Bench Marks
BM# 45 - X cut in top of T-Rail (Guard) to Pier Commence St. S. Side Overpass Elev. 108.97
BM# 48 - Wichita Standpipe S.E. Cor. Washington and Kellogg Ave. Elev. 109.19
BM# 49 - X cut in S.W. Corner Pump Island Texaco Filling Station Elev. 108.81
BM# 50 - X cut in Retaining Wall Back of Curb St. of Curb St. 66° Lt. Elev. 110.22'

Emporia Avenue Exit Ramp Under Construction as of July 1st 1960

KELLOGG AVENUE (Route)

EMPORIA AVE (Route)

TOPEKA (Radial)

B-No Plate
Note Gas Lines Marked GS are property of the Gas Service Co.
Gas Lines Marked CG are property of the Consolidated Gas Co.

Proj. No. 54-87-KSOB1(12) Sh. 3 of 8

1620'@ Vertical Curve

2072'18-End to End of Wearing Surface

ELEVATION
UNITS NO. 1, 2, 3, & 4 CONTINUOUS STEEL BEAM SPANS
ON PEDESTAL TYPE PIERS & PILE BENT TYPE ABUTS.
56 FT. ROADWAY 2-4 FT. SIDEWALKS

BENCH MARKS

B.M.#73 - Top [illegible] Elev. = 105.85
B.M.#41 - Pin [illegible] Elev. = 104.72
B.M.#44A - Iron pin in base of W.U.T. Fill, 12.5' Lt. & E. Elev. = 107.13
B.M.#44B - " " in Conc. footing Sta. 141+33, 43' Lt. Elev. = 109.15
B.M.#44C - "X" in S.W. cor. Felso Water Meter pit Elev. = 110.19
B.M.#44D - X on high point of 2nd step from E. to Elev. = 110.78
B.M.#45 - X cut in N. end of hydrant 19'E. of Elev. = 109.15
B.M.#46 - 6" pine under 3 grass E. of Elev. = 110.5 ft.
Harriman & al. Elev. = 109.31

BENCH MARKS

B.M.#44A - Iron pin in base of W.U.T. Fill, 12.5' Lt. & E. - 107.13
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Harriman & al. Elev. = 109.31

PLAN

Bur. Pub. Roads Dr.	State	Project No.	Fiscal Year	Sheet No.	Total Sheets
5	Kansas	54-87-K50 81(2)	1960	4	8

800'6" (Unit No. 3)

1820'0" (Unit No. 4)

Note: All stations are measured along ℄ of Proposed Improvement

Berm Elev. = 1149.95

-3.16% Grade

Proposed Improvement

Survey ℄

Note: Tracks to be moved by owner to give 10'0" clear distance.

50' Square by 20'0" deep electrical manhole to be constructed by grading contractor.

60'0" Untreated Timber Mat Pile

Or No Piate

Underground Telephone Cable Bell Telephone Company

Note: On all utility lines where no station or ℄ distance is given, the exact location is in doubt and should be verified from the owner.

BRIDGE NO. 54-87-26.3 STA. 139+45

CONSTRUCTION LAYOUT

KELLOGG AVENUE VIADUCT

PROJ. NO. 54-87-K,5081(2) SEDGWICK CO.

Sedgwick Dwg. No.	State	Project No.	Fiscal Year	Sheet No.	Total Sheets
5	Kansas	54-87-26.3 5001(21)	1960	5	8

437'-8" End Concrete Wearing Surface to Junction of Exit Ramp with Existing Viaduct

78'-0" — 78'-0" — 67'-2½" — 38'-0"

53'-6½"

100' V.C.
VERTICAL CURVE DATA

-5.26%

+3.02%

Ground Line

2-10 BP x 42" - 50'-0"

4-10BP x 42" - 38'-0"

4-10BP x 42" - 38'-0"

2-10 BP x 42" - 50'-0"

10-10 BP x 42" - 38'-0"

12-10 BP x 42" - 45'-0"

10-10 BP x 42" - 32'-0"

1-10 BP x 42" - 38'-0"

BM "J" 3.53' Bolt in top fire Hydrant W. Side Emporia Ave. 59.22 ℄ Existing Viaduct Sta. 29+61 Elev. 107.85

BM "D" = Cut in S. Curb N. Side Kellogg Ave. W. Side St. Francis Ave. 35.06 ℄ Exist. Viaduct - Sta. 133+36 Elev. 105.40

ELEVATION

38'-6" - 38'-6" - 38'-6" SIMPLE STEEL BEAM SPANS & 53'-6½" — 78'-0" - 78'-0" - 67'-2½" CONTINUOUS STEEL BEAM SPANS
PEDESTAL TYPE PIERS ON PILES - PILE BENT ABUTMENT
18'-0" ROADWAY

Scale 1"=20'

Remove Exist. Exit No. 2

Remove existing ℄ curb and ℄ sidewalk from Sta. 132+38.00 (East Via)

Remove existing ℄ curb and ℄ sidewalk to Sta. 135+41.00 (East Via)

Min. Vert. Clear. 14.5

Min Vert Clearance 14.9

Catch Lines of Down Ramp to be constructed as part of Future Project

Use Exit Ramp stationing is along toe of left curb Ramp Profile - use elevations and toe of left curb stationing on ℄ Existing Viaduct are as shown on Construction Layout of Kellogg Viaduct

Remove existing ℄ curb and ℄ sidewalk to Sta. 135+41.00 (East Via)

PLAN

BRIDGE NO. 54-87-26.3 STA. 32+92.11
EMPORIA AVENUE EXIT RAMP
CONSTRUCTION LAYOUT
U.S. 54 THRU WICHITA
PROJ. NO. SEDGWICK CO.

Bur. Pub. Roads Div. No.	State	Project No.	Fiscal Year	Sheet No.	Tot. Sheets
5	KANSAS	54-67-F (SCB)(12)	1960	6	8

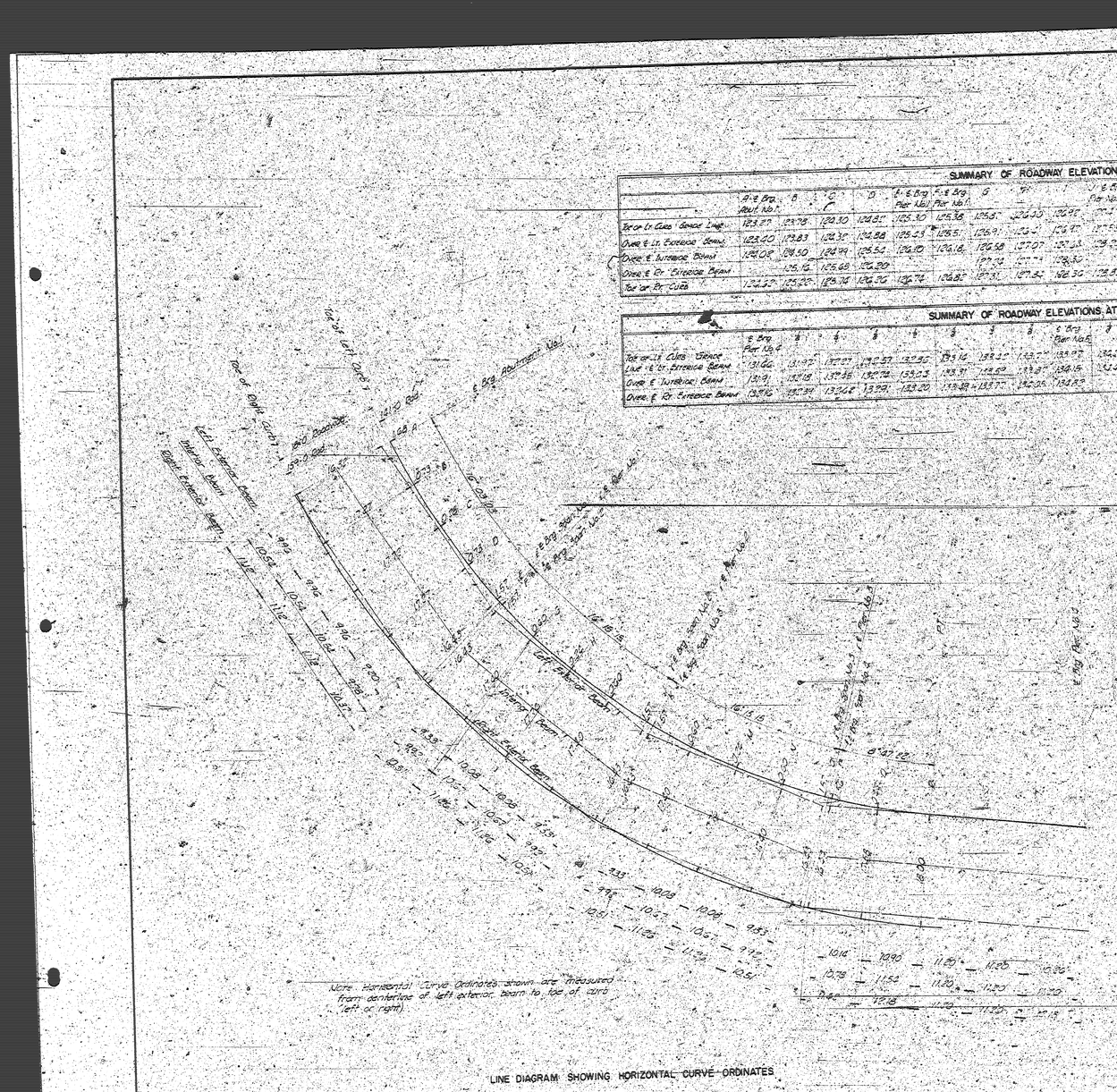
SUMMARY OF ROADWAY ELEVATIONS AT POINTS DESIGNATED - ABUTMENT NO. 1 TO PIER NO. 4

	A-℄ Brg. Abut. No.1	B	C	D	E-℄ Brg. Pier No.1	F-℄ Brg. Pier No.1	G	H	I-℄ Brg. Pier No.2	K-℄ Brg. Pier No.2	L	M	N	O-℄ Brg. Pier No.3	P-℄ Brg. Pier No.3	Q	R	S	T	℄ Brg. Pier No.4
Toe or Lt. Curb "Fence Line"	133.27	129.78	129.30	129.82	130.30	129.36	129.83	130.37	130.89	130.41	129.47	129.99	130.51	129.59	129.08	129.59	129.97	130.41	130.86	131.29	131.65
Over ℄ Lt. Exterior Beam	129.00	129.83	129.37	129.88	130.41	129.55	129.97	130.51	131.03	130.55	129.61	130.13	130.65	129.73	129.22	129.73	130.11	130.55	130.98	131.40	131.76
Over ℄ Interior Beam	129.08	129.50	129.04	129.54	130.10	129.18	129.58	130.07	130.59	130.18	129.28	129.78	130.30	129.38	128.87	129.38	129.76	130.17	130.62	131.05	131.41
Over ℄ Rt. Exterior Beam		126.16	125.69	126.20		127.03	127.44	127.93	128.45	128.03	127.13	127.61	128.13	127.21	126.71	127.21	127.59	128.03	128.48	128.91	129.27
Toe or Rt. Curb	132.52	125.20	125.74	126.25	126.74	126.82	127.21	127.82	128.30	127.88	126.98	127.46	127.98	127.06	126.56	127.06	127.44	127.88	128.33	128.76	129.12

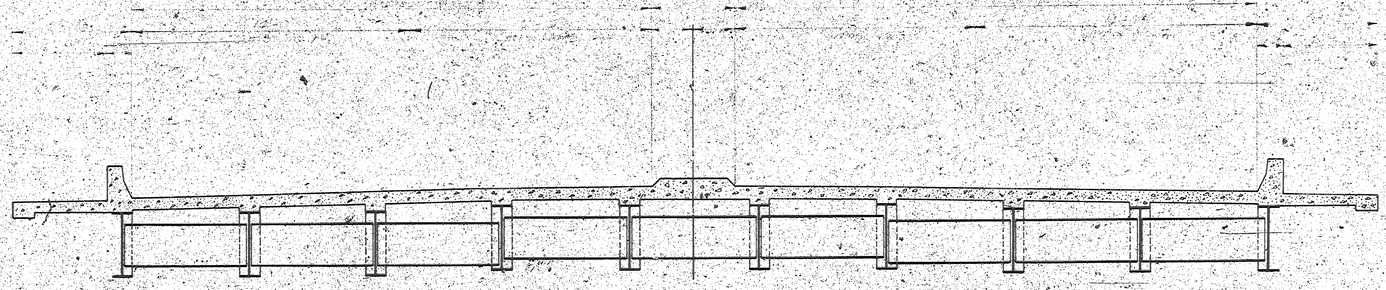
SUMMARY OF ROADWAY ELEVATIONS AT EIGHTH SPAN POINTS - PIER NO. 4 TO PIER NO. 7

	℄ Brg. Pier No.4	1	2	3	4	5	6	7	℄ Brg. Pier No.5	1	2	3	4	5	6	7	℄ Brg. Pier No.6	1	2	3	4	5	6	7	℄ Brg. Pier No.7
Toe or Lt Curb "Fence Line"	131.65	131.97	132.27	132.53	132.82	133.16	133.45	133.71	133.97	134.25	134.52	134.79	135.05	135.31	135.52	135.82	136.00	132.27	132.48	132.68	132.89	133.08	133.27	133.46	133.65
Line ℄ Lt. Exterior Beams	131.41	131.97	132.27	132.53	132.82	133.16	133.45	133.71	133.97	134.25	134.52	134.79	135.05	135.31	135.52	135.82	136.00								
Over ℄ Interior Beam	131.41	131.98	132.28	132.54	132.83	133.17	133.46	133.72	133.98	134.26	134.53	134.80	135.06	135.32	135.53	135.83	136.01								
Over ℄ Rt. Exterior Beam	131.76	132.34	132.64	132.91	133.20	133.53	133.82	134.08	134.34	134.62	134.89	135.16	135.42	135.68	135.89	136.19	136.37								

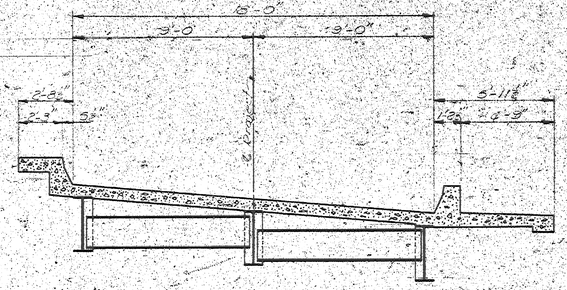
Slope ¼ per ft. | Superelevation Transition, Superelevate 2.00 per ft. | Superelevation Transition | Slope ¼ per ft. normal to ℄ of Exist. Via.


Top of Left Curb
Top of Right Curb
℄ Brg. Abutment No.1
Left Exterior Beam
Left Interior Beam
Right Interior Beam
Right Exterior Beam

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS		1950	7	



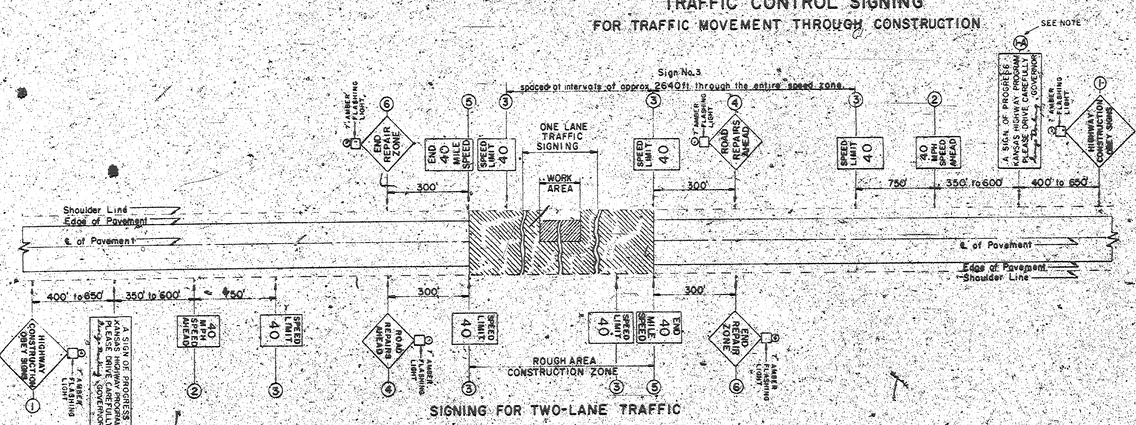
Kellogg Street Viaduct

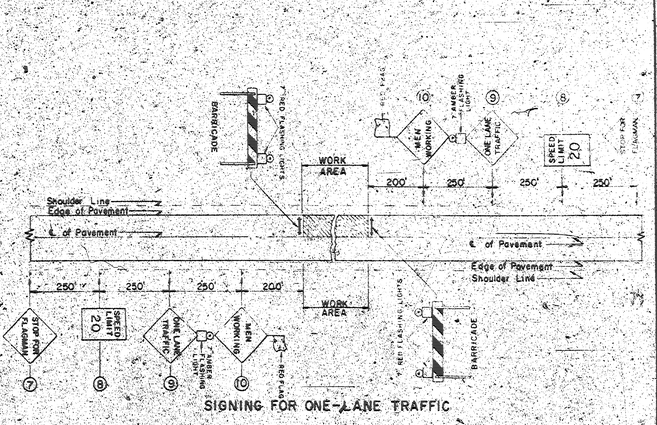


TYPICAL SECTION
THRU EXPANSION JOINT

TRAFFIC CONTROL SIGNING

FOR TRAFFIC MOVEMENT THROUGH CONSTRUCTION





NOTE: ON PORTIONS OF THE PROJECT WHERE NO WORK HAS STARTED OR WHERE WORK IS COMPLETED, NO SPECIAL SIGNING (OTHER THAN NORMALLY USED) IS NEEDED.

NOTE: SIGN No. I-A, TO BE FURNISHED AND ERECTED BY OTHERS.

GENERAL NOTES

SIGNING FOR TWO-LANE TRAFFIC is to be used to protect that part of the project under construction.

SIGNING FOR ONE-LANE TRAFFIC is to be used in addition to "Signing for Two-Lane Traffic" at locations where traffic is limited to one lane (concrete patching, finishing machines, etc.). If the only work in progress on the project limits traffic to one lane, Signs No. 1, 2, and 6 shall be used in addition to signs for one-lane traffic. FLAGMEN SHALL BE USED at one-lane traffic locations.

SIGNING DETAILS (For Two-Lane Traffic)

Sign No. 1, Special 48"X 48" reflectorized sign, legend "HIGHWAY CONSTRUCTION OBEY SIGNS" is to be erected 1,500 to 2,000 feet in advance of each end of construction work, depending on the terrain, and is to be moved ahead as work progresses. An amber flashing warning light shall be maintained on top of this sign at night.

Sign No. I-A, Special, 72"X 36", plain painted sign, black background with white legend "A SIGN OF PROGRESS KANSAS HIGHWAY PROGRAM PLEASE DRIVE CAREFULLY GEORGE DOCKING, GOVERNOR" is to be erected 1,100 to 1,350 feet in advance of each end of construction work.

Sign No. 2, Special 24"X 36" reflectorized sign, legend "40 MPH SPEED AHEAD" is to be erected 750 feet in advance of the beginning of the speed zone, and is to be moved ahead as work progresses.

Sign No. 3, R-2, 18"X 24" reflectorized sign, legend "SPEED LIMIT 40" is to be erected at the beginning of the speed zone and at intervals of approximately 2,640 feet through the entire speed zone, and is to be moved or removed as work progresses. Higher or lower speed limits should be used as conditions warrant.

Sign No. 4, W-36, 24"X 24" reflectorized sign, legend "ROAD REPAIRS AHEAD" is to be erected 300 feet in advance of each end of all rough areas, and is to be moved or removed when rough areas change locations or conditions. An amber flashing warning light shall be maintained on top of this sign at night.

Sign No. 5, R-5, 18"X 24" reflectorized sign, legend "END 40 MILE SPEED" is to be erected at the end of the construction zone, and is to be moved as work progresses.

Sign No. 6, W-37, 24"X 24" reflectorized sign, legend "END REPAIR ZONE" is to be erected past each end of construction zone, and is to be moved as work progresses. An amber flashing warning light shall be maintained on top of this sign at night.

SIGNING DETAILS (For One-Lane Traffic)

Signs No. 7, 8, 9, 10 shall be removed or advanced when work in area is open to two-lane traffic.

Sign No. 7, Special 30"X 30" plain painted sign, legend "STOP FOR FLAGMAN" is to be erected 950 feet in advance of the beginning of the work area whenever flagmen are used.

Sign No. 8, R-2, 18"X 24" reflectorized sign, legend "SPEED LIMIT 20" is to be erected 700 ft. in advance of the beginning of the work area.

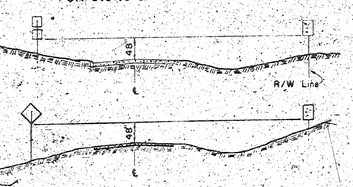
Sign No. 9, W-23-1, 24"X 24" reflectorized sign, legend "ONE LANE TRAFFIC" is to be erected 450 ft. in advance of the beginning of the work area. An amber flashing light shall be maintained on top of this sign at night.

Sign No. 10, W-26, 24"X 24", plain painted sign, legend "MEN WORKING" is to be erected 200 ft. in advance of the beginning of the work area with a red flag mounted on top of this sign. This sign shall be used only when men are working on foot in the work area and shall be removed when equipment only is working, and at all times when work is not in progress.

Signs No. 7 and 10, shall be reflectorized when used at night.

ALL FLASHING WARNING LIGHTS used on top of signs shall have an amber lens minimum dia. 7". All flashing warning lights used on barricades placed in the traveled way shall have a red lens minimum dia. 7". All flashing warning lights placed on barricades over an open trench or windrow adjacent to the traveled way shall have two amber lenses minimum dia. 7", so flashing light can be seen in two directions. They shall be erected so flasher light is a minimum of 36" above top of surface edge and at 100 to 500 ft. intervals as instructed by Resident Engineer. All flasher lights shall be battery operated and regulated to flash 50 to 55 times per minute. The length of dwell shall not be less than 25 % on time.

ALTERNATE LATERAL LOCATIONS FOR SIGNS & ROUTE MARKERS



NOTES

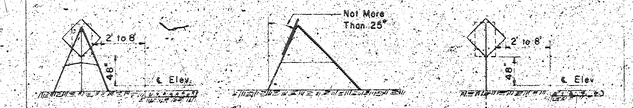
Signs and Markers may be erected on a portable mount, or post, at alternate locations whenever the work being performed will not permit placing the Sign or Marker at normal locations. The alternate locations for Signs and Markers shall be used only while work is in progress on the shoulder. All Signs and Markers shall be erected at their normal locations immediately after the shoulder work has been completed or when work is to be discontinued for two days or more.

HEIGHT & LATERAL LOCATIONS FOR SIGN NO. I & I-A

REAR VIEW SKID MOUNT — SIDE VIEW OF SKID MOUNT — REAR VIEW OF TWO POST MOUNT

NOTE: Sign No. I and I-A may be mounted on portable skid or two post mount.

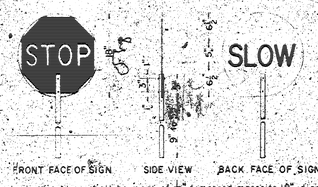
HEIGHT & LATERAL LOCATIONS FOR SIGNS NO. 2 TO 10 INC.



REAR VIEW OF EASEL MOUNT — SIDE VIEW OF EASEL MOUNT — REAR VIEW OF ONE POST MOUNT

NOTE: Signs No. 2 to 10 inc. may be mounted on portable easel or one post mount.

HAND SIGNING SIGN



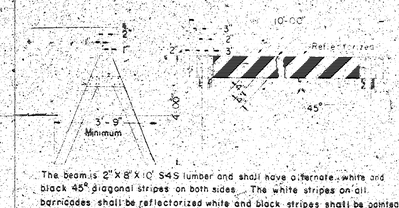
FRONT FACE OF SIGN — SIDE VIEW — BACK FACE OF SIGN

The hand signaling sign shall be made of ¼" tempered masonite 18" diameter smooth on both sides. The sign handle shall be 14" in length when held in the hand, and 60" when held in hand and supported on road surface.

The color on the octagon face of the STOP side of the sign shall be Standard Signal Red, pure white letters and border. The color of the SLOW face of the sign shall be Highway Yellow, black letters. The letters shall be 5" series "D" Standard Alphabet for highway signs, with a $\frac{25}{32}$" width stroke.

This sign to be reflectorized when used at night.

DETAILS FOR CONSTRUCTION OF PORTABLE BARRICADE



The beam is 2"X 8"X 10' S4S lumber and shall have alternate white and black 45° diagonal stripes on both sides. The white stripes on all barricades shall be reflectorized white and black stripes shall be painted black. The standards are 2"X4" rough lumber, plain painted white.

STATE HIGHWAY COMMISSION OF KANSAS

CONSTRUCTION TRAFFIC CONTROL DEVICES & LOCATION

STD NO. 745.2 REVISED AUG. 2, 1960

	NONE			
JFB	JFB	JFB	JFB	GR
JFB	JFB	JFB		