

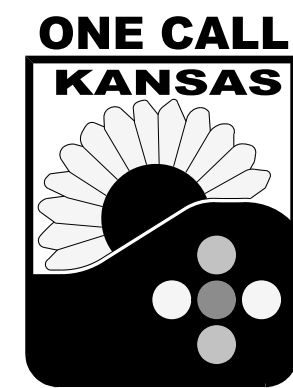




PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	2	106

GENERAL NOTES

**KANSAS ONE-CALL:  
1-800-DIG-SAFE  
(1-800-344-7233)**



Protect yourselves and your property against underground utility damage and liability.

Find out where the underground utility lines might be buried before you dig.

Anyone digging in Kansas must call before digging. The person who is doing the work is responsible for calling KOC. If the owner contracts with a professional excavator to do the excavation then the professional excavator is responsible for calling KOC.

You (the digger) will need to provide information about the work site when you call. This is a FREE service.

CALL BEFORE YOU DIG  
IT'S THE LAW.  
[Chapter 66.--PUBLIC UTILITIES  
Article 18.--UTILITY DAMAGE PREVENTION]

**NON-EMERGENCY UTILITY OWNER CONTACTS**

**Water**

Jackson County Rural Water District #3  
411 New York Avenue  
Holton, KS 66436  
Doug Savage  
(785)851-0088  
Kyle Ingels  
(785)364-7578  
rwdmgr@giantcomm.net

**Water**

Pottawatomie County Rural Water District #4  
6005 Camp Creek Road  
Belvue, KS 66407  
Office: (785)456-7935  
Cell: (785)456-4184  
rwd4pt@gmail.com

**Prairie Band Potowatomi Nation- Fiber Optic, Sewer, Water**

16281 Q Road  
Mayetta, KS 66509  
Shawn Kelly  
(785)260-1205

**Giant Communication**

418 West 5th St.  
Holton, KS 66436  
Travis Peek  
(785)851-1134

**SPECIFICATIONS:**

Specifications for this project shall be the Kansas Department of Transportation Standard Specifications for State Road and Bridge Construction where applicable and the Special Provisions.

**SAW CUTS:**

All saw cuts, both partial and full depth are subsidiary to other items of the Contract. This includes any saw cut required to remove existing pavement or patches

**ASPHALTIC CONCRETE:**

All asphalt for Asphaltic Concrete shall meet requirements of the Special Provisions. All tack oil shall meet KDOT requirements for SS-1HP.

**AGGREGATE BASE (AB-3)(6"):**

The bid item "Aggregate Base(AB-3)(6")" shall be bid by the square yard KDOT Standard Specifications and shall include the placement of this material where designated and as directed by the Engineer.

**LOCAL ACCESS:**

Contractor shall make allowances to supply access to the adjacent properties. Notify all local property owners prior to working in front of their property.

**TRASH COLLECTION:**

Contractor shall pick up trash from abutting property owners and take it to a centralized location. Coordinate this work with the land owners and trash disposal companies.

**REMOVAL OF EXISTING STRUCTURES:**

The bid item "Removal of Existing Structures" shall include the removal of existing structures that conflict with new construction. This item shall be paid for by the "Lump Sum".

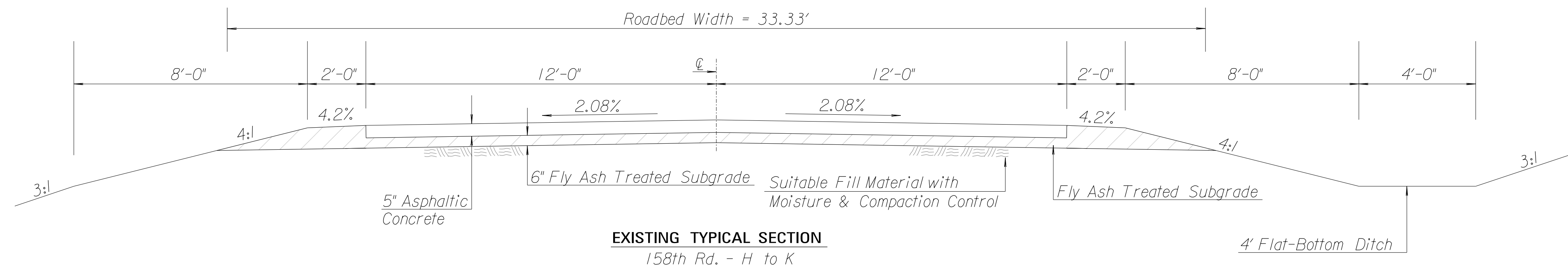
**PERMANENT PAVEMENT MARKINGS:**

All the permanent pavement markings shall be installed prior to any new pavement being reopened to traffic, unless approved by the Engineer.

Drawn By : J. HARRINGTON  
File : General Notes.dgn

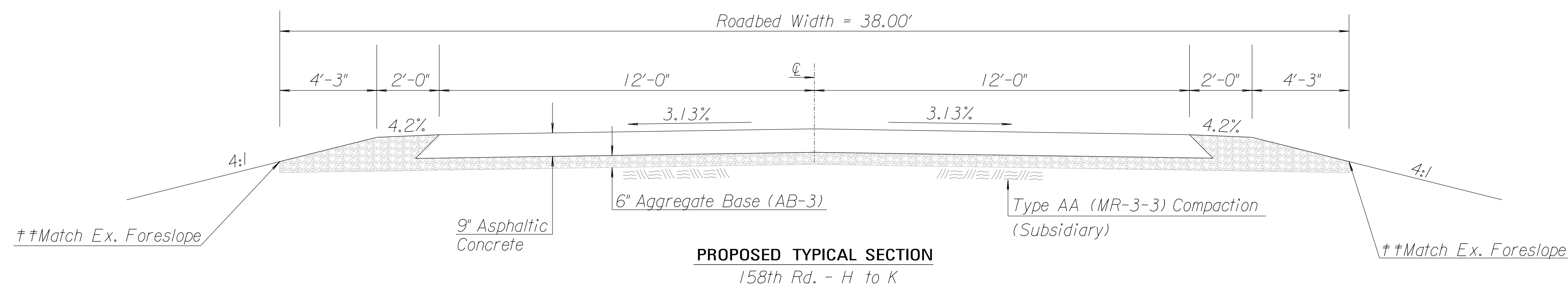
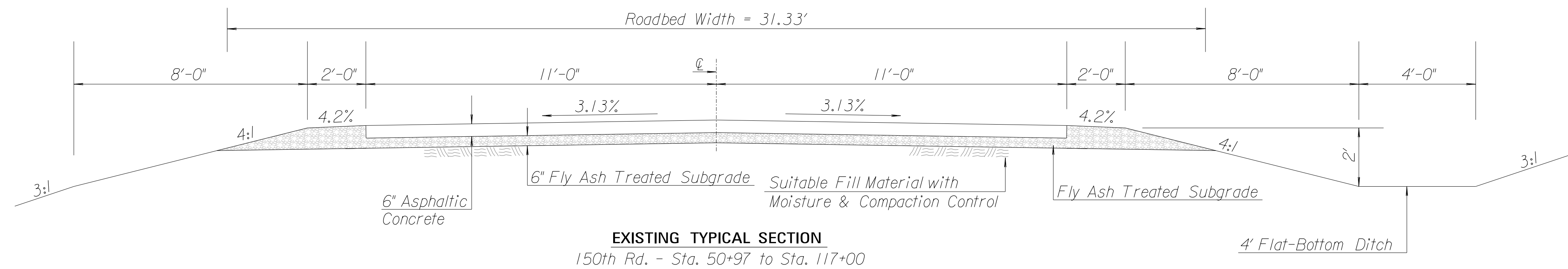
PRAIRIE BAND POTAWATOMI NATION			
GENERAL NOTES			
DESIGNED	DETAILED	QUANTITIES	
DESIGN CK.	DETAIL CK.	QUAN. CK.	

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	3	106

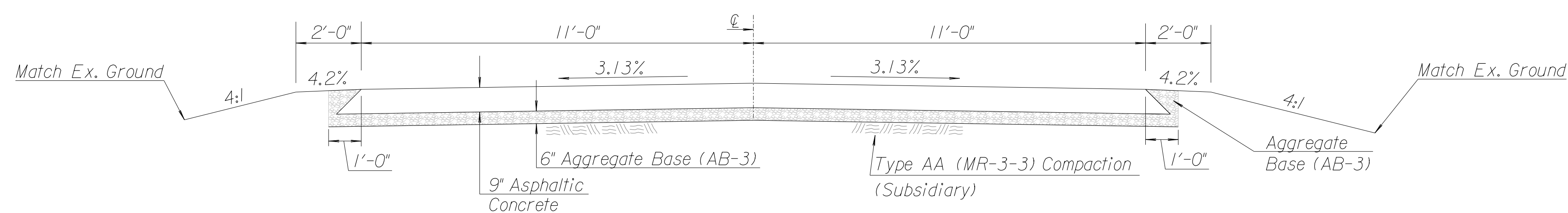


Fly Ash treated Subgrade

Aggregate Base (AB-3)



†† If the proposed elevation at this point is higher than the existing ground, continue the 4:1 till it intercepts with the existing ground.



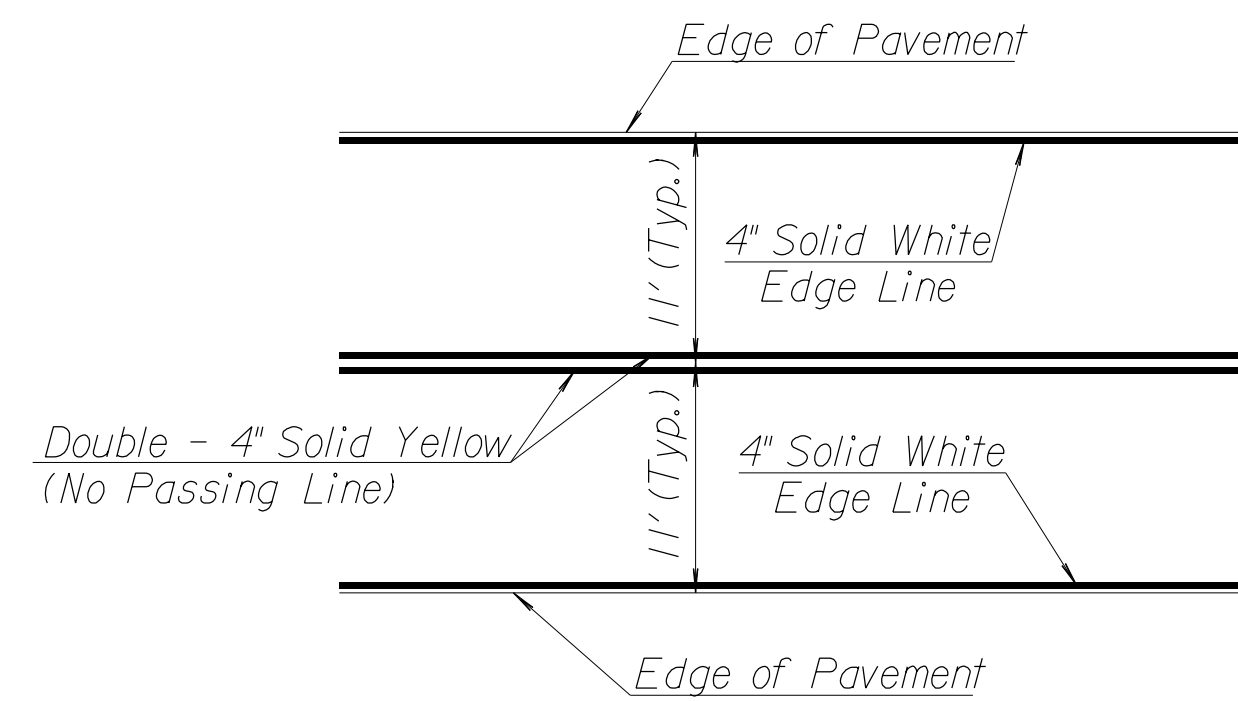
Drawn By : J. HARRINGTON  
File : Typical Section.dgn

PRAIRIE BAND POTAWATOMI NATION

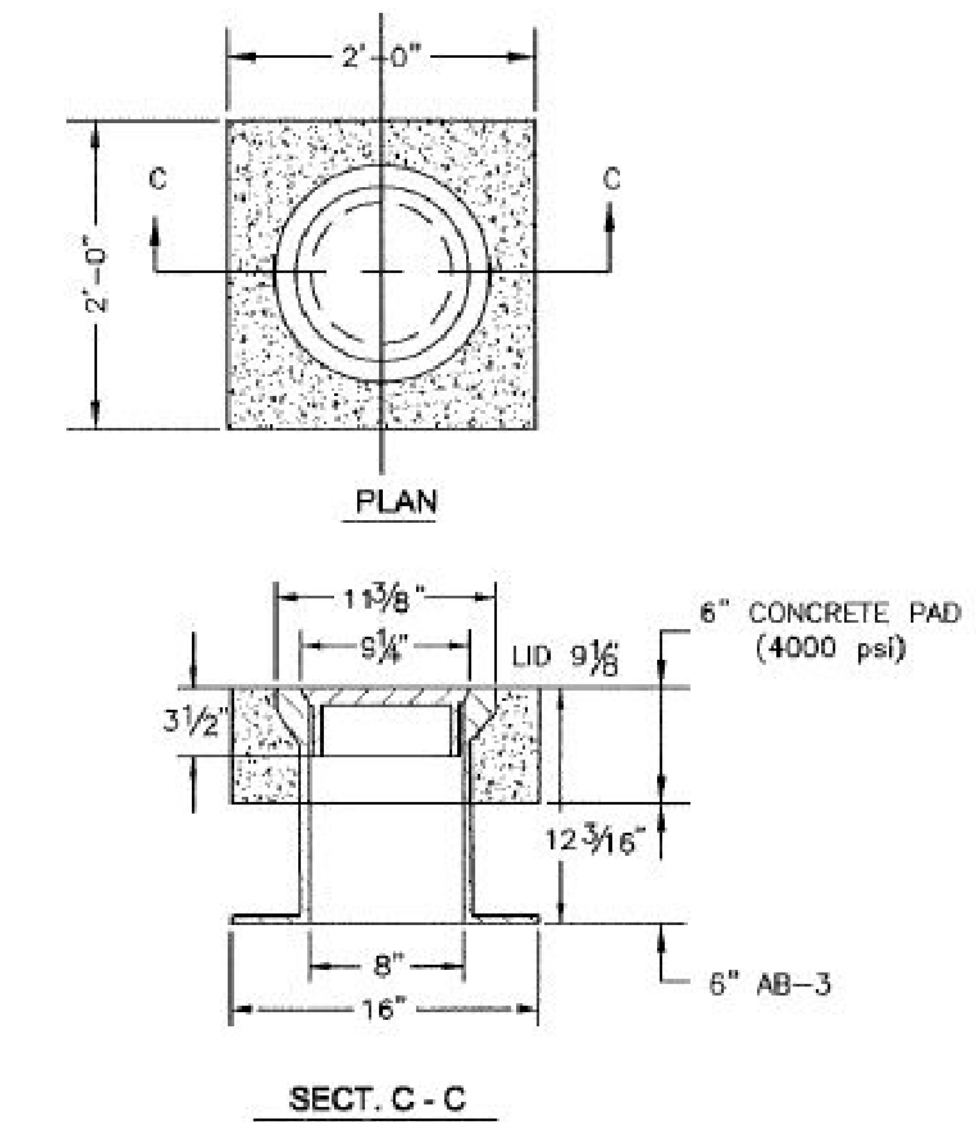
TYPICAL SECTIONS

DESIGNED DESIGN CK.	DETAILED DETAIL CK.	QUANTITIES QUAN. CK.	
------------------------	------------------------	-------------------------	--

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	4	106



**TYPICAL TWO LANE PAVEMENT MARKINGS**  
 NOTE: No edge lines required through intersections.



**MONUMENT BOX DETAILS**

COMBINED WEIGHT 95 LBS.  
 CLAY AND BAILEY MFG. CO.  
 NO. 2193 OR EQUAL  
 Lid shall have utility designation omitted.

NOTE : AFTER ASPHALT IS COMPLETED, SAW CUT A 2'x2' SECTION AT EACH 1/4 SECTION AND SECTION CORNER, INSTALL MONUMENT BOX AND POUR 6" CONCRETE PAD AS SHOWN ABOVE.

NOTE: KDOT specifications in Section 802 shall be followed when setting monument boxes. This includes Land Survey Reference Reports marked as "Notice of Endangerment Activity" that shall be submitted to the Bureau of Indian Affairs, Jackson County, & Prairie Band Pottawatomie Nation. Copies shall be provided to the Project Engineer.

NOTE: Where there is existing boxes, the contractor shall salvage and reuse the box and lid for the proposed work. If the existing lid reads "water" the contractor shall grind off the letters flush to the surface of the lid. If the existing box is damaged and determined not fit for use by the Project Engineer, then a new box/lid shall be provided with no additional expense to the owner.

NOTE: Where no boxes exist, the contractor will need to provide a cast iron monument box. The brand and model of monument box shall be submitted to the Project Engineer and Approved Prior to Construction. Additionally, the areas where no boxes exist have a surface marker and may have an existing monument such as a rebar or RR spike below the existing pavement. Care shall be taken to preserve the location and condition of these monuments or a new monument will need to be placed in the same location.

NOTE: All work, materials, time, labor, services, and other incidentals required to complete the stated and shown work shall be SUBSIDIARY to the bid items "Contractor Construction Staking" and "Monument Boxes."

Drawn By : J. HARRINGTON  
 File : Typical Section.dgn

PRAIRIE BAND POTAWATOMI NATION			
TYPICAL DETAILS			
DESIGNED	DETAILED	QUANTITIES	
DESIGN CK.	DETAIL CK.	QUAN. CK.	





PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	5	106

℄ P.I. = Sta. 9+99.38  
 1.) Found Bar Just Below Paved Surface  
 2.) N: 365,876.58 , E: 1,920,683.79

℄ P.I. = Sta. 44+78.00  
 1.) Not Set (Office Location)  
 2.) N: 365,986.95 , E: 1,924,160.67

℄ P.I. = Sta. 52+98.94  
 1.) Not Set (Office Location)  
 2.) N: 366,015.46 , E: 1,924,981.11

℄ P.I. = Sta. 53+88.81  
 1.) Not Set (Office Location)  
 2.) N: 366,018.21 , E: 1,925,070.94

PLAN: Lat. & Long.   
 PROFILE: Horiz. same as above  
 Vert. 

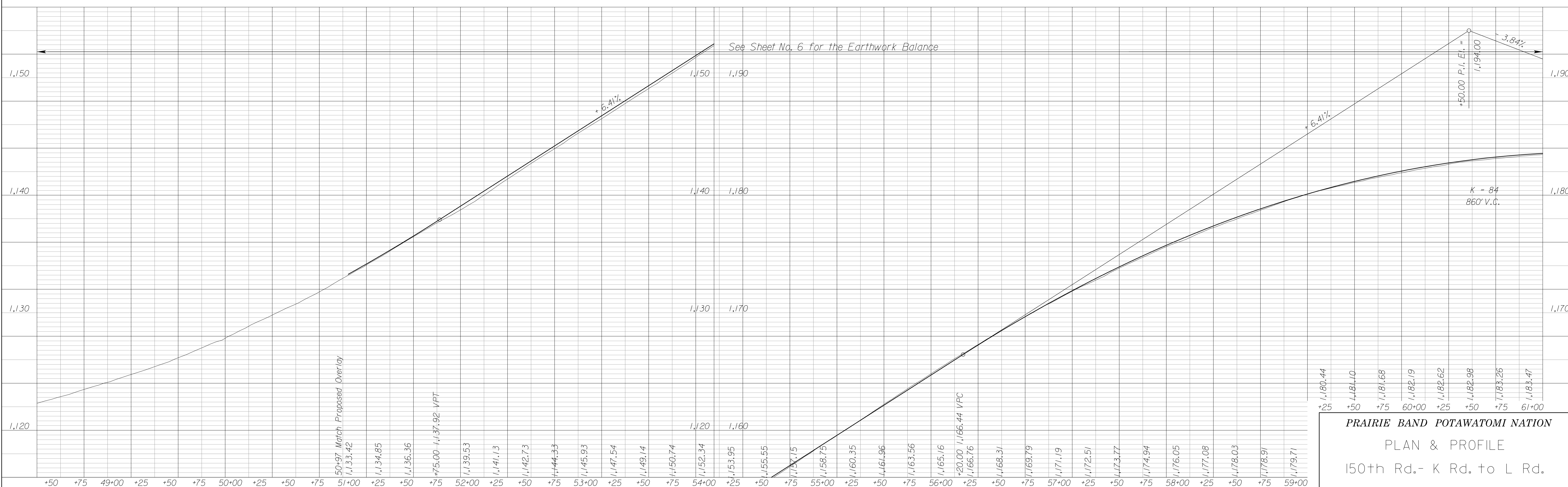
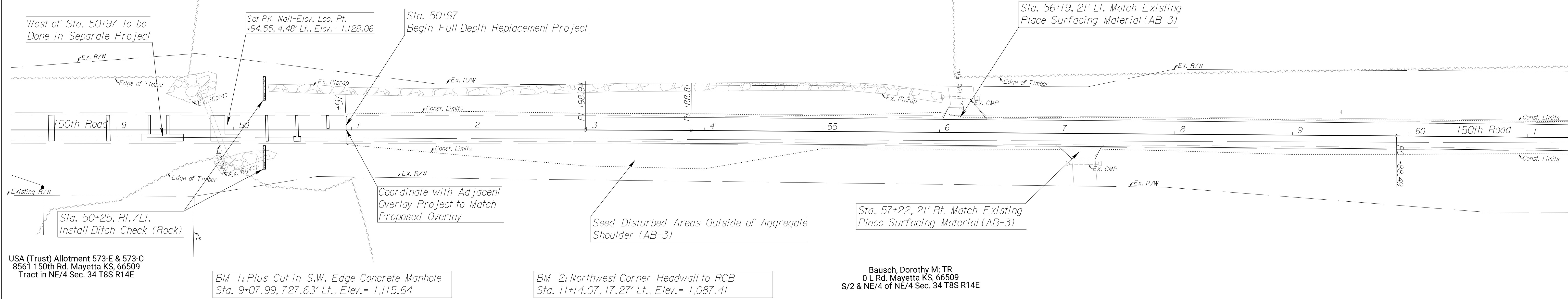


Reference Bar #1 = ℄ Sta. 8+46.49, 692.40' Lt. (908)  
 1.) Set 5/8" Bar 2" Below Vegetated Surface  
 2.) In Line with East Face of Commodities Building, to the North  
 3.) Concrete Manhole to Check Valve 70.9' N.E.  
 4.) N: 366,563.78 , E: 1,920,509.00  
 5.) Elevation = 1,114.87

℄ P.C. = Sta. 59+88.49  
 1.) Not Set (Office Location)  
 2.) N: 366,034.34 , E: 1,925,670.40

USA (Trust) Allotment Trust 528  
 15468 K Rd. Mayetta KS, 66509  
 Tract in Sec. 27 T8S R14E

Bausch, Dorothy M; TR  
 0 L Rd. Mayetta KS, 66509  
 S/2 & NE/4 of NE/4 Sec. 34 T8S R14E

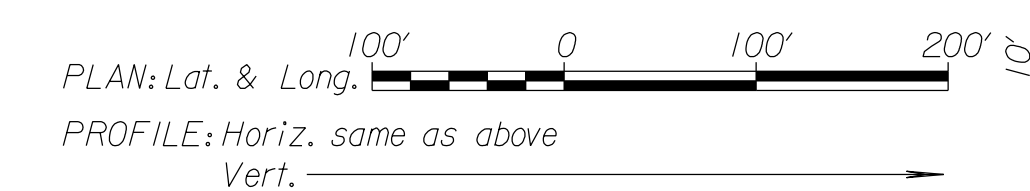


PRAIRIE BAND POTAWATOMI NATION  
 PLAN & PROFILE  
 150th Rd.- K Rd. to L Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	6	106

Northeast Corner Sec. 34, T8S, 14E = @ Sta. 62+91.61, 2.84' Rt.  
 1.) Found Bar w/ 2" Aluminum Cap (Bartlett & West CLS 14) in Monument Box  
 2.) Found Spike & Bottle Cap Top Gate Post 77.50 N.E.  
 3.) Found Spike and Bottle Cap Top Corner Post 62.60' N.E.  
 4.) Found Spike & Bottle Cap Top Corner Post 68.00' S.S.W.  
 5.) N: 366,038.30 , E: 1,925,973.50

@ P.T. = Sta. 66+37.76  
 1.) Not Set (Office Location)  
 2.) N: 366,045.54 , E: 1,926,319.56



@ P.C. = Sta. 68+24.72  
 1.) Not Set (Office Location)  
 2.) N: 366,046.95 , E: 1,926,506.52

@ P.T. = Sta. 71+53.82  
 1.) Not Set (Office Location)  
 2.) N: 366,054.44 , E: 1,926,835.53

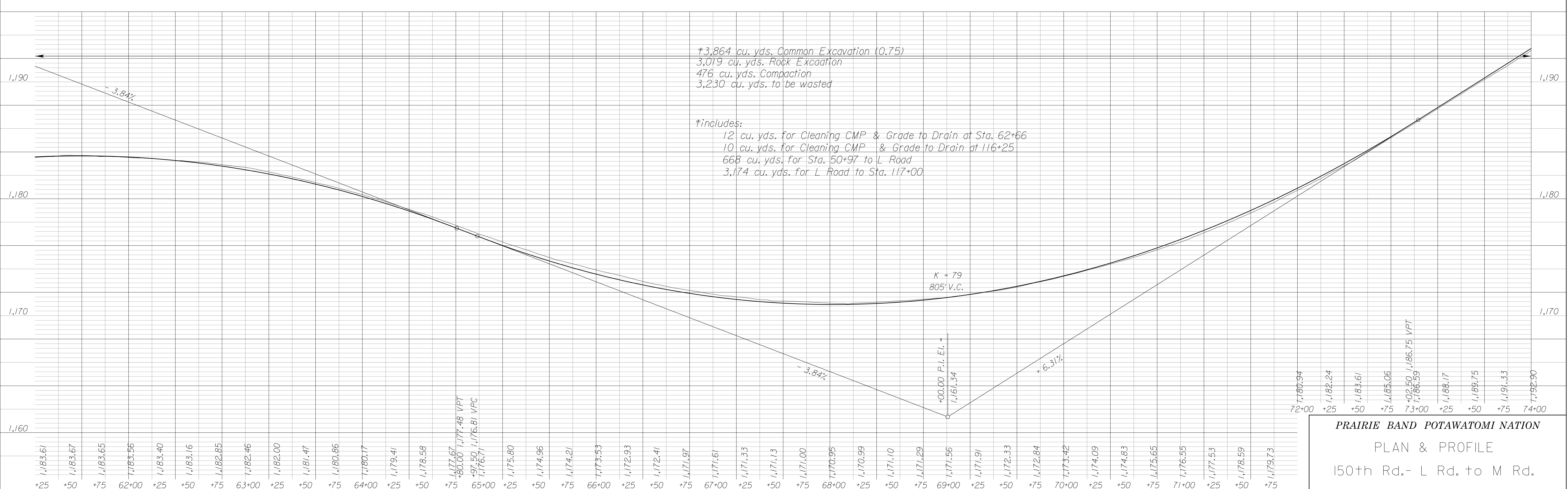
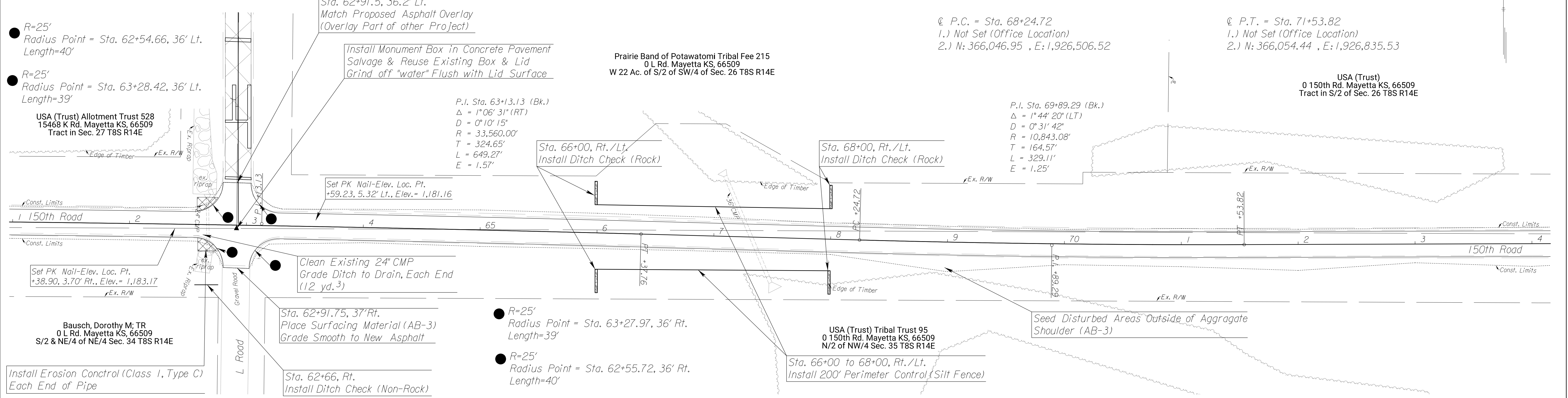
USA (Trust)  
 0 150th Rd. Mayetta KS, 66509  
 Tract in S/2 of Sec. 26 T8S R14E

● R=25'  
 Radius Point = Sta. 62+54.66, 36' Lt.  
 Length=40'  
 ● R=25'  
 Radius Point = Sta. 63+28.42, 36' Lt.  
 Length=39'

USA (Trust) Allotment Trust 528  
 15468 K Rd. Mayetta KS, 66509  
 Tract in Sec. 27 T8S R14E

P.I. Sta. 63+13.13 (Bk.)  
 $\Delta = 1^{\circ}06'31''$  (RT)  
 $D = 0^{\circ}10'15''$   
 $R = 33,560.00'$   
 $T = 324.65'$   
 $L = 649.27'$   
 $E = 1.57'$

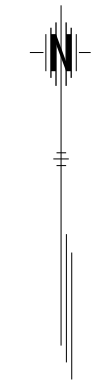
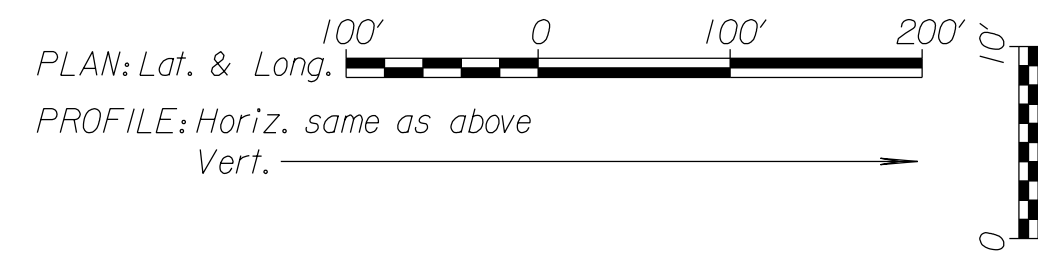
P.I. Sta. 69+89.29 (Bk.)  
 $\Delta = 1^{\circ}44'20''$  (LT)  
 $D = 0^{\circ}31'42''$   
 $R = 10,843.08'$   
 $T = 164.57'$   
 $L = 329.11'$   
 $E = 1.25'$



PRAIRIE BAND POTAWATOMI NATION  
 PLAN & PROFILE  
 150th Rd.- L Rd. to M Rd.

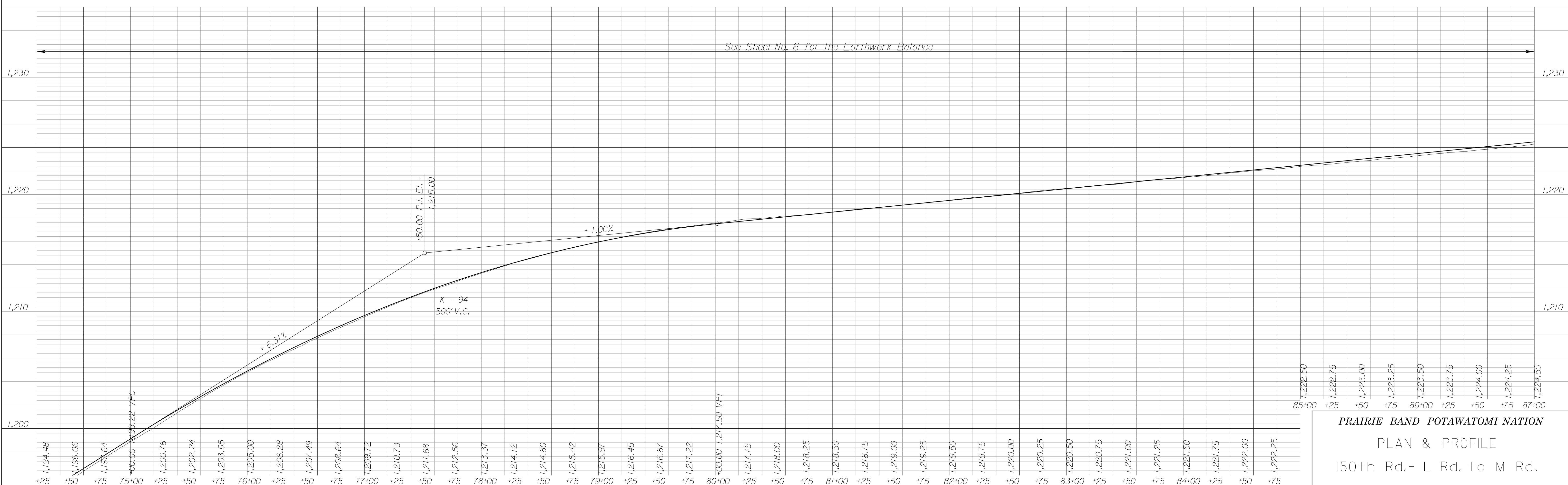
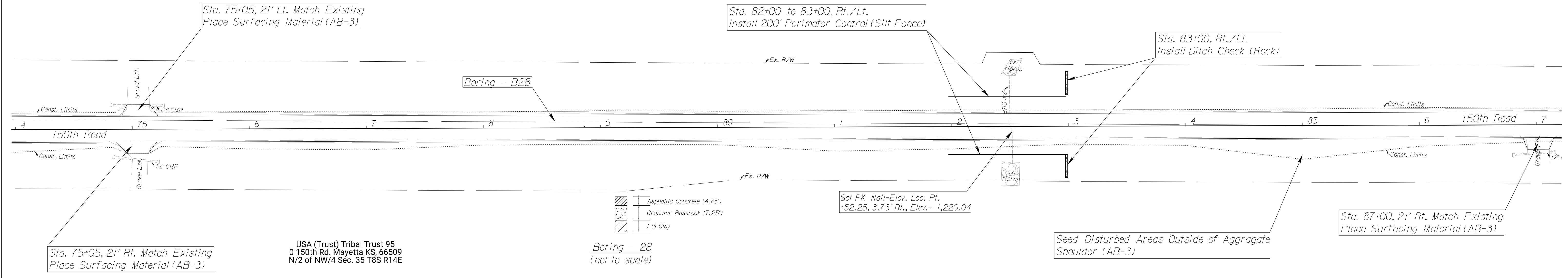


PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	7	106



USA (Trust)  
0 150th Rd. Mayetta KS, 66509  
Tract in S/2 of Sec. 26 T8S R14E

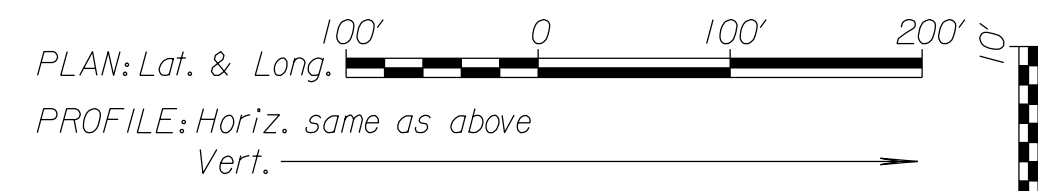
USA (Trust) Tribal Trust 95  
0 150th Rd. Mayetta KS, 66509  
N/2 of NW/4 Sec. 35 T8S R14E



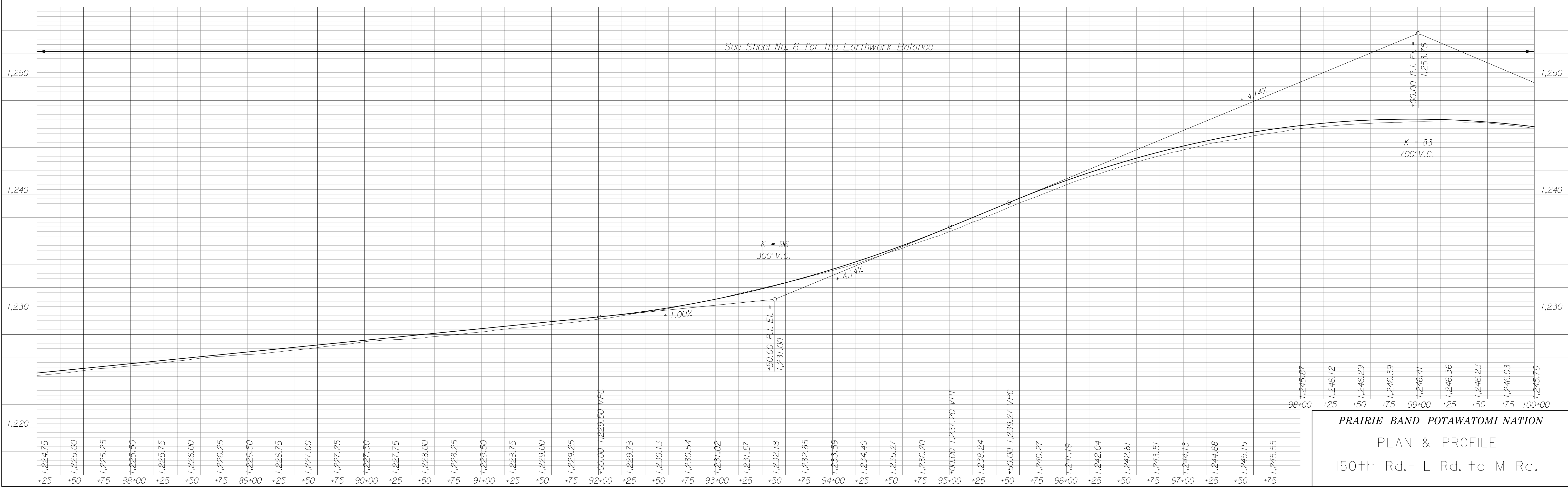
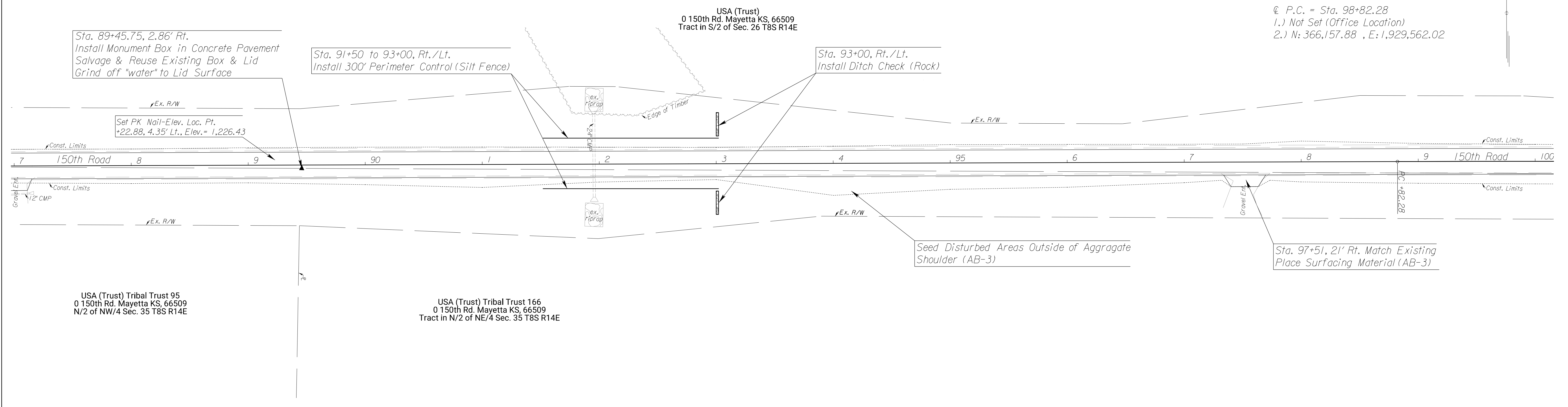
PRAIRIE BAND POTAWATOMI NATION  
PLAN & PROFILE  
150th Rd.- L Rd. to M Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	8	106

South 1/4 Corner Sec. 26, T8S, 14E = @ Sta. 89+45.75, 2.86' Rt.  
 1.) Found Bar w/ 2" Aluminum Cap (Bartlett & West CLS 14) in Monument Box  
 2.) Set Mag Nail in Asphalt Pavement, Center of East Bound Lane 24.03' N.W.  
 3.) Set Mag Nail in Asphalt Pavement, Center of East Bound Lane 29.83' N.E.  
 4.) N: 366,119.52 , E: 1,928,626.28



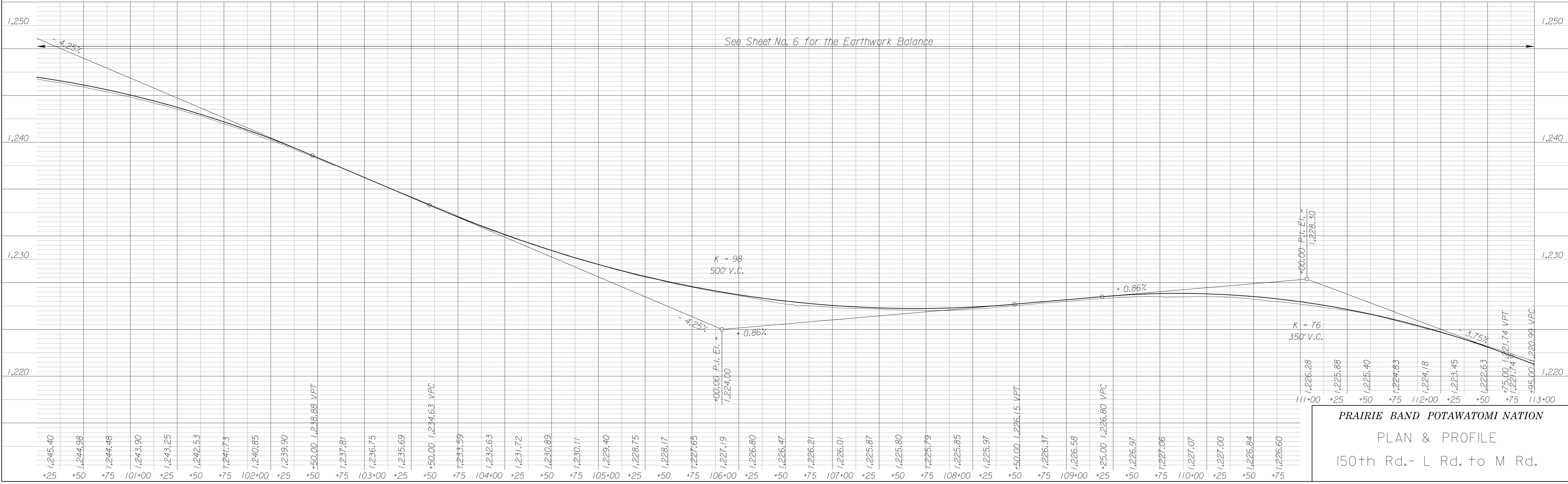
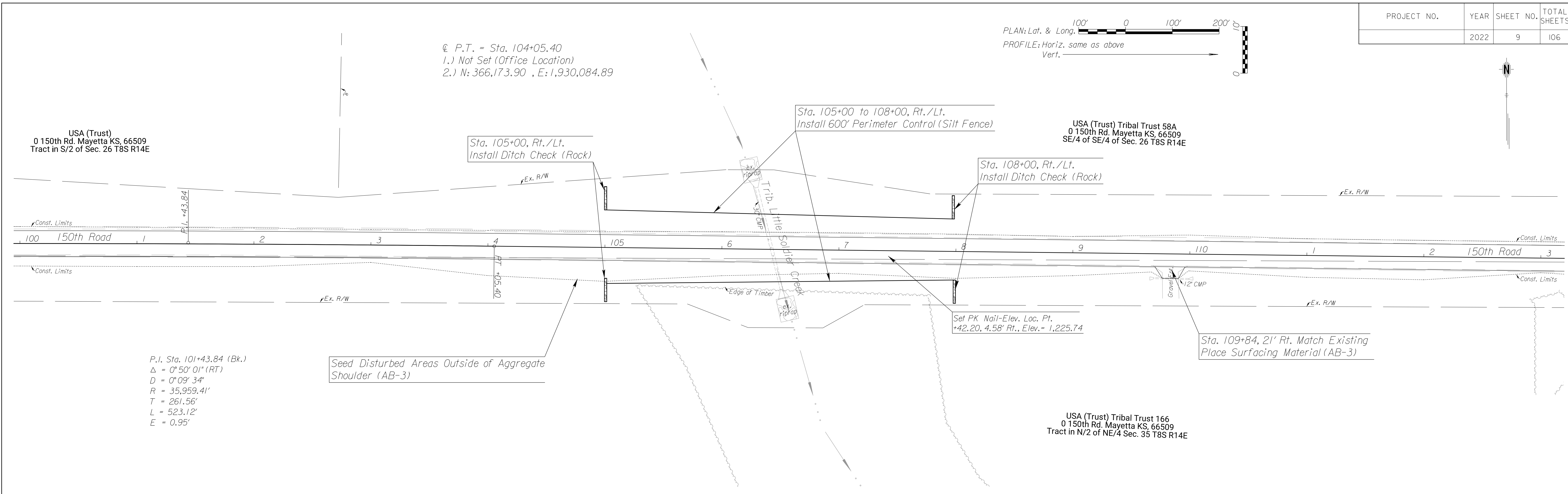
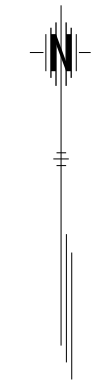
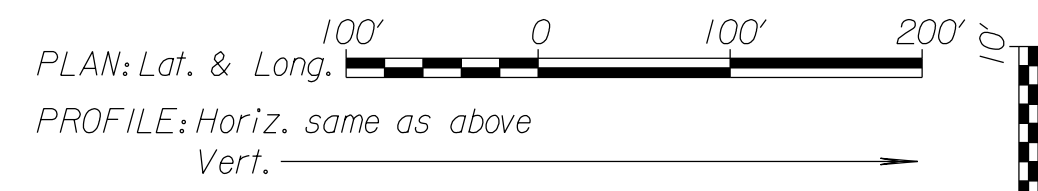
@ P.C. = Sta. 98+82.28  
 1.) Not Set (Office Location)  
 2.) N: 366,157.88 , E: 1,929,562.02



PRAIRIE BAND POTAWATOMI NATION  
 PLAN & PROFILE  
 150th Rd.- L Rd. to M Rd.



PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	9	106



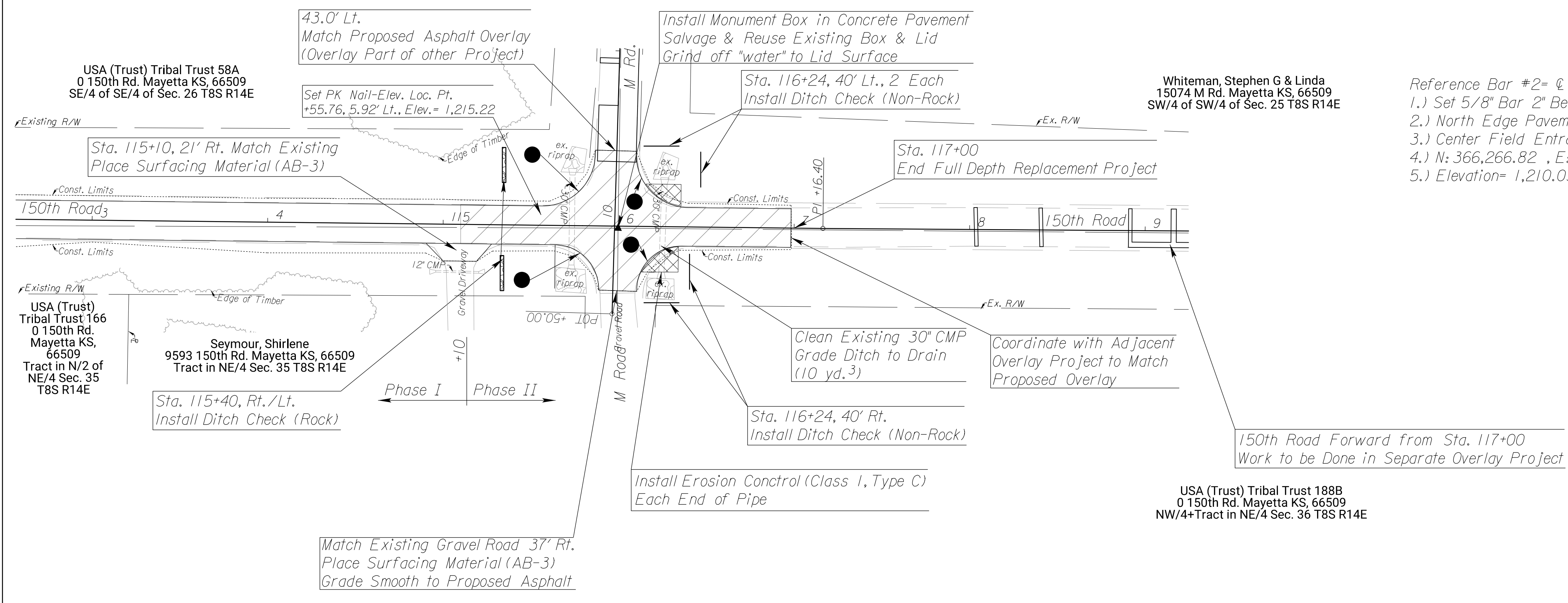
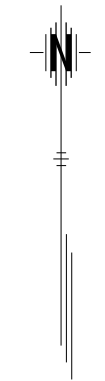
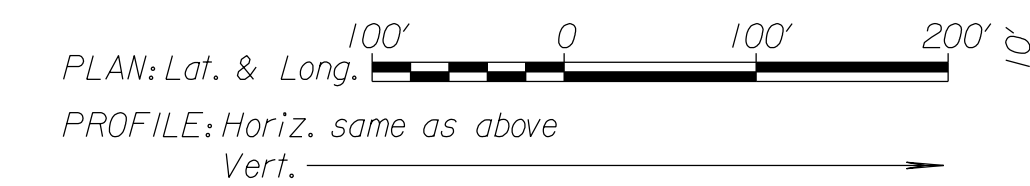
**PRAIRIE BAND POTAWATOMI NATION**  
 PLAN & PROFILE  
 150th Rd.- L Rd. to M Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	10	106

Southwest Corner Sec. 25, T8S, 14E = @ Sta. 115+99.70, 2.50' Rt.

- 1.) Found 5/8" x 24" Bar in Monument Box 78.55' N.E.
- 2.) Nail & Bottle Cap in Top of Corner Fence Post 61.73' S.E.
- 3.) Nail & Washer East Face of Power Pole 49.34' S.S.E.
- 4.) R-o-W Bar with Cap (LPE CLS 63)
- 5.) N: 366,200.65 , E: 1,931,278.87

@ P.I. = Sta. 117+16.40  
 1.) Not Set (Office Location)  
 2.) N: 366,204.54 , E: 1,931,395.54



- Reference Bar #2= @ Sta. 129+03.76, 29.37' Lt. (915)
- 1.) Set 5/8" Bar 2" Below Vegetated Surface
  - 2.) North Edge Pavement 150th Rd. 17' S.
  - 3.) Center Field Entrance 17' E.
  - 4.) N: 366,266.82 , E: 1,932,581.62
  - 5.) Elevation= 1,210.03

- R=30' Radius Point = Sta. 115+56.28, 41' Lt. Length=46.6'
- R=25' Radius Point = Sta. 116+35.70, 36' Rt. Length=39'
- R=30' Radius Point = Sta. 116+39.59, 41' Lt. Length=47.6'
- R=25' Radius Point = Sta. 115+63.96, 36' Rt. Length=40'

Area Designated for Phase II Construction, Provides Access for Residents During Phase I



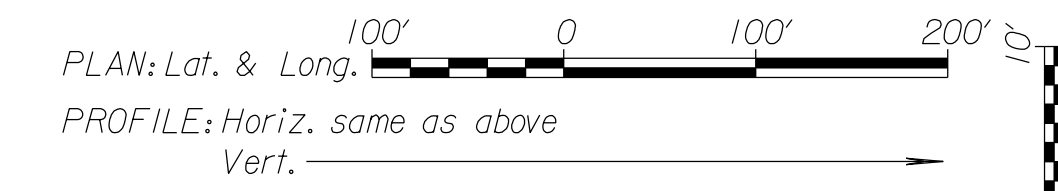
**PRAIRIE BAND POTAWATOMI NATION**  
 PLAN & PROFILE  
 150th Rd.- M Rd. to N Rd.



Northwest Corner Sec. 25, T8S, 13E =  $\varnothing$  P.I. Sta. 323+96.42  
 1.) Found Cotton Jin Spindle at Surface of Asphalt Pavment  
 2.) N: 370,572.13 , E: 1,899,630.86

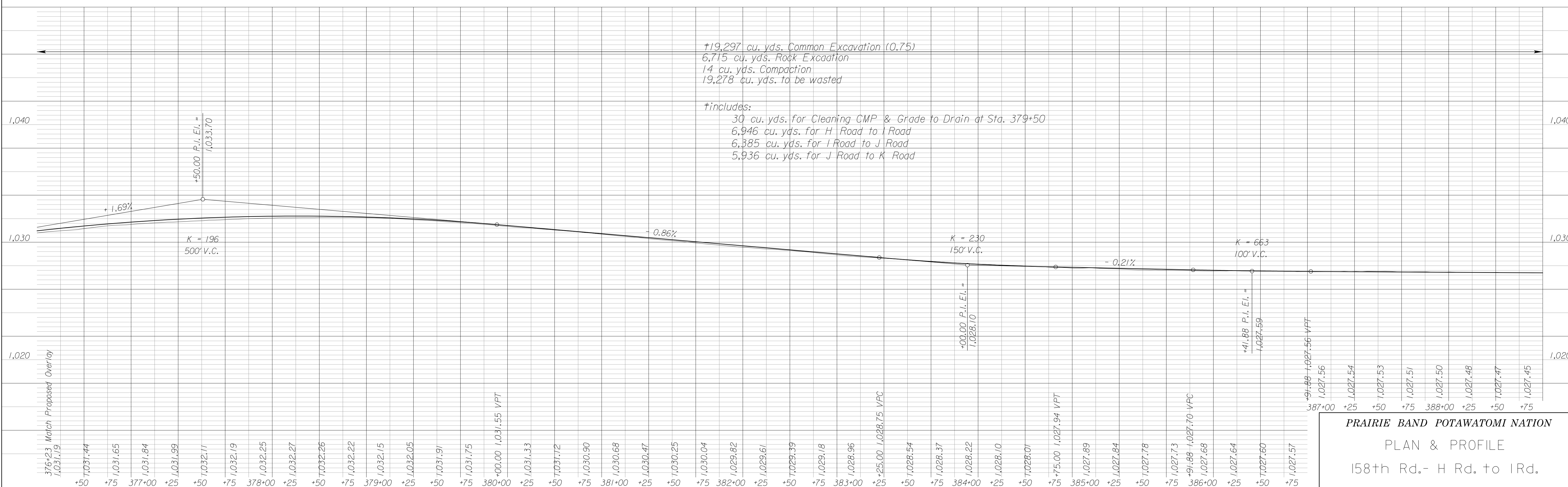
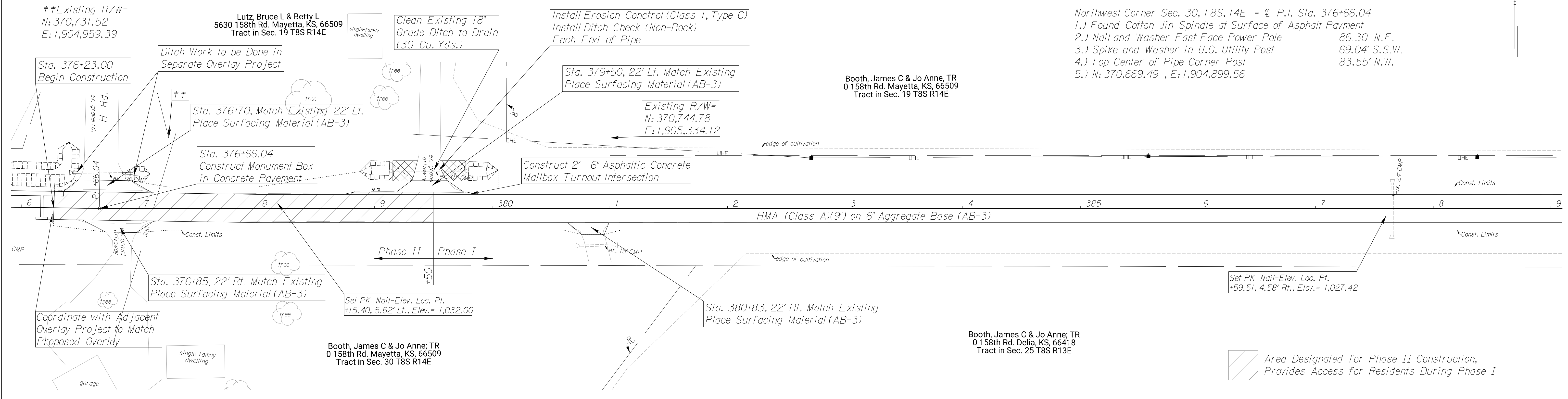
Reference Bar #1 =  $\varnothing$  Sta. 324+39.44, 47.49 Lt. (919)  
 1.) Set 5/8" Bar 2" Below Vegetated Surface  
 2.) North Edge Pavment 158th Rd. 35.49 S.  
 3.) Wire Fence E-W 17.48' N.  
 4.) N: 370,620.34 , E: 1,899,673.07  
 5.) Elevation = 1,113.23

North 1/4 Corner Sec. 25, T8S, 13E =  $\varnothing$  P.I. Sta. 350+40.01  
 1.) Found Cotton Jin Spindle at Surface of Asphalt Pavment  
 2.) N: 370,616.28 , E: 1,902,274.07



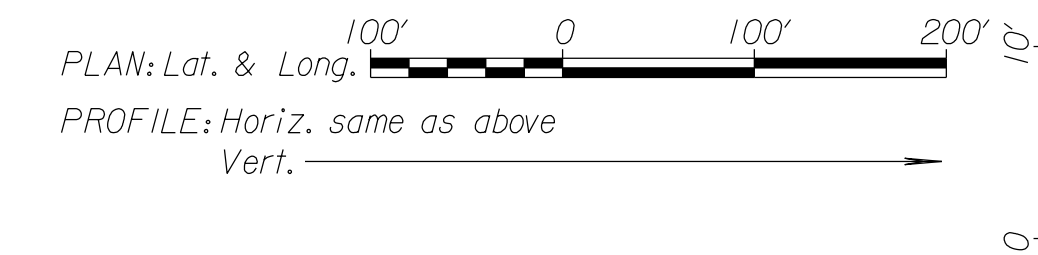
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	II	106

Northwest Corner Sec. 30, T8S, 14E =  $\varnothing$  P.I. Sta. 376+66.04  
 1.) Found Cotton Jin Spindle at Surface of Asphalt Pavment  
 2.) Nail and Washer East Face Power Pole 86.30 N.E.  
 3.) Spike and Washer in U.G. Utility Post 69.04' S.S.W.  
 4.) Top Center of Pipe Corner Post 83.55' N.W.  
 5.) N: 370,669.49 , E: 1,904,899.56



PRAIRIE BAND POTAWATOMI NATION  
 PLAN & PROFILE  
 158th Rd.- H Rd. to IRd.

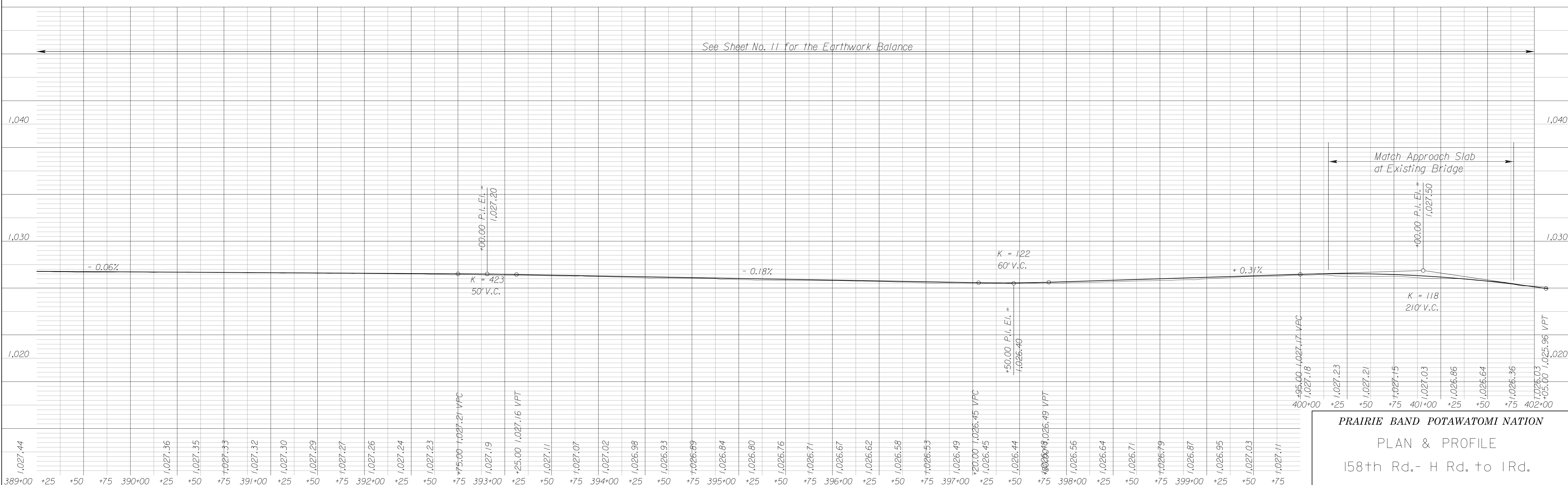
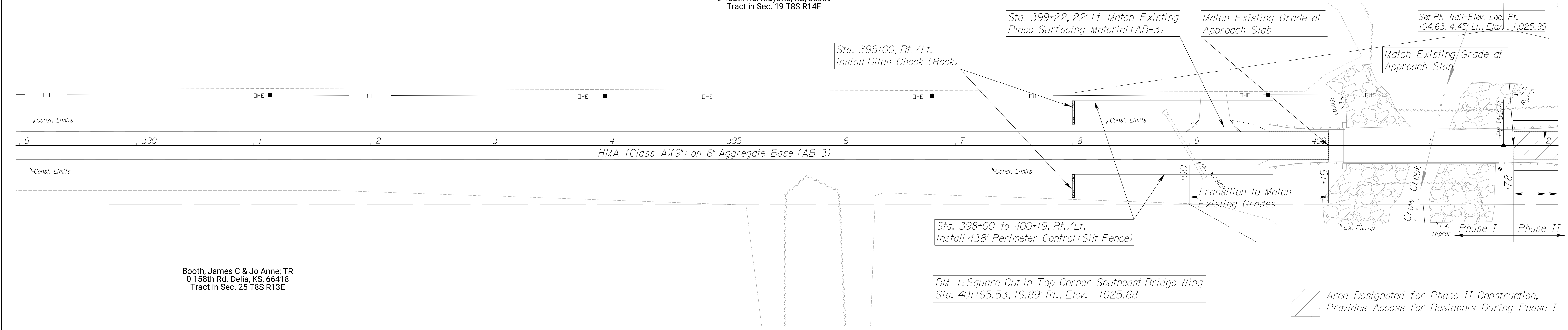
North 1/4 Corner Sec. 30, T8S, 14E =  $\odot$  P.I. Sta. 401+68.71  
 1.) Found 1/2" Bar Flush in East Approach Slab  
 2.) Mag Nail & Washer in Top Guardrail Post  
 3.) Mag Nail & Washer in Top Guardrail Post  
 4.) Mag Nail & Washer in Top Guardrail Post  
 5.) East EWS of Bridge  
 6.) N: 370,757.27 , E: 1,907,400.70



STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	12	106

Booth, James C & Jo Anne, TR  
 0 158th Rd. Mayetta, KS, 66509  
 Tract in Sec. 19 T8S R14E

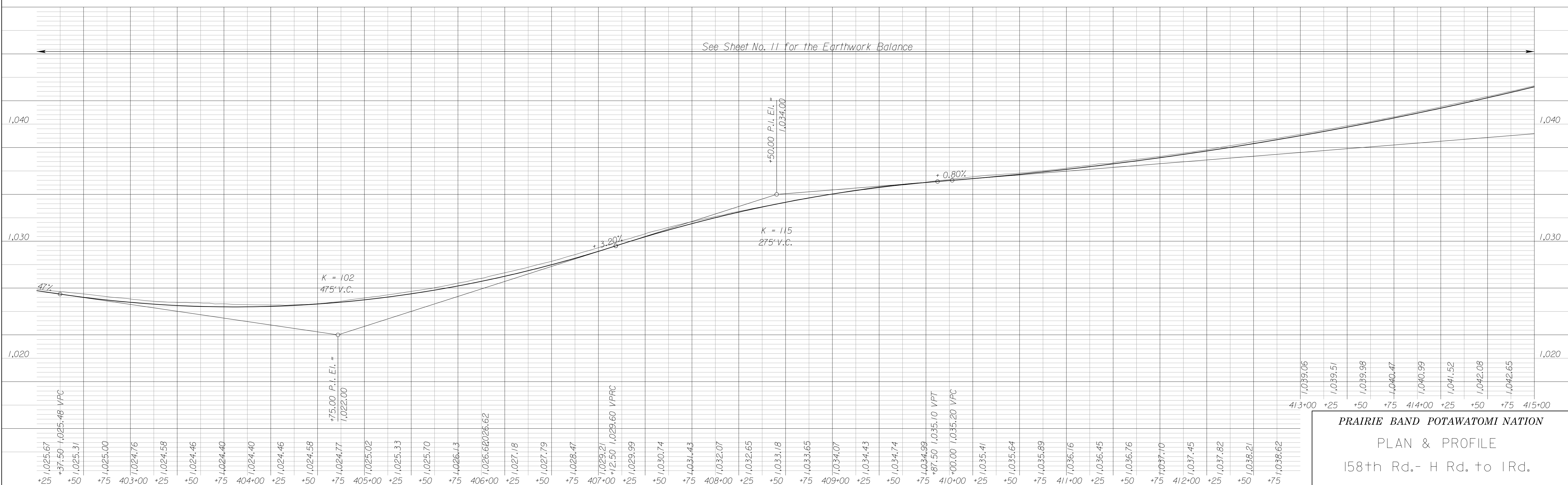
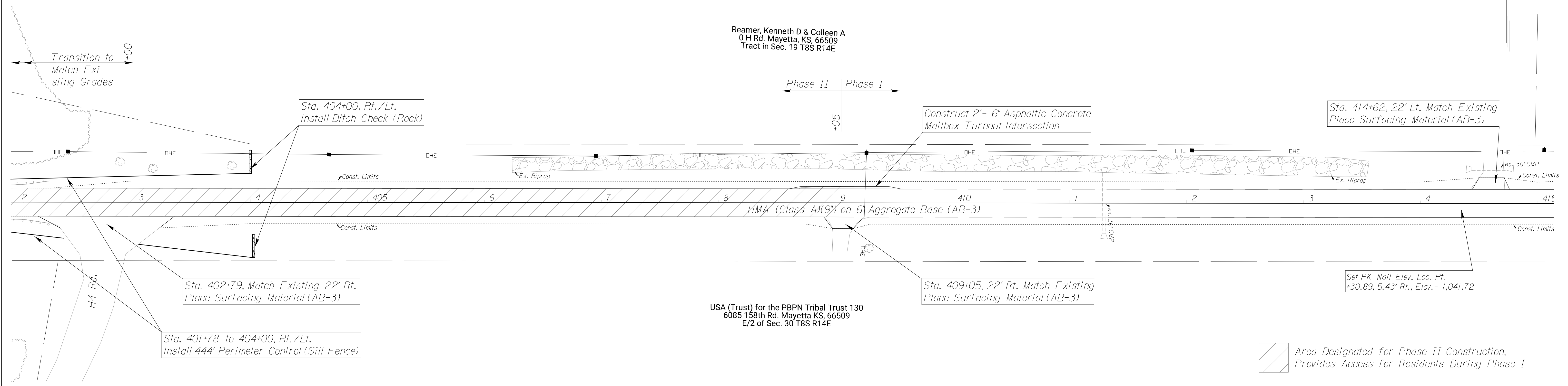
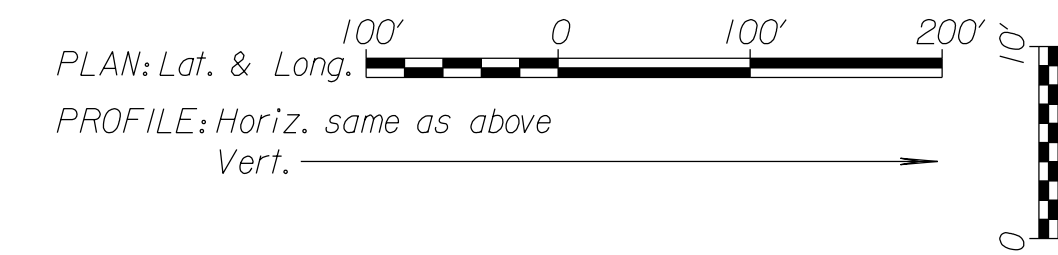
Booth, James C & Jo Anne, TR  
 0 158th Rd. Delia, KS, 66418  
 Tract in Sec. 25 T8S R13E



PRAIRIE BAND POTAWATOMI NATION  
 PLAN & PROFILE  
 158th Rd.- H Rd. to IRd.

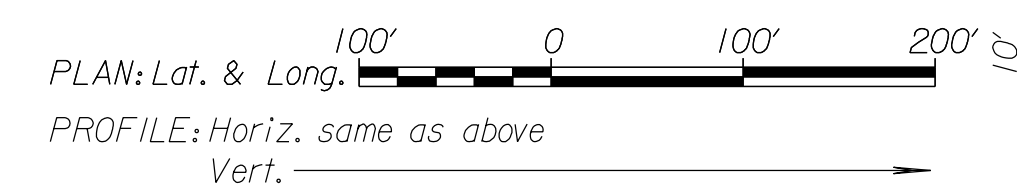


STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	13	106





STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	15	106



Southwest Corner Sec. 20, T8S, 14E = @ P.I. Sta. 428+23.07

- 1.) Found Cotton Gin Pin Flush with Asphalt Pavement 36.40' N.E.
- 2.) Mag Nail in Top of 30" CMP
- 3.) Top Center of Steel Corner Fence Post (West Corner) 68.75' S.W.
- 4.) N: 370,847.95 , E: 1,910,053.51

1 Rd. Work to be Done in Separate Overlay Project

Sta. 427+92 to Sta. 428+53, 12' Lt. Match Existing Asphalt

Sta. 428+23.07 Construct Monument Box in Concrete Pavement

Prairie Band Potawatomi Nation Tribal Fee 255  
 0 I Rd. Mayetta KS, 66509  
 Large Tract in Sec. 20 T8S R14E

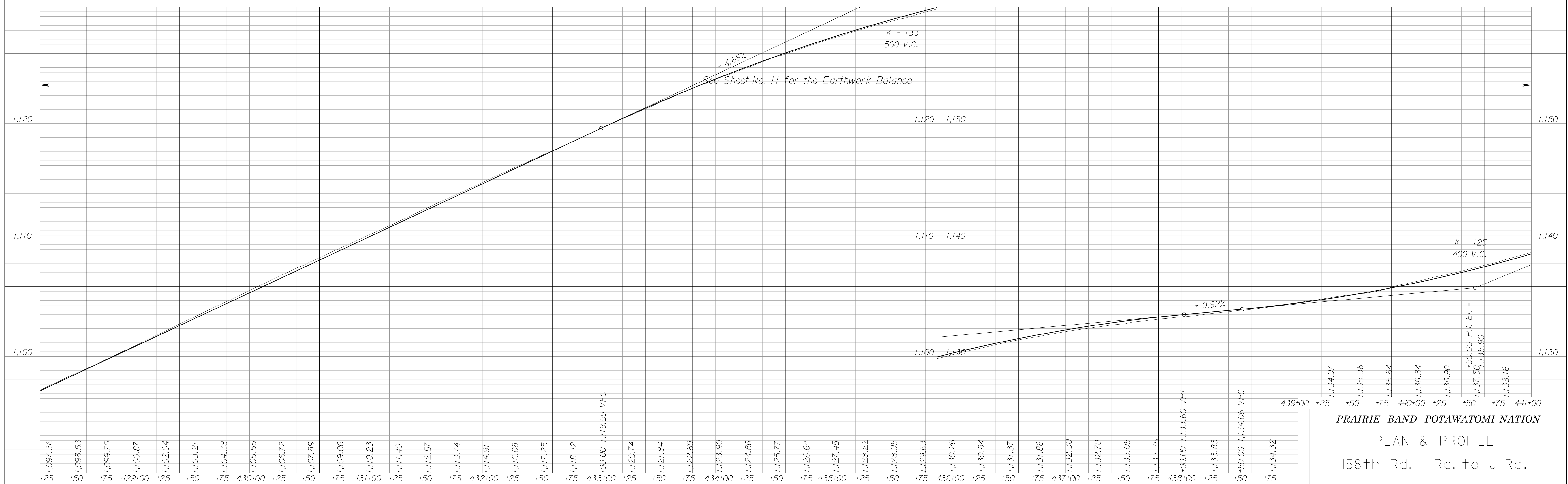
Set PK Nail-Elev. Loc. Pt. +85.49, 5.90' Lt., Elev. = 1,133.28

Sta. 428+23, Match Existing 22' Rt. Place Surfacing Material (AB-3)

Sta. 438+00, Rt. Place Surfacing Material (AB-3)

Bausch, Barbara: TR  
 0 I Rd. Mayetta KS, 66509  
 Large Tract in Sec. 29 T8S R14E


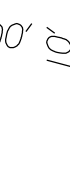
Area Designated for Phase II Construction, Provides Access for Residents During Phase I



PRAIRIE BAND POTAWATOMI NATION  
 PLAN & PROFILE  
 158th Rd.- 1 Rd. to J Rd.



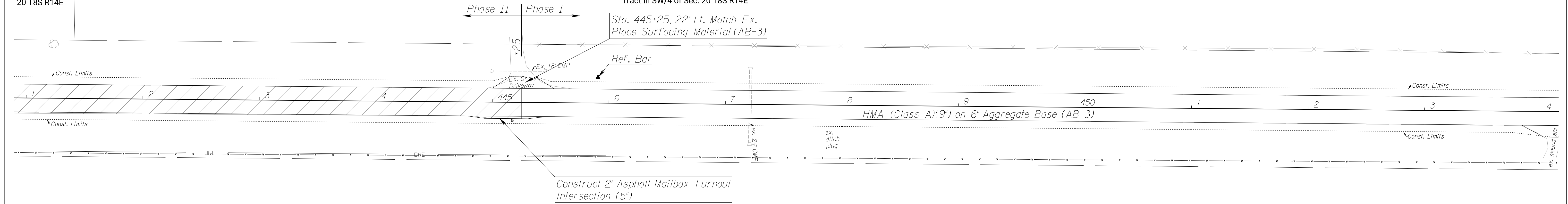
Reference Bar #2=  $\text{C Sta. } 445+90.49, 21.94 \text{ Lt. (918)}$   
 1.) Set 5/8" Bar 2" Below Vegetated Surface  
 2.) Top of 18" CMP 46.56 W.  
 3.) Wire Fence E-W 28.28' N.  
 4.) N: 370,916.17 , E: 1,911,819.74  
 5.) Elevation= 1,154.41

PLAN: Lat. & Long.   
 PROFILE: Horiz. same as above  
 Vert. 

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	16	106

Prairie Band Potawatomi Nation Tribal Fee 255  
 0 I Rd. Mayetta KS, 66509  
 Large Tract in Sec. 20 T8S R14E

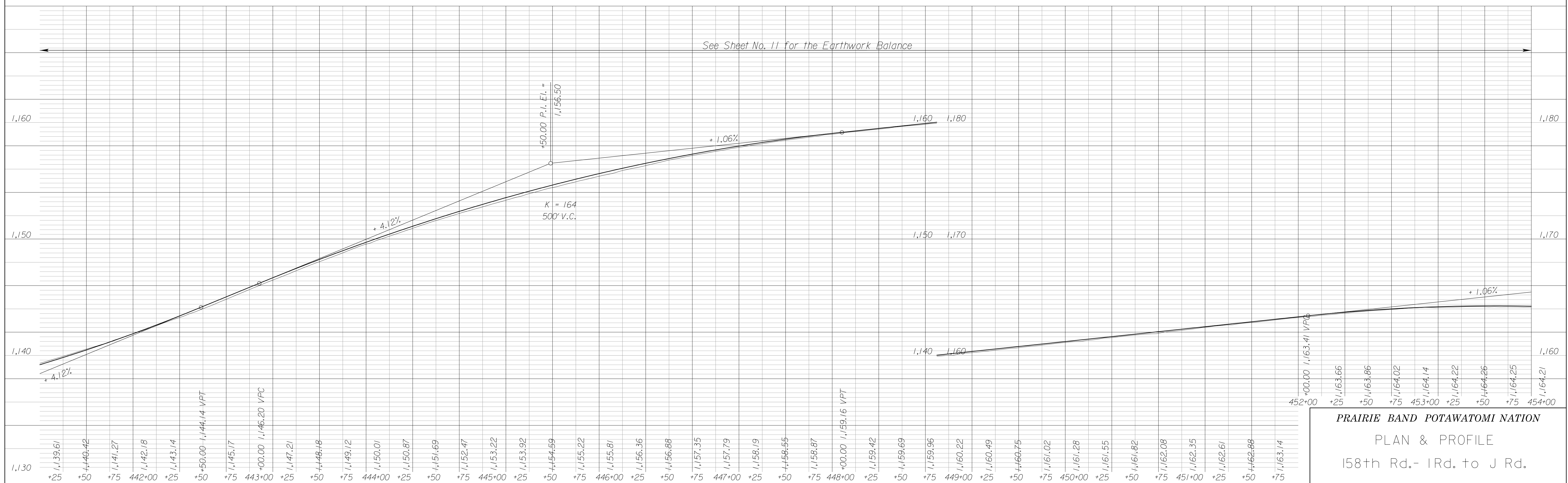
Prairie Band Potawatomi Nation Tribal Fee 233  
 6656 158th Rd. Mayetta KS, 66509  
 Tract in SW/4 of Sec. 20 T8S R14E



Construct 2' Asphalt Mailbox Turnout Intersection (5')

Bausch, Barbara; TR  
 0 I Rd. Mayetta KS, 66509  
 Large Tract in Sec. 29 T8S R14E

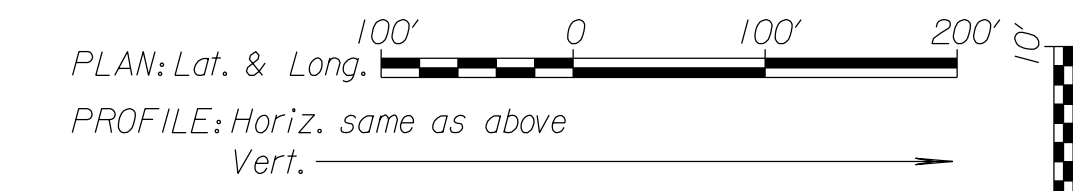
 Area Designated for Phase II Construction, Provides Access for Residents During Phase I



PRAIRIE BAND POTAWATOMI NATION  
 PLAN & PROFILE  
 158th Rd.- IRd. to J Rd.

South 1/4 Corner Sec. 20, T8S, 14E = @ P.I. Sta. 454+42.36  
 1.) Found Cotton Gin Pin Flush with Asphalt Pavement  
 2.) Found Spike & Bottle Cap in Corner Fence Post  
 3.) Found Spike & Bottle Cap in Power Pole  
 4.) Top Center of Steel Corner Fence Post  
 5.) N: 370,916.56 , E: 1,912,671.88

50.60 N.  
 88.7' W.S.W.  
 50.8' S.



STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	17	106

Prairie Band Potawatomi Nation Tribal Fee 233  
 6656 158th Rd. Mayetta KS, 66509  
 Tract in SW/4 of Sec. 20 T8S R14E

Set PK Nail-Elev. Loc. Pt. +11.15, 5.41' Lt., Elev. = 1,164.03  
 Sta. 454+42.36 Construct Monument Box in Concrete Pavement

McCauley, Matthew C & Kelly L  
 0 158th Rd. Mayetta KS, 66509  
 Tract in N/2 & SW/4 of Sec. 20 T8S R14E

Sta. 462+50 to 463+25, Rt./Lt. Install 150' Perimeter Control (Silt Fence)

Sta. 462+50, Rt./Lt. Install Ditch Check (Rock)

Sta. 463+53, 22' Lt. Match Existing Place Surfacing Material (AB-3)

Sta. 454+10, 22' Rt. Match Existing Place Surfacing Material (AB-3)

Sta. 458+82, 22' Rt. Match Existing Place Surfacing Material (AB-3)

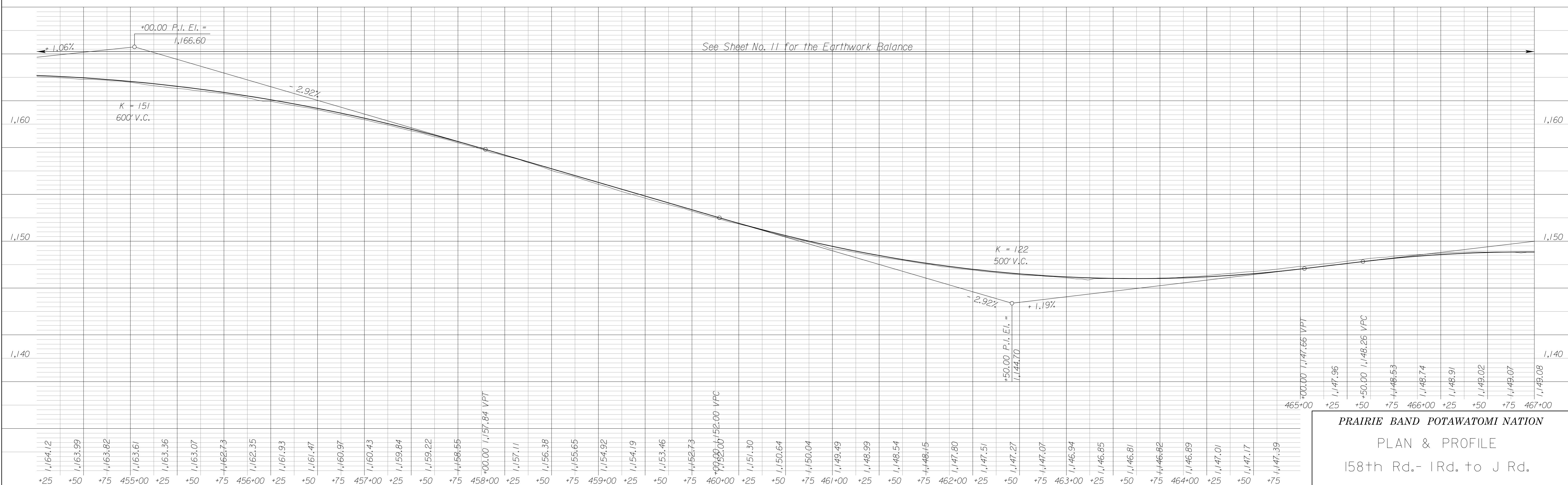
Sta. 463+25, Rt./Lt. Install Ditch Check (Rock)

Sta. 466+81, 22' Rt. Match Existing Place Surfacing Material (AB-3)

Bausch, Barbara; TR 0 I Rd. Mayetta KS, 66509  
 Large Tract in Sec. 29 T8S R14E



USA (Trust) Tribal Trust 40  
 0 158th Rd. Mayetta KS, 66509  
 Large Tract in Sec. 29 T8S R14E

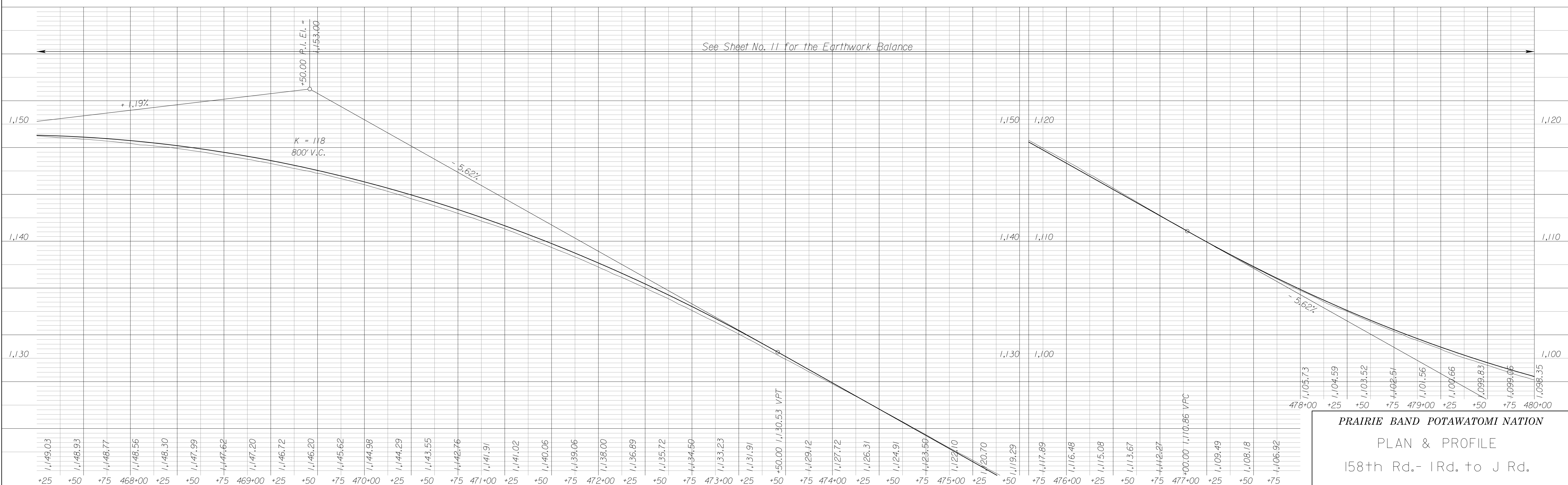
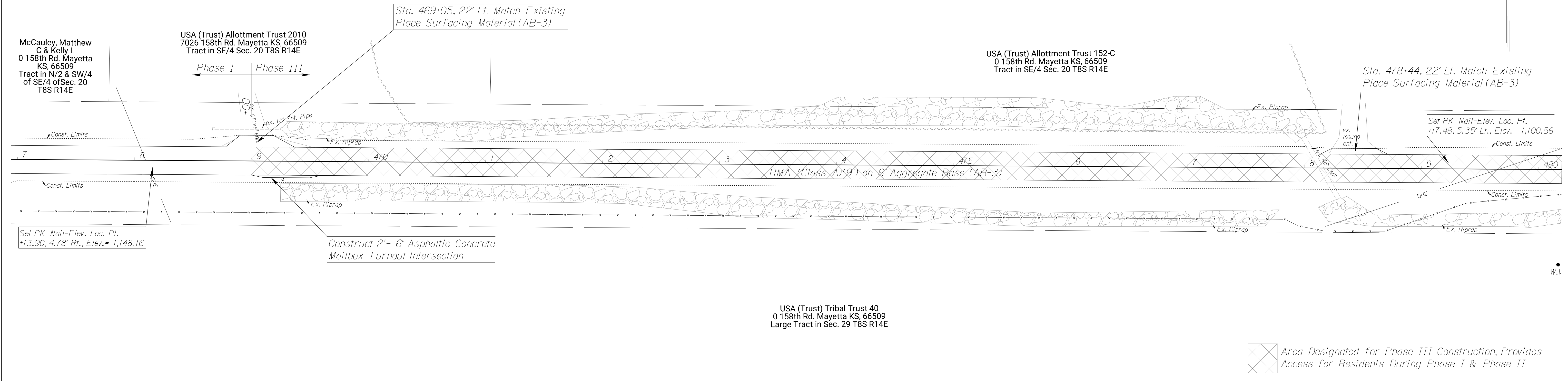
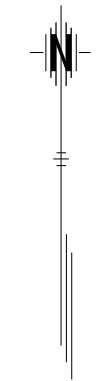
Area Designated for Phase II Construction, Provides Access for Residents During Phase I



PRAIRIE BAND POTAWATOMI NATION  
 PLAN & PROFILE  
 158th Rd.- IRd. to J Rd.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	18	106

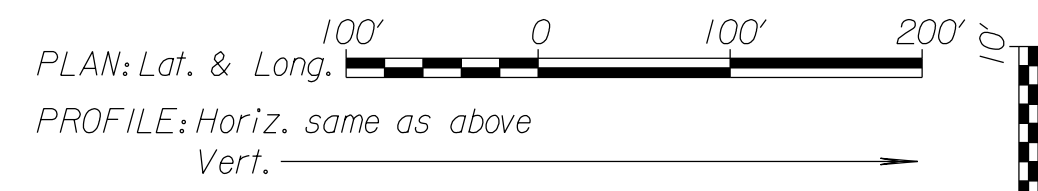
PLAN: Lat. & Long.   
 PROFILE: Horiz. same as above  
 Vert. 



**PRAIRIE BAND POTAWATOMI NATION**  
 PLAN & PROFILE  
 158th Rd.- IRd. to J Rd.



PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	19	106



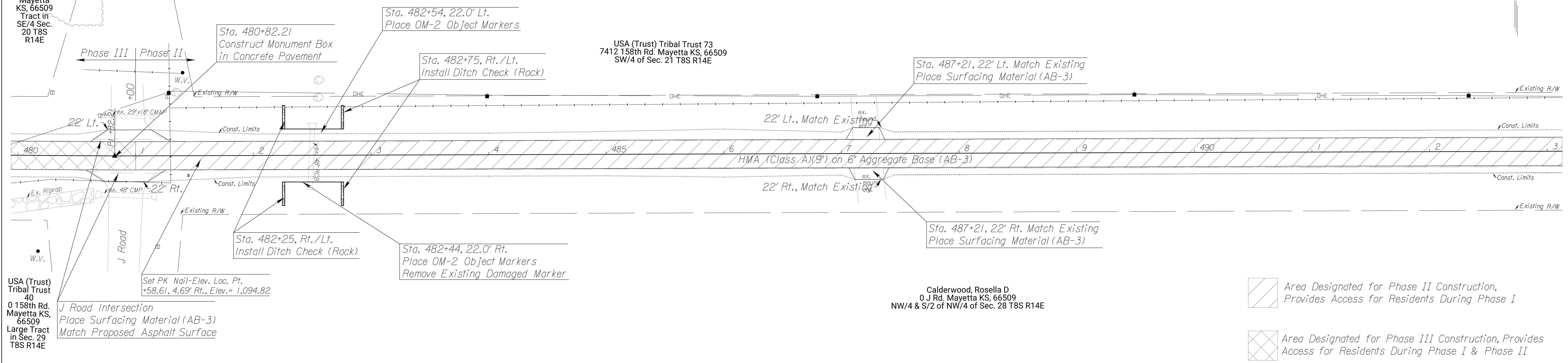
- Northwest Corner Sec. 28, T8S, 14E =  $\odot$  P.I. Sta. 480+82.21
- 1.) Found Cotton Gin Pin Flush with Asphalt Pavement
  - 2.) Found Spike & Washer in West Face Power Pole
  - 3.) Top Center of Round Steel Corner Post
  - 4.) Top Center Telephone Pedestal
  - 5.) Top Center Telephone Pedestal
  - 6.) N: 370,991.82 , E: 1,915,310.67

USA (Trust) Allottment Trust 152-C 0 158th Rd. Mayetta KS, 66509 Tract in SE/4 Sec. 20 T8S R14E

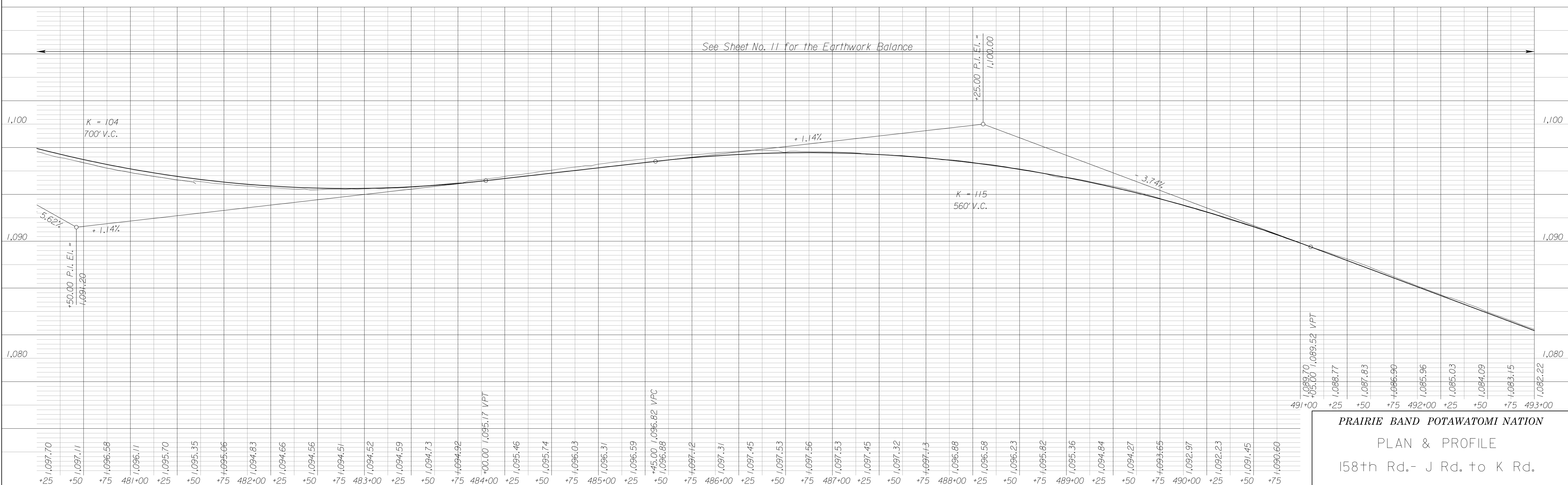
USA (Trust) Tribal Trust 40 0 158th Rd. Mayetta KS, 66509 Large Tract in Sec. 29 T8S R14E

USA (Trust) Tribal Trust 73 7412 158th Rd. Mayetta KS, 66509 SW/4 of Sec. 21 T8S R14E

Calderwood, Rosella D 0 J Rd. Mayetta KS, 66509 NW/4 & S/2 of NW/4 of Sec. 28 T8S R14E

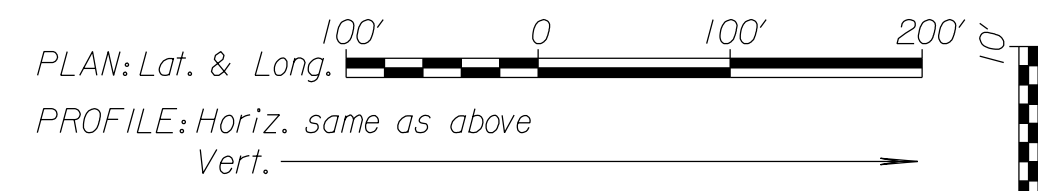


- Area Designated for Phase II Construction, Provides Access for Residents During Phase I
- Area Designated for Phase III Construction, Provides Access for Residents During Phase I & Phase II



**PRAIRIE BAND POTAWATOMI NATION**  
 PLAN & PROFILE  
 158th Rd.- J Rd. to K Rd.

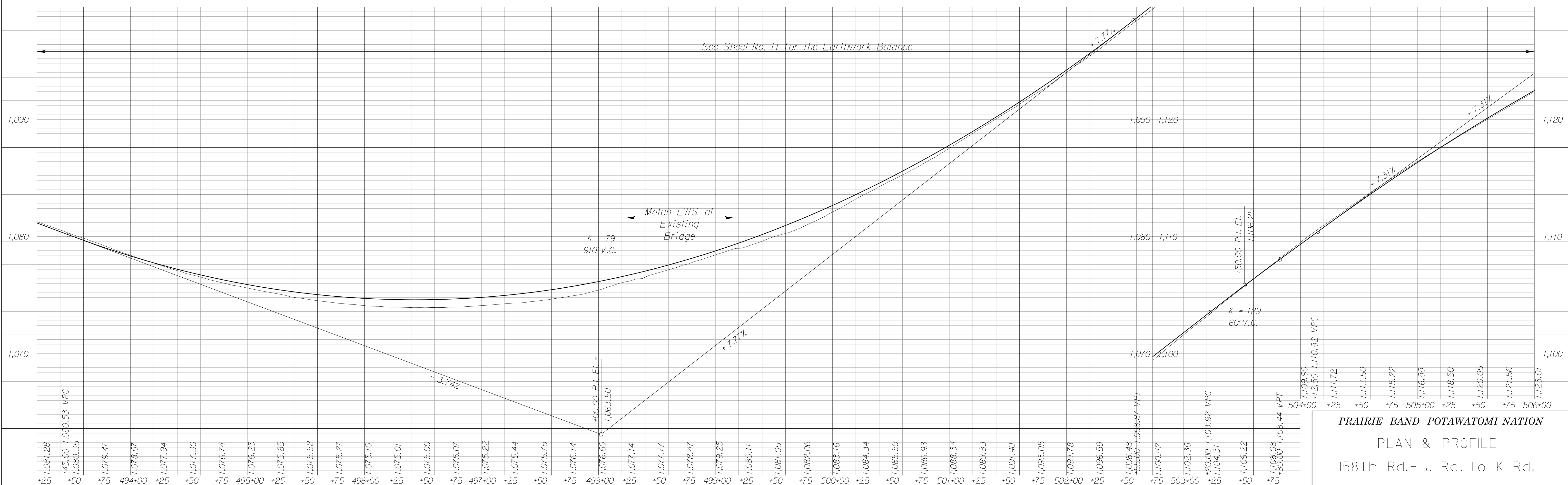
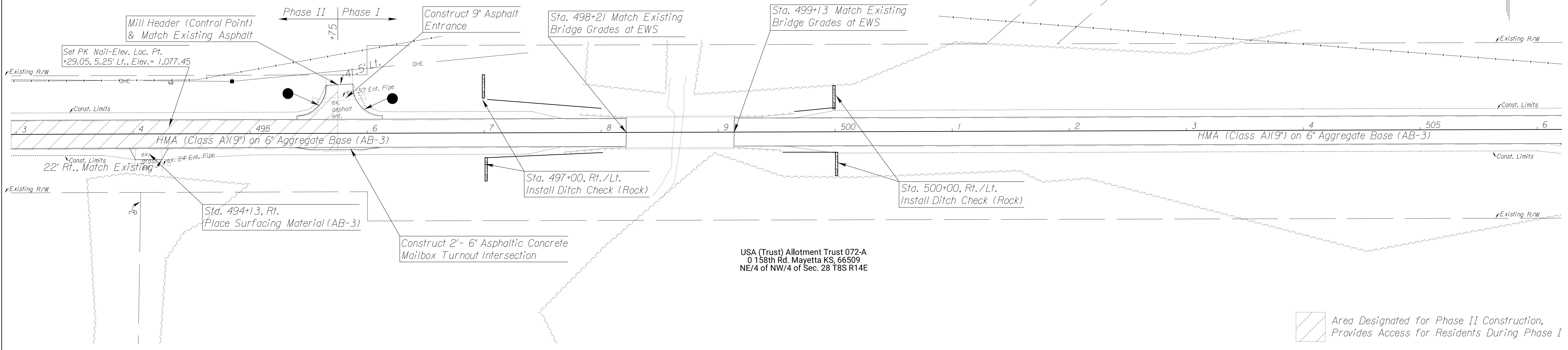
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	20	106



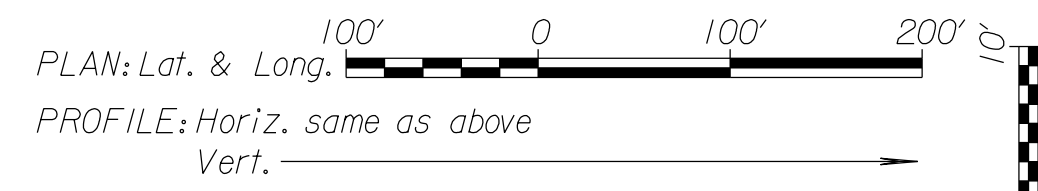
● R=25'  
Radius Point = Sta. 495+39.89, 40' Lt.  
Length=40'

● R=25'  
Radius Point = Sta. 496+12.92, 40' Lt.  
Length=38'

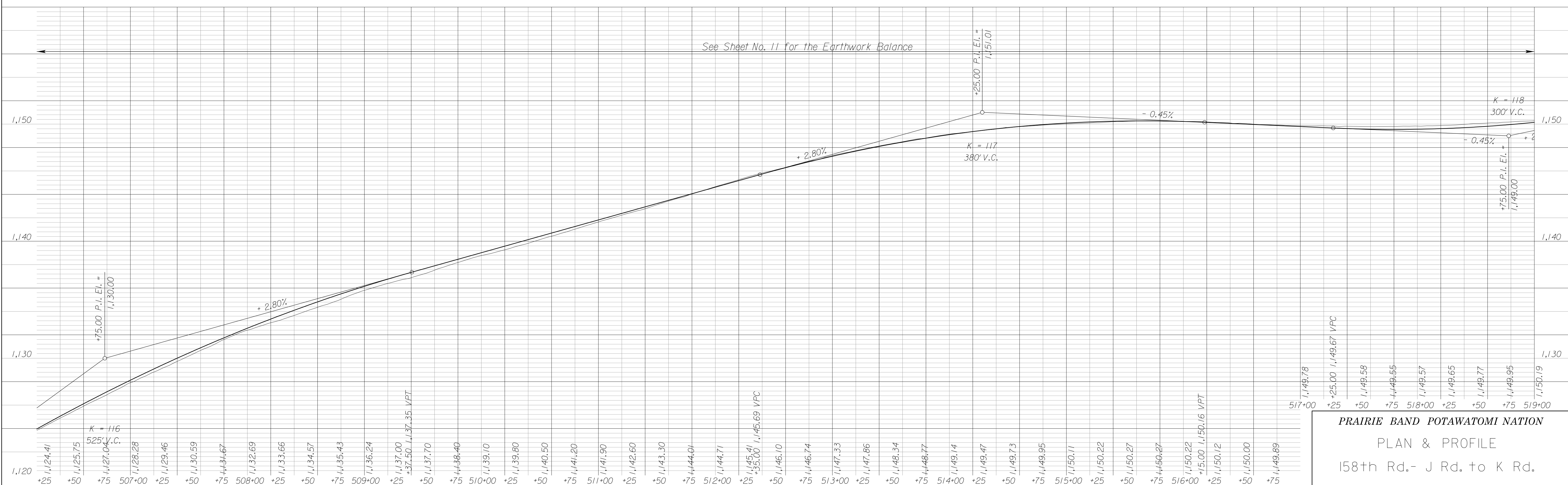
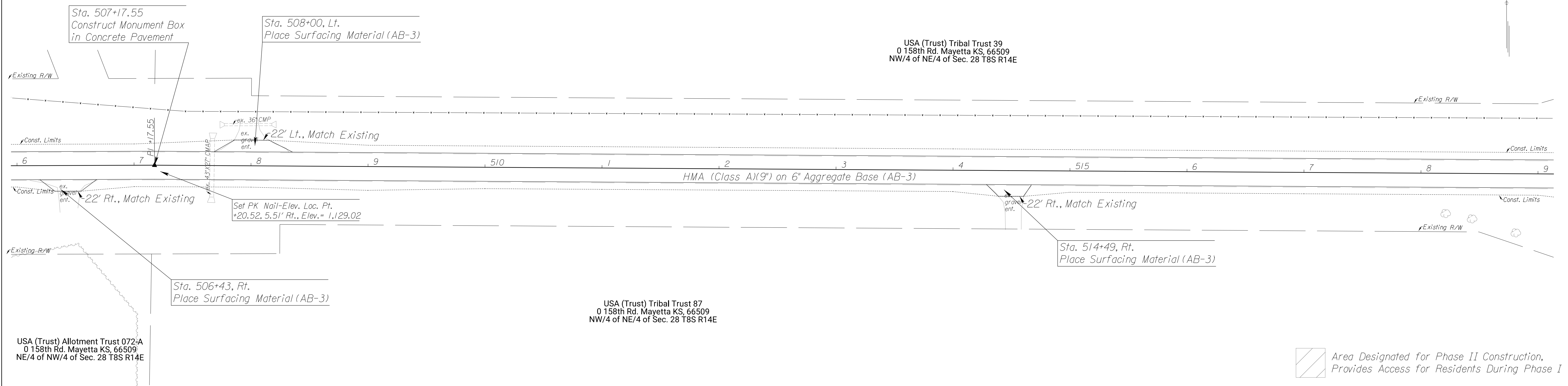
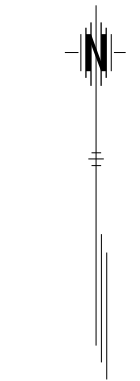
USA (Trust) Tribal Trust 73  
7412 158th Rd. Mayetta KS, 66509  
SW/4 of Sec. 21 T8S R14E



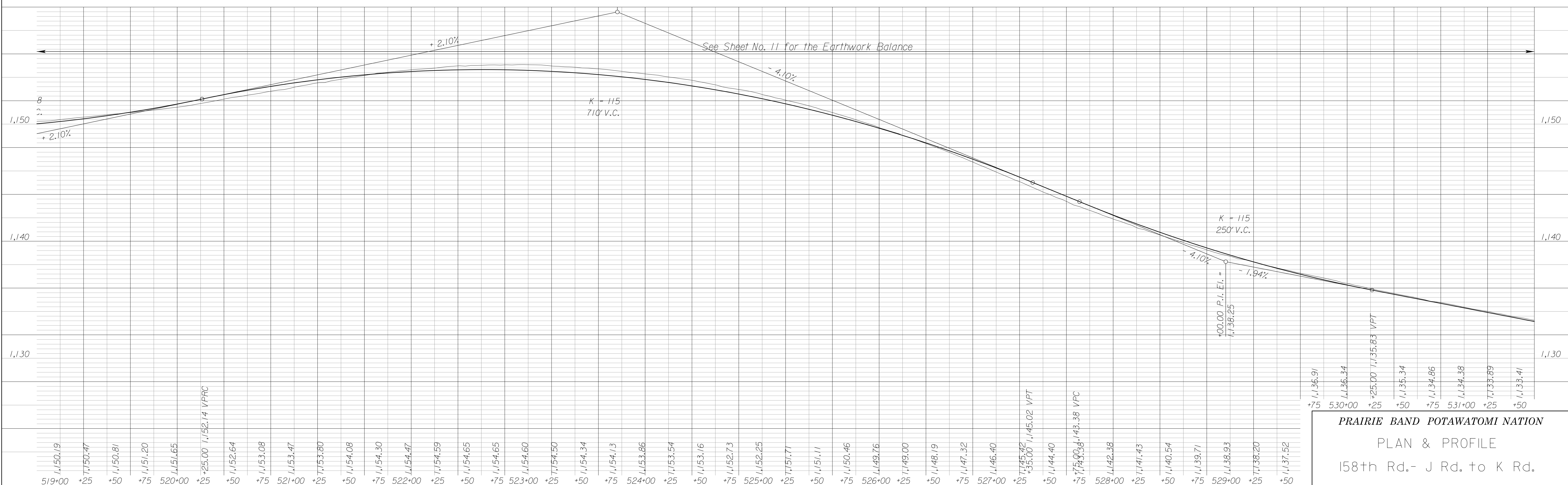
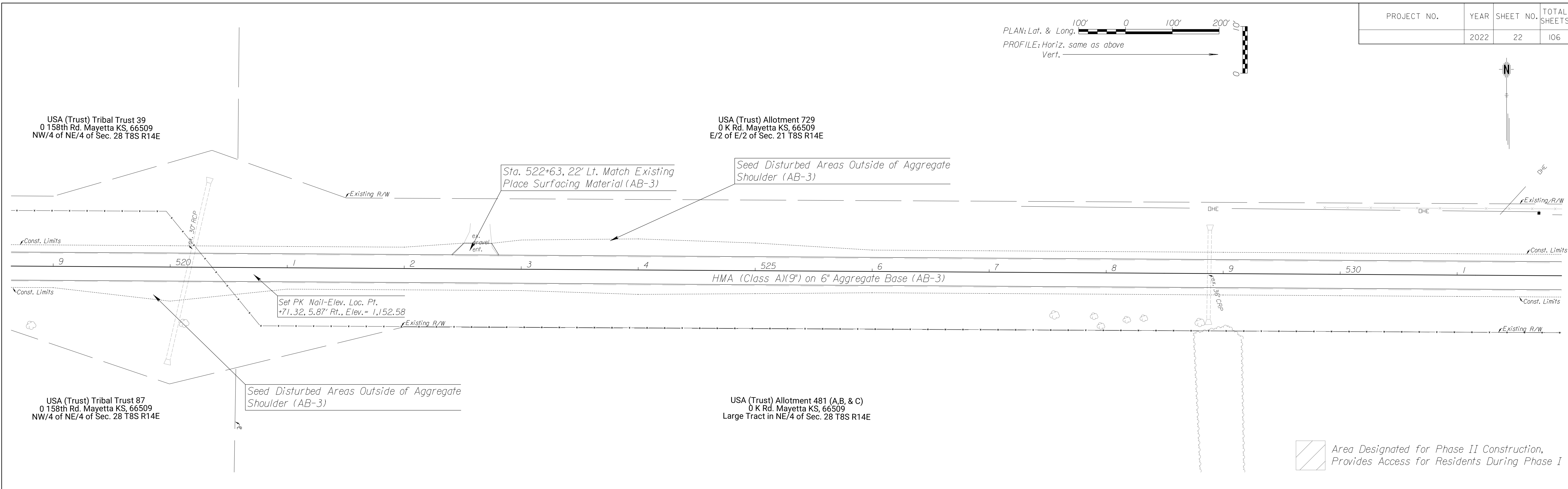
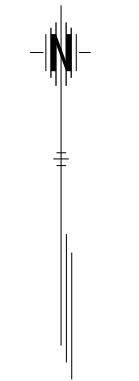
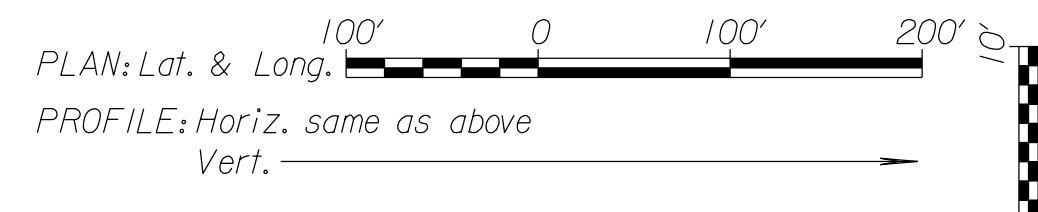
South 1/4 Corner Sec. 21, T8S, 14E = @ P.I. Sta. 507+17.55  
 1.) Found Nail 0.6' Below Asphalt Surface 56.00 S.E.  
 2.) Set Mag Nail in Top of CMP 68.30' N.  
 3.) Found Spike & Washer in Power Pole 87.40' N.E.  
 4.) Found Spike & Washer in Top of Wood Brace Post  
 5.) N: 371,092.75 , E: 1,917,944.08



PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	21	106



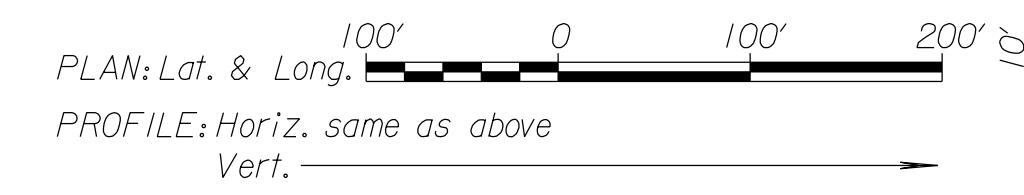
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	22	106





Southeast Corner Sec. 21, T8S, 14E = @ P.I. Sta. 533+50.16  
 1.) Found 1/2" Iron Bar 3" Below Asphalt Surface  
 2.) Top Center of Steel Fence Brace Post 89.20' N.W.  
 3.) Found Spike & Washer in SE Face Power Pole 77.70' N.E.  
 4.) Found Spike & Washer in Top of Corner Fence Post 93.50' N.N.W.  
 5.) N: 371,168.62 , E: 1,920,575.60

South 1/4 Corner Sec. 22, T8S, 14E = @ P.I. Sta. 559+84.18  
 1.) Found 1/2" Iron Bar w/ Cap 3" Below Asphalt Surface  
 2.) N: 371,248.58 , E: 1,923,208.40

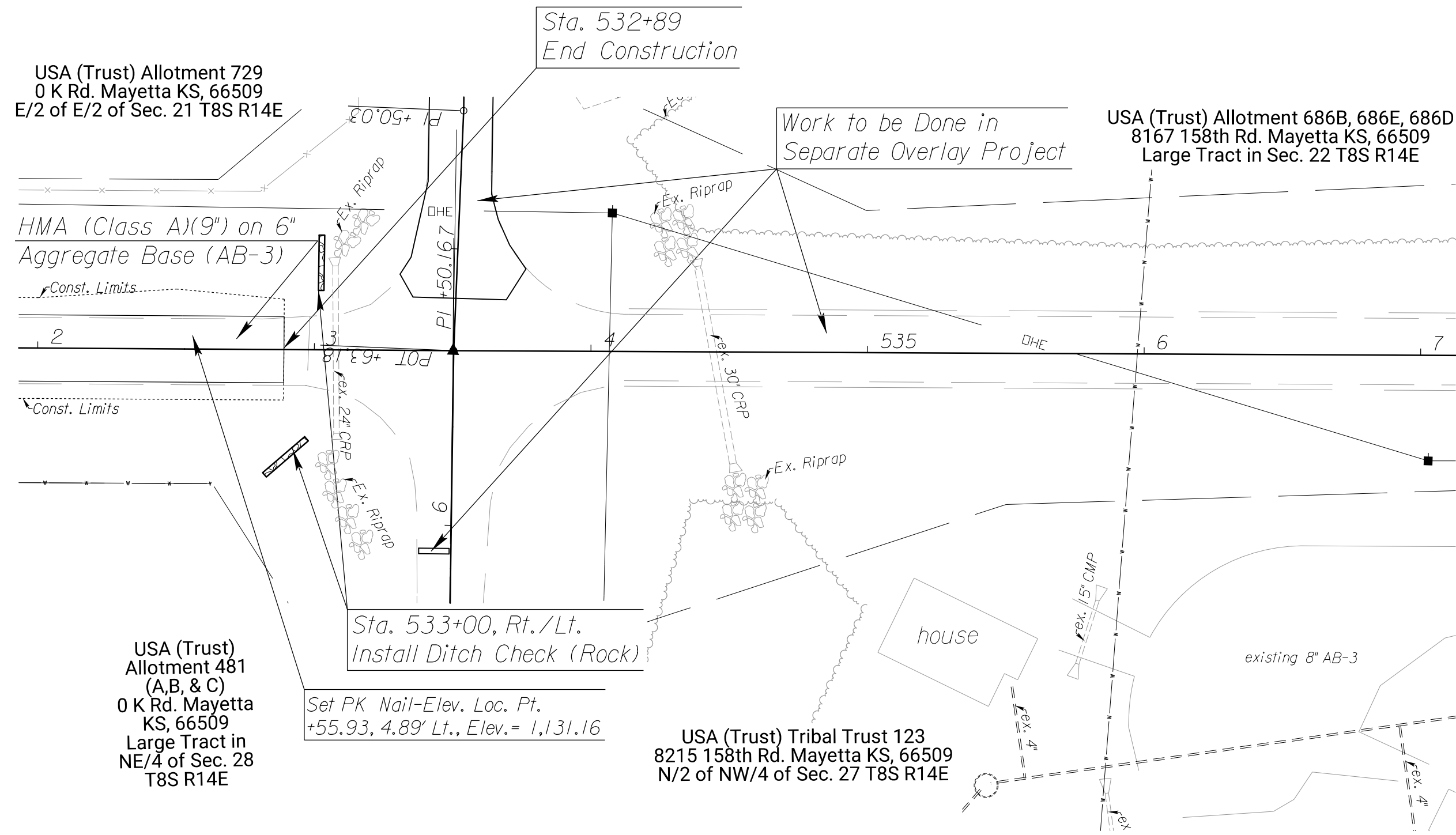


PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	23	106



Reference Bar #3= @ Sta. 531+50.87, 4,601.01' Rt. (908)  
 1.) Set 5/8" Bar 2" Below Vegetated Surface  
 2.) In Line with East Face of Commodities Building, to the North  
 3.) Concrete Manhole to Check Valve 70.9' N.E.  
 4.) N: 366,563.78 , E: 1,920,509.00  
 5.) Elevation= 1,114.87

Reference Bar #4= @ Sta. 579+16.45, 87.55' Rt. (910)  
 1.) Set 5/8" Bar 2" Below Vegetated Surface  
 2.) East Back of Curb 20' W.  
 3.) West Back of Curb 23' E.  
 4.) N: 371,212.22 , E: 1,925,141.64  
 5.) Elevation= 1,205.63

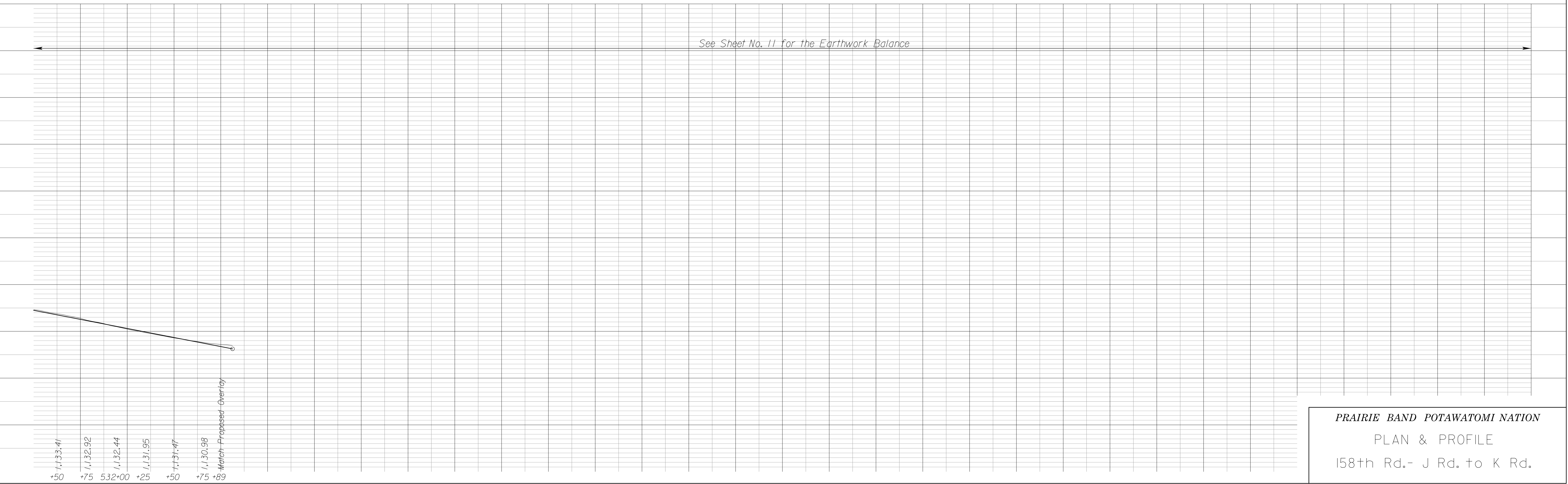


BM 2: Plus Cut in S.W. Edge Concrete Manhole  
 Sta. 532+12.27, 4,565.60' Rt., Elev.= 1,115.64

BM 3: Railroad Spike in North Face Powerpole  
 Sta. 578+44.71, 47.82' Rt., Elev.= 1206.66

Area Designated for Phase II Construction, Provides Access for Residents During Phase I

See Sheet No. 11 for the Earthwork Balance



**PRAIRIE BAND POTAWATOMI NATION**  
 PLAN & PROFILE  
 158th Rd.- J Rd. to K Rd.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	24	106

MONUMENT BOX		
LOCATION	QUANTITY (EACH)	REMARKS
150th Rd.-Sta. 62+91.6, Rt.	1	Salvage & Reuse Existing Box, Grind "Water" off Lid
150th Rd.-Sta. 89+45.75, Rt.	1	Salvage & Reuse Existing Box, Grind "Water" off Lid
150th Rd.-Sta. 115+99.7, Rt.	1	Salvage & Reuse Existing Box, Grind "Water" off Lid
158th Rd.-Sta. 428+23.1	1	Will Need New Box
158th Rd.-Sta. 454+42.4	1	Will Need New Box
158th Rd.-Sta. 480+82.2	1	Will Need New Box
158th Rd.-Sta. 507+17.6	1	Will Need New Box
TOTALS	7	

RECAPITULATION OF ROAD QUANTITIES		
ITEM	QUANTITY	UNIT
Clearing & Grubbing	L.S.	Lump Sum
Rock Excavation	9,734	Cu. Yds.
Common Excavation	23,161	Cu. Yds.
Compaction of Earthwork (Type A) (MR-5-5)	490	Cu. Yds.
Water (Grading) (Set Price)	1	MGal
Clean Existing Structures	1	Lump Sum
Monument Box	7	Each
Signing Object Marker (Type 2)	2	Each
Mobilization	L.S.	Lump Sum
Contractor Construction Staking	L.S.	Lump Sum

CLEANING EXISTING STRUCTURES (For Information Only)			
LOCATION	SIZE	TYPE	QUANTITY
150th Rd. - 62+66, Rt./Lt.	24"	Cross Road Pipe	1
150th Rd. - 116+25, Rt./Lt.	30"	Cross Road Pipe	1
158 Rd. - 379+50, Lt.	18"	Entrance Pipe	1

OBJECT MARKERS		
LOCATION	TYPE	QUANTITY
158 Rd. - 482+44, Rt.	OM-2	1
158 Rd. - 482+54, Lt.	OM-2	1
		2

STATION to STATION	EARTHWORK												
	EXCAVATION				CONTR. FURN. CU.YDS.	COMPACTION		THROUGH CUTS NOT SUBGRADED			* EMBANKMENT (CU.YDS.)		PLACE. SELECT SOIL CU.YDS.
	COMMON		ROCK			TYPE AA MR-5-5 CU.YDS.	TYPE A MR-5-5 CU.YDS.	COMM. CU.YDS.	TYPE AA CU.YDS.	TYPE A CU.YDS.	INITIAL CONSOL.	SETTLE-MENT	
150th Rd.- Sta. 62+66 (Clean CMP)	12	0.75											
150th Rd.- Sta. 50+97 to Sta. 63+00	668	0.75	470			82							
150th Rd.- Sta. 63+00 to Sta. 117+00	3,174	0.75	2,549			394							
150th Rd.- Sta. 116+25 (Clean CMP - Grade to Drain)	10												
SUB-TOTALS	3,864		3,019			476							
158th Rd.- Sta. 376+00 to Sta. 427+50	6,946	0.75	2,057										
158th Rd.- Sta. 379+50 (Clean CMP-Grade to Drain)	30												
158th Rd.- Sta. 427+50 to Sta. 481+50	6,385	0.75	2,387										
158th Rd.- Sta. 481+50 to Sta. 533+00	5,936	0.75	2,271			14							
SUB-TOTALS	19,297	0.75	6,715			14							
TOTALS	†23,161		9,734			490							

†Includes 22,508 yd³ to be wasted.

PRAIRIE BAND POTAWATOMINATION			
SUMMARY OF QUANTITIES			
DESIGNED DESIGN CK.	DETAILED DETAIL CK.	QUANTITIES QUAN. CK.	



### 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	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
150th Rd. - 50+97 to 62+55	2,316																1,158				
150th Rd. - 63+28 to 115+56	10,456																5,228				
150th Rd. - 116+39 to 117+00	122																61				
158th Rd. - 377+00 to 427+91	10,182																5,091				
158th Rd. - 428+54 to 480+57	10,406																5,203				
158th Rd. - 481+32 to 532+89	10,314																5,157				
TOTALS	43,796																43,796				

### RECAPITULATION OF QUANTITIES

ITEMS	TOTAL	UNITS
PAVEMENT MARKING (MULTI-COMPONENT)(WHITE)(4")	43,796	FT
PAVEMENT MARKING (MULTI-COMPONENT)(WHITE)(6")		FT
PAVEMENT MARKING (MULTI-COMPONENT)(WHITE)(8")		FT
PAVEMENT MARKING (MULTI-COMPONENT)(WHITE)(12")		FT
PAVEMENT MARKING (MULTI-COMPONENT)(YELLOW)(4")	43,796	FT
PAVEMENT MARKING (MULTI-COMPONENT)(YELLOW)(6")		FT
PAVEMENT MARKING (MULTI-COMPONENT)(YELLOW)(12")		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")		FT
PAVEMENT MARKING (INTERSECTION GRADE)(YELLOW)(12")		FT
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)( )		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)( )		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)( )		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)( )		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)( )		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(US-SHIELD)( )		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(K-SHIELD)( )		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(I-SHIELD)( )		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		FT

### SUMMARY OF WORD & SYMBOL MARKINGS

LOCATION	↔	↖	↑	↗	↙	♿	STOP	ONLY	X-ING	SCHOOL	70	435	24	400	18	↶	↷	↸	↹	↻		≡	≠	×	
TOTALS																									

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.

NOTE: FOR SPECIFIC PAVEMENT MARKING DETAILS AND DIMENSIONS SEE PLAN SHEETS  
 NOTE: ALL TOTALS REFLECT ACTUAL QUANTITY OF PAVEMENT MARKING MATERIALS REQUIRED.

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.
NO.	DATE	REVISIONS	BY	APPD

**KANSAS DEPARTMENT OF TRANSPORTATION**  
**SUMMARY AND RECAPITULATION**  
**OF PAVEMENT MARKING**  
**QUANTITIES**

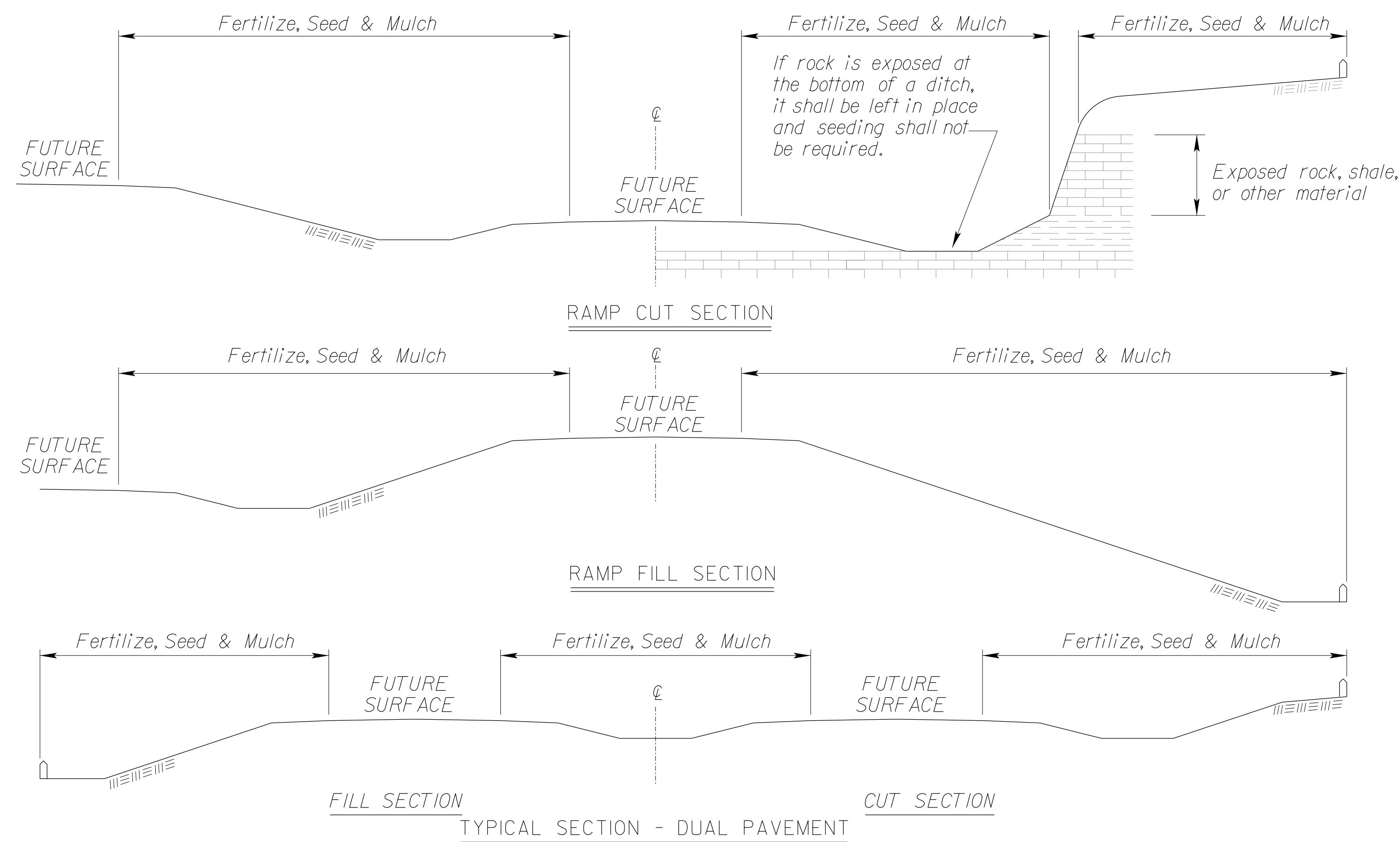
**TE311**

FHWA APPROVAL	5/25/2012	APPD	Brian D. Gover
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 : 8/25/2022 4:54:41 PM  
File : te311.dgn

Drawn By : CAM  
File : te311.dgn





FERTILIZER: A ratio and application rate that equals or exceeds the required minimum rate per acre of N, P<sub>2</sub>O<sub>5</sub>, K<sub>2</sub>O listed in Summary of Quantities will be acceptable.

- \* - N = Nitrogen Rate of Application
- \*\* - P<sub>2</sub>O<sub>5</sub> = Phosphorous Rate of Application
- \*\*\* - K<sub>2</sub>O = Potassium Rate of Application

The Contractor will be required to finish areas of excavation, borrow and embankment in accordance with the specifications. Areas that require installation or construction of temporary water pollution control items will be finished in reasonable close conformity to the alignment, grade and cross section shown on the plans or as established by the Engineer.

CLT = Construction Limit Tract. This area is defined by the entire disturbed area of the project that requires seeding and erosion control measures to be placed. Any impervious areas (i.e. pavement, gravel, riprap, etc.) shall not be included in this measurement.

Slope = Defined by the area of the project that requires Class 1 erosion control material to be placed. This area shall be seeded using the Soil Erosion Mix prior to placement of the material. Drilling seed is preferred, however, broadcasting is acceptable if drilling is not possible.

Channel = Defined by the area of the project that requires Class 2 erosion control material to be placed. This area shall be seeded using the Soil Erosion Mix prior to placement of the material. Drilling seed is preferred, however, broadcasting is acceptable if drilling is not possible.

**GENERAL NOTES**

The entire disturbed area, excepting the paved or surfaced areas, steep rocky slopes and areas of undisturbed native sod or other desirable vegetation shall be fertilized (limed when required), seeded, and mulched. Soil preparation shall conform to the Standard Specifications.

Temporary seeding shall be done during any time of the year that the soil can be cultivated. After the temporary seeding has been completed on the entire project, permanent seeding shall be done during the normal seeding season.

MULCHING: Mulch shall be spread uniformly over all disturbed areas and punched in the soil, unless otherwise noted on the plans. The rate of application per acre, thickness in place, for the mulching materials is generally as follows:

$1\frac{3}{4} - 2\frac{1}{4}$  Tons per Acre =  $1\frac{1}{2}$ " loose depth spread uniformly over acre.

Agricultural products, such as native prairie hay, used for mulching and erosion control practices, excluding wood based mulch, shall meet the North American Weed Free Forage Standards.

Other vegetative mulches are acceptable only with the Engineer's concurrence.

The above rate is a guide. It will be at the discretion of the Engineer to determine what rate is sufficient for adequate protection of newly seeded areas.

**SUMMARY OF SEEDING / EROSION CONTROL QUANTITIES**

P.L.S. RATE/ ACRE		ACRES		BID ITEM	QUANTITY	UNIT
CLT	SL/CH	CLT	SL/CH			
150		6.3		Temporary Fertilizer (15 - 30 - 15)	945	LB
20		6.3		Temporary Seed (Canada Wildrye)	126	LB
45		6.3		Temporary Seed (Grain Oats)	284	LB
45		6.3		Temporary Seed (Sterile Wheatgrass)	284	LB
	109.9		0.031	Soil Erosion Mix	3.4	LB
				Erosion Control(Class 1, Type C)	152	SQ YD
				Erosion Control(Class 2, Type Y)		SQ YD
				Sediment Removal(Set Price)		CU YD
				Synthetic Sediment Barrier		LF
				Temporary Berm (Set Price)		LF
				Temporary Ditch Check (Rock)	482.8	CU YD
				Temporary Inlet Sediment Barrier		EACH
				Temporary Sediment Basin		CU YD
				Temporary Slope Drain		LF
				Temporary Stream Crossing		EACH
				Biodegradable Log (9")		LF
				Biodegradable Log (12")		LF
				Biodegradable Log (20")	70	LF
				Filter Sock (18")	70	LF
				Geotextile (Erosion Control)		SQ YD
				Silt Fence	2,912	LF
				SWPPP Design †		LS
				SWPPP Inspection †		EACH
				Water Pollution Control Manager †		EACH
900 lbs / acre				Mulch Tacking Slurry	5,670	LB
2 tons / acre				Mulching	18.9	TON
				Water (Erosion Control)(Set Price)		MGAL

NOTE: Projects less than 1 acre shall be bid as "Seeding" by the lump sum. See Permanent Seeding Summary of Seeding Quantities sheet LA850 for further details.

Geotextile (Erosion Control) shall be removed prior to placement of permanent slope protection.

Regreen and Quick Guard are the approved sterile wheatgrass products.

† If the total disturbed area of the project, not just the seeding area, is 1 acre or more, then these bid items must be included.

\*\*\*\* List size of material.

The amount of mulch and mulch tacking slurry in the bid quantities is estimated. (Acres of Seeding X 1.5 X 2 Tons/Acre). The estimated quantity includes mulching associated with both temporary and permanent seeding operations. The total mulch and mulch tacking slurry required shall be determined in the field. The bid item for mulching and mulch tacking slurry shall be paid for according to the Standard Specifications.

Quantities for all erosion control items are estimated to give full flexibility for compliance with the NPDES permit. Final quantities will be determined in the field.

**SOIL EROSION MIX**

PLS RATE	NAME	QTY (lb)
0.5	Blue Grama Grass Seed (Lovington)	0.02
4.5	Buffalograss Seed (Treated)	0.14
45	Perennial Ryegrass Seed	1.40
2.6	Prairie Junegrass Seed	0.08
6.3	Side Oats Grama Grass Seed (El Reno)	0.20
45	Tall Fescue (Endophyte Free)	1.40
6	Western Wheatgrass Seed (Barton)	0.19
109.9	Total (lb)	3.43

The Soil Erosion Mix is to be placed under the Class 1 and/or Class 2 erosion control material.

The Soil Erosion Mix consists of the Shoulder Area of the Permanent Seed Mix used on the project.

3	08/03/20	Added Note	MRD	ML
2	12/01/17	Revised Standard	MRD	SHS
1	06/01/17	Revised Standard	MRD	SHS
NO.	DATE	REVISIONS	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION

TEMPORARY EROSION AND POLLUTION CONTROL

LA852A

DESIGNED	MRD	DETAILED	MRD	MRD QUANTITIES	CADD	Scott H. Shields
DESIGN CK.	SHS	DETAIL CK.	SHS	QUAN. CK.	CADD CK.	

Std. Base File:  
Plotted By: CAM  
File: Erosion Stds.dgn  
Plot Date: 8/25/2022 4:54:42 PM  
Plot Location: \$UNIT\$



STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	29	106

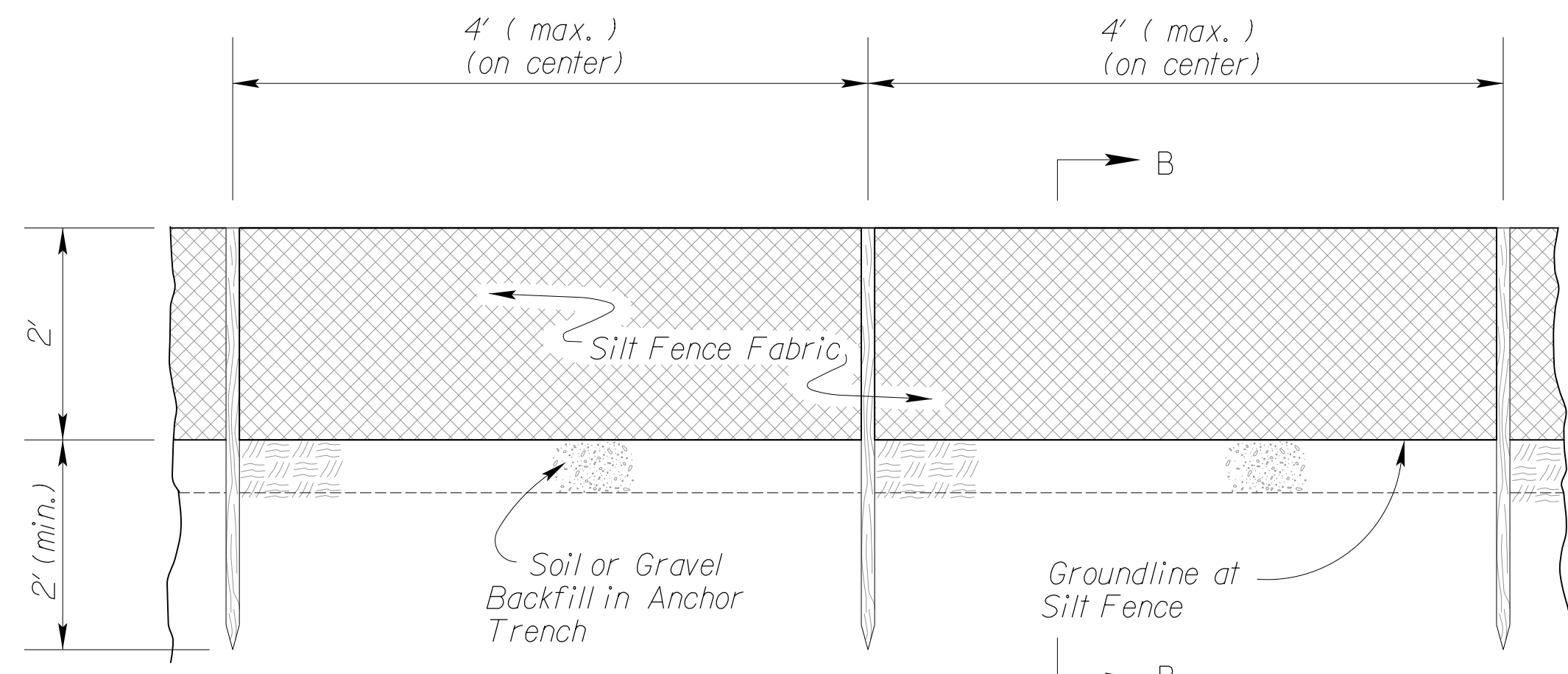
INSTALLATION NOTES

SILT FENCE:

- Stakes shall be 4' (min.) long and of one of the following materials:
  - Hardwood - 1 3/16" x 1 3/16";
  - Southern Pine (No. 2) - 2 5/8" x 2 5/8";
  - Steel U, T, L, or C Section - .95 lbs. per 1'-0"; or
  - Synthetic - same strength as wood stakes.
- Attach fence fabric with 3 zip ties within the top 8" of the fence. Alternate attachment methods may be approved by the Engineer on a performance basis.
- Use of high flow material is acceptable.
- Refer to plan sheets to estimate the length of silt fence required.

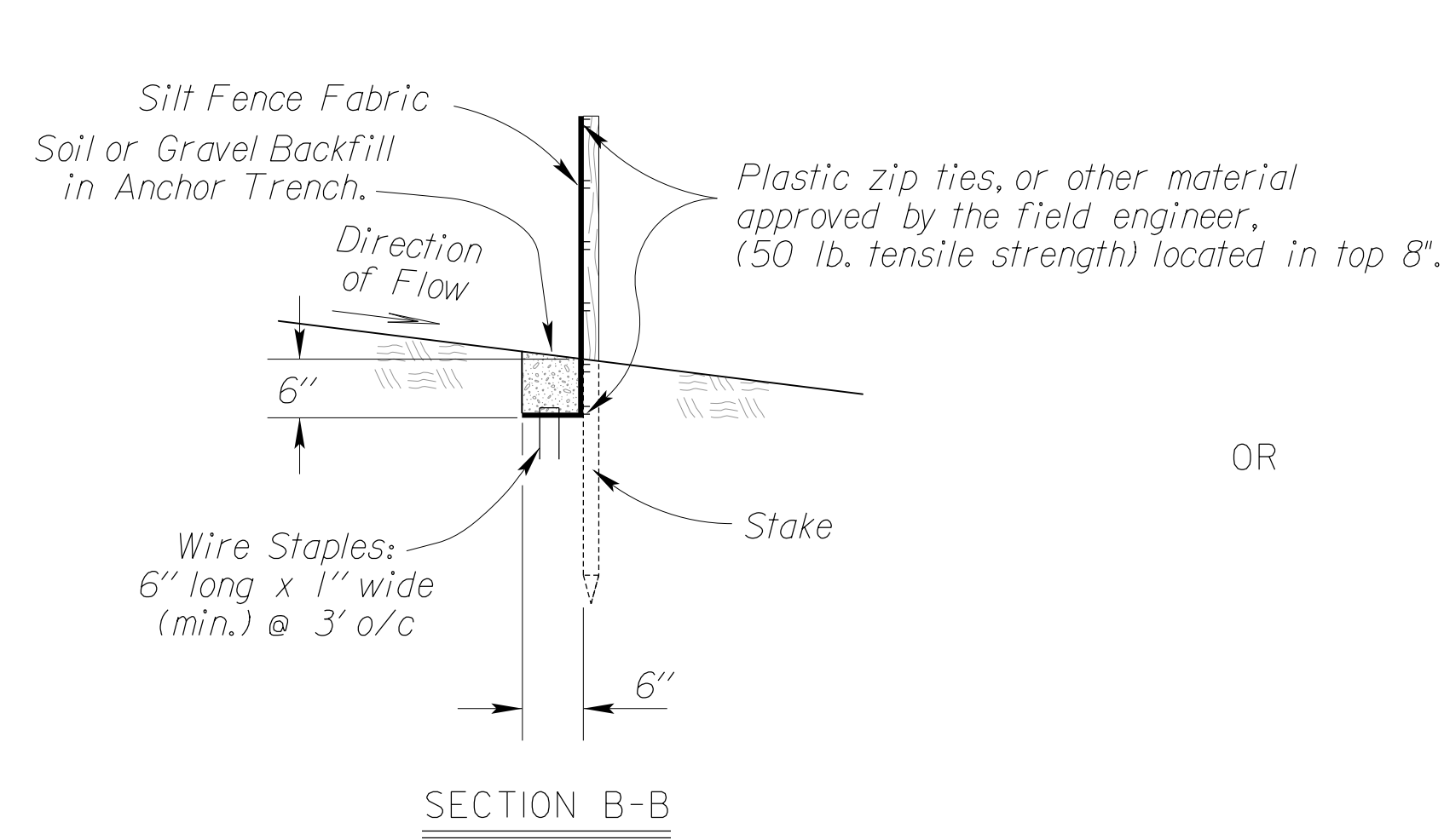
BIODEGRADABLE LOG OR FILTER SOCK

- Place biodegradable logs or filter sock tightly together minimum overlap of 18".
- Wood stakes shall be 2" x 2" (nom.).
- Refer to plan sheets to estimate length of biodegradable log and filter sock required.
- Each log or sock (except compost filter socks) should be keyed into the ground at a minimum of 25% of its height. Compost filter socks should be placed on smooth prepared ground with no gaps between the sock and soil.
- Length of stakes should be 2 times the height of the log at a minimum with minimum ground embedment equal to the height of the log / sock.

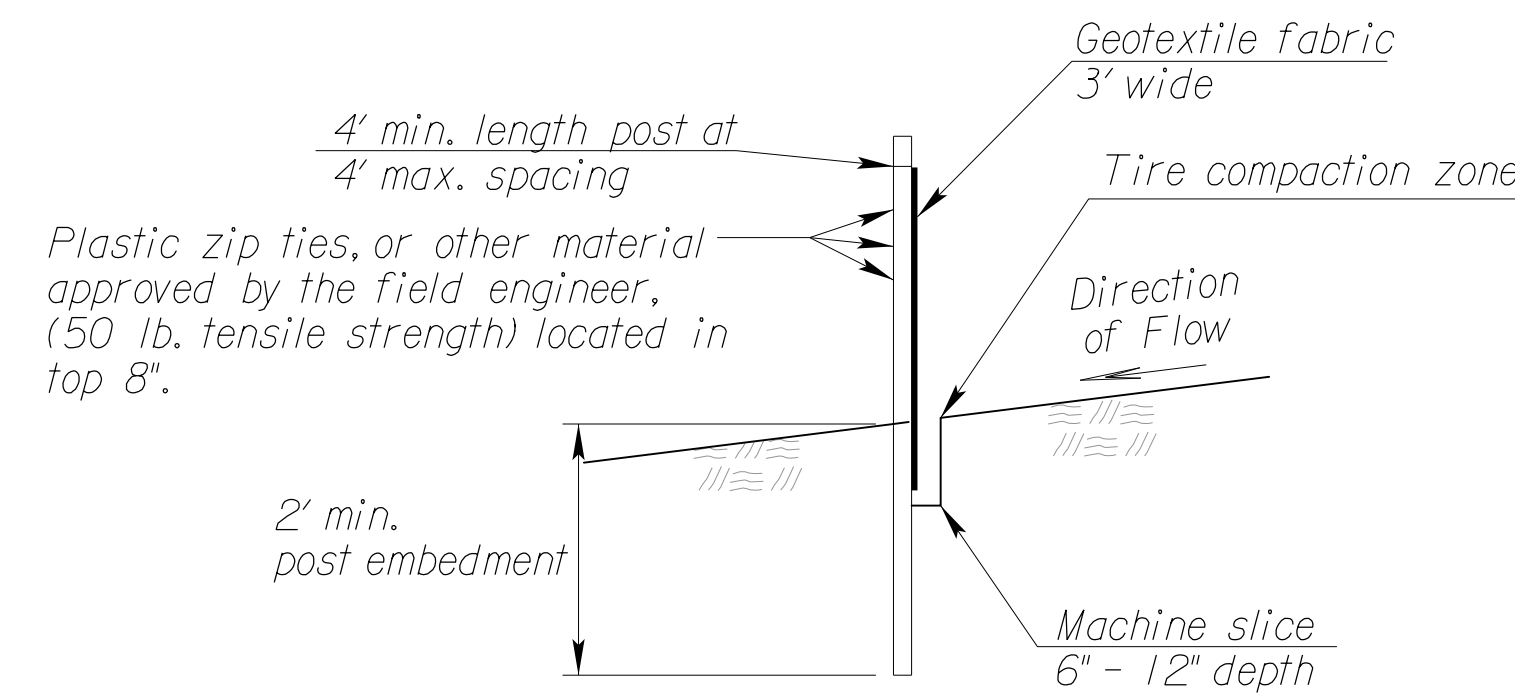


TYPICAL ELEVATION

SILT FENCE BARRIER  
NO SCALE



SECTION B-B



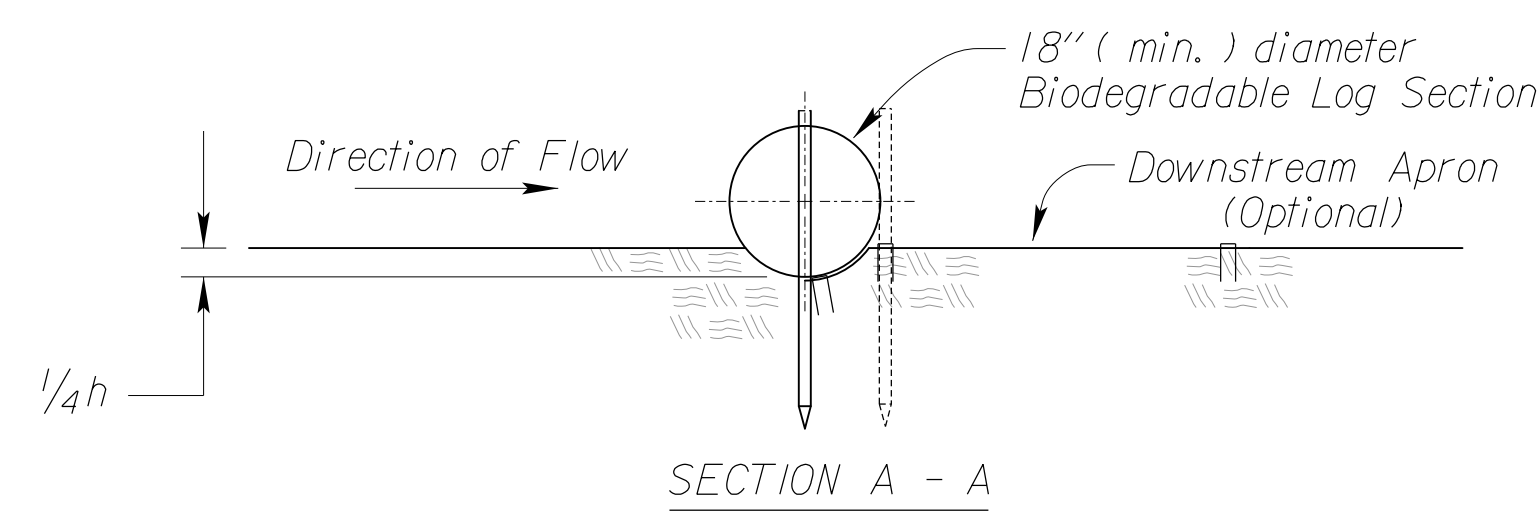
SECTION B-B

Biodegradable Log or Filter Sock Slope Interruptions

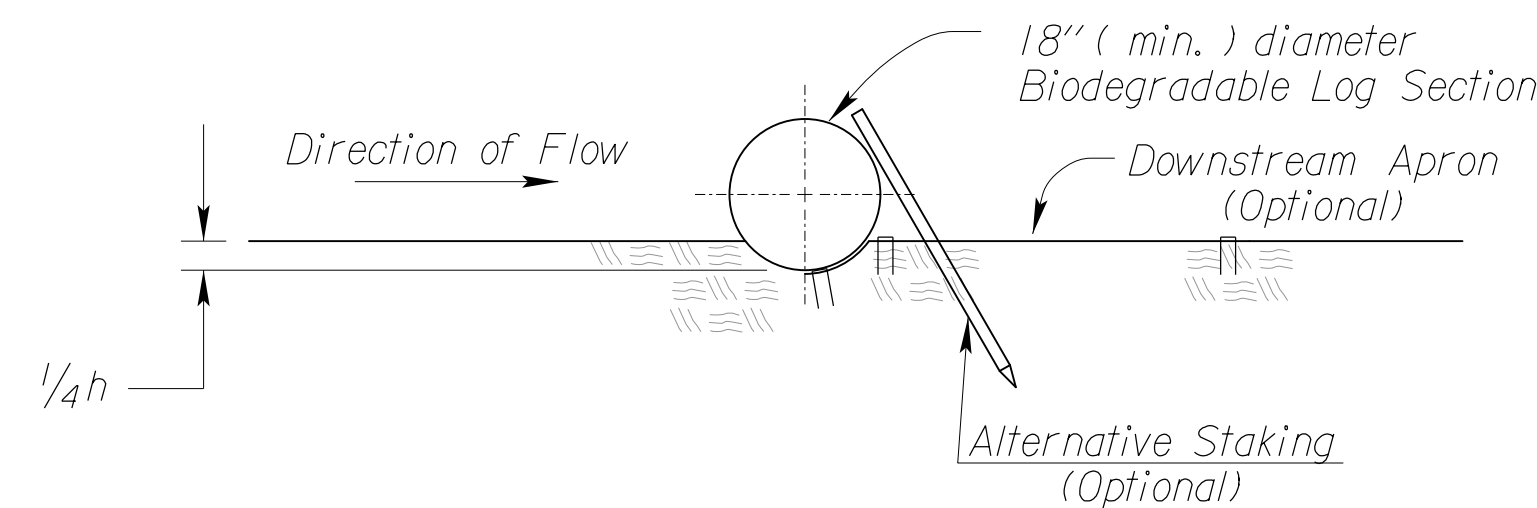
Slope Gradient	PRODUCT	BIODEGRADABLE LOG MATERIAL		
		9" Sediment Log or 8" Filter Sock (ft)	12" Sediment Log or 12" Filter Sock (ft)	20" Sediment Log or 18" Filter Sock (ft)
≤4H:1V	40	60	80	
3H:1V	30	45	60	

	BIODEGRADABLE LOG MATERIAL	
	LOW FLOW	HIGH FLOW
9"	Straw/Compost	Excelsior / Wood Chips / Coconut Fiber
12"	Straw/Compost	Excelsior / Wood Chips / Coconut Fiber
18"-20"	Straw/Compost	Excelsior / Wood Chips / Coconut Fiber

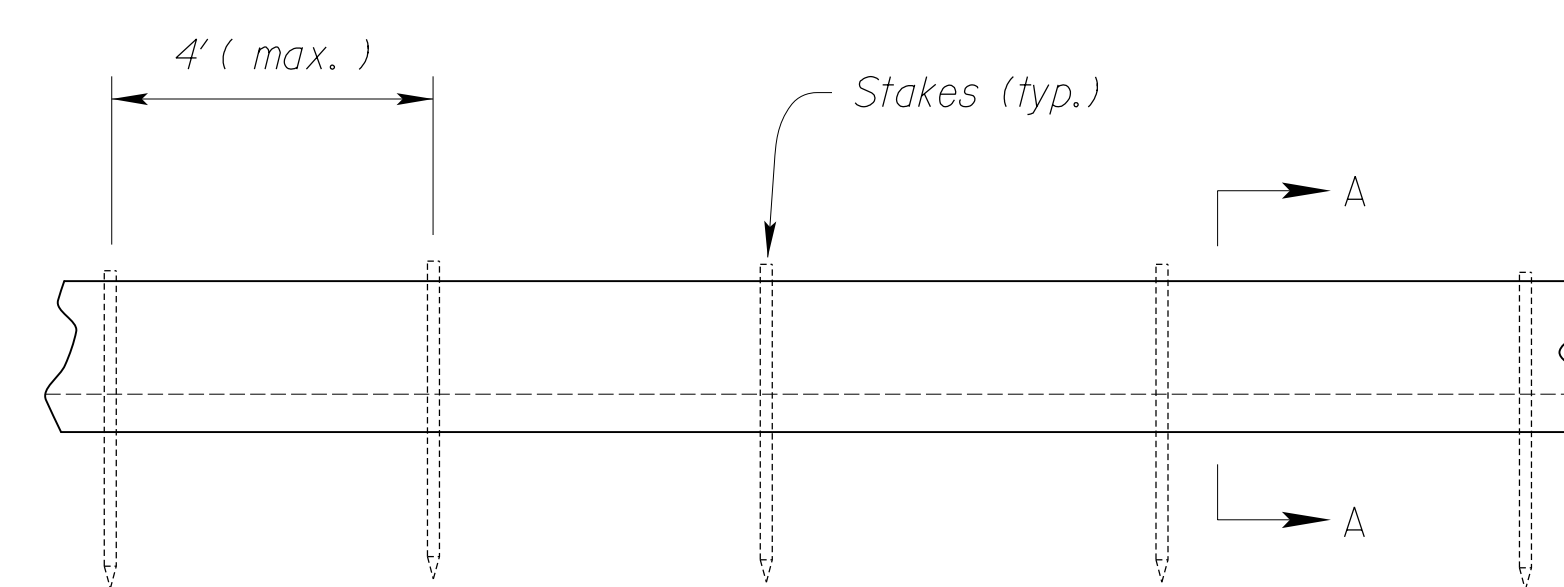
Deviations should be approved by the Field Engineer.



SECTION A - A



ALT. DETAIL  
OPTIONAL



TYPICAL ELEVATION

BIODEGRADABLE LOG SLOPE INTERRUPTIONS  
OR Filter Sock

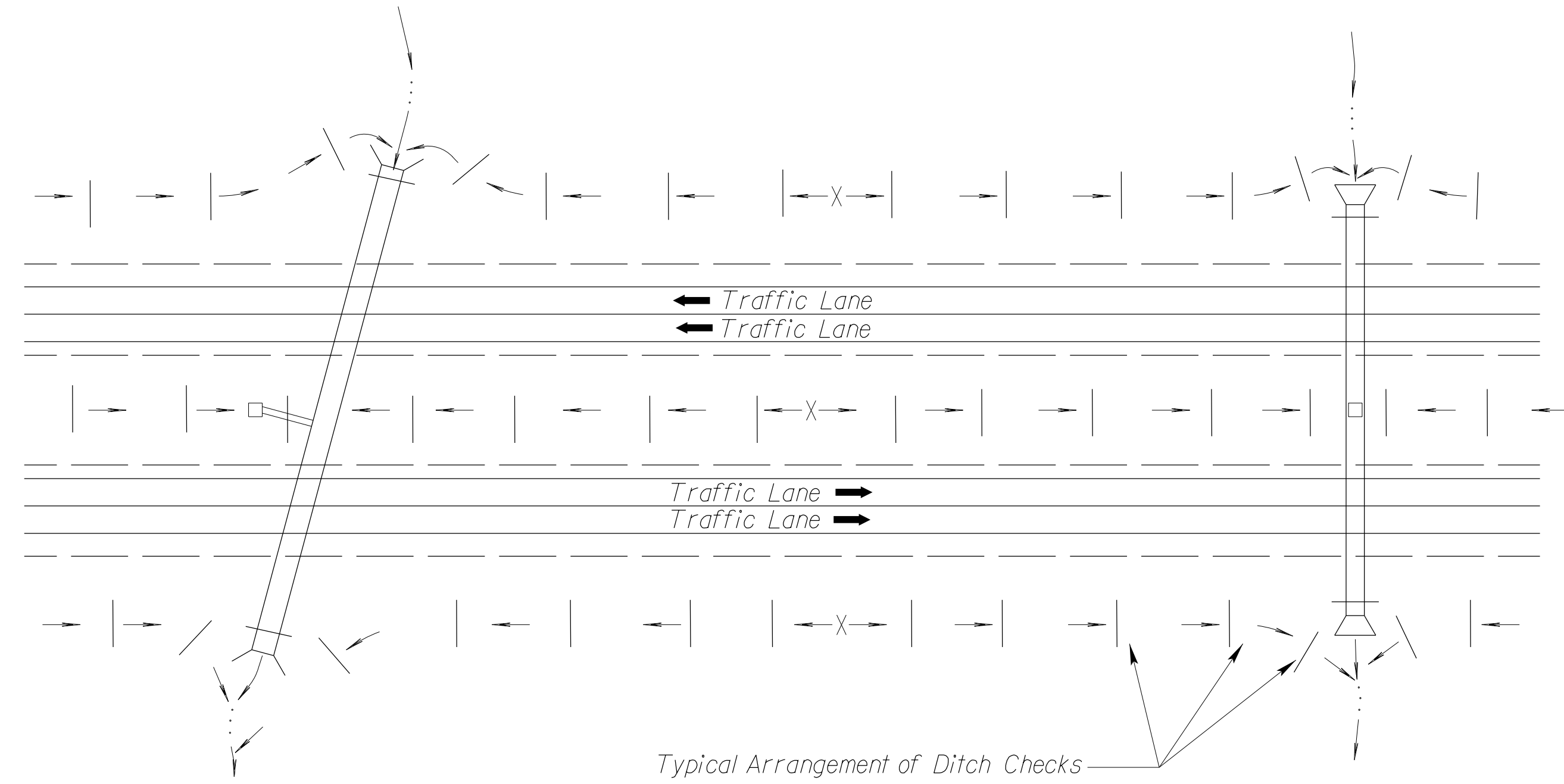
GENERAL NOTES

- Slope interruptions shall be placed along contour lines, with a short section turned upgrade at each end of the barrier.
- The maximum length of the slope interruptions shall not exceed 250 feet, and the barrier ends need to be staggered.
- Interruptions damaged by Contractor's negligence, including improper maintenance or lack of maintenance, shall be repaired immediately by Contractor at no additional cost to KDOT.
- Agricultural products, such as native prairie hay, used for mulching and erosion control practices, excluding wood based mulch, shall meet the North American Weed Free Forage Standards.

3	6/28/16	Revised Standard	RA	SHS
2	3/01/15	Revised Standard	RA	SHS
1	6/01/13	Revised Standard	MRM	SHS
NO.	DATE	REVISIONS	BY	APP'D

<b>KANSAS DEPARTMENT OF TRANSPORTATION</b>				
<b>TEMPORARY EROSION AND POLLUTION CONTROL</b>				
<b>SLOPE INTERRUPTIONS</b>				
<b>BIODEGRADABLE LOG / SILT FENCE</b>				
<b>LA852D</b>				
DESIGNED	SHS	9/14/2016	APP'D	Scott H. Shields
DESIGN CK.	SHS	DETAIL CK.	QUAN. CK.	CADD CK.

Std. Base File:  
Plotted By: CAM  
File: Erosion Sids.dgn  
Plot Location: \$UNIT\$/  
Plot Date: 8/25/2022 4:54:42 PM



TYPICAL DITCH CHECK LAYOUT PLAN  
NO SCALE

20" BIOLOG CHECK SPACING	
DITCH @ SLOPE (%)	SPACING INTERVAL (FEET)
1.0	125
2.0	60
3.0	40
4.0	30
5.0	25

NOTE: Use this spacing for all except Rock Ditch Checks.

18" FILTER SOCK CHECK SPACING	
DITCH @ SLOPE (%)	SPACING INTERVAL (FEET)
1.0	110
2.0	55
3.0	35
4.0	25
5.0	20

NOTE: Use this spacing for all except Rock Ditch Checks.

GENERAL NOTES

- 1) The choice of ditch check methods is at the option of the Contractor.
- 2) Use only rock checks in situations where the ditch slope is 6 percent or greater.
- 2) Ditch checks damaged by Contractor's negligence, including improper maintenance or lack of maintenance, shall be repaired by Contractor at no extra cost to KDOT.

Std. Base File:  
Plotted By: CAM  
File: Erosion Sids.dgn  
Plot Date: 8/25/2022 4:54:43 PM  
Plot Location: \$UNIT/\$

NO.	DATE	REVISIONS	BY	APP'D
3	8/10/16	Revised Standard	RAA	SHS
2	6/28/16	Revised Standard	RAA	SHS
1	6/01/13	Revised Standard	MRM	SHS

**KANSAS DEPARTMENT OF TRANSPORTATION**

TEMPORARY EROSION AND POLLUTION CONTROL

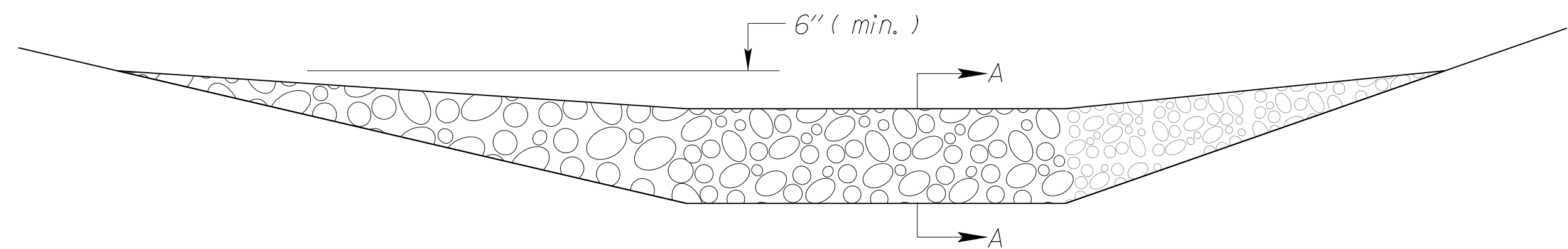
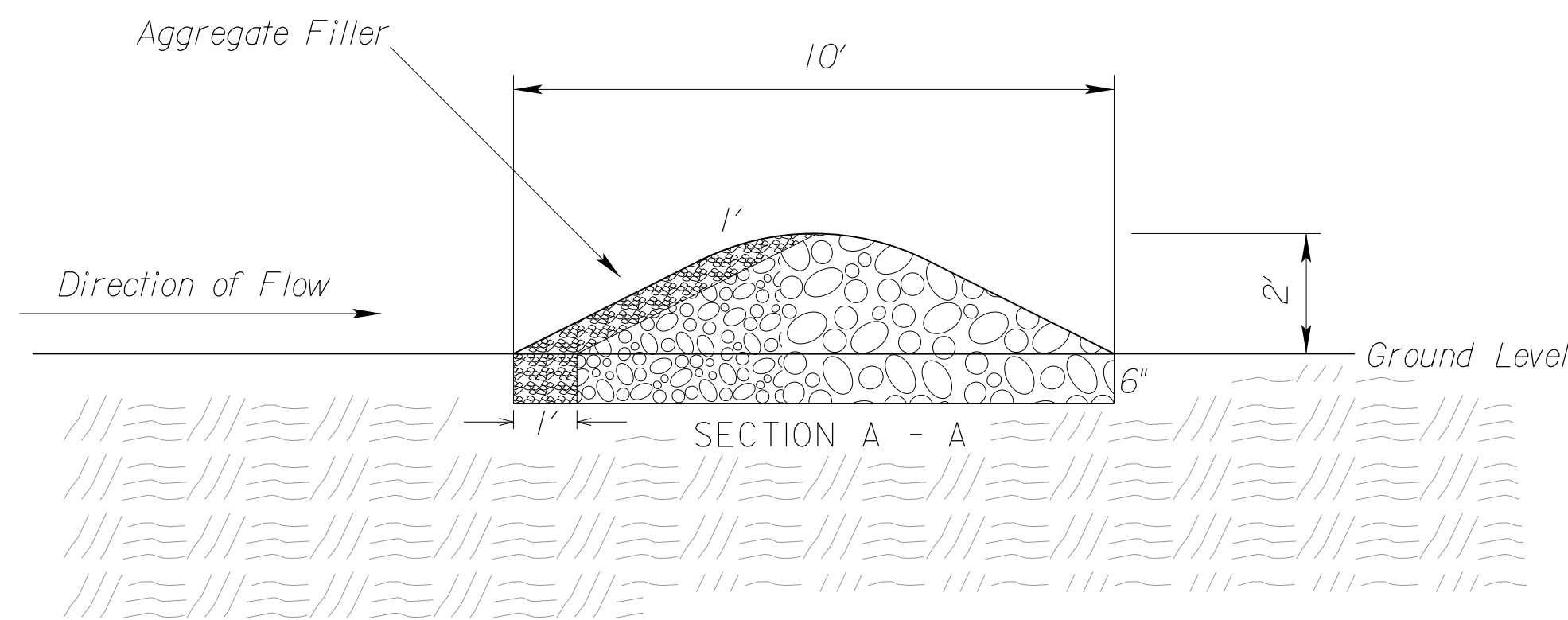
DITCH CHECKS

LA852E

DESIGNED	SHS	DETAILED	RAA	QUANTITIES	CADD	RAA
DESIGN CK.	SHS	DETAIL CK.	SHS	QUAN. CK.	CADD CK.	SHS

9/14/2016 | APP'D Scott H. Shields





TYPICAL ELEVATION

ROCK DITCH CHECK

NO SCALE

TEMPORARY ROCK DITCH CHECK SPACING	
DITCH Q. SLOPE (%)	SPACING INTERVAL (FEET)
5.0	60
6.0	50
7.0	43
8.0	36
9.0	33
10.0	29

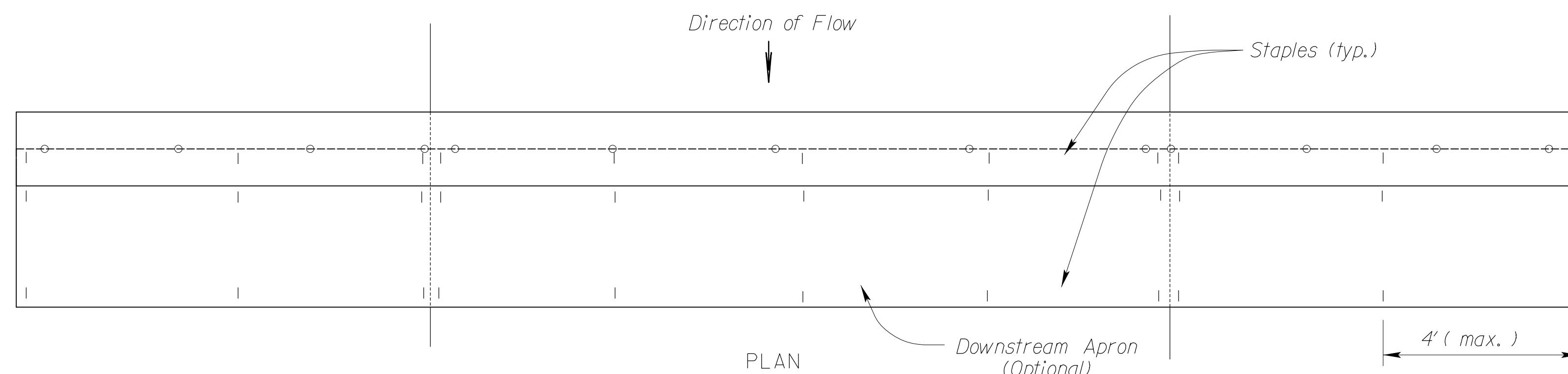
NOTE: Use this spacing for Rock Ditch Checks only.

ROCK DITCH CHECK NOTES

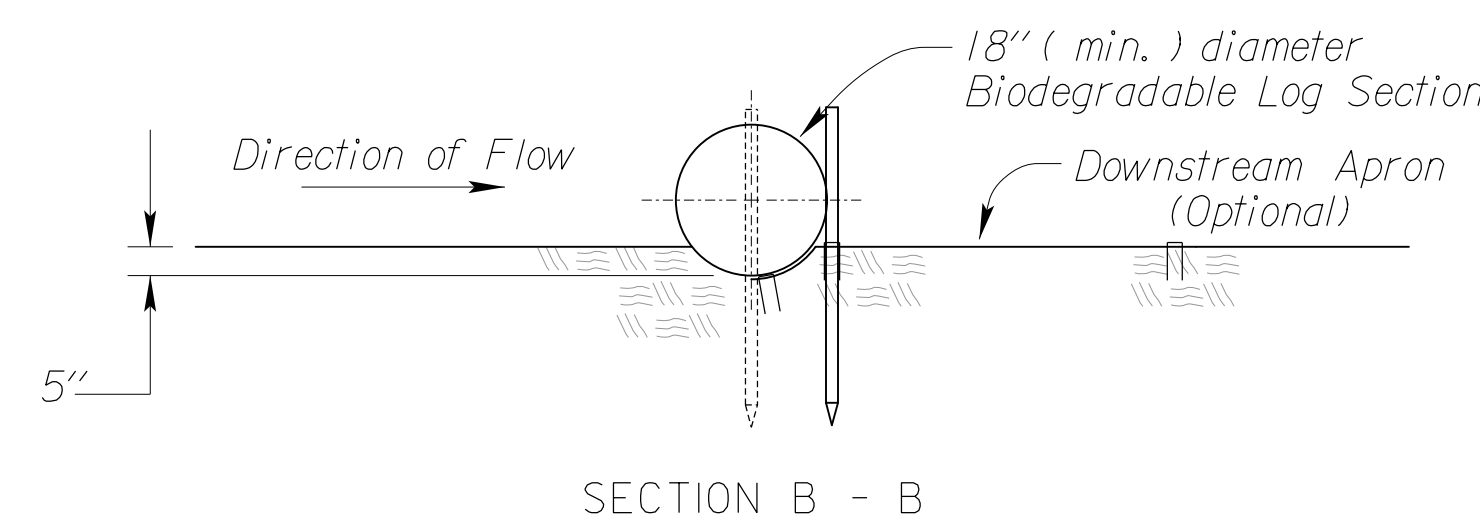
1. Rock shall be clean aggregate, D50-6" and aggregate filler.
2. Place rock in such manner that water will flow over, not around ditch check.
3. Do not use rock ditch checks in clear zone.
4. Excavation: The ditch area shall be reshaped to fill any eroded areas. Prior to placement of the rock, the ditch shall be excavated to the dimensions of the Rock Ditch Check and to a minimum depth of 6" (150mm). After placement of the rock, backfill and compact any over-excavated soil to ditch grade. This work shall be subsidiary to the bid item Temporary Ditch Check (Rock).
5. Aggregate excavated on site may be used as an alternate to the 6" rock, if approved by the Engineer.
6. The Engineer may approve the use of larger aggregates for the downstream portion of the check when conditions warrant their use.
7. When the use of larger rock is approved, D50-6" rock will be placed between the larger aggregate and the aggregate filler.
8. Aggregate filler will be placed on the upstream face of the ditch check. Aggregate filler will comply with Filter Course Type I, Division 1114.

BIODEGRADABLE LOG DITCH CHECK NOTES

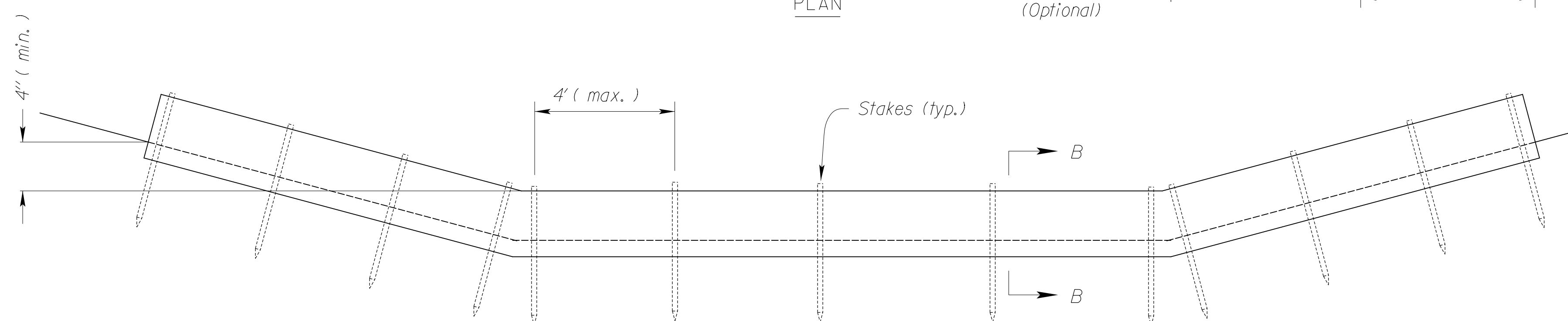
1. Use as many biodegradable log sections as necessary to ensure water does not flow around end of ditch check.
2. Overlap sections a minimum of 18".
3. Stakes shall be wood or steel according to Section 2114 of the Standard Specifications. Length of stakes shall be a minimum of 2 x the diameter of the log.
4. Use Erosion Control (Class I) (Type C) as the downstream apron when required.
5. A downstream apron is required when directed by the Engineer. Apron material will be paid at the contract unit price.
6. Each log or sock (except compost filter socks) should be keyed into the ground at a minimum of 25% of its height. Compost filter socks should be placed on smooth prepared ground with no gaps between the sock and soil.



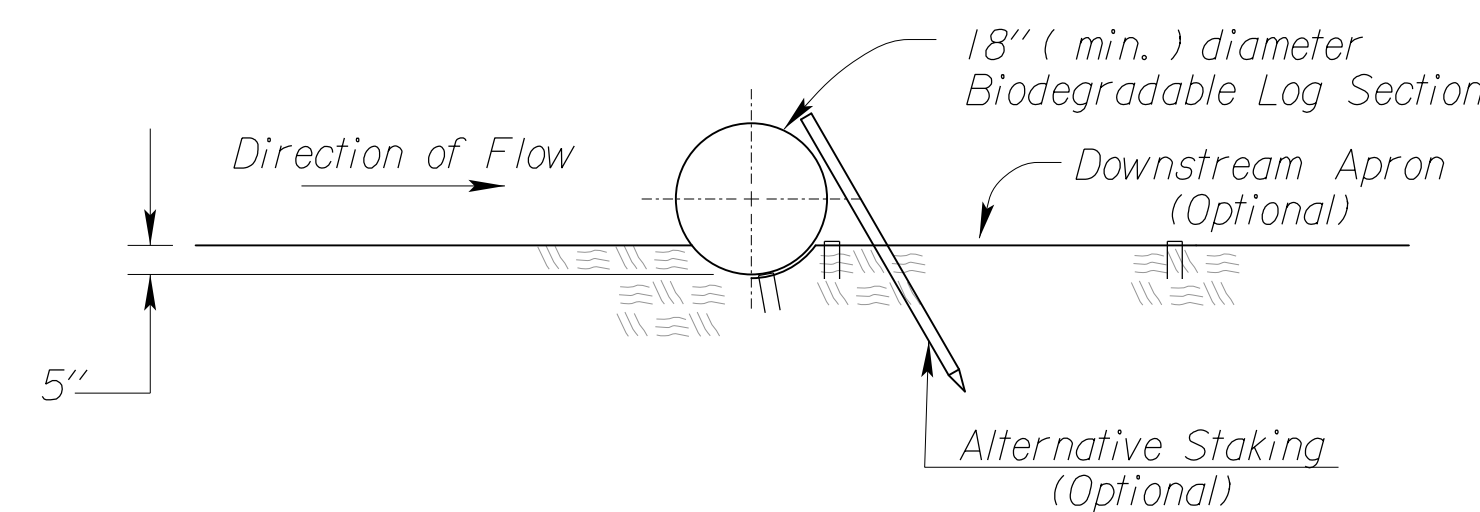
PLAN



SECTION B - B



TYPICAL ELEVATION



ALT. DETAIL OPTIONAL

BIODEGRADABLE LOG DITCH CHECK

OR Filter Sock Ditch Check  
NO SCALE

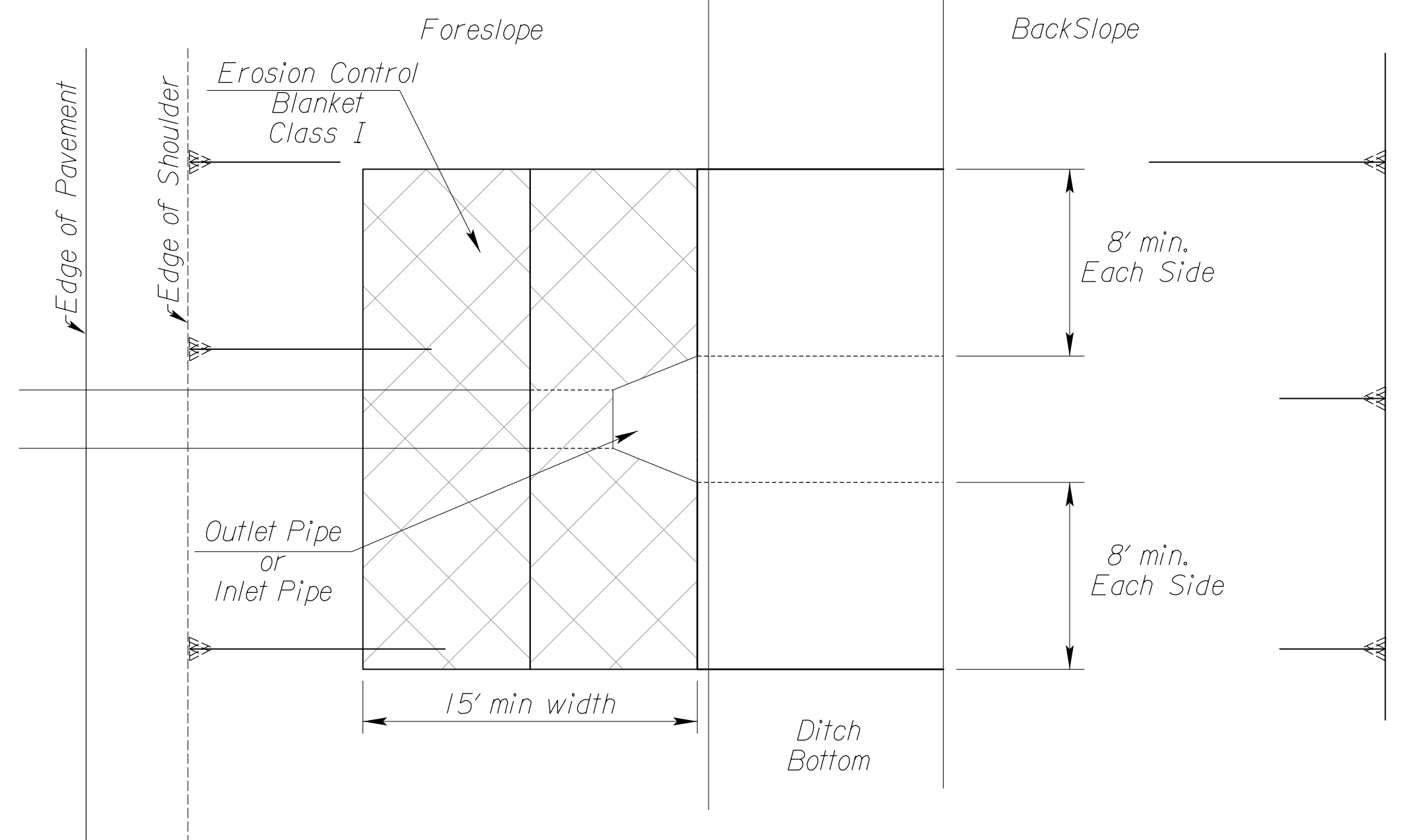
NO.	DATE	REVISIONS	BY	APP'D
3	11/19/20	Revised Standard	ML	ML
2	8/10/16	Revised Standard	RAA	SHS
1	10/21/15	Revised Standard	RAA	SHS

KANSAS DEPARTMENT OF TRANSPORTATION  
TEMPORARY EROSION AND POLLUTION CONTROL  
ROCK DITCH CHECKS  
BIODEGRADABLE LOG DITCH CHECKS

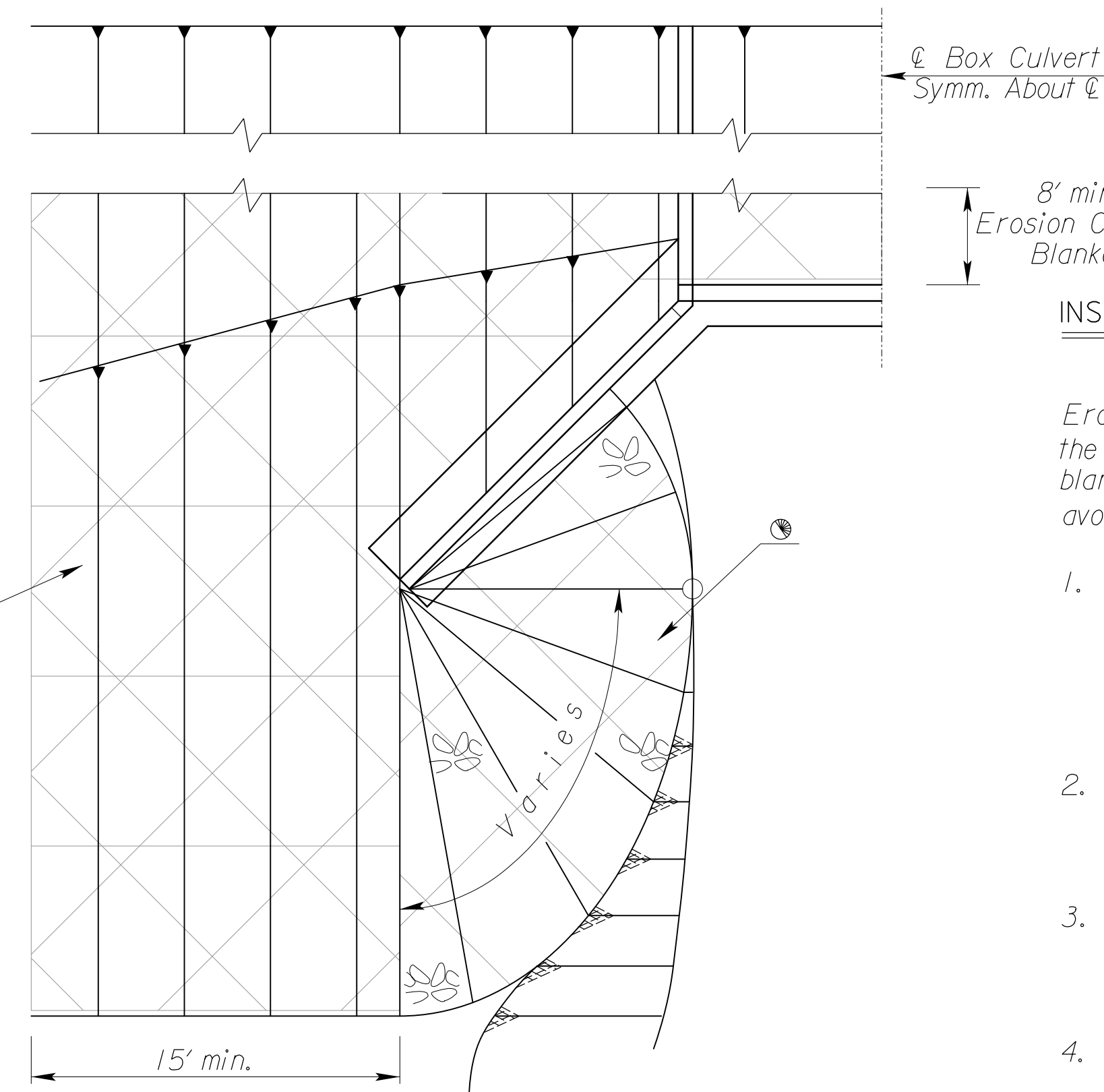
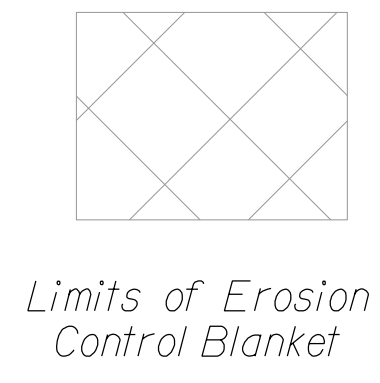
LA852G	11/19/2020	APP'D	Mervin Lare
DESIGNED	ML	DETAILED	DK
QUANTITIES	CADD	RAA	SHS
DESIGN CK.	ML	DETAIL CK.	ML
QUAN. CK.	ML	QUAN. CK.	ML
CADD CK.	RAA	CADD CK.	RAA

Std. Base File: la852g.dgn  
Plot Location: \$UNIT/\$  
Plotted By: CAM  
File: Erosion Sids.dgn  
Plot Date: 8/25/2022 4:54:43 PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	32	106



PARTIAL PLAN PIPE

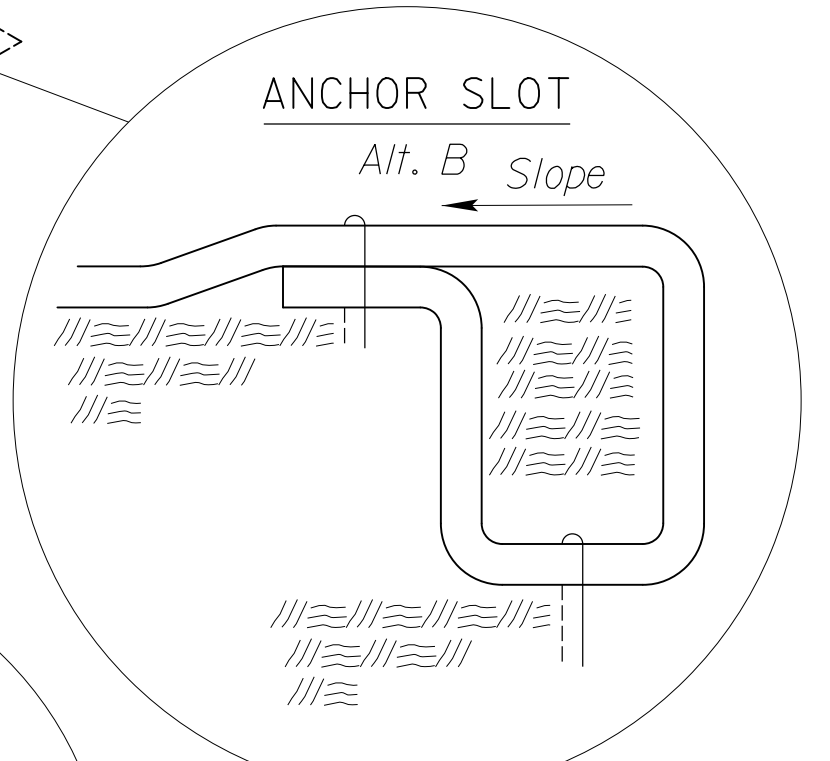
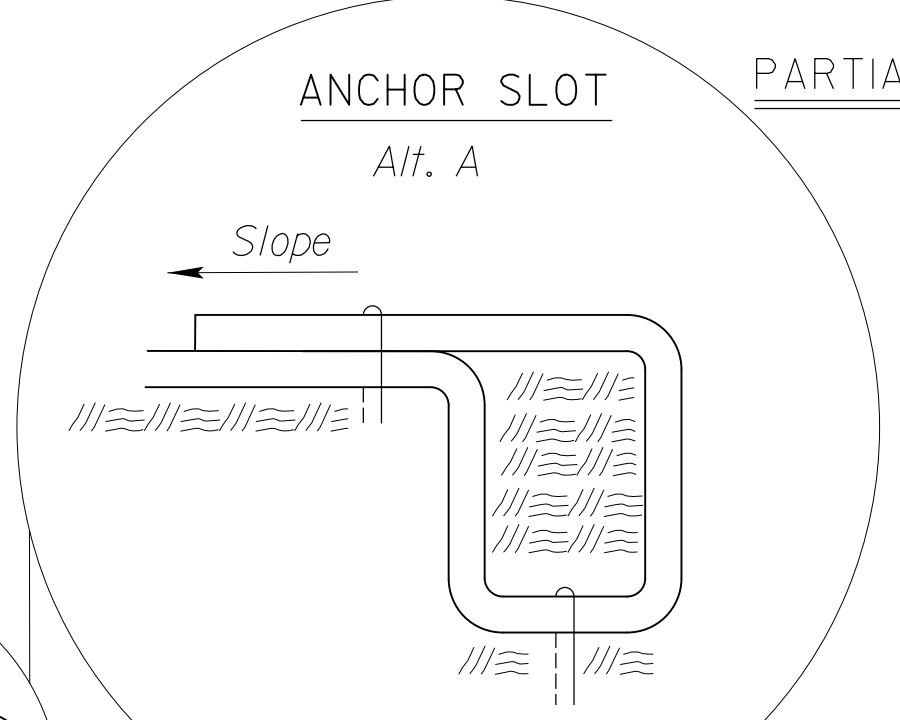
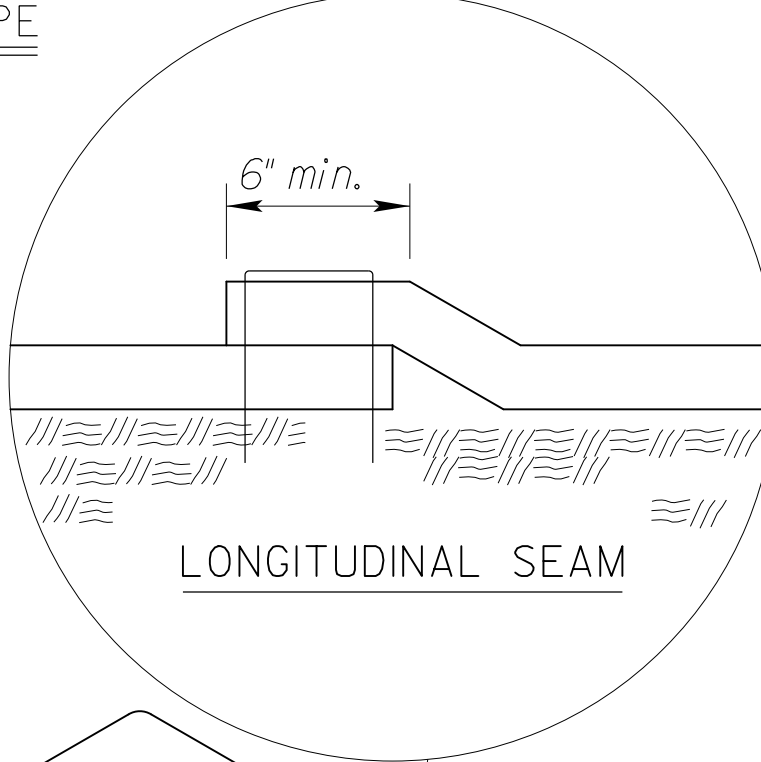
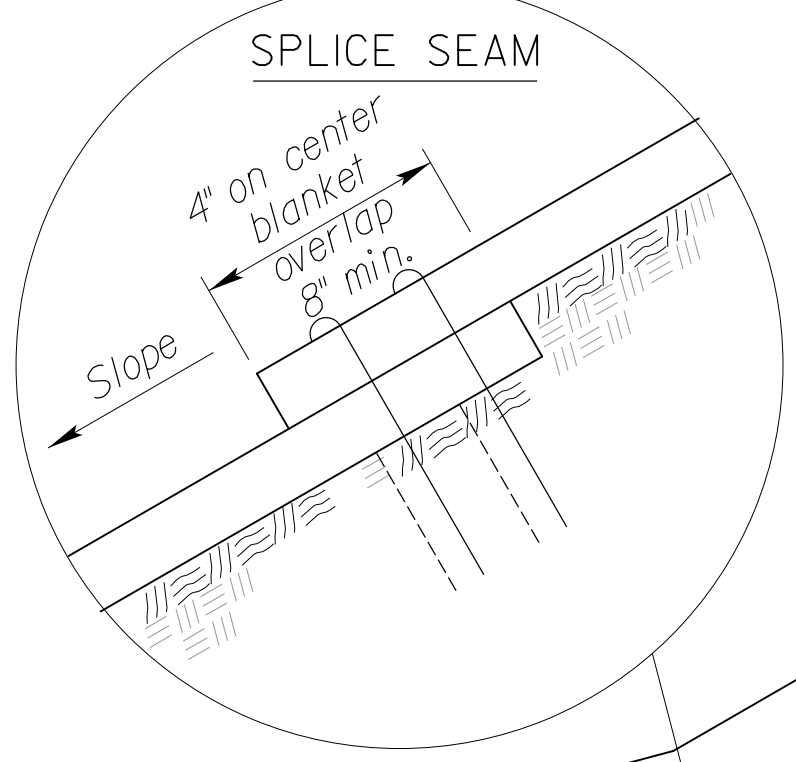


PARTIAL PLAN BOX CULVERT

**INSTALLATION DETAILS FOR EROSION CONTROL CLASS I**

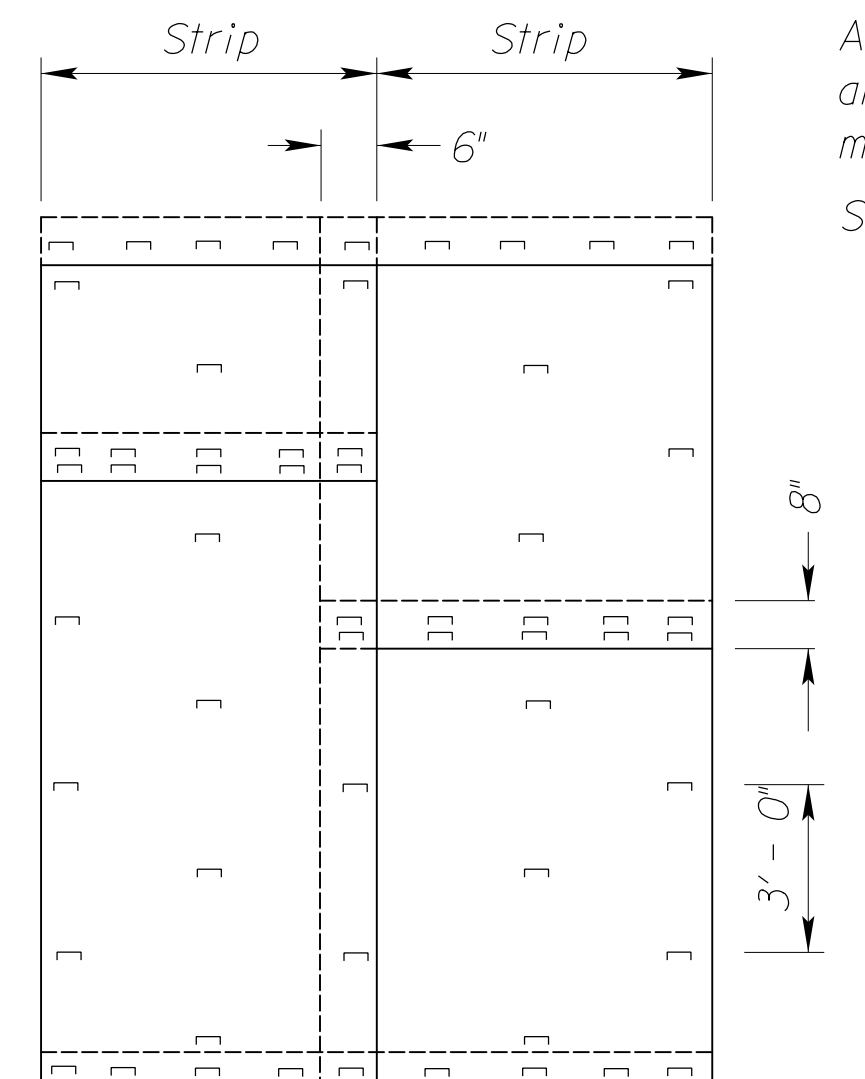
Erosion Control Blankets shall be laid loosely in the direction of the slope, beginning at the bottom of the slope. In order for blanket to be in contact with the soil, lay blanket loosely, avoiding stretching.

- ANCHOR SLOTS:** The top of the blanket should be "slotted in" at the top of the slope and anchored in place with anchors 6 inches apart. The slots should be 6 inches wide x 6 inches deep with the blanket anchored in the bottom of the slot, then backfilled, tamped and seeded.
- LONGITUDINAL SEAMS:** The edges of the blanket should overlap each other a minimum of 6 inches, with anchors catching the edges of both blankets.
- SPLICE SEAM:** When splices are necessary, overlap a minimum of 8 inches in direction of water flow. Stagger splice seams.
- TERMINAL FOLD:** The bottom edge of the blanket shall be turned under a minimum of 4 inches, then anchored in place with anchors 9 inches apart.
- TYPICAL ANCHORS:** Anchor design shall be as recommended by the manufacturer.
- STAPLE CHECK:** Establish Staples in 2 rows 4" on center apart. Staple Checks - shall be 30' apart.

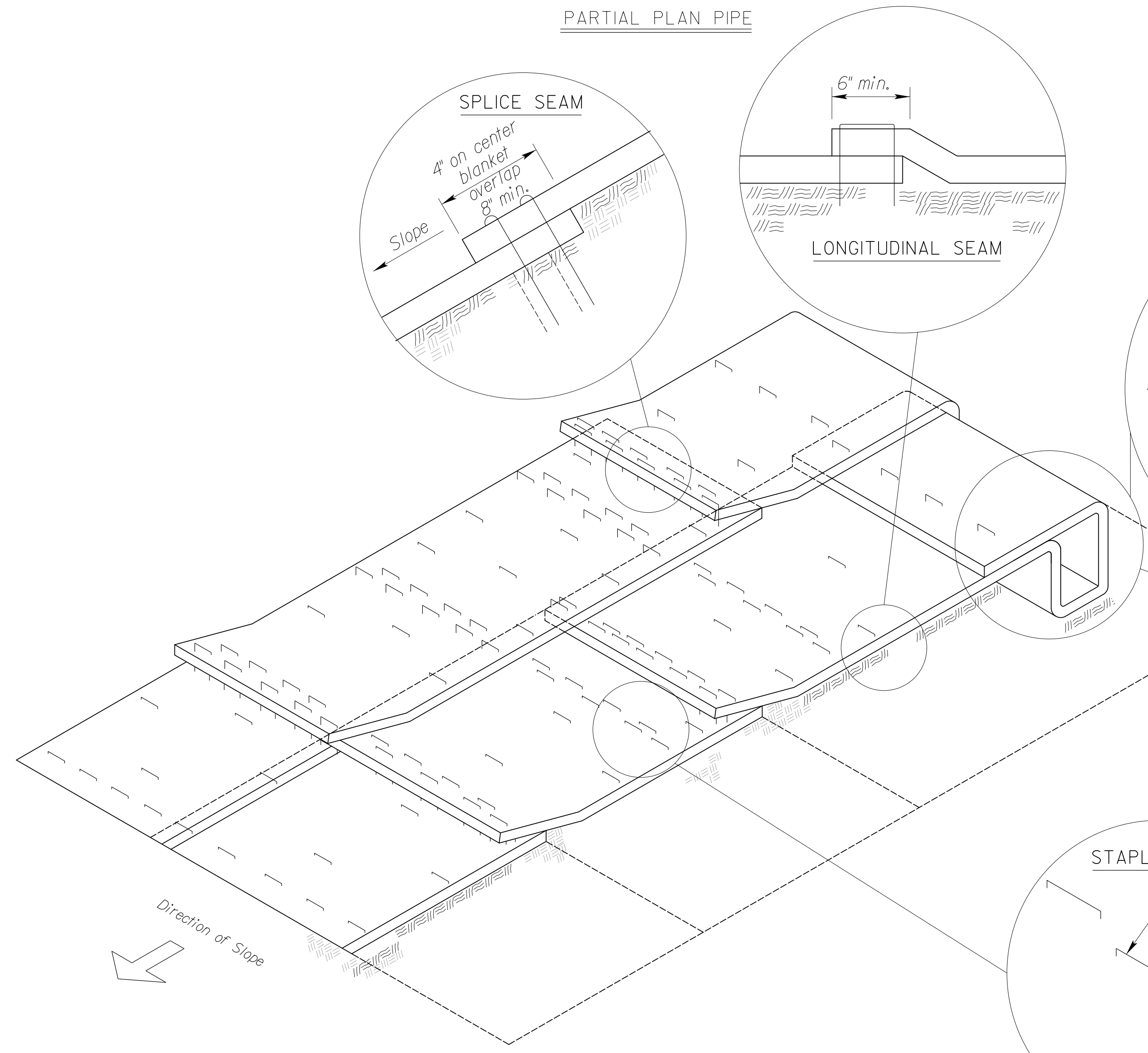
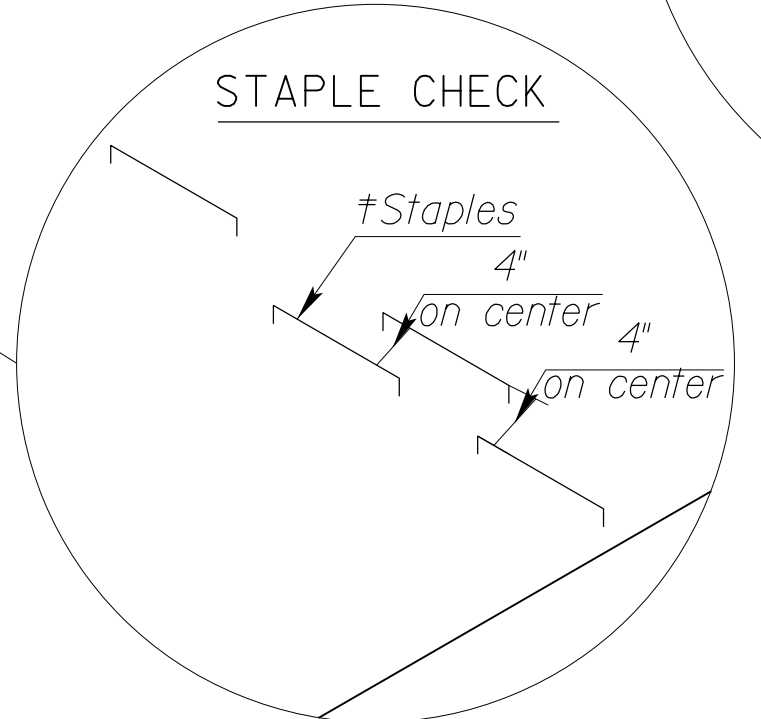


⊙ Erosion Control Class I may be omitted if the area is immediately covered by permanent slope protection (where directed by the plans).

**NOTE:**  
Agricultural products, such as native prairie hay, used for mulching and erosion control practices, excluding wood based mulch, shall meet the North American Weed Free Forage Standards.  
Single post ring and shank staple is acceptable.



PLAN VIEW - ANCHORING DIAGRAM



ISOMETRIC VIEW

Std. Base File: la855.dgn  
 Plotted By: CAM  
 File: Erosion Sids.dgn  
 Plot Date: 8/25/2022 4:54:43 PM  
 Plot Location: \$UNIT\$/

NO.	DATE	REVISIONS	BY	APP'D
4	3/01/15	Revised Standard	RAA	SHS
3	2/23/15	Revised Standard	RAA	SHS
2	9/15/14	Revised Standard	MRM	SHS
1	9/10/07	Revised Standard	MRM	SHS

KANSAS DEPARTMENT OF TRANSPORTATION				
INSTALLATION DETAIL EROSION CONTROL CLASS I SLOPE PROTECTION				
LA855				
DESIGNED	RAA	3/10/2015	APP'D	Scott H. Shields
DESIGN CK.	RAA	DETAIL CK.	QUAN. CK.	RAA

### GRASS & WILDFLOWER SEEDING SEASONS

COOL SEASON GRASSES	WARM SEASON GRASSES & WILDFLOWERS
February 15 thru April 20 August 15 thru September 30	November 15 thru June 1
SPECIES	SPECIES
Bluegrasses	Bermuda Grass
Brome Grasses	Big Bluestem
Canada Wildrye	Blue Grama
Fescues	Buffalo Grass
Prairie Junegrass	Indiangrass
Ryegrasses	Little Bluestem
Sterile Wheatgrass	Sand Bluestem
Tall Dropseed	Sand Dropseed
Western Wheatgrass	Sand Lovegrass
	Side Oats Grama
	Switchgrass
	Wildflower Mixes

If the area to be seeded is 1 acre or more, if Cool Season grasses are mixed with Warm Season grasses, seed the area during the Warm Season.

If the area to be seeded is less than 1 acre, seed the area any time of the year.

### GENERAL NOTES

The entire disturbed area, excepting the paved or surfaced areas, steep rocky slopes and areas of undisturbed native sod or other desirable vegetation shall be fertilized (limed when required), seeded and mulched. Soil preparation shall conform to the Standard Specifications except as noted below.

All borrow areas shown on the plans are to be fertilized, seeded, and mulched. However, operation in borrow areas where crops are growing may be omitted when requested by the owner.

If temporary cover has provided stable slopes with no erosion, seed the permanent grasses into the existing cover. If there has been erosion that requires repair prior to seeding, then it may be necessary to regrade the area, resulting in bare ground.

FERTILIZER: A ratio and application rate that equals or exceeds the required minimum rate per acre of N, P<sub>2</sub>O<sub>5</sub>, K<sub>2</sub>O listed in Summary of Seeding Quantities will be acceptable.

MULCHING: Mulch shall be spread uniformly over all disturbed areas and punched in the soil, unless otherwise noted on the plans. The rate of application per acre, thickness in place, for the mulching material is generally as follows:

1 3/4 - 2 1/4 Tons per Acre - 1 1/2" loose depth spread uniformly over acre.

Agricultural products, such as native prairie hay, used for mulching and erosion control practices, excluding wood based mulch, shall meet the North American Weed Free Forage Standards.

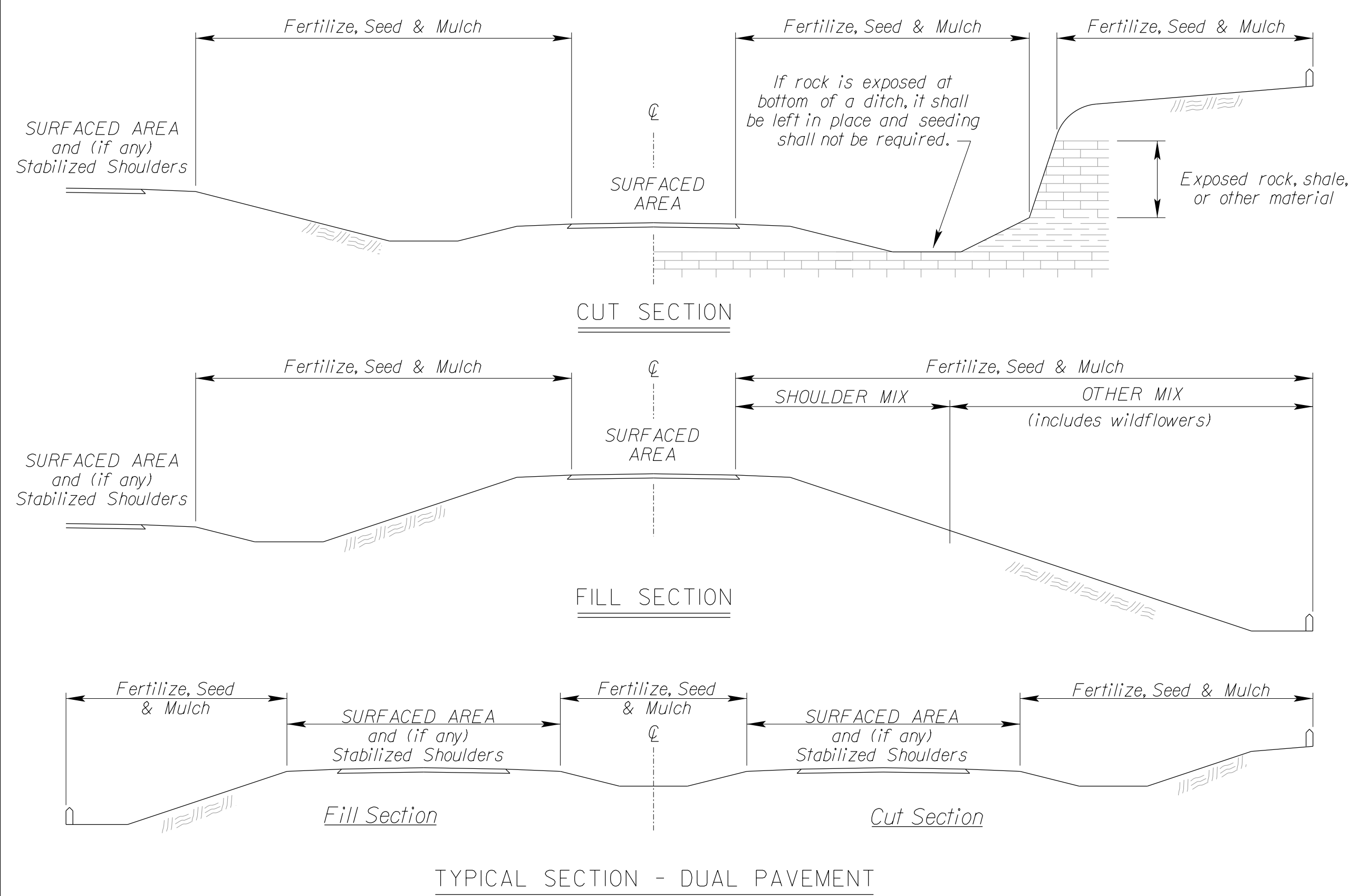
Other vegetative mulches are acceptable only with the Engineer's concurrence.

The above rate is a guide. It will be at the discretion of the Engineer to determine what rate is sufficient for adequate protection of newly seeded areas.

### SODDING SEASONS

COOL SEASON GRASSES	WARM SEASON GRASSES
March 1 thru April 15 September 1 thru November 15	May 15 thru September 1
SPECIES	SPECIES
Bluegrass Sod	Buffalo Grass Sod
Fescue Sod	

If the soil is workable, the Engineer may allow placement of sod between November 15 and March 1. If sod is placed during this time, maintain the sod until 20 days after the beginning of the spring sodding season.



### SUMMARY OF SEEDING QUANTITIES

P.L.S. RATE/ACRE		ACRES		BID ITEM	QUANTITY	UNIT
SHLDR	OTHER	SHLDR	OTHER			
200		6.3		Fertilizer (13-13-13)	1,260	LB
0.5		6.3		Seed (Lovington Blue Grama Grass)	3.2	LB
4.5		6.3		Seed (Treated Buffalograss)	28.4	LB
45		6.3		Seed (Perennial Ryegrass)	283.5	LB
2.6		6.3		Seed (Prairie Junegrass)	16.4	LB
6.3		6.3		Seed (El Reno Side Oats Grama Grass)	39.7	LB
45		6.3		Seed (Fescue)(Tall)(Endophyte-Free)	283.5	LB
6		6.3		Seed (Barton Western Wheatgrass)	37.8	LB
				Mulching *		

#### NATIVE WILDFLOWER MIX 1

PLS RATE	NAME	QTY (lb)
0.3	Butterfly Milkweed	
0.3	Common Milkweed	
0.3	Black Eyed Susan	
0.5	Blanket Flower	
0.5	False Sunflower	
0.5	Lance-Leaf Coreopsis	
0.2	Maximilian Sunflower	
0.1	New England Aster	
0.2	Pinnate Prairie Coneflower	
0.2	Plains Coreopsis	
0.3	Purple Coneflower	
0.3	Upright Prairie Coneflower	
0.3	Dames Rocket	
0.3	Lemon Mint	
0.2	Pitcher Sage	
0.2	Wild Bergamot	
1.0	Illinois Bundleflower	
0.2	Common Evening Primrose	
0.1	Hoary Verbena	
0.8	Purple Prairie Clover	
0.3	Roundhead Lespedeza	
3.0	Showy Partridge Pea	
0.2	White Prairie Clover	
10.3	Total (lb)	

#### NATIVE WILDFLOWER MIX 2

PLS RATE	NAME	QTY (lb)
0.3	Butterfly Milkweed	
0.3	Black Eyed Susan	
0.5	Black Sampson Coneflower	
1.0	Blanket Flower	
0.2	Maximilian Sunflower	
0.2	Plains Coreopsis	
0.2	Upright Prairie Coneflower	
0.2	Western Yarrow	
0.3	Lemon Mint	
0.4	Pitcher Sage	
1.5	Illinois Bundleflower	
0.2	Common Evening Primrose	
1.0	Blue Wild Indigo	
0.4	Leadplant	
0.4	Purple Prairie Clover	
0.3	White Prairie Clover	
7.4	Total (lb)	

Package and deliver the wildflower seed separately from the grass seed mix. Package and deliver the Tall Drop Seed separately from the grass seed and the wildflower mix. Place the grass seed (except Tall Drop Seed) in the large seed box and drill (cover) seed 1/8" - 1/4". Place the wildflower seed in a separate seed box and drill (cover) seed 1/16" maximum. Place the Tall Drop Seed in a separate (third) seed box and place the seed (using the seed drill) on the soil surface.

OPTION: Broadcast Tall Drop Seed on the soil surface.

SHLDR = Seeded with the Shoulder Mix. Typically 15 feet for 2-lane roads and 30 feet for 4-lane roads. Includes outside roadsides, turfed portions of shoulders, and turfed portion of the median.

OTHER = Seeded with the "Other" Mix. Designated as all other turf areas, except the Shoulder. Usually includes a Native Wildflower Mix.

NOTE: Projects less than 1 acre shall be bid as "Seeding" by the lump sum. All disturbed areas shall be seeded, fertilized and mulched at the listed rate per acre. The acres are estimated.

Refer to the Standard Specifications, Division 900, Section 904 'Seeding', and Section 907 'Sodding', for the seeding and sodding seasons.

\* See LA852A for mulching quantity. The quantity of mulch is estimated (Acres of Seeding X 1.5 X 2 Tons/Acre). The total mulch required shall be determined in the field. The bid item for mulching shall be paid for according to the Standard Specifications.

2	11/25/20	Updated Seeding / Sodding Periods Charts	MRD	ML
1	08/03/20	Revised Standard	MRD	SHS
NO.	DATE	REVISIONS	BY	APP'D

#### KANSAS DEPARTMENT OF TRANSPORTATION

#### PERMANENT SEEDING SUMMARY OF SEEDING QUANTITIES

LA850				
FHWA APPROVAL	05/06/2019	APP'D	Mervin Lore	
DESIGNED	MRD	DETAILED	MRD	QUANTITIES
DESIGN CK.		DETAIL CK.		QUAN. CK.

Std. Base File:  
Plotted By: CAM  
File: Erosion Sids.dgn  
Plot Date: 8/25/2022 4:54:44 PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	34	106

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

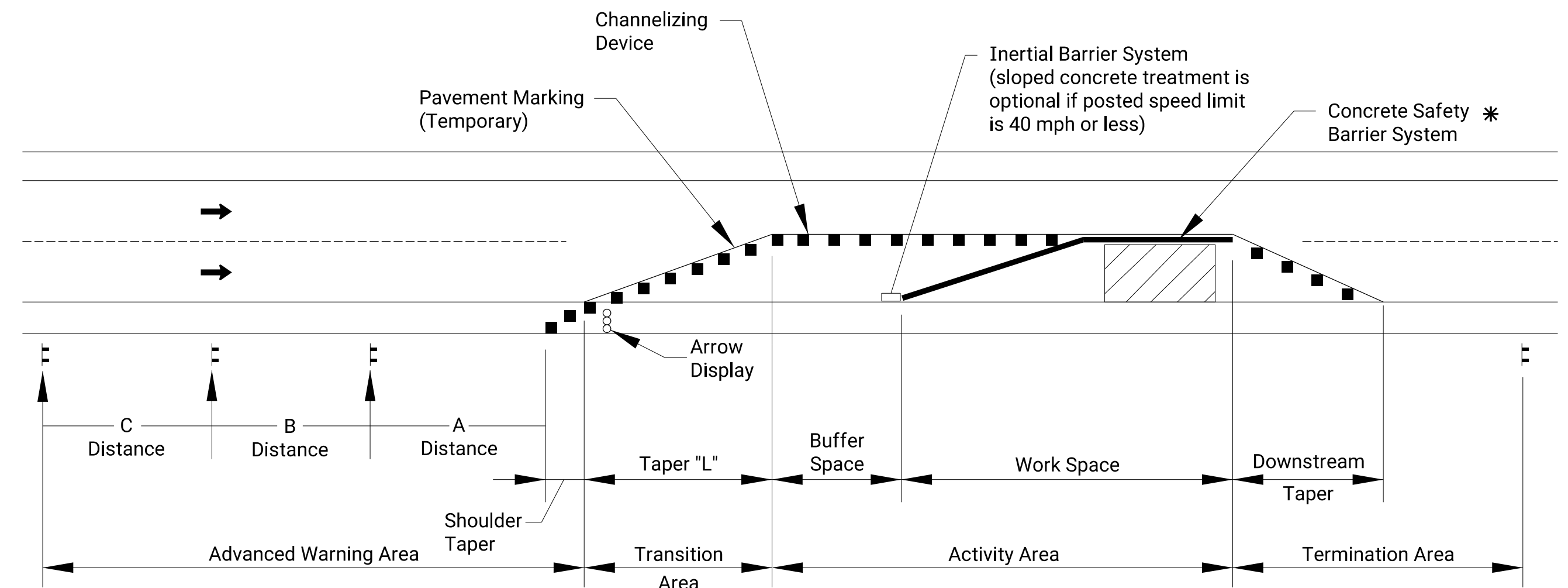
2) Minimum Lane Width: Lane widths shall be a minimum of 11' (measured between centerlines of pavement markings) or as shown on the plans, or as directed by the engineer. A lane width less than 11' may require restricted roadway width signing.

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

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

5) When the driving surface open to traffic is milled or is a temporary surface made of loose material, or when directed by the engineer a W8-15 (Grooved Pavement) or W8-7 (Loose Gravel) sign shall be used on mainline approaches. This sign should be placed a "C" distance after the W20-1 (Road Work Ahead) sign. A W8-15p motorcycle plaque shall be used to supplement the W8-15 or W8-7 signs. All signs shall be displayed as long as the condition is present.

6) Alternative temporary rumble strip options may be available. Please contact the Temporary Traffic Control Unit for more information at 785-296-1179 or 785-296-1183.



### TYPICAL WORK ZONE COMPONENTS

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

Minimum advance warning sign spacing (in feet):

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

\* Posted speed prior to work starting  
 The minimum spacing between signs shall be no less than 100', unless directed by the engineer.  
 The spacing between any signs may be increased beyond the minimum values in the table above as approved by the engineer in order to maximize visibility.

Taper Formulas:

$L = WS$  for speeds of 45 MPH or more  
 $L = WS^2/60$  for speeds of 40 MPH or less

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

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

Channelizer Placement:

- 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.
- 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.
- Channelizing devices shall be placed for optimum visibility, normally at right angles to the traffic flow.
- Place directional indicator barricades in series to direct traffic onto the new path. The arrow sign should not be visible to opposing traffic.
- Alternating diagonal orange and white striping must slope downward in the direction traffic is expected to pass.

Buffer Space

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

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

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

NO.	DATE	REVISIONS	BY	APPD
02	03-13-18	W8-15p usage changed to Shall	R.W.B.	E.K.G.
01	08-18-15	Channelizer spacing info	R.W.B.	K.E.

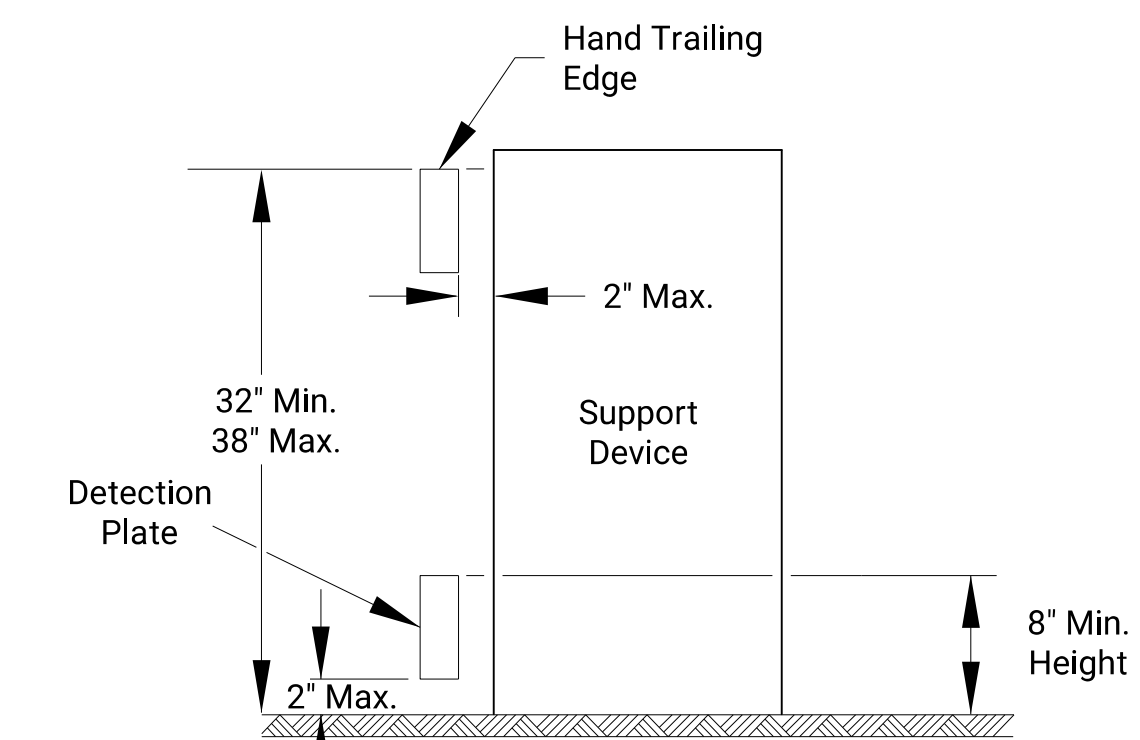
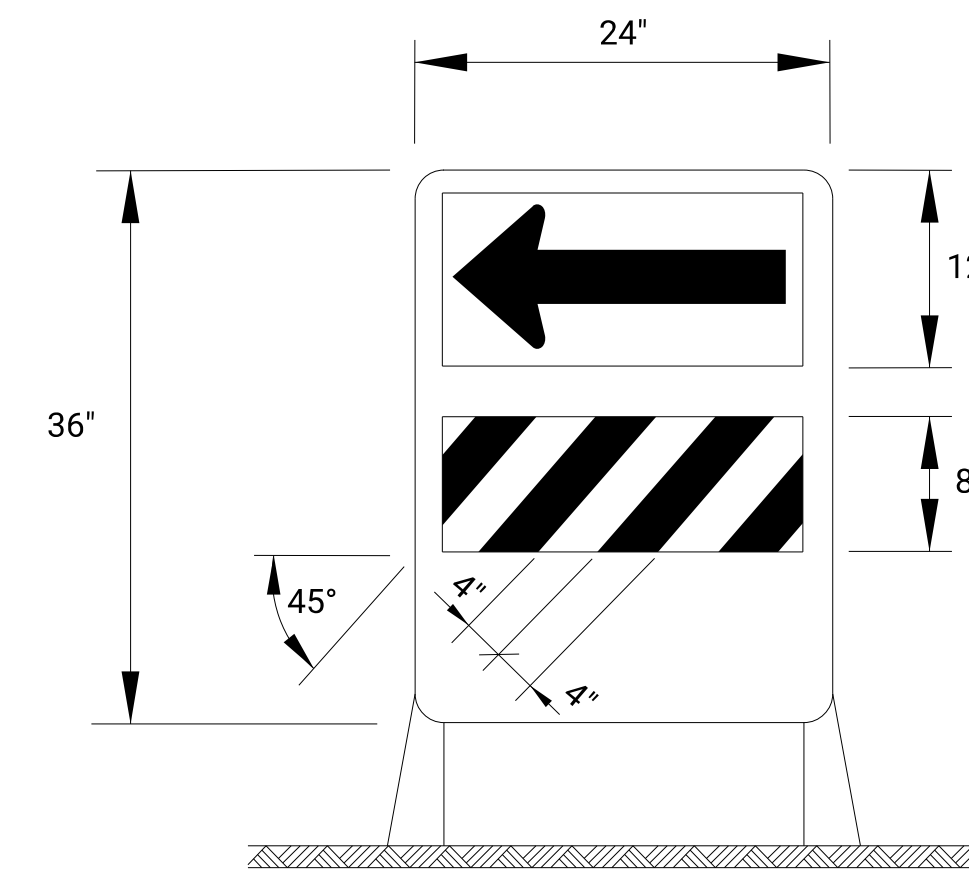
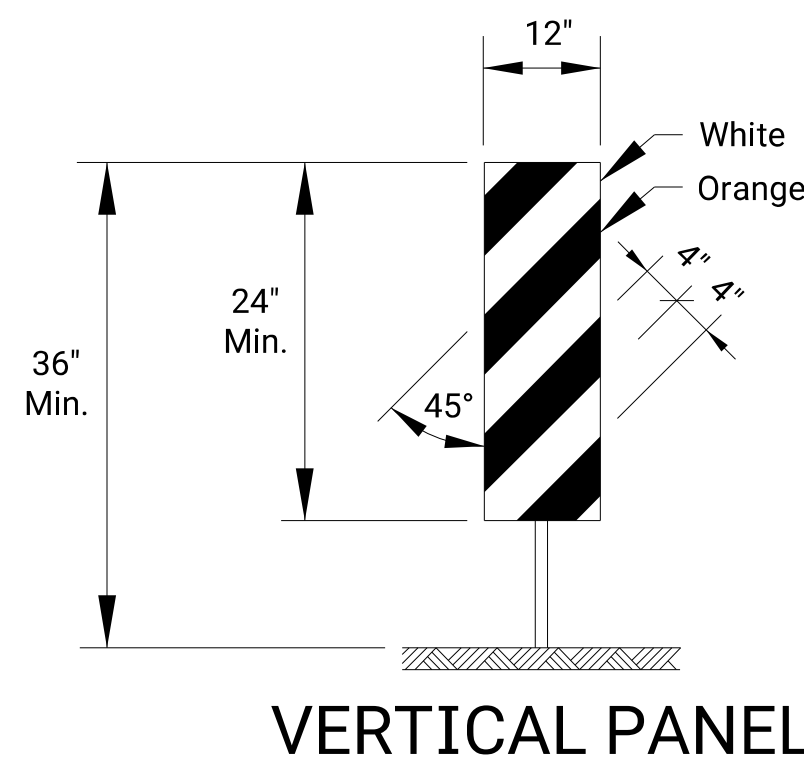
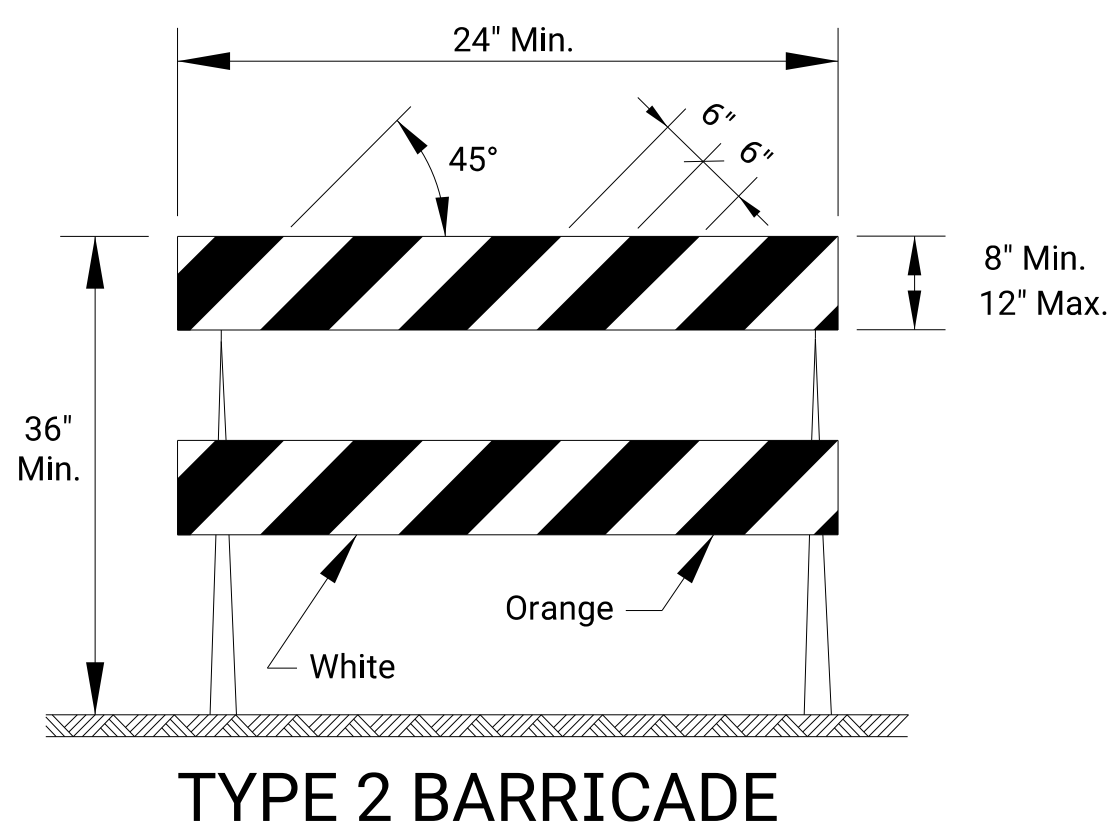
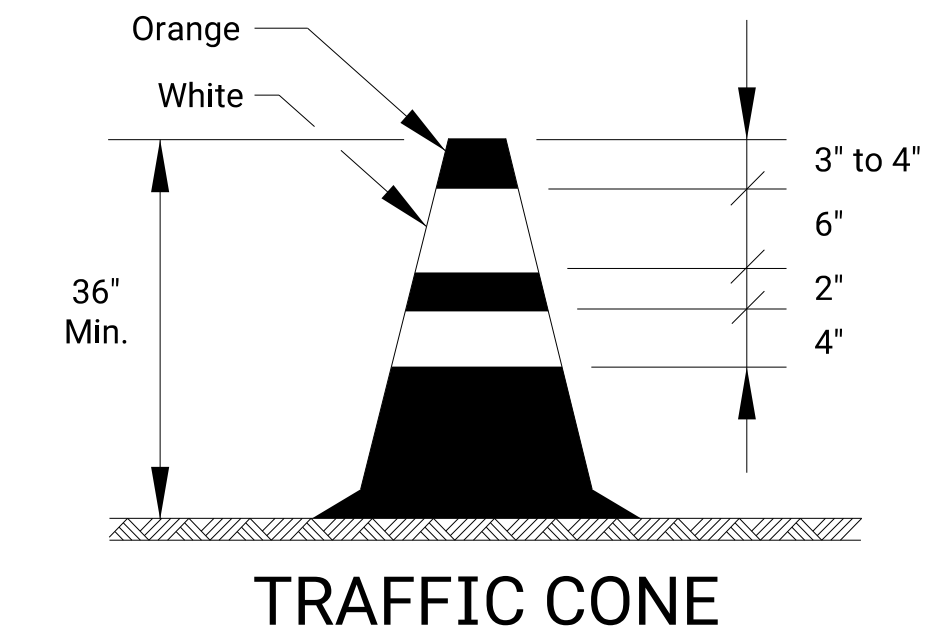
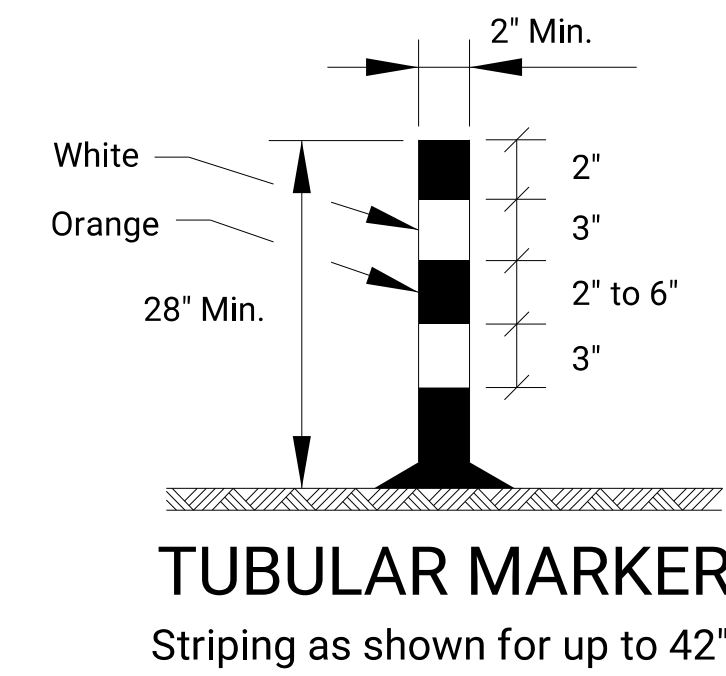
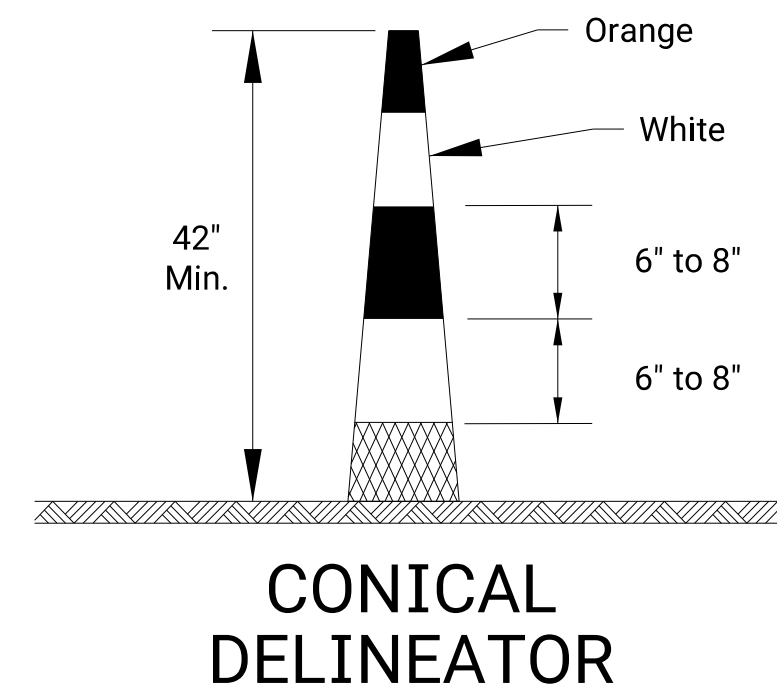
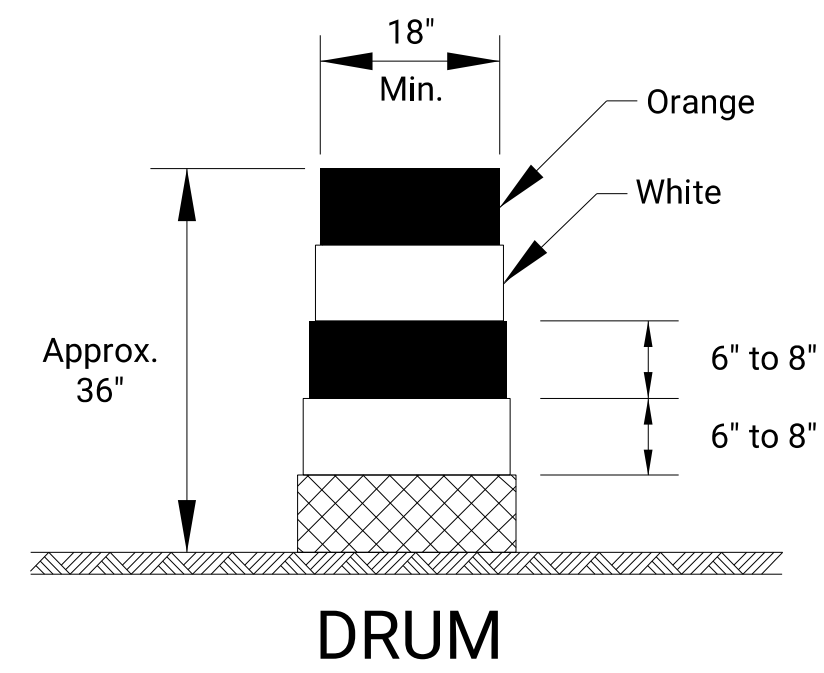
KANSAS DEPARTMENT OF TRANSPORTATION

### TRAFFIC CONTROL GENERAL NOTES

TE700

DESIGNED	B.A.H.	DETAILED	R.W.B.	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.		





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

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

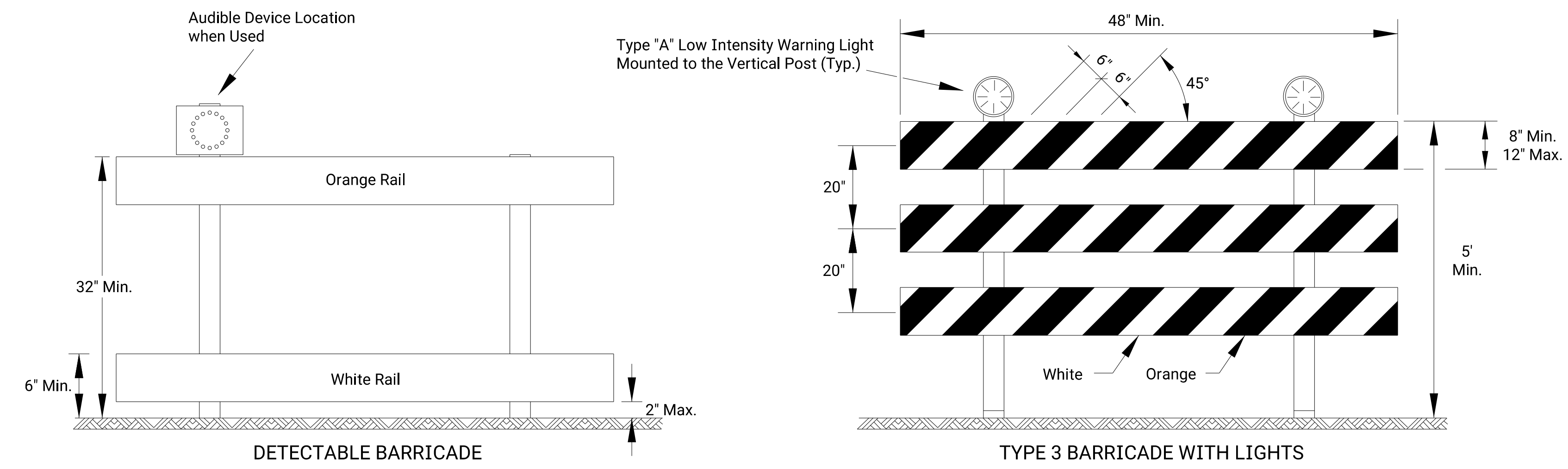
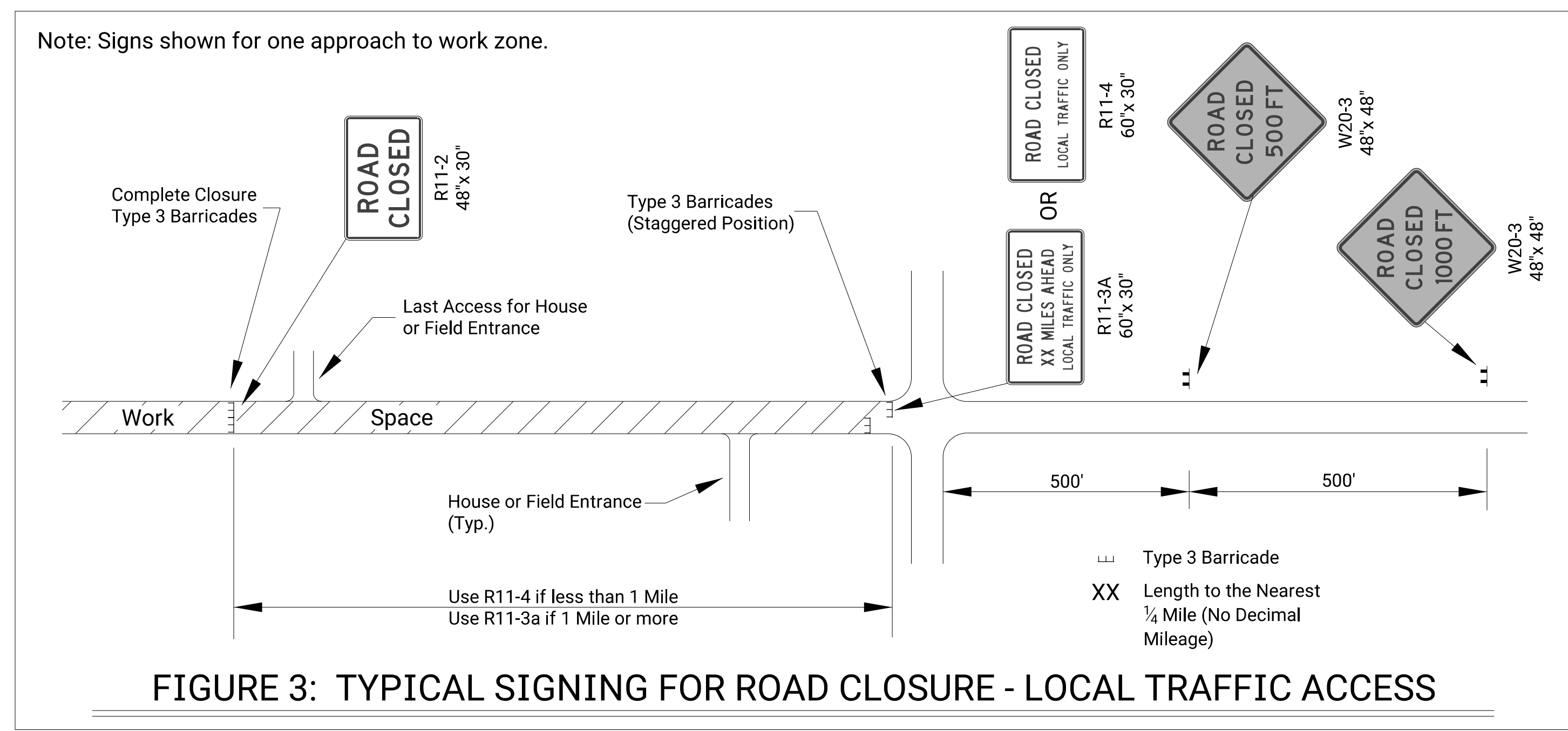
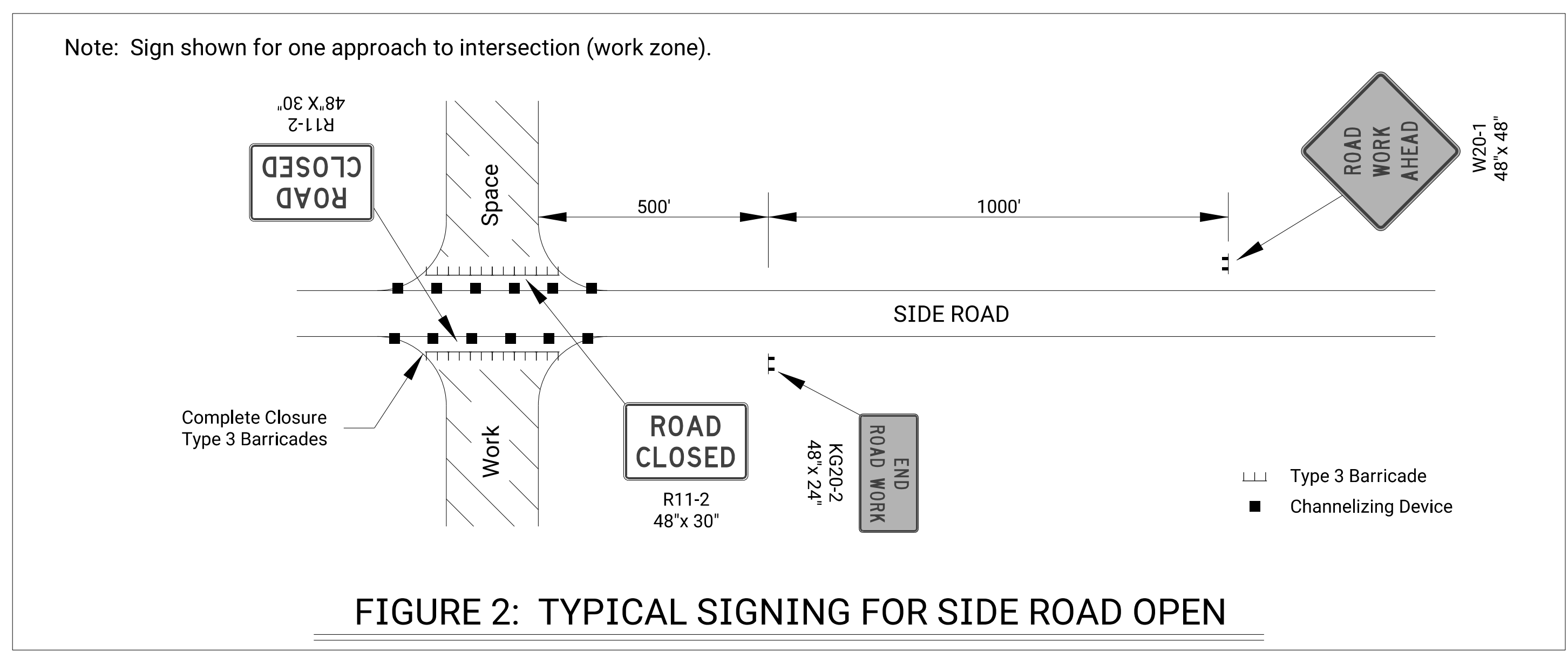
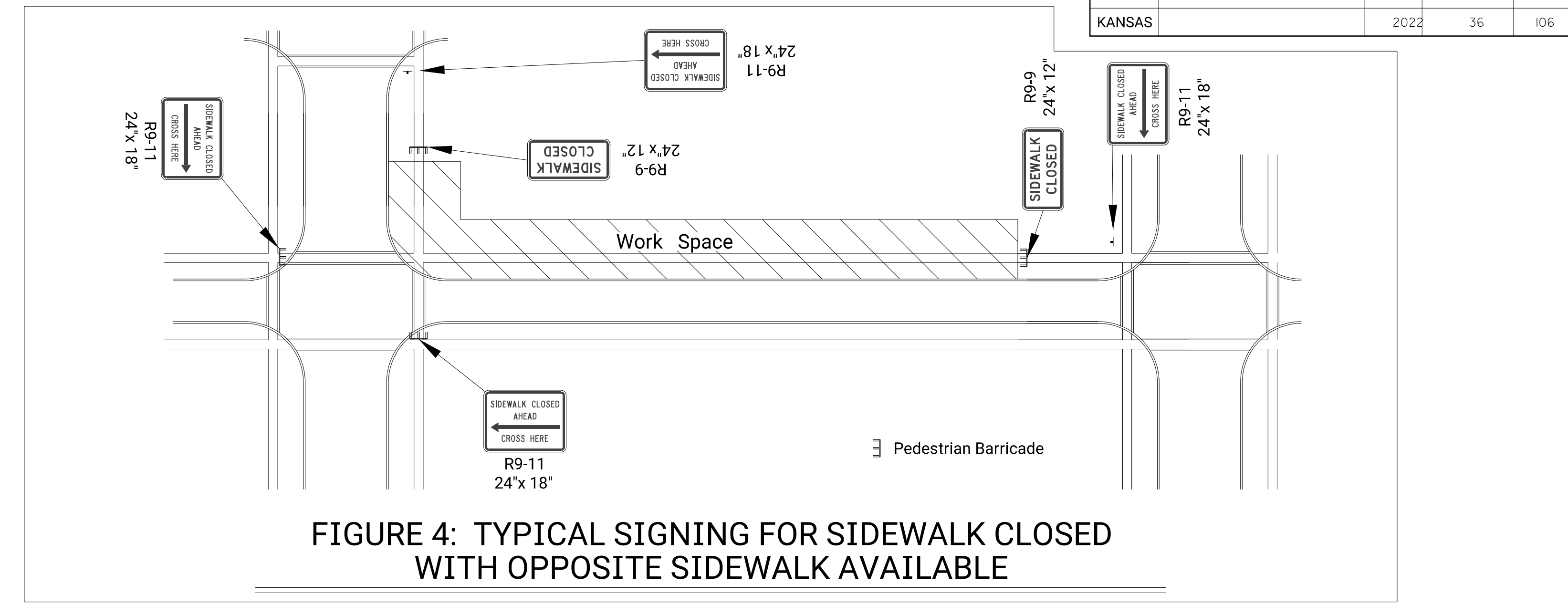
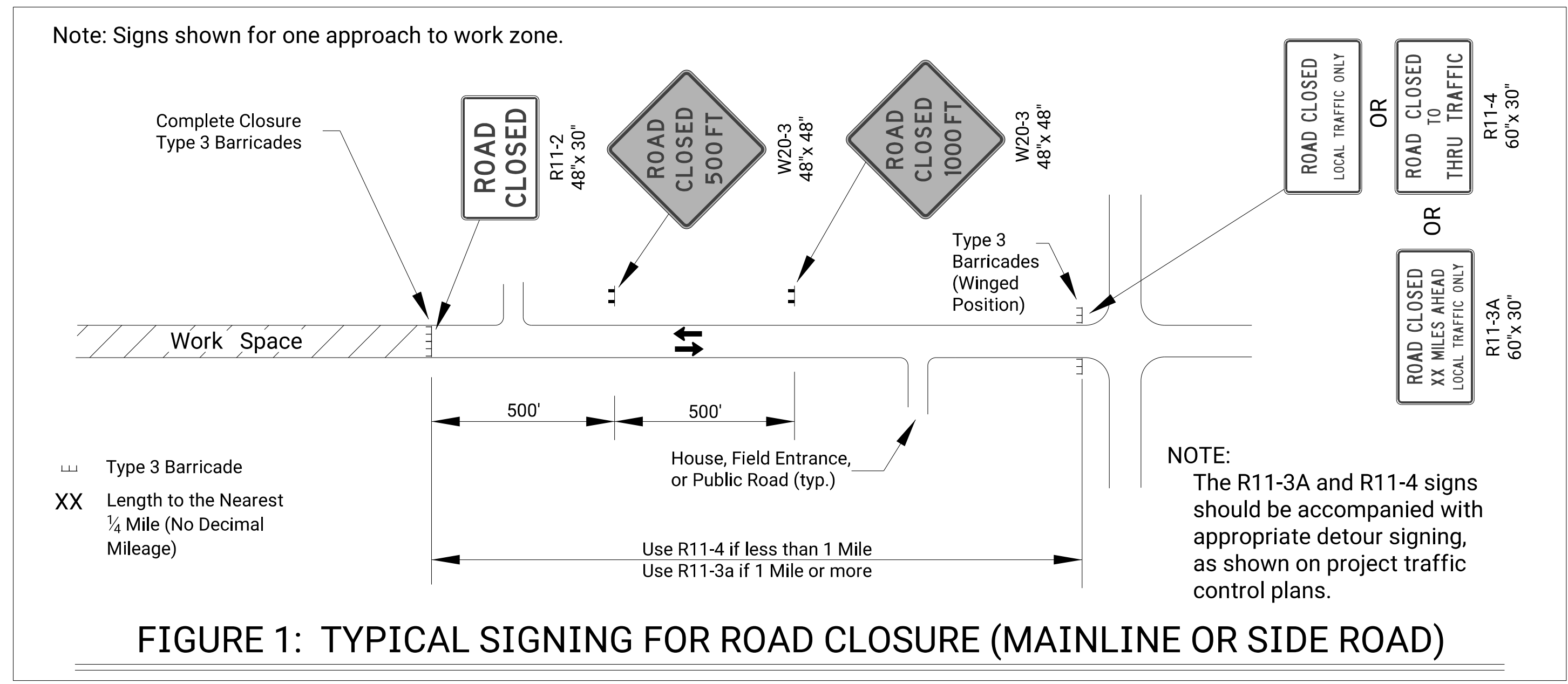
**DIRECTION INDICATOR BARRICADE**  
The stripes shall slope downward in the direction traffic is to pass. The direction indicator barricade shall be used in series to direct the motorist into the intended lane of travel.

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

Item	Location	Location									
		Cross-overs	Shoofly Divisions	Tangents	Tapers	Ramps	Head to Head	Object Identifier	Lead-in Devices	Gores	
Portable	Drums	Yes	Yes	Yes	Yes	Yes	(1)	Yes	Yes	Yes	
	Conical Delineators	Yes	Yes	Yes	Yes	Yes	(1)	Yes	Yes	Yes	
	Vertical Panels	(2)	(2)	(2)	(2)	(2)	(1,2)	Yes	(2)	(2)	
	Direction Indicator Barricade	No	No	No	Yes	No	No	No	No	No	
	Type 2 Barricade	(2)	(2)	(2)	(2)	No	No	Yes	No	No	
Fixed	Traffic Cones	No	No	(4)	(4)	(4)	No	(4)	(4)	(4)	
	Tubular Markers	(3)	(3)	(3)	No	(3)	Yes	No	Yes	Yes	
	Vertical Panels	(3)	(3)	(3)	(3)	(3)	(3)	Yes	(2,3)	(2)	

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

NO.	DATE	REVISIONS	BY	APPD
KANSAS DEPARTMENT OF TRANSPORTATION				
<b>TRAFFIC CONTROL CHANNELIZING DEVICES</b>				
TE702				
FHWA APPROVAL		06-01-15	APPD.	Kristina Ericksen
DESIGNED	L.E.R.	DETAILED	R.W.B.	QUANTITIES
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACED	TRACE CK.



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

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

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

**ROAD CLOSED GENERAL NOTES**

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

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

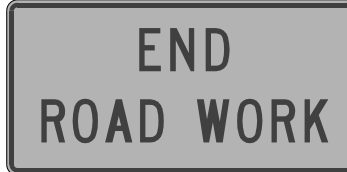




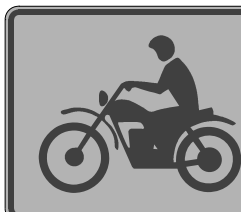



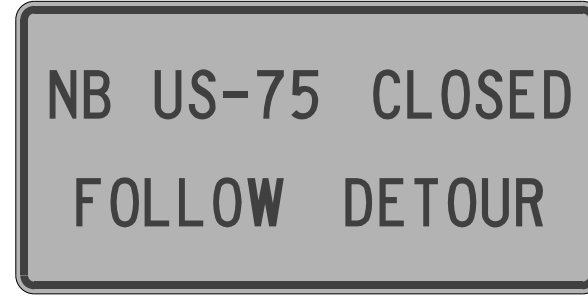
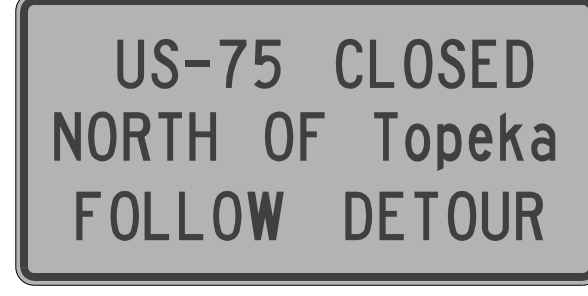
The R11-4 (ROAD CLOSED TO THRU TRAFFIC or ROAD CLOSED LOCAL TRAFFIC ONLY) sign shall be used when the distance to the point of complete closure of the roadway is less than 1 mile.

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

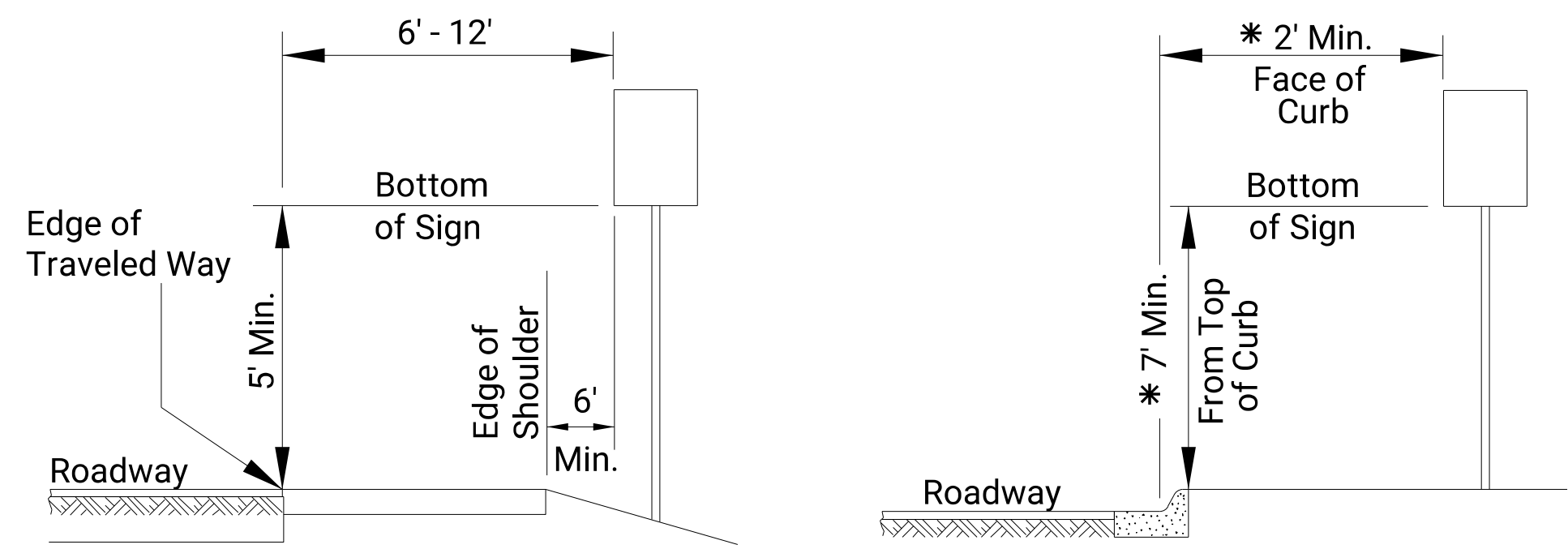
The words "BRIDGE OUT" (or BRIDGE CLOSED) may be substituted for the words "ROAD CLOSED" on the R11-3a or R11-4 sign where applicable.

NO.	DATE	REVISIONS	BY	APPD
KANSAS DEPARTMENT OF TRANSPORTATION				
<b>TRAFFIC CONTROL CLOSURES</b>				
TE704				
FHWA APPROVAL	06-01-15	APPD.	Kristina Erickson	
DESIGNED	B.A.H.	DETAILED	R.W.B.	QUANTITIES
DESIGN CK.	DETAIL CK.	R.W.B.	QUAN.CK.	TRACE CK.

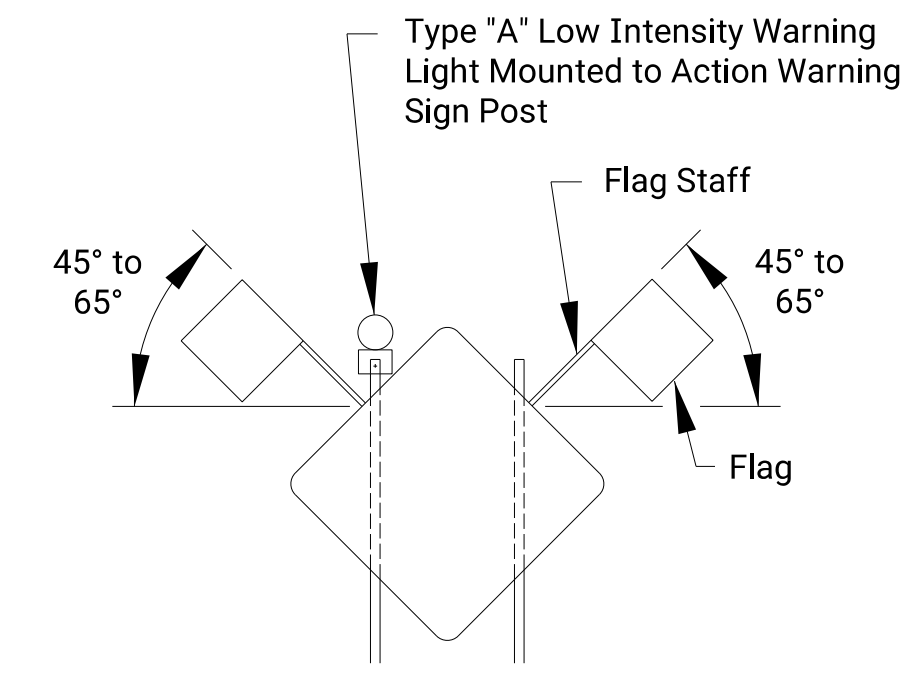
### SIGN LAYOUT INFORMATION

	Std. Size Expwy/Freeway		Std. Size Expwy/Freeway
KG20-2	6" C 48"x 24"	W8-15	8" D 48"x 48"
	Std. Size Expwy/Freeway		Std. Size Expwy/Freeway
KG20-5	6" C 48"x 24"	W8-7	8" D 48"x 48"
	Std. Size Expwy/Freeway		Std. Size Expwy/Freeway
KM4-20	3" C 24"x 6"	W8-15p	30"x 24"
	Mileage to be Determined by the Engineer.		Std. Size Expwy/Freeway
W7-3a		W8-11	8" D 48"x 48"
	Std. Size Expwy/Freeway		
W8-17P (Optional)	30"x 24"		
	Std. Size Expwy/Freeway		
SP-01 (Special Sign)	6" C 10" D		
	Std. Size Expwy/Freeway		
SP-02 (Special Sign)	Uppercase: 6" C Lowercase: 4.5" C	Uppercase: 10" D Lowercase: 8" D	

All city names and street names on special signs and destination signs must have upper and lower case letters.

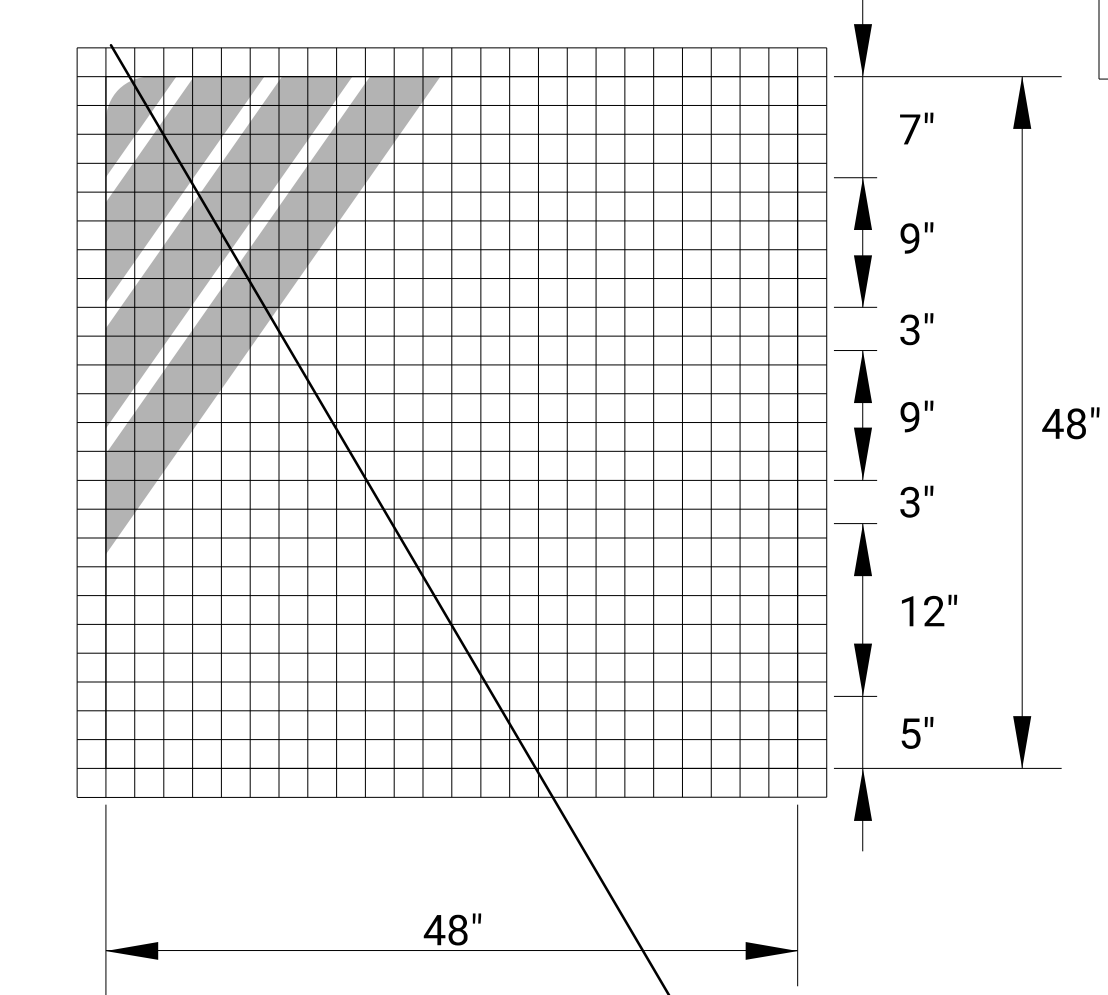


- #### RURAL
- 1) Ground-mounted signs shall be mounted at a minimum height of 5' measured from the bottom of sign to the near edge of the pavement.
  - 2) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.
  - 3) The height of the secondary sign mounted below another sign may be 4' measured from the bottom of the sign to the near edge of the pavement. Signs shall not overlap each other.
- #### URBAN
- 1) Signs shall be mounted at a minimum height of 7' measured from the bottom of sign to the near edge of the pavement.
  - 2) Neither portable nor permanent sign supports should be located on sidewalks or areas designated for pedestrian or bicycle traffic.
  - 3) Signs mounted lower than 7' should not project more than 4" into pedestrian facilities.
  - 4) The height from of the secondary sign mounted below another sign may be 6' measured from the bottom of sign to the near edge of the pavement. Signs shall not overlap each other.
  - 5) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.
  - \* 6) Pedestrian detour signing shall be a minimum of 2' measured from the top of the pedestrian pathway to the bottom of the sign and shall not protrude into the walkway nor shall it project beyond the back of curb.

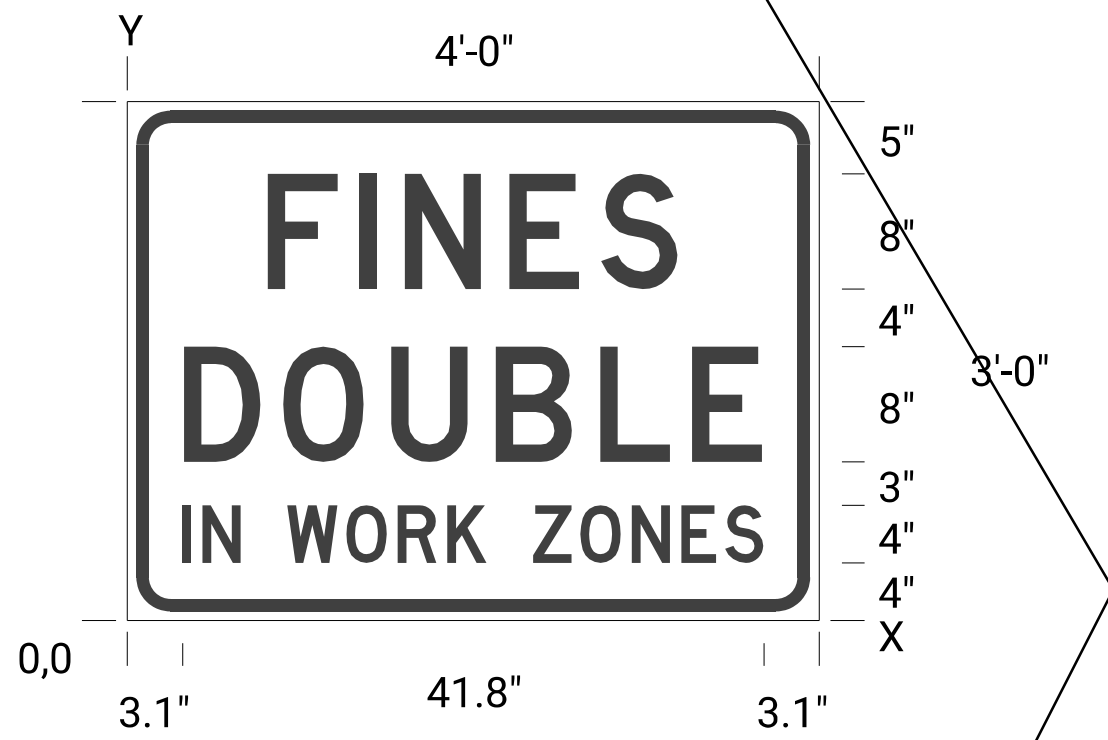


When the sign width is equal to or greater than 9', three or more wood posts may be used with a minimum of 4' between the centerline of each post. All signs less than 9' in width shall use a maximum of two wood posts.

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



Sign Number	GIVE EM A BRAKE
Width x Height	4'-0" x 4'-0"
Border Width	1.0"
Corner Radius	4.0"
Stripe Width	3.0"
Mounting	Ground
Background	Type: Non-Reflective Color: Black
Legend/Border	Type: Reflective Color: White
Legend Font	Dutch 801 Roman SWC 25 Degree Slant
Stripes	Type: Reflective Color: Orange



Sign Number	FINES DOUBLE
Width x Height	4'-0" x 3'-0"
Border Width	0.9"
Corner Radius	3.0"
Mounting	Ground
Background	Type: Reflective Color: White
Legend/Border	Type: Non-Reflective Color: Black

Dimensions in inches

Spacings are to start of next letter

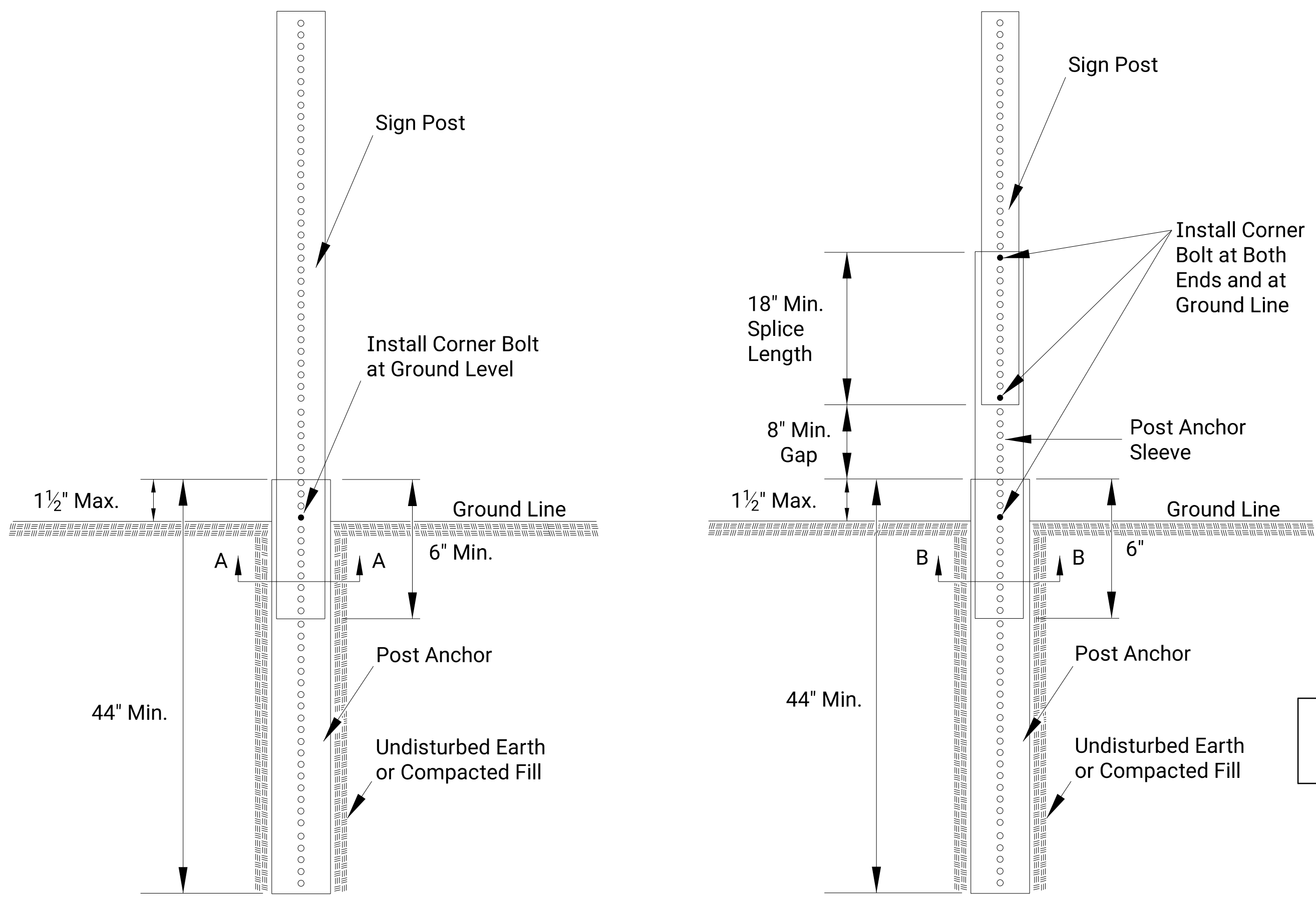
Y FONT	LETTER SPACINGS												HT LEN			
23.0 D	F	I	N	E	S									8.0		
	9.7	6.4	3.2	7.3	6.4	5.4	9.7							28.6		
11.0 D	D	O	U	B	L	E								8.0		
	3.9	6.9	7.5	7.3	6.4	4.9	3.9							40.3		
4.0 D	I	N	W	O	R	K	Z	O	N	E	S			4.0		
	3.1	1.6	2.7	3.2	4.3	3.8	3.6	2.8	3.2	3.4	3.8	3.6	3.2	2.7	3.1	41.8

- Notes:
- Typically, there are two sets of informational signs installed per project: one for each direction of traffic.
  - Install signs a minimum of 500' in advance of the road work ahead sign. The engineer may designate a more appropriate location if conditions dictate.
  - The informational signs are not to interfere with the traffic control signs for the project.

NO.	DATE	REVISIONS	BY	APPD.
KANSAS DEPARTMENT OF TRANSPORTATION				
<b>TRAFFIC CONTROL SIGN INFORMATION</b>				
TE710				
FHWA APPROVAL		06-01-15		APPD. Kristina Ericksen
DESIGNED	R.W.B.	DETAILED	R.W.B.	QUANTITIES
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE	CK.

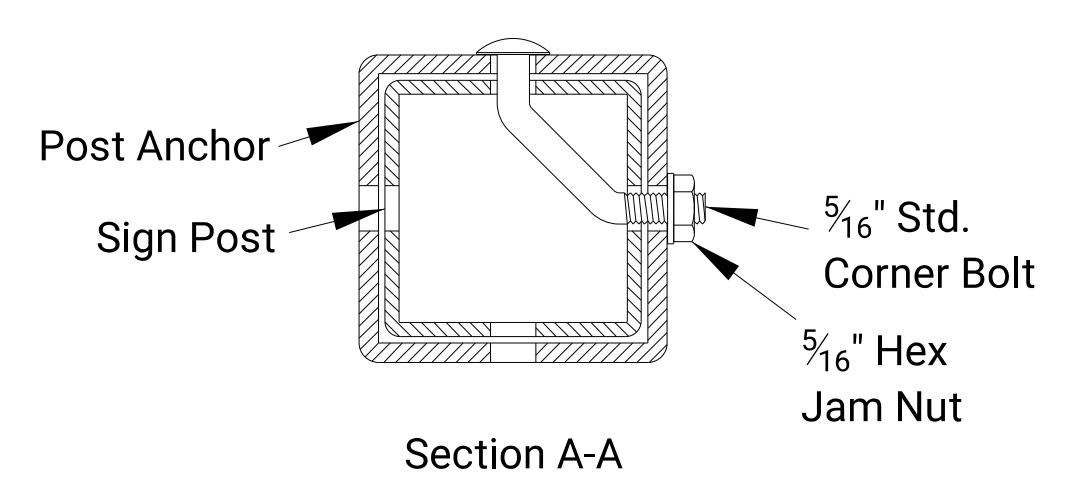
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	XX-XX XX-XXXX-XX	20XXXX	38XXX	106XXX

### PERFORATED SQUARE STEEL TUBE (P.S.S.T.) POST SETUP

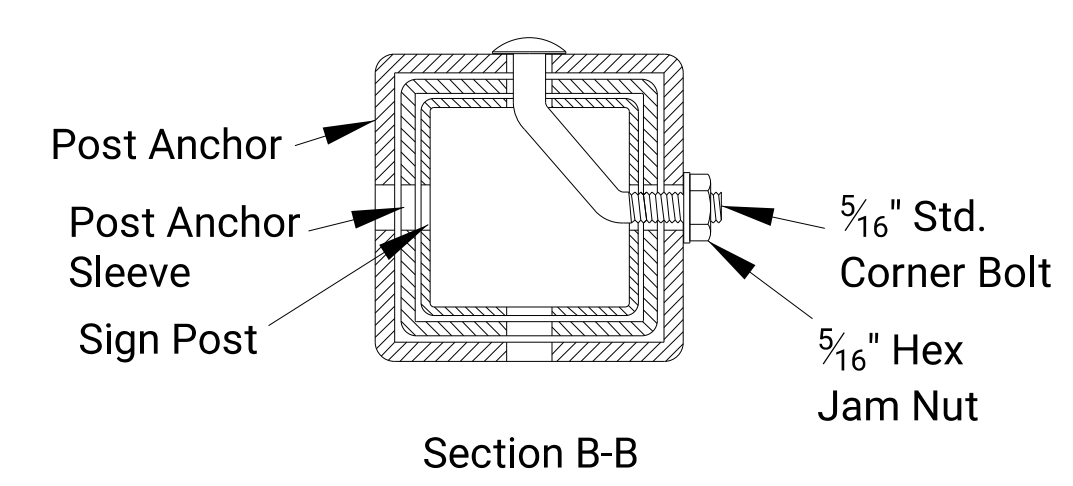


P.S.S.T. Detail

Telescoping P.S.S.T. Detail



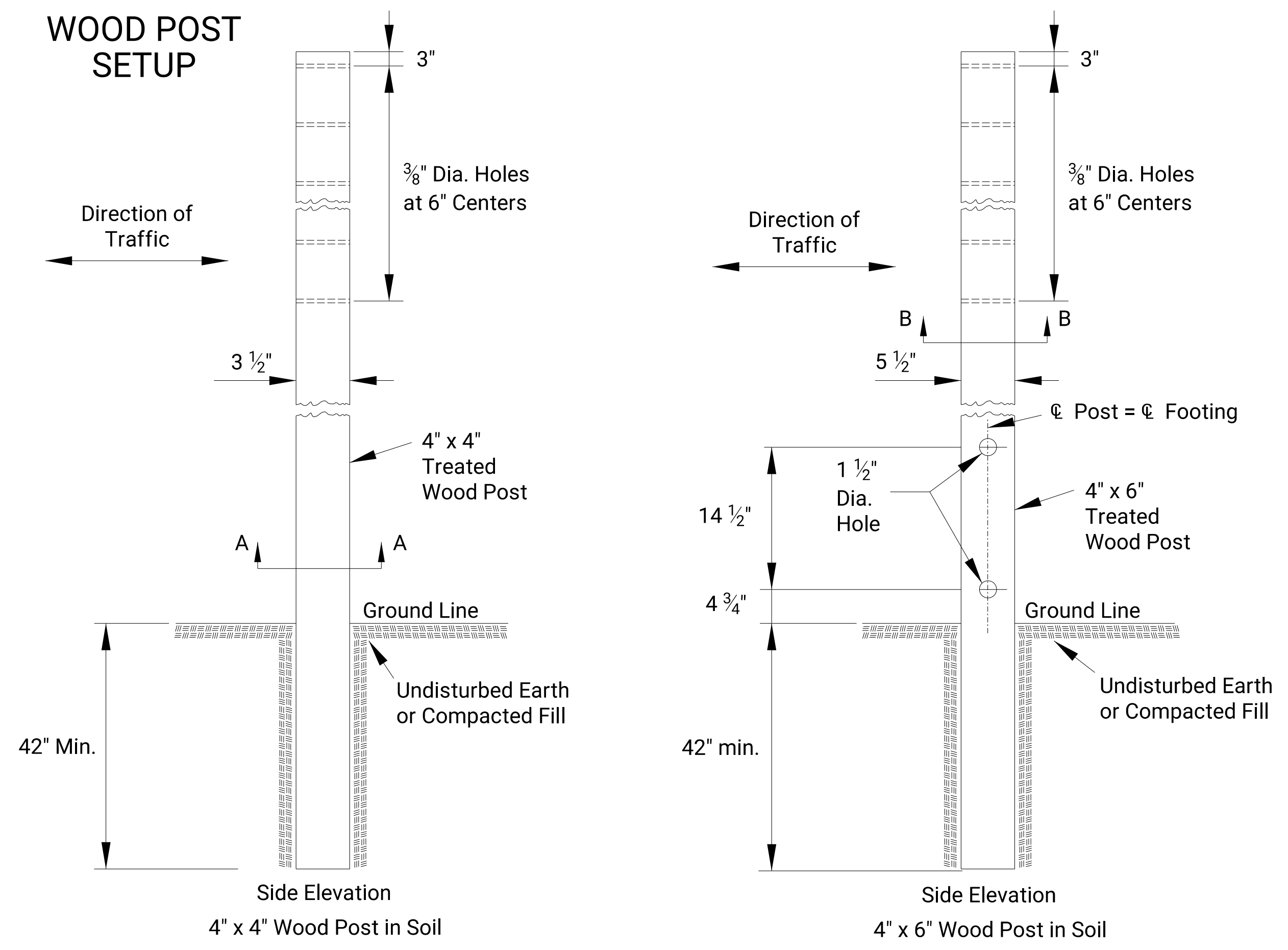
Section A-A



Section B-B

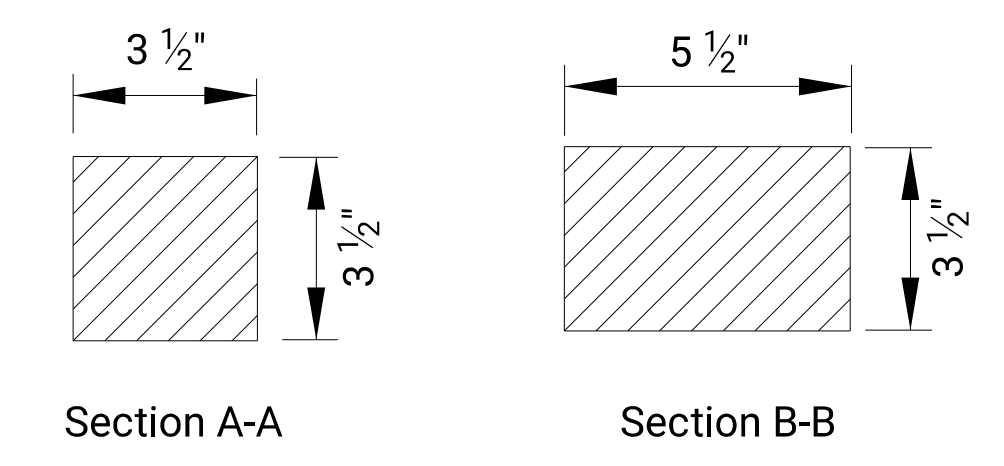
Details for 2", 2 1/4", or 2 1/2" sign posts  
Place bolts in the same corner along each sign post.

### WOOD POST SETUP



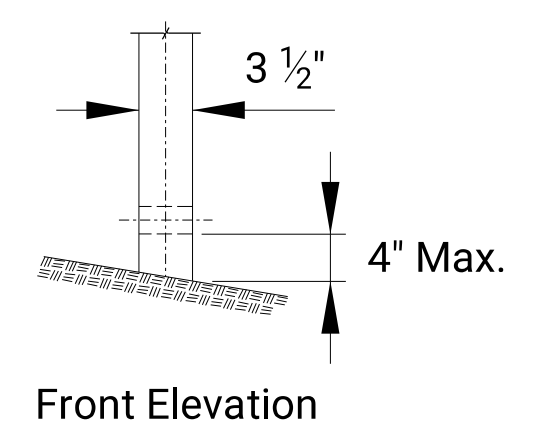
Side Elevation  
4" x 4" Wood Post in Soil

Side Elevation  
4" x 6" Wood Post in Soil



Section A-A

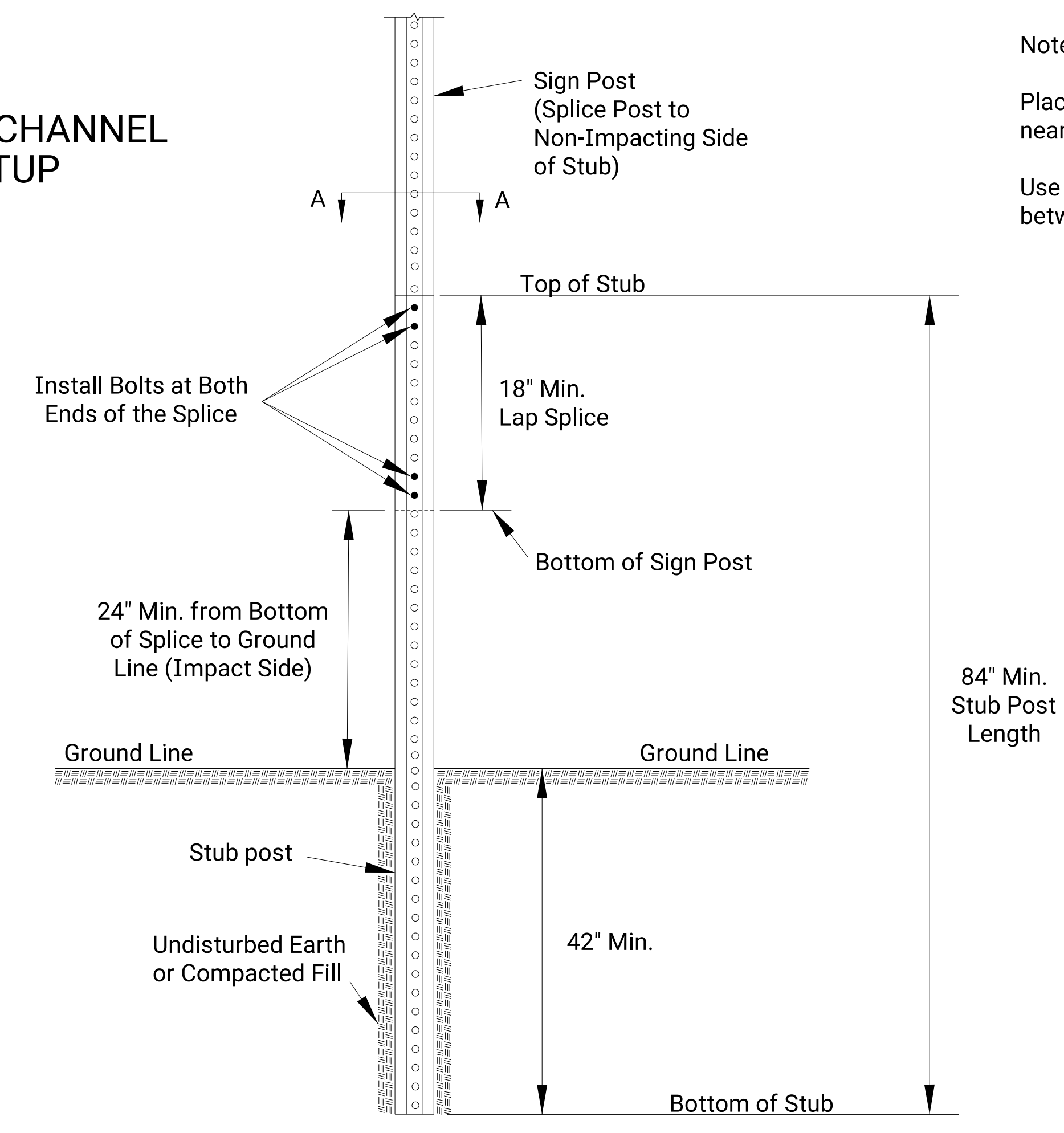
Section B-B



Front Elevation

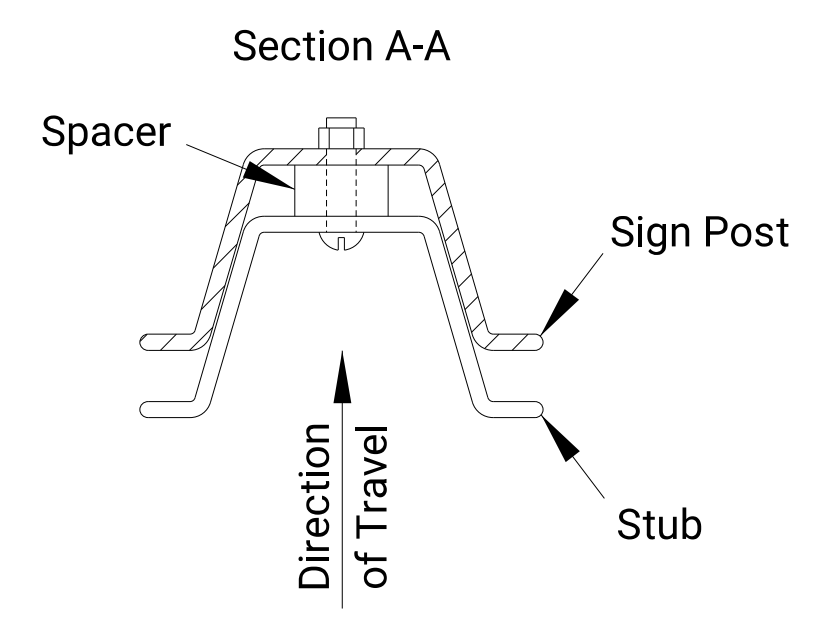
See TE710 for Additional Details and Requirements

### 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.
- Use manufacturer recommended spacers over the bolts between the spliced pieces of U-Channel.



Section A-A

NO.	DATE	REVISIONS	BY	APPD
KANSAS DEPARTMENT OF TRANSPORTATION				
<b>TRAFFIC CONTROL SIGN POSTS</b>				
TE712				
FHWA APPROVAL	06-01-15	APPD.	Kristina Ericksen	
DESIGNED B.A.H.	DETAILED R.W.B.	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	

Drawn By : CAM  
 File : TrafficControl.dgn  
 Plotted : 8/25/2022 4:55:12 PM



### SUMMARY OF TRAFFIC CONTROL DEVICES (EACH PER DAY)

\* QUANTITY MOST USED ON THE PROJECT AT ANY ONE TIME

Sign No.	Work Zone Signs *		
	0-9.25	9.26-16.25	16.26 & Over
R11-2		4	
R11-4		4	
W20-3		8	

Recapitulation Of Quantities		
Item	Quantity	Unit
Work Zone Signs (0 To 9.25 Sq.Ft.)		Each Per Day
Work Zone Signs (9.26 To 16.25 Sq.Ft.)		Each Per Day
Work Zone Signs (16.26 Sq.Ft. & Over)		Each Per Day
Work Zone Barricades (Type 3 - 4' To 12')		Each Per Day
Work Zone Barricades (Pedestrian)		Each Per Day
Channelizer (Fixed)		Each Per Day
Channelizer (Portable)		Each Per Day
Channelizer (Pedestrian)		Each Per Day
Work Zone Warning Light (Type "A" Low Intensity)		Each Per Day
Work Zone Warning Light (Red Type "B" High Intensity)		Each Per Day
Arrow Display		Each Per Day
Portable Changeable Message Sign		Each Per Day
Pavement Marking (Temporary)		
4" Solid (Type I)		Sta./Line
4" Solid (Type II)		Sta./Line
4" Broken (8.0') (Type I)		Sta./Line
4" Broken (8.0') (Type II)		Sta./Line
4" Broken (3.0') (Type I)		Sta./Line
4" Broken (3.0') (Type II)		Sta./Line
4" Dotted Extension (Type I)		Sta./Line
4" Dotted Extension (Type II)		Sta./Line
Solid (Line Masking Tape)		Sta./Line
Broken (Line Masking Tape)		Sta./Line
Symbol (Type I)		Each
Symbol (Type II)		Each
Flexible Raised Pavement Marker (4" Broken (8.0'))		Sta./Line
Flexible Raised Pavement Marker (4" Broken (3.0'))		Sta./Line
Pavement Marking Removal		Lin. Ft.
Work Zone Sign (Special) (16.25 Sq. Ft. & Less)		Each
Work Zone Sign (Special) (16.26 Sq. Ft. & More)		Each
Rigid Raised Pavement Marker (Type I)		Each
Rigid Raised Pavement Marker (Type II)		Each
Traffic Signal Installation (Temporary)		Lump Sum
Traffic Control (Initial Set Up)		Lump Sum
Traffic Control	Lump Sum	Lump Sum
Flagger (Set Price)		Hour

Prior to closing the road, the Contractor shall install two Type 3 barricades and signs. One on west end of the project and the other on the east end, both placed at locations visible to motorists. These signs shall be put in place 7 days prior to closing the road. The Type 3 barricades and signs will not be paid for directly but shall be subsidiary to Traffic Control (Lump Sum).

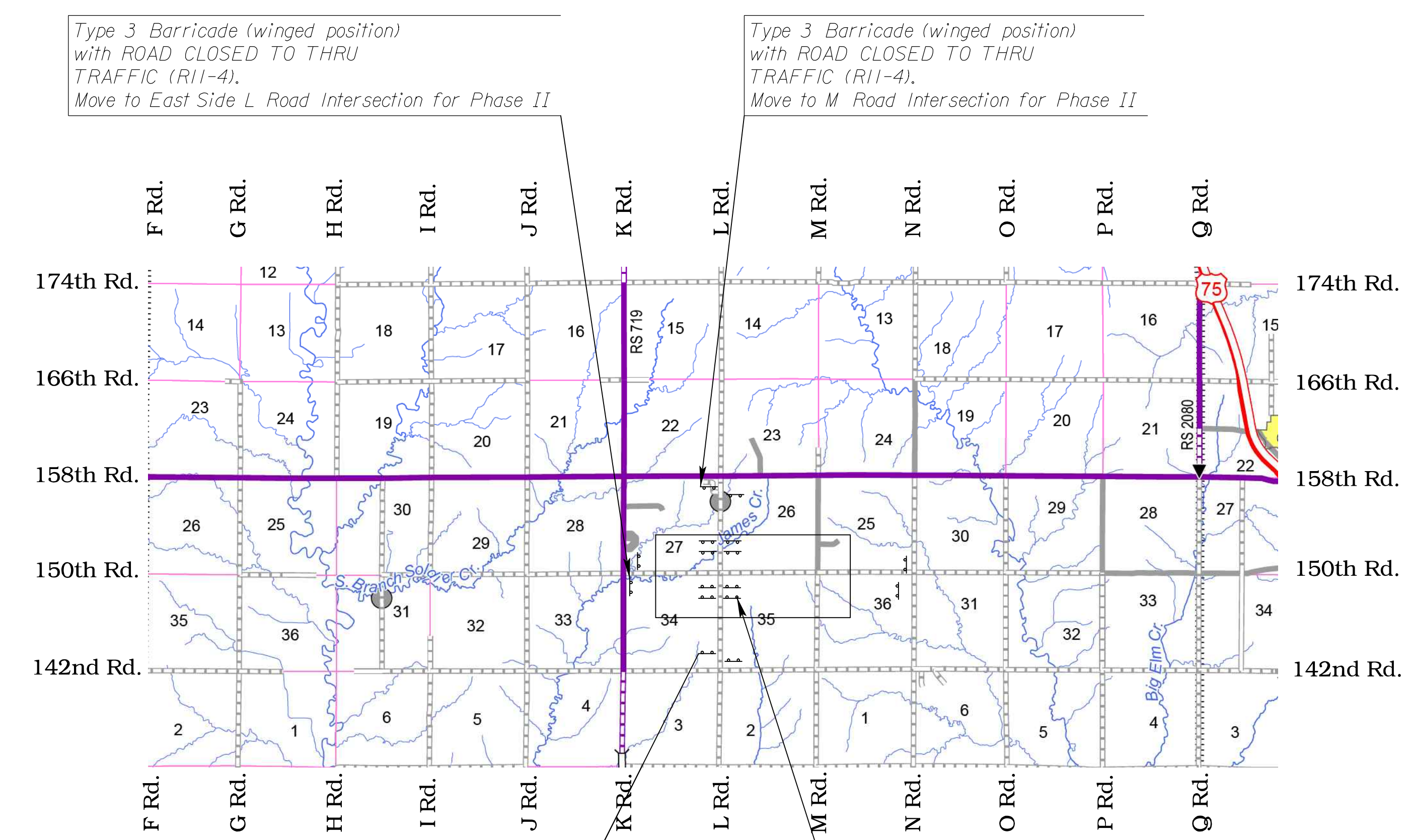
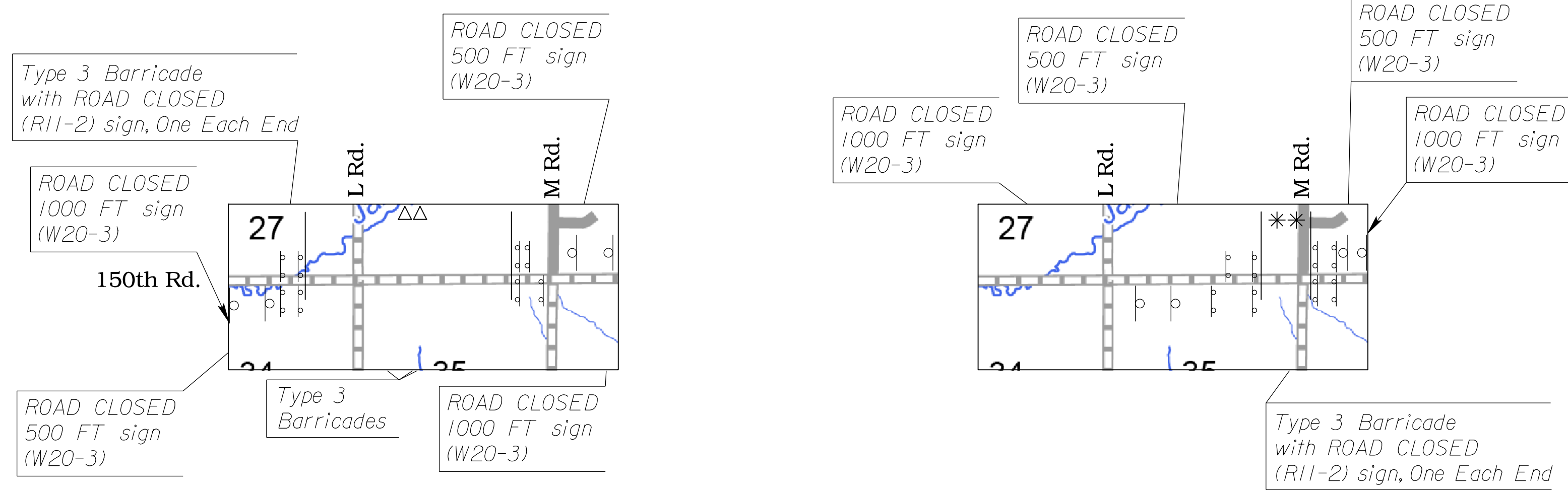
SIGNS BEFORE ROAD CLOSURE

ROAD CLOSED sign (R11-2) with BEGINNING \*\* sign (I-1)

\*\* Date of Closure

Barricades *		Channelizing Devices *		
Type 3 (4' To 12')	Pedestrian	Fixed	Portable	Pedestrian
32				

Lighted Devices *	
Work Zone Warning Light (Type "A" Low Intensity)	24
Work Zone Warning Light (Red Type "B" High Intensity)	
Arrow Display	
Portable Changeable Message Sign	



Type 3 Barricade (winged position) with ROAD CLOSED TO THRU TRAFFIC (R11-4). Move to M Road Intersection for Phase II

Type 3 Barricade (winged position) with ROAD CLOSED TO THRU TRAFFIC (R11-4). Two Rows of Barricades - Hard Closure Move to M Road for Phase II



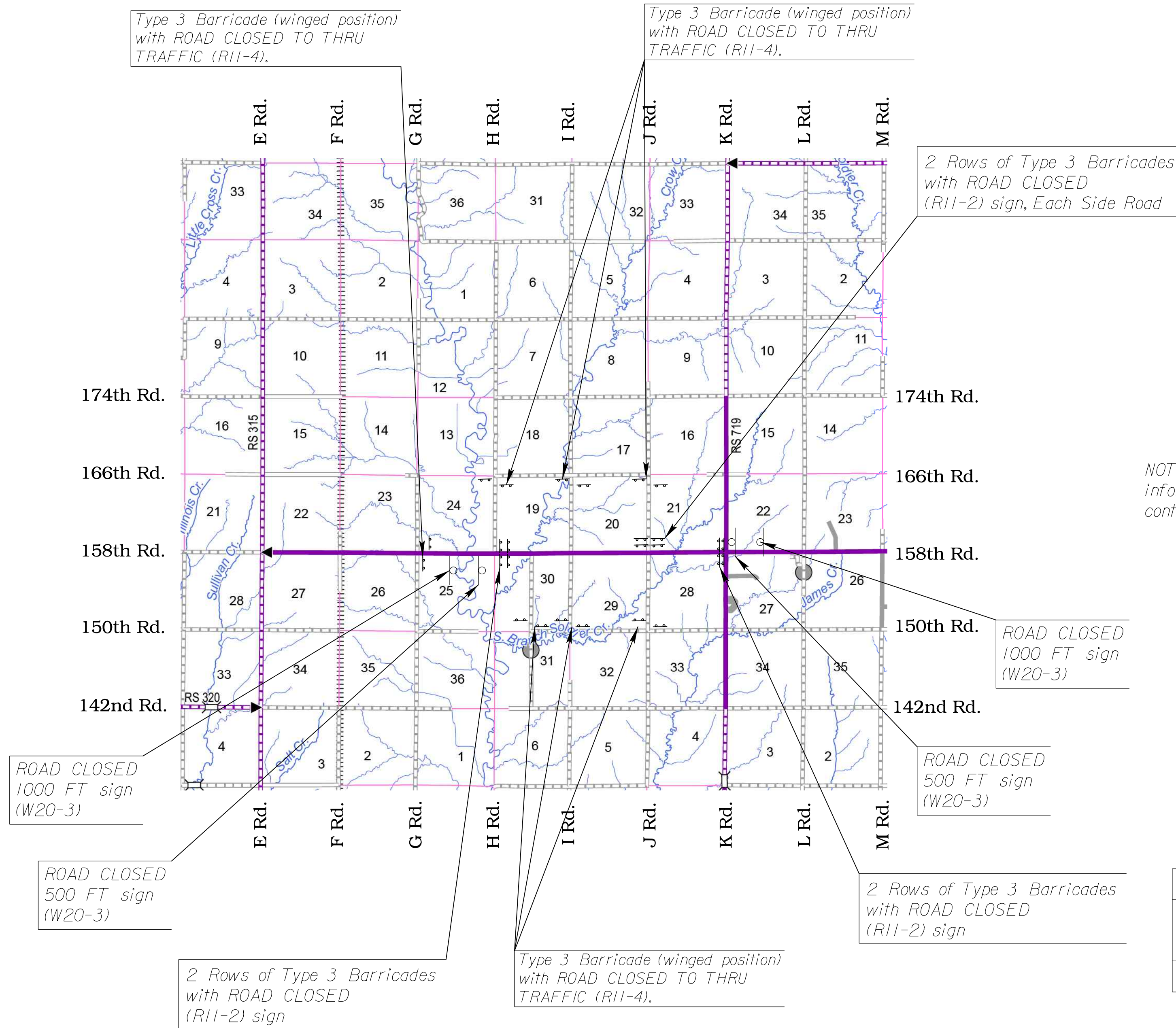
## SUMMARY OF TRAFFIC CONTROL DEVICES (EACH PER DAY)

\* QUANTITY MOST USED ON THE PROJECT AT ANY ONE TIME

Sign No.	Work Zone Signs *		
	0-9.25	9.26-16.25	16.26 & Over
R11-2		8	
R11-4		10	
W20-3		4	
##M4-9L	3		
##M4-9R	3		
##M4-9	4		
##M4-L	2		
##M4-8a	2		
##D-3	20		
##SP-1			4

##See Sign location on 158th Detour Plan Sheet

Recapitulation Of Quantities		
Item	Quantity	Unit
Work Zone Signs (0 To 9.25 Sq.Ft.)		Each Per Day
Work Zone Signs (9.26 To 16.25 Sq.Ft.)		Each Per Day
Work Zone Signs (16.26 Sq.Ft. & Over)		Each Per Day
Work Zone Barricades (Type 3 - 4' To 12')		Each Per Day
Work Zone Barricades (Pedestrian)		Each Per Day
Channelizer (Fixed)		Each Per Day
Channelizer (Portable)		Each Per Day
Channelizer (Pedestrian)		Each Per Day
Work Zone Warning Light (Type "A" Low Intensity)		Each Per Day
Work Zone Warning Light (Red Type "B" High Intensity)		Each Per Day
Arrow Display		Each Per Day
Portable Changeable Message Sign		Each Per Day
Pavement Marking (Temporary)		
4" Solid (Type I)		Sta./Line
4" Solid (Type II)		Sta./Line
4" Broken (8.0') (Type I)		Sta./Line
4" Broken (8.0') (Type II)		Sta./Line
4" Broken (3.0') (Type I)		Sta./Line
4" Broken (3.0') (Type II)		Sta./Line
4" Dotted Extension (Type I)		Sta./Line
4" Dotted Extension (Type II)		Sta./Line
Solid (Line Masking Tape)		Sta./Line
Broken (Line Masking Tape)		Sta./Line
Symbol (Type I)		Each
Symbol (Type II)		Each
Flexible Raised Pavement Marker (4" Broken (8.0'))		Sta./Line
Flexible Raised Pavement Marker (4" Broken (3.0'))		Sta./Line
Pavement Marking Removal		Lin. Ft.
Work Zone Sign (Special) (16.25 Sq. Ft. & Less)		Each
Work Zone Sign (Special) (16.26 Sq. Ft. & More)		Each
Rigid Raised Pavement Marker (Type I)		Each
Rigid Raised Pavement Marker (Type II)		Each
Traffic Signal Installation (Temporary)		Lump Sum
Traffic Control (Initial Set Up)		Lump Sum
Traffic Control	Lump Sum	Lump Sum
Flagger (Set Price)		Hour



NOTE: See 158th Detour Plan Sheet for additional information on the detour route and the traffic control devices to direct traffic in that route.

Barricades *		Channelizing Devices *		
Type 3 (4' To 12')	Pedestrian	Fixed	Portable	Pedestrian
62				

Lighted Devices *	
Work Zone Warning Light (Type "A" Low Intensity)	46
Work Zone Warning Light (Red Type "B" High Intensity)	
Arrow Display	
Portable Changeable Message Sign	

3				
2				
1				
NO.	DATE	REVISIONS	BY	APP'D

**KANSAS DEPARTMENT OF TRANSPORTATION**

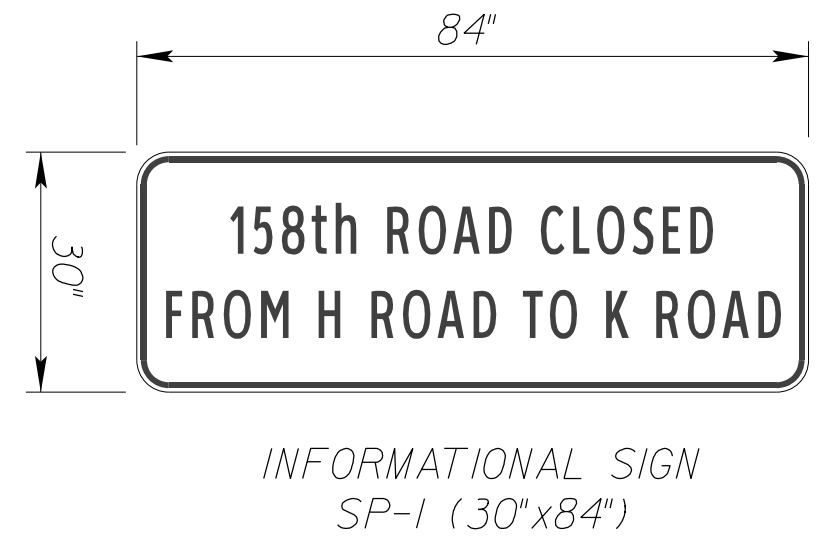
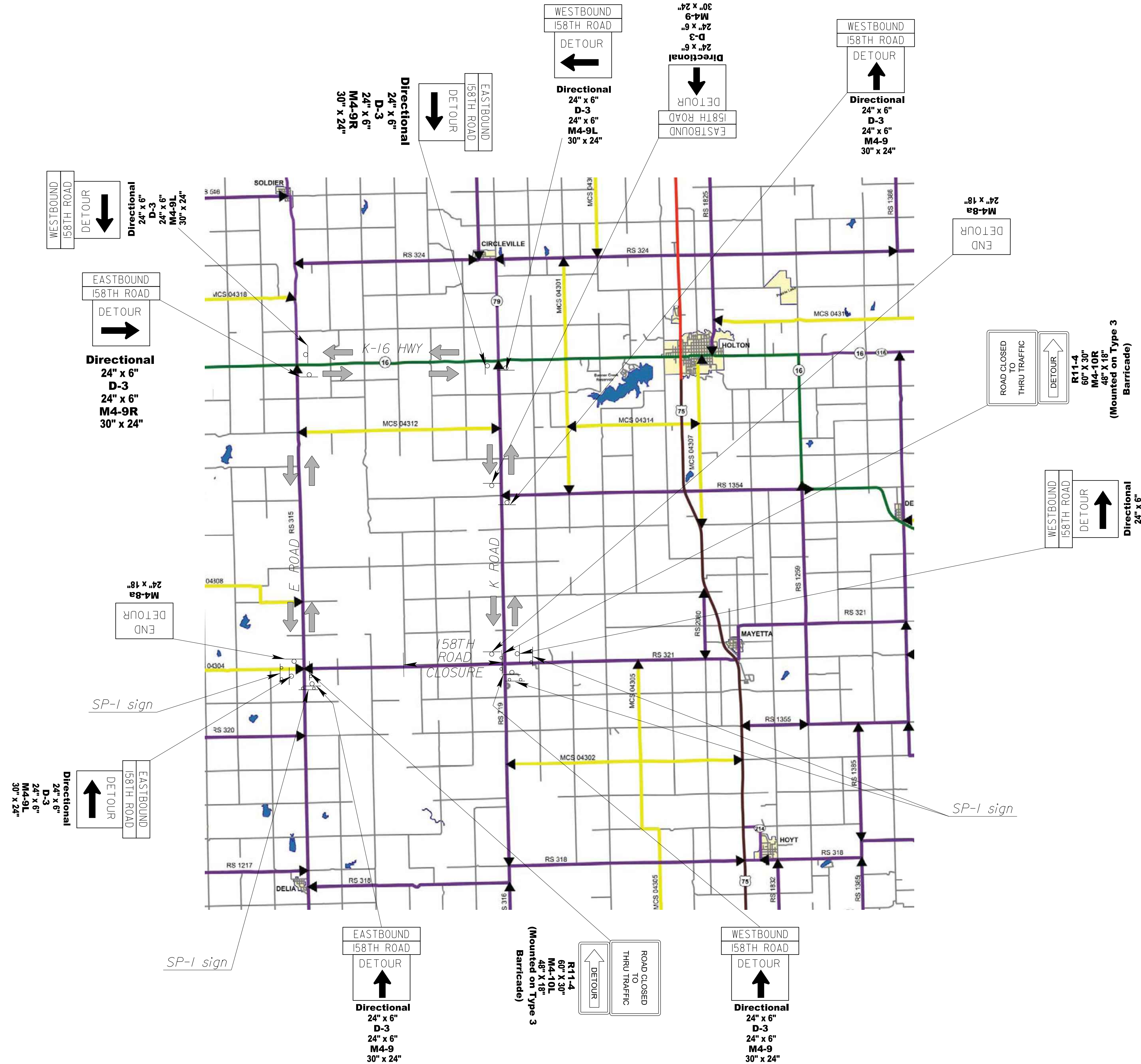
TRAFFIC CONTROL  
SUMMARY OF DEVICES  
RECAPITULATION OF QUANTITIES  
TE795

DESIGNED	B.A.H.	DETAILED	R.W.B.	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

06/01/15 APP'D Kristina Ericksen



PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	41	106



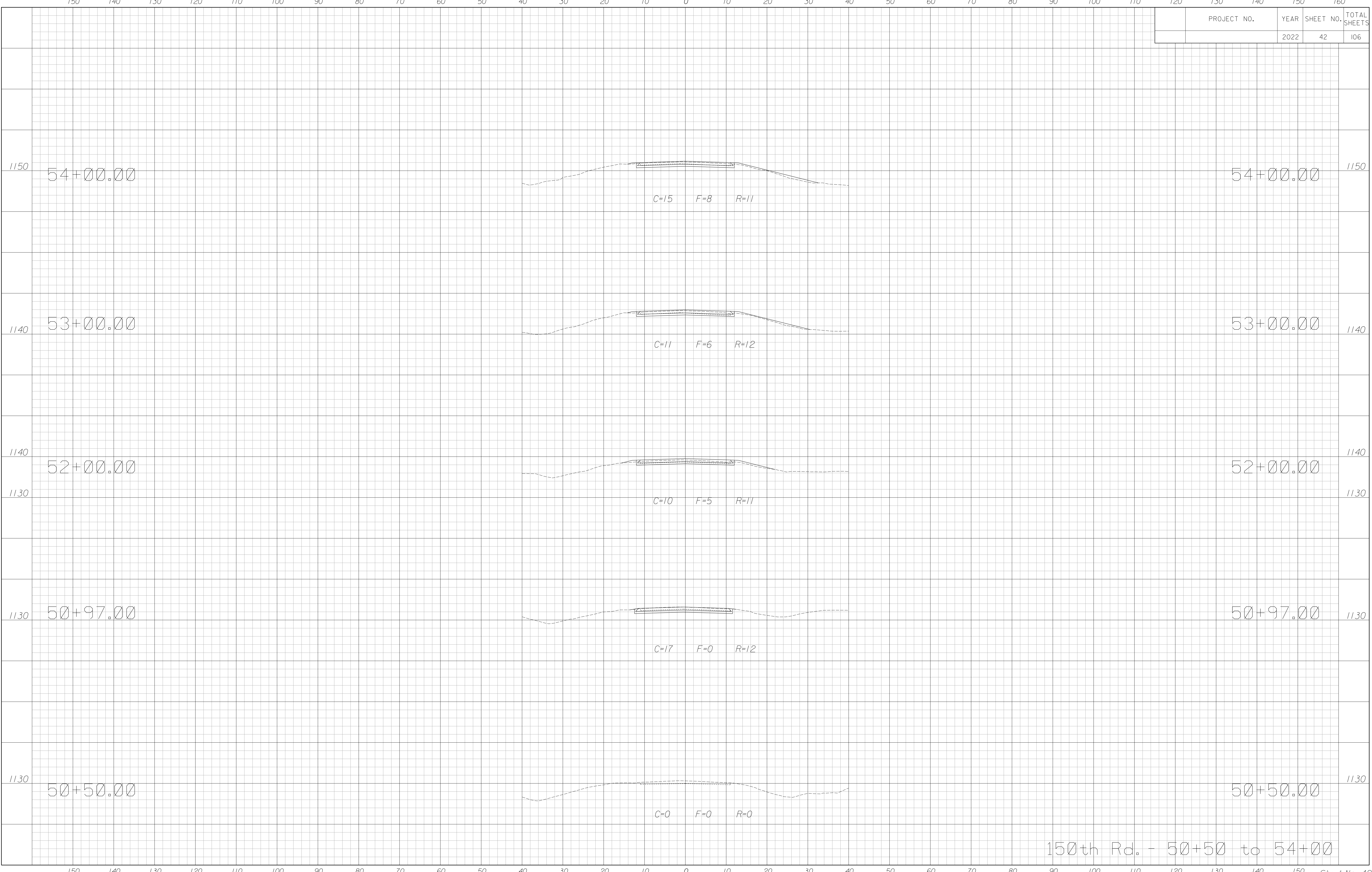
NOTE: See 158th traffic control plan Sheet for additional details on traffic control for the road closure.

8/25/2022  
4:57:30 PM  
Detour Plan.dgn

### 158TH ROAD DETOUR PLAN

FINNEY & TURNIPSEED  
TRANSPORTATION & CIVIL ENGINEERING, L.L.C.  
TOPEKA, KANSAS

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	42	106

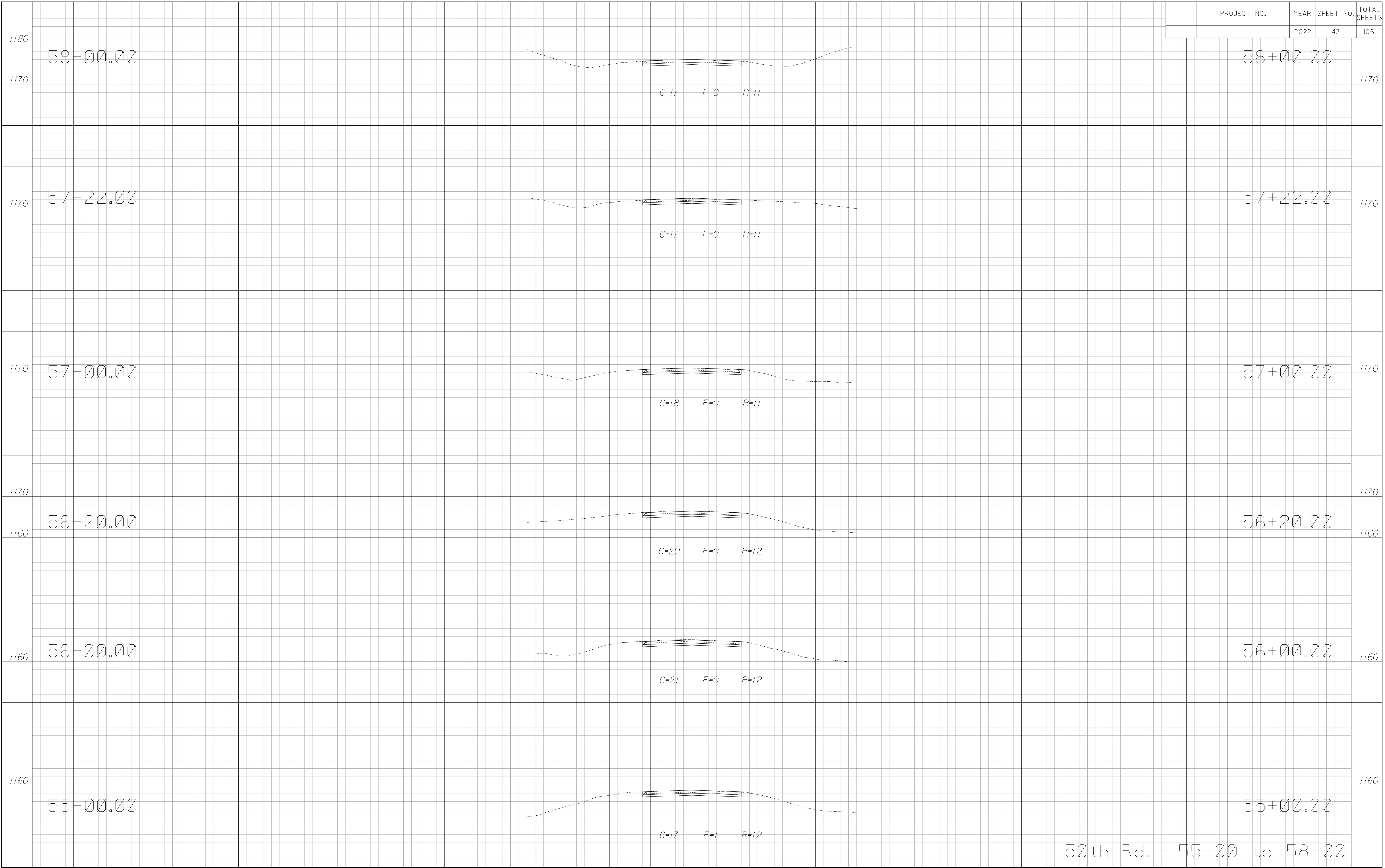


Drawn By : CAM  
 File : xsecsheets150Ktol.dgn  
 Plotted : 8/25/2022 4:57:31 PM

150th Rd. - 50+50 to 54+00  
 Sheet No. 42



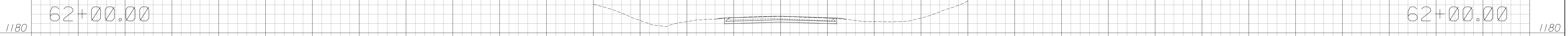
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	43	106



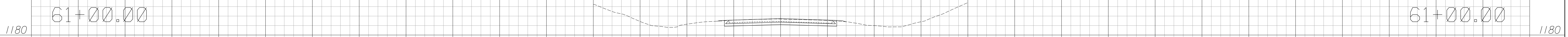
Drawn By : CAM  
 File : xsecsheets150Ktol.dgn  
 Plotted : 8/25/2022 4:57:31 PM

150th Rd. - 55+00 to 58+00

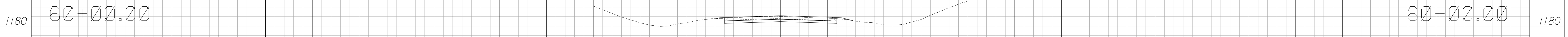
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	44	106



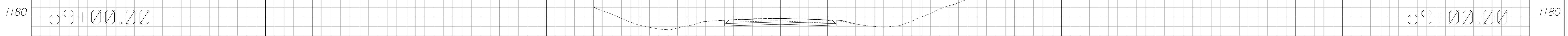
C=18 F=0 R=11



C=17 F=0 R=12



C=16 F=1 R=11

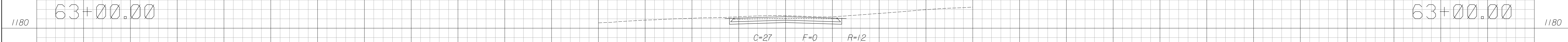
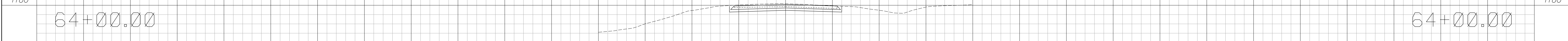
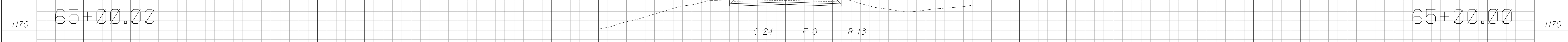
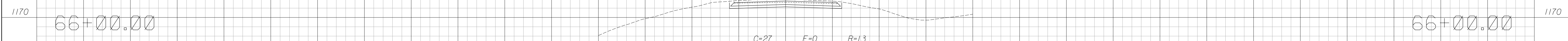
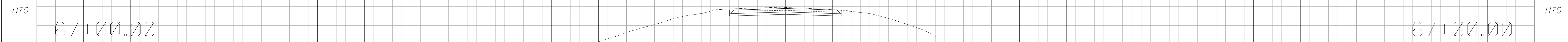


C=18 F=1 R=12

150th Rd. - 59+00 to 62+00

Drawn By : CAM  
File : xsecsheets150Ktol.dgn  
Plotted : 8/25/2022 4:57:31 PM

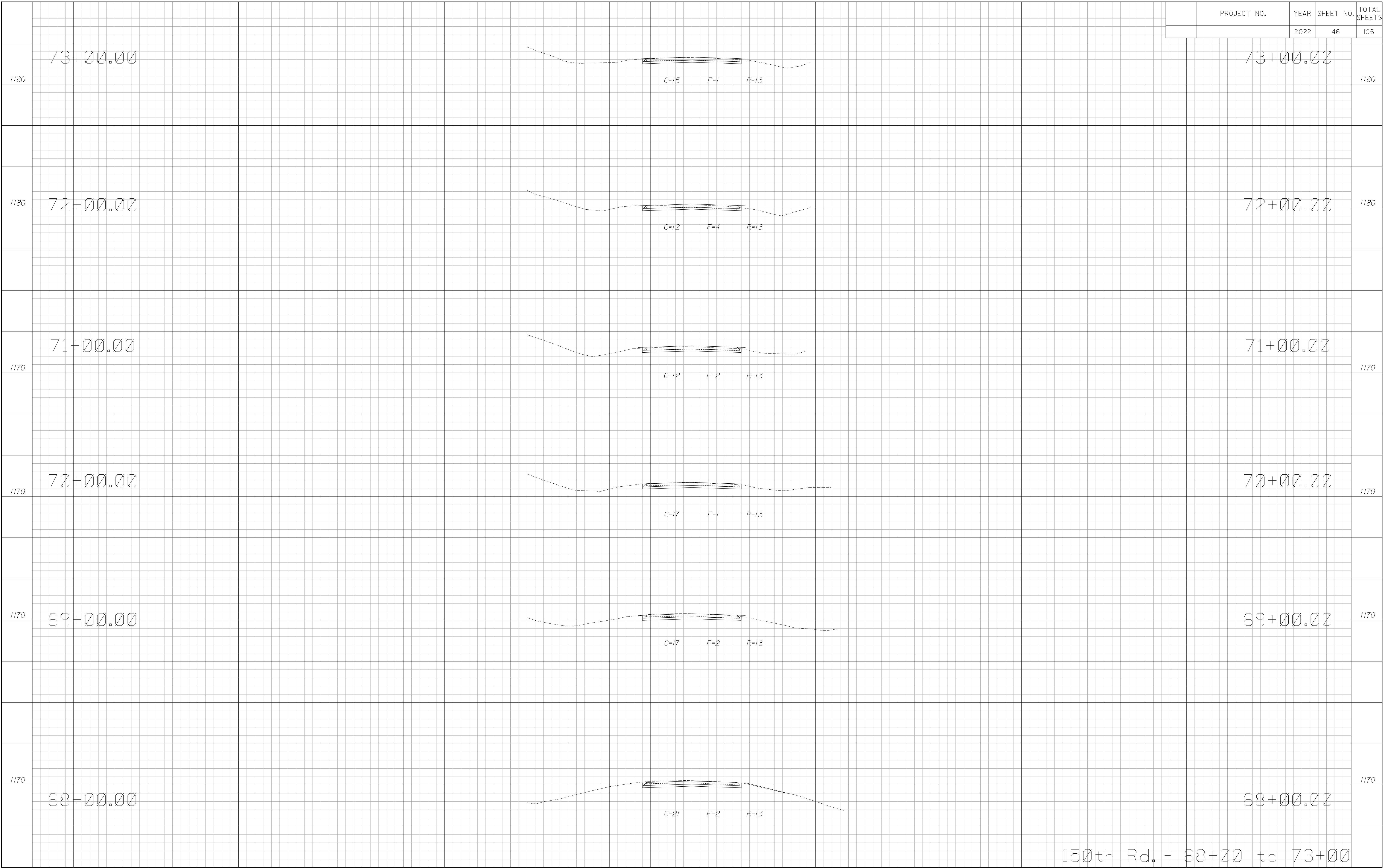
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	45	106



150th Rd. = 63+00 to 67+00

Drawn By : CAM  
File : xsecsheets150LtoM.dgn  
Plotted : 8/25/2022 4:57:32 PM

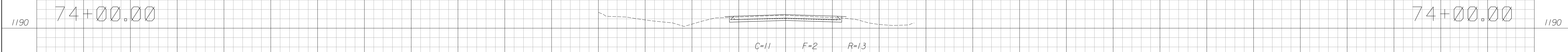
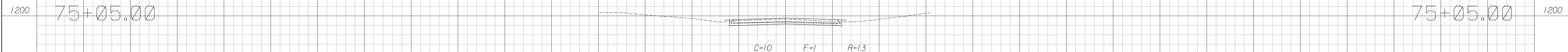
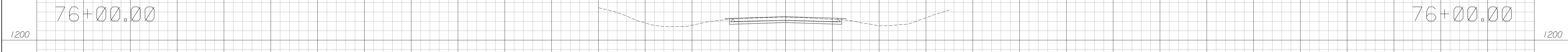
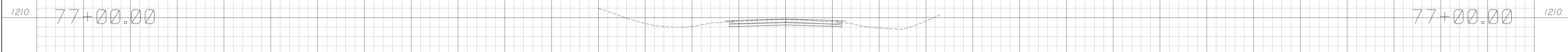
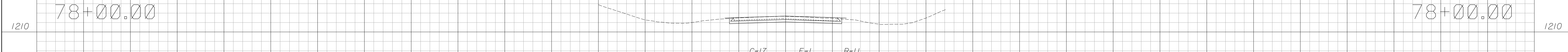
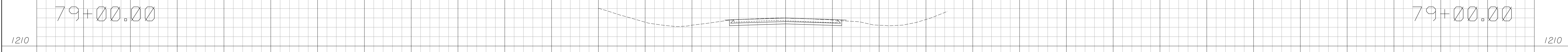
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	46	106



Drawn By : CAM  
 File : xsecsheets150LtoM.dgn  
 Plotted : 8/25/2022 4:57:32 PM

150th Rd. = 68+00 to 73+00

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	47	106



150th Rd. = 74+00 to 79+00

Drawn By : CAM  
File : xsecsheets150LtoM.dgn  
Plotted : 8/25/2022 4:57:32 PM

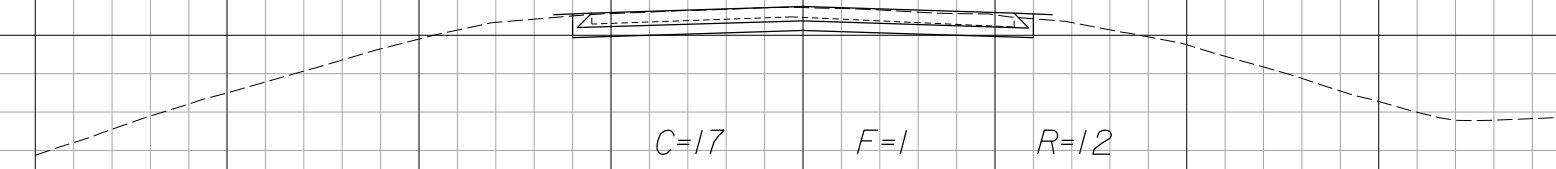


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	48	106

1220

84+00.00

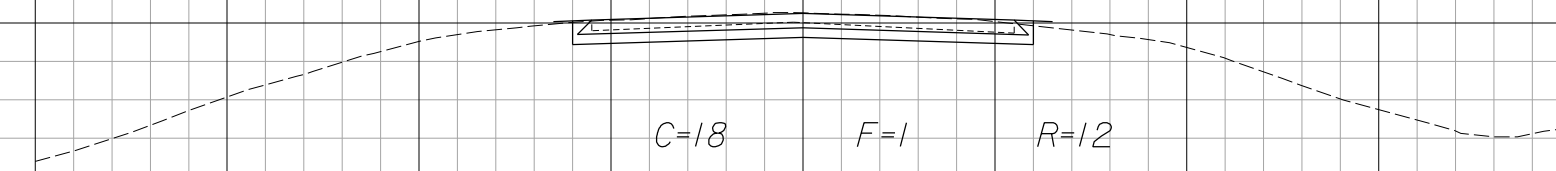


84+00.00

1220

1220

83+00.00

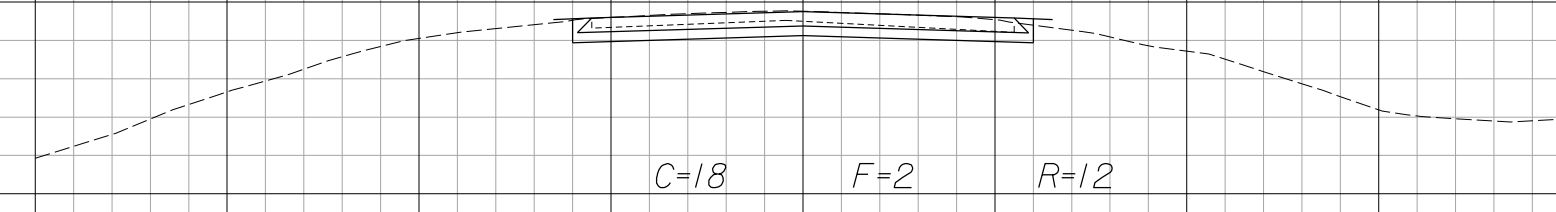


83+00.00

1220

1220

82+00.00

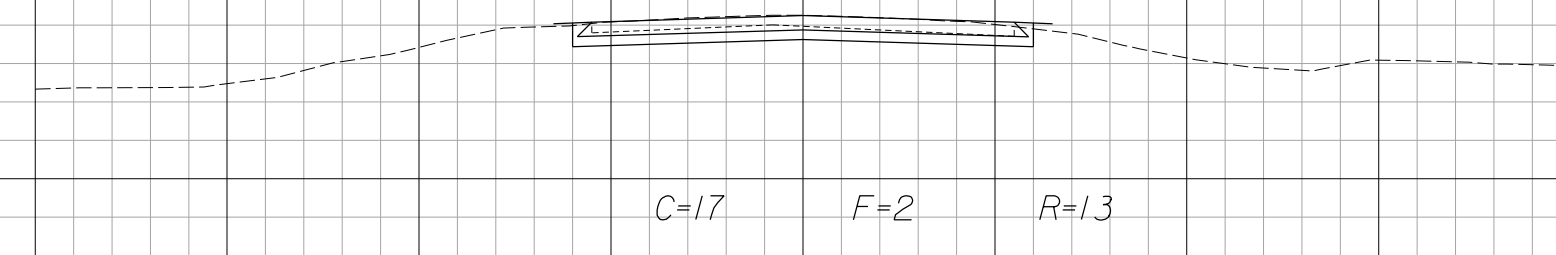


82+00.00

1220

1220

81+00.00

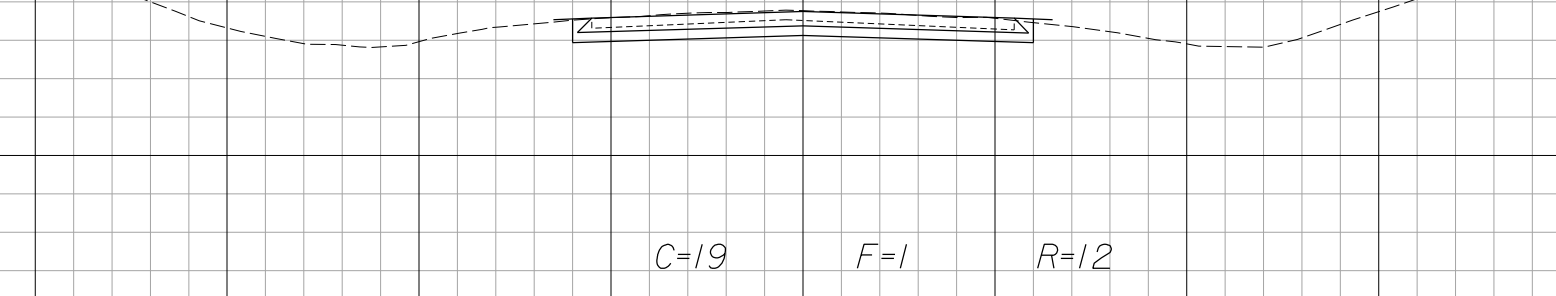


81+00.00

1220

1220

80+00.00



80+00.00

1220

150th Rd. = 80+00 to 84+00

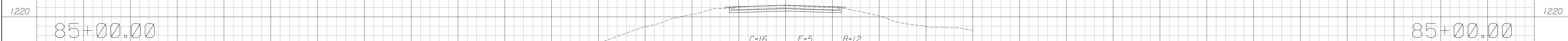
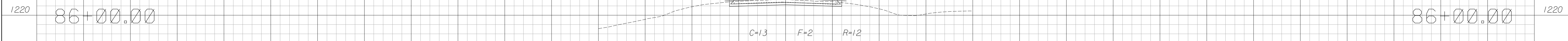
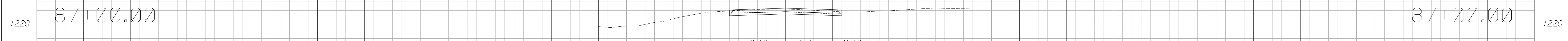
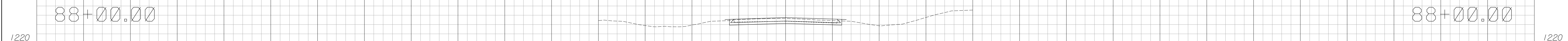
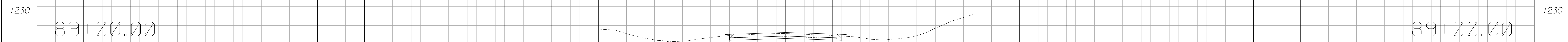
Drawn By : CAM  
File : xsecsheets150LtoM.dgn

Plotted : 8/25/2022 4:57:32 PM

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120

Sheet No. 48

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	49	106

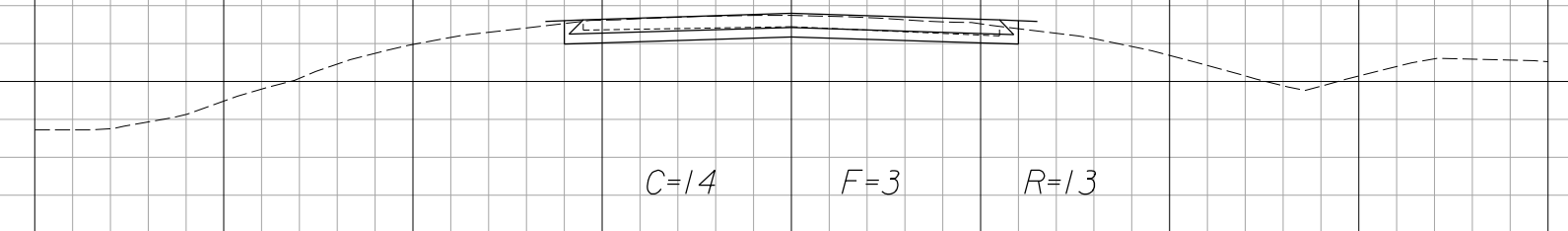


150th Rd. = 85+00 to 89+00

Drawn By : CAM  
File : xsecsheets150LtoM.dgn  
Plotted : 8/25/2022 4:57:32 PM

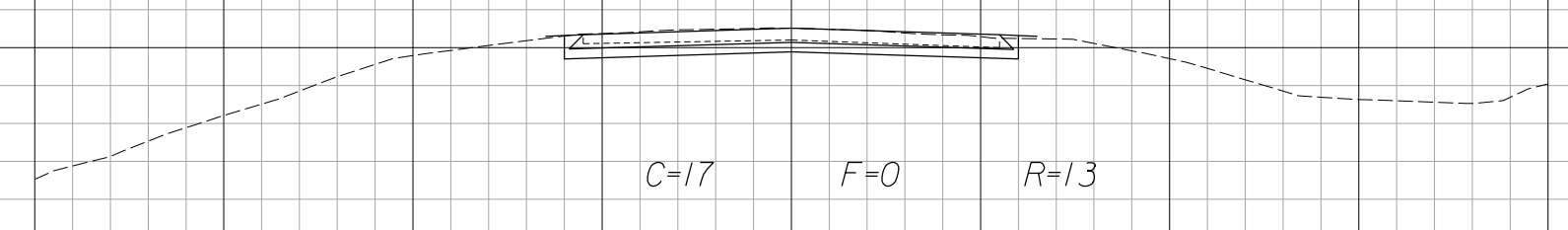
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	50	106

1230 94+00.00



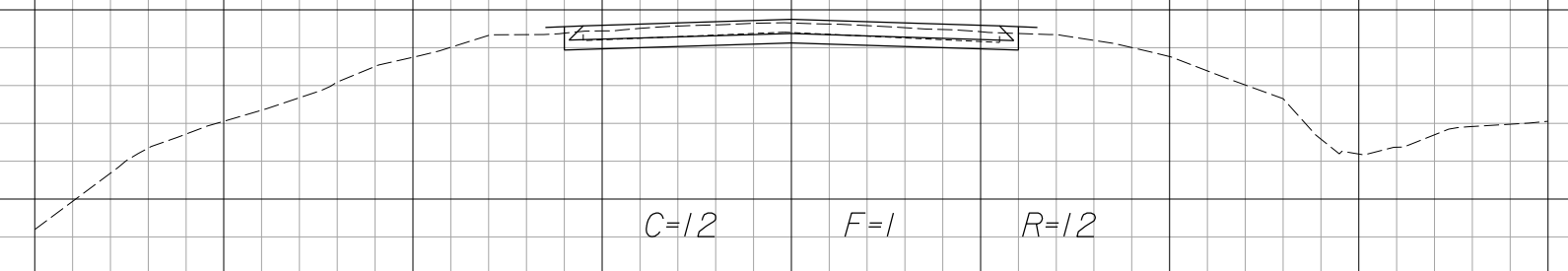
94+00.00 1230

1230 93+00.00



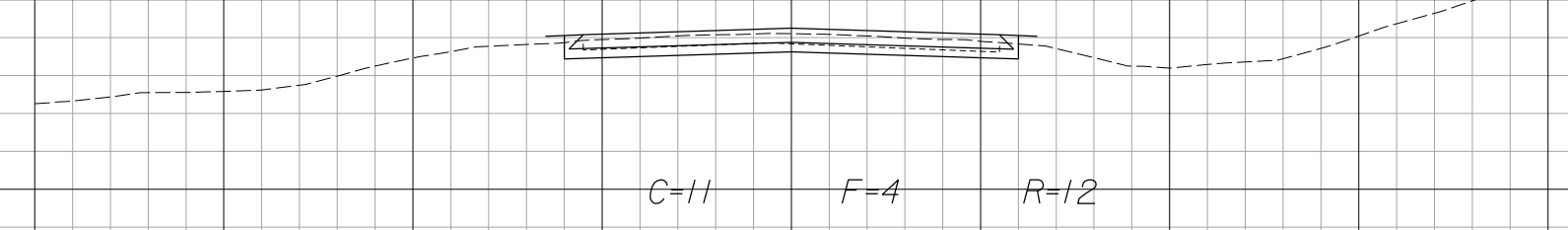
93+00.00 1230

1220 92+00.00



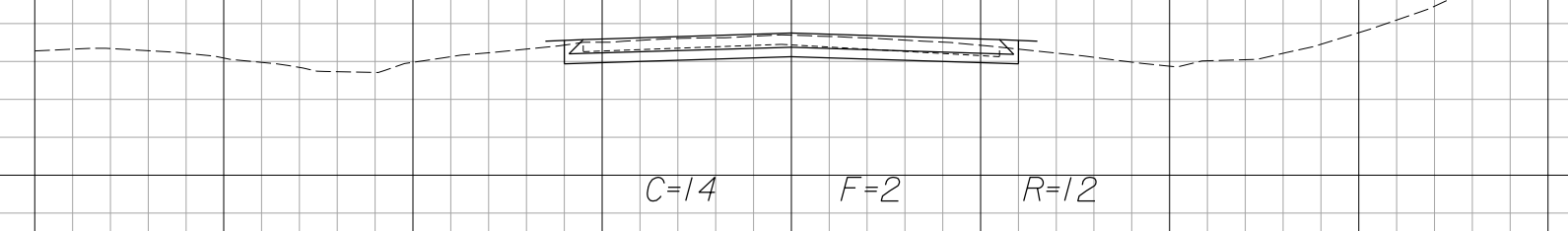
92+00.00 1220

1230 91+00.00



91+00.00 1230

1230 90+00.00

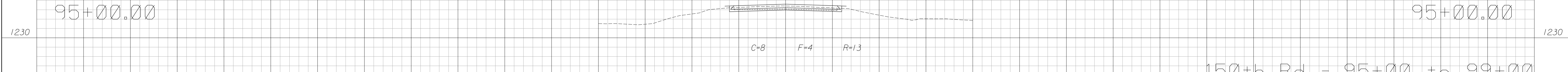
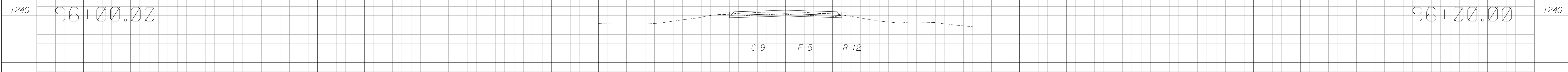
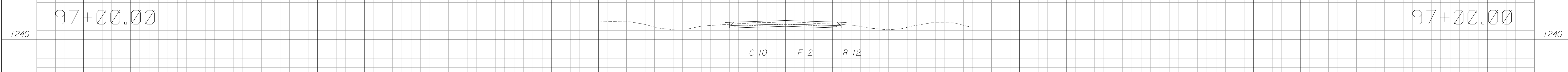
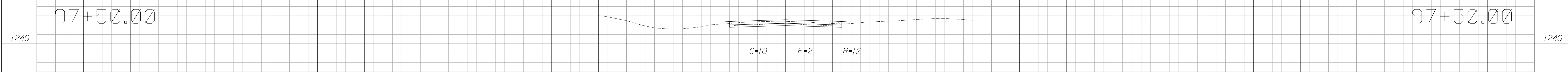
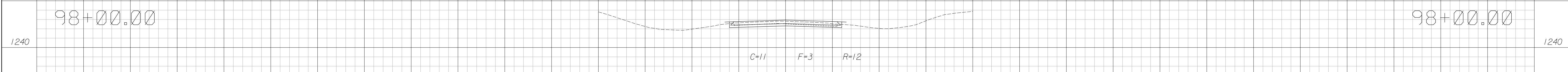
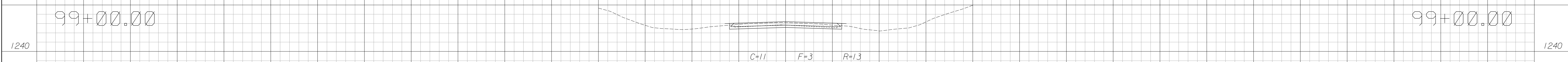


90+00.00 1230

150th Rd. = 90+00 to 94+00

Drawn By : CAM  
File : xsecsheets150.tolm.dgn  
Plotted : 8/25/2022 4:57:33 PM

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	51	106

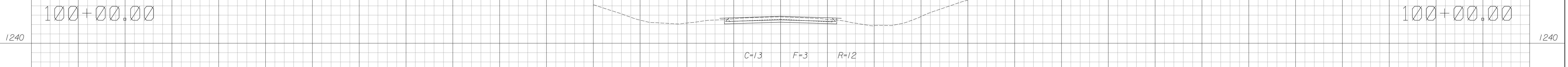
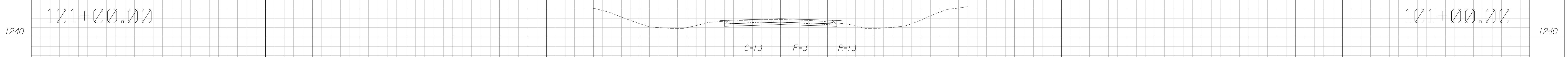
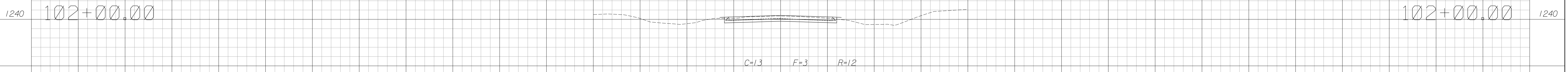
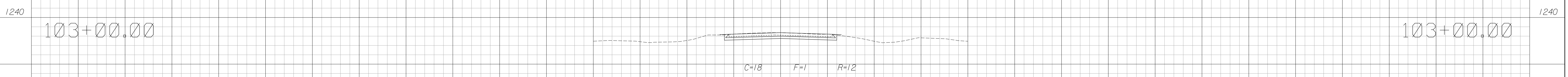
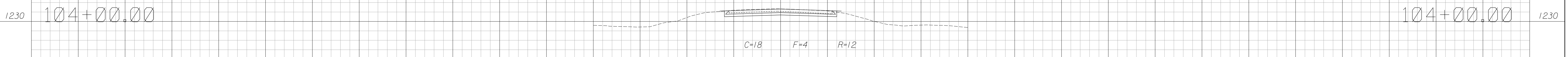
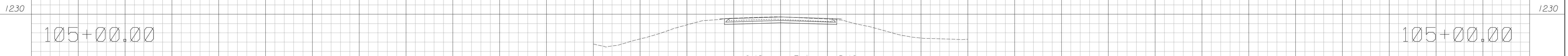


150th Rd. = 95+00 to 99+00

Drawn By : CAM  
File : xsecsheets150LtoM.dgn  
Plotted : 8/25/2022 4:57:33 PM



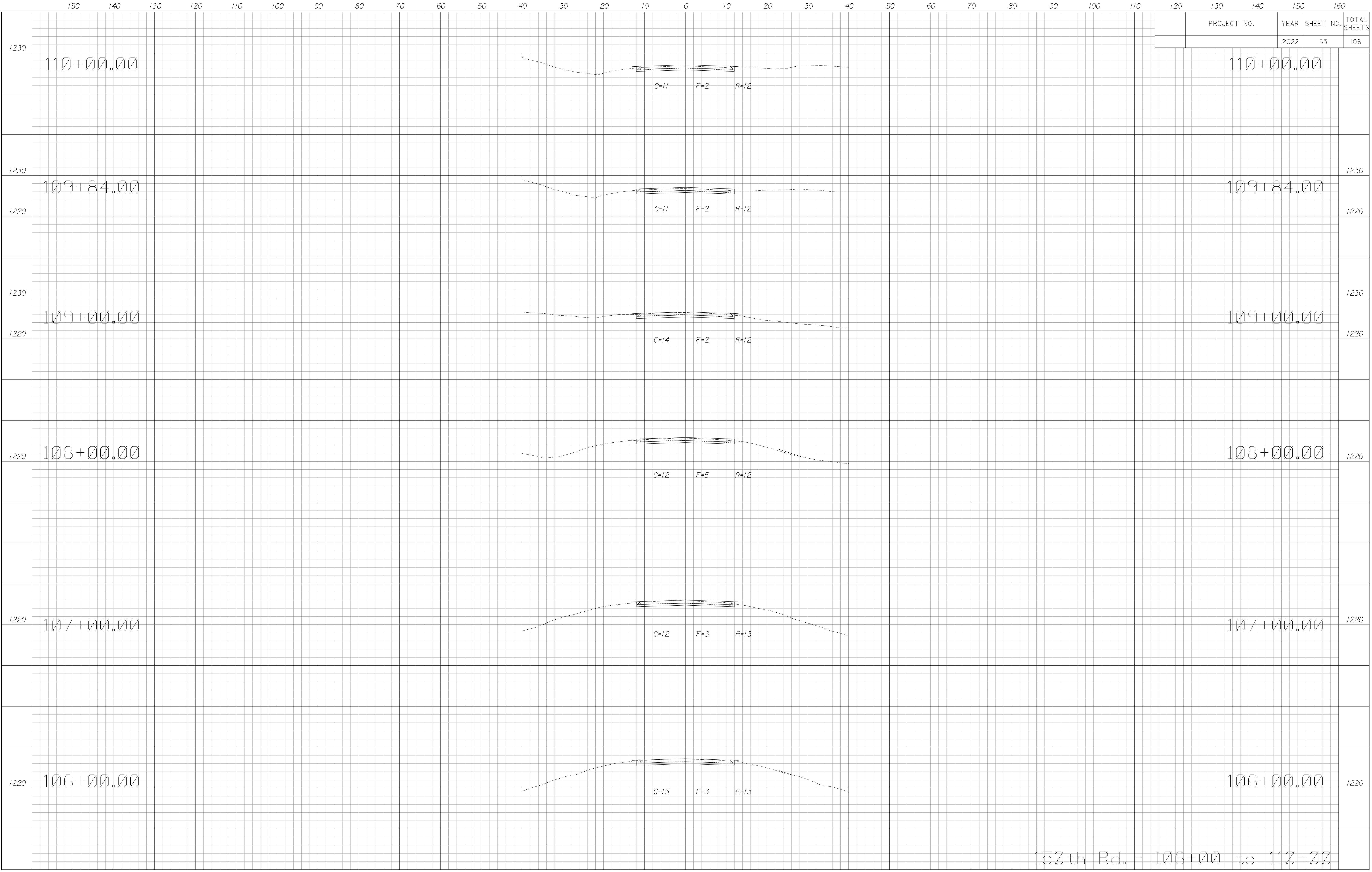
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	52	106



150th Rd. = 100+00 to 105+00

Drawn By : CAM  
File : xsecsheets150LtoM.dgn  
Plotted : 8/25/2022 4:57:33 PM

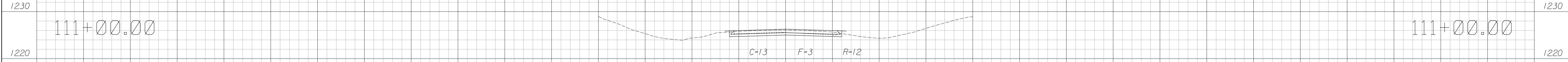
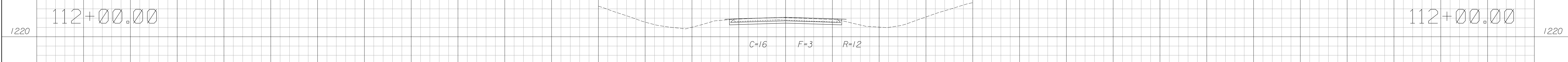
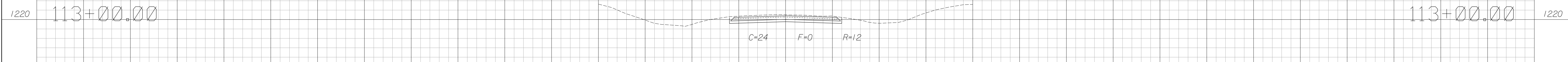
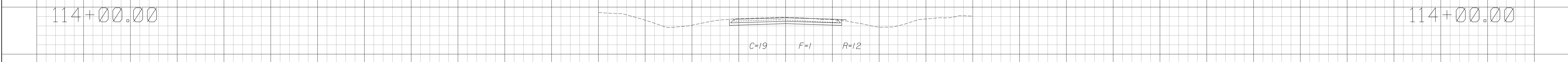
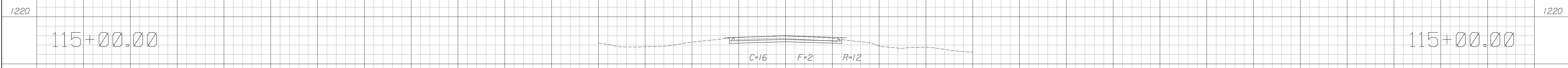
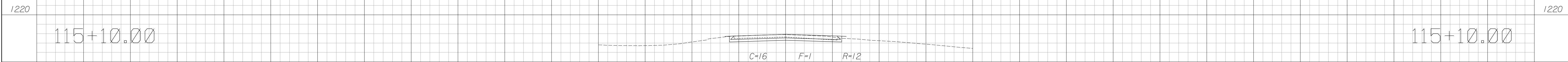
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	53	106



Drawn By : CAM  
 File : xsecsheets150LtoM.dgn  
 Plotted : 8/25/2022 4:57:33 PM

150th Rd. = 106+00 to 110+00 Sheet No. 53

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	54	106



150th Rd. - 111+00 to 115+10

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	55	106

117+50.00

117+50.00

C=0 F=0 R=0

1220

117+00.00

117+00.00

1220

C=19 F=0 R=12

1220

116+00.00

116+00.00

1220

C=14 F=1 R=11

150th Rd. = 116+00 to 117+50

Drawn By : CAM  
File : xsecsheets150.toltdgn

Plotted : 8/25/2022 4:57:34 PM

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	56	106

1030 377+25.00 377+25.00 1030

C=32 F=0 R=10

1030 376+85.01 376+85.01 1030

C=35 F=0 R=10

1030 376+70.01 376+70.01 1030

C=30 F=0 R=11

1030 376+23.00 376+23.00 1030

C=28 F=0 R=11

376+00.00 376+00.00

C=0 F=0 R=0

158th Rd. - 376+00 to 377+25

Drawn By : CAM  
 File : xsecsheets101.dgn  
 Plotted : 8/25/2022 4:57:34 PM

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	57	106

1030 380+00.00 380+00.00 1030

C=36 F=0 R=11

1030 379+75.00 379+75.00 1030

C=37 F=0 R=10

1030 379+50.03 379+50.03 1030

C=41 F=0 R=10

1030 378+85.00 378+85.00 1030

C=36 F=0 R=10

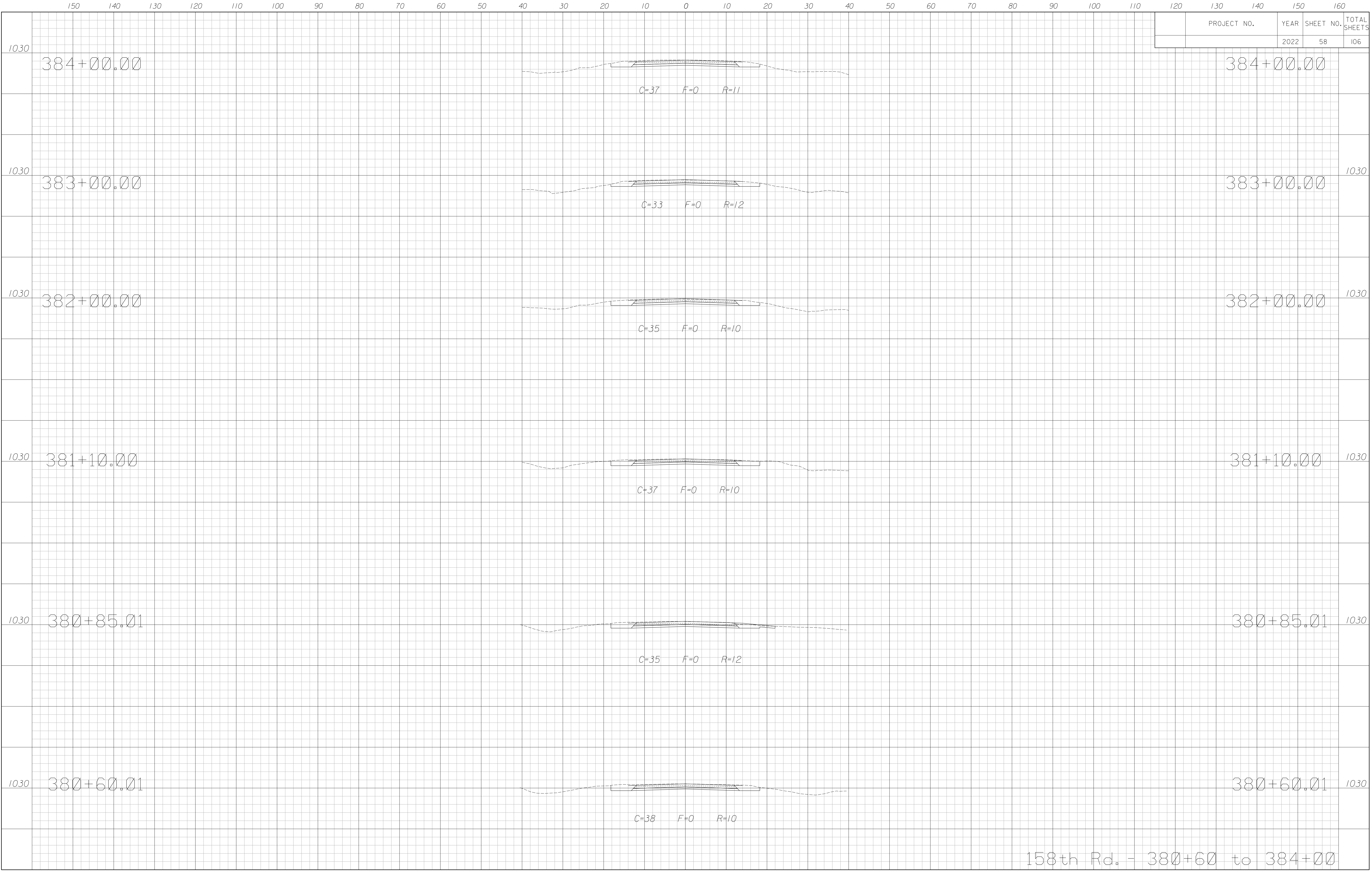
1030 378+00.00 378+00.00 1030

C=32 F=0 R=10

158th Rd. - 378+00 to 380+00

Plotted : 8/25/2022 4:57:34 PM  
 Drawn By : CAM  
 File : xsecsheets101.dgn

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	58	106

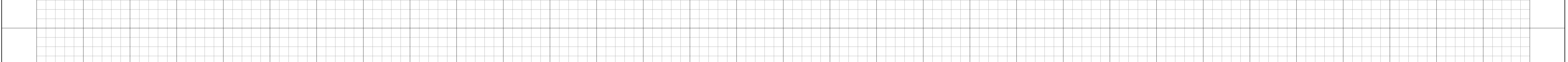
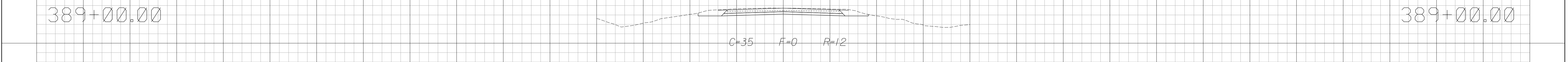
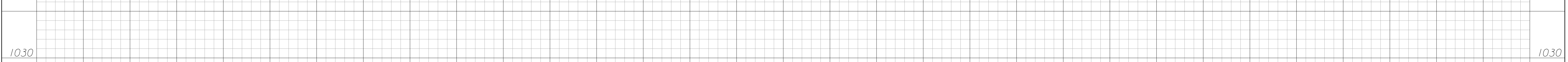
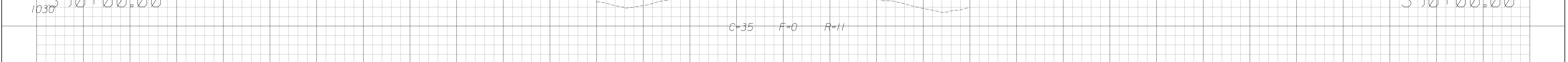
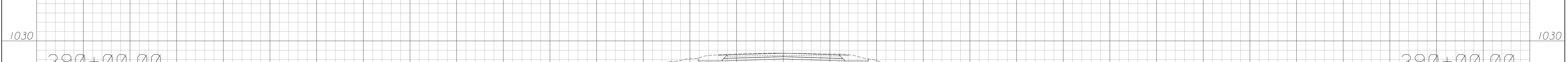
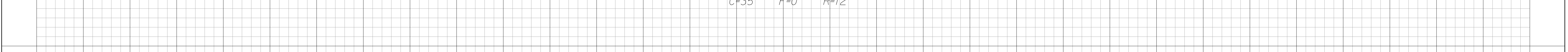
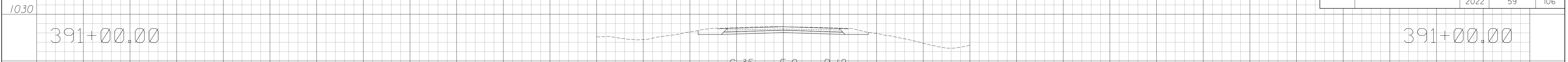


Plotted : 8/25/2022 4:57:34 PM

Drawn By : CAM  
File : xsecsheetstol.dgn

158th Rd. - 380+60 to 384+00

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	59	106

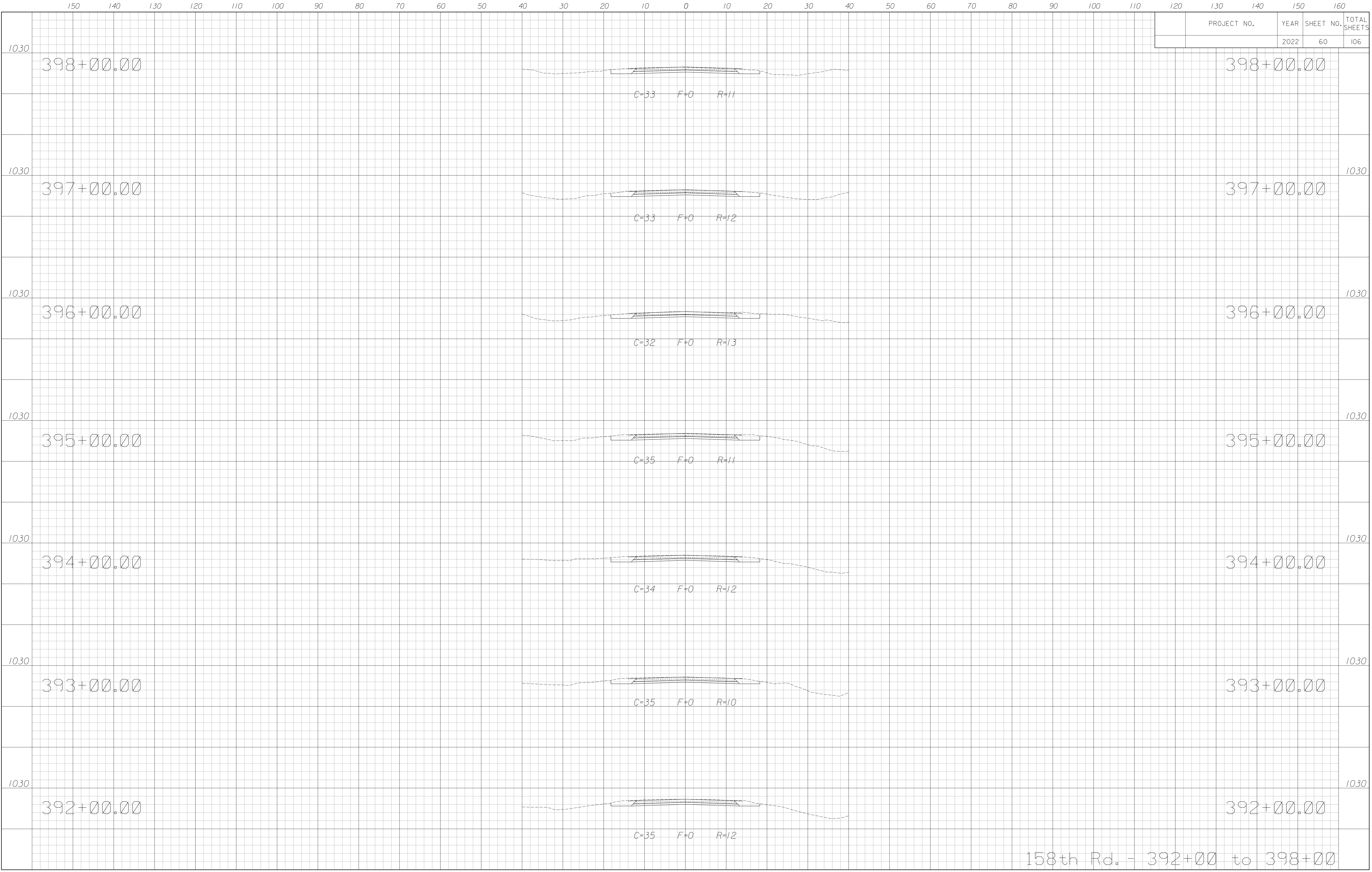


158th Rd. - 385+00 to 391+00

Drawn By : CAM  
File : xsecsheetstol.dgn  
Plotted : 8/25/2022 4:57:35 PM



PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	60	106

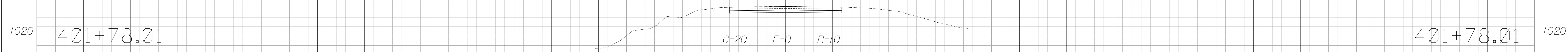


Plotted : 8/25/2022 4:57:35 PM

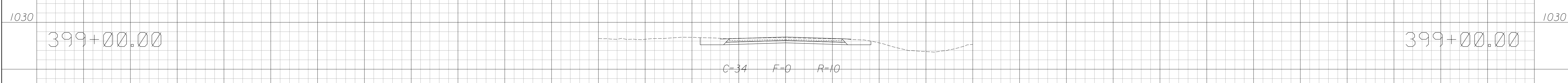
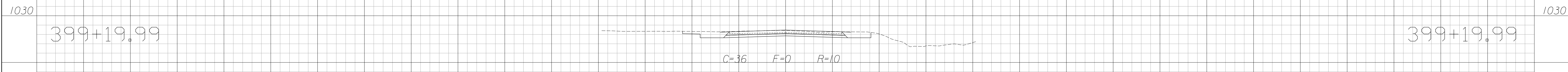
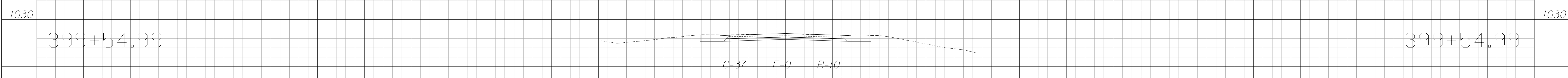
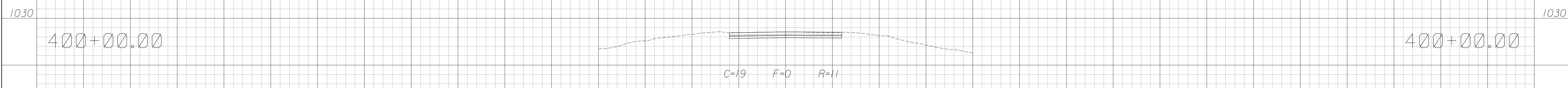
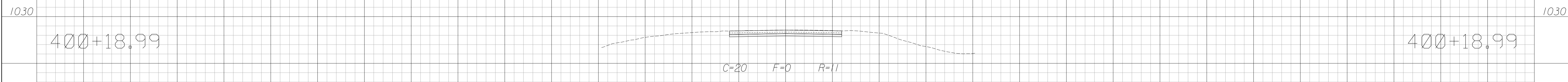
Drawn By : CAM  
File : xsecsheets101.dgn

158th Rd. - 392+00 to 398+00

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	61	106



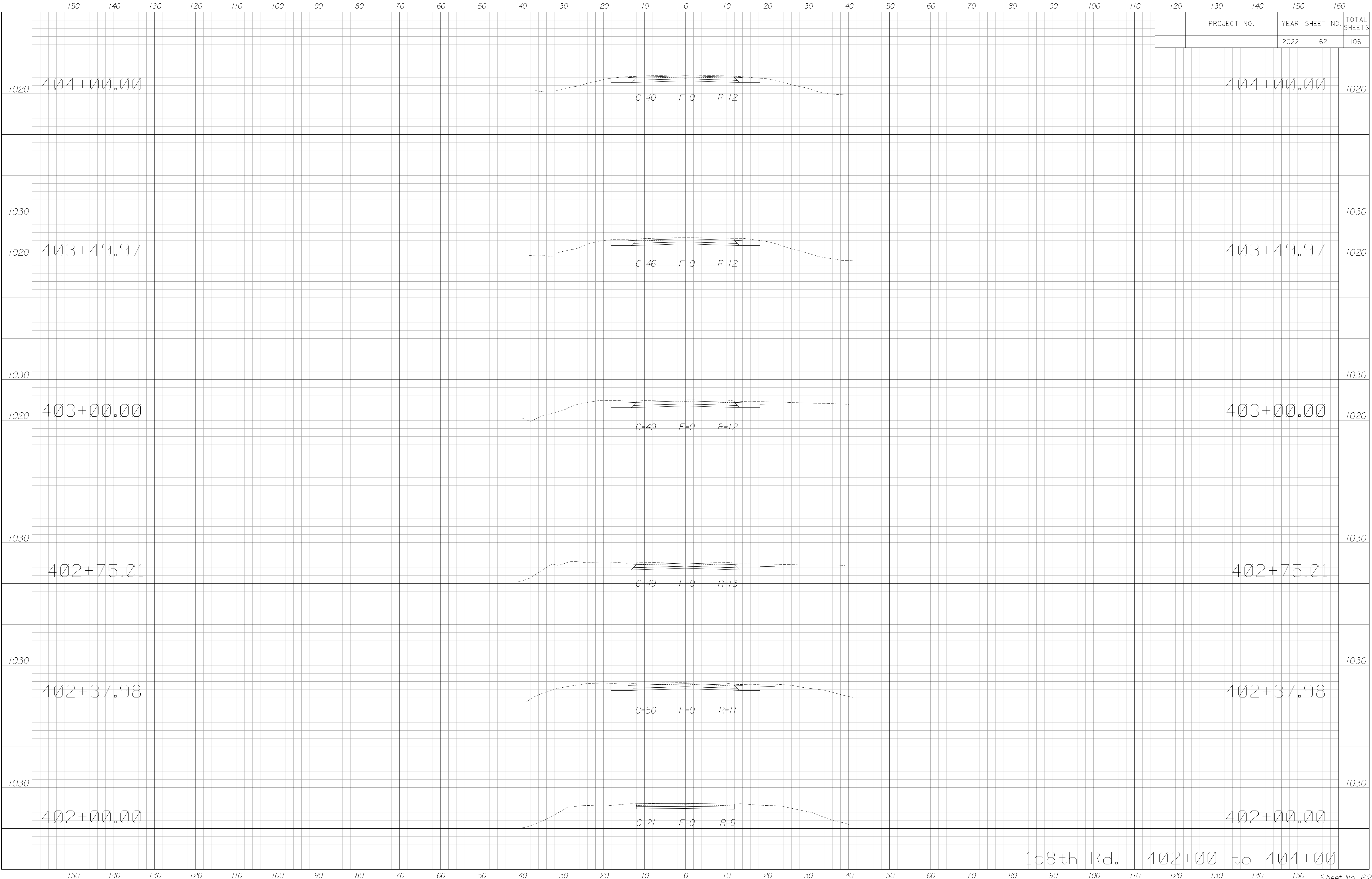
BRIDGE



158th Rd. - 399+00 to 401+78

Drawn By : CAM  
File : xsecsheets101.dgn  
Plotted : 8/25/2022 4:57:35 PM

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	62	106



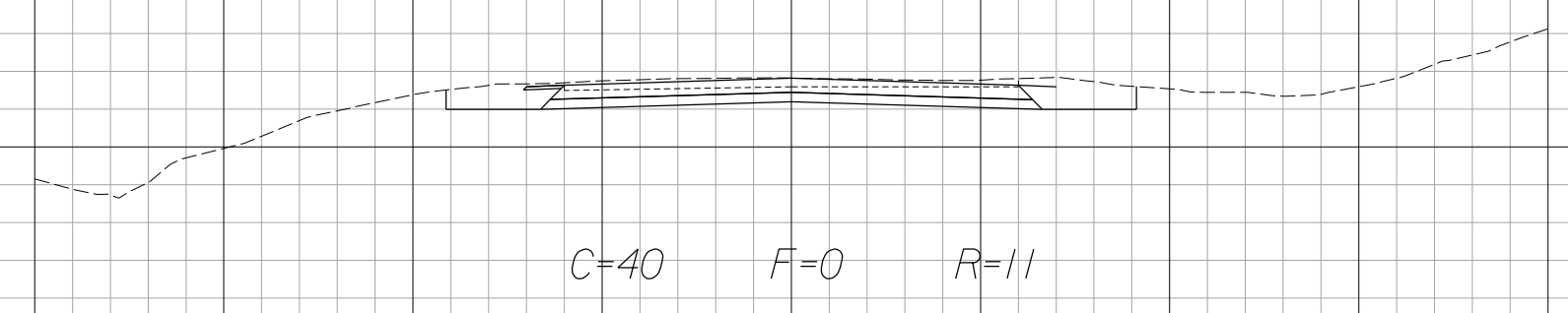
Plotted : 8/25/2022 4:57:35 PM

Drawn By : CAM  
File : xsecsheets101.dgn

158th Rd. - 402+00 to 404+00

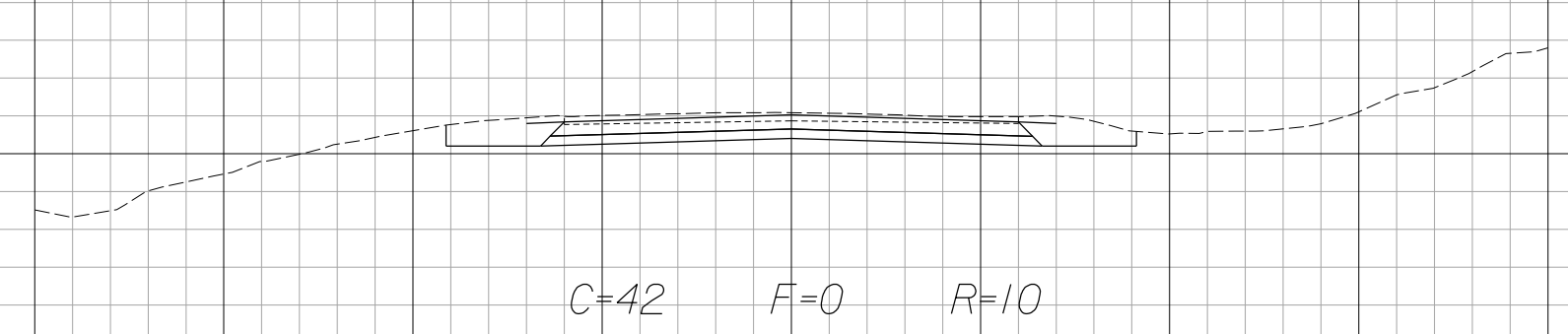
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	63	106

1030 408+75.00



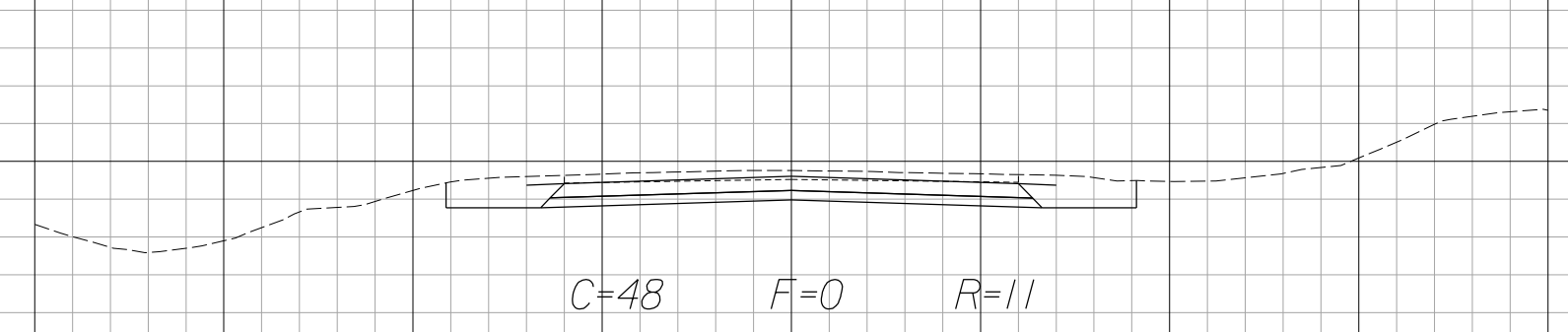
408+75.00 1030

1030 408+00.00



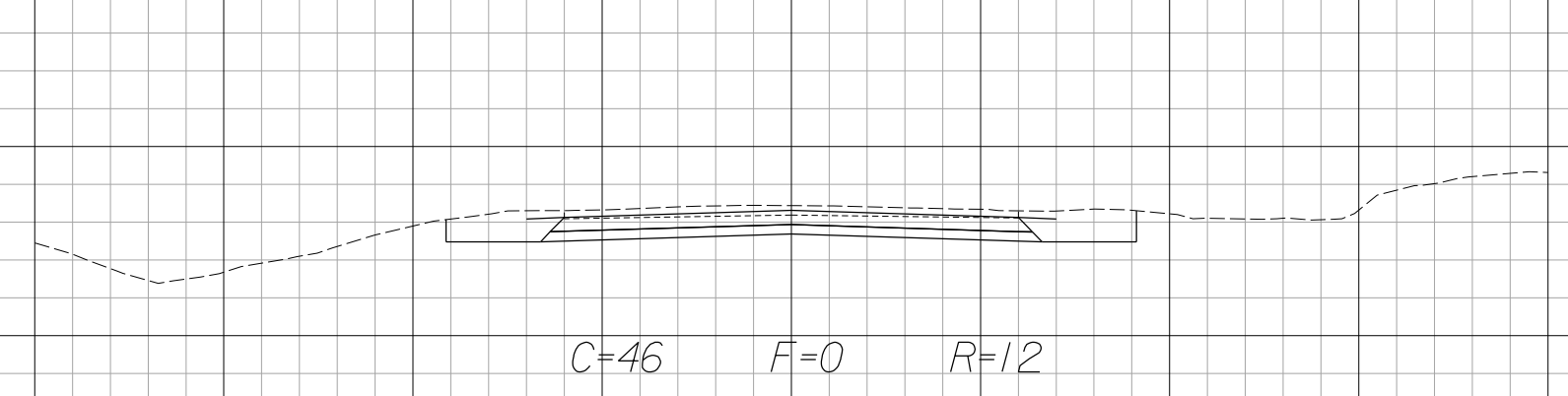
408+00.00 1030

1030 407+00.00



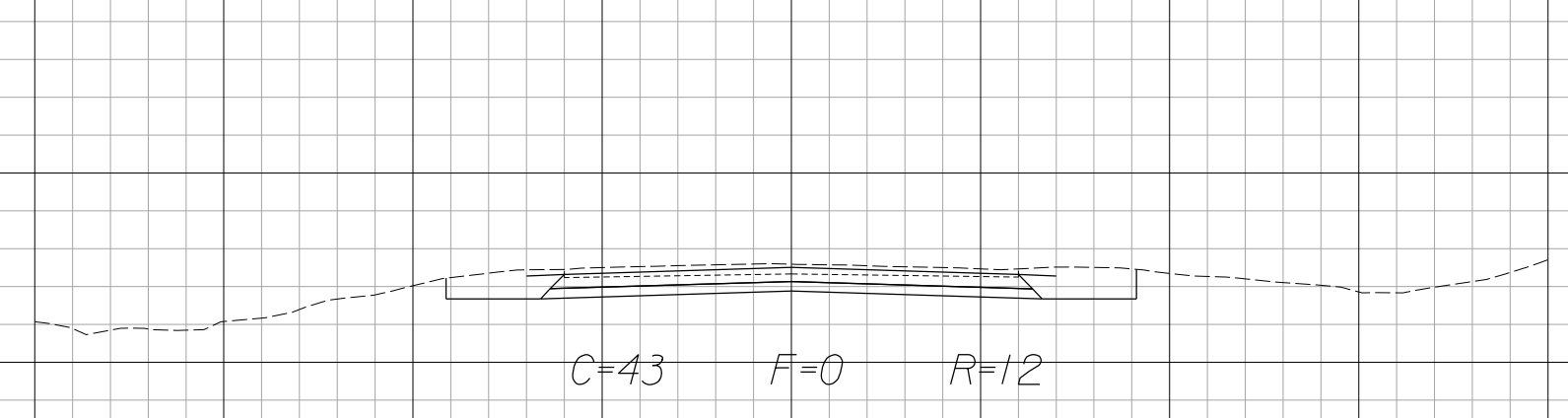
407+00.00 1030

1030 406+00.00



406+00.00 1030

1030 405+00.00



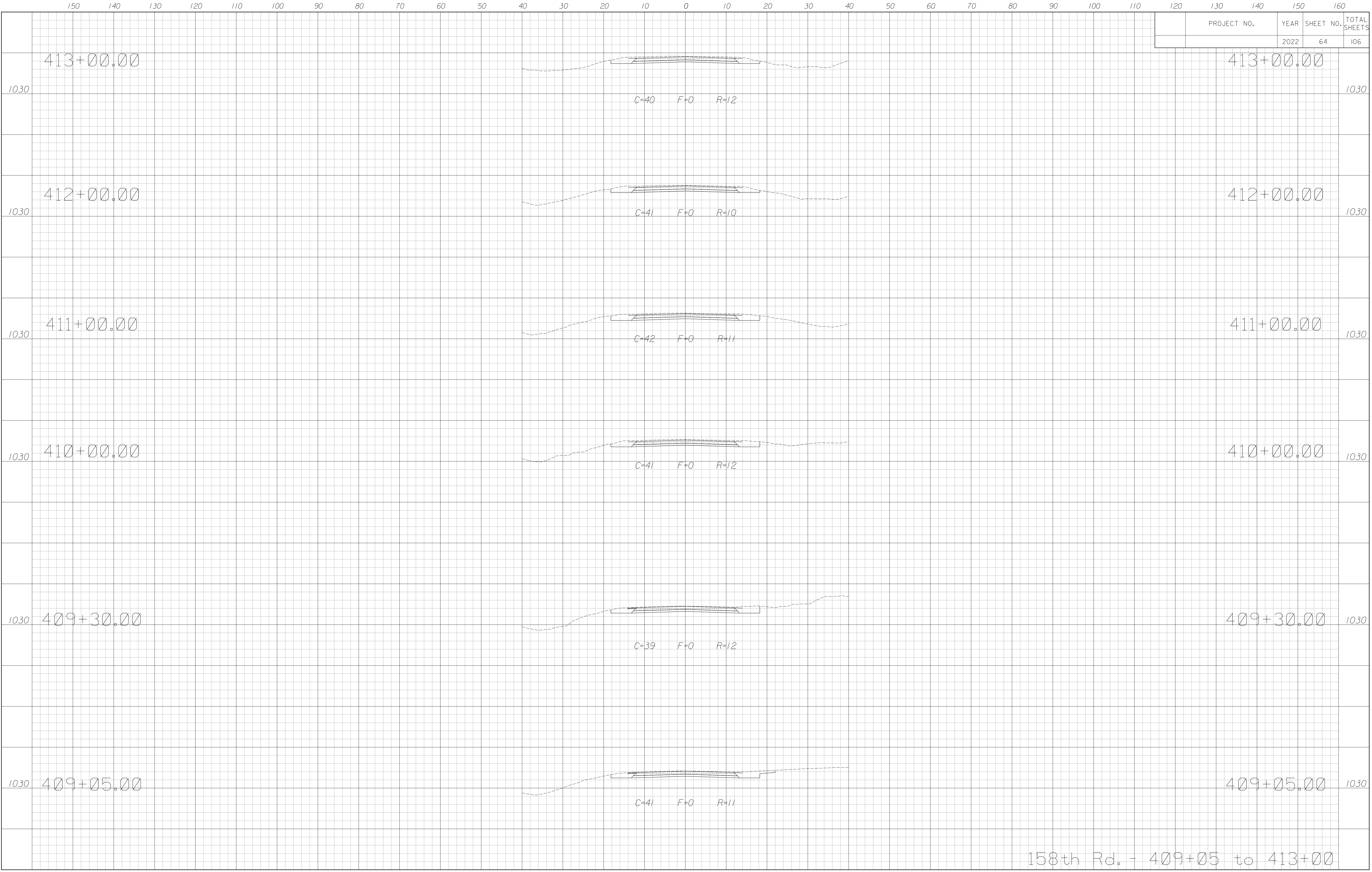
405+00.00 1030

158th Rd. - 405+00 to 408+75

Drawn By : CAM  
File : xsecsheetstol.dgn  
Plotted : 8/25/2022 4:57:35 PM



PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	64	106

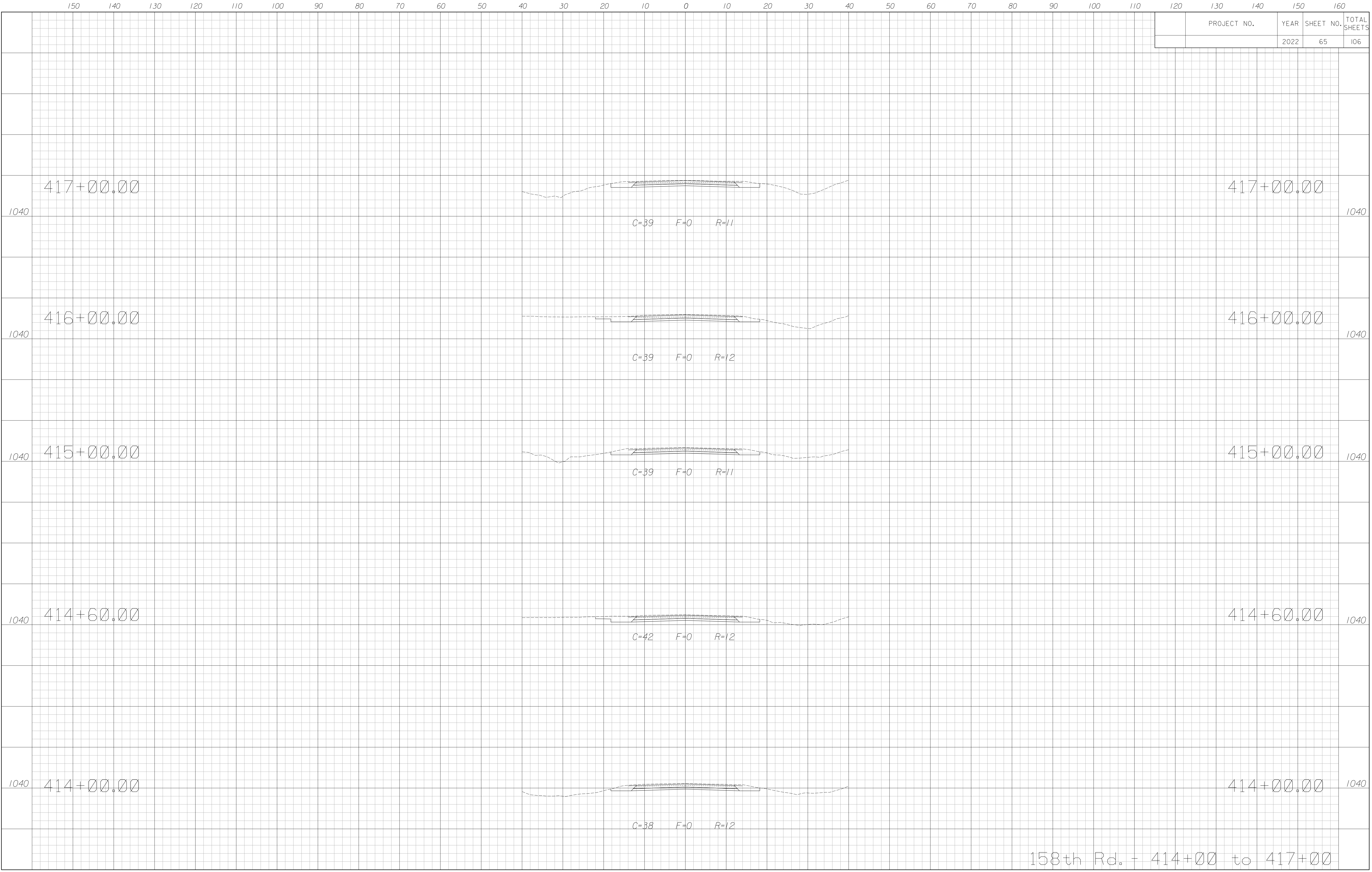


Plotted : 8/25/2022 4:57:36 PM

Drawn By : CAM  
File : xsecsheets1.dgn

158th Rd. - 409+05 to 413+00  
Sheet No. 64

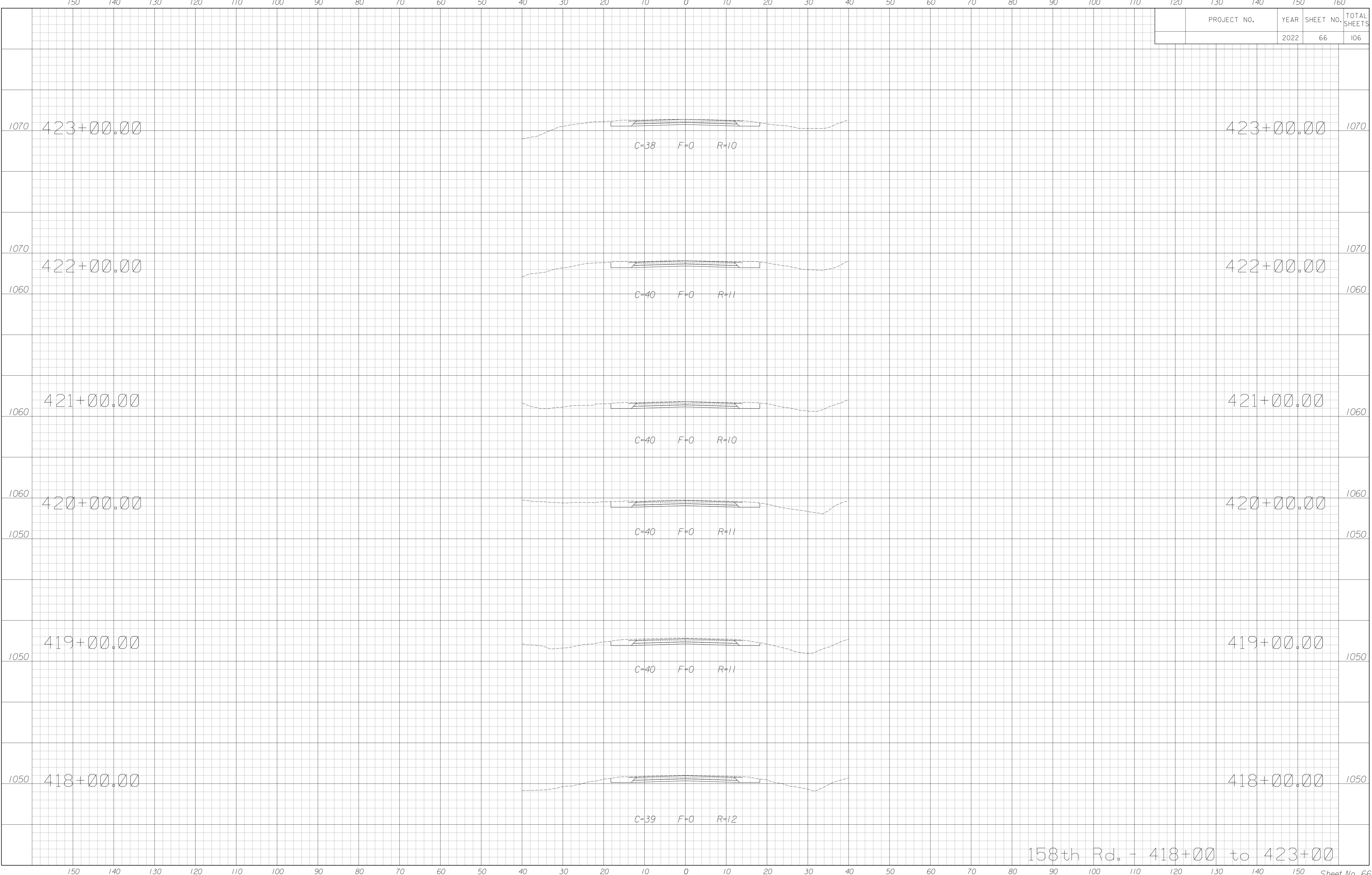
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	65	106



Plotted : 8/25/2022 4:57:36 PM  
 Drawn By : CAM  
 File : xsecsheetstol.dgn

158th Rd. = 414+00 to 417+00  
 Sheet No. 65

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	66	106

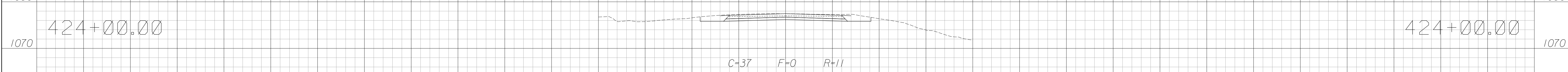
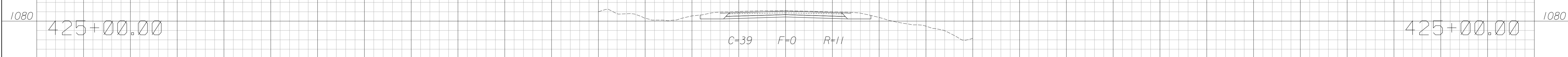
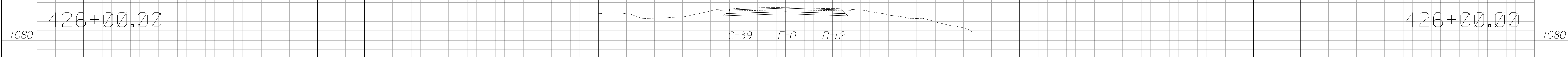
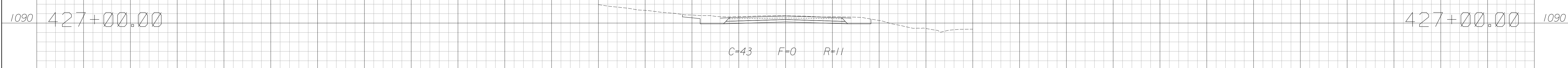
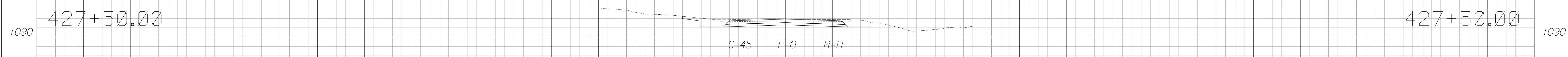


Plotted : 8/25/2022 4:57:36 PM

Drawn By : CAM  
File : xsecsheets101.dgn

158th Rd. - 418+00 to 423+00

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	67	106

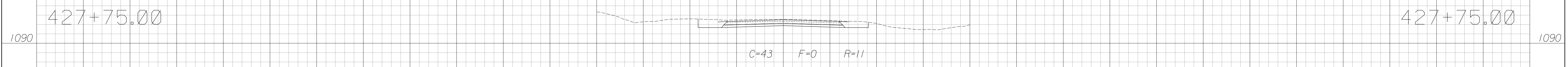
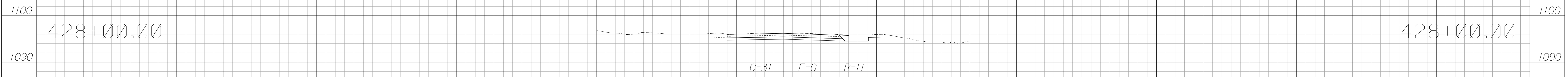
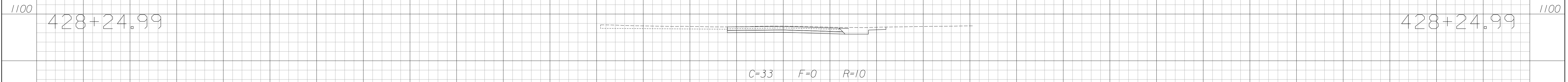
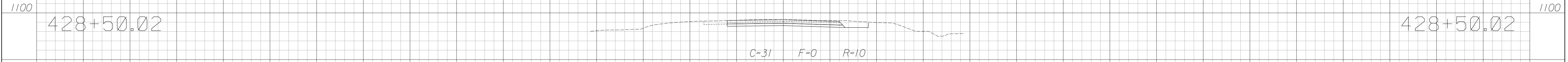
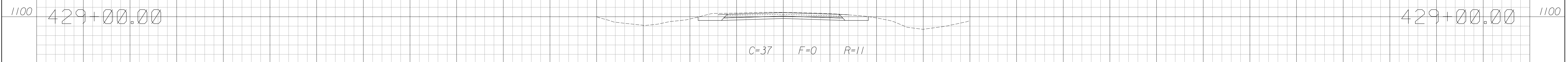
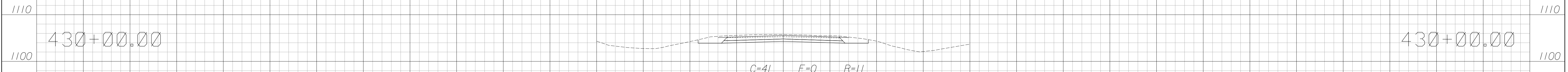


158th Rd. - 424+00 to 427+50

Drawn By : CAM  
File : xsecsheets101.dgn  
Plotted : 8/25/2022 4:57:36 PM



PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	68	106



158th Rd. - 427+75 to 430+00

Drawn By : CAM  
File : xsecsheets10.jdgn  
Plotted : 8/25/2022 4:57:37 PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	69	106

1130 436+00.00

436+00.00 1130

C=32 F=0 R=11

1130 435+00.00

435+00.00 1130

C=32 F=0 R=11

1120 434+00.00

434+00.00 1120

C=30 F=0 R=13

1120 433+00.00

433+00.00 1120

C=35 F=0 R=11

1110 432+00.00

432+00.00 1110

C=39 F=0 R=12

1110 431+00.00

431+00.00 1110

C=40 F=0 R=11

158th Rd. - 431+00 to 436+00

Drawn By : CAM  
File : xsecsheets10J.dgn  
Plotted : 8/25/2022 4:57:37 PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	70	106

1140 442+00.00

442+00.00 1140

C=32 F=0 R=12

1140 441+00.00  
1130

441+00.00 1140  
1130

C=40 F=0 R=12

1130 440+00.00

440+00.00 1130

C=41 F=0 R=11

1130 439+00.00

439+00.00 1130

C=36 F=0 R=12

1130 438+00.00

438+00.00 1130

C=33 F=0 R=12

1130 437+00.00

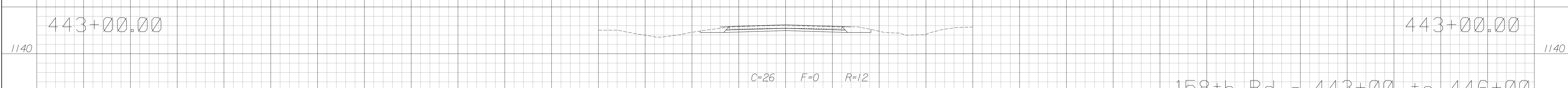
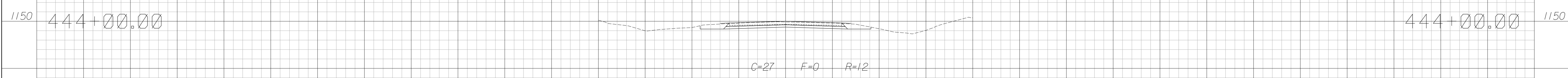
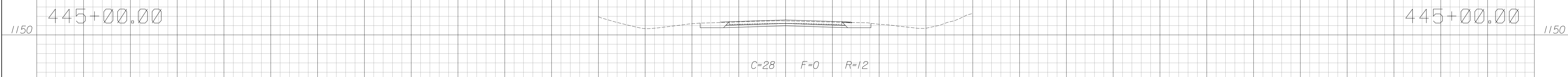
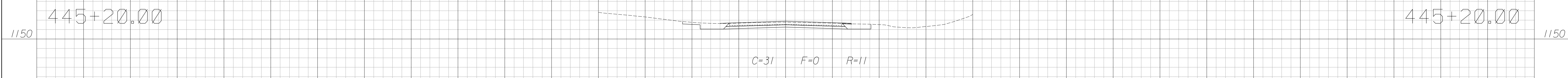
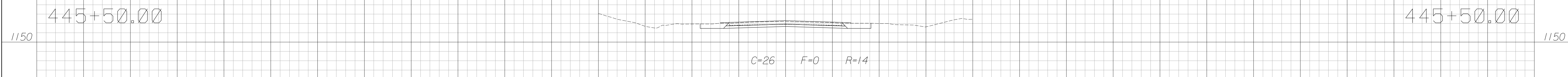
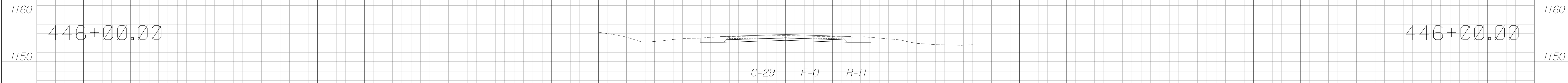
437+00.00 1130

C=29 F=0 R=12

158th Rd. - 437+00 to 442+00

Drawn By : CAM  
File : xsecsheets10J.dgn  
Plotted : 8/25/2022 4:57:37 PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	71	106



158th Rd. - 443+00 to 446+00

Drawn By : CAM  
File : xsecsheets1toJ.dgn  
Plotted : 8/25/2022 4:57:37 PM



STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	72	106

1160 451+00.00 451+00.00 1160

C=32 F=0 R=12

1160 450+00.00 450+00.00 1160

C=33 F=0 R=12

1160 449+00.00 449+00.00 1160

C=29 F=0 R=12

1160 448+00.00 448+00.00 1160

C=31 F=0 R=12

1160 447+00.00 447+00.00 1160

C=30 F=0 R=11

158th Rd. - 447+00 to 451+00

Drawn By : CAM  
 File : xsecsheets10.jdgn  
 Plotted : 8/25/2022 4:57:38 PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	73	106

1160 455+00.00 455+00.00 1160

C=32 F=0 R=12

1160 454+50.00 454+50.00 1160

C=33 F=0 R=11

1160 454+10.00 454+10.00 1160

C=35 F=0 R=12

1160 453+75.00 453+75.00 1160

C=30 F=0 R=13

1160 453+00.00 453+00.00 1160

C=34 F=0 R=12

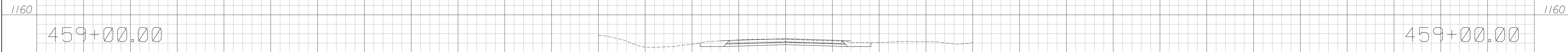
1160 452+00.00 452+00.00 1160

C=31 F=0 R=12

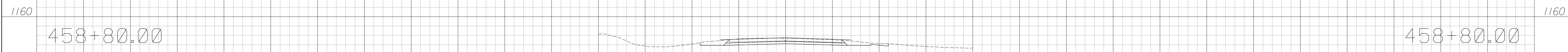
158th Rd. - 452+00 to 455+00

Plotted : 8/25/2022 4:57:38 PM  
 Drawn By : CAM  
 File : xsecsheets1toJ.dgn

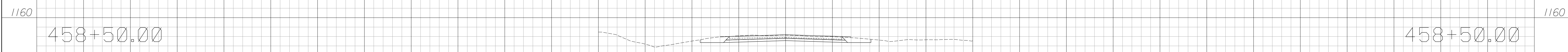
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	74	106



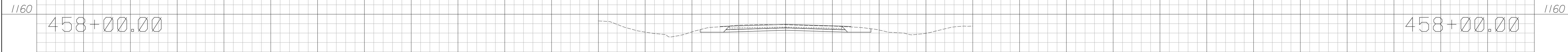
C=29 F=0 R=12



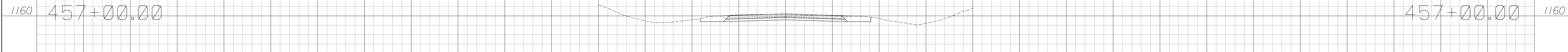
C=28 F=0 R=13



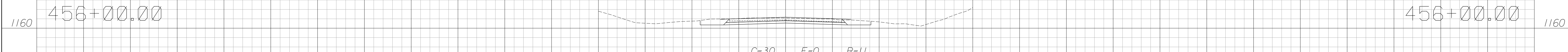
C=30 F=0 R=11



C=30 F=0 R=12



C=31 F=0 R=11

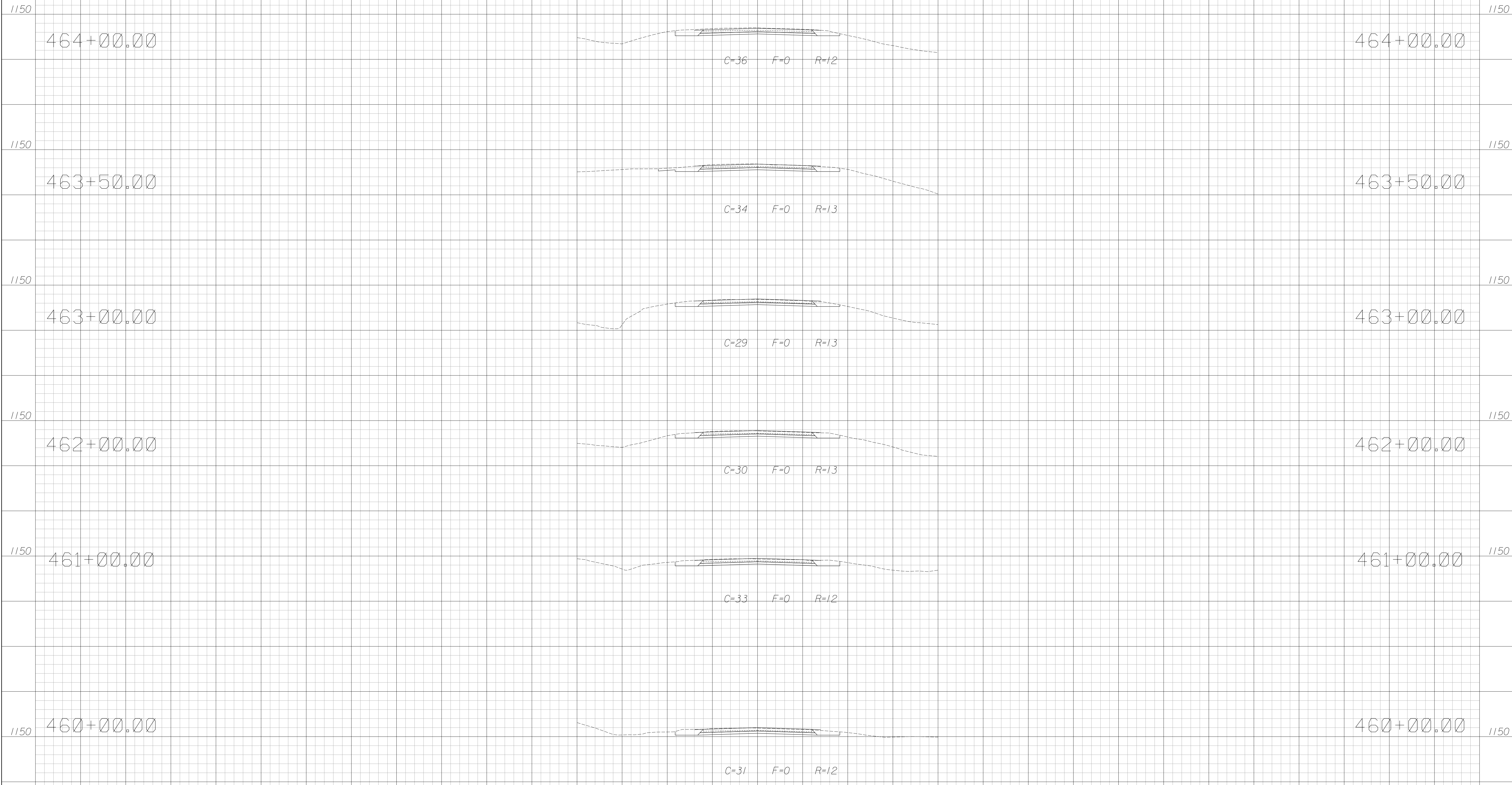


C=30 F=0 R=11

158th Rd. - 456+00 to 459+00

Drawn By : CAM  
File : xsecsheets10J.dgn  
Plotted : 8/25/2022 4:57:38 PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	75	106



Drawn By : CAM  
 File : xsecsheets1toJ.dgn  
 Plotted : 8/25/2022 4:57:38 PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	76	106

1150 468+00.00 1150 468+00.00 1150

C=25 F=0 R=12

1150 467+00.00 1150 467+00.00 1150

C=39 F=0 R=11

1150 466+80.00 1150 466+80.00 1150

C=39 F=0 R=12

1150 466+00.00 1150 466+00.00 1150

C=38 F=0 R=13

1150 465+00.00 1150 465+00.00 1150

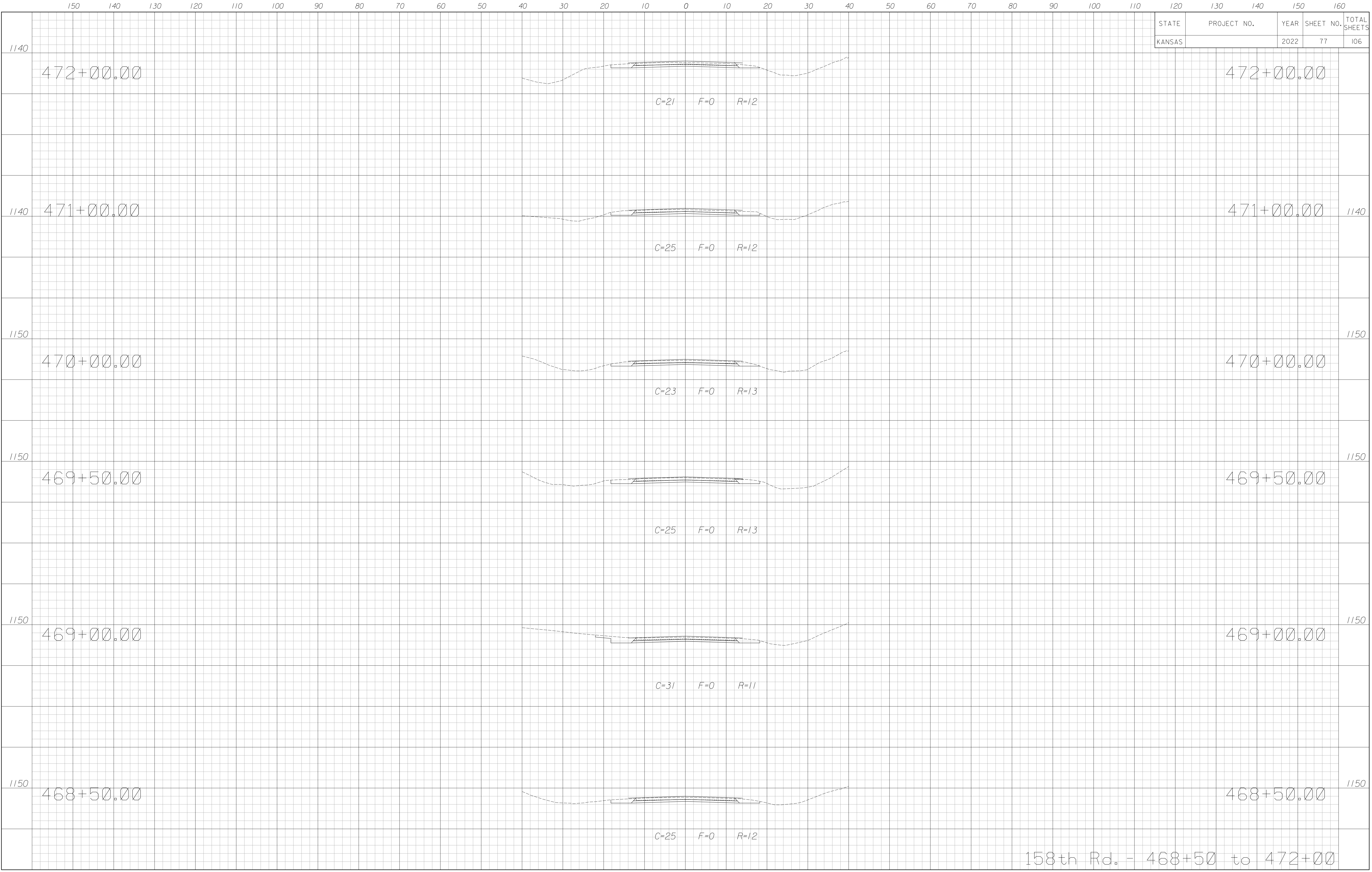
C=42 F=0 R=12

158th Rd. - 465+00 to 468+00

Drawn By : CAM  
 File : xsecsheets10.j.dgn  
 Plotted : 8/25/2022 4:57:38 PM



STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	77	106

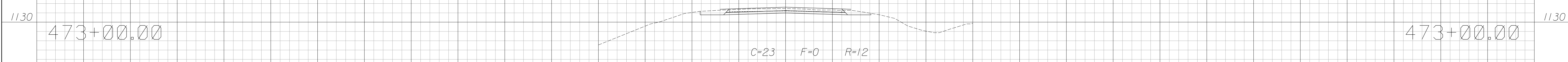
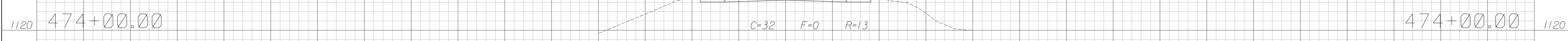
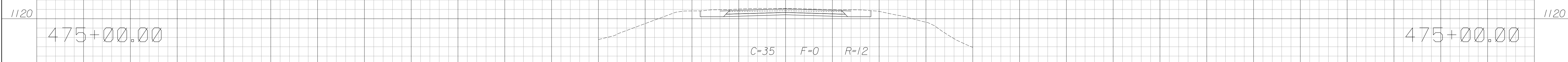
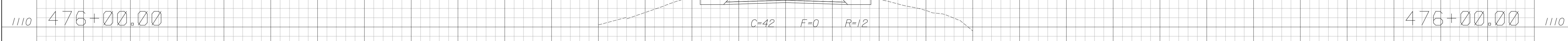
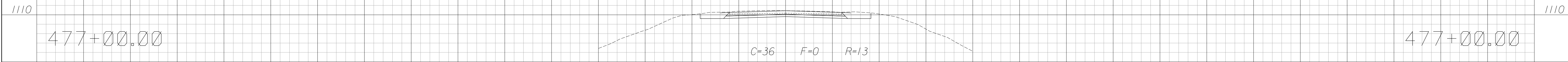


Plotted : 8/25/2022 4:57:39 PM

Drawn By : CAM  
File : xsecsheets10J.dgn

158th Rd. - 468+50 to 472+00

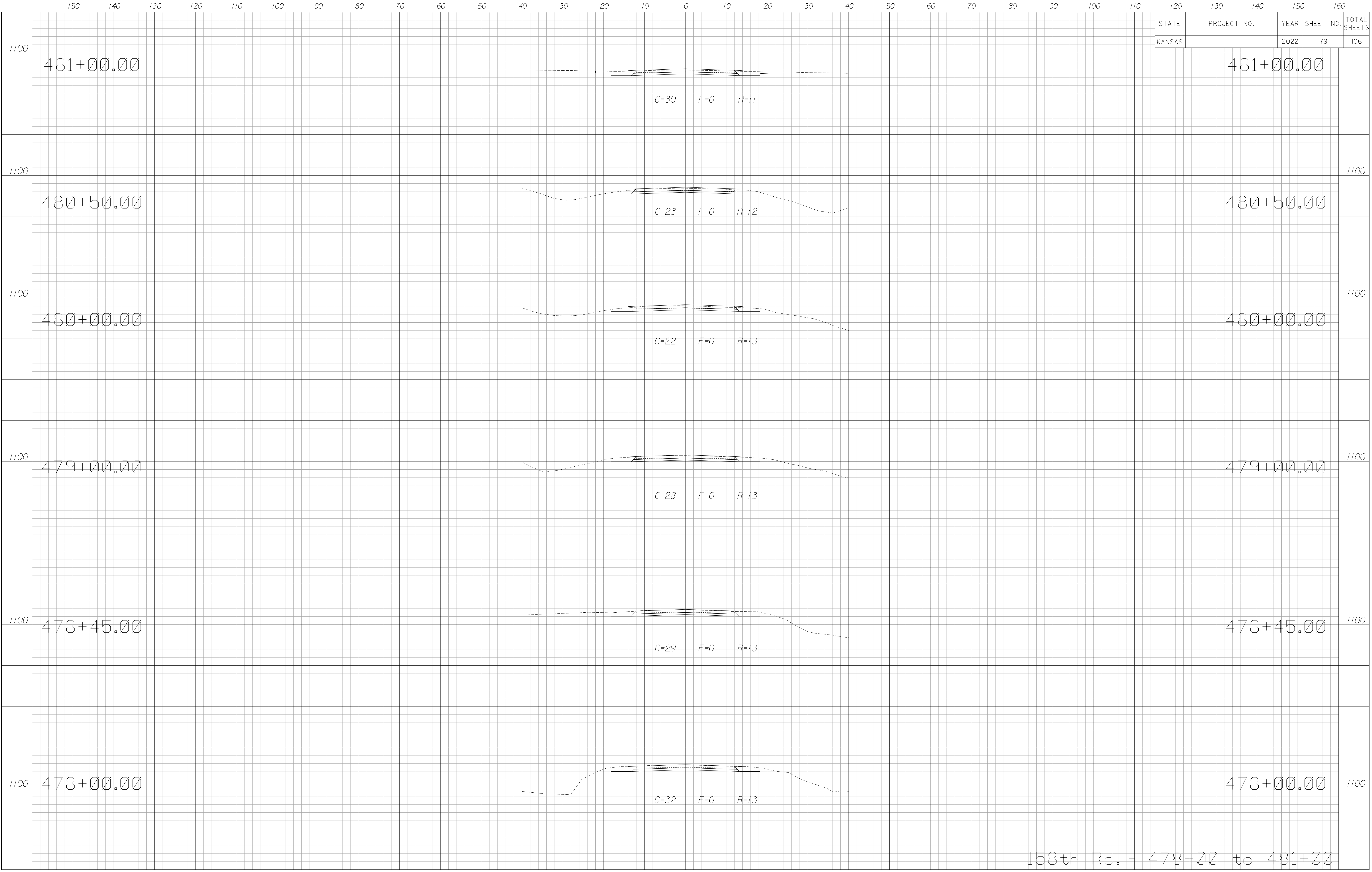
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	78	106



158th Rd. - 473+00 to 477+00

Drawn By : CAM  
File : xsecsheets1toJ.dgn  
Plotted : 8/25/2022 4:57:39 PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	79	106



Drawn By : CAM  
 File : xsecsheets10.jgn  
 Plotted : 8/25/2022 4:57:39 PM

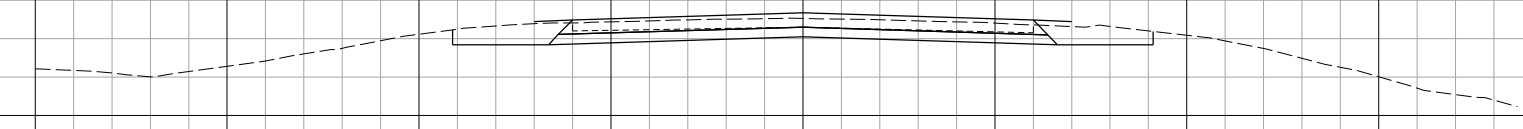
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	80	106

Plotted : 8/25/2022 4:57:39 PM

Drawn By : CAM  
File : xsecsheets1toJ.dgn

1090 481+50.00



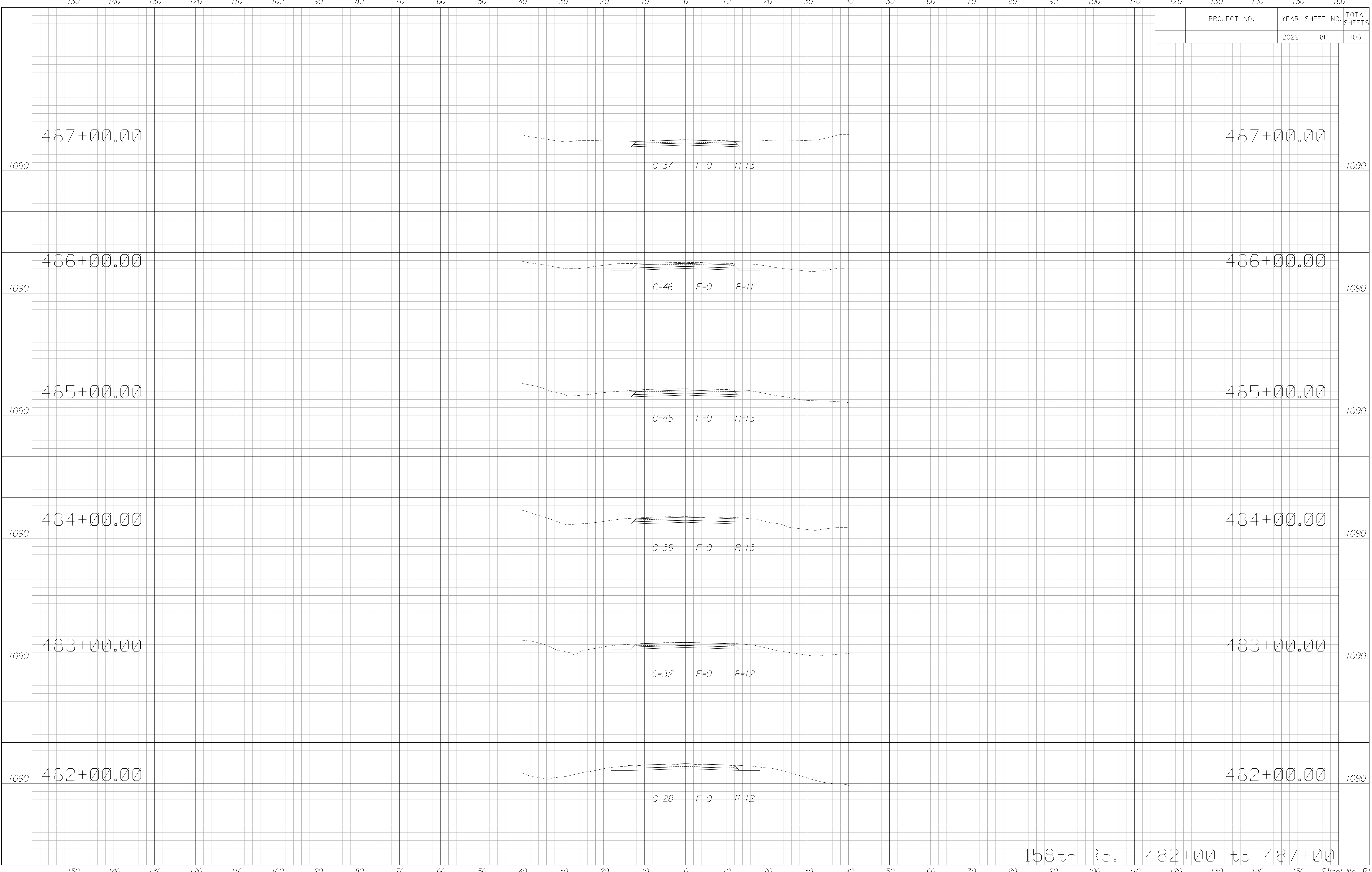
C=26 F=0 R=11

481+50.00 1090

158th Rd. - 481+50

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 Sheet No. 80

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	81	106



Drawn By : CAM  
 File : xsecsheets.ItoK.dgn  
 Plotted : 8/25/2022 4:57:40 PM

158th Rd. - 482+00 to 487+00 Sheet No. 81



PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	82	106

1090 491+00.00 491+00.00 1090

C=33 F=0 R=14

1090 490+00.00 490+00.00 1090

C=30 F=0 R=13

1100 489+00.00 489+00.00 1100

1090 489+00.00 1090

C=33 F=0 R=14

1100 488+00.00 488+00.00 1100

1090 488+00.00 1090

C=35 F=0 R=12

1100 487+45.00 487+45.00 1100

1090 487+45.00 1090

C=38 F=0 R=12

1100 487+25.00 487+25.00 1100

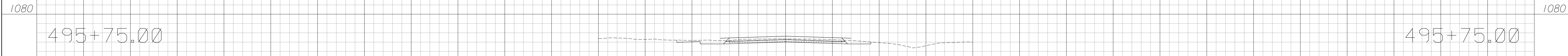
1090 487+25.00 1090

C=43 F=0 R=11

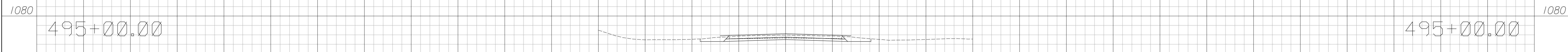
158th Rd. - 487+25 to 491+00

Drawn By : CAM  
 File : xsecsheets.ItoK.dgn  
 Plotted : 8/25/2022 4:57:40 PM

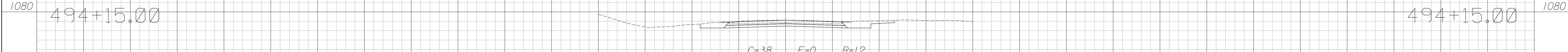
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	83	106



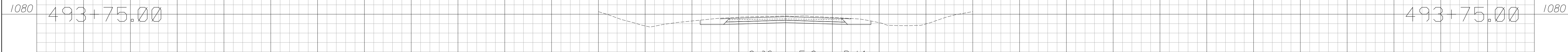
C=15 F=0 R=14



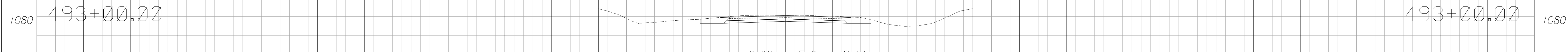
C=21 F=0 R=14



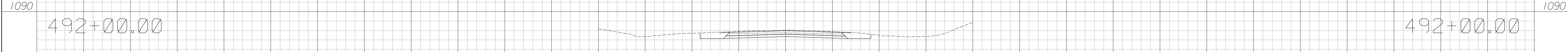
C=38 F=0 R=12



C=36 F=0 R=14



C=36 F=0 R=13

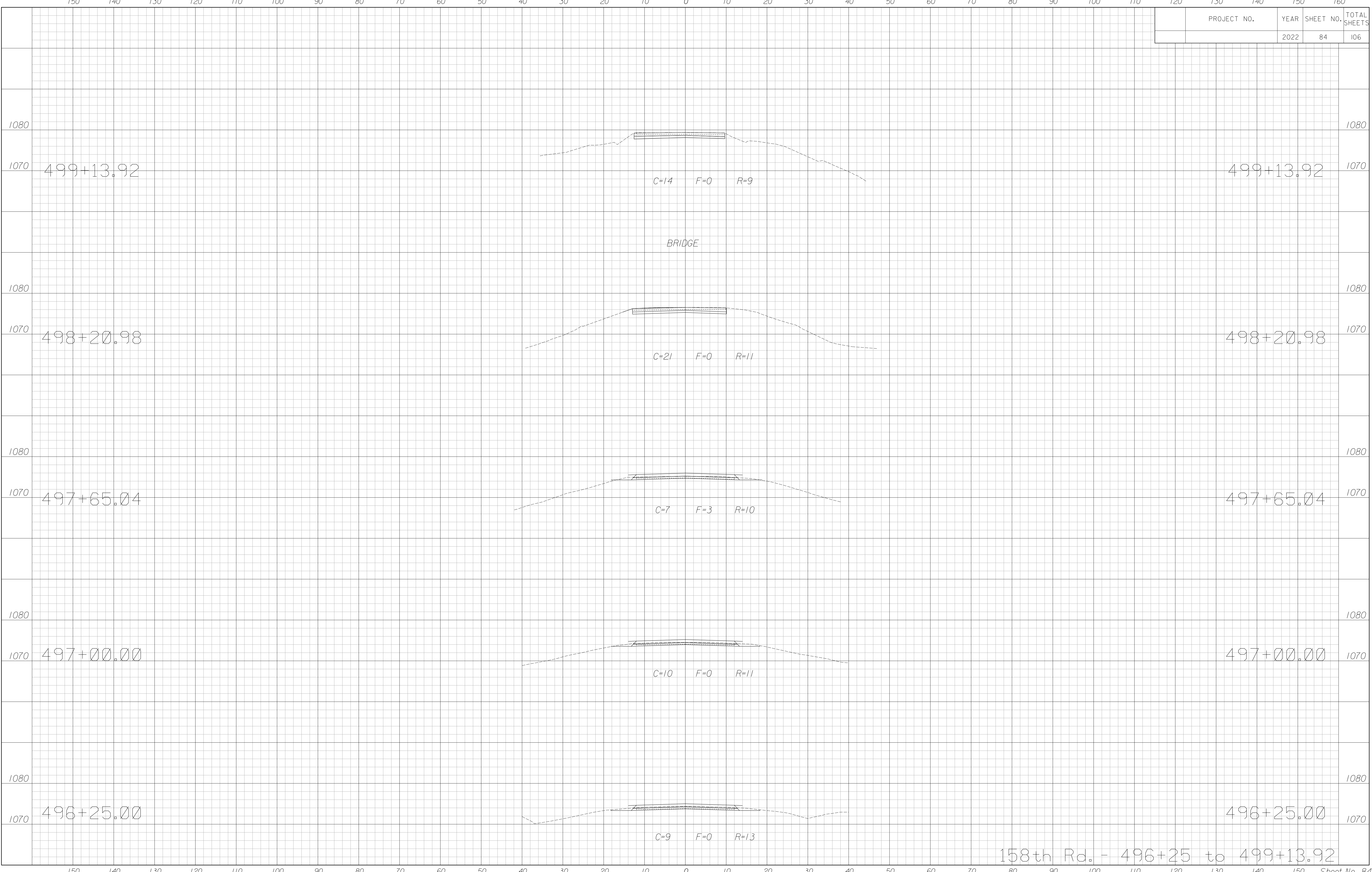


C=37 F=0 R=12

158th Rd. - 492+00 to 495+75

Drawn By : CAM  
File : xsecsheets.ltoK.dgn  
Plotted : 8/25/2022 4:57:40 PM

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	84	106



Plotted : 8/25/2022 4:57:40 PM

Drawn By : CAM  
File : xsecsheets.ItoK.dgn

158th Rd. - 496+25 to 499+13.92

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	85	106

1100 503+00.00 503+00.00 1100

C=26 F=0 R=13

1090 502+00.00 502+00.00 1090

C=27 F=0 R=12

1090 501+00.00 501+00.00 1090

C=27 F=0 R=12

1080 500+40.00 500+40.00 1080

C=22 F=0 R=13

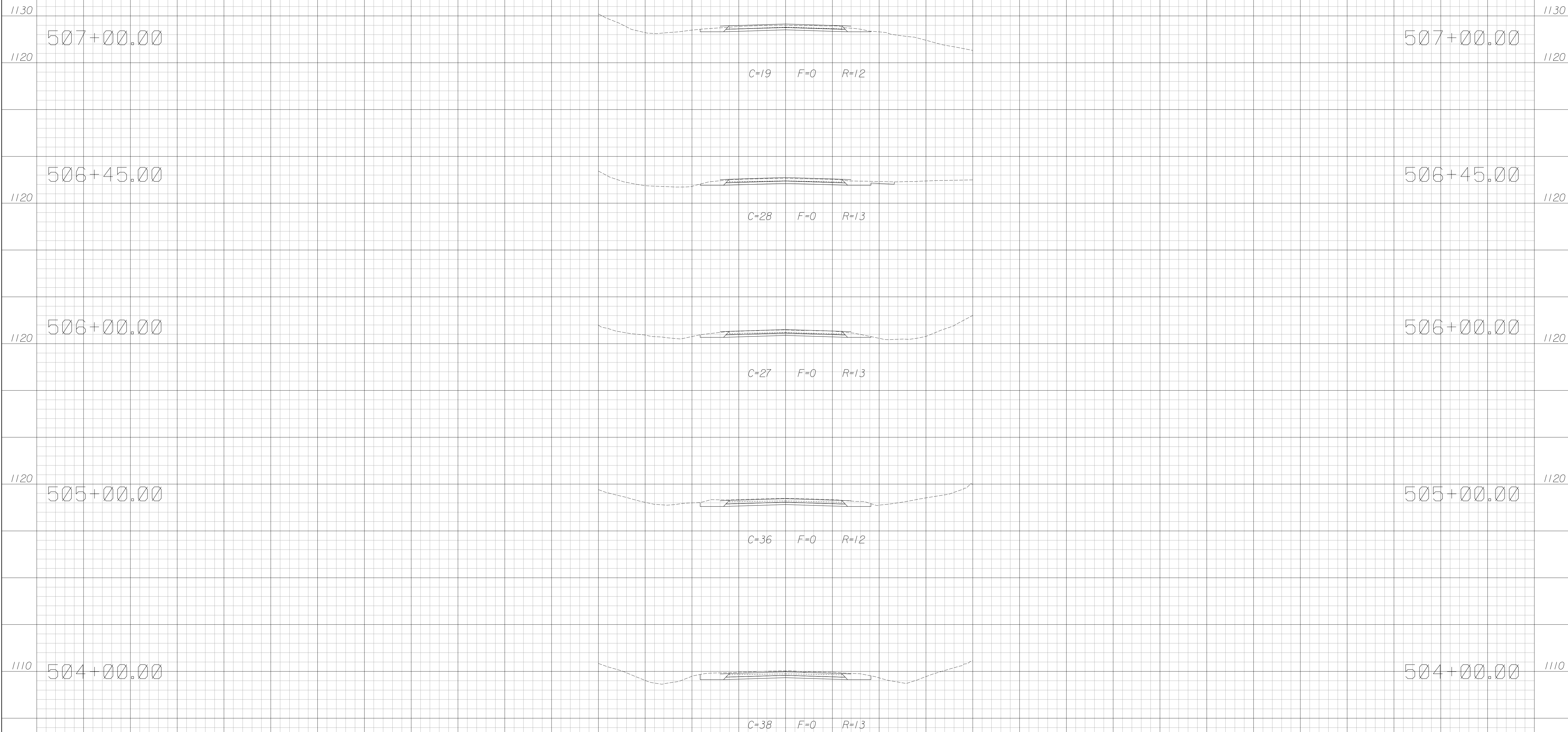
1080 499+75.02 499+75.02 1080

C=17 F=0 R=10

158th Rd. - 499+75 to 503+00

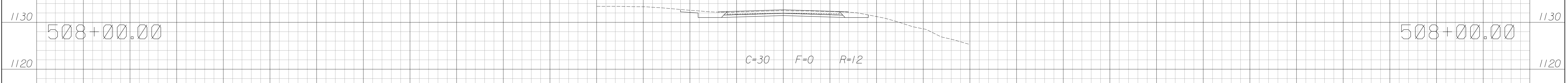
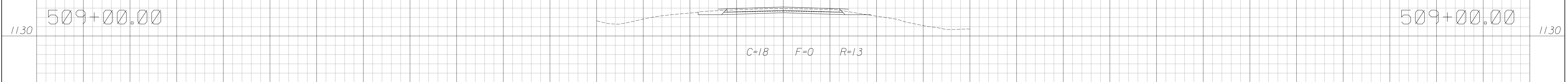
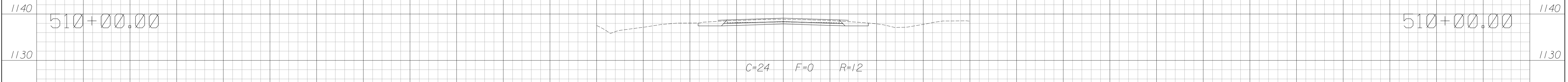
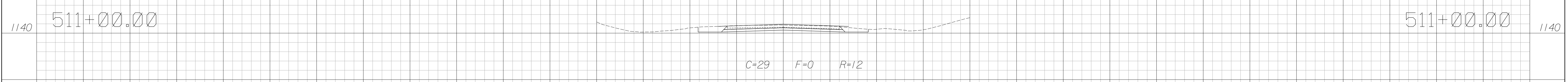
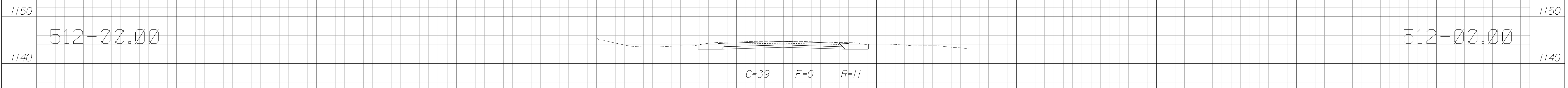
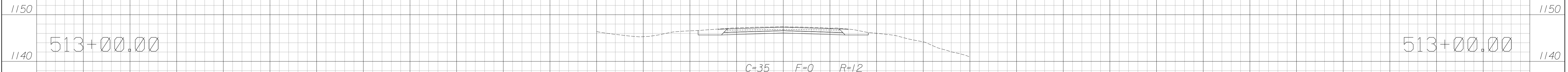
Drawn By : CAM  
 File : xsecsheets.ItoK.dgn  
 Plotted : 8/25/2022 4:57:40 PM

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	86	106



Drawn By : CAM  
 File : xsecsheets.ItoK.dgn  
 Plotted : 8/25/2022 4:57:41 PM

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	87	106



158th Rd. - 508+00 to 513+00

Drawn By : CAM  
File : xsecsheets.ltoK.dgn  
Plotted : 8/25/2022 4:57:41 PM



PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	88	106

1150 517+00.00

517+00.00 1150

C=36 F=0 R=12

1150 516+00.00

516+00.00 1150

C=32 F=0 R=13

1150 515+00.00

515+00.00 1150

C=28 F=0 R=13

1150 514+50.00

514+50.00 1150

C=33 F=0 R=13

1150 514+00.00

514+00.00 1150

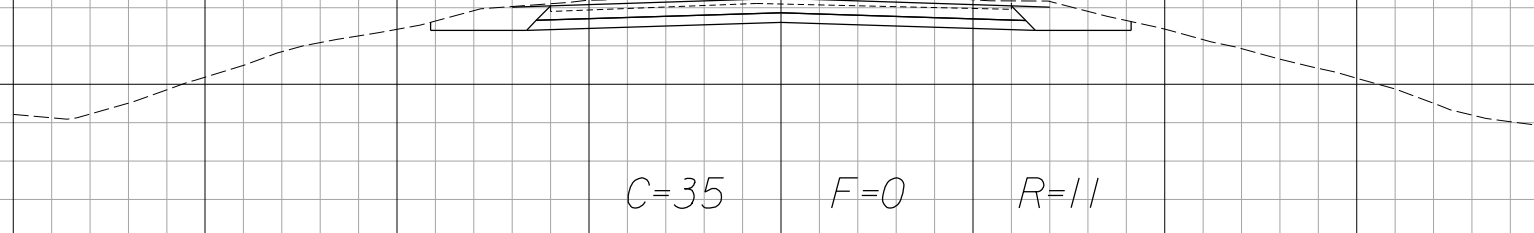
C=33 F=0 R=13

158th Rd. - 514+00 to 517+00

Drawn By : CAM  
File : xsecsheets.ItoK.dgn  
Plotted : 8/25/2022 4:57:41 PM

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	89	106

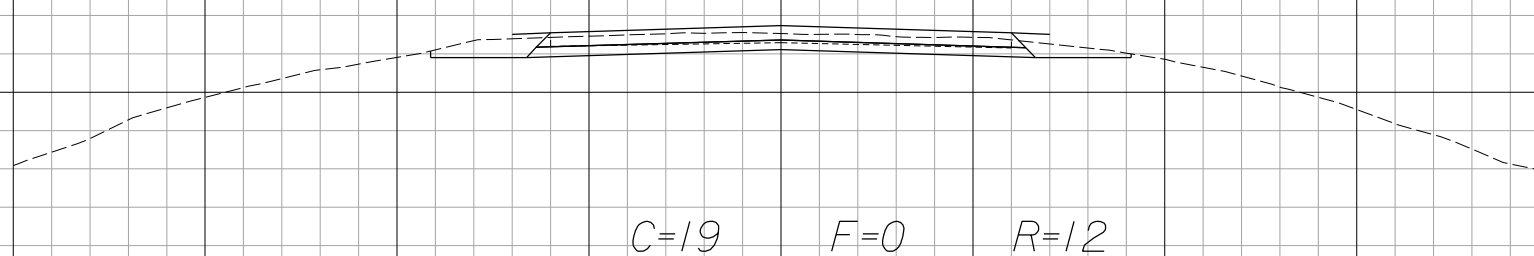
1150 522+00.00



C=35 F=0 R=11

522+00.00 1150

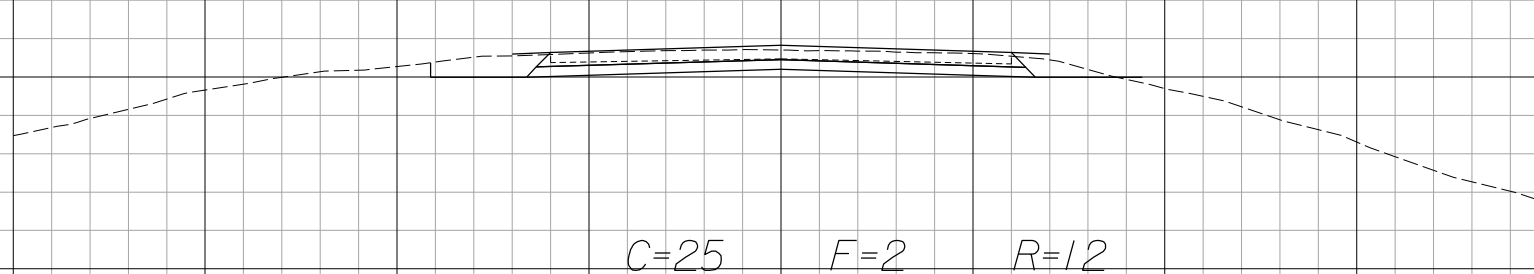
1150 521+00.00



C=19 F=0 R=12

521+00.00 1150

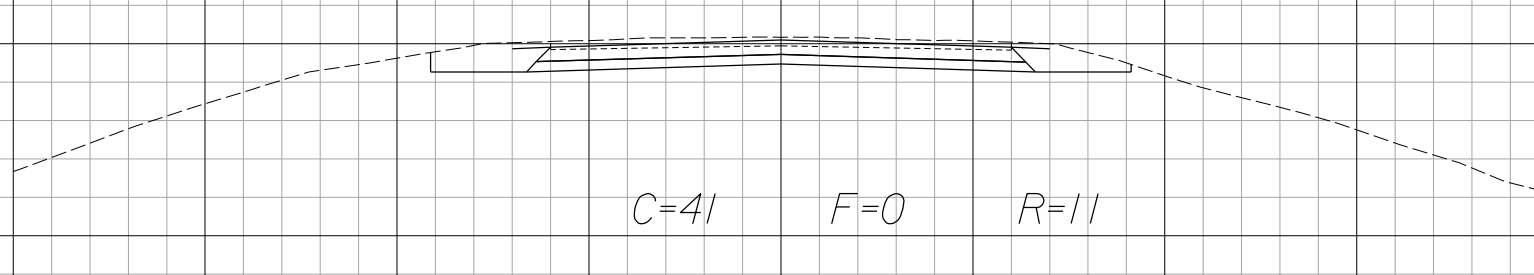
1150 520+00.00



C=25 F=2 R=12

520+00.00 1150

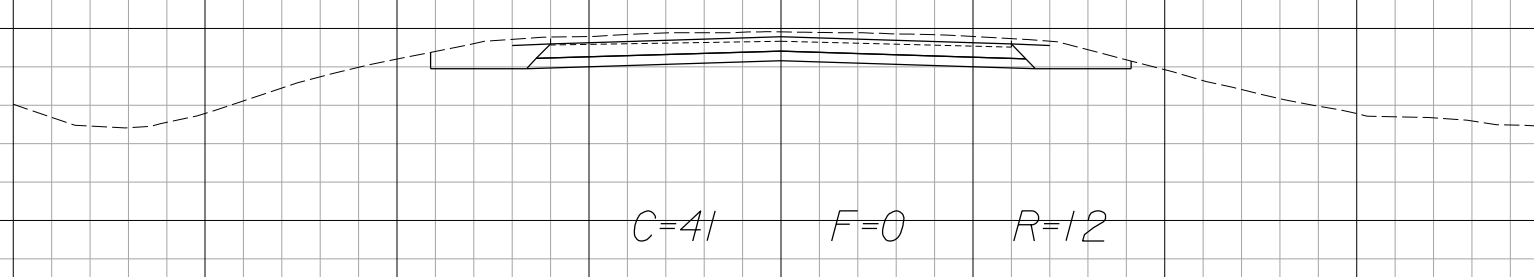
1150 519+00.00



C=41 F=0 R=11

519+00.00 1150

1150 518+00.00



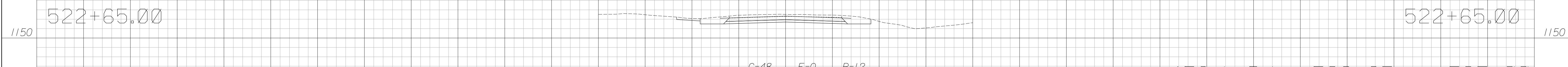
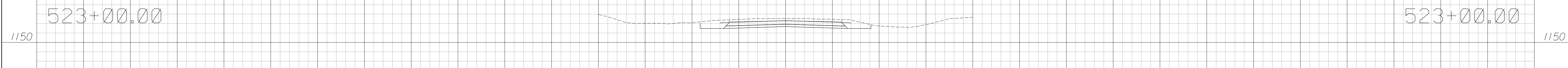
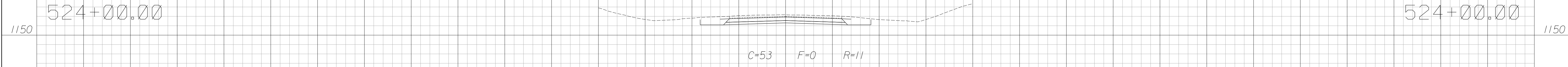
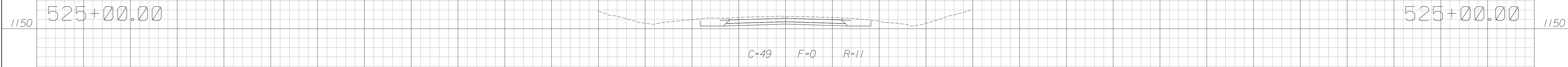
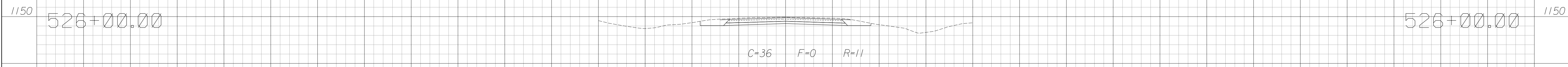
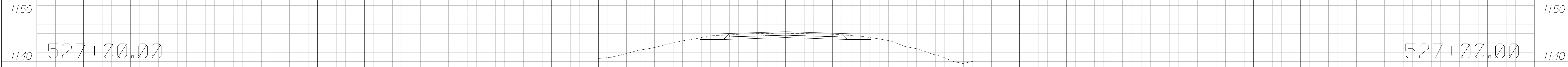
C=41 F=0 R=12

518+00.00 1150

158th Rd. - 518+00 to 522+00

Drawn By : CAM  
File : xsecsheets.ItoK.dgn  
Plotted : 8/25/2022 4:57:41 PM

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	90	106

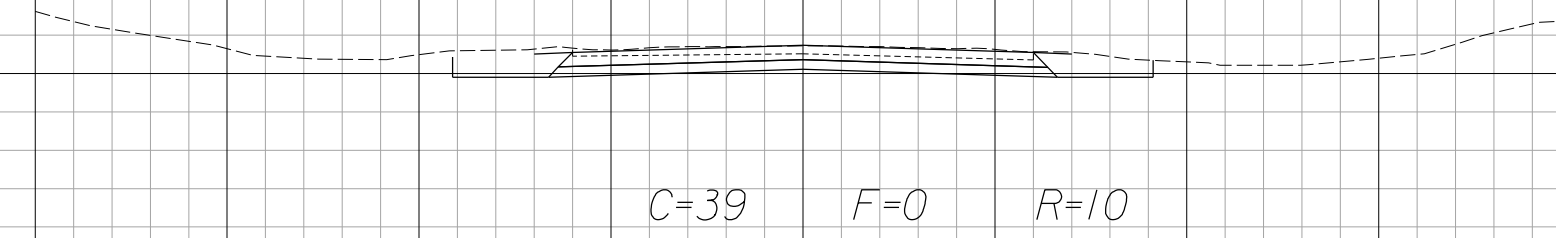


158th Rd. - 522+65 to 527+00

Drawn By : CAM  
File : xsecsheets.ItoK.dgn  
Plotted : 8/25/2022 4:57:41 PM

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	91	106

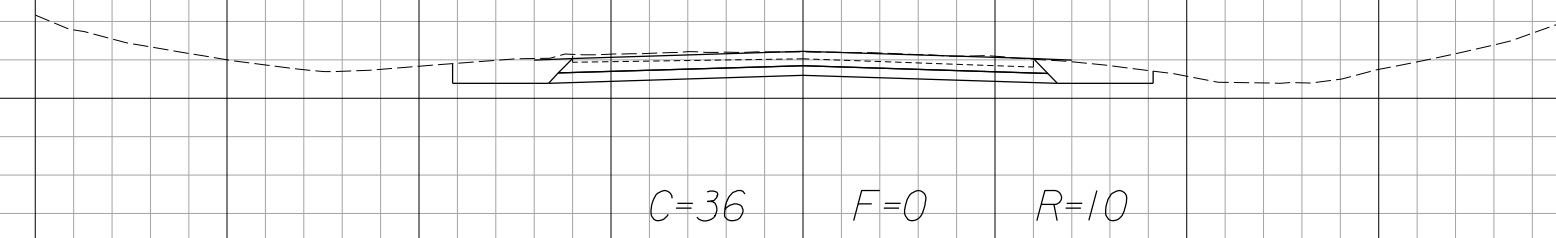
1130 532+50.00



532+50.00

1130

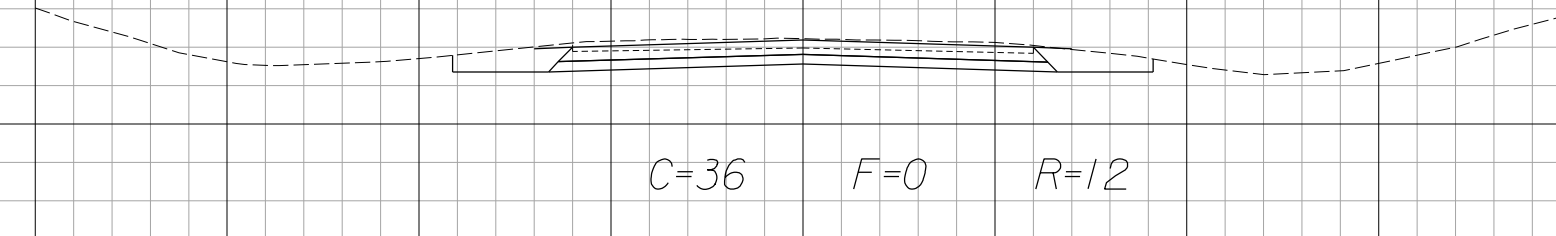
1130 532+00.00



532+00.00

1130

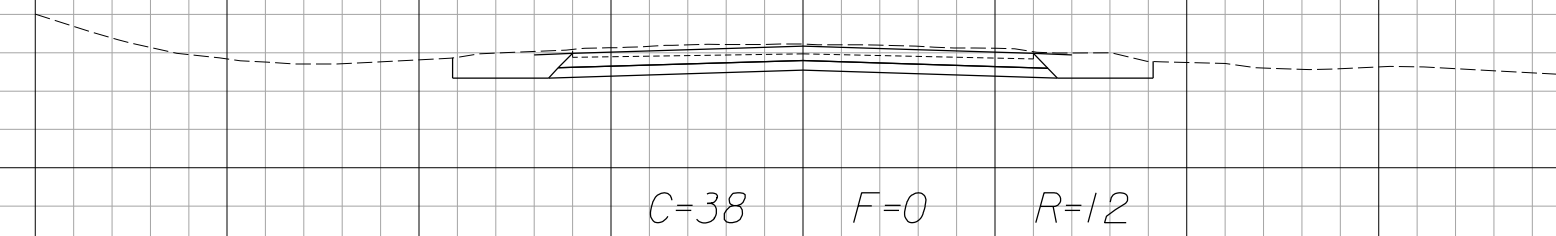
1140 531+00.00



531+00.00

1130

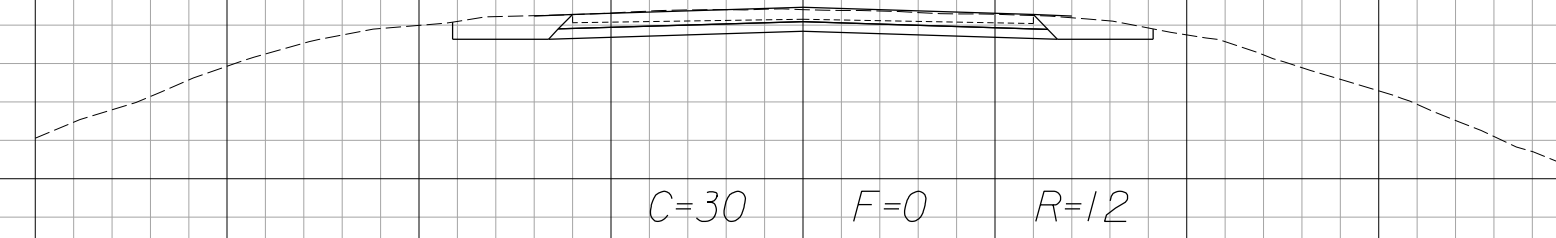
1140 530+00.00



530+00.00

1130

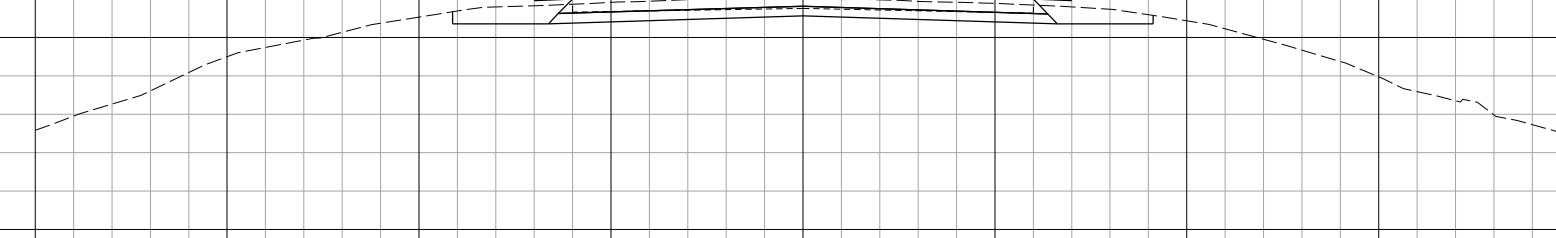
1130 529+00.00



529+00.00

1130

1140 528+00.00



528+00.00

1140

158th Rd. - 528+00 to 532+50

Plotted : 8/25/2022 4:57:42 PM

Drawn By : CAM  
File : xsecsheets.ItoK.dgn

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	92	106

Plotted : 8/25/2022 4:57:42 PM

Drawn By : CAM  
File : xsecsheets.ltoK.dgn

1130 533+00.00 533+00.00 1130

C=0 F=0 R=0

1130 532+89.00 532+89.00 1130

C=36 F=0 R=12

158th Rd. - 532+89 to 533+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 Sheet No. 92