

GENERAL NOTES

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

Kansas One-Call 687-2470

The Contractor must notify the following in case of an emergency:

Cox Communications	262-0661
Kansas Gas Service	383-8600
Westar Energy	383-8600
Aquila Energy (formerly Peoples)	1-800-303-0357
Southwestern Bell Telephone Company	1-800-286-8313
City of Wichita Water Department	262-6000
City of Wichita Sewer Maintenance	262-6000

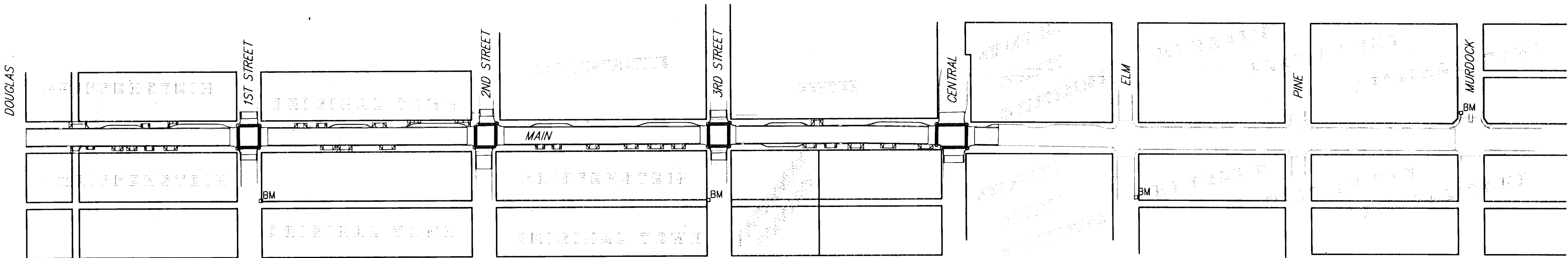
14. Light poles shall be replaced as necessary by Westar Energy. The City of Wichita shall coordinate with Westar Energy to schedule light pole replacement. Light Poles within 50' of proposed "Joint Use" Traffic Signal Poles shall not be replaced. Contractor shall protect poles, conduit and pole bases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

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

PROJECT NO: 448-89816
OCA NO. 634030



Scale: 1" = 200'



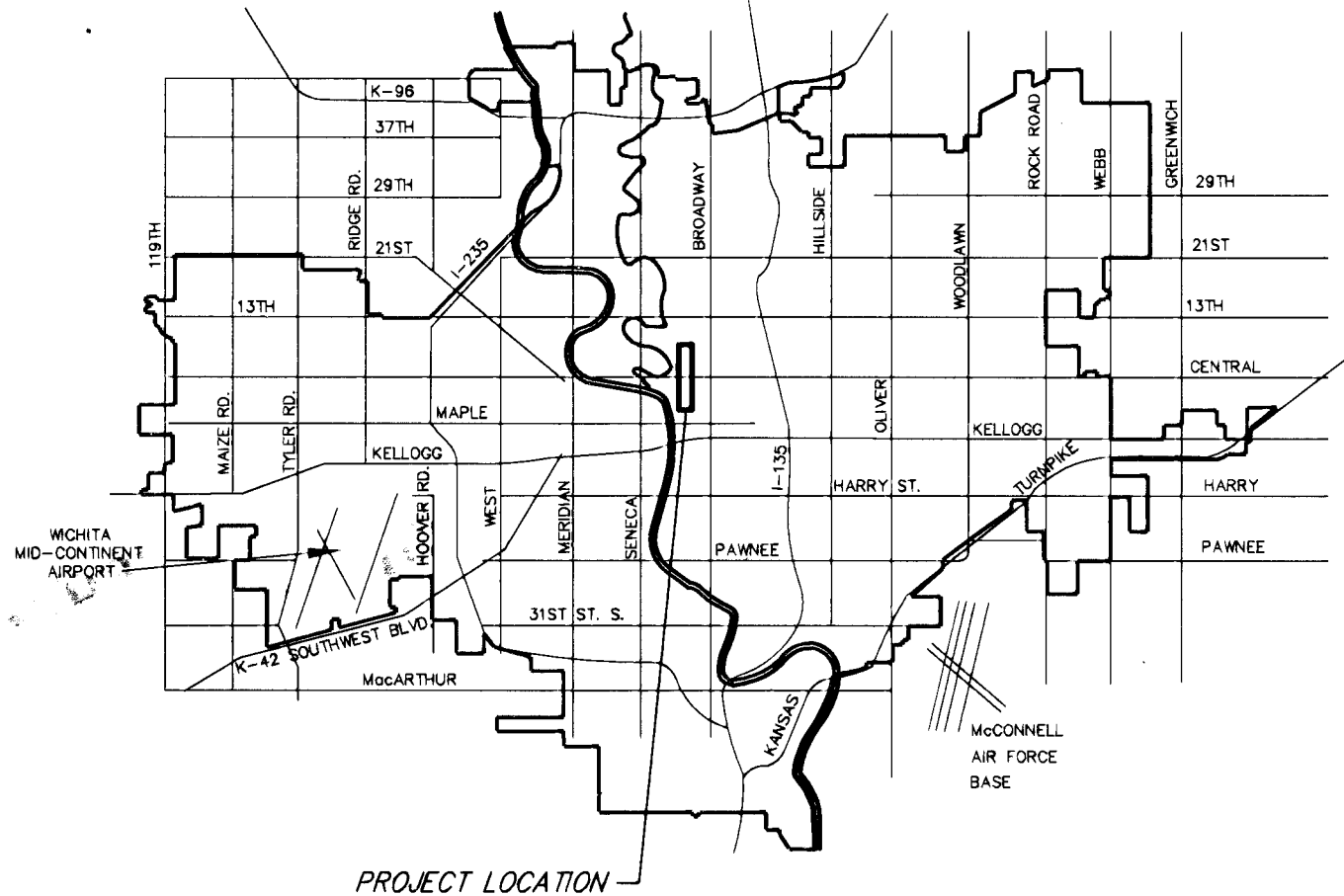
BENCH MARKS

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

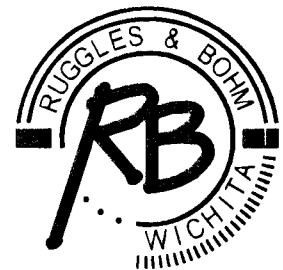
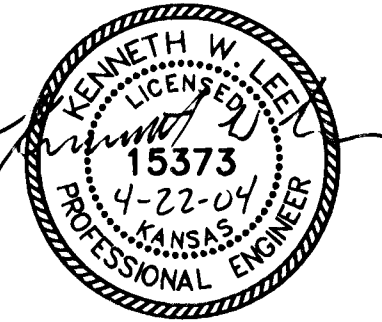
SQUARE CUT, EAST RETURN ON EAST SIDE OF ALLEY, NORTH SIDE OF
ELM BETWEEN MAIN AND MARKET.
ELEV. 1300.24 M.S.L.

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

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

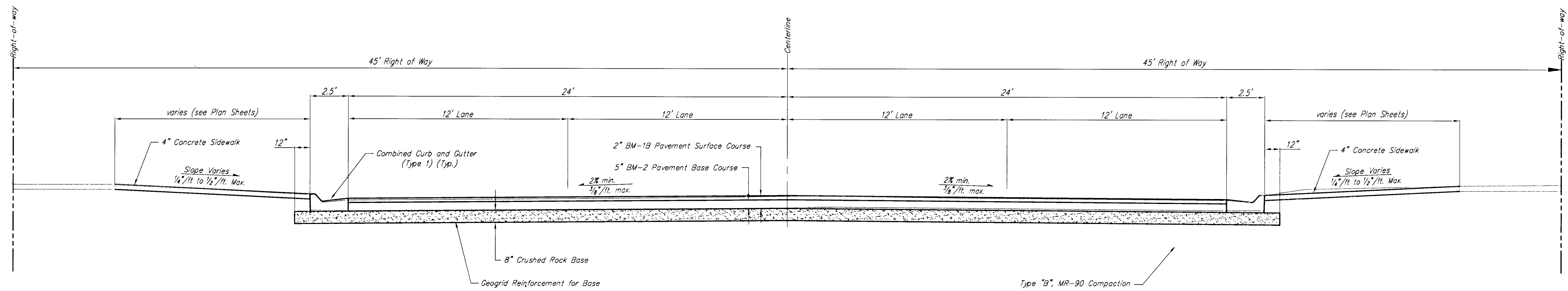


VICINITY MAP

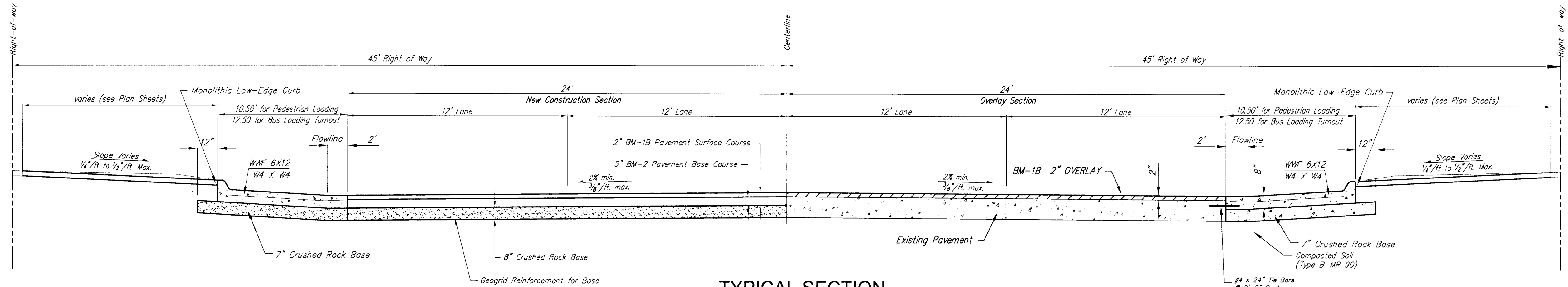


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924 North Main (316) 264-8008
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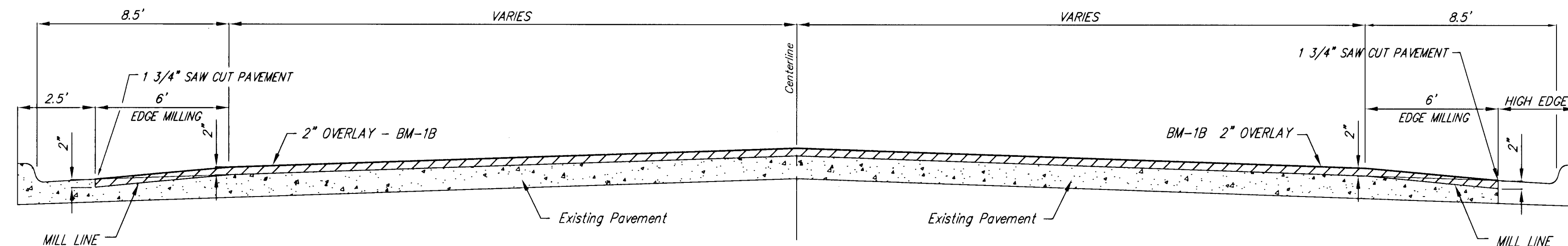
CITY OF WICHITA, KANSAS JAMES R. ARMOUR, P.E. - ACTING CITY ENGINEER



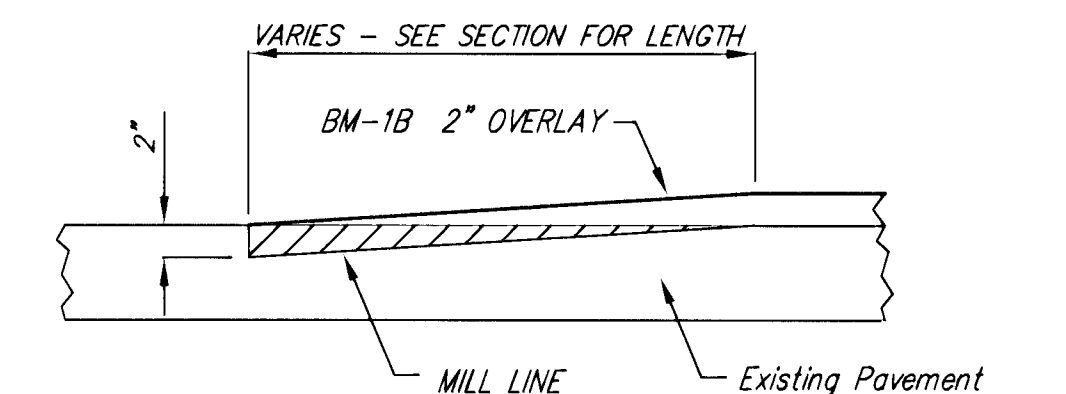
TYPICAL SECTION
STA. 30+31.78 TO STA. 37+83.20



TYPICAL SECTION
PEDESTRIAN AND BUS TURNOUTS



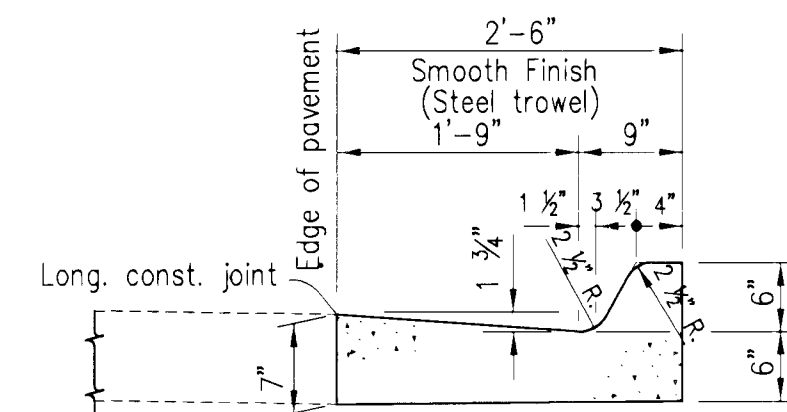
TYPICAL SECTION
MILL AND OVERLAY CONCRETE PAVEMENT



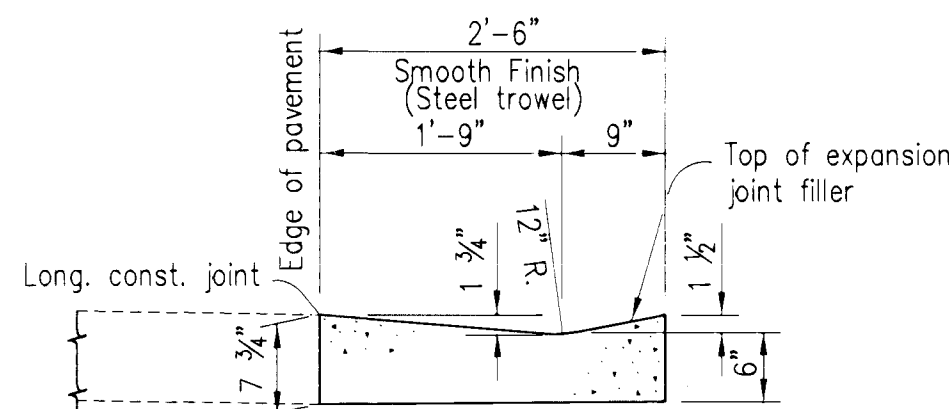
EDGE MILLING DETAIL

EDGE MILLING DETAIL
MONOLITHIC CURB AND GUTTER

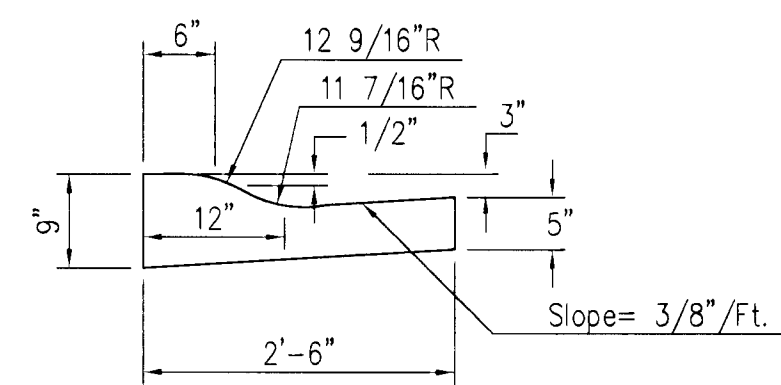
EDGE MILLING DETAIL
COMBINED CURB AND GUTTER



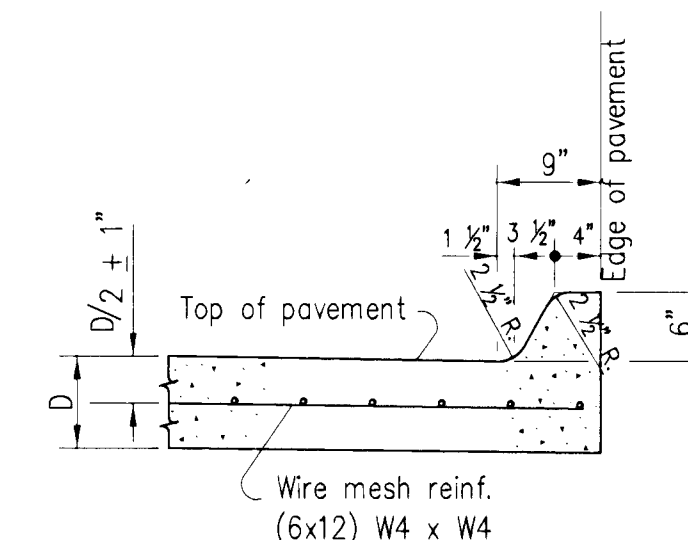
COMBINED CURB & GUTTER - TYPE I (6")
(2'-6" WIDTH)



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

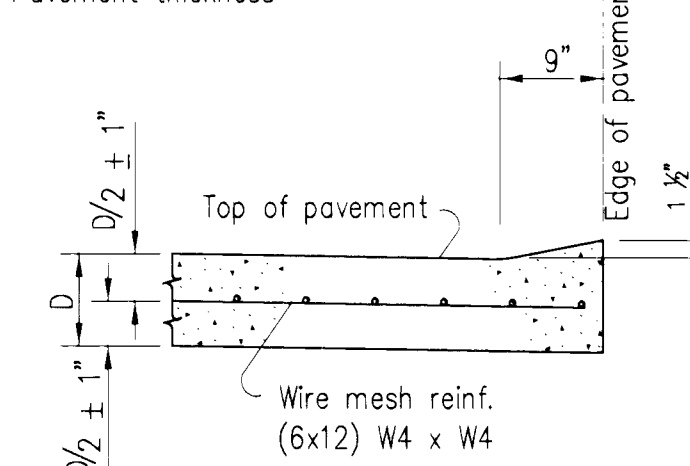


COMBINED ROLL TYPE CURB & GUTTER
(3 5/8")



6" EDGE CURB
(MONOLITHIC)

"D" = Pavement thickness

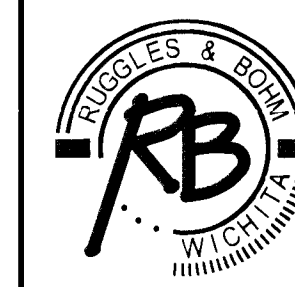


1 1/2" EDGE CURB
(MONOLITHIC)

EDGE CURB

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

MAIN STREET IMPROVEMENTS TYPICAL SECTION AND DETAILS WICHITA, KANSAS

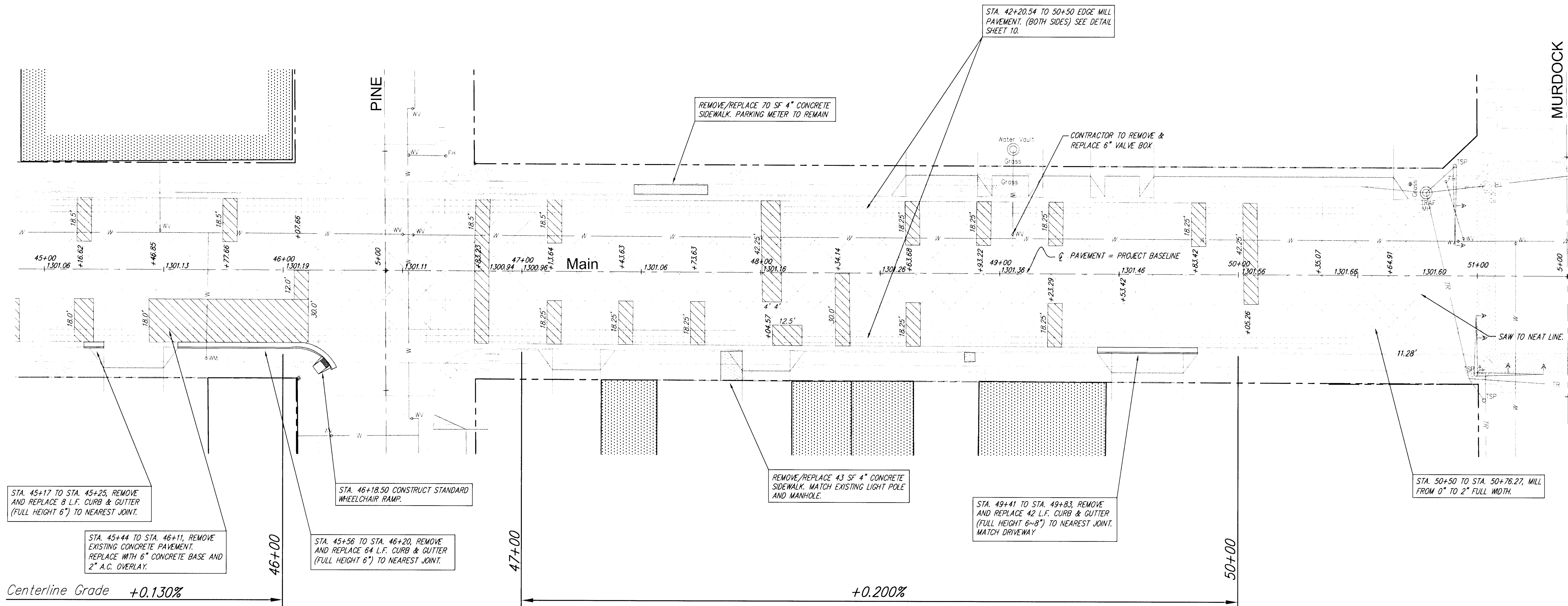
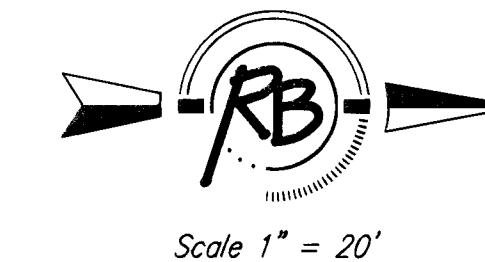


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DRAWING FILE
Typical Sections
PROJECT NUMBER
472-83811
DATE
Apr. 22, 2004

DESIGN
KWL
DRAWN
RA
REVIEW
UTILITY
SHEET
2
OF
28



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

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

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DESIGN
KML
DRAWN
RA
REVIEW
UTILITY

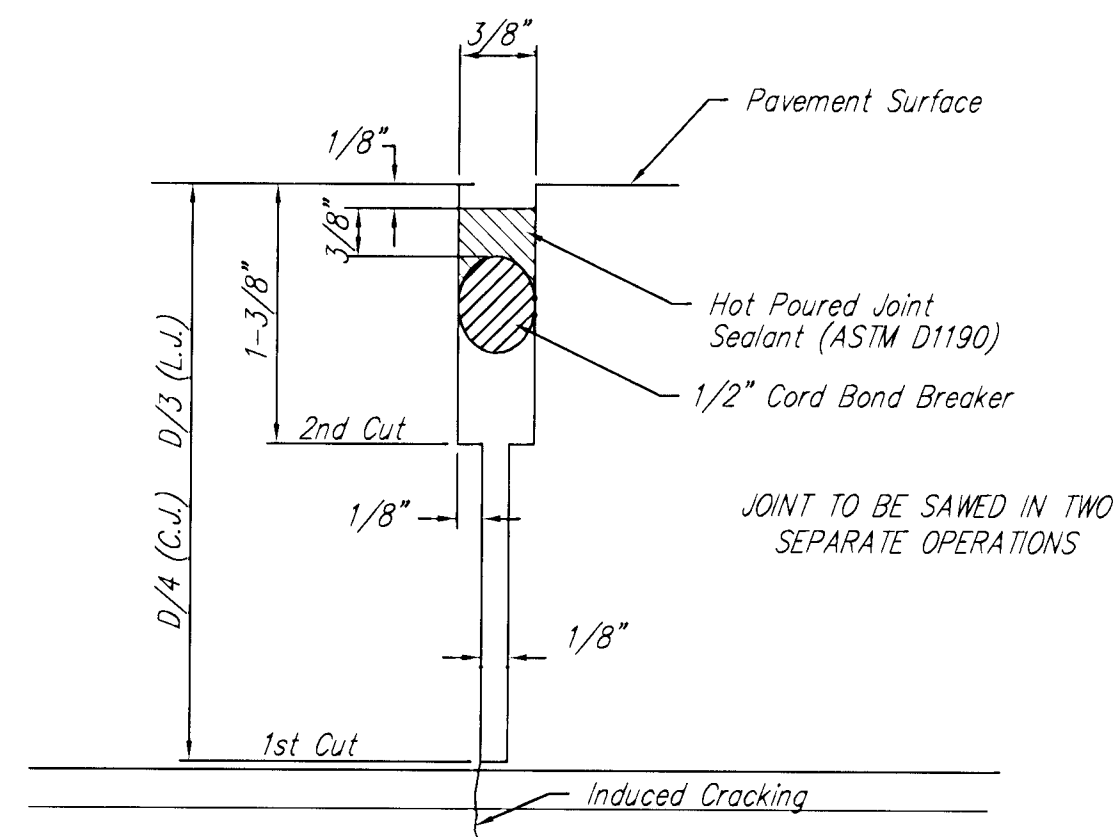
DATE
Apr. 22, 2004

DRAWING FILE
paving {paving sh 7}

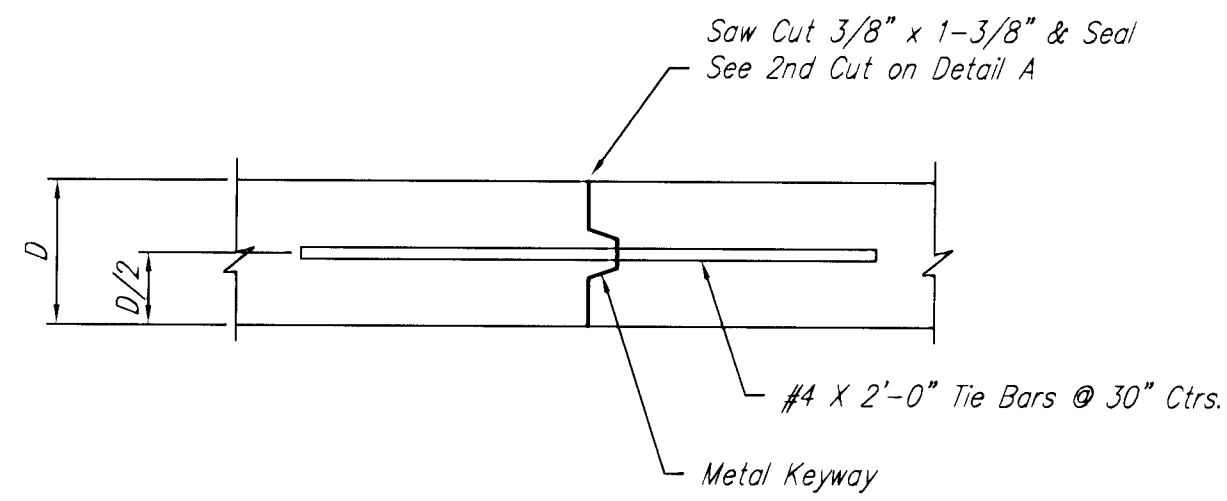
PROJECT NUMBER
472-83811

11
OF
28

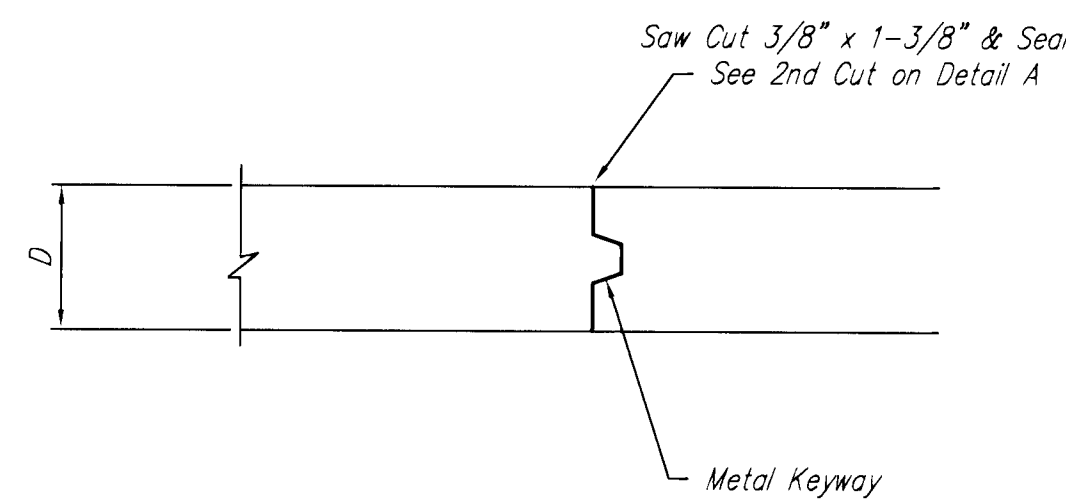
11
OF
28



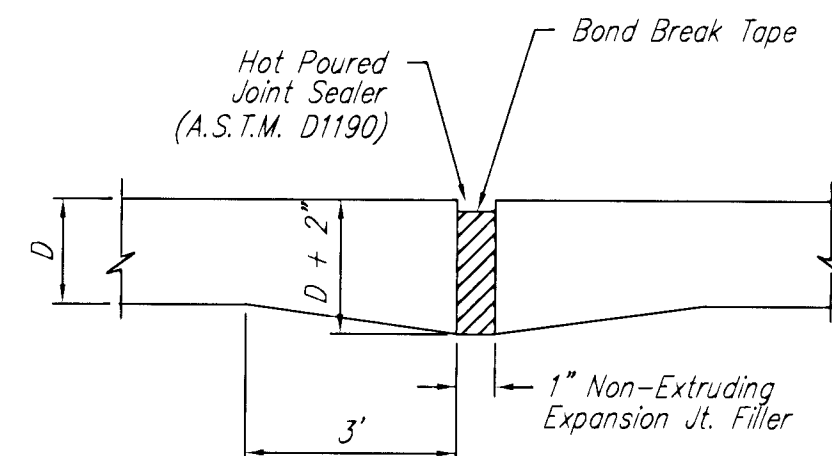
SAW JOINT - DETAIL A



OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)

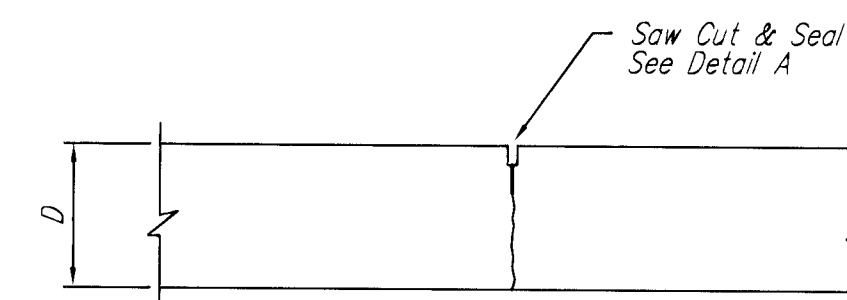


OPTIONAL CONTRACTION JOINT



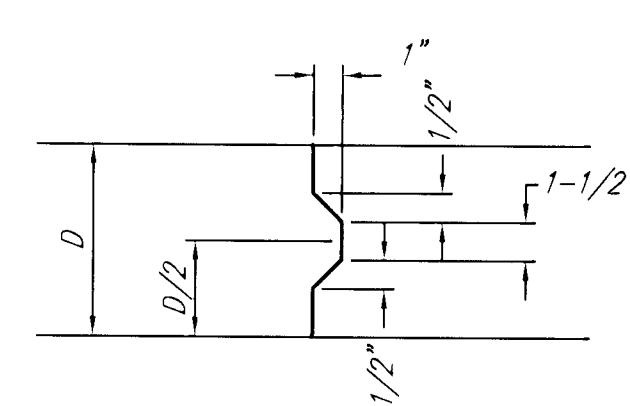
EXPANSION JOINT

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

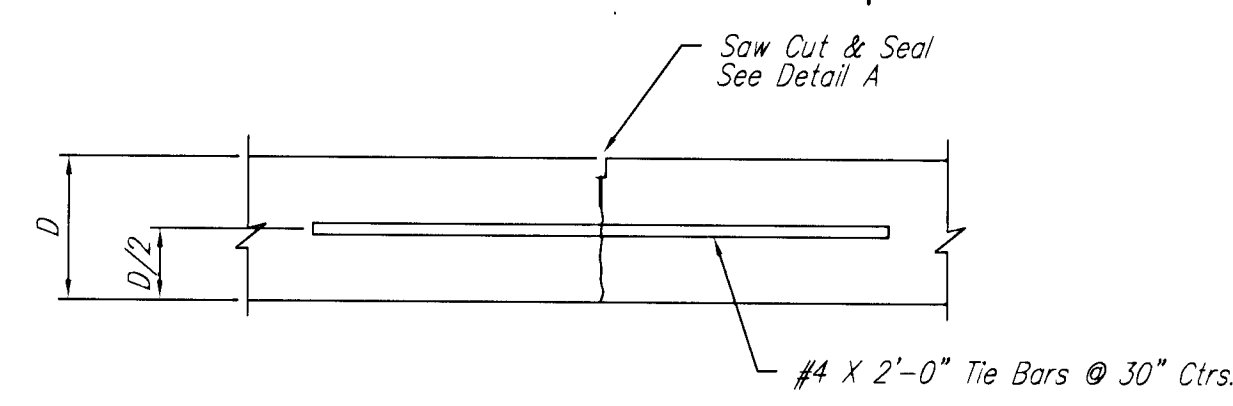


CONTRACTION JOINT DETAIL (C.J.)

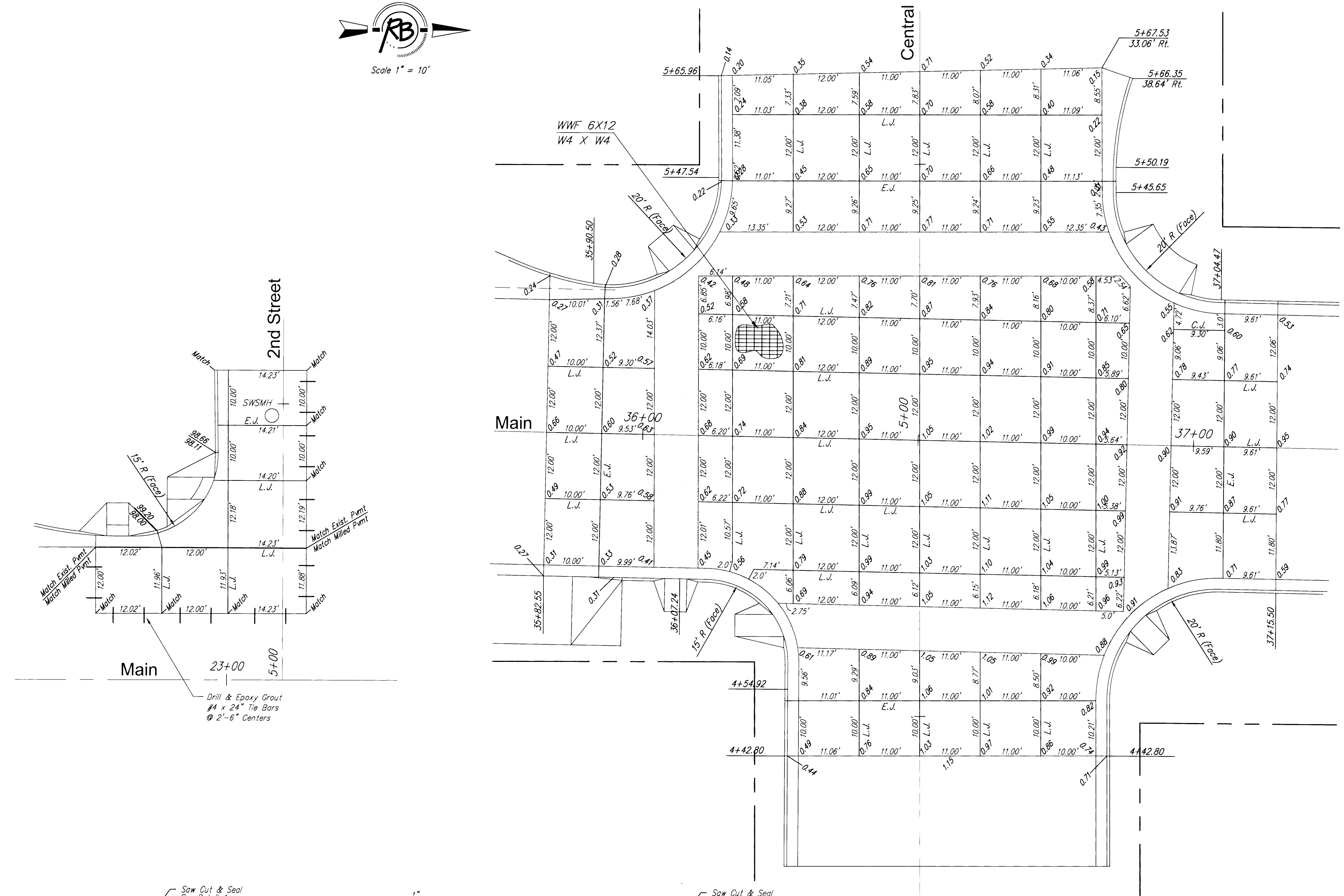
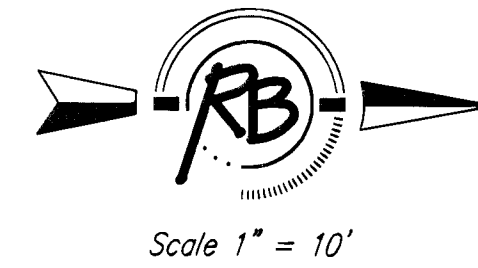
NOTE: Add Woven Wire Fabric for 10" Reinforced Concrete Pavement.



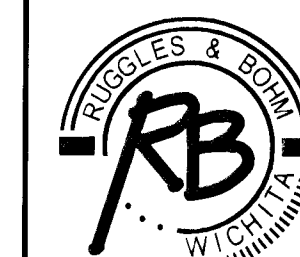
KEYWAY DETAIL



LONGITUDINAL JOINT DETAIL (L.J.)



MAIN STREET PAVING IMPROVEMENTS INTERSECTION DETAILS WICHITA, KANSAS



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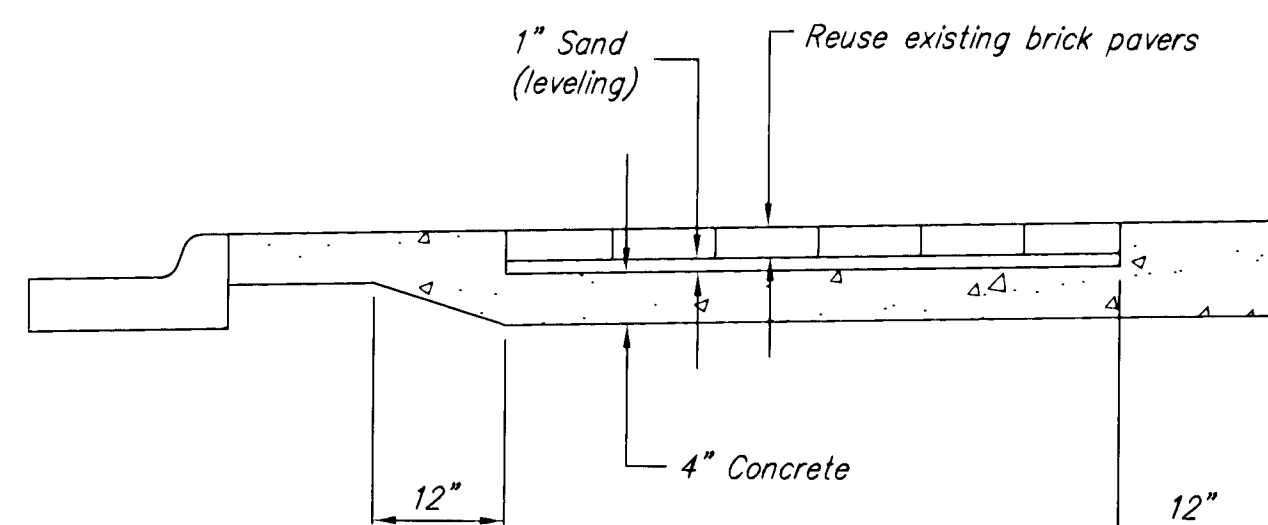
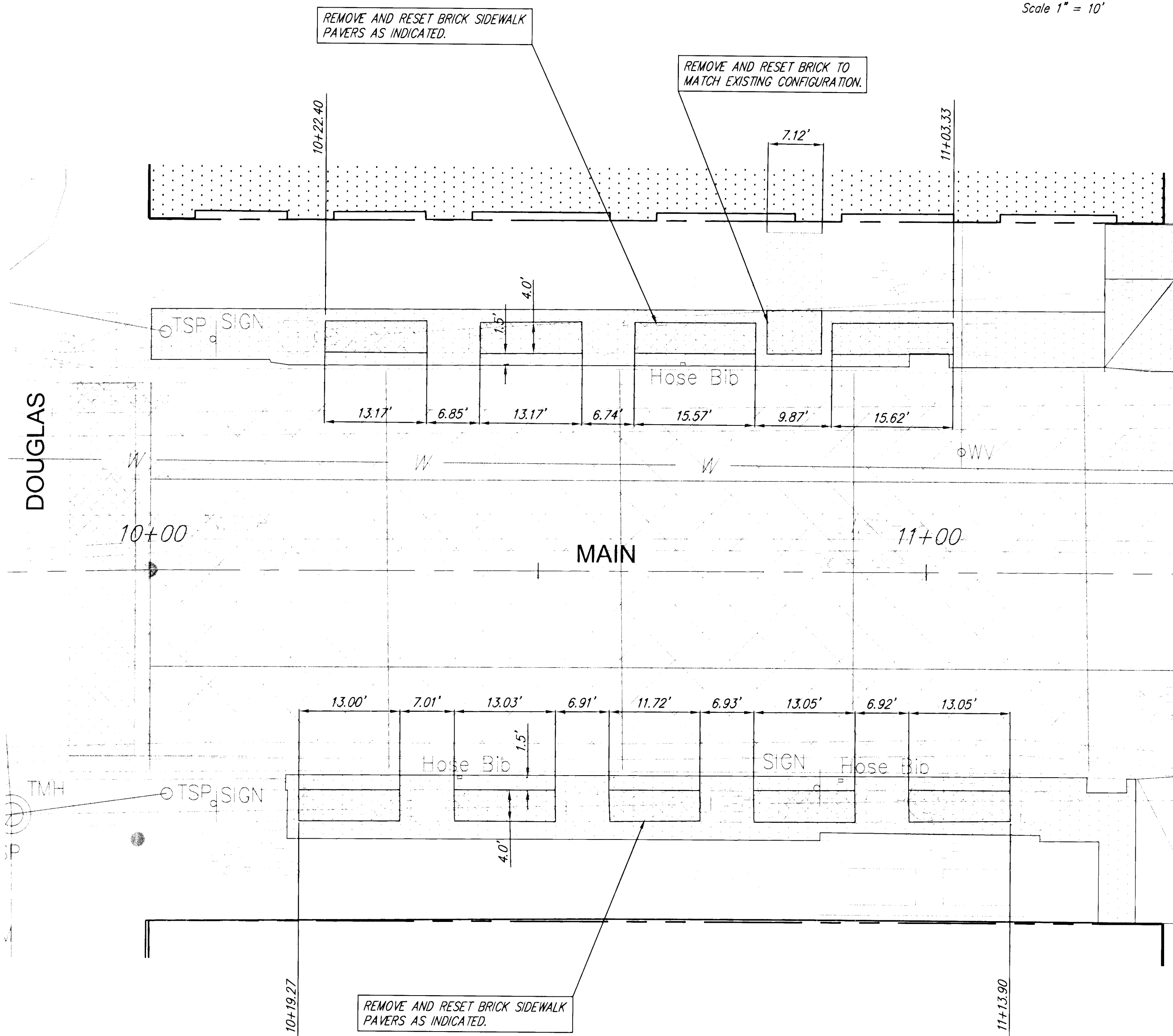
DRAWING FILE
paving [intsec detis]

PROJECT NUMBER
472-83811

DESIGN KWL	SHEET 12 OF 28
DRAWN RA	
REVIEW	
UTILITY	
DATE Apr. 22, 2004	

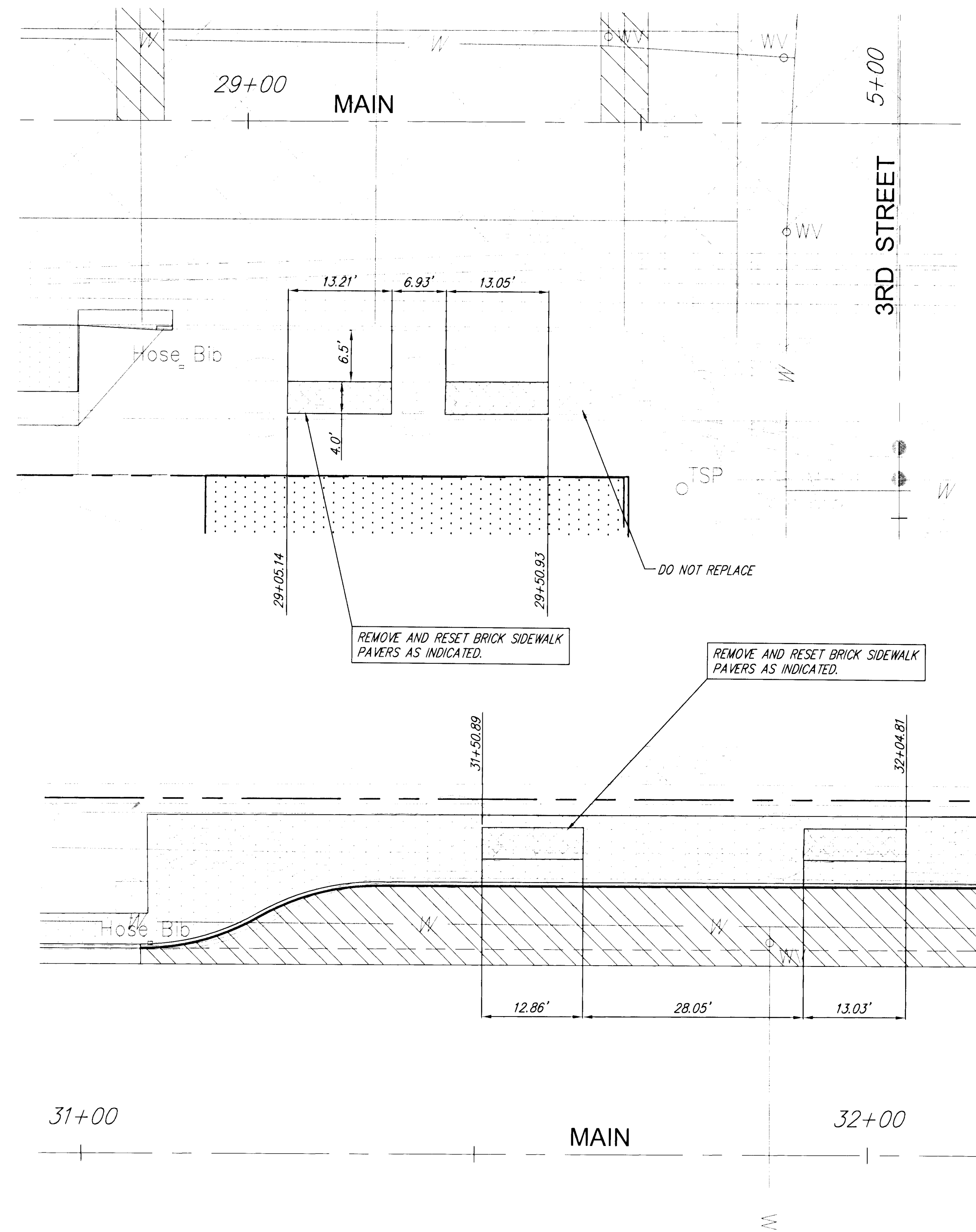


Scale 1" = 10'

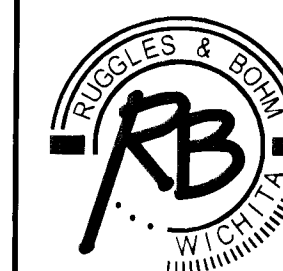


BRICK WALK DETAILS

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



MAIN STREET PAVING IMPROVEMENTS
BRICK WALK DETAILS
WICHITA, KANSAS

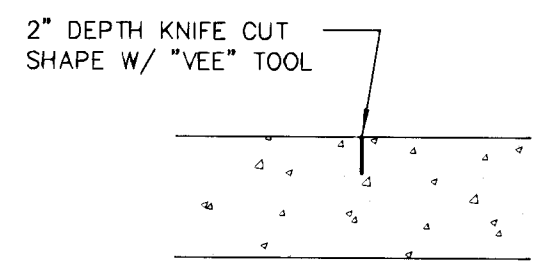


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DRAWING FILE
{BRICK PAVING DETLS}

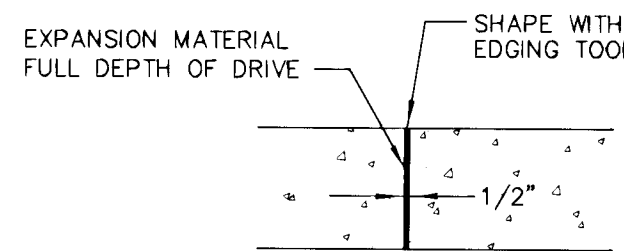
PROJECT NUMBER
472-83811

DESIGN	KWL
DRAWN	RA
REVIEW	
UTILITY	
DATE	Apr. 22, 2004
SHEET	13
OF	28

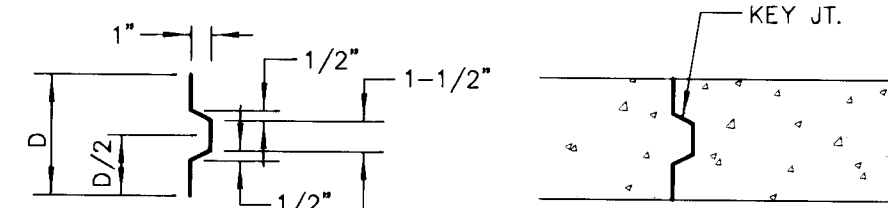


CONTRACTION JOINT (C.J.)
OR LONGITUDINAL JOINT (L.J.)

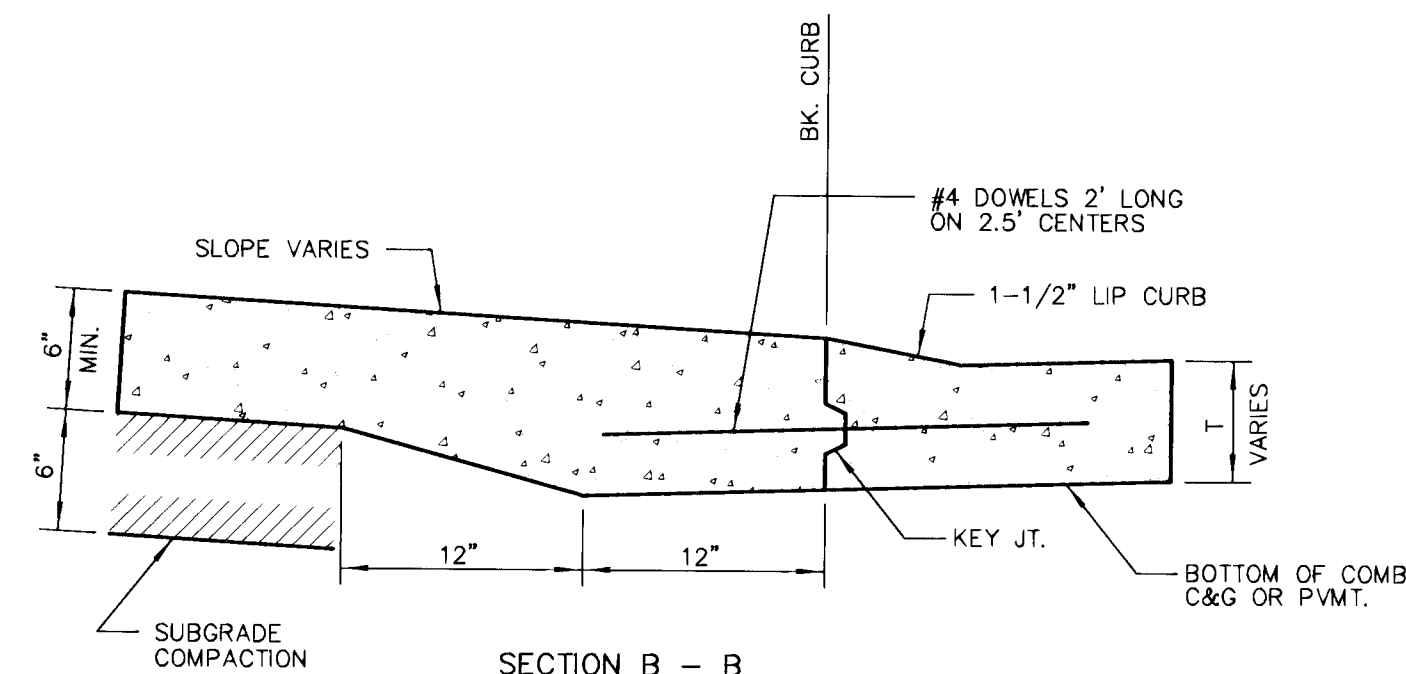
NO SAWN JOINTS
WILL BE ALLOWED



EXPANSION JOINT (E.J.)



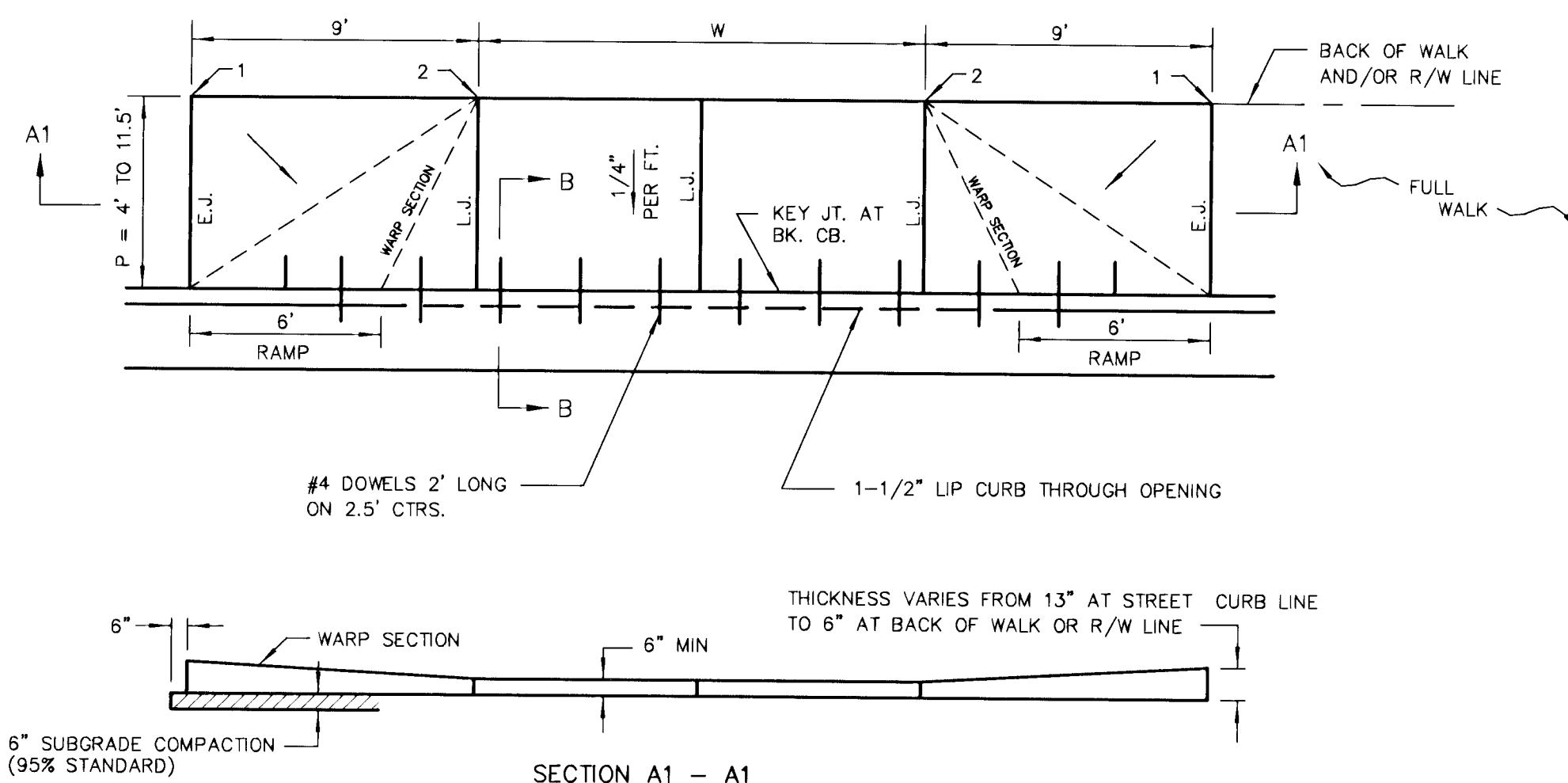
ALT. LONGITUDINAL CONSTRUCTION JOINT



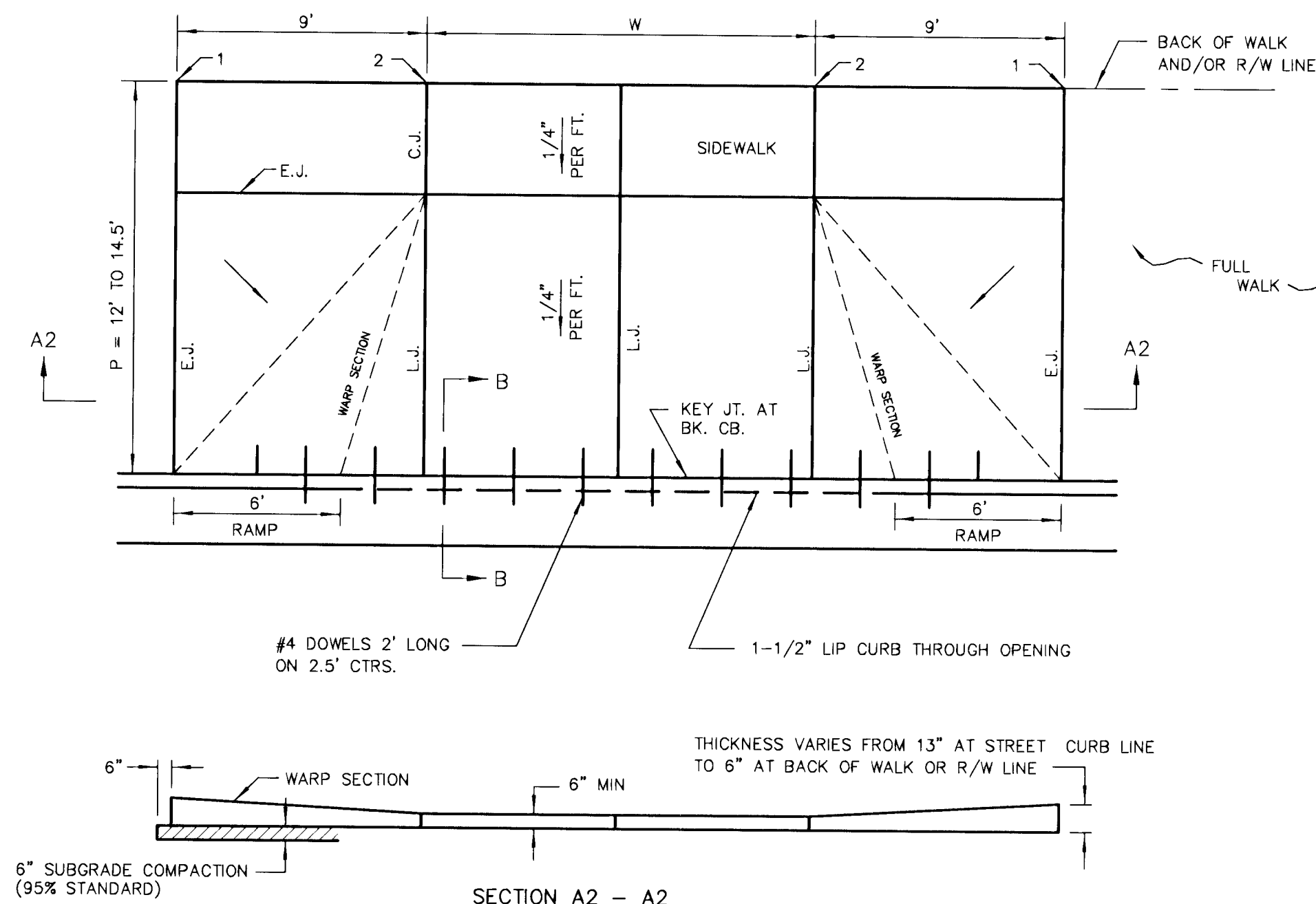
SECTION B - B

BACK OF CURB DETAIL

- 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 WITHOUT 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'.
 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. DOWEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
 6. 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.
 7. 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.
 8. ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND MAY BE REINFORCED WITH 6"x12" W4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
 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.



SECTION A1 - A1



SECTION A2 - A2

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

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

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

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

THE CITY OF WICHITA

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
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STANDARD DRIVE
ENTRANCES
FULL HEIGHT CURB
AND FULL WALK

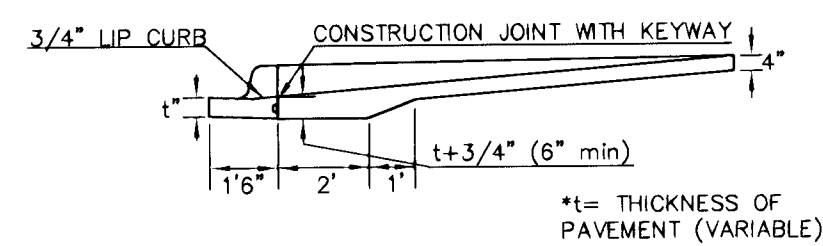
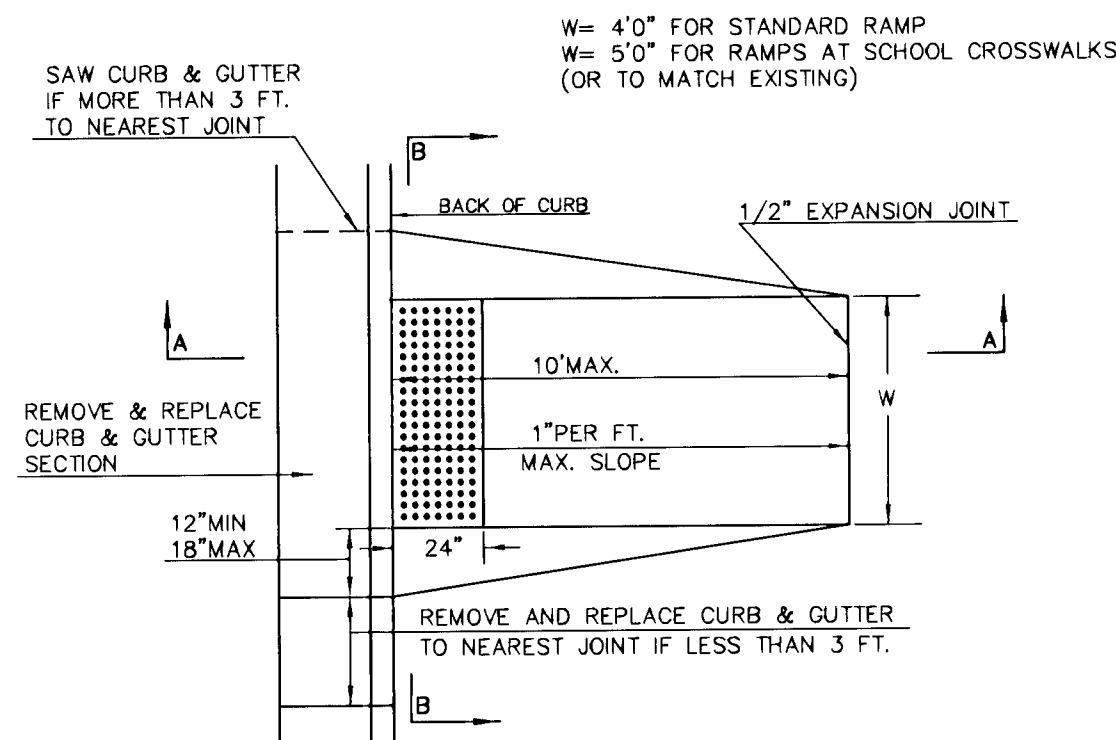
PROJECT NUMBER
472-83811

OCA #
706864

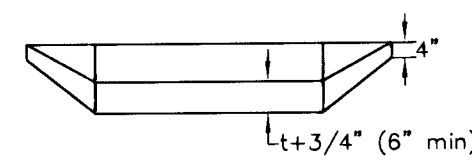
DATE
MAR 96

SHEET 14 OF 28

STANDARD WHEELCHAIR RAMP
CONSTRUCTION DETAIL FOR STREETS
WITH COMBINED CURB & GUTTER
(TYPE A)

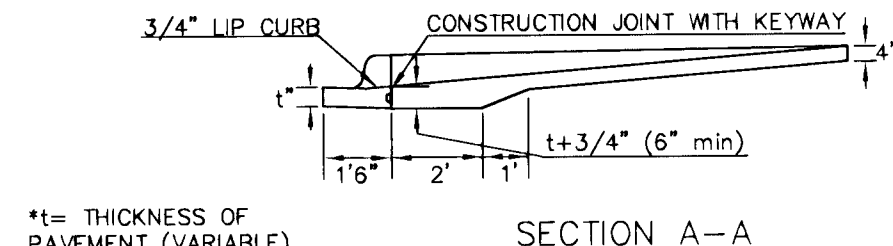
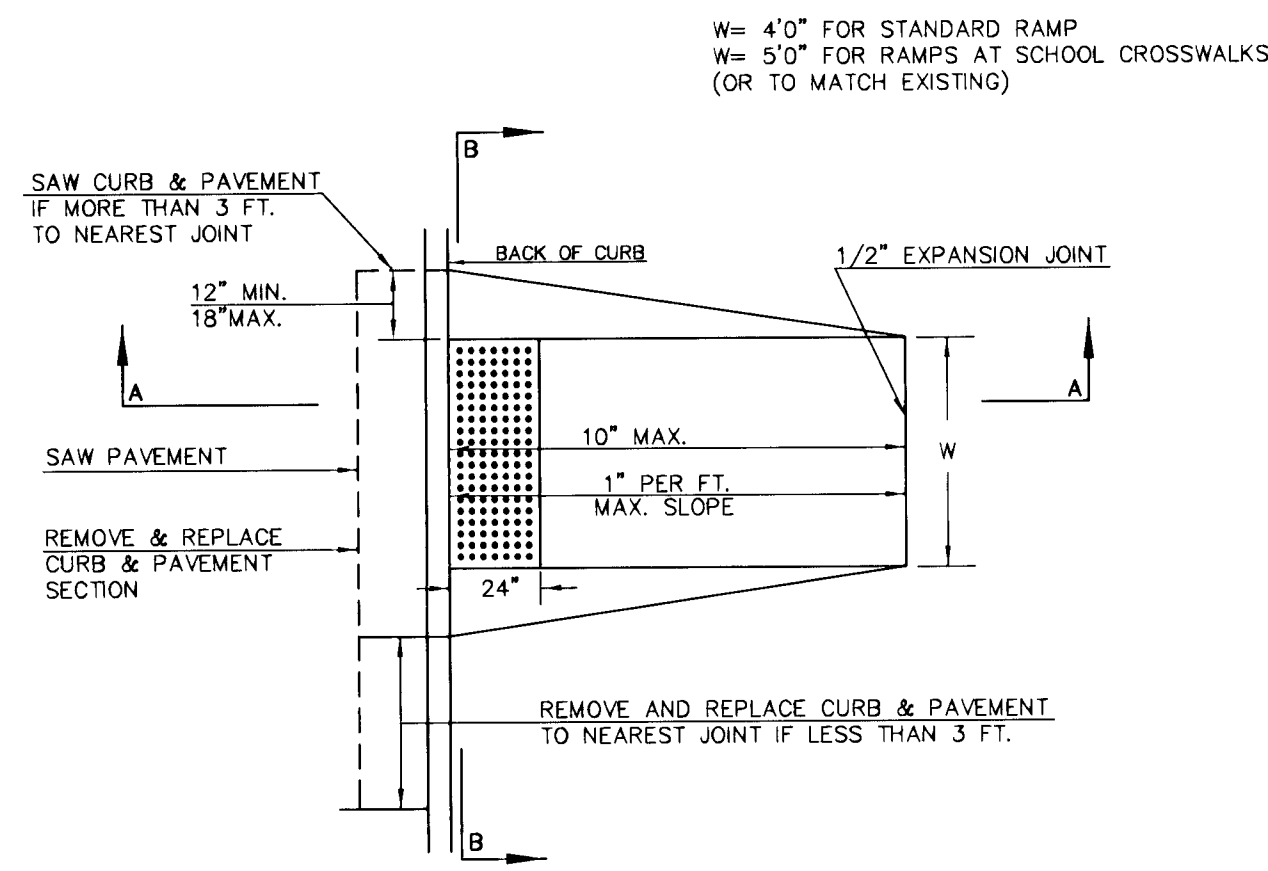


SECTION A-A

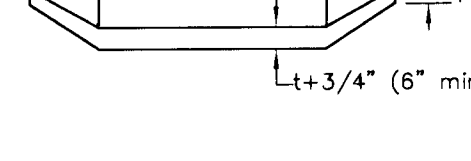


SECTION B-B

STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR
CONCRETE STREETS WITH MONOLITHIC CURB
(TYPE A)

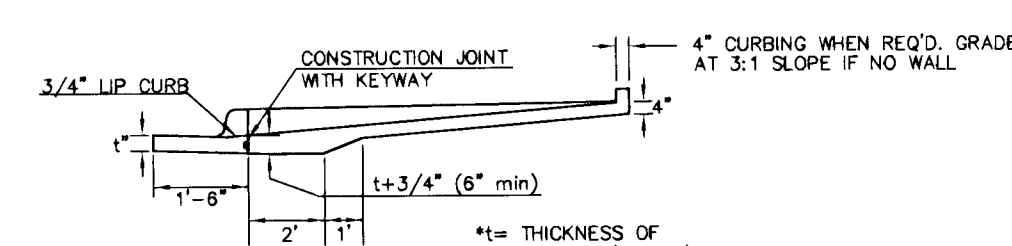
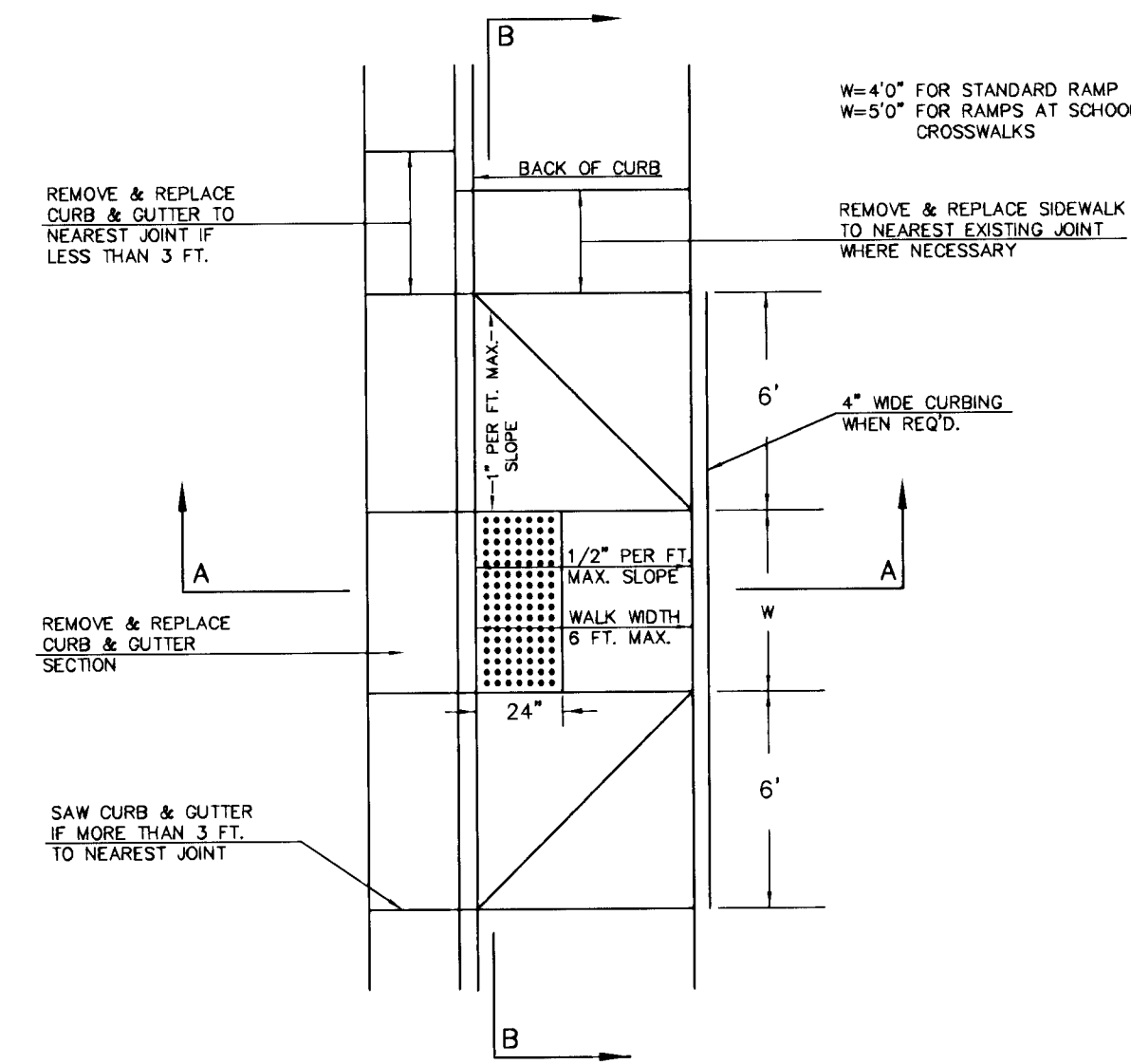


SECTION A-A

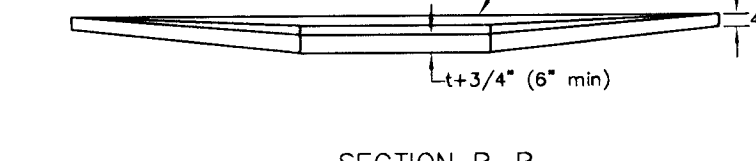


SECTION B-B

STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR
STREETS WITH COMBINED CURB & GUTTER AND FULL WALK
(TYPE B)

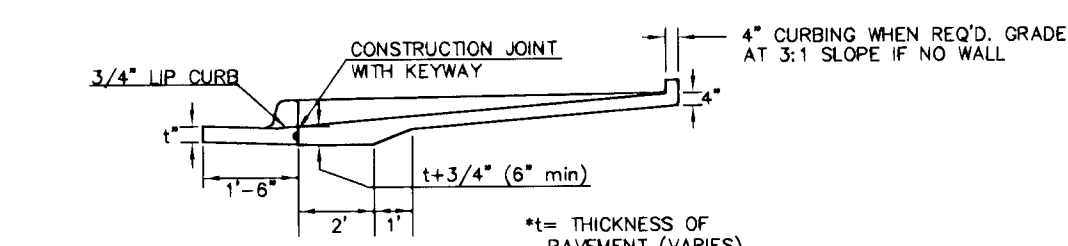
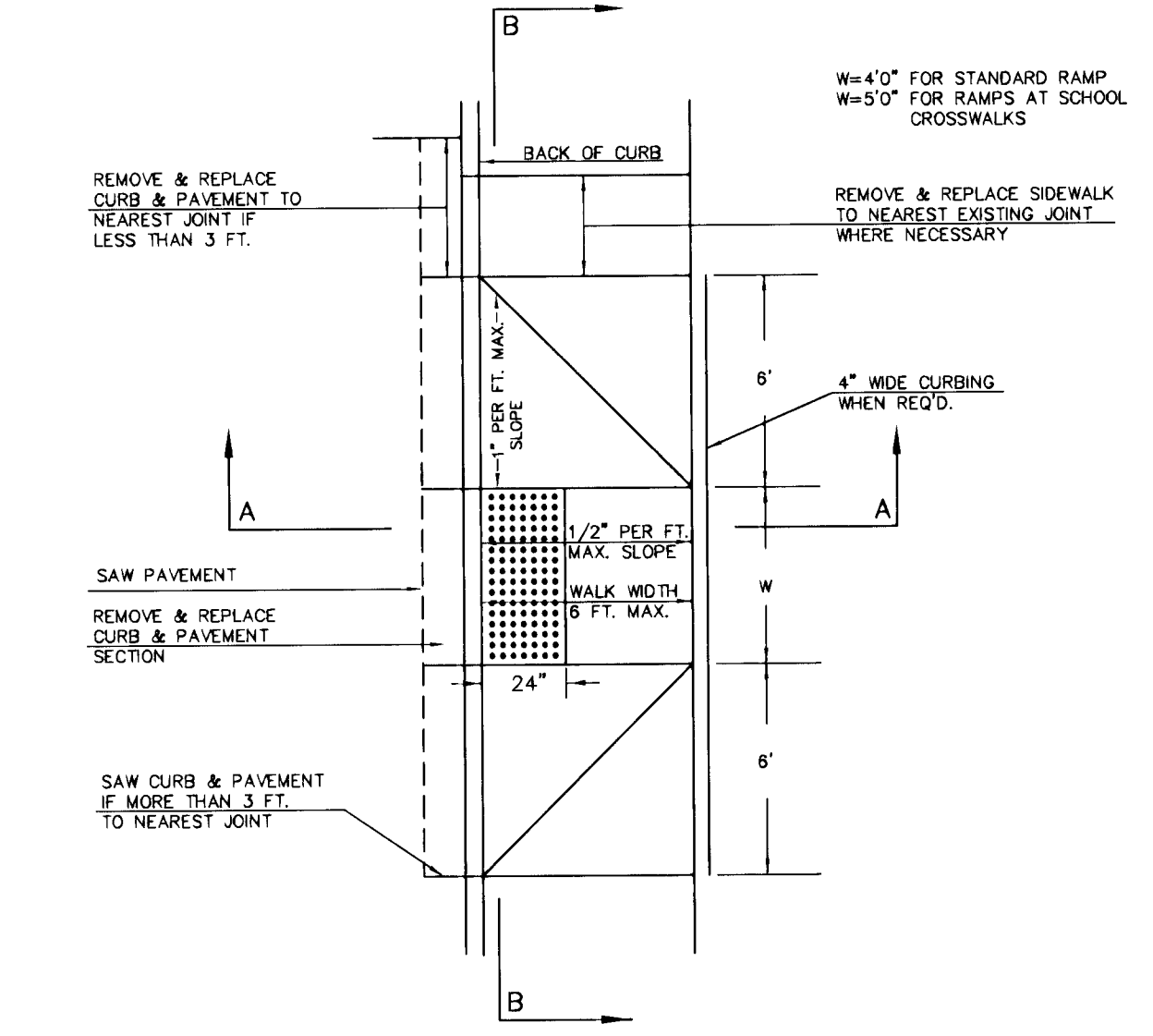


SECTION A-A

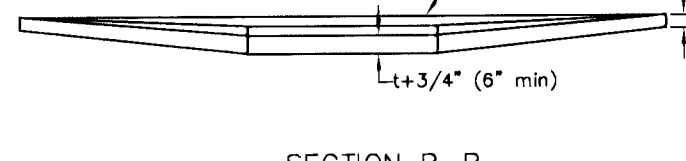


SECTION B-B

STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR
STREETS WITH MONOLITHIC CURB AND FULL WALK
(TYPE B)

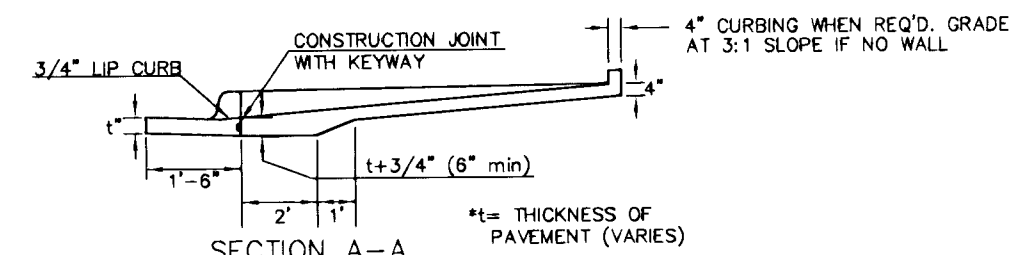
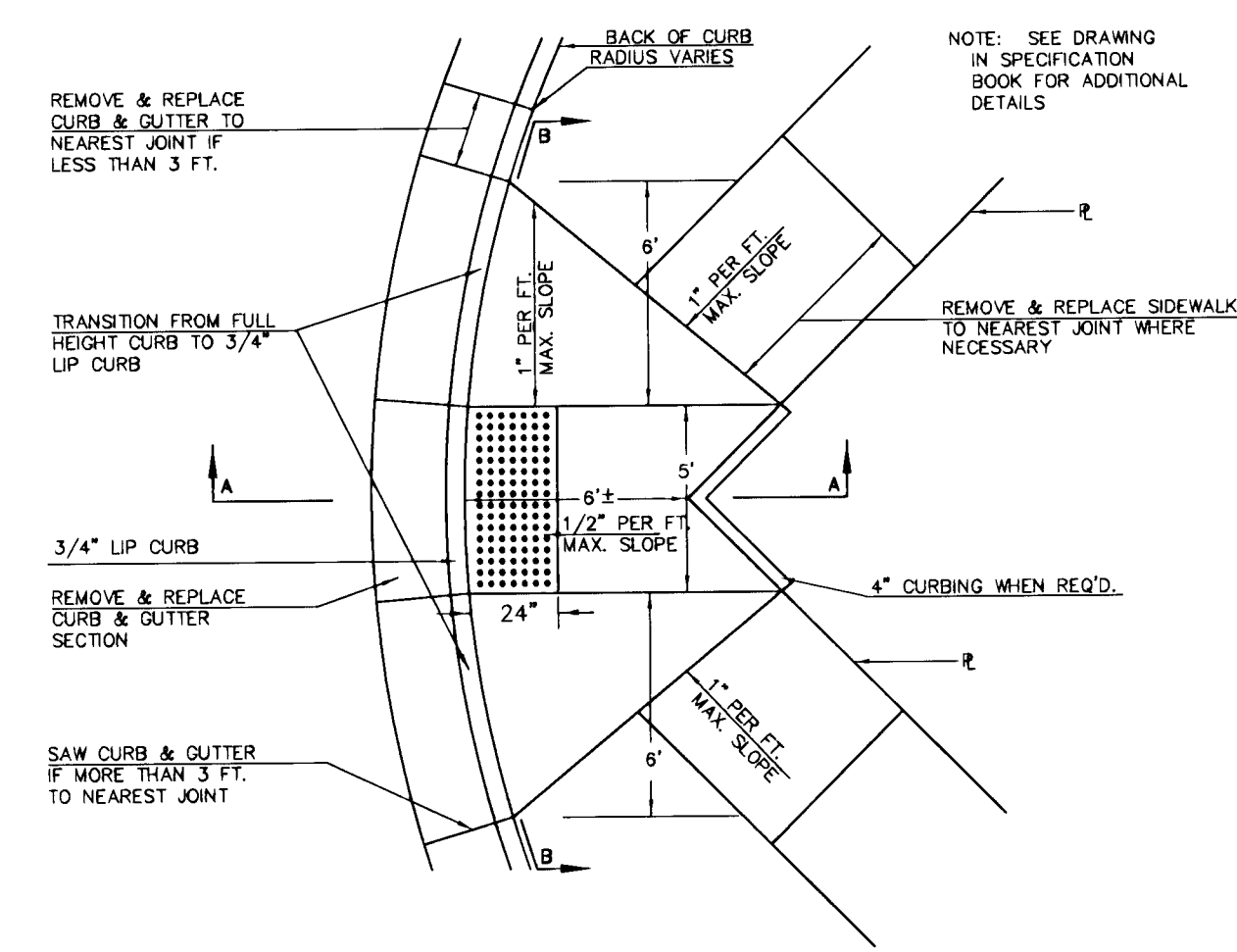


SECTION A-A

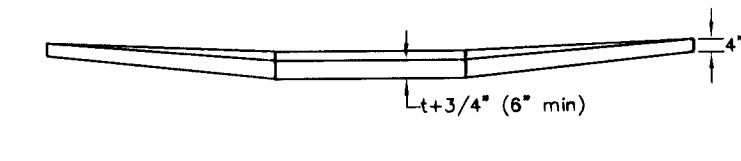


SECTION B-B

STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR
STREET WITH COMBINED CURB AND GUTTER ON RADIUS
WITH 6'± FROM BACK OF CURB TO PROPERTY CORNER
(TYPE C)

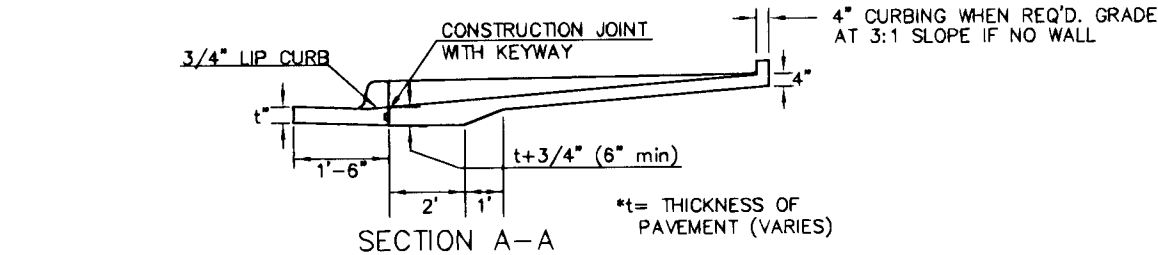
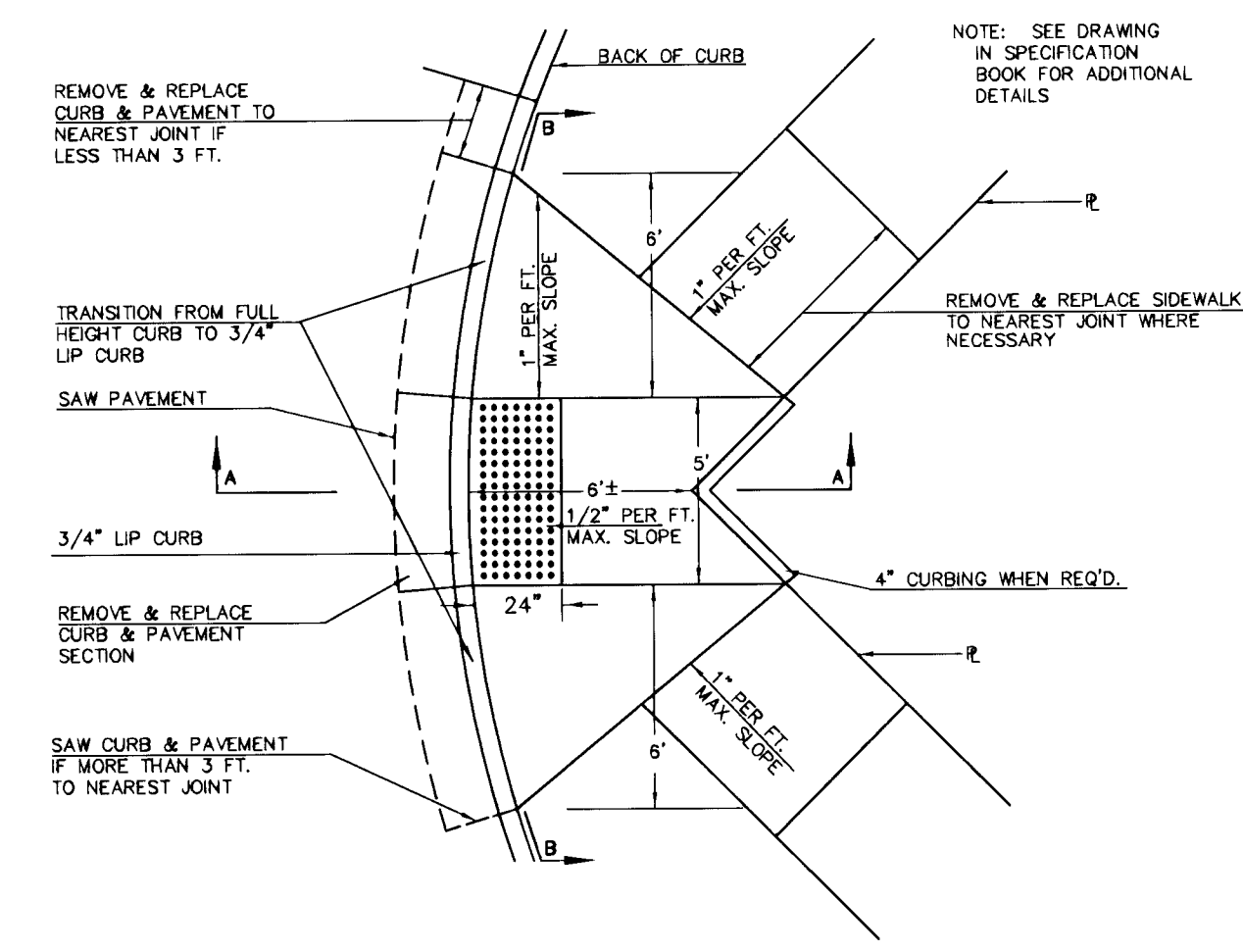


SECTION A-A

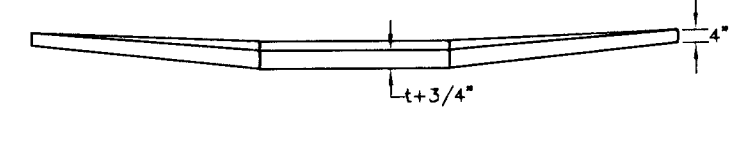


SECTION B-B

STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR
STREET WITH MONOLITHIC CURB ON RADIUS
WITH 6'± FROM BACK OF CURB TO PROPERTY CORNER
(TYPE C)

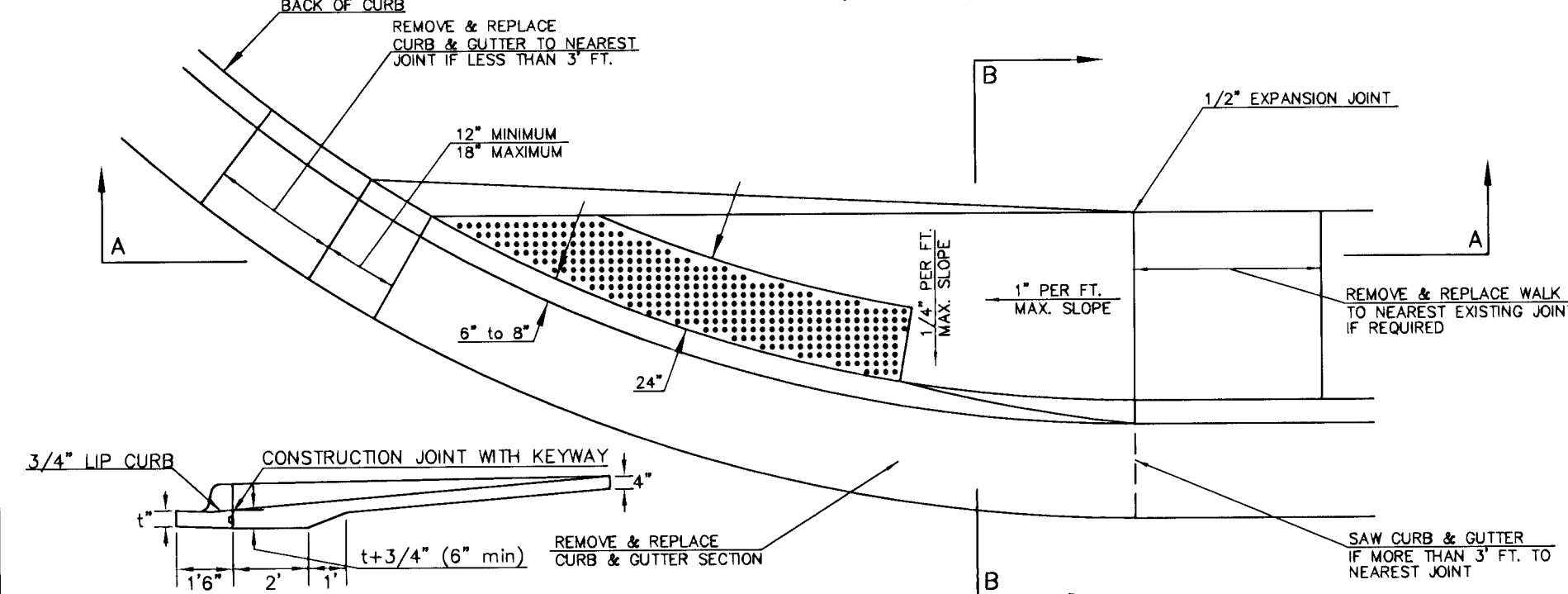


SECTION A-A



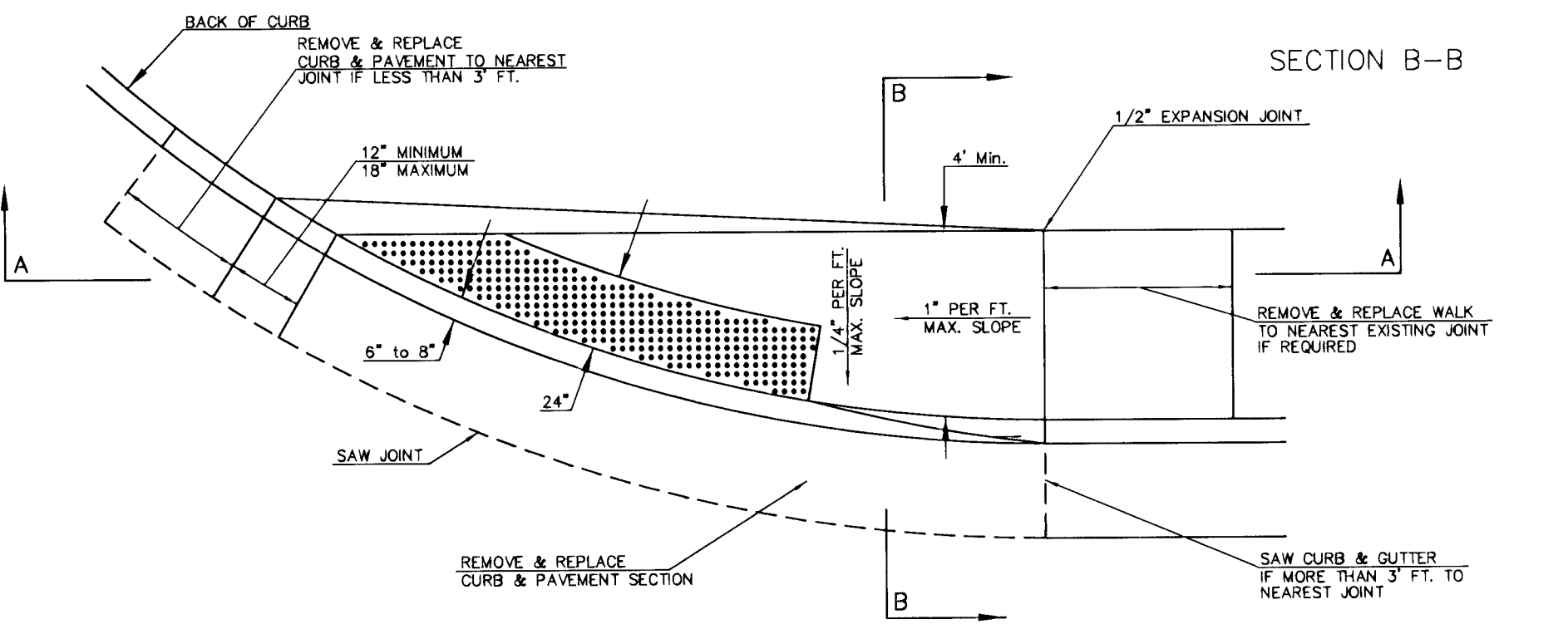
SECTION B-B

STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR
STREETS WITH COMBINED CURB & GUTTER
WITH ONE FULL SIDEWALK
(TYPE D)

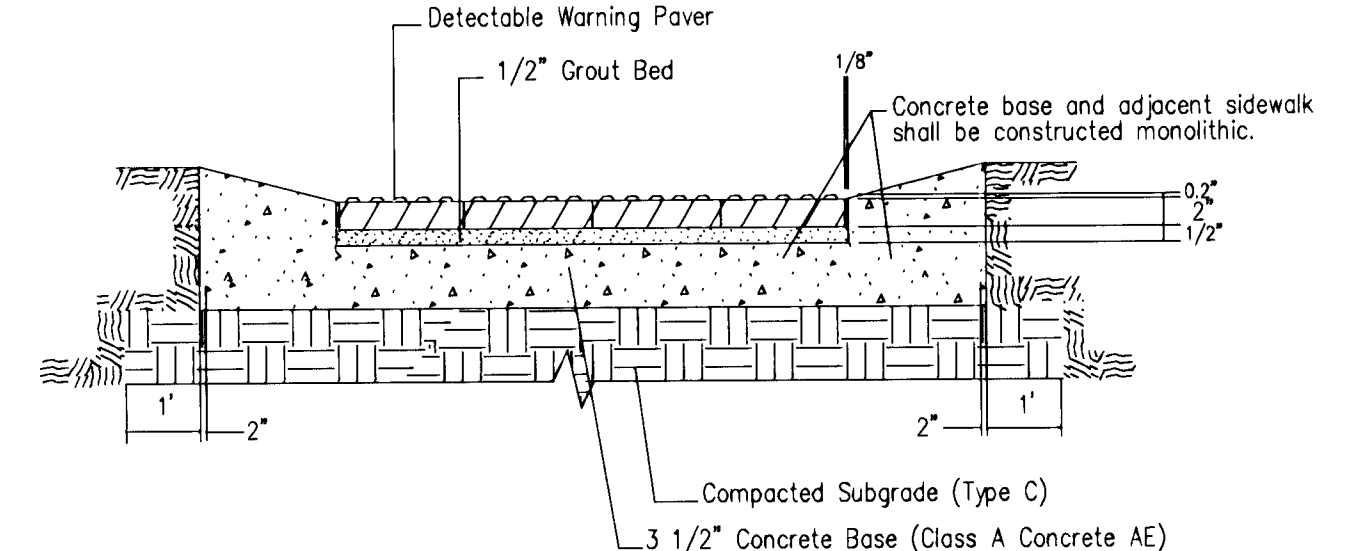


SECTION A-A

STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR
STREETS WITH MONOLITHIC CURB
WITH ONE FULL SIDEWALK
(TYPE D)

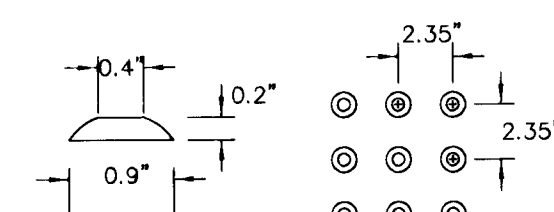


SECTION B-B



TYPICAL SECTION DETECTABLE WARNING PAVER
SECTION A-A

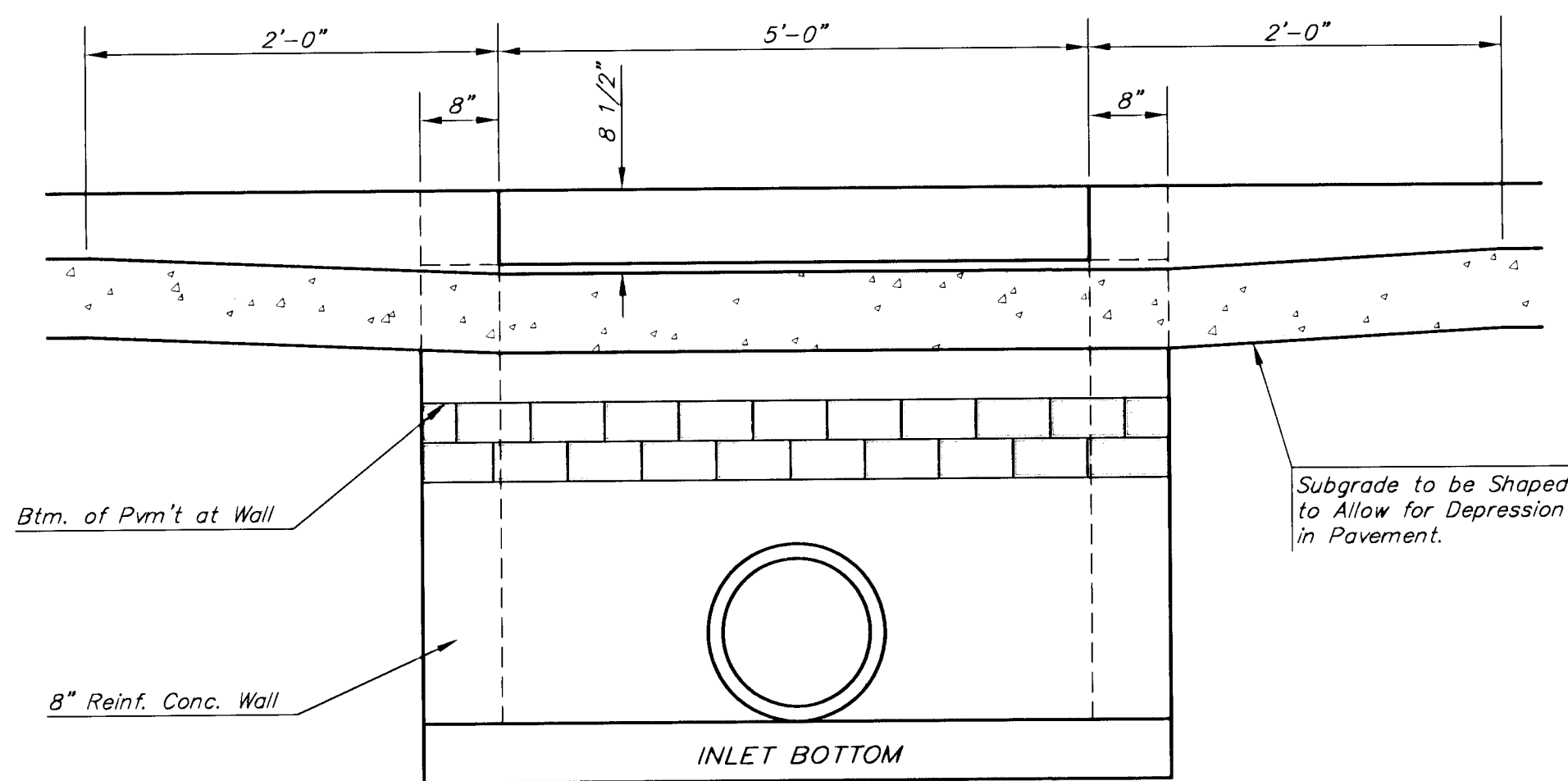
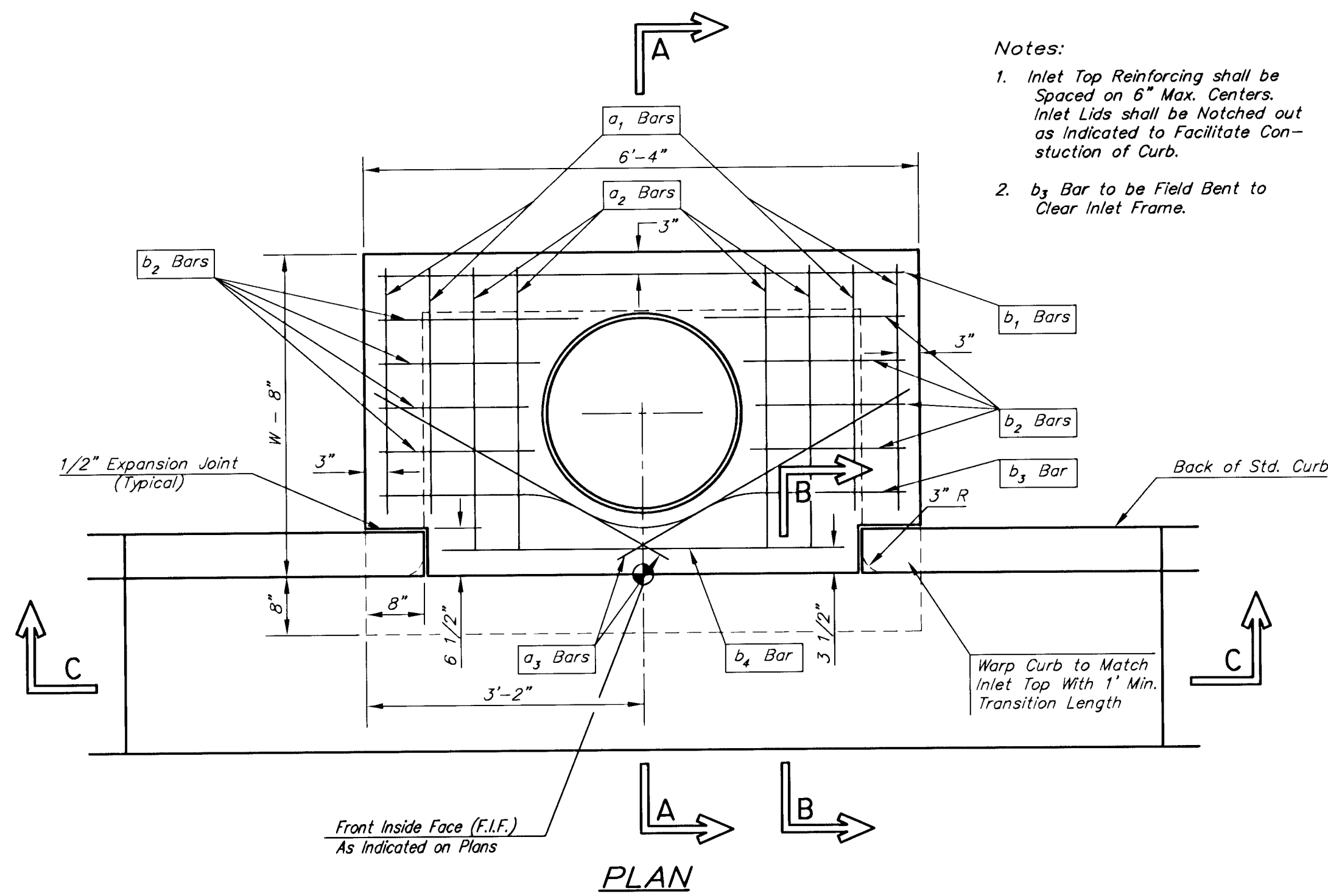
NOTE: HANOVER DETECTABLE WARNING PAVERS (OR AN APPROVED ALTERNATE) SHALL BE USED IN ALL WHEELCHAIR RAMPS. THE 11 3/4" RED 15' PAVES SHALL BE USED IN ALL APPLICATIONS.
HANOVER ARCHITECTURAL PRODUCTS
240 BENDER ROAD
HANOVER, PA 17331
1-717-637-0500
www.hanoverpavers.com



DOME DETAIL



WHEELCHAIR RAMP DETAILS			
CITY ENGINEER NEIL CABLE, P.E.			
PROJECT NUMBER 472-83811	OCA NUMBER 706864	DATE	
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501 (316) 268-4114 FAX		DESIGN	DRAWN
		SHEET 15 OF 28	

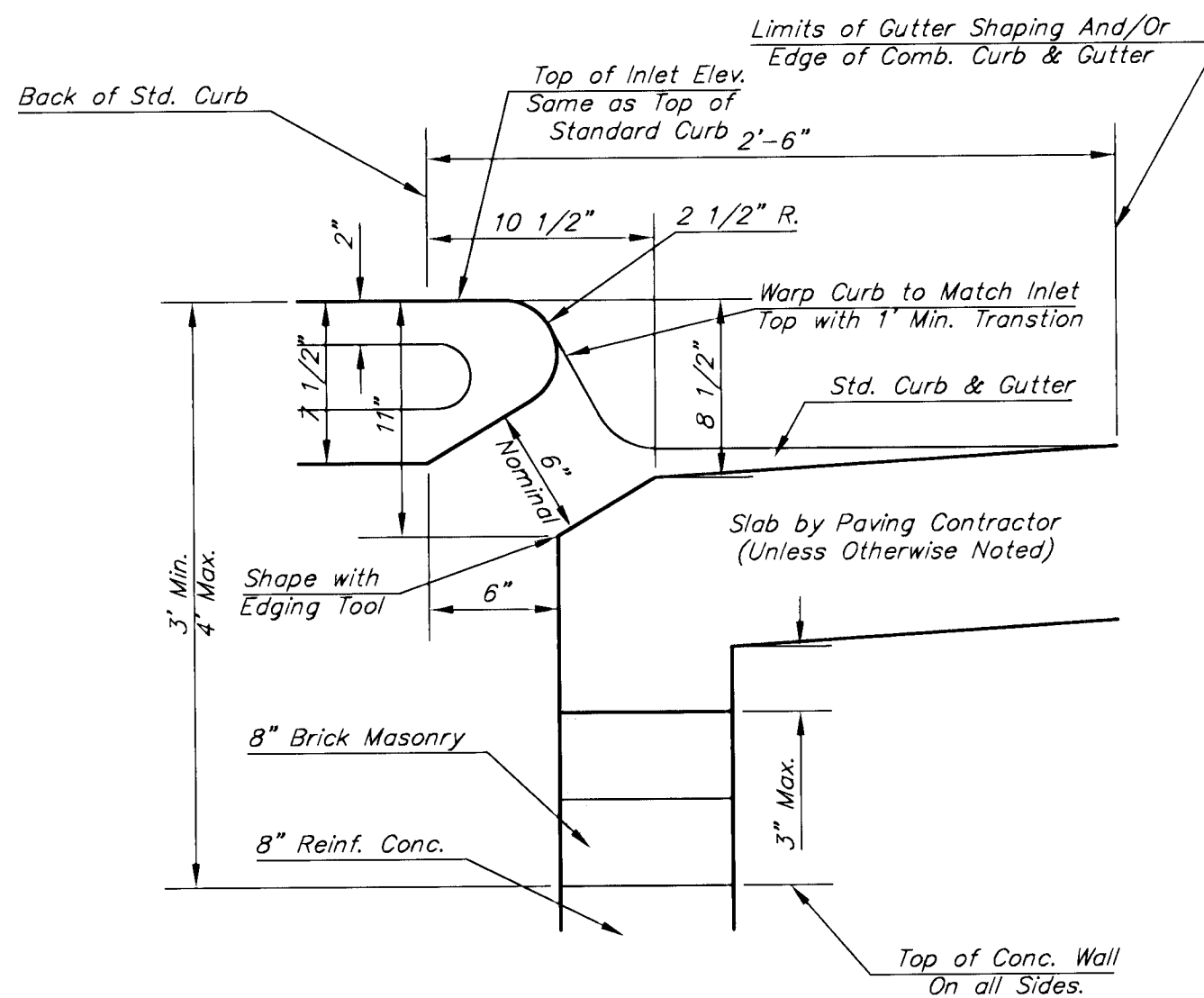
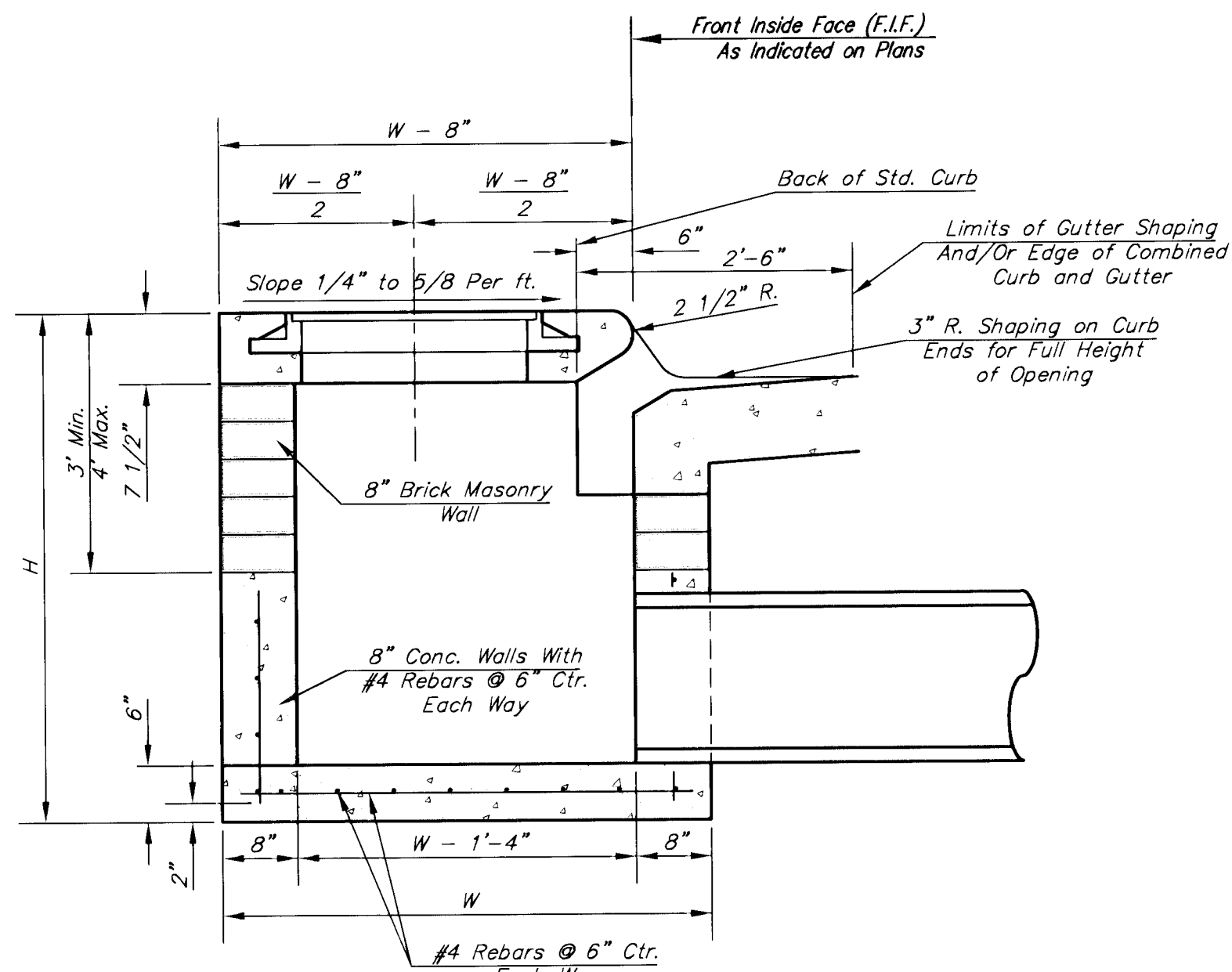


STEEL SCHEDULE

BAR	b_1								b_2	b_3	b_4	Wt. Lbs.
	a_1	a_2	a_3	$W=4'-4"$	$W=5'-4"$	$W=6'-4"$	$W=7'-4"$	$W=8'-4"$				
NUMBER	4	4	2	1	3	5	7	9	6	1	1	
SIZE	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#6	
LENGTH	$W=4'-4"$	$5'-7"$	$6'-7"$	$4'-0"$	$6'-1"$	-	-	-	$1'-9"$	$6'-2"$	$4'-8"$	60±
	$W=5'-4"$	$7'-7"$	$8'-7"$	$5'-0"$	$6'-1"$	-	-	-	$1'-9"$	$6'-2"$	$4'-8"$	81±
	$W=6'-4"$	$9'-7"$	$10'-7"$	$6'-0"$	-	$6'-1"$	-	-	$1'-9"$	$6'-2"$	$4'-8"$	101±
	$W=7'-4"$	$11'-7"$	$12'-7"$	$7'-0"$	-	-	$6'-1"$	-	$1'-9"$	$6'-2"$	$4'-8"$	121±
	$W=8'-4"$	$13'-7"$	$14'-7"$	$8'-0"$	-	-	-	$6'-1"$	$1'-9"$	$6'-2"$	$4'-8"$	141±

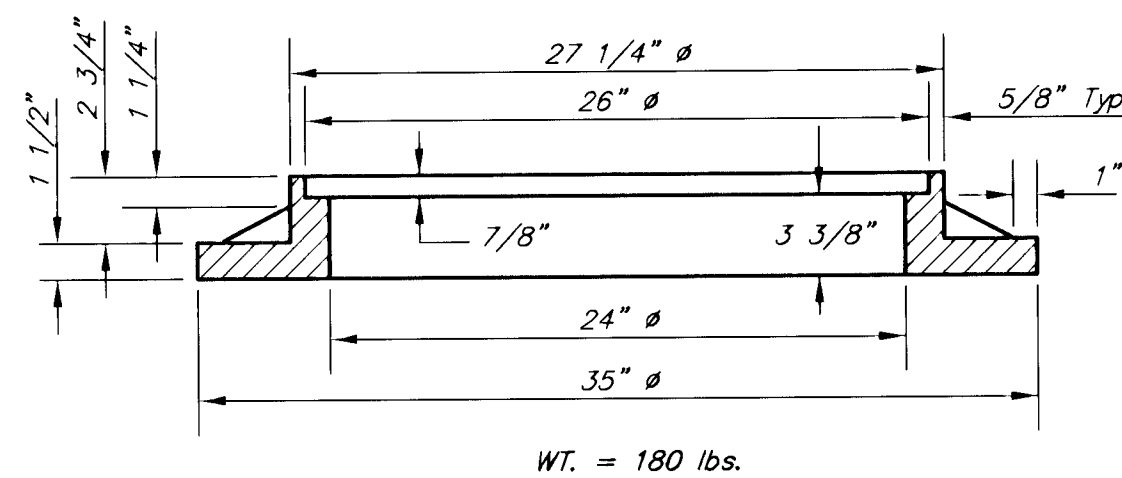
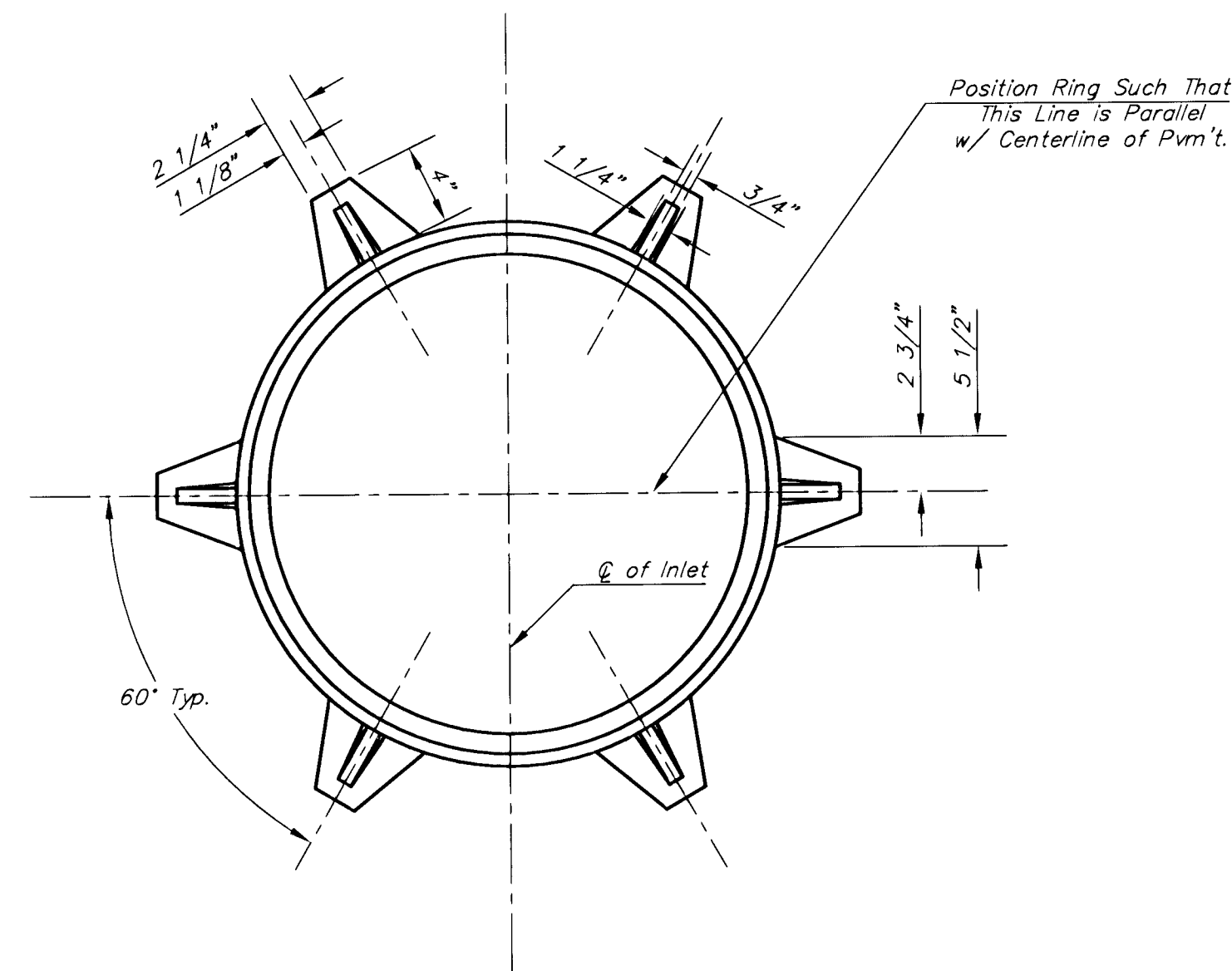
Note: a_3 Bars to be Placed Approx. 2" Below Top of Inlet Cover.

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



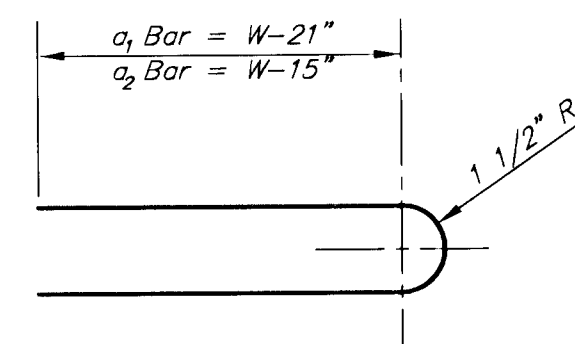
GENERAL NOTES

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

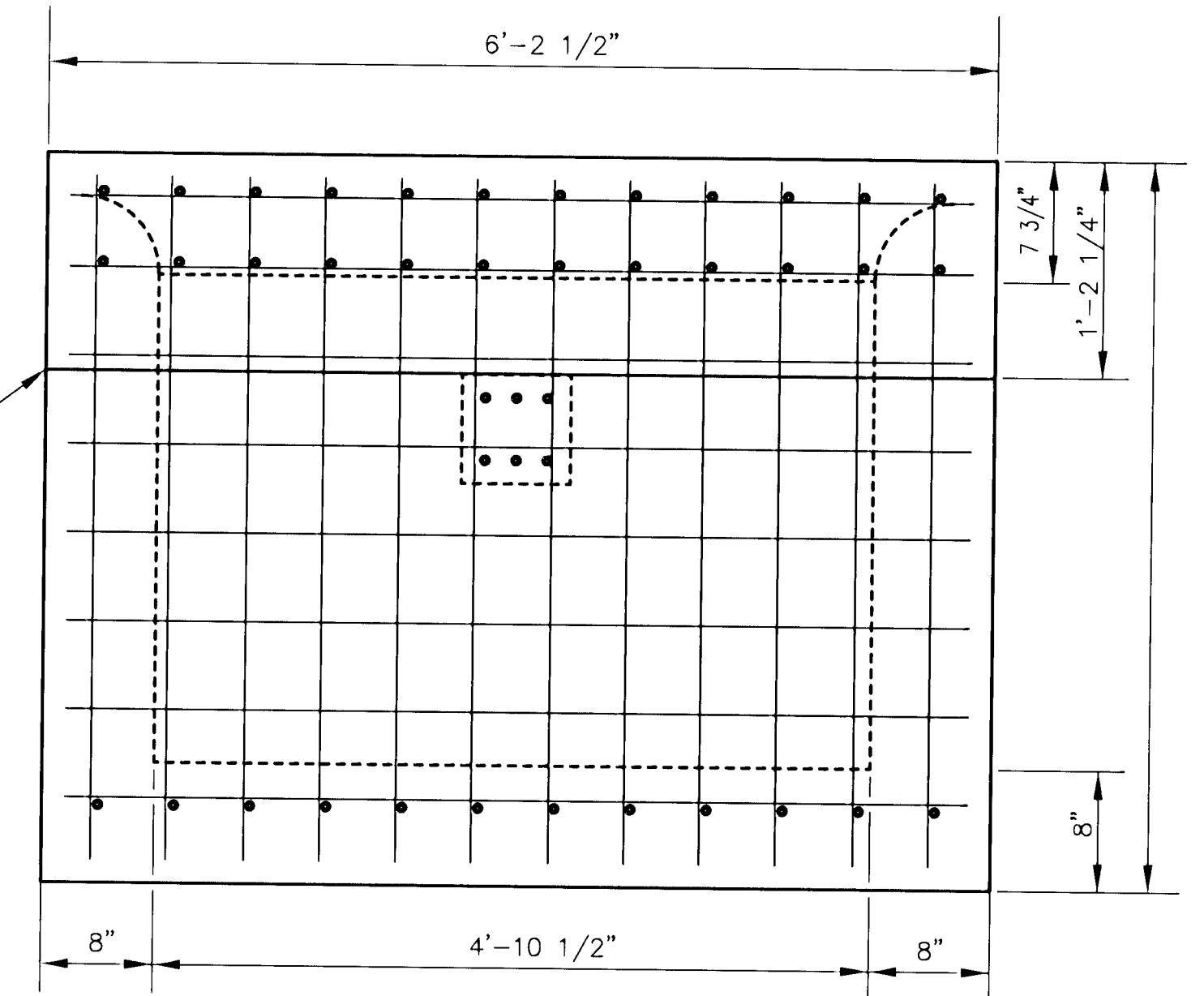
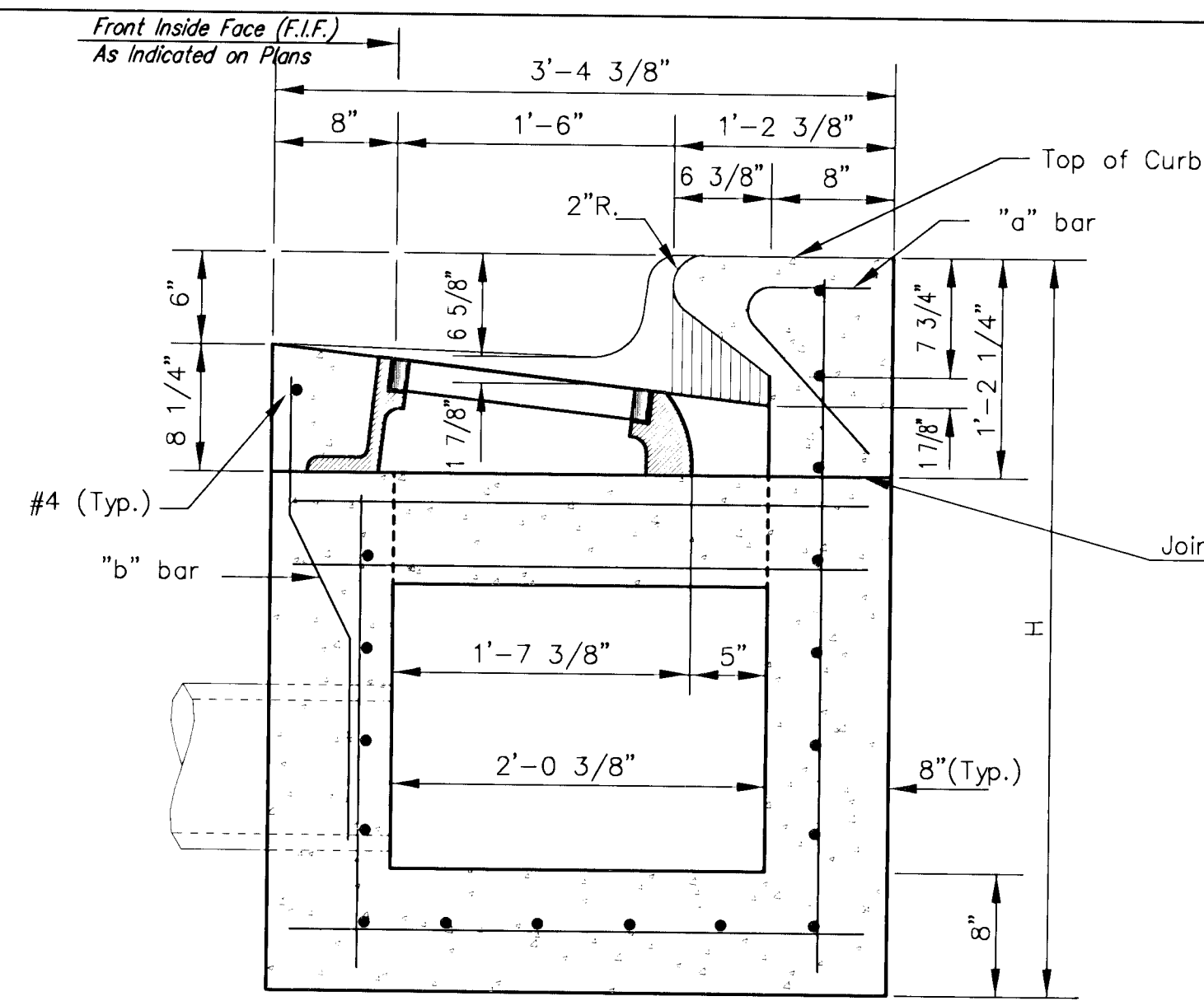
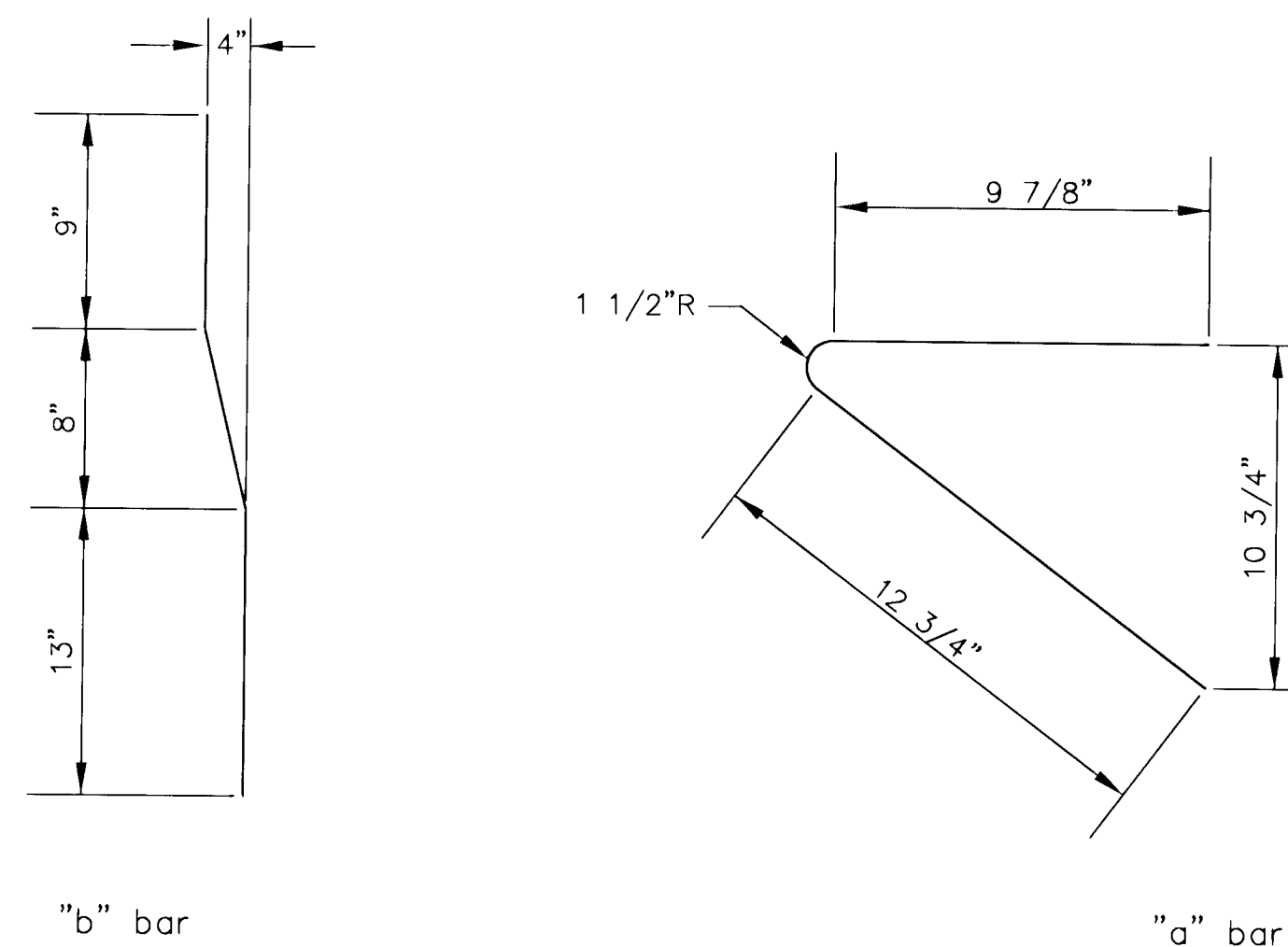
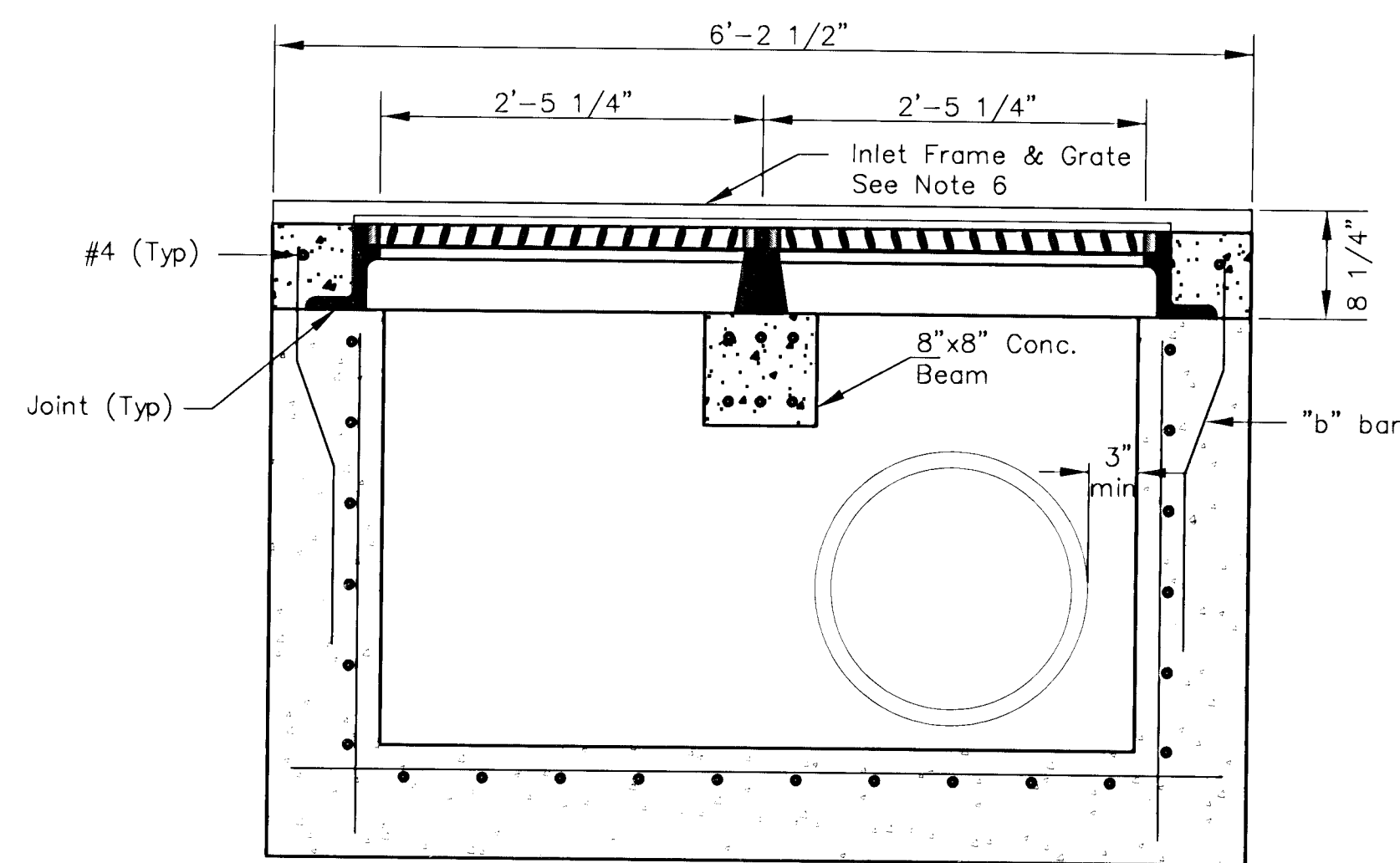
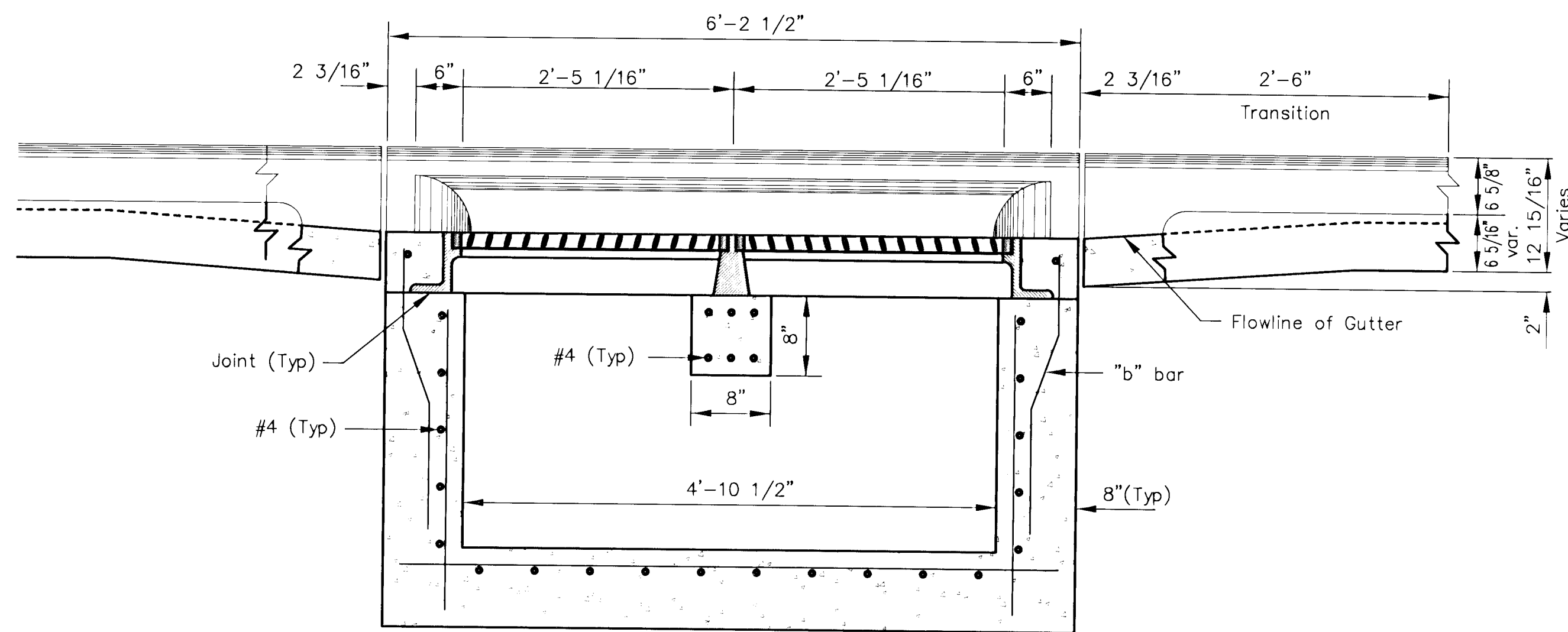


MANHOLE RING AND COVER

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

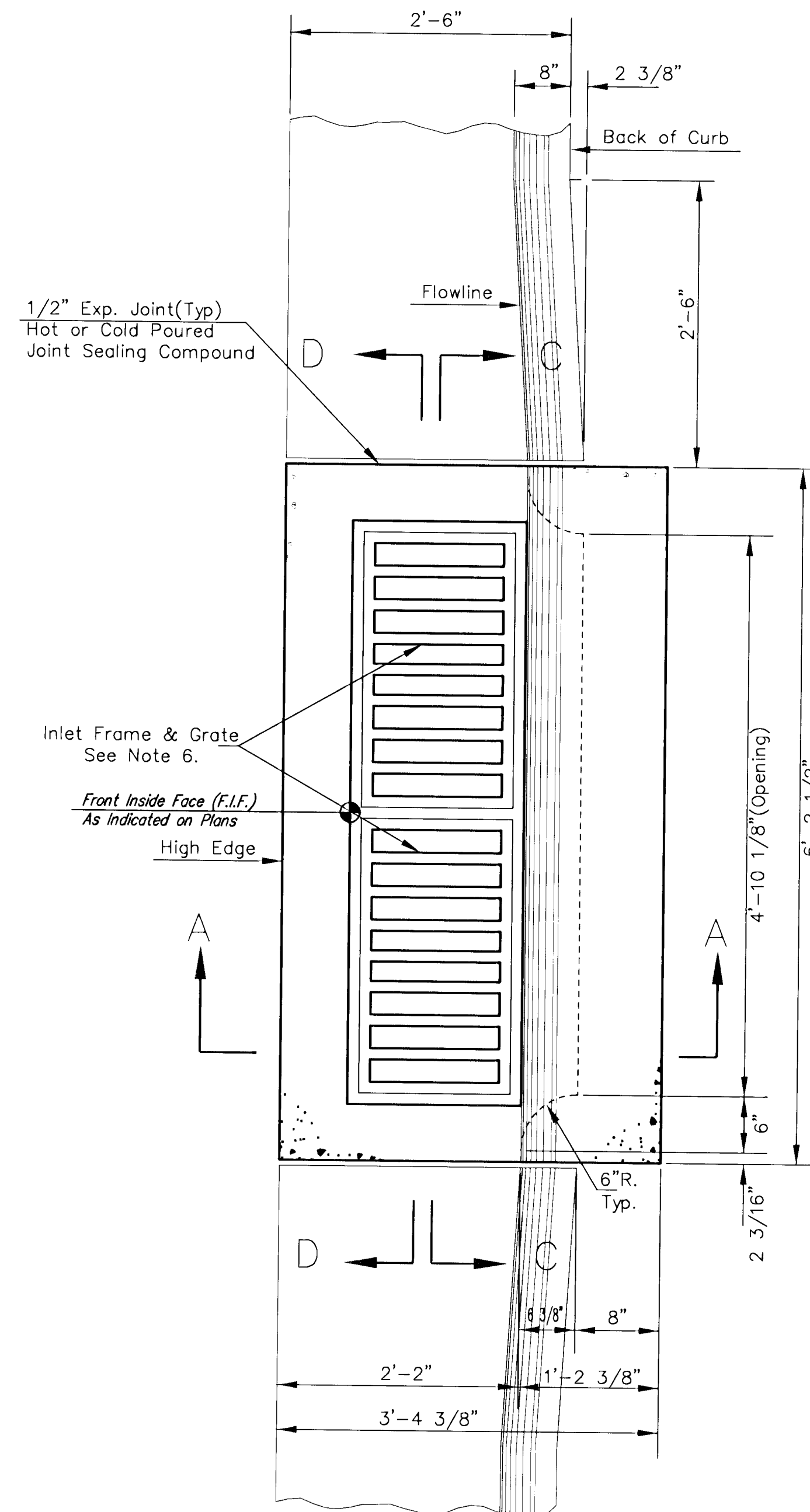


THE CITY OF WICHITA CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202 (316) 268-4501 (316) 268-4114 FAX	STANDARD TYPE 1 CURB INLET OPENING = 6"x5'-0"	
	PROJECT NUMBER	OCA #
	472-83507	706864
	DATE	SHEET
MAR 96	16 OF 28	

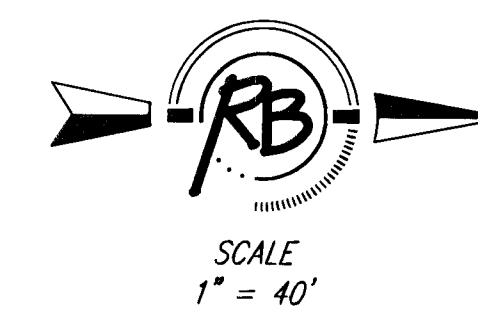
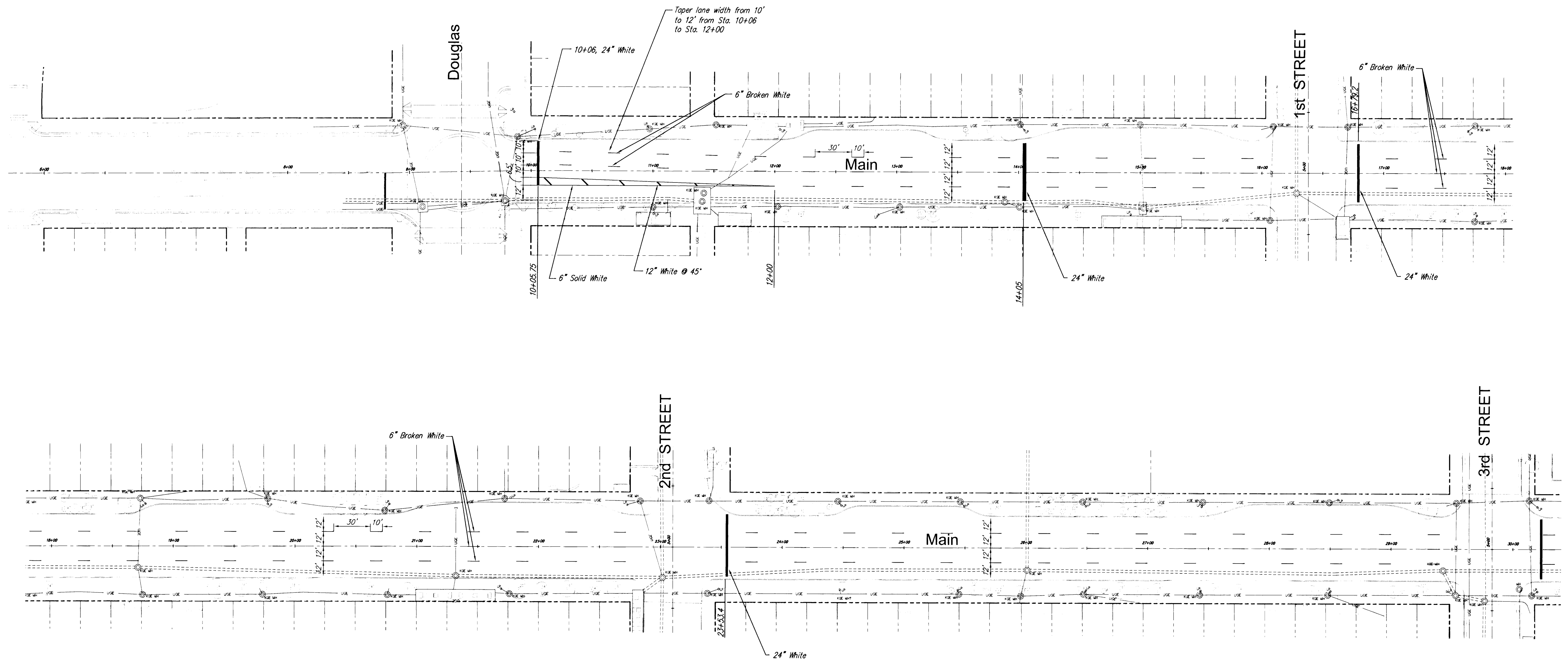


GENERAL NOTES

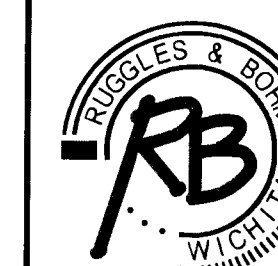
1. Use the concrete mix specified for the City of Wichita concrete pavement throughout. All exposed edges shall be finished with an edging tool. Reinforcing bars shall be bent around pipe.
2. Inlet invert shall be shaped with 8 sack mix concrete to create flow channels and to increase hydraulic efficiency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



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



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

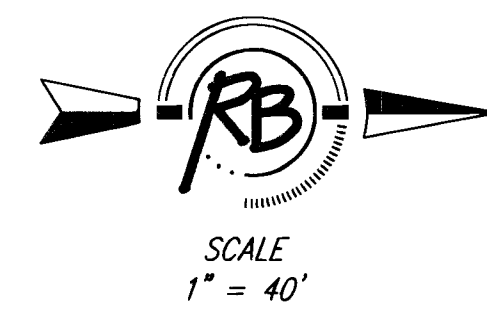
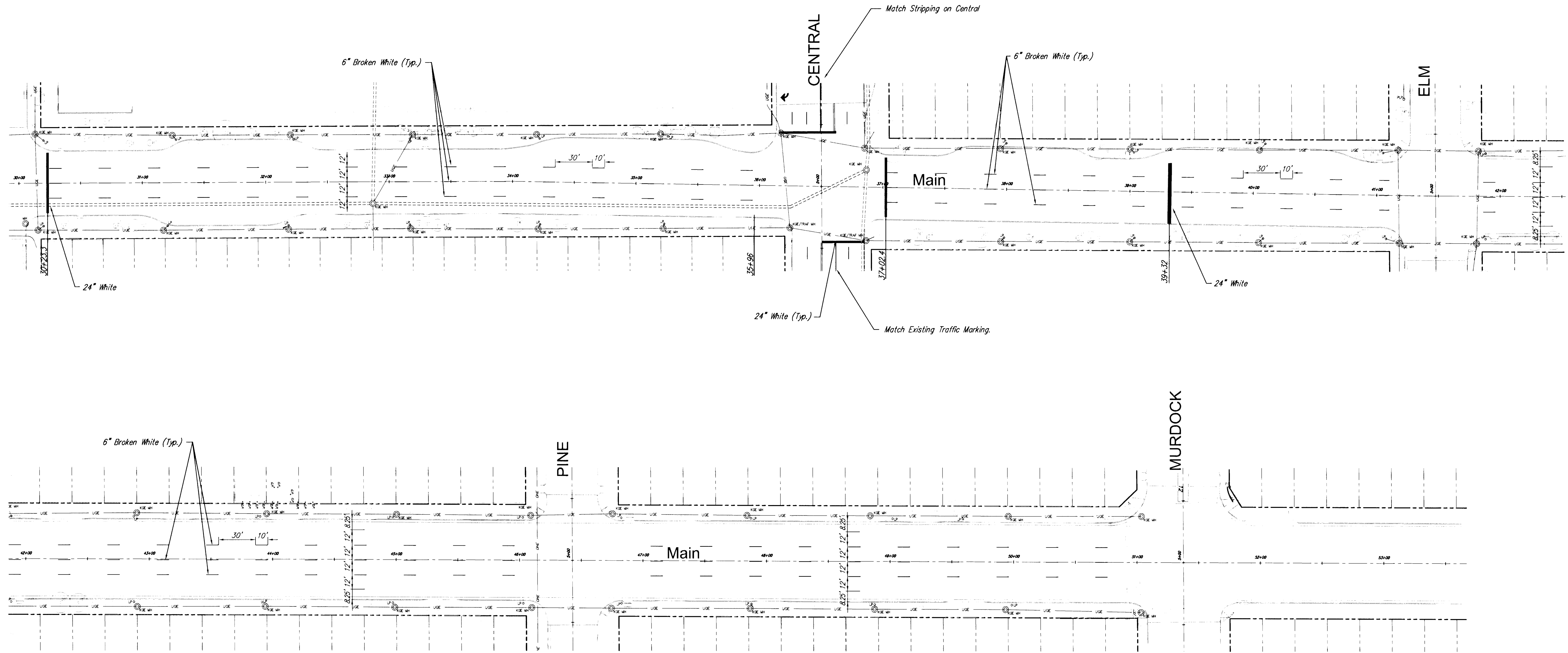


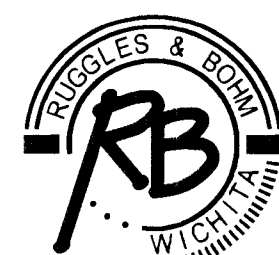
Ruggles & Bohm, P.A.
Engineering, Surveying, Land Planning
924 North Main (316) 264-8008
Wichita, Kansas 67203 (316) 264-4621 fax
www.rbkansas.com E-mail: info@rbkansas.com

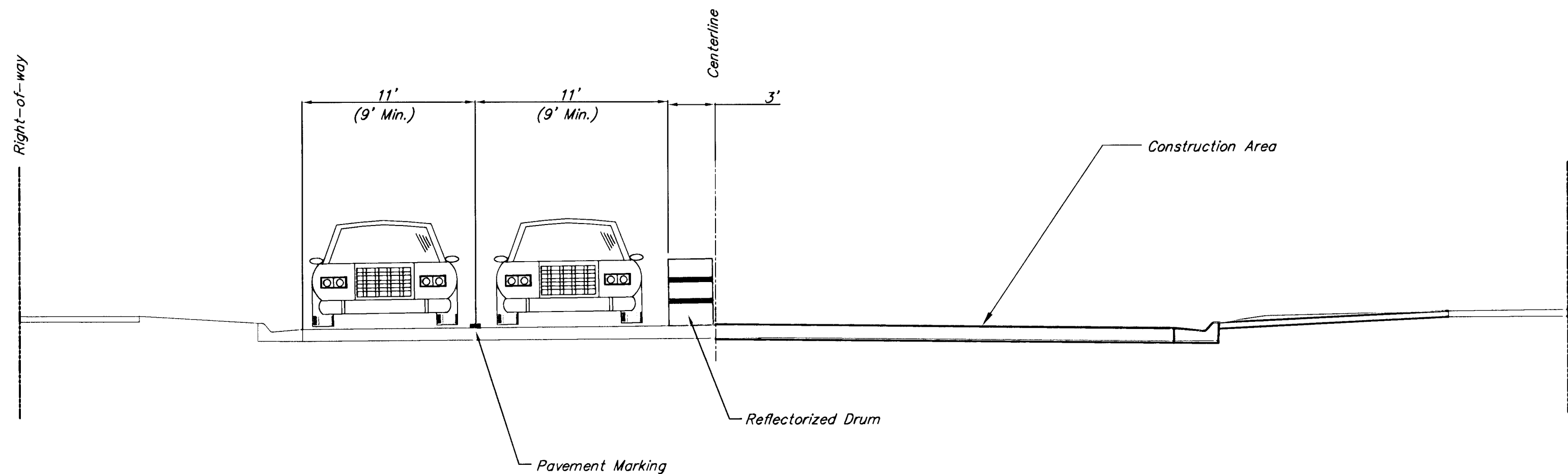
DRAWING FILE
STRIPPING {stripe sh 1}

PROJECT NUMBER
472-83811

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



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



SECTION THRU CONSTRUCTION ZONE

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

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

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

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

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

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

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

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

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

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

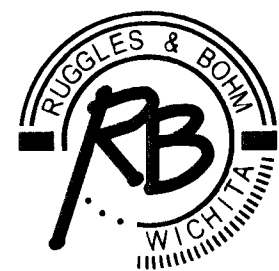
BETTER BOOK ROOM
TIM JOHNSON, OWNER
(316) 265-4281

SECURITY TITLE
CRAIG BURNS
(316) 267-8371

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

REVISED June 3, 2003

CONSTRUCTION PHASING PLANS
SEQUENCE TABLE
WICHITA, KANSAS



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

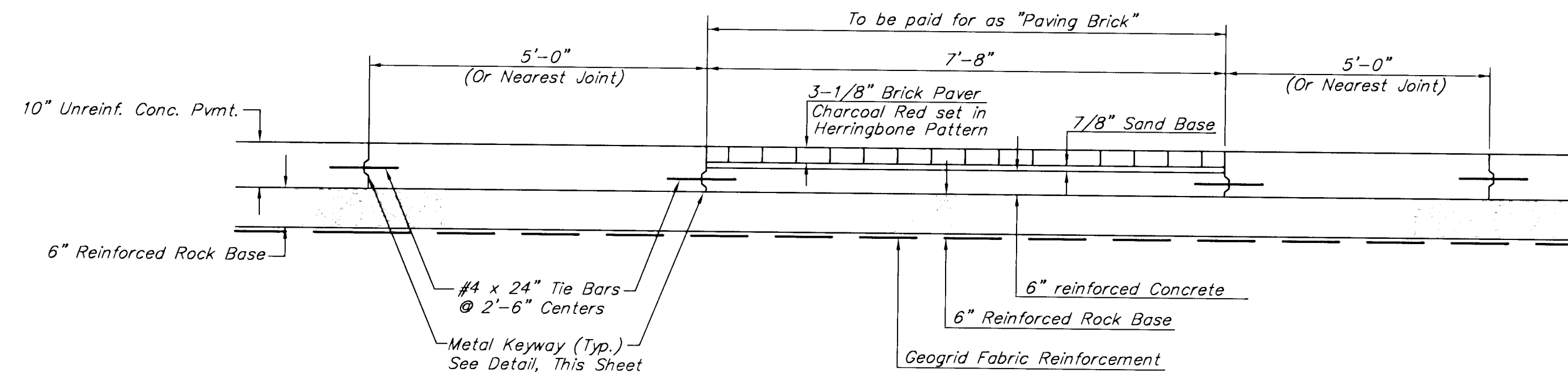
924 North Main (316) 264-8008
Wichita, Kansas 67203 (316) 264-4621 fax
www.rbkansas.com E-mail: info@rbkansas.com

DRAWING FILE
CONST PHASING {sh 3}

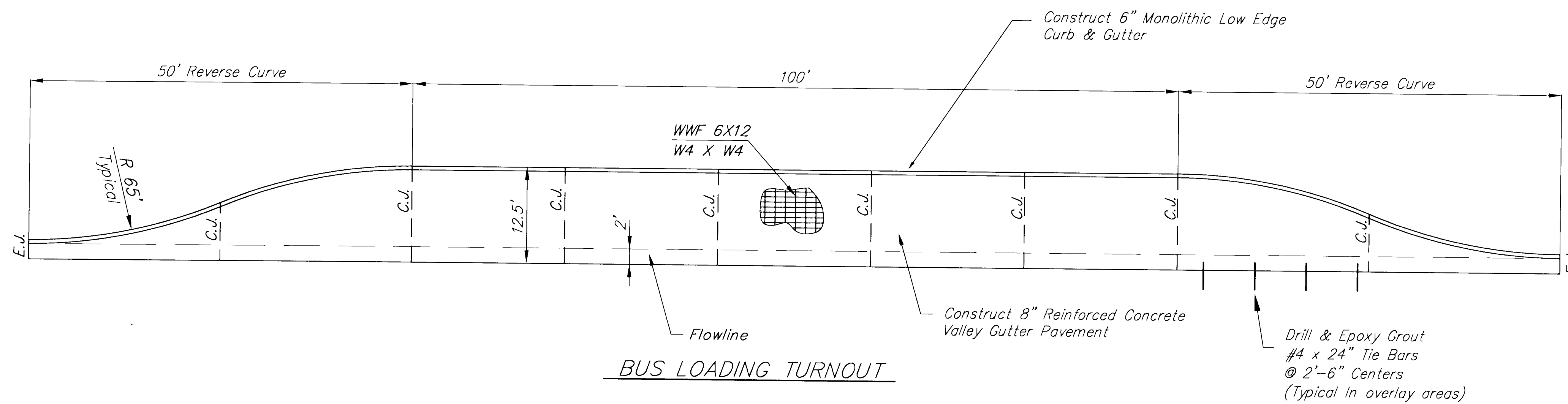
PROJECT NUMBER
472-83811

DESIGN KWL
DRAWN RA
REVIEW
UTILITY
DATE Apr. 21, 2004

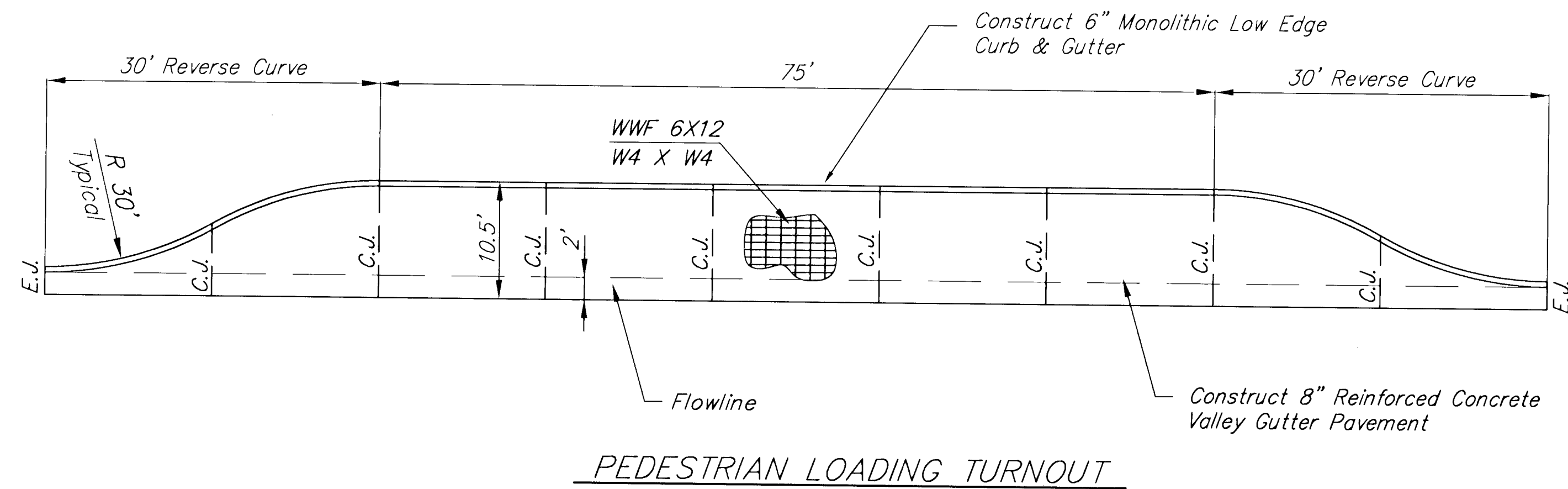
R&B JOB 2137T
SHEET 20 OF 28



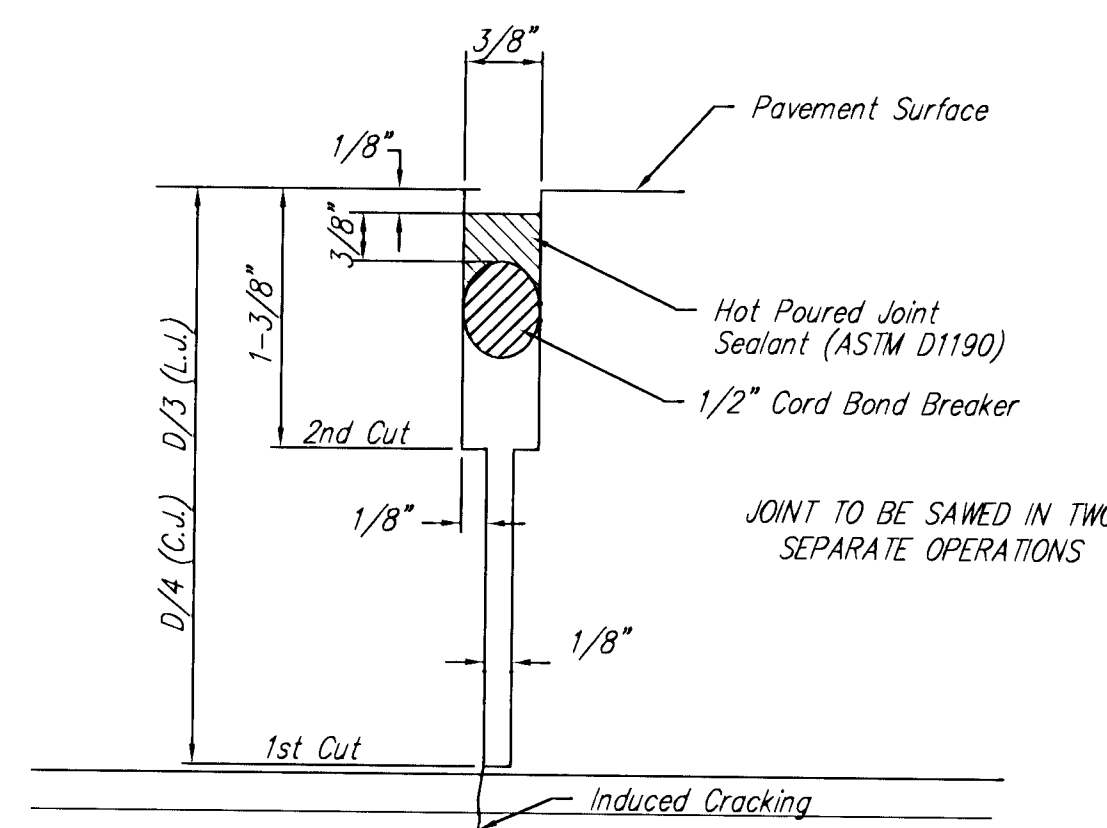
INTERSECTION BRICK PAVER DETAIL



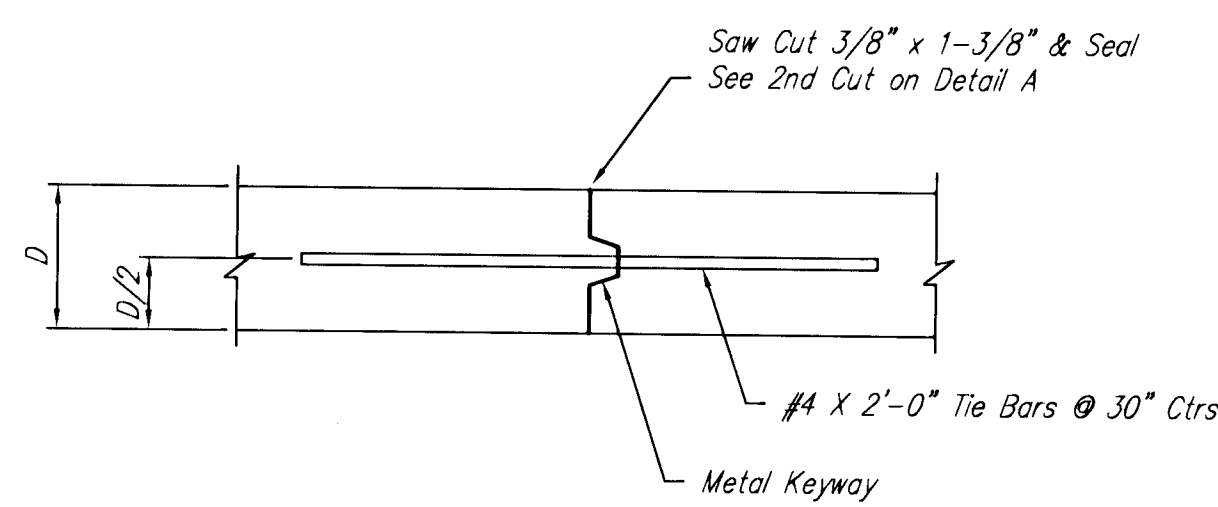
BUS LOADING TURNOUT



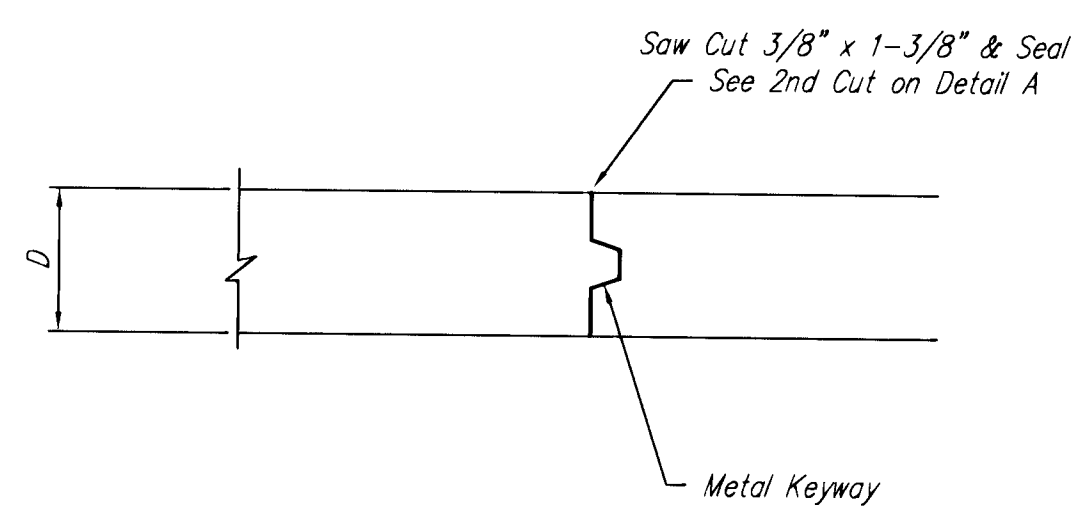
PEDESTRIAN LOADING TURNOUT



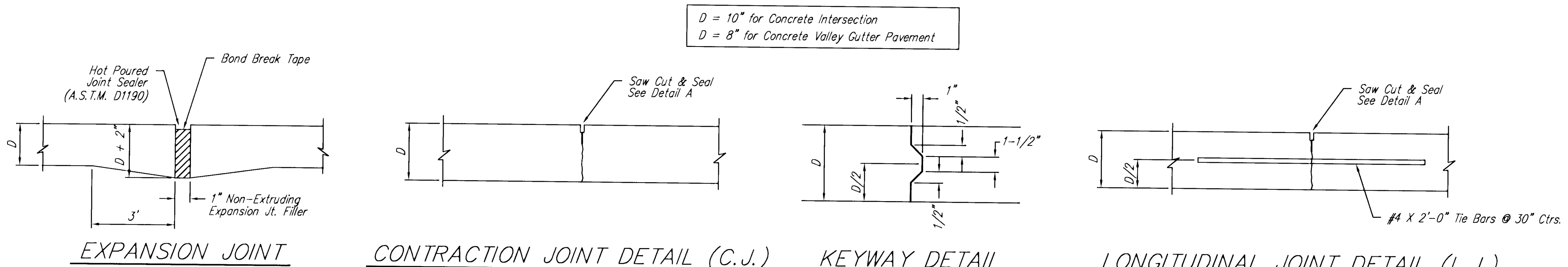
SAW JOINT - DETAIL A



OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)



OPTIONAL CONTRACTION JOINT



EXPANSION JOINT

CONTRACTION JOINT DETAIL (C.J.)

KEYWAY DETAIL

LONGITUDINAL JOINT DETAIL (L.J.)

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

NOTE: Add Woven Wire Fabric for 8" Reinforced Concrete Pavement.

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

GENERAL NOTES

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

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

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

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

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

2. COVERING OF SIGNS NOT IN USE:

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

3. CLEAR ZONE:

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

4. MAINTENANCE:

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

5. TAPER FORMULAS:

L = WS FOR SPEEDS OF 45 MPH OR MORE

L = WS²/60 FOR SPEEDS OF 40 MPH OR LESS

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

6. PAVEMENT MARKINGS:

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

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

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

7. TEMPORARY AND POST MOUNTED SIGNS:

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

8. EXISTING SIGNS:

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

9. CONFLICTING SIGNS:

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

10. MINIMUM LANE WIDTHS:

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

11. FLAGGER:

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

12. BARRICADES:

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

SIGN SPACING :

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

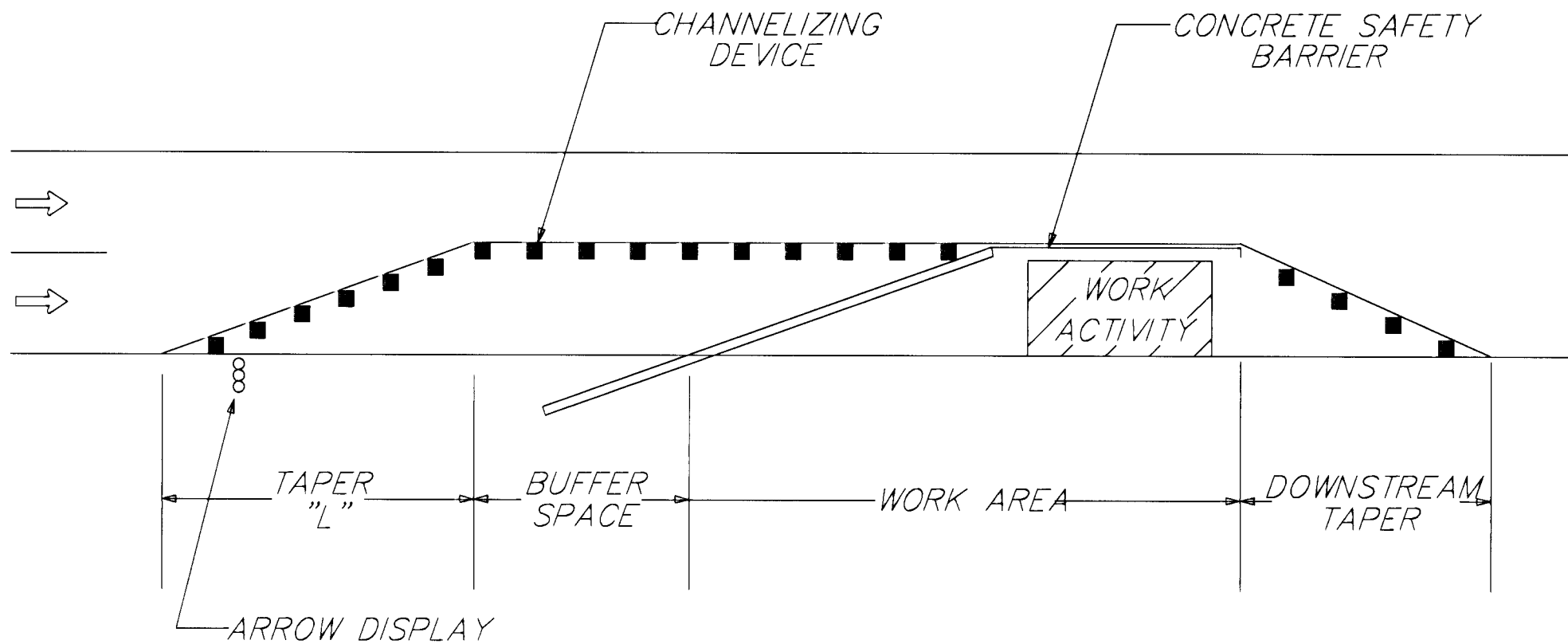
IN NO CASE SHALL THE SPACING BETWEEN SIGNS BE LESS THAN 100'.

BUFFER SPACE:

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

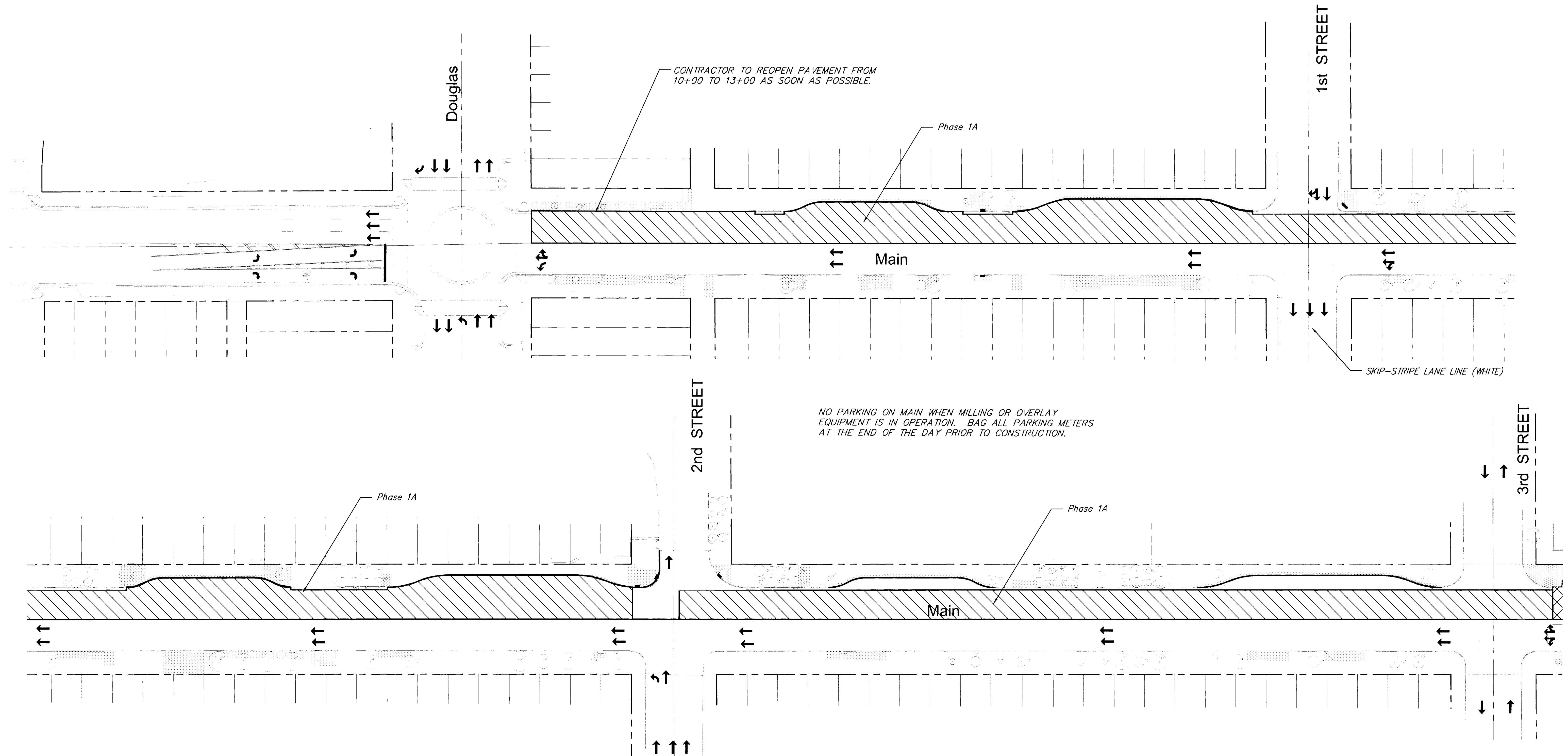
NEITHER WORK ACTIVITY NOR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIAL SHOULD OCCUR IN THE BUFFER SPACE. WHEN A PROTECTION VEHICLE IS PLACED IN ADVANCE OF THE WORK SPACE, ONLY THE SPACE UPSTREAM OF THE VEHICLE CONSTITUTES THE BUFFER SPACE.

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



REVISED June 3, 2003

TRAFFIC CONTROL GENERAL NOTES WICHITA, KANSAS			
 Ruggles & Bohm, P.A. Engineering, Surveying, Land Planning 924 North Main Wichita, Kansas 67203 www.rbkansas.com (316) 264-8008 (316) 264-4621 fax E-mail: info@rbkansas.com	DESIGN KML	SHEET 21 OF 28	DATE Apr. 21, 2004
	DRAWN RA		
	REVIEW		
	UTILITY		
DRAWING FILE CONST PHASING {sh 3}	PROJECT NUMBER 472-83811		

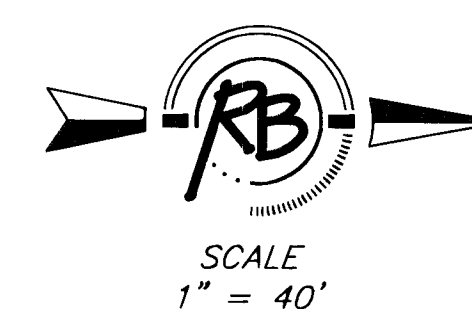


ARROWS INDICATED ON THIS SHEET ARE FOR LANE MOVEMENT ONLY. NO ARROWS ARE REQUIRED FOR TEMPORARY TRAFFIC CONTROL. LANE TRANSITIONS INDICATED ON THIS SHEET ARE SCHEMATIC. LANE TRANSITIONS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE DETAILS ON SHEET 37.

REFLECTORIZED VERTICAL PANELS CAN BE SUBSTITUTED FOR REFLECTORIZED DRUMS TO ALLOW ADEQUATE LANE WIDTHS.

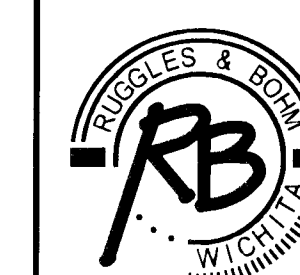
CONTRACTOR TO ADJUST TRAFFIC CONTROL AS NECESSARY TO PROVIDE AT LEAST ONE LANE OF ACCESS TO DRIVEWAYS AND ALLEYS UNLESS OTHERWISE INDICATED IN THE CONSTRUCTION PHASING TABLE.

TRAFFIC CONTROL FOR MILLING AND JOINT REPAIR AREAS WILL BE IMPLEMENTED ONLY IN AREAS WHERE ACTUAL JOINT REPAIR AND OTHER OPERATIONS ARE BEING PERFORMED. THE TRAFFIC CONTROL SHALL COMPLY WITH THE DETAIL ON THE TRAFFIC CONTROL GENERAL NOTES SHEET. TWO LANES OF SOUTHBOUND TRAFFIC SHALL BE MAINTAINED ON MAIN STREET AND ONE LANE TRAFFIC EACH WAY SHALL BE MAINTAINED ON ALL SIDE STREETS. THE CONTRACTOR SHALL COORDINATE THEIR OPERATIONS TO ENSURE THAT LOCAL TRAFFIC TO BUSINESSES IS NOT INTERRUPTED.



REVISED June 3, 2003

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



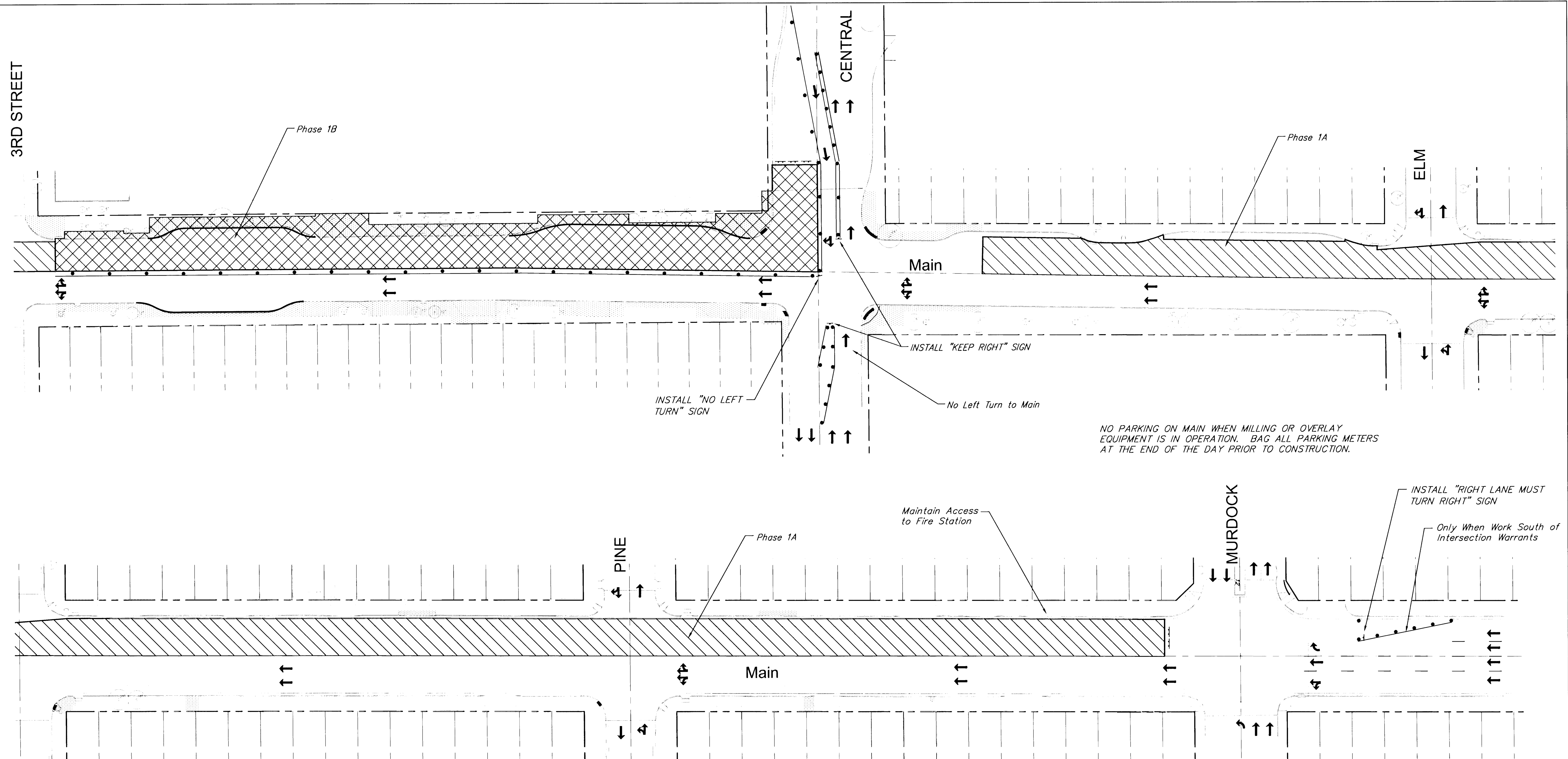
Ruggles & Bohm, P.A.
Engineering, Surveying, Land Planning
924 North Main
Wichita, Kansas 67203
www.rbkansas.com
(316) 264-8008
(316) 264-4621 fax
E-mail: info@rbkansas.com

DRAWING FILE
CONST PHASING {sh 1}

PROJECT NUMBER
472-83811

DATE
Apr. 21, 2004

DESIGN
KWL
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RA
REVIEW
UTILITY
SHEET
22
OF
28

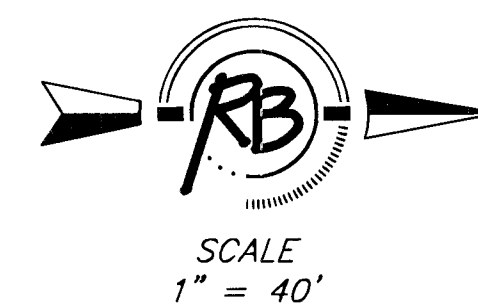


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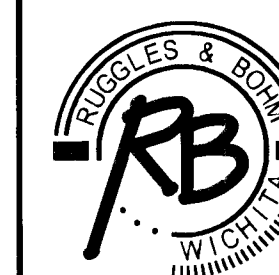
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REVISED June 3, 2003

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

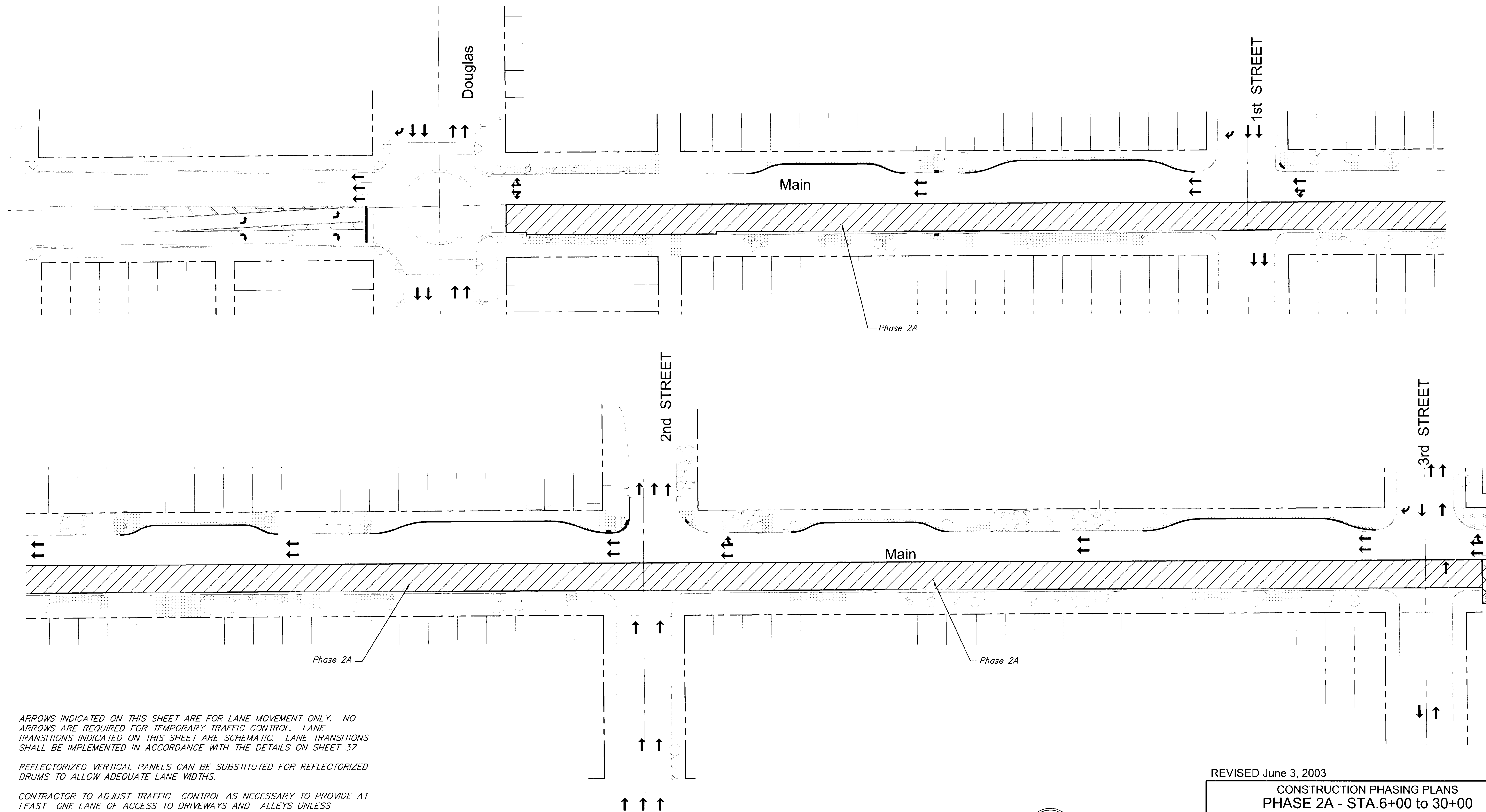


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DRAWING FILE
CONST PHASING {sh 2}

PROJECT NUMBER

DESIGN KWL	REVIEW RA	DATE Mar. 17, 2004
REVISION 23	OF 28	

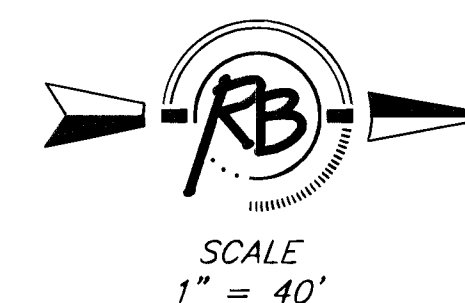


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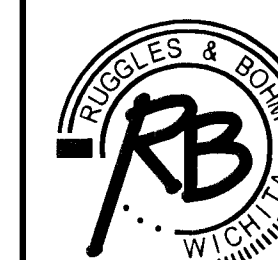
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REVISED June 3, 2003

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



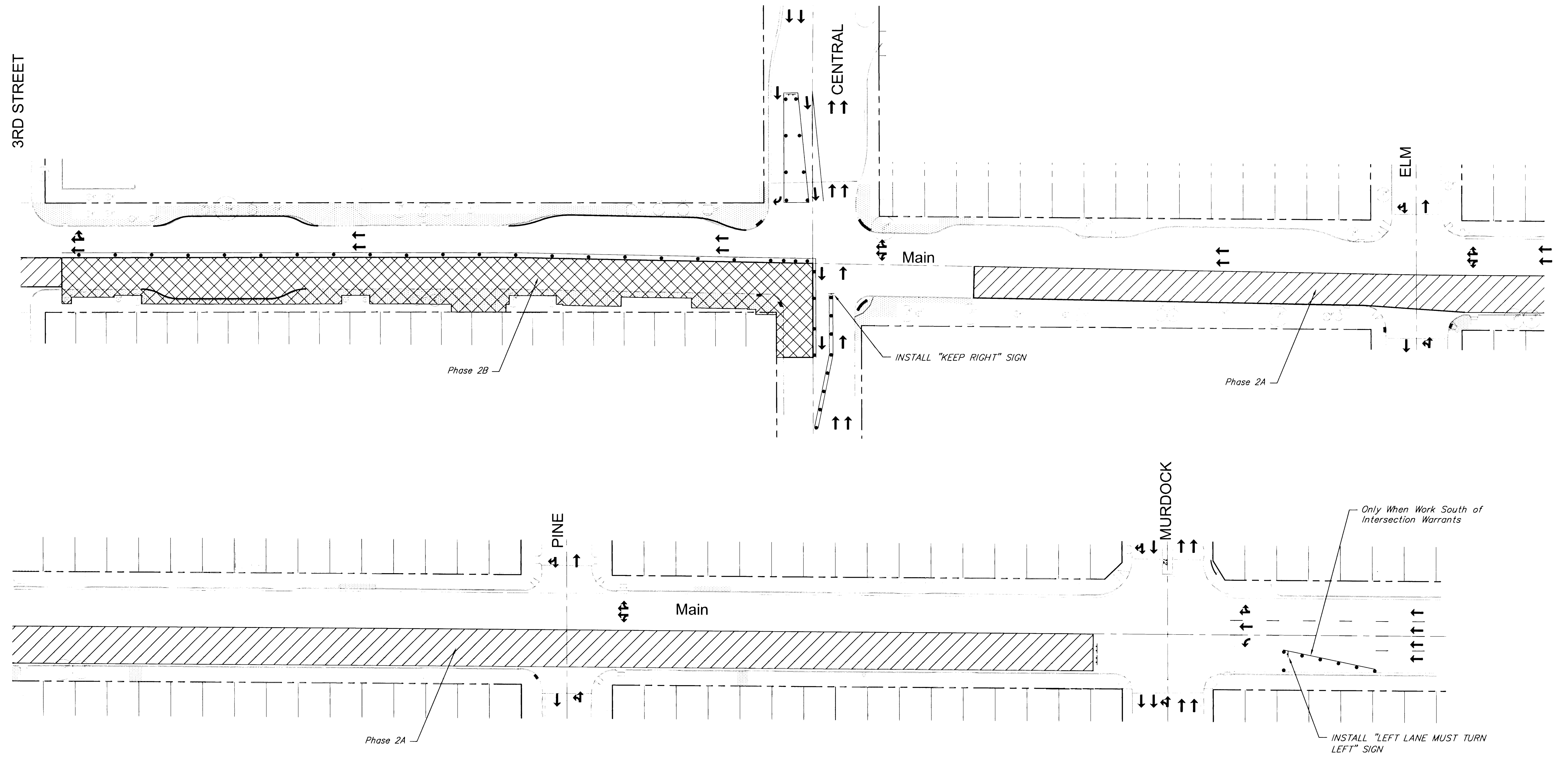
Ruggles & Bohm, P.A.
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DRAWING FILE
CONST PHASING {sh 1}

PROJECT NUMBER
472-83811

DESIGN KWL	DATE Apr. 21, 2004
DRAWN RA	SHEET 24
REVIEW	OF 28
UTILITY	

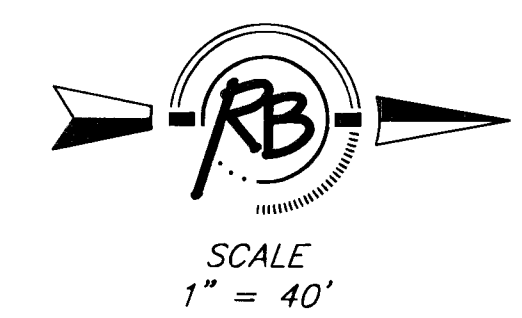


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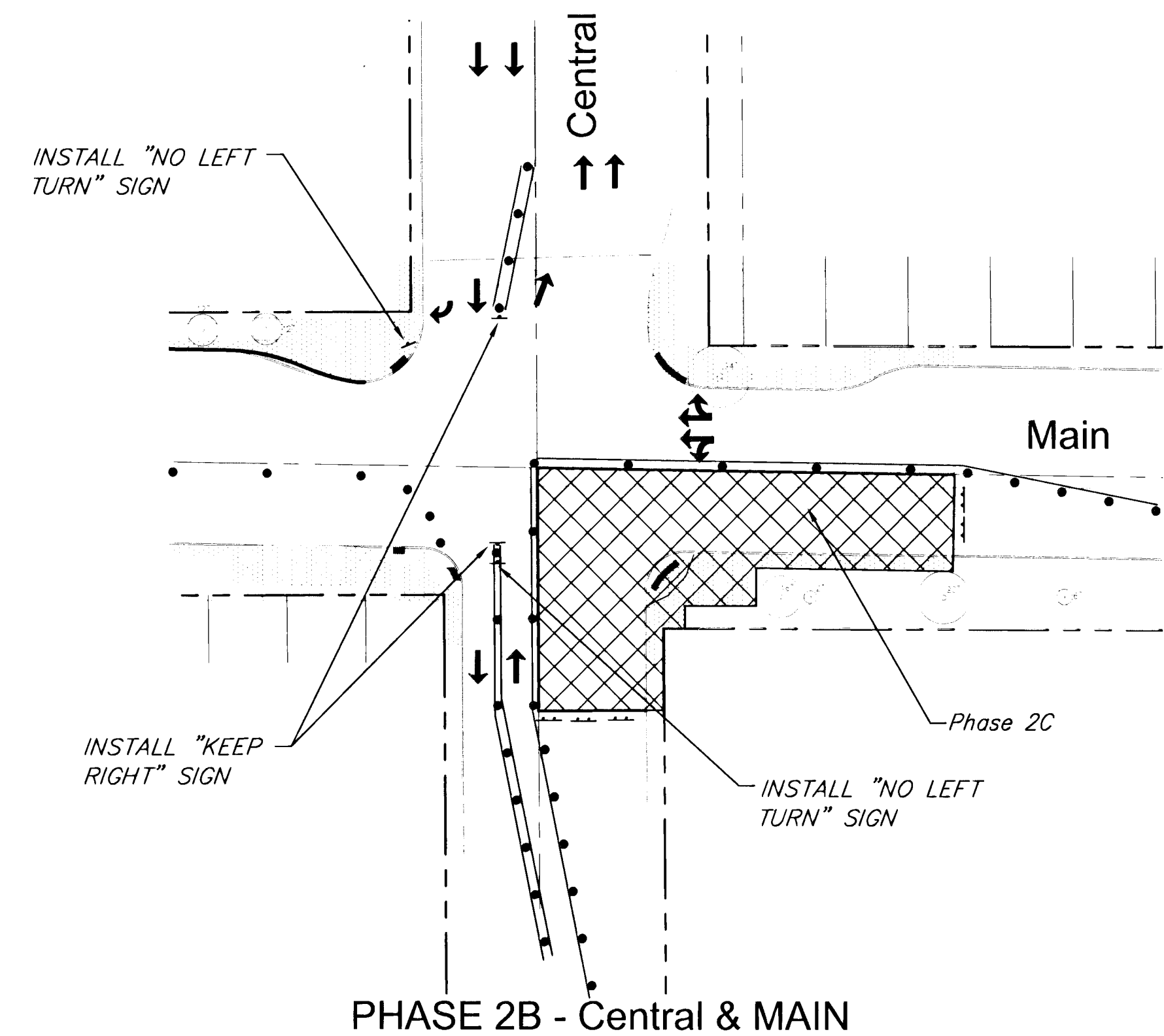
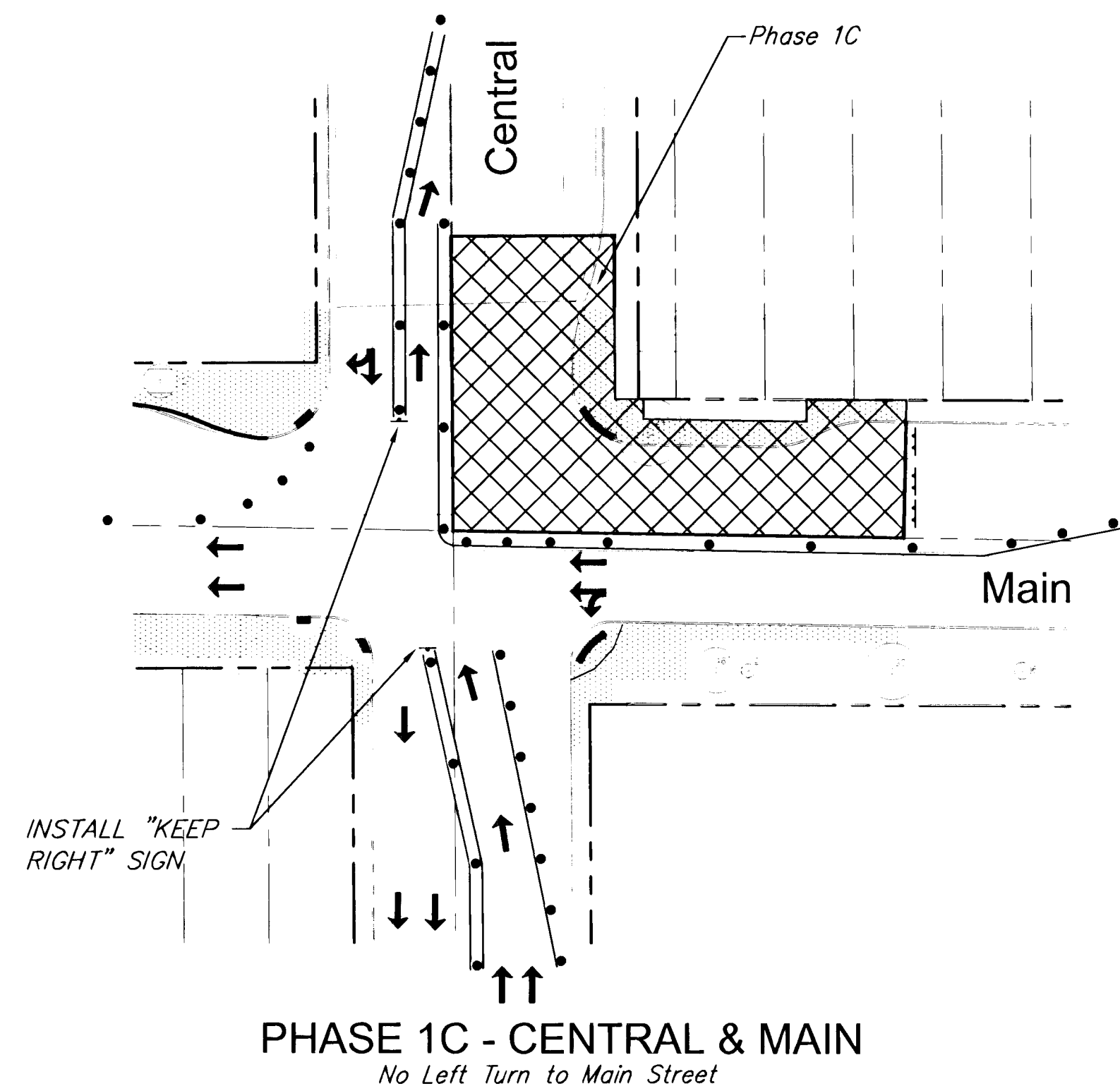
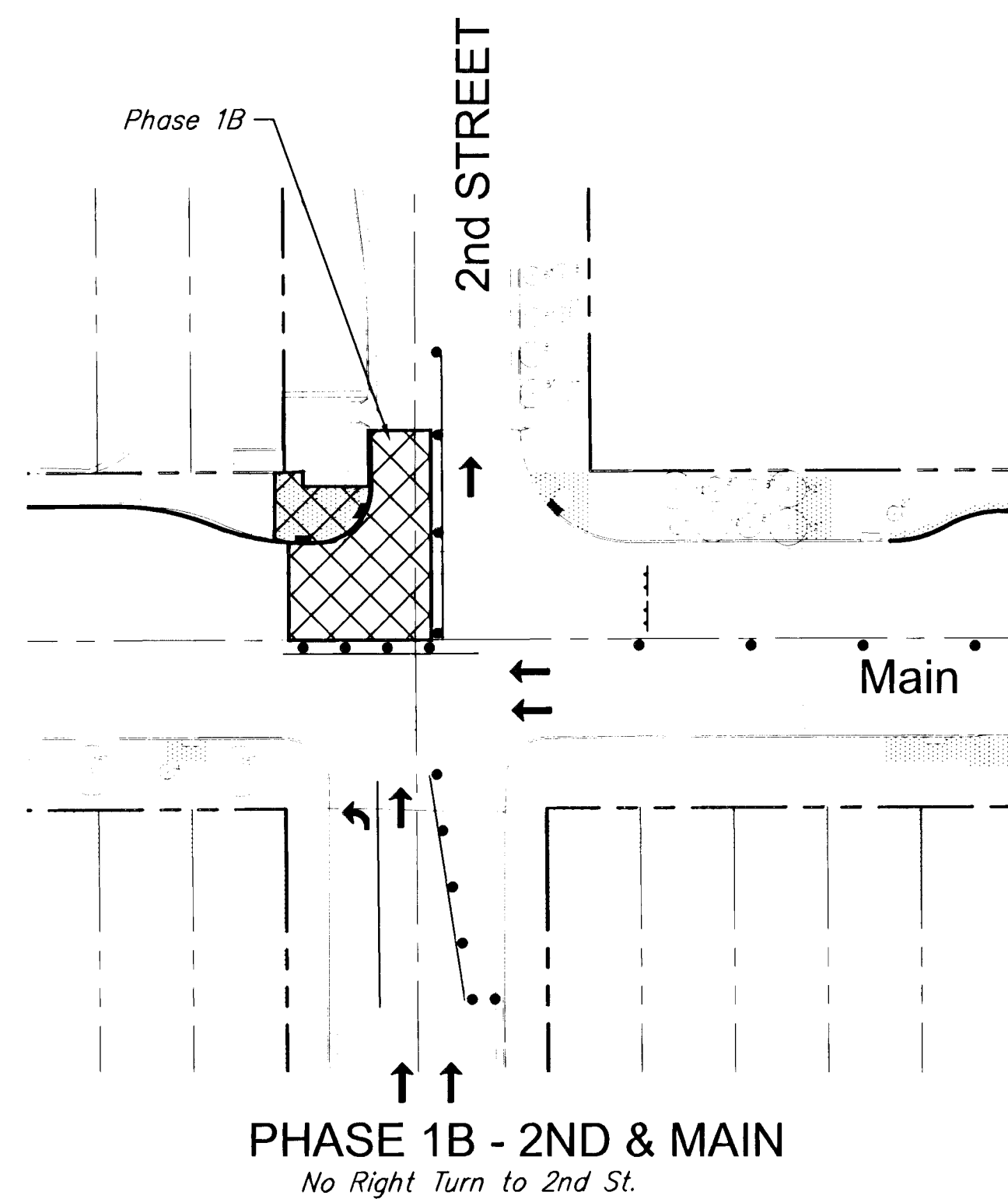
CONTRACTOR TO ADJUST TRAFFIC CONTROL AS NECESSARY TO PROVIDE AT LEAST ONE LANE OF ACCESS TO DRIVEWAYS AND ALLEYS UNLESS OTHERWISE INDICATED IN THE CONSTRUCTION PHASING TABLE.

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REVISED June 3, 2003
CONSTRUCTION PHASING PLANS
PHASE 2A - STA. 30+00 to 51+00
WICHITA, KANSAS

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	DRAWN	RA	
	REVIEW		
	UTILITY		
DRAWING FILE CONST PHASING [sh 2]	PROJECT NUMBER 472-83811	DATE Apr. 21, 2004	

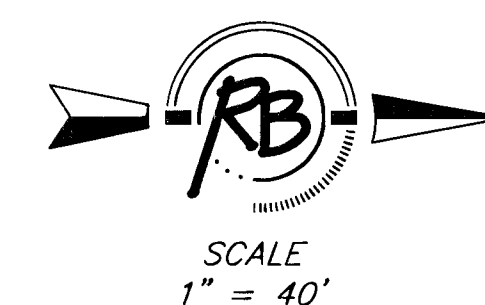


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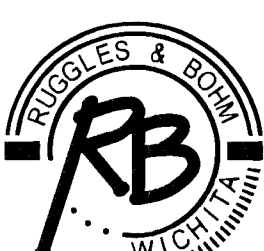
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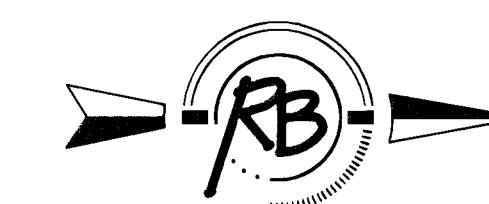
CONTRACTOR TO ADJUST TRAFFIC CONTROL AS NECESSARY TO PROVIDE AT LEAST ONE LANE OF ACCESS TO DRIVEWAYS AND ALLEYS UNLESS OTHERWISE INDICATED IN THE CONSTRUCTION PHASING TABLE.

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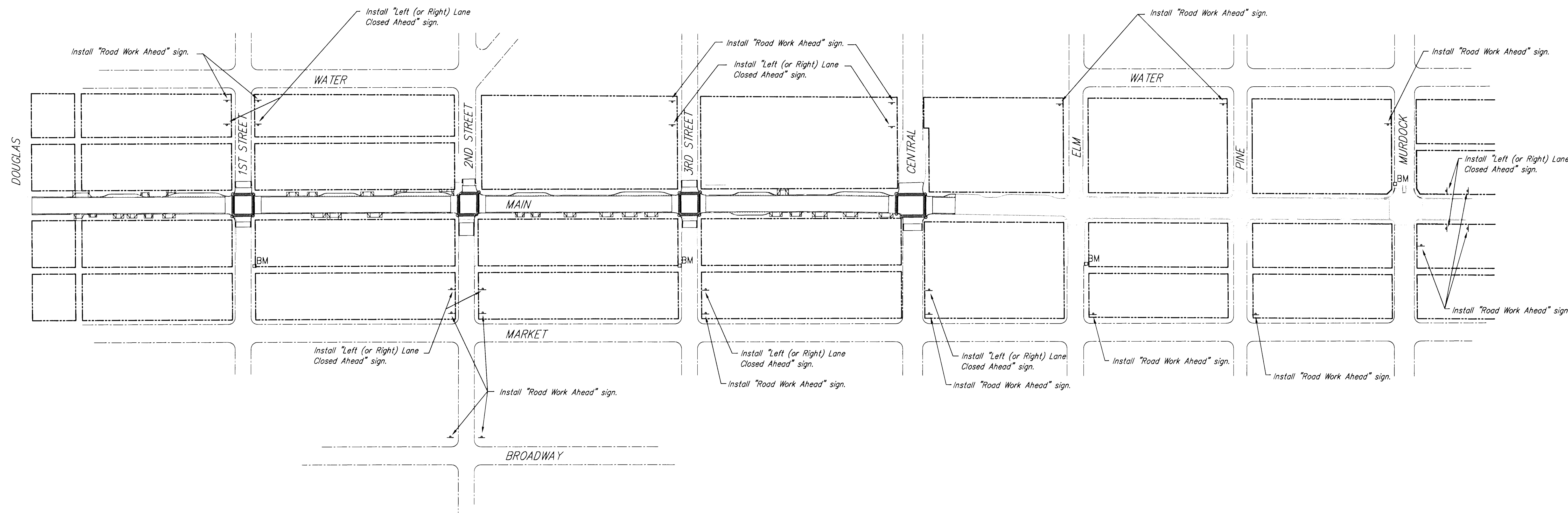


REVISED June 3, 2003

CONSTRUCTION PHASING PLANS PHASES 1B, 1C & 2C WICHITA, KANSAS				
	Ruggles & Bohm, P.A. Engineering, Surveying, Land Planning 924 North Main Wichita, Kansas 67203 www.rbkansas.com	(316) 264-8008 (316) 264-4621 fax E-mail: info@rbkansas.com	DESIGN KWL DRAWN RA REVIEW UTILITY	FIG. JOB 2137T SHEET 26 OF 28
	DRAWING FILE	PROJECT NUMBER	DATE	
	CONST PHASING {sh 1}	472-83811	Apr. 21, 2004	



SCALE 1" = 150'



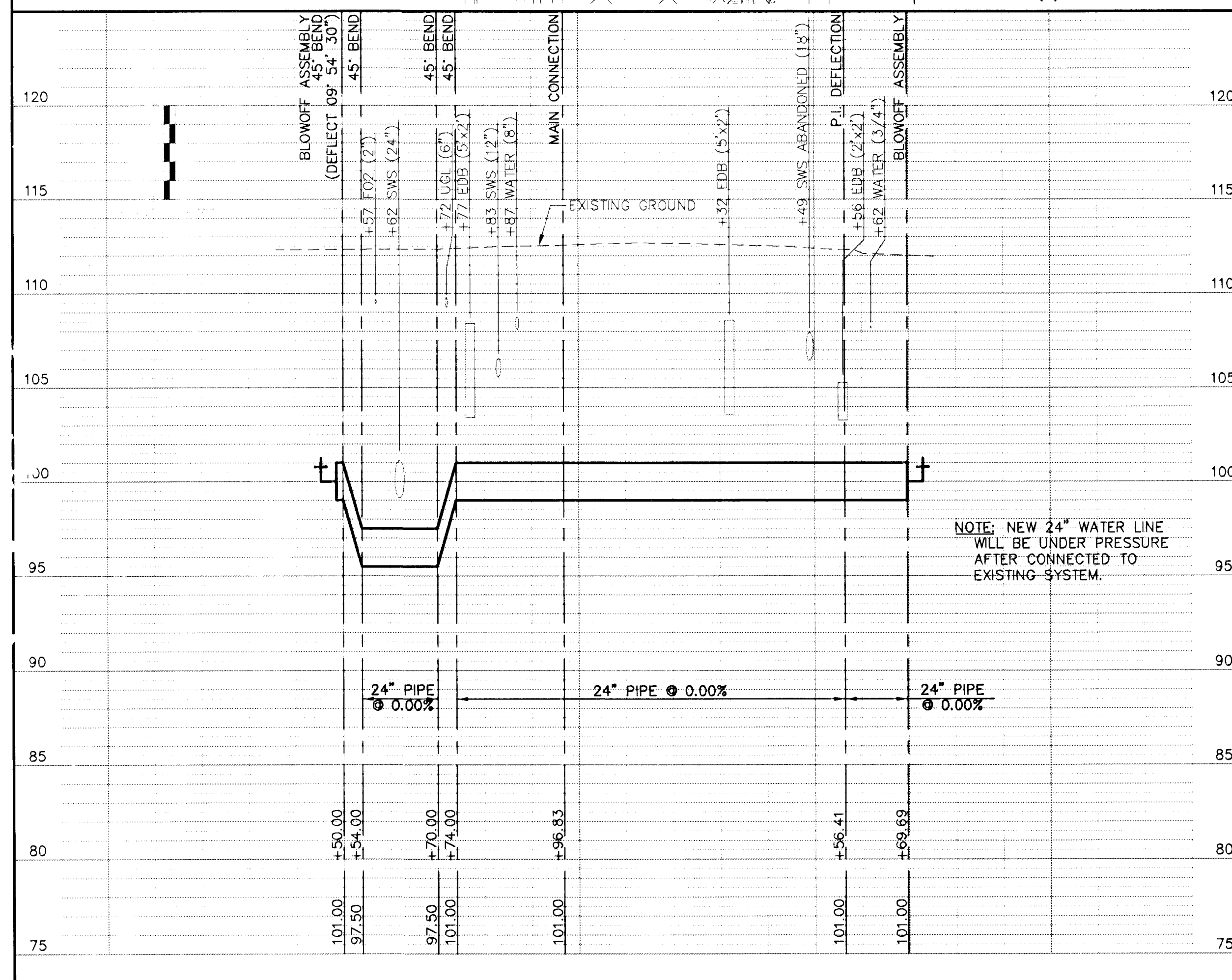
NOTE: LEFT OR RIGHT LANE CLOSED AHEAD SIGNS SHALL BE INSTALLED TO MATCH CURRENT CONSTRUCTION PHASE.

REVISED June 3, 2003

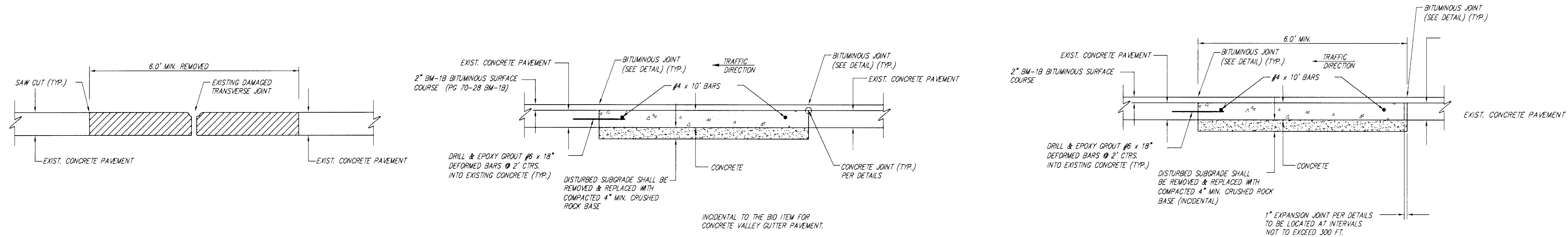
CONSTRUCTION TRAFFIC CONTROL
ADVANCE WARNING SIGNAGE
WICHITA, KANSAS

	DESIGN	KWL	SHEET 27 OF 28
	DRAWN	RA	
	REVIEW		
	UTILITY		
	DATE	Apr. 21, 2004	
DRAWING FILE CONST PHASING		PROJECT NUMBER 472-83811	

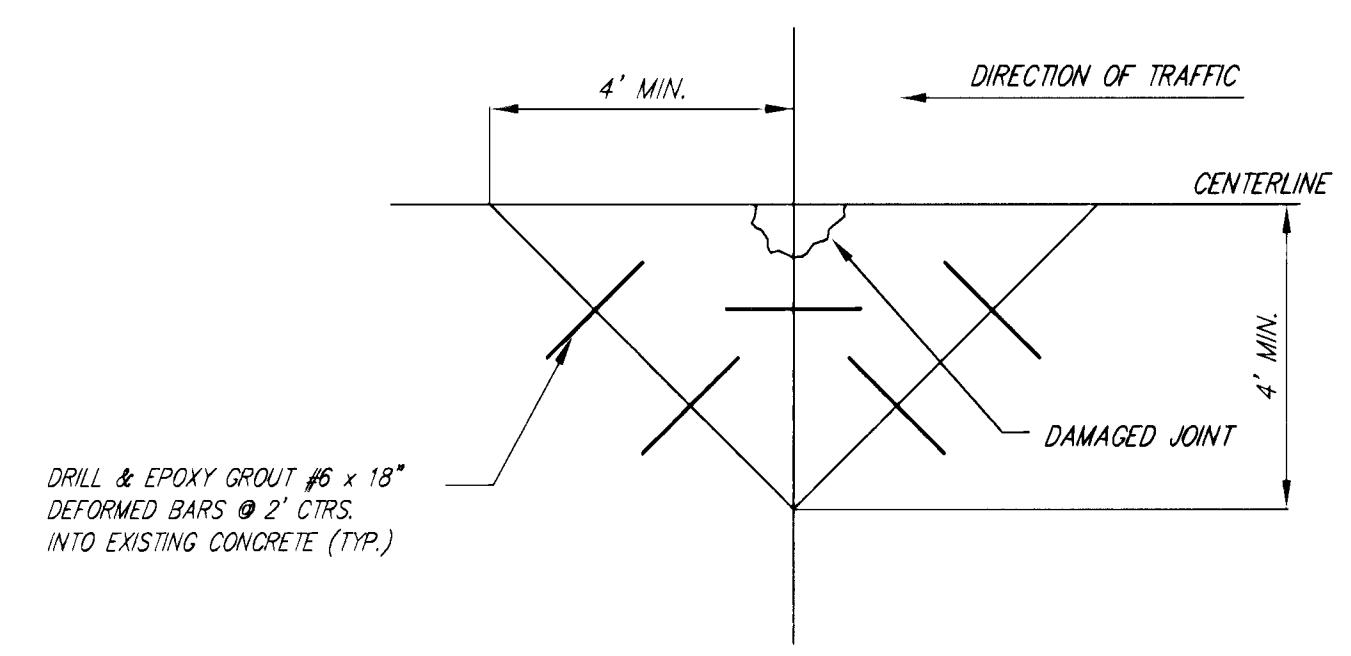
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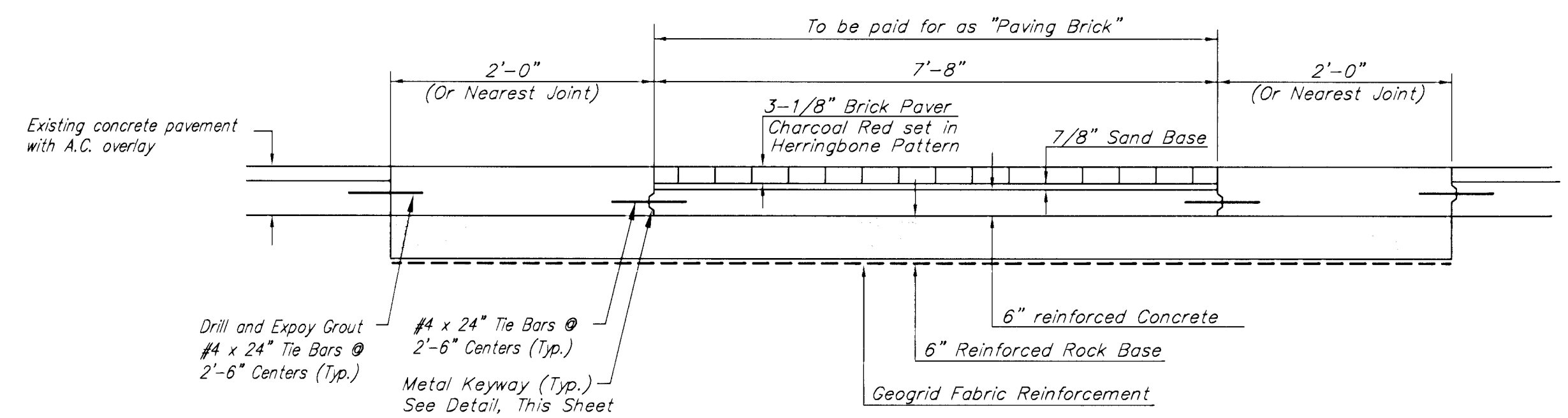
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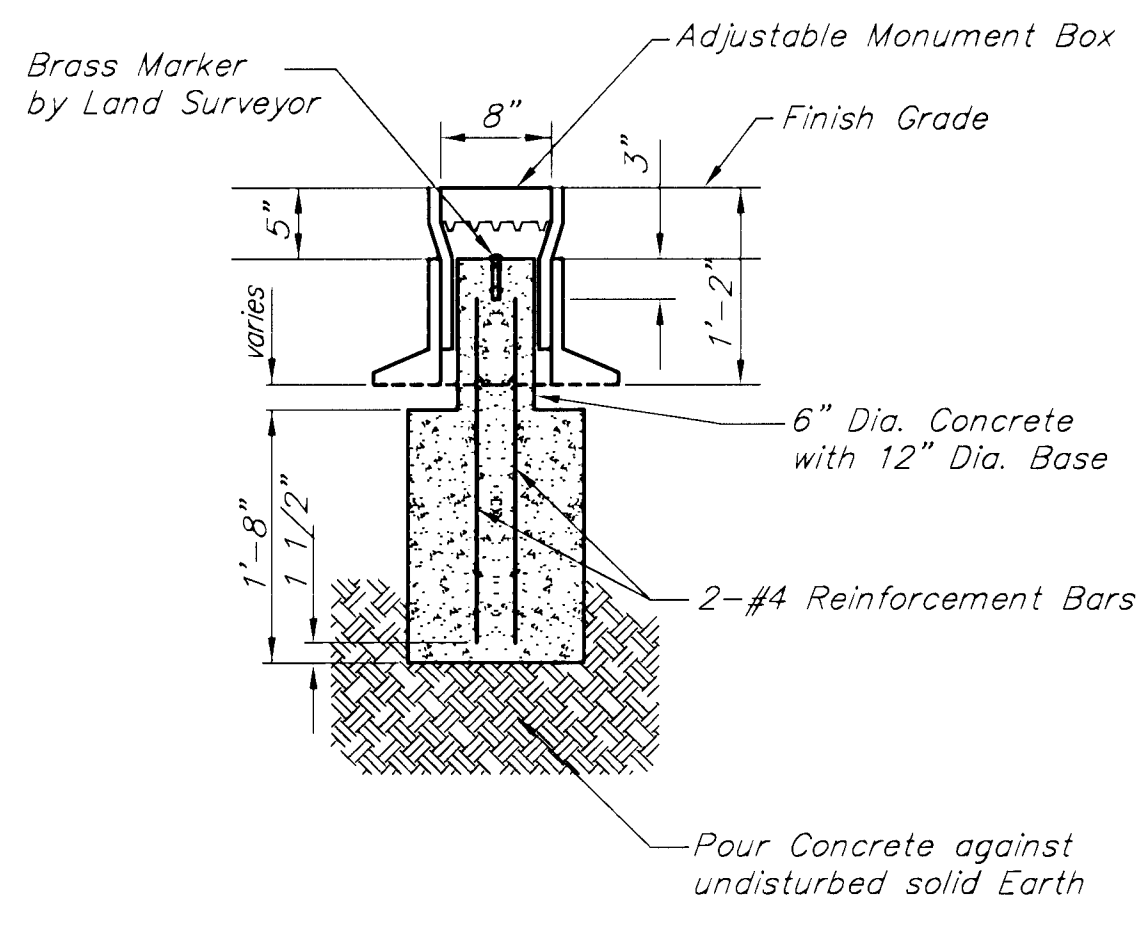
JOINT REPAIR DETAILS



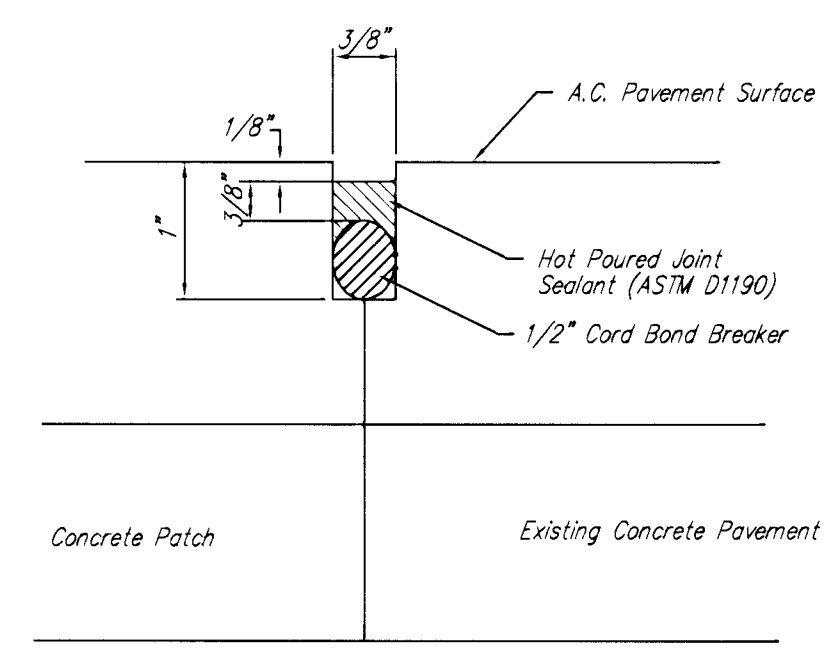
OPTIONAL JOINT CORNER REPAIR



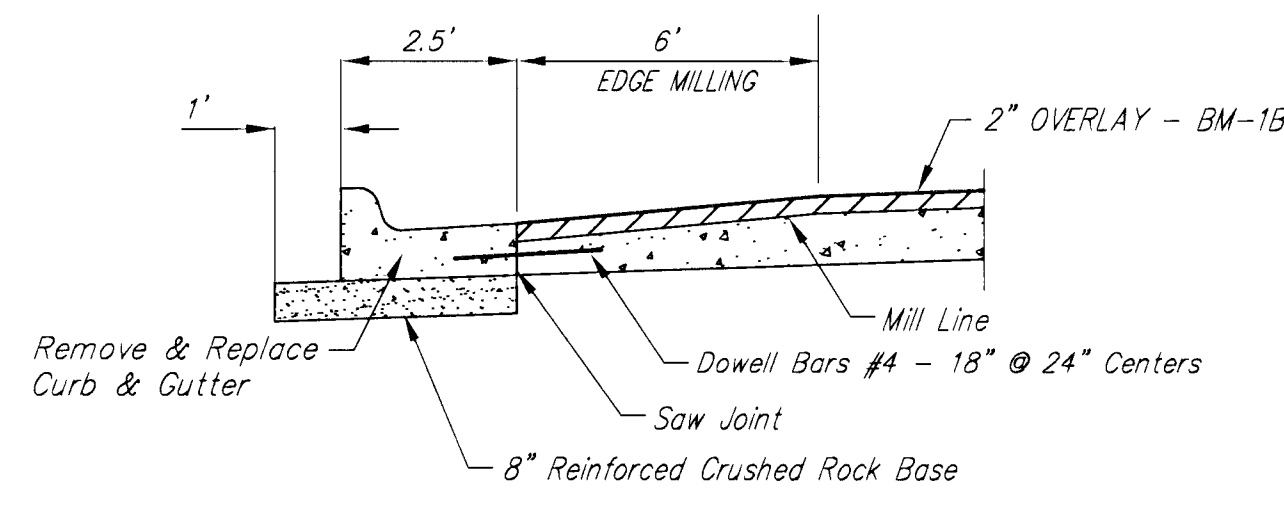
BRICK CROSSWALK DETAIL



MONUMENT BOX DETAIL

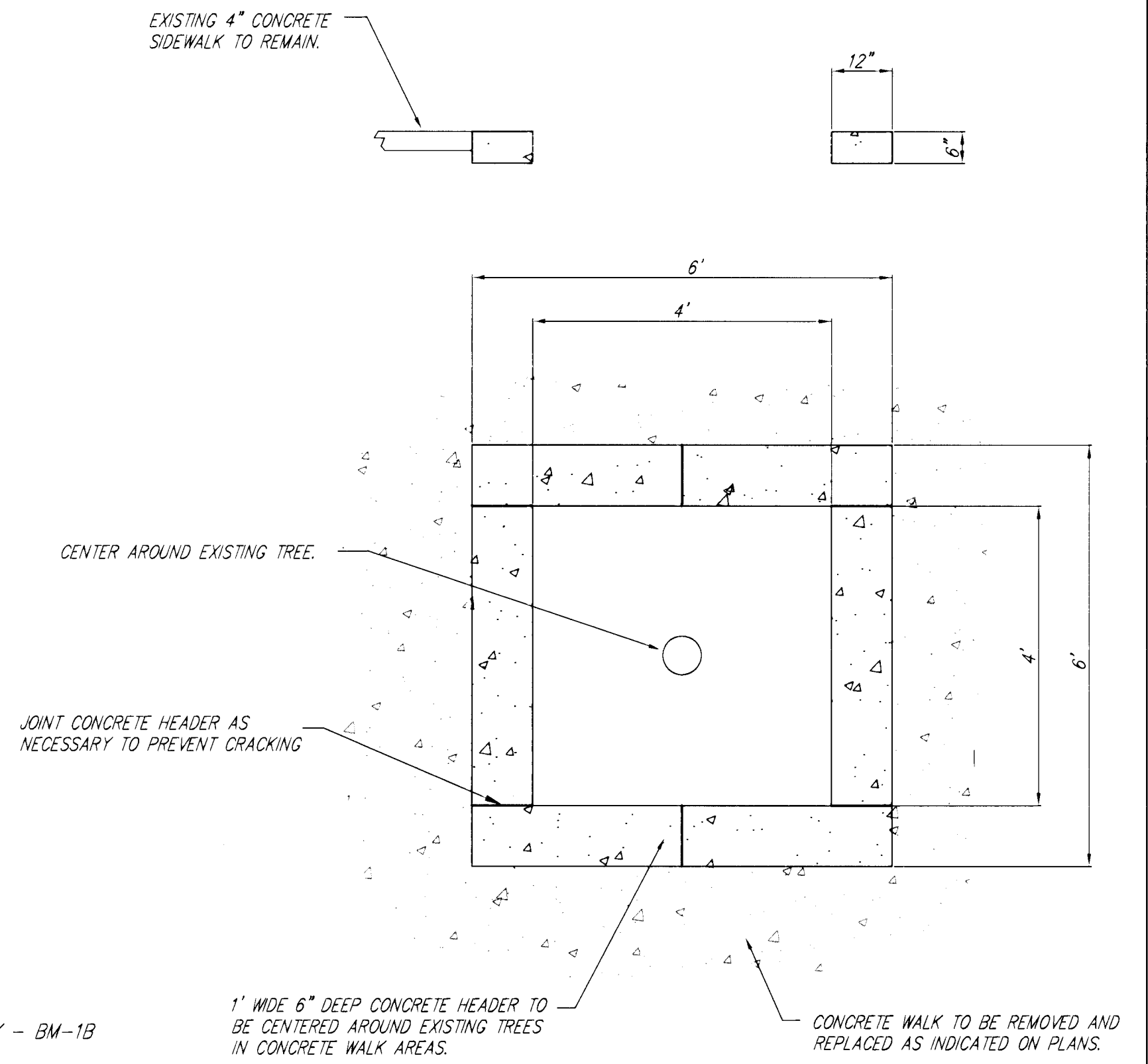


BITUMINOUS JOINT SAW AND SEAL

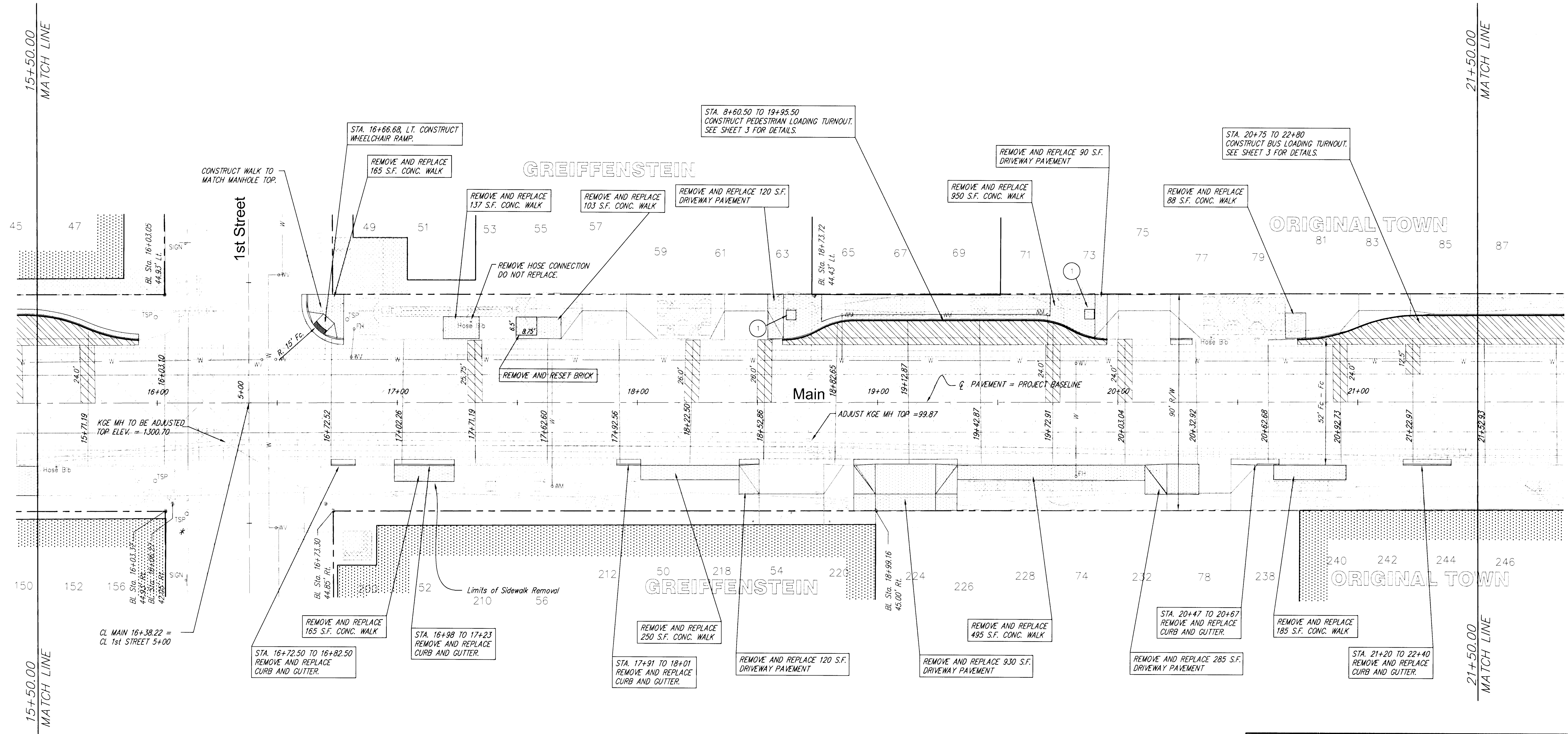


CURB REPLACEMENT DETAIL

Note: Mill Pavement Prior to Curb Removal



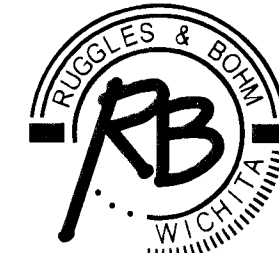
MAIN STREET IMPROVEMENTS PAVING DETAILS WICHITA, KANSAS			
	Ruggles & Bohm, P.A. Engineering, Surveying, Land Planning		DESIGN KWL
	924 North Main Wichita, Kansas 67203 www.rbkansas.com		DRAWN RA
	(316) 264-8008 (316) 264-4621 fax E-mail: info@rbkansas.com		REVIEW
	PROJECT NUMBER 472-83811		UTILITY
DRAWING FILE Typical Sections		DATE Apr. 22, 2004	SHEET 4 OF 28



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

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

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



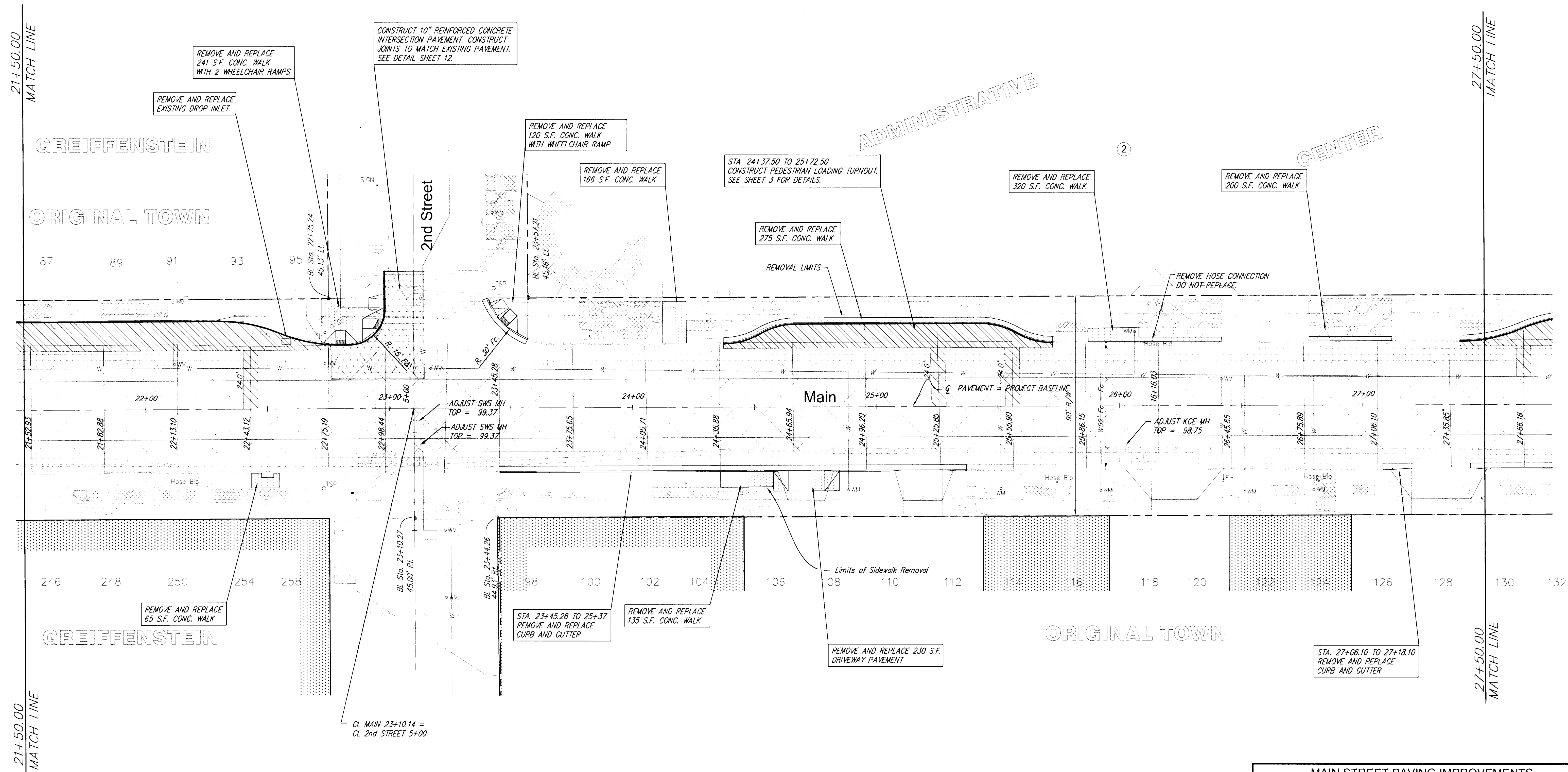
Ruggles & Bohm, P.A.
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 Wichita, Kansas 67203
 www.rbkansas.com
 (316) 264-8008
 (316) 264-4821 fax
 E-mail: info@rbkansas.com

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

SHEET
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 28

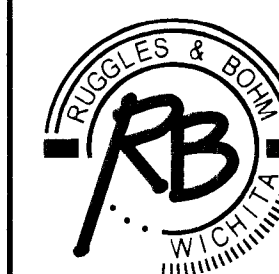
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PROJECT NUMBER: 472-83811



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

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



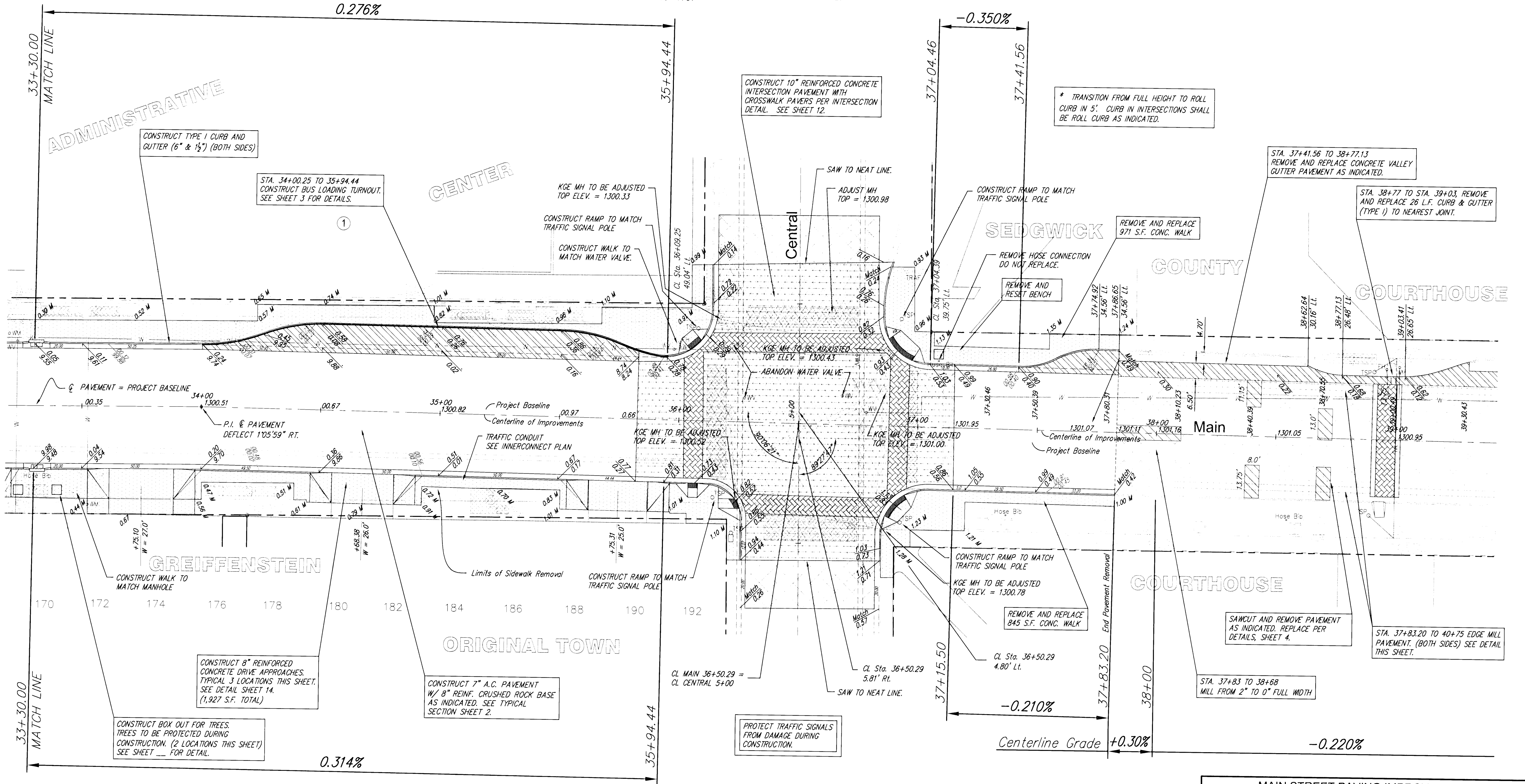
Ruggles & Bohm, P.A.
 Engineering, Surveying, Land Planning
 924 North Main
 Wichita, Kansas 67203
 www.rbkansas.com

DESIGN: KWL
 DRAWN: RA
 REVIEW: [blank]
 UTILITY: [blank]

PROJECT NUMBER: 472-83811
 DATE: Apr. 22, 2004

SHEET: 7 OF 28

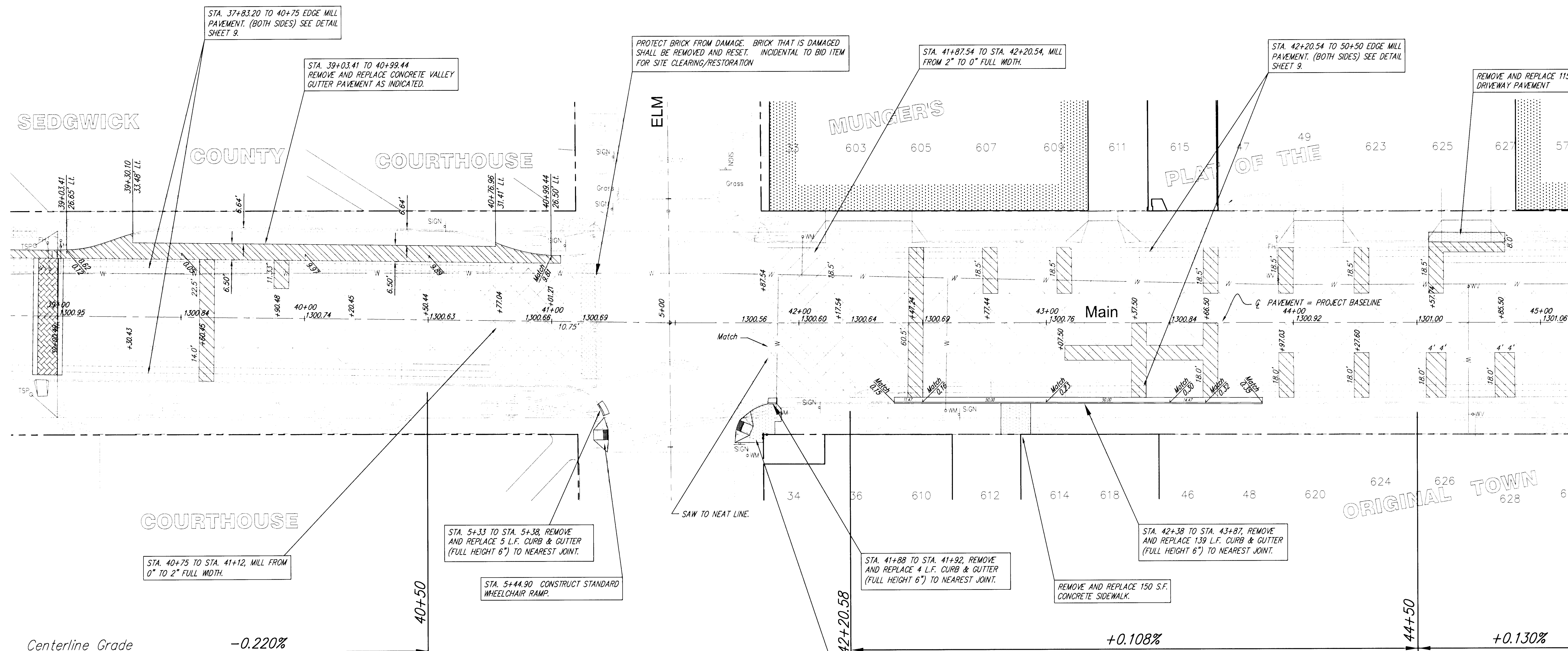
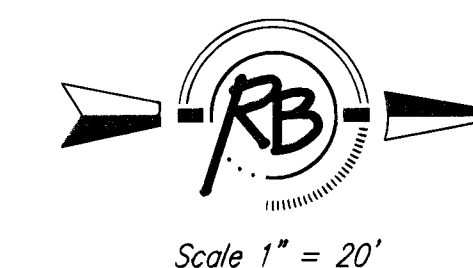
P.V.I.
Elev. 1300.78
No V.C.



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

WATER VALVE BOX ADJUSTMENT			
STATION	OFFSET	EXIST. ELEV.	PROP. ELEV.
36+73.1	29.2' Lt.	1,300.92	1,300.94
36+78.3	5.4' Lt.	1,301.19	1,301.42
38+97	19' Lt.	1,300.28	1,300.44

	Ruggles & Bohm, P.A. Engineering, Surveying, Land Planning		KWL DRAWN RA	NO. JOB 2377
	924 North Main Wichita, Kansas 67203 www.rbkansas.com		(316) 264-8008 (316) 264-4621 fax E-mail: info@rbkansas.com	SHEET 9 OF
	DRAWING FILE paving {paving sh 5}	PROJECT NUMBER 472-83811	DATE Apr. 22, 2004	28



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

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

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DESIGN KWL	SHEET 10 OF 28	
DRAWN RA		
REVIEW		
UTILITY		
DRAWING FILE paving {paving sh 6}	PROJECT NUMBER 472-83811	DATE Apr. 22, 2004