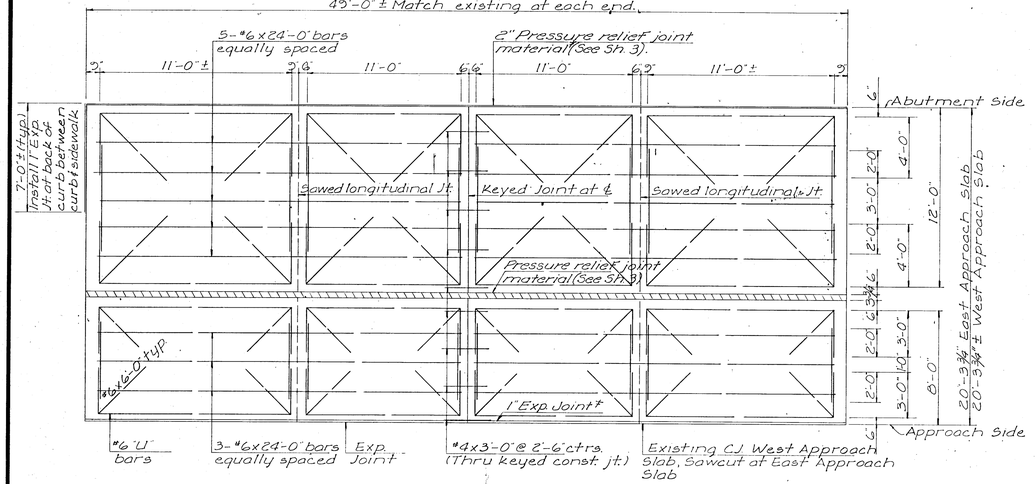
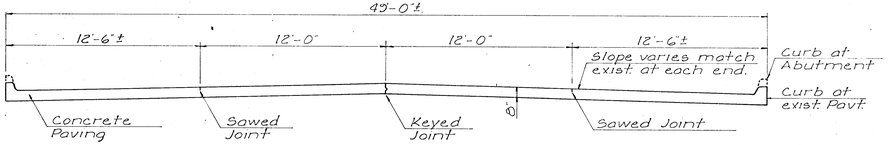


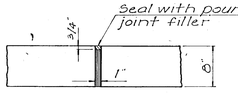
STEEL PATTERN AT APPROACH SLABS

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

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

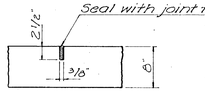


TYPICAL SECTION THRU PAVEMENT



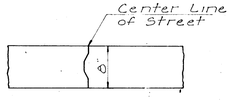
DETAIL OF EXPANSION JOINT

Scale: 1" = 1'-0"



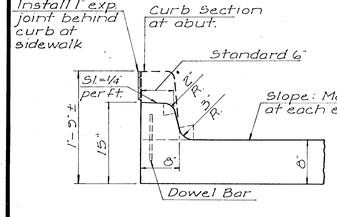
DETAIL OF SAWED LONGITUDINAL JOINT

Scale: 1" = 1'-0"



DETAIL OF KEYED JOINT

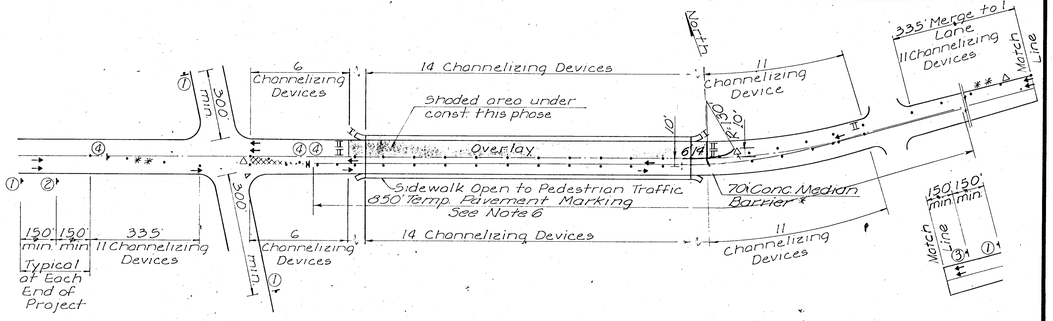
Scale: 1" = 1'-0"



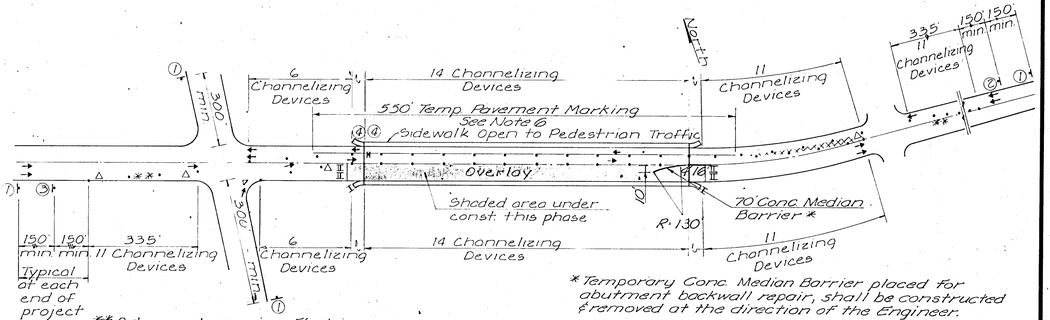
DETAIL OF INTEGRAL CURB

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

Traffic Control Devices & Signs

- Concrete Median Barrier (Type I) (Precast)
- Channelizing Device
- Type I or II Barricades
- Type III Barricades
- High Level Warning Device
- (1) Road Work Ahead — W21-4 36"x36"
- (2) Left Lane Closed Ahead — W20-5 48"x48"
- (3) Right Lane Closed Ahead — W20-5 48"x48"
- (4) Keep Right — R4-7, R4-7a

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.

SUMMARY OF TRAFFIC CONTROL DEVICES

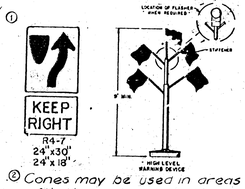
CONSTRUCTION SIGNS (EACH)				
SIZE (SQ. FT.)	0-9.25	9.26-16.25	16.26 & OVER*
R2-1				
R2-5c				
R4-1				
R4-7 (1)	4			
R4-7a				
R11-2				
R11-4				
W1-3				
W1-4				
W1-6				
W3-3				
W4-2				
W6-3				
W6-5a				
W20-1				
W20-4				
W20-5			2*	
W21-4	4			
G20-1				
G20-2				

DELINEATORS & CHANNELIZING DEVICES (EACH)						
CONSTRUCTION BARRICADES		REFLECTORIZED		OBJECT MARKERS		
TYPE III				VERTICAL PANELS		
TYPE I or II	4' TO 8'	8' TO 14'	DRUMS (2)	CONES	TYPE II	SINGLE	BACK TO BACK
2	6		84				

Concrete Median Barrier (Type I) Precast 1401 L.F.

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

PAVEMENT LANE MARKING	
4" BROKEN (STATIONS)	
4" SOLID (STATIONS)	
TEMPORARY STRIPING (MILES) Double Stripe	0.27



(2) Cones may be used in areas of restricted width with the approval of the Engineer.

DESIGN	N.D.
DR. BY	B.E.S.
CK. BY	R.A.W.
DATE	3-79
JOB NO.	77-218

BRIDGE DECK RECONSTRUCTION
13TH ST. OVER THE ARKANSAS RIVER
APPROACH PAVING AND TRAFFIC

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

SHEET 6 OF 6