STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	615	1055

PROJ. 54-87 KA-2382-01
NHPP-A238(201)

GRADING
SURFACING
CONCRETE PAVEMENT
STORM SEWER
SANITARY SEWER
WATERLINE
WALLS
BRIDGES
SEEDING
SODDING
ROADSIDE IMPROVEMENT
LIGHTING
TRAFFIC SIGNALIZATION
ITS
SIGNING
PAVEMENT MARKING

INDEX OF SHEETS

VOLUME 1 - ROADWAY
VOLUME 2 - DRAINAGE, SEWER, WATER
VOLUME 3 - RETAINING WALLS, BRIDGES
VOLUME 4 - SUMMARY OF QUANTITIES, POLLUTION CONTROL LANDSCAPING, LIGHTING, SIGNAL, ITS
VOLUME 5 - PAVEMENT MARKING, SIGNING, CONSTRUCTION SEQUENCE, TRAFFIC CONTROL, RIGHT-OF-WAY
VOLUME 6 - CROSS SECTIONS
SEE SHEET NO. 616 FOR INDEX SHEET

STATE OF KANSAS

DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED

STATE HIGHWAY

FEDERAL AID PROJECT

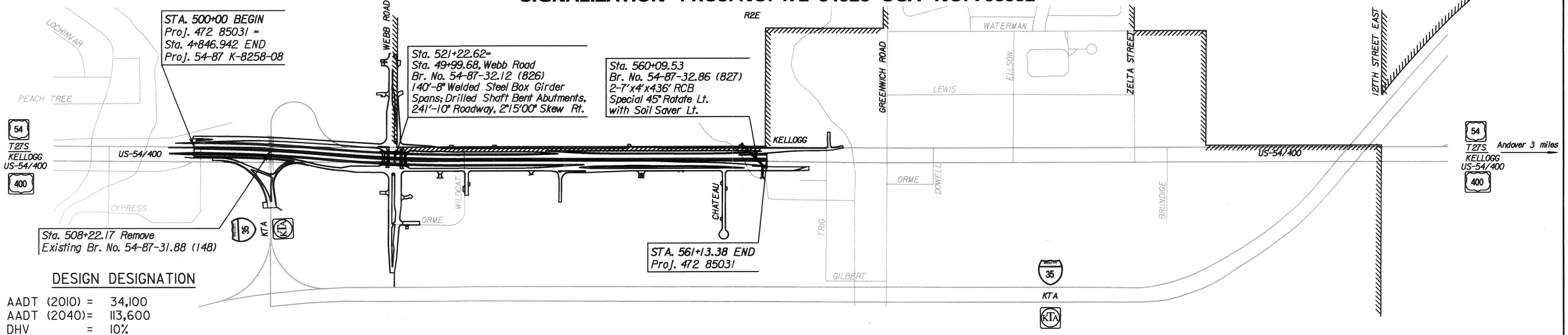
CITY OF WICHITA

SEDGWICK COUNTY

EAST KELLOGG (US-54/400) – WEBB/KTA INTERCHANGE

PAVING PROJ. NO. 472-85031 OCA NO. 705011
SEWER PROJ. NO. 468-84876 OCA NO. 624107
WATER PROJ. NO. 448-90591 OCA NO. 635815
SIGNALIZATION PROJ. NO. 472-84926 OCA NO. 766332

SCALE
500' 0 500' 1000'

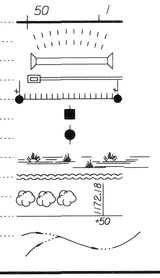


DESIGN DESIGNATION

AADT (2010)	=	34,100
AADT (2040)	=	113,600
DHV	=	10%
D	=	0.5 (EB)
T	=	7%
V	=	70 MPH (US54)
V	=	40 MPH (FR. RDS. & SIDEROADS)
C of A	=	FULL
Clear Zone	=	6' FROM BACK OF CURB (FR. RDS. & SIDEROADS)
Clear Zone	=	34' (US-54)

CONVENTIONAL SIGNS

COUNTY LINE
CITY LIMITS
STATE OR NATIONAL LINE
TOWNSHIP, SECTION or GRANT LINE
PROPERTY LINE
HIGHWAY FENCE
EXISTING FENCE
GUARD FENCE
CONSTRUCTION LIMITS
RIGHT OF WAY LINE
TRAVELED WAY
RAILROADS
CENTER LINE OF PROJECT
TERRACE
CULVERTS
DROP INLET & STORM SEWER
ACCESS CONTROL
POWER POLE
TELEPHONE POLE
MARSH
HEDGE
TREES
PROFILE ELEVATION
STREAM or CREEK



CITY OF WICHITA
POPULATION 366,046

GROSS LENGTH OF PROJECT	6,113.38 FT.		
EXCEPTIONS	0.00		
ADDITIONS	0.00		
NET LENGTH OF PROJECT	6,113.38 FT.	1.158	MILES
NET LENGTH OF BRIDGES	0.00 FT.	0.00	MILES
NET LENGTH OF ROAD	6,113.38 FT.	1.158	MILES

NOTE:
Traffic for US-54 to be carried through construction.
See Sheet No's. 724-826 for Construction Sequence.

RONALD NUESSEN LICENSED 13738 04-16-15 KANSAS PROFESSIONAL ENGINEER

ABDEL HAMADA LICENSED 14148 04-16-15 KANSAS PROFESSIONAL ENGINEER

PLANS PREPARED BY :
PARSONS BRINCKERHOFF
Baughman
TranSystems
SRF Consulting Group, Inc. Engineers Planners Designers
VICKI SCURI SITEWORKS

APPROVED - DATE
04/16/15
GARY JAMZEN, P.E. CITY ENGINEER
CITY OF WICHITA, KANSAS

DATE | BY
SURVEY
CADD TECHNICIAN
DESIGNERS
SQUAD

Drawn By : Plotted : 4/15/2015
File : T:\357654\Cadd\Sheets\Package\General\EXHIBITSHOBA.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	616	1055

VOLUME 1

1	Title Sheet
2	Index Sheet
3	General Notes
4-21	Typical Sections
22	Foundation Treatment & Compaction of Earthwork
23-33	Plan & Profile (Mainline)
34-53	Plan & Profile (Frontage Road)
54-64	Plan & Profile (Sideroad)
65-75	Plan & Profile (Ramp)
76-77	Plan & Profile (Permanent Crossover)
78-87	Plan & Profile (Temporary Road)
88- 99	Benchmarks & Survey Coordinates
100-118	Intersection Details
119-140	Paving Details
141-158	Pavement Details

VOLUME 2

159	Title Sheet
160	Index Sheet
161-175	Inlet and Manhole Details
176-178	RCB Details
179-200	Storm Sewer Plan & Profile (Mainline)
201-227	Strom Sewer Plan & Profile (Frontage Road)
228-234	Storm Sewer Plan & Profile (Sideroad)
235-237	Storm Sewer Plan & Profile (Ramp)
238-242	Schedule of Storm Sewer Conduits
243-246	Schedule of Inlets and Manholes
247	Ditch Lining
248-250	Underdrains
251-252	Sanitary Sewer Manhole Details
253-256	Sanitary Sewer Plan & Profile
257	Sanitary Sewer Summary
258-262	Water Line Details
263- 271	Water Line Plan & Profile (Mainline)
272-274	Water Line Plan & Profile (Sideroad)
275	Water Line Summary
276-290	Concrete Safety Barrier
291	Impact Attenuator
292-294	End Sections
295	Miscellaneous Pipe Culvert Details
296	Summary of Pipe Culverts
297	Drainage Data Sheet

VOLUME 3

298	Title Sheet
299	Index Sheet
300-338	Retaining Walls
339-368	Pattern Mapping
369-375	Bridge No. 54-87-32.86 (827)
376-452	Bridge No. 54-87-32.12 (826)
453	Standard Pile Details
454	Bridge Excavation
455	Supports and Spacers for Reinforcing Steel

VOLUME 4

456	Title Sheet
457	Index Sheet
458-463	Summary of Quantities
464-481	Temporary Erosion and Pollution Control Plan
482-486	Erosion Control Details
487	Sidewalk Plan and Profile
488-490	Roadside Improvement
491- 516	Landscaping
517-537	Lighting
538	Traffic Volumes
539-558	Traffic Signal
559-565	Communication Duct Bank
566- 614	ITS

VOLUME 5

615	Title Sheet
616	Index Sheet
617-629	Pavement Marking
630- 721	Signing
723	Project Surfacing
724-826	Construction Sequence
827-848	Traffic Control
849-853	Concrete Safety Barrier (Temporary)
854	Impact Attenuator (Temporary)
855	Inertial Barrier
856	Type III Barricades
857-867	Right-of-Way
868	Drainage Map

VOLUME 6

869	Title Sheet
870	Index Sheet
871-872	Earthwork Computations
873- 910	Cross Sections (Mainline)
911- 972	Cross Sections (Frontage Road)
973-1001	Cross Sections (Sideroad)
1002-1035	Cross Sections (Ramp)
1036-1039	Cross Sections (Permanent Crossover)
1040-1055	Cross Sections (Temporary Road)

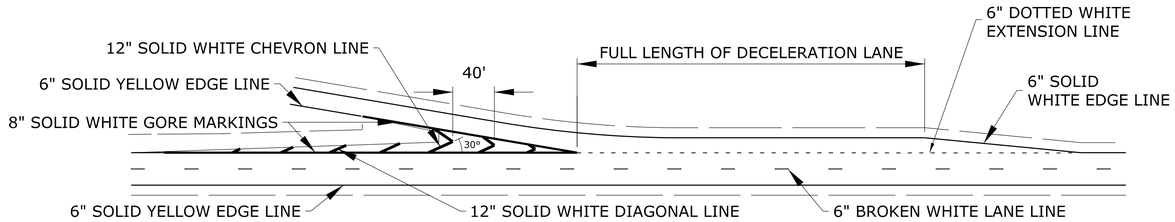
CITY OF WICHITA

INDEX SHEET

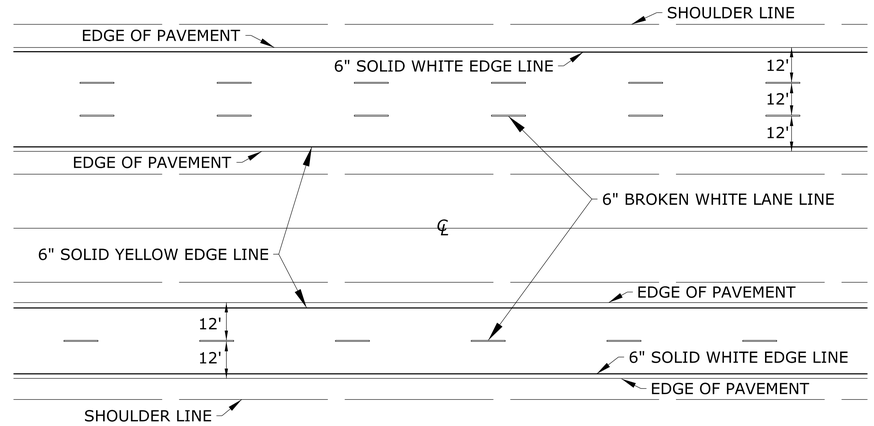
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-	-	-	-	-	-	-	-

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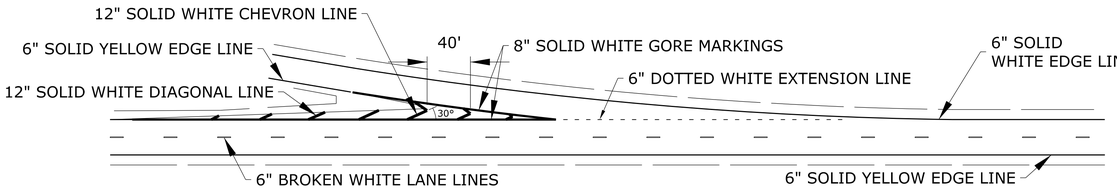
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	617	1055



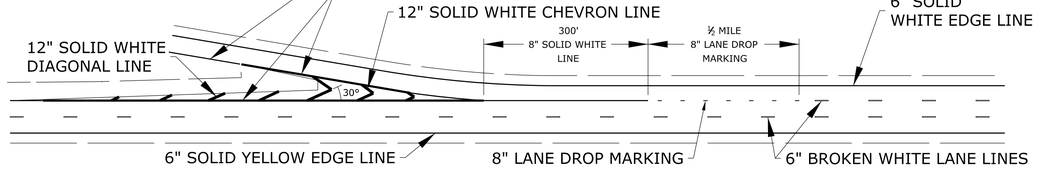
TYPICAL DECELERATION EXIT RAMP



TYPICAL LANE LINE AND EDGE LINE MARKINGS FOR FOUR LANE AND SIX LANE DIVIDED HIGHWAYS



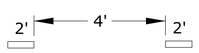
TYPICAL TAPERED EXIT RAMP



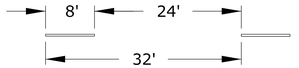
TYPICAL LANE DROP



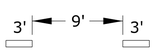
TYPICAL ACCELERATION RAMP



TYPICAL SPACING FOR DOTTED EXTENSION LINES, UNLESS OTHERWISE NOTED ON PLANS.



TYPICAL SPACING FOR BROKEN LINES UNLESS OTHERWISE NOTED ON PLANS.



TYPICAL SPACING FOR LANE DROP. UNLESS OTHERWISE NOTED ON PLANS.

NOTE:
LONGITUDINAL PAVEMENT MARKING LINES SHALL BE OFFSET A MINIMUM OF 2" FROM LONGITUDINAL PAVEMENT JOINTS.

NOTE:
AT RAMP TERMINALS WITH CROSS-ROADS, WRAP 6" EDGE LINES AROUND RADII.

NOTE:
ON NON I, US, AND K ROUTES, 4" EDGE LINES MAY BE INSTALLED. 6" EDGE LINES ARE NOT REQUIRED ON NON I, US, AND K ROUTES.

NO.	DATE	REVISIONS	BY	APP'D
2	5/25/12	Dotted Extension Lines and Lane Drop Lines	B.A.H.	B.D.G.
1	7/26/05	New FHWA Approval Date	J.F.F.	B.D.G.

KANSAS DEPARTMENT OF TRANSPORTATION

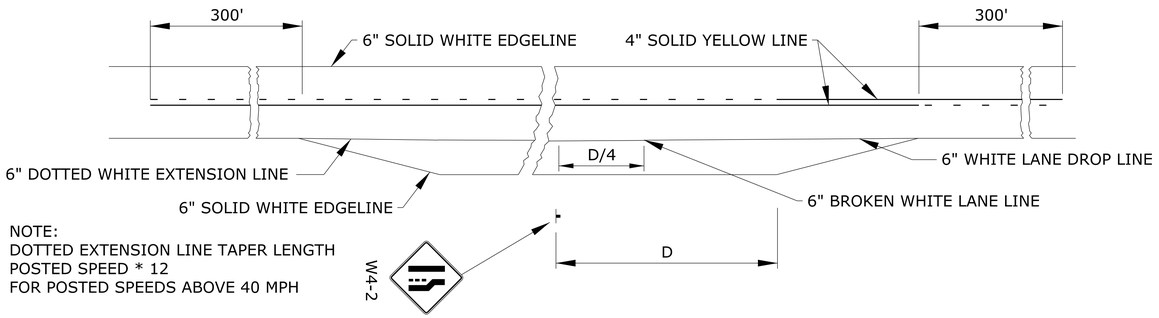
TYPICAL PAVEMENT MARKING DETAILS FOR MULTI-LANE DIVIDED ROADWAYS

TE307

FHWA APPROVAL		5/25/2012	APP'D	Brian D. Gower	
DESIGNED	J.F.F.	DETAILED	J.F.F.	QUANTITIES	TRACED
DESIGN CK.	B.D.G.	DETAIL CK.	B.D.G.	QUAN. CK.	TRACE CK.

Plotted : $$YTIME$$
$$KDOTGRP$$
Drawn By : __
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	618	1055

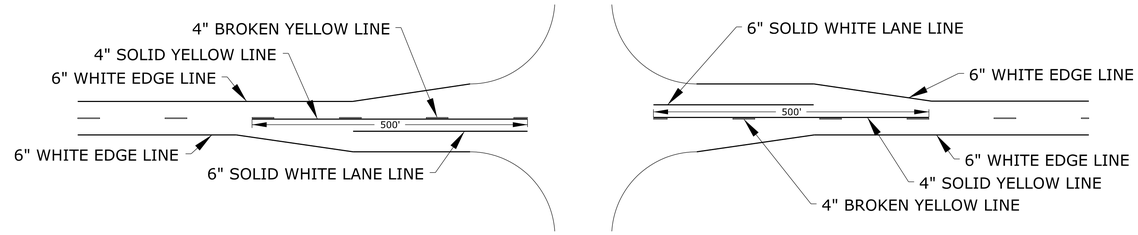


NOTE:
DOTTED EXTENSION LINE TAPER LENGTH
POSTED SPEED * 12
FOR POSTED SPEEDS ABOVE 40 MPH

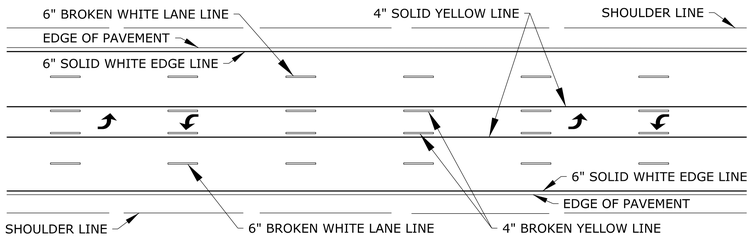
TYPICAL MARKING FOR AUXILIARY PASSING LANE

NOTE:
ALL PAVEMENT MARKINGS SHALL BE BROKEN AT CROSS ROADS.

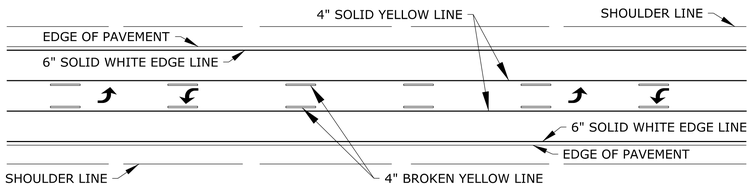
FOR HIGHWAY JUNCTIONS THE NO PASSING ZONE WILL EXTEND 1000' FROM INTERSECTION.



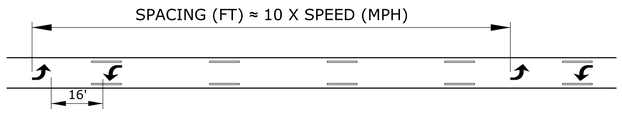
TYPICAL ROAD JUNCTION MARKINGS WITH BYPASS LANES



TWO-WAY LEFT TURN DETAIL FOR FIVE LANE ROADWAY

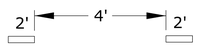


TWO-WAY LEFT TURN DETAIL FOR THREE LANE ROADWAY

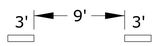


TWO-WAY LEFT TURN ARROW SPACING DETAIL

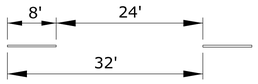
NOTE:
IF ARROWS ARE USED SPACE THE ARROWS AS SHOWN IN THE SPACING DETAIL.



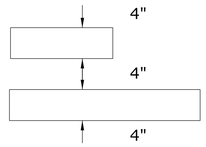
TYPICAL SPACING FOR DOTTED EXTENSION LINES, UNLESS OTHERWISE NOTED ON PLANS.



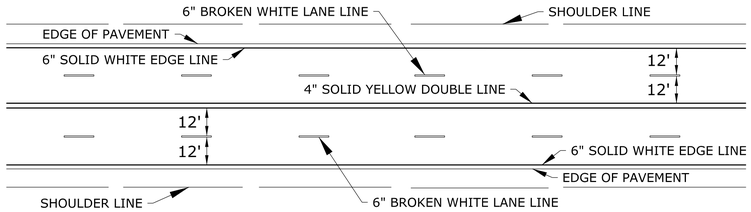
TYPICAL SPACING FOR LANE DROP. UNLESS OTHERWISE NOTED ON PLANS.



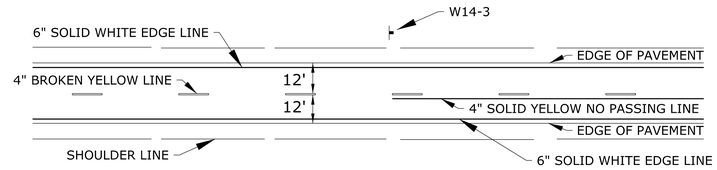
TYPICAL SPACING FOR BROKEN LINES UNLESS OTHERWISE NOTED ON PLANS



TYPICAL SPACING FOR NO PASSING LINES UNLESS OTHERWISE NOTED ON PLANS



TYPICAL MARKINGS FOR FOUR LANE ROADWAY



TYPICAL TWO LANE MARKINGS

NOTE:
LONGITUDINAL PAVEMENT MARKING LINES SHALL BE OFFSET A MINIMUM OF 2" FROM LONGITUDINAL PAVEMENT JOINTS.

NOTE:
ON NON I, US, AND K ROUTES, 4" EDGE LINES MAY BE INSTALLED.
6" EDGE LINES ARE NOT REQUIRED ON NON I, US, AND K ROUTES.

NO.	DATE	REVISIONS	BY	APP'D
3	5/25/12	Added Dotted Extension and Lane Drop Lines	B.A.H.	B.D.G.
2	9/20/05	Removed Aux. Passing Lane Dotted Ext. Line	J.F.F.	B.D.G.
1	7/26/05	New FHWA Approval Date	J.F.F.	B.D.G.

KANSAS DEPARTMENT OF TRANSPORTATION

TYPICAL PAVEMENT MARKING DETAILS FOR UNDIVIDED ROADWAYS

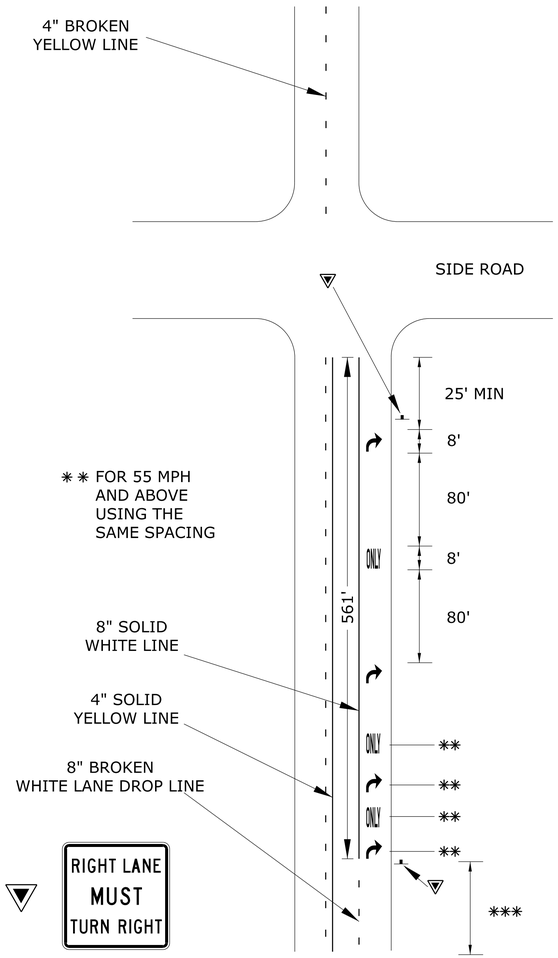
TE308

FHWA APPROVAL			5/25/2012	APP'D	Brian D. Gower		
DESIGNED	J.F.F.	DETAILED	J.F.F.	QUANTITIES		TRACED	
DESIGN CK.	B.D.G.	DETAIL CK.	B.D.G.	QUAN. CK.		TRACE CK.	

Plotted : $$YTIME$$
$$KDOTGRP$$
Drawn By : ___
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	619	1055

TYPICAL SIGNING AND MARKING FOR RIGHT LANE MUST TURN RIGHT



✳✳ FOR 55 MPH AND ABOVE USING THE SAME SPACING

✳✳✳ THE LANE DROP MARKINGS LENGTH IS A MINIMUM OF 100' AND A MAXIMUM OF 250' PRIOR TO THE 8"SOLID WHITE LINE

RAILROAD CROSSING MARKING

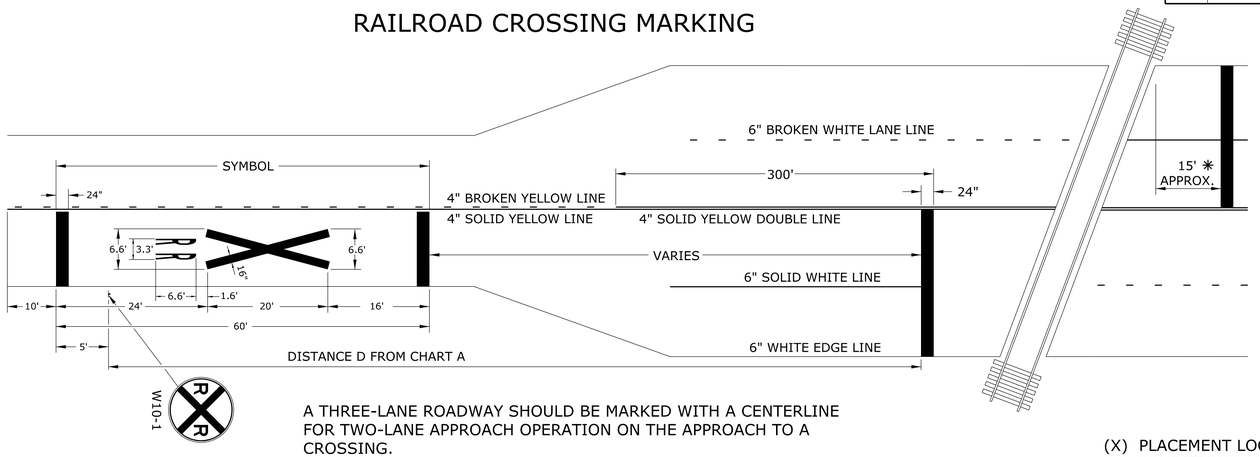


CHART "B"

SPEED MPH	DISTANCE D (feet)
75	850
70	750
65	650
60	550
55	450
50	375
45	300
40	225
35	150
30	(X)
25	(X)
20	(X)

ALL DISTANCES ARE MINIMUM.

A THREE-LANE ROADWAY SHOULD BE MARKED WITH A CENTERLINE FOR TWO-LANE APPROACH OPERATION ON THE APPROACH TO A CROSSING.
ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.
REFER TO STANDARD ALPHABET FOR HIGHWAY SIGNS AND MARKINGS FOR R X R SYMBOLS DETAILS.

*STOP LINE 8' FROM NEAR EDGE OF GATE OR CANTILEVER, IF PRESENT.

NOTE:
ON NON I, US, AND K ROUTES, 4" EDGE LINES MAY BE INSTALLED.
6" EDGE LINES ARE NOT REQUIRED ON NON I, US, AND K ROUTES.

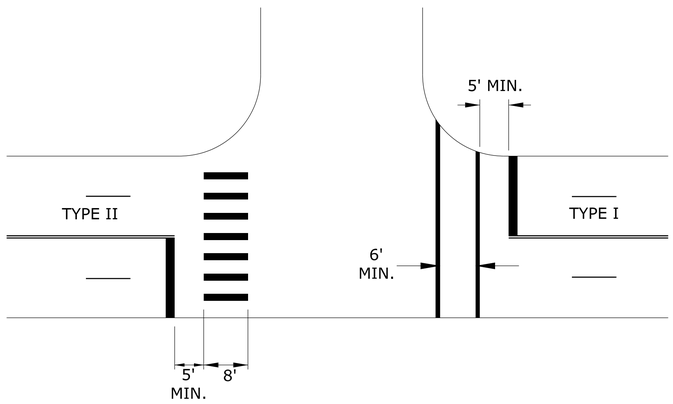
(X) PLACEMENT LOCATION IS DEPENDENT ON SITE CONDITIONS AND OTHER SIGNING TO PROVIDE ADEQUATE ADVANCE WARNING TO THE DRIVER

TYPICAL CROSSWALKS

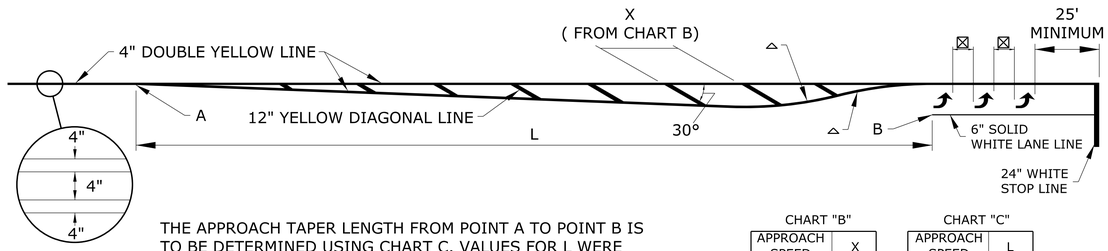
TYPE I: CROSSWALK LINES SHALL BE 12" SOLID WHITE LINES. THEY SHALL BE SPACED A MINIMUM OF 6' APART FROM INSIDE EDGE TO INSIDE EDGE.

TYPE II: THESE LINES SHOULD BE SOLID WHITE 24" WIDE PLACED PARALLEL TO THE DIRECTION OF TRAFFIC FLOW. THE LINE PLACEMENT IS DETERMINED BY LANE LINE,CENTER LINE, AND WHEEL PATH IN SUCH A MANNER AS TO MINIMIZE TRAFFIC WEAR. THE CROSSWALK WIDTH SHOULD BE NOT LESS THAN 8'. THE TRANSVERSE CROSSWALK LINES MAY BE ADDED.

WHEN REQUIRED, STOP LINES SHALL BE INSTALLED A MINIMUM OF 5' FROM CROSSWALKS.



TYPICAL APPROACH TAPER DETAIL



THE APPROACH TAPER LENGTH FROM POINT A TO POINT B IS TO BE DETERMINED USING CHART C. VALUES FOR L WERE CALCULATED USING THE EQUATIONS BELOW AND INCREASED TO THE NEXT HIGHER 5 MPH INCREMENT.

- SPEEDS < 45 MPH $L = \frac{W*S^2}{60}$
- SPEEDS = 45 MPH $L = W*S$

IF ARROWS ARE USED AND UNLESS OTHERWISE SPECIFIED THE SPACE BETWEEN LINES SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTERS FOR LOW SPEED ROADS BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTERS, UNDER ANY CONDITIONS.

FOR SPEEDS LESS THAN OR EQUAL TO 40 MPH, R=150'.
FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH, R=300'.

CHART "B"

APPROACH SPEED	X
20 MPH	20'
25 MPH	25'
30 MPH	30'
35 MPH	35'
40 MPH	40'
45 MPH	45'
50 MPH	50'
55 MPH	55'
60 MPH	60'
65 MPH	65'
70 MPH	70'

CHART "C"

APPROACH SPEED	L
20 MPH	80'
25 MPH	125'
30 MPH	180'
35 MPH	245'
40 MPH	320'
45 MPH	540'
50 MPH	600'
55 MPH	660'
60 MPH	720'
65 MPH	780'
70 MPH	840'

NO.	DATE	REVISIONS	BY	APP'D
3	5/25/12	Updated Chart B and Lane Drop Lines	B.A.H.	B.D.G.
2	10/20/06	RR Xing Symbol Changed from 18' to 16'	T.L.H.	B.D.G.
1	9/20/05	Added 4" Solid Yellow Double Line to RRxing	J.F.F.	B.D.G.

KANSAS DEPARTMENT OF TRANSPORTATION

TYPICAL MISCELLANEOUS PAVEMENT MARKING DETAIL SHEET

TE309

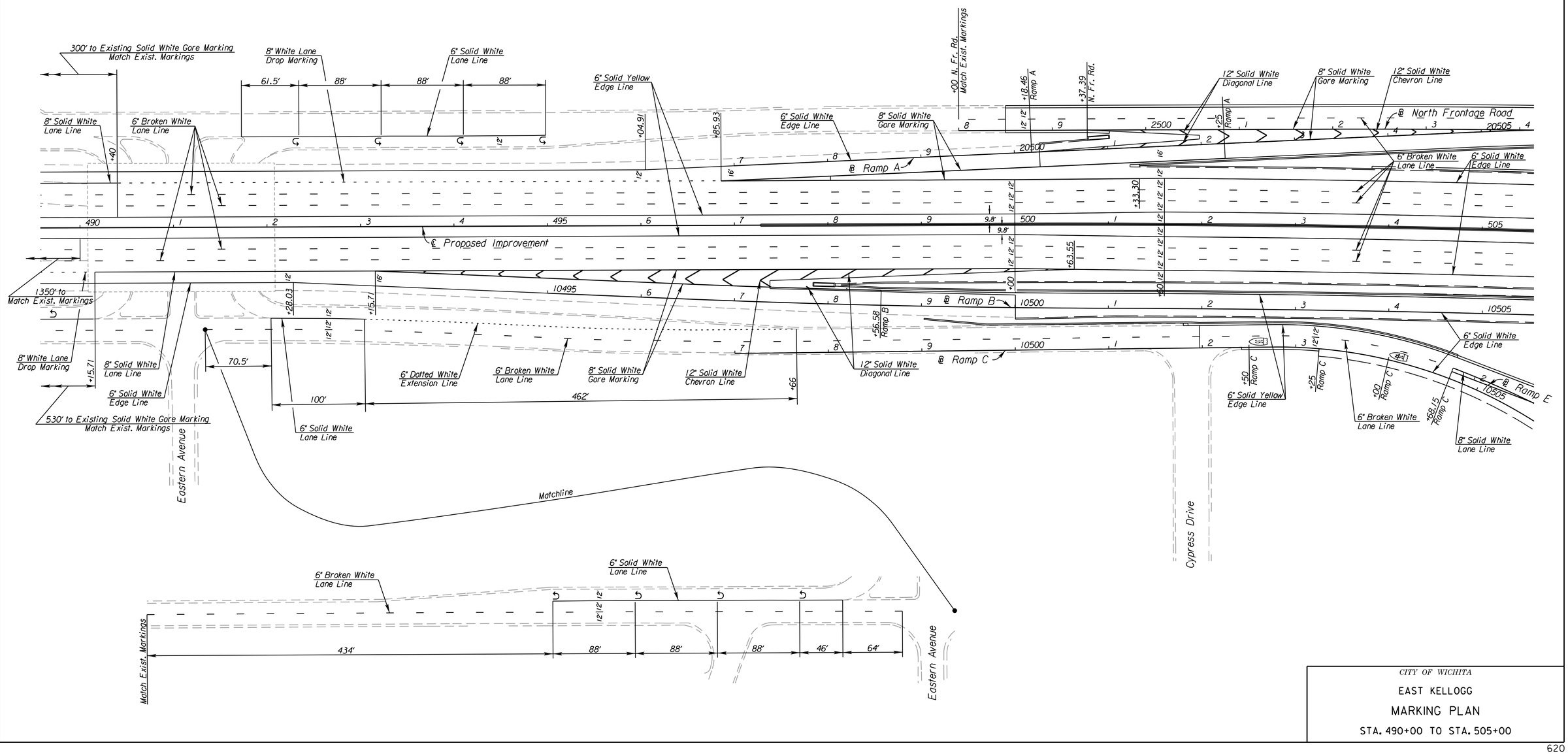
FHWA APPROVAL		5/25/2012	APP'D	Brian D. Gower	
DESIGNED	J.F.F.	DETAILED	J.F.F.	QUANTITIES	TRACED
DESIGN CK.	B.D.G.	DETAIL CK.	B.D.G.	QUAN. CK.	TRACE CK.

Plotted : $SYTIME$$
$$KDOTGRP$$
Drawn By : __
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	620	1055

N

Scale: 1"=50'



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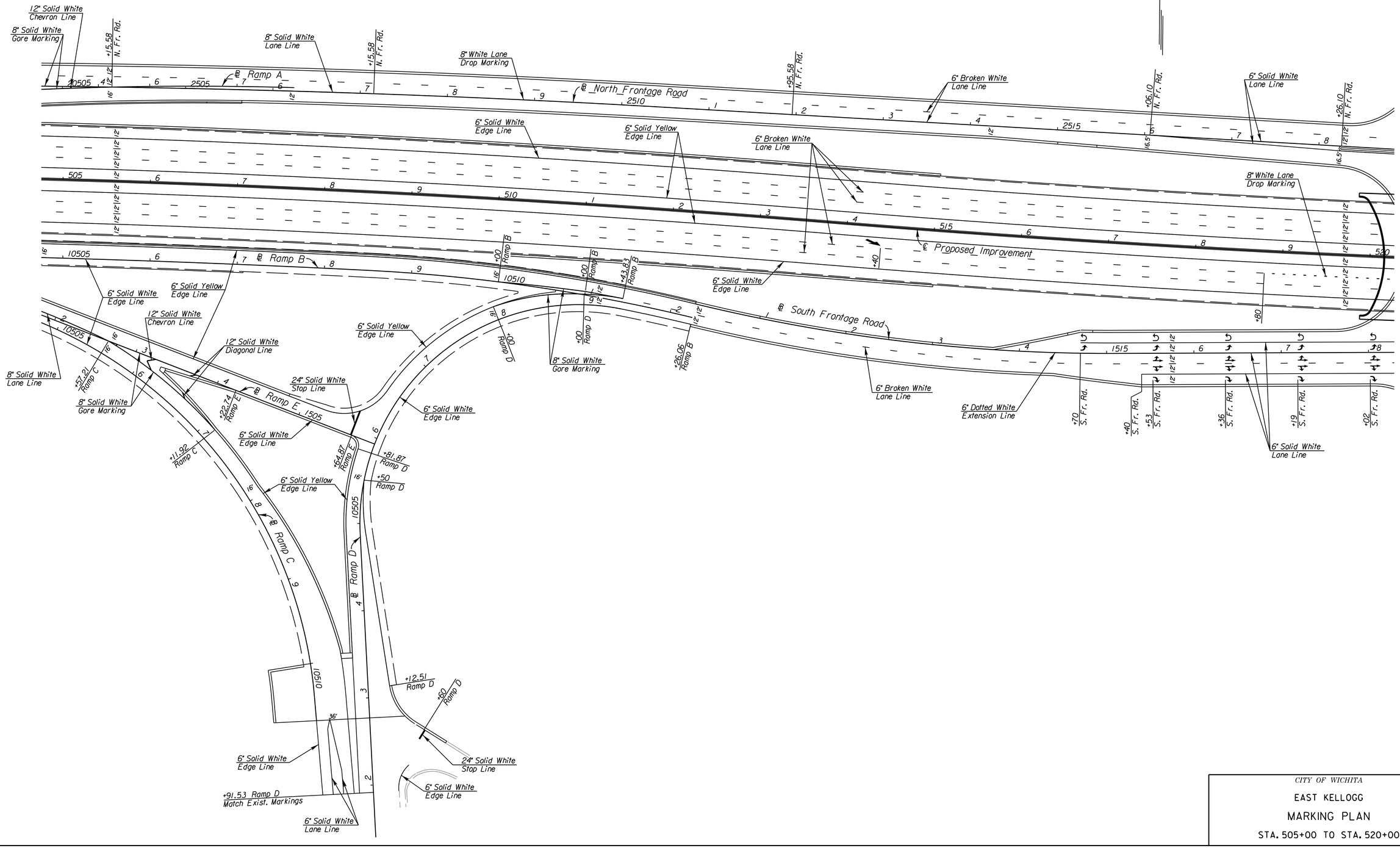
CITY OF WICHITA

EAST KELLOGG

MARKING PLAN

STA. 490+00 TO STA. 505+00

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	621	1055



CITY OF WICHITA

EAST KELLOGG

MARKING PLAN

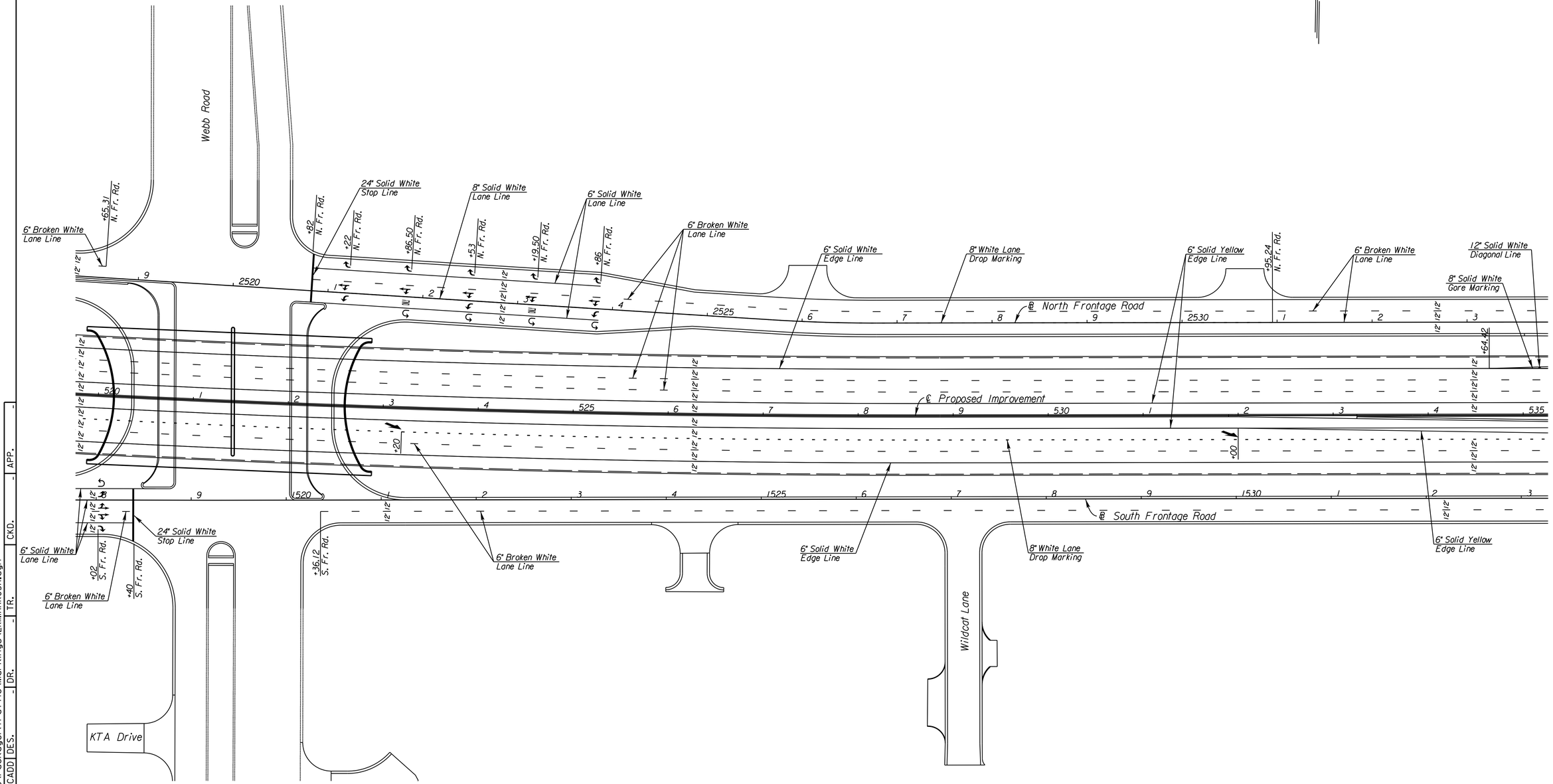
STA. 505+00 TO STA. 520+00

621

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	622	1055



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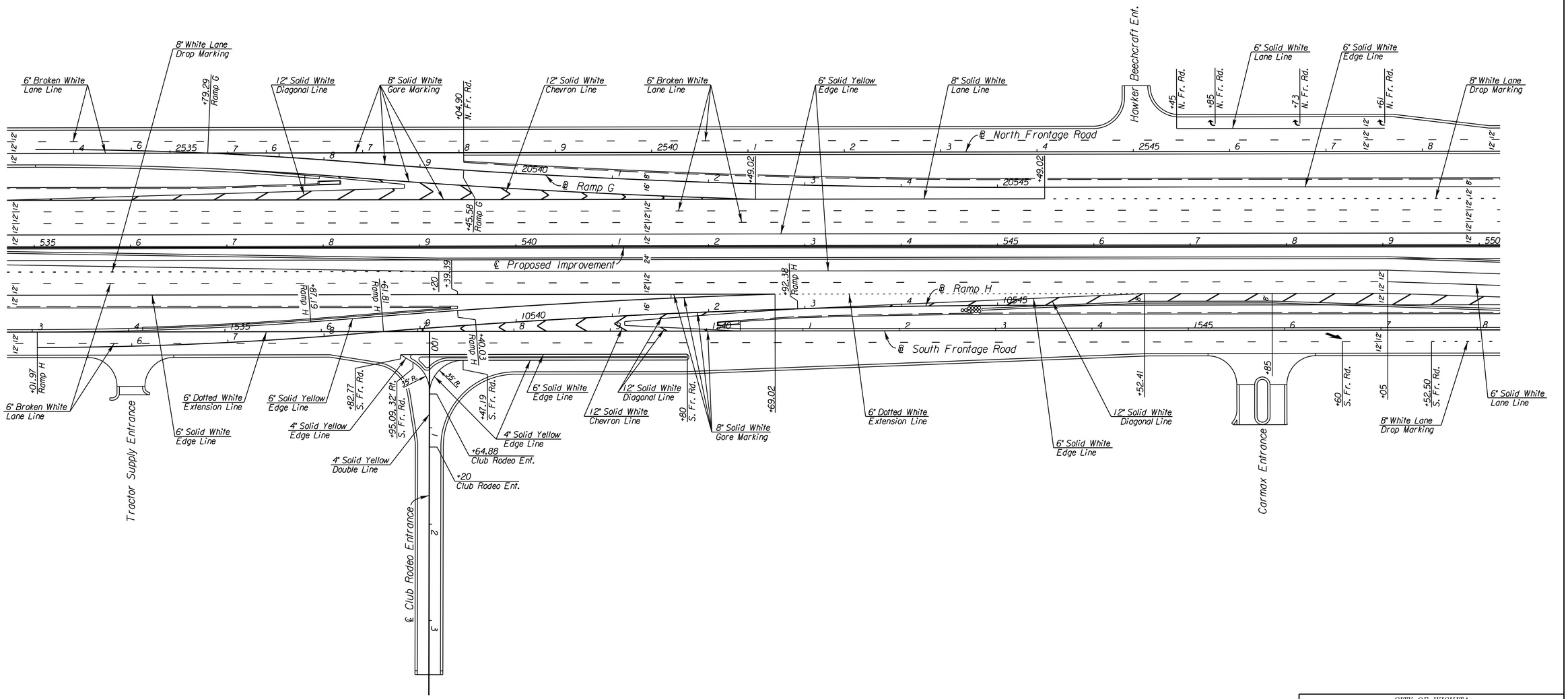
CITY OF WICHITA

EAST KELLOGG

MARKING PLAN

STA. 520+00 TO STA. 535+00

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	623	1055



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			-				

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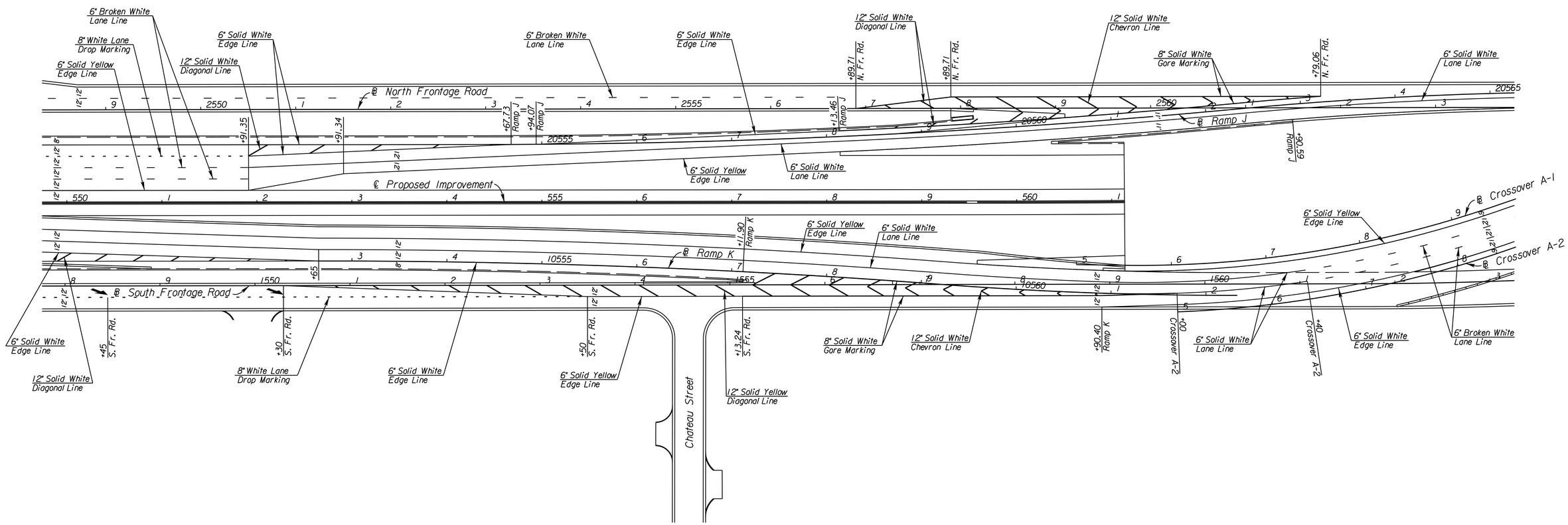
CITY OF WICHITA

EAST KELLOGG

MARKING PLAN

STA. 535+00 TO STA. 550+00

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	624	1055



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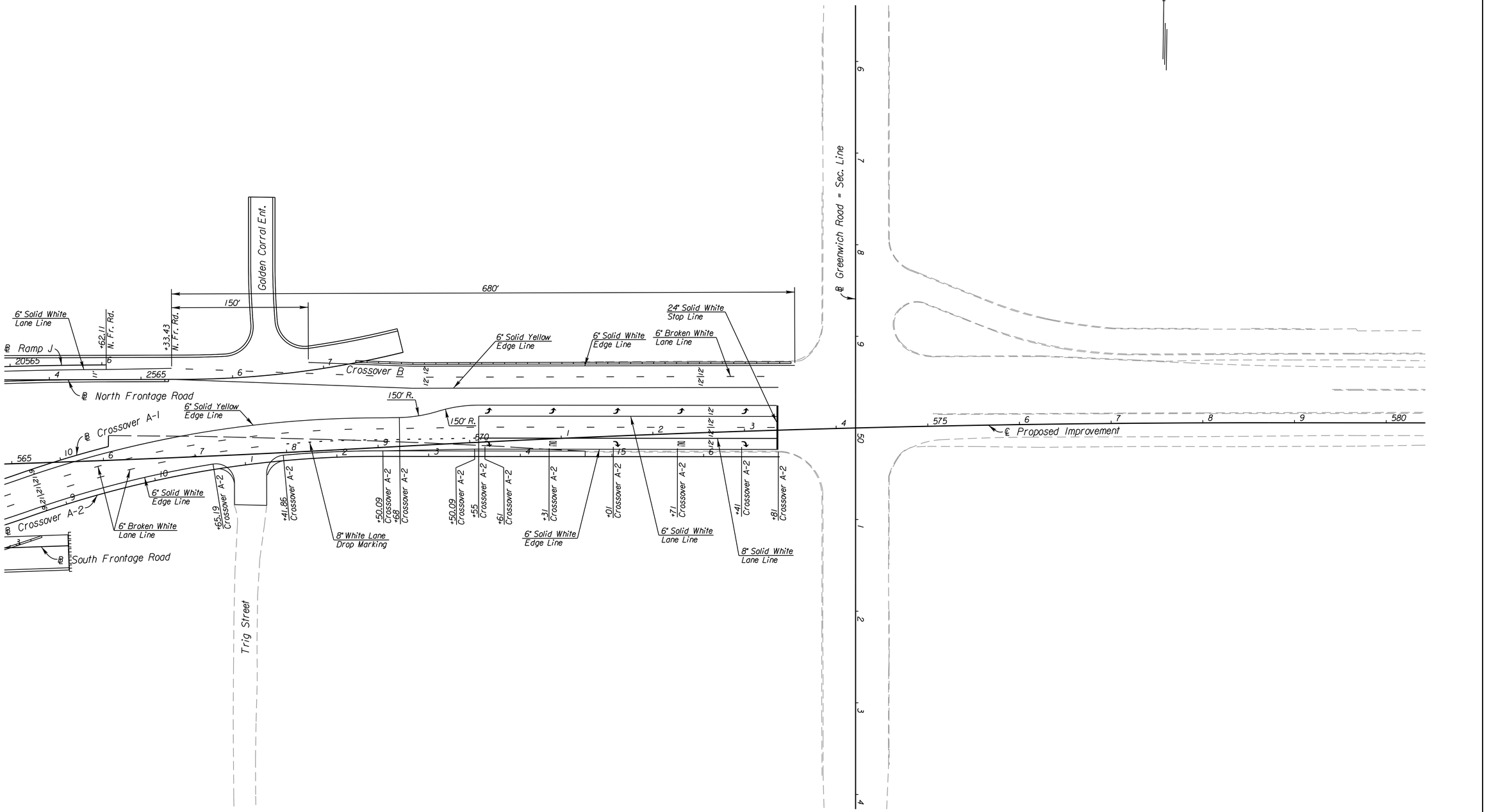
CITY OF WICHITA

EAST KELLOGG

MARKING PLAN

STA. 550+00 TO STA. 565+00

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	625	1055



SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.

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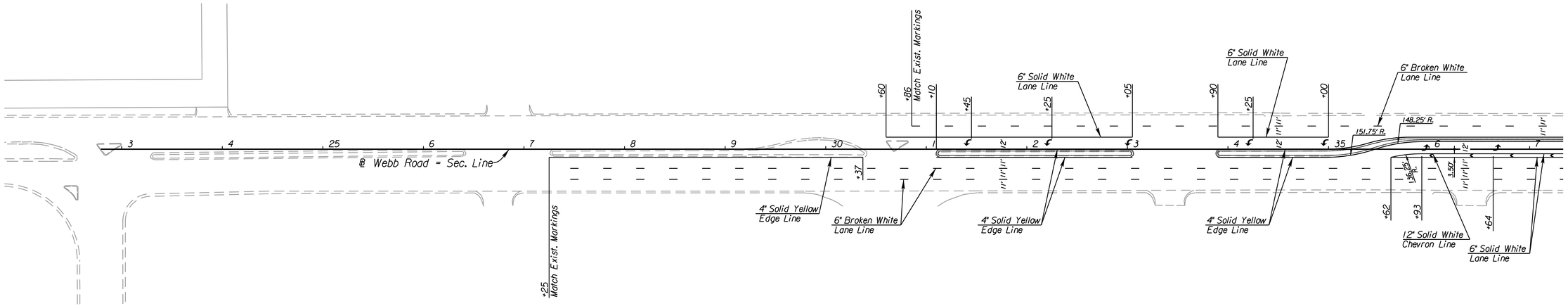
CITY OF WICHITA

EAST KELLOGG

MARKING PLAN

STA. 565+00 TO STA. 580+00

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	626	1055



CITY OF WICHITA

WEBB ROAD

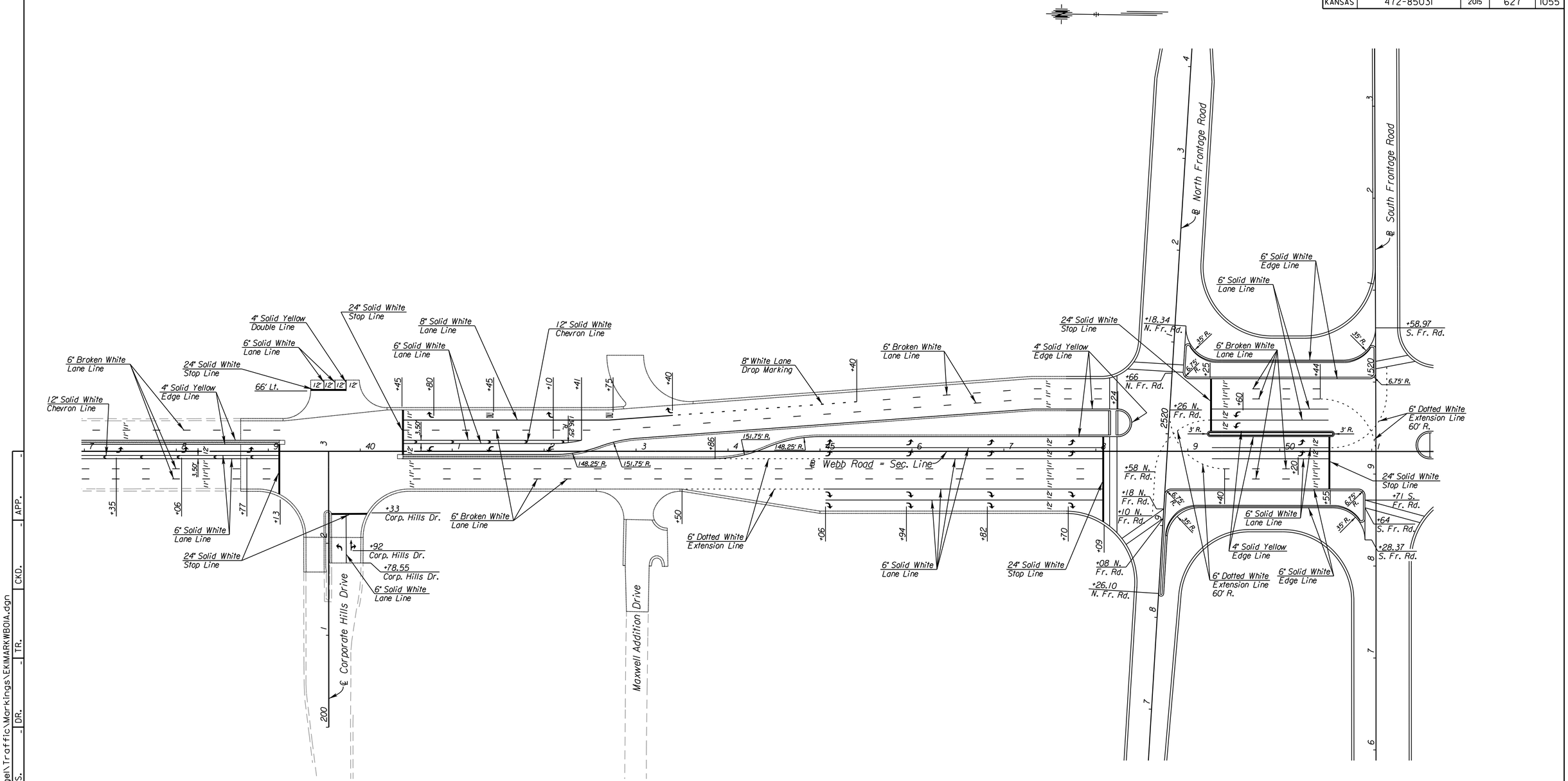
MARKING PLAN

STA. 29+00 TO STA. 37+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	627	1055



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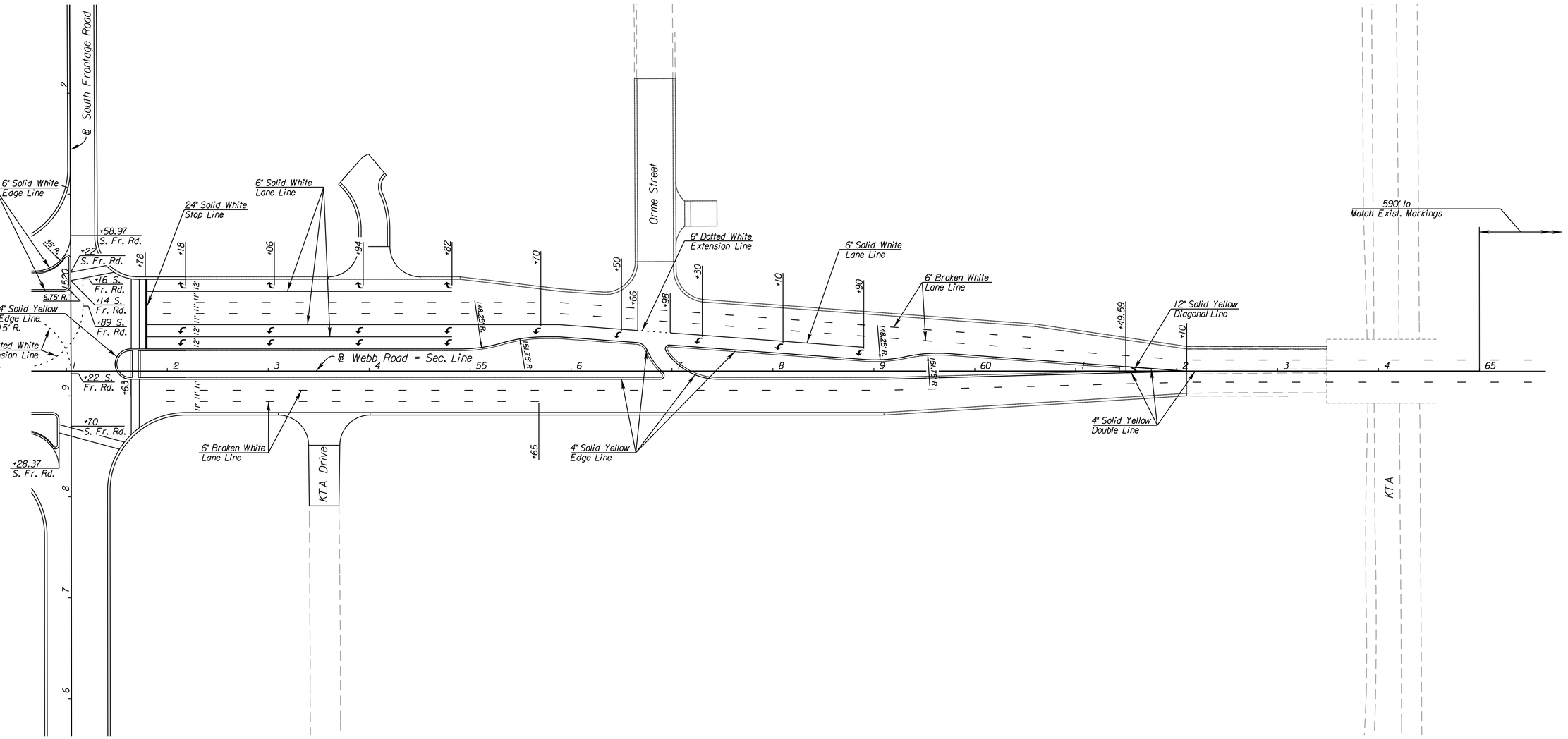
CITY OF WICHITA

WEBB ROAD

MARKING PLAN

STA. 37+00 TO STA. 51+00

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	628	1055



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CITY OF WICHITA

WEBB ROAD

MARKING PLAN

STA. 51+00 TO STA. 65+00

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	629	1055

SUMMARY OF PAVEMENT MARKINGS

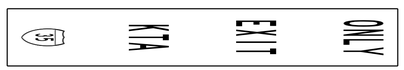
LOCATION	4" Solid WHITE Edge Line	6" Solid WHITE Edge Line	6" Broken WHITE Lane Line	6" Broken WHITE Lane Line (PCP)	6" Dotted WHITE Extension Line	6" Broken WHITE Lane Drop Line	6" Solid WHITE Lane Line	8" Broken WHITE Lane Drop Line	8" Solid WHITE Gore Line	8" Dotted WHITE Extension Line	8" Solid WHITE Line	12" Solid WHITE Diagonal Line	12" Solid WHITE Chevron Line	12" Solid WHITE Type I Crosswalk Line	24" Solid WHITE Type II Crosswalk Line	24" Solid WHITE Stop Line	4" Solid YELLOW Edge Line	4" Solid YELLOW Double Line	4" Solid YELLOW Line	4" Broken YELLOW Line	6" Solid YELLOW Edge Line	12" Solid YELLOW Diagonal Line
BASE																						
Mainline		*13,015*	*6,634*		*126*		*1,662*	*1,017*	*2,310*		*1,228*	*575*				*48*					*16,625*	
South Frontage Road		*376*	*889*		*152*		*1,025*	*150*	*827*			*12*				*56*					*484*	*195*
North Frontage Road			*1,637*				*1,298*	*297*	*1,234*		*603*	*70*				*51*					*72*	
Webb Road		*1,218*	*2,841*		*288*		*4,433*	*51*			*293*		*90*			*379*	*5,648*	*2,001*				*13*
Corporate Hills Drive							*72*									*78*		*24*				
Club Rodeo Entrance																	*109*	*112*				
Ramp A		*414*							*1,078*			*27*	*137*									
Ramp B		*1,855*	*16*						*686*			*6*	*213*								*1,373*	
Ramp C		*741*	*64*						*160*		*92*	*8*	*26*								*652*	
Ramp D		*750*					*175*		*151*							*12*					*640*	
Ramp E		*141*							*157*			*8*				*30*					*432*	
Ramp G		*565*							*811*			*13*	*141*									
Ramp H									*761*			*21*	*115*								*153*	
Ramp J							*792*		*509*			*21*	*228*								*791*	
Ramp K		*447*					*826*		*456*				*275*								*827*	
Existing South Frontage Road			*480*		*154*		*410*															
Existing North Frontage Road							*326*															
TOTALS		*19,522*	*12,561*		*720*		*11,019*	*1,515*	*9,140*		*2,216*	*761*	*1,225*			*654*	*5,757*	*2,137*			*22,049*	*208*

SUMMARY OF WORD & SYMBOL MARKINGS

LOCATION								STOP	ONLY	X-ING	SCHOOL	35	435	24	400	18					
BASE																					
Mainline				*3*	*5*				*2*												*3*
South Frontage Road	*4*	*4*		*4*	*5*	*5*															*3*
North Frontage Road		*5*		*8*	*3*	*4*			*2*												
Webb Road				*15*	*38*				*2*												
Corporate Hills Drive	*1*				*1*																
Ramp C												*2*									
Existing South Frontage Road						*4*															
Existing North Frontage Road						*4*															
TOTALS	*5*	*9*		*30*	*52*	*17*			*6*			*2*									*6*

NOTE: FOR SPECIFIC PAVEMENT MARKING DETAILS AND DIMENSIONS SEE PLAN SHEETS

NOTE: ALL TOTALS REFLECT ACTUAL QUANTITY OF PAVEMENT MARKING MATERIALS REQUIRED.



REMOVE 3 SETS OF EXISTING KTA GUIDE PAVEMENT MARKING SYMBOLS FROM PROJECT NO. 54-87 K-8258-01 & STA. 4+000 TO PROJECT NO. 54-87 KA-2382-01 & STA. 500+00

REMOVE BY ONE OF THE TWO FOLLOWING METHODS:
1. HEAT UP THE PAVEMENT MARKING, SCRAPE OFF THE MATERIAL, AND WATER BLAST ANY EXCESS
2. WATER BLAST OFF THE ENTIRE PAVEMENT MARKING

ALL WORK AND MATERIALS REQUIRED FOR THE REMOVAL OF THESE PAVEMENT MARKING SYMBOLS SHALL BE SUBSIDIARY TO THE BID ITEM:"PAVEMENT MARKING REMOVAL"

RECAPITULATION OF QUANTITIES

ITEMS	TOTAL	UNITS
PAVEMENT MARKING (MULTI-COMPONENT)(WHITE)(4")		FT
PAVEMENT MARKING (MULTI-COMPONENT)(WHITE)(6")	*43,822*	FT
PAVEMENT MARKING (MULTI-COMPONENT)(WHITE)(8")	*12,871*	FT
PAVEMENT MARKING (MULTI-COMPONENT)(WHITE)(12")	*1,986*	FT
PAVEMENT MARKING (MULTI-COMPONENT)(YELLOW)(4")	*7,894*	FT
PAVEMENT MARKING (MULTI-COMPONENT)(YELLOW)(6")	*22,049*	FT
PAVEMENT MARKING (MULTI-COMPONENT)(YELLOW)(12")	*208*	FT
PAVEMENT MARKING (THERMOPLASTIC)(WHITE)(4")		FT
PAVEMENT MARKING (THERMOPLASTIC)(WHITE)(6")		FT
PAVEMENT MARKING (THERMOPLASTIC)(WHITE)(8")		FT
PAVEMENT MARKING (THERMOPLASTIC)(WHITE)(12")		FT
PAVEMENT MARKING (THERMOPLASTIC)(YELLOW)(4")		FT
PAVEMENT MARKING (THERMOPLASTIC)(YELLOW)(6")		FT
PAVEMENT MARKING (THERMOPLASTIC)(YELLOW)(12")		FT
PAVEMENT MARKING (EPOXY)(WHITE)(4")		FT
PAVEMENT MARKING (EPOXY)(WHITE)(6")		FT
PAVEMENT MARKING (EPOXY)(WHITE)(8")		FT
PAVEMENT MARKING (EPOXY)(WHITE)(12")		FT
PAVEMENT MARKING (EPOXY)(YELLOW)(4")		FT
PAVEMENT MARKING (EPOXY)(YELLOW)(6")		FT
PAVEMENT MARKING (EPOXY)(YELLOW)(12")		FT
PAVEMENT MARKING (INTERSECTION GRADE)(WHITE)(12")		FT
PAVEMENT MARKING (INTERSECTION GRADE)(WHITE)(24")	*654*	FT
PAVEMENT MARKING (INTERSECTION GRADE)(YELLOW)(12")		FT
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)(RIGHT/THRU)	*5*	EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)(LEFT/THRU)	*9*	EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)(RIGHT ARROW)	*30*	EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)(LEFT ARROW)	*52*	EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)(U-TURN)	*17*	EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)(ONLY)	*6*	EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)(DIAGONAL)	*6*	EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(K-SHIELD)( )		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(I-SHIELD)(35)	*2*	EACH
PAVEMENT MARKING (PATTERNED COLD PLASTIC)(WHITE)(6")		FT
PAVEMENT MARKING (PATTERNED COLD PLASTIC)(WHITE)(8")		FT
PAVEMENT MARKING (PATTERNED COLD PLASTIC)(WHITE)(12")		FT
PAVEMENT MARKING REMOVAL	*18,042*	FT

NOTE:
WORDS & SYMBOLS SHALL CONFORM TO THE LATEST EDITION OF "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" PRINTED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION.

PRIOR TO COMMENCEMENT OF PAVEMENT MARKING WORK THE ENGINEER WILL ESTABLISH THE LIMITS FOR "NO PASSING" ZONES. THESE LIMITS SHALL BE USED FOR THE LOCATION OF "NO PASSING" LINES AND FOR THE COMPUTATION OF ACTUAL MARKING QUANTITIES FOR THIS LINE TYPE.

NO.	DATE	REVISIONS	BY	APP'D
2	5/25/12	Added Line Types, Symbols, and Shields	B.A.H.	B.D.G.
1	7/26/05	New FHWA Approval Date	J.F.F.	B.D.G.

KANSAS DEPARTMENT OF TRANSPORTATION

SUMMARY AND RECAPITULATION OF PAVEMENT MARKING QUANTITIES

~~TE3H~~

FHWA APPROVAL		5/25/2012	APP'D	Brian D. Gower	
DESIGNED	J.F.F.	DETAILED	J.F.F.	QUANTITIES	TRACED
DESIGN CK.	B.D.G.	DETAIL CK.	B.D.G.	QUAN. CK.	TRACE CK.

Plotted : $$SYTIME$$
$$SKDOTGRP$$

Drawn By : ___
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	630	1055

SYMBOL KEY

- REMOVE SIGN
- REMOVE POST
- REMOVE FOOTING
- REMOVE SIGN & POST
- REMOVE POST & FOOTING
- REMOVE SIGN, POST, & FOOTING
- MOUNT ON WOOD POST IN CONCRETE FOOTING
- MOUNT ON WOOD POST IN SOIL
- MOUNT ON STEEL BEAM BREAKAWAY POST
- MOUNT ON STEEL U-POST
- MOUNT ON PSST POST
- MOUNT ON PSST POST WITH COUPLER
- MOUNT ON PSST POST WITH COUPLER AND FOOTING
- MOUNT ON EXISTING POST
- MOUNT ON VERTICAL SUPPORT
- SHOULDER MOUNTED INSTALLATION
- OFFSET MOUNTED INSTALLATION
- EXISTING SIGN
- EXISTING SIGN TO BE OVERLAID
- SIGN IS NOT PART OF PROJECT
- TYPE 'A' DELINEATOR (RIGID)
- TYPE 'B' DELINEATOR (RIGID)
- TYPE 'A' DELINEATOR (FLEXIBLE)
- TYPE 'B' DELINEATOR (FLEXIBLE)
- TYPE 2 OBJECT MARKER
- TYPE 3 OBJECT MARKER

GENERAL NOTES

IN ORDER TO EXPEDITE THE COMPLETION OF THE PROJECT FOR TRAFFIC SERVICE, THE SIGNING AND DELINEATOR WORK SHALL BE SEQUENCED WITH ANY OTHER CONTRACT WORK SUCH THAT THE PHASES OF CONSTRUCTION MAY PROCEED AND BE COMPLETED AT THE SAME TIME.

NEW SIGNS ERECTED ON THE PROJECT WHICH ARE IN CONFLICT WITH EXISTING SIGNING ARE TO BE COMPLETELY COVERED UNTIL THE EXISTING SIGNS ARE REMOVED OR THE NEW SIGNING IS APPLICABLE. THE EXISTING SIGNS THAT ARE BEING REPLACED, REMOVED, OR DO NOT FOLLOW THE CURRENT MUTCD SIGNING STANDARDS ARE TO BE REMOVED WHEN THE PROJECT IS COMPLETED OR AS DETERMINED BY THE ENGINEER.

THE CONTRACTOR SHALL EXERCISE CAUTION AT ALL TIMES WHEN INSTALLING SIGN SUPPORTS IN AND AROUND AREAS WHERE UTILITIES EXIST, EITHER UNDERGROUND OR OVERHEAD, AND WILL BE HELD RESPONSIBLE FOR ANY DAMAGE INCURRED TO THE SYSTEM. THE INSTALLATION OF SIGN SUPPORTS SHALL INCLUDE THE EXCAVATION, DRILLING, OR DRIVING THE SUPPORT FOOTING AND THE ERECTION OF THE SIGN SUPPORT. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN WORKING AROUND ANY EXISTING SIGNS THAT ARE TO REMAIN AND WILL BE HELD RESPONSIBLE FOR ANY DAMAGE TO THE SIGNS, SUPPORTS, OR FOOTINGS. THE CONTRACTOR SHALL EXERCISE CARE WHEN WORKING AROUND SHRUBBERY WHILE REMOVING OR INSTALLING SIGNS OR SIGN SUPPORTS.

AN EXISTING SIGN POST INSTALLATION SHALL BE PLUMB AND THE COMPACTION OF THE BACKFILL SOIL SHALL COMPLY WITH THE SPECIFICATIONS AFTER THE REMOVAL AND RESETTING OF A SIGN, THE REMOVAL AND REPLACEMENT OF A SIGN, OR THE INSTALLATION OF A NEW SIGN.

THE CONTRACTOR SHALL PROVIDE MOUNTING BOLTS THAT ARE OF A LENGTH THAT DOES NOT EXTEND MORE THAN A NOMINAL 1 INCH BEYOND THE SIGN POST. THE CONTRACTOR SHALL NOT MAKE ANY FIELD MODIFICATIONS TO THE MOUNTING BOLT PRIOR TO OR AFTER THE SIGN IS INSTALLED.

SPECIFIC SERVICE, LOGO, SIGNS THAT ARE TO BE REMOVED SHALL HAVE THE BUSINESS LOGO PLAQUES REMOVED AND TRANSPORTED TO LOCATION DETERMINED BY KDOT, AT WHICH TIME THE PLAQUES BECOME THE PROPERTY OF KDOT. THE CONTRACTOR WILL BE ASSESSED A REPLACEMENT COST FOR ANY DAMAGE TO A BUSINESS LOGO PLAQUE PRIOR TO THE PLAQUE BECOMING THE PROPERTY OF KDOT.

THE MATERIALS AND FABRICATION FOR SIGNING AND DELINEATION WORK SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR STATE ROAD AND BRIDGE CONSTRUCTION (2007 EDITION) AND SPECIAL PROVISIONS.

THE CONTRACTOR SHALL PROVIDE A 6" PVC SLEEVE FOR ALL PSST POSTS MOUNTED ON A SOLID SURFACE. ALL LABOR AND MATERIALS TO GROUT THE POST IN THE 6" PVC SLEEVE SHALL BE SUBSIDIARY TO POST FOOTING. FOR PSST POST BLOCK OUT DETAIL SEE SH. NO. 152

ALL EXISTING SIGNS FROM STA. 500+00 TO STA. 574+00 WITHIN THE PROJECT LIMITS ARE TO BE REMOVED AND BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE ENGINEER.

ALL EXISTING SIGNS TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE ENGINEER. REMOVAL OF ALL SIGNS, POSTS AND FOOTINGS IS SUBSIDIARY TO THE BID ITEM "REMOVAL OF EXISTING STRUCTURES".

INDEX OF SHEETS

630	SIGNING INDEX, SYMBOLS, & GENERAL NOTES
631	POST SPACING & SIGN ANGLE DETAILS
632	HEIGHT & LATERAL DISTANCE FOR ERECTION
633	POSITIONING OF DELINEATORS AND OBJECT MARKERS (TYPE 2& 3)
634	DESIGN & MOUNTING DETAILS FOR DELINEATORS
635	DESIGN & MOUNTING DETAILS FOR FG 300 CURB SYSTEM
636 - 647	PLAN SHEETS (INSTALLATIONS & REMOVALS)
648 - 654	QUANTITIES SHEETS (INSTALLATIONS)
655	QUANTITIES SHEET (DELINEATORS & OBJECT MARKERS)
656	SUMMARY SHEET (INSTALLATIONS & REMOVALS)
657	RECAPITULATION SHEET
658 - 663	STANDARD STRUCTURAL SIGN SUPPORTS (WOOD & STEEL POSTS)
664 - 665	MOUNTING OF SIGNS ON WOOD POSTS
666	MOUNTING OF FLAT SHEET SIGNS ON STEEL I-BEAM POSTS
667	MOUNTING OF REINFORCED PANEL SIGNS ON I-BEAM POSTS
668	MOUNTING OF FLAT SHEET SIGNS ON VERTICAL SUPPORTS
669 - 671	DETAILS FOR FLAT SHEET SIGN BLANKS
672 - 674	DETAILS FOR REINFORCED PANELS
675 - 677	DETAILS FOR GUIDE SIGN LEGEND
678	DESIGN DETAILS FOR GORE SIGNS
679 - 686	DETAILS FOR GUIDE SIGNS
687	DETAILED SIGN SPECIFICATIONS

NO.	DATE	REVISIONS	BY	APP'D
1	7/23/10	Changed General Notes and Spec Book Date	D.D.G.	D.B.

KANSAS DEPARTMENT OF TRANSPORTATION

SIGNING SYMBOL KEY
GENERAL NOTES
AND INDEX

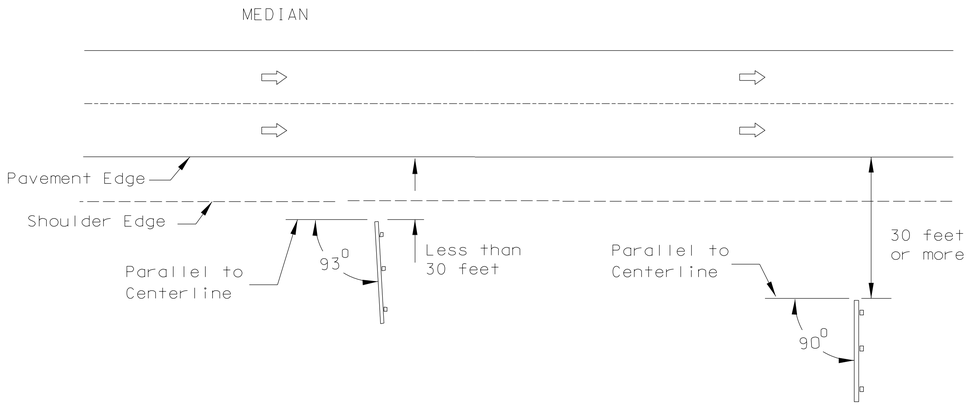
TE402 7/1/03

FHWA APPROVAL		7/23/2010	APP'D	Steven A. Buckley	
DESIGNED	D.D.G.	DETAILED	W.S.B.	QUANTITIES	TRACED
DESIGN CK.	S.A.B.	DETAIL CK.	D.D.G.	QUAN. CK.	TRACE CK.

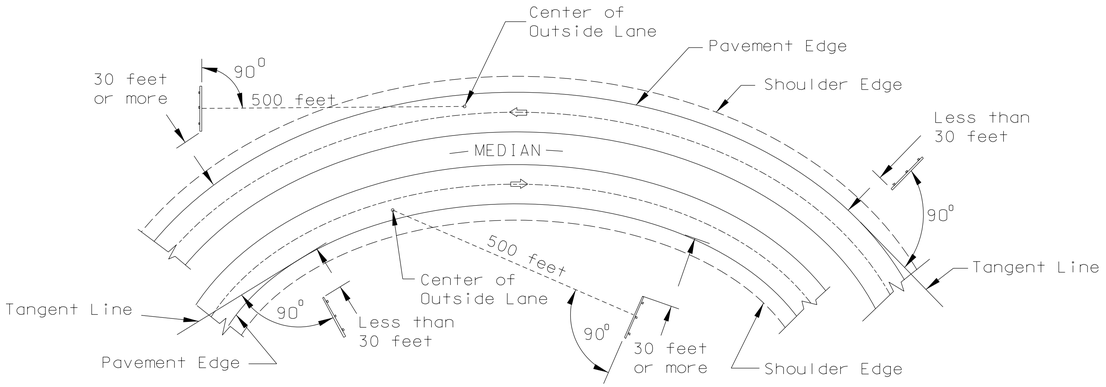
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$$KDOTGRP$$

Drawn By : __
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	631	1055

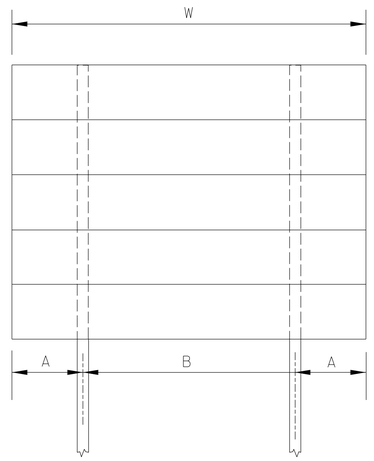


ANGLE OF SIGNS ERECTED ON STRAIGHT ROADWAY



ANGLE OF SIGNS ERECTED ON CURVED ROADWAY

GENERAL NOTE:
Gore and median signs shall normally be erected such that the sign face is truly vertical and rotated 93 degrees away from the center of the lane which the sign serves. All angles are measured to the face of the sign.

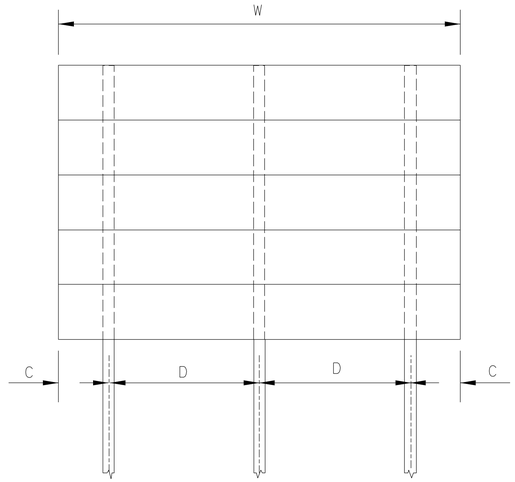


TWO POST SPACING

TYPICAL SPACING PATTERN = A + B + A

2 POST SPACING (minimum dimension)			
	A	B	W
WOOD	6" *	–	–
STEEL	12"	8'	10'

* Structural Panel Signs



THREE POST SPACING

TYPICAL SPACING PATTERN = C + D + D + C

3 POST SPACING (minimum dimension)			
	C	D	W
WOOD	6"	4'	9'
STEEL	12"	8'	18'

W= Width of Sign
A = 1/5W
B = 3/5W
C = 1/8W
D = 3/8W

NOTE: All spacing dimensions are measured to the centerline of the posts. The typical spacing pattern shall not be used if the minimum distance between posts cannot be obtained.

POST SPACING FOR REINFORCED PANEL SIGNS

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

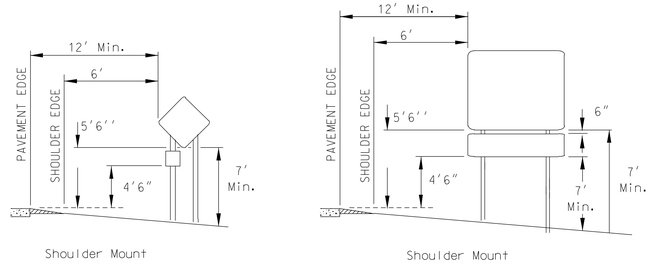
KANSAS DEPARTMENT OF TRANSPORTATION
POST SPACING FOR REINFORCED PANEL SIGNS AND ANGLE OF SIGN

TE404 07-01-03

FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED WSB	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

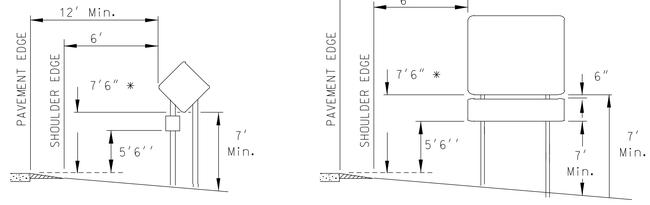
Plotted By : -
Plot File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\EK\STDTE404A.dgn
Plot Date : 3:57:58 PM
Thacher Bldg., 4th Floor

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	632	1055



Shoulder Mount — Shoulder Mount

CONVENTIONAL ROADWAY



* - 8'6" with secondary sign
Shoulder Mount

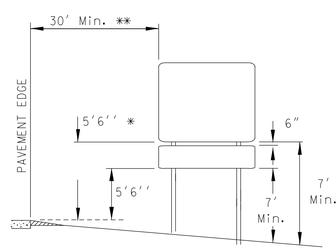
* - 8'6" with secondary sign
Shoulder Mount

FREEWAY AND EXPRESSWAY ROADWAY
RAMPS AND SIDE ROADS

* - 8'6" with secondary sign
Shoulder Mount

* - 8'6" with secondary sign
Shoulder Mount

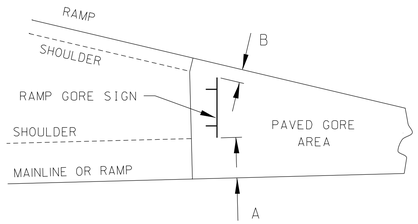
FREEWAY AND EXPRESSWAY ROADWAY



* - 8'6" with secondary sign
** - 60' Max.

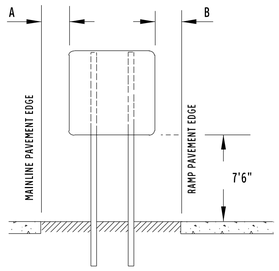
Offset Mount

FREEWAY AND EXPRESSWAY ROADWAY

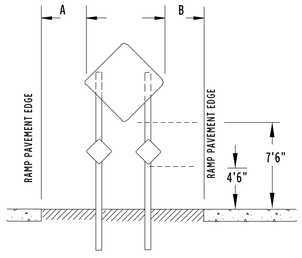


Gore Type	A (ft)	B (ft)
Mainline/ Ramp	6	3
Ramp/Ramp	3	3

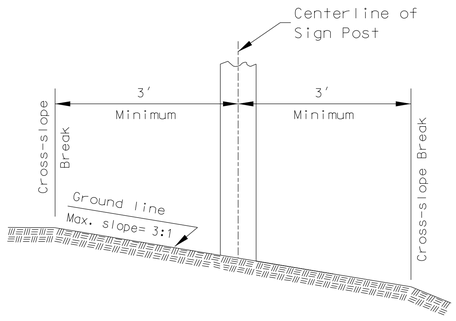
(Dimensions are minimums)



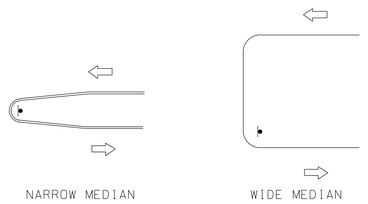
GORE INSTALLED SIGN
(MAINLINE/RAMP)



GORE INSTALLED SIGN
WITH TWO T1/OM'S
(RAMP/RAMP)

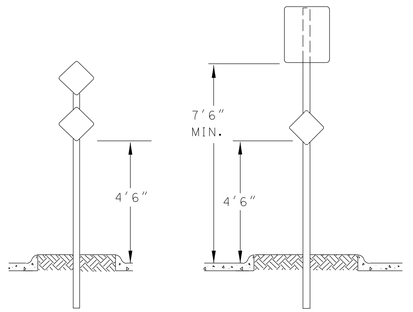


POST PLACEMENT CRITERIA
(CROSS-SLOPE BREAK)



NARROW MEDIAN — WIDE MEDIAN

TYPICAL MEDIAN SIGN LOCATION



ONE OR TWO T1/OM — PRIMARY SIGN WITH T1/OM

NOTES:

The outer edge of the sign, on expressways and freeways, shall be a minimum of 10 feet from the Right of Way line.

In business, cofercial, or residential districts where lateral offsets are limited, a minimum lateral clearance of 2 feet with a 7'6" minimum mounting height may be used.

When signs are mounted behind guard fence, the near edge of the sign shall not extend beyond the back side of the guard fence and the nearest sign post shall be a minimum of 5 feet from the face of the guard fence. There shall not be any shoulder mounted signs located between 100 feet in advance of and 50 feet beyond the nose of the guard fence.

When signs are mounted in a median, the lateral placement should be the same as a shoulder mount. If the median is too narrow for this placement the sign may be placed a minimum of 2 feet from the back of the curb, but in no case shall the sign edge extend beyond the back edge of the curb. Signs located at the median nose should be set the same distance from the back of the curb as the radius of the media nose, but should not exceed the distance of the shoulder mount or be closer than 2 feet from the back of the curb.

The gore sign shall be installed in the footing blockout in the paved gore area. If no blockout is provided, then locate the gore sign at the plan station. The edges of the gore sign shall not extend beyond the shoulder edge. The minimum distance from the post centerline to the back edge of the paved gore area is 3 feet.

ADJUSTMENTS:

Signs may be moved laterally or longitudinally if it will improve the visibility of the sign or other signs and if it will protect the sign more.

The maximum allowable longitudinal adjustments of signs are:

- Advance Guide - 1320 feet
- Supplemental Guide - 1320 feet
- Motorist Service - 1320 feet
- Exit Direction - 100 feet
- Mileage - 2640 feet
- Merge or any signs in an interchange - 50 feet
- Milepost - 50 feet

If any sign with a distance is longitudinally adjusted, the distance to the destination shall be checked and modified as needed.

The minimum spacing between guide signs on an expressway or freeway is 800 feet.

The minimum spacing between signs on a ramp or conventional roadway is 100 feet.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

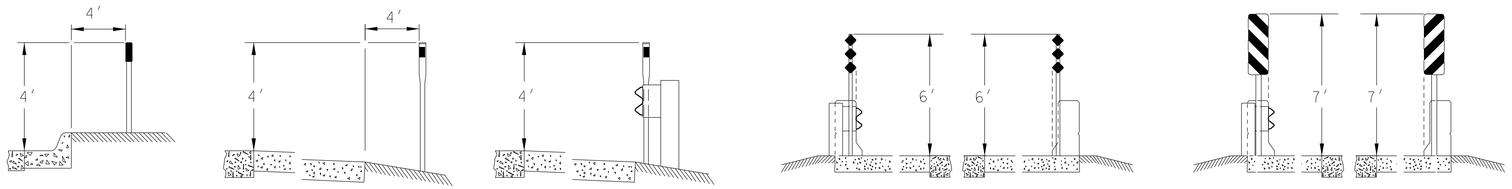
DETAILS FOR MOUNTING HEIGHTS, LATERAL OFFSETS, AND LONGITUDINAL ADJUSTMENTS

TE406 07-01-03

FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED WSB	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

Plotted By : -
Plot File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\EK\STDTE406A.dgn
Plot Date : 3:58:00 PM
Thacher Bldg., 4th Floor

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	633	1055



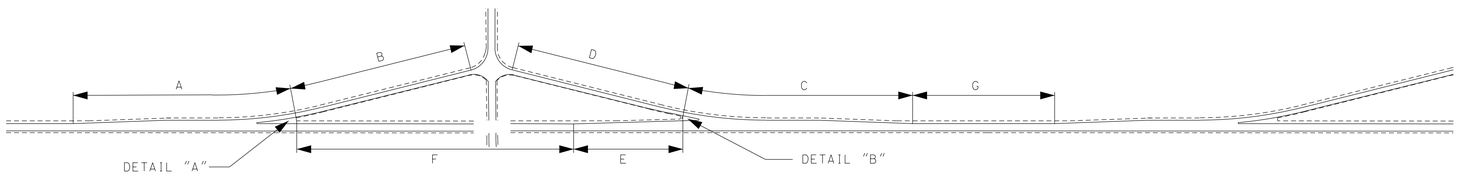
CURB SECTION SHOULDER SECTION GUARD FENCE SECTION

TYPICAL DELINEATOR LOCATION FOR ROADSIDE MOUNTING

TYPE 2 OBJECT MARKERS
SHOULDER WIDTH 6 ft or GREATER

TYPE 3 OBJECT MARKERS
SHOULDER WIDTH LESS THAN 6 ft

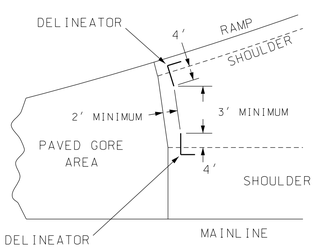
TYPICAL OBJECT MARKER LOCATION FOR BRIDGE AND CULVERT STRUCTURES



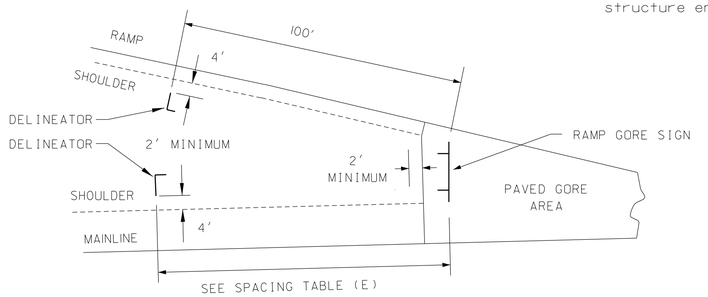
DELINEATION SPACING TABLE					
	BEGINNING POINT	ENDING POINT	TYPICAL SPACINGS(1)	DELINEATOR TYPE AND COLOR	
				RIGHT EDGE	LEFT EDGE
A	End of Acceleration Lane Taper	Perpendicular to Entrance Ramp Gore	100 feet	"B" WHITE	"B" YELLOW
B	Perpendicular to Entrance Ramp Gore	Ramp Terminal Radius	100 feet	"A" WHITE	"A" YELLOW
C	End of Deceleration Lane Taper	Perpendicular to Exit Ramp Gore Sign	100 feet	"B" WHITE	"B" YELLOW
D	Perpendicular to Exit Ramp Gore Sign	Ramp Terminal Radius	100 feet	"A" WHITE	"A" YELLOW
E	Perpendicular to Exit Ramp Gore Sign	End of Exit Gore Taper	75-100 ft	"A" WHITE	"A" YELLOW
F	End of Exit Gore Taper	Entrance Ramp Gore	400-500 ft	"A" WHITE	"A" YELLOW
G	End of Acceleration or Deceleration Lane Taper	End of Acceleration or Deceleration Lane Taper	528 ft	"A" WHITE	"A" YELLOW
	Beginning of curve for Direction of Travel	End of curve for Direction of Travel	20-300 ft (2)	"A" WHITE	"A" YELLOW

(1) Spacings shall be continous and uniform.

(2) Spacing is rounded to nearest meter using the formula:
Spacing = 3 x $\sqrt{(\text{Radius} - 50)}$



DETAIL "A"



DETAIL "B"

NOTE:
See 'Delineation Spacing' and 'Pattern of Delineation' tables and/or plan sheet for type, color, and spacing of delineation. The color of delineation shall match the color of the pavement marking edgeline.

Delineation shall be located on the outside edge of mainline, acceleration lanes, deceleration lanes, ramps, and curves. Delineation shall not be used on curves or loops when chevrons (W1-8 signs) are used, except at the entrance and exit gore areas. When changing from delineating one edge of the roadway to the other edge, the delineation on both edges shall overlap the typical spacing shown in the Delineation Spacing Table.

When delineating a curve, the first delineator should be located at the beginning of the curve. The spacing on the curve shall not exceed the typical spacing for the road type.

All delineation used within 100 feet in advance of the nose of guard fence and throughout the area with guard fence shall be flexible post mounted.

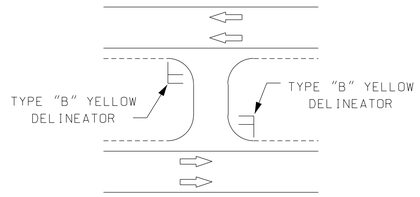
Delineation located on a median between the entrance and exit ramps should be installed according to median width:

Median width less than 6 ft: delineation installed back-to-back on a single post along the median centerline.

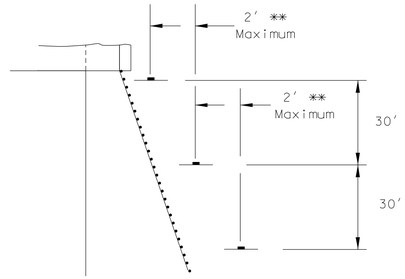
Median width greater than or equal to 6 ft: delineation installed as shown for the typical delineator locations.

The spacing shall be as shown in the Delineation Spacing Table.

The longitudinal location of the Object Markers from the structure end shall be a maximum spacing of 42"



TYPICAL DELINEATOR LOCATION FOR MEDIAN CROSS-OVER



TYPICAL PLACEMENT OF TYPE 3 OBJECT MARKERS

** - No guard fence or barrier

TYPE 3 OBJECT MARKERS USAGE		
TWO-WAY ROADWAY (TWO LANES)		
Width of Structure	Left	Right
Less than 20 ft	3 (1)	3 (1)
20 ft to less than 25 ft	1	3 (1)
25 ft to less than 28 ft	1	3 (1)
28 ft to less than 30 ft	1	3 (1)
30 ft to less than 33 ft	1 (2)	1
ONE-WAY ROADWAY (ONE LANE)		
Width of Structure	Left	Right
Less than 25 ft	3 (1)	3 (1)
ONE-WAY ROADWAY (TWO LANES)		
Width of Structure	Left	Right
Less than 20 ft	-	-
20 ft to less than 25 ft	3 (1)	3 (1)
25 ft to less than 28 ft	3 (1)	3 (1)
28 ft to less than 30 ft	3 (1)	3 (1)
30 ft to less than 33 ft	1 (2)	1

NOTES:
The Type 3 Object Markers Usage table is based on both shoulders being equal width. If one shoulder width is greater than or equal to 6 ft, then install a Type 2 Object Marker on that side and install a Type 3 Object Marker on the other side.
(1) - The first two Type 3 Object Markers not required if the guard fence has delineation.
(2) - The left Type 3 Object Marker not required if structure less than 10 feet long.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

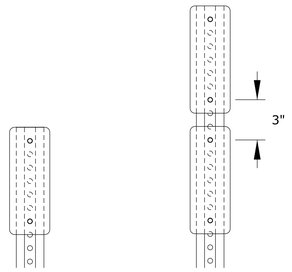
DESIGN DETAILS FOR POSITIONING OF DELINEATORS & OBJECT MARKERS (TYPES 2 & 3)

TE409 07-01-03

FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED WSB	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

Plotted By : -
Plot File : T:\35765A\Cadd\Sheets\Package\Standards\KDOT\EK\STDTE409A.dgn
Plot Date : 3:58:02 PM
Thacher Bldg., 4th Floor

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	634	1055

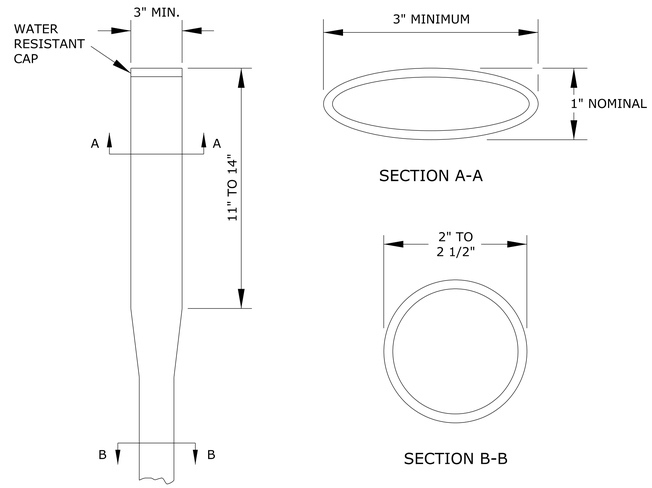


TYPE "A" TYPE "B"

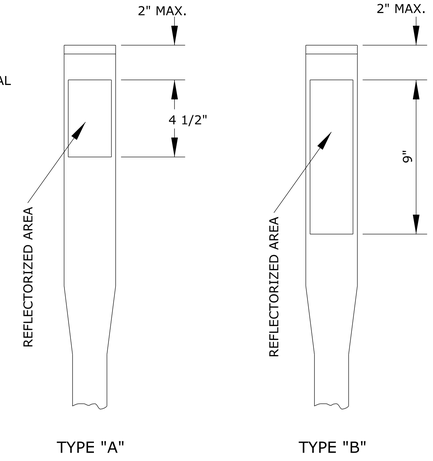
TYPICAL DELINEATOR ASSEMBLY POSITIONS FOR STEEL POST MOUNTING

FLAT SHEET DELINEATORS:
SEE FLAT SHEET SIGN BLANK DETAIL SHEETS FOR THE REQUIRED ALUMINUM ALLOYS AND THICKNESS.

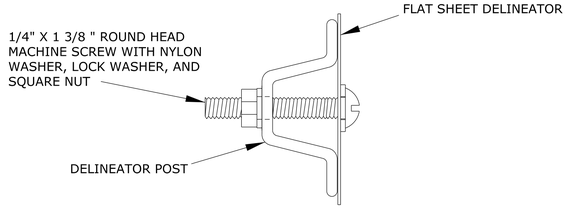
THE 3 IN X 8 IN DELINEATOR SIGN FACE SHALL BE COVERED WITH TYPE IV HIGH INTENSTIY WHITE OR YELLOW RETROREFLECTIVE SHEETING.



FLEXIBLE DELINEATOR POST DETAILS

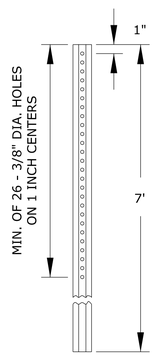


TYPICAL REFLECTORIZED AREA POSITIONING FOR FLEXIBLE POST MOUNTING

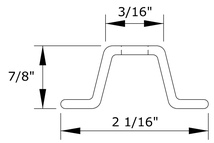


FLAT SHEET DELINEATOR MOUNTING

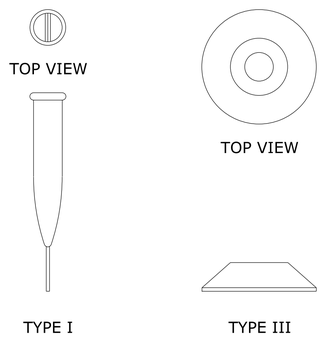
DETAILS FOR ATTACHING DELINEATORS TO STEEL DELINEATOR POSTS



PUNCHING DETAILS



POST DIMENSIONS
(ALL DIMENSIONS SHOWN ARE NOMINAL)



ANCHORING DEVICES FOR FLEXIBLE DELINEATORS

STEEL DELINEATOR POST DETAILS

FLEXIBLE DELINEATOR POSTS AND ANCHORING DEVICES:
THE TOTAL LENGTH OF THE FLEXIBLE POST SHALL BE DETERMINED BY THE CONTRACTOR, AS PER LOCATION AND ANCHORING DEVICE.

REFLECTORIZATION:
THE REFLECTORIZED AREA SHALL BE TYPE IV HIGH INTENSITY WHITE OR YELLOW RETROREFLECTIVE SHEETING. THE REFLECTORIZED AREA SHALL BE 3" MINIMUM IN WIDTH.

DELINEATION NOTE:
SEE THE "DESIGN DETAILS FOR POSITIONING OF DELINEATORS' AND/OR PLAN SHEETS FOR THE DELINEATION SPACING, TYPE, AND COLOR.

NO.	DATE	REVISIONS	BY	APP'D
1	7/23/10	Changed Sheeting Type	D.D.G.	D.B.

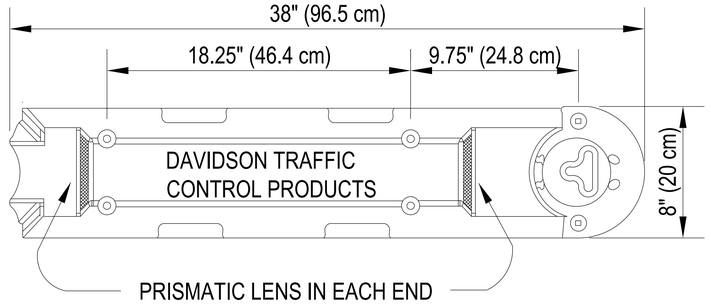
KANSAS DEPARTMENT OF TRANSPORTATION
DELINEATOR DESIGN DETAILS
STEEL POST MOUNT &
FLEXIBLE POST MOUNT

TE412 7/1/03

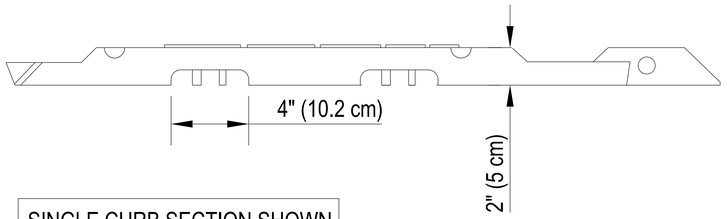
FHWA APPROVAL			7/23/2010	APP'D	Steven A. Buckley		
DESIGNED	D.D.G.	DETAILED	W.S.B.	QUANTITIES		TRACED	
DESIGN CK.	S.A.B.	DETAIL CK.	D.D.G.	QUAN. CK.		TRACE CK.	

Plotted : $$YTIME$$
$$KDOTGRP$$
Drawn By : __
File : $$DGNSPEC$$

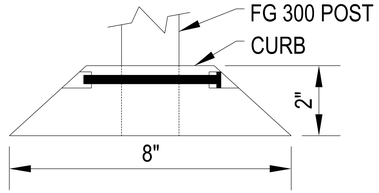
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	635	1055



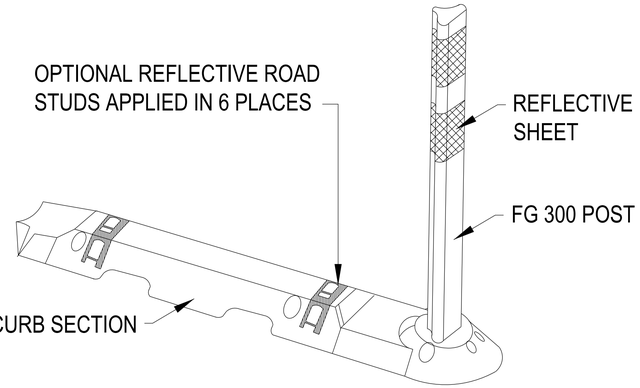
CURB UNIT



SINGLE CURB SECTION SHOWN WITH FG336 MODEL EFX POST AND 2 3"x9" AR1000 WRAPS

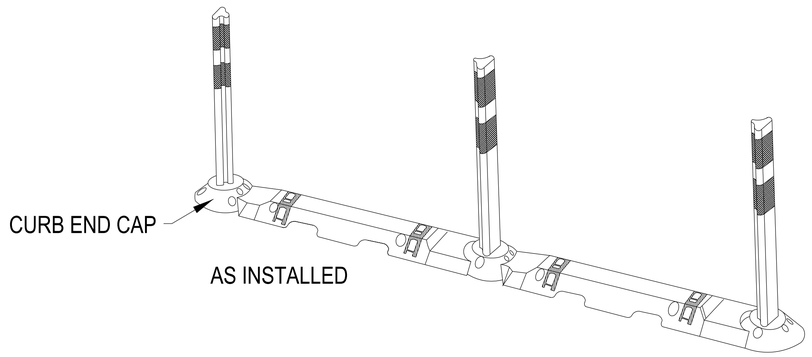


SECTION





4 OR 6 ANCHOR BOLTS PER CURB



GENERAL NOTES:

Curb System shall be PEXCO FG 300 Interstate Grade, Shur-Tite SHUR-CURB Traffic Separator or approved equal as approved by the Field Engineer.

Installation to be completed in accordance with manufacturer's specifications.

Posts to be 36" yellow EFX Grade.

Reflective sheeting to be 3"x9" yellow Reflexite AR 1000.

Single curb section with post, 2 reflective sheets, and 4 anchor bolts to be paid for as 1 Each of "FG 300 Curb System".

At the end of a run of curb sections, a curb end cap with post and 2 reflective sheets shall be installed and paid for as 1 Each of "FG 300 Curb End Cap".

All work and materials required for the installation of these systems shall be subsidiary to their bid item.

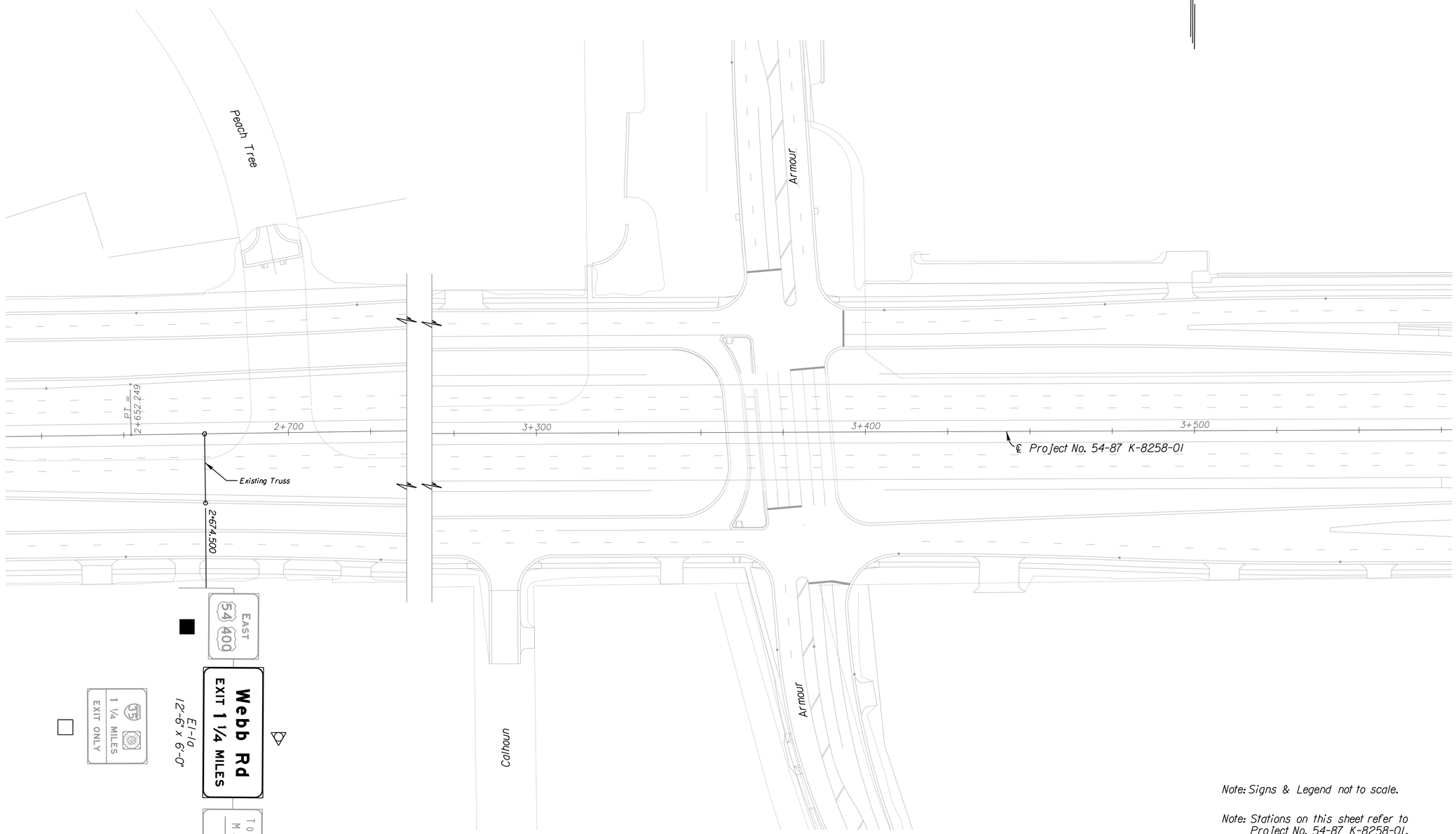
CITY OF WICHITA

FG 300 INTERSTATE GRADE CURB SYSTEM

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

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4/15/2015
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	636	1055



Note: Signs & Legend not to scale.

Note: Stations on this sheet refer to Project No. 54-87 K-8258-01.

CITY OF WICHITA

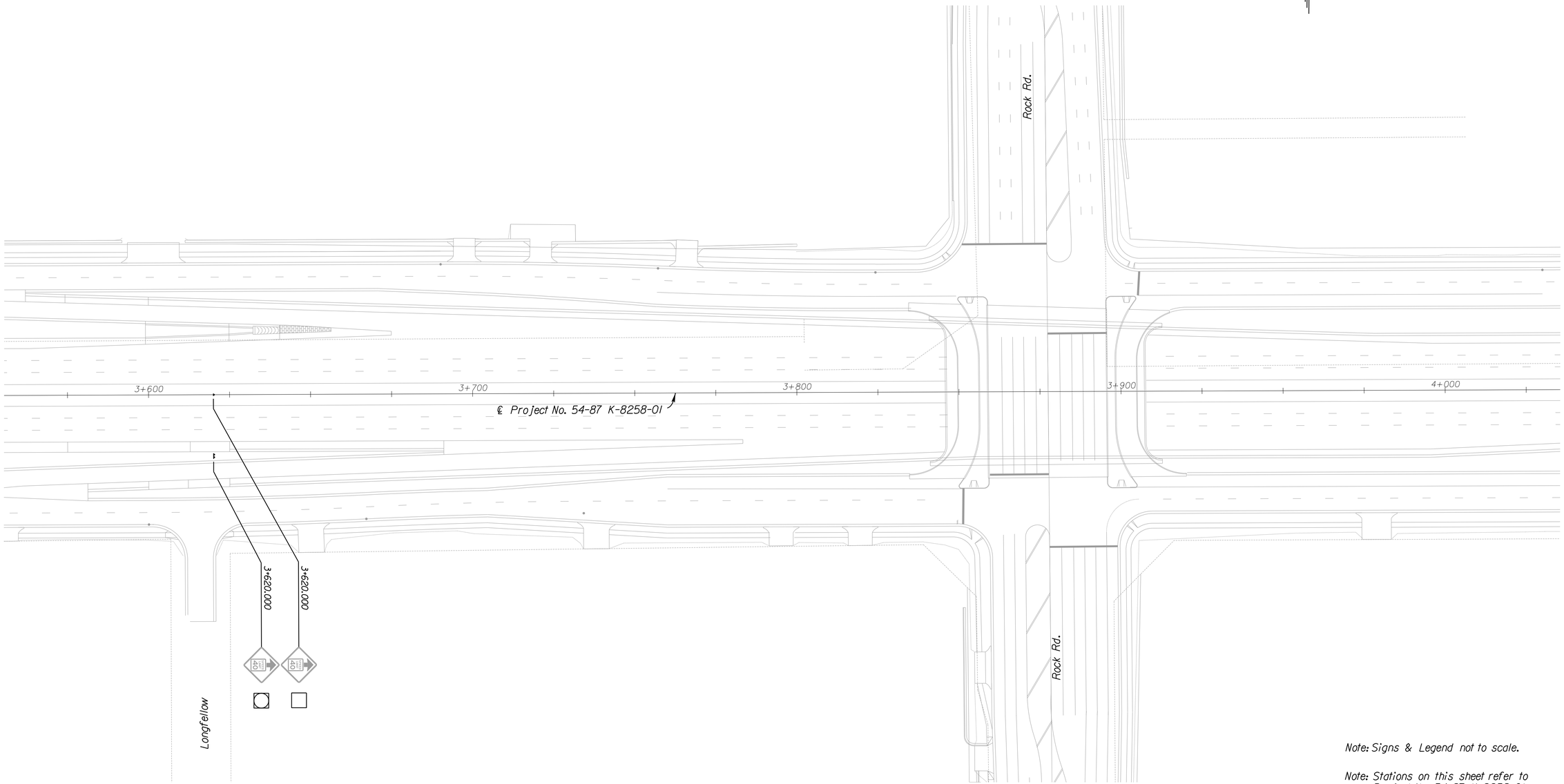
EAST KELLOGG

SIGNING & SIGNING REMOVAL PLAN

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

3:58:10 PM
4/15/2015
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	637	1055



Note: Signs & Legend not to scale.

Note: Stations on this sheet refer to Project No. 54-87 K-8258-01.

CITY OF WICHITA

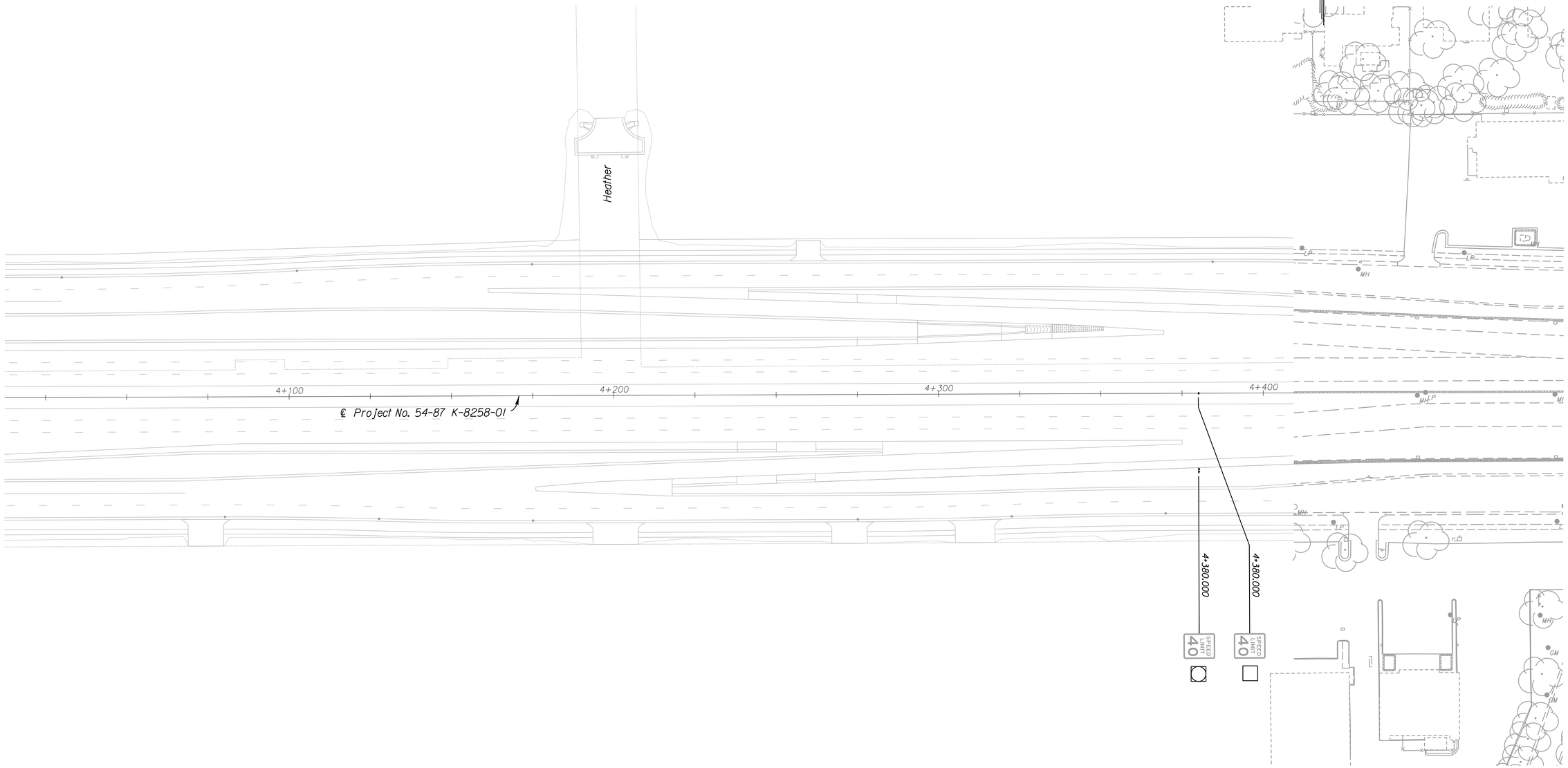
EAST KELLOGG

SIGNING & SIGNING REMOVAL PLAN

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	-	CKD.	-	APP.	-

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	638	1055



Note: Signs & Legend not to scale.

Note: Stations on this sheet refer to Project No. 54-87 K-8258-01.

CITY OF WICHITA

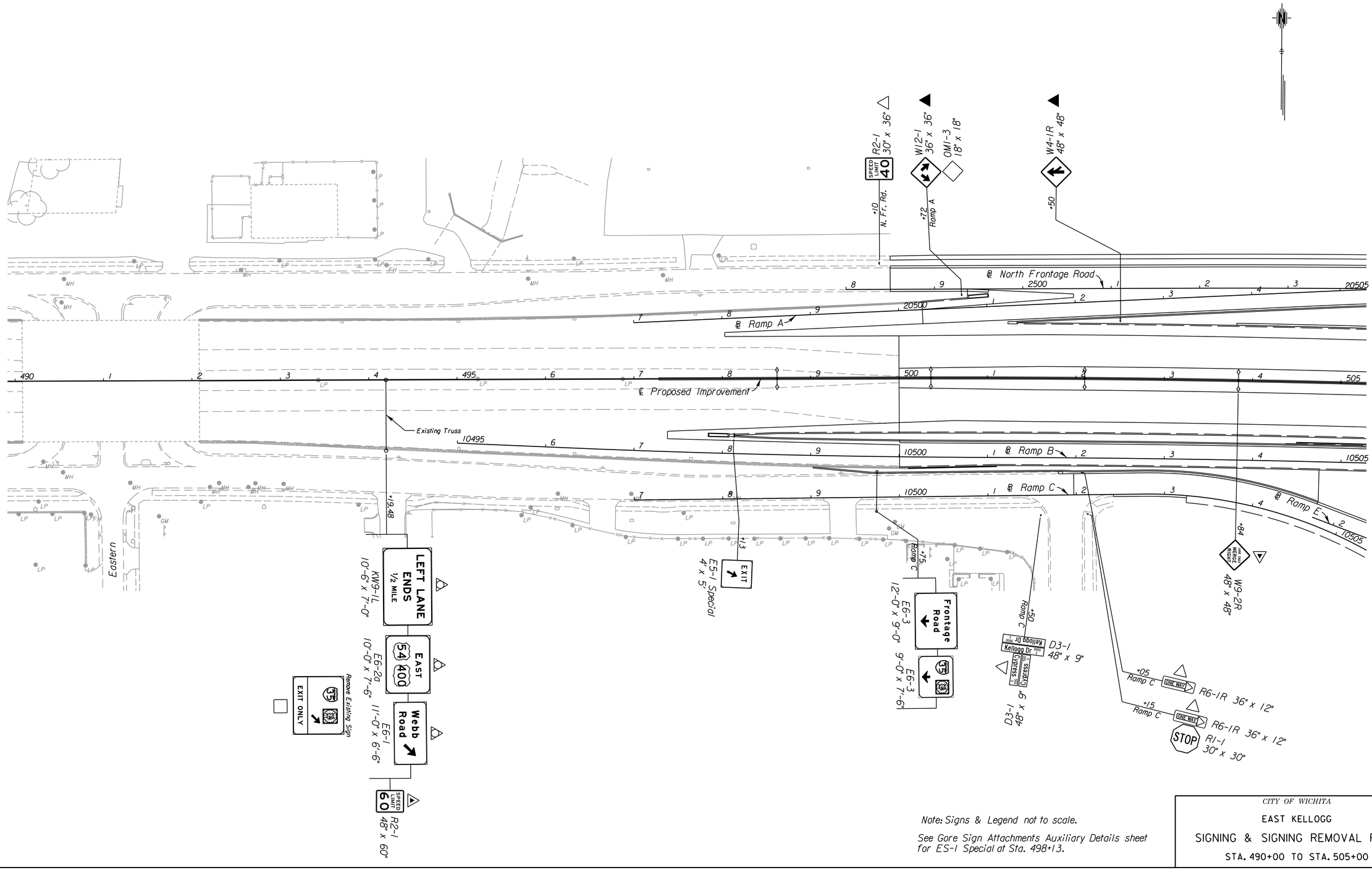
EAST KELLOGG

SIGNING & SIGNING REMOVAL PLAN

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	639	1055



Note: Signs & Legend not to scale.

See Gore Sign Attachments Auxiliary Details sheet for ES-1 Special at Sta. 498+13.

CITY OF WICHITA

EAST KELLOGG

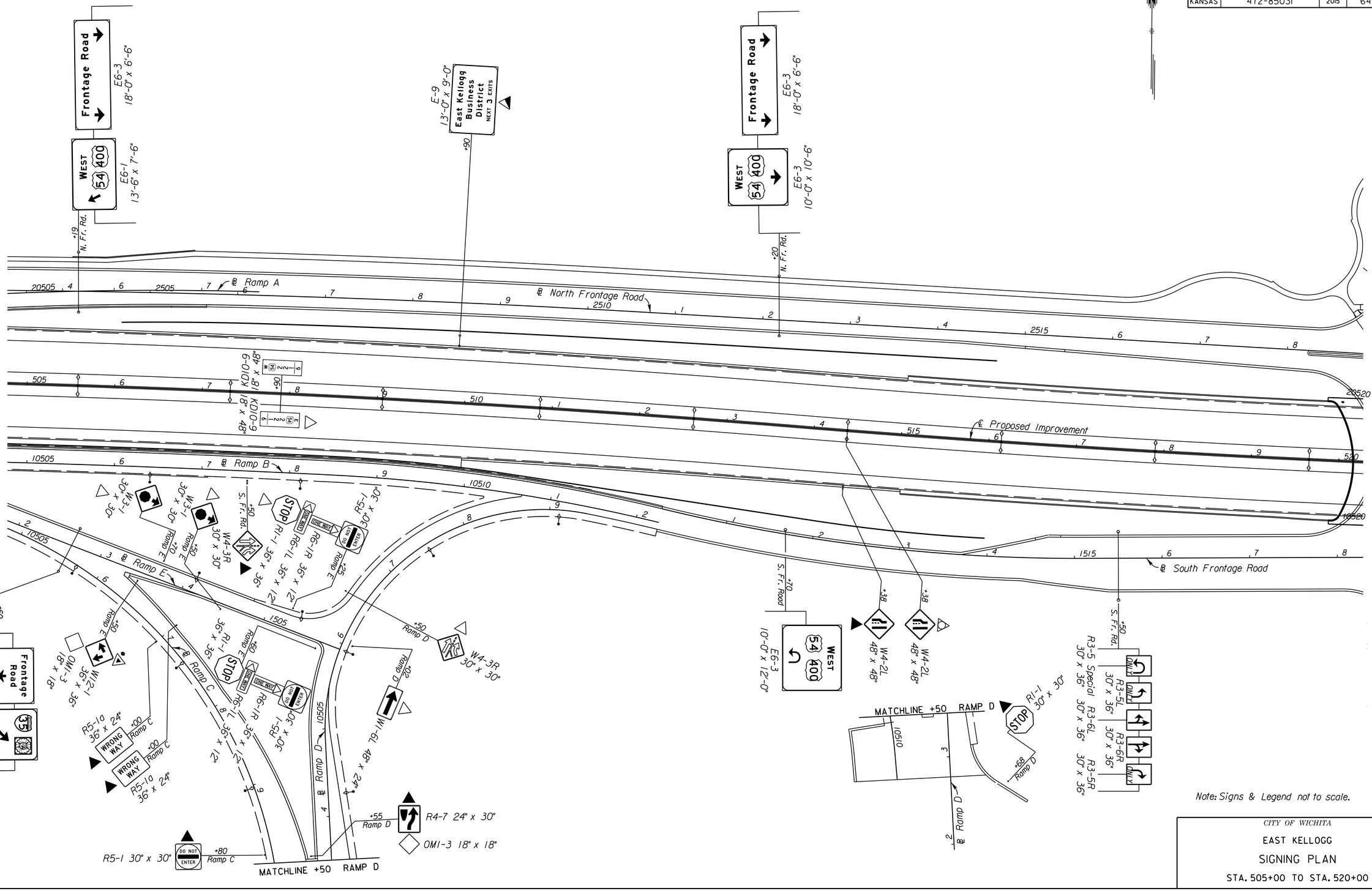
SIGNING & SIGNING REMOVAL PLAN

STA. 490+00 TO STA. 505+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	640	1055



Note: Signs & Legend not to scale.

CITY OF WICHITA

EAST KELLOGG

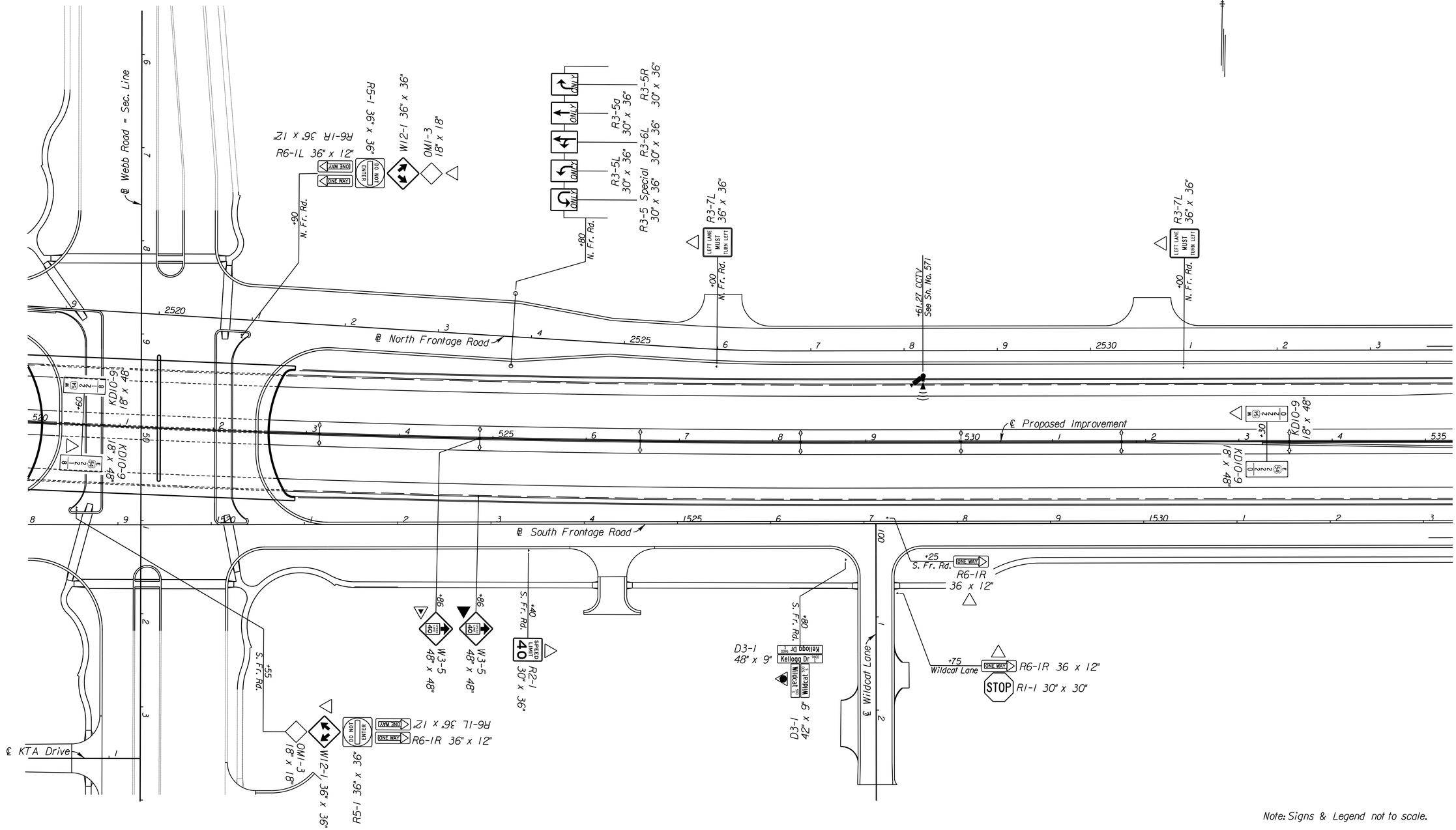
SIGNING PLAN

STA. 505+00 TO STA. 520+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	641	1055



Note: Signs & Legend not to scale.

CITY OF WICHITA

EAST KELLOGG

SIGNING PLAN

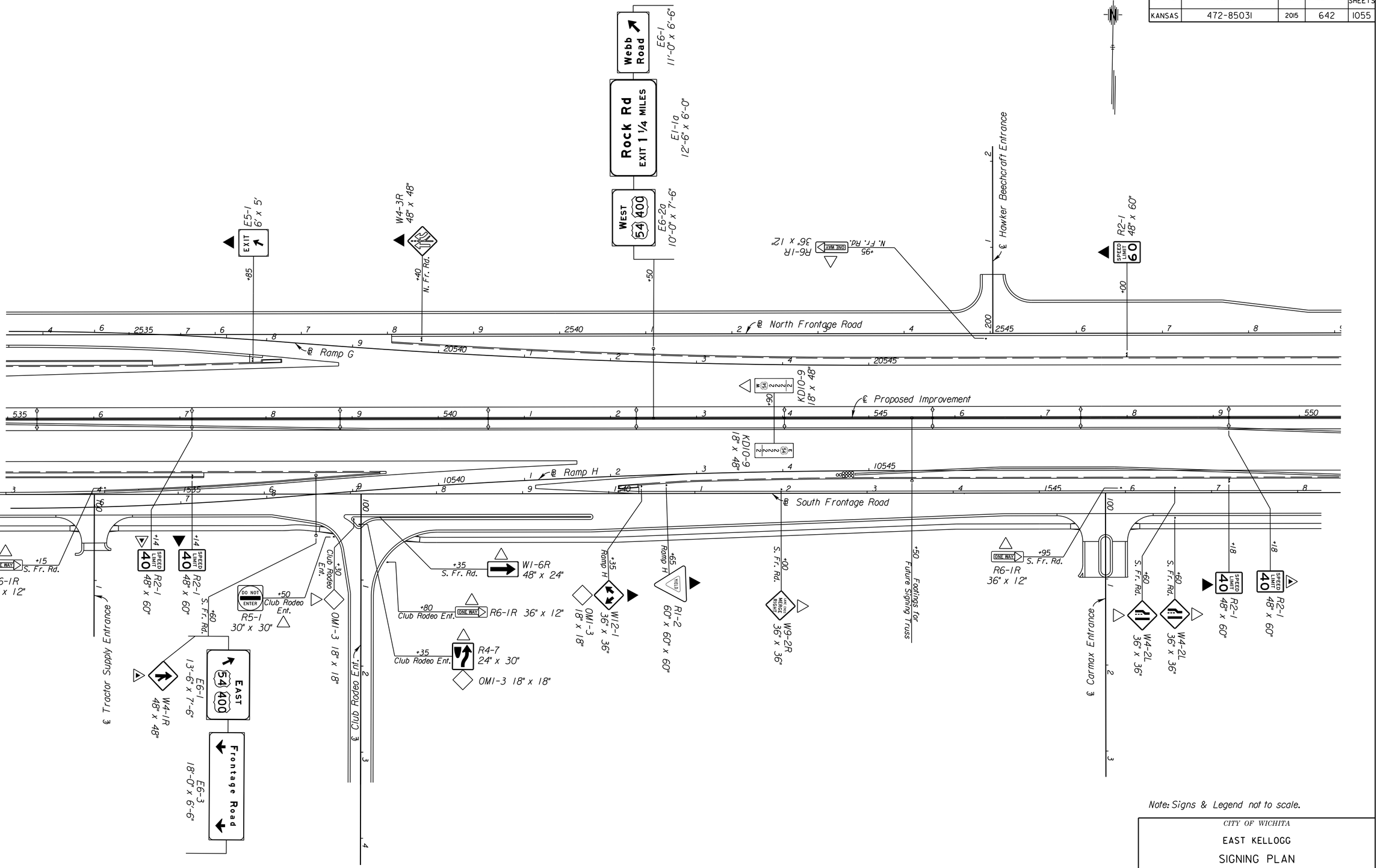
STA. 520+00 TO STA. 535+00

641

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	642	1055



Note: Signs & Legend not to scale.

CITY OF WICHITA

EAST KELLOGG

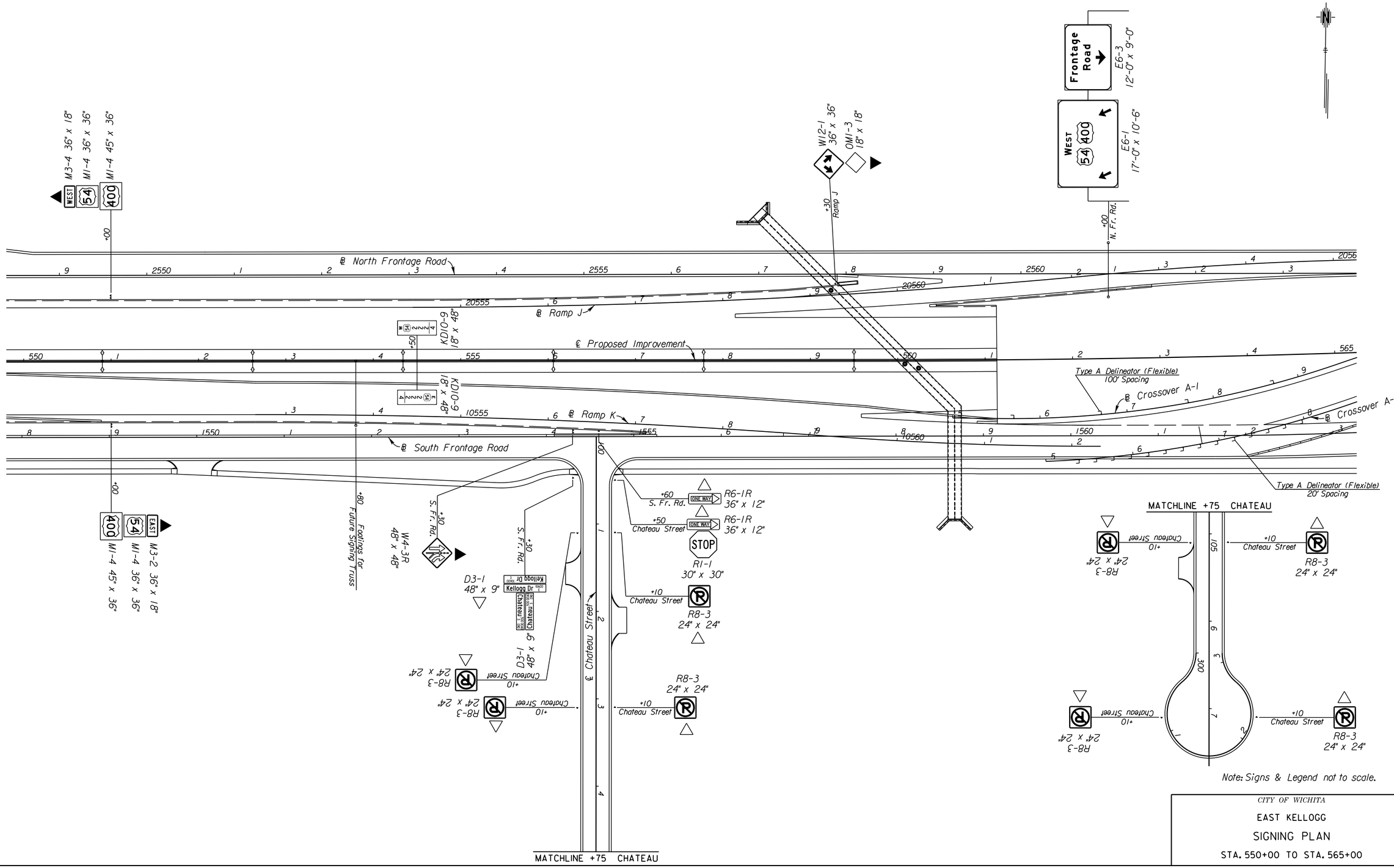
SIGNING PLAN

STA. 535+00 TO STA. 550+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	643	1055



Note: Signs & Legend not to scale.

CITY OF WICHITA

EAST KELLOGG

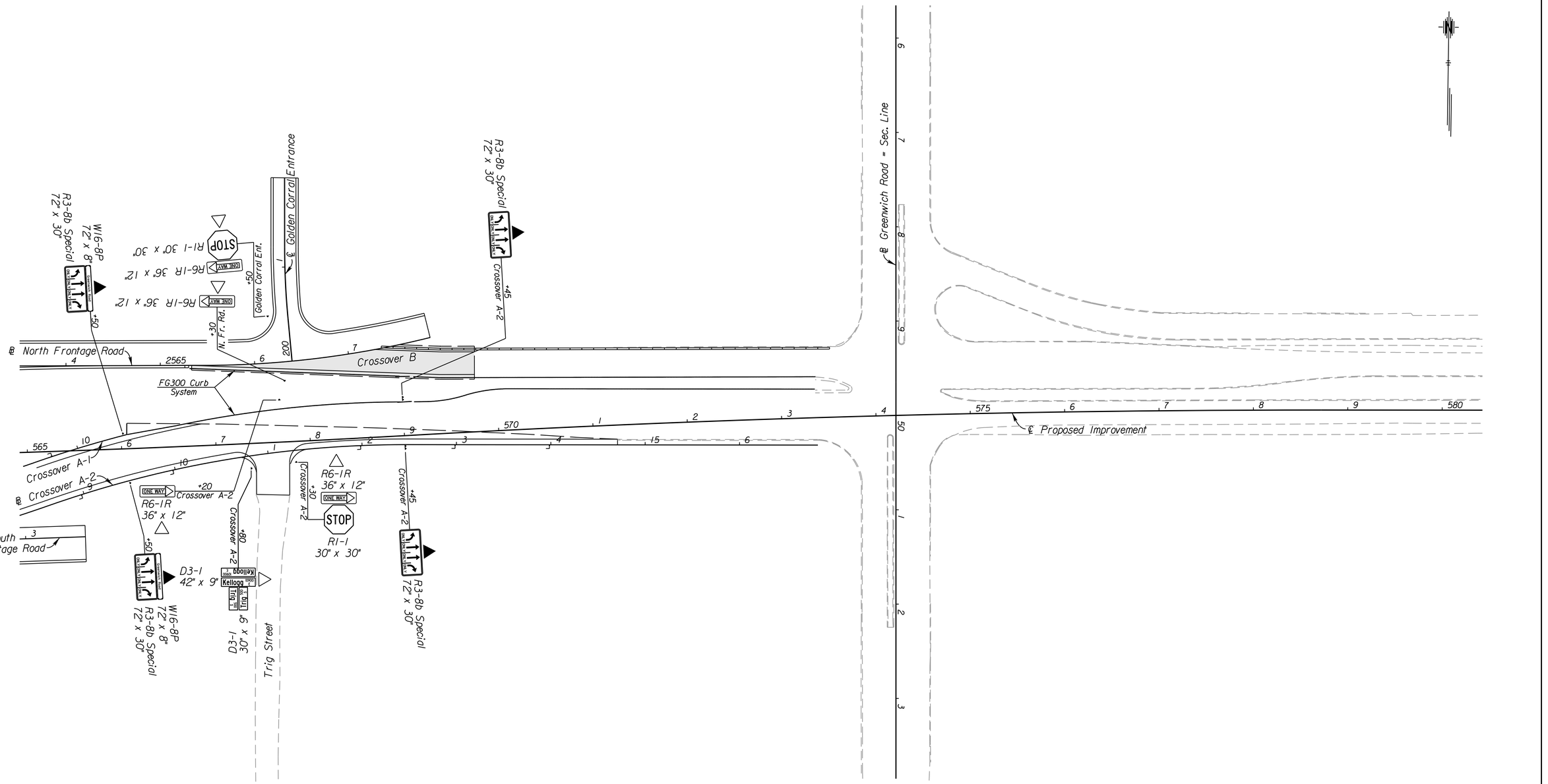
SIGNING PLAN

STA. 550+00 TO STA. 565+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	644	1055



Note: Signs & Legend not to scale.

CITY OF WICHITA

EAST KELLOGG

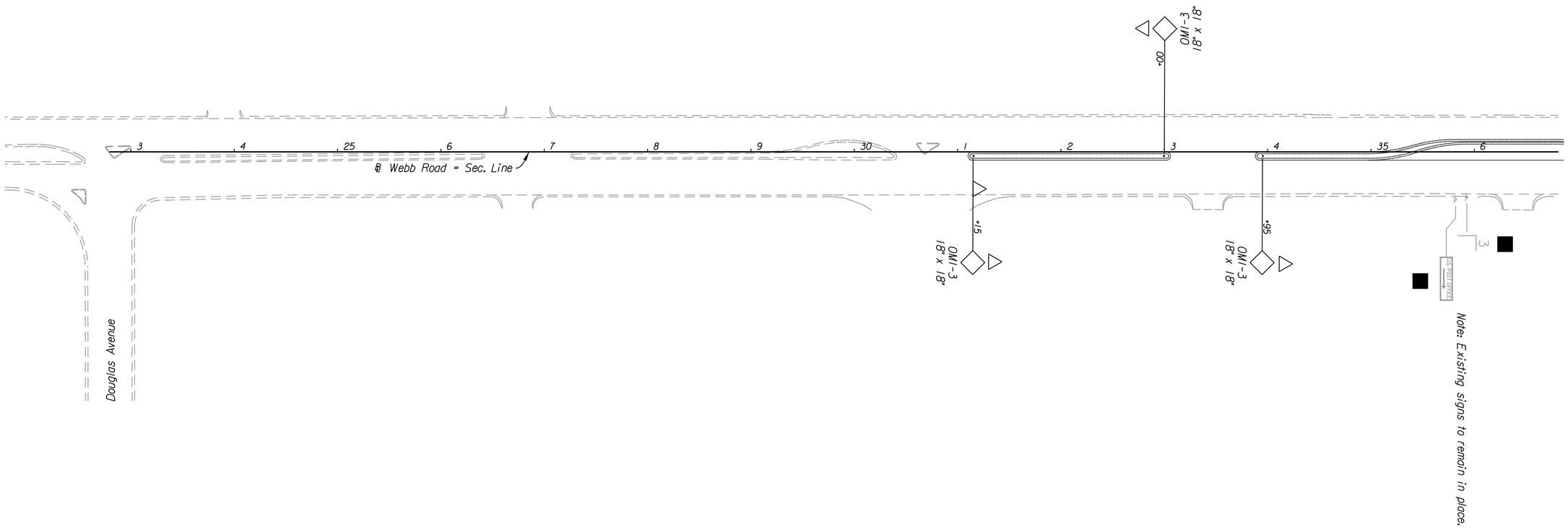
SIGNING PLAN

STA. 565+00 TO STA. 580+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	645	1055



Note: Signs & Legend not to scale.

CITY OF WICHITA

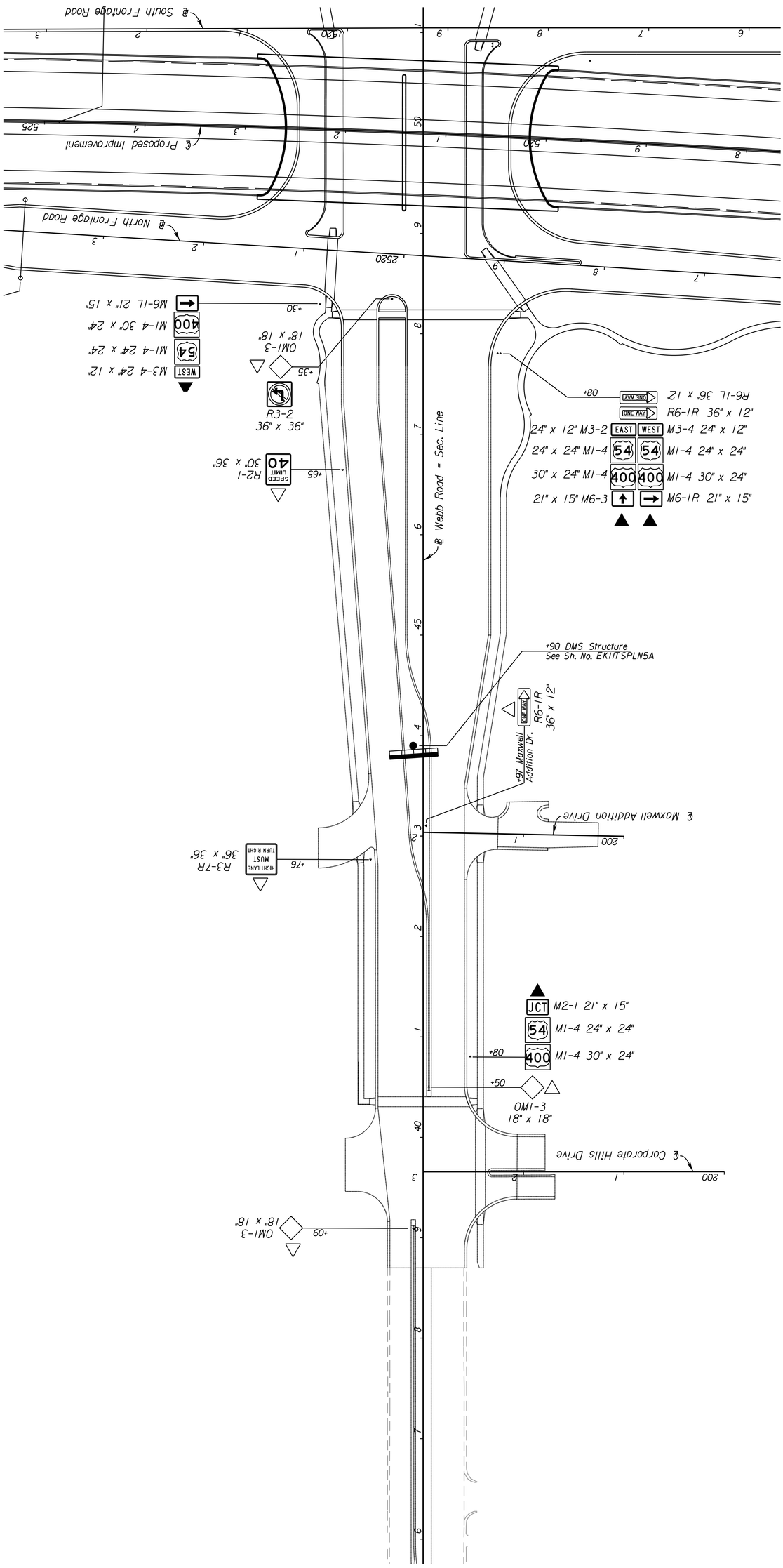
WEBB ROAD

SIGNING PLAN

STA. 31+00 TO STA. 36+00

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

3:58:45 PM
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	646	1055

CITY OF WICHITA

WEBB ROAD

SIGNING PLAN

STA. 36+00 TO STA. 51+00

646

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
-			-	-		-	-

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	647.001	1055

Revised Plans

Not to scale

Webb Road

North Frontage Road

US-54 / US-400 / Kellogg Ave.

South Frontage Road

I-35 / KTA

Toll Plaza

Ex.# 50

E5-1

EXIT 50 — Webb Road — E5-1

E1-5 7'6"x2'6" 1103' from E5-1
E4-1 11'0"x6'6"

EXIT 50 — Webb Road — D

E1-5 7'6"x2'6" 4585' from E5-1
E1-3a 11'6"x6'0"
E2-1 11'6"x2'0"

EXIT 50 — Webb Rd — 3/4 MILE — NEXT EXIT 5 MILES — F

E1-5 7'6"x2'6" 12983' from E5-1
E1-3a 11'6"x6'6"

EXIT 50 — Webb Rd — 2 1/4 MILES — F

E1-5 7'6"x2'6" 7225' from E5-1 11'6"x6'0"

A

EXIT 50 — Webb Rd — 1 1/4 MILES

B

E1-5 7'6"x2'6" 4585' from E5-1
E1-3a 11'6"x6'0"
E2-1 11'6"x2'0"

EXIT 50 — Webb Rd — 3/4 MILE — NEXT EXIT 4 MILES

C

E1-5 7'6"x2'6" 625' from E5-1
E4-1 11'0"x6'6"

EXIT 50 — Webb Road

EXIT 50 — E5-1

EXIT 50 — E5-1

2 6/02/2015 Added sheet

Signs and Legend Not to Scale

CITY OF WICHITA

I-35 AND US-54/US-400

SIGNING INSTALLATION PLAN

AREA 1

647.001

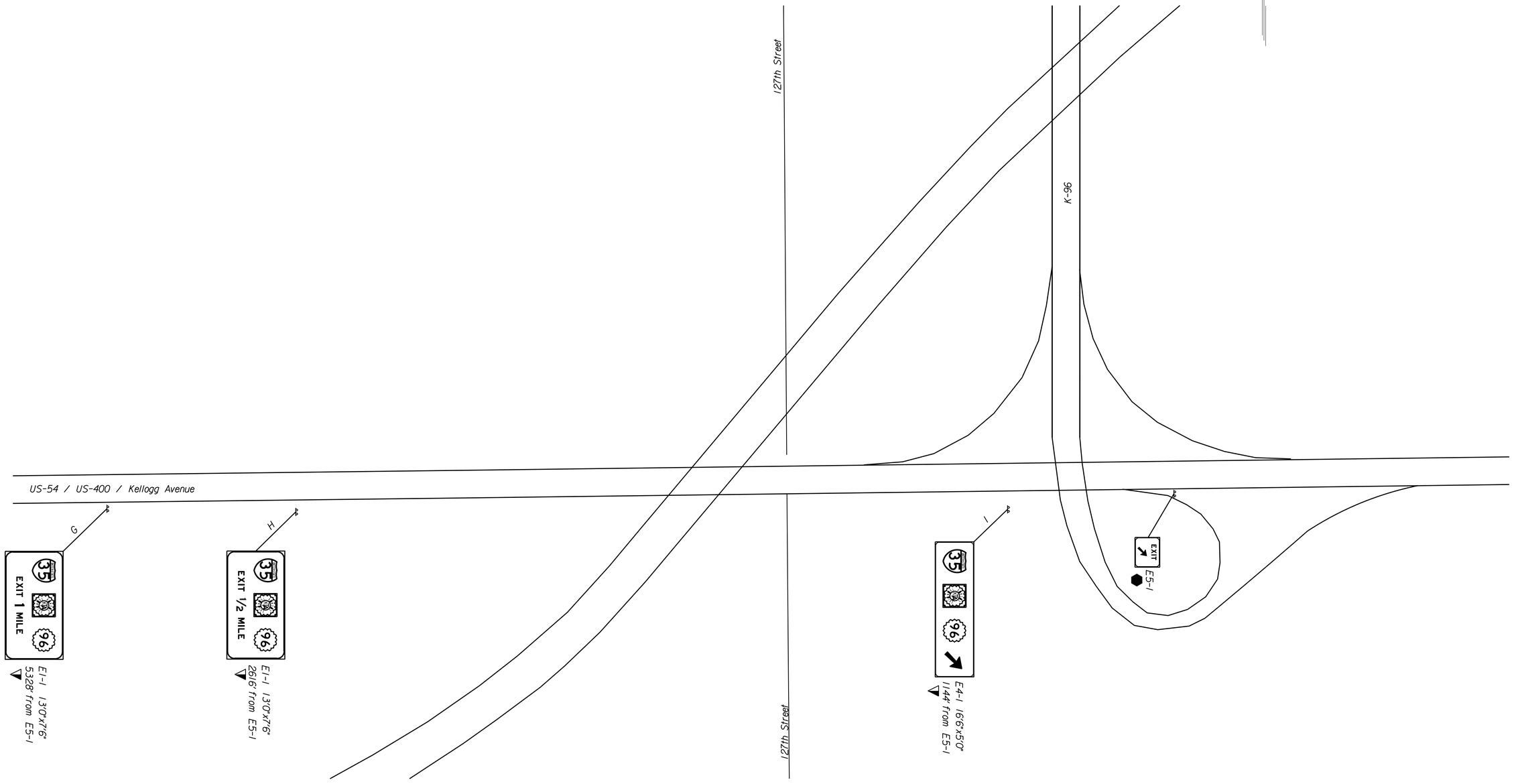
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	647.002	1055

Revised Plans

Not to scale



2 6/02/2015 Added sheet

Signs and Legend Not to Scale

CITY OF WICHITA

I-35 AND K-96

SIGNING INSTALLATION PLAN

AREA 2

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.

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6/3/2015
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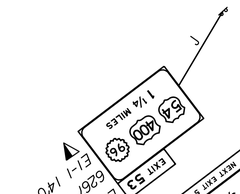
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	647.003	1055

Revised Plans

Not to scale

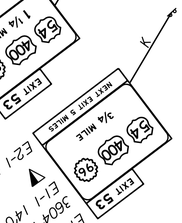
Kellogg Ave.

J



E1-5 7'6"x2'6"
6267' from E5-1
E1-1 14'0"x9'6"

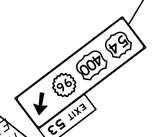
K



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3604' from E5-1
E1-1 14'0"x9'6"

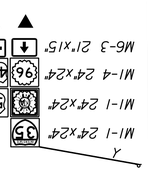
E2-1 14'0"x2'0"

L

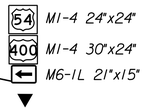


E1-5 7'6"x2'6"
1155' from E5-1
E1-1 17'6"x5'0"

Y



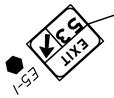
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Q



E5-1

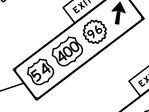


E5-1



E1-5 7'6"x2'6"
1701' from E5-1
E1-1 17'6"x5'0"

M



E1-5 7'6"x2'6"
3090' from E5-1
E1-1 14'0"x9'6"

N



E2-1 14'0"x2'0"

O



E1-5 7'6"x2'6"
6231' from E5-1
E1-1 14'0"x9'6"

2 6/02/2015 Added sheet

Signs and Legend Not to Scale

CITY OF WICHITA

I-35 AND K-96

SIGNING INSTALLATION PLAN

AREA 3

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.

9:45:36 AM
6/3/2015
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	647.004	1055

Revised Plans

Not to scale

Webb Road

North Frontage Road

US-54 / US-400 / Kellogg Ave.

South Frontage Road

Exit 50 Toll Plaza

I-35 / KTA

EXIT 50 E5-1

E1-5 1103' from E5-1 E4-1 E2-1

EXIT 50 400 54 Kellogg Ave Wichita NEXT EXIT 5 MILES — D

E1-5 4327' from E5-1 E1-1a

EXIT 50 400 54 Kellogg Ave Wichita 1/2 MILE — U

E1-5 7122' from E5-1 E1-1a

EXIT 50 400 54 Kellogg Ave Wichita 1 MILE — V

3 E7 Near MM 51.8

Kellogg Ave Wichita K-15 3 8 Oklahoma City 166

3 E1-3a Near MM 54.8

Kellogg Ave 5 Miles

3 E7 Near MM 56.2

Wichita K-96 4 7 Kellogg Ave Oklahoma City 169

3 E1-5 E3-1 — EXIT 50 KU Wichita Campus

3 E3-1 — Veterans Administration Medical Center NEXT EXIT

3 E3-1 — Mc Connell A. F. B. NEXT EXIT

3 R-6

3 E7 Near MM 45.4 — Kellogg Ave Wichita K-96 5 8 Kansas City 190

3 E7 Near MM 42.8 — Wichita K-15 Kellogg Ave 2 7 Kansas City 193

603' from E5-1 E1-1a — E1-5 — A

EXIT 50 400 54 Kellogg Ave Wichita 1 MILE — A

EXIT 50 400 54 Kellogg Ave Wichita 1/2 MILE — B

3626' from E5-1 E1-1a — E1-5

EXIT 50 400 54 Kellogg Ave Wichita NEXT EXIT 5 MILES — C

625' from E5-1 E4-1 — E1-5

E2-1

3 E3-1 — Veterans Administration Medical Center NEXT EXIT

3 E1-5 E3-1 — EXIT 50 KU Wichita Campus

3 R-6

3 E3-1 — Mc Connell A. F. B. NEXT EXIT

3 6/08/2015 Added signs to be removed

2 6/02/2015 Added sheet

Signs and Legend Not to Scale

CITY OF WICHITA

I-35 AND US-54/US-400

SIGNING REMOVAL PLAN

AREA 1

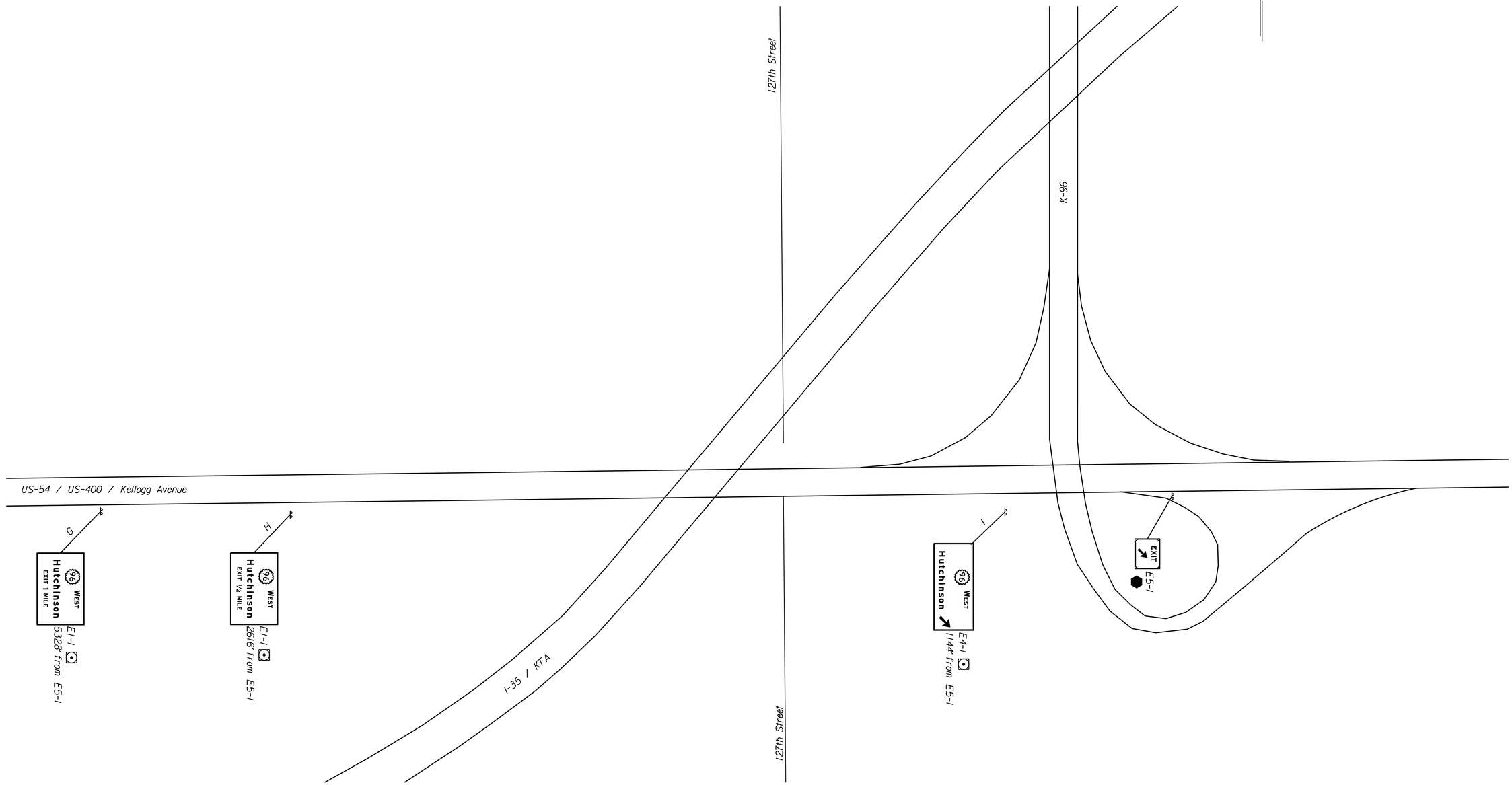
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	647.005	1055

Revised Plans

Not to scale



2 6/02/2015 Added sheet

Signs and Legend Not to Scale

CITY OF WICHITA

I-35 AND K-96

SIGNING REMOVAL PLAN

AREA 2

647.005

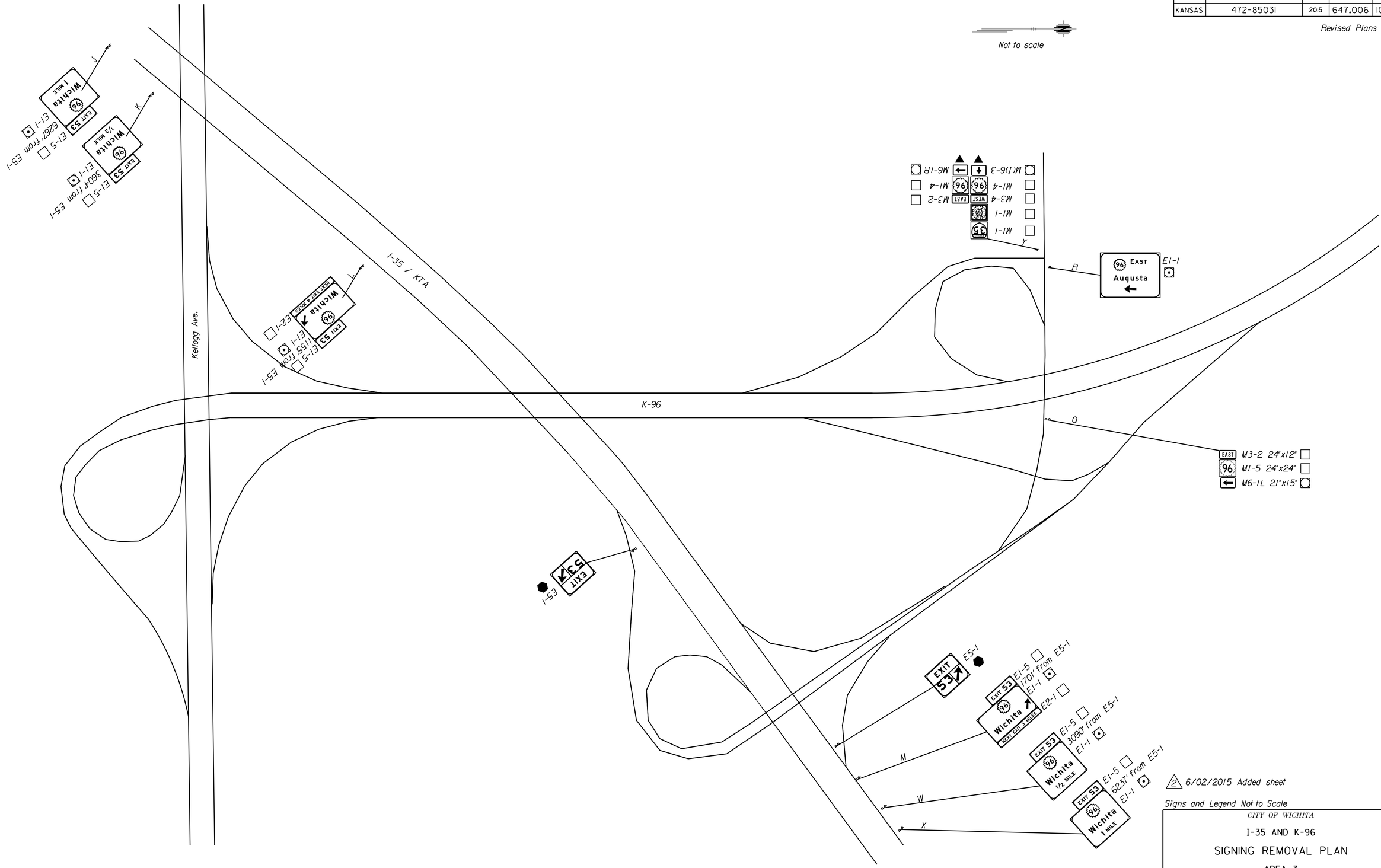
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	647.006	1055

Revised Plans

Not to scale



2 6/02/2015 Added sheet

Signs and Legend Not to Scale

CITY OF WICHITA

I-35 AND K-96

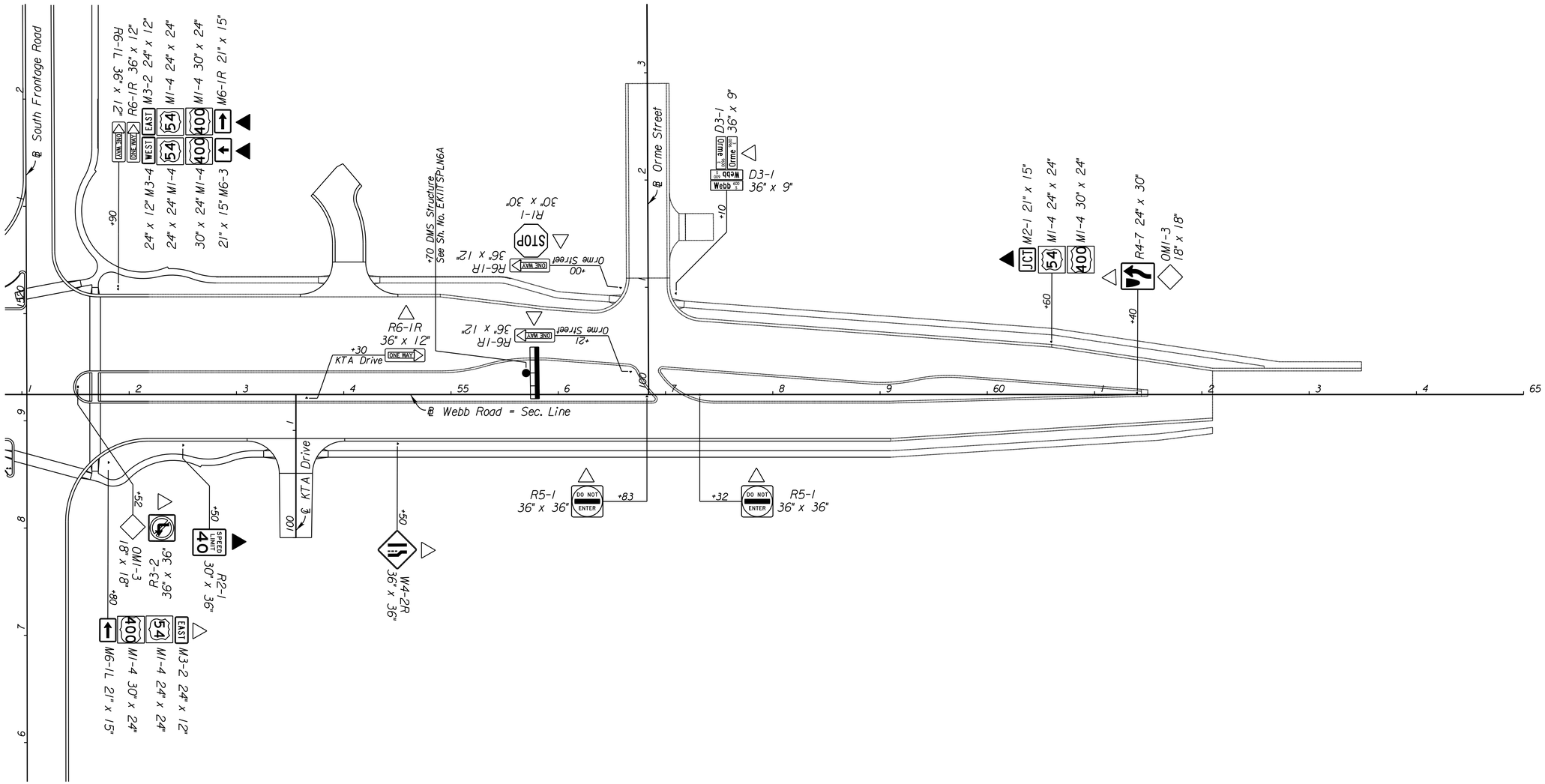
SIGNING REMOVAL PLAN

AREA 3

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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9:59:21 AM
6/3/2015
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	647	1055



Note: Signs & Legend not to scale.

CITY OF WICHITA

WEBB ROAD

SIGNING PLAN

STA. 51+00 TO STA. 65+00

SURV. - PLOT | CADD | DES. - | DR. | TR. - | CKD. - | APP. -

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4/15/2015

3:58:50 PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	648	1055

QUANTITIES SHEET

SIGNS, POSTS, & FOOTINGS TO BE INSTALLED ON PROJECT

PLAN SHEET NUMBER	PLAN STATION NUMBER	(CL) LOCATION / LATERAL POSITION	SIGN DESIGNATION	SIGN SIZE	SIGN LAYOUT SHEET NUMBER	TYPE OF SIGN			4" X 6" POSTS			3I2.25 ALUMINUM BEAM	U-POSTS		GALVANIZED STEEL BEAM POSTS						PERFORATED SQUARE STEEL TUBE (PSST) POSTS								CONCRETE FOOTINGS					TYPE OF SIGN STRUCTURE OR SUPPORT MOUNT						MOUNT ABOVE SIGN DESIGNATION
									WOOD		STEEL				W6x9		W10x12		W10x22		1 3/4"		2"		2 1/4"				2 1/2"		WOOD POST	STEEL BEAM POST									
																															A36		A572 (ALT)							
						FLAT SHEET	REINFORCED PANEL	OVERLAY	FLAT SHEET SIGN	REINFORCED PANEL SIGN	STRUCTURAL TUBING		2 LB PER FT	3 LB PER FT	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	POST	FOOTING	POST	FOOTING	POST	FOOTING	COUPLER	COUPLER & FOOTING	POST	FOOTING	18" DIA.	24" DIA.	30" DIA.	24" DIA.	30" DIA.	OVERHEAD	CANTILEVER	BUTTERFLY	BRIDGE MOUNT	SINGLE TAPER TUBE	VERT. SUPPORT	
			Mainline																																					
636	2+674.500	R/S	E1-1a	12'-6" x 6'-0"	679		X																											Mod						
639	494+19.48	R/S	KW9-1L	10'-6" x 7'-0"	680		X																											Mod						
			E6-2a	10'-0" x 7'-6"	680		X																																	
			E6-1	11'-0" x 6'-6"	679		X																																	
639	494+19.48	R/S	R2-1	48" x 60"		X																																	X	
639	498+13.00	R/G	E5-1	4'-0" x 5'-0"	682		X								1	1																								
639	502+50.00	L/S	W4-1R	48" x 48"		X			2																								2							
639	503+84	C/S	W9-2R	48" x 48"		X																																	X	
640	507+90.00	C/S	KD10-9	18" x 48"	684	X															1																			
			KD10-9	18" x 48"	684	X																																		
640	509+90.00	L/S	E-9	13'-0" x 9'-0"	682		X										2	2														2		2						
640	514+38.00	C/S	W4-2L	48" x 48"		X																																	X	
640	514+38.00	R/S	W4-2L	48" x 48"		X			2																								2							
641	520+60.00	C/S	KD10-9	18" x 48"	684	X															1																			
			KD10-9	18" x 48"	684	X																																		
640	524+86.00	C/S	W3-5	48" x 48"		X																																	X	
640	524+86.00	R/S	W3-5	48" x 48"		X			2																								2							
641	533+30.00	C/S	KD10-9	18" x 48"	684	X															1																			
			KD10-9	18" x 48"	684	X																																		
642	537+14.00	C/S	R2-1	48" x 60"		X																																	X	
642	537+14.00	R/S	R2-1	48" x 60"		X			2																								2							
642	537+85.00	L/G	E5-1	6'-0" x 5'-0"			X			2																							2							
642	542+50.00	L/S	E6-1	11'-0" x 6'-6"	679		X																												X					
			E1-1a	12'-6" x 6'-0"	681		X																																	
			E6-2a	10'-0" x 7'-6"	683		X																																	
642	543+90.00	C/S	KD10-9	18" x 48"	684	X															1																			
			KD10-9	18" x 48"	684	X																																		
642	548+00.00	L/S	R2-1	48" x 60"		X			2																								2							
642	549+18.00	C/S	R2-1	48" x 60"		X																																	X	
642	549+18.00	R/S	R2-1	48" x 60"		X			2																								2							
643	551+00.00	R/S	M3-2	36" x 18"		X			1																								1							
			M1-4	36" x 36"		X																																		
			M1-4	45" x 36"		X																																		
643	551+00.00	L/S	M3-4	36" x 18"		X			1																								1							
			M1-4	36" x 36"		X																																		
			M1-4	45" x 36"		X																																		
643	554+50.00	C/S	KD10-9	18" x 48"	684	X															1																			
			KD10-9	18" x 48"	684	X																																		
			Crossover A-2																																					
644	10+80.00	R/S	D3-1	30" x 9"	685	X															1	1																		

CENTERLINE LOCATION
L - LEFT OF CENTERLINE
R - RIGHT OF CENTERLINE
C - ON THE CENTERLINE

LATERAL POSITION
S - SHOULDER MOUNT
O - OFFSET MOUNT
G - GORE MOUNT
M - MEDIAN MOUNT

NOTE: SEE STANDARD PLAN SHEET TE590 FOR DETAILED SPECIFICATIONS.

NO.	DATE	REVISIONS	BY	APP'D
1	7/23/10	Added Coupler and Coupler/Footing Quantity	D.D.G.	D.B.

FHWA APPROVAL		7/23/2010	APP'D	Steven A. Buckley			
DESIGNED	D.D.G.	DETAILED	K.S.	QUANTITIES		TRACED	B.B.
DESIGN CK.	S.A.B.	DETAIL CK.	D.D.G.	QUAN. CK.		TRACE CK.	

TE430

7/1/03

Plotted : $SYTIME$$
$$KDOTGRP$$

Drawn By: ___
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	649	1055

QUANTITIES SHEET

SIGNS, POSTS, & FOOTINGS TO BE INSTALLED ON PROJECT

PLAN SHEET NUMBER	PLAN STATION NUMBER	(CL) LOCATION / LATERAL POSITION	SIGN DESIGNATION	SIGN SIZE	SIGN LAYOUT SHEET NUMBER	TYPE OF SIGN			4" X 6" POSTS			3I2.25 ALUMINUM BEAM	U-POSTS		GALVANIZED STEEL BEAM POSTS						PERFORATED SQUARE STEEL TUBE (PSST) POSTS								CONCRETE FOOTINGS					TYPE OF SIGN STRUCTURE OR SUPPORT MOUNT						MOUNT ABOVE SIGN DESIGNATION
									WOOD		STEEL				W6x9		W10x12		W10x22		1 3/4"		2"		2 1/4"				2 1/2"		WOOD POST	STEEL BEAM POST								
																															A36		A572 (ALT)							
						FLAT SHEET	REINFORCED PANEL	OVERLAY	FLAT SHEET SIGN	REINFORCED PANEL SIGN	STRUCTURAL TUBING		2 LB PER FT	3 LB PER FT	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	POST	FOOTING	POST	FOOTING	POST	FOOTING	COUPLER	COUPLER & FOOTING	POST	FOOTING	18" DIA.	24" DIA.	30" DIA.	24" DIA.	30" DIA.	OVERHEAD	CANTILEVER	BUTTERFLY	BRIDGE MOUNT	SINGLE TAPER TUBE	VERT. SUPPORT	
			D3-1	42'' x 9''	685	X																																		
			D3-1	30'' x 9''	685	X																																			
			D3-1	42'' x 9''	685	X																																			
644	11+20	L/S	R6-1R	36'' x 12''		X															1	1																		
644	11+30.00	R/S	R6-1R	36'' x 12''		X															1	1																		
			R1-1	30'' x 30''		X																																			
644	12+45.00	R/S	R3-8b Special	72'' x 30''	681	X			2																					2										
644	12+45.00	L/S	R3-8b Special	72'' x 30''	681	X			2																					2										
644	9+50	L/S	W16-8P	72'' x 8''	681	X			2																					2										
		L/S	R3-8b Special	72'' x 30''	681	X																																		
644	9+50	R/S	W16-8P	72'' x 8''	681	X			2																					2										
		R/S	R3-8b Special	72'' x 30''	681	X																																		
			South Frontage Road																																					
640	1511+70.00	L/S	E6-3	10'-0'' x 12'-0''	681		X																												X				
640	1515+50.00	C/S	R3-5 Special	30'' x 36''	683	X																															X		
			R3-5L	30'' x 36''		X																																		
			R3-6L	30'' x 36''		X																																		
			R3-6R	30'' x 36''		X																																		
			R3-5R	30'' x 36''		X																																		
641	1518+55.00	L/M	R6-1R	36'' x 12''		X																							1	1										
			W12-1	36'' x 36''		X																																		
			OM1-3	18'' x 18''		X																																		
			R6-1L	36'' x 12''		X																																		
			R5-1	36'' x 36''		X																																		
641	1523+40.00	R/S	R2-1	30'' x 36''		X															1	1																		
641	1526+80.00	R/S	D3-1	42'' x 9''	685	X																			1	1														
			D3-1	48'' x 9''	685	X																																		
			D3-1	42'' x 9''	685	X																																		
			D3-1	48'' x 9''	685	X																																		
641	1527+25.00	L/S	R6-1R	36'' x 12''		X															1	1																		
642	1534+15.00	L/S	R6-1R	36'' x 12''		X															1	1																		
642	1536+60.00	C/S	E6-1	13'-6'' x 7'-6''	682		X																												X				
			E6-3	18'-0'' x 6'-6''	681		X																																	
642	1536+60.00	L/S	W4-1R	48'' x 48''		X																																	X	
642	1537+35.00	R/S	W1-6R	48'' x 24''		X																							2	2										
642	1542+00.00	L/S	W9-2R	36'' x 36''		X																							1	1										
642	1545+95.00	L/S	R6-1R	36'' x 12''		X															1	1																		
642	1546+60	R/S	W4-2L	36'' x 36''		X																							1	1										
642	1546+60	L/S	W4-2L	36'' x 36''		X																							1	1										
643	1554+30.00	L/S	W4-3R	48'' x 48''		X			2																						2										
643	1554+30.00	R/S	D3-1	48'' x 9''	685	X															1	1																		

CENTERLINE LOCATION
L - LEFT OF CENTERLINE
R - RIGHT OF CENTERLINE
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LATERAL POSITION
S - SHOULDER MOUNT
O - OFFSET MOUNT
G - GORE MOUNT
M - MEDIAN MOUNT

NOTE: SEE STANDARD PLAN SHEET TE590 FOR DETAILED SPECIFICATIONS.

NO.	DATE	REVISIONS	BY	APP'D
1	7/23/10	Added Coupler and Coupler/Footing Quantity	D.D.G.	D.B.

FHWA APPROVAL			7/23/2010	APP'D	Steven A. Buckley		
DESIGNED	D.D.G.	DETAILED	K.S.	QUANTITIES		TRACED	B.B.
DESIGN CK.	S.A.B.	DETAIL CK.	D.D.G.	QUAN. CK.		TRACE CK.	

TE430

7/1/03

649

Plotted : $SYTIME$$
$$KDOTGRP$$
Drawn By : ___
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	650	1055

QUANTITIES SHEET

SIGNS, POSTS, & FOOTINGS TO BE INSTALLED ON PROJECT

PLAN SHEET NUMBER	PLAN STATION NUMBER	(CL) LOCATION / LATERAL POSITION	SIGN DESIGNATION	SIGN SIZE	SIGN LAYOUT SHEET NUMBER	TYPE OF SIGN			4" X 6" POSTS			3I2.25 ALUMINUM BEAM	U-POSTS		GALVANIZED STEEL BEAM POSTS						PERFORATED SQUARE STEEL TUBE (PSST) POSTS								CONCRETE FOOTINGS					TYPE OF SIGN STRUCTURE OR SUPPORT MOUNT						MOUNT ABOVE SIGN DESIGNATION
									WOOD		STEEL				W6x9		W10x12		W10x22		1 3/4"		2"		2 1/4"				2 1/2"		WOOD POST	STEEL BEAM POST									
																															A36		A572 (ALT)							
																															18" DIA.	24" DIA.	30" DIA.	24" DIA.	30" DIA.							
						FLAT SHEET	REINFORCED PANEL	OVERLAY	FLAT SHEET SIGN	REINFORCED PANEL SIGN	STRUCTURAL TUBING		2 LB PER FT	3 LB PER FT	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	POST	FOOTING	POST	FOOTING	POST	FOOTING	COUPLER	COUPLER & FOOTING	POST	FOOTING						OVERHEAD	CANTILEVER	BUTTERFLY	BRIDGE MOUNT	SINGLE TAPER TUBE	VERT. SUPPORT	
			D3-1	48" x 9"	685	X																																		
			D3-1	48" x 9"	685	X																																			
			D3-1	48" x 9"	685	X																																			
643	1554+60.00	L/S	R6-1R	36" x 12"		X															1	1																		
			North Frontage Road																																						
639	2498+10.00	L/S	R2-1	30" x 36"		X															1	1																		
639	2504+19.00	C/S	E6-1	13'-6" x 7'-6"	682		X																													X				
			E6-3	18'-0" x 6'-6"	681		X																																		
640	2512+20.00	C/S	E6-3	10'-0" x 10'-6"	680		X																													X				
			E6-3	18'-0" x 6'-6"	681		X																																		
641	2520+90.00	R/M	R6-1R	36" x 12"		X																																		
			W12-1	36" x 36"		X																																			
			OM1-3	18" x 18"		X																																			
			R6-1L	36" x 12"		X																																			
			R5-1	36" x 36"		X																																			
641	2523+80.00	C/S	R3-5 Special	30" x 36"	683	X																																X		
			R3-5L	30" x 36"		X																																			
			R3-6L	30" x 36"		X																																			
			R3-5a	30" x 36"		X																																			
			R3-5R	30" x 36"		X																																			
641	2526+00.00	R/S	R3-7L	36" x 36"		X															1	1																		
641	2531+00.00	R/S	R3-7L	36" x 36"		X															1	1																		
642	2538+40.00	R/G	W4-3R	48" x 48"		X			2																						2										
642	2544+95.00	R/S	R6-1R	36" x 12"		X															1	1																		
643	2561+00.00	C/S	E6-1	17'-0" x 10'-6"	683		X																													X				
			E6-3	12'-0" x 9'-0"	680		X																																		
644	2566+30.00	R/S	R6-1R	36" x 12"		X															1	1																		
			Ramp A																																						
639	20500+72	L/G	W12-1	36" x 36"		X			1																						1										
			OM1-3	18" x 18"		X																																			
			Ramp B																																						
640	10507+50	R/S	W4-3R	30" x 30"		X			1																						1										
			Ramp C																																						
639	10499+75	C/S	E6-3	12'-0" x 9'-0"	680		X																													X				
			E6-3	9'-0" x 7'-6"	679		X																																		
639	10501+50	R/S	D3-1	48" x 9"	685	X																					1	1												
			D3-1	48" x 9"	685	X																																			
			D3-1	48" x 9"	685	X																																			

CENTERLINE LOCATION
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LATERAL POSITION
S - SHOULDER MOUNT
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M - MEDIAN MOUNT

NOTE: SEE STANDARD PLAN SHEET TE590 FOR DETAILED SPECIFICATIONS.

NO.	DATE	REVISIONS	BY	APP'D
1	7/23/10	Added Coupler and Coupler/Footing Quantity	D.D.G.	D.B.

FHWA APPROVAL		7/23/2010	APP'D	Steven A. Buckley			
DESIGNED	D.D.G.	DETAILED	K.S.	QUANTITIES		TRACED	B.B.
DESIGN CK.	S.A.B.	DETAIL CK.	D.D.G.	QUAN. CK.		TRACE CK.	

TE430

7/1/03

650

Plotted : $SYTIME$$
$$KDOTGRP$$
Drawn By: ___
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	651	1055

QUANTITIES SHEET

SIGNS, POSTS, & FOOTINGS TO BE INSTALLED ON PROJECT

PLAN SHEET NUMBER	PLAN STATION NUMBER	(CL) LOCATION / LATERAL POSITION	SIGN DESIGNATION	SIGN SIZE	SIGN LAYOUT SHEET NUMBER	TYPE OF SIGN			4" X 6" POSTS			3I2.25 ALUMINUM BEAM	U-POSTS		GALVANIZED STEEL BEAM POSTS						PERFORATED SQUARE STEEL TUBE (PSST) POSTS								CONCRETE FOOTINGS					TYPE OF SIGN STRUCTURE OR SUPPORT MOUNT						MOUNT ABOVE SIGN DESIGNATION
									WOOD		STEEL				W6x9		W10x12		W10x22		1 3/4"		2"		2 1/4"				2 1/2"		WOOD POST	STEEL BEAM POST									
																															A36		A572 (ALT)							
						FLAT SHEET	REINFORCED PANEL	OVERLAY	FLAT SHEET SIGN	REINFORCED PANEL SIGN	STRUCTURAL TUBING		2 LB PER FT	3 LB PER FT	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	POST	FOOTING	POST	FOOTING	POST	FOOTING	COUPLER	COUPLER & FOOTING	POST	FOOTING	18" DIA.	24" DIA.	30" DIA.	24" DIA.	30" DIA.	OVERHEAD	CANTILEVER	BUTTERFLY	BRIDGE MOUNT	SINGLE TAPER TUBE	VERT. SUPPORT	
			D3-1	48'' x 9''	685	X																																		
639	10502+05	L/S	R6-1R	36'' x 12''		X															1	1																		
639	10502+15	R/S	R6-1R	36'' x 12''		X															1	1																		
			R1-1	30'' x 30''		X																																		
640	10505+60	C/S	E6-3	12'-0'' x 9'-0''	680		X																												X					
			E6-3	9'-0'' x 8'-0''	679		X																																	
640	10507+00	L/S	R5-1a	36'' x 24''		X			1																						1									
640	10507+00	R/S	R5-1a	36'' x 24''		X			1																						1									
640	10509+80	R/S	R5-1	30'' x 30''		X			1																						1									
			Ramp D																																					
640	10502+68	R/S	R1-1	30'' x 30''		X			1																						1									
640	10503+55	L/S	R4-7	24'' x 30''		X			1																						1									
			OM1-3	18'' x 18''		X																																		
640	10506+02	R/S	W1-6L	48'' x 24''		X																							2	2										
640	10506+50	L/S	W4-3R	30'' x 30''		X															1	1																		
			Ramp E																																					
640	1503+50	R/G	W12-1	36'' x 36''		X			1																						1									
			OM1-3	18'' x 18''		X																																		
640	1503+70	L/S	W3-1	30'' x 30''		X															1	1																		
640	1504+50	R/S	W3-1	30'' x 30''		X															1	1																		
640	1505+25	L/S	R6-1R	36'' x 12''		X																							1	1										
			R6-1L	36'' x 12''		X																																		
			R1-1	36'' x 36''		X																																		
			R5-1	30'' x 30''		X																																		
640	1505+60	R/S	R6-1R	36'' x 12''		X																							1	1										
			R6-1L	36'' x 12''		X																																		
			R1-1	36'' x 36''		X																																		
			R5-1	30'' x 30''		X																																		
			Ramp H																																					
642	10542+35.00	R/G	W12-1	36'' x 36''		X			1																						1									
			OM1-3	18'' x 18''		X																																		
642	10542+65.00	R/S	R1-2	60'' x 60'' x 60''		X			1																						1									
			Ramp J																																					
643	20559+30.00	L/G	W12-1	36'' x 36''		X			1																						1									
			OM1-3	18'' x 18''		X																																		
			Webb Road																																					
645	31+15.00	R/M	OM1-3	18'' x 18''		X															1	1																		

CENTERLINE LOCATION
L - LEFT OF CENTERLINE
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LATERAL POSITION
S - SHOULDER MOUNT
O - OFFSET MOUNT
G - GORE MOUNT
M - MEDIAN MOUNT

NOTE: SEE STANDARD PLAN SHEET TE590 FOR DETAILED SPECIFICATIONS.

NO.	DATE	REVISIONS	BY	APP'D
1	7/23/10	Added Coupler and Coupler/Footing Quantity	D.D.G.	D.B.

FHWA APPROVAL			7/23/2010	APP'D	Steven A. Buckley		
DESIGNED	D.D.G.	DETAILED	K.S.	QUANTITIES		TRACED	B.B.
DESIGN CK.	S.A.B.	DETAIL CK.	D.D.G.	QUAN. CK.		TRACE CK.	

TE430

7/1/03

651

Plotted : $$YTIME$$
$$KDOTGRP$$
Drawn By : ___
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	652	1055

QUANTITIES SHEET

SIGNS, POSTS, & FOOTINGS TO BE INSTALLED ON PROJECT

PLAN SHEET NUMBER	PLAN STATION NUMBER	(CL) LOCATION / LATERAL POSITION	SIGN DESIGNATION	SIGN SIZE	SIGN LAYOUT SHEET NUMBER	TYPE OF SIGN			4" X 6" POSTS			3I2.25 ALUMINUM BEAM	U-POSTS		GALVANIZED STEEL BEAM POSTS						PERFORATED SQUARE STEEL TUBE (PSST) POSTS								CONCRETE FOOTINGS					TYPE OF SIGN STRUCTURE OR SUPPORT MOUNT							MOUNT ABOVE SIGN DESIGNATION
									WOOD		STEEL				W6x9		W10x12		W10x22		1 3/4"		2"		2 1/4"				2 1/2"		WOOD POST	STEEL BEAM POST									
																															A36		A572 (ALT)								
						FLAT SHEET	REINFORCED PANEL	OVERLAY	FLAT SHEET SIGN	REINFORCED PANEL SIGN	STRUCTURAL TUBING		2 LB PER FT	3 LB PER FT	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	POST	FOOTING	POST	FOOTING	POST	FOOTING	COUPLER	COUPLER & FOOTING	POST	FOOTING	18" DIA.	24" DIA.	30" DIA.	24" DIA.	30" DIA.	OVERHEAD	CANTILEVER	BUTTERFLY	BRIDGE MOUNT	SINGLE TAPER TUBE	VERT. SUPPORT	
645	33+00.00	R/M	OM1-3	18" x 18"		X															1	1								1										
645	33+95.00	R/M	OM1-3	18" x 18"		X															1	1																		
646	39+09.00	R/M	OM1-3	18" x 18"		X															1	1																		
646	40+50.00	R/M	OM1-3	18" x 18"		X															1	1																		
646	40+80.00	R/S	M2-1	21" x 15"		X			1																					1										
			M1-4	24" x 24"		X																																		
			M1-4	30" x 24"		X																																		
646	42+76.00	L/S	R3-7R	36" x 36"		X															1	1																		
646	46+65.00	L/S	R2-1	30" x 36"		X															1	1																		
646	47+80.00	R/S	R6-1R	36" x 12"		X			1																					1										
			M3-2	24" x 12"		X																																		
			M1-4	24" x 24"		X																																		
			M1-4	30" x 24"		X																																		
			M6-3	21" x 15"		X																																		
			R6-1L	36" x 12"		X																																		
646	47+80.00	RR/S	M3-4	24" x 12"		X			1																					1										
			M1-4	24" x 24"		X																																		
			M1-4	30" x 24"		X																																		
646	48+30.00	L/S	M3-4	24" x 12"		X			1																					1										
			M1-4	24" x 24"		X																																		
			M1-4	30" x 24"		X																																		
			M6-1L	21" x 15"		X																																		
646	48+35.00	L/M	R3-2	36" x 36"		X															1	1																		
			OM1-3	18" x 18"		X																																		
647	51+52.00	L/M	R3-2	36" x 36"		X															1	1																		
			OM1-3	18" x 18"		X																																		
647	51+80.00	R/S	M3-2	24" x 12"		X			1																					1										
			M1-4	24" x 24"		X																																		
			M1-4	30" x 24"		X																																		
			M6-1L	21" x 15"		X																																		
647	51+90.00	L/S	R6-1R	36" x 12"		X			1																					1										
			M3-4	24" x 12"		X																																		
			M1-4	24" x 24"		X																																		
			M1-4	30" x 24"		X																																		
			M6-3	21" x 15"		X																																		
			R6-1L	36" x 12"		X																																		
647	51+90.00	LL/S	M3-2	24" x 12"		X			1																					1										
			M1-4	24" x 24"		X																																		
			M1-4	30" x 24"		X																																		
			M6-1R	21" x 15"		X																																		
647	52+50.00	R/S	R2-1	30" x 36"		X															1	1																		

CENTERLINE LOCATION
L - LEFT OF CENTERLINE
R - RIGHT OF CENTERLINE
C - ON THE CENTERLINE

LATERAL POSITION
S - SHOULDER MOUNT
O - OFFSET MOUNT
G - GORE MOUNT
M - MEDIAN MOUNT

NOTE: SEE STANDARD PLAN SHEET TE590 FOR DETAILED SPECIFICATIONS.

NO.	DATE	REVISIONS	BY	APP'D
1	7/23/10	Added Coupler and Coupler/Footing Quantity	D.D.G.	D.B.

FHWA APPROVAL			7/23/2010	APP'D	Steven A. Buckley		
DESIGNED	D.D.G.	DETAILED	K.S.	QUANTITIES		TRACED	B.B.
DESIGN CK.	S.A.B.	DETAIL CK.	D.D.G.	QUAN. CK.		TRACE CK.	

TE430

7/1/03

652

Plotted : $SYTIME$$
$$KDOTGRP$$
Drawn By: ___
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	653	1055

QUANTITIES SHEET

SIGNS, POSTS, & FOOTINGS TO BE INSTALLED ON PROJECT

PLAN SHEET NUMBER	PLAN STATION NUMBER	(CL) LOCATION / LATERAL POSITION	SIGN DESIGNATION	SIGN SIZE	SIGN LAYOUT SHEET NUMBER	TYPE OF SIGN			4" X 6" POSTS			3I2.25 ALUMINUM BEAM	U-POSTS		GALVANIZED STEEL BEAM POSTS						PERFORATED SQUARE STEEL TUBE (PSST) POSTS								CONCRETE FOOTINGS					TYPE OF SIGN STRUCTURE OR SUPPORT MOUNT						MOUNT ABOVE SIGN DESIGNATION
									WOOD		STEEL				W6x9		W10x12		W10x22		1 3/4"		2"		2 1/4"				2 1/2"		WOOD POST	STEEL BEAM POST									
																															A36		A572 (ALT)							
						FLAT SHEET	REINFORCED PANEL	OVERLAY	FLAT SHEET SIGN	REINFORCED PANEL SIGN	STRUCTURAL TUBING		2 LB PER FT	3 LB PER FT	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	POST	FOOTING	POST	FOOTING	POST	FOOTING	COUPLER	COUPLER & FOOTING	POST	FOOTING	18" DIA.	24" DIA.	30" DIA.	24" DIA.	30" DIA.	OVERHEAD	CANTILEVER	BUTTERFLY	BRIDGE MOUNT	SINGLE TAPER TUBE	VERT. SUPPORT	
647	54+50.00	R/S	W4-2R	36'' x 36''		X															1	1																	
647	56+83	C/M	R5-1	36'' x 36''		X																							1	1										
647	57+10.00	L/S	D3-1	36'' x 9''	685	X															1	1																	
			D3-1	36'' x 9''	685	X																																	
			D3-1	36'' x 9''	685	X																																	
			D3-1	36'' x 9''	685	X																																	
647	57+32	C/M	R5-1	36'' x 36''		X																							1	1										
647	60+60.00	L/S	M2-1	21'' x 15''		X			1																						1									
			M1-4	24'' x 24''		X																																	
			M1-4	30'' x 24''		X																																	
647	61+40.00	L/M	R4-7	24'' x 30''		X															1	1																	
			OM1-3	18'' x 18''		X																																	
			KTA Drive																																					
647	101+30.00	R/M	R6-1R	36'' x 12''		X															1	1																	
			Wildcat Lane																																				
641	100+75.00	L/S	R6-1R	36'' x 12''		X															1	1																	
			R1-1	30'' x 30''		X																																	
			Club Rodeo Entrance																																				
642	100+35.00	C/M	R4-7	24'' x 30''		X															1	1																	
			OM1-3	18'' x 18''		X																																	
642	100+50.00	R/M	R5-1	30'' x 30''		X															1	1																	
642	100+80.00	L/M	R6-1R	36'' x 12''		X															1	1																	
			Chateau Street																																				
643	100+50.00	L/S	R6-1R	36'' x 12''		X															1	1																	
			R1-1	30'' x 30''		X																																	
643	101+10.00	L/S	R8-3	24'' x 24''		X															1	1																	
643	101+10.00	R/S	R8-3	24'' x 24''		X															1	1																	
643	103+10.00	L/S	R8-3	24'' x 24''		X															1	1																	
643	103+10.00	R/S	R8-3	24'' x 24''		X															1	1																	
643	105+10.00	L/S	R8-3	24'' x 24''		X															1	1																	
643	105+10.00	R/S	R8-3	24'' x 24''		X															1	1																	
643	107+10.00	L/S	R8-3	24'' x 24''		X															1	1																	
643	107+10.00	R/S	R8-3	24'' x 24''		X															1	1																	
			Golden Corral Entrance																																				
644	200+50.00	L/S	R6-1R	36'' x 12''		X															1	1																	
			R1-1	30'' x 30''		X																																	
			Maxwell Addition Drive																																				

CENTERLINE LOCATION
L - LEFT OF CENTERLINE
R - RIGHT OF CENTERLINE
C - ON THE CENTERLINE

LATERAL POSITION
S - SHOULDER MOUNT
O - OFFSET MOUNT
G - GORE MOUNT
M - MEDIAN MOUNT

NOTE: SEE STANDARD PLAN SHEET TE590 FOR DETAILED SPECIFICATIONS.

NO.	DATE	REVISIONS	BY	APP'D
1	7/23/10	Added Coupler and Coupler/Footing Quantity	D.D.G.	D.B.

FHWA APPROVAL			7/23/2010	APP'D	Steven A. Buckley		
DESIGNED	D.D.G.	DETAILED	K.S.	QUANTITIES		TRACED	B.B.
DESIGN CK.	S.A.B.	DETAIL CK.	D.D.G.	QUAN. CK.		TRACE CK.	

TE430

7/1/03

653

Plotted : $SYTIME$$
$$KDOTGRP$$
Drawn By: ___
File : $$DGNSPEC$$

QUANTITIES SHEET

SIGNS, POSTS, & FOOTINGS TO BE INSTALLED ON PROJECT

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	654.001	1055

Revised Plans

PLAN SHEET NUMBER	PLAN STATION NUMBER	(CL) LOCATION / LATERAL POSITION	SIGN DESIGNATION	SIGN SIZE	SIGN LAYOUT SHEET NUMBER	TYPE OF SIGN			4" X 6" POSTS			312.25 ALUMINUM BEAM	U-POSTS		GALVANIZED STEEL BEAM POSTS						PERFORATED SQUARE STEEL TUBE (PSST) POSTS										CONCRETE FOOTINGS				TYPE OF SIGN STRUCTURE OR SUPPORT MOUNT						MOUNT ABOVE SIGN DESIGNATION
									WOOD		STEEL				W6x9		W10x12		W10x22		1 3/4"		2"		2 1/4"				2 1/2"		WOOD POST	STEEL BEAM POST									
																															A36		A572 (ALT)								
						FLAT SHEET	REINFORCED PANEL	OVERLAY	FLAT SHEET SIGN	REINFORCED PANEL SIGN	STRUCTURAL TUBING		2 LB PER FT	3 LB PER FT	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	POST	FOOTING	POST	FOOTING	POST	FOOTING	COUPLER	COUPLER & FOOTING	POST	FOOTING	18" DIA.	24" DIA.	30" DIA.	24" DIA.	30" DIA.	OVERHEAD	CANTILEVER	BUTTERFLY	BRIDGE MOUNT	SINGLE TAPER TUBE	VERT. SUPPORT	
			Outside the Area																																					
647.001	A	R/O	E1-3a	11'-6'' x 6'-0''			X										2	2												2		2								
			E1-5	7'-6'' x 2'-6''			X					2																												E1-3a
647.001	B	R/O	E1-3a	11'-6'' x 6'-0''			X										2	2												2		2								
			E1-5	7'-6'' x 2'-6''			X					2																												E1-3a
			E2-1	11'-6'' x 2'-0''			X																																	
647.001	C	R/O	E4-1	11'-0'' x 6'-6''			X										2	2												2		2								
			E1-5	7'-6'' x 2'-6''			X					2																												E4-1
647.001	D	L/O	E4-1	11'-0'' x 6'-6''			X										2	2												2		2								
			E1-5	7'-6'' x 2'-6''			X					2																												E4-1
647.001	E	L/O	E1-3a	11'-6'' x 6'-0''			X										2	2												2		2								
			E1-5	7'-6'' x 2'-6''			X					2																												E1-3a
			E2-1	11'-6'' x 2'-0''			X																																	
647.001	F	L/O	E1-3a	11'-6'' x 6'-0''			X										2	2												2		2								
			E1-5	7'-6'' x 2'-6''			X					2																												E1-3a
647.002	G	R/O	E1-1	13'-0'' x 7'-6''			X									2	2												2		2								
647.002	H	R/O	E1-1	13'-0'' x 7'-6''			X									2	2												2		2								
647.002	I	R/O	E1-1	16'-6'' x 5'-0''			X								2	2													2		2								
647.003	J	R/O	E1-1	14'-0'' x 9'-6''			X											2	2												2	2							
			E1-5	7'-6'' x 2'-6''			X					2																												E1-1
647.003	K	R/O	E1-1	14'-0'' x 9'-6''			X											2	2												2	2							
			E1-5	7'-6'' x 2'-6''			X					2																												E1-1
			E2-1	14'-0'' x 2'-0''			X																																	
647.003	L	R/O	E1-1	17'-6'' x 5'-0''			X										2	2												2		2								
			E1-5	7'-6'' x 2'-6''			X					2																												E1-1
647.003	M	L/O	E1-1	17'-6'' x 5'-0''			X										2	2												2		2								
			E1-5	7'-6'' x 2'-6''			X					2																												E1-1
647.003	N	L/O	E1-1	14'-0'' x 9'-6''			X											2	2												2	2							
			E1-5	7'-6'' x 2'-6''			X					2																												E1-1
			E2-1	14'-0'' x 2'-0''			X																																	
647.003	O	L/O	E1-1	14'-0'' x 9'-6''			X											2	2												2	2							
			E1-5	7'-6'' x 2'-6''			X					2																												E1-1
647.003	Q	L/O	E4-1a	10'-0'' x 8'-0''			X								2	2													2		2								
647.003	R	L/S	M1-4	24'' x 24''		X			1																				1										
			M1-4	30'' x 24''		X																																	
			M6-1L	21'' x 15''		X																																	
647.003	Y	R/S	M1-1	24'' x 24''		X			1																				1										
			M1-1	24'' x 24''		X																																	
			M1-4	24'' x 24''		X																																	
			M6-3	21'' x 15''		X																																	

CENTERLINE LOCATION
- L - LEFT OF CENTERLINE
- R - RIGHT OF CENTERLINE
- C - ON THE CENTERLINE

LATERAL POSITION
- S - SHOULDER MOUNT
- O - OFFSET MOUNT
- G - GORE MOUNT
- M - MEDIAN MOUNT

NOTE: SEE STANDARD PLAN SHEET TE590 FOR DETAILED SPECIFICATIONS.

NO.	DATE	REVISIONS	BY	APP'D
1	7/23/10	Added Coupler and Coupler/Footing Quantity	D.D.G.	D.B.

FHWA APPROVAL		7/23/2010	APP'D	Steven A. Buckley	
DESIGNED	D.D.G.	DETAILED	K.S.	QUANTITIES	TRACED B.B.
DESIGN CK.	S.A.B.	DETAIL CK.	D.D.G.	QUAN. CK.	TRACE CK.

TE430

△2 6/02/2015 Added sheet

7/1/03

654.001

Plotted : $$SYTIME$$
$$KDOTGRP$$

Drawn By : _____
File : $$DGNSPEC$$

QUANTITIES SHEET

SIGNS, POSTS, & FOOTINGS TO BE INSTALLED ON PROJECT

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	654.002	1055

Revised Plans

PLAN SHEET NUMBER	PLAN STATION NUMBER	(CL) LOCATION / LATERAL POSITION	SIGN DESIGNATION	SIGN SIZE	SIGN LAYOUT SHEET NUMBER	TYPE OF SIGN			4" X 6" POSTS			3I2.25 ALUMINUM BEAM	U-POSTS		GALVANIZED STEEL BEAM POSTS						PERFORATED SQUARE STEEL TUBE (PSST) POSTS										CONCRETE FOOTINGS					TYPE OF SIGN STRUCTURE OR SUPPORT MOUNT						MOUNT ABOVE SIGN DESIGNATION
									WOOD		STEEL				W6x9		W10x12		W10x22		1 3/4"		2"		2 1/4"				2 1/2"		WOOD POST	STEEL BEAM POST									
																																A36		A572 (ALT)							
																															18" DIA.	24" DIA.	30" DIA.	24" DIA.	30" DIA.							
						FLAT SHEET	REINFORCED PANEL	OVERLAY	FLAT SHEET SIGN	REINFORCED PANEL SIGN	STRUCTURAL TUBING		2 LB PER FT	3 LB PER FT	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	POST	FOOTING	POST	FOOTING	POST	FOOTING	COUPLER	COUPLER & FOOTING	POST	FOOTING						OVERHEAD	CANTILEVER	BUTTERFLY	BRIDGE MOUNT	SINGLE TAPER TUBE	VERT. SUPPORT	
647.003	Y	RR/S	M1-4	24'' x 24''		X			1																				1												
			M1-4	30'' x 24''		X																																				
			M6-1R	21'' x 15''		X																																				

CENTERLINE LOCATION
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LATERAL POSITION
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O - OFFSET MOUNT
G - GORE MOUNT
M - MEDIAN MOUNT

NOTE: SEE STANDARD PLAN SHEET TE590 FOR DETAILED SPECIFICATIONS.

NO.	DATE	REVISIONS	BY	APP'D
1	7/23/10	Added Coupler and Coupler/Footing Quantity	D.D.G.	D.B.

FHWA APPROVAL		7/23/2010	APP'D	Steven A. Buckley			
DESIGNED	D.D.G.	DETAILED	K.S.	QUANTITIES		TRACED	B.B.
DESIGN CK.	S.A.B.	DETAIL CK.	D.D.G.	QUAN. CK.		TRACE CK.	

TE430

2 6/02/2015 Added sheet

7/1/03

654.002

Plotted : $$YTIME$$
$$KDOTGRP$$

Drawn By : __
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	654	1055

QUANTITIES SHEET

SIGNS, POSTS, & FOOTINGS TO BE INSTALLED ON PROJECT

PLAN SHEET NUMBER	PLAN STATION NUMBER	(CL) LOCATION / LATERAL POSITION	SIGN DESIGNATION	SIGN SIZE	SIGN LAYOUT SHEET NUMBER	TYPE OF SIGN			4" X 6" POSTS			3I2.25 ALUMINUM BEAM	U-POSTS		GALVANIZED STEEL BEAM POSTS						PERFORATED SQUARE STEEL TUBE (PSST) POSTS								CONCRETE FOOTINGS					TYPE OF SIGN STRUCTURE OR SUPPORT MOUNT						MOUNT ABOVE SIGN DESIGNATION
									WOOD		STEEL				W6x9		W10x12		W10x22		1 3/4"		2"		2 1/4"				2 1/2"		WOOD POST	STEEL BEAM POST								
																																A36		A572 (ALT)						
						FLAT SHEET	REINFORCED PANEL	OVERLAY	FLAT SHEET SIGN	REINFORCED PANEL SIGN	STRUCTURAL TUBING		2 LB PER FT	3 LB PER FT	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	POST	FOOTING	POST	FOOTING	POST	FOOTING	COUPLER	COUPLER & FOOTING	POST	FOOTING	18" DIA.	24" DIA.	30" DIA.	24" DIA.	30" DIA.	OVERHEAD	CANTILEVER	BUTTERFLY	BRIDGE MOUNT	SINGLE TAPER TUBE	VERT. SUPPORT	
646	201+97.00	R/M	R6-1R	36" x 12"		X															1	1																	
			Orme Street																																					
647	100+21.00	L/M	R6-1R	36" x 12"		X															1	1																	
647	101+00.00	L/S	R6-1R	36" x 12"		X															1	1																	
			R1-1	30" x 30"		X																																	

CENTERLINE LOCATION
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LATERAL POSITION
S - SHOULDER MOUNT
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G - GORE MOUNT
M - MEDIAN MOUNT

NOTE: SEE STANDARD PLAN SHEET TE590 FOR DETAILED SPECIFICATIONS.

NO.	DATE	REVISIONS	BY	APP'D
1	7/23/10	Added Coupler and Coupler/Footing Quantity	D.D.G.	D.B.

FHWA APPROVAL			7/23/2010	APP'D	Steven A. Buckley		
DESIGNED	D.D.G.	DETAILED	K.S.	QUANTITIES		TRACED	B.B.
DESIGN CK.	S.A.B.	DETAIL CK.	D.D.G.	QUAN. CK.		TRACE CK.	

TE430

7/1/03

654

Plotted : $SYTIME$$
$$KDOTGRP$$
Drawn By: __
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	655	1055

QUANTITIES SHEET

DELINEATORS AND OBJECT MARKERS

			FLEXIBLE DELINEATORS										RIGID DELINEATORS											
			TYPE "A"						TYPE "B"				TYPE "A"						TYPE "B"				OBJECT MARKERS	
			WHITE		YELLOW		YELLOW (BK-BK)		WHITE		YELLOW		WHITE		YELLOW		YELLOW (BK-BK)		WHITE		YELLOW		TYPE 2	TYPE 3
STATION TO STATION		LOCATION	TYPE I ANCHOR	TYPE III ANCHOR	TYPE I ANCHOR	TYPE III ANCHOR	TYPE I ANCHOR	TYPE III ANCHOR	TYPE I ANCHOR	TYPE III ANCHOR	TYPE I ANCHOR	TYPE III ANCHOR	'U' POST	BRACKET MOUNT	'U' POST	BRACKET MOUNT	'U' POST	BRACKET MOUNT	'U' POST	BRACKET MOUNT	'U' POST	BRACKET MOUNT	'U' POST	'U' POST
5+70	10+54	CROSSOVER A-1 LT			5																			
6+00	8+00	CROSSOVER A-2 RT		13																				
8+00	10+00	CROSSOVER A-2 RT	3																					
12+00	14+00	CROSSOVER A-2 RT	3																					

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	656	1055

Revised Plans

SUMMARY OF QUANTITIES

SIGNS

TYPE	NUMBER	SQUARE FEET
FLAT SHEET	△2 209	△2 1221.791
REINFORCED PANEL	△2 55	△2 3914.500
OVERLAY		

OBJECT MARKERS

TYPE	NUMBER
TYPE 2 ("U" POST)	
TYPE 3 ("U" POST)	

SIGN STRUCTURES

TYPE	NEW	MODIFIED
OVERHEAD STRUCTURE	7	2
CANTILEVER STRUCTURE	1	
BUTTERFLY STRUCTURE		
BRIDGE MOUNT ATTACHMENT		
MAST ARM SIGN SUPPORT		
SINGLE TAPER TUBE SIGN SUPPORT	2	

DELINEATORS

TYPE	FLEXIBLE DELINEATOR		RIGID DELINEATOR	
	TYPE I ANCHOR	TYPE III ANCHOR	"U" POST	BRACKET MOUNT
TYPE 'A' WHITE	6	△2 13		
TYPE 'A' YELLOW	5			
TYPE 'B' WHITE				
TYPE 'B' YELLOW				
TYPE 'A' WHITE (BACK TO BACK)				
TYPE 'A' YELLOW (BACK TO BACK)				

REMOVALS *

TYPE	NUMBER
SIGNS	△3 64
POSTS	△3 65
FOOTINGS	△3 63
SIGN STRUCTURES	

* Note: All signs, posts, footings, and structures will be removed from Sta. 495+00 to Sta. 570+00 within the project limits unless nothed in plans.

POSTS AND ALUMINUM BEAMS

	4" x 6" POST				"U" POST		GALVANIZED STEEL BEAM POST						PERFORATED SQUARE STEEL TUBE (PSST)			
	WOOD		STEEL				W6x9		W10x12		W10x22					
	FLAT SHEET SIGN	REINFORCED PANEL SIGN	STRUCTURAL TUBING	3I2.25 ALUMINUM BEAM	2 LBS/FT	3 LBS/FT	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	1-3/4"	2"	2-1/4"	2-1/2"
NUMBER	△2 48	2		△2 24			△2 5	△2 9	△2 22	△2 26	△2 8		△2 55		2	13
FEET	△2 815.0	30.0		△2 144.0			△2 84.0	△2 162.0	△2 445.0	△2 559.0	△2 192.0		△2 600.5		23.0	172.0

POST FOOTINGS AND PSST COUPLERS

	CONCRETE FOOTING (DIA.)					PERFORATED SQUARE STEEL TUBE (PSST)					
	WOOD	A36 STEEL		A572 STEEL (ALT)		PERFORATED SQUARE STEEL TUBE FOOTING				COUPLER	COUPLER WITH FOOTING
	18"	24"	30"	24"	30"	1-3/4"	2"	2-1/4"	2-1/2"		
NUMBER	△2 50	△2 26	△2 8	△2 34		△2 50		2	13		
FEET	△2 150.0	△2 200.0	△2 88.0	△2 256.0							

BASE PLATES AND STUB POSTS

	W6x9		W10x12		W10x22	
	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)
BREAKAWAY BASES						
BASE PLATE (TOP)	△2 4	△2 8	△2 22	△2 26	△2 8	
STUB POST WITH BASE PLATE	△2 4	△2 8	△2 22	△2 26	△2 8	
NON-BREAKAWAY BASES						
BASE PLATE	1	1				

NUMBER & LENGTHS OF POSTS & ALUMINUM BEAMS (INFORMATION ONLY)

LENGTH OF POST OR BEAM	4" x 6" POST			3I2.25 ALUMINUM BEAM	"U" POST		GALVANIZED STEEL BEAM POST						PERFORATED SQUARE STEEL TUBE (PSST)			
	WOOD		STEEL				W6x9		W10x12		W10x22					
	FLAT SHEET SIGN	REINFORCED PANEL SIGN	STRUCTURAL TUBING		2 LBS/FT	3 LBS/FT	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	A36 STEEL	A572 STEEL (ALT)	1-3/4"	2"	2-1/4"	2-1/2"
2.1' - 4'																
4.1' - 6'				△2 24									5			
6.1' - 8'																
8.1' - 10'							1	1					4			
10.1' - 12'													△2 28		2	6
12.1' - 14'	4												18			3
14.1' - 16'	10	2											△2 0			4
16.1' - 18'	△2 26						△2 2	△2 2								
18.1' - 20'	△2 6						△2 2	△2 6	△2 14	△2 10						
20.1' - 22'	△2 2								△2 8	△2 8						
22.1' - 24'										△2 8	△2 8					
24.1' - 26'																
26.1' - 28'																
28.1' - 30'																
30.1' - 32'																

△3 *6/08/2015 Revised Quantities*
△2 *6/02/2015 Revised Quantities*

NO.	DATE	REVISIONS	BY	APP'D
1	7/23/10	Revised Tables	D.D.G.	D.B.

KANSAS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES FOR INSTALLATIONS AND REMOVALS

~~TE439~~ 7/1/03

FHWA APPROVAL		7/23/2010	APP'D	Steven A. Buckley	
DESIGNED	D.D.G.	DETAILED	K.D.S.	QUANTITIES	TRACED
DESIGN CK.	S.A.B.	DETAIL CK.	D.D.G.	QUAN. CK.	TRACE CK.

Plotted : $SYTIME$$
$$KDOTGRP$$
Drawn By: _
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	657	1055

Revised Plans

RECAPITULATION OF SIGNING & DELINEATION BID ITEMS

BID ITEMS	APPROXIMATE QUANTITIES		UNITS
SIGN (FLAT SHEET) (HIGH PERFORMANCE)	2 1,221.79		SQUARE FOOT
SIGN (REINFORCED PANEL) (HIGH PERFORMANCE)	2 3,914.50		SQUARE FOOT
SIGN (OVERLAY) (HIGH PERFORMANCE)			SQUARE FOOT
SIGN POST (4" x 6" WOOD) (FLAT SHEET SIGN)	2 815		LINEAR FOOT
SIGN POST (4" x 6" WOOD) (REINFORCED PANEL SIGN)	30		LINEAR FOOT
SIGN POST (2 LB/FT "U" STEEL)			LINEAR FOOT
SIGN POST (3 LB/FT "U" STEEL)			LINEAR FOOT
SIGN POST (1-3/4" PERFORATED SQUARE STEEL TUBE)	601		LINEAR FOOT
SIGN POST (2" PERFORATED SQUARE STEEL TUBE)			LINEAR FOOT
SIGN POST (2-1/4" PERFORATED SQUARE STEEL TUBE)	23		LINEAR FOOT
SIGN POST (2-1/2" PERFORATED SQUARE STEEL TUBE)	172		LINEAR FOOT
SIGN POST (4" X 6" STRUCTURAL STEEL)			LINEAR FOOT
SIGN POST (3 I 2.25 ALUMINUM)	2 144		LINEAR FOOT
	A36	A572(ALT)	
SIGN POST (W6X9 STEEL BEAM)	2 84	2 162	LINEAR FOOT
SIGN POST (W10X12 STEEL BEAM)	2 445	2 559	LINEAR FOOT
SIGN POST (W10X22 STEEL BEAM)	2 192		LINEAR FOOT
SIGN POST STUB WITH BREAKAWAY BASE PLATE (W6X9)	2 4	2 8	EACH
SIGN POST STUB WITH BREAKAWAY BASE PLATE (W10X12)	2 22	2 26	EACH
SIGN POST STUB WITH BREAKAWAY BASE PLATE (W10X22)	2 8		EACH
SIGN POST BREAKAWAY BASE PLATE (W6X9)	2 4	2 8	EACH
SIGN POST BREAKAWAY BASE PLATE (W10X12)	2 22	2 26	EACH
SIGN POST BREAKAWAY BASE PLATE (W10X22)	2 8		EACH
SIGN POST FOOTING (24" Dia. CONCRETE)(STEEL BEAM POST)	2 200	2 256	LINEAR FOOT
SIGN POST FOOTING (30" Dia. CONCRETE)(STEEL BEAM POST)	2 88		LINEAR FOOT
SIGN POST FOOTING (18" Dia. CONCRETE)(WOOD POST)	2 150		LINEAR FOOT
SIGN POST FOOTING (1-3/4" PERFORATED SQUARE STEEL TUBE)	50		EACH
SIGN POST FOOTING (2" PERFORATED SQUARE STEEL TUBE)			EACH
SIGN POST FOOTING (2-1/4" PERFORATED SQUARE STEEL TUBE)	2		EACH
SIGN POST FOOTING (2-1/2" PERFORATED SQUARE STEEL TUBE)	13		EACH
SIGN POST FOOTING (SIGN POST SQUARE COUPLER) (2-1/4")			EACH
SIGN POST SQUARE COUPLER (2-1/4")			
SIGNING OBJECT MARKER (TYPE 2)			EACH
SIGNING OBJECT MARKER (TYPE 3)			EACH
SIGNING DELINEATOR (TYPE A)(WHITE RIGID, "U" POST)			EACH
SIGNING DELINEATOR (TYPE A)(YELLOW RIGID, "U" POST)			EACH
SIGNING DELINEATOR (TYPE B)(WHITE RIGID, "U" POST)			EACH
SIGNING DELINEATOR (TYPE B)(YELLOW RIGID, "U" POST)			EACH
SIGNING DELINEATOR (TYPE A)(WHITE FLEXIBLE)(TYPE I ANCHOR)	6		EACH
SIGNING DELINEATOR (TYPE A)(YELLOW FLEXIBLE)(TYPE I ANCHOR)	5		EACH
SIGNING DELINEATOR (TYPE B)(WHITE FLEXIBLE)(TYPE I ANCHOR)			EACH
SIGNING DELINEATOR (TYPE B)(YELLOW FLEXIBLE)(TYPE I ANCHOR)			EACH
SIGNING DELINEATOR (TYPE A)(WHITE FLEXIBLE)(TYPE 3 ANCHOR)	13		EACH
SIGNING DELINEATOR (TYPE A)(YELLOW FLEXIBLE)(TYPE 3 ANCHOR)			EACH
SIGNING DELINEATOR (TYPE B)(WHITE FLEXIBLE)(TYPE 3 ANCHOR)			EACH
SIGNING DELINEATOR (TYPE B)(YELLOW FLEXIBLE)(TYPE 3 ANCHOR)			EACH

BID ITEMS	APPROXIMATE QUANTITIES	UNITS
SIGN STRUCTURE MODIFICATION (STA. 2+674.50)	1	EACH
SIGN STRUCTURE MODIFICATION (STA. 494+19.48)	1	EACH
OVERHEAD SIGN STRUCTURE (40.1'-50.0') (ALUMINUM)	1	EACH
OVERHEAD SIGN STRUCTURE (50.1'-60.0') (ALUMINUM)	2	EACH
OVERHEAD SIGN STRUCTURE (60.1'-70.0') (ALUMINUM)	1	EACH
OVERHEAD SIGN STRUCTURE (70.1'-80.0') (ALUMINUM)	2	EACH
OVERHEAD SIGN STRUCTURE (80.1'-90.0') (ALUMINUM)	1	EACH
OVERHEAD SIGN STRUCTURE (FOOTINGS ONLY)	2	EACH
CANTILEVER SIGN STRUCTURE (20.1'-25.0') (STEEL)	1	EACH
OVERHEAD SIGN STRUCTURE (SINGLE TAPERED TUBE) (70.1'-80.0') (STEEL)	2	EACH

NOTE:
THE QUANTITIES FOR STEEL BEAM POSTS, STUB POSTS, BASE PLATES, AND FOOTINGS IN THE CONTRACT ARE FOR A36 STEEL. WHEN FURNISHING A572 ALTERNATE STEEL BEAM POSTS, STUB POSTS, BASE PLATES, AND FOOTINGS, PAYMENT FOR THESE ITEMS WILL BE BASED ON THE A36 STEEL UNIT PRICES INCLUDED IN THE CONTRACT.

2 *6/02/2015 Revised Quantities*

NO.	DATE	REVISIONS	BY	APP'D
1	7/23/10	Changed Bid Items as per Spec Book (2007)	D.D.G.	D.B.

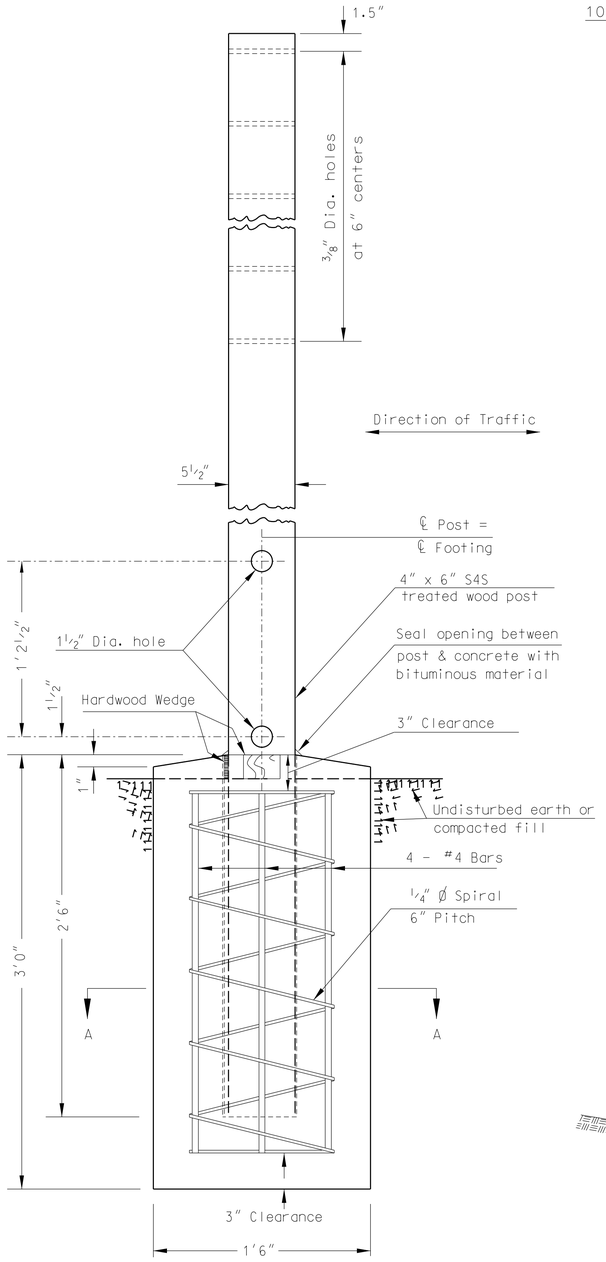
KANSAS DEPARTMENT OF TRANSPORTATION
RECAPITULATION OF SIGNING & DELINEATION BID ITEMS

TE450 7/1/03

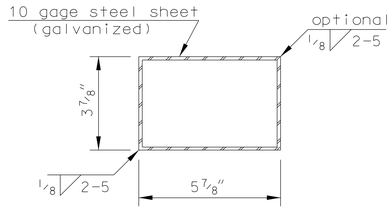
FHWA APPROVAL			7/23/2010	APP'D	Steven A. Buckley		
DESIGNED	D.D.G.	DETAILED	K.D.S.	QUANTITIES		TRACED	
DESIGN CK.	S.A.B.	DETAIL CK.	D.D.G.	QUAN. CK.		TRACE CK.	

Plotted : $SYTIME$$
$$KDOTGRP$$
Drawn By : __
File : $$DGNSPEC$$

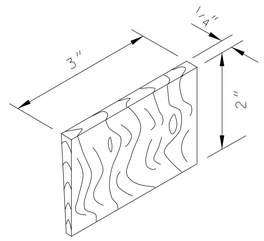
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	658	1055



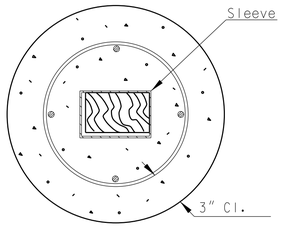
SIDE ELEVATION



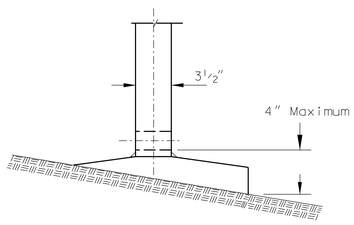
SECTION THRU SLEEVE



HARDWOOD WEDGE



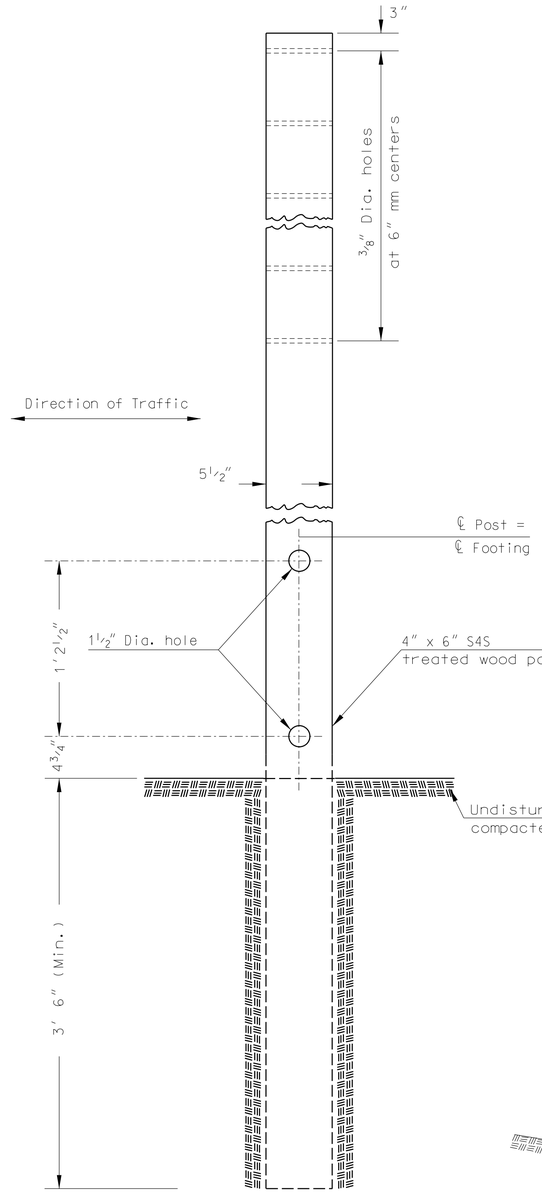
SECTION A-A



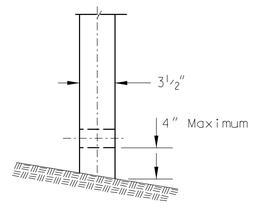
FRONT ELEVATION

NOTE:
Commercial Grade concrete may be substituted for Grade 25 concrete for sign support footings.

WOOD POST IN CONCRETE FOOTING



SIDE ELEVATION



FRONT ELEVATION

WOOD POST IN SOIL

GENERAL NOTES

Design conforms with ASHTO "Standard Specifications for Structural Supports for Signs, Luminaires, and Traffic Signals 2002". Foundation design conforms with "Design Procedure Compared to Full-Scale Tests of Drilled Shaft Footings", Texas Transportation Institute, February 1970.

The post sleeve shall be formed from steel sheet which was produced to meet the requirements of ASTM A653M and zinc coated to meet the requirements of coating designation A123. It is permissible to close the bottom of the sleeve with a metal plate. Basis of acceptance shall be visual inspection of the finished sleeve and determination of zinc thickness by magnetic gage.

All sign mounting holes in the wood posts shall be drilled prior to treating.

Breakaway holes and field cuts shall be treated in accordance with the preservative treatment specifications.

Prior to sealing the opening between the wood post and the top of the concrete footing, place two hardwood wedges into the opening on two adjacent sides of post and force down to within 3/8" of top of footing.

NOTE TO THE ENGINEER:
The intent of the "Roadside Design Guide" and these plans is to have a 4" or less projection above the ground line after impact.

All dimensions in inches unless otherwise noted.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

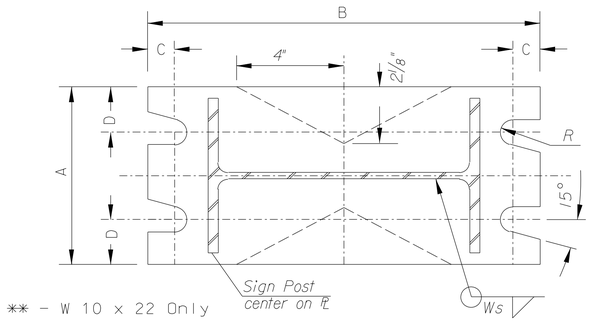
DETAILS FOR WOOD POSTS

TE460 07-01-03

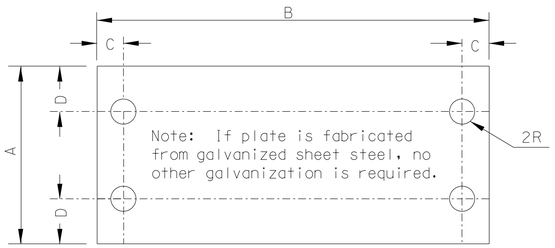
FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED AAD	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

Plotted By : -
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Thacher Bldg., 4th Floor

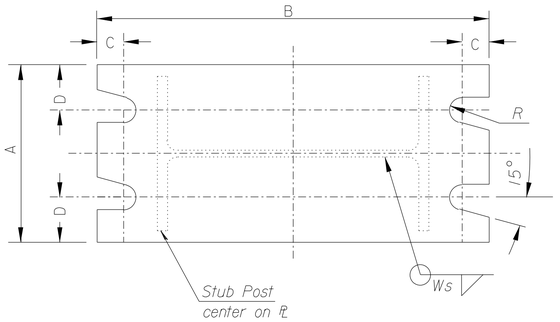
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	659	1055



SECTION A-A



BOLT RETAINER PLATE DETAIL
30 gage sheet steel

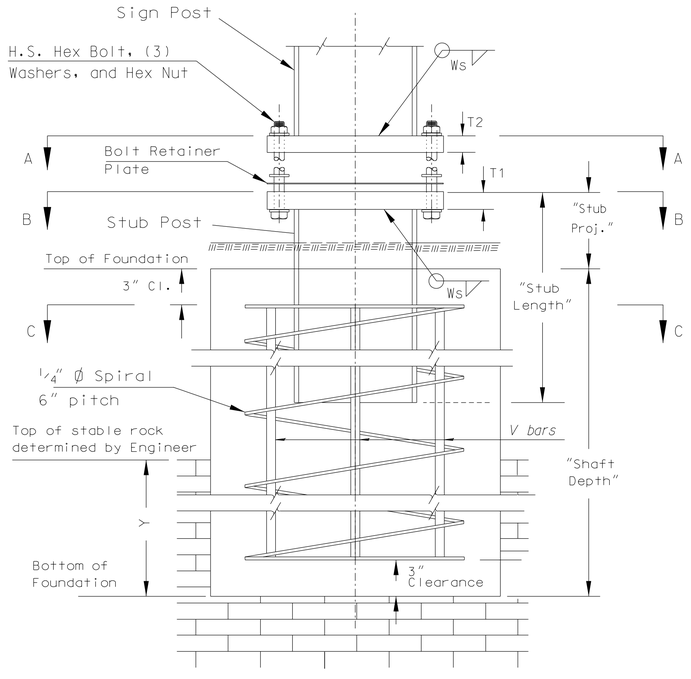


SECTION B-B

BASE CONNECTION DATA TABLE										
POST SIZE	BOLT SIZE	TORQUE (in. lbs.)	Ws	T1	T2	A	B	C	D	R
S 3 x 5.7 ⊛	½" x 2¾"	140	¼"	¾"	⅝"	3"	6½"	¾"	¾"	9/32"
W 6 x 9	⅝" x 3"	345	¼"	⅞"	⅝"	4⅝"	9⅝"	¾"	1 1/16"	11/32"
W 10 x 12	⅝" x 3¼"	345	¼"	1"	¾"	4⅝"	1' 1⅝"	¾"	1 1/16"	11/32"
W 10 x 22	⅞" x 4"	640	⅜"	1⅜"	1"	6⅝"	1' 2⅝"	⅞"	1 11/16"	15/32"

⊛ S 3 x 7.5 steel post may be substituted for the S 3 x 5.7 steel post

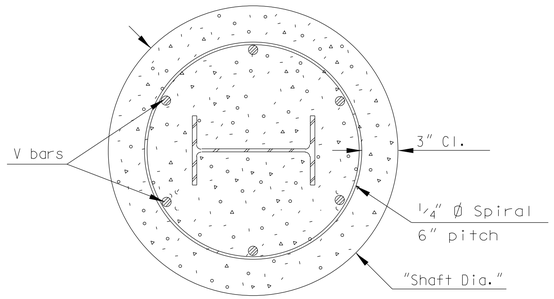
NOTE:
The sections shown are for right shoulder or gore installations. The plate slot bevels are to be reversed for left shoulder installations.



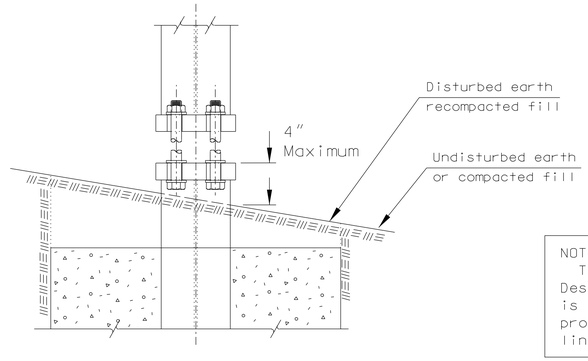
SIDE ELEVATION

FOUNDATION DATA TABLE								
POST SIZE	STUB LENGTH	STUB PROJ.	SHAFT DIA.	SHAFT DEPTH			V BAR	
				A572M ALT.	A36M	Y ¶	NO.	SIZE
S 3 x 5.7	1' 9"	6"	2' 0"	6' 0"	6' 0"	2' 6"	5	#4
W 6 x 9	2' 6"	6¼"	2' 0"	6' 0"	6' 0"	3' 6"	6	#4
W 10 x 12	2' 9"	6¼"	2' 0"	8' 0"	8' 0"	4' 0"	5	#6
W 10 x 22	3' 3"	7"	2' 6"	12' 0"	11' 0"	5' 6"	13	#6

¶ When rock is encountered, while drilling the shaft for the concrete foundation, extend the shaft into the rock the distance "Y". The total shaft depth shall not exceed that given for the corresponding post size and steel type.



SECTION C-C



FRONT ELEVATION

NOTE TO THE ENGINEER:
The intent of the "Roadside Design Guide" and these plans is to have a 4" or less projection above the ground line after impact.

GENERAL NOTES

Design conforms with AASHTO " Standard Specifications for Structural Supports for Highwat Signs, Luminaires, and Traffic Signals 2002". Breakaway base and hinge design conforms with "Breakaway Roadside Sigh Support Structures"' Texas Transportation Institute' Texas A&M University, July 1967.

Foundation design conforms with "Design Procedure Compared to Full-Scale Tests of Drilled Shaft Footings", Texas Transportation Institute, Feb. 1970.

All structural steel shall conform to ASTM A36 or A572 Grade 345. Alternates using ASTM A588 or A242 Grade 345 or other approved steels may be substituted for ASTM 572 steel. All structural steel shall be galvanised in accordance with ASTM A123 after fabrication.

All high strength bolts, nuts, and washers shall conform to ASTM A325 and shall be coated in accordance with the coating specifications.

PROCEDURE FOR ASSEMBLY of BASE CONNECTION:

1. Assemble post to stub with bolts; with bolt retainer plate and one flat washer (on each bolt) between base plates.
2. Plumb post by varying thickness of washers between base plates.
3. Tighten all bolts the maximum possible with a 12 to 15 inch wrench to bed washers and shim and to clean bolt threads. Then loosen each bolt in turn and retighten in a systematic order to the prescribed torque (see table). DO NOT OVER TIGHTEN.
4. Burr threads at junction with nut using a center punch to prevent nut loosening.

NOTE: Commercial Grade concrete may be substituted for Gr. 25 concrete for sign support footings.

All dimensions are in inches, unless otherwise noted.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

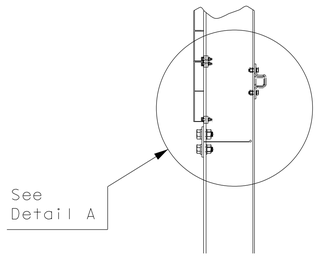
KANSAS DEPARTMENT OF TRANSPORTATION
DETAILS FOR
STEEL BEAM BREAKAWAY POSTS
(SHEET 1 of 2)

TE463 07-01-03

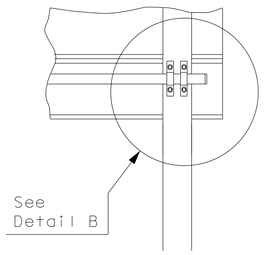
FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED AAO	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

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Thacher Bldg., 4th Floor

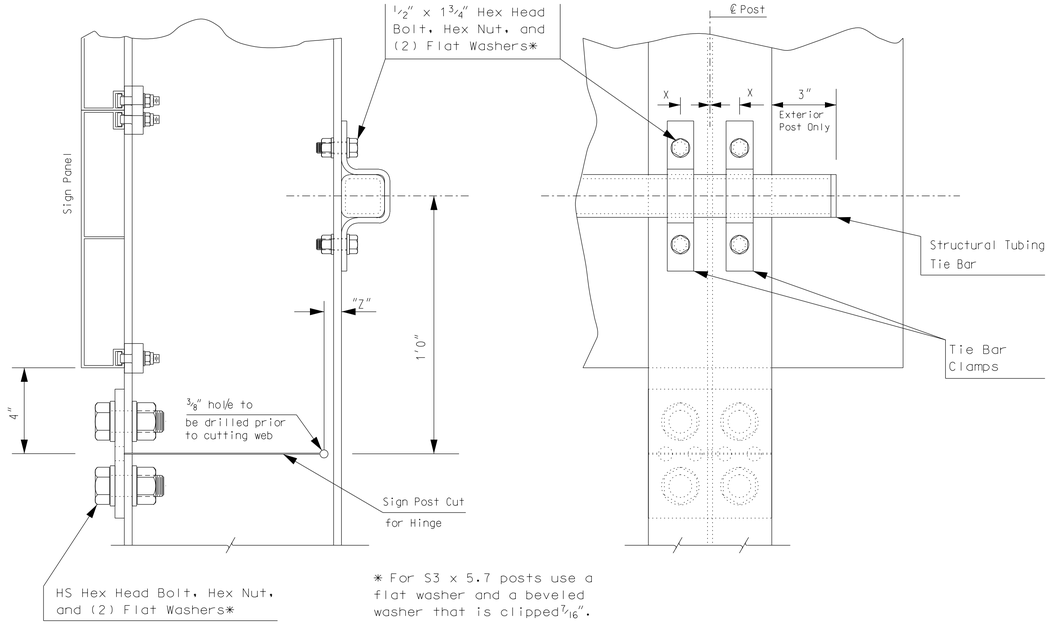
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	660	1055



SIDE ELEVATION



REAR ELEVATION



DETAIL A

DETAIL B

GENERAL NOTES

Design conforms with AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals 2002". Breakaway base and hinge design conforms with "Breakaway Roadside Sign Support Structures", Texas Transportation Institute, Texas A&M University, July 1967.

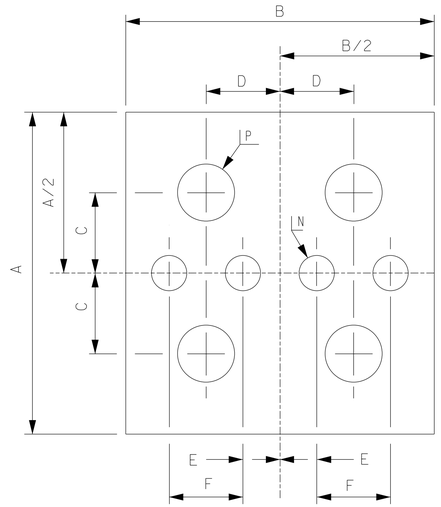
Fuse plate steel shall conform to ASTM A36 (No substitutes will be allowed). All other structural steel shall conform to ASTM A36 or A572 Grade 345. Alternates using ASTM A588 or A242 Grade 345 or other approved steels may be substituted for ASTM 572 steel. All structural steel shall be galvanized in accordance with ASTM A123 after fabrication.

All high strength bolts, nuts, and washers shall conform to ASTM A325 and shall be coated in accordnce with the coating specifications.

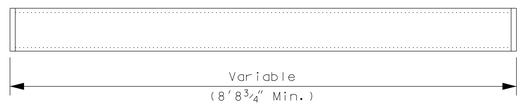
The fuse plate shall be centered on the saw cut and the steel post.

It is permissible to close the ends of the structural tubing tie bar with a steel plate.

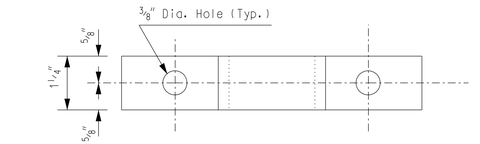
BREAKAWAY HINGE and STRUCTURAL TUBE TIE BAR MOUNTING

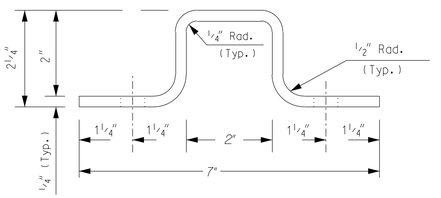


FUSE PLATE DETAIL



STRUCTURAL TUBE TIE BAR
2" x 2" x 3/16" wall





TIE BAR CLAMP

FUSE DATA TABLE												
POST SIZE	BOLT SIZE	A	B	C	D	E	F	N	P	T3	X	Z
S 3 x 5.7 ⊛	1/2" x 1 3/4"	4 1/4"	2 3/8"	1 1/4"	11/16"	9/32"	9/16"	11/32"	9/16"	1/4"	11/16"	3/4"
W 6 x 9	5/8" x 1 3/4"	4 3/4"	4"	1 3/8"	1"	15/32"	15/16"	1/2"	11/16"	3/16"	1 1/8"	5/8"
W 10 x 12	3/4" x 2"	4 3/4"	4"	1 3/8"	1"	15/32"	15/16"	15/32"	13/16"	1/4"	1 1/8"	11/16"
W 10 x 22	1" x 2 1/2"	6"	5 3/4"	1 1/2"	1 3/8"	11/16"	1 3/8"	21/32"	1 1/16"	5/16"	1 3/8"	13/16"

⊛ S3 x 7.5 steel post may be substituted for the S3 x 5.7 steel post

Dimensions "N" and "P" are hole diameters.
Dimension "T3" is the fuse plate thickness.

All dimensions are in inches, unless otherwise noted.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

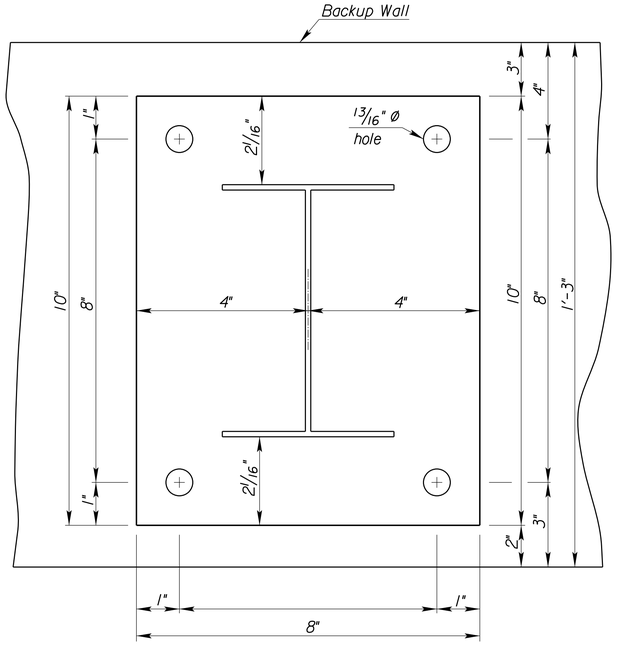
DETAILS FOR
STEEL BEAM BREAKAWAY POSTS
(SHEET 2 of 2)

TE464 07-01-03

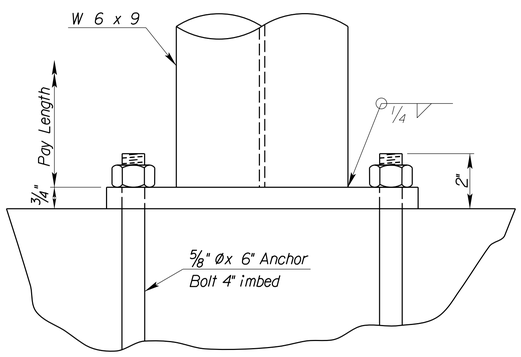
FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED AAD	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

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Plot Date : 3:59:18 PM
Thacher Bldg., 4th Floor

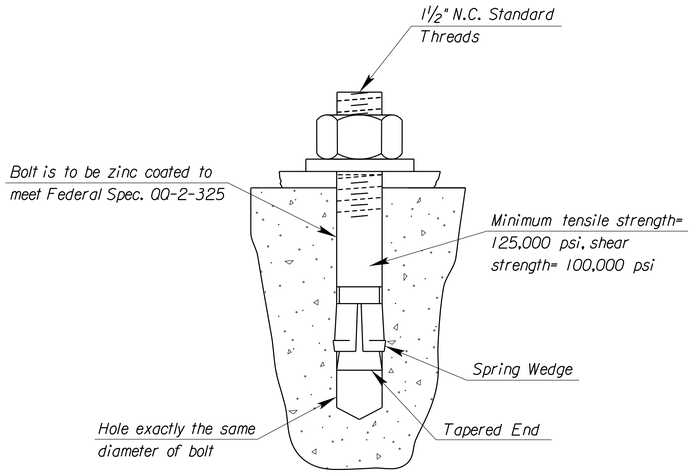
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	661	1055



TYPICAL PLAN



TYPICAL ELEVATION



ANCHOR BOLT DETAIL

Note: Base plate is subsidiary to the "Sign Post (W6x9 Steel Beam)" bid item.

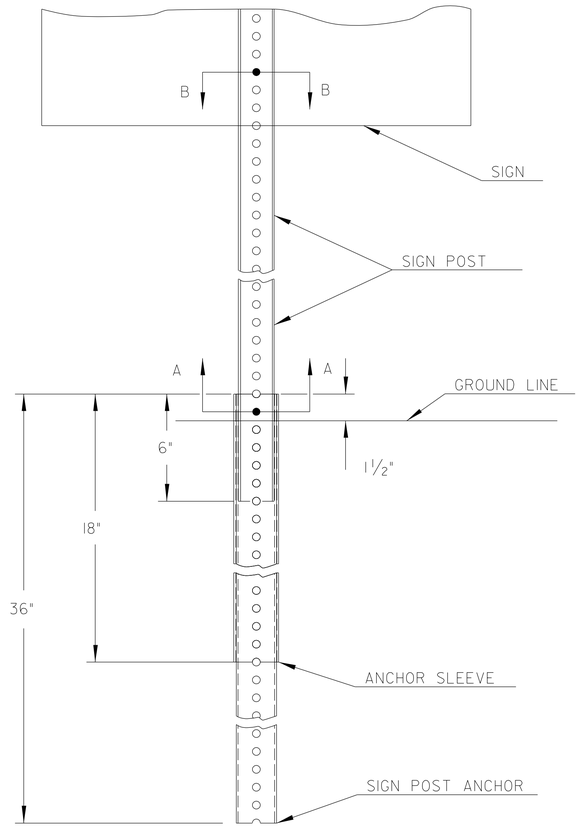
CITY OF WICHITA

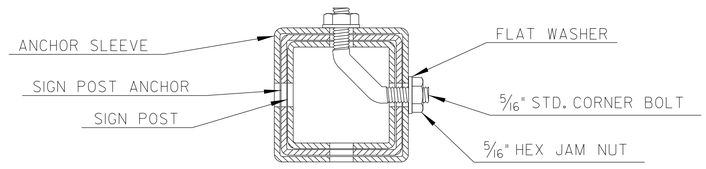
GORE SIGN ATTACHMENTS
AUXILIARY DETAILS

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.

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4/15/2015
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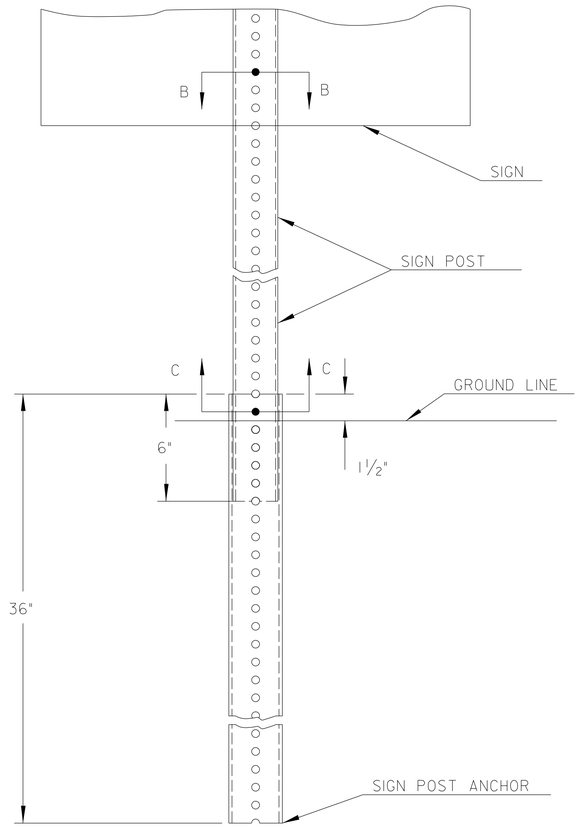
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
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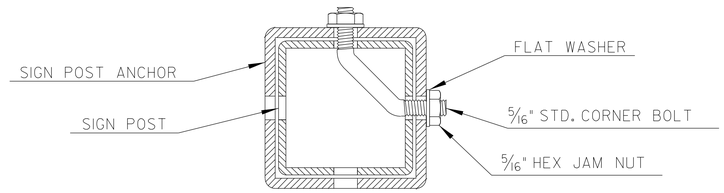




SECTION A-A

DETAILS FOR 1¾", 2", OR 2¼" SIGN POST





SECTION C-C

DETAILS FOR 2½" SIGN POST

MATERIALS TABLE FOR SIGN POST AND FOOTING		
SIGN POST 12 Ga. or 14 Ga.	FOOTING	
	POST ANCHOR	POST ANCHOR SLEEVE
1¾" x 1¾"	2" x 2" x 12 Ga.	2 1/4" x 2 1/4" x 12 Ga.
2" x 2"	2 1/4" x 2 1/4" x 12 Ga.	2 1/2" x 2 1/2" x 12 Ga.
2 1/4" x 2 1/4"	2 1/2" x 2 1/2" x 12 Ga.	3" x 3" x 7 Ga.
2 1/2" x 2 1/2"	3" x 3" x 7 Ga.	NOT REQUIRED

NOTE: 14 Ga. POSTS MUST MEET A CERTIFIED MINIMUM YIELD STRENGTH OF 60,000 P.S.I.

MATERIAL REQUIREMENTS

SIGN POSTS, POST ANCHORS, AND POST ANCHOR SLEEVES:
THE SIGN POSTS, POST ANCHORS, AND POST ANCHOR SLEEVES SHALL CONFORM TO (1) HOT ROLLED CARBON STEEL ASTM A-570 GRADE 33 OR ASTM STRUCTURAL QUALITY C 1021 WITH A HOT-DIPPED GALVANIZING CONFORMING TO AASHTO M-120 WITH AN INLINE SYSTEM FOLLOWED BY A CHROMATE CONVERSION AND A CROSS-LINKED POLYURETHANE ACRYLIC EXTERIOR COATING OR (2) A GALVANIZED FINISH COLD ROLLED CARBON STEEL ASTM A-446 GRADE A WITH A GALVANIZING CONFORMING TO ASTM A-525, DESIGNATION G-90.

THE SIGN POST SHALL HAVE 7/16" DIA. HOLES OR 7/16" DIA. EMBOSSED RING (DIE-CUT KNOCKOUTS) AT 1" CENTERS ON ALL FOUR SIDES FOR TOTAL LENGTH OF POST.

THE POST ANCHOR AND POST ANCHOR SLEEVE MAY BE FURNISHED WITHOUT THE BOLT HOLES ON ALL FOUR SIDES WITH THE EXCEPTION OF THE HOLES IMMEDIATELY ABOVE THE GROUND LINE.

ALL HOLES SHALL BE DRILLED OR PUNCHED AND ALL WELDS, CUTS, BURRS, AND SHARP EDGES ARE TO BE SMOOTHED OFF BEFORE APPLICATION OF FINISH.

FASTENING ACCESSORIES:
THE BOLTS, NUTS, AND WASHERS SHALL COMPLY WITH SUBSECTION 1614 OF THE STANDARD SPECIFICATIONS FOR STATE ROAD AND BRIDGE CONSTRUCTION (1990 EDITION).

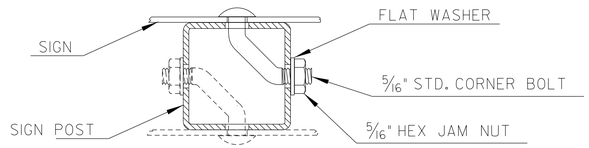
THE BOLTS, NUTS, AND WASHERS SHALL BE BID SUBSIDIARY TO THE BID ITEM 'SQUARE STEEL POST'.

BASIS OF ACCEPTANCE:
ACCEPTANCE OF THE STEEL POSTS, ANCHORS, SLEEVES, AND FASTENERS FURNISHED TO COMPLY WITH THE ABOVE REQUIREMENTS WILL BE BASED ON RECEIPT AND APPROVAL OF A TYPE D CERTIFICATION AS DESCRIBED IN SECTION 2600 OF THE STANDARD SPECIFICATIONS FOR STATE ROAD AND BRIDGE CONSTRUCTION (1990 EDITION) AND VISUAL INSPECTION FOR CONDITION AND DIMENSIONAL REQUIREMENTS.

INSTALLATION SEQUENCE

1. DRIVE POST ANCHOR INTO SUBGRADE.
2. DRIVE POST ANCHOR SLEEVE (IF REQUIRED) INTO SUBGRADE OVER THE POST ANCHOR.
3. INSTALL SIGN POST INTO THE POST ANCHOR.

NOTE:
IN ALL INSTALLATIONS, THE FIRST HOLE ABOVE THE GROUND LINE ON THE SIGN POST, POST ANCHOR, AND POST ANCHOR SLEEVE (IF REQUIRED) MUST BE IN LINE FOR INSERTION OF THE CORNER BOLT.



SECTION B-B

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

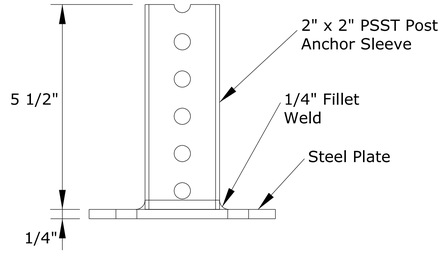
DETAILS FOR PERFORATED SQUARE STEEL TUBE POSTS (PSST)

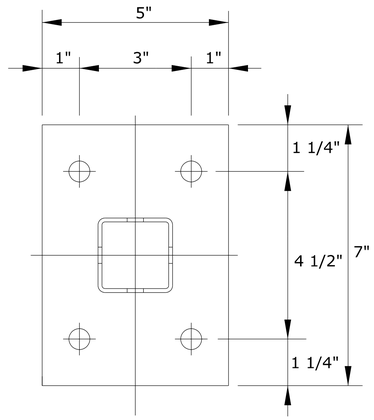
TE466 07-01-03

FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
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DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

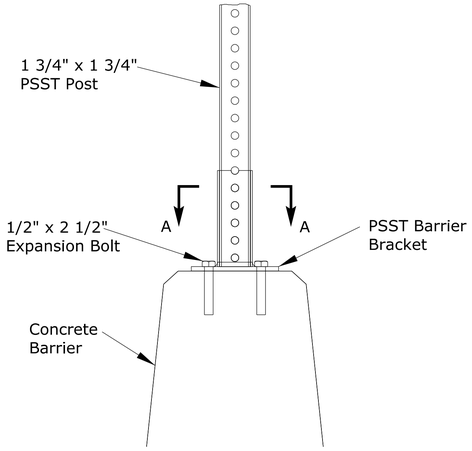
Plotted By : -
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Thacher Bldg., 4th Floor

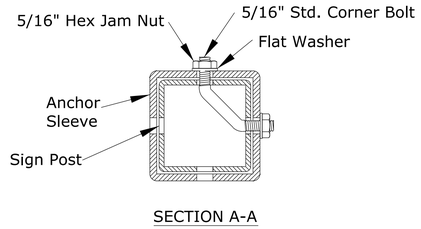
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	663	1055





PSST BARRIER BRACKET DETAIL





SECTION A-A

PSST BARRIER BRACKET MOUNTING DETAIL

NOTE:
The PSST Post is a perforated square steel tube post.

PSST Barrier Bracket is subsidiary to the "Sign Post (1-3/4" Perforated Square Steel Tube)" bid item.

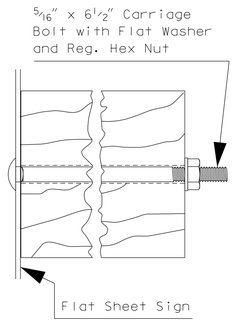
CITY OF WICHITA

PSST BARRIER BRACKET DETAIL

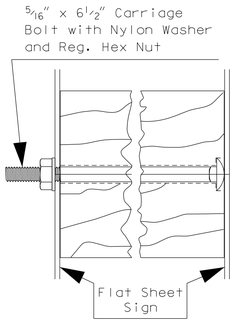
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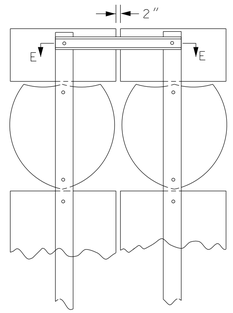
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	664	1055

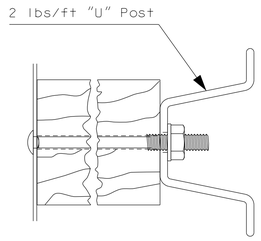


Section A-A



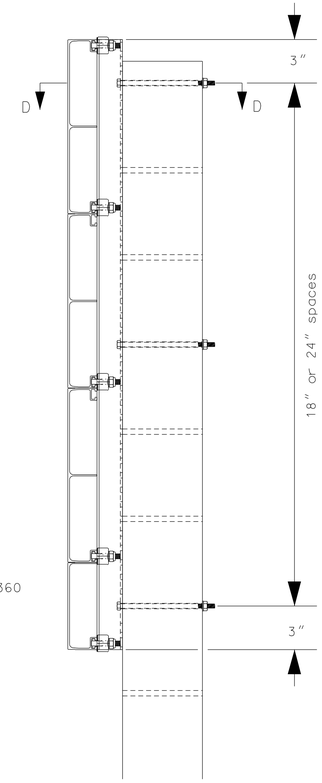
Section B-B

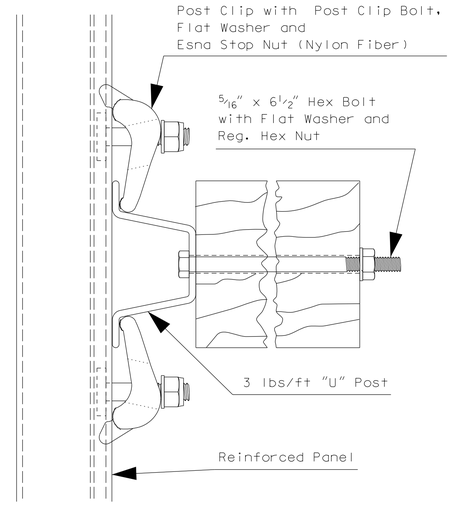




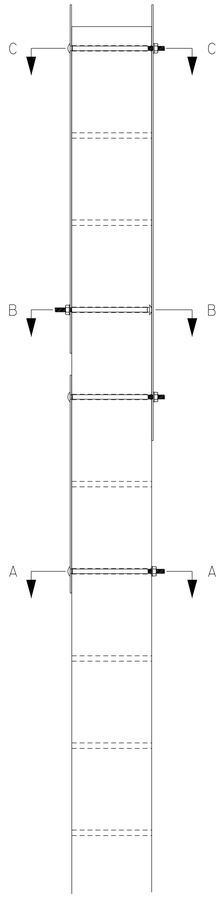
Section E-E

ROUTE MARKER ASSEMBLY ATTACHMENT

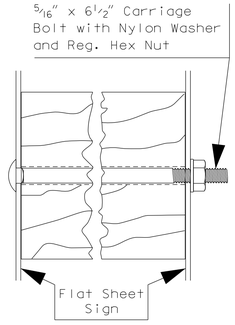




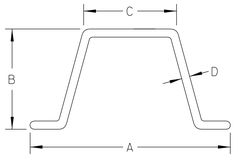
Top View



TYPICAL MOUNTING OF FLAT SHEET SIGNS



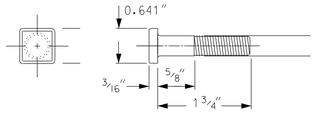
Section C-C



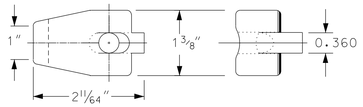
DIM.	2 lbs/ft	3 lbs/ft
A	3 1/8"	3 1/2"
B	1 17/32"	1 3/4"
C	1 1/4"	1 5/8"
D	1/8"	9/64"

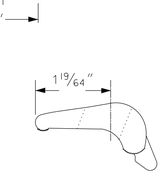
(DIMENSIONS ARE NOMINAL)

'U' POST DIMENSION DETAILS



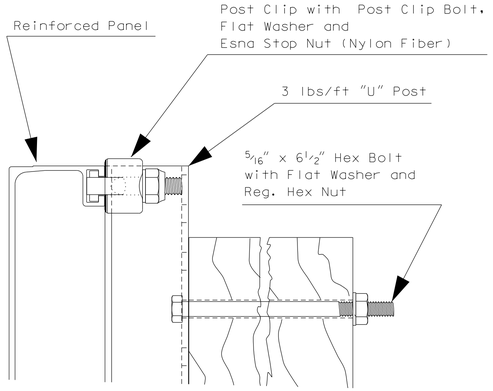
POST CLIP BOLT





POST CLIP

TYPICAL MOUNTING OF REINFORCED PANEL SIGNS



Side View

Section D-D

NOTES:

The top of the post shall not extend above the top of the sign.

When signs are mounted back to back, the signs shall be mounted at their prescribed height. In general installations, the bottom holes of the signs should be aligned. In order to prevent having to drill holes in the signs or posts, the sign on the back should be raised and positioned such that the holes are aligned. When a sign is mounted on the back of the "YIELD" (R1-2) sign, the top holes of the signs should be aligned.

When mounted with another sign (primary sign), the advisory plate, Type 1 Object Marker, or secondary sign, shall be mounted at their prescribed height. The primary sign shall be mounted at their prescribed height, but under no circumstances shall the signs overlap each other.

Additional mounting holes, either through the sign or post, shall be drilled by the contractor. All holes drill in the post shall be treated with a perservative. All holes in the sign shall be free of any defects and the sheeting around the hole shall not be damaged.

A nylon washer shall be used when a nut is to be tightened against the sign face.

When the 2 lbs/ft steel "U" post is used as a route marker assembly attachment, it shall be subsidiary to the bid item '4" x 6" Wood Post (Flat Sheet Sign)'.

The post clip bolt may have a rectangular head, if the smaller dimension is equal to the square head dimension.

All dimensions are in inches

NO.	DATE	REVISIONS	BY	APP'D
3				
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KANSAS DEPARTMENT OF TRANSPORTATION

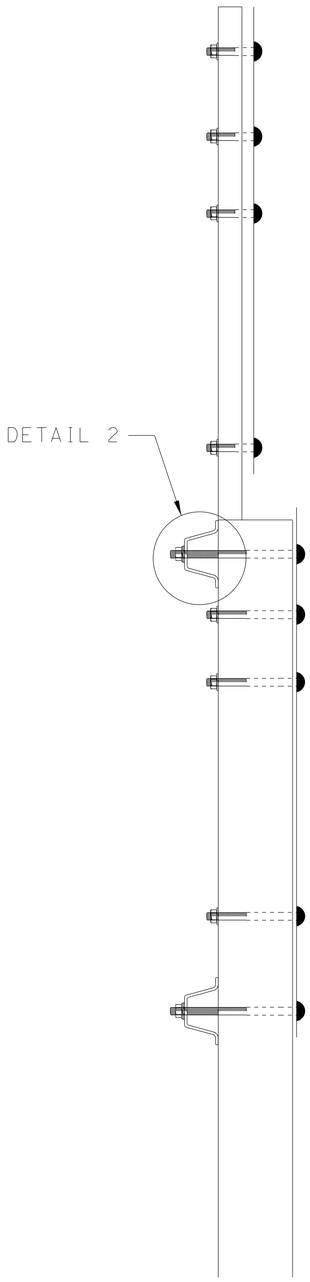
DETAILS FOR MOUNTING SIGNS ON WOOD POSTS (FLAT SHEET AND REINFORCED PANEL)

TE481 07-01-03

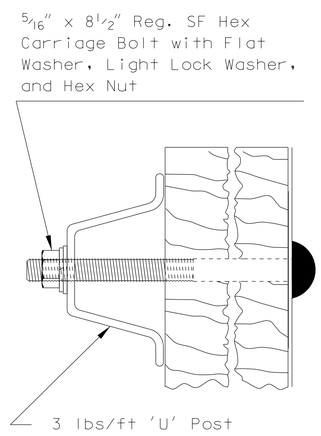
FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED AAD	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

Plotted By : -
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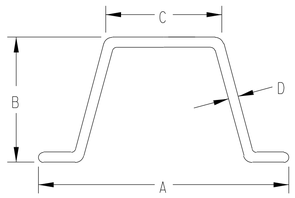
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	665	1055



Typical Side View



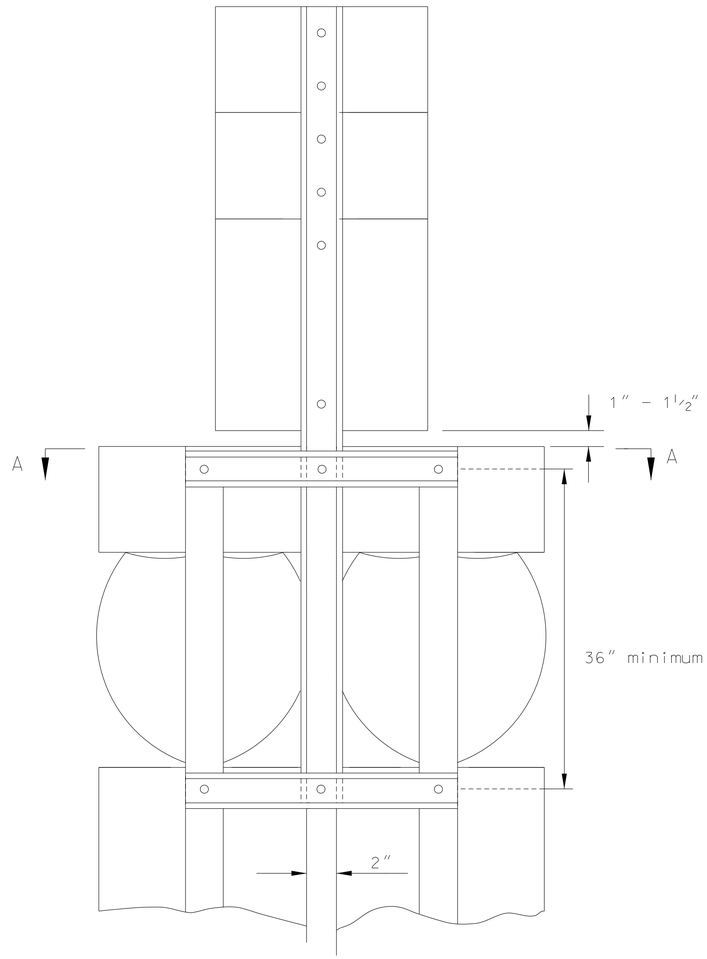
DETAIL 2



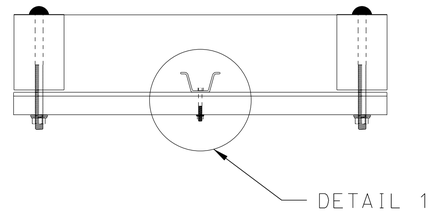
DIM.	3 lbs/ft
A	3 1/2"
B	1 3/4"
C	1 5/8"
D	9/64"

(Dimensions are Nominal)

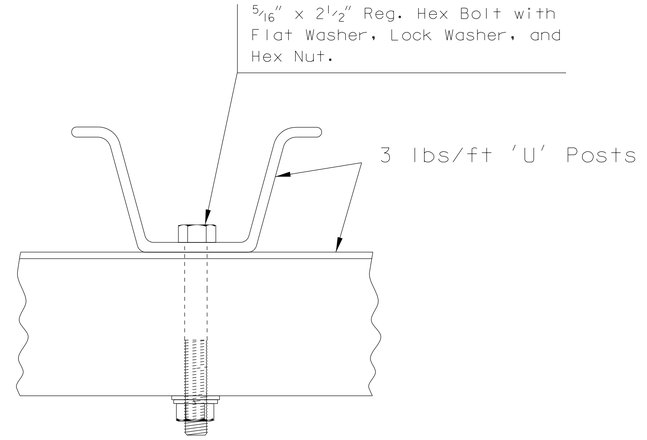
'U' Post Dimension Details



Typical Standard Mounting
(View from the Back)



SECTION A-A



DETAIL 1

NOTE:
The 3 lbs/ft steel 'U' posts, when used as a route marker assembly attachment, shall be subsidiary to the bid item 4" x 6" Wood Post (Flat Sheet Sign).

All dimensions are in inches

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

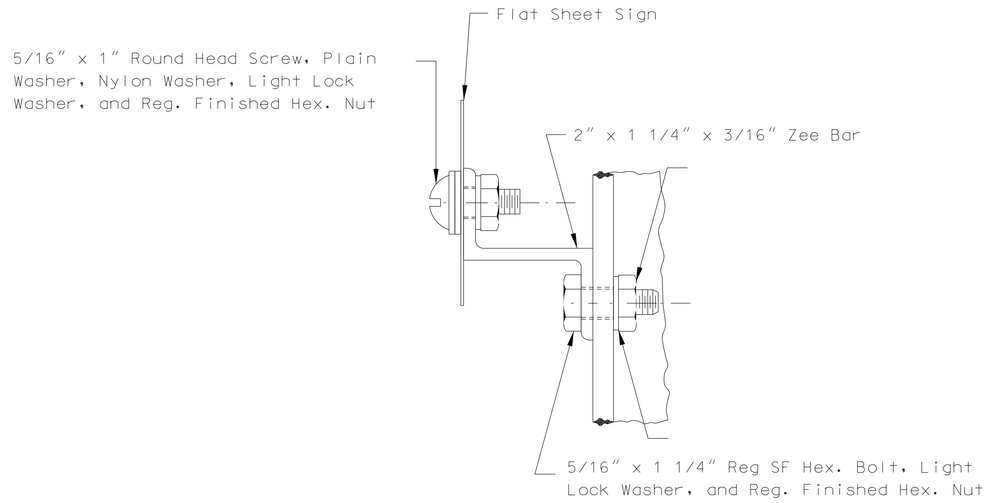
DETAILS FOR MOUNTING SIGNS ABOVE TURN ASSEMBLIES (WOOD POST)

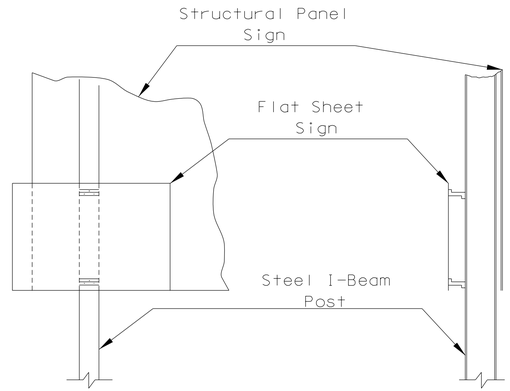
TE484 07-01-03

FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED AAD	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

Plotted By : -
Plot File : T:\35765A\Cadd\Sheets\Package\Standards\KDOT\EKISTDTE484A.dgn
Plot Date : 3:59:29 PM
Thacher Bldg.: 4th Floor

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	666	1055

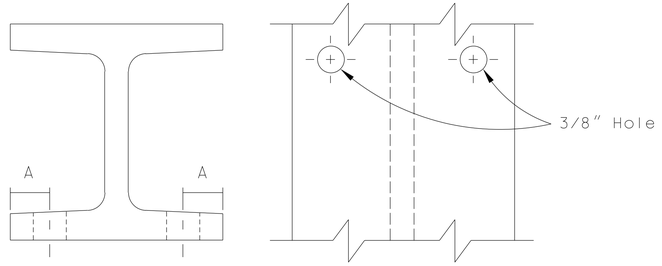




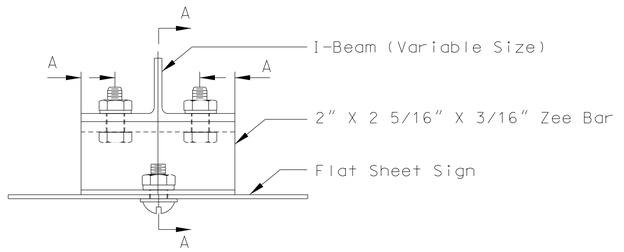
Typical Mounting

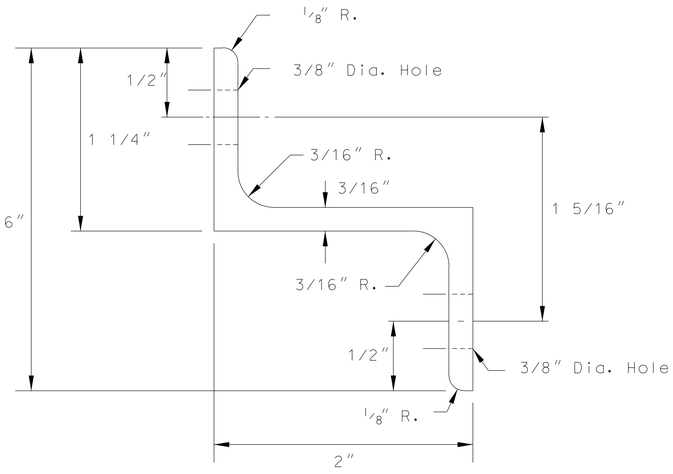
SECTION A-A

BEAM	A
S3X5.7	7/16"
W6X9	3/4"
W10X12	1 1/4"
W10X22	1 1/4"



Typical I-Beam





Typical Zee Bar

NOTE:
All bolts, nuts, washers & machine screws shall be steel.

All dimensions are in inches.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

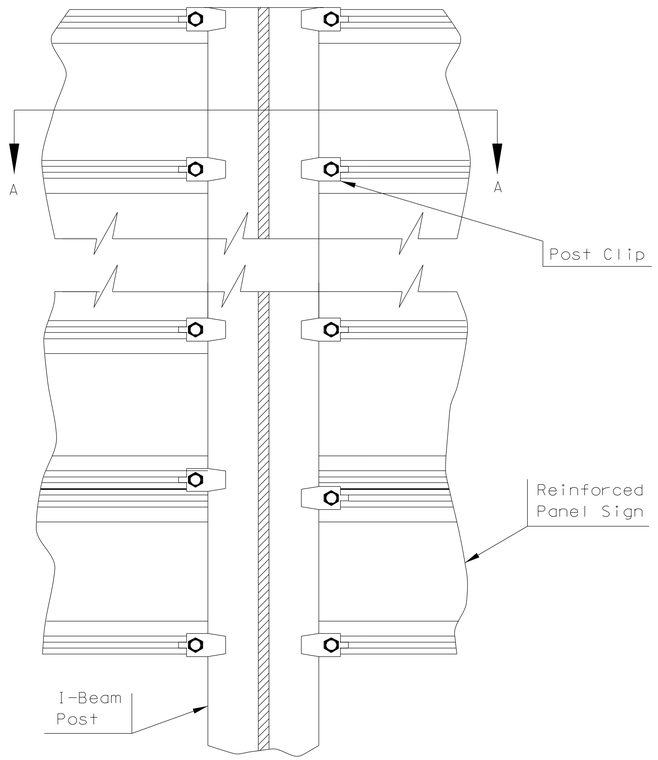
DETAILS FOR MOUNTING FLAT SHEET SIGN ON STEEL I-BEAM POST

TE487 07-01-03

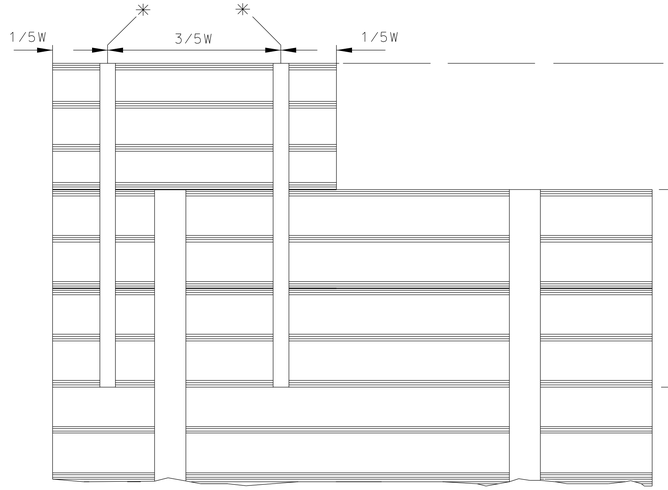
FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED BAH	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

Plotted By : -
Plot File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\ENG\STDTE487A.dgn
Plot Date : 3:59:31 PM
Thacher Bldg., 4th Floor

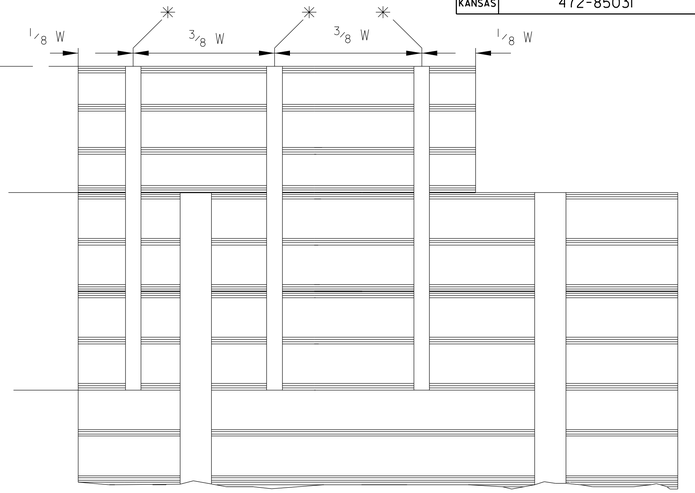
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	667	1055



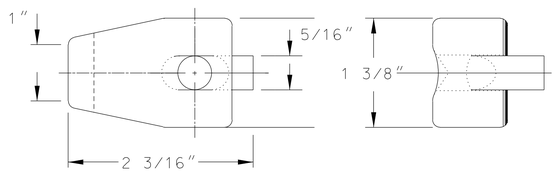
Mounting of Reinforced Panels to I-Beam Post

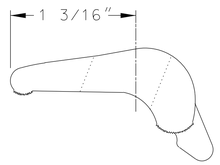


E1-5 Mounting from Right Exit
(2 I-Beams)

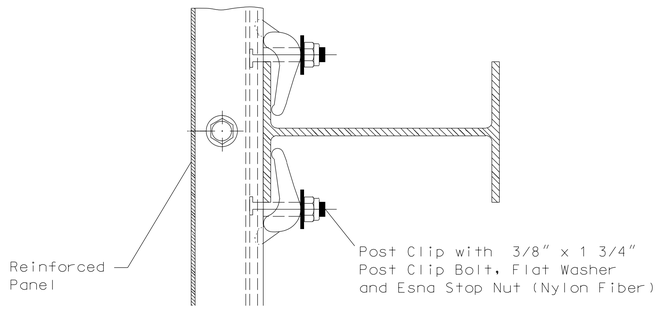


E1-5 Mounting from Right Exit
(3 I-Beams)

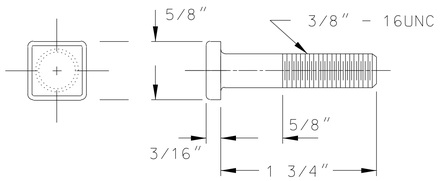




POST CLIP
ALUMINUM



SECTION A-A



POST CLIP BOLT
ALUMINUM

NOTES:

* - Centerline of Aluminum I-Beam
H1 - Height of added sign (E1-5)
H2 - H1 + 12" or to the bottom of the next stiffener
The E1-5 sign shall be positioned above the guide sign according to the direction of the exit:
Right exit - right edge of sign
Left exit - left edge of sign
Two exits (one left and one right) - center of sign
The aluminum I-Beams are to be mounted at the spacings shown. If the I-Beam spacing conflicts with the sign posts, then the I-Beam is to be moved to the side of the sign post that more closely fits the spacings and as determined by the Engineer.
The post clip bolt may have a rectangular head, if the smaller dimension is equal to the square head dimension.

All dimensions are in inches.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

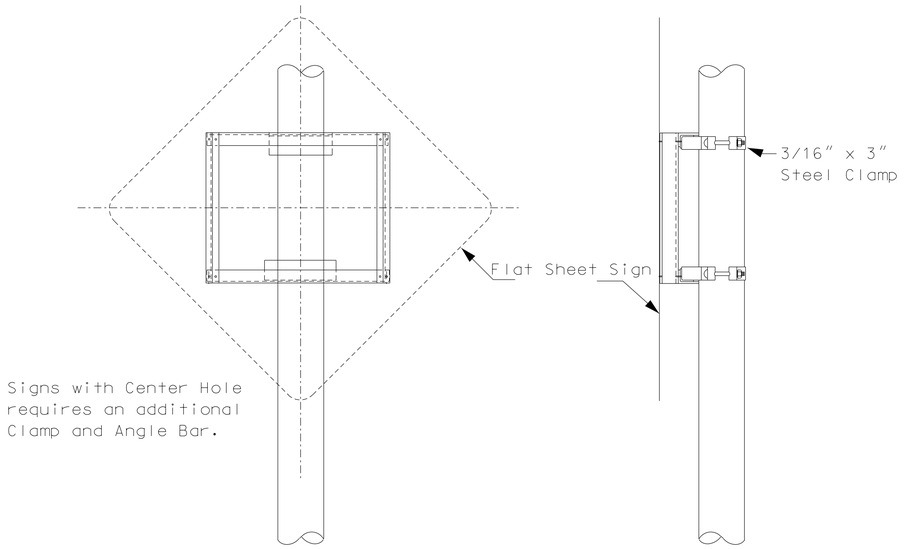
DETAILS FOR MOUNTING
REINFORCED PANEL SIGN
ON I-BEAM POST

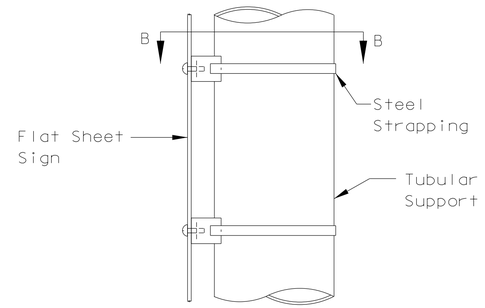
TE490 07-01-03

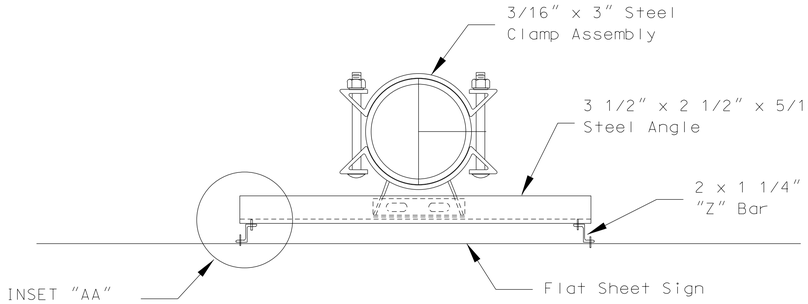
FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED BAH	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

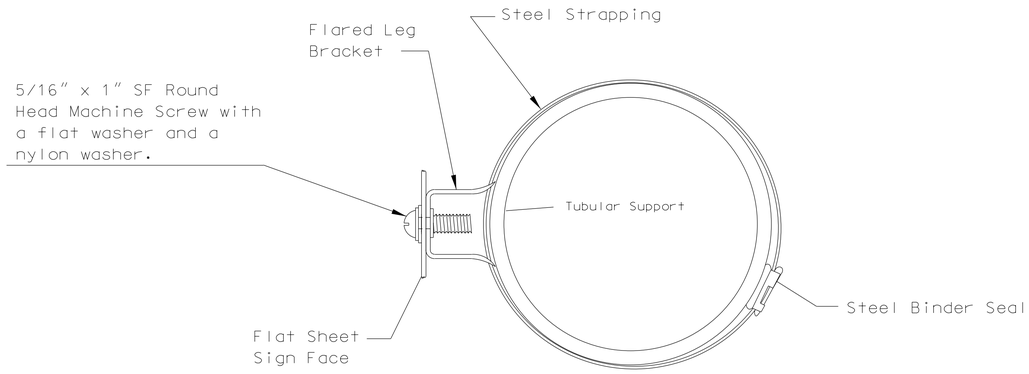
Plotted By : -
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Plot Date : 3:59:33 PM
Thacher Bldg.; 4th Floor

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	668	1055

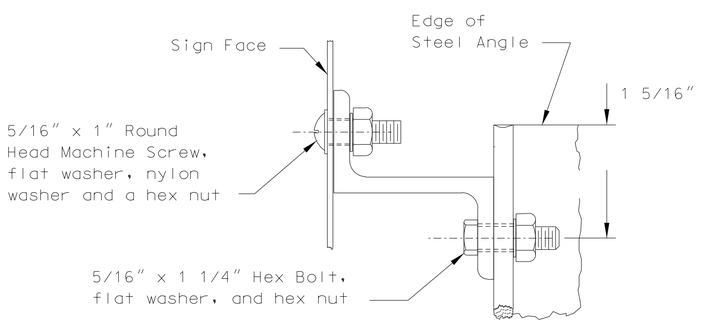




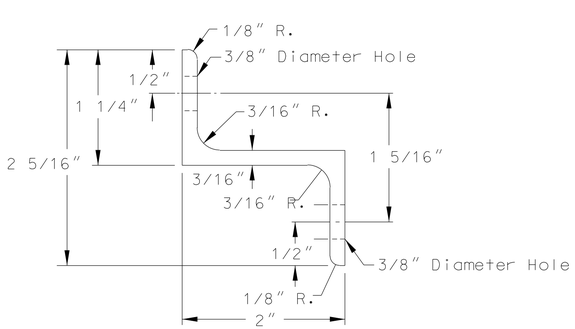




SECTION BB



INSET AA



Aluminum "Z" Bar

NOTES:
The Steel Strapping, Steel Clamp Assembly, Angle Bar, 'Z' Bar, and Fasteners are subsidiary to the bid item "Flat Sheet Signs".

All Dimensions are in inches.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

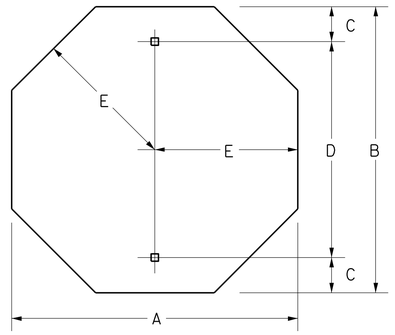
DETAILS FOR MOUNTING
FLAT SHEET SIGNS
ON VERTICAL SUPPORTS

TE493 07-01-03

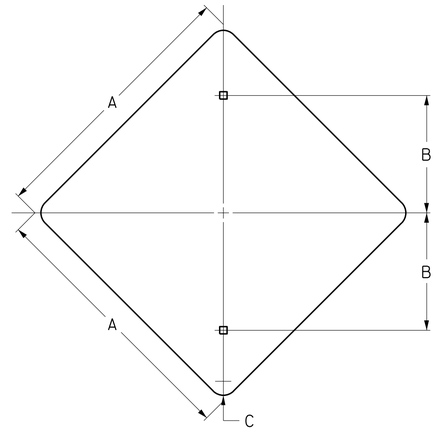
FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED BAH	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

Plotted By : -
Plot File : T:\35765A\Cadd\Sheets\Package\Standards\KDOT\EKIST DTE493A.dgn
Plot Date : 3:59:35 PM
Thacher Bldg., 4th Floor

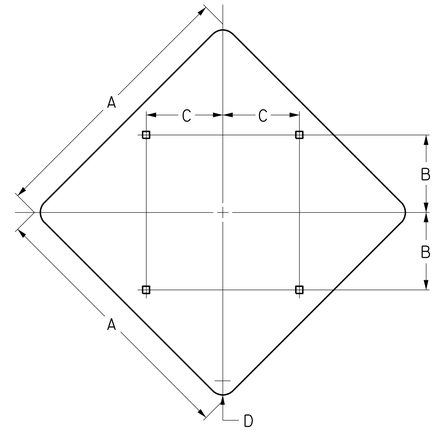
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	669	1055



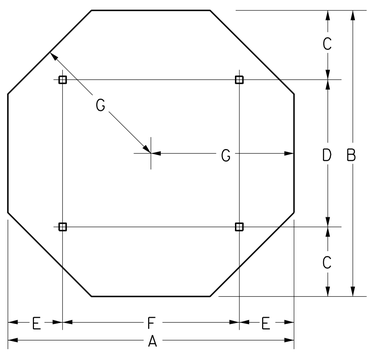
SIGN SIZE	A	B	C	D	E	T	AREA
30 x 30	30	30	3	24	15	0.080	5.18
36 x 36	36	36	6	24	18	0.080	7.46



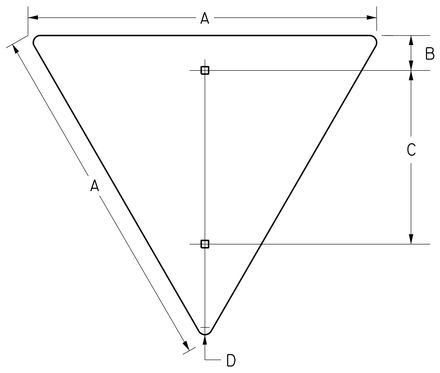
	SIGN SIZE	A	B	C	T	AREA
(1)	5 x 5	5	2 1/2	3/8	0.040	0.17
	18 x 18	18	6	1 1/2	0.080	2.25
	24 x 24	24	12	1 1/2	0.080	4.00
	30 x 30	30	12	1 7/8	0.080	6.25
(2)	36 x 36	36	18	2 1/4	0.080	9.00



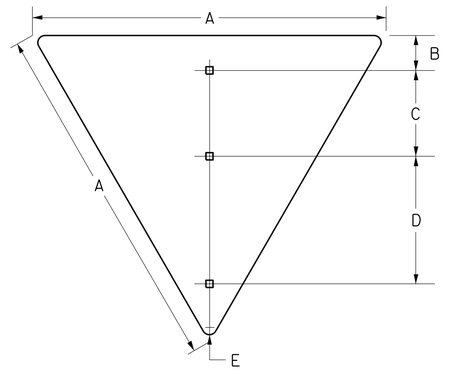
SIGN SIZE	A	B	C	D	T	AREA
48 x 48	48	12	15	3	2 1/2	16.00



SIGN SIZE	A	B	C	D	E	F	G	T	AREA
48 x 48	48	48	12	24	9	30	24	2 1/2	13.25



SIGN SIZE	A	B	C	D	T	AREA
36 x 36	36	3	18	2	0.080	3.90



SIGN SIZE	A	B	C	D	E	T	AREA
48 x 48	48	3	12	18	3	0.080	6.93
60 x 60	60	3	18	18	4	0.100	10.83

NOTE:
All holes are $^{3}/_{8}$" square unless otherwise noted.

The dimension "T" is the thickness of the aluminum blank.

All dimensions are in inches.

(1) Holes shall be $^{5}/_{16}$" Diameter.

(2) Center hole is required.

All dimensions are in inches.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

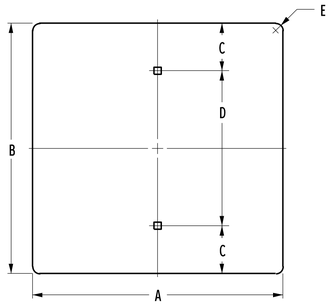
SIGN BLANK DETAILS FOR FLAT SHEET SIGNS

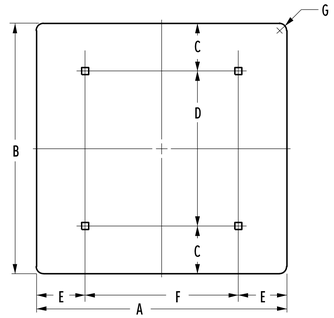
TE503 07-01-03

FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED AAD	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

Plotted By : -
Plot File : T:\35765A\CaddSheets\Package1\StandardsVKDOT\EK\STDTE503A.dgn
Plot Date : 3:59:37 PM
Thacher Bldg., 4th Floor

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	670	1055





SIGN SIZE	A	B	C	D	E	T	AREA
(1) 3 X 8	3	8	1	6	3/8	0.040	0.17
6 X 12	6	12	3	6	3/8	0.040	0.50
12 X 6	12	6	1 1/2	3	3/8	0.063	0.50
12 X 18	12	18	3	12	1 1/2	0.063	1.50
12 X 24	12	24	3	18	1 1/2	0.080	2.00
12 X 36	12	36	6	24	1 1/2	0.080	3.00
12 X 48	12	48	6	36	1 1/2	0.080	4.00
15 X 15	15	15	1 1/2	12	1 1/2	0.063	1.56
18 X 6	18	6	1 1/2	3	1 1/2	0.063	0.75
18 X 12	18	12	3	6	1 1/2	0.063	1.50
18 X 18	18	18	3	12	1 1/2	0.063	2.25
18 X 24	18	24	3	18	1 1/2	0.080	3.00
21 X 15	21	15	1 1/2	12	1 1/2	0.080	2.19
24 X 6	24	6	1 1/2	3	1 1/2	0.080	1.00
24 X 12	24	12	3	6	1 1/2	0.080	2.00
24 X 18	24	18	3	12	1 1/2	0.080	3.00
24 X 24	24	24	3	18	1 1/2	0.080	4.00
24 X 30	24	30	3	24	1 1/2	0.080	5.00
24 X 36	24	36	6	24	1 1/2	0.080	6.00
30 X 15	30	15	1 1/2	12	1 1/2	0.080	3.13
30 X 18	30	18	3	12	1 1/2	0.080	3.75
30 X 24	30	24	3	18	1 1/2	0.080	5.00
30 X 30	30	30	3	24	48	0.080	6.25
30 X 36	30	36	6	24	48	0.080	7.50
36 X 12	36	12	3	6	1 1/2	0.080	3.00
36 X 18	36	18	3	12	1 1/2	0.080	4.50
36 X 24	36	24	3	18	1 1/2	0.080	6.00
36 X 30	36	30	3	24	48	0.080	7.50
36 X 36	36	36	6	24	2	0.080	9.00
45 X 36	45	36	6	24	2	0.080	11.25

SIGN SIZE	A	B	C	D	E	F	G	T	AREA
36 X 12	36	12	3	6	6	24	1 1/2	0.080	3.00
36 X 18	36	18	6	12	6	30	1 1/2	0.080	4.50
36 X 24	36	24	6	12	6	24	1 1/2	0.080	6.00
36 X 30	36	30	6	18	6	30	1 1/2	0.080	7.50
36 X 36	36	36	6	24	6	24	1 1/2	0.080	9.00
36 X 42	36	42	6	30	6	30	1 1/2	0.080	10.50
48 X 12	48	12	3	6	9	30	1 1/2	0.080	4.00
48 X 18	48	18	3	12	9	30	1 1/2	0.080	6.00
48 X 24	48	24	6	12	9	30	2	0.080	8.00
48 X 30	48	30	6	18	9	30	0	0.100	10.00
48 X 36	48	36	6	24	9	30	0	0.100	12.00
48 X 42	48	42	6	30	9	30	0	0.100	14.00
48 X 48	48	48	9	30	9	30	0	0.100	16.00
(2) 48 X 72	48	72	15	42	9	30	0	0.100	24.00
(2) 48 X 96	48	96	21	54	9	30	0	0.100	32.00
54 X 36	54	36	6	30	12	30	0	0.100	13.50
54 X 42	54	42	6	30	12	30	0	0.100	15.75
60 X 12	60	12	3	6	12	36	0	0.100	5.00
60 X 18	60	18	3	12	12	36	0	0.100	7.50

SIGN SIZE	A	B	C	D	E	F	G	T	AREA
60 X 24	60	24	6	12	12	36	0	0.100	10.00
60 X 30	60	30	6	18	12	36	0	0.100	12.50
60 X 36	60	36	6	24	12	36	0	0.100	15.00
60 X 42	60	42	6	30	12	36	0	0.100	17.50
60 X 48	60	48	9	30	12	36	0	0.100	20.00
60 X 60	60	60	12	36	12	36	0	0.100	25.00
72 X 12	72	12	3	6	15	42	0	0.100	6.00
72 X 18	72	18	3	12	15	42	0	0.100	9.00
72 X 24	72	24	6	12	15	42	0	0.100	12.00
72 X 30	72	30	6	18	15	36	0	0.100	15.00
72 X 36	72	36	6	24	15	42	0	0.100	18.00
72 X 42	72	42	6	30	15	42	0	0.100	21.00
72 X 48	72	48	9	30	15	42	0	0.100	24.00
84 X 18	84	18	6	12	15	48	0	0.100	10.50
84 X 30	84	30	6	18	18	48	0	0.100	17.50
84 X 36	84	36	6	24	18	48	0	0.100	21.00
84 X 42	84	42	6	30	18	48	0	0.100	24.50
84 X 48	84	48	9	30	18	48	0	0.100	28.00

NOTE:
All holes are 3/8" square, unless otherwise noted.

The dimension "T" is the thickness of the aluminum blank.

(1) Holes shall be 5/16" Diameter.

(2) Dimension "D" requires a Center Hole.

All dimensions are in inches.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

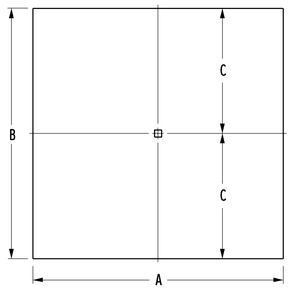
SIGN BLANK DETAILS FOR FLAT SHEET SIGNS

~~TE506~~ 07-01-03

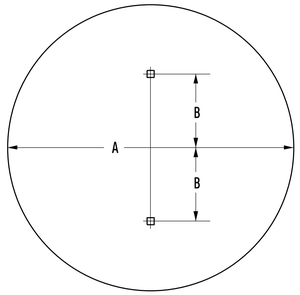
FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED AAD	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

Plotted By : -
Plot File : T:\35765A\Cadd\Sheets\Package\Standards\KDOT\EKISTDTE506A.dgn
Plot Date : 3:59:39 PM
Thacher Bldg.; 4th Floor

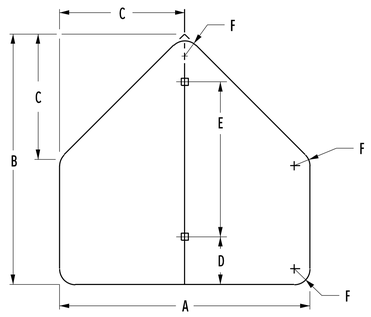
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	671	1055



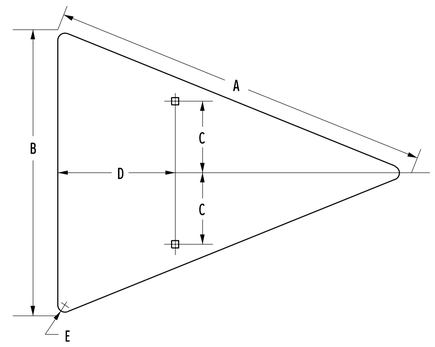
SIGN SIZE	A	B	C	T	AREA
6 X 6	6	6	3	0.063	0.25



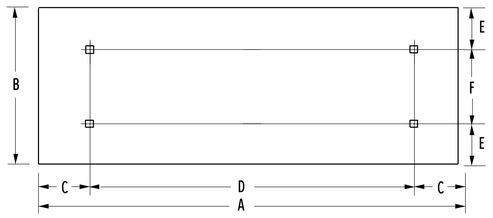
SIGN SIZE	A	B	T	AREA
36 Dia	36	12	0.080	0.657



SIGN SIZE	A	B	C	D	E	F	T	AREA
30 X 30	30	30	15	3	24	48	0.080	6.25
36 X 36	36	36	18	6	24	2 1/4	0.080	9.00

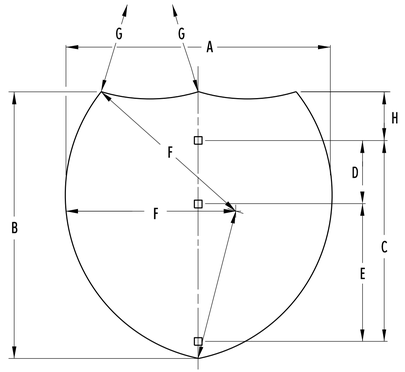


SIGN SIZE	A	B	C	D	E	T	AREA
48 X 36	48	36	9	14 3/4	2 1/4	0.125	9.89



SIGN SIZE	A	B	C	D*	E	F	T	AREA
102 X 18	102	18	3	13 holes @ 8" spacing	3	12	0.100	12.75

* 3/8" dia. holes



Independent Use

Dimensions (mm)										
Size	A	B	C	D	E	F	G	H	T	AREA
24 X 24	24	24	18	-	-	15	15	3	0.080	3.20
36 X 36	36	36	30	12	18	22.5	22.5	3	0.080	7.20
30 X 24	30	24	18	-	-	17	24	3	0.080	3.99
45 X 36	45	36	30	12	18	25.5	36	3	0.100	8.99

NOTES:
All holes are 3/8" square, unless otherwise noted.
The dimension "T" is the thickness of the aluminum blank.

All dimensions are in inches.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

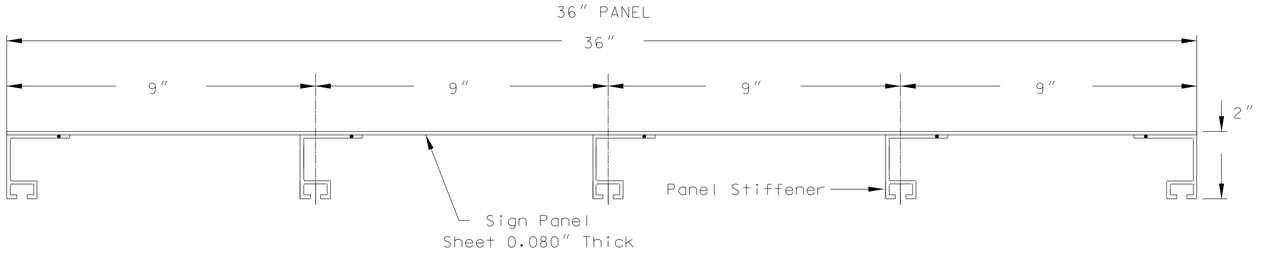
SIGN BLANK DETAILS FOR FLAT SHEET SIGNS

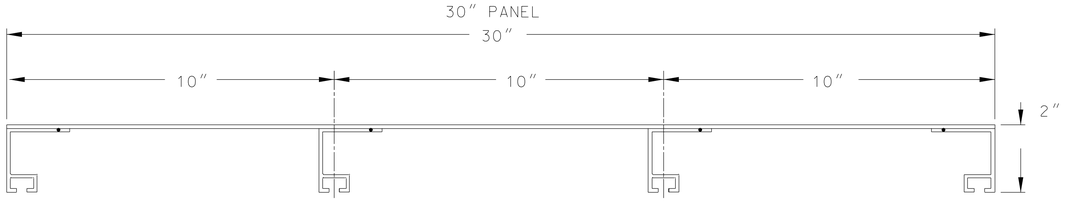
TE509 07-01-03

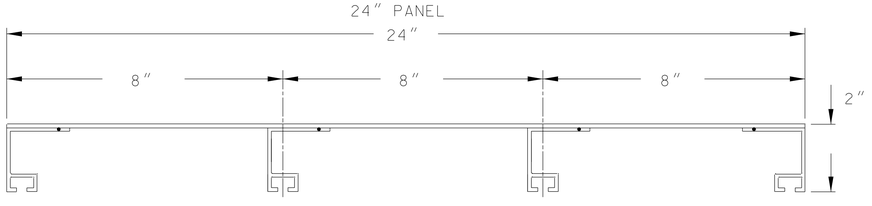
FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED AAD	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

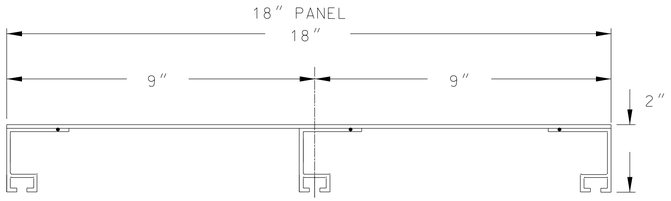
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Plot Date : 3:59:41 PM
Thacher Bldg., 4th Floor

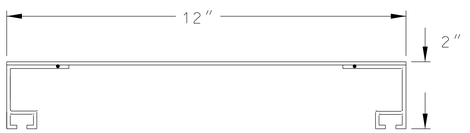
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	672	1055



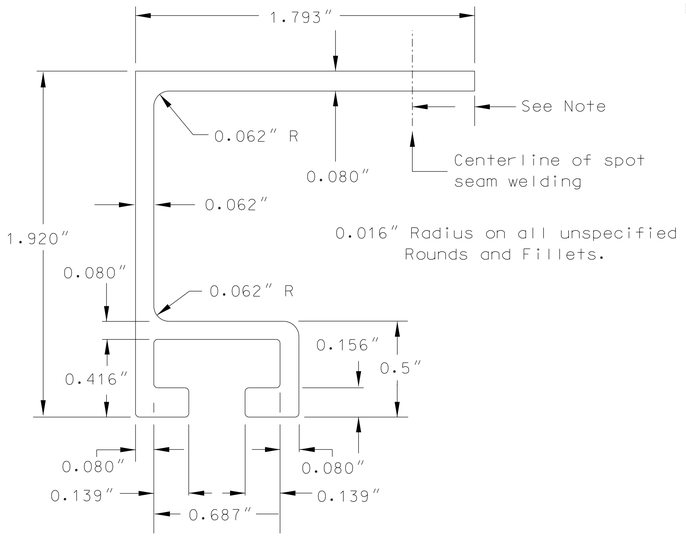




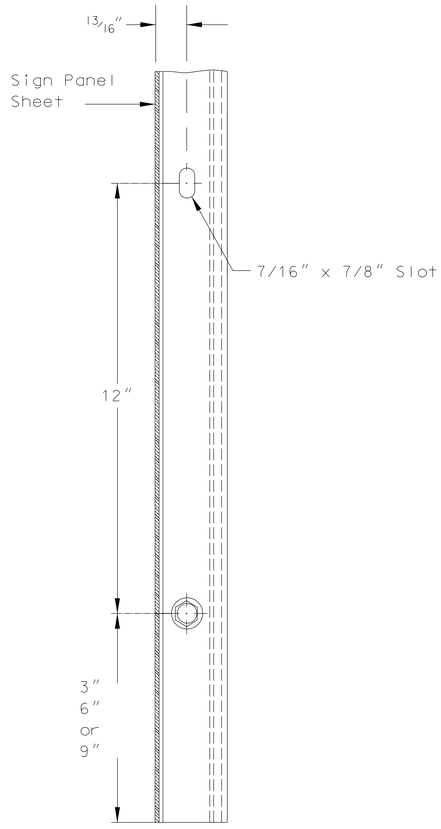




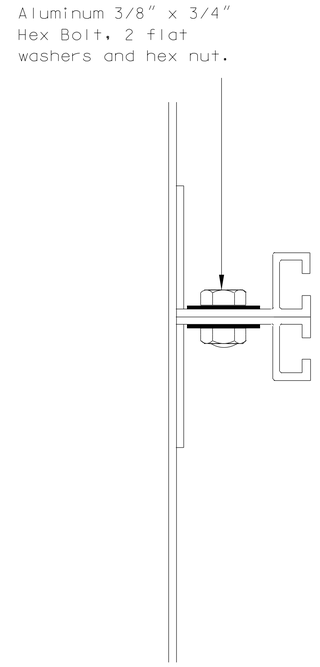
STRUCTURAL SIGN PANEL WIDTHS



PANEL STIFFENER



PANEL CONNECTOR
SLOTS



PANEL CONNECTIONS

NOTE:
Sign Panel Stiffeners shall be attached to Sign Panel using intermittent seam welding with spot on 8" centers the length of the stiffener and a minimum of 1/2" from the edge of the stiffener.

All dimensions are in inches.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

REINFORCED PANEL DETAILS
EXTRUSHEET FABRICATION

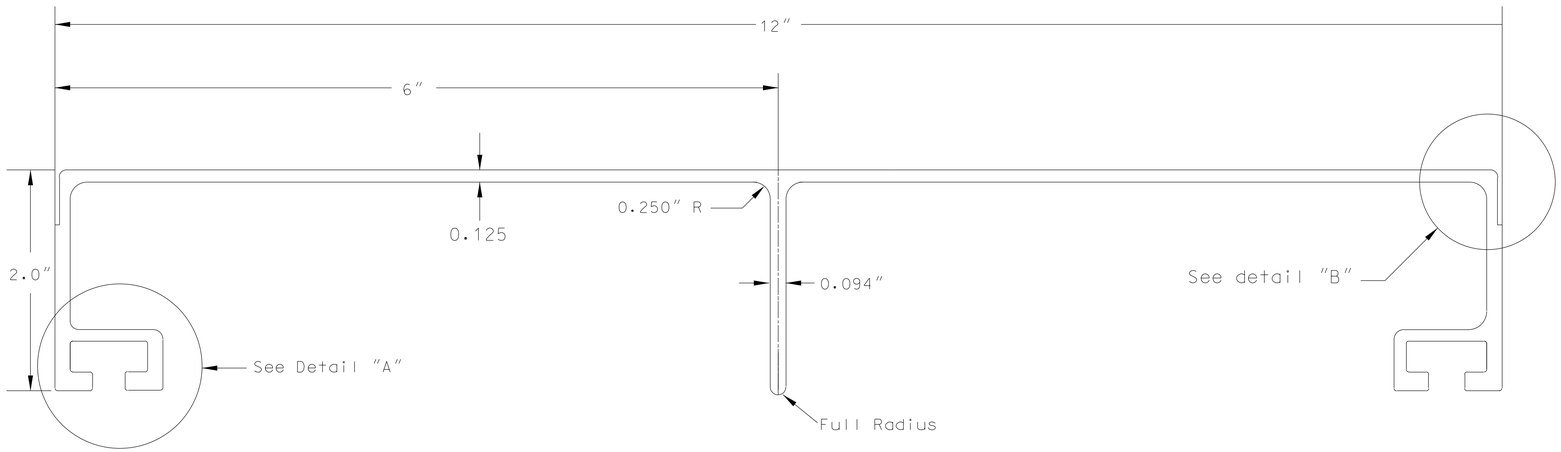
TE551 07-01-03

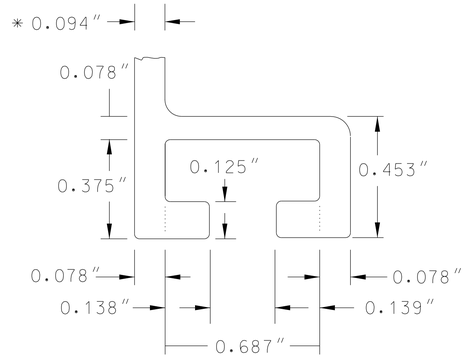
FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED BAH	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

Plotted By : -
Plot File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\EK\STDTE551A.dgn
Plot Date : 3:59:43 PM
Thacher Bldg., 4th Floor

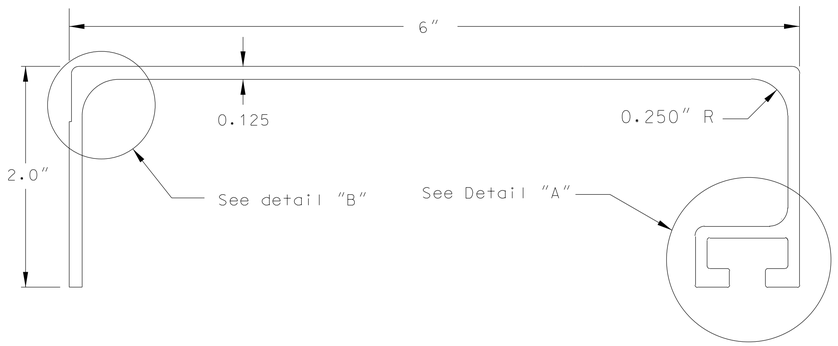
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	673	1055

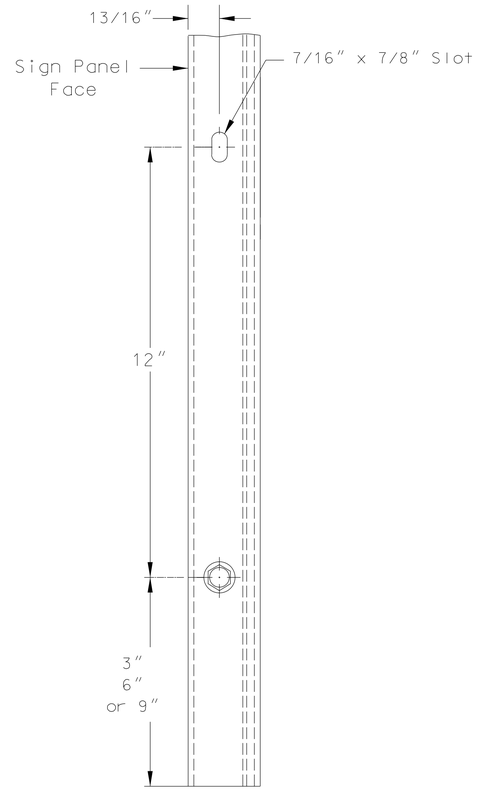
12" PANEL

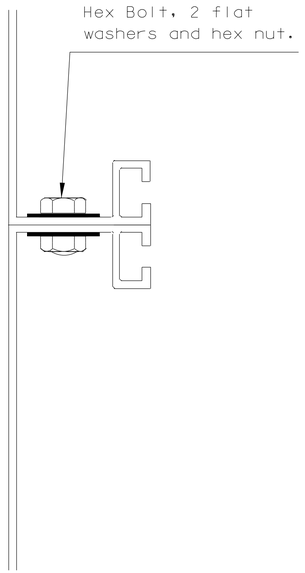




6" PANEL



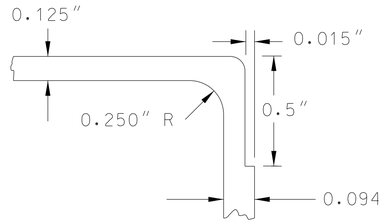




PANEL CONNECTIONS

PANEL CONNECTOR SLOTS

DETAIL "A"



DETAIL "B"

0.031" Radius on all unspecified Rounds and Fillets.

* 0.078" for 6" panel

NOTE:
For extruded panel signs with an overall height in intervals of 6", use the 6" panel at the top or bottom of the sign. All other panels are to be the 12" panel.

All dimensions are in inches.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

REINFORCED PANEL DETAILS
EXTRUDED FABRICATION (0.125")
(1 OF 2)

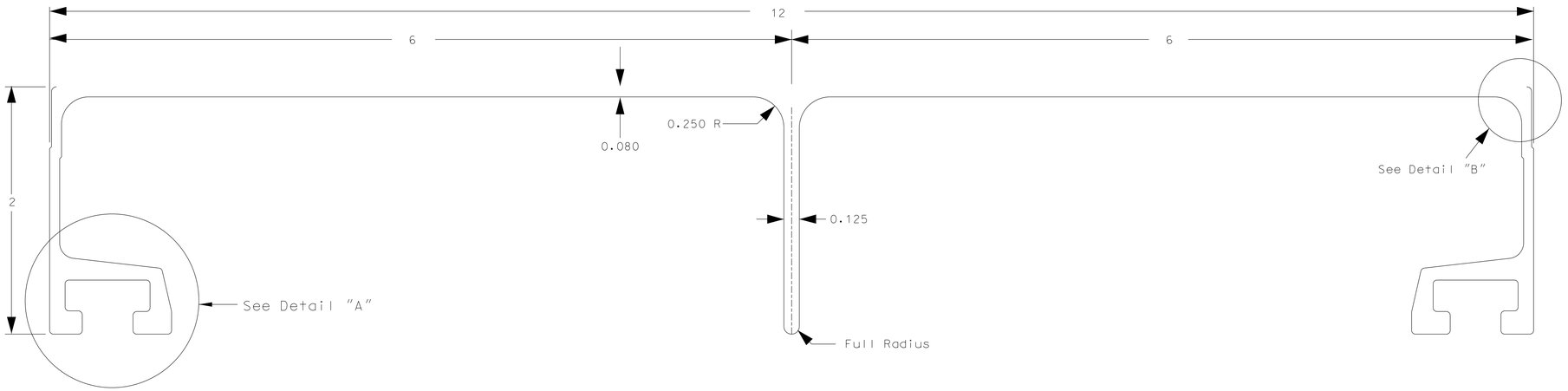
TE554 07-01-03

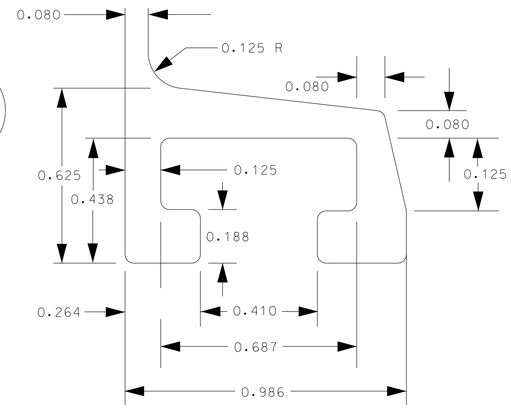
FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED BAH	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

Plotted By : -
Plot File : T:\35765A\Cadd\Sheets\Package\Standards\KDOT\EK\STDTE554A.dgn
Plot Date : 3:59:45 PM
Thacher Bldg.-4th Floor

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	674	1055

12" Panel

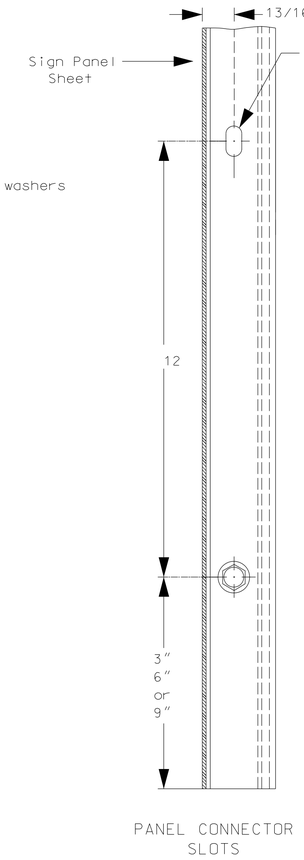




NOTE:

.016" Radius on all unspecified rounds and fillets.

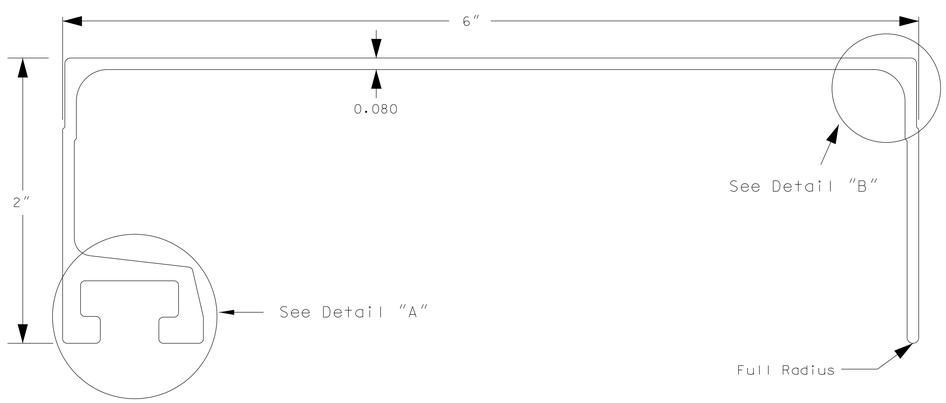
Detail "A"

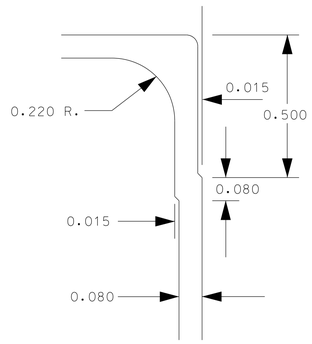


PANEL CONNECTIONS

PANEL CONNECTOR SLOTS

6" Panel





Detail "B"

For extruded panel signs with an overall height in intervals of 6", use the 6" panel at the top or bottom of the sign. All other panels are to be the 12" panel.

All Dimensions in inches

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

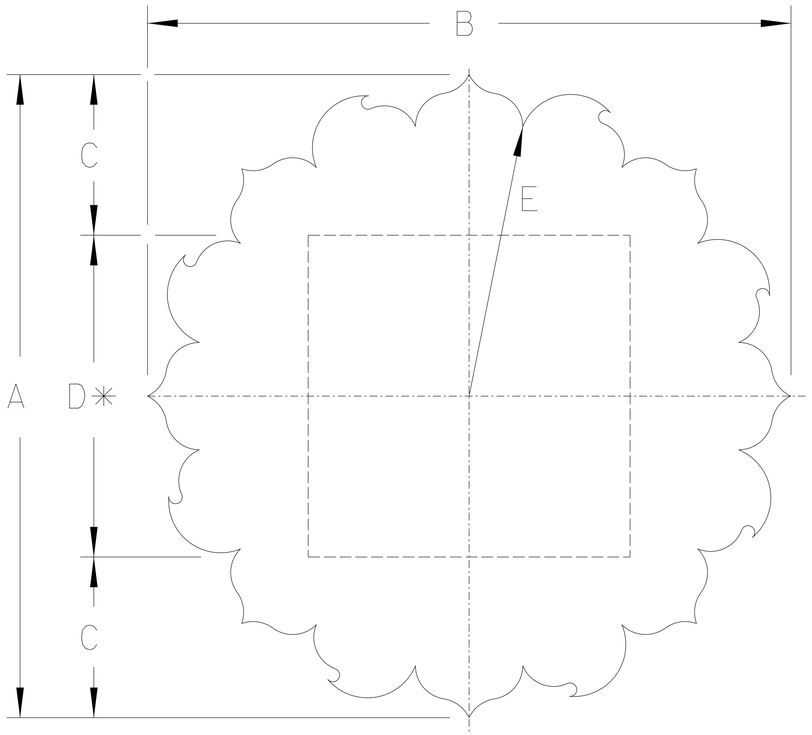
REINFORCED PANEL DETAILS
EXTRUDED FABRICATION (0.080")
(2 OF 2)

TE555 07-01-03

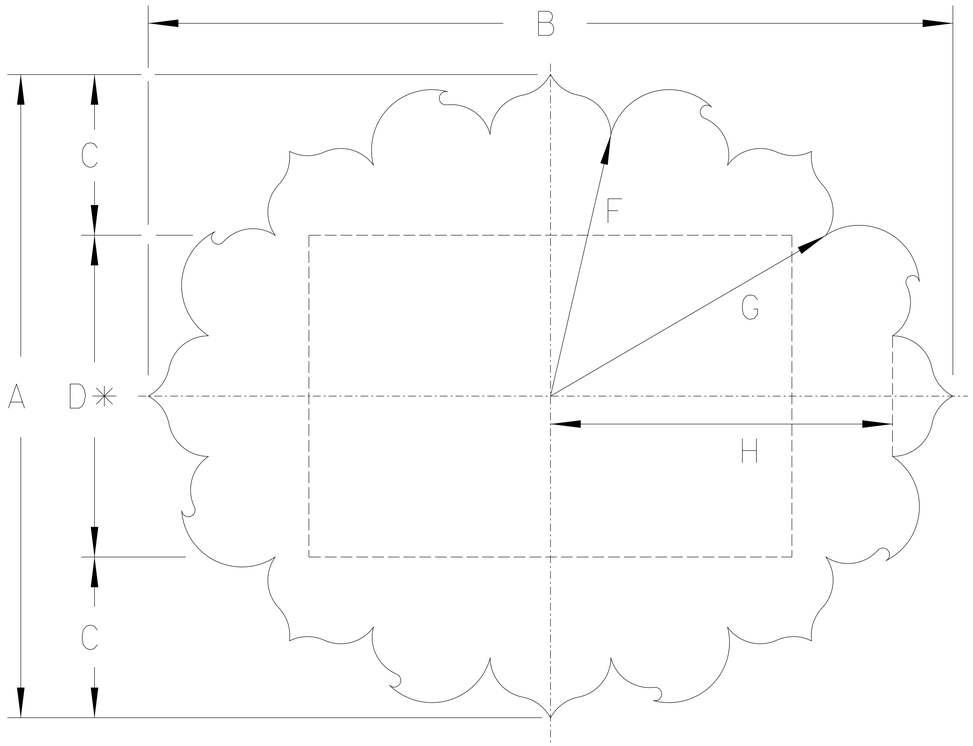
FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED BAH	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

Plotted By : -
Plot File : T:\35765A\Cadd\Sheets\Package\Standards\KDOT\EK\STDTE555A.dgn
Plot Date : 3:59:47 PM
Thacher Bldg., 4th Floor

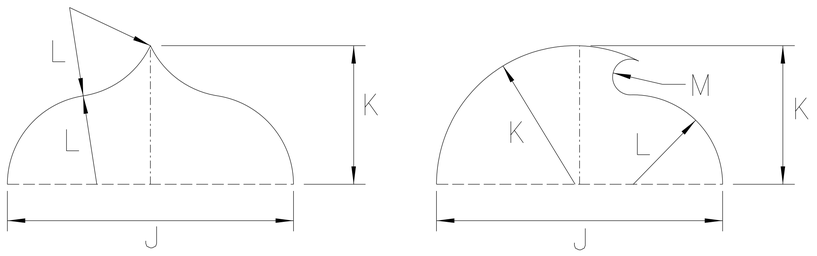
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	675	1055



1 or 2 Digits



3 Digits



Petals

SIZE	A	B	C	D*	E	F	G	H	J	K	L	M
24" x 24"	24	24	1/4	12 D	10 1/4	–	–	–	4	1 7/8	1 1/4	1/4
36" x 36"	36	36	9	18 D	15 3/8	–	–	–	1/4	3	1 7/8	3/8
30" x 24"	24	36	1/4	12 D	–	10	12	12 3/4	4 1/2	2 1/4	1 1/2	1/4
45" x 36"	36	45	9	18 D	–	15	18	19	6 3/4	3 3/8	2 1/4	3/8

All dimensions in inches.
D* - Numerals optically spaced about vertical centerline

COLORS
BACKGROUND - YELLOW
LEGEND - BLACK

ALL dimensions are in inches.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

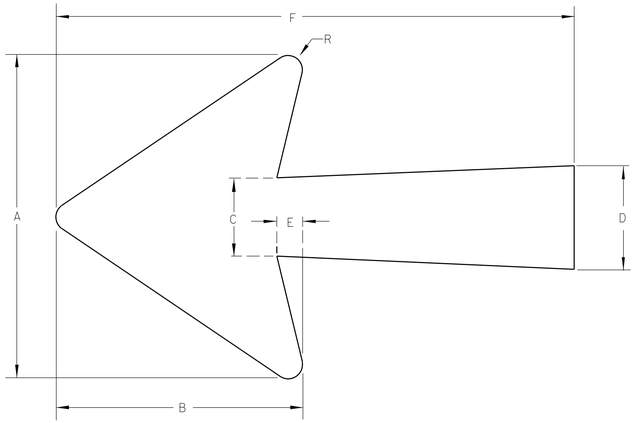
KANSAS DEPARTMENT OF TRANSPORTATION
GUIDE SIGN
LEGEND DETAILS
KANSAS ROUTE SHIELDS

TE557 07-01-03

FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED BAH	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

Plotted By : -
Plot File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\EK1ST01TE557A.dgn
Plot Date : 3:59:49 PM
Thacher Bldg., 4th Floor

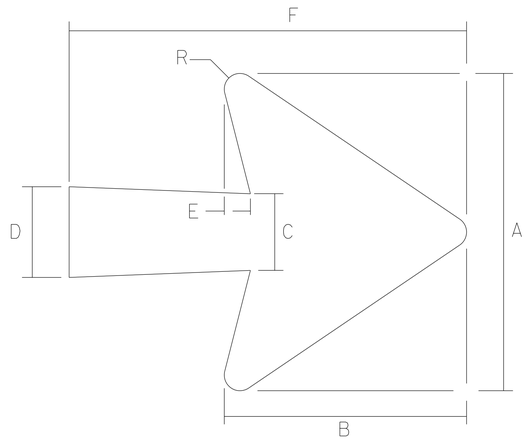
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	676	1055



ARROW DIMENSIONS (inches)

	A	B	C	D	E	F	R
10.67" U.C.	15 1/8	11 9/16	3 3/4	5	1 5/16	24 1/4	1 3/16
13.33" U.C.	18 1/4	14	4 1/2	6	1 1/2	29 1/4	3/4
16" U.C.	22 1/4	17	5 3/8	7 1/8	1 3/4	35 5/8	1

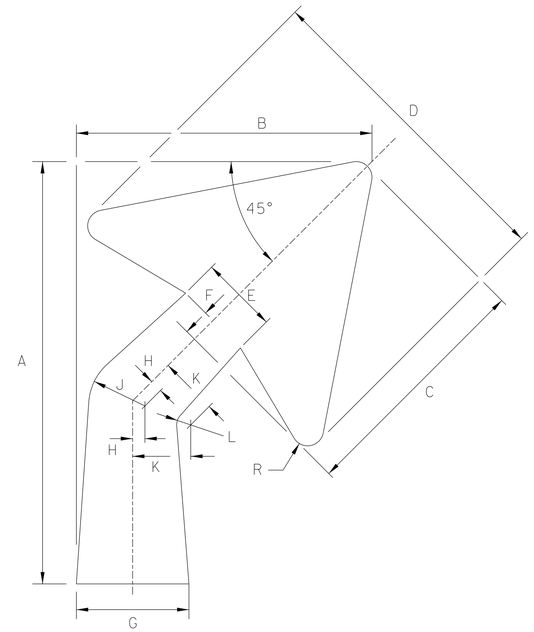
Type "A" Arrow



ARROW DIMENSIONS (inches)

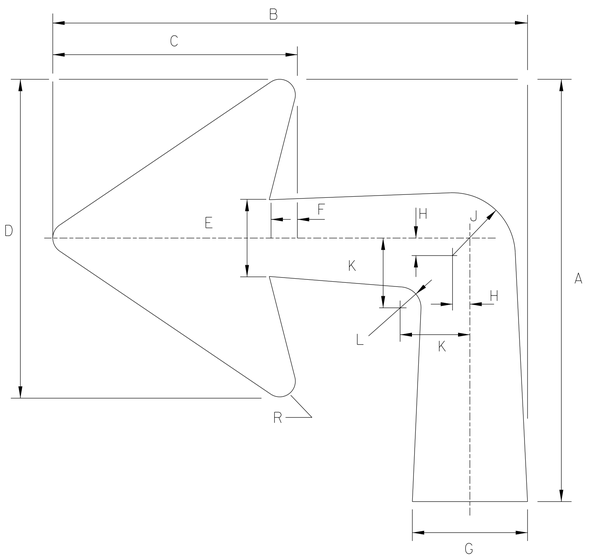
	A	B	C	D	E	F	R
10.67" U.C.	11 3/8	8 11/16	2 3/4	3 1/4	15/16	14 1/4	9/16

Type "B" Arrow



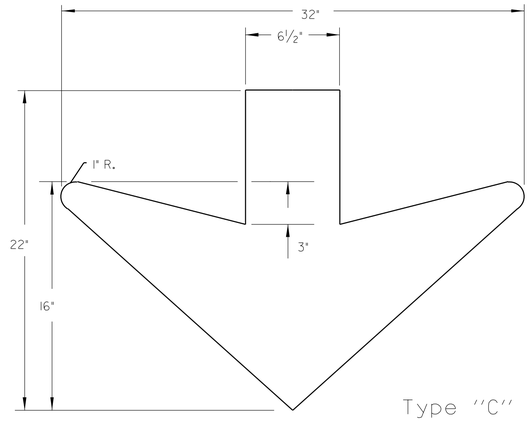
ARROW DIMENSIONS (inches)

	A	B	C	D	E	F	G	H	J	K	L	R
10.67" U.C.	15 1/8	10 3/4	8 11/16	11 3/8	2 3/4	15/16	4	7/16	2	2 1/16	1/2	9/16
13.33" U.C.	18 1/4	13	10 7/8	14 1/4	3 1/2	1 3/16	4 1/2	9/16	2 1/2	2 9/16	5/8	11/16
16" U.C.	22 1/4	15 5/8	13	17	4 1/8	1 7/16	5 1/4	5/8	3	3 1/8	3/4	7/8



ARROW DIMENSIONS (inches)

	A	B	C	D	E	F	G	H	J	K	L	R
10.67" U.C.	15 1/8	17	8 11/16	11 3/8	2 3/4	15/16	4 1/8	5/8	2 1/4	2 1/2	3/4	9/16
13.33" U.C.	18 1/4	20 1/2	10 7/8	14 1/4	3 1/2	1 3/16	5 1/8	5/8	2 3/4	2 7/8	1	11/16
16" U.C.	22 1/4	25	13	17	4 1/8	1 7/16	6 1/8	3/4	3 1/4	3 1/8	1 1/4	7/8



Type "C"

NOTE:
Use Type 'A' arrows on Interstate and Expressway with interchanges. Use Type 'B' arrows on the mainline of Expressways with at-grade intersections.
See standard plan sheet TE590 for detailed specifications.

All dimensions are in inches.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

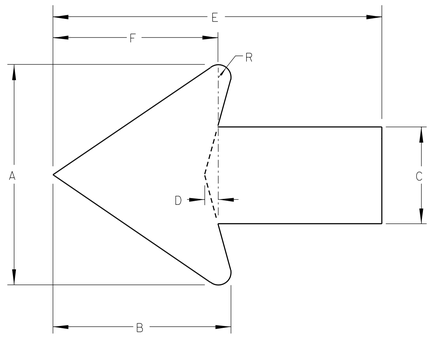
GUIDE SIGN LEGEND DETAILS ARROWS

TE560 7-1-03

FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED WSB	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

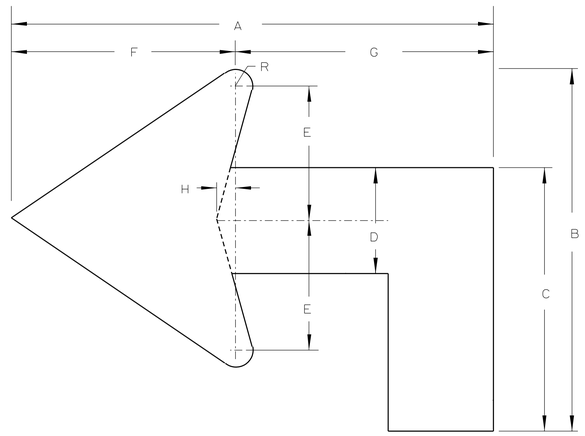
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Plot File : T:\35765A\Cadd\Sheets\Package\Standards\KDOT\EK\STDTE560A.dgn
Plot Date : 3:59:51 PM
Thacher Bldg., 4th Floor

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	677	1055



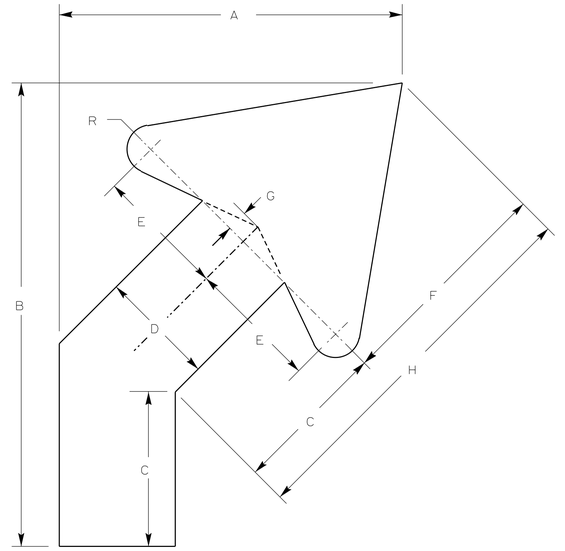
ARROW DIMENSIONS (in)

LETTER HEIGHT	A	B	C	D	E	F	R
4″	4	3 1/4	1 1/2	7/32	6	3	5/16
6″	6	4 7/8	2 1/4	5/16	9	4 1/2	7/16
8″	8	6 1/2	3	7/16	12	6	5/8



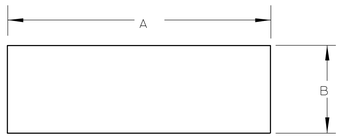
ARROW DIMENSIONS (in)

LETTER HEIGHT	A	B	C	D	E	F	G	H	R
6″	10 1/8	7 1/2	5 5/8	2 1/4	2 9/16	4 1/2	5 5/8	5/16	7/16
8″	13 1/2	10	7 1/2	3	3 3/8	6	7 1/2	7/16	5/8



ARROW DIMENSIONS (in)

LETTER HEIGHT	A	B	C	D	E	F	G	H	R
6"	6 3/4	9	3	2 1/4	65	4 1/4	5/16	7 1/2	7/16
8"	9	12	3 15/16	3	3 3/8	6	11	10	5/8



HYPHEN (in)

LETTER HEIGHT	A	B
6″	3	1
8″	4 1/2	1 1/2
10.67″	6	2
13.33″	7 1/2	2 1/2
16″	9	3

NOTE:
See standard plan sheet TE590 for detailed specifications.

All dimensions are in inches.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

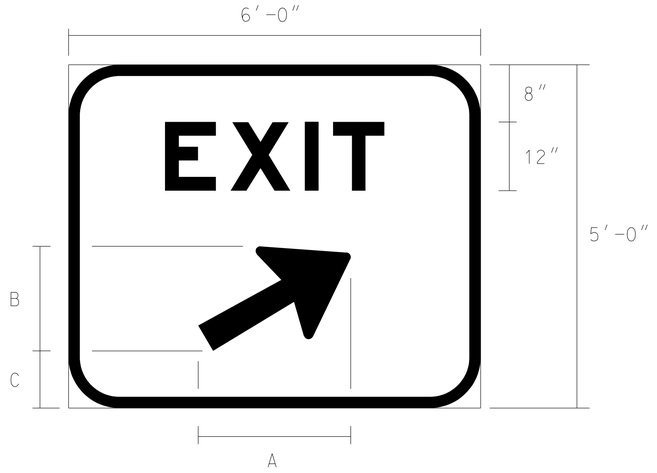
GUIDE SIGN
LEGEND DETAILS
ARROWS AND HYPHENS

TE563 07-01-03

FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED WSB	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

Plotted By : -
Plot File : T:\35765A\Cadd\Sheets\Package\Standards\KDOT\EK\STDTE563A.dgn
Plot Date : 3:59:53 PM
Thacher Bldg., 4th Floor

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	678	1055



E5-1
6′-0″ X 5′-0″

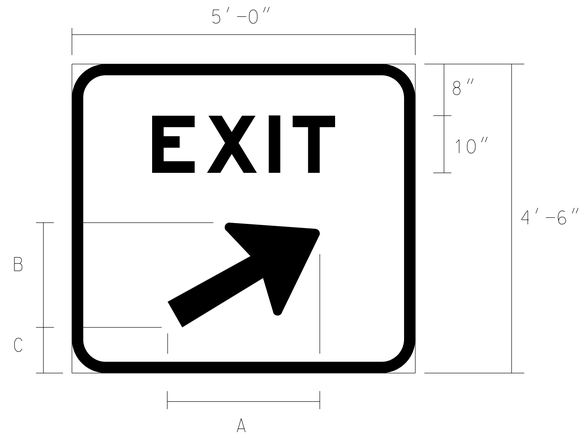
R = 9″
Border = 2″

E	X	I	T
16.85	11.46	13.03	4.92	8.94	16.85

ARROW			
Angle*	A	B	C
30 or 150	27″	18 1/2″	10″
45 or 135	23″	23″	8″
60 or 120	19″	27″	6″

STA.	Arrow Angle*
Mainline	
498+90	45
517+90	45
537+85	45
Ramp B	
10502+60	45

STA.	Arrow Angle*



E5-1
5′-0″ X 4′-6″

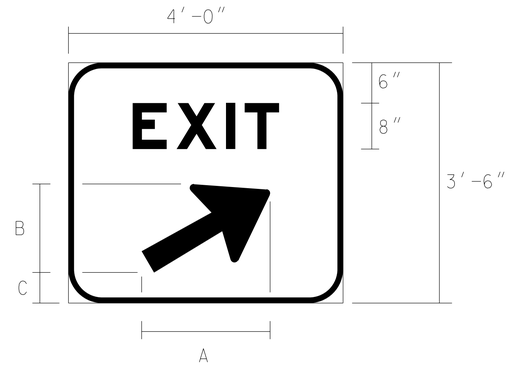
R = 6″
Border = 2″

E	X	I	T
14.02	9.57	10.87	4.09	7.44	14.02

ARROW			
Angle*	A	B	C
30 or 150	27″	18 1/2″	8″
45 or 135	23″	23″	7″
60 or 120	19″	27″	4″

STA.	Arrow Angle*

STA.	Arrow Angle*



E5-1
4′-0″ X 3′-6″

R = 6″
Border = 1″

E	X	I	T
11.22	7.64	8.66	3.27	5.94	11.22

ARROW			
Angle*	A	B	C
30 or 150	22 1/4″	15 5/8″	6″
45 or 135	19 1/8″	19 1/8″	4″
60 or 120	15 5/8″	22 3/8″	3″

STA.	Arrow Angle*

STA.	Arrow Angle*

* Measured in Degrees

COLORS:
Background - Green
Legend - White

NOTE:
All legend shall be modified series 'E'.
All dimensions are in feet and inches.
See standard plan sheet TE590 for detailed specifications.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

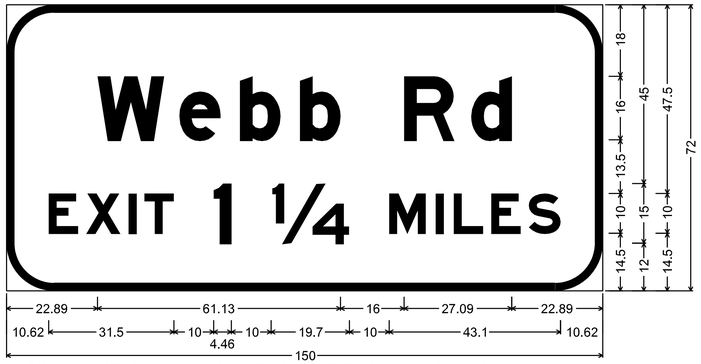
DESIGN DETAILS
GORE SIGNS
(E5-1)

TE575 07-01-03

FHWA APPROVAL 07-22-2003		APP'D Steven A. Buckley	
DESIGNED DDG	DETAILED KS	QUANTITIES	TRACED
DESIGN CK. SAB	DETAIL CK. DDG	QUAN. CK.	TRACE CK.

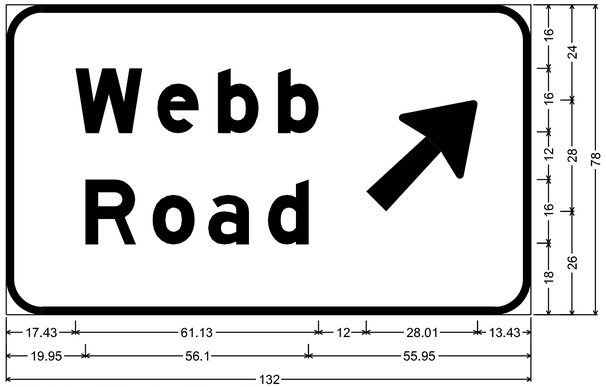
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Thacher Bldg., 4th Floor

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	679	1055



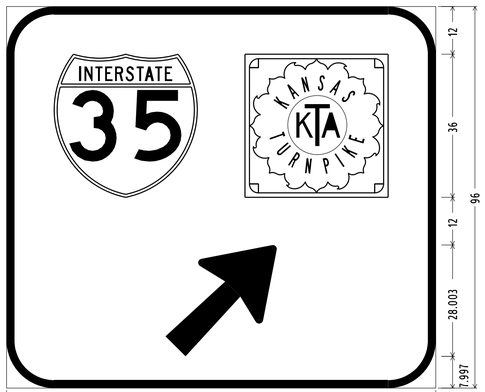
E1-3/OVERHEAD/2 DESTINATIONS; 12.00" Radius, 2.00" Border, White on Green;
[Webb Rd] E Mod; [EXIT] E Mod specified length; [1] E Mod; [¼] E Mod;
[MILES] E Mod specified length;
Table of distances between letter and object lefts.

22.89	W 20.60	e 15.22	b 15.11	b 26.20	R 16.89	d 10.20	22.89						
10.62	E 9.42	X 10.67	I 3.99	T 17.42	I 14.46	¼ 29.70	M 11.73	I 4.51	L 9.44	E 9.45	S 7.97	10.62	



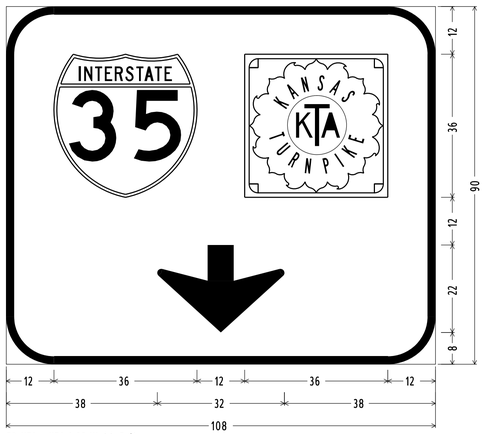
9.00" Radius, 2.00" Border, White on Green;
[Webb] E Mod; [Road] E Mod; Arrow A-16UC - 35.63" 45°;
Table of distances between letter and object lefts.

17.43	W 20.60	e 15.23	b 15.10	b 22.20	↗ 28.01	13.43
19.95	R 16.89	o 13.98	a 15.03	d 10.20	55.95	



EB KTA - KTA I-35 Webb Exit;
12.000" Radius, 2.000" Border, White on Green;
Arrow A-16UC - 35.625" 45[;
Table of distances between letter and object lefts.

12.000	● 48.000	■ 36.000	12.000
39.999	↗ 28.002	39.999	



EB KTA - KTA I-35 Webb Exit;
12.000" Radius, 2.000" Border, White on Green;
Down Arrow C - 22.000" 270[;
Table of distances between letter and object lefts.

12.000	● 48.000	■ 36.000	12.000
38.000	↓ 32.000	38.000	

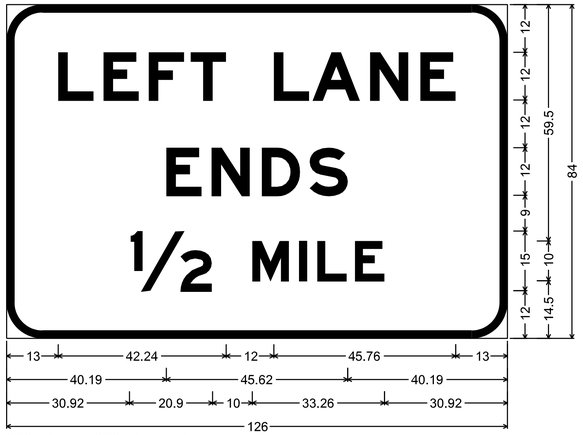
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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
-	-	-	-	-	-	-	-

CITY OF WICHITA

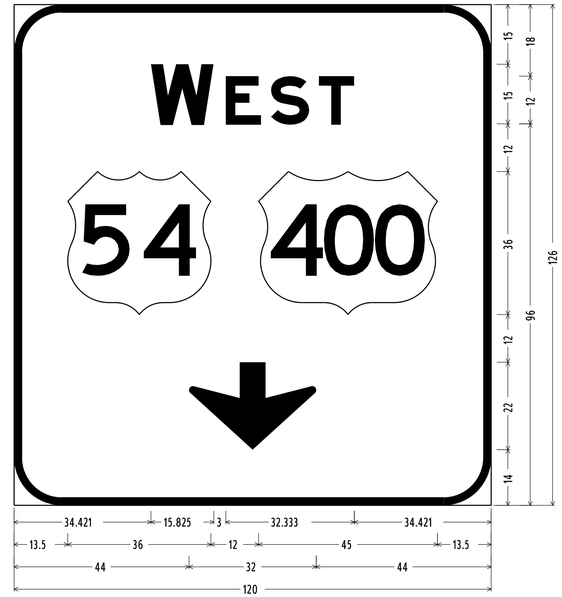
SIGNING DETAILS

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	680	1055



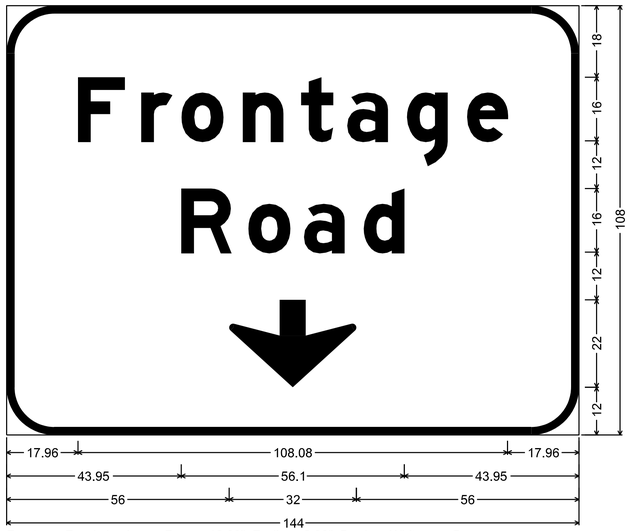
9.00" Radius, 2.00" Border, Black on Yellow;
[LEFT LANE] E Mod; [ENDS] E Mod; [½ MILE] E Mod;
Table of distances between letter and object lefts.

13.00	**L** 11.38	**E** 11.39	**F** 10.56	**T** 20.91	**L** 9.74	**A** 14.47	**N** 12.64	**E** 8.91	13.00	
40.19	**E** 11.38	**N** 12.64	**D** 12.04	**S** 9.56	40.19					
30.92	**½** 30.90	**M** 11.78	**I** 4.57	**L** 9.49	**E** 7.42	30.92				



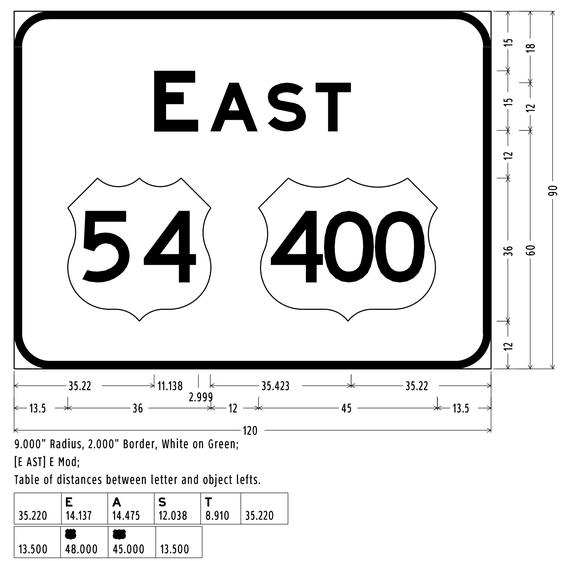
12.000" Radius, 2.000" Border, White on Green;
[W EST] E Mod; Down Arrow C - 22.000" 270[;
Table of distances between letter and object lefts.

34.421	**W** 18.825	**E** 11.385	**S** 12.038	**T** 8.910	34.421
13.500	■ 48.000	■ 45.000	13.500		
44.000	▼ 32.000	44.000			



Frontage Road 1x Arrow Down; 12.00" Radius, 2.00" Border, White on Green;
[Frontage] E Mod; [Road] E Mod; Down Arrow C - 22.00" 270°;
Table of distances between letter and object lefts.

17.96	**F** 15.90	**r** 10.15	**o** 15.41	**n** 14.68	**t** 11.60	**a** 15.04	**g** 15.10	**e** 10.20	17.96	
43.95	**R** 16.89	**o** 13.98	**a** 15.03	**d** 10.20	43.95					
56.00	▼ 32.00	56.00								



9.000" Radius, 2.000" Border, White on Green;
[E AST] E Mod;
Table of distances between letter and object lefts.

35.220	**E** 14.137	**A** 14.475	**S** 12.038	**T** 8.910	35.220
13.500	■ 48.000	■ 45.000	13.500		

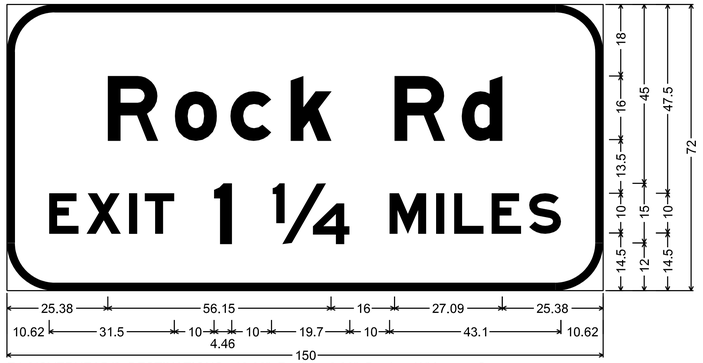
CITY OF WICHITA

SIGNING DETAILS

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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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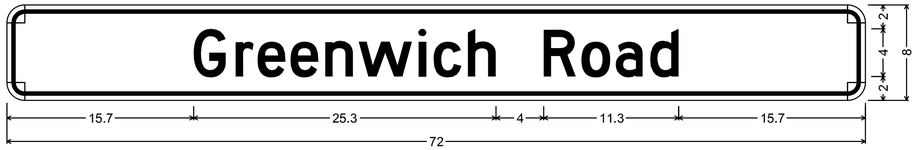
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	681	1055



E1-3/OVERHEAD/2 DESTINATIONS; 12.00" Radius, 2.00" Border, White on Green;
[Rock Rd] E Mod; [EXIT] E Mod specified length; [1] E Mod; [1/4] E Mod;
[MILES] E Mod specified length;
Table of distances between letter and object lefts.

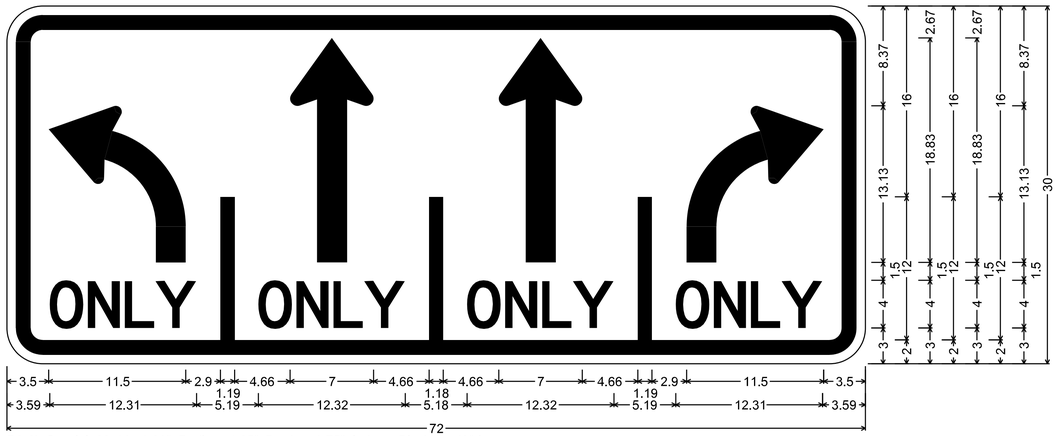
	R	o	c	k	R	d		
25.38	16.89	13.98	15.15	26.13	16.89	10.20	25.38	

	E	X	I	T	1	¼	M	I	L	E	S	
10.62	9.42	10.67	3.99	17.42	14.46	29.70	11.73	4.51	9.44	9.45	7.97	10.62



W16-8P_VARx8; 1.5" Radius, 0.4" Border, 0.4" Indent, Black on Yellow;
[Greenwich Road] D 2K;
Table of distances between letter and object lefts.

	G	r	e	e	n	w	i	c	h	R	o	a	d	
15.7	3.5	1.8	2.8	2.9	2.8	5.0	1.3	2.9	6.3	3.2	2.9	2.8	2.4	15.7



R3-8b-Special_66x30; 3.00" Radius, 1.25" Border, 0.75" Indent, Black on White;
EL ir=5.813, s=2.5; [ONLY] D 2K 40% spacing; C h=18.875, s=2.5; [ONLY] D 2K 40% spacing; C h=18.875, s=2.5;
[ONLY] D 2K 40% spacing; ER ir=5.813, s=2.5; [ONLY] D 2K 40% spacing;
Table of distances between letter and object lefts.

	↰	|	↑	|	↑	|	↱	
3.50	14.40	5.85	11.66	5.84	11.66	4.09	11.50	3.50

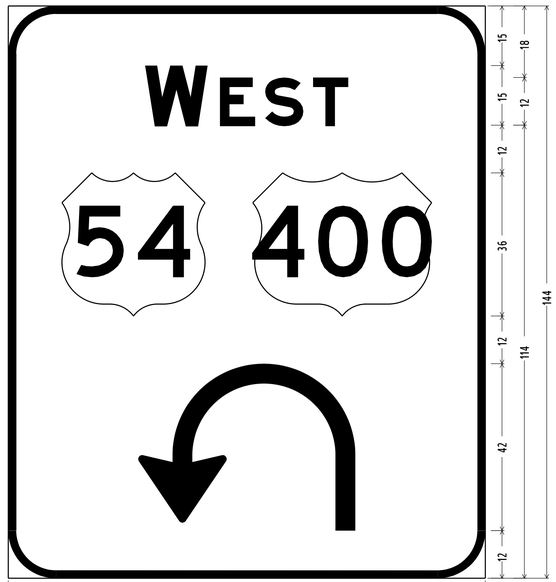
	O	N	L	Y	O	N	L	Y	O	N	L	Y	O	N	L	Y				
3.59	3.19	3.11	2.57	8.63	3.20	3.10	2.58	8.62	3.20	3.10	2.58	8.63	3.19	3.10	2.58	3.44	3.59



12.000" Radius, 2.000" Border, White on Green;
[Frontage Road] E Mod; Down Arrow C - 22.000" 270[; Down Arrow C - 22.000" 270[;
Table of distances between letter and object lefts.

	F	r	o	n	t	a	g	e	R	o	a	d	
17.905	15.900	10.155	15.405	14.685	11.600	15.035	15.105	26.200	16.890	13.980	15.035	10.200	17.905

	↓	↓	
19.900	144.200	32.000	19.900

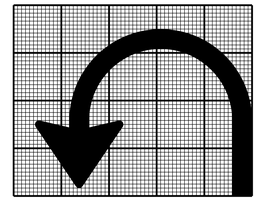


12.000" Radius, 2.000" Border, White on Green;
[W EST] E Mod; U-Turn Arrow A - 42.000";
Table of distances between letter and object lefts.

	W	E	S	T	
43.421	18.825	11.385	12.038	8.910	43.421

	↶	↷		
22.500	48.000	45.000	22.500	

	↺	
41.688	54.625	41.687



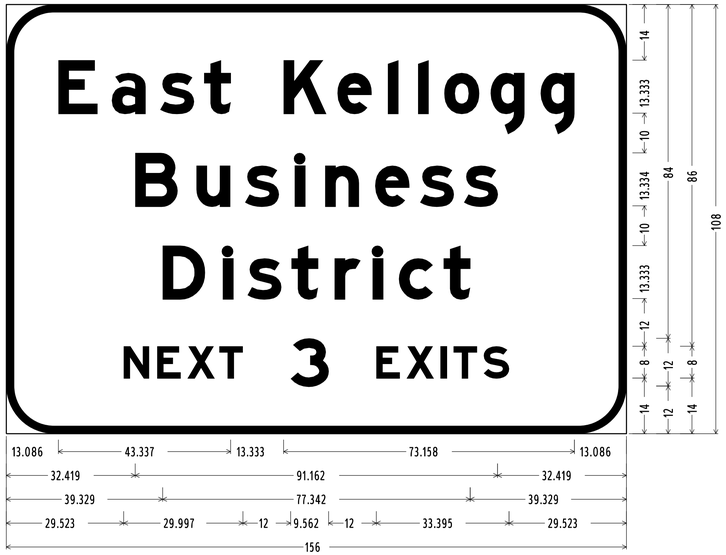
CITY OF WICHITA

SIGNING DETAILS

SURV.	-	PLOT	CADD	DES.	-	DR.	TR.	CKD.	-	APP.

4:00:02 PM
4/15/2015
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	682	1055



12.000" Radius, 2.000" Border, White on Green;
[East Kellogg] E Mod; [Business] E Mod; [District] E Mod; [NEXT] E Mod; [3] E Mod;
[EXITS] E Mod;
Table of distances between letter and object lefts.

13.086	**E** 13.437	**a** 12.179	**s** 11.054	**t** 20.000	**K** 13.534	**e** 12.687	**l** 7.613	**l** 6.587	**o** 11.650	**g** 12.587	**g** 8.500	13.086

32.419	**B** 15.400	**u** 12.237	**s** 12.529	**l** 7.613	**n** 12.587	**e** 11.300	**s** 11.054	**s** 8.442	32.419

39.329	**D** 15.100	**l** 6.238	**s** 11.054	**t** 10.854	**r** 9.600	**l** 6.587	**c** 11.242	**t** 6.667	39.329

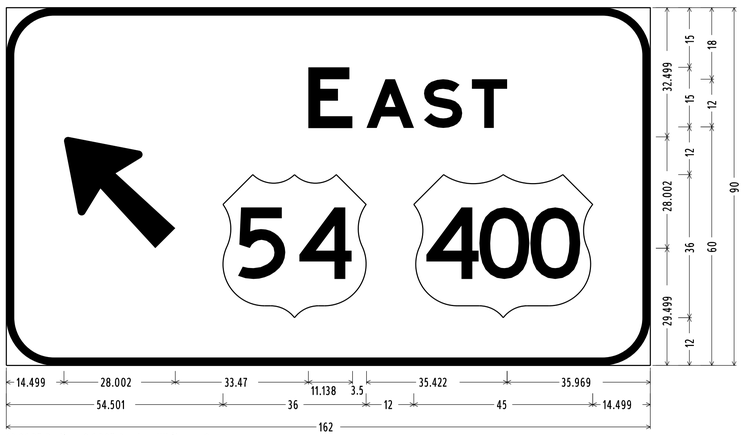
29.523	**N** 8.427	**E** 7.590	**X** 8.040	**T** 17.940	**3** 21.562	**E** 7.590	**X** 8.590	**I** 3.250	**T** 7.590	**S** 6.375	29.523



E5-1 SPECIAL/EXPRESSWAY/INTERCHANGE/MAJOR;
6.00" Radius, 2.00" Border, White on Green;
[EXIT] D; Arrow A-13.33UC - 29.25" 45°;
Table of distances between letter and object lefts.

8.38	**E** 9.50	**X** 10.38	**I** 4.13	**T** 7.25	8.38	

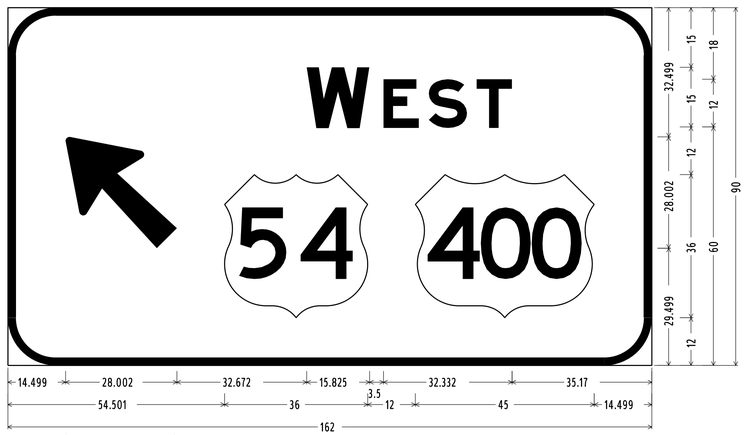
12.50	↗ 23.00	12.50



12.000" Radius, 2.000" Border, White on Green;
Arrow A-16UC - 35.625" 135[; [E AST] E Mod;
Table of distances between letter and object lefts.

14.499	↖ 61.472	**E** 14.638	**A** 14.475	**S** 12.037	**T** 8.910	35.969

54.501	■ 48.000	■ 45.000	14.499



12.000" Radius, 2.000" Border, White on Green;
Arrow A-16UC - 35.625" 135[; [W EST] E Mod;
Table of distances between letter and object lefts.

14.499	↖ 60.674	**W** 19.325	**E** 11.385	**S** 12.037	**T** 8.910	35.170

54.501	■ 48.000	■ 45.000	14.499

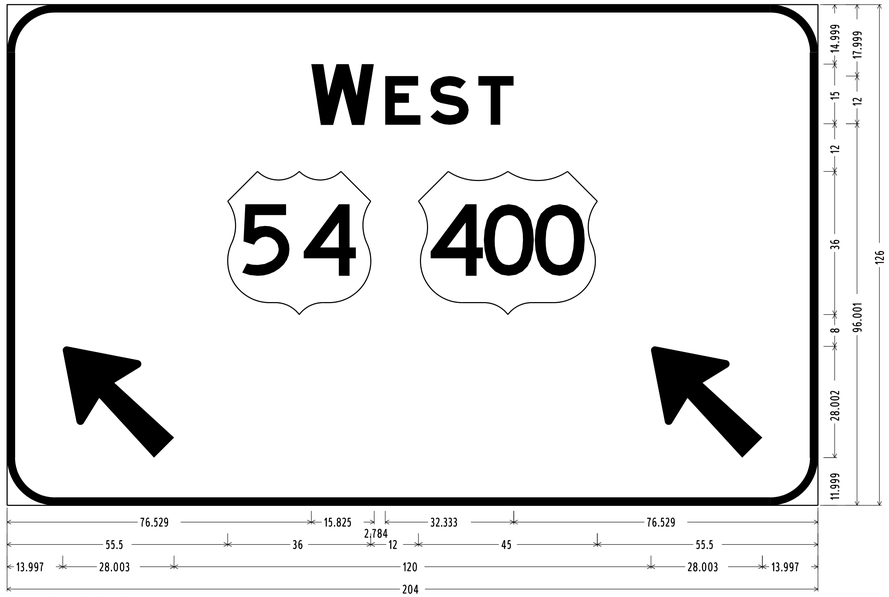
CITY OF WICHITA

SIGNING DETAILS

SURV. - PLOT CADD DES. - DR. - TR. CKD. - APP. -

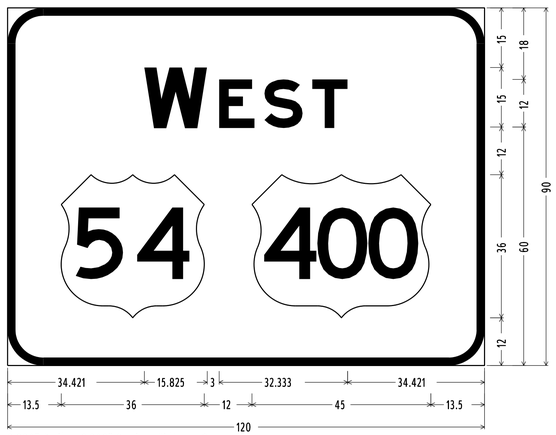
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	683	1055



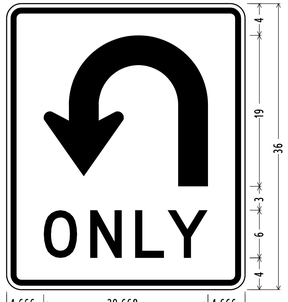
12.000" Radius, 2.000" Border, White on Green;
[WEST] E Mod; Arrow A-16UC - 35.625" 135[; Arrow A-16UC - 35.625" 135[;
Table of distances between letter and object lefts.

76.529	W 18.609	E 11.385	S 12.038	T 8.910	76.529
55.500	● 48.000	● 45.000	55.500		
13.997	↖ 148.003	↖ 28.003	13.997		



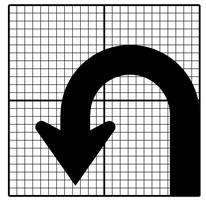
9.000" Radius, 2.000" Border, White on Green;
[W EST] E Mod;
Table of distances between letter and object lefts.

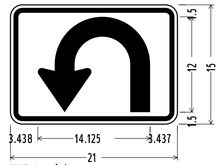
34.421	W 18.825	E 11.385	S 12.038	T 8.910	34.421
13.500	● 48.000	● 45.000	13.500		



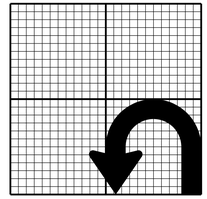
R3-5 Special;
1.875" Radius, 0.750" Border, 0.500" Indent, Black on White;
[ONLY] D 115] spacing;
Table of distances between letter and object lefts.

4.666	↶ 20.668	4.666				
4.682	O 5.837	N 5.649	L 4.087	Y 5.063	4.682	





KM5-Special;
1.500" Radius, 0.625" Border, 0.375" Indent, Black on White;
UL ir=3.5, s=2.5;



CITY OF WICHITA

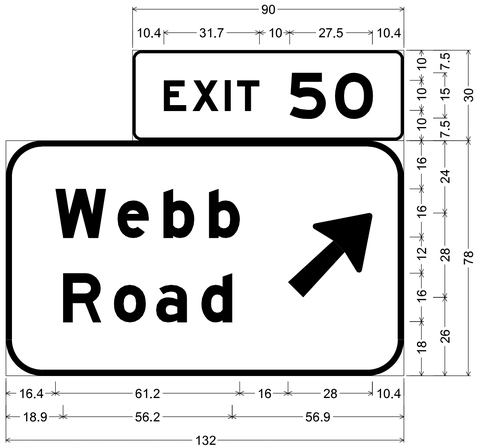
SIGNING DETAILS

SURV.	-	PLOT	-
CADD	-	DES.	-
DR.	-	TR.	-
CKD.	-	APP.	-

4:00:06 PM
4/15/2015
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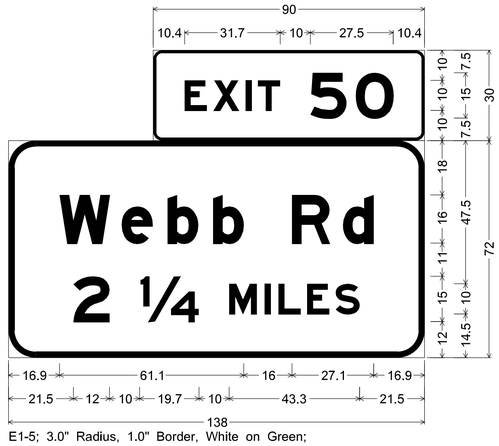
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	684.001	1055

Revised Plans



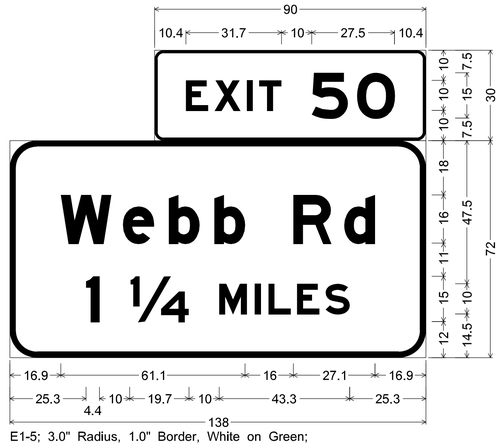
E1-5; 3.0" Radius, 1.0" Border, White on Green;
[EXIT] E Mod; [50] E Mod;
E4-1; 12.0" Radius, 2.0" Border, White on Green;
[Webb] E Mod; [Road] E Mod; Arrow A-16UC - 35.6" 45°;
Table of distances between letter and object lefts.

10.4	E 9.5	X 10.7	I 4.1	T 17.4	5 15.1	O 12.4	10.4
16.4	W 20.6	e 15.3	b 15.1	b 26.2	↗ 28.0	10.4	
18.9	R 16.9	o 14.0	a 15.1	d 10.2	56.9		



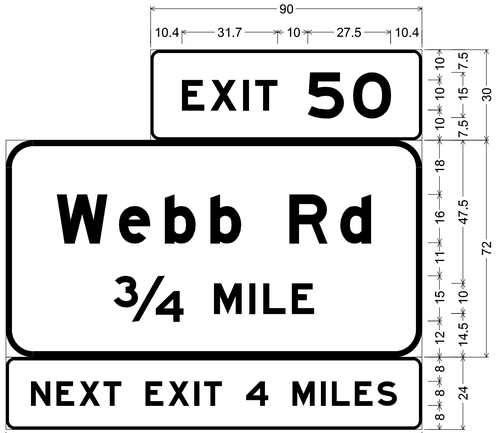
E1-5; 3.0" Radius, 1.0" Border, White on Green;
[EXIT] E Mod; [50] E Mod;
E1-3a; 9.0" Radius, 2.0" Border, White on Green;
[Webb Rd] E Mod; [2 ¼ MILES] E Mod;
Table of distances between letter and object lefts.

10.4	E 9.5	X 10.7	I 4.1	T 17.4	5 15.1	O 12.4	10.4
16.9	W 20.6	e 15.2	b 15.1	b 26.2	R 16.9	d 10.2	16.9
21.5	2 22.0	¼ 29.7	M 11.8	I 4.5	L 9.5	E 9.5	S 8.0	21.5



E1-5; 3.0" Radius, 1.0" Border, White on Green;
[EXIT] E Mod; [50] E Mod;
E1-3a; 9.0" Radius, 2.0" Border, White on Green;
[Webb Rd] E Mod; [1 ¼ MILES] E Mod;
Table of distances between letter and object lefts.

10.4	E 9.5	X 10.7	I 4.1	T 17.4	5 15.1	O 12.4	10.4
16.9	W 20.6	e 15.2	b 15.1	b 26.2	R 16.9	d 10.2	16.9
25.3	1 14.4	¼ 29.7	M 11.8	I 4.6	L 9.5	E 9.5	S 7.9	25.3

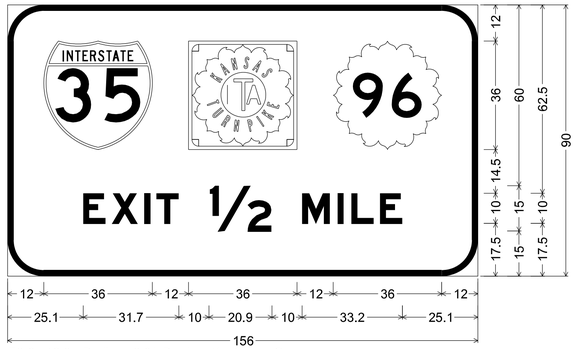


E1-5; 3.0" Radius, 1.0" Border, White on Green;
[EXIT] E Mod; [50] E Mod;
E1-3a; 9.0" Radius, 2.0" Border, White on Green;
[Webb Rd] E Mod; [¾ MILE] E Mod;
E2-1; 3.0" Radius, 1.0" Border, White on Green;
[NEXT EXIT 4 MILES] E Mod;
Table of distances between letter and object lefts.

| | | | | | | |

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	684.002	1055

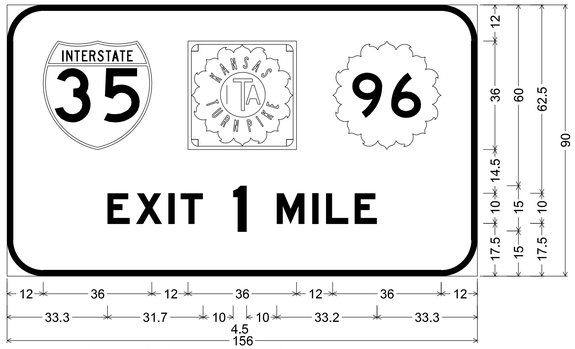
Revised Plans



E6-3; 12.0" Radius, 2.0" Border, White on Green;
[EXIT ½ MILE] E Mod;
Table of distances between letter and object lefts.

12.0	● 48.0	■ 48.0	● 36.0	12.0

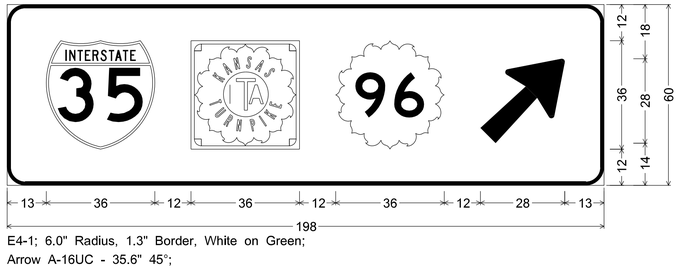
	E	X	I	T	½	M	I	L	E	
25.1	9.5	10.7	4.1	17.4	30.9	11.8	4.5	9.5	7.4	25.1



E6-3; 12.0" Radius, 2.0" Border, White on Green;
[EXIT 1 MILE] E Mod;
Table of distances between letter and object lefts.

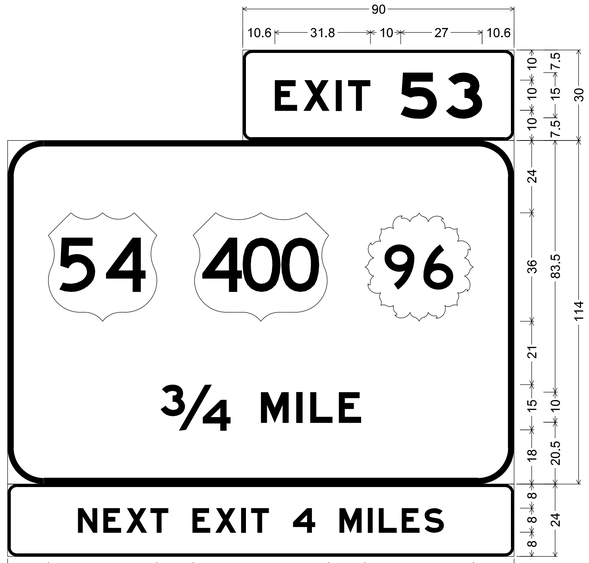
12.0	● 48.0	■ 48.0	● 36.0	12.0

	E	X	I	T	1	M	I	L	E	
33.3	9.5	10.7	4.1	17.4	14.5	11.7	4.6	9.5	7.4	33.3



E4-1; 6.0" Radius, 1.3" Border, White on Green;
Arrow A-16UC - 35.6" 45°;
Table of distances between letter and object lefts.

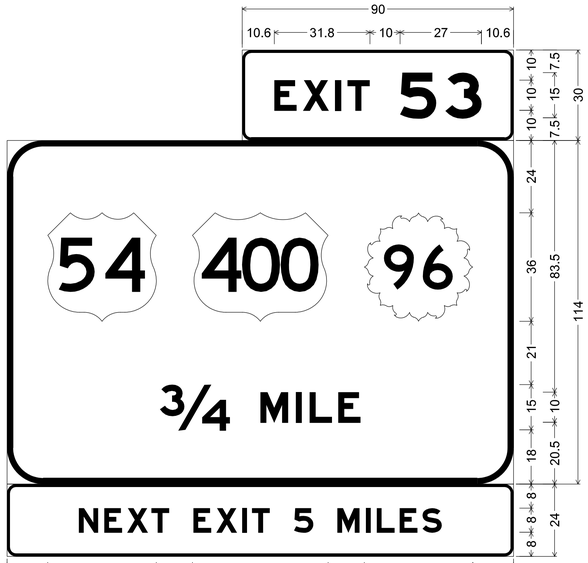
13.0	● 48.0	■ 48.0	● 48.0	↗ 28.0	13.0



E1-5; 3.0" Radius, 1.0" Border, White on Green;
[EXIT] E Mod; [53] E Mod;
E1-1; 12.0" Radius, 2.0" Border, White on Green;
[¾ MILE] E Mod;
E2-1; 3.0" Radius, 1.0" Border, White on Green;
[NEXT EXIT 4 MILES] E Mod;
Table of distances between letter and object lefts.

10.6	E 9.5	X 10.8	I 4.0	T 17.5	5 15.0	3 12.0	10.6	
13.5	● 48.0	■ 57.0	● 36.0	13.5				
50.7	¾ 33.3	M 11.8	I 4.6	L 9.5	E 7.4	50.7		

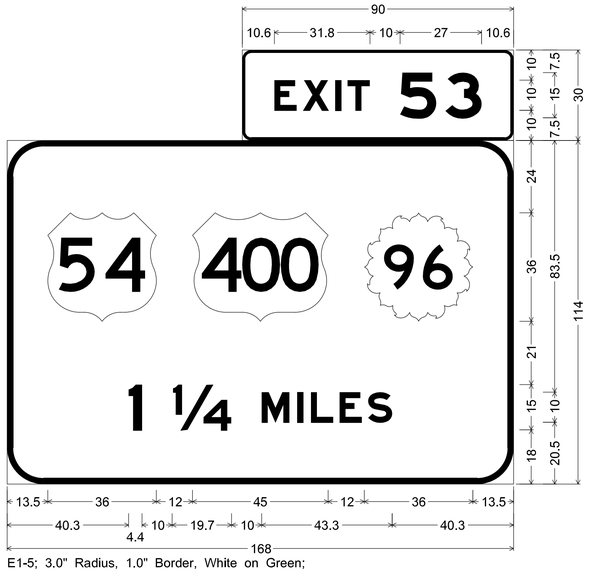
	N	E	X	T	E	X	I	T	4	M	I	L	E	S		
23.3	8.4	7.6	8.1	13.9	7.6	8.6	3.2	14.0	15.4	9.4	3.6	7.6	7.6	6.4	23.3	



E1-5; 3.0" Radius, 1.0" Border, White on Green;
[EXIT] E Mod; [53] E Mod;
E1-1; 12.0" Radius, 2.0" Border, White on Green;
[¾ MILE] E Mod;
E2-1; 3.0" Radius, 1.0" Border, White on Green;
[NEXT EXIT 5 MILES] E Mod;
Table of distances between letter and object lefts.

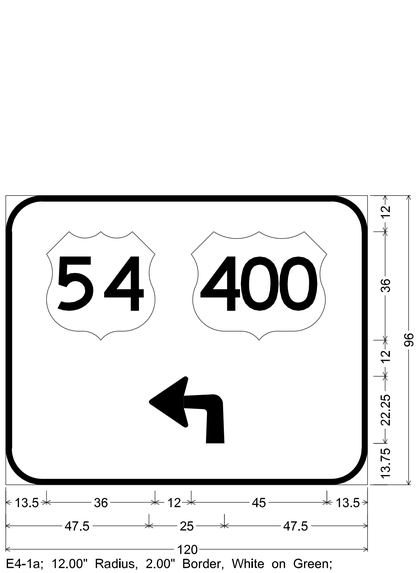
10.6	E 9.5	X 10.8	I 4.0	T 17.5	5 15.0	3 12.0	10.6	
13.5	● 48.0	■ 57.0	● 36.0	13.5				
50.7	¾ 33.3	M 11.8	I 4.6	L 9.5	E 7.4	50.7		

	N	E	X	T	E	X	I	T	5	M	I	L	E	S		
23.8	8.4	7.6	8.1	13.9	7.6	8.6	3.2	14.0	14.4	9.4	3.6	7.6	7.6	6.4	23.8	



E1-5; 3.0" Radius, 1.0" Border, White on Green;
[EXIT] E Mod; [53] E Mod;
E1-1; 12.0" Radius, 2.0" Border, White on Green;
[1 ¼ MILES] E Mod;
Table of distances between letter and object lefts.

10.6	E 9.5	X 10.8	I 4.0	T 17.5	5 15.0	3 12.0	10.6	
13.5	● 48.0	■ 57.0	● 36.0	13.5				
40.3	1 14.4	¼ 29.7	M 11.8	I 4.6	L 9.5	E 9.5	S 7.9	40.3



E4-1a; 12.00" Radius, 2.00" Border, White on Green;
90 Deg Advanced Turn Arrow 25.00" X 22.25";
Table of distances between letter and object lefts.

13.50	● 48.00	● 45.00	13.50
47.50	↰ 25.00	47.50	

2 6/02/2015 *Added sheet*

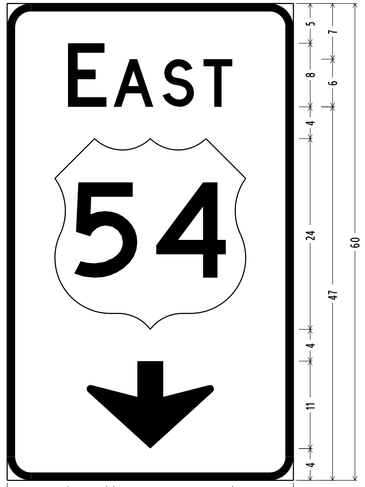
CITY OF WICHITA

SIGNING DETAILS

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.

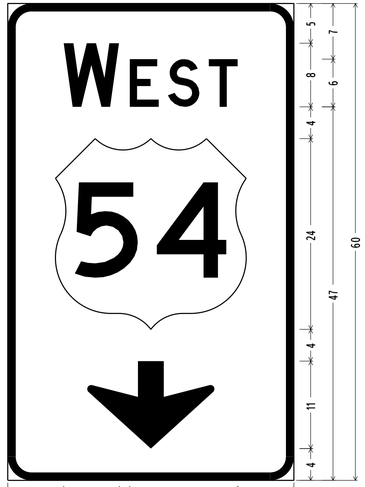
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	684	1055



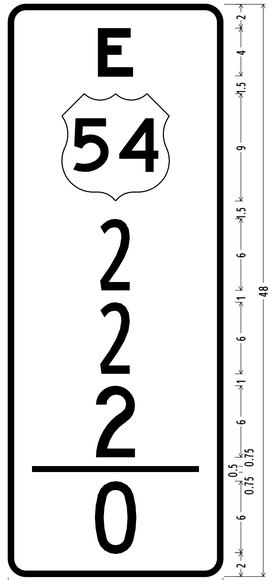
3.000" Radius, 1.000" Border, White on Green;
[EAST] D;
Down Arrow Custom - 11.000" 270{;
Table of distances between letter and object lefts.

7.648	E 5.750	A 6.141	S 5.156	T 3.657	7.648
6.000	54 24.000				6.000
10.000	↓ 16.000				10.000



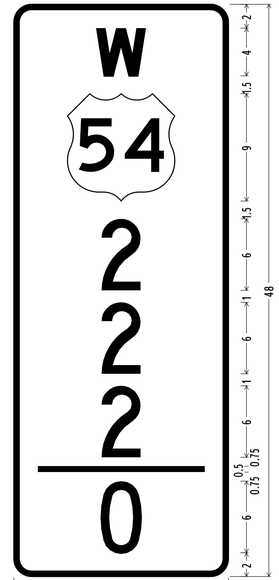
3.000" Radius, 1.000" Border, White on Green;
[WEST] D;
Down Arrow Custom - 11.000" 270{;
Table of distances between letter and object lefts.

7.047	W 8.312	E 4.782	S 5.156	T 3.656	7.047
6.000	54 24.000				6.000
10.000	↓ 16.000				10.000



1.5" Radius, 0.5" Border, White on Blue;
[E] E Mod; [2] C; [2] C; [2] C; [0] C;
Table of distances between letter and object lefts.

7.515	E 2.970	7.515	
4.500	54 9.000	4.500	
7.360	2 3.281	7.359	*
7.360	2 3.281	7.359	*
7.360	2 3.281	7.359	*
2.000	14.000	2.000	
7.266	0 3.469	7.265	*



1.5" Radius, 0.5" Border, White on Blue;
[W] E Mod; [2] C; [2] C; [2] C; [0] C;
Table of distances between letter and object lefts.

6.890	W 4.220	6.890	
4.500	54 9.000	4.500	
7.360	2 3.281	7.359	*
7.360	2 3.281	7.359	*
7.360	2 3.281	7.359	*
2.000	14.000	2.000	
7.266	0 3.469	7.265	*

* *Signs will have different mile numbers based on their location.*
See the signing plans for exact mile numbers.
Center all numbers horizontally on the sign.

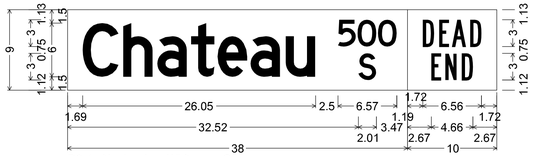
SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
-	-	-	-	-	-	-	-

T:\35765A\Cadd\Sheets\Package\Traffic\Signing\EKISIGNDET07A.dgn
4/15/2015
4:00:08 PM

CITY OF WICHITA

SIGNING DETAILS

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	685	1055



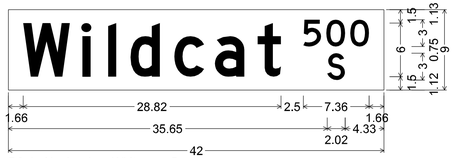
D3-1; No border, White on Green;
[Chateau] D 30% spacing; [500] D 30% spacing; [S] D;
No Outlet; No border, White on Yellow;
[DEAD] B; [END] B;
Table of distances between letter and object lefts.

	C	h	a	t	e	a	u	5	0	0	2.11	1.19
1.69	4.53	3.82	3.77	2.95	3.70	3.93	5.85	2.18	2.28			

	S	
32.52	2.01	3.47

	D	E	A	D	
1.72	1.83	1.42	2.04	1.27	1.72

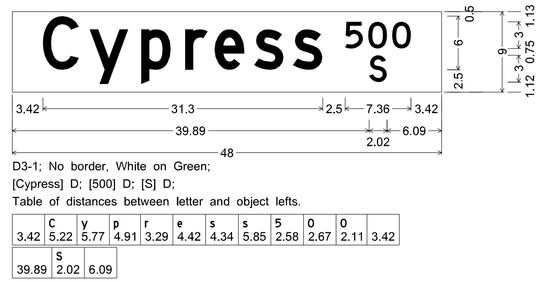
	E	N	D	
2.67	1.57	1.83	1.26	2.67



D3-1; No border, White on Green;
[Wildcat] D; [500] D; [S] D;
Table of distances between letter and object lefts.

	W	i	l	d	c	a	t	5	0	0	2.11	1.66
1.66	6.60	2.90	2.50	4.91	4.53	4.77	5.11	2.58	2.67			

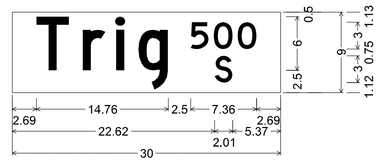
	S	
35.65	2.02	4.33



D3-1; No border, White on Green;
[Cypress] D; [500] D; [S] D;
Table of distances between letter and object lefts.

	C	y	p	r	e	s	s	5	0	0	2.11	3.42
3.42	5.22	5.77	4.91	3.29	4.42	4.34	5.85	2.58	2.67			

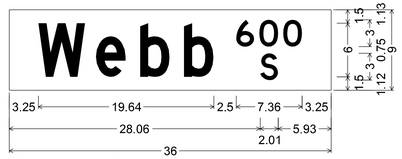
	S	
39.89	2.02	6.09



D3-1; No border, White on Green;
[Trig] D; [500] D; [S] D;
Table of distances between letter and object lefts.

	T	r	i	g	5	0	0	2.11	2.69
2.69	5.18	3.73	2.50	5.85	2.58	2.67			

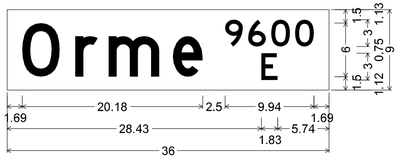
	S	
22.62	2.01	5.37



D3-1; No border, White on Green;
[Webb] D; [600] D; [S] D;
Table of distances between letter and object lefts.

	W	e	b	b	6	0	0	2.11	3.25
3.25	6.44	4.94	4.91	5.85	2.58	2.67			

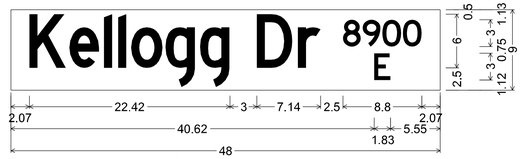
	S	
28.06	2.01	5.93



D3-1; No border, White on Green;
[Orme] D; [9600] D; [E] D;
Table of distances between letter and object lefts.

	O	r	m	e	9	6	O	O	2.11	1.69
1.69	5.93	3.73	7.18	5.84	2.58	2.58	2.67			

	E	
28.43	1.83	5.74

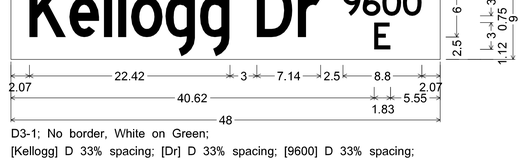


D3-1; No border, White on Green;
[Kellogg] D 33% spacing; [Dr] D 33% spacing; [8900] D 33% spacing;
[E] D;
Table of distances between letter and object lefts.

2.07	K	e	l	l	o	g	g	D	r
	4.46	3.87	1.59	1.45	3.84	3.87	6.34	4.60	

	8	9	O	O	
5.04	2.20	2.20	2.30	2.10	2.07

	E	
40.62	1.83	5.55

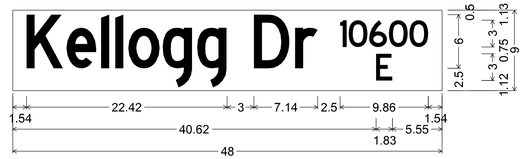


D3-1; No border, White on Green;
[Kellogg] D 33% spacing; [Dr] D 33% spacing; [9600] D 33% spacing;
[E] D;
Table of distances between letter and object lefts.

2.07	K	e	l	l	o	g	g	D	r
	4.46	3.87	1.59	1.45	3.84	3.87	6.34	4.60	

	9	6	O	O	
5.04	2.20	2.20	2.30	2.10	2.07

	E	
40.62	1.83	5.55

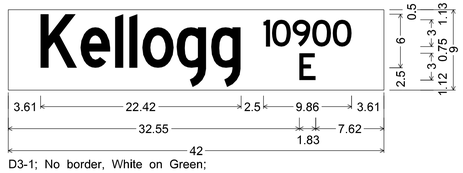


D3-1; No border, White on Green;
[Kellogg] D 33% spacing; [Dr] D 33% spacing; [10600] D 33% spacing;
[E] D;
Table of distances between letter and object lefts.

1.54	K	e	l	l	o	g	g	D	r
	4.46	3.88	1.58	1.45	3.85	3.86	6.34	4.60	

	1	0	6	0	0
5.04	0.96	2.30	2.20	2.29	2.11	1.54

	E	
40.62	1.83	5.55



D3-1; No border, White on Green;
[Kellogg] D 33% spacing; [10900] D 33% spacing; [E] D;
Table of distances between letter and object lefts.

3.61	K	e	l	l	o	g	g	
	4.46	3.88	1.58	1.45	3.85	3.86		

	1	0	9	0	0
5.84	0.96	2.30	2.20	2.29	2.11	3.61

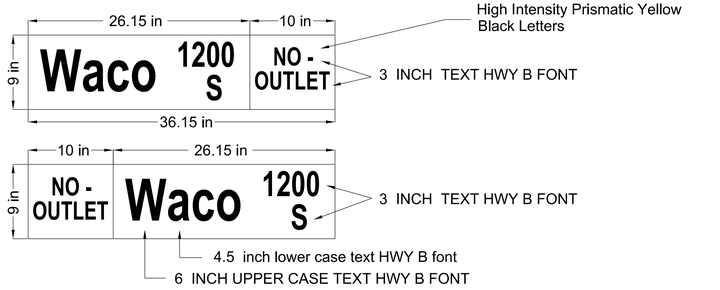
	E	
32.55	1.83	7.62

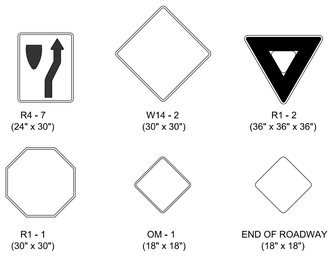
SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
-	-	-	-	-	-	-	-

4:00:10 PM
4/15/2015
I:\357654\Cadd\Sheets\Packages\Traffic\Signing\EKISIGNDET08A.dgn

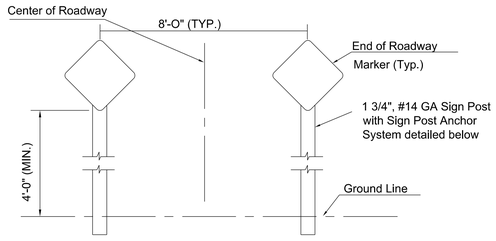
CITY OF WICHITA

SIGNING DETAILS

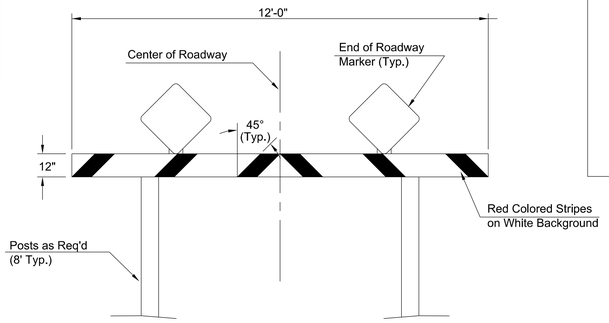




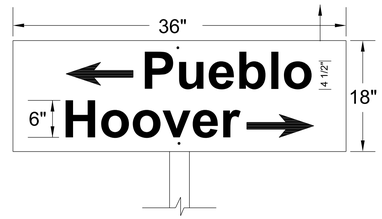
* IN NO CASE SHALL THE SPECIFICATIONS BE LESS THAN REQUIRED BY THE CURRENT MUTCD.



TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION

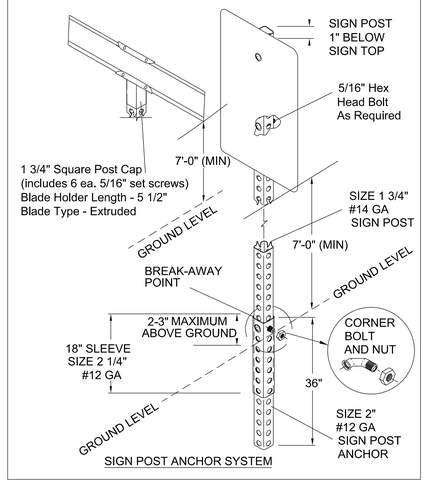


TYPE I BARRICADE DETAIL W/ E.O.R. MARKERS



FLAT PLATE STREET NAME SIGN

PERFORMED TUBE SIGN POST INSTALLATION



SIGN POST ANCHOR SYSTEM

SIGN ASSEMBLY TABLE

STATION	OFFSET	SIGN	QUANTITY*
S. Frontage Rd.			
1499+50	RIGHT	9" METRO SNS	1
1526+80	RIGHT	9" METRO SNS	1
1554+30	RIGHT	9" METRO SNS	1
Webb Rd.			
39+30	RIGHT	9" METRO SNS	1
57+10	LEFT	9" METRO SNS	1
Crossover A-2			
10+80	RIGHT	9" METRO SNS	1
TOTAL			6

NOTE: REFERENCES BELOW TO "STANDARD SPECIFICATIONS" DENOTE "STANDARD SPECIFICATION FOR STATE ROAD AND BRIDGE CONSTRUCTION EDITION 1990" BY THE KANSAS DEPARTMENT OF TRANSPORTATION.

* IN NO CASE SHALL THE SPECIFICATIONS BE LESS THAN REQUIRED BY THE CURRENT MUTCD.

1. POST ANCHORS: POSTS SHALL BE ANCHORED WITH A YIELDING BASE POST SUPPORT AS DETAILED.

2. POSTS FOR TRAFFIC CONTROL SIGNS: POSTS SHALL BE GALVANIZED AND CONFORM TO THE REQUIREMENTS OF SUBSECTION 1620 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT ALL POSTS SHALL WEIGH 3 LBS./FT. MINIMUM.

3. POSTS FOR STREET NAME SIGNS (SNS): POSTS SHALL BE 9 FEET LONG, CONSTRUCTED FROM #14 GALVANIZED STEEL PIPE AND SHALL BE 1 3/4" SQUARE WEIGHING A MINIMUM OF 3 LBS/FT. POSTS SHALL BE POSITIONED SO THAT THE BOTTOM BLADE IS 7 FEET ABOVE GRADE.

4. POSTS FOR END OF ROADWAY SIGN TO BE 8' LONG AND INSTALLED A MINIMUM OF 4' FROM ROADWAY TO BOTTOM OF SIGN.

5. SIGN BLANKS FOR TRAFFIC CONTROL SIGNS: SIGN BLANKS SHALL BE FABRICATED FROM 0.080" ALUMINUM ALLOY 6063-T6 CONFORMING TO THE REQUIREMENTS OF SUBSECTION 1626 OF THE STANDARD SPECIFICATIONS.

6. SIGN BLADES FOR STREET NAME SIGNS: EXTRUDED ALUMINUM BLADES SHALL BE ALUMINUM ALLOY CONFORMING TO 6063-T6 OR 5052-H38 (ASTM SPECIFICATION B221, LATEST ISSUE). BLADES SHALL HAVE AN ALODINE OR PHOSPHATE ETCHED FINISH. BLADES SHALL HAVE SQUARE CORNERS AND NO HOLES.

   MINIMUM BLADE LENGTH SHALL BE 24". MAXIMUM BLADE LENGTH SHALL BE 48". LENGTH VARIES BY INCREMENTS OF 6".

   BLADES BEARING THE STREET NAMES SHALL BE FIRMLY ATTACHED TO THE MOUNTING BRACKETS USING ALLEN-TYPE CONICAL SET SCREWS. THE BLADES SHALL BE ORIENTED PARALLEL TO THE STREET.

7. MOUNTING BRACKETS FOR SIGNS: DIE-CAST ALUMINUM BRACKETS SHALL BE ALUMINUM ALLOY 360 HAVING A TENSILE STRENGTH OF 44,000 PSI. THE BRACKETS SHALL BE SMOOTHLY FINISHED FREE OF PITS, BURRS, AND FLAWS. EACH BRACKET SHALL BE TAPPED AND DRILLED FOR 5/16" ZINC-PLATED ALLEN-TYPE SET SCREWS HAVING SELF-LOCKING SAW-TOOTH ENDS.

8. FASTENERS: ALL STEEL FASTENERS FOR TRAFFIC CONTROL SIGNS SHALL BE GALVANIZED AND SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1614 OF THE STANDARD SPECIFICATIONS.

9. REFLECTIVE SHEETING: REFLECTIVE SHEETING SHALL BE A MINIMUM OF HIGH INTENSITY PRISMATIC.

10. PROCESS INK: ALL PROCESS INK SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 2202 OF THE STANDARD SPECIFICATIONS.

11. FABRICATION AND INSTALLATION OF ALL SIGNS SHALL CONFORM TO THE LATEST ADDITION OF THE MUTCD.

12. DETAILS - SNS: THE REFLECTIVE SHEETING FOR THE 9" STANDARD SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGOUND WITH SILVER-WHITE #2 COPY WITH 6" UPPER CASE AND 4 1/2" LOWER CASE PRIMARY COPY AND SUFFIX COPY. BOTH SERIES "C". FACES TO TRIM TO A 8 1/2". (SEE DETAIL A.)

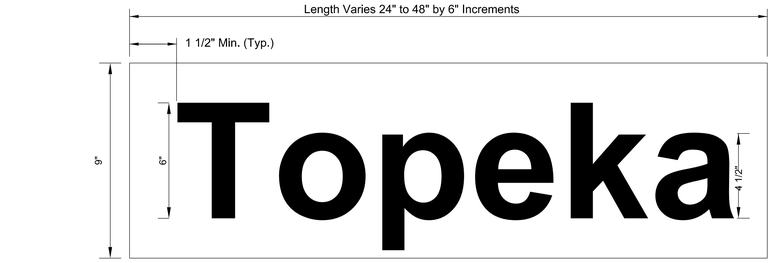
    THE REFLECTIVE SHEETING FOR THE 9" METRO SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVERWHITE #2 COPY WITH 6" UPPER CASE AND 4 1/2" LOWER CASE PRIMARY COPY AND SUFFIX COPY, BOTH SERIES "C". THE CARDINAL DIRECTION CENTERED DIRECTLY BELOW THE BLOCK NUMBER SHALL BE AN UPPER CASE, 3" SERIES "C" LETTER. FACES TO TRIM TO A 8 1/2" WIDTH. (SEE DETAIL B.)

    FOR CUL-DE-SAC STREETS, A 9" METRO SIZE BLADE SHALL BE USED WITH THE BLOCK NUMBERS DISPLAYED BENEATH THE STREET NAME.

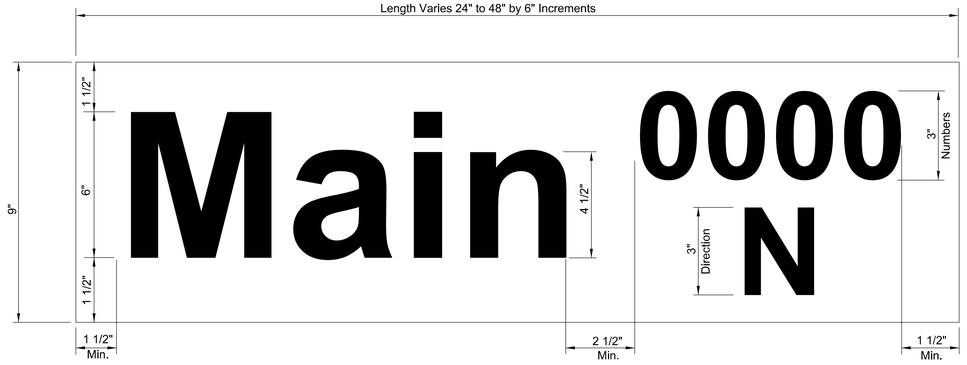
    IF BLOCK NUMBERS ARE NOT SHOWN ON THE PLANS THE CONTRACTOR SHALL CONTACT THE TRAFFIC ENGINEER AT 268-4501 PRIOR TO MANUFACTURING THE SIGN.

    SHOP DRAWINGS OF LAYOUT FOR SNS SHALL BE SUBMITTED TO THE TRAFFIC ENGINEERING DIVISION OF THE CITY OF WICHITA FOR APPROVAL PRIOR TO FABRICATION. THE FINISHED SIGNS AS SUPPLIED SHALL BE OF GOOD APPEARANCE, FREE FROM RAGGED EDGES, CRACKS SCALES OR BLISTERS AND SHALL BE CLEAN-CUT. SIGNS SHALL BE PACKED IN SUCH MANNER AS TO PREVENT DAMAGE OR DEFACEMENT DURING SHIPMENT OR STORAGE.

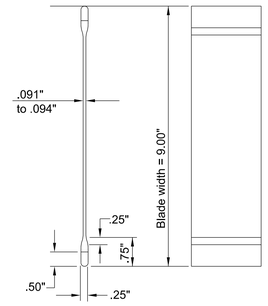
13. PERMANENT TRAFFIC CONTROL AND SNS: PERMANENT TRAFFIC CONTROL AND SNS SHALL BE MEASURED AND PAID FOR AT THE LUMP SUM PRICE FOR SIGNING. THE PAYMENT AS SET FORTH ABOVE SHALL BE CONSIDERED FULL COMPENSATION FOR ALL EXCAVATION, BACKFILLING, POSTS, ANCHORS, FASTENERS, MATERIALS, LABOR, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK.



DETAIL A
9" STANDARD



DETAIL B
9" METRO



STREET NAME SIGN
BLADE DETAILS

STREET NAME	NO. BLADES REQ'D	
	9" STD.	9" METRO
Kellogg Dr		3
Kellogg Ave		1
Cypress		1
Wildcat		1
Chateau		1
Trig		1
Webb		2
Corporate Hills		1
Orme		1

REVISED AUGUST 2014

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

SIGN DETAILS

TRAFFIC ENGINEER
Brian A. Coon P.E.

PROJECT NUMBER	OCA NUMBER	DATE
472-85031	705011	

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET
686 of 1055

TR-106

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	687	1055

DETAILED SPECIFICATIONS FOR FLAT SHEET SIGNS

ALL NEW FLAT SHEET SIGN BLANKS SHALL BE OF THE ALUMINUM ALLOY AND THICKNESS SHOWN ON THE FLAT SHEET BLANK DETAIL SHEETS.

FLAT SHEET BLANKS SHALL BE USED FOR SIGNS THAT ARE LESS THAN OR EQUAL TO 7'-0" IN LENGTH AND/OR LESS THAN OR EQUAL TO 4'-0" IN HEIGHT. FLAT SHEET BLANKS SHALL ALSO BE USED FOR SIGNS THAT ARE 4'-0" IN LENGTH AND LESS THAN OR EQUAL TO 8'-0" IN HEIGHT.

THE DESIGN DETAILS FOR SIGNS (COLOR, LETTER HEIGHT, AND LETTER SERIES) SHALL BE AS SHOWN IN THE 'STANDARD HIGHWAY SIGNS' MANUAL (2004 EDITION), UNLESS OTHER DETAILS ARE SHOWN IN THE PLANS.

ALL SIGN FACES WITH BLUE, GREEN, RED, YELLOW, FLUORESCENT YELLOW GREEN, BROWN, OR WHITE BACKGROUND SHALL BE COVERED WITH TYPE IV HIGH INTENSITY RETROREFLECTIVE SHEETING.

THE TYPE OF ADHESIVE USED FOR RETROREFLECTIVE SHEETING OR LETTERING FILM SHALL BE HEAT ACTIVATED OR PRESSURE SENSITIVE.

THE SIGN FACES SHALL BE DIRECT SCREEN PROCESS, REVERSE SCREEN PROCESS, OR DIRECT APPLIED LEGEND.

DETAILED SPECIFICATIONS FOR STRUCTURAL EXTRUDED PANEL SIGNS

ALL NEW REINFORCED SIGN PANELS SHALL BE OF THE FABRICATION, ALUMINUM ALLOY, AND THICKNESS SHOWN ON THE REINFORCED PANEL DETAIL SHEETS. IF EXTRUSHEET FABRICATED SIGN PANELS ARE USED, THEY SHALL BE OF THE LENGTH, WIDTH AND IN THE POSITION SHOWN. IF EXTRUSHEET FABRICATED PANEL DIMENSIONS ARE NOT SHOWN, A LINE OF LEGEND SHOULD BE PLACED ENTIRELY ON ONE PANEL. IF EXTRUDED FABRICATED SIGN PANELS ARE USED, EITHER 1'-0" OR 6" PANELS SHALL BE USED. THE 1'-0" PANELS SHALL BE USED ONLY AT THE TOP OR BOTTOM OF SIGNS.

REINFORCED PANELS SHALL BE USED FOR SIGNS THAT ARE GREATER THAN 7'-0" IN LENGTH OR GREATER THAN 4'-0" IN HEIGHT.

ALL SIGN FACES SHALL BE COVERED WITH TYPE IV HIGH INTENSITY RETROREFLECTIVE SHEETING.

THE RETROREFLECTIVE SHEETING USED FOR THE DIRECT APPLIED LEGEND, AND DIRECT APPLIED BORDERS SHALL BE TYPE IV HIGH INTENSITY RETROREFLECTIVE SHEETING.

THE TYPE OF ADHESIVE USED FOR RETROREFLECTIVE SHEETING OR LETTERING FILM SHALL BE HEAT ACTIVATED OR PRESSURE SENSITIVE.

LETTERS AND NUMBERS ON REINFORCED PANEL SIGNS ARE MODIFIED SERIES "E" UNLESS OTHERWISE SHOWN.

SPACING TABLE DIMENSIONS ARE IN INCHES.

Plotted : $$YTIME$$
$$KDOTGRP$$

Drawn By : __
File : $$DGNSPEC$$

NO.	DATE	REVISIONS	BY	APP'D
1	7/23/10	Changed Notes and Sheeting Type	D.D.G.	D.B.

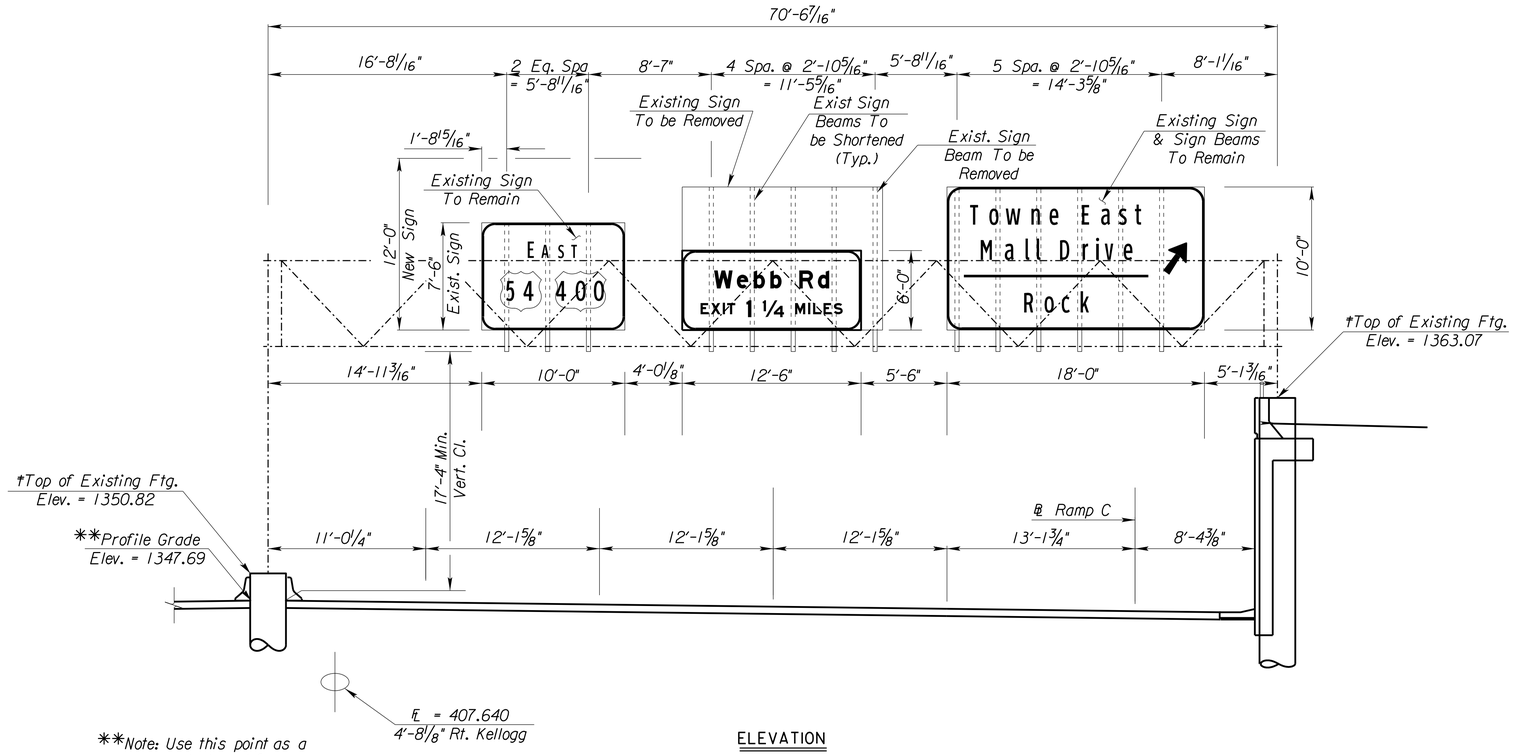
KANSAS DEPARTMENT OF TRANSPORTATION

DETAILS SPECIFICATIONS FOR REINFORCED SIGN PANELS AND FLAT SHEET SIGNS

TE590 7/1/03

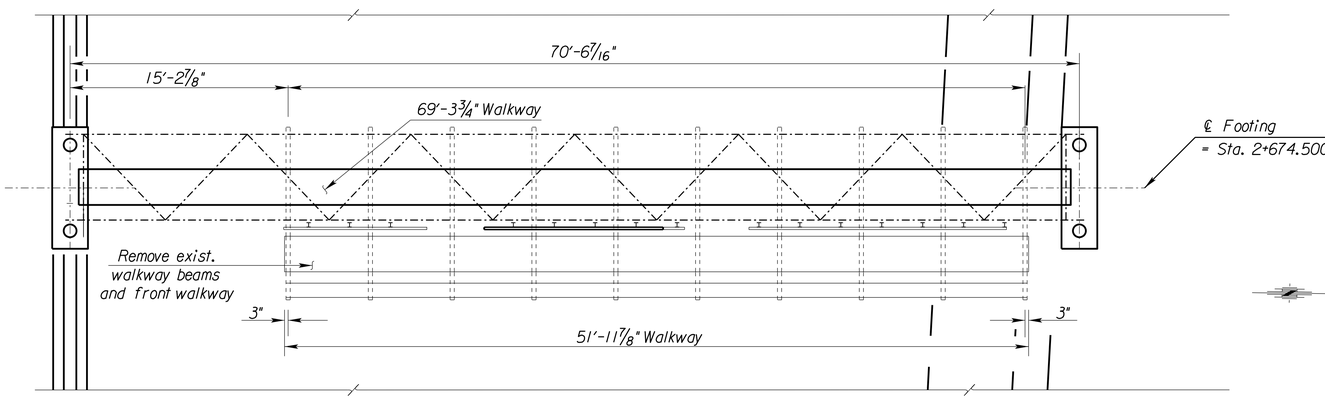
FHWA APPROVAL		7/23/2010	APP'D	Steven A. Buckley	
DESIGNED	D.D.G.	DETAILED	K.D.S.	QUANTITIES	TRACED
DESIGN CK.	S.A.B.	DETAIL CK.	D.D.G.	QUAN. CK.	TRACE CK.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	688	1055



**Note: Use this point as a control point for all elevations.

ELEVATION



PLAN

Scale 1:75

*** ORIGINAL DESIGN DATA
Constructed under Project No. 54-87 K-8258-01
Sta. 2+674.500
Original Project was a metric plan
(For Information Only)

†Note: Footings built under Project No. 54-87 K-8259-01

	*** ALUMINUM DETAILS			
TRUSS	Member 1 Wall Thickness			6.35
	Member 2 Wall Thickness			3.05
	N= 12	X= 286	S= 1744	Camber= 29
END SUPPORTS	Member 1 Wall Thickness			7.80
	Member 2 Wall Thickness			6.02
	Left	N= 3	S= 1465	L= 6815
	Right	N= -	S= ----	L= ◔ 3080
FOOTINGS	Left Type F		Right Type Special	

Existing Serial Number = 087S087

◔ See "Aluminum Alternate Special End Support Detail" sheet from Project No. 54-87 K-8258-01

GENERAL NOTES

SIGN MODIFICATION: This work shall consist of removing the existing sign panels and sign beams and erecting the new sign panels and sign beams as shown on this sheet and on the "Standard Structural Sign Supports" sheets. The existing front walkway shall be removed. All material not re-used shall remain the property of KDOT. All labor and material necessary to complete this work shal lbe paid for as per each bid item "Sign Structure Modification (Sta. 2+674.50).

Maintain the existing 17'-4" min. clearance.

Dimensions: All dimensions for the existing structure are taken from the original plans and shop drawings. It shall be the Contractor's responsibility to verify these dimensions before adding the material.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

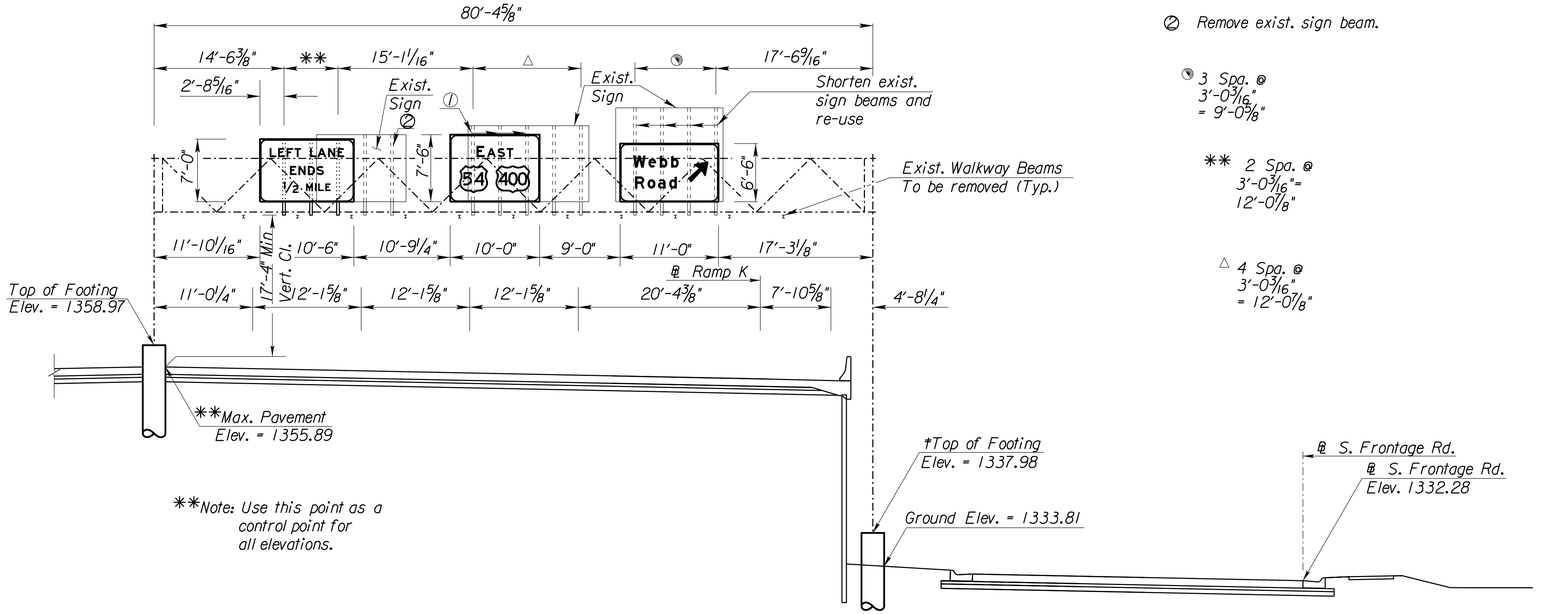
KANSAS DEPARTMENT OF TRANSPORTATION
East Kellogg Sta. 2+674.500
Span Type Modification - Aluminum Overhead Sign Structure Construction Layout
Proj. No. 472-85031 Sedgwick Co.

SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

Sheet No. 688

Plotted By: --
Plot Location: $UNIT$
File: T:\357565A\Cadd\Sheets\Package\Traffic\Signing\Supports\KA238201P050I.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	689	1055



ELEVATION

① Exist. sign beams to be re-used

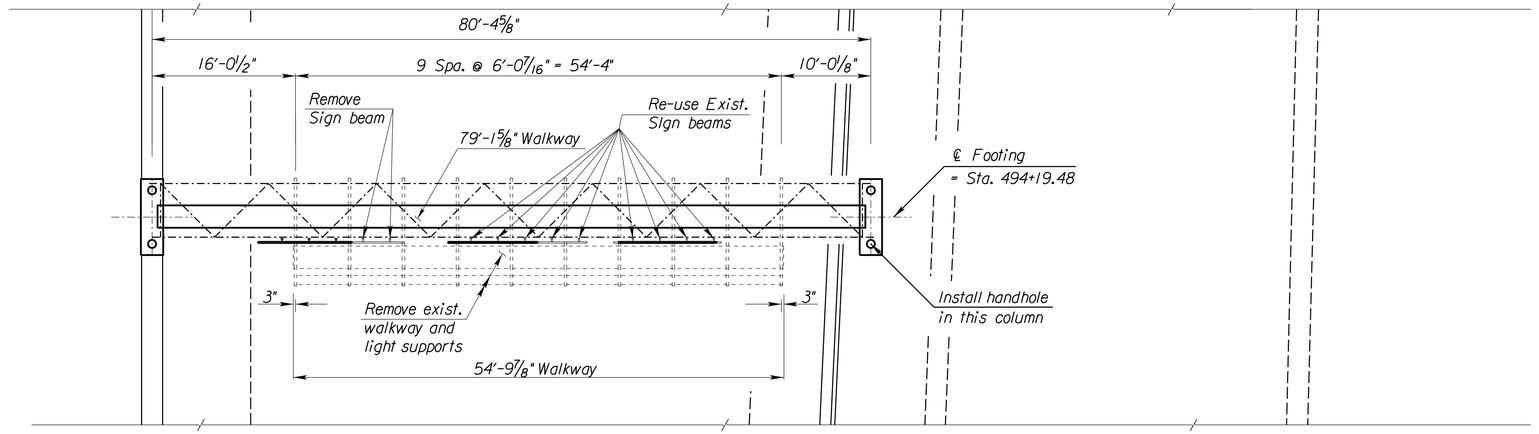
② Remove exist. sign beam.

◔ 3 Spa. @ 3'-0 3/16" = 9'-0⅝"

** 2 Spa. @ 3'-0 3/16" = 12'-0 7/8"

△ 4 Spa. @ 3'-0 3/16" = 12'-0 7/8"

Scale: 1" = 8'-0"



PLAN

*** ORIGNAL DESIGN DATA
Constructed under Project 54-87 K-8258-01
Sta. 4+670
Original Project was a metric plan
(For Information Only)

†Note: Footings built under Project No. 54-87 K-8259-01

	*** ALUMINUM DETAILS			
TRUSS	Member 1 Wall Thickness			6.35
	Member 2 Wall Thickness			5.74
	N= 13	X= 290	S= 1840	Camber= 35
END SUPPORTS	Member 1 Wall Thickness		***	12.7
	Member 2 Wall Thickness			6.02
	Left	N= 2	S= 2050	L= 6520
	Right	N= 5	S= 2100	L= 12920
FOOTINGS	Left Type J		Right Type J	

Existing Serial Number = 087092

GENERAL NOTES

SIGN MODIFICATION: This work shall consist of removing the existing sign panels and sign beams and erecting the new sign panels and sign beams as shown on this sheet and on the "Standard Structural Sign Supports" sheets. Some existing sign beams can be shortened and re-used as shown on this sheet. The existing front walkway shall be removed. All material not re-used shall remain the property of KDOT. All labor and material necessary to complete this work shall be paid for as per each bid item "Sign Structure Modificaiton (Sta 494+19.48).

Maintain the existing 17'-4" min clearance.

Dimensions: All dimensions for the existing structure are taken from the original plans and shop drawings. It shall be the Contractor's responsibility to verify these dimensions before adding the material.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

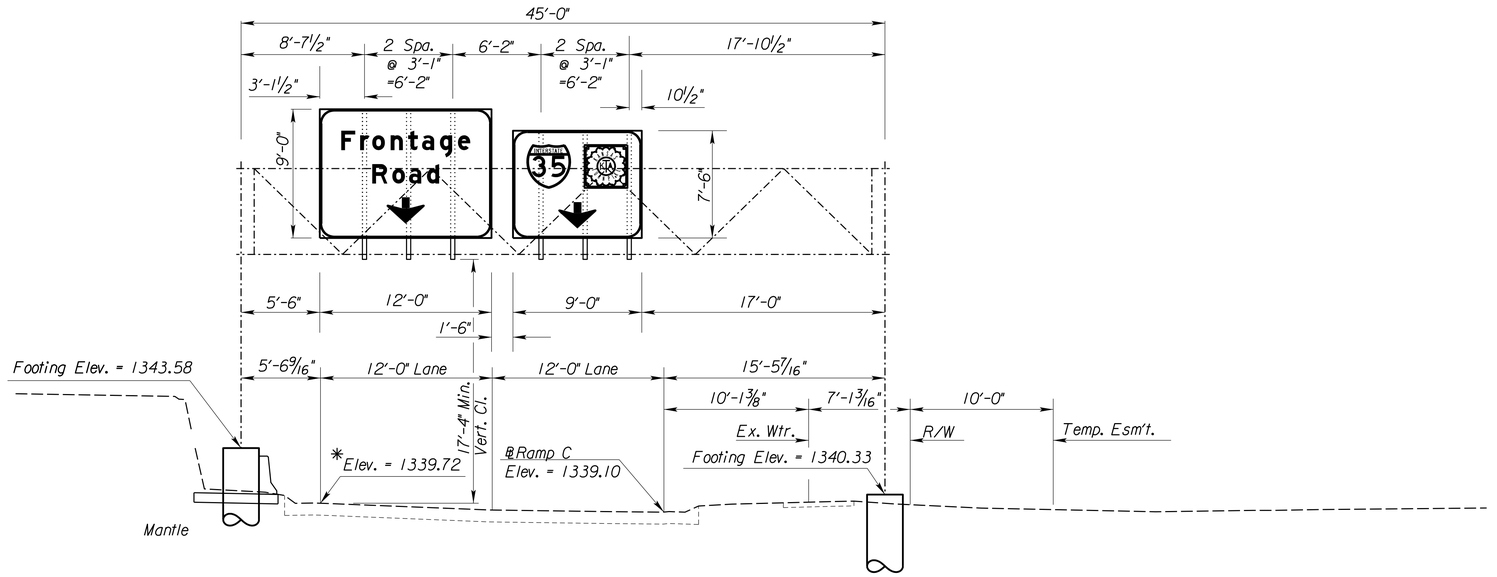
KANSAS DEPARTMENT OF TRANSPORTATION
EB US-54 Sta. 494+19.48
Span Type - Aluminum - Modification
Overhead Sign Structure
Construction Layout
Proj. No. 472-85031 Sedgwick Co.

SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

Sheet No. 689

Plot Location: $UNIT$
Plotted By: ---
File: T:\35765\ACadd\Sheets\Package\1\Traffic Signing\Supports\KA238201P0S02.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	690	1055



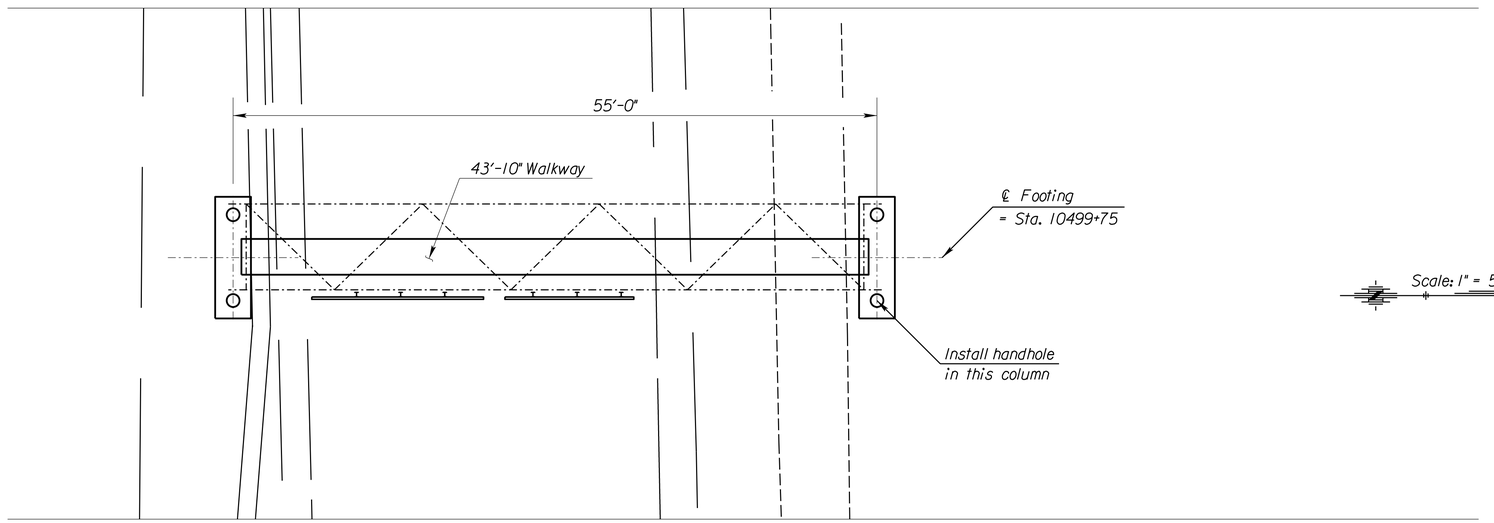
*Note: Use this point as a control point for all elevations.

	ALUMINUM DETAILS			
TRUSS	Member 1 Wall Thickness			0.250
	Member 2 Wall Thickness			0.226
	N= 7	X= 11"	S= 6'-2"	Camber= 5/8"
END SUPPORTS	Member 1 Wall Thickness			0.307
	Member 2 Wall Thickness			0.237
	Left	N= 2	S= 6'-0"	L= 20'-0½"
	Right	N= 3	S= 5'-1"	L= 23'-3½"
FOOTINGS	Left Type B		Right Type B	
SERIAL NUMBER = 087S331				

The serial number shall be painted in black paint using three - inch stencils. The serial number will be painted so it is readable from the structure's assigned route at approximate eye level on the right leg (looking up station.)

ELEVATION

Ramp C
Sta. 10499+75



Scale: 1" = 5'-0"

PLAN

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

Ramp C Sta. 10499+75

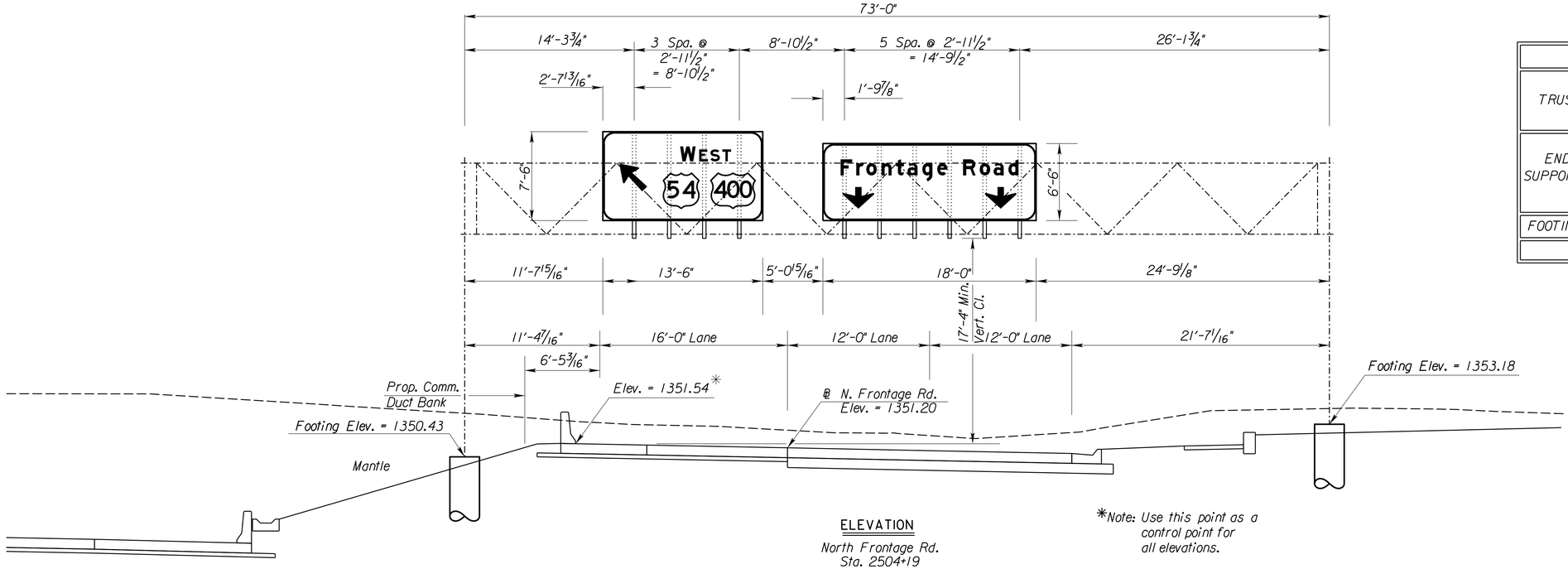
Span Type - Aluminum
Overhead Sign Structure
Construction Layout

Proj. No. 472-85031 Sedgwick Co.

SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

Plotted By: --
Plot Location: $UNIT$
File: T:\35765A\Cadd\Sheets\Package\Traffic\Signing\Supports\KA23820IP0S03.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	691	1055

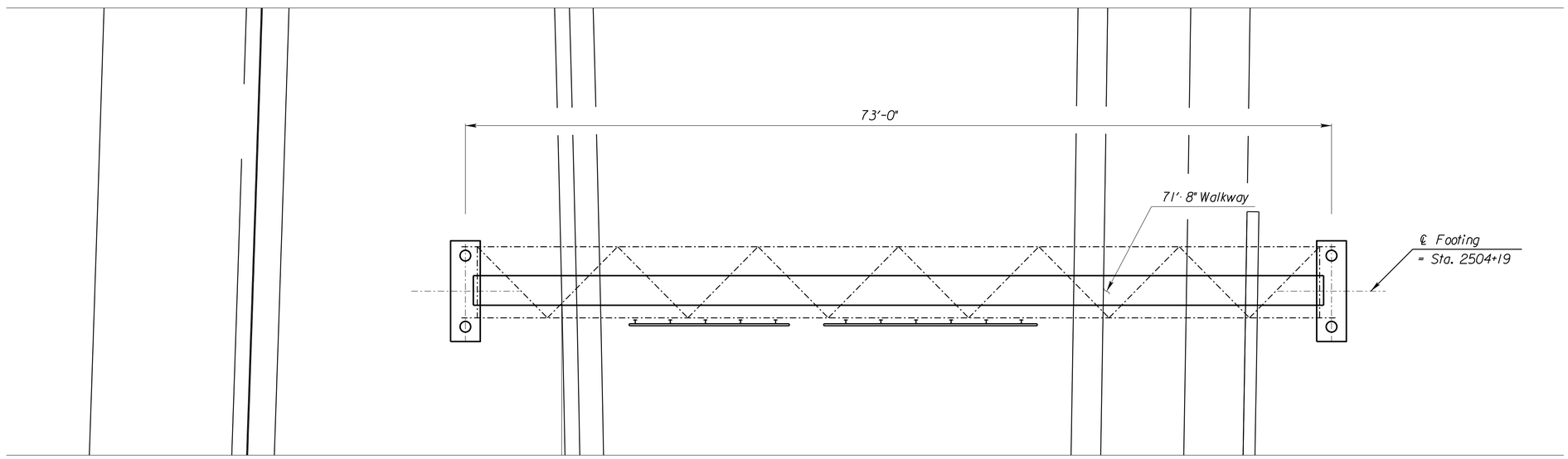


ELEVATION

North Frontage Rd.
Sta. 2504+19

*Note: Use this point as a control point for all elevations.

	ALUMINUM DETAILS			
TRUSS	Member 1 Wall Thickness			0.250
	Member 2 Wall Thickness			0.226
	N= 12	X= 1'-0"	S= 5'-11"	Camber= 1/8"
END SUPPORTS	Member 1 Wall Thickness			0.307
	Member 2 Wall Thickness			0.237
	Left	N= 3	S= 5'-9"	L= 25'-3½"
	Right	N= 3	S= 4'-10"	L= 22'-6½"
FOOTINGS	Left Type E		Right Type D	
Serial Number = 087S332				



PLAN

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

N. Frontage Rd Sta. 2504+19

Span Type - Aluminum
Overhead Sign Structure
Construction Layout

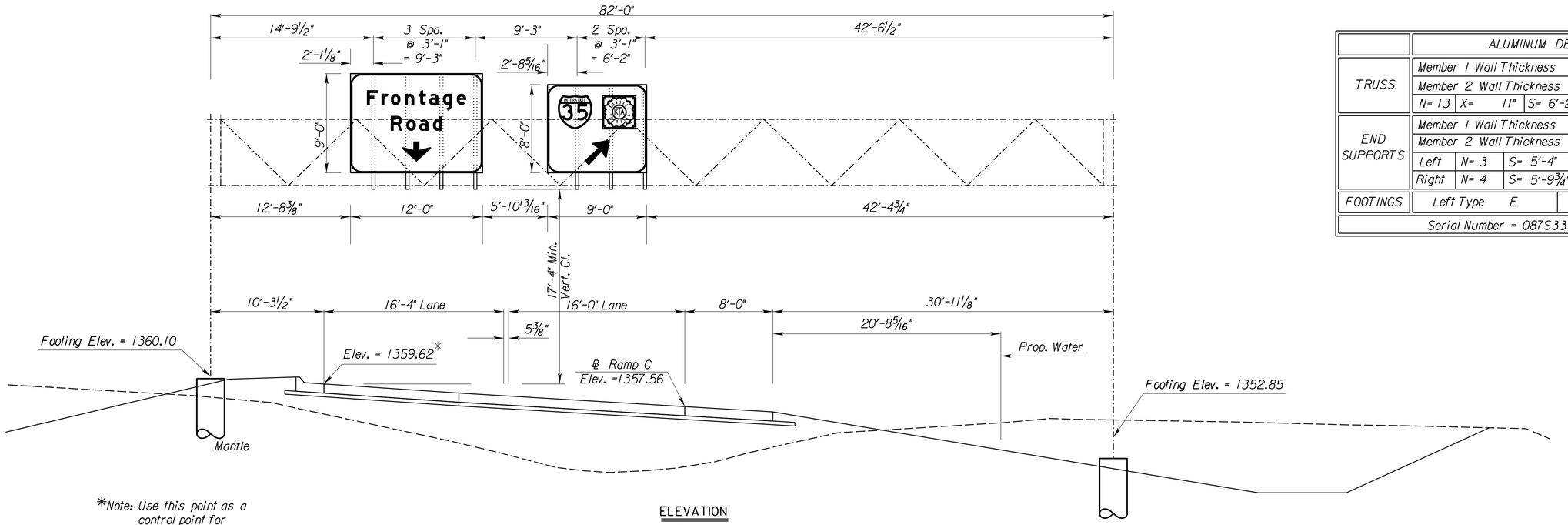
Proj. No. 472-85031 Sedgwick Co.

SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

Sheet No. 691

Plotted By: --
Plot Location: $UNIT$
File: T:\357655A\Cadd\Sheets\Package\Traffic\Signing\Supports\KA238201POSO4.dgn
Plot Date: 4/15/2015

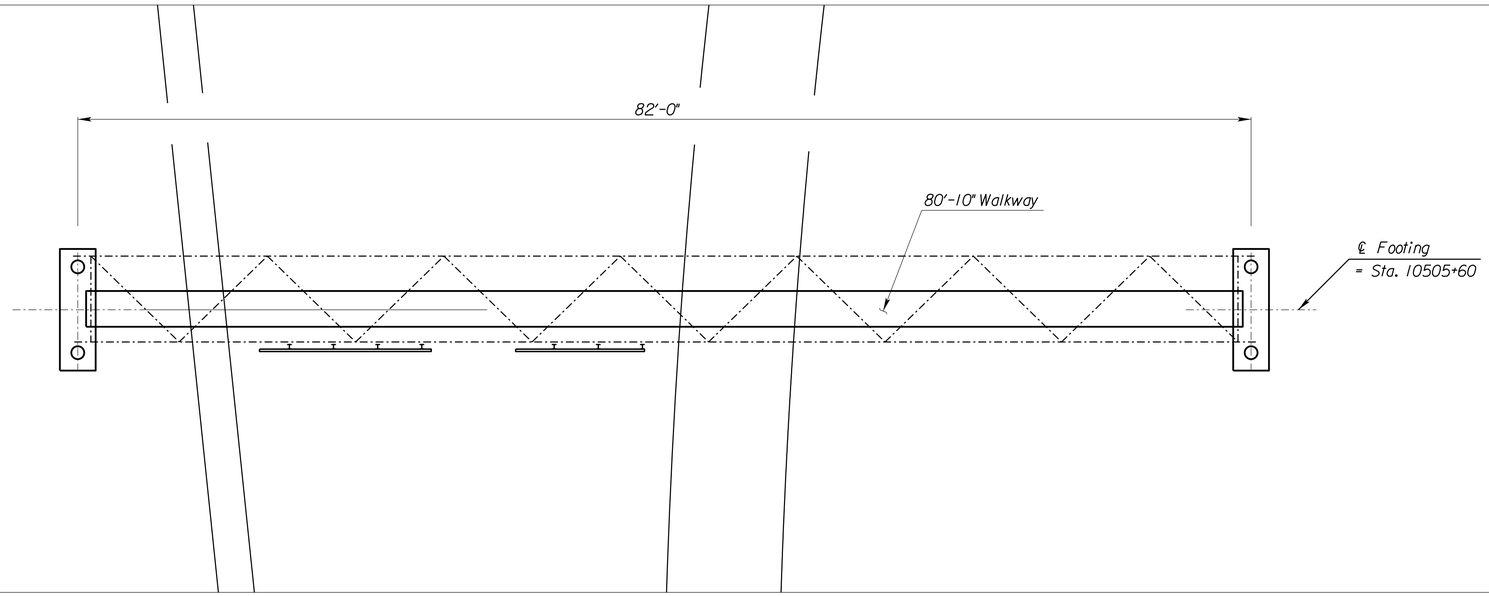
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	692	1055



*Note: Use this point as a control point for all elevations.

ELEVATION
Ramp C
Sta. 10505+60

	ALUMINUM DETAILS			
TRUSS	Member 1 Wall Thickness			0.25
	Member 2 Wall Thickness			0.226
	N= 13	X= 11"	S= 6'-2"	Camber= 1⅜"
END SUPPORTS	Member 1 Wall Thickness			0.307
	Member 2 Wall Thickness			0.237
	Left	N= 3	S= 5'-4"	L= 24'-0½"
	Right	N= 4	S= 5'-9¾"	L= 31'-3½"
FOOTINGS	Left Type E		Right Type D	
Serial Number = 087S333				



PLAN

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

Ramp C Sta. 10505+60

Span Type - Aluminum
Overhead Sign Structure
Construction Layout

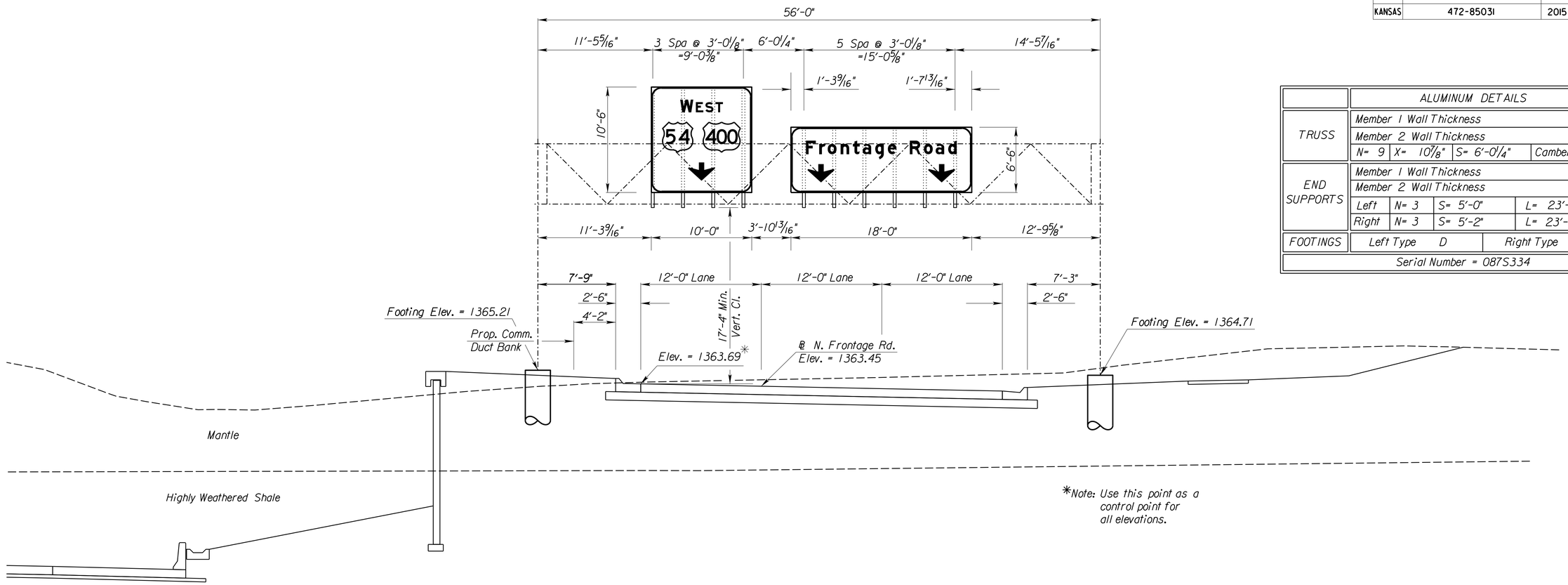
Proj. No. 472-85031 Sedgwick Co.

SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

Sheet No. 692

Plot Location: $UNIT$
Plotted By: --
File: T:\35765A\Cadd\Sheets\Package\Traffic\Signing\Supports\KA238201P0505.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	693	1055

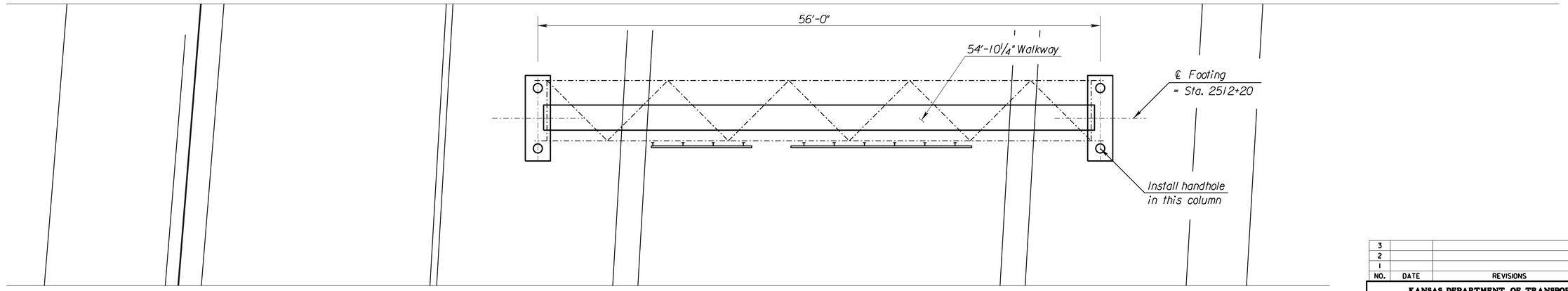


	ALUMINUM DETAILS			
TRUSS	Member 1 Wall Thickness			0.250
	Member 2 Wall Thickness			0.226
	N= 9	X= 10 7/8"	S= 6'-0 1/4"	Camber= 3/4"
END SUPPORTS	Member 1 Wall Thickness			0.307
	Member 2 Wall Thickness			0.237
	Left	N= 3	S= 5'-0"	L= 23'-0 1/2"
	Right	N= 3	S= 5'-2"	L= 23'-6 1/2"
FOOTINGS	Left Type D		Right Type C	
Serial Number = 087S334				

*Note: Use this point as a control point for all elevations.

ELEVATION

North Frontage Rd.
Sta. 2512+20



PLAN

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

N. Frontage Road Sta. 2512+20

Span Type - Aluminum
Overhead Sign Structure
Construction Layout

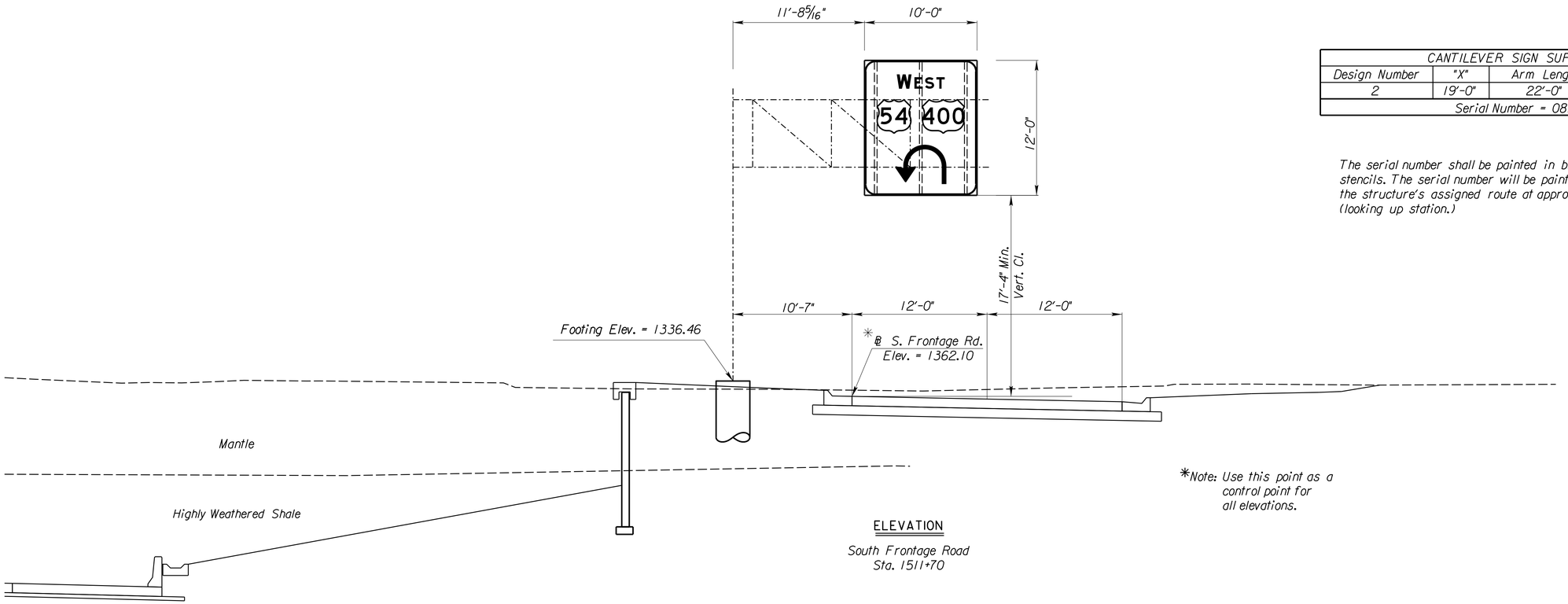
Proj. No. 472-85031 Sedgwick Co.

SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

Sheet No. 693

Plot Location: $UNIT$
Plotted By: --
File: T:\357654\Cadd\Sheets\Package\Traffic\Signing\Supports\KA238201P0S06.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	694	1055



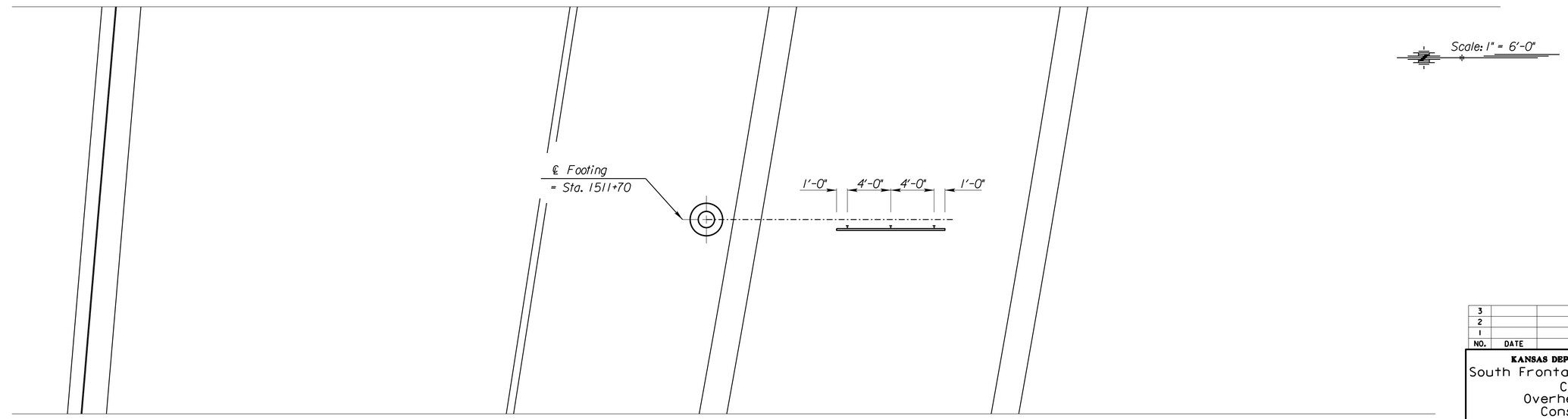
ELEVATION

South Frontage Road
Sta. 1511+70

CANTILEVER SIGN SUPPORT DETAILS **					
Design Number	"X"	Arm Length	"N"	"C"	Footing
2	19'-0"	22'-0"	2	1/16" per ft	F
Serial Number = 087S340					

The serial number shall be painted in black paint using three - inch stencils. The serial number will be painted so it is readable from the structure's assigned route at approximate eye level on the right leg (looking up station.)

*Note: Use this point as a control point for all elevations.



PLAN

Scale: 1" = 6'-0"

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

South Frontage Road Sta. 1511+70

Cantilever Type
Overhead Sign Structure
Construction Layout

Proj. No. 472-85031 Sedgwick Co.

SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

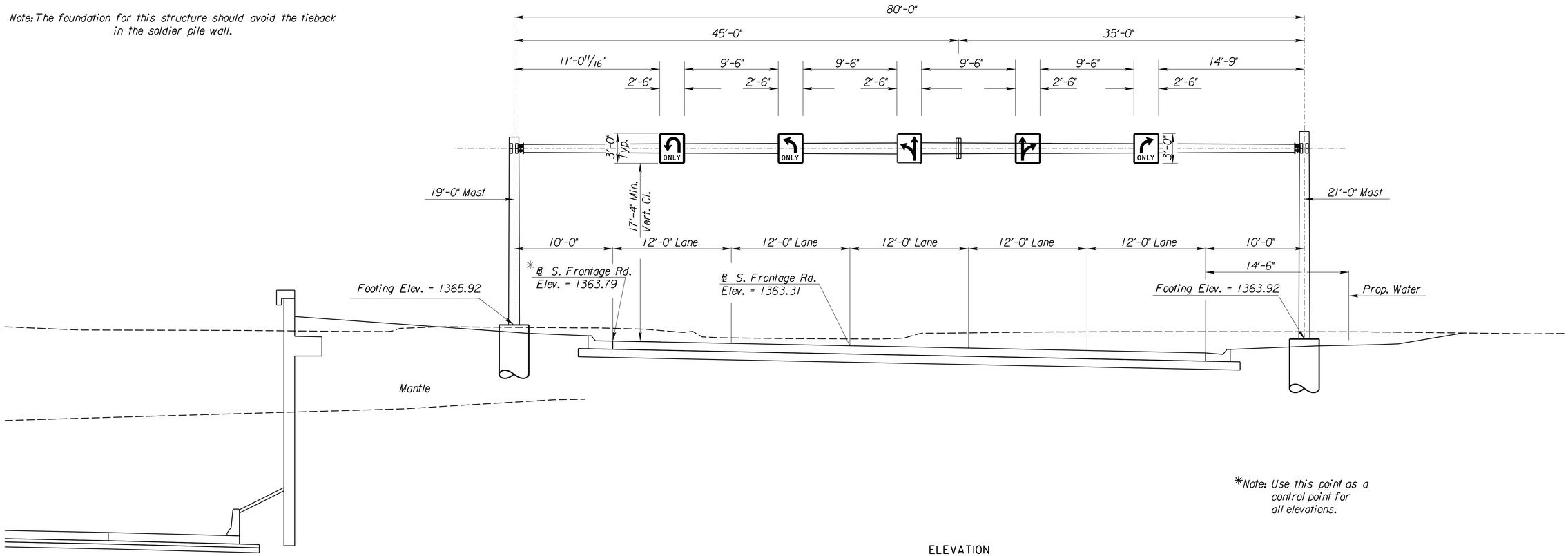
Plotted By: --
Plot Location: $UNIT$
File: T:\35765A\Cadd\Sheets\Package\Traffic\Signing\Supports\KA238201P0507.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	695	1055

Serial Number = 087S335

The serial number shall be painted in black paint using three - inch stencils. The serial number will be painted so it is readable from the structure's assigned route at approximate eye level on the right leg (looking up station.)

Note: The foundation for this structure should avoid the tieback in the soldier pile wall.



ELEVATION
South Frontage Road
Sta. 1515+50

*Note: Use this point as a control point for all elevations.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

South Frontage Road Sta. 1515+50

Single Tapered Tube Span
Overhead Sign Structure
Construction Layout

Proj. No. 472-85031 Sedgwick Co.

SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

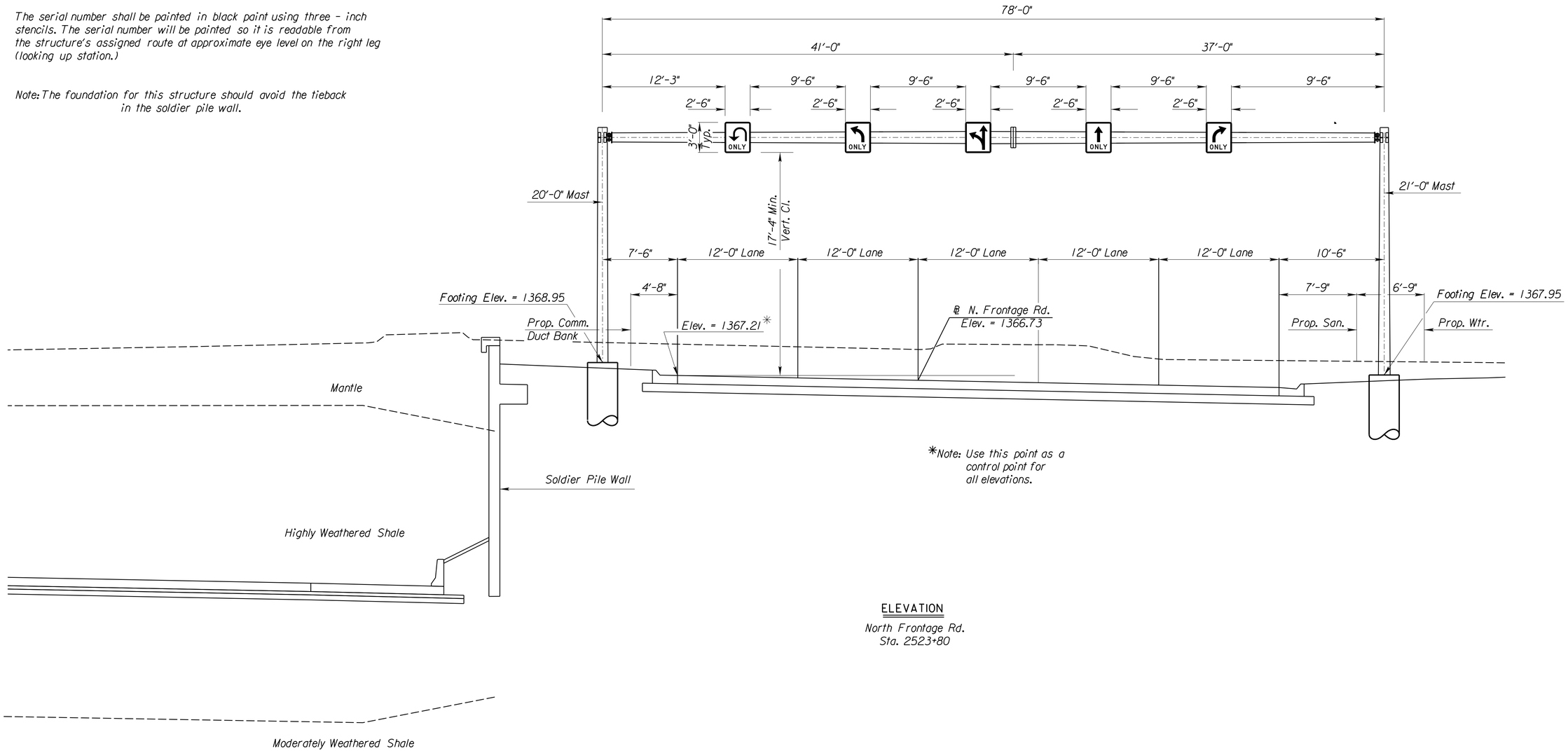
Plotted By: --
File: T:\357651\Cadd\Sheets\Package1\Traffic\Signing\Supports\KA238201P0508.dgn
Plot Location: $UNIT$
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	696	1055

Serial Number = 087S336

The serial number shall be painted in black paint using three - inch stencils. The serial number will be painted so it is readable from the structure's assigned route at approximate eye level on the right leg (looking up station.)

Note: The foundation for this structure should avoid the tieback in the soldier pile wall.



*Note: Use this point as a control point for all elevations.

ELEVATION

North Frontage Rd.
Sta. 2523+80

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

N. Frontage Rd. Sta. 2523+80

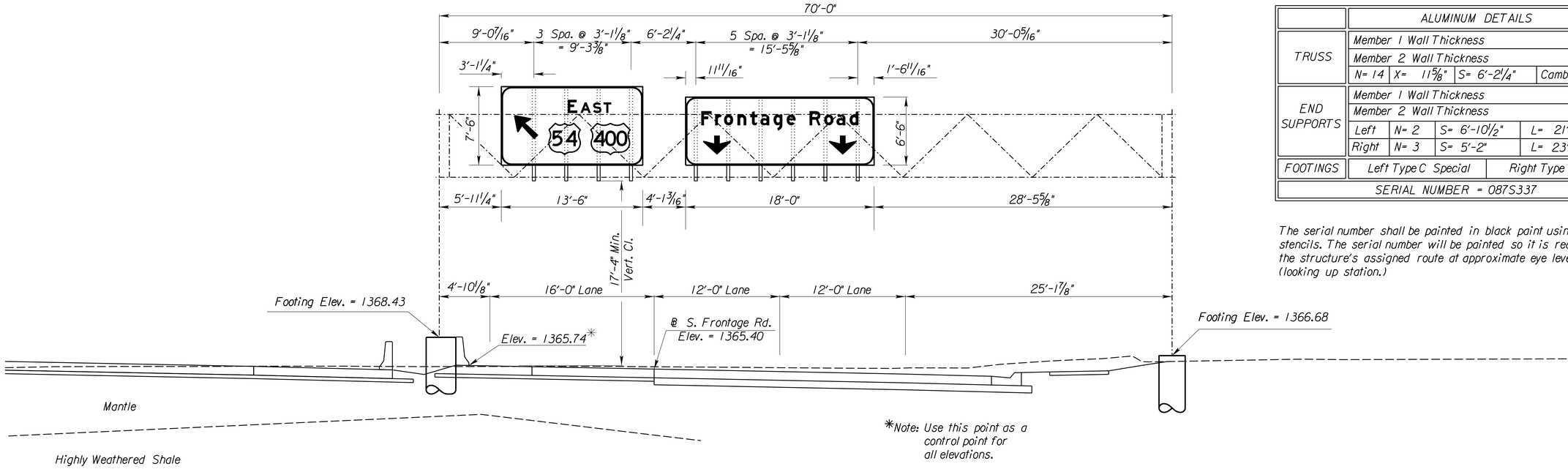
Single Tapered Tube Structure
Overhead Sign Structure
Construction Layout

Proj. No. 472-85031 Sedgwick Co.

SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

Plotted By: --
Plot Location: $UNIT$
File: T:\35765A\Cadd\Sheets\Package\Traffic\Signing\Supports\KA23820I\POS03.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	697	1055



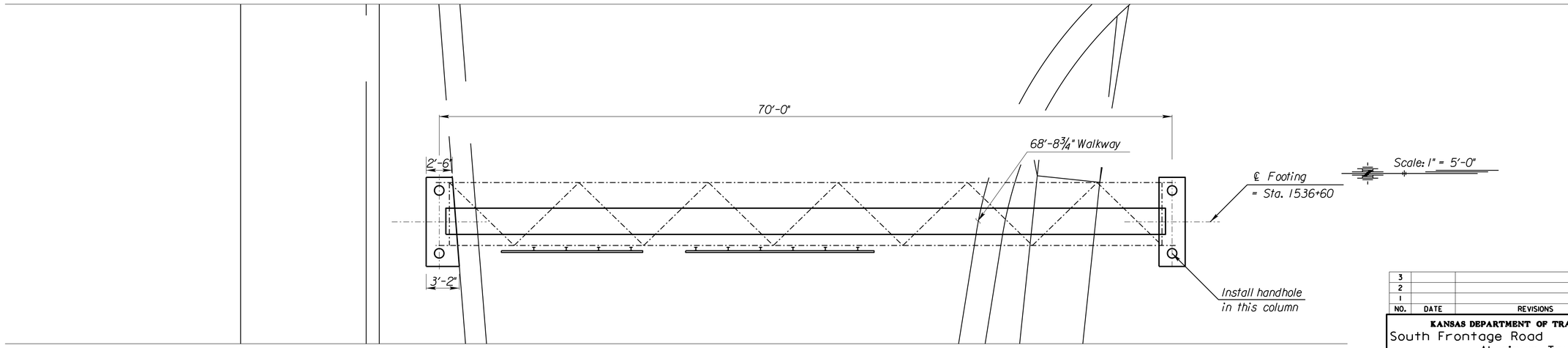
*Note: Use this point as a control point for all elevations.

	ALUMINUM DETAILS			
TRUSS	Member 1 Wall Thickness			0.250
	Member 2 Wall Thickness			0.226
	N= 14	X= 11 5/8"	S= 6'-2 1/4"	Camber= 1/8"
END SUPPORTS	Member 1 Wall Thickness			0.307
	Member 2 Wall Thickness			0.237
	Left	N= 2	S= 6'-10 1/2"	L= 21'-9 1/2"
	Right	N= 3	S= 5'-2"	L= 23'-6 1/2"
FOOTINGS	Left Type C Special		Right Type C	
SERIAL NUMBER = 087S337				

The serial number shall be painted in black paint using three - inch stencils. The serial number will be painted so it is readable from the structure's assigned route at approximate eye level on the right leg (looking up station.)

ELEVATION

South Frontage Road
Sta. 1536+60



PLAN

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

South Frontage Road Sta. 1536+60
Aluminum Truss
Overhead Sign Structure
Construction Layout

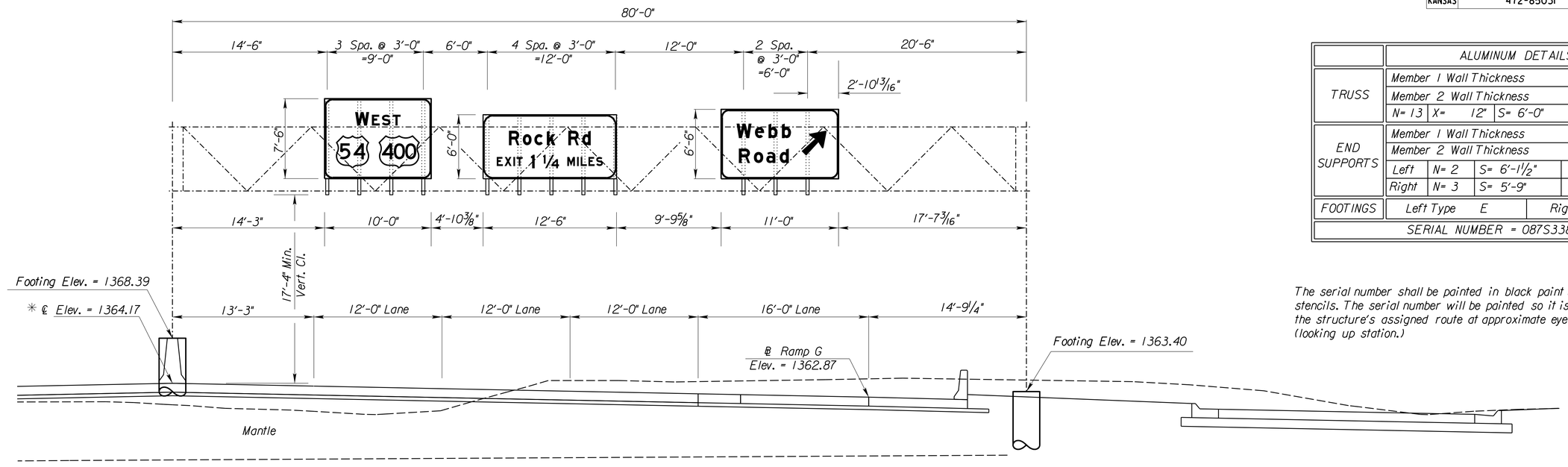
Proj. No. 472-85031 Sedgwick Co.

SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

Sheet No. 697

Plotted By: ---
Plot Location: $UNIT$
File: T:\35765A\Cadd\Sheets\Package\Traffic\Signing\Supports\KA23820IP0510.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	698	1055



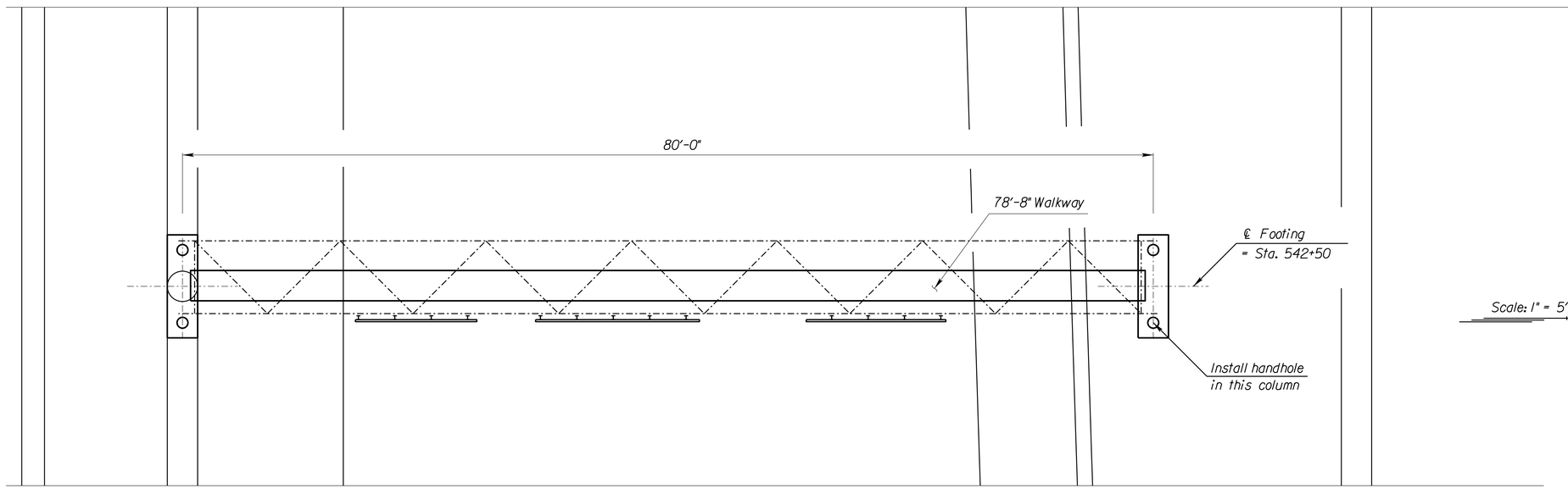
ELEVATION

Proposed Improvement
Sta. 542+50

	ALUMINUM DETAILS			
TRUSS	Member 1 Wall Thickness			0.250
	Member 2 Wall Thickness			0.226
	N= 13	X= 12"	S= 6'-0"	Camber= 15/16"
END SUPPORTS	Member 1 Wall Thickness			0.307
	Member 2 Wall Thickness			0.237
	Left	N= 2	S= 6'-1 1/2"	L= 20'-3 1/2"
	Right	N= 3	S= 5'-9"	L= 25'-3 1/2"
FOOTINGS	Left Type E		Right Type E	
SERIAL NUMBER = 087S338				

The serial number shall be painted in black paint using three - inch stencils. The serial number will be painted so it is readable from the structure's assigned route at approximate eye level on the right leg (looking up station.)

*Note: Use this point as a control point for all elevations.



PLAN

Scale: 1" = 5'-0"

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

East Kellogg Sta. 542+50

Span Type - Aluminum
Overhead Sign Structure
Construction Layout

Proj. No. 472-85031 Sedgwick Co.

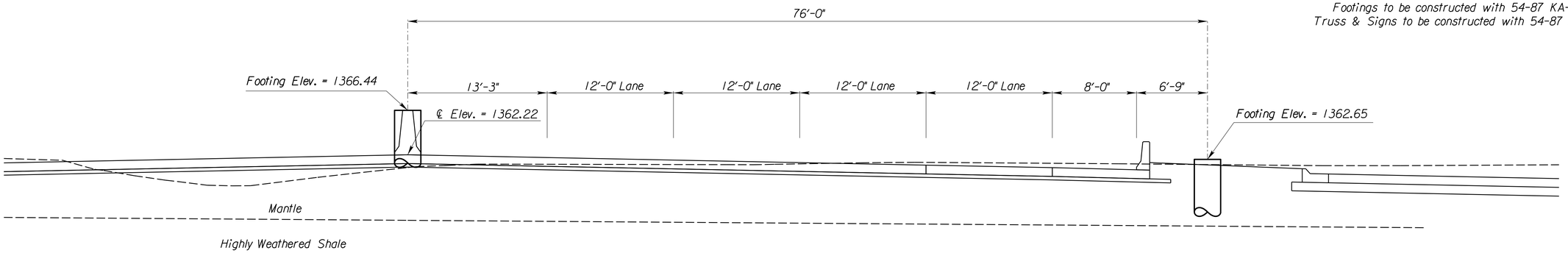
SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

Plotted By: --
Plot Location: $UNIT$
File: T:\35765A\Cadd\Sheets\Package\Traffic\Signing\Supports\KA23820IPOS11.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	699	1055

	ALUMINUM DETAILS			
TRUSS	Member 1 Wall Thickness xx			
	Member 2 Wall Thickness xx			
	N= 14	X= xx	S= xx	Camber= xx
END SUPPORTS	Member 1 Wall Thickness xx			
	Member 2 Wall Thickness xx			
	Left	N= x	S= xx	L= xx
	Right	N= x	S= xx	L= xx
FOOTINGS	Left Type J		Right Type J	

Future Overhead Truss Location
Footings to be constructed with 54-87 KA-2382-01
Truss & Signs to be constructed with 54-87 KA-2389-01



ELEVATION
Proposed Improvement
Sta. 545+50



PLAN

Scale: 1" = 5'-0"

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION
East Kellogg Sta. 545+50
Span Type - Aluminum
Overhead Sign Structure - Footings
Construction Layout
Proj. No. 472-85031 Sedgwick Co.

SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

Sheet No. 699

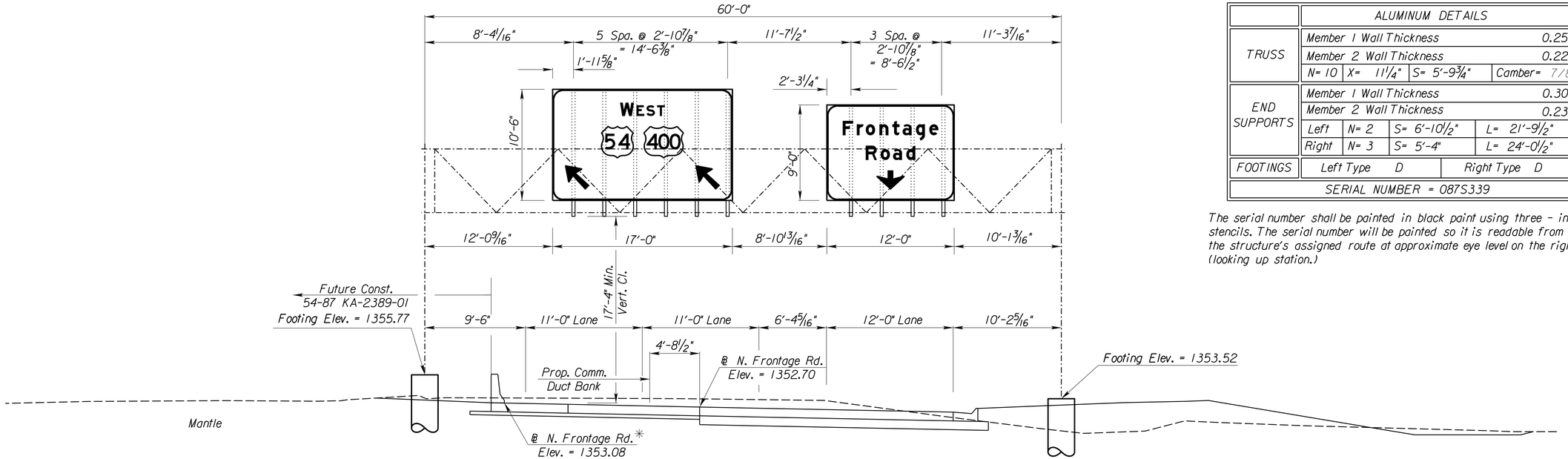
Plotted By: --
Plot Location: $UNIT$
File: T:\35765A\Cadd\Sheets\Package\Traffic\Signing\Supports\KA238201P0512.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	700	1055

Future Signs will be constructed with 54-87 KA-2389-01

	ALUMINUM DETAILS			
TRUSS	Member 1 Wall Thickness 0.250			
	Member 2 Wall Thickness 0.226			
	N= 10	X= 11 1/4"	S= 5'-9 3/4"	Camber= 7/8"
END SUPPORTS	Member 1 Wall Thickness 0.307			
	Member 2 Wall Thickness 0.237			
	Left	N= 2	S= 6'-10 1/2"	L= 21'-9 1/2"
	Right	N= 3	S= 5'-4"	L= 24'-0 1/2"
FOOTINGS	Left Type D		Right Type D	
SERIAL NUMBER = 087S339				

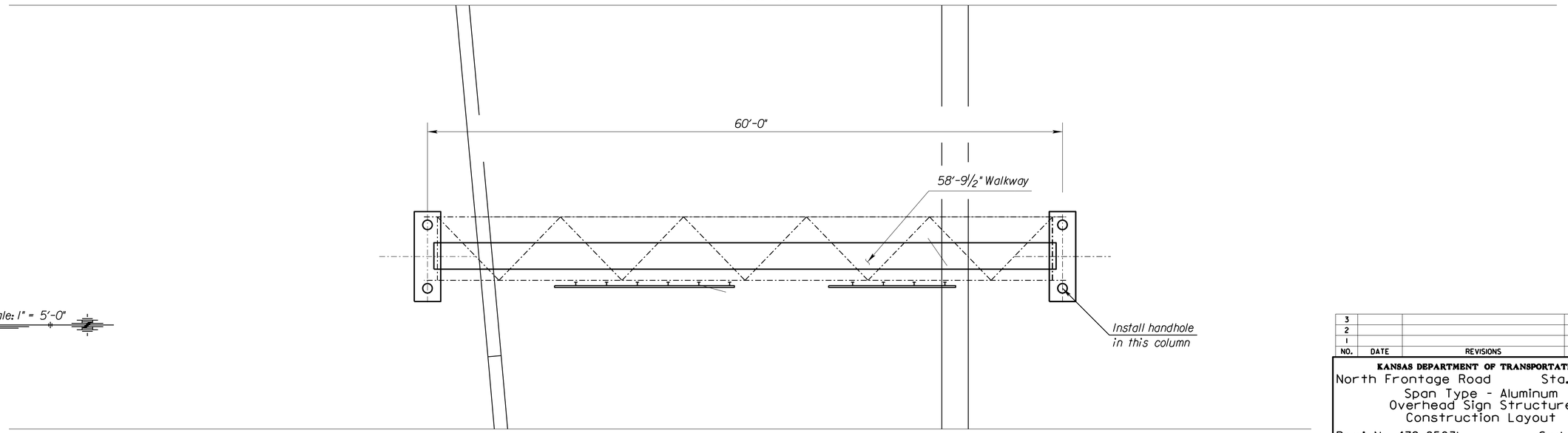
The serial number shall be painted in black paint using three - inch stencils. The serial number will be painted so it is readable from the structure's assigned route at approximate eye level on the right leg (looking up station.)



*Note: Use this point as a control point for all elevations.

ELEVATION

North Frontage Rd.
Sta. 2561+00



PLAN

Scale: 1" = 5'-0"

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

North Frontage Road Sta. 2561+00

Span Type - Aluminum
Overhead Sign Structure
Construction Layout

Proj. No. 472-85031 Sedgwick Co.

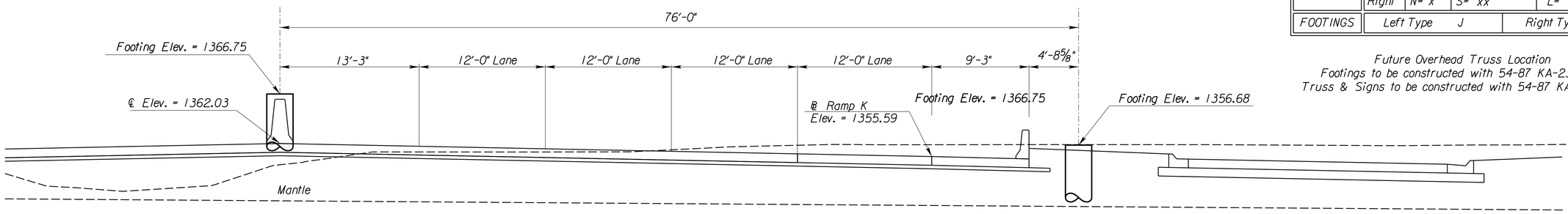
SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

Plotted By: --
Plot Location: $UNIT$
File: T:\35765A\Cadd\Sheets\Package\Traffic\Signing\Supports\KA2382OIPOS13.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	701	1055

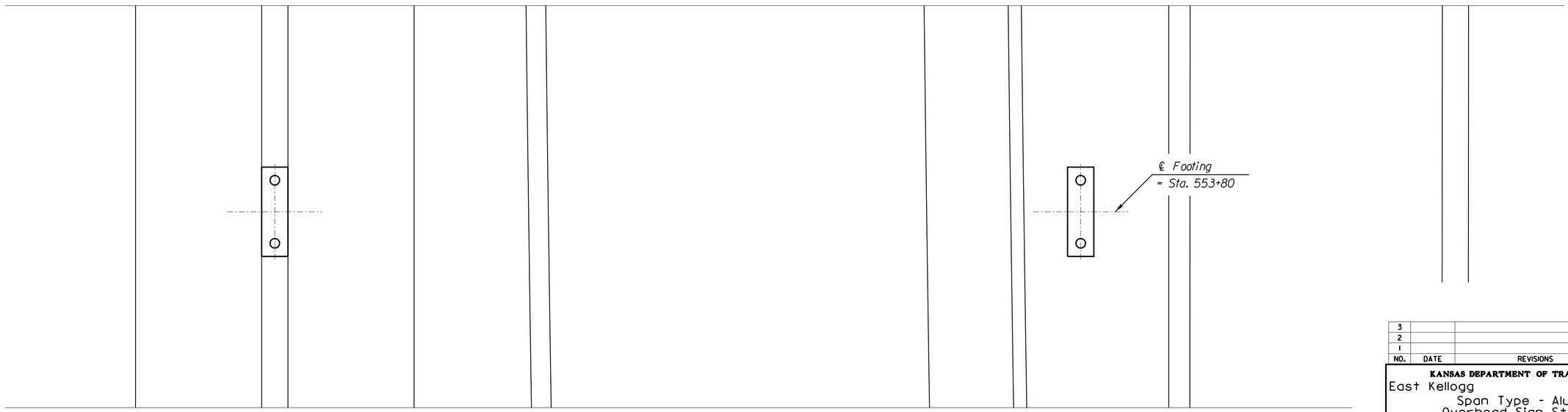
	ALUMINUM DETAILS **			
TRUSS	Member 1 Wall Thickness			xx
	Member 2 Wall Thickness			xx
	N= 14	X= xx	S= xx	Camber= xx
END SUPPORTS	Member 1 Wall Thickness			xx
	Member 2 Wall Thickness			xx
	Left	N= x	S= xx	L= xx
	Right	N= x	S= xx	L= xx
FOOTINGS	Left Type J		Right Type J	

Future Overhead Truss Location
Footings to be constructed with 54-87 KA-2382-01
Truss & Signs to be constructed with 54-87 KA-2389-01



ELEVATION

Proposed Improvement
Sta. 553+80



PLAN

Scale: 1" = 5'-0"

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION
East Kellogg Sta. 553+80
Span Type - Aluminum
Overhead Sign Structure
Construction Layout - Footings Only
Proj. No. 472-85031 Sedgwick Co.

SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

Sheet No. 701

Plotted By: --
Plot Location: $UNIT$
File: T:\35765A\Cadd\Sheets\Package\Traffic\Signing\Supports\KA238201P0514.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	702	1055

ALUMINUM

GENERAL

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 2009 Edition with current interims.

SHOP DRAWINGS: Before any fabrication is begun under the Contract, the Contractor or Fabricator shall submit a set of complete shop drawings to the Engineer for approval. The Contractor shall be responsible for the correctness of his drawings, for shop fit-ups and field connections, after the drawings have been approved by the Engineer.

DIMENSIONAL TOLERANCE: All material, in addition to conforming to the appropriate ASTM requirements listed, shall not vary from the plan dimensions by more than +/-2%.

PIPE: Aluminum pipe for members ① & ② shall conform to ASTM B241, or B429, alloy 6061-T6. No pipes may be spliced except as noted below.

FIELD SPLICES: Member ①, in the truss and end supports may be spliced, only as necessary due to the limitations of standard stock lengths, handling or transportation requirements. These splices shall be made using Slip-On Aluminum Welding Flanges, 300 Lb. ASA, ASTM B247, alloy 6061-T6, flat faced or flanges made from aluminum plate ASTM B209, alloy 6061-T6.

PLATE: All aluminum plate shall conform to ASTM B209, alloy 6061-T6, T62, or T651.

CAP: Caps shall be Gustin-Bacon No. 70, or other approved flat cap. Flat aluminum caps may be used.

BOLTS: All high strength bolts, nuts, and washers shall conform to ASTM A325 and shall be hot-dip galvanized to meet the requirements of ASTM A153, Class C. One washer shall be used under the turned element. All miscellaneous fasteners necessary for sign mounting, walkway, and ladder shall conform to the "Standard Specifications for State Road and Bridge Construction" and shall be coated. Stainless steel bolts may be used in lieu of coated bolts. Bolts shall have single self-locking nuts or double nuts. Beveled washers shall be used where bearing faces have a slope of more than 1:20 with respect to a plane normal to the bolt axis. Beveled washers may be clipped.

DIRECT TENSION INDICATORS: DTIs are to comply with the requirements of the latest edition of ASTM F959 for the ASTM A325 bolts. The DTIs on the anchor rods are to comply with the requirements of the latest edition of ASTM F2437. Installation will adhere to the KDOT Standard Specifications.

WELDING AND FABRICATION: Welding and fabrication shall be in accordance with the latest edition of American Welding Society Specification D1.2 Structural Welding Code - Aluminum. Only ER5556 electrode filler metal shall be used, except for casting - utilize ER4043 for casting.

SIGN MOUNTING AND WALKWAY

ALUMINUM GRATE: Grate shall conform to ASTM B221, alloy 6061-T6 and shall be a pressure lock design. It shall have 1½" x 3/16" bearing bars at 1 3/16" centers and ½" x 3/16" cross bars at 4" centers. Use of an equivalent reticulated grating system is an acceptable alternate.

ALUMINUM PIPE: Pipe shall conform to ASTM B241 or B429, alloy 6061-T6 or 6063-T6.

ALUMINUM SHAPES: Shapes shall conform to ASTM B308 or ASTM B221, alloy 6061-T6.

LADDER

ALUMINUM BARS AND RODS: Bars and rods shall conform to ASTM B211 or ASTM B221, alloy 6061-T6 or alloy 6063-T6.

ERECTION AND DEMOLITION

ERECTION PLANS: This is a Category A Structure. Submit detailed Erection Plans to the Field Engineer per KDOT Specifications. The seal of a Licensed Professional Engineer is not required.

DEMOLITION PLANS: This is a Category A Demolition. Submit detailed Demolition Plans to the Field Engineer per KDOT Specifications. No Demolition work will begin without approved Demolition Plans. The seal of a Licensed Professional Engineer is not required.

NO.	DATE	REVISIONS	BY	APP'D
2	5/11/11	Removed steel truss notes Update other notes	KMP	TLF
1	3-26-96	Changes to grating note	LES	KFH

KANSAS DEPARTMENT OF TRANSPORTATION

STANDARD STRUCTURAL SIGN SUPPORTS
SPAN TYPE OVERHEAD
GENERAL NOTES AND SPECIFICATIONS

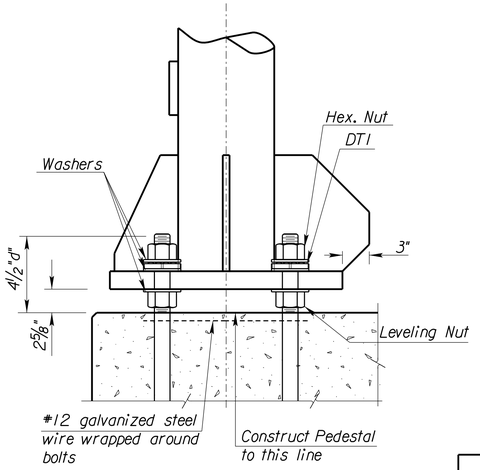
SL151A-01

FHWA APPROVAL			6-9-2011	APP'D		Terry L. Fleck	
DESIGNED	BFM	DETAILED	RDR	QUANTITIES		CADD	DJE
DESIGN CK.	RDH	DETAIL CK.	LES	QUAN.CK.		CADD CK.	DCD

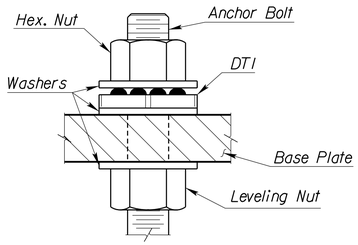
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Plotted By: --
Plot Location: $UNIT$
File: T:\357654\CaddSheets\Package\Traffic\SigningSupports\KA238201\POS15.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	703	1055

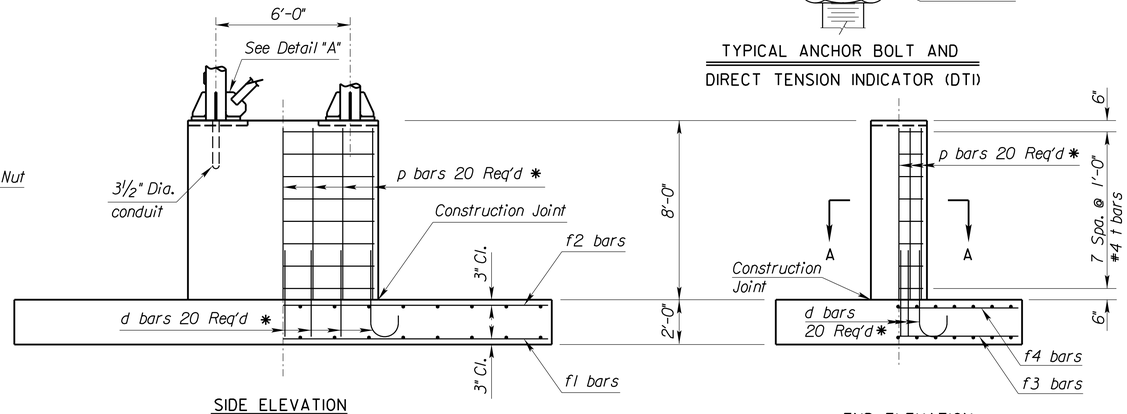
Note: Any existing facilities (ie curb and gutter, guard fence, pavement, shoulders, etc.), that require removal in order to construct the footing, shall be restored to their original condition at the Contractor's expense. Concrete shall only be removed using sawed joints.



DETAIL A

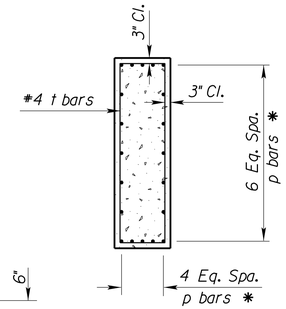


TYPICAL ANCHOR BOLT AND DIRECT TENSION INDICATOR (DTI)

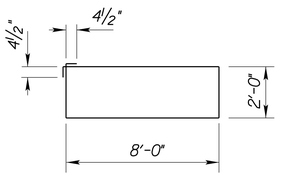


SIDE ELEVATION

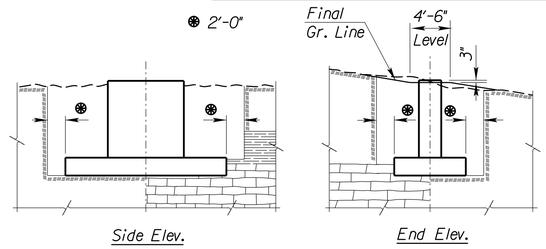
END ELEVATION



SECTION A-A



#4t bar



Side Elev. End Elev.

TYPICAL EXCAVATION DETAILS

GENERAL NOTES

LOADING: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 2009 Edition with current interims.

CONCRETE: Use Grade 4.0 (AE) Concrete throughout. Bevel all exposed edges with a ¾" triangular molding.

STRENGTH: Curing time shall be a minimum of 15 days or until a test cylinder archives a compressive strength of 4.0 ksi or greater.

UNIT STRESSES: fy=60,000 p.s.i.; fc'=4,000 p.s.i.

REINFORCING: All dimensions relative to reinforcing steel are to center line of bar unless otherwise noted.

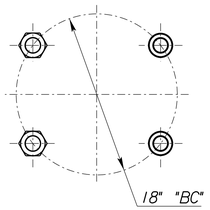
EXCAVATION: When rock or hard shale is encountered, all excavation below the top of this material or the top of the footing, whichever is lower, shall be to neat lines. See above.

BACKFILL: Backfill material shall be placed in one foot lifts and each lift shall be thoroughly compacted before the next lift is placed.

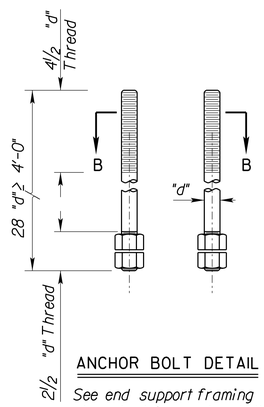
ANCHOR BOLTS: Anchor bolts will adhere to KDOT Standard Specification Section 1600 (Grade 55) with the following exception: cut threads are not permitted. Welding shall conform to the "Standard Specifications for State Road and Bridge Construction and the latest edition of the American Welding Society.

DIRECT TENSION INDICATORS: DTIs are to comply with the requirements of the latest edition of ASTM F2437 and provide proof load shown on sheet SL151B-01. Installation will adhere to the KDOT Standard Specifications.

PAYMENT: All material and labor necessary to construct each footing shall be included in the unit price bid for the specific overhead sign structure. The quantities shown are for general information only.



SECTION B-B



ANCHOR BOLT DETAIL

See end support framing plan sheet for anchor bolt "d".

TABLE FOR "d" BARS			
Size	A	J	L
#6	8"	6"	3'-9"
#7	10"	7"	4'-0"
#8	11"	8"	4'-4"
#9	1'-3"	11¾"	5'-0"
#10	1'-5"	1'-11¼"	5'-10"
#11	1'-7"	1'-2¾"	6'-10"

FOOTING PLAN

FOOTING PLAN
(Showing reinforcing steel)

d bar*

BENDING DIAGRAMS

All dimensions are out to out of bars.

See "Construction Layout" sheet for Footing Type.

* Note: Contractor may combine d and p bars into one bar.

† Approximate Excavation for loose material.

FOOTING TYPE	DIMENSIONS		BILL OF REINFORCING STEEL														SUMMMARY OF QUANTITIES		
	Lf	Wf	20 d bars *		13 f1 bars		13 f2 bars		16 f3 bars		16 f4 bars		20 p bars *		8 t bars		Class III Excavation Cu. Yds. †	Grade 4.0 (AE) Concrete Cu. Yds.	Reinforcing Steel Lbs.
			Size	Length	Size	Length	Size	Length	Size	Length	Size	Length	Size	Length	Size	Length			
A	15'-0"	6'-9"	#6	4'-5"	#4	14'-6"	#4	14'-6"	#4	6'-3"	#4	6'-3"	#6	7'-9"	#4	20'-9"	72	13.8	860
B	16'-0"	7'-3"	#6	4'-5"	#4	15'-6"	#4	15'-6"	#4	6'-9"	#4	6'-9"	#6	7'-9"	#4	20'-9"	79	14.9	890
C	17'-0"	7'-9"	#7	4'-10"	#4	16'-6"	#4	16'-6"	#4	7'-3"	#4	7'-3"	#7	7'-9"	#4	20'-9"	87	16.1	1065
D	18'-0"	8'-0"	#7	4'-10"	#4	17'-6"	#4	17'-6"	#4	7'-6"	#4	7'-6"	#7	7'-9"	#4	20'-9"	93	17.0	1090
E	19'-0"	8'-6"	#8	5'-3"	#5	18'-6"	#5	18'-6"	#4	8'-0"	#4	8'-0"	#8	7'-9"	#4	20'-9"	101	18.3	1480
F	20'-0"	9'-0"	#8	5'-3"	#6	19'-6"	#6	19'-6"	#4	8'-6"	#4	8'-6"	#8	7'-9"	#4	20'-9"	110	19.6	1750
G	21'-0"	9'-6"	#9	6'-3"	#6	20'-6"	#6	20'-6"	#5	9'-0"	#5	9'-0"	#9	7'-9"	#4	20'-9"	119	21.1	2165
H	22'-0"	10'-0"	#9	6'-3"	#7	21'-6"	#7	21'-6"	#5	9'-6"	#5	9'-6"	#9	7'-9"	#4	20'-9"	128	22.6	2525
I	23'-0"	10'-6"	#10	7'-3"	#7	22'-6"	#7	22'-6"	#6	10'-0"	#6	10'-0"	#10	7'-9"	#4	20'-9"	138	24.2	3080
J	24'-0"	11'-0"	#11	8'-5"	#8	23'-6"	#8	23'-6"	#6	10'-6"	#6	10'-6"	#11	7'-9"	#4	20'-9"	148	25.9	3965

NO.	DATE	REVISIONS	BY	APP'D
2	2/06/13	Added washer to DTI	KMP	TLF
1	5/11/11	Updated notes, achor bolt details and add DTI details	KMP	TLF

KANSAS DEPARTMENT OF TRANSPORTATION

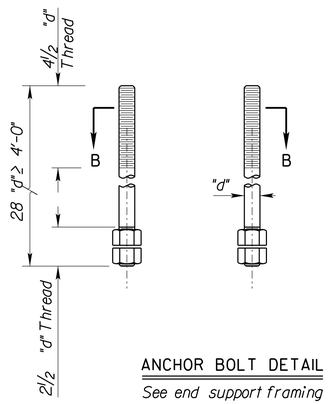
STANDARD STRUCTURAL SIGN SUPPORTS
SPAN TYPE OVERHEAD
OPTIONAL SPREAD FOOTING DETAILS

SL151A-02

FHWA APPROVAL			6-9-2011	APP'D	Terry L. Fleck		
DESIGNED	KFH	DETAILED	KFH	QUANTITIES	KFH	CADD	DJE
DESIGN CK.	LES	DETAIL CK.	LES	QUAN. CK.	LES	CADD CK.	DCD

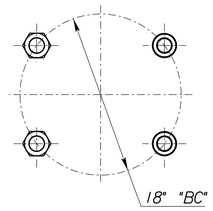
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Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	704	1055

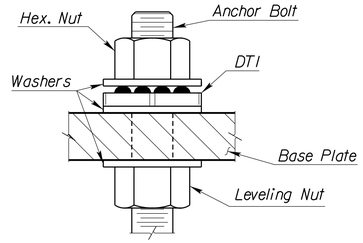


ANCHOR BOLT DETAIL

See end support framing plan sheet for anchor bolt "d".



SECTION B-B



TYPICAL ANCHOR BOLT AND DIRECT TENSION INDICATOR (DTI)

Note: Any existing facilities (ie curb and gutter, guard fence, pavement, shoulders, etc.), that require removal in order to construct the footing, shall be restored to their original condition at the Contractor's expense. Concrete shall only be removed using sawed joints.

GENERAL NOTES

LOADING: AASHTO Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 2009 Edition with current interims.

CONCRETE: Use Grade 4.0 (AE) Concrete throughout. Bevel all exposed edges with a ¾" triangular molding. Only the beam tying the two drilled shafts together shall be formed. Concrete shall be rodded or vibrated. Drilled shafts shall be cast to neat lines.

REINFORCING: All dimensions relative to reinforcing steel are to center line of bar unless otherwise noted. The ⅜" and ½" spirals shall conform to ASTM A615 Gr. 60 or A82, all others shall conform to ASTM A615 Gr 60.

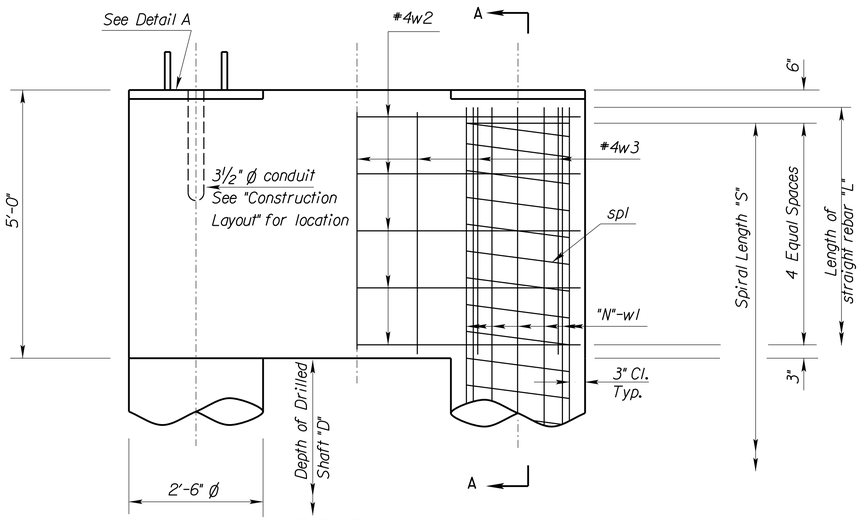
EXCAVATION: Footing holes shall be carefully drilled to the required size at the proper location. All excavation shall be disposed of as approved by the Engineer. Immediately before placing any concrete, the Contractor shall remove all loose and uncompacted material from the bottom of the hole.

CASING: To prevent the collapse of the excavations, drilled shafts shall require temporary casing unless exempted by the Engineer.

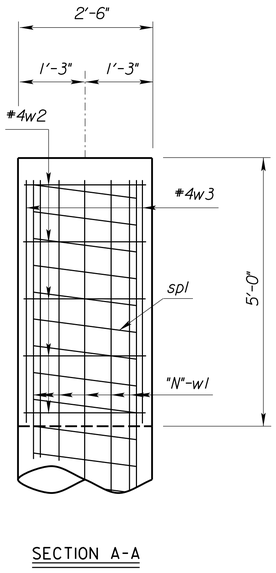
ANCHOR BOLTS: Anchor bolts will adhere to KDOT Standard Specification Section 1600 (Grade 55) with the following exception: cut threads are not permitted. Welding shall conform to the "Standard Specifications for State Road and Bridge Construction and the latest edition of the American Welding Society.

DIRECT TENSION INDICATORS: DTIs are to comply with the requirements of the latest edition of ASTM F2437 and provide proof load shown on sheet SL151B-01. Installation will adhere to the KDOT Standard Specifications.

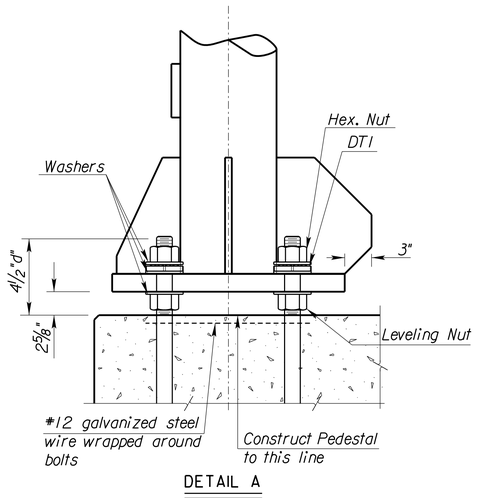
PAYMENT: All material and labor necessary to construct each footing shall be included in the unit price bid for the specific overhead sign structure. The quantities shown are for general information only.



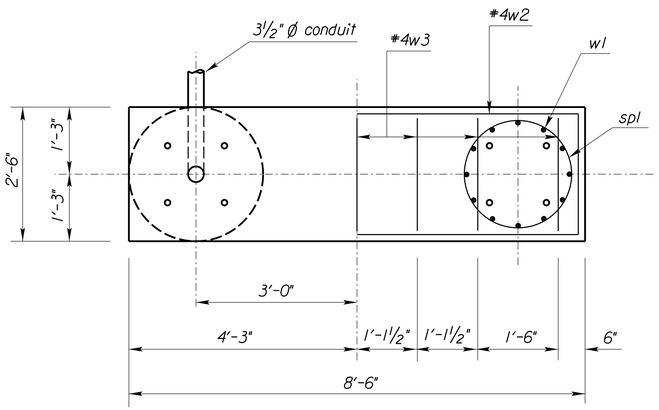
ELEVATION



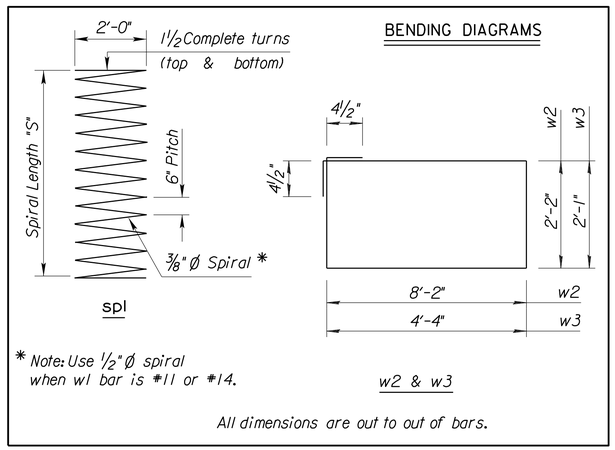
SECTION A-A



DETAIL A



PLAN



Type	"N"	Size	Depth "D"	Dimen. "L"	Dimen. "S"	Cl. 4.0(AE) Conc. Cu. Yds.	Reinf. Steel Lbs.	Cl. III Excav. Cu. Yds.
A	8	#9	15'-0"	19'-6"	19'-0"	9.8	1480	19.7
B	8	#9	16'-0"	20'-6"	20'-0"	9.4	1540	20.1
C	10	#9	17'-0"	21'-6"	21'-0"	10.1	1900	20.5
D	9	#10	18'-0"	22'-6"	22'-0"	10.5	2200	20.8
E	11	#10	19'-0"	23'-6"	23'-0"	10.8	2690	21.2
F	14	#10	20'-0"	24'-6"	24'-0"	11.2	3440	21.6
G	14	#11	21'-0"	25'-6"	25'-0"	11.6	4490	21.9
H	16	#11	22'-0"	26'-6"	26'-0"	11.9	5230	22.3
I	19	#11	23'-0"	27'-6"	27'-0"	12.3	6300	22.7
J	15	#14	24'-0"	28'-6"	28'-0"	12.7	7310	23.0

BILL OF REINFORCING

Mark	No.	Size	Length
Straight Bars			
w1	2"N"	**	"L"
Bent Bars			
w2	5	#4	21'-5"
w3	7	#4	13'-7"
spl	2	⅜" Ø *	"S"

** See Table

NO.	DATE	REVISIONS	BY	APP'D
2	2/06/13	Added washer to DTI	KMP	TLF
1	5/11/11	Added DIT detail, Update Notes & Update Anchor bolts	KMP	TLF

KANSAS DEPARTMENT OF TRANSPORTATION

STANDARD STRUCTURAL SIGN SUPPORTS
SPAN TYPE OVERHEAD
OPTIONAL DRILLED SHAFT FOOTING DETAILS

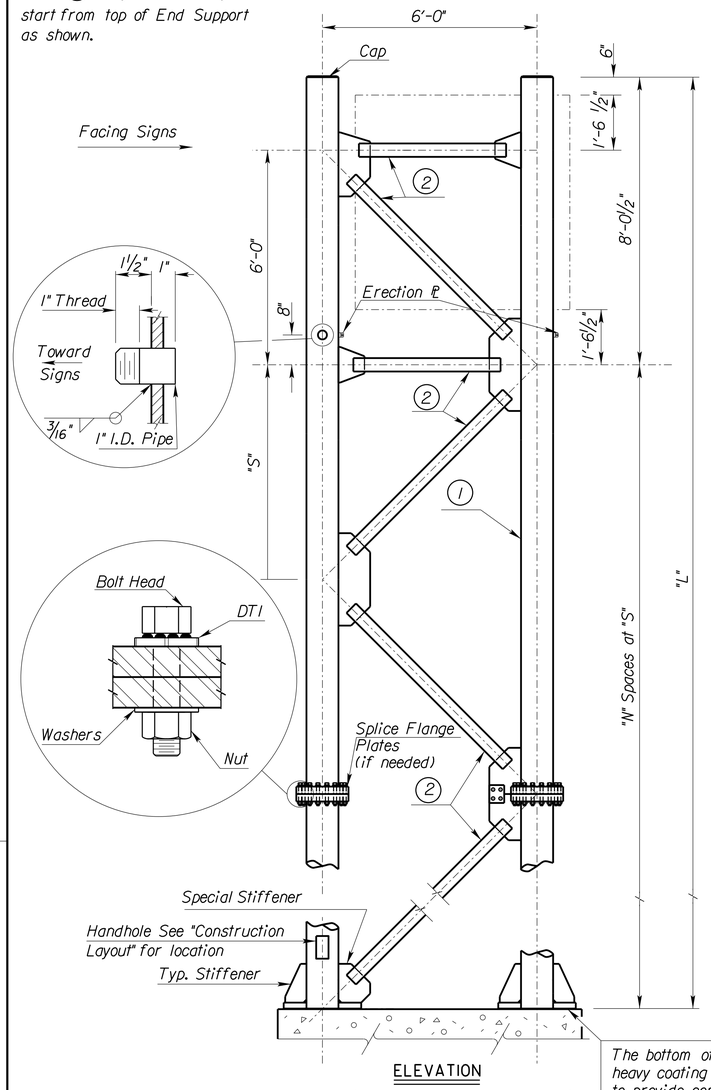
SL151A-03

FHWA APPROVAL			6-9-2011	APP'D		Terry L. Fleck	
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DESIGN CK.	LRR	DETAIL CK.	LRR	QUAN.CK.	LRR	CADD CK.	LES

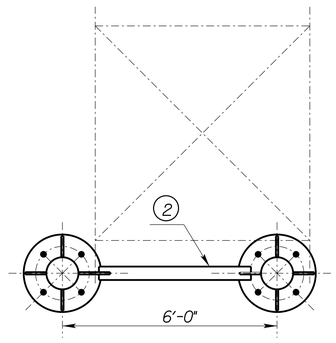
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Plotted By: --
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Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	705	1055

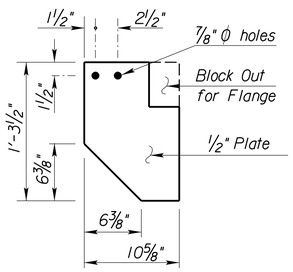
Note: (2) diagonal will always start from top of End Support as shown.



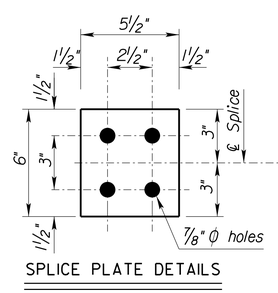
ELEVATION



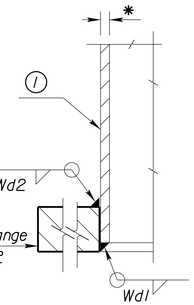
PLAN



HALF J3 ℄



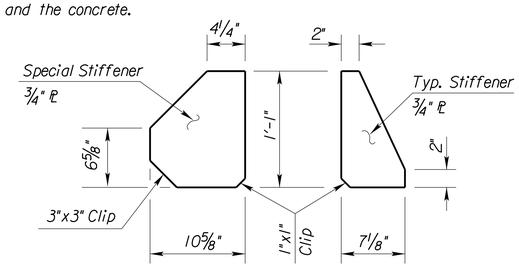
SPLICE PLATE DETAILS



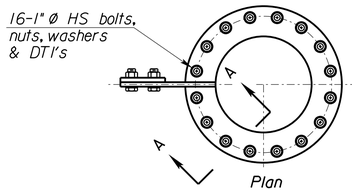
Section A-A

Wd1 depth to be equal to pipe wall thickness, build out to obtain full throat.

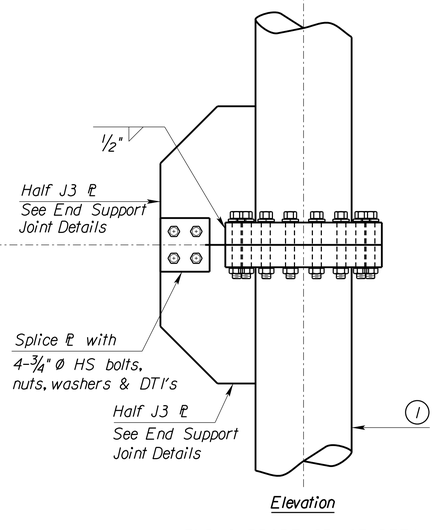
The bottom of the end supports shall be given a heavy coating of an approved insulating material to provide complete insulation between the aluminum and the concrete.



Stiffener Details

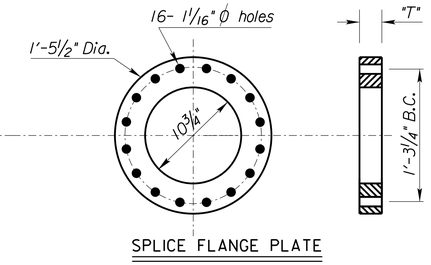


Plan

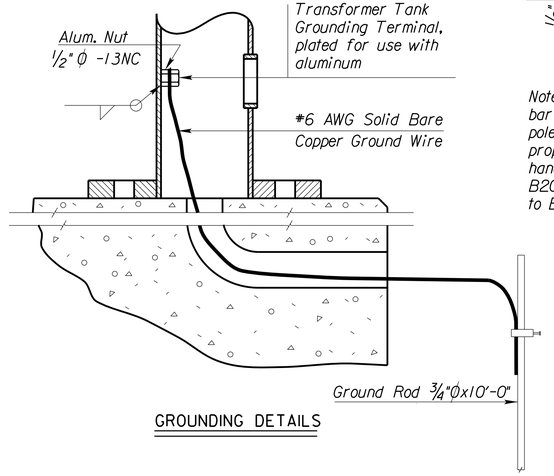


Elevation

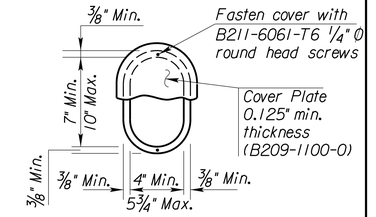
END SUPPORT SPLICE DETAIL

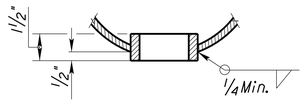


SPLICE FLANGE PLATE



GROUNDING DETAILS



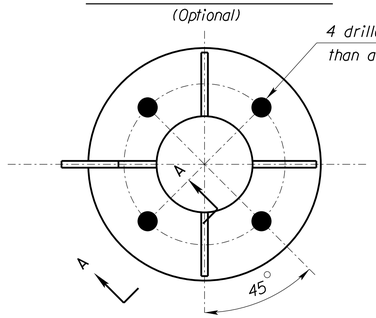


HANDHOLE DETAIL

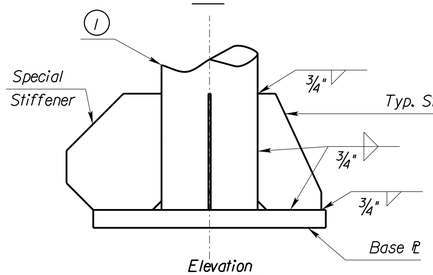
Note: The net area of the handhole frame bar shall not be less than 60 percent of pole section removed. The pole section properties shall be maintained at the handhole. The frame may be built from a B209-6061-T6 bar or a casting conforming to B26-356-T6.

Member (1) is 10.75" OD pipe
Member (2) is 4.50" OD pipe

See "Construction Layout" for wall thickness, "N", "S", and "L".



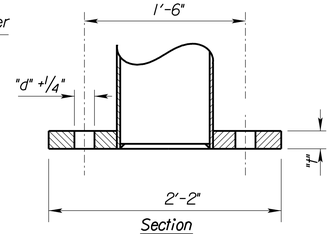
Plan



Elevation

END SUPPORT BASE DETAIL

* Member (1) wall thickness	Fillet Weld size Wd2	Anchor Bolt "d"	Base ℄ "f"	Splice ℄ "T"	DTI Proof Load (Kips)
0.165"	1/4"	1 1/4"	1 1/4"	1 1/2"	31
0.307"	3/8"	1 3/4"	1 3/4"	2"	60
0.365"	7/16"	1 3/4"	1 3/4"	2 1/4"	60
0.500"	9/16"	2"	2"	2 1/2"	114
0.593"	5/8"	2 1/4"	2 1/4"	2 3/4"	103
0.718"	3/4"	2 1/2"	2 1/2"	3"	126



Section

NO.	DATE	REVISIONS	BY	APP'D
2	2/06/13	Move DTI under Bolt Head	KMP	TLF
1	5/11/11	Added DTI detail & Add DTI Proof Load	KMP	TLF

KANSAS DEPARTMENT OF TRANSPORTATION

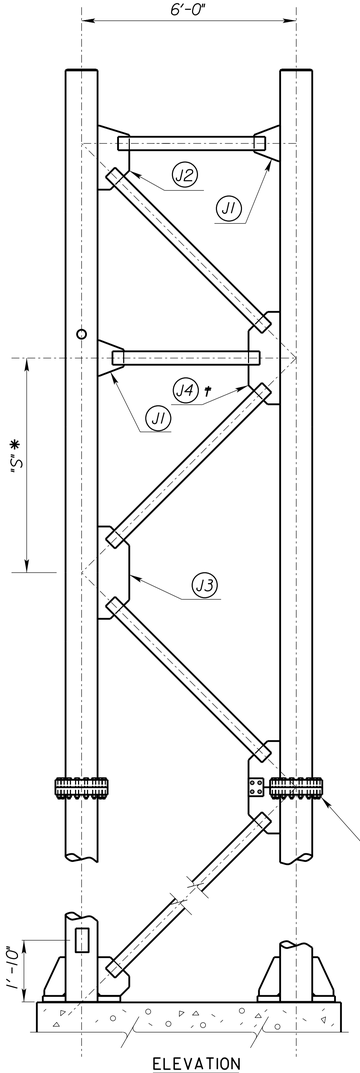
STANDARD STRUCTURAL SIGN SUPPORTS
SPAN TYPE OVERHEAD
ALUMINUM END SUPPORT FRAMING PLAN AND SPLICE DETAILS

SL15IB-01

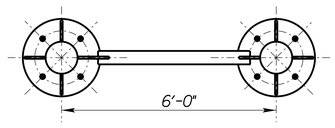
FHWA APPROVAL			6-9-2011	APP'D		Terry L. Fleck	
DESIGNED	BFM	DETAILED	DDP	QUANTITIES		CADD	DJE
DESIGN CK.	RDH	DETAIL CK.	RDH	QUAN.CK.		CADD CK.	LES

Std. Base File:
Plot Location: $UNIT$
Plotted By: --
File: T:\35765A\Cadd\Sheets\Package\Traffic\Signing\Supports\KA23820IP05I8.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	706	1055



ELEVATION



PLAN

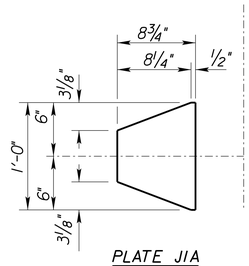


PLATE J1A
(½" ℄)

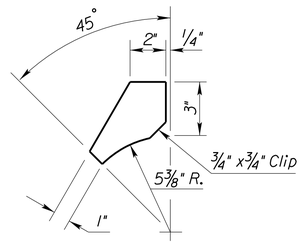


PLATE J1B
(½" ℄)

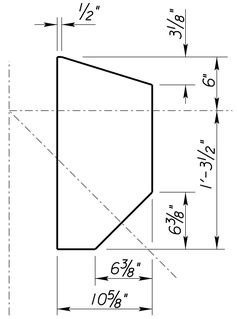


PLATE J2
(½" ℄)

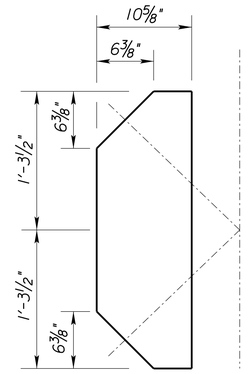
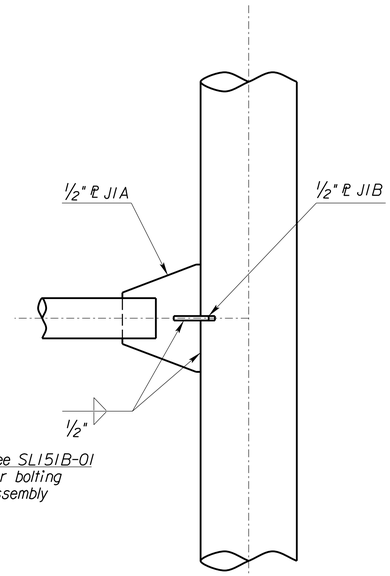


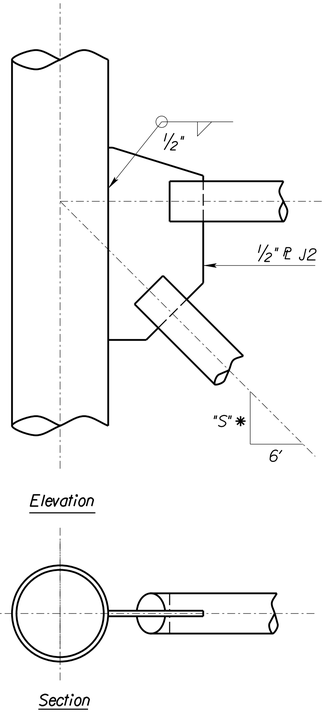
PLATE J3
(½" ℄)



Elevation

Section

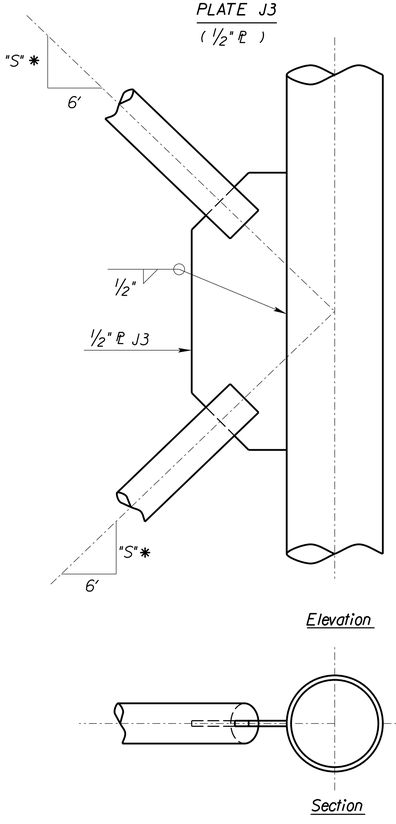
DETAILS JOINT JI



Elevation

Section

DETAILS JOINT J2



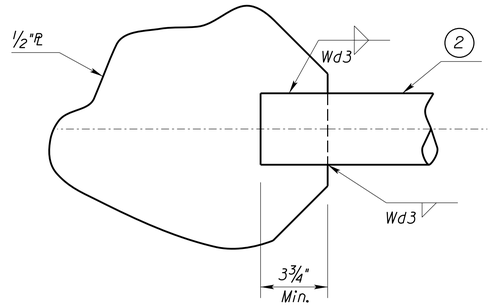
Elevation

Section

DETAILS JOINT J3

Member ② * wall thickness	Fillet Weld size Wd3
0.120"	¼"
0.237"	7/16"
0.337"	⅝"

*See Construction Layout for wall thickness and "S"



TYPICAL WELDED JOINT

† Note: Joint J4 is identical to J3 except J4 has an additional member (See END SUPPORT ELEVATION).

NO.	DATE	REVISIONS	BY	APP'D
1	5/11/11	DTI note about bolt assembly	KMP	TLF

KANSAS DEPARTMENT OF TRANSPORTATION

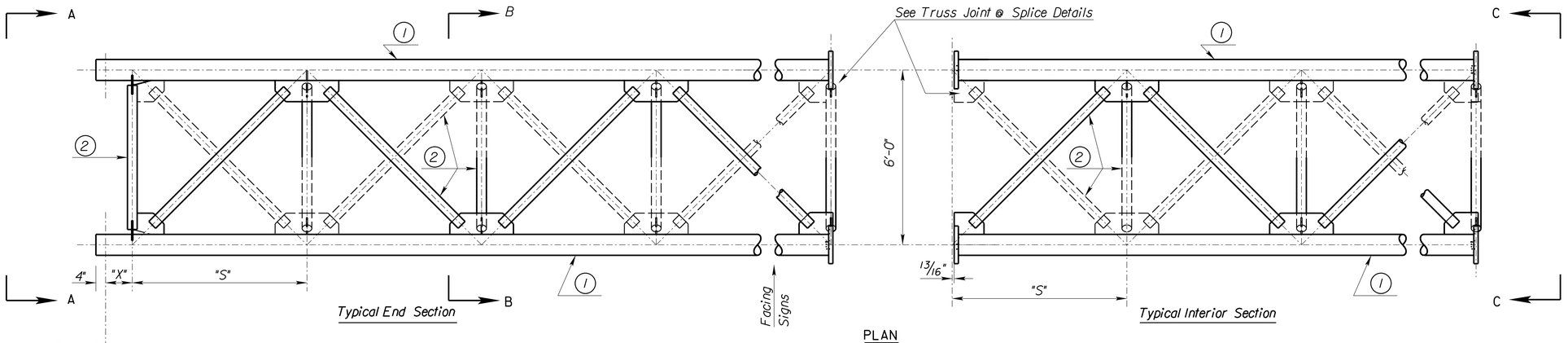
STANDARD STRUCTURAL SIGN SUPPORTS
SPAN TYPE OVERHEAD
ALUMINUM END SUPPORT
JOINT DETAILS

SL151B-02

FHWA APPROVAL			6-9-2011	APP'D	Terry L. Fleck		
DESIGNED	BFM	DETAILED	DDP	QUANTITIES		CADD	DJE
DESIGN CK.	RDH	DETAIL CK.	RDH	QUAN.CK.		CADD CK.	LES

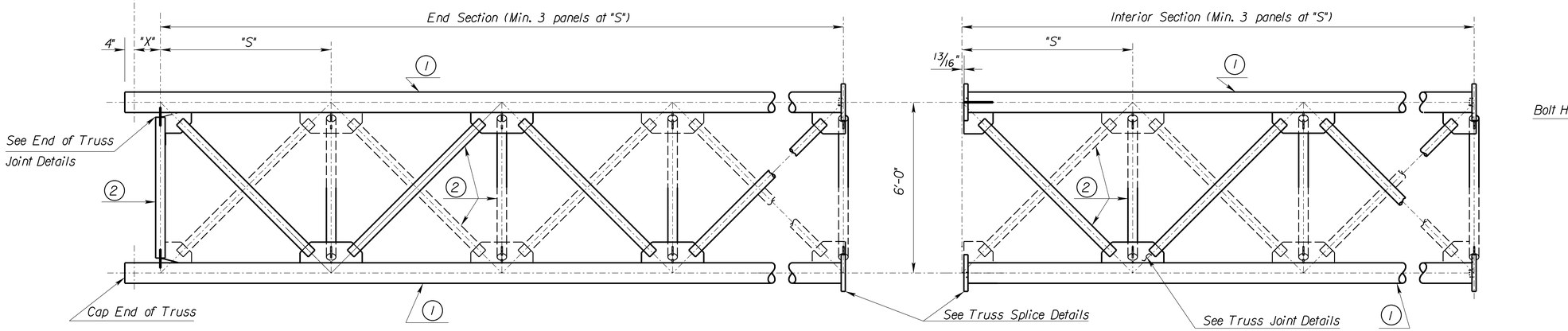
Std. Base File:
Plotted By: --
Plot Location: $UNIT$
File: T:\357565A\Cadd\Sheets\Packages\Traffic\Signing\Supports\KA238201POS19.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	707	1055

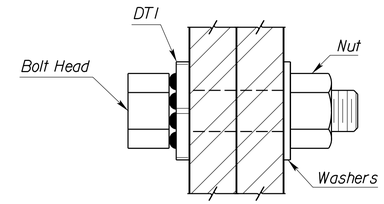


℄ Truss to Support Connection

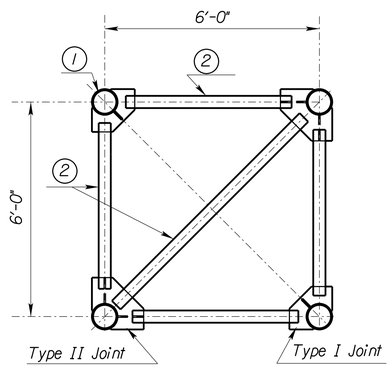
Truss Length "L" ℄ Support to ℄ Support



Note: Dashed lines used in plan and elevation views to distinguish bottom or rear portions of member (2).

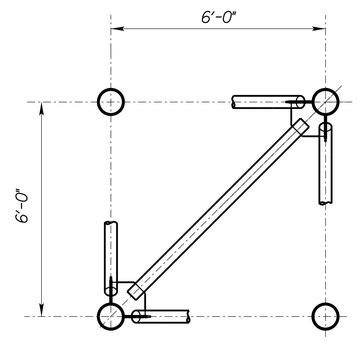


TYPICAL BOLT AND DIRECT TENSION INDICATOR (DTI)



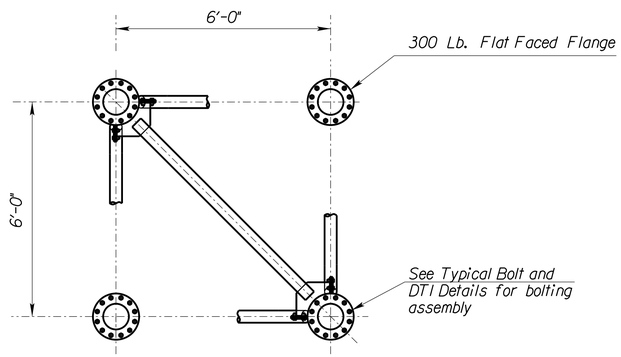
SECTION A-A

See Truss End Joint Details



SECTION B-B

See Truss Joint Details



SECTION C-C

See Truss Splice Details

Note: See "Construction Layout" for wall thickness, "N","S","L" and "X" dimensions.
Member (1) is 8.625" OD pipe
Member (2) is 4.000" OD pipe

NO.	DATE	REVISIONS	BY	APP'D
2	2/06/13	Move DTI under Bolt Head	KMP	TLF
1	5/11/11	Add bolting callout	KMP	TLF

KANSAS DEPARTMENT OF TRANSPORTATION

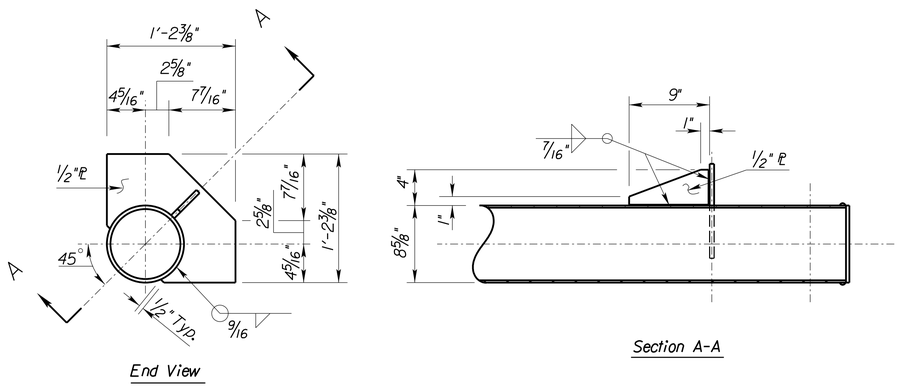
STANDARD STRUCTURAL SIGN SUPPORTS
SPAN TYPE OVERHEAD
ALUMINUM TRUSS FRAMING
PLAN AND DETAILS

SL15IB-03

FHWA APPROVAL			6-9-2011	APP'D		Terry L. Fleck	
DESIGNED	BFM	DETAILED	DDP	QUANTITIES		CADD	DJE
DESIGN CK.	RDH	DETAIL CK.	RDH	QUAN.CK.		CADD CK.	LES

Std. Base File:
Plotted By: --
Plot Location: $UNIT$
File: T:\35765A\Cadd\Sheets\Package1\TrafficSigningSupports\KA238201POS20.dgn
Plot Date: 4/15/2015

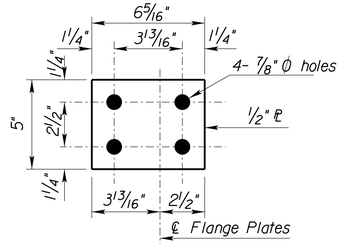
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	708	1055



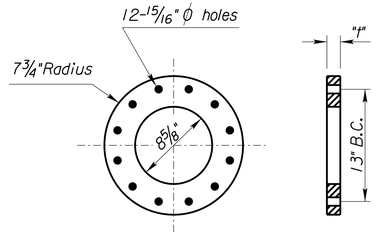
End View

Section A-A

TYPE I JOINT DETAILS

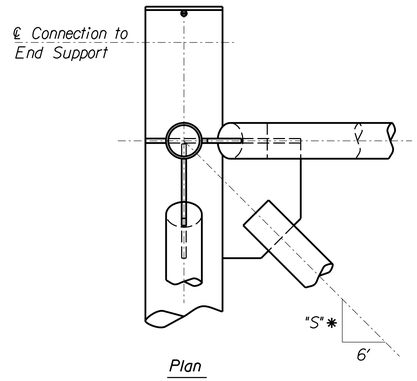


SPLICE PLATE DETAILS

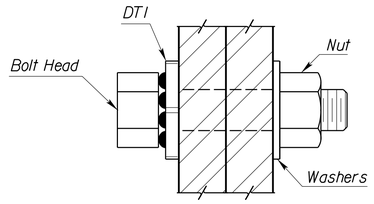


ALTERNATE FLANGE SPLICE PLATE

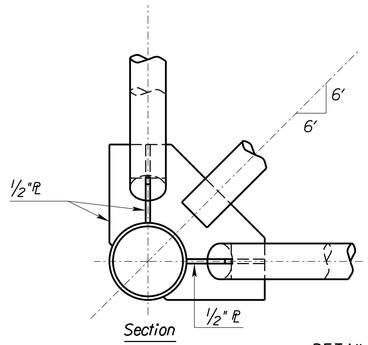
Material: ASTM B209 Alloy 6061-T6



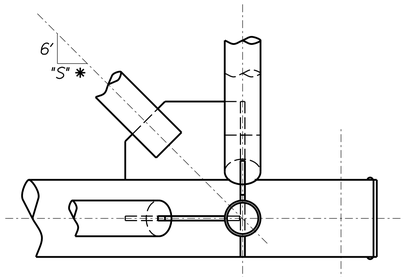
Plan



TYPICAL BOLT AND
DIRECT TENSION INDICATOR (DTI)

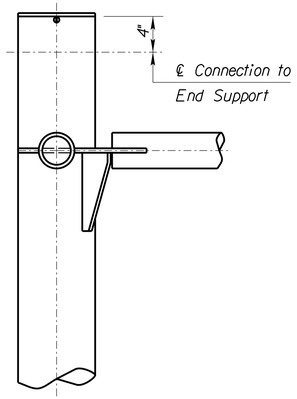


Section

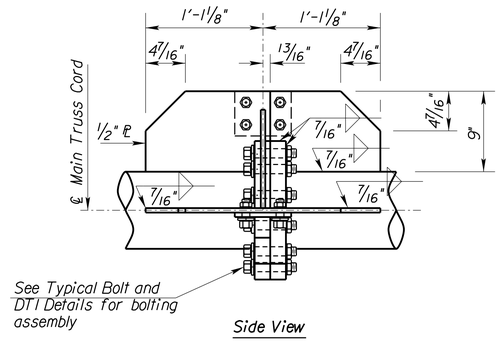


Side Elevation

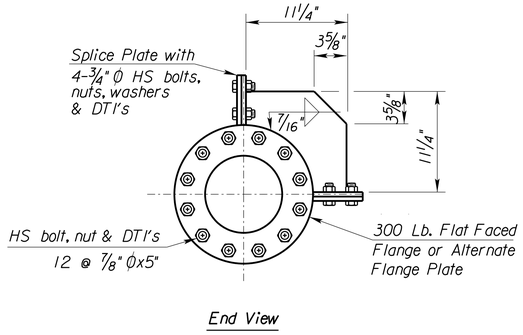
DETAILS END JOINT TYPE II



Plan

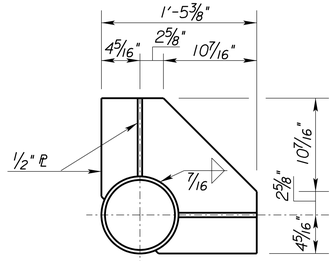


Side View

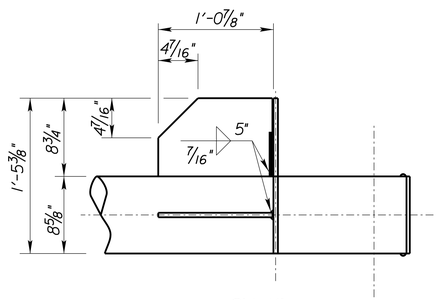


End View

TRUSS SPLICE DETAILS

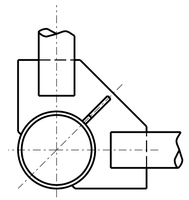


End View

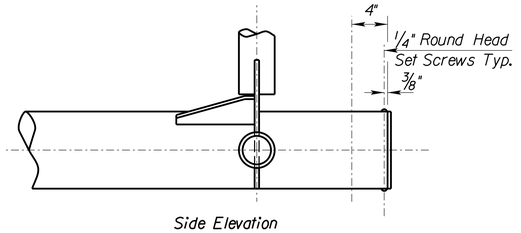


Side View

TYPE II JOINT DETAILS



Section

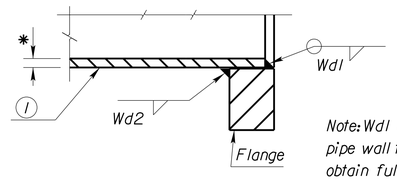


Side Elevation

DETAILS END JOINT TYPE I

Member (1) * wall thickness	Fillet Weld size Wd2	Splice ℄ "t"
0.148"	3/16"	1 1/2"
0.250"	5/16"	1 3/4"
0.322"	3/8"	2"
0.406"	7/16"	2 1/4"
0.500"	9/16"	2 1/2"

* See "Construction Layout" for wall thickness and "S"



Section

Note: Wd1 depth to be equal to pipe wall thickness, build out to obtain full throat.

NO.	DATE	REVISIONS	BY	APP'D
2	2/06/13	Move DTI under Bolt Head	KMP	TLF
1	5/11/11	DTI Notes	KMP	TLF

KANSAS DEPARTMENT OF TRANSPORTATION

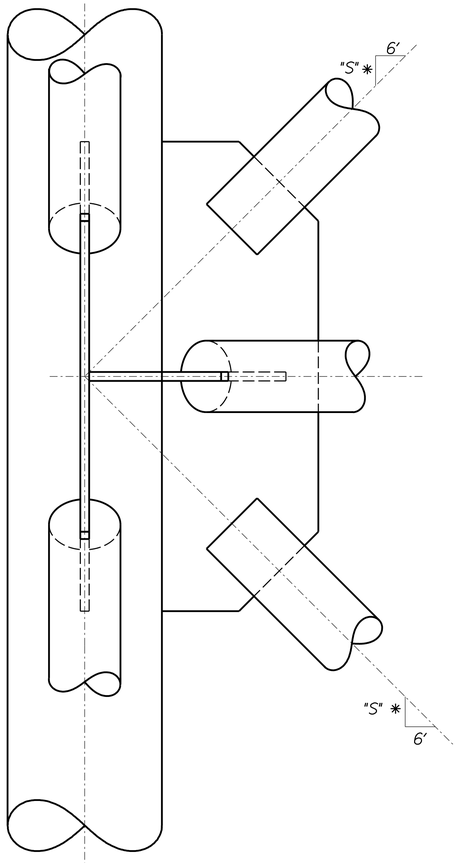
STANDARD STRUCTURAL SIGN SUPPORTS
SPAN TYPE OVERHEAD
ALUMINUM TRUSS
END JOINT & SPLICE DETAILS

SL15IB-04

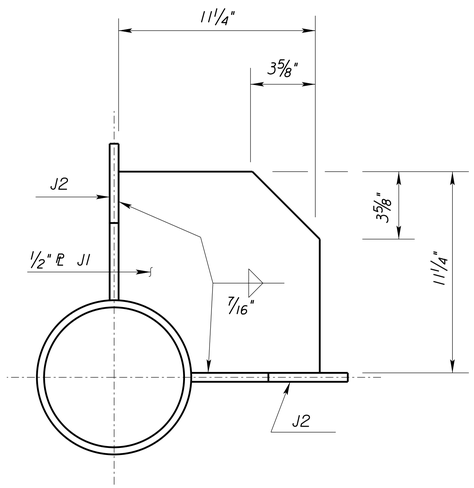
FHWA APPROVAL			6-9-2011	APP'D	Terry L. Fleck		
DESIGNED	BFM	DETAILED	DRP	QUANTITIES		CADD	DJE
DESIGN CK.	RDH	DETAIL CK.	RDH	QUAN.CK.		CADD CK.	LES

Std. Base File:
Plotted By: --
Plot Location: $UNIT$
File: T:\35765A\Cadd\Sheets\Package\Traffic\Signing\Supports\KA23820\P0521.dgn
Plot Date: 4/15/2015

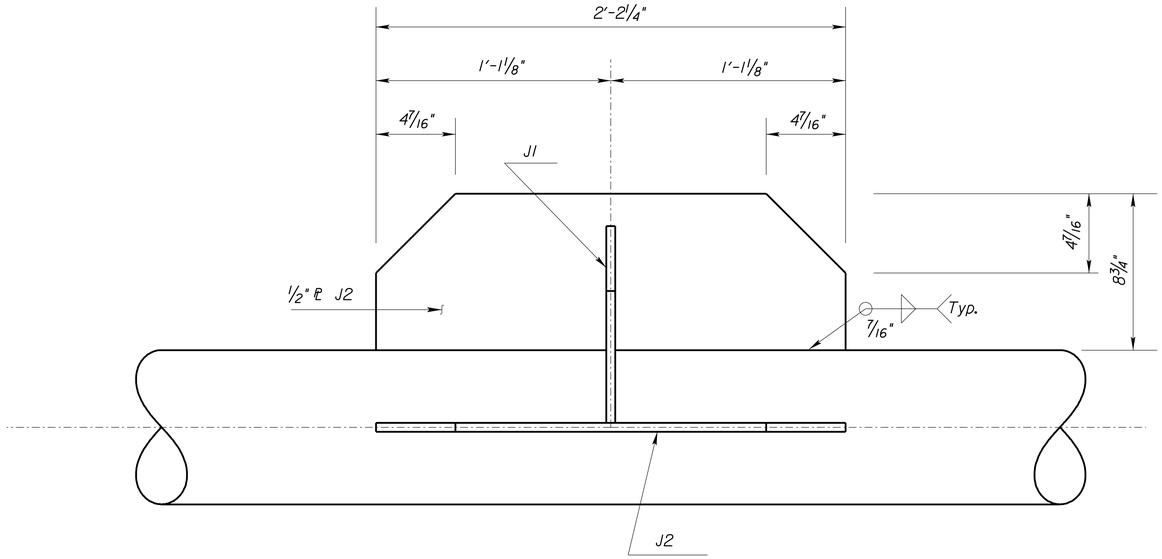
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	709	1055



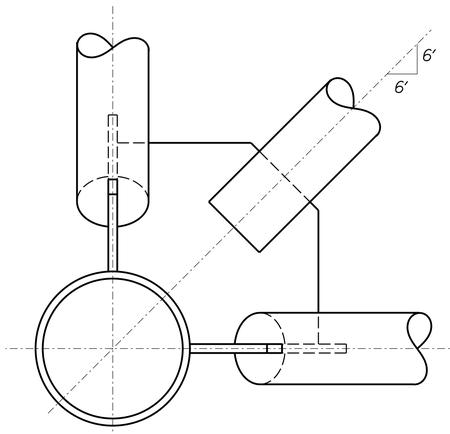
PLAN AT JOINT



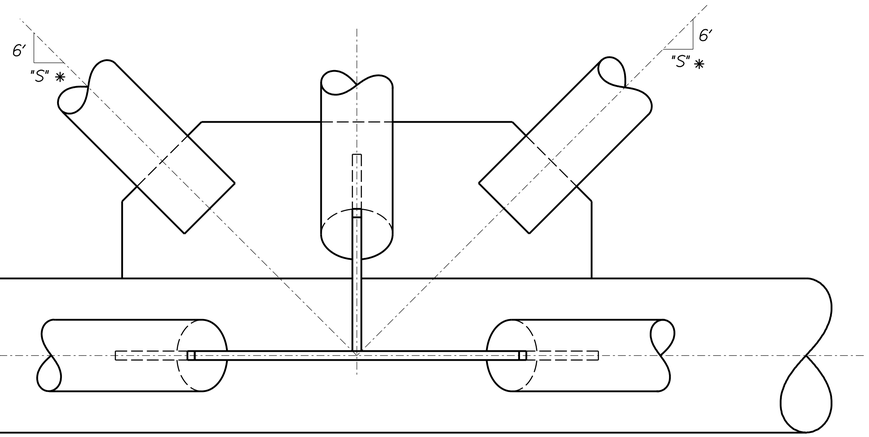
DETAILS R J1



DETAILS R J2

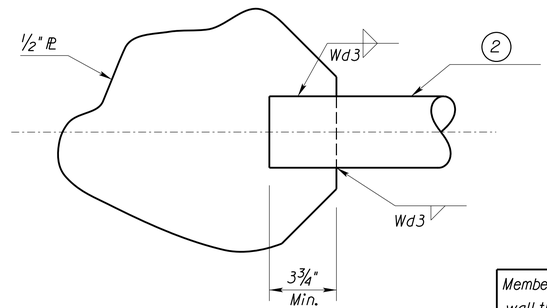


SECTION NEAR JOINT



ELEVATION AT JOINT

TYPICAL DETAILS



Member (2) * wall thickness	Fillet Weld size Wd3
0.120"	1/4"
0.226"	3/8"
0.318"	1/2"

TYPICAL WELDED JOINT

* See "Construction Layout" for wall thickness and "S"

NO.	DATE	REVISIONS	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION

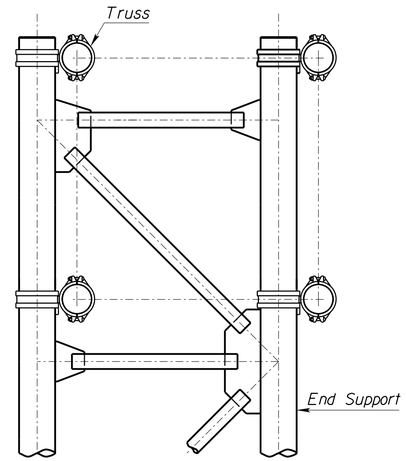
STANDARD STRUCTURAL SIGN SUPPORTS
SPAN TYPE OVERHEAD
ALUMINUM TRUSS
JOINT DETAILS

SL151B-05

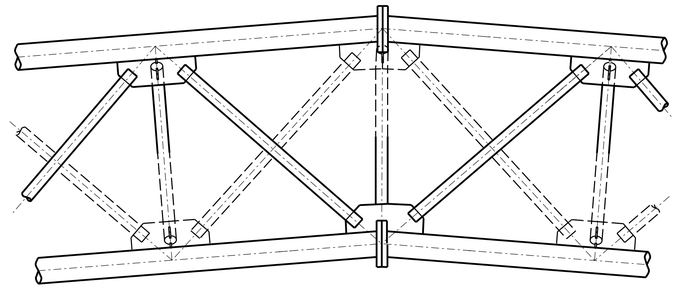
FHWA APPROVAL		6-9-201	APP'D	Terry L. Fleck	
DESIGNED	BFM	DETAILED	DDP	QUANTITIES	CADD DJE
DESIGN CK.	RDH	DETAIL CK.	RDH	QUAN.CK.	CADD CK. DCD

Std. Base File: SL151B-05.dgn
Plotted By: --
Plot Location: $UNIT$
File: T:\357654\Cadd\Sheets\Package\Traffic\Signing\Supports\KA238201\POS22.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	710	1055



ASSEMBLED CONNECTION END VIEW

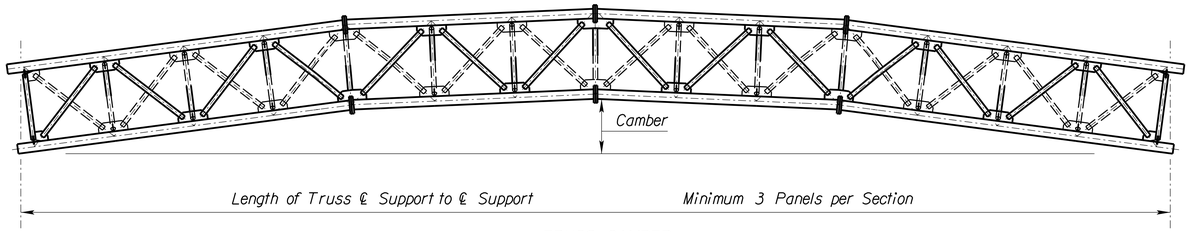


TYPICAL SPLICE
(Showing Camber Method Type 2)

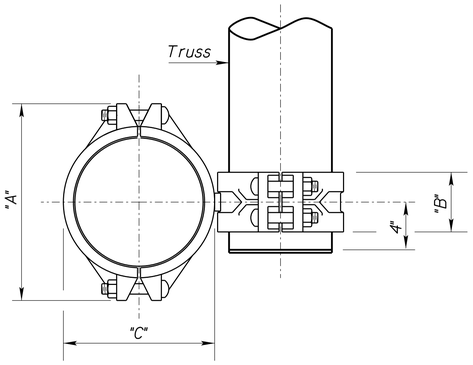
	PIPE COUPLING PHYSICAL CHARACTERISTICS							
	Pipe Diameter	Coupling Dim.			Coupling Bolts *		Rollers per Coupling	Coupling Weight
		"A"	"B"	"C"	Qty.	size		
Truss	8.625"	14"	5"	$10\frac{9}{16}$"	4	$\frac{7}{8}$"x5"	24	38.0 lbs.
End Support	10.750"	$16\frac{1}{2}$"	5"	$12\frac{11}{16}$"	4	$\frac{7}{8}$"x5"	32	44.0 lbs.

* *Bolts shall be ASTM A183 with Heavy Hex Nuts.*

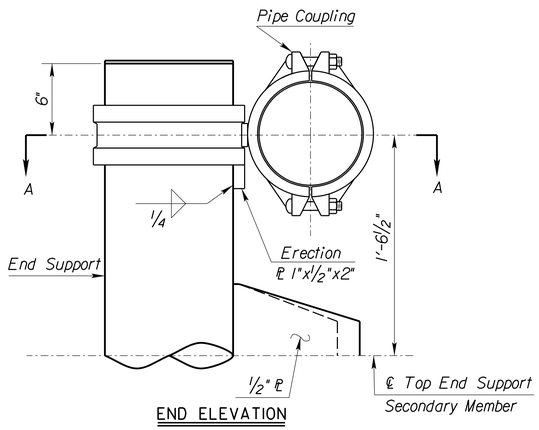
Note: The type of pipe coupling used shall be shown on the shop details submitted for approval.



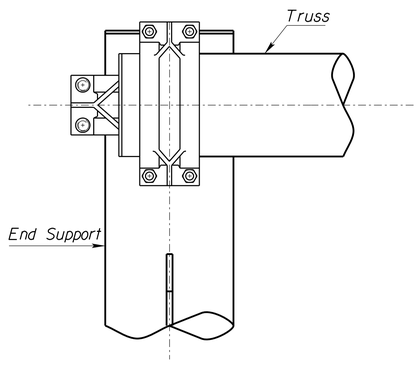
TRUSS CAMBER



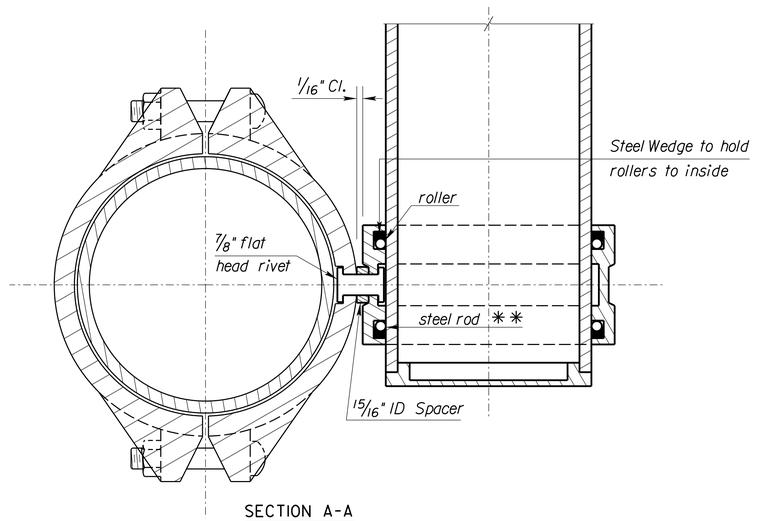
PLAN



END ELEVATION



SIDE ELEVATION



SECTION A-A

** *Replace every other factory roller (alternating sides) with a threaded rod. The threaded rod shall be 0.750" (± 0.020") long by 0.5625" (+0.015" or -0.005") outside diameter hardened threaded (18NF Class 1A) 9/16" stainless steel rod (ASTM A320).*

GENERAL NOTES

TRUSS TO END SUPPORT CONNECTION: Use cast pipe couplings equipped with serrated rollers, with housings drilled and spot faced for rivet swivel. All factory rollers, not the threaded rods, shall be wedged to the inside edge, as shown, to prevent movement between the coupling and the aluminum tube. The housings shall conform to ASTM A47 grade 32510 or 35018 or to ASTM A536 grade 60451D and shall be galvanized according to ASTM A123. The rivets shall conform to ASTM A502 grade 2.

CAMBER: Camber as given on the "Construction Layout" sheet, shall be placed in the truss by:

(1) Blocking the truss and then welding at the joints and welding the splice flanges in place.

(2) Increasing the length of the top truss cords, making sure the splice flanges will be parallel in the field.

(3) Placing light gage spacer plates on the top splice flanges to obtain an increase in the top truss cord as in (2).

BOLT TORQUE: The torque on the coupling bolts shall be 300 ft.-lbs. using the calibrated wrench method.

NO.	DATE	REVISIONS	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION

STANDARD STRUCTURAL SIGN SUPPORTS
SPAN TYPE OVERHEAD ALUMINUM TRUSS
TRUSS TO END SUPPORT CONNECTION
AND CAMBER DETAILS

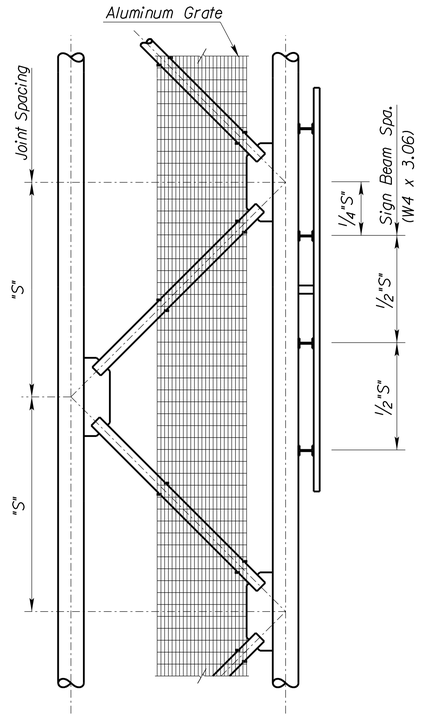
SL15IB-06

FHWA APPROVAL		8-17-93	APP'D	Terry L. Fleck	
DESIGNED	BFM	DETAILED	DDP	QUANTITIES	DJE
DESIGN CK.	RDH	DETAIL CK.	RDH	QUAN.CK.	LES
				CADD	
				CADD CK.	

Std. Base File: SL15IB-06.dgn
Plotted By: --
Plot Location: $UNIT$
File: T:\35765A\Cadd\Sheets\Package\Traffic\Signing\Supports\KA23820I\POS23.dgn
Plot Date: 4/15/2015

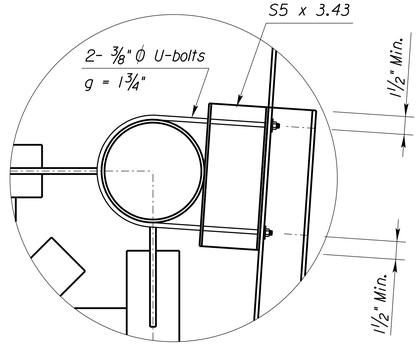
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	711	1055

Standards SLI5B-08 and SLI5B-09 were combined

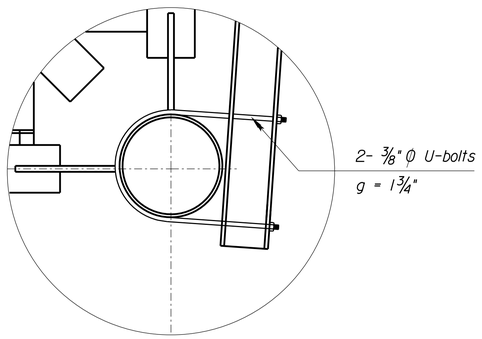


PLAN

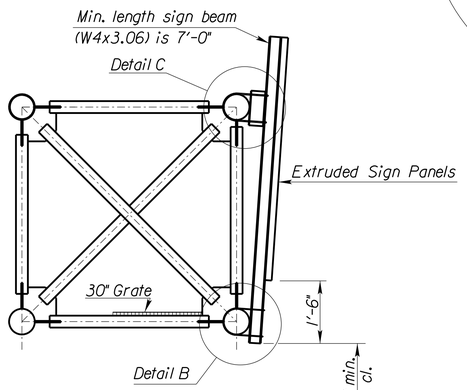
(Only lower truss members shown.)



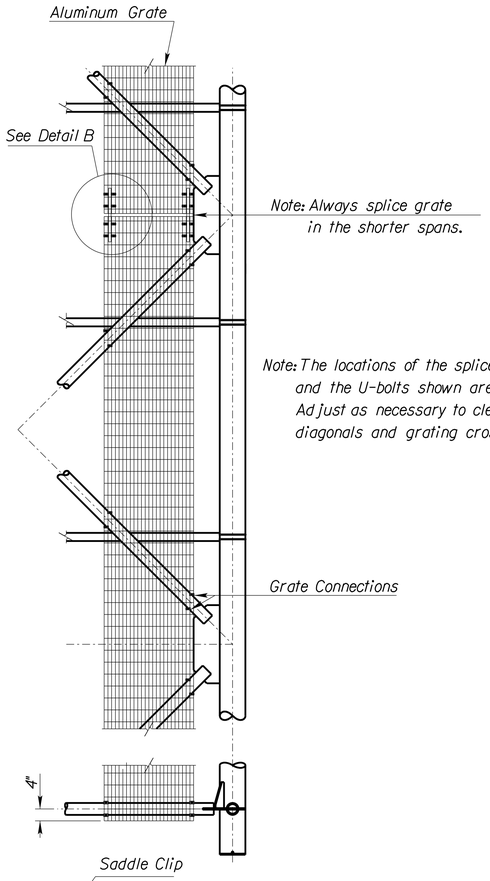
Detail C



Detail B

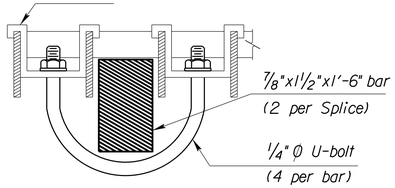


ELEVATION

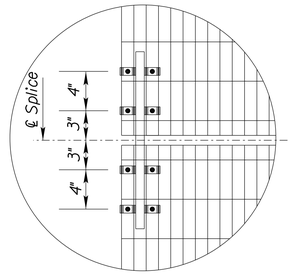


Note: Always splice grate in the shorter spans.

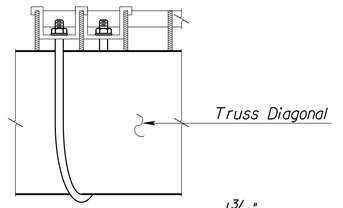
Note: The locations of the splice bars and the U-bolts shown are nominal Adjust as necessary to clear truss diagonals and grating cross bars.



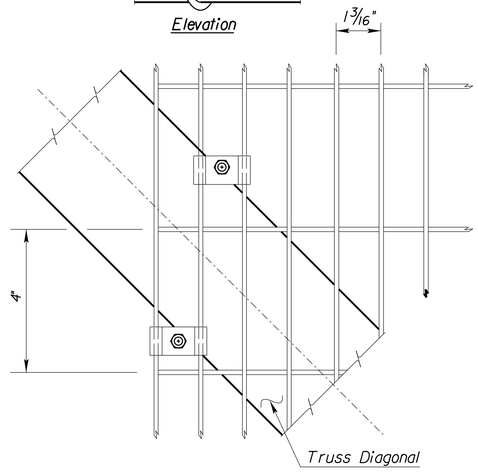
Splice Detail



Detail B



Elevation



Plan

INTERIOR GRATE CONNECTION DETAILS

NO.	DATE	REVISIONS	BY	APP'D
1	5/11/11	SLI5B-08 & SLI5B-09 combined exterior grate taken off	KMP	TLF

KANSAS DEPARTMENT OF TRANSPORTATION

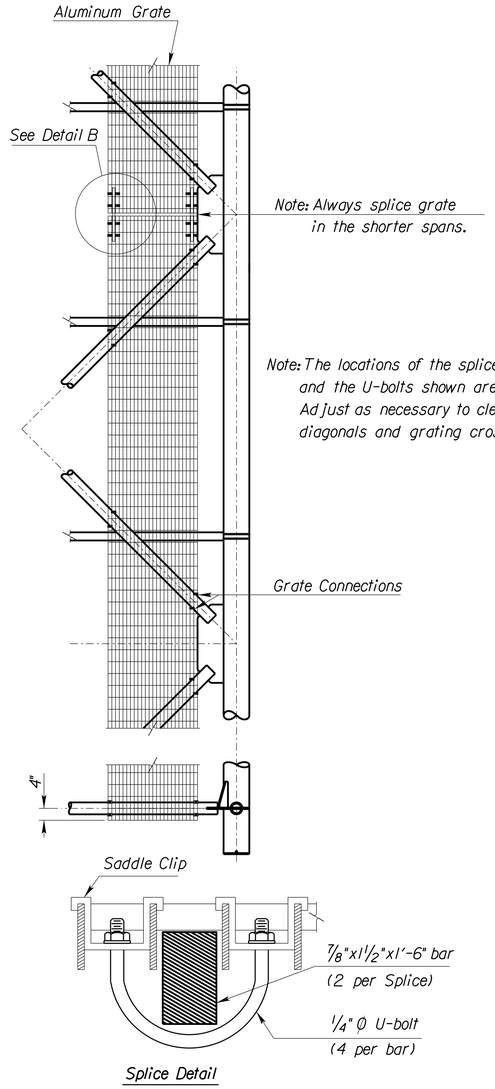
STANDARD STRUCTURAL SIGN SUPPORTS
SPAN TYPE OVERHEAD
ALUMINUM SIGN MOUNTING AND
WALKWAY DETAILS

SLI5B-08

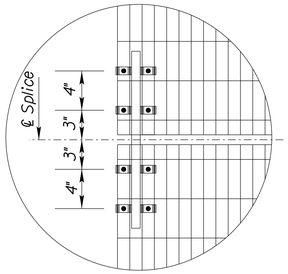
FHWA APPROVAL			3-14-94	APP'D	Terry L. Fleck		
DESIGNED	BFM	DETAILED	JD/RD	QUANTITIES		CADD	DJE
DESIGN CK.	KFH	DETAIL CK.	KFH	QUAN.CK.		CADD CK.	LES

Std. Base File:
Plotted By: --
Plot Location: $UNIT$
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Plot Date: 4/15/2015

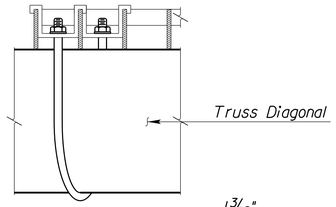
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	712	1055



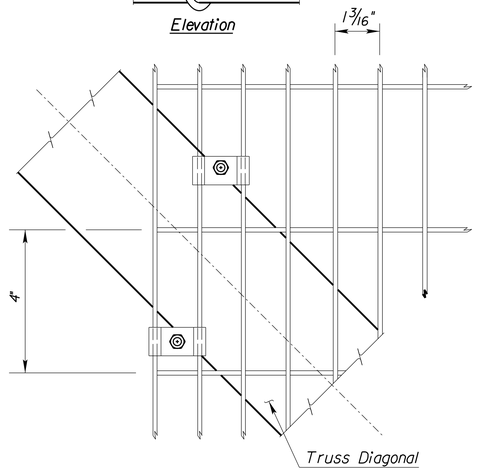
Splice Detail



Detail B



Elevation



Plan

INTERIOR GRATE CONNECTION DETAILS

NO.	DATE	REVISIONS	BY	APP'D
1	5/11/11	Railing and exterior grate removed	KMP	TLF

KANSAS DEPARTMENT OF TRANSPORTATION

STANDARD STRUCTURAL SIGN SUPPORT
SPAN TYPE OVERHEAD
ALUMINUM SIGN MOUNTING AND
WALKWAY DETAILS

SL151B-09

FHWA APPROVAL		8-17-93	APP'D	Kenneth F. Hurst	
DESIGNED	BFM	DETAILED	JD/RD	QUANTITIES	CADD DJE
DESIGN CK.	KFH	DETAIL CK.	KFH	QUAN.CK.	CADD CK. LES

Std. Base File:
Plotted By: --
Plot Location: $UNIT$
File: T:\357165A\Cadd\Sheets\Packages\Traffic\Signing\Supports\KA238201P0S26.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	713	1055

TAPERED TUBE ALTERNATE

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 2009 Edition with current interims.

SHOP DRAWINGS: Before any fabrication is begun under the Contract, the Contractor or Fabricator shall submit , a set of complete shop drawings to the Engineer for approval. The Contractor shall be responsible for the correctness of his drawings, for shop fit-ups and field connections, after the drawings have been approved by the Engineer.

DIMENSIONAL TOLERANCE: All material, in addition to conforming to the appropriate ASTM requirements listed, shall not vary from the plan dimensions by more than +/-2%.

TAPERED STEEL TUBE: Steel tubes for poles and arms shall conform to ASTM A595 Grade A and shall have a decreasing taper of 0.14 in. per ft. No tubes may be spliced.

STRUCTURAL STEEL: All shapes, bars, and plates shall conform to ASTM A709 Grade 36.

BOLTS: All high strength bolts, nuts, and washers shall conform to ASTM A325 and shall be hot-dip galvanized to meet the requirements of ASTM A153, Class C. One washer shall be used under the turned element. All miscellaneous fasteners necessary for sign mountings shall be regular hex bolts, nuts with lockwashers and shall conform to ASTM A307 grade A and to the "Standard Specifications for State Road and Bridge Construction" and shall be coated. Stainless steel bolts may be used in lieu of coated bolts. Bolts shall have single self-locking nuts or double nuts. Beveled washers shall be used where bearing faces have a slope of more than 1:20 with respect to a plane normal to the bolt axis. Beveled washers may be clipped.

WELDING: All welding shall conform to the "Standard Specifications for State Road and Bridge Construction" and the latest edition of American Welding Society Specification Structural Welding Code D1.1-Steel. Only electrode filler metal, Grade 70 shall be used.

GALVANIZING: All material shall be hot dip galvanized according to ASTM A123, after fabrication, unless otherwise noted. Any damage to the coating shall be repaired after erection.

DIRECT TENSION INDICATORS: DTIs are to comply with the requirements of the latest edition of ASTM F959 for the ASTM A325 bolts. The DTIs on the anchor rods are to comply with the requirements of the latest edition of ASTM F2437. Installation will adhere to the KDOT Standard Specifications.

UNIFORM TUBE ALTERNATE

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 2009 Edition with current interims.

SHOP DRAWINGS: Before any fabrication is begun under the Contract, the Contractor or Fabricator shall submit , a set of complete shop drawings to the Engineer for approval. The contrator shall be responsible for the correctness of his drawings, for shop fit-ups and field connections, after the drawings have been approved by the Engineer.

DIMENSIONAL TOLERANCE: All material, in addition to conforming to the appropriate ASTM requirements listed, shall not vary from the plan dimensions by more than +/-2%.

PIPE: Steel pipe for poles and arms shall conform to ASTM A53, Type E or S, Grade B. No pipe may be spliced.

STRUCTURAL STEEL: All shapes, bars and plates shall conform to ASTM A709 Grade 36.

BOLTS: All high strength bolts, nuts, and washers shall conform to ASTM A325 and shall be hot-dip galvanized to meet the requirements of ASTM A153, Class C. One washer shall be used under the turned element. All miscellaneous fasteners necessary for sign mountings shall be regular hex bolts, nuts with lockwashers and shall conform to ASTM A307 grade A and to the "Standard Specifications for State Road and Bridge Construction" and shall be coated. Stainless steel bolts may be used in lieu of coated bolts. Bolts shall have single self-locking nuts or double nuts. Beveled washers shall be used where bearing faces have a slope of more than 1:20 with respect to a plane normal to the bolt axis. Beveled washers may be clipped.

WELDING: All welding shall conform to the "Standard Specifications for State Road and Bridge Construction" and the latest edition of American Welding Society Specification D1.1 Structural Welding Code D1.1-Steel. Only electrode filler metal, Grade 70 shall be used.

GALVANIZING: All material shall be hot-dip galvanized according to ASTM A123, after fabrication, unless otherwise noted. Any damage to the coating shall be repaired after erection.

SIGN MOUNTING

CANTILEVER TYPE

STEEL TUBE: Tubes shall conform to ASTM A500.

ERECTION AND DEMOLITION PLANS

ERECTION PLANS: This is a Category A Structure. Submit detailed Erection Plans to the Field Engineer per KDOT Specifications. The seal of a Licensed Professional Engineer is not required.

DEMOLITION PLANS: This is a Category A Demolition. Submit detailed Demolition Plans to the Field Engineer per KDOT Specifications. No Demolition work will begin without approved Demolition Plans. The seal of a Licensed Professional Engineer is not required.

NO.	DATE	REVISIONS	BY	APP'D
3	2/14/13	Added DTI note	KMP	TLF
2	5/11/11	Updated notes and added notes	KMP	TLF
1	3-26-96	Changes to grating note	LES	KFH

KANSAS DEPARTMENT OF TRANSPORTATION

STANDARD STRUCTURAL SIGN SUPPORTS
CANTILEVER AND BUTTERFLY TYPE OVERHEAD
GENERAL NOTES AND SPECIFICATIONS

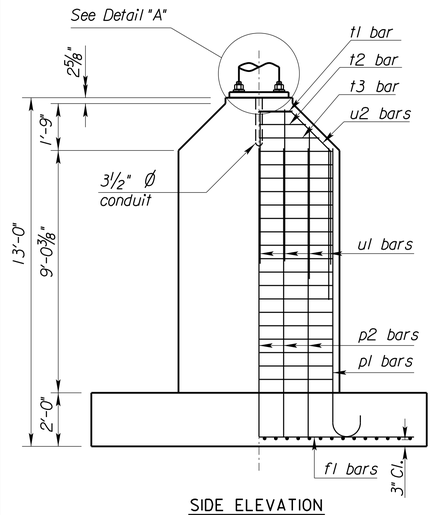
SL152A-01

FHWA APPROVAL			6-9-2011	APP'D		Terry L. Fleck	
DESIGNED	BFM	DETAILED	DJE	QUANTITIES		CADD	
DESIGN CK.	RDH	DETAIL CK.	LES	QUAN.CK.		CADD CK.	

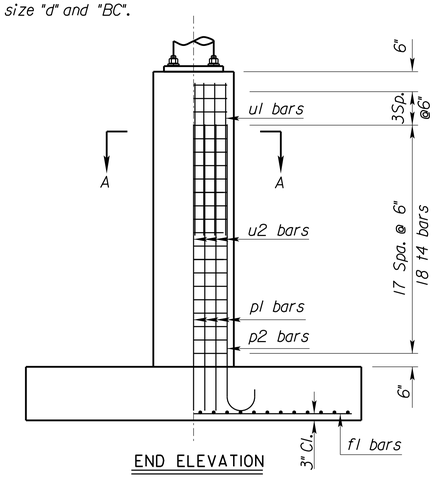
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Plot Location: $UNIT$
Plotted By: --
File: T:\35765A\Cadd\Sheets\Package\Traffic\Signing\Supports\KA23820IP0527.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	714	1055

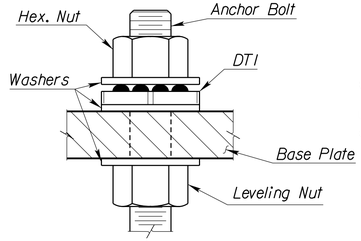
Note: See "Construction Layout" for footing design. See "Butterfly and/or Cantilever Type Overhead Steel Support Detail" sheets for anchor bolt size "d" and "BC".



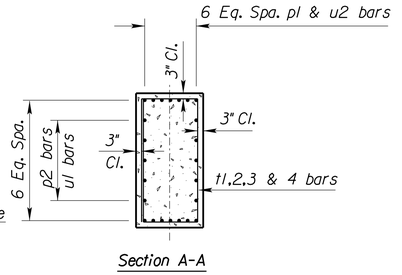
SIDE ELEVATION



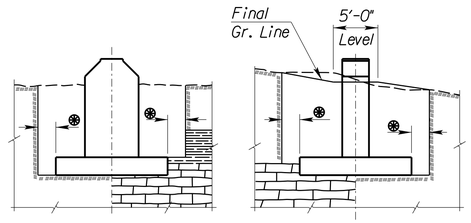
END ELEVATION



TYPICAL ANCHOR BOLT AND DIRECT TENSION INDICATOR (DTI)



Section A-G



TYPICAL EXCAVATION DETAILS

GENERAL NOTES

LOADING: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 2009 Edition with current interims.

CONCRETE: Use Grade 4.0 Concrete throughout. Bevel all exposed edges with a ¾" triangular molding.

STRENGTH: The curing time shall be a minimum of 15 days or until a test cylinder achieves a compressive strength of 4.0 ksi or greater.

UNIT STRESSES: fy = 60,000 psi; f'c = 4,000 psi

REINFORCING: All dimensions relative to reinforcing steel are to center line of bar unless otherwise noted.

EXCAVATION: When rock or shale is encountered, all excavation below the top of this material or the top of the footing, whichever is lower, shall be to neat lines. See excavation details.

BACKFILL: Backfill material shall be placed in one foot lifts and each lift shall be thoroughly compacted before the next lift is placed.

ANCHOR BOLTS: Anchor bolts will adhere to KDOT Standard Specification Section 1600 (Grade 55) with the following exception: cut threads are not permitted. Welding shall conform to the "Standard Specifications for State Road and Bridge Construction and the latest edition of the American Welding Society.

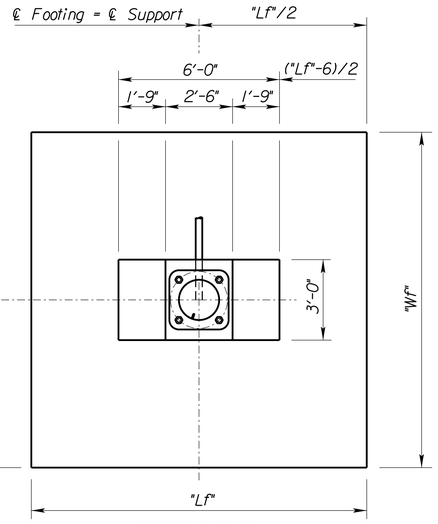
DIRECT TENSION INDICATORS: DTIs are to comply with the requirements of the latest edition of ASTM F2437 and provide proof load shown in the table. Installation will adhere to the KDOT Standard Specifications.

EXISTING FACILITIES: Any existing facilities (i.e., curb and gutter, guard fence, pavement, shoulders, etc.) that require removal in order to construct the footing, shall be restored to their original condition at the Contractor's expense. Concrete shall only be removed using sawed joints.

PAYMENT: The cost of all material and labor needed to construct its footing shall be included in the unit price bid for each Butterfly or Cantilever Type Overhead Sign Support.

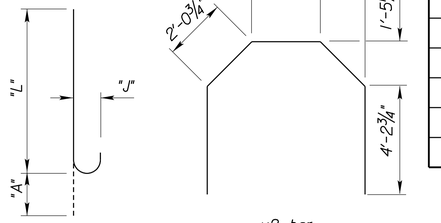
DTI Proof Load (Kips)	Anchor Bolt Size
114	2" Ø x4'-8"
114	2" Ø x4'-8"
114	2" Ø x4'-8"
114	2" Ø x4'-8"
103	2¼" Ø x5'-3"
103	2¼" Ø x5'-3"
103	2¼" Ø x5'-3"

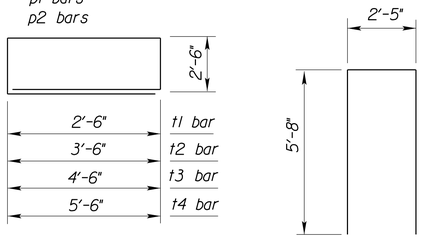
TABLE FOR P1 or P2 BARS			
Size	A	J	L
#8	11"	8"	10'-9"
#9	1'-3"	11¾"	10'-9"
#10	1'-5"	1'-11¼"	10'-9"
#11	1'-7"	1'-2¾"	10'-9"



FOOTING PLAN

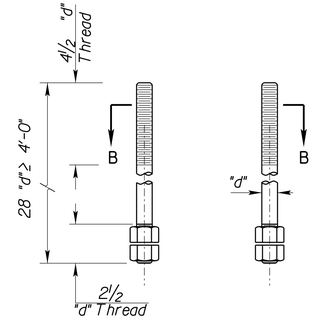
FOOTING PLAN
(Showing reinforcing steel)



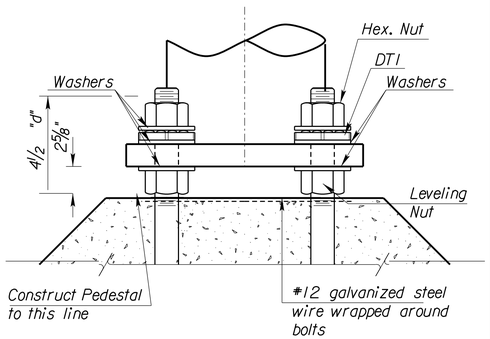


BENDING DIAGRAMS

All dimensions are out to out of bars.

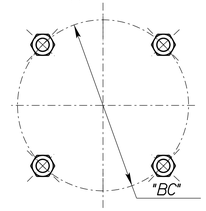


ANCHOR BOLT DETAIL



DETAIL A

Note: Quantities shown are for estimating purposes only. The excavation is an approximation based on loose material.



SECTION B-B

Footing	DIMENSION		BILL OF REINFORCING																		Grade 4.0 Concrete	Reinforcing Steel	Class III Excavation
	Lf	Wf	14 p1 bars		10 p2 bars		7 u1 bars		7 u2 bars		f1 bars				1 t1 bar		1 t2 bar		1 t3 bar		18 t4 bars				
			Size	L'gth	Size	L'gth	Size	L'gth	Size	L'gth	"S"	No.	Size	L'gth	Size	L'gth	Size	L'gth	Size	L'gth	Size	L'gth			
A	5'-0"	5'-0"									8	18	#4	4'-6"									8.8	1630	33
B	7'-0"	7'-0"									12	26	#4	6'-6"									10.5	1690	49
C	8'-0"	8'-0"	#8	11'-8"	#8	11'-8"	#8	13'-9"	#8	15'-1"	14	30	#4	7'-6"	#4	12'-6"	#4	15'-6"	#4	18'-6"	#4	21'-6"	11.6	1725	59
D	9'-0"	9'-0"									16	34	#4	8'-6"									12.9	1770	69
E	9'-9"	9'-9"									17	36	#4	9'-3"									13.9	1800	77
F	10'-6"	10'-6"									19	40	#5	10'-0"									15.1	2715	86
G	11'-0"	11'-0"	#10	12'-2"	#9	12'-0"	#10	13'-9"	#10	15'-1"	20	42	#5	10'-6"	#4	12'-6"	#4	15'-6"	#4	18'-6"	#4	21'-6"	15.9	2760	92
H	11'-6"	11'-6"									21	44	#5	11'-0"									16.7	2805	98
I	12'-0"	12'-0"	#11	12'-4"	#10	12'-2"	#11	13'-9"	#11	15'-1"	22	46	#5	11'-6"	#5	12'-6"	#5	15'-6"	#5	18'-6"	#5	21'-6"	17.6	3515	104
J	12'-6"	12'-6"									23	48	#6	12'-0"									18.5	3830	111

NO.	DATE	REVISIONS	BY	APP'D
2	2/06/13	Added washer to DTI	KMP	TLF
1	5/11/11	Updated notes and add DTIinfo proof load	KMP	TLF

KANSAS DEPARTMENT OF TRANSPORTATION

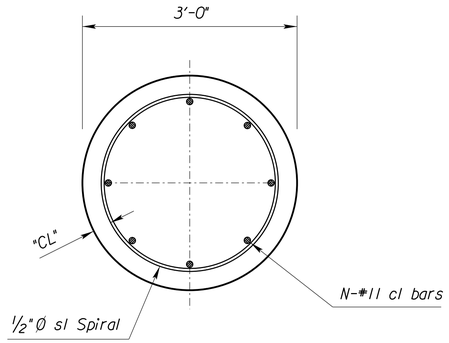
STANDARD STRUCTURAL SIGN SUPPORTS
CANTILEVER & BUTTERFLY TYPE OVERHEAD
OPTIONAL SPREAD FOOTING DETAILS

SL152A-02

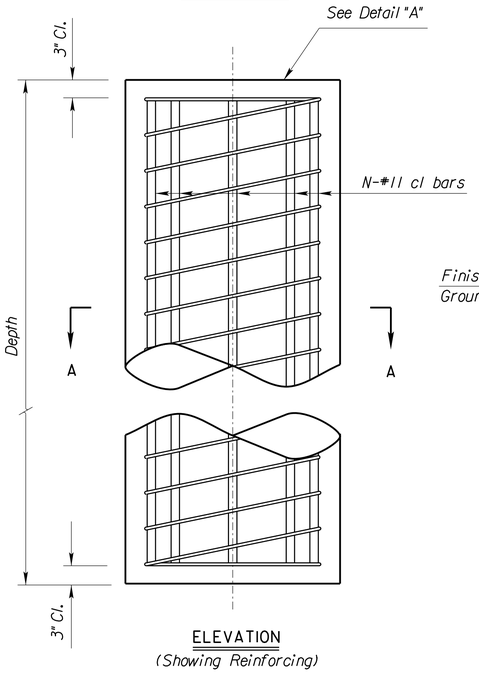
FHWA APPROVAL		6-9-2011	APP'D	Terry L. Fleck	
DESIGNED	LES	DETAILED	LES	QUANTITIES	CADD DJE
DESIGN CK.	LRR	DETAIL CK.	LRR	QUAN.CK.	CADD CK. LES

Std. Base File:
Plotted By: --
Plot Location: $UNIT$
File: T:\35765A\Cadd\Sheets\Packages\Traffic\Signing\Supports\KA238201\POS28.dgn
Plot Date: 4/15/2015

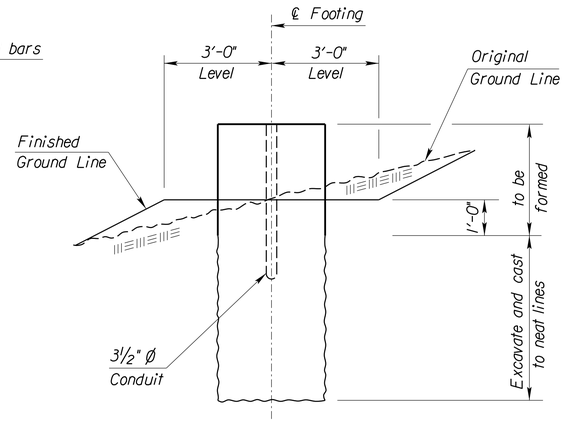
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	715	1055



SECTION A-A



ELEVATION
(Showing Reinforcing)



SECTION IN PLACE

Dimension / Design No.	Bolt Circle	A	B	C	CL	Spiral Dia.	N	* G	DTI Proof Load (Kips)
1	1'-10"	8'-0"	10 1/2"	2"	5 1/2"	2'-1"	8	1'-4 1/2"	114
2 & 3	2'-1 1/2"	8'-0"	10 1/2"	2"	3 1/2"	2'-5"	9	1'-4 1/2"	114
4, 5 & 6	2'-1 1/2"	8'-6"	11 3/16"	2 1/4"	3 1/2"	2'-5"	11	1'-5 3/16"	103

* Galvanizing Length

Type	Depth	"L"	Grade 4.0 Concrete Cu. Yds.	Reinforcing Steel			Class III Excavation Cu. Yds.
				Design #1 Lbs.	Design#2&3 Lbs.	Design#4-6 Lbs.	
A	9'-0"	8'-6"	2.4	470	530	620	1.8
B	10'-0"	9'-6"	2.6	520	590	690	2.1
C	11'-0"	10'-6"	2.9	580	650	760	2.4
D	12'-0"	11'-6"	3.1	630	710	830	2.6
E	13'-0"	12'-6"	3.4	680	770	900	2.9
F	14'-0"	13'-6"	3.7	740	830	970	3.1
G	15'-0"	14'-6"	3.9	790	890	1040	3.4
H & I	16'-0"	15'-6"	4.2	840	950	1120	3.7
J	17'-0"	16'-6"	4.5	900	1010	1190	3.9

Note: Quantities shown are for estimating purposes only.

GENERAL NOTES

LOADING: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 2009 Edition with current interims.

CONCRETE: Use Grade 4.0 concrete throughout. Concrete shall be rodded or vibrated. Form the footing from the top to one foot below ground as shown. Bevel all exposed edges with a 3/4" triangular molding.

STRENGTH: The curing time shall be a minimum of 15 days or until a test cylinder achieves a compressive strength of 4.0 ksi or greater.

REINFORCING: All dimensions relative to reinforcing steel are to center line of bar unless otherwise noted.

EXCAVATION: Footing holes shall be carefully drilled to the required size at the proper location. All excavation shall be disposed of within the right-of-way in such a manner as to blend uniformly with the existing surface and as approved by the Engineer. Immediately before placing any concrete, the Contractor shall remove all loose and uncompacted material from the bottom of the hole.

CASING: To prevent the collapse of the excavations, drilled shafts shall require temporary casing unless exempted by the Engineer.

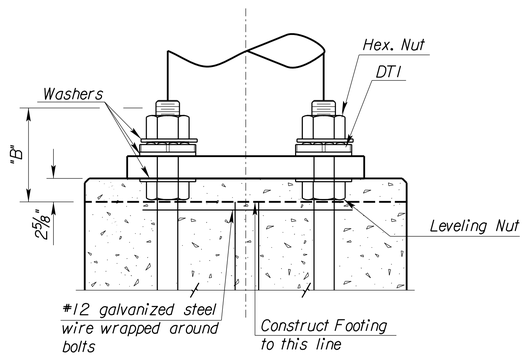
BACKFILL: All soil used for backfilling of footing excavation shall be thoroughly compacted as it is placed. The backfill shall be brought up to the finished ground line adjacent to the footing.

ANCHOR BOLTS: Anchor bolts will adhere to KDOT Standard Specification Section 1600 (Grade 55) with the following exception: cut threads are not permitted. Welding shall conform to the "Standard Specifications for State Road and Bridge Construction and the latest edition of the American Welding Society.

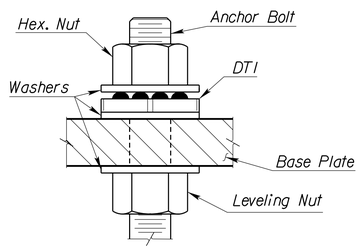
DIRECT TENSION INDICATORS: DTIs are to comply with the requirements of the latest edition of ASTM F2437 and provide proof load shown in the table. Installation will adhere to the KDOT Standard Specifications.

EXISTING FACILITIES: Any existing facilities (i.e., curb and gutter, guard fence, pavement, shoulders, etc.) that require removal in order to construct the footing, shall be restored to their original condition at the Contractor's expense. Concrete shall only be removed using sawed joints.

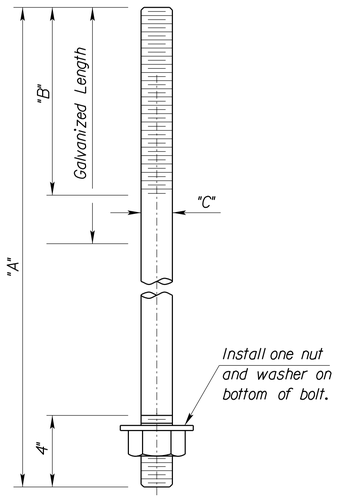
PAYMENT: The cost of all material and labor needed to construct its footing shall be included in the unit price bid for each Cantilever and Butterfly Type Overhead Sign Structure.



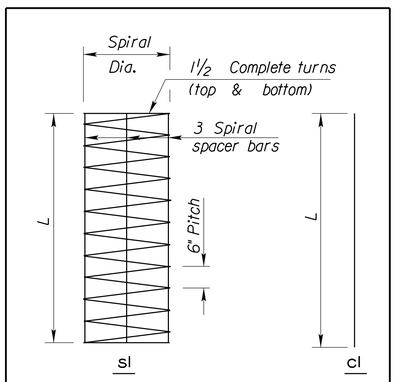
DETAIL A



TYPICAL ANCHOR BOLT AND
DIRECT TENSION INDICATOR (DTI)



ANCHOR BOLT DETAILS
(4 per Structure)



BENDING DIAGRAM
All dimensions are out to out of bars.

NO.	DATE	REVISIONS	BY	APP'D
2	2/06/13	Added washer to DTI	KMP	TLF
1	5/11/11	Updated notes and add DTIinfo	KMP	TLF

KANSAS DEPARTMENT OF TRANSPORTATION

STANDARD STRUCTURAL SIGN SUPPORTS
CANTILEVER AND BUTTERFLY TYPE
OPTIONAL DRILLED SHAFT FOOTING DETAILS

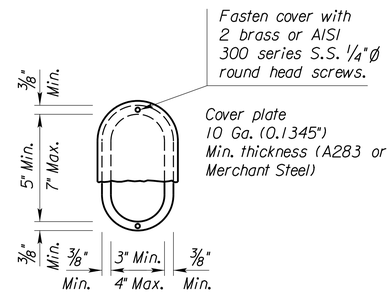
SL152A-03

FHWA APPROVAL			6-9-20N	APP'D		Terry L. Fleck	
DESIGNED	LES	DETAILED	LES	QUANTITIES	LES	CADD	GFK
DESIGN CK.	LRR	DETAIL CK.	LRR	QUAN.CK.	LRR	CADD CK.	LES

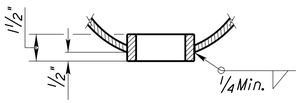
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Plotted By: --
Plot Location: $UNIT$
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Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	716	1055

Note: The net area of the handhole frame bar shall not be less than 60 per cent of pole section removed. The pole section properties shall be maintained at the handhole.

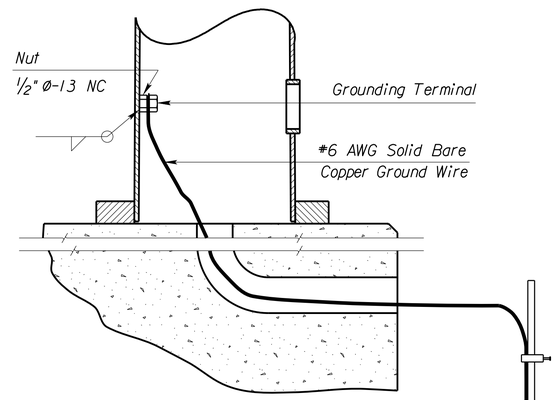


Elevation

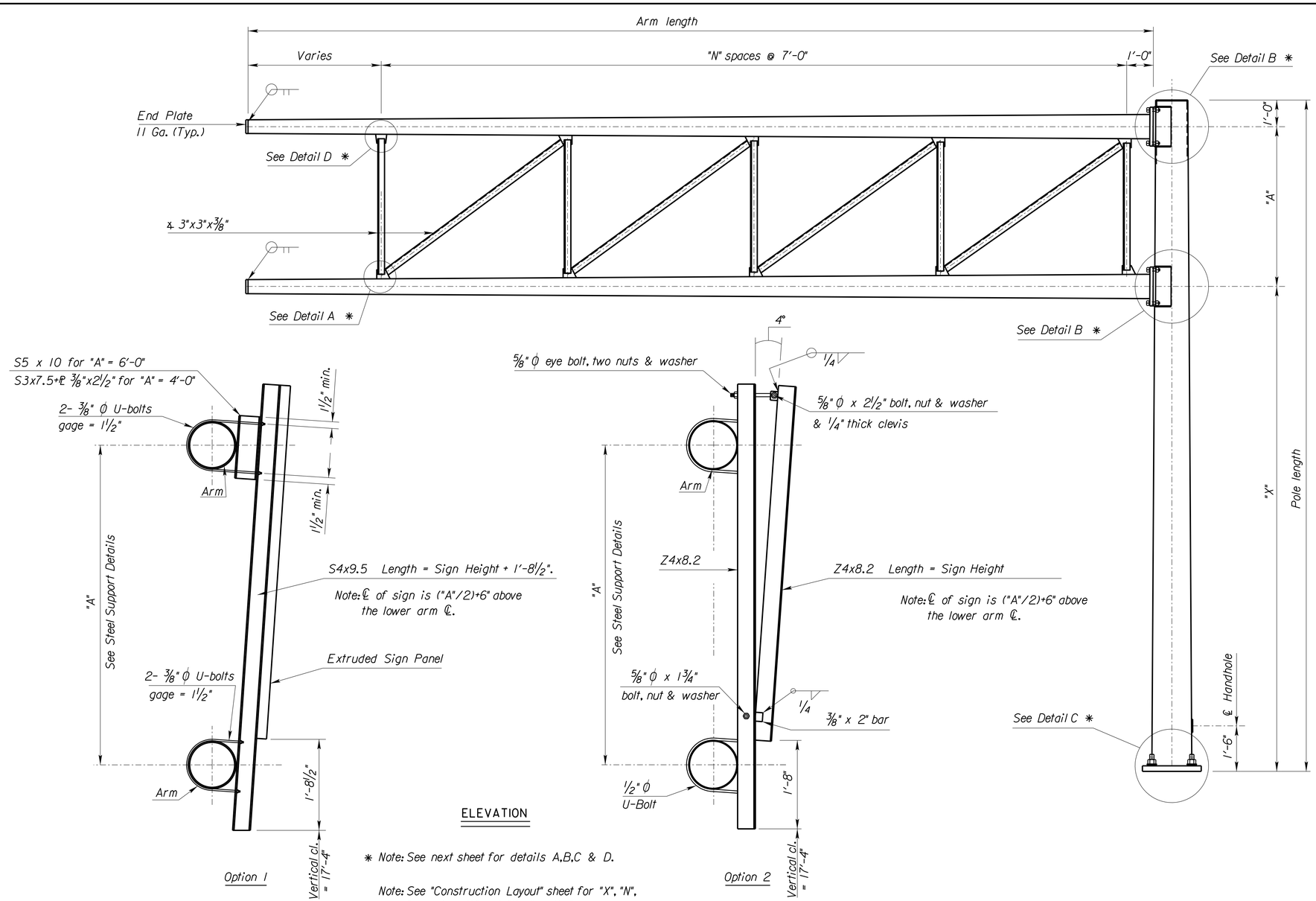


Partial Plan

HANDHOLE DETAIL



GROUNDING DETAILS



ELEVATION

* Note: See next sheet for details A,B,C & D.

Note: See "Construction Layout" sheet for "X", "N", "Arm Length" and "Design No."
"C" applies to the uniform tube alternate only.

Dimension / Design	Pole Dimension	Arm Dimension	A	T1	S	F	B.C.	W1	W2	P	T2	T3	G	E	H	J	Bolt Size	W3	W4
1	15" O.D. x 3 Ga. Wall	9.2" O.D. x 3 Ga. Wall	4'-0"	2"	1'-11"	1'-3 1/2"	1'-10"	3/8"	3/16"	7 3/8"	1 1/2"	1 1/4"	8 1/4"	1'-7 1/2"	1'-5 1/2"	7 1/4"	7/8" Ø x 4 1/4"	3/8"	1/4"
2	18" O.D. x 3 Ga. Wall	11.0" O.D. x 7 Ga. Wall	6'-0"	2 1/2"	2'-2 1/2"	1'-6"	2'-1 1/2"	3/8"	3/16"	9 3/16"	1 1/2"	1 1/8"	9 1/2"	1'-9 1/2"	1'-5 1/2"	7 1/2"	3/4" Ø x 4"	3/8"	3/16"
3	18" O.D. x 3 Ga. Wall	12.5" O.D. x 7 Ga. Wall	6'-0"	2 1/2"	2'-2 1/2"	1'-6"	2'-1 1/2"	3/8"	3/16"	9 3/16"	1 1/2"	1 1/8"	9 5/8"	1'-10 1/4"	1'-8 1/4"	8 5/8"	7/8" Ø x 4 1/4"	3/8"	3/16"
4	18" O.D. x 0 Ga. Wall	12.5" O.D. x 7 Ga. Wall	6'-0"	2 1/2"	2'-2 1/2"	1'-6"	2'-1 1/2"	7/16"	1/4"	9 3/16"	1 1/2"	1 1/8"	9 5/8"	1'-10 1/4"	1'-8 1/4"	8 5/8"	7/8" Ø x 4 1/4"	3/8"	3/16"
5	18" O.D. x 0 Ga. Wall	12.5" O.D. x 3 Ga. Wall	6'-0"	2 1/2"	2'-2 1/2"	1'-6"	2'-1 1/2"	7/16"	1/4"	9 3/16"	1 3/4"	1 3/8"	9 7/8"	1'-11 1/4"	1'-8 1/4"	8 3/8"	1" Ø x 4 3/4"	3/8"	1/4"
6	18" O.D. x 0 Ga. Wall	13.0" O.D. x 0 Ga. Wall	6'-0"	2 1/2"	2'-2 1/2"	1'-6"	2'-1 1/2"	7/16"	1/4"	9 3/16"	1 7/8"	1 1/2"	10"	2'-0"	1'-9 1/2"	8 3/4"	1 1/8" Ø x 5 1/4"	7/16"	5/16"

NO.	DATE	REVISIONS	BY	APP'D
2	2/14/13	Added DTI and Washer	KMP	TLF
1	5/11/11	Combined sheets SL152A-04 and SL152A-05	KMP	TLF

KANSAS DEPARTMENT OF TRANSPORTATION

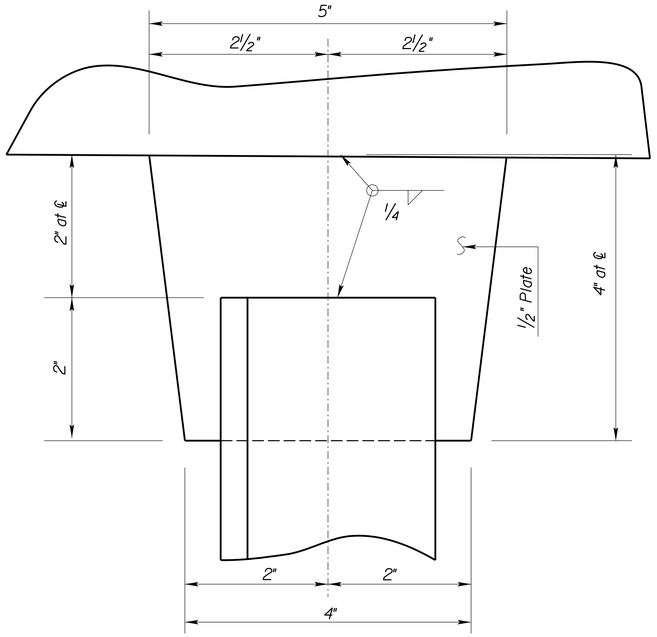
STANDARD STRUCTURAL SIGN SUPPORTS
CANTILEVER TYPE OVERHEAD
STEEL SUPPORT DETAILS
TAPERED TUBE ALTERNATE

SL152B-01

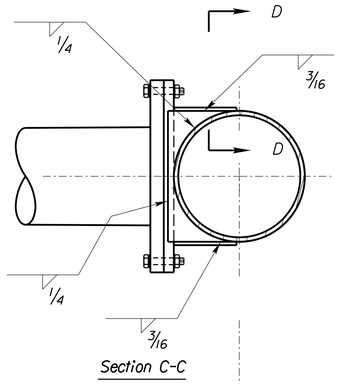
FHWA APPROVAL		6-9-2011	APP'D	Terry L. Fleck	
DESIGNED	LES	DETAILED	LES	QUANTITIES	CADD DJE
DESIGN CK.	MAG	DETAIL CK.	MAG	QUAN.CK.	CADD CK. LES

Std. Base File:
Plotted By: --
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Plot Date: 4/15/2015
Stds. Combined (SL152A-04 & SL152A-05)

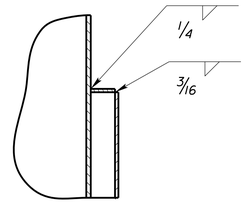
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	717	1055



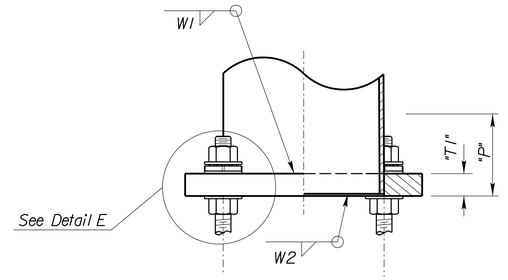
DETAIL D



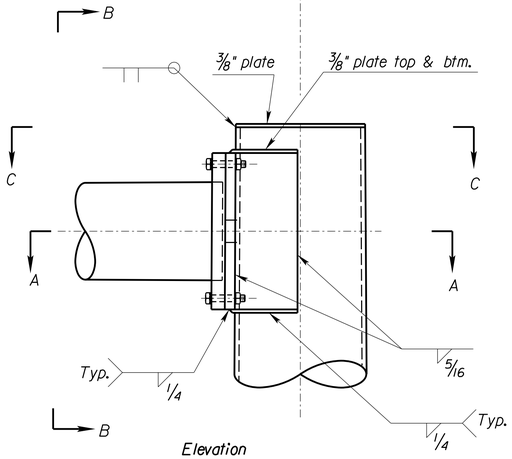
Section C-C



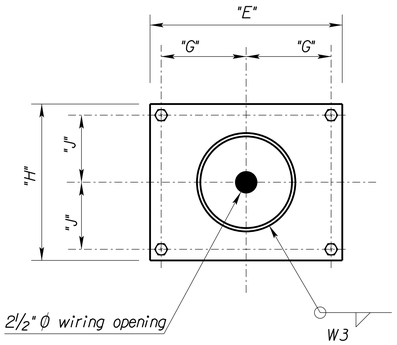
Section D-D



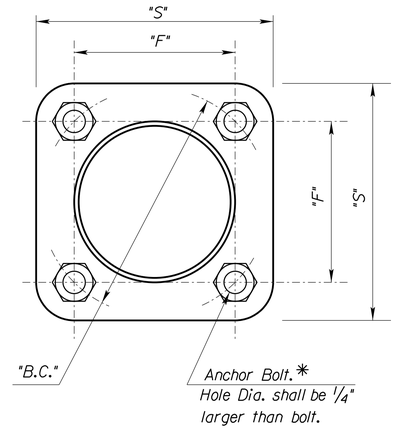
Elevation & Section



Elevation

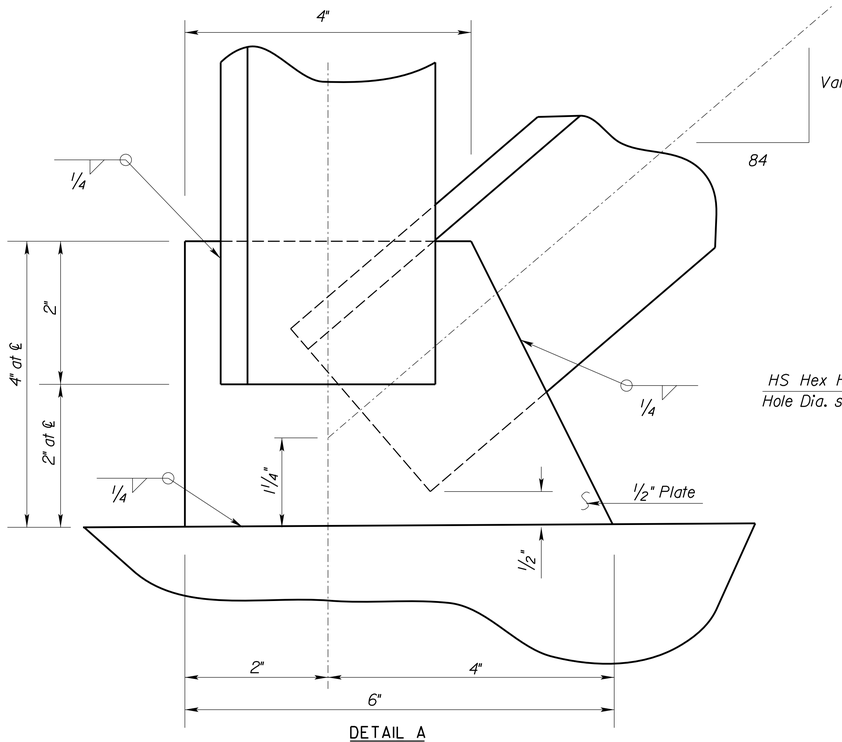


Section B-B

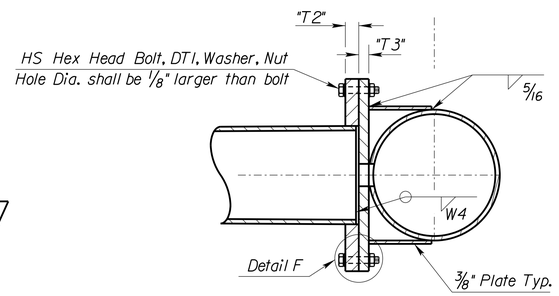


Plan * Adhere to KDOT Standard Specification 1600 (Grade 55)

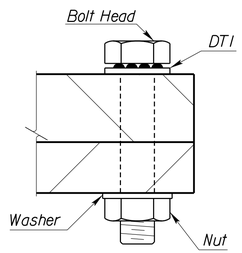
DETAIL C



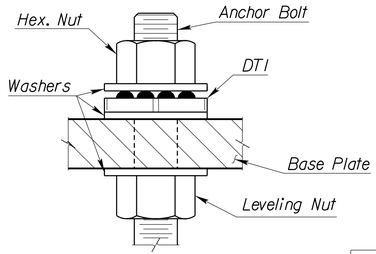
DETAIL A



Section A-A



DETAIL F



DETAIL E

DETAIL B

NO.	DATE	REVISIONS	BY	APP'D
2	2/14/13	Added DTI and Washer	KMP	TLF
1	5/11/11	Update anchor bolt callout	KMP	TLF

KANSAS DEPARTMENT OF TRANSPORTATION

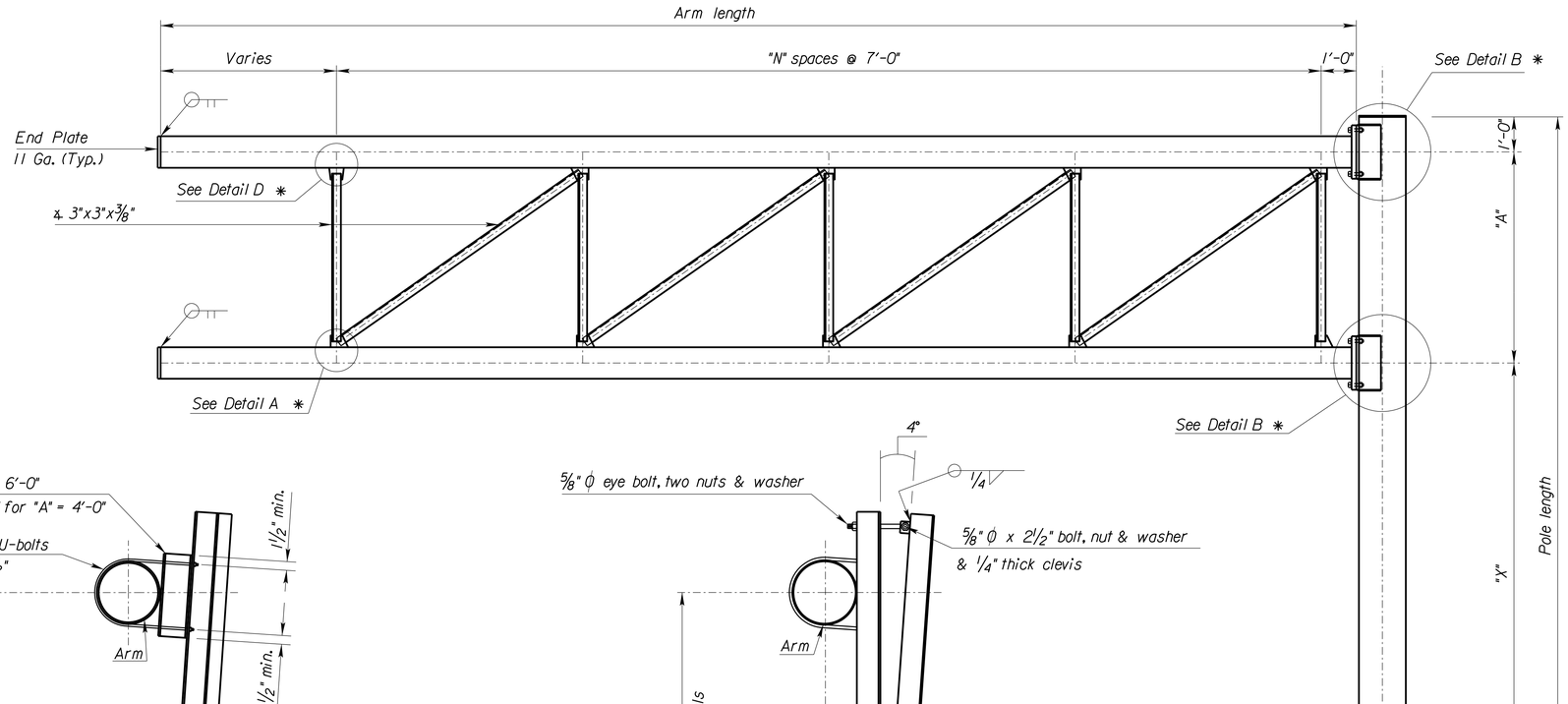
STANDARD STRUCTURAL SIGN SUPPORTS CANTILEVER TYPE OVERHEAD STEEL SUPPORT DETAILS TAPERED TUBE ALTERNATE

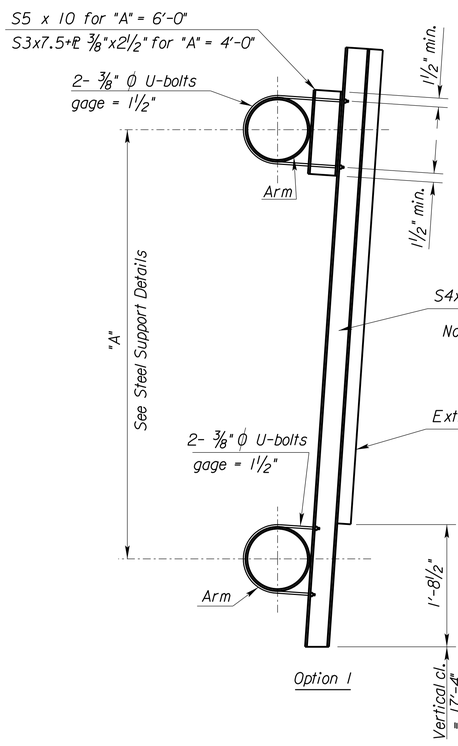
SLI52B-02

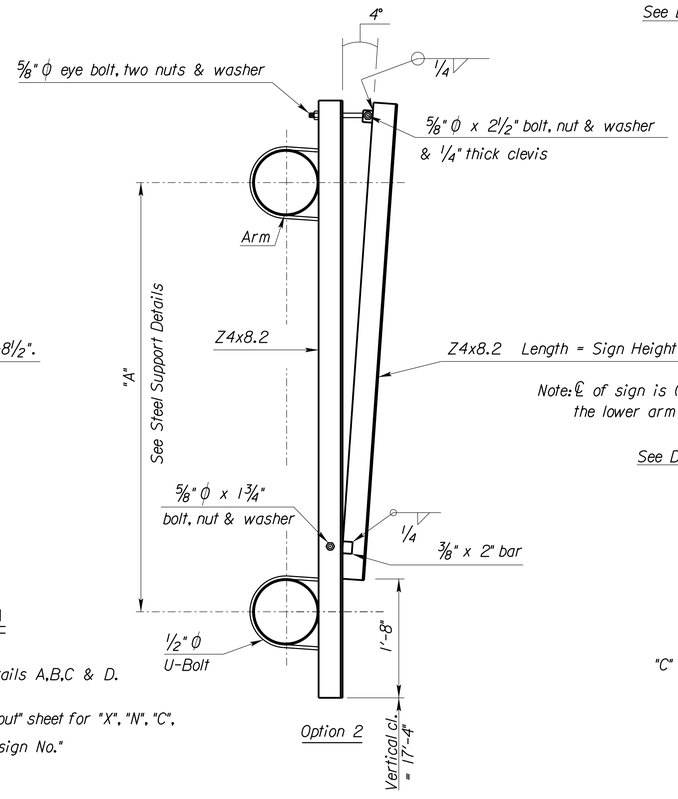
FHWA APPROVAL		6-9-2011	APP'D	Terry L. Fleck	
DESIGNED	LES	DETAILED	LES	QUANTITIES	TRACED DJE
DESIGN CK.	MAG	DETAIL CK.	MAG	QUAN.CK.	TRACE CK. LES

Std. Base File: SLI52B-02.dgn | Plot Location: $UNIT$
Plotted By: -- | File: T:\357565A\Cadd\Sheets\Package\Traffic\Signing\Supports\KA238201\POS31.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	718	1055



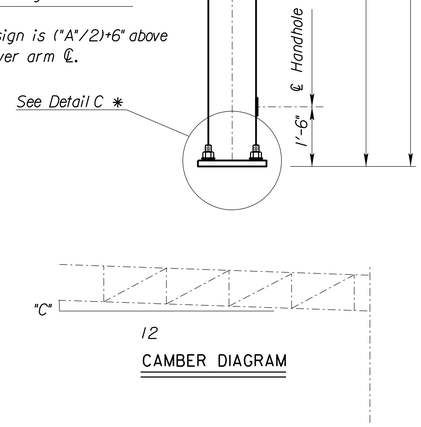




ELEVATION

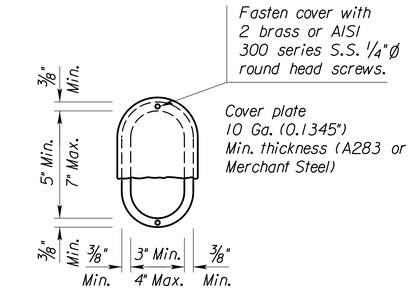
* Note: See next sheet for details A,B,C & D.

Note: See "Construction Layout" sheet for "X", "N", "C", "Arm Length" and "Design No."

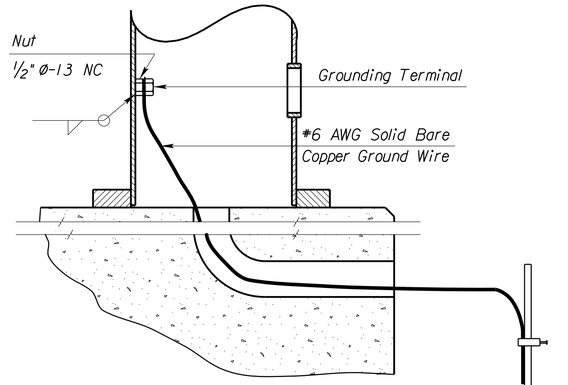


CAMBER DIAGRAM

Note: The net area of the handhole frame bar shall not be less than 60 per cent of pole section removed. The pole section properties shall be maintained at the handhole.



HANDHOLE DETAIL



GROUNDING DETAILS

Dimension Design	Pole Dimension	Arm Dimension	A	T1	S	F	B.C.	W1	W2	P	T2	T3	G	E	H	J	Bolt Size	W3	W4
1	16.0" O.D.x0.375" Wall	8.625" O.D.x0.500" Wall	4'-0"	2"	1'-11"	1'-3 1/2"	1'-10"	3/8"	5/16"	7 3/8"	1 5/8"	7/8"	10"	1'-11"	1'-5 1/2"	7 1/4"	7/8" ø x 4"	3/8"	1/2"
2	18.0" O.D.x0.375" Wall	10.75" O.D.x0.307" Wall	6'-0"	2 1/2"	2'-2 1/2"	1'-6"	2'-1 1/2"	3/8"	5/16"	7 7/8"	1 5/8"	3/4"	10 3/4"	2'-0 1/2"	1'-5 1/2"	7 1/2"	7/8" ø x 4"	5/16"	5/16"
3	18.0" O.D.x0.375" Wall	12.75" O.D.x0.250" Wall	6'-0"	2 1/2"	2'-2 1/2"	1'-6"	2'-1 1/2"	3/8"	5/16"	7 7/8"	1 1/2"	7/8"	10 7/8"	2'-0 3/4"	1'-8 1/4"	8 5/8"	7/8" ø x 4"	1/4"	1/4"
4	18.0" O.D.x0.500" Wall	12.75" O.D.x0.250" Wall	6'-0"	2 1/2"	2'-2 1/2"	1'-6"	2'-1 1/2"	1/2"	7/16"	9 3/16"	1 1/2"	7/8"	10 7/8"	2'-0 3/4"	1'-8 1/4"	8 5/8"	7/8" ø x 4"	1/4"	1/4"
5	18.0" O.D.x0.500" Wall	12.75" O.D.x0.375" Wall	6'-0"	2 1/2"	2'-2 1/2"	1'-6"	2'-1 1/2"	1/2"	7/16"	9 3/16"	1 7/8"	1"	11"	2'-1 1/2"	1'-8 1/4"	8 3/8"	1" ø x 4 1/2"	3/8"	3/8"
6	18.0" O.D.x0.500" Wall	12.75" O.D.x0.500" Wall	6'-0"	2 1/2"	2'-2 1/2"	1'-6"	2'-1 1/2"	1/2"	7/16"	9 3/16"	2"	1 1/8"	11 1/8"	2'-2 1/4"	1'-9 1/2"	8 3/4"	1 1/8" ø x 5"	3/8"	1/2"

NO.	DATE	REVISIONS	BY	APP'D
2	2/14/13	Added DTI and Washer	KMP	TLF
1	5/11/11	Combined sheets SL152A-04 and SL152A-05	KMP	TLF

KANSAS DEPARTMENT OF TRANSPORTATION

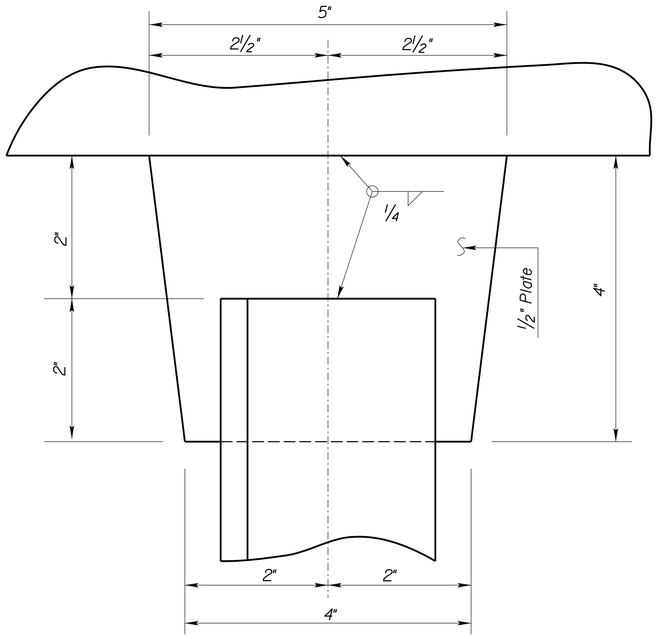
STANDARD STRUCTURAL SIGN SUPPORTS
CANTILEVER TYPE OVERHEAD
STEEL SUPPORT DETAILS
UNIFORM TUBE ALTERNATE

SL152C-01

FHWA APPROVAL		6-9-2011	APP'D		Terry L. Fleck
DESIGNED	LES	DETAILED	DJE	QUANTITIES	CADD
DESIGN CK.	MAG	DETAIL CK.	MAG	QUAN.CK.	CADD CK.

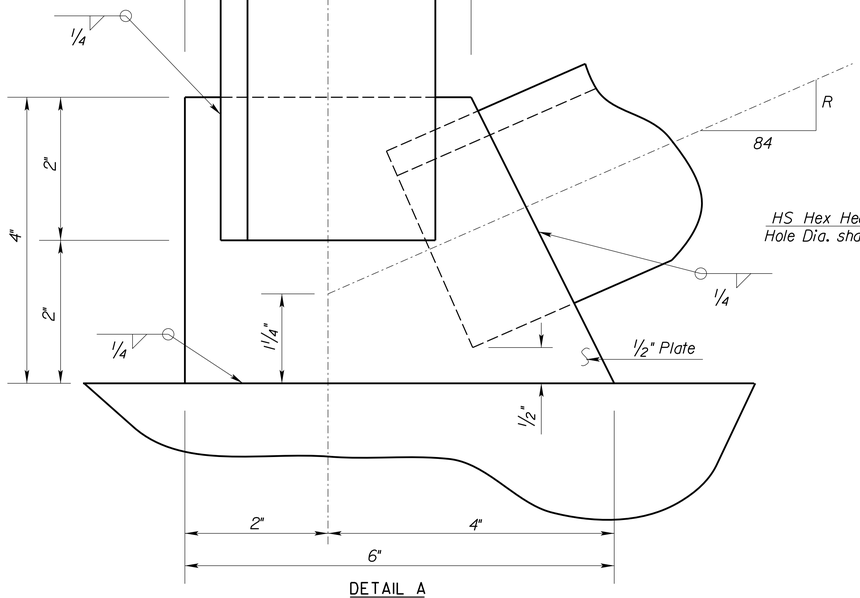
Std. Base File:
Plot Location: $UNIT$
Plotted By: ---
File: T:\35765A\Cadd\Sheets\Package\Traffic\Signing\Supports\KA238201P0532.dgn
Plot Date: 4/15/2015
Stds Combined (SL152A-04 & SL152A-05)

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	719	1055

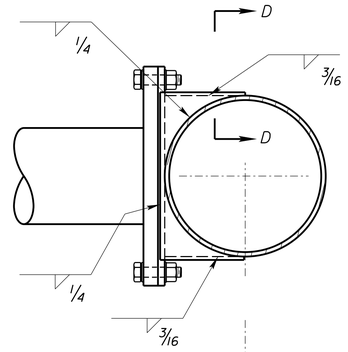


DETAIL D

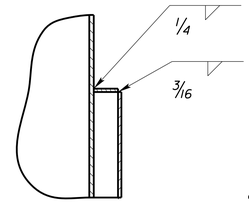
Design No.	R
1	36.875
2	58.75
3 thru 6	56.75



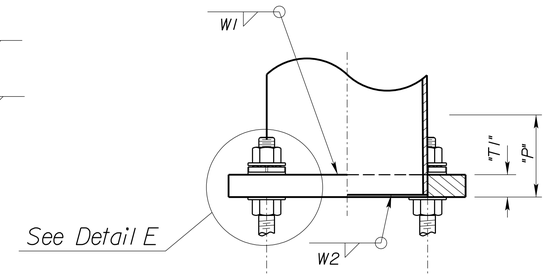
DETAIL A



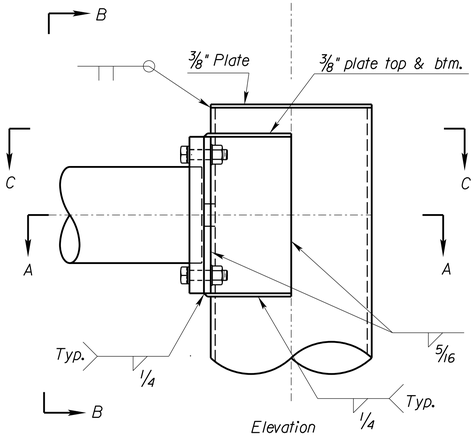
Section C-C



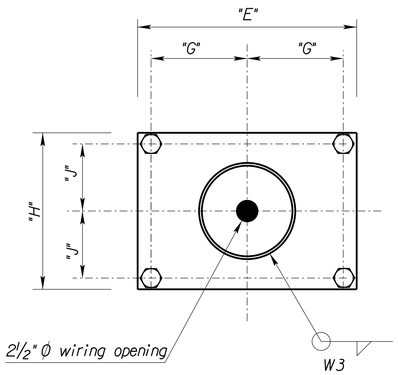
Section D-D



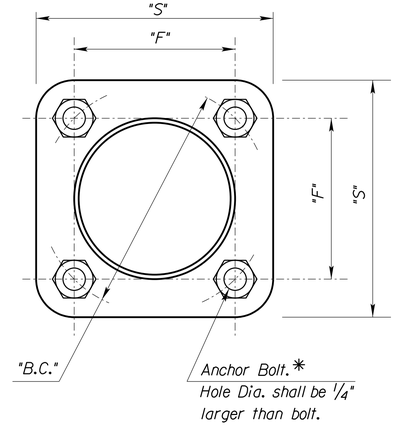
Elevation & Section



Elevation



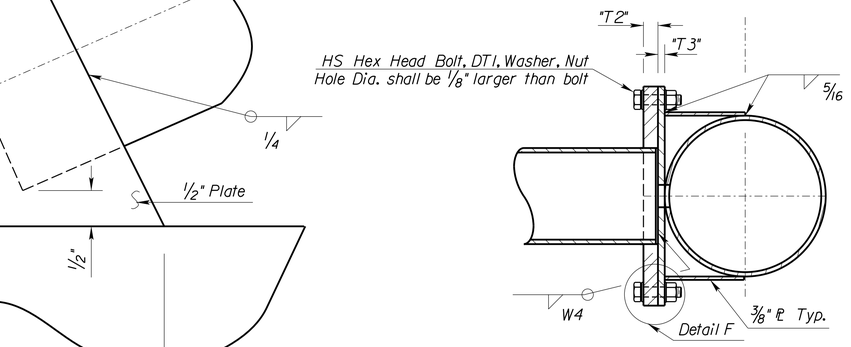
Section B-B



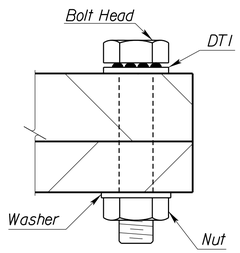
Plan

* Adhere to KDOT Standard Specification 1600 (Grade 55)

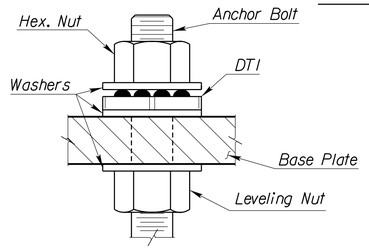
DETAIL C



Section A-A



DETAIL F



DETAIL E

DETAIL B

NO.	DATE	REVISIONS	BY	APP'D
2	2/14/13	Added DTI and Washer	KMP	TLF
1	5/11/11	Anchor bolt note update	KMP	TLF

KANSAS DEPARTMENT OF TRANSPORTATION

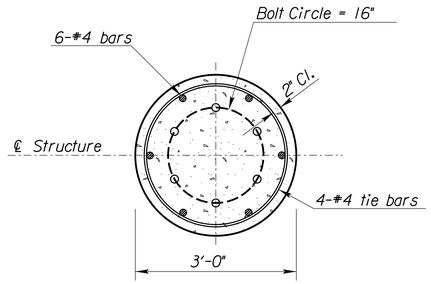
STANDARD STRUCTURAL SIGN SUPPORTS CANTILEVER TYPE OVERHEAD STEEL SUPPORT DETAILS UNIFORM TUBE ALTERNATE

SL152C-02

FHWA APPROVAL			6-9-2011	APP'D		Terry L. Fleck	
DESIGNED	LES	DETAILED	LES	QUANTITIES		CADD	DJE
DESIGN CK.	MAG	DETAIL CK.	MAG	QUAN.CK.		CADD CK.	LES

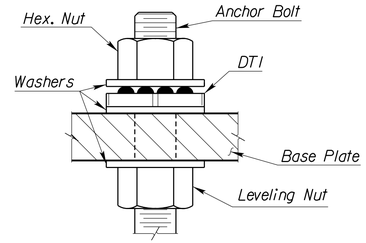
Std. Base File:
Plotted By: --
Plot Location: $UNIT$
File: T:\357165A\Cadd\Sheets\Package\Traffic\Signing\Supports\KA238201POS33.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	720	1055

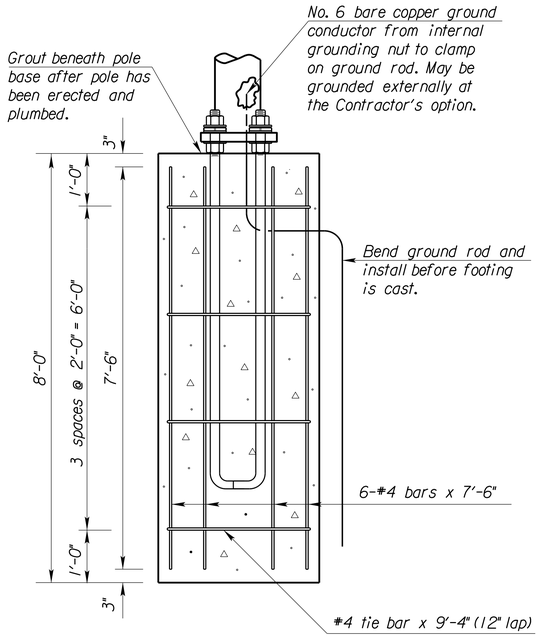


SECTION THRU FOOTING

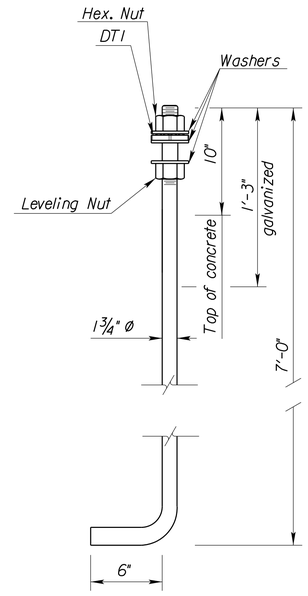
DTI Proof Load (Kips)	Anchor Bolt Size
60	1¾"



TYPICAL ANCHOR BOLT AND
DIRECT TENSION INDICATOR (DTI)



ELEVATION OF FOOTING



ANCHOR BOLT
(4 per pole Grade 55)

GENERAL NOTES

DESIGN: The single tapered tube span type overhead sign structure shall conform to the requirements of the "AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals" 2009 edition with current interims.

EXCAVATION: Excavate and cast footing to neat lines except top 1'-0" +/- which shall be formed. Top 1'-0" +/- may be formed 3'-0" square or 3'-0" in diameter. Immediately before placing any concrete, the Contractor shall remove all loose material from the bottom of the hole. All soil used for backfilling around the top of the footing shall be thoroughly compacted as it is placed. All excess excavation shall be disposed of as approved by the Engineer.

SINGLE TAPERED TUBE SPAN SIGN SUPPORT: Poles and beams shall conform to sub-section 1600 of the 2007 "Standard Specifications for State Road and Bridge Construction". The poles and beams shall be tapered tubes made only of one length of steel sheet, of not less than #7 Manufacturing Standard Gauge, whose yield strength is a minimum of 55,000 psi. Only one longitudinal weld, and no transverse welds, shall be permitted in the fabrication of the poles and beams. The steel anchor base of adequate strength, shape and size shall be secured to the lower end of the pole by welding in such manner as to develop the full strength of the adjacent pole to resist bending action. The beam shall be connected to the poles by pinned joints which cannot transmit any bending moments. The beam shall be cambered as necessary. All parts of the sign support structure shall be galvanized to the requirements of ASTM A123. The pole shall include a handhole and cover unless grounded externally and a pole cap. The beam shall include all necessary sign beams, clamps and bolts needed to mount the signs. The Contractor shall submit shop details indicating pole and beam dimensions, connection details and the details of the sign mounting device.

ANCHOR BOLTS: Anchor bolts will adhere to KDOT Standard Specification Section 1600 (Grade 55) with the following exception: cut threads are not permitted. Welding shall conform to the "Standard Specifications for State Road and Bridge Construction and the latest edition of the American Welding Society.

FOOTING MATERIALS: The concrete shall be Grade 4.0 or better. The reinforcing steel shall conform to ASTM A615 Grade 60.

PAYMENT: The bid item "Single Tapered Tube Span Sign Support" per each shall be full compensation for the complete sign support and footing less the sign panels.

DIRECT TENSION INDICATORS: DTIs are to comply with the requirements of the latest edition of ASTM F2437 and provide proof load shown in the table. Installation will adhere to the KDOT Standard Specifications.

STRENGTH: The curing time shall be a minimum of 15 days or until a test cylinder achieves a compressive strength of 4.0 ksi or greater.

NO.	DATE	REVISIONS	BY	APP'D
2	2/06/13	Added washer to DTI	KMP	TLF
1	5/11/11	Updated notes and added DTI info	KMP	TLF

KANSAS DEPARTMENT OF TRANSPORTATION

SINGLE TAPERED TUBE SPAN TYPE
OVERHEAD SIGN STRUCTURE
DETAILS

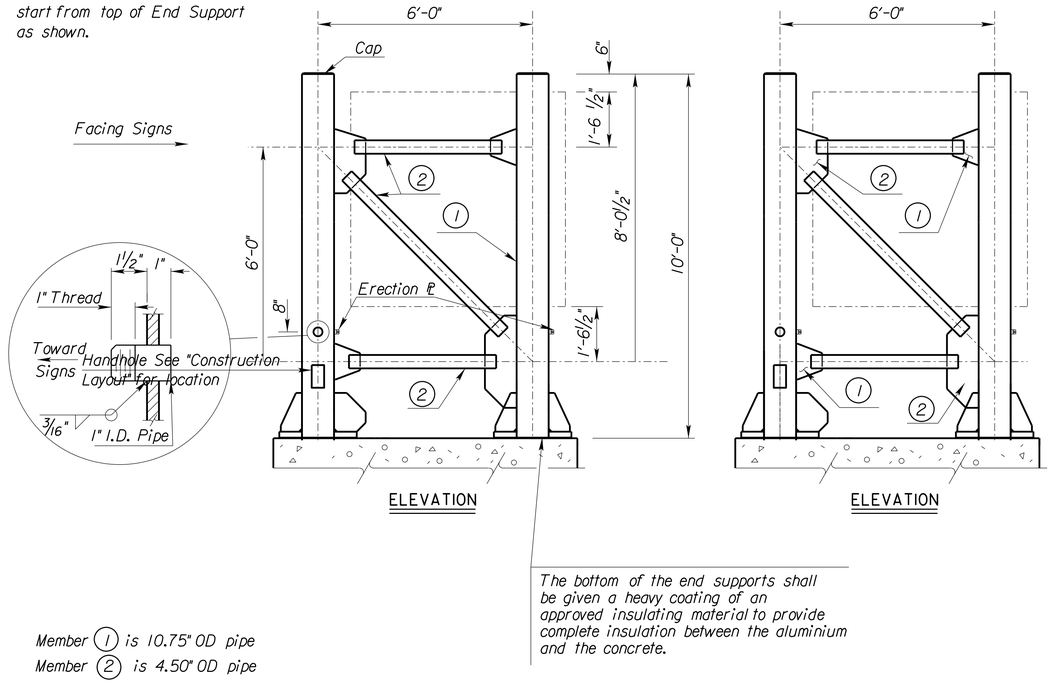
SL155

FHWA APPROVAL			6-9-2011	APP'D	Terry L Fleck
DESIGNED	LES	DETAILED	LES	QUANTITIES	CADD
DESIGN CK.	DCD	DETAIL CK.	DCD	QUAN.CK.	CADD CK.

Std. Base File: SL155.dgn | Plot Location: $UNIT$
Plotted By: --
File: T:\357655A\Cadd\Sheets\Package1\Traffic\Signing\Supports\KA238201P0534.dgn
Plot Date: 4/15/2015

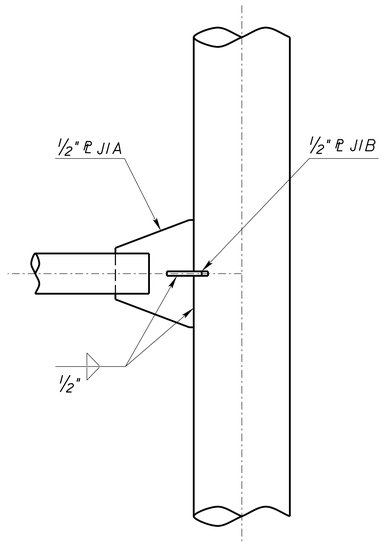
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	721	1055

Note: (2) diagonal will always start from top of End Support as shown.

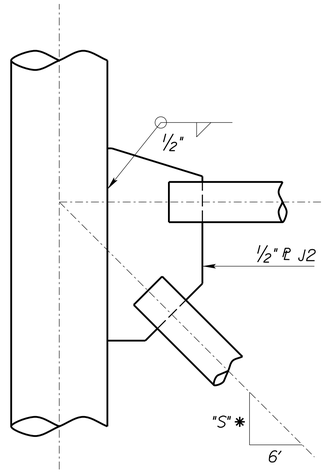


The bottom of the end supports shall be given a heavy coating of an approved insulating material to provide complete insulation between the aluminium and the concrete.

Member (1) is 10.75" OD pipe
Member (2) is 4.50" OD pipe



Elevation



Elevation

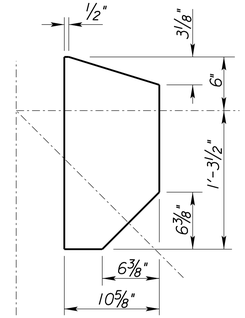
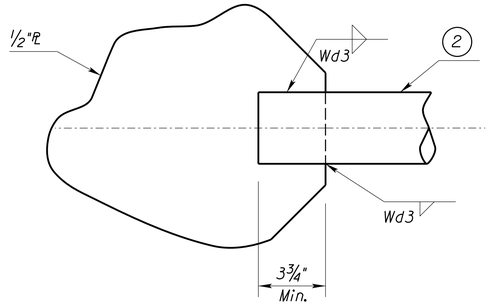


PLATE J2
(1/2" ℄)



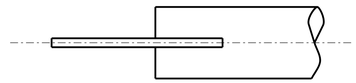
PLAN

Plan

Section A-A
Wd1 depth to be equal to pipe wall thickness, build out to obtain full throat.

PLATE J1A
(1/2" ℄)

PLATE J1B
(1/2" ℄)

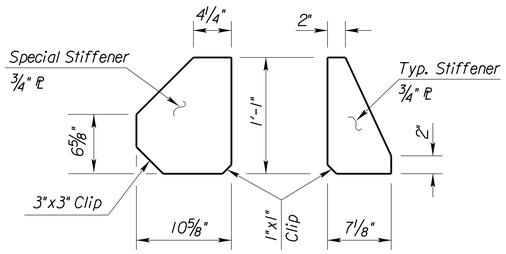


TYPICAL WELDED JOINT

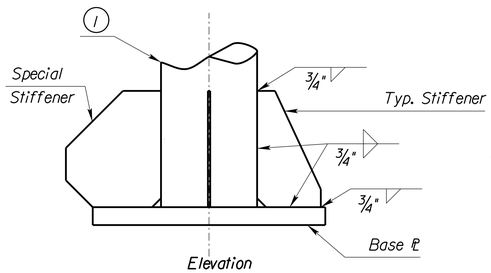
* Member (1) wall thickness	Fillet Weld size Wd2	Anchor Bolt "d"	Base ℄ "f"	Splice ℄ "T"	DTI Proof Load (Kips)
0.165"	1/4"	1 1/4"	1 1/4"	1 1/2"	31
0.307"	3/8"	1 3/4"	1 3/4"	2"	60
0.365"	7/16"	1 3/4"	1 3/4"	2 1/4"	60
0.500"	9/16"	2"	2"	2 1/2"	114
0.593"	5/8"	2 1/4"	2 1/4"	2 3/4"	103
0.718"	3/4"	2 1/2"	2 1/2"	3"	126

Member (2) * wall thickness	Fillet Weld size Wd3
0.120"	1/4"
0.237"	7/16"
0.337"	5/8"

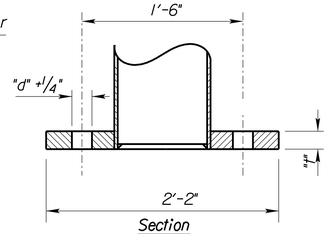
*See Construction Layout for wall thickness and "S"



Stiffener Details



Elevation
END SUPPORT BASE DETAIL



Section

NO.	DATE	REVISIONS	BY	APP'D
1	5/11/11	Added DTI detail & Add DTI Proof Load	KMP	TLF

KANSAS DEPARTMENT OF TRANSPORTATION

STANDARD STRUCTURAL SIGN SUPPORTS
SPAN TYPE OVERHEAD
ALUMINUM END SUPPORT FRAMING PLAN AND SPLICE DETAILS

SL15IB-01

FHWA APPROVAL		6-9-2011	APP'D	Terry L. Fleck	
DESIGNED	BFM	DETAILED	DDP	QUANTITIES	CADD DJE
DESIGN CK.	RDH	DETAIL CK.	RDH	QUAN.CK.	CADD CK. LES

Std. Base File:
Plotted By: --
Plot Location: $UNIT$
File: T:\357165A\Cadd\Sheets\Packages\Traffic\Signing\Supports\KA238201POS35.dgn
Plot Date: 4/15/2015

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	722	1055

THIS SHEET IS INTENTIONALLY LEFT BLANK

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	-	CKD.	-	APP.	-

4:01:32 PM
4/15/2015
T:\35765A\Cadd\Sheets\Package1\Traffic\Signing\Supports\VKA23820IP05S24.dgn

CITY OF WICHITA

NOT USED

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	723	1055

ASPHALTIC PAVEMENT

STATION to STATION		AC PVMT. 5" (3" BIT BASE) SQ. YDS.	† AC PVMT. TEMPORARY TON	AC PVMT. 7" (5" BIT BASE) SQ. YDS.	AC PVMT. 7" (5" BIT BASE) TEMPORARY TON	AC PVMT. 9" (7" BIT BASE) SQ. YDS.	AC PVMT. 1-1/2" MILL & OVERLAY SQ. YDS.	CRUSHED ROCK BASE, REINFORCED					REMARKS
								5" SQ. YDS.	6" SQ. YDS.	8" SQ. YDS.	9" SQ. YDS.	9" (TEMP) SQ. YDS.	
Mainline													
514+92.50	520+64.50				351.0							838.3	Median
521+75.00	528+80.20				455.5							1,087.8	Median
529+58.00	533+96.00				250.0							597.1	Median
529+37.19	545+54.27				1,061.3							2,534.8	Widening
561+45.70	567+16.60				326.7							780.3	Median
568+00.00	573+30.00					893.0			893.0				
520+17.40	520+90.67				54.7							130.7	Island
520+26.30	520+87.52				54.1							129.2	Island
521+50.00	521+91.41				42.8							102.3	Island
521+55.00	521+95.70				42.8							102.2	Island
554+08.56	564+57.90				821.9							1,963.2	Widening
555+53.26	556+79.51				158.6							378.8	Widening
558+44.00	559+55.00				132.3							315.9	Widening
Webb Road													
31+09.27	33+06.30				65.7							172.7	Median
33+87.50	36+20.12				117.9							281.5	Median
36+87.80	39+46.15				130.0							310.5	Median
40+07.14	41+27.67				45.5							108.8	Median
◔ 40+15.61	48+38.81				457.6							1,093.0	Widening
43+43.30	46+69.75				123.5							294.9	Median
46+86.95	48+86.70				73.9							176.4	Median
◔ 47+07.30	47+67.30				125.6							299.9	Temp. Ramp
◔ 48+68.63	49+02.19				81.0							193.6	Temp. Ramp
48+91.52	49+19.70				78.1							186.6	Widening
49+87.59	51+04.52				264.5							631.8	Widening
◔ 49+91.08	50+80.19				229.3							547.8	Temp. Ramp
50+07.89	52+90.15				100.8							240.8	Median
◔ 52+18.26	52+38.26				40.5							96.7	Temp. Ramp
54+21.76	56+44.47				109.6							261.8	Median
57+27.88	63+48.83				424.1							1,012.9	Widening
Corporate Hills Drive													
201+68.79	202+06.43			180.4						226.9			
Maxwell Ent													
200+25.62	201+25.59	359.5						408.1					
KTA Drive													
100+00.00	100+60.00	201.4						214.7					
Hoover Rd. LLC - Webb Rd.		274.8						330.1					
Orme Street													
101+08.57	102+90.00			715.7						856.8			
Hoover Rd. LLC - S Fr. Rd.		139.8						175.5					
Wildcat Lane													
100+24.00	102+80.00			846.1						1,019.6			
Tractor Supply Ent.													
100+56.50	100+65.22	24.7						35.8					
Club Rodeo Ent.													
101+19.20	103+56.16	631.9						816.2					
Carmax Ent													
100+56.50	100+98.00			147.1						215.4			
Chateau Street													
100+56.50	107+54.25			2,830.3						3,404.2			
Golden Corral Ent													
200+57.58	201+94.60	365.4						472.0					
Ramp C													
10510+00.00	10510+65.77	316.3						366.8					
Ramp D													
10501+91.53	10502+76.98						1,480.8						
Crossover A													
5+00.00	14+70.72			3,233.6							3,233.6		
Crossover B													
566+77.44	571+55.15			701.1							701.1		
Ramp BB													
5+00.00	10+56.94				413.2							987.0	
Ramp CC													
6+55.06	13+92.38				775.1							1,851.4	
Ramp DD													
7+31.09	17+63.92				1,450.7							3,464.9	
Ramp FF													
5+00.00	8+78.05				406.2							970.2	
Ramp HH													
5+00.00	7+96.22				366.3							875.0	
◔ Webb Utility Work					220.2							526.0	Utility Work
◔ Misc. Widening & Utility Work			2,800.0									9,325.5	Sideroads & Entrances
TOTALS		2,313.8	2,800.0	8,654.3	9,851.0	893.0	1,480.8	2,819.2	893.0	5,722.9	3,934.7	32,870.3	

† The thickness of the temporary pavement "AC Pavment, Temporary" is calculated at the nominal thickness of 5". Actual thickness will be determined in the field by the engineer based on the location and application it is being used for.

◔ Includes temporary pavement for construction sequencing sub-phases.

GENERAL NOTES:

Thickness indicated for all construction which is paid for on a weight or volume basis are approximate and may vary to correct for unevenness in the foundations or for other normal unevenness encountered in placement operations.

Quantities for the various materials shown in the Summary of have been calculated on the following basis:

Temporary Asphaltic Pavement is calculated at the rate of 145 lbs. per cu. ft. with a 10% contingency.

A tack coat of emulsified asphalt (SS-1HP) shall be provided between each lift of all base and surface courses and under the first lift of base or surface courses when they are placed on an existing asphalt, brick, or concrete surface, when so ordered by the Engineer and calculated at the rate of 0.05 gallons per square yard. Quantities are not included for the emulsified asphalt (SS-1HP) tack coat, but are SUBSIDIARY to placement of the base and surface courses.

Individual lift thickness limits are as indicated by the typical sections and in accordance with the Standard Specifications.

RECAPITULATION OF SURFACING QUANTITIES

ITEM	QUANTITY	UNIT
LUMP SUM BID ITEMS - SURFACING		
AC Pavement 5" (3" Bit Base)	2,314	Sq. Yds.
AC Pavement 7" (5" Bit Base)	8,655	Sq. Yds.
AC Pavement 9" (7" Bit Base)	893	Sq. Yds.
AC Pavement 1-1/2" Mill & Overlay	1,481	Sq. Yds.
Crushed Rock Base 5", Reinforced	See Sh. No. 463	
Crushed Rock Base 6", Reinforced	See Sh. No. 463	
Crushed Rock Base 8", Reinforced	See Sh. No. 463	
Crushed Rock Base 9", Reinforced	See Sh. No. 463	
MEASURED QUANTITY BID ITEMS - SURFACING		
✳ AC Pavement, Temporary	2,800	ton
✳ AC Pavement 7" (5" Bit Base), Temporary	9,851	ton
Crushed Rock Base 9", Reinforced (Temporary)	See Sh. No. 463	

✳ Temporary AC Pavement needed for construction shall include but not be limited to temporary ramps, pavement widening and utility relocations. Temporary pavement shall be paid for by the measured quantity in Tons. The "Recapitulation of Surfacing Quantities" shows the estimated Tons of temporary pavement to be constructed and removed.

CITY OF WICHITA

SURFACING QUANTITIES

SURV. - PLOT - CADD - DES. - DR. - TR. - CKD. - APP. -

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	724	1055

GENERAL NOTES - MAINTENANCE OF TRAFFIC

1. The traffic control plan for this project includes five major phases of work. The Contractor has the option of developing an alternate traffic control plan and submitting it to the Engineer for review and approval (at least two weeks prior to proposed implementation). The Contractor shall submit a detailed plan and schedule as required by the Specifications.

2. This traffic control plan will cover the majority of the work involved on this project. Work situations not specifically covered by the traffic control plans (e.g., temporary pavement installation during Phase 1) shall be handled in accordance with the typical traffic control layouts shown in these plans, and as directed by the Engineer. The Contractor shall review all proposed traffic control layouts with the Engineer in charge of construction prior to implementation.

3. The Contractor shall coordinate all construction with private utility adjustments.

4. The Contractor shall maintain traffic during construction as indicated on these plans. Installation of new street lights shall be coordinated with construction such that new roadways are properly lit. The Contractor shall contact Westar a minimum of 90 days in advance to coordinate lighting installation. The Contractor shall construct all temporary pavement necessary to maintain traffic during construction in accordance with the Maintenance of Traffic Design Guidelines shown on this page or elsewhere in the plans. Where temporary pavement abuts new pavement, temporarily omit curb & gutter (where applicable). Temporary paving may be concrete or asphalt, but the Contractor shall be responsible for its maintenance and repair throughout construction. Once it is no longer needed, temporary paving is to be removed and disposed.

5. The Contractor shall be responsible for maintaining pedestrian traffic where permitted during construction. Once the existing signal at Webb Road and Kellogg has been removed in Phase 1, pedestrian traffic across Kellogg and across Webb Road is no longer maintained within these project limits and sidewalks along Webb Road will be closed from Lincoln Street to Corporate Hills Drive. The Contractor shall be responsible for maintaining closures of sidewalk at or within construction limits. The Contractor shall maintain pedestrian access at all times on sidewalks within construction limits that are not closed, unless closure of such is approved by the Engineer.

6. The Contractor shall coordinate all temporary and permanent signage, traffic signals, lighting, and other electrical work with the construction sequence and traffic shift requirements. As work is completed, the Contractor shall install permanent signs, markings, signals, lighting, etc., as shown on these plans or as directed by the Engineer in charge of construction.

7. Placement of signs and other devices shown in these plans may be adjusted to more accurately reflect field conditions, as directed by the Engineer. Existing signs necessary for traffic during construction shall be adjusted (and later reset) as necessary and as directed by the Engineer in charge of construction to provide proper visibility. The Contractor is responsible for avoiding any and all utilities when setting sign posts and shall coordinate activities with any and all utility companies whether their facility is shown on the plans or not. The Engineer in charge of construction will approve the final location of all traffic control devices.

8. The Contractor shall notify the City at least 4 weeks in advance of major traffic shifts, and assist in development of press releases.

9. The Contractor shall maintain access to all properties throughout construction, except as noted on the plans or approved by the Engineer, and shall keep all traffic lanes clear of mud and debris.

10. The Contractor shall provide all temporary shoring necessary to maintain traffic, protect adjacent property, and comply with regulations. Such shoring shall be subsidiary to the other pay items.

11. Unless otherwise noted on the traffic control plans, temporary pavement markings shall be Type I temporary pavement marking tape. The Contractor shall maintain all temporary pavement markings throughout their intended service lives. Any work associated with temporary pavement markings shall be paid for as part of the lump sum traffic control bid item.

12. Where an existing sign or legend is indicated to be covered, the Contractor shall completely cover the sign or sign legend using opaque waterproof material. Tape shall not be applied to the sign face. Work associated with sign covering shall be considered subsidiary to other traffic control bid items.

13. Any work required for handling traffic during construction that is not covered by a specific bid item shall be considered subsidiary to other traffic control bid items.

14. Additional notes for general traffic control and traffic control devices are shown on the KDOT standard detail sheets included in these plans.

15. Earthwork associated with temporary pavement not detailed in the plans shall be subsidiary to other temporary pavement bid items.

MAINTENANCE OF TRAFFIC DESIGN GUIDELINES

	MAINLINE	FRONTAGE ROADS	WEBB ROAD	OTHER SIDE ROADS	COMMERCIAL ENTRANCES	RESIDENTIAL ENTRANCES	REMARKS
Design AADT	42,753	21,810	19,000	<750	<750	N/A	2014 AADT
Minimum Number of Lanes	4	2 EB & 2 WB	2	2	2	N/A	Maintain 2-way access at Commercial Entrances.
Maximum Number of Lanes	6	6	6	4	2	N/A	
Minimum Lane Width (ft.)	11	11	10	10	10	N/A	
Desired Lane Width (ft.)	12	12	12	12	12	N/A	
Design Speed (mph)	40	40	30	*25	10	N/A	
Min. Horizontal Curve Radius	See AASHTO Geometric Design of Highways and Streets (6th Edition) 2011, Exhibit 3-13b, Page 3-55.						
**Clear Zone (ft.)	16 - 18	16 - 18	7 – 10	7 – 10	7 - 10	N/A	For lesser zones, post and /or reduce speed.
Minimum Roadway Width (ft.)	52	26	24	24	24	N/A	
Driving Lanes (ft.)	4 @ 11	2 @ 12	2 @ 11	2 @ 10	2 @ 10	N/A	
Median (ft.)	4	N/A	N/A	N/A	N/A	N/A	
Shoulders (ft.)							
Paved (ft.)	2 @ 2	2 @ 2	N/A	2 @ 2	2 @ 2	N/A	
Median Turf (ft.)	4	N/A	N/A	N/A	N/A	N/A	
Outside Turf (ft.)	2 to 8	2 to 6	N/A	2	2	N/A	

Compliance with Manual on Uniform Traffic Control Devices (MUTCD) (latest edition) is mandatory.

Edge drop-off protection is required (Use of concrete barrier, channelizing devices, or slope of 3:1). See KDOT work zone special provision 07-08030-R02 (or latest).

Minimum clearance to barrier / channelizing devices as measured from edge of lane to face of barrier / channelizing device):

- 1' on driver's side.
- 2' on passenger's side.

* Carmax, Club Rodeo Side roads are 10 mph

** Clear Zone shown is based on No Curb & Gutter and 6:1 foreslopes. If Curb & Gutter is present, Clear Zone may be reduced to 6' from back of curb.
See KDOT Roadside Design Guide and LPA Project development Manual for additional details.

CITY OF WICHITA

EAST KELLOGG

CONSTRUCTION SEQUENCE
GENERAL NOTES

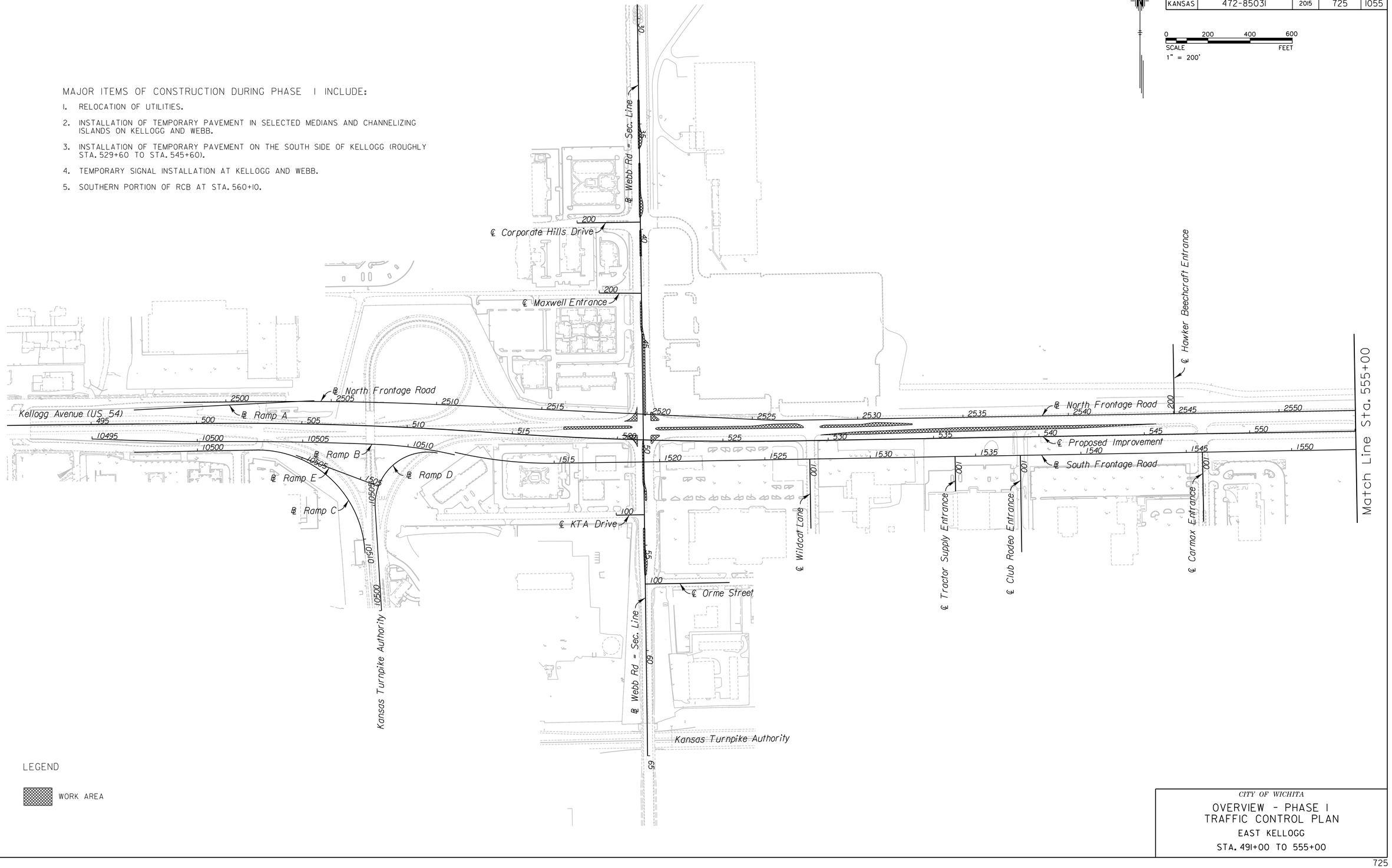
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	725	1055

0 200 400 600
SCALE FEET
1" = 200'

MAJOR ITEMS OF CONSTRUCTION DURING PHASE I INCLUDE:

1. RELOCATION OF UTILITIES.
2. INSTALLATION OF TEMPORARY PAVEMENT IN SELECTED MEDIANS AND CHANNELIZING ISLANDS ON KELLOGG AND WEBB.
3. INSTALLATION OF TEMPORARY PAVEMENT ON THE SOUTH SIDE OF KELLOGG (ROUGHLY STA. 529+60 TO STA. 545+60).
4. TEMPORARY SIGNAL INSTALLATION AT KELLOGG AND WEBB.
5. SOUTHERN PORTION OF RCB AT STA. 560+10.



LEGEND

WORK AREA

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CITY OF WICHITA

OVERVIEW - PHASE I
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 491+00 TO 555+00

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	726	1055

0 200 400 600
SCALE FEET
1" = 200'

THE CONTRACTOR SHALL NOT IMPACT ANY OF THE EXISTING TRAFFIC SIGNAL EQUIPMENT (BOXES, CONDUITS, CABLES, POLES, LOOPS, ETC.) AT THE KELLOGG AND GREENWICH INTERSECTION WHEN PLACING THE TEMPORARY PAVEMENT IN THE MEDIAN AREA.

Match Line Sta. 555+00

℄ Golden Corral Entrance

℄ Ellison Street

℄ Zelta Street

℄ North Frontage Road

Kellogg Avenue (US 54)

℄ Proposed Improvement

℄ South Frontage Road

℄ Chateau Street

℄ Trig Street

℄ Greenwich Road = Sec. Line

℄ Wal-Mart Entrance

LEGEND

WORK AREA

CITY OF WICHITA

OVERVIEW - PHASE I
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 555+00 TO 619+00

726

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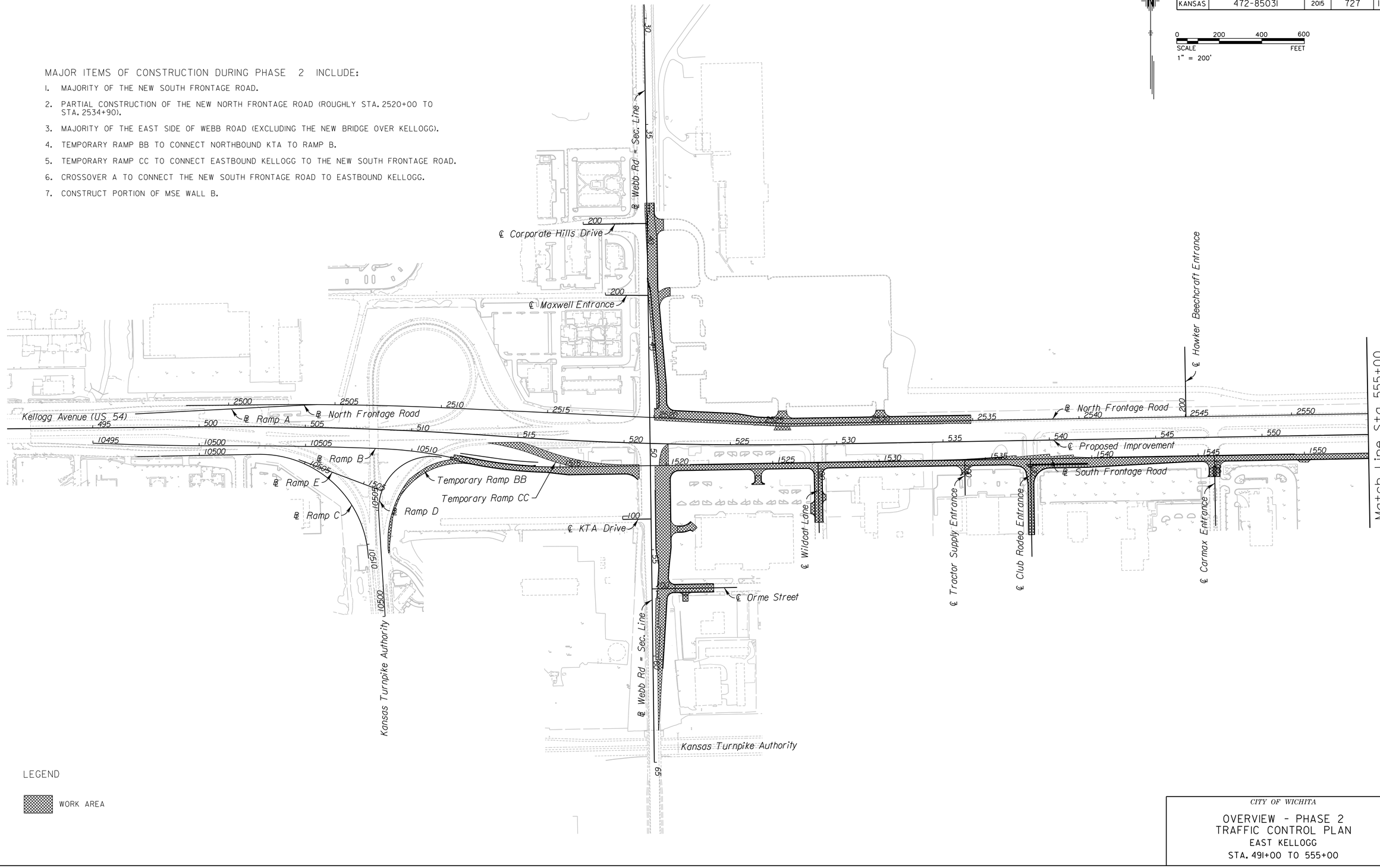
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	727	1055

0 200 400 600
SCALE FEET
1" = 200'

MAJOR ITEMS OF CONSTRUCTION DURING PHASE 2 INCLUDE:

1. MAJORITY OF THE NEW SOUTH FRONTAGE ROAD.
2. PARTIAL CONSTRUCTION OF THE NEW NORTH FRONTAGE ROAD (ROUGHLY STA. 2520+00 TO STA. 2534+90).
3. MAJORITY OF THE EAST SIDE OF WEBB ROAD (EXCLUDING THE NEW BRIDGE OVER KELLOGG).
4. TEMPORARY RAMP BB TO CONNECT NORTHBOUND KTA TO RAMP B.
5. TEMPORARY RAMP CC TO CONNECT EASTBOUND KELLOGG TO THE NEW SOUTH FRONTAGE ROAD.
6. CROSSOVER A TO CONNECT THE NEW SOUTH FRONTAGE ROAD TO EASTBOUND KELLOGG.
7. CONSTRUCT PORTION OF MSE WALL B.



LEGEND

WORK AREA

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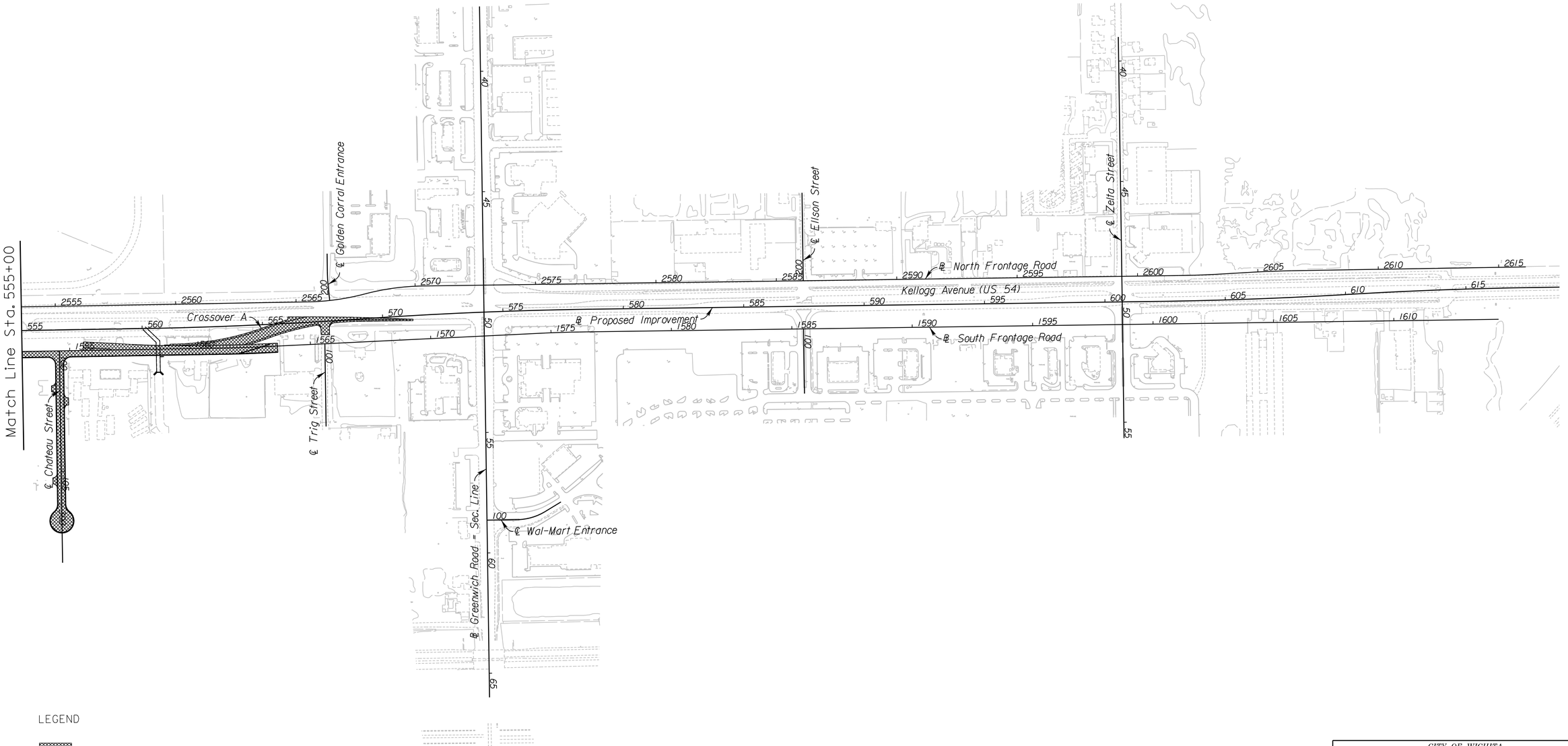
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CITY OF WICHITA

OVERVIEW - PHASE 2
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 491+00 TO 555+00

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	728	1055

0 200 400 600
SCALE FEET
1" = 200'



LEGEND

WORK AREA

CITY OF WICHITA

OVERVIEW - PHASE 2
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 555+00 TO 619+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	729	1055

0 200 400 600
SCALE FEET
1" = 200'

MAJOR ITEMS OF CONSTRUCTION DURING PHASE 3 INCLUDE:

1. MAJORITY OF THE NEW NORTH FRONTAGE ROAD WEST OF WEBB ROAD
2. RAMP A CONNECTING THE NEW NORTH FRONTAGE ROAD TO KELLOGG.
3. DEMOLITION OF THE KTA BRIDGE OVER EXISTING KELLOGG.
4. MAJORITY OF RAMP C CONNECTING THE EXISTING SOUTH FRONTAGE ROAD TO THE KTA.
5. TEMPORARY RAMPS DD, FF, AND HH FOR USE IN SUBSEQUENT CONSTRUCTION PHASES.
6. INSTALLATION OF TEMPORARY PAVEMENT ALONG KELLOGG NEAR TEMPORARY RAMP DD.
7. REMAINING SECTIONS OF THE RCB AT STA. 560+10.
8. CONSTRUCT MSE WALLS A, C AND D.

DEMOLITION OF THE KTA BRIDGE OVER EXISTING KELLOGG SHALL OCCUR IMMEDIATELY PRIOR TO PHASE 3B WORK. AS PART OF THIS, KELLOGG SHALL BE CLOSED AND A DETOUR ROUTE POSTED (AS SHOWN IN THESE PLANS). CLOSURE TIME SHALL BE RESTRICTED TO A SINGLE WEEKEND TIME PERIOD BEGINNING ON FRIDAY AT 10:00 P.M. AND CONCLUDING NO LATER THAN SUNDAY AT 5:00 A.M. ONCE WORK IS COMPLETED, ALL KELLOGG LANES SHALL BE OPEN TO THEIR PROPOSED PHASE 3B CONFIGURATION.

ACCESS FROM THE KTA TO EASTBOUND KELLOGG VIA EXISTING RAMP D OR TEMPORARY RAMP BB SHALL BE MAINTAINED DURING DEMOLITION OF THE KTA BRIDGE OVER EXISTING KELLOGG.

LEGEND

WORK AREA

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CITY OF WICHITA

OVERVIEW - PHASE 3
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 491+00 TO 555+00

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	730	1055

0 200 400 600
SCALE FEET
1" = 200'

Match Line Sta. 555+00

Temporary Ramp DD

℄ Golden Corral Entrance

℄ Chateau Street

℄ Trig Street

℄ Ellison Street

℄ Zelta Street

℄ Greenwich Road = Sec. Line

℄ Wal-Mart Entrance

℄ North Frontage Road

Kellogg Avenue (US 54)

℄ Proposed Improvement

℄ South Frontage Road

LEGEND

WORK AREA

CITY OF WICHITA

OVERVIEW - PHASE 3
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 555+00 TO 619+00

730

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	731	1055

0 200 400 600
SCALE FEET
1" = 200'

MAJOR ITEMS OF CONSTRUCTION DURING PHASE 4 INCLUDE:

1. SEGMENTS OF KELLOGG (ROUGHLY STA. 516+90 TO STA. 521+40 AND STA. 523+90 TO STA. 535+50). THIS WORK MAY CONTINUE INTO PHASE 5.
2. MAJORITY OF THE WEST SIDE OF WEBB ROAD (INCLUDING THE WEST HALF OF THE BRIDGE OVER KELLOGG).
3. REMAINING CONSTRUCTION OF THE NEW NORTH FRONTAGE ROAD EAST OF ROUGHLY STA. 2534+90.
4. CROSSOVER B TO CONNECT WESTBOUND KELLOGG TO THE NEW NORTH FRONTAGE ROAD.
5. RAMPS B AND E.
6. REMAINDER OF RAMP C CONNECTING THE EXISTING SOUTH FRONTAGE ROAD TO THE KTA.
7. MAJORITY OF RAMP D CONNECTING THE KTA TO THE NEW SOUTH FRONTAGE ROAD.
8. REMAINDER OF MSE WALL B

Kellogg Avenue (US 54)
℄ Ramp A
℄ North Frontage Road
℄ Ramp B
℄ Ramp E
℄ Ramp C
℄ Ramp D
℄ KTA Drive
℄ Webb Rd = Sec. Line
℄ Corporate Hills Drive
℄ Maxwell Entrance
℄ Hawker Beechcraft Entrance
℄ Proposed Improvement
℄ South Frontage Road
℄ Wildcat Lane
℄ Tractor Supply Entrance
℄ Club Rodeo Entrance
℄ Carmax Entrance
℄ Orme Street
Kansas Turnpike Authority
Match Line Sta. 555+00

LEGEND

WORK AREA

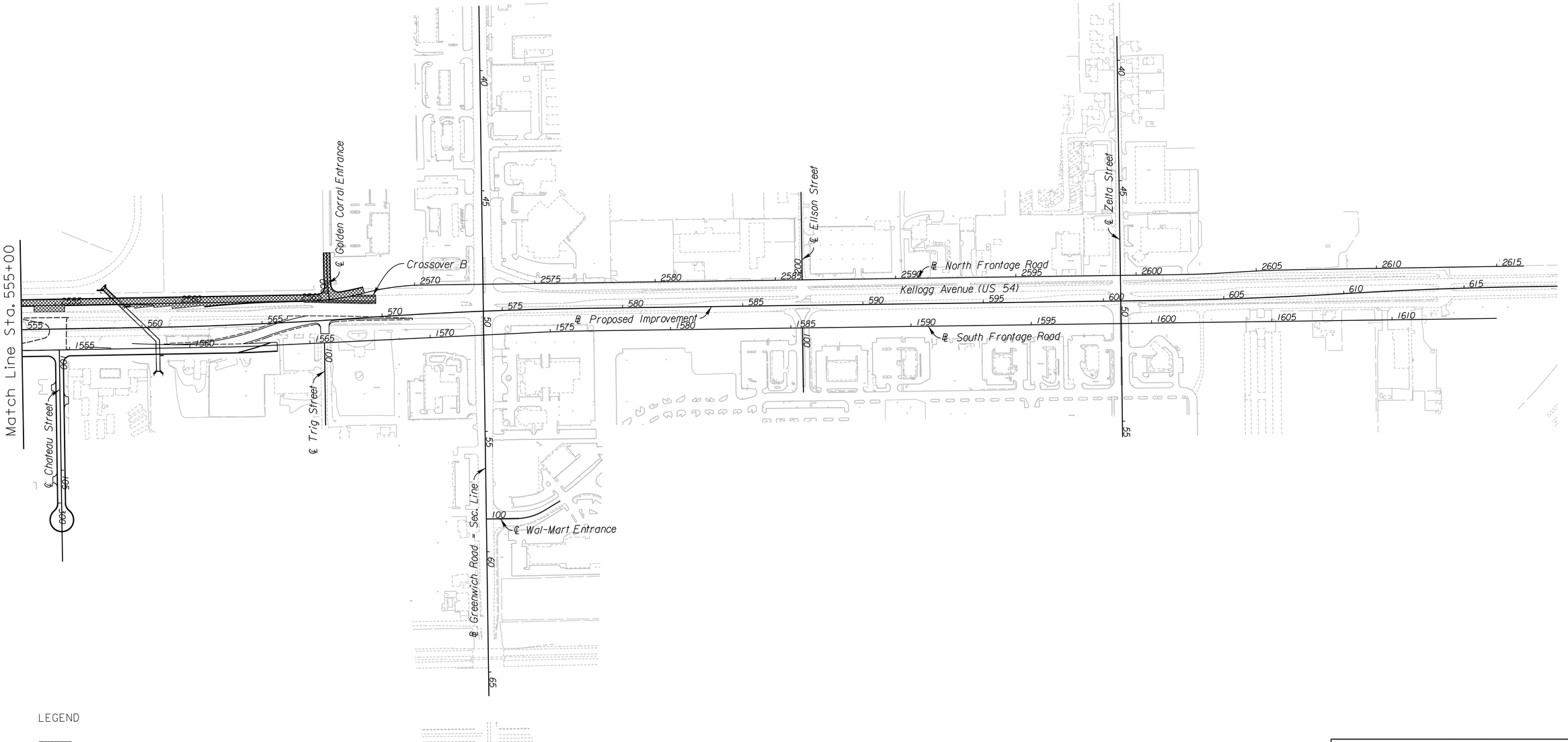
CITY OF WICHITA

OVERVIEW - PHASE 4
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 491+00 TO 555+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	732	1055

0 200 400 600
SCALE FEET
1" = 200'



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CITY OF WICHITA

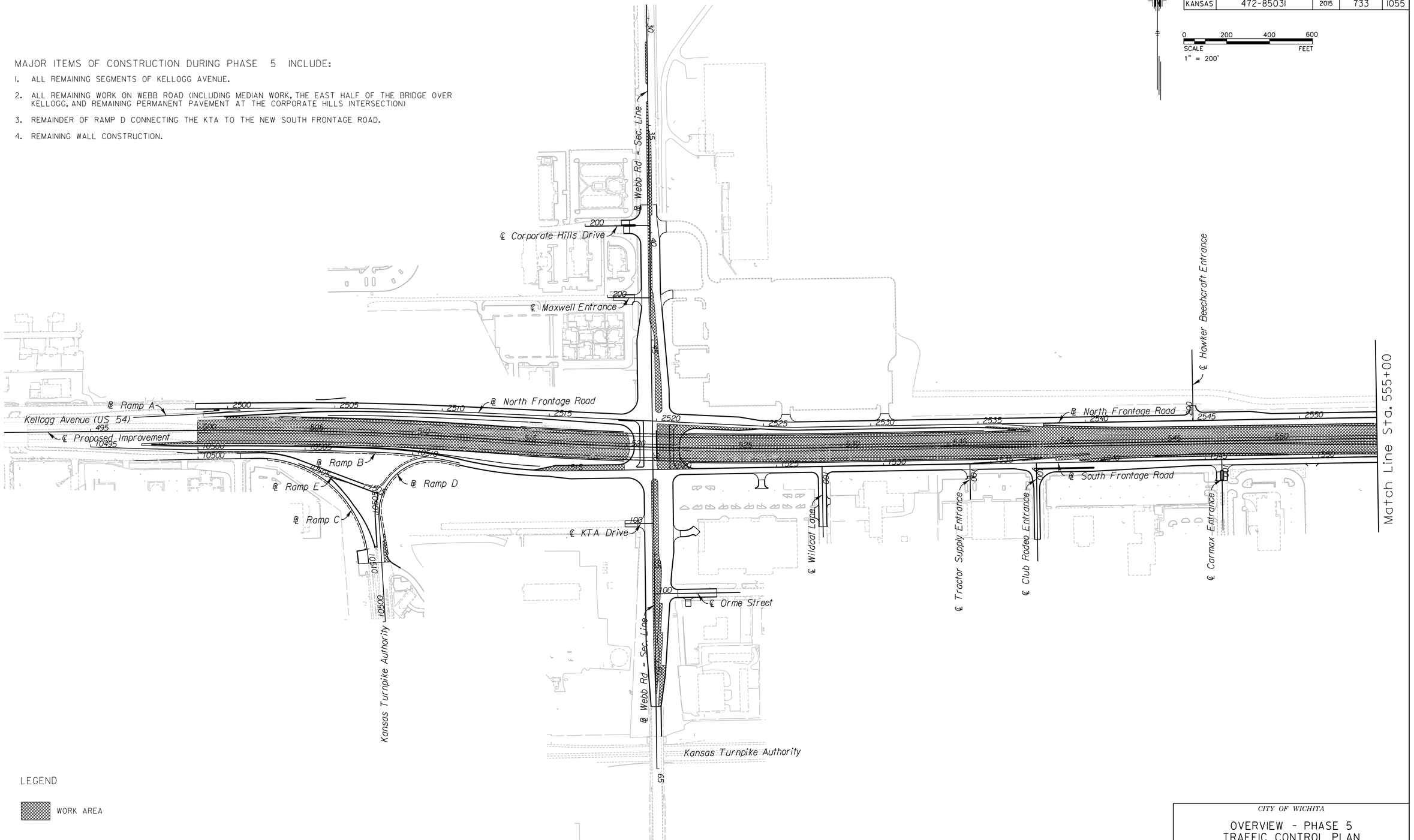
OVERVIEW - PHASE 4
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 555+00 TO 619+00

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	733	1055

0 200 400 600
SCALE FEET
1" = 200'

MAJOR ITEMS OF CONSTRUCTION DURING PHASE 5 INCLUDE:

1. ALL REMAINING SEGMENTS OF KELLOGG AVENUE.
2. ALL REMAINING WORK ON WEBB ROAD (INCLUDING MEDIAN WORK, THE EAST HALF OF THE BRIDGE OVER KELLOGG, AND REMAINING PERMANENT PAVEMENT AT THE CORPORATE HILLS INTERSECTION)
3. REMAINDER OF RAMP D CONNECTING THE KTA TO THE NEW SOUTH FRONTAGE ROAD.
4. REMAINING WALL CONSTRUCTION.



LEGEND

WORK AREA

CITY OF WICHITA

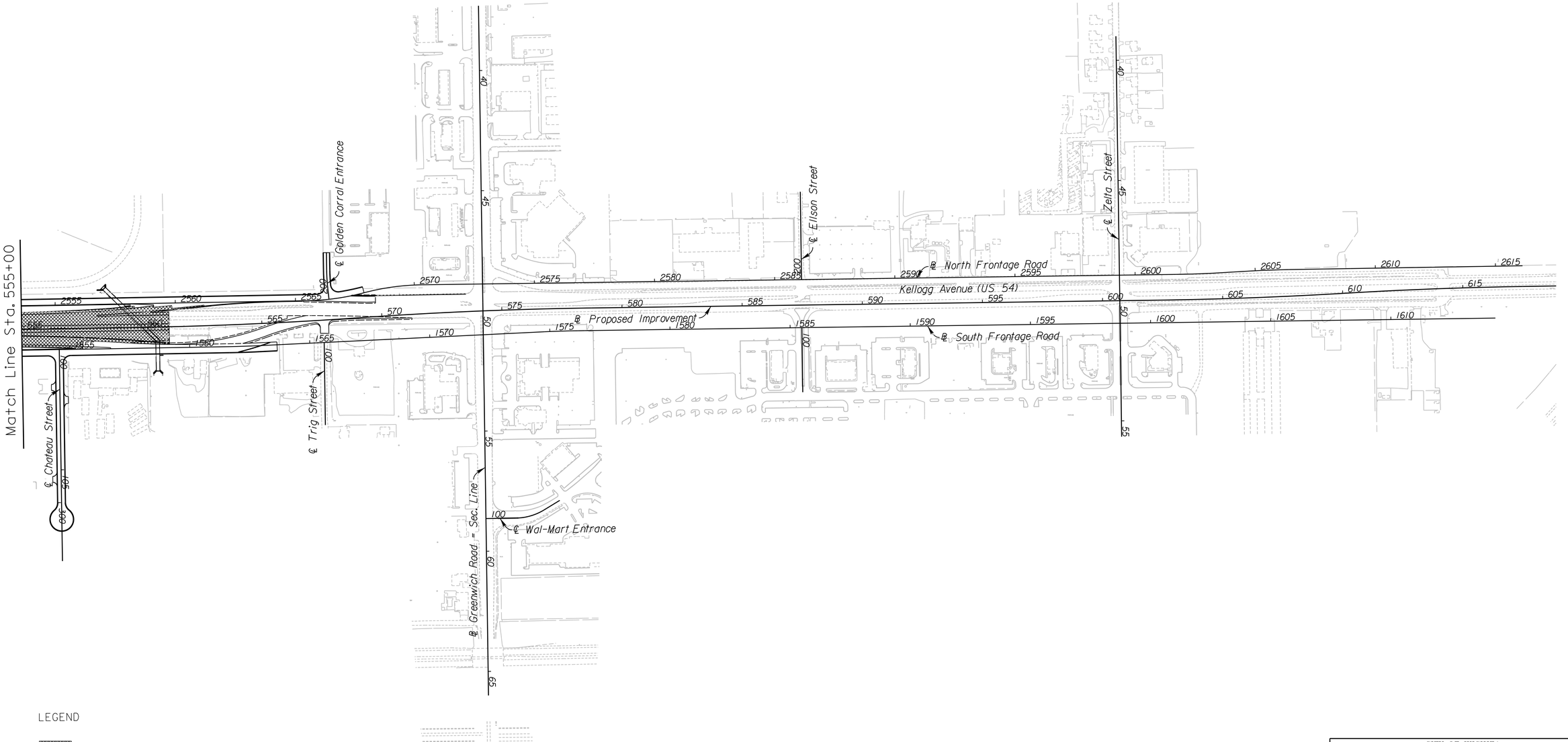
OVERVIEW - PHASE 5
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 491+00 TO 555+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	734	1055

0 200 400 600
SCALE FEET
1" = 200'



LEGEND

WORK AREA

CITY OF WICHITA

OVERVIEW - PHASE 5
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 555+00 TO 619+00

734

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	735	1055

MAINTENANCE OF TRAFFIC NOTES - PHASE I

	CONSTRUCTION	TRAFFIC	REMARKS
Kellogg and Webb Road	The First Phase of Construction includes removal of portions of the existing raised medians and channelizing islands along Kellogg Avenue and Webb Road. Areas removed shall be replaced with temporary pavement for use in subsequent construction phases. Placement of temporary pavement is also required along the south side of Kellogg between roughly Sta. 529+60 and Sta. 545+60. Install storm sewer modifications when placing the temporary pavement in the median area west of Greenwich along Kellogg.	The contractor may close one lane in each direction, as required, to complete the temporary pavement construction (see KDOT Std. TE744 for typical traffic control details). Lane closures for this work shall only be permitted between the hours of 10:00 PM and 5:00 AM, except as otherwise approved by the Engineer. During non-working hours, no pavement edge drop-offs are permitted and all existing travel lanes shall be open.	Install temporary signal at Webb Road and Kellogg prior to any construction impacts on the existing signal operations. The Contractor shall not impact any of the existing traffic signal equipment (boxes, conduits, cables, poles, loops, etc.) at Greenwich Road and Kellogg when placing the temporary pavement in the median area west of Greenwich along Kellogg.
Sanitary Sewers	Sanitary Sewer Lines Horizontal bore beneath Webb Road. Contractor shall submit sequence of sanitary sewer construction to construction engineer for approval prior to beginning sanitary sewer work in this phase.		Power pole to be relocated by Others. Do not discharge dewatering effluent directly into existing pond. Minor utility relocations to accommodate construction sequence to be performed by each repective utility owner unless otherwise noted.
Water Lines	Water Lines Horizontal bore beneath Kellogg and Webb. Contractor shall submit sequence of water line construction to construction engineer for approval prior to beginning water line work in this phase.		Utility relocations by Others. Install beneath existing utilities where necessary. Minor utility relocations to accommodate construction sequence to be performed by each repective utility owner unless otherwise noted.
RCB Sta. 560+09.53	RCB Sta. 560+09.53, southern portion, south of AT&T duct bank and 12" water line. Temporary channel diversions required.	Permanently close Kellogg Drive between the access near Sta. 555+30 and the access near Sta. 561+00.	Construct sufficient length of RCB for construction of South Frontage Road and to maintain drainage.
Storm Water Sewers	During Phase I, contractor may construct any storm water sewers that can be accommodated while maintaining traffic, while maintaining all utilities in service, and while maintaining drainage. Contractor shall submit sequence of storm sewer construction to construction engineer for approval prior to beginning storm sewer work in this phase.		See AT&T General Notes on Sh. No. 736.
Private Utilities	Contractor to coordinate with all private utilities to complete relocations in accordance with the project specifications.	Private utilities are responsible for own traffic control.	

TIED PROJECT

The following construction project is tied to this Project.

1. Tied to City Sewer Project No. 468-83152.

GENERAL NOTES - MAINTENANCE OF TRAFFIC PHASE I

1. Temporary lane closures are only permitted for the time needed (lane closures along Kellogg shall only be permitted between the hours of 10:00 PM and 5:00 AM, except as otherwise approved by the Engineer). The Contractor shall restore the original traffic configuration upon completion of task.
2. Maintain 2-way traffic at all side roads and entrances unless otherwise noted.
3. Phase I will include utility and fence relocations by Others. The Contractor is required to coordinate work with utility companies and adjacent owners. Although some utilities and fences must be relocated prior to construction, the Contractor shall work around those that remain in place.
4. Shoring may be needed for deep manhole construction for public utilities.
5. Once the existing signal at Webb Road and Kellogg has been removed in Phase I, pedestrian traffic across Kellogg and across Webb Road is no longer maintained within these project limits and sidewalks along Webb Road will be closed from Lincoln Street to Corporate Hills Drive. The Contractor shall be responsible for maintaining closures of sidewalk at or within construction limits. The Contractor shall maintain pedestrian access at all times on sidewalks within construction limits that are not closed, unless closure of such is approved by the Engineer.

CITY OF WICHITA

EAST KELLOGG
MAINTENANCE OF TRAFFIC
PHASE I
SCHEDULE 1 OF 1

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	736	1055

AT&T GENERAL NOTES

AT&T has four major areas of the project where their existing facilities must remain undisturbed and in full service until the new AT&T network is fully installed and placed into service:

1. *AT&T has an underground conduit bank that runs North and South, in the West half of Webb Road, extending from beyond the North limit of the project, to an existing AT&T manhole in the intersection of Kellogg and Webb Road.*
2. *Another underground conduit bank extends to the East from the existing AT&T manhole in the intersection of Kellogg and Webb Road, along Kellogg's proposed ℄, to beyond the East limit of the project.*
3. *AT&T also has major facilities/conduits running North and South on both sides of Wildcat Lane. These conduits emerge from an existing AT&T manhole near the SW corner of Wildcat Lane and Kellogg.*
4. *The fourth area of major concern is the R/W of Webb Road, South of Kellogg. AT&T has several large, direct buried, copper and fiber cables within the R/W of Webb Road, South of Kellogg. These cables extend from the existing AT&T manhole in the intersection of Kellogg and Webb Road, and run to the South project limit and beyond.*

AT&T anticipates that once the Contractor completes the installation of the new AT&T manholes and duct banks, approximately six months will be needed to complete the installation of the new cables and equipment and cut over service to the new network, depending on how much cable placement and splicing AT&T can perform in coordination with the Contractor as the manholes and duct banks are constructed. It should be noted that the above four areas of major concern are not the only locations where working AT&T facilities will be encountered on the project. Several smaller cables serving businesses within the job scope will also need to be kept in service until all new cables have been placed and the final cut-over is made. The Contractor may be able to adjust these smaller service cables to accommodate construction, but would be responsible for any damage, should it occur.
Until the final cut-over is performed, it will be necessary to avoid all existing and new AT&T facilities within the project limits. The Contractor should be fully aware that, due to limited R/W and the essential phasing of this project, AT&T is performing their relocation during construction.

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CITY OF WICHITA

EAST KELLOGG

AT&T GENERAL NOTES

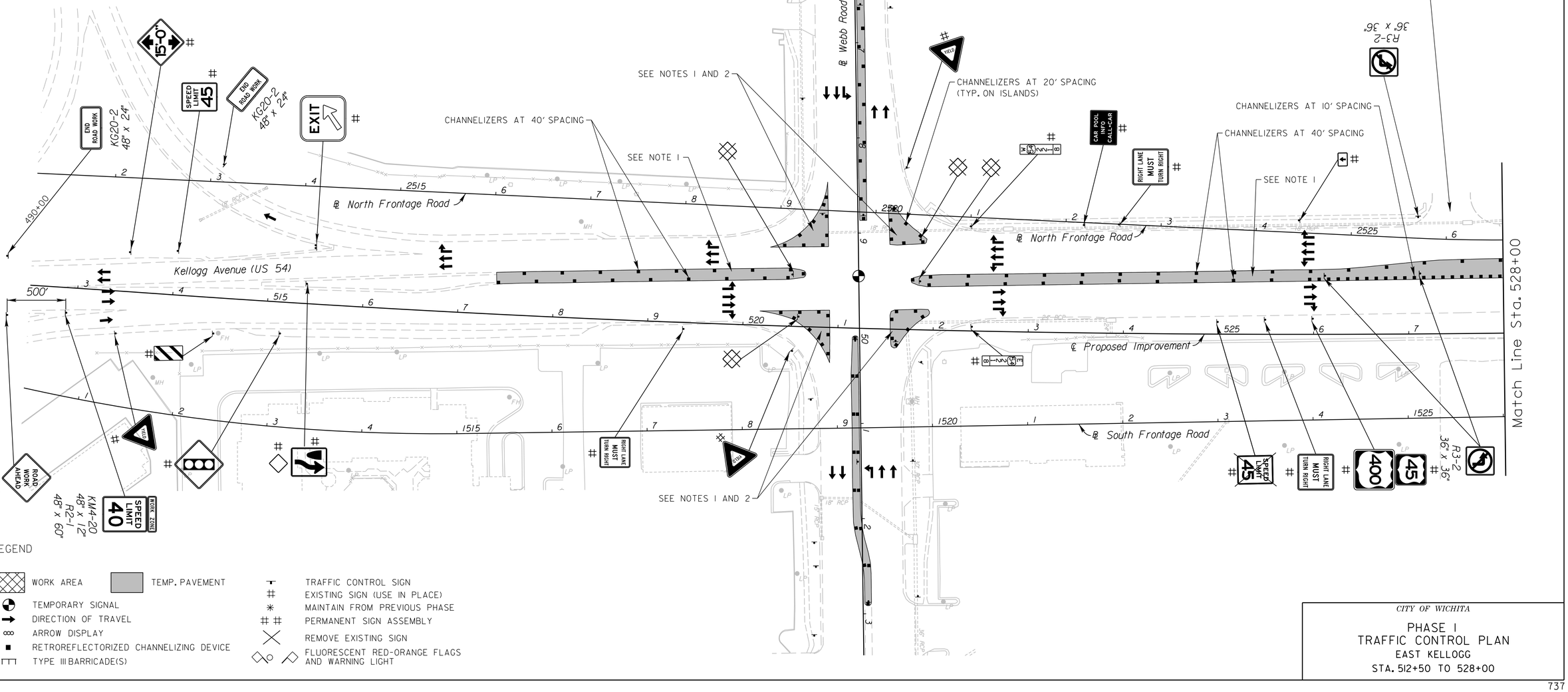
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	737	1055

0 50 100 150
SCALE FEET
1" = 50'

NOTES

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE TEMPORARY PAVEMENT CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS.
2. TEMPORARY SIGNAL CONTROL SHALL BE IN OPERATION AT THE KELLOGG AND WEBB INTERSECTION PRIOR TO ANY CONSTRUCTION IMPACTS ON THE EXISTING SIGNAL OPERATIONS.

IMMEDIATELY FOLLOWING THE TEMPORARY PAVING OF EXISTING MEDIAN AREA, THE CONTRACTOR SHALL RESTRICT LEFT-TURN MOVEMENTS INTO AND OUT OF COSTCO ENTRANCE WITH THE USE OF TEMPORARY TRAFFIC CONTROL DEVICES (SEE PHASE 2 TRAFFIC CONTROL PLANS FOR TYPICAL DEVICES AND LOCATIONS).



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 1
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 512+50 TO 528+00

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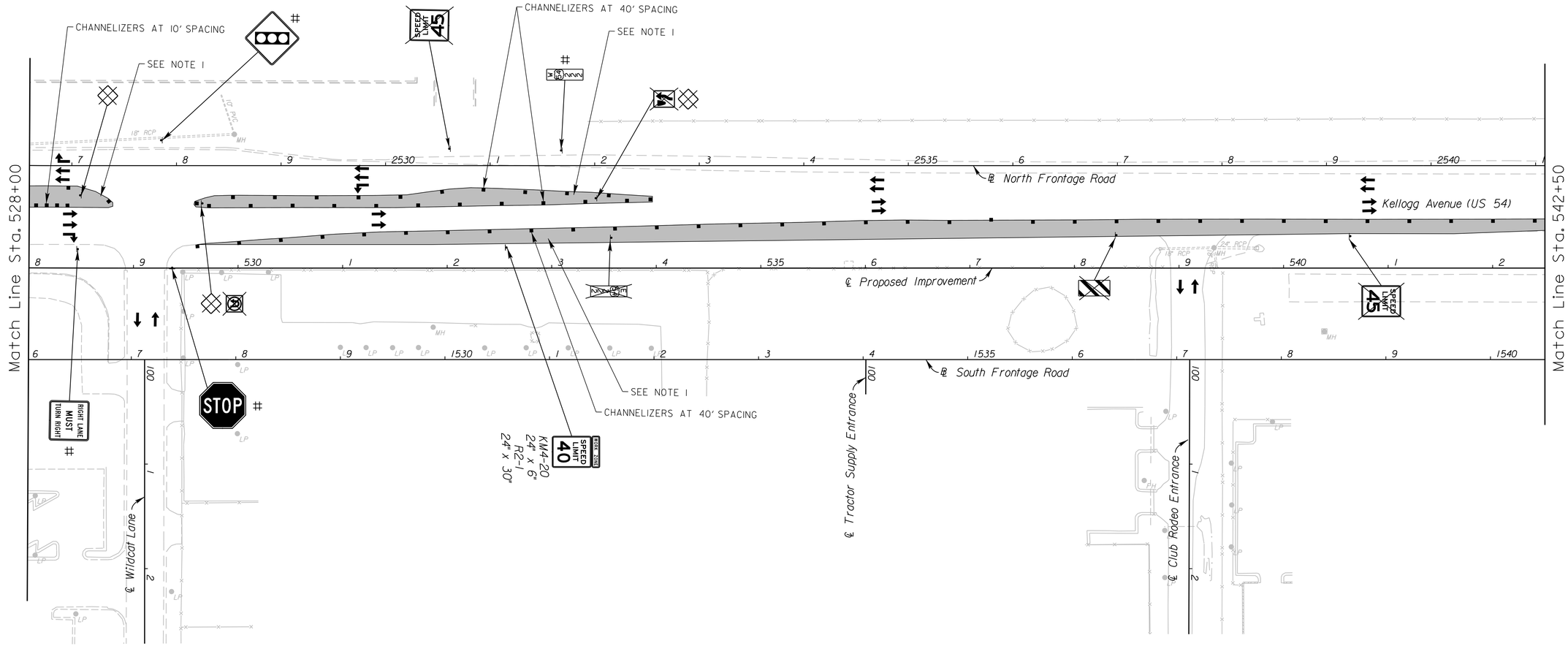
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	738	1055

0 50 100 150
SCALE FEET
1" = 50'

NOTE

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE TEMPORARY PAVEMENT CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS.



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE I
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 528+00 TO 542+50

738

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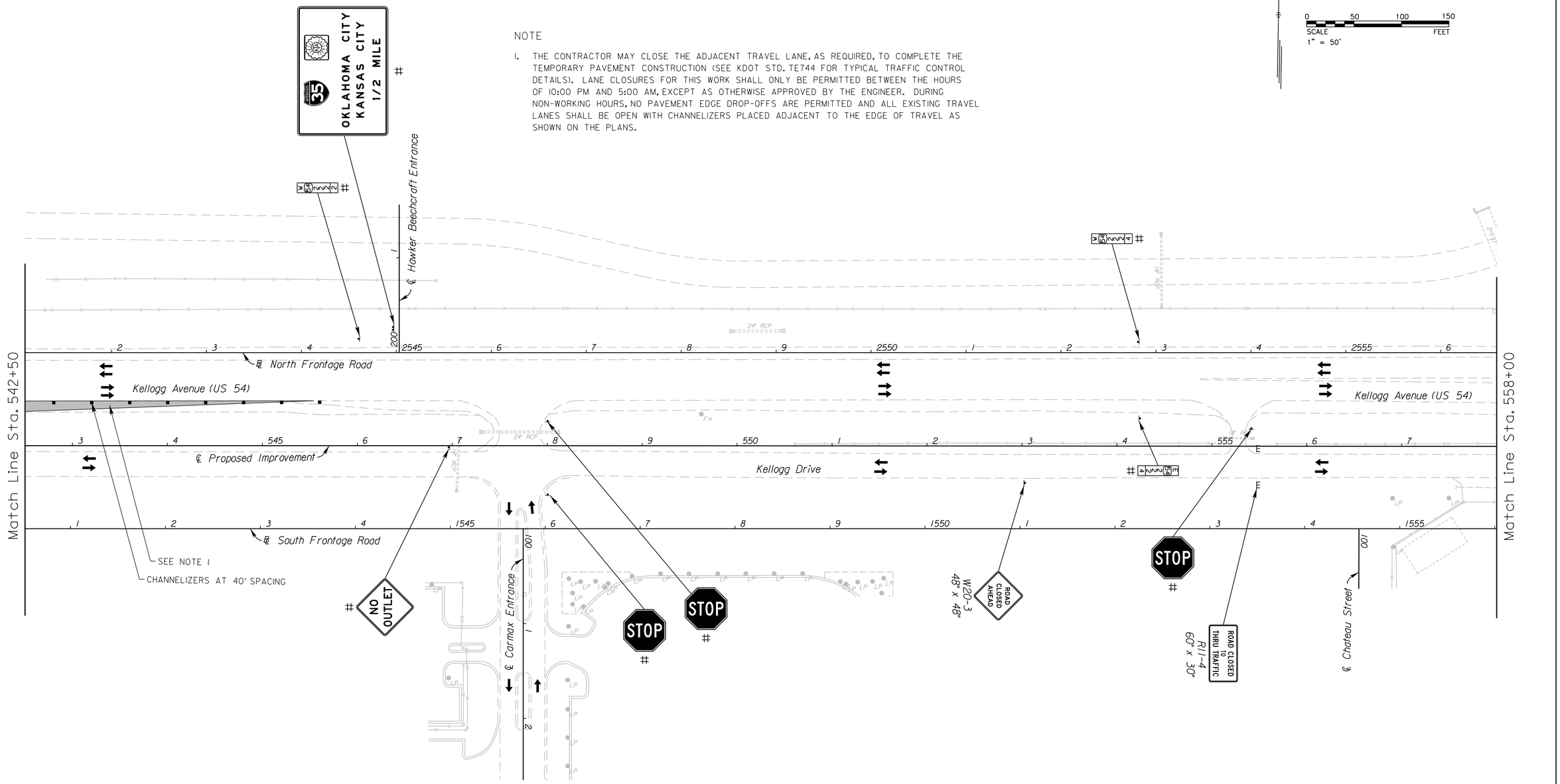
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	739	1055

SCALE 1" = 50'
0 50 100 150 FEET

NOTE

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE TEMPORARY PAVEMENT CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS.



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE I
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 542+50 TO 558+00

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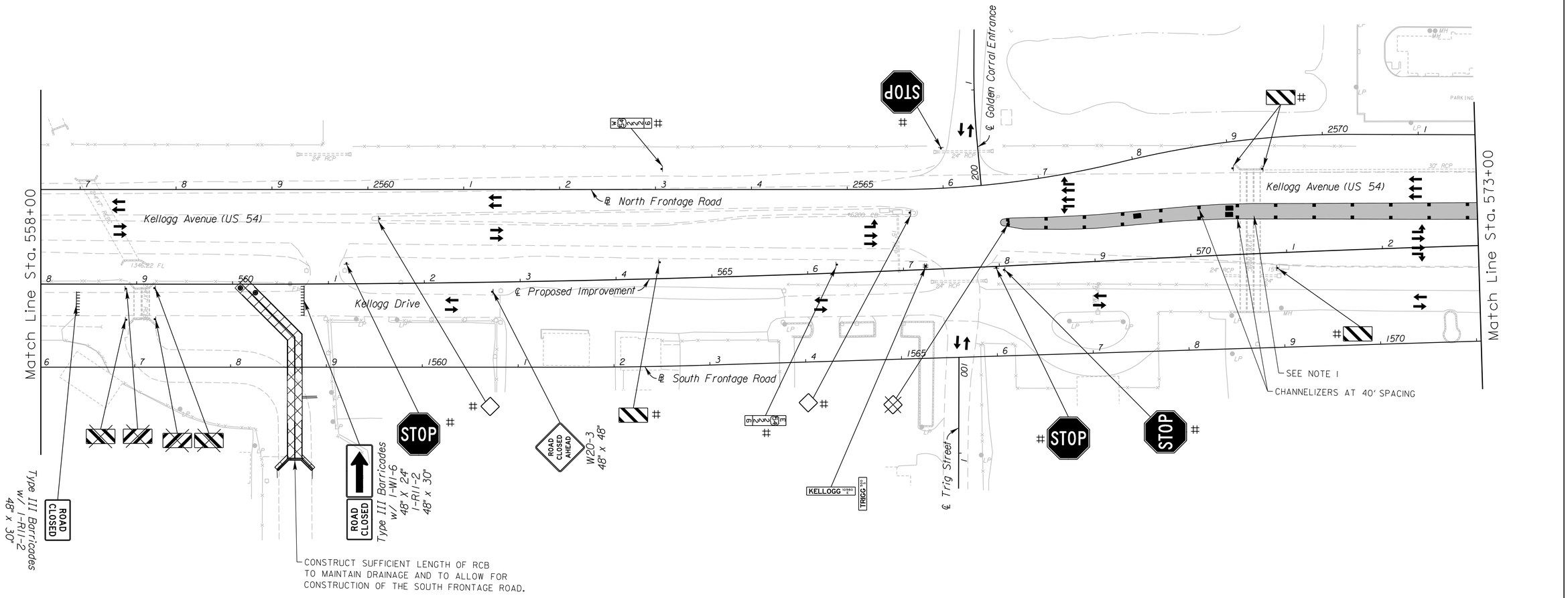
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	740	1055

0 50 100 150
SCALE FEET
1" = 50'

NOTE

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LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE I
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 558+00 TO 573+00

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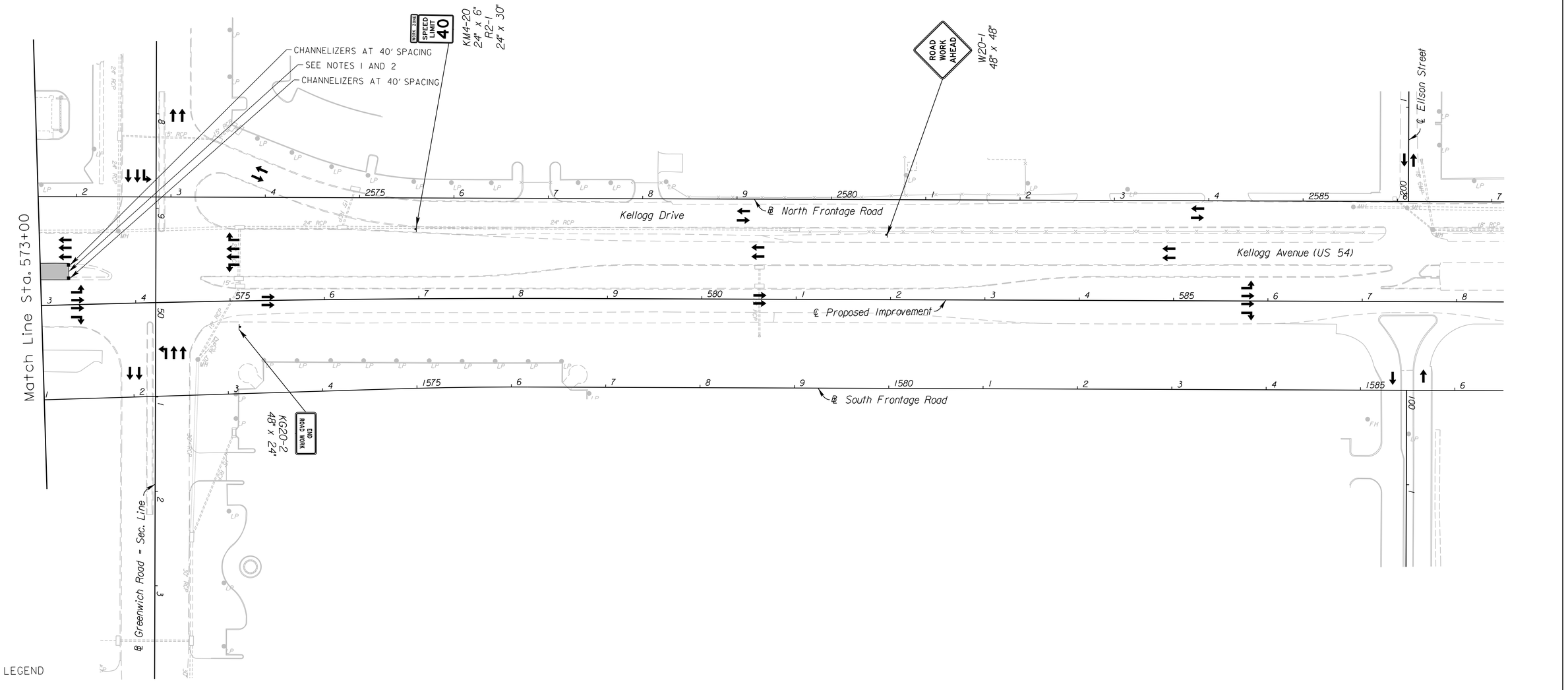
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	741	1055

0 50 100 150
SCALE FEET
1" = 50'

NOTES

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE TEMPORARY PAVEMENT CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS.

2. THE CONTRACTOR SHALL NOT IMPACT ANY OF THE EXISTING TRAFFIC SIGNAL EQUIPMENT (BOXES, CONDUITS, CABLES, POLES, LOOPS, ETC.) AT THE KELLOGG AND GREENWICH INTERSECTION WHEN PLACING THE TEMPORARY PAVEMENT IN THE MEDIAN AREA.



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE I
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 573+00 TO 588+50

741

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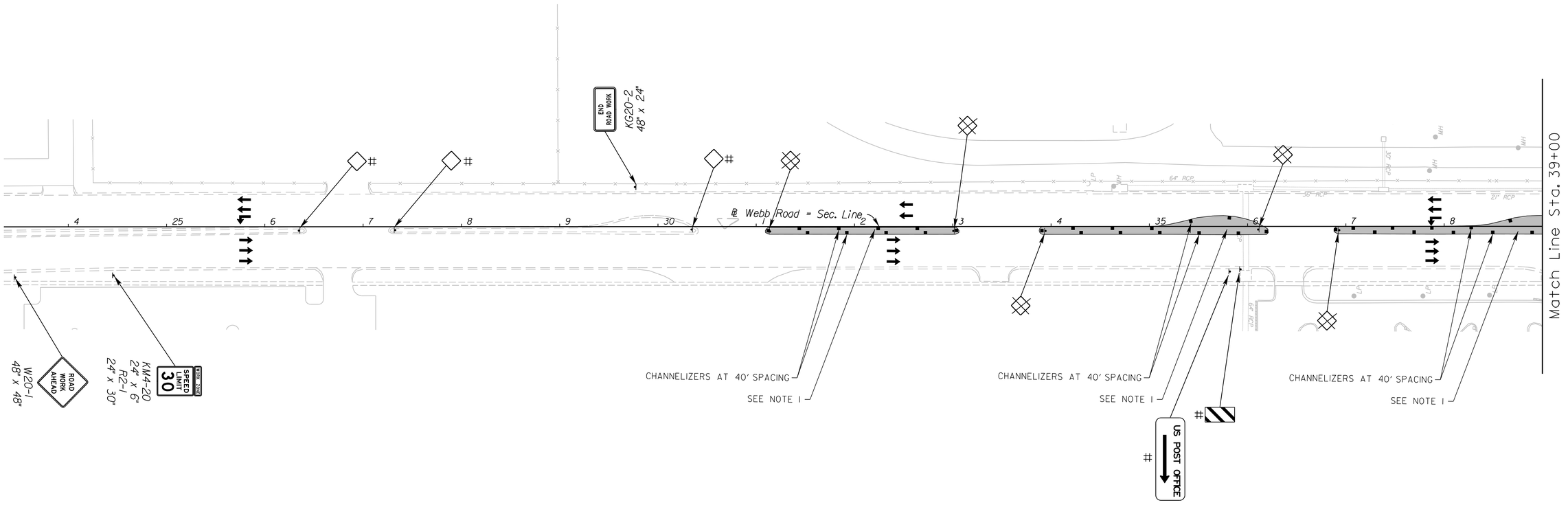
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	742	1055

NOTE

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE TEMPORARY PAVEMENT CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS.

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE I
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 24+00 TO 39+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	743	1055

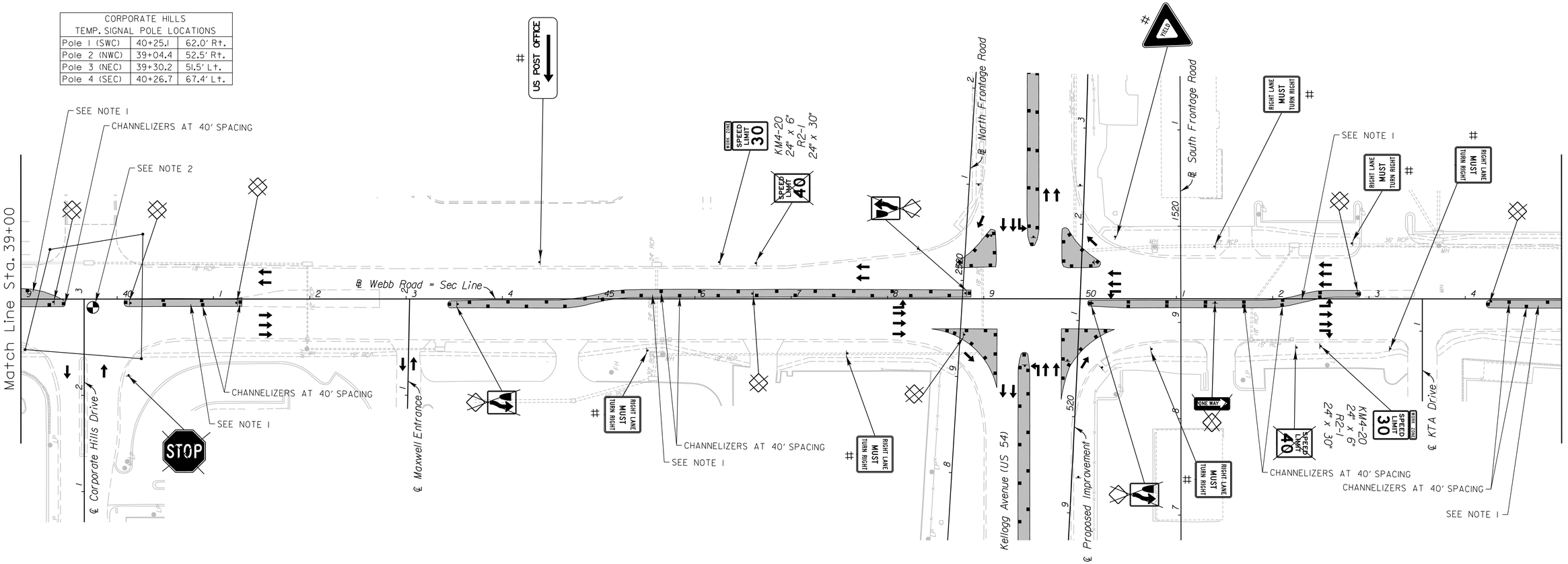
NOTE

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE TEMPORARY PAVEMENT CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS.

2. TEMPORARY SIGNAL TO BE IN PLACE PRIOR TO CONSTRUCTION (BY OTHERS). ONCE PHASE I CONSTRUCTION BEGINS, THE CONTRACTOR SHALL MAINTAIN, OPERATE, AND MODIFY THE TEMPORARY SIGNAL, INCLUDING THE POSITION OF SIGNAL HEADS AND RADAR DETECTORS, TO ACCOMMODATE WORK DURING ALL SUBSEQUENT CONSTRUCTION PHASES UNTIL THE PERMANENT TRAFFIC SIGNAL IS COMPLETED AND IN OPERATION. ALL EQUIPMENT FOR THE TEMPORARY TRAFFIC SIGNAL, EXCEPT THE CONTROLLER, CABINET AND INTERNAL CABINET ACCESSORIES (OR OTHER ITEMS IDENTIFIED BY THE ENGINEER IN CHARGE OF CONSTRUCTION), SHALL BE REMOVED BY THE CONTRACTOR AND STOCKPILED ON SITE FOR RETRIEVAL BY THE CITY OF WICHITA. ALL WORK NECESSARY FOR THE PROPER OPERATION OF THE TEMPORARY SIGNAL, WHETHER SPECIFICALLY MENTIONED OR NOT, SHALL BE CONSIDERED SUBSIDIARY TO OTHER TEMPORARY TRAFFIC SIGNAL BID ITEMS.

CORPORATE HILLS TEMP. SIGNAL POLE LOCATIONS		
Pole 1 (SWC)	40+25.1	62.0' Rt.
Pole 2 (NWC)	39+04.4	52.5' Rt.
Pole 3 (NEC)	39+30.2	51.5' Lt.
Pole 4 (SEC)	40+26.7	67.4' Lt.

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE I
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 39+00 TO 55+00

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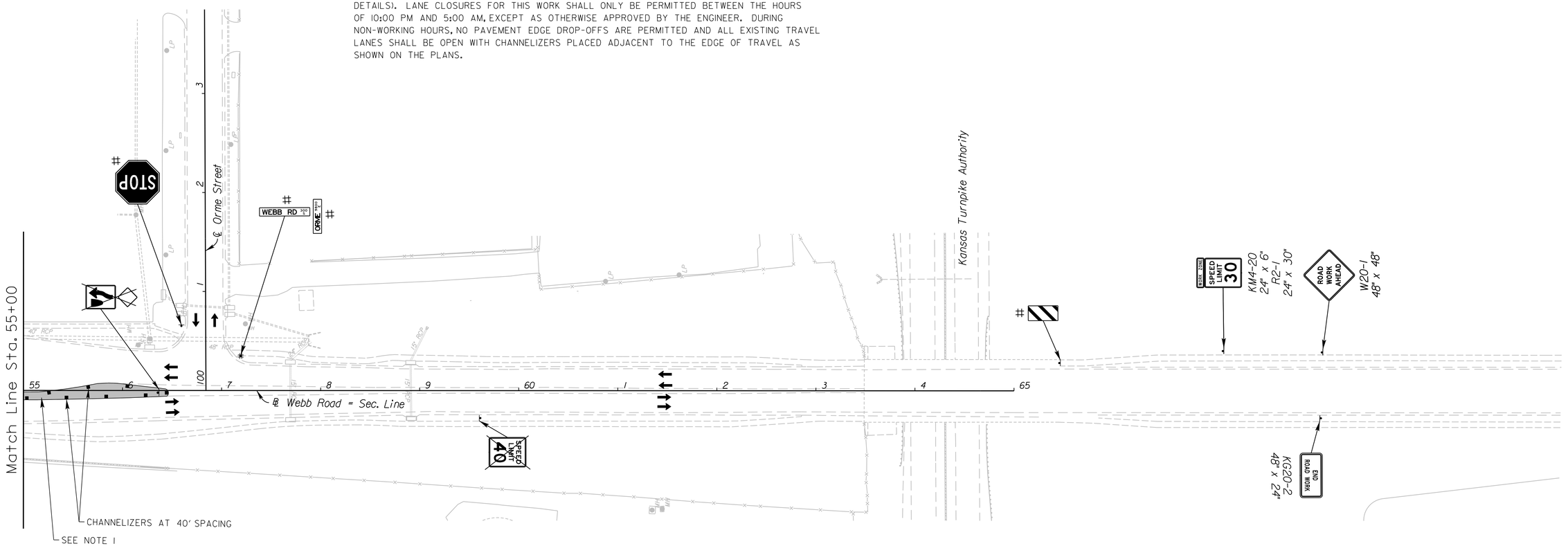
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	744	1055

NOTE

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE TEMPORARY PAVEMENT CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS.

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE I
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 55+00 TO 70+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	745	1055

MAINTENANCE OF TRAFFIC NOTES - PHASE 2

	CONSTRUCTION	TRAFFIC	REMARKS
Partial construction of North Frontage Road, South Frontage Road and Webb Road.	Majority of the South Frontage Road east of Webb Road, plus associated side roads and entrances. Omit north curb and temporarily pave as necessary to maintain cross road traffic to existing Kellogg. Also construct Permanent Crossover A at the east end of the project.	Maintain 2 lanes NB and 2 lanes SB on existing Webb Road pavement. Wildcat Lane cannot be closed concurrently with Orme Street. Maintain 2-way traffic at entrances to Carmax and Club Rodeo.	
	Portion of South Frontage Road between the existing NB KTA to EB Kellogg and Webb Road. Omit portion of South Frontage Road north of baseline to accommodate construction and tie-in of Temporary Ramp CC in this phase. Construct Temporary Ramp BB and CC for use in Phase 3B. Construct portion of MSE wall B as required.	Provide temporary traffic control along the ramp from NB KTA to EB Kellogg, sufficient for construction of Temporary Ramp BB and CC.	
	NB lanes of Webb Road with the exception of the area between the North Frontage Road and South Frontage Road. Temporarily pave widenings in the proposed median areas sufficient to carry 2 lanes NB and 2 lanes SB along the east side of Webb Road in Phase 3, temporarily omit curb & gutter along the median as required. Phase the Corporate Hills Drive as required to maintain access at all times. Also construct the temporary transition pavement at the south end of Webb Road, and temporary pavement between them South Frontage Road and existing Kellogg to be used in Phase 3.	Maintain 2 SB lanes on Webb, south of Kellogg, at all times. The 2 NB lanes may only be reduced to one for brief periods of time, such as during construction of temporary transition pavement. Wildcat Lane cannot be closed concurrently with Orme Street. Left turns at Kellogg and Webb Road will no longer be allowed until the completion of Phase 5. Maintain the temporary signal at Kellogg and Webb Road that was constructed in Phase 1, adjust signal head placement as required.	
	Construct portion of the North Frontage Road east of Webb Road. Phase construction of driveways near 527+50 and 532+00 to maintain access to one driveway at all times. Use temporary pavement as required to transition traffic from proposed North Frontage Road to existing Kellogg at each driveway when open.	Shift Kellogg traffic south on existing and temporary pavement constructed in Phase 1 to maintain a minimum of 4-11' lanes on Kellogg at all times. Only one of the CostCo driveways to Kellogg/North Frontage Road shall be open at any time. Tubular markers shall be placed along the centerline of Kellogg in the vicinity of the open driveway to prohibit drivers from turning left into or out of the driveway.	
Storm Water Sewers	Construct proposed storm sewer line that extends east along the North Frontage Road to accommodate drainage of the North Frontage Road constructed during this phase as well as when Temporary Ramp FF is constructed. Continue constructing any additional storm water sewers that can be accommodated while maintaining traffic, while maintaining all utilities in service, and while maintaining drainage.		

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CITY OF WICHITA

EAST KELLOGG
MAINTENANCE OF TRAFFIC
PHASE 2
SCHEDULE 1 OF 1

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	746	1055

SCALE 1" = 50'
0 50 100 150 FEET

END ROAD WORK
KG20-2
48" x 24"
EAST KELLOGG BUSINESS DISTRICT NEXT 3 EXITS
CROSS
DO NOT ENTER
ONE WAY
ONE WAY
FRONTAGE RD
℄ North Frontage Road
℄ Ramp A
Kellogg Avenue (US 54)
℄ Proposed Improvement
Kellogg Avenue (US 54)
Match Line Sta. 512+50
℄ Ramp B
WRONG WAY
ROAD WORK AHEAD
W20-1
48" x 48"
CONSTRUCT TEMPORARY DRAINAGE PIPE
℄ Ramp D
NOTE 1
CHANNELIZERS AT 20' SPACING
ONE WAY
R6-1
15-0
15 MPH
Cypress Drive
ONE WAY
STOP
℄ Ramp C
℄ Ramp E
35 MPH
STOP AHEAD
TOLL PLAZA
20 MPH
Kansas Turnpike Authority
Temp. Ramp BB
30 MPH
W1-1R
48" x 48"
30 MPH
W13-1P
24" x 24"
ROAD WORK AHEAD
W20-1
48" x 48"
CONTRACTOR TO CONSTRUCT TEMPORARY PAVEMENT FOR USE IN PHASE 3. UTILIZE TYPICAL DETAILS AS REQUIRED. (SEE SHEET 78 FOR TEMPORARY RAMP BB DETAILS). DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS

NOTE

1. CONTRACTOR TO CONSTRUCT PROPOSED INLET IN PHASES TO ALLOW FOR RAMP BB TRAFFIC TO TRAVERSE OVER INLET STRUCTURE WHILE MAINTAINING DRAINAGE. USE TEMPORARY TOP ON INLET AND PLACE A36 CERTIFIED STEEL AT LEAST 1-INCH THICK WITH LIFT HOOKS AND SECURELY FASTENED TO THE PAVEMENT WITH STAKES OR PINS AND A TEMPORARY PAVEMENT WEDGE COURSE SHALL BE PLACED TO TRANSITION VEHICLES SMOOTHLY OVER THE PLATE.

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

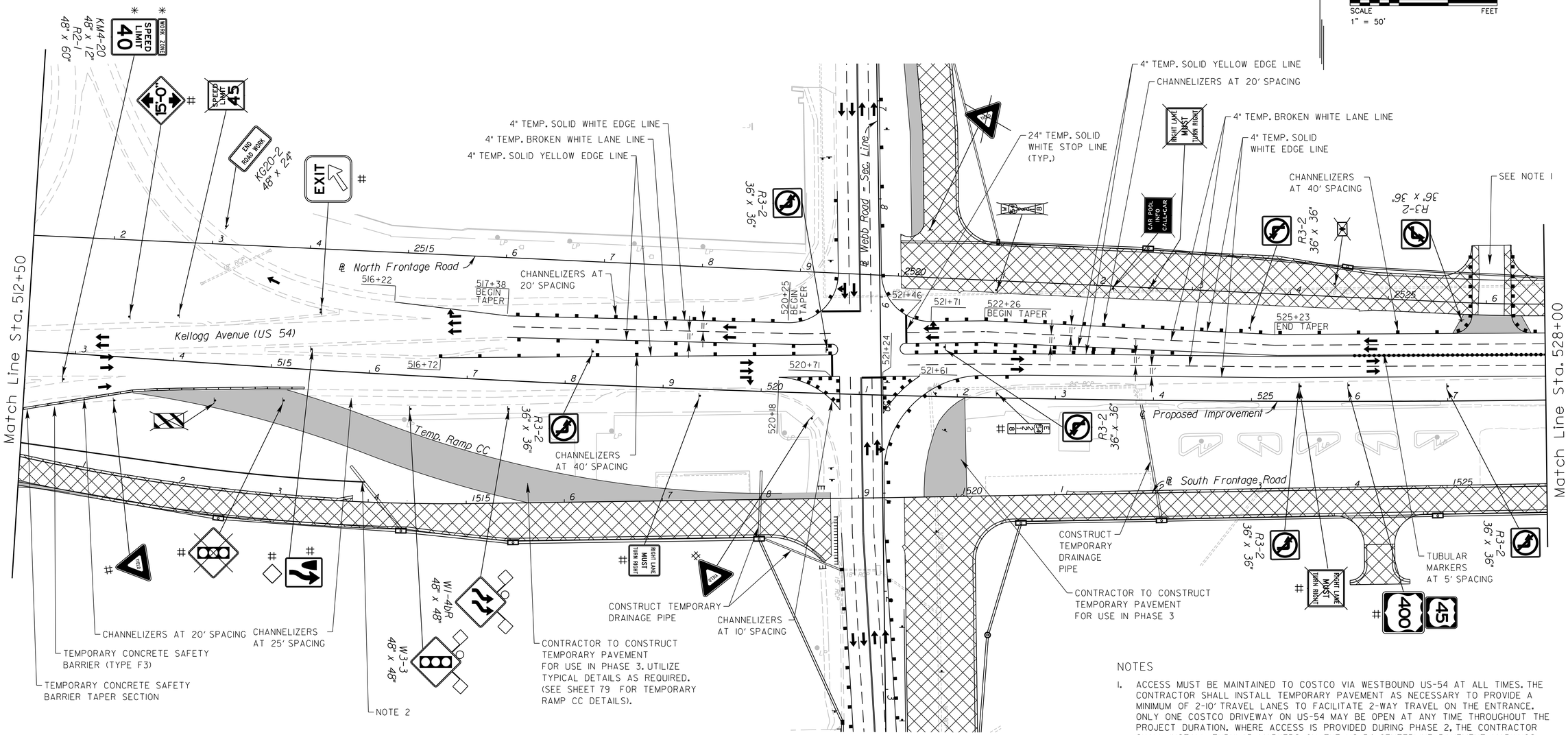
PHASE 2
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 497+00 TO 512+50

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	747	1055

SCALE 1" = 50'



NOTES

1. ACCESS MUST BE MAINTAINED TO COSTCO VIA WESTBOUND US-54 AT ALL TIMES. THE CONTRACTOR SHALL INSTALL TEMPORARY PAVEMENT AS NECESSARY TO PROVIDE A MINIMUM OF 2-10' TRAVEL LANES TO FACILITATE 2-WAY TRAVEL ON THE ENTRANCE. ONLY ONE COSTCO DRIVEWAY ON US-54 MAY BE OPEN AT ANY TIME THROUGHOUT THE PROJECT DURATION. WHERE ACCESS IS PROVIDED DURING PHASE 2, THE CONTRACTOR SHALL INSTALL TUBULAR MARKERS ON THE US-54 CENTERLINE PAVEMENT MARKINGS AND NO LEFT TURN SIGNS FOR EASTBOUND US-54 AND THE DRIVEWAY (AS SHOWN ON THE PLANS).
2. CONSTRUCT TEMPORARY PIPE AND PHASE THE CONSTRUCTION OF THE MSE WALL TO COINCIDE WITH THE DURATION OF TIME THE TEMPORARY DRAINAGE PIPE IS REQUIRED TO MAINTAIN DRAINAGE.

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

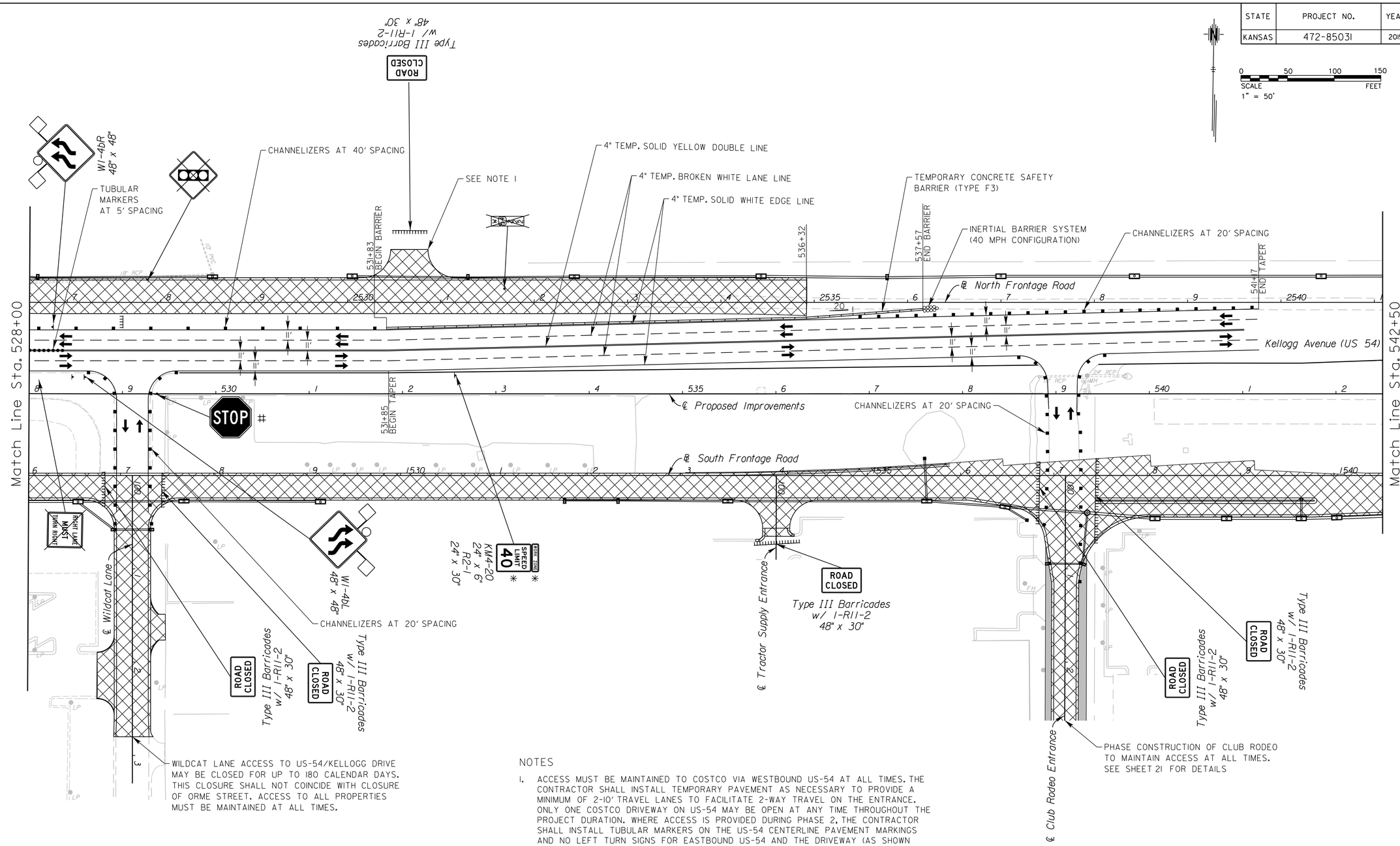
PHASE 2
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 512+50 TO 528+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	748	1055

0 50 100 150
SCALE FEET
1" = 50'



WILDCAT LANE ACCESS TO US-54/KELLOGG DRIVE MAY BE CLOSED FOR UP TO 180 CALENDAR DAYS. THIS CLOSURE SHALL NOT COINCIDE WITH CLOSURE OF ORME STREET. ACCESS TO ALL PROPERTIES MUST BE MAINTAINED AT ALL TIMES.

NOTES

1. ACCESS MUST BE MAINTAINED TO COSTCO VIA WESTBOUND US-54 AT ALL TIMES. THE CONTRACTOR SHALL INSTALL TEMPORARY PAVEMENT AS NECESSARY TO PROVIDE A MINIMUM OF 2-10' TRAVEL LANES TO FACILITATE 2-WAY TRAVEL ON THE ENTRANCE. ONLY ONE COSTCO DRIVEWAY ON US-54 MAY BE OPEN AT ANY TIME THROUGHOUT THE PROJECT DURATION. WHERE ACCESS IS PROVIDED DURING PHASE 2, THE CONTRACTOR SHALL INSTALL TUBULAR MARKERS ON THE US-54 CENTERLINE PAVEMENT MARKINGS AND NO LEFT TURN SIGNS FOR EASTBOUND US-54 AND THE DRIVEWAY (AS SHOWN ON THE PRECEDING SHEET).

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- ## PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

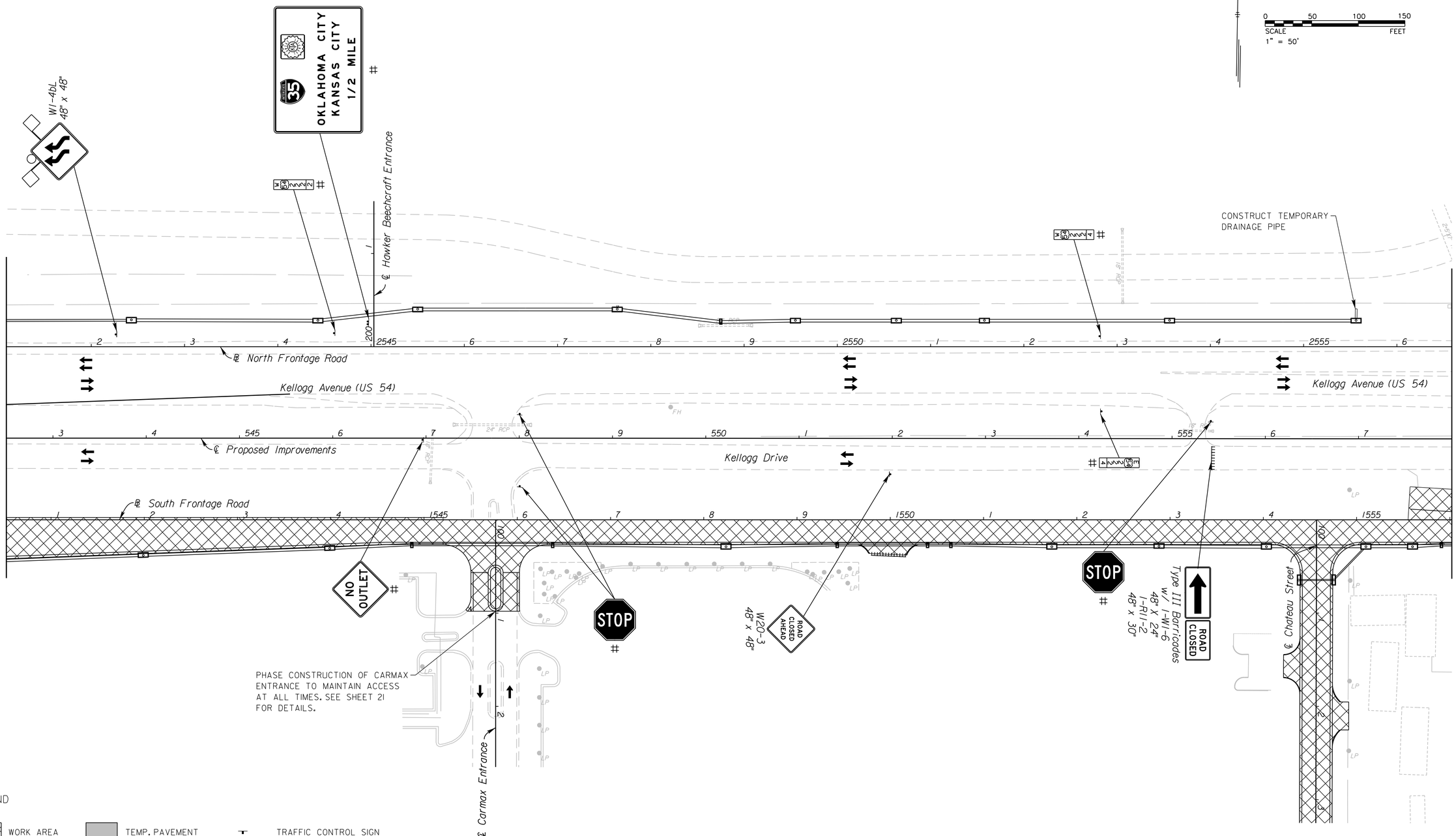
PHASE 2
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 528+00 TO 542+50

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	749	1055

SCALE 1" = 50'
0 50 100 150 FEET



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

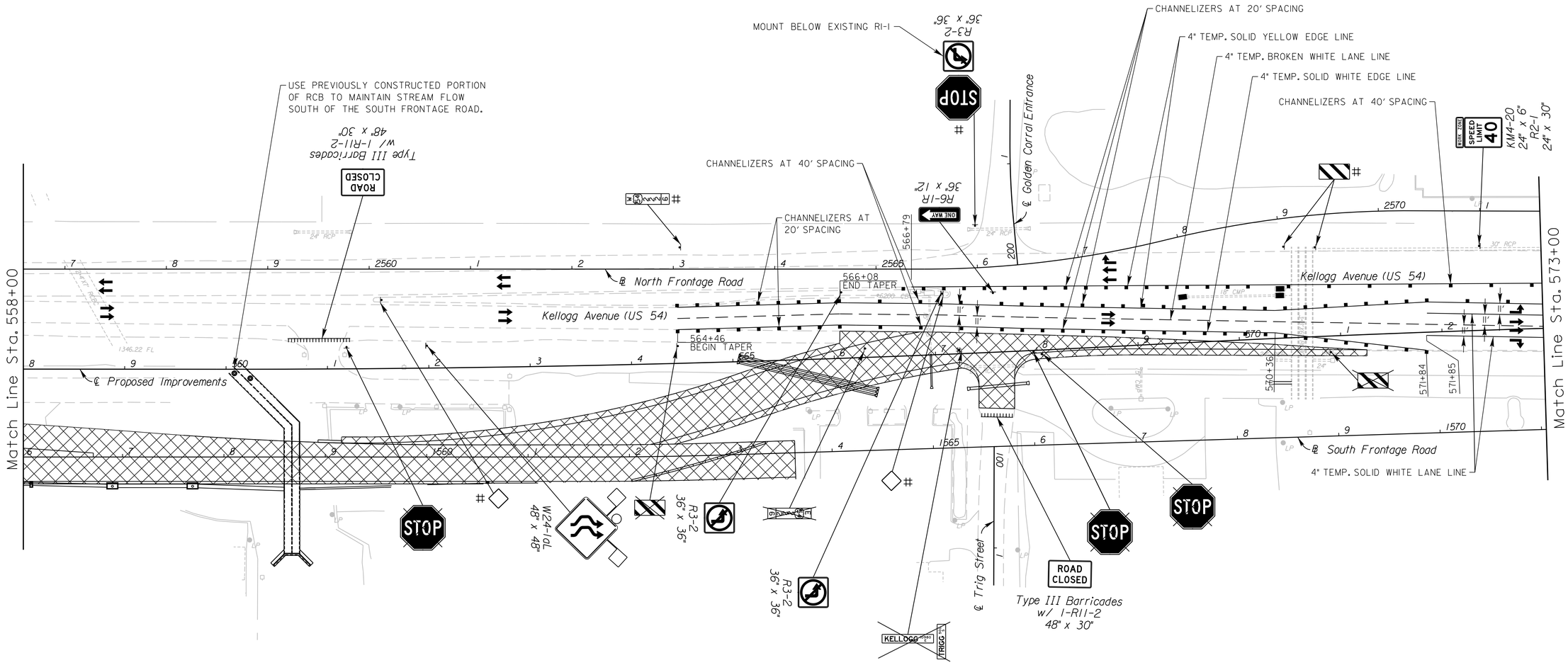
PHASE 2
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 542+50 TO 558+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	750	1055

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

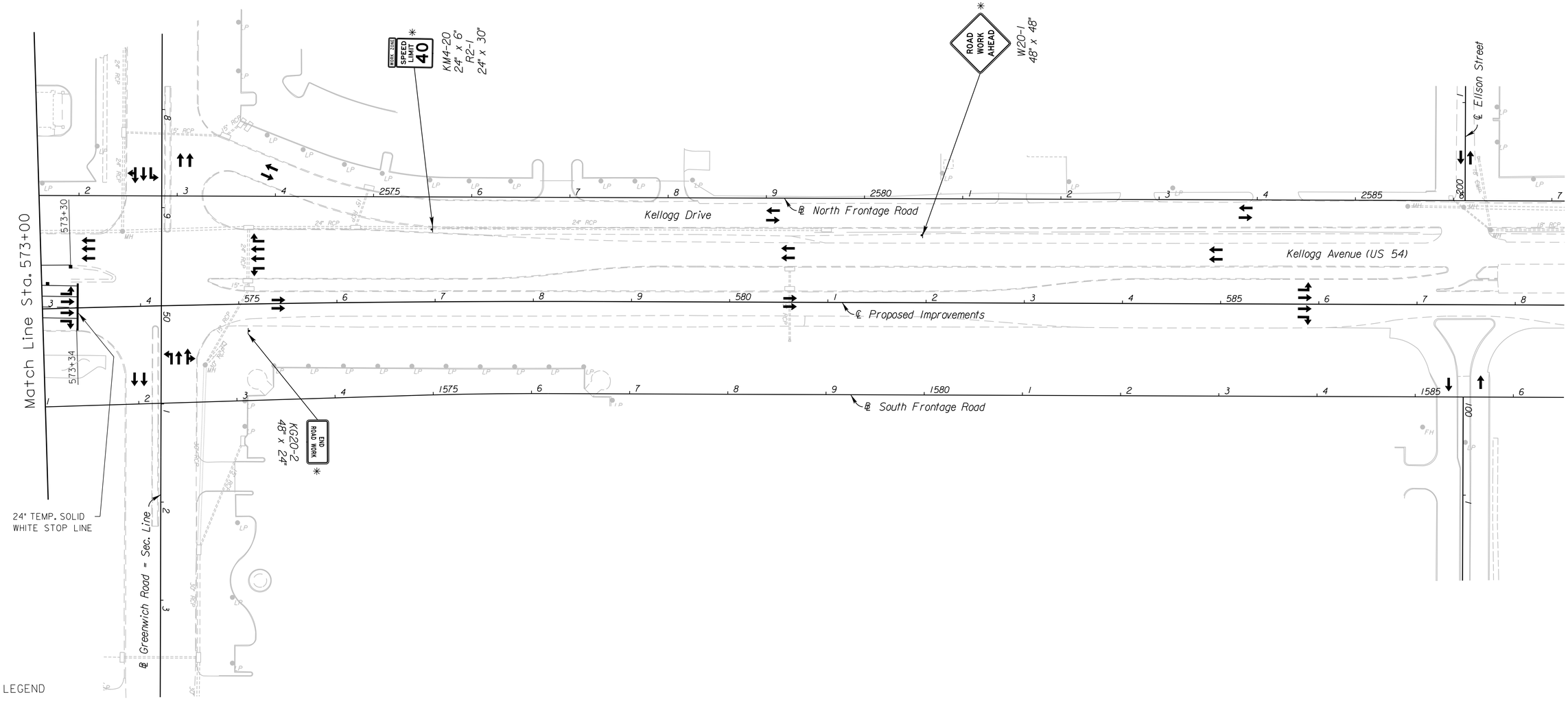
CITY OF WICHITA

PHASE 2
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 558+00 TO 573+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	751	1055

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 2
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 573+00 TO 588+50

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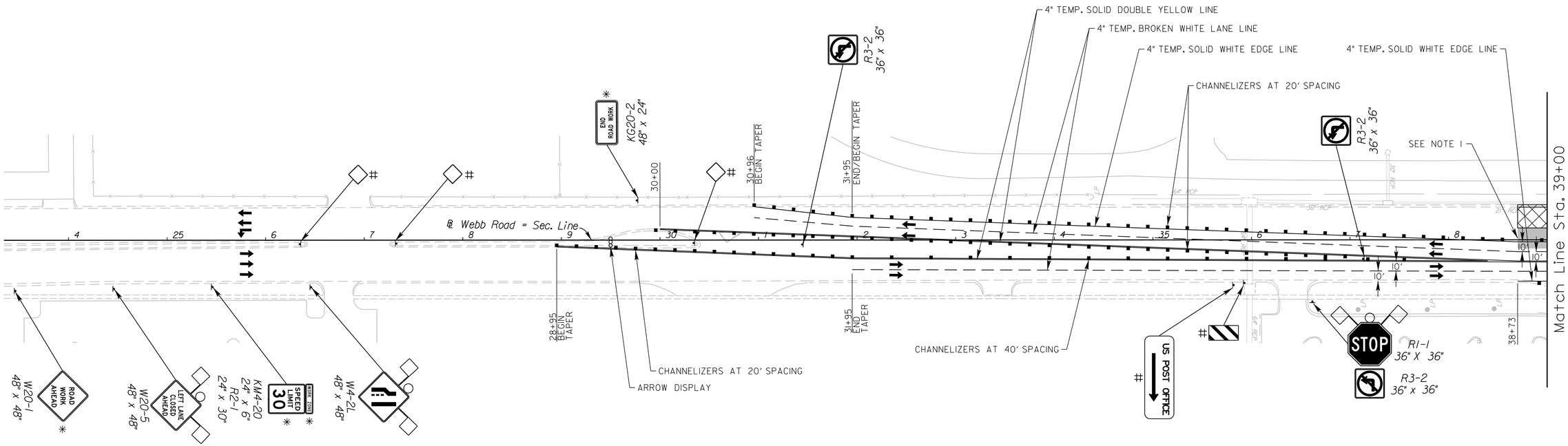
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	752	1055

NOTE

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE TEMPORARY PAVEMENT CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS.

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 2
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 24+00 TO 39+00

752

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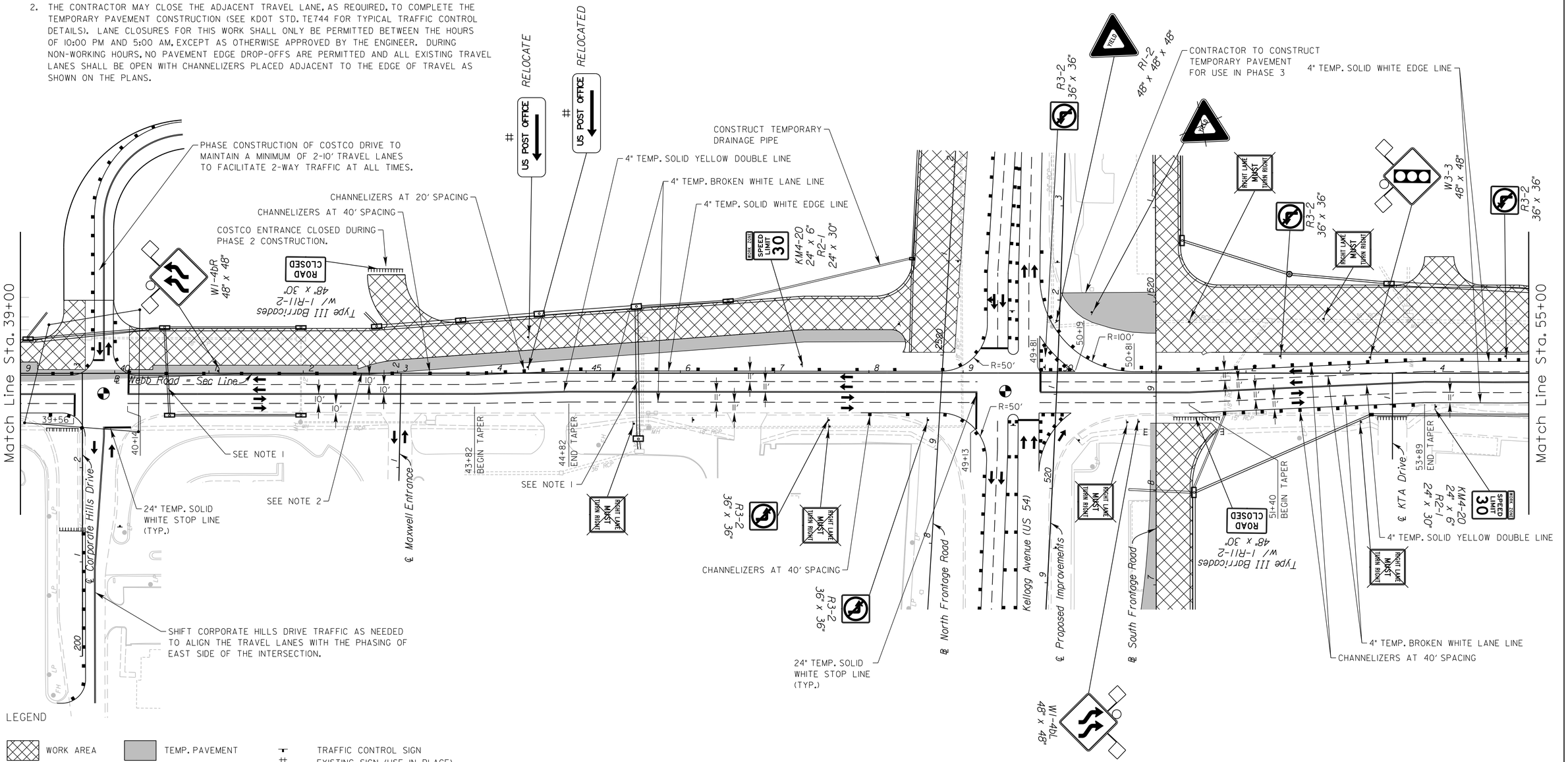
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	753	1055

NOTES

1. CONTRACTOR MAY CLOSE ONE LANE OF TRAVEL IN EACH DIRECTION (UTILIZING STANDARD DETAILS) WHILE COMPLETING PIPE CROSSINGS ON WEBB ROAD. LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS ALL TRAVEL LANES SHALL BE OPEN AND NO PAVEMENT EDGE DROPOFFS SHALL BE PERMITTED (STREET PLATES OR TEMPORARY SURFACING SHALL BE USED TO MAINTAIN THE TRAVEL LANES). STREET PLATES WHEN USED SHALL BE A36 CERTIFIED STEEL AT LEAST 1-INCH THICK WITH LIFT HOOKS AND SECURELY FASTENED TO THE PAVEMENT WITH STAKES OR PINS AND AN ASPHALT WEDGE COURSE SHALL BE PLACED TO TRANSITION VEHICLES SMOOTHLY OVER THE PLATE. THERE SHALL BE NO SEPARATE PAYMENT FOR THIS WORK.

2. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE TEMPORARY PAVEMENT CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS.

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 2 TRAFFIC CONTROL PLAN

WEBB ROAD

STA. 39+00 TO 55+00

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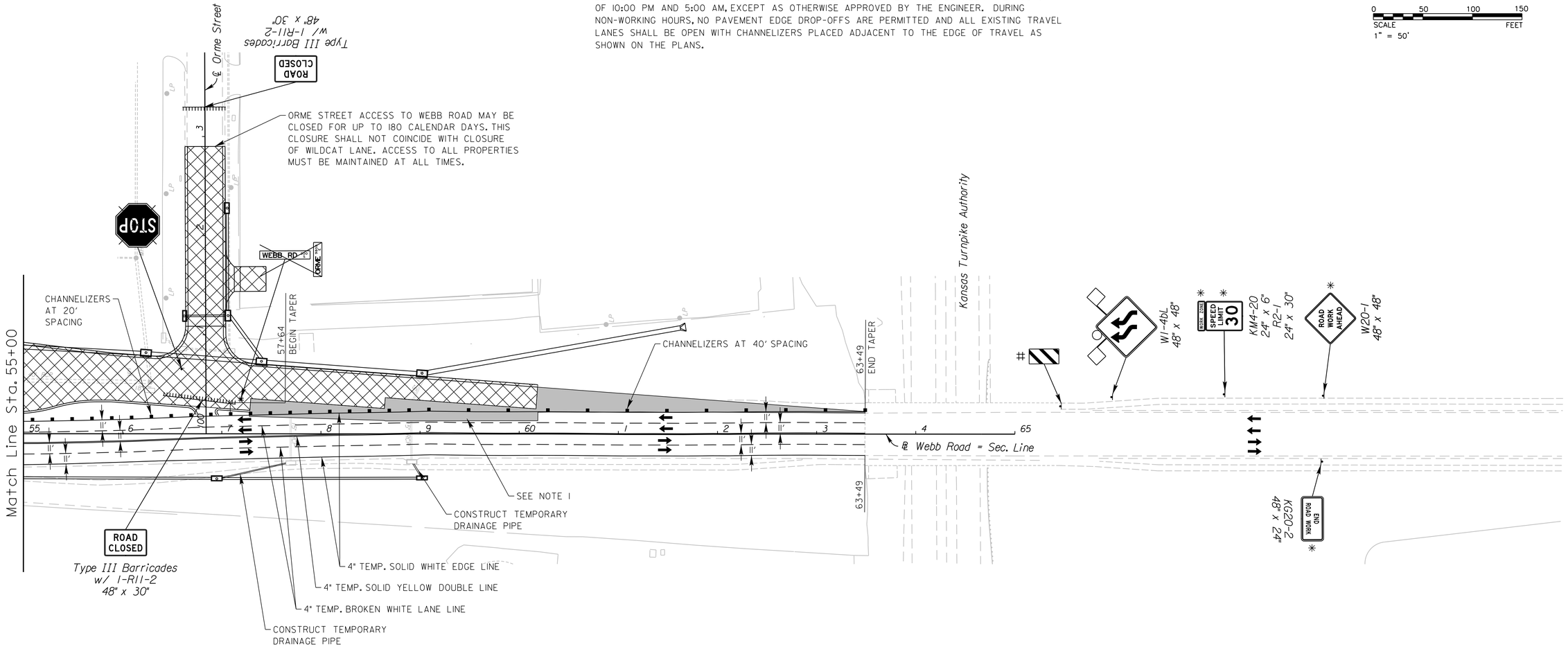
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	754	1055

NOTE

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE TEMPORARY PAVEMENT CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS.

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 2
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 55+00 TO 70+00

754

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	755	1055

MAINTENANCE OF TRAFFIC NOTES - PHASE 3

	CONSTRUCTION	TRAFFIC	REMARKS
Phase 3A	Construct the portion of the South Frontage Road remaining within the Webb Road intersection in order to carry EB Kellogg traffic through the intersection in Phase 3B.	Webb Road traffic shall be shifted onto the proposed NB lanes utilizing the pavement that was constructed during Phase 2. Kellogg traffic shall remain shifted to south on existing and temporary pavement.	Issue press release 2 weeks in advance.
	Construct temporary pavement along the north side of Kellogg between roughly 554+00 and 564+50 in order to shift WB Kellogg to the north in Phase 3B to allow for the construction of center portion of the RCB near 560+00.	The contractor may close the adjacent lane, as required, to complete the temporary pavement construction (see KDOT Std. TE744 for typical traffic control details). Lane closures for this work shall only be permitted between the hours of 10:00 PM and 5:00 AM, except as otherwise approved by the Engineer. During non-working hours, all existing travel lanes shall be open and no pavement edge drop-offs shall be permitted.	Maintain stream flow
	Construct the Temporary U-turn Ramp DD and temporary traffic signals at Chateau. Bag the temporary signal heads until the traffic signal is to be operational in Phase 3B. U-turn signal must be operational before the existing KTA bridge and NB KTA to WB Kellogg loop ramp is taken out of service.		
	Construct the majority of Proposed Ramp C immediately east of Cypress Dr. Phase the construction as to maintain access to the inside SB toll lane at all times. MSE Wall C must be constructed as part of the Ramp C construction as well. This work must be completed before beginning work on Ramp B in later phases.	The existing South Frontage Road between Eastern and Cypress Dr shall be converted to two-way operation. The north approach lane west of Eastern shall be dropped in advance of the intersection, opening only to provide access to the existing EB U-turn lane. The WB U-turn lane shall be closed until the South Frontage Road is returned to one-way operation. Access to Kellogg from the South Frontage Road east of Cypress Drive shall be closed at this time and the existing signal removed.	Issue press release 2 weeks in advance.
Bridge Demo	The removal of the existing KTA bridge over existing Kellogg shall be removed after Phase 3A and before beginning Phase 3B work. The bridge and approach embankments must be removed in order to begin construction of the North Frontage Road in the following Phase.	EB Kellogg will be closed east of Armour Street to the entrance ramp of NB KTA to EB Kellogg. EB Kellogg traffic will be forced to exit Kellogg in advance of Armour Street and will detour via Rock Road to Central Avenue. Access to and from the KTA will be available via Ramp C and Temporary Ramp BB. WB Kellogg traffic will be closed west of Webb Road to the entrance ramp west of Armour Street. WB Kellogg traffic will be detoured via Greenwich Road to Central Avenue. See detour plans for more information.	Issue press release 2 weeks in advance.
Phase 3B	Install temporary signage and pavement markings necessary to shift EB Kellogg traffic onto South Frontage Road via Temporary Ramp CC, thence returning EB traffic to Existing Kellogg via Permanent Crossover A.	Just west of Webb Road, shift all EB Kellogg traffic to South Frontage road via Temporary Ramp CC. At the east end of the project, return all EB traffic on South Frontage Road to Existing EB Kellogg via Permanent Crossover A. NB KTA to EB Kellogg traffic will be shifted onto Temporary Ramp BB and shall remain on this alignment until Phase 5.	Issue press release 2 weeks in advance.
	Construct Temporary Ramp FF for use in Phase 3C.	Shift WB Kellogg traffic to the south on existing Kellogg pavement to facilitate the construction of Temporary Ramp FF. The contractor may close the adjacent lane, as required, to complete the temporary pavement construction (see KDOT Std. TE744 for typical traffic control details). Lane closures for this work shall only be permitted between the hours of 10:00 PM and 5:00 AM, except as otherwise approved by the Engineer. During non-working hours, all existing travel lanes shall be open and no pavement edge drop-offs shall be permitted.	
	Install temporary signage and pavement markings necessary to open the Temporary U-Turn Ramp DD for EB Kellogg traffic.	NB KTA traffic bound for WB Kellogg exits to Temporary Ramp BB and then uses the Temporary U-turn DD at Chateau.	Issue press release 2 weeks in advance.
	Construct remaining portion of the North Frontage Road from Webb Road to the west end of the project and construct MSE Wall A. Install proposed sanitary sewer lines.		
	Construct the center portion of the RCB near Sta. 560+00. Utilize temporary concrete safety barrier to protect WB lanes from the work area.	Shift WB Kellogg traffic north onto temporary pavement that was constructed during Phase 3A.	Maintain stream flow
Phase 3C	Install temporary signage and pavement markings necessary to shift WB Kellogg traffic onto North Frontage Road via Temporary Ramp FF, thence returning WB traffic to Existing Kellogg via Proposed Ramp A.	East of Webb Road, shift all WB Kellogg traffic to North Frontage road via Temporary Ramp FF. At the west end of the project, return all WB traffic on North Frontage Road to Existing WB Kellogg via Proposed Ramp A.	Issue press release 2 weeks in advance.
	Construct Temporary Ramp HH for use in Phase 4A.		
		EB Kellogg traffic bound for SB KTA exits to South Frontage Road at Armour. NB KTA traffic bound for EB Kellogg exits to Temporary Ramp BB. WB Kellogg traffic bound for SB KTA uses the U-turn to South Frontage Road at Rock Road.	Issue press release 2 weeks in advance.
	Construct the remainder of the RCB near Sta. 560+00. Utilize temporary concrete safety barrier to protect WB lanes from the work area.	Shift WB Kellogg traffic north onto temporary pavement that was constructed during Phase 3A.	Maintain stream flow

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SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

CITY OF WICHITA

EAST KELLOGG
MAINTENANCE OF TRAFFIC
PHASE 3
SCHEDULE 1 OF 1

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	756	1055

SCALE 1" = 50'
0 50 100 150 FEET

Kellogg Drive
Kellogg Avenue (US 54)
Kellogg Drive
Mansfield
Eastern
℄ Proposed Improvement
Match Line Sta. 497+00

COVER EXISTING LEGENDS
COVER EXISTING SIGN LEGEND
CHANNELIZERS AT 20' SPACING
ONE WAY R6-1R 36" x 12"
ONE WAY
DO NOT ENTER R5-1 36" x 36"
END ROAD WORK KG20-2 48" x 24"
STOP R1-1 36" x 36"
ROAD CLOSED Type III Barricades w/ I-RII-2 48" x 30"
END ROAD WORK KG20-2 48" x 24"
4" TEMP. SOLID YELLOW EDGE LINE
CHANNELIZERS AT 40' SPACING
491+73
489+17 END TAPER
489+58
490+14
492+04
494+04
494+48
10495
496+43
496+86
491+22
490+91
488+38
485+88 END TAPER
486+88 BEGIN TAPER
482+68 BEGIN TAPER
250' 250'
ARROW DISPLAY
SPEED LIMIT 40
ROAD WORK AHEAD W20-1 48" x 48"
LEFT LANE CLOSED AHEAD W20-5 48" x 48"
W4-2L 48" x 48"
4" TEMP. SOLID YELLOW EDGE LINE
CHANNELIZERS AT 20' SPACING
COVER EXISTING LEGEND
MANSFIELD KELLOGG DR
4" TEMP. SOLID WHITE EDGE LINE
CHANNELIZERS AT 40' SPACING
4" TEMP. SOLID YELLOW EDGE LINE
WRONG WAY R5-1a 42" x 30"
COVER EXISTING SIGN
R3-2 36" x 36"
MOUNT BELOW EXISTING RI-1
R3-2 36" x 36"
KM4-20 48" x 12"
R2-1 48" x 60"
WORK ZONE SPEED LIMIT 40
4" TEMP. SOLID WHITE EDGE LINE
4" TEMP. SOLID YELLOW DOUBLE LINE
COVER EXISTING SIGN
CHANNELIZERS AT 40' SPACING

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 481+00 TO 497+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	757	1055

SCALE 1" = 50' (0, 50, 100, 150 FEET)

Match Line Sta. 497+00

Match Line Sta. 512+50

4" TEMP. SOLID YELLOW EDGE LINE

EAST KELLOGG BUSINESS DISTRICT NEXT 3 EXITS

℄ North Frontage Road

℄ Ramp A

Kellogg Avenue (US 54)

℄ Proposed Improvement

4" TEMP. SOLID WHITE EDGE LINE

SEE NOTE 2

FRONTAGE RD

DO NOT ENTER

ONE WAY

ROAD CLOSED

Type III Barricades w/ I-RII-2 48" x 30"

497+52

499+14

499+57

ONE-WAY

TEMPORARY CONCRETE SAFETY BARRIER (TYPE F3)

SEE NOTE 1

INERTIAL BARRIER SYSTEM (40 MPH CONFIGURATION)

4" TEMP. SOLID YELLOW DOUBLE LINE

4" TEMP. SOLID WHITE EDGE LINE

Cypress Drive

Type III Barricades w/ I-RII-2 48" x 30"

ROAD CLOSED

ONE WAY

STOP

COVER EXISTING SIGN

ONE-WAY R6-1

℄ Ramp C

℄ Ramp B

℄ Ramp D

℄ Ramp E

WRONG WAY

100'

Kansas Turnpike Authority

10501+58

1505

Temp. Ramp BB

CHANNELIZERS AT 40' SPACING

CHANNELIZERS AT 20' SPACING

W1-1R 48" x 48"

30 MPH

W13-1P 24" x 24"

ROAD WORK AHEAD

W20-1 48" x 48"

10504+96

R1-2 48" x 48"

CONSTRUCT TEMPORARY DRAINAGE PIPE

TOLL PLAZA

STOP AHEAD

RELOCATE

RELOCATED

CHANNELIZERS AT 20' SPACING

4" TEMP. SOLID WHITE EDGE LINE

10501+58

K620-2 48" x 24"

END ROAD WORK

NOTE

1. MSE WALL C MUST BE CONSTRUCTED IN CONJUNCTION WITH PERMANENET BARRIER ALONG RAMP C. WALL MUST BE COMPLETED BEFORE CONSTRUCTION OF RAMP B MAY BEGIN IN PHASE 4A.

2. REMOVE EXISTING SIGNAL WHEN ACCESS FROM THE SOUTH FRONTAGE ROAD IS CLOSED.

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 497+00 TO 512+50

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	758	1055

SCALE 1" = 50'

0 50 100 150 FEET

Match Line Sta. 512+50

Match Line Sta. 528+00

℄ North Frontage Road

℄ Webb Road - Sec. Line

Kellogg Avenue (US 54)

Temp. Ramp CC

℄ Proposed Improvement

℄ South Frontage Road

℄ KTA Drive

516+22

517+38 BEGIN TAPER

517+38 END TAPER

516+72

519+75

520+17

521+35

521+57

522+19

522+46 BEGIN TAPER

525+27 END TAPER

4" TEMP. BROKEN WHITE LANE LINE

CHANNELIZERS AT 20' SPACING

4" TEMP. SOLID WHITE EDGE LINE

4" TEMP. SOLID YELLOW EDGE LINE

CHANNELIZERS AT 40' SPACING

24" TEMP. SOLID WHITE STOP LINE (TYP.)

4" TEMP. SOLID WHITE EDGE LINE

SEE NOTE 1

4" TEMP. SOLID YELLOW EDGE LINE

4" TEMP. SOLID WHITE EDGE LINE

CHANNELIZERS AT 20' SPACING

4" TEMP. SOLID YELLOW EDGE LINE

4" TEMP. SOLID WHITE EDGE LINE

4" TEMP. BROKEN WHITE LANE LINE

CHANNELIZERS AT 20' SPACING

CHANNELIZERS AT 40' SPACING

KM4-20 24" x 6" R2-1 24" x 30"

R3-2 36" x 36"

R3-2 36" x 36"

R3-2 36" x 36"

W1-4bR 48" x 48"

W3-3 48" x 48"

W1-4bR 48" x 48"

R3-2 36" x 36"

KM4-20 24" x 6" R2-1 24" x 30"

R3-2 36" x 36"

R3-2 36" x 36"

R3-2 36" x 36"

R1-2 48" x 48"

ROAD CLOSED Type III Barricades w/ 1-R11-2 48" x 30"

ROAD CLOSED Type III Barricades w/ 1-R11-2 48" x 30"

RIGHT LANE MUST TURN RIGHT

SPEED LIMIT 40

SPEED LIMIT 40

400 45

* TUBULAR MARKERS AT 5' SPACING

18" RCP

NOTES

1. ACCESS MUST BE MAINTAINED TO COSTCO VIA WESTBOUND US-54 AT ALL TIMES. THE CONTRACTOR SHALL INSTALL TEMPORARY PAVEMENT AS NECESSARY TO PROVIDE A MINIMUM OF 2-10' TRAVEL LANES TO FACILITATE 2-WAY TRAVEL ON THE EXISTING ENTRANCE. ONLY ONE COSTCO DRIVEWAY ON US-54 MAY BE OPEN THROUGHOUT THE PROJECT DURATION. WHERE ACCESS IS PROVIDED DURING PHASE 3A, THE CONTRACTOR SHALL INSTALL TUBULAR MARKERS ON THE US-54 CENTERLINE PAVEMENT MARKINGS AND NO LEFT TURN SIGNS FOR EASTBOUND US-54 AND THE DRIVEWAY (AS SHOWN ON THE PLANS).

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

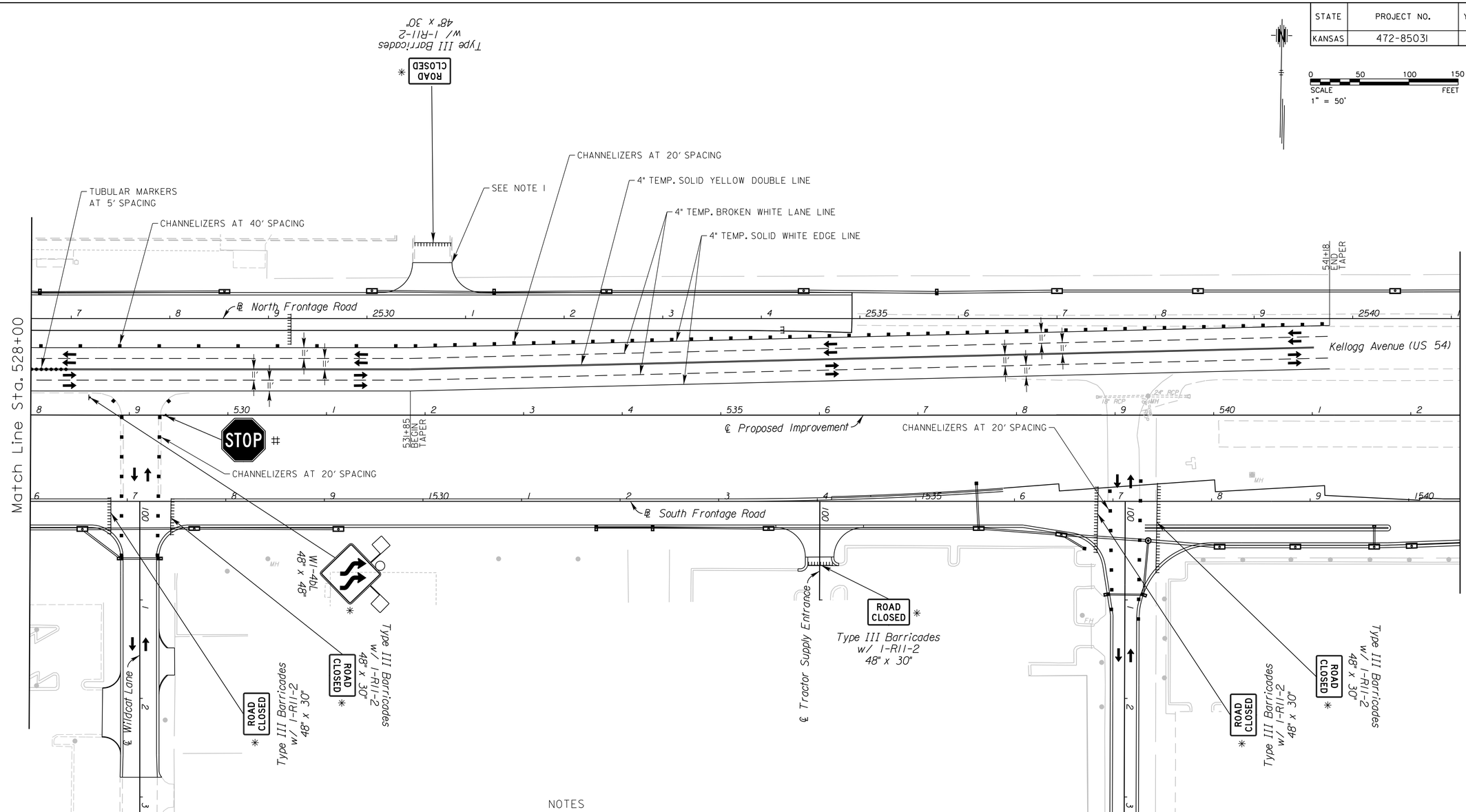
PHASE 3A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 512+50 TO 528+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	759	1055

SCALE 1" = 50'
0 50 100 150
FEET



NOTES

1. ACCESS MUST BE MAINTAINED TO COSTCO VIA WESTBOUND US-54 AT ALL TIMES. THE CONTRACTOR SHALL INSTALL TEMPORARY PAVEMENT AS NECESSARY TO PROVIDE A MINIMUM OF 2-10' TRAVEL LANES TO FACILITATE 2-WAY TRAVEL ON THE EXISTING ENTRANCE. ONLY ONE COSTCO DRIVEWAY ON US-54 MAY BE OPEN THROUGHOUT THE PROJECT DURATION. WHERE ACCESS IS PROVIDED DURING PHASE 3A, THE CONTRACTOR SHALL INSTALL TUBULAR MARKERS ON THE US-54 CENTERLINE PAVEMENT MARKINGS AND NO LEFT TURN SIGNS FOR EASTBOUND US-54 AND THE DRIVEWAY (AS SHOWN ON THE PRECEDING SHEET).

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 528+00 TO 542+50

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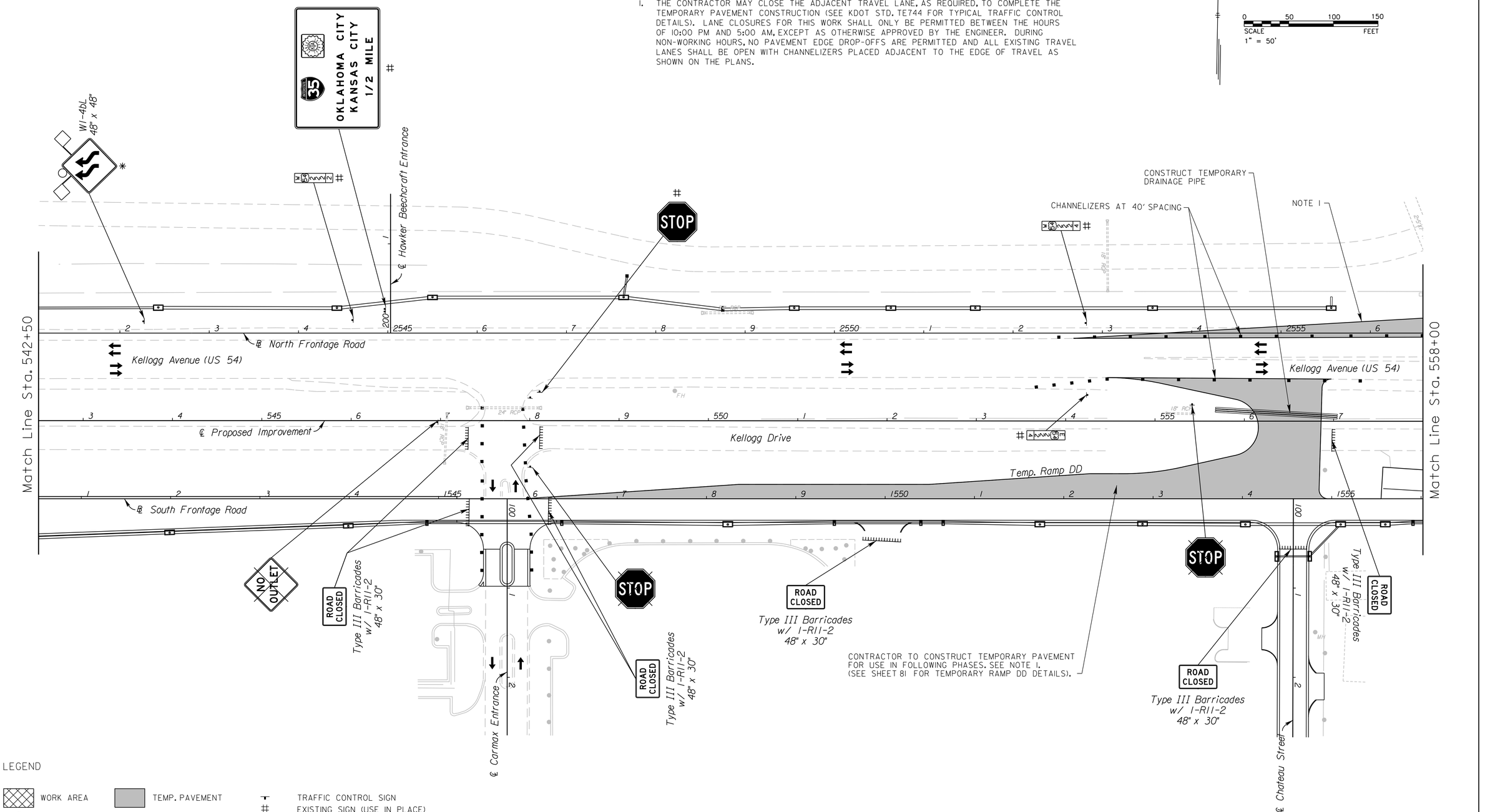
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	760	1055

0 50 100 150
SCALE FEET
1" = 50'

NOTES

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE TEMPORARY PAVEMENT CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS.



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 542+50 TO 558+00

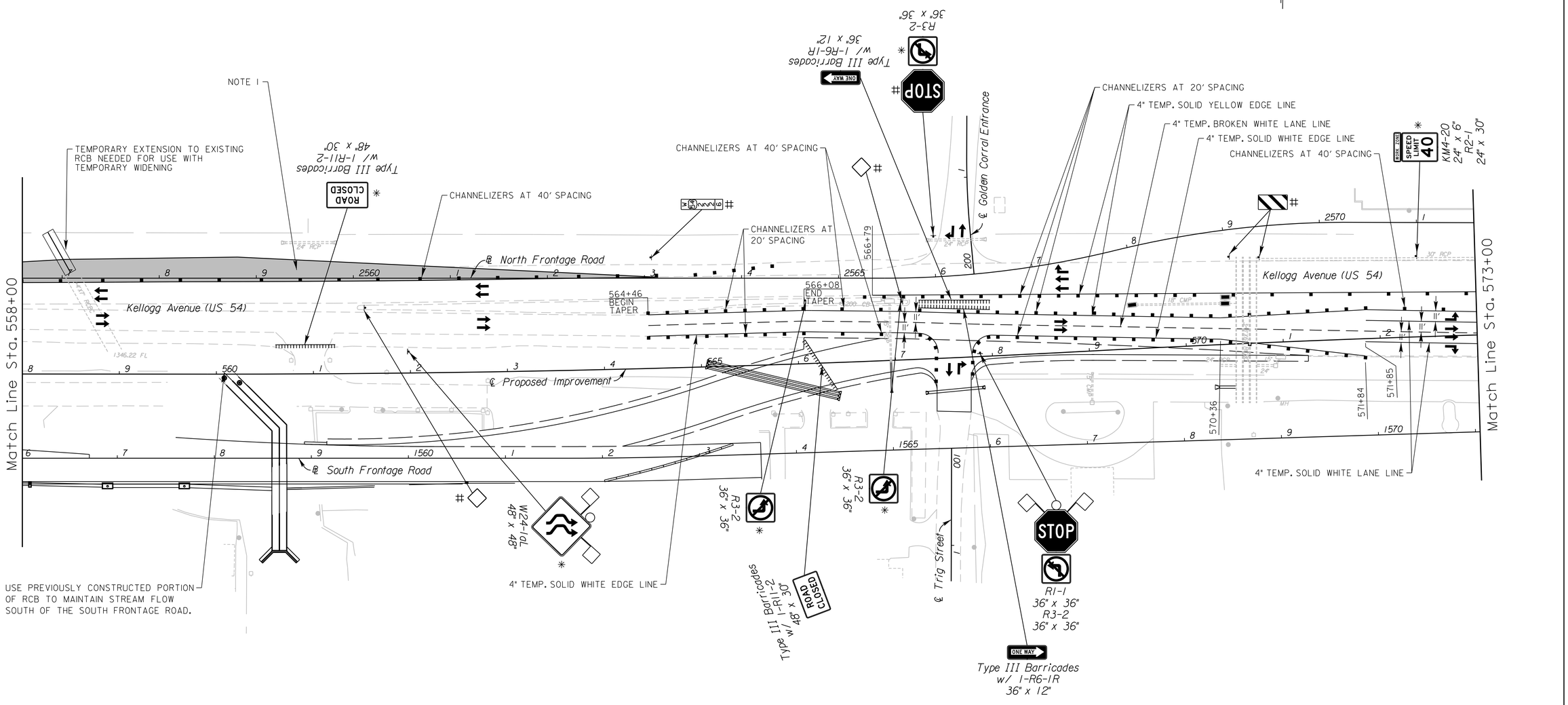
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	761	1055

NOTES

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE TEMPORARY PAVEMENT CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS.



0 50 100 150
SCALE FEET
1" = 50'

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 558+00 TO 573+00

761

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	762	1055

SCALE 1" = 50'
0 50 100 150 FEET

Match Line Sta. 573+00

573+30

573+34

Kellogg Drive

℄ North Frontage Road

℄ Elison Street

Kellogg Avenue (US 54)

℄ Proposed Improvement

℄ South Frontage Road

℄ Greenwich Road = Sec. Line

SPEED LIMIT 40 MPH

KM4-20
24" x 6"
R2-1
24" x 30"

ROAD WORK AHEAD

W20-1
48" x 48"

END ROAD WORK

KG20-2
48" x 24"

24" TEMP. SOLID WHITE STOP LINE

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 573+00 TO 588+50

762

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	763	1055

0 50 100 150
SCALE FEET
1" = 50'

CHANNELIZERS AT 40' SPACING
4" TEMP. SOLID YELLOW DOUBLE LINE
4" TEMP. BROKEN WHITE LANE LINE
R3-2 36" x 36"
CHANNELIZERS AT 20' SPACING
R3-2 36" x 36"
END ROAD WORK K620-2 48" x 24"
30+00
30+96
℄ Webb Road = Sec. Line
Sta. 39+00
Match Line
W20-1 48" x 48" ROAD WORK AHEAD
KW4-20 24" x 6" R2-1 24" x 30" SPEED LIMIT 30
W4-2R 48" x 48"
27+65 BEGIN TAPER
ARROW DISPLAY
28+95
CHANNELIZERS AT 20' SPACING
30+65 END TAPER
W1-4L 48" x 48"
32+56 BEGIN TAPER
4" TEMP. SOLID WHITE EDGE LINE
US POST OFFICE
W20-5 48" x 48" RIGHT LANE CLOSED AHEAD
STOP R1-1 36" X 36"
R3-2 36" x 36"
38+70 END TAPER
CHANNELIZERS AT 10' SPACING

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3A
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 24+00 TO 39+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	764	1055

0 50 100 150
SCALE FEET
1" = 50'

Match Line Sta. 39+00

℄ Webb Road = Sec. Line

39+20 BEGIN TAPER

39+24

40+17

40+20

41+28 END TAPER

4" TEMP. BROKEN WHITE LANE LINE

4" TEMP. SOLID YELLOW DOUBLE LINE

4" TEMP. SOLID WHITE EDGE LINE

US POST OFFICE RELOCATED

CHANNELIZERS AT 20' SPACING

24" TEMP. SOLID WHITE STOP LINE (TYP.)

SCHOOL ZONE SPEED LIMIT 30

KM4-20 24" x 6"
R2-1 24" x 30"

48+06

℄ North Frontage Road

49+14

49+81

49+96

℄ Proposed Improvement

R3-2 36" x 36"

1520

2320

℄ South Frontage Road

Type III Barricades w/ 1-R11-2 48" x 30"

ROAD CLOSED

CHANNELIZERS AT 40' SPACING

53+35

53+75

R3-2 36" x 36"

W3-3 48" x 48"

Match Line Sta. 55+00

50+20

℄ Corporate Hills Drive

24" TEMP. SOLID WHITE STOP LINE (TYP.)

CHANNELIZERS AT 10' SPACING

℄ Maxwell Entrance

4" TEMP. SOLID WHITE EDGE LINE

CHANNELIZERS AT 10' SPACING

W3-3 48" x 48"

4" TEMP. SOLID WHITE EDGE LINE

R3-2 36" x 36"

CHANNELIZERS AT 10' SPACING

R3-2 36" x 36"

522

℄ Kellogg Avenue (US 54)

W1-4bR 48" x 48"

4" TEMP. SOLID YELLOW DOUBLE LINE

CHANNELIZERS AT 10' SPACING

4" TEMP. SOLID WHITE EDGE LINE

4" TEMP. BROKEN WHITE LANE LINE

℄ KTA Drive

KM4-20 24" x 6"
R2-1 24" x 30"

SCHOOL ZONE SPEED LIMIT 30

18" RCP

15" RCP

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3A TRAFFIC CONTROL PLAN

WEBB ROAD

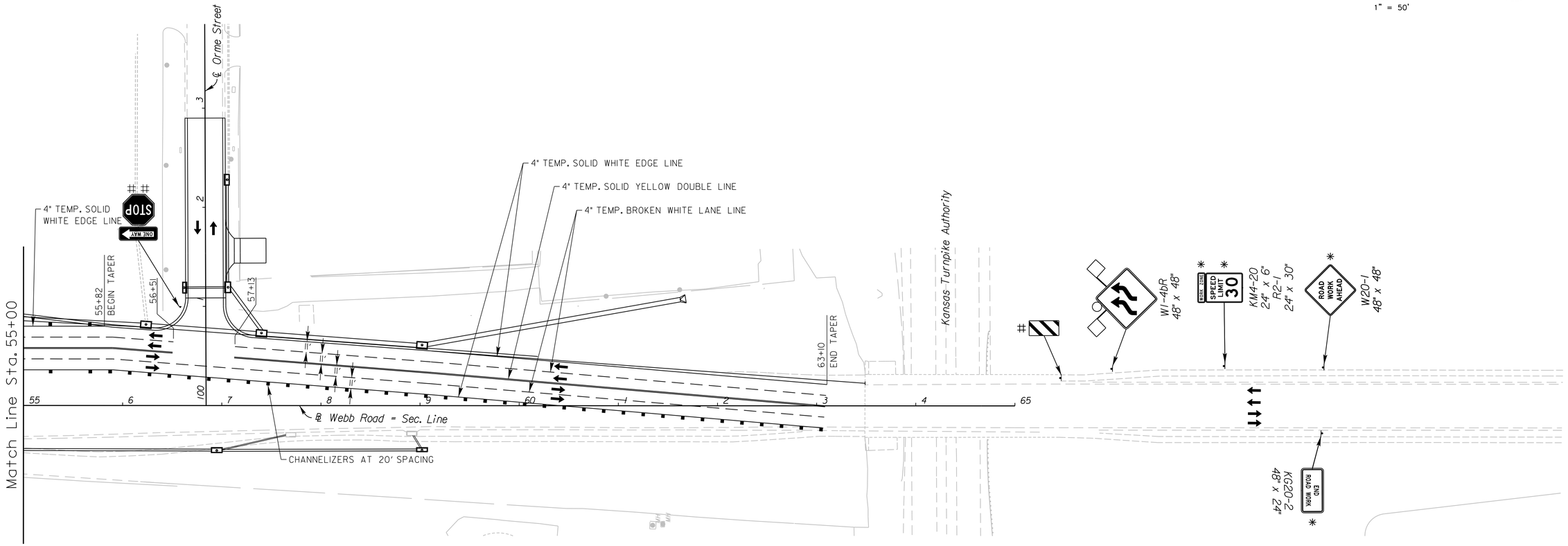
STA. 39+00 TO 55+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	765	1055

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3A
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 55+00 TO 70+00

765

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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
	-			-	-		-

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	766	1055

SCALE 1" = 50'
0 50 100 150 FEET

COVER EXISTING LEGENDS
COVER EXISTING SIGN LEGEND
ONE WAY R6-1R 36" x 12"
ONE WAY
ONLY
DO NOT ENTER
END ROAD WORK
KG20-2 48" x 24"
STOP R1-1 36" x 36"
ROAD CLOSED TO THRU TRAFFIC
Type III Barricades w/ I-RII-4 60" x 30"
Type III Barricades w/ I-RII-2 48" x 30"
ROAD CLOSED
Type III Barricades w/ I-RII-2 48" x 30"
R5-1 36" x 36"
4" TEMP. SOLID YELLOW EDGE LINE
CHANNELIZERS AT 40' SPACING

Kellogg Drive
Kellogg Avenue (US 54)
℄ Proposed Improvement
Match Line Sta. 497+00
Eastern
Mansfield

CHANNELIZERS AT 20' SPACING
489+17 END TAPER
489+58
490+14
491+73
492+04
494+04
494+48
496+43
496+86
10495
6
8
9
490
1
2
3
4
495

250' 250'
ROAD WORK AHEAD W20-1 48" x 48"
LEFT LANE CLOSED AHEAD W20-5 48" x 48"
W4-2L 48" x 48"
482+68 BEGIN TAPER
ARROW DISPLAY
SPEED LIMIT 40
485+88 END TAPER
4" TEMP. SOLID YELLOW EDGE LINE
CHANNELIZERS AT 20' SPACING
486+88 BEGIN TAPER
COVER EXISTING LEGEND
MANSFIELD
KELLOGG DR
4" TEMP. SOLID WHITE EDGE LINE
CHANNELIZERS AT 40' SPACING
4" TEMP. SOLID YELLOW EDGE LINE
488+38
ROAD WORK AHEAD
WRONG WAY R5-1a 42" x 30"
490+91
COVER EXISTING SIGN
R3-2 36" x 36"
R2-1 48" x 60"
KM4-20 48" x 12"
SPEED LIMIT 40 WORK ZONE
4" TEMP. SOLID WHITE EDGE LINE
4" TEMP. SOLID YELLOW DOUBLE LINE
491+22
SPEED LIMIT 40
ONE WAY
COVER EXISTING SIGN
CHANNELIZERS AT 40' SPACING
4" TEMP. SOLID WHITE EDGE LINE
4" TEMP. SOLID YELLOW DOUBLE LINE
ONE WAY
COVER EXISTING SIGN

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3B
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 481+00 TO 497+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	767	1055

SCALE 1" = 50' (0, 50, 100, 150 FEET)

Match Line Sta. 497+00

Match Line Sta. 512+50

4" TEMP. SOLID YELLOW EDGE LINE

℄ North Frontage Road

℄ Ramp A

CONSTRUCT TEMPORARY DRAINAGE PIPE

Type III Barricades 48" x 30" w/ 1-RII-2

ROAD CLOSED

FRONTAGE RD

CHANNELIZERS AT 20' SPACING

4" TEMP. SOLID WHITE EDGE LINE

Kellogg Avenue (US 54)

4" TEMP. SOLID YELLOW EDGE LINE

℄ Ramp B

℄ Ramp C

℄ Ramp D

℄ Ramp E

Kansas Turnpike Authority

Temp. Ramp BB

RELOCATE

TEMPORARY CONCRETE SAFETY BARRIER (TYPE F3)

W1-4bR 48" x 48"

4" TEMP. SOLID WHITE EDGE LINE

4" TEMP. SOLID YELLOW EDGE LINE

TEMPORARY CONCRETE SAFETY BARRIER TAPER SECTION

CHANNELIZERS AT 20' SPACING

EAST KELLOGG BUSINESS DISTRICT NEXT 3 EXITS

50

Cypress Drive

ONE WAY

STOP

COVER EXISTING SIGN

Type III Barricades w/ 1-RII-2 48" x 30"

ROAD CLOSED

WRONG WAY

35 MPH

4" TEMP. SOLID YELLOW DOUBLE LINE

4" TEMP. SOLID WHITE EDGE LINE

ROAD CLOSED

Type III Barricades w/ 1-WI-6 48" X 24"

W1-1R 48" x 48"

30 MPH

W13-1P 24" x 24"

TOLL PLAZA

STOP AHEAD

RELOCATED

ROAD CLOSED

Type III Barricades w/ 1-WI-6 48" X 24" 1-RII-2 48" x 30"

CHANNELIZERS AT 20' SPACING

ROAD WORK AHEAD

W20-1 48" x 48"

4" TEMP. SOLID YELLOW EDGE LINE

4" TEMP. SOLID WHITE EDGE LINE

K620-2 48" x 24"

END ROAD WORK

497+52 498+36 499+14 499+57 500 502+92 503+16 505 507+99 510 512+33

2500 2505 2510

10500 10501+58 10502+77 10503+70 10505 10505 10501+93 10501+48 10510

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3B
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 497+00 TO 512+50

767

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	768	1055

SCALE 1" = 50'
0 50 100 150 FEET

ACCESS MUST BE MAINTAINED TO COSTCO VIA WESTBOUND US-54 AT ALL TIMES. ONLY ONE COSTCO ACCESS POINT MAY BE OPEN ON US-54 FOR THE DURATION OF THIS PROJECT.

Match Line Sta. 512+50

Match Line Sta. 528+00

Kellogg Avenue (US 54)

℄ Webb Road - Sec. Line

℄ North Frontage Road

℄ South Frontage Road

℄ Proposed Improvement

℄ KTA Drive

Temp. Ramp CC

516+60

517+38 BEGIN TAPER

517+38 END TAPER

522+19 BEGIN TAPER

525+27 END TAPER

CHANNELIZERS AT 20' SPACING
4" TEMP. SOLID YELLOW EDGE LINE
4" TEMP. BROKEN WHITE LANE LINE
4" TEMP. SOLID WHITE EDGE LINE

24" TEMP. SOLID WHITE STOP LINE (TYP.)

4" TEMP. SOLID WHITE LANE LINE
CHANNELIZERS AT 20' SPACING

4" TEMP. BROKEN WHITE LANE LINE
4" TEMP. SOLID YELLOW EDGE LINE

Type III Barricades w/ 1-R11-2 48" x 30"

ROAD CLOSED

Type III Barricades w/ 1-W1-6 48" x 24" 1-R11-2 48" x 30"

RELOCATED

KM4-20 24" x 6"
R2-1 24" x 30"

SPEED LIMIT 40

ONE WAY R6-1R 36" x 12"

DO NOT ENTER R5-1 36" x 36"

R3-2 36" x 36"

WRONG WAY R5-1a 42" x 30"

W3-3 48" x 48"

W3-2 48" x 48"

R1-2 48" x 48"

R6-1L 36" x 12"

R6-1R 36" x 12"

WI-4bR 48" x 48"

400 45

1515 1516+00 S 1517+30 S 1517+95 S 1518+06 S 1519+44 S 1519+60 S 1520+04 S 1521+25 S

2520 2525 525 1525

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3B
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 512+50 TO 528+00

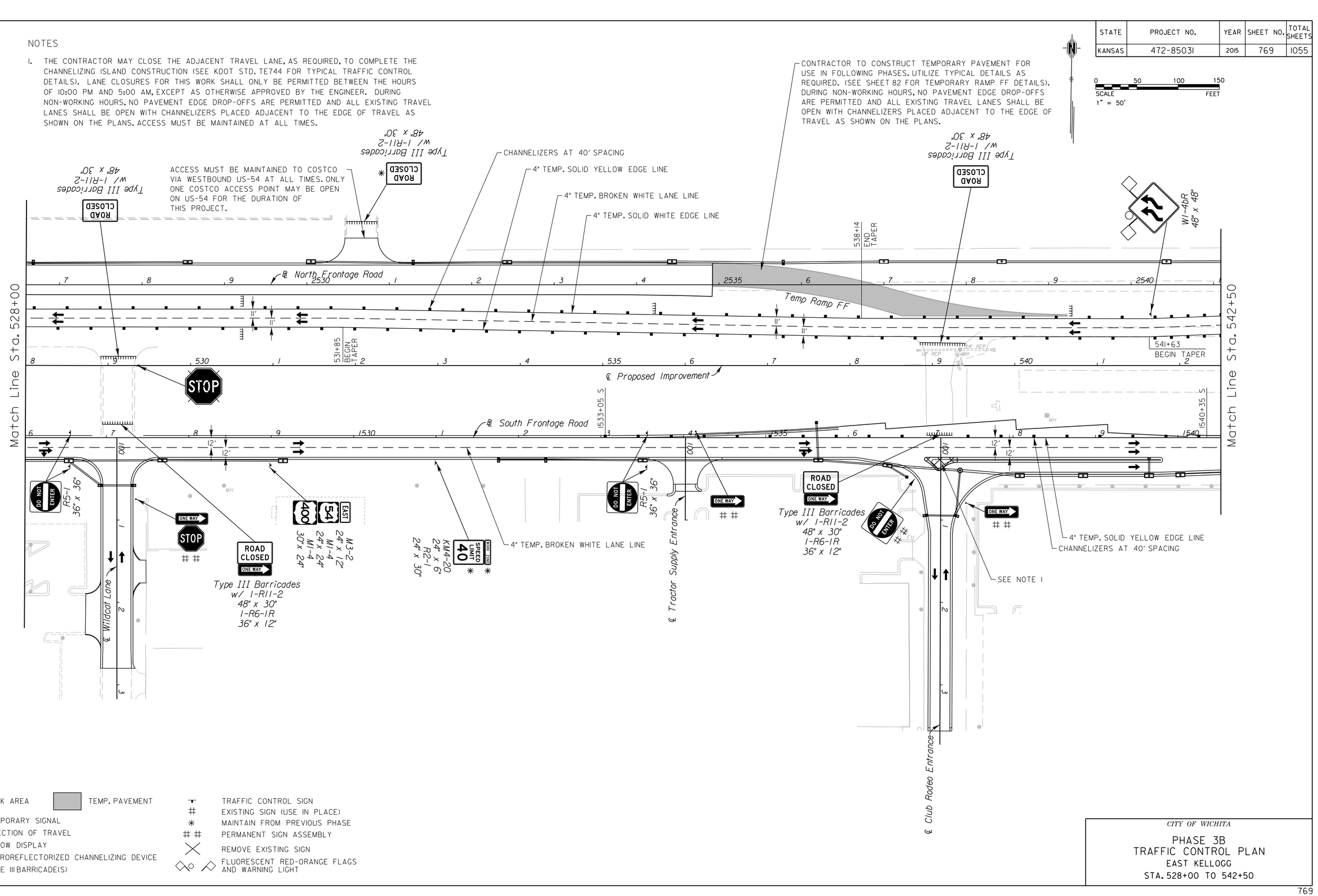
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	769	1055

NOTES

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE CHANNELIZING ISLAND CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS. ACCESS MUST BE MAINTAINED AT ALL TIMES.



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3B
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 528+00 TO 542+50

769

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	770	1055

SCALE 1" = 50'
0 50 100 150 FEET

OKLAHOMA CITY
KANSAS CITY
1/2 MILE
35

℄ Hawker Beechcraft Entrance

Type III Barricades
w/ I-RII-2
48" x 30"

ROAD CLOSED

CHANNELIZERS AT 20' SPACING

4" TEMP. SOLID YELLOW EDGE LINE
4" TEMP. BROKEN WHITE LANE LINE
4" TEMP. SOLID WHITE EDGE LINE

W1-4bL
48" x 48"

CHANNELIZERS AT 20' SPACING

TEMPORARY SIGNAL TO BE INSTALLED AND OPERATIONAL AT OUTSET OF PHASE 3B

STOP HERE ON RED
R10-6
24" x 36"

Match Line Sta. 542+50

℄ North Frontage Road

Kellogg Avenue (US 54)

551+19 END TAPER
554+09 BEGIN TAPER
555+47
556+47

Kellogg Avenue (US 54)

Match Line Sta. 558+00

℄ Proposed Improvement

Kellogg Drive

Temp. Ramp DD

1552+29 S
1552+79 S

℄ South Frontage Road

1545+96 S
1548+36 S
1553+96 S
1555+58 S BEGIN TAPER

R5-1
36" x 36"
DO NOT ENTER

STOP

ROAD CLOSED
ONE WAY

Type III Barricades
w/ I-RII-2
48" x 30"
I-R6-IR
36" x 12"

℄ Carmax Entrance

ONE WAY
R6-IR
36" x 12"

4" TEMP. BROKEN WHITE LANE LINE

R4-5L Special
24" x 30"
SP-07
24" x 24"

TRUCKS USE LEFT LANE

4" TEMP. SOLID WHITE LANE LINE

W1-4bL
48" x 48"

R5-1
36" x 36"
DO NOT ENTER

12" TEMP SOLID WHITE DIAGONAL LINE
60° TO LANES AND 20' SPACING

ONE WAY
STOP

M3-2
24" x 12"
M1-4
24" x 24"
30" x 24"
400
54
EAST

4" TEMP. SOLID WHITE EDGE LINE
4" TEMP. SOLID YELLOW EDGE LINE

Type III Barricades
w/ I-RII-2
48" x 30"
I-R6-IR
36" x 12"

ONE WAY

ROAD CLOSED

℄ Chateau Street

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

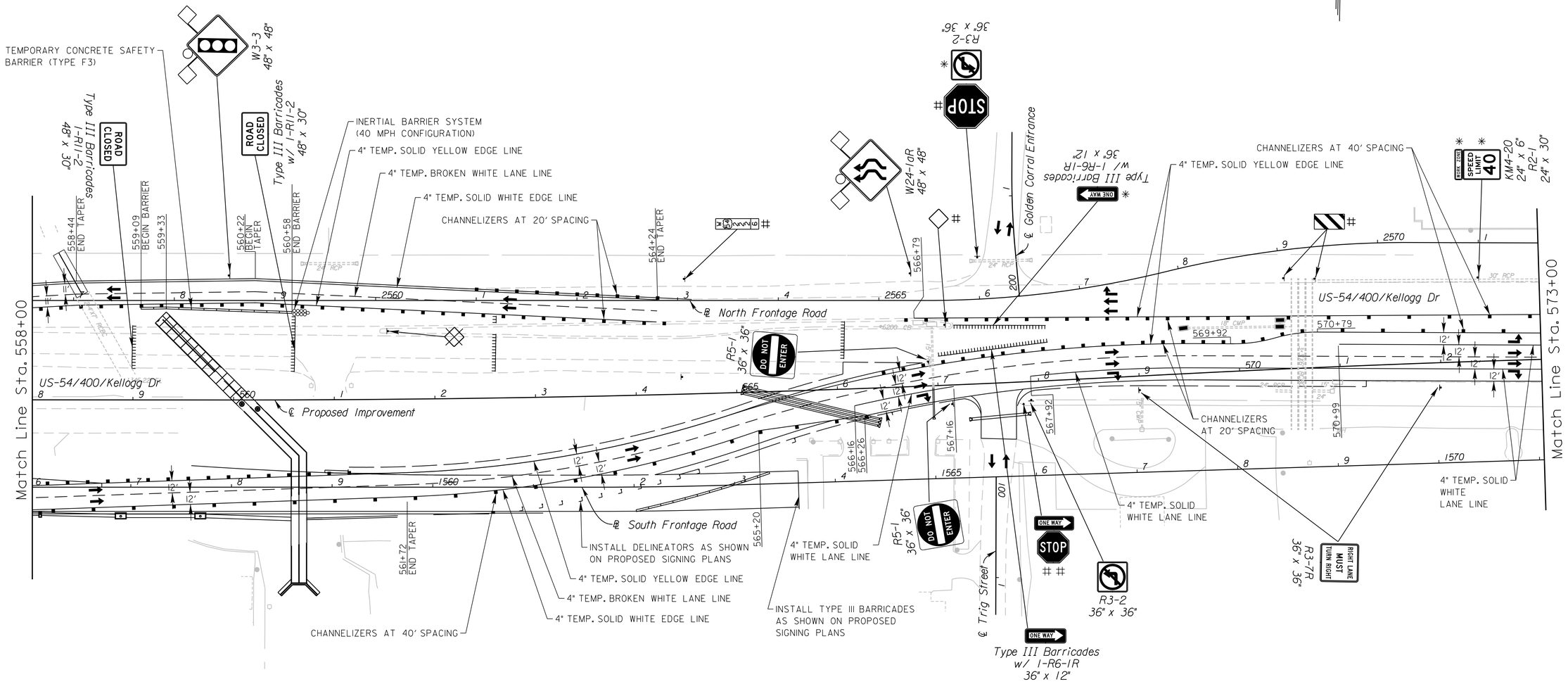
PHASE 3B
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 542+50 TO 558+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	771	1055

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3B
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 558+00 TO 573+00

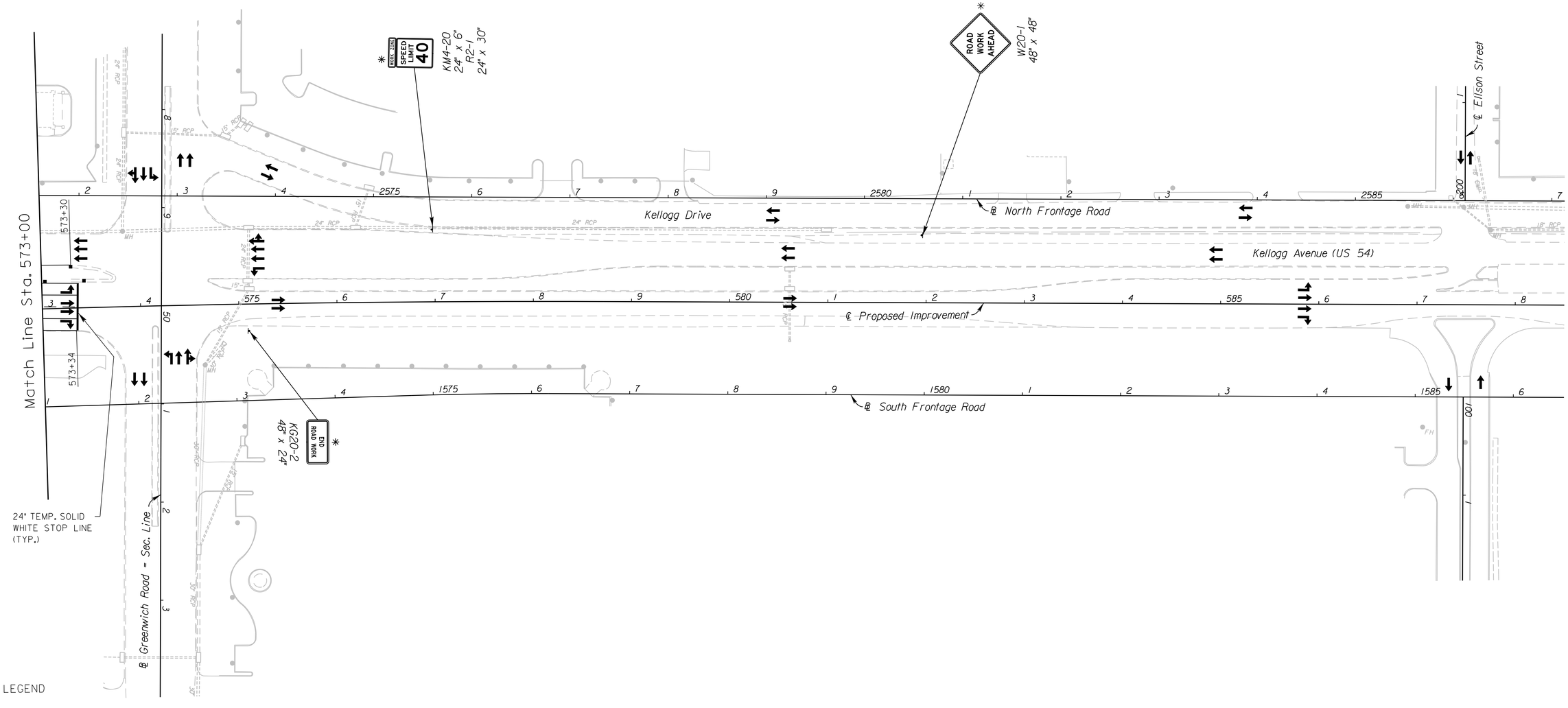
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	772	1055

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3B
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 573+00 TO 588+50

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	773	1055

SCALE 1" = 50'
0 50 100 150 FEET

MAINTAIN TRAFFIC CONTROL FROM PHASE 3A
4" TEMP. BROKEN WHITE LANE LINE
4" TEMP. SOLID YELLOW DOUBLE LINE
4" TEMP. SOLID WHITE EDGE LINE
39+20 BEGIN TAPER
40+17
41+28 END TAPER
US POST OFFICE RELOCATED
CHANNELIZERS AT 20' SPACING
4" TEMP. SOLID WHITE EDGE LINE
24" TEMP. SOLID WHITE STOP LINE (TYP.)
4" TEMP. SOLID WHITE EDGE LINE
KM4-20 24" x 6"
R2-1 24" x 30"
SPEED LIMIT 30
48+06
℄ North Frontage Road
R3-2 36" x 36"
43+61
℄ Proposed Improvement
4" TEMP. SOLID WHITE EDGE LINE
4" TEMP. BROKEN WHITE LANE LINE
R3-2 36" x 36"
℄ South Frontage Road
CHANNELIZERS AT 20' SPACING
4" TEMP. BROKEN WHITE LANE LINE
4" TEMP. SOLID YELLOW DOUBLE LINE
4" TEMP. SOLID WHITE EDGE LINE
R3-2 36" x 36"
4" TEMP. BROKEN WHITE LANE LINE
R3-2 36" x 36"
W3-3 48" x 48"
53+35
53+75
54+82
℄ Webb Road = Sec Line
℄ Corporate Hills Drive
39+24
40+20
24" TEMP. SOLID WHITE STOP LINE (TYP.)
CHANNELIZERS AT 10' SPACING
℄ Maxwell Entrance
4" TEMP. SOLID WHITE EDGE LINE
CHANNELIZERS AT 10' SPACING
W3-3 48" x 48"
CHANNELIZERS AT 10' SPACING
R3-2 36" x 36"
R3-2 36" x 36"
49+14
Kellogg Avenue (US 54)
50+62
CHANNELIZERS AT 40' SPACING
51+65
18" RCP
15" RCP
W1-4bR 48" x 48"
CHANNELIZERS AT 10' SPACING
4" TEMP. SOLID WHITE EDGE LINE
℄ KTA Drive
KM4-20 24" x 6"
R2-1 24" x 30"
SPEED LIMIT 30
CHANNELIZERS AT 40' SPACING
4" TEMP. SOLID YELLOW DOUBLE LINE
Match Line Sta. 55+00

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3B TRAFFIC CONTROL PLAN

WEBB ROAD

STA. 39+00 TO 55+00

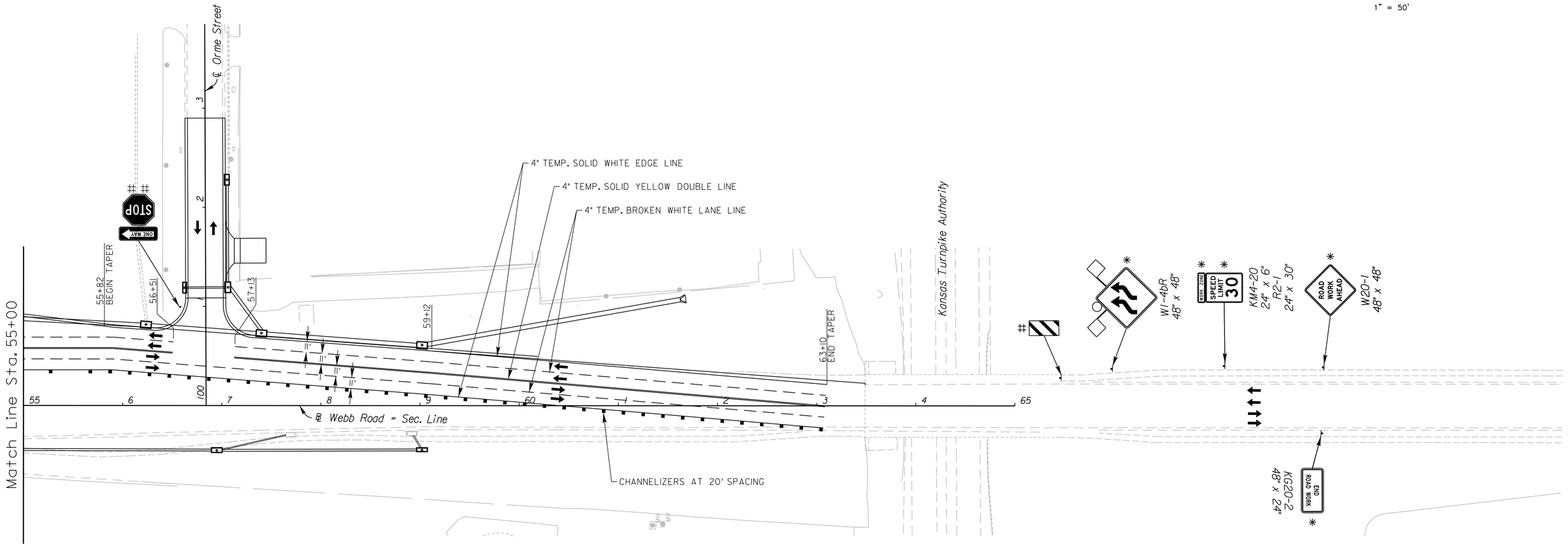
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	774	1055

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3B
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 55+00 TO 70+00

774

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	775	1055

SCALE 1" = 50'

Kellogg Avenue (US 54)

Kellogg Drive

Kellogg Drive

Eastern

Mansfield

KELLOGG DR

℄ Proposed Improvement

Match Line Sta. 497+00

250' 250'

COVER EXISTING LEGENDS

COVER EXISTING SIGN LEGEND

ONE WAY R6-1R 36" x 12"

ONE WAY

ONE WAY

ONLY

DO NOT ENTER

END ROAD WORK KG20-2 48" x 24"

DO NOT ENTER R5-1 36" x 36"

STOP

STOP R1-1 36" x 36"

ROAD CLOSED Type III Barricades w/ I-RII-2 48" x 30"

END ROAD WORK KG20-2 48" x 24"

4" TEMP. SOLID YELLOW EDGE LINE

CHANNELIZERS AT 40' SPACING

491+73

496+12

496+53

495

490

8

9

2

3

4

6

10495

CHANNELIZERS AT 20' SPACING

489+17 END TAPER

489+58

490+14

492+04

494+04

494+48

496+43

496+86

491+22

490+91

488+38

486+88 END TAPER

485+88 END TAPER

482+68 BEGIN TAPER

ARROW DISPLAY

ROAD WORK AHEAD W20-1 48" x 48"

LEFT LANE CLOSED AHEAD W20-5 48" x 48"

W4-2L 48" x 48"

SPEED LIMIT 40

ONE WAY

4" TEMP. SOLID YELLOW EDGE LINE

CHANNELIZERS AT 20' SPACING

ONE WAY

COVER EXISTING LEGEND

ONLY W20-1 48" x 48"

MANSFIELD

KELLOGG DR

ROAD WORK AHEAD

4" TEMP. SOLID WHITE EDGE LINE

CHANNELIZERS AT 40' SPACING

4" TEMP. SOLID YELLOW EDGE LINE

STOP R1-1

WRONG WAY R5-1g 42" x 30"

ONLY

COVER EXISTING SIGN

STOP

R3-2 36" x 36"

R3-2 36" x 36"

SPEED LIMIT 40

KM4-20 48" x 12"

R2-1 48" x 60"

WORK ZONE

SPEED LIMIT 40

ONE WAY

COVER EXISTING SIGN

STOP

ONE WAY

COVER EXISTING SIGN

CHANNELIZERS AT 40' SPACING

4" TEMP. SOLID WHITE EDGE LINE

4" TEMP. SOLID YELLOW DOUBLE LINE

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3C TRAFFIC CONTROL PLAN

EAST KELLOGG

STA. 481+00 TO 497+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	776	1055

Match Line Sta. 497+00

Match Line Sta. 512+50

4" TEMP. SOLID YELLOW EDGE LINE

4" TEMP. SOLID WHITE EDGE LINE

4" TEMP. BROKEN WHITE LANE LINE

4" TEMP. DOTTED WHITE EXTENSION LINE

CHANNELIZERS AT 40' SPACING

CHANNELIZERS AT 20' SPACING

497+52 | 499+28 | 500+78 | 502+92 | 503+16 | 498+36 | 499+14 | 499+57 | 505+32 N | 506+32 N | 507+31 N | 507+99 | 512+33 | 504+76

℄ North Frontage Road

℄ Ramp A

℄ Ramp B

℄ Ramp C

℄ Ramp D

℄ Ramp E

Kellogg Avenue (US 54)

Kansas Turnpike Authority

Cypress Drive

Temp. Ramp BB

SCALE 1" = 50' — 0 50 100 150 FEET

Type III Barricades w/ I-RII-2 48" x 30" — ROAD CLOSED *

EAST KELLOGG BUSINESS DISTRICT NEXT 3 EXITS #

ONE WAY #

STOP #

WRONG WAY #

35 MPH #

ZO #

KDIO-9 #

Frontage Road #

WEST 54 400 #

TOLL PLAZA *

STOP AHEAD RELOCATED *

W1-4bR 48" x 48" *

TEMPORARY CONCRETE SAFETY BARRIER (TYPE F3) *

4" TEMP. SOLID WHITE EDGE LINE

4" TEMP. SOLID YELLOW EDGE LINE

TEMPORARY CONCRETE SAFETY BARRIER TAPER SECTION *

CHANNELIZERS AT 20' SPACING

ROAD CLOSED * Type III Barricades w/ I-RII-2 48" x 30"

W1-1R 48" x 48" *

30 MPH W13-1P 24" x 24" *

ROAD CLOSED * * Type III Barricades w/ I-W1-6 48" X 24" I-RII-2 48" x 30"

ROAD WORK AHEAD * W20-1 48" x 48"

4" TEMP. SOLID YELLOW DOUBLE LINE

4" TEMP. SOLID WHITE EDGE LINE

COVER EXISTING SIGN FACE

COVER ARROW ON PERMANENT SIGN FACE

K620-2 48" x 24" * END ROAD WORK

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3C TRAFFIC CONTROL PLAN

EAST KELLOGG

STA. 497+00 TO 512+50

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	777	1055

SCALE 1" = 50'
0 50 100 150 FEET

SP-05 Cover Arrows on Permanent Sign Face

Frontage Road NEXT RIGHT ##

WEST 54 100 ##

ROAD CLOSED * Type III Barricades w/ I-W1-6 48" X 24" 48" x 30" R1-1-2 *

CHANNELIZERS AT 40' SPACING

4" TEMP. SOLID WHITE EDGE LINE
4" TEMP. BROKEN WHITE LANE LINE
4" TEMP. SOLID YELLOW EDGE LINE

2514+25 N BEGIN TAPER

℄ North Frontage Road

Match Line Sta. 512+50

Kellogg Avenue (US 54)

CHANNELIZERS AT 20' SPACING

KM4-20 24" x 6" R2-1 24" x 30"

2518+26 N END TAPER

SPEED LIMIT 40

℄ Webb Road - Sec. Line

24" TEMP. SOLID WHITE STOP LINE (TYP.)

ONE WAY R6-1R 36" x 12" DO NOT ENTER R5-1 36" x 12" R5-1L 36" x 12" R3-2 36" x 36"

CHANNELIZERS AT 20' SPACING
4" TEMP. SOLID YELLOW EDGE LINE
4" TEMP. BROKEN WHITE LANE LINE

ACCESS MUST BE MAINTAINED TO COSTCO VIA WESTBOUND US-54 AT ALL TIMES. ONLY ONE COSTCO ACCESS POINT MAY BE OPEN ON US-54 FOR THE DURATION OF THIS PROJECT.

4" TEMP. SOLID WHITE LANE LINE

WRONG WAY R5-1a 42" x 30"

2523+85 N

W3-3 48" x 48"

R3-2 36" x 36"

WRONG WAY R5-1a 42" x 30"

R3-2 36" x 36"

℄ Proposed Improvement

Temp. Ramp CC

W3-3 48" x 48"

WRONG WAY R5-1a 42" x 30"

R3-2 36" x 36"

1519+60 S

℄ South Frontage Road

1521+25 S

DO NOT ENTER R5-1 36" x 36"

ONE WAY R6-1R 36" x 12"

CHANNELIZERS AT 20' SPACING
4" TEMP. SOLID YELLOW EDGE LINE
4" TEMP. BROKEN WHITE LANE LINE
4" TEMP. SOLID WHITE EDGE LINE

W3-2 48" x 48"

RELOCATED

1516+00 S

R1-2 48" x 48" x 48"

CHANNELIZERS AT 20' SPACING

1517+30 S

1517+95 S

1518+06 S

1519+44 S

1520+04 S

4" TEMP. SOLID WHITE LANE LINE

WRONG WAY R5-1a 42" x 30"

ONE WAY

℄ KTA Drive

R3-2 36" x 36"

DO NOT ENTER

ONE WAY

R6-1R 36" x 12"
R6-1L 36" x 12"
R5-1 36" x 36"

4" TEMP. BROKEN WHITE LANE LINE

4" TEMP. SOLID YELLOW EDGE LINE

ONE WAY R6-1R 36" x 12"

ONE WAY R6-1R 36" x 12"

Match Line Sta. 528+00

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

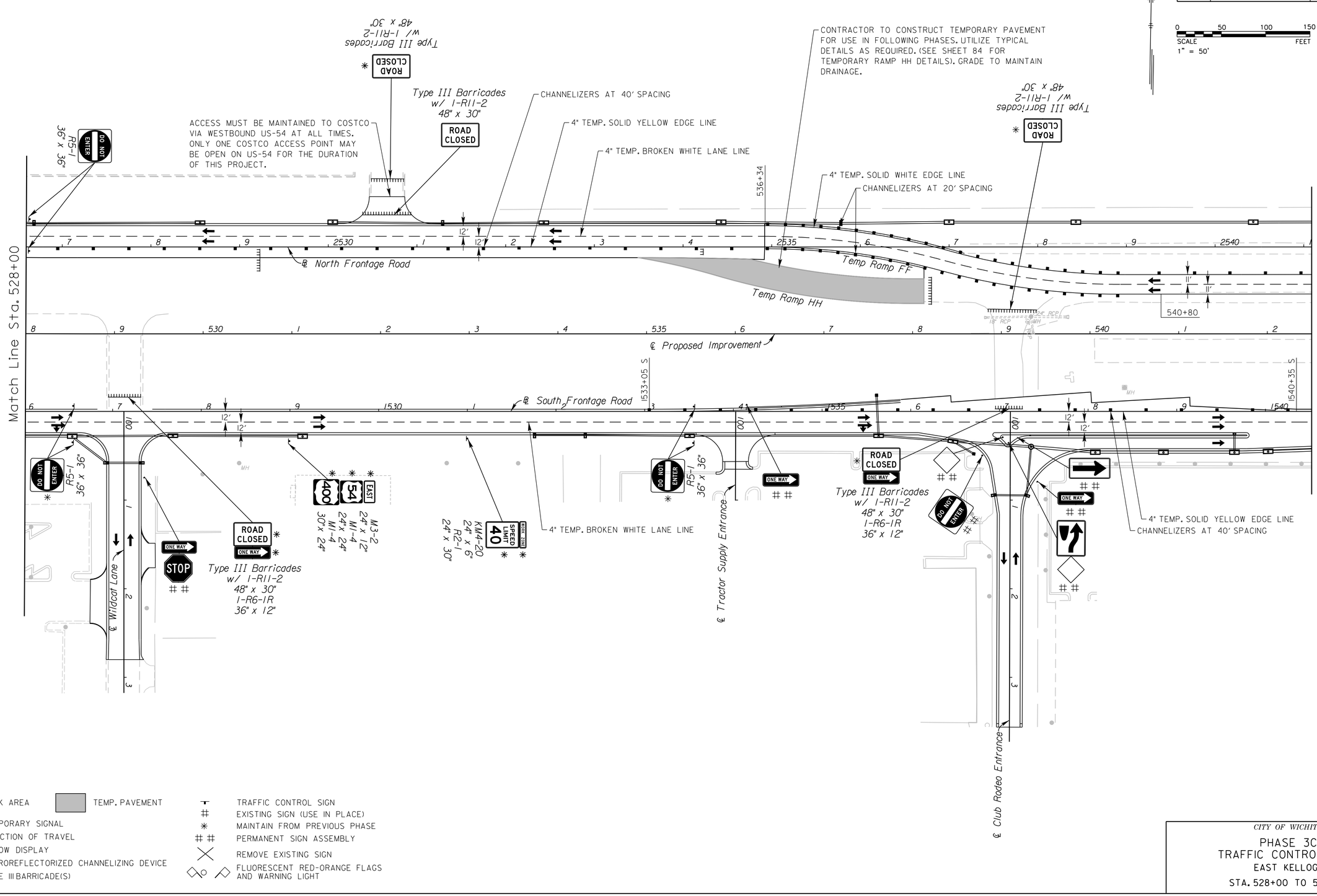
PHASE 3C
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 512+50 TO 528+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	778	1055

SCALE 1" = 50'
0 50 100 150 FEET



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3C
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 528+00 TO 542+50

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	779	1055

SCALE 1" = 50'
0 50 100 150 FEET

Match Line Sta. 542+50

W24-1dL 48" x 48"

℄ Hawker Beechcraft Entrance

Type III Barricades w/ 1-R11-2 48" x 30"
ROAD CLOSED *

℄ North Frontage Road

Kellogg Avenue (US 54)

℄ Proposed Improvement

℄ South Frontage Road

℄ Carmax Entrance

CHANNELIZERS AT 40' SPACING

4" TEMP. SOLID YELLOW EDGE LINE
4" TEMP. BROKEN WHITE LANE LINE
4" TEMP. SOLID WHITE EDGE LINE

M3-4 24" x 12"
M1-4 24"x 24"
M1-4 30"x 24"
WEST 54 400

24" SOLID WHITE STOP LINE (TYP.)

STOP HERE ON RED R10-6 24" x 36"

Kellogg Drive

Temp. Ramp DD

Kellogg Avenue (US 54)

4" TEMP. SOLID WHITE EDGE LINE
4" TEMP. SOLID YELLOW EDGE LINE
4" TEMP. BROKEN WHITE LANE LINE

Match Line Sta. 558+00

DO NOT ENTER R5-1 36" x 36"

ROAD CLOSED ONE WAY * Type III Barricades w/ 1-R11-2 48" x 30" 1-R6-1R 36" x 12"

4" TEMP. BROKEN WHITE LANE LINE

ONE WAY * R6-1R 36" x 12"

R4-5L Special 24" x 30" SP-07 24" x 24"
TRUCKS USE LEFT LANE *

4" TEMP. SOLID WHITE LANE LINE

W1-4dL 48" x 48"

DO NOT ENTER R5-1 36" x 36" *

12" TEMP SOLID WHITE DIAGONAL LINE
60° TO LANES AND 20' SPACING

ONE WAY STOP # #

400 54 EAST * M3-2 24" x 12"
M1-4 24"x 24"
M1-4 30"x 24"

4" TEMP. SOLID WHITE EDGE LINE
4" TEMP. SOLID YELLOW EDGE LINE

℄ Chadsen Street

ONE WAY * Type III Barricades w/ 1-R6-1R 36" x 12"

ROAD CLOSED * Type III Barricades w/ 1-R11-2 48" x 30"

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3C
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 542+50 TO 558+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	780	1055

SCALE 1" = 50'

CONSTRUCT REMAINDER OF RCB AND MAINTAIN STREAM FLOW.

W3-3 48" x 48"

TEMPORARY CONCRETE SAFETY BARRIER (TYPE F3)

559+10 BEGIN BARRIER

559+21

560+34 END BARRIER

INERTIAL BARRIER SYSTEM (40 MPH CONFIGURATION)

Type III Barricades w/ 1-R11-2 48" x 30"

ROAD CLOSED

CHANNELIZERS AT 40' SPACING

4" TEMP. SOLID YELLOW EDGE LINE

4" TEMP. BROKEN WHITE LANE LINE

4" TEMP. SOLID WHITE EDGE LINE

R5-1 36" x 36"

DO NOT ENTER

Type III Barricades w/ 1-R11-2 48" x 30"

ROAD CLOSED

R3-2 36" x 36"

STOP

R1-1

℄ Golden Corral Entrance

CHANNELIZERS AT 20' SPACING

SPEED LIMIT 40

KM4-20 24" x 6"

R2-1 24" x 30"

Kellogg Avenue (US 54)

℄ North Frontage Road

℄ Proposed Improvement

℄ South Frontage Road

Match Line Sta. 558+00

Match Line Sta. 573+00

2560

2565

2570

1560

1565

1570

565+54

566+16

566+26

567+16

567+92

569+92

570+79

570+99

565+20

561+72 END TAPER

4" TEMP. SOLID WHITE LANE LINE

R5-1 36" x 36"

DO NOT ENTER

℄ Trig Street

ONE WAY

STOP

R6-1R 36" x 12"

ONE WAY

ONE WAY

R6-1R 36" x 12"

R3-2 36" x 36"

R3-7R 36" x 36"

RIGHT LANE MUST TURN RIGHT

4" TEMP. SOLID WHITE LANE LINE

CHANNELIZERS AT 20' SPACING

CHANNELIZERS AT 40' SPACING

4" TEMP. SOLID WHITE EDGE LINE

4" TEMP. BROKEN WHITE LANE LINE

4" TEMP. SOLID YELLOW EDGE LINE

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3C TRAFFIC CONTROL PLAN

EAST KELLOGG

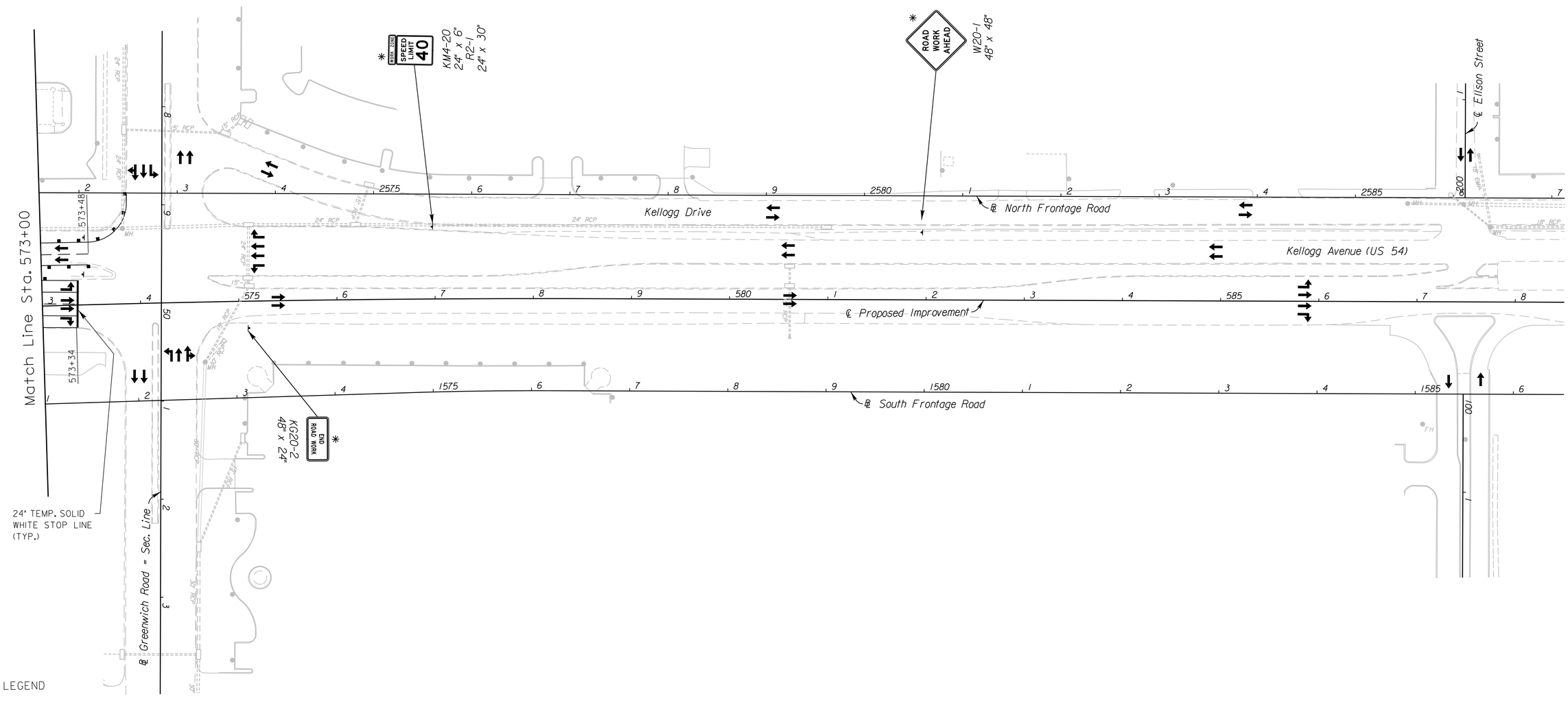
STA. 558+00 TO 573+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	781	1055

SCALE 1" = 50'
0 50 100 150 FEET



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 3C
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 573+00 TO 588+50

781

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	782	1055

0 50 100 150
SCALE FEET
1" = 50'

MAINTAIN TRAFFIC CONTROL FROM PHASE 3A
39+20 BEGIN TAPER
40+17
41+28 END TAPER
4" TEMP. BROKEN WHITE LANE LINE
4" TEMP. SOLID YELLOW DOUBLE LINE
4" TEMP. SOLID WHITE EDGE LINE
US POST OFFICE RELOCATED
CHANNELIZERS AT 20' SPACING
4" TEMP. SOLID WHITE EDGE LINE
4" TEMP. SOLID WHITE EDGE LINE
KM4-20 24" x 6"
R2-1 24" x 30"
SPEED LIMIT 30
@ Webb Road = Sec Line
@ North Frontage Road
48+90
48+80
4" TEMP. SOLID WHITE EDGE LINE
R3-2 36" x 36"
24" TEMP. SOLID WHITE STOP LINE (TYP.)
@ Proposed Improvement
4" TEMP. BROKEN WHITE LANE LINE
R3-2 36" x 36"
@ South Frontage Road
50+62
51+65
CHANNELIZERS AT 40' SPACING
4" TEMP. BROKEN WHITE LANE LINE
4" TEMP. SOLID YELLOW DOUBLE LINE
CHANNELIZERS AT 20' SPACING
4" TEMP. SOLID YELLOW DOUBLE LINE
4" TEMP. BROKEN WHITE LANE LINE
W3-3 48" x 48"
R3-2 36" x 36"
53+35
53+75
54+82
39+24
40+20
24" TEMP. SOLID WHITE STOP LINE (TYP.)
CHANNELIZERS AT 10' SPACING
Corporate Hills Drive
Maxwell Entrance
4" TEMP. SOLID WHITE EDGE LINE
CHANNELIZERS AT 10' SPACING
CHANNELIZERS AT 10' SPACING
W3-3 48" x 48"
CHANNELIZERS AT 10' SPACING
R3-2 36" x 36"
R3-2 36" x 36"
4" TEMP. SOLID YELLOW DOUBLE LINE
Kellogg Avenue (US 54)
R3-2 36" x 36"
W1-4bR 48" x 48"
CHANNELIZERS AT 10' SPACING
4" TEMP. SOLID WHITE EDGE LINE
KM4-20 24" x 6"
R2-1 24" x 30"
SPEED LIMIT 30
CHANNELIZERS AT 40' SPACING
MAINTAIN TRAFFIC CONTROL FROM PHASE 3B

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

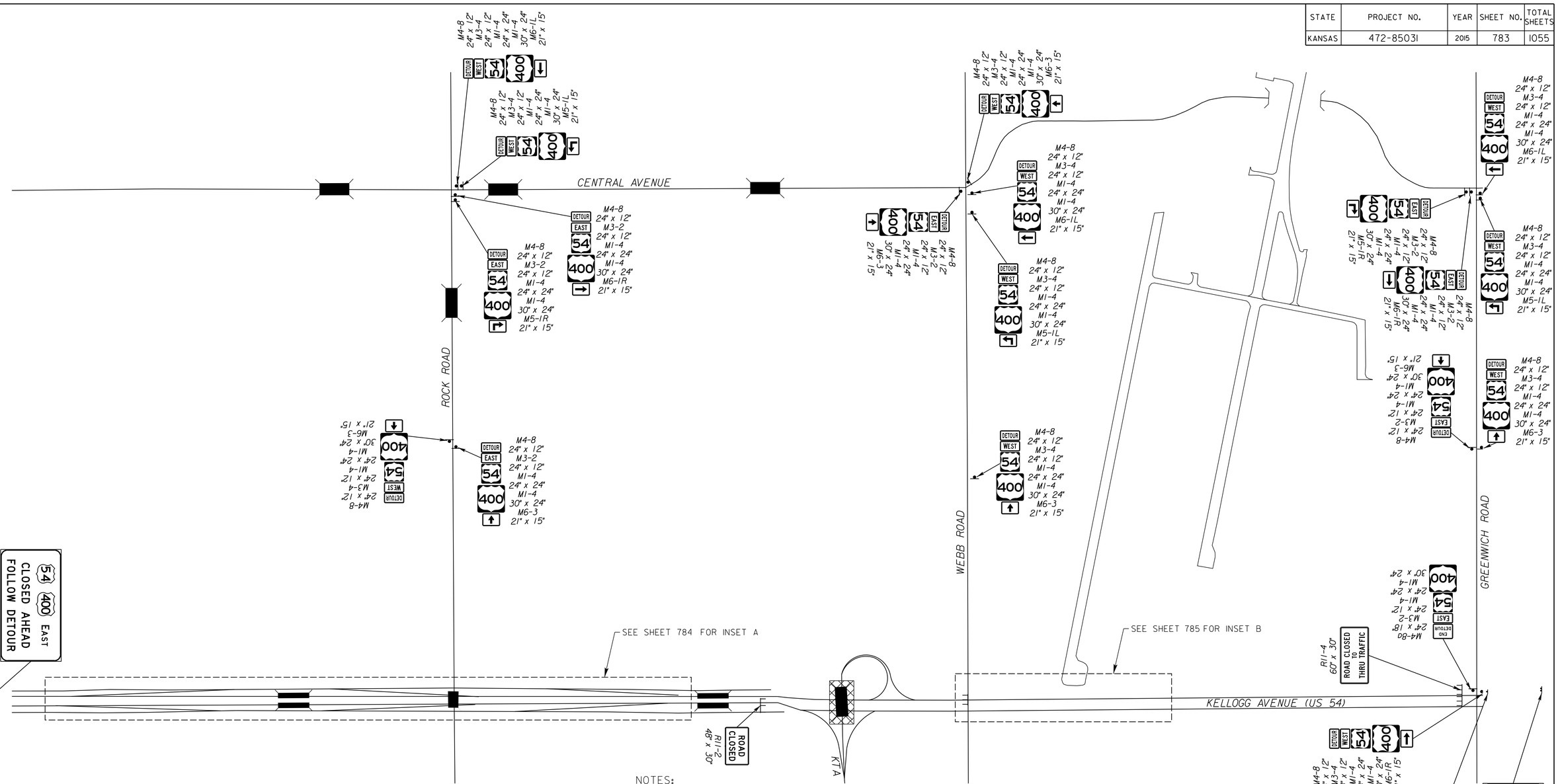
CITY OF WICHITA

PHASE 3C
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 39+00 TO 55+00

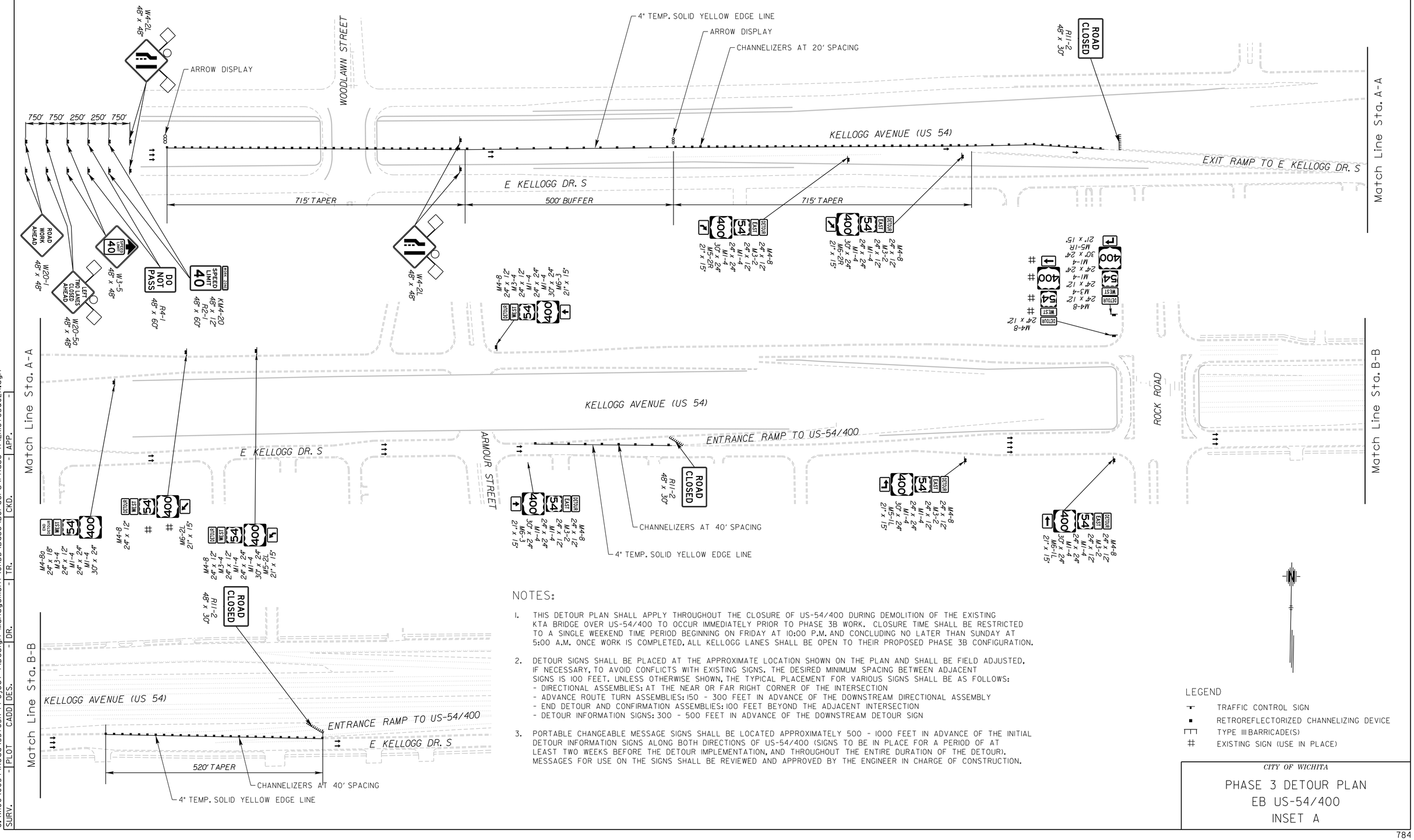
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	783	1055


CENTRAL AVENUE
ROCK ROAD
WEBB ROAD
GREENWICH ROAD
KELLOGG AVENUE (US 54)
KTA
SEE SHEET 784 FOR INSET A
SEE SHEET 785 FOR INSET B
M4-8 24" x 12" M3-4 24" x 12" M1-4 24" x 24" M1-4 30" x 24" M6-1L 21" x 15"
M4-8 24" x 12" M3-2 24" x 12" M1-4 24" x 24" M1-4 30" x 24" M6-1R 21" x 15"
M4-8 24" x 12" M3-2 24" x 12" M1-4 24" x 24" M1-4 30" x 24" M5-1R 21" x 15"
M4-8 24" x 12" M3-4 24" x 12" M1-4 24" x 24" M1-4 30" x 24" M5-1L 21" x 15"
M4-8 24" x 12" M3-4 24" x 12" M1-4 24" x 24" M1-4 30" x 24" M6-3 21" x 15"
M4-8 24" x 12" M3-2 24" x 12" M1-4 24" x 24" M1-4 30" x 24" M6-3 21" x 15"
M4-8 24" x 12" M3-4 24" x 12" M1-4 24" x 24" M1-4 30" x 24" M5-1L 21" x 15"
M4-8 24" x 12" M3-2 24" x 12" M1-4 24" x 24" M1-4 30" x 24" M5-1R 21" x 15"
M4-8 24" x 12" M3-4 24" x 12" M1-4 24" x 24" M1-4 30" x 24" M6-1L 21" x 15"
M4-8 24" x 12" M3-2 24" x 12" M1-4 24" x 24" M1-4 30" x 24" M6-1R 21" x 15"
M4-8 24" x 12" M3-4 24" x 12" M1-4 24" x 24" M1-4 30" x 24" M6-3 21" x 15"
M4-8 24" x 12" M3-2 24" x 12" M1-4 24" x 24" M1-4 30" x 24" M6-3 21" x 15"
M4-8 24" x 12" M3-4 24" x 12" M1-4 24" x 24" M1-4 30" x 24" M5-1L 21" x 15"
M4-8 24" x 12" M3-2 24" x 12" M1-4 24" x 24" M1-4 30" x 24" M5-1R 21" x 15"
M4-8 24" x 12" M3-4 24" x 12" M1-4 24" x 24" M1-4 30" x 24" M6-3 21" x 15"
M4-8 24" x 12" M3-2 24" x 12" M1-4 24" x 24" M1-4 30" x 24" M6-3 21" x 15"
M4-8 24" x 12" M3-4 24" x 12" M1-4 24" x 24" M1-4 30" x 24" M6-3 21" x 15"
M4-8 24" x 12" M3-4 24" x 12" M1-4 24" x 24" M1-4 30" x 24" M5-1L 21" x 15"
M4-8 24" x 12" M3-4

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	784	1055



NOTES:

1. THIS DETOUR PLAN SHALL APPLY THROUGHOUT THE CLOSURE OF US-54/400 DURING DEMOLITION OF THE EXISTING KTA BRIDGE OVER US-54/400 TO OCCUR IMMEDIATELY PRIOR TO PHASE 3B WORK. CLOSURE TIME SHALL BE RESTRICTED TO A SINGLE WEEKEND TIME PERIOD BEGINNING ON FRIDAY AT 10:00 P.M. AND CONCLUDING NO LATER THAN SUNDAY AT 5:00 A.M. ONCE WORK IS COMPLETED, ALL KELLOGG LANES SHALL BE OPEN TO THEIR PROPOSED PHASE 3B CONFIGURATION.

2. DETOUR SIGNS SHALL BE PLACED AT THE APPROXIMATE LOCATION SHOWN ON THE PLAN AND SHALL BE FIELD ADJUSTED, IF NECESSARY, TO AVOID CONFLICTS WITH EXISTING SIGNS. THE DESIRED MINIMUM SPACING BETWEEN ADJACENT SIGNS IS 100 FEET. UNLESS OTHERWISE SHOWN, THE TYPICAL PLACEMENT FOR VARIOUS SIGNS SHALL BE AS FOLLOWS:
   - DIRECTIONAL ASSEMBLIES: AT THE NEAR OR FAR RIGHT CORNER OF THE INTERSECTION
   - ADVANCE ROUTE TURN ASSEMBLIES: 150 - 300 FEET IN ADVANCE OF THE DOWNSTREAM DIRECTIONAL ASSEMBLY
   - END DETOUR AND CONFIRMATION ASSEMBLIES: 100 FEET BEYOND THE ADJACENT INTERSECTION
   - DETOUR INFORMATION SIGNS: 300 - 500 FEET IN ADVANCE OF THE DOWNSTREAM DETOUR SIGN

3. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE LOCATED APPROXIMATELY 500 - 1000 FEET IN ADVANCE OF THE INITIAL DETOUR INFORMATION SIGNS ALONG BOTH DIRECTIONS OF US-54/400 (SIGNS TO BE IN PLACE FOR A PERIOD OF AT LEAST TWO WEEKS BEFORE THE DETOUR IMPLEMENTATION, AND THROUGHOUT THE ENTIRE DURATION OF THE DETOUR). MESSAGES FOR USE ON THE SIGNS SHALL BE REVIEWED AND APPROVED BY THE ENGINEER IN CHARGE OF CONSTRUCTION.

LEGEND

- TRAFFIC CONTROL SIGN
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- # EXISTING SIGN (USE IN PLACE)

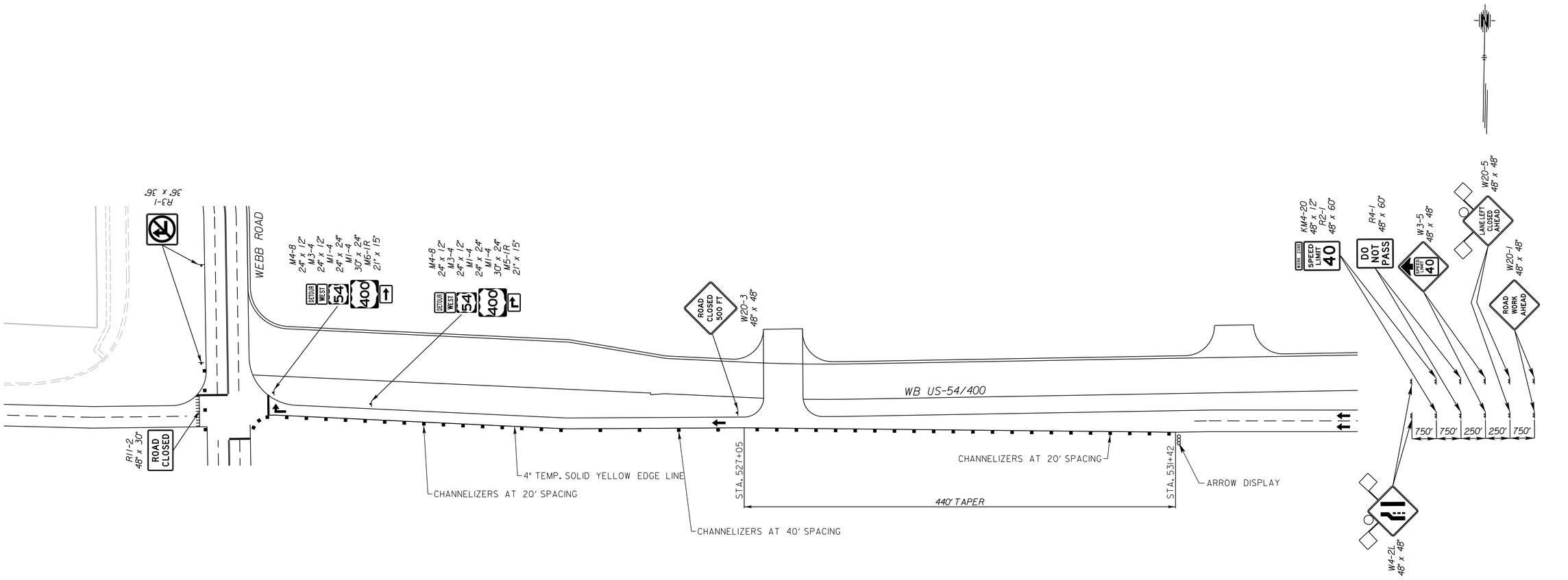
CITY OF WICHITA

PHASE 3 DETOUR PLAN
EB US-54/400
INSET A

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	-	CKD.	-	APP.	-

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	785	1055



NOTES:

1. THIS DETOUR PLAN SHALL APPLY THROUGHOUT THE CLOSURE OF US-54/400 DURING DEMOLITION OF THE EXISTING KTA BRIDGE OVER US-54/400 TO OCCUR IMMEDIATELY PRIOR TO PHASE 3B WORK. CLOSURE TIME SHALL BE RESTRICTED TO A SINGLE WEEKEND TIME PERIOD BEGINNING ON FRIDAY AT 10:00 P.M. AND CONCLUDING NO LATER THAN SUNDAY AT 5:00 A.M. ONCE WORK IS COMPLETED, ALL KELLOGG LANES SHALL BE OPEN TO THEIR PROPOSED PHASE 3B CONFIGURATION.

2. DETOUR SIGNS SHALL BE PLACED AT THE APPROXIMATE LOCATION SHOWN ON THE PLANS AND SHALL BE FIELD ADJUSTED, IF NECESSARY, TO AVOID CONFLICTS WITH EXISTING SIGNS. THE DESIRED MINIMUM SPACING BETWEEN ADJACENT SIGNS IS 100 FEET. UNLESS OTHERWISE SHOWN, THE TYPICAL PLACEMENT FOR VARIOUS SIGNS SHALL BE AS FOLLOWS:
   - DIRECTIONAL ASSEMBLIES: AT THE NEAR OR FAR RIGHT CORNER OF THE INTERSECTION
   - ADVANCE ROUTE TURN ASSEMBLIES: 150 - 300 FEET IN ADVANCE OF THE DOWNSTREAM DIRECTIONAL ASSEMBLY
   - END DETOUR AND CONFIRMATION ASSEMBLIES: 100 FEET BEYOND THE ADJACENT INTERSECTION
   - DETOUR INFORMATION SIGNS: 300 - 500 FEET IN ADVANCE OF THE DOWNSTREAM DETOUR SIGN

LEGEND

- TRAFFIC CONTROL SIGN
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)

CITY OF WICHITA

PHASE 3 DETOUR PLAN
WB US-54/400 AT WEBB ROAD
INSET B

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SURV.	-	PLOT	-	CADD	-	DES.	-	DR.	-	TR.	-	CKD.	-	APP.	-

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	786	1055

LEGEND

Existing Sign

New Sign

Note: Existing I-35 Shield and "KTA EXIT ONLY" pavement symbols shall be removed in Phase 4 from existing Eastbound Kellogg pavement in all locations from Rock Road to the KTA ramp. All materials, labor and equipment necessary to complete this work shall be SUBSIDIARY to other traffic control bid items.

CITY OF WICHITA

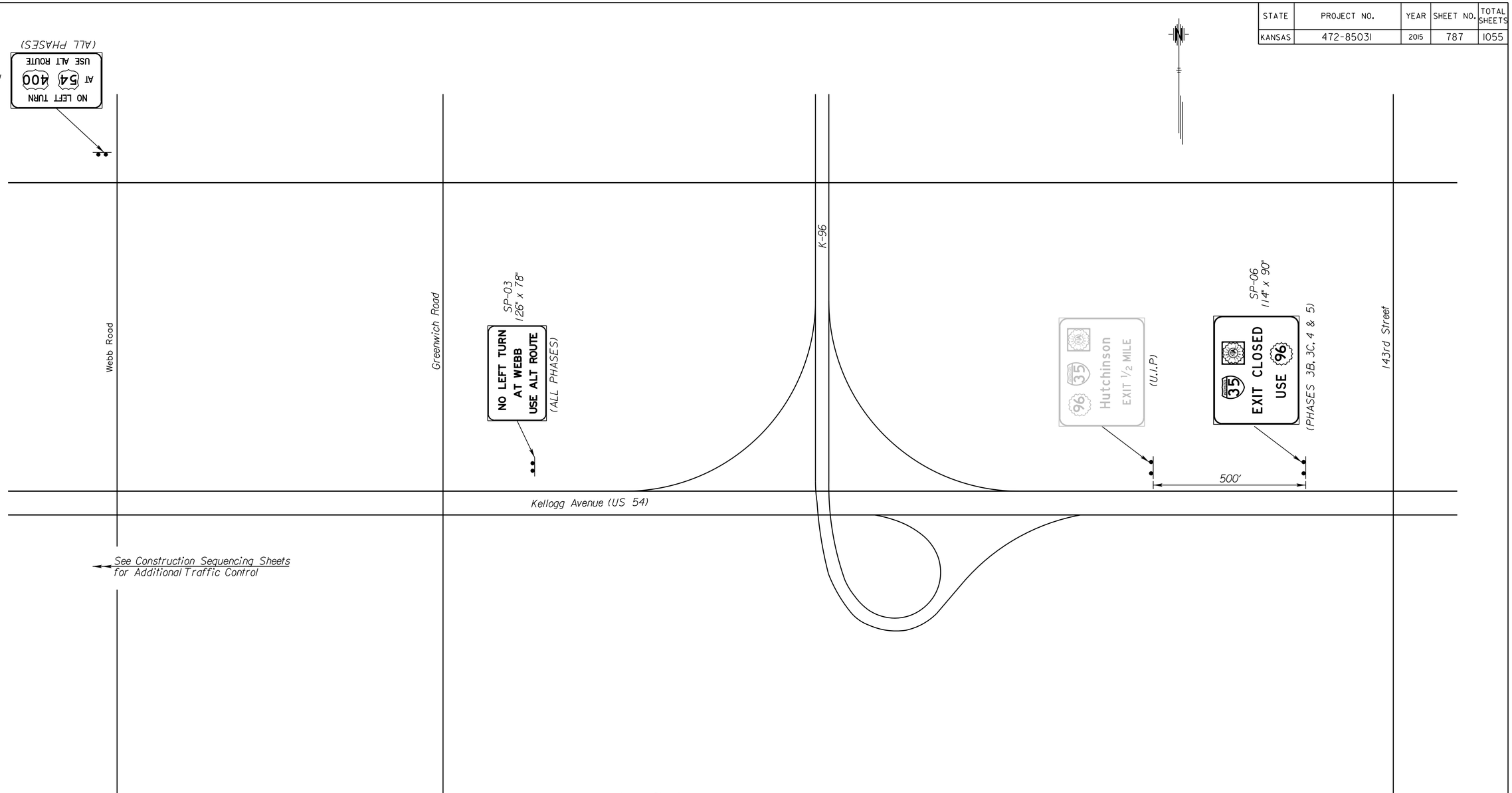
ADVANCED SIGNING PLAN

OLIVER STREET TO KTA EXIT 50

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	787	1055



LEGEND

EXIT 3 MILES — Existing Sign

DETOUR — New Sign

CITY OF WICHITA

ADVANCED SIGNING PLAN

GREENWICH TO 143RD STREET

787

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	788	1055

MAINTENANCE OF TRAFFIC NOTES - PHASE 4

	CONSTRUCTION	TRAFFIC	REMARKS
Phase 4A	Begin construction of Ramps B, D and E, as well as the remainder of Ramp C. Phase construction near the toll plaze to maintain access and operation at all times. Complete construction of MSE Wall B.	EB entrance to Kellogg east of Rock shall be closed during Phase 4. The right lane of existing EB Kellogg will be dropped in advance of the project as the exit to SB KTA is no longer open. EB Kellogg traffic east of KTA remains in previous lanes from Phase 3C. South Frontage Road traffic west of the KTA remains in two-way operation between Eastern and Cypress, access to KTA via Ramp C is now open. NB KTA traffic remains shifted onto Temporary Ramp BB. Post detours as shown on detour plans.	Issue press release 2 weeks in advance.
	Begin the construction of the majority of the SB Webb Road lanes as well as the west side of the Webb Road bridge. Phase construction of Corporate Hills Drive intersection to maintain access at all times. The south end of Webb Road will be constructed in three phases.	Webb Road traffic to remain on the Proposed NB lanes utilizing permanent and temporary pavement placed in previous phases. Contractor to maintain access to all properties at all times.	
	Begin construction of remainder of North Frontage Road. Work area shown for proposed Kellogg mainline is available to begin work on any drainage or retaining wall work that can be accomodated without impacting traffic. Mainline excavation and paving will be completed as part of Phase 5.	WB Kellogg shall be shifted onto Temporary Ramp HH that was constructed during Phase 3C. The Golden Corral Entrance shall be closed until the completion of the North Frontage Road construction and shift of WB Kellogg onto the North Frontage Road via the future Crossover B. Golden Corral Entrance may be closed for a maximum of 180 calendar days.	Issue press release 2 weeks in advance.
Phase 4B	Construct temporary pavement between existing Kellogg and North Frontage Road near Sta. 555+50 in order to shift Temporary U-turn Ramp DD traffic to the North Frontage Road in Phase 4C.		
	Construct the majority of Crossover B for use in Phase 4C.		
	Continue construction of the following areas: Ramps B, C, D and E SB Lanes of Webb Rd West side of Webb Rd Bridge		
Phase 4C	Construct west half of the Webb Road tie-in at the south end of the project as well as temporary pavement in portions of the proposed median areas along Webb Road to allow of 4-11' lanes to be utilized during Phase 5.	Webb Road will be reduced to one lane in each direction at the south end of the project for this phase. For the placement of temporary pavement between roughly Sta. 40+40 and Sta. 44+40, the contractor may close the adjacent lane, as required, to complete the temporary pavement construction (see KDOT Std. TE744 for typical traffic control details). Lane closures for this work shall only be permitted between the hours of 10:00 PM and 5:00 AM, except as otherwise approved by the Engineer. During non-working hours, no pavement edge drop-offs are permitted and all existing travel lanes shall be open.	
	Construct remaining portion of Crossover B pavement and install temporary signage and pavement markings necessary to shift WB Kellogg traffic onto North Frontage Road via Crossover B, thence returning WB traffic to Existing Kellogg via Proposed Ramp A, as well as modifications required to shift the Temporary U-Turn Ramp DD onto the North Frontage Road.	WB Kellogg shall be shifted onto the North Frontage Road, where they will remain until the completion of the Proposed Mainline construction. EB Kellogg to remain unchanged from the previous phase.	Issue press release 2 weeks in advance.
	Complete construction of the following areas: Ramps B, C, and E West side of Webb Rd Bridge		

CITY OF WICHITA

EAST KELLOGG
MAINTENANCE OF TRAFFIC
PHASE 4
SCHEDULE 1 OF 1

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	789	1055

SCALE 1" = 50'

Kellogg Drive
Kellogg Avenue (US 54)
Kellogg Drive
Mansfield
Eastern
Match Line Sta. 497+00
℄ Proposed Improvement
COVER EXISTING LEGENDS
CHANNELIZERS AT 20' SPACING
R6-1R 36" x 12"
ONE WAY
KG20-2 48" x 24"
END ROAD WORK
R5-1 36" x 36"
DO NOT ENTER
STOP
R1-1 36" x 36"
W4-2R 48" x 48"
ROAD CLOSED
Type III Barricades w/ R11-2 48" x 30"
4" TEMP. SOLID YELLOW EDGE LINE
CHANNELIZERS AT 40' SPACING
W1-4bR 48" x 48"
W20-1 48" x 48"
ROAD WORK AHEAD
W20-5 48" x 48"
RIGHT LANE CLOSED AHEAD
W4-2R 48" x 48"
SPEED LIMIT 40
WORK ZONE
KM4-20 48" x 12"
R2-1 48" x 60"
500' 500' 500'
250' 250'
482+68 BEGIN TAPER
ARROW DISPLAY
4" TEMP. SOLID YELLOW EDGE LINE
CHANNELIZERS AT 20' SPACING
485+88 END TAPER
486+88 BEGIN TAPER
COVER EXISTING LEGEND
MANSFIELD
KELLOGG DR
4" TEMP. SOLID WHITE EDGE LINE
CHANNELIZERS AT 40' SPACING
488+38
488+30
489+17 END TAPER
489+58
490+14
490+91
491+22
491+73
492+04
493+35
494+04
494+48
496+12
496+53
496+86
10495
WRONG WAY
R5-1a 42" x 30"
COVER EXISTING SIGN LEGEND
COVER EXISTING SIGN
R3-2 36" x 36"
4" TEMP. SOLID YELLOW DOUBLE LINE
4" TEMP. SOLID WHITE EDGE LINE
CHANNELIZERS AT 20' SPACING

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 4A TRAFFIC CONTROL PLAN

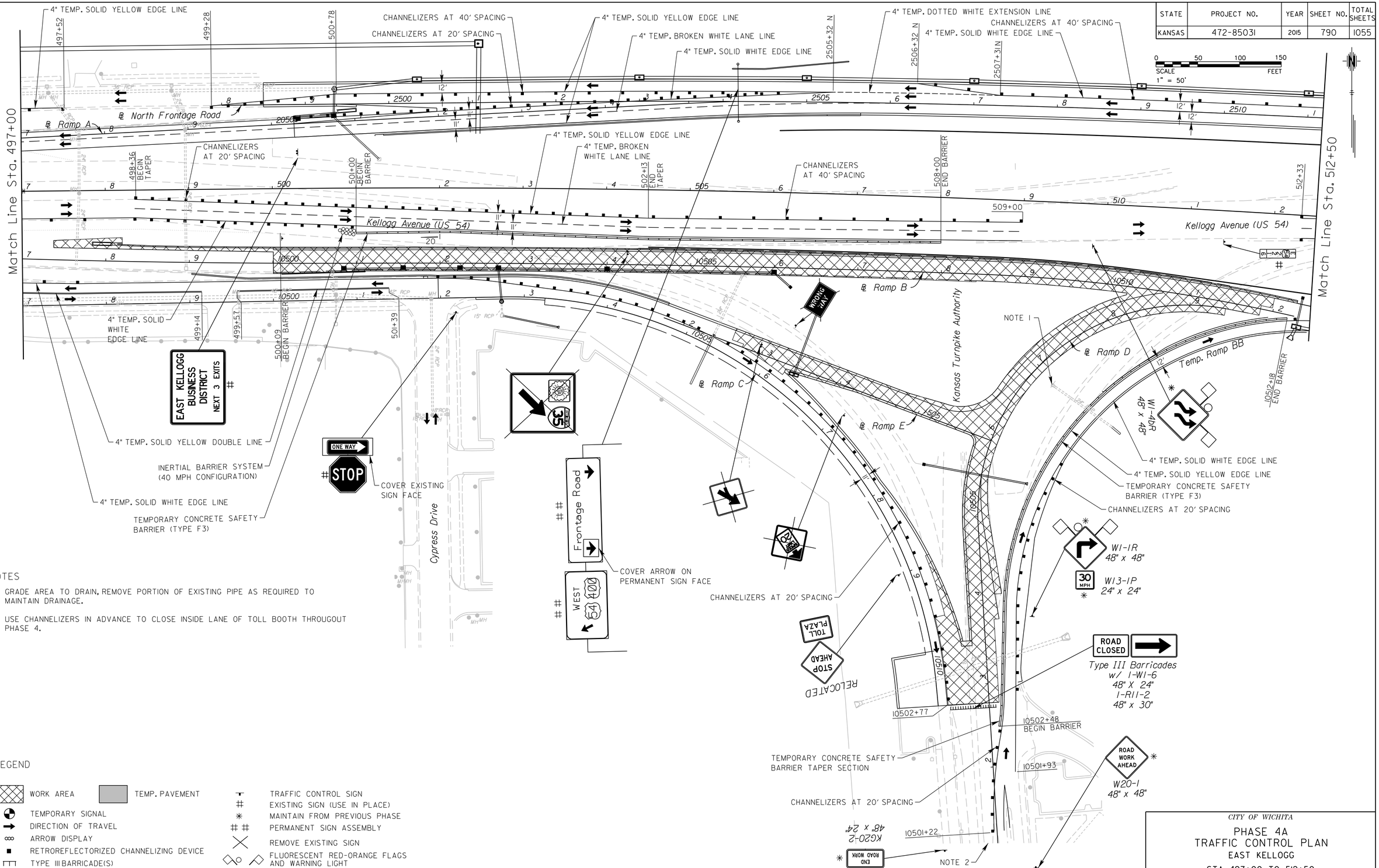
EAST KELLOGG

STA. 481+00 TO 497+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	790	1055



NOTES

1. GRADE AREA TO DRAIN, REMOVE PORTION OF EXISTING PIPE AS REQUIRED TO MAINTAIN DRAINAGE.
2. USE CHANNELIZERS IN ADVANCE TO CLOSE INSIDE LANE OF TOLL BOOTH THROUGOUT PHASE 4.

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 4A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 497+00 TO 512+50

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	791	1055

SCALE 1" = 50' (0, 50, 100, 150 FEET)

SP-05 Cover Arrows on Permanent Sign Face

Frontage Road NEXT RIGHT

WEST 54 400

ROAD CLOSED

Type III Barricades w/ I-WI-6 48" X 24" I-RI/I-2 48" x 30"

Match Line Sta. 512+50

Kellogg Avenue (US 54)

℄ Proposed Improvement

Temp. Ramp CC

CHANNELIZERS AT 20' SPACING
4" TEMP. SOLID YELLOW EDGE LINE
4" TEMP. BROKEN WHITE LANE LINE
4" TEMP. SOLID WHITE EDGE LINE

CHANNELIZERS AT 40' SPACING
4" TEMP. SOLID WHITE EDGE LINE
4" TEMP. BROKEN WHITE LANE LINE
4" TEMP. SOLID YELLOW EDGE LINE

2514+25 N BEGIN TAPER

2518+26 N END TAPER

CHANNELIZERS AT 20' SPACING

KM4-20 24" x 6"
R2-1 24" x 30"
SPEED LIMIT 40

℄ Webb Road = Sec. Line

ONE WAY R6-1R 36" x 12"
DO NOT ENTER R5-1 36" x 36"
R3-2 36" x 36"

4" TEMP. SOLID WHITE LANE LINE
4" TEMP. SOLID YELLOW EDGE LINE
4" TEMP. BROKEN WHITE LANE LINE

WRONG WAY R5-1a 42" x 30"
R3-2 36" x 36"
W3-3 48" x 48"

2523+85 N

ACCESS MUST BE MAINTAINED TO COSTCO VIA WESTBOUND US-54 AT ALL TIMES. ONLY ONE COSTCO ACCESS POINT MAY BE OPEN ON US-54 FOR THE DURATION OF THIS PROJECT.

R3-2 36" x 36"

24" TEMP. SOLID WHITE STOP LINE (TYP.)

CHANNELIZERS AT 20' SPACING

℄ North Frontage Road

Match Line Sta. 528+00

CHANNELIZERS AT 20' SPACING
4" TEMP. SOLID WHITE LANE LINE

℄ South Frontage Road

1516+00 S
1517+95 S
1518+06 S
1519+44 S
1520+04 S
1521+25 S

RECOATED

W3-2 48" x 48"
W3-3 48" x 48"
R1-2 48" x 48" x 48"

DO NOT ENTER R5-1 36" x 36"

ONE WAY R6-1R 36" x 12"

4" TEMP. BROKEN WHITE LANE LINE

4" TEMP. SOLID YELLOW EDGE LINE

WRONG WAY R5-1a 42" x 30"

ONE WAY R6-1R 36" x 12"
DO NOT ENTER R3-2 36" x 36"
R6-1L 36" x 12"
R5-1 36" x 36"

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 4A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 512+50 TO 528+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	792	1055

SCALE 1" = 50'
0 50 100 150 FEET

Match Line Sta. 528+00

ACCESS MUST BE MAINTAINED TO COSTCO VIA WESTBOUND US-54 AT ALL TIMES. ONLY ONE COSTCO ACCESS POINT MAY BE OPEN ON US-54 FOR THE DURATION OF THIS PROJECT.

R5-1 DO NOT ENTER 36" x 36"

Type III Barricades w/ 1-R11-2 48" x 30"
ROAD CLOSED

CHANNELIZERS AT 40' SPACING
4" TEMP. SOLID YELLOW EDGE LINE
4" TEMP. BROKEN WHITE LANE LINE
CHANNELIZERS AT 20' SPACING
4" TEMP. SOLID WHITE EDGE LINE

533+72
535+27 BEGIN BARRIER
536+11 BEGIN BARRIER
537+85
538+46
538+85 END BARRIER
539+84 END BARRIER

TEMPORARY CONCRETE SAFETY BARRIER (TYPE F3)
INERTIAL BARRIER SYSTEM (40 MPH CONFIGURATION)
INERTIAL BARRIER SYSTEM (40 MPH CONFIGURATION)

℄ North Frontage Road
℄ Temp Ramp HH
℄ Proposed Improvement
℄ South Frontage Road
℄ Wildcat Lane
℄ Tractor Supply Entrance
℄ Club Rodeo Entrance

540+80
540+35 S
533+05 S

ROAD CLOSED ONE WAY
Type III Barricades w/ 1-R11-2 48" x 30" 1-R6-1R 36" x 12"
ONE WAY STOP
400 54 EAST 30" x 24" 24" x 24" 24" x 12"
M1-4 M1-4 M3-2
SPEED LIMIT 40 WORK ZONE
KM4-20 24" x 6" R2-1 24" x 30"
4" TEMP. BROKEN WHITE LANE LINE
R5-1 DO NOT ENTER 36" x 36"
ONE WAY
ROAD CLOSED ONE WAY
Type III Barricades w/ 1-R11-2 48" x 30" 1-R6-1R 36" x 12"
DO NOT ENTER
4" TEMP. SOLID YELLOW EDGE LINE
CHANNELIZERS AT 40' SPACING

Match Line Sta. 542+50

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

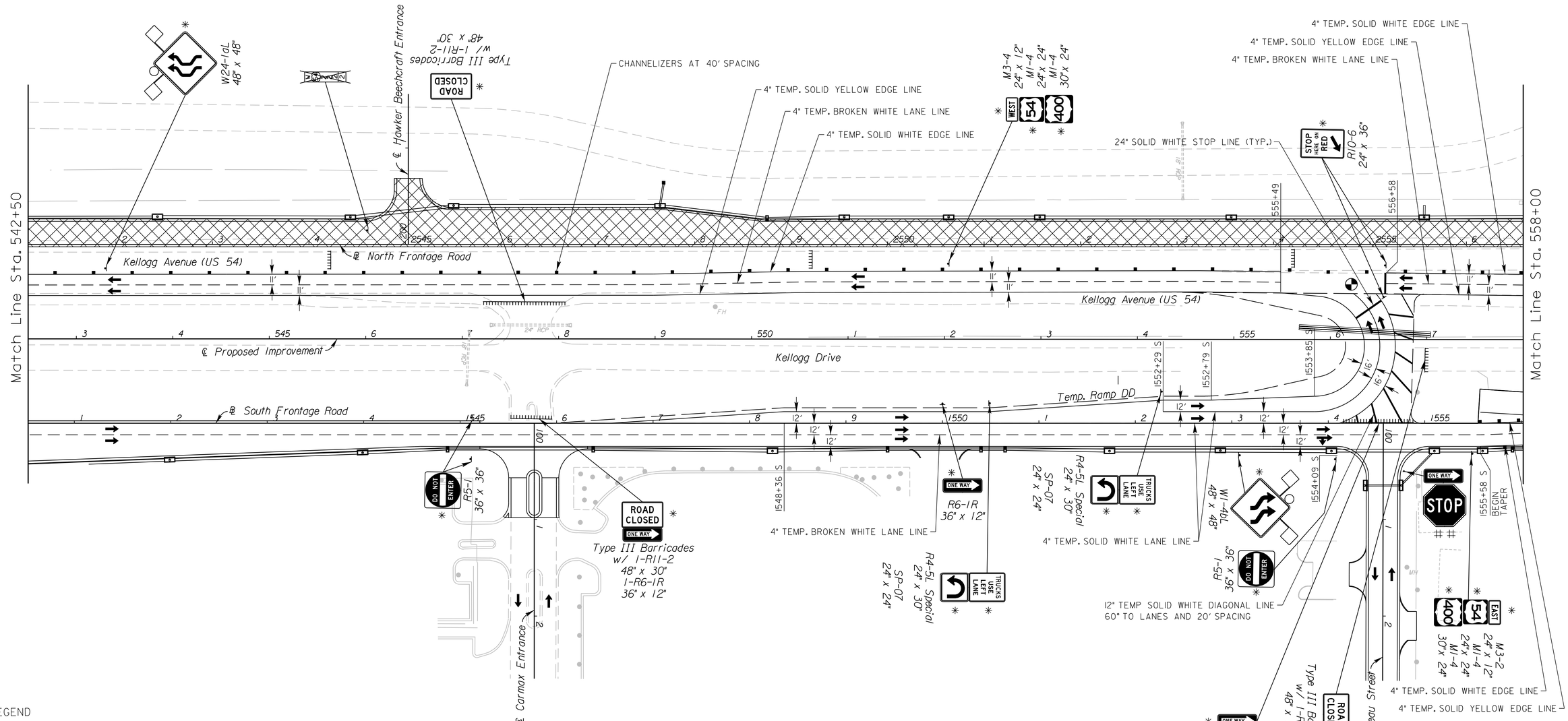
CITY OF WICHITA

PHASE 4A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 528+00 TO 542+50

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	793	1055

SCALE 1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

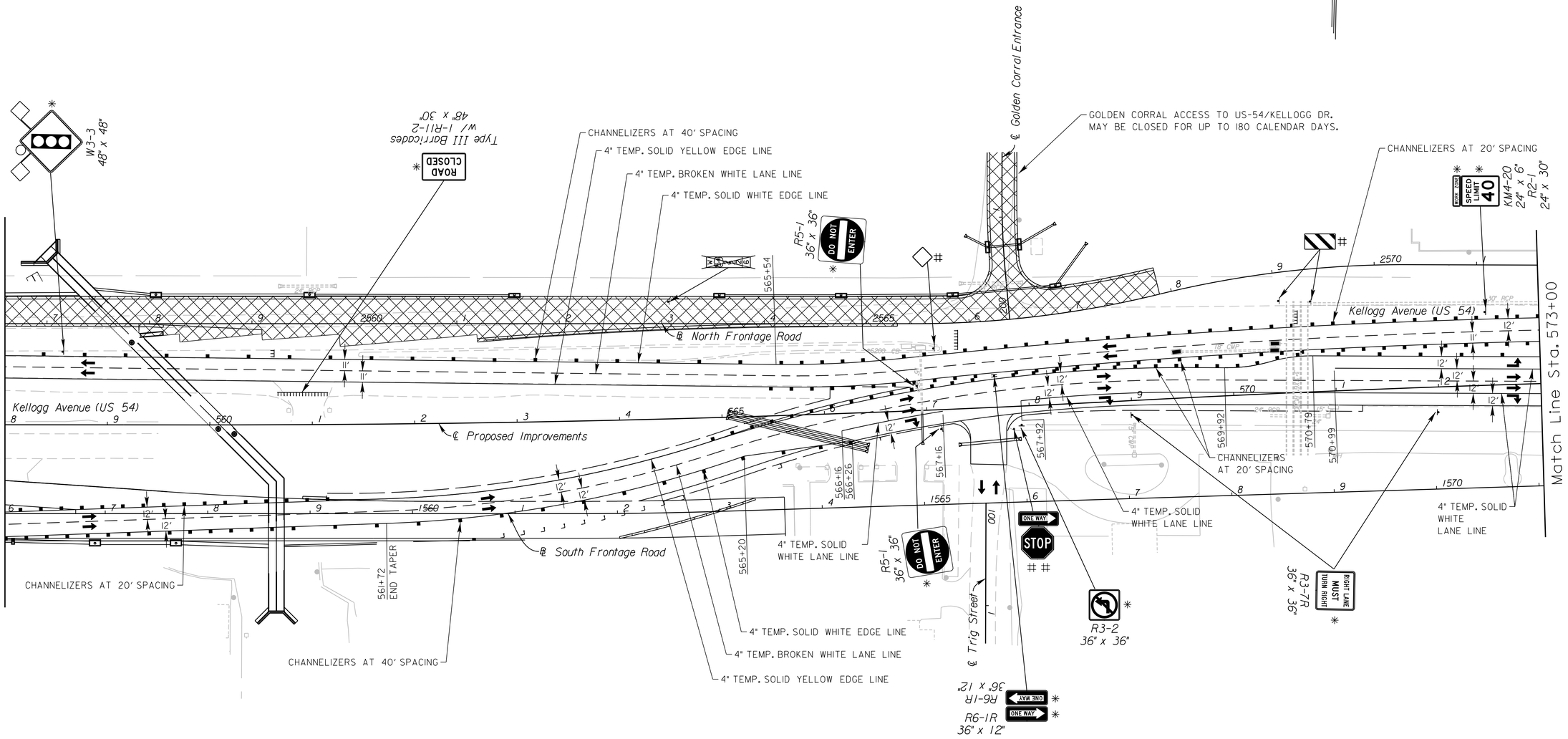
PHASE 4A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 542+50 TO 558+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	794	1055

SCALE 1" = 50'
0 50 100 150 FEET



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 4A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 558+00 TO 573+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	795	1055

0 50 100 150
SCALE FEET
1" = 50'

W1-40L
48" x 48"

KM4-20
24" x 6"
R2-1
24" x 30"

W20-1
48" x 48"

KG20-2
48" x 24"

Match Line Sta. 573+00

573+48

573+34

24" TEMP. SOLID WHITE STOP LINE (TYP.)

℄ Greenwich Road = Sec. Line

Kellogg Drive

℄ North Frontage Road

Kellogg Avenue (US 54)

℄ Proposed Improvement

℄ South Frontage Road

℄ Ellison Street

LEGEND

WORK AREA
TEMP. PAVEMENT
TEMPORARY SIGNAL
DIRECTION OF TRAVEL
ARROW DISPLAY
RETROREFLECTORIZED CHANNELIZING DEVICE
TYPE III BARRICADE(S)
TRAFFIC CONTROL SIGN
EXISTING SIGN (USE IN PLACE)
MAINTAIN FROM PREVIOUS PHASE
PERMANENT SIGN ASSEMBLY
REMOVE EXISTING SIGN
FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 4A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 573+00 TO 588+50

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	796	1055

0 50 100 150
SCALE FEET
1" = 50'

CHANNELIZERS AT 40' SPACING
4" TEMP. SOLID YELLOW DOUBLE LINE
4" TEMP. BROKEN WHITE LANE LINE
CHANNELIZERS AT 20' SPACING
R3-2 36" x 36"
END ROAD WORK K620-2 48" x 24"
℄ Webb Road = Sec. Line
30+00
30+96
Sta. 39+00
Match Line
W20-1 48" x 48" ROAD WORK AHEAD
W20-5 48" x 48" RIGHT LANE CLOSED AHEAD
KM4-20 24" x 6" R2-1 24" x 30" SPEED LIMIT 30
W4-2R 48" x 48"
27+65 BEGIN TAPER
ARROW DISPLAY
28+95
CHANNELIZERS AT 20' SPACING
30+65 END TAPER
W1-4aL 48" x 48"
32+56 BEGIN TAPER
4" TEMP. SOLID WHITE EDGE LINE
US POST OFFICE RELOCATED
ROAD CLOSED
Type III Barricades w/ 1-R11-2 48" x 30"
38+70 END TAPER
64" RCP
36" RCP
21" RCP

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 4A
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 24+00 TO 39+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	797	1055

0 50 100 150
SCALE FEET
1" = 50'

Match Line Sta. 39+00

CHANNELIZERS AT 20' SPACING

SHIFT COSTCO DRIVE TRAFFIC AS NEEDED TO ALIGN THE TRAVEL LANES WITH THE PHASING OF WEST SIDE OF THE INTERSECTION.

39+20 BEGIN TAPER

40+17

41+28 END TAPER

4" TEMP. SOLID YELLOW DOUBLE LINE

4" TEMP. SOLID WHITE EDGE LINE

24" TEMP. SOLID WHITE STOP LINE (TYP.)

4" TEMP. SOLID YELLOW DOUBLE LINE

CHANNELIZERS AT 20' SPACING

4" TEMP. SOLID WHITE EDGE LINE

SHIFT CORPORATE HILLS DRIVE TRAFFIC AS NEEDED TO MAINTAIN A MINIMUM OF 2-10' TRAVEL LANES DURING THE PHASED CONSTRUCTION OF THE WEST SIDE OF THE INTERSECTION.

℄ Corporate Hills Drive

200

℄ Maxwell Entrance

200

ROAD CLOSED

Type III Barricades w/ I-RII-2 48" x 30"

STOP

RI-1 36" X 36"
R3-2 36" x 36"

W3-3 48" x 48"

ROAD CLOSED

Type III Barricades w/ I-RII-2 48" x 30"

R3-2 36" x 36"

R3-2 36" x 36"

48+89 BEGIN BARRIER

TEMPORARY CONCRETE SAFETY BARRIER (TYPE F3)

US POST OFFICE RELOCATED

CHANNELIZERS AT 20' SPACING

4" TEMP. BROKEN WHITE LANE LINE

4" TEMP. SOLID WHITE EDGE LINE

TEMPORARY CONCRETE SAFETY BARRIER TAPER SECTION

WORK ZONE SPEED LIMIT 30

KM4-20 24" x 6"
R2-1 24" x 30"

48+80

48+90

℄ North Frontage Road

2

R3-2 36" x 36"

4" TEMP. SOLID WHITE EDGE LINE

℄ Proposed Improvement

4" TEMP. BROKEN WHITE LANE LINE

R3-2 36" x 36"

1520

2520

50+62

℄ Webb Road = Sec Line

Kellogg Avenue (US 54)

℄ South Frontage Road

CHANNELIZERS AT 20' SPACING

4" TEMP. SOLID YELLOW DOUBLE LINE

TEMPORARY CONCRETE SAFETY BARRIER TAPER SECTION

4" TEMP. BROKEN WHITE LANE LINE

R3-2 36" x 36"

51+65

R3-2 36" x 36"

W3-3 48" x 48"

54+82

5I+02 END BARRIER

R3-2 36" x 36"

ROAD CLOSED

Type III Barricades w/ I-RII-2 48" x 30"

℄ KTA Drive

4" TEMP. SOLID WHITE EDGE LINE

WORK ZONE SPEED LIMIT 30

KM4-20 24" x 6"
R2-1 24" x 30"

4" TEMP. SOLID YELLOW DOUBLE LINE

CHANNELIZERS AT 40' SPACING

Match Line Sta. 55+00

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

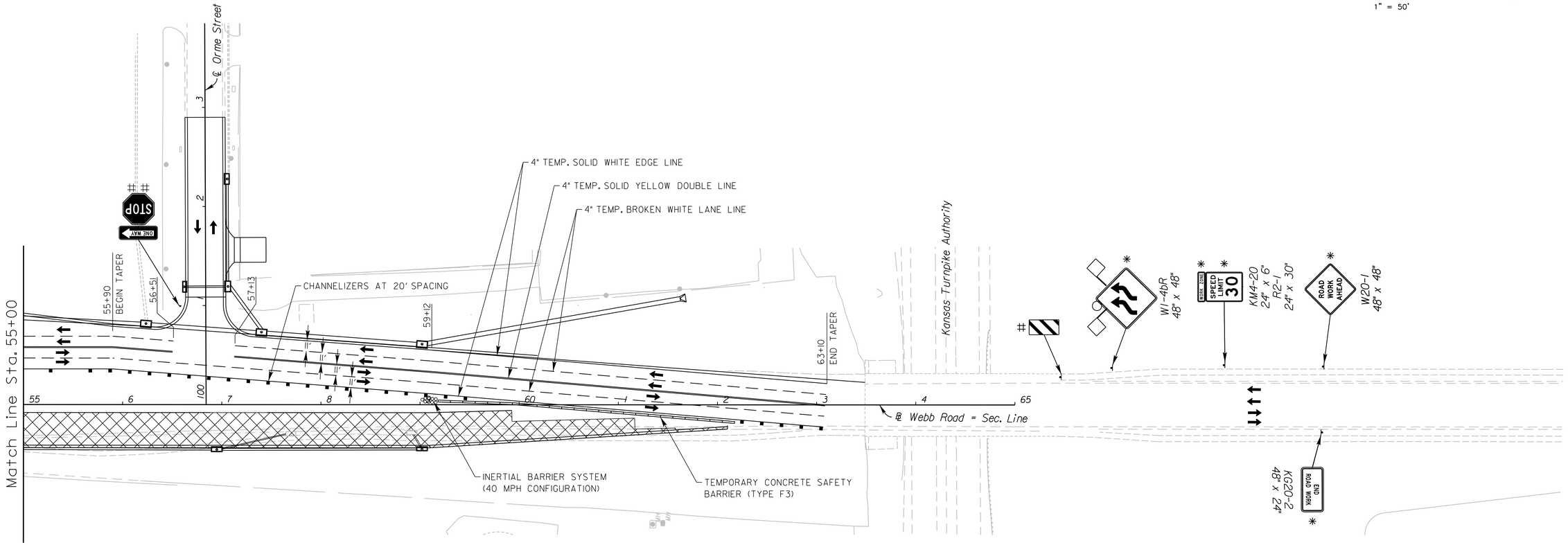
PHASE 4A
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 39+00 TO 55+00

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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	798	1055

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 4A TRAFFIC CONTROL PLAN

WEBB ROAD

STA. 55+00 TO 70+00

798

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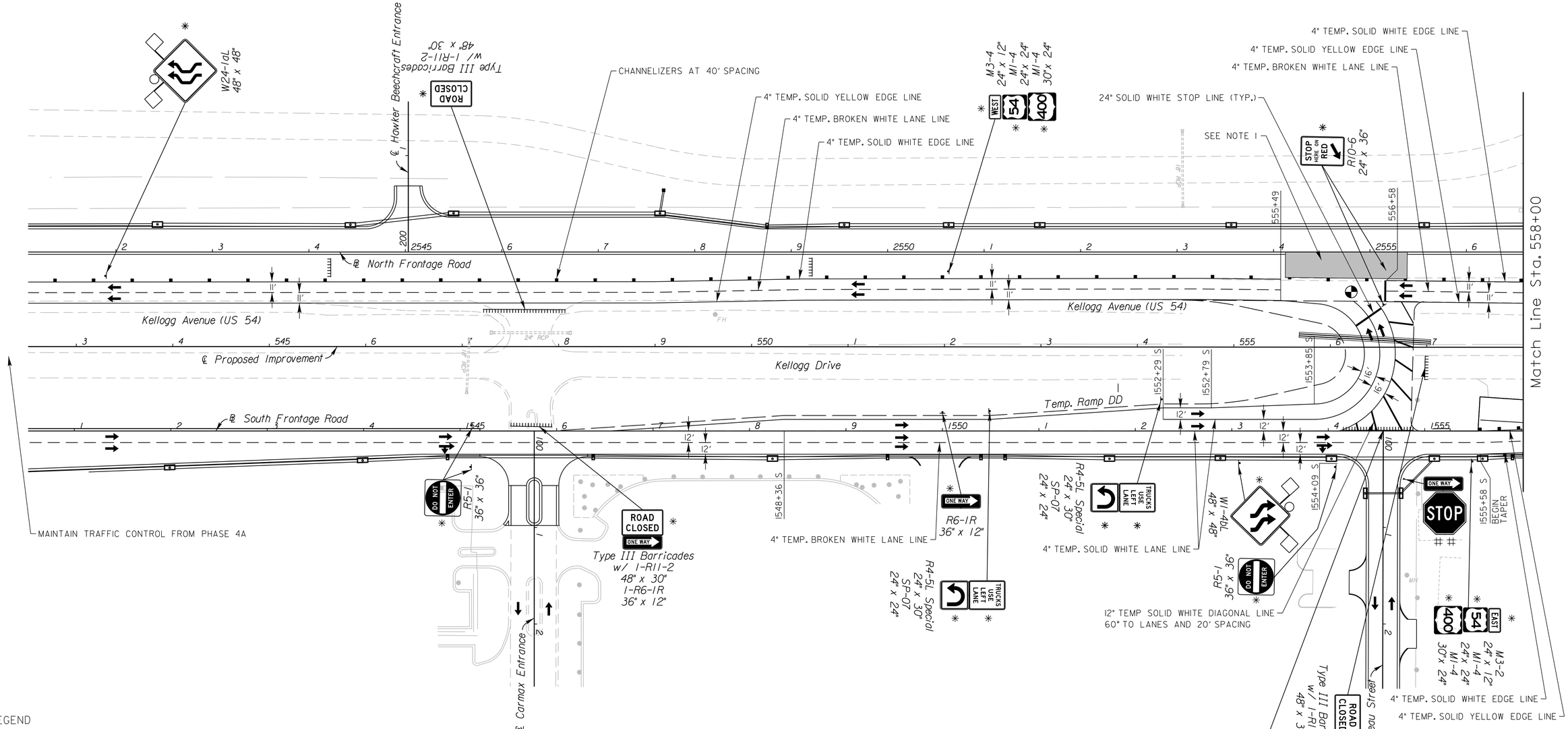
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	799	1055

0 50 100 150
SCALE FEET
1" = 50'

NOTES

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE TEMPORARY PAVEMENT CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS. ACCESS MUST BE MAINTAINED AT ALL TIMES.



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

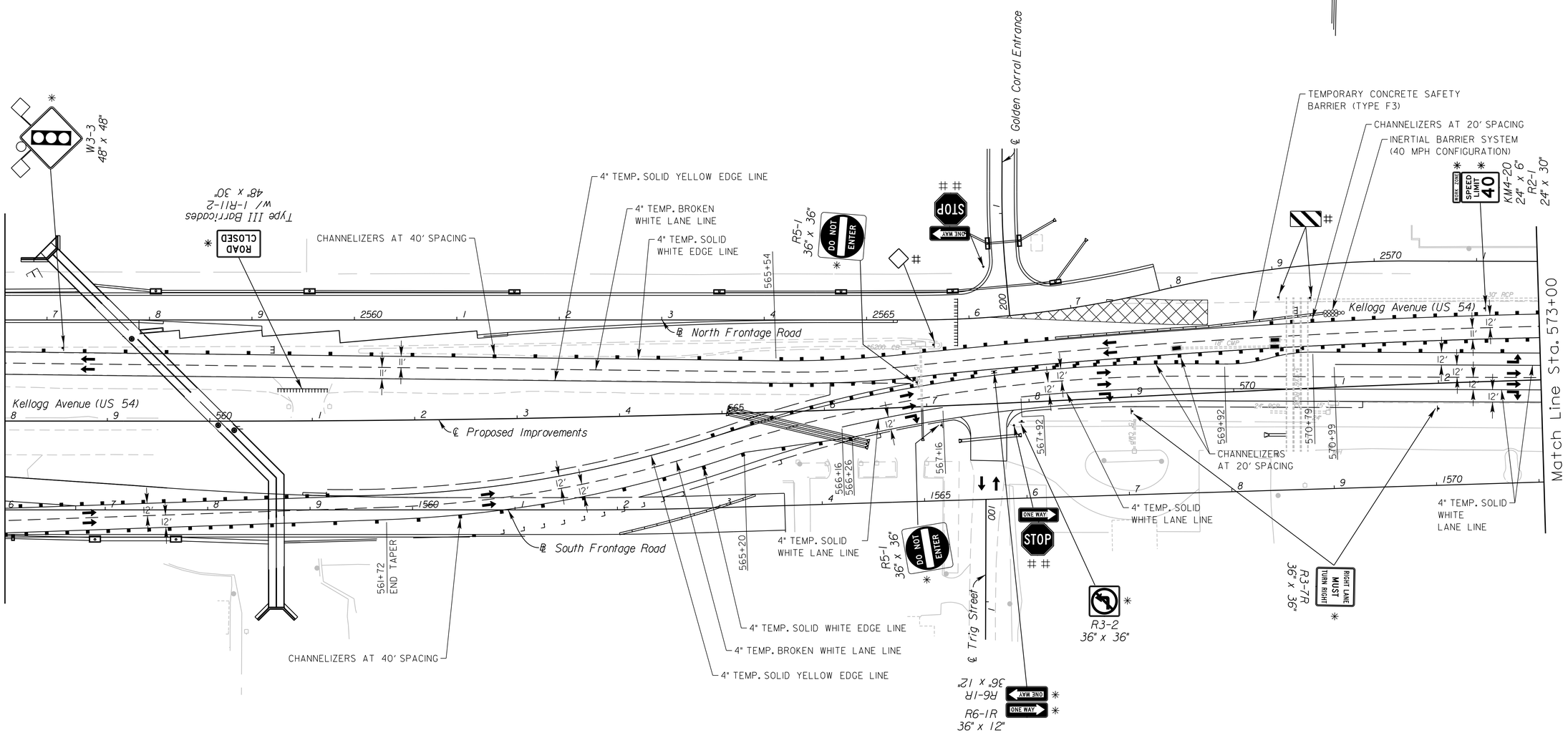
PHASE 4B
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 542+50 TO 558+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	800	1055

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 4B TRAFFIC CONTROL PLAN

EAST KELLOGG

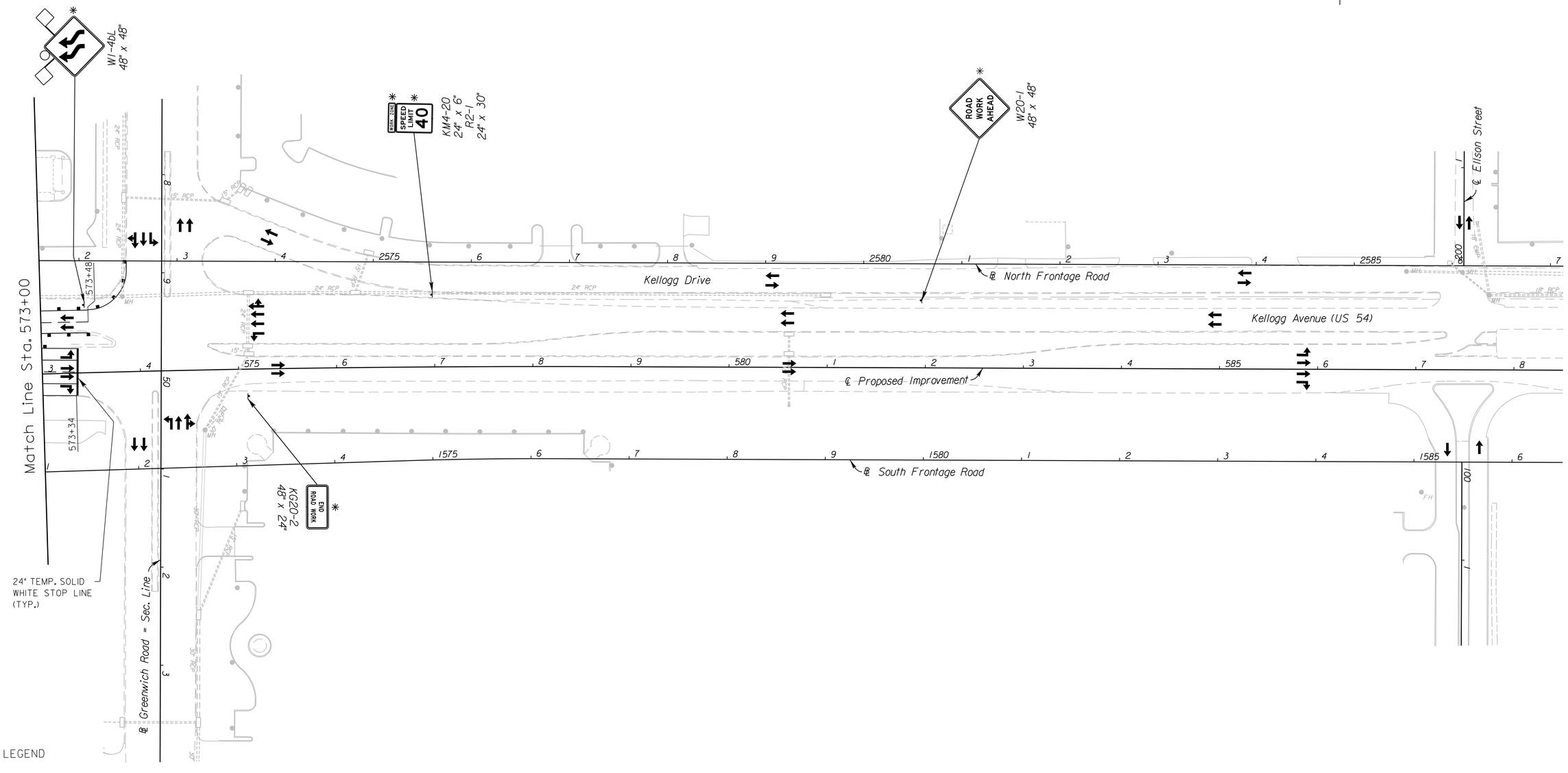
STA. 558+00 TO 573+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	801	1055

SCALE 1" = 50'
0 50 100 150 FEET



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 4B
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 573+00 TO 588+50

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	802	1055

0 50 100 150
SCALE FEET
1" = 50'

MAINTAIN TRAFFIC CONTROL FROM PHASE 4A

SHIFT COSTCO DRIVE TRAFFIC AS NEEDED TO ALIGN THE TRAVEL LANES WITH THE PHASING OF WEST SIDE OF THE INTERSECTION.

4" TEMP. SOLID YELLOW DOUBLE LINE

CHANNELIZERS AT 20' SPACING

4" TEMP. SOLID WHITE EDGE LINE

39+20 BEGIN TAPER

41+28 END TAPER

39+83

39+24

24" TEMP. SOLID WHITE STOP LINE (TYP.)

4" TEMP. SOLID YELLOW DOUBLE LINE

CHANNELIZERS AT 20' SPACING

ROAD CLOSED

Type III Barricades w/ I-RII-2 48" x 30"

4" TEMP. SOLID WHITE EDGE LINE

SHIFT CORPORATE HILLS DRIVE TRAFFIC AS NEEDED TO MAINTAIN A MINIMUM OF 2-10' TRAVEL LANES DURING THE PHASED CONSTRUCTION OF THE WEST SIDE OF THE INTERSECTION.

℄ Corporate Hills Drive

200

℄ Maxwell Entrance

200

CHANNELIZERS AT 20' SPACING

4" TEMP. SOLID YELLOW DOUBLE LINE

4" TEMP. BROKEN WHITE LANE LINE

4" TEMP. SOLID WHITE EDGE LINE

US POST OFFICE *RELOCATED*

WORK ZONE SPEED LIMIT 30

KM4-20 24" x 6" R2-1 24" x 30"

STOP

RI-1 36" X 36" R3-2 36" x 36"

ROAD CLOSED

Type III Barricades w/ I-RII-2 48" x 30"

W3-3 48" x 48"

ROAD CLOSED

Type III Barricades w/ I-RII-2 48" x 30"

ROAD CLOSED

Type III Barricades w/ I-RII-2 48" x 30"

R3-2 36" x 36"

TEMPORARY CONCRETE SAFETY BARRIER TAPER SECTION

24" TEMP. SOLID WHITE STOP LINE (TYP.)

TEMPORARY CONCRETE SAFETY BARRIER TAPER SECTION

℄ North Frontage Road

48+80

48+90

48+89 BEGIN BARRIER

R3-2 36" x 36"

4" TEMP. SOLID WHITE EDGE LINE

TEMPORARY CONCRETE SAFETY BARRIER (TYPE F3)

℄ Proposed Improvement

4" TEMP. BROKEN WHITE LANE LINE

R3-2 36" x 36"

1520

2520

50+62

Kellogg Avenue (US 54)

℄ South Frontage Road

CHANNELIZERS AT 20' SPACING

4" TEMP. SOLID YELLOW DOUBLE LINE

TEMPORARY CONCRETE SAFETY BARRIER TAPER SECTION

4" TEMP. BROKEN WHITE LANE LINE

R3-2 36" x 36"

51+65

R3-2 36" x 36"

W3-3 48" x 48"

54+82

℄ Webb Road = Sec Line

5I+02 END BARRIER

R3-2 36" x 36"

ROAD CLOSED

Type III Barricades w/ I-RII-2 48" x 30"

4" TEMP. SOLID WHITE EDGE LINE

KTA Duct

WORK ZONE SPEED LIMIT 30

KM4-20 24" x 6" R2-1 24" x 30"

4" TEMP. SOLID YELLOW DOUBLE LINE

CHANNELIZERS AT 40' SPACING

MAINTAIN TRAFFIC CONTROL FROM PHASE 4A

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 4B TRAFFIC CONTROL PLAN

WEBB ROAD

STA. 39+00 TO 55+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	803	1055

SCALE 1" = 50'

MAINTAIN TRAFFIC CONTROL FROM PHASE 4A

ACCESS MUST BE MAINTAINED TO COSTCO VIA WESTBOUND US-54 AT ALL TIMES. ONLY ONE COSTCO ACCESS POINT MAY BE OPEN ON US-54 FOR THE DURATION OF THIS PROJECT.

R5-1 DO NOT ENTER 36" x 36"

Type III Barricades w/ I-RII-2 48" x 30" — ROAD CLOSED

Type III Barricades w/ I-RII-2 48" x 30" — ROAD CLOSED

CHANNELIZERS AT 40' SPACING

4" TEMP. SOLID YELLOW EDGE LINE

4" TEMP. BROKEN WHITE LANE LINE

℄ North Frontage Road

℄ Proposed Improvement

℄ South Frontage Road

℄ Wildcat Lane

℄ Tractor Supply Entrance

℄ Club Rodeo Entrance

Match Line Sta. 542+50

Type III Barricades w/ I-R11-2 1-R6-1R 48" x 30" 36" x 12" — ROAD CLOSED ONE WAY

Type III Barricades w/ I-RII-2 48" x 30" 1-R6-1R 36" x 12" — ROAD CLOSED ONE WAY

R5-1 DO NOT ENTER 36" x 36"

ONE WAY STOP

M1-4 24" x 24" 30" x 24" — 400 — M1-4 24" x 24" — 54 — EAST — M3-2 24" x 12"

KM4-20 24" x 6" R2-1 24" x 30" — WORK ZONE SPEED LIMIT 40

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 4C
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 528+00 TO 542+50

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	804	1055

SCALE 1" = 50'
0 50 100 150 FEET

Match Line Sta. 542+50

℄ Hawker Beechcraft Entrance

℄ North Frontage Road

℄ Proposed Improvement

℄ South Frontage Road

℄ Carmax Entrance

Match Line Sta. 558+00

℄ Chateau Street

Temp. Ramp DD

4" TEMP. BROKEN WHITE LANE LINE

4" TEMP. SOLID WHITE LANE LINE

4" TEMP. SOLID WHITE EDGE LINE

4" TEMP. SOLID YELLOW EDGE LINE

12" TEMP SOLID WHITE DIAGONAL LINE
60° TO LANES AND 20' SPACING

24" SOLID WHITE
STOP LINE (TYP.)

R5-1
36" x 36"
DO NOT ENTER

M3-4
24" x 12"
M1-4
24"x 24"
M1-4
30"x 24"
WEST 54 400

R10-6
24" x 36"
STOP HERE ON RED

ROAD CLOSED
ONE WAY

Type III Barricades
w/ 1-R11-2
48" x 30"
1-R6-1R
36" x 12"

R6-1R
36" x 12"

R4-5L Special
24" x 30"
SP-07
24" x 24"
TRUCKS USE LEFT LANE

M4-10L
48" x 48"

ONE WAY
STOP

1555+58 S
BEGIN TAPER

EAST 54 400
M3-2
24" x 12"
M1-4
24"x 24"
M1-4
30"x 24"

Type III Barricades
w/ R6-1R
36" x 12"

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 4C
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 542+50 TO 558+00

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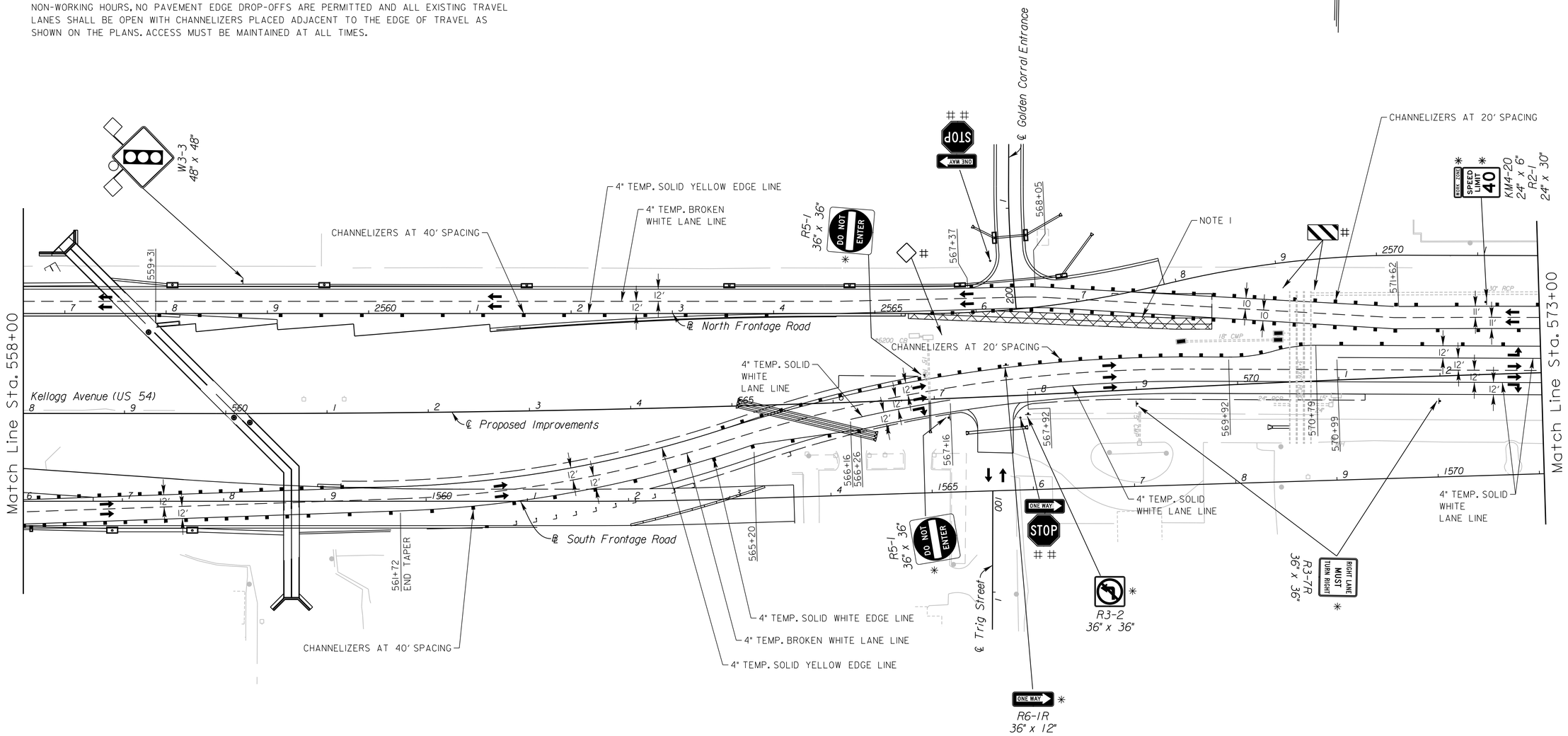
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	805	1055

SCALE 1" = 50'

0 50 100 150 FEET

NOTES

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE CONSTRUCTION OF THE REMAINDER OF CROSSOVER B (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS. ACCESS MUST BE MAINTAINED AT ALL TIMES.



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

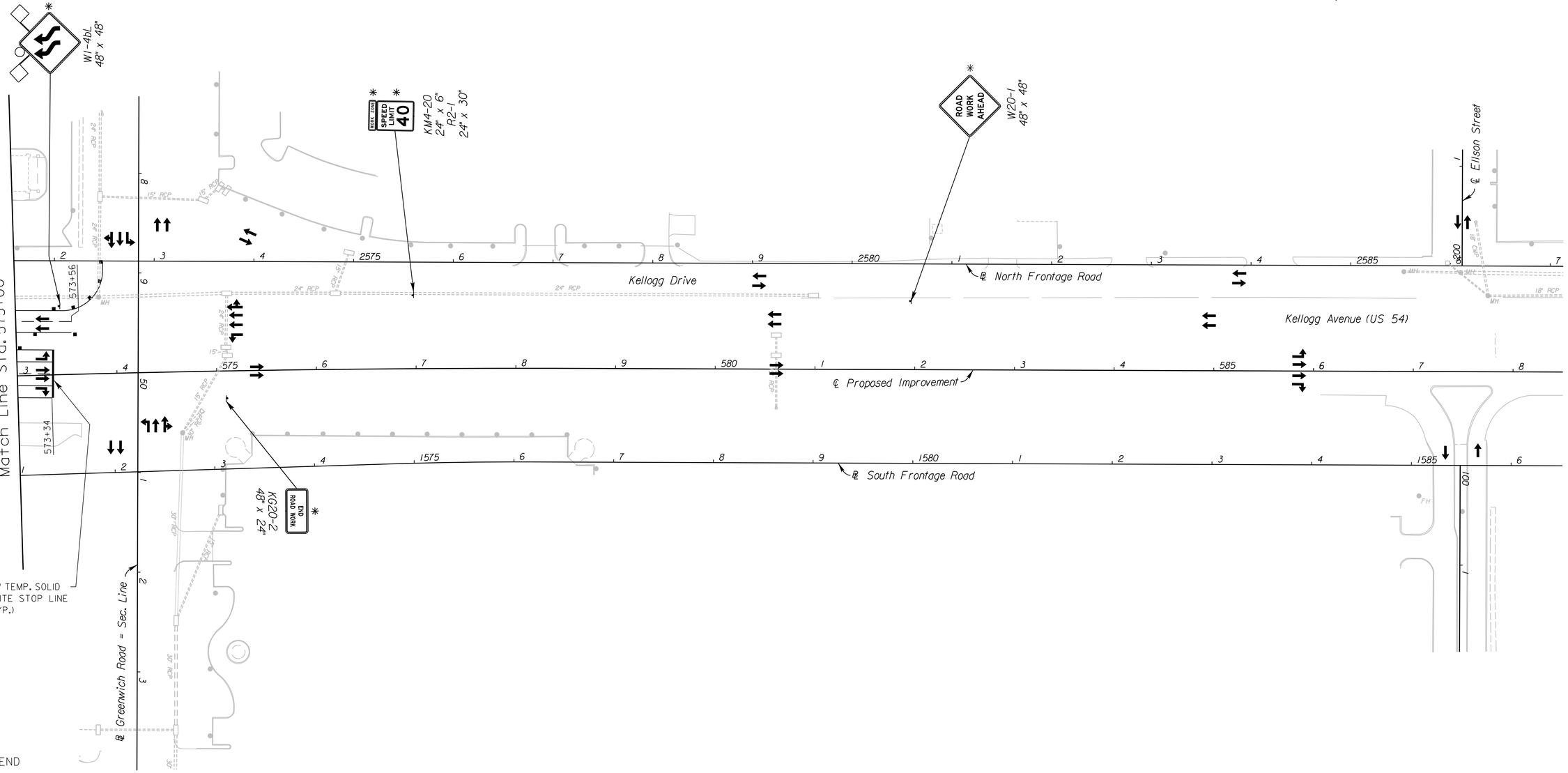
PHASE 4C
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 558+00 TO 573+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	806	1055

SCALE 1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 4C
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 573+00 TO 588+50

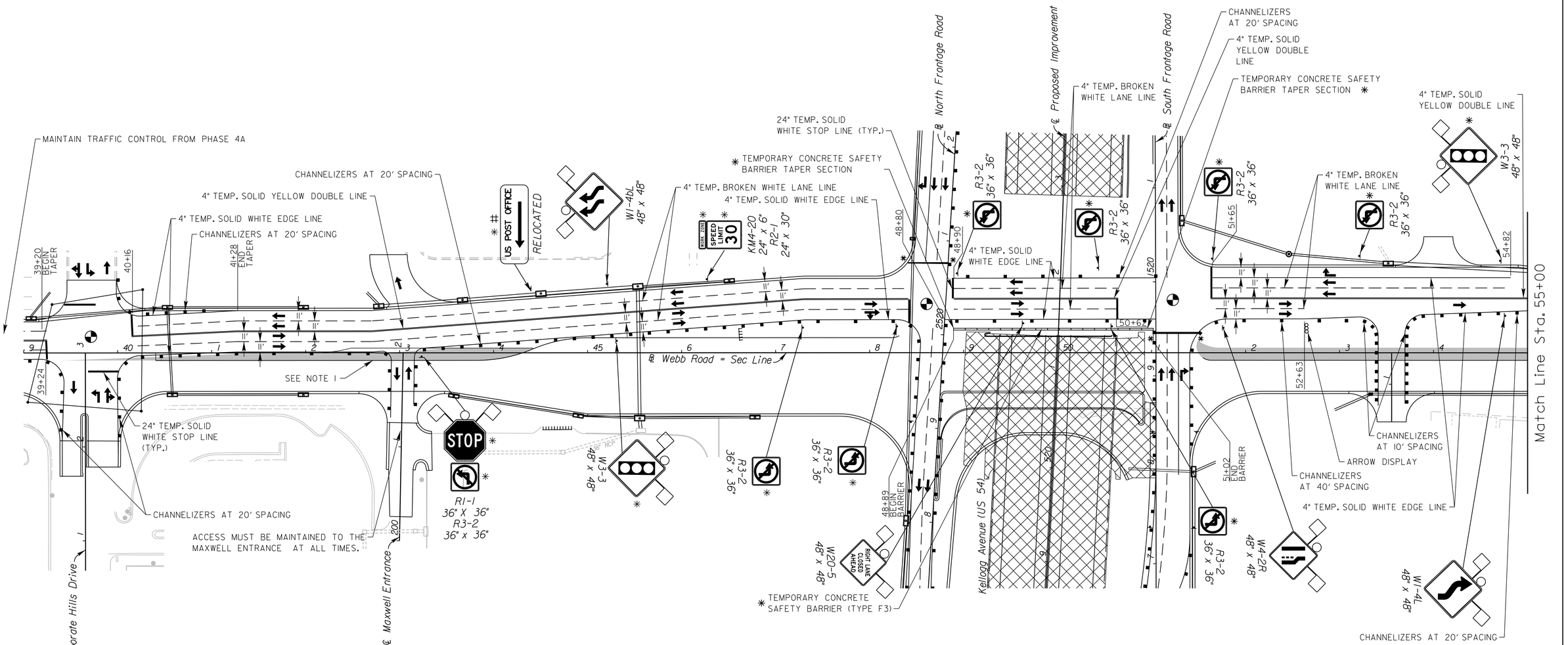
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	807	1055

NOTES

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE TEMPORARY PAVEMENT CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). ANY LANE CLOSURE FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS. ACCESS MUST BE MAINTAINED TO AFFECTED SIDE STREETS AT ALL TIMES.

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 4C
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 39+00 TO 55+00

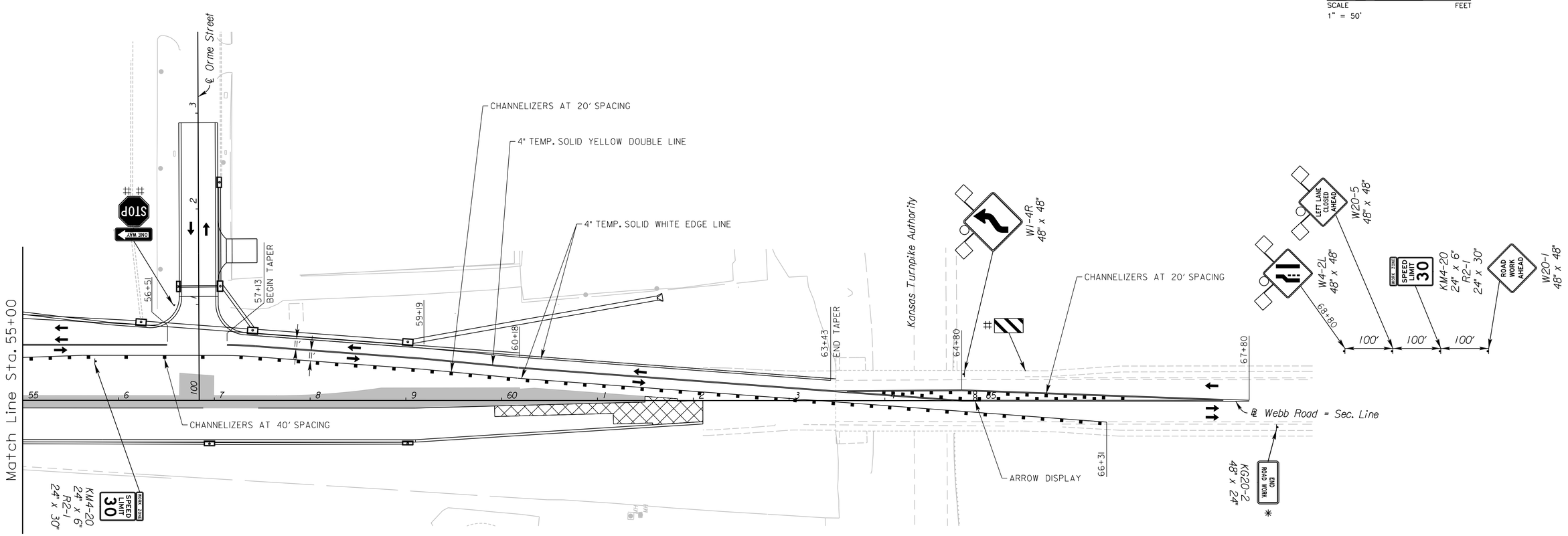
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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	808	1055

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 4C
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 55+00 TO 70+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	809	1055

MAINTENANCE OF TRAFFIC NOTES - PHASE 5

	CONSTRUCTION	TRAFFIC	REMARKS
Phase 5A	Install temporary signage and pavement markings necessary to shift EB Kellogg traffic onto Proposed Ramp B, which becomes the South Frontage Road, thence returning EB traffic to Existing Kellogg via Crossover A. Begin construction of the east half of the Webb Road bridge. Construct the remaining portion of Ramp D and the EB left-turn/U-turn lanes at Webb Road. Temporary U-turn Ramp DD must be in operation until the EB U-turn lane at Webb Road is open. Remaning mainline and ramp construction not specifically mentioned may also begin as shown.	EB entrance to Kellogg east of Rock shall remain closed during Phase 5. South Frontage Road traffic west of the KTA shall return to one-way operation between Eastern and Cypress as soon as Proposed Ramp E is open. NB KTA traffic shall now be using proposed Ramp D.	Except for work on the west half of Webb Road Bridge, the core of the project between the frontage roads is open for construction.
	Install temporary signage and pavement markings necessary to shift Webb Road traffic onto the SB Lanes and newly constructed west half of Webb Road Bridge. Construct the center portion of the south end of Webb Road.	Webb Road will be reduced to one lane in each direction at the south end of the project for this phase.	
Phase 5B	Construct remaining portion of the proposed Webb Road travel lanes.	Webb Road will be reduced to one lane in each direction at the south end of the project for this phase.	
	Continue construction of mainline Kellogg and remaining ramps.		
Phase 5C	Install temporary signage and pavement markings necessary to open 4-lanes of traffic onto the Proposed SB lanes of Webb Road at the south end of the project.	Webb Road shall have 4-11' lanes in during Phase 5C and shall remain in this configuration until the completion of the east half of the Webb Road bridge.	
	Continue construction of mainline Kellogg and remaining ramps.		
Phase 5D	Upon completion of the east half of the Webb Road bridge, shift all Webb Road traffic onto the proposed lanes and begin construction of the proposed medians along Webb Road.		Permanent traffic signal shall be operational upon shifting Webb Road Traffic.
	Complete storm water sewers, remaining underground electrical conduit, and all other remaining underground work.		
	Mainline paving, and completion of all ramps, inlet tops, permanent signage, permanent pavement markings and other prerequisites to opening.	Release traffic to mainline upon completion.	Intent of plan is to pave mainline Kellogg end to end for smoothness. Issue a press release 2 weeks in advance.
	Complete Frontage Road Curb & Gutter, and all other final completion items.	May temporarily close 1 lane of Frontage Road at a time, as needed.	Upon opening mainline, frontage road traffic is greatly reduced.

CITY OF WICHITA

EAST KELLOGG
MAINTENANCE OF TRAFFIC
PHASE 5
SCHEDULE 1 OF 1

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	810	1055

SCALE 1" = 50'

ROAD WORK AHEAD W20-1 48" x 48"
LEFT LANE CLOSED AHEAD W20-5 48" x 48"
SPEED LIMIT 40 KM4-20 48" x 12"
END ROAD WORK R2-1 48" x 60"
W4-2L 48" x 48"
472+35
500' 500' 500'
305'
YIELD R1-2 48" x 48" x 48"
472+52 BEGIN TAPER
CHANNELIZERS AT 20' SPACING
4" TEMP. SOLID YELLOW EDGE LINE
CHANNELIZERS AT 40' SPACING
475+72 END TAPER
Type III Barricades w/ I-RII-2 48" x 30"
ROAD CLOSED
479+88
Kellogg Drive
ARROW DISPLAY
CHANNELIZERS AT 20' SPACING
4" TEMP. SOLID YELLOW EDGE LINE
473+35 BEGIN TAPER
Kellogg Avenue (US 54)
479+75 END TAPER
480+75 BEGIN TAPER
12'
12'
Match Line A
ROAD CLOSED *
Type III Barricades w/ I-RII-2 48" x 30"
END ROAD WORK * KG20-2 48" x 24"
4" TEMP. SOLID YELLOW EDGE LINE
CHANNELIZERS AT 40' SPACING
END ROAD WORK * KG20-2 48" x 24"
491+73
Kellogg Drive
Kellogg Avenue (US 54)
496+12
496+53
Match Line Sta. 497+00
Match Line A
Kellogg Avenue (US 54)
12'
12'
8 9 490 1 2 3 4 495 6
℄ Proposed Improvement
10495
11'
6
11'
486+88 BEGIN TAPER
Kellogg Drive
CHANNELIZERS AT 40' SPACING
W1-4bR 48" x 48"
Mansfield
Eastern
CHANNELIZERS AT 20' SPACING
4" TEMP. SOLID YELLOW EDGE LINE
4" TEMP. BROKEN WHITE LANE LINE
4" TEMP. SOLID WHITE EDGE LINE

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 5A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 481+00 TO 497+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	811	1055

SCALE 1" = 50'
0 50 100 150 FEET

Match Line Sta. 497+00

Match Line Sta. 512+50

4" TEMP. SOLID YELLOW EDGE LINE

EAST KELLOGG BUSINESS DISTRICT NEXT 3 EXITS

CHANNELIZERS AT 40' SPACING

CHANNELIZERS AT 20' SPACING

4" TEMP. SOLID YELLOW EDGE LINE

4" TEMP. BROKEN WHITE LANE LINE

4" TEMP. SOLID WHITE EDGE LINE

497+52

499+28

500+78

506+68

℄ North Frontage Road

℄ Ramp A

Kellogg Avenue (US 54)

Kellogg Drive

℄ Ramp B

499+28 END TAPER

CHANNELIZERS AT 20' SPACING

ONE WAY

Cypress Drive

STOP

Frontage Road

WEST 54 400

COVER PROPOSED SIGN LEGEND

4" TEMP. SOLID WHITE EDGE LINE

4" TEMP. SOLID YELLOW EDGE LINE

4" TEMP. BROKEN WHITE LANE LINE

48" x 48" W4-1R

48" x 48" R1-2

℄ Ramp C

℄ Ramp E

℄ Ramp D

48" x 48" W3-2

WRONG WAY

DO NOT ENTER

4" TEMP. SOLID WHITE EDGE LINE

CHANNELIZERS AT 20' SPACING

10502+57

CHANNELIZERS AT 20' SPACING

Kansas Turnpike Authority

48" CMP

48" x 24" K620-2 END ROAD WORK

ROAD WORK AHEAD

48" x 48" W20-1

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
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- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 5A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 497+00 TO 512+50

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	812	1055

SCALE 1" = 50' (0, 50, 100, 150 FEET)

ACCESS MUST BE MAINTAINED TO COSTCO VIA WESTBOUND US-54 AT ALL TIMES. ONLY ONE COSTCO ACCESS POINT MAY BE OPEN ON US-54 FOR THE DURATION OF THIS PROJECT.

SP-05 Cover Arrows on Permanent Sign Face

Frontage Road NEXT RIGHT

WEST 54 400

KM4-20 24" x 6"
R2-1 24" x 30"
SPEED LIMIT 40

24" TEMP. SOLID WHITE STOP LINE (TYP.)

℄ Webb Road = Sec. Line

ONE WAY R6-1R 36" x 12"
DO NOT ENTER R5-1 36" x 36"
R6-1L 36" x 12"
ONE WAY
R3-2 36" x 36"

4" TEMP. BROKEN WHITE LANE LINE
CHANNELIZERS AT 20' SPACING
4" TEMP. SOLID WHITE EDGE LINE
4" TEMP. SOLID YELLOW EDGE LINE

W3-3 48" x 48"
R3-2 36" x 36"

WRONG WAY R5-1a 42" x 30"
WRONG WAY R5-1a 42" x 30"
R3-2 36" x 36"

ONE WAY * R6-1R 36" x 12"

2518+32 N
2518+96 N
2519+37 N
2520+00 N
2520+82 N
2524+85 N

℄ North Frontage Road

℄ Proposed Improvement

Match Line Sta. 512+50

Match Line Sta. 528+00

℄ South Frontage Road

CHANNELIZERS AT 20' SPACING

W24-1L 48" x 48"

1514+39 S BEGIN TAPER

W3-3 48" x 48"

1516+12 S END TAPER

CHANNELIZERS AT 40' SPACING

1518+26 S

1518+67 S

1519+64 S BEGIN TAPER

1520+27 S END TAPER

1520+58 S BEGIN TAPER

1524+42 S END TAPER

DO NOT ENTER R5-1 36" x 36"

ONE WAY R6-1R 36" x 12"

4" TEMP. SOLID YELLOW EDGE LINE
4" TEMP. BROKEN WHITE LANE LINE
4" TEMP. SOLID WHITE EDGE LINE

WORK ON EB U-TURN MUST BE COMPLETE BEFORE TEMPORARY RAMP DD IS REMOVED.

WRONG WAY R5-1a 42" x 30"
R3-2 36" x 36"
WRONG WAY R5-1a 42" x 30"

CHANNELIZERS AT 20' SPACING

4" TEMP. DOTTED WHITE EXTENSION LINE

℄ KTA Drive

ONE WAY R6-1R 36" x 12"
DO NOT ENTER R3-2 36" x 36"
R6-1L 36" x 12"
R5-1 36" x 36"
ONE WAY

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 5A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 512+50 TO 528+00

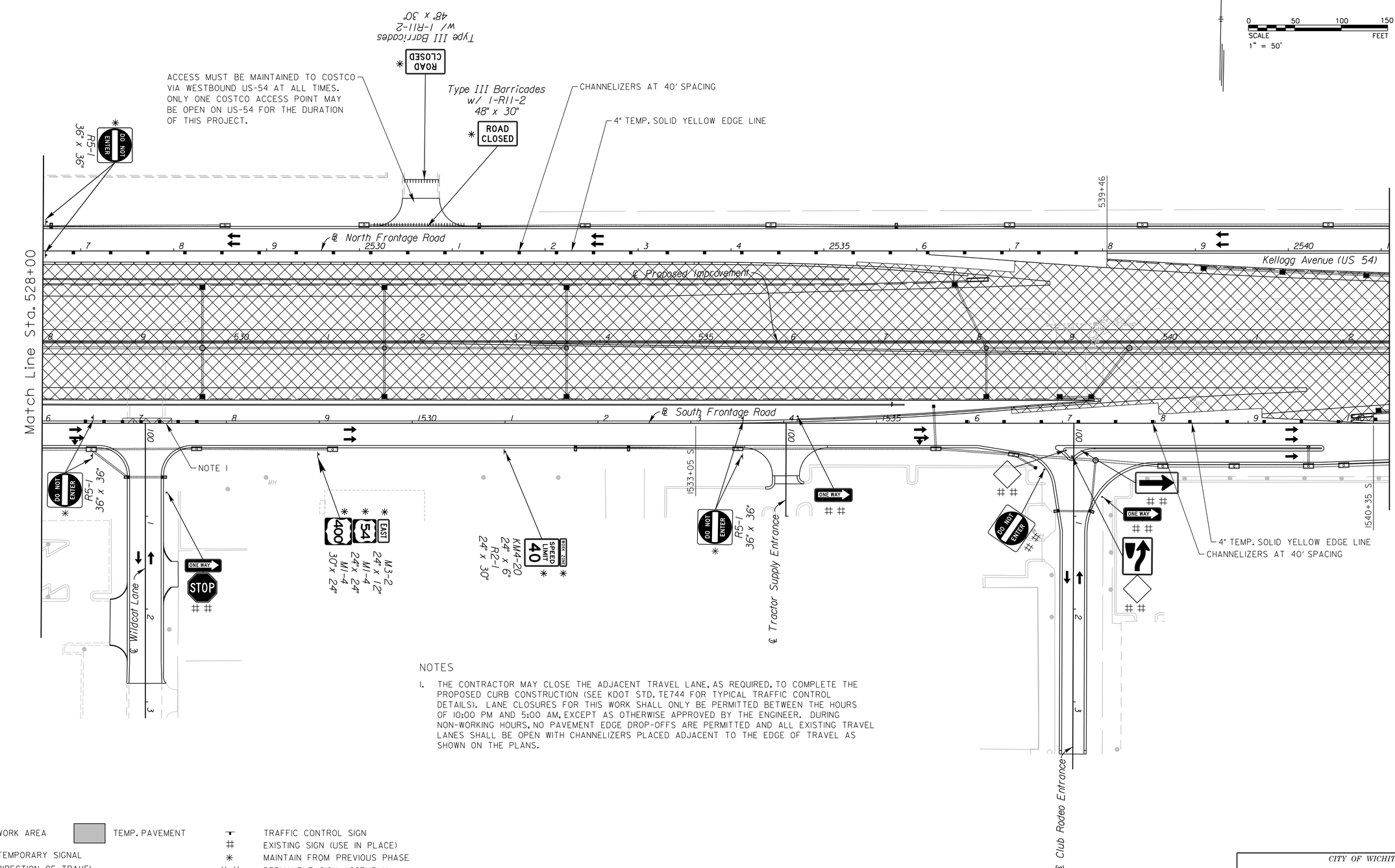
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	813	1055

0 50 100 150
SCALE FEET
1" = 50'



NOTES

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE PROPOSED CURB CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS.

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 5A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 528+00 TO 542+50

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	814	1055

SCALE 1" = 50'

Match Line Sta. 542+50

Match Line Sta. 558+00

℄ Hawker Beechcraft Entrance

36" x 36" R5-1 DO NOT ENTER

Kellogg Avenue (US 54)

℄ Proposed Improvement

℄ North Frontage Road

Kellogg Avenue (US 54)

CHANNELIZERS AT 20' SPACING

4" TEMP. SOLID YELLOW LANE LINE

4" TEMP. BROKEN WHITE LANE LINE

CHANNELIZERS AT 40' SPACING

2553+13 N

2554+13 N

2556+39 N BEGIN TAPER

℄ South Frontage Road

CHANNELIZERS AT 40' SPACING

48" x 48" W1-4aL

1544+31 S BEGIN TAPER

36" x 36" R5-1 DO NOT ENTER

1545+38 S END TAPER

ROAD CLOSED ONE WAY

Type III Barricades w/ 1-R11-2 48" x 30" 1-R6-1R 36" x 12"

ONE WAY R6-1R 36" x 12"

4" TEMP. BROKEN WHITE LANE LINE

4" TEMP. SOLID YELLOW LANE LINE

R5-1 36" x 36" DO NOT ENTER

ONE WAY STOP

400 54 EAST

MJ3-2 24" x 12"
M1-4 24" x 24"
M1-4 30" x 24"

℄ Carmax Entrance

℄ Chateau Street

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

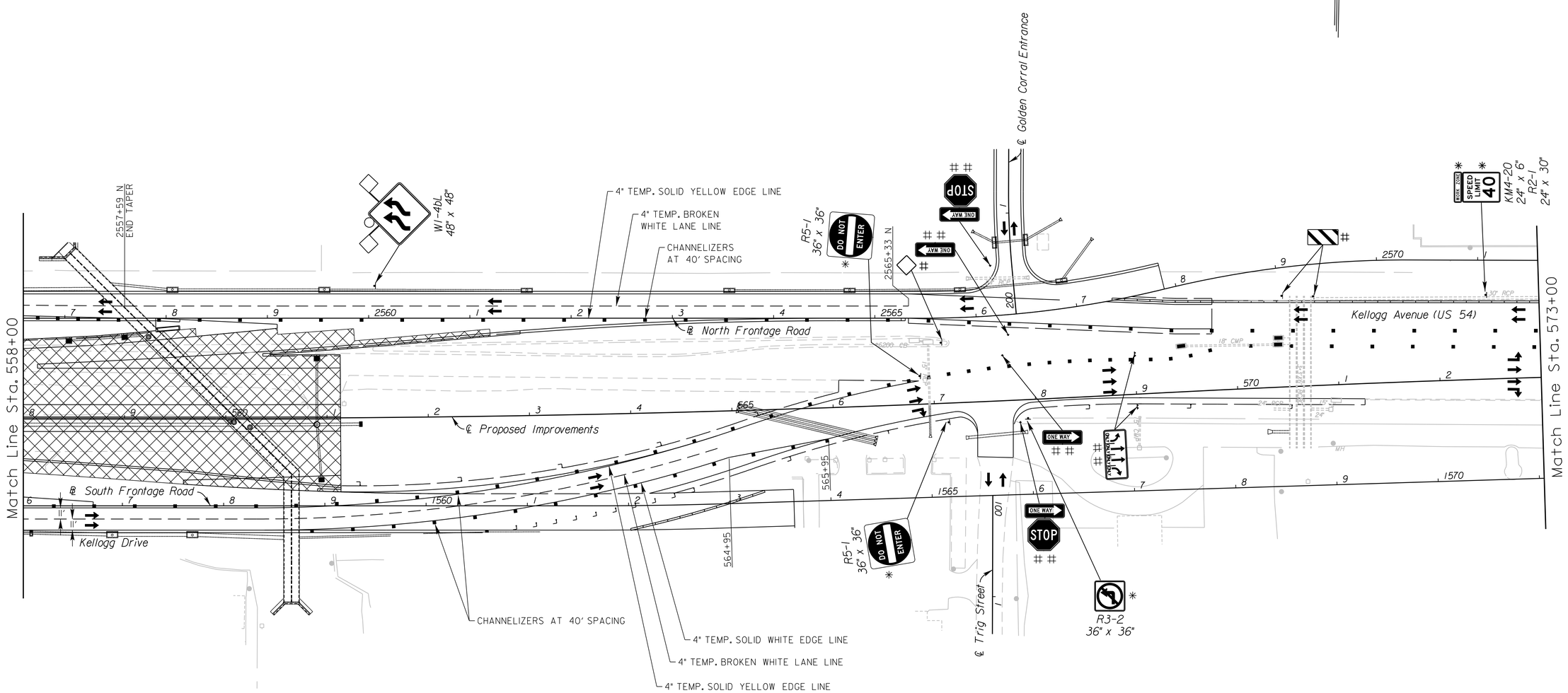
PHASE 5A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 542+50 TO 558+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	815	1055

SCALE 1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 5A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 558+00 TO 573+00

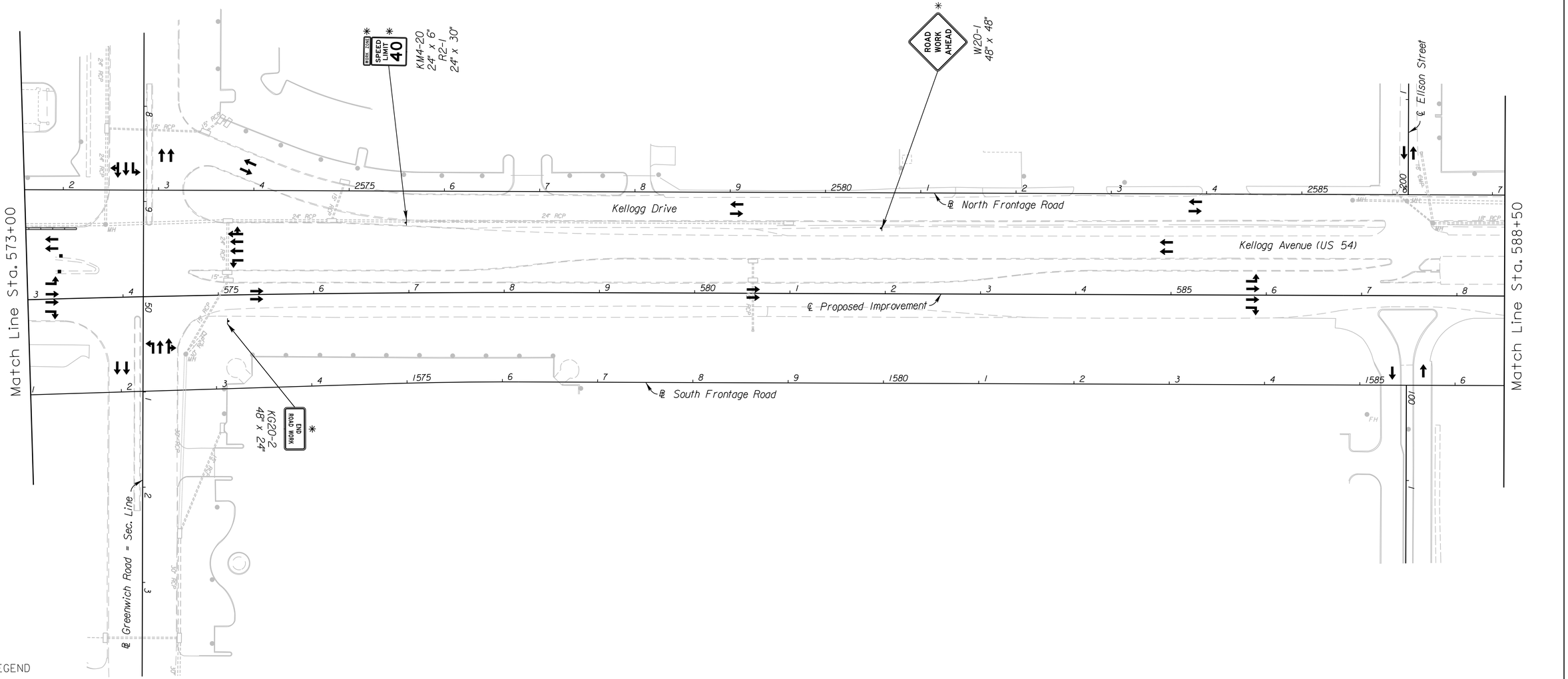
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	816	1055

SCALE 1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

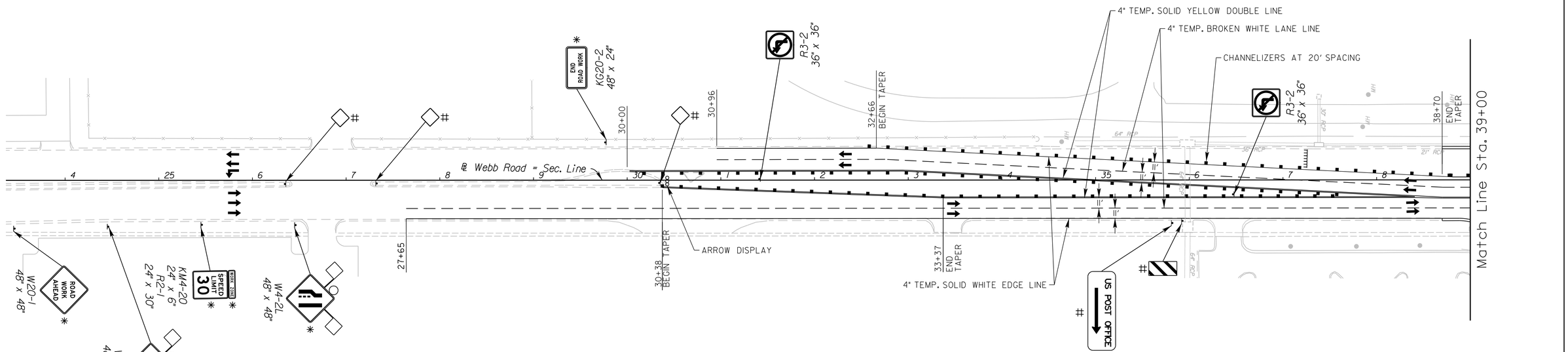
PHASE 5A
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 573+00 TO 588+50

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	817	1055

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 5A
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 24+00 TO 39+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	818	1055

0 50 100 150
SCALE FEET
1" = 50'

Match Line Sta. 39+00

℄ Webb Road = Sec Line

℄ Corporate Hills Drive

℄ Maxwell Entrance

CHANNELIZERS AT 40' SPACING

W1-4bR 48" x 48"

CHANNELIZERS AT 40' SPACING

42+88

43+24

43+85

US POST OFFICE RELOCATED

4" TEMP. SOLID YELLOW DOUBLE LINE

4" TEMP. BROKEN WHITE LANE LINE

4" TEMP. SOLID WHITE EDGE LINE

SPEED ZONE SPEED LIMIT 30

KM4-20 24" x 6"
R2-1 24" x 30"

R3-2 36" x 36"

48+84 BEGIN BARRIER

CHANNELIZERS AT 20' SPACING

4" TEMP. SOLID WHITE LANE LINE

42+56

43+44

44+01

45+00 36" RCP

STOP

R1-1 36" X 36"
R3-2 36" x 36"

W3-3 48" x 48"

TEMPORARY CONCRETE SAFETY BARRIER (TYPE F3)

TEMPORARY CONCRETE SAFETY BARRIER TAPER SECTION

℄ North Frontage Road

℄ Proposed Improvement

℄ South Frontage Road

2320

48+30

48+34

24" TEMP. SOLID WHITE STOP LINE (TYP.)

4" TEMP. SOLID WHITE EDGE LINE

4" TEMP. SOLID YELLOW DOUBLE LINE

4" TEMP. BROKEN WHITE LANE LINE

R3-2 36" x 36"

Kellogg Avenue (US 54)

CHANNELIZERS AT 20' SPACING

R3-2 36" x 36"

5320

51+09 END BARRIER

51+13

51+50

CHANNELIZERS AT 20' SPACING

R3-2 36" x 36"

4" TEMP. BROKEN WHITE LANE LINE

4" TEMP. SOLID YELLOW DOUBLE LINE

CHANNELIZERS AT 40' SPACING

54+88

Match Line Sta. 55+00

50+90

4" TEMP. SOLID WHITE LANE LINE

TEMPORARY CONCRETE SAFETY BARRIER TAPER SECTION

53+93

℄ K7A Drive

W20-5 48" x 48"

RIGHT LANE CLOSED AHEAD

R3-2 36" x 36"

KM4-20 24" x 6"
R2-1 24" x 30"

SPEED LIMIT 30

R3-2 36" x 36"

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
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- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

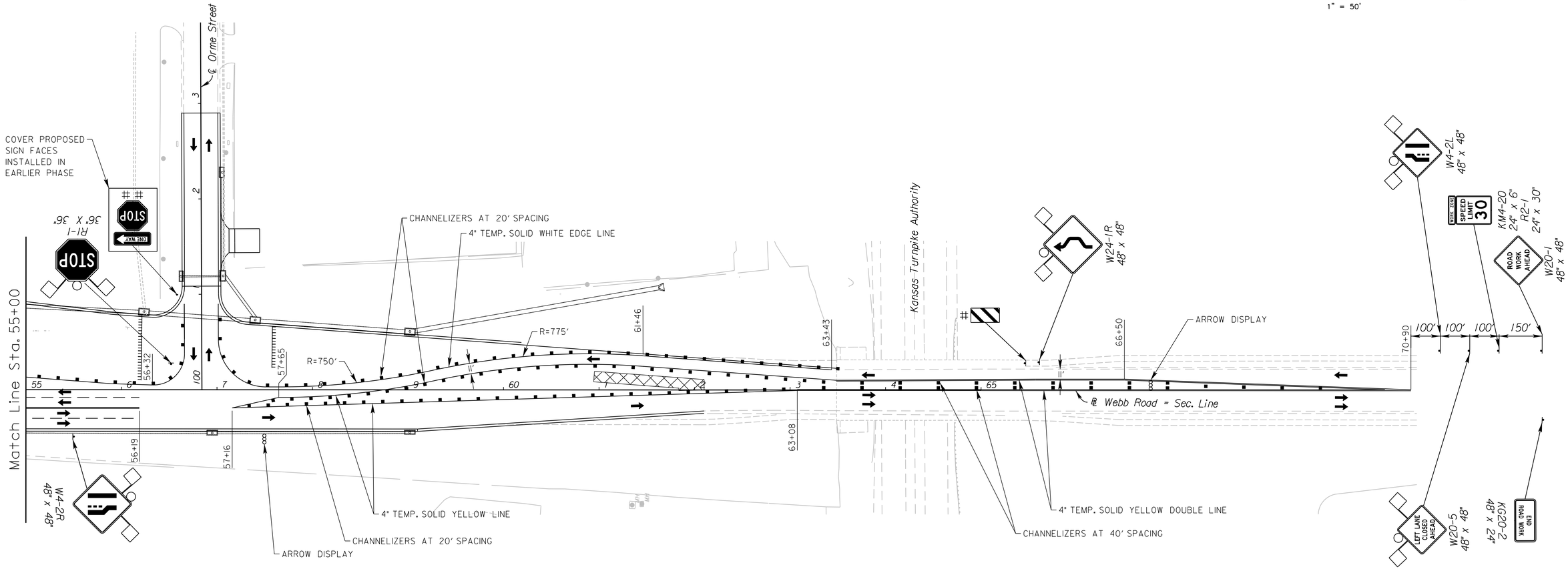
PHASE 5A
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 39+00 TO 55+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	819	1055

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 5A TRAFFIC CONTROL PLAN

WEBB ROAD
STA. 55+00 TO 70+00

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	820	1055

SCALE 1" = 50' (0, 50, 100, 150 FEET)

ACCESS MUST BE MAINTAINED TO COSTCO VIA WESTBOUND US-54 AT ALL TIMES. ONLY ONE COSTCO ACCESS POINT MAY BE OPEN ON US-54 FOR THE DURATION OF THIS PROJECT.

SP-05 Cover Arrows on Permanent Sign Face

Frontage Road NEXT RIGHT

WEST 54 400

KM4-20 24" x 6"
R2-1 24" x 30"
SPEED LIMIT 40

24" TEMP. SOLID WHITE STOP LINE (TYP.)

℄ Webb Road = Sec. Line

ONE WAY R6-1R 36" x 12"
DO NOT ENTER R5-1 36" x 36"
ONE WAY R6-1R 36" x 12"
R3-2 36" x 36"

4" TEMP. BROKEN WHITE LANE LINE
CHANNELIZERS AT 20' SPACING
4" TEMP. SOLID WHITE EDGE LINE

W3-3 48" x 48"
R3-2 36" x 36"
* R6-1R 36" x 12"
ONE WAY

WRONG WAY R5-1a 42" x 30"
WRONG WAY R5-1a 42" x 30"
R3-2 36" x 36"

2518+32 N
2518+96 N
2519+37 N
2520+00 N
2520+82 N
2524+85 N

2515 2520 2525

℄ North Frontage Road

℄ Proposed Improvement

4" TEMP. SOLID YELLOW EDGE LINE

4" TEMP. BROKEN WHITE LANE LINE

4" TEMP. SOLID WHITE EDGE LINE

1512+94 S
1514+39 S
1515+40 S
1516+40 S
1518+38 S
1519+46
1520+58 S
1524+42 S

1515 1520 1525

℄ South Frontage Road

WRONG WAY R3-2 36" x 36"
WRONG WAY R5-1a 42" x 30"
R3-2 36" x 36"
R3-2 36" x 36"

4" TEMP. SOLID YELLOW EDGE LINE
4" TEMP. SOLID WHITE LANE LINE
MAINTAIN TRAFFIC CONTROL FROM PHASE 5A

CHANNELIZERS AT 20' SPACING

DO NOT ENTER R5-1 36" x 36"
ONE WAY R6-1R 36" x 12"

4" TEMP. SOLID YELLOW EDGE LINE
4" TEMP. BROKEN WHITE LANE LINE
4" TEMP. SOLID WHITE EDGE LINE
4" TEMP. DOTTED WHITE EXTENSION LINE
MAINTAIN TRAFFIC CONTROL FROM PHASE 5A

ONLY
ONLY
ONLY

COVER PERMANENT SIGN FACES

TO WEST 54 400

DO NOT ENTER
ONE WAY
ONE WAY

℄ KTA Drive

ONE WAY
DO NOT ENTER
ONE WAY
R3-2 36" x 36"
R6-1R 36" x 12"
R6-1L 36" x 12"
R5-1 36" x 36"

LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 5B
TRAFFIC CONTROL PLAN
EAST KELLOGG
STA. 512+50 TO 528+00

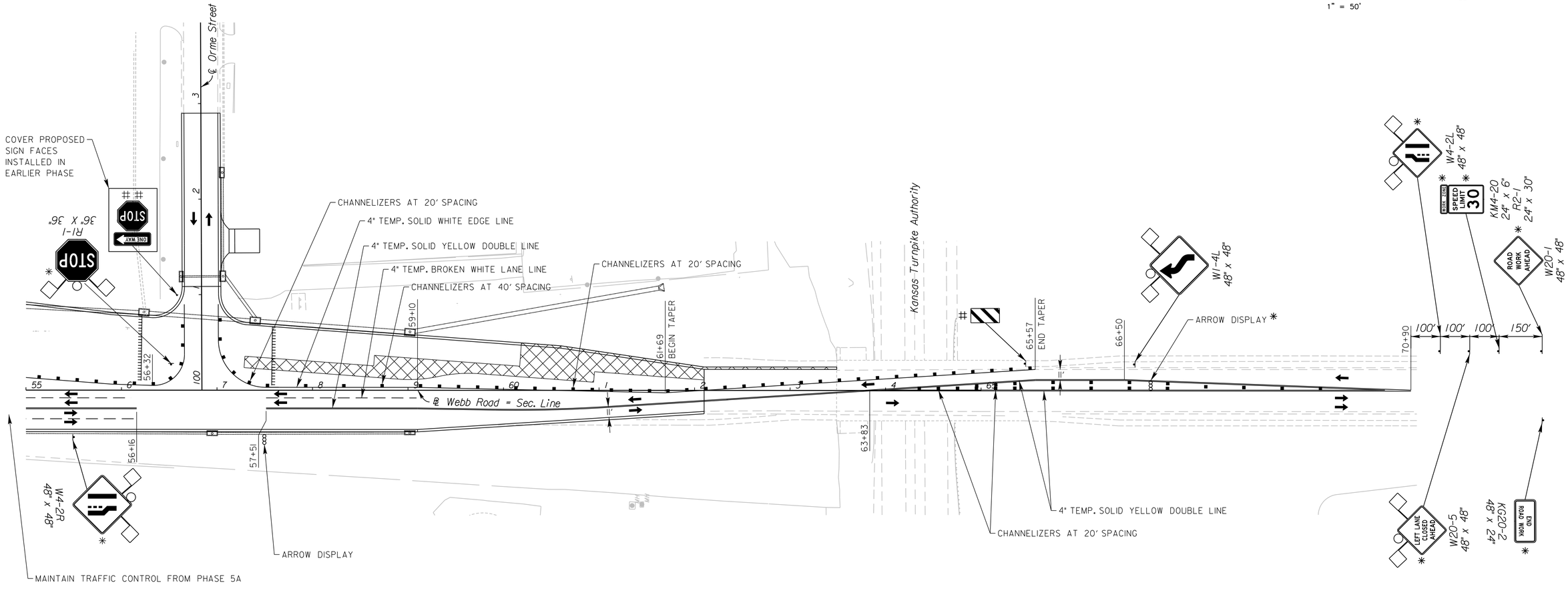
820

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	821	1055

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

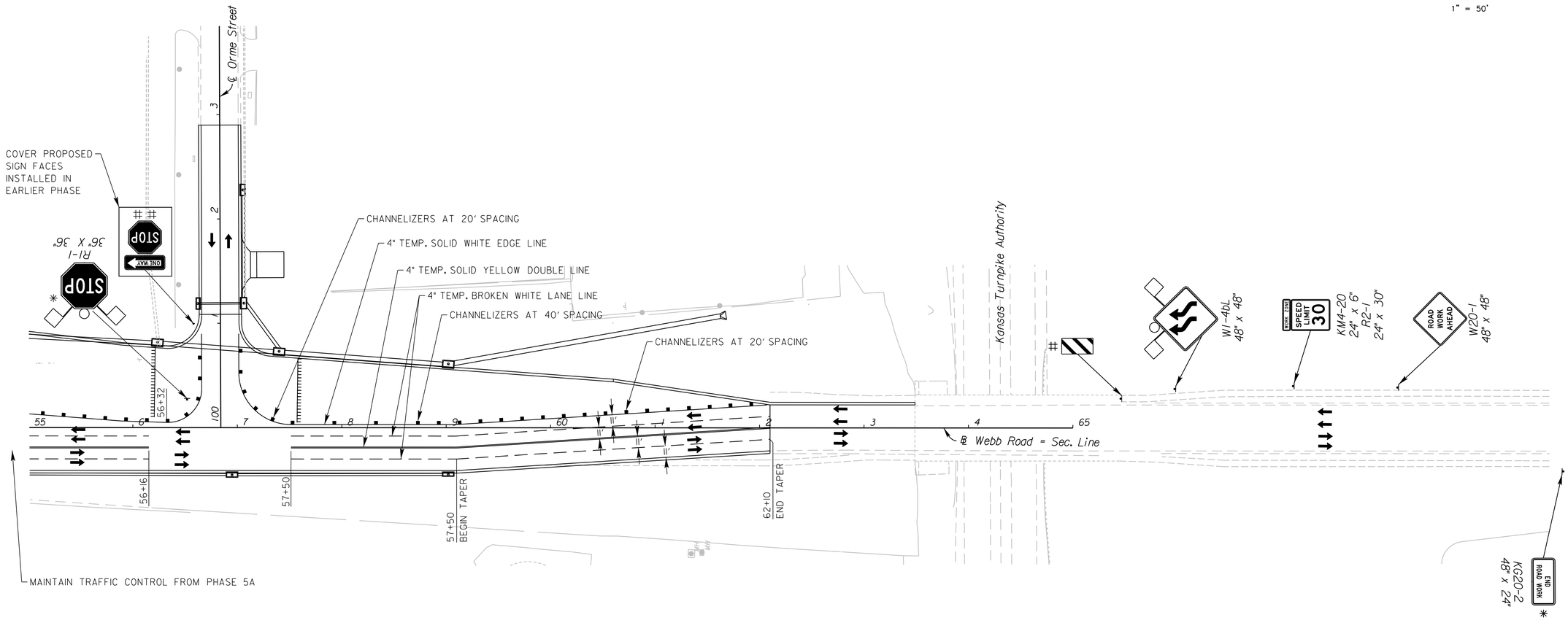
CITY OF WICHITA

PHASE 5B
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 55+00 TO 70+00

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SURV. - PLOT CADD DES. - DR. - TR. CKD. - APP.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	822	1055

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 5C
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 55+00 TO 70+00

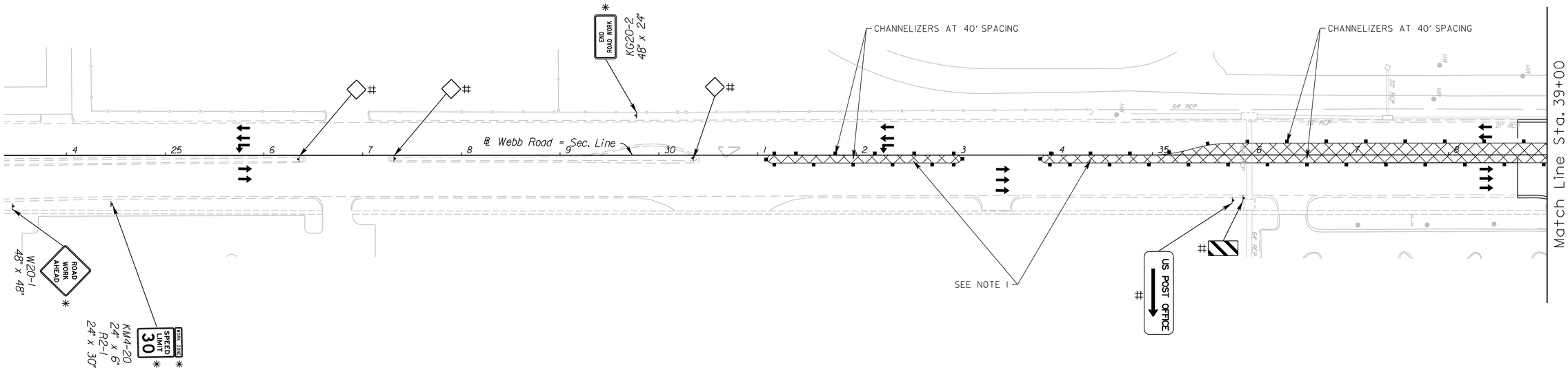
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SURV. - PLOT | CADD | DES. - DR. | TR. - CKD. | APP. -

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	823	1055

NOTE

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE FINAL MEDIAN CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS.

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 5D
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 24+00 TO 39+00

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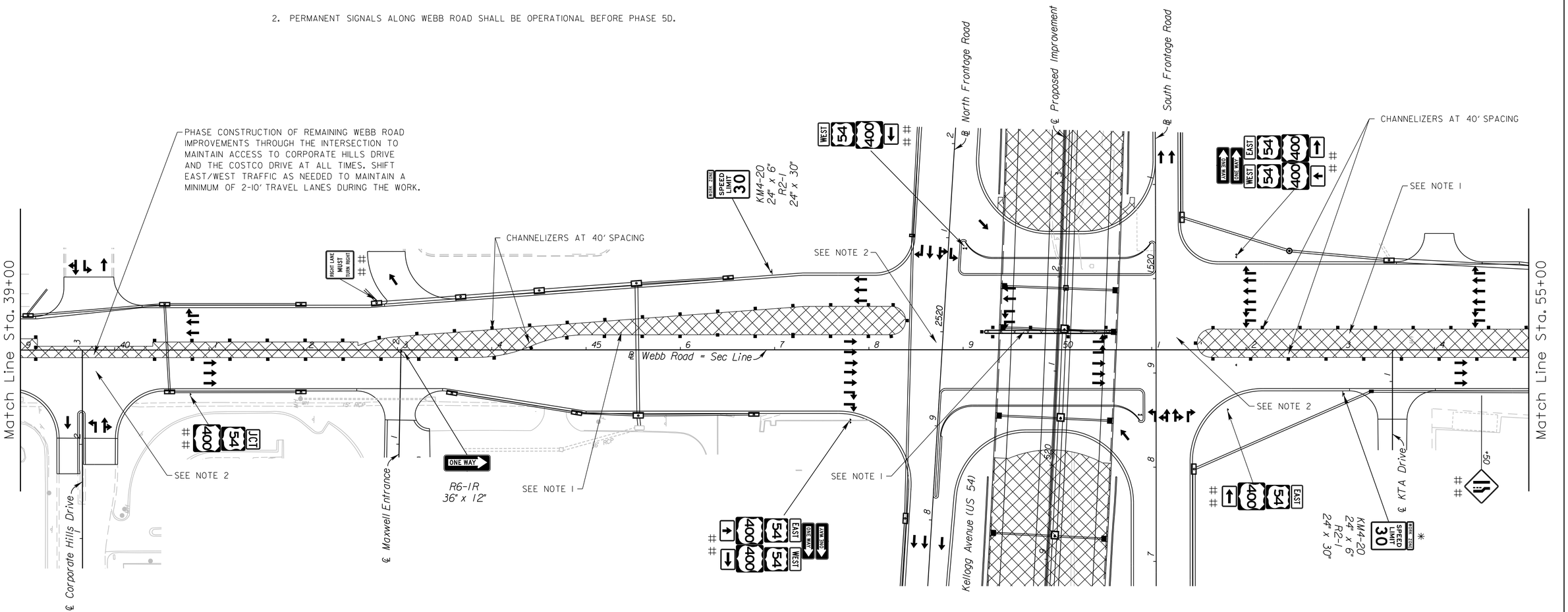
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	824	1055

NOTES

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE FINAL MEDIAN CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS.

2. PERMANENT SIGNALS ALONG WEBB ROAD SHALL BE OPERATIONAL BEFORE PHASE 5D.

0 50 100 150
SCALE FEET
1" = 50'



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- EXISTING SIGN (USE IN PLACE)
- MAINTAIN FROM PREVIOUS PHASE
- PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 5D
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 39+00 TO 55+00

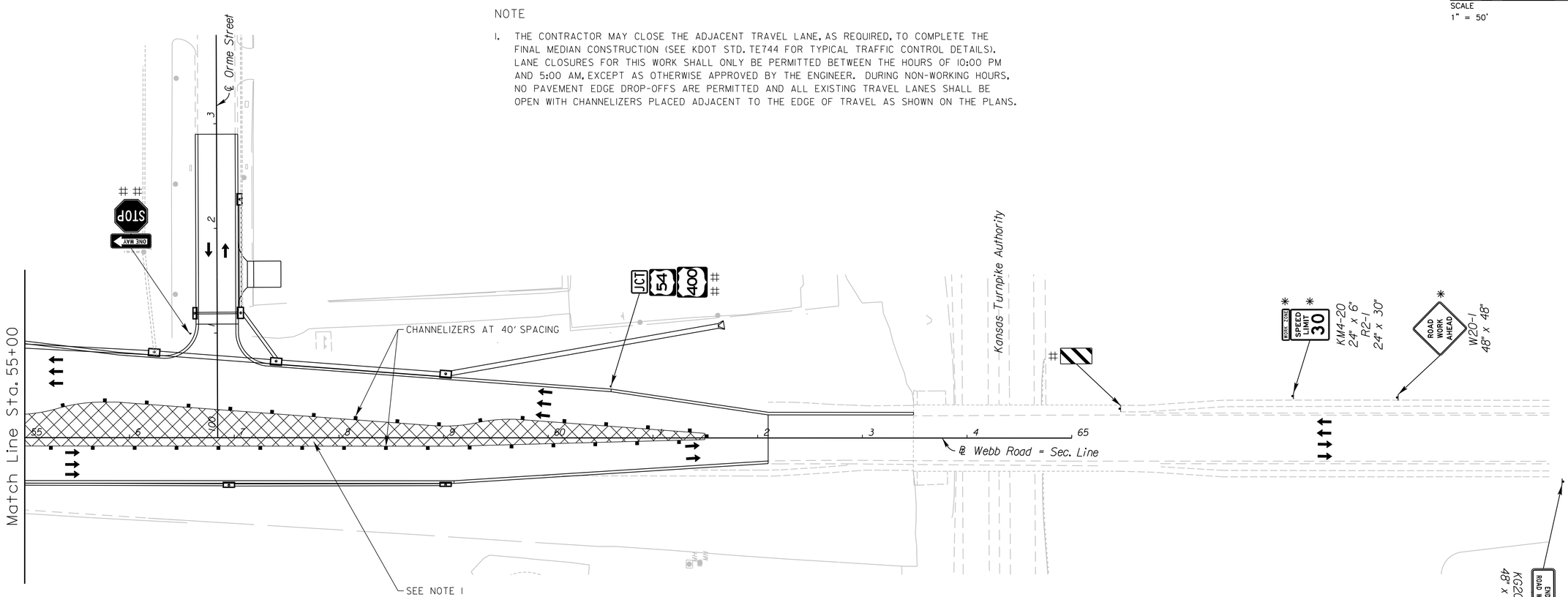
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SURV. - PLOT | CADD | DES. - DR. | TR. - CKD. | APP.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	825	1055

0 50 100 150
SCALE FEET
1" = 50'

NOTE

1. THE CONTRACTOR MAY CLOSE THE ADJACENT TRAVEL LANE, AS REQUIRED, TO COMPLETE THE FINAL MEDIAN CONSTRUCTION (SEE KDOT STD. TE744 FOR TYPICAL TRAFFIC CONTROL DETAILS). LANE CLOSURES FOR THIS WORK SHALL ONLY BE PERMITTED BETWEEN THE HOURS OF 10:00 PM AND 5:00 AM, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. DURING NON-WORKING HOURS, NO PAVEMENT EDGE DROP-OFFS ARE PERMITTED AND ALL EXISTING TRAVEL LANES SHALL BE OPEN WITH CHANNELIZERS PLACED ADJACENT TO THE EDGE OF TRAVEL AS SHOWN ON THE PLANS.



LEGEND

- WORK AREA
- TEMP. PAVEMENT
- TEMPORARY SIGNAL
- DIRECTION OF TRAVEL
- ARROW DISPLAY
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TYPE III BARRICADE(S)
- TRAFFIC CONTROL SIGN
- # EXISTING SIGN (USE IN PLACE)
- * MAINTAIN FROM PREVIOUS PHASE
- # # PERMANENT SIGN ASSEMBLY
- REMOVE EXISTING SIGN
- FLUORESCENT RED-ORANGE FLAGS AND WARNING LIGHT

CITY OF WICHITA

PHASE 5D
TRAFFIC CONTROL PLAN
WEBB ROAD
STA. 55+00 TO 70+00

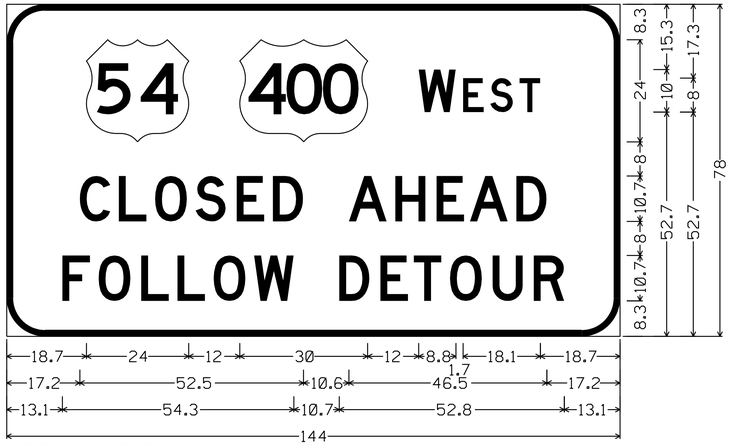
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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	826	1055

SIGN DETAILS
SP-01



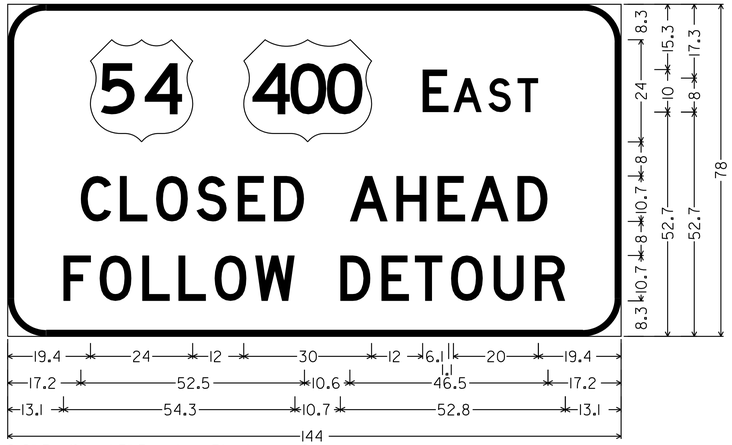
9.0" Radius, 1.5" Border, Black on Orange;
[WEST] D; [CLOSED AHEAD] D; [FOLLOW DETOUR] D;
Table of distances between letter and object lefts.

18.7	54 36.0	400 42.0	W 10.5	E 6.3	S 6.9	T 4.9	18.7	

17.2	C 9.1	L 8.5	O 9.5	S 9.7	E 8.5	D 17.8	A 11.0	H 9.6	E 7.9	A 10.9	D 7.1	17.2		

13.1	F 8.5	O 10.0	L 8.5	L 8.5	O 9.5	W 20.0	D 9.7	E 7.8	T 8.5	O 10.0	U 9.7	R 7.1	13.1		

SIGN DETAILS
SP-02



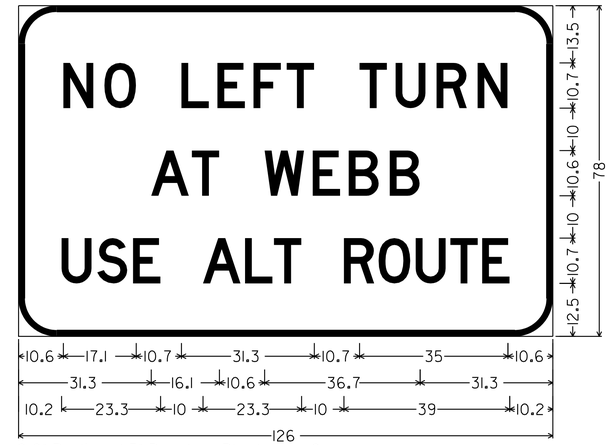
9.0" Radius, 1.5" Border, Black on Orange;
[EAST] D; [CLOSED AHEAD] D; [FOLLOW DETOUR] D;
Table of distances between letter and object lefts.

19.4	54 36.0	400 42.0	E 7.2	A 8.2	S 6.9	T 4.9	19.4	

17.2	C 9.1	L 8.5	O 9.5	S 9.7	E 8.5	D 17.8	A 11.0	H 9.6	E 7.9	A 10.9	D 7.1	17.2		

13.1	F 8.5	O 10.0	L 8.5	L 8.5	O 9.5	W 20.0	D 9.7	E 7.8	T 8.5	O 10.0	U 9.7	R 7.1	13.1		

SIGN DETAILS
SP-03



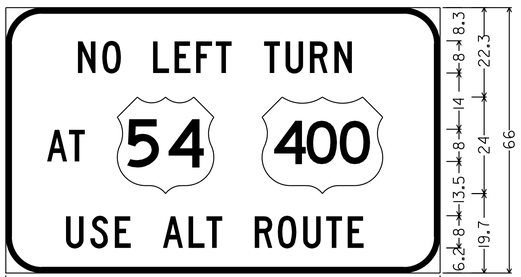
9.0" Radius, 1.5" Border, Black on Orange;
NO LEFT TURN D; AT WEBB D; USE ALT ROUTE D 50 spacing;
Table of distances between letter and object lefts.

10.6	N 9.6	O 18.2	L 8.5	E 8.5	F 7.8	T 17.2	T 8.5	U 9.7	R 9.7	N 7.1	10.6

31.3	A 9.6	T 17.1	W 11.4	E 8.5	B 9.6	B 7.2	31.3

10.2	U 8.4	S 8.4	E 16.5	A 9.9	L 6.9	T 16.5	R 8.1	O 8.8	U 8.1	T 7.5	E 6.5	10.2	

SIGN DETAILS
SP-04



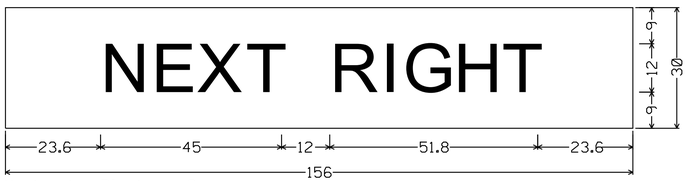
9.0" Radius, 1.5" Border, Black on Orange;
[NO LEFT TURN] C; [AT] C; [USE ALT ROUTE] C;
Table of distances between letter and object lefts.

17.9	N 6.1	O 12.6	L 5.4	E 5.3	F 4.9	T 12.0	T 5.4	U 6.0	R 6.1	N 4.4	21.9		

10.3	A 5.4	T 12.0	54 36.0	400 30.0	14.3		

15.0	U 6.0	S 6.1	E 12.0	A 6.4	L 4.4	T 12.0	R 5.7	O 6.3	U 5.8	T 5.3	E 4.0	19.0		

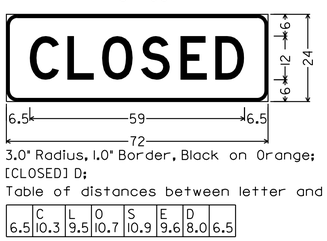
SIGN DETAILS
SP-05



No border, Black on Orange;
[NEXT RIGHT] E Mod;
Table of distances between letter and object lefts.

23.6	N 12.7	E 11.4	X 12.0	T 20.9	R 12.7	I 5.5	G 12.6	H 12.0	T 9.0	23.6	

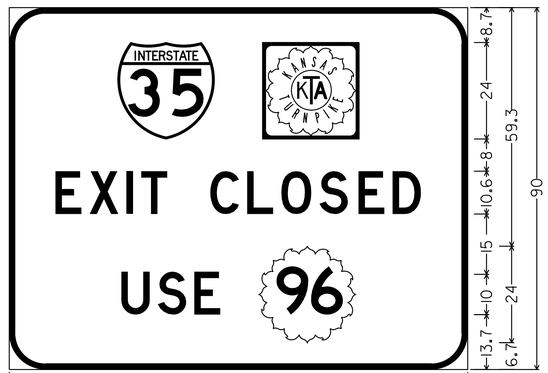
SIGN DETAILS
SP-08



3.0" Radius, 1.0" Border, Black on Orange;
[CLOSED] D;
Table of distances between letter and object lefts.

6.5	C 10.3	L 9.5	O 10.7	S 10.9	E 9.6	D 8.0	6.5	

SIGN DETAILS
SP-06



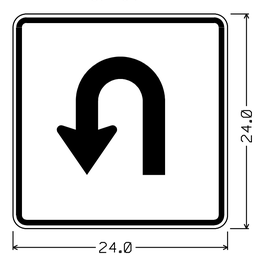
9.0" Radius, 1.5" Border, Black on Orange;
[EXIT CLOSED] D; [USE] D;
Table of distances between letter and object lefts.

27.0	70 36.0	80 24.0	27.0										

11.5	E 8.5	X 9.2	I 3.6	T 17.2	C 9.2	L 8.5	O 9.5	S 9.6	E 8.5	D 7.2	11.5			

27.9	U 9.1	S 9.0	E 16.1	24.0	27.9									

SIGN DETAILS
SP-07



Black on White

CITY OF WICHITA

EAST KELLOGG
DETOUR SIGN
FACE DETAILS

SURV. - PLOT | CADD - DES. | DR. - TR. | CKD. - APP.
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	827	1055

1. MUTCD COMPLIANCE:

ALL TEMPORARY TRAFFIC CONTROL DEVICES AND THEIR INSTALLATION AND MAINTENANCE SHALL COMPLY WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS AND HIGHWAYS WHICH HAS BEEN ADOPTED BY THE SECRETARY OF TRANSPORTATION. WHENEVER THE TEMPORARY TRAFFIC CONTROL STANDARDS CONFLICT WITH THE MUTCD, THE STANDARDS SHALL GOVERN.

2. 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.

3. CLEAR ZONE:

ALL CONSTRUCTION EQUIPMENT (INCLUDING VEHICLES), MATERIALS, AND DEBRIS SHALL BE STORED OUT OF THE CLEAR ZONE. WHERE THIS CANNOT BE ACHIEVED, THE CONTRACTOR SHALL PLACE APPROPRIATE SIGNS, OBJECT IDENTIFIERS, AND/OR BARRICADES AS DESIGNATED BY THE ENGINEER. TEMPORARY TRAFFIC CONTROL DEVICES NEEDED FOR THIS CONDITION SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

4. MINIMUM LANE WIDTHS:

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.

5. FLAGGER:

A MINIMUM OF ONE FLAGGER SHALL BE STATIONED WITHIN EACH MULTI-LANE ROADWAY ACTIVITY AREA WHERE WORK IS IN A CLOSED LANE ADJACENT TO TRAFFIC AND NOT SEPARATED BY A CONCRETE SAFETY BARRIER SYSTEM.

6. PAVEMENT MARKING:

WHEN THE WORK WILL OCCUPY A LOCATION MORE THAN THREE DAYS, ALL CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED OR MASKED AND ALL TRANSITION TAPERS, CROSSOVERS, AND EDGE LINES ALONG CHANNELIZING DEVICES SHALL BE MARKED WITH SOLID 4" WIDE PAVEMENT MARKING.

7. FIRST MODULE OF IBS:

THE FIRST MODULE OF EACH INERTIAL BARRIER SYSTEM (IBS) SHALL HAVE A MINIMUM OF 2 SQ. FT. OF FLUORESCENT ORANGE ASTM TYPE IV SHEETING FACING TRAFFIC. EITHER A VERTICAL RECTANGLE OR DIAMOND SHAPE MAY BE USED.

8. PEDESTRIAN / BICYCLE SAFETY:

WORK ZONE SIGNS SHALL NOT INHIBIT PEDESTRIAN AND BICYCLE TRAFFIC ON SIDEWALKS OR OTHER AREAS DESIGNATED FOR PEDESTRIAN OR BICYCLE USE.

CONSIDERATION SHOULD BE MADE TO SEPARATE PEDESTRIAN AND 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 AND BICYCLISTS 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 AND BICYCLISTS ARE NOT CONFRONTED WITH MIDBLOCK WORK SITES THAT WILL INDUCE THEM TO ATTEMPT SKIRTING THE WORK SITE OR MAKING A MIDBLOCK CROSSING.

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.

9. CHANGED STOP CONDITIONS:

ATTACH TWO FLUORESCENT RED-ORANGE FLAGS AND A RED TYPE "B" HIGH INTENSITY WARNING LIGHT TO ANY STOP SIGN THAT CREATES A NEW STOP CONDITION OR MOVES THE STOP CONDITION TO A NEW LOCATION. LEAVE FLAGS AND LIGHTS IN PLACE FOR AT LEAST THE FIRST 30 DAYS. INSTALL W3-1 (SYMBOLIC STOP AHEAD) SIGN IN ADVANCE OF STOP SIGN IF STOP SIGN IS NOT VISIBLE FOR A MINIMUM OF DISTANCE 'A' (SEE CHART ON TE710) OR IF STOP CONDITION IS MOVED TO LESS THAN DISTANCE 'A' FROM AN EXISTING STOP AHEAD SIGN.

10. LUMP SUM BIDDING:

WHEN TRAFFIC CONTROL IS BID LUMP SUM, ADDITIONAL DEVICES WILL BE PAID FOR AS EXTRA WORK.

11. NIGHTTIME LIGHTING:

WHEN NIGHTTIME WORK IS REQUIRED, FLOODLIGHTS SHOULD BE USED TO ILLUMINATE FLAGGER STATIONS, EQUIPMENT CROSSINGS, AND OTHER AREAS WHERE EXISTING LIGHTING IS NOT ADEQUATE FOR THE WORK TO BE PERFORMED SAFELY.

IN NO CASE SHALL FLOODLIGHTS BE PERMITTED TO CREATE A DISABLING GLARE FOR THE DRIVER. THE ADEQUACY OF THE FLOODLIGHT PLACEMENT AND ELIMINATION OF POTENTIAL GLARE SHOULD BE CHECKED BY DRIVING THROUGH THE PROJECT.

12. NCHRP REPORT 350 CRASHWORTHY REQUIREMENTS:

TRAFFIC CONTROL DEVICES SHALL MEET THE EVALUATION CRITERIA IN NCHRP REPORT 350 OR IN MASH REPORT 2009 AS SUPPLEMENTED BY FHWA MEMORANDUM "IDENTIFYING ACCEPTABLE HIGHWAY SAFETY FEATURES," DATED JULY 25, 1997. AVAILABLE ON THE INTERNET AT http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/policy_memo/

ANY DEVICE NOT ADDRESSED BY THE TE STANDARDS MAY BE APPROVED ON A CASE BY CASE BASIS BY THE ENGINEER. THE DEVICE SHALL BE ACCOMPANIED BY AND INSTALLED ACCORDING TO MASH REPORT 2009. ANY DEVICE ACCEPTED PRIOR TO THE ADOPTION OF MASH REPORT 2009 USING CRITERIA FROM NCHRP REPORT 350 MAY REMAIN IN PLACE AND CONTINUE TO BE USED. ANY TRAFFIC CONTROL DEVICE ACCEPTED USING NCHRP REPORT 350 CRITERIA IS NOT REQUIRED TO BE TESTED UNDER MASH REPORT 2009. HOWEVER, NEW TRAFFIC CONTROL DEVICES NOT PREVIOUSLY EVALUATED MUST UTILIZE MASH REPORT 2009 FOR TESTING AND EVALUATION.

THE CONTRACTOR SHALL:

1) PROVIDE TO THE ENGINEER A COPY OF THE MANUFACTURER'S SELF-CERTIFICATION THAT ANY CATEGORY 1 (i.e. - PLASTIC CONICAL DELINEATORS, TUBULAR MARKERS, DRUMS WITHOUT ATTACHMENTS) AND CATEGORY 2 (i.e. - PORTABLE SIGN STANDS (WITH SIGNS), TYPE II AND III BARRICADES, AND VERTICAL PANELS) DEVICES USED ON THE PROJECT ARE NCHRP REPORT 350 OR MASH REPORT 2009 COMPLIANT.

2) PROVIDE TO THE ENGINEER A COPY OF THE ENTIRE FHWA ACCEPTANCE LETTER (WZ-xxx) FOR ANY CATEGORY 2 DEVICE (i.e. - PORTABLE SIGN STANDS (WITH SIGNS), TYPE II AND III BARRICADES, AND VERTICAL PANELS) USED ON THE PROJECT. WORK ZONE FHWA ACCEPTANCE LETTERS (WZ-xxx) ARE AVAILABLE ON THE INTERNET AT: http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/wzd/

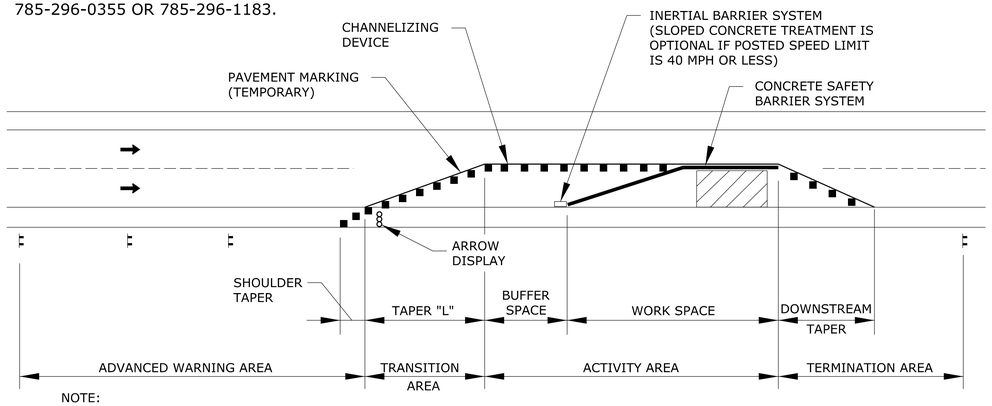
3) CERTIFY THAT THE TRUCK MOUNTED ATTENUATORS (TMA'S) (WHICH ARE DEFINED AS CATEGORY 3 DEVICES BY THE FHWA MEMORANDUM) MEET CURRENT CRASHWORTHY SPECIFICATIONS AS DEFINED ABOVE AND INCLUDE A COPY OF THE ENTIRE FHWA ACCEPTANCE LETTER. ALL CATEGORY 1 & 2 DEVICES SHALL BE NCHRP REPORT 350 OR MASH REPORT 2009 COMPLIANT.

13. LEAD IN CHANNELIZING DEVICES ON CENTERLINE:

TEMPORARY RUMBLE STRIPS MAY BE USED IN LIEU OF LEAD IN CENTERLINE CHANNELIZING DEVICES WHEN THE ROADWAY IS LESS THAN OR EQUAL TO 30' (FEET) INCLUDING PAVED SHOULDERS. WHEN EXTENUATING CIRCUMSTANCES EXIST, THE AREA ENGINEER MAY ELECT TO ELIMINATE BOTH THE LEAD IN CHANNELIZERS AND THE RUMBLE STRIPS.

14. TEMPORARY RUMBLE STRIPS:

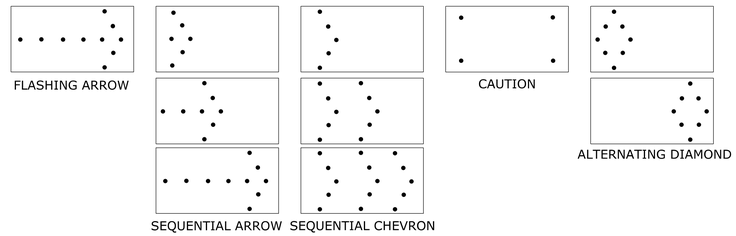
ALTERNATIVE TEMPORARY RUMBLE STRIP OPTIONS MAY BE AVAILABLE. PLEASE CONTACT THE TEMPORARY TRAFFIC CONTROL UNIT FOR MORE INFORMATION AT 785-296-0355 OR 785-296-1183.



NOTE:
REFER TO STD. TE702 FOR TAPER "L" FORMULA.

TYPICAL WORK ZONE COMPONENTS

ARROW DISPLAYS



ARROW DISPLAY ELEMENTS SHALL BE CAPABLE OF A MINIMUM 50 PERCENT DIMMING FROM THEIR FULL-RATED LAMP VOLTAGE. FULL LAMP VOLTAGE SHOULD BE USED DURING THE DAY AND DIMMED MODE SHALL BE USED AT NIGHT. FOR SHOULDER WORK, ROADSIDE WORK NEAR THE SHOULDER, BLOCKING THE SHOULDER, OR FOR TEMPORARY CLOSING ONE LANE ON A TWO-LANE, TWO-WAY ROADWAY, AN ARROW PANEL SHALL BE USED ONLY IN THE CAUTION MODE.

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.

NO.	DATE	REVISIONS	BY	APP'D
3	10/16/12	Removed Note 13. Added Alternating Diamonds	J.A.M.	K.P.
2	10/4/11	Modified Notes 9,12 & 15. Added Note 15	J.A.M.	K.P.
1	11/30/09	Added Note 14	J.A.M.	A.A.A.

KANSAS DEPARTMENT OF TRANSPORTATION

GENERAL TRAFFIC CONTROL

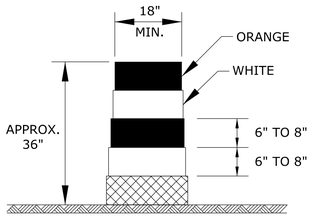
TE700

FHWA APPROVAL		10/16/12	APP'D	Kristina Pyle	
DESIGNED	B.A.M.	DETAILED	B.A.M.	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

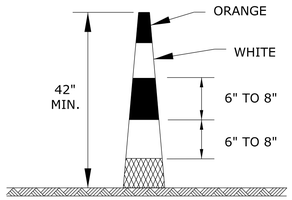
Plotted : $$YTIME$$
$$KDOTGRP$$

Drawn By : ___
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	828	1055



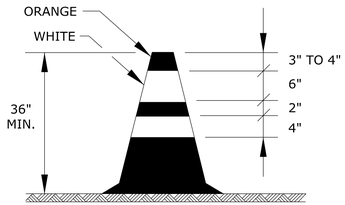
DRUM



CONICAL DELINEATOR

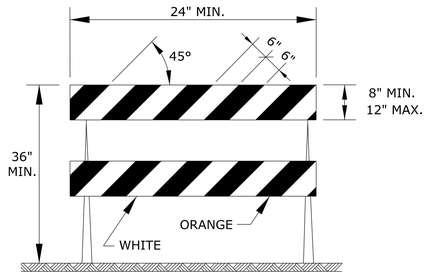
DRUMS AND CONICAL DELINEATORS SHALL HAVE AT LEAST TWO ORANGE AND TWO WHITE 6" TO 8" WIDE RETROREFLECTIVE STRIPES. ADDITIONAL STRIPES MAY BE NON-RETROREFLECTIVE. IF THERE ARE NON-RETROREFLECTIVE SPACES BETWEEN ADJACENT STRIPES, THEY SHALL BE NO MORE THAN 3" WIDE.

ALL RETROREFLECTIVE STRIPES ON DRUMS SHALL BE ASTM TYPE III SHEETING. THE WHITE STRIPES ON CONICAL DELINEATORS SHALL BE ASTM TYPE III SHEETING. ORANGE STRIPES ON ALL CONICAL DELINEATORS SHALL BE FLUORESCENT ORANGE ASTM TYPE IV SHEETING.



TRAFFIC CONE

TRAFFIC CONES MAY BE USED AS CHANNELIZING DEVICES FOR DAYTIME OPERATIONS ONLY. THEY WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE SUBSIDIARY TO OTHER TRAFFIC CONTROL BID ITEMS. THE ENGINEER MAY REQUIRE THAT TRAFFIC CONES BE SUPPLEMENTED BY OTHER TRAFFIC CONTROL DEVICES IN CERTAIN SITUATIONS.

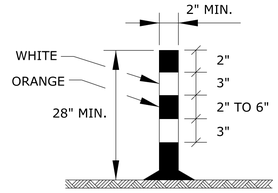


TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.

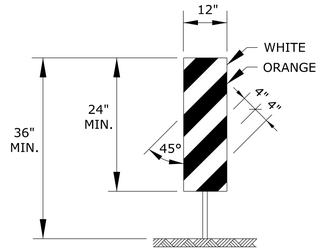
THE ENTIRE AREA OF BARRICADE RAILS, BOTH FRONT AND BACK, SHALL BE ASTM TYPE III SHEETING.

THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



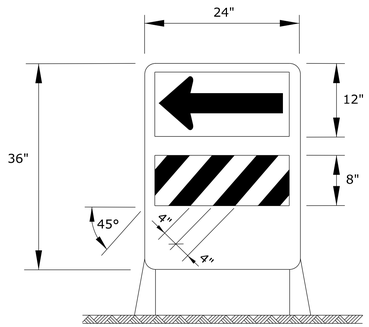
TUBULAR MARKER

THE TWO WHITE RETROREFLECTIVE STRIPES SHALL BE ASTM TYPE III SHEETING. STRIPING AS SHOWN FOR UP TO 42".



VERTICAL PANEL

THE ENTIRE AREA OF VERTICAL PANELS, BOTH FRONT AND BACK, SHALL HAVE ASTM TYPE III SHEETING. THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



DIRECTION INDICATOR BARRICADE

THE ARROW PANEL SHALL BE BLACK ON FLUORESCENT ORANGE ASTM TYPE IV SHEETING. THE STRIPES SHALL BE ORANGE AND WHITE ASTM TYPE III SHEETING SLOPING 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.

THE ARROW PANEL SHOULD NOT BE VISIBLE TO OPPOSING TRAFFIC.

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 OF OFFSET IN FEET

CHANNELIZER PLACEMENT:

(A) 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.

(B) 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.

(C) CHANNELIZING DEVICES SHALL BE PLACED FOR OPTIMUM VISIBILITY, NORMALLY AT RIGHT ANGLES TO THE TRAFFIC FLOW.

(D) CHANNELIZING DEVICES PLACED ALONG SHOULDER EDGES OR IN DROPOFFS SHALL HAVE A MINIMUM OF 24" FROM THE TOP OF THE CHANNELIZING DEVICE TO THE TOP OF THE PAVEMENT.

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 II BARRICADE	(2)	(2)	(2)	(2)	NO	NO	YES	NO	NO
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.

NO.	DATE	REVISIONS	BY	APP'D
3	10/16/12	Added Lead In Devices Into Matrix Table	J.A.M.	K.P.
2	10/4/11	Added Dimension To Tubular Marker Detail	J.A.M.	K.P.
1	4/20/09	Channelizer Placement & Traffic Cone Detail	J.A.M.	A.A.A.

KANSAS DEPARTMENT OF TRANSPORTATION

CHANNELIZING DEVICES

TE702

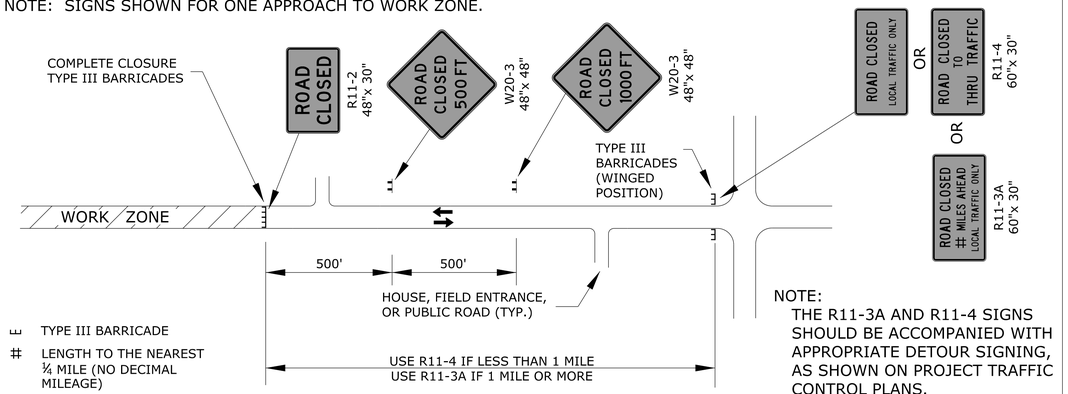
FHWA APPROVAL		10/16/12	APP'D	Kristina Pyle	
DESIGNED	L.E.R.	DETAILED	B.A.H.	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

Plotted : $SYTIME$$
$$KDOTGRP$$

Drawn By : __
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	829	1055

NOTE: SIGNS SHOWN FOR ONE APPROACH TO WORK ZONE.



NOTE:
THE R11-3A AND R11-4 SIGNS SHOULD BE ACCOMPANIED WITH APPROPRIATE DETOUR SIGNING, AS SHOWN ON PROJECT TRAFFIC CONTROL PLANS.

FIGURE 1: TYPICAL SIGNING FOR ROAD CLOSURE

NOTE: SIGNS SHOWN FOR ONE APPROACH TO INTERSECTION (WORK ZONE).

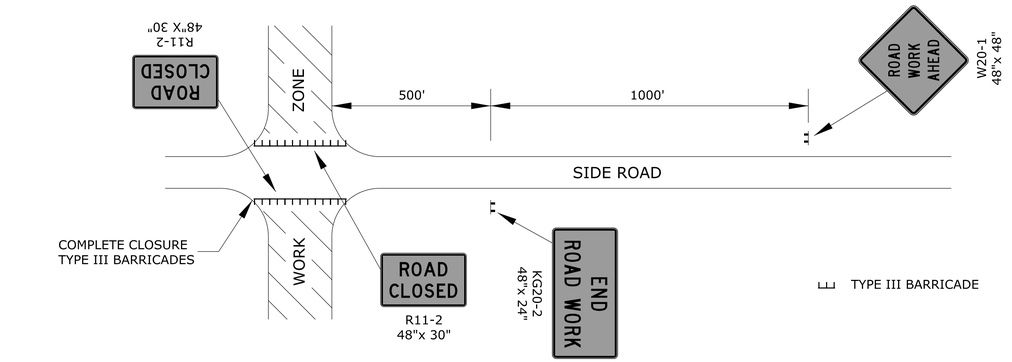


FIGURE 2: TYPICAL SIGNING FOR SIDE ROAD OPEN

NOTE: SIGNS SHOWN FOR ONE APPROACH TO INTERSECTION (WORK ZONE).

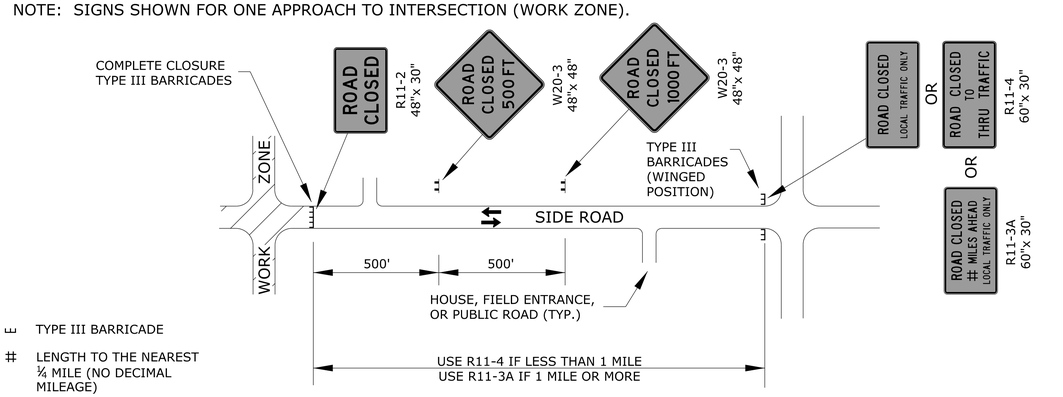


FIGURE 3: TYPICAL SIGNING FOR SIDE ROAD CLOSED

NOTE: SIGNS SHOWN FOR ONE APPROACH TO WORK ZONE.

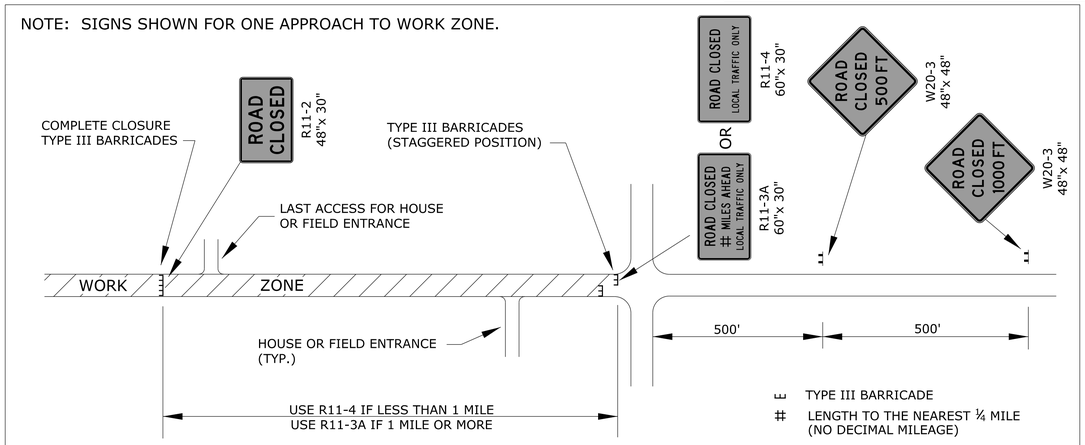


FIGURE 4: TYPICAL SIGNING FOR ROAD CLOSURE - LOCAL TRAFFIC ACCESS

NOTES:

1. SIGNS:

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.

2. BARRICADE PLACEMENT:

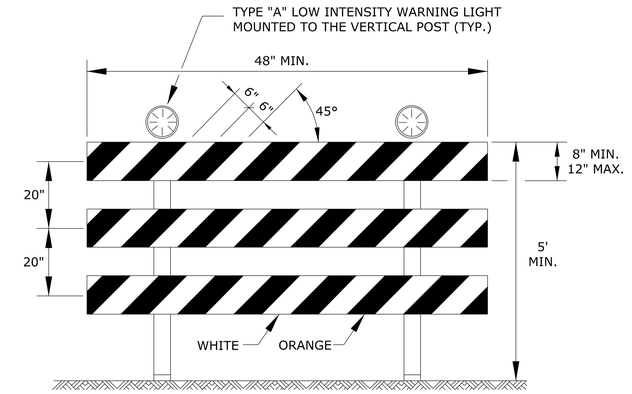
A) COMPLETE ROAD CLOSURE

WHEN A ROADWAY IS CLOSED, TYPE III BARRICADES SHALL BE PLACED END-TO-END TO COMPLETELY COVER THE ROADWAY AND SHOULDERS. WHEN ACCESS MUST BE ALLOWED FOR CONSTRUCTION OR OTHER OFFICIAL/GOVERNMENT VEHICLES, TYPE III BARRICADES SHALL BE LONGITUDINALLY STAGGERED FAR ENOUGH APART FROM ONE ANOTHER TO ALLOW SAFE PASSAGE OF VEHICLES AND MAINTAIN THE APPEARANCE OF A CLOSED ROADWAY. TYPE III BARRICADES SHALL BE REALIGNED AND PLACED END-TO-END TO DENY ANY ACCESS WHEN THE CONSTRUCTION ACTIVITY HAS CEASED FOR THE DAY.

B) ROAD CLOSED - LOCAL TRAFFIC

AS SHOWN IN FIGURE 4, WHEN LOCAL TRAFFIC MUST BE ALLOWED ACCESS INTO THE WORK ZONE, TYPE III BARRICADES SHALL BE LONGITUDINALLY STAGGERED TO MAINTAIN THE APPEARANCE OF A CLOSED ROADWAY. A SECOND LINE OF END-TO-END TYPE III BARRICADES SHALL BE PLACED JUST BEYOND THE LAST ACCESS POINT IN THE WORK ZONE, TO COMPLETELY CLOSE THE ROADWAY AS DESCRIBED IN NOTE 2-A.

AS SHOWN IN FIGURE 1 AND FIGURE 3, 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 III BARRICADES (WINGED POSITION), PLACED ON THE SHOULDERS OF ROADWAY.



TYPE III BARRICADE WITH LIGHTS

THE ENTIRE AREA OF BARRICADE RAILS, BOTH FRONT AND BACK, SHALL HAVE ASTM TYPE III SHEETING.

THE STRIPES SHALL SLOPE DOWNWARD TO THE SIDE TRAFFIC IS TO PROCEED OR TOWARD THE CENTER OF THE ROADWAY AT ROAD CLOSURES.

APPROVED SIGNS MOUNTED ON TYPE III 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.

NO.	DATE	REVISIONS	BY	APP'D
3	10/16/12	Modified Type III Barricade Note	J.A.M.	K.P.
2	8/8/07	Added Position To Type III Barricade	M.B.	A.A.A.
1	12/29/05	Note #1 Modified	M.B.	A.A.A.

KANSAS DEPARTMENT OF TRANSPORTATION

TYPICAL TRAFFIC CONTROL
ROAD CLOSURES

TE704

FHWA APPROVAL		10/16/12	APP'D	Kristina Pyle	
DESIGNED	B.A.H.	DETAILED	B.A.H.	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

Plotted : $$YTIME$$
$$KDOTGRP$$
Drawn By : ___
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	830	1055

SIGN LAYOUT INFORMATION



KG20-2

STD. SIZE EXPWY/FREEWAY

6" C
48"x 24"



KG20-5

STD. SIZE EXPWY/FREEWAY

6" C
48"x 24"



KM4-2O

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



W7-3a

MILEAGE TO BE DETERMINED BY THE ENGINEER.



W8-11

STD. SIZE EXPWY/FREEWAY

8" D
48"x 48"



W8-17

STD. SIZE EXPWY/FREEWAY

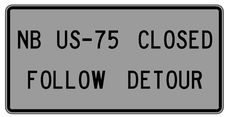
48"x 48"



W8-17P
(OPTIONAL)

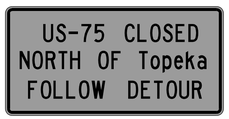
STD. SIZE EXPWY/FREEWAY

30"x 24"



SP-01
(SPECIAL SIGN)

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



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.

ALL SIGNS SHALL BE BLACK ON ORANGE RETROREFLECTIVE SHEETING.

GENERAL NOTES

1. MAINTENANCE:

THE CONTRACTOR SHALL MAINTAIN ALL SIGNS AND DEVICES IN AN UPRIGHT POSITION. THE CONTRACTOR SHALL CLEAN OR REPLACE ANY DAMAGED OR ILLEGIBLE SIGN OR DEVICE AS DIRECTED BY THE ENGINEER.

2. EXISTING SIGNS:

IF EXISTING SIGNS THAT ARE TO REMAIN (WHETHER DENOTED ON THE PLANS OR NOT) INTERFERE WITH CONSTRUCTION WORK, THE CONTRACTOR SHALL REMOVE, STORE, AND RESET THE SIGNS. THIS SHALL BE SUBSIDIARY TO OTHER TRAFFIC CONTROL BID ITEMS. SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

3. CONFLICTING SIGNS, SIGNS NOT IN USE, AND TRAFFIC SIGNALS:

SIGNS AND TRAFFIC SIGNALS THAT ARE IN CONFLICT WITH THE TRAFFIC CONTROL PLAN OR DO NOT APPLY TO THE TRAFFIC OPERATIONS SHALL BE IMMEDIATELY REMOVED, TURNED SO NOT VISIBLE TO TRAFFIC FROM ANY DIRECTION, OR COMPLETELY COVERED WITH ADEQUATE OPAQUE BREATHABLE MATERIAL. TAPE SHALL NOT BE APPLIED TO THE FACE OF THE SIGN.

4. PORTABLE AND POST MOUNTED SIGNS:

TEMPORARY TRAFFIC CONTROL SIGNS THAT ARE ANTICIPATED TO REMAIN IN PLACE FOR 3 DAYS OR LESS ARE CONSIDERED "PORTABLE." PORTABLE SIGNS SHALL BE MOUNTED ON AN APPROVED SUPPORT AT A MINIMUM HEIGHT OF 12" ABOVE THE TRAVELED WAY. TRAFFIC CONTROL SIGNS IN PLACE FOR OVER 3 DAYS ARE REQUIRED TO BE MOUNTED ON APPROVED POSTS. A MINIMUM OF 42" OF THE APPROVED POST MUST BE BELOW THE GROUND SURFACE WITH ADEQUATE BACKFILL AND COMPACTION. ALL POSTS AT MINIMUM SHALL EXTEND TO THE TOP EDGE OF THE SIGN AND NO GREATER THAN 6" ABOVE THE SIGN.

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.

"ROLL-UP" SIGNS MAY BE USED FOR PORTABLE WARNING SIGNS. THEY MUST BE FLUORESCENT ORANGE ASTM TYPE IV SIGNS OF OPAQUE MATERIAL. MESH SIGNS ARE NOT ALLOWED.

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.

5. SHEETING:

ALL ORANGE SIGNS SHALL HAVE FLUORESCENT ORANGE ASTM TYPE IV SHEETING. ALL OTHER SIGNS SHALL HAVE ASTM TYPE III SHEETING OF STANDARD COLORS.

6. SIGNS INVOLVING SPEEDS:

THE W3-5 (SPEED REDUCTION) SHOULD BE USED ONLY IF THE ENGINEER DETERMINES THAT A REDUCED SPEED IS REQUIRED ON THE PROJECT.

THE KM4-20 (WORK ZONE) PLAQUE SHALL BE PLACED ABOVE ALL SPEED LIMIT SIGNS, (R2-1), EXISTING AND TEMPORARY. MOUNT THE WORK ZONE PLAQUES TO THE POST. DO NOT OVERLAP THE R2-1 AND KM4-20 SIGNS.

FOR SPEEDS OF 30 MPH OR LESS, THE W1-1(TURN) OR W1-3(REVERSE TURN) SHOULD BE USED. FOR SPEEDS OF 35 MPH OR MORE, THE W1-2(CURVE) OR W1-4(REVERSE CURVE) SHOULD BE USED. THE W13-1(MPH) IS TO BE ELIMINATED IF THE ADVISORY SPEED IS WITHIN 5 MPH OF THE SPEED LIMIT.

7. SIGNS CONTROLLING WORK ZONE:

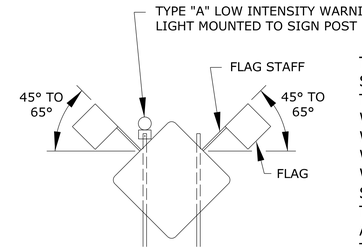
THE KG20-2(END ROAD WORK) SHOULD BE PLACED 500' FROM THE END OF THE ACTUAL WORK SPACE, NOT NECESSARILY AT THE EXTREME LIMITS OF THE PROJECT. THE KG20-2 SHOULD BE MOUNTED ON TWO POSTS. THE KG20-2 MAY BE MOUNTED ON ONE POST IF IN URBAN AREAS WHERE UTILITIES ARE A PROBLEM AND WIND LOADS ARE NOT AN ISSUE.

WHERE TWO WORK ZONES ARE LESS THAN 1 MILE APART IN RURAL AREAS OR ¼ MILE APART IN URBAN AREAS, THE KG20-2(END ROAD WORK) FOR THE FIRST WORK ZONE AND THE W20-1(ROAD WORK) FOR THE SECOND WORK ZONE SHOULD BE ELIMINATED.

8. WARNING LIGHTS ON SIGNS:

A TYPE "A" LOW INTENSITY WARNING LIGHT IS AN L.E.D. BI-DIRECTIONAL FLASHING WORK ZONE WARNING LIGHT. TYPE "A" LOW INTENSITY WARNING LIGHTS SHOULD BE USED WITH ALL CONSTRUCTION ACTION WARNING SIGNS AND SHALL NOT BE USED ON SIGNS MOUNTED LESS THAN 5' HIGH ON TEMPORARY SUPPORTS. ON ALL OTHER CONSTRUCTION WARNING SIGNS, TYPE "A" LOW INTENSITY WARNING LIGHTS ARE TO BE USED AS DIRECTED BY THE ENGINEER.

TYPE "A" LOW INTENSITY WARNING LIGHTS SHALL BE MAINTAINED SO AS TO BE CAPABLE OF BEING VISIBLE ON A CLEAR NIGHT FROM A DISTANCE OF 3000 FT. IF A TYPE "A" LOW INTENSITY WARNING LIGHT HAS A SEPARATE BATTERY CASE, THE BATTERY CASE SHALL BE MOUNTED NO HIGHER THAN 12" ABOVE THE GROUND AND MOUNTED BEHIND THE SIGN POST. A TYPE "A" LOW INTENSITY WARNING LIGHT WHERE THE LENS AND BATTERY ARE ONE UNIT SHALL BE MOUNTED ON THE TEMPORARY SIGN POST NEAREST TO THE TRAVELED WAY. FLAGS SHALL NOT INTERFERE WITH THE VISABILITY OF THE TYPE "A" LOW INTENSITY WARNING LIGHT.



TWO (2) 18" x 18" FLUORESCENT RED-ORANGE FLAGS SHALL BE ATTACHED (IN THE POSITION SHOWN) ON THE W20-2(DETOUR),W1-1(TURN), W1-2(CURVE), W1-3(REVERSE TURN), W1-4(REVERSE CURVE), W3-3(SIGNAL AHEAD), W4-2(LANE REDUCTION), W20-4(ONE LANE ROAD), W20-5(LANE CLOSED), W20-7A(FLAGGER), AND W3-4 (BE PREPARED TO STOP) SIGNS AND ANY OTHER ACTION SIGNS AS SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER. THE FLAGS AND STAFFS ARE TO BE ATTACHED IN SUCH A MANNER THAT THE SIGN WILL NOT BE OBSCURED. THE FLAGS MAY BE EITHER A CLOTH OR VINYL MATERIAL. THE FLAGS SHALL BE SUBSIDIARY TO THE CONSTRUCTION SIGN BID ITEMS.

MINIMUM ADVANCE WARNING SIGN SPACING (IN FEET):

	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*

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.

NO.	DATE	REVISIONS	BY	APP'D
3	10/16/12	Removed Note 9, Modified Sign Layout Detail	J.A.M.	K.P.
2	10/4/11	Modified Note 3	J.A.M.	K.P.
1	2/24/10	Modified AFAD Note	J.A.M.	A.A.A.

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SIGNS

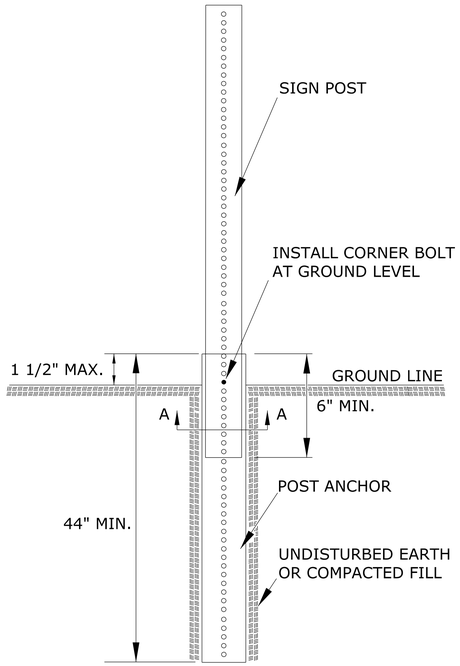
TE710

FHWA APPROVAL		10/16/12	APP'D	Kristina Pyle	
DESIGNED	B.A.H.	DETAILED	B.A.H.	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

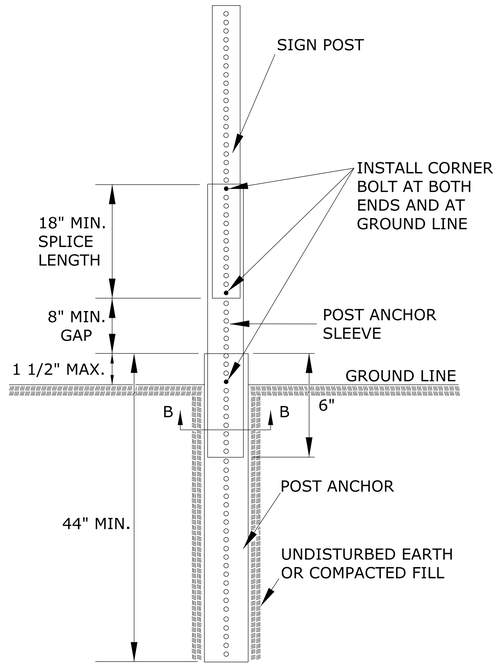
Plotted : $$YTIME$$
$$KDOTGRP$$

Drawn By : ___
File : $$DGNSPEC$$

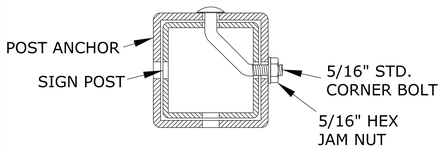
PERFORATED SQUARE STEEL TUBE (P.S.S.T.) POST SETUP



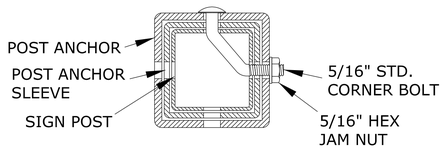
P.S.S.T. DETAIL



TELESCOPING P.S.S.T. DETAIL



SECTION A-A

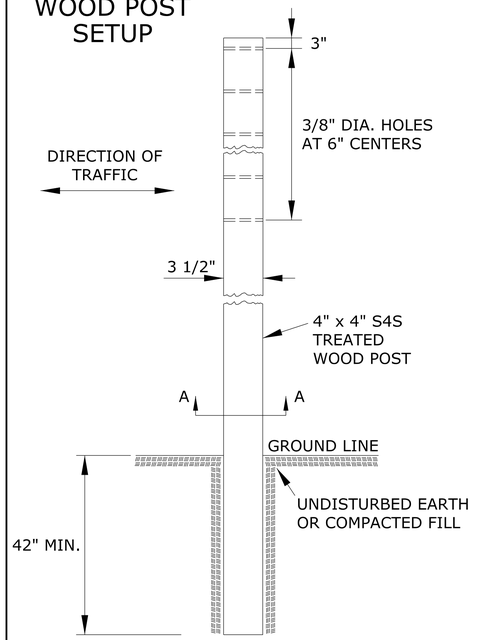


SECTION B-B

DETAILS FOR 2", 2 1/4", OR 2 1/2" SIGN POST

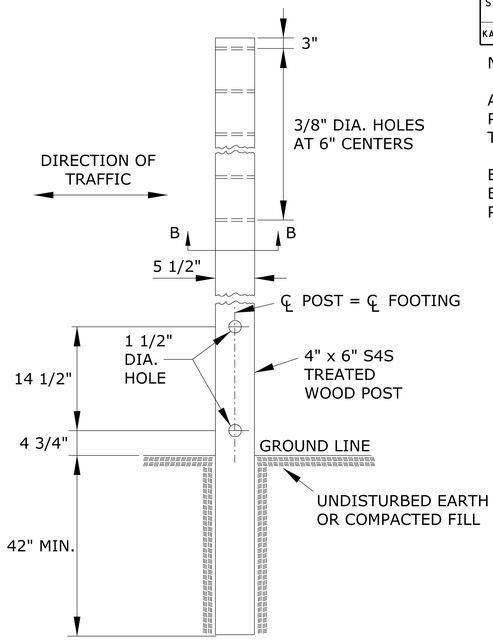
PLACE BOLTS IN THE SAME CORNER ALONG EACH SIGN POST.

WOOD POST SETUP



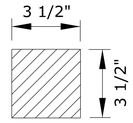
SIDE ELEVATION

4" X 4" WOOD POST IN SOIL

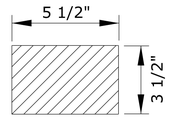


SIDE ELEVATION

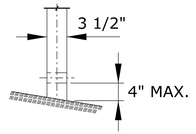
4" X 6" WOOD POST IN SOIL



SECTION A-A



SECTION B-B



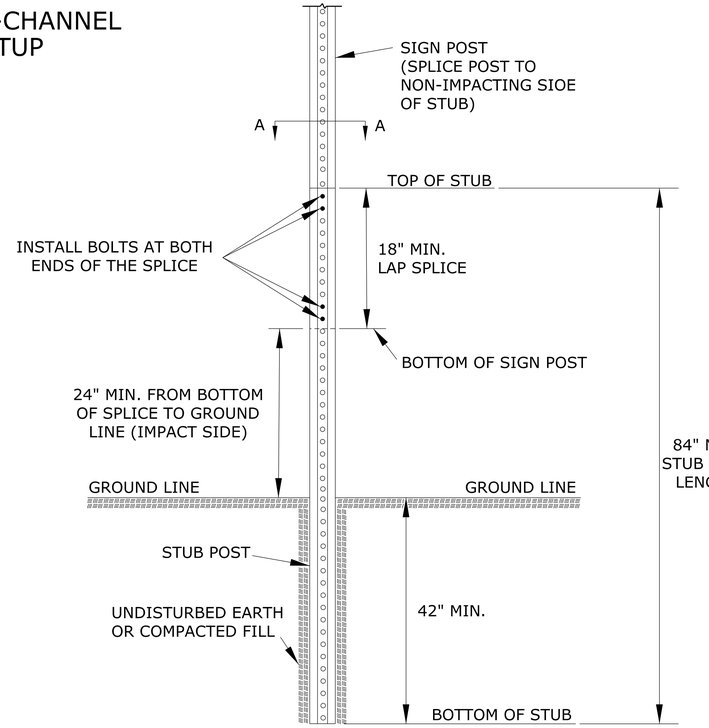
FRONT ELEVATION

NOTES:

ALL SIGN MOUNTING HOLES IN THE WOOD POSTS SHALL BE DRILLED PRIOR TO TREATING.

BREAKAWAY HOLES AND FIELD CUTS SHALL BE TREATED IN ACCORDANCE WITH THE PRESERVATIVE TREATMENT SPECIFICATIONS.

3 LB/F U-CHANNEL SETUP

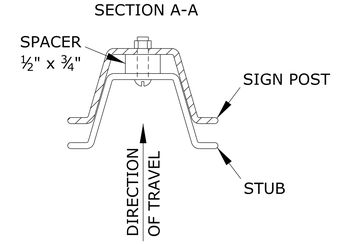


NOTES:

PLACE TWO BOLTS AT BOTH ENDS OF THE SPLICE THROUGH THE HOLES NEAREST THE ENDS OF THE SPLICE.

SPACERS WILL BE USED OVER THE BOLTS BETWEEN THE SPLICED PIECES OF U-CHANNEL. THREADED OR UNTHREADED SPACERS MAY BE USED. DO NOT SUBSTITUTE PIPE OR OTHER "ITEMS" FOR THE SPACERS.

SECTION A-A



STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	831	1055

NO.	DATE	REVISIONS	BY	APP'D
3	10/16/12	Added Spacer Dimension, Removed PSST Note	J.A.M.	K.P.
2	10/4/11	Removed Washer On PSST Detail	J.A.M.	K.P.
1	6/1/10	Modified Post Anchor Sleeve Dimension	J.A.M.	A.A.A.

KANSAS DEPARTMENT OF TRANSPORTATION

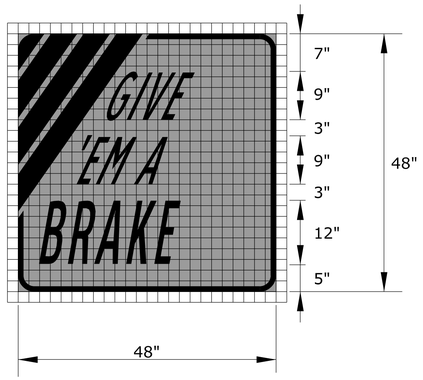
APPROVED TEMPORARY POST SETUPS

TE712

FHWA APPROVAL		10/16/12	APP'D	Kristina Pyle	
DESIGNED	B.A.H.	DETAILED	B.A.H.	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

Plotted : $$YTIME$$
$$KDOTGRP$$
Drawn By : ___
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	832	1055

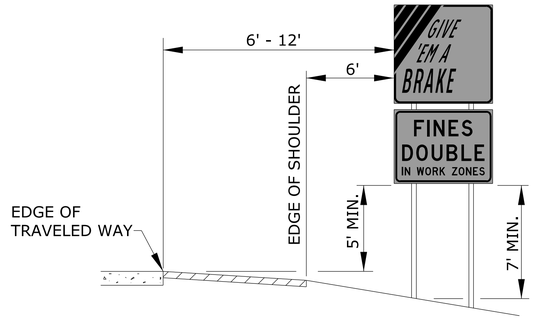


KI-104a

COLORS:
- BACKGROUND - BLACK
- BORDER - WHITE
- LEGEND - WHITE
- STRIPES - ORANGE

BORDER WIDTH - 1"
CORNER RADIUS - 4"
STRIPE WIDTH - 3"

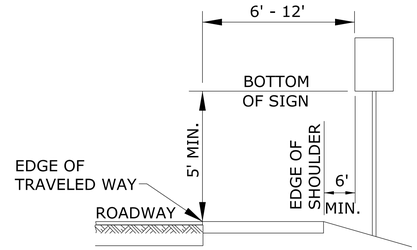
LEGEND:
" GIVE " - DUTCH 801 ROMAN SWC - 25 DEGREE SLANT
" 'EM A " - DUTCH 801 ROMAN SWC - 25 DEGREE SLANT
" BRAKE " - DUTCH 801 ROMAN SWC - 10 DEGREE SLANT



HEIGHT AND LATERAL PLACEMENT

NOTE:
IF THERE IS NO SHOULDER, THE SIGN SHALL BE PLACED 6'- 12' FROM THE EDGE OF TRAVELED WAY AND NOT LESS THAN 6' FROM THE EDGE OF PAVED SHOULDER. SIGNS SHALL NOT OVERLAP EACH OTHER.

HEIGHT AND LATERAL DIMENSIONS FOR GROUND MOUNTED SIGNS (SIGNS LEFT IN PLACE OVER 3 DAYS)



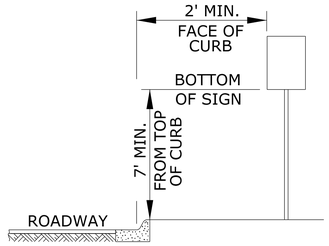
RURAL DISTRICT

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.

4) SIGN SUPPORTS SHALL BE CRASHWORTHY.



URBAN DISTRICT

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.

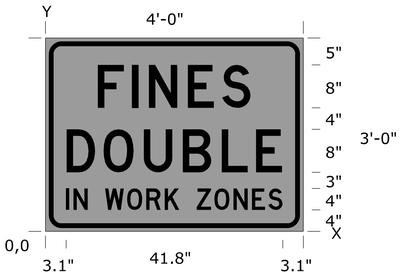
2) NEITHER PORTABLE NOR PERMANENT SIGN SUPPORTS SHOULD BE LOCATED ON SIDEWALKS OR AREAS DESIGNATED FOR PEDESTSRIAN OR BICYCLE TRAFFIC.

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) SIGN SUPPORTS SHALL BE CRASHWORTHY.



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

NOTES:

THE SIGN BLANK MATERIAL SHALL BE ALUMINUM, WOOD, OR FIBERGLASS REINFORCED PLASTIC.

THE ORANGE PORTION OF THE KI-104a SIGN SHALL BE ASTM TYPE IV SHEETING. THE WHITE PORTION SHALL BE ASTM TYPE III SHEETING.

THE KI-105a SIGN FACE SHALL BE COVERED WITH ASTM TYPE III SHEETING.

THE SIGNS ARE TO BE MOUNTED ON CRASHWORTHY SUPPORTS, BRACING, GUY WIRES AND TIE-DOWNS ARE NOT ALLOWED.

TYPICALLY, THERE ARE TWO SETS OF INFORMATIONAL SIGNS INSTALLED PER PROJECT: ONE FOR EACH DIRECTION OF TRAFFIC.

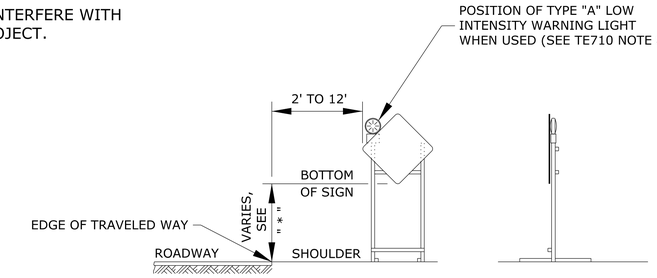
INSTALL SIGNS A MINIMUM OF 250' IN ADVANCE OF THE ROAD WORK AHEAD SIGN. THE ENGINEER MAY DESIGNATE A MORE APPROPRIATE LOCATION IF CONDITIONS DICTATE.

THE INFORMATIONAL SIGNS ARE NOT TO INTERFERE WITH THE TRAFFIC CONTROL SIGNS FOR THE PROJECT.

DIMENSIONS IN INCHES — SPACINGS ARE TO START OF NEXT LETTER

LETTER SPACINGS

Y FONT																						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



(SEE NOTE 4 ON TE710 FOR "ROLL-UP" SIGNS OPTION)

HEIGHT AND LATERAL DIMENSIONS FOR SIGNS MOUNTED ON SKIDS OR OTHER SUPPORTS ON PAVEMENT

NO.	DATE	REVISIONS	BY	APP'D
3	10/16/12	Modified Note 3 & 4 On Ground Mounted Signs	J.A.M.	K.P.
2	10/4/11	Modified Note On Skid Mounted Detail	J.A.M.	K.P.
1	6/1/10	Changed Type A Warning Light Note	J.A.M.	A.A.A.

KANSAS DEPARTMENT OF TRANSPORTATION

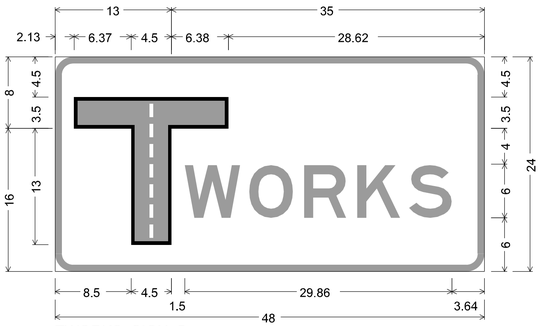
GROUND AND SKID MOUNTED DETAIL DETAILS FOR "GIVE 'EM A BRAKE" AND "FINES DOUBLE" SIGNS

TE714

FHWA APPROVAL			10/16/12	APP'D	Kristina Pyle		
DESIGNED	B.A.H.	DETAILED	B.A.H.	QUANTITIES		TRACED	
DESIGN CK.		DETAIL CK.		QUAN. CK.		TRACE CK.	

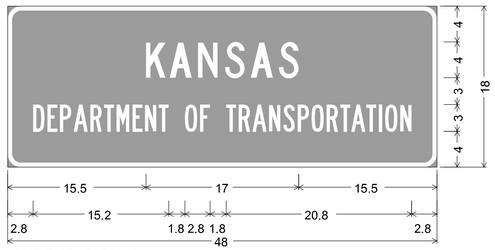
Plotted : $SYTIME$$
$$KDOTGRP$$
Drawn By : __
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	833	1055



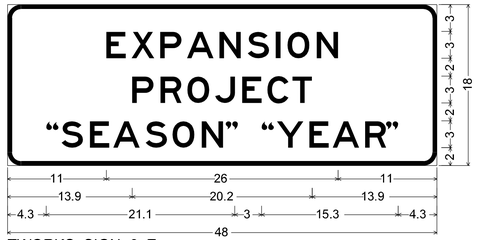
TWORKS SIGN 5
2.00" RADIUS, 0.75" BORDER, BLUE ON WHITE;
[T] ORANGE; .375" BLACK BORDER
LANE LINES: .375"X1.5" WHITE; 0.75" SPACING FROM BOTTOM
[WORKS] E 75% SPACING;
TABLE OF DISTANCES BETWEEN LETTER AND OBJECT LEFTS.

2.13	T 17.25	28.62					
14.50	W 7.21	O 6.13	R 5.94	K 5.80	S 4.78	3.64	



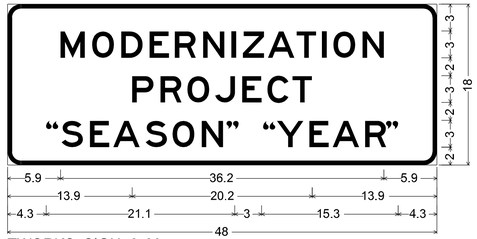
TWORKS SIGN 4
1.5" RADIUS, 0.5" BORDER, WHITE ON BLUE;
[KANSAS] C;
[DEPARTMENT OF TRANSPORTATION] B 60% SPACING;
TABLE OF DISTANCES BETWEEN LETTER AND OBJECT LEFTS.

15.5	K 2.6	A 3.2	N 3.0	S 2.9	A 3.1	S 2.2	15.5																							
2.8	D 1.6	E 1.4	P 1.6	A 1.8	R 1.6	T 1.4	M 1.8	E 1.4	N 1.5	T 2.9	O 1.7	F 2.9																		
T 1.4	R 1.6	A 1.8	N 1.6	S 1.6	P 1.6	O 1.7	R 1.5	T 1.2	A 1.7	T 1.4	I 0.7	O 1.7	N 1.3	2.8																



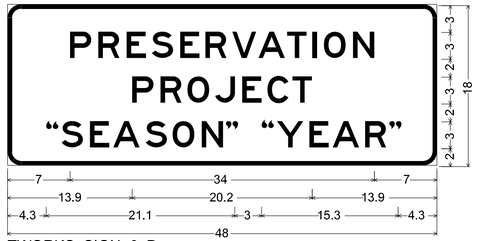
TWORKS SIGN 6 E
1.5" RADIUS, 0.5" BORDER, BLACK ON WHITE;
[EXPANSION] E; [PROJECT] E; ["SEASON" "YEAR"] E;
TABLE OF DISTANCES BETWEEN LETTER AND OBJECT LEFTS.

11.0	E 2.9	X 3.2	P 3.0	A 3.6	N 3.2	S 3.1	I 1.3	O 3.3	N 2.4	11.0																				
13.9	P 3.2	R 3.0	O 3.1	J 3.0	E 2.9	C 2.8	T 2.2	13.9																						
4.3	" 1.7	S 3.2	E 2.6	A 3.6	S 3.0	O 3.3	N 2.4	" 4.3	" 1.7	Y 3.6	E 2.7	A 3.6	R 2.4	" 1.3	4.3															



TWORKS SIGN 6 M
1.5" RADIUS, 0.5" BORDER, BLACK ON WHITE;
[MODERNIZATION] E; [PROJECT] E; ["SEASON" "YEAR"] E;
TABLE OF DISTANCES BETWEEN LETTER AND OBJECT LEFTS.

5.9	M 3.6	O 3.2	D 3.2	E 2.8	R 3.2	N 3.1	I 1.3	Z 2.8	A 3.2	T 2.8	I 1.3	O 3.3	N 2.4	5.9																
13.9	P 3.2	R 3.0	O 3.1	J 3.0	E 2.9	C 2.8	T 2.2	13.9																						
4.3	" 1.7	S 3.2	E 2.6	A 3.6	S 3.0	O 3.3	N 2.4	" 4.3	" 1.7	Y 3.6	E 2.7	A 3.6	R 2.4	" 1.3	4.3															



TWORKS SIGN 6 P
1.5" RADIUS, 0.5" BORDER, BLACK ON WHITE;
[PRESERVATION] E; [PROJECT] E; ["SEASON" "YEAR"] E;
TABLE OF DISTANCES BETWEEN LETTER AND OBJECT LEFTS.

7.0	P 3.1	R 3.2	E 2.8	S 3.2	E 2.8	R 3.0	V 3.0	A 3.2	T 2.8	I 1.3	O 3.2	N 2.4	7.0																	
13.9	P 3.2	R 3.0	O 3.1	J 3.0	E 2.9	C 2.8	T 2.2	13.9																						
4.3	" 1.7	S 3.2	E 2.6	A 3.6	S 3.0	O 3.3	N 2.4	" 4.3	" 1.7	Y 3.6	E 2.7	A 3.6	R 2.4	" 1.3	4.3															

LEGEND DETAILS:
"SEASON": SPRING, SUMMER, FALL, OR WINTER
"YEAR": THE YEAR THAT THE PROJECT IS TO BE COMPLETED

GENERAL NOTES

THE "TWORKS" SIGN BLANK MATERIAL SHALL BE ALUMINUM, WOOD, OR FIBERGLASS REINFORCED PLASTIC.

THE "TWORKS" SIGN FACES SHALL BE COVERED WITH TYPE IV HIGH INTENSITY RETROREFLECTIVE SHEETING.

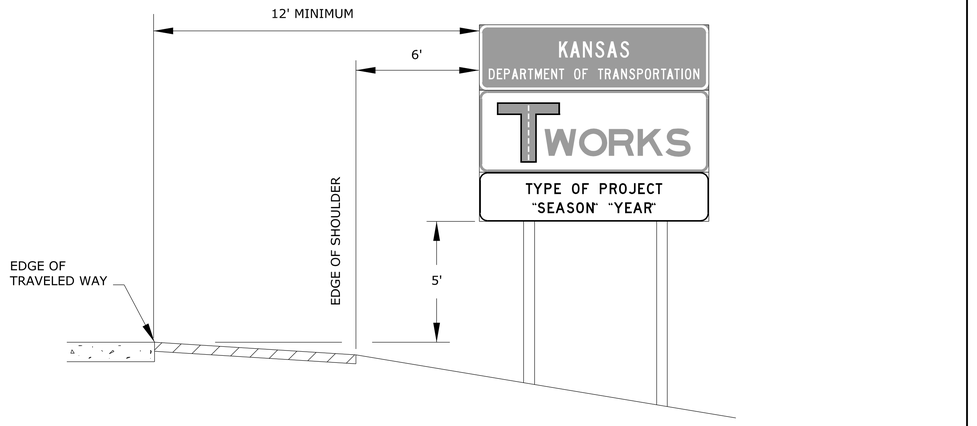
THE "TWORKS" SIGNS SHOULD BE MOUNTED ON APPROVED POSTS, AS SHOWN ON TE712 WITHOUT THE USE OF BRACING, GUY WIRES, OR TIE-DOWNS. THE "TWORKS" SIGNS MAY ALSO BE MOUNTED ON SKIDS.

THE "TWORKS" SIGNS SHOULD BE INSTALLED IN ADVANCE OF THE FIRST TRAFFIC CONTROL SIGN A DISTANCE OF 500' FOR A TWO-WAY ROADWAY IN A RURAL LOCATION AND 100' TO 350' IN AN URBAN AREA DEPENDING UPON THE SPEED. THE FIRST TRAFFIC CONTROL SIGN IS EITHER THE "ROAD WORK AHEAD" OR THE "GIVE 'EM A BRAKE" SIGN. THE ENGINEER MAY DESIGNATE A MORE APPROPRIATE LOCATION IF CONDITIONS DICTATE.

THE "TWORKS" SIGNS SHALL NOT INTERFERE WITH THE TRAFFIC CONTROL SIGNS FOR THE PROJECT OR WITH ANY OTHER REGULATORY, WARNING, OR GUIDE SIGN THAT IS TO REMAIN IN PLACE DURING CONSTRUCTION.

THE TWORKS SIGN ASSEMBLY CONSISTS OF A TWORKS SIGN 4, TWORKS SIGN 5, AND TWORKS SIGN 6 SHOWING THE TYPE OF PROJECT AND COMPLETION DATE. THE BID ITEM FOR THIS ASSEMBLY IS "TWORKS SIGN ASSEMBLY" WITH A BID UNIT OF "EACH".

THE TWORKS SIGN ASSEMBLY SHOULD REMAIN IN PLACE FOR SIX (6) MONTHS FOLLOWING THE COMPLETION OF THE PROJECT AND BECOME THE PROPERTY OF KDOT.



HEIGHT AND LATERAL PLACEMENT OF TWORKS SIGN ASSEMBLY

NOTE:
IF THERE IS NO SHOULDER, THE SIGNS SHALL BE PLACED 6 FT - 12 FT FROM THE EDGE OF THE TRAVELED WAY. IF THE SIGNS ARE LOCATED IN AN URBAN AREA, THE MINIMUM MOUNTING HEIGHT IS 7' MEASURED FROM THE BOTTOM OF THE SIGN TO THE NEAR EDGE OF PAVEMENT OR TOP OF CURB. IF THE SIGNS ARE LOCATED IN A BUSINESS, COMMERCIAL, OR RESIDENTIAL AREA WHERE LATERAL OFFSETS ARE LIMITED, A MINIMUM LATERAL CLEARANCE OF 2 FT FROM THE SURFACE EDGE OR CURB WITH A MINIMUM MOUNTING HEIGHT IS 7' MEASURED FROM THE BOTTOM OF THE SIGN TO THE NEAR EDGE OF PAVEMENT OR TOP OF CURB MAY BE USED.

NO.	DATE	REVISIONS	BY	APP'D
3	10/16/12	Modified General Note	J.A.M.	K.P.
2	10/4/11	Added Height And Lateral Placement Detail	J.A.M.	K.P.
1	9/1/10	Modified Bid Item	J.A.M.	K.P.

KANSAS DEPARTMENT OF TRANSPORTATION
DETAILS FOR THE TRANSPORTATION WORKS FOR THE KANSAS (TWORKS) SIGNS HIGHWAY SMALL

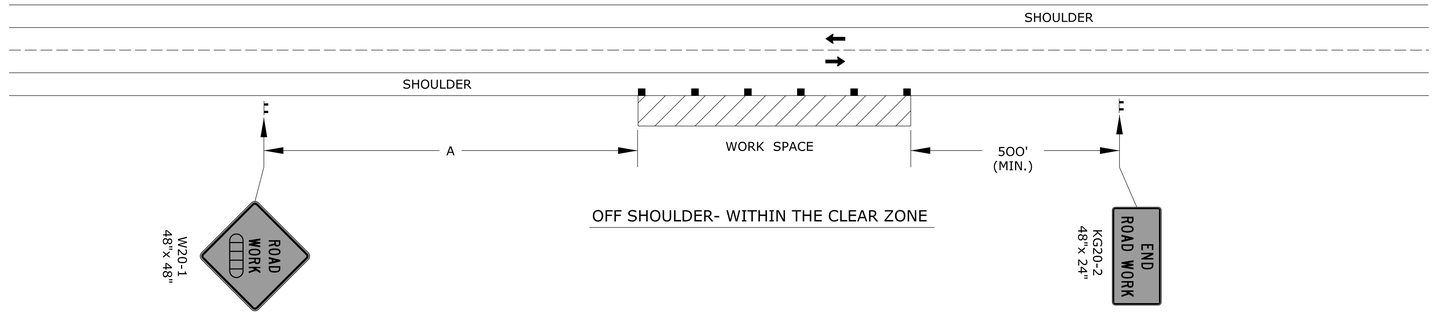
TE715B 8-15-10

FHWA APPROVAL		10/15/12	APP'D	Kristina Pyle	
DESIGNED	D.C.	DETAILED	D.C.	QUANTITIES	TRACED
DESIGN CK.	J.A.M.	DETAIL CK.	J.A.M.	QUAN. CK.	TRACE CK.

Plotted : $$YTIME$$
$$KDOTGRP$$
Drawn By : ___
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	834	1055

REFER TO STD. TE710 FOR ADDITIONAL INFORMATION ON TEMPORARY TRAFFIC CONTROL SIGNS AND SIGN SPACING.
REFER TO STD. TE702 FOR INFORMATION ON TAPERS AND CHANNELIZING DEVICES.
REFER TO STD. TE700 FOR LENGTH OF BUFFER SPACE.



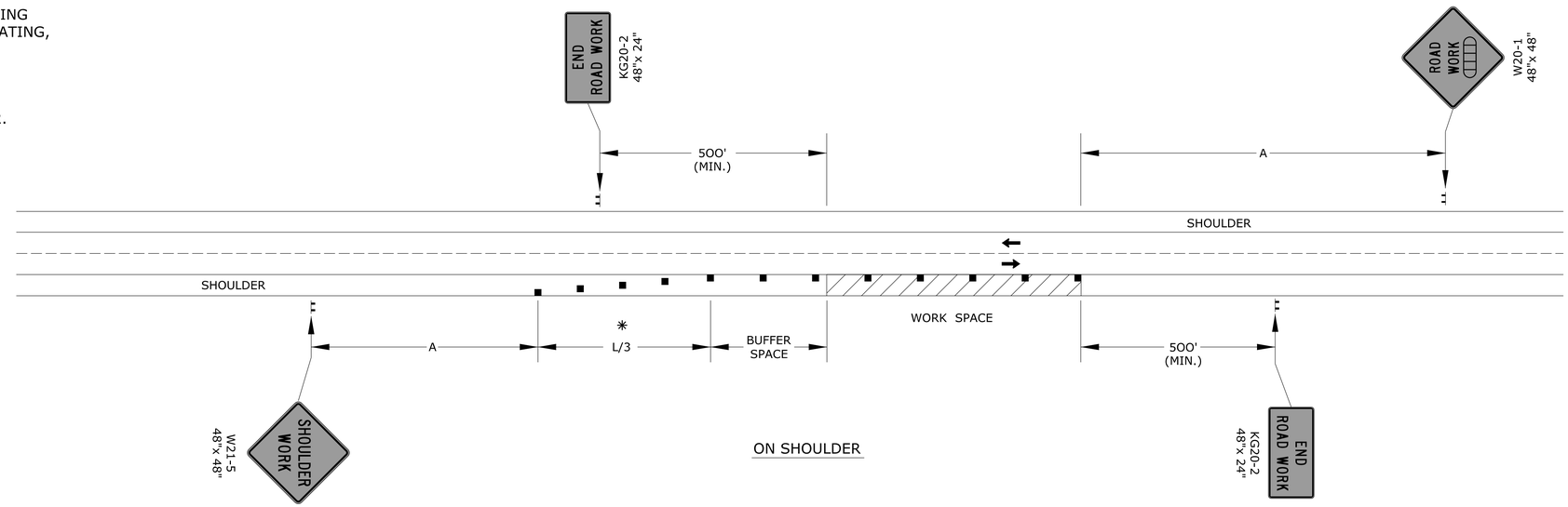
OFF SHOULDER- WITHIN THE CLEAR ZONE

NOTES:

NO TRAFFIC CONTROL IS REQUIRED IF THE WORK SPACE IS LOCATED OUTSIDE OF THE CLEAR ZONE.

FOR OPERATIONS OF 60 MINUTES OR LESS, ALL SIGNS AND CHANNELIZING DEVICES MAY BE ELIMINATED IF A VEHICLE WITH HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS IS USED.

WHEN CONCRETE BARRIER SYSTEM IS USED, PORTABLE CHANNELIZING DEVICES ARE NOT NEEDED ALONG THE TANGENT BARRIER SECTION. DELINEATION ON THE BARRIER SYSTEM IS STILL REQUIRED. SEE RD622.



ON SHOULDER

* OMIT TAPER IF PAVED SHOULDER IS LESS THAN 8' WIDE.

■ CHANNELIZING DEVICE
AHEAD, 1500 FT, OR 1 MILE

NO.	DATE	REVISIONS	BY	APP'D
3	10/16/12	Modified Shoulder Detail	J.A.M.	K.P.
2	4/20/09	Combined And Moved General Notes	J.A.M.	A.A.A.
1	8/8/07	G20-2 Changed To KG20-2	M.B.	A.A.A.

KANSAS DEPARTMENT OF TRANSPORTATION

TYPICAL TRAFFIC CONTROL WORK ON OR NEAR THE SHOULDER UNDIVIDED HIGHWAY (2 OR 4 LANE)

TE720

FHWA APPROVAL		10/16/12	APP'D	Kristina Pyle	
DESIGNED	L.E.R.	DETAILED	B.A.H.	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

Plotted : $SYTIME$$
$$KDOTGRP$$
Drawn By : __
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	835	1055

REFER TO STD. TE710 FOR ADDITIONAL INFORMATION ON TEMPORARY TRAFFIC CONTROL SIGNS AND SIGN SPACING.
REFER TO STD. TE702 FOR INFORMATION ON TAPERS AND CHANNELIZING DEVICES.
REFER TO STD. TE700 FOR LENGTH OF BUFFER SPACE.

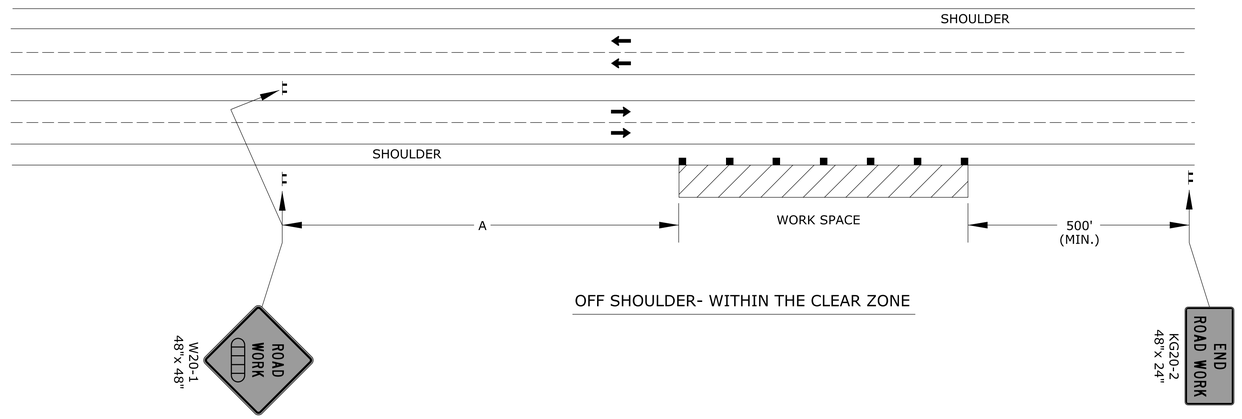
NOTES:

FOR WORK IN THE MEDIAN, INSTALL SIGNS AND CHANNELIZING DEVICES FOR EACH DIRECTION OF TRAFFIC ACCORDING TO THE APPLICABLE TYPICAL DRAWING.

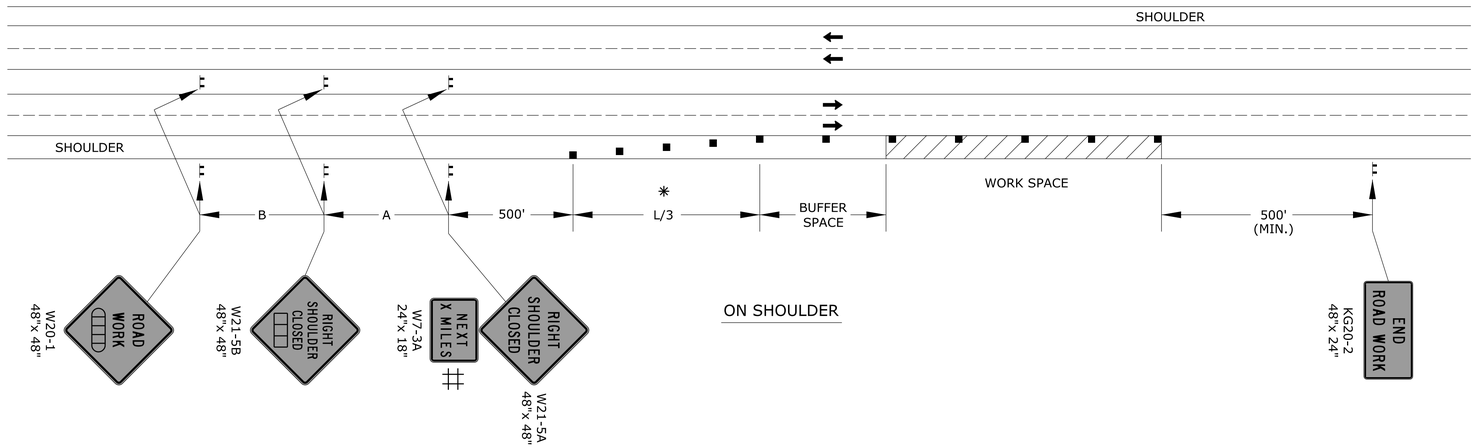
NO TRAFFIC CONTROL IS REQUIRED IF THE WORK SPACE IS LOCATED OUTSIDE OF THE CLEAR ZONE.

FOR OPERATIONS OF 60 MINUTES OR LESS, ALL SIGNS AND CHANNELIZING DEVICES MAY BE ELIMINATED IF A VEHICLE WITH A HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHT IS USED.

WHEN CONCRETE BARRIER SYSTEM IS USED, PORTABLE CHANNELIZING DEVICES ARE NOT NEEDED ALONG THE TANGENT BARRIER SECTION. DELINEATION ON THE BARRIER SYSTEM IS STILL REQUIRED. SEE RD622.



OFF SHOULDER- WITHIN THE CLEAR ZONE



ON SHOULDER

ELIMINATE W7-3A IF SHOULDER IS CLOSED FOR LESS THAN 2 MILES.

✳ OMIT TAPER IF PAVED SHOULDER IS LESS THAN 8' WIDE.

X LENGTH TO THE NEAREST WHOLE MILE
■ CHANNELIZING DEVICE
AHEAD, 1500 FT, OR 1 MILE
AHEAD, 1000 FT, 1500 FT OR ½ MILE

NO.	DATE	REVISIONS	BY	APP'D
3	10/16/12	Modified Shoulder Detail	J.A.M.	K.P.
2	4/20/09	Combined And Moved General Notes	J.A.M.	A.A.A.
1	8/8/07	G20-2 Changed To KG20-2	M.B.	A.A.A.

KANSAS DEPARTMENT OF TRANSPORTATION

TYPICAL TRAFFIC CONTROL WORK ON OR NEAR THE SHOULDER DIVIDED HIGHWAY

TE722

FHWA APPROVAL		10/16/12	APP'D	Kristina Pyle	
DESIGNED	L.E.R.	DETAILED	B.A.H.	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

Plotted : $$YTIME$$
$$KDOTGRP$$
Drawn By : _____
File : $$DGNSPEC$$

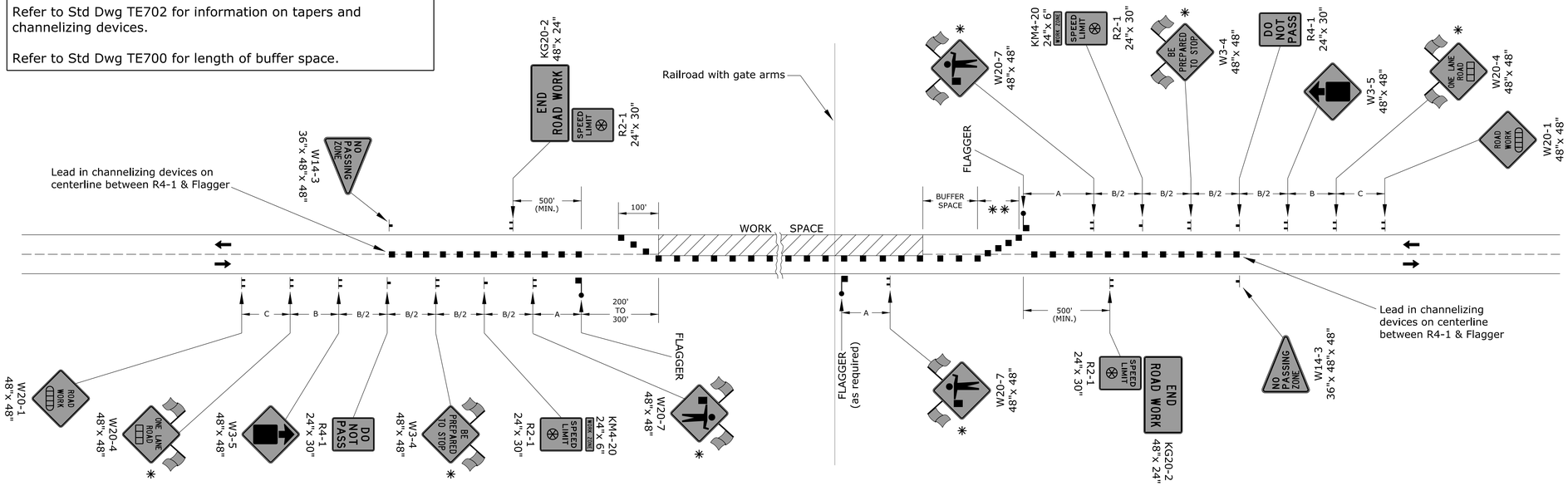
Refer to Std Dwg TE710 for additional information on temporary traffic control signs, sign spacing and conflicting signs.

Refer to Std Dwg TE702 for information on tapers and channelizing devices.

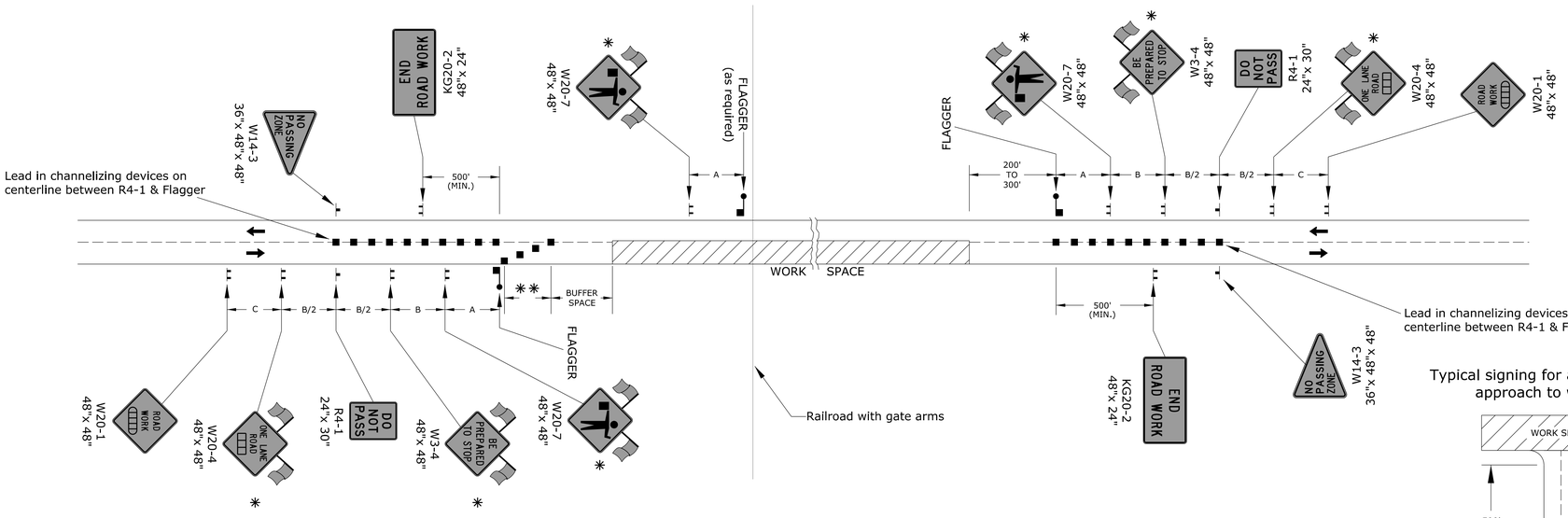
Refer to Std Dwg TE700 for length of buffer space.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	836	1055

FLAGGER



FLAGGER AND PILOT CAR



Channelizing Device
AHEAD, 1500 FT, OR 1 MILE
AHEAD, 1000 FT, 1500 FT, OR ½ MILE
Speed to be determined by the Engineer
Type "A" low intensity warning light

Notes:

Trucks hauling material to the project shall STOP at Flagger. After stopping, upon approval of the Engineer, trucks may be allowed to move around Flagger.

Place a Flagger at all highway and major collector intersections or railroads with gate arms in the work space. Place a Flagger at all railroads with at-grade intersections and lights and gates in the work space to control traffic crossing the tracks to the left of the gate arm. A single Flagger at each intersection is subsidiary to other items. The need for a Flagger at minor side road intersections shall be determined by the Engineer. If requested by the Engineer, each additional Flagger will be measured and paid for each hour they are required. Place a W20-7 (Flagger symbol) sign on each side road that is controlled by a Flagger.

Existing signs shall not be covered or removed between Flagger stations.

✳ When applicable, use Type "A" low intensity warning lights for nighttime operations only or as directed by the Engineer.

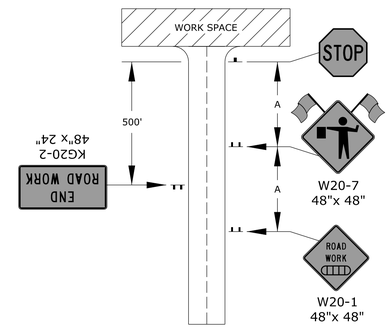
✳✳ Minimum six (6) channelizers spaced at 20' intervals.

△ Not required on substantial maintenance projects (1R).

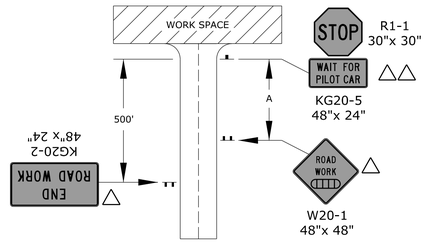
△△ The KG20-5 (WAIT FOR PILOT CAR) sign shall be mounted on an approved portable support and not attached to the existing stop sign post.

The KG20-5 sign shall be placed immediately in front of the existing stop sign, a minimum of 6" below the bottom of the stop sign. The sign should be removed or covered when there is no pilot car.

Typical signing for highway or major collector approach to work space



Typical signing for a minor side road approach to work space



NO.	DATE	REVISIONS	BY	APP'D
3	9/4/13	Added Flagger For Railroads	J.A.M.	K.E.
2	10/16/12	Modified Lead In Channelizer Note	J.A.M.	K.E.
1	10/4/11	Removed Conflicting Signs Note	J.A.M.	K.E.

KANSAS DEPARTMENT OF TRANSPORTATION

TYPICAL TRAFFIC CONTROL FLAGGER OR PILOT CAR
TWO-LANE ONE LANE CLOSED
EXCLUDING CONCRETE SHOULDERS
EQUAL TO OR GREATER THAN 8 FT

TE730

FHWA APPROVAL			9/4/13	APP'D	Kristina Ericksen	
DESIGNED	B.A.H.	DETAILED	B.A.H.	QUANTITIES		TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.		TRACE CK.

Plotted : $$YTIME$$
$$KDOTGRP$$
Drawn By : _
File : $$DGNSPEC$$

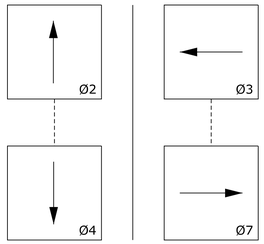
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	837	1055

Pole Locations

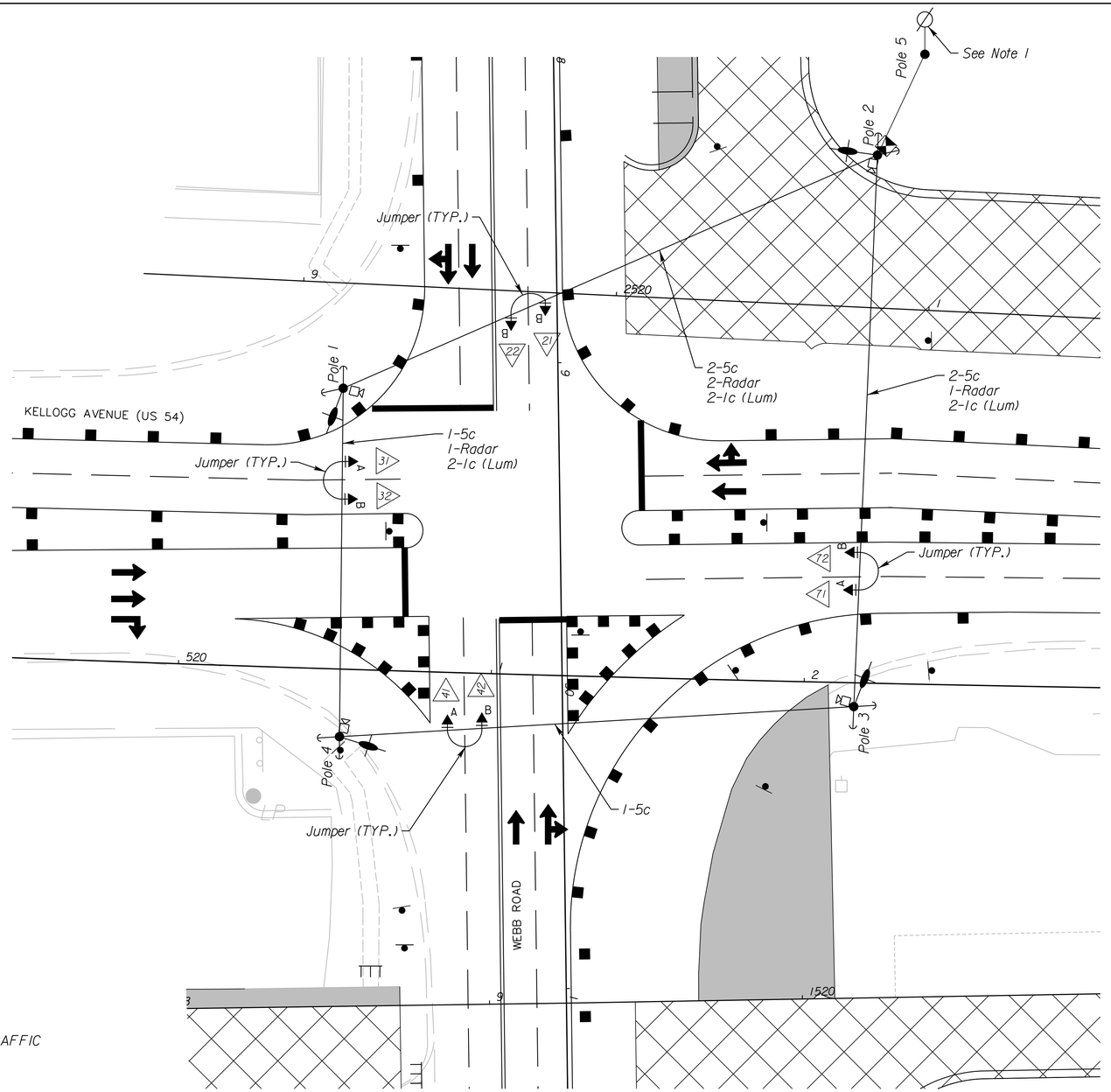
Pole No.	Station	Offset
1	520+50	89.7' LT
2	522+20	168.7' LT
3	522+16	7.6' RT
4	520+52	21.6' RT
5	522+34	201.3' LT

* Maintain Pole From Previous Phase

PHASE DIAGRAM

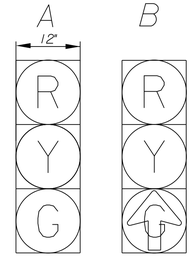


NOTE:
----- INDICATES NON-CONFLICTING PHASES THAT SHALL TIME CONCURRENTLY.



LEGEND

- WORK AREA- CLOSED TO TRAFFIC
- TEMPORARY PAVEMENT
- TRAFFIC MOVEMENT
- CHANNELIZER
- LUMINAIRE (150W HPS)
- TRAFFIC SIGNAL POLE WITH DOWN GUY
- TRAFFIC SIGNAL HEAD WITH BACKPLATE
- RADAR VEHICLE DETECTION
- TRAFFIC SIGNAL CONTROLLER
- JUNCTION BOX
- SIGN ON SIGNAL SPAN WIRE
- HEAD NUMBER
- SECONDARY SERVICE POINT



TYPICAL SIGNAL INDICATIONS



SCALE: 1" = 20'

NOTES

1. The power source location is a proposed Westar ground-mounted transformer (plan location is approximate only). Conduit (2-inch) for power cables shall be run from the transformer to pole 5. The contractor shall contact the power company to coordinate service conduit and cable installation.
2. Contractor shall maintain, operate and modify the temporary signal, including the position of signal heads and radar detectors, starting in Phase 1 and continuing through all subsequent construction phases until the permanent traffic signal is completed and in operation. All work necessary for the proper operation of the temporary traffic signal, whether specifically mentioned or not, shall be subsidiary to the bid item "Traffic Signalization, Temporary (Webb Road)".
3. The temporary pavement markings, signs and channelizers shown on this sheet are for informational purposes only.
4. The position of signal heads, and signs have been shown in an approximate manner only for the work during Phase 2. The contractor shall reposition these items as required to accommodate work during Phases 1 through Phase 3A. Signal heads shall have a minimum separation of 8 feet, a desired separation of 11 feet, and shall typically be centered over the receiving driving lane.
5. Radar detection is to be mounted as shown and attached per manufacturer's recommendations. Radar detection zones shall typically be centered in traffic lanes, but the contractor shall arrange with the system manufacturer to have a representative on site to assist with final location of detection zones and radar detector mounting, cable termination at the controller, fine tuning, and system set-up programming. Additionally, the contractor shall work with the manufacturer's representative to procure any and all specialty equipment needed to ensure the radar detection units operate correctly.
6. All equipment for the temporary traffic signal shall be removed by the contractor following Construction Phase 5. This equipment shall become the property of the owner and stockpiled on site.
7. The luminaires at the signal shall be 150 watt, and be wired with 3 AWG wire.
8. All signal heads shall be wired with the specified conductors and 12 AWG wire.

CITY OF WICHITA

TEMPORARY SIGNAL PLAN
KELLOGG AND WEBB ROAD
PHASES 1, 2 AND 3A

12:44:22 PM
4/15/2015
G:\WI06\0034\Road\35765A-Project 1\Design Management\CADD\Base\Borders\KC Lighting A1EKIMLTTS03A.dgn
SURV. - PLOT | CADD - DES. | DR. - TR. | CKD. - APP. -

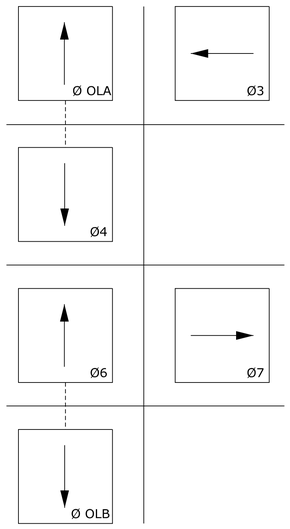
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	838	1055

Pole Locations

Pole No.	Station	Offset	
1	520+50	89.7' LT	*
2	522+20	168.7' LT	*
3	522+16	7.6' RT	*
4	520+52	21.6' RT	*
5	521+52	84.1' RT	
6	522+15	82.9' RT	
7	522+32	157.9' RT	
8	521+49	157.6' RT	
9	522+34	201.3' LT	*

* Maintain Pole From Previous Phase

PHASE DIAGRAM



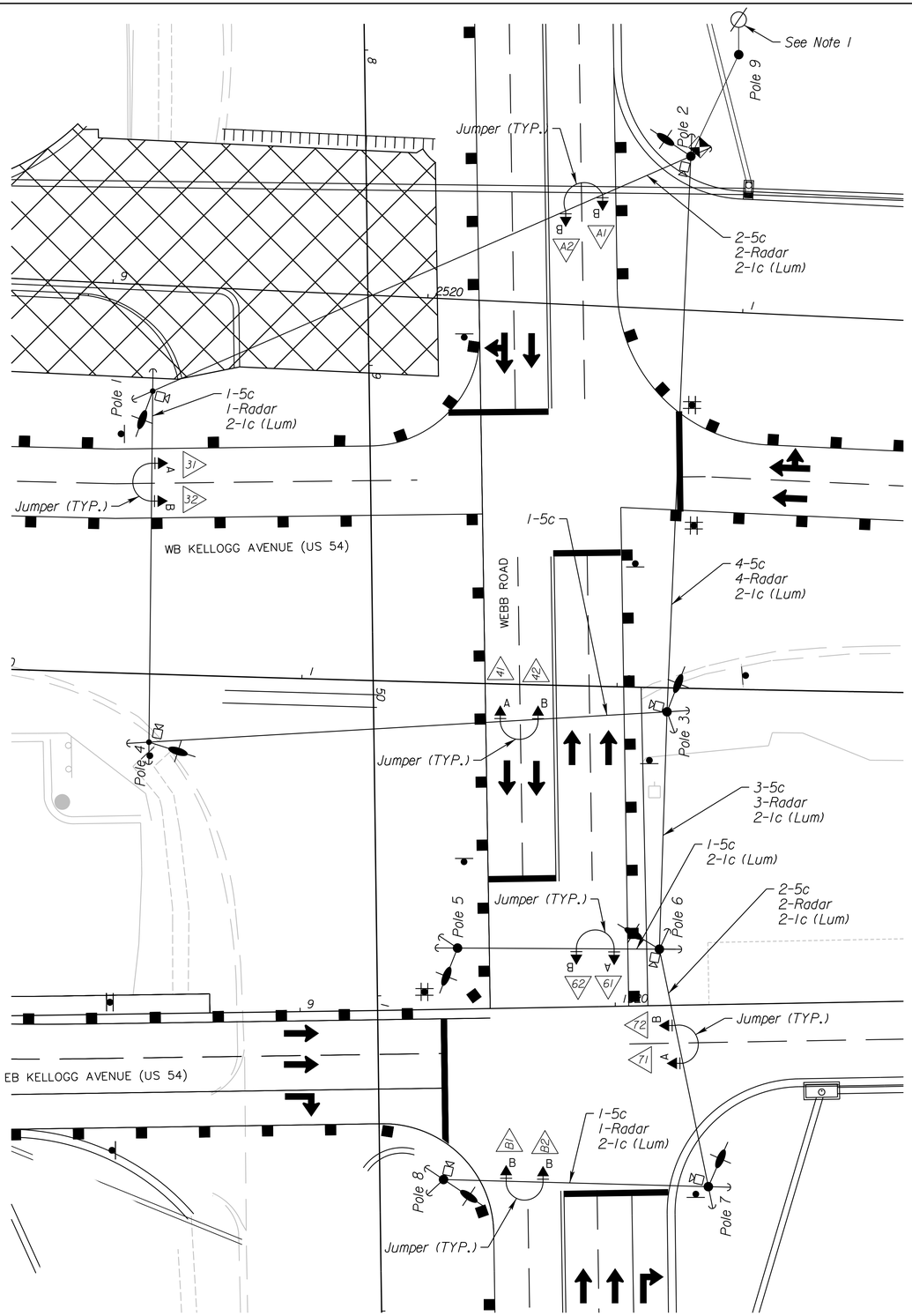
NOTES:
----- INDICATES NON-CONFLICTING PHASES THAT SHALL TIME CONCURRENTLY.

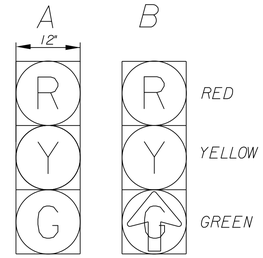
TEMPORARY SIGNAL CONTROLLER SHALL BE CAPABLE OF OPERATING UNDER A QUAD RING STRUCTURE WITH RING OFFSETS.

OVERLAP A SHALL HAVE A TRAILING GREEN OVERLAP OF 4 SECONDS FROM PHASE 6.
OVERLAP B SHALL HAVE A TRAILING GREEN OVERLAP OF 3 SECONDS FROM PHASE 4.

LEGEND

- WORK AREA- CLOSED TO TRAFFIC
- TEMPORARY PAVEMENT
- TRAFFIC MOVEMENT
- CHANNELIZER
- LUMINAIRE (150W HPS)
- TRAFFIC SIGNAL POLE WITH DOWN GUY
- TRAFFIC SIGNAL HEAD WITH BACKPLATE
- RADAR VEHICLE DETECTION
- TRAFFIC SIGNAL CONTROLLER
- JUNCTION BOX
- SIGN ON SIGNAL SPAN WIRE
- HEAD NUMBER
- SECONDARY SERVICE POINT





TYPICAL SIGNAL INDICATIONS



SCALE: 1" = 20'

NOTES

1. The power source location is a proposed Westar ground-mounted transformer (plan location is approximate only). Conduit (2-inch) for power cables shall be run from the transformer to pole 9. The contractor shall contact the power company to coordinate service conduit and cable installation.

2. Contractor shall maintain, operate and modify the temporary signal, including the position of signal heads and radar detectors, throughout Phase 3B and continuing through all subsequent construction phases until the permanent traffic signal is completed and in operation. All work necessary for the proper operation of the temporary traffic signal, whether specifically mentioned or not, shall be subsidiary to the bid item "Traffic Signalization, Temporary (Webb Road)".

3. The temporary pavement markings, signs and channelizers shown on this sheet are for informational purposes only.

4. The position of signal heads, and signs have been shown in an approximate manner only. The contractor shall position these items as required to accommodate the intended temporary lane configuration during Phase 3B. Signal heads shall have a minimum separation of 8 feet, a desired separation of 11 feet, and shall typically be centered over the receiving driving lane.

5. Radar detection is to be mounted as shown and attached per manufacturer's recommendations. Radar detection zones shall typically be centered in traffic lanes, but the contractor shall arrange with the system manufacturer to have a representative on site to assist with final location of detection zones and radar detector mounting, cable termination at the controller, fine tuning, and system set-up programming. Additionally, the contractor shall work with the manufacturer's representative to procure any and all specialty equipment needed to ensure the radar detection units operate correctly.

6. All equipment for the temporary traffic signal shall be removed by the contractor following Construction Phase 5. This equipment shall become the property of the owner and stockpiled on site.

7. The luminaires at the signal shall be 150 watt, and be wired with 3 AWG wire.

8. All signal heads shall be wired with the specified conductors and 12 AWG wire.

CITY OF WICHITA

TEMPORARY SIGNAL PLAN
KELLOGG AND WEBB ROAD
PHASE 3B

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

12:44:26 PM
4/15/2015
G:\WI06\0034\Road\35765A-Project 1\Design Management\CADD\Base\Borders\KC Lighting A\EKIMLTTS04A.dgn

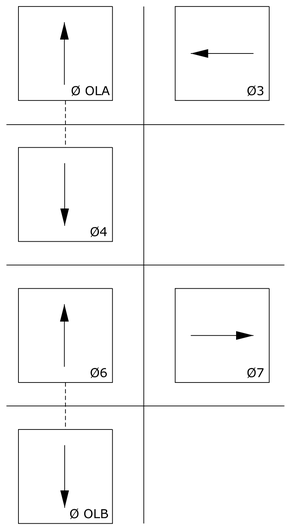
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	839	1055

Pole Locations

Pole No.	Station	Offset	
1	521+40	181.0' LT	
2	522+20	168.9' LT	*
3	522+22	95.5' LT	
4	521+38	94.0' LT	
5	521+52	84.1' RT	*
6	522+17	90.8' RT	*
7	522+32	157.9' RT	*
8	521+49	157.6' RT	*
9	522+34	201.3' LT	*

* Maintain Pole From Previous Phase

PHASE DIAGRAM



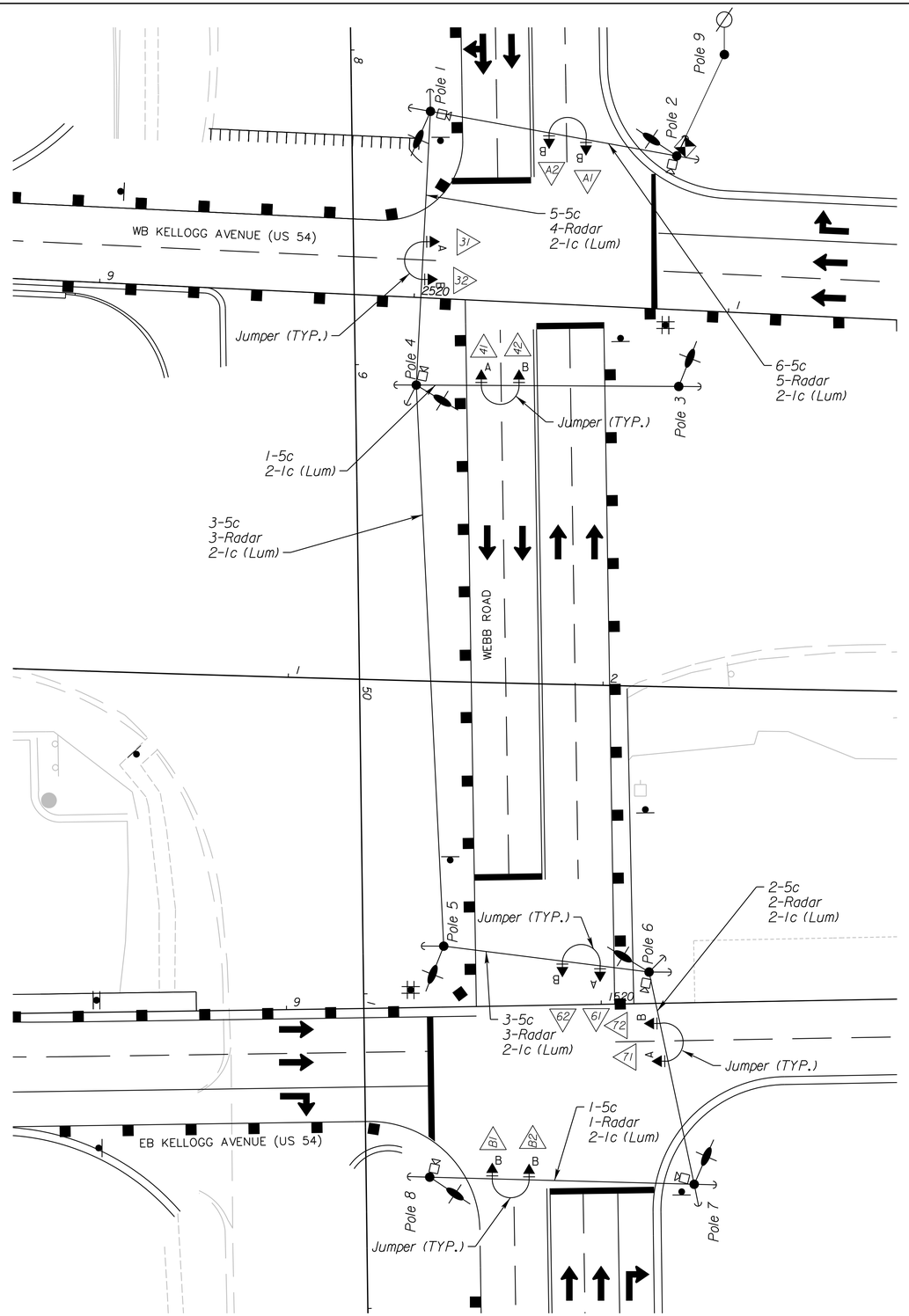
NOTES:
----- INDICATES NON-CONFLICTING PHASES THAT SHALL TIME CONCURRENTLY.

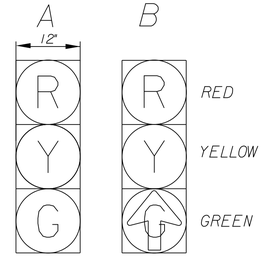
TEMPORARY SIGNAL CONTROLLER SHALL BE CAPABLE OF OPERATING UNDER A QUAD RING STRUCTURE WITH RING OFFSETS.

OVERLAP A SHALL HAVE A TRAILING GREEN OVERLAP OF 5 SECONDS FROM PHASE 6.
OVERLAP B SHALL HAVE A TRAILING GREEN OVERLAP OF 4 SECONDS FROM PHASE 4.

LEGEND

- WORK AREA- CLOSED TO TRAFFIC
- TEMPORARY PAVEMENT
- TRAFFIC MOVEMENT
- CHANNELIZER
- LUMINAIRE (150W HPS)
- TRAFFIC SIGNAL POLE WITH DOWN GUY
- TRAFFIC SIGNAL HEAD WITH BACKPLATE
- RADAR VEHICLE DETECTION
- TRAFFIC SIGNAL CONTROLLER
- JUNCTION BOX
- SIGN ON SIGNAL SPAN WIRE
- HEAD NUMBER
- SECONDARY SERVICE POINT





TYPICAL SIGNAL INDICATIONS



SCALE: 1" = 20'

NOTES

1. The power source location is a proposed Westar ground-mounted transformer (plan location is approximate only). Conduit (2-inch) for power cables shall be run from the transformer to pole 9. The contractor shall contact the power company to coordinate service conduit and cable installation.

2. Contractor shall maintain, operate and modify the temporary signal, including the position of signal heads and radar detectors, throughout Phase 3C and continuing through all subsequent construction phases until the permanent traffic signal is completed and in operation. All work necessary for the proper operation of the temporary traffic signal, whether specifically mentioned or not, shall be subsidiary to the bid item "Traffic Signalization, Temporary (Webb Road)".

3. The temporary pavement markings, signs and channelizers shown on this sheet are for informational purposes only.

4. The position of signal heads, and signs have been shown in an approximate manner only for the work during Phase 3C. The contractor shall reposition these items as required to accommodate work during all stages of Phase 4. Signal heads shall have a minimum separation of 8 feet, a desired separation of 11 feet, and shall typically be centered over the receiving driving lane.

5. Radar detection is to be mounted as shown and attached per manufacturer's recommendations. Radar detection zones shall typically be centered in traffic lanes, but the contractor shall arrange with the system manufacturer to have a representative on site to assist with final location of detection zones and radar detector mounting, cable termination at the controller, fine tuning, and system set-up programming. Additionally, the contractor shall work with the manufacturer's representative to procure any and all specialty equipment needed to ensure the radar detection units operate correctly.

6. All equipment for the temporary traffic signal shall be removed by the contractor following Construction Phase 5. This equipment shall become the property of the owner and stockpiled on site.

7. The luminaires at the signal shall be 150 watt, and be wired with 3 AWG wire.

8. All signal heads shall be wired with the specified conductors and 12 AWG wire.

CITY OF WICHITA

TEMPORARY SIGNAL PLAN
KELLOGG AND WEBB ROAD
PHASE 3C THROUGH PHASE 4

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	-	CKD.	-	APP.

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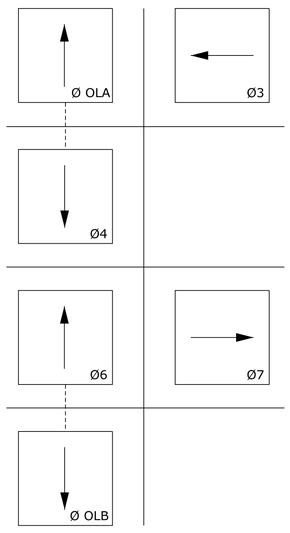
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	840	1055

Pole Locations

Pole No.	Station	Offset	
1	520+20	188.2' LT	
2	521+40	181.0' LT	*
3	520+67	113.8' LT	
4	522+22	95.5' LT	*
5	520+71	88.2' RT	
6	522+17	90.8' RT	*
7	521+49	157.6' RT	*
8	520+46	168.4' RT	
9	522+20	168.9' LT	*
10	522+34	201.3' LT	*

* Maintain Pole From Previous Phase

PHASE DIAGRAM



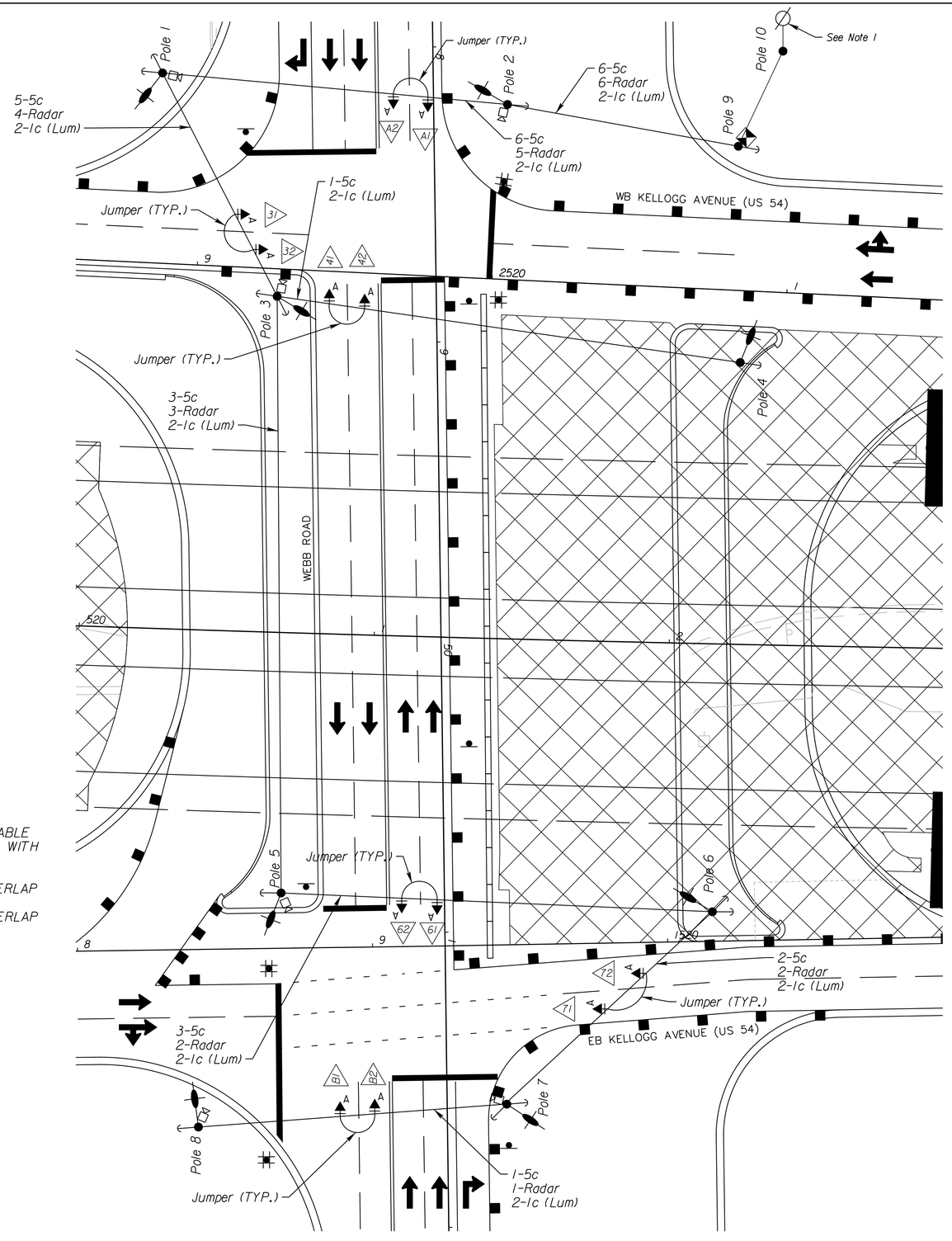
NOTES:
----- INDICATES NON-CONFLICTING PHASES THAT SHALL TIME CONCURRENTLY.

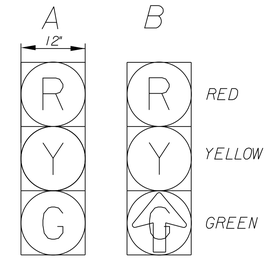
TEMPORARY SIGNAL CONTROLLER SHALL BE CAPABLE OF OPERATING UNDER A QUAD RING STRUCTURE WITH RING OFFSETS.

OVERLAP A SHALL HAVE A TRAILING GREEN OVERLAP OF 5 SECONDS FROM PHASE 6.
OVERLAP B SHALL HAVE A TRAILING GREEN OVERLAP OF 5 SECONDS FROM PHASE 4.

LEGEND

- WORK AREA- CLOSED TO TRAFFIC
- TEMPORARY PAVEMENT
- TRAFFIC MOVEMENT
- CHANNELIZER
- LUMINAIRE (150W HPS)
- TRAFFIC SIGNAL POLE WITH DOWN GUY
- TRAFFIC SIGNAL HEAD WITH BACKPLATE
- RADAR VEHICLE DETECTION
- TRAFFIC SIGNAL CONTROLLER
- JUNCTION BOX
- SIGN ON SIGNAL SPAN WIRE
- HEAD NUMBER
- SECONDARY SERVICE POINT





TYPICAL SIGNAL INDICATIONS



SCALE: 1" = 20'

NOTES

1. The power source location is a proposed Westar ground-mounted transformer (plan location is approximate only). Conduit (2-inch) for power cables shall be run from the transformer to pole 10. The contractor shall contact the power company to coordinate service conduit and cable installation.

2. Contractor shall maintain, operate and modify the temporary signal, including the position of signal heads and radar detectors, throughout all stages of Phase 5 until the permanent traffic signal is completed and in operation. All work necessary for the proper operation of the temporary traffic signal, whether specifically mentioned or not, shall be subsidiary to the bid item "Traffic Signalization, Temporary (Webb Road)".

3. The temporary pavement markings, signs and channelizers shown on this sheet are for informational purposes only.

4. The position of signal heads, and signs have been shown in an approximate manner only. The contractor shall position these items as required to accommodate the intended temporary lane configuration during Phase 5. Signal heads shall have a minimum separation of 8 feet, a desired separation of 11 feet, and shall typically be centered over the receiving driving lane.

5. Radar detection is to be mounted as shown and attached per manufacturer's recommendations. Radar detection zones shall typically be centered in traffic lanes, but the contractor shall arrange with the system manufacturer to have a representative on site to assist with final location of detection zones and radar detector mounting, cable termination at the controller, fine tuning, and system set-up programming. Additionally, the contractor shall work with the manufacturer's representative to procure any and all specialty equipment needed to ensure the radar detection units operate correctly.

6. All equipment for the temporary traffic signal shall be removed by the contractor following Construction Phase 5. This equipment shall become the property of the owner and stockpiled on site.

7. The luminaires at the signal shall be 150 watt, and be wired with 3 AWG wire.

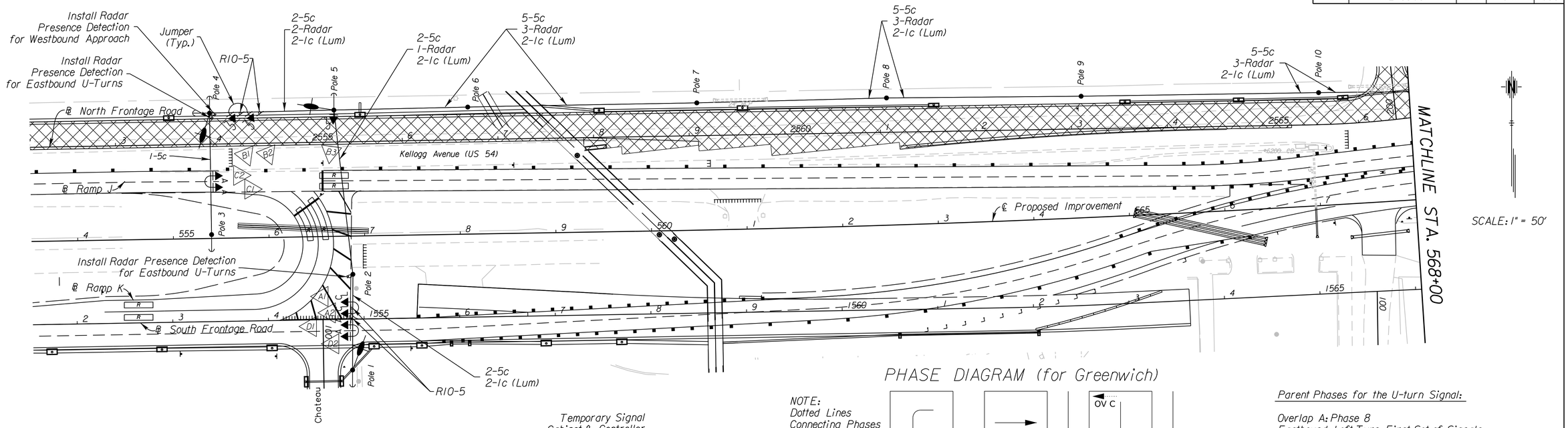
8. All signal heads shall be wired with the specified conductors and 12 AWG wire.

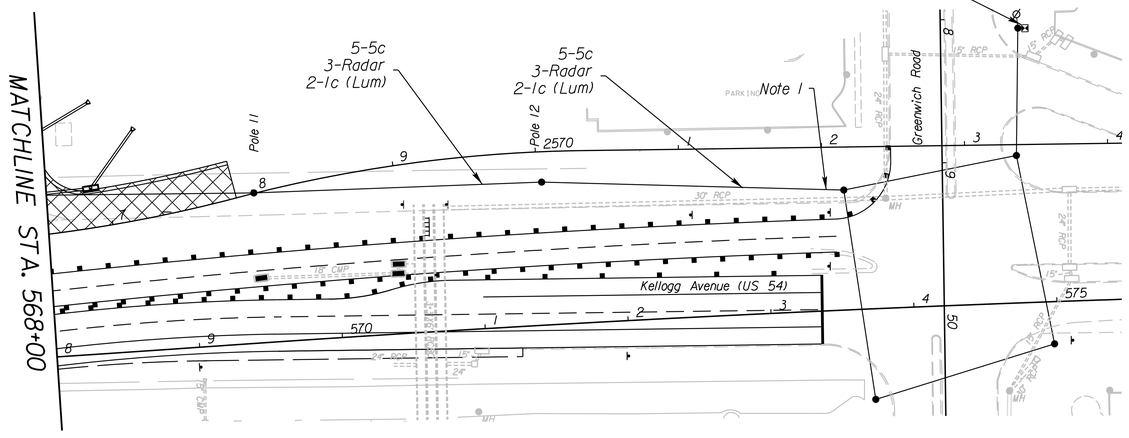
CITY OF WICHITA

TEMPORARY SIGNAL PLAN
KELLOGG AND WEBB ROAD
PHASE 5

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SURV. - PLOT | CADD | DES. - DR. | TR. - CKD. | APP. -

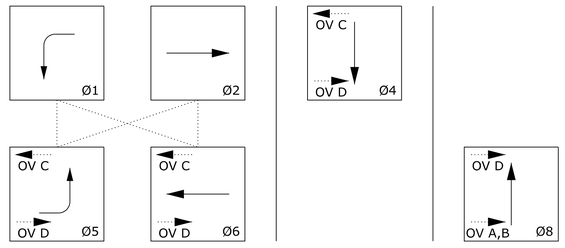
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	841	1055





PHASE DIAGRAM (for Greenwich)

NOTE:
Dotted Lines Connecting Phases Indicate Phases That Can Occur Concurrently.



Parent Phases for the U-turn Signal:

Overlap A: Phase 8
Eastbound Left Turn First Set of Signals

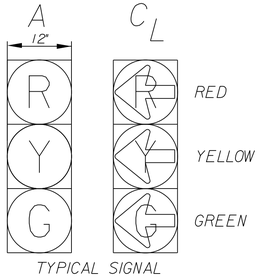
Overlap B: Phase 8 (with delay, see note 8)
Eastbound Left Turn Second Set of Signals

Overlap C: Phases 4,5,6
Westbound

Overlap D: Phases 4,5,6,8
Eastbound (This movement shall always remain green.)

NOTES

1. The contractor shall connect to the temporary signal at US 54 and Greenwich through an overhead span wire connection from Pole 12 and continue the run of signal cables overhead to the Greenwich temporary signal cabinet, which will provide power and control for the temporary u-turn signal.
2. Contractor shall maintain and modify the temporary signal including radar detection starting in Construction Phase 4 and continuing through Construction Phase 5.
3. The temporary pavement markings, signs and channelizers shown on this sheet are for informational purposes only.
4. The position of signal heads, and signs have been shown in an approximate manner only for the work during Construction Phase 4. The contractor shall reposition these items as required to accommodate work during Construction Phase 5. Signal heads shall have a minimum separation of 8 feet, a desired separation of 11 feet, and shall typically be centered over the receiving driving lane.
5. Radar detection is to be mounted as shown and attached per manufacturer's recommendations. Radar detection zones shall typically be centered in traffic lanes, but the contractor shall arrange with the system manufacturer to have a representative on site to assist with final location of detection zones and radar detector mounting, cable termination at the controller, fine tuning, and system set-up programming. Additionally, the contractor shall work with the manufacturer's representative to procure any and all specialty equipment needed to ensure the radar detection units operate correctly, due to the length of the cable run to the temporary signal cabinet at the Greenwich intersection. The radar detection for all eastbound left turn zones shall call phase 8, and radar detection for the westbound through movement shall call phase 6.
6. The control equipment shall be designed in such a manner upon receipt of a detector actuation from the u-turn approach, the signals facing that approach shall cycle to a green indication for a minimum period (minimum green). Subsequent detector actuations from the same direction shall result in additional green time being allocated to that movement (unit extension). In the event that an actuation exists for the direction of travel not having the right of way, a maximum green time setting shall provide a preset time limit for the direction having the right of way.
7. All equipment for the temporary traffic signal shall be removed by the contractor following Construction Phase 5. This equipment shall become the property of the owner and stockpiled on site.
8. A delay shall be placed in the signal controller for overlap B, so it that follows the forceoff point of overlap A by a margin sufficient to progress u-turn vehicles through both sets of signals.
9. The luminaires at the temporary u-turn signal shall be 150 watt, and be wired with 3 AWG wire. All signal heads shall be wired with the specified conductors and 12 AWG wire.
10. All work, whether specifically mentioned or not necessary for the proper operation of the temporary traffic signal shall be subsidiary to the bid item "Traffic Signal Installation (Temporary)".



TYPICAL SIGNAL INDICATIONS

Pole Locations

Pole No.	Station	Offset
1	556+85.00	140.00' Rt.
2	556+87.00	40.00' Rt.
3	555+40.00	4.00' Lt.
4	555+40.00	131.00' Lt.
5	556+70.00	132.00' Lt.
6	558+10.00	133.00' Lt.
7	560+50.00	133.00' Lt.
8	562+50.00	133.00' Lt.
9	564+55.00	127.00' Lt.
10	567+05.00	118.00' Lt.
11	569+45.00	105.00' Lt.
12	571+45.00	100.00' Lt.

LEGEND

- WORK AREA- CLOSED TO TRAFFIC
- TRAFFIC MOVEMENT
- CHANNELIZER
- LUMINAIRE (150W HPS)
- TRAFFIC SIGNAL POLE WITH DOWN GUY
- TRAFFIC SIGNAL HEAD WITH BACKPLATE
- RADAR VEHICLE DETECTION
- TRAFFIC SIGNAL CONTROLLER
- JUNCTION BOX
- SIGN ON SIGNAL SPAN WIRE
- HEAD NUMBER
- R — RADAR VEHICLE DETECTION ZONE

CITY OF WICHITA

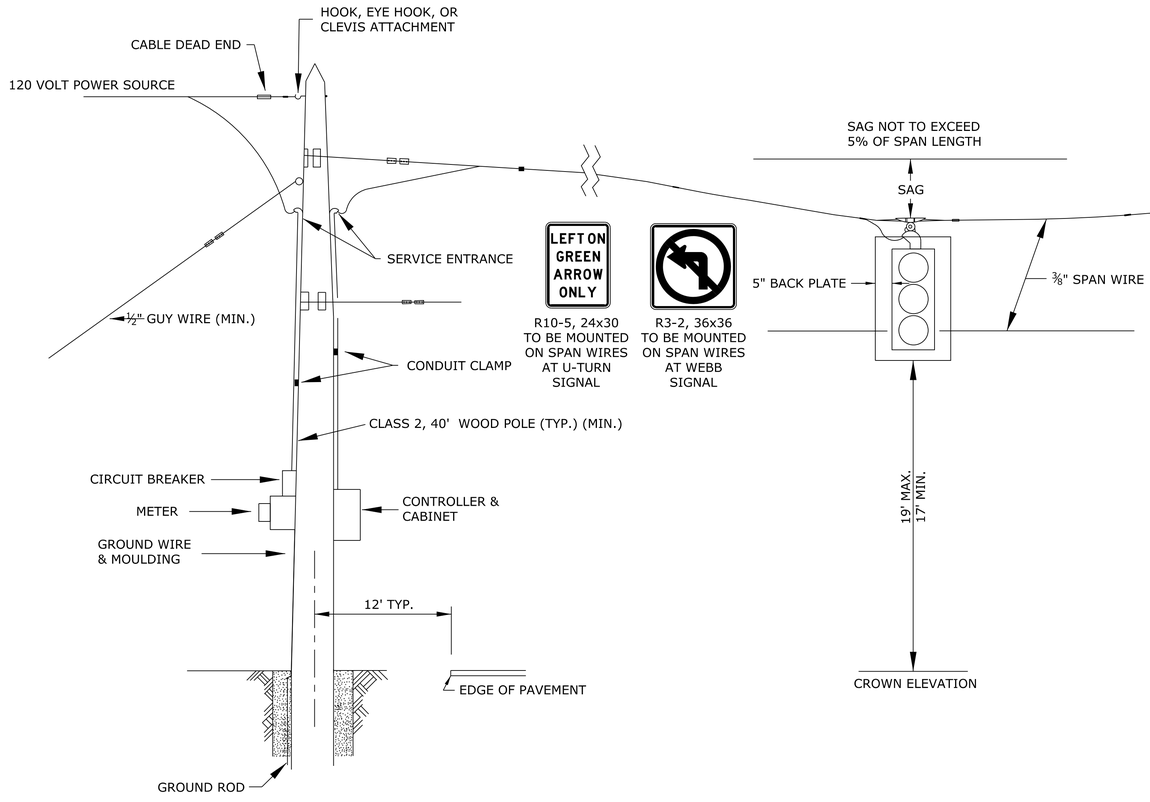
TEMPORARY SIGNAL PLAN

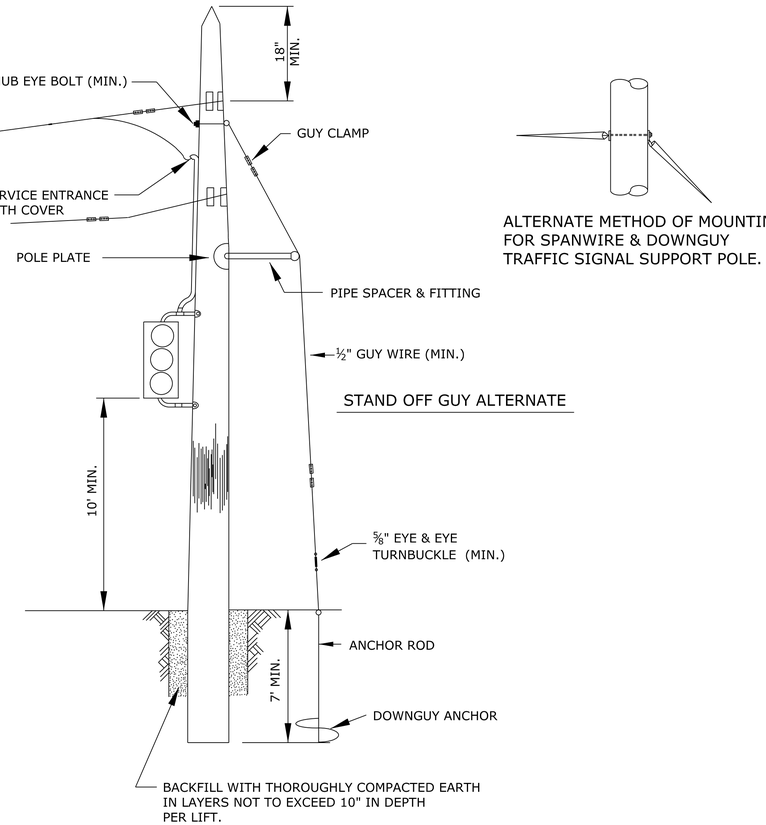
US 54 TEMPORARY U-TURN

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SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
-	-	-	-	-	-	-	-

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	842	1055





ALTERNATE METHOD OF MOUNTING FOR SPANWIRE & DOWNGUY TRAFFIC SIGNAL SUPPORT POLE.

GENERAL NOTES

THE ENGINEER IN CHARGE OF CONSTRUCTION WILL NEED TO APPROVE ALL LOCATIONS FOR TRAFFIC SIGNAL POLES TO BE INSTALLED. FINAL POSITIONS & AIMING OF SIGNAL FACES TO BE DETERMINED IN THE FIELD.

THE TRAFFIC SIGNAL SYSTEM SHALL CONFORM TO AND BE OPERATED ACCORDING TO THE REQUIREMENTS OF THE LATEST M.U.T.C.D. ADOPTED BY THE SECRETARY.

CONTACT LOCAL UTILITY COMPANIES TO ADVISE THEM OF INSTALLATION AND COORDINATE POWER HOOK-UP (IF APPLICABLE).

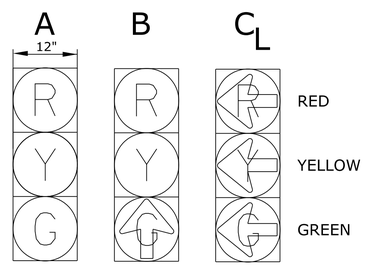
ALL WIRING INSTALLED SHALL CONFORM TO THE NATIONAL ELECTRICAL CODE AND LOCAL ORDINANCES & REQUIREMENTS.

THE POWER SUPPLY AND THE OPERATION & MAINTENANCE OF THE SIGNAL SYSTEM SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SIGNAL TIMINGS FOR THE TEMPORARY SIGNAL THROUGHOUT THE DURATION OF THE PROJECT.

ALL APPLICABLE PORTIONS OF THE KDOT STANDARD SPECIFICATIONS FOR VEHICLE ACTUATED EQUIPMENT SHALL APPLY EXCEPT THAT A STANDARD 2070 CONFLICT MONITOR SHALL BE ACCEPTABLE.

CLASS OF POLE AND SPAN WIRE SIZE SHOWN ARE MINIMUM CLASS AND SIZE ALLOWED ON THE PROJECT. THE CONTRACTOR SHALL SUBMIT DETAILED DESIGN CALCULATIONS, SEALED BY A PROFESSIONAL ENGINEER IN THE STATE OF KANSAS FOR REVIEW BY THE PROJECT ENGINEER THROUGH SHOP DRAWING SUBMITTALS.



TYPICAL SIGNAL INDICATIONS

CITY OF WICHITA

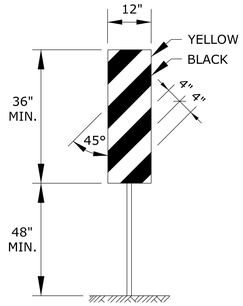
TEMPORARY TRAFFIC SIGNAL DETAILS (TYPICAL INSTALLATION)

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.		CKD.	-	APP.	-

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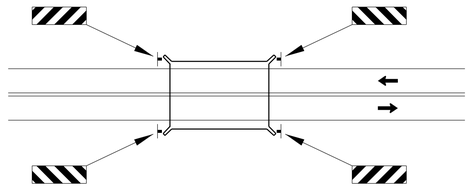
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	843	1055

REFER TO STD. TE710 FOR ADDITIONAL INFORMATION ON TEMPORARY TRAFFIC CONTROL SIGNS AND SIGN SPACING.
REFER TO STD. TE704 FOR TYPE III BARRICADES.
REFER TO STD. TE702 FOR INFORMATION ON TAPERS AND CHANNELIZING DEVICES.
REFER TO STD. TE700 FOR LENGTH OF BUFFER SPACE.



OBJECT MARKER

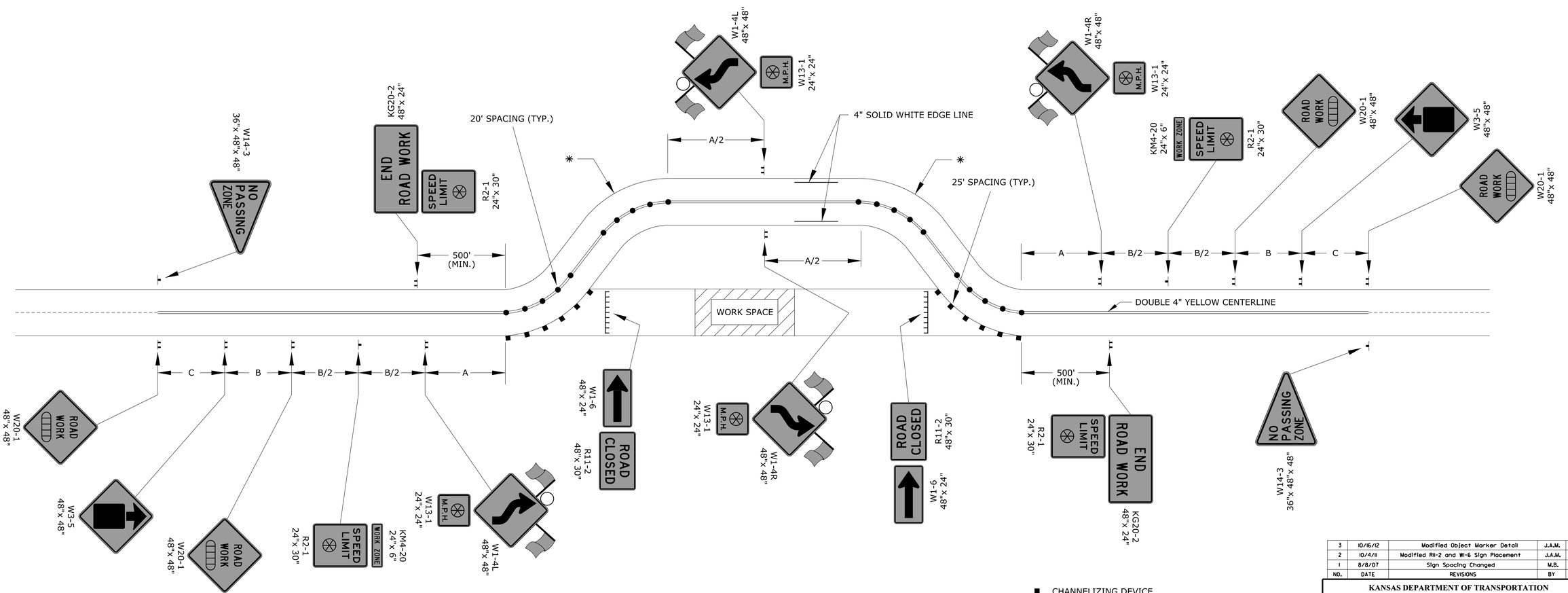
TYPICAL TEMPORARY STRUCTURE END TREATMENT ON SHOOFLY



THE ENTIRE AREA OF OBJECT MARKER SHALL HAVE ASTM TYPE III SHEETING. THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZING.

* BLACK ON ORANGE 24" X 30" CHEVRON SIGNS (W1-8) SHALL BE MOUNTED BACK TO BACK ON THE OUTSIDE EDGE OF SHOOFLY CURVES WITH A RADIUS OF 1000' OR LESS AT THE SPACING SHOWN BELOW. A MINIMUM OF 3 CHEVRONS SHOULD BE INSTALLED PER CURVE.

SUGGESTED CHEVRON SPACING	
CURVE RADIUS	MAX. SPACING
1000' - 800'	100'
800' - 450'	80'
LESS THAN 450'	60'



- ■ CHANNELIZING DEVICE
- ⊥⊥ TYPE III BARRICADES
- ● BI-DIRECTIONAL TEMP. RAISED PAVEMENT MARKER (TYPE I)
- ▭ AHEAD, 1500 FT, OR 1 MILE
- ⊗ SPEED TO BE DETERMINED BY THE ENGINEER
- ○ TYPE "A" LOW INTENSITY WARNING LIGHT

NO.	DATE	REVISIONS	BY	APP'D
3	10/16/12	Modified Object Marker Detail	J.A.M.	K.P.
2	10/4/11	Modified R11-2 and W1-6 Sign Placement	J.A.M.	K.P.
1	8/8/07	Sign Spacing Changed	M.B.	A.A.A.

KANSAS DEPARTMENT OF TRANSPORTATION

TYPICAL TRAFFIC CONTROL SHOOFLY DIVERSION

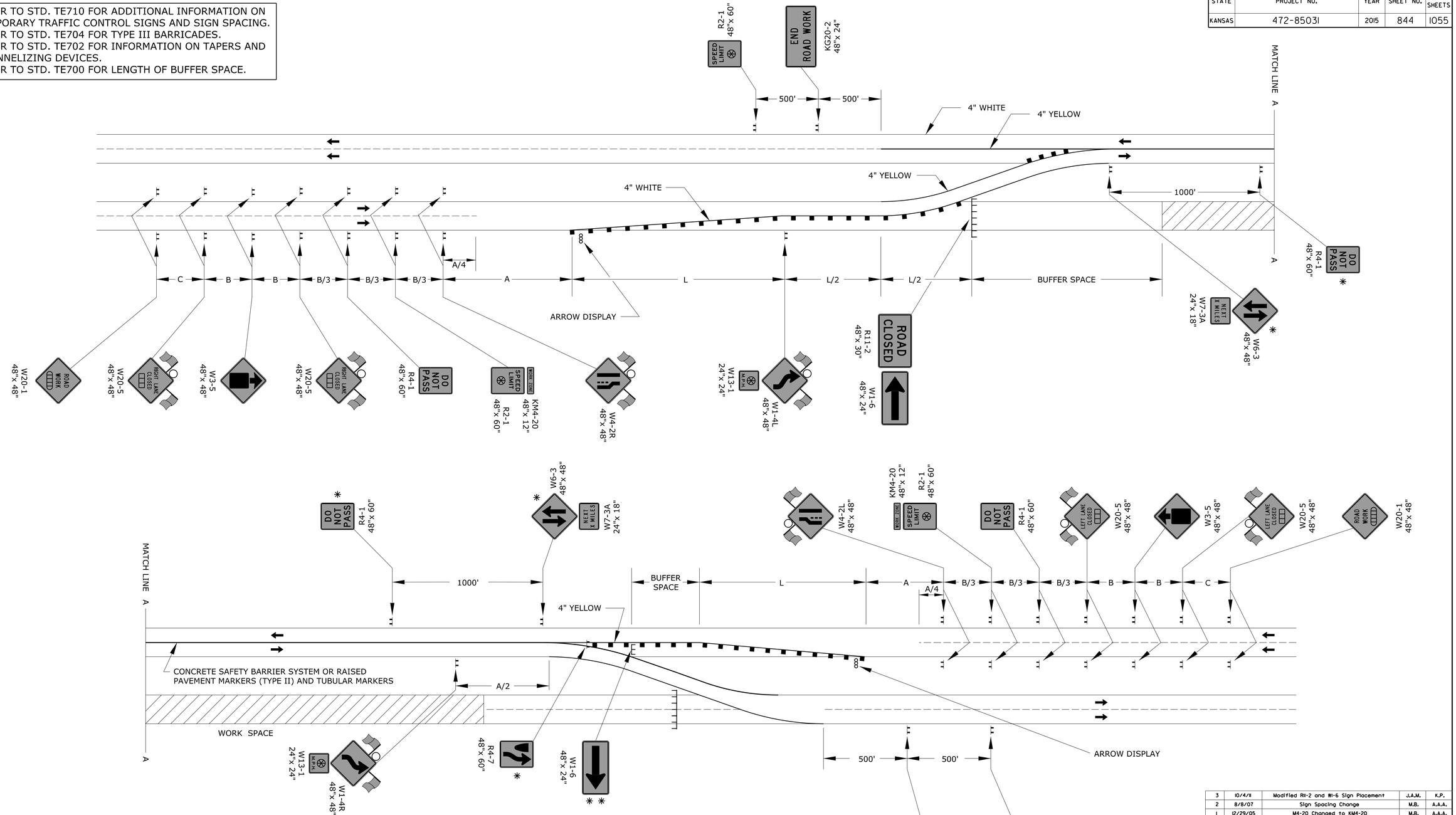
TE736

FHWA APPROVAL		10/16/12	APP'D	Kristina Pyle	
DESIGNED	B.A.H.	DETAILED	B.A.H.	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

Plotted : $$YTIME$$
$$KDOTGRP$$
Drawn By: __
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	844	1055

REFER TO STD. TE710 FOR ADDITIONAL INFORMATION ON TEMPORARY TRAFFIC CONTROL SIGNS AND SIGN SPACING.
REFER TO STD. TE704 FOR TYPE III BARRICADES.
REFER TO STD. TE702 FOR INFORMATION ON TAPERS AND CHANNELIZING DEVICES.
REFER TO STD. TE700 FOR LENGTH OF BUFFER SPACE.



- TYPE III BARRICADES
- X LENGTH TO THE NEAREST WHOLE MILE
- ■ CHANNELIZING DEVICE
- AHEAD, 1500 FT, OR 1 MILE
- AHEAD, 1000 FT, 1500 FT, OR ½ MILE
- SPEED TO BE DETERMINED BY THE ENGINEER
- ○ TYPE "A" LOW INTENSITY WARNING LIGHT

THE W6-3 & R4-1 SIGN COMBINATION MAY BE REQUIRED AT ADDITIONAL LOCATIONS ALONG THE PROJECT. THE SPACING BETWEEN THESE LOCATIONS SHALL BE A MAXIMUM OF 1 MILE. THE W7-3A SIGN SHOULD BE MOUNTED WITH THE W6-3 SIGN AT 2 MILE INCREMENTS ON A PROJECT OF 4 MILES OR LONGER.

* SIGN TO BE ELIMINATED IF CONCRETE SAFETY BARRIER SYSTEM IS USED.

** BARRICADE TO BE ELIMINATED AND SIGN W1-6 TO BE MOUNTED ON SKIDS IF CONCRETE SAFETY BARRIER SYSTEM IS USED.

NO.	DATE	REVISIONS	BY	APP'D
3	10/4/11	Modified R11-2 and W1-6 Sign Placement	J.A.M.	K.P.
2	8/8/07	Sign Spacing Change	M.B.	A.A.A.
1	12/29/05	M4-20 Changed to KM4-20	M.B.	A.A.A.

KANSAS DEPARTMENT OF TRANSPORTATION

TYPICAL TRAFFIC CONTROL FOUR-LANE DIVIDED HIGHWAY ONE ROADWAY CLOSED CROSSOVER FROM LEFT LANE

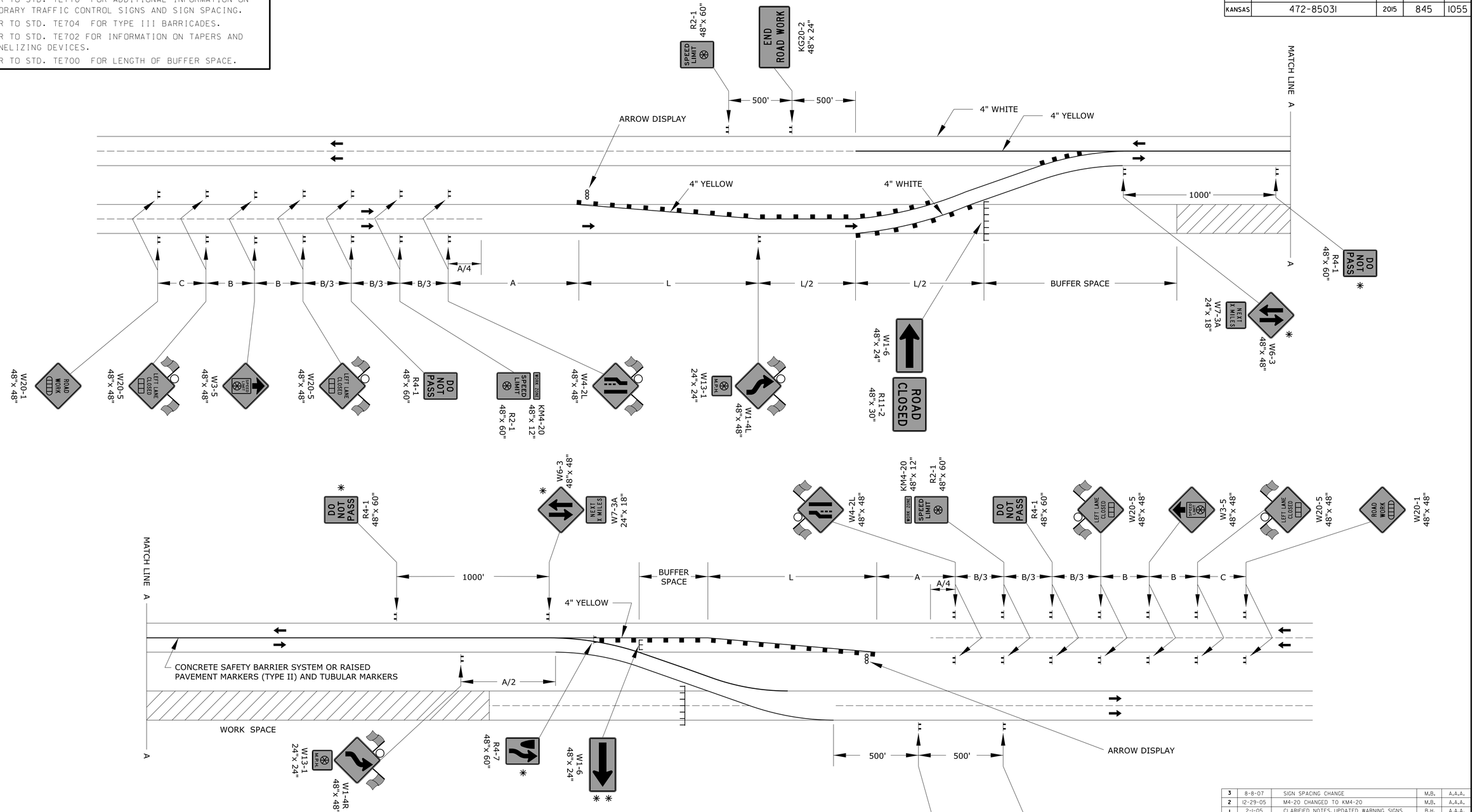
TE740 9/1/00

FHWA APPROVAL			10/4/11	APP'D	Anthony A. Airobaire
DESIGNED	B.A.H.	DETAILED	B.A.H.	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

Plotted : $$YTIME$$
$$KDOTGRP$$
Drawn By : _____
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	845	1055

REFER TO STD. TE710 FOR ADDITIONAL INFORMATION ON TEMPORARY TRAFFIC CONTROL SIGNS AND SIGN SPACING.
REFER TO STD. TE704 FOR TYPE III BARRICADES.
REFER TO STD. TE702 FOR INFORMATION ON TAPERS AND CHANNELIZING DEVICES.
REFER TO STD. TE700 FOR LENGTH OF BUFFER SPACE.



Type III Barricades
X Length To The Nearest Whole Mile
■ Channelizing Device
AHEAD, 1500 FT, OR 1 MILE
AHEAD, 1000 FT, 1500 FT, OR ½ MILE
Speed To Be Determined By The Engineer
○ Type "A" Low Intensity Warning Light

THE W6-3 & R4-1 SIGN COMBINATION MAY BE REQUIRED AT ADDITIONAL LOCATIONS ALONG THE PROJECT. THE SPACING BETWEEN THESE LOCATIONS SHALL BE A MAXIMUM OF 1 MILE. THE W7-3A SIGN SHOULD BE MOUNTED WITH THE W6-3 SIGN AT 2 MILE INCREMENTS ON A PROJECT OF 4 MILES OR LONGER.

* SIGN TO BE ELIMINATED IF CONCRETE SAFETY BARRIER SYSTEM IS USED

** BARRICADE TO BE ELIMINATED AND SIGN W1-6 TO BE MOUNTED ON SKIDS IF CONCRETE SAFETY BARRIER SYSTEM IS USED.

NO.	DATE	REVISIONS	BY	APP'D
3	8-8-07	SIGN SPACING CHANGE	M.B.	A.A.A.
2	12-29-05	M4-20 CHANGED TO KM4-20	M.B.	A.A.A.
1	2-1-05	CLARIFIED NOTES, UPDATED WARNING SIGNS	B.H.	A.A.A.

KANSAS DEPARTMENT OF TRANSPORTATION
TYPICAL TRAFFIC CONTROL FOUR-LANE DIVIDED HIGHWAY ONE ROADWAY CLOSED CROSSOVER FROM RIGHT LANE

TE742 9/1/00

FHWA APPROVAL 8-8-07		APP'D Anthony A. Alrobaire	
DESIGNED B.A.H.	DETAILED B.A.H.	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.

Plotted By : \$\$\$KDOTGRP\$\$\$, 6th Floor
Plot File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\EK1STDTE742A.dgn
Plot Date : 4/15/2015

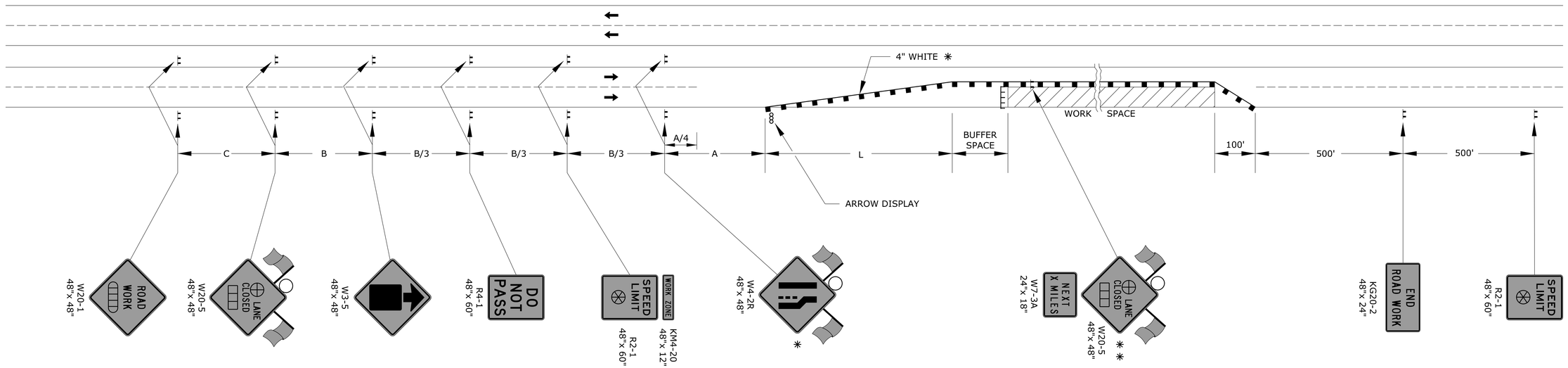
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	846	1055

REFER TO STD. TE710 FOR ADDITIONAL INFORMATION ON TEMPORARY TRAFFIC CONTROL SIGNS AND SIGN SPACING.

REFER TO STD. TE704 FOR TYPE III BARRICADES.

REFER TO STD. TE702 FOR INFORMATION ON TAPERS AND CHANNELIZING DEVICES.

REFER TO STD. TE700 FOR LENGTH OF BUFFER SPACE.



LEFT-SIDE SIGNS SHALL BE OMITTED FOR A FOUR-LANE UNDIVIDED HIGHWAY.

✳ FOR LEFT LANE CLOSURES USE W4-2L AND YELLOW EDGE LINE ALONG CHANNELIZING DEVICES.

✳✳ THE W20-5 (⊕ LANE CLOSED) AND W7-3A (NEXT X MILES) SIGNS SHOULD BE PLACED AT 2 MILE INCREMENTS ON A PROJECT OF 4 MILES OR LONGER.

- Type III Barricades
- X Length To The Nearest Whole Mile
- ■ Channelizing Device
- AHEAD, 1500 FT. OR 1 MILE
- AHEAD, 1000 FT. 1500 FT. OR 1/2 MILE
- ⊕ RIGHT OR LEFT
- ⊗ Speed To Be Determined By The Engineer
- ○ Type "A" Low Intensity Warning Light

NO.	DATE	REVISIONS	BY	APP'D
3	8-8-07	SIGN SPACING CHANGE	M.B.	A.A.A.
2	12-29-05	M4-20 CHANGED TO KM4-20	M.B.	A.A.A.
1	2-1-05	CLARIFIED NOTES, UPDATED WARNING SIGNS	B.H.	A.A.A.

KANSAS DEPARTMENT OF TRANSPORTATION

TYPICAL TRAFFIC CONTROL FOUR-LANE HIGHWAY ONE LANE CLOSED

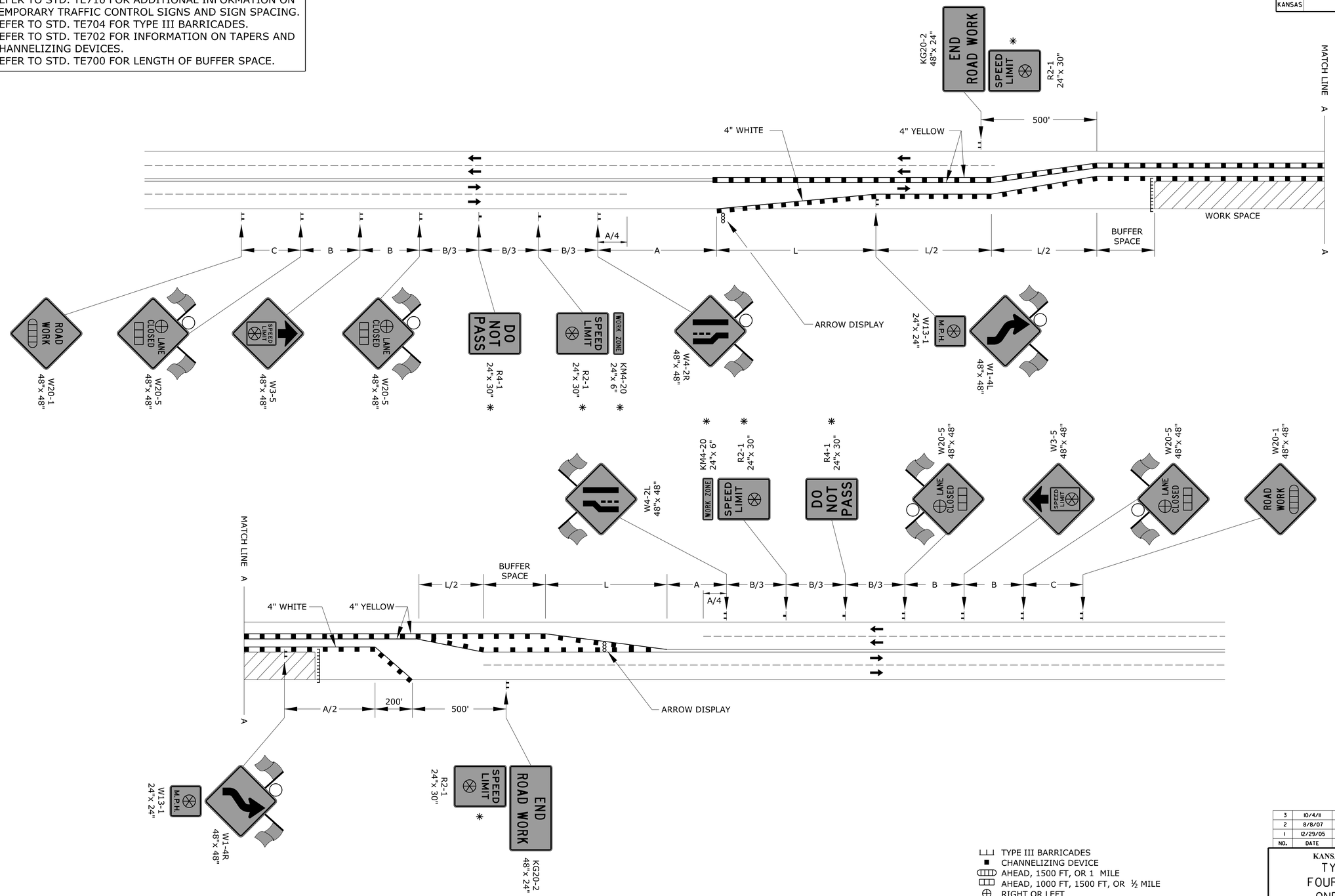
TE744 9/1/00

FHWA APPROVAL 8-8-07		APP'D Anthony A. Alrobaire	
DESIGNED B.A.H.	DETAILED B.A.H.	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.

Plotted By : --
Plot File : T:\35765A\Cadd\Sheets\Package\Standards\KDOT\EK\STDTE744A.dgn
Plot Date : 4/15/2015
$$$KDOTGRP$$$$, 6th Floor

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	847	1055

REFER TO STD. TE710 FOR ADDITIONAL INFORMATION ON TEMPORARY TRAFFIC CONTROL SIGNS AND SIGN SPACING.
REFER TO STD. TE704 FOR TYPE III BARRICADES.
REFER TO STD. TE702 FOR INFORMATION ON TAPERS AND CHANNELIZING DEVICES.
REFER TO STD. TE700 FOR LENGTH OF BUFFER SPACE.



* FOR SPEEDS GREATER THAN 45 MPH USE FREEWAY / EXPRESSWAY SIZE SIGNS.

- TYPE III BARRICADES
- CHANNELIZING DEVICE
- AHEAD, 1500 FT, OR 1 MILE
- AHEAD, 1000 FT, 1500 FT, OR ½ MILE
- RIGHT OR LEFT
- SPEED TO BE DETERMINED BY THE ENGINEER
- TYPE "A" LOW INTENSITY WARNING LIGHT

NO.	DATE	REVISIONS	BY	APP'D
3	10/4/11	Adjusted R2-1 and KM4-20 Sign Sizes	J.A.M.	K.P.
2	8/8/07	Sign Spacing Change	M.B.	A.A.A.
1	12/29/05	M4-20 Changed to KM4-20	M.B.	A.A.A.

KANSAS DEPARTMENT OF TRANSPORTATION

TYPICAL TRAFFIC CONTROL FOUR-LANE UNDIVIDED HIGHWAY ONE-HALF ROADWAY CLOSED

TE748 9/1/00

FHWA APPROVAL			10/4/11	APP'D	Anthony A. Airobaire
DESIGNED	B.A.H.	DETAILED	B.A.H.	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

Plotted : $$YTIME$$
$$KDOTGRP$$
Drawn By : ___
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	848	1055

IBS REPLACEMENT MODULES	
REPLACEMENT MODULE SIZES	QUANTITY
REPLACEMENT MODULES (F2OO)	
REPLACEMENT MODULES (F4OO)	
REPLACEMENT MODULES (F7OO)	3
REPLACEMENT MODULES (F14OO)	2
REPLACEMENT MODULES (F21O0)	4

SUMMARY OF TRAFFIC CONTROL DEVICES (EACH)

WORK ZONE SIGN (SPECIAL)		
SIGN NO.	16.25 SQ.FT. & LESS	16.26 SQ.FT. & OVER
R4-5L SPECIAL	2	
SP-01		1
SP-02		1
SP-03		1
SP-04		2
SP-05		1
SP-06		2
SP-07	4	
SP-08	4	

BARRICADES ✳	CHANNELIZING DEVICES ✳	
TYPE III (4' TO 12')	FIXED	PORTABLE
195	62	1375

LIGHTED DEVICES ✳	
WORK ZONE WARNING LIGHT (TYPE "A" LOW INTENSITY)	102
WORK ZONE WARNING LIGHT (RED TYPE "B" HIGH INTENSITY)	2
ARROW DISPLAY	6
PORTABLE CHANGEABLE MESSAGE SIGN	6

SUMMARY OF TRAFFIC CONTROL DEVICES CON'T (EACH ~~PER DAY~~)

WORK ZONE SIGNS ✳			
SIGN NO.	SIZE - SQ.FT.		
	0-9.25	9.26-16.25	16.26 & OVER
W20-4		2	
W20-5		6	
W20-5a		2	
W21-5		1	
W24-1aL		2	
W24-1aR		1	
W24-1R		1	

SUMMARY OF TRAFFIC CONTROL DEVICES (EACH ~~PER DAY~~)

WORK ZONE SIGNS ✳			
SIGN NO.	SIZE - SQ.FT.		
	0-9.25	9.26-16.25	16.26 & OVER
W20-7a		2	
KG20-2	6		
KI-104a		2	
KI-105a		2	
KM4-20 (24" x 6")	8		
KM4-20 (48" x 12")	5		
R1-1 (36" x 36")	2		
R1-2 (48" x 48" x 48")	2		
R2-1 (24" x 30")	8		
R2-1 (48" x 60")			5
R3-1	2		
R3-2	1		
R3-7R	2		
R4-1 (48" x 60")			5
R4-1 (24" x 30")	2		
R5-1	19		
R5-1a	6		
R6-1L	4		
R6-1R	22		
R9-9	3		
R10-6	2		
R11-2		26	
R11-4		1	
R11-9	3		
M1-1 (24" x 24")	5		
M1-1 (36" x 36")	1		
M1-4 (24" x 24")	33		
M1-4 (30" x 24")	33		
M1-5 (24" x 24")	5		
M1-5 (36" x 36")	3		
M3-2	13		
M3-4	20		
M4-8 (24" x 12")	36		
M4-8 (30" x 15")	3		
M4-8 (72" x 24")		1	
M4-8a	2		
M5-1L	4		
M5-1R	4		
M5-2L	1		
M5-2R	3		
M6-1	9		
M6-2L	1		
M6-2R	2		
M6-3	12		
W1-1R		1	
W1-4L		1	
W1-4bL		4	
W1-4R		1	
W1-4bR		5	
W1-6	2		
W3-2		1	
W3-3		7	
W3-4		2	
W3-5		4	
W4-2L		4	
W4-2R		4	
W13-1	1		
W14-3	2		
W20-3		2	

SUMMARY OF QUANTITIES (FOR INFORMATION ONLY)		
ITEM	QUANTITY	UNIT
WORK ZONE SIGNS (O TO 9.25 SQ.FT.)	292	EACH ~~PER DAY~~
WORK ZONE SIGNS (9.26 TO 16.25 SQ.FT.)	85	EACH ~~PER DAY~~
WORK ZONE SIGNS (16.26 SQ.FT. AND OVER)	10	EACH ~~PER DAY~~
WORK ZONE BARRICADES (TYPE III - 4' TO 12')	195	EACH ~~PER DAY~~
CHANNELIZER (FIXED)	62	EACH ~~PER DAY~~
CHANNELIZER (PORTABLE)	1375	EACH ~~PER DAY~~
WORK ZONE WARNING LIGHT (TYPE "A" LOW INTENSITY)	102	EACH ~~PER DAY~~
WORK ZONE WARNING LIGHT (RED TYPE "B" HIGH INTENSITY)	2	EACH ~~PER DAY~~
ARROW DISPLAY	6	EACH ~~PER DAY~~
PAVEMENT MARKING (TEMPORARY)		
4" SOLID (TYPE I TAPE)	1647.3	STA./LINE
4" SOLID (TYPE II TAPE)		STA./LINE
4" BROKEN (10') (TYPE I TAPE)	151.7	STA./LINE
4" BROKEN (10') (TYPE II TAPE)		STA./LINE
4" BROKEN (3.3') (TYPE I TAPE)		STA./LINE
4" BROKEN (3.3') (TYPE II OR IIA TAPE)		STA./LINE
4" BROKEN(3.3')(FLEXIBLE RAISED PAVEMENT MARKER)		STA./LINE
4" DOTTED EXTENSION (TYPE I TAPE)	2.6	STA./LINE
4" DOTTED EXTENSION (TYPE II TAPE)		STA./LINE
SOLID (LINE MASKING TAPE)		STA./LINE
BROKEN (LINE MASKING TAPE)		STA./LINE
PAVEMENT MARKING REMOVAL	LUMP SUM	LUMP SUM
GLARE SCREEN		LIN. FT.
CONCRETE SAFETY BARRIER (TYPE F3)(TEMPORARY)	2188	LIN. FT.
CONCRETE SAFETY BARRIER (TYPE F3)(TEMP.-INSTALL ONLY)		LIN. FT.
CONCRETE SAFETY BARRIER (TYPE F3)(TEMP.-RELOCATE)	1662.5	LIN. FT.
INERTIAL BARRIER SYSTEM	4	EACH
REPLACEMENT MODULES	9	EACH
WORK ZONE SIGN (SPECIAL) (16.25 SQ. FT. & LESS)	10	EACH
WORK ZONE SIGN (SPECIAL) (16.26 SQ. FT. & MORE)	8	EACH
TEMPORARY RAISED PAVEMENT MARKER (TYPE I)		EACH
TEMPORARY RAISED PAVEMENT MARKER (TYPE II)		EACH
TRAFFIC CONTROL (INITIAL SET UP)	LUMP SUM	LUMP SUM
TWORKS SIGN ASSEMBLY		EACH

RECAPITULATION OF TRAFFIC CONTROL QUANTITIES		
ITEM	QUANTITY	UNIT
TRAFFIC SIGNAL INSTALLATION TEMPORARY (WEBB ROAD)	1	LUMP SUM
TRAFFIC SIGNAL INSTALLATION TEMPORARY (US-54 U-TURN)	1	LUMP SUM
TRAFFIC CONTROL	1	LUMP SUM
PORTABLE CHANGEABLE MESSAGE SIGN	9300	EACH PER DAY
FLAGGER (SET PRICE)	1	HOUR

◪ THE BID ITEM TRAFFIC CONTROL IS LUMP SUM AND SHALL BE COMPLETE, INCLUDING ALL EQUIPMENT AND MATERIALS NECESSARY, WHETHER SPECIFICALLY MENTIONED OR NOT FOR THE SAFE AND SATISFACTORY CONSTRUCTION OF THE PROJECT. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL THE EQUIPMENT AND MATERIALS.

THE BID ITEM "TRAFFIC CONTROL" DOES NOT INCLUDE PORTABLE CHANGEABLE MESSAGE SIGNS, TEMPORARY TRAFFIC SIGNALS OR THEIR INSTALLATION, AND FLAGGERS.

✳ QUANTITY MOST USED ON THE PROJECT AT ANY ONE TIME

NO.	DATE	REVISIONS	BY	APP'D
3	10/4/11	Added IBS Quantities, Added TWorks Quanity	J.A.M.	K.P.
2	8/8/07	2007 Spec Revision	M.B.	A.A.A.
1	12/29/05	Added Type A & Red Type B Lights	B.H.	A.A.A.

KANSAS DEPARTMENT OF TRANSPORTATION

SUMMARY OF DEVICES AND RECAPITULATION OF QUANTITIES

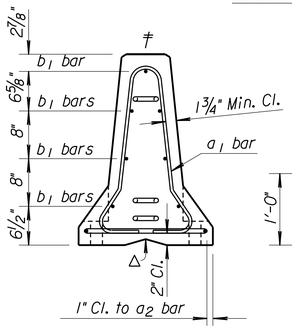
~~TE795~~ 9/1/00

FHWA APPROVAL		10/4/11	APP'D	Kristina Pyle	
DESIGNED	B.A.H.	DETAILED	B.A.H.	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

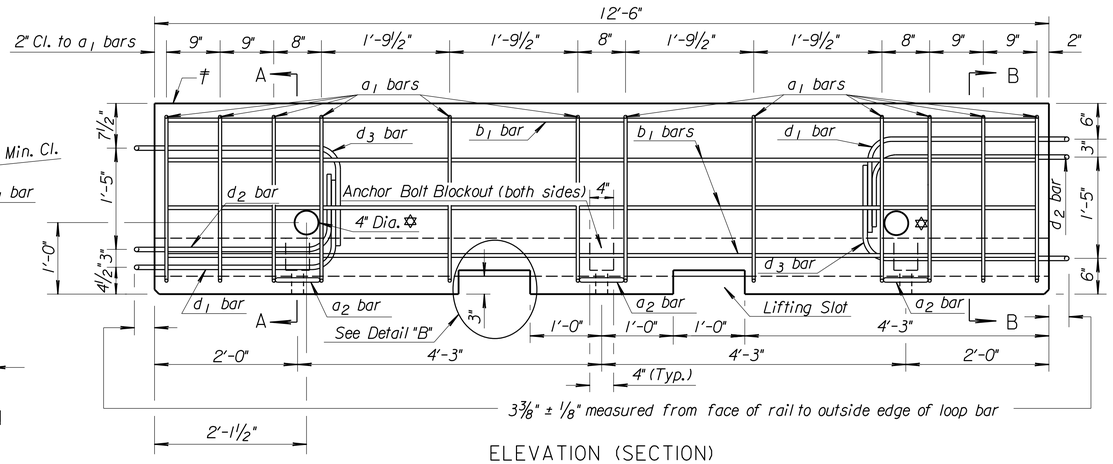
Plotted : $$YTIME$$
$$KDOTGRP$$

Drawn By : __
File : $$DGNSPEC$$

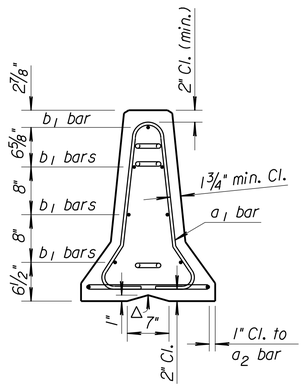
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	849	1055



SECTION A-A
TYPICAL SECTION
(Stirrup Placement)

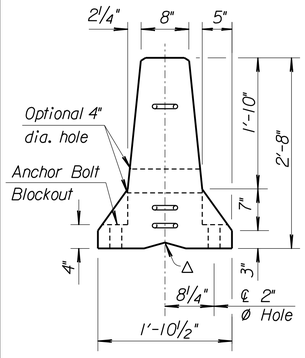


ELEVATION (SECTION)

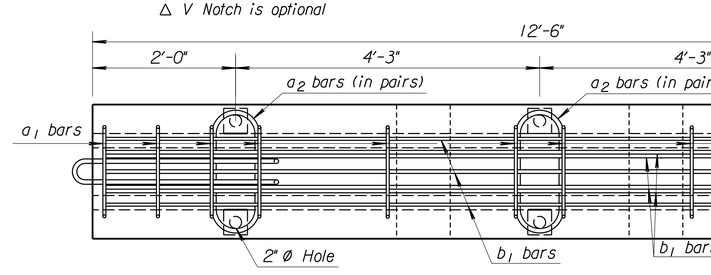


SECTION B-B
TYPICAL SECTION
(Stirrup Placement)

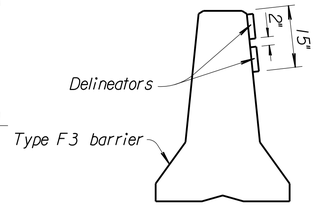
ǂ Marked End
✡ 4" diameter - 11 gauge steel round mechanical tubing sleeve. These holes are optional.
△ V Notch is optional



END VIEW



PLAN (SECTION)



DELINEATOR DETAILS

GENERAL NOTES:

MATERIAL: Use ASTM A615, Grade 60 reinforcing bars, except for the loop bars (d1, d2 and d3).

The loop bars (d_1, d_2 and d_3) shall be ¾" smooth steel bars with a minimum yield of 60 ksi, a tensile strength of not less than 1.25 times the yield strength but a minimum of 80 ksi, a minimum 14% elongation in 8 inches, and passing a 180 degree bend test using a 3.5 D pin bend diameter. The loops shall be installed within ⅛" of the plan dimensions.

Use air-entrained concrete with f'c = 5,000 p.s.i.

SECTION: The section furnished must generally comply with dimensions shown. Requests for minor variations in section geometry and attachments may be submitted to the Engineer for approval.

LIFTING SLOTS: Lifting slots shall be constructed where specified on the plans to facilitate the drainage of water after installation on the roadway.

TEMPORARY CONCRETE SAFETY BARRIER: Furnishing and placing of all materials when required and all labor and equipment required to position the temporary barrier shall be included in the Contract unit price bid for "Concrete Safety Barrier (Type F3)(Temporary)". Any relocation of the barrier required for the project shall be paid in accordance with the Special Provisions under the bid item "Concrete Safety Barrier (Type F3) (Temporary-Relocate)". Unless otherwise noted on the Plans, the Temporary Concrete Safety Barrier shall become the property of the Contractor and shall be removed from the site upon acceptance of the completed project. Approximate weight of one unit equals 2.7 tons.

SURFACE PREPARATION: Barrier shall be placed on a paved surface. All loose dirt and sand shall be removed from the roadway surface just prior to placement of the barrier.

MARKING: The left end (ǂ) of each barrier shall be permanently marked by stamping or forming into the barrier the following information:

- *Type F3*
- *Manufacturer code (as specified by KDOT Bureau of Const. & Maint.)*
- *Date manufactured (month and year)*

DELINEATION: Delineators shall be spaced on 50' centers, except through curves having 1900' or greater curvature where they shall be spaced on 25' centers.

The delineation shall be mounted on the side of the Temporary Concrete Safety Barrier with two delineators at each location. Each delineator shall have a minimum height-to-width ratio of 1.75, and a minimum reflective surface area of 7 sq. in.. The delineators shall be affixed to the Temporary Concrete Safety Barrier as recommended by the manufacturer.

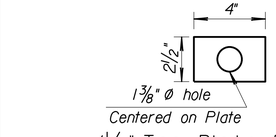
Delineators shall be attached to bridge rail or other structures in construction zones when roadway is narrowed and traffic is adjacent to the structure. The method and location of placement shall be similar to permanent barrier delineation.

When traffic flow is in one direction, the delineators shall be yellow when used on the left, white when used on the right. When traffic flow is in both directions delineators shall be placed back-to-back, and shall correspond to the color of the edge line.

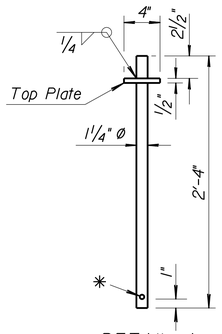
The work and materials required for the installation of delineators as mentioned shall be subsidiary to the bid item "Concrete Safety Barrier (Type F3) (Temporary).

If necessary, include Standard Drawing RD622A for Taper Section, Standard drawing RD622B for anchor and tie down details, Standard Drawing RD622C for Bridges with thermal expansion of 1½" or greater and Standard Drawing RD622D for Barrier Layouts.

The Contractor shall be responsible for maintaining a clear area, shown as dimension "A" on Standard Drawing RD622B. The clear area is located behind the Temporary Concrete Safety Barrier and shall be kept free of any equipment, material stockpiles or other obstacles. For non-anchored roadway applications, dimension "A" shall be a minimum of 2'-0".

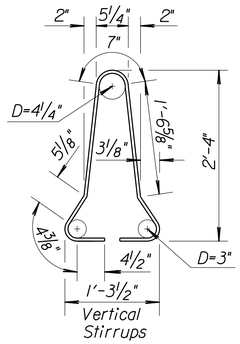


(½" Top Plate Detail)

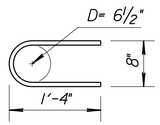


DETAIL A
CONNECTION PIN
(A36 Steel) 10.9 lbs. each

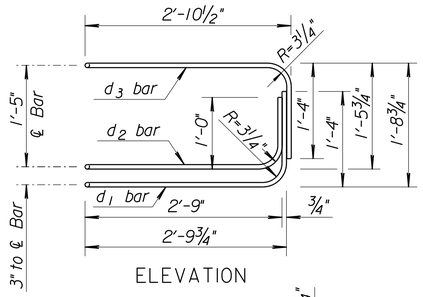
✳ ⅝" Ø hole for retainer bolt. The retainer bolt & nut are installed at Contractor's option.
Note: Retainer bolt & nut required with Tie Down Strap.



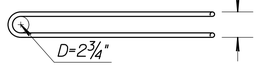
a1 bar



a2 bar

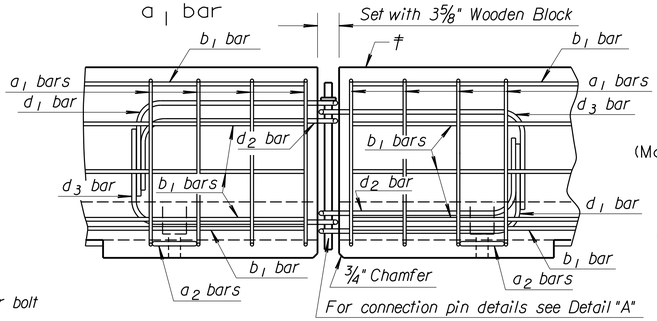


ELEVATION



PLAN

LOOP BAR ASSEMBLY
(Marked end shown, invert for other end)
(Material as stated in General Notes)



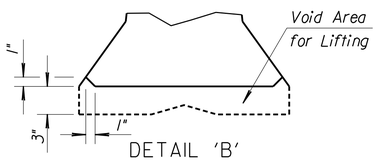
DETAILS OF BARRIER CONNECTION

NOTE: At no time shall the barriers be lifted, moved, etc. by use of the loop bars: d_1, d_2 or d_3.

Per 12'-6" Barrier Section

REINFORCING A615 Gr. 60					
Bar	*Bar Size*	*Shape*	*No. of Bars*	*Length Ft.*	*Weight Lbs.*
a_1	#4		12	6'-0"	48.1
a_2	#6		6	2'-11"	26.3
b_1	#5		7	12'-2"	88.8
LOOP ASSEMBLY					
d_1	#6		2	8'-5"	25.3
d_2	#6		2	7'-7"	22.8
d_3	#6		2	8'-6"	25.5

Concrete Quantity = 1.3 C.Y.
(Dimensions are out to out of bars unless otherwise noted.)



DETAIL 'B'
LIFTING SLOT DETAIL
(1" Chamfer to prevent spalling)

NO.	DATE	REVISIONS	BY	APP'D
4	5-17-13	Revised General Note, Clear Area	S.W.K.	J.O.B.
3	06-03-12	Revised General Note, Clear Area	S.W.K.	J.O.B.
2	02-06-07	Revised additional sheets note	S.W.K.	J.O.B.
1	01-10-07	Rev. layout & notes, add. Delineation	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

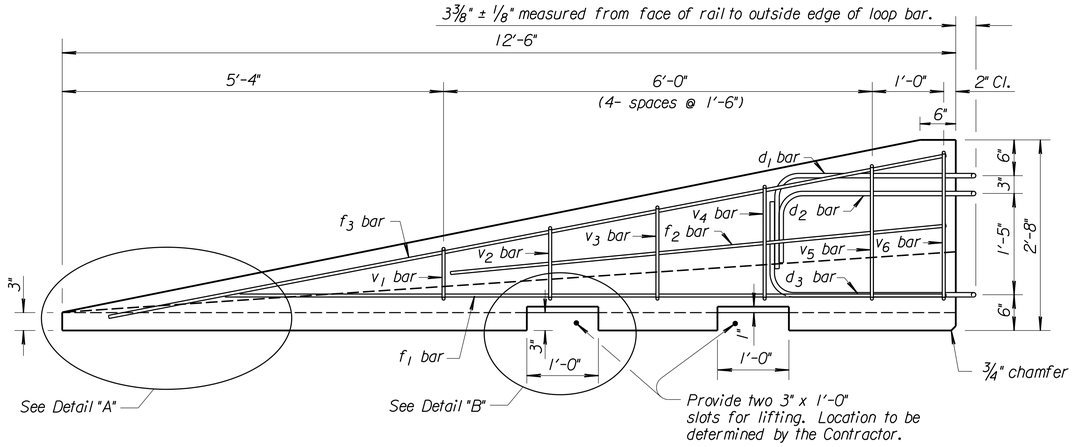
TEMPORARY CONCRETE SAFETY BARRIER TYPE F3

RD622

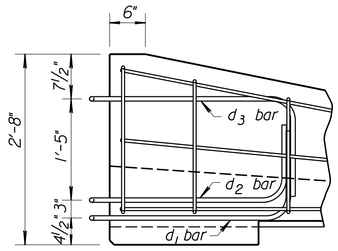
FHWA APPROVAL	10-18-13	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

Plotted : 4/15/2015
Drawn By : _____
File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOTEK1STDRD622A.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	850	1055



ELEVATION (SECTION)
(For connection to left end of Barrier)



ELEVATION (SECTION)
(For connection to right end of Barrier)

GENERAL NOTES:

MATERIAL: Use ASTM A615, Grade 60 reinforcing bars, except for the loop bars (d_1, d_2 and d_3). The loop bars (d_1, d_2 and d_3) shall be ¾" smooth steel bars with a minimum yield of 60 ksi, a tensile strength of not less than 1.25 times the yield strength but a minimum of 80 ksi, a minimum 14% elongation in 8 inches, and passing a 180 degree bend test using a 3.5" D pin bend diameter. The loops shall be installed within ⅛" of the plan dimensions.
Use air-entrained concrete with f'c = 5,000 p.s.i.

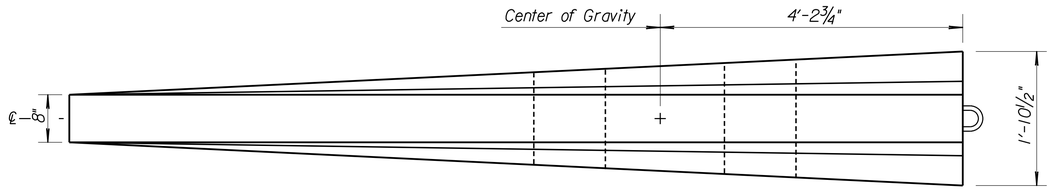
SECTION: The section furnished must generally comply with dimensions shown. Requests for minor variations in section geometry and attachments may be submitted to the Engineer for approval.

LIFTING SLOTS: Lifting slots shall be constructed where specified on the plans to facilitate the drainage of water after installation on the roadway.

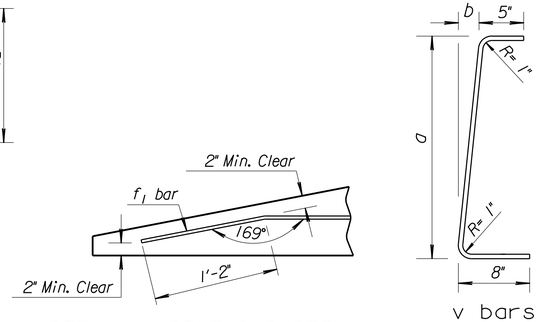
TEMPORARY CONCRETE SAFETY BARRIER: One section of Taper Barrier shall be bid as one section of Type F3 Barrier. Type F3 barrier taper sections shall be used only for low speed (40 mph or less) applications or where a barrier terminates beyond the roadway clear zone. Where a barrier terminates within the clear zone of a high speed roadway, an appropriate impact attenuator shall be installed on the approach end. Furnishing and placing of all materials when required and all labor and equipment required to position the temporary barrier shall be included in the Contract unit price bid for "Concrete Safety Barrier (Type F3)(Temporary)". Any relocation of the barrier required for the project shall be paid in accordance with the Special Provisions under the bid item "Concrete Safety Barrier (Type F3)(Temporary-Relocate)". Unless otherwise noted on the Plans, the Temporary Concrete Safety Barrier shall become the property of the Contractor and shall be removed from the site upon acceptance of the completed project. Approximate weight of one unit equals 1.3 tons.

SURFACE PREPARATION: Barrier shall be placed on a paved surface. All loose dirt and sand shall be removed from the roadway surface just prior to placement of the barrier.

MARKING: Each barrier shall be permanently marked by stamping or forming into the barrier the follow-ing information:
- Type F3
- Manufacturer code (as specified by KDOT Bureau of Const. & Maint.)
- Date manufactured (month and year)



PLAN

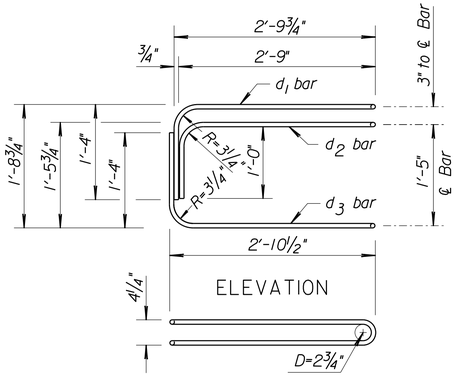


DETAIL "A" BENT BAR DETAIL

v bars

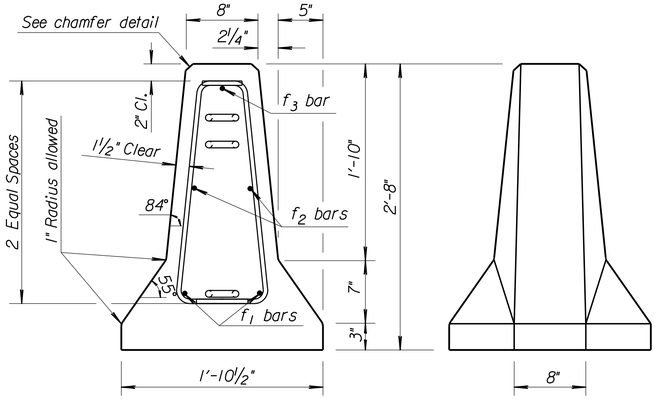
2 at each size required for stirrup assembly

Bar	a	b
v_1	10"	1"
v_2	1'-1"	1¼"
v_3	1'-5"	1⅝"
v_4	1'-8"	1⅞"
v_5	2'-0½"	2⅜"
v_6	2'-3"	2¾"

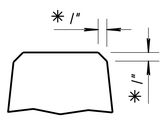


PLAN
LOOP BAR ASSEMBLY
(Left Barrier Connection shown, invert for other end)

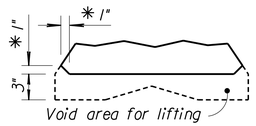
Note: At no time shall the barriers be lifted, moved, etc. by use of the loop bars: d_1, d_2 or d_3.



END SECTION END VIEW



CHAMFER DETAIL



DETAIL "B" LIFTING SLOT DETAIL
* 1" Chamfer to prevent spalling

Per 12'-6" Barrier Taper Section

REINFORCING A615 Gr. 60					
Bar	Bar Size	Shape	No. of Bars	Length ft.	Weight lbs.
v_1	#4	[	2	1'-11"	2.6
v_2	#4	[	2	2'-2"	2.9
v_3	#4	[	2	2'-6"	3.3
v_4	#4	[	2	2'-9"	3.7
v_5	#4	[	2	3'-2"	4.2
v_6	#4	[	2	3'-4"	4.5
f_1	#4	—	2	12'-0"	16.0
f_2	#4	—	2	7'-6"	10.0
f_3	#5	—	1	11'-9"	12.3
LOOP ASSEMBLY					
d_1	#6	⌐	1	8'-5"	12.6
d_2	#6	⌐	1	7'-7"	11.4
d_3	#6	⌐	1	8'-6"	12.8

Concrete Quantity = 0.6 C.Y.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1	1-10-07	Revised layout & notes	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE SAFETY BARRIER TAPER SECTION TYPE F3

RD622A

FHWA APPROVAL	01-19-07	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED B.N.B.
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. S.W.K.

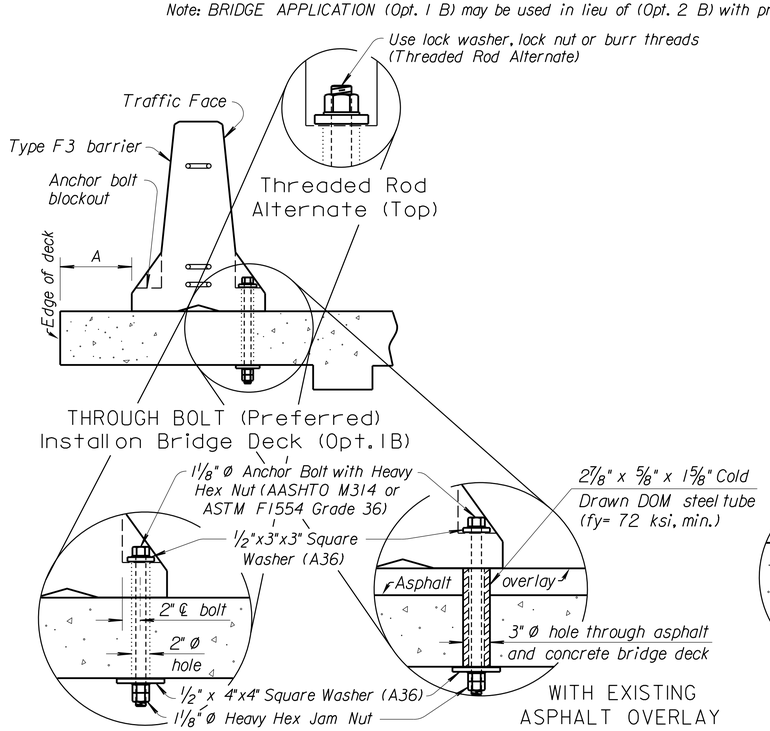
Plotted : 4/15/2015
Drawn By: —
File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\EK1STDRD622A01A.dgn

Option	BRIDGE DECK APPLICATION	
1 B	0′ ≤ A < 2′	Anchor each barrier with 3 bolts on traffic face
2 B	△2′ ≤ A < 4′	Anchor with Tie-down strap connector
3 B	A ≥ 4′	No anchorage required unless shown on plans

Option	ROAD PAVEMENT APPLICATION	
1 R	0" ≤ A < 2′	Anchor each barrier with 3-bolts on traffic face
2 R	6" ≤ A < 2′	Anchor with Tie-down Strap or Staked Down (flexible)
3 R	A ≥ 2′	No anchorage required

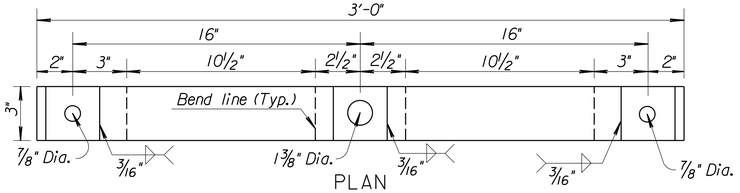
△ *This dimension may be reduced to 1′ on a newly constructed Bridge Deck.*

Note: BRIDGE APPLICATION (Opt. 1 B) may be used in lieu of (Opt. 2 B) with prior approval from the State Bridge Office.



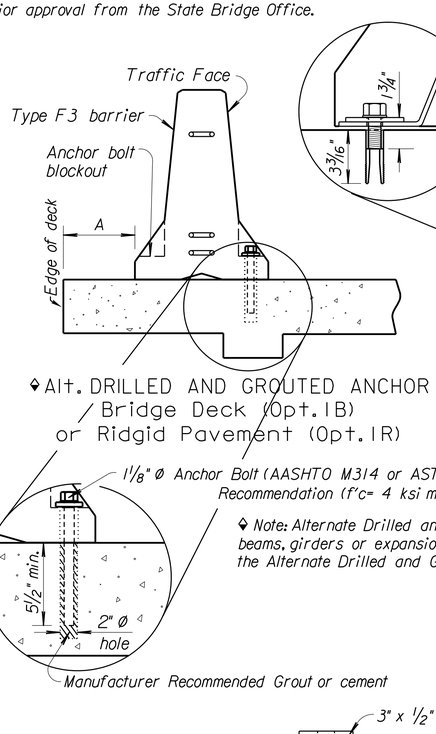
THROUGH BOLT (Preferred)
Install on Bridge Deck (Opt. 1B)

WITH EXISTING ASPHALT OVERLAY



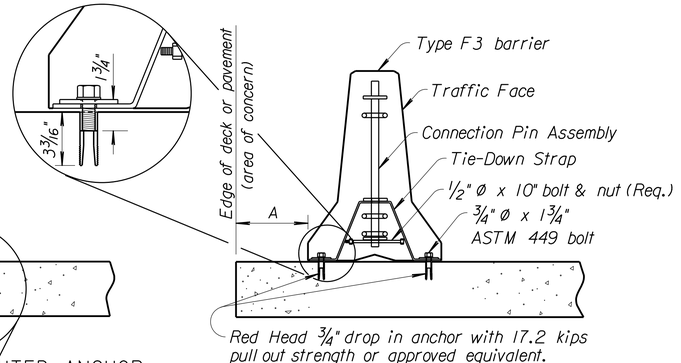
PLAN

TIE-DOWN STRAP DETAILS

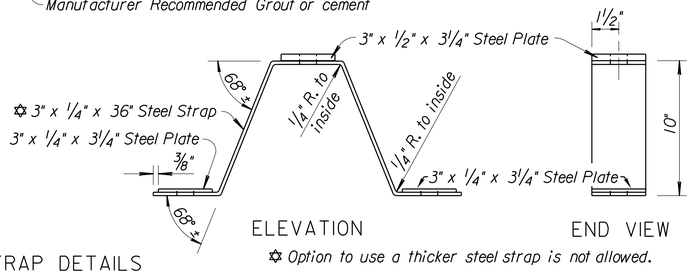


♦Alt. DRILLED AND GROUTED ANCHOR
Bridge Deck (Opt.1B)
or Ridgid Pavement (Opt.1R)

♦ *Note: Alternate Drilled and Grouted Anchor installation avoids damage to the support beams, girders or expansion joint. The State Bridge Office shall approve the use of the Alternate Drilled and Grouted Anchor installation for Opt. 1B applications.*

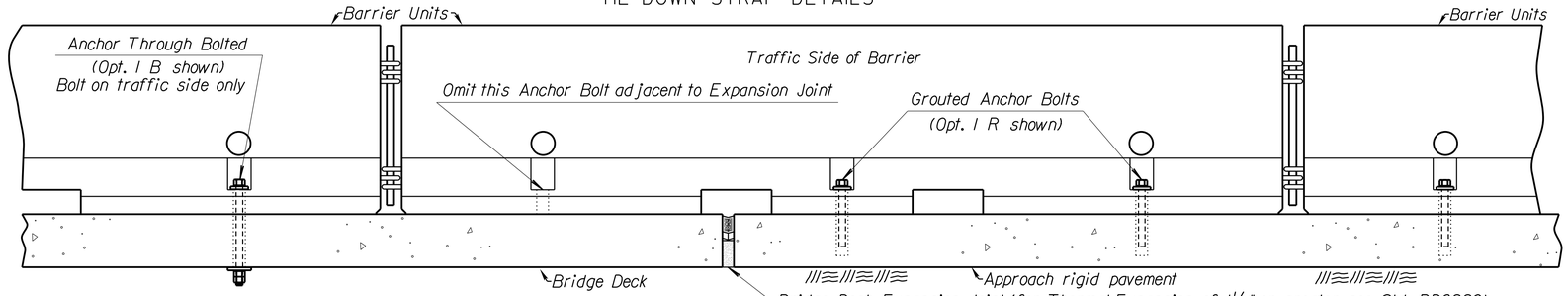


TIE-DOWN STRAP
Rigid Pavement (Opt. 2 R) or
Bridge Deck (Opt. 2 B)



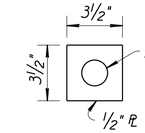
ELEVATION END VIEW

✡ *Option to use a thicker steel strap is not allowed.*

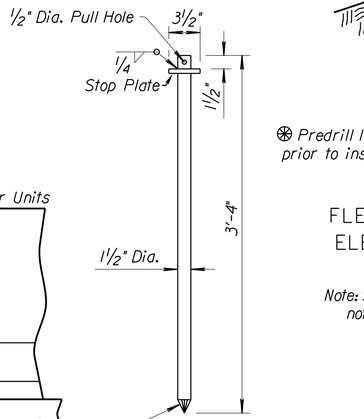


ELEVATION

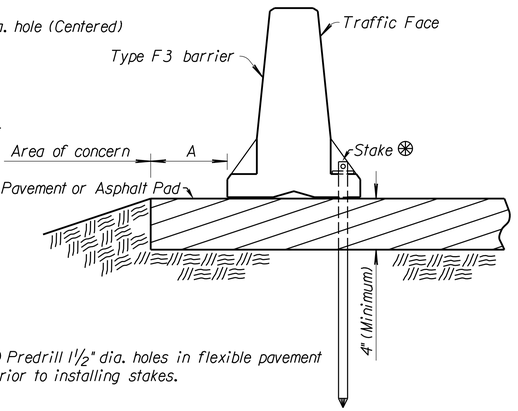
TREATMENT AT BRIDGE DECK EXPANSION JOINT SCHEMATIC (Expansion < 1½")



STOP PLATE DETAIL



STAKE DETAIL



⊛ *Predrill 1½" dia. holes in flexible pavement prior to installing stakes.*

FLEXIBLE PAVEMENT ROAD APPLICATION
ELEVATION - STAKED DOWN (Opt. 2 R)

Note: See Std. Drawing No. RD622 for details and quantities not shown on this sheet.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	851	1055

GENERAL NOTES:

INSTALLATION: Holes into the pavement to anchor the concrete safety barrier may be drilled after positioning barrier. Install barrier with through anchor bolt where possible, use grouted anchor bolts where through bolt can't be used. Do not drill into or otherwise damage support beams, girders, or or expansion joints. All work and materials required for the installation of the anchors are subsidiary to the bid item "Concrete Safety Barrier".

UTILITIES & STRUCTURES (Stakes) Verify buried utilities and structures within stake depth. If conflicts between stake and buried elements exist, up to 2 stakes maximum in a single barrier may be omitted if adjacent barriers have 3 stakes each.

ANCHORAGE: Use galvanized grouted anchor bolts, through anchor bolts, nuts & washers that meet standard specifications.

Install three anchor bolts or asphalt pins per barrier on the traffic side except on transition barrier as shown.

BARRIER REMOVAL: Remove grouted or wedge anchor system by drilling the anchor with a core barrel 2x the diameter of the insert. Core to a depth equal to the installed depth and remove the core, prepare the hole by removing any dust and debris. Fill hole with material that meets KDOT Prequalified "Non-shrink grouts for grouting anchor bolts and reinforcing into previously poured concrete". Follow the manufacturer's procedures for mixing, hole preparation and curing.

To fill through bolt anchor, remove and completely fill the hole using instructions for drop-in anchors except no coring is required.

For removed or relocated barrier on flexible pavement, fill stake holes completely with hot or cold asphalt patch material.

Work and materials required to remove and patch anchor holes is subsidiary to the bid item "Concrete Safety Barrier".

SIGNING: For sign spacing, traffic control device details and reference notes, see Index of Sheets.

TEMPORARY BARRIERS: Temporary Barriers shown in the details of this drawing are not allowed for permanent installations.

See RD622D for transition details between anchored and free-standing barriers.

NO.	DATE	REVISIONS	BY	APP'D
6	12-31-13	Rev. Note (Alt. Drill. & Grout. Anch.)	S.W.K.	J.O.B.
5	6-27-11	Revised General Note	S.W.K.	J.O.B.
4	9-14-10	Add. through bolt with asphalt over.	S.W.K.	J.O.B.
3	2-2-10	Rev. Anchor to Tie-down callout	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE SAFETY BARRIER TYPE F3 ANCHORAGE

RD622B

FHWA APPROVAL	9-4-14	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

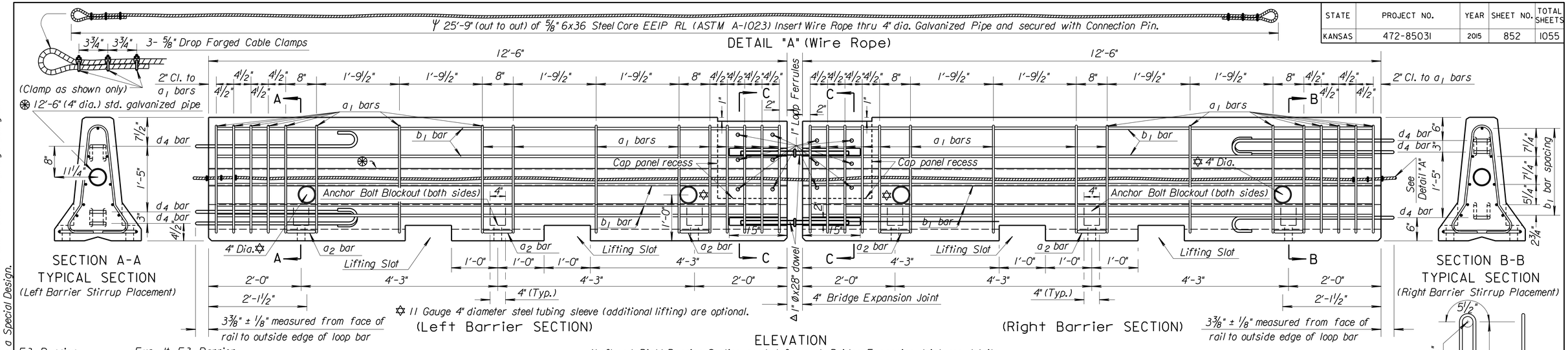
Note to Designer: For use on Haunched slab bridges, the Road Designer shall coordinate with the Bridge Designer for "corridor in the reinforcing steel layout to accommodate barrier anchoring". Road Designer shall coordinate barrier layout with Bridge Designer to accomodate for expansion during construction.

Plotted: 4/15/2015
Drawn By: _____
File: T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\EK1STDRD622B01A.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	852	1055

Note to Designer: This F3 Barrier Anchorage at Expansion Joint is only for use on bridges with thermal expansion of 1½" or greater at the recommendation and review of Bridge Designer. Bridges longer than 1,000 feet require a Special Design.

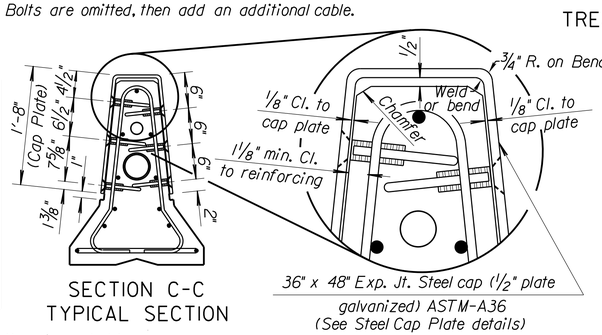
Plotted : 4/15/2015
Drawn By :
File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\EK1STDRD622C01A.dgn



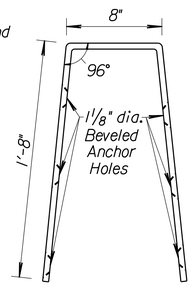
Per 12'-6" Barrier Section

REINFORCING A615 Gr. 60					
Bar	Bar Size	Shape	No. of Bars	Length Ft.	Weight Lbs.
a_1	#4		16	6'-0"	64.1
a_2	#6		6	2'-11"	26.3
b_1	#5		9	12'-2"	114.2
LOOP ASSEMBLY					
d_4	#6		3	8'-2"	36.8
1/2" Structural Steel Cap Plate					201.3

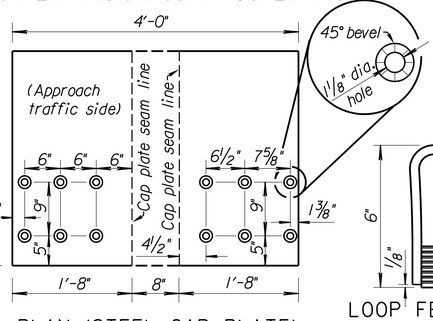
Concrete Quantity = 1.3 C.Y.
(Dimensions are out to out of bars unless otherwise noted.)
Reinf., Struct. and Concrete quanitities are for "Information Only".



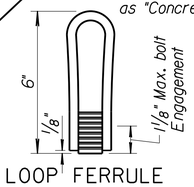
SECTION C-C
TYPICAL SECTION



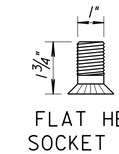
END VIEW
STEEL CAP PLATE



PLAN (STEEL CAP PLATE)



LOOP FERRULE
(1" Galvanized)



FLAT HEAD
SOCKET CAP
SCREW-Coarse

GENERAL NOTES

Installation of F3 Barrier with Steel Cap Plate is for thermal expansion joint with ≥ 1 1/2". This two barrier system (25'-0") is reversible to match with regular F3 Barrier layout. The Cap Plate sections are installed with no greater than 4" gap and pinned as shown in Expansion Jt. schematic. Install Cap Plate flush to recess on Traffic Approach side and bolt in place front and back of barrier with attachment types shown.

See Standard Drawing RD622 for reinforcing bending diagrams and additional details not shown on this sheet.

The State Bridge Office will review shop details before fabrication begins.

All materials, labor and equiptment needed for (Type F3) (25' Expansion Joint Unit) shall be bid as "Concrete Safety Barrier (Type F3) (Temporary)".

NO.	DATE	REVISIONS	BY	APP'D
3	7-26-07	Chg. flat head screw & ferrul to 1" ø	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

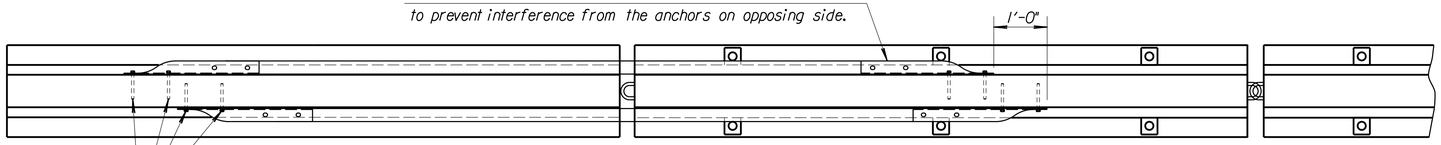
TEMPORARY CONCRETE SAFETY BARRIER TYPE F3 ANCHORAGE at EXPANSION JT.

RD622C

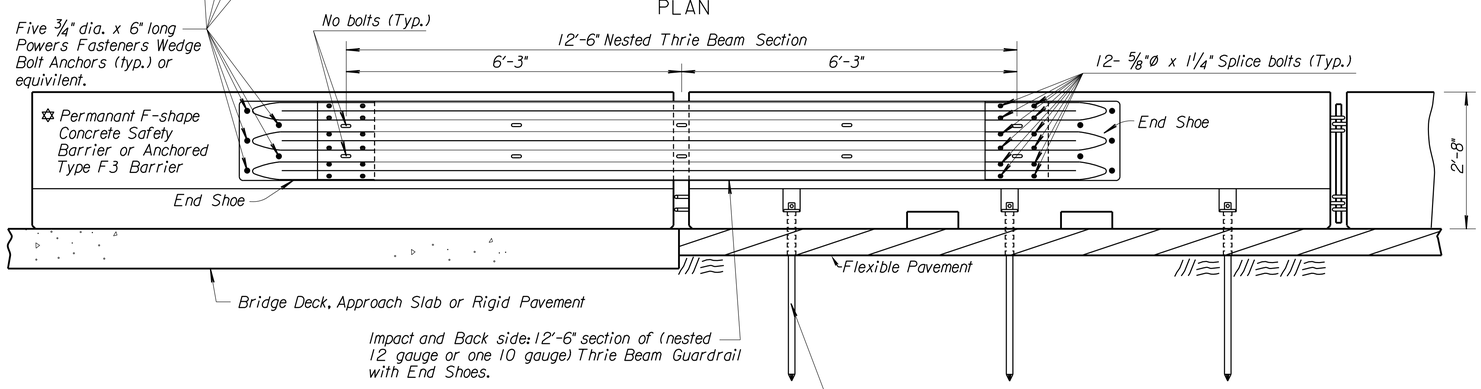
FHWA APPROVAL	10-05-07	APP'D. James O. Brewer	
DESIGNED J.P.J.	DETAILED	QUANTITIES	TRACED B.N.B.
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. S.W.K.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	853	1055

Thrie beam piece on non-impact side is offset 1' downstream to prevent interference from the anchors on opposing side.



PLAN



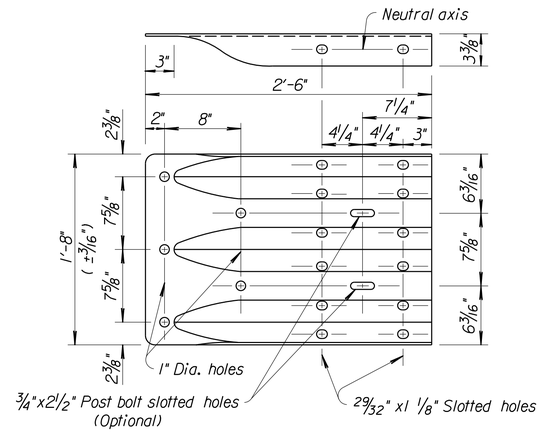
ELEVATION

✡ GUARDRAIL CONNECTION

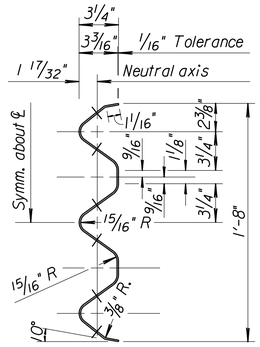
ANCHORED/RIGID BARRIER TO FREESTANDING BARRIER

GENERAL NOTES:

The work and materials required for the installation & removal of the guardrail connection and barrier anchors as shown on this sheet shall be subsidiary to the "Concrete Safety Barrier" bid item.



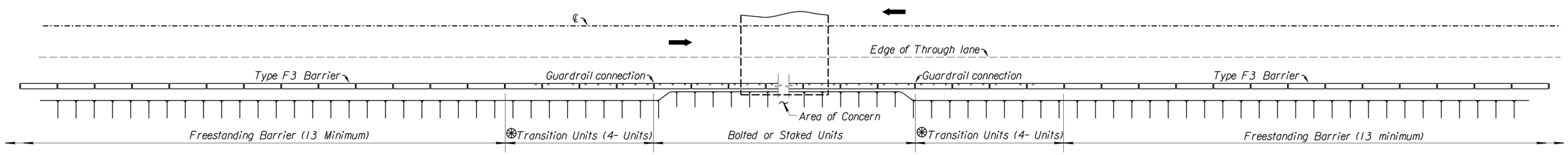
TERMINAL CONNECTOR



THRU RAIL ELEMENT
TYPICAL THRIE BEAM



PLAN (Transition Units)



✡ APPROACH TRANSITION FROM FREESTANDIING TO ANCHORED (BOLTED OR STAKED) TYPE F-3 CONCRETE BARRIER

✡ TYPICAL INSTALLATIONS

1) Type F3 barrier anchored to rigid pavement with bolted connection or bolted to a bridge deck.
   -the transtion between this anchored barrier and the freestanding needs the transition barriers plus guardrail as shown above.
2) Permanent F-shape barrier
   -the transtion between this permanent barrier and the freestanding Type F3 needs the transition barriers plus guardrail as shown above.
3) Type F3 barrier anchored with straps on rigid pavement or a bridge deck
   -the transtion between this anchored barrier and the freestanding needs NO transition barriers or NO guardrail.
4) Type F3 barrier pinned/staked to asphalt pavement
   -the transtion between this anchored barrier and the freestanding needs the transition barriers but NO guardrail.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1	1-30-07	Rem. temp. details from perm. barrier	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE SAFETY BARRIER TYPE F3 TRANSITION LAYOUTS

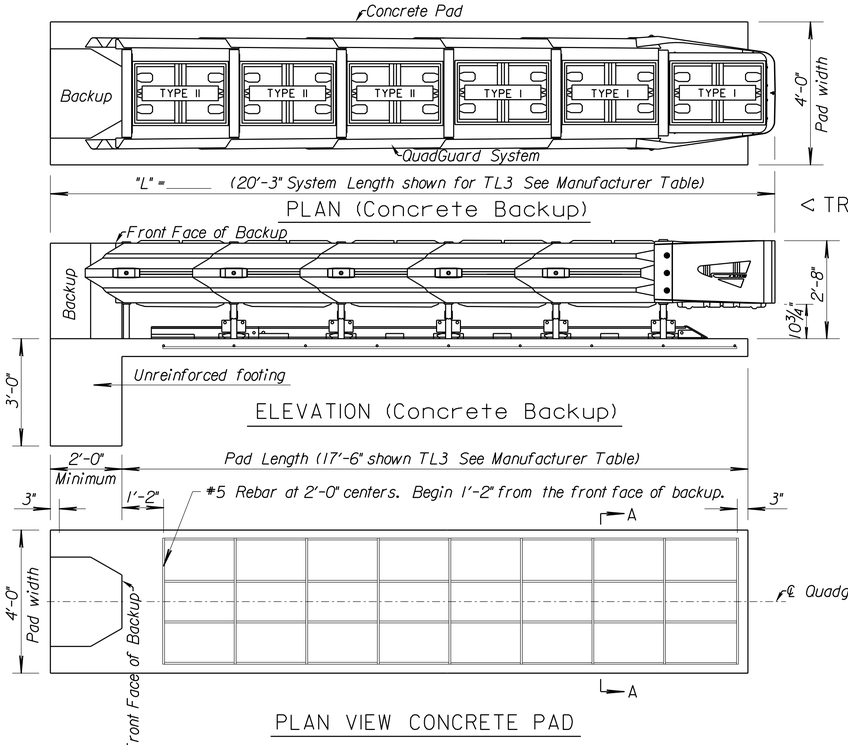
RD622D

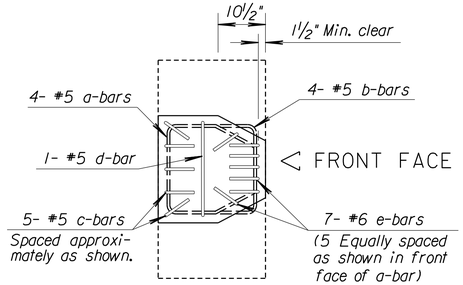
FHWA APPROVAL	01-19-07	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

Plotted : 4/15/2015
Drawn By : ___
File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\EK1STDRD622D01A.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	854	1055

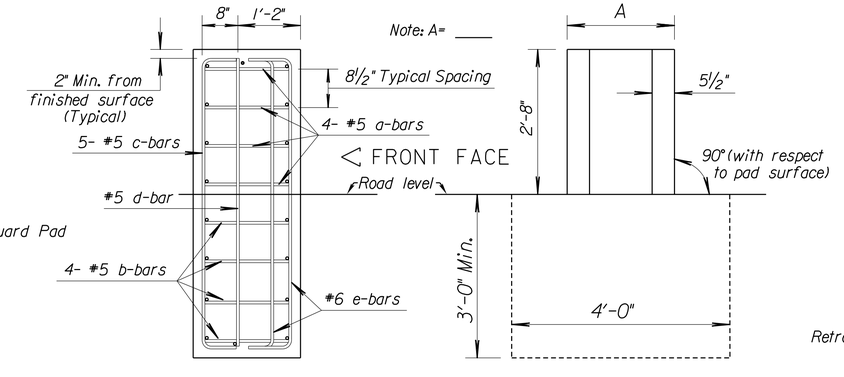
Note to the Designer: The designer shall be responsible for designating dimensions "A" and "L" and the QuadGuard model number.





TOP VIEW (Concrete Backup)

(Reinforcement Detail)



SIDE VIEW

(Reinforcement Detail)

FRONT VIEW

GENERAL NOTE

Details shown on this sheet of QuadGuard II and QuadGuard CZ are for Information Only and may not be an exact detail of QuadGuard II or QuadGuard CZ. See the manufacturer's Installation Manual furnished to the Engineer for details of components, installation and maintenance.

The QuadGuard System shall consist of the following items which shall be considered Subsidiary.

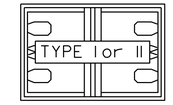
QuadGuard II or CZ Model Number _____ .
Conc. Backup Wall or Tension Strut Assembly
Conc. Slab for Assembly
Any Equipment necessary to meet the Manufacturer's requirements for a complete and functioning system.

See the KDOT Standard Specifications for additional information.

A Type I Object Marker shall be attached at the approach end of the system. The Object Marker shall be bolted or riveted to the end bay.

All work and materials required for installation of this attenuator shall be paid under the bid item "Impact Attenuator (TL2 or TL3)" or "Impact Attenuator (Temporary)".

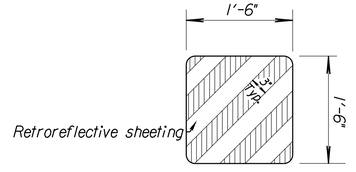
The QuadGuard II Impact Attenuator is shorter than the QuadGuard. The modifications are the Steel Nose and monorail Guide Stabilizers, the remaining components are identical to QuadGuard system.



PLAN

REPLACEMENT MODULE

(TYPE I or TYPE II)

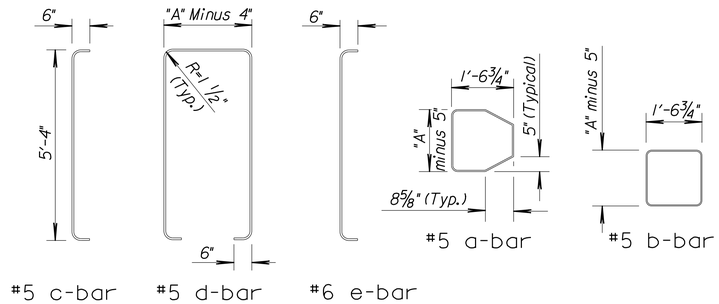


TYPE I OBJECT MARKER

Aluminum Sign Blanks shall be ASTM B-209 (H), Alloy 6061-T6, 5154-H38, or 5052-H38. All holes shall be ⅜" in diameter.

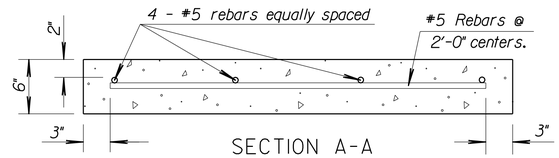
The type of adhesive used for reflective sheeting shall be heat activated or pressure sensitive.

Sign face shall be covered with high performance retroreflective sheeting.



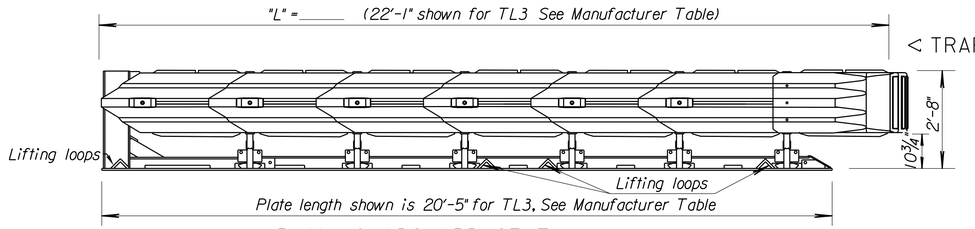
CONCRETE BACKUP DETAILS

All dimensions are out-to-out on bars unless otherwise noted.



SECTION A-A

Note: Cross slope of pad shall not exceed 8% and not vary more than 2% from front to back. Pad and Backup Block should be tied together poured monolithically. Concrete for pad and backup block shall have a minimum compressive strength of 4,000 psi.



PLAN (QUADGUARD CZ Temporary)

NO.	DATE	REVISIONS	BY	APP'D
2	7-16-09	Revised to QuadGuard II Impact Att.	S.W.K.	J.O.B.
1	5-20-09	Redrawn, (TL2/TL3) CZ Temporary	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

IMPACT ATTENUATOR (QUADGUARD II TL2/TL3) (QUADGUARD CZ TL2/TL3 Temp.)

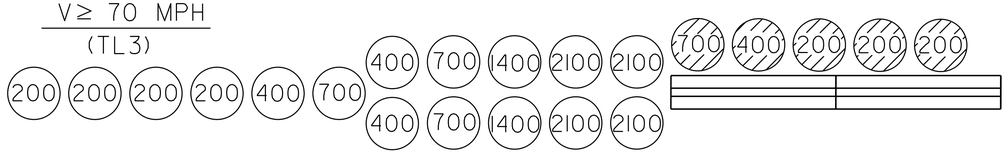
RD626

FHWA APPROVAL	12-18-09	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

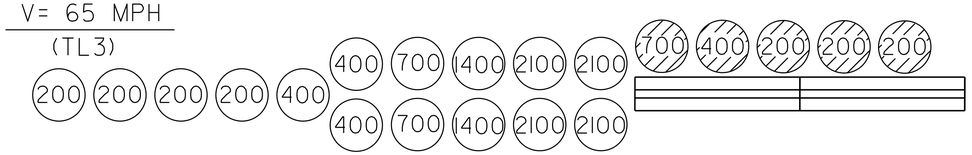
Plotted: 4/15/2015
Drawn By: _____
File: T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\EK1STDRD626A.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	855	1055

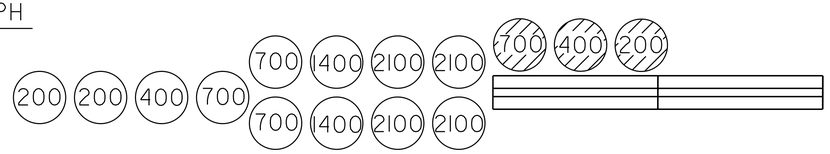
V≥ 70 MPH
(TL3)



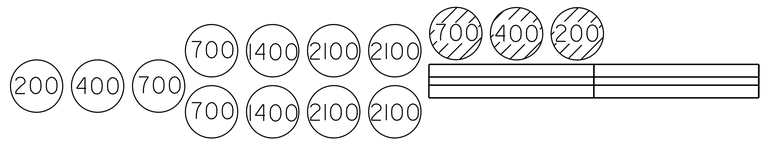
V= 65 MPH
(TL3)



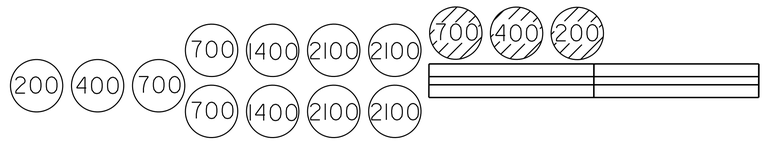
V= 60 MPH
(TL3)



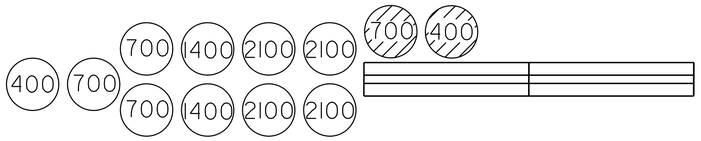
V= 55 MPH
(TL3)



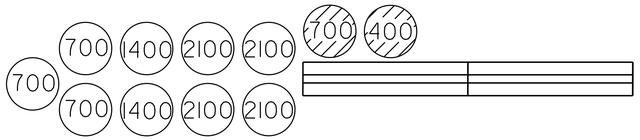
V= 50 MPH
(TL3)



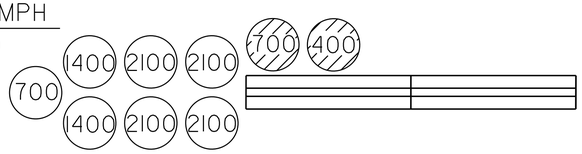
V= 45 MPH
(TL2)



V= 40 MPH
(TL2)



V= 35 MPH
(TL2)



INERTIAL BARRIER SYSTEM			
Station	*Side*	*Design Speed*	*Comments*
Mainline			
544+83.66	*Rt.*	*45 MPH*	

GENERAL NOTE

This drawing details general configurations for Inertial Barrier Systems. Some project specific conditions may require variations which are designed to meet prevailing criteria.

Use Inertial Barrier System consisting of the units as shown for the specified design speed, all hardware and attachments.

Install Inertial Barrier System on a flat, stable base with cross-slope no steeper than 10:1. See Manufacturer's recommendations for module materials and method of installation.

See standard specifications for mixture to fill modules requirements.

Provide a 6" spacing between modules and one foot between the end of concrete barrier or other rigid object.

When installed as part of project traffic control, the bid item "Inertial Barrier" includes the original installation and required relocations.

Keep available replacement modules to replace any size module used on site, Engineer's direction.

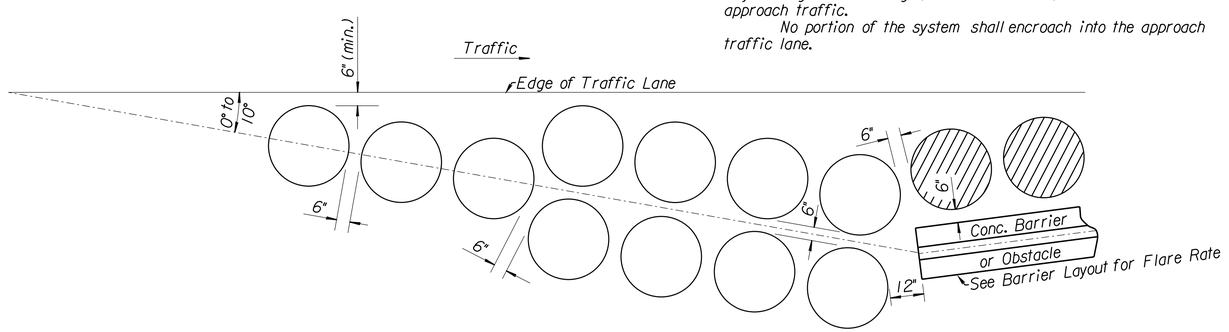
Inertial Barrier System modules damaged by the Contractor during relocation of Inertial Barrier System are replaced at the Contractor's expense.

Module weights shown are in pounds.

Install 270 square inches of Type II High Performance (vertical, rectangular or diamond shape) reflective sheeting on first module of Inertial Barrier System facing traffic.

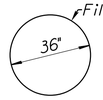
Where sufficient space is available the Inertial Barrier System may be aligned at an angle, not to exceed 10°, in the direction of approach traffic.

No portion of the system shall encroach into the approach traffic lane.

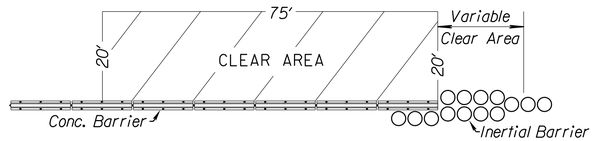


TYPICAL PLAN of INERTIAL BARRIER

When two-way traffic is adjacent to only one side of Concrete Barrier or Obstacle, these additional modules will be placed on the Traffic Side of Concrete Barrier or Obstacle. Traffic adjacent to both sides of the Concrete Barrier or Obstacle requires an additional set of modules each side if approach traffic is exposed to the back portion of the Inertial Barrier. These additional modules are not required along the sides of Concrete Barrier or Obstacle when it's location is outside the Clear Zone or one-way directional traffic.



PLAN
Replacement Module



PLAN - CLEAR AREA

NO.	DATE	REVISIONS	BY	APP'D
7	5-17-13	Added Detail, Clear Area	S.W.K.	J.O.B.
6	2-3-12	Revised General Note	S.W.K.	J.O.B.
5	6-27-11	Rdvised notes & Typical Plan detail	S.W.K.	J.O.B.
4	9-10-09	Impact Attenuator to Inertial Barrier	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

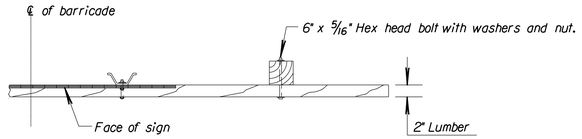
INERTIAL BARRIER (TL2 or TL3)

RD620

FHWA APPROVAL	10-18-13	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

Plotted :4/15/2015
Drawn By: __
File : T:35765A\Cadd\Sheets\Package1\Standards\KDOT\EK1STDRD620A

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	856	1055



PARTIAL PLAN VIEW
(Not to Scale)

GENERAL NOTE

Steel fasteners shall be electroplated with zinc or cadmium.

Wood posts shall be given a preservative treatment as provided in the K.D.O.T. Standard Specifications.

Lumber for barricade boards shall be straight, free of unsound knots and S4S.

All lumber dimensions are nominal.

Border and legend on the road closed sign shall be as specified in the Manual on Uniform Traffic Control Devices, current edition. Background shall be covered with encapsulated lens white retro-reflective sheeting.

Hachure lines shall be formed by applying strips of silver enclosed lens reflective sheeting to 0.040" thick aluminum, which in turn is to be secured to each barricade board. Either a pressure sensitive or heat activated adhesive is permitted. The 6" wide red stripes are to be formed by applying either a red enclosed reflective sheeting or a transparent red process color. The reflectorized aluminum strip is to be secured to each board with 1" common galvanized nails, one in each corner of the strip and additional nails spaced at 12" intervals along the top and bottom edges.

Holes for posts shall be drilled and backfill tamped.

Side, edges and ends of all boards shall be painted with one coat of exterior grade prime and two coats of exterior grade black enamel.

Signs shall be manufactured from properly degreased 14 gauge steel or 0.100" thick aluminum

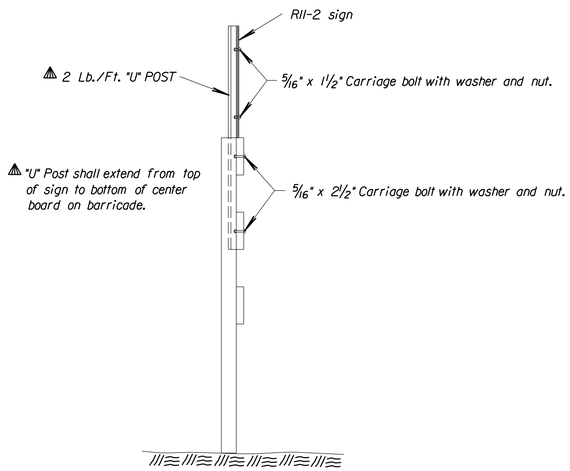
Steel signs shall be painted with one coat of prime and two coats of white enamel.

Barricades are to be set at each road to be closed. Barricades are to be installed approximately 10 feet beyond right of way fence.

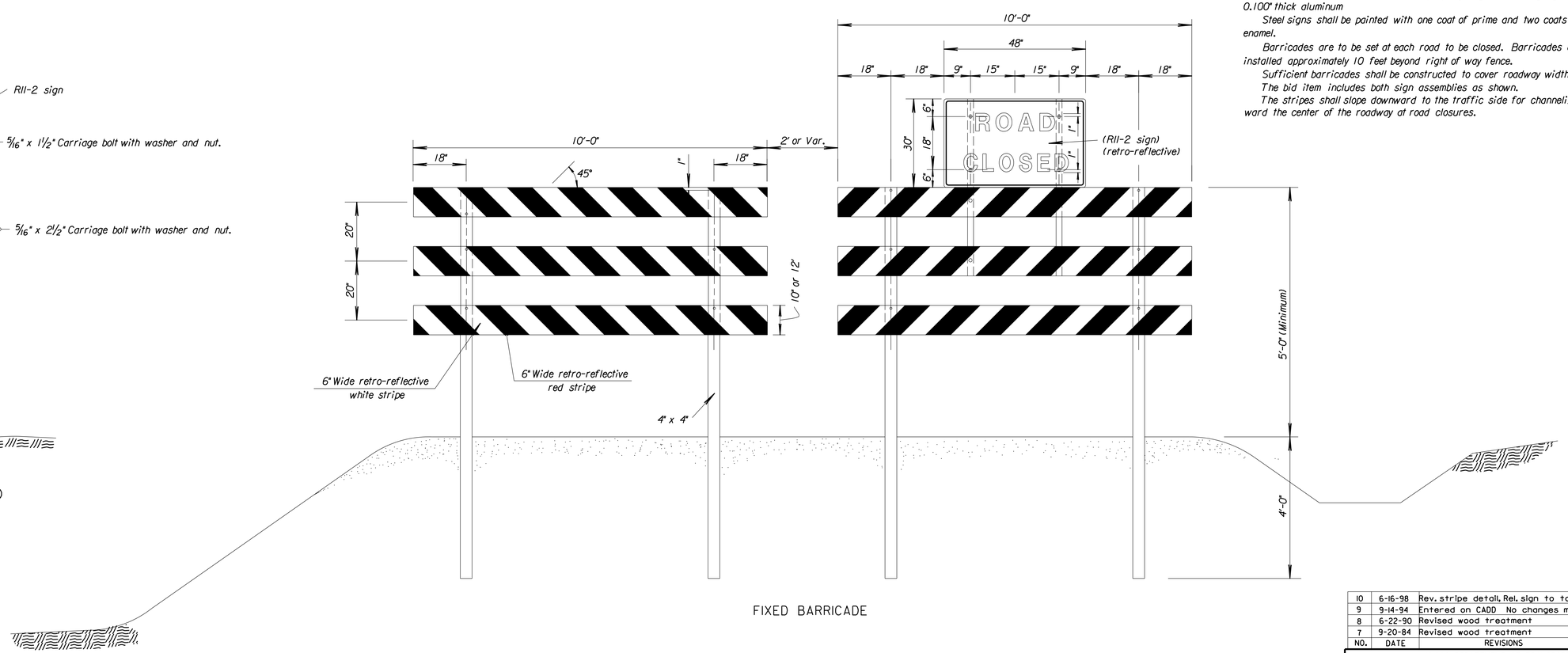
Sufficient barricades shall be constructed to cover roadway width.

The bid item includes both sign assemblies as shown.

The stripes shall slope downward to the traffic side for channelization and toward the center of the roadway at road closures.



SIDE VIEW
(WITH SIGN)



FIXED BARRICADE

NO.	DATE	REVISIONS	BY	APP'D
10	6-16-98	Rev. stripe detail, Rel. sign to top	R.J.S.	J.O.B.
9	9-14-94	Entered on CADD No changes made	R.J.S.	J.O.B.
8	6-22-90	Revised wood treatment	W.P.R.	A.F.T.
7	9-20-84	Revised wood treatment	W.L.H.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

TYPE III BARRICADE (FIXED) WITH RII-2 SIGN

RD760

FHWA APPROVAL	8-31-98	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. Seitz

Plotted : 4/15/2015
Drawn By : __
File : T:\35765A\Cadd\Sheets\Package1\Standards\KDOT\EK1STDRD760A.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	857	1055

Scale: 1"=50'

+74.77 R/W= ℄ 616.90' ℄

Const. Limits

R/W

DRAINAGE DEDICATION

City of Wichita

R/W

Const. Limits

10' San. Sewer Esmt.

WIEDEMANN ADDITION

1

City of Wichita
455 N. Main Street

KELWAY 2ND ADDITION

2

City of Wichita
455 N. Main Street

35' Fire Lane Esmt.

1/4 Sec. Line

+77.34 R/W=℄ 266.91' ℄

+67.89 R/W= 1/4 Sec. Line= ℄ 192.34' ℄

+51.60 A/C=R/W=Proj. R/W=℄ 193.05' ℄

+07.89

+50

+10

35' Fire Lane Esmt.

+72.30 A/C=Proj. R/W 202.88' ℄

A/C=Proj. R/W

+68.24 R/W=Exist. R/W= 1/4 Sec. Line= ℄ 144.65' ℄

Exist. R/W

Const. Limits

San. Sewer Esmt.

℄ North Frontage Road

Prop. Comm. Duct Bank

30' Private Drive Esmt.

Ramp A

Const. Limits

Exist. R/W

495 6 N89°24'11"E 7 8 9 500 1 2 3 4 505

℄ Proposed Improvement

Sec. Line

Kellogg Avenue (US 54)

Sec. Line

Ramp B

Ramp C

1/4 Sec. Line

Const. Limits

Exist. R/W

CITY OF WICHITA

EAST KELLOGG

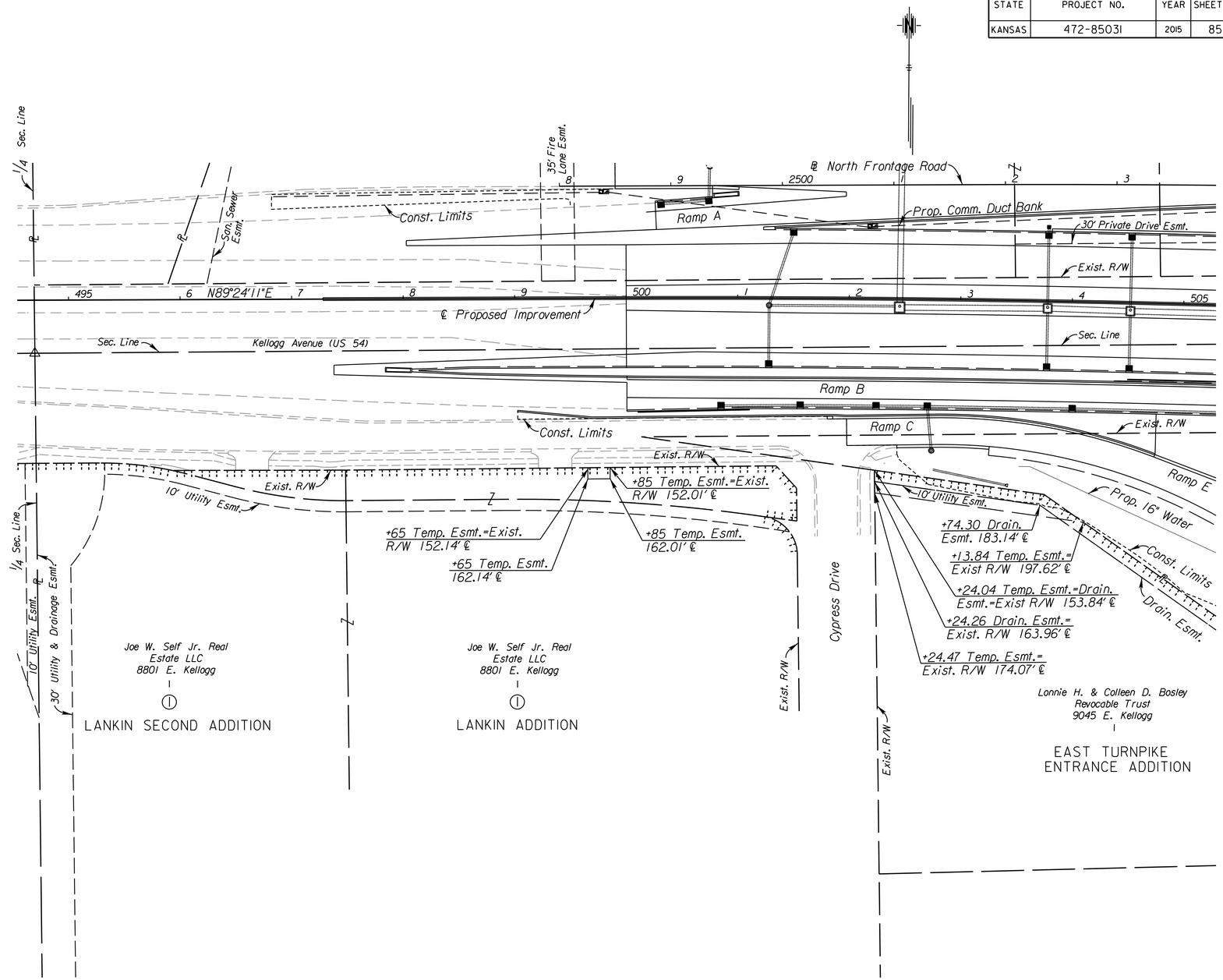
RIGHT-OF-WAY PLAN

STA. 495+00 TO STA. 505+00 (LEFT)

SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	CKD.	-	APP.	-

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4/15/2015
4:02:33 PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	858	1055



SURV.	-	PLOT	CADD	DES.	-	DR.	-	TR.	-	CKD.	-	APP.

4:02:36 PM
4/15/2015
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CITY OF WICHITA

EAST KELLOGG

RIGHT-OF-WAY PLAN

STA. 495+00 TO STA. 505+00 (RIGHT)

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	859	1055

+68.70 R/W=
℄ 639.61' ℄

R/W

40' Ingress & Egress Esmt.

+72.39 R/W=
℄ 567.12' ℄

10' Utility Esmt.

Const. Limits

45' Private Road Esmt.
45' KPL Pipeline Esmt.

+62.19 R/W=
℄ 598.22' ℄

20' Utility Esmt.

20' Fire Lane Esmt.

30' Private Drive Esmt.

KELWAY 2ND ADDITION

City of Wichita
455 N. Main Street

Kansas Turnpike Authority
9401 E. Kellogg

F.N.I.C.
ADDITION
2
Phillip G. Ruffin
453 S Webb

R.V.C. ADDITION

5 Star Hotel Management
Wichita LLC
411 S. Webb

+28.72 R/W=Temp.
Esmt.=℄ 306.32 ℄

+46.40 A/C=R/W=
℄ 276.31' ℄

KGE Esmt.

+63.79 R/W=
℄ 338.83' ℄

+85.52 Utility Esmt.=
Exist Esmt. 320.24' ℄

+36.68 A/C=R/W=Proj.
R/W=℄ 253' ℄ S.R.

Utility Esmt.

Prop. 8" Water

Temp Esmt.

+28.62 R/W
235.68' ℄

+69.39 R/W=Temp.
Esmt.=℄ 258.53 ℄

+70.77 A/C=R/W
=℄ 238.58' ℄

+55.06 A/C=Proj
R/W 250.01' ℄

+50.36 A/C=Proj.
R/W=Utility Esmt.
330.40' ℄

10' KGE Esmt.

+74.70 A/C=Proj.
R/W=℄ 181.45' ℄

2
Shiv-Kishan Inc.
465 S. Webb

A/C

+00 A/C=Proj.
R/W 168.19' ℄

A/C=Proj. R/W 56.50' ℄ F.R.

+00

Prop. 10" San. Sewer

+00

℄ North Frontage Road

2505

2510

2515

Prop. Comm. Duct Bank

30' Private Drive Esmt.

Exist. R/W

505

510

515

520

Sec. Line

℄ Proposed Improvement

Ramp B

Ramp C

Ramp D

San. Sewer Esmt.

San. Sewer Esmt.

1515

℄ South Frontage Road

CITY OF WICHITA

EAST KELLOGG

RIGHT-OF-WAY PLAN

STA. 505+00 TO STA. 520+00 (LEFT)

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.

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4/15/2015
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	860	1055

30' Private Drive Esmt.
10' Utility Esmt.
2505
Exist. R/W
Sec. Line
℄ Proposed Improvement
2510
2515
505
510
515
520
Ramp B
Ramp C
Ramp D
Ramp E
San. Sewer Esmt.
San. Sewer Esmt.
Prop. 16" Water
Exist. R/W
Drain. Esmt.
10' Utility Esmt.
℄ South Frontage Road
1515
Prop. 16" Water
KGE Esmt.
City of Wichita
505 S. Webb
+32.57 A/C=Proj. R/W=
Exist. R/W=℄ 240.11' ℄
A/C=Proj. R/W
+22.02 A/C=
Proj. R/W
182.95' ℄
Lonnie H. & Colleen D. Bosley
Revocable Trust
9045 E. Kellogg
+67.09 Drain.
Esmt. 375.76' ℄
E&P Financing Ltd Partnership
527 S. Webb
Utility Esmt.
20' Private Waterline Esmt.
City of Wichita
515 S. Webb
20' Private Sanitary Sewer Esmt.
A/C=Proj. R/W
Michael C. & Vivian S. Grothe
511 S. Webb
DAVIS-MOORE ADDITION
+82.07 A/C=R/W=
Temp. Esmt.=℄
419.69' ℄
R/W
Const. Limits
R/W
Const. Limits
R/W
100
+45.19 A/C=R/W=Proj. R/W=Exist.
R/W=Temp. Esmt.=℄ 388.60' ℄
+16.55 A/C=R/W=Proj.
R/W=℄ 210' ℄ S.R.
EAST TURNPIKE
ENTRANCE ADDITION
+79.83 Drain.
Esmt. 494.94' ℄
+90.12 Drain. Esmt.=
Exist. R/W 494.33' ℄
+01.78 Temp. Esmt.=
Exist. Esmt. 465.12' ℄
Temp. Esmt.=Exist. Esmt.
Temp. Esmt.
Kansas Turnpike Authority
9401 E. Kellogg
+20.24 A/C=
Temp. Esmt.=℄
767.75' ℄
Temp. Esmt.
+44.84 Temp.
Esmt. 743.36' ℄

CITY OF WICHITA

EAST KELLOGG

RIGHT-OF-WAY PLAN

STA. 505+00 TO STA. 520+00 (RIGHT)

PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
SURV.						

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	861	1055

+36.62 R/W=Temp. Esmt.=℄ 93' @ S.R.
+36.61 A/C=R/W=℄ 83' @ S.R.
+90
Const. Limits
R/W
Prop. 20" Water
Exist. R/W
10' KGE Esmt.
20' Utility Esmt.
Drainage Esmt.
66' Cities Service Gas Company Esmt.
℄ Webb Road = Sec. Line
Williams Natural Gas Co. Esmt.
Exist. R/W
City Service Gas Co. Esmt
66' Williams Natural Gas Co. Esmt.
Const. Limits
+00 R/W
100' @ S.R.
+00 R/W=Temp. Esmt.
110' @ S.R.
Sta. 2519+80.96 ℄ North Frontage Rd.=
Sta. 48+77.71 ℄ Webb Road
+00 R/W
230' @ S.R.
R/W
Sta. 521+22.63=
Sta. 50+00 ℄ Webb Road
+47.69 R/W=Temp.
Esmt. 181.56' ℄
+47.98 R/W
171.57' ℄
Temp. Esmt.
Gas Service Co. Esmt.
Exist. R/W
Prop. 10" San. Sewer
+30 Temp.
Esmt. 186.31' ℄
+30 R/W
166.30' ℄
R/W
+30 R/W
148.09' ℄
+15.85
+30 Temp.
Esmt. 164.29' ℄
+30 R/W
142.99' ℄
+76.36
Temp. Esmt.
+77.29
+37.29
Const. Limits
R/W
10' KGE Esmt.
Prop. 20" Water
Exist. R/W
Beech Aircraft Corporation
2520
2525
2530
Sec. Line
℄ North Frontage Road
Prop. Comm. Duct Bank
℄ Proposed Improvement
520
525
530
535
10' Gas Service Company Easement
SWB Esmt.
℄ South Frontage Road
1520
1525
1530
Groves Real Estate Co., Inc.
9601 E. Kellogg
Prop. 20" Water
20' Utility Esmt.
+77.69 A/C=R/W=
Exist. R/W 157.08' ℄
+67.07 R/W=
℄ 163.05' ℄
Temp. Esmt.
Const. Limits
+67.59 R/W=Temp.
Esmt. 183.04' ℄
+81.19 R/W
240' @ S.R.
+90 Temp.
Esmt. 178.54' ℄
+90 Temp.
Esmt. 195' ℄
+70 Temp.
Esmt. 177.64' ℄
+70 Temp.
Esmt. 195' ℄
+62.81 Temp.
Esmt. 177.04' ℄
+00
+60
Wildcat Lane
San. Sewer Esmt.
+00 R/W
157.08' ℄
+00 R/W
130.04' ℄
+00 Temp.
Esmt. 150.04' ℄
Temp. Esmt.
Const. Limits
R/W
+47.61 A/C=
R/W=Exist.
R/W 157.08' ℄
+62.51 Temp.
Esmt. 200.09' ℄
10' Utility Easement
30' Utility Easement
Michael C. & Vivian S. Grothe
511 S. Webb
San. Sewer Esmt.
KGE Esmt.
+16.55 A/C=
R/W=Temp.
Esmt.=Exist.
R/W=℄
60' @ S.R.
Temp. Esmt.=
Exist. Esmt.
+96.55
Temp. Esmt.=
Exist. Esmt.
61.91' @ S.R.
Prop. 20" Water
+81.22 R/W=Temp.
Esmt. 130' @ S.R.
+81.22 R/W
110' @ S.R.
+65 Temp.
Esmt. 130' @ S.R.
+80
+65 Temp.
Esmt. 220' @ S.R.
Temp. Esmt.
+20 Temp.
Esmt. 220' @ S.R.
+40
Sta. 1519+24.58 ℄ South Frontage Rd.=
Sta. 51+04.65 ℄ Webb Road
Hoover Road LLC
9609 E. Kellogg
CROSS TOWN EAST ADDITION
+62.59 Temp.
Esmt. 377.04' ℄
+77.27 Temp. Esmt.=
Exist. R/W 377.08' ℄
Temp. Esmt.
Exist. R/W
+62.16 Temp.
Esmt. 342' ℄
+47.15 Temp.
Esmt.=Exist.
R/W 342' ℄
5' Utility Esmt.
Erma L. Dunnegan
9901 E. Kellogg
PAUL BURNETT ADDITION

CITY OF WICHITA

EAST KELLOGG

RIGHT-OF-WAY PLAN

STA. 520+00 TO STA. 535+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	862	1055

Beech Aircraft Corporation

Beech Aircraft Corporation

1/4 Sec. Line

+00 Temp. Esmt. 280' ℄

Temp. Esmt.

+70.60 Drain. Esmt.= 1/4 Sec. Line 218.76' ℄

Drain. Esmt.

+70.46 R/W=Drain. Esmt.=R/W= 1/4 Sec. Line 154.96' ℄

+00 Temp. Esmt. 165' ℄

+10 R/W 143.70' ℄

+10 A/C= R/W 155' ℄

+90

+20 R/W 155' ℄

Const. Limits

R/W

Exist. R/W

10' KGE Esmt.

Prop. 20" Water

Temp. Esmt.

Const. Limits

Exist. R/W

R/W

4 2535 6 7 8 9 2540 1 2 3 4 2545 6 7 8

Sec. Line

Ramp G

Prop. Comm. Duct Bank

℄ North Frontage Road

Sec. Line

℄ Proposed Improvement

535 6 7 8 9 540 1 2 3 4 545 6 7 8 9 550

SWB Esmt.

Prop. 20" Water

10' Gas Service Company Esmt.

10' Gas Service Company Esmt.

Exist. R/W

Ramp H

3 4 1535 6 7 8 9 1540 1 2 3 4 1545 6 7 8

℄ South Frontage Road

Prop. 20" Water

+55.14 Temp. Esmt. 149.86' ℄

+70.35

+30.35

R/W

Const. Limits

+50.14 Temp. Esmt. 149.82' ℄

+36.05 R/W 129.74' ℄

+45.99 Temp. Esmt. 149.74' ℄

+71.01 R/W 145' ℄

+71 Temp. Esmt. 150' ℄

Prop. 16" Water

+80 R/W 145' ℄

20' Waterline Esmt.

Temp. Esmt.

+00 R/W= Exist.R/W 129.44' ℄

Const. Limits

+40.79 Temp. Esmt. 150' ℄

+40.69 Temp. Esmt. 190' ℄

Exist. R/W

+12.92 Temp. Esmt. 133.27' ℄

+12.82 Temp. Esmt. 189.97' ℄

Temp. Esmt.

Const. Limits

+92.92 Temp. Esmt. 133.23' ℄

+92.91 Temp. Esmt. 139.23' ℄

20' San. Sewer Esmt.

+54.94 Temp. Esmt. 165' ℄

+40.89 A/C= R/W=℄ 180' ℄

+40.85 Temp. Esmt.=℄ 190' ℄

+85.88 A/C= R/W=℄ 180' ℄

+45.62 Temp. Esmt. 259.74' ℄

+85.62 Temp. Esmt.=℄ 259.72' ℄

+54.80 Temp. Esmt. 239.86' ℄

+49.80 Temp. Esmt. 239.82' ℄

Tractor Supply Ent.

55' X 520' Ingress & Egress Esmt.

Club Rodeo Ent.

10' Utility Esmt.

10' Waterline Esmt.

20' Waterline Esmt.

Carmax Ent.

10' Utility Esmt.

1/4 Sec. Line

31' Reciprocal Esmt.

50' Utility Esmt.

19' Ingress & Egress Esmt.

30' Utility Easement

10' KGE Esmt.

Roger L. & Dana M. Stitt 10009 E. Kellogg

1

Heritage Properties LP 10011 E. Kellogg

2

E.M. STEVENS ADDITION

Carmax Auto Superstores 10221 E. Kellogg

Ⓐ

PIZZA HUT SECOND ADDITION

Davis-Moore Real Estate, LLC 10603 E. Kellogg

Ⓐ

DAVIS-MOORE 14TH ADDITION

+84.81 Temp. Esmt.=℄ 500' ℄

+39.81 Temp. Esmt.=℄ 500' ℄

CITY OF WICHITA

EAST KELLOGG

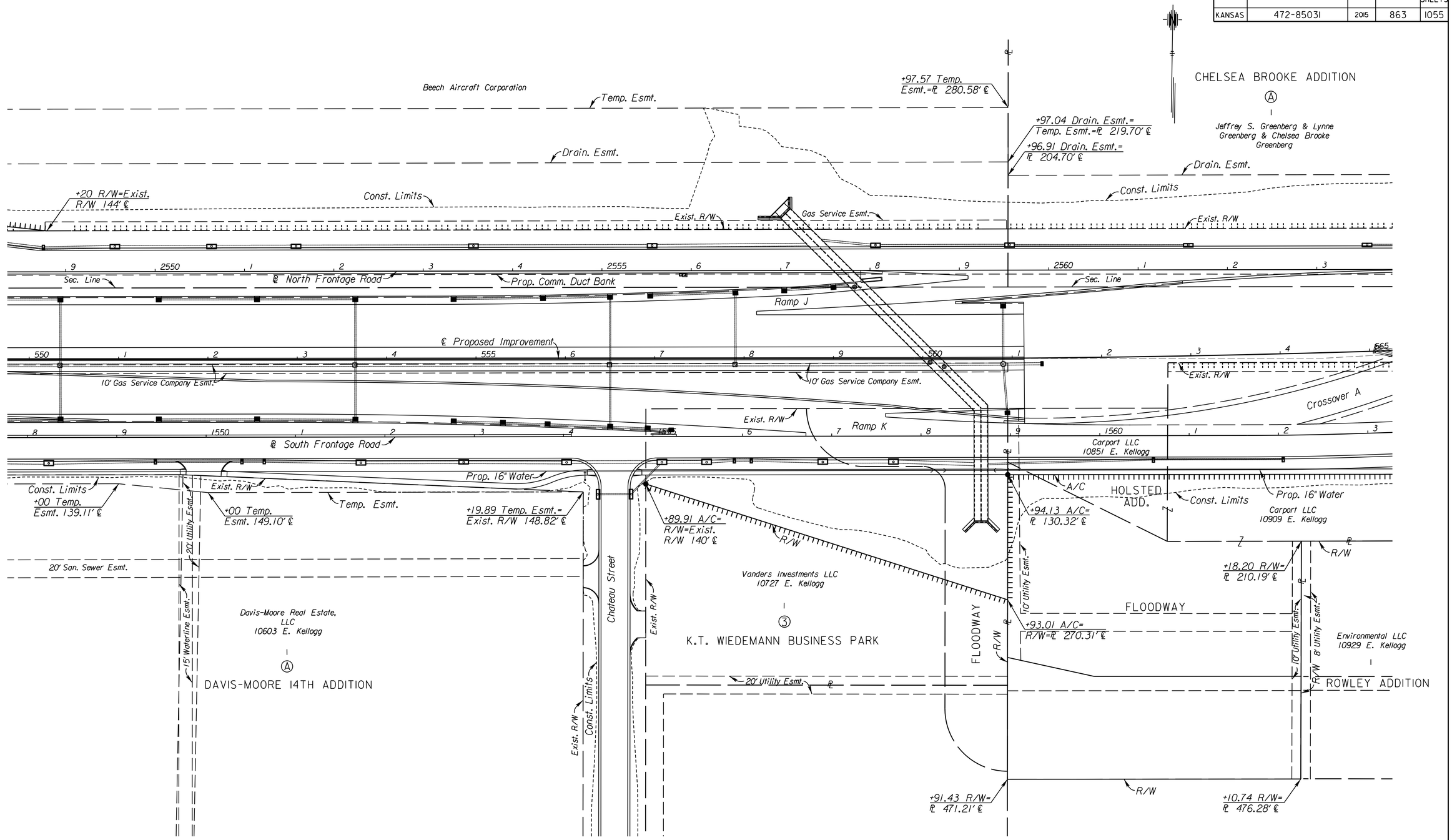
RIGHT-OF-WAY PLAN

STA. 535+00 TO STA. 550+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	863	1055



CITY OF WICHITA

EAST KELLOGG

RIGHT-OF-WAY PLAN

STA. 550+00 TO STA. 565+00

SURV.	PLOT	CADD	DES.	DR.	TR.	CKD.	APP.
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	864	1055

CHELSEA BROOKE ADDITION

+23.42 Temp. Esmt. 394.02' ℄

Ⓐ

Jeffrey S. Greenberg & Lynne Greenberg & Chelsea Brooke Greenberg

+15.44 Temp. Esmt.= Drain. Esmt.194.18' ℄

+14.73 Drain. Esmt.=Exist. Esmt. 190.38' ℄

15' Drainage Esmt.

20' Utility Esmt.

Const. Limits

Exist. R/W

GOLDEN CORRAL ADDITION

Ⓐ

Corral Group LP 11006 E. Kellogg

+17.71 Temp. Esmt. 386.05' ℄

Golden Corral Ent.

Ingress, Egress Esmt.

10' Utility Esmt.

+07.41 Temp. Esmt.= Drain. Esmt. 185.86' ℄

+00 R/W=Exist. R/W 144.19' ℄

RESERVE "A"

+47.11 Temp. Esmt.= Drain. Esmt. 174.24' ℄

+46.83 Temp. Esmt.=Drain. Esmt.=R/W 167.88' ℄

45' Drain. Esmt.

Drain. Esmt.

+50 R/W 168.41' ℄

40' Drain. Esmt.

Exist. R/W

RESERVE "A"

20' Utility Esmt.

10' Utility Esmt.

UNIVERSAL 4TH ADDITION

Universal Motor Fuels Inc. 433 S. Greenwich

Joint Access Esmt.

Exist. R/W

2

Universal Motor Fuels Inc. 453 S. Greenwich

+77.64 A/C=R/W=℄ 163.05' ℄

+76.41 R/W=Exist. R/W 132.02' ℄

10' KGE Right-of-Way Esmt.

℄ Greenwich Road = Sec. Line

Sta. 2572+84.23 ℄ North Frontage Rd.= Sta. 48+88.06 ℄ Greenwich Road

GLADYS WIEDEMANN ADDITION

Gorges & Wittman 11212 E. Kellogg

20' Utility Esmt.

Sta. 574+21.18= Sta. 50+00 ℄ Greenwich Road

Exist. R/W

℄ North Frontage Road

Prop. 15" San. Sewer

Crossover B

Prop. Comm. Duct Bank

Sec. Line

Sec. Line

℄ Proposed Improvement

Crossover A

Exist. R/W

Carport LLC 10909 E. Kellogg

Exist. R/W

℄ South Frontage Road

Prop. 10" San. Sewer

Prop. 16" Water

Exist. R/W

Sta. 1572+22.66 ℄ South Frontage Rd.= Sta. 50+99.32 ℄ Greenwich Road

Drain. Esmt.

Exist. R/W

Const. Limits

+71.36 A/C= R/W=℄ 140' ℄

+71.18 A/C=R/W= ℄ 144.99' ℄

R/W

+68.68 R/W= ℄ 214.55' ℄

R/W

Temp. Esmt.

+21.16 A/C= R/W=Exist. R/W 150.83' ℄

+70.46 R/W=Temp. Esmt. 164.98' ℄

+20.27 Temp. Esmt.= Exist. R/W 170.81' ℄

Trig Street

+81.06 A/C=R/W= Exist. R/W 148.53' ℄

Temp. Esmt.

+79.85 Temp. Esmt.=Exist. R/W 173.50' ℄

+72.87 A/C=R/W=Exist. R/W=℄ 152.93' ℄

+71.23 Temp. Esmt= ℄ 187.89' ℄

25' Utility Esmt.

Green Lantern Inc. 535 S. Greenwich

CARPORT LLC 11051 E. Kellogg

2

Exist. R/W

Exist. R/W

Exist. R/W

Exist. R/W

Stevens 3rd Addition LLC 11211 E. Kellogg

Ⓐ

STEVENS 3RD ADDITION

20' Utility Esmt.

Environmental LLC 10929 E. Kellogg

ROWLEY ADDITION

EAST KELLOGG ACRES

CITY OF WICHITA

EAST KELLOGG

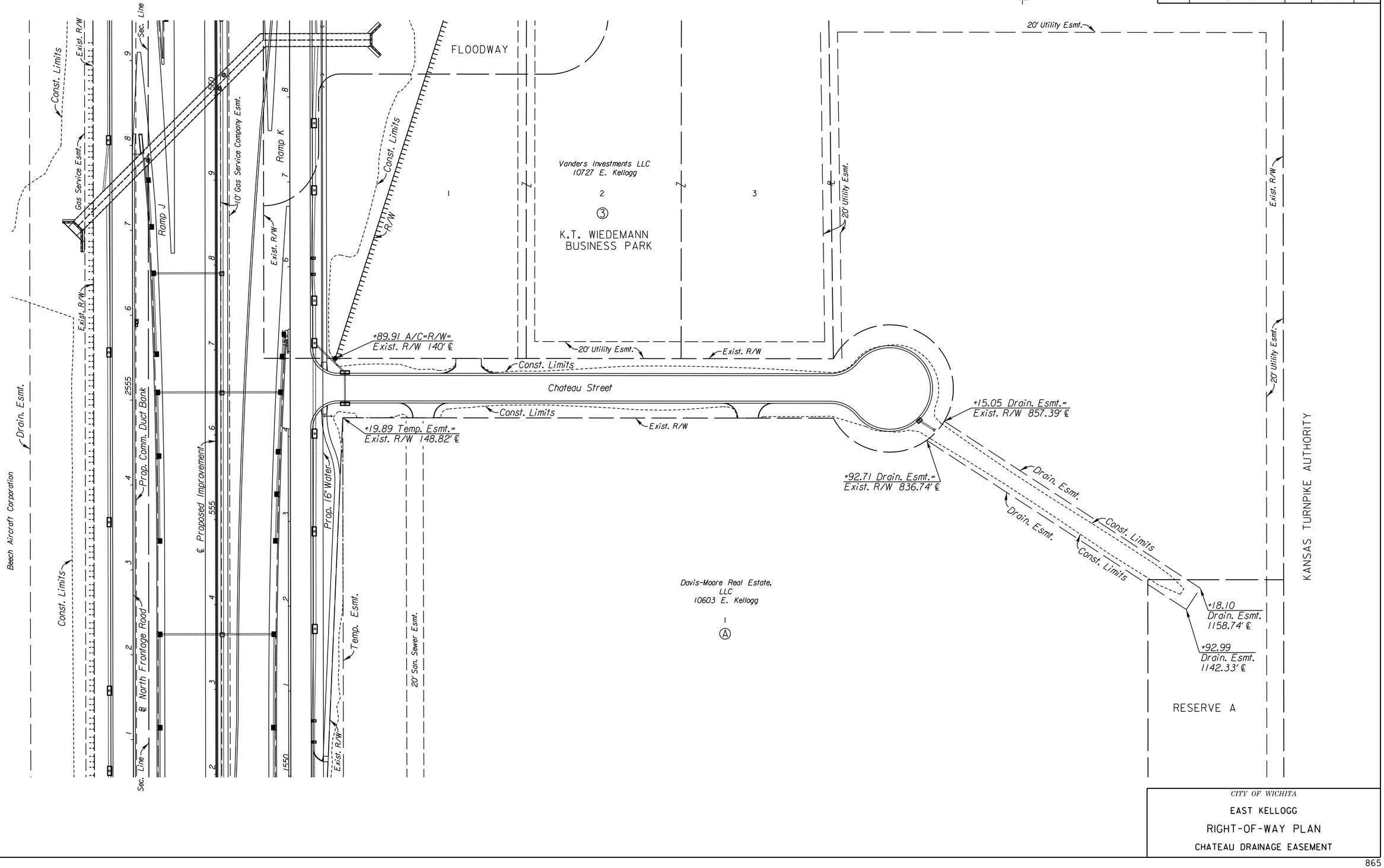
RIGHT-OF-WAY PLAN

STA. 565+00 TO STA. 580+00

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	865	1055



CITY OF WICHITA

EAST KELLOGG

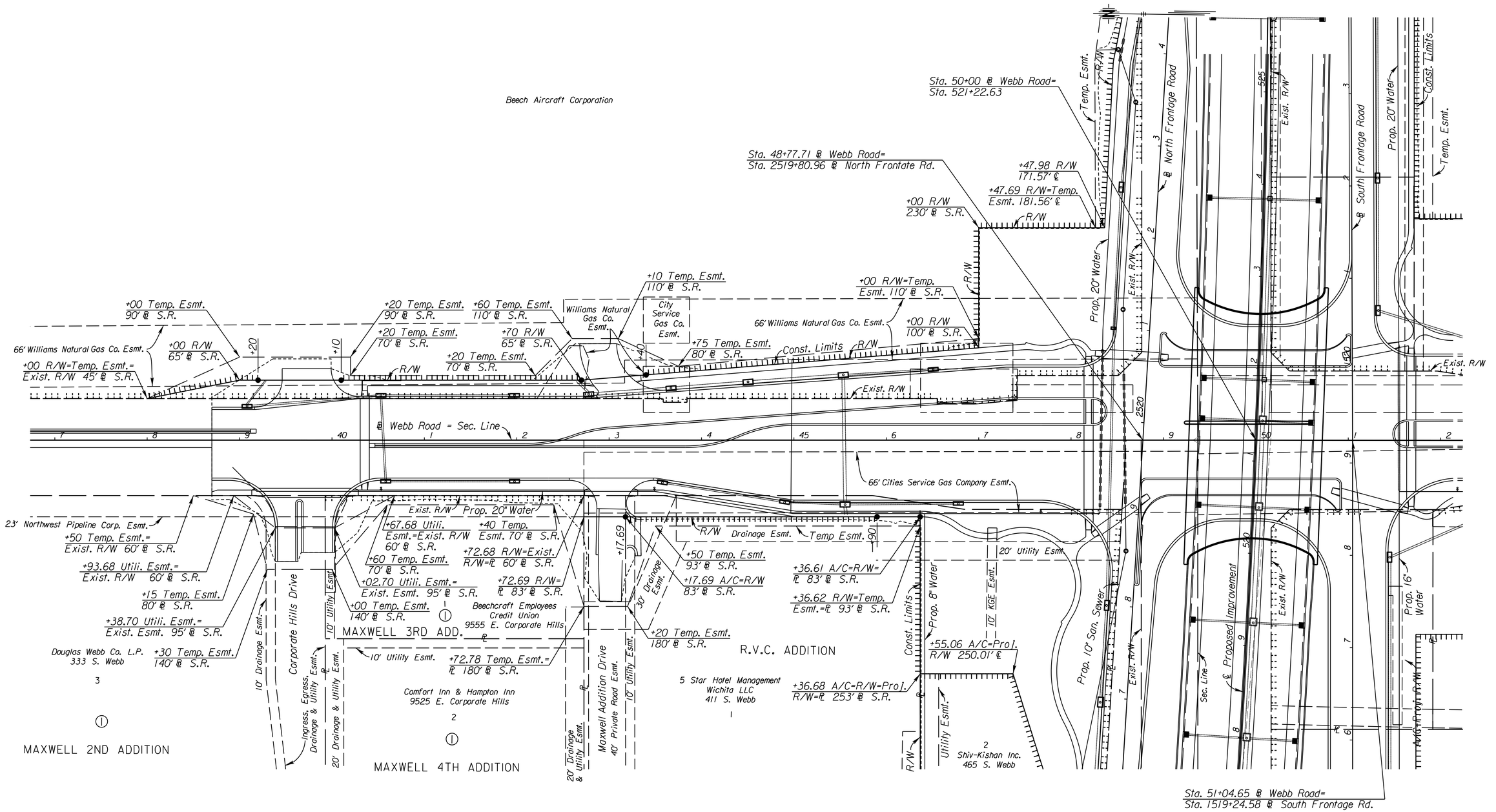
RIGHT-OF-WAY PLAN

CHATEAU DRAINAGE EASEMENT

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	866	1055



CITY OF WICHITA

WEBB ROAD

RIGHT-OF-WAY PLAN

STA. 37+00 TO STA. 50+00

866

SURV. | PLOT | CADD | DES. | DR. | TR. | CKD. | APP.

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	867	1055

CROSS TOWN EAST ADDITION

ROSSON ADDITION

DAVIS-MOORE ADDITION

Hoover Road LLC
9609 E. Kellogg

Realty Resourses LLC
9707 E. Orme

Groves Real Estate Co., Inc.
9601 E. Kellogg

Steven Chrysler Plymouth Inc.
650 S. Webb

Realty Resourses LLC

City of Wichita
505 S. Webb

Michael C. & Vivian S. Grothe
511 S. Webb

Orme Street

℄ South Frontage Road

℄ Webb Road = Sec. Line

Exist. R/W

Temp. Esmt.

Prop. 20" Water

Prop. 8" Water

Prop. 16" Water

Proposed Improvement

San. Sewer Esmt.

KTA Esmt.

KGE Esmt.

20' Private San. Sewer Esmt.

Const. Limits

Temp. Esmt.=Exist. Esmt.

66' Northwest Central Pipeline Corporation Esmt.

+67.07 R/W=℄ 163.05' ℄

+67.59 R/W=Temp. Esmt. 183.04' ℄

+81.19 R/W 240' @ S.R.

+81.22 R/W 110' @ S.R.

+81.22 R/W=Temp. Esmt. 130' @ S.R.

+65 Temp. Esmt. 130' @ S.R.

+47.99 Temp. Esmt.= Exist. R/W 295' @ S.R.

+37.99 Temp. Esmt. 295' @ S.R.

+65 Temp. Esmt. 220' @ S.R.

+20 Temp. Esmt. 220' @ S.R.

+50 Temp. Esmt. 130' @ S.R.

+38.68 Temp. Esmt. 130' @ S.R.

+48.77 A/C=R/W= Exist.R/W 110' @ S.R. Temp. Esmt.

+18.37 Temp. Esmt.= Exist. R/W 180' @ S.R.

+18.75 A/C=R/W=Exist. R/W 113.76' @ S.R.

+58.47 Temp. Esmt. 180' @ S.R.

+45.95 R/W 116.08' @ S.R.

+58.74 R/W=Temp. Esmt. 117.17' @ S.R.

+18.65 R/W=℄ 139.32' @ S.R.

+79.40 A/C=R/W=Exist. R/W 161.74' @ S.R.

+16.55 A/C=R/W=Temp. Esmt.=Exist. R/W=℄ 60' @ S.R.

+23.52 A/C=Proj. R/W 211.91 ℄

+16.55 A/C=R/W= Proj. R/W 210' @ S.R.

+00 Temp. Esmt. 68' @ S.R.

+57.10 Temp. Esmt= Exist. R/W 68' @ S.R.

+96.55 Temp. Esmt.= Exist. Esmt. 61.91' @ S.R.

Sta. 51+04.65 @ Webb Road= Sta. 1519+24.58 @ South Frontage Rd.

Sta. 50+00 @ Webb Road= Sta. 521+22.63

CITY OF WICHITA

WEBB ROAD

RIGHT-OF-WAY PLAN

STA. 50+00 TO STA. 65+00

867

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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-85031	2015	868	1055



CITY OF WICHITA

EAST KELLOGG

DRAINAGE AREA

STA. 490+00 TO STA. 595+00

868

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