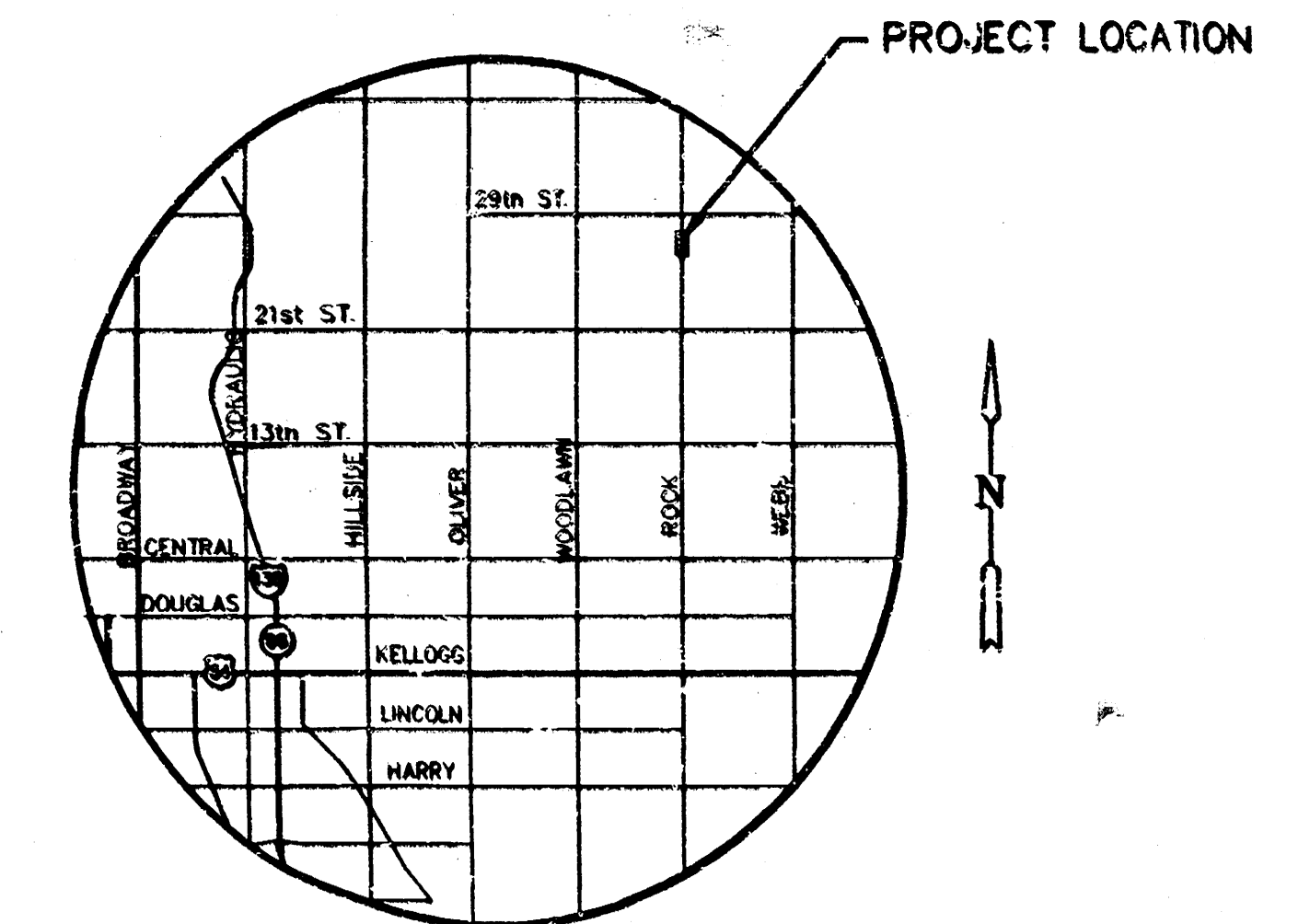
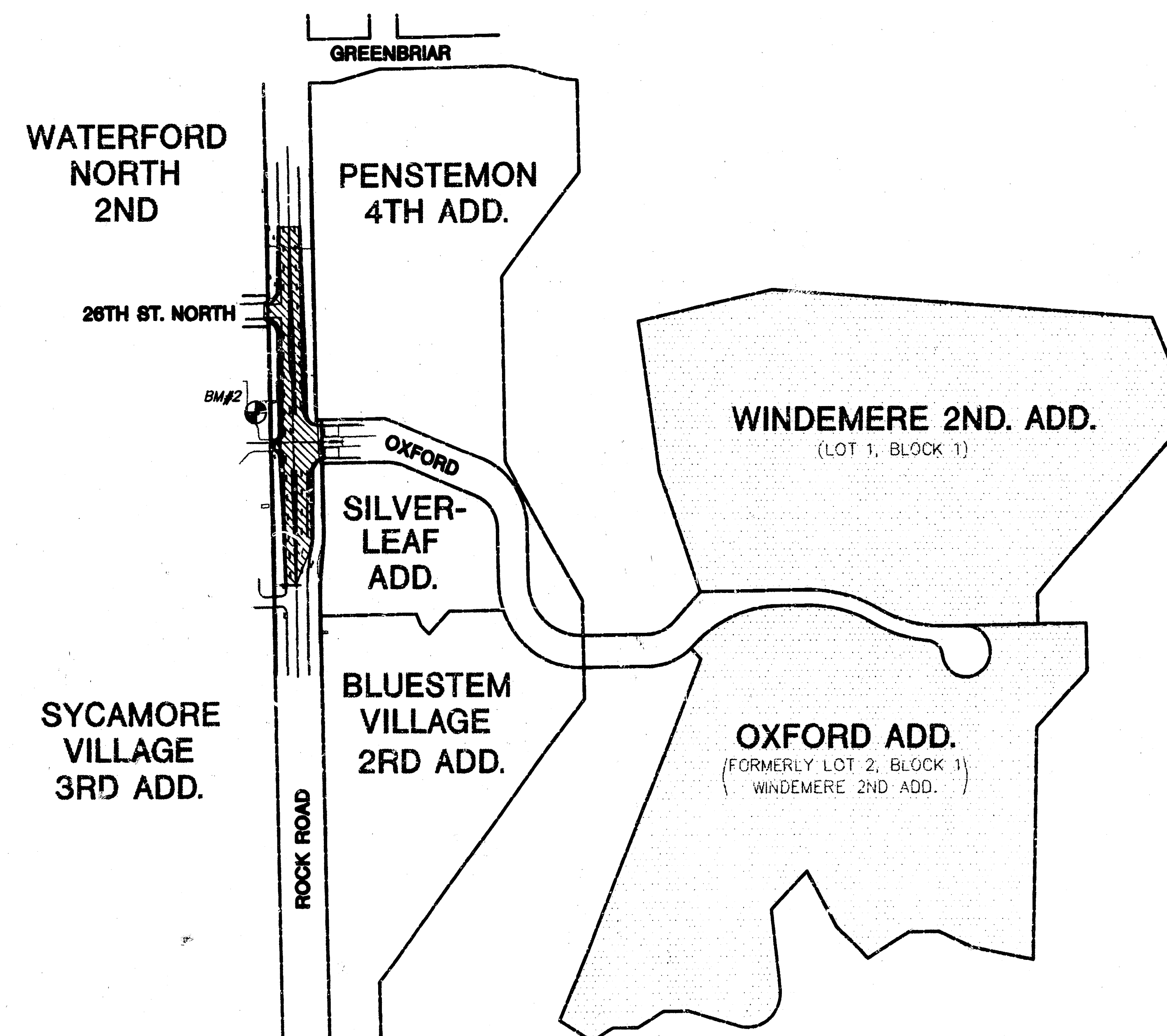
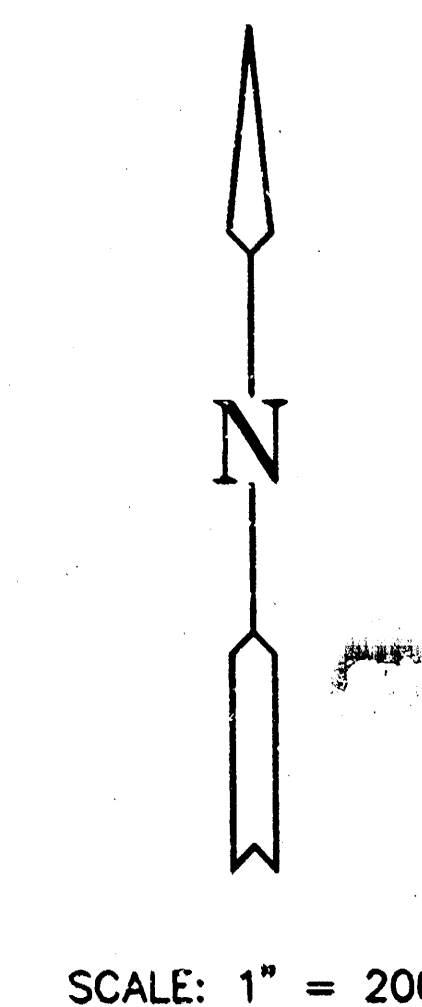


PAVING PLANS FOR
ROCK ROAD @ OXFORD TURNING LANE
 NORTH ROCK ROAD IMPROVEMENTS
PROJECT NO.
472-81968

CITY OF WICHITA, KANSAS
 MICHAEL E. LINDEBAK, CITY ENGINEER
 INDEX NO. 762559



CITY OF WICHITA

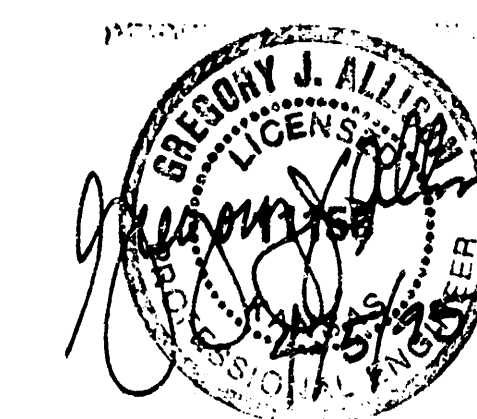
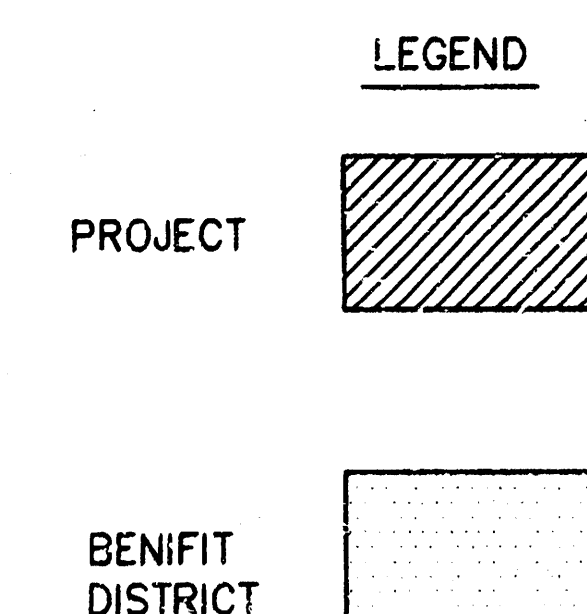


BENCHMARKS

- BM #1 RR SPIKE IN WEST FACE OF STREET LIGHT POLE AT NORTHWEST CORNER OF ROCK RD. AND 24TH ST. NORTH INTERSECTION. ELEV. = 214.59
- BM #2 "I" CUT ON SOUTHEAST CORNER OF CONC. BASE OF SWBT VAULT, 208' SOUTH OF 26TH ST. AND 77' WEST OF ROCK RD. ELEV. = 223.09

INDEX TO DRAWINGS

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3	PAVING DETAILS
4	STANDARD DRIVE ENTRANCE DETAILS
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6	PAVING PLANS STA. 10+00 TO 14+00
7	PAVING PLANS STA. 14+00 TO 17+40.01
8	PAVEMENT MARKING LOCATIONS
9	CROSS SECTIONS
10	CROSS SECTIONS



ROCK ROAD @ OXFORD TURNING LANE
 PROJECT NAME

PAVING PLANS
 SHEET TITLE

MID-KANSAS ENGINEERING CONSULTANTS, INC.
 411 N. WEBB ROAD
 WICHITA, KS. 67206
 316-684-9600

PAF DESIGN BY. PAF DRAWN BY. GJA CHECKED BY. DATE FEB. 1995 JOB NO. 94084 SHEET 1 OF 10

GENERAL NOTES

1. CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF FORTY-EIGHT (48) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:
KANSAS ONE-CALL 1-800-344-7233
OR 687-2470 (LOCAL WICHITA)
- THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF EMERGENCY:
SOUTHWESTERN BELL TELEPHONE COMPANY 1-571-2115
CABLEVISION 262-4270 OR 263-2061
KCE - GAS 268-4908
KCE - ELECTRIC 942-8350
CITY OF WICHITA WATER & SEWER
ARKLA
2. THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ADJUTING THE PROJECT LIMITS A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO THE START OF CONSTRUCTION.
3. UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, AND ETCETERA ARE TO BE ADJUSTED AS NECESSARY BY OR FOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR OR UNLESS THE PLANS OR CONTRACT DOCUMENTS 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.
4. ALL ADJACENT BUILDINGS, STRUCTURES, PARKING LOTS, DRIVES, STREET PAVEMENTS, UTILITY LINES, UTILITY STRUCTURES AND APPURTENANCES OTHER THAN SHOWN FOR REPLACEMENT SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION OF THE PROJECT. DAMAGED ITEMS SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. SHEETING AND SHORING MAY BE REQUIRED TO PROTECT THE ITEMS MENTIONED ABOVE.
5. A FULL DEPTH SAW CUT OF EXISTING SURFACE COURSES OR ONE-FOURTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION ADJUTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAWED JOINT TO FACILITATE REMOVAL WITHIN THREE (3) FEET OF EXISTING JOINTS WILL NOT BE PERMITTED AND FOR SUCH INSTANCES THE LIMITS OF REMOVAL SHALL EXTEND TO THE EXISTING JOINT. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE REMOVAL OF THE SURFACE OR PAVEMENT.
6. RUBBLE FROM THE REMOVAL OF PAVEMENT, MISCELLANEOUS STRUCTURES AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE AND SITE LOCATION. LOCATIONS THAT, IN THE OPINION OF THE ENGINEER, WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED. ALL 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 ARCHEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.
7. PROPERTIES WITHIN THE PROJECT LIMITS MAY HAVE PRIVATE IMPROVEMENTS, I.E., SPRINKLER SYSTEMS, FENCES, PLANTERS, SIGNS, ETC., IN PUBLIC RIGHT-OF-WAY 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, VALVES AND OTHER REUSABLE MATERIALS AND GIVE SUCH TO THEIR OWNER. IMPROVEMENTS NOT IN CONFLICT WITH NEW CONSTRUCTION SHALL BE PROTECTED FROM DAMAGE AND SHALL REMAIN IN PLACE. ALL WORK IN CONNECTION WITH REMOVAL OF THESE ITEMS SHALL BE CONSIDERED AS SUBSIDIARY TO "CLEARING RIGHT-OF-WAY AND SITE PREPARATION".
8. TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.
9. 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 REGISTERED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.
10. THE CONTRACTOR SHALL ADJUST WATER VALVE AND FIRE HYDRANTS AS DIRECTED BY THE ENGINEER. THE WATER DEPARTMENT SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. WATER VALVES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
11. STREET SIGNS, STREET FURNITURE, ETCETERA REMOVED BY THE CONTRACTOR SHALL BE TAKEN TO THE CITY YARD FOR STORAGE.
12. INSTALL NEW STANDARD MANHOLE FRAMES AND COVERS ON ALL EXISTING STORM WATER AND SANITARY SEWER MANHOLES LOCATED IN NEW PAVEMENT. OLD FRAMES AND COVERS SHALL BE TAKEN TO THE CITY YARD FOR SALVAGE.
13. ALL ELEVATIONS SHOWN ARE CITY DATUM. CITY DATUM = USGS MSL - 1187.40
14. ALL DISTURBED AREA WITHIN R/W SHALL BE SEEDED OR SODDED WITH SAME KIND AS EXISTING.

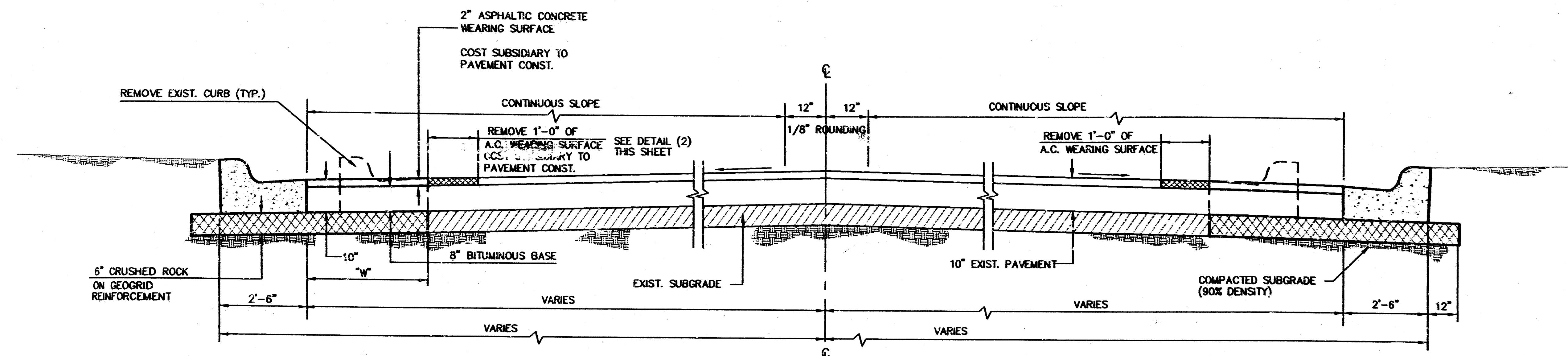


MID-KANSAS ENGINEERING
CONSULTANTS, INC.
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WICHITA, KS. 67206
316-684-9600

ROCK ROAD • OXFORD TURNING LANE
PROJECT NAME

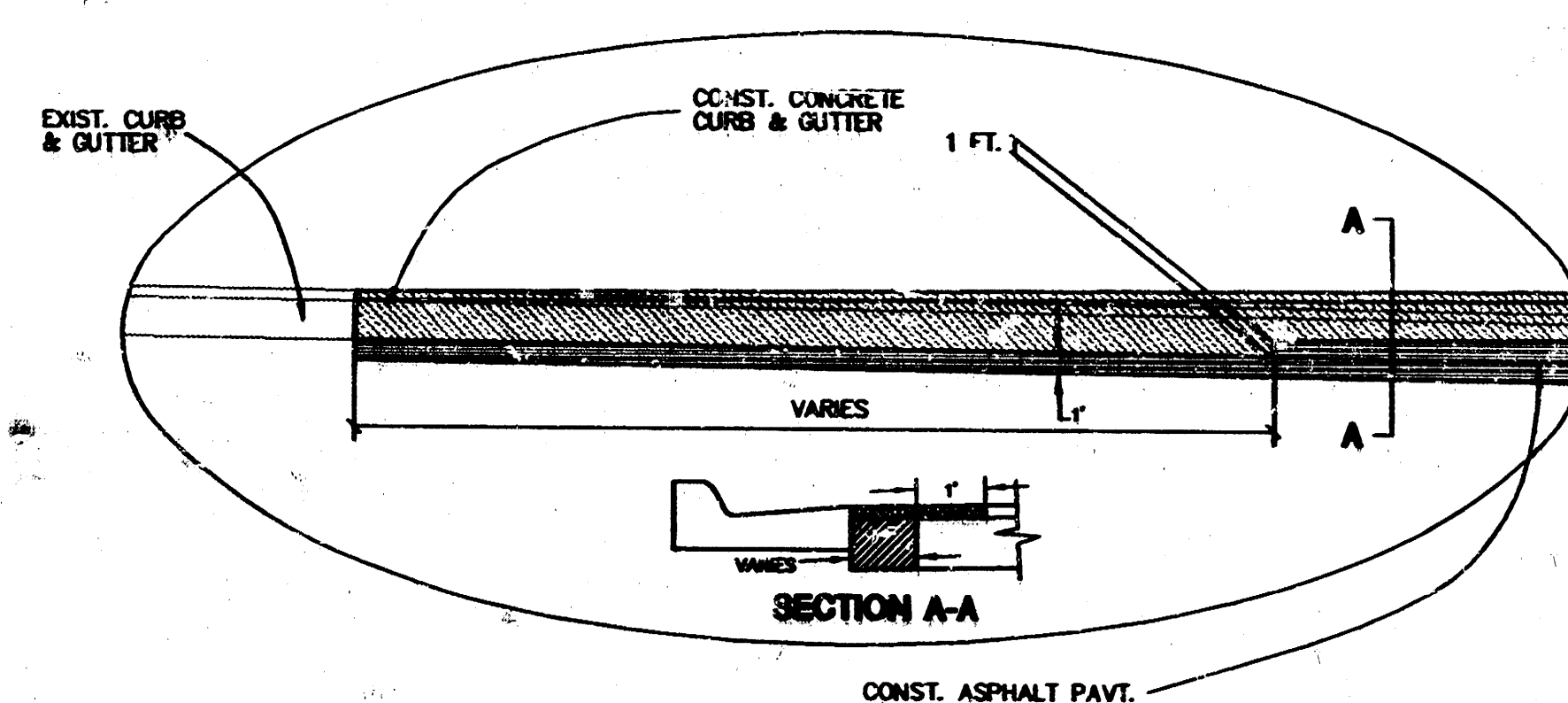
GENERAL NOTES
SHEET TITLE

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DESIGN BY:	DRAWN BY:	CHECKED BY:
FEB. 1985	194084	2 / 10
DATE	102 NO.	SHEET/OF

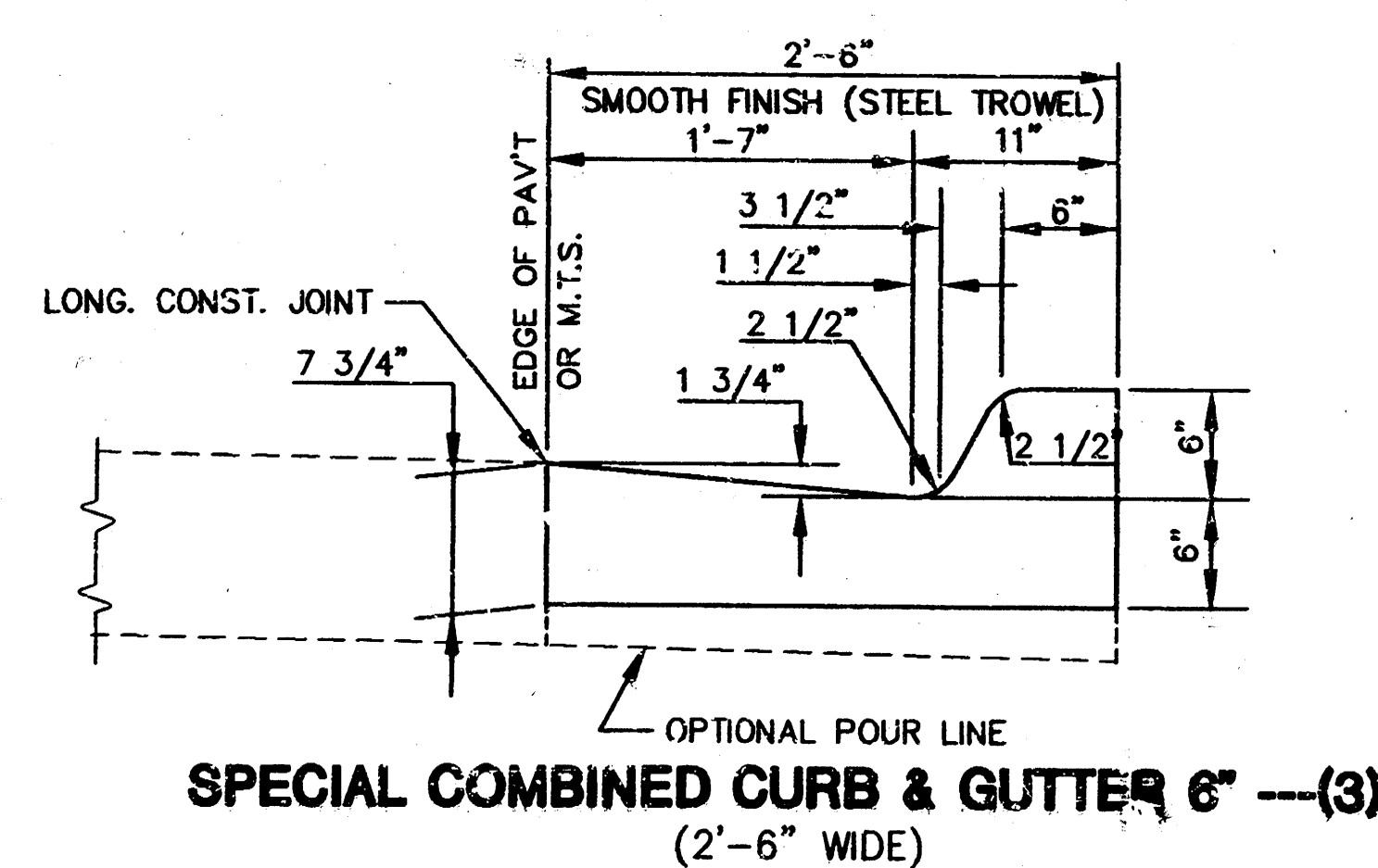


TYPICAL SECTION WITH WIDENING --- (1)

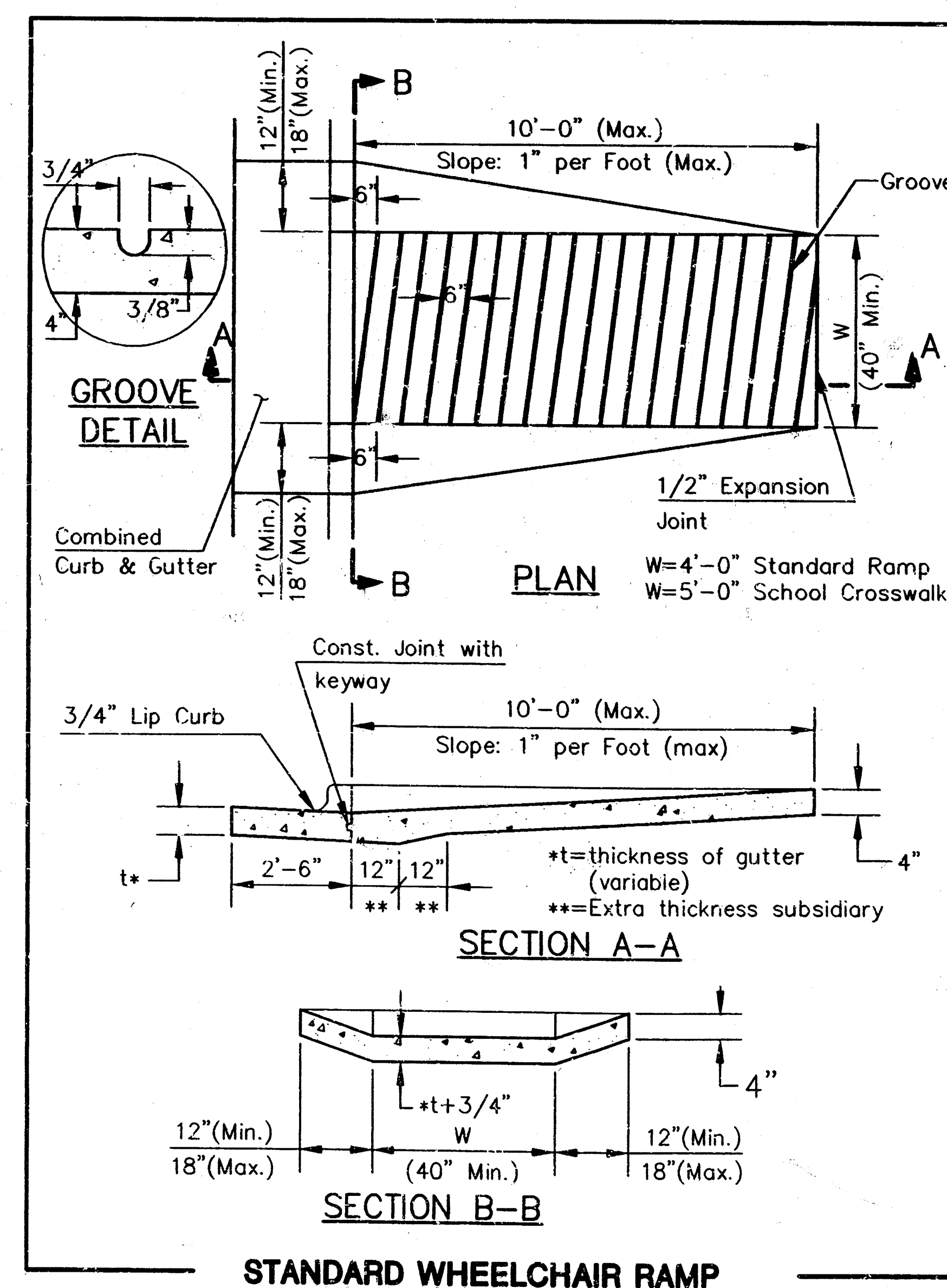
STA. 10+00 TO STA. 17+40 (WIDTH VARIES, SEE PLAN FOR DIMENSIONS)



CURB & GUTTER TRANSITION DETAIL ---(2)



SPECIAL COMBINED CURB & GUTTER 6" ---(3)
(2'-6" WIDE)



NOTES:

1. THE EXIST. PAVEMENT & SUBGRADE HAS NOT BEEN CORED. THEREFORE EXIST. PAVEMENT AND SUBGRADE CONDITIONS ARE UNKNOWN.
2. ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
3. A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.
4. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MIN. OF 1' FROM JOINTS IN PRECEDING LIFTS.

REINFORCED CRUSHED ROCK SPECIFICATIONS

FABRIC BASE REINFORCEMENT SHALL BE B X 1100 AS MANUFACTURED BY TENSAR CORPORATION OR APPROVED EQUAL FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS. CRUSHED ROCK SHALL BE UNIFORMLY GRADED.

PER CENT OF AGGREGATE RETAINED

2-1/2"	0
3/4"	20 TO 80
# 4	50 TO 80
# 40	80 TO 94
# 200	90 TO 98

ROCK QUALITY SHALL CONFORM TO THE REQUIREMENTS SPECIFIED BY K.D.O.T 1990 EDITION STANDARD SPECIFICATION SUBSECTION 1102 FOR DURABILITY CLASS 1.

REINFORCED CRUSHED ROCK BASE WILL BE PAID FOR AT THE SQUARE YARD PRICE FOR EACH THICKNESS INDICATED.

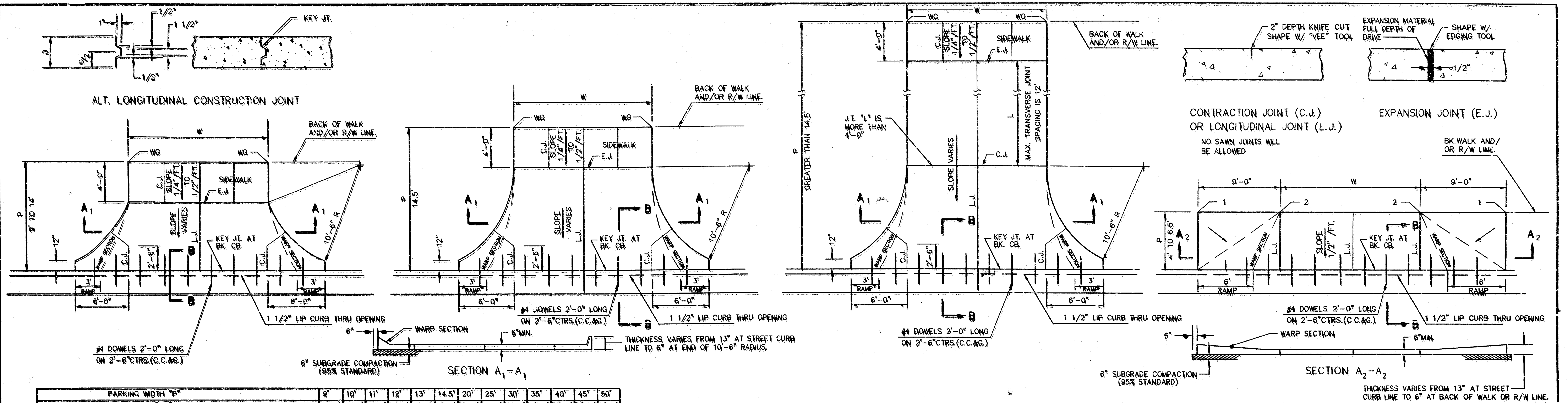


MID-KANSAS ENGINEERING
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WICHITA, KS. 67206
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ROCK RD. • OXFORD TURNING LANE
PROJECT NAME

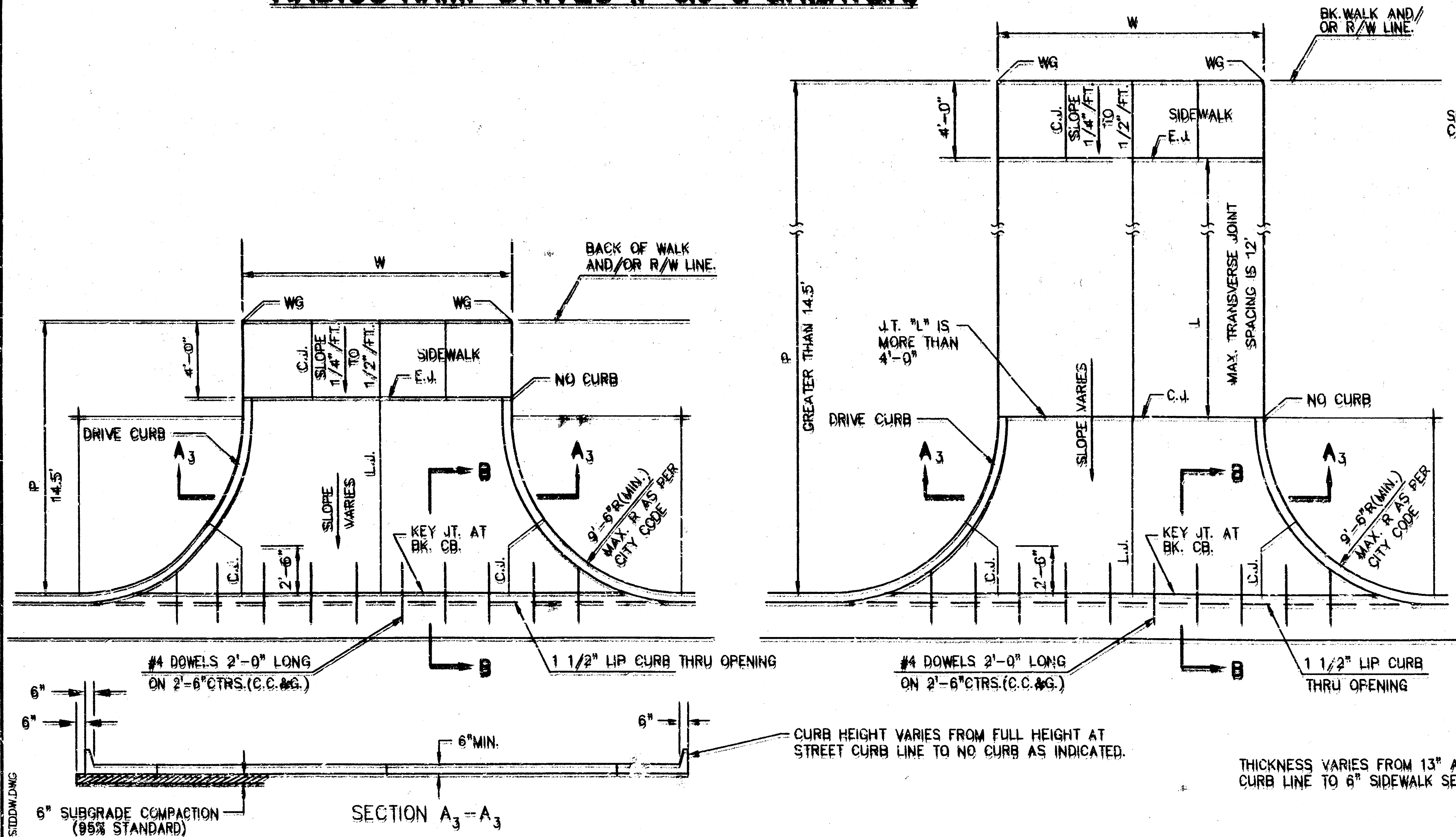
TYPICAL SECTIONS

SHEET TITLE
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DRAWN BY: MKEC
CHECKED BY: MKEC
DATE: FEB, 1995
JOB NO.: 9484DTLS
SHEET OF: 3 / 10



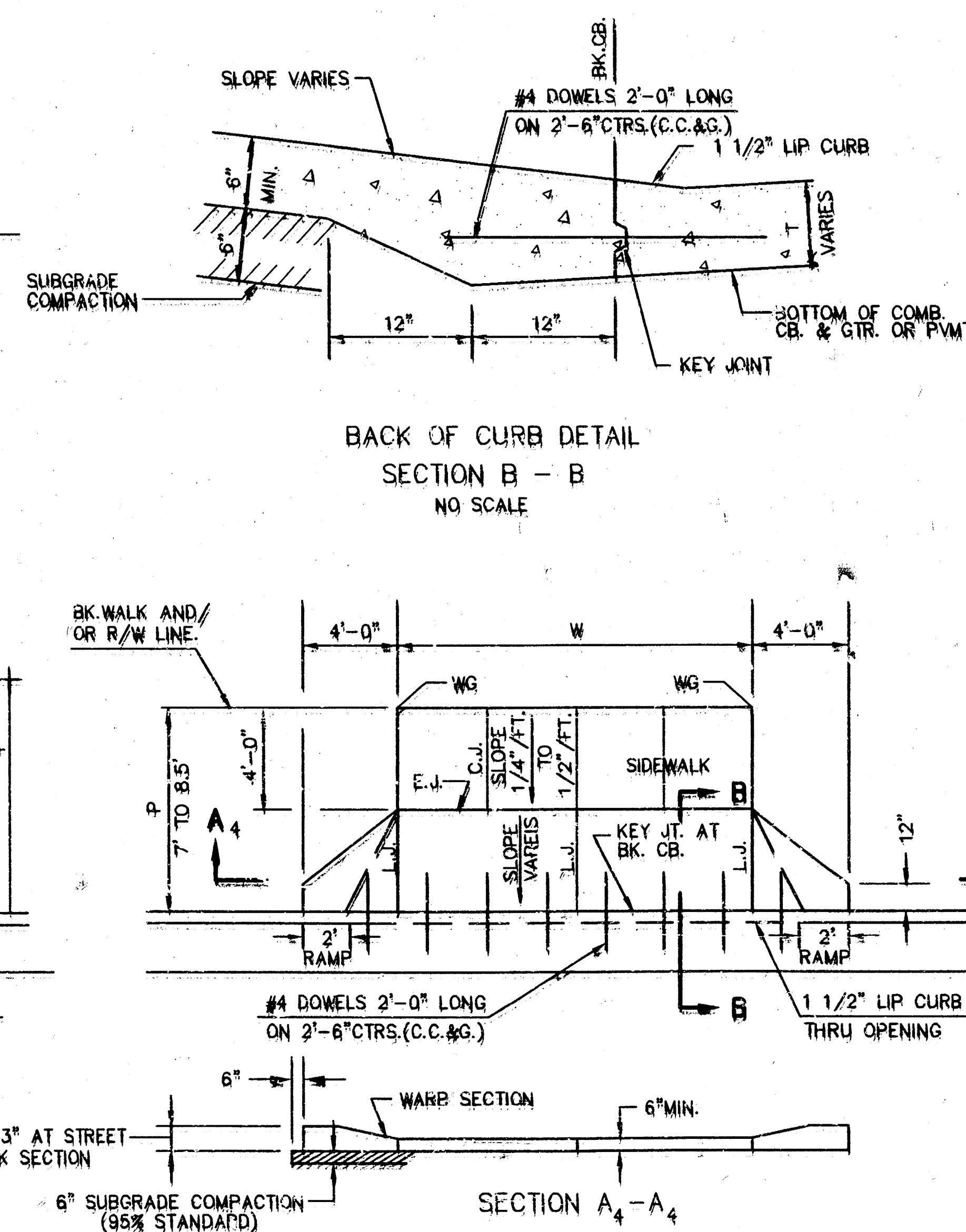
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB.	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB.	0.35'	0.35'	0.40'	0.45'	0.60'	0.70'	1.04'	1.35'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB.	0.19'	0.21'	0.23'	0.25'	0.27'	0.30'	0.42'	0.53'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB.	-0.19'	-0.16'	-0.13'	-0.10'	-0.06'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'	

RADIUS RAMP DRIVES (P=9.0' & GREATER)



PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB.	0.70'	1.04'	1.35'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CURB.	0.30'	0.42'	0.53'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CURB.	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

FULL RADIUS DRIVES (P=14.5' & GREATER)



PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CURB.	-0.15'	-0.16'	-0.17'	-0.17'
ABSOLUTE MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CURB.	-0.25'	-0.20'	-0.20'	-0.20'

FULL RAMP DRIVE (P=7.0' TO 8.5')

PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "1" ABOVE TOP OF FULL CURB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "2" BELOW TOP OF FULL CURB.	-0.26'	-0.24'	-0.22'	-0.20'	-0.18'	-0.18'

RADIUS RAMP DRIVE (P=4.0' TO 6.5')

GENERAL NOTES

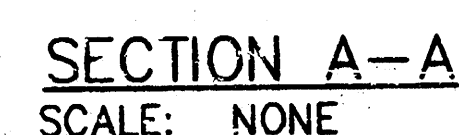
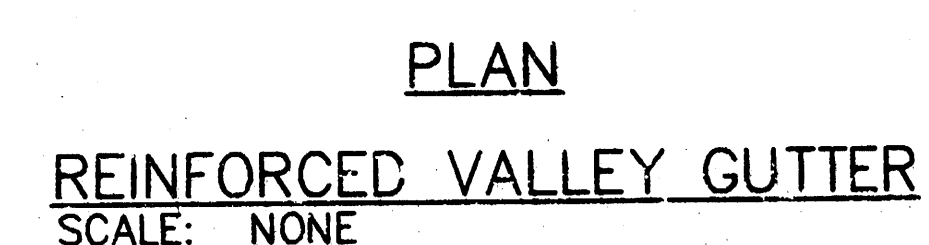
- DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
- ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "W" DIMENSION GREATER THAN 24'.
- DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
- CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
- DOWEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
- ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
- ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
- ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND THEY MAY BE REINFORCED WITH 6"x12" W4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
- OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHEREVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED ONLY WHEN THESE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES OR PARKING LOTS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL CURB HEIGHT ELEVATION OF 0.55' ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.

REVISED: OCTOBER 1985

STANDARD DRIVE ENTRANCES FULL HEIGHT CURB

CITY OF WICHITA, KANSAS

Design	Checked by	Checked by
Drawn by	Date	Date
		Job No.



9'-6"

2'-2"

No. 4 BARS ON 12" CTR'S CUT TO FIT (TYP.)

3" CLEAR (TYP.)

No. 4 BARS ON 12" CTR'S CUT TO FIT (TYP.)

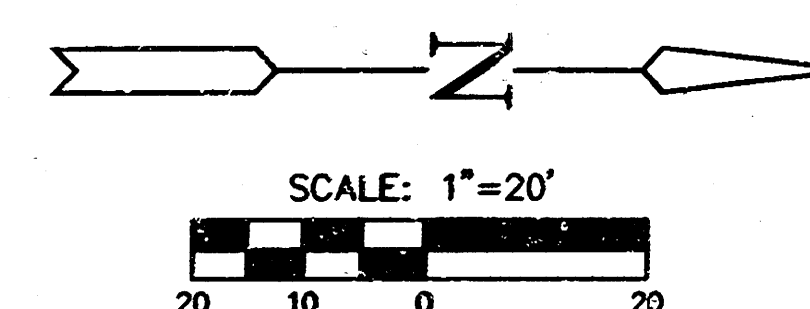
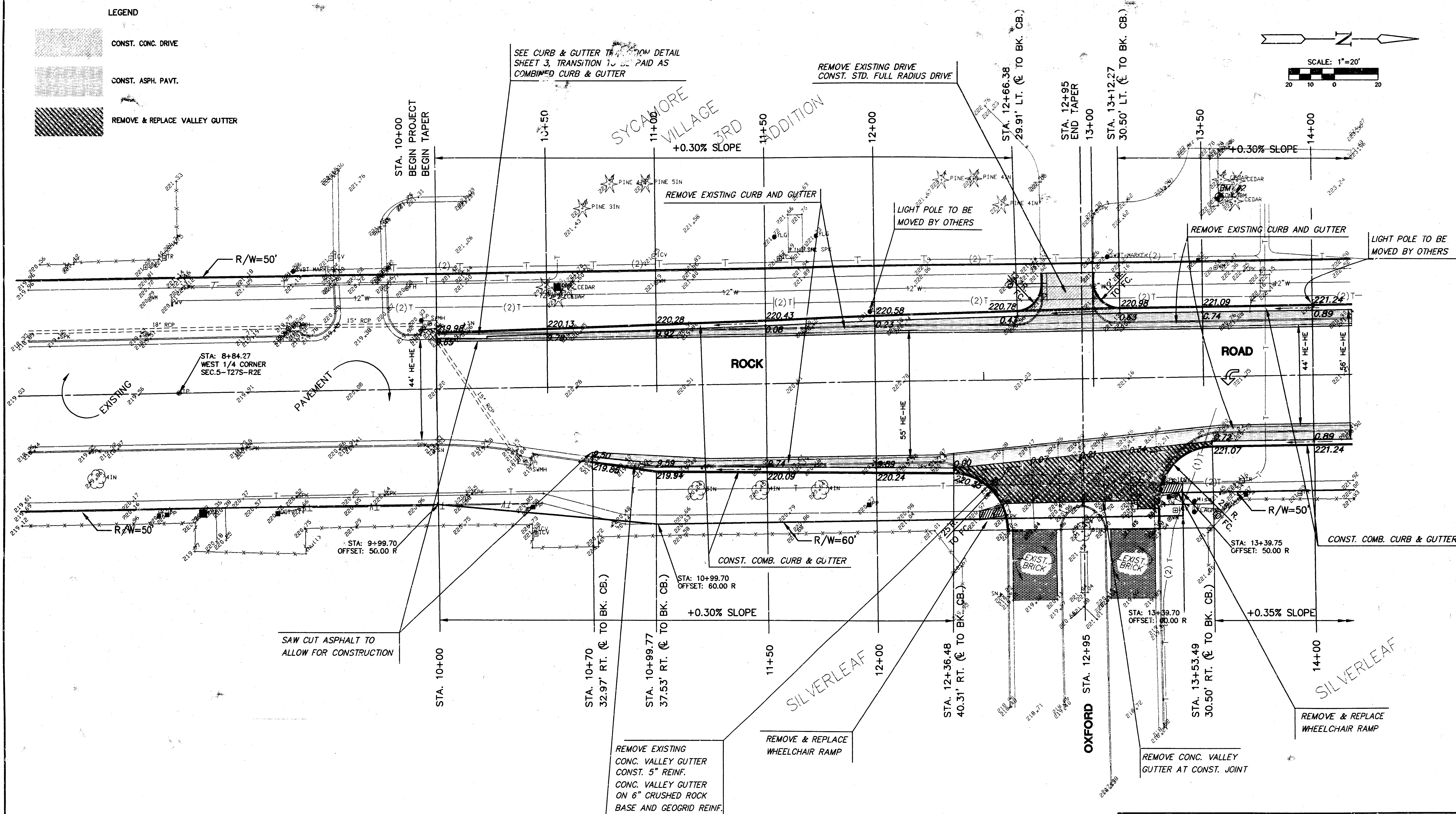
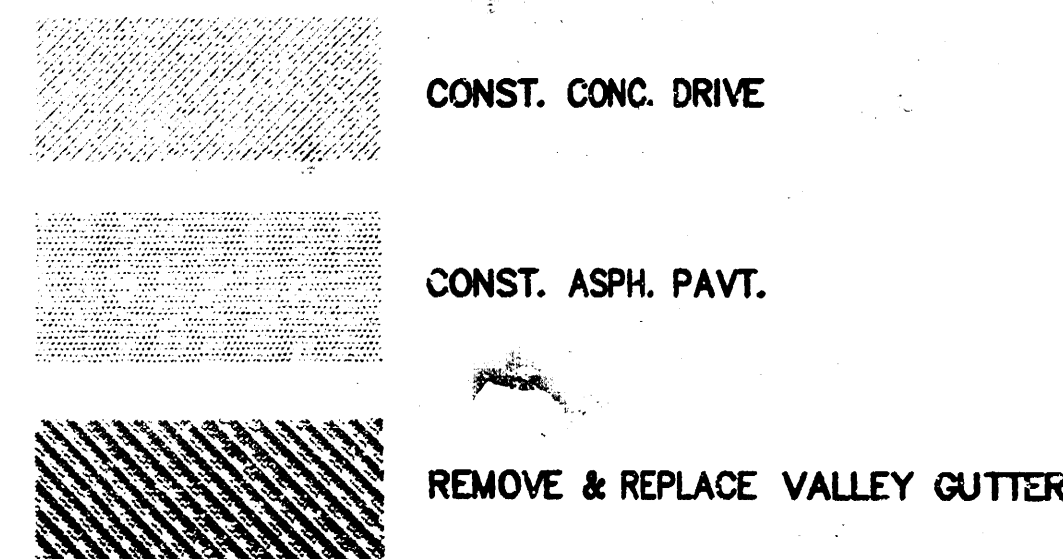
1 1/2" CLEAR (TYP.)

NOTE: OMIT WIRE FABRIC REINFORCING IN THIS SECTION.

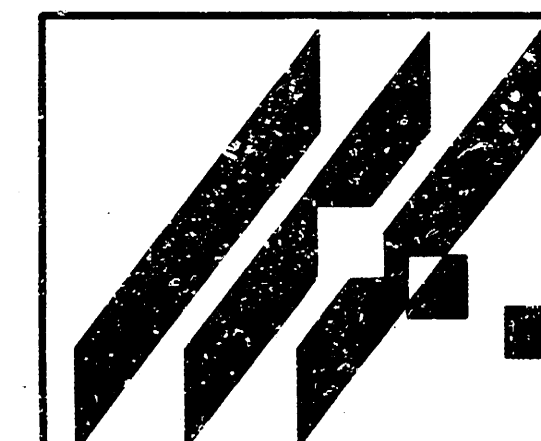
Diagram of a rectangular reinforced concrete slab. The width is labeled D and the depth is labeled $D/2$. Two No. 4 reinforcement bars are shown, one at the top and one at the bottom, labeled "No. 4 BARS EACH WAY".

9484VGD7

LEGEND



NOTE:
ALL STATIONING, RADII, PAVEMENT WIDTHS ARE MEASURED TO THE FACE OF CURB UNLESS NOTED OTHERWISE. ELEVATIONS ARE THE HIGH EDGE AND TOP OF CURB.



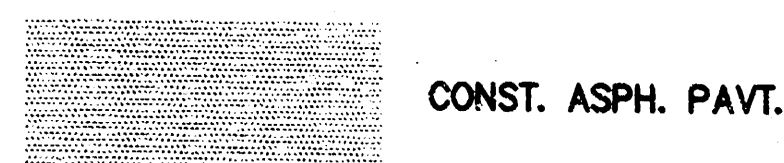
MID-KANSAS ENGINEERING
CONSULTANTS, INC.
411 N. WEBB ROAD
WICHITA, KS. 67206
316-684-9600

ROCK ROAD • OXFORD TURNING LANE
PROJECT NAME

PAVING PLAN
SHEET TITLE

PAF	DLW	GJA
DESIGN BY:	DRAWN BY:	CHECKED BY:
FEB., 1994	9484PLN1	6 / 10
DATE	JOB NO.	SHEET/OF

LEGEND



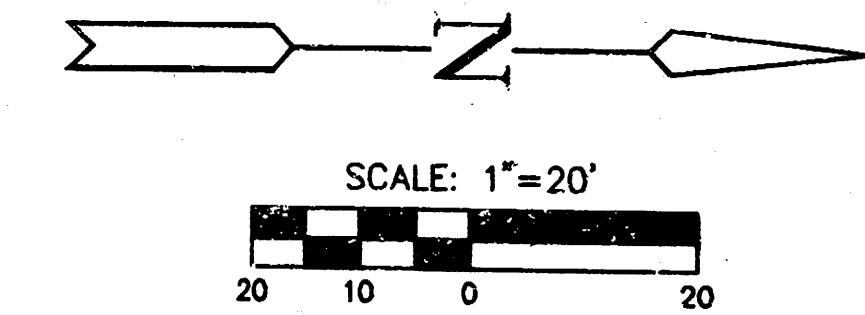
CONST. ASPH. PAVT.

REMOVE & REPLACE
WHEELCHAIR RAMP

SAW CUT ASPHALT TO
ALLOW FOR CONSTRUCTION

REMOVE & REPLACE
WHEELCHAIR RAMP

SEE CURB & GUTTER TRANSITION DETAIL
SHEET 2, TRANSITION TO BE PAID AS
COMBINED CURB & GUTTER



LIGHT POLE TO BE
MOVED BY OTHERS

SYCAMORE
VILLAGE
3RD

ADDITION

WATERFORD
NORTH
ADDITION

ROCK

ROAD

SILVERLEAF

14+00
14+45.01
15+00
15+66.75
16+00
16+50
17+00
17+40.01

STA. 14+45.01
30.50' LT. (C. TO BK. CB.)
BEGIN TAPER

STA. 15+18.58
30' LT. (C. TO BK. CB.)

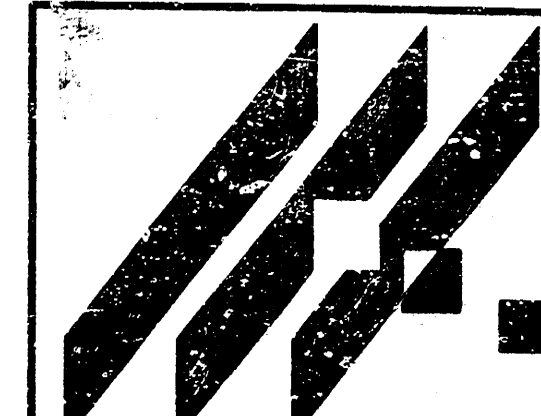
STA. 15+66.75
26TH STREET NORTH

STA. 16+12.18
27.05' LT. (C. TO BK. CB.)

STA. 17+40.01
24.50' RT. (C. TO BK. CB.)
END TAPER

STA. 14+45.01
30.50' RT. (C. TO BK. CB.)
BEGIN TAPER

NOTE:
ALL STATIONING, RADII, PAVEMENT WIDTHS ARE MEASURED TO THE
FACE OF CURB UNLESS NOTED OTHERWISE. ELEVATIONS ARE THE
HIGH EDGE AND TOP OF CURB.

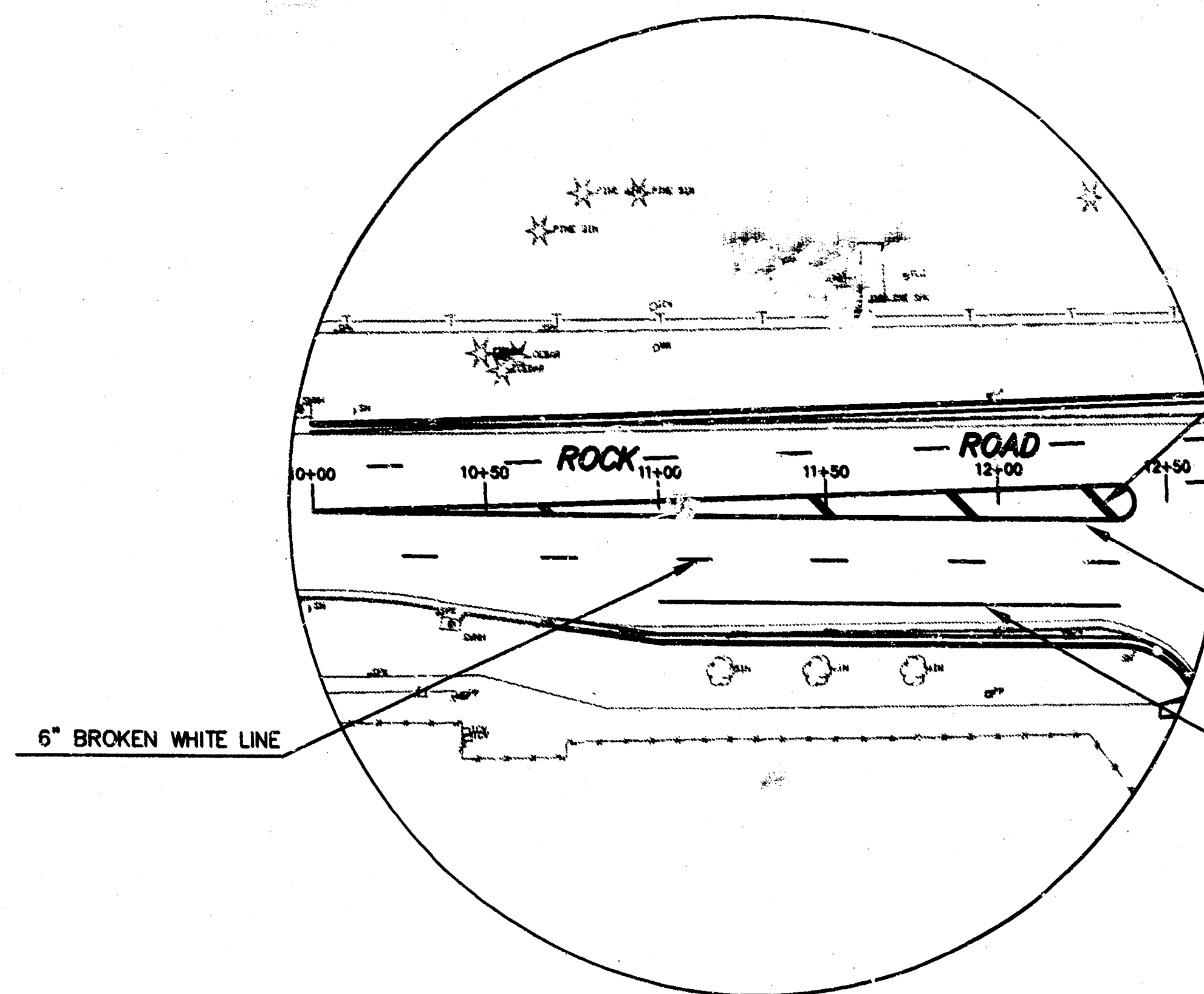


MID-KANSAS ENGINEERING
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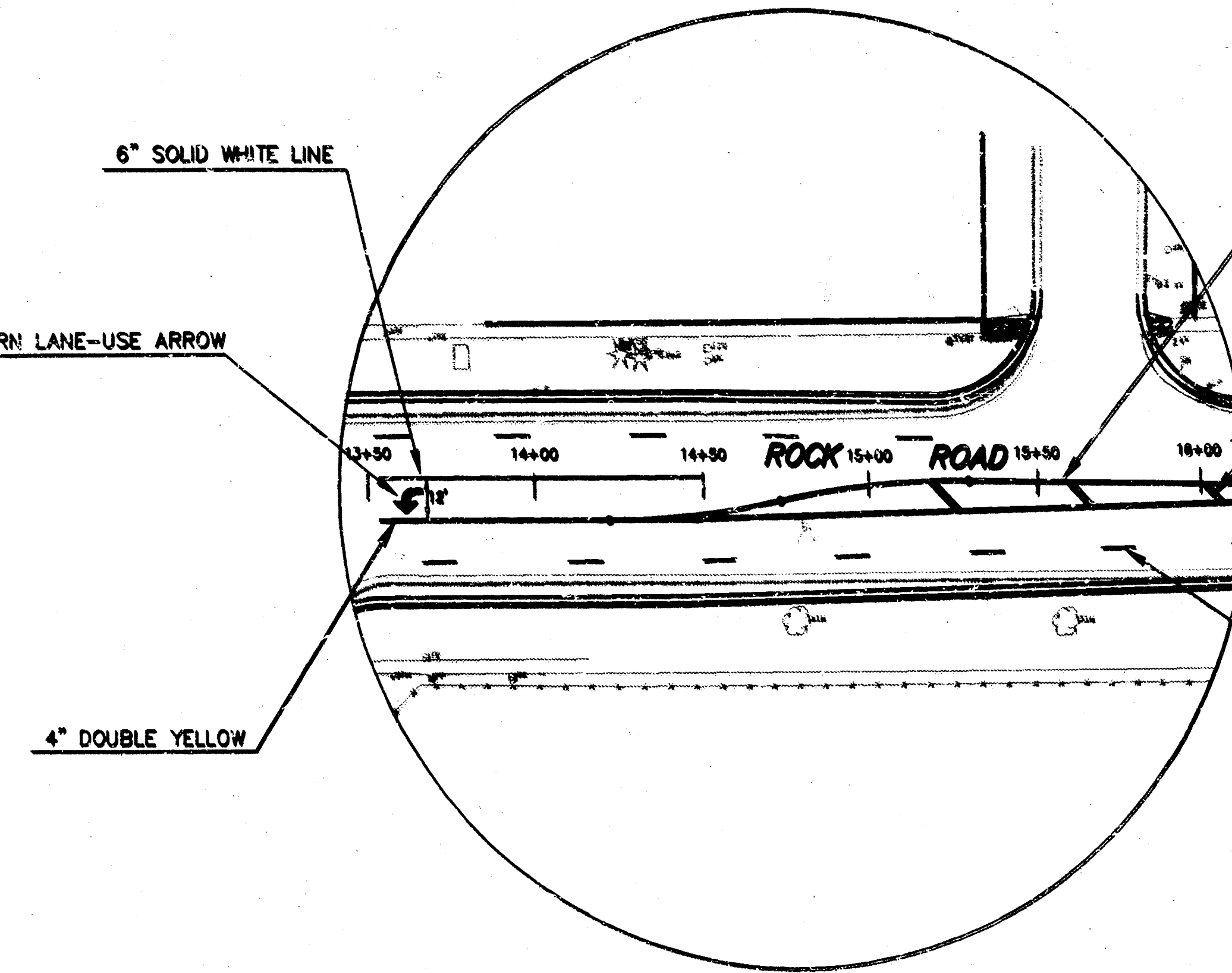
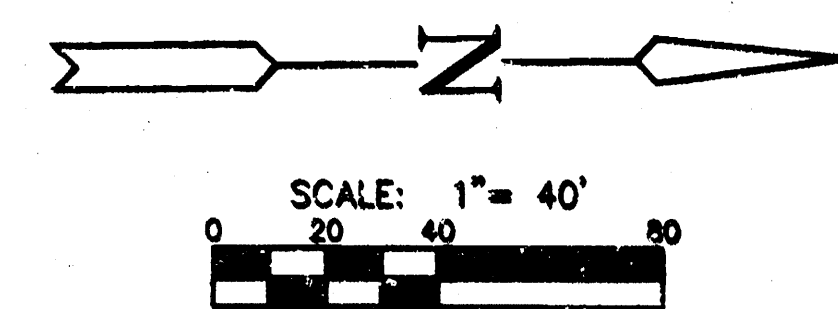
ROCK ROAD • OXFORD TURNING LANE
PROJECT NAME

PAVING PLAN
SHEET TITLE

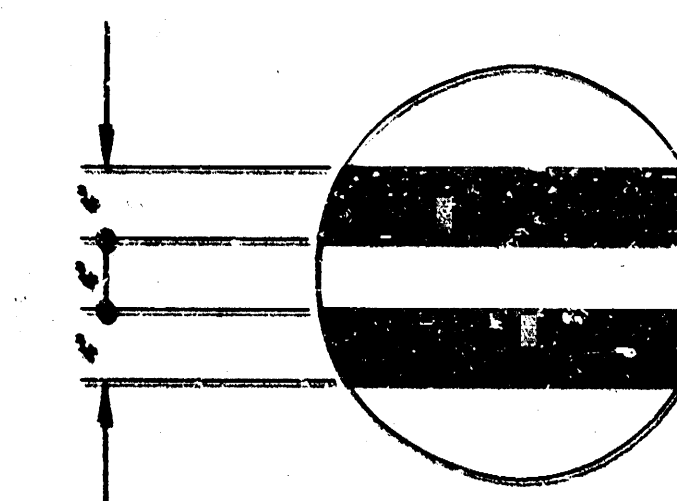
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DATE:	FEB., 1994	PROJECT NO.:	9484PLN2
		SHEET OF 10	



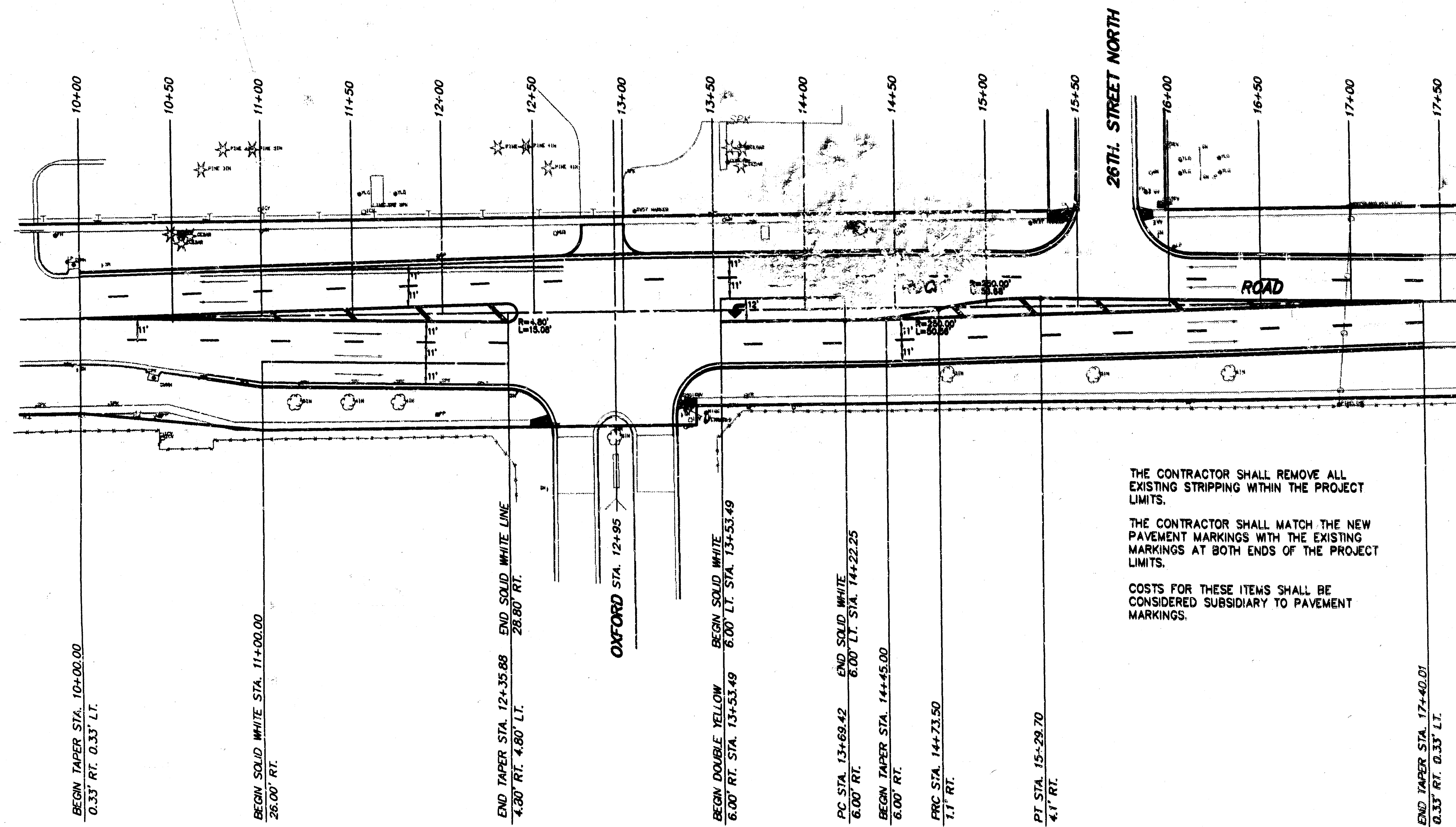
DETAIL FOR STA 10+00 TO 12+50



DETAIL FOR STA 13+50 TO 16+00



4" DOUBLE YELLOW DETAIL



THE CONTRACTOR SHALL REMOVE ALL EXISTING STRIPPING WITHIN THE PROJECT LIMITS.

THE CONTRACTOR SHALL MATCH THE NEW PAVEMENT MARKINGS WITH THE EXISTING MARKINGS AT BOTH ENDS OF THE PROJECT LIMITS.

COSTS FOR THESE ITEMS SHALL BE CONSIDERED SUBSIDIARY TO PAVEMENT MARKINGS.

BILL OF MATERIALS (FOR INFORMATION ONLY)		
ITEMS	TOTAL	UNITS
COLD PLASTIC MARKING (CL. A)(6")	550	LIN. FT.
COLD PLASTIC MARKING (CL. B)(18")	130	LIN. FT.
COLD PLASTIC MARKING (CL. B)(4")	1300	LIN. FT.
TURN LANE-USE ARROW	1	EACH



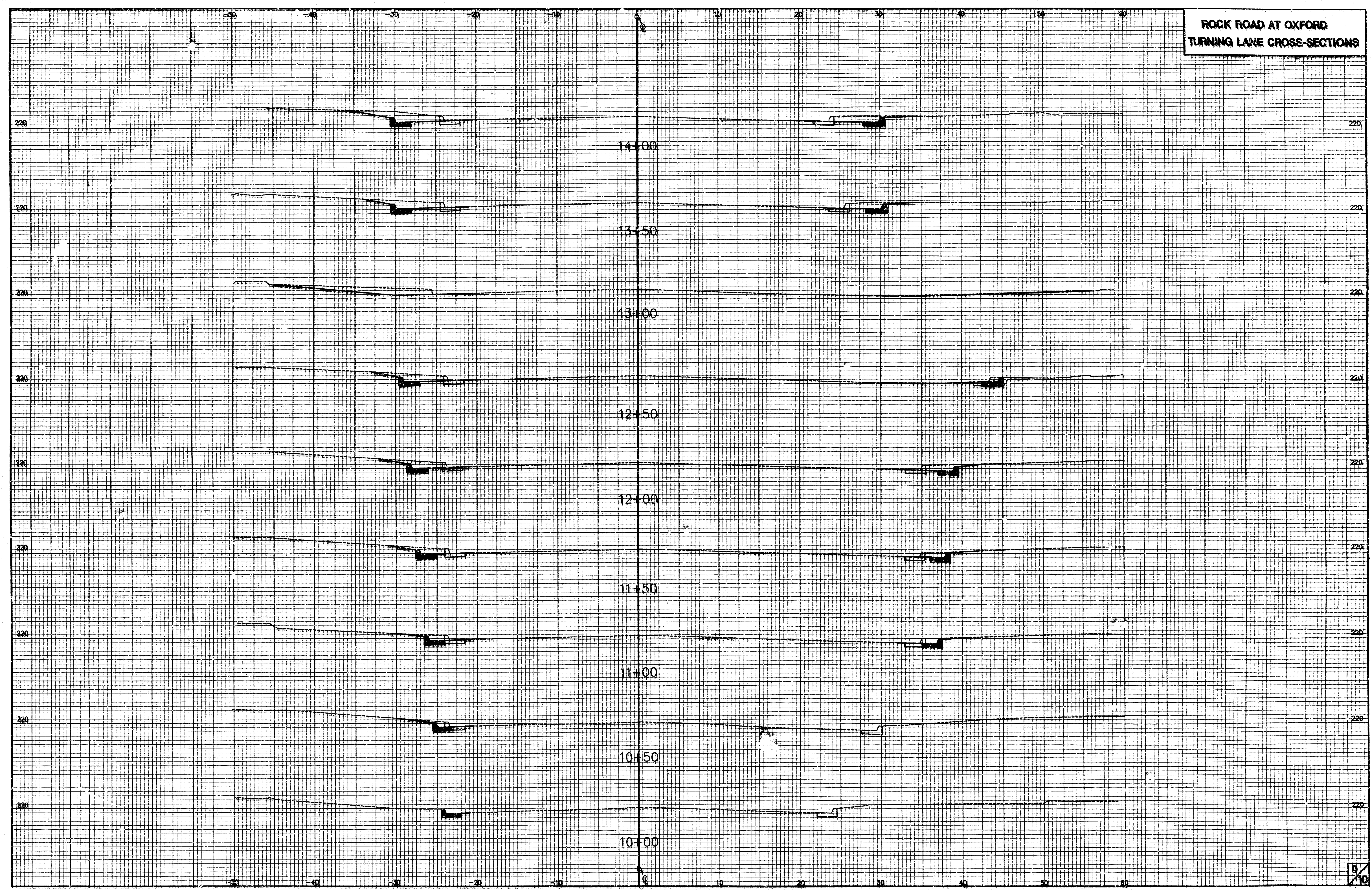
MID-KANSAS ENGINEERING
CONSULTANTS, INC.
511 N. WEBB ROAD
WICHITA, KANS. 67206
316-684-9600

ROCK ROAD • OXFORD TURNING LANE
PROJECT NAME

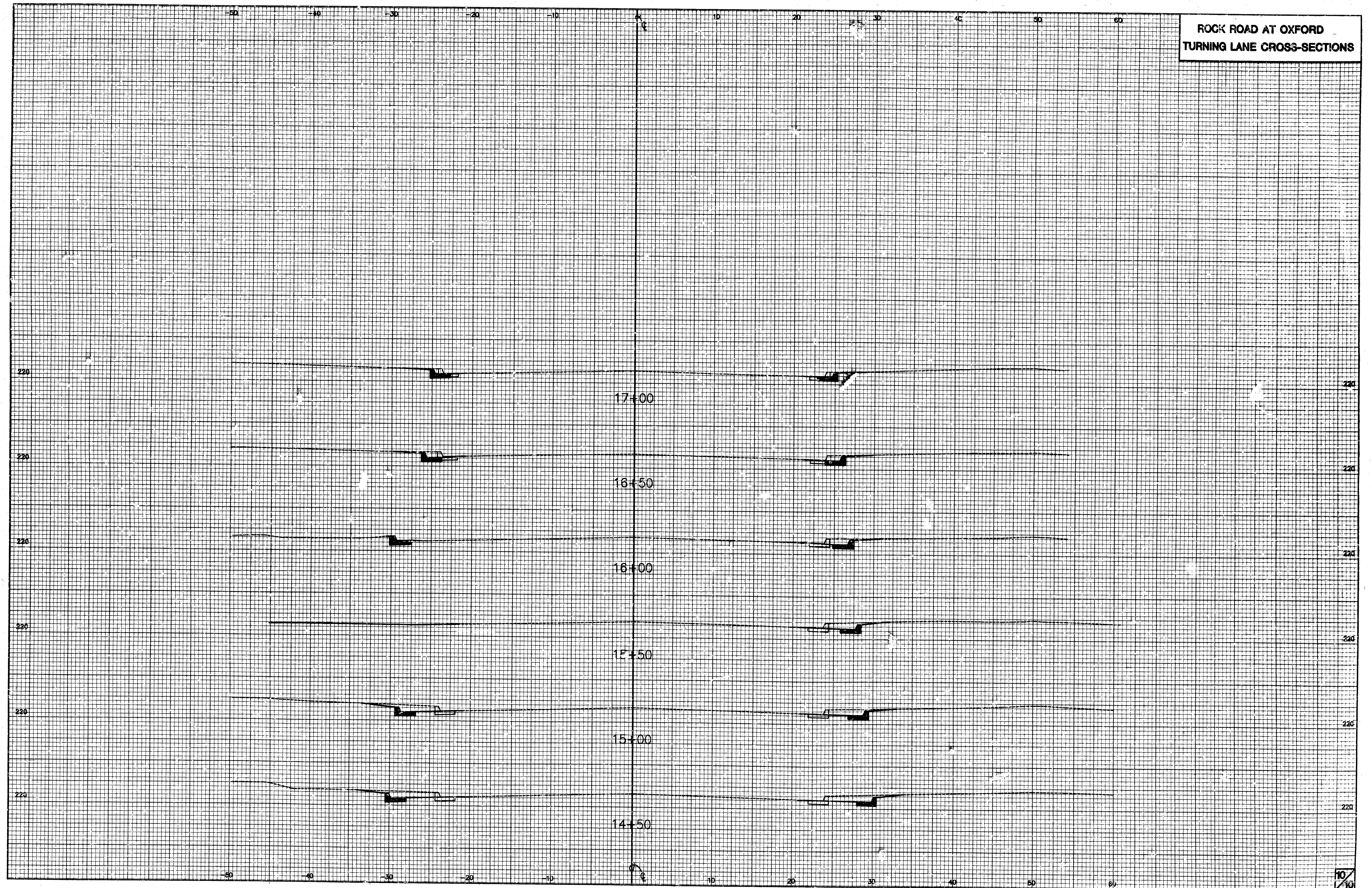
PAVEMENT MARKING LOCATIONS
SHEET TITLE

PAF	PAF	G/A
DESIGN BY:	DRAWN BY:	CHECKED BY:
FEB, 1995	194024	8 / 10
DATE	FIG. NO.	SHEET/OF

ROCK ROAD AT OXFORD
TURNING LANE CROSS-SECTIONS



ROCK ROAD AT OXFORD
TURNING LANE CROSS-SECTIONS



6. CIVIL ENGINEERING DEPARTMENT, THE APR 4 16 27 11 1995