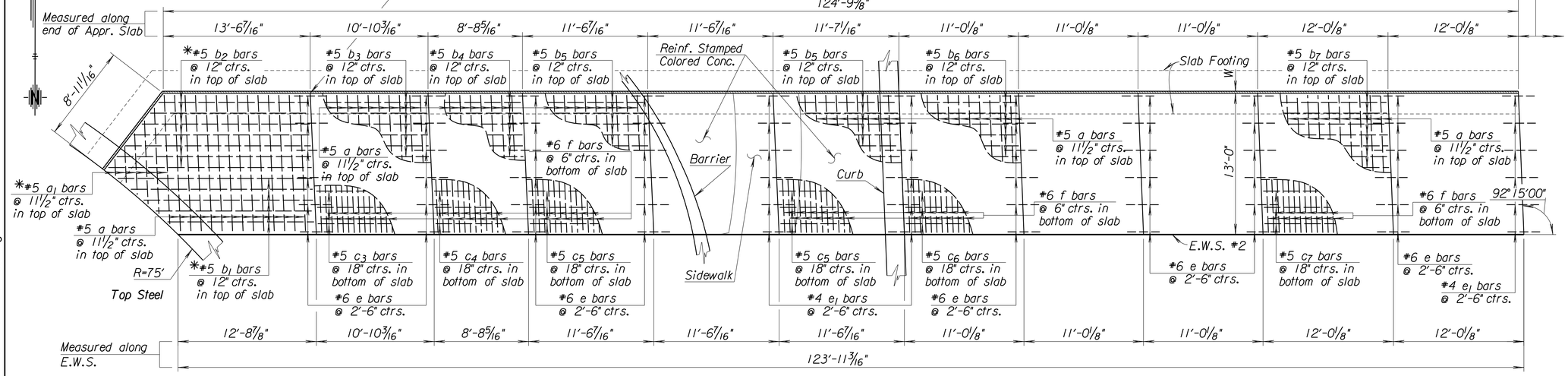
Bar	a	a1	a2	a3	a4	b1	b2	b3	b4	b5	b6	b7	b8	b9	b10	b11	c1	c2
No.	284	6	4	6	3	5	7	12	12	72	72	48	12	36	6	6	5	4
Size	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Length	12'-8"	⊗	⊗	⊗	⊗	⊗	⊗	11'-8"	9'-6"	12'-4"	11'-10"	12'-10"	6'-10"	15'-2"	⊗	⊗	⊗	⊗

Bar	c3	c4	c5	c6	c7	c8	c9	c10	c11	e	e1	f	f1	f2	f3	f4	f5	ME1
No.	9	9	54	54	36	9	27	4	5	96	42	538	11	1	10	9	5	54
Size	5	5	5	5	5	5	5	5	5	6	4	6	6	6	6	6	6	5
Length	10'-6"	8'-4"	11'-2"	10'-8"	11'-8"	5'-8"	14'-0"	⊗	⊗	3'-0"	3'-0"	13'-4"	⊗	13'-0"	⊗	⊗	⊗	11"

⊗ See Bending Diagrams



8" CURB DETAIL
(No Scale)



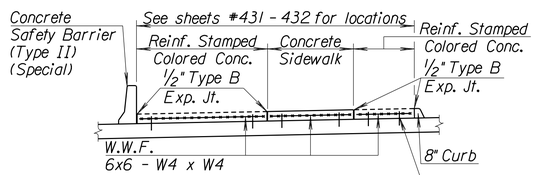
W For Expansion Joint width and details Std. Drawing RD712.

‡ Contractor has the option of substituting a Tied Keyed Construction Joint.

*Field cut as required.

PLAN VIEW
(S.E. Quadrant)
(Scale 1"=5')

Note: Spacing of longitudinal reinforcing bars is normal to ℄ Webb Rd.
Spacing of transverse reinforcing bars is parallel to ℄ Webb Rd.



Drill and Grout 3-#5ME1, spaced transversely as shown, spaced longitudinally @ 5'-0" ctrs., 6" Embedment (Typ.)

SECTION THRU PEDESTRIAN WAY
(No Scale)

215°00" Skew Rt. BILL OF MATERIALS	
Reinforcing Steel (Grade 60) (Epoxy Coated)	22,035 lbs.
Concrete Pavement (12" Unif.)(AE)	406.0 Sq. Yds.
Expansion Joint Membrane Sealant	296.1 Lin. Ft.
Bridge Approach Slab Footing	87.7 Cu. Yds.
Concrete Sidewalk (8")(Reinf.)	154.5 Sq. Ft.
8" Curb	26.0 L.F.
Color Stamped Concrete Pavement (8" Unif.)(AE)(Reinf.)	40.3 Sq. Yds.
Drilling & Grouting	18 each

Note: Quantities listed for south approach slab of Webb only.
Reinforcing steel and joint lengths shown for information only.

See Road Sheets for details and payment of Sidewalk Ramps.

See Joints and Grades details for adjacent joint locations.

See Sh. #147 for Bending Diagrams & Longitudinal Section.

GENERAL NOTE

Special Concrete Bridge Approach shall be paid for as Sq. Yds. of Concrete Pavement (12" Unif.)(AE) and includes all work and materials required to construct the approach slab as shown on this sheet.

All work and materials required for installation of expansion joints shall be subsidiary to this bid item.

8" sidewalk shall be paid for as Sq. Ft. of Concrete Sidewalk 8" Reinforced and includes all work and materials (including reinforcing steel) required to construct the sidewalk as shown on this sheet.

Reinforced Stamped Colored Concrete shall be paid for as Sq. Yds. of Colored Stamped Concrete Pavement (8" Unif.)(AE)(Reinf.) and includes all work and materials required to construct the stamped concrete as shown on this sheet.

All work and materials (including reinforcing steel and Type B Expansion Joint) required to construct the curb as shown on this sheet is subsidiary to the "Colored Stamped Concrete Pavement (8" Unif.)(AE)(Reinf.)" bid item.

Payment for "Wheelchair Ramp w/ Detectable Warnings" is shown on other sheets.

At the Contractor's option #4x3'-0" tie bars @ 15" centers may be substituted for the #6 e bars at 2'-6" centers.

All reinforcing steel shall be epoxy coated.

See Standard Drawing RD711 for details of joints, welded wire reinforcement, and edge curb.

Standard reinforcing bar hooks in accordance with the latest ACI specifications shall be used throughout.

See bridge General Notes sheet for "Drilling and Grouting" note.

See Sh. #137 for Joints & Grades Details.
See Sh. #148 for Standard RD711.
See Sh. #149 for Standard RD712.
See Sh. #378 for Bridge General Notes.

NO.	DATE	REVISIONS	BY	APP'D
12	4-04-13	Rev. Exp./Pr. Relief Joint Dim.	S.W.K.	J.O.B.
11	9-09-09	Revised Reinforcing Steel listing	S.W.K.	J.O.B.
10	5-14-09	Revised pressure relief jt. material	S.W.K.	J.O.B.
9	10-30-08	Added guardrail post detail at curb	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

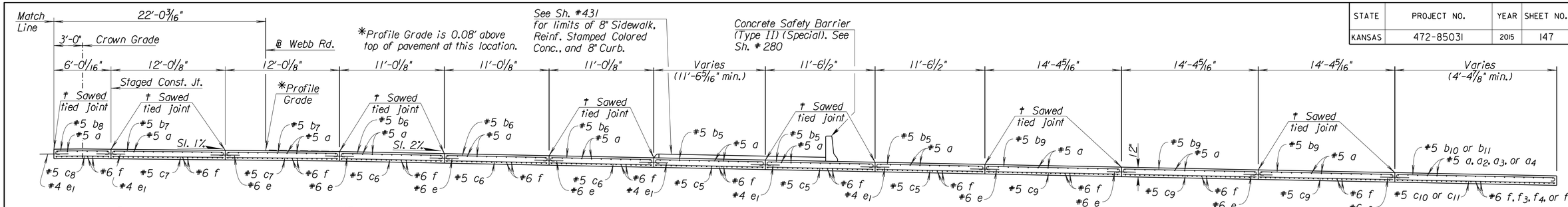
CONCRETE BRIDGE APPROACH PAVEMENT
WEBB ROAD OVER EAST KELLOGG
SOUTH APPROACH I

~~RD714A~~ 215°00" Skew

FHWA APPROVAL	6-9-09	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

Plotted : 4/17/2015
Drawn By : _
File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\EK1WKAPR03A.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	147	1055



PART TYPICAL SECTION
(No Scale)

#5 a, a1, a2, a3, a4, c1, c2, c3, c4, c5, c6, c7, c8, c9, c10, c11, ME1

a	12'-8"
a1	Increase from 1'-8" to 11'-8" by 2'-0" increments (cut 1 each length)
a2	Increase from 10'-7" to 12'-4" by 7" increments (cut 1 each length)
a3	Increase from 7'-6" to 10'-0" by 6" increments (cut 1 each length)
a4	Increase from 1'-6" to 7'-0" by 2'-9" increments (cut 1 each length)
c1	Increase from 13'-5" to 18'-5" by 1'-3" increments (cut 1 each length)
c2	Increase from 12'-8" to 17'-8" by 1'-8" increments (cut 1 each length)
c3	10'-6"
c4	8'-4"
c5	11'-2"
c6	10'-8"
c7	11'-8"
c8	5'-8"
c9	14'-0"
c10	Increase from 14'-5" to 16'-2" by 7" increments (cut 1 each length)
c11	Increase from 4'-8" to 15'-8" by 2'-9" increments (cut 1 each length)
ME1	11"

#5 b1, b2, b3, b4, b5, b6, b7, b8, b9, b10, b11

b1	7"	Increase from 13'-6" to 17'-10" by 1'-1" increments (cut 1 each length)	7"
b2		Increase from 13'-10" to 18'-4" by 9" increments (cut 1 each length)	
b3		10'-6"	
b4		8'-4"	
b5		11'-2"	
b6		10'-8"	
b7		11'-8"	
b8		5'-8"	
b9		14'-0"	
b10		Increase from 14'-7" to 16'-6" by 5" increments (cut 1 each length)	
b11		Increase from 5'-6" to 14'-3" by 1'-9" increments (cut 1 each length)	

BENDING DIAGRAMS
Note: All dimensions are out to out on bars, unless noted otherwise.

#6 f, f1, f2, f3, f4, f5

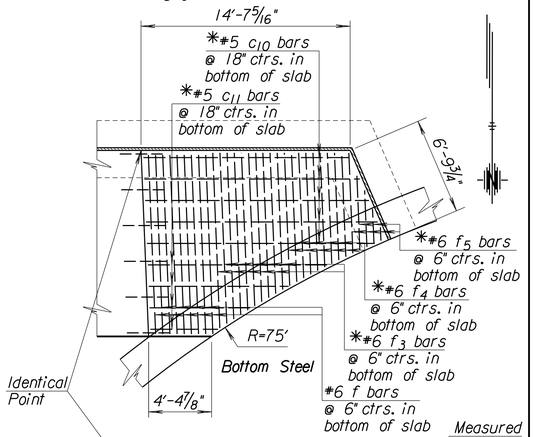
f	12'-8"	8"
f1	Increase from 11" to 11'-9" by 1'-1" increments (cut 1 each length)	8"
f2	12'-4"	8"
f3	Increase from 9'-6" to 12'-1 1/2" by 3 1/2" increments (cut 1 each length)	8"
f4	Increase from 7'-3" to 9'-3" by 3" increments (cut 1 each length)	8"
f5	Increase from 11" to 6'-11" by 1'-6" increments (cut 1 each length)	8"

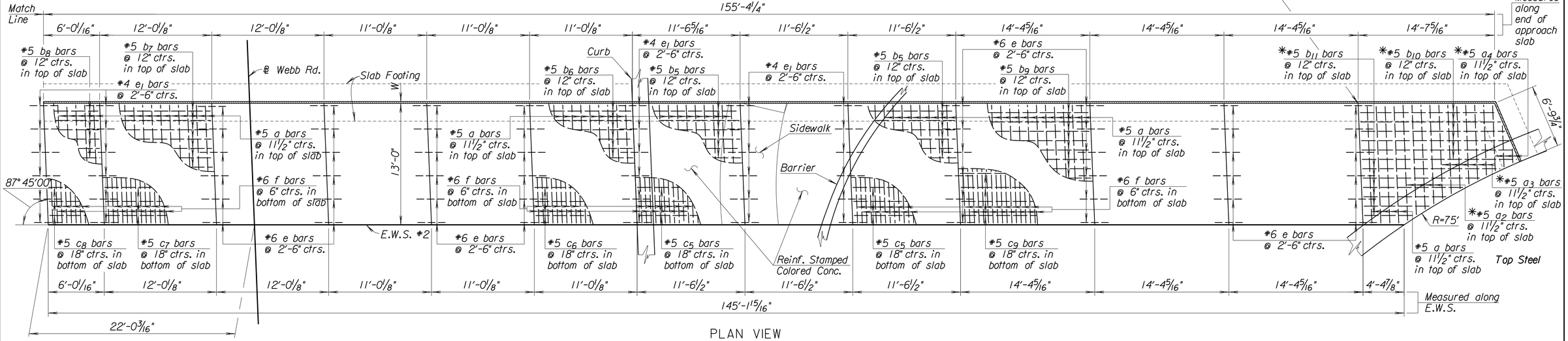
W For Expansion Joint width and details Std. Drawing RD712.

† Contractor has the option of substituting a Tied Keyed Construction Joint.

*Field cut as required.

Note: Spacing of longitudinal reinforcing bars is normal to ℄ Webb Rd. Spacing of transverse reinforcing bars is parallel to ℄ Webb Rd.





PLAN VIEW
(S.W. Quadrant)
(Scale 1"=5')

LONGITUDINAL SECTION
(No Scale)

See Road Sheets for details and payment of Sidewalk Ramps.

See Joints and Grades details for adjacent joint locations.

See Sh. # 146 for General Notes, 8" Curb Detail, Section thru Pedestrian Way and Bar List & Quantities.

See Sh. #137 for Joints & Grades Details.
See Sh. #149 for Standard RD712.

NO.	DATE	REVISIONS	BY	APP'D
12	4-04-13	Rev. Exp./Pr. Relief Joint Dim.	S.W.K.	J.O.B.
11	9-09-09	Revised Reinforcing Steel listing	S.W.K.	J.O.B.
10	5-14-09	Revised pressure relief jt. material	S.W.K.	J.O.B.
9	10-30-08	Added guardrail post detail at curb	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

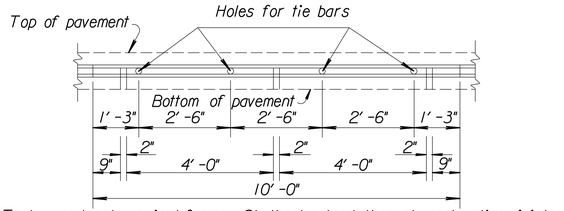
CONCRETE BRIDGE APPROACH PAVEMENT WEBB ROAD OVER EAST KELLOGG SOUTH APPROACH II

~~RD714A~~ 215°00" Skew

FHWA APPROVAL	6-9-09	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

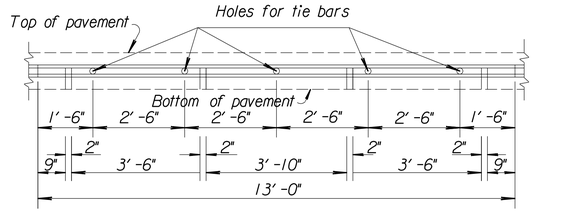
Plotted : 4/17/2015
Drawn By :
File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\EK1WKAPR04A.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	148	1055



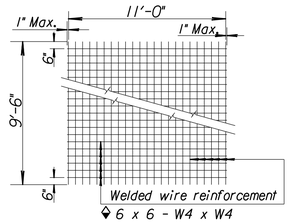
To be used only against forms. Shall not extend through contraction joints.

METAL STRIP FOR
LONGITUDINAL CONSTRUCTION JOINT (10'-0")



To be used only against forms. Shall not extend through contraction joints.

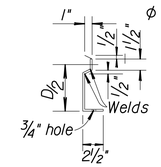
METAL STRIP FOR
LONGITUDINAL CONSTRUCTION JOINT (13'-0")



◆ 6 x 6 - W4 x W4

TYPICAL SHEET OF WELDED WIRE REINFORCEMENT
FOR SPECIAL BRIDGE APPROACH PAVEMENT

◆ Note: Epoxy coated #3 bars longitudinally @ 12" ctrs. & #3 bars transversely @ 18" ctrs. may be substituted for each layer of epoxy coated welded wire reinforcement.



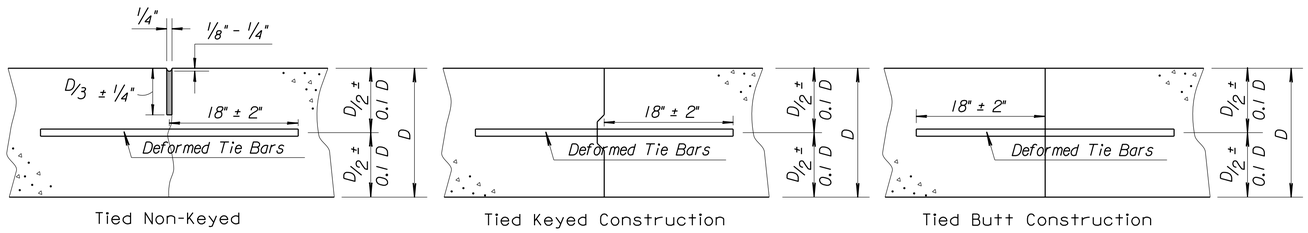
SECTION OF RECESSED
FORM LEG

ϕ Snap-in leg or other approved designs may be used in lieu of welded leg.

DETAIL OF LAP FOR WELDED WIRE REINFORCEMENT

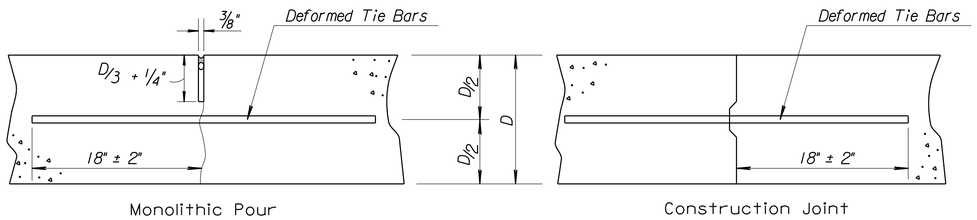
The lap shall extend beyond the first transverse or bag wire of each sheet.

The sheet shall be wired securely at the edges and at intervals not to exceed 2'-6" for the full width of the sheet. Approximate weight of welded wire reinforcement = 58 lbs. per 100 sq. ft. Other methods for fastening the sheets of welded wire reinforcement at the laps may be used with the approval of the Engineer.



LONGITUDINAL JOINTS

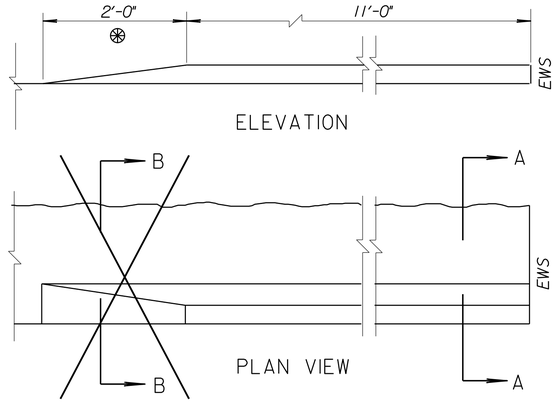
Note: For longitudinal construction joints the contractor has the option of using either the keyed or butt type. Place deformed tie bars mid-depth of the shoulder.



TRANSVERSE JOINTS

Note: A construction joint is required when the concrete placement has been interrupted for a substantial length of time or at the end of a day's placement.

⊛ No 4" Curb transition when adjacent to Flume Inlet.



4" EDGE CURB DETAIL

GENERAL NOTES

All work shall be done in conformity with the Standard Specifications applicable to the project.

The cost of all bars and joint material shown on this sheet is to be included in the bid price for Concrete Pavement.

At each planned transverse joint location, a 4 to 6 inch wide strip of the pavement surface shall be protected from the texturing operation to provide a transverse textureless surface centered over the joint sawcut.

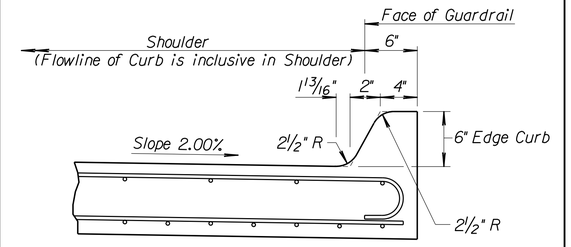
All sawed joints on this project shall be filled with sealant in accordance with Standard Specifications.

The 4 inch edge curb shall be constructed integral with the approach slab shoulder.

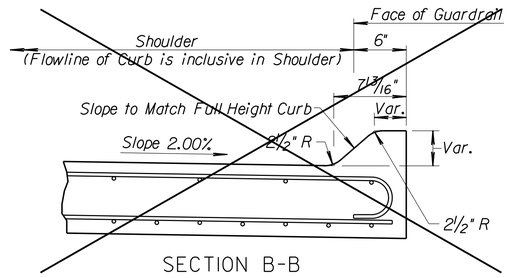
All materials and work required for this construction shall be Subsidiary to the concrete approach slab.

Tie bars shall be evenly spaced along the length of the slab and no tie bars shall be within 12" of contraction joint.

NOTE:
Sections A-A and B-B curb dimensions have been modified from the KDOT standard to match the 6" curb section on the bridge. Transition to the road Combined Curb & Gutter (Type I)(Special) off of the approach slab.



SECTION A-A



SECTION B-B

NO.	DATE	REVISIONS	BY	APP'D
13	5-17-13	Revised Note, Longitudinal Joints	S.W.K.	J.O.B.
12	5-14-09	Pres. Relief Jt. to RD712/tie bar lab.	S.W.K.	J.O.B.
11	10-23-08	Revised Sec. A-A and Sec. B-B	S.W.K.	J.O.B.
10	10-3-07	Add. manufacturer jt. size recom'd.	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS FOR CONCRETE BRIDGE APPROACH PAVEMENT

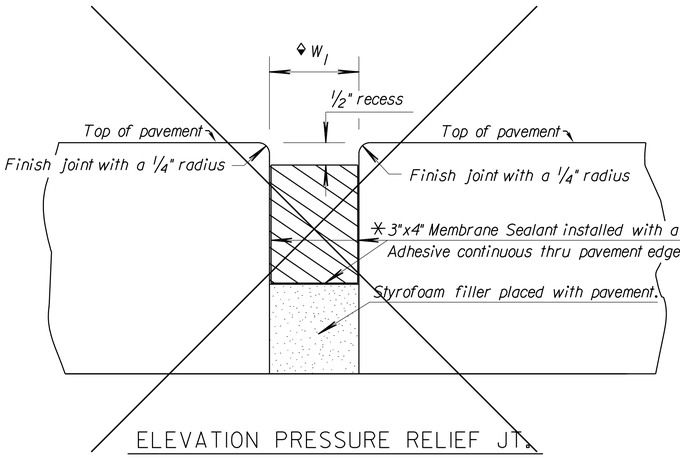
~~RD711~~

	10-23-13	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

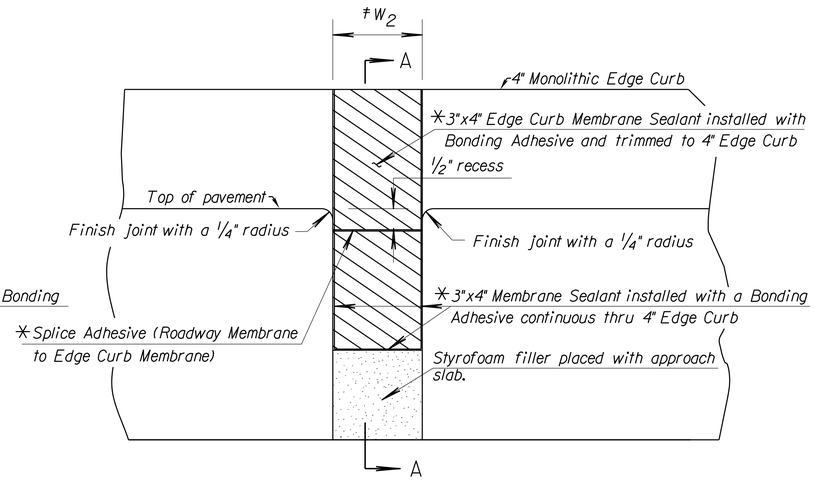
Plotted : 4/17/2015
Drawn By : _____
File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\EK1STDRD711A.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	149	1055

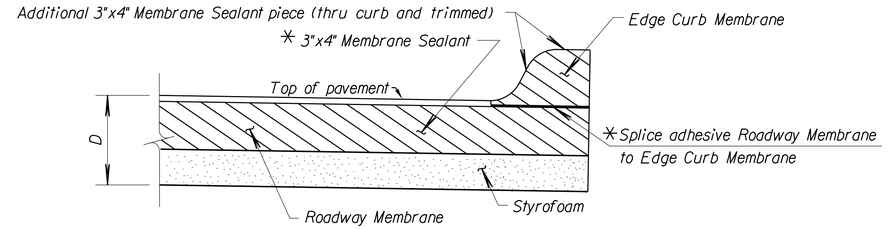
Note to Designer: For Membrane Sealant Expansion Joint on Non-skewed Bridges the maximum length of expansion is: 380' for Steel Bridges, 410' for Concrete Bridges.



ELEVATION PRESSURE RELIEF JT.

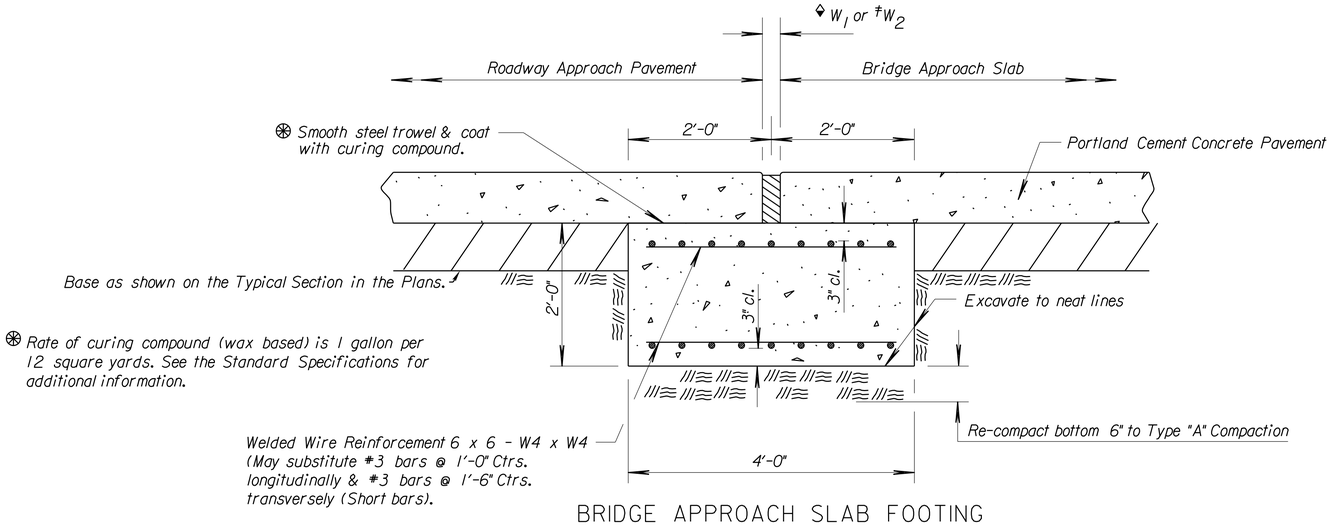


ELEVATION EXPANSION JT.



SECTION A-A

(See Std. Drawing RD711 for details of 4" Edge Curb.)



BRIDGE APPROACH SLAB FOOTING

GENERAL NOTES

EXPANSION/~~PRESSURE RELIEF~~ JOINTS

See Concrete Bridge Approach Pavement standard drawings for location of expansion ~~and pressure relief~~ joints.

Form the joint opening prior to placement of the pavement approach. Remove the material used to form the joint after the pavement approach has been in place for a minimum of 6 days.

Clean and construct the joint only after the concrete in the approach slab has cured for a minimum of 7 days.

Thoroughly clean the joint by sandblasting and by high pressure air blast to remove all laitance and contaminants from the joint. When any joint is shaped by saw cutting in lieu of forming, blast the joint with water prior to sandblasting and air cleaning.

Accomplish sandblasting in two passes to clean each face of the joint (one pass for each face). Hold the nozzle 1 to 2 inches from the joint face at an angle to the joint face.

Remove any contaminants such as oil, curing compound, etc. by sandblasting to the satisfaction of the Engineer. Solvents, wire brushing, or grinding are not permitted.

Air blast the joint just prior to installing the Membrane Sealant. Equip the air compressor used to clean the joint with trap devices capable of providing moisture-free and oil-free air at a recommended pressure of 90 psi. Spot check the joint to verify any residual dust or dirt has been removed. The Engineer is required to inspect the joint immediately prior to installing the joint material.

✳ See KDOT Standard Specifications for Membrane Sealant, Bonding Adhesive and Splice Adhesive.

Do not allow traffic on the joint for a minimum of 3 hours unless otherwise directed by the Engineer.

Use splice materials and methods recommended by the Manufacturer.

All work and materials for the preparation, construction, and installation of the joint will be subsidiary to the concrete approach pavement.

BRIDGE APPROACH SLAB FOOTING

Pay for the Bridge Approach Slab Footing at the unit price bid per cubic yard for "Bridge Approach Slab Footing". This price will be full compensation for furnishing all materials and labor including Concrete Grade 4.0 (AE) Pavement, Reinforcing Steel (Gr. 60) (Epoxy Coated), excavation, Type "A" Compaction and materials used to prevent bonding of concrete. The Contractor may use Concrete Grade 4.0 (AE) or the mix used in the concrete pavement for the slab footing.

~~◆ PRESSURE RELIEF JOINT WIDTH DETAILS (W_1)~~

¥ Temperature (F°)	40°	50°	60°	70°	80°	90°	100°
~~Formed Concrete Opening Size~~	4.0"	3 3/4"	3 1/2"	3 1/4"	3.0"	~~2 3/4"~~	~~2 1/2"~~

¥ Average Ambient Temperature over previous 24 hours.

ǂ EXPANSION JOINT WIDTH DETAILS (W_2)

See bridge construction layout sheet for details.

NO.	DATE	REVISIONS	BY	APP'D
9	10-16-13	Revised General Note	S.W.K.	J.O.B.
8	4-4-13	Rev. Joint Width Det. Table	S.W.K.	J.O.B.
7	7-10-09	Adjusted Expansion joint table	S.W.K.	J.O.B.
6	5-13-09	Therm. width jt. & membrane sealant	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

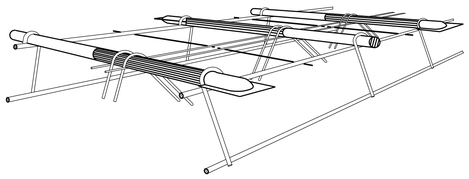
BRIDGE APPROACH SLAB DETAILS EXPANSION/PRESSURE RELIEF JOINT/ BRIDGE APPROACH SLAB FOOTING

~~RD712~~

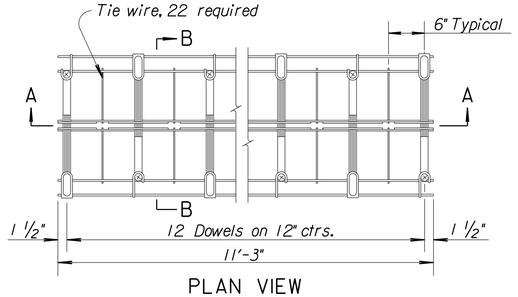
FHWA APPROVAL	9-4-14	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

Plotted : 4/17/2015
Drawn By : _____
File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOTEK1STDRD712A.dgn

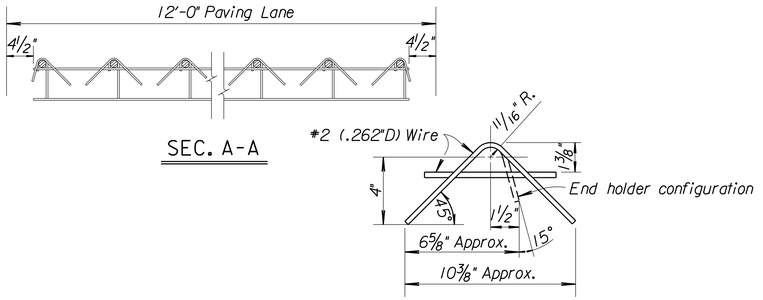
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	150	1055



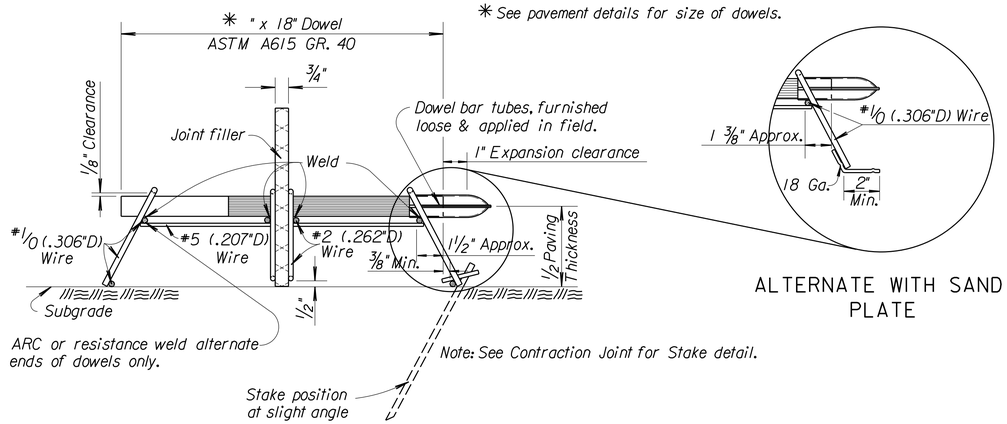
PERSPECTIVE VIEW



PLAN VIEW

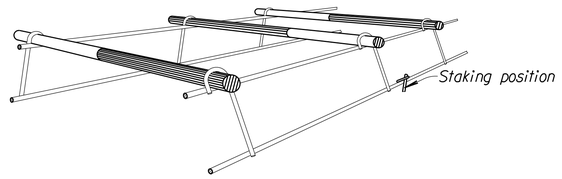


SEC. A-A



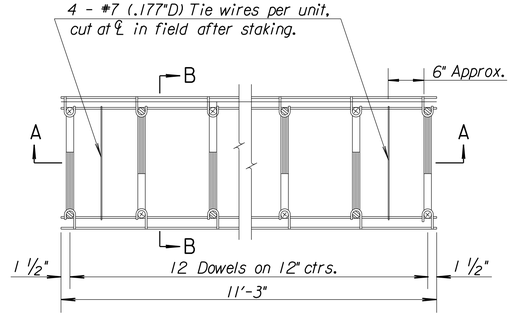
SEC. B-B

EXPANSION JOINT

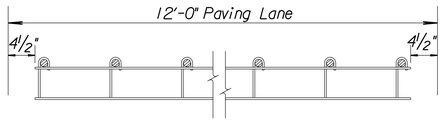


Staking position

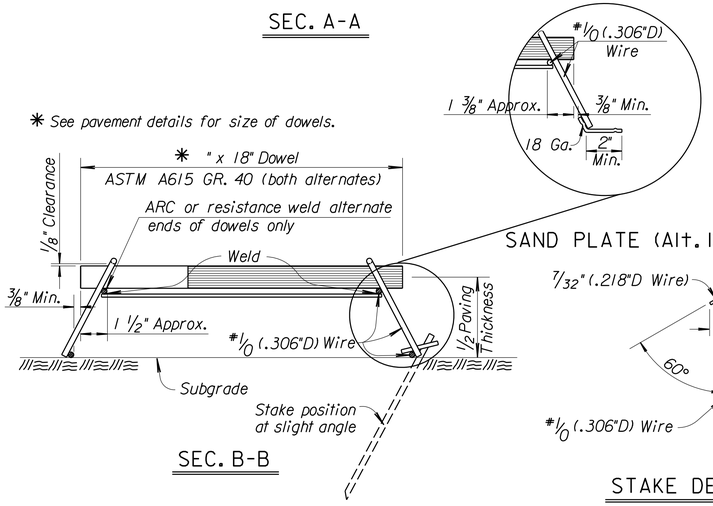
PERSPECTIVE VIEW



PLAN VIEW

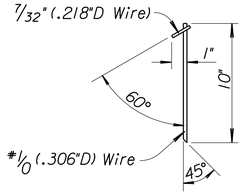


SEC. A-A



SEC. B-B

CONTRACTION JOINT



STAKE DETAIL

(6 Pieces minimum required)

Note: Wire sizes shown are minimum required.

Sides held together with tie wire, allowing quick separation of sides & insertion of expansion material, provided in field.

One length of Preformed Expansion Joint filler (Type B), or other approved material, cut to fit crown and subgrade shall be used for each lane of pavement as expansion joint filler.

A string line shall be stretched between the pavement forms along the center line of the joint.

Each dowel bar shall be coated with an epoxy coating that meets the standard specifications. The coating material shall be a powdered epoxy resin approved by the Chief, Bureau of Materials and Research and shall be uniformly applied according to accepted practices and the resin manufacturer's recommendations. For Alt. 1 the coating need not be applied to the end faces of the bars and will not be required within 2" of the end which will be fixed in the supporting basket by welding.

In order to identify the location of the bond breaker application, the working end of dowel and the supporting leg shall receive a light application of red paint at the place of fabrication. The bond breaker to be applied in the field prior to concrete placement shall consist of coating approximately three-fifths of the length of each dowel bar with hard grease at the working end identified by the red paint.

The cutting to length of the dowel bars shall be done in such a manner to result in no appreciable deformation of the ends.

The entire joint assembly shall be carefully leveled up so that the dowels are parallel to the slab surface and free to slide in the dowel holders. Any grease scraped off the dowels in assembling the joint shall be replaced. Any excess grease on the dowel holders shall be removed.

After the complete expansion joint is assembled, it shall be checked to be certain that the vertical plane of the joint will be perpendicular to the finished surface of the slab and at a right angle with the center line of the slab. The dowels shall be checked to be certain that they are level and will remain in a position parallel with the finished surface of the slab.

Concrete shall be placed over and adjacent to the joint in accordance with the requirements of the Specifications.

To finish the joint after completion of machine finishing, floating and straight edging of the surface, the concrete over the filler shall be carefully removed and the joint edged with an edger of the proper size.

Expansion Joint material is to be installed in the field.

Other approved designs may be used in lieu of the type shown.

GENERAL NOTE

Dowel bar insertion may be by mechanical dowel placers regardless of the joint spacing.

Each dowel bar shall be coated with an epoxy coating that meets the standard specifications. The coating material shall be a powdered epoxy resin approved by the Chief, Bureau of Materials and Research and shall be uniformly applied according to accepted practices and the resin manufacturer's recommendations. For Alt. 1 the coating need not be applied to the end faces of the bars and will not be required within 2" of the end which will be fixed in the supporting basket by welding.

The cutting to length of the dowel bars shall be done in such a manner to result in no appreciable deformation of the ends.

Alt. 1 (Baskets)

Wire sizes shown are minimum required.

Basket to be staked to sub-grade, as shown. Ramset or similar type fastener with clip to be used when subgrade condition requires it.

A string line shall be stretched between the pavement forms along the center line of the joint. The position of the joint shall be carefully marked so that the saw cut will coincide with the center line of the joint.

In order to identify the location of the bond breaker application, the working end of dowel and the supporting leg shall receive a light application of red paint at the place of fabrication. The bond breaker to be applied in the field prior to concrete placement shall consist of coating approximately three-fifths of the length of each dowel bar with hard grease at the working end identified by the red paint.

The entire joint assembly shall be carefully leveled so that the dowels are parallel to the slab surface and free to slide in the dowel holders. Any coating scraped off the dowels in assembling the joint shall be replaced.

After the complete contraction joint is assembled, it shall be checked to be certain that the vertical plane of the joint will be perpendicular to the finished surface of the slab and at a right angle with the center line of the slab unless shown otherwise on the plans. The dowels shall be checked to be certain that they are level and will remain in a position parallel with the finished surface of the slab.

Concrete shall be placed over and adjacent to the joint in accordance with the requirements of the Specifications.

Other approved designs may be used in lieu of the type shown.

Alt. 2 (Mechanical placement)

Joint spacing shall be normal to centerline.

The pavement shall be placed and consolidated to full depth prior to insertion of the dowel bars.

The dowel bars shall be coated with a bond breaking agent prior to insertion into the plastic concrete.

The dowel bars shall be inserted into the plastic concrete ahead of the finishing beam or screed.

The installing device shall consolidate the concrete around the dowel bars such that no voids exist, without the supplemental use of hand held vibrators.

The dowel bars shall be located within one inch of the planned transverse location and within the range of depth of D/2 ± 0.1 D measured from mid depth and mid length of the bar where D represents the pavement thickness.

The dowel bars shall be located within two inches of the planned longitudinal location.

The dowel bars shall be parallel to the pavement surface and centerline within a tolerance of one half inch in 18 inches in both the vertical and horizontal direction.

The forward movement of the finishing beam or screed shall not be interrupted by the inserting of the dowel bars.

A positive method of marking the locations of the transverse joints shall be provided.

NO.	DATE	REVISIONS	BY	APP'D
8	2-15-06	Chg. Grade 60 to Grade 40 Steel	S.W.K.	J.O.B.
7	5- 5-04	Revision on Epoxy coating	S.W.K.	J.O.B.
6	4- 9-03	Rev. General Note on Epoxy coating	S.W.K.	J.O.B.
5	4-24-90	Revised notes, added Alt.1&2 Cont.Jt.	R.J.S.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

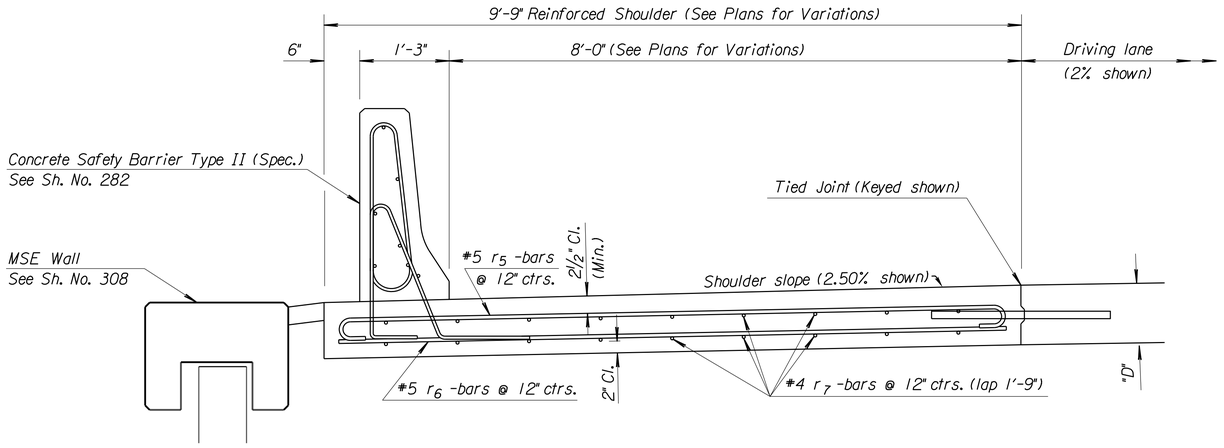
CONTRACTION & EXPANSION JT. DOWEL ASSEMBLIES

RD735

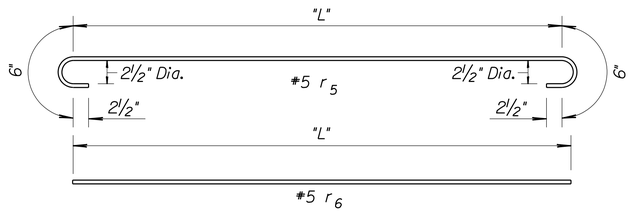
FHWA APPROVAL	4-20-06	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. Hecht

Plotted : 4/17/2015
Drawn By: _
File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\EK1STDRD735A.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	151	1055



REINFORCED CONCRETE SHOULDER



BENDING DIAGRAMS

Note: All dimensions are out to out of bars unless otherwsie shown.

GENERAL NOTE

Use Grade 60 Epoxy Coated reinforcing steel. See details for spacing, keep a minimum reinforcing steel clear distance of 1 ½", see standard specifications.

The section furnished must generally comply with the dimensions shown. Requests for minor variations in section geometry may be submitted for review.

See Std. RD709 for longitudinal joint and dowel bar information.

Reinforced Concrete Shoulder shall be paid for as "Concrete Pavement ("D" Uniform)(AE)(Reinf)" or "Concrete Pavement ("D" Variable)(AE)(Reinf)" and include all work and materials required to construct the pavement as detailed.

PAVEMENT DEPTH

D= 10"

REINF. CONCRETE SHOULDER W/MSE WALL (For Information Only)		
Bar	"L" ft.	
	7'-9" Shldr.	9'-9" Shldr.
r_5	7'-0"	9'-0"
r_6	7'-4"	9'-4"

CITY OF WICHITA

REINFORCED CONCRETE SHOULDER

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
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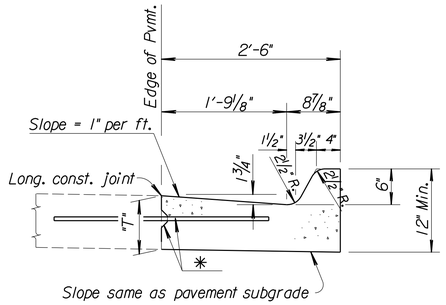
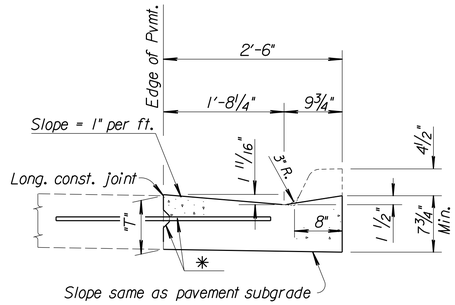


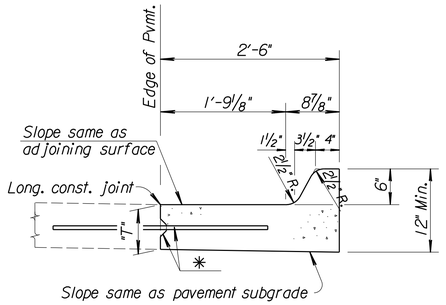
TYPE I - (Arterial Curb)

COMBINED CURB & GUTTER (6")



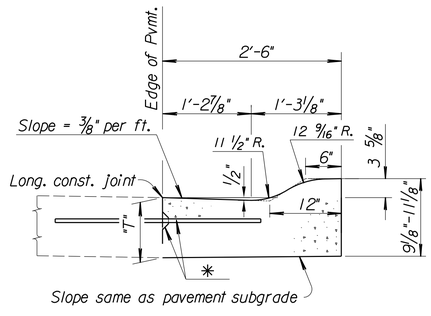
TYPE I - (Arterial Curb)

COMBINED CURB & GUTTER (1 1/2")



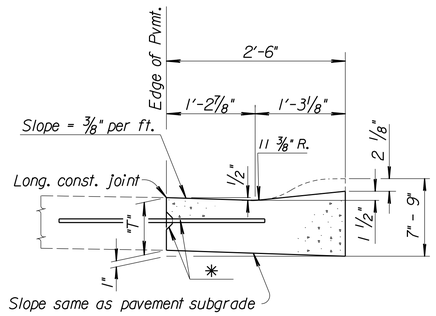
TYPE I (SPECIAL) -(Arterial Curb)

COMBINED CURB & GUTTER (6")



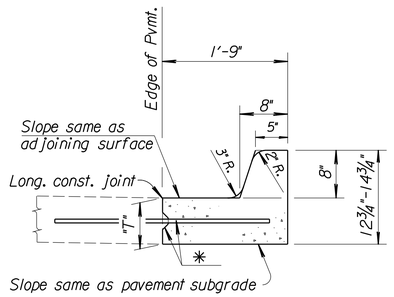
TYPE II - (Roll Curb)

COMBINED CURB & GUTTER (3 5/8")



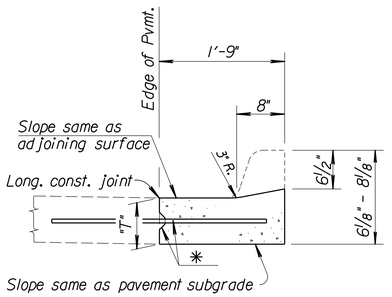
TYPE II - (Roll Curb)

COMBINED CURB & GUTTER (1 1/2")



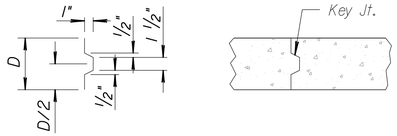
TYPE III - (Median Curb)

COMBINED CURB & GUTTER (8")

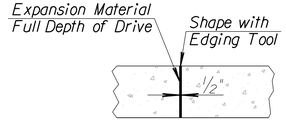


TYPE III - (Median Curb)

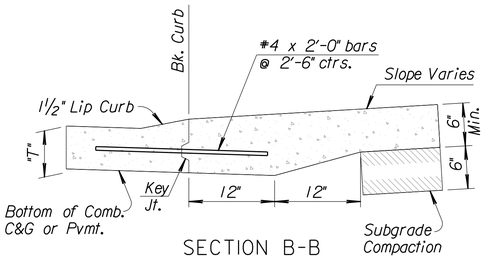
COMBINED CURB & GUTTER (1 1/2")



ALT. LONGITUDINAL CONSTRUCTION JOINT



EXPANSION JOINT (E.J.)



SECTION B-B

BACK OF CURB DETAIL

* Longitudinal construction joint and #4 x 3'-0" bars @ 2'-6" ctrs., where concrete pavement is constructed. Drill and grout bars where adjacent to existing contcrete pavement. Drilling and grouting shall be subsidiary.

"T" = Thickness of curb to adjust with pavement thickness

"D" = Pavement thickness

† See Sh. No's. 491-502 for Landscape Plans.

GENERAL NOTE

Expansion (isolation) joints shall be constructed a maximum of 300' apart at all PIs, PCs, cul-de-sac quadrants, and ends of returns. Expansion joints in the combined curb and gutter are to be placed opposite expansion joints in the pavement.

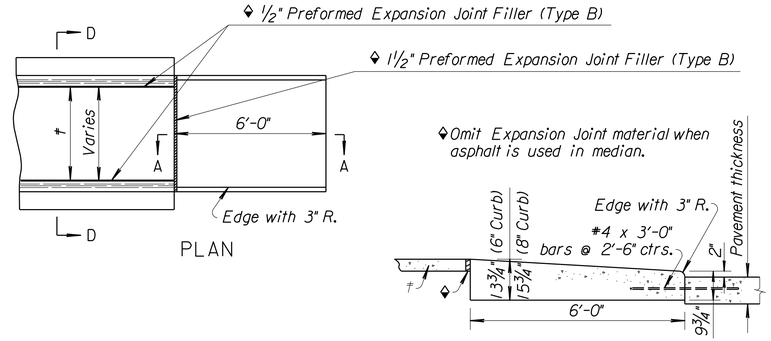
Where combined curb and gutter or gutter does not abut concrete pavement or concrete base course, omit tie bars and place a 1" Preformed Expansion Joint Filler (Type B) cut to the dimensions of the combined curb and gutter or gutter, at a spacing not to exceed 250' and at the ends of curb returns. Planes of weakness shall be constructed at 10'-0" intervals.

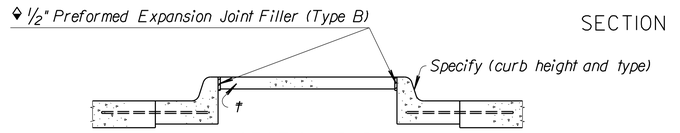
Pavement Joints shall be continued through curb or gutter. Contraction joints shall be constructed a minimum of 12' apart.

Joint sealer shall be required at all joints on arterial and industrial streets and at intersections on residential streets.

A 5' length of transition to drop 6" Combined Curb & Gutter - Type I shall be used at the ends of each run of curb and gutter.

Concrete Median Nose may, at the contractor's option, be constructed using either the mix used in the concrete pavement or Concrete Grade 3.0 (AE). Payment for the Concrete Median Nose shall be at the unit price bid each for "Concrete Ramp Nose Section (Median)" and shall be full compensation for furnishing all materials and labor required to construct the nose as detailed.

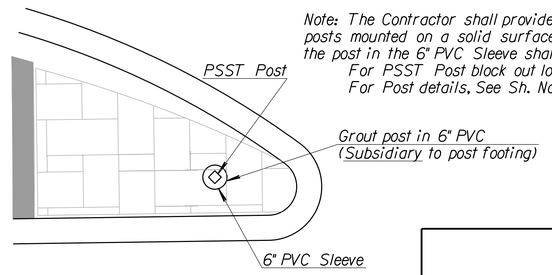




Note: Expansion joints shall be placed in concrete median as follows. In long runs expansion joints shall be 1/2" Preformed Expansion Joint Filler (Type B) installed flush with the surface.

Expansion joints in the median shall match expansion joints in the curb and gutter with a maximum spacing of 125'. Plane of weakness in the median shall match plane of weakness in curb and gutter.

CONCRETE MEDIAN NOSE



Note: The Contractor shall provide a 6" PVC Sleeve for all PSST posts mounted on a solid surface. All labor and materials to grout the post in the 6" PVC Sleeve shall be Subsidiary to post footing.

For PSST Post block out locations. See Sh. No's. 648 -654

For Post details, See Sh. No. 662

PSST POST BLOCK OUT DETAIL

CITY OF WICHITA

CURB & GUTTER DETAILS

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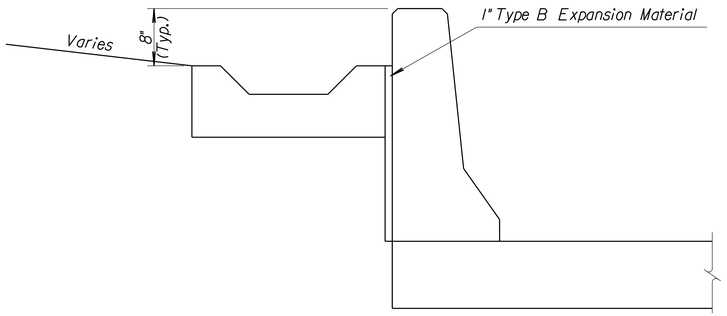
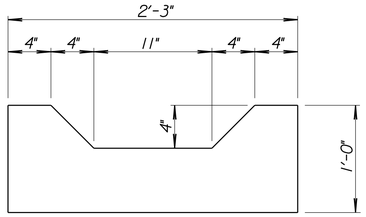


SECTION w/ROADWAY BARRIER



CONCRETE FLUME

GENERAL NOTE

Use Concrete Grade 3.0 (AE) or Concrete Pavement Mix (Contractor's Option).

The section furnished must generally comply with the dimensions shown. Requests for minor variations in section geometry may be submitted for review.

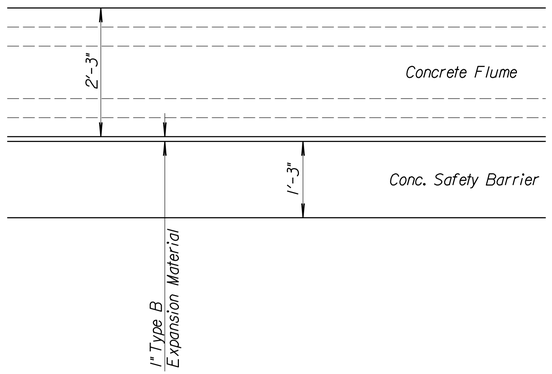
Payment for all joint material, expansion material, supporting materials, associated work, etc. is Subsidiary to the bid item "Concrete Flume"

CONSTRUCTION JOINTS

Place Joint Material (Nonextruding, Type B) where shown for structures and at the end of day construction joint.

CONTRACTION JOINTS

Form or saw Contraction joints on 20' centers maximum. Where flume is adjacent to concrete barrier space joints to match contraction joints and definite transverse cracks in the barrier. Contraction joints not to exceed 20' centers.



PLAN

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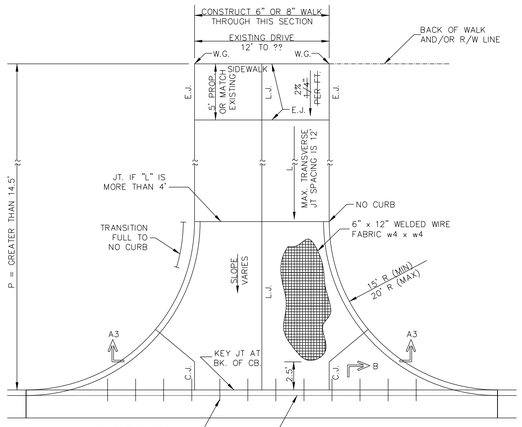
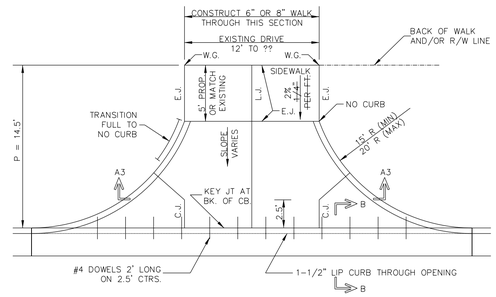
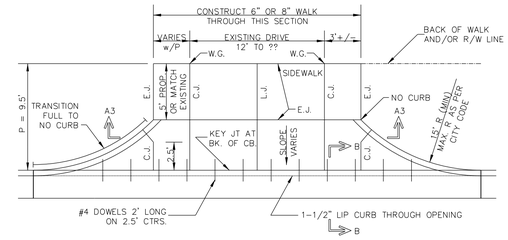
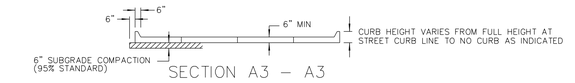
CITY OF WICHITA

CONCRETE FLUME DETAILS





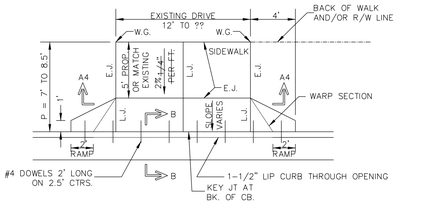


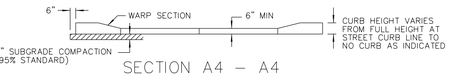


SECTION A3 – A3

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'
ABSOLUT 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)

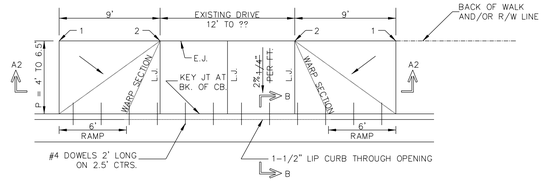


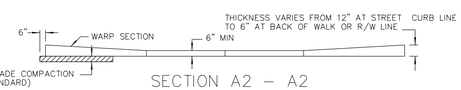


SECTION A4 – A4

PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	– 08'	0.02'	0.18'	0.22'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	– 08'	0.02'	0.18'	0.22'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	– 15'	– 16'	– 17'	– 17'
ABSOLUT MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	– 23'	– 20'	– 20'	– 20'

FULL RAMP DRIVES (P = 7.0' & 8.5')

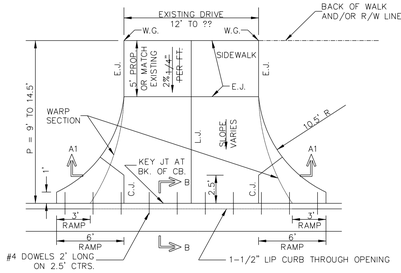


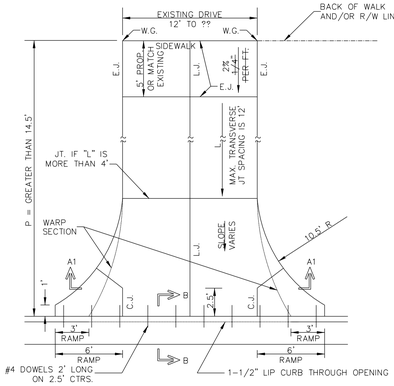


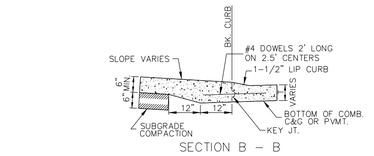
SECTION A2 – A2

PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "1" ABOVE TOP OF FULL CURB	– 08'	0.02'	0.18'	0.22'	0.18'	0.22'
DIST. OF PT. "2" BELOW TOP OF FULL CURB	– 08'	0.02'	0.18'	0.22'	0.18'	0.22'

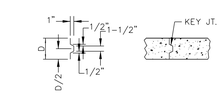
FULL RAMP DRIVES (P = 4.0' & 6.5')



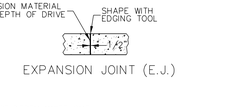




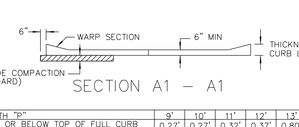
SECTION B – B



ALT. LONGITUDINAL CONSTRUCTION JOINT



BACK OF CURB DETAIL



SECTION A1 – A1

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'	0.80'	3.22'	1.35'	1.85'	2.36'	2.85'	3.35'	3.77'	4.27'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.27'	0.27'	0.32'	0.37'	0.62'	2.08'	0.96'	1.22'	1.48'	1.74'	2.00'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.19'	0.21'	0.23'	0.25'	0.30'	0.82'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUT MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	– 19'	– 16'	– 13'	– 10'	– 06'	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

RADIUS RAMP DRIVES (P = 9.0' & GREATER)

GENERAL NOTES

1. 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.

2. 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'.

3. 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.

4. 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.

5. 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.

6. 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.

7. ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND THEY MAY BE REINFORCED WITH 6"X12" W4–W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.

8. ALL DRIVEWAYS TO COMMERCIAL PROPERTY SHALL BE A MINIMUM OF 8" IN THICKNESS AND SHALL HAVE REINFORCEMENT WITH 6"x12", W4xW4.

9. 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.

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

STANDARD DRIVE ENTRANCES FULL HEIGHT CURB

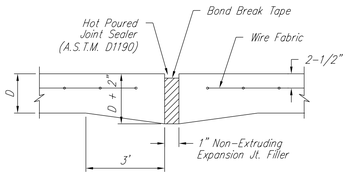
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
472-85031	705011	08/2001

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

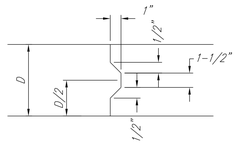
SHEET
154 of 1055

PY-126

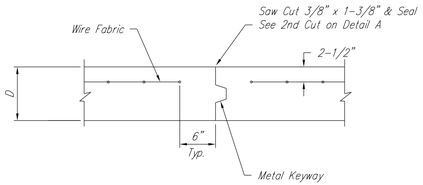


EXPANSION JOINT

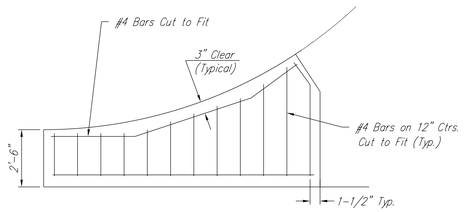
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement



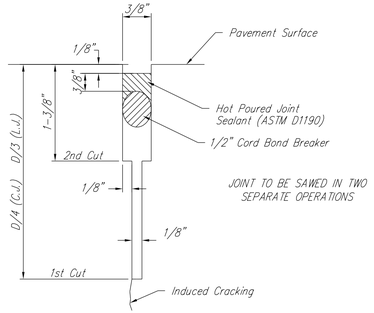
KEYWAY DETAIL



OPTIONAL CONTRACTION JOINT



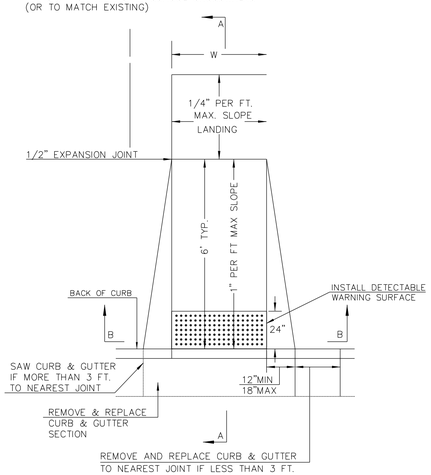
WING REINFORCING DETAIL

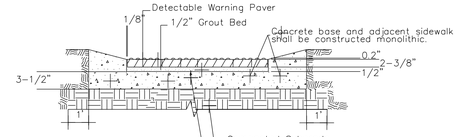


SAW JOINT DETAIL

(TYPE A)
STANDARD WHEELCHAIR RAMP
WITH DETECTABLE WARNING
CONSTRUCTION DETAIL FOR STREETS
WITH COMBINED CURB & GUTTER

W= 4'0" FOR STANDARD RAMP.
W= 5'0" FOR RAMPS AT SCHOOL CROSSWALKS
(OR TO MATCH EXISTING)

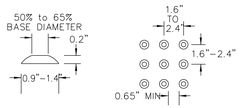




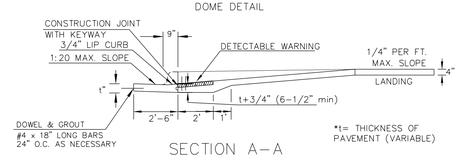
TYPICAL SECTION DETECTABLE WARNING PAVER

NOTE: RAMPS TO COMPLY WITH LATEST ADAAG GUIDELINES.
PAVESTONE DETECTABLE WARNING PAVERS (OR AN APPROVED EQUAL) SHALL BE USED IN ALL WHEELCHAIR RAMPS. THE RED PAVER SHALL BE INSTALLED USING A BASKET WEAVE/PARQUET PATTERN. OTHER PATTERNS MAY BE USED WITH APPROVAL OF ENGINEER. SAND FILL JOINTS. ALIGN DOMES IN THE DIRECTION OF PEDESTRIAN TRAVEL.

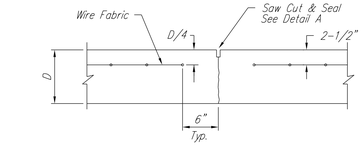
SECTION B–B



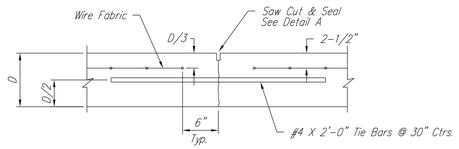
DOME DETAIL



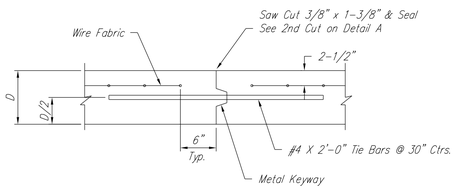
SECTION A–A



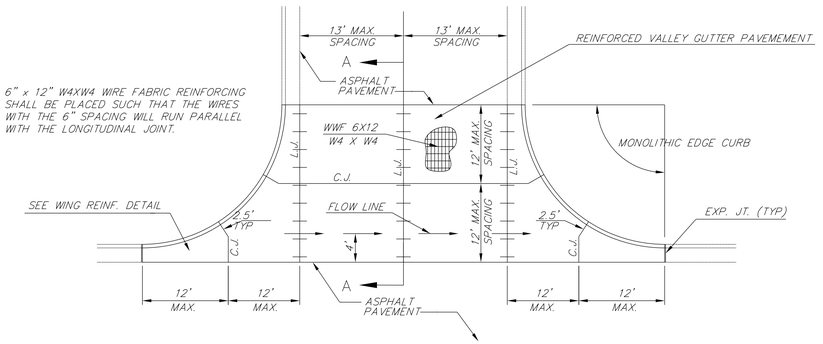
CONTRACTION JOINT DETAIL (C.J.)



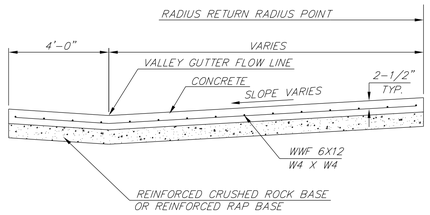
LONGITUDINAL JOINT DETAIL (L.J.)



OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)



PLAN



SECTION A–A

REINFORCED VALLEY GUTTER DETAIL

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

VALLEY GUTTER DETAILS
WHEELCHAIR RAMP
DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

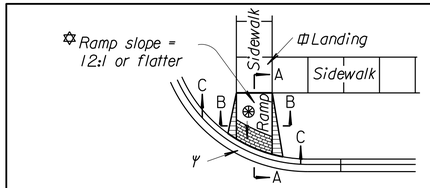
PROJECT NUMBER	OCA NUMBER	DATE
472-85031	705011	

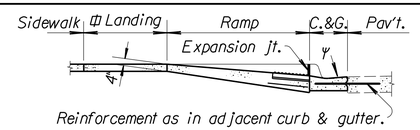
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

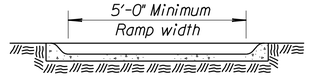
SHEET
155 of 1055

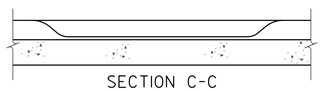
PV-109

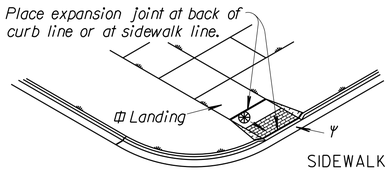
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	156	1055

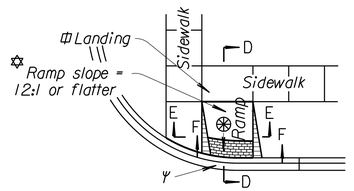


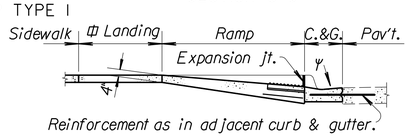


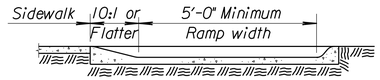


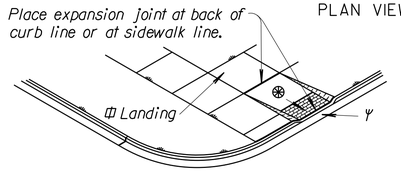


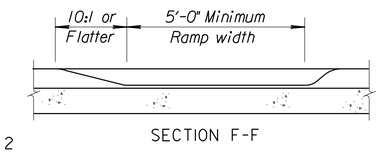


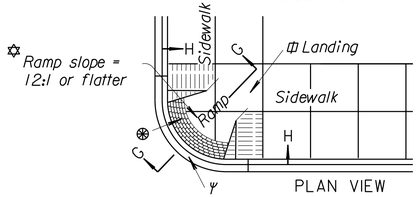


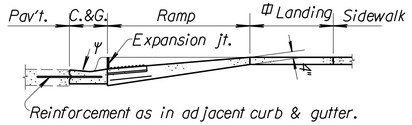


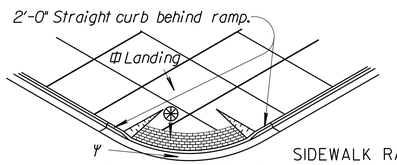


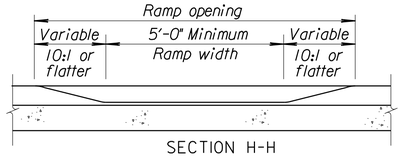






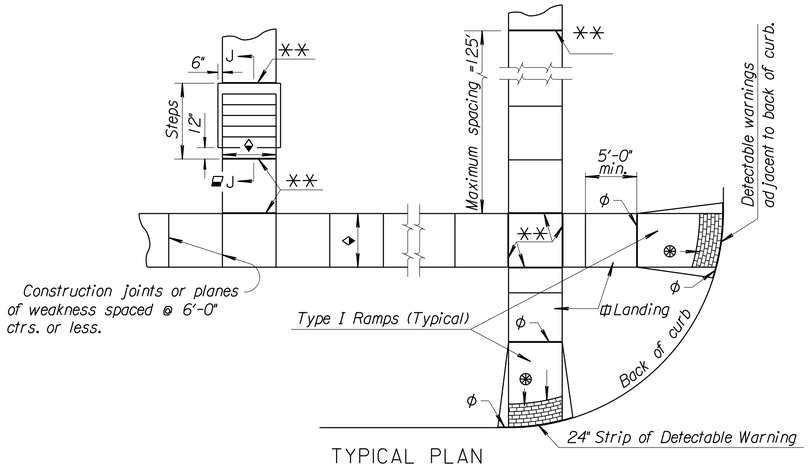


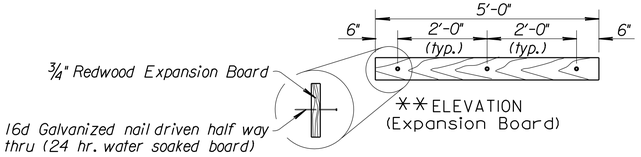




Use Ramp Type 3 where sidewalk occupies entire area between curb and property line.

SECTION J-J see standard drawing RD725B for details of Steps and Handrail.





For other than 5'-0" (width) use 6" from the end and balanced (3'-0" max.) nail spacing.

ϕ Expansion Joint (¾" Redwood board) placed at either back of curb line or at sidewalk back of curb line or at sidewalk line.

✳✳ Expansion joint (¾" redwood board) located as shown.

♦ Variable width (5'-0" min.). Entrance walk to be same width as approach walk. Use sidewalk width of 4'-0" where existing conditions prohibit use of 5'-0".

✡ New construction ramp slopes are 12:1 or flatter. Desirable ramp slopes for existing sites are 12:1 or flatter. Where space limitations prohibit construction of a 12:1 slope on existing sites, use the following slopes:
8:1 or flatter for a maximum rise of 3 inches
10:1 or flatter for a maximum rise of 6 inches

Landing Use a landing slope of 50:1 or flatter. Landings are the same width as ramp and a minimum 5'-0" in length.

Ψ Use a counter slope of 20:1 or flatter at the base of sidewalk ramps. Refer to standard drawing RD725A for additional curb and gutter details.

⊛ Detectable warning installation is typical and required on Sidewalk Ramps Type 1, Type 2, Type 3, median ramp crossings and other locations as shown in the plans. See standard drawing RD725A for additional details.

GENERAL NOTES

The details depicted here may not be appropriate for all locations. Designs shall meet this criteria on all new construction projects unless impracticable by site restrictions. For an existing sidewalk facility where the sidewalk will be replaced, sidewalk will be replaced according to this drawing to the maximum extent feasible.

Provide ramps at all corners street intersections where there is an existing or proposed sidewalk and curb. Provide ramps at mid-block walk locations for hospitals, medical centers and athletic stadiums.

Details shown on this sheet apply to all constrcution or reconstruction of streets, curbs or sidewalks. See standard specifications for additional information.

Restrict use of sidewalk ramp Type 2 to locations where it is not feasible to use Types 1 or 3.

Curb cut ramps are to be located as shown on the plans or as directed by the Engineer.

Do not place drainage structures in line with ramps except where existing drainage structures are being utilized in the new construction. Ramp locations should take precedence over the location of drainage structures.

Ramp sidewalks where the driveway curb is extended across the walk.

Construct ramp with uniform grade free of sags and short grade changes.

Place ¾" redwood expansion joints flush with the surface at a maximum spacing of 125'. Place ¾" redwood expansion joints at sidewalk junctions, see plan details. Where sidewalk abuts a curb place ¾" redwood board expansion joint flush with the surface.

Place ½" premolded (Non-extruding, Type B) joint filler where sidewalk is parallel and adjacent to a rigid surface.

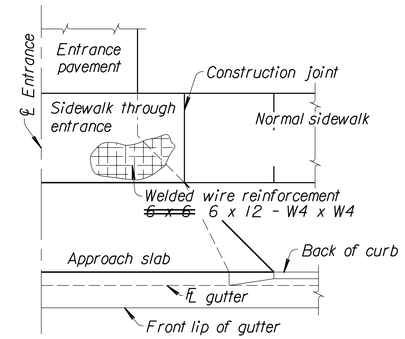
Slope sidewalk toward the street at a 50:1 or flatter. Slope or depress sidewalk where necessary to fit alleys and entrances see plans or at Engineer's direction.

Where clear width of sidewalk between top of ramp and building or other obstruction is less than 48 inches, slope the flared sides 12:1 or flatter.

Sidewalk shown to be constructed in back of an entrance shall be placed ~~6" thick with welded wire mesh reinforcement. Gauge and spacing of wires are the same~~ as entrance pavement. ~~(See Reinforcement Diagram). Bid item will be "Sidewalk Construction (6") either with or without air entrainment.~~ See Sh. No's. 154 & 155.

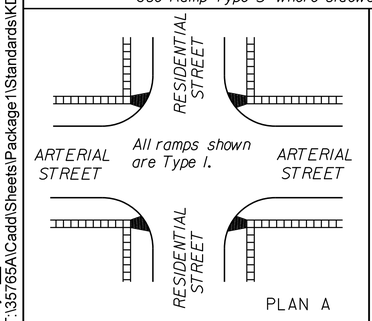
Contractor may opt to use Concrete Grade 3.0 (AE) throughout for construction of steps, but all work and materials are paid for under the bid item "Grade 3.0 Conc. (Misc.)".

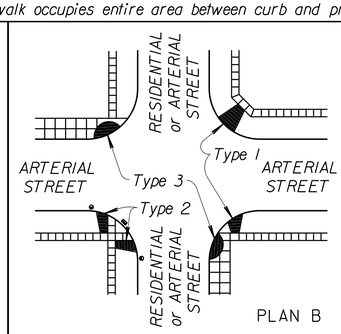
Surface texture ramp slope with a wooden float or brushed finish.

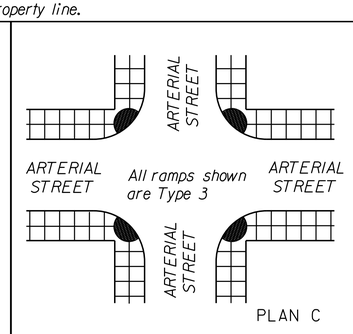


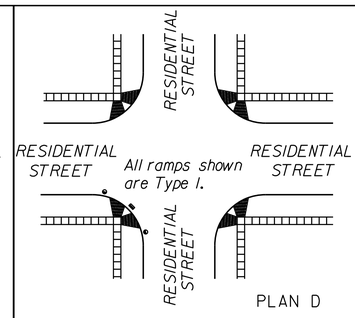
REINFORCEMENT DIAGRAM
SIDEWALK THROUGH ENTRANCE

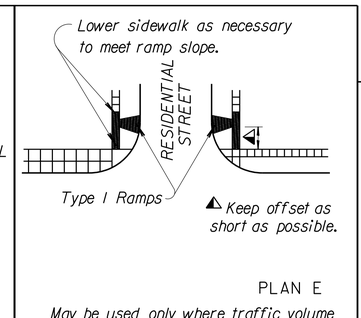
See ~~standard drawing RD726~~ Sh. No's. 154 & 155 for details of ~~Alley~~ Valley Gutter and Entrance Pavement.











May be used only where traffic volume is low and where other features make Plan D impractical.

LEGEND

- Sidewalk Ramp Type 1
- Sidewalk Ramp Type 2
- Sidewalk Ramp Type 3
- Preferred location of drainage inlet (Typical)
- Alternate location of drainage inlet (Typical)
- Sidewalk

NO.	DATE	REVISIONS	BY	APP'D
11	10-17-11	Revised General Note	S.W.K.	J.O.B.
10	5-23-11	Revised notes	S.W.K.	J.O.B.
9	2-10-10	Revised notes & General Note	S.W.K.	J.O.B.
8	7-30-08	Reorg. layout, added steps sheet	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

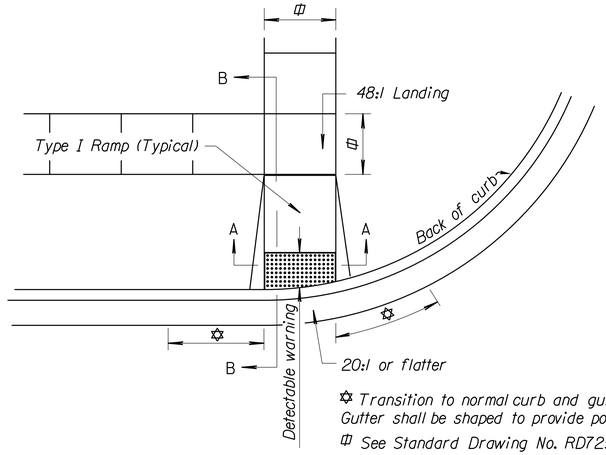
SIDEWALK & STEPS

~~RD725~~

FHWA APPROVAL	12-5-11	APP'D.	James O. Brewer
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

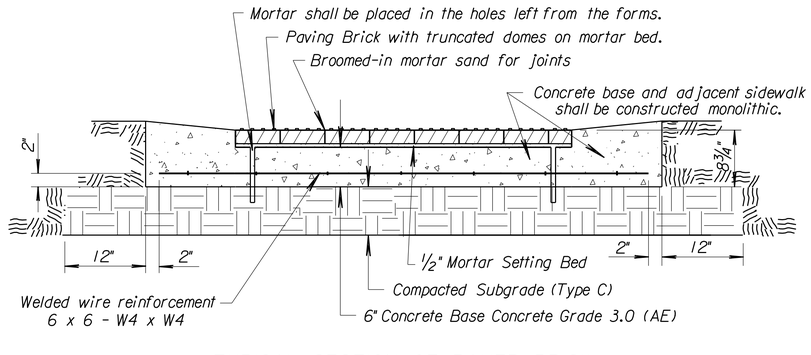
Plotted : 4/15/2015
Drawn By : ___
File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\EK1STDRD725A.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	157	1055

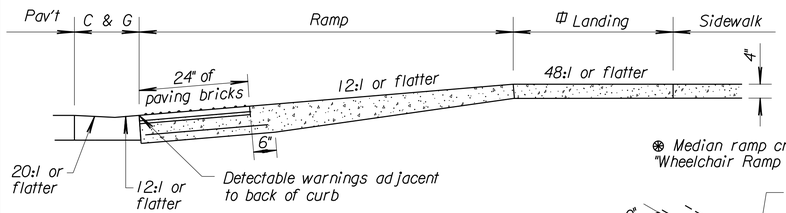


✡ Transition to normal curb and gutter section. Gutter shall be shaped to provide positive drainage.
⧈ See Standard Drawing No. RD725 for additional details.

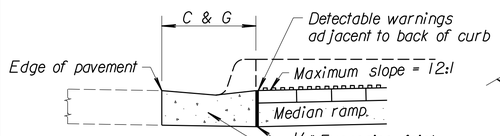
TYPICAL PLAN



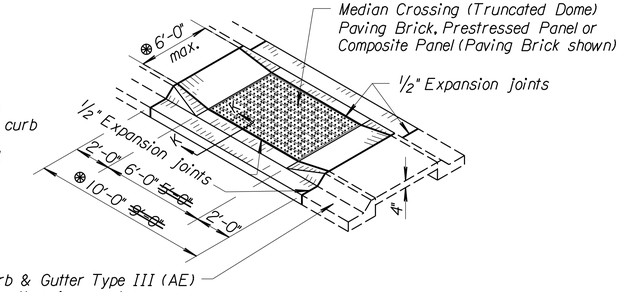
TYPICAL SECTION OF PAVER BRICK
SECTION A-A



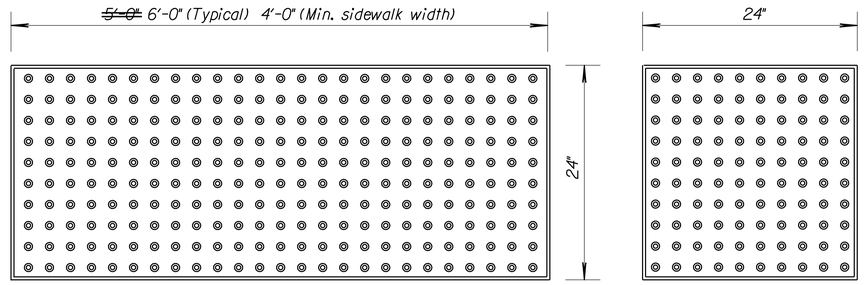
SECTION B-B



SECTION K-K

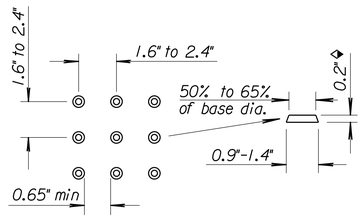


NARROW MEDIAN RAMP CROSSING
Note: A Median Ramp Crossing shall be constructed at Crosswalk locations.

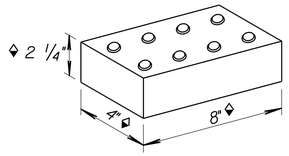


ϒ COMPOSITE PANEL with TRUNCATED DOMES

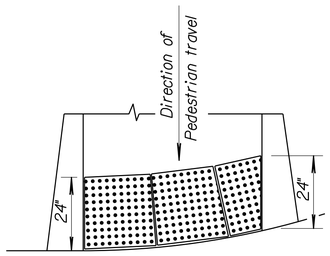
ϒ PRESTRESSED RAMP PANEL with TRUNCATED DOME SURFACE



TRUNCATED DOME DIMENSIONS
for SQUARE PATTERN
(Parallel Alignment)



ϒ PAVER BRICK WITH TRUNCATED DOME SURFACE
♦ These dimensions are nominal.



⊗ RADIUS CURB DETAILS
Cut Prestressed Ramp Panels to fit.

GENERAL NOTES

Details shown on Standard Drawing RD725 & RD725A may not be appropriate for all locations. Design new project construction to criteria shown on these drawings unless impracticable by site restrictions. For existing sidewalk replacement, follow these drawings to the maximum extent feasible.

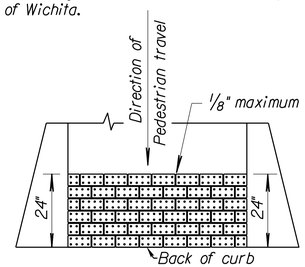
Use Paving Brick, Prestressed or Composite Panel (Truncated Dome Surface) units that meet the requirements of the Standard Specifications and comply with the Public Rights-of-Way Accessibility Guidelines. Use a contrasting color paving brick or panel to adjacent surfaces.

Cover the ramp width and 24" length with truncated dome surface, see examples Standard Drawing RD725 & RD725A. Saw cut (only) bricks or panels with not less than 25% of a full brick or panel installed. Place Truncated Dome Bricks or Panels to align parallel in the direction of pedestrian travel.

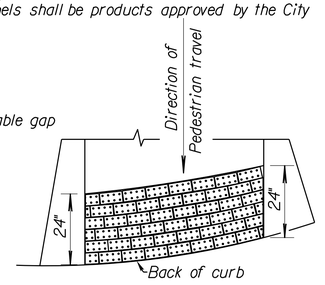
Prestressed or Composite Panels are installed in fresh concrete, Paving Brick require mortar bed and mortar sand, see Standard Specifications for requirements.

The entire ramp or median crossing will be bid as ~~"Sidewalk Ramp"~~ "Wheelchair Ramp w/ Detectable Warnings" and payment is measured by the ~~square yard~~ unit price bid each. Materials and labor to install sidewalk ramp are subsidiary to the bid item ~~"Sidewalk Ramp"~~ "Wheelchair Ramp w/ Detectable Warnings."

Paving Brick, Prestressed or Composite Panels shall be products approved by the City of Wichita.



⧈ STRAIGHT CURB DETAILS

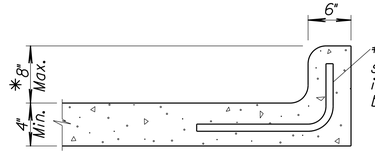


⧈ RADIUS CURB DETAILS

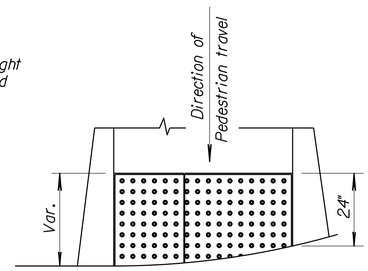
⧈ Installation shown for paving brick is running bond, use of other patterns is allowed with Engineer approval. Rotation 90° of Running Bond pattern is allowed to reduce space between bricks on radius installation, keep this space to a minimum. Place truncated domes on bricks in parallel alignment to pedestrian travel as shown.

⊗ Radius curb or greater than ~~5'~~ 6' width ramp will require more than one panel as approved by the Engineer. Limit number of panels installed at each site. Layouts shown are for example and may vary in the field.

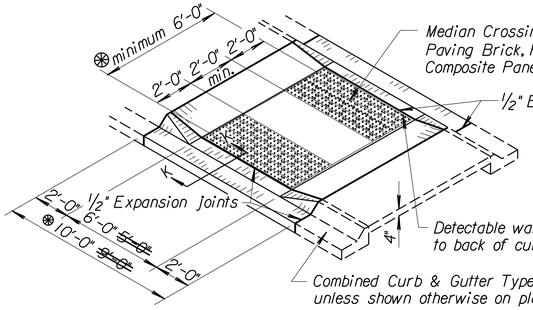
ϒ Acceptable with no mixing of types within an installation.



PROTECTION CURB DETAIL
*Vary height to meet slope requirements.



⊗ RADIUS CURB DETAILS (COMPOSITE)
Cut Radius from 3'-0" Long Composite Panel.



WIDE MEDIAN RAMP CROSSING
Note: A Median Ramp Crossing shall be constructed at Crosswalk locations.
Wider median islands will result in a 2' minimum gap between the truncated dome areas.

NO.	DATE	REVISIONS	BY	APP'D
5	6-19-14	Revised General Note	S.W.K.	J.O.B.
4	2-10-10	Added Composite Panel	S.W.K.	J.O.B.
3	8-15-05	Added Prestressed Ramp Panel alt.	S.W.K.	J.O.B.
2	2-24-05	Class to Grade conc., wire reinf.	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

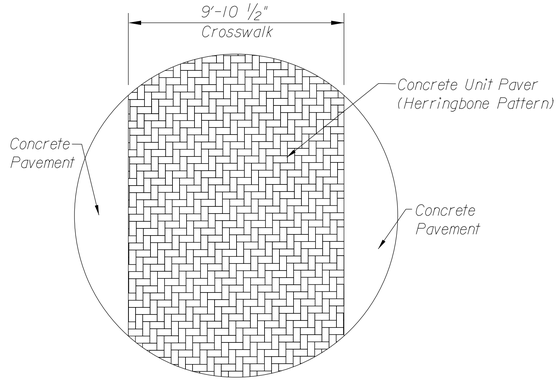
AUXILIARY DETAILS FOR SIDEWALK & STEPS

~~RD725A~~

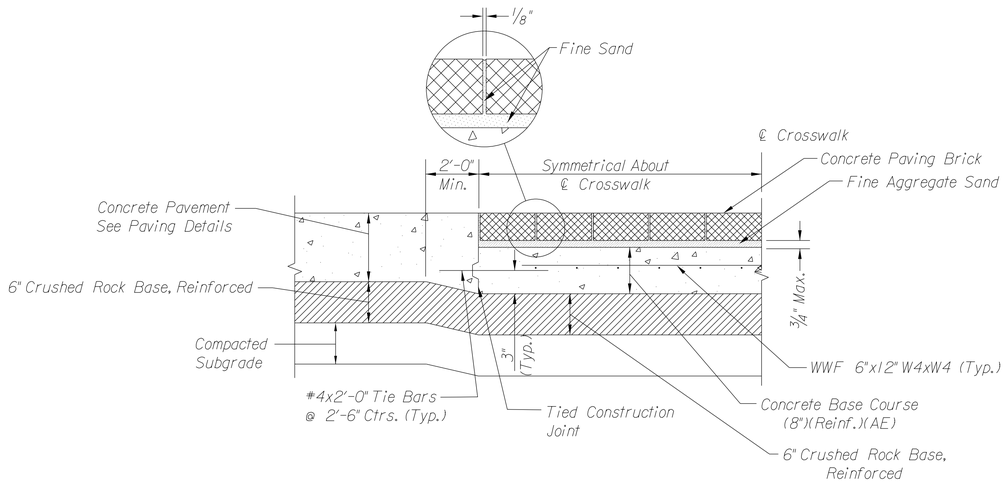
FHWA APPROVAL	9-4-14	APP'D. JAMES O. BREWER	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

Drawn By: _____
File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\EK1STDRD725AA.dgn
Plotted : 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	158	1055



PLAN – CROSSWALK



CROSSWALK SECTION

GENERAL NOTE

Concrete unit pavers shall meet or exceed ASTM C 936. Style shall be "holland stone" (4"x8"x3 1/8") as manufactured by Pavestone, Inc., or equal as approved by the Engineer. Color shall be "charcoal red" and laying pattern shall be herringbone.

The 8 inch concrete pavement base course shall be Subsidiary to the brick paver crosswalks.

Sand bedding shall meet the specification requirements for fine aggregate. An uncompacted sand laying course shall be spread evenly over the area to be paved and then screeded to a level of approximately 3/4" max. thickness. Once screeded and leveled to the desired elevation, the sand laying course shall not be disturbed in any way.

The paving brick shall be installed in a herringbone pattern as shown in the plan. Stones shall be placed with the chamfered side up, and joint spaces kept uniform approximately 1/8 inch thick. The gaps at the edge of the paved surface shall be filled with stones cut to fit. Cutting shall be accomplished to leave a clean edge toward the traffic surface, using a masonry saw. Whenever possible, no cuts should result with a paver less than one-third of its original dimension.

Paving brick shall be vibrated to their final level in the sand laying course by two or three passes of a vibrating compactor capable of 3000 to 5000 pounds compaction force with the surface clean and joints open.

After vibration, clean concrete sand shall be spread over the paving stone surface, allowed to dry, and vibrated into the joints with additional passes of the plate vibrator so as to completely fill the joints. A light coating of sand shall be swept over the completed surface and left to weather in.

Brick Paver Crosswalks shall be paid for as Sq. Yds. of "Brick Pavers (Concrete), Crosswalk" and includes all work and materials required to construct the crosswalk as detailed.

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

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4/15/2015
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CITY OF WICHITA

BRICK PAVER CROSSWALK DETAIL