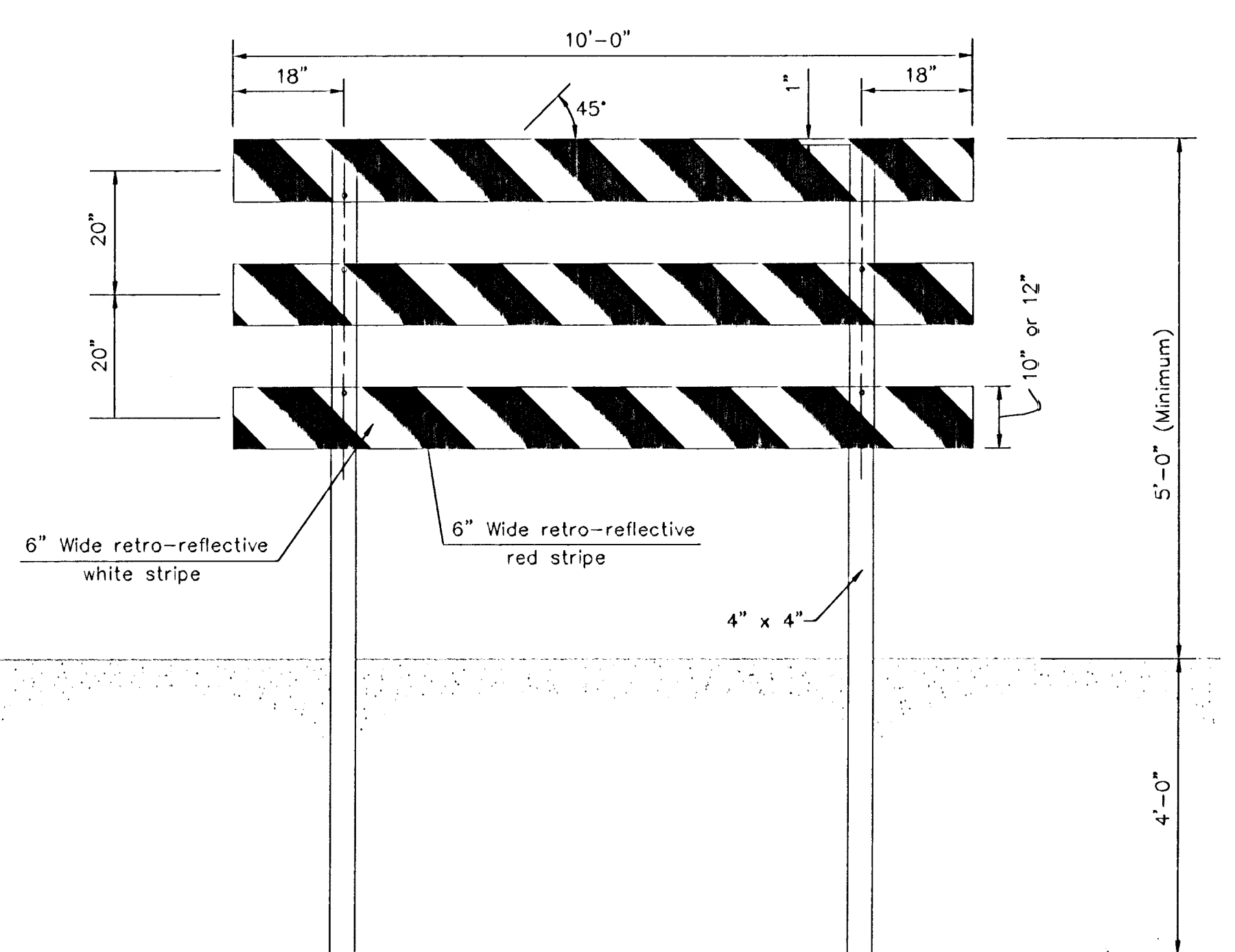
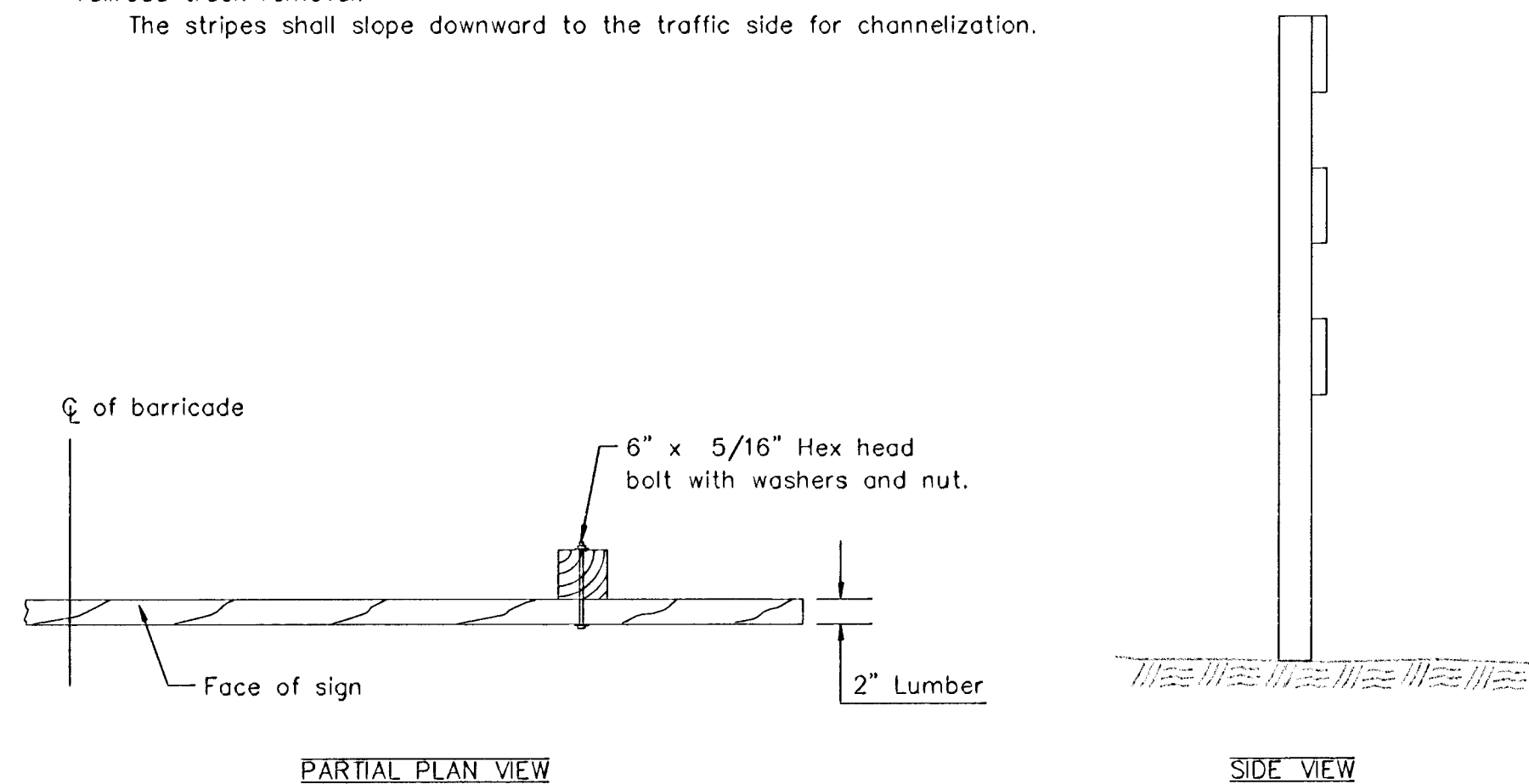


GENERAL NOTES

Steel fasteners shall be electroplated with zinc or cadmium.
Wood posts shall be given a preservative treatment as provided in the K.D.O.T. Standard Specifications.
Lumber for barricade boards shall be straight, free of unsound knots and S4S.
All lumber dimensions are nominal.
Hachure lines shall be formed by applying strips of silver enclosed lens reflective sheeting to 0.040" thick aluminum, which in turn is to be secured to each barricade board. Either a pressure sensitive or heat activated adhesive is permitted. The 6" wide red stripes are to be formed by applying either a red enclosed reflective sheeting or a transparent red process color. The reflectorized aluminum strip is to be secured to each board with 1" common galvanized nails, one in each corner of the strip and additional nails spaced at 12" intervals along the top and bottom edges.
Holes for posts shall be drilled and backfill tamped.
Side, edges and ends of all boards shall be painted with one coat of exterior grade prime and two coats of exterior grade black enamel.
Barricades are to be set at each road to be closed. Barricades are to be installed approximately 10 feet beyond valley gutter pavement at the end of railroad track removal.
The stripes shall slope downward to the traffic side for channelization.

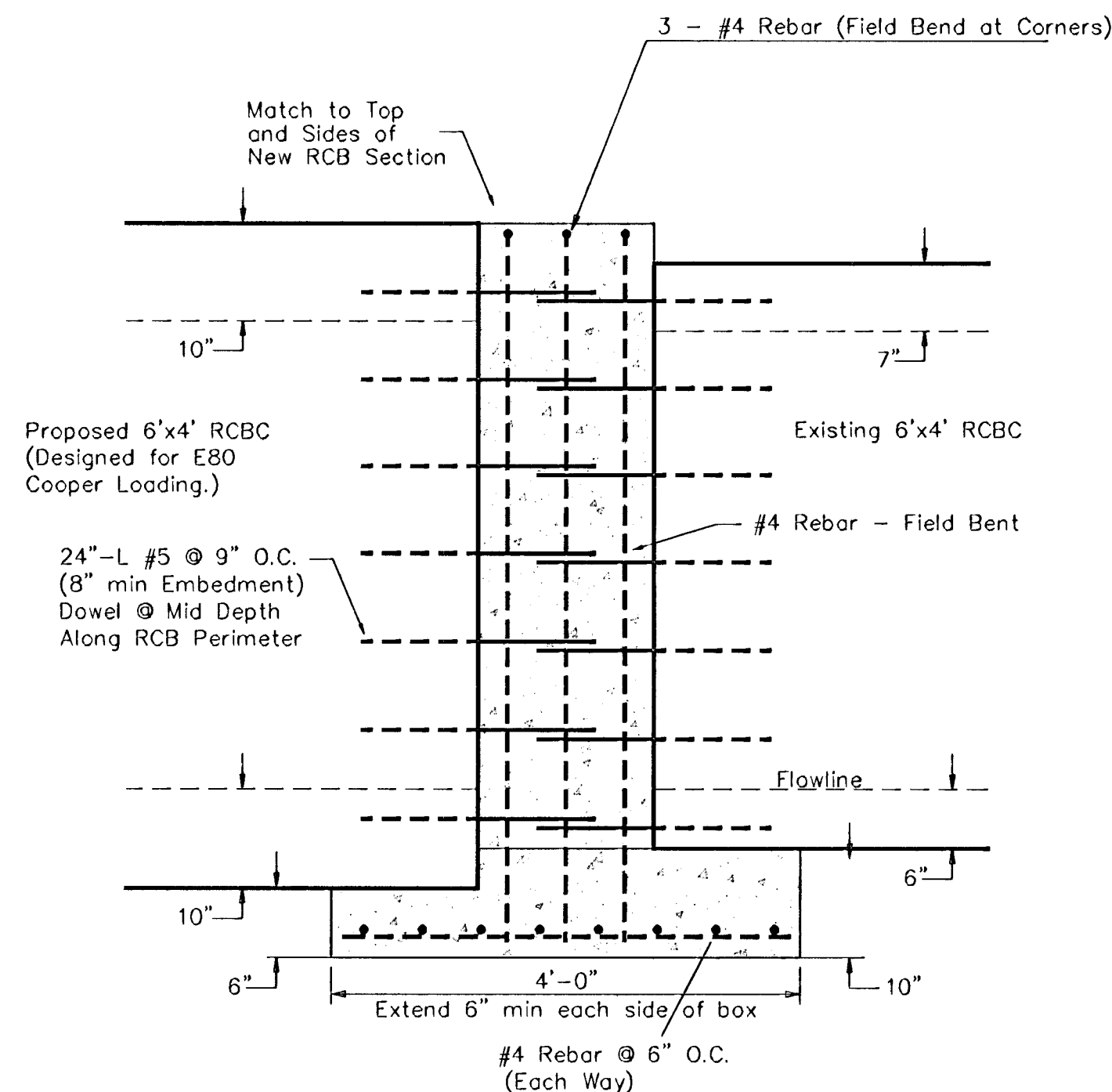


FIXED TYPE III BARRICADE

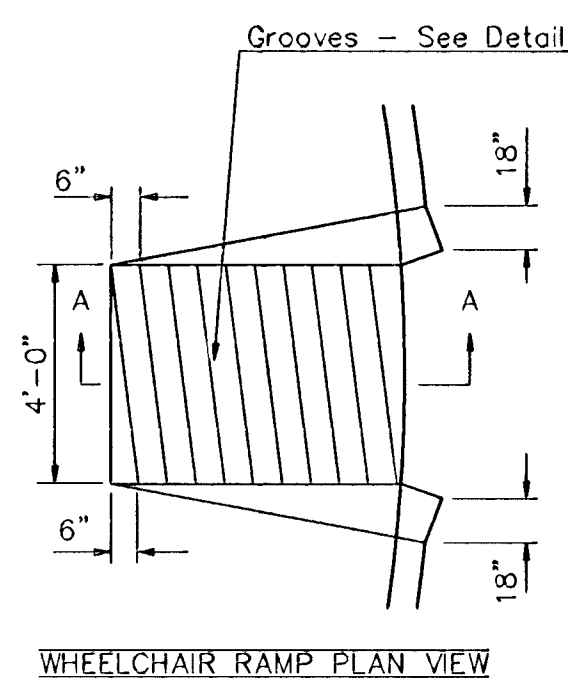
NOTES:

City Records indicate a nominal fifty (50) foot gap exists between the ends of the previously installed RCB sections. Installation of the 8 RCB sections should take up approximately 48.5 feet leaving a nominal 1.5 foot gap. Contractor shall be required to dowel into the ends of the RCB sections and construct a concrete collar section as detailed below or as approved by the Engineer. All costs associated with the materials, labor, construction, etc. of the concrete collar section shall be considered INCIDENTAL to the bid item "6' x 4' RCB Installation".

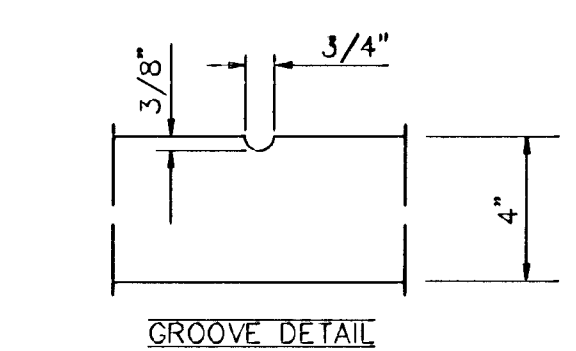
Heavy Duty RCB sections to be installed were originally designed for railroad loading and are constructed with ten (10) inch wall thickness versus a six (6) inch wall thickness for the previously installed sections. Contractor shall be required to construct and remove interior formwork to provide a smooth unobstructed flow within the RCB.



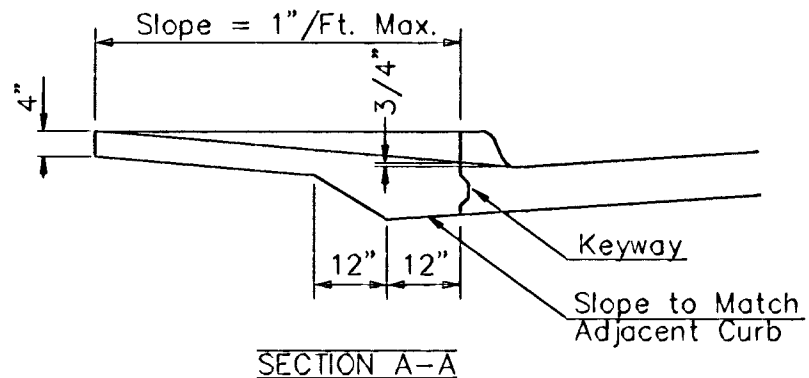
REINFORCED CONCRETE COLLAR SECTION



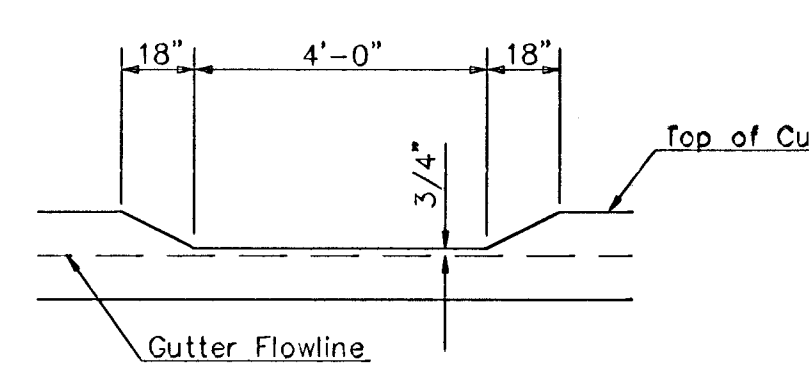
WHEELCHAIR RAMP PLAN VIEW



GROOVE DETAIL

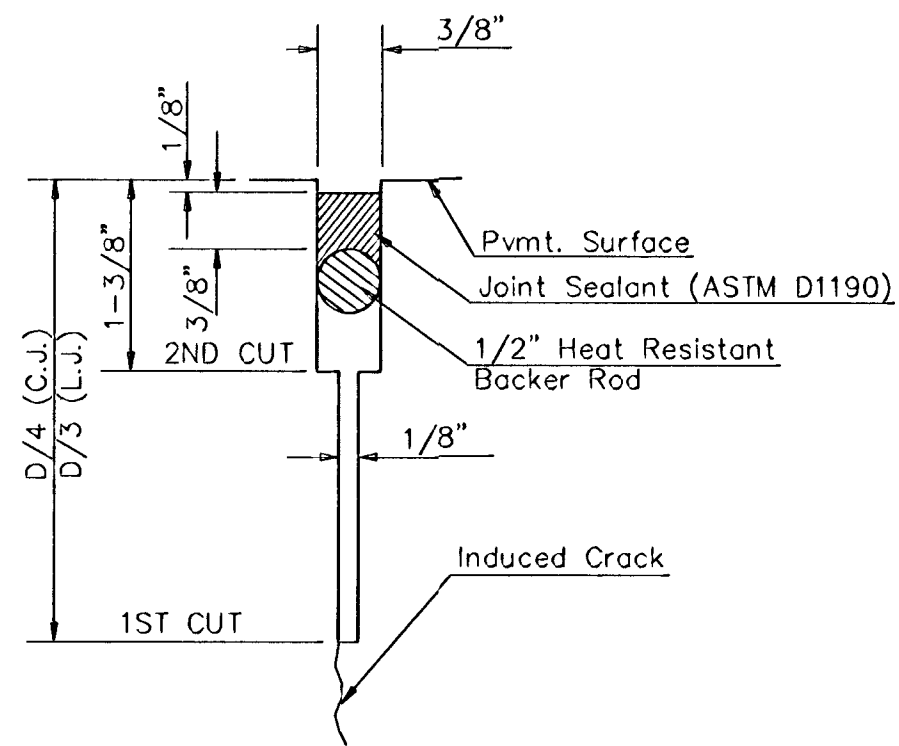


SECTION A-A

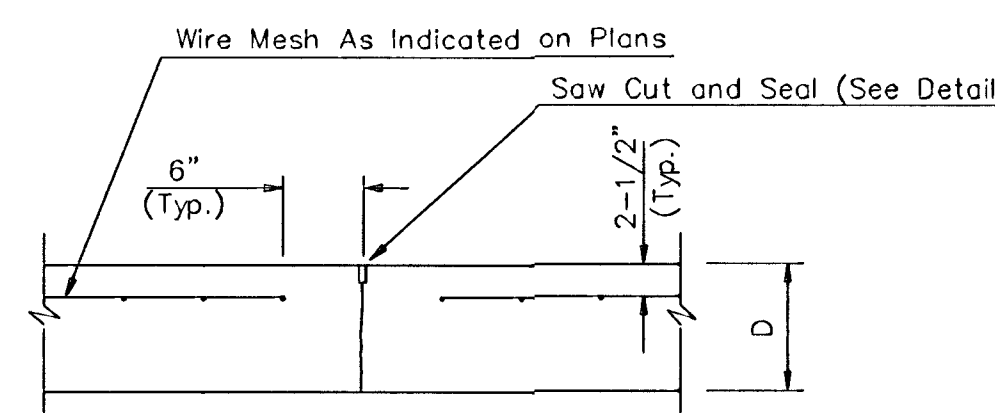


DEPRESSED CURB DETAIL

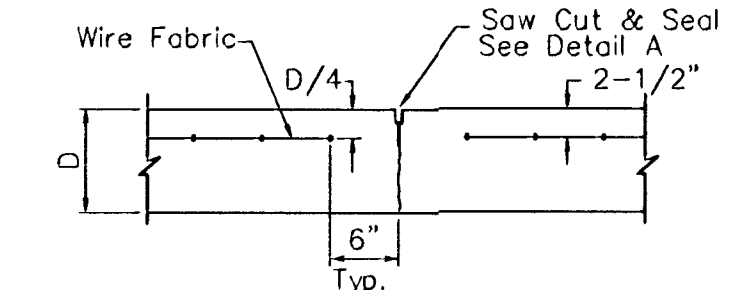
WHEELCHAIR RAMP DETAILS



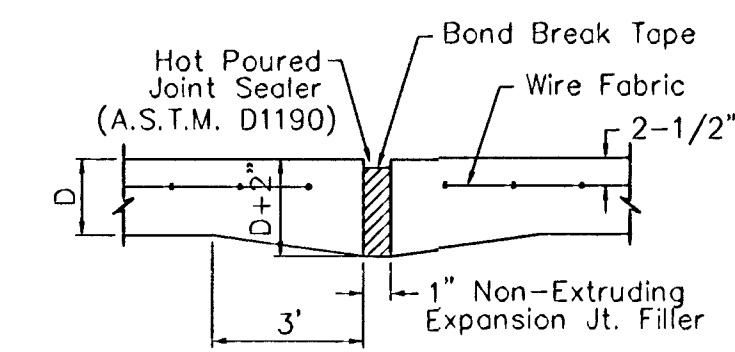
CUT AND SEAL SAW JOINT DETAIL



TRANSVERSE CONTRACTION JOINT DETAIL

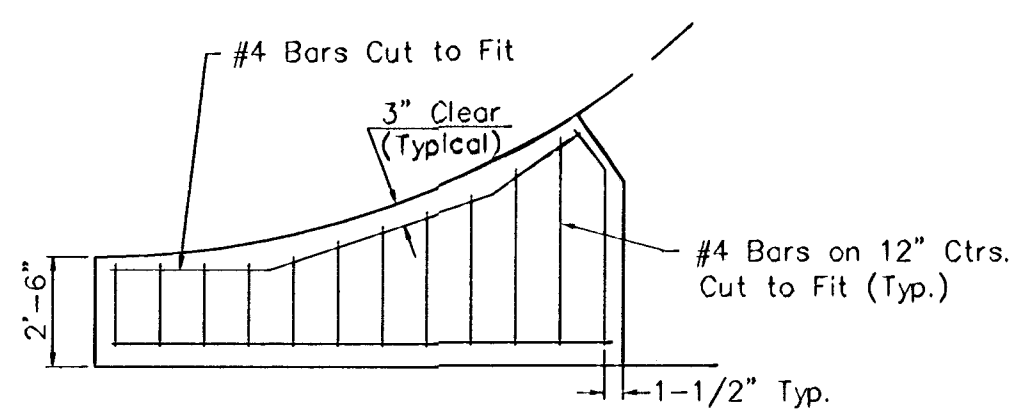


CONTRACTION JOINT DETAIL (C.J.)

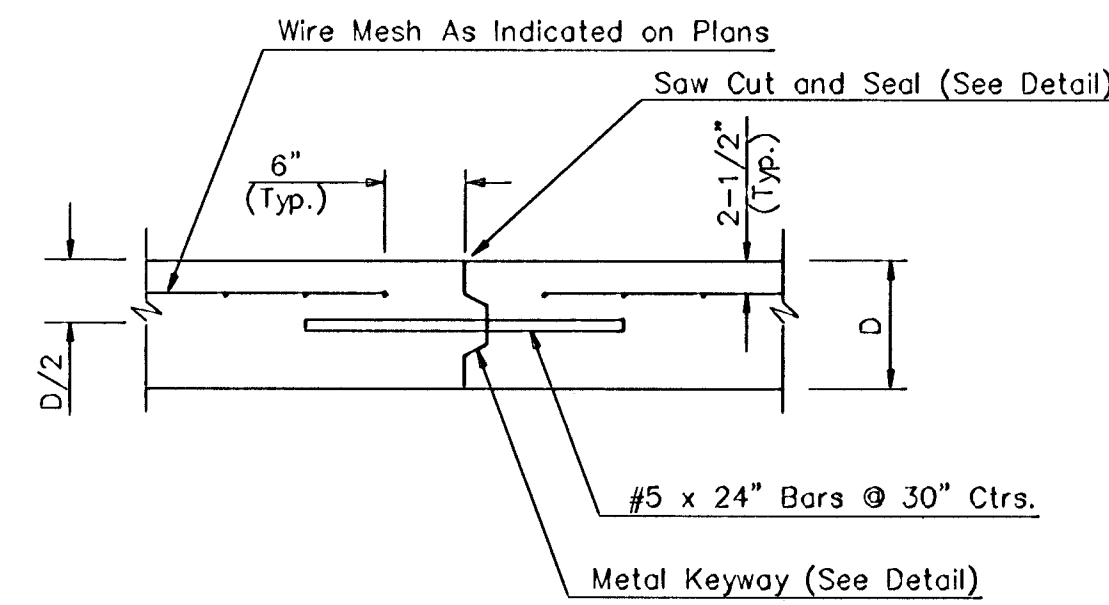


EXPANSION JOINT

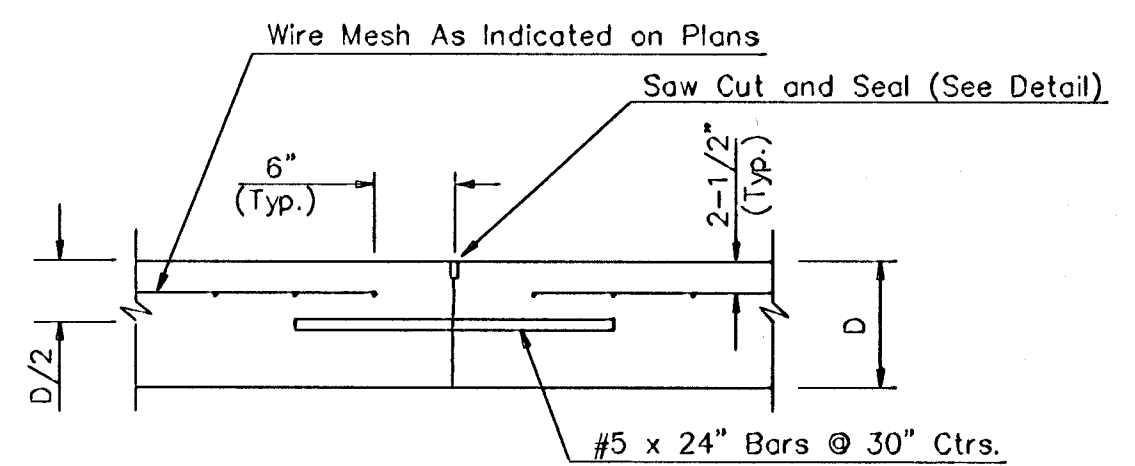
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement



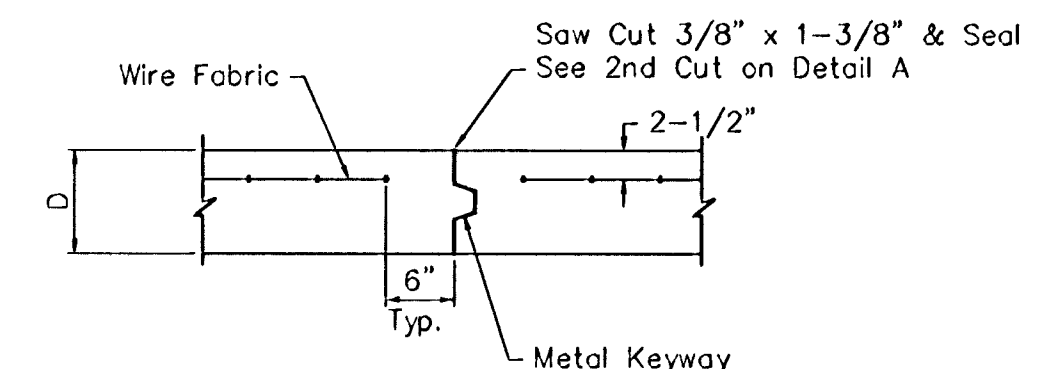
WING REINFORCING DETAIL



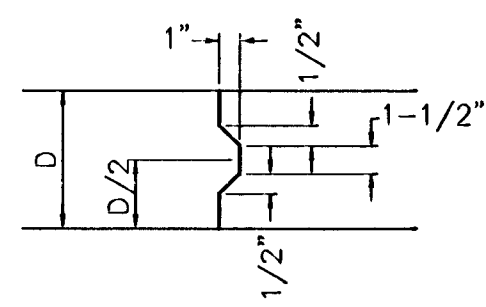
LONGITUDINAL CONSTRUCTION JOINT DETAIL



LONGITUDINAL JOINT DETAIL (OPTIONAL CONSTRUCTION)

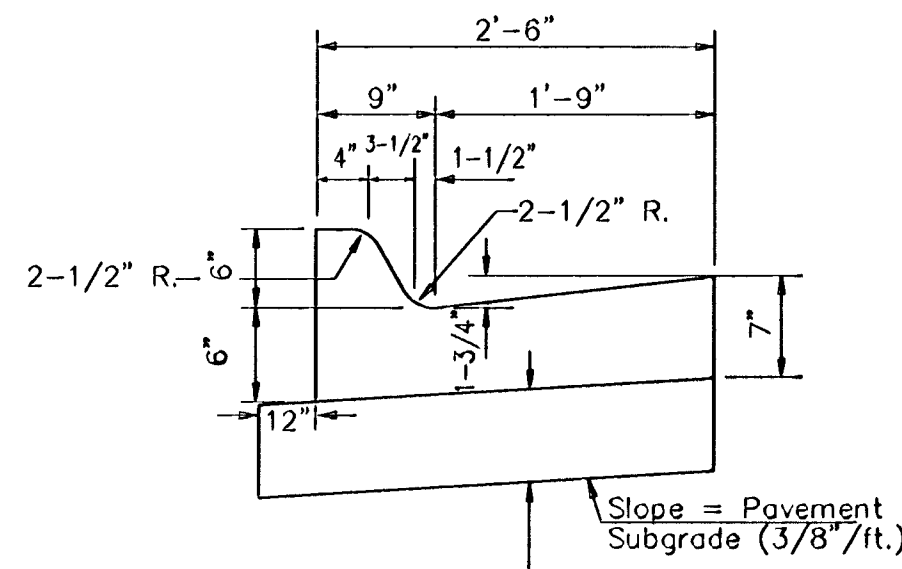


OPTIONAL CONTRACTION JOINT (CONSTRUCTION JOINT)



KEYWAY DETAIL

NOTE: 6" X 12" WAXED Welded Wire Fabric Reinforcing Shall Be Placed So That The Wires With The 6" Spacing Will Run Parallel With The Longitudinal Joints.



TYPE 1 COMBINED CURB & GUTTER (6") (ADJACENT TO 7" A.C. PVMT.)

PROJECT NUMBER 472-76-245-82026			SHEET NAME PAVDET2		ENGINEERING DIRECTORY F. MURDOCK DETAIL	
DESIGN JFB/JMN	DRAWN KWR/JMN	APPROVED	DATE SEPT 99	SCALE NONE	BAUGHMAN NO 98-06-E100	

PAVEMENT DETAILS
MURDOCK & WICHITA INTERSECTION IMPROVEMENTS

BAUGHMAN COMPANY, P.A.
ENGINEERING, SURVEYING, & PLANNING
318-282-7271 • 315 ELLIS • WICHITA, KANSAS 67211

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