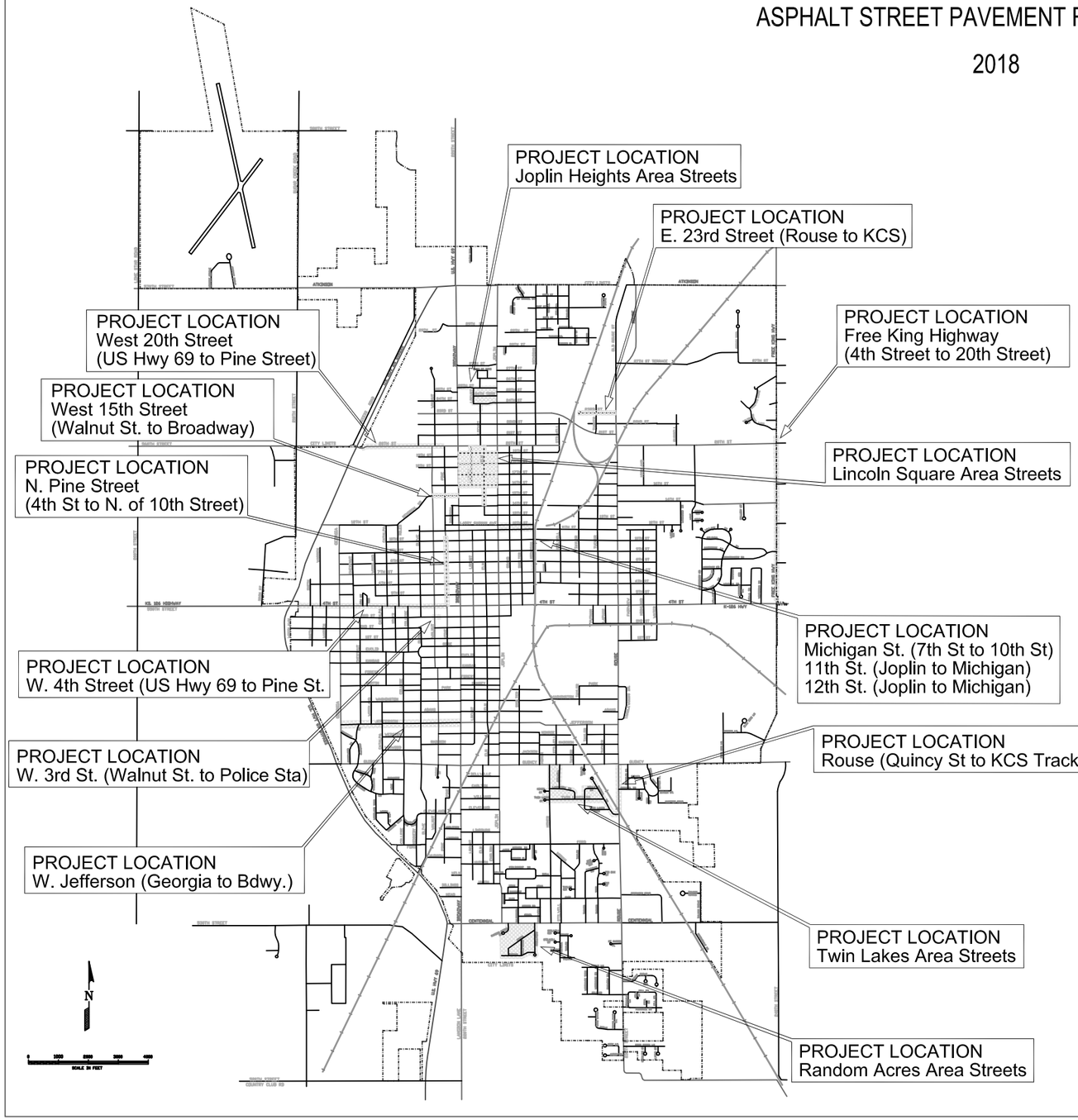
CITY OF PITTSBURG

STREET IMPROVEMENTS

ASPHALT STREET PAVEMENT REJUVENATION

2018



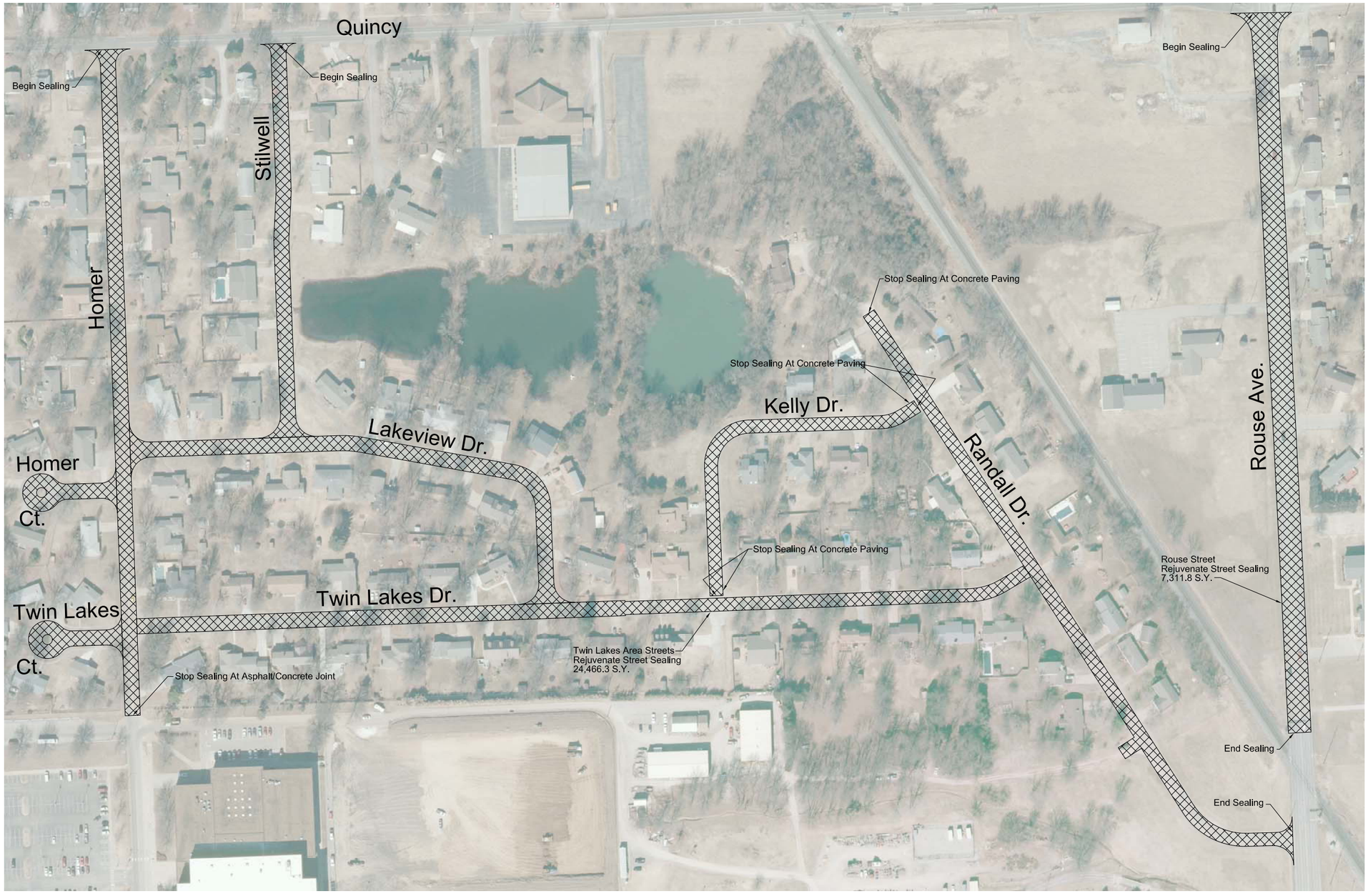
INDEX OF SHEETS

PUBLIC OFFICIALS

MAYOR	*Jeremy Johnson*
CITY COUNSEL MEMBERS	*Patrick O'Bryan*
	Sarah Chenoweth
	Dawn McNay
	Chuck Munsell
CITY MANAGER	*Daron Hall*
CITY CLERK	*Tammy Nagel*
CITY ATTORNEY	*Henry Menghini*
DIRECTOR OF PUBLIC WORKS	*Cameron Alden*

Total Sealing Quantity for All Projects = 158,592 S.Y's.

City of Pittsburg Land of Promise



Twin Lakes Area			
FROM	TO	AREA (SF)	AREA (SY)
Kelly Drive			
Twin Lakes	Randall	18,723	2,080.33
Randall			
End	Rouse	37,905	4,211.67
Twin Lakes			-
Homer	Michigan	50,135	5,570.56
Lake View Drive			-
Homer	Twin Lakes Drive	33,113	3,679.22
Stilwell			-
Quincy	Lake View Drive	24,403	2,711.44
Homer			-
Quincy	McPherson	40,070	4,452.22
Homer Ct.			-
Cul-de-sac	Homer	7,933	881.44
Twin Lakes Ct.			-
Cul-de-sac	Homer	7,915	879.44
		220,197	**24,466.33**

Rouse			
FROM	TO	AREA (SF)	AREA (SY)
Quincy	KCS Tracks	65,806	7,311.78
		65,806	**7,311.78**

LEGEND

Asphalt Rejuvenate

City of Pittsburg
Forward Together.

No.	Revision	By	Date

TWIN LAKES AREA STREETS (HOMER, HOMER CT., TWIN LAKES CT., STILWELL, LAKEVIEW DR., TWIN LAKES DR., KELLY DR., RANDALL DR.) & ROUSE

2018 ASPHALT STREET REJUVENATION
CITY OF PITTSBURG, KANSAS

Designed by –	Job No. _____	Sht. 2 of 17
Drawn by GAH	Date Feb 2018	

Random Acres Area			
FROM	TO	AREA (SF)	AREA (SY)
Knollview			
Centennail	Thomas	20,056	2,228.44
Omaha			
Knollview	Thomas	23,431	2,603.44
California			-
Omaha	Thomas	9,005	1,000.56
Thomas			-
End	Knollview	20,764	2,307.11
Random Acres Court			-
Cul-de-sac	Centennial	7,371	819.00
		80,627	**8,958.56**

N

LEGEND

Asphalt Rejuvenate

City of Pittsburg
Forward Together.

No.	Revision	By	Date

RANDOM ACRES AREA STREETS
(RANDOM ACRES CT., OMAHA, THOMAS, CALIFORNIA & KNOLLVIEW)

2018 ASPHALT STREET REJUVENATION
CITY OF PITTSBURG, KANSAS

Designed by –	Job No. _____	Sht. 3 of 17
Drawn by GAH	Date Feb 2018	

West Jefferson			
FROM	TO	AREA (SF)	AREA (SY)
Jefferson			
Georgia	Walnut	99,926	11,102.89
Jefferson			
Walnut	Broadway	20,328	2,258.67
		120,254	**13,361.56**

LEGEND

Asphalt Rejuvenate

City of Pittsburg
Forward Together.

No.	Revision	By	Date

WEST JEFFERSON
(GEORGIA TO BROADWAY)

2018 ASPHALT STREET REJUVENATION
CITY OF PITTSBURG, KANSAS

Designed by –	Job No. _____	Sht. 4 of 17
Drawn by GAH	Date Feb 2018	

N

Joplin Heights Area			
FROM	TO	AREA (SF)	AREA (SY)
24th Street			
Locust	Joplin	19,094	2,121.56
24th Street Terrace			
Locust	Joplin	20,347	2,260.78
25th Street			-
Broadway	Joplin	33,512	3,723.50
Locust Street			-
N. of 23rd Street	24th Street	6,385	709.44
24th Street	25th Street	14,461	1,606.78
		93,799	**10,422.06**

LEGEND

Asphalt Rejuvenate

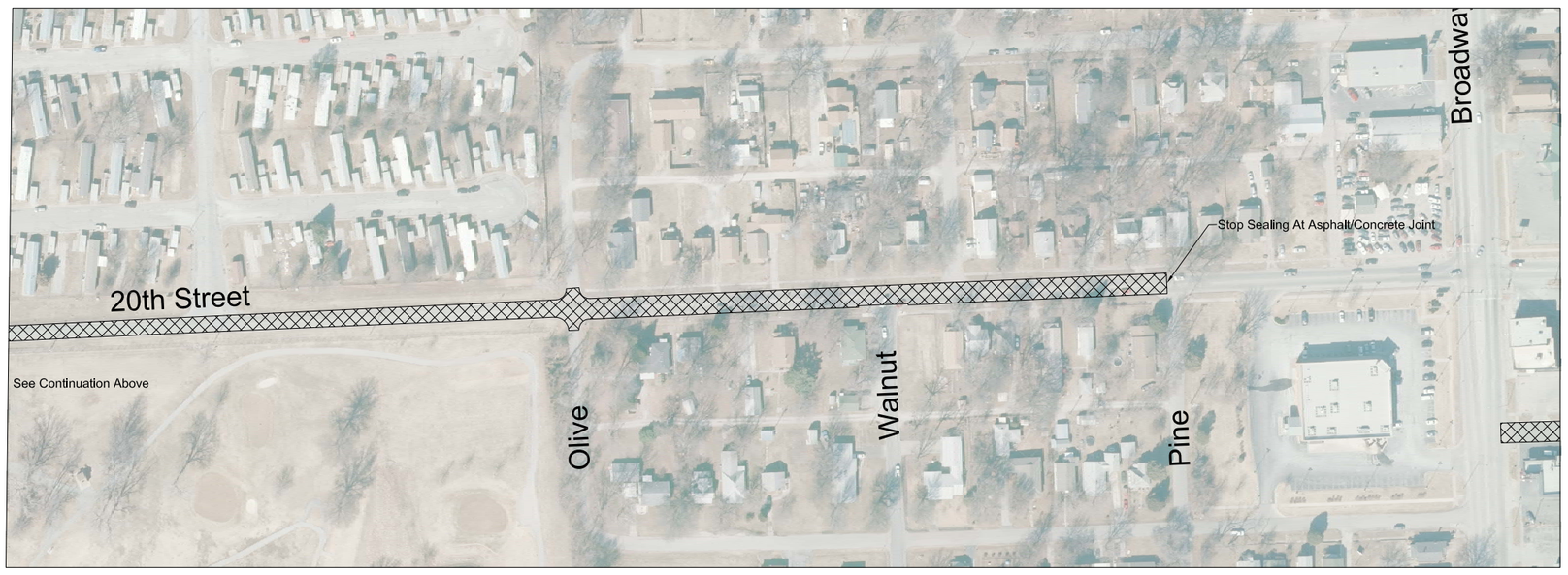
City of Pittsburg
Forward Together.

No.	Revision	By	Date

JOPLIN HEIGHTS AREA STREETS
24TH STREET, 24TH STREET TERR.,
25TH STREET AND LOCUST STREET

2018 ASPHALT STREET REJUVENATION
CITY OF PITTSBURG, KANSAS

Designed by –	Job No. _____	Sht. 5 of 17
Drawn by GAH	Date Feb 2018	



West 20th Street			
FROM	TO	AREA (SF)	AREA (SY)
69 Bypass	Pine	71,054	7,894.89
		71,054	**7,894.89**

LEGEND

Asphalt Rejuvenate

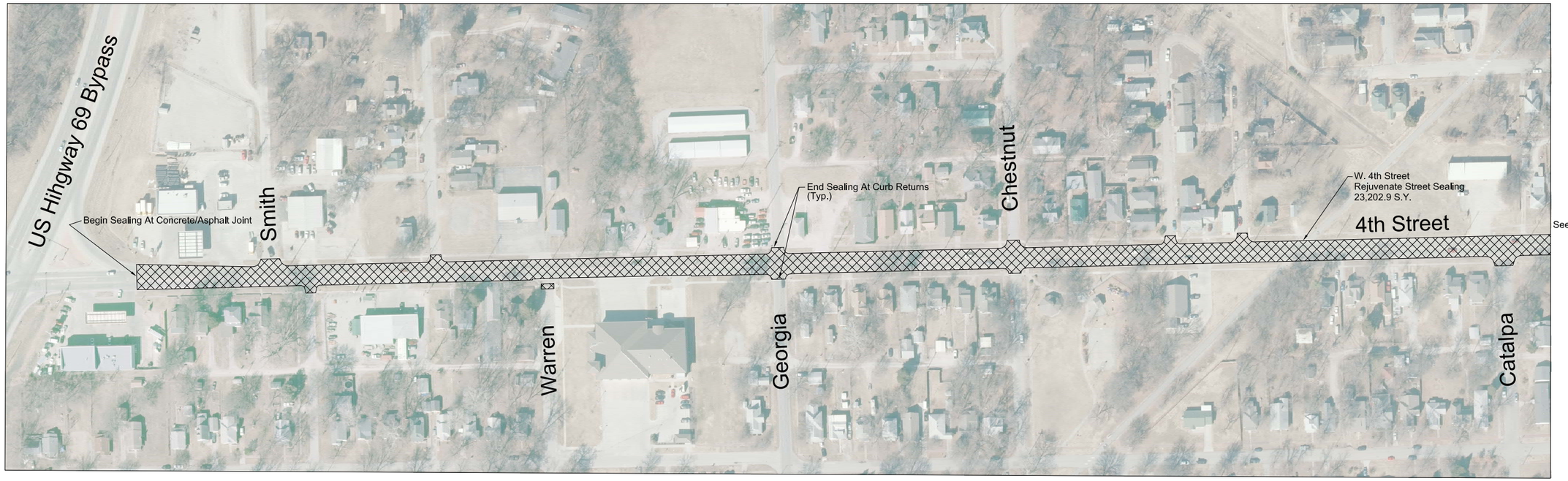
City of Pittsburg
Forward Together.

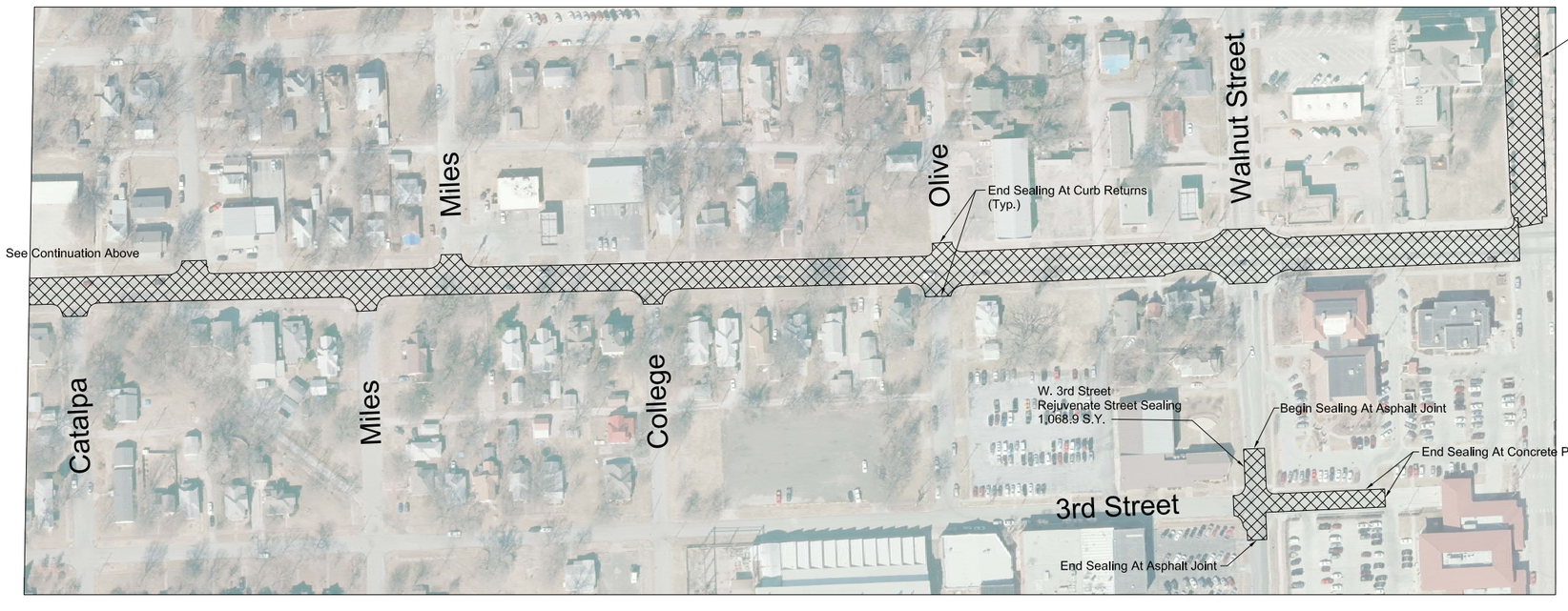
No.	Revision	By	Date

WEST 20TH STREET
(US HIGHWAY 69 BYPASS TO PINE STREET)

2018 ASPHALT STREET REJUVENATION
CITY OF PITTSBURG, KANSAS

Designed by –	Job No. _____	Sht. 6 of 17
Drawn by GAH	Date Feb 2018	





West 4th Street			
FROM	TO	AREA (SF)	AREA (SY)
69 Bypass	Pine	208,826	23,202.89
		208,826	**23,202.89**

West 3rd Street			
FROM	TO	AREA (SF)	AREA (SY)
Walnut	City Parking Lot	9,620	1,068.89
		9,620	**1,068.89**

LEGEND

Asphalt Rejuvenate

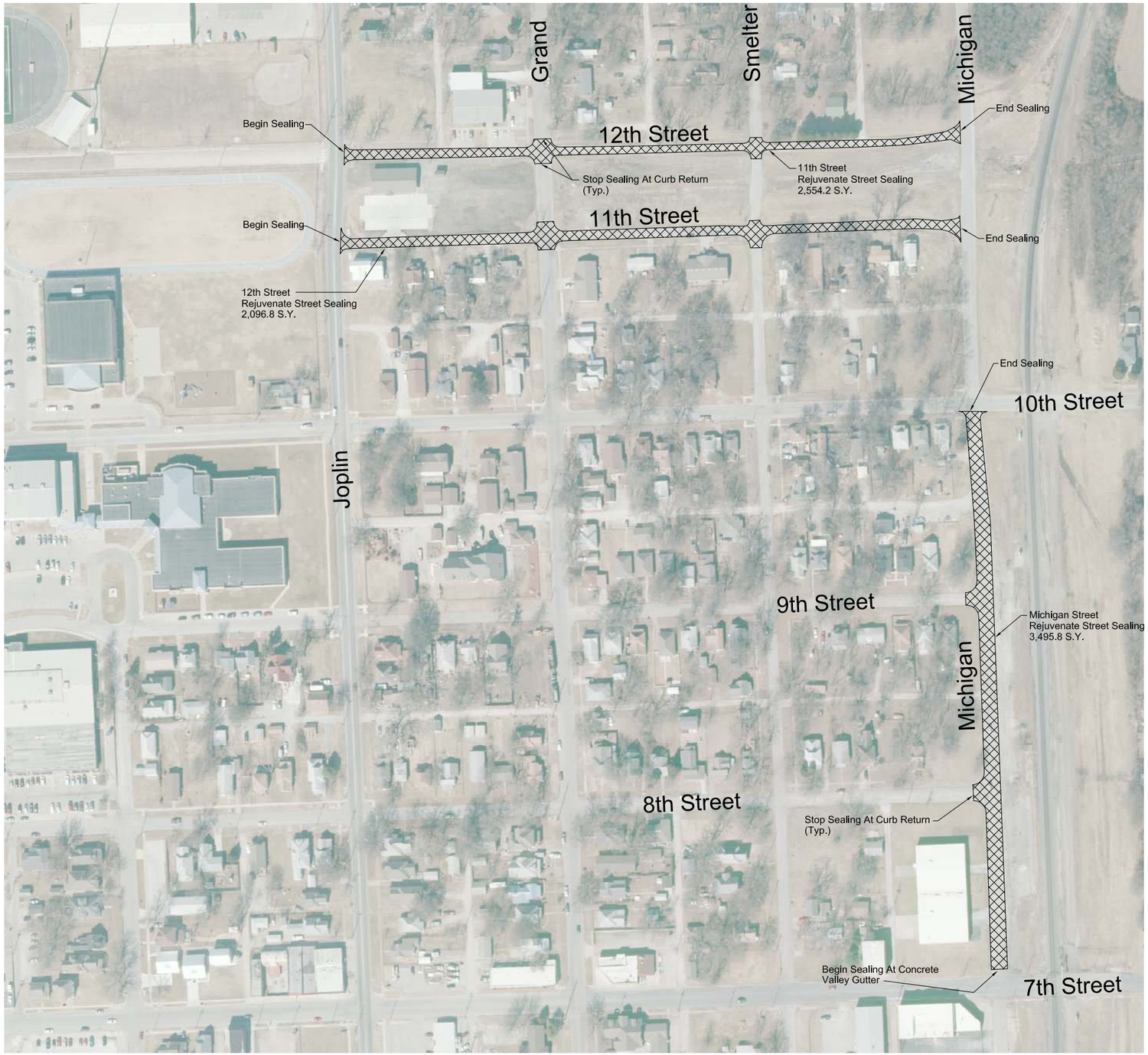
City of Pittsburg
Forward Together.

No.	Revision	By	Date

WEST 4TH STREET
(US HIGHWAY 69 BYPASS TO PINE STREET)
WEST 3RD STREET
(WALNUT STREET TO POLICE STATION)

2018 ASPHALT STREET REJUVENATION
CITY OF PITTSBURG, KANSAS

Designed by –	Job No. _____	Sht. 7 of 17
Drawn by GAH	Date Feb 2018	



N

North Michigan			
FROM	TO	AREA (SF)	AREA (SY)
7th street	10th Street	31,462	3,495.78
		31,462	**3,495.78**

East 11th Street			
FROM	TO	AREA (SF)	AREA (SY)
Joplin	Michigan	22,988	2,554.22
		22,988	**2,554.22**

East 12th Street			
FROM	TO	AREA (SF)	AREA (SY)
Joplin	Michigan	18,871	2,096.78
		18,871	**2,096.78**

LEGEND

Asphalt Rejuvenate

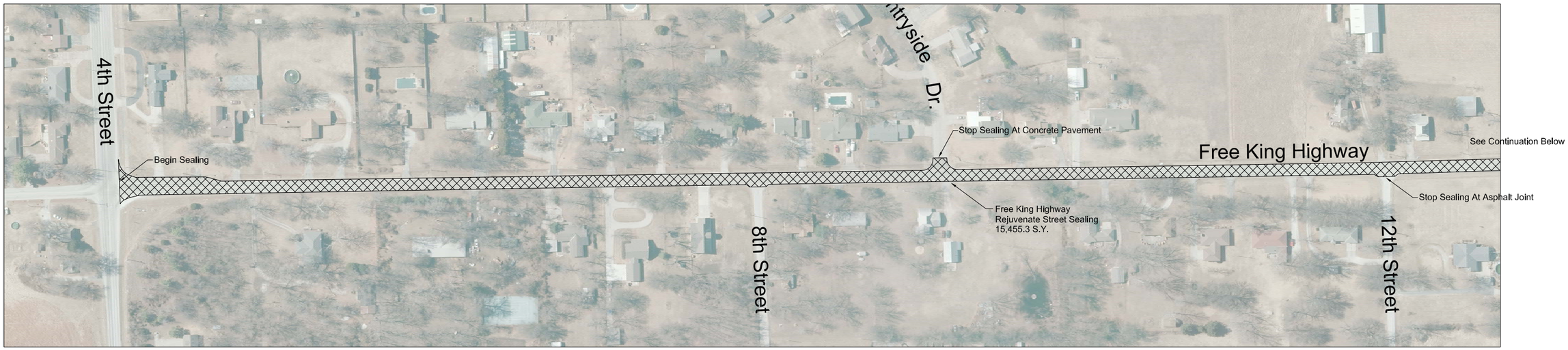
City of Pittsburg
Forward Together.

No.	Revision	By	Date

N. MICHIGAN STREET,
E. 11th STREET & E. 12th STREET

2018 ASPHALT STREET REJUVENATION
CITY OF PITTSBURG, KANSAS

Designed by –	Job No. _____	Sht. 8 of 17
Drawn by GAH	Date Feb 2018	



LEGEND

Asphalt Rejuvenate

Free King Highway			
FROM	TO	AREA (SF)	AREA (SY)
4th Street	20th Street	139,098	15,455.33
		139,098	**15,455.33**

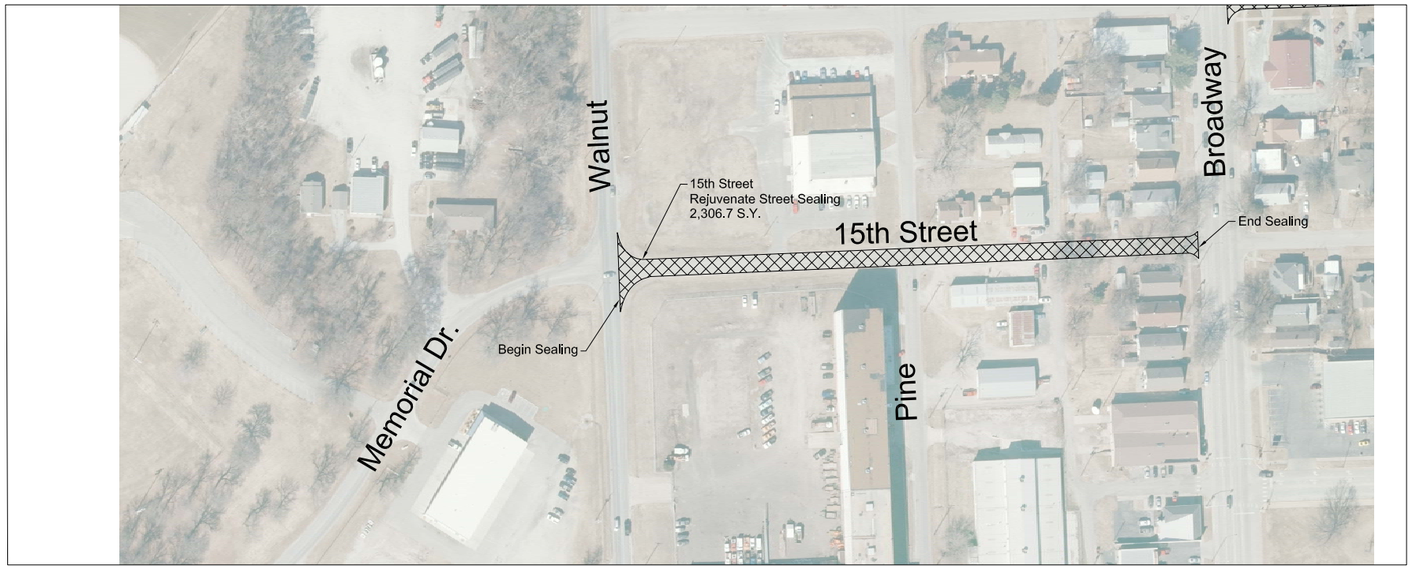
City of Pittsburg
Forward Together.

No.	Revision	By	Date

FREE KING HIGHWAY
4TH STREET TO 20TH STREET)

2018 ASPHALT STREET REJUVENATION
CITY OF PITTSBURG, KANSAS

Designed by –	Job No. _____	Sht. 9 of 17
Drawn by GAH	Date Feb 2018	



Pine Street			
FROM	TO	AREA (SF)	AREA (SY)
4th Street	Alley Btwn 10th & 11th	94,867	10,540.78
		94,867	**10,540.78**

15th Street			
FROM	TO	AREA (SF)	AREA (SY)
Walnut	Broadway	20,760	2,306.67
		20,760	**2,306.67**

LEGEND

Asphalt Rejuvenate

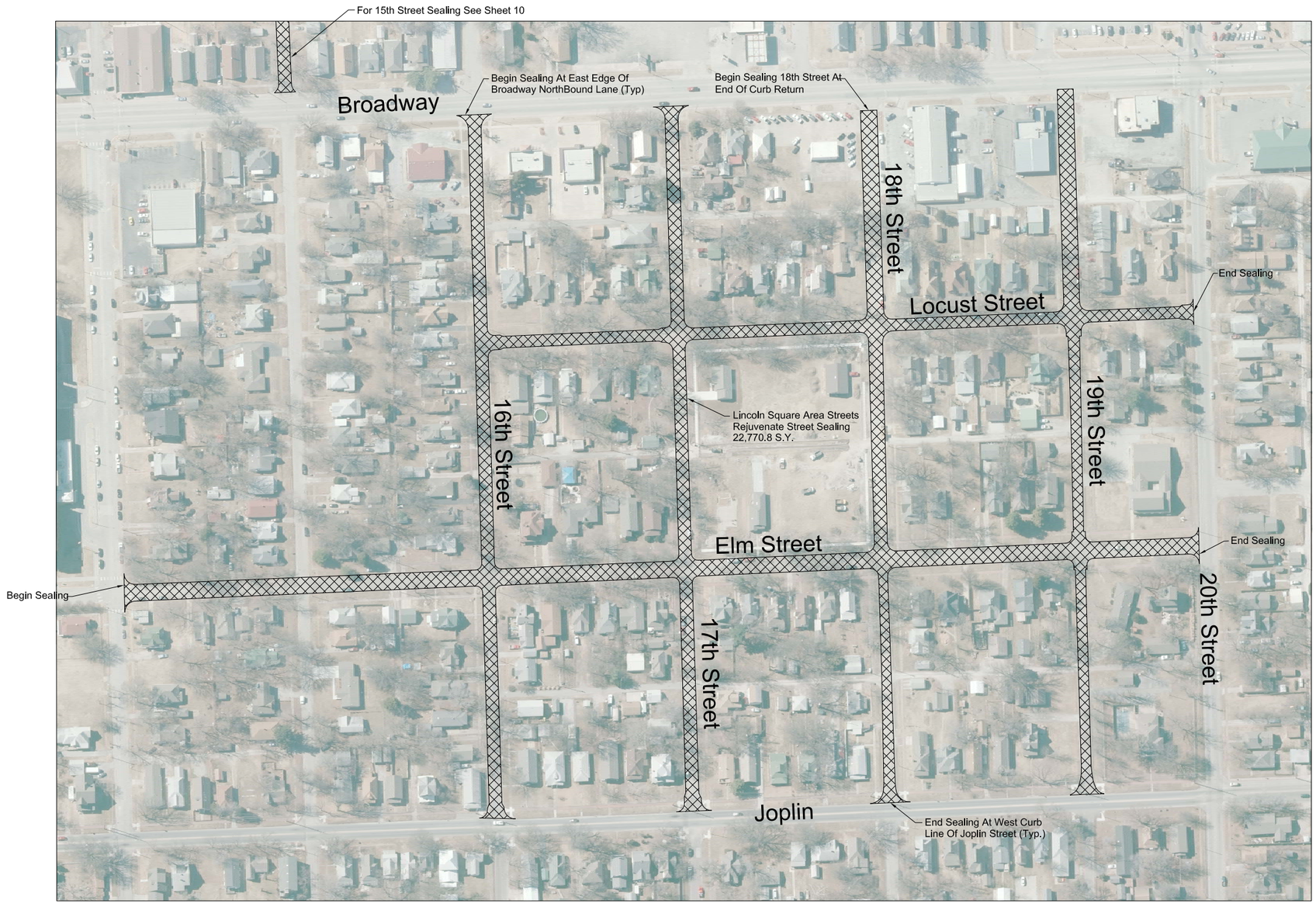
City of Pittsburg
Forward Together.

No.	Revision	By	Date

N. PINE STREET (4TH ST. TO 10TH ST.) & 15TH STREET (WALNUT TO BROADWAY)

2018 ASPHALT STREET REJUVENATION
CITY OF PITTSBURG, KANSAS

Designed by –	Job No. _____	Sht. 10 of 17
Drawn by GAH	Date Feb 2018	



N

Lincoln Square Area Streets			
FROM	TO	AREA (SF)	AREA (SY)
16th Street			
Broadway	Joplin	29,317	3,257.44
17th Street			
Broadway	Joplin	28,240	3,137.78
18th Street			-
Broadway	Joplin	28,094	3,121.56
19th Street			-
Broadway	Joplin	26,177	2,908.56
Locust			-
16th Street	20th Street	31,122	3,458.00
Elm			-
14th Street	20th Street	61,987	6,887.44
		204,937	**22,770.78**

LEGEND

Asphalt Rejuvenate

City of Pittsburg
Forward Together.

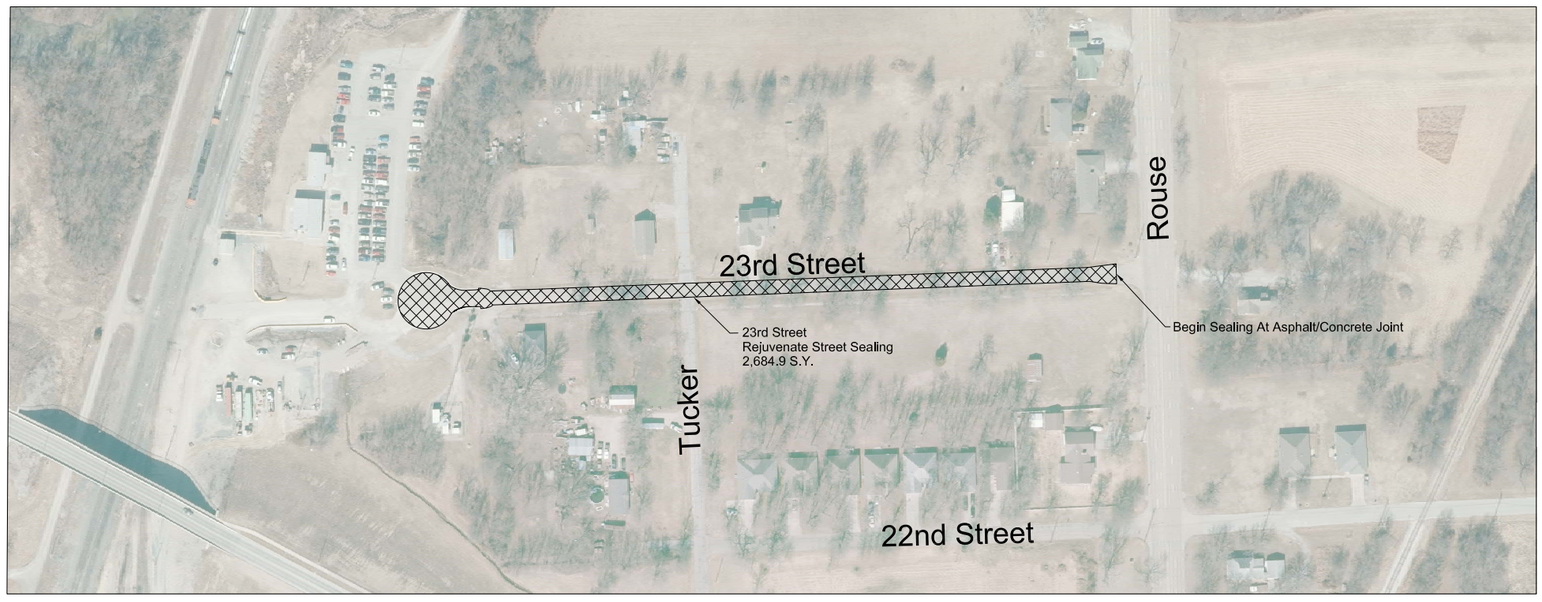
No.	Revision	By	Date

LINCOLN SQUARE AREA STREETS,
16TH STREET, 17TH STREET, 18TH STREET,
19TH STREET, LOCUST STREET & ELM STREET

2018 ASPHALT STREET REJUVENATION
CITY OF PITTSBURG, KANSAS

Designed by –
Drawn by GAH
Job No. _____
Date Feb 2018

Sht. 10 of 17



23rd Street			
FROM	TO	AREA (SF)	AREA (SY)
Rouse	KCS Tracks	24,164	2,684.89
		24,164	**2,684.89**

LEGEND

Asphalt Rejuvenate

City of Pittsburg
Forward Together.

No.	Revision	By	Date

E. 23RD STREET
(ROUSE TO KCS TRACKS)

2018 ASPHALT STREET REJUVENATION
CITY OF PITTSBURG, KANSAS

Designed by –	Job No. _____	Sht. 12 of 17
Drawn by GAH	Date Feb 2018	

1) Design Speed: Those items delegated to temporary traffic control should be designed and installed using the posted/legal speed of the roadway prior to work starting.

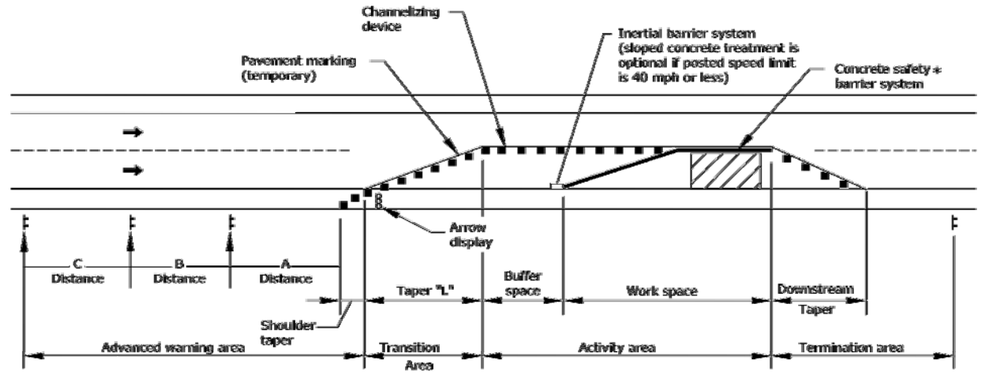
2) Minimum lane width: Lane widths shall be a minimum of 11' (measured between centerlines of pavement markings) or as shown on the plans, or as directed by the engineer. A lane width less than 11' may require restricted roadway width signing.

3) Consideration should be made to seperate pedestrian and, if needed, bicycle movements from both work site activity and vehicular traffic. Unless a reasonable safe route that does not involve crossing the roadway can be provided, pedestrians should be appropriately directed with advance signing that encourages them to cross to the opposite side of the roadway. In urban and suburban areas with high vehicular traffic volumes, these signs should be placed at intersections (rather than midblock locations) so that pedestrians are not confronted with midblock work sites that will induce them to attempt skirting the work site or making a midblock crossing.

4) When existing pedestrian facilities are disrupted, closed, or relocated, the temporary facilities shall be detectable and include accessiblity features consistent with the features present in the existing pedestrian facility.

5) When the driving surface open to traffic is milled, is a temporary surface made of loose material, or when directed by the engineer use the W8-15 (Grooved Pavement) or W8-7(Loose Gravel) a "C" distance after the W20-1 (Road Work Ahead) on mainline approaches. Signs may be used with the W8-15p motorcycle plaque as directed by the engineer. Display signs in advance of the condition as long as the condition is present.

6) Alternative temporary rumble strip options may be available. Please contact the Temporary Traffic Control Unit for more information at 785-296-0355 or 785-296-1183.



TYPICAL WORK ZONE COMPONENTS

*When concrete barrier system is used, portable channelizing devices are not needed along the tangent barrier section.

Minimum advance warning sign spacing (in feet):

SPEED (MPH) *	A	B	C
URBAN (40 MPH OR LOWER)	100	100	100
URBAN (45 MPH OR HIGHER)	350	350	350
RURAL (55 MPH OR LOWER)	500	500	500
RURAL (60 MPH OR HIGHER)	750	750	750
EXPRESSWAY/FREEWAY	1000	1500	2640

* Posted speed prior to work starting

The minimum spacing between signs shall be no less than 100', unless directed by the engineer.

The spacing between any signs may be increased beyond the minimum values in the table above as approved by the engineer in order to maximize visibility.

Taper Formulas:

L = WS for speeds of 45 MPH or more

L = $WS^2/60$ for speeds of 40 MPH or less

Where: L =Minimum length of taper in feet
S =Numericial value of posted speed prior to work starting in MPH
W =Width in offset feet

Shifting taper=1/2 L
Shoulder taper=1/3 L

Channelizer placement:

(1) The spacing between devices in transition area (taper) should not exceed a distance in feet equal to 1/2 the posted speed limit in mph prior to work starting.

(2) The spacing between devices in the advanced warning area and the activity area should not exceed a distance in feet equal to two times the posted speed limit in mph prior to work starting.

(3) Channelizing devices shall be placed for optimum visibility, normally at right angles to the traffic flow.

(4) Place directional indicator barricades in series to direct traffic onto the new path. The arrow sign should not be visible to opposing traffic.

(5) Alternating diagonal orange and white striping must slope downward in the direction traffic is expected to pass.

Buffer Space

SPEED (MPH) *	20	25	30	35	40	45	50	55	60	65	70	75
LENGTH (ft)	115	155	200	250	305	360	425	495	570	645	730	820

* Posted speed prior to work starting

Neither work activity nor storage of equipment, vehicles, or material should occur in the buffer space. When a protection vehicle is placed in advance of the work space, only the space upstream of the vehicle constitutes the buffer space.

If temporary concrete safety barrier system is used to seperate approaching traffic from the work space, the barrier system shall be considered part of the activity area. A full lane width should be available throughout the length of the buffer space. See typical work zone components above.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1	08/18/15	Channelizer spacing info	R.M.B.	K.E.

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL GENERAL NOTES

TE700

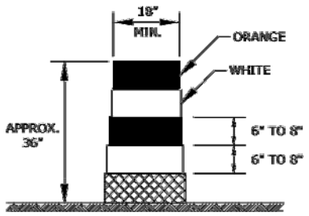
FHWA APPROVAL			DRAWING APP'D	Effective Date	
DESIGNED K.A.E.	DETAILED K.A.E.	CHECKED K.A.E.	QUANTITIES	TRACED	
DESIGN ENG.	DETAIL ENG.	CHIEF ENG.	TRACE ENG.		

KDOT Graphics Certified 08-18-2015

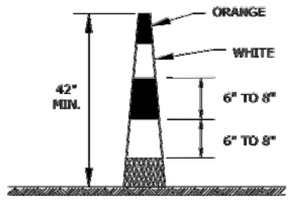
KDOT Graphics Certified

Sht. No. 13 of 17

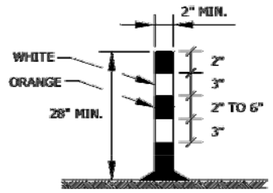
Drawn By : mushrock Plotted : 18-AUG-2015 14:02
File : te700.dgn Traffic



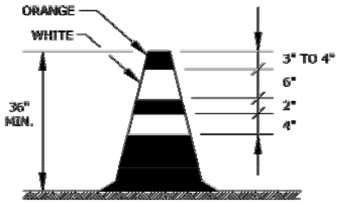
DRUM



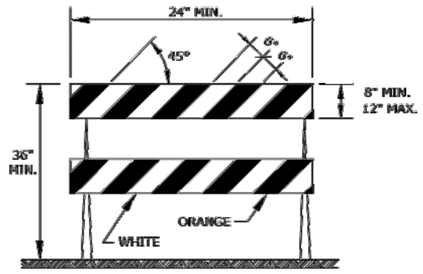
CONICAL DELINEATOR



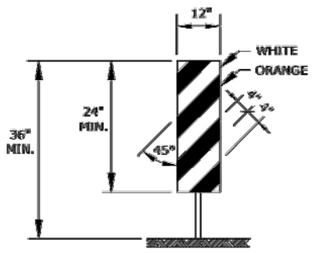
TUBULAR MARKER
Striping as shown for up to 42".



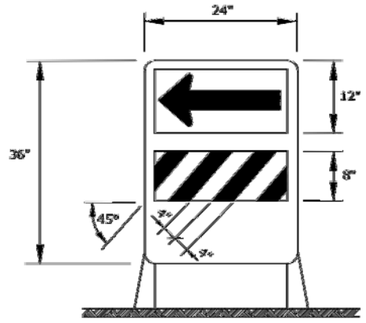
TRAFFIC CONE



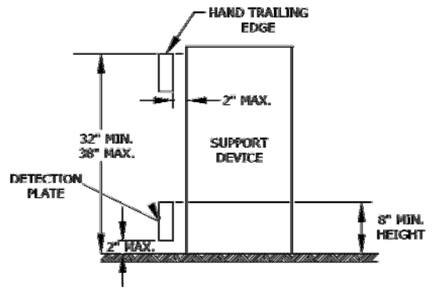
TYPE 2 BARRICADE
For rails less than 36" long, 4" wide stripes may be used.
All stripes shall slope downward to the traffic side for channelization.



VERTICAL PANEL
The stripes shall slope downward to the traffic side for channelization.



DIRECTION INDICATOR BARRICADE
The stripes shall slope downward in the direction traffic is to pass.
The direction indicator barricade shall be used in series to direct the motorist into the intended lane of travel.



PEDESTRIAN CHANNELIZER
1. Support device shall not project beyond the detection plate into the pathway.
2. Hand trailing edges and detection plates are optional for continuous walls.
3. Interconnect pedestrian channelizers to prevent displacement and to provide continuous guidance through or around work.
4. Alternate pathways shall be firm, stable, and slip resistant.
5. Treat height differentials > 1/2" in the surfaces of alternate paths with a firm, stable, and slip resistant temporary ramp having a slope of 12:1 or flatter and having a width equal to the alternate path.
6. Use alternating orange/white on interconnected devices.

ITEM	LOCATION	Cross-overs	Shoofly Diversions	Tangents	Tapers	Ramps	Head to Head	Object Identifier	Lead-in Devices	Gores
PORTABLE										
	Drums	Yes	Yes	Yes	Yes	Yes	(1)	Yes	Yes	Yes
	Conical Delineators	Yes	Yes	Yes	Yes	Yes	(1)	Yes	Yes	Yes
	Vertical Panels	(2)	(2)	(2)	(2)	(2)	(1,2)	YES	(2)	(2)
	Direction Indicator Barricade	NO	NO	NO	Yes	NO	NO	NO	NO	NO
	Type 2 Barricade	(2)	(2)	(2)	(2)	NO	NO	Yes	NO	NO
	Traffic Cones	NO	NO	(4)	(4)	(4)	NO	(4)	(4)	(4)
FIXED										
	Tubular Markers	(3)	(3)	(3)	NO	(3)	Yes	NO	Yes	Yes
	Vertical Panels	(3)	(3)	(3)	(3)	(3)	(3)	Yes	(2,3)	(2)

(1) Not allowed on centerline delineation along freeways or expressways.
(2) The stripes shall slope downward to the traffic side for channelization.
(3) May be used upon the approval of the engineer.
(4) Daytime operations only.

Plotted : 01-JUN-2015 13:54
Traffic
Drawn By : mushock
File : te702.dgn

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
CHANNELIZING DEVICES

TE702

KDOT Graphics Certified 06-01-2015

KDOT Graphics Certified

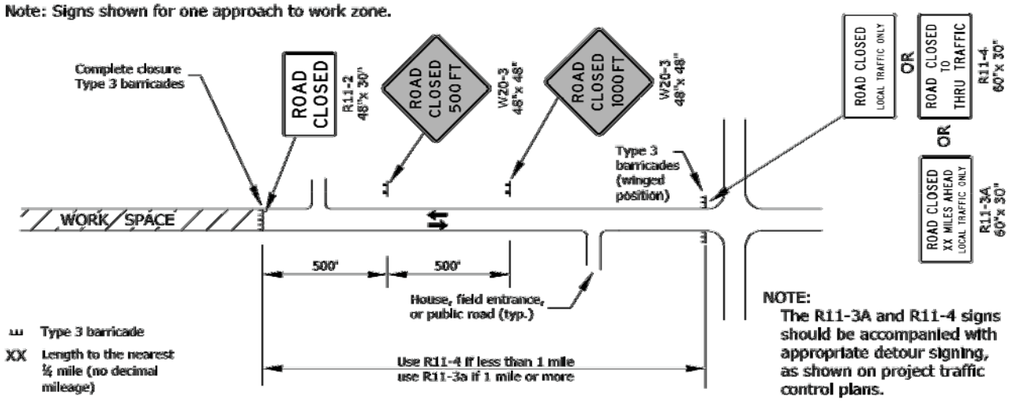


FIGURE 1: TYPICAL SIGNING FOR ROAD CLOSURE (MAINLINE OR SIDE ROAD)

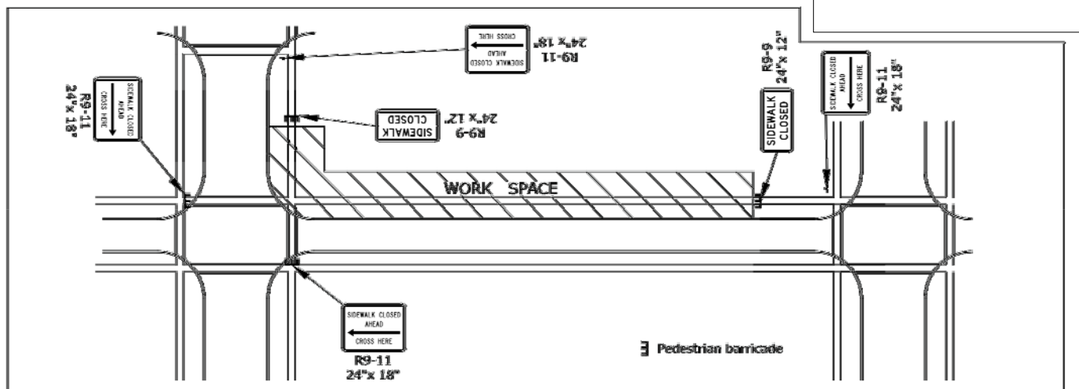


FIGURE 4: TYPICAL SIGNING FOR SIDEWALK CLOSED WITH OPPOSITE SIDEWALK AVAILABLE

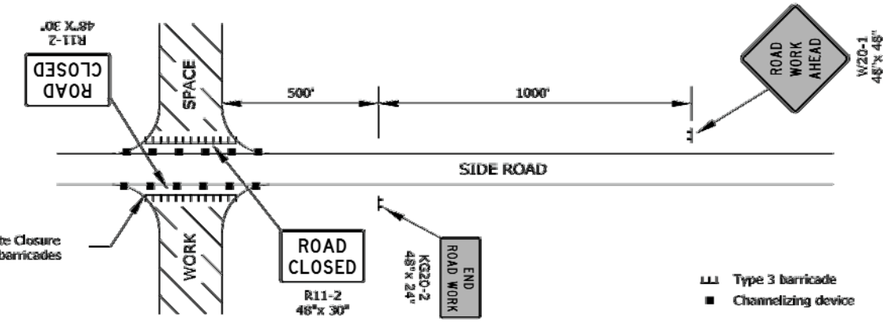


FIGURE 2: TYPICAL SIGNING FOR SIDE ROAD OPEN

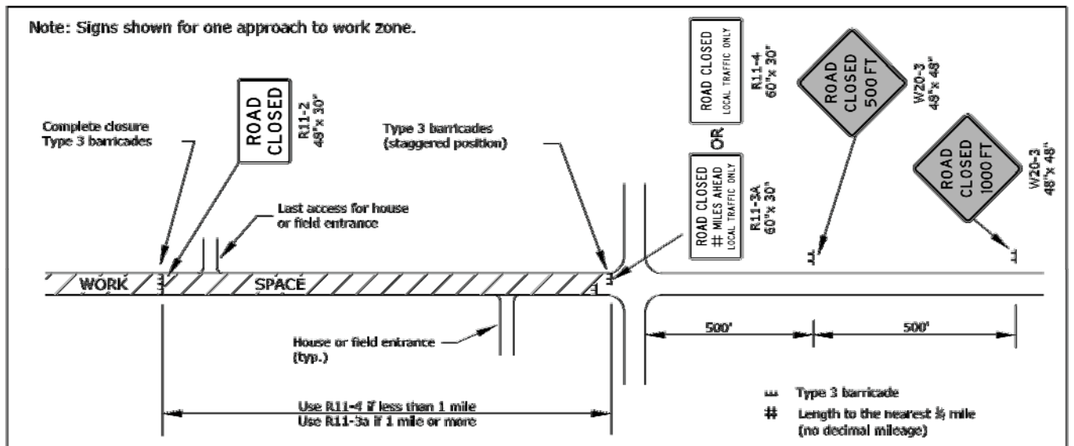
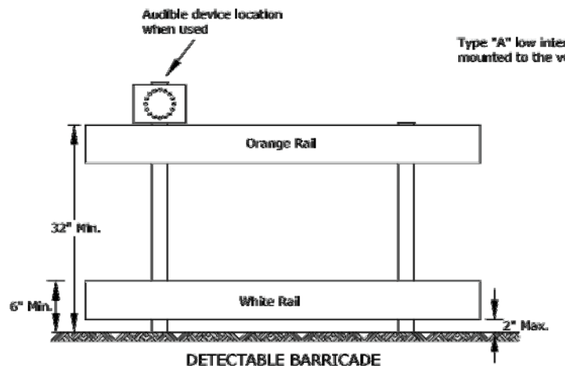
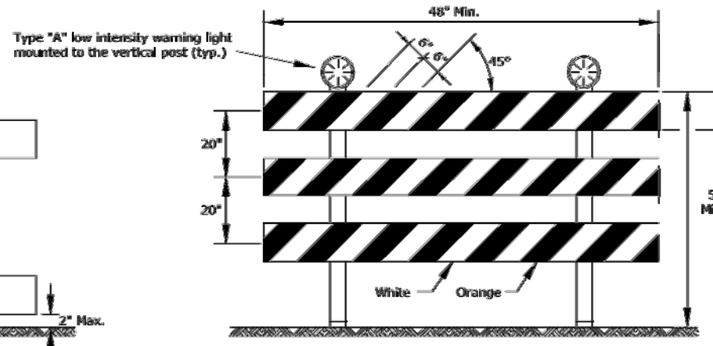


FIGURE 3: TYPICAL SIGNING FOR ROAD CLOSURE - LOCAL TRAFFIC ACCESS



DETECTABLE BARRICADE

1. Support device shall not project beyond the detection plate into the pathway.
2. Barricades shall be used to close the entire width of the pathway.
3. Do not use warning lights on pedestrian barricades.
4. Do not use warning lights on audible devices.



TYPE 3 BARRICADE WITH LIGHTS

Approved signs mounted on Type 3 barricades should not cover more than 50% of the top two rails or 33% of the total area of the three rails.

When barricades are placed end-to-end or staggered, a Type "A" low intensity warning light shall be mounted to the vertical post near each outside corner of the end barricades.

ROAD CLOSED GENERAL NOTES

As shown in Figure 1, at the point where thru traffic must detour and local traffic can proceed to the location where the roadway is completely closed, the R11-3a (ROAD CLOSED # MILES AHEAD LOCAL TRAFFIC ONLY) or R11-4 (ROAD CLOSED LOCAL TRAFFIC ONLY or ROAD CLOSED TO THRU TRAFFIC) sign shall be used with Type 3 barricades (winged position), placed on the shoulders of roadway.

As shown in Figure 3, when local traffic must be allowed access into the work zone, Type 3 barricades shall be longitudinally staggered to maintain the appearance of a closed roadway. A second line of end-to-end Type 3 barricades shall be placed just beyond the last access point in the work zone, to completely close the roadway.

The R11-4 (ROAD CLOSED TO THRU TRAFFIC or ROAD CLOSED LOCAL TRAFFIC ONLY) sign shall be used when the distance to the point of complete closure of the roadway is less than 1 mile.

The R11-3a (ROAD CLOSED # MILES AHEAD LOCAL TRAFFIC ONLY) sign shall be used when the distance to the point of complete closure of the roadway is 1 mile or greater.

The words "BRIDGE OUT" (or BRIDGE CLOSED) may be substituted for the words "ROAD CLOSED" on the R11-3a or R11-4 sign where applicable.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL CLOSURES

TE704

KDOT Graphics Certified 06-01-2015

KDOT Graphics Certified

Plotted : 01-JUN-2015 13:54
Traffic
Drawn By : mushock
File : te704.dgn

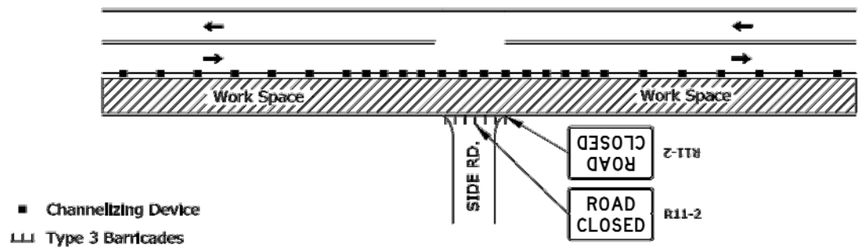


FIGURE 1: SIDE ROAD OR ENTRANCE CLOSED THROUGH WORK AREA

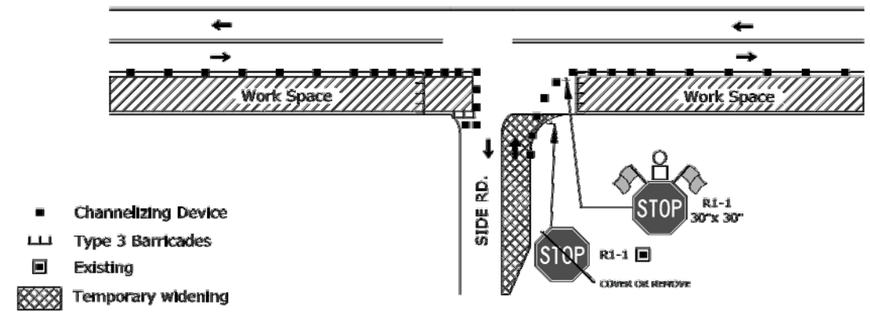


FIGURE 4: SIDE ROAD OR ENTRANCE CONSTRUCTED HALF AT A TIME: TWO WAY TRAFFIC REQUIRED

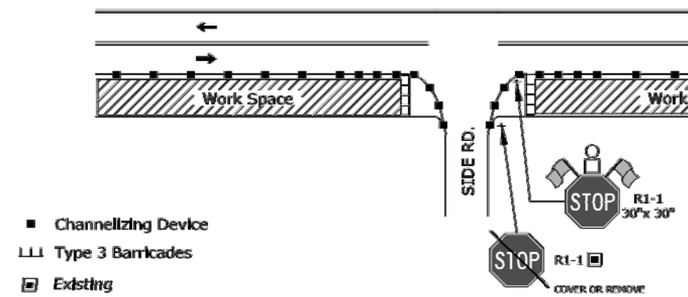


FIGURE 2: SIDE ROAD OR ENTRANCE OPEN THROUGH WORK AREA

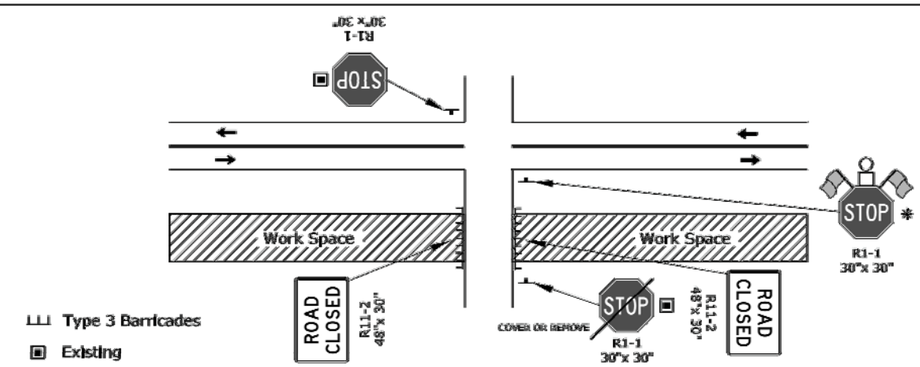


FIGURE 5: SIDE ROAD OPEN THROUGH WORK AREA ON DIVIDED ROADWAY

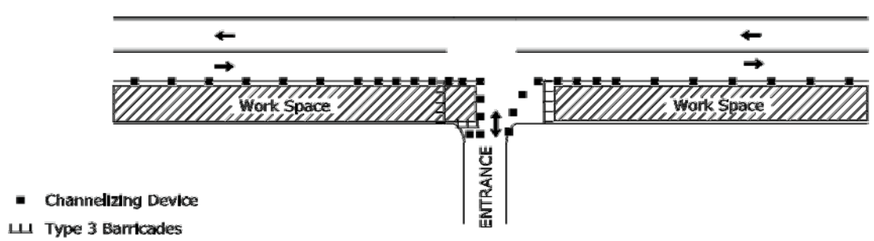


FIGURE 3: LOW VOLUME ENTRANCE CONTRUCTED HALF AT A TIME

Note: Consider large vehicles making right turns into and out of entrance and use figure 4 as needed

NO.	DATE	REVISIONS	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
ACCESS THROUGH THE WORK AREA

TE705

FHWA APPROVAL					INITIATED / ESTABLISHED
DESIGNED	N.M.E.	DETAILED	N.M.E.	QUANTITIES	TRACED
DESIGN ENG.		DETAIL ENG.		QUANTITY ENG.	TRACE ENG.

KDOT Graphics Certified 06-02-2015

Sh. No. 16 of 17

KDOT Graphics Certified

Plotted : 02-JUN-2015 09:43
Traffic

Drawn By : mushock
File : te705.dgn

SIGN LAYOUT INFORMATION

END ROAD WORK
KG20-2
STD. SIZE EXPWY/FREEWAY
6" C
48"x 24"

WAIT FOR PILOT CAR
KG20-5
STD. SIZE EXPWY/FREEWAY
6" C
48"x 24"

WORK ZONE
KM4-20
STD. SIZE EXPWY/FREEWAY
3" C 6" C
24"x 6" 48"x 12"

NEXT X MILES
W7-3a
Mileage to be determined by the engineer.


W8-17
STD. SIZE EXPWY/FREEWAY
48"x 48"

GROOVED PAVEMENT
W8-15
STD. SIZE EXPWY/FREEWAY
8" D
48"x 48"

LOOSE GRAVEL
W8-7
STD. SIZE EXPWY/FREEWAY
8" D
48"x 48"


W8-15p
STD. SIZE EXPWY/FREEWAY
30"x 24"

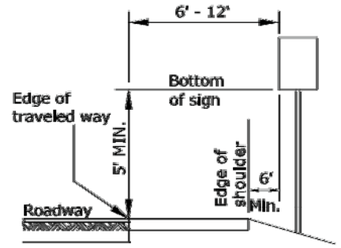
UNEVEN LANES
W8-11
STD. SIZE EXPWY/FREEWAY
8" D
48"x 48"

SHOULDER DROP-OFF
W8-17P
(OPTIONAL)
STD. SIZE EXPWY/FREEWAY
30"x 24"

NB US-75 CLOSED
FOLLOW DETOUR
SP-01
(SPECIAL SIGN)
STD. SIZE EXPWY/FREEWAY
6" C 10" D

US-75 CLOSED
NORTH OF Topeka
FOLLOW DETOUR
SP-02
(SPECIAL SIGN)
STD. SIZE EXPWY/FREEWAY
UPPERCASE: 6" C UPPERCASE: 10" D
LOWERCASE: 4.5" C LOWERCASE: 8" D

ALL CITY NAMES AND STREET NAMES ON SPECIAL SIGNS AND DESTINATION SIGNS MUST HAVE UPPER AND LOWER CASE LETTERS.

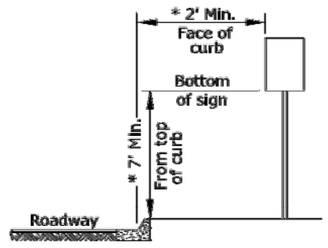


Rural

1) Ground-mounted signs shall be mounted at a minimum height of 5' measured from the bottom of sign to the near edge of the pavement.

2) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.

3) The height of the secondary sign mounted below another sign may be 4' measured from the bottom of the sign to the near edge of the pavement. Signs shall not overlap each other.



Urban

1) Signs shall be mounted at a minimum height of 7' measured from the bottom of sign to the near edge of the pavement.

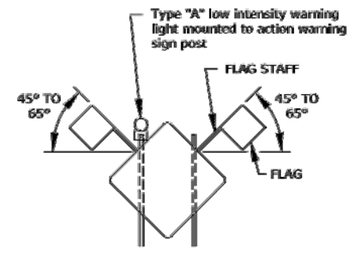
2) Neither portable nor permanent sign supports should be located on sidewalks or areas designated for pedestrian or bicycle traffic.

3) Signs mounted lower than 7' should not project more than 4" into pedestrian facilities.

4) The height from of the secondary sign mounted below another sign may be 6' measured from the bottom of sign to the near edge of the pavement. Signs shall not overlap each other.

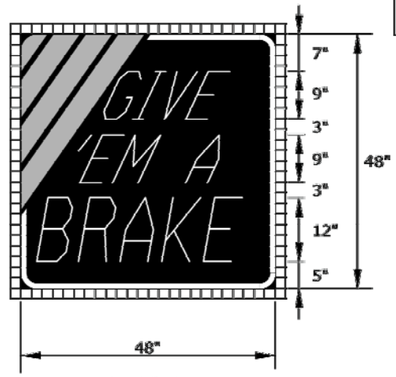
5) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.

*6) Pedestrian detour signing shall be a minimum of 2' measured from the top of the pedestrian pathway to the bottom of the sign and shall not protrude into the walkway nor shall it project beyond the back of curb.



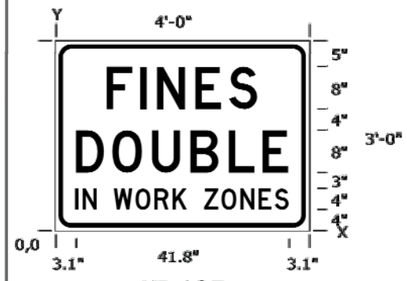
When the sign width is equal to or greater than 9', three or more wood posts may be used with a minimum of 4' between the centerline of each post. All signs less than 9' in width shall use a maximum of two wood posts.

In the case of hitting rock when driving posts
1. Shift the sign location. Do not violate minimum sign spacing.
2. With the engineer's approval, use acceptable alternative sign stands.



KI-104a

SIGN NUMBER	GIVE EM A BRAKE
WIDTH x HEIGHT	4'-0" x 4'-0"
BORDER WIDTH	1.0"
CORNER RADIUS	4.0"
STRIPE WIDTH	3.0"
MOUNTING	GROUND
BACKGROUND	TYPE: NON-REFLECTIVE
	COLOR: BLACK
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE
LEGEND FONT	DUTCH 801 ROMAN SWC 25 DEGREE SLANT
STRIPES	TYPE: REFLECTIVE
	COLOR: ORANGE



KI-105a

SIGN NUMBER	FINES DOUBLE
WIDTH x HEIGHT	4'-0" x 3'-0"
BORDER WIDTH	0.9"
CORNER RADIUS	3.0"
MOUNTING	GROUND
BACKGROUND	TYPE: REFLECTIVE
	COLOR: WHITE
LEGEND/BORDER	TYPE: NON-REFLECTIVE
	COLOR: BLACK

DIMENSIONS IN INCHES — SPACINGS ARE TO START OF NEXT LETTER

Y FONT	LETTER SPACINGS															HT LEN
23.0 D	X	F	I	N	E	S	X									8.0
	9.7	6.4	3.2	7.3	6.4	5.4	9.7									28.6
11.0 D	X	D	O	U	B	L	E	X								8.0
	3.9	6.9	7.5	7.3	7.3	6.4	4.9	3.9								40.3
4.0 D	X	I	N	X	W	O	R	K	X	Z	O	N	E	S	X	4.0
	3.1	1.6	2.7	3.2	4.3	3.8	3.6	2.8	3.2	3.4	3.8	3.6	3.2	2.7	3.1	41.8

Notes:

Typically, there are two sets of informational signs installed per project: one for each direction of traffic.

Install signs a minimum of 500' in advance of the road work ahead sign. The engineer may designate a more appropriate location if conditions dictate.

The informational signs are not to interfere with the traffic control signs for the project.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SIGN INFORMATION

TE710

KDOT Graphics Certified 06-01-2015

KDOT Graphics Certified

Sh. No. 17 of 17

Plotted : 01-JUN-2015 13:54
Traffic
Drawn By : mushock
File : te710.dgn