

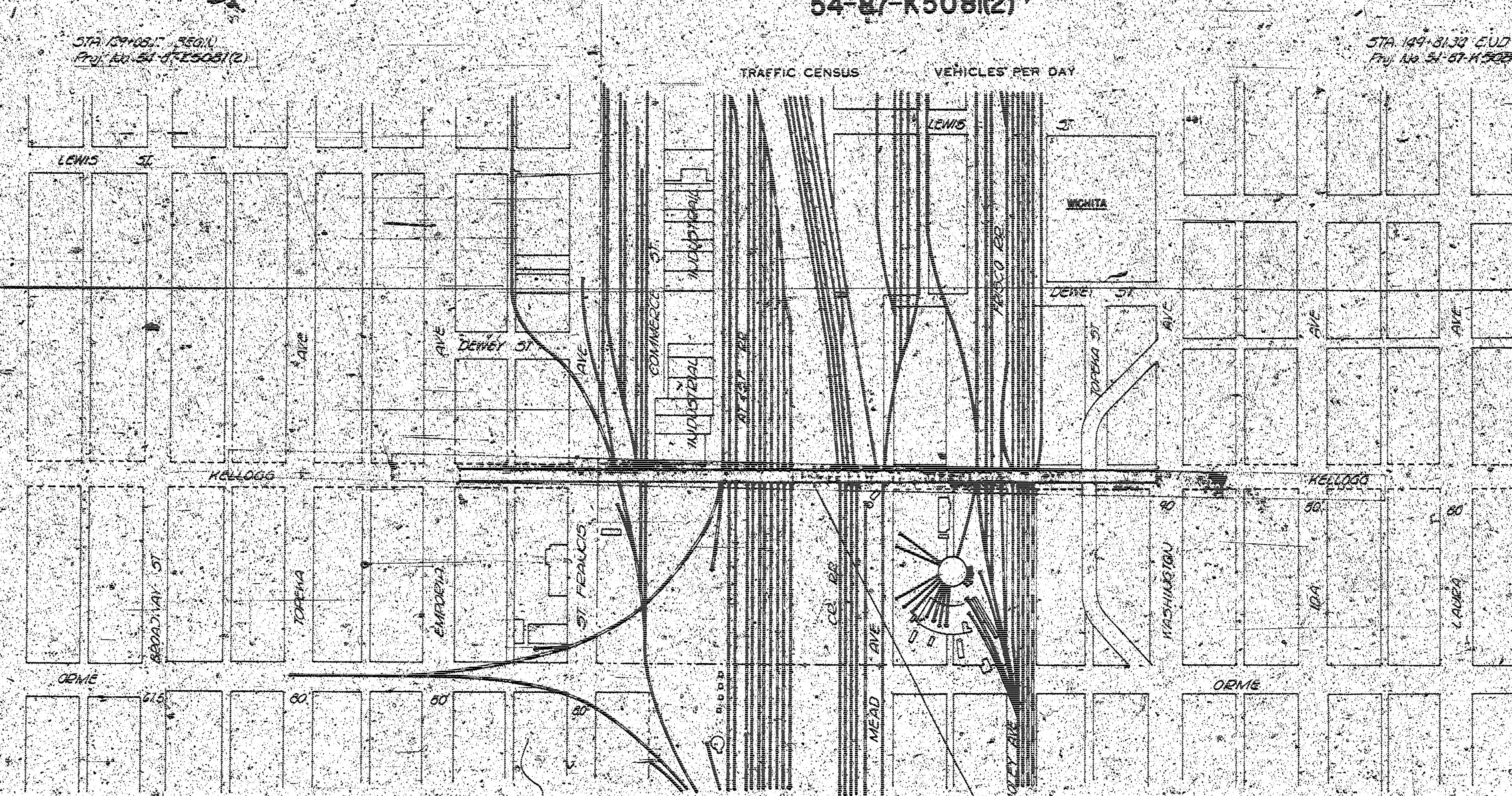
STATE OF KANSAS
STATE HIGHWAY COMMISSION

DESIGNED BY	DATE	BY	DATE	BY	DATE
ENGINEER	5-17-50	1950	1	5	

INDEX OF SHEETS

SHEET NO.	1	Title Sheets
	2-4	Construction Layout, Earthwork Viaduct
	5	Construction Layout, Embankment, Road Home
	6	Auxiliary Details
	7	Cross Section Details
	8	Traffic Control

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
KANSAS PROJECT
54-87-K508(2)



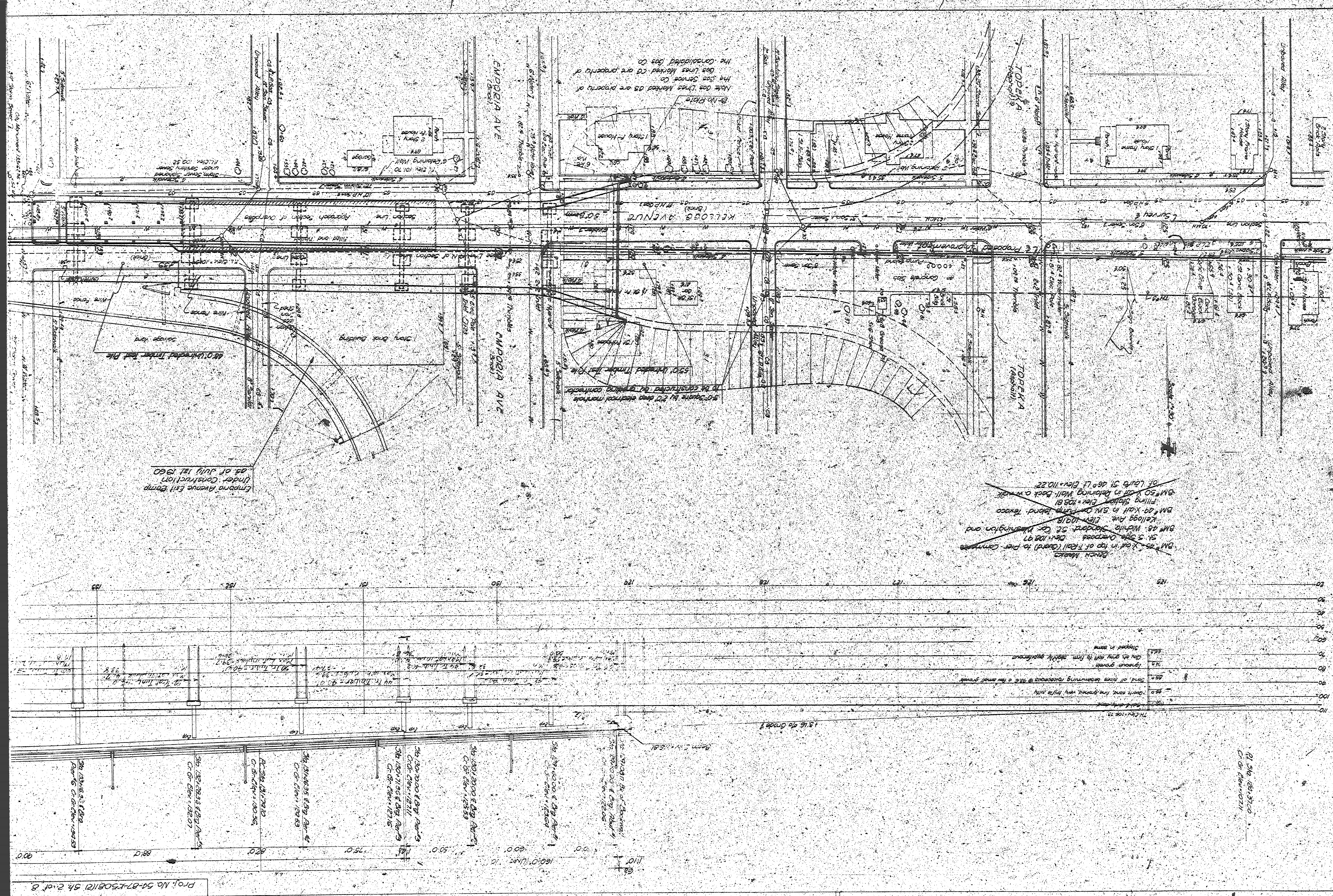
NOTE: TRAFFIC TO BE CARRIED THROUGH CONSTRUCTION

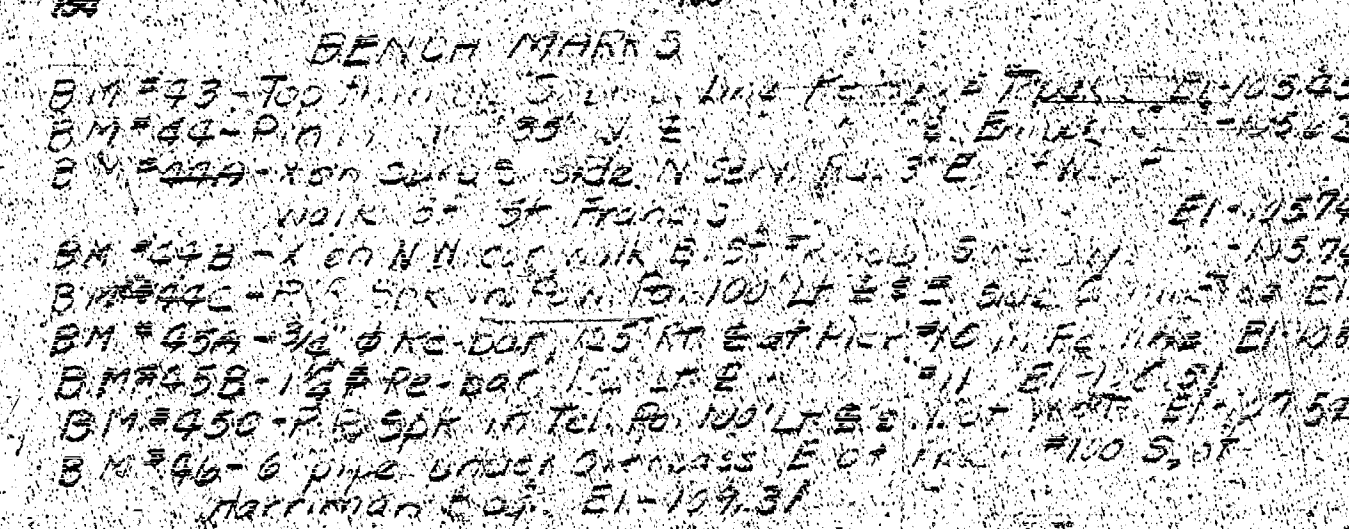
CONVENTIONAL SIGNS

COUNTY LINE	RETAINING WALL
CITY, VILLAGE, OR BOROUGH	BASE OR SURVEY LINE
STATE OR NATIONAL LINE	LEVEL
TOWNSHIP LINE	CULVERTS
SECTION LINE	DROP INLETS
GRANT LINE	TROLLEY POLE
FENCE LINE	POWER LINE
GUARD FENCE	TELEPHONE OR TELEGRAPH LINE
UNFENCED PROPERTY	MARSH
RIGHT OF WAY LINE	HEDGE
TRAVELLED WAY	TREES
RAILROADS	GRADE ELEVATION

GROSS LENGTH OF PROJECT	2073.17	FT.
NET LENGTH OF PROJECT	2073.17	FT.
NET LENGTH OF BRIDGES	2073.17	FT.
NET LENGTH OF ROAD	2073.17	FT.
EXCEPTIONS	NONE	
ADDITIONS	NONE	
NET LENGTH OF PROJECT	2073.17	FT.
NET LENGTH OF BRIDGES	2073.17	FT.
NET LENGTH OF ROAD	2073.17	FT.

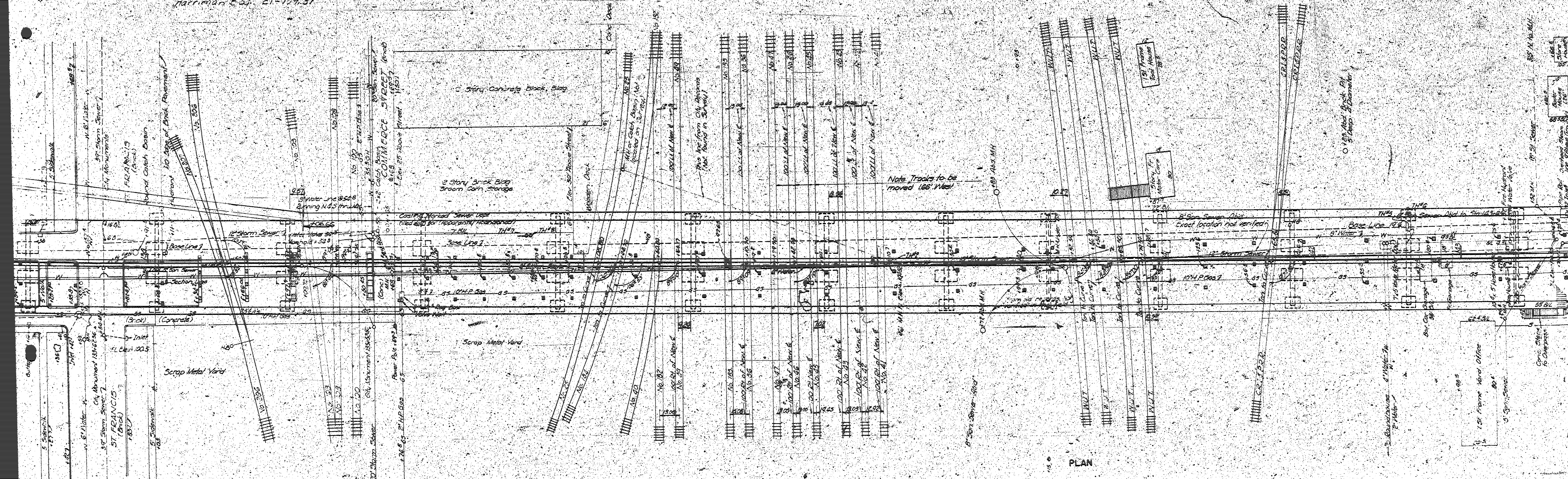
RECOM. FOR APPROVAL DATE	RECOM. FOR APPROVAL DATE
ENGINEER OF DESIGN STATE HIGHWAY COMMISSION OF KANSAS	DISTRICT ENGINEER BUREAU OF PUBLIC ROADS DEPARTMENT OF COMMERCE
APPROVED DATE	APPROVED DATE
STATE HIGHWAY ENGINEER STATE HIGHWAY COMMISSION OF KANSAS	DIVISION ENGINEER BUREAU OF PUBLIC ROADS DEPARTMENT OF COMMERCE



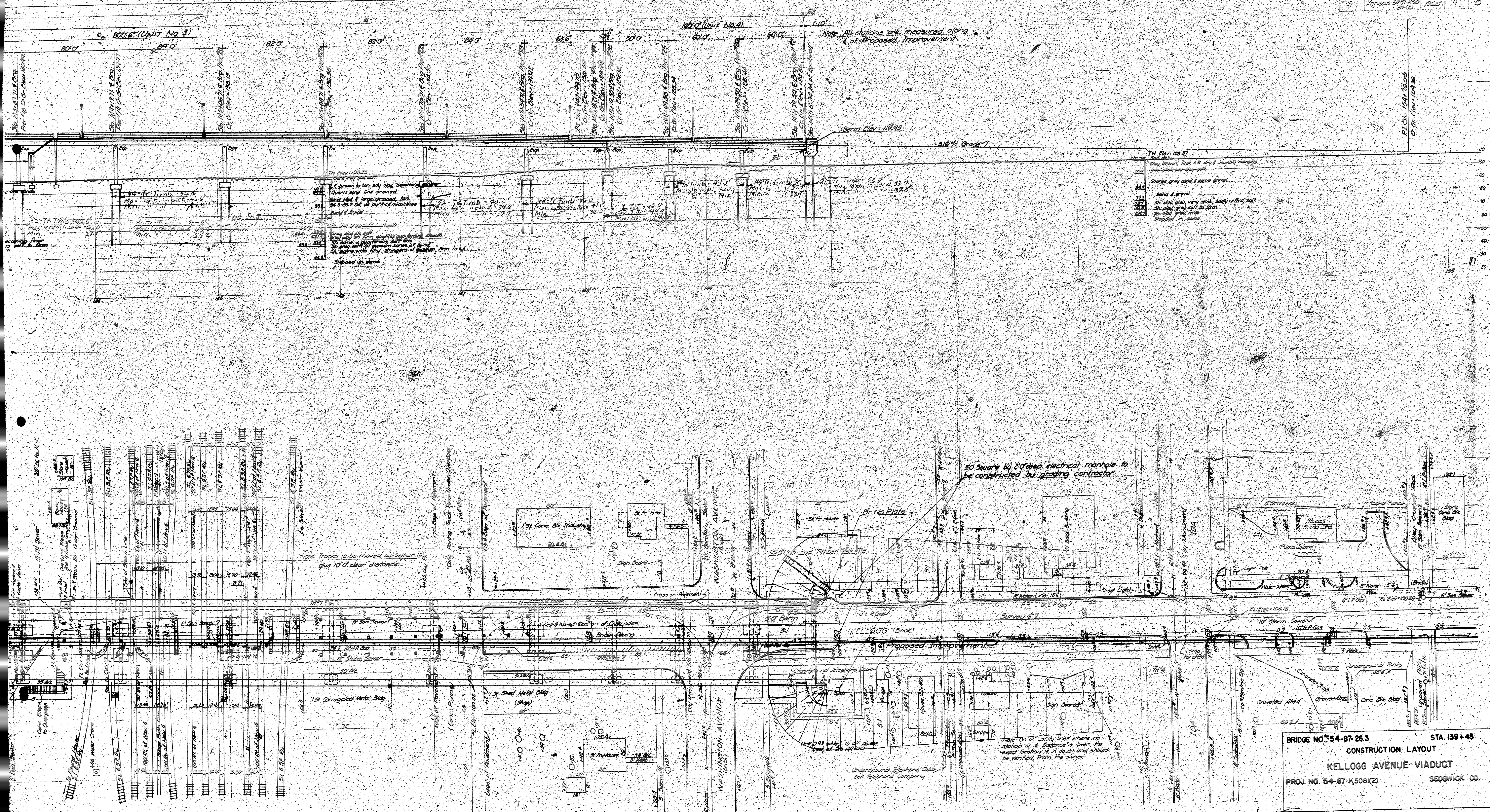


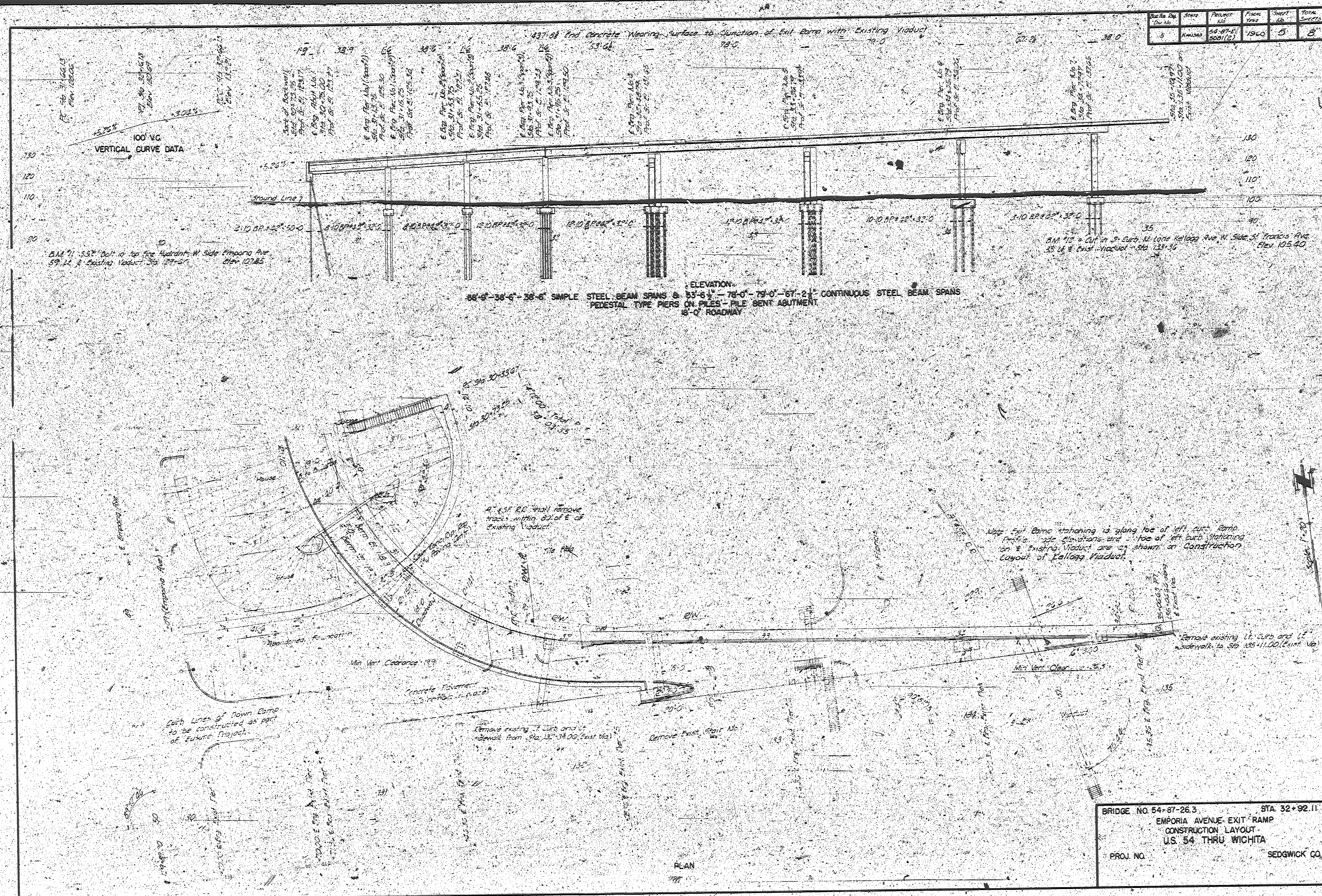
BENCH MARKS

B.M. = 968 - Iron pin at base of W.U.T. Fill, 75' L.E. El. = 107.13
B.M. = 968 - " " " " Conc. facing Sta. 19+33.43' El. = 109.15
B.M. = 968 - X in E.W. Gas Feed water to pump motor, 1 mile N.
B.M. = 968 - X on brick pier at dead end of rd. SW corner of
warehouse. Approx. Sta. 19+50' El. = 109.75
B.M. = 51 - A cut in fence of pump 1918 H.P. El. = 109.15



BRIDGE NO. 54-87-26.3 STA. 139+45
CONSTRUCTION LAYOUT
KELLOGG AVENUE VIADUCT
PROJ. NO. 54-87-K508(2) SEDGWICK CO.





Plan No.	Sheet No.	Project No.	Scale	Drawn By	Checked By
5	10	1000	1"=100'	J. H. Smith	J. H. Smith

SUMMARY OF ROADWAY ELEVATIONS AT POINTS DESIGNATED-ABUTMENT NO. 1 TO PIER NO. 4																			
Point	Station	Elevation	Point	Station	Elevation	Point	Station	Elevation	Point	Station	Elevation	Point	Station	Elevation	Point	Station	Elevation	Point	Station
Abutment No. 1	1+00	123.25	Pier No. 2	1+50	123.30	Pier No. 3	2+00	123.35	Pier No. 4	2+50	123.40	Pier No. 5	3+00	123.45	Pier No. 6	3+50	123.50	Pier No. 7	4+00
Abutment No. 1	1+00	123.25	Pier No. 2	1+50	123.30	Pier No. 3	2+00	123.35	Pier No. 4	2+50	123.40	Pier No. 5	3+00	123.45	Pier No. 6	3+50	123.50	Pier No. 7	4+00
Abutment No. 1	1+00	123.25	Pier No. 2	1+50	123.30	Pier No. 3	2+00	123.35	Pier No. 4	2+50	123.40	Pier No. 5	3+00	123.45	Pier No. 6	3+50	123.50	Pier No. 7	4+00
Abutment No. 1	1+00	123.25	Pier No. 2	1+50	123.30	Pier No. 3	2+00	123.35	Pier No. 4	2+50	123.40	Pier No. 5	3+00	123.45	Pier No. 6	3+50	123.50	Pier No. 7	4+00
Abutment No. 1	1+00	123.25	Pier No. 2	1+50	123.30	Pier No. 3	2+00	123.35	Pier No. 4	2+50	123.40	Pier No. 5	3+00	123.45	Pier No. 6	3+50	123.50	Pier No. 7	4+00
Abutment No. 1	1+00	123.25	Pier No. 2	1+50	123.30	Pier No. 3	2+00	123.35	Pier No. 4	2+50	123.40	Pier No. 5	3+00	123.45	Pier No. 6	3+50	123.50	Pier No. 7	4+00
Abutment No. 1	1+00	123.25	Pier No. 2	1+50	123.30	Pier No. 3	2+00	123.35	Pier No. 4	2+50	123.40	Pier No. 5	3+00	123.45	Pier No. 6	3+50	123.50	Pier No. 7	4+00
Abutment No. 1	1+00	123.25	Pier No. 2	1+50	123.30	Pier No. 3	2+00	123.35	Pier No. 4	2+50	123.40	Pier No. 5	3+00	123.45	Pier No. 6	3+50	123.50	Pier No. 7	4+00
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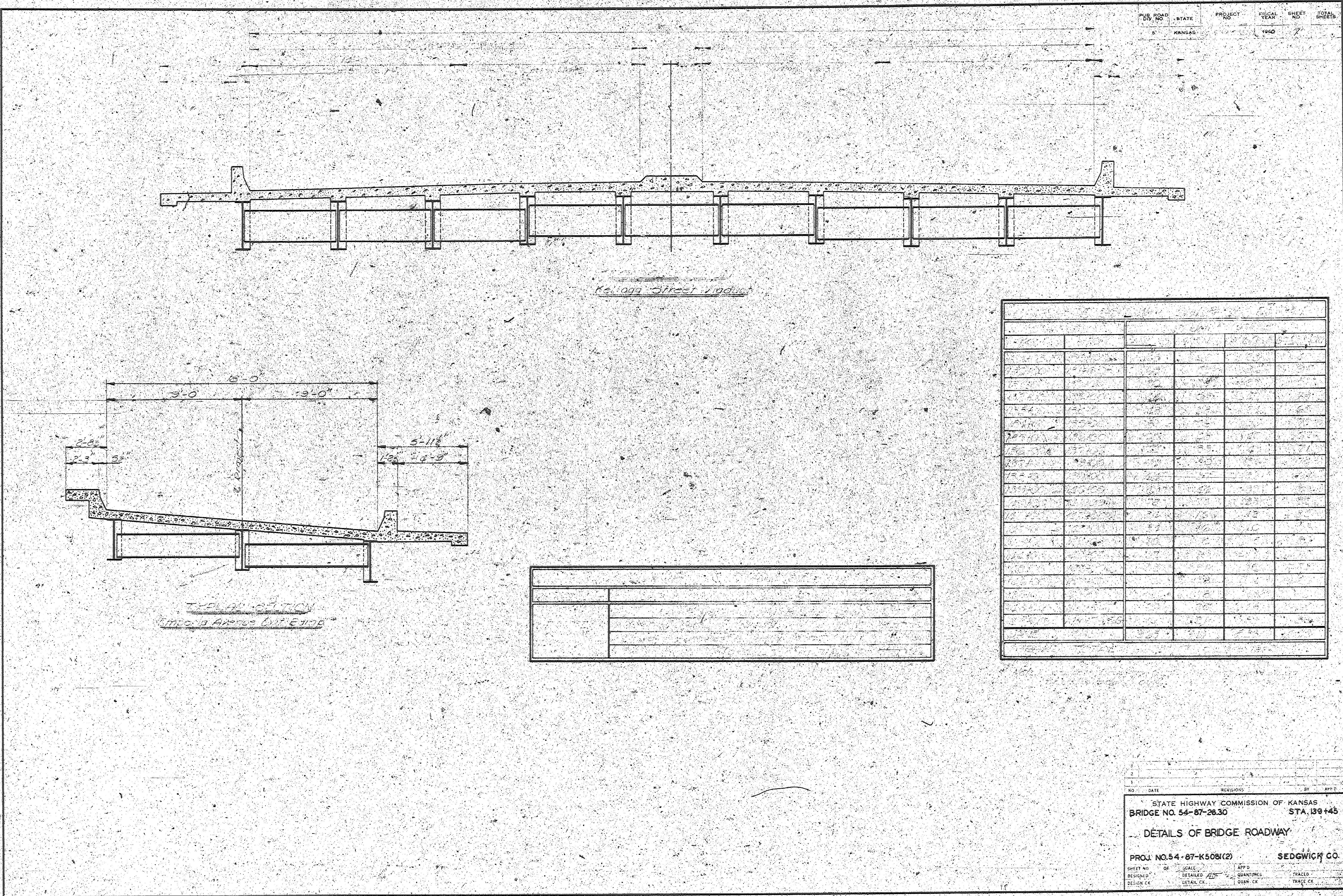
Note: Horizontal Curve Ordinates shown are measured from centerline of left exterior beam to top of curb (left or right).

LINE DIAGRAM SHOWING HORIZONTAL CURVE ORDINATES

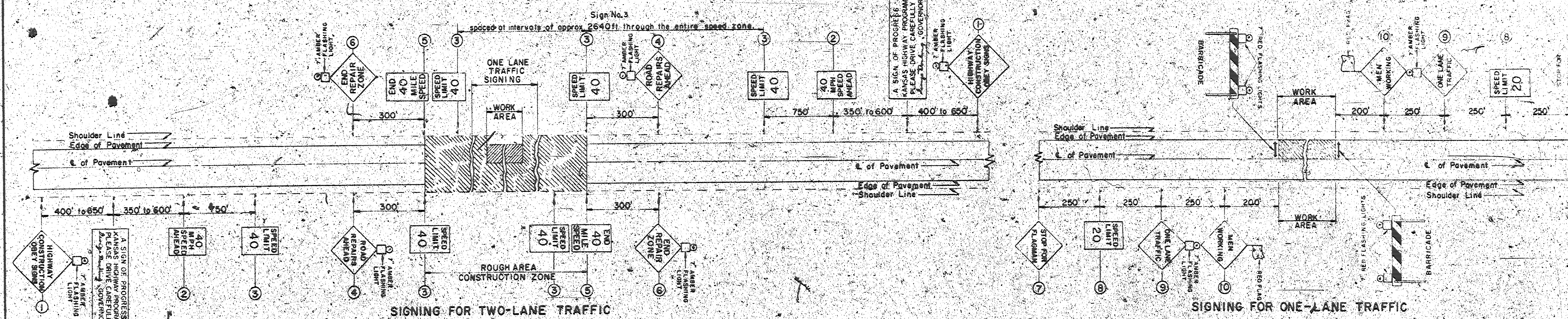
Note: Elevation of Bridge Viaduct is 100.0 with a total crown of 4' obtained with a 1' parabolic curve in 4' and a slope of 1' per ft for 100'.

PROFILE OF EXISTING KELLOGG AVE VIADUCT

BRIDGE NO. 54-87-263
 EMPORIA AVENUE EXIT RAMP
 AUXILIARY DETAILS
 U.S. 54 THRU WICHITA
 PROJ. NO. SEDGWICK CO.



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.

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.

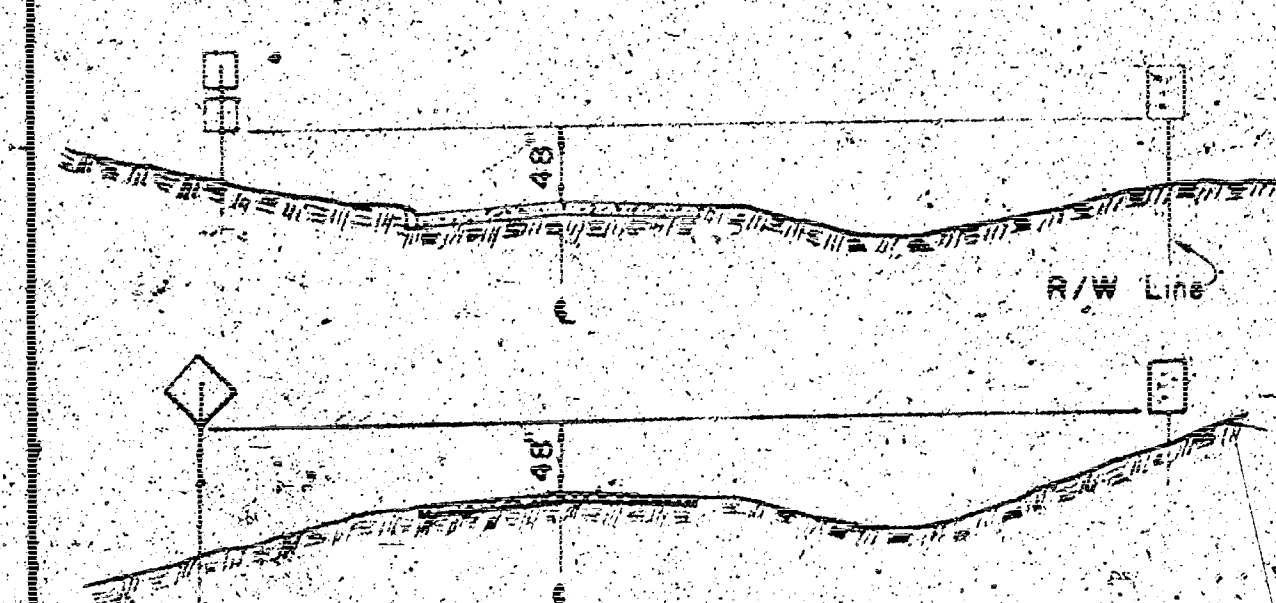
NOTE: SIGN NO. 1-A, TO BE FURNISHED AND ERECTED BY OTHERS.

Sign No. 1-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.

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 feet in advance of the beginning of the work area.

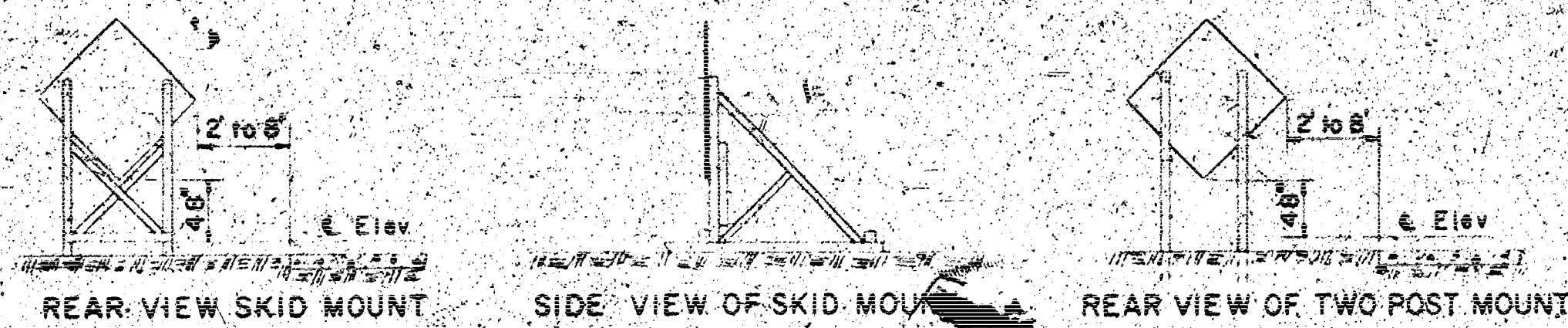
Sign No. 9, W-231, 24" x 24" reflectorized sign, legend "ONE LANE TRAFFIC" is to be erected 450 feet in advance of the beginning of the work area. An amber flashing light shall be maintained on top of this sign at night.
Sign No. 10, W-26, 24" x 24" plain painted sign, legend "MEN WORKING" is to be erected 200 feet 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 flashing 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



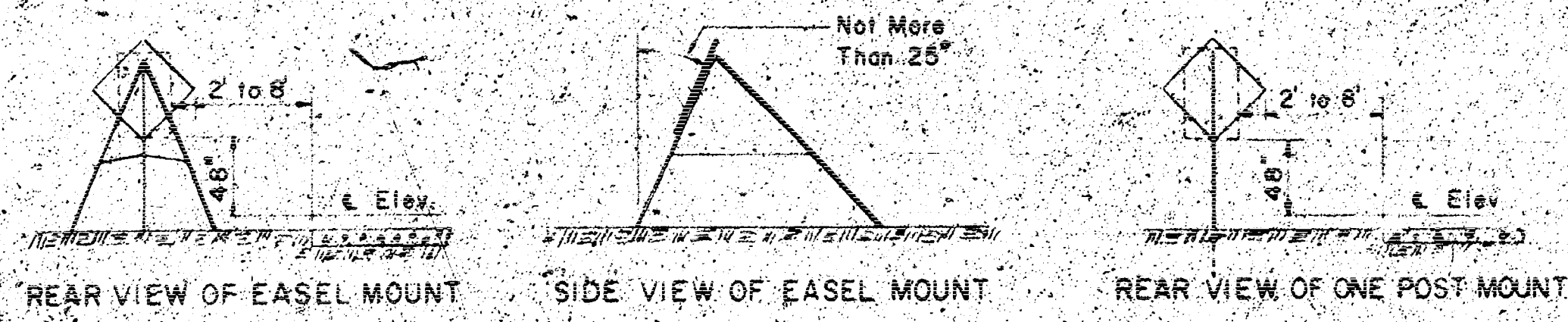
NOTES
Signs and Markers may be erected on a portable mount, or post, at alternate locations whenever the work being performed will not permit placing the Sign or Marker at normal locations. The alternate locations for Signs and Markers shall be used only while work is in progress on the shoulder. All 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. 1 & 1-A



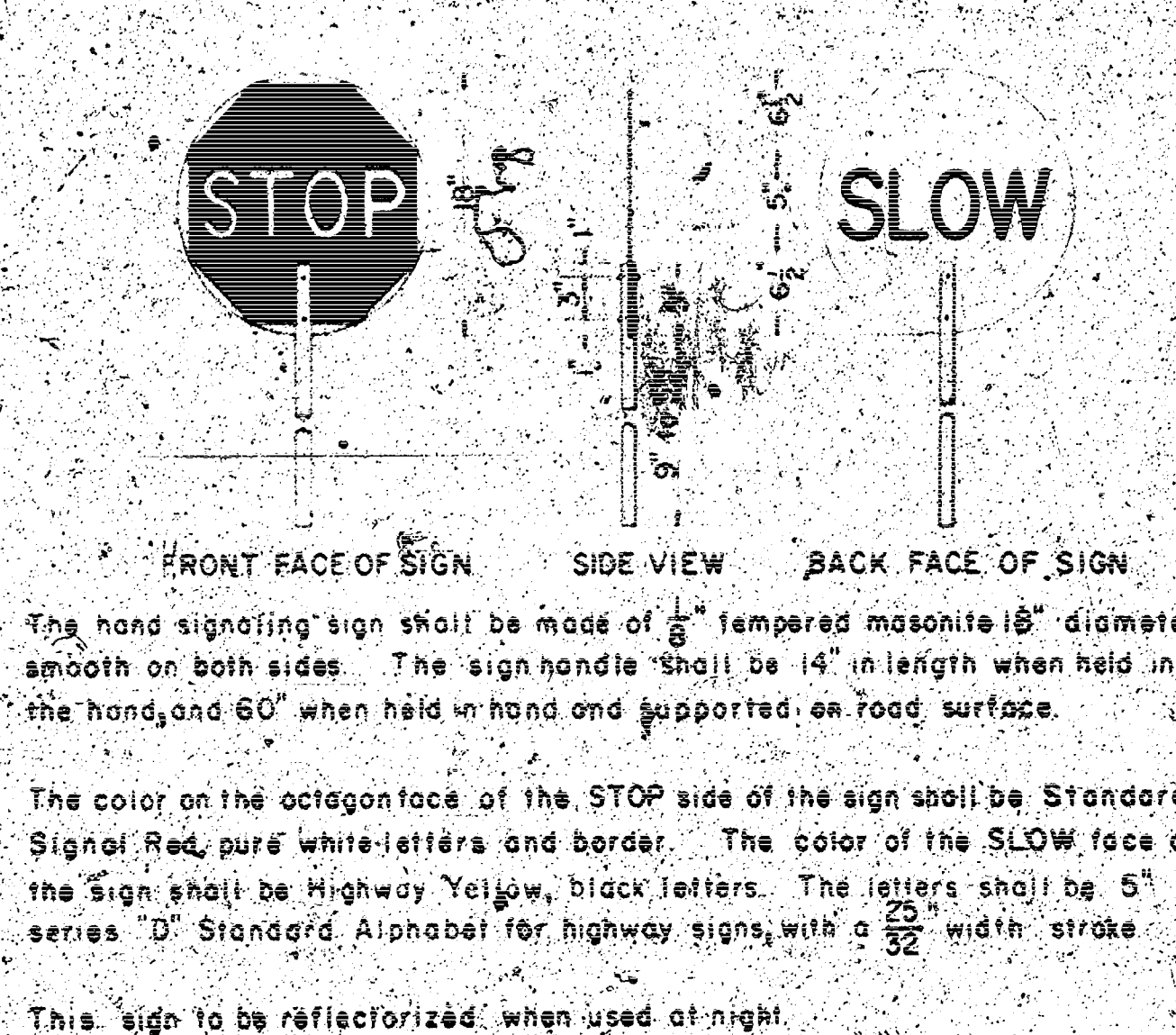
NOTE: Sign No. 1 and 1-A may be mounted on portable skid or two-post mount.

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

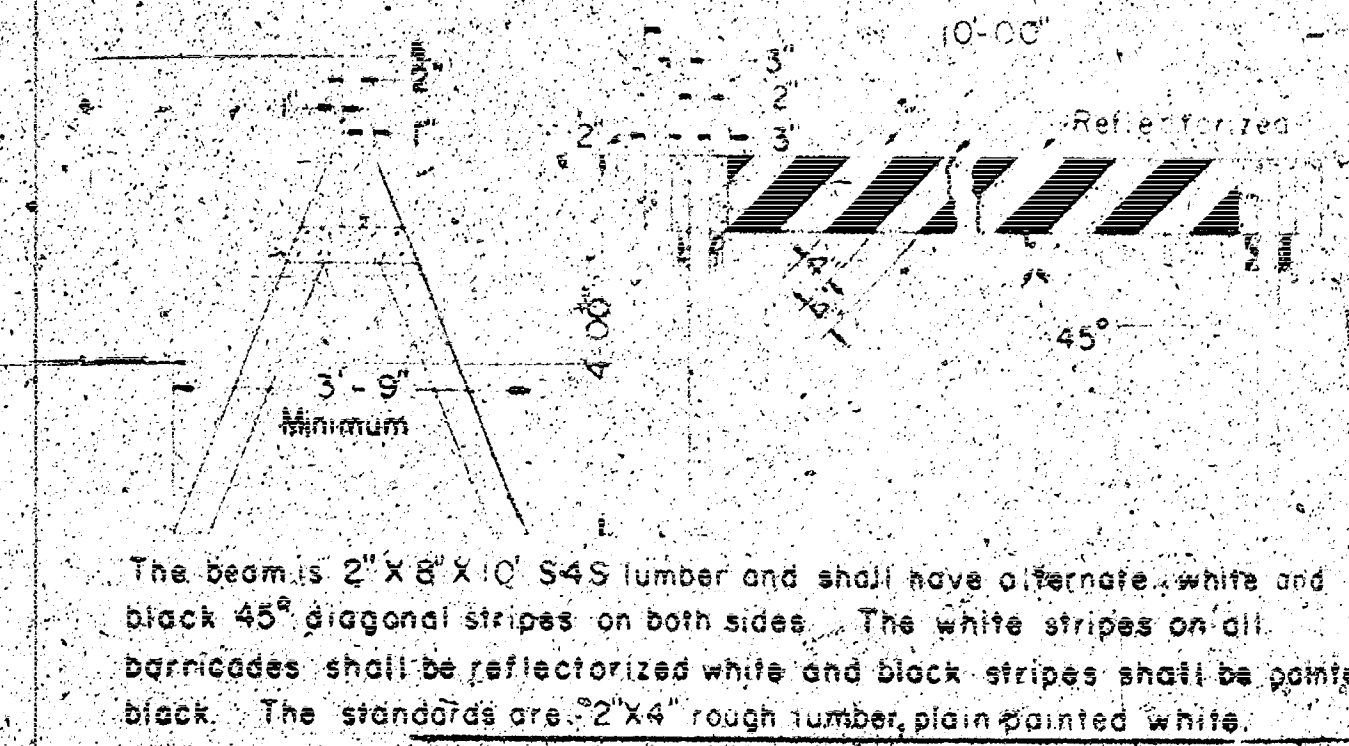


NOTE: Signs No. 2 to 10 inc. may be mounted on portable easel or one-post mount.

HAND SIGNING SIGN



DETAILS FOR CONSTRUCTION OF PORTABLE BARRICADE



STATE HIGHWAY COMMISSION OF KANSAS
CONSTRUCTION
TRAFFIC CONTROL
DEVICES & LOCATION
STD NO. 745.2 REVISED AUG. 2, 1960
JFB JFB JFB JFB