

FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87 BHO-000S (003)	19	1	7

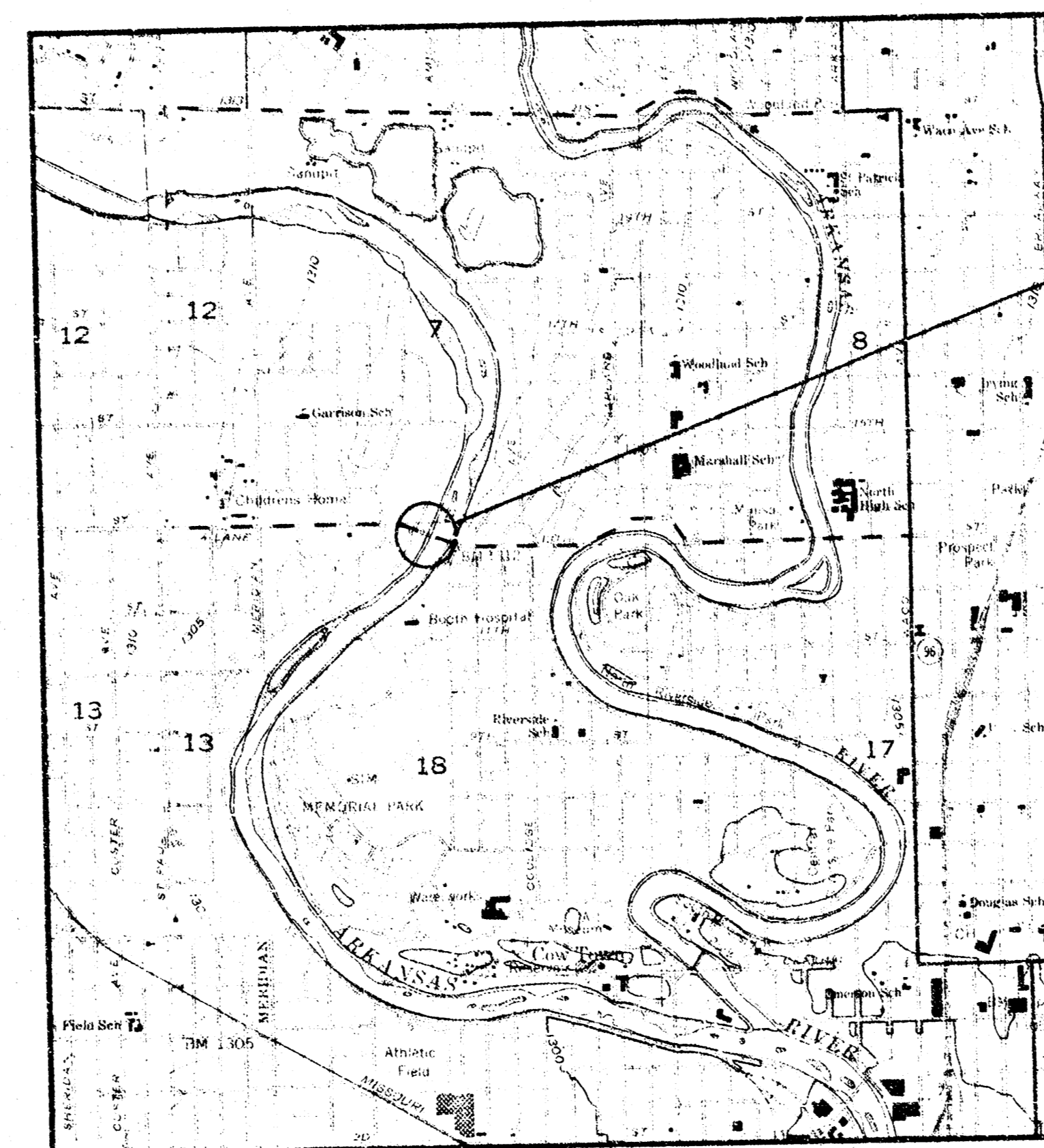
BRIDGE REPAIR

BRIDGE DECK RECONSTRUCTION 13TH STREET OVER THE ARKANSAS RIVER

WICHITA, KANSAS

SEDGWICK COUNTY

NOTE: All sheets carrying Project No. 87 BHO-000S (003) shall be constructed under K.D.O.T. Project No. 87-U-0635-01.



REPAIR EXISTING BRIDGE DECK,
36'-7" at 50'-36" CONC. GIRDER SPAN

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

DESIGN DESIGNATION

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

LOCATION MAP

SCALE: 1" = 2000'

CITY OF WICHITA

PROJECT NUMBER 472-76-245-80548-000-000-001

GROSS LENGTH OF PROJECT	465.62 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

INDEX

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
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

RECOM. FOR APPROVAL - DATE	RECOM. FOR APPROVAL - DATE
ENGINEER OF URBAN HIGHWAYS KANSAS DEPARTMENT OF TRANSPORTATION	ENGINEER FEDERAL HIGHWAY ADMINISTRATION DEPARTMENT OF TRANSPORTATION
APPROVED - DATE	APPROVED - DATE
STATE TRANSPORTATION ENGINEER KANSAS DEPARTMENT OF TRANSPORTATION	DIVISION ADMINISTRATOR FEDERAL HIGHWAY ADMINISTRATION DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

LIMIT STRESSES: Reinforcing steel $f_s = 20,000$ psi.
 class AAA (AE) concrete $f_c = 4000$ psi $f_c = 1600$ 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).

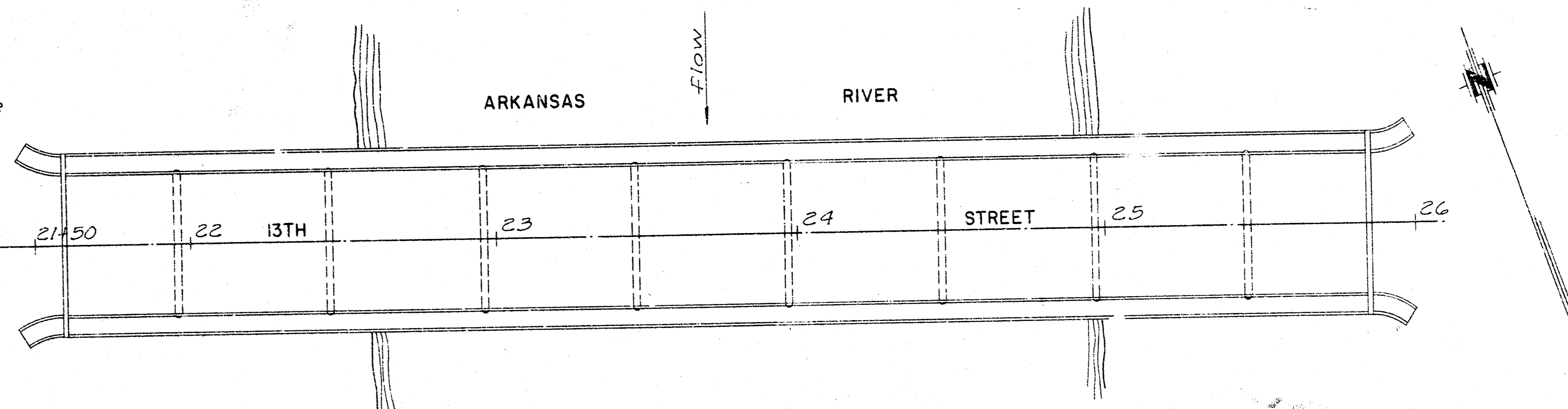
MACHINE PREPARATION (1/4): All roadway surfaces, between E.W.S. & E.W.S. shall have the existing top 1/4" of concrete surface removed by a surface grinding machine.
AREA PREPARED FOR PATCHING: Where the bond between existing concrete and reinforcing steel has been destroyed (Fig. 1, Sheet No. 3) or where 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 existing reinforcing bars.

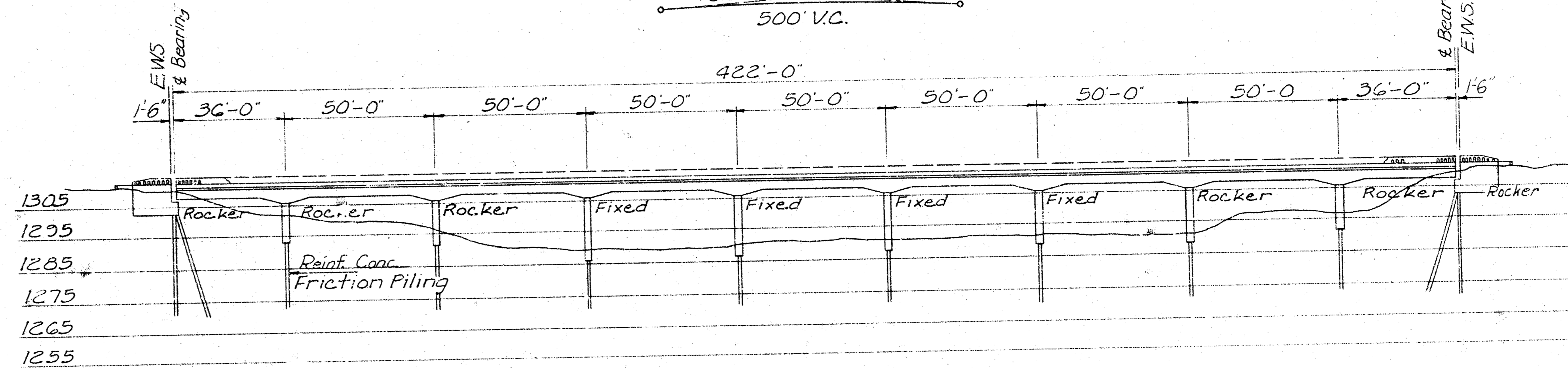
SIDEWALK REPAIR: Repair to the sidewalk shall be done in the same manner as repair to the roadway except that: No machine preparation is required and overlay will not be placed on the sidewalks. All areas prepared for patching, full and partial depth, shall be finished flush with existing surfaces. Sidewalk 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 only.
ROCKER REPAIR: This item shall consist of cleaning and painting the rockers and bearing plate of 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.



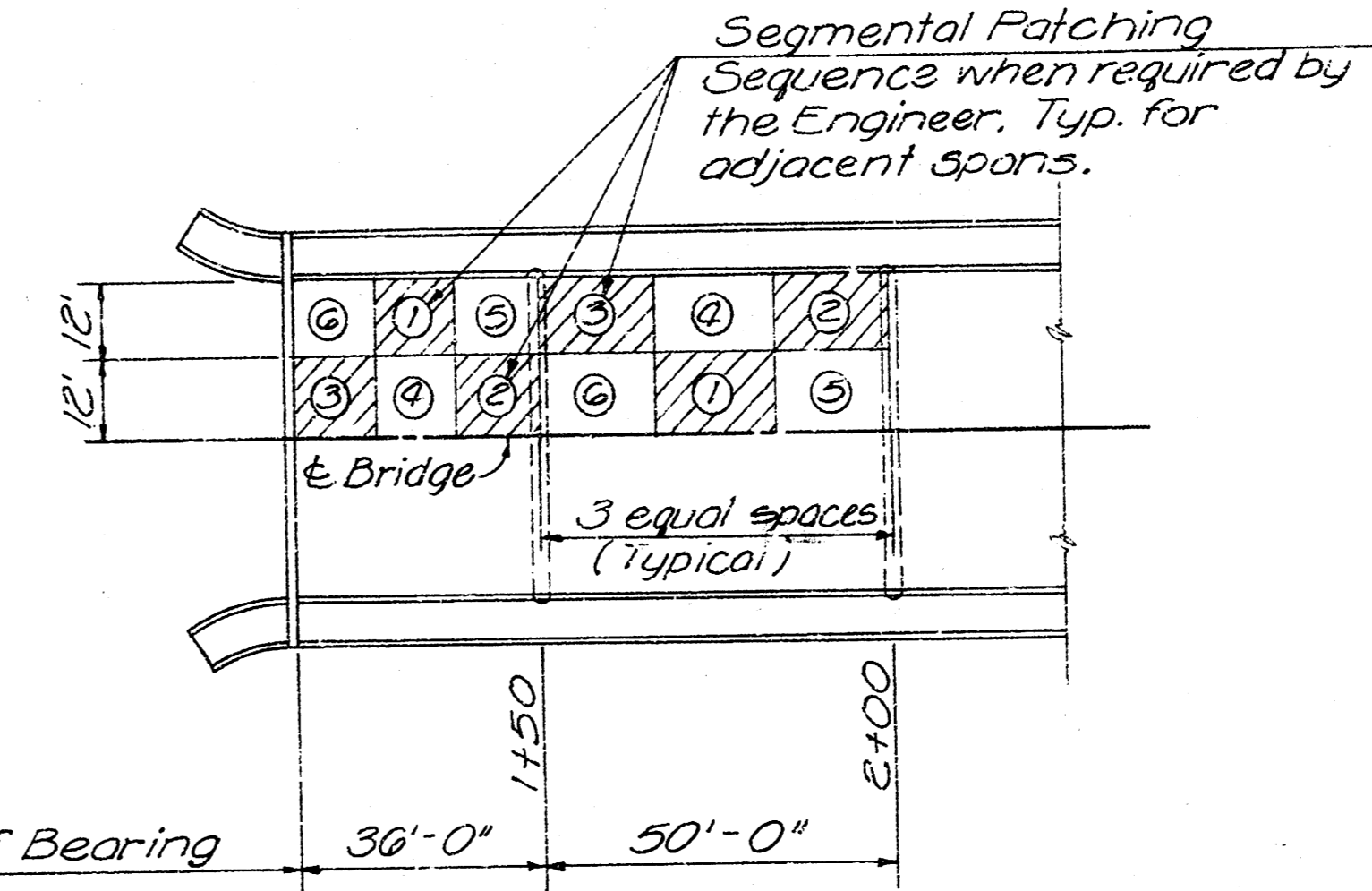
PLAN
 Scale: 1" = 30'-0"
 P.I. Sta. 23+71
 +0.50% -0.50%
 500' V.C.



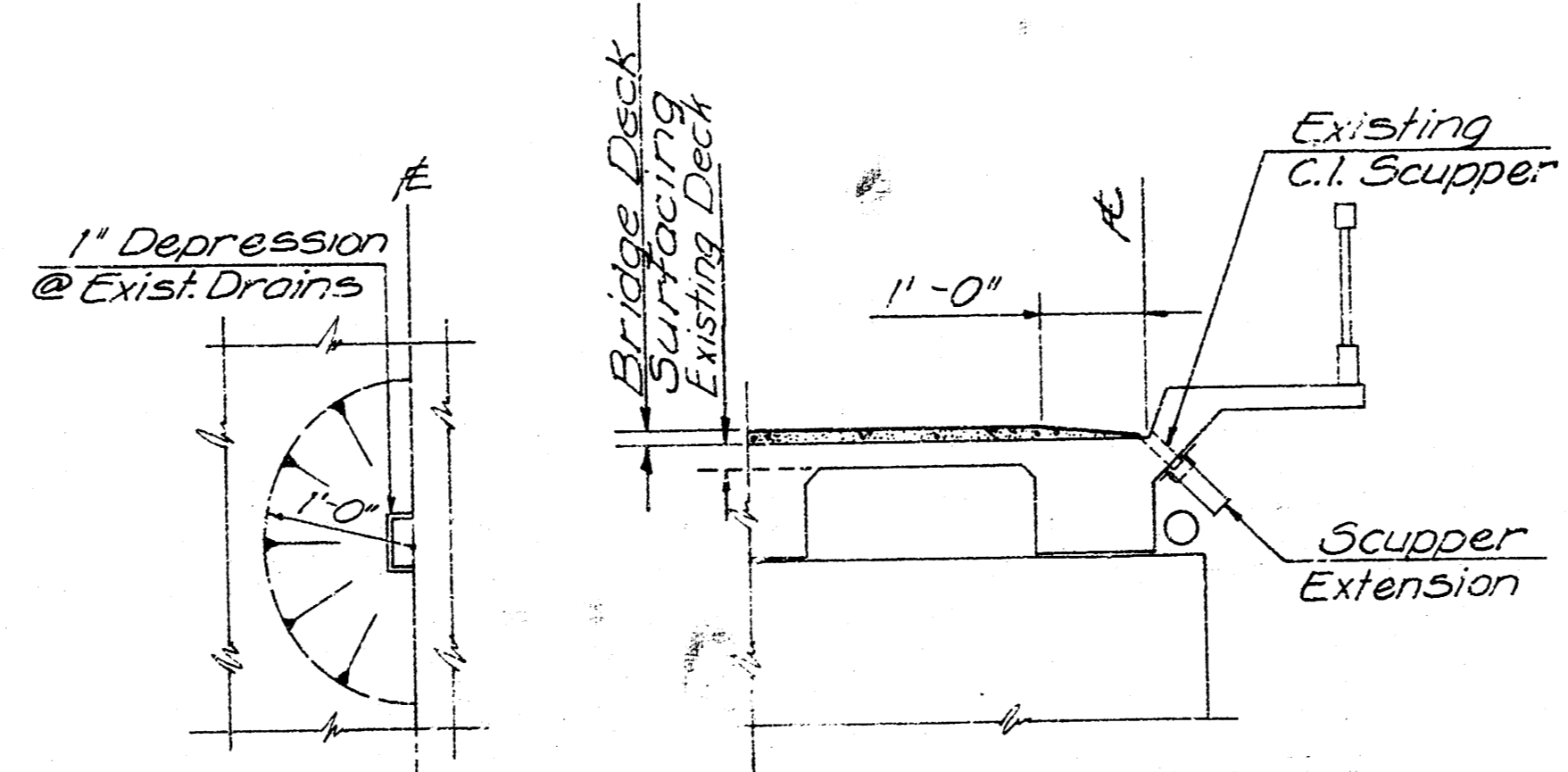
ELEVATION
 Scale: 1" = 30'-0"

SUMMARY OF QUANTITIES	
Machine Preparation (1/4)	2,666.7 Sq. Yds.
* Area Prepared For Patching	8750 Sq. Yds.
Area Prepared For Patching (Full Depth)	232.0 Sq. Yds.
Barrier (Type 1) 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 Keel	1 Each
Rocker Repair	13 Each
Concrete Pavement (8")	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")	2,666.7 Sq. Yds.

* Includes 160 sq yds. of sidewalk repair



SEGMENTAL PATCHING SEQUENCE

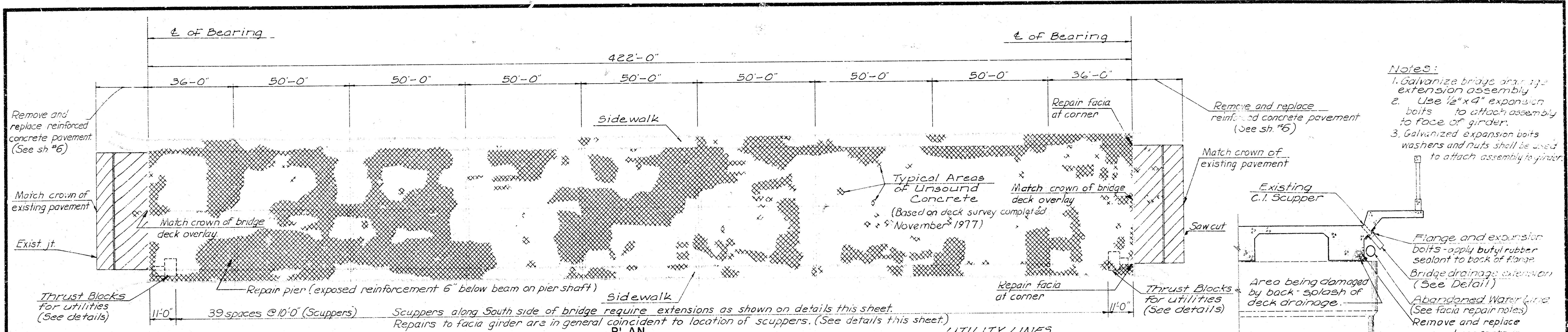


SEMI-CIRCULAR DEPRESSION AT EXISTING DRAINS

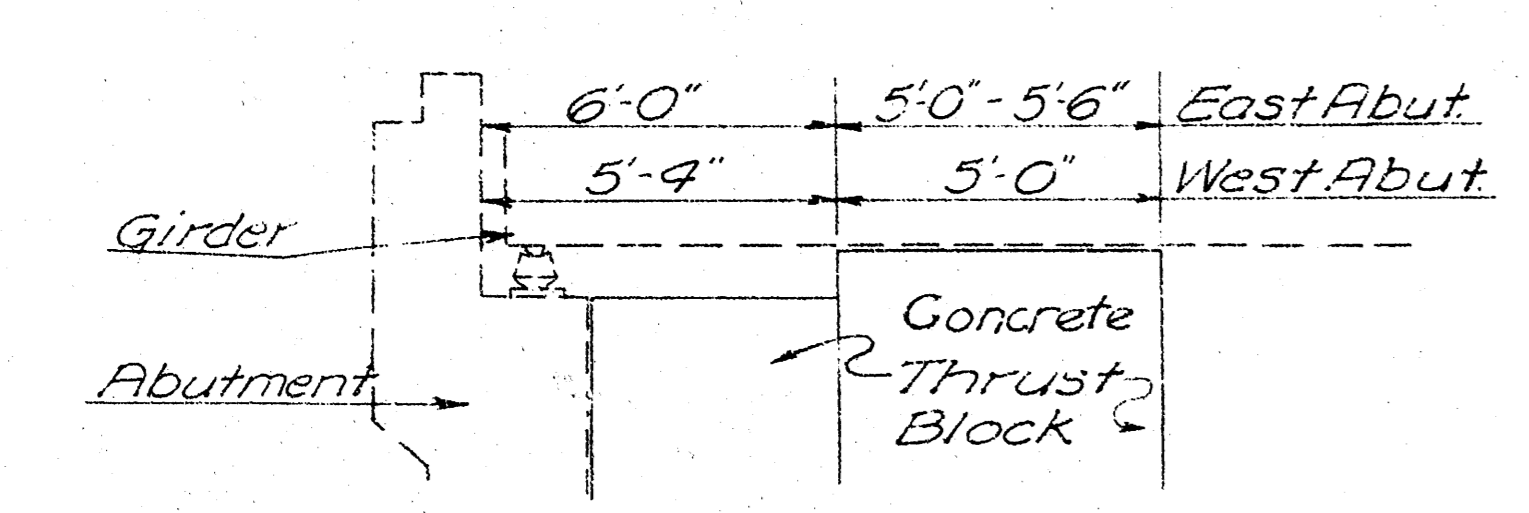
SEGMENTAL CONSTRUCTION:
 Segmental construction may be required by the Engineer when large areas of full depth patching are encountered, or when the unbonded length of the bars becomes excessive. The areas of concrete removed shall be replaced to elevation 'A' and allowed to cure a min. of 48 hours when the air temperature in that area is above 60°F; 72 hours when the air temperature is between 40°F and 60°F; and 168 hrs. when the air temperature is below 40°F, before removing an adjacent area.

* See Sheet #3

DESIGN N.D.	BRIDGE DECK RECONSTRUCTION 13TH ST. OVER THE ARKANSAS RIVER
DR. BY B.E.S.	
CK. BY R.A.W.	
DATE Mar. 78	
JOB NO. 77-218	CONSTRUCTION LAYOUT
VAN DOREN - HAZARD - STALLINGS	
ARCHITECTS - ENGINEERS - PLANNERS	
WICHITA, KANSAS	
SHEET 10	OF 9



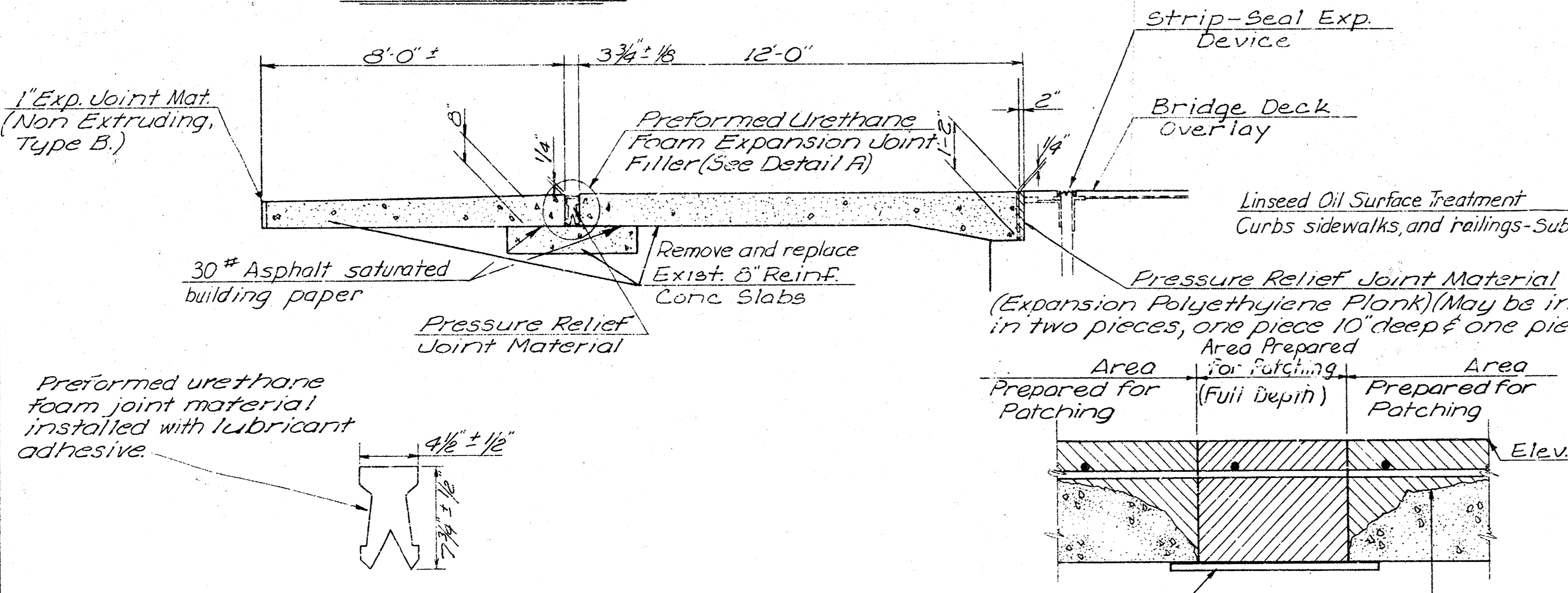
- Notes:**
1. Galvanize bridge drain pipe extension assembly.
 2. Use 1/2" x 4" expansion bolts to attach assembly to face of girder.
 3. Galvanized expansion bolts washers and nuts shall be used to attach assembly to girder.



THRUST BLOCKS

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

PLAN
Scale 1" = 20'-0"



DETAIL A

REPAIRS TO APPROACH SLAB EXPANSION DEVICE

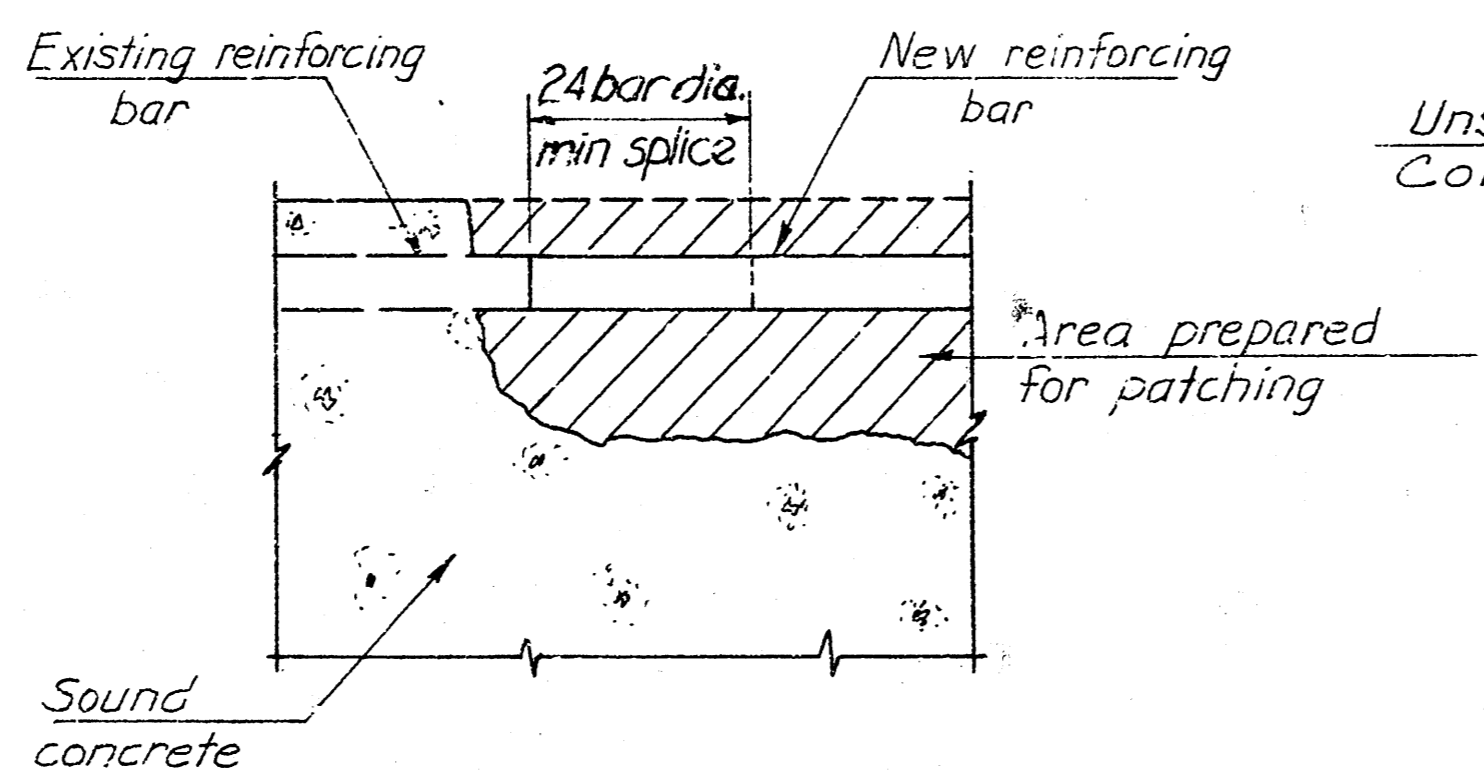
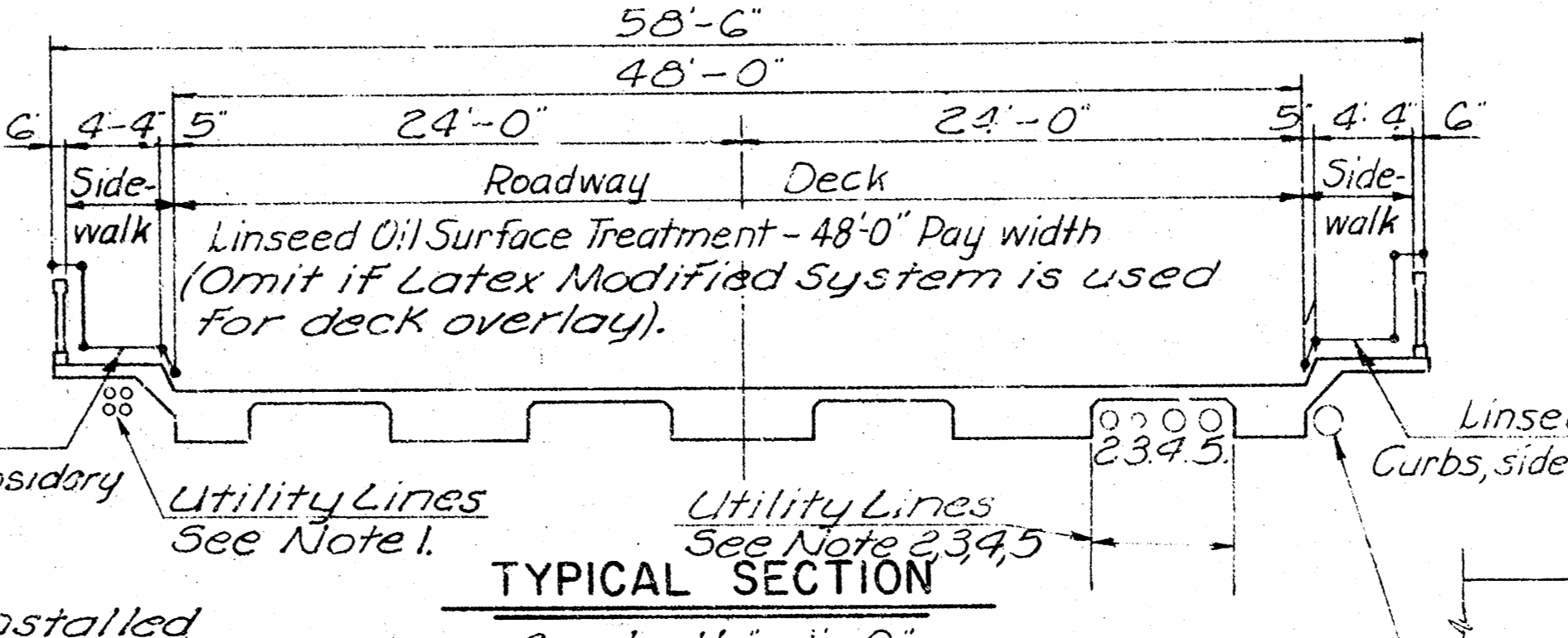


FIGURE 5



TYPICAL SECTION
Scale 1/8" = 1'-0"

FIGURE 4

FIGURE 3 *Alternate overlay 2" Bridge Deck Surfacing

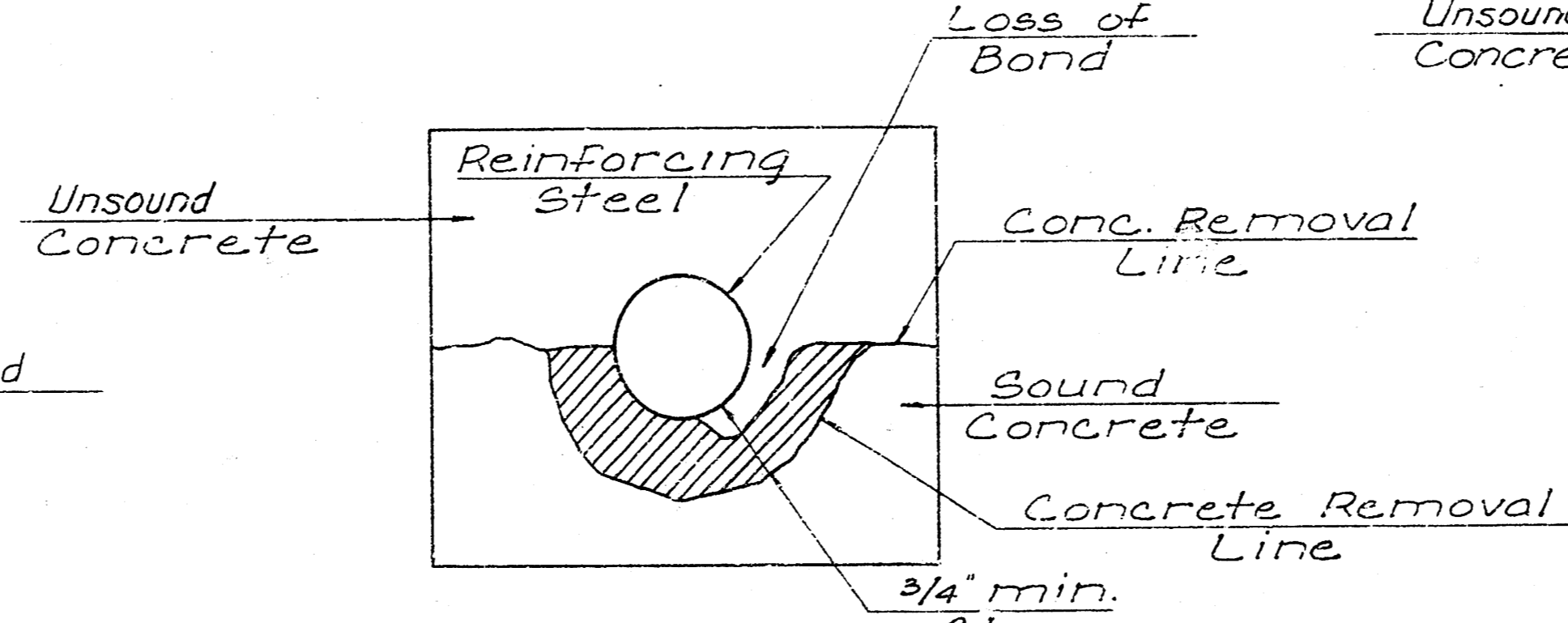


FIGURE 1

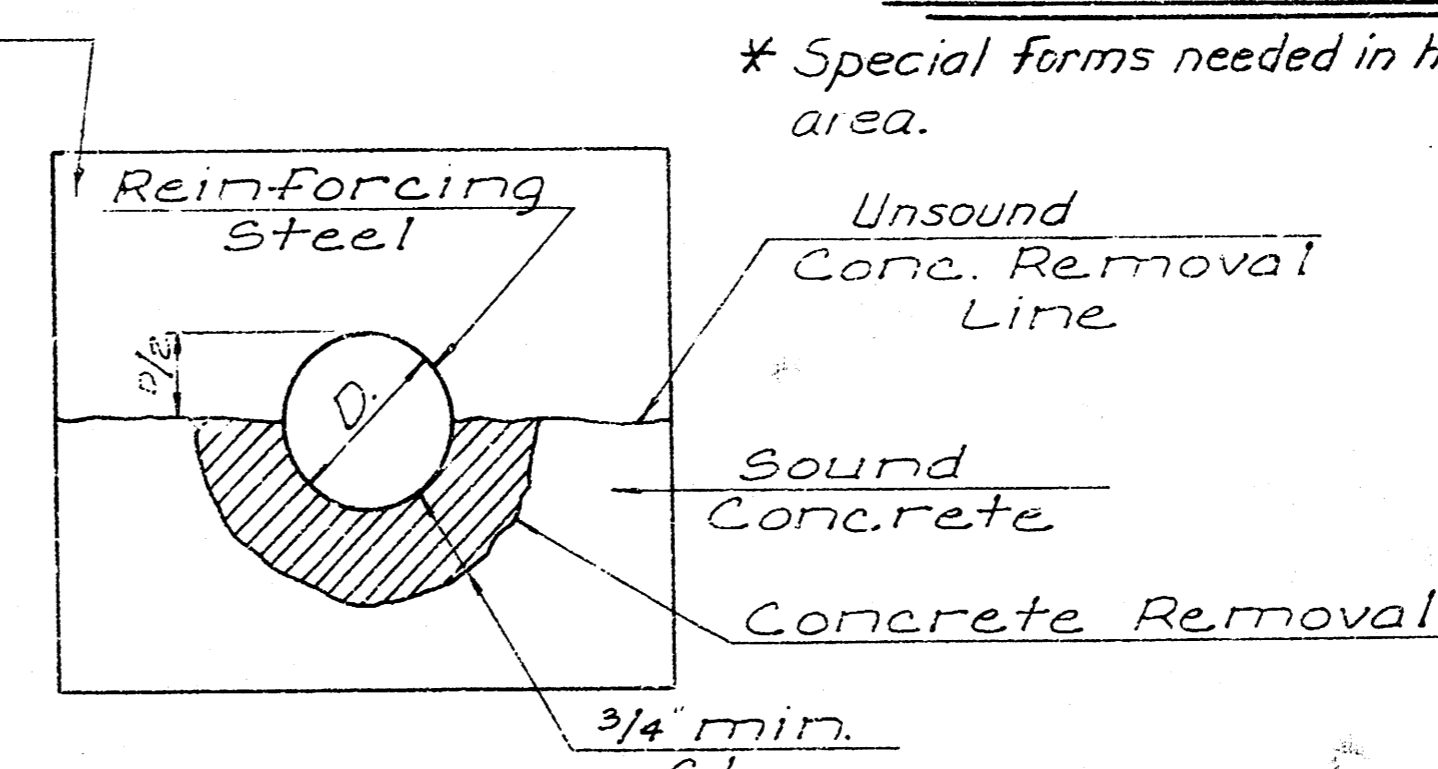
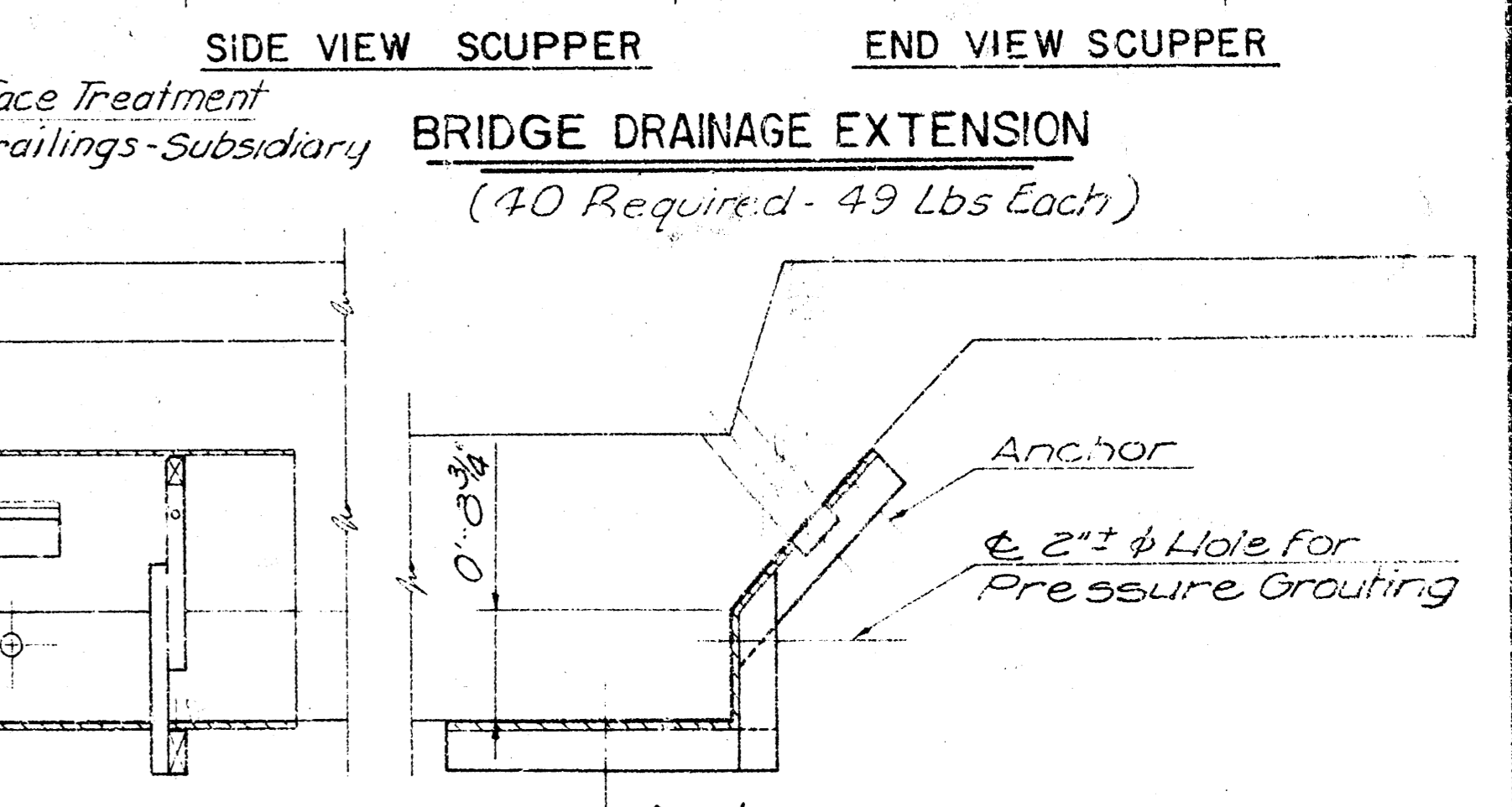


FIGURE 2

SUGGESTED FORM WORK * FOR GIRDER REPAIR
* Special forms needed in haunch area.

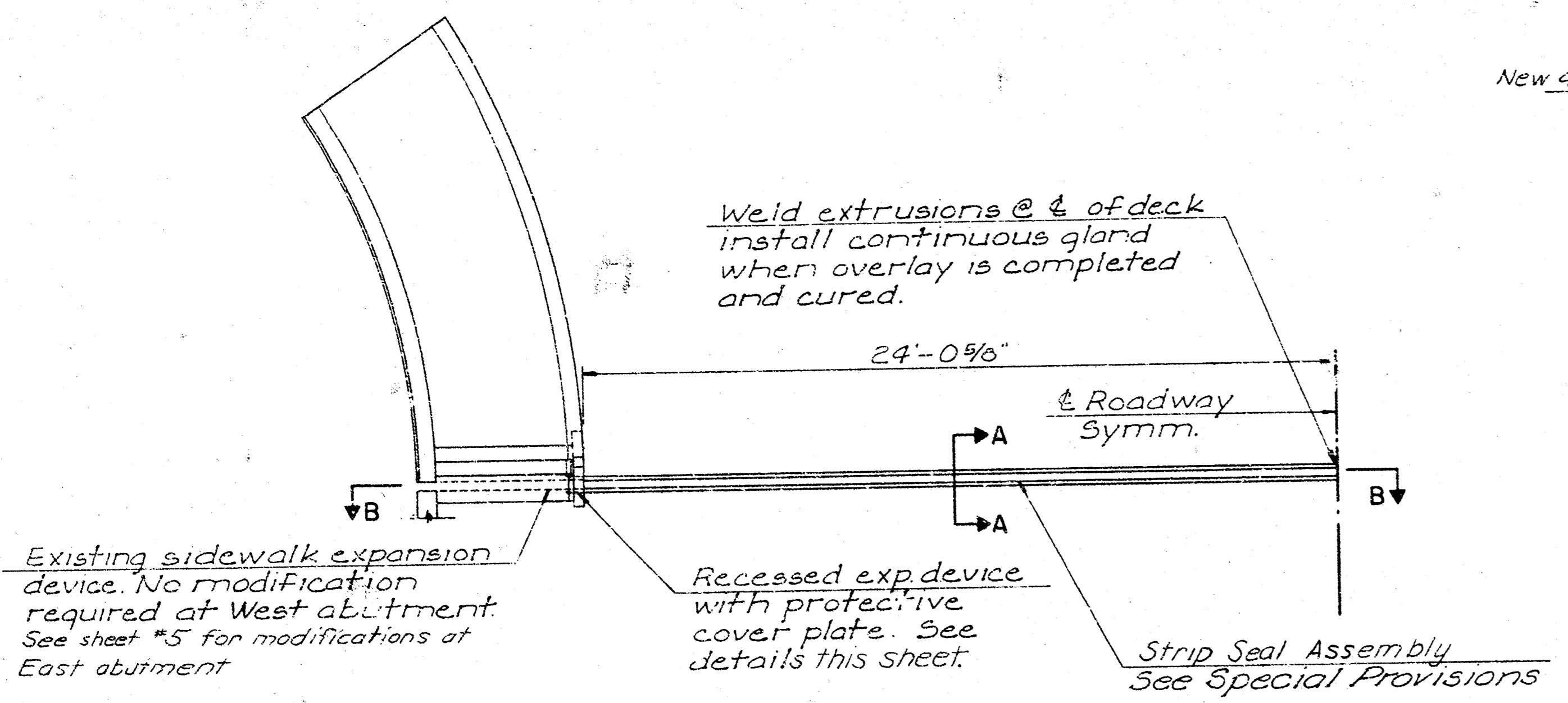
- Anchor GIRDER REPAIR NOTES**
1. Waterline will be removed by others to allow work on fascia girder.
 2. Remove all unsound concrete, clean exposed reinforcing steel by wire brushing or sand blasting.
 3. Install forms.
 4. Pressure grout to fill all voids.
 5. Remove forms and fill all voids not filled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



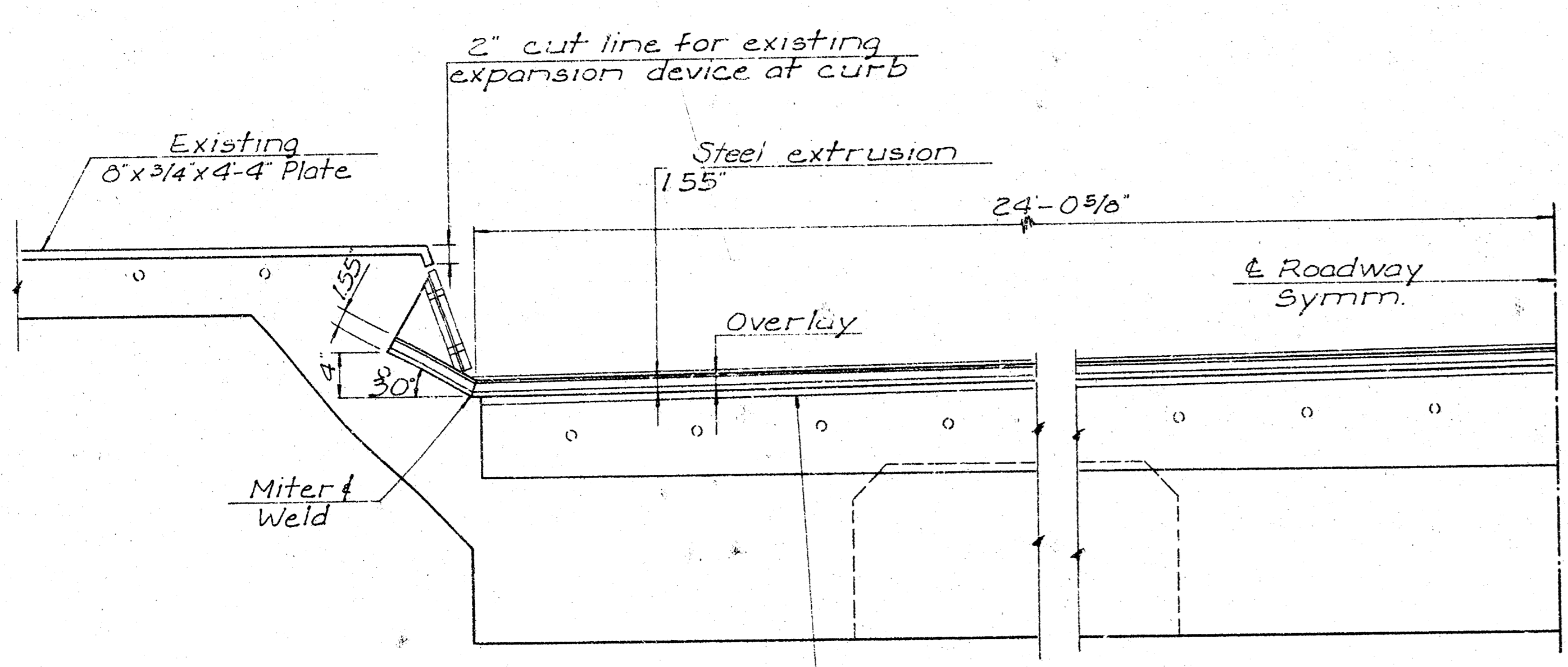
BRIDGE DRAINAGE EXTENSION
(40 Required - 49 Lbs Each)

Anchor GIRDER REPAIR NOTES

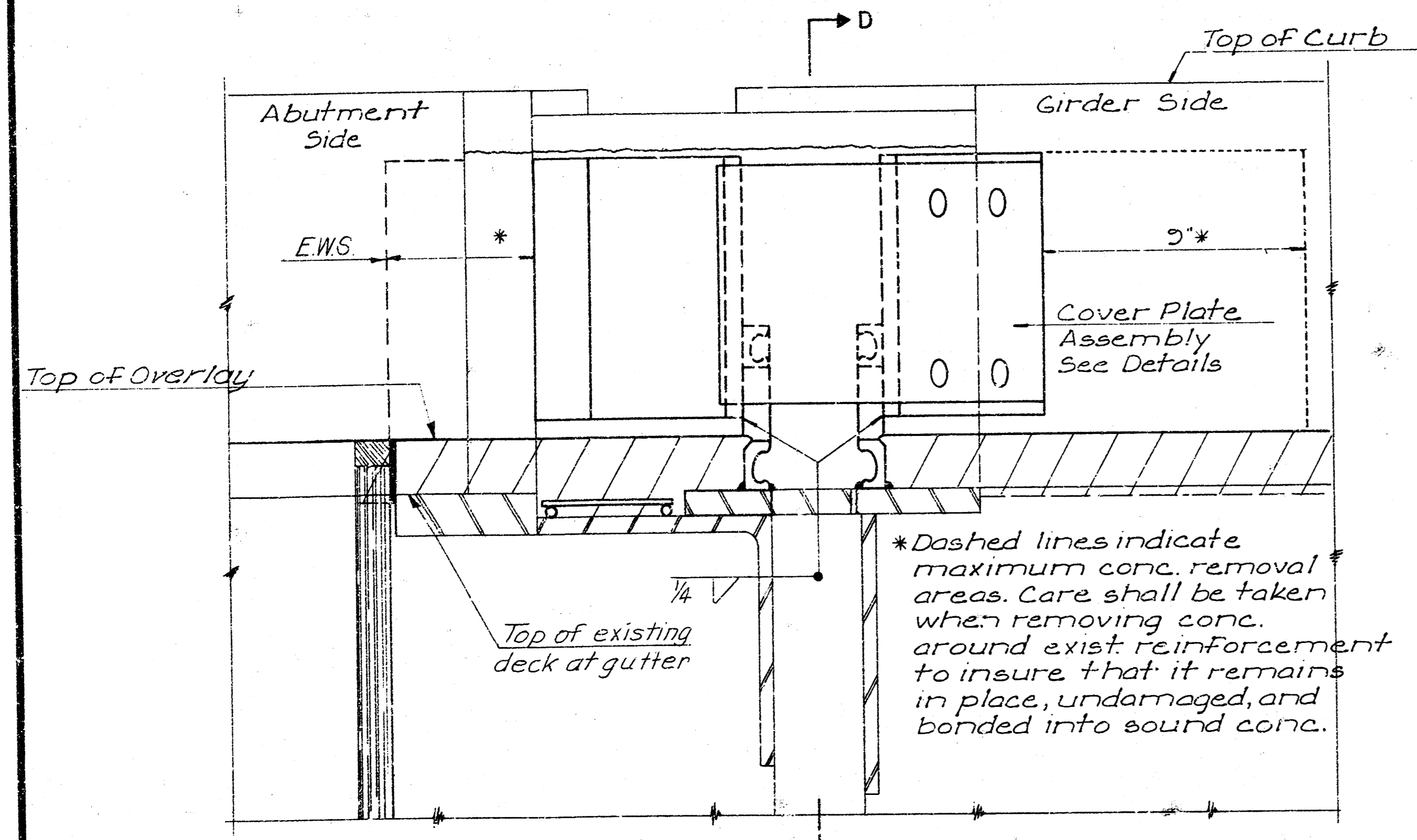
DESIGN N.D.	BRIDGE DECK RECONSTRUCTION 13TH ST. OVER THE ARKANSAS RIVER
DR. BY BES	
CK. BY RAW	
DATE Mar 78	
JOB NO. 77 718	
DETAILS	
VAN DOREN - HAZARD - STALLINGS	
ARCHITECTS - ENGINEERS - PLANNERS	
WICHITA, KANSAS	



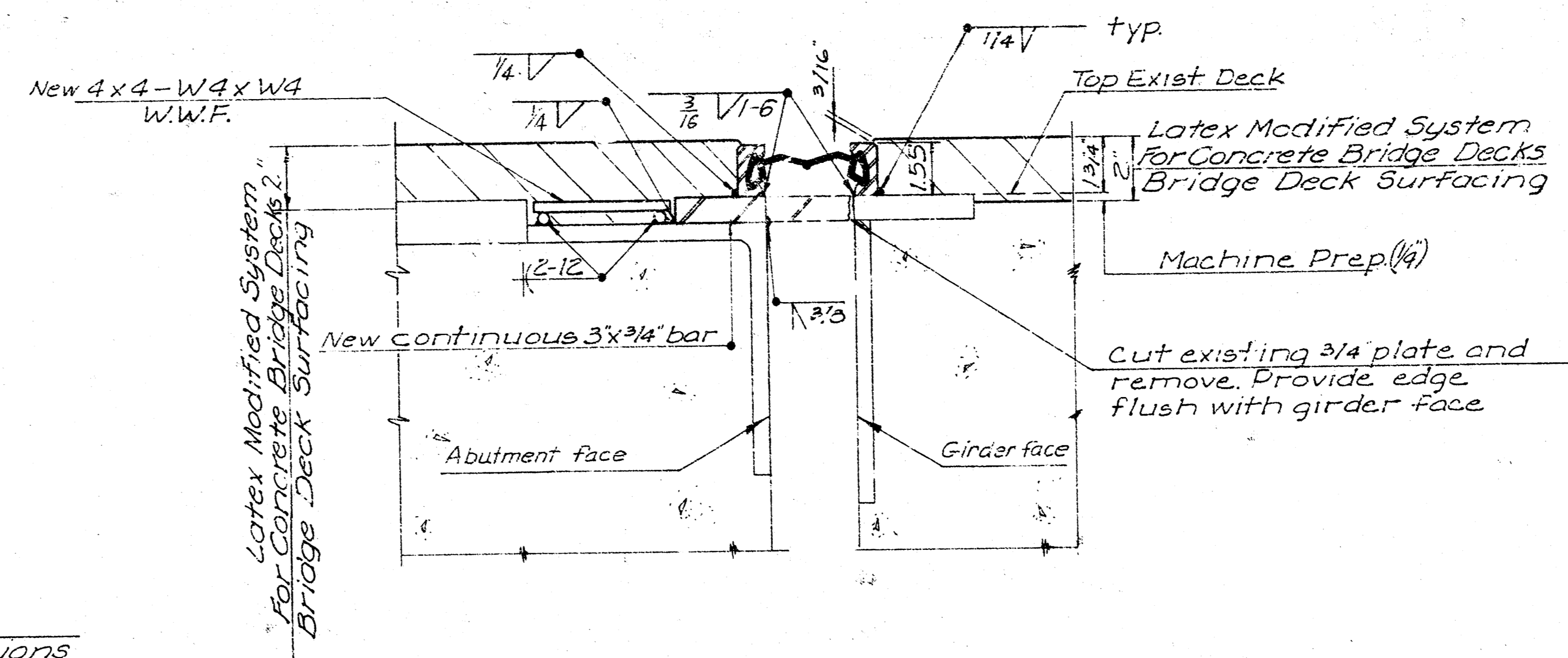
HALF PLAN, DECK AT EXPANSION DEVICE
Scale: 1/4"=1'-0"



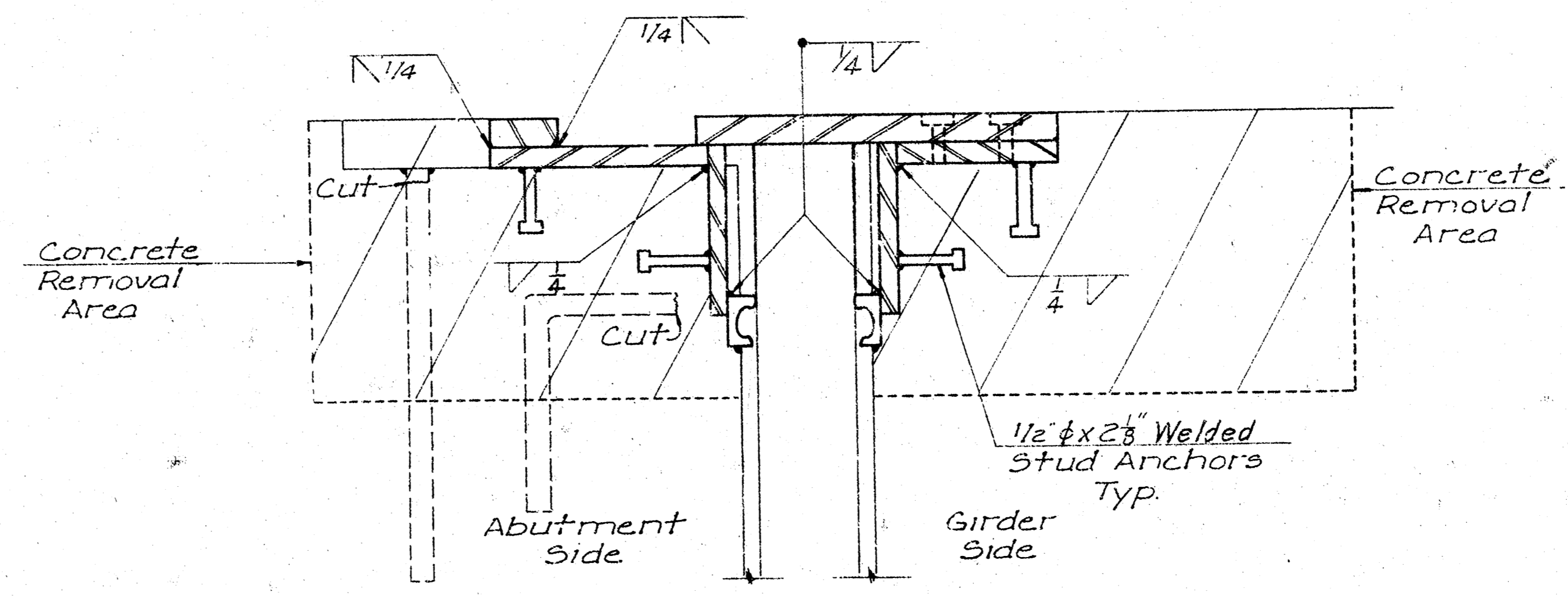
SECTION B-B
Scale: 3/4"=1'-0"



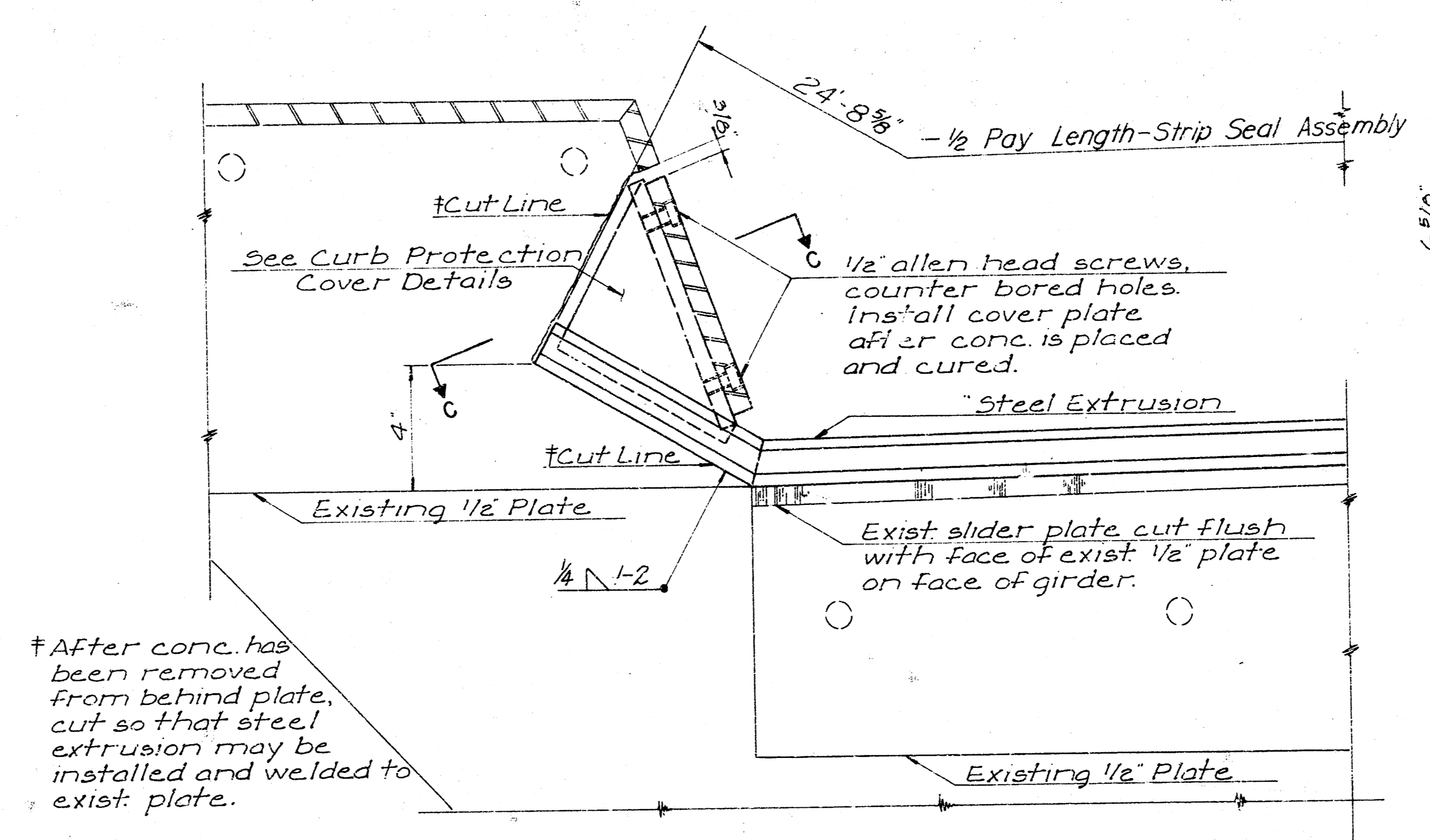
ELEVATION, EXPANSION DEVICE AT CURB
Scale: 3/4"=1'-0"



SECTION A-A WEST ABUTMENT
Scale: 3/4"=1'-0"
(See sheet #5 for modifications at East Abutment)

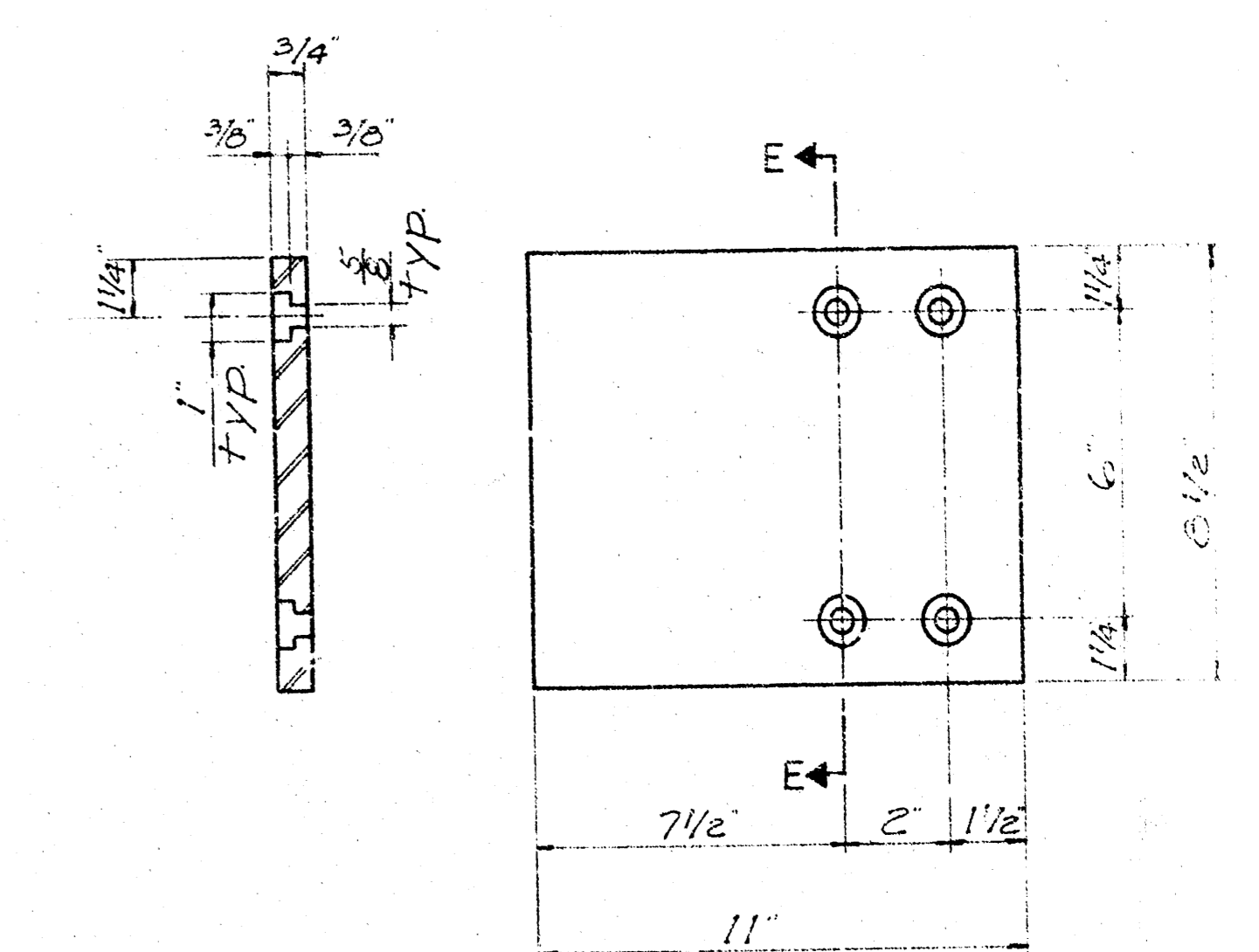


SECTION C-C
Scale: 3/4"=1'-0"

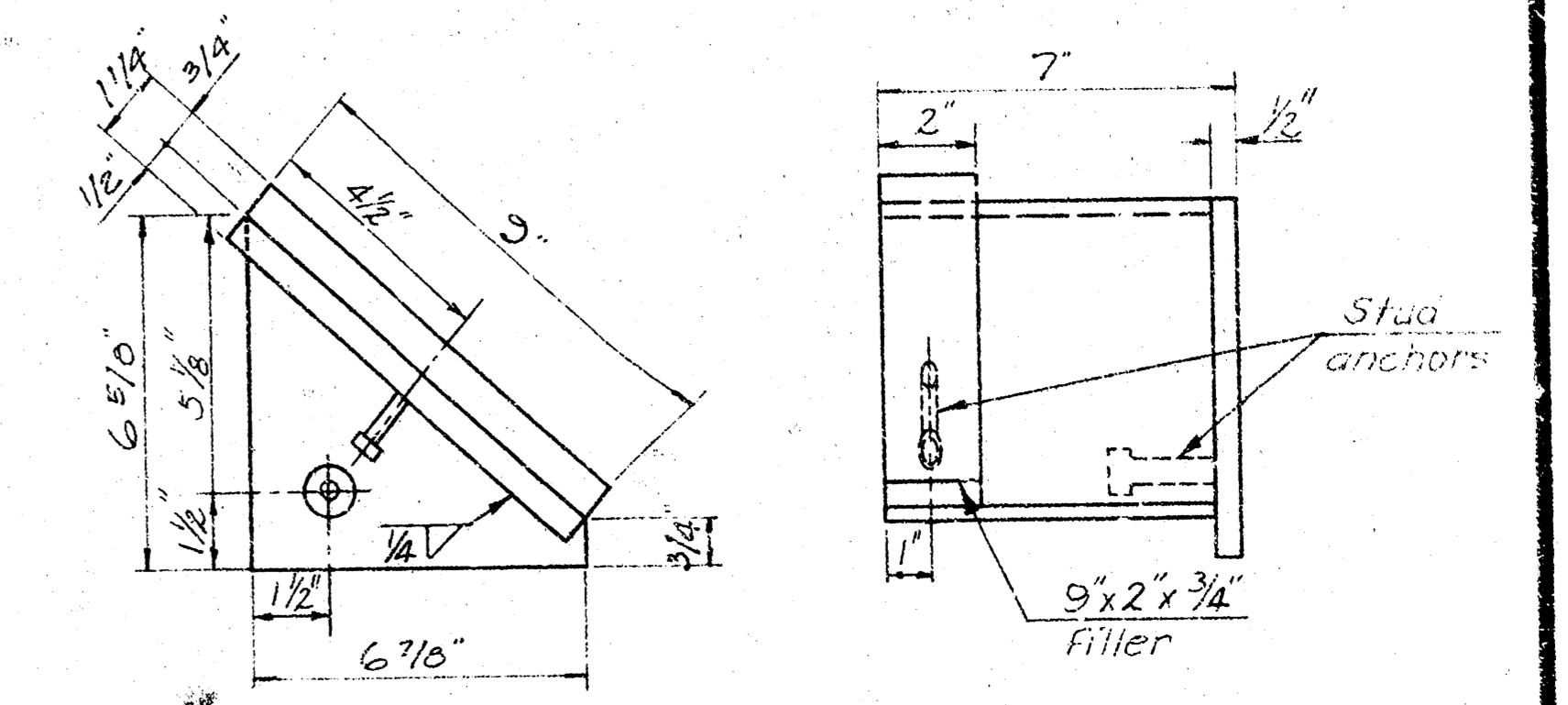


SECTION D-D
Scale: 3/4"=1'-0"

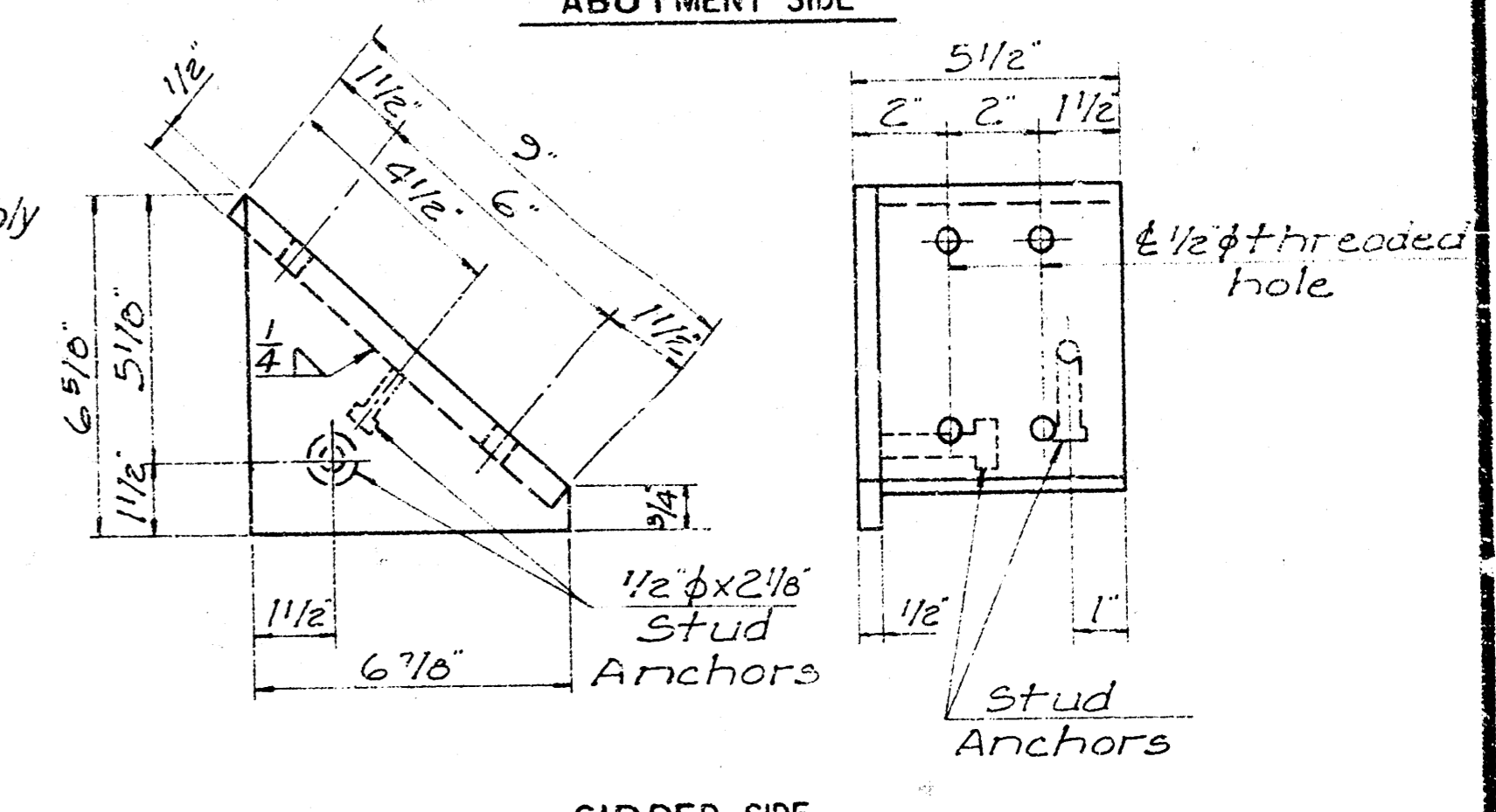
*For both Latex Modified System & Bridge Deck Surfacing use 2" overlay thickness at the expansion devices. For Latex Modified System on the girder side, taper overlay from 2" to 1 1/2" thickness in approximately 21' so that the transition ends at a scupper.



SECTION E-E COVER PLATE



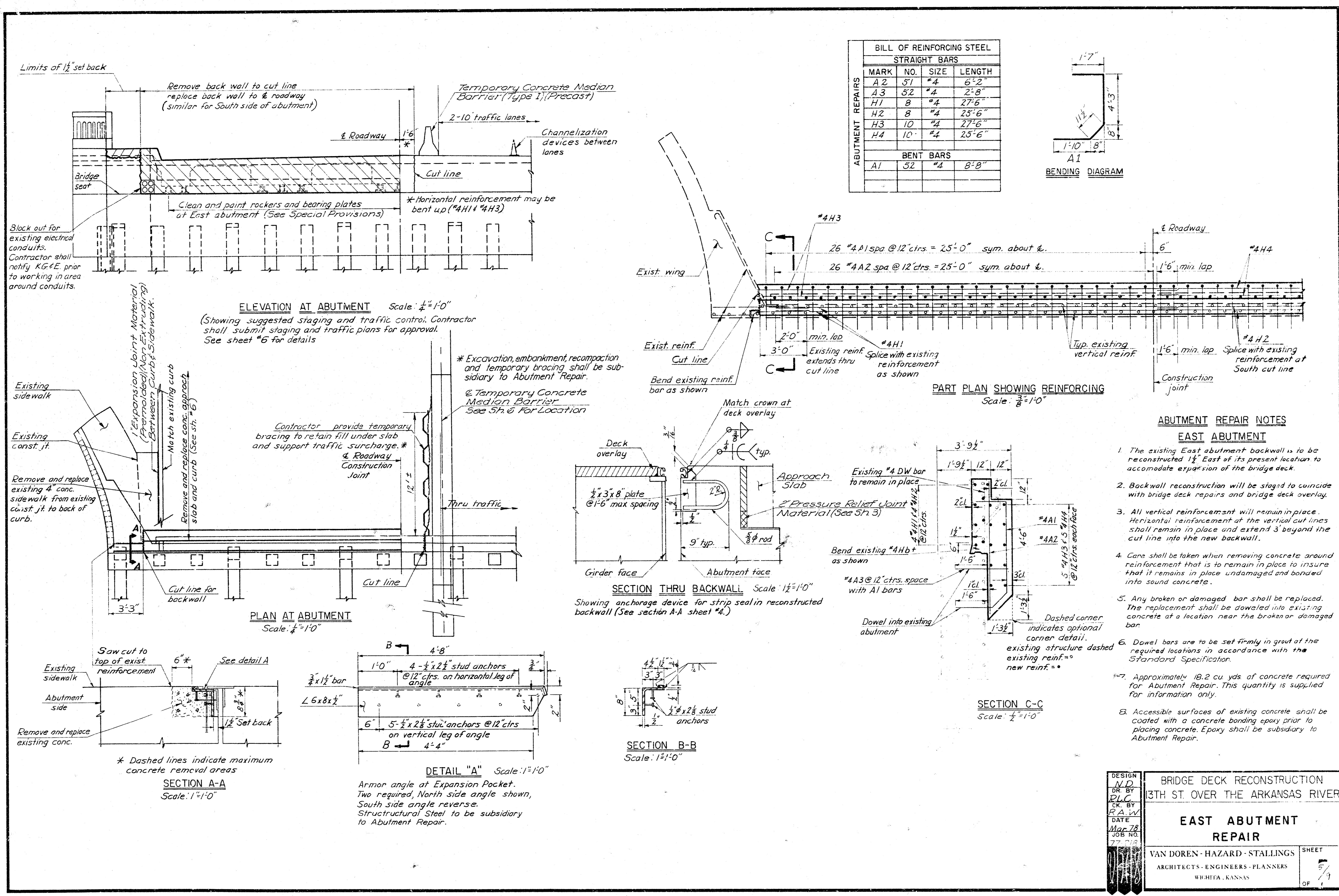
ABUTMENT SIDE

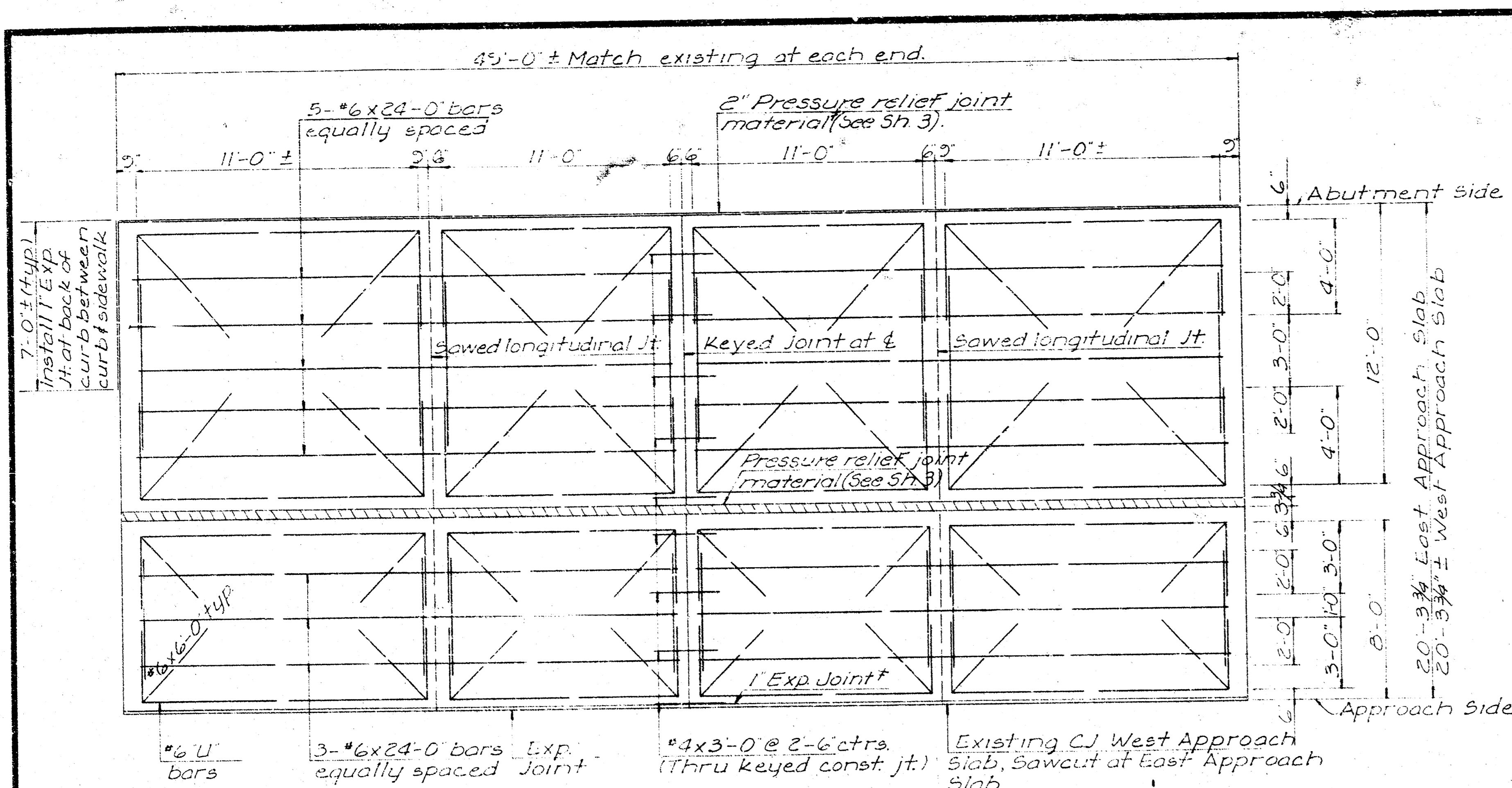


GIRDER SIDE

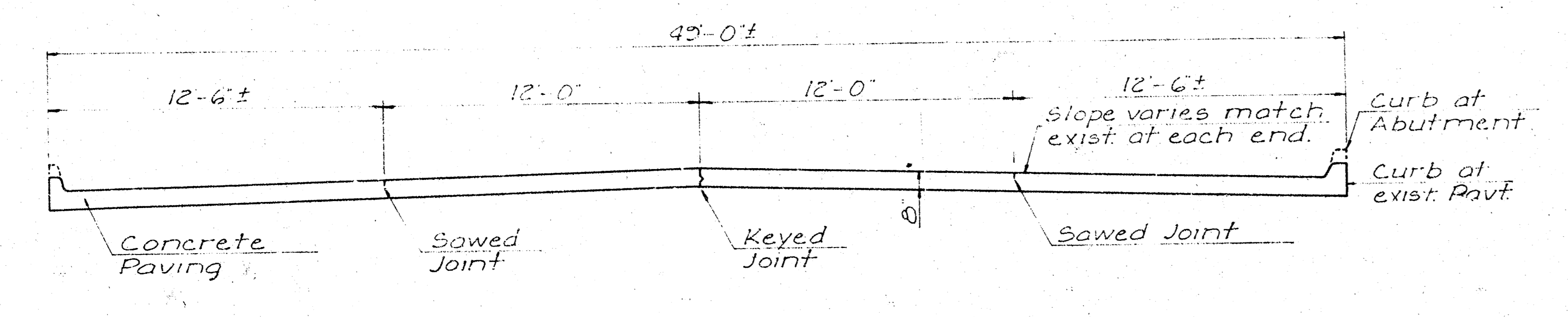
CURB PROTECTION COVER DETAILS
Scale: 3/4"=1'-0"

DESIGN M/D	BRIDGE DECK RECONSTRUCTION 13TH ST. OVER THE ARKANSAS RIVER
DR. BY BES	
CK. BY RAW	
DATE Mar 78	
JOB NO. 77-212	EXPANSION DEVICE DETAILS
VAN DOREN-HAZARD-STALLINGS	
ARCHITECTS-ENGINEERS-PLANNERS	
WICHITA, KANSAS	
SHEET 9	CF

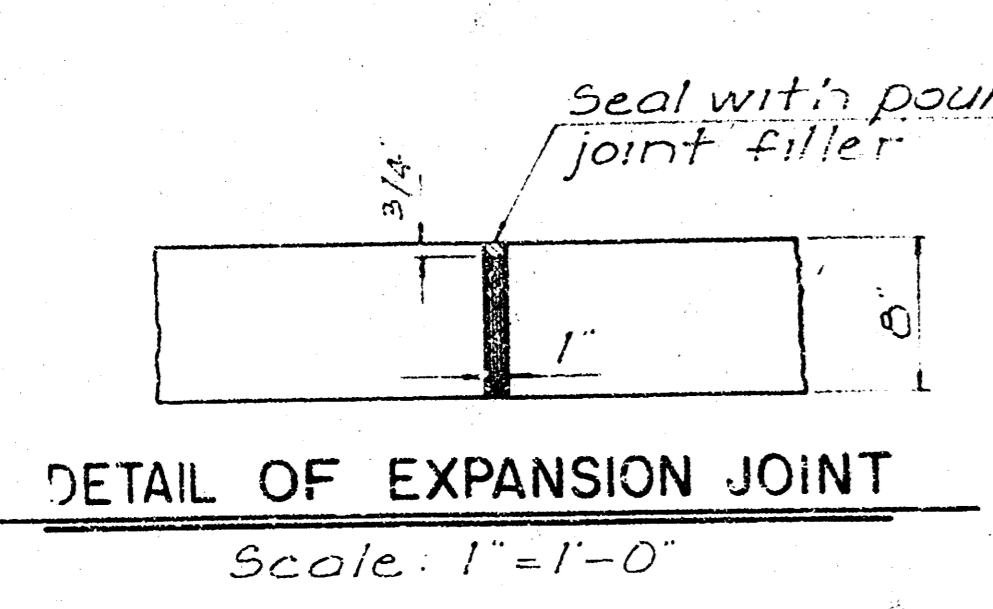




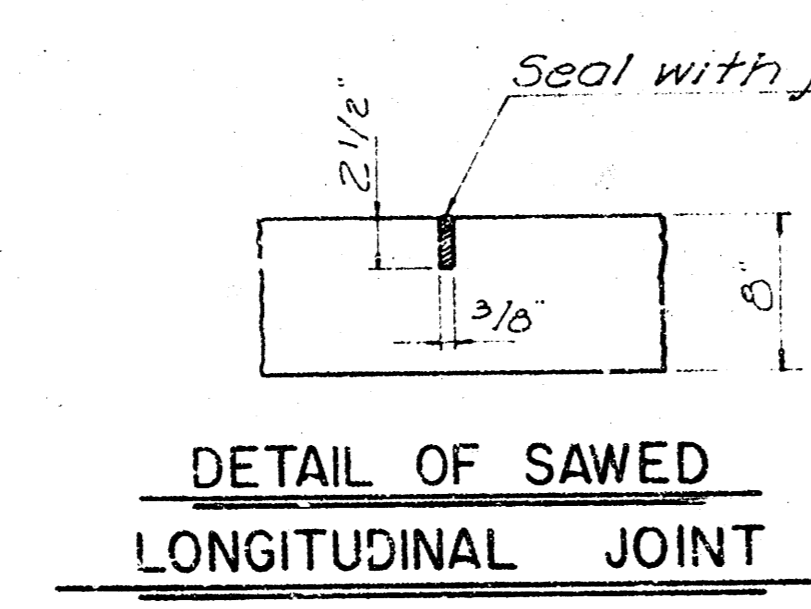
STEEL PATTERN AT APPROACH SLABS
Scale: 1/4" = 1'-0"



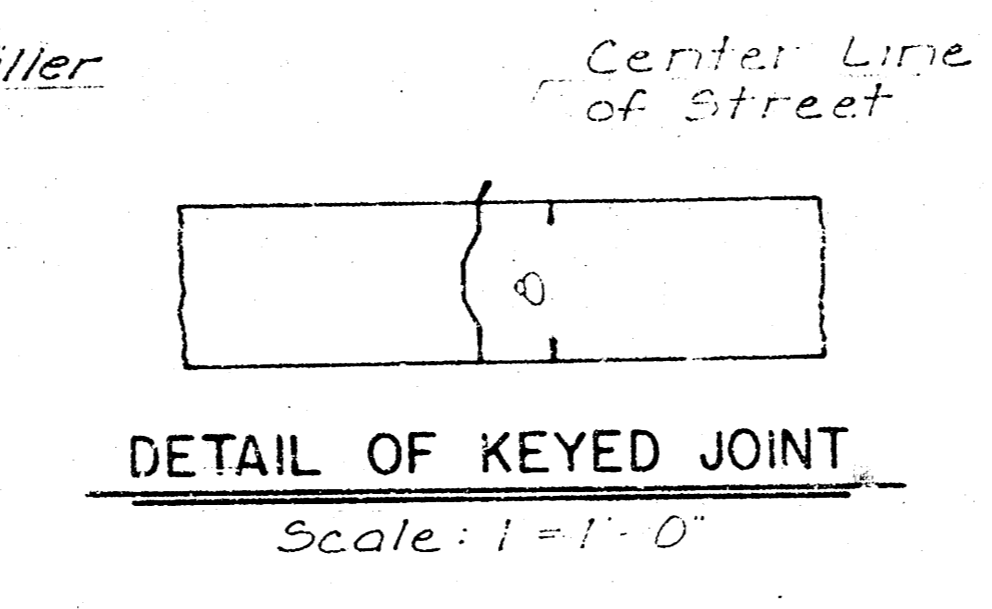
TYPICAL SECTION THRU PAVEMENT



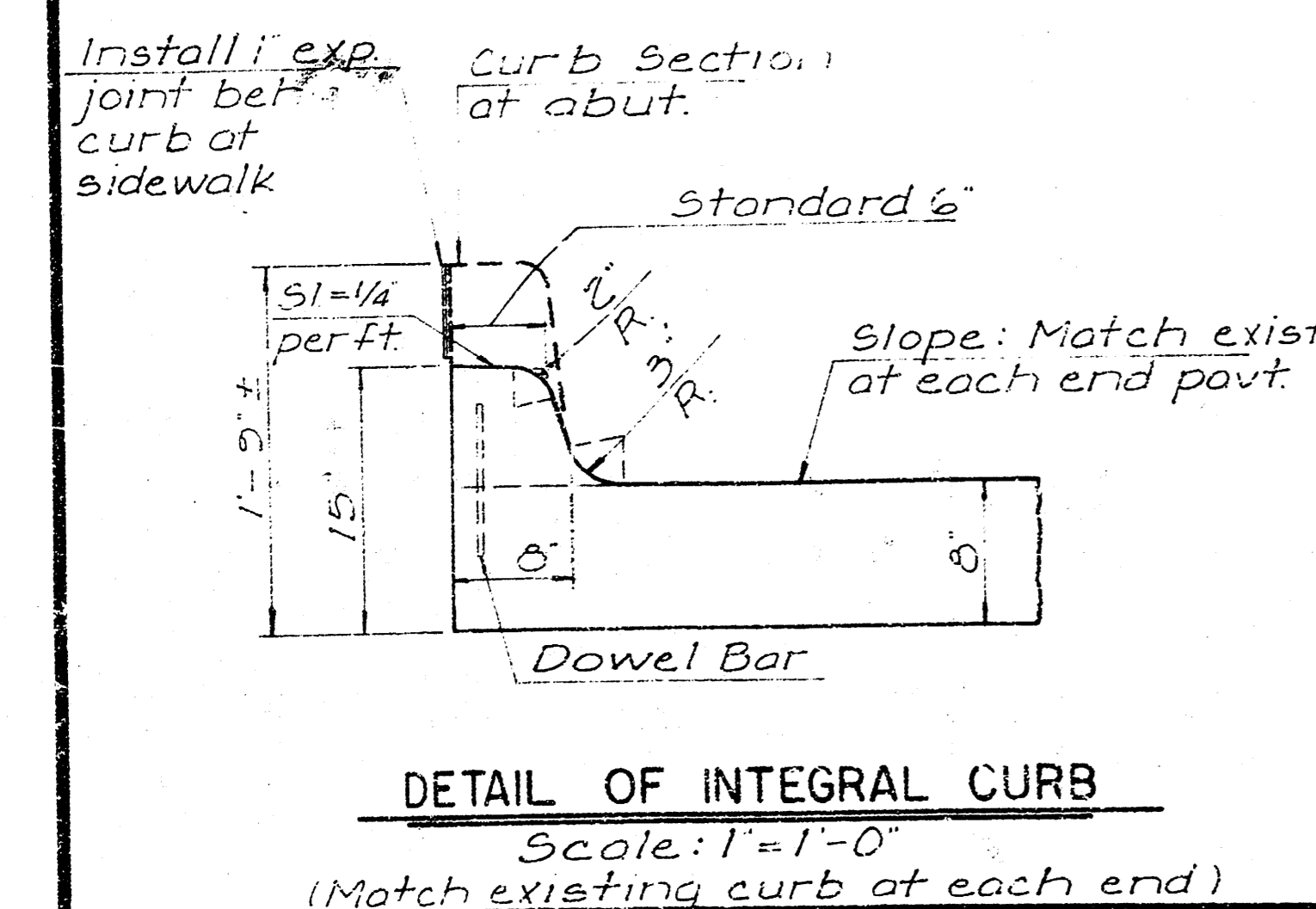
DETAIL OF EXPANSION JOINT
Scale: 1" = 1'-0"



DETAIL OF SAWED LONGITUDINAL JOINT
Scale: 1" = 1'-0"

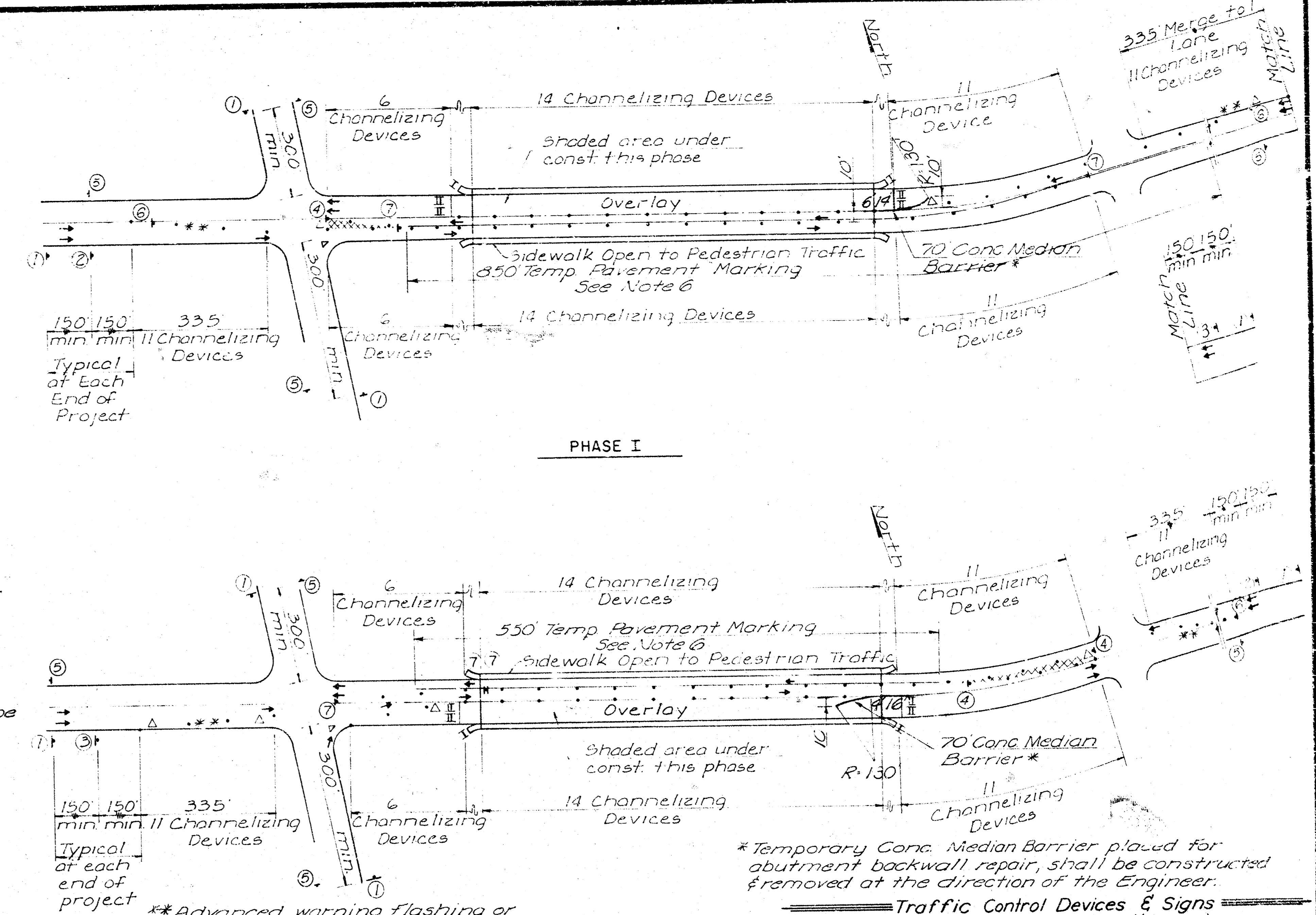


DETAIL OF KEYED JOINT
Scale: 1" = 1'-0"



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.



TRAFFIC PLAN

SUMMARY OF TRAFFIC CONTROL DEVICES

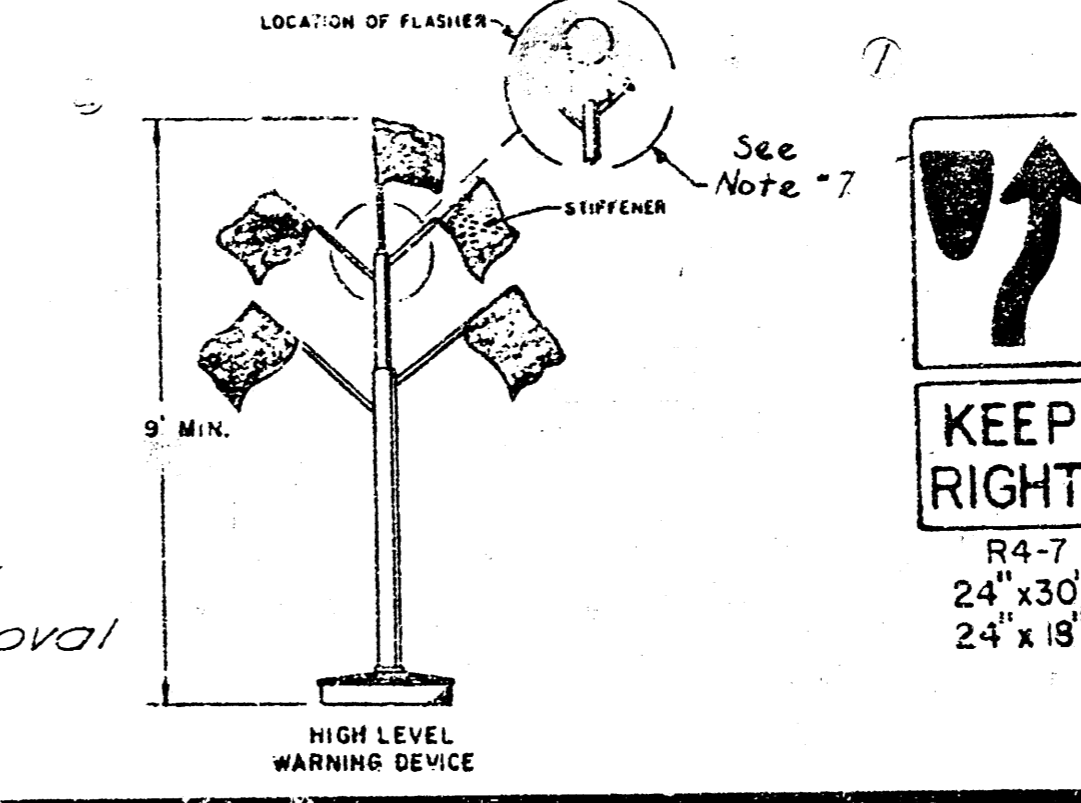
CONSTRUCTION SIGNS (EACH)	0-9.25	9.26-16.25	16.26 & OVER
R2-1			
R2-5c			
R4-1			
R4-7	4		
R4-7a			
R11-2			
R11-4			
W1-3			
W1-4			
W1-6			
W3-3			
W4-2			
W6-3			
W6-5p			
W20-1			
W20-4			
W20-5		2	
W21-4	4		
G20-1			
G20-2			

DELINEATORS & CHANNELIZING DEVICES (EACH)

CONSTRUCTION BARRICADES	REFLECTORIZED	OBJECT MARKERS
TYPE III	CONES	VERTICAL PANELS
TYPE I or II	DRUMS	SINGLE BACK TO BACK
4' TO 8' 9" TO 14'	2	3
2	6	3

PAVEMENT LANE MARKING

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



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

- TRAFFIC NOTES**
- For standards on control devices and signs refer to "Manual on Uniform Traffic Control Devices," 1978 Ed.
 - All traffic control signs and devices to be subsidiary to the bid item "Traffic Control."
 - 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.
 - Channelizing devices shall be reflectORIZED or equipped with lighting devices for night time use.
 - 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.
 - 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.
 - 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 AND DRAWN BY B.E.S. CHECKED BY R.A.W. DATE 3-78 JOB NO. 107-10-10

BRIDGE DECK RECONSTRUCTION
13TH ST. OVER THE ARKANSAS RIVER

APPROACH PAVING AND TRAFFIC

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

SHEET 6/9

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

FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87 BHO-000S (003)	10	7	7

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.

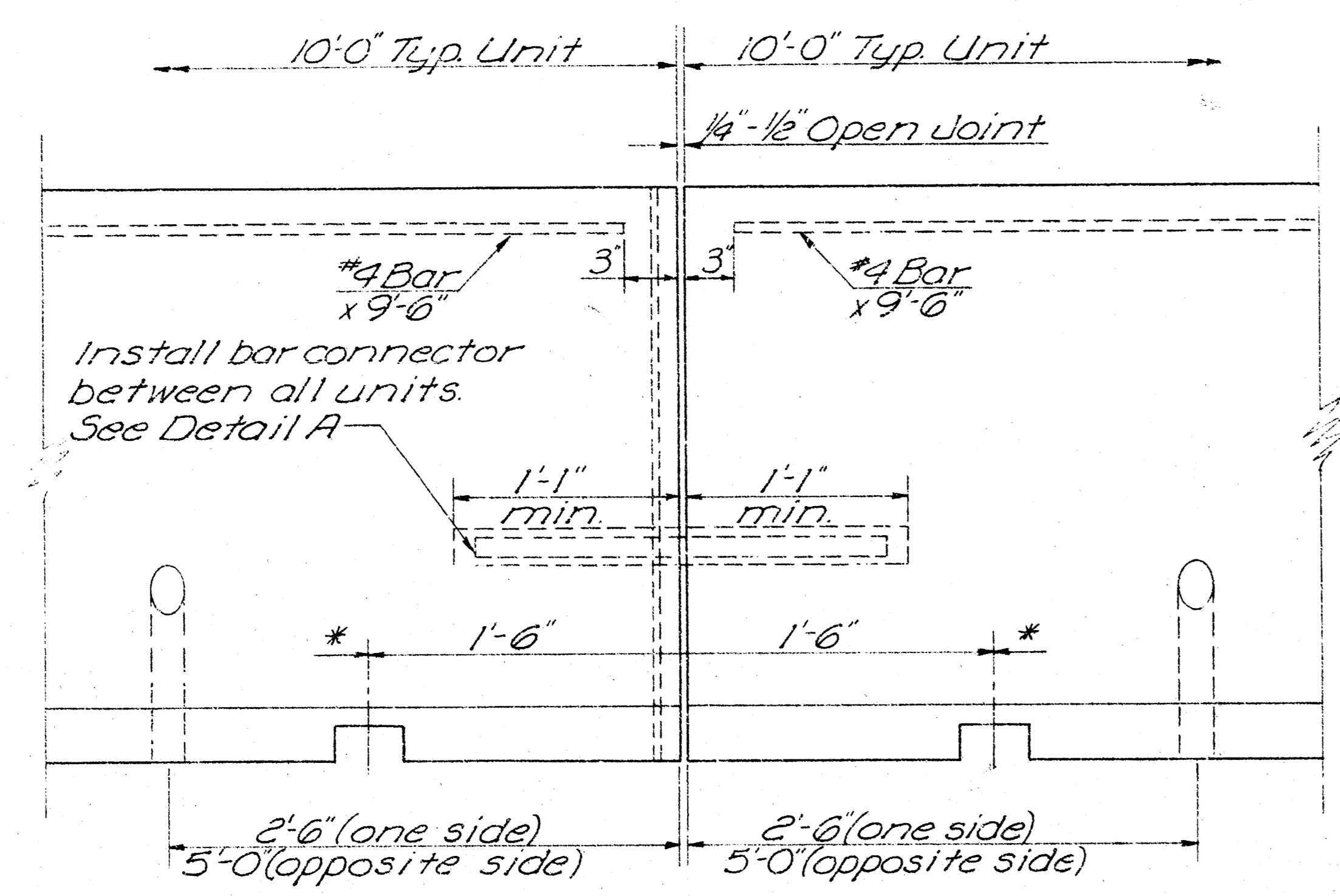
KEYWAY: The female end of the keyway shall be enlarged near the 2" ϕ hole to accept the 2" ϕ washer.

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.

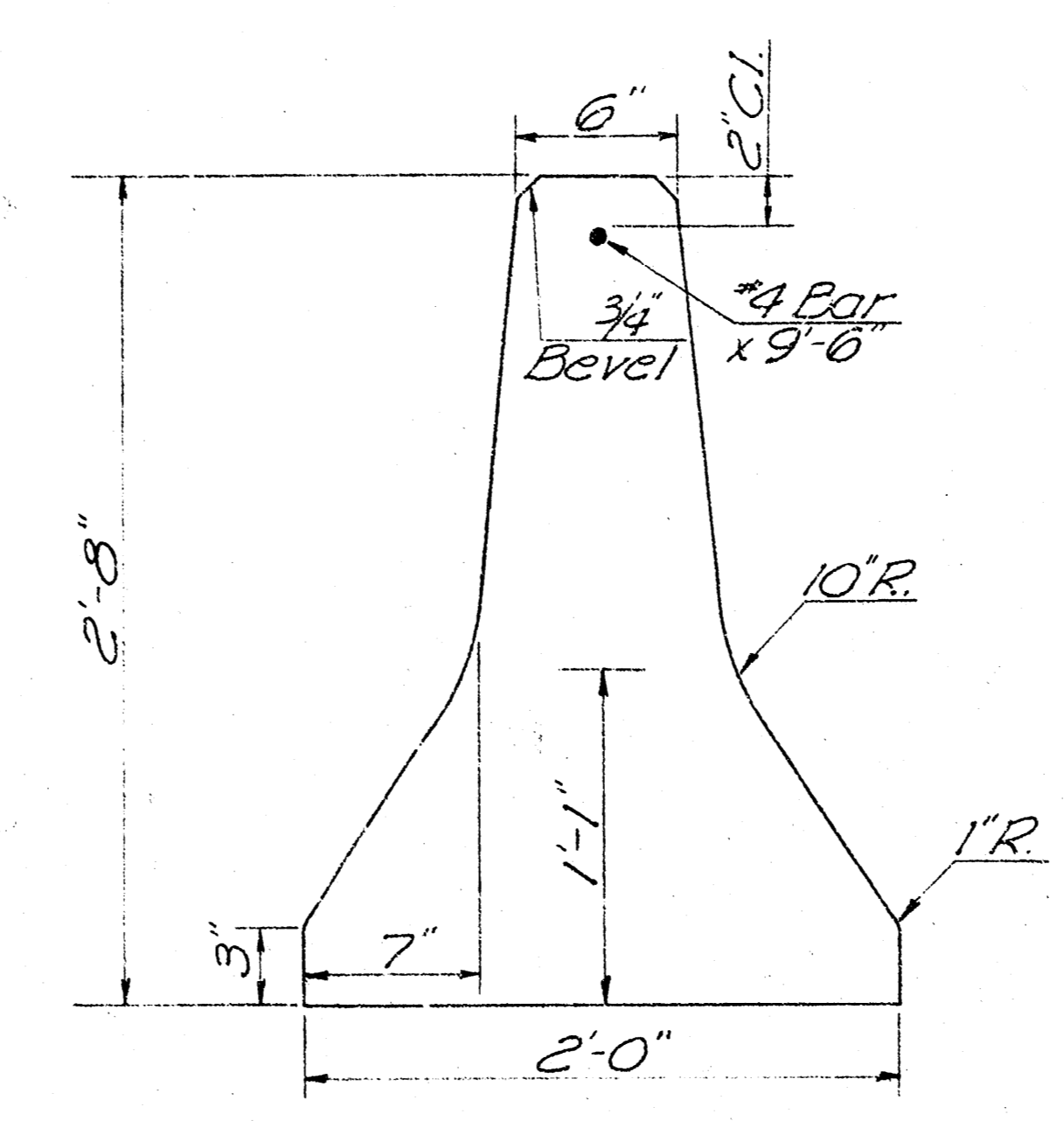
REFLECTOR: Reflectors shall be spaced on 100' centers, except through curves greater than 5' curvature, where the spacing shall be on 50' centers. All materials for supporting delineators shall be aluminum except anchor devices. If anchor device is other than aluminum, insulation shall be provided between 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.

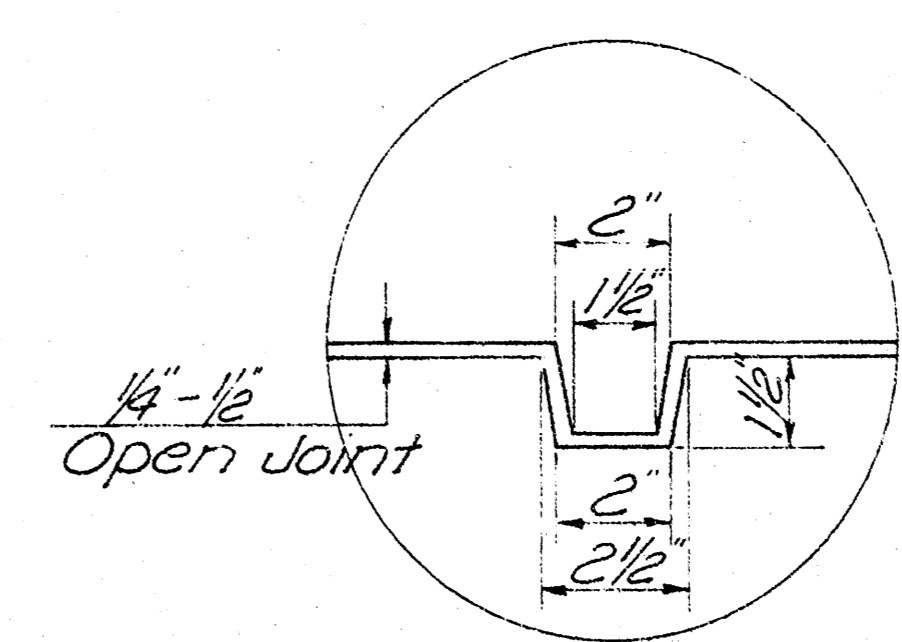


PART ELEVATION

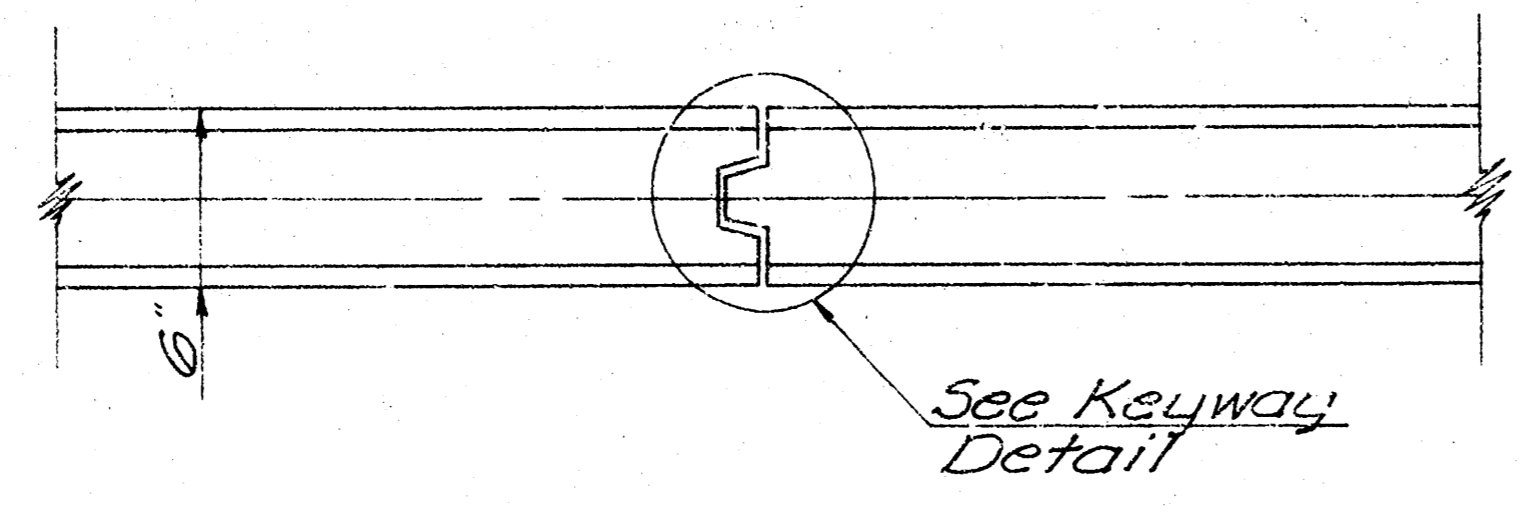
*2" x 4" (Nominal) Lifting Slots at each end of section. Location may be changed at the option of the contractor.



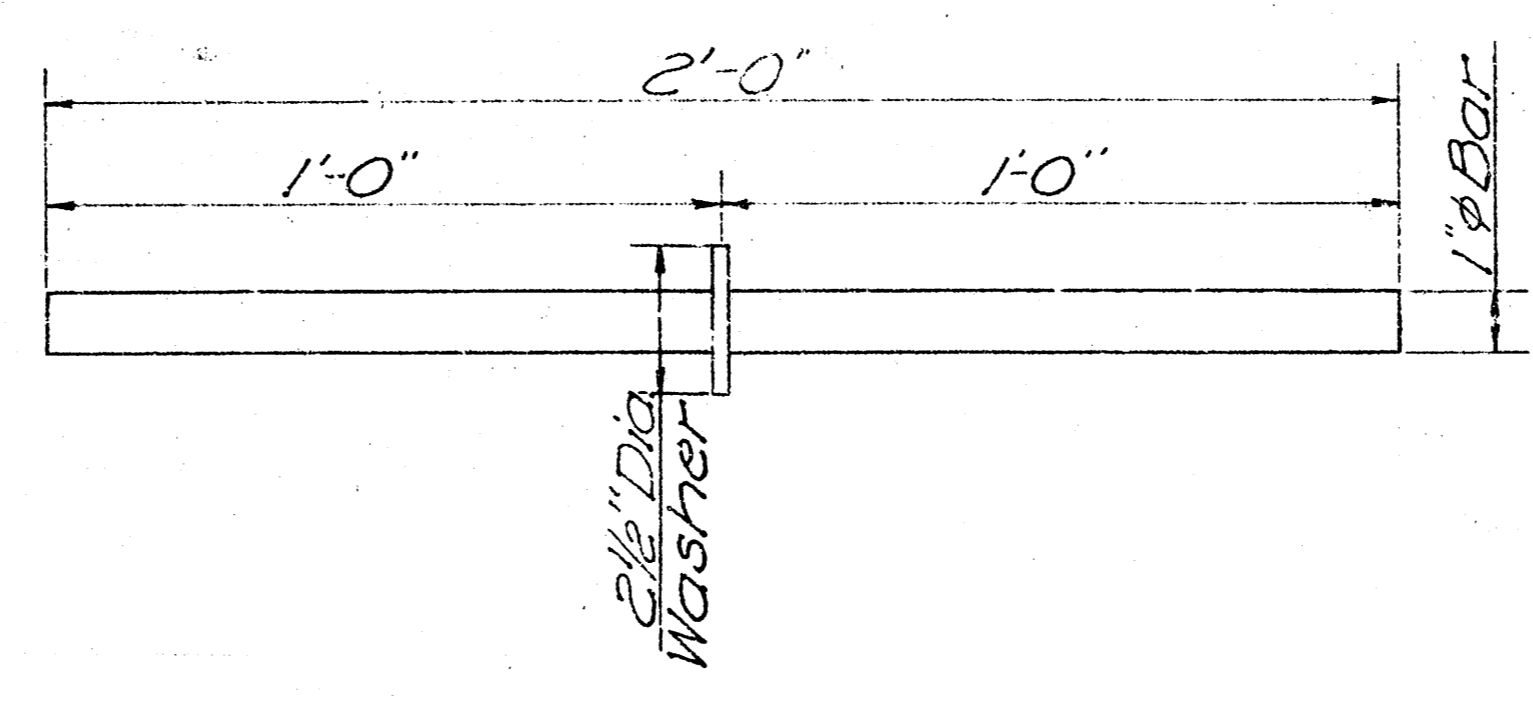
TYPICAL SECTION



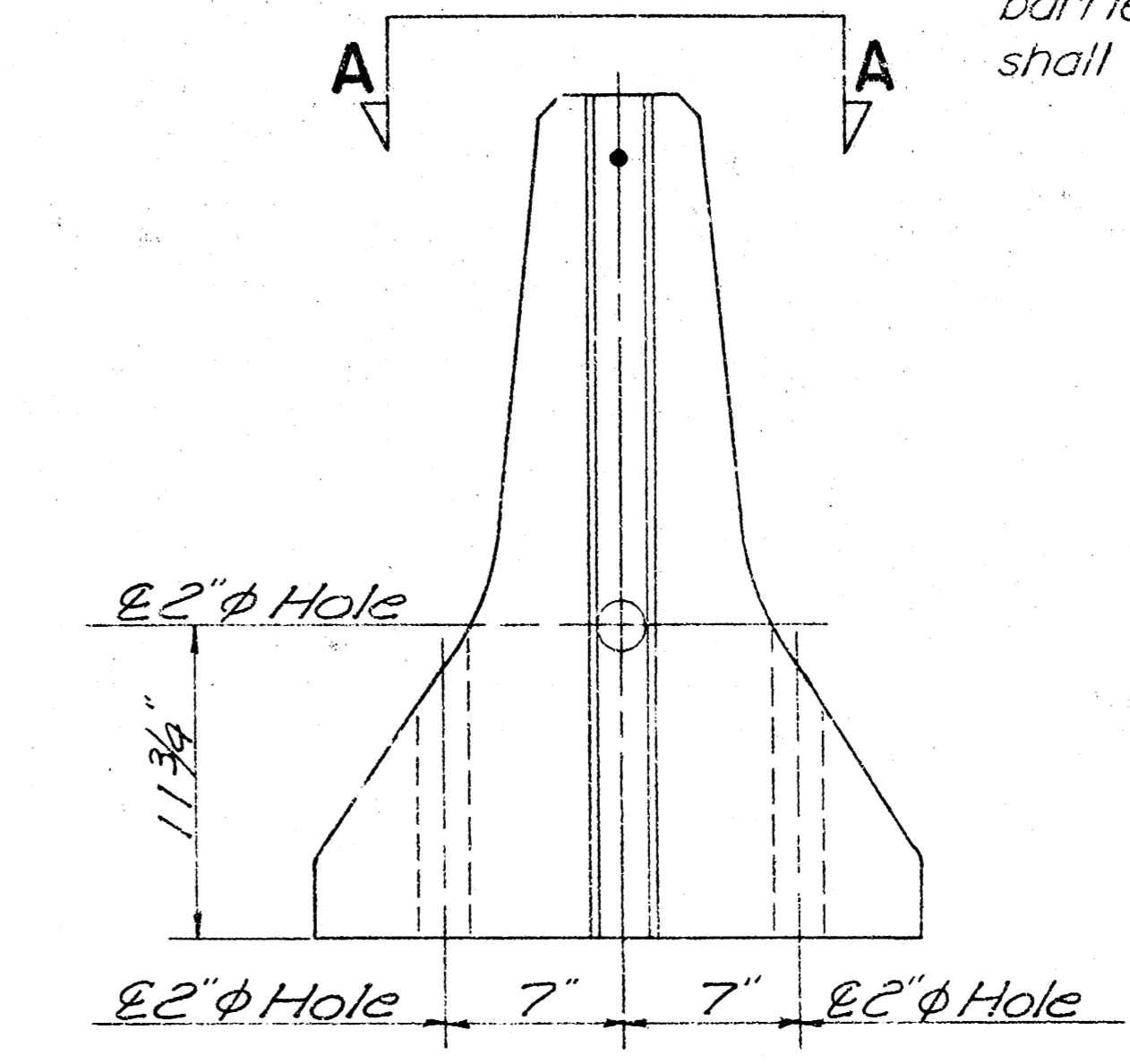
KEYWAY DETAIL



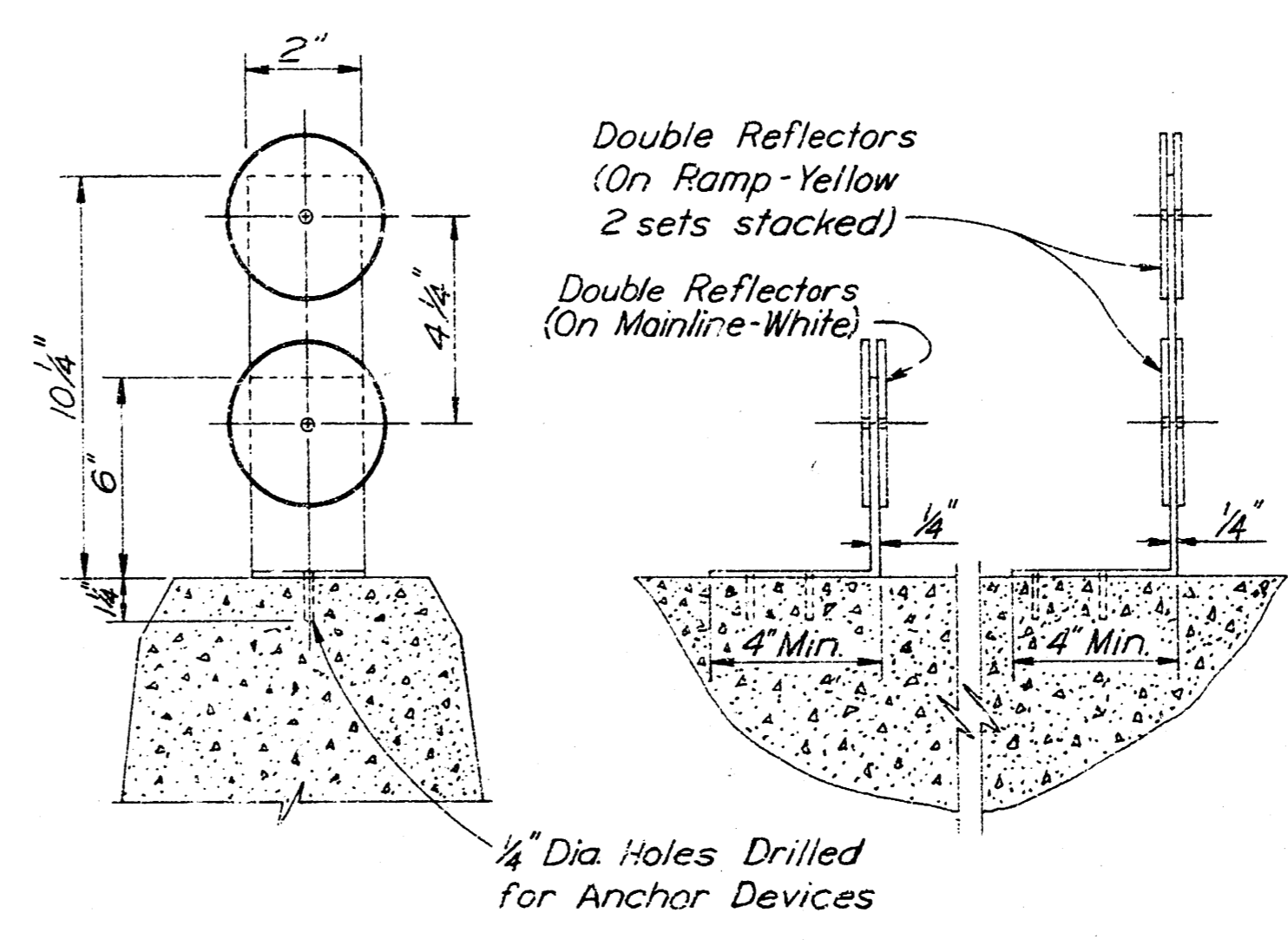
VIEW A-A



DETAIL "A"



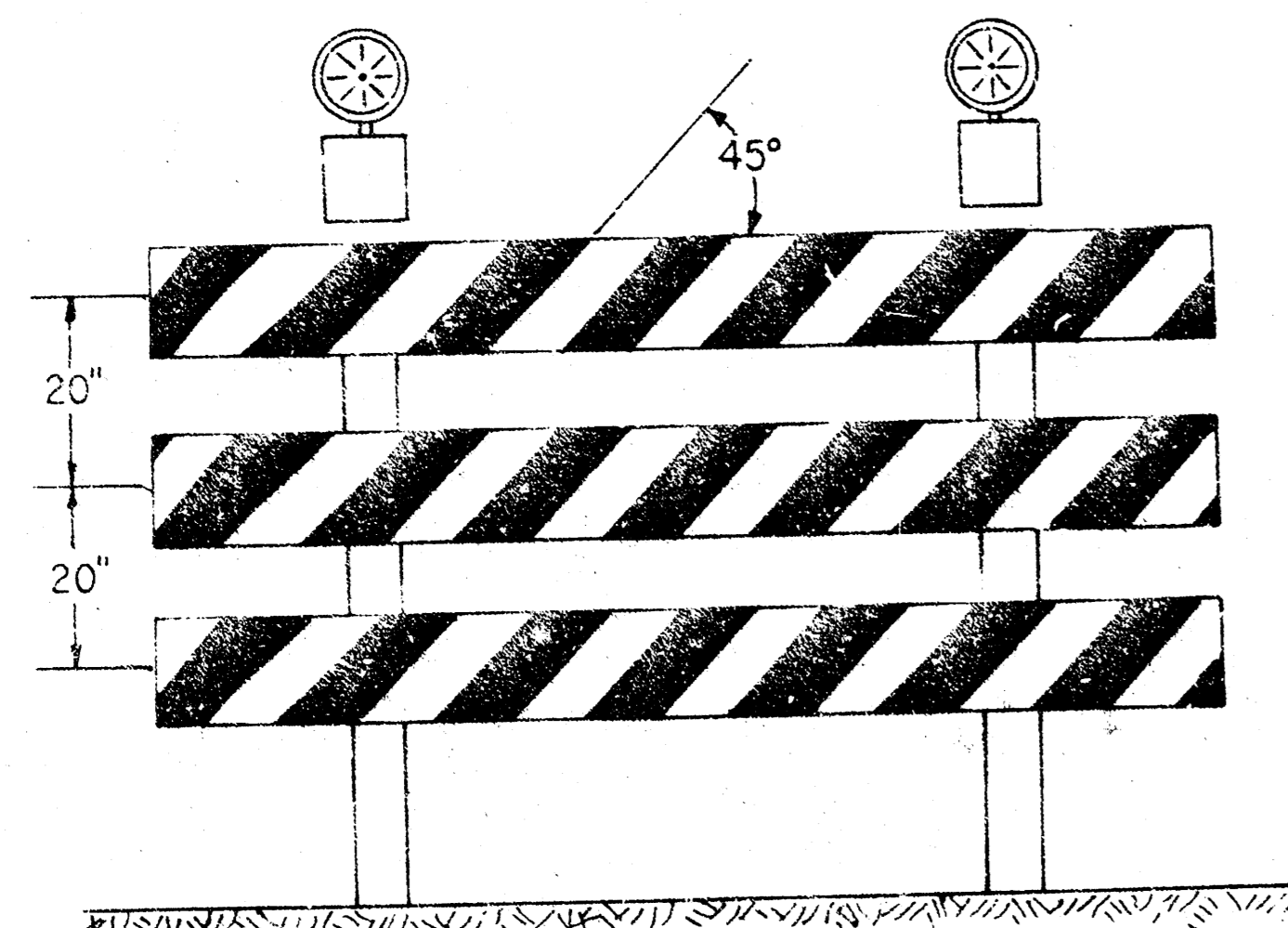
END ELEVATION



DOUBLE REFLECTOR DETAIL

3					
2					
1					
NO.	DATE	REVISIONS	BY	APP'D.	
KANSAS DEPARTMENT OF TRANSPORTATION					
CONCRETE MEDIAN BARRIER					
TYPE I - PRECAST					
SHEET NO. 7 OF 7	SCALE	APP'D.	QUANTITIES	TRACED	
DESIGNED	DETAILED	QUAN. CK.	TRACE CK.		

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

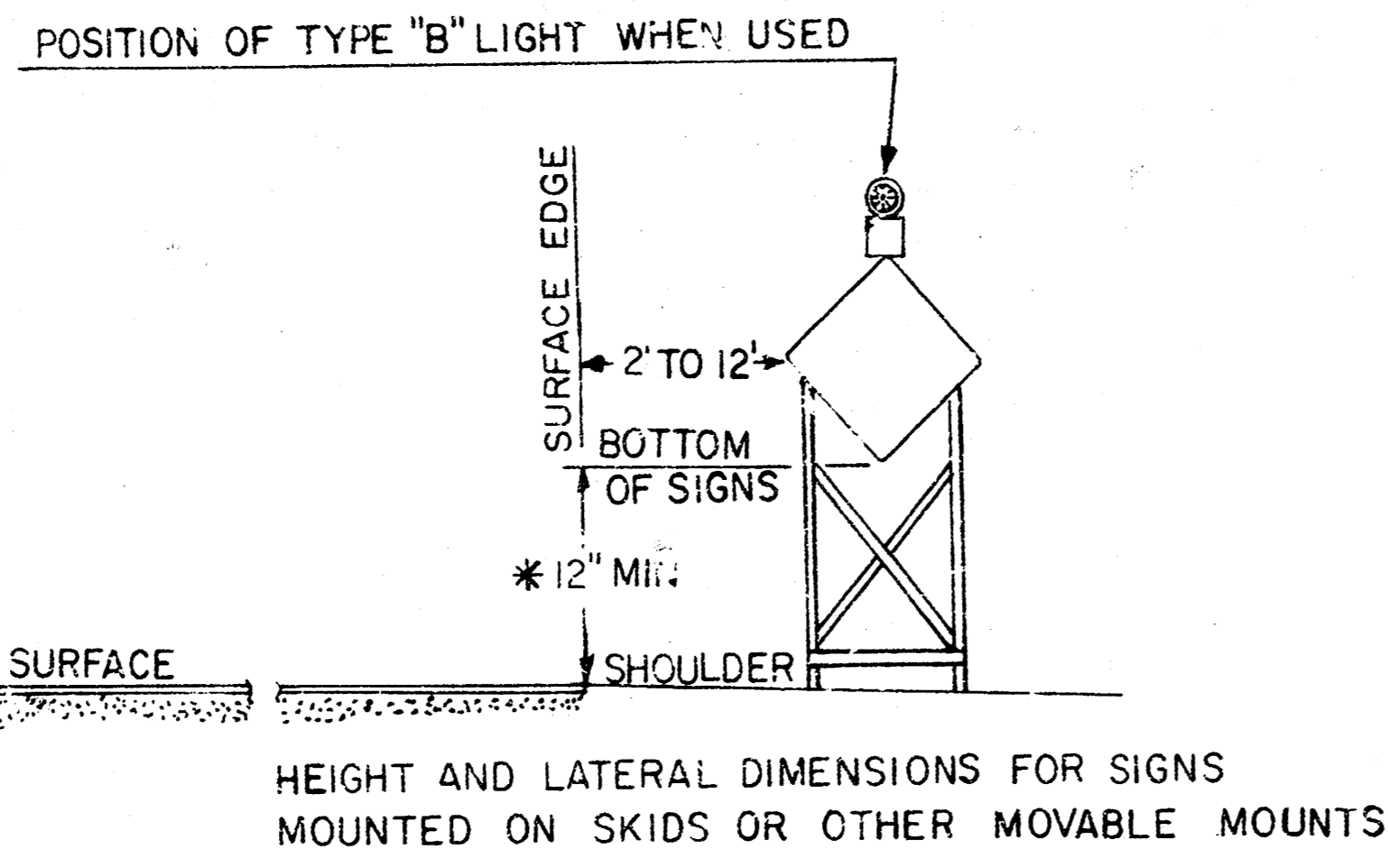
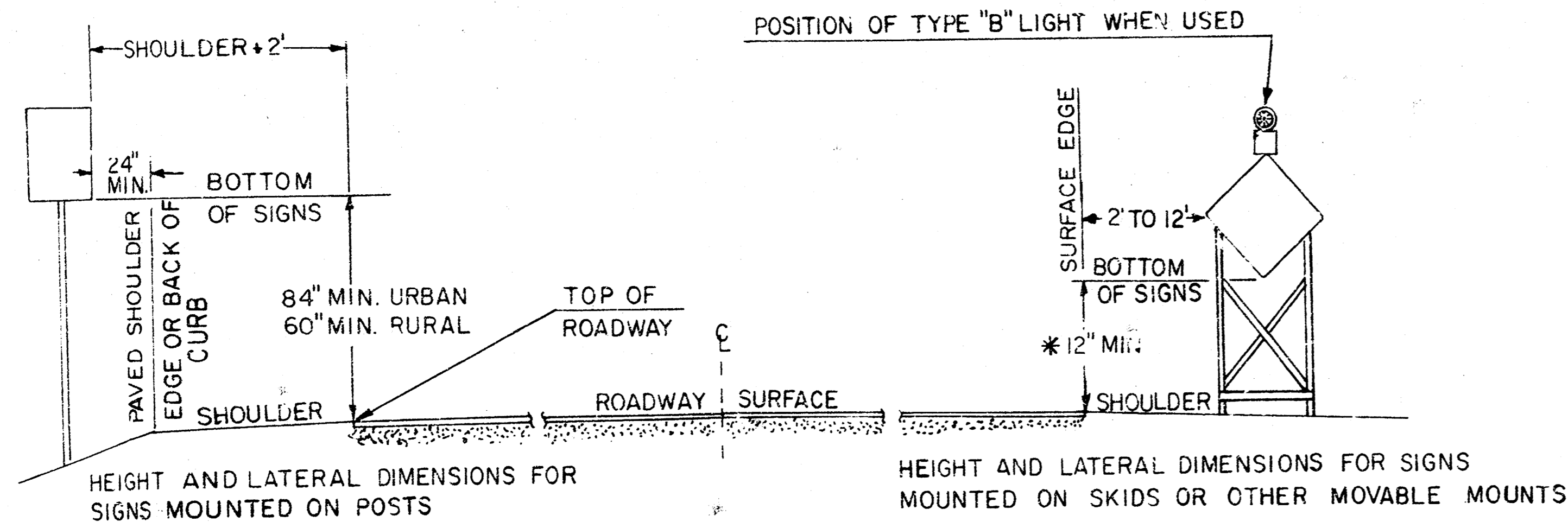
	TYPE*		
	I	II	III
WIDTH OF RAIL	8" MIN-12" MAX	8" MIN-12" MAX	8" MIN-12" MAX
LENGTH OF RAIL	2 FT. MIN	2 FT. MIN	4 FT. MIN
WIDTH OF STRIPES**	6 IN.	6 IN.	6 IN.
HEIGHT	3 FT. MIN	3 FT. MIN	5 FT. MIN
NUMBER OF REFLECTORIZED RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE 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 90° ON EACH SIDE OF THE VERTICAL AXIS, AND 5° ABOVE AND 5° BELOW THE HORIZONTAL AXIS.

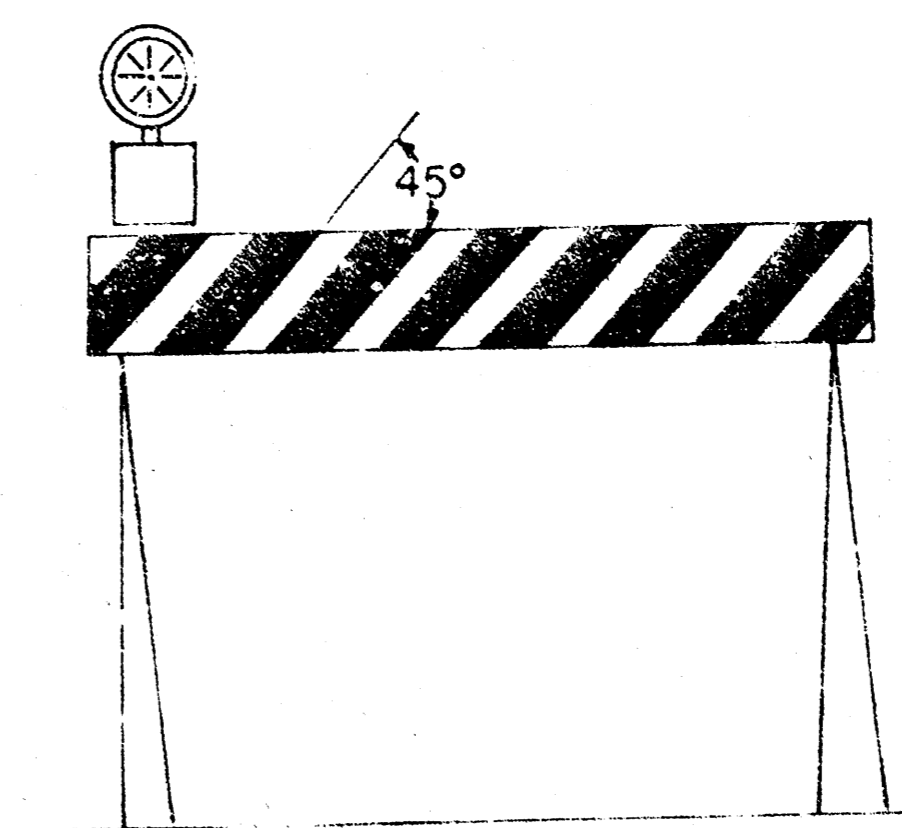


NOTE:

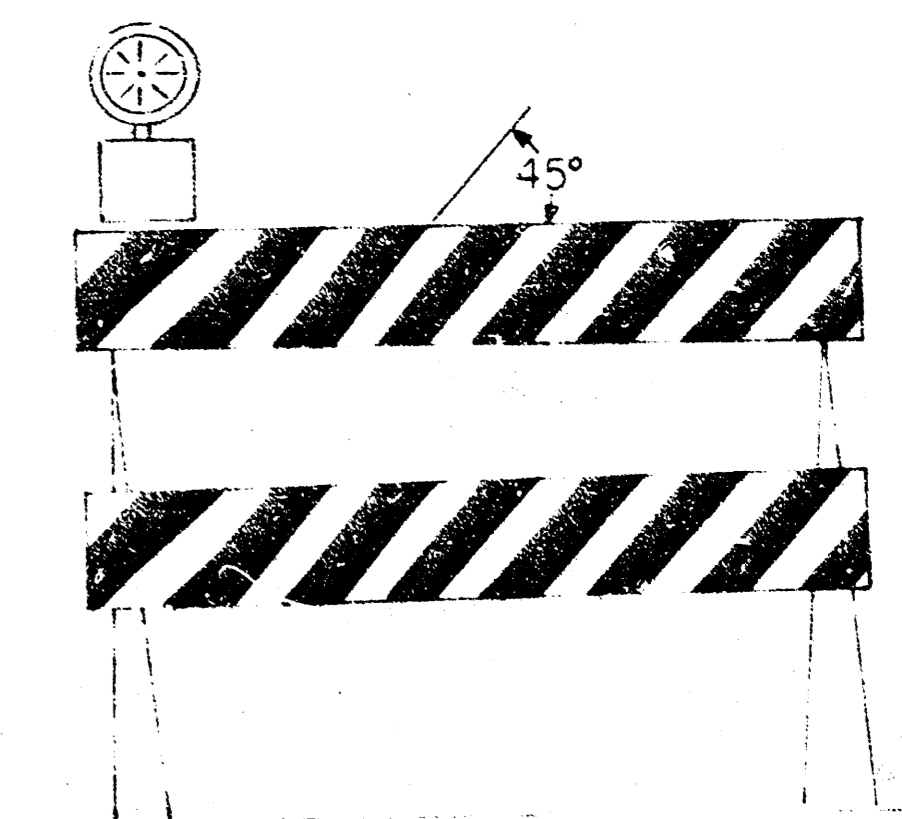
The colors of barricade rails, drums, and vertical panels shall be orange and white. The entire area of orange and white shall be reflectORIZED with reflective sheeting or other reflective processes as approved by the Engineer.

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.

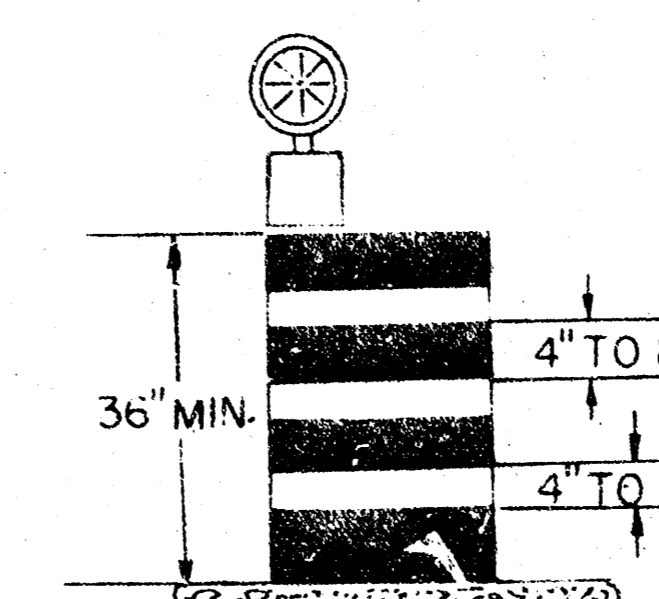
CHANNELIZING DEVICES



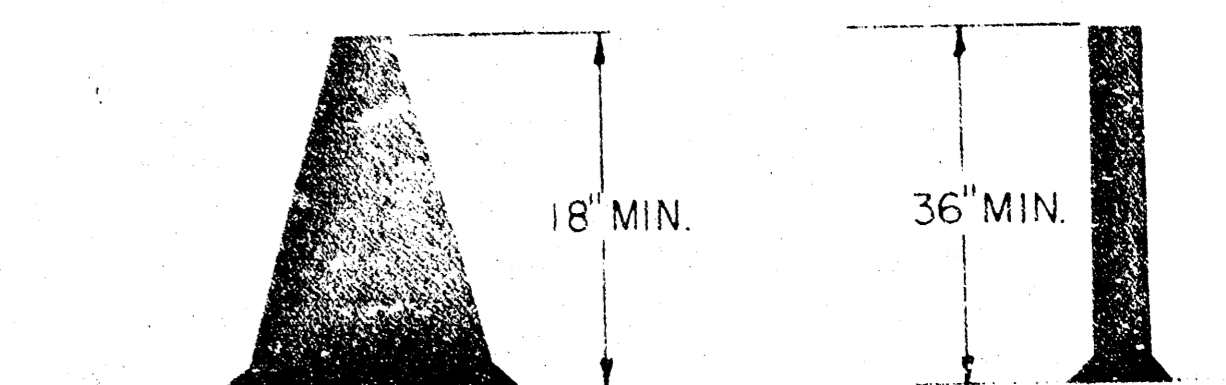
TYPE I BARRICADE WITH LIGHT



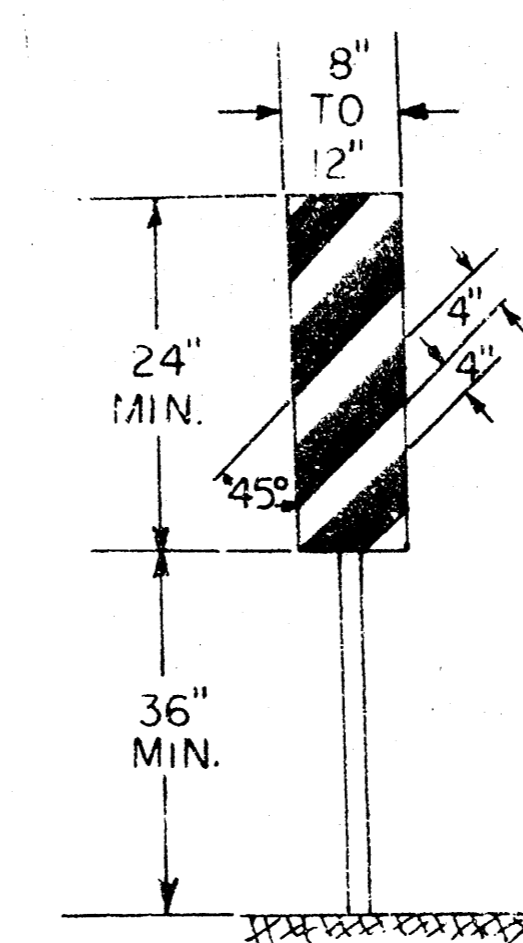
TYPE II BARRICADE WITH LIGHT



REFLECTORIZED DRUM WITH LIGHT



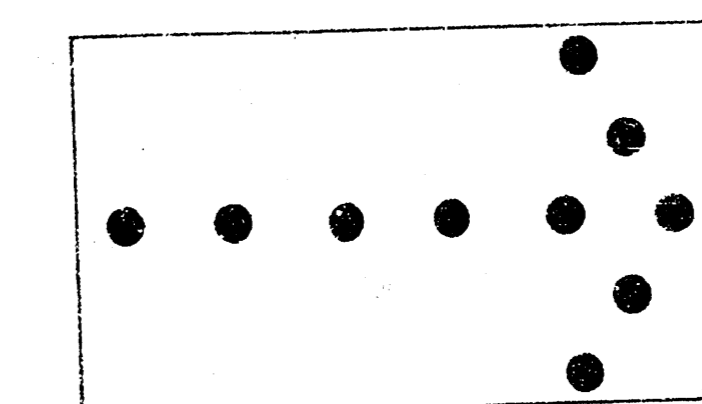
CONES ORANGE IN COLOR



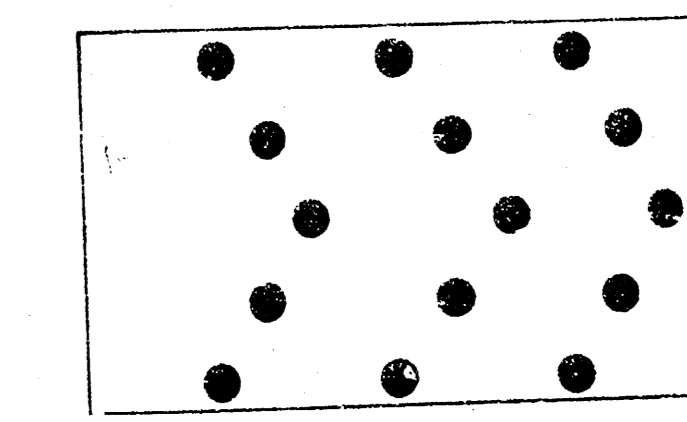
VERTICAL PANEL

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

KANSAS DEPARTMENT OF TRANSPORTATION
DESIGN DETAILS FOR
BARRICADES, CHANNELIZING DEVICES
AND SIGN MOUNTING LOCATIONS

STD. 752-1

SHEET NO. OF SCALE APP'D. DATE

DESIGNED PR OF SCALE APP'D. DATE


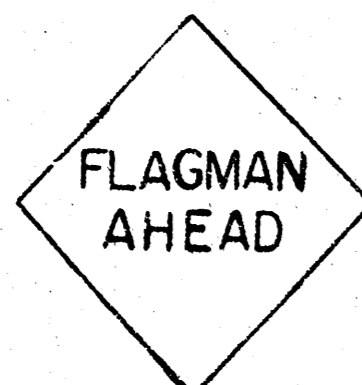
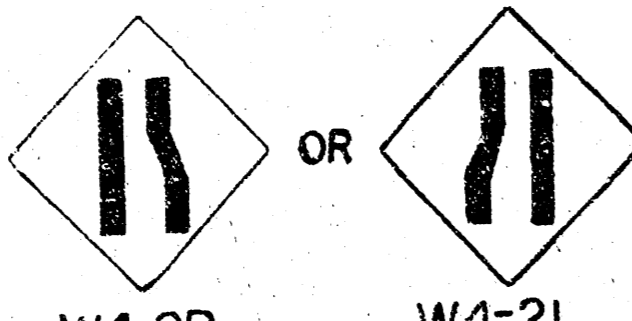
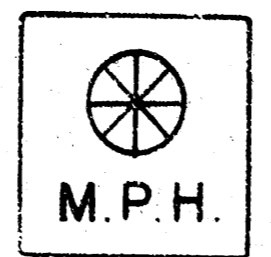
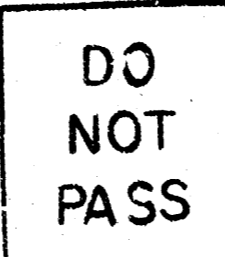
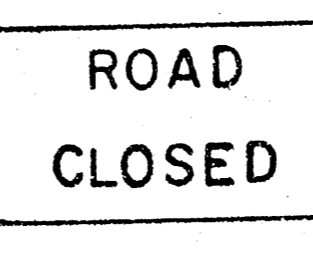
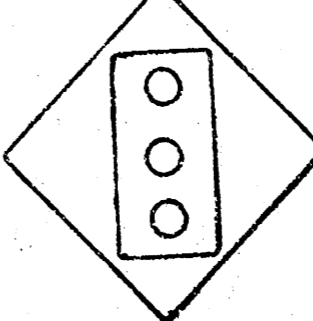

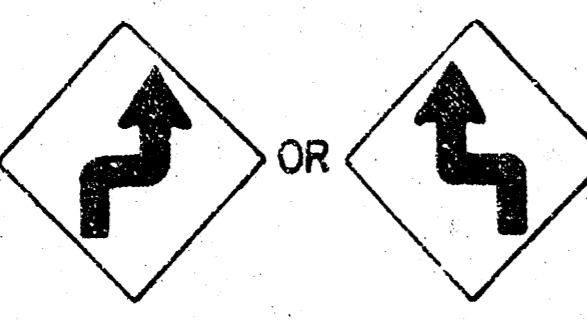
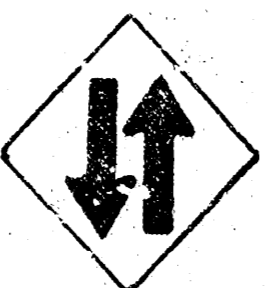
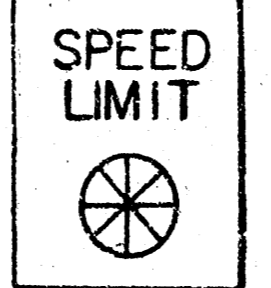
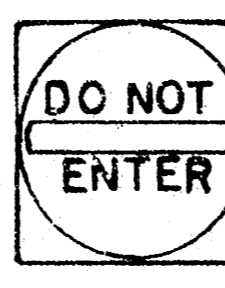
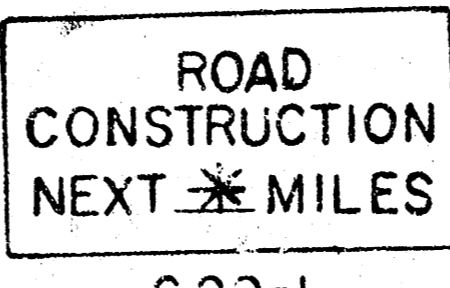

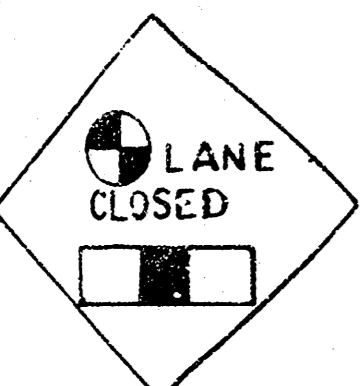
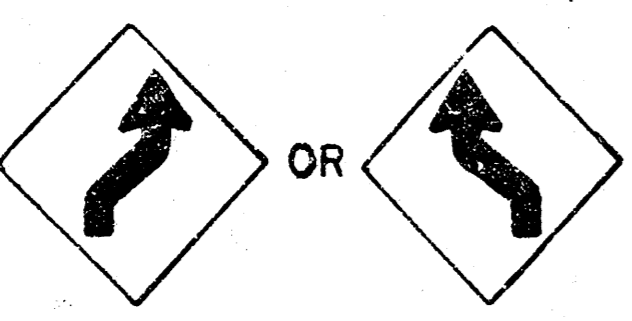
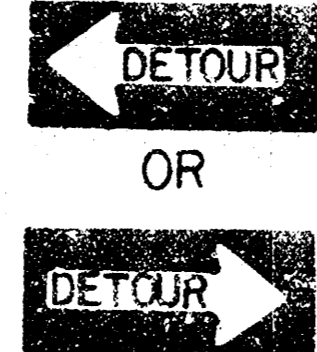
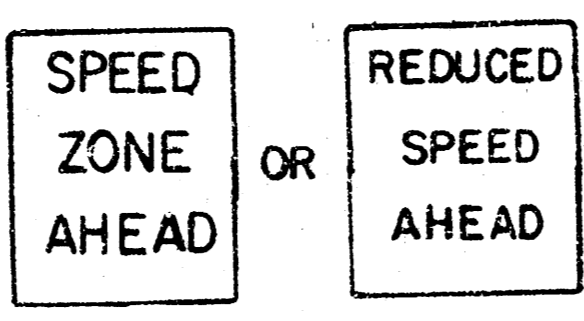

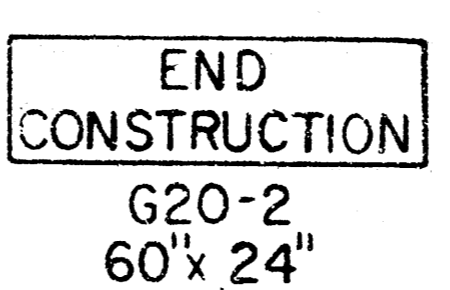

DESIGNER AFT DETAILER PR QUANTITIES QUAN CK

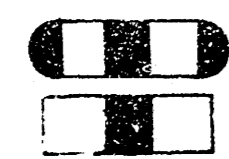
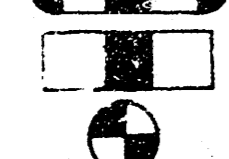
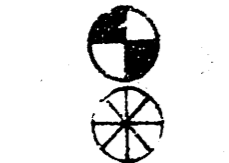
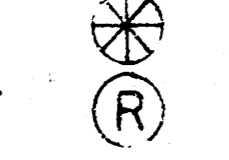
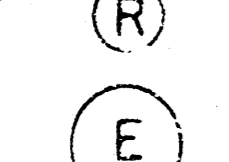
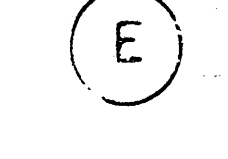

TRACED BY

6-6-80

TRAFFIC CONTROL DEVICES
FOR HANDLING TRAFFIC THROUGH CONSTRUCTION

FEDERAL REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87 BHO-00S (003)	19	7B	7

<p>(A)</p>  <p>W20-1 48" x 48"</p>	<p>(D)</p>  <p>W20-7 48" x 48"</p>	<p>(F)</p>  <p>W4-2R 48" x 48" OR W4-2L 48" x 48"</p>	<p>(J)</p>  <p>W13-1 24" x 24"</p>	<p>(M)</p>  <p>R4-1 24" x 30"</p>	<p>(P)</p>  <p>R11-2 48" x 30"</p>	<p>(T)</p>  <p>W3-3 48" x 48"</p>
<p>(B)</p>  <p>W20-4 48" x 48"</p>	<p>(E)</p>  <p>W1-3R 48" x 48" OR W1-3L 48" x 48"</p>	<p>(G)</p>  <p>W6-3 48" x 48"</p>	<p>(K)</p>  <p>R2-1 24" x 30"</p>	<p>(N)</p>  <p>R5-1 30" x 30"</p>	<p>(R)</p>  <p>G20-1 60" x 36"</p>	<p>(U)</p>  <p>W20-8 48" x 48"</p>
<p>(C)</p>  <p>W20-5 48" x 48"</p>	<p>(E)</p>  <p>W1-4R 48" x 48" OR W1-4L 48" x 48"</p>	<p>(H)</p>  <p>M4-10 48" x 18"</p>	<p>(L)</p>  <p>R2-5c 24" x 30" OR R2-5a 24" x 30"</p>	<p>(O)</p>  <p>R4-7 24" x 30"</p>	<p>(S)</p>  <p>G20-2 60" x 24"</p>	<p>(V)</p>  <p>W21-4 48" x 48"</p>

-  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.
-  To be erected if project exceeds 2 miles in length * mileage to be shown to nearest whole mile.
-  Use W1-3 for speeds of 30 MPH or less
-  Use W1-4 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.
DESIGNED BY	PR	DETAILED BY	PR
DESIGN CHECK	AFT	DETAIL CHECK	AFT

9/19