

CITY OF PITTSBURG

STREET IMPROVEMENTS CONCRETE STREET PANEL REPAIR PROJECT

2018

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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 Concrete Patching = 907.00 S.Y's.

GENERAL NOTES:

1. SURVEY STAKES, BENCH MARKS AND PROPERTY PINS DESTROYED BY THE CONTRACTOR WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR SHALL 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 LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.
2. 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. ITEMS DAMAGED BEYOND THE LIMITS SHOWN ON THE DRAWINGS SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
3. THE CONTRACTOR SHALL PROMPTLY, AND BEFORE SUCH CONDITIONS ARE DISTURBED, NOTIFY THE ENGINEER IF CONDITIONS ON THE SITE DIFFER FROM THOSE SHOWN ON THE PLANS.
4. EXISTING UTILITIES AND THEIR LOCATIONS, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. THE PLAN LOCATIONS SHOWN ARE NOT GUARANTEED. CONTRACTOR SHALL FIELD VERIFY LOCATIONS PRIOR TO CONSTRUCTION.
5. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM OF SEVENTY-TWO (72) HOURS ADVANCED NOTICE TO EACH OF THE FOLLOWING UTILITY OWNERS PRIOR TO THE BEGINNING OF CONSTRUCTION AND REQUEST THAT ANY EXISTING LINES BE FLAGGED. ANY UTILITY DAMAGED BY HIS CONSTRUCTION OPERATIONS SHALL BE REPAIRED OR REPLACED AT NO EXTRA COST TO THE OWNER. THE CONTRACTOR SHALL COORDINATE WORK WITH CONTRACTORS FOR UTILITY COMPANIES AND OTHER AGENCIES FOR MINIMUM INCONVENIENCE TO THE GENERAL PUBLIC.
- KANSAS ONE-CALL

800-344-7233
- THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:
THE CITY OF PITTSBURG

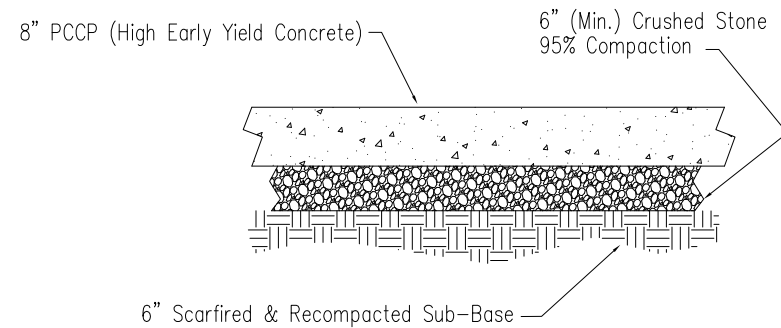
(620) 231-4170
6. FULL DEPTH SAW CUTS OF EXISTING PAVEMENT SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION ABUTS AN EXISTING PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT PAVEMENT IS REQUIRED. SAWED JOINTS TO FACILITATE REMOVAL WITHIN THREE (3) FEET OF EXISTING JOINTS WILL NOT BE PERMITTED AND FOR SUCH INSTANCES THE LIMITS OF REMOVAL SHALL EXTEND TO THE EXISTING JOINT. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED AS SUBSIDIARY.
7. ALL DISPOSAL SITES MUST BE APPROVED BY THE STATE OF 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.
8. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE SAFETY REGULATIONS. INSURING THE SAFETY OF PERSONNEL DIRECTLY INVOLVED WITH THE PROJECT AND INSURING THE SAFETY OF THE PUBLIC SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
9. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS.
10. EXCAVATION SHOWN TO BE WASTED SHALL BE WASTED ON SITES 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.
11. TRAFFIC CONTROL ON PUBLIC STREETS SHALL BE PER M.U.T.C.D. REQUIREMENTS, AND THE DETAILS OF THE PLANS.
12. THE CONTRACTOR SHALL PROVIDE TEMPORARY PAVEMENT MARKING AS REQUIRED FOLLOWING MILLING OPERATIONS AND AFTER OVERLAY IS COMPLETED. THIS WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR TRAFFIC CONTROL.
13. THE CONTRACTOR SHALL MATCH THE GRADE OF EXISTING WATER VALVES AND MANHOLES OR COORDINATE ANY NECESSARY ADJUSTMENTS WITH THE CITY OF PITTSBURG

For Information Regarding Utility Locating Service in Kansas
1-800-DIGSAFE.

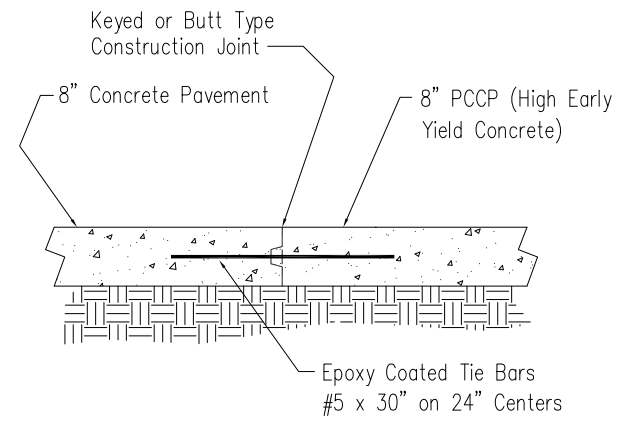
Utilities	Owner
Water & Sewer:	City of Pittsburg--Public Utilities Dept. 303 Memorial Dr. Pittsburg, KS 66762 (620) 240-5126
Gas:	Kansas Gas Service 3008 N. Joplin Pittsburg, KS 66762 (620) 230-8113
Telephone:	AT&T 23 W. 1st Fort Scott, KS 66701 (620) 223-9942
Electric:	Westar Energy 1909 S. Olive Pittsburg, KS 66762 (620) 235-2516
Cable:	Cox Cable 2802 N. Joplin Pittsburg, KS 66762 (620) 231-3360



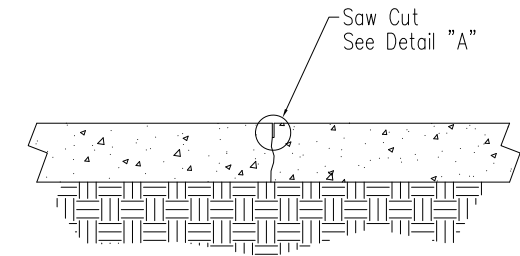
No.	Revision	By	Date
GENERAL NOTES			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by	-	Job No.	_____
Drawn by	GAH	Date	Mar 2018
		Sht. 2 of 28	



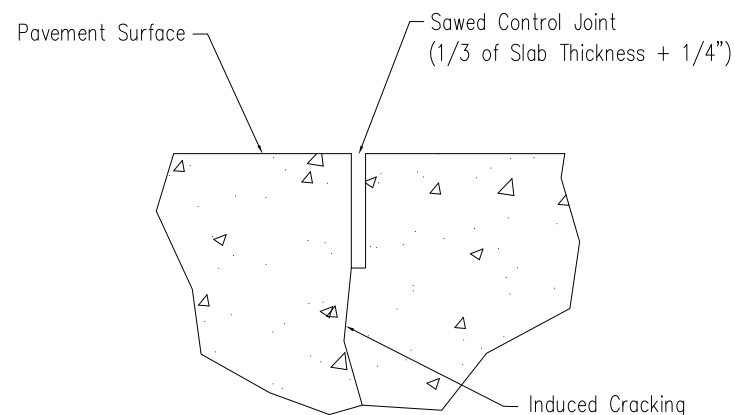
**FULL DEPTH PAVEMENT
REPLACEMENT DETAIL**



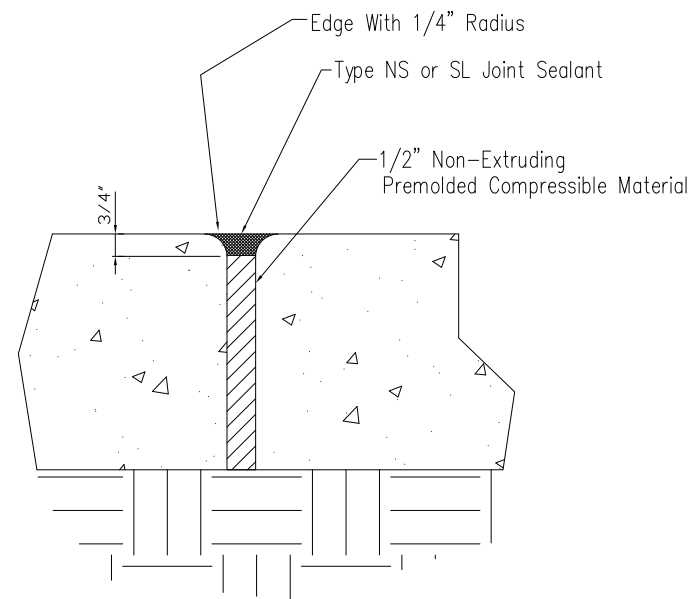
LOGITUDINAL CONSTRUCTION JOINT



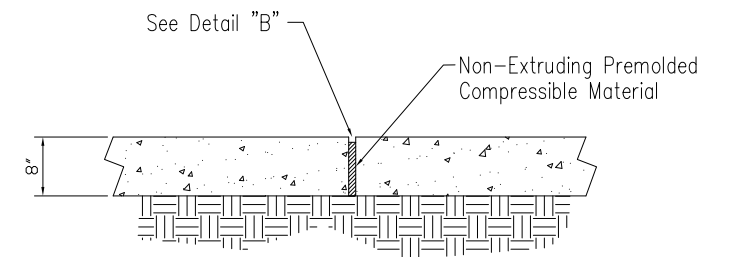
TRANSVERSE CONTROL JOINT



DETAIL "A"



DETAIL "B"



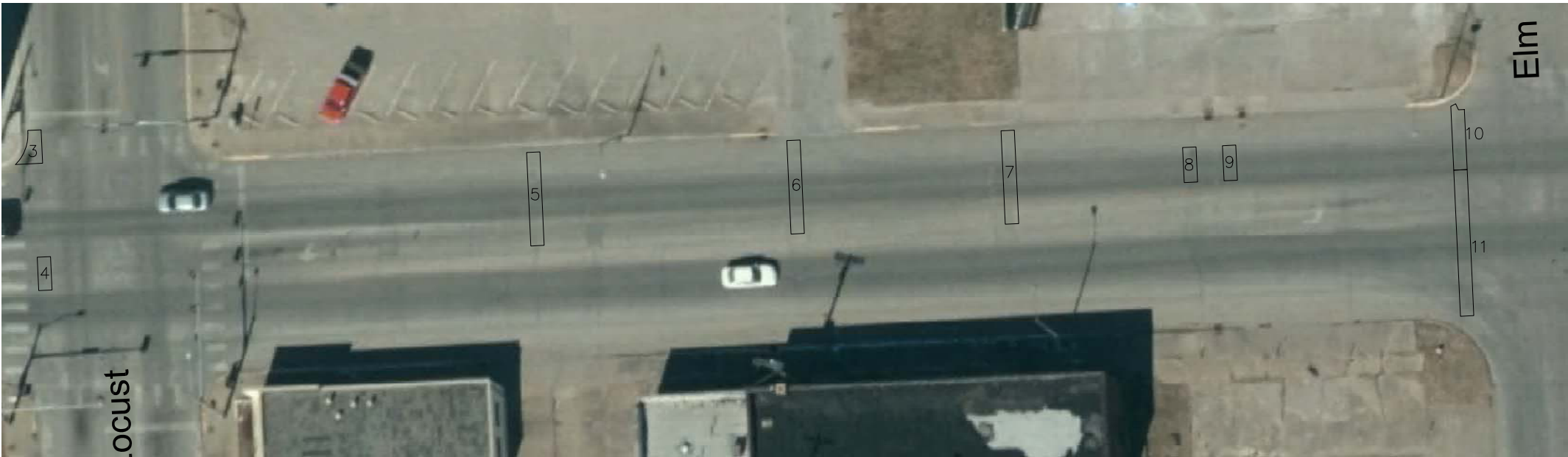
EXPANSION JOINT DETAIL



No.	Revision	By	Date
TYPICAL DETAILS			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by —	Job No. —	Sht. 3 of 28	
Drawn by GAH	Date Mar 2018		



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FOR CONTINUATION SEE SHEET 5



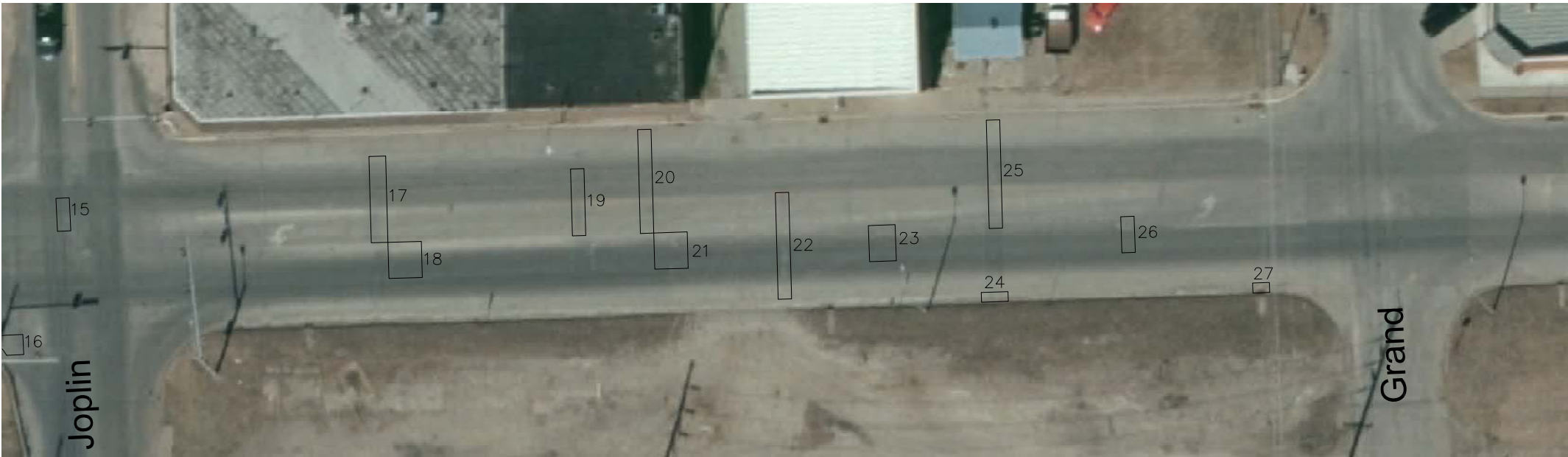
4th Street (Broadway to Grand)		
Patch #	Area (SF)	Area (SY's)
1	40.0	4.4
2	40.0	4.4
3	51.8	5.8
4	40.0	4.4
5	112.0	12.4
6	112.0	12.4
7	112.0	12.4
8	42.0	4.7
9	42.0	4.7
10	74.8	8.3
11	174.9	19.4
12	15.8	1.8
13	40.0	4.4
14	42.0	4.7
15	39.6	4.4
16	44.4	4.9
17	129.0	14.3
18	108.0	12.0
19	80.0	8.9
20	124.3	13.8
21	108.4	12.0
22	127.5	14.2
23	86.4	9.6
24	23.3	2.6
25	129.5	14.4
26	43.2	4.8
27	14.9	1.7
Total	1997.8	222.0

No.	Revision	By	Date
4TH STREET (K-126 HIGHWAY) BROADWAY TO GRAND STREET			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by	—	Job No.	—
Drawn by	GAH	Date	Mar 2018
		Sht. 4 of 28	



FOR CONTINUATION SEE SHEET 4

SEE CONTINUATION BELOW

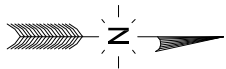


SEE CONTINUATION ABOVE



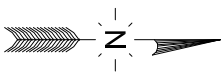
4th Street (Broadway to Grand)		
Patch #	Area (SF)	Area (SY's)
1	40.0	4.4
2	40.0	4.4
3	51.8	5.8
4	40.0	4.4
5	112.0	12.4
6	112.0	12.4
7	112.0	12.4
8	42.0	4.7
9	42.0	4.7
10	74.8	8.3
11	174.9	19.4
12	15.8	1.8
13	40.0	4.4
14	42.0	4.7
15	39.6	4.4
16	44.4	4.9
17	129.0	14.3
18	108.0	12.0
19	80.0	8.9
20	124.3	13.8
21	108.4	12.0
22	127.5	14.2
23	86.4	9.6
24	23.3	2.6
25	129.5	14.4
26	43.2	4.8
27	14.9	1.7
Total	1997.8	222.0

No.	Revision	By	Date
4TH STREET (K-126 HIGHWAY) BROADWAY TO GRAND STREET			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by	-	Job No.	
Drawn by	GAH	Date	Mar 2018
			Sht. 5 of 28



Rouse Street (Quincy to 4th Street)		
Patch	Area (SF)	Area (SY's)
1	40.0	4.4
2	40.0	4.4
3	40.0	4.4
4	80.0	8.9
5	80.0	8.9
6	40.0	4.4
7	40.0	4.4
8	40.0	4.4
9	80.0	8.9
10	40.0	4.4
11	80.0	8.9
12	86.1	9.6
13	40.0	4.4
14	60.0	6.7
15	80.0	8.9
16	120.0	13.3
17	80.0	8.9
18	120.0	13.3
19	40.0	4.4
20	40.0	4.4
21	40.0	4.4
22	40.0	4.4
23	40.0	4.4
24	40.0	4.4
25	100.0	11.1
26	40.0	4.4
27	160.0	17.8
28	160.0	17.8
29	40.0	4.4
30	40.0	4.4
31	40.0	4.4
32	80.0	8.9
33	80.0	8.9
34	160.0	17.8
35	40.0	4.4
36	120.0	13.3
37	80.0	8.9
38	40.0	4.4
39	120.0	13.3
40	80.0	8.9
41	40.0	4.4
42	40.0	4.4
Total	2886.1	320.7

SEE CONTINUATION BELOW



FOR CONTINUATION SEE SHEET 7

SEE CONTINUATION ABOVE



No.	Revision	By	Date
ROUSE AVENUE QUINCY STREET TO 4TH STREET			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by -	Job No. -	Sht. 6 of 28	
Drawn by GAH	Date Mar 2018		

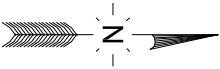


FOR CONTINUATION SEE SHEET 6



Rouse Street (Quincy to 4th Street)		
Patch	Area (SF)	Area (SY's)
1	40.0	4.4
2	40.0	4.4
3	40.0	4.4
4	80.0	8.9
5	80.0	8.9
6	40.0	4.4
7	40.0	4.4
8	40.0	4.4
9	80.0	8.9
10	40.0	4.4
11	80.0	8.9
12	86.1	9.6
13	40.0	4.4
14	60.0	6.7
15	80.0	8.9
16	120.0	13.3
17	80.0	8.9
18	120.0	13.3
19	40.0	4.4
20	40.0	4.4
21	40.0	4.4
22	40.0	4.4
23	40.0	4.4
24	40.0	4.4
25	100.0	11.1
26	40.0	4.4
27	160.0	17.8
28	160.0	17.8
29	40.0	4.4
30	40.0	4.4
31	40.0	4.4
32	80.0	8.9
33	80.0	8.9
34	160.0	17.8
35	40.0	4.4
36	120.0	13.3
37	80.0	8.9
38	40.0	4.4
39	120.0	13.3
40	80.0	8.9
41	40.0	4.4
42	40.0	4.4
Total	2886.1	320.7

SEE CONTINUATION BELOW



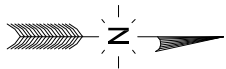
SEE CONTINUATION ABOVE



FOR CONTINUATION SEE SHEET 8



No.	Revision	By	Date
ROUSE AVENUE QUINCY STREET TO 4TH STREET			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by —		Job No. _____	
Drawn by GAH		Date Mar 2018	
		Sht. 7 of 28	

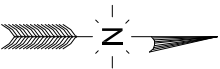


FOR CONTINUATION SEE SHEET 7



Rouse Street (Quincy to 4th Street)		
Patch	Area (SF)	Area (SY's)
1	40.0	4.4
2	40.0	4.4
3	40.0	4.4
4	80.0	8.9
5	80.0	8.9
6	40.0	4.4
7	40.0	4.4
8	40.0	4.4
9	80.0	8.9
10	40.0	4.4
11	80.0	8.9
12	86.1	9.6
13	40.0	4.4
14	60.0	6.7
15	80.0	8.9
16	120.0	13.3
17	80.0	8.9
18	120.0	13.3
19	40.0	4.4
20	40.0	4.4
21	40.0	4.4
22	40.0	4.4
23	40.0	4.4
24	40.0	4.4
25	100.0	11.1
26	40.0	4.4
27	160.0	17.8
28	160.0	17.8
29	40.0	4.4
30	40.0	4.4
31	40.0	4.4
32	80.0	8.9
33	80.0	8.9
34	160.0	17.8
35	40.0	4.4
36	120.0	13.3
37	80.0	8.9
38	40.0	4.4
39	120.0	13.3
40	80.0	8.9
41	40.0	4.4
42	40.0	4.4
Total	2886.1	320.7

SEE CONTINUATION BELOW



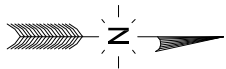
SEE CONTINUATION ABOVE



FOR CONTINUATION SEE SHEET 9



No.	Revision	By	Date
ROUSE AVENUE QUINCY STREET TO 4TH STREET			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by —		Job No. _____	Sht. 8 of 28
Drawn by GAH		Date Mar 2018	

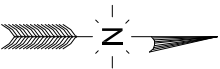


FOR CONTINUATION SEE SHEET 8



Rouse Street (Quincy to 4th Street)		
Patch	Area (SF)	Area (SY's)
1	40.0	4.4
2	40.0	4.4
3	40.0	4.4
4	80.0	8.9
5	80.0	8.9
6	40.0	4.4
7	40.0	4.4
8	40.0	4.4
9	80.0	8.9
10	40.0	4.4
11	80.0	8.9
12	86.1	9.6
13	40.0	4.4
14	60.0	6.7
15	80.0	8.9
16	120.0	13.3
17	80.0	8.9
18	120.0	13.3
19	40.0	4.4
20	40.0	4.4
21	40.0	4.4
22	40.0	4.4
23	40.0	4.4
24	40.0	4.4
25	100.0	11.1
26	40.0	4.4
27	160.0	17.8
28	160.0	17.8
29	40.0	4.4
30	40.0	4.4
31	40.0	4.4
32	80.0	8.9
33	80.0	8.9
34	160.0	17.8
35	40.0	4.4
36	120.0	13.3
37	80.0	8.9
38	40.0	4.4
39	120.0	13.3
40	80.0	8.9
41	40.0	4.4
42	40.0	4.4
Total	2886.1	320.7

SEE CONTINUATION BELOW



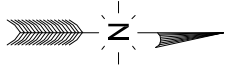
SEE CONTINUATION ABOVE



FOR CONTINUATION SEE SHEET 10



No.	Revision	By	Date
ROUSE AVENUE QUINCY STREET TO 4TH STREET			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by —		Job No. _____	
Drawn by GAH		Date Mar 2018	
		Sht. 9 of 28	



FOR CONTINUATION SEE SHEET 9



Rouse

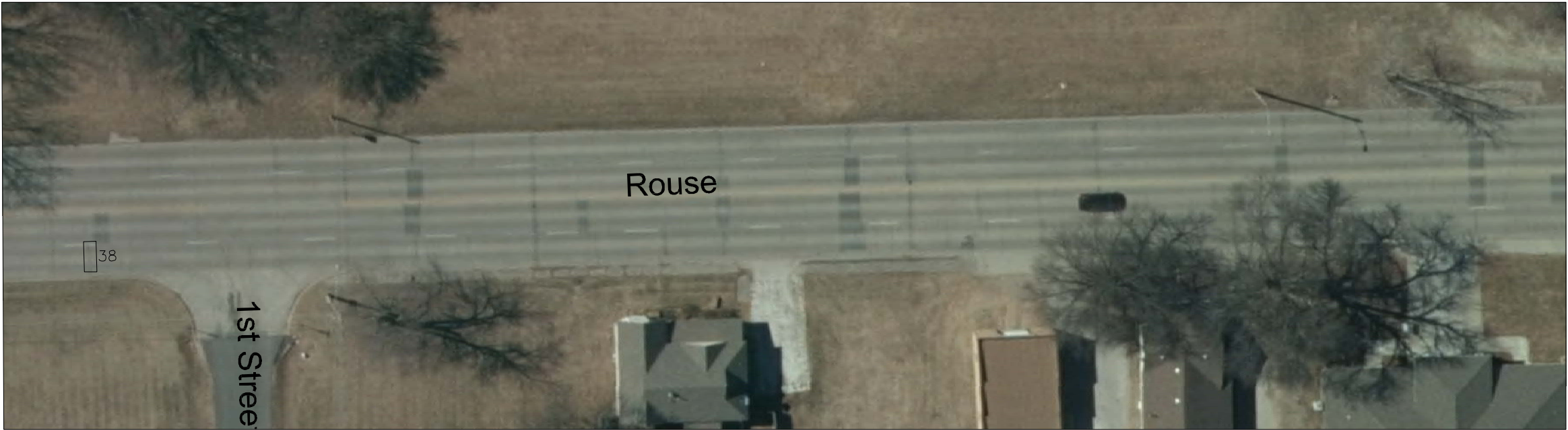
1st Street

Rouse Street (Quincy to 4th Street)		
Patch	Area (SF)	Area (SY's)
1	40.0	4.4
2	40.0	4.4
3	40.0	4.4
4	80.0	8.9
5	80.0	8.9
6	40.0	4.4
7	40.0	4.4
8	40.0	4.4
9	80.0	8.9
10	40.0	4.4
11	80.0	8.9
12	86.1	9.6
13	40.0	4.4
14	60.0	6.7
15	80.0	8.9
16	120.0	13.3
17	80.0	8.9
18	120.0	13.3
19	40.0	4.4
20	40.0	4.4
21	40.0	4.4
22	40.0	4.4
23	40.0	4.4
24	40.0	4.4
25	100.0	11.1
26	40.0	4.4
27	160.0	17.8
28	160.0	17.8
29	40.0	4.4
30	40.0	4.4
31	40.0	4.4
32	80.0	8.9
33	80.0	8.9
34	160.0	17.8
35	40.0	4.4
36	120.0	13.3
37	80.0	8.9
38	40.0	4.4
39	120.0	13.3
40	80.0	8.9
41	40.0	4.4
42	40.0	4.4
Total	2886.1	320.7

SEE CONTINUATION BELOW



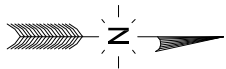
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FOR CONTINUATION SEE SHEET 11



No.	Revision	By	Date
ROUSE AVENUE QUINCY STREET TO 4TH STREET			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by —		Job No. _____	
Drawn by GAH		Date Mar 2018	
		Sht. 10 of 28	

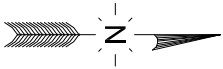


FOR CONTINUATION SEE SHEET 10

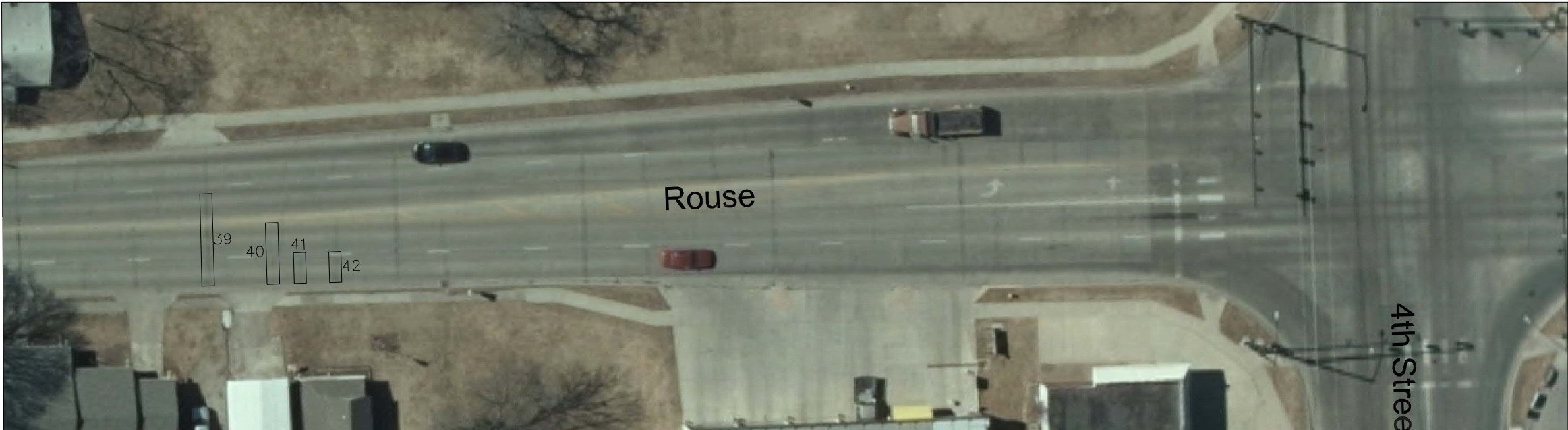


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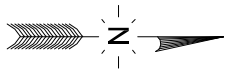
Rouse Street (Quincy to 4th Street)		
Patch	Area (SF)	Area (SY's)
1	40.0	4.4
2	40.0	4.4
3	40.0	4.4
4	80.0	8.9
5	80.0	8.9
6	40.0	4.4
7	40.0	4.4
8	40.0	4.4
9	80.0	8.9
10	40.0	4.4
11	80.0	8.9
12	86.1	9.6
13	40.0	4.4
14	60.0	6.7
15	80.0	8.9
16	120.0	13.3
17	80.0	8.9
18	120.0	13.3
19	40.0	4.4
20	40.0	4.4
21	40.0	4.4
22	40.0	4.4
23	40.0	4.4
24	40.0	4.4
25	100.0	11.1
26	40.0	4.4
27	160.0	17.8
28	160.0	17.8
29	40.0	4.4
30	40.0	4.4
31	40.0	4.4
32	80.0	8.9
33	80.0	8.9
34	160.0	17.8
35	40.0	4.4
36	120.0	13.3
37	80.0	8.9
38	40.0	4.4
39	120.0	13.3
40	80.0	8.9
41	40.0	4.4
42	40.0	4.4
Total	2886.1	320.7



SEE CONTINUATION ABOVE

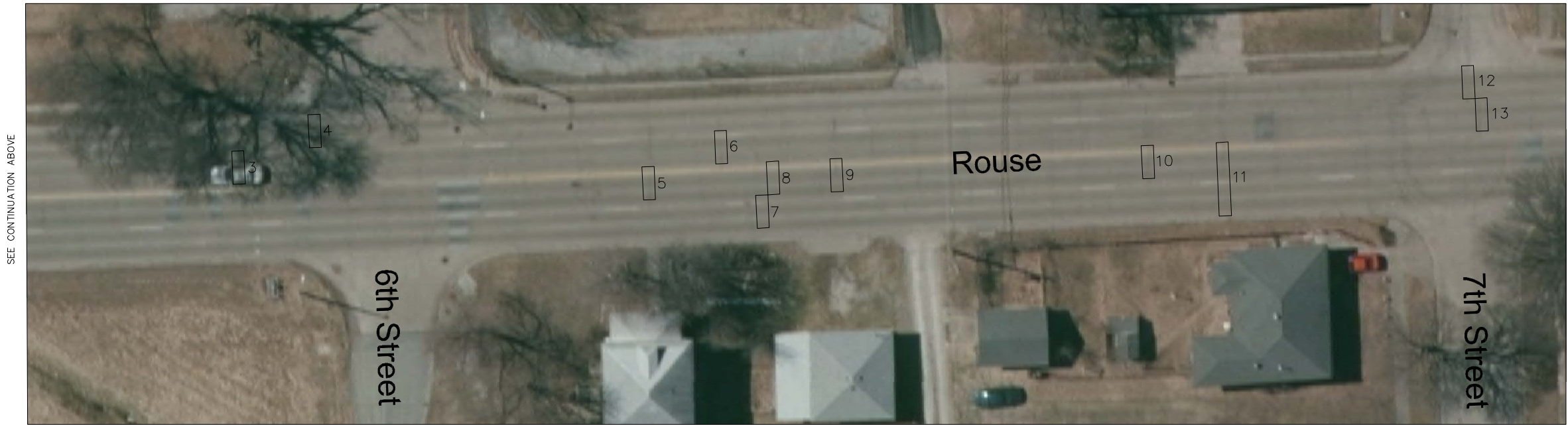


No.	Revision	By	Date
ROUSE AVENUE QUINCY STREET TO 4TH STREET			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by	—	Job No.	—
Drawn by	GAH	Date	Mar 2018
		Sht. 11 of 28	



Rouse Street (4th to Atkinson)		
Patch	Area (SF)	Area (SY's)
1	176.0	19.6
2	44.0	4.9
3	44.0	4.9
4	44.0	4.9
5	44.0	4.9
6	44.0	4.9
7	44.0	4.9
8	44.0	4.9
9	44.0	4.9
10	44.0	4.9
11	98.0	10.9
12	44.0	4.9
13	44.0	4.9
14	54.0	6.0
15	54.0	6.0
16	290.3	32.3
17	67.5	7.5
18	67.5	7.5
19	127.7	14.2
20	88.1	9.8
21	88.1	9.8
22	88.1	9.8
23	54.0	6.0
24	82.5	9.2
25	44.0	4.9
26	44.0	4.9
27	98.0	10.9
28	54.0	6.0
29	54.0	6.0
30	48.0	5.3
31	48.0	5.3
32	48.0	5.3
33	48.0	5.3
34	48.0	5.3
35	60.0	6.7
36	192.0	21.3
37	96.0	10.7
38	96.0	10.7
39	96.0	10.7
40	144.0	16.0
41	48.0	5.3
42	48.0	5.3
43	144.0	16.0
Total	3277.8	364.2

SEE CONTINUATION BELOW

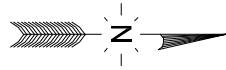


SEE CONTINUATION ABOVE

FOR CONTINUATION SEE SHEET 13



No.	Revision	By	Date
ROUSE AVENUE 4TH STREET TO ATKINSON ROAD			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by —		Job No. _____	
Drawn by GAH		Date Mar 2018	
		Sht. 12 of 28	

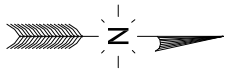


FOR CONTINUATION SEE SHEET 12

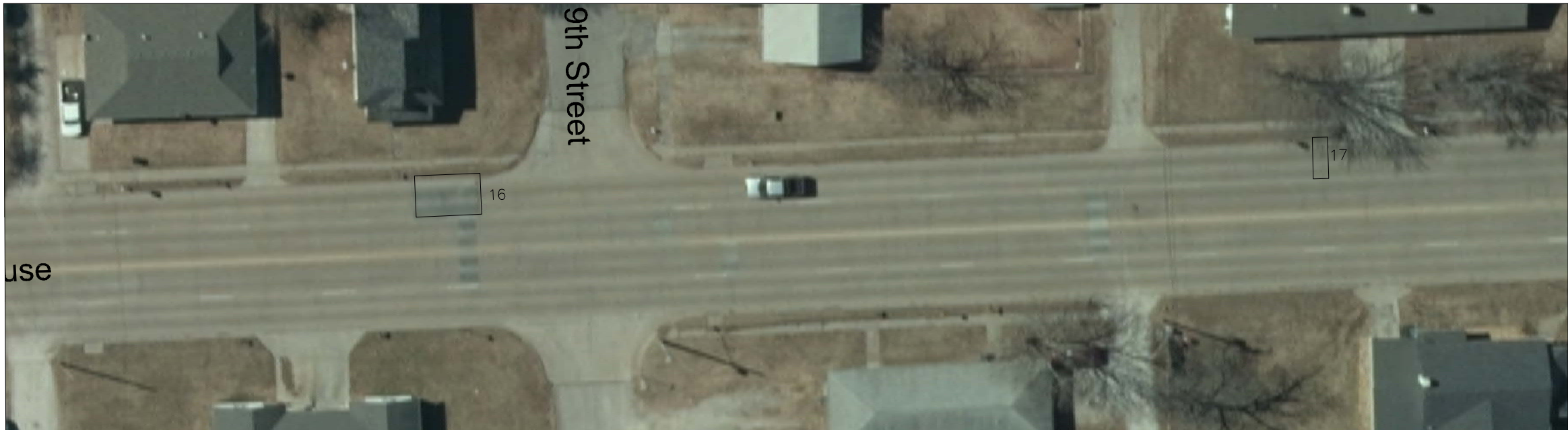


Rouse Street (4th to Atkinson)		
Patch	Area (SF)	Area (SY's)
1	176.0	19.6
2	44.0	4.9
3	44.0	4.9
4	44.0	4.9
5	44.0	4.9
6	44.0	4.9
7	44.0	4.9
8	44.0	4.9
9	44.0	4.9
10	44.0	4.9
11	98.0	10.9
12	44.0	4.9
13	44.0	4.9
14	54.0	6.0
15	54.0	6.0
16	290.3	32.3
17	67.5	7.5
18	67.5	7.5
19	127.7	14.2
20	88.1	9.8
21	88.1	9.8
22	88.1	9.8
23	54.0	6.0
24	82.5	9.2
25	44.0	4.9
26	44.0	4.9
27	98.0	10.9
28	54.0	6.0
29	54.0	6.0
30	48.0	5.3
31	48.0	5.3
32	48.0	5.3
33	48.0	5.3
34	48.0	5.3
35	60.0	6.7
36	192.0	21.3
37	96.0	10.7
38	96.0	10.7
39	96.0	10.7
40	144.0	16.0
41	48.0	5.3
42	48.0	5.3
43	144.0	16.0
Total	3277.8	364.2

SEE CONTINUATION BELOW



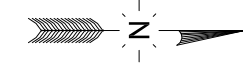
SEE CONTINUATION ABOVE



FOR CONTINUATION SEE SHEET 14



No.	Revision	By	Date
ROUSE AVENUE 4TH STREET TO ATKINSON ROAD			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by	—	Job No.	—
Drawn by	GAH	Date	Mar 2018
		Sht. 13 of 28	



FOR CONTINUATION SEE SHEET 13



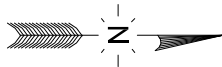
Rouse Street (4th to Atkinson)		
Patch	Area (SF)	Area (SV's)
1	176.0	19.6
2	44.0	4.9
3	44.0	4.9
4	44.0	4.9
5	44.0	4.9
6	44.0	4.9
7	44.0	4.9
8	44.0	4.9
9	44.0	4.9
10	44.0	4.9
11	98.0	10.9
12	44.0	4.9
13	44.0	4.9
14	54.0	6.0
15	54.0	6.0
16	290.3	32.3
17	67.5	7.5
18	67.5	7.5
19	127.7	14.2
20	88.1	9.8
21	88.1	9.8
22	88.1	9.8
23	54.0	6.0
24	82.5	9.2
25	44.0	4.9
26	44.0	4.9
27	98.0	10.9
28	54.0	6.0
29	54.0	6.0
30	48.0	5.3
31	48.0	5.3
32	48.0	5.3
33	48.0	5.3
34	48.0	5.3
35	60.0	6.7
36	192.0	21.3
37	96.0	10.7
38	96.0	10.7
39	96.0	10.7
40	144.0	16.0
41	48.0	5.3
42	48.0	5.3
43	144.0	16.0
Total	3277.8	364.2

SEE CONTINUATION BELOW

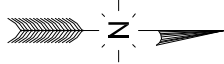
SEE CONTINUATION ABOVE



FOR CONTINUATION SEE SHEET 15



No.		Revision	By	Date
ROUSE AVENUE 4TH STREET TO ATKINSON ROAD				
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS				
Designed by	—	Job No.	—	Sht. 14 of 28
Drawn by	GAH	Date	Mar 2018	

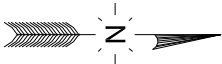


FOR CONTINUATION SEE SHEET 14

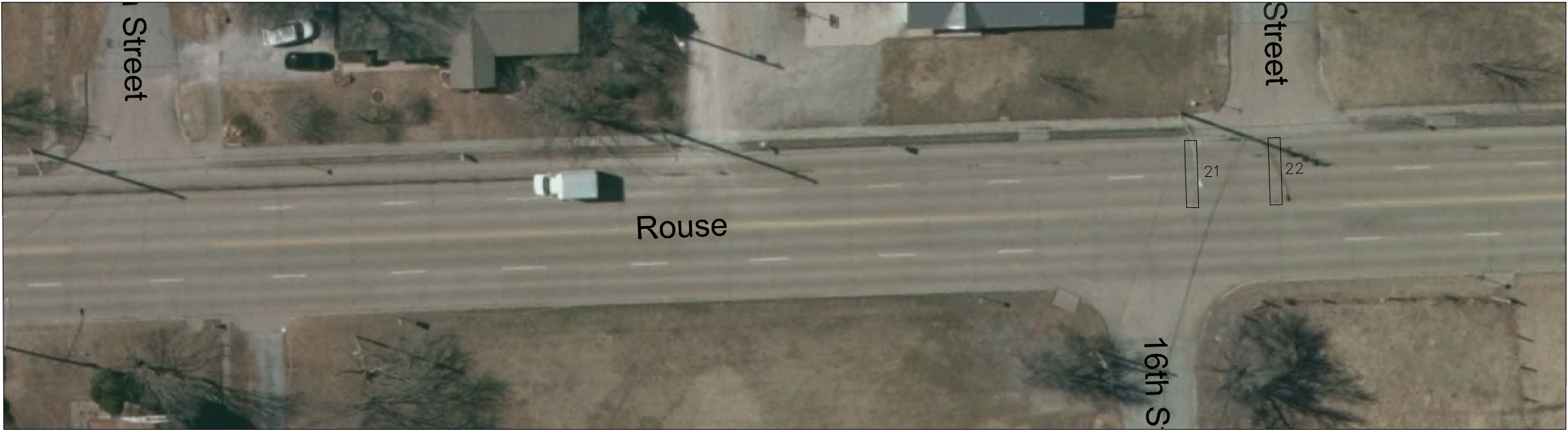


Rouse Street (4th to Atkinson)		
Patch	Area (SF)	Area (SY's)
1	176.0	19.6
2	44.0	4.9
3	44.0	4.9
4	44.0	4.9
5	44.0	4.9
6	44.0	4.9
7	44.0	4.9
8	44.0	4.9
9	44.0	4.9
10	44.0	4.9
11	98.0	10.9
12	44.0	4.9
13	44.0	4.9
14	54.0	6.0
15	54.0	6.0
16	290.3	32.3
17	67.5	7.5
18	67.5	7.5
19	127.7	14.2
20	88.1	9.8
21	88.1	9.8
22	88.1	9.8
23	54.0	6.0
24	82.5	9.2
25	44.0	4.9
26	44.0	4.9
27	98.0	10.9
28	54.0	6.0
29	54.0	6.0
30	48.0	5.3
31	48.0	5.3
32	48.0	5.3
33	48.0	5.3
34	48.0	5.3
35	60.0	6.7
36	192.0	21.3
37	96.0	10.7
38	96.0	10.7
39	96.0	10.7
40	144.0	16.0
41	48.0	5.3
42	48.0	5.3
43	144.0	16.0
Total	3277.8	364.2

SEE CONTINUATION BELOW



SEE CONTINUATION ABOVE



FOR CONTINUATION SEE SHEET 16



No.	Revision	By	Date
ROUSE AVENUE 4TH STREET TO ATKINSON ROAD			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by —		Job No. _____	
Drawn by GAH		Date Mar 2018	
		Sht. 15 of 28	

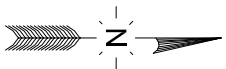


FOR CONTINUATION SEE SHEET 15



Rouse Street (4th to Atkinson)		
Patch	Area (SF)	Area (SY's)
1	176.0	19.6
2	44.0	4.9
3	44.0	4.9
4	44.0	4.9
5	44.0	4.9
6	44.0	4.9
7	44.0	4.9
8	44.0	4.9
9	44.0	4.9
10	44.0	4.9
11	98.0	10.9
12	44.0	4.9
13	44.0	4.9
14	54.0	6.0
15	54.0	6.0
16	290.3	32.3
17	67.5	7.5
18	67.5	7.5
19	127.7	14.2
20	88.1	9.8
21	88.1	9.8
22	88.1	9.8
23	54.0	6.0
24	82.5	9.2
25	44.0	4.9
26	44.0	4.9
27	98.0	10.9
28	54.0	6.0
29	54.0	6.0
30	48.0	5.3
31	48.0	5.3
32	48.0	5.3
33	48.0	5.3
34	48.0	5.3
35	60.0	6.7
36	192.0	21.3
37	96.0	10.7
38	96.0	10.7
39	96.0	10.7
40	144.0	16.0
41	48.0	5.3
42	48.0	5.3
43	144.0	16.0
Total	3277.8	364.2

SEE CONTINUATION BELOW



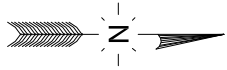
SEE CONTINUATION ABOVE



FOR CONTINUATION SEE SHEET 17



No.	Revision	By	Date
ROUSE AVENUE 4TH STREET TO ATKINSON ROAD			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by —		Job No. _____	
Drawn by GAH		Date Mar 2018	
		Sht. 16 of 28	

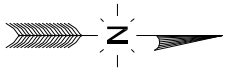


FOR CONTINUATION SEE SHEET 16



Rouse Street (4th to Atkinson)		
Patch	Area (SF)	Area (SV's)
1	176.0	19.6
2	44.0	4.9
3	44.0	4.9
4	44.0	4.9
5	44.0	4.9
6	44.0	4.9
7	44.0	4.9
8	44.0	4.9
9	44.0	4.9
10	44.0	4.9
11	98.0	10.9
12	44.0	4.9
13	44.0	4.9
14	54.0	6.0
15	54.0	6.0
16	290.3	32.3
17	67.5	7.5
18	67.5	7.5
19	127.7	14.2
20	88.1	9.8
21	88.1	9.8
22	88.1	9.8
23	54.0	6.0
24	82.5	9.2
25	44.0	4.9
26	44.0	4.9
27	98.0	10.9
28	54.0	6.0
29	54.0	6.0
30	48.0	5.3
31	48.0	5.3
32	48.0	5.3
33	48.0	5.3
34	48.0	5.3
35	60.0	6.7
36	192.0	21.3
37	96.0	10.7
38	96.0	10.7
39	96.0	10.7
40	144.0	16.0
41	48.0	5.3
42	48.0	5.3
43	144.0	16.0
Total	3277.8	364.2

SEE CONTINUATION BELOW



SEE CONTINUATION ABOVE



FOR CONTINUATION SEE SHEET 18



No.	Revision	By	Date
ROUSE AVENUE 4TH STREET TO ATKINSON ROAD			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by —		Job No. _____	
Drawn by GAH		Date Mar 2018	
		Sht. 17 of 28	



FOR CONTINUATION SEE SHEET 17

Rouse Street (4th to Atkinson)		
Patch	Area (SF)	Area (SY's)
1	176.0	19.6
2	44.0	4.9
3	44.0	4.9
4	44.0	4.9
5	44.0	4.9
6	44.0	4.9
7	44.0	4.9
8	44.0	4.9
9	44.0	4.9
10	44.0	4.9
11	98.0	10.9
12	44.0	4.9
13	44.0	4.9
14	54.0	6.0
15	54.0	6.0
16	290.3	32.3
17	67.5	7.5
18	67.5	7.5
19	127.7	14.2
20	88.1	9.8
21	88.1	9.8
22	88.1	9.8
23	54.0	6.0
24	82.5	9.2
25	44.0	4.9
26	44.0	4.9
27	98.0	10.9
28	54.0	6.0
29	54.0	6.0
30	48.0	5.3
31	48.0	5.3
32	48.0	5.3
33	48.0	5.3
34	48.0	5.3
35	60.0	6.7
36	192.0	21.3
37	96.0	10.7
38	96.0	10.7
39	96.0	10.7
40	144.0	16.0
41	48.0	5.3
42	48.0	5.3
43	144.0	16.0
Total	3277.8	364.2

SEE CONTINUATION BELOW

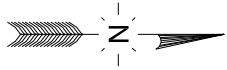


SEE CONTINUATION ABOVE

FOR CONTINUATION SEE SHEET 19



No.	Revision	By	Date
ROUSE AVENUE 4TH STREET TO ATKINSON ROAD			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by —		Job No. _____	
Drawn by GAH		Date Mar 2018	
		Sht. 18 of 28	

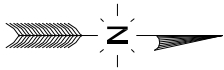


FOR CONTINUATION SEE SHEET 18



Rouse Street (4th to Atkinson)		
Patch	Area (SF)	Area (Sq's)
1	176.0	19.6
2	44.0	4.9
3	44.0	4.9
4	44.0	4.9
5	44.0	4.9
6	44.0	4.9
7	44.0	4.9
8	44.0	4.9
9	44.0	4.9
10	44.0	4.9
11	98.0	10.9
12	44.0	4.9
13	44.0	4.9
14	54.0	6.0
15	54.0	6.0
16	290.3	32.3
17	67.5	7.5
18	67.5	7.5
19	127.7	14.2
20	88.1	9.8
21	88.1	9.8
22	88.1	9.8
23	54.0	6.0
24	82.5	9.2
25	44.0	4.9
26	44.0	4.9
27	98.0	10.9
28	54.0	6.0
29	54.0	6.0
30	48.0	5.3
31	48.0	5.3
32	48.0	5.3
33	48.0	5.3
34	48.0	5.3
35	60.0	6.7
36	192.0	21.3
37	96.0	10.7
38	96.0	10.7
39	96.0	10.7
40	144.0	16.0
41	48.0	5.3
42	48.0	5.3
43	144.0	16.0
Total	3277.8	364.2

SEE CONTINUATION BELOW



SEE CONTINUATION ABOVE



FOR CONTINUATION SEE SHEET 20



No.	Revision	By	Date
ROUSE AVENUE 4TH STREET TO ATKINSON ROAD			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by —		Job No. _____	
Drawn by GAH		Date Mar 2018	
		Sht. 19 of 28	

FOR CONTINUATION SEE SHEET 19



Rouse Street (4th to Atkinson)		
Patch	Area (SF)	Area (SY's)
1	176.0	19.6
2	44.0	4.9
3	44.0	4.9
4	44.0	4.9
5	44.0	4.9
6	44.0	4.9
7	44.0	4.9
8	44.0	4.9
9	44.0	4.9
10	44.0	4.9
11	98.0	10.9
12	44.0	4.9
13	44.0	4.9
14	54.0	6.0
15	54.0	6.0
16	290.3	32.3
17	67.5	7.5
18	67.5	7.5
19	127.7	14.2
20	88.1	9.8
21	88.1	9.8
22	88.1	9.8
23	54.0	6.0
24	82.5	9.2
25	44.0	4.9
26	44.0	4.9
27	98.0	10.9
28	54.0	6.0
29	54.0	6.0
30	48.0	5.3
31	48.0	5.3
32	48.0	5.3
33	48.0	5.3
34	48.0	5.3
35	60.0	6.7
36	192.0	21.3
37	96.0	10.7
38	96.0	10.7
39	96.0	10.7
40	144.0	16.0
41	48.0	5.3
42	48.0	5.3
43	144.0	16.0
Total	3277.8	364.2

SEE CONTINUATION BELOW

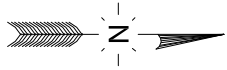
SEE CONTINUATION ABOVE



FOR CONTINUATION SEE SHEET 21



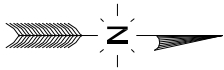
No.	Revision	By	Date
ROUSE AVENUE 4TH STREET TO ATKINSON ROAD			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by	—	Job No.	—
Drawn by	GAH	Date	Mar 2018
		Sht.	20 of 28



FOR CONTINUATION SEE SHEET 20

Rouse Street (4th to Atkinson)		
Patch	Area (SF)	Area (SY's)
1	176.0	19.6
2	44.0	4.9
3	44.0	4.9
4	44.0	4.9
5	44.0	4.9
6	44.0	4.9
7	44.0	4.9
8	44.0	4.9
9	44.0	4.9
10	44.0	4.9
11	98.0	10.9
12	44.0	4.9
13	44.0	4.9
14	54.0	6.0
15	54.0	6.0
16	290.3	32.3
17	67.5	7.5
18	67.5	7.5
19	127.7	14.2
20	88.1	9.8
21	88.1	9.8
22	88.1	9.8
23	54.0	6.0
24	82.5	9.2
25	44.0	4.9
26	44.0	4.9
27	98.0	10.9
28	54.0	6.0
29	54.0	6.0
30	48.0	5.3
31	48.0	5.3
32	48.0	5.3
33	48.0	5.3
34	48.0	5.3
35	60.0	6.7
36	192.0	21.3
37	96.0	10.7
38	96.0	10.7
39	96.0	10.7
40	144.0	16.0
41	48.0	5.3
42	48.0	5.3
43	144.0	16.0
Total	3277.8	364.2

SEE CONTINUATION BELOW

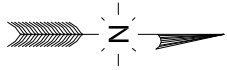


SEE CONTINUATION ABOVE

FOR CONTINUATION SEE SHEET 22



No.	Revision	By	Date
ROUSE AVENUE 4TH STREET TO ATKINSON ROAD			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by —		Job No. _____	Sht. 21 of 28
Drawn by GAH		Date Mar 2018	

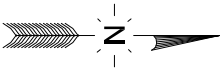


FOR CONTINUATION SEE SHEET 21

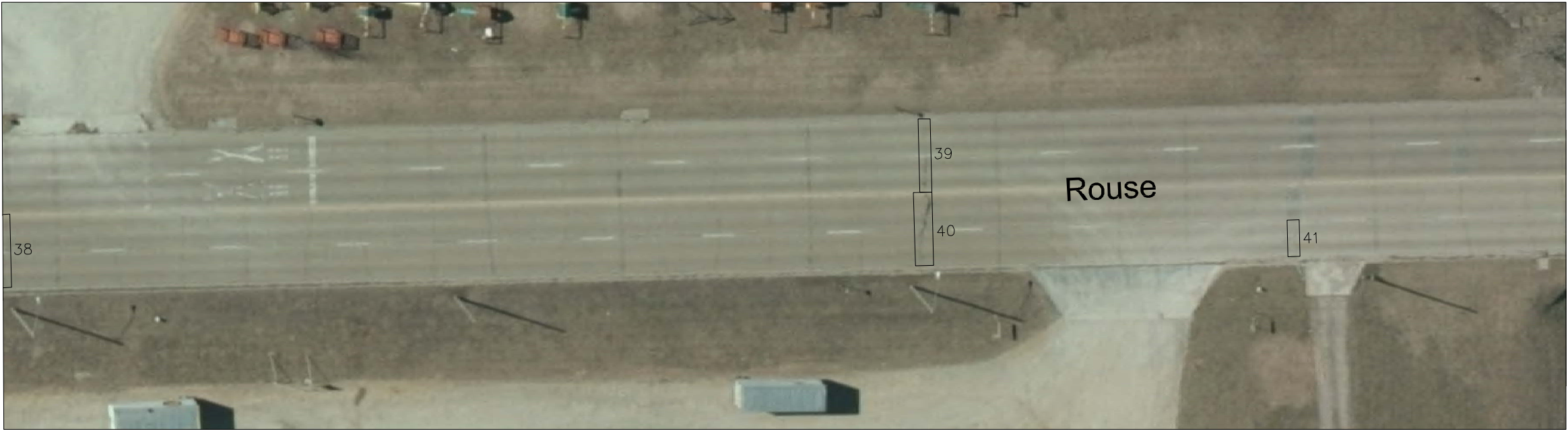


Rouse Street (4th to Atkinson)		
Patch	Area (SF)	Area (SY's)
1	176.0	19.6
2	44.0	4.9
3	44.0	4.9
4	44.0	4.9
5	44.0	4.9
6	44.0	4.9
7	44.0	4.9
8	44.0	4.9
9	44.0	4.9
10	44.0	4.9
11	98.0	10.9
12	44.0	4.9
13	44.0	4.9
14	54.0	6.0
15	54.0	6.0
16	290.3	32.3
17	67.5	7.5
18	67.5	7.5
19	127.7	14.2
20	88.1	9.8
21	88.1	9.8
22	88.1	9.8
23	54.0	6.0
24	82.5	9.2
25	44.0	4.9
26	44.0	4.9
27	98.0	10.9
28	54.0	6.0
29	54.0	6.0
30	48.0	5.3
31	48.0	5.3
32	48.0	5.3
33	48.0	5.3
34	48.0	5.3
35	60.0	6.7
36	192.0	21.3
37	96.0	10.7
38	96.0	10.7
39	96.0	10.7
40	144.0	16.0
41	48.0	5.3
42	48.0	5.3
43	144.0	16.0
Total	3277.8	364.2

SEE CONTINUATION BELOW



SEE CONTINUATION ABOVE



FOR CONTINUATION SEE SHEET 23



No.	Revision	By	Date
ROUSE AVENUE 4TH STREET TO ATKINSON ROAD			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by —		Job No. _____	
Drawn by GAH		Date Mar 2018	
		Sht. 22 of 28	

FOR CONTINUATION SEE SHEET 22



Rouse Street (4th to Atkinson)		
Patch	Area (SF)	Area (SY's)
1	176.0	19.6
2	44.0	4.9
3	44.0	4.9
4	44.0	4.9
5	44.0	4.9
6	44.0	4.9
7	44.0	4.9
8	44.0	4.9
9	44.0	4.9
10	44.0	4.9
11	98.0	10.9
12	44.0	4.9
13	44.0	4.9
14	54.0	6.0
15	54.0	6.0
16	290.3	32.3
17	67.5	7.5
18	67.5	7.5
19	127.7	14.2
20	88.1	9.8
21	88.1	9.8
22	88.1	9.8
23	54.0	6.0
24	82.5	9.2
25	44.0	4.9
26	44.0	4.9
27	98.0	10.9
28	54.0	6.0
29	54.0	6.0
30	48.0	5.3
31	48.0	5.3
32	48.0	5.3
33	48.0	5.3
34	48.0	5.3
35	60.0	6.7
36	192.0	21.3
37	96.0	10.7
38	96.0	10.7
39	96.0	10.7
40	144.0	16.0
41	48.0	5.3
42	48.0	5.3
43	144.0	16.0
Total	3277.8	364.2



No.	Revision	By	Date
ROUSE AVENUE 4TH STREET TO ATKINSON ROAD			
2018 CONCRETE STREET PANEL REPAIR CITY OF PITTSBURG, KANSAS			
Designed by	—	Job No.	—
Drawn by	GAH	Date	Mar 2018
		Sht. 23 of 28	

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.

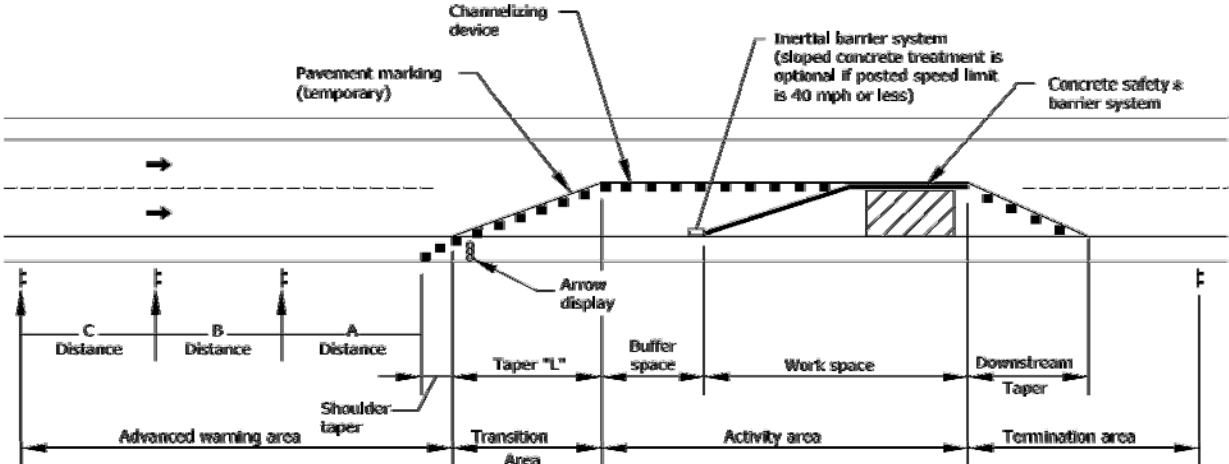
2) Minimum lane width: Lane widths shall be a minimum of 11' (measured between centerlines of pavement markings) or as shown on the plans, or as directed by the engineer. A lane width less than 11' may require restricted roadway width signing.

3) Consideration should be made to separate 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 accessibility 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 = Numerical 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 separate 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.

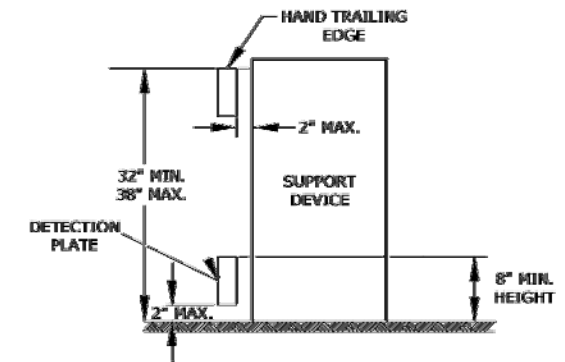
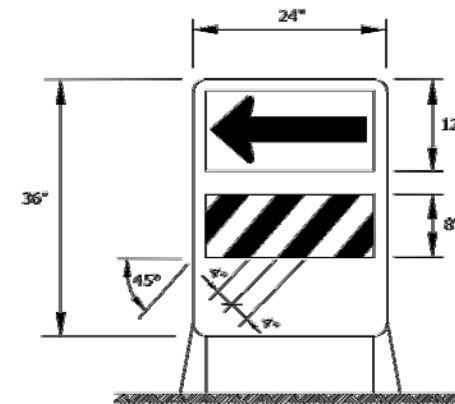
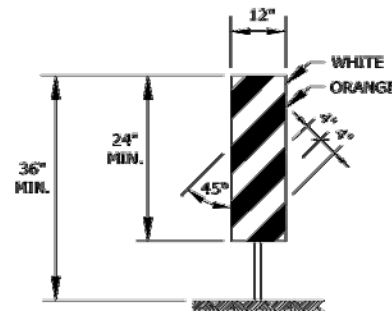
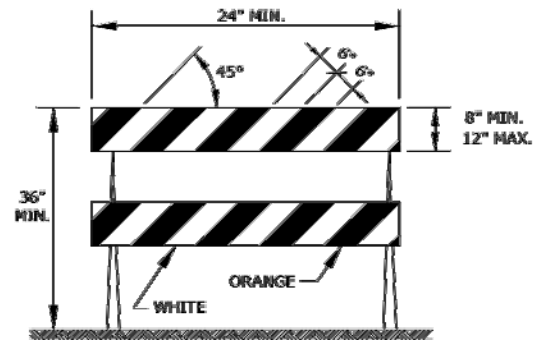
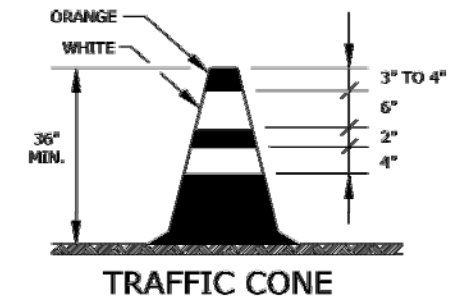
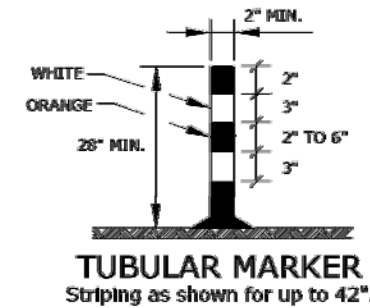
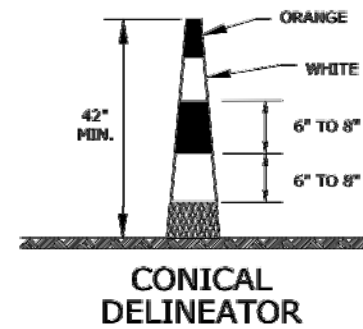
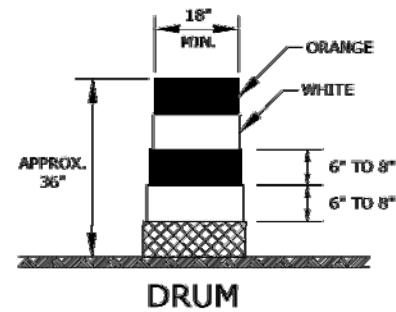
3				
2				
1	DATE	CHARACTER	SPACING	BY
NO.	DATE	PERSONS	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL

GENERAL NOTES

TE700	DATE	DATE	DATE	DATE
DESIGNED	BY	DATE	DATE	DATE
DESIGNED	BY	DATE	DATE	DATE
DESIGNED	BY	DATE	DATE	DATE



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 Divisions 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.

3					
2					
1					
NO.	DATE	REVISIONS	BY	APP'D	
KANSAS DEPARTMENT OF TRANSPORTATION					
TRAFFIC CONTROL CHANNELIZING DEVICES					
TE702					
DESIGNED	CHECKED	APPROVED	DESIGNED	CHECKED	APPROVED
DESIGNED	CHECKED	APPROVED	DESIGNED	CHECKED	APPROVED
KDOT Graphics Certified 06-01-2015					

Note: Signs shown for one approach to work zone.

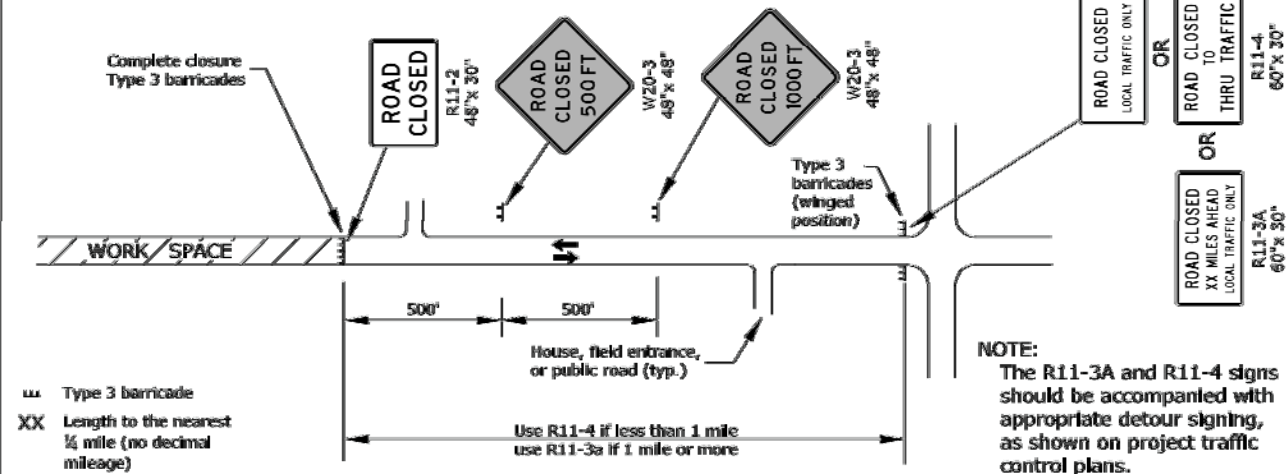


FIGURE 1: TYPICAL SIGNING FOR ROAD CLOSURE (MAINLINE OR SIDE ROAD)

Note: Sign shown for one approach to Intersection (work zone).

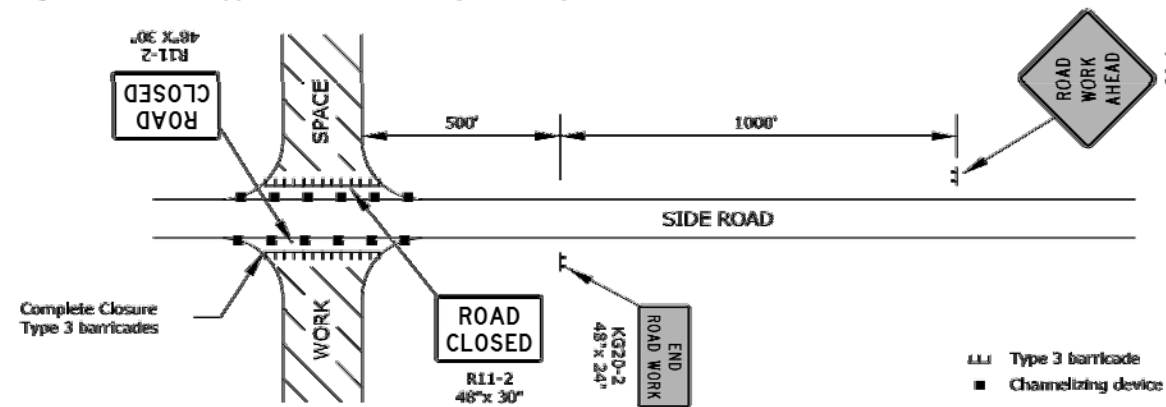


FIGURE 2: TYPICAL SIGNING FOR SIDE ROAD OPEN

Note: Signs shown for one approach to work zone.

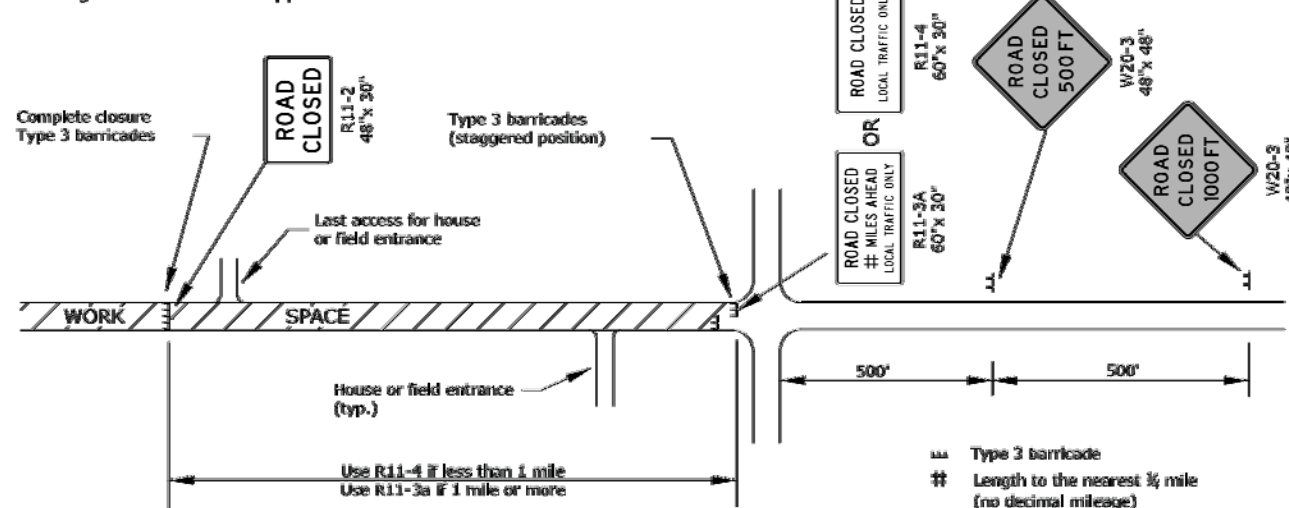


FIGURE 3: TYPICAL SIGNING FOR ROAD CLOSURE - LOCAL TRAFFIC ACCESS

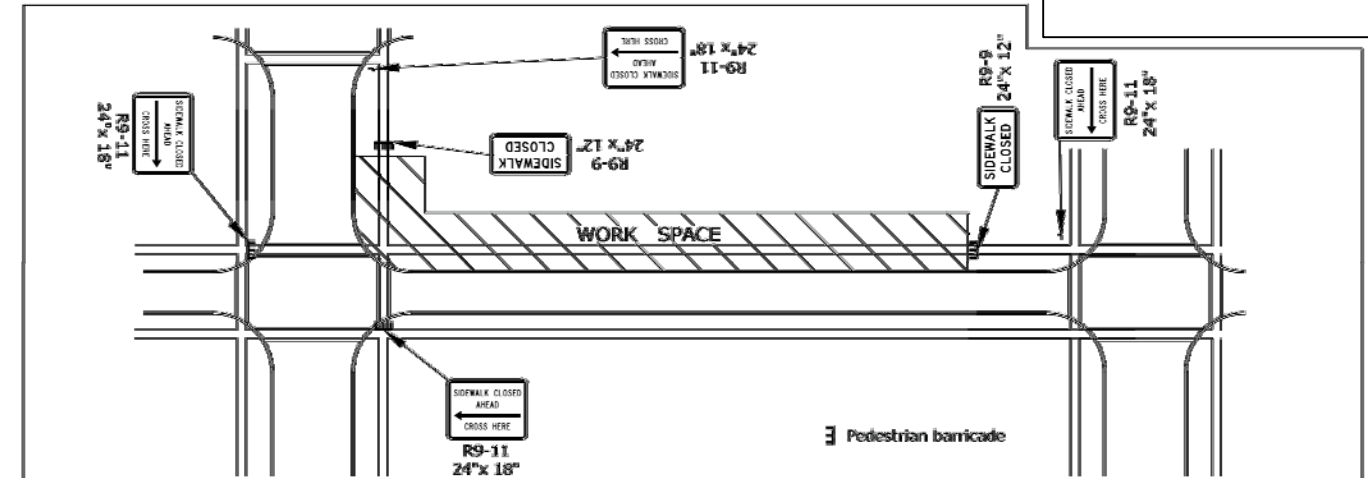
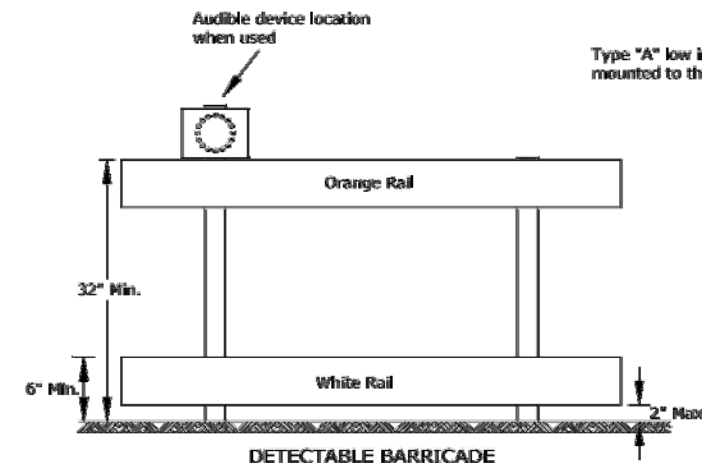
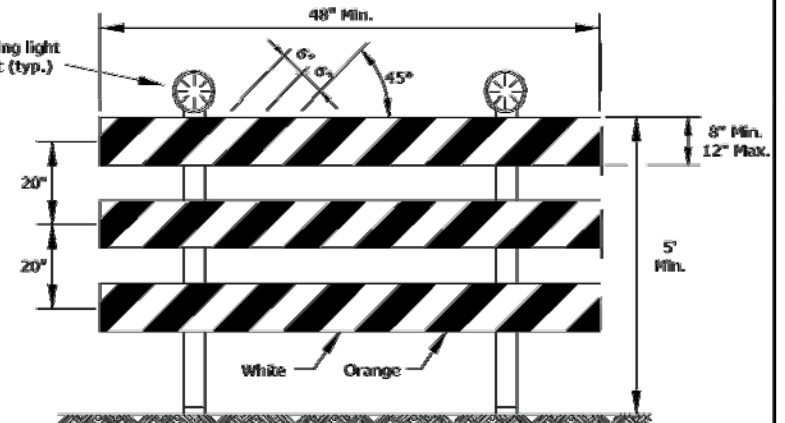


FIGURE 4: TYPICAL SIGNING FOR SIDEWALK CLOSED WITH OPPOSITE SIDEWALK AVAILABLE



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.

3					
2					
1					
NO.	DATE	REVISIONS	BY	APP'D	
KANSAS DEPARTMENT OF TRANSPORTATION					
TRAFFIC CONTROL CLOSURES					
TE704					
DESIGNED BY	SAUL BENTLEY	REVIEWED BY	JOHN BENTLEY	DATE	06-01-2015
CHECKED BY	JOHN BENTLEY	APPROVED BY	JOHN BENTLEY	DATE	06-01-2015
KDOT Graphics Certified					

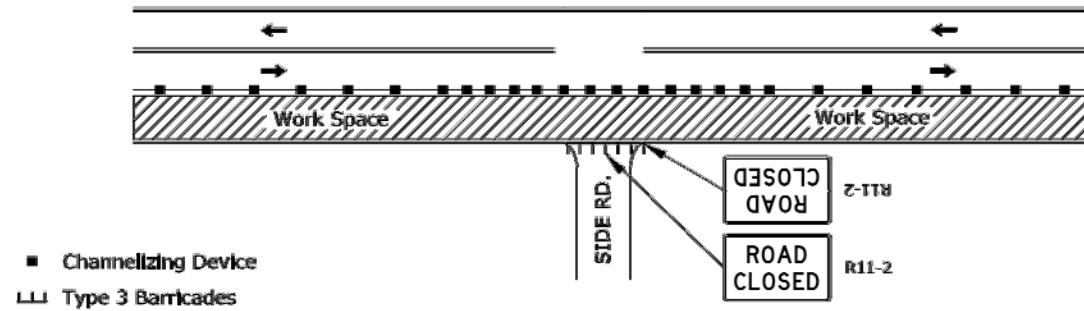


FIGURE 1: SIDE ROAD OR ENTRANCE CLOSED THROUGH WORK AREA

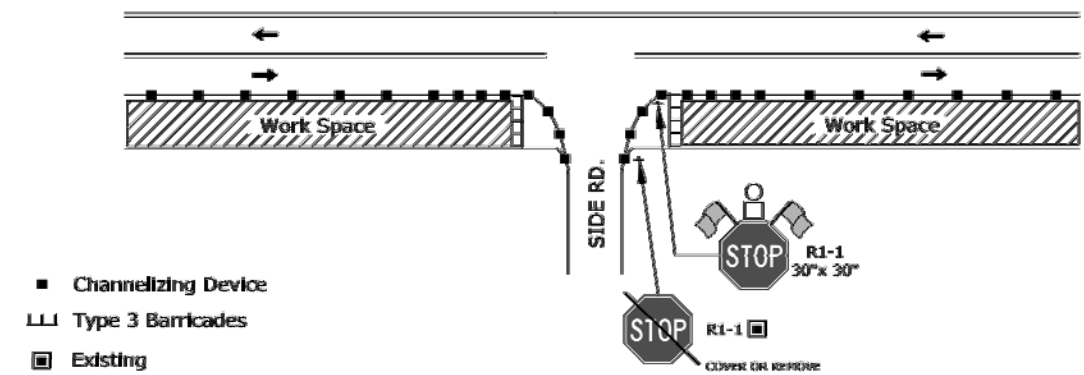


FIGURE 2: SIDE ROAD OR ENTRANCE OPEN THROUGH WORK AREA

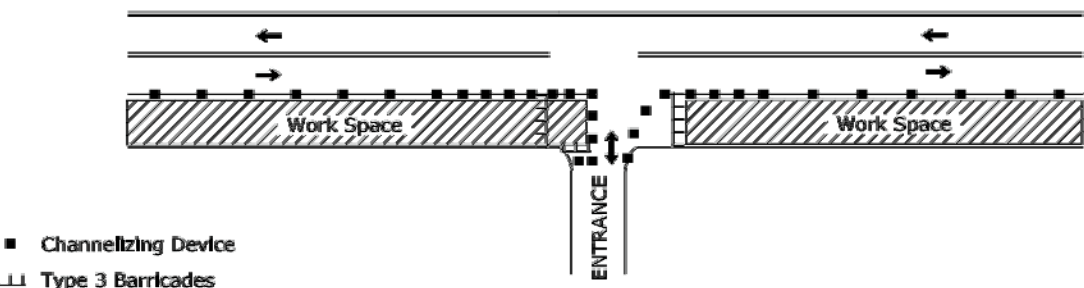


FIGURE 3: LOW VOLUME ENTRANCE CONSTRUCTED HALF AT A TIME

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

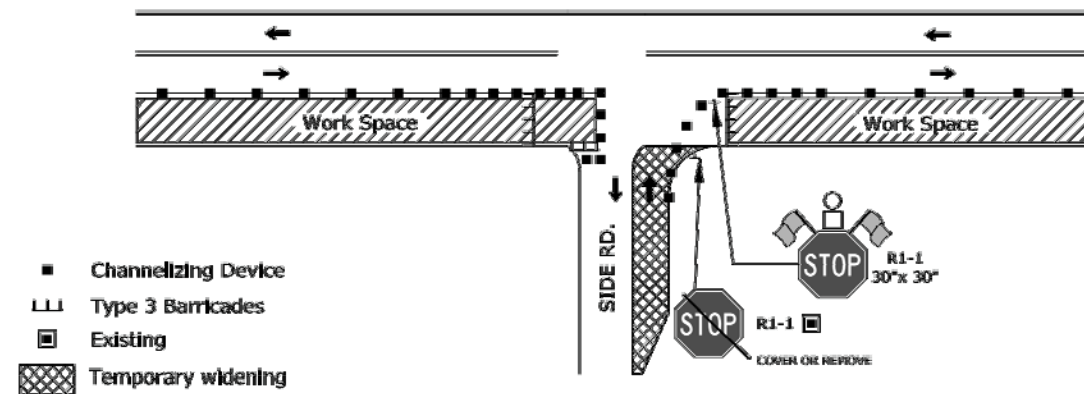


FIGURE 4: SIDE ROAD OR ENTRANCE CONSTRUCTED HALF AT A TIME: TWO WAY TRAFFIC REQUIRED

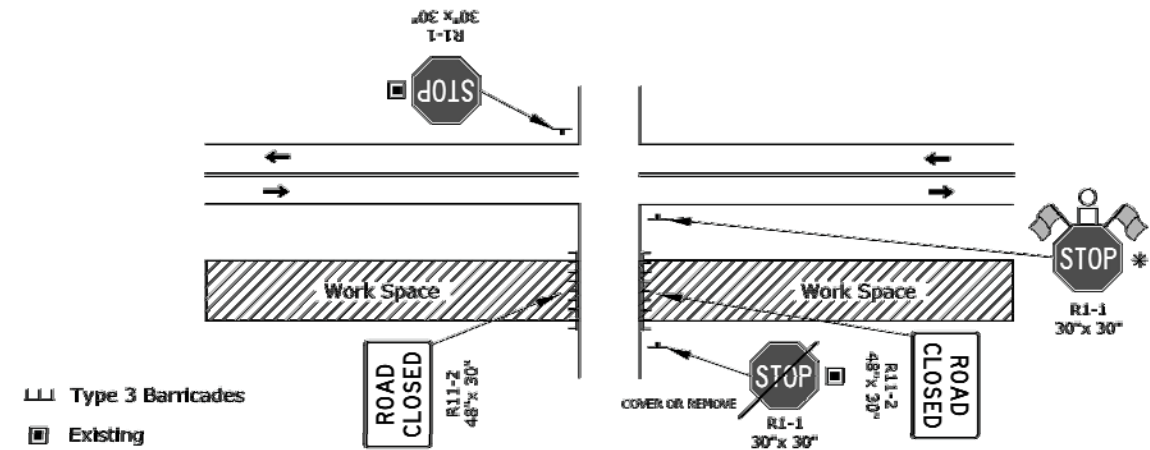
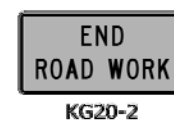


FIGURE 5: SIDE ROAD OPEN THROUGH WORK AREA ON DIVIDED ROADWAY

NO.	DATE	REVISIONS	BY	APP'D
KANSAS DEPARTMENT OF TRANSPORTATION				
TRAFFIC CONTROL				
ACCESS THROUGH THE WORK AREA				
TE705				
DESIGNED	BY	DATE	APP'D	BY
CHECKED	BY	DATE	APP'D	BY
DESIGNED	BY	DATE	APP'D	BY
CHECKED	BY	DATE	APP'D	BY
KDOT Graphics Certified 06-02-2015				

SIGN LAYOUT INFORMATION



STD. SIZE
EXPWY/FREEWAY
6" C
48"x 24"



STD. SIZE
EXPWY/FREEWAY
6" C
48"x 24"



STD. SIZE
EXPWY/FREEWAY
3" C
24"x 6" 6" C
48"x 12"



Mileage to be determined
by the engineer.



W8-15



W8-7



W8-15p

STD. SIZE
EXPWY/FREEWAY
8" D
48"x 48"

STD. SIZE
EXPWY/FREEWAY
8" D
48"x 48"

STD. SIZE
EXPWY/FREEWAY
30"x 24"

STD. SIZE
EXPWY/FREEWAY
8" D
48"x 48"



W8-17

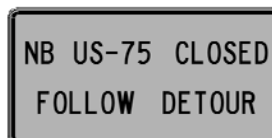


W8-11

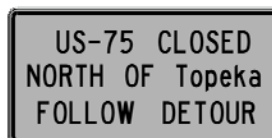


W8-17P
(OPTIONAL)

STD. SIZE
EXPWY/FREEWAY
30"x 24"



SP-01
(SPECIAL SIGN)

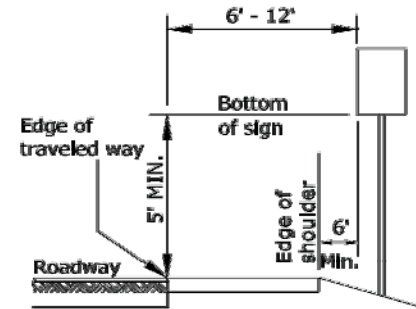


SP-02
(SPECIAL SIGN)

STD. SIZE
EXPWY/FREEWAY
6" C 10" D

STD. SIZE
UPPERCASE: 6" C EXPWY/FREEWAY
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.

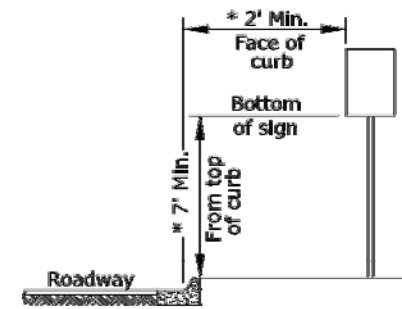


Rural

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.

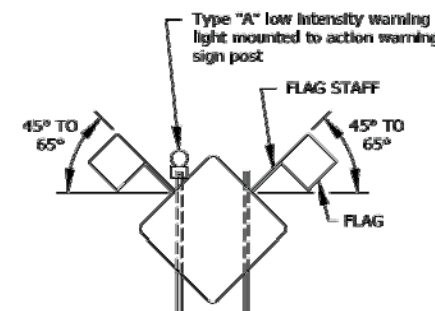
2) Neither portable nor permanent sign supports should be located on sidewalks or areas designated for pedestrian or bicycle traffic.

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.

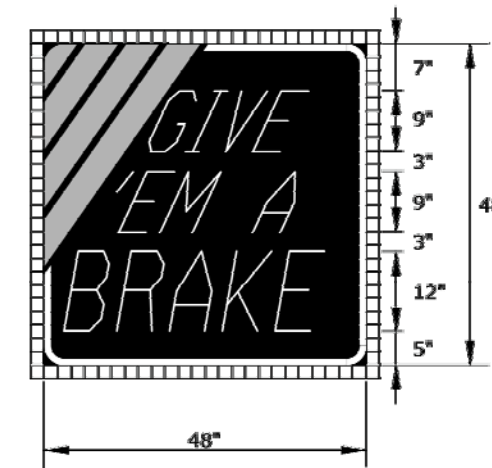
5) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.

* 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.

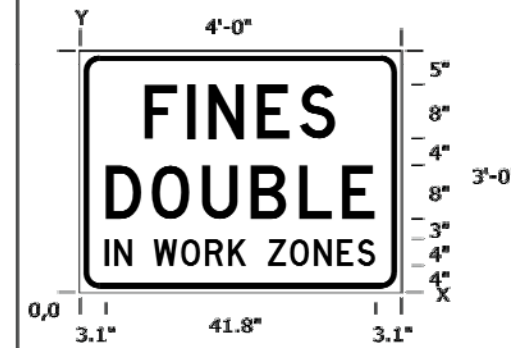


When the sign width is equal to or greater than 9', three or more wood posts may be used with a minimum of 4' between the centerline of each post. All signs less than 9' in width shall use a maximum of two wood posts.

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



KI-105a

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
LEGEND/BORDER	COLOR: BLACK
LEGEND FONT	TYPE: REFLECTIVE
STRIPES	COLOR: WHITE
	DUTCH 801 ROMAN SWC
	25 DEGREE SLANT
	TYPE: REFLECTIVE
	COLOR: ORANGE

SIGN NUMBER	FINES DOUBLE
WIDTH x HEIGHT	4'-0" x 3'-0"
BORDER WIDTH	0.5"
CORNER RADIUS	3.0"
MOUNTING	GROUND
BACKGROUND	TYPE: REFLECTIVE
LEGEND/BORDER	COLOR: WHITE
	TYPE: NON-REFLECTIVE
	COLOR: BLACK

DIMENSIONS IN INCHES

SPACINGS ARE TO START OF NEXT LETTER

Y FONT	LETTER SPACINGS															HT LEN
23.0 D	9.7	6.4	3.2	7.3	6.4	5.4	9.7									8.0
11.0 D	3.9	6.9	7.5	7.3	7.3	6.4	4.9	3.9								28.6
4.0 D	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	4.0

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.

3					
2					
1					
NO.	DATE	REVISIONS	BY	APP'D	
KANSAS DEPARTMENT OF TRANSPORTATION					
TRAFFIC CONTROL SIGN INFORMATION					
TE710					
DESIGNED BY	CHECKED BY	APPROVED BY	DATE	PROJECT NO.	TRAFFIC CONTROL SIGN INFORMATION
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RDOT Graphics Certified 06-01-2015					