

GENERAL NOTES:

- Utility service lines, poles, valve boxes, meters and 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.
- A full-depth saw cut 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. Sawed joint to facilitate removal within three (3) feet of existing joints will not be permitted and for such instances the limits of removal 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 project costs.
- 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.
All suitable excavation shall be wasted on low lying lots within the addition before any material is disposed of off site.
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.
- 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.
- The Contractor shall be responsible for preserving property irons. The Contractor will be required to reestablish any property irons which are damaged or destroyed by his construction operations. Such irons shall be reestablished by a licensed land surveyor in accordance with state laws.
- All disturbed areas within project shall be seeded with temporary rye grass within 14 days of disturbance at a rate of 250 lbs. per acre.
- Contractor shall maintain all existing BMPs on project site during construction. Contractor shall repair or replace any existing BMPs that are damaged (cost subsidiary to site restoration). If BMPs were damaged prior to contractor beginning work on project, notify construction inspector or engineer.
- Contractor shall remove and stockpile organic material (topsoil) to surface (to a minimum of twelve (12) inches) all fills, embankments and any other areas on the site of the work where the original topsoil will be covered or damaged. Topsoil shall be free from trash, debris and surface vegetation more than six (6) inches in height. After all work has been completed in each area, topsoil shall be placed and graded.

NOTE TO CONTRACTOR

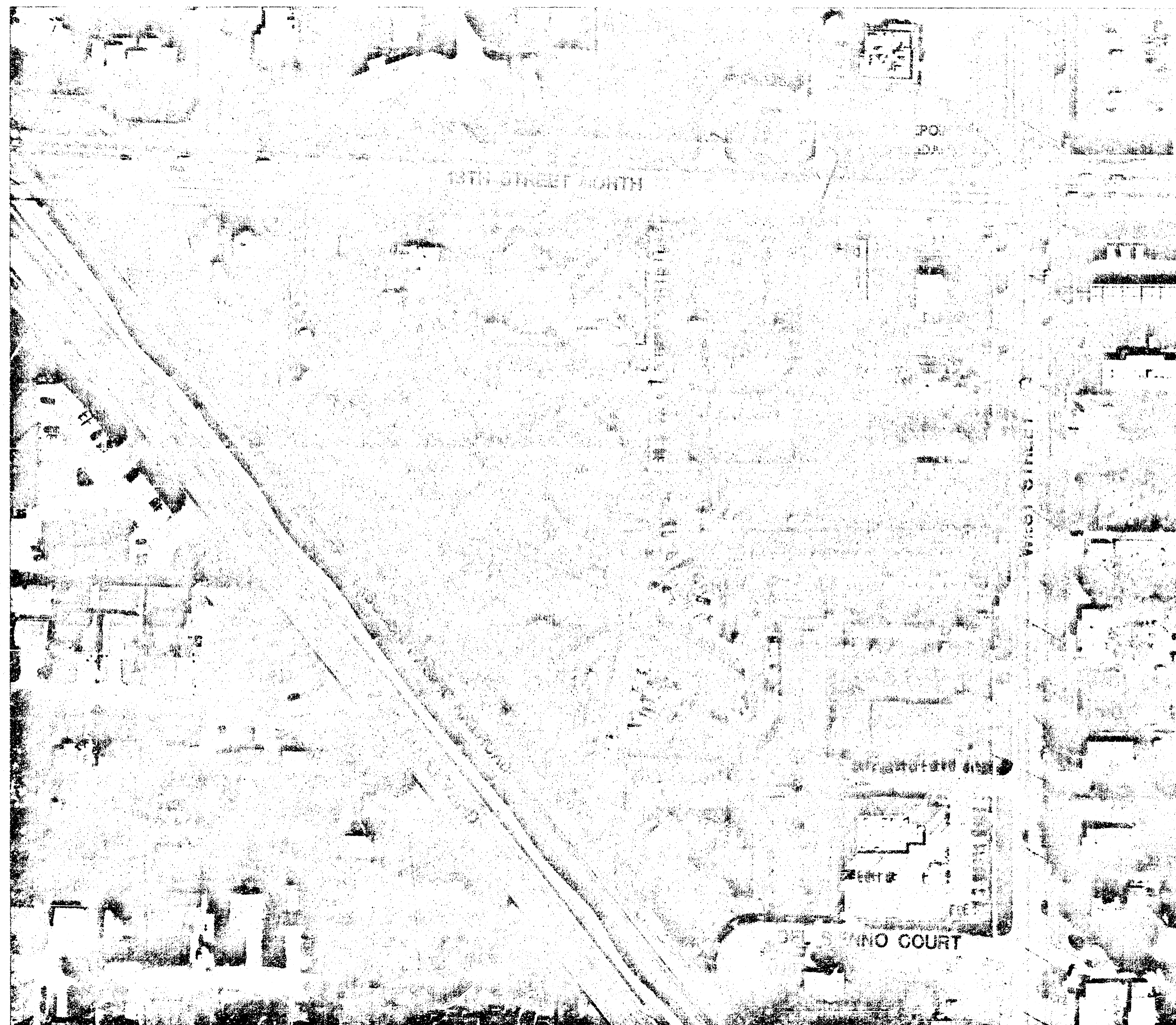
Inspection and testing for this project is to be provided by a licensed consulting engineering firm under contract with the owner/developer. Said inspection is to be in accordance with the City of Wichita standard construction engineering practices and certified by a licensed professional engineer. No work shall be performed in dedicated easements or in public right-of-way by the contractor without such inspection. Nor shall any work be commenced in dedicated easements or public right-of-way without written authorization by the City Engineer.

APPROVED AS NOTED

BY THE CITY ENGINEER

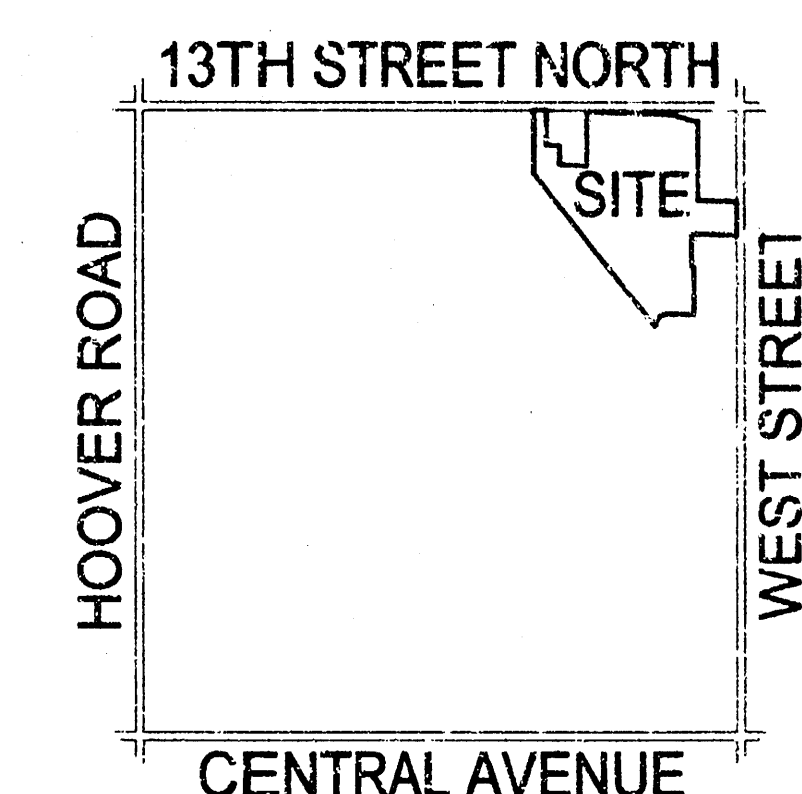
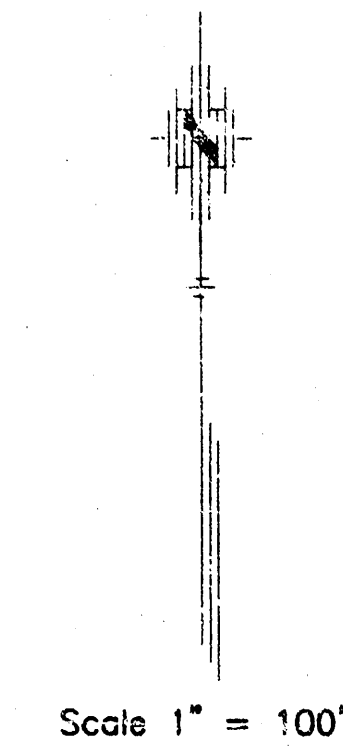
Sanitary Sewers _____
Storm Sewers VRH 12/8/04
Driveway Approaches _____
Water Mains _____
Paving _____

CONSTRUCTION PLANS FOR DRAINAGE IMPROVEMENTS LAKEPOINT OF WICHITA TO THE CITY OF WICHITA, KANSAS JAMES ARMOUR, P.E. - ACTING CITY ENGINEER PRIVATE PROJECT NO. 1500-PPS OCA NO. 607861

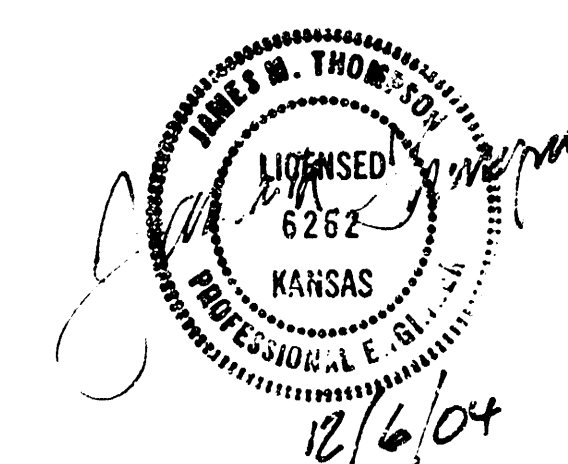


INDEX

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LOCATION MAP
No Scale



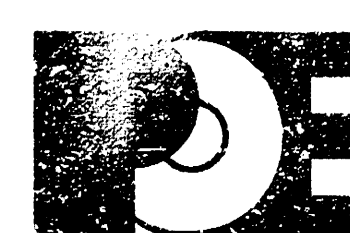
BENCH MARKS

M.S.L. Datum

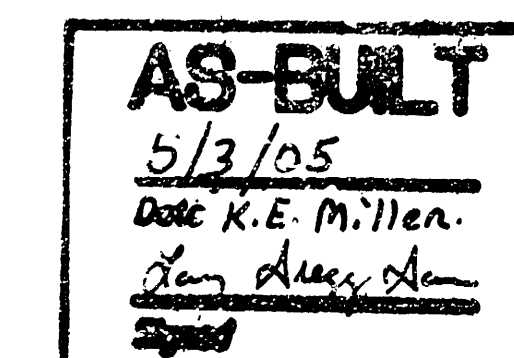
- COW Bench Mark. NW Cor. Intersection West St. and 13th St. N. E. Side Traffic Signal Light Base. 70.28' NW of 1/2" Iron Ctr. Intersection. 35.8' N and 61.0' W of Ctr. Line Both. Elevation 1313.51

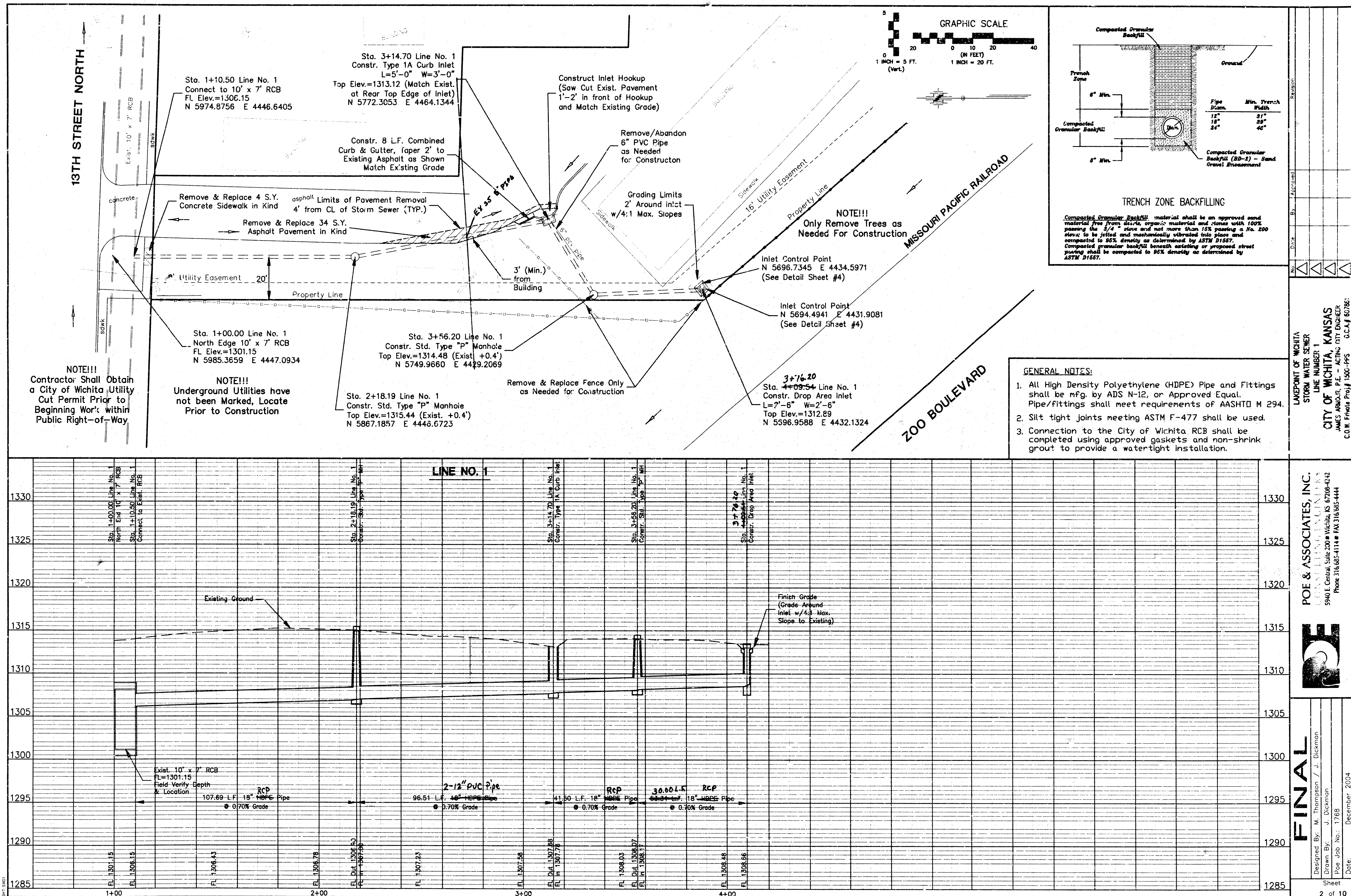
DECEMBER 2004

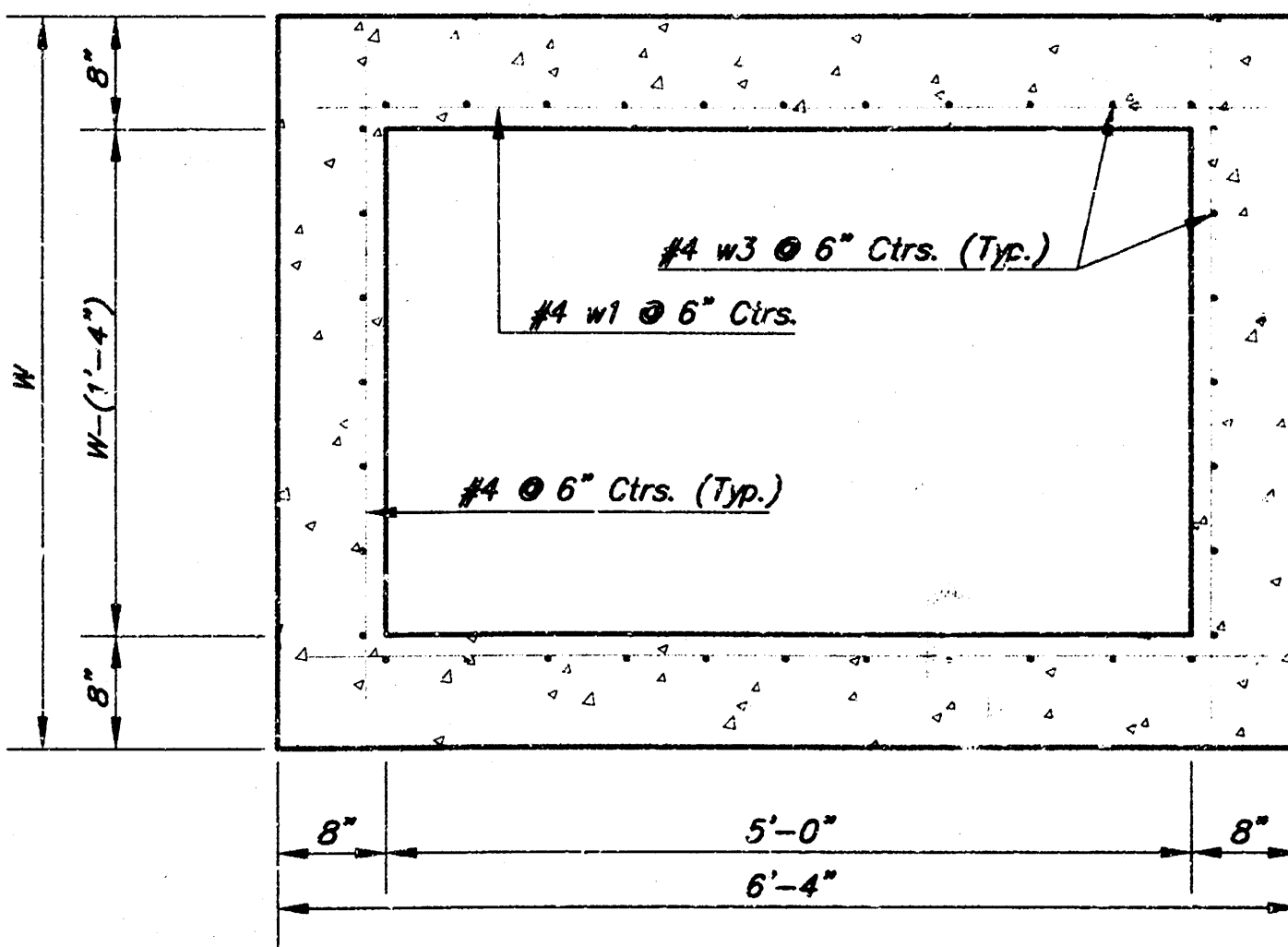
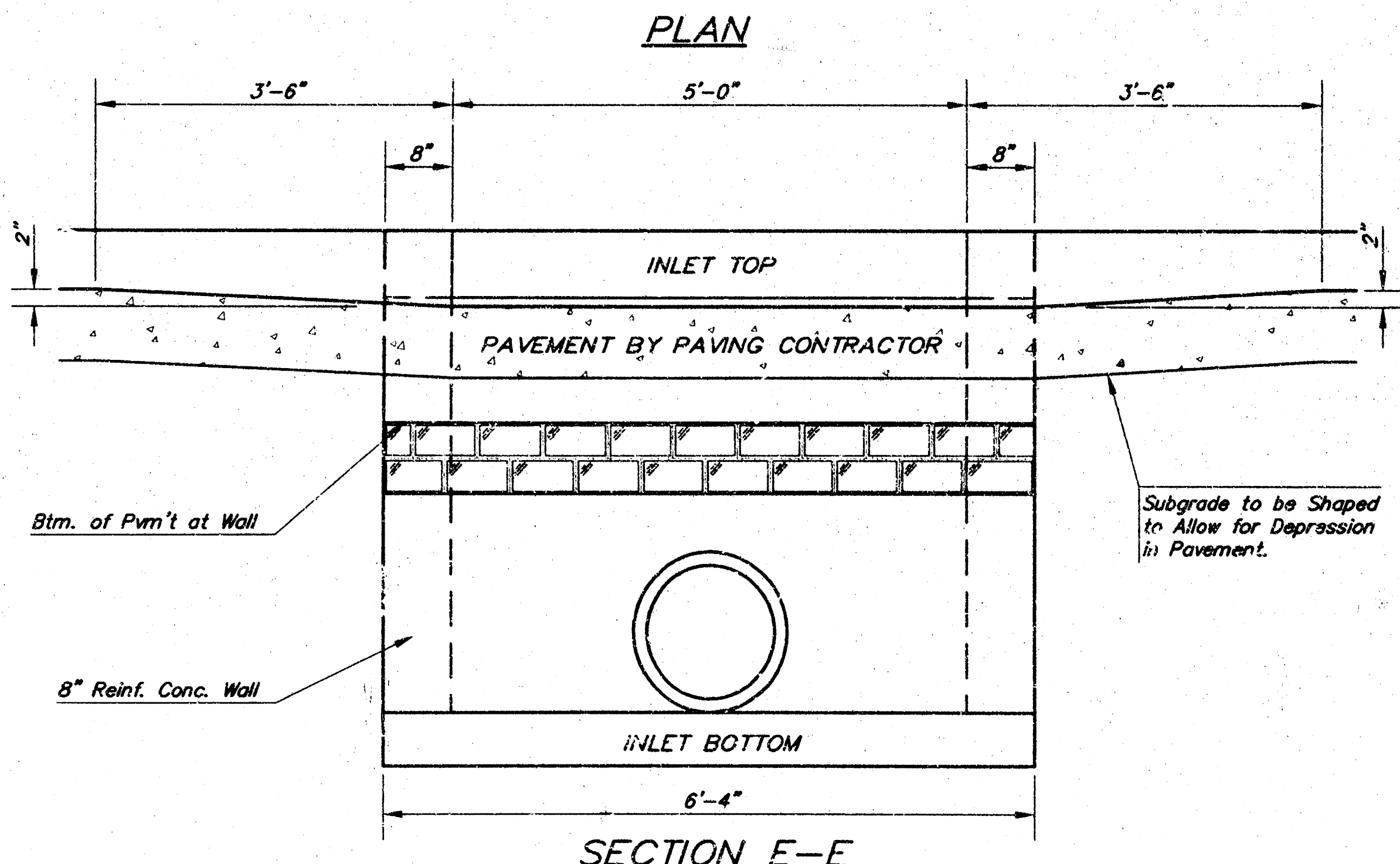
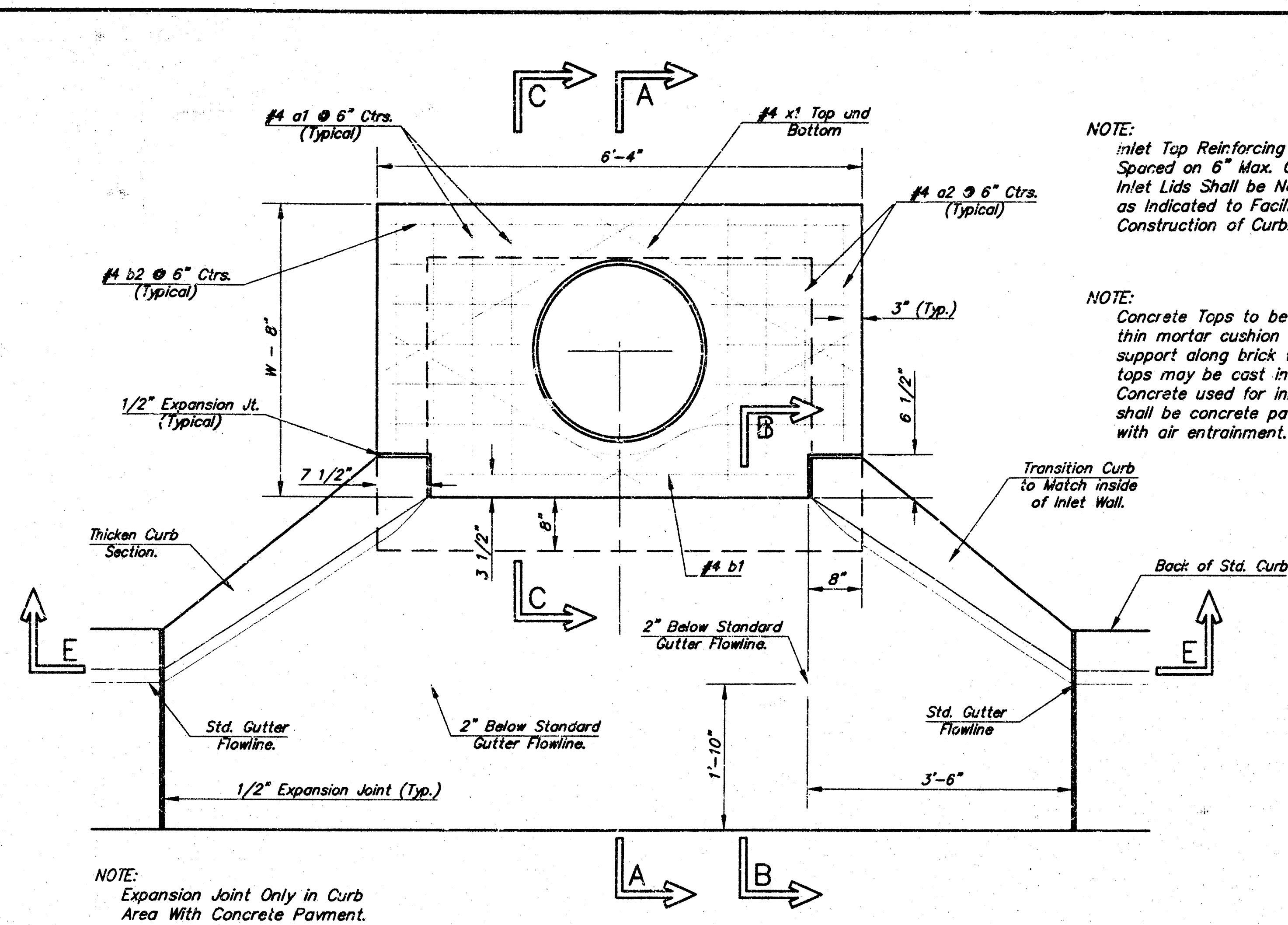
PLANS PREPARED
BY



POE & ASSOCIATES, INC.
CONSULTING ENGINEERS
5940 E. Central, Suite 200 • Wichita, KS 67208-4242
Phone 316/685-4114 • FAX 316/685-4444







NOTE: 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.

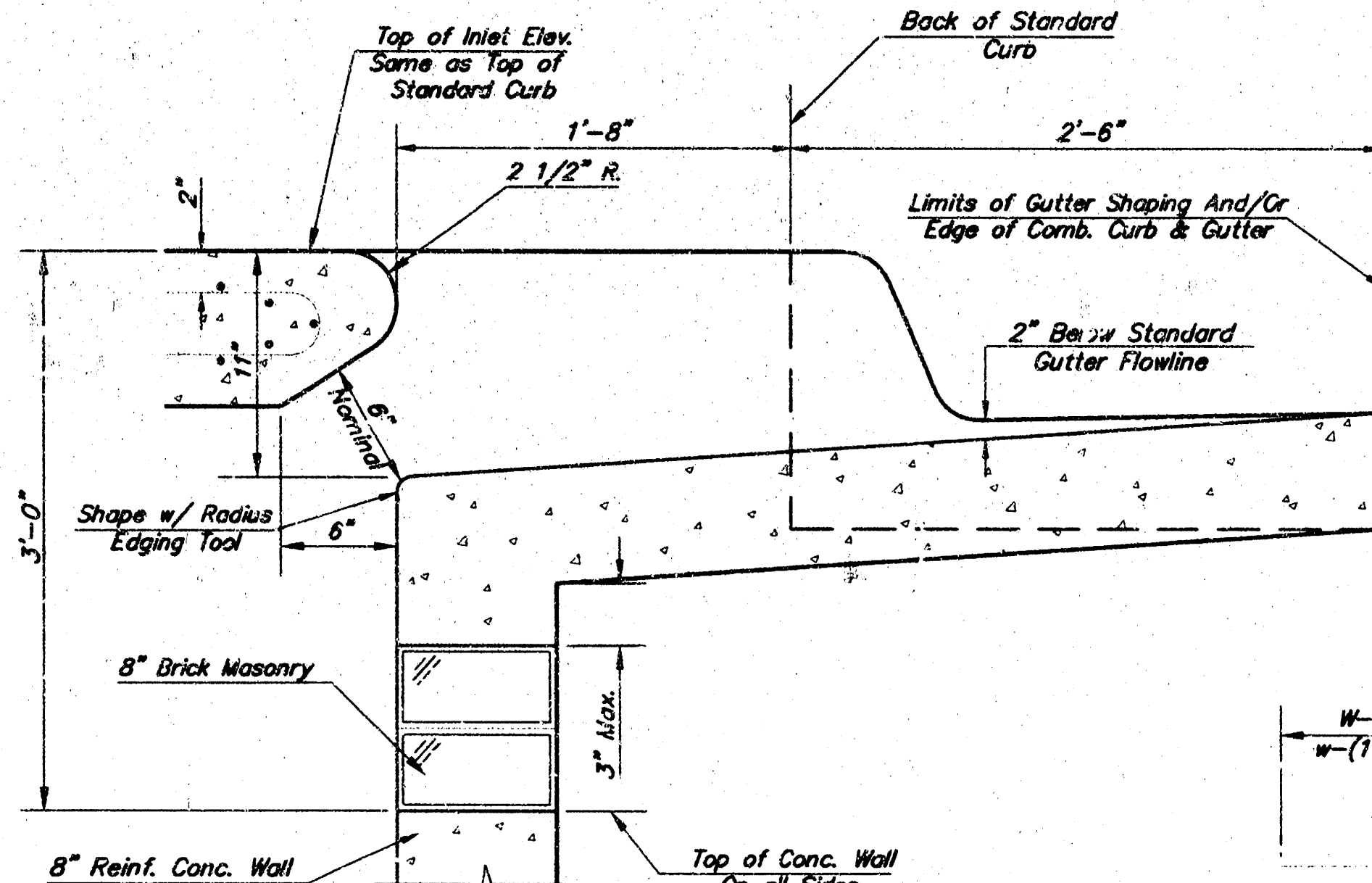
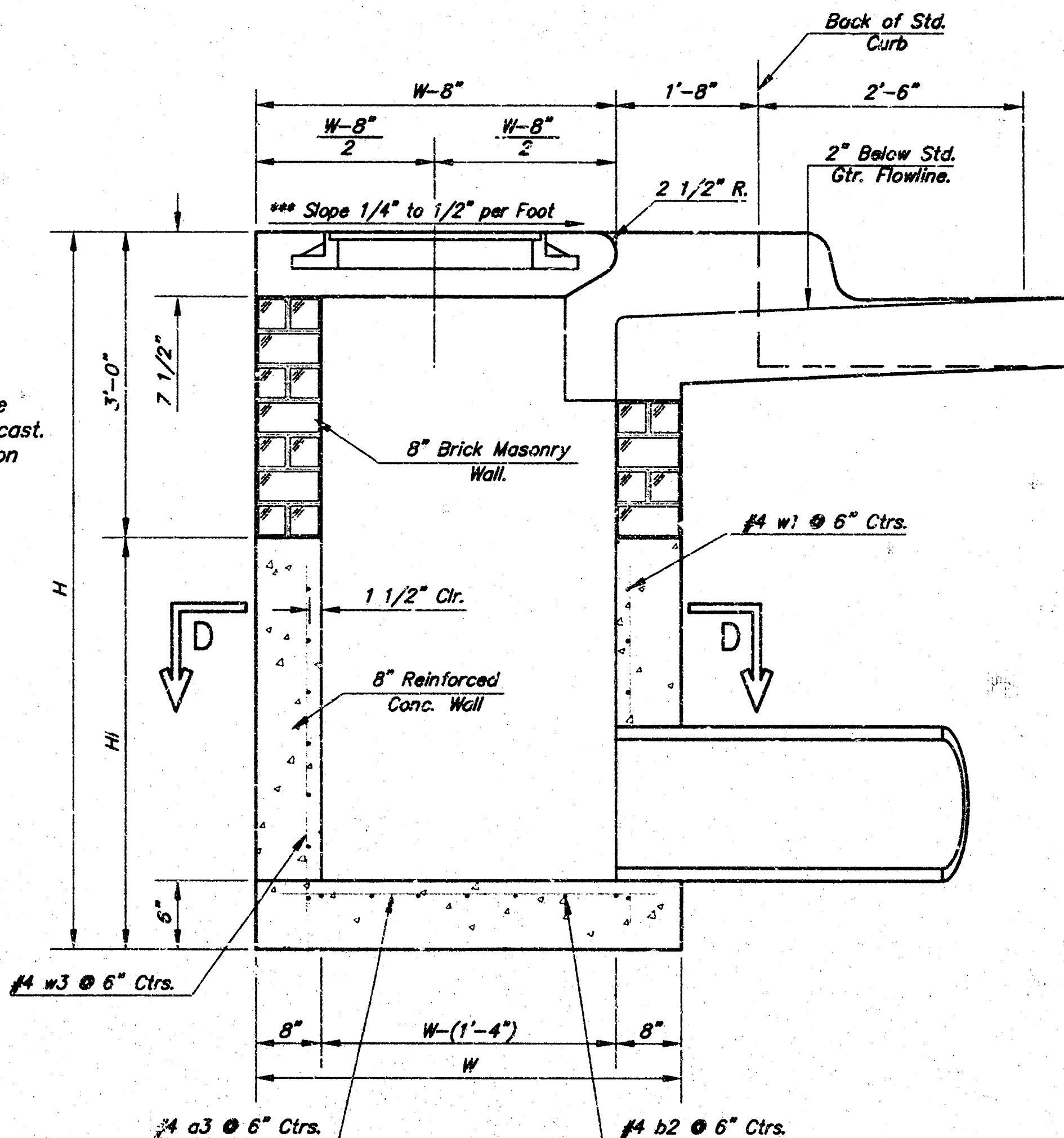
Additional curb and gutter construction necessary to connect set-back inlet to pavement will be paid for at the unit price bid for each inlet hookup.

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.

NOTE: Inlet Top Reinforcing shall be Spaced on 6" Max. Centers. Inlet Lids Shall be Notched Out as Indicated to Facilitate Construction of Curb.

NOTE: 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 with air entrainment.

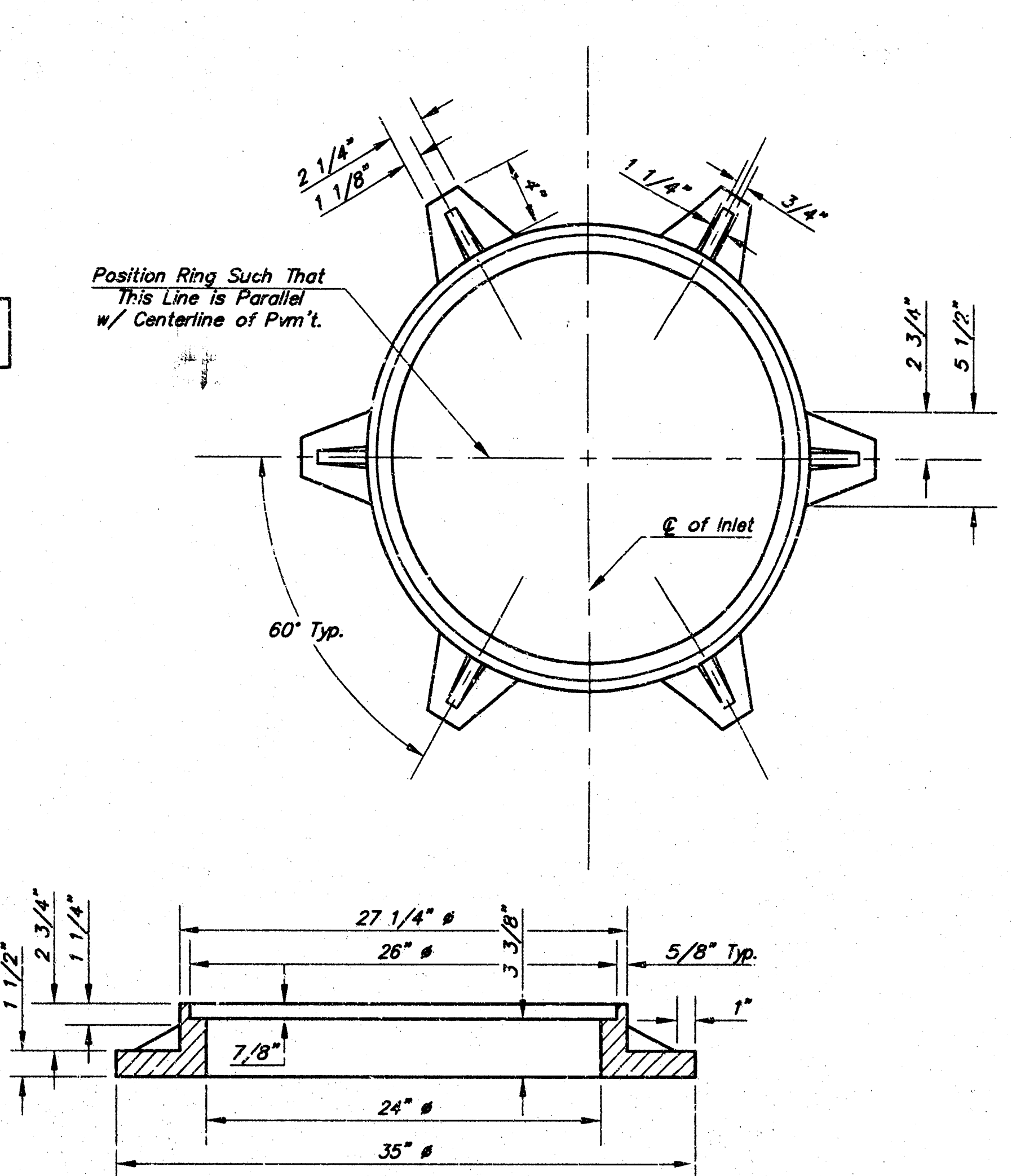


PRECAST SLAB AND FLOOR REINFORCING											
MARK	SIZE	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH
a1	#4	6	6'-7"	6	8'-7"	6	10'-7"	6	12'-7"	6	14'-7"
a2	#4	4	6'-0"	4	8'-0"	4	10'-0"	4	12'-0"	4	14'-0"
a3	#4	13	4'-1"	13	5'-1"	13	6'-1"	13	7'-1"	13	8'-1"
b1	#4	1	4'-9"	1	4'-9"	1	4'-9"	1	4'-9"	1	4'-9"
b2	#4	23	6'-1"	29	6'-1"	35	6'-1"	41	6'-1"	47	6'-1"
x1	#4	8	3'-10"	8	4'-2"	8	4'-6"	8	4'-10"	8	5'-2"

* Field Bend or Cut Reinforcing as Required for Clearance.

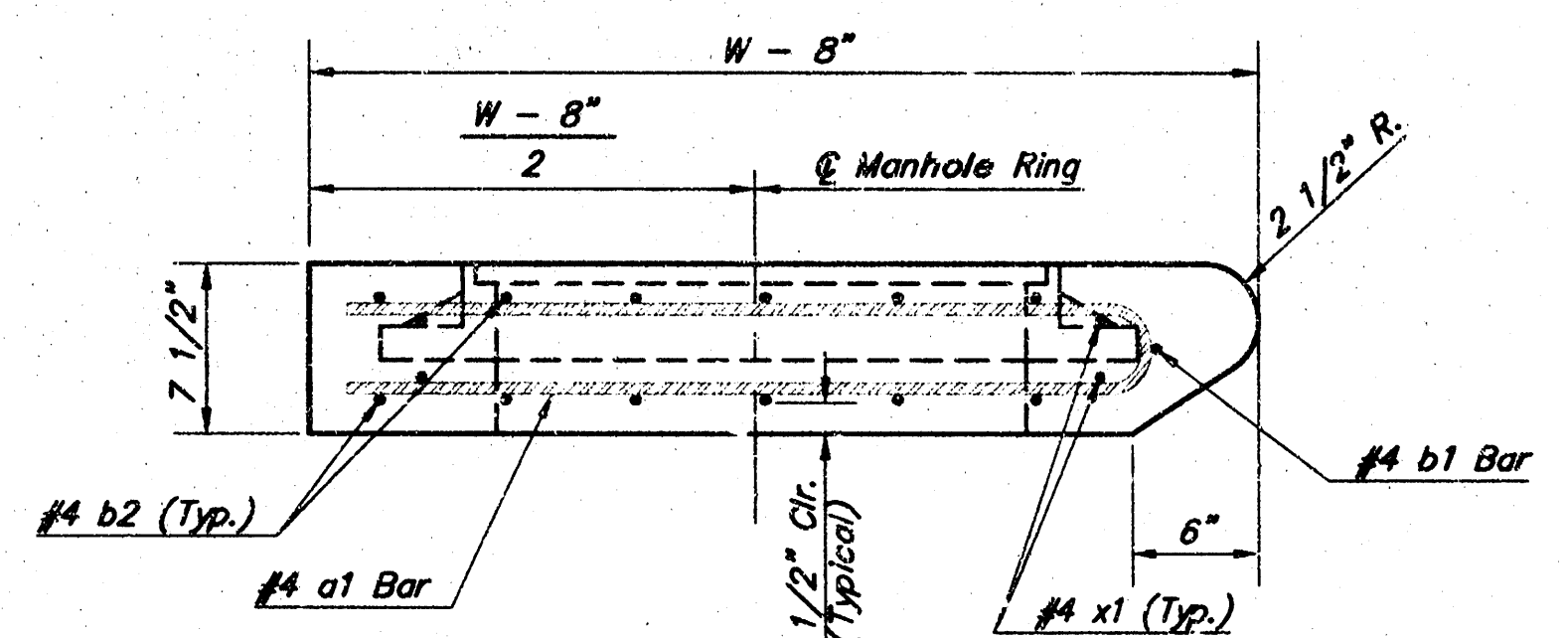
① 4 (H = 12") (H = 21") Rounded down to nearest 0.5'

② H = 3'



Weight = 180 Lbs.

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



STANDARD CURB INLET PRECAST TOPS			
W	PRE-CAST TOP SIZE	PIPE SIZE	CU. YD. CONC.
4'-4"	3'-8" x 6'-4" x 7 1/2"	21" & SMALLER	0.30±
5'-4"	4'-8" x 6'-4" x 7 1/2"	24" & 30"	0.51±
6'-4"	5'-8" x 6'-4" x 7 1/2"	36" & 42"	0.64±
7'-4"	6'-8" x 6'-4" x 7 1/2"	48" & 54"	0.77±
8'-4"	7'-8" x 6'-4" x 7 1/2"	60" & 66"	0.90±

THE CITY OF WICHITA

CITY ENGINEER'S OFFICE

100 NORTH MAIN STREET

WICHITA, KANSAS 67202

(316) 268-4114 FAX

STANDARD TYPE 1-A

CURB INLET

OPENING = 6" x 5'-0"

JIM ARMOUR, P.E. - ACTING CITY ENGINEER

PROJECT NUMBER: 1500-PPS

INDEX CODE: 607881

DATE: MAR 96

SHEET 3 OF 16

LAKEPOINT OF WICHITA

STORM WATER SEWER

TYPE 1-A INLET 5'-0"

CITY OF WICHITA, KANSAS

JAMES ARMOUR, P.E. - ACTING CITY ENGINEER

C.O.W. Private Proj. 1500-PPS

D.C.A. # 607881

POE & ASSOCIATES, INC.

CONSULTING ENGINEERS

5940 E. Central, Suite 200 • Wichita, KS 67208-4342

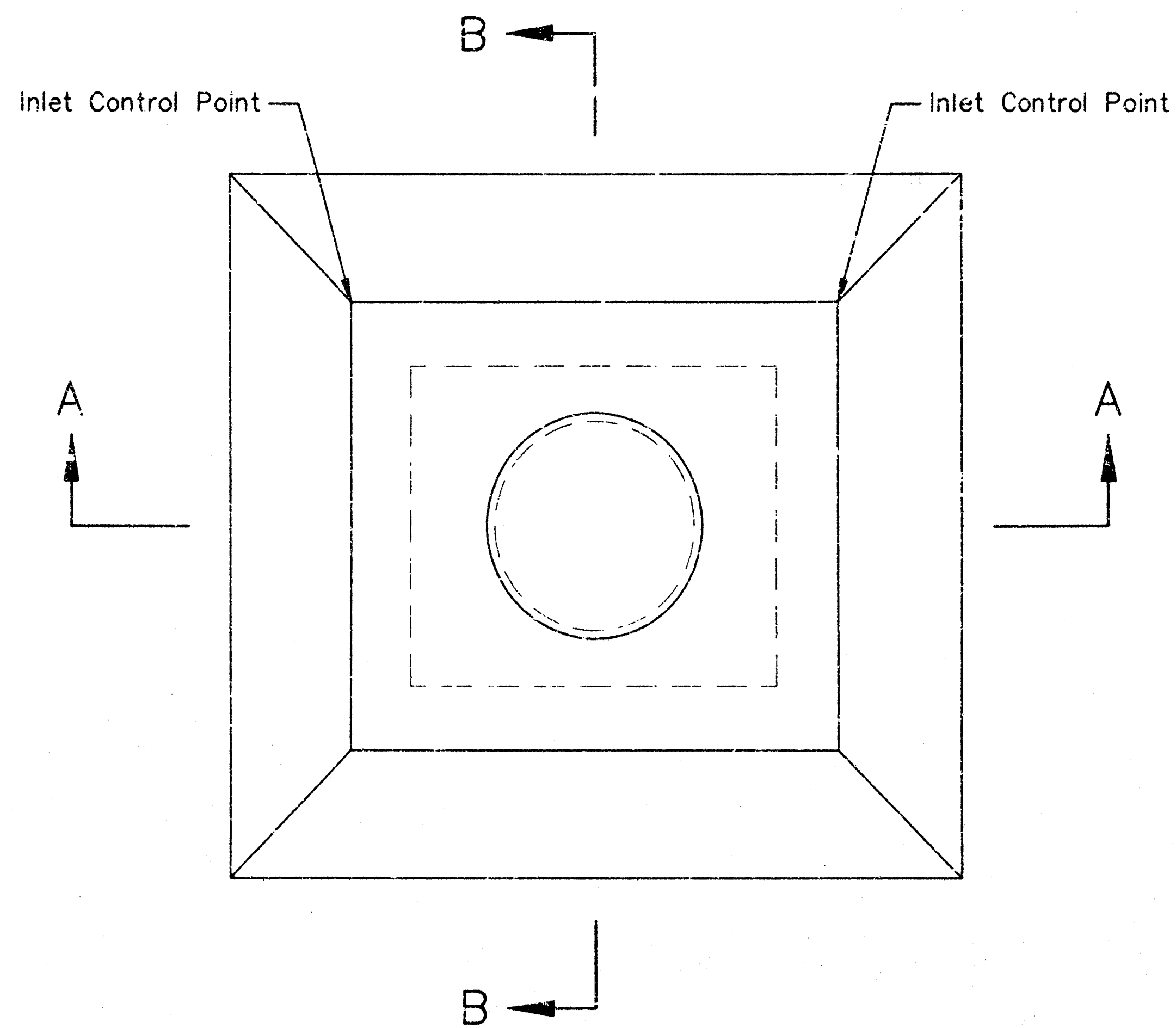
Phone 316/685-1114 • FAX 316/685-4444

DESIGNED BY: M. Thompson / J. Dickman

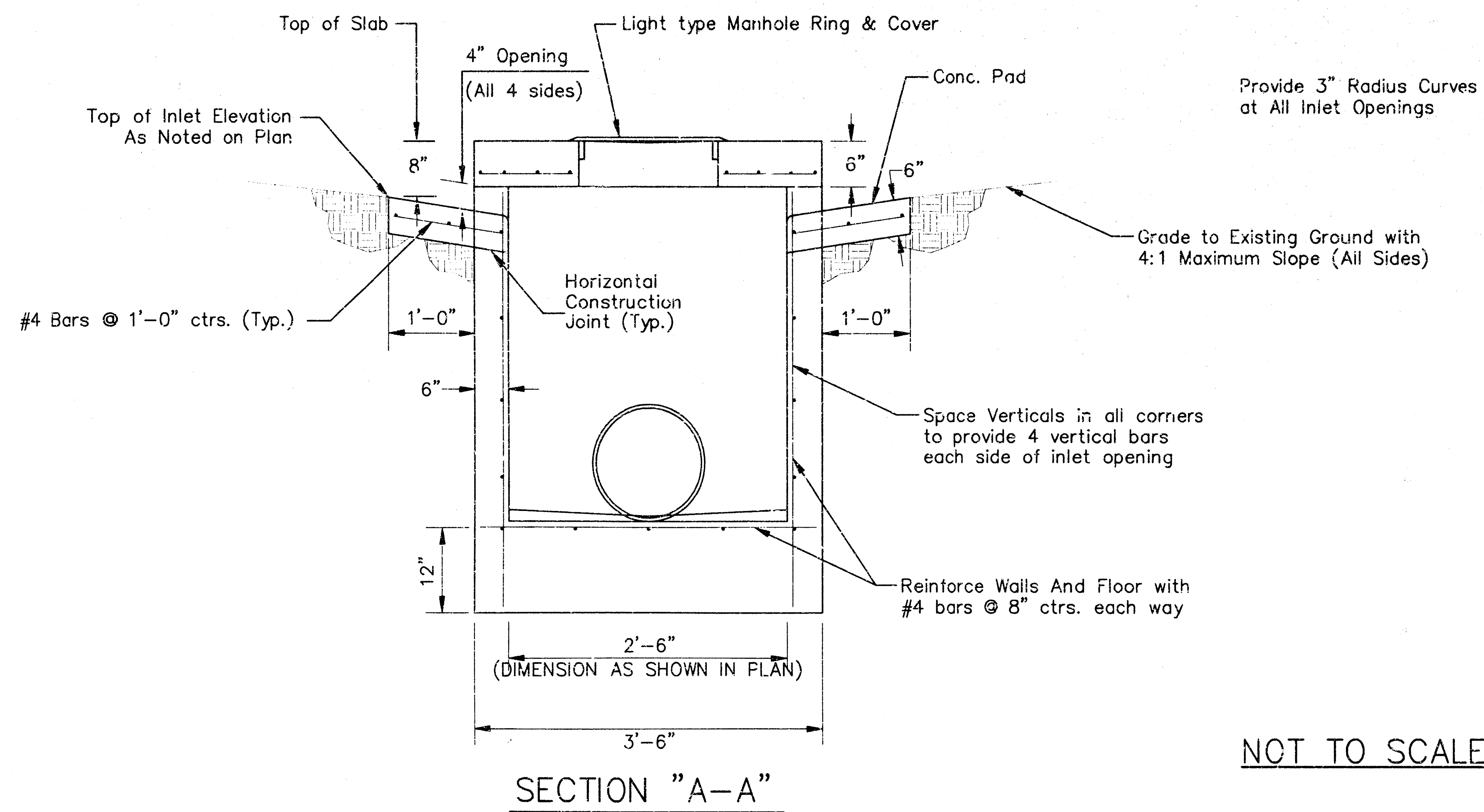
DRAWN BY: J. Dickman

POE JOB NO.: 1788

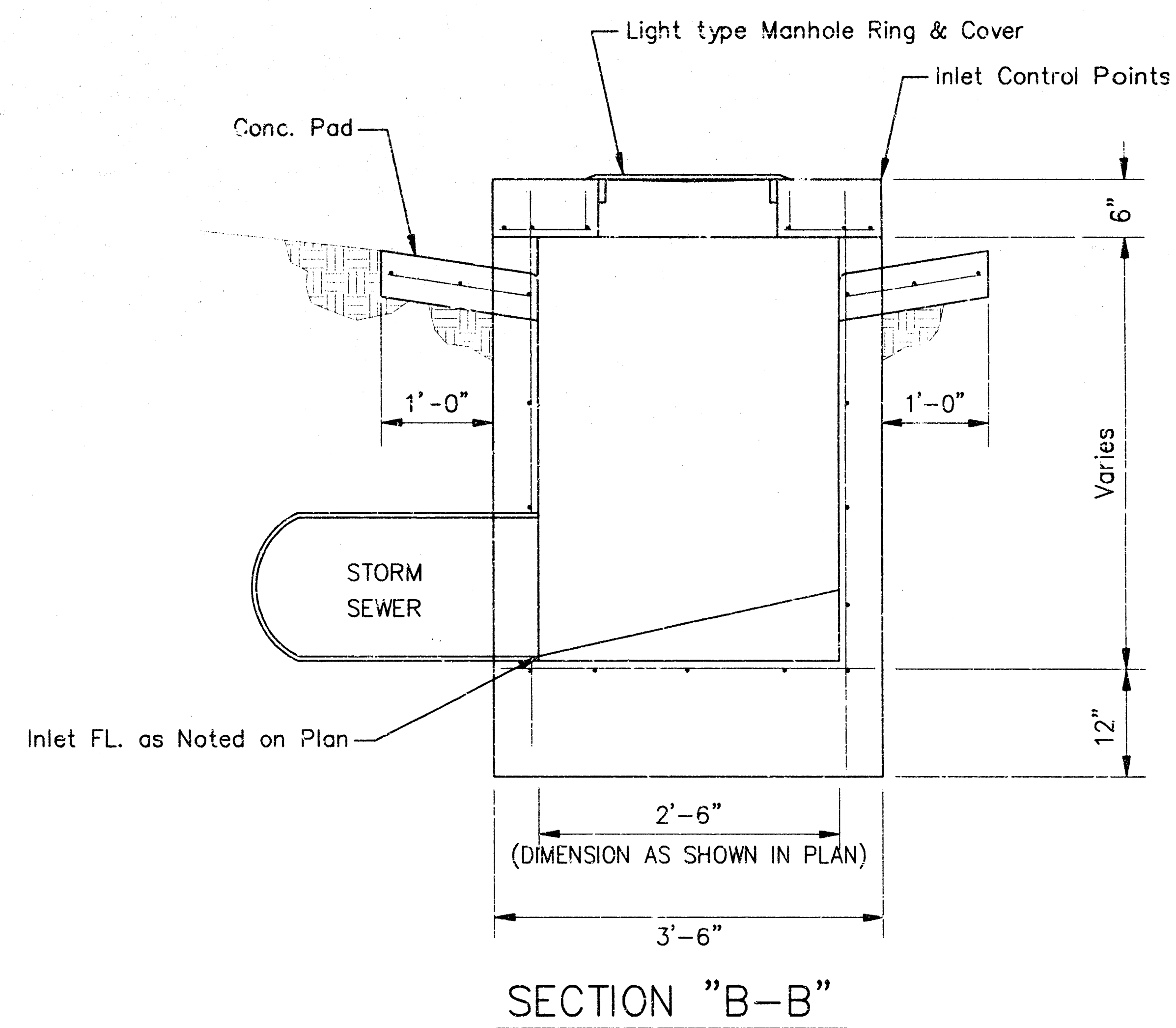
DATE: December 2004



PLAN VIEW

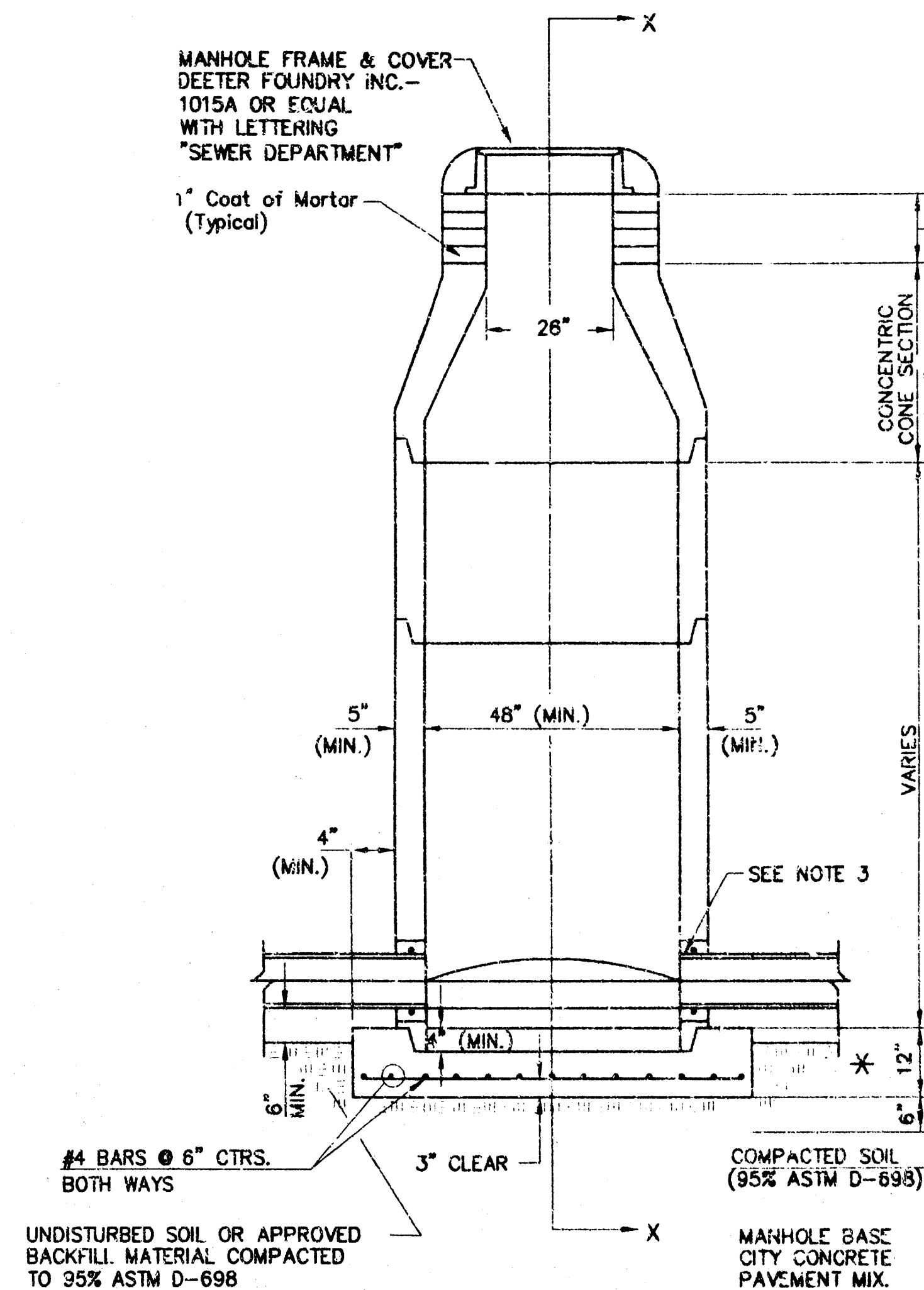


NOT TO SCALE

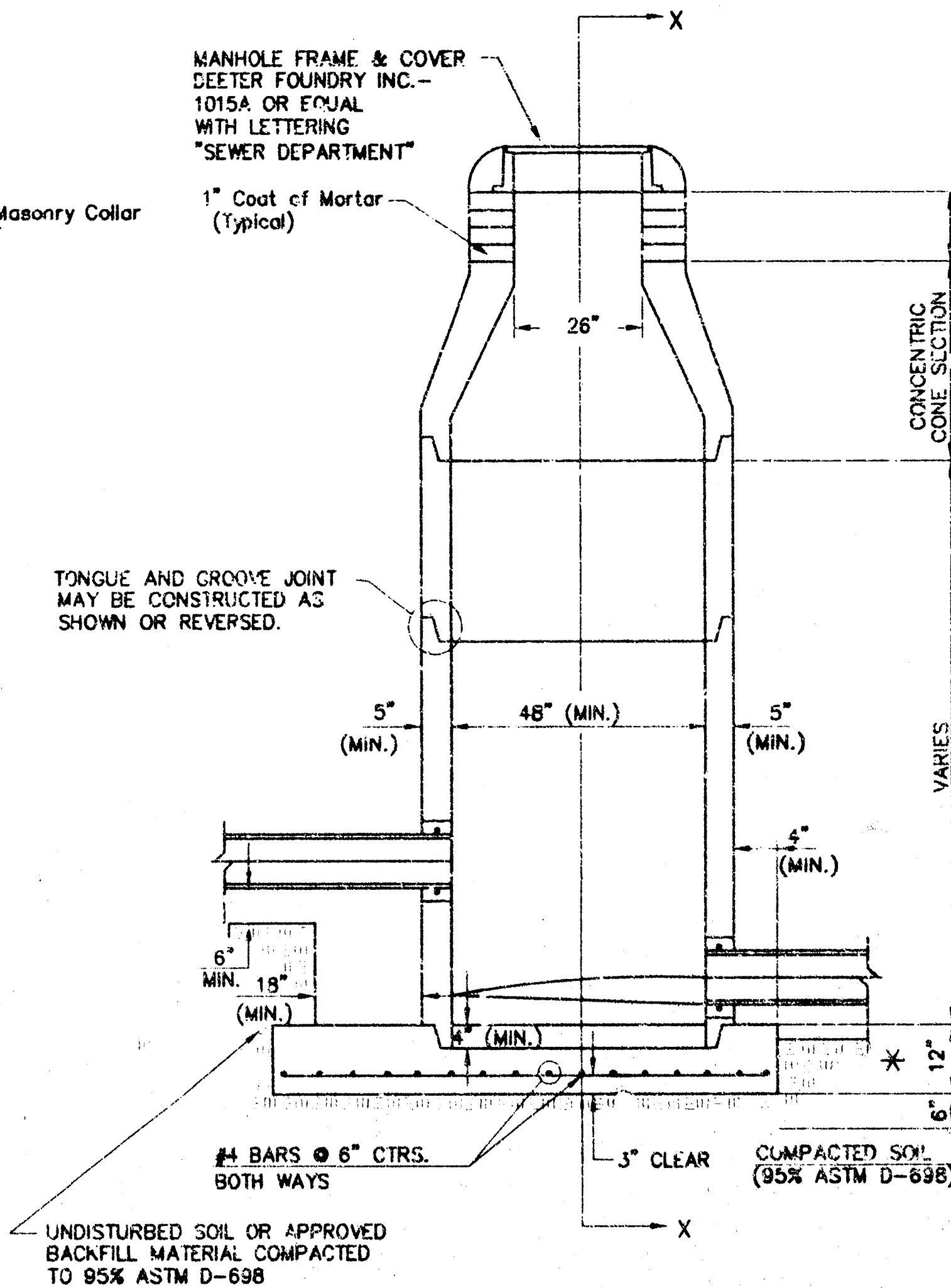


FINAL Designed By: M. Thompson / J. Dickman Drawn By: J. Dickman P.O. Box No.: 1768 Date: December 2004		POE & ASSOCIATES, INC. 5940 E. Central, Suite 200 • Wichita, KS 67208-1342 Phone 316.985.4111 • FAX 316.985.4444	CITY OF WICHITA, KANSAS JAMES ARNDT, P.E. - ACTING CITY ENGINEER C.O.W. Permit No. 1530-PPS O.C.A.# 60785	Revision Date By App.	1 2 3 4	1 2 3 4

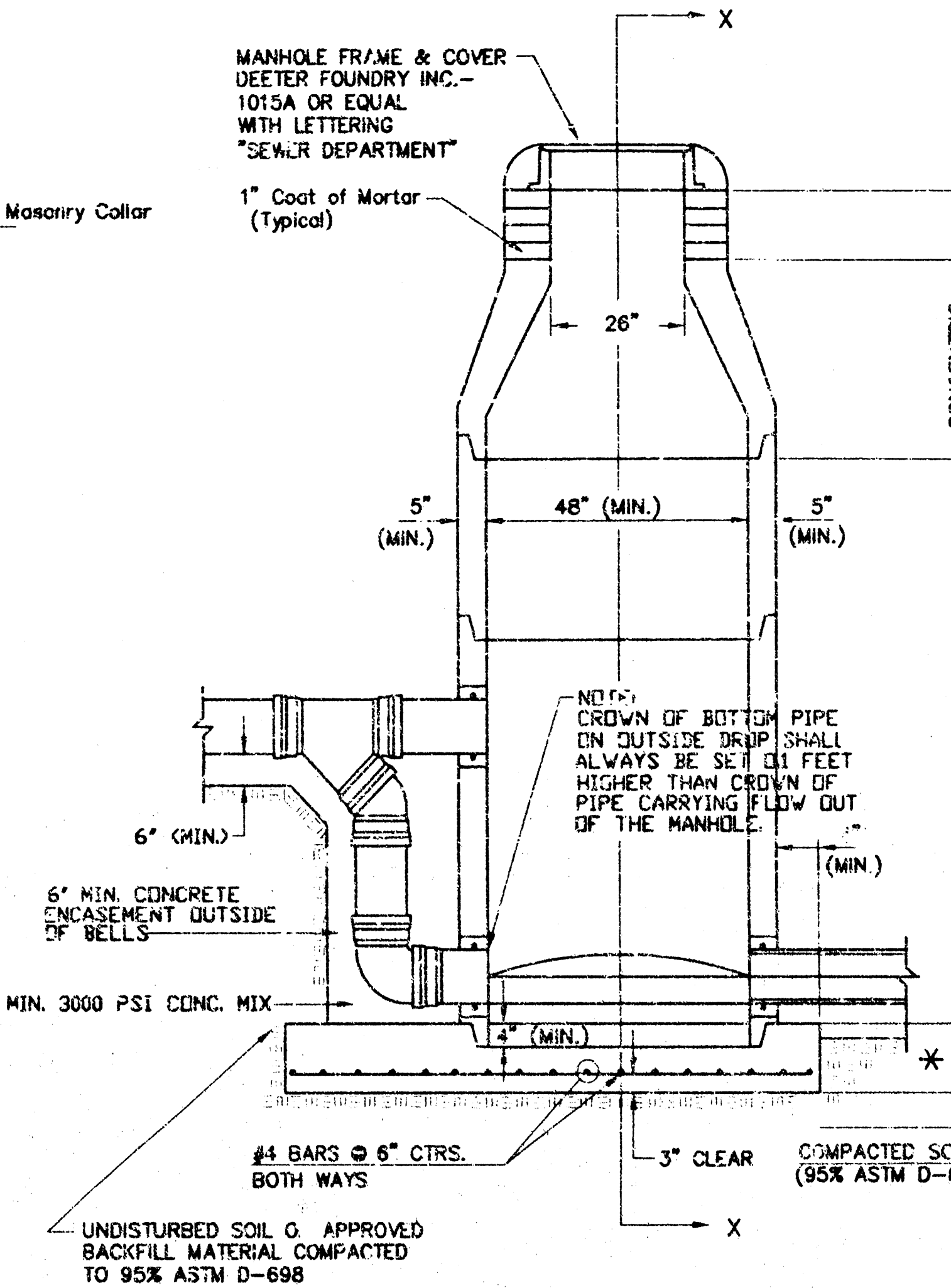
SEWER APPURTENANCES DETAILS



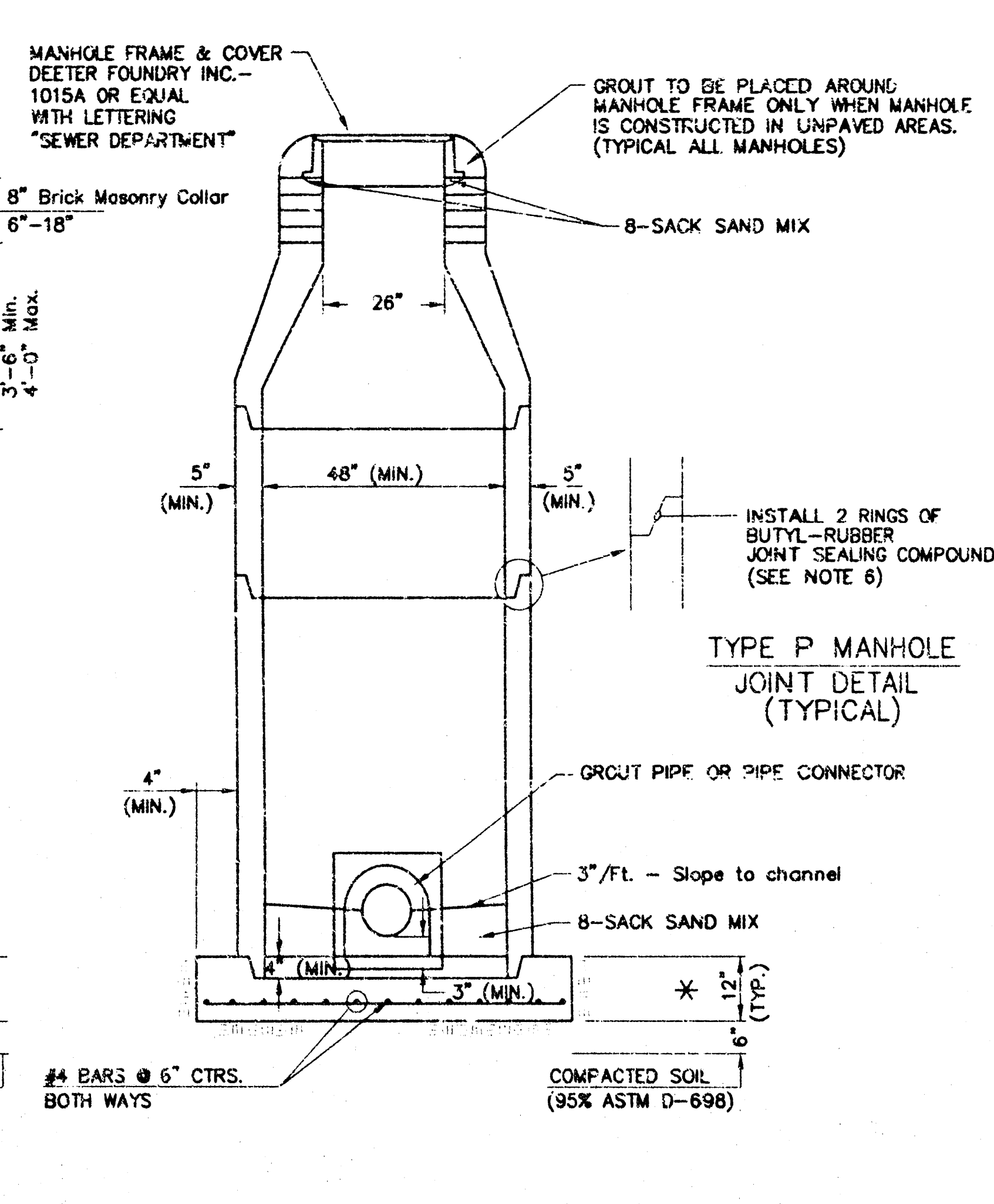
TYPE P
STANDARD MANHOLE



TYPE P
INSIDE DROP MANHOLE



TYPE P
OUTSIDE DROP MANHOLE



SECTION X
(TYPICAL)

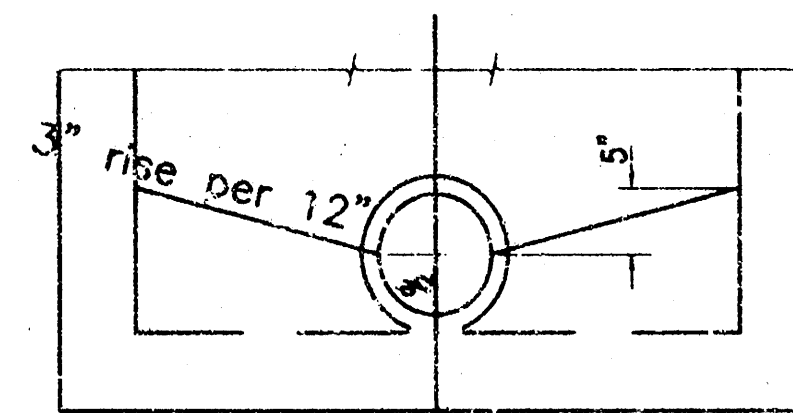
GENERAL NOTES

- ALL PRECAST CONCRETE MANHOLE SECTIONS SHALL CONFORM TO THE LATEST REVISIONS OF A.S.T.M. C478 AS MODIFIED BY THE SPECIFICATIONS.
- NON-SHRINK GROUT SHALL BE NON-METALLIC TYPE.
- APPROVED FLEXIBLE WATERSTOP GASKETS SHALL BE INSTALLED TO JOIN THE MANHOLE WALLS WHEN A.B.S. COMPOSITE PIPE OR P.V.C. PIPE IS USED. FOR OTHER TYPES OF PIPE THE SEWER SHALL BE GROUTED IN PLACE WITH NON-SHRINK GROUT. THE SEWER PIPE SHALL BE SUPPORTED WITH CONCRETE ENCASEMENT A MINIMUM OF 3 FEET FROM THE MANHOLE WALL AND TO THE FIRST JOINT FOR V.C.P. SUCH THAT THE JOINT REMAINS FLEXIBLE.
- ALL INSIDE SURFACES OF THE CONCRETE MANHOLE WHICH WOULD BE EXPOSED TO SEWER GAS SHALL BE COATED WITH 2 COATS TNESEC SERIES 66 H-BUILD EPOXYLINE, DRY THICKNESS OF 8 MILS (MIN.).
- EXTERIOR MANHOLE WALLS SHALL BE COATED WITH 1 COAT MOBILARMA 633 BITUMINOUS COATING.
- JOINT SEALING COMPOUND SHALL BE KENT SEAL NO. 2 OR APPROVED EQUAL.
- PRECAST MANHOLES SHALL BE SET AT LEAST 4 INCHES INTO THE MANHOLE BASE.
- TOP OF MANHOLE FLOOR SLAB SHALL BE AT LEAST 3 INCHES BELOW THE FLOW LINE OF THE OUTLET PIPE TO INSURE SUFFICIENT MINIMUM THICKNESS OF SHAPED INVERT.
- LIFTING HOLES SHALL BE FILLED WITH NON-SHRINK GROUT AND THE INTERIOR SURFACE COATED AS SPECIFIED.
- MORTAR USED IN MASONRY CONSTRUCTION SHALL CONTAIN 8 BAGS OF CEMENT PER CUBIC YARD. CONCRETE USED IN MANHOLE BASES SHALL CONFORM TO THE REQUIREMENTS OF CONCRETE FOR CONCRETE PAVEMENT CONSTRUCTION AS SPECIFIED IN THE CITY STANDARD PAVING SPECIFICATIONS USING CITY CONCRETE PAVEMENT MIX WITHOUT AIR ENTRAINING ADMIXTURE. MORTAR SHALL BE PLACED AROUND THE MANHOLE RING AS SHOWN ON THE DRAWINGS WHEN MANHOLES ARE CONSTRUCTED IN UNPAVED AREAS. MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE SMALLER THAN 24" SHALL HAVE AN INSIDE DIAMETER OF 4". MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE 24" OR LARGER SHALL HAVE AN INSIDE DIAMETER OF 5". COMPLETED MANHOLE SHALL BE WITHOUT LEAKS AND WATER TIGHT.
- REINFORCING STEEL SHALL BE INSTALLED IN THE MANHOLE BASES AND SHALL CONSIST OF NO. 4 BARS PLACED ON 6" CENTERS IN BOTH DIRECTIONS. THE MANHOLE BASE REINFORCEMENT SHALL BE PLACED AT LEAST 3" ABOVE THE BOTTOM OF THE MANHOLE BASE. ALL COSTS FOR FURNISHING AND INSTALLING REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.

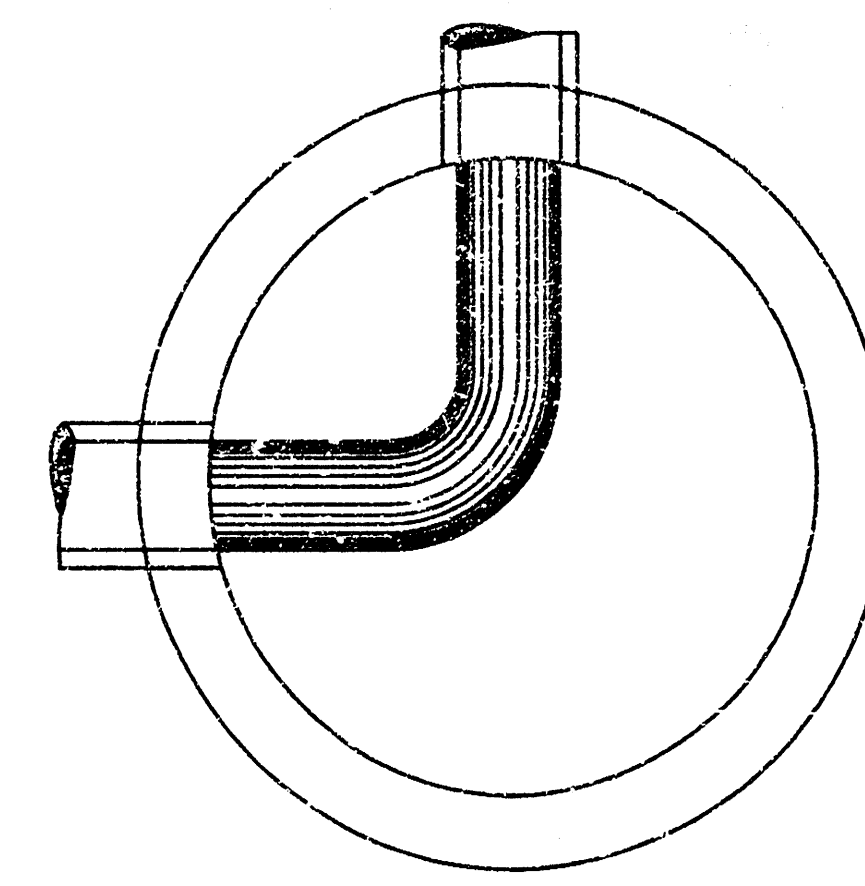
- OPENINGS SHALL BE CUT INTO THE MANHOLE WALL WHEN OUTSIDE DROPS ARE CONSTRUCTED ON EXISTING MANHOLES. SUCH OPENINGS CUT INTO EXISTING MANHOLES SHALL BE AS SMALL AS PRACTICAL TO FACILITATE INSTALLING AND GROUTING THE NEW PIPE IN PLACE. WATERSTOP GASKETS SHALL BE USED WITH P.V.C. AND A.B.S. COMPOSITE PIPE. THE NEW PIPE SHALL BE GROUTED INTO THE OPENING USING AN APPROVED NONSHRINK GROUT FOR THE FULL MANHOLE WALL THICKNESS. THE EXTERIOR OF THE COMPLETED CONNECTION SHALL BE SEALED WITH AN APPROVED BITUMINOUS COATING SUCH THAT THE CONNECTION WILL BE WATER TIGHT. FLOOR OF MANHOLE SHALL BE MODIFIED TO FORM NEW FLOW CHANNEL FOR THE NEW CONNECTION AS INDICATED BY THE DRAWING. THIS WORK, INCLUDING MODIFICATION OF MANHOLE FLOOR, SHALL BE PAID FOR AT THE UNIT PRICE BID FOR OUTSIDE DROP STACK CONSTRUCTED ON EXISTING MANHOLE.
- THE FLOORS OF ALL MANHOLES SHALL BE SHAPED WITH FLOW CHANNELS SUCH THAT THE MANHOLES WILL BE SELF CLEANING AND FREE OF AREAS WHERE SOLIDS COULD BE DEPOSITED AS SEWAGE FLOWS THROUGH THE MANHOLE FROM ALL INLET PIPES TO THE OUTLET PIPE. FLOW CHANNELS SHALL BE FORMED TO MATCH THE BOTTOM HALVES OF THE INFLOWING PIPES AND THE OUTFLOWING PIPE AS SHOWN BY THE DRAWINGS EXCEPT FOR INSIDE DROP MANHOLES. FLOW CHANNELS FOR INSIDE DROP MANHOLES SHALL BE CONSTRUCTED AS INDICATED BY THE DRAWING. MANHOLE FLOORS SHALL HAVE SLOPES OF 3 INCHES PER FOOT IN THE AREAS OUTSIDE OF THE FLOW CHANNELS SLOPED TOWARD THE FLOW CHANNELS. PIPES LAID THROUGH MANHOLES SHALL HAVE THE TOP HALF REMOVED TO NEAT LINES FOR THE FULL INSIDE DIAMETER OF THE MANHOLE. MANHOLE FLOORS SHALL THEN BE SHAPED AROUND THE BOTTOM HALF OF THE PIPE WHICH FORMS THE FLOW CHANNEL.
- PIPES INSTALLED WITHIN THE EXCAVATION MADE FOR THE MANHOLE SHALL BE CRADLED WITH CONCRETE TO THE LIMITS OF THE MANHOLE EXCAVATION. WHEN CLAY PIPE IS USED, THE CRADLE SHALL EXTEND TO THE FIRST JOINT OUTSIDE THE MANHOLE. THE CRADLE SHALL BE TERMINATED AT THE CLAY PIPE JOINT IN A MANNER WHICH WILL MAINTAIN THE FLEXIBILITY OF THE JOINT. COST OF CRADLE WITHIN MANHOLE EXCAVATION OR TO CLAY PIPE JOINTS ADJACENT TO MANHOLE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.
- MANHOLE COVER CASTINGS AND MANHOLE FRAME CASTINGS SHALL CONFORM TO THE REQUIREMENTS AS INDICATED IN THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE STANDARD DETAIL DRAWING.
- THE VERTICAL DROP IN INSIDE DROP MANHOLES SHALL NOT EXCEED 2' FOR INFLOWING PIPES SIZED 12" OR SMALLER AND 2' FOR INFLOWING PIPES LARGER THAN 12". THE CROWN OF INFLOWING PIPES SHALL NEVER BE SET LOWER THAN THE CROWN OF THE OUTFLOWING PIPE.
- STANDARD MANHOLES AND STANDARD INSIDE DROP MANHOLES SHALL BE BID AS STANDARD MANHOLES FOR THE TYPE AND DIAMETER INDICATED. OUTSIDE DROP MANHOLES SHALL BE BID AS STANDARD OUTSIDE DROP MANHOLES FOR THE TYPE AND DIAMETER INDICATED. ALL MANHOLE DIAMETERS WILL BE 4' UNLESS INDICATED OTHERWISE.
- A BRICK MASONRY COLLAR SHALL BE INSTALLED BETWEEN THE CAST IRON FRAME AND THE CONCENTRIC CONE. THE COLLAR WILL HAVE 8" WALLS AND A VERTICAL HEIGHT OF 8" MINIMUM AND 18" MAXIMUM. A 1" COAT OF MORTAR WILL BE PLASTERED ON THE OUTSIDE OF THE COLLAR. THE USE OF PRE-CAST CONCRETE SPACERS FOR MANHOLE TOP ADJUSTMENT IS ALSO ALLOWED.

*

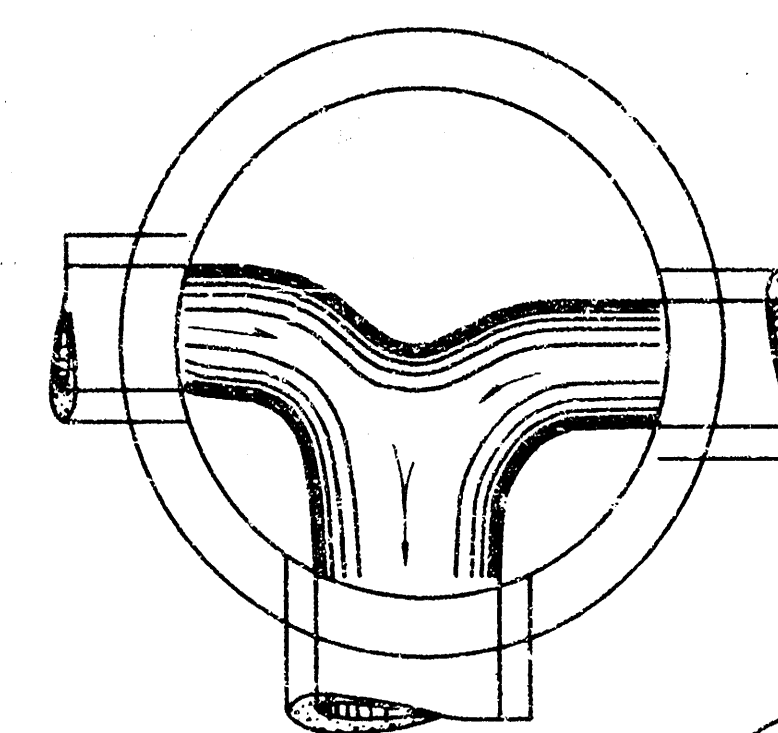
- ALL MANHOLE BASE CONSTRUCTION THAT OCCURS IN THE FIELD MUST HAVE A MINIMUM OF EIGHT INCHES OF CONCRETE BELOW THE MANHOLE WALL AND THE WALL SECTION SHOULD EXTEND FOUR INCHES INTO THE BASE RESULTING IN A MINIMUM TOTAL BASE THICKNESS OF 12 INCHES. MONOLITHIC BASE SECTIONS CONSTRUCTED IN THE FACTORY AND CURED AS PER ASTM C478 MUST HAVE A MINIMUM EIGHT INCH THICK CONCRETE BASE. BASE SECTIONS CONSTRUCTED IN THE FACTORY UTILIZING A PREVIOUSLY MANUFACTURED MANHOLE WALL SECTION, AS OUTLINED IN THE ABOVE PARAGRAPH, MUST HAVE A MINIMUM BASE THICKNESS OF EIGHT INCHES WITH THE WALL SECTION EXTENDING FOUR INCHES INTO THE BASE AND BE MANUFACTURED IN COMPLIANCE WITH ASTM C478.



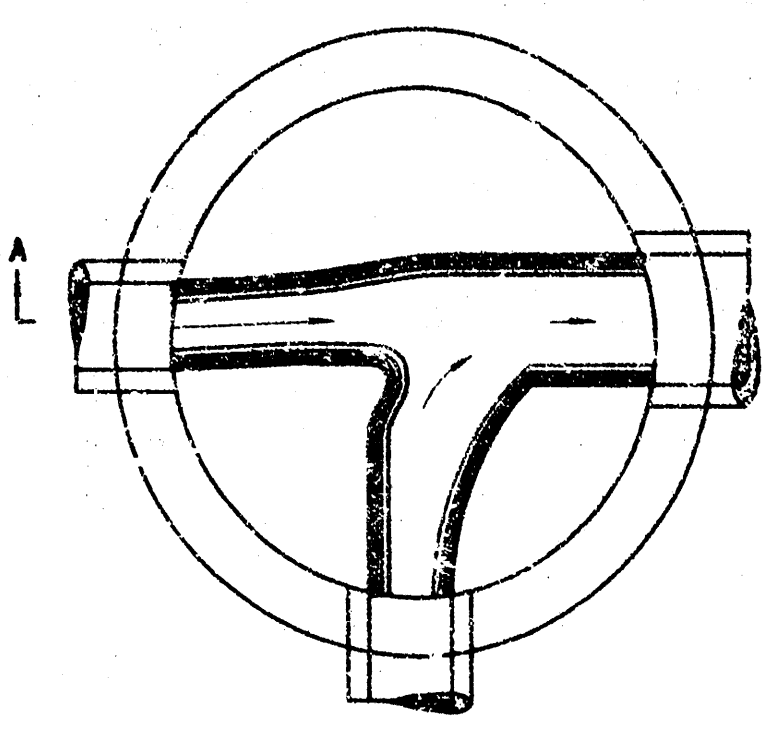
SECTION A-A (Example III)



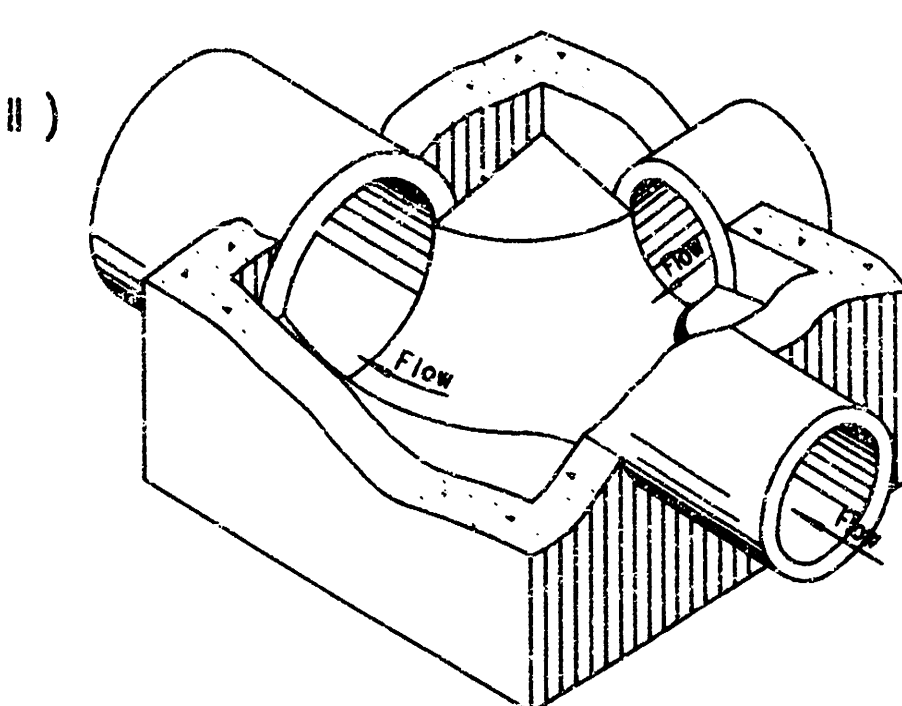
PLAN - FLOOR (Example I)



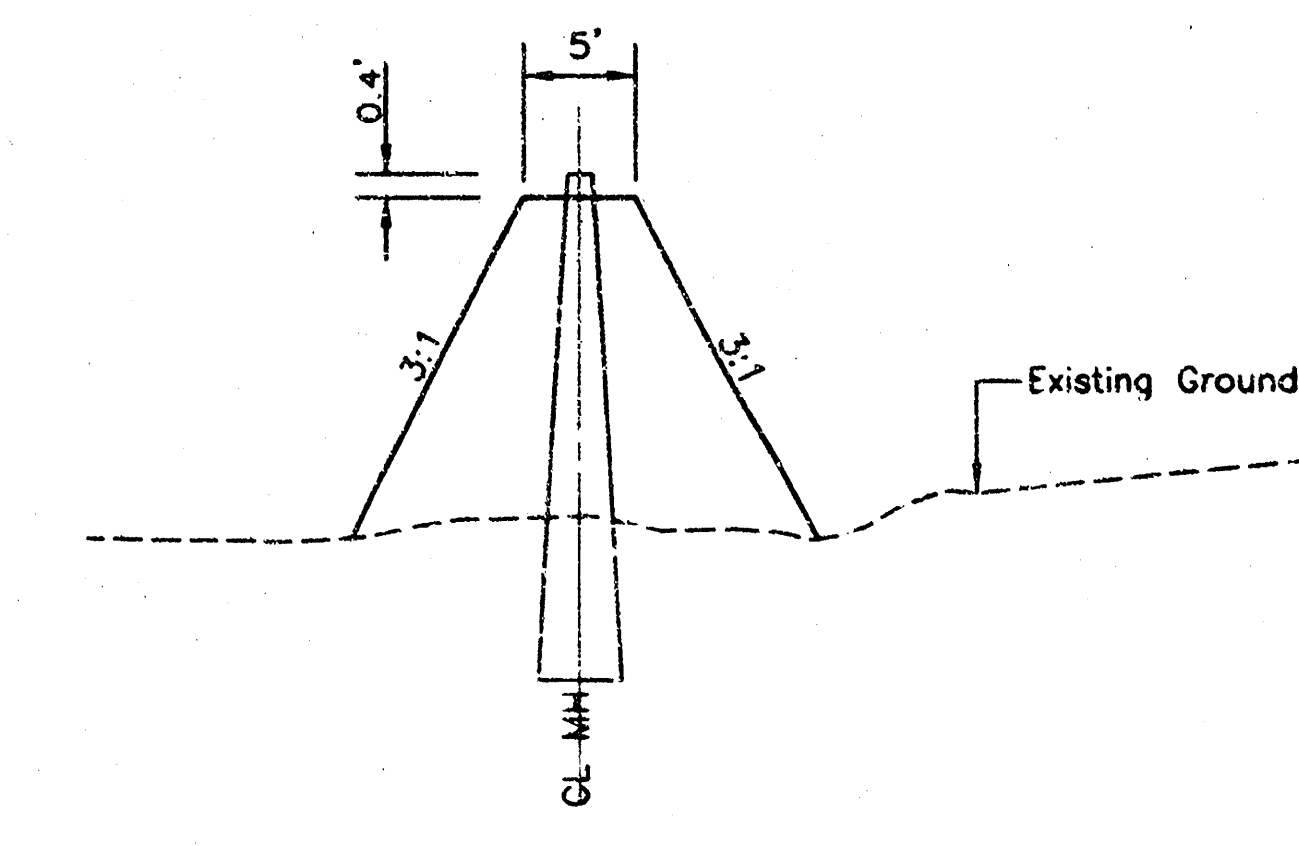
PLAN - FLOOR (Example II)



PLAN - FLOOR (Example III)

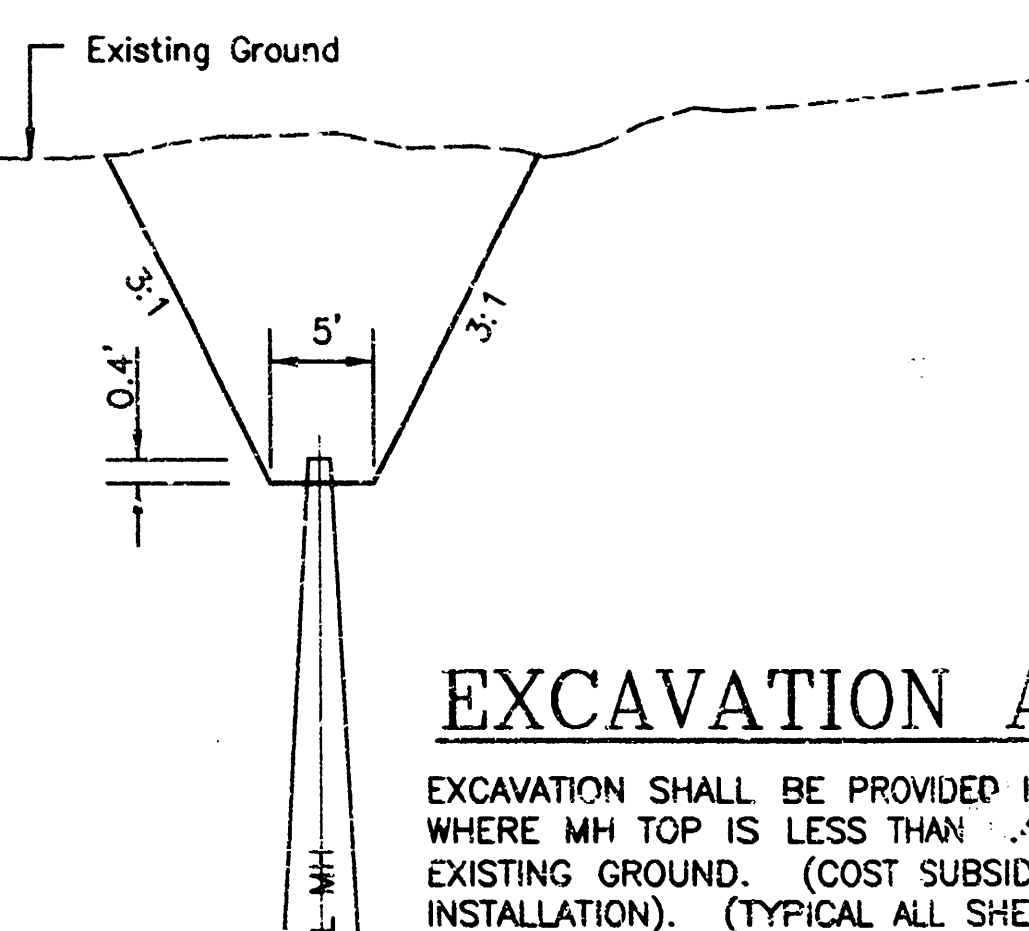


ISOMETRIC VIEW (Example IV)



PROTECTIVE FILL AT MH

MINIMUM PROTECTIVE FILL SHALL BE PROVIDED IN ALL INSTANCES WHERE MH TOP IS GREATER THAN 0.4' ABOVE EXISTING GROUND. (COST SUBSIDIARY TO MH INSTALLATION). (TYPICAL ALL SHEETS)



EXCAVATION AT MH

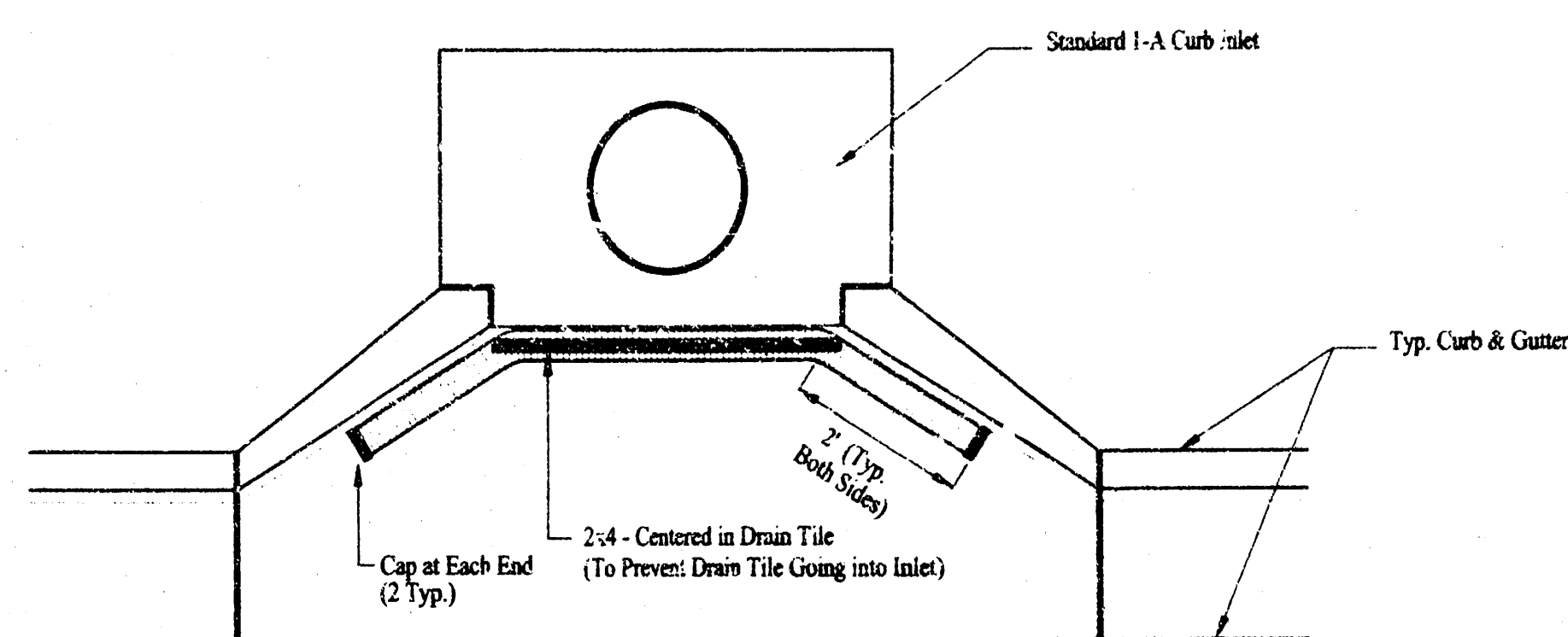
EXCAVATION SHALL BE PROVIDED IN ALL INSTANCES WHERE MH TOP IS LESS THAN 0.4' BELOW EXISTING GROUND. (COST SUBSIDIARY TO MH INSTALLATION). (TYPICAL ALL SHEETS)

LAKEPORT OF WICHITA STORM WATER SEWER STANDARD TYPE "P" MANHOLE DETAIL CITY OF WICHITA, KANSAS JAMES HANCOCK, PROJECT ENGINEER C.O.# Private Prof 1500-PS C.C.# 407861	POE & ASSOCIATES, INC. 5940 E. Central, Suite 200 • Wichita, KS 67208-4242 Phone 316-635-4114 • FAX 316-635-4444
DESIGNED BY: M. Thompson / J. Dickson DRAWN BY: J. Dickson FILE JOB NO.: 1768 DATE: December 2004	Sheet 5 of 10

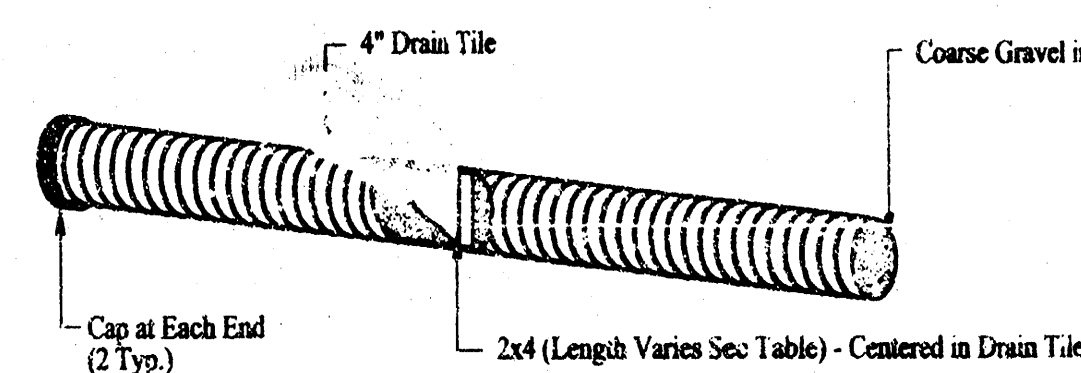
LEGEND

- Temporary Seeding Area (200 lbs/Acre Rye Grass)
(See Sheets 8-12 for Details)
Total Area = 230 S.Y.
- Back of Curb Protection w/Temporary Seeding
(See Sheets 8-12 for Details)
Total Area = 35 S.Y.
- Sediment Barrier
(Per City Specifications)
Quantity = 5 Each

Quantities listed above are for information only.

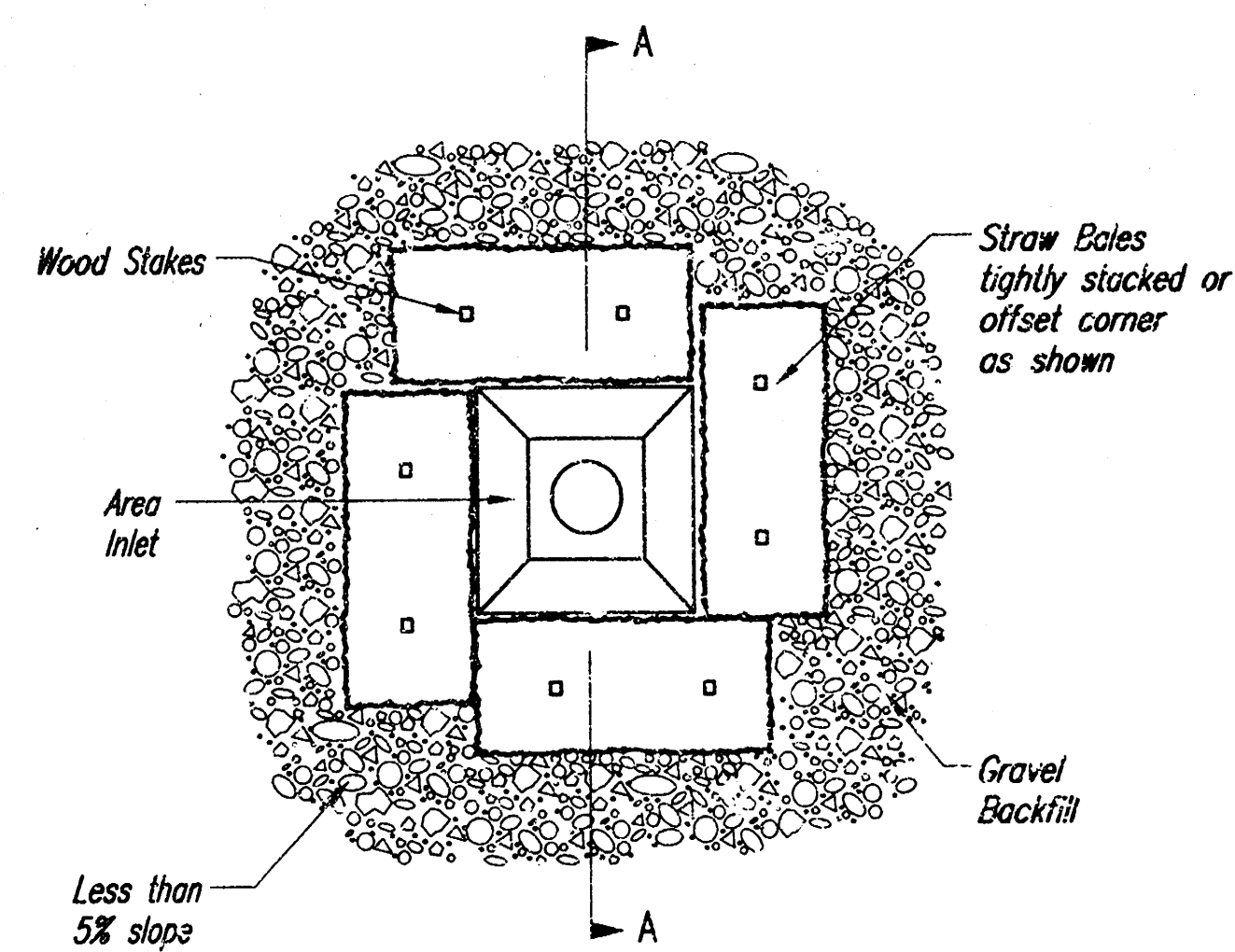


2x4 LENGTH	INLET TYPE	INLET OPENING
5'-6"	1-A	5'-0"
10'-0"	1-A	10'-0"
15'-0"	1-A	15'-0"



Curb Inlet Sediment Barrier Detail

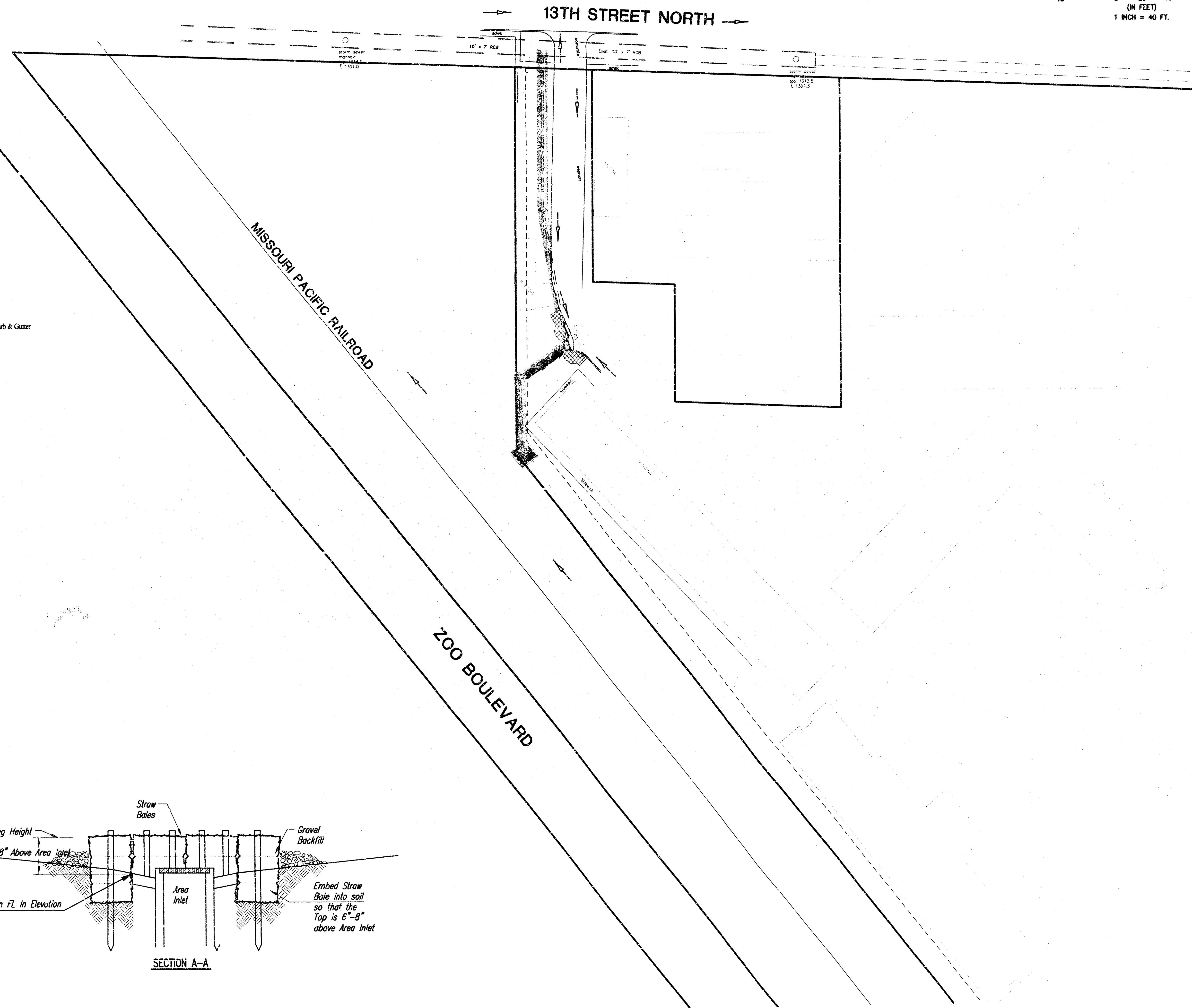
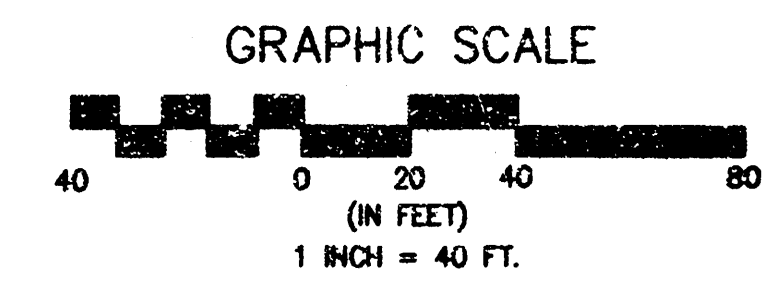
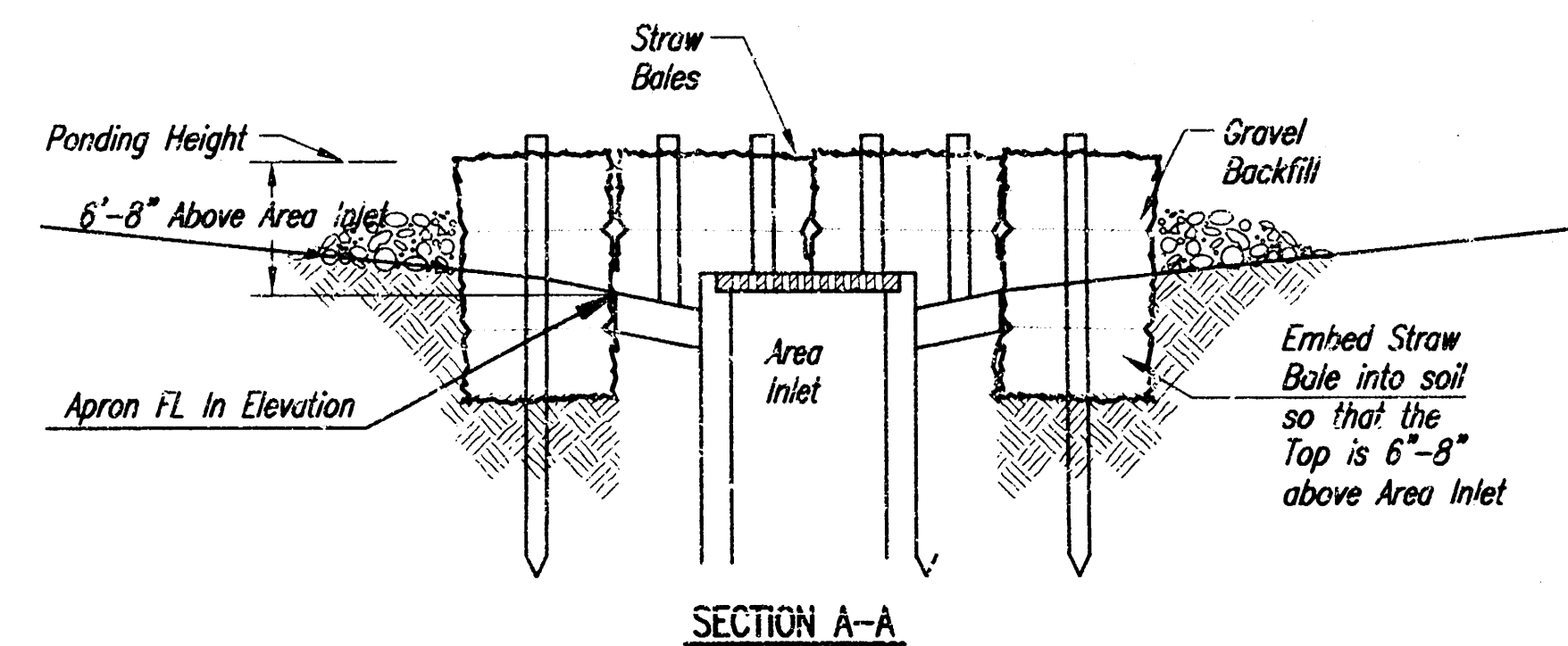
(No Scale)



STRAW BALE BARRIERS FOR AREA INLETS (INLET PROTECTION)

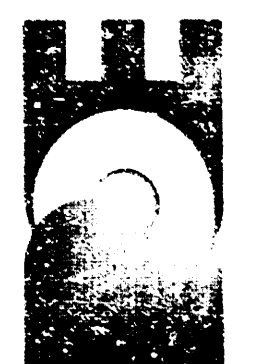
Material Specification:

Bale area inlet barriers should be constructed of wheat straw, oat straw, prairie hay, or bromegrass hay that is free of weeds declared noxious by the Kansas State Board of Agriculture.
The stakes used to anchor the bales should be a hardwood material with the following minimum dimensions: 2" square (nominal) by 4' long.



LAKESIDE OF WICHITA
STORM WATER SEWER
STORMWATER POLLUTION PREVENTION PLAN
CITY OF WICHITA, KANSAS
JAMES ARMOUR, P.E. - ACTING CITY ENGINEER
C.O.W. Private Proj. # 1500-PPS O.C.A.# RW261

POE & ASSOCIATES, INC.
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FINAL

Designed By: M. Thompson / J. Dickman
Drawn By: J. Dickman
Poe Job No.: 1768
Date: December 2004

Sheet
6 of 10

1. MUTCD COMPLIANCE:

ALL TRAFFIC CONTROL DEVICES AND THEIR INSTALLATION AND MAINTENANCE SHALL COMPLY WITH THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS AND HIGHWAYS. WHENEVER THE TRAFFIC CONTROL STANDARDS CONFLICT WITH THE MANUAL, THE STANDARDS SHALL GOVERN.

2. DESIGN SPEED:

TRAFFIC CONTROL SHOULD BE DESIGNED AND INSTALLED USING THE POSTED/LEGAL SPEED OF THE ROADWAY PRIOR TO WORK STARTING.

3. CLEAR ZONE:

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

4. 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.

5. FLAGGER:

A MINIMUM OF ONE FLAGGER SHALL BE STATIONED WITHIN EACH MULTI-LANE ROADWAY WORK AREA WHERE WORK IS IN A CLOSED LANE ADJACENT TO TRAFFIC AND NOT SEPERATED BY CONCRETE SAFETY BARRIER.

6. PAVEMENT MARKING:

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

7. FIRST MODULE OF IBS:

THE FIRST MODULE OF EACH INERTIAL BARRIER SYSTEM (IBS) SHALL HAVE A MINIMUM OF 2 SQ. FT. OF FLOURESCENT ORANGE PRISMATIC GRADE RETROREFLECTIVE SHEETING FACING TRAFFIC. EITHER A VERTICAL RECTANGLE OR DIAMOND SHAPE MAY BE USED.

8. PEDESTRIAN / BICYCLE SAFETY:

WORK ZONE SIGNS SHALL NOT INHIBIT PEDESTRIAN AND BICYCLE TRAFFIC ON SIDEWALKS OR OTHER AREAS DESIGNATED FOR PEDESTRIAN OR BICYCLE USE.

CONSIDERATION SHOULD BE MADE TO SEPERATE PEDESTRIAN AND BICYCLE MOVEMENTS FROM BOTH WORK SITE ACTIVITY AND MOTOR VEHICLE TRAFFIC. PEDESTRIANS AND BICYCLISTS SHOULD BE APPROPRIATELY DIRECTED WITH ADVANCE SIGNING THAT ENCOURAGES THEM TO CROSS TO THE OPPOSITE SIDE OF THE ROADWAY. IN URBAN AND SUBURBAN AREAS WITH HIGH MOTOR VEHICLE TRAFFIC VOLUMES, THESE SIGNS SHOULD BE PLACED AT INTERSECTIONS SO THAT PEDESTRIANS AND BICYCLISTS ARE NOT CONFRONTED WITH MID-BLOCK WORK SITES THAT WILL INDUCE THEM TO ATTEMPT SKIRTING THE WORK SITE OR MAKING A MID-BLOCK CROSSING.

9. CHANGED STOP CONDITIONS:

ATTACH TWO FLAGS AND A RED TYPE B HIGH INTENSITY WARNING LIGHT TO ANY STOP SIGN THAT CREATES A NEW STOP CONDITION OR MOVES THE STOP CONDITION TO A NEW LOCATION. LEAVE FLAGS AND LIGHTS IN PLACE FOR AT LEAST THE FIRST 30 DAYS. INSTALL W3-1a (SYMBOLIC STOP AHEAD) SIGN IN ADVANCE OF STOP SIGN IF STOP SIGN IS NOT VISIBLE FOR A MINIMUM OF DISTANCE 'A' (SEE CHART ON TE710) OR IF STOP CONDITION IS MOVED TO LESS THAN DISTANCE 'A' FROM AN EXISTING STOP AHEAD SIGN.

10. LUMP SUM BIDDING:

WHEN TRAFFIC CONTROL IS BID LUMP SUM, ADDITIONAL DEVICES WILL BE PAID FOR AS EXTRA WORK.

11. NIGHT TIME LIGHTING:

WHEN NIGHTTIME WORK IS REQUIRED, FLOODLIGHTS SHOULD BE USED TO ILLUMINATE FLAGGER STATIONS, EQUIPMENT CROSSINGS, AND OTHER AREAS WHERE EXISTING LIGHT IS NOT ADEQUATE FOR THE WORK TO BE PERFORMED SAFELY.

IN NO CASE SHALL FLOODLIGHTS BE PERMITTED TO CREATE A DISABLING GLARE FOR THE DRIVER. THE ADEQUACY OF THE FLOODLIGHT PLACEMENT AND ELIMINATION OF POTENTIAL GLARE SHOULD BE CHECKED BY DRIVING THROUGH THE PROJECT.

12. NCHRP REPORT 350 CRASHWORTHY REQUIREMENTS:

TRAFFIC CONTROL DEVICES SHALL MEET THE EVALUATION CRITERIA IN NCHRP REPORT 350 AS SUPPLEMENTED BY FHWA MEMORANDUM 'IDENTIFYING ACCEPTABLE HIGHWAY SAFETY FEATURES,' DATED JULY 25, 1997. AVAILABLE ON THE INTERNET AT http://safety.fhwa.dot.gov/fourthlevel/pro_res_road_nchrp350.htm.

THE CONTRACTOR SHALL:

1) PROVIDE TO THE ENGINEER A COPY OF THE MANUFACTURER'S SELF-CERTIFICATION THAT ANY CATEGORY 1 (i.e. - PLASTIC TRIANGLE CONES, TUBULAR MARKERS, DRUMS WITHOUT ATTACHMENTS) AND CATEGORY 2 (i.e. - PORTABLE SIGN STANDS (WITH SIGNS), TYPE II AND III BARRICADES, AND VERTICAL PANELS) DEVICES USED ON THE PROJECT ARE NCHRP REPORT 350 COMPLIANT.

2) PROVIDE TO THE ENGINEER, UPON REQUEST, A COPY OF THE ENTIRE FHWA NCHRP REPORT 350 ACCEPTANCE LETTER (WZ-xxx) FOR ANY CATEGORY 2 DEVICE (i.e. - PORTABLE SIGN STANDS (WITH SIGNS), TYPE II AND III BARRICADES, AND VERTICAL PANELS) USED ON THE PROJECT. WORK ZONE FHWA NCHRP REPORT 350 ACCEPTANCE LETTERS (WZ-xxx) ARE AVAILABLE ON THE INTERNET AT <http://safety.fhwa.dot.gov/fourthlevel/hardware/listing.cfm?code=workzone>.

3) CERTIFY THAT THE TRUCK MOUNTED ATTENUATORS (TMA'S) (WHICH ARE DEFINED AS CATEGORY 3 DEVICES BY THE FHWA MEMORANDUM) WERE PURCHASED PRIOR TO OCTOBER 1, 1998, AND INCLUDE A COPY OF THE ENTIRE FHWA ACCEPTANCE LETTER STATING THAT THE TMA'S ARE NCHRP REPORT 230 COMPLIANT; OR IF THE DEVICES WERE PURCHASED AFTER OCTOBER 1, 1998, INCLUDE A COPY OF THE ENTIRE FHWA'S ACCEPTANCE LETTER STATING THAT THE TMA'S ARE NCHRP REPORT 350 COMPLIANT.

ALL CATEGORY 1 & 2 DEVICES USED ON PROJECTS LET AFTER JANUARY 1, 2002 SHALL BE NCHRP REPORT 350 COMPLIANT. TMA'S PURCHASED PRIOR TO OCTOBER 1, 1998, MAY BE USED UNTIL THE END OF THEIR SERVICEABLE LIVES.

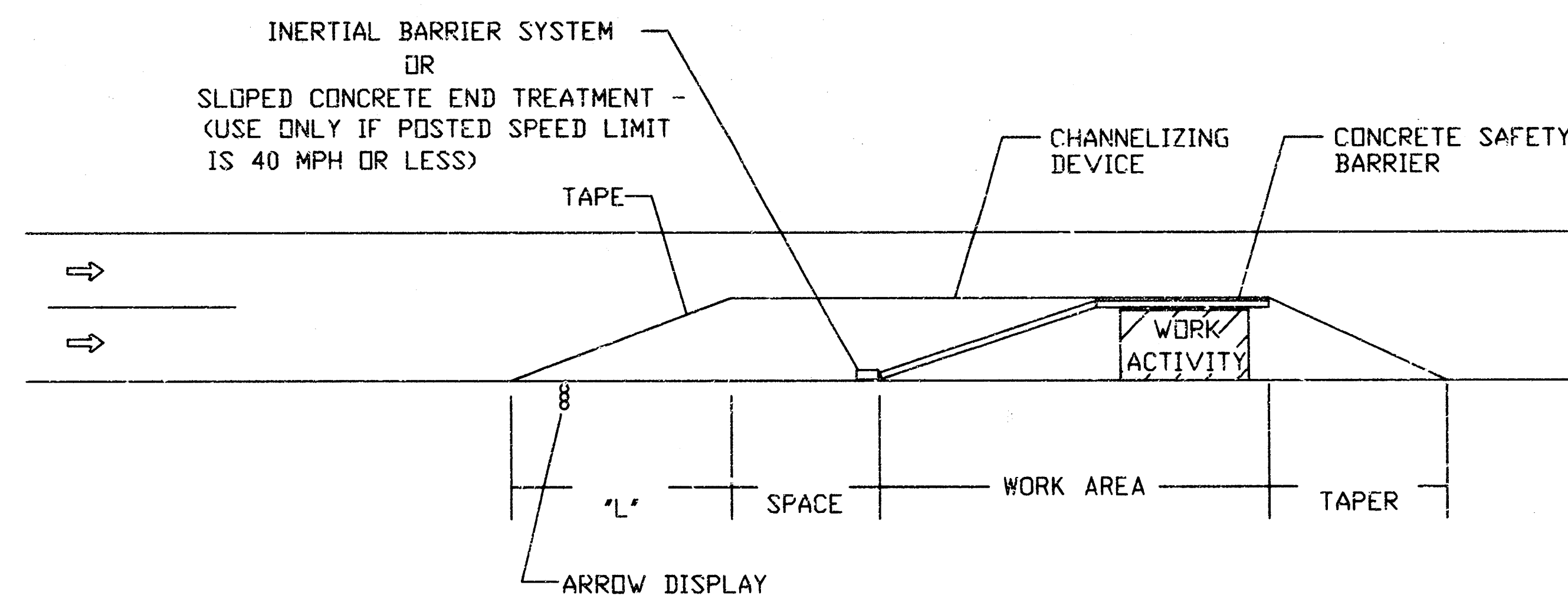
BUFFER SPACE:

SPEED (MPH)*	20	25	30	35	40	45	50	55	60	65	70
LENGTH (ft)	35	50	65	115	185	215	280	330	410	500	575

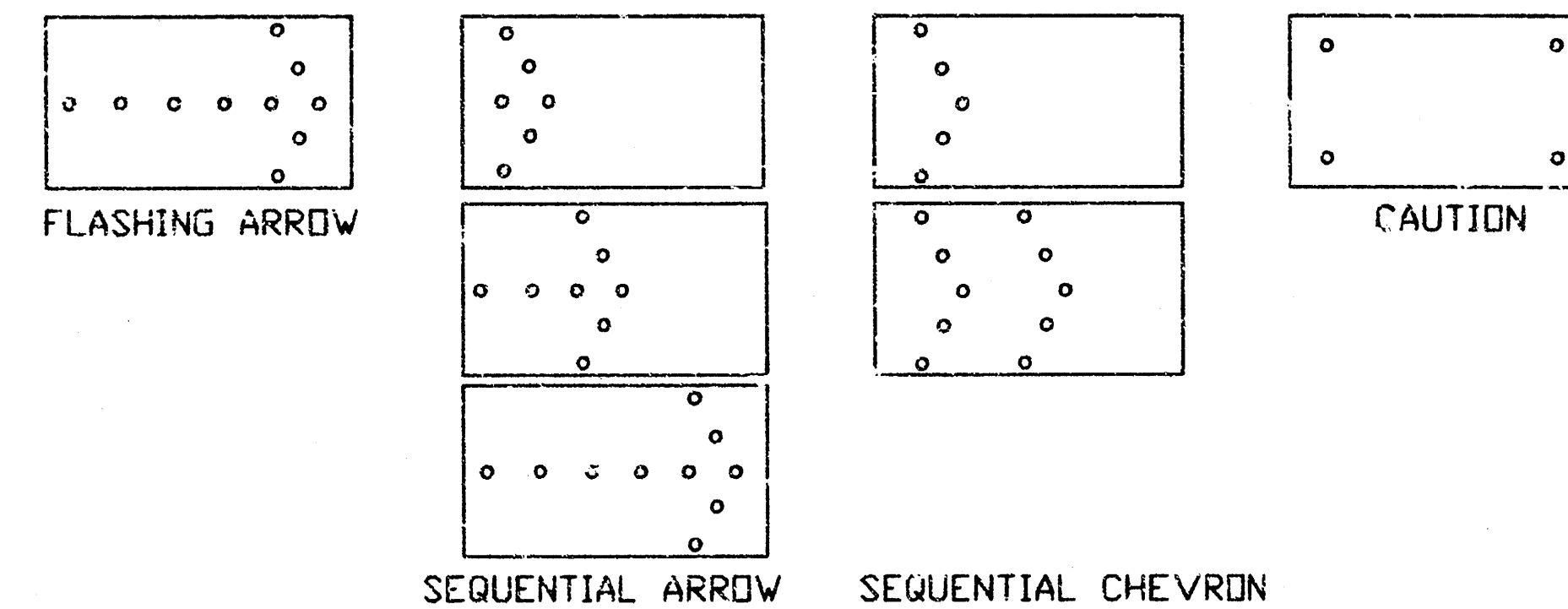
NEITHER WORK ACTIVITY NOR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIAL SHOULD OCCUR IN THE BUFFER SPACE. WHEN A PROTECTION VEHICLE IS PLACED IN ADVANCE OF THE WORK SPACE, ONLY THE SPACE UPSTREAM OF THE VEHICLE CONSTITUTES THE BUFFER SPACE.

* POSTED SPEED PRIOR TO WORK STARTING

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



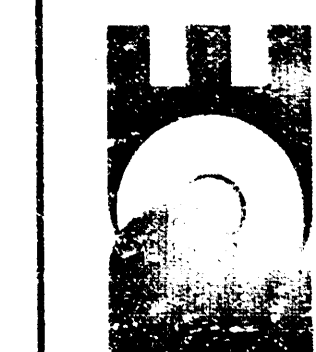
ARROW DISPLAYS



ARROW DISPLAY ELEMENTS SHALL BE CAPABLE OF A MINIMUM 50 PERCENT DIMMING FROM THEIR FULL-RATED LAMP VOLTAGE. FULL LAMP VOLTAGE SHOULD BE USED FOR DAY AND DIMMED MODE SHALL BE USED FOR NIGHT. AN ARROW DISPLAY IN THE CAUTION MODE SHALL BE USED ONLY FOR SHOULDER WORK OR ROADSIDE WORK NEAR THE SHOULDER.

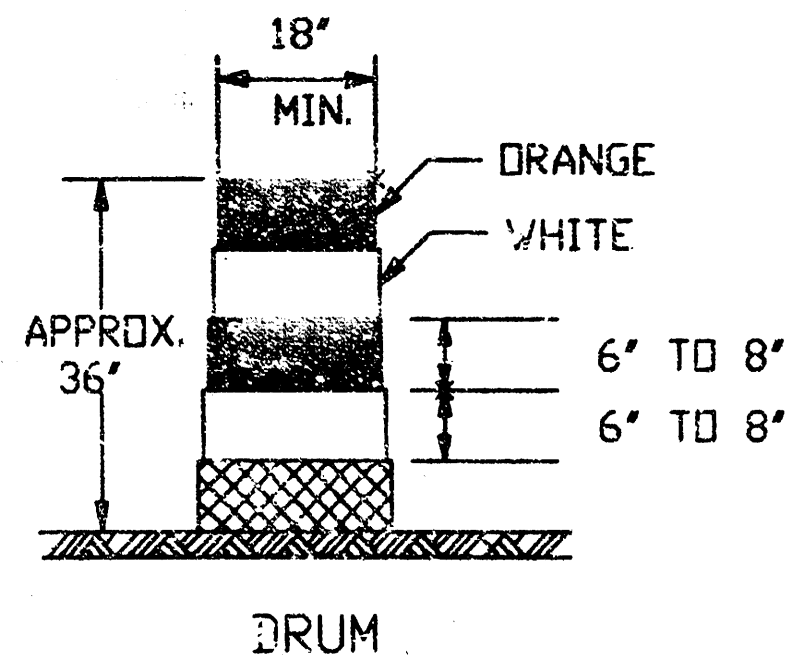
LAKEPOINT OF WICHITA
STORM WATER SEWER
TRAFFIC CONTROL DETAILS
CITY OF WICHITA, KANSAS
JAMES ARNOLD, P.E. - ACTING CITY ENGINEER
C.O.N. Private Proj. 1500-PPS 0.C.A. 60-681

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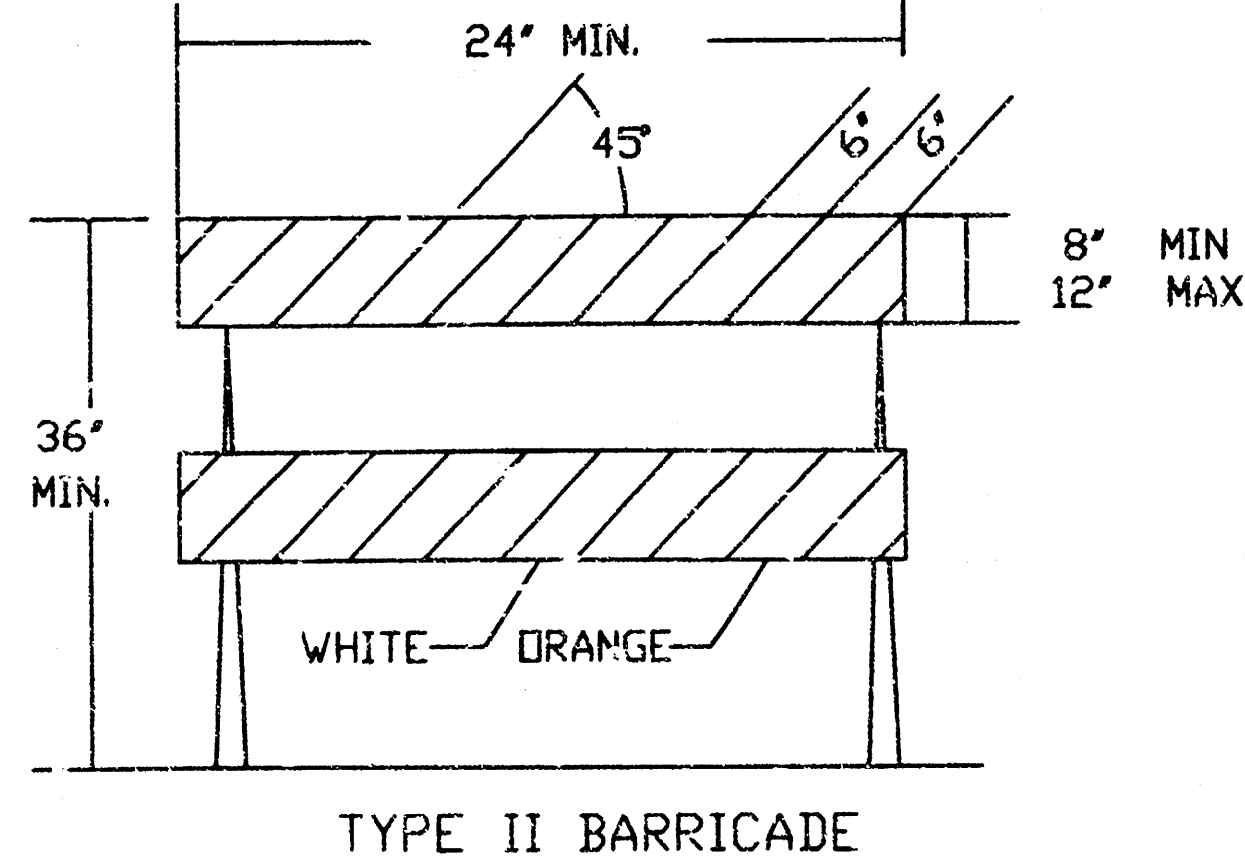
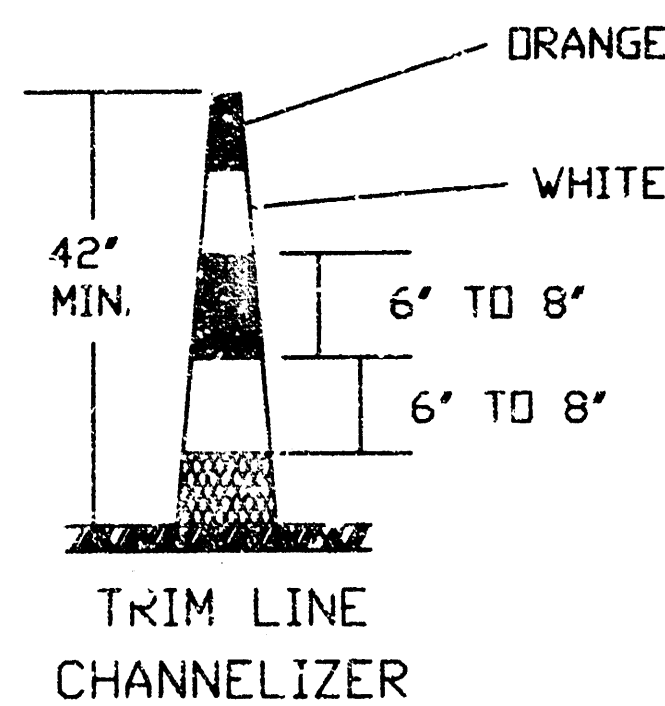
FINAL
Designed By: M. Thompson / J. Dickman
Drawn By: J. Dickman
Proc. Job No. 1768
Date: December 2004

3	3-17-03	MODIFIED NOTE 12	M.H.	S.A.B.
2	9-26-02	MODIFIED NOTES	M.H.	S.A.B.
1	11-13-01	MODIFIED NOTES 6 & 10	J.H.	S.A.B.
NO.	DATE	REVISIONS	BY	APP'D
KANSAS DEPARTMENT OF TRANSPORTATION				
GENERAL TRAFFIC CONTROL				
TE700 9/1/00				
DESIGNED BY	4-23-03	APP'D Michael P. McKenna		
DESIGNED L.E.R.	DETAILED B.A.H.	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	SUM. CK.	TRACE CK.	



DRUMS AND TRIM LINE CHANNELIZERS SHALL BE RETROREFLECTORIZED FULL CIRCUMFERENCE WITH AT LEAST TWO ORANGE AND TWO WHITE 6' TO 8' WIDE STRIPES. ADDITIONAL STRIPES MAY BE NON-REFLECTIVE. IF THERE ARE NON-REFLECTIVE SPACES BETWEEN ADJACENT STRIPES, THEY SHALL BE NO MORE THAN 2' WIDE.

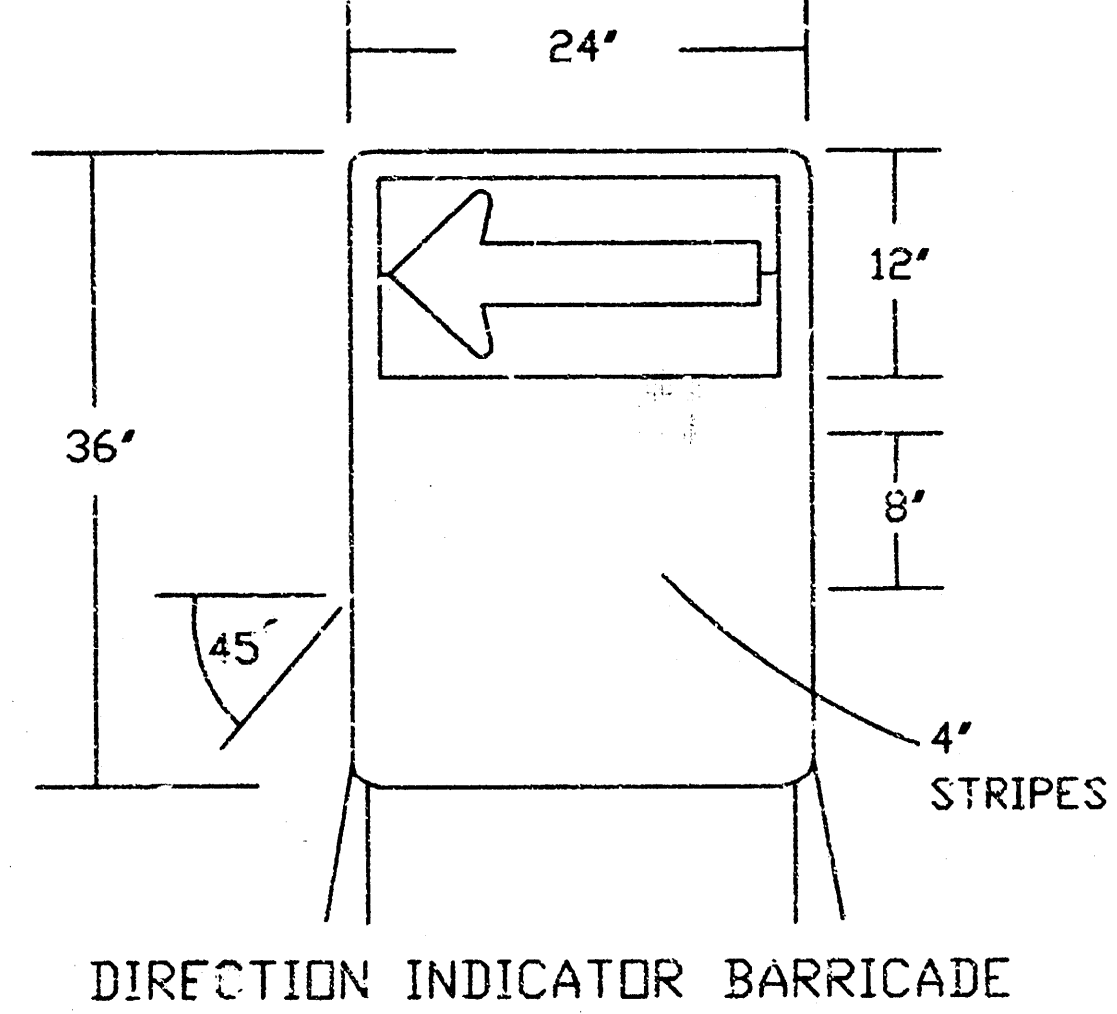
ALL RETROREFLECTIVE STRIPES ON DRUMS SHALL BE TYPE III HIGH PERFORMANCE SHEETING. THE WHITE STRIPES ON TRIM LINE CHANNELIZERS SHALL BE TYPE III HIGH PERFORMANCE SHEETING. PROJECTS LET AFTER JANUARY 1, 2002 WILL REQUIRE THAT THE ORANGE STRIPES ON ALL TRIM LINE CHANNELIZERS BE FLOURESCENT ORANGE PRISMATIC GRADE SHEETING.



FOR RAILS LESS THAN 36' LONG, 4' WIDE STRIPES MAY BE USED.

THE ENTIRE AREA OF BARRICADE RAILS, BOTH FRONT AND BACK, SHALL BE FULLY REFLECTORIZED WITH TYPE III HIGH PERFORMANCE RETROREFLECTIVE SHEETING.

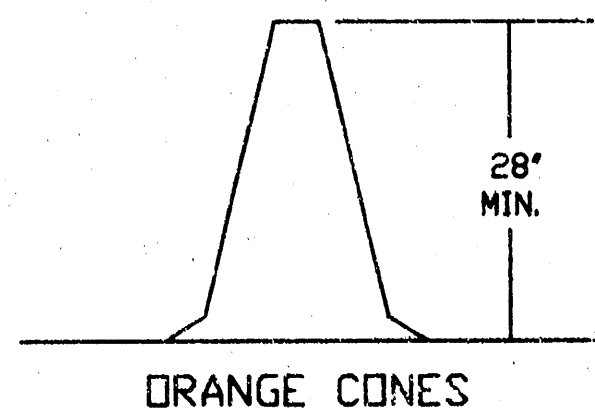
THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



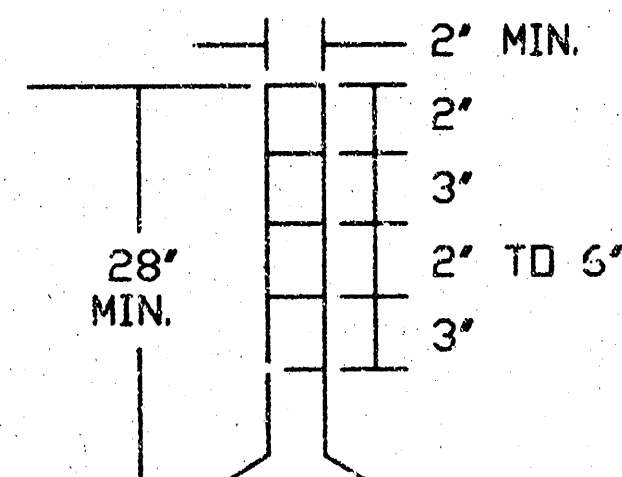
THE ARROW PANEL SHALL BE BLACK ON FLUORESCENT ORANGE PRISMATIC GRADE SHEETING. THE STRIPES SHALL BE ORANGE AND WHITE TYPE III HIGH PERFORMANCE RETROREFLECTIVE SHEETING SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS.

THE DIRECTION INDICATOR BARRICADE SHALL BE USED IN SERIES TO DIRECT THE MOTORIST INTO THE INTENDED LANE OF TRAVEL.

THE ARROW PANEL SHOULD NOT BE VISIBLE TO OPPOSING TRAFFIC.



CONES MAY BE USED AS CHANNELIZING DEVICES FOR DAYTIME OPERATIONS ONLY. THEY WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE SUBSIDIARY TO OTHER TRAFFIC CONTROL BID ITEMS. THE ENGINEER MAY REQUIRE THAT CONES BE SUPPLEMENTED BY OTHER TRAFFIC CONTROL DEVICES IN CERTAIN SITUATIONS.



TUBULAR MARKERS

TAPER FORMULAS:

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

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

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

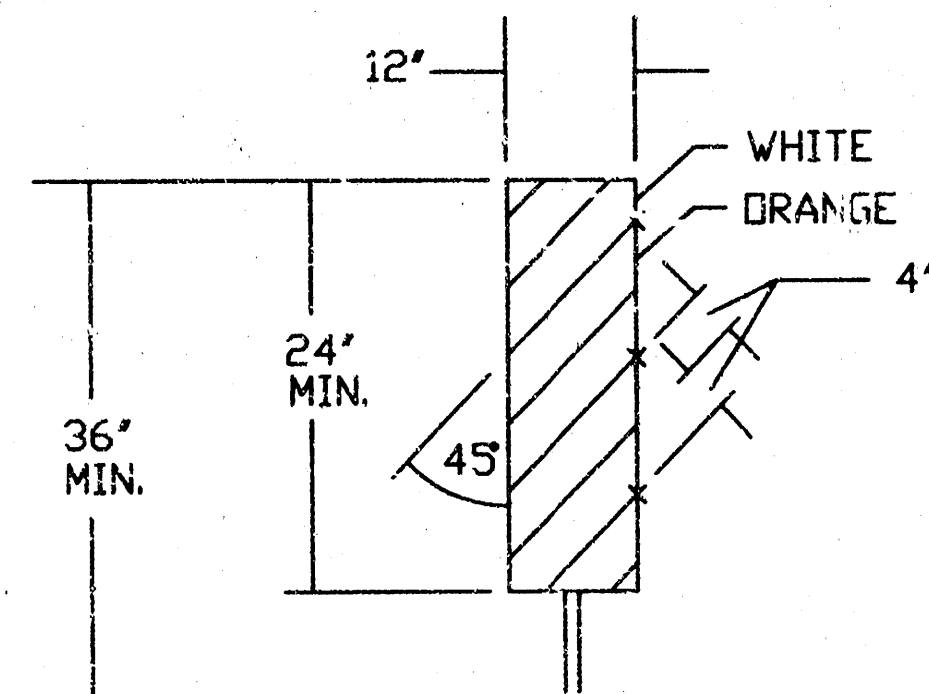
CHANNELIZER PLACEMENT:

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

(B) THE SPACING BETWEEN DEVICES IN THE WORK ZONE SHOULD NOT EXCEED A DISTANCE IN FEET EQUAL TO TWO TIMES THE POSTED SPEED LIMIT IN MPH PRIOR TO WORK STARTING.

(C) CHANNELIZING DEVICES SHALL BE PLACED FOR OPTIMUM VISABILITY, NORMALLY AT RIGHT ANGLES TO THE TRAFFIC FLOW.

(D) CHANNELIZING DEVICES PLACED ALONG SHOULDER EDGES OR IN DROPOFFS SHALL HAVE A MINIMUM OF 24' FROM THE TOP OF THE CHANNELIZING DEVICE TO THE TOP OF THE PAVEMENT.



VERTICAL PANEL

THE ENTIRE AREA OF VERTICAL PANELS, BOTH FRONT AND BACK, SHALL BE FULLY REFLECTORIZED WITH TYPE III HIGH PERFORMANCE RETROREFLECTIVE SHEETING. THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.

LOCATION									
ITEM		CROSS-OVERS	DIVERSIONS	TANGENTS	TAPERS	RAMPS	HEAD TO HEAD	OBJECT IDENTIFIER	
PORTABLE	DRUMS	YES	YES	YES	YES	YES	(1)	YES	
	TRIM LINES	YES	YES	YES	YES	YES	(1)	YES	
	VERTICAL PANELS	(2)	(2)	(2)	(2)	(2)	(1,2)	YES	
	DIRECTION INDICATOR BARRICADE	NO	NO	NO	YES	NO	NO	NO	
	TYPE II BARRICADE	(2)	(2)	(2)	(2)	NO	NO	YES	
FIXED	TUBULAR MARKERS	(3)	(3)	(3)	NO	(3)	YES	NO	
	VERTICAL PANELS	(3)	(3)	(3)	(3)	(3)	(3)	YES	

- (1) Not allowed on centerline delineation along freeways or expressways.
- (2) Slashes must slope down toward direction traffic is to pass.
- (3) May be used upon the approval of the Engineer.

3					
2	9-26-02	MODIFIED NOTES	M.H.	S.A.B.	
1	11-13-01	REVISED CHANNELIZING DEVICE MATRIX	J.H.	S.A.B.	
NO.	DATE	REVISIONS	BY	APP'D	
KANSAS DEPARTMENT OF TRANSPORTATION					
CHANNELIZING DEVICES					
FE702					
9/1/00					
DESIGNED: L.E.R. 4-23-03					
CHECKED: B.A.V. QUANTITIES: Michael P. McKenna					
DESIGN OK. DETAIL OK. QUAN. OK. TRACE OK.					

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FINAL
Designed By: M. Thompson / J. Dickinson
Drawn By: J. Dickinson
Poe Job No.: 1768
Date: December 2004

Lakepoint of Wichita
Storm Water Sewer
Traffic Control Details
City of Wichita, Kansas
James Anderson, P.E. - Acting City Engineer
C.O.W. Trade Pro, #1500-PPS 01/24/01

GENERAL NOTES

1. MAINTENANCE

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

2. EXISTING SIGNS

IF EXISTING SIGNS THAT ARE TO REMAIN (WHETHER DENOTED ON THE PLANS OR NOT) INTERFERE WITH CONSTRUCTION WORK, THE CONTRACTOR SHALL REMOVE, STORE, AND RESET THE SIGNS. THIS SHALL BE SUBSIDIARY TO OTHER TRAFFIC CONTROL BID ITEMS. SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

3. CONFLICTING SIGNS AND SIGNS NOT IN USE

SIGNS THAT ARE IN CONFLICT WITH THE TRAFFIC CONTROL PLAN OR DO NOT APPLY TO THE TRAFFIC OPERATIONS SHALL BE IMMEDIATELY REMOVED, TURNED SO NOT VISIBLE TO TRAFFIC FROM ANY DIRECTION, OR COMPLETELY COVERED WITH ADEQUATE OPAQUE WATERPROOF MATERIAL. TAPE SHALL NOT BE APPLIED TO THE FACE OF THE SIGN.

4. TEMPORARY AND POST MOUNTED SIGNS

TRAFFIC CONTROL SIGNS THAT ARE ANTICIPATED TO REMAIN IN PLACE FOR 3 DAYS OR LESS ARE CONSIDERED 'TEMPORARY.' TEMPORARY SIGNS SHALL BE MOUNTED ON AN APPROVED SUPPORT AT A MINIMUM HEIGHT OF 12'. TRAFFIC CONTROL SIGNS IN PLACE FOR OVER 3 DAYS ARE REQUIRED TO BE MOUNTED ON APPROVED POSTS. A MINIMUM OF 42" OF THE APPROVED POST MUST BE BELOW THE GROUND SURFACE WITH ADEQUATE BACKFILL AND COMPACTION. ALL POSTS SHALL EXTEND NO GREATER THAN 6" ABOVE THE SIGN.

5. SHEETING

ALL ORANGE SIGNS SHALL BE RETROREFLECTORIZED WITH FLOURESCENT ORANGE PRISMATIC GRADE SHEETING. ALL OTHER SIGNS SHALL BE RETROREFLECTORIZED WITH TYPE III HIGH PERFORMANCE SHEETING OF STANDARD COLORS.

6. ROLL-UP SIGNS

ROLL-UP SIGNS MAY BE USED FOR TEMPORARY WARNING SIGNS. THEY MUST BE FLOURESCENT ORANGE PRISMATIC GRADE RETROREFLECTIVE SIGNS OF OPAQUE MATERIAL. MESH SIGNS ARE NOT ALLOWED.

7. SIGNS INVOLVING SPEEDS

THE R2-5E (REDUCED SPEED  AHEAD) SHOULD BE USED ONLY IF THE ENGINEER DETERMINES THAT A REDUCED SPEED IS REQUIRED ON THE PROJECT.

THE M4-20 (WORK ZONE) PLAQUE SHALL BE PLACED ABOVE ALL SPEED LIMIT SIGNS, (R2-1), EXISTING AND TEMPORARY.

FOR SPEEDS OF 30 MPH OR LESS, THE W1-1(TURN) OR W1-3(REVERSE TURN) SHOULD BE USED. FOR SPEEDS OF 35 MPH OR MORE, THE W1-2(CURVE) OR W1-4(REVERSE CURVE) SHOULD BE USED. THE W13-1(MPH) IS TO BE ELIMINATED IF THE ADVISORY SPEED IS WITHIN 5 MPH OF THE SPEED LIMIT.

8. SIGNS CONTROLLING WORK AREA

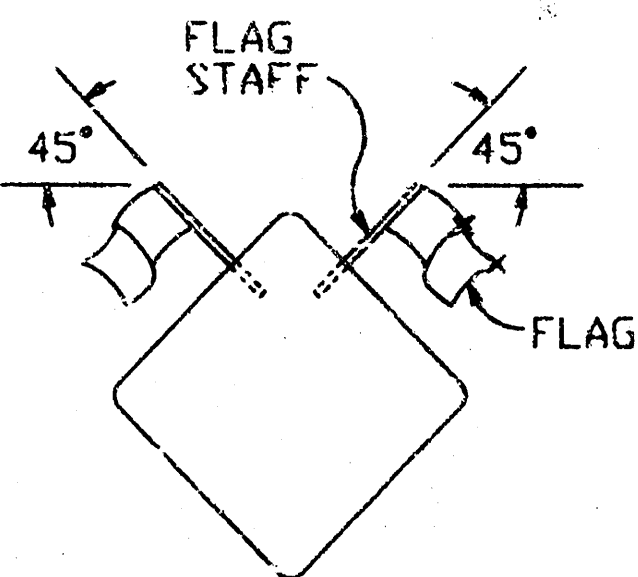
THE G20-2A(END ROAD WORK) SHOULD BE PLACED 500' FROM THE END OF THE ACTUAL WORK AREA, NOT NECESSARILY AT THE EXTREME LIMITS OF THE PROJECT.

WHERE TWO WORK AREAS ARE LESS THAN 1 MILE APART IN RURAL AREAS OR 1/4 MILE APART IN URBAN AREAS, THE G20-2A(END ROAD WORK) FOR THE FIRST WORK AREA AND THE W20-1(ROAD WORK) FOR THE SECOND WORK AREA SHOULD BE ELIMINATED.

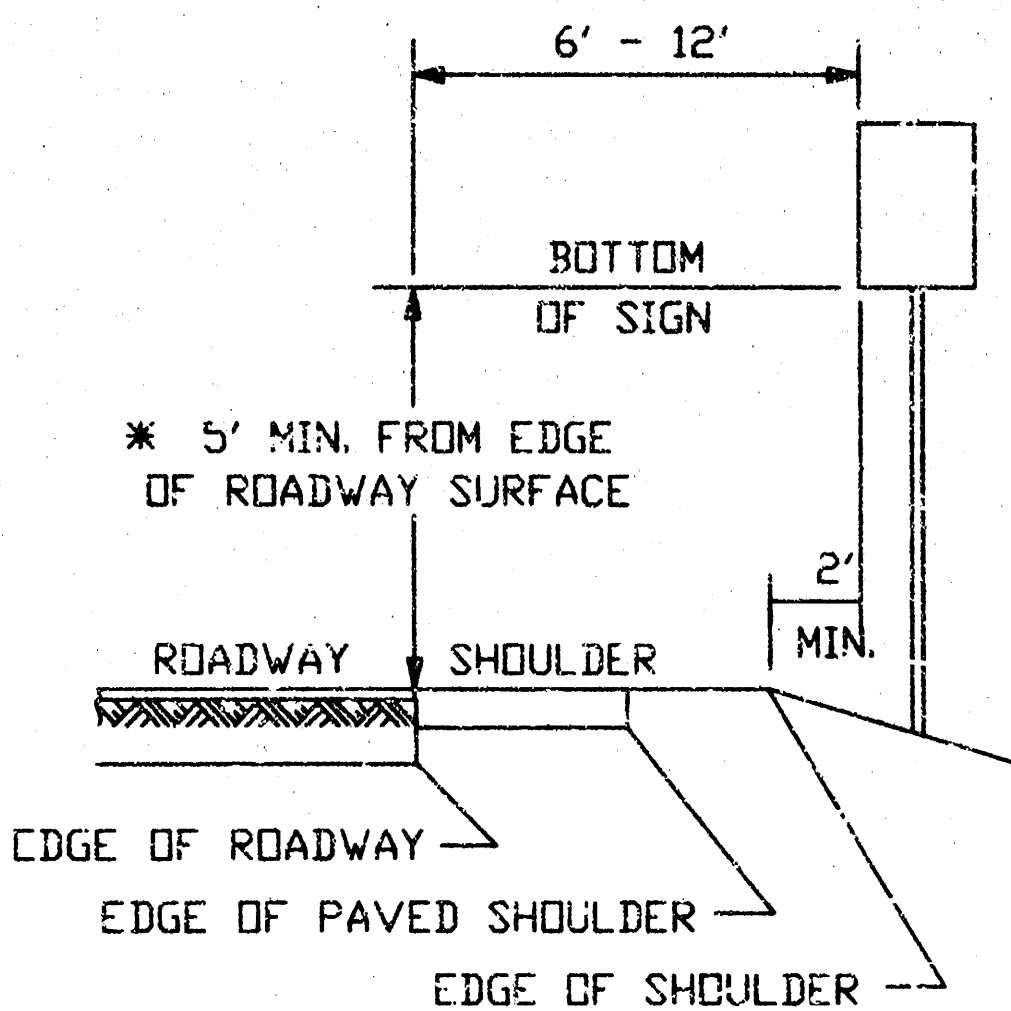
9. WARNING LIGHTS ON SIGNS

TYPE B HIGH INTENSITY LIGHTS SHALL BE USED ON ALL CONSTRUCTION WARNING ACTION SIGNS. ON ALL OTHER CONSTRUCTION WARNING SIGNS, TYPE B HIGH INTENSITY LIGHTS ARE TO BE USED AS DIRECTED BY THE ENGINEER.

THEY SHALL NOT BE INSTALLED ON SIGNS MOUNTED LESS THAN 5' HIGH ON TEMPORARY SUPPORTS. THEY SHALL BE MAINTAINED SO THAT THEY ARE VISIBLE ON A SUNNY DAY FROM A DISTANCE OF 1000' WHEN VIEWED WITHOUT THE SUN DIRECTLY ON OR BEHIND THE DEVICE. IF A TYPE B LIGHT HAS A SEPARATE BATTERY CASE, THE BATTERY CASE SHALL BE MOUNTED NO HIGHER THAN 12" ABOVE THE GROUND AND MOUNTED BEHIND THE SIGN POST. FOR A TYPE B LIGHT, WHERE THE LENS IS MOUNTED TO THE TOP OF THE BATTERY CASE, THE TYPE B LIGHT (LENS AND BATTERY) SHALL BE MOUNTED AT THE TOP OF THE SIGN.



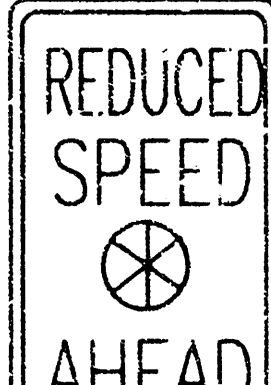
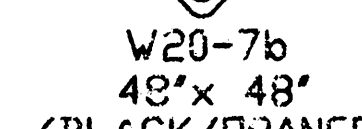
TWO (2) 18" x 18" FLOURESCENT RED-ORANGE FLAGS ARE TO BE ATTACHED IN THE POSITION SHOWN ON THE W20-2(DETOUR), W1-1(TURN), W1-2(CURVE), W1-3(REVERSE TURN), W1-4(REVERSE CURVE), W3-3(SIGNAL AHEAD), W4-2(LANE REDUCTION), W20-4(ONE LANE ROAD), W20-5(LANE CLOSED), W20-7A(FLAGGER), AND W20-7B (BE PREPARED TO STOP) SIGNS AND ANY OTHER ACTION SIGNS AS SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER. THE FLAGS AND STAFFS ARE TO BE ATTACHED IN SUCH A MANNER THAT THE SIGN WILL NOT BE OBCURED. THE FLAGS MAY BE EITHER A CLOTH OR VINYL MATERIAL. THE FLAGS SHALL BE SUBSIDIARY TO THE CONSTRUCTION SIGN BID ITEMS.



* NOTE:

- IN BUSINESS, COMMERCIAL, AND RESIDENTIAL DISTRICTS, THE DISTANCE BETWEEN THE BOTTOM OF THE SIGN AND THE TOP OF THE NEAR EDGE OF THE TRAVEL WAY SHALL BE AT LEAST 7'.
- LARGE SIGNS HAVING AN AREA EXCEEDING 54 SQUARE FEET THAT ARE INSTALLED ON MULTIPLE BREAKAWAY POSTS SHALL BE MOUNTED A MINIMUM OF 7' ABOVE THE GROUND.
- THE HEIGHT TO THE BOTTOM OF THE SECONDARY SIGN MOUNTED BELOW ANOTHER SIGN MAY BE 1' LESS THAN THE APPROPRIATE HEIGHT SPECIFIED ABOVE.

HEIGHT AND LATERAL DIMENSIONS FOR POST MOUNTED SIGNS
(SIGNS LEFT IN PLACE OVER 3 DAYS)

SIGN LAYOUT INFORMATION			
	STD. SIZE	EXPWY/FREEWAY	
	4' C	8' C	8' C
	4' C	8' C	8' C
	10' E	16' E	16' E
	4' D	8' D	8' D
	24'x 36'	48'x 72'	48'x 72'
	3' C	6' C	6' C
	24'x 6'	48'x 12'	48'x 12'

NOTE:
TEXT DIMENSIONS ARE IN INCHES.
BORDER IS BLACK NON-REFLECTIVE.

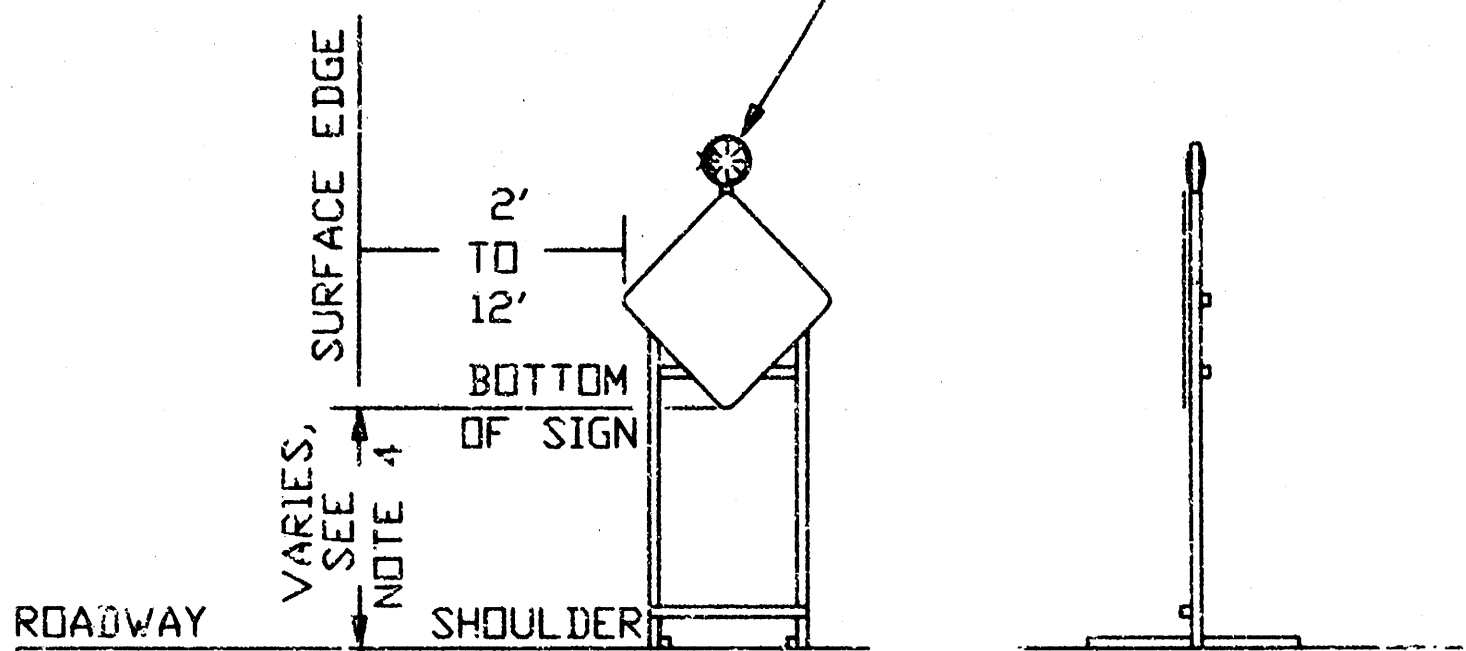
ADVANCE WARNING SIGN SPACING (IN FEET):

	A	B	C
URBAN (40 MPH OR LOWER)	100	100	100
URBAN (45 MPH OR HIGHER)	350	350	350
RURAL	500	500	500
EXPRESSWAY/FREEWAY	1000	1500	2840

THE SPACING BETWEEN ANY SIGNS MAY BE ADJUSTED AS APPROVED BY THE ENGINEER IN ORDER TO MAXIMIZE VISIBILITY.

THE SPACING BETWEEN SIGNS SHALL BE NO LESS THAN 100', UNLESS DIRECTED BY THE ENGINEER.

POSITION OF TYPE B LIGHT WHEN USED
(SEE NOTE 9)



(SEE NOTE 6 FOR ROLL-UP SIGNS OPTION)

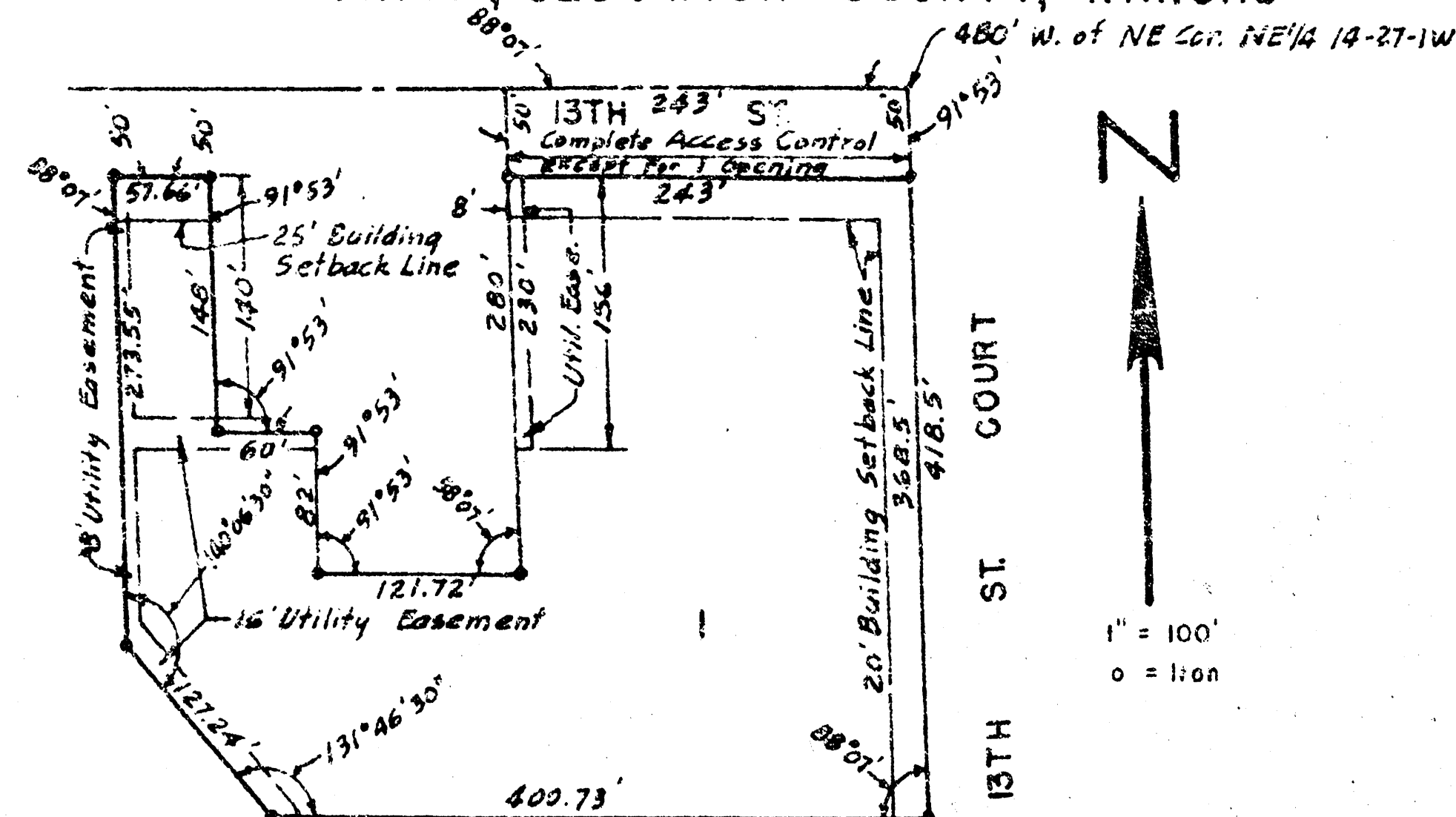
HEIGHT AND LATERAL DIMENSIONS FOR SIGNS
MOUNTED ON SKIDS OR OTHER PORTABLE SUPPORTS

NO.	DATE	REVISIONS	BY	APP'D
3	3/17/03	MODIFIED NOTES	M.H.	S.A.B.
2	9-28-02	MODIFIED NOTES	M.H.	S.A.B.
1	6-11-01	REDUCED MOUNTING HEIGHT	J.H.	S.A.B.
NO.	DATE	REVISIONS	BY	APP'D
KANSAS DEPARTMENT OF TRANSPORTATION				
TRAFFIC CONTROL SIGNS				
DESIGNED BY: M. Thompson / J. Dickman				
DRAWN BY: J. Dickman				
FOR JOB NO. 1765				
DATE: December 2004				
SHEET 9 OF 10				

M-2 5-14

KARDATZKE THIRD ADDITION

WICHITA, SEDGWICK COUNTY, KANSAS



This plat of "KARDATZKE THIRD ADDITION", Wichita, Sedgwick County, Kansas, has been approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Kansas, and is hereby transmitted to the Board of Commissioners of the City of Wichita, Kansas, with the recommendation that such plat be approved as proposed.

Dated this 13th day of MAY, 1968.

Wichita-Sedgwick County Metropolitan Area Planning Commission
By: John H. Bickley Chairman
C. Bickley Foster Secretary

Approved by the Board of City Commissioners this 22nd day of June, 1968.

William H. Bickley Mayor
John H. Bickley City Clerk

Approved by the Board of County Commissioners this 22nd day of June, 1968.

Elmer S. Peters Chairman
Earl E. Olson Commissioner

Marie Warden County Clerk
Marie Warden by M. C. Warden Deputy

Entered on transfer record this 22nd day of August, 1968.

State of Kansas
County of Sedgwick) ss

This is to certify that this instrument was filed for record in the Register of Deeds Office on the 21st day of August, 1968, at 2:30 o'clock P.M., and is duly recorded.

Paul S. Warden Register of Deeds
Paul S. Warden Deputy
Pearl E. Gilbert

State of _____ ss
County of _____

Be it remembered, that on this 21st day of August, 1968, before me the undersigned, a Notary Public in and for the County and State aforesaid, came Paul S. Warden, President of Alexander Hamilton Life Insurance Company of America, a Corporation, to me personally known to be the same person who executed the within instrument as President of said corporation, and such person duly acknowledged the execution of the same as President, for and on behalf of, and as the act and deed of said corporation. In testimony whereof, I have hereunto set my hand and affixed my official seal the day and year above written.

My Commission expires _____
CAROLYN J. STAGG Notary Public

State of Kansas) ss
County of Sedgwick)

I, Kenneth O. Taylor, Civil Engineer in said State and County, do hereby certify that I have surveyed and platted "KARDATZKE THIRD ADDITION", Wichita, Sedgwick County, Kansas, and that the accompanying plat is a REPLAT of Part of Zachula Addition to Wichita, Sedgwick County, Kansas, and Part of Kardatzke 2nd Addition to Wichita, Kansas, and is a true and correct exhibit of said survey described as follows: Beginning at a point 400 feet west of the NE corner of the NE 1/4 of Section 14, T27S, R1W of the 5th P.M., Sedgwick County, Kansas; thence west on the north line of said NE 1/4, 243 feet; thence south 280 feet; thence west 121.72 feet; thence south 130.5 feet; thence east 364.72 feet; thence north 410.5 feet to the point of beginning. Also Lot 3, except the north 148 feet and all of Lot 4 in Zachula Addition to Wichita, Sedgwick County, Kansas. Also the north 8 feet of Lot 1 lying west of 13th Street Court in Kardatzke 2nd Addition to Wichita, Kansas.

Kenneth O. Taylor Civil Engineer
Kenneth O. Taylor

Know all men by these presents that Terrace Gardens Skilled Nursing Center, Inc., by E. E. Kardatzke, President, has caused the land described in the Civil Engineer's certificate to be platted into a lot and a street to be known as "KARDATZKE THIRD ADDITION", Wichita, Sedgwick County, Kansas. Utility easements as indicated on the plat are hereby granted for the construction and maintenance of all public utilities. The street is hereby dedicated to and for the use of the public. All abutter's rights of access to or from 13th Street over and across the east 243 feet of the north line of Lot 1 are hereby granted to the City of Wichita, provided, however, that the east 243 feet of Lot 1 shall have access to 13th Street at one location as may be established by the City of Wichita.

Terrace Gardens Skilled Nursing Center, Inc.

ATTEST:
Charles P. Thomas Secretary
E. E. Kardatzke President

State of Kansas) ss
County of Sedgwick)

Be it remembered, that on this 21st day of August, 1968, before me the undersigned, a Notary Public in and for the County and State aforesaid, came E. E. Kardatzke, President of Terrace Gardens Skilled Nursing Center, Inc., a corporation, to me personally known to be the same person who executed the within instrument as President of said corporation, and such person duly acknowledged the execution of the same as President, for and on behalf of, and as the act and deed of said corporation. In testimony whereof, I have hereunto set my hand and affixed my official seal the day and year above written.

My Commission expires _____
EUGENE J. BASORE Notary Public

Know all men by these presents, that Fourth National Bank and Trust Co., by G. L. CARMICHAEL, VICE President, mortgagee of part of the land described in the Civil Engineer's certificate does hereby consent to the plating of "KARDATZKE THIRD ADDITION", Wichita, Sedgwick County, Kansas.

G. L. CARMICHAEL VICE President
Fourth National Bank and Trust Co.

State of Kansas) ss
County of Sedgwick)

Be it remembered, that on this 21st day of FEBRUARY, 1968, before me the undersigned, a Notary Public in and for the County and State aforesaid, came G. L. CARMICHAEL, VICE President of Fourth National Bank and Trust Co., a Corporation, to me personally known to be the same person who executed the within instrument as VICE President of said corporation, and such person duly acknowledged the execution of the same as VICE President, for and on behalf of, and as the act and deed of said corporation. In testimony whereof, I have hereunto set my hand and affixed my official seal the day and year above written.

My Commission expires AUGUST 10 1968
FRANK A. DEAN Notary Public

Know all men by these presents, that Alexander Hamilton Life Insurance Company of America, by ALYN L. FLETCHER, President, mortgagee of part of the land described in the Civil Engineer's certificate does hereby consent to the plating of "KARDATZKE THIRD ADDITION", Wichita, Sedgwick County, Kansas.

ALYN L. FLETCHER President
Alexander Hamilton Life Insurance Company

ATTEST:
ALYN L. FLETCHER

DESIGNED BY: M. Thompson / J. Dickson	DATE: December 2004
DRAWN BY: J. Dickson	
POE JOB NO.: 1768	
SHEET	
10 of 10	

POE & ASSOCIATES, INC.
5940 E. Central, Suite 200 • Wichita, KS 67208-4212
Phone: 766-5541 • FAX: 766-5544

LAKESIDE OF WICHITA
STORM WATER SEWER
KARDATZKE 3RD ADDITION PLAT
CITY OF WICHITA, KANSAS
JAMES ARMOUR, P.E. - ACTING CITY ENGINEER
CCW Private Proj. 1500-PPS OCAJ 50781