GENERAL NOTES:

1. 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 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. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.

2. 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 SUBSIDARY TO THE REMOVAL OF THE SURFACE OR PAVEMENT.

3. RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF BY THE CONTRACTOR.

   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.

4. LIMITS OF EARTHWORK SHALL MATCH EXISTING GROUND ELEVATIONS AT THE RIGHT-OF-WAY LINE UNLESS OTHERWISE NOTED ON THE PLANS WITH A NEW FINISHED GRADE ELEVATION. WHEN A NEW FINISHED GRADE ELEVATIONS IS SHOWN, THE EARTHWORK SHALL EXTEND ONE FOOT BEYOND THE RIGHT-OF-WAY LINE AND THEN SLOPED UP OR DOWN USING PERMISSIBLE SLOPES TO MATCH THE EXISTING GROUND SURFACE.

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 OF A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.

6. THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ABUTTING THE PROJECT LIMITS A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO START OF CONSTRUCTION.

7. THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN BOTH DIRECTIONS ON MOSLEY AT ALL TIMES.

8. ANY FENCE REMOVED FOR CONSTRUCTION SHALL BE REPAIRED IN A CONDITION EQUAL TO, OR BETTER THAN ORIGINAL, AT NO ADDITIONAL COST TO THE OWNER.

9. THE CONTRACTOR MUST EXAMINE THE CONSTRUCTION SITE PRIOR TO BIDDING AND BE SATISFIED AS TO THE WORK SHOWN FOR COMPLETION. AFTER BIDS HAVE BEEN RECEIVED, THE CONTRACTOR SHALL NOT ASSERT THAT THERE WAS A MISUNDERSTANDING OF THE QUANTITIES OF WORK OR OF THE NATURE OF THE WORK TO BE COMPLETED.

10. ALL CONSTRUCTION AND MATERIALS, UNLESS OTHERWISE NOTED, TO COMPLY WITH CITY OF WICHITA SPECIFICATIONS AND STANDARDS.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACQUISITION OF ANY ADDITIONAL RIGHT-OF-WAYS OR EASEMENTS NECESSARY TO COMPLETE THE WORK.

12. THE CONTRACTOR IS SOLELY RESPONSIBLE TO NOTIFY AND TO MAKE ANY NECESSARY ARRANGEMENTS WITH UTILITY COMPANIES FOR ANY NEEDED ADJUSTMENTS OF UTILITY FACILITIES PRIOR TO START OF WORK.

13. CONTRACTOR WILL BE REQUIRED TO PROVIDE AS MINIMUM ADVANCE NOTICE OF FORTY-EIGHT (48) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:

KANSAS ONE CALL	687-2470
SOUTHWESTERN BELL TELEPHONE COMPANY	1-316-571-2611
CABLEVISION	262-4270 OR 263-2061
KPL GAS SERVICE	263-7511
KANSAS GAS & ELECTRIC	264-1141
CITY OF WICHITA WATER DEPARTMENT	268-4908
CITY OF WICHITA SEWER DEPARTMENT	268-4071
ARKLA GAS COMPANY	942-8350 OR 263-8161

14. WHERE THE PROPOSED CONSTRUCTION LIMIT FINISH GRADE ELEVATION DOES NOT MATCH THE EXISTING GROUND ELEVATION, THE EARTHWORK SHALL EXTEND ONE FOOT BEYOND THE CONSTRUCTION LIMIT LINE AND THEN SLOPE UP OR DOWN USING PERMISSIBLE SLOPES TO MATCH THE EXISTING SURFACE.

15. THE PROJECT LIMITS MAY HAVE UNDERGROUND SPRINKLER SYSTEMS WHICH CONFLICT WITH NEW CONSTRUCTION. CONTRACTOR WILL BE REQUIRED TO REMOVE SUCH IMPROVEMENTS SHOULD THEY NOT BE REMOVED BY THEIR OWNER AT THE TIME OF CONSTRUCTION OF THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SALVAGE ALL SPRINKLER HEADS AND/OR VALVES AND GIVE SUCH MATERIAL TO THEIR OWNER. PORTIONS OF UNDERGROUND SPRINKLER SYSTEMS NOT IN CONFLICT WITH NEW CONSTRUCTION SHALL BE PROTECTED FROM DAMAGE AND SHALL REMAIN IN PLACE. ALL WORK IN CONNECTION WITH UNDERGROUND SPRINKLER SYSTEMS SHALL BE CONSIDERED AS SUBSIDIARY TO THE CONTRACT PAY ITEMS OF WORK.

TWO WAY LEFT TURN BAY ON RIDGE ROAD

FROM APPROXIMATELY 230' SOUTH OF ℄ O'NEIL

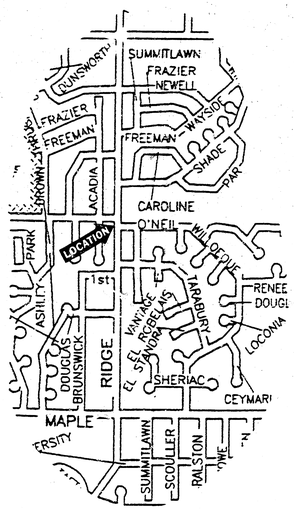
TO APPROXIMATELY 222' NORTH OF ℄ 2ND STREET

PROJ. NO. 472-82229

INDEX NO. 705467

CITY OF WICHITA, KANSAS

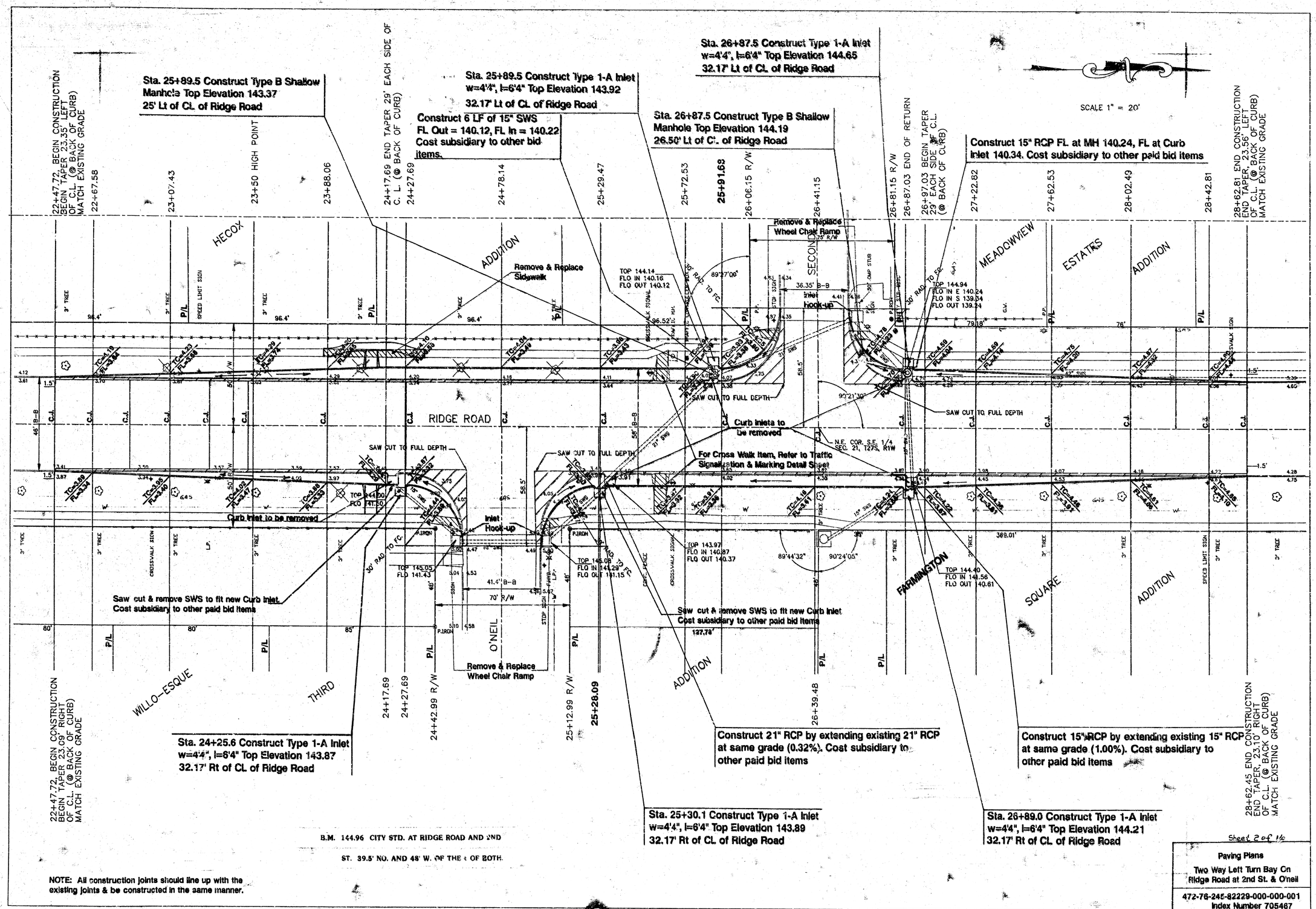
M. E. LINDEBAK - CITY ENGINEER



INDEX OF SHEETS

SHEET	1	TITLE SHEET
SHEET	2	PLAN SHEET
SHEET	3 - 5	PAVING DETAIL
SHEET	6 & 7	CURB INLET & M.H. DETAIL
SHEET	8 - 14	TRAFFIC SIGNALIZATION
SHEET	15 & 16	TRAFFIC MARKING

BEHROOZ RAHIMI License 8878 PROFESSIONAL ENGINEER



B.M. 144.96 CITY STD. AT RIDGE ROAD AND 2ND ST. 39.5' NO. AND 48' W. OF THE ℄ OF BOTH.

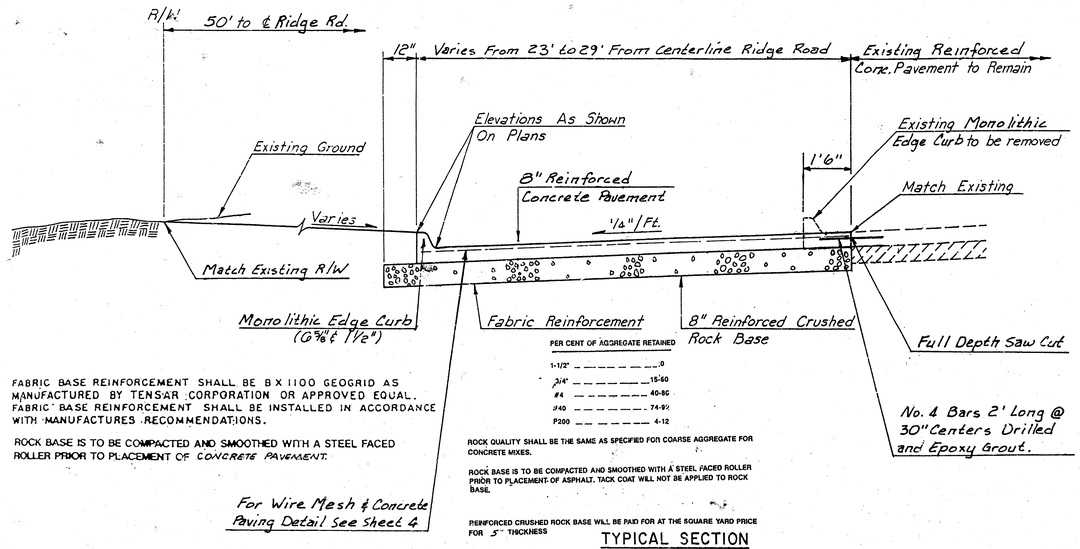
NOTE: All construction joints should line up with the existing joints & be constructed in the same manner.

Sheet 2 of 16

Paving Plans
Two Way Left Turn Bay On Ridge Road at 2nd St. & O'neil

472-76-245-82229-000-000-001
Index Number 705467

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-82229-000-000-001	3	16



FABRIC BASE REINFORCEMENT SHALL BE BX 1100 GEOGRID AS MANUFACTURED BY TENSAR CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURES RECOMMENDATIONS.

ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PRIOR TO PLACEMENT OF CONCRETE PAVEMENT.

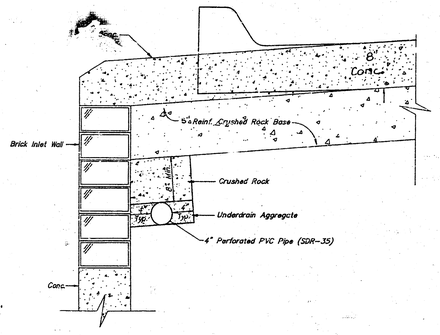
PER CENT OF AGGREGATE RETAINED	
1-1/2"	0
3/4"	15-50
#4	40-80
#40	74-92
#200	4-12

ROCK QUALITY SHALL BE THE SAME AS SPECIFIED FOR COARSE AGGREGATE FOR CONCRETE MIXES.

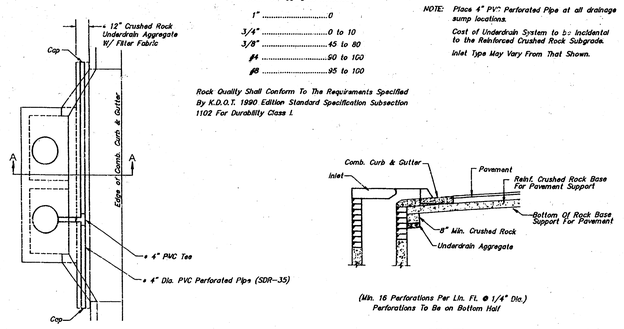
ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PRIOR TO PLACEMENT OF ASPHALT. TACK COAT WILL NOT BE APPLIED TO ROCK BASE.

REINFORCED CRUSHED ROCK BASE WILL BE PAID FOR AT THE SQUARE YARD PRICE FOR 5" THICKNESS

TYPICAL SECTION
22+47.72 to 28+62.81



TRENCH DRAIN DETAIL FOR ARTERIAL STREETS
1"=1'



* UNDERDRAIN AGGREGATE
Percent of Aggregate Retained

1"	0
3/4"	0 to 10
3/8"	45 to 80
#4	90 to 100
#8	95 to 100

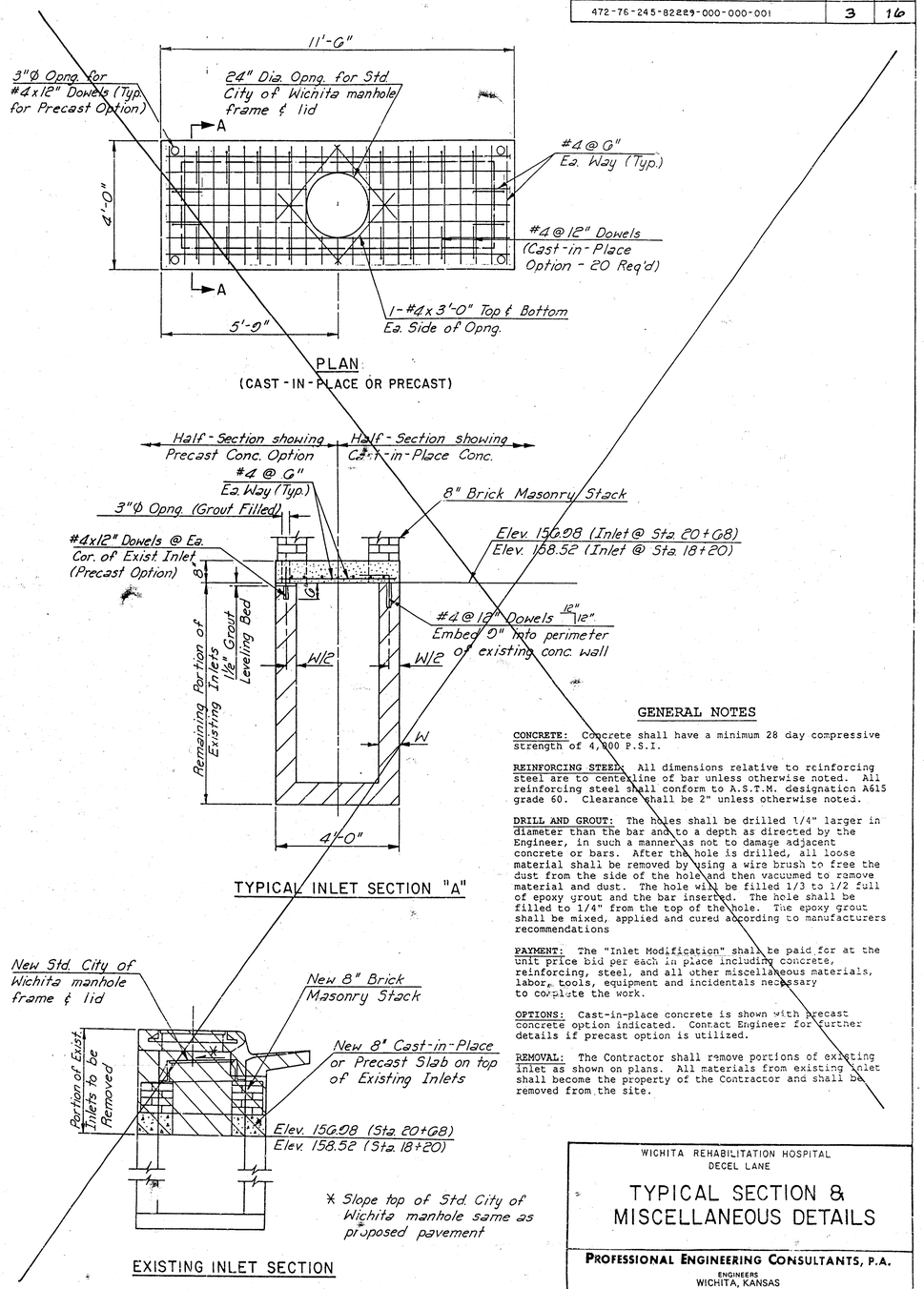
Rock Quality Shall Conform To The Requirements Specified By K.D.O.T. 1990 Edition Standard Specification Subsection 1102 For Durability Class 1.

NOTE: Place 4" PVC Perforated Pipe at all drainage sump locations.

Cost of Underdrain System to be Incidental to the Reinforced Crushed Rock Subgrade.

Inlet Type May Vary From That Shown.

PAVEMENT UNDERDRAIN DETAIL
NOT TO SCALE



GENERAL NOTES

CONCRETE: Concrete shall have a minimum 28 day compressive strength of 4,000 P.S.I.

REINFORCING STEEL: All dimensions relative to reinforcing steel are to centerline of bar unless otherwise noted. All reinforcing steel shall conform to A.S.T.M. designation A615 grade 60. Clearance shall be 2" unless otherwise noted.

DRILL AND GROUT: The holes shall be drilled 1/4" larger in diameter than the bar and to a depth as directed by the Engineer, in such a manner as not to damage adjacent concrete or bars. After the hole is drilled, all loose material shall be removed by using a wire brush to free the dust from the side of the hole and then vacuumed to remove material and dust. The hole will be filled 1/3 to 1/2 full of epoxy grout and the bar inserted. The hole shall be filled to 1/4" from the top of the hole. The epoxy grout shall be mixed, applied and cured according to manufacturers recommendations

PAYMENT: The "Inlet Modification" shall be paid for at the unit price bid per each in place including concrete, reinforcing, steel, and all other miscellaneous materials, labor, tools, equipment and incidentals necessary to complete the work.

OPTIONS: Cast-in-place concrete is shown with precast concrete option indicated. Contact Engineer for further details if precast option is utilized.

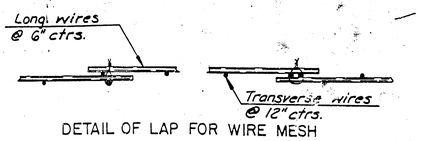
REMOVAL: The Contractor shall remove portions of existing inlet as shown on plans. All materials from existing inlet shall become the property of the Contractor and shall be removed from the site.

WICHITA REHABILITATION HOSPITAL
DECEL LANE

TYPICAL SECTION & MISCELLANEOUS DETAILS

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	B.D.B.	Checked by	
Drawn by	D.J.L.	Date MAY, 1992	Job No. 92142



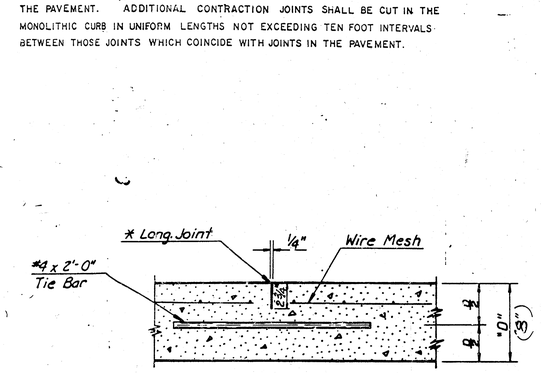
DETAIL OF LAP FOR WIRE MESH

NOTE: The lap shall extend beyond the first transverse wire of each sheet.

The sheets shall be wired securely at the edges and at intervals not to exceed 2'-6" for the full width of the sheet. Approx. weight of wire mesh = 44 lbs. per 100 sq. ft.

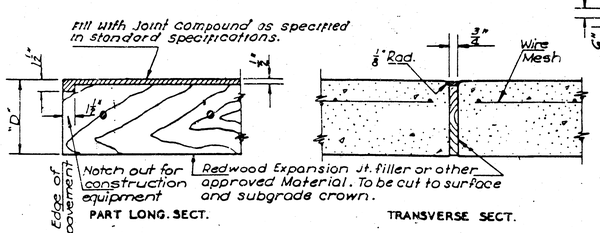
Other methods for fastening the sheets of wire mesh at the laps may be used with the approval of the Engineer.

NOTE: CONTRACTION JOINTS AND EXPANSION JOINTS SHALL BE FORMED IN THE MONOLITHIC CURB AT ALL LOCATIONS WHERE SUCH JOINTS ARE PLACED IN THE PAVEMENT. ADDITIONAL CONTRACTION JOINTS SHALL BE CUT IN THE MONOLITHIC CURB IN UNIFORM LENGTHS NOT EXCEEDING TEN FOOT INTERVALS BETWEEN THOSE JOINTS WHICH COINCIDE WITH JOINTS IN THE PAVEMENT.



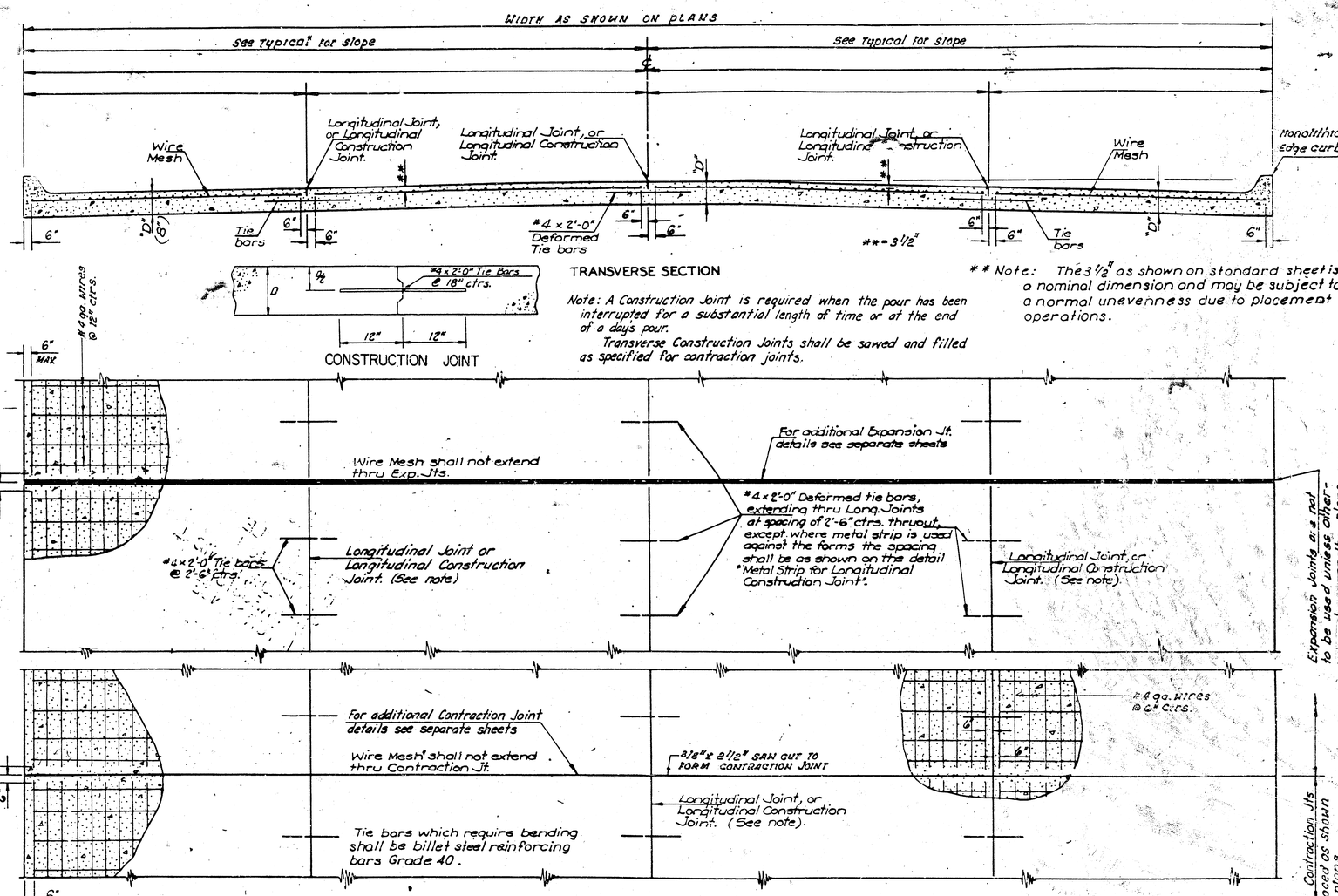
LONGITUDINAL JOINT DETAIL
TRANSVERSE SECTION

NOTE: Longitudinal joint formed by sawing 2 3/4" deep and 3/8" wide and filled as specified in standard specifications.



EXPANSION JOINT DETAIL

NOTE: EXPANSION JOINT MATERIAL MUST BE SECURELY HELD IN PLACE BY USING METAL STAKES, METAL PINS, OR BY OTHER APPROVED METHODS SO THAT WHEN THE PAVEMENT IS COMPLETED THE EXPANSION MATERIAL WILL BE PERPENDICULAR TO THE SURFACE OF THE COMPLETED PAVEMENT. CONCRETE SHALL BE HAND PLACED ON EACH SIDE OF THE EXPANSION JOINT MATERIAL IN A MANNER THAT WILL PRECLUDE DISPLACEMENT OF THE EXPANSION JOINT MATERIAL.

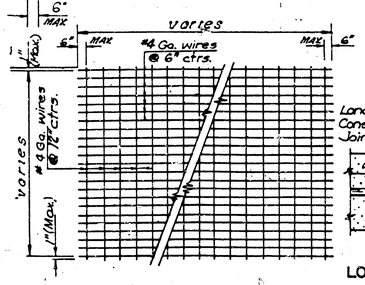


TRANSVERSE SECTION

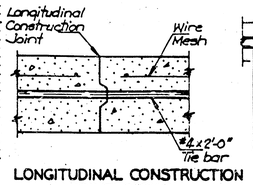
Note: A Construction Joint is required when the pour has been interrupted for a substantial length of time or at the end of a days pour.

Transverse Construction Joints shall be sawed and filled as specified for contraction joints.

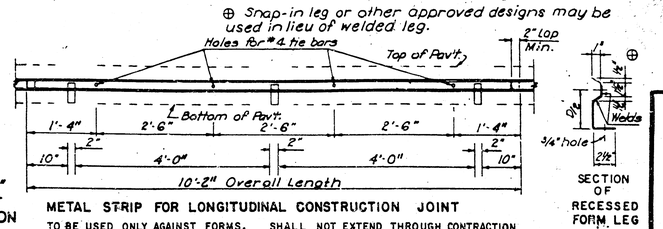
** Note: The 3 1/2" as shown on standard sheet is a nominal dimension and may be subject to a normal unevenness due to placement operations.



TYPICAL SHEET OF WELDED WIRE MESH



LONGITUDINAL CONSTRUCTION JOINT DETAIL
TRANSVERSE SECTION



METAL STRIP FOR LONGITUDINAL CONSTRUCTION JOINT

TO BE USED ONLY AGAINST FORMS. SHALL NOT EXTEND THROUGH CONTRACTION OR EXPANSION JOINTS.

OTHER TYPES OF CONSTRUCTION SHALL BE PERMITTED WITH THE APPROVAL OF THE ENGINEER.

SECTION OF RECESSED FORM LEG

CITY OF WICHITA
DEPARTMENT OF ENGINEERING

CONCRETE PAVEMENT DETAILS

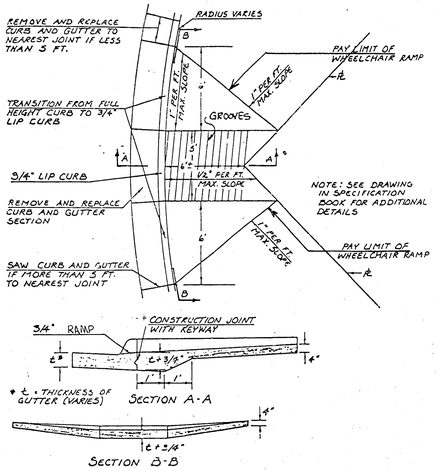
Ridge Rd. Sta. 22+47.72 to Sta 28+62.81

472-76-245-82229-000-000-001

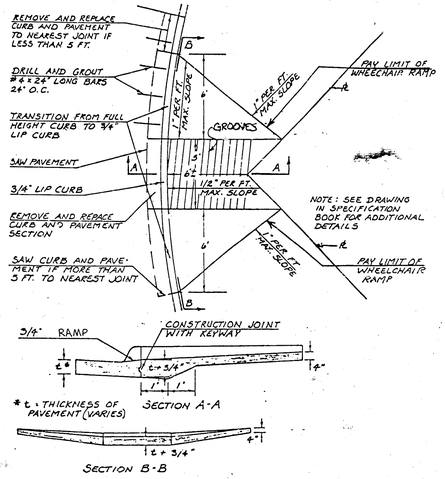
PROJ NO. | Index No. 705467

ORIGINAL

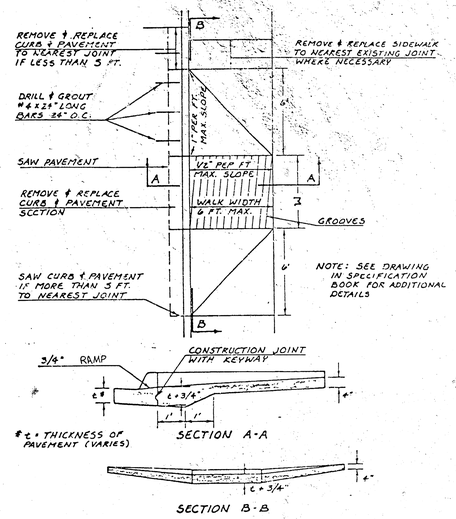
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREET WITH COMBINED CURB AND GUTTER ON RADIUS WITH 6'± FROM BACK OF CURB TO PROPERTY CORNER



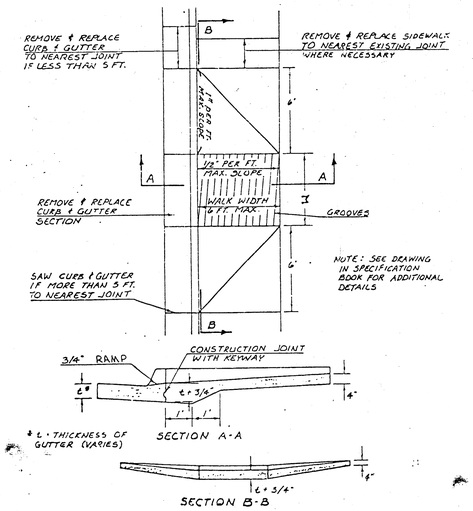
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR CONCRETE STREETS WITH MONOLITHIC CURB ON RADIUS WITH 6'± FROM BACK OF CURB TO PROPERTY CORNER



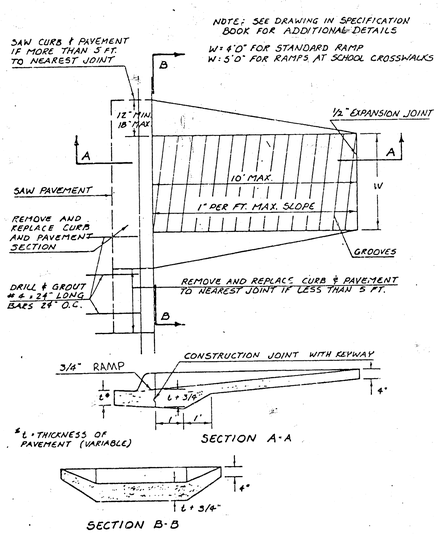
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR CONCRETE STREETS WITH MONOLITHIC CURB AND FULL WALK



STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH COMBINED CURB & GUTTER AND FULL WALK

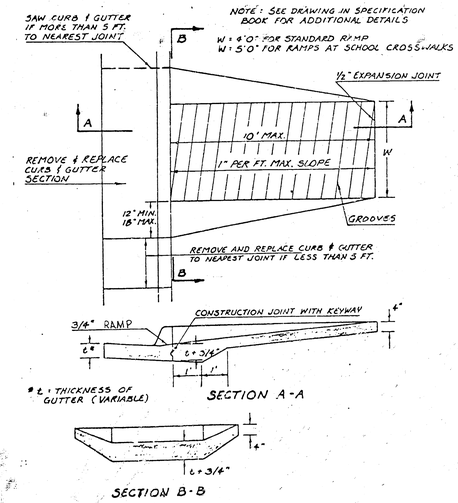


STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR CONCRETE STREETS WITH MONOLITHIC CURB



NOTE: The cost of all work indicated on this sheet shall be included in the unit price bid for wheel chair ramp which price shall include all costs of removing and reconstructing existing Pavement and monolithic curb, compaction of subgrade and necessary area grading.

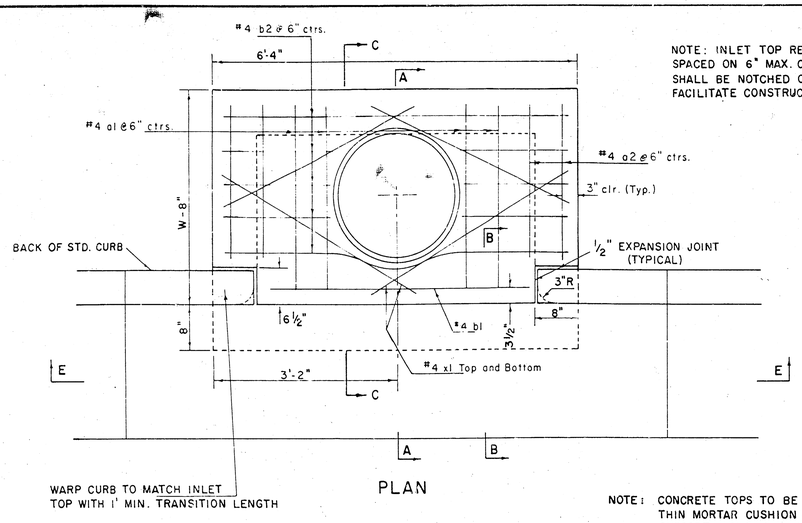
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH COMBINED CURB & GUTTER



REVISED 11-30-92 JKB

WHEELCHAIR RAMP DETAILS

472-76-245-82229-000-000-001
Index No. 705467

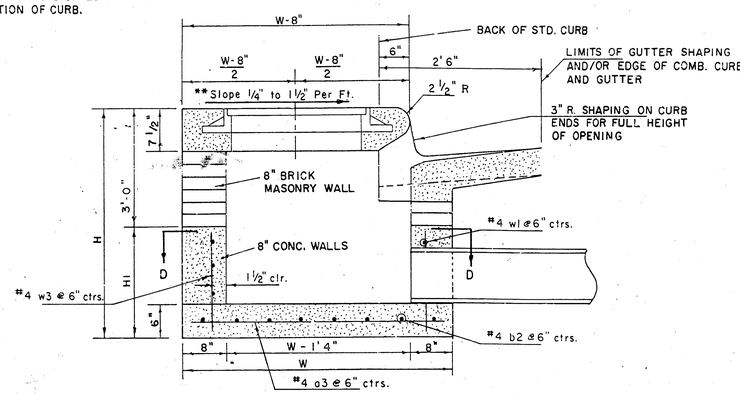


WARP CURB TO MATCH INLET TOP WITH 1' MIN. TRANSITION LENGTH

PLAN

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.



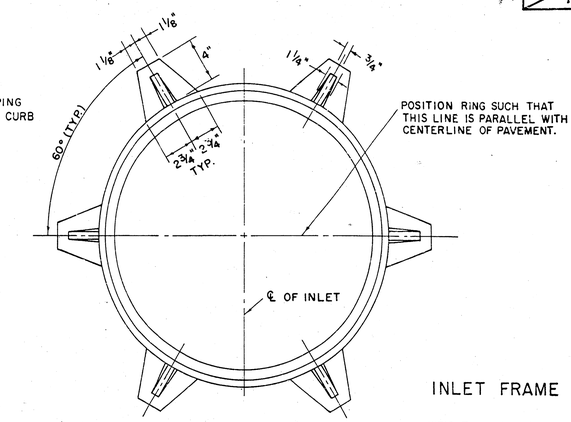
SECTION A-A

** NOTE: Slope of Inlet Tops to match Sidewalk or Parking Slopes within Limits Indicated.

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.

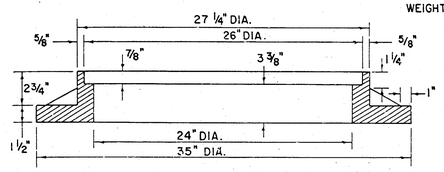
INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.



INLET FRAME

WEIGHT = 180 LBS.



SEE CITY OF WICHITA STANDARD MANHOLE FRAME AND COVER DETAIL SHEET FOR COVER DETAILS TO BE USED WITH INLET FRAME.

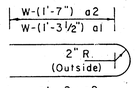
PRECAST SLAB AND FLOOR REINFORCING												
		W=4'-4"		W=5'-4"		W=6'-4"		W=7'-4"		W=8'-4"	
Mark	Size	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length
a1	#4	6	6'-7"	6	8'-7"	6	10'-7"	6	12'-7"	6	14'-7"
a2	#4	4	6'-0"	4	8'-0"	4	10'-0"	4	12'-0"	4	14'-0"
a3	#4	13	4'-1"	13	5'-1"	13	6'-1"	13	7'-1"	13	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"
WALL REINFORCING											
		W=4'-4"		W=5'-4"		W=6'-4"		W=7'-4"		W=8'-4"	
Mark	Size	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length
w1	#4	23	6'-1"	29	6'-1"	35	6'-1"	41	6'-1"	47	6'-1"
w2	#4	①	4'-1"	①	5'-1"	①	6'-1"	①	7'-1"	①	8'-1"
w3	#4	32	②	36	②	40	②	44	②	48	②

Field bend or cut Reinforcing as required for clearance.

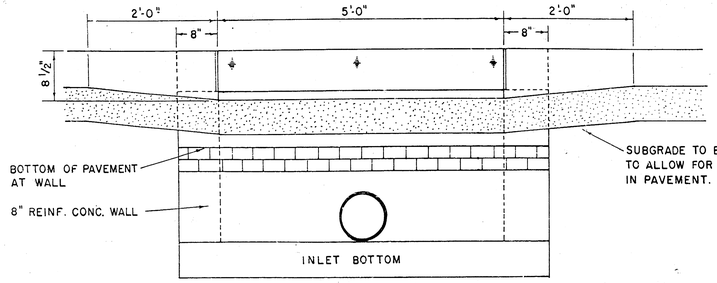
① 4(H1-12"); (H1-12") round down to nearest 0.5'

② H1-3"

STANDARD CURB INLET PRECAST TOPS					
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 ±

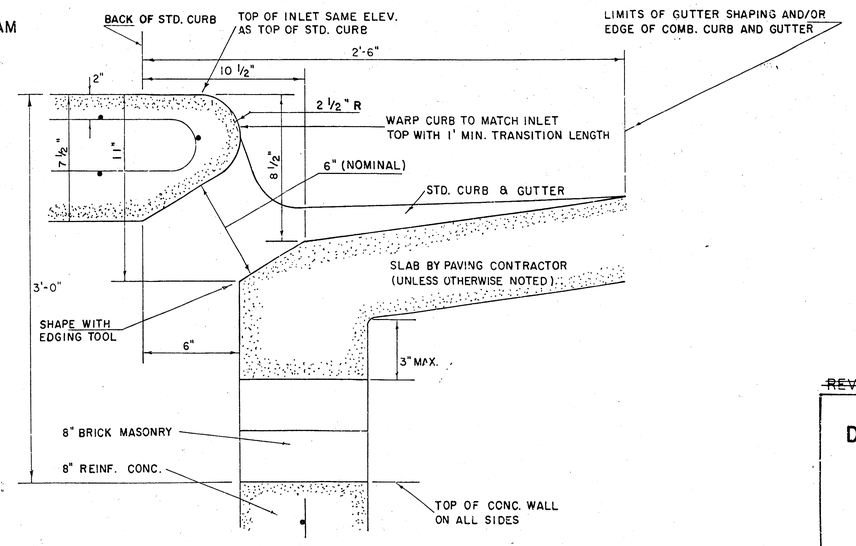


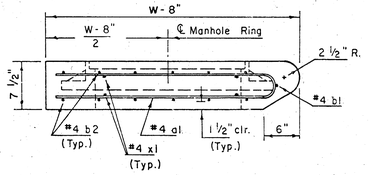
BENDING DIAGRAM



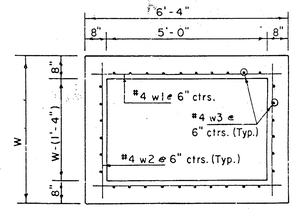
SECTION E-E

SECTION B-B





SECTION C-C



SECTION D-D

~~REVISED 12-21-1984~~ REVISED 2-15-1989

DETAIL STANDARD TYPE I CURB INLET

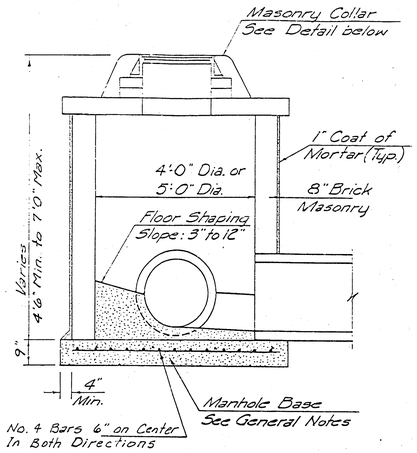
CITY OF WICHITA, KANSAS

INLET OPENING = 6" × 5'0"

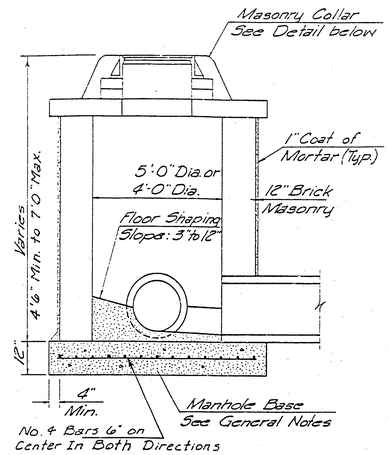
472-76-245-82229-000-000-001

Index No. 705467

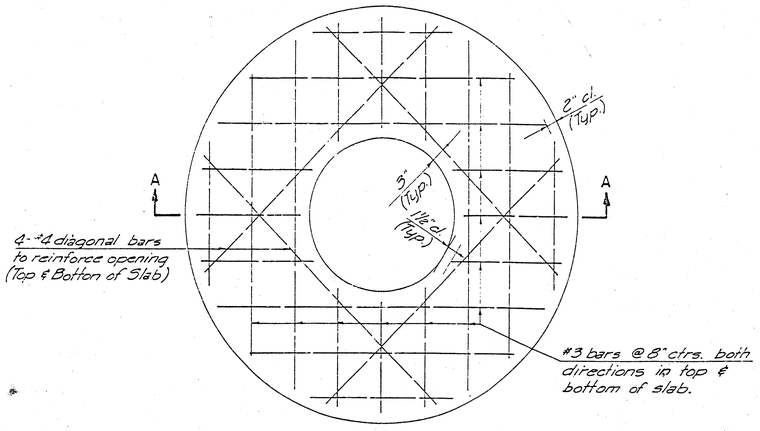
JUNE 1984



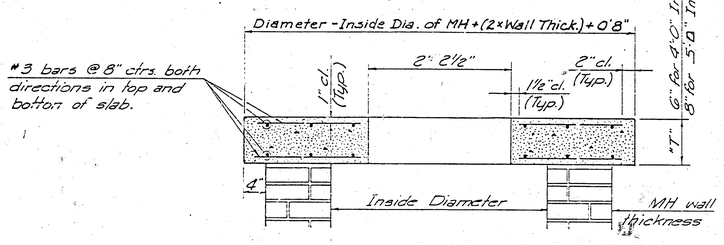
SHALLOW TYPE "A" MANHOLE



SHALLOW TYPE "B" MANHOLE

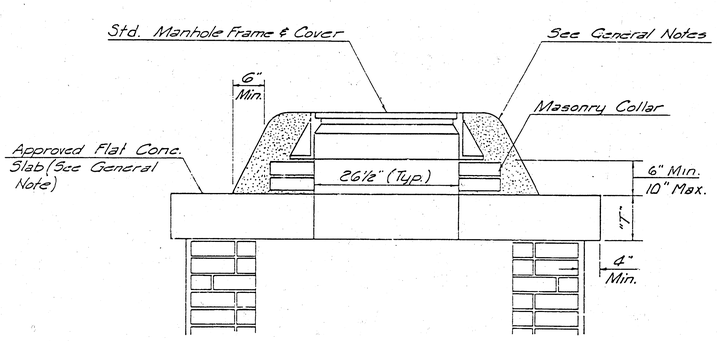


PLAN



SECTION A-A

FLAT CONCRETE SLAB DETAILS



MASONRY COLLAR DETAIL

GENERAL NOTES

1. MORTAR USED IN MASONRY CONSTRUCTION SHALL CONTAIN 8 SACKS 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 CEMENT MIX WITHOUT AIR ENTRAINING ADMIXTURE. MORTAR SHALL BE PLACED AROUND THE MANHOLE RING AS SHOWN ON THE DRAWINGS WHEN MANHOLES ARE CONSTRUCTED ... UNPAVED AREAS. TYPE "A" SHALLOW MANHOLES CAN BE USED ON SEWERS WHEN THE MANHOLE IS NOT LOCATED WITHIN PUBLIC STREET PAVEMENT. 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.

2. 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 6" 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.

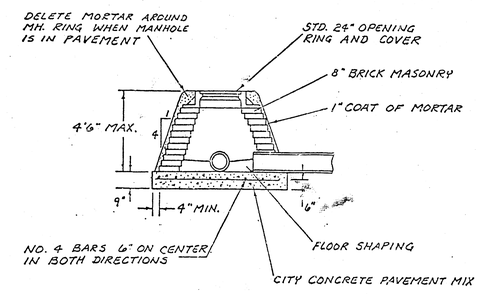
3. THE FLOORS OF ALL MANHOLES SHALL BE SHAPED WITH FLOW CHANNELS SUCH THAT THE MANHOLES WILL BE SELF CLEANING AND FREE OF AREAS WHERE SOLIDS COULD BE DEPOSITED AS SEWAGE FLOWS THROUGH THE MANHOLE FROM ALL INLET PIPES TO THE OUTLET PIPE. FLOW CHANNELS SHALL BE FORMED TO MATCH THE BOTTOM HALVES OF THE INFLOWING PIPES AND THE OUTFLOWING PIPE AS SHOWN BY THE DRAWINGS. 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.

4. 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.

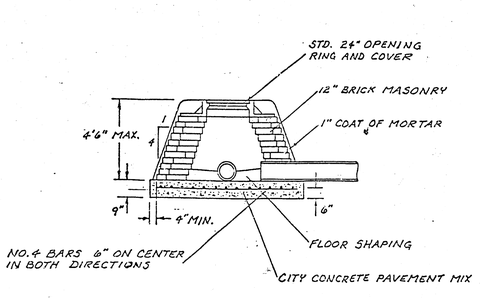
5. MANHOLE COVER CASTINGS AND MANHOLE FRAME CASTINGS SHALL CONFORM TO THE REQUIREMENTS AS INDICATED IN THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE STANDARD DETAIL DRAWINGS.

6. THE CROWNS OF INFLOWING PIPES SHALL NEVER BE SET LOWER THAN THE CROWN OF THE OUTFLOWING PIPE.

7. STANDARD SHALLOW MANHOLES TYPE "A" AND "B" SHALL BE PAID FOR AT THE UNIT PRICE BID PER EACH FOR THE TYPE AND DIAMETER INDICATED. STANDARD SPECIAL SHALLOW MANHOLES TYPE "A" AND "B" SHALL BE PAID FOR AT THE UNIT PRICE BID PER EACH FOR THE TYPE INDICATED. ALL STANDARD SHALLOW MANHOLE DIAMETERS WILL BE 4' UNLESS INDICATED OTHERWISE.



SPECIAL SHALLOW TYPE 'A' MANHOLE



SPECIAL SHALLOW TYPE 'B' MANHOLE

Sheet 7 of 16

CITY OF WICHITA, KANSAS
STANDARD SHALLOW MANHOLES
TYPE 'A' AND TYPE 'B'

472-76-245-82229-000-000-001
Index No. 705467

Designed by		Checked by	
Drawn by		Date	Job No.

NOTE:
NEW SIGNAL SYSTEM MUST BE INSTALLED PRIOR TO DE-ENERGIZING EXISTING PEDESTRIAN SIGNAL SYSTEM.

SCALE 1" = 20'

22+47.72, BEGIN CONSTRUCTION BEGIN TAPER 23.35' LEFT OF C.L. (@ BACK OF CURB) MATCH EXISTING GRADE
22+67.58
23+07.43
23+50 HIGH POINT
23+88.06
24+17.69 END TAPER 29' EACH SIDE OF C. L. (@ BACK OF CURB)
24+27.69
24+78.14
25+29.47
25+72.53
25+91.70
26+06.15 R/W
26+41.15
26+81.15 R/W
26+87.03 END OF RETURN
26+97.03 BEGIN TAPER 29' EACH SIDE OF C.L. (@ BACK OF CURB)
27+22.82
27+62.53
28+02.49
28+42.81
28+62.81 END CONSTRUCTION END TAPER 23.56' LEFT OF C.L. (@ BACK OF CURB) MATCH EXISTING GRADE

HECOX ADDITION SECOND MEADOWVIEW ESTATES ADDITION

24+05.73 42' LT.
24+06.54 36' LT.
EXISTING POWER 155 N. RIDGE RD.
NEW POWER 247 N. RIDGE RD.
(20' M.A.)
(20' M.A.)
24+15.19 35' RT.
RIDGE ROAD

WILLO-ESQUE THIRD O'NEIL ADDITION FARMINGTON SQUARE ADDITION

22+47.72, BEGIN CONSTRUCTION BEGIN TAPER 23.09' RIGHT OF C.L. (@ BACK OF CURB) MATCH EXISTING GRADE
24+17.69
24+27.69
24+42.99 R/W
25+12.99 R/W
26+39.48
28+62.45 END CONSTRUCTION END TAPER 23.10' RIGHT OF C.L. (@ BACK OF CURB) MATCH EXISTING GRADE

SIGNAL TIMING

PROVIDE:
4 SEC. YELLOW
3 SEC. ALL RED
8 SEC. WALK
17 SEC. FLASHING DON'T WALK
3 SEC. ALL RED
25 SEC. GREEN

LEGEND
- SIGNAL POLE W/MASTARM
- TRAFFIC SIGNAL
- PEDESTRIAN INDICATION
- SERVICE BOX
- CONTROLLER
- 1-1/4" CONDUIT
- 2" CONDUIT

472-76-245-82229-000-000-001
Index No. 705467

CROSSWALK SIGNALIZATION
RIDGE ROAD AT 2ND AND O'NEIL

City of Wichita
Traffic Engineering

Drawn by: JL	Scale: 1" = 20'	Date: 9-22-93

FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	472-76-245-82229-000-CPD-001		9	16

Index No. 705467

CHART A SIGNAL SUMMARY

NO. WAYS	NO. SECTIONS (per face)	SIGNAL FACE ARRANGEMENT	MOUNTING TYPE	QUANTITY
1	3	A	RIGID MAST ARM	2
			RIGID MAST ARM	
			VERTICAL BRACKET	
			VERTICAL BRACKET	
1	3	A	ASSEMBLY F	2
1	2	L	ASSEMBLY F	2

CHART B TRAFFIC SIGNAL POLES

	ARM SIZE	NO. OF SIGNALS ON ARM	SIGNAL SPACING		
24+05.54, 36' LT.	20	1			
24+15.19, 35' RT.	20	1			

SERVICE BOX SUMMARY

STATION	DIST. - SIDE
24+05.73	42' LT.

JUNCTION BOX SUMMARY

STATION	DIST. - SIDE

CHART C

CONDUIT	TRENCHED	PUSHED
3/4"		
1"		
1-1/4"	90	
2"	40	45
3"		

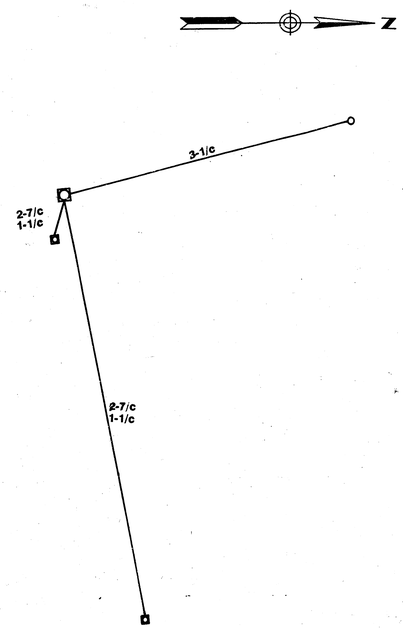
CHART D STREET NAME SIGN SUMMARY

LEGEND	SIZE

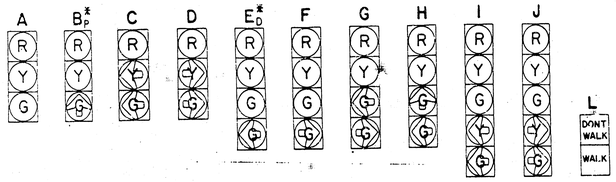
BILL OF MATERIALS

ITEM	UNIT	QUANT.
POLE MOUNTED CONTROLLER & CABINET	EACH	1
PEDESTAL MOUNTED CONTROLLER & CABINET	EACH	
PAD MOUNTED CONTROLLER & CABINET	EACH	
TRAFFIC SIGNAL HEAD (see chart A) w/MOUNTING HRDWRE.	EACH	6
TRAFFIC SIGNAL POLE (see chart B) STEEL	EACH	2
TRAFFIC SIGNAL POLE (see chart B) ALUMINUM	EACH	
TRAFFIC SIGNAL PEDESTAL ALUMINUM 15'	EACH	
	EACH	
	EACH	
CONCRETE CONTROLLER PAD	EACH	
CONCRETE FOOTING-PEDESTAL	EACH	
CONCRETE FOOTING-POLE	EACH	2
CONDUIT ELBOW 90°	EACH	2
CONDUIT ELBOW 90° 3"	EACH	
BACK PLATE 5" 3 SECTION	EACH	
BACK PLATE 5" 4 SECTION	EACH	
BACK PLATE 5" 5 SECTION	EACH	
TERMINAL BLOCK	EACH	
SERVICE BOX	EACH	1
JUNCTION BOX	EACH	
GROUND ROD & CLAMP	EACH	2
CONDUIT CLAMP	EACH	2
TRAFFIC SIGNAL LAMP 150 watt	EACH	6
TRAFFIC SIGNAL LAMP 67 watt	EACH	10
CLASS 4, WOOD POLE	EACH	
ENTRANCE HEAD	EACH	1
CIRCUIT BREAKER & BOX 30 AMP	EACH	1
GUY WIRE GUARD	EACH	
GUY WIRE CLAMP	EACH	
THIMBLE EYE ANCHOR ROD	EACH	
	EACH	
	EACH	
	EACH	
PEDESTRIAN PUSHBUTTON W/SIGN	EACH	2
	EACH	
	EACH	
	EACH	
REMOVAL OF EXISTING PAVEMENT MARKINGS	L.S.	1
DETECTOR LOOP WIRE NO. 14, AWG 1/c (TYPE THHN)	LIN. FT.	
LEAD-IN WIRE NO. 6 A.W.G. 1/c (TYPE THHN)	LIN. FT.	300
MULTI-CONDUCTOR CABLE NO. 14 A.W.G. 5/c	LIN. FT.	130
MULTI-CONDUCTOR CABLE NO. 14 A.W.G. 7/c	LIN. FT.	200
MULTI-CONDUCTOR CABLE NO. 14 A.W.G. 2/c	LIN. FT.	10
SHIELDED DETECTOR LEAD-IN NO. 16 A.W.G. 2/c	LIN. FT.	
CONDUIT 3/4" SEE CHART C	LIN. FT.	
CONDUIT 1" SEE CHART C	LIN. FT.	
CONDUIT 1-1/4" SEE CHART C	LIN. FT.	90
CONDUIT 2" SEE CHART C	LIN. FT.	85
CONDUIT 3" SEE CHART C	LIN. FT.	
STANDARD 1C #8 (GROUND)	LIN. FT.	80
TETHER WIRE 1/4" ASTM A475 Siemens-Martin Grade Min.	LIN. FT.	
REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT **	L.S.	1
STREET NAME SIGNS - SEE CHART D (D3)	EACH	
LEFT TURN YIELD ON GREEN W/ MOUNTING HARDWARE (R10-12)	EACH	
	LIN. FT.	

- Quantities For Information Only -



EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE TAKEN TO CENTRAL MAINTENANCE FACILITY 1801 S. MCLEAN



NOTE: The contractor shall supply and install all necessary materials and equipment for the complete installation and operation of the traffic signal system whether specifically mentioned or not.

* Subscript "P" indicates programmed signals.
Subscript "D" indicates dual-mode green/yellow arrow section.

** Removal of existing traffic signal equipment shall include removal of foundations, service boxes, and junction boxes. See construction traffic control regarding removal of existing signals.

NO	DATE	REVISIONS	BY	APP'D
3				
2				
1				

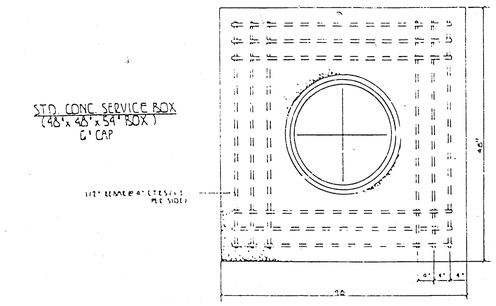
KANSAS DEPARTMENT OF TRANSPORTATION

SIGNAL QUANTITIES SHEET

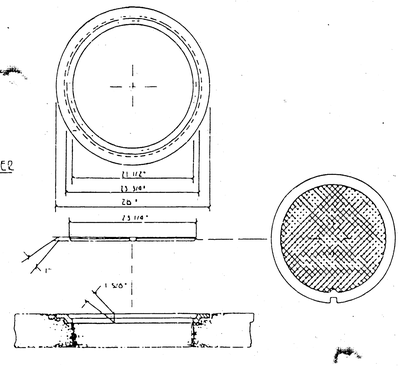
SHEET NO.	OF	SCALE		APP'D	
DESIGNED		DETAILED		QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

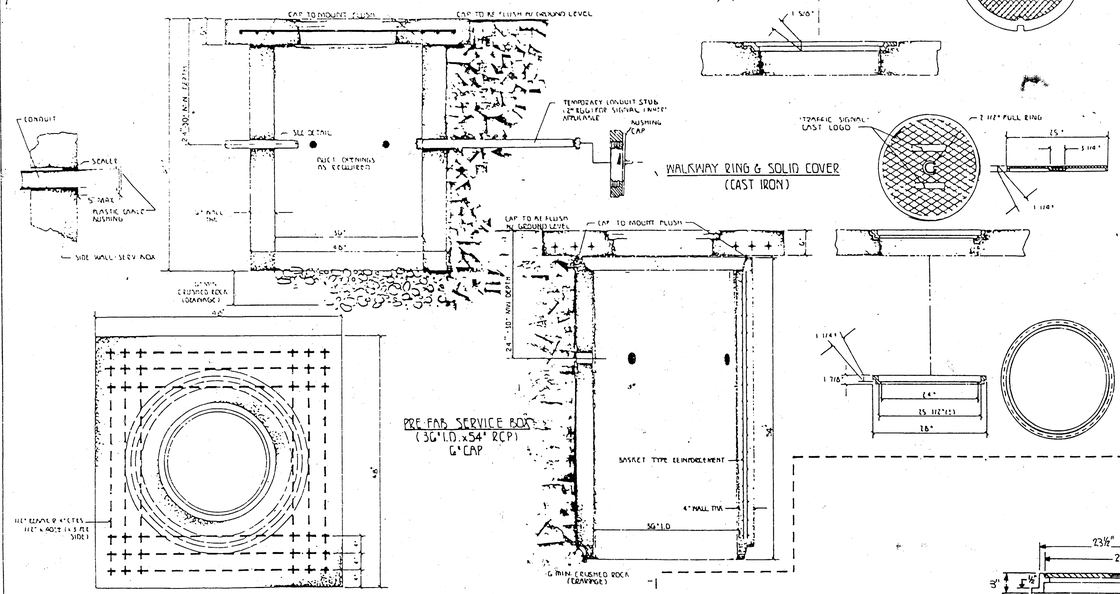
· SERVICE BOX CONSTRUCTION / INSTALLATION DETAILS ·

STD. CONC. SERVICE BOX (48"x 48"x 54" BOX) 6" CAP

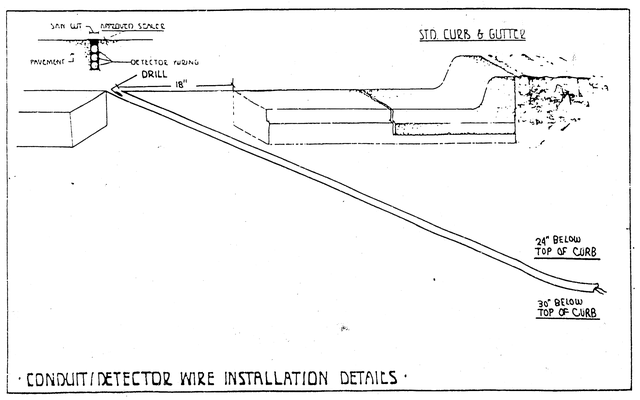


MANHOLE RING & SOLID COVER (CAST IRON)



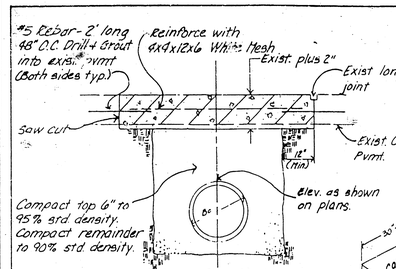


WALKWAY RING & SOLID COVER (CAST IRON)

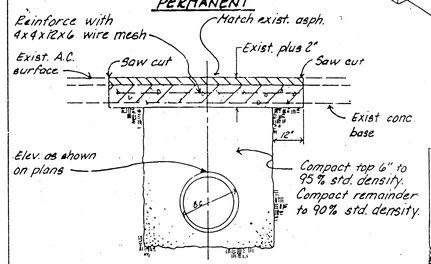


· CONDUIT/DETECTOR WIRE INSTALLATION DETAILS ·

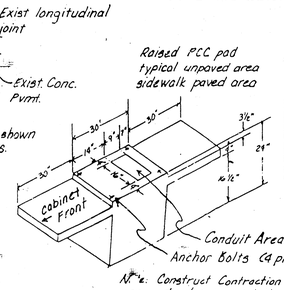
CONTROLLER PAD DETAILS FOR TYPE 170 CONTROLLER



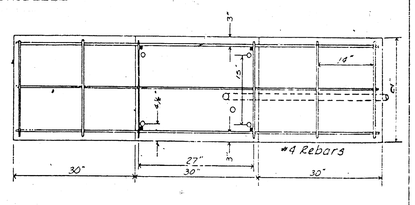
CONCRETE PAVEMENT PERMANENT

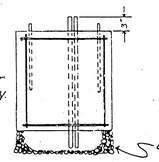


ASPHALT SURFACE ON CONCRETE BASE PERMANENT

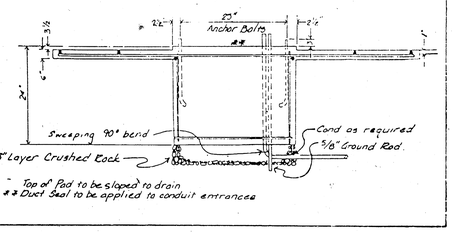


1/2" ± Construct Contraction Joints perpendicular to conduit at approximately 30" O.C. such that they match contraction joints in existing pavement.





Anchor Bolts typ. (4 eq, 3/4 x 15 x 2)

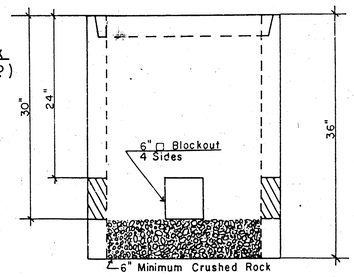


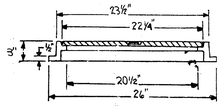
Top of Pad to be sloped to drain
** Duct Seal to be applied to conduit entrances

· JUNCTION BOX DETAILS ·

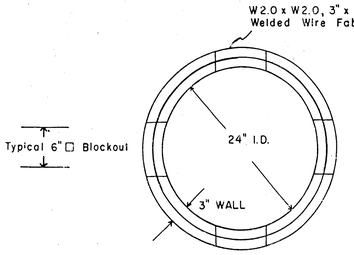
PRE-FAB Junction Box (24" I.D. x 36" R.C.P.)

NOTE: Grout ring in junction box.





LIGHT DUTY



NOTES: * All Service Boxes And Junction Boxes Do Have 6" Min. Crushed Rock.

SERVICE BOX:

1. CONDUIT CONNECTION TO BE FLUSH TO WITHIN 5" OF INSIDE FACE OF SIDE WALL WITH ABILITY TO DRAIN CONDUIT INTO SERVICE BOX.
2. CONDUIT CONNECTIONS TO SERVICE BOX SHALL BE TERMINATED WITH PLASTIC CABLE BUSHING.
3. CONDUIT SHALL BE SEALED WITH APPROVED SEALER AT INSIDE WALL FACE.
4. A PRE CAST SERVICE BOX WITH OPEN BOTTOM WILL BE ACCEPTED AS ALTERNATE SUBJECT TO APPROVAL BY ENGINEER.

JUNCTION BOX:

1. BOX TO BE INSTALLED FLUSH WITH GROUND LEVEL (VARIABLE WITH BOX HEIGHT.)
2. PRE-FAB (R.C.P.) JUNCTION BOX TO BE USED. OTHER DESIGNS OF SIMILAR SIZE & SHAPE MAY BE USED AS ACCEPTABLE ALTERNATIVE SUBJECT TO APPROVAL.

TRENCHING:

1. CONDUIT DEPTH TO BE 30" MINIMUM AS SHOWN WITH ROCK & STURDLE FREE BACKFILL TO SERVE AS BEDDING MAT'L. MAINTAIN MINIMUM CONDUIT DEPTH IN TRENCH.
2. BACKFILL TO BE COMPACTED IN 6" LOOSE LIFTS BY HAND OR MECHANICAL TAMPING TO A 95% STANDARD DENSITY.
3. SLOPE CONDUIT TO DRAIN AS DIRECTED BY THE ENGINEER.
4. 3" RIGID GALV. STL. CONDUIT - BETWEEN SERV. BOXES
   1 1/4" " " " " - BTWN. S/B & JUNC. BOXES
   3/4" " " " " - BTWN. J/B & CURB FACE

REVISION DATE	COMMENTS	INT.
Apr. '88	Changed Controller Base	JD
Oct. '90	Changed Conduit Depth	VKB
Mar. '91	Deleted Conduit Depth	VKB
Apr. '92	Change Junction Box	VKB

PROJECT DESCRIPTION
SERVICE / JUNCTION BOX / CONTROLLER PAD CONSTRUCTION / INSTALLATION DETAILS

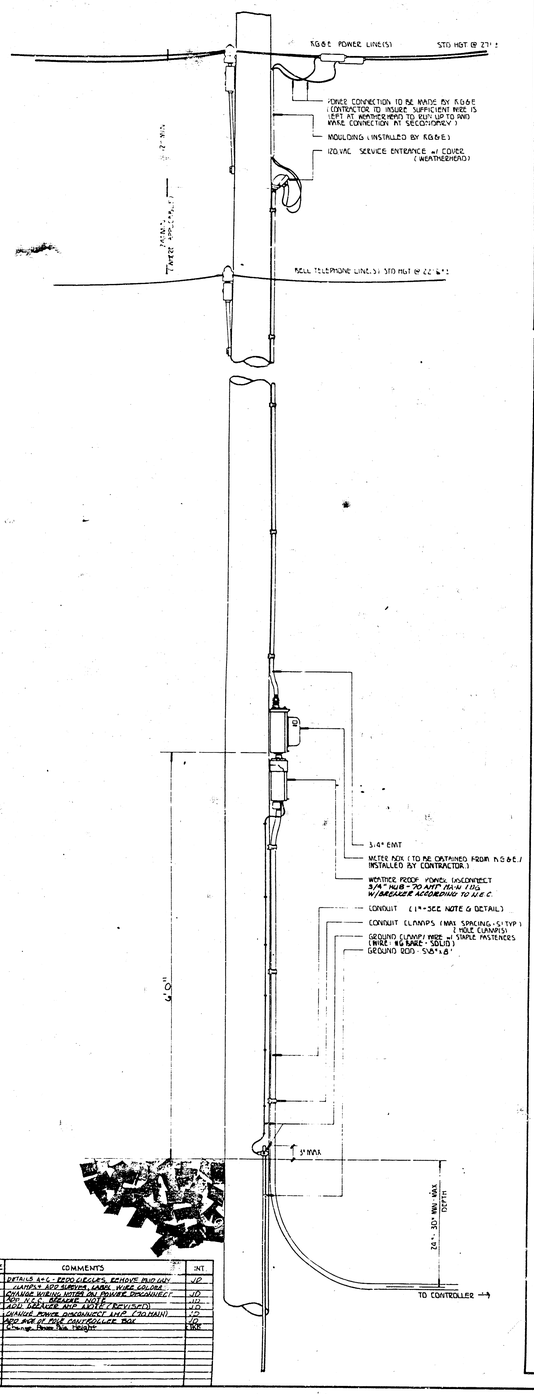
PROJECT NUMBER
472-76-245-82229-000-000-001
Index No. 705467

BOOK NO.	APPROVED BY	DATE AUG 65
DRAWN BY SEAL		REVISED

CITY OF WICHITA
DEPARTMENT OF PUBLIC WORKS

TRAFFIC ENGINEERING DIVISION — SCALE NO SCALE
WM G. MCKINLEY TRAFFIC ENGINEER

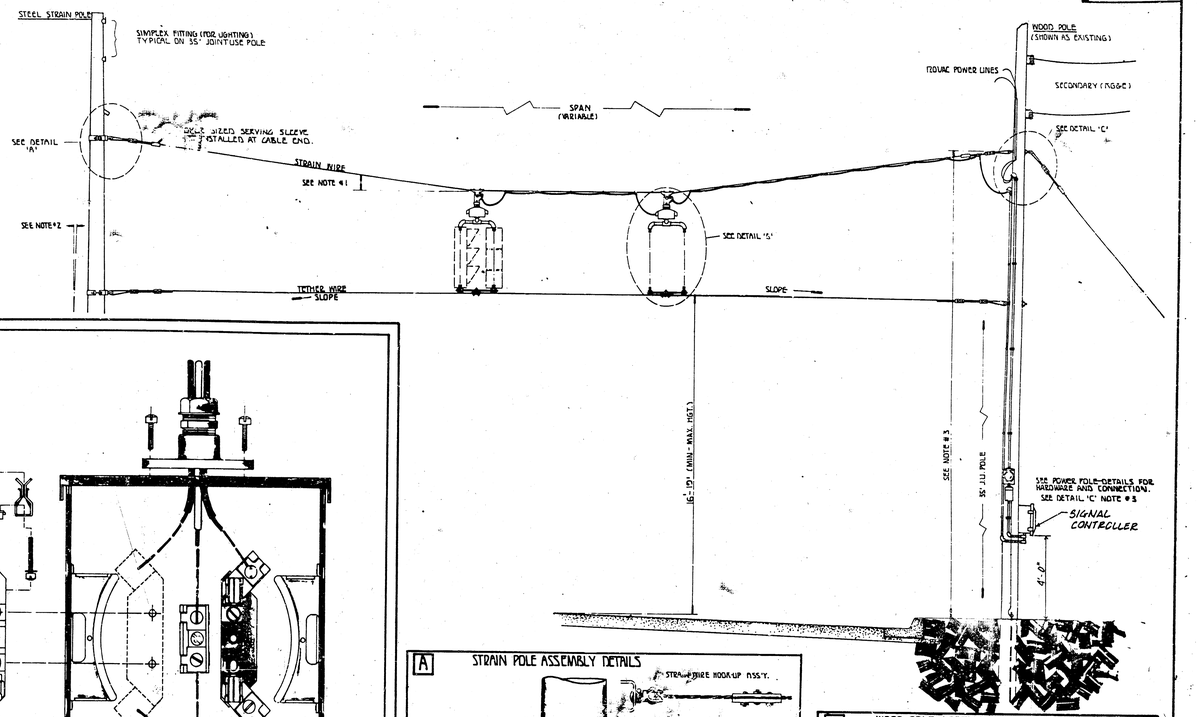
POWER POLE DETAILS



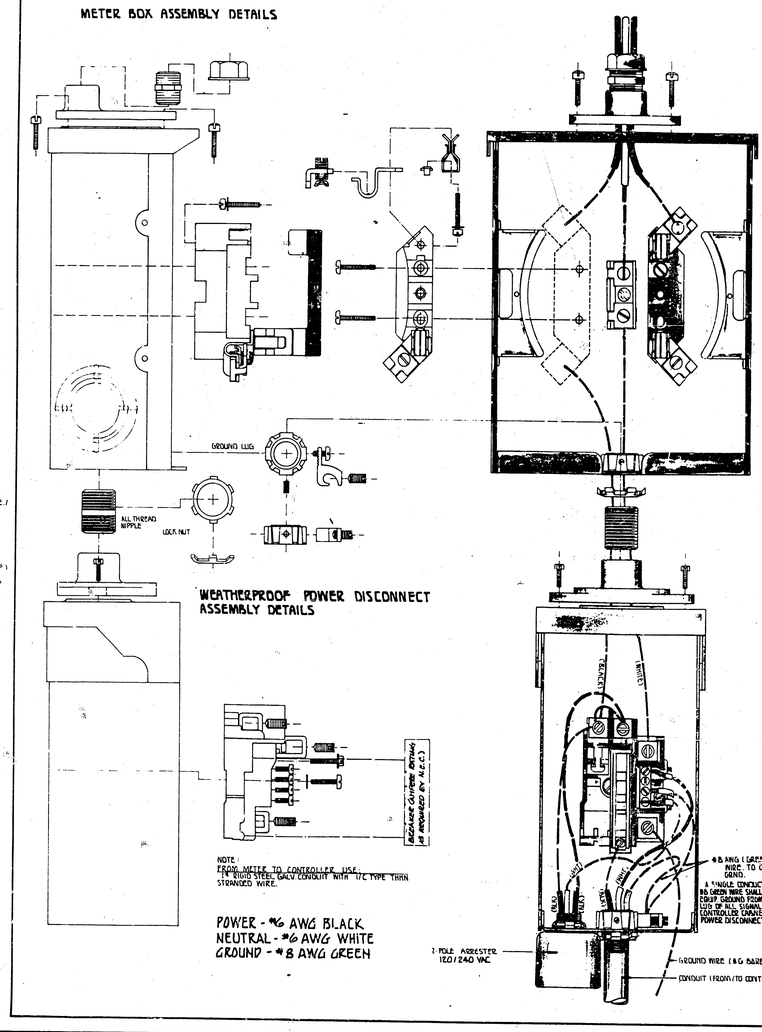
REV. DATE	COMMENTS	INT.
AUG. '87	DETAILS #4C - WOOD POLE, REMOVE PHOTO CLAMPS, ADD SURVEY, AND WIRE COLOR	JD
OCT. '88	CHANGE WIRING NOTES ON POWER DISCONNECT	JD
JAN. '89	ADD "CAUTION" NOTE TO DETAIL 'A' (REVISED)	JD
AUG. '93	CHANGE POWER DISCONNECT SIZE (100 AMP)	JD
DEC. '01	ADD PVC OF POLE CONTROLLER BOX	JD
MAY '02	Change Drawing Title Height	KM

SPANWIRE ASSEMBLY DETAILS

1. DROP MAX. AT 5% OF SPAN. (% SAG)
2. STD. RAISE AT 3%
3. HEIGHT OF STRAIN WIRE HOOK-UP TO BE DETERMINED BY FIELD ENGINEER. TRAFFIC SIGNAL CABLE TO BE SECURED TO STRAIN (SPAN) WIRE W/ NON-CORR. NYLON CABLE HANGERS (12" CTRS.) DETAIL 'B'
4. TETHER CLAMP TO BE DESIGNED TO RELEASE UNDER 'HIGH WIND LOAD' TO PERMIT SIGNAL 'FREE SWING'.
5. CONTRACTOR TO GIVE 24 HR. NOTICE TO ENGINEER PRIOR TO POURING ANY SIGNAL BASE OR CONTROLLER PAD.



METER BOX ASSEMBLY DETAILS

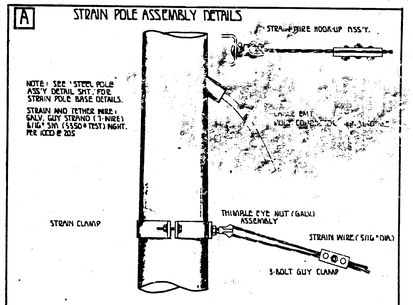


WEATHERPROOF POWER DISCONNECT ASSEMBLY DETAILS

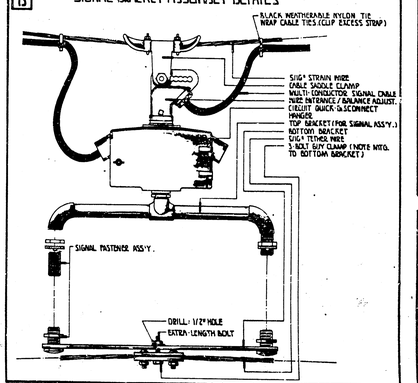
NOTE:
FROM METER TO CONTROLLER USE:
1¼" RIGID STEEL GALV CONDUIT WITH U.C. TYPE THHN STRANDED WIRE.

POWER - #6 AWG BLACK
NEUTRAL - #6 AWG WHITE
GROUND - #8 AWG GREEN

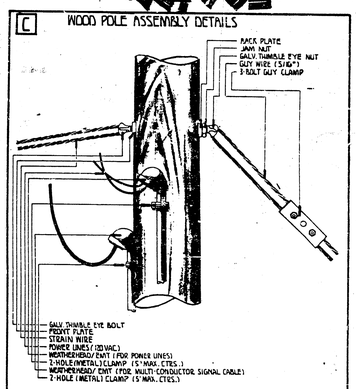
A STRAIN POLE ASSEMBLY DETAILS



B SIGNAL BRACKET ASSEMBLY DETAILS



C WOOD POLE ASSEMBLY DETAILS



NOTE: GALV. THIMBLE EYE ANCHOR BOLT AND EXPANDING ANCHOR (NOT SHOWN) TO STABILIZE WOOD POLE (WHERE APPLICABLE)

2. ANY COMBINATION OF ROUND (THIMBLE EYE BOLTS AND NUTS MAY BE UTILIZED AS APPLICATION MAY VARY. FIELD ENGINEER TO DETERMINE TYPE OF HARDWARE USED.

3. HARDWARE SHOWN IS TRANSFERRABLE TO STEEL POLE IN WHOLE OR PART WHERE STEEL STRAIN POLE IS USED. (POWER, SIGNAL CABLE, METER, ETC.) FIELD ENGINEER TO MAKE DETERMINATION. STEEL STRAIN POLE APPLICATIONS MAY VARY AS TO MOUNTINGS ON POLE (USE OF CLAMPS, BANDED BRACKETS, ETC. ARE STD. - FIELD ENGINEER TO DETERMINE BEST TYPE APPLICATIONS.

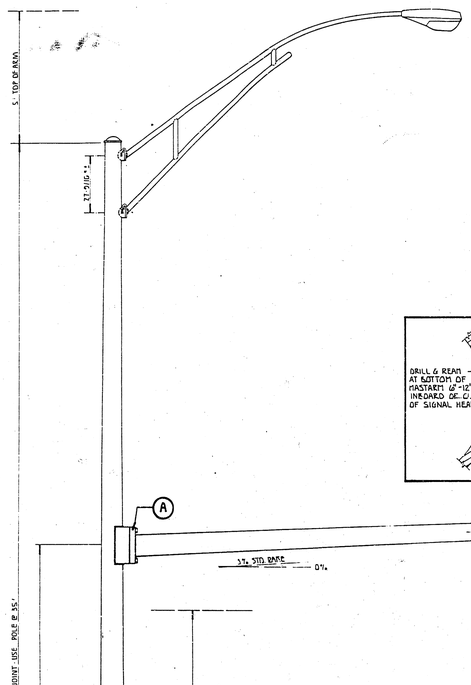
PROJECT DESCRIPTION
POWER POLE AND SPAN POLE ASSEMBLY DETAILS
- STANDARD APPLICATIONS -

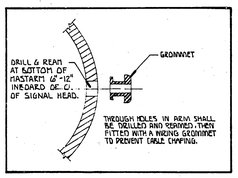
PROJECT NUMBER
472-76-245-82229-000-000-001
Index No. 705467

BOOK NO.	APPROVED BY	DATE SEPT 03
DRAWN BY SEAL		REVISED, 4-85 METER BOX

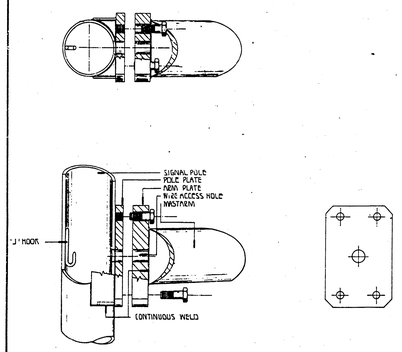
CITY OF WICHITA
DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING
WM. G. MCKINLEY TRAFFIC ENGINEER

SCALE
DO NOT SCALE - INFO. ONLY

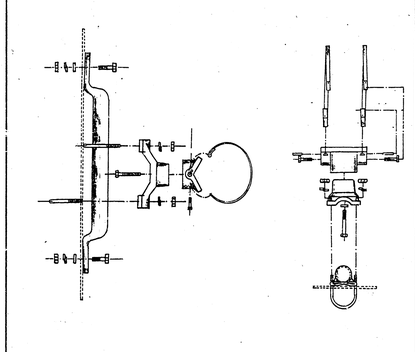




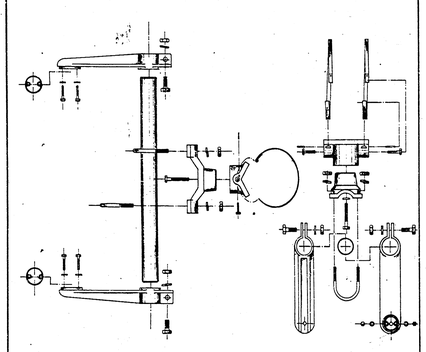
MASTARM MOUNTING DETAIL



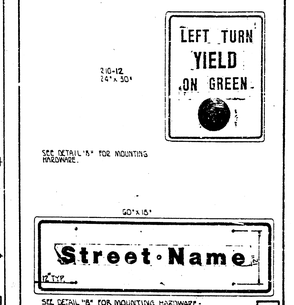
BANDED SIGN MOUNTING BRACKET DETAIL



TYPE I SIGNAL MOUNTING BRACKET ASSEMBLY DETAIL



STANDARD SIGNING

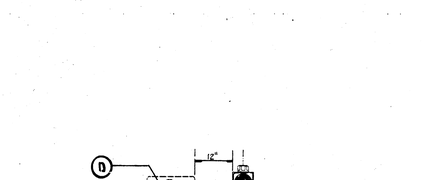


PEDESTRIAN PUSHBUTTON/SIGN UNIT DETAIL

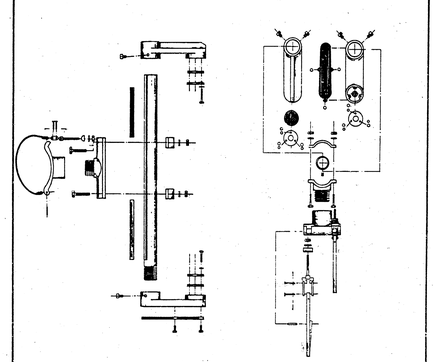
POLE BASE ASSEMBLY DETAIL

POLE BASES SHOWN ARE FOR ASSEMBLY DETAILS ONLY. OPTIONAL BASES THAT MAY BE PURCHASED MAY VARY IN ACTUAL APPEARANCE WITH MFG. CO.

POLE BASE ASSEMBLY DETAIL (ALTERNATE)



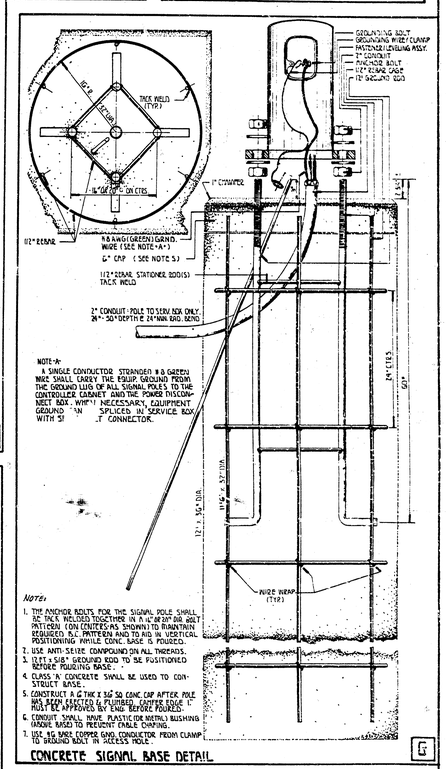
TYPE I SIGNAL MOUNTING BRACKET (ALTERNATE)



TYPE II OR III SIGNAL MOUNTING BRACKET ASSEMBLY (SIDE-OF-POLE) TYPE II SHOWN

1. DIRECTIONAL ALIGNMENT OF FDU INDICATIONS & BRACKET (3) SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
2. THROUGH HOLES IN THE POLE SHALL BE DRILLED AND WELL REAMED TO PREVENT CABLE CHAFING.

F



CONCRETE SIGNAL BASE DETAIL

G

NO.	DATE	COMMENTS
13	12-1-83	ADD NOTE 7
12	10-1-83	ADD NOTE 6
11	8-1-83	ADD NOTE 5
10	6-1-83	ADD NOTE 4
9	4-1-83	ADD NOTE 3
8	2-1-83	ADD NOTE 2
7	12-1-82	ADD NOTE 1
6	10-1-82	CHANGE NOTES 3 & 4
5	8-1-82	ADD NOTE 4
4	6-1-82	ADD NOTE 3
3	4-1-82	ADD NOTE 2
2	2-1-82	ADD NOTE 1
1	12-1-81	Revised Base Size
NO.	DATE	REVISIONS

PROJECT DESCRIPTION

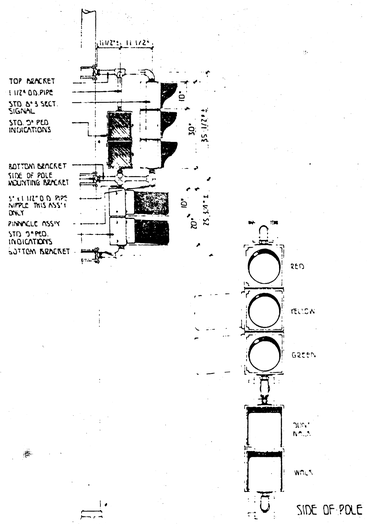
STEEL SIGNAL POLE ASSEMBLY DETAILS

PROJECT NUMBER
472-76-245-82229-000-000-001
Index No. 705467

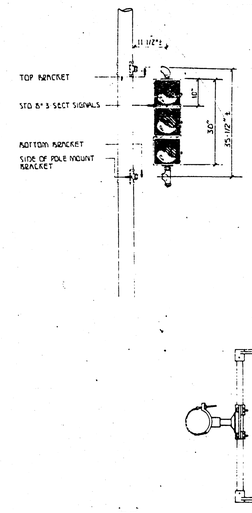
BOOK NO.		APPROVED BY	DATE AUG. 83
DRAWN BY SEAL			REVISED

CITY OF WICHITA
DEPARTMENT OF PUBLIC WORKS

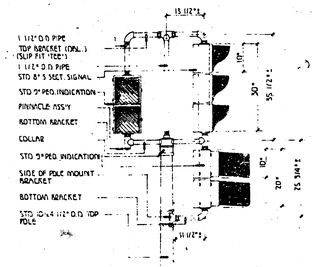
DIVISION OF TRAFFIC ENGINEERING	SCALE
WM G. McKINLEY: TRAFFIC ENGINEER	



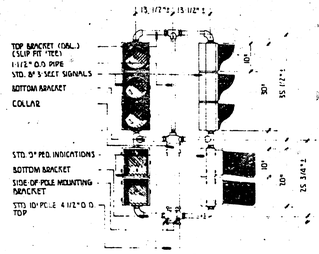
ASSEMBLY · A ·



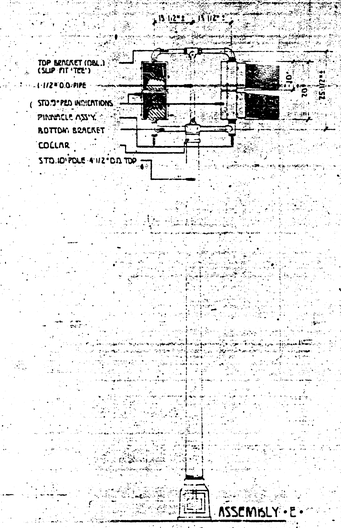
ASSEMBLY · B ·



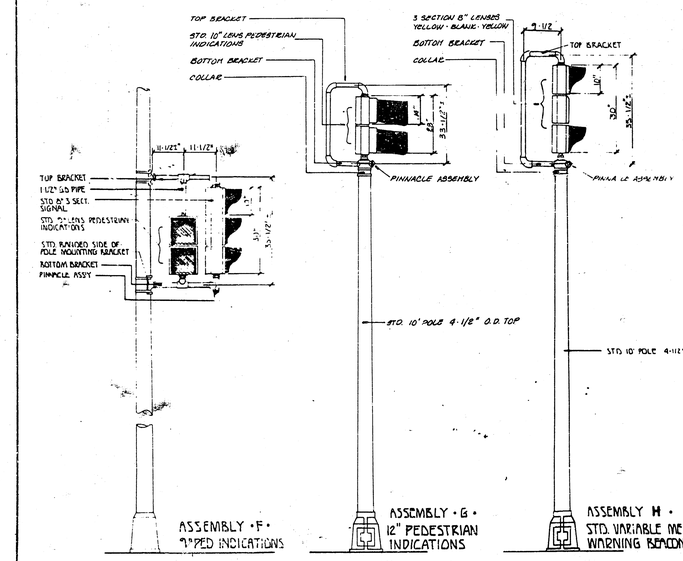
ASSEMBLY · C ·



ASSEMBLY · D ·



ASSEMBLY · E ·

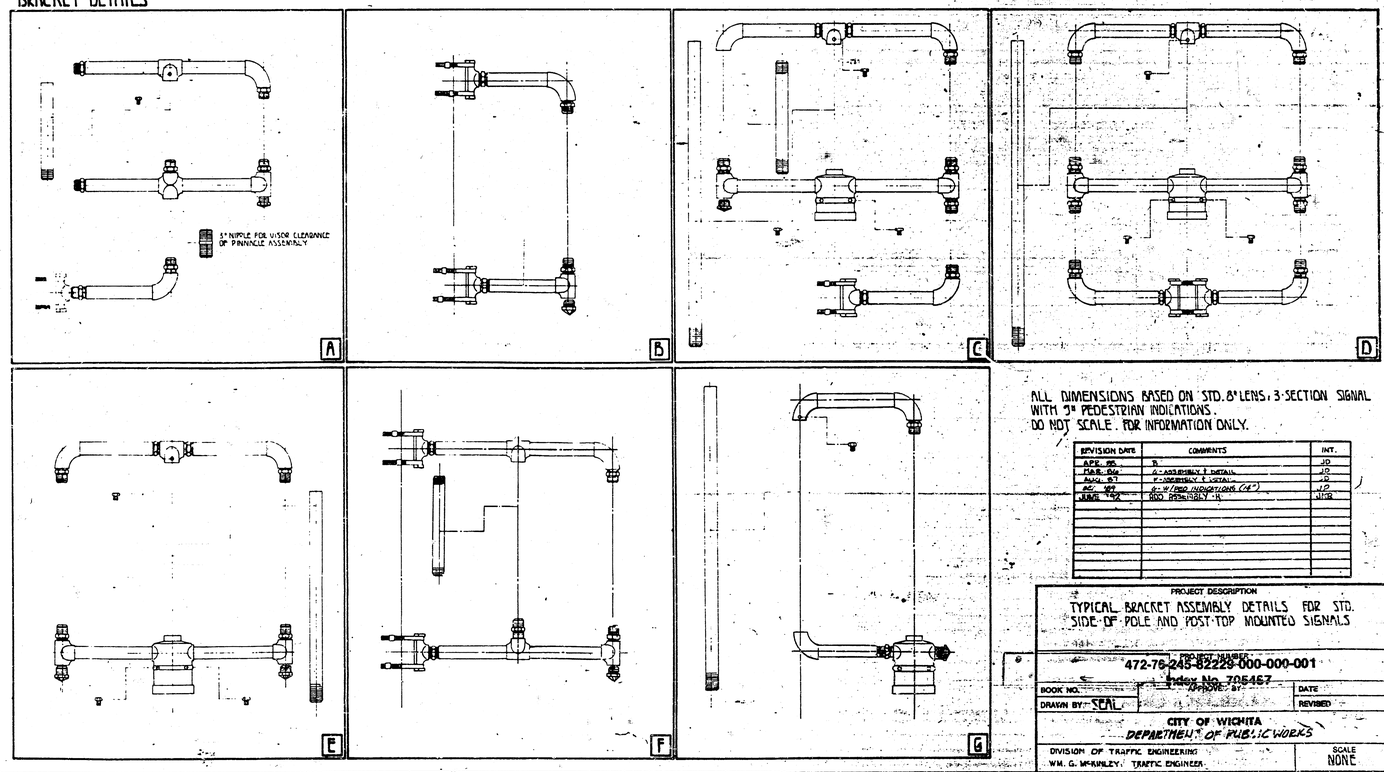


ASSEMBLY · F ·
3"PED INDICATIONS

ASSEMBLY · G ·
12" PEDESTRIAN INDICATIONS

ASSEMBLY H ·
STD. VARIABLE MESSAGE ADVANCE WARNING BEACON ASSEMBLY

BRACKET DETAILS



ALL DIMENSIONS BASED ON STD. 8" LENS, 3-SECTION SIGNAL WITH 3" PEDESTRIAN INDICATIONS.
DO NOT SCALE. FOR INFORMATION ONLY.

REVISION DATE	COMMENTS	INT.
APR. 80	A	JD
FEB. 84	C - ASSEMBLY & DETAIL	JD
AUG. 87	F - ASSEMBLY & DETAIL	JD
DEC. 90	B - W/PED INDICATIONS (3")	JD
JUNE 92	ADD DETAILS - H	WDB

PROJECT DESCRIPTION
TYPICAL BRACKET ASSEMBLY DETAILS FOR STD. SIDE-OF-POLE AND POST-TOP MOUNTED SIGNALS

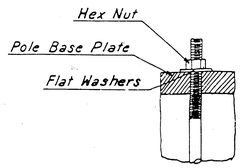
AS-BUILT PLANS
472-76-245-82229-000-000-001
Index No. 705467

BOOK NO.	APPROVED BY	DATE
DRAWN BY: SEAL		REVISED

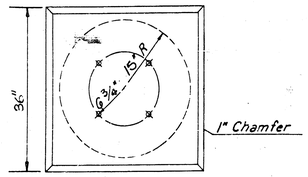
CITY OF WICHITA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF TRAFFIC ENGINEERING
WM. G. McKINLEY, TRAFFIC ENGINEER
SCALE NONE

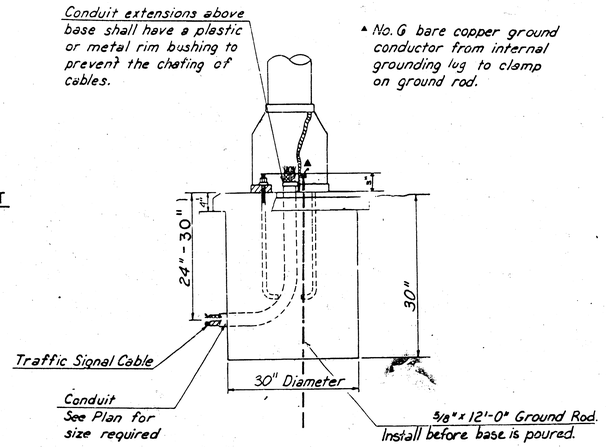
PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		14	16

472-76-245-82229-000-000-001
Index No. 705467



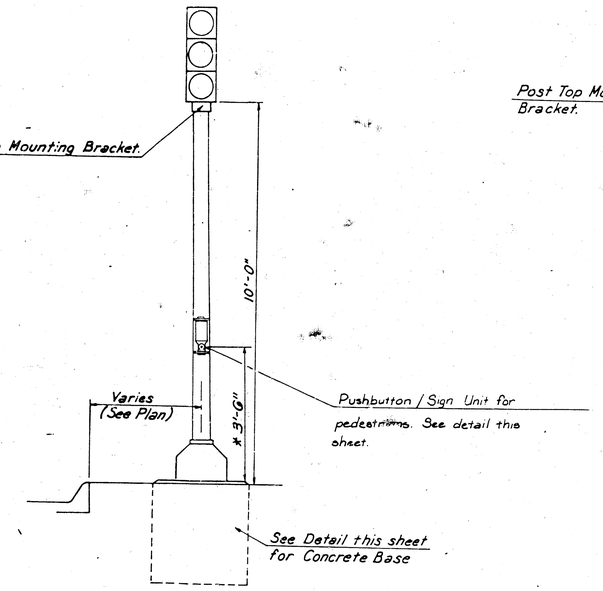
ANCHOR BOLT DETAIL



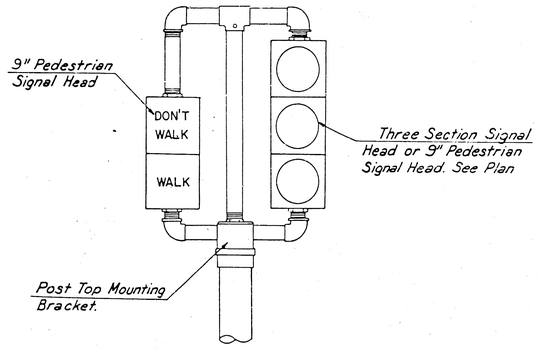


CONCRETE BASE DETAILS

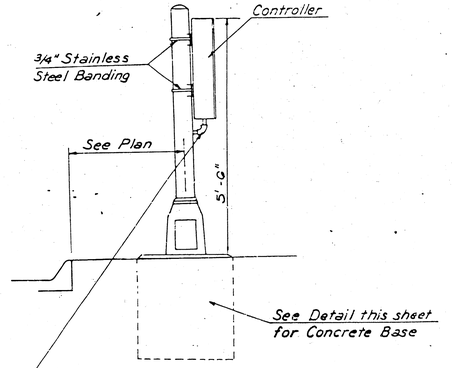
Use Keystone "No-Weld Number 1 Anti-Seize Compound" on all bolts & nuts.



TRAFFIC SIGNAL PEDESTAL



DETAIL A

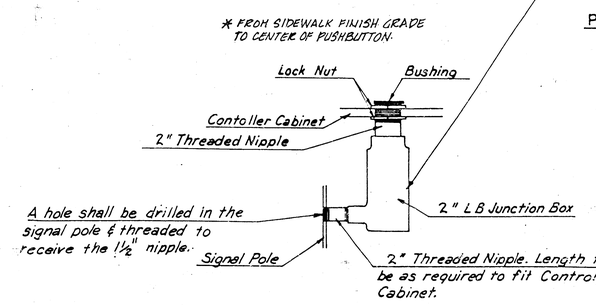


PEDESTAL MOUNTED CONTROLLER



The Pedestrian Pushbutton/Sign Unit shall be firmly attached to the side of pole with 3/4" steel bands. Sharp ends shall be folded under to prevent injury to pedestrians.

BY	DATE	COMMENTS	INIT.
KEB	1/99	CHANGE PUSHBUTTON NOTE*	KEB
DAT	7/99	CHANGE STEEL THICKNESS	DAT
TRC	1/00	GENERAL REVISIONS	TRC
MRK	5/01	CHANGE NIPPLE SIZE	MRK



TRAFFIC SIGNAL PEDESTAL & CONCRETE BASE DETAILS

CITY OF WICHITA
DEPARTMENT OF PUBLIC WORKS

Designed by		Checked by	
Drawn by		Date	Job No.

SCALE 1" = 20'

22+47.72, BEGIN CONSTRUCTION BEGIN TAPER 23.35' LEFT OF C.L. (@ BACK OF CURB) MATCH EXISTING GRADE

22+67.58

23+07.43

23+50 HIGH POINT

23+88.06

24+17.69 END TAPER 29' EACH SIDE OF C. L. (@ BACK OF CURB)

24+27.69

24+78.14

25+29.47

25+72.53

25+91.70

26+06.15 R/W

26+41.15

26+81.15 R/W

26+87.03 END OF RETURN

26+97.03 BEGIN TAPER 29' EACH SIDE OF C.L. (@ BACK OF CURB)

27+22.82

27+62.53

28+02.49

28+42.81

28+62.81 END CONSTRUCTION END TAPER, 23.56' LEFT OF C.L. (@ BACK OF CURB) MATCH EXISTING GRADE

HECOX ADDITION

SECOND

MEADOWVIEW ESTATES ADDITION

24" SOLID WHITE STOP BAR

4" DOUBLE YELLOW LINE

18" DIAGONAL YELLOW LINE

RIDGE ROAD

4" WHITE BROKEN WHITE LANE LINE

12" SOLID WHITE CROSSWALK LINE

4" BROKEN YELLOW LINE

4" SOLID YELLOW LINE

O'NEIL

FARMINGTON SQUARE ADDITION

22+47.72, BEGIN CONSTRUCTION BEGIN TAPER 23.09' RIGHT OF C.L. (@ BACK OF CURB) MATCH EXISTING GRADE

WILLO-ESQUE

THIRD

24+17.69

24+27.69

24+42.99 R/W

LEFT TURN ARROWS (TYP.)

25+12.99 R/W

ADDITION

26+39.48

28+62.45 END CONSTRUCTION END TAPER, 23.10' RIGHT OF C.L. (@ BACK OF CURB) MATCH EXISTING GRADE

NOTE: DURING PAVEMENT WIDENING, THE CONTRACTOR WILL BE ALLOWED TO CLOSE THE OUTSIDE LANES OF RIDGE ROAD. TRAFFIC CONTROL (SIGNS AND BARRICADES) WILL BE ACCORDING TO THE REQUIREMENTS OF THE MUTCD. DURING THE CONSTRUCTION PROCESS, LEFT TURNS WILL BE PROHIBITED FOR BOTH NORTHBOUND AND SOUTHBOUND TRAFFIC; HOWEVER, THE CONTRACTOR SHOULD SCHEDULE HIS WORK TO MINIMIZE THIS TIME PERIOD. COST OF TRAFFIC CONTROL ITEMS ARE SUBSIDARY TO OTHER PAID BID ITEMS.

472-76-245-82229-000-000-001
Index No. 705467
Sheet 15 of 16

PAVEMENT MARKING PLAN
RIDGE ROAD AT 2ND AND O'NEIL

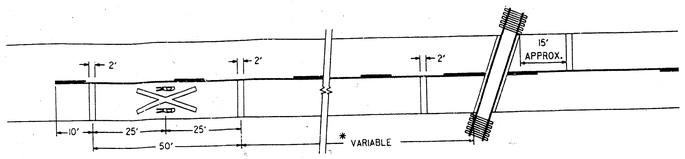
City of Wichita
Traffic Engineering

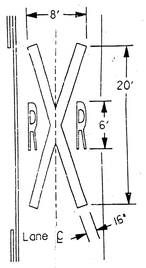
Drawn by: JL	Scale: 1" = 20'	Date: 9-22-93

FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	472-76-245-82229-000-000-001		160	160

Index No. 705467

RAILROAD CROSSING DETAIL





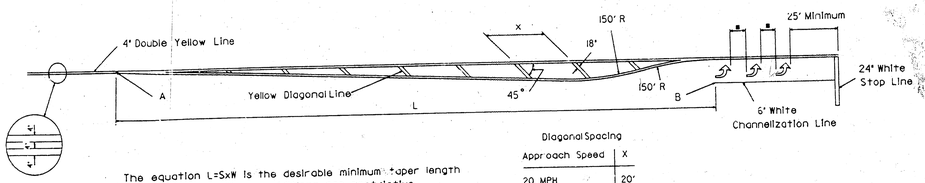
* The distance from the railroad crossing marking to the nearest track will vary according to the approach speed and sight distance of the vehicular traffic approaching, but probably should be not less than 50 feet.

A three-lane roadway should be marked with a centerline for two-lane approach operation on the approach to a crossing.

On multi-lane roads the transverse bands should extend across all approach lanes, and individual R X R symbols should be used in each approach lane.

Refer to Standard Alphabet for Highway Signs and Markings for R X R symbols details.

TYPICAL APPROACH TAPER DETAIL



Diagonal Spacing

Approach Speed	X
20 MPH	20'
30 MPH	30'
40 MPH	40'
50 MPH & Above	50'

The equation L=SxW is the desirable minimum taper length for all locations. Where conditions are restrictive and where the approach speed is less than or equal to 40 MPH, the equation $L=(S^2/60)W$ may be used as an absolute minimum.

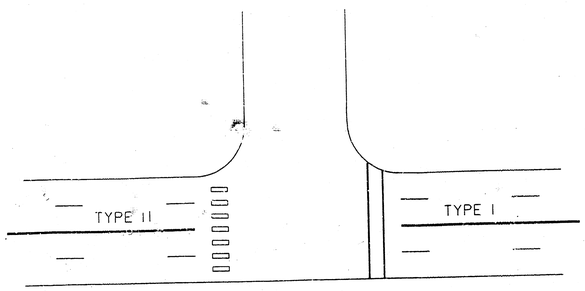
Approach Taper Length from point A to point B is to be determined using the above equation. Point A is the location at which taper starts. Point B is the end of full width left turn channelization.

- Unless otherwise specified the space between lines should be at least four times the height of the characters for low speed roads but not more than ten times the height of the characters, under any conditions.

TYPICAL CROSSWALKS

TYPE I: Crosswalk lines shall be 12" solid white lines. They shall not be spaced less than 6' apart (from inside edge to inside edge.

TYPE II: These lines should be solid white 24" wide placed parallel to the direction of traffic flow. The line placement is determined by lane line, center line, and wheelpath in such a manner as to minimize traffic wear. The crosswalk width should be not less than 6'. The transverse crosswalk lines may be added.



For specific pavement marking details and dimensions see plan sheets.

ALL TOTALS REFLECT ACTUAL QUANTITY OF PAVEMENT MARKING MATERIALS REQUIRED.

PAVEMENT MARKINGS

LOCATION	Solid WHITE Edge Line	Broken WHITE Lane Line	Dotted WHITE Extension Line	Solid WHITE Channelization Line	Solid WHITE Diagonal Line	Solid WHITE Crosswalk Line	Solid WHITE Stop Line		Solid YELLOW Median Line	Solid YELLOW Edge Line	Solid YELLOW Double Line	Solid YELL. Diagonal Line	Broken YELLOW Line	Solid YELLOW No Passing Line
TOTALS														

WORD & SYMBOL MARKINGS

LOCATION													
TOTALS													

RECAPITULATION OF QUANTITIES

ITEMS	TOTAL	UNITS
COLD PLASTIC MARKING (CL. AX4")	300	LIN. FT.
COLD PLASTIC MARKING (CL. AX6")		LIN. FT.
COLD PLASTIC MARKING (CL. AX12")	112	LIN. FT.
COLD PLASTIC MARKING (CL. AX18")		LIN. FT.
COLD PLASTIC MARKING (CL. AX24")	44	LIN. FT.
COLD PLASTIC MARKING (CL. BX4")	1580	LIN. FT.
COLD PLASTIC MARKING (CL. BX18")	79	LIN. FT.
COLD PLASTIC SYMBOL (CL. A) LEFT ARROW	4	EACH
COLD PLASTIC SYMBOL (CL. A)		EACH
COLD PLASTIC SYMBOL (CL. A)		EACH
COLD PLASTIC SYMBOL (CL. A)		EACH
COLD PLASTIC SYMBOL (CL. A)		EACH

NOTE:

WORDS & SYMBOLS SHALL CONFORM TO THE 1977 EDITION OF "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" PRINTED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, OFFICE OF TRAFFIC OPERATIONS.

NO.	DATE	REVISIONS	BY	APP'D
3	11/22/91	REFORMAT SHEET & REMOVE MARKING LAYOUTS	J.F.F.	J.E.T.
2	05/28/91	CHANGE CLASS A to B (Yellow MRKG)	G.S.B.	J.F.F.
1	8/05/90	ADDED LARGE NOTE ABOUT TOTALS	J.F.F.	J.E.T.

KANSAS DEPARTMENT OF TRANSPORTATION

COLD PLASTIC PAVEMENT MARKING

TE305 8/1/90

SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUANT. CK.	TRACE CK.