FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO	TOTAL SHEETS
7	KANSAS	87 BHO - 0005 (003)	19	1	7

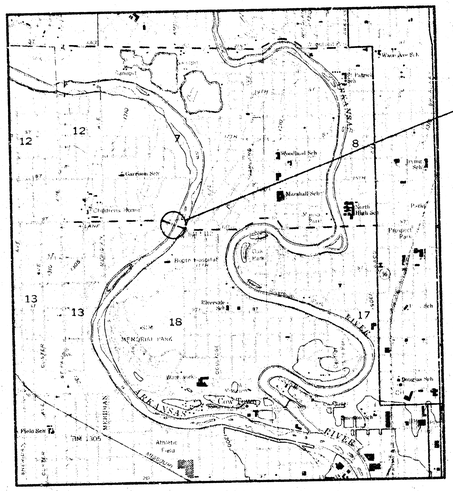
BRIDGE REPAIR

BRIDGE DECK RECONSTRUCTION
13TH STREET OVER THE ARKANSAS RIVER

WICHITA, KANSAS

SEDGWICK COUNTY

NOTE: All sheets carrying Project No. 87 BHO-0005 (003) shall be constructed under K.D.O.T. Project No. 87-U-0635-01.



LOCATION MAP
SCALE: 1" = 2000'

NOTE: TRAFFIC TO BE CARRIED THRU CONSTRUCTION. CONTRACTOR WILL BE RESPONSIBLE FOR TRAFFIC CONTROL.

DESIGN DESIGNATION

AADT (1978)	20,304
AADT (2000)	25,000

INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	CONSTRUCTION LAYOUT
3	DETAILS
4	EXPANSION DEVICE DETAILS
5	EAST ABUTMENT REPAIR
6	APPROACH PAVING & TRAFFIC
7	CONCRETE MEDIAN BARRIER
7A	TRAFFIC CONTROL
7B	CONSTRUCTION SIGNING

CITY OF WICHITA
PROJECT NUMBER 472-76-245-80548-000-000-001

GROSS LENGTH OF PROJECT	463.62	FT.	
EXCEPTIONS	0		
ADDITIONS	0		
NET LENGTH OF PROJECT	465.62	FT.	.088 MILES
NET LENGTH OF BRIDGES	425.0	FT.	.080 MILES
NET LENGTH OF ROAD	40.62	FT.	.008 MILES

RECOM. FOR APPROVAL - DATE

ENGINEER OF URBAN HIGHWAYS
KANSAS DEPARTMENT OF TRANSPORTATION

APPROVED - DATE

STATE TRANSPORTATION ENGINEER
KANSAS DEPARTMENT OF TRANSPORTATION

RECOM. FOR APPROVAL - DATE

ENGINEER
FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF TRANSPORTATION

APPROVED - DATE

DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

UNIT STRESSES: Reinforcing steel fs = 20,000 psi. class AAA (AE) concrete f'c = 4000 psi fc = 1600 psi.

CONCRETE: Areas shown for removal are shown as a guide. More or less concrete may be removed at the direction of the Engineer. All unsound concrete shall be removed. Class AAA (AE) concrete shall be used to repair Areas Prepared for Patching (Full Depth).

REINFORCING STEEL: Care shall be exercised to prevent cutting, stretching or damaging any exposed reinforcing steel. Extreme care shall be exercised to avoid breaking the bond between the reinforcing steel and concrete where bars are partially exposed yet remain anchored in sound concrete near the ends or where more than half the bar is beneath the concrete removal line. Replace any reinforcing steel that is removed with the old concrete (Fig. 5).

MACHINE PREPARATION (1/4"): All roadway surfaces between E.W.S. & E.W.S. shall have the existing top 1/4" of concrete surface removed by a surface grinding machine.

AREA PREPARED FOR PATCHING: Where the bond between existing concrete and reinforcing steel has been destroyed (Fig. 1 Sheet No. 3) or where 1/2 or more of the dia. of the steel is exposed (Fig. 2, Sheet No. 3) the concrete adjacent to the bar shall be removed to a depth that will permit concrete to bond to the entire periphery of the exposed bar.

AREA PREPARED FOR PATCHING (FULL DEPTH): (Fig. 4, Sh. No. 3) Forms shall be provided. Forms may be suspended from beams or by a suitable method approved by the Engineer. Forms shall not be suspended from exist. reinforcing bars.

SIDEWALK REPAIR: Repair to the sidewalk shall be done in the same manner as repair to the roadway except that: No machine preparation is required and overlay will not be placed on the sidewalks. All areas prepared for patching, full and partial depth, shall be finished flush with existing surfaces. Sidewalk repair shall be paid for as square yards of area prepared for patching.

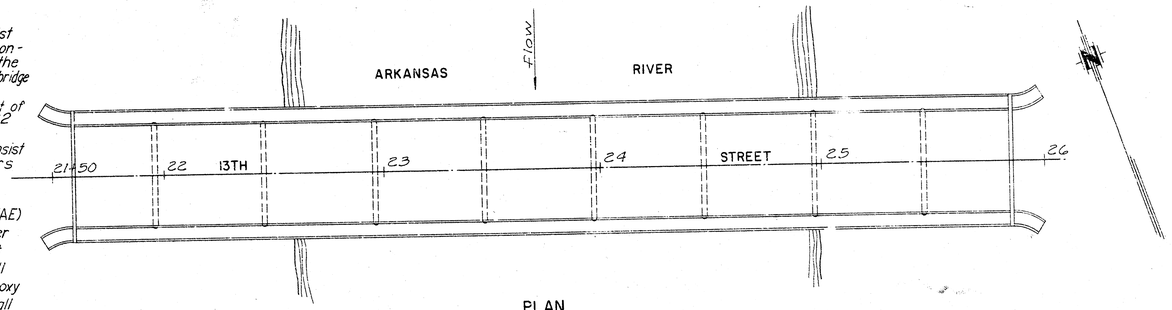
TRAFFIC: Traffic control shall be in accordance with plan sheet #6 or as directed by the Engineer. All signing and traffic control devices shall conform to the Manual On Uniform Traffic Control Devices (1978 Edition). The Contractor shall provide all signing and traffic control devices.

GIRDER REPAIR: This item shall consist of removing and replacing unsound concrete in the damaged areas below the scuppers along the south side of the bridge only.

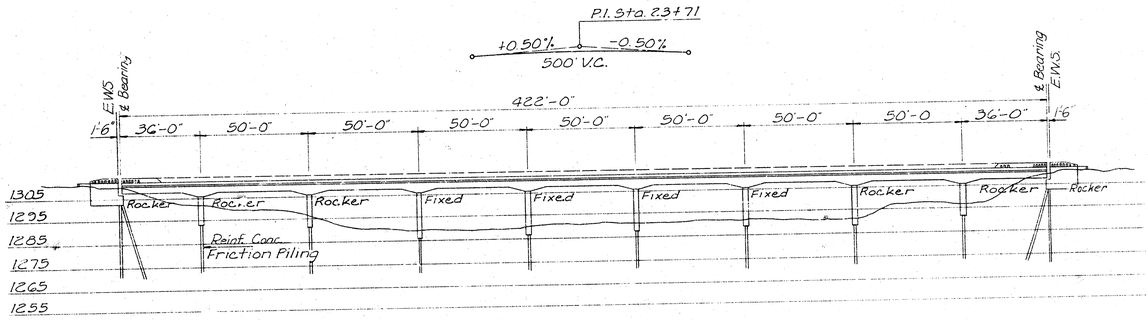
PIER REPAIR: This item shall consist of repairing the spalled area on Pier #2 pier shaft.

ROCKER REPAIR: This item shall consist of cleaning and painting the rockers and bearing plate at the East abutment.

CONCRETE: Class AAA or class AAA(AE) concrete shall be used for the girder repair, pier repair and the abutment repair. Surfaces of pier repair shall be coated with concrete bonding epoxy prior to placing concrete. Epoxy shall be subsidiary to Pier repair.



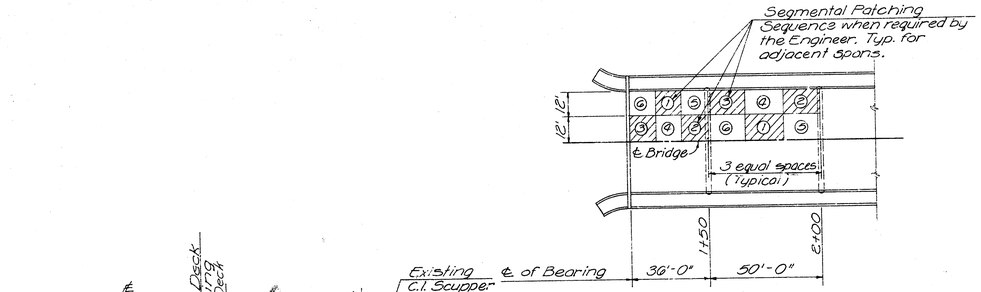
PLAN
Scale: 1" = 30'-0"



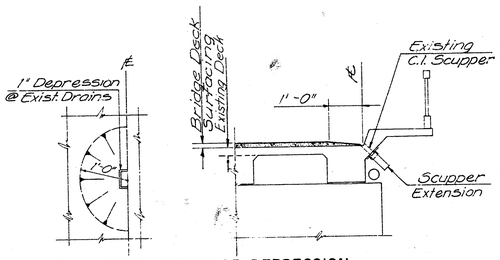
ELEVATION
Scale: 1" = 30'-0"

SUMMARY OF QUANTITIES	
Machine Preparation (1/4")	2,666.7 Sq Yds.
* Area Prepared For Patching	87.5 0 Sq Yds.
Area Prepared For Patching (Full Depth)	232.0 Sq Yds.
Barrier (Type I) Precast	70 Lin. Ft.
Bridge Drainage Extensions	1,960 Lbs.
Girder Repair (Concrete)	1 Each
Pier Repair	1 Each
Strip Seal Assembly	98.9 Lin. Ft.
Abutment Repair	1 Each
Rocker Repair	13 Each
Concrete Pavement (6")	222 Sq Yds.
Traffic Control	Lump Sum
Mobilization	Lump Sum
Field Office & Laboratory (Type B)	1 Each
Alternate #1	
Bridge Deck Surfacing (2")	2,666.7 Sq Yds.
Linseed Oil Surface Treatment (Bridge)	2,666.7 Sq Yds.
Alternate #2	
Latex Surface Course (1/4")	2666.7 Sq Yds.

* Includes 160 sq yds. of sidewalk repair



SEGMENTAL PATCHING SEQUENCE



SEMI-CIRCULAR DEPRESSION AT EXISTING DRAINS

SEGMENTAL CONSTRUCTION:
Segmental construction may be required by the Engineer when large areas of full depth patching are encountered, or when the unbonded length of the bars becomes excessive. The areas of concrete removed shall be replaced to elevation "A" and allowed to cure a min. of 48 hours when the air temperature in that area is above 60°F; 72 hours when the air temperature is between 40°F and 60°F and 120 hrs. when the air temperature is below 40°F. before removing an adjacent area.

*See Sheet #3

DESIGN	N.D.
DR. BY	B.E.S.
CK. BY	R.A.W.
DATE	Mar. '78
JOB NO.	77-218

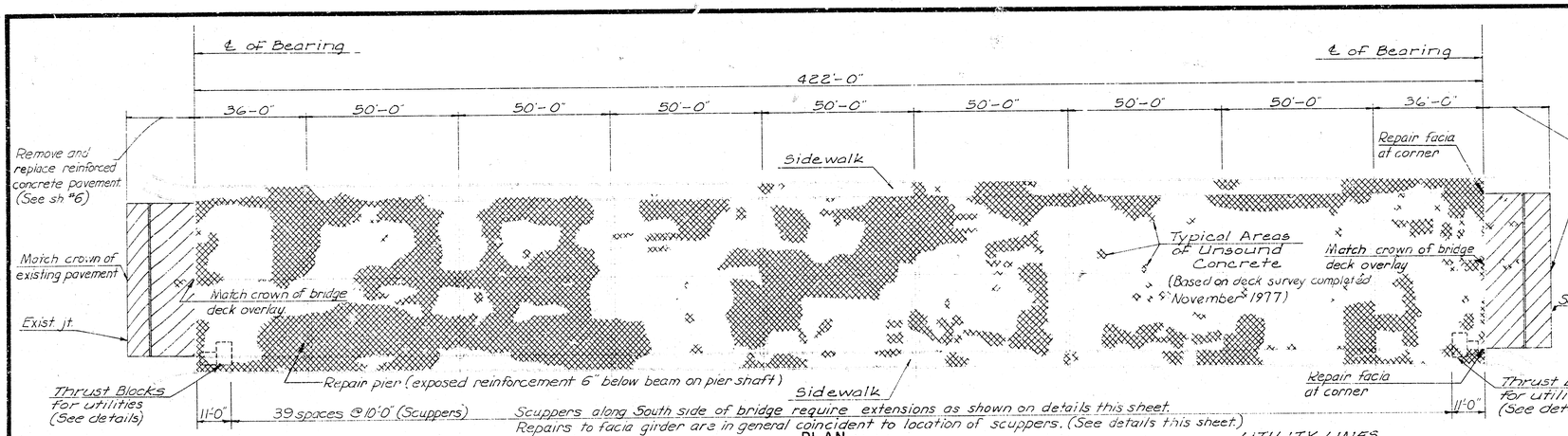
BRIDGE DECK RECONSTRUCTION
13TH ST. OVER THE ARKANSAS RIVER

CONSTRUCTION LAYOUT

VAN DOREN - HAZARD - STALLINGS
ARCHITECTS - ENGINEERS - PLANNERS
WICHITA, KANSAS

SHEET 2 OF 9

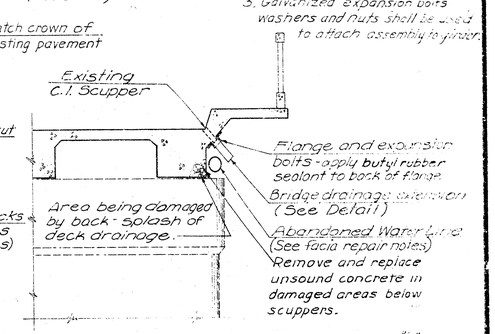
22x36

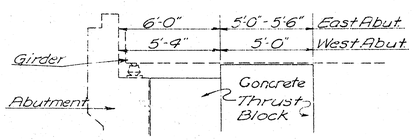


PLAN

Scale 1" = 20'-0"

Notes:
1. Galvanize bridge strip seal extension assembly
2. Use ½" x 4" expansion bolts to attach assembly to face of girder.
3. Galvanized expansion bolts washers and nuts shall be used to attach assembly to girder.

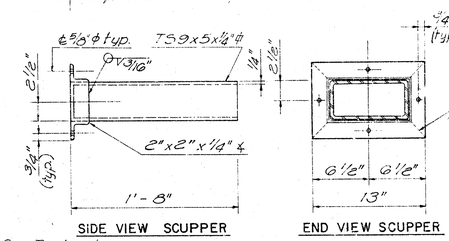




THRUST BLOCKS

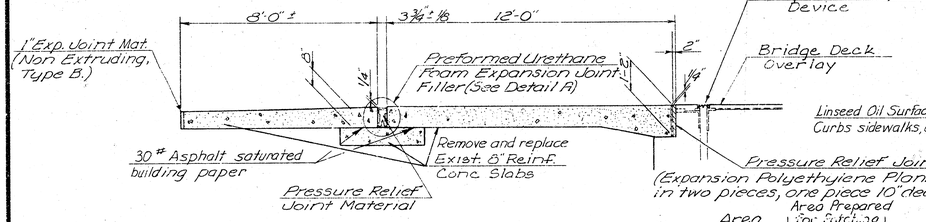
UTILITY LINES

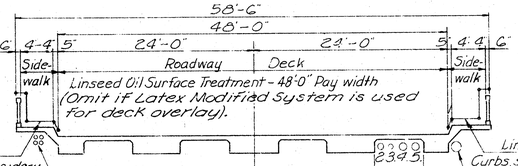
Note #	OWNER	SIZE	USE
1.	KG&E	3/4 dia.	Electrical Conductors
2.	City of Wichita Water Dept.	8" dia. (insulated)	Sludge
3.	ARKLA	6" dia.	Gas
4.	ARKLA	10" dia.	Gas
5.	City of Wichita Water Dept.	10" dia.	Water



SIDE VIEW SCUPPER

END VIEW SCUPPER



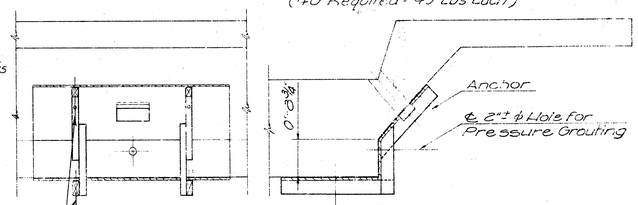


TYPICAL SECTION

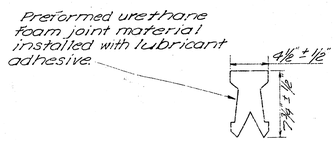
Scale 1/8" = 1'-0"

BRIDGE DRAINAGE EXTENSION

(40 Required - 49 Lbs Each)



Alternate methods of forming or repair shall be submitted to the Engineer for approval.



DETAIL A

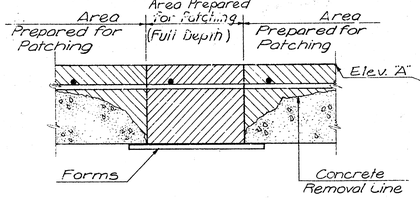


FIGURE 4

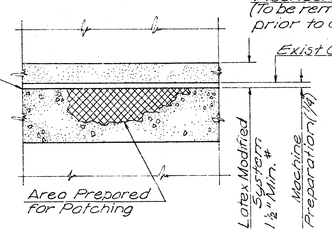


FIGURE 3

Alternate overlay 2" Bridge Deck Surfacing

SUGGESTED FORM WORK *

FOR GIRDER REPAIR

* Special forms needed in haunch area.

GIRDER REPAIR NOTES

1. Waterline will be removed by others to allow work on facia girder.
2. Remove all unsound concrete, clean exposed reinforcing steel by wire brushing or sand blasting.
3. Install forms.
4. Pressure grout to fill all voids.
5. Remove forms and fill all voids not filled by pressure grouting and those created by Contractor operations.

REPAIRS TO APPROACH SLAB EXPANSION DEVICE

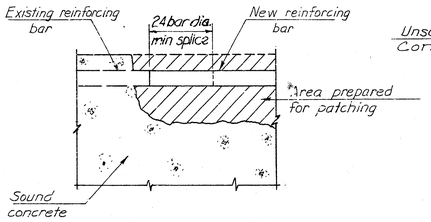


FIGURE 5

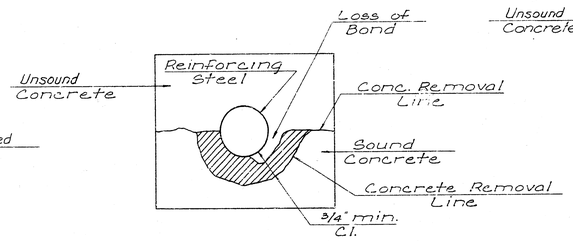


FIGURE 1

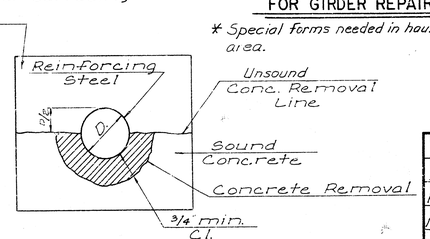


FIGURE 2

DESIGN	N.D.
DR. BY	BES
CK. BY	RAW
DATE	Mar-78
JOB NO.	77-712

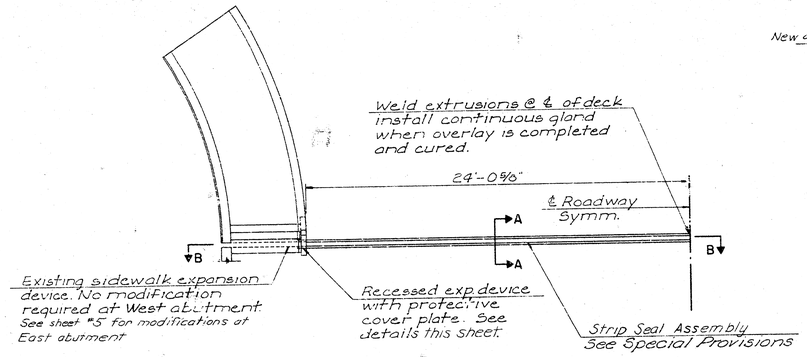
BRIDGE DECK RECONSTRUCTION
13TH ST. OVER THE ARKANSAS RIVER

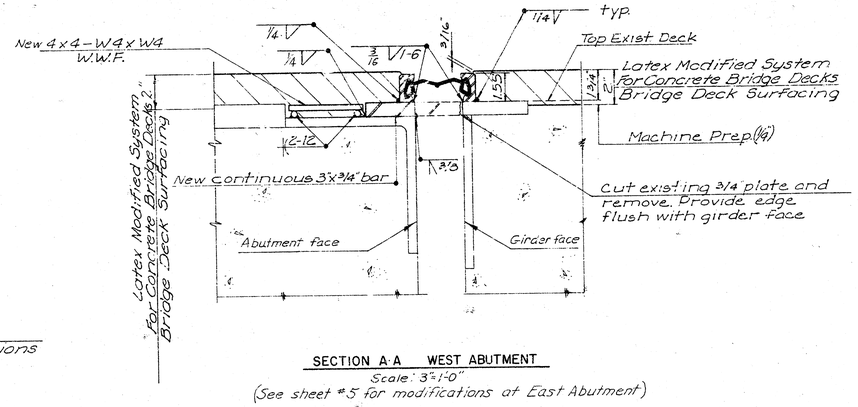
DETAILS

VAN DOREN · HAZARD · STALLINGS
ARCHITECTS · ENGINEERS · PLANNERS
WICHITA, KANSAS

SHEET 3 OF 6

22436

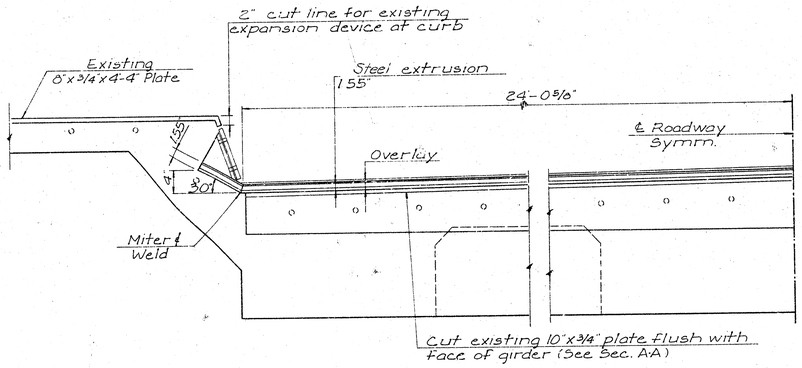




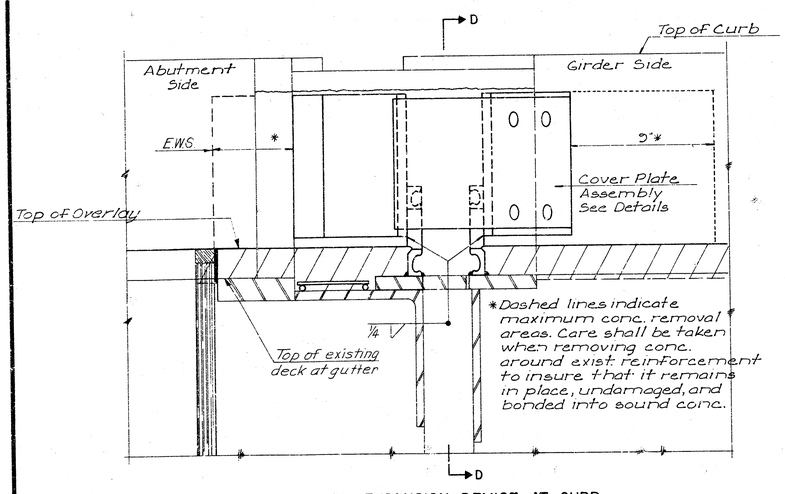
SECTION A-A WEST ABUTMENT
Scale: 3"=1'-0"
(See sheet #5 for modifications at East Abutment)

* For both Latex Modified System & Bridge Deck Surfacing use 2" overlay thickness at the expansion devices. For Latex Modified System on the girder side taper overlay from 2" to 1½" on the girder side approximately 21' so that the transition ends at a scupper.

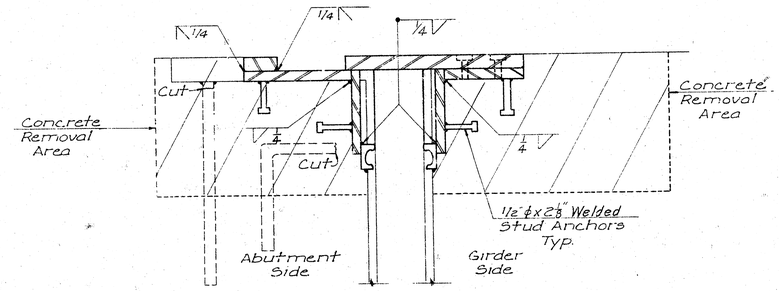
HALF PLAN, DECK AT EXPANSION DEVICE
Scale: 1/4"=1'-0"



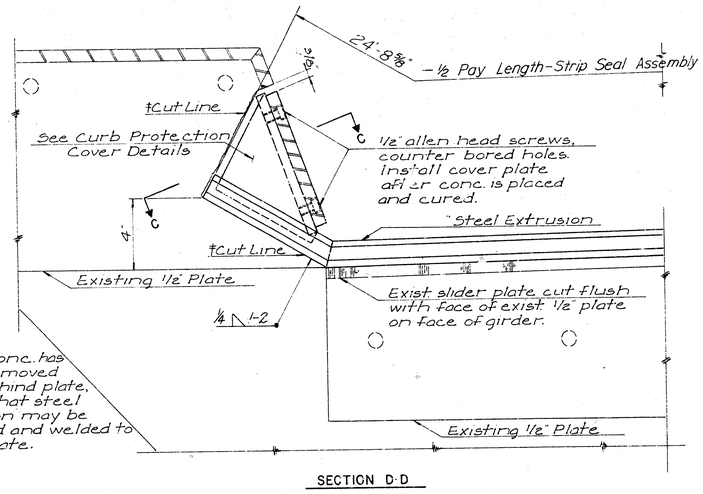
SECTION B-B



ELEVATION, EXPANSION DEVICE AT CURB
Scale: 3"=1'-0"

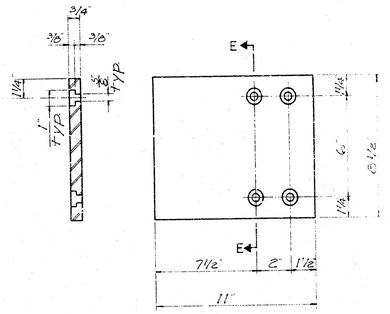


SECTION C-C
Scale: 3"=1'-0"



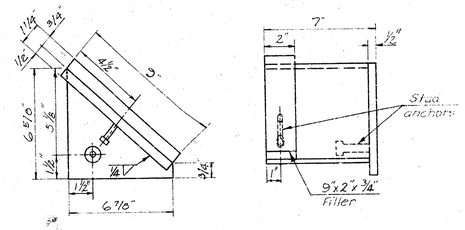
℄After conc. has been removed from behind plate, cut so that steel extrusion may be installed and welded to exist. plate.

SECTION D-D

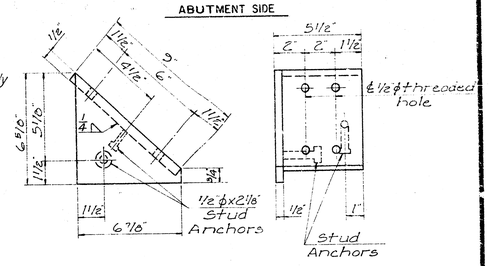


SECTION E-E

COVER PLATE



ABUTMENT SIDE



GIRDER SIDE

CURB PROTECTION COVER DETAILS
Scale: 3"=1'-0"

DESIGN	ND
DR. BY	RFS
CK. BY	RAW
DATE	Mar 78
JOB NO.	77-03

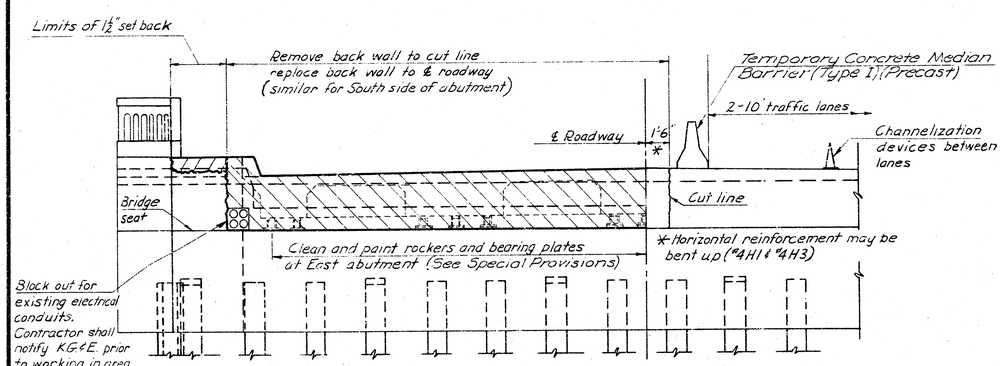
BRIDGE DECK RECONSTRUCTION
13TH ST. OVER THE ARKANSAS RIVER

EXPANSION DEVICE DETAILS

VAN DOREN-HAZARD-STALLINGS
ARCHITECTS ENGINEERS-PLANNERS
WICHITA, KANSAS

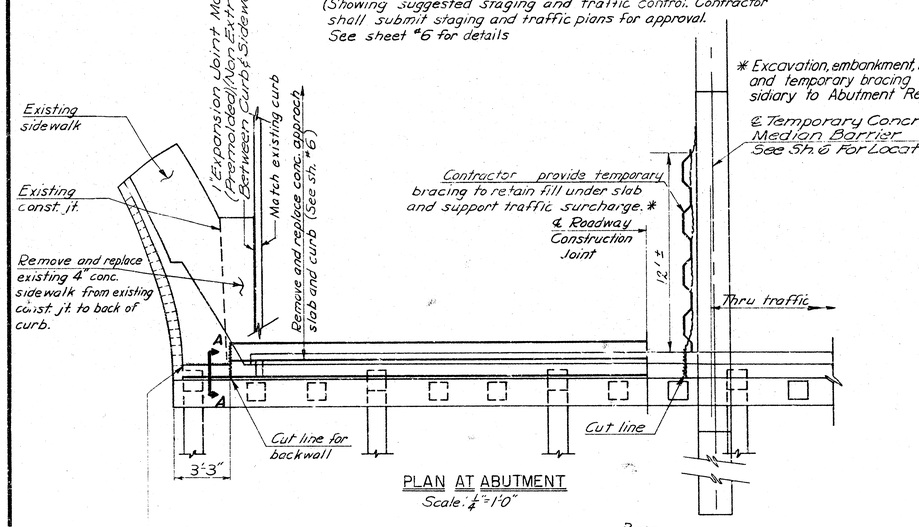
SHEET 7 OF 9

22436

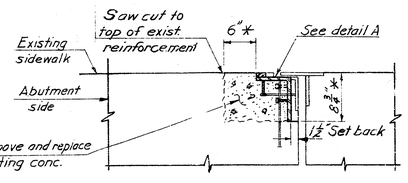


ELEVATION AT ABUTMENT Scale: 1/4"=1'-0"

(Showing suggested staging and traffic control. Contractor shall submit staging and traffic plans for approval. See sheet #6 for details

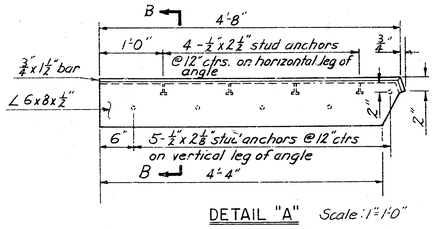


PLAN AT ABUTMENT
Scale: 1/4"=1'-0"



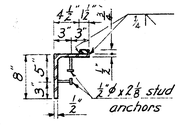
* Dashed lines indicate maximum concrete removal areas

SECTION A-A
Scale: 1"=1'-0"



DETAIL "A" Scale: 1"=1'-0"

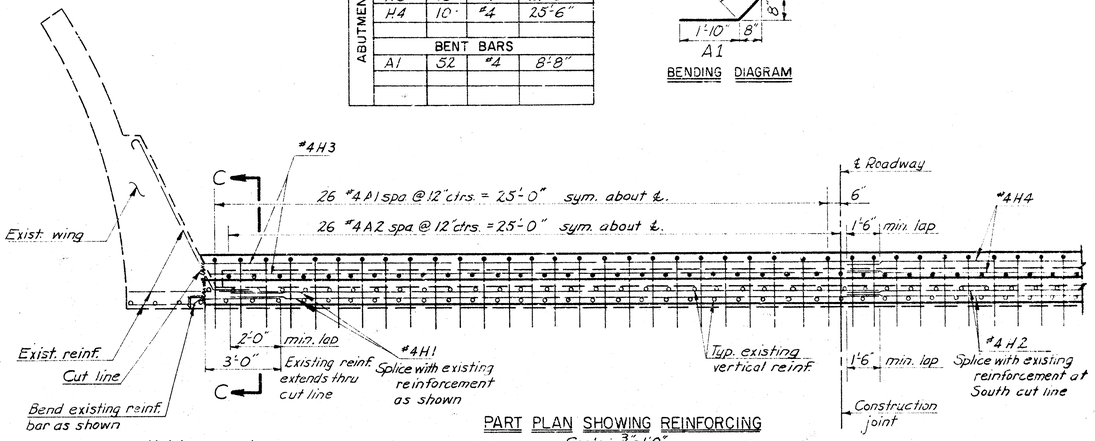
Armor angle at Expansion Pocket. Two required, North side angle shown, South side angle reverse. Structuctural Steel to be subsidiary to Abutment Repair.



SECTION B-B
Scale: 1"=1'-0"

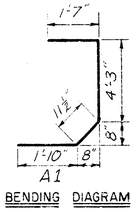
SECTION THRU BACKWALL Scale: 1½"=1'-0"

Showing anchorage device for strip seal in reconstructed backwall (See section A-A sheet #4.)

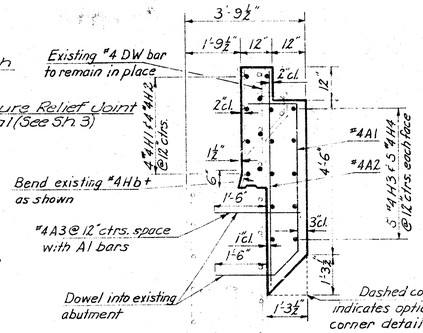


PART PLAN SHOWING REINFORCING
Scale: 3/8"=1'-0"

ABUTMENT REPAIRS	BILL OF REINFORCING STEEL			
	STRAIGHT BARS			
	MARK	NO.	SIZE	LENGTH
	A2	51	#4	6'-2"
	A3	52	#4	2'-8"
	H1	8	#4	27'-6"
	H2	8	#4	25'-6"
	H3	10	#4	27'-6"
	H4	10	#4	25'-6"
	BENT BARS			
	A1	52	#4	8'-8"



BENDING DIAGRAM



SECTION C-C
Scale: ½"=1'-0"

ABUTMENT REPAIR NOTES

EAST ABUTMENT

1. The existing East abutment backwall is to be reconstructed 1½" East of its present location to accomodate expansion of the bridge deck.
2. Backwall reconstruction will be staged to coincide with bridge deck repairs and bridge deck overlay.
3. All vertical reinforcement will remain in place. Horizontal reinforcement at the vertical cut lines shall remain in place and extend 3' beyond the cut line into the new backwall.
4. Care shall be taken when removing concrete around reinforcement that is to remain in place to insure that it remains in place undamaged and bonded into sound concrete.
5. Any broken or damaged bar shall be replaced. The replacement shall be doweled into existing concrete at a location near the broken or damaged bar.
6. Dowel bars are to be set firmly in grout at the required locations in accordance with the Standard Specification.
7. Approximately 18.2 cu yds of concrete required for Abutment Repair. This quantity is supplied for information only.
8. Accessible surfaces of existing concrete shall be coated with a concrete bonding epoxy prior to placing concrete. Epoxy shall be subsidiary to Abutment Repair.

DESIGN	N.D.
DR. BY	R.L.C.
CK. BY	R.A.W.
DATE	Mar. 78
JOB NO.	77-218

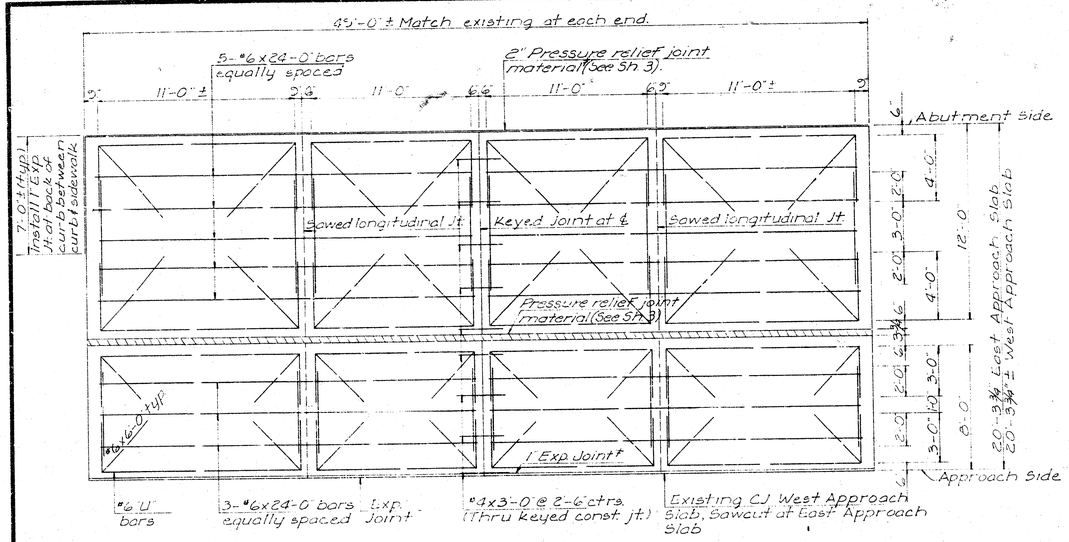
BRIDGE DECK RECONSTRUCTION
13TH ST. OVER THE ARKANSAS RIVER

EAST ABUTMENT REPAIR

VAN DOREN - HAZARD - STALLINGS
ARCHITECTS - ENGINEERS - PLANNERS
WICHITA, KANSAS

SHEET 5 OF 11

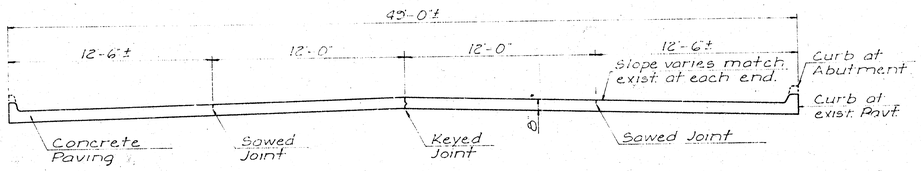
22f36



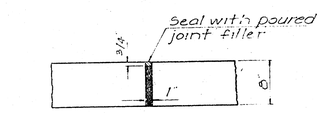
STEEL PATTERN AT APPROACH SLABS

Scale: 1/4" = 1'-0"

*Pressure relief joint material & exp. joints shall be subsidiary to the bid item "Concrete Pavement (8")."

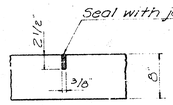


TYPICAL SECTION THRU PAVEMENT



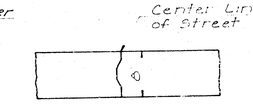
DETAIL OF EXPANSION JOINT

Scale: 1"=1'-0"



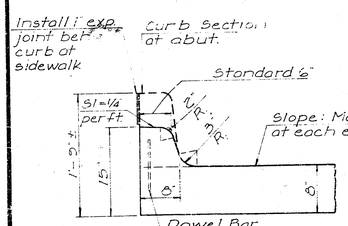
DETAIL OF SAWED LONGITUDINAL JOINT

Scale: 1"=1'-0"



DETAIL OF KEYED JOINT

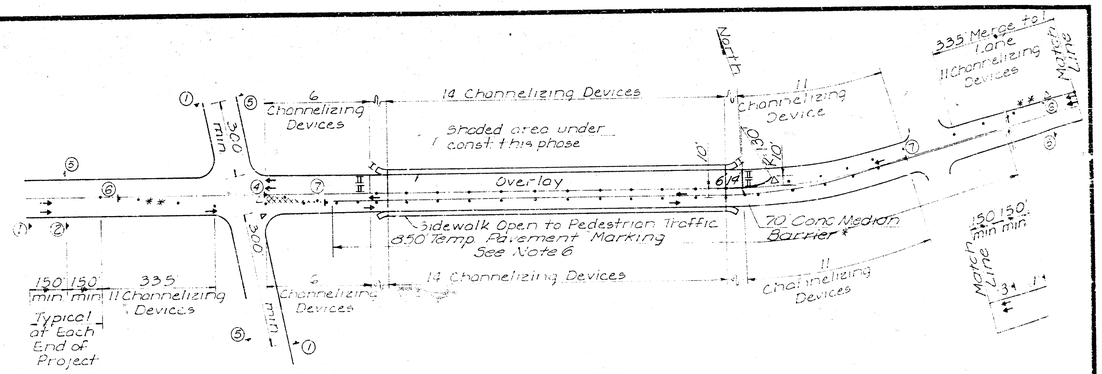
Scale: 1"=1'-0"



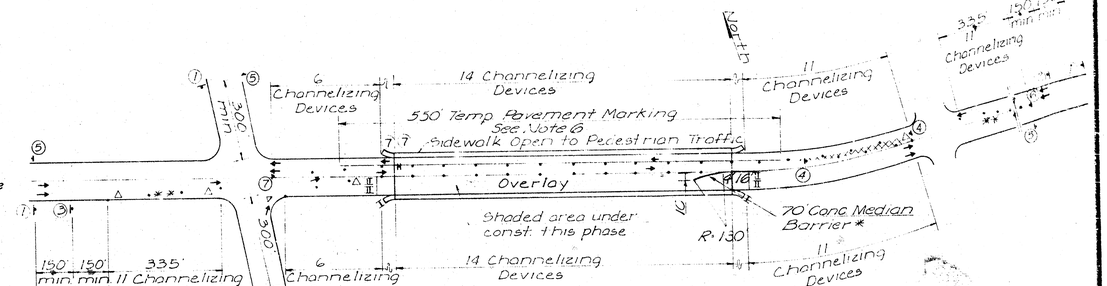
DETAIL OF INTEGRAL CURB

Scale: 1"=1'-0"
(Match existing curb at each end)

Integral curb shall be cut through to the pavement in uniform lengths of not more than ten foot intervals between expansion joints. Expansion joints having the same thickness as the expansion joints in the pavement shall be constructed in the integral curb at the specified locations. Number 4 dowels shall be installed in curb as shown on approximately 2'-6" centers.



PHASE I



**Advanced warning flashing or sequencing arrow panel located as designated by the Engineer. (See Note 3)

PHASE II

*Temporary Conc. Median Barrier placed for abutment backwall repair, shall be constructed & removed at the direction of the Engineer.

TRAFFIC PLAN

SUMMARY OF TRAFFIC CONTROL DEVICES

SIZE (SQ. FT.)	CONSTRUCTION SIGNS (EACH) 0-9.25	9.26-16.25	16.26 & OVER
R2-1			
R2-5c			
R4-1			
R4-7 ①	4		
R4-7a			
R11-2			
R11-4			
W1-3			
W1-4			
W1-6			
W3-3			
W4-2			
W6-3			
W6-5p.			
W20-1			
W20-4			
W20-5		2	
W21-4	4		
G20-1			
G20-2			

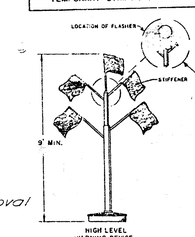
③ Cones may be used in areas of restricted width with the approval of the Engineer.

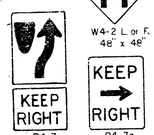
DELINEATORS & CHANNELIZING DEVICES (EACH)						
CONSTRUCTION BARRICADES		REFLECTORIZED		OBJECT MARKERS		
TYPE III						
TYPE I or II	4' TO 8'	9' TO 14'	DRUMS ②	CONES ③	TYPE II	VERTICAL PANELS: SINGLE / BACK TO BACK
2	6		89			

Conc. Median Barrier (Type 1) Precast 70 L.F.

LIGHTING DEVICES (EACH)	
CONSTRUCTION WARNING LIGHT (TYPE B-HIGH INTENSITY)	
SEQUENTIAL FLASHING LIGHT	
HIGH LEVEL WARNING DEVICE SEE NOTE 7	3

PAVEMENT LANE MARKING	
4" BROKEN (STATIONS)	
4" SOLID (STATIONS)	
TEMPORARY STRIPING (MILES) DBL. STRIPE	0.27





R4-7 24"x30" 24"x18"

R4-7a 24"x30"

W4-2 L or R 48" x 48"

Traffic Control Devices & Signs

—	Concrete Median Barrier (Type 1)(Precast)		
•	Channelizing Device		
I	Type I or II Barricades		
III	Type III Barricades		
△	High Level Warning Device		
①	Road Construction Ahead	W21-4	36" x 36"
②	Left Lane Closed Ahead	W20-5	48" x 48"
③	Right Lane Closed Ahead	W20-5	48" x 48"
④	Keep Right	R4-7	
⑤	End Construction	G20-2	60" x 24"
⑥	Pavement Width Transition Sign	W4-2	48" x 48"
⑦	Keep Right	R4-7a	24" x 30"

TRAFFIC NOTES

1. For standards on control devices and signs refer to "Manual on Uniform Traffic Control Devices," 1978 Ed.
2. All traffic control signs and devices to be subsidiary to the bid item "Traffic Control."
3. Due to existing conditions, Advance Warning Flashing or Sequencing Arrow Panel may be deemed necessary by the Engineer. When used they shall be paid for as extra work.
4. Channelizing devices shall be reflectorized or equipped with lighting devices for night time use.
5. Existing inappropriate pavement markings leaving the roadway in a confusing condition to motorists, which creates the potential for misdirection, shall be removed as soon as practicable. Approved removal procedures include sandblasting using air or water, high pressure water, steam or superheated water, mechanical grinding or solvents and chemicals. Other methods of removal may be used upon approval of the Engineer.
6. Two solid yellow reflectorized lines, 4" to 6" wide, spaced approximately 2" apart. The lines shall be either a pressure sensitive marking tape or other approved application capable of removal without damage to the final surface.
7. Lights shall be Type B High Intensity with a 7" minimum diameter lens, regulated to flash 55 to 75 times per minute. The flash duration shall not be less than 8% of time.

DESIGN	N.D.
DR. BY	R.A.W.
CK. BY	B.E.S.
DATE	3-78
JOB NO.	77-218

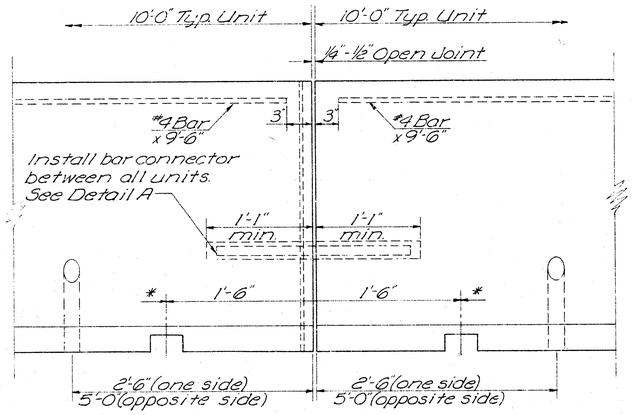
BRIDGE DECK RECONSTRUCTION 13TH ST. OVER THE ARKANSAS RIVER

APPROACH PAVING AND TRAFFIC

VAN DOREN · HAZARD · STALLINGS
ARCHITECTS · ENGINEERS · PLANNERS
LITTLE ROCK, ARKANSAS

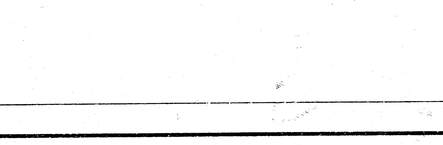
SHEET 6/9

FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87 BHO-000S (003)	19	7	7

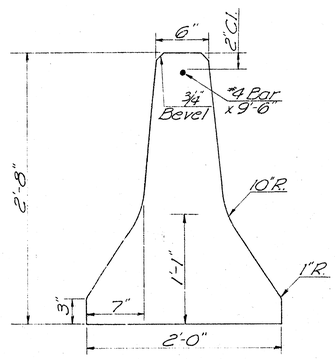


*℄ 2"x9" (Nominal) Lifting Slots at each end of section. Location may be changed at the option of the contractor.

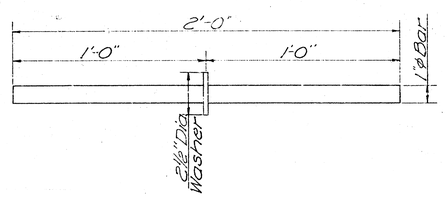
PART ELEVATION



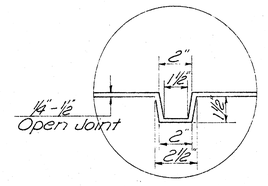
VIEW A-A



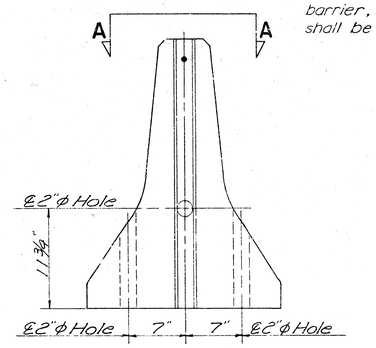
TYPICAL SECTION



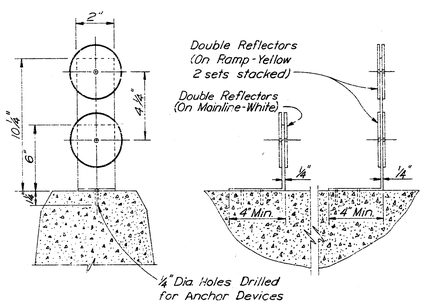
DETAIL "A"



KEYWAY DETAIL



END ELEVATION



DOUBLE REFLECTOR DETAIL

GENERAL NOTES

MATERIAL: Use Class AAA Conc. throughout. All Structural Steel shall be ASTM A-36. Reinforcing Steel may be grade 40 or grade 60.

SECTION: The section furnished must generally comply with dimensions shown. Requests for minor variations in section geometry & attachments may be submitted for approval.

KEYWAY: The female end of the keyway shall be enlarged near the 2"ϕ hole to accept the 2½" washer.

DRAINAGE: Drainage slots shall be constructed where specified in the plans, at inlet locations, or as directed by the engineer.

SURFACE PREPARATION: All loose dirt & sand shall be removed from the roadway surface just prior to placement of the median barriers.

REFLECTOR: Delineators shall be spaced on 100' centers, except through curves greater than 3° curvature, where the spacing shall be on 50' centers. All materials for supporting delineators shall be aluminum except anchor devices. If anchor device is other than aluminum, insulation shall be provided between metals to prevent passage of electrical current. Anchor devices shall be of an approved type.

When reflectors are placed on parallel runs of barrier, only one reflector facing approaching traffic shall be installed.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

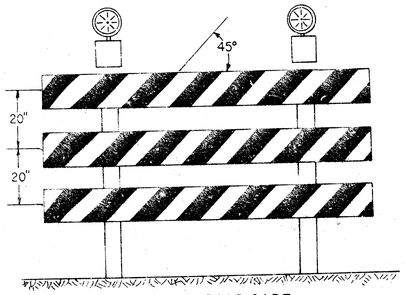
CONCRETE MEDIAN BARRIER TYPE I - PRECAST

SHEET NO. 7 OF 7	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.

7/9

FHWA REGION NO	STATE	PROJECT NO	YEAR	SHEET NO	TOTAL SHEETS
7	KANSAS	87 BHO-0005(003)	19	7A	7

TRAFFIC CONTROL DEVICES



TYPE III BARRICADE
WITH LIGHTS

NOTE:

A MINIMUM OF TWO TYPE A LIGHTS SHALL BE USED AT EACH LOCATION WHERE A TYPE III BARRICADE OR BARRICADES ARE USED. A LIGHT SHALL BE MOUNTED ON THE OUTSIDE CORNER AT THE END BARRICADES WHEN MORE THAN ONE IS USED. THE LENS SHALL BE A MINIMUM OF 7" IN DIAMETER.

BARRICADE CHARACTERISTICS

	TYPE* I	TYPE* II	TYPE* III
WIDTH OF RAIL	8" MIN-12" MAX	8" MIN-12" MAX	8" MIN-12" MAX
LENGTH OF RAIL	2 FT. MIN	2 FT. MIN	4 FT. MIN
WIDTH OF STRIPES**	6 IN.	6 IN.	6 IN.
HEIGHT	3 FT. MIN	3 FT. MIN	5 FT. MIN
NUMBER OF REFLECTORIZED RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE DIRECTION 6 IF FACING TRAFFIC IN TWO DIRECTIONS

* FOR WOODEN BARRICADES NOMINAL LUMBER DIMENSIONS WILL BE SATISFACTORY

** FOR RAILS LESS THAN 3 FEET LONG, 4 INCH WIDE STRIPES SHALL BE USED

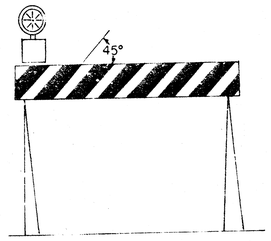
WARNING LIGHTS

	TYPE A LOW INTENSITY	TYPE B HIGH INTENSITY	TYPE C STEADY BURN
LENS DIRECTIONAL FACES	1 OR 2	1	1 OR 2
FLASHING RATE PER MINUTE	55 TO 75	55 TO 75	CONSTANT
FLASH DURATION[1]	10%	8%	CONSTANT
MINIMUM EFFECTIVE INTENSITY[2]	4 CANDELAS	35 CANDELAS	
MINIMUM BEAM CANDLE POWER			2 CANDELAS
HOURS OF OPERATION	DUSK TO DAWN	24 HRS./DAY	DUSK TO DAWN

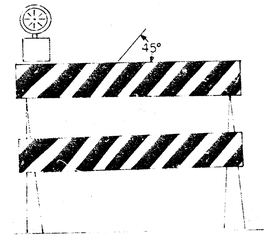
1 LENGTH OF TIME THAT INSTANTANEOUS INTENSITY IS EQUAL TO OR GREATER THAN EFFECTIVE INTENSITY

2 THESE VALUES MUST BE MAINTAINED WITHIN A SOLID ANGLE 9° ON EACH SIDE OF THE VERTICAL AXIS, AND 5° ABOVE AND 5° BELOW THE HORIZONTAL AXIS.

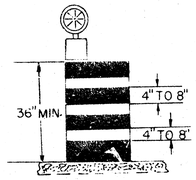
CHANNELIZING DEVICES



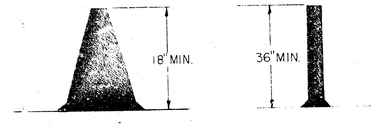
TYPE I BARRICADE
WITH LIGHT



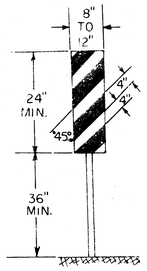
TYPE II BARRICADE
WITH LIGHT



REFLECTORIZED DRUM
WITH LIGHT



CONES
ORANGE IN COLOR



VERTICAL PANEL

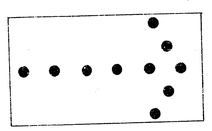
LIGHTS USED ON CHANNELIZING DEVICES

WHEN USED SINGLY — TYPE "A" FLASHING

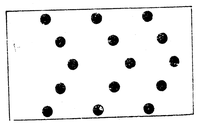
WHEN USED IN SERIES — TYPE "C" STEADY BURN

THE LENS SHALL BE A MINIMUM OF 7" IN DIAMETER.

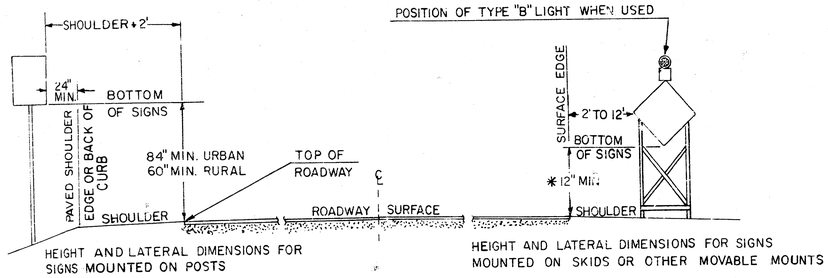
ARROW PANELS



FLASHING ARROW



SEQUENTIAL ARROW



HEIGHT AND LATERAL DIMENSIONS FOR SIGNS MOUNTED ON POSTS

HEIGHT AND LATERAL DIMENSIONS FOR SIGNS MOUNTED ON SKIDS OR OTHER MOVABLE MOUNTS

* A MINIMUM OF 30" IS PREFERED

NOTE:

The colors of barricade rails, drums, and vertical panels shall be orange and white. The entire area of orange and white shall be reflectorized with reflective sheeting or other reflective processes as approved by the Engineer.

Channelizing Devices placed along shoulder edges or in dropoffs shall be a minimum of 24" from the top of the channelizing device to the top of the pavement.

NO	DATE	REVISIONS	BY	APP'D
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

DESIGN DETAILS FOR
BARRICADES, CHANNELIZING DEVICES
AND SIGN MOUNTING LOCATIONS

STD. 752.1

SHEET NO OF
DESIGNED PR
DESIGN CK AFT
SCALE
DETAILED PR
DETAIL CK AFT
APP'D 6-6-80
QUANTITIES
QUAN CK
TRACED
TRACE CK 8/9

FHWA REGION NO	STATE	PROJECT NO	YEAR	SHEET NO	TOTAL SHEETS
7	KANSAS	87 BHO-005(003)	19	7B	7

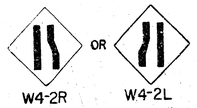
TRAFFIC CONTROL DEVICES
FOR HANDLING TRAFFIC THROUGH CONSTRUCTION

(A)


W20-1
48"x 48"

(D)


W20-7
48"x 48"

(F)


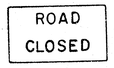
W4-2R
48"x 48"
W4-2L
48"x48"

(J)

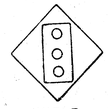

WI3-1
24"x24"

(M)


R4-1
24"x30"

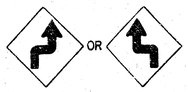
(P)


R11-2
48"x 30"

(T)

W3-3
48"x 48"

(B)


W20-4
48"x 48"

(E)


WI-3R
48"x 48"
WI-3L
48"x 48"

(G)

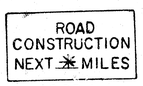
W6-3
48"x 48"

(K)


R2-1
24"x 30"

(N)


R5-1
30"x 30"

(R)


G20-1
60"x 36"

(U)

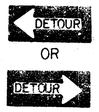

W20-8
48"x 48"

(C)

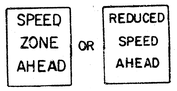

W20-5
48"x 48"

(E)


WI-4R
48"x 48"
WI-4L
48"x 48"

(H)


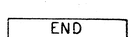
M4-10
48"x 18"

(L)


R2-5c
24"x 30"
R2-5a
24"x 30"

(O)

R4-7
24"x 30"

(S)


G20-2
60"x 24"

(V)


W21-4
48"x 48"

AHEAD, 1500 FT. or 1 MILE Whichever is applicable
AHEAD, 1000 FT., 1500 FT., or 1/2 MILE Whichever is applicable
RIGHT or LEFT.
Speed to be determined by the Engineer.
(R) To be erected if project exceeds 2 miles in length * milage to be shown to nearest whole mile.
(E) Use WI-3 for speeds of 30 MPH or less
Use WI-4 for speeds over 30 MPH

NOTE:
All signs shall be fully reflectorized with reflective sheeting or other reflective processes as approved by the Engineer.

NO	DATE	REVISIONS	BY	APP'D

SIGNS FOR HANDLING TRAFFIC THROUGH CONSTRUCTION

STD. 755

SHEET NO. OF | SCALE | APP'D 6-6-80
DESIGNED PR | DETAILED PR | QUANTITIES | TRACED
DESIGN CK AFT | DETAIL CK AFT | QUAN CK | TRACED 7/9