

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	1	106

2022 PAVED ROAD REPAIR

PRAIRIE BAND POTAWATOMI NATION

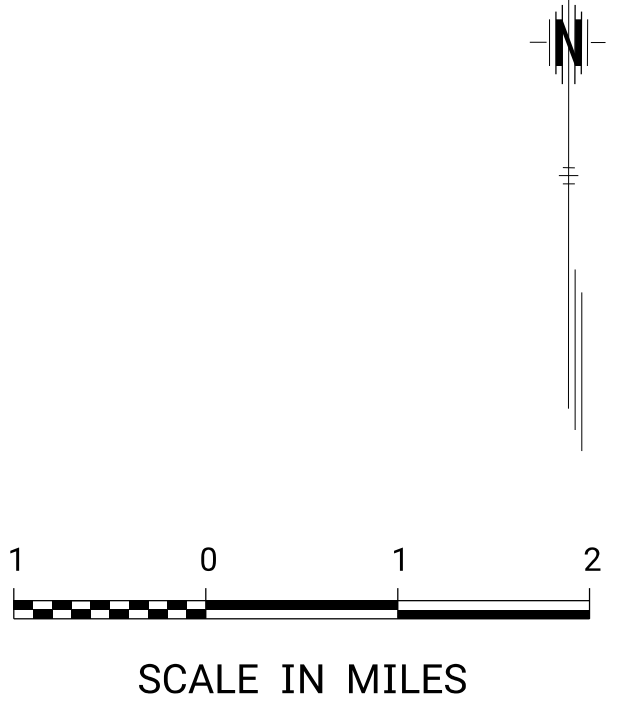
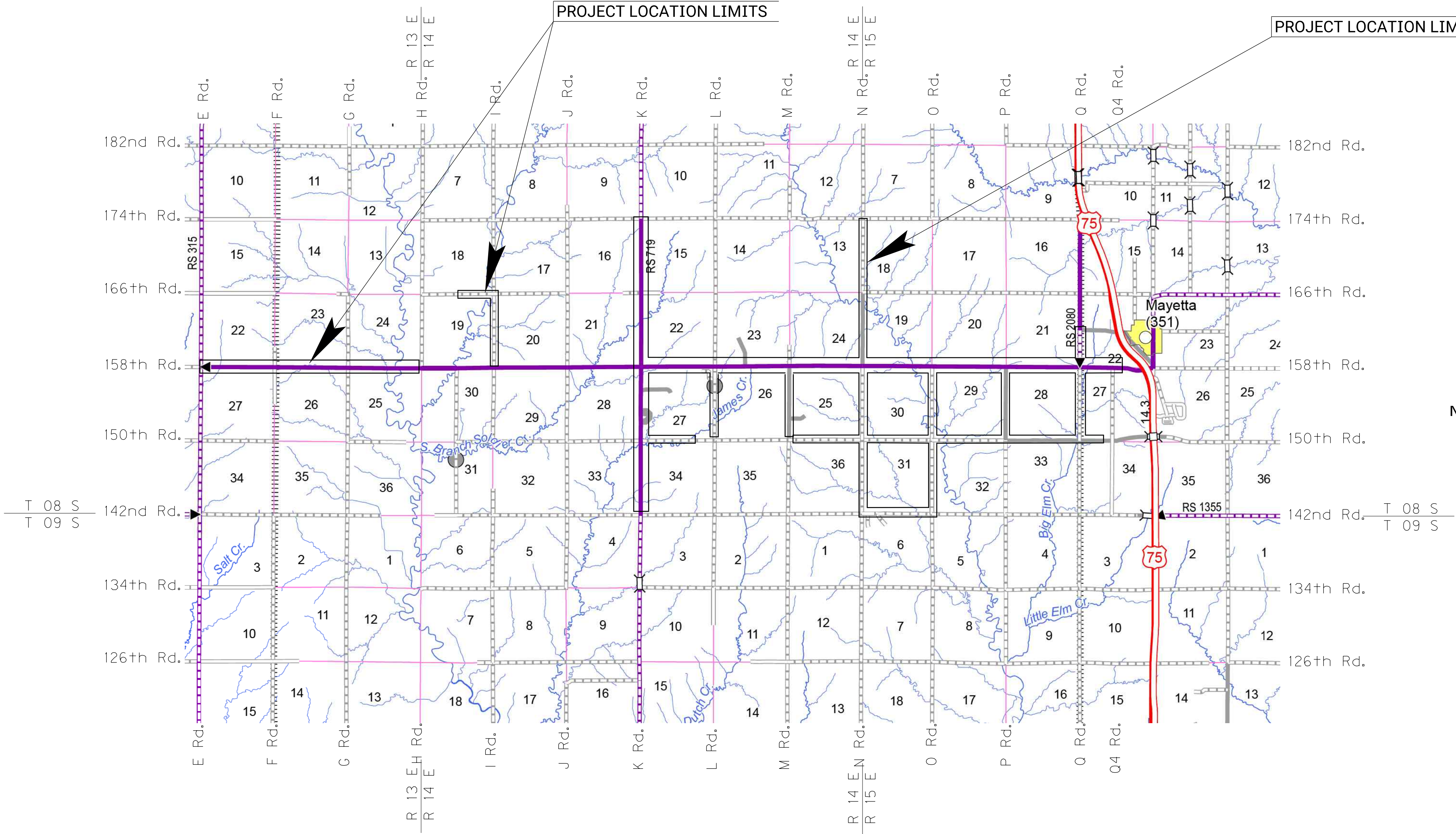
JACKSON COUNTY, KANSAS

MILLING
ASPHALT PATCHING
ASPHALT OVERLAY
CULVERT REPAIR

INDEX OF SHEETS

- 1 TITLE
- 2 GENERAL NOTES
- 3-5 EXISTING TYPICAL SECTIONS
- 6 PROPOSED TYPICAL SECTIONS
- 7-8 MISCELLANEOUS TYPICAL DETAILS
- 9-11 PLAN SHEETS (I ROAD)
- 12-20 PLAN SHEETS (K ROAD)
- 21-23 PLAN SHEETS (L ROAD)
- 24-26 PLAN SHEETS (M ROAD)
- 27-35 PLAN SHEETS (N ROAD)
- 36-40 PLAN SHEETS (O ROAD)
- 41-43 PLAN SHEETS (P ROAD)
- 44-47 PLAN SHEETS (Q ROAD)
- 48-49 PLAN SHEETS (142nd ROAD)
- 50-60 PLAN SHEETS (150th ROAD)
- 61-78 PLAN SHEETS (158th ROAD)
- 79 PLAN SHEETS (166th ROAD)
- 80-81 ADD ALTERNATE NO. 1 & 2
- 82-83 ADD ALTERNATE NO. 3
- 84-86 ADD ALTERNATE NO. 4
- 87 METAL CULVERTS STANDARD DETAIL
- 88 SUMMARY OF QUANTITIES (SURFACING)
- 89-90 SUMMARY OF QUANTITIES
- 91 SUMMARY OF QUANTITIES (PAVEMENT MARKINGS)
- 92-93 PERMANENT SIGN STANDARD DETAILS
- 94-99 EROSION CONTROL STANDARD DETAILS
- 100-106 TRAFFIC CONTROL STANDARD DETAILS

DATE	BY	DESIGNED	SQUAD
	F&T		
		F&T	



NOTE: THE LATEST EDITION OF KANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR STATE ROAD AND BRIDGE CONSTRUCTION, ALONG WITH ANY ADDENDUMS, SHALL BE UTILIZED FOR THIS PROJECT

Drawn By : CAM
 Plotted : 8/24/2022 3:27:48 PM
 File : Title Sheet 2021 M&O.dgn

CONVENTIONAL SIGNS

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



RECOM. FOR APPROVAL-DATE

PLANS PREPARED BY

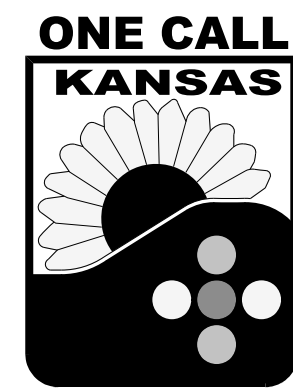
FINNEY & TURNIPSEED
 TRANSPORTATION AND CIVIL ENGINEERING, L.L.C.
 TOPEKA, KANSAS

PRAIRIE BAND POTAWATOMI NATION

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.

ASPHALT PAVEMENT PATCHING:

All asphalt for Asphaltic Concrete shall meet requirements of the Special Provisions listed in Attached G. Asphalt patches shall be constructed in accordance with the Special Provisions. This bid item shall be measured and paid for by the square yard. Minimum patch thickness shall be 7 inches below final grade.

ASPHALTIC CONCRETE OVERLAY:

The designated paved roads shall receive a 2" Asphaltic Concrete Overlay as detailed on the plans and in the Special Provisions. This 2" overlay shall be paid for by the square yard as "2" Asphaltic Concrete Overlay" complete and in place.

ASPHALT SHOULDERS:

Asphalt shoulders shall be paid by the bid item " 6" Asphaltic Concrete (Shoulder)" by the square yard complete and in place. Minimum thickness shall be 6".

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. Excavation and compaction for this bid item is subsidiary.

PROCTOR FOR VARIOUS MATERIALS:

The Contractor shall be responsible for acquiring a Standard Proctor for the existing in-situ soil, existing AB-3 material and new AB-3 material for the Aggregate Base. These proctors shall be subsidiary to other items in the Contract.

CROSS ROAD PIPE AND ENTRANCE PIPE

Excavation to remove the damaged portion of the pipe and compaction over the replaced segments of pipe is subsidiary to the bid items "Cross Road Pipe(*) (ACSP)" and "Entrance Pipe (*) (ACSP)." If the proposed length of pipe is to be longer than the existing, that material shall be paid in compaction and/or surfacing material (AB-3).

REMOVAL OF EXISTING STRUCTURES:

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

PERMANENT SIGNS (Varies);

This bid item shall include supplying and placement of the permanent signs and posts as indicated on the drawings. The bid item "Permanent Signs (Varies)" shall be paid for by each complete and in place. Engineer shall verify the final location with prior to installation.

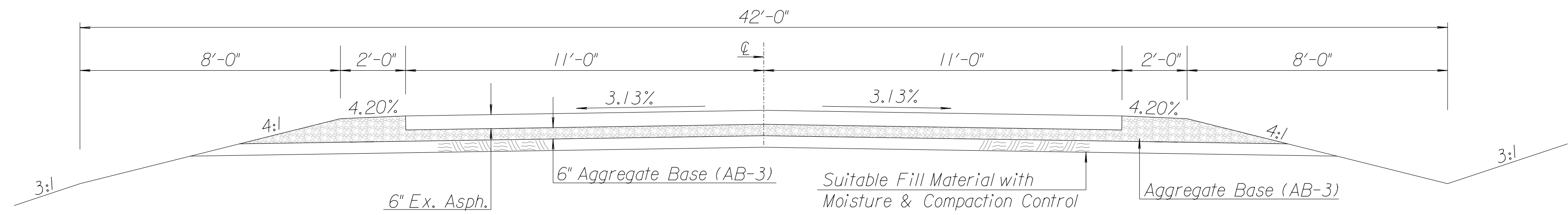
PERMANENT PAVEMENT MARKINGS:

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

ACCESS DURING CONSTRUCTION:

The contractor shall provide access to residents that live adjacent to roads under construction. Sequencing of the patch work shall be done in way to allow this. If there is a patch in front of an entrance that is large enough to block access, the contractor shall put down surfacing material (AB-3) to allow access adjacent to the entrance. This material shall then be used in other locations after the original access and entrance are restored. All the work, time, labor, removal & relocation of materials, and other incidentals shall be subsidiary to the bid item "Surfacing Materials (AB-3)."

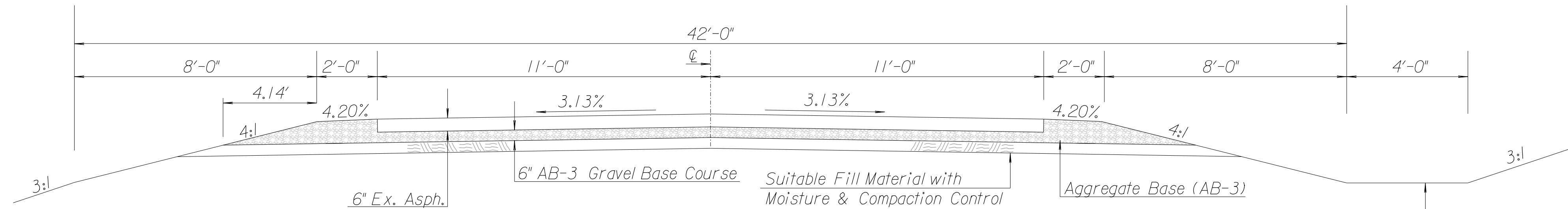
PRAIRIE BAND POTAWATOMI NATION			
GENERAL NOTES			
DESIGNED	DETAILED	QUANTITIES	
DESIGN CK.	DETAIL CK.	QUAN. CK.	



EXISTING TYPICAL SECTION

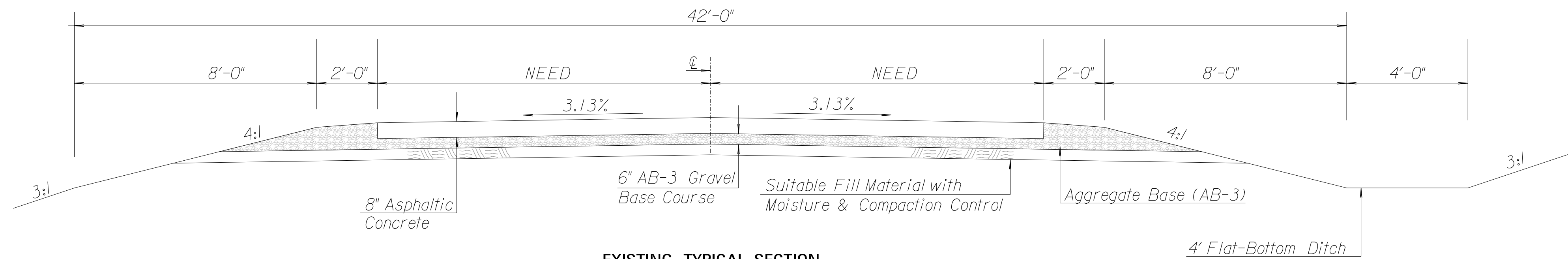
- L Rd. - 150th to 158th
- M Rd. - 150th to 158th
- N Rd. - 158th to 166th
- P Rd. - 150th to 158th
- Q Rd. - 150th to 162nd

NOTE: Actual depths vary. See borings on plan sheets for more details.



EXISTING TYPICAL SECTION

- I Rd. - 158th to 166th
- K Rd. - 142nd to 150th
- N Rd. - 142nd to 158th
- O Rd. - 142nd to 158th
- 166th Rd. - H to I



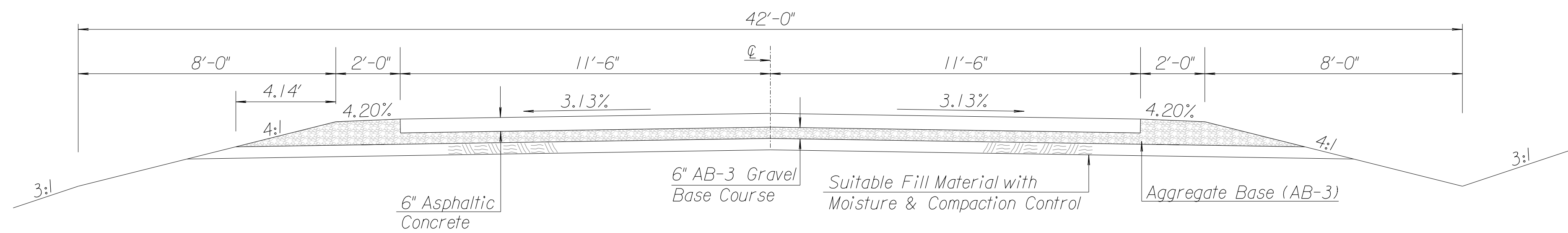
EXISTING TYPICAL SECTION

- K Rd. - 150th to 158th

 Aggregate Base (AB-3)

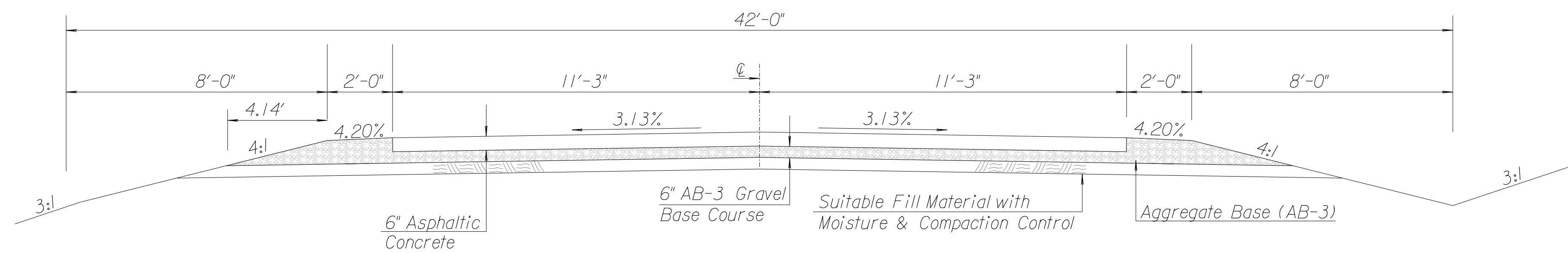
PRAIRIE BAND POTAWATOMI NATION			
EXISTING TYPICAL SECTIONS			
DESIGNED	DETAILED	QUANTITIES	
DESIGN CK.	DETAIL CK.	QUAN. CK.	

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

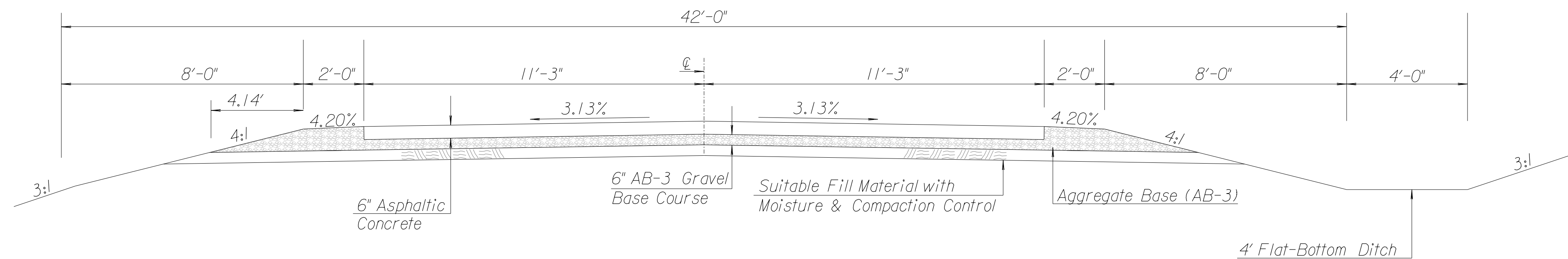


EXISTING TYPICAL SECTION
K Rd. - 158th to 166th

NOTE: Actual depths vary. See borings on plan sheets for more details.



EXISTING TYPICAL SECTION
K Rd. - 166th to 174th
N Rd. - 166th to 174th



EXISTING TYPICAL SECTION
142nd Rd. - N to 0



Aggregate Base (AB-3)

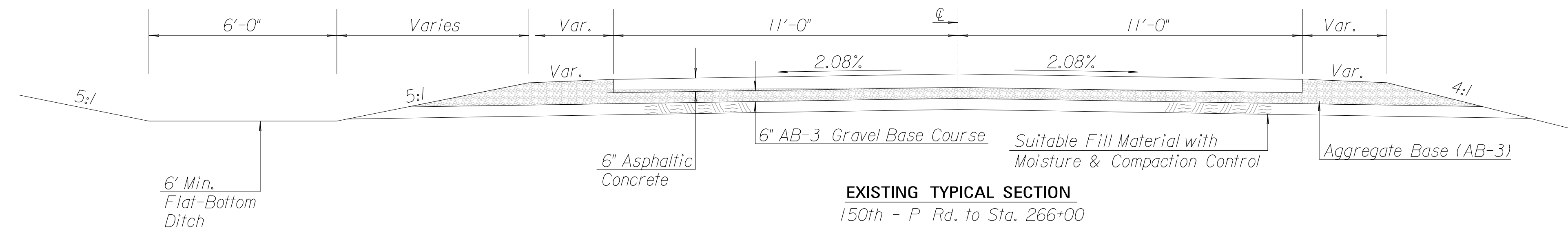
Drawn By : J. HARRINGTON
File : Typical Section.dgn

PRAIRIE BAND POTAWATOMI NATION

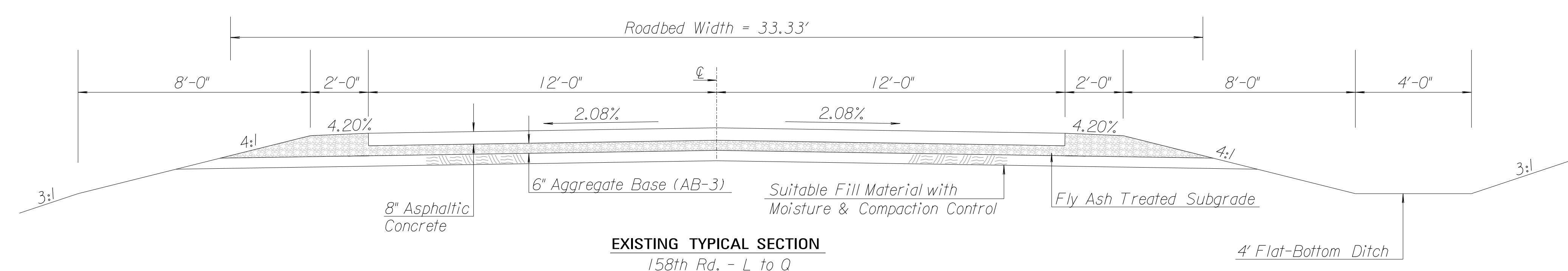
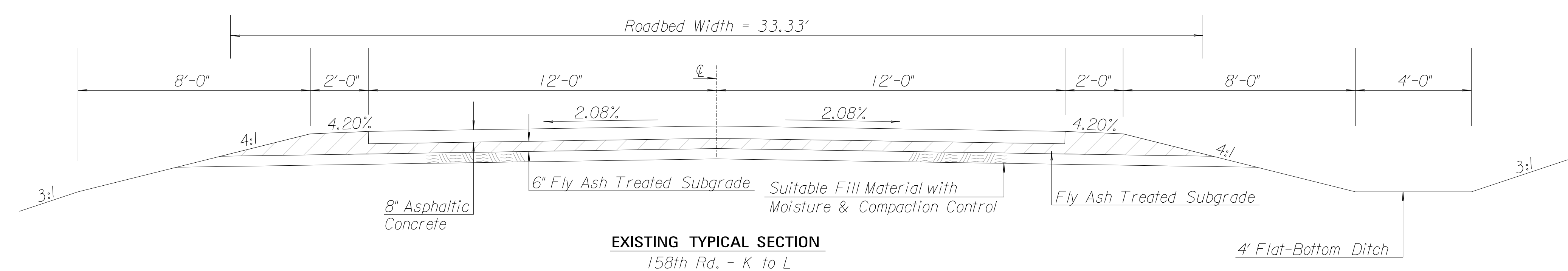
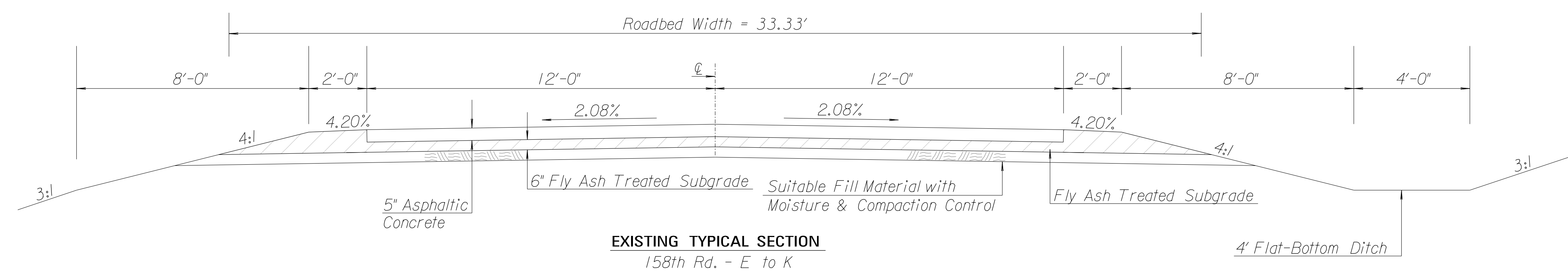
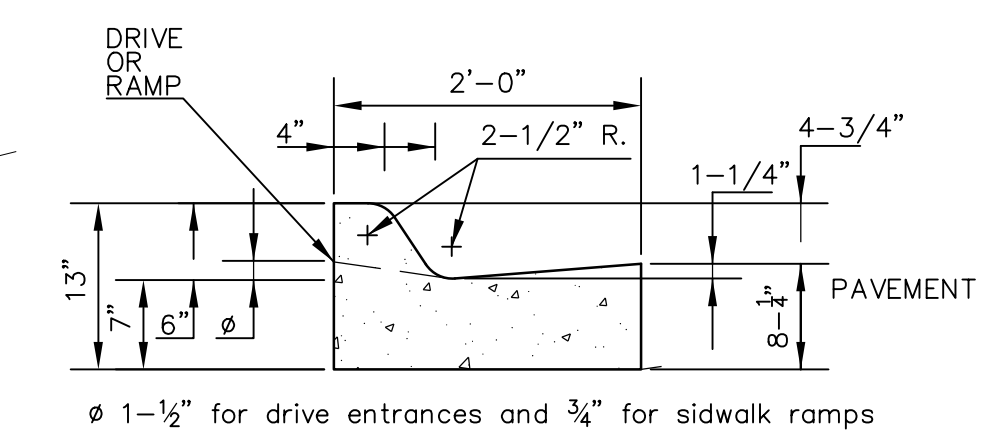
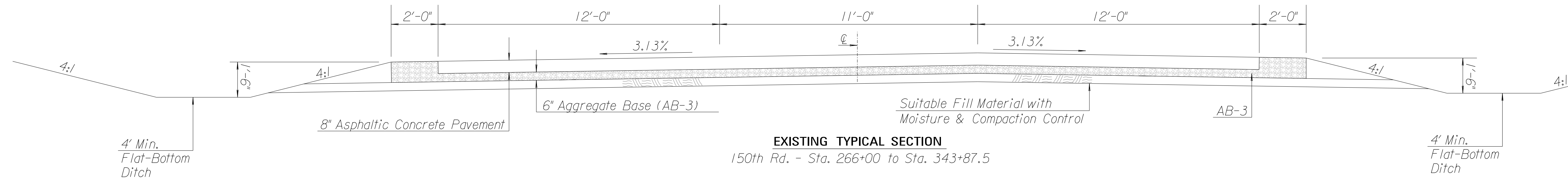
EXISTING TYPICAL SECTIONS

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

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



NOTE: Actual depths vary. See borings on plan sheets for more details.



- Fly Ash treated Subgrade
- Aggregate Base (AB-3)

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

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

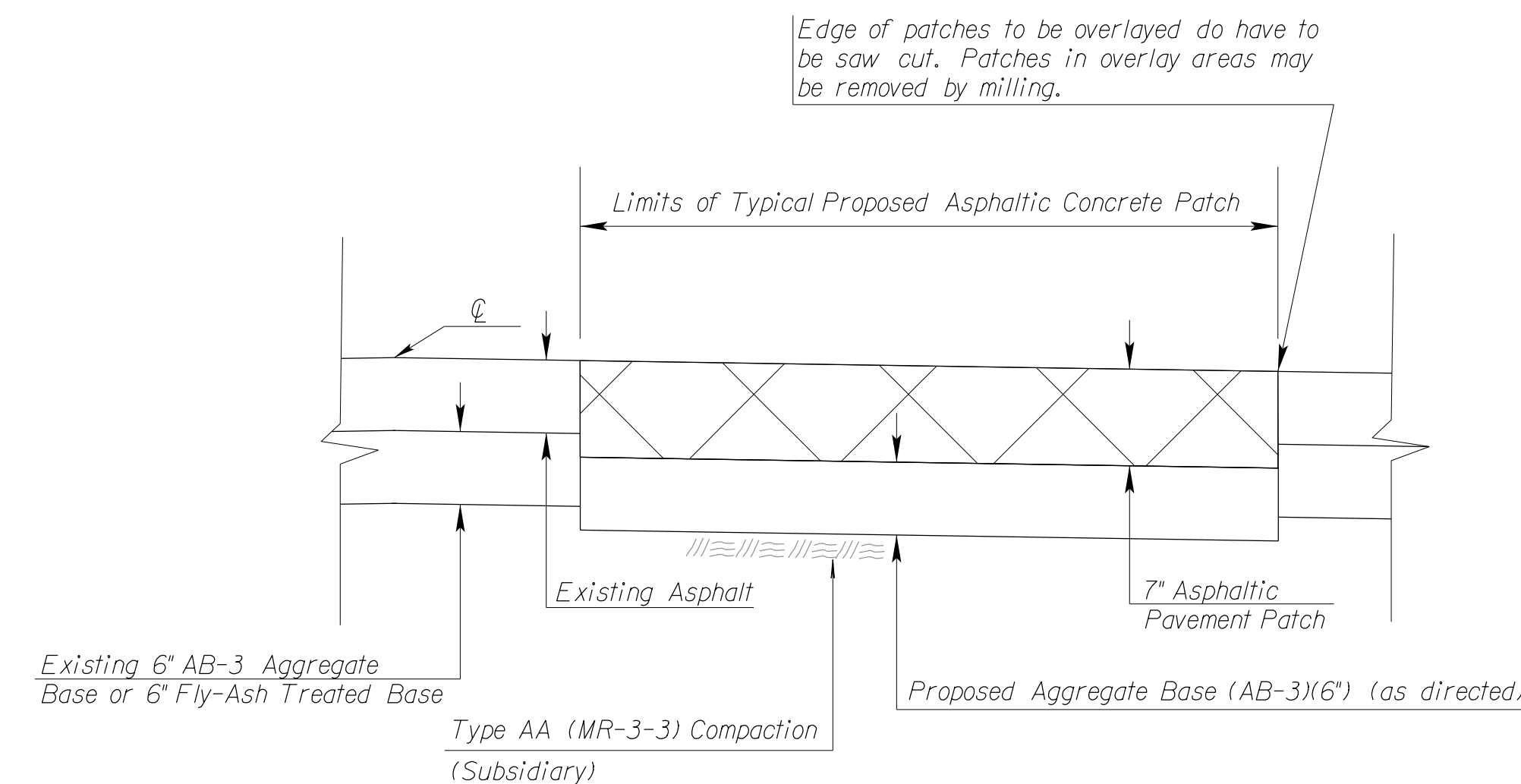
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	6	106

NOTE: The surface of the 7" asphalt patch shall be flush with the adjacent existing pavement. The patch shall be 7" thick prior to the 2" overlay. After the overlay there will be 9" of new asphalt at the patch locations.

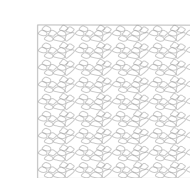
NOTE: The 7" asphalt patches shall be placed in 2-3 separate lifts. Lifts shall be compacted and given adequate time to cool between lifts before another lift is placed.

NOTE: Aggregate Base (AB-3)(6") is required where surface deformation is visible or if the existing base is determined to have absorbed moisture and has fallen out of optimum range. The Project Engineer shall have the full discretion to determine any aggregate base to be removed and replaced. No inadequate base shall be left in place.

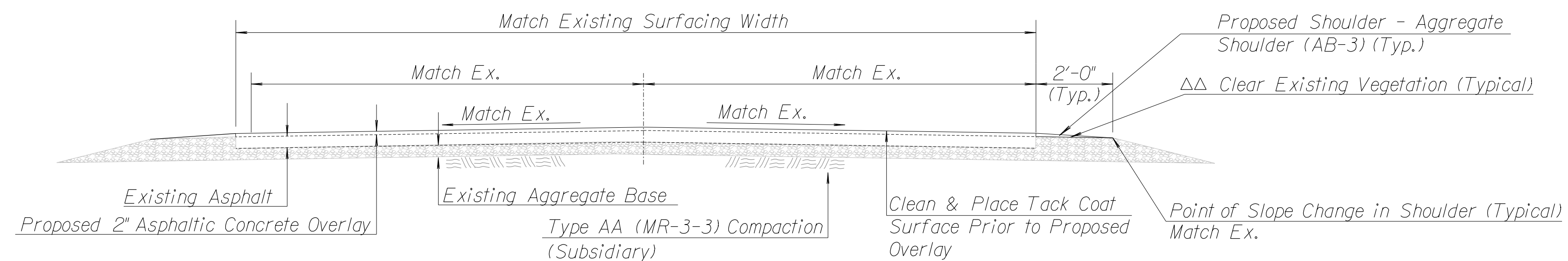
NOTE: The Contractor shall obtain a proctor for the 6" Aggregate Base Material. The material shall then be placed and compacted to 95% of dry density with +/-3% optimum moisture. After compaction, the base shall be given a minimum of 24 hours and allowed to cure, before any asphalt shall be placed on the base. All compaction, cure time, labor, equipment, and other incidentals shall be SUBSIDIARY to the bid item "Aggregate Base (AB-3)(6") and paid for by square yards surface area placed in the field.



PROPOSED TYPICAL SECTION- ASPHALTIC CONCRETE PATCHING



Existing Aggregate Base (AB-3)



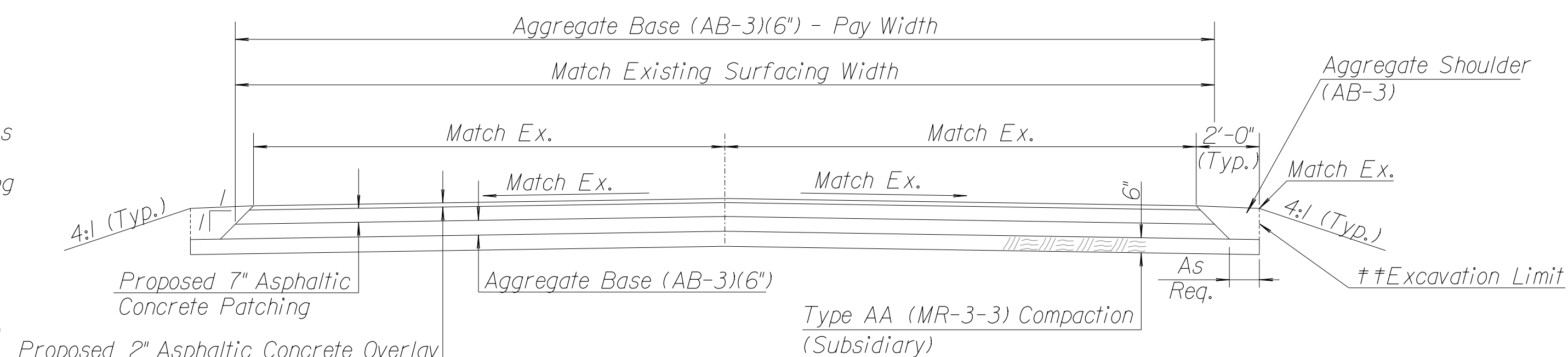
PROPOSED TYPICAL SECTION - 2" ASPHALTIC CONCRETE OVERLAY

△△ Clear Existing Vegetation on the existing edge of asphalt and existing gravel shoulder to the point of slope change. The existing vegetation shall be removed including the roots and any soil on the surface that is not existing aggregate surfacing material. This work is SUBSIDIARY to the bid item "Clearing & Grubbing."

NOTE: For proposed shoulder, place Aggregate Shoulder (AB-3) material to match the surface of the proposed 2" overlay and match the existing ground 2' perpendicular from the edge of the proposed pavement. Each linear foot of lane is estimated to be 0.013 Tons of Aggregate Shoulder (AB-3).

NOTE: The base lifts shall be 4" and 3" and the surface of the 7 inches shall be flush with adjacent existing pavement on each end. This will allow the 2" surface lift to be aligned with the overlay areas of existing pavement. The materials for full width replacement shall be paid the same as the patching bid items.

NOTE: The Contractor shall obtain a proctor for the Aggregate Base (AB-3)(6") Material. The material shall then be placed and compacted to 95% of dry density with +/-3% optimum moisture. After compaction, the base shall be given a minimum of 24 hours, with a day of full sun and no rain, before any asphalt shall be placed on the base. If there is rain or the base absorbs moisture, then additional curing time may be needed. All compaction, cure time, labor, equipment, and other incidentals shall be SUBSIDIARY to the bid item "Aggregate Base (AB-3)(6") and paid for by square yard of surface area placed in the field.



PROPOSED TYPICAL - FULL WIDTH REPLACEMENT

NOTE: Where full depth patches are of a length that the existing road profile cannot be maintained by matching each existing end of the patch, surveyed shots obtaining location and elevation shall be taken and stakes placed where they can be referenced during construction. This work shall be paid for as "Contractor Construction Staking."

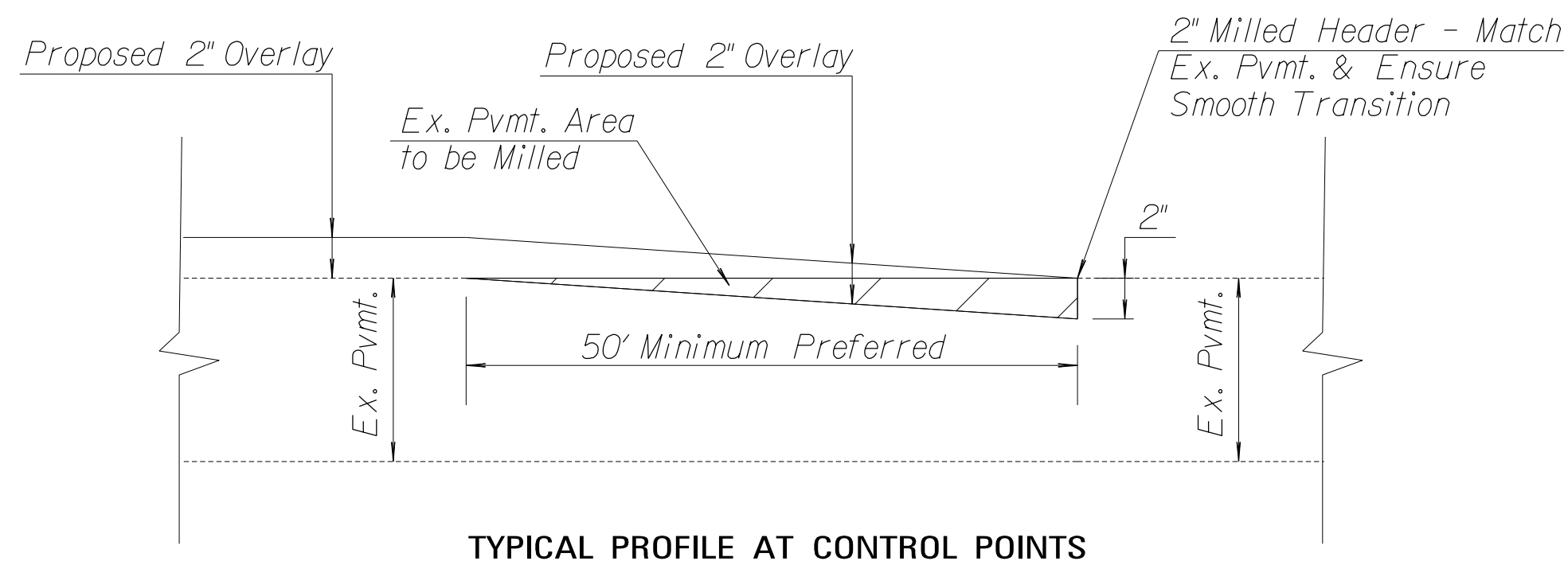
†† The existing rock shoulder material shall be removed as required to place the proposed materials and compact the soil material below. It shall then be recompact back in the original location. The proctor obtained from the proposed AB-3 material shall be referenced to compact the existing material to 95% dry density and +/-3% optimum moisture. If there is major differences in the soil mechanics, the Contractor shall obtain a proctor for the existing shoulder material. All work, material, labor, time, and other incidentals required to remove and recompact the existing shoulder material shall be SUBSIDIARY to other bid items.

PRAIRIE BAND POTAWATOMI NATION

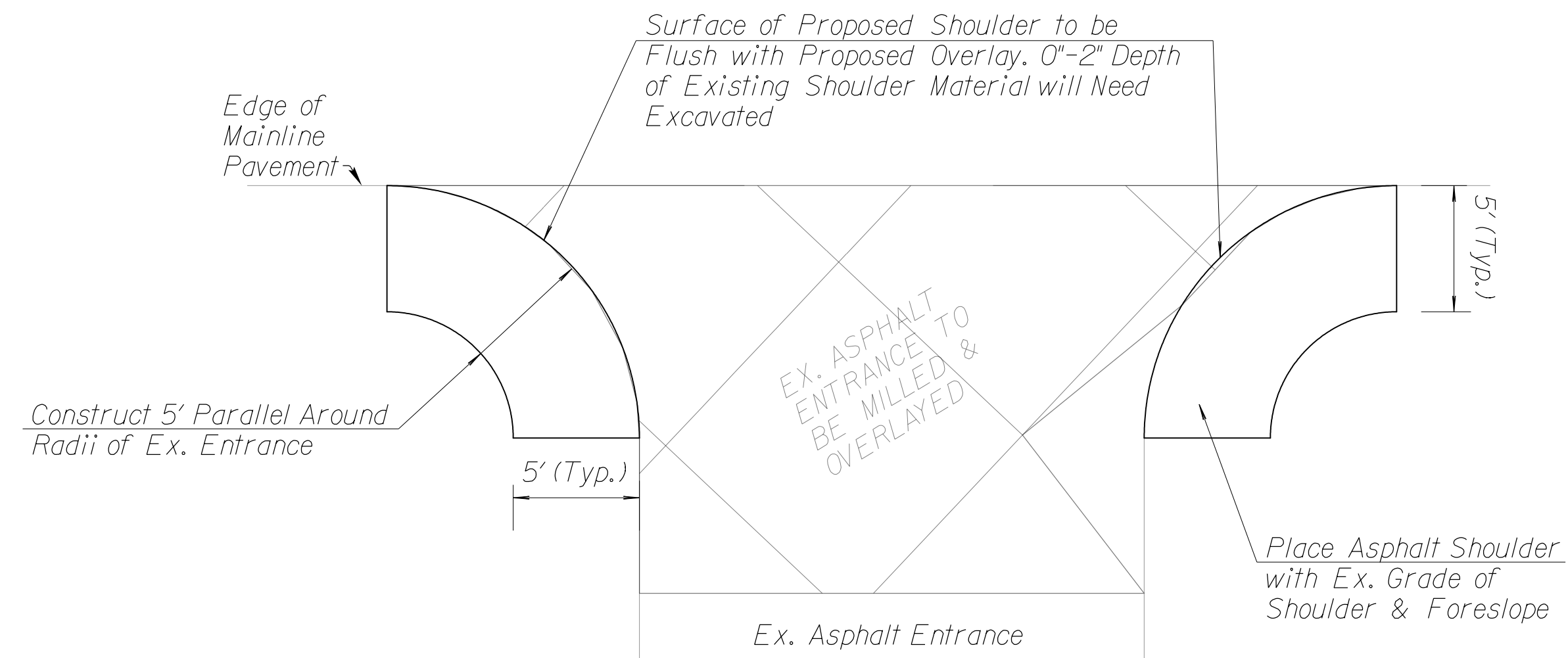
PROPOSED TYPICAL SECTIONS

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

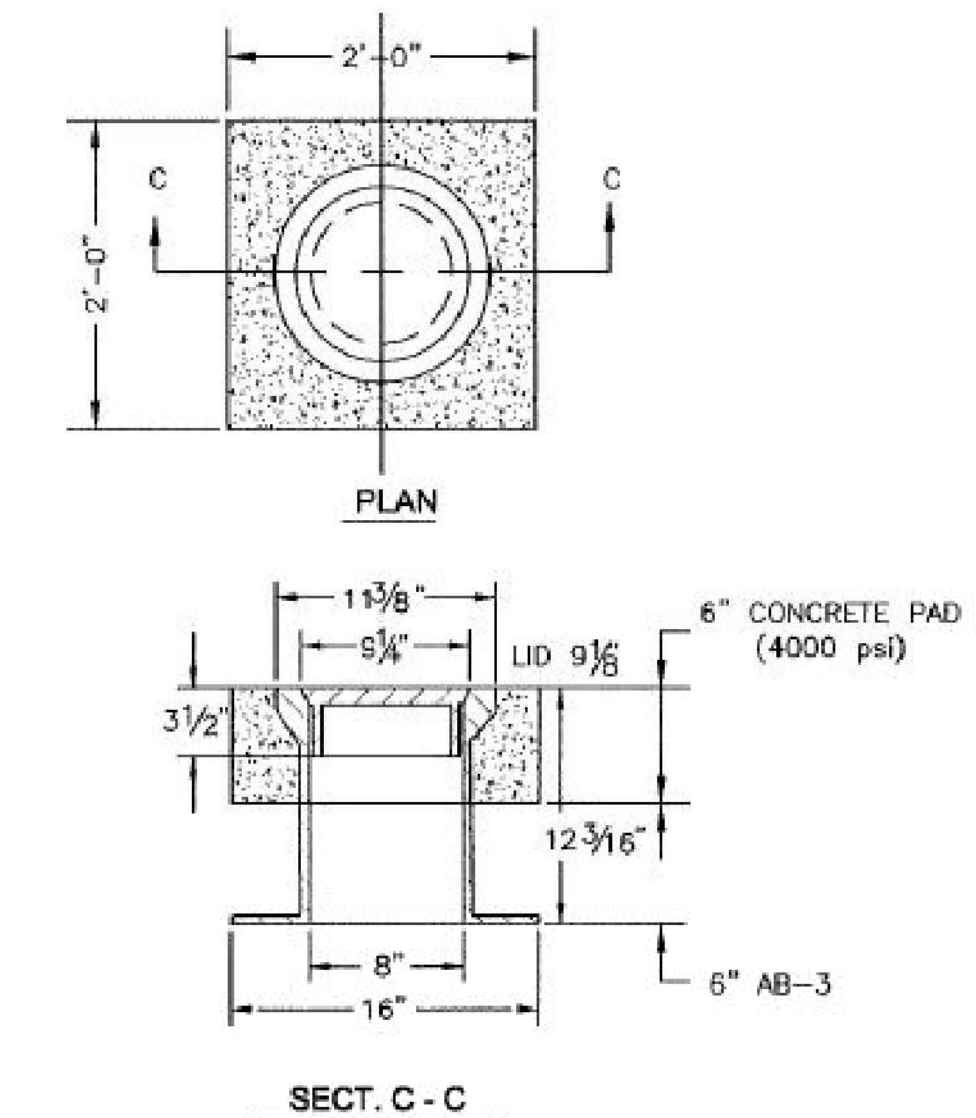
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	7	106



NOTE: The full width of pavement shall be milled. The dimensions shown are typical, see plan sheets in case of variations. For field variations at time of construction, the Contractor shall have approval from the On-Site Representative or Project Engineer. Milling shall be paid in square yards of surface area measured in place. Disposal of the asphalt millings shall be SUBSIDIARY to the bid item "Milling."



TYPICAL 6" ASPHALTIC CONCRETE (SHOULDER) ON ADJACENT ASPHALT ENTRANCE



MONUMENT BOX DETAILS

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

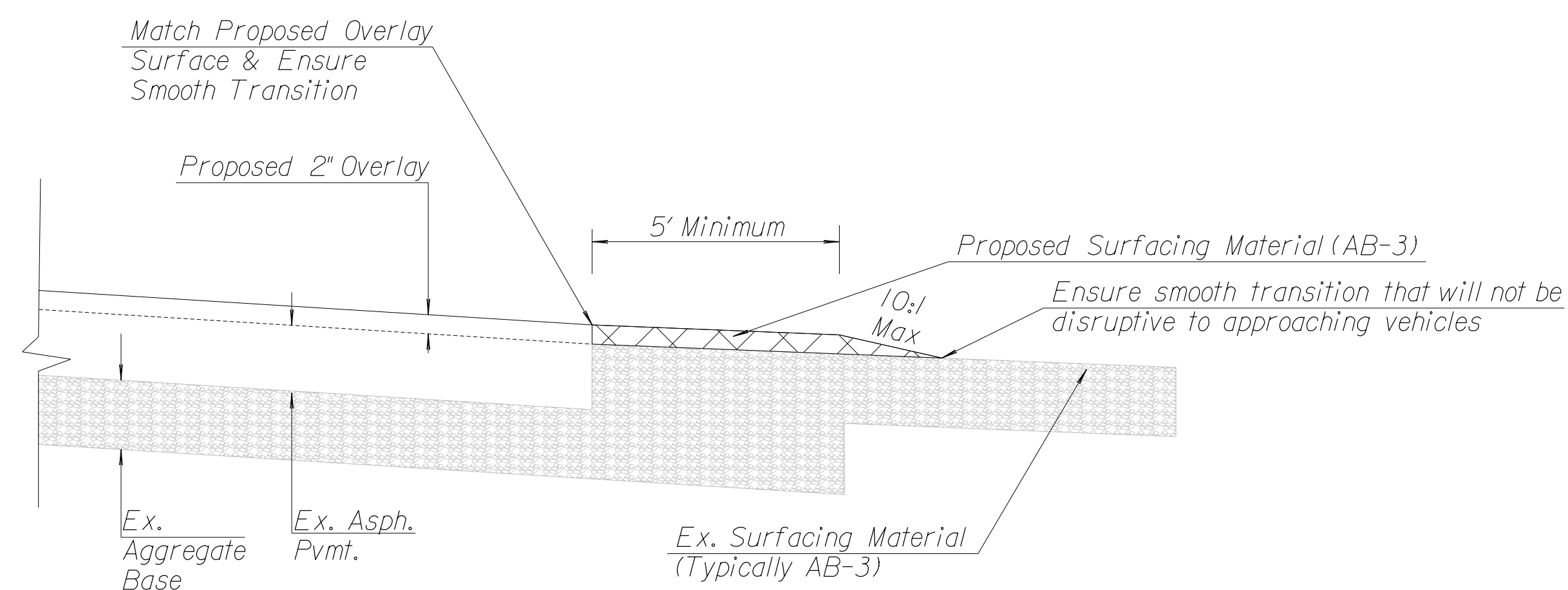
NOTE: AFTER ASPHALT IS COMPLETED, SAW CUT A 2'x2' SECTION AT EACH 1/4 SECTION AND SECTION CORNER, INSTALL MONUMENT BOX AND POUR 6" CONCRETE PAD AS SHOWN ABOVE.

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 Kansas Historical Society, Jackson County Surveyor, & Prairie Band Potawatomi Nation. Copies shall be provided to the Project Engineer.

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.

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.

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



TYPICAL SECTION MATCHING ADJACENT GRAVEL APPROACH, DRIVEWAY, OR ENTRANCE

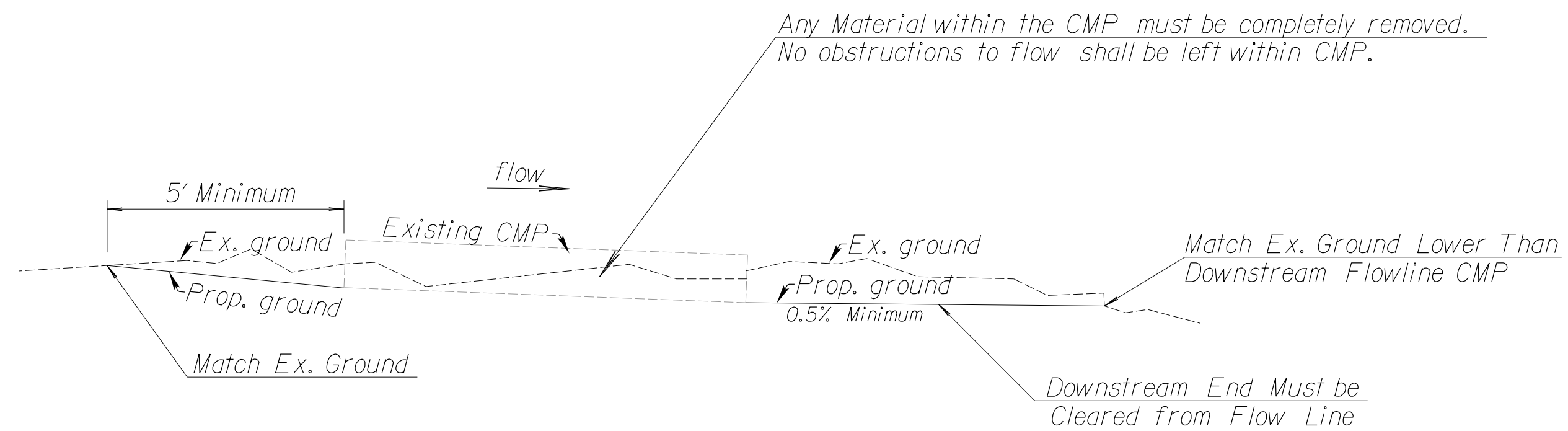
NOTE: The full width of the adjacent approach, driveway, or entrance shall be covered uniformly. Longer transitions may be needed for steeper approaches. For field variations at the time of construction, the Contractor shall have approval from the On-Site Representative or Project Engineer. The typical existing field entrance is estimated to require 2 tons for a smooth transition onto the overlay. Larger than typical entrances and road approaches shall have estimated amounts noted on the plan sheets. Surfacing Material (AB-3) shall be paid in tons placed.

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

PRAIRIE BAND POTAWATOMI NATION

TYPICAL DETAILS-MISCELLANEOUS I

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



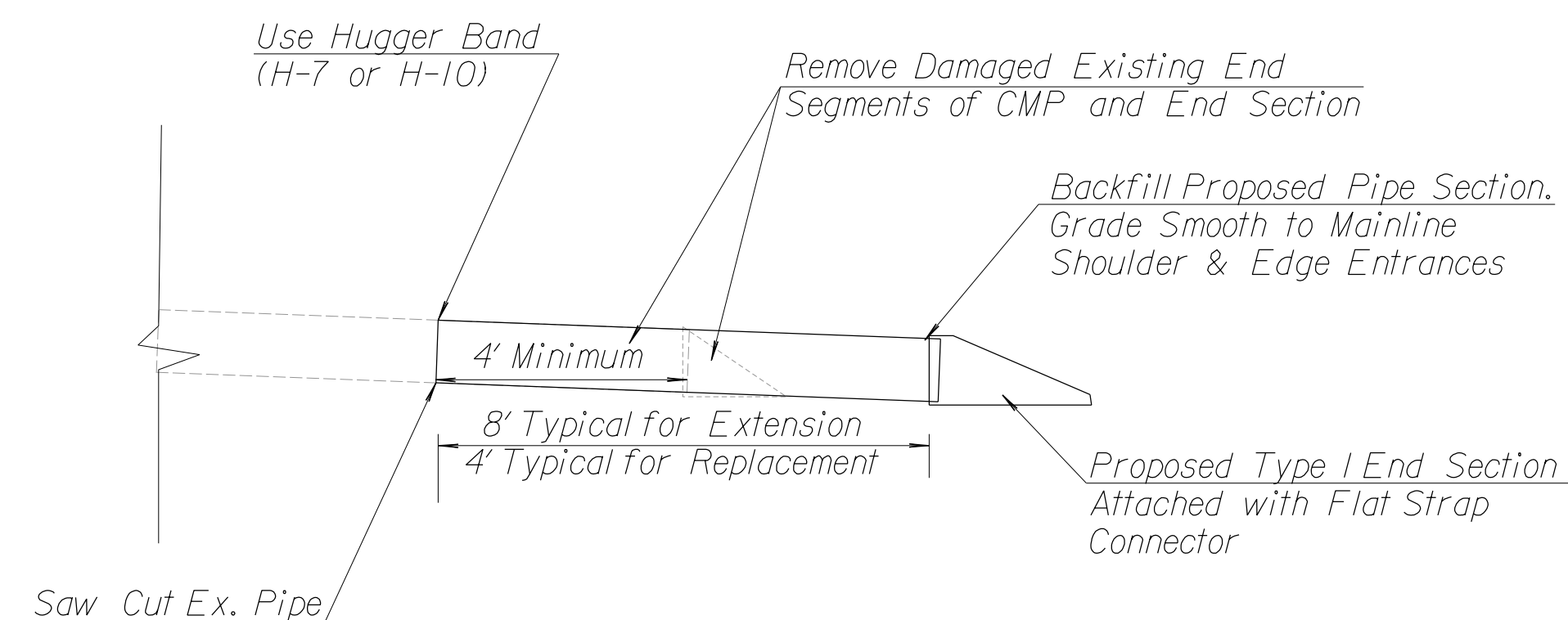
CLEAN EXISTING STRUCTURES & GRADE DITCH TO DRAIN

NOTE: The work shown above is the minimum required excavation for each pipe that is called to be cleaned and each ditch called to be graded to drain. See plan sheets for details at specific locations.

NOTE: All materials, time, tools, and other incidentals to complete the shown and stated work shall be paid for by to the bid items "Clean Existing Structures" and "Common Excavation." The excavation is estimated in the plans. The final pay quantity shall be what is measured in place. Pipe material type and sizes are specified in the plan sheets, but all shall be paid Each with the bid item "Cleaning Existing Structures."

NOTE: All vegetated areas that are disturbed shall receive temporary seeding & mulching within 2 weeks of the disturbance. At the end of the project, permanent seeding shall be placed with mulch & fertilizer. See standard details.

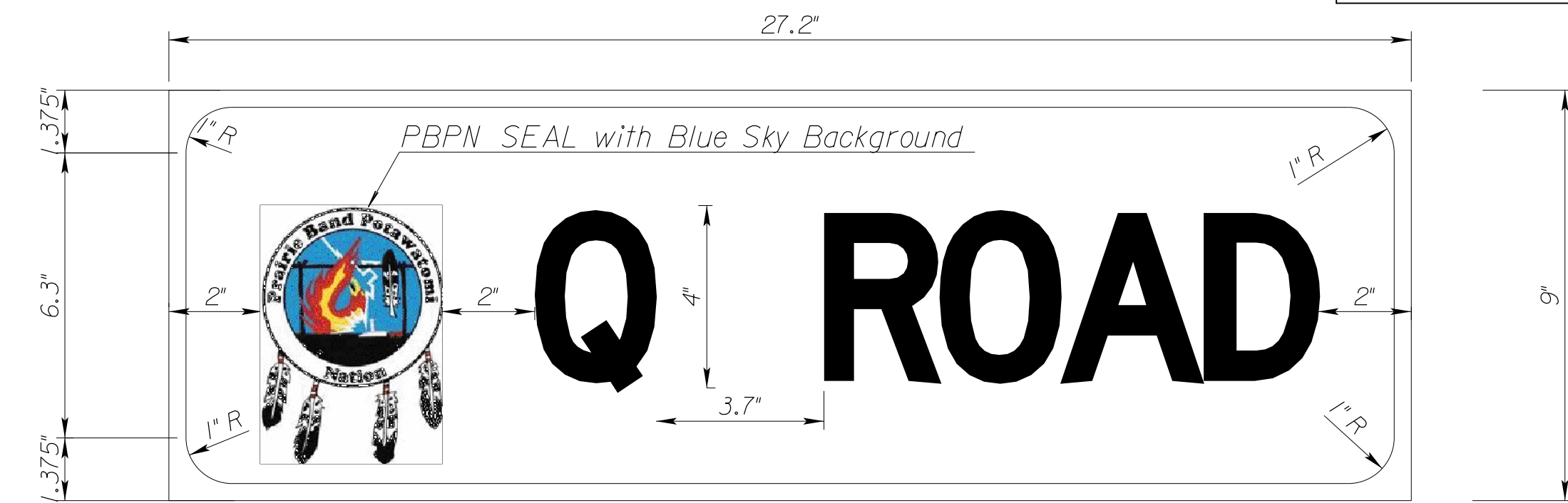
NOTE: A Ditch Check (Non-Rock) shall be placed downstream of all areas where ditch work and cleaning of structures occurs. See standard details.



TYPICAL CMP EXTENSION

NOTE: Saw cuts & huger bands shall be **SUBSIDIARY** to other bid items.

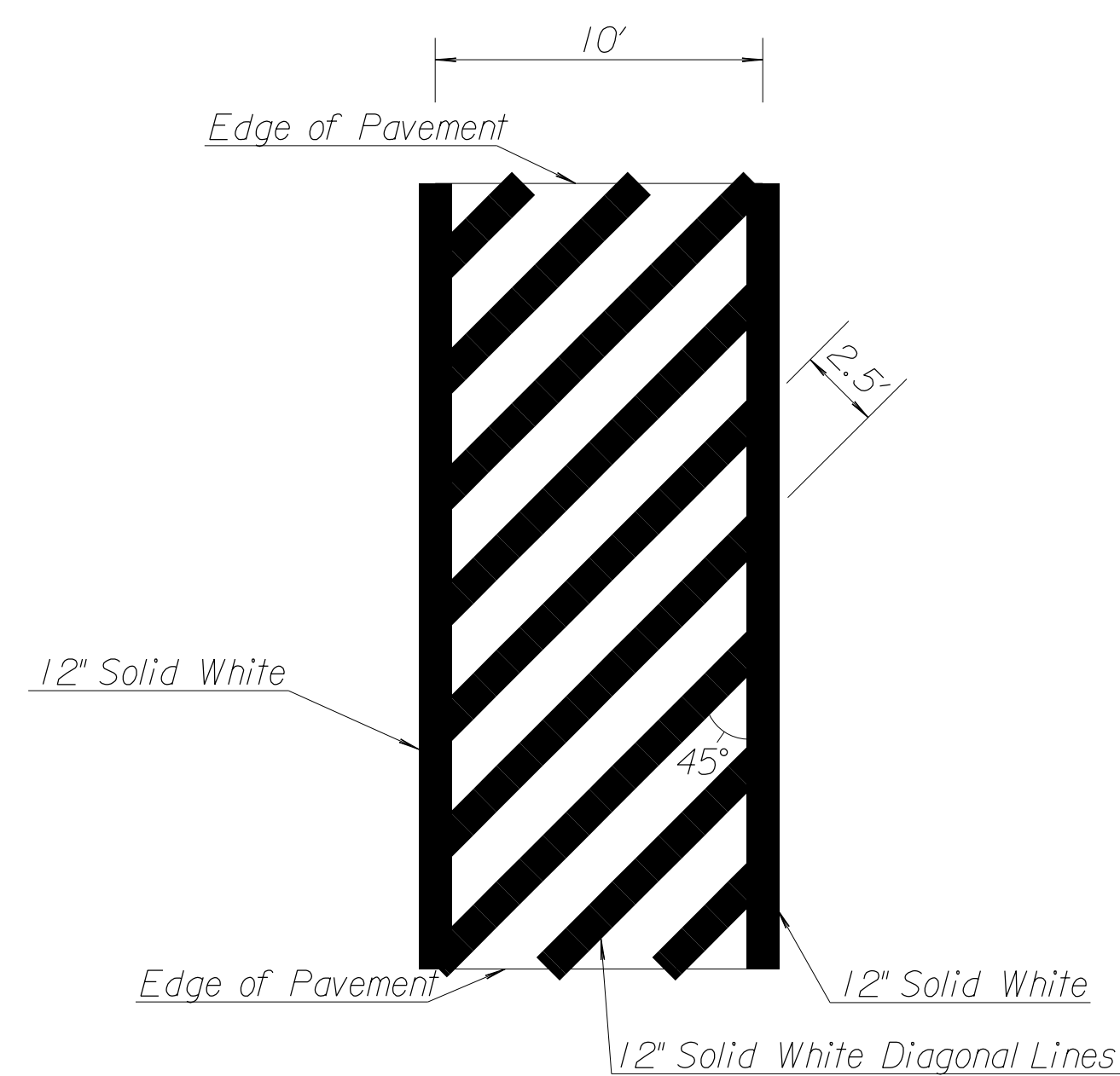
NOTE: See KDOT Standard RD660 for additional CMP information.



NOTE: Lettering shall be colored white in upper case. Background color of sign shall be green.

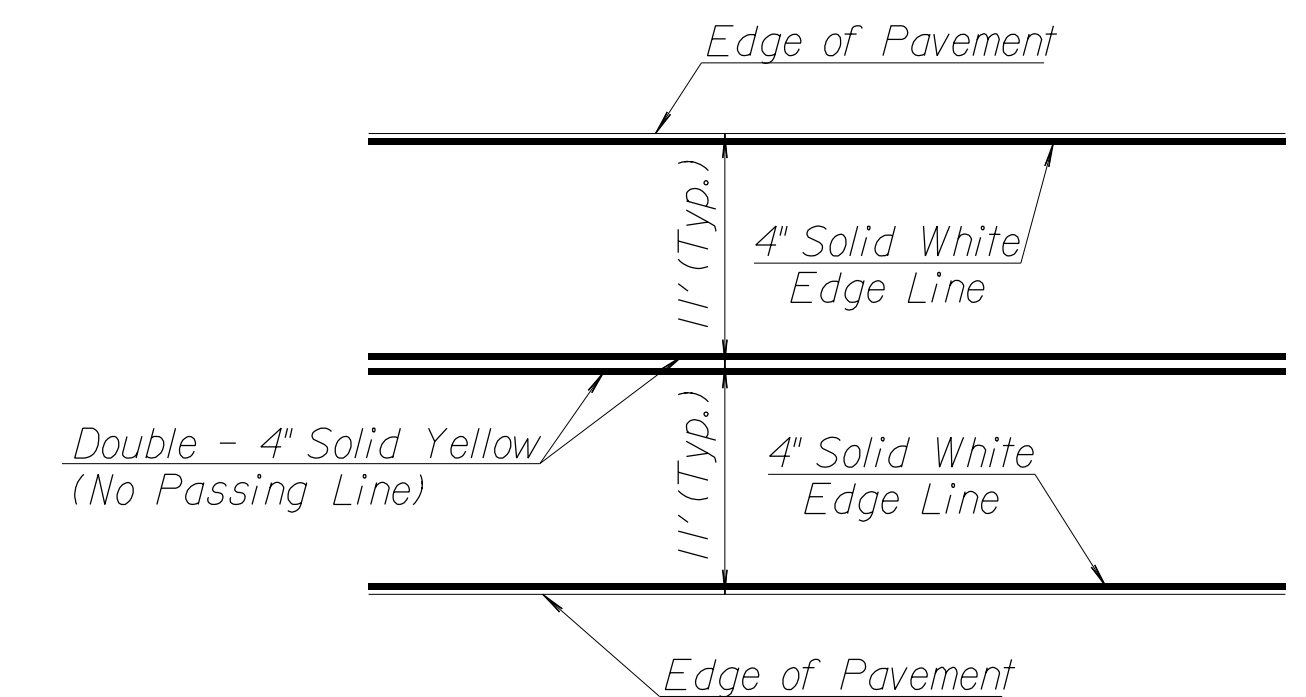
NOTE: Sign length shall vary depending on how many letters are required to spell out the street name.

TYPICAL PERMANENT STREET SIGN



TYPICAL CROSS WALK FOR BIKE ROUTE PAVEMENT MARKINGS

NOTE: Each Typical Cross Walk Marking for the Bike Route is estimated to have a total of 144 Linear Feet of 12" Solid White Pavement Marking



TYPICAL TWO LANE PAVEMENT MARKINGS

NOTE: No edge lines required through intersections.

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

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

@ P.O.T. = 14+98.38
 1.) Not Set (Office Location)
 2.) N: 370,847.88 , E: 1,910,051.43

 @ P.I. = 15+30.00
 1.) Not Set (Office Location)
 2.) N: 370,879.49 , E: 1,910,050.81

S.E. Corner Sec. 19, T8S, R14E
 1.) Found Bar at Surface of Asphalt 36.26° N.E.
 2.) Top End 30" CMP 40.15° N.W.
 3.) Top End 30" CMP
 4.) N: 370,847.95 , E: 1,910,053.51



USA (Trust) for the
 PBPB Trust 130
 6085 158th Rd.
 Mayetta KS, 66509
 E/2 of Sec. 30 T8S
 R14E

Mill Header &
 Match Existing
 Asphalt (151 yd.³)

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

Remove & Replace South 4' of 24" CMP with
 4'x24" (ACSP) with End Section
 Clean Existing 24" CMP
 Grade Ditch to Drain (3 yd.³)

Johnston, Brandy
 0 I Rd. Mayetta KS, 66509
 Tract in SE/4 Sec. 19 T8S
 R14E

Construct Asphaltic
 Concrete Patching (typical)

Johnston, Brandy & Jennifer
 16133 I Rd. Mayetta KS, 66509
 Tract in SE/4 Sec. 19 T8S R14E

Place Surfacing Material (AB-3)

Existing R/W= Sta. 55+00.00, 37.98' Lt.
 N: 371,848.55
 E: 1,909,993.60

Remove & Replace 4' of 18" CMP with
 4'x18" (ACSP) with End Sections, Each End
 Clean Existing 18" CMP
 Grade Ditch to Drain (3 yd.³)

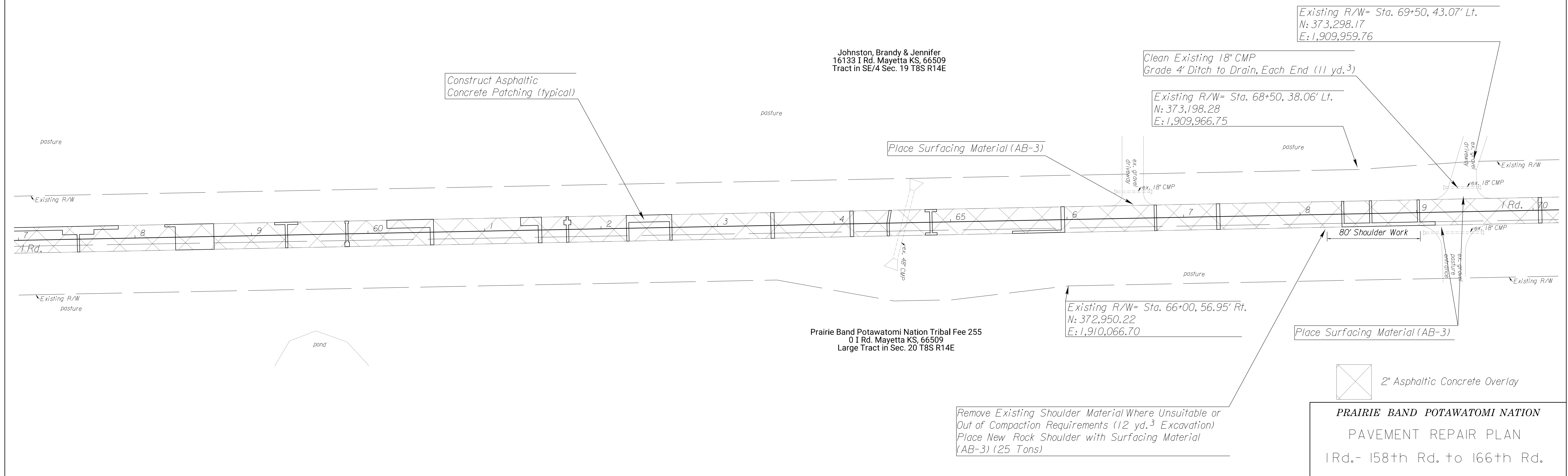
Place Surfacing Material (AB-3)

Clean Existing 30" CMP
 Grade Ditch to Drain, Each End (5 yd.³)

158th - H to K to be
 Constructed in Separate Project

① Existing R/W= Sta. 15+46.79, 51.68' Lt. @
 N: 370,895.26
 E: 1,909,998.81

② Existing R/W= Sta. 16+50.00, 37.93' Lt. @
 N: 370,998.72
 E: 1,910,010.50



PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 IRd.- 158th Rd. to 166th Rd.

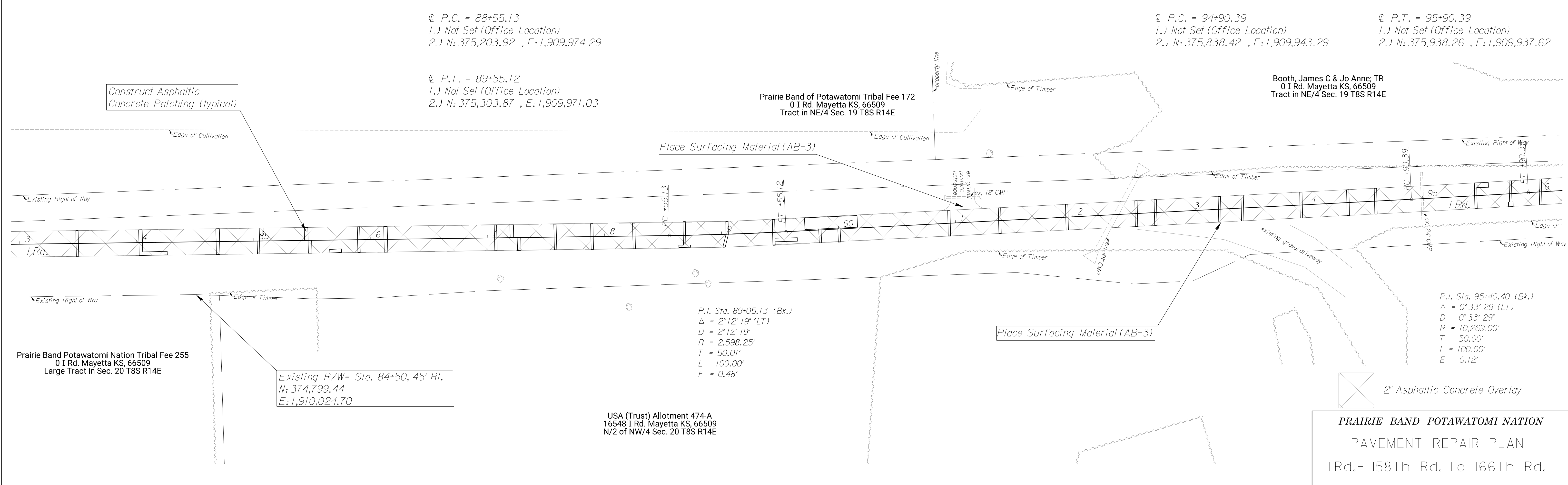
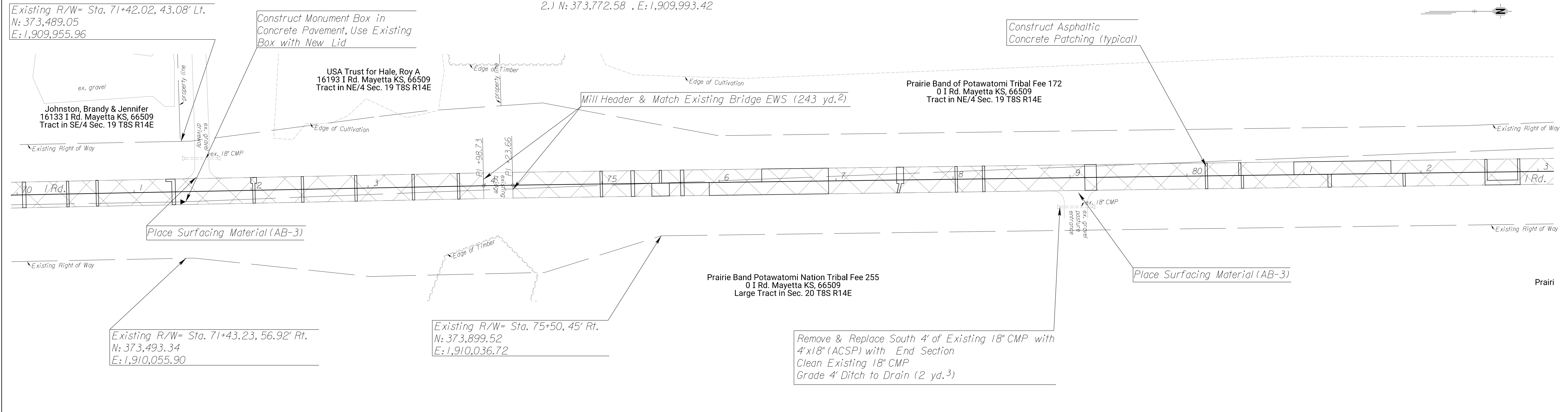
E. 1/4 Corner Sec. 19, T8S, R14E = @ Sta. 71+40.91, 8.65' Rt.
 1.) Found Bar with Cap in Monument Box (Bartlett & West CLS 14)
 2.) N: 373,490.06 , E: 1,910,007.68

@ P.I. = 73+98.73
 1.) Not Set (Office Location)
 2.) N: 373,747.66 , E: 1,909,993.92

@ P.I. = 74+23.66
 1.) Not Set (Office Location)
 2.) N: 373,772.58 , E: 1,909,993.42

PLAN: Lat. & Long. 100' 0 100' 200'

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



2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 IRd.- I58th Rd. to I66th Rd.

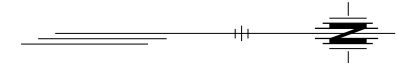
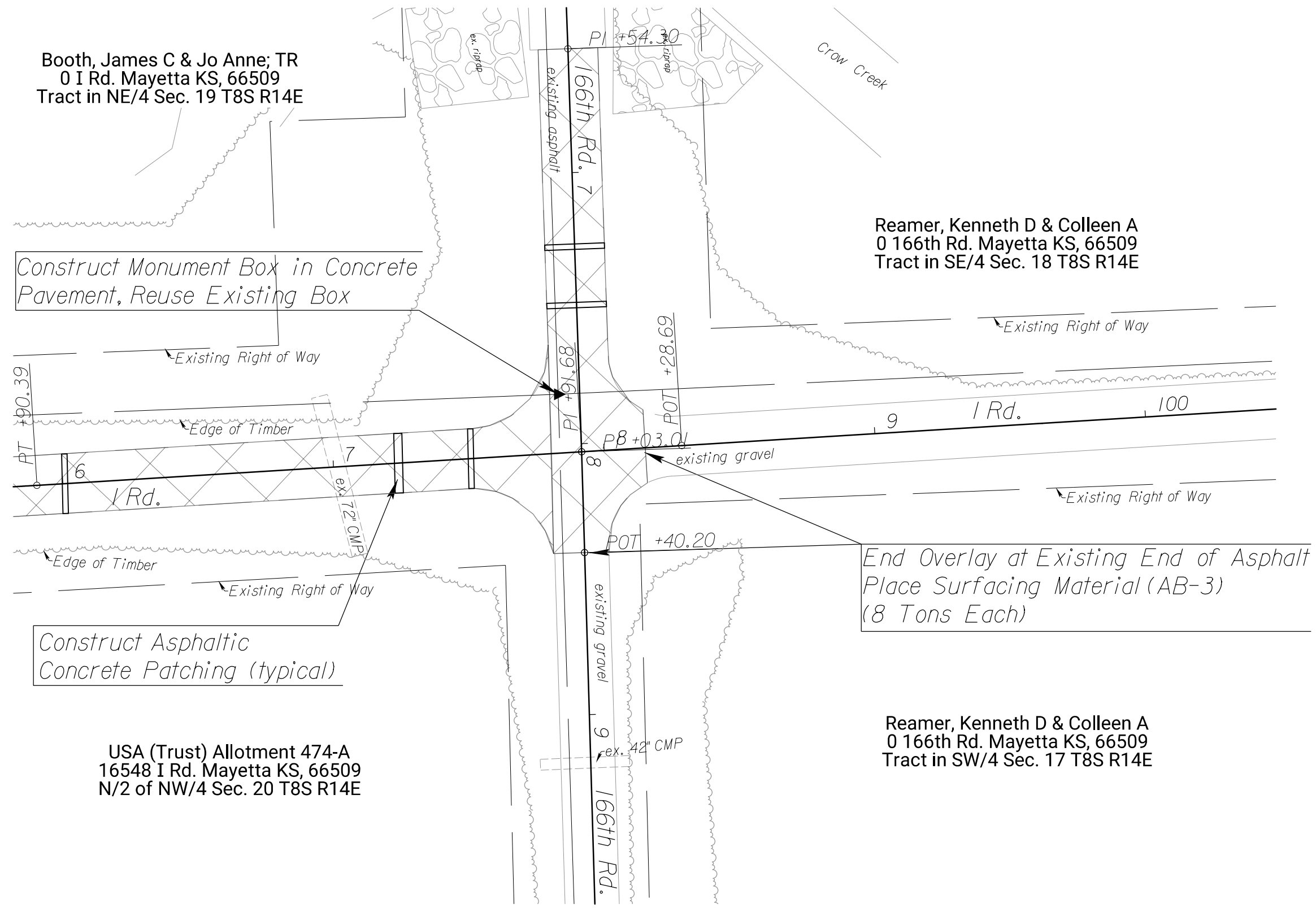
@ P.I. = 97+91.68
 1.) Not Set (Office Location)
 2.) N: 376,139.17 , E: 1,909,925.23

@ P.O.T. = 98+28.69
 1.) Not Set (Office Location)
 2.) N: 376,176.10 , E: 1,909,922.95

N.E. Corner Sec. 19, T8S, R14E=@ Sta. 97+84.31, 21.70' Lt.
 1.) Found Bar with Cap in Monument Box (Bartlett & West CLS 14)
 2.) N: 376,130.47 , E: 1,909,904.02

PLAN: Lat. & Long.

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



2" Asphaltic Concrete Overlay

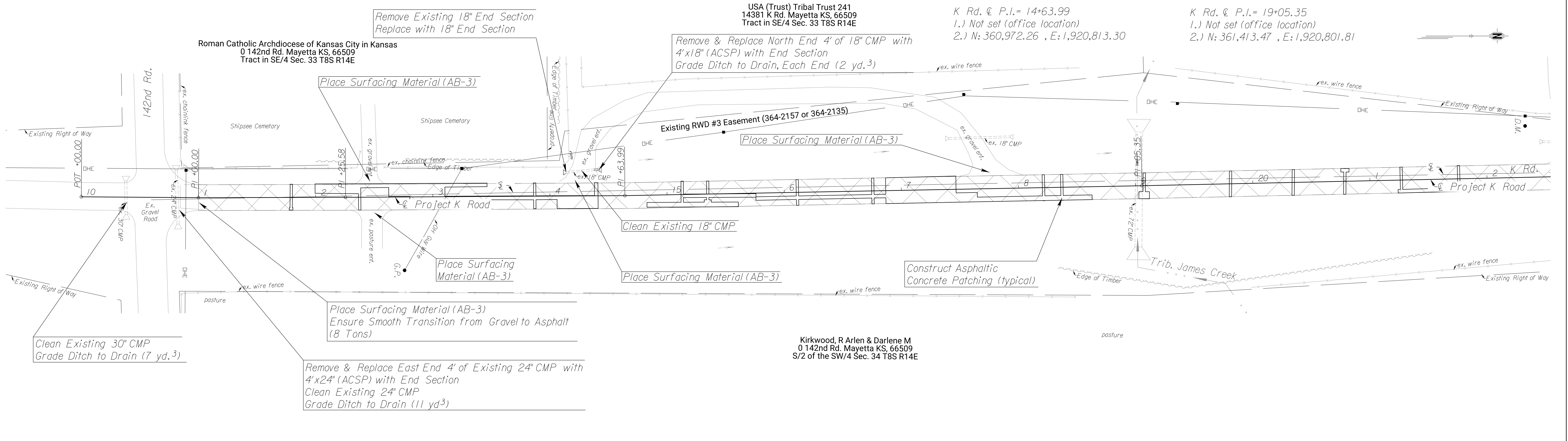
PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 IRd.- 158th Rd. to 166th Rd.

K Rd. $\text{C.P.O.T.} = 10+00$
 1.) Not set (office location)
 2.) N: 360,508.29 , E: 1,920,817.46

K Rd. $\text{C.P.I.} = 11+00$
 1.) Not set (office location)
 2.) N: 360,608.29 , E: 1,920,817.46

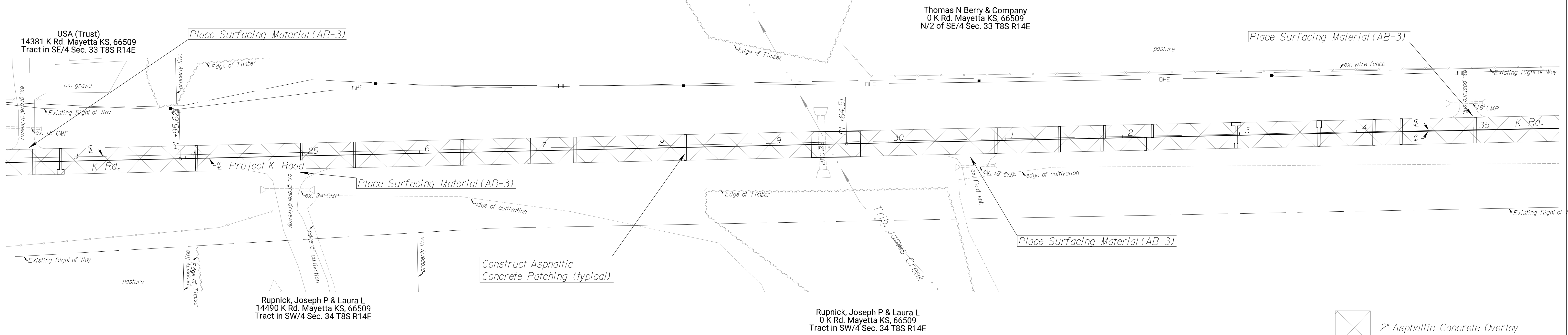
PLAN: Lat. & Long.

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



K Rd. $\text{C.P.I.} = 23+95.62$
 1.) Not set (office location)
 2.) N: 361,903.53 , E: 1,920,787.76

K Rd. $\text{C.P.I.} = 29+64.51$
 1.) Not set (office location)
 2.) N: 362,472.18 , E: 1,920,771.10



Rupnick, Joseph P & Laura L
 14490 K Rd. Mayetta KS, 66509
 Tract in SW/4 Sec. 34 T8S R14E

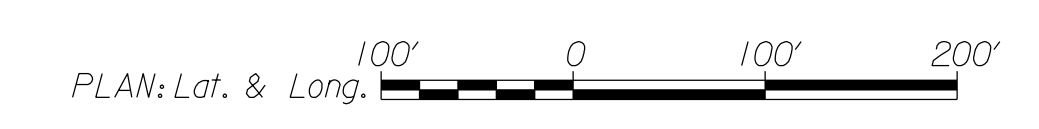
Rupnick, Joseph P & Laura L
 0 K Rd. Mayetta KS, 66509
 Tract in SW/4 Sec. 34 T8S R14E

2" Asphaltic Concrete Overlay

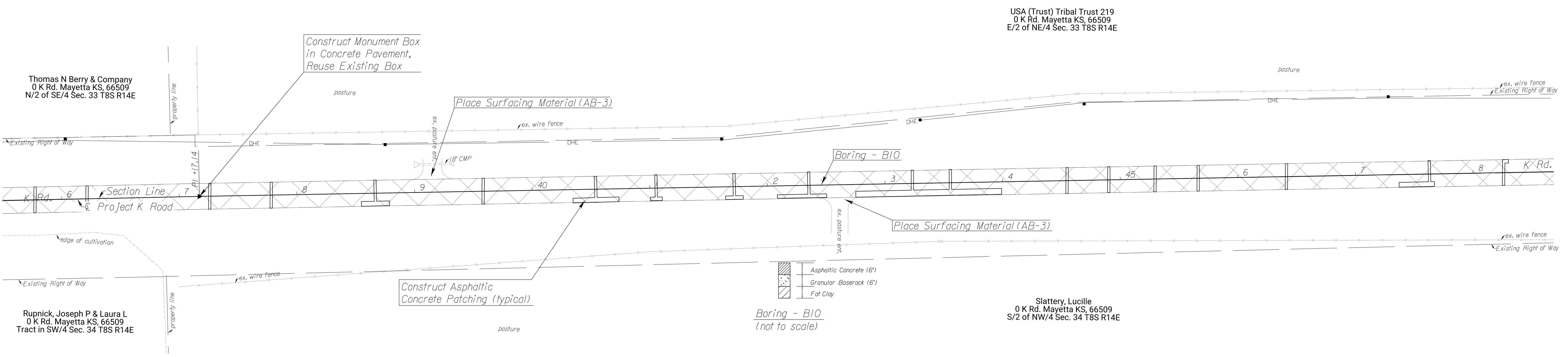
PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 K Rd.- 142th Rd. to 150th Rd.

E 1/4 Cor. Sec. 33, T8S, R14E = \odot P.I. at Sta. 37+17.14
 1.) Found bar in monument box
 2.) N: 363,224.50 , E: 1,920,749.68

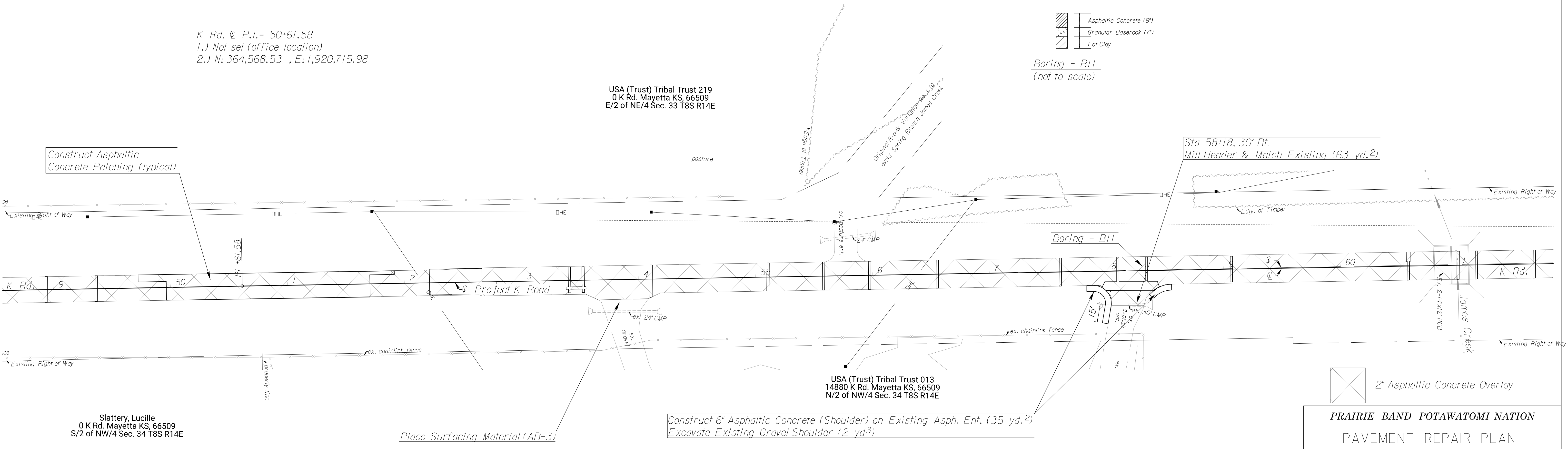
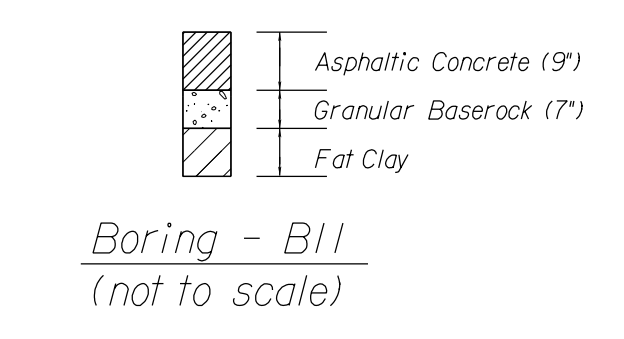
K Rd. \odot P.I. = 37+17.14
 1.) Not set (office location)
 2.) N: 363,224.50 , E: 1,920,749.68



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



K Rd. \odot P.I. = 50+61.58
 1.) Not set (office location)
 2.) N: 364,568.53 , E: 1,920,715.98



PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 K Rd.- 142th Rd. to 150th Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	14	106

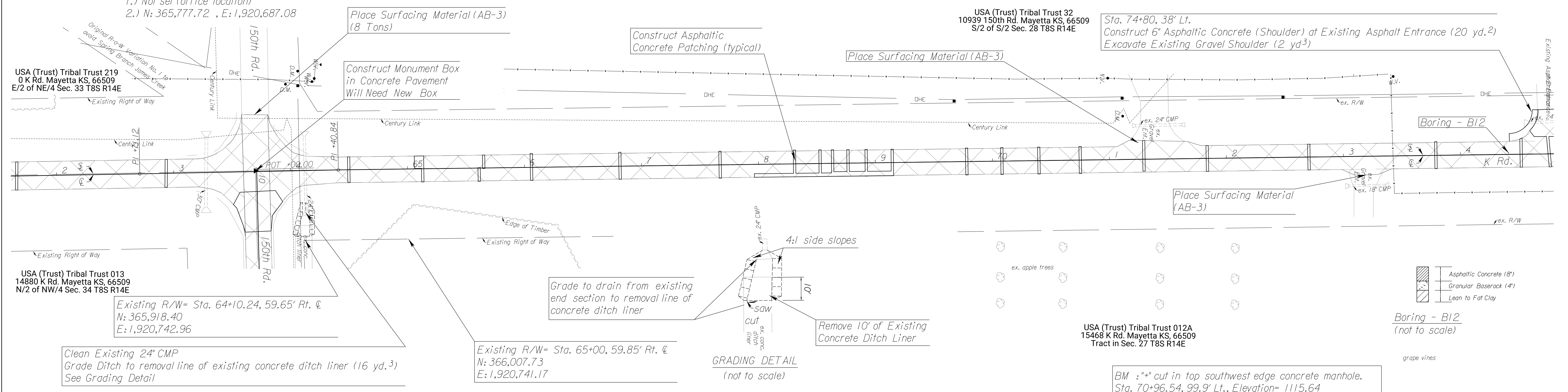
PLAN: Lat. & Long. 

SE Cor. Sec. 28, T8S, R14E = \odot Sta. 63+70.03, 0.63' Lt.
 1.) Found bar 2" deep
 2.) Nail & washer in north face telephone marker post 81.51 NW
 3.) Nail & washer in top corner post 99.58' WSW
 4.) N: 365,876.58 , E: 1,920,683.79

K Rd. \odot P.O.T. = \pm 150th = 63+70.03
 1.) Not set (office location)
 2.) N: 365,876.60 , E: 1,920,684.42

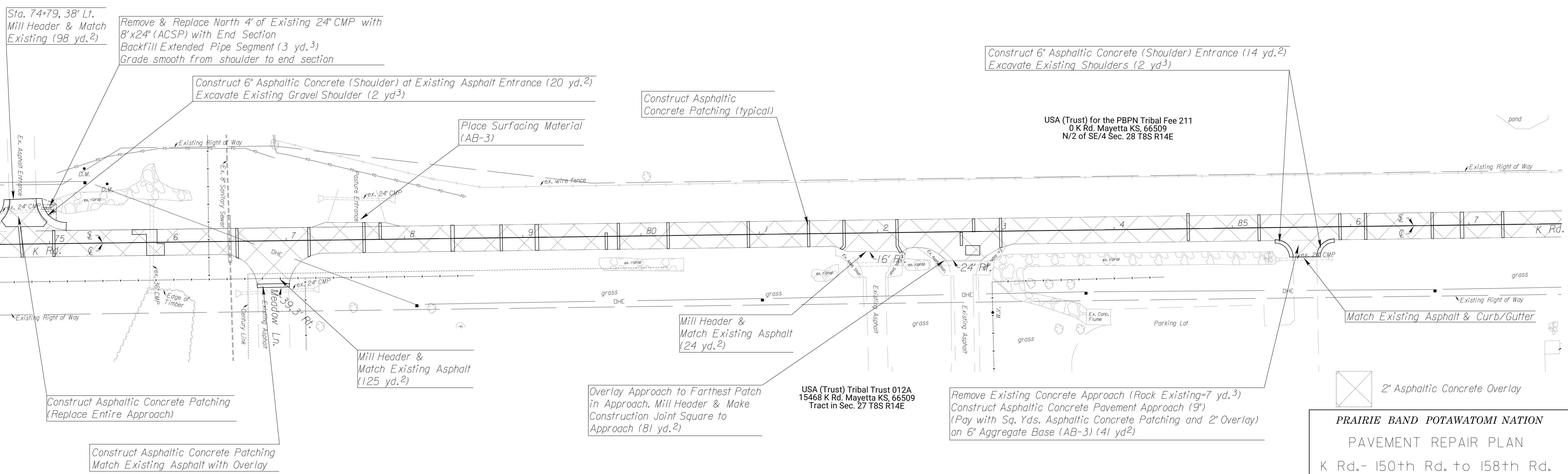
 K Rd. \odot P.I. = 64+40.84
 1.) Not set (office location)
 2.) N: 365,947.38 , E: 1,920,682.52

Reference Point #1 = \odot Sta. 70+60.59, 161.13 Lt.
 1.) Set 1/2"x24" Rebar 2" below surface
 2.) \odot South Entrance Commodities Building 80.7' N.
 3.) plus cut at southwest edge concrete manhole 70.9' N.E.
 4.) N: 366,563.78 , E: 1,920,509.00



Asphaltic Concrete (8")
 Granular Baserock (4")
 Lean to Fat Clay

Boring - B12
 (not to scale)



2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 K Rd.- 150th Rd. to 158th Rd.

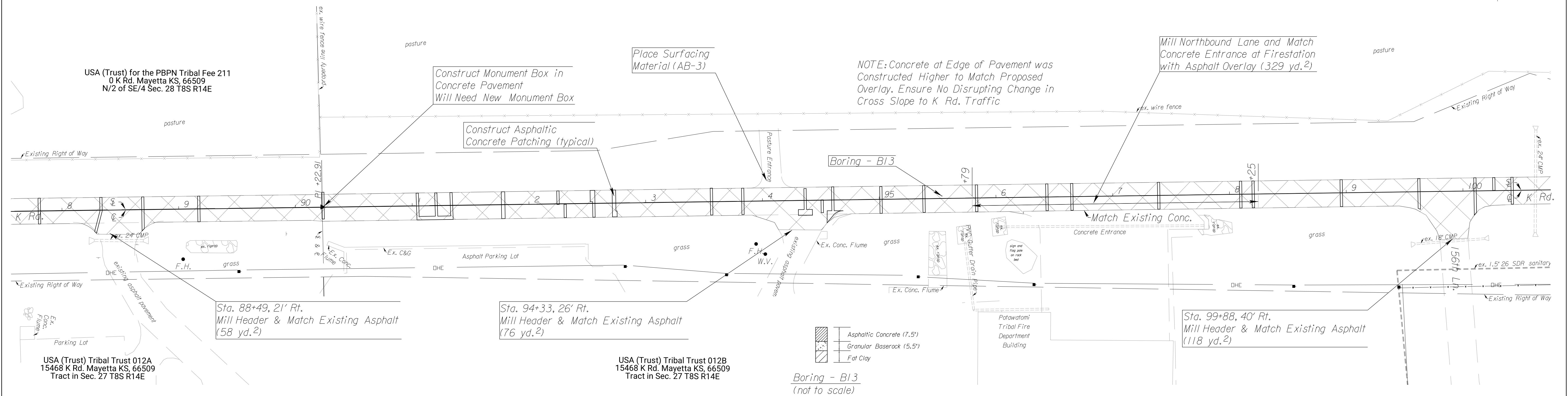
K Rd. $\text{C.P.I.} = 90+22.91$
 1.) Not set (office location)
 2.) N: 368,528.93 , E: 1,920,630.79

E 1/4 Cor. Sec. 28, T8S, R14E = $\text{C Sta. } 90+22.87, 0.32' \text{ Lt.}$
 1.) Found bar 3" below surface
 2.) Mag nail in north face power pole
 3.) Nail & bottle cap in top fence post
 4.) N: 368,528.89 , E: 1,920,630.47

PLAN: Lat. & Long.

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

USA (Trust) Allotment 481 (A, B, & C)
 0 K Rd. Mayetta KS, 66509
 Large Tract in NE/4 of Sec. 28 T8S R14E

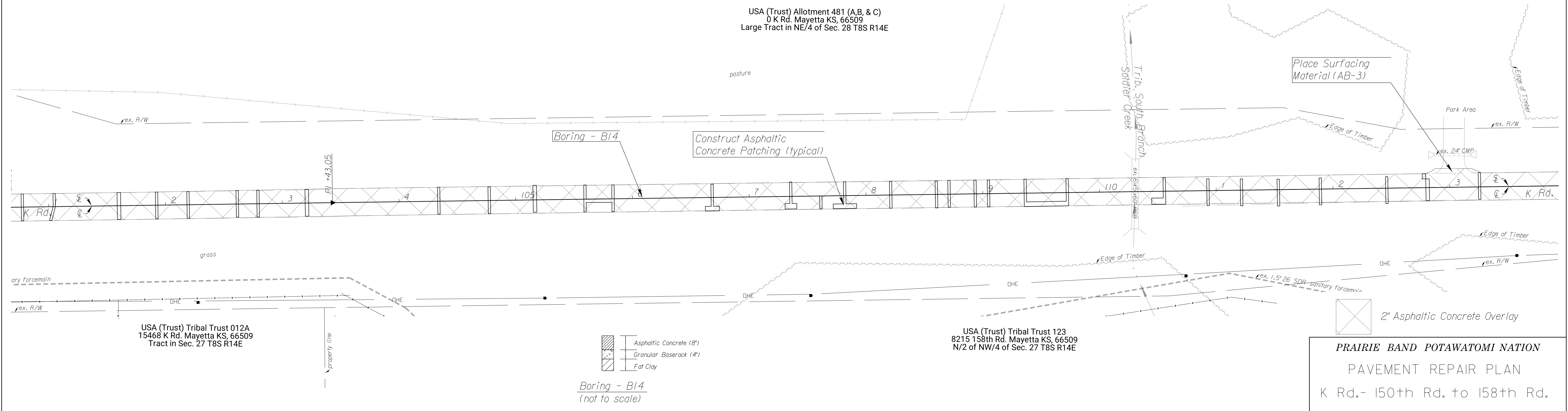


Asphaltic Concrete (7.5')
 Granular Baserock (5.5')
 Fat Clay

Boring - B13
 (not to scale)

K Rd. $\text{C.P.I.} = 103+43.05$
 1.) Nail & Washer at Surface of Existing Asphalt
 2.) N: 369,848.78 , E: 1,920,603.01

USA (Trust) Allotment 481 (A, B, & C)
 0 K Rd. Mayetta KS, 66509
 Large Tract in NE/4 of Sec. 28 T8S R14E



Asphaltic Concrete (8')
 Granular Baserock (4')
 Fat Clay

Boring - B14
 (not to scale)

2" Asphaltic Concrete Overlay

USA (Trust) Tribal Trust 123
 8215 158th Rd. Mayetta KS, 66509
 N/2 of NW/4 of Sec. 27 T8S R14E

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 K Rd.- 150th Rd. to 158th Rd.

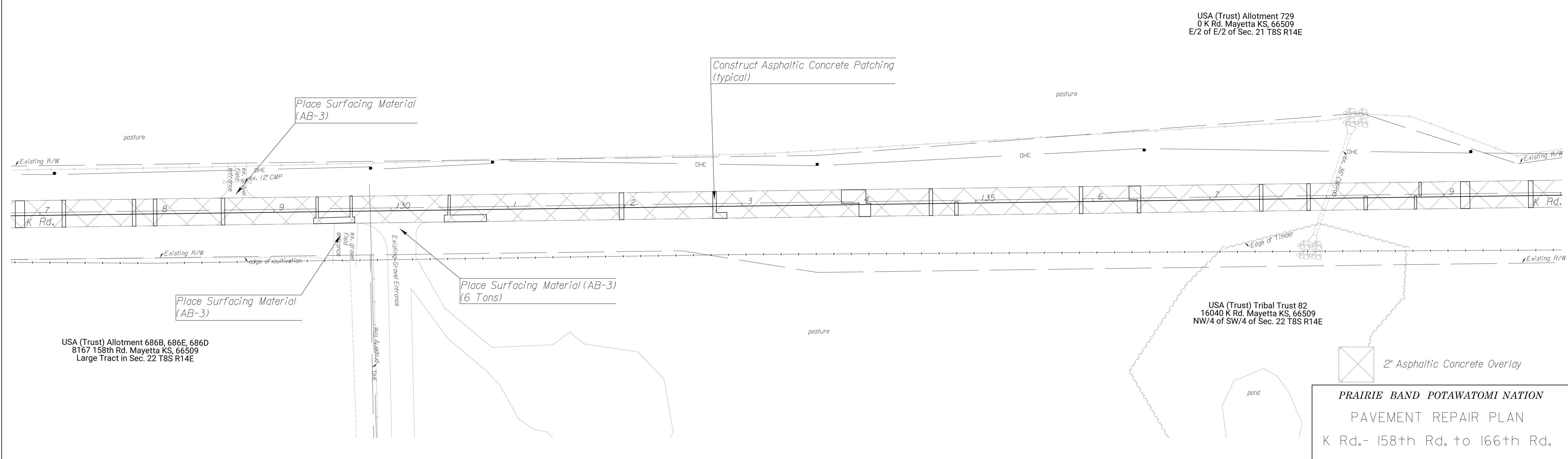
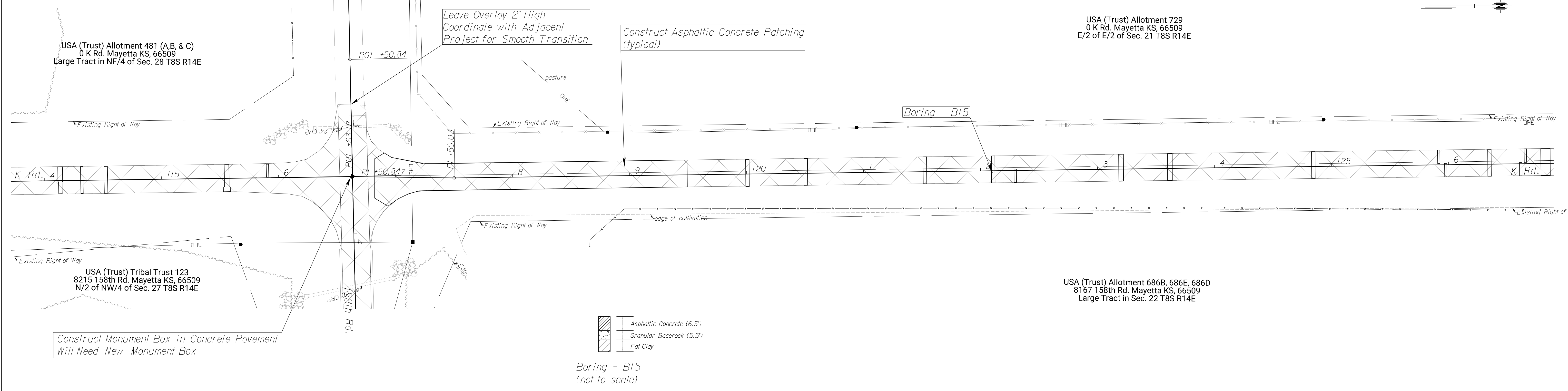
SE Cor. Sec. 21, T8S, R14E = @ Sta. 116+63.18, 0.24' Lt.
 1.) Found bar 0.3' below surface
 2.) N: 371,168.62 , E: 1,920,575.60

K Rd. @ P.O.T. = @ Sta. 116+63.18
 1.) Not set (office location)
 2.) N: 371,168.63 , E: 1,920,575.84

@ P.I. = 117+50.03
 1.) not set (office location)
 2.) N: 371,255.48 , E: 1,920,576.36

PLAN: Lat. & Long. 

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

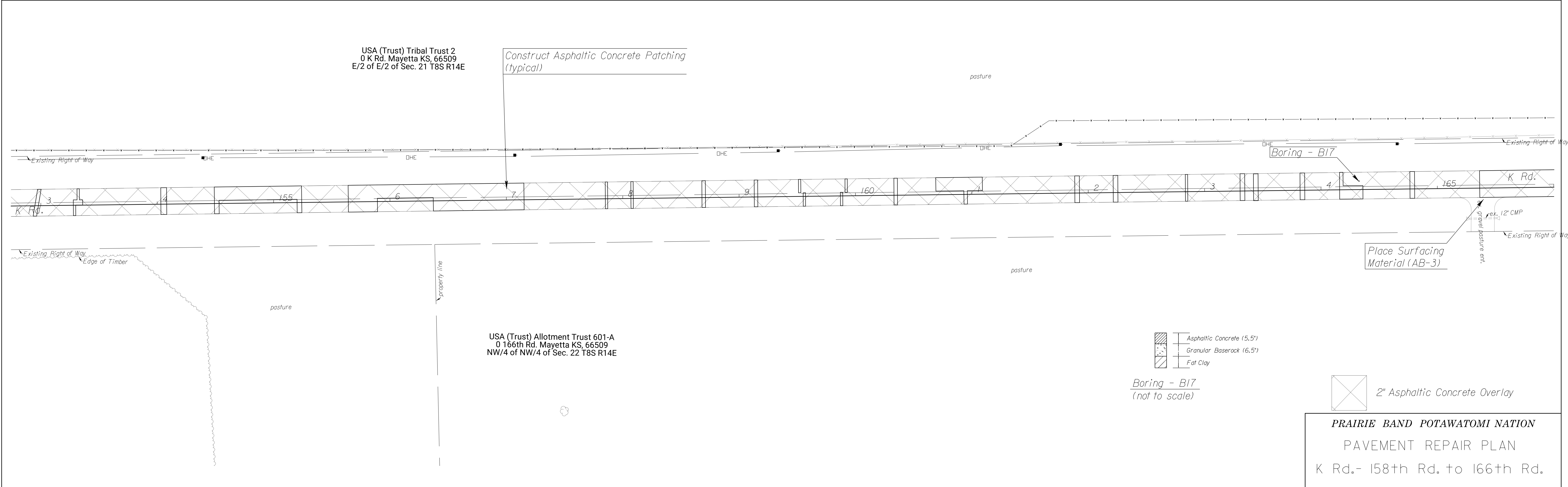
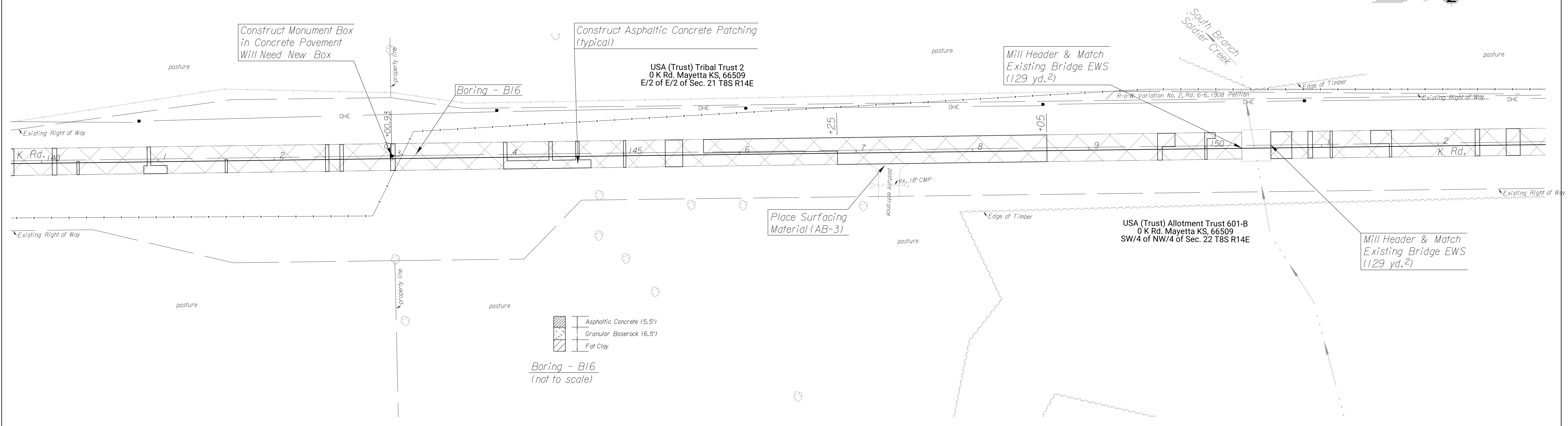


E 1/4 Cor. Sec. 21, T8S, R14E = @ Sta. 142+00.93, 2.39' Lt.
 1.) Found bar at surface
 2.) N: 373,805.82 , E: 1,920,522.73

@ P.I. = 143+00.93
 1.) not set (office location)
 2.) N: 373,805.86 , E: 1,920,525.12

PLAN: Lat. & Long.

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

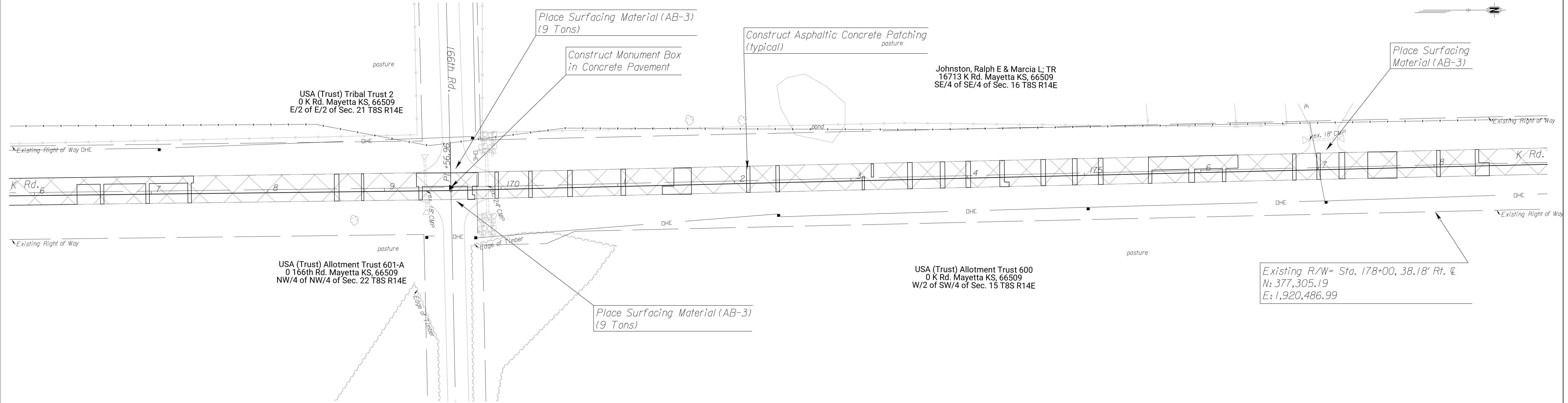


NE Cor. Sec. 21, T8S, R14E = \varnothing Sta. 169+56.96, 2.66' Lt.
 1.) Found bar
 2.) N: 376,461.36, E: 1,920,472.00

\varnothing P.I. = 169+56.96
 1.) not set (office location)
 2.) N: 376,461.41, E: 1,920,474.66

PLAN: Lat. & Long.

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

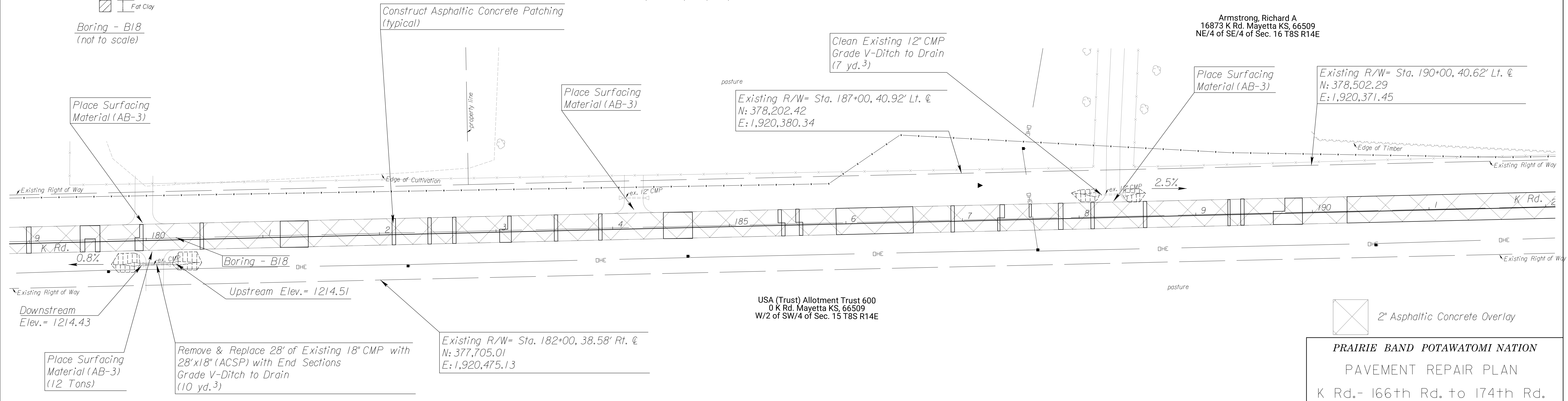


Existing R/W = Sta. 178+00, 38.18' Rt. \varnothing
 N: 377,305.19
 E: 1,920,486.99

- Asphaltic Concrete (6')
- Granular Baserock (6')
- Fat Clay

Boring - B18
 (not to scale)

Reference Point = \varnothing Sta. 187+15.21, 30.17 Lt.
 1.) Set bar 2" below vegetated surface
 2.) West edge asphalt pavement 19.0' E.
 3.) \varnothing driveway 16873 113.3' N.
 2.) N: 378,217.91, E: 1,920,390.62



Existing R/W = Sta. 190+00, 40.62' Lt. \varnothing
 N: 378,502.29
 E: 1,920,371.45

Remove & Replace 28' of Existing 18" CMP with 28"x18" (ACSP) with End Sections Grade V-Ditch to Drain (10 yd.³)

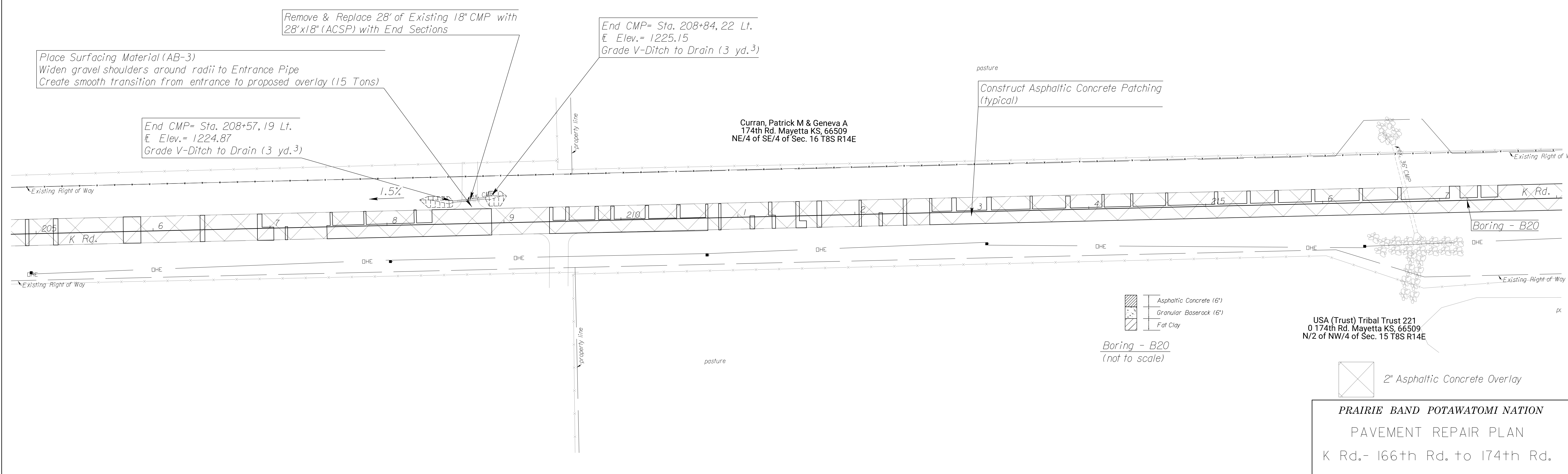
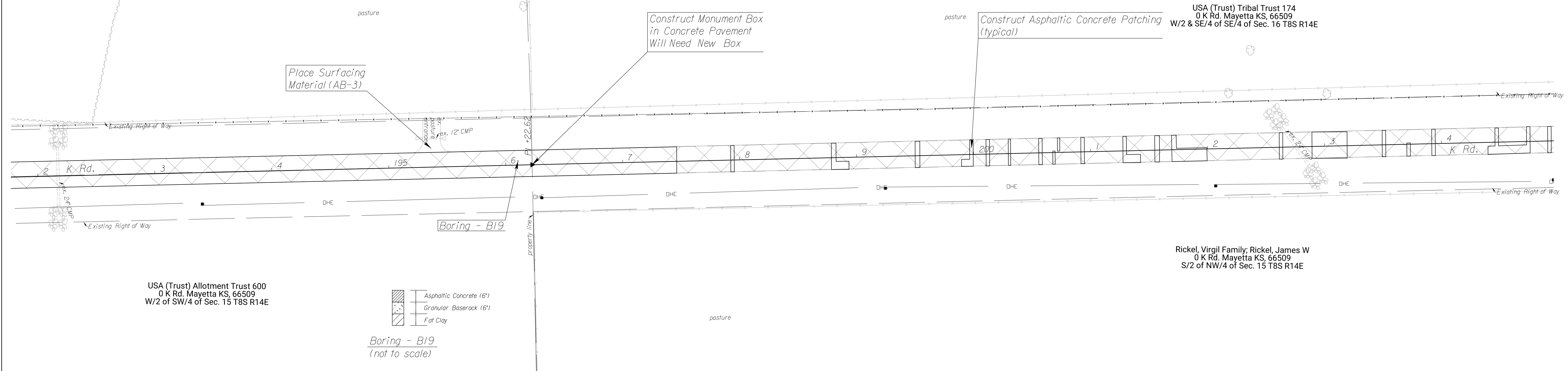
2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 K Rd. - 166th Rd. to 174th Rd.

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

PLAN: Lat. & Long. 

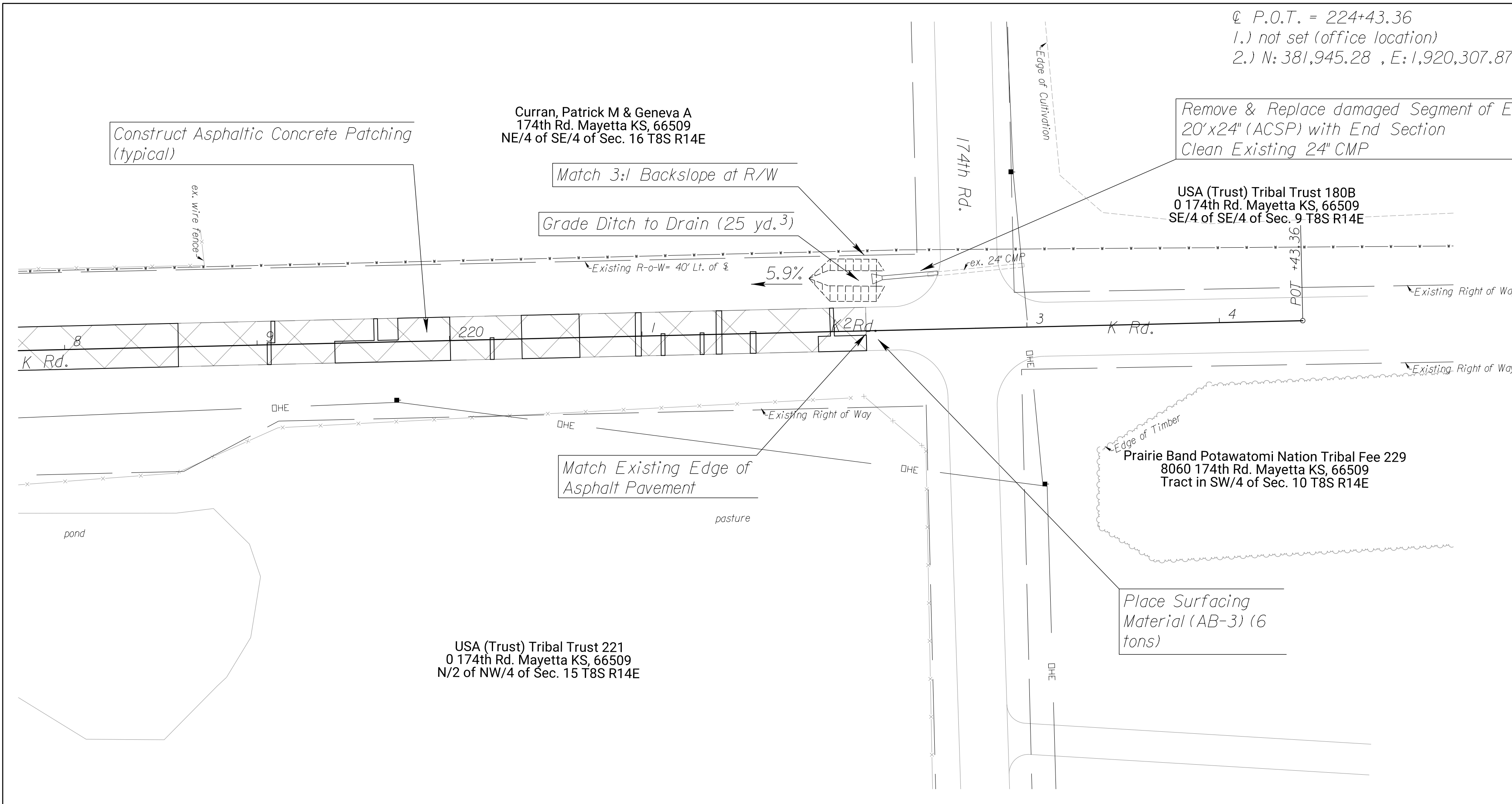
E 1/4 Cor. Sec. 16, T8S, R14E = \odot P.I. Sta. 196+22.62
 1.) Found bar with yellow cap at surface
 2.) N: 379,125.82 , E: 1,920,392.97



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

@ P.O.T. = 224+43.36
 1.) not set (office location)
 2.) N: 381,945.28 , E: 1,920,307.87

PLAN: Lat. & Long.



2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 K Rd.- 166th Rd. to 174th Rd.

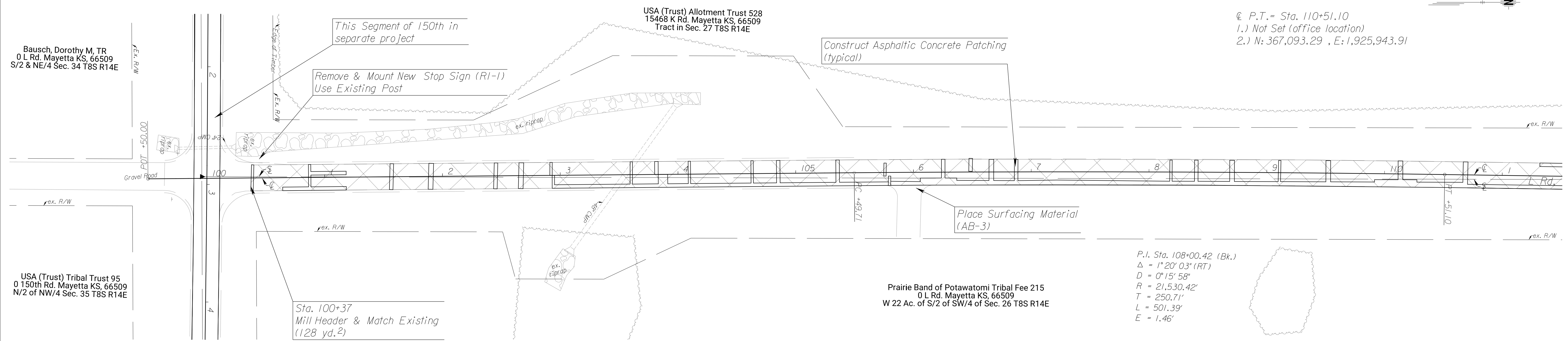
S.W. Cor. Sec. 26, T8S, R14E = @ Sta. 99+95.67, 1.47' Lt.
 1.) Found Bar in Monument Box
 2. Top CMP S.W. Quadrant Intersection 31.63' S.W.
 3. End Edge of Asphalt Pavement 33.76' S.
 4. N: 366,038.30 , E: 1,925,973.50

@ P.O.T. = Sta. 99+50.00
 1.) Not Set (office location)
 2.) N: 365,992.70 , E: 1,925,976.57

@ P.C. = Sta. 105+49.71
 1.) Not Set (office location)
 2.) N: 366,592.05 , E: 1,925,955.60

PLAN: Lat. & Long.

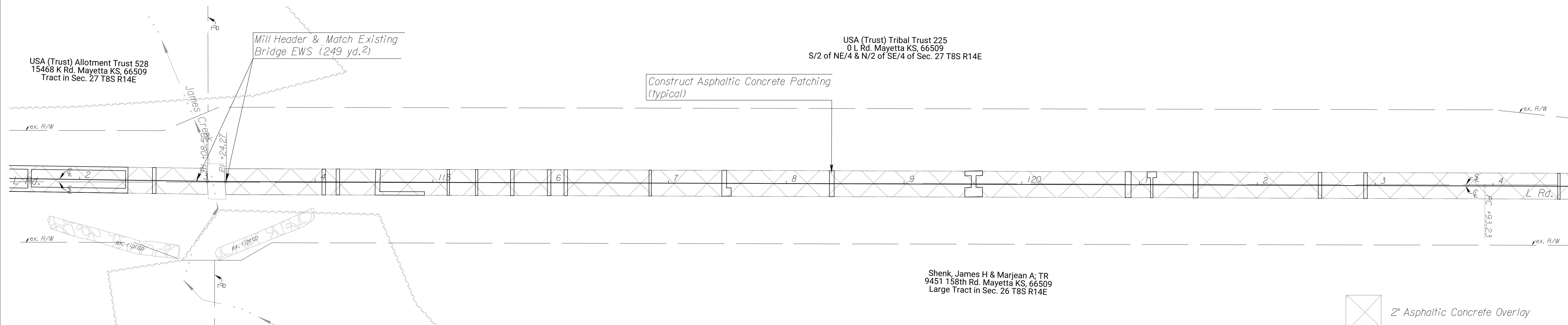
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	21	106



@ P.I. = Sta. 113+08.50
 1.) Not Set (office location)
 2.) N: 367,350.67 , E: 1,925,940.90

@ P.I. = Sta. 113+24.27
 1.) Not Set (office location)
 2.) N: 367,366.44 , E: 1,925,940.71

@ P.C. = Sta. 123+93.23
 1.) Not Set (office location)
 2.) N: 368,435.12 , E: 1,925,916.20



2" Asphaltic Concrete Overlay

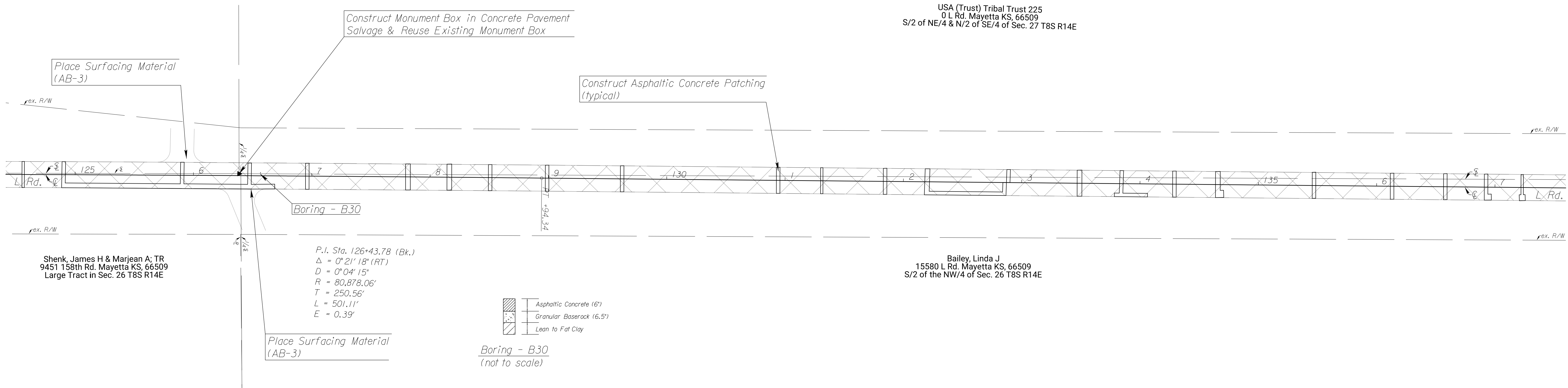
PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 L Rd.- 150th Rd. to 158th Rd.

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

W. 1/4 Cor. Sec. 26, T8S, R14E = @ Sta. 126+38.57, 1.64' Lt.
 1.) Found bar with cap (Bartlett & West CLS 14) in Monument Box
 2.) N: 368,680.35 , E: 1,925,909.31

@ P.T. = Sta. 128+94.34
 1.) Not Set (office location)
 2.) N: 368,936.13 , E: 1,925,906.26

PLAN: Lat. & Long.



@ P.C. = Sta. 139+67.57
 1.) Not Set (office location)
 2.) N: 370,009.21 , E: 1,925,888.29

@ P.T. = Sta. 142+68.01
 1.) Not Set (office location)
 2.) N: 370,309.63 , E: 1,925,884.75

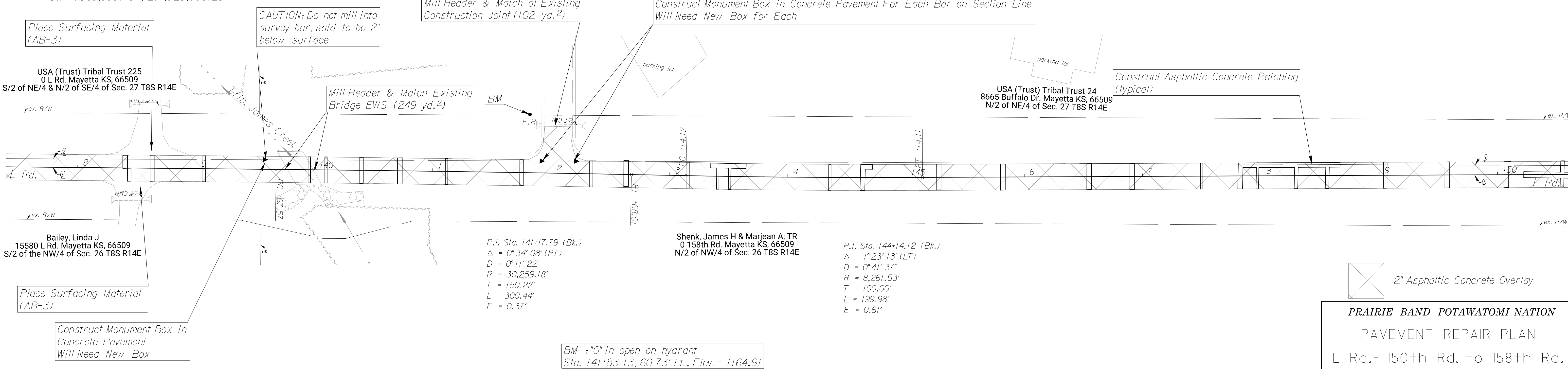
@ P.C. = Sta. 143+14.12
 1.) Not Set (office location)
 2.) N: 370,355.74 , E: 1,925,884.44

@ P.T. = Sta. 145+14.11
 1.) Not Set (office location)
 2.) N: 370,555.69 , E: 1,925,880.66

East 1/16 Cor. of Northeast 1/4 of Sec. 27, T8S, R14E = @ Sta. 139+57.94, Lt.
 1.) Bar with cap 2" below asphalt surface
 2.) Southwest corner bridge
 3.) N: 369,999.45 , E: 1,925,880.25

Bar on East Line Sec. 27, T8S, R14E = @ Sta. 141+91.84, Lt.
 1.) Bar with cap (CLS 14) 2" below asphalt surface
 2.) N: 370,233.30 , E: 1,925,875.35

Bar on East Line Sec. 27, T8S, R14E = @ Sta. 142+20.86, Lt.
 1.) Bar with cap (illegible) 2" below asphalt surface
 2.) N: 370,262.39 , E: 1,925,874.68



PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 L Rd. - 150th Rd. to 158th Rd.

℄ P.I. = Sta. 152+39.84
 1.) Not Set (office location)
 2.) N: 371,281.07 , E: 1,925,858.15

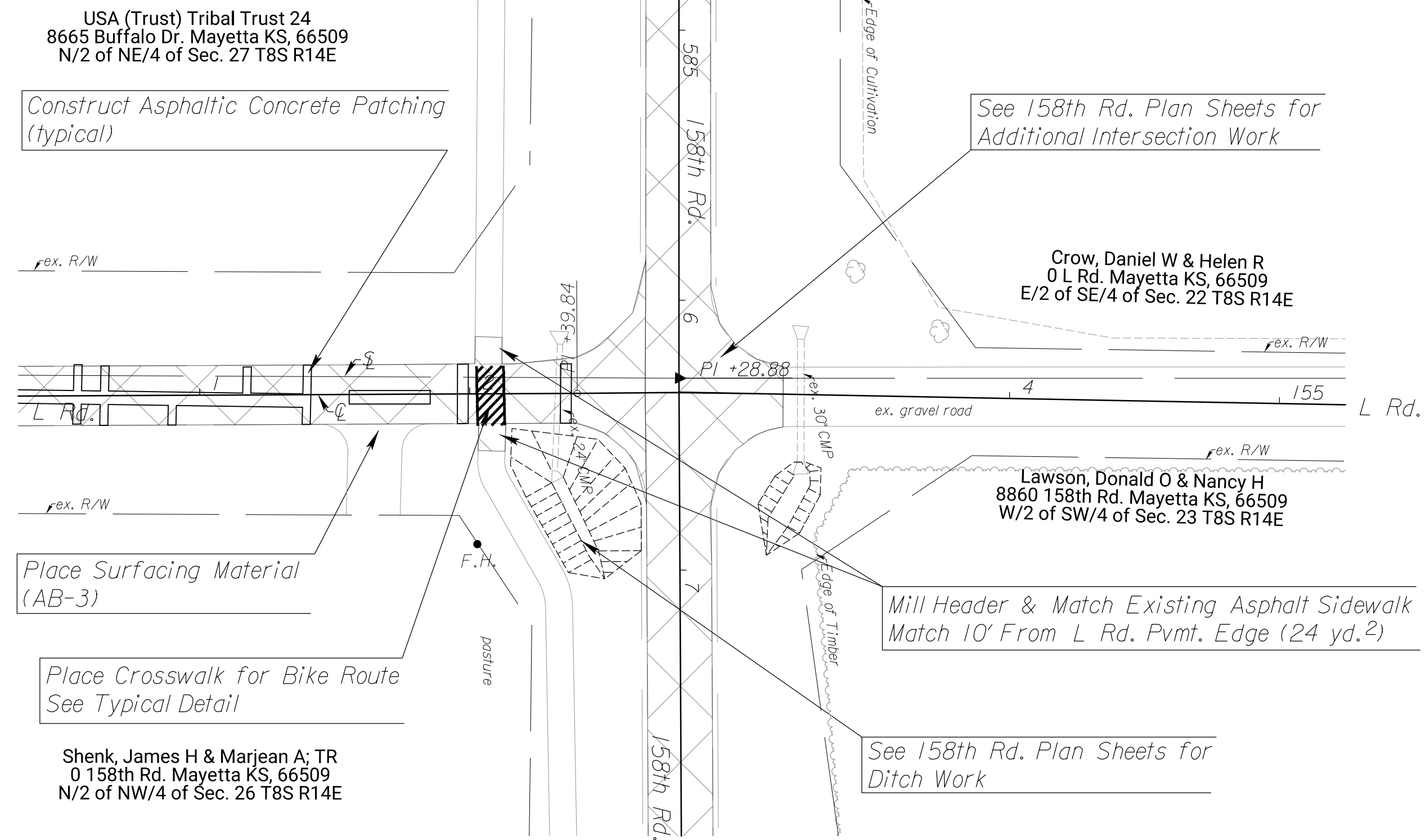
℄ P.O.T. = Sta. 152+77.40
 1.) Not Set (office location)
 2.) On ℄ 158th
 2.) N: 371,318.77 , E: 1,925,856.80

NW Cor. Sec. 26, T8S, R14E = ℄ Sta. 152+77.56, 5.16' Lt.
 1.) Found bar with cap 2" below asphalt surface
 2. Top 24" CMP S.E. quadrant L & 158th 57.32' S.E.
 3. Top 30" CMP N.E. quadrant L & 158th 54.70' N.E.
 4. North Edge Asphalt Sidewalk 65.66' S.
 5.) N: 371,318.60 , E: 1,925,851.50

℄ P.O.T. = Sta. 159+39.37
 1.) Not Set (office location)
 2.) On ℄ 158th
 2.) N: 371,980.56 , E: 1,925,851.82

PLAN: Lat. & Long. 

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



BM: "0" in open on hydrant
 Sta. 152+02.59, 55.63' Rt., Elev. = 1188.68

 2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 L Rd.- 150th Rd. to 158th Rd.

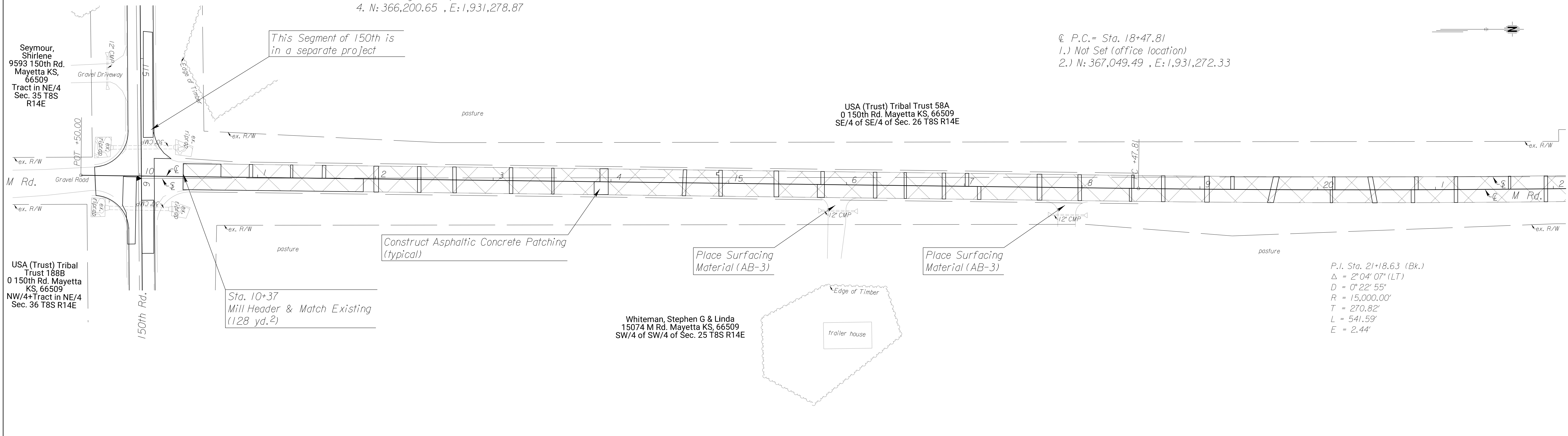
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	24	106

PLAN: Lat. & Long. 100' 0 100' 200'

℄ P.O.T. = Sta. 9+50.00
 1.) Not Set (office location)
 2.) N: 366,151.70 , E: 1,931,277.16

S.E. Cor. Sec. 26, T8S, R14E = ℄ Sta. 9+98.94, 1.97' Rt.
 1.) Found Bar in Monument Box
 2.) Top CMP SE Quadrant Intersection 35.34' S.E.
 3.) End Edge of Asphalt Pavement 35.07' S.
 4.) N: 366,200.65 , E: 1,931,278.87

℄ P.C. = Sta. 18+47.81
 1.) Not Set (office location)
 2.) N: 367,049.49 , E: 1,931,272.33

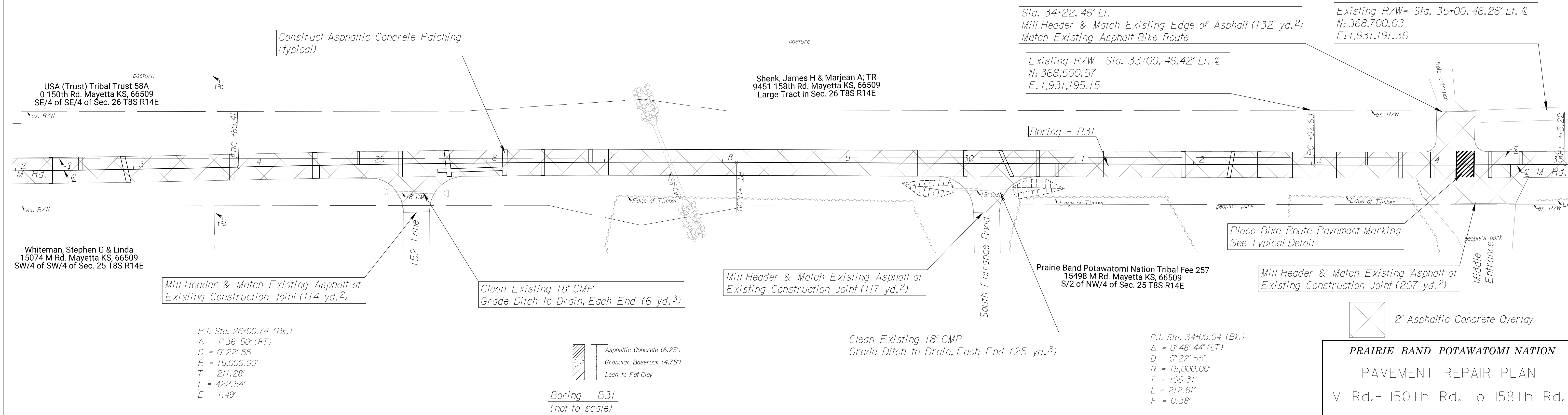


℄ P.R.C. = Sta. 23+89.41
 1.) Not Set (office location)
 2.) N: 367,590.90 , E: 1,931,259.64

℄ P.T. = Sta. 28+11.93
 1.) Not Set (office location)
 2.) N: 368,013.27 , E: 1,931,248.06

℄ P.C. = Sta. 33+02.63
 1.) Not Set (office location)
 2.) N: 368,503.92 , E: 1,931,241.53

℄ P.T. = Sta. 35+15.22
 1.) Not Set (office location)
 2.) N: 368,716.48 , E: 1,931,237.19



P.I. Sta. 26+00.74 (Bk.)
 $\Delta = 1^{\circ} 36' 50''$ (RT)
 $D = 0^{\circ} 22' 55''$
 $R = 15,000.00'$
 $T = 211.28'$
 $L = 422.54'$
 $E = 1.49'$

- Asphaltic Concrete (6.25')
- Granular Base Rock (4.75')
- Lean to Fat Clay

Boring - B31
 (not to scale)

P.I. Sta. 34+09.04 (Bk.)
 $\Delta = 0^{\circ} 48' 44''$ (LT)
 $D = 0^{\circ} 22' 55''$
 $R = 15,000.00'$
 $T = 106.31'$
 $L = 212.61'$
 $E = 0.38'$

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 M Rd. - 150th Rd. to 158th Rd.

East 1/4 Cor. Sec. 26, T8S, R14E = @ Sta. 36+49.14, 5.00' Lt.
 1.) Found Bent Bar at Surface of Asphalt
 2.) N: 368,850.20 , E: 1,931,228.51

@ P.C. = Sta. 39+51.50
 1.) Not Set (office location)
 2.) N: 369,152.58 , E: 1,931,225.20

@ P.T. = Sta. 40+00.65
 1.) Not Set (office location)
 2.) N: 369,301.69 , E: 1,931,221.84

PLAN: Lat. & Long.

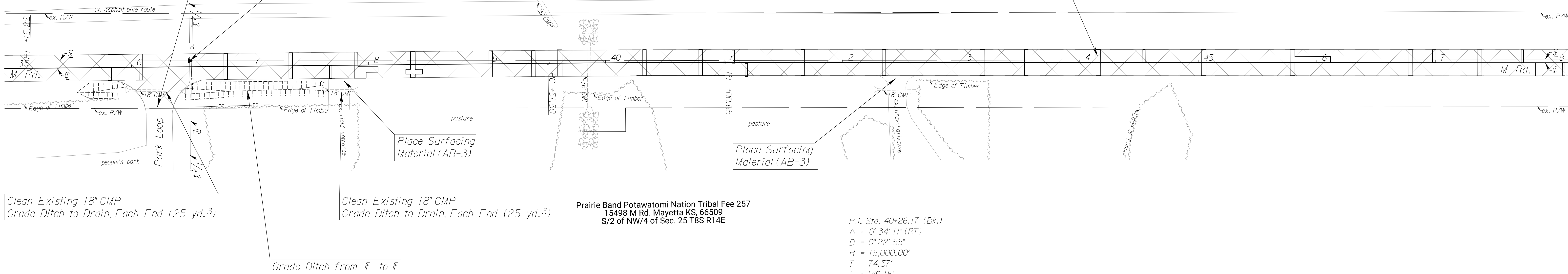
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	25	106

Mill Header & Match Existing Asphalt & Existing Construction Joint (99 yd.²)

Construct Monument Box in Concrete Pavement Will Need New Box

Shenk, James H & Marjean A; TR 9451 158th Rd. Mayetta KS, 66509 Large Tract in Sec. 26 T8S R14E

Construct Asphaltic Concrete Patching (typical)



Clean Existing 18" CMP Grade Ditch to Drain, Each End (25 yd.³)

Clean Existing 18" CMP Grade Ditch to Drain, Each End (25 yd.³)

Prairie Band Potawatomi Nation Tribal Fee 257 15498 M Rd. Mayetta KS, 66509 S/2 of NW/4 of Sec. 25 T8S R14E

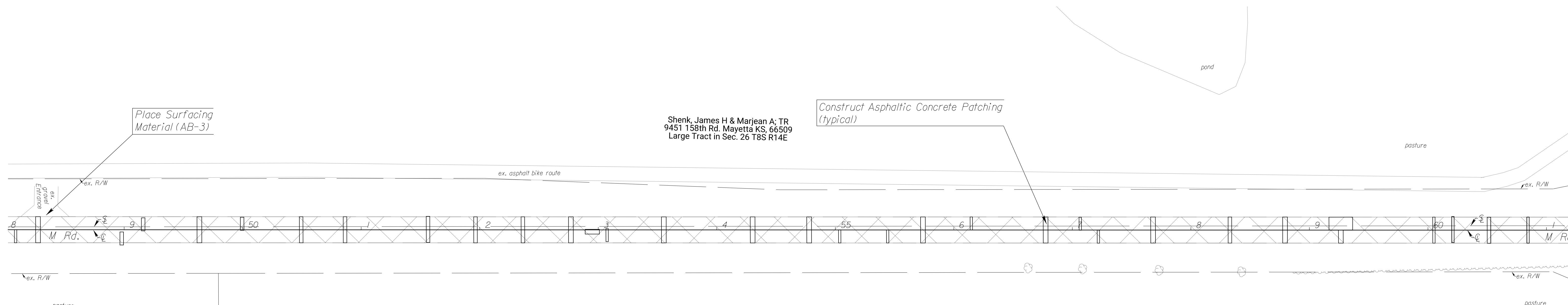
P.I. Sta. 40+26.17 (Bk.)
 $\Delta = 0^\circ 34' 11''$ (RT)
 $D = 0^\circ 22' 55''$
 $R = 15,000.00'$
 $T = 74.57'$
 $L = 149.15'$
 $E = 0.19'$

Grade Ditch from E to E

Place Surfacing Material (AB-3)

Shenk, James H & Marjean A; TR 9451 158th Rd. Mayetta KS, 66509 Large Tract in Sec. 26 T8S R14E

Construct Asphaltic Concrete Patching (typical)



Prairie Band Potawatomi Nation Tribal Fee 257 15498 M Rd. Mayetta KS, 66509 S/2 of NW/4 of Sec. 25 T8S R14E

USA (Trust) Tribal Trust 102 0 158th Rd. Mayetta KS, 66509 N/2 of NW/4 Sec. 25 T8S R14E

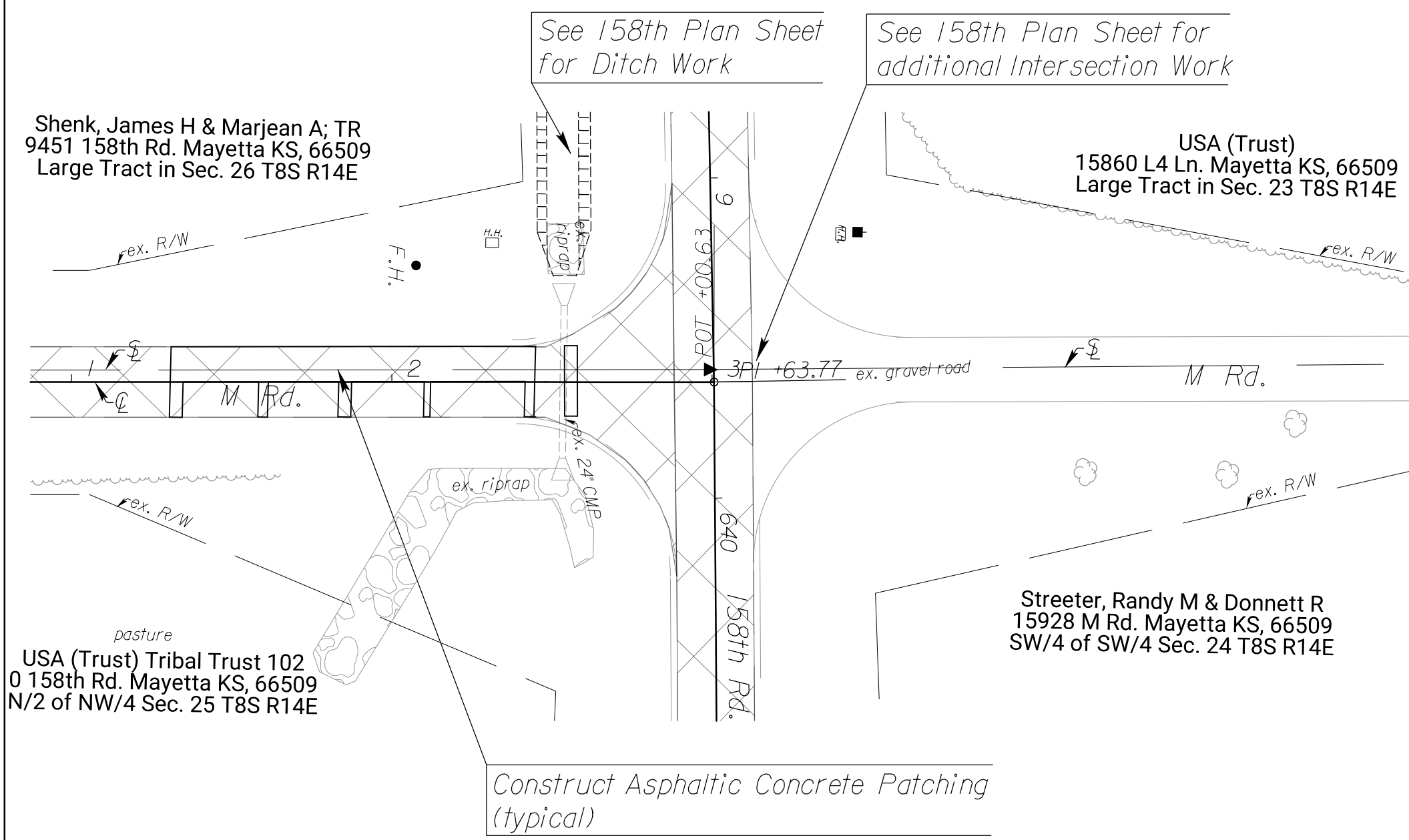
2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 M Rd.- 150th Rd. to 158th Rd.

@ P.O.T. = Sta. 63+00.63
 1.) Not Set (office location)
 2.) N: 371,501.34 , E: 1,931,183.24

PLAN: Lat. & Long.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	26	106




BM: "O" in open on hydrant
 Sta. 62+07.59, 36.4' Lt., Elev. = 1193.21

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 M Rd.- 150th Rd. to 158th Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	27	106

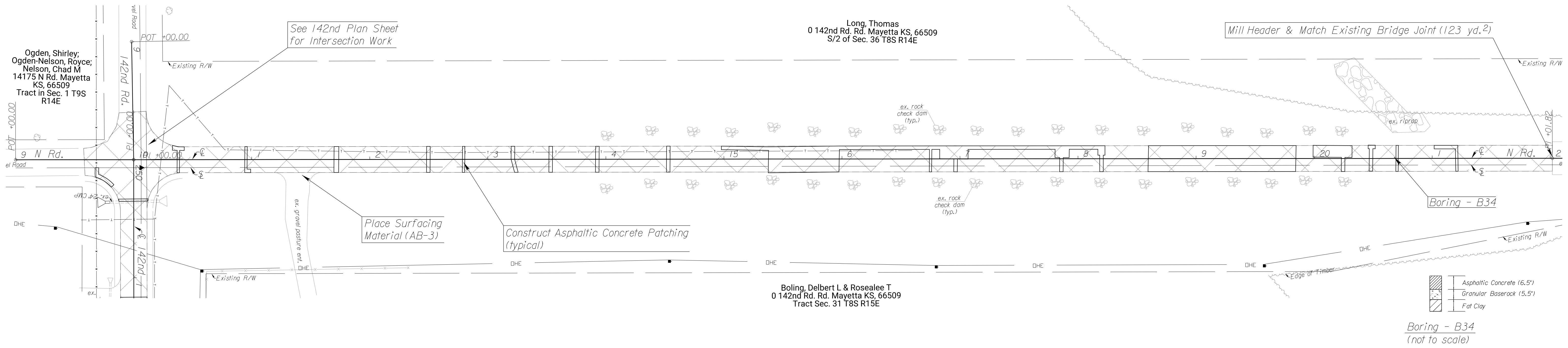
PLAN: Lat. & Long. 

@ P.O.T. = Sta. 9+00
 1.) Not Set (office location)
 2.) N: 360,953.44 , E: 1,936,666.43

 @ P.I. = Sta. 10+00
 1.) Not Set (office location)
 2.) N: 361,053.42 , E: 1,936,664.24

SE Cor. Sec. 36, T8S, R14E = @ Sta. 10+06.42, 6.73' Rt.
 1.) Found bar in monument box
 2.) N: 361,059.98 , E: 1,936,670.83

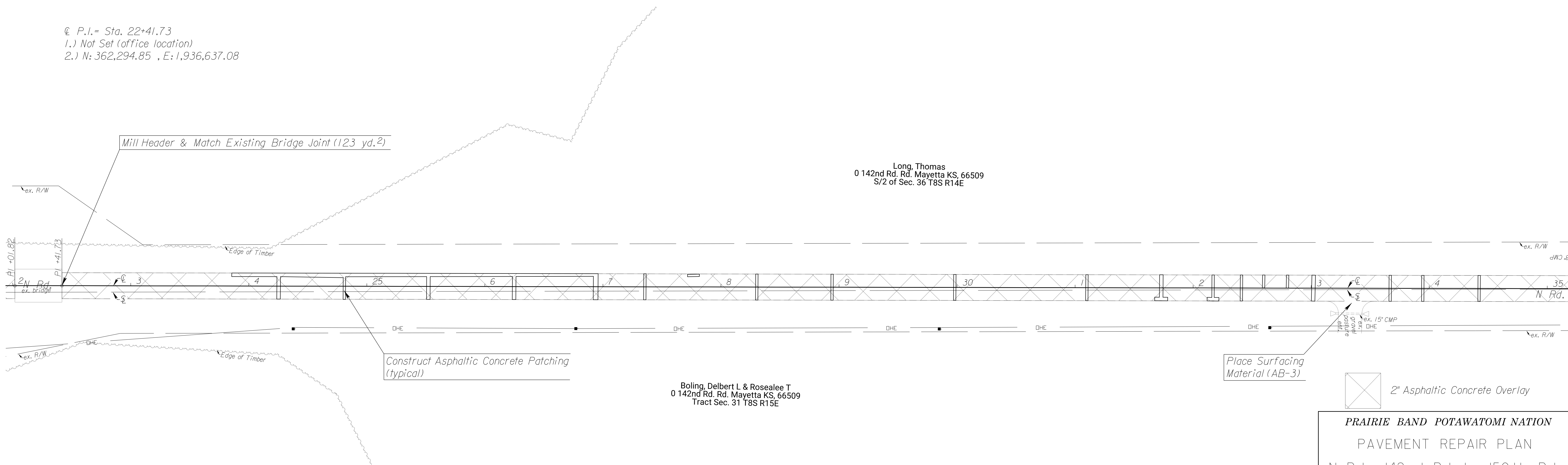
@ P.I. = Sta. 22+01.82
 1.) Not Set (office location)
 2.) N: 362,254.95 , E: 1,936,637.94



@ P.I. = Sta. 22+41.73
 1.) Not Set (office location)
 2.) N: 362,294.85 , E: 1,936,637.08

Long, Thomas
 0 142nd Rd. Rd. Mayetta KS, 66509
 S/2 of Sec. 36 T8S R14E

Boling, Delbert L & Rosealee T
 0 142nd Rd. Rd. Mayetta KS, 66509
 Tract Sec. 31 T8S R15E



PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 N Rd.- 142nd Rd. to 150th Rd.

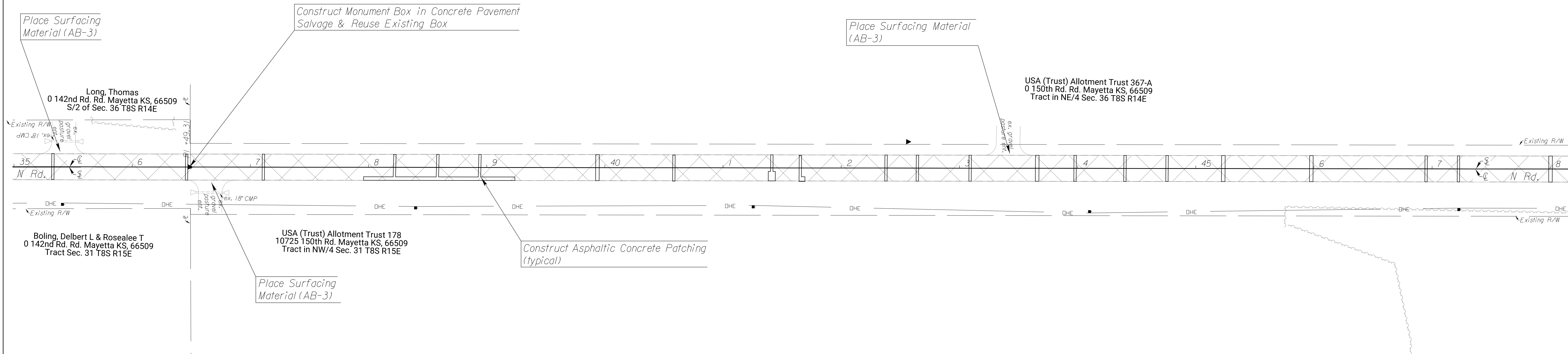
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	28	106

@ P.I. = Sta. 36+49.31
 1.) Not Set (office location)
 2.) N: 363,702.18 , E: 1,936,610.53

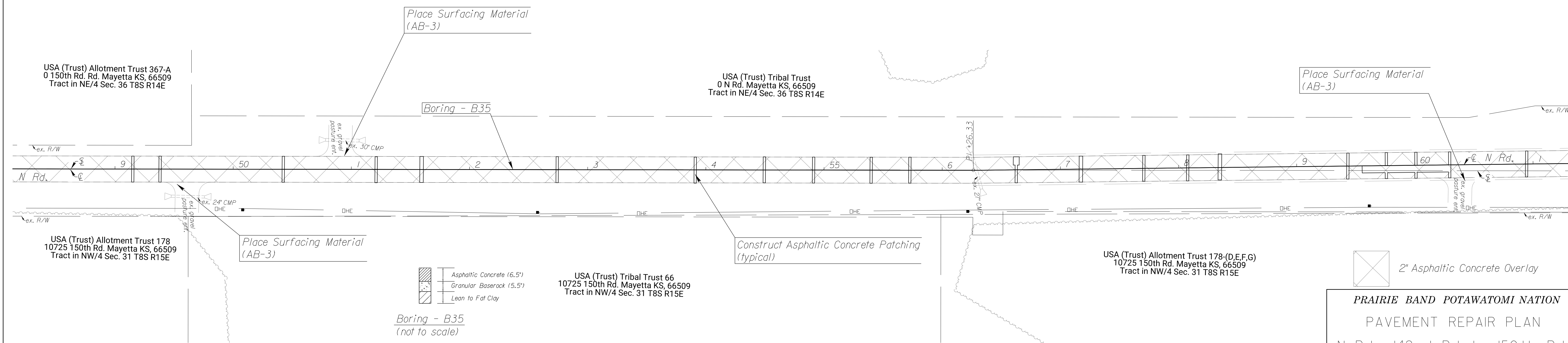
E 1/4 Cor. Sec. 36, T8S, R14E = @ P.I. at Sta. 36+49.31
 1.) Found bar in monument box
 2.) N: 363,701.45 , E: 1,936,610.50

Reference Point No. 1 = @ Sta. 42+56.42, 22.3' Lt.
 1.) Set bar 2" below vegetated surface
 2.) West edge asphalt pavement 11.4' E.
 3.) @ field entrance (Sta. 43+40) 84.1' N
 4.) N: 364,308.74 , E: 1,936,576.48

PLAN: Lat. & Long.



@ P.I. = Sta. 56+26.33
 1.) Not Set (office location)
 2.) N: 365,678.83 , E: 1,936,572.18



Asphaltic Concrete (6.5')
 Granular Base/rock (5.5')
 Lean to Fat Clay

Boring - B35 (not to scale)

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 N Rd. - 142nd Rd. to 150th Rd.

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

@ P.I. = Sta. 62+44.65
 1.) Not Set (office location)
 2.) N: 366,296.83 , E: 1,936,552.26

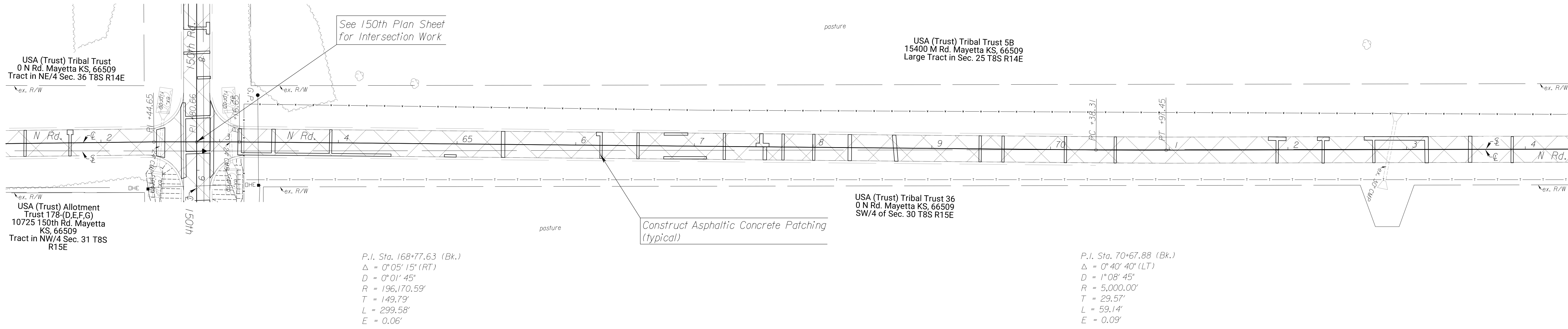
 @ P.I. = Sta. 62+80.66
 1.) Not Set (office location)
 2.) N: 366,332.83 , E: 1,936,551.52

 @ P.I. = Sta. 63+16.65
 1.) Not Set (office location)
 2.) N: 366,368.82 , E: 1,936,550.78

@ P.C. = Sta. 70+38.31
 1.) Not Set (office location)
 2.) N: 367,090.43 , E: 1,936,542.47

 @ P.T. = Sta. 70+97.45
 1.) Not Set (office location)
 2.) N: 367,149.56 , E: 1,936,541.44

PLAN: Lat. & Long.

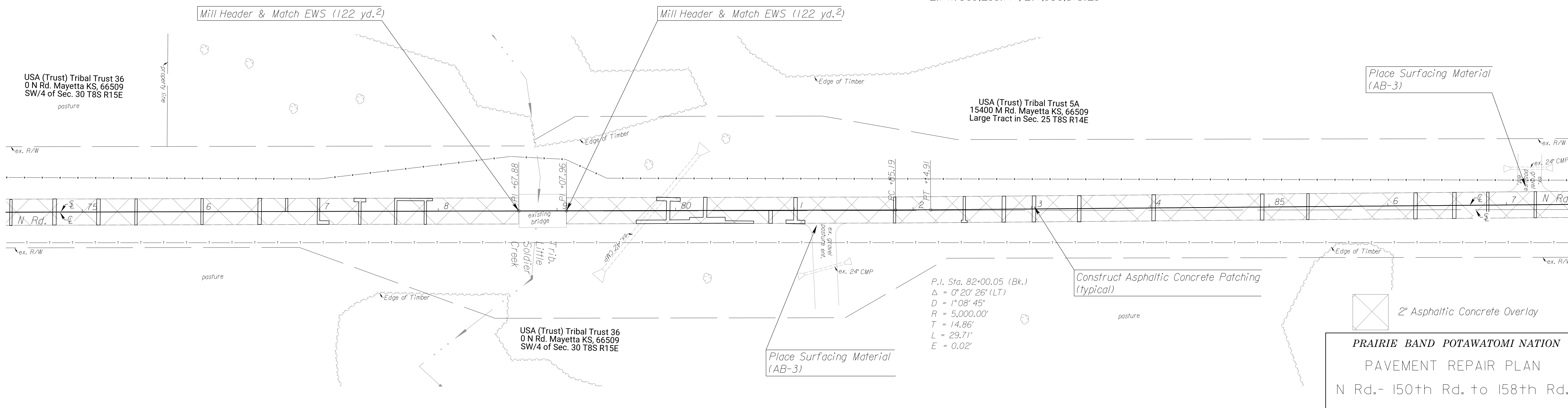


@ P.I. = Sta. 78+67.88
 1.) Not Set (office location)
 2.) N: 367,919.78 , E: 1,936,523.45

@ P.I. = Sta. 79+07.96
 1.) Not Set (office location)
 2.) N: 367,959.85 , E: 1,936,522.52

@ P.C. = Sta. 81+85.19
 1.) Not Set (office location)
 2.) N: 368,237.00 , E: 1,936,516.05

@ P.T. = Sta. 82+14.91
 1.) Not Set (office location)
 2.) N: 368,266.71 , E: 1,936,515.26



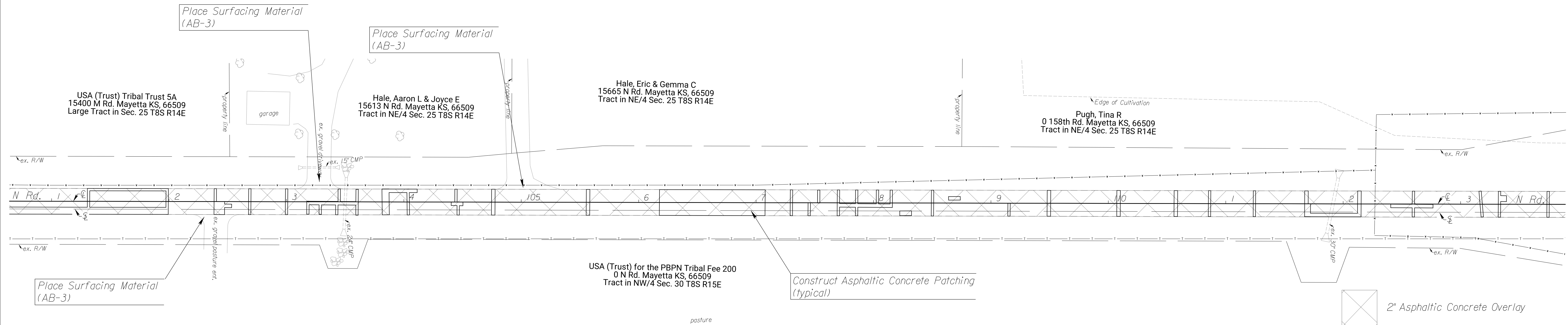
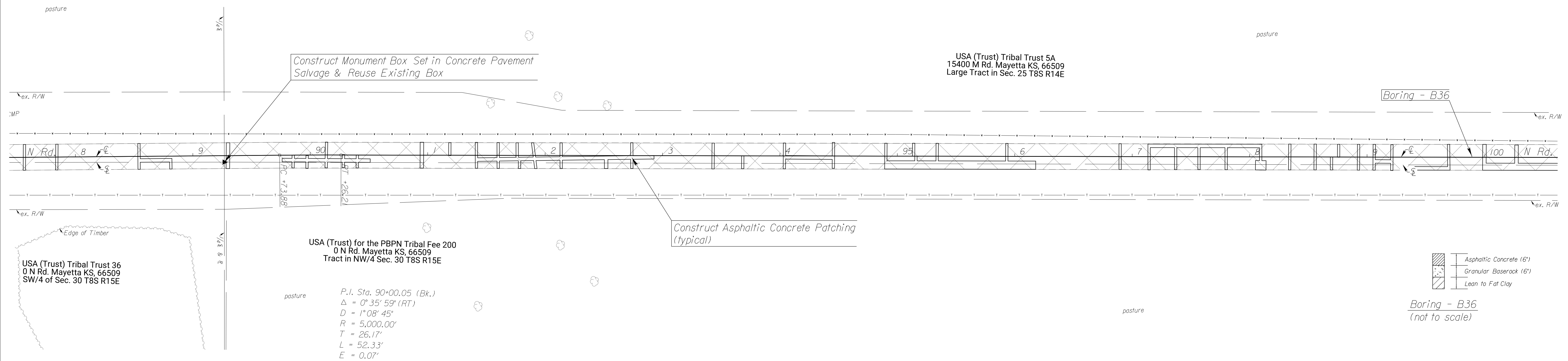
E 1/4 Cor. Sec. 25, T8S, R14E = ϕ Sta. 89+26.77, 5.53' Rt.
 1.) Found bar with cap (Bartlett & West CLS 14) in monument box
 2.) N: 368,978.42 , E: 1,936,610.50

ϕ P.C. = Sta. 89+73.88
 1.) Not Set (office location)
 2.) N: 369,025.36 , E: 1,936,493.04

ϕ P.T. = Sta. 90+26.21
 1.) Not Set (office location)
 2.) N: 369,077.67 , E: 1,936,491.78

PLAN: Lat. & Long.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	30	106



2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 N Rd.- 150th Rd. to 158th Rd.

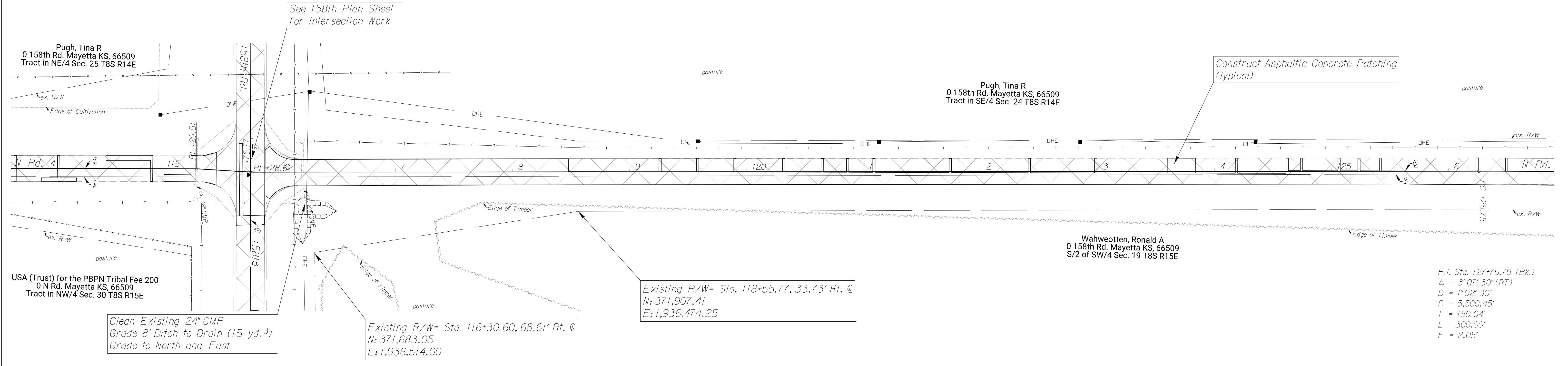
℄ P.I. = Sta. 115+29.51
 1.) Not Set (office location)
 2.) N: 371,580.53 , E: 1,936,444.68

℄ P.I. = Sta. 115+75.77
 1.) Not Set (office location)
 2.) N: 371,626.75 , E: 1,936,446.59

PLAN: Lat. & Long.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	31	106

℄ P.C. = Sta. 126+25.75
 1.) Not Set (office location)
 2.) N: 372,676.48 , E: 1,936,423.86



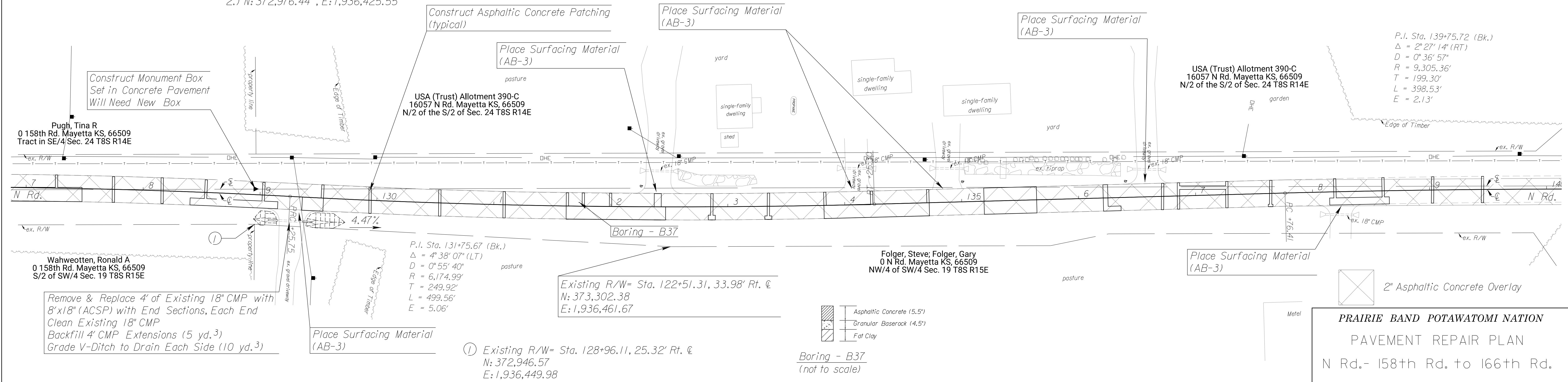
S.E. 1/4 Cor. Sec. 24, T8S, R14E = ℄ Sta. 128+95.81, 4.88' Lt.
 1.) Found bar with cap (Steve Willet) at surface pavement
 2.) End 18" CMP 49.0' S.S.W.
 3.) N: 372,946.57 , E: 1,936,419.77

℄ P.T. = Sta. 134+25.30
 1.) Not Set (office location)
 2.) N: 373,475.85 , E: 1,936,421.77

℄ P.C. = Sta. 137+76.41
 1.) Not Set (office location)
 2.) N: 373,826.56 , E: 1,936,404.92

℄ P.R.C. = Sta. 129+25.75
 1.) Not Set (office location)
 2.) N: 372,976.44 , E: 1,936,425.55

P.I. Sta. 139+75.72 (Bk.)
 $\Delta = 2^{\circ}27'14''$ (RT)
 $D = 0^{\circ}36'57''$
 $R = 9,305.36'$
 $T = 199.30'$
 $L = 398.53'$
 $E = 2.13'$



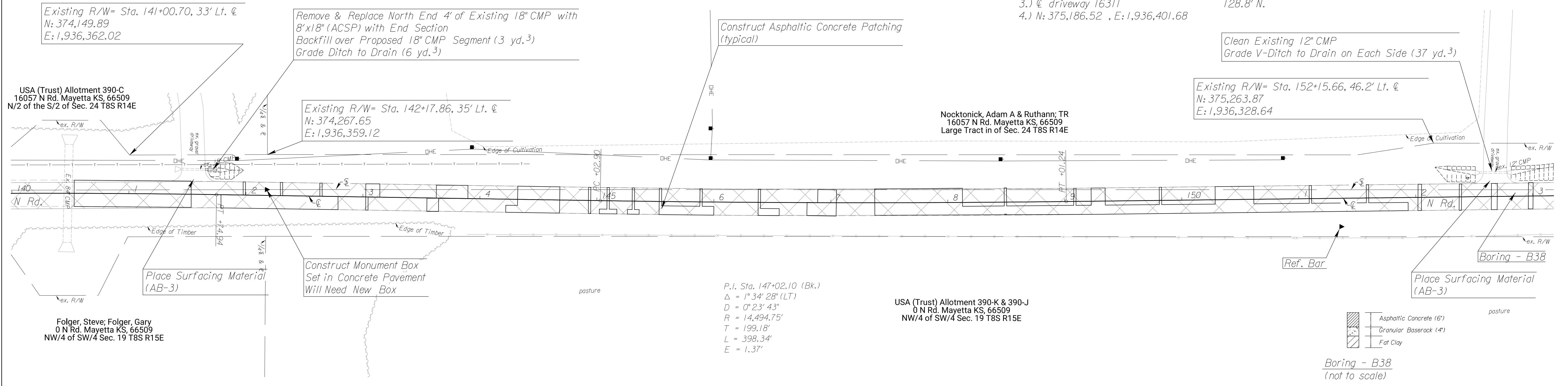
PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 N Rd. - 158th Rd. to 166th Rd.

@ P.T. = Sta. 141+74.94 E 1/4 Cor. Sec. 24, T8S, R14E = @ Sta. 142+17.70, 5.0' Lt. @ P.C. = Sta. 145+02.90 @ P.T. = Sta. 149+01.24
 1.) Not Set (office location) 1.) Found bar with cap at surface pavement 1.) Not Set (office location) 1.) Not Set (office location)
 2.) N: 374,224.92 , E: 1,936,394.33 2.) South end 18" CMP 2.) N: 374,552.87 , E: 1,936,392.63 2.) N: 374,951.12 , E: 1,936,385.09
 3.) N: 374,267.65 , E: 1,936,389.12 49.0' S.S.W.

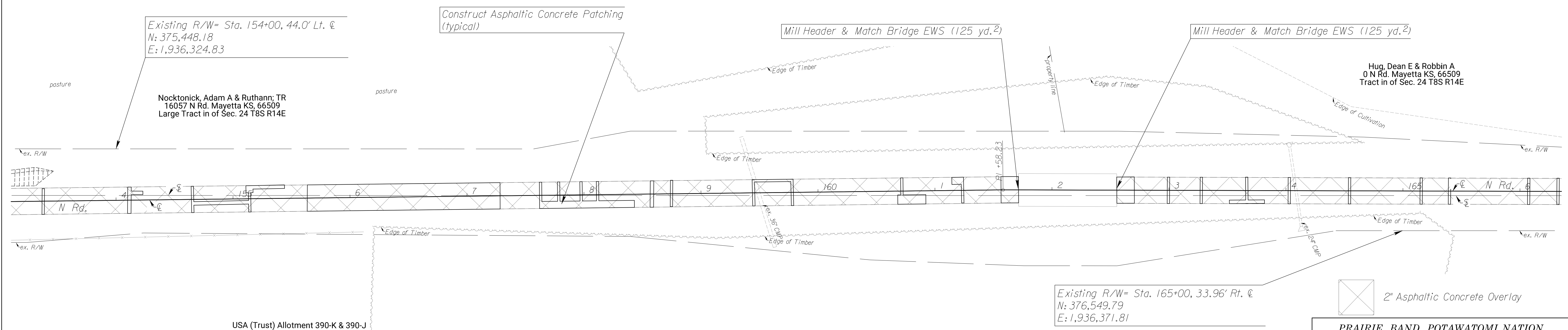


PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	32	106

Reference Point No. 2 = Sta. 151+35.97, 24.27' Rt.
 1.) Set bar 2' below surface 13.6' W.
 2.) East edge asphalt pavement 128.8' N.
 3.) @ driveway 16311
 4.) N: 375,186.52 , E: 1,936,401.68



@ P.T. = Sta. 161+58.23
 1.) Not Set (office location)
 2.) N: 376,207.44 , E: 1,936,344.04



PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 N Rd. - 158th Rd. to 166th Rd.

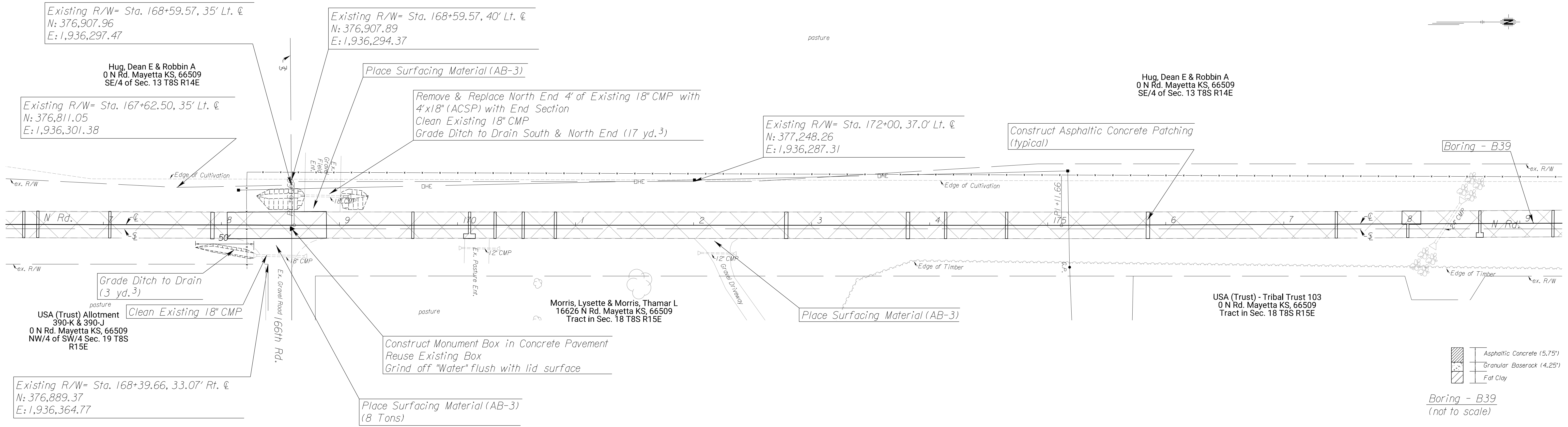
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	33	106

℄ P.T. = Sta. 168+61.66
 1.) Not Set (office location)
 2.) N: 376,910.76 , E: 1,936,331.31

NE Cor. Sec. 24, T8S, R14E = ℄ Sta. 168+59.57, 3.0' Rt.
 1.) Found bar in monument box
 2.) N: 376,908.72 , E: 1,936,334.37

℄ P.I. = Sta. 175+11.66
 1.) Not Set (office location)
 2.) N: 377,560.59 , E: 1,936,316.66

PLAN: Lat. & Long.



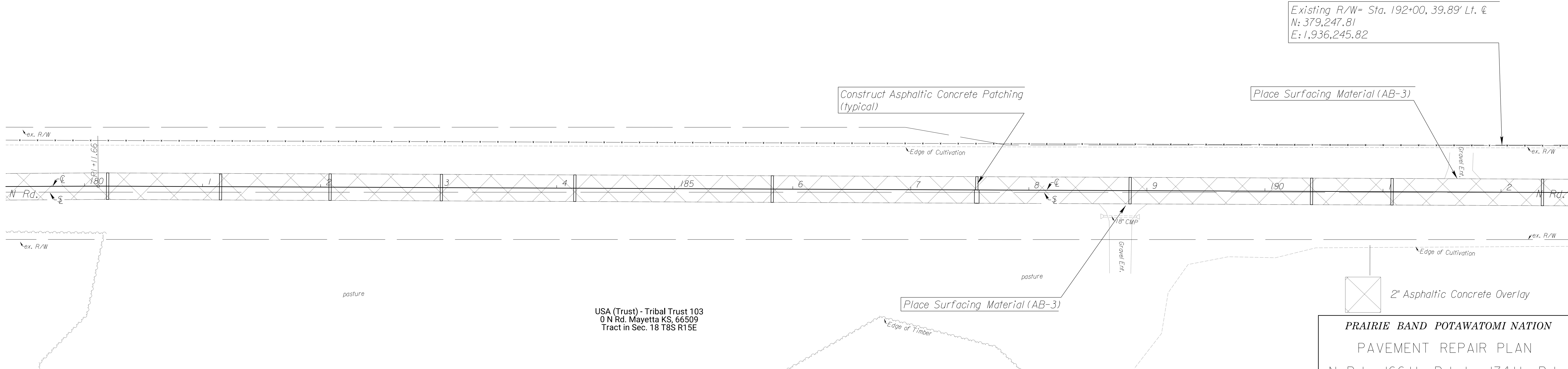
- Asphaltic Concrete (5.75')
- Granular Baserock (4.25')
- Fat Clay

Boring - B39
(not to scale)

℄ P.I. = Sta. 180+11.66
 1.) Not Set (office location)
 2.) N: 378,060.46 , E: 1,936,305.34

Hug, Dean E & Robbin A
 0 N Rd. Mayetta KS, 66509
 SE/4 of Sec. 13 T8S R14E

Existing R/W = Sta. 192+00, 39.89' Lt. ℄
 N: 379,247.81
 E: 1,936,245.82



USA (Trust) - Tribal Trust 103
 0 N Rd. Mayetta KS, 66509
 Tract in Sec. 18 T8S R15E

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 N Rd.- 166th Rd. to 174th Rd.

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

PLAN: Lat. & Long. 

E 1/4 Cor. Sec. 13, T8S, R14E = ϕ Sta. 195+01.24, 1.2' Lt.
 1.) Found bar in monument box
 2.) N: 379,549.82 , E: 1,936,279.56

ϕ P.I. = Sta. 194+98.59
 1.) Not Set (office location)
 2.) N: 379,547.19 , E: 1,936,280.77

Hug, Dean E & Robbin A
 0 N Rd. Mayetta KS, 66509
 SE/4 of Sec. 13 T8S R14E

USA (Trust) Allotment 218 (H.E. & I)
 10236 170th Rd. Mayetta KS, 66509
 Tract in Sec. 13 T8S R14E

Place Surfacing Material (AB-3)
 Widen South Shoulder around Radius
 to Match Proposed End CMP

Remove & Replace South 4' of Existing 18" CMP with
 8'x18" (ACSP) with End Section
 Clean Existing 18" CMP
 Grade Ditch to Drain (5 yd.³)

Place Surfacing Material (AB-3)
 (8 Tons)

Construct Asphaltic Concrete Patching
 (typical)

Place Surfacing Material (AB-3)

Construct Monument Box in Concrete Pavement
 Reuse Existing Box
 Grind off "Water" flush with lid surface

Place Surfacing Material (AB-3)

USA (Trust) - Tribal Trust 153
 17090 N Rd. Mayetta KS, 66509
 Tract in Sec. 18 T8S R15E

USA (Trust) - Tribal Trust 153
 17090 N Rd. Mayetta KS, 66509
 Tract in Sec. 18 T8S R15E

② Existing R/W = Sta. 194+80.83, 41.08' Lt. ϕ
 N: 379,528.76
 E: 1,936,239.99

③ Existing R/W = Sta. 195+20.92, 41.13' Lt. ϕ
 N: 379,568.75
 E: 1,936,239.23

Place Surfacing Material (AB-3)

USA (Trust) Allotment 218 (H.E. & I)
 10236 170th Rd. Mayetta KS, 66509
 Tract in Sec. 13 T8S R14E

Wilson, Lynn D & Barbara A; TR
 0 174th Rd. Mayetta KS, 66509
 NE/4 of NE/4 of Sec. 13 T8S R14E

Construct Asphaltic Concrete Patching
 (typical)

Place Surfacing Material (AB-3)

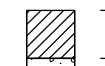

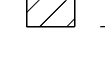
Place Surfacing Material (AB-3)

USA (Trust) - Tribal Trust 153
 17090 N Rd. Mayetta KS, 66509
 Tract in Sec. 18 T8S R15E

Existing R/W = Sta. 207+00, 40.44' Rt. ϕ
 N: 380,749.14
 E: 1,936,298.87

Existing R/W = Sta. 208+17.12, 40.60' Rt. ϕ
 N: 380,866.25
 E: 1,936,296.85

Clean Existing 12" CMP
 Grade V-Ditch to Drain South Side (3 yd.³)

-  Asphaltic Concrete (6")
-  Granular Base rock (6")
-  Lean to Fat Clay

Boring - B40
 (not to scale)

USA (Trust) Allotment 215
 174th Rd. Mayetta KS, 66509
 Tract in Sec. 18 T8S R15E

 2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 N Rd.- I66th Rd. to I74th Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	35	106

PLAN: Lat. & Long. 

☉ P.O.T. = Sta. 223+07.85
 1.) Not Set (office location)
 2.) N: 382,355.96 , E: 1,936,228.54

USA (Trust) Allotment 218 (H,E, & I)
 10236 170th Rd. Mayetta KS, 66509
 Tract in Sec. 13 T8S R14E

Construct Asphaltic Concrete Patching
 (typical)

Phillipi, David W & Annetta
 0 N Rd. Mayetta KS, 66509
 Tract in Sec. 12 T8S R14E

USA (Trust) Allotment 215
 174th Rd. Mayetta KS, 66509
 Tract in Sec. 18 T8S R15E

Edge of Timber

Whitlock, Robert V & Josette P
 17410 N Rd. Mayetta KS, 66509
 Tract in Sec. 7 T8S R15E

Sta. 201+05
 Match Existing End Asphalt
 Place Crushed Rocked Rock Surfacing (AB-3)
 (7 Tons)

 2" Asphaltic Concrete Overlay

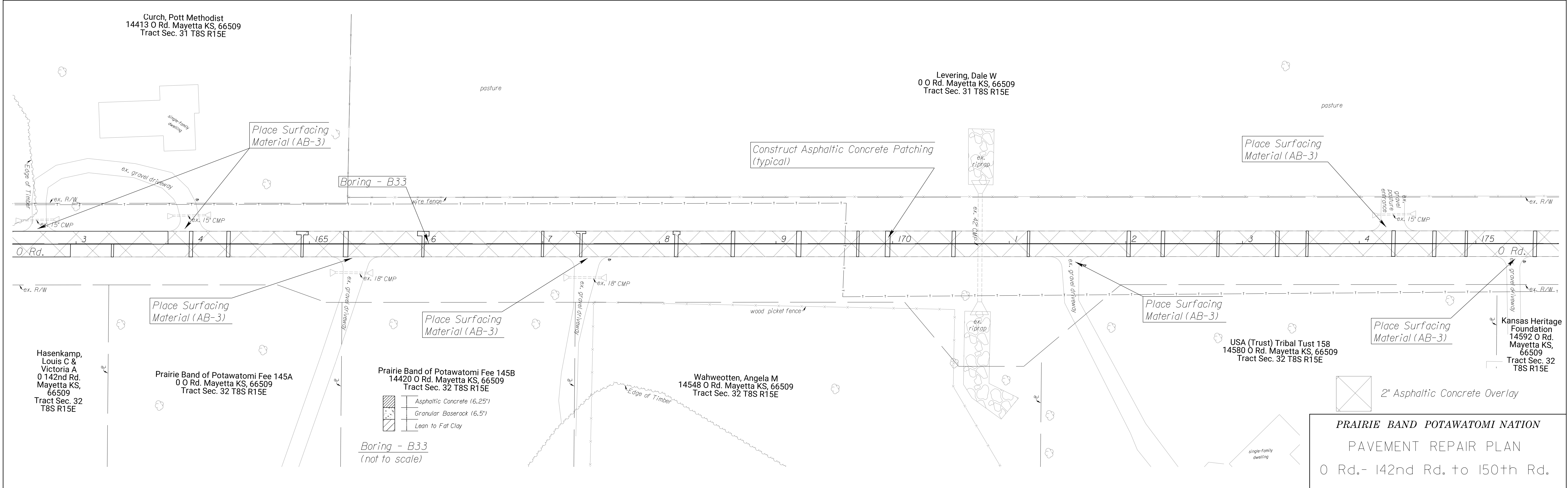
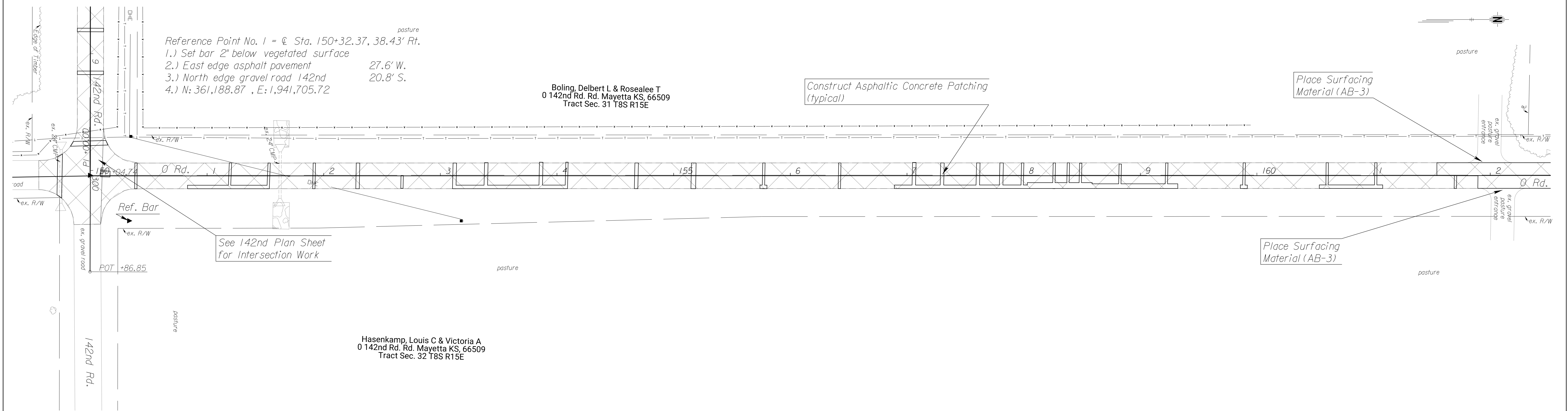
PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 N Rd.- I66th Rd. to I74th Rd.

@ P.O.T. = Sta. 149+00
 1.) Not Set
 2.) N: 361,055.16 , E: 1,941,671.61
 @ P.I. = Sta. 150+00
 1.) Not Set
 2.) N: 361,155.09 , E: 1,941,667.95

S.W. Corner Section 31, T-8-S, R-15-E = Sta. 149+99.45, 0.56' Lt.
 1.) Found bar in monument box 142nd & O Intersection
 2.) N: 361,154.52 , E: 1,941,667.40

PLAN: Lat. & Long.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	36	106

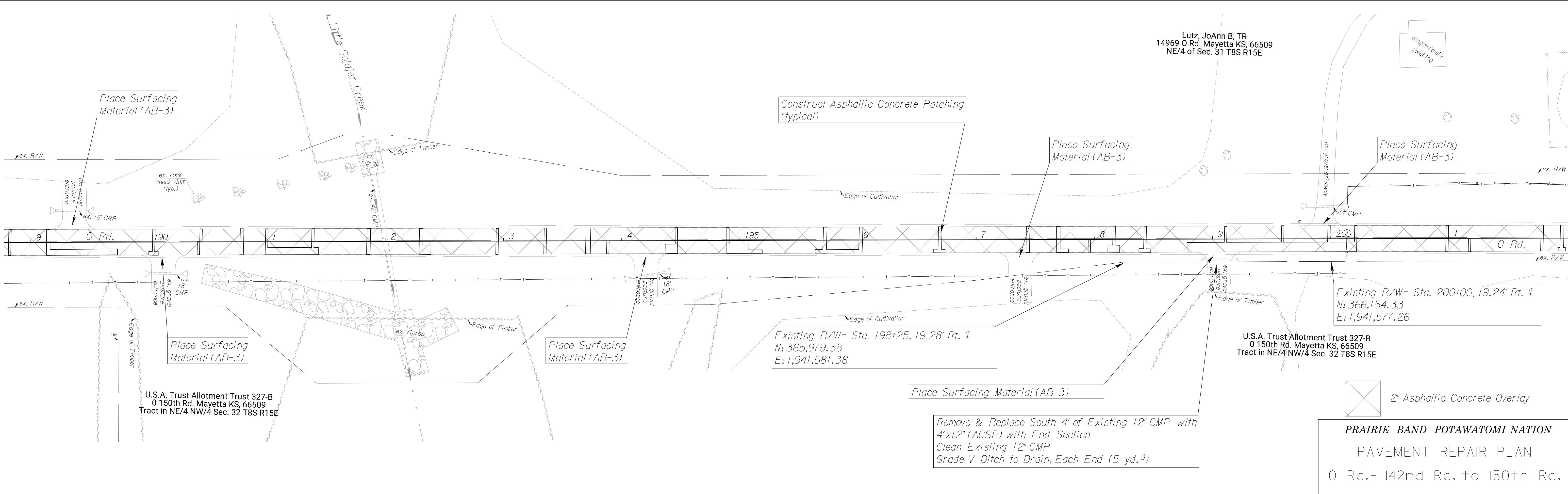
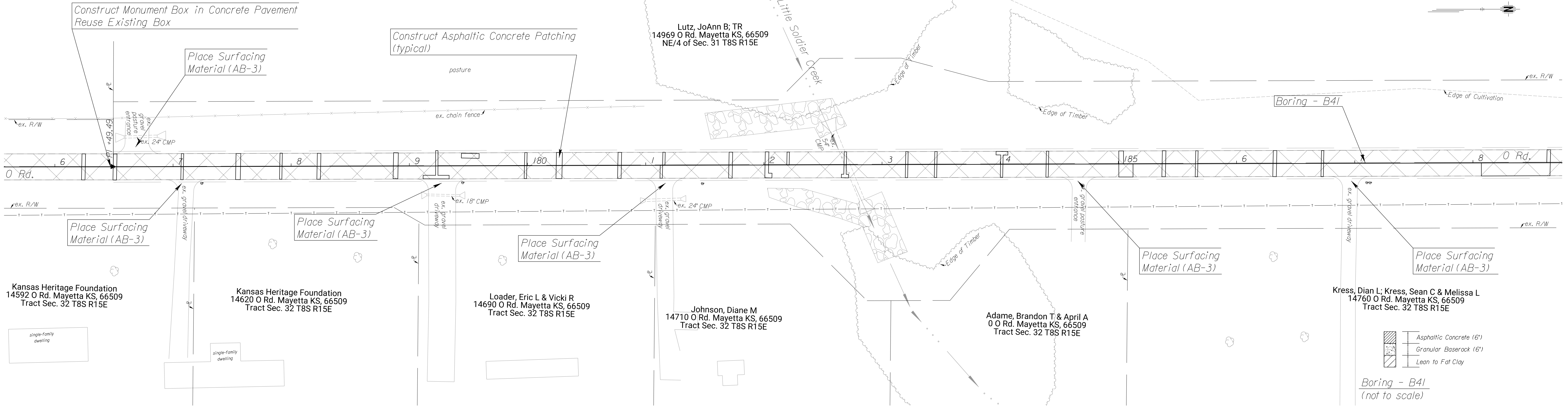


℄ P.I. = Sta. 176+49.49
1.) Not Set
2.) N: 363,804.01 , E: 1,941,612.91

East 1/4 Corner Section 31, T-8-S, R-15-E= Sta. 176+48.75, 0.27' Lt.
1.) Found bar in monument box
2.) N: 363,803.26 , E: 1,941,612.65

PLAN: Lat. & Long. 100' 0 100' 200'

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	37	106



2" Asphaltic Concrete Overlay

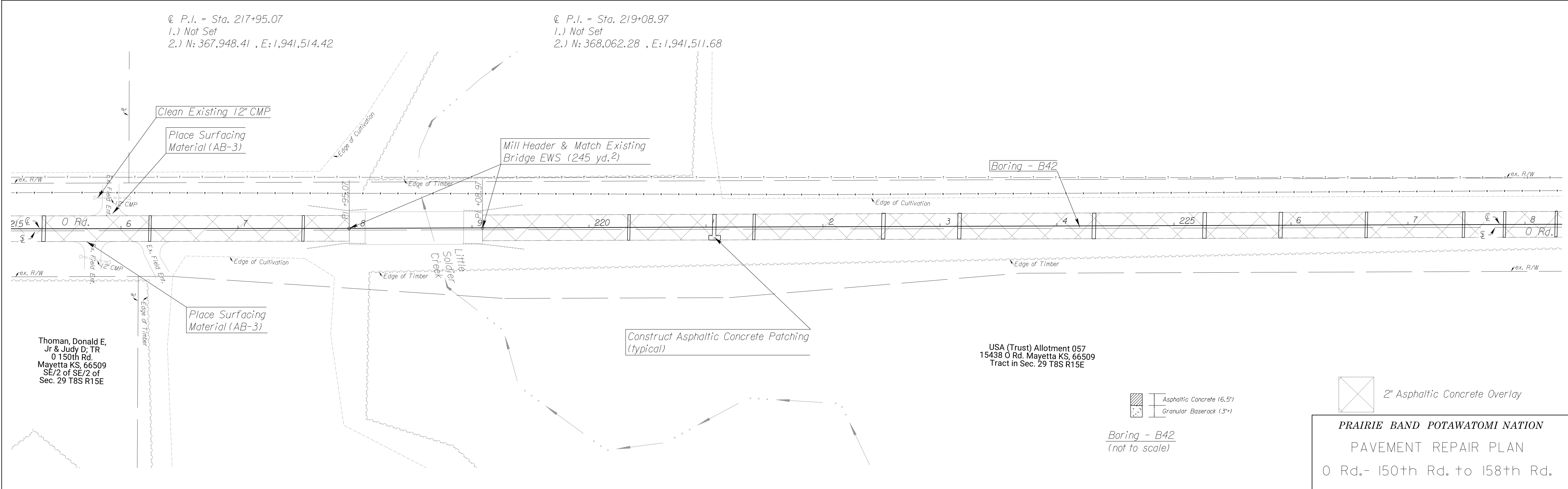
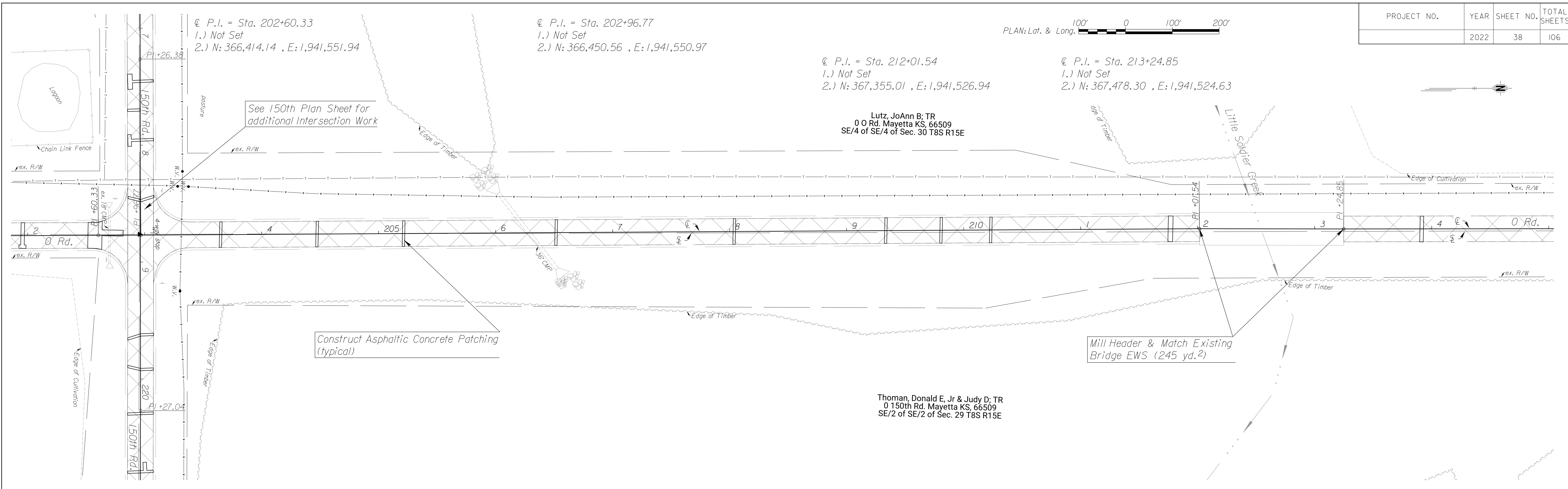
PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

0 Rd.- 142nd Rd. to 150th Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	38	106

PLAN: Lat. & Long. 



PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 0 Rd.- 150th Rd. to 158th Rd.

West 1/4 Sec. 29, T8S, 15E = ℓ Sta. 229+32.42, 2.57' Rt.
 1.) 5/8" Capped Bar (B&W CLS 14) in Monument Box
 2.) Capped Bar in Monument Box 52.68' N.
 3.) N: 369,085.50 , E: 1,941,489.88

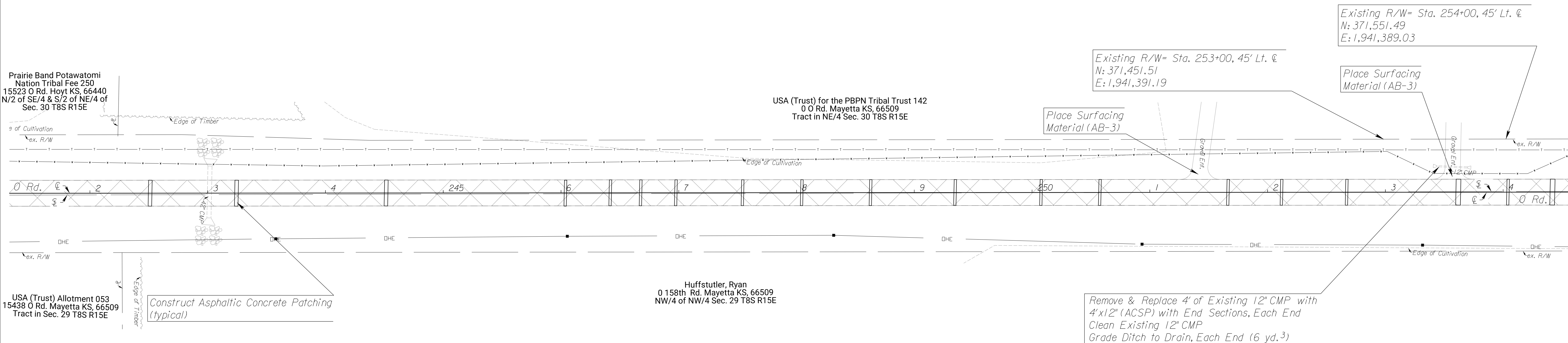
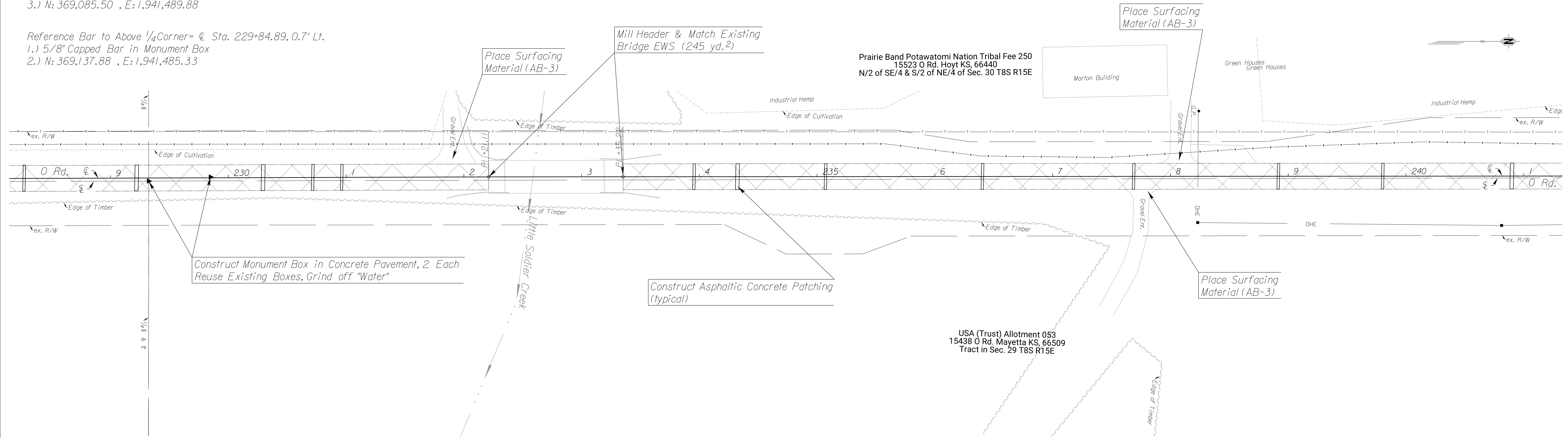
ℓ P.I. = Sta. 232+21.11
 1.) Not Set
 2.) N: 369,374.04 , E: 1,941,480.43

ℓ P.I. = Sta. 233+35.22
 1.) Not Set
 2.) N: 369,488.13 , E: 1,941,477.96

PLAN: Lat. & Long.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	39	106

Reference Bar to Above 1/4 Corner = ℓ Sta. 229+84.89, 0.7' Lt.
 1.) 5/8" Capped Bar in Monument Box
 2.) N: 369,137.88 , E: 1,941,485.33

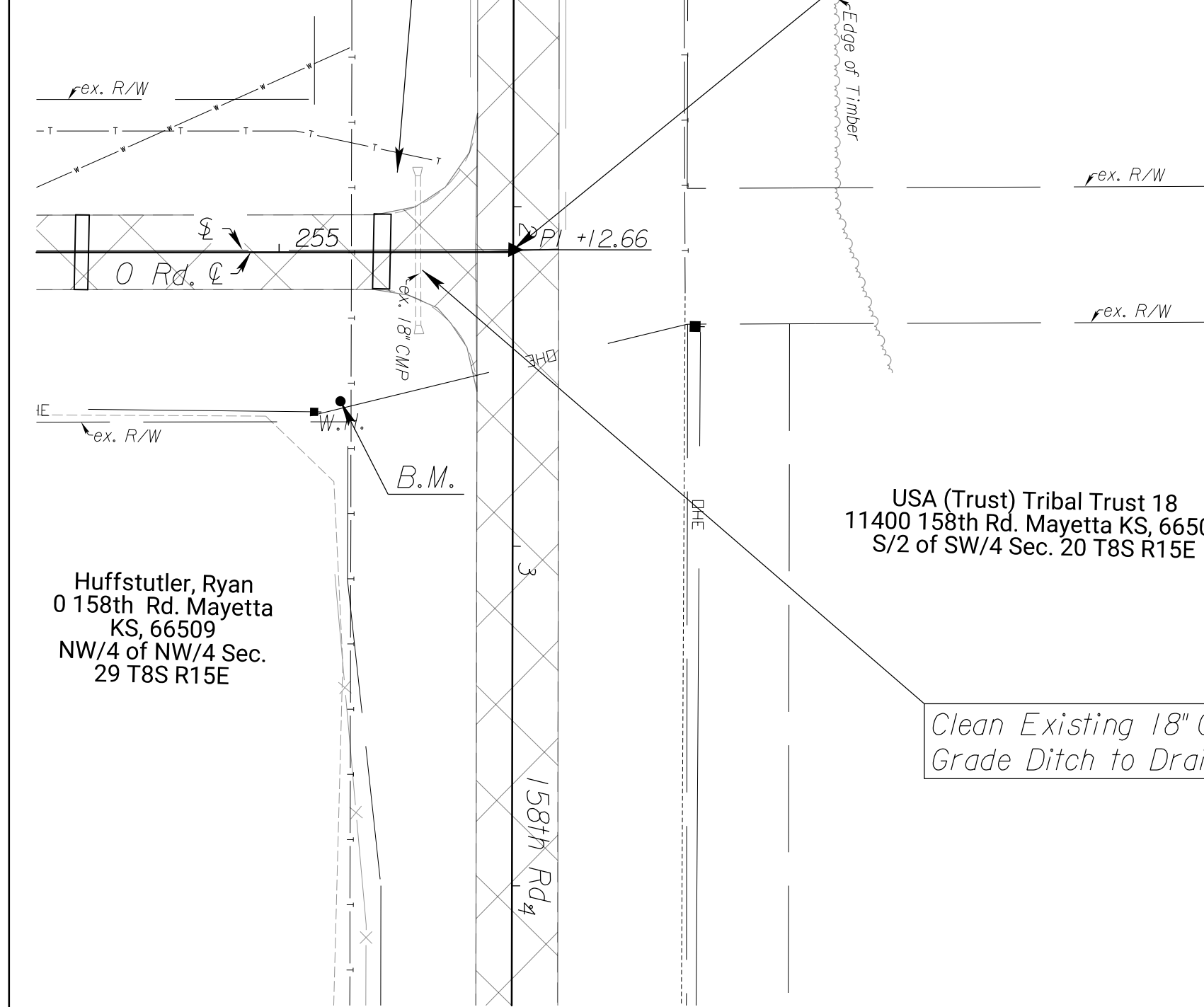


2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 0 Rd.- 150th Rd. to 158th Rd.

USA (Trust) for
the PBPB Tribal
Trust 142
0 0 Rd. Mayetta
KS, 66509
Tract in NE/4
Sec. 30 T8S
R15E

Grade V-Ditch to Drain
Around Radius (11 yds.)



Huffstutler, Ryan
0 158th Rd. Mayetta
KS, 66509
NW/4 of NW/4 Sec.
29 T8S R15E

℄ P.O.T. = Sta. 255+68.92
1.) Not Set
2.) N: 371,721.32 , E: 1,941,430.44

S.W. Corner Section 20, T-8-S, R-15-E = Sta. 255+68.92, 0.71' Lt.
1.) Found mag nail & washer at surface asphalt
2.) Top center of telephone pedestal 84.4' S.W.
3.) Top center fire hydrant 67.74' S.E.
4.) Spike and washer in top brace post 84.32' S.E.
5.) N: 371,721.31 , E: 1,941,429.73

PLAN: Lat. & Long.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	40	106

Install Monument Box in Concrete Pavement
Will Need New Monument Box

USA (Trust) Tribal Trust 18
11400 158th Rd. Mayetta KS, 66509
S/2 of SW/4 Sec. 20 T8S R15E

Clean Existing 18" CMP
Grade Ditch to Drain, Each End (10 yd.³)

BM: "O" in open on hydrant
Sta. 255+18.01, 43.89' Rt., Elev. 1096.32

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
PAVEMENT REPAIR PLAN
0 Rd.- 150th Rd. to 158th Rd.

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

PLAN: Lat. & Long. 

© P.O.T. = Sta. 10+00
 1.) Not Set
 2.) N: 366,540.69 , E: 1,946,809.96

S.E. Corner Section 29, T-8-S, R-15-E = Sta. 10+00.27, 9.24' Lt.
 1.) Found Bar in Monument Box at Middle Intersection P & 150th
 2.) Top 24" CMP, S.W. Quadrant 25.93' S.W.
 3.) Top 24" CMP, S.E. Quadrant 39.63' S.E.
 4.) N: 366,539.45 , E: 1,946,806.55

© P.I. = Sta. 18+15.58
 1.) Not Set
 2.) N: 367,356.04 , E: 1,946,790.76

© P.I. = Sta. 19+26.70
 1.) Not Set
 2.) N: 367,467.14 , E: 1,946,788.45

Thoman, Donald E, Jr & Judy D; TR
 0 150th Rd. Mayetta KS, 66509
 SE/2 of SE/2 of Sec. 29 T8S R15E

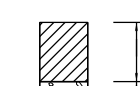
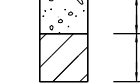
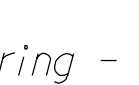
Boring - B44

See 150th Plan Sheet
 for Intersection Work

B.M. #1

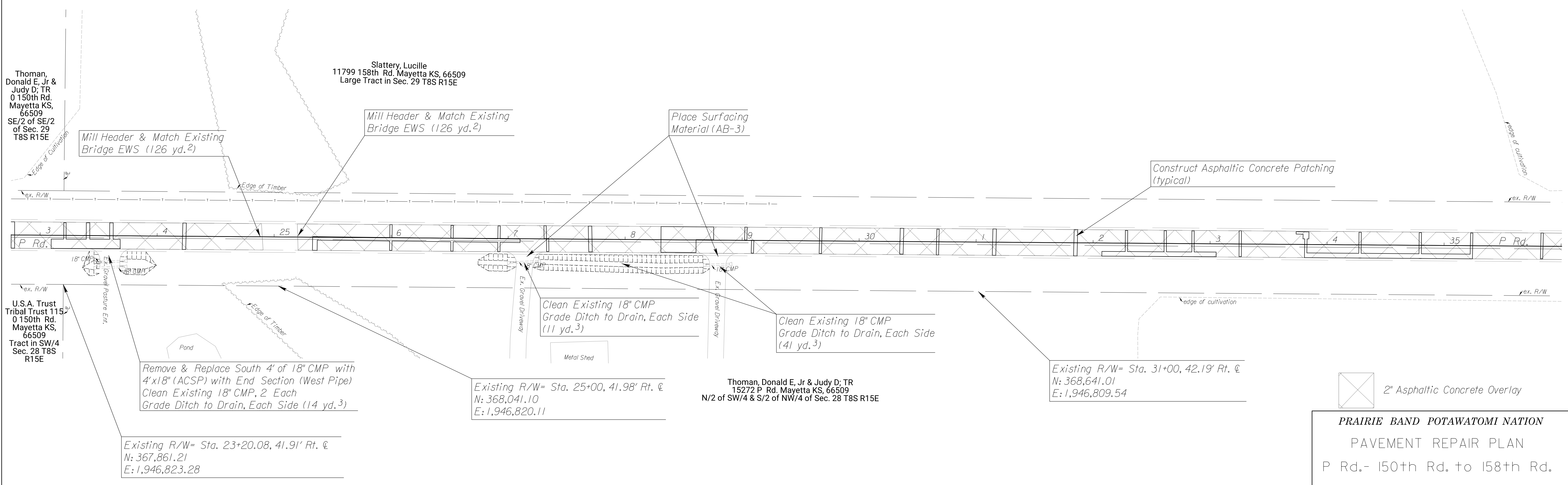
Construct Asphaltic Concrete Patching
 (typical)

U.S.A. Trust Tribal Trust 115
 0 150th Rd. Mayetta KS, 66509
 Tract in SW/4 Sec. 28 T8S R15E

-  Asphaltic Concrete (6.5')
-  Granular Base/rock (4.5')
-  Fat Clay

Boring - B44
 (not to scale)

BM #1: "0" in open on hydrant
 Sta. 10+46.56, 48.55' Rt. , Elev. 1129.68



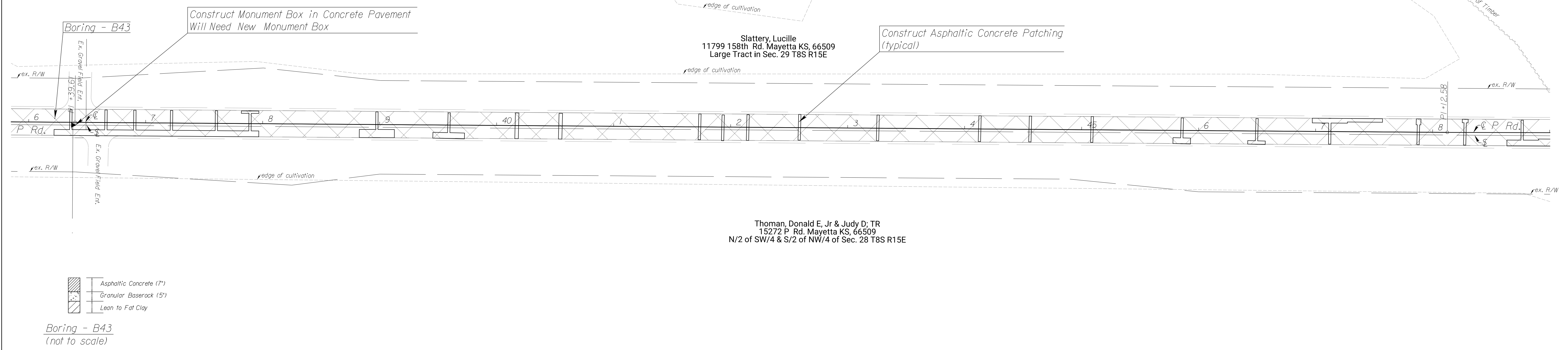
PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 P Rd.- 150th Rd. to 158th Rd.

@ P.I. = Sta. 36+39.61
 1.) Not Set
 2.) N: 369,179.77 , E: 1,946,757.65

PLAN: Lat. & Long.

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

@ P.I. = Sta. 48+12.58
 1.) Not Set
 2.) N: 370,352.55 , E: 1,946,736.56



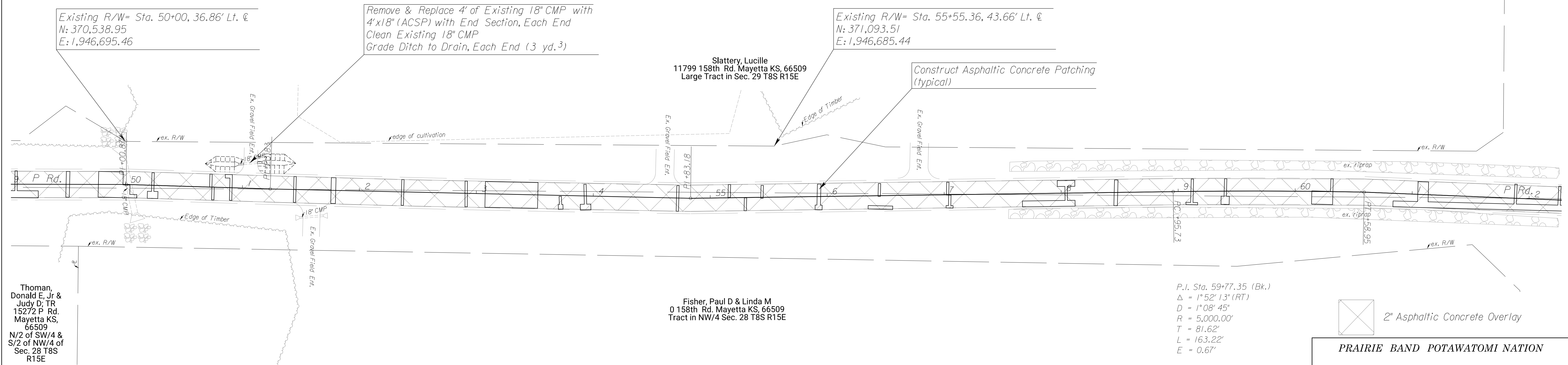
@ P.I. = Sta. 51+00.87
 1.) Not Set
 2.) N: 370,540.79 , E: 1,946,732.29

@ P.I. = Sta. 51+23.83
 1.) Not Set
 2.) N: 370,663.75 , E: 1,946,733.01

@ P.I. = Sta. 54+83.18
 1.) Not Set
 2.) N: 371,023.09 , E: 1,946,731.88

@ P.C. = Sta. 58+95.73
 1.) Not Set
 2.) N: 371,435.33 , E: 1,946,715.76

@ P.T. = Sta. 60+58.95
 1.) Not Set
 2.) N: 371,598.50 , E: 1,946,712.05



Thoman,
 Donald E, Jr &
 Judy D; TR
 15272 P. Rd.
 Mayetta KS,
 66509
 N/2 of SW/4 &
 S/2 of NW/4 of
 Sec. 28 T8S
 R15E

Fisher, Paul D & Linda M
 0 158th Rd. Mayetta KS, 66509
 Tract in NW/4 Sec. 28 T8S R15E

P.I. Sta. 59+77.35 (Bk.)
 $\Delta = 1^\circ 52' 13''$ (RT)
 $D = 1^\circ 08' 45''$
 $R = 5,000.00'$
 $T = 81.62'$
 $L = 163.22'$
 $E = 0.67'$

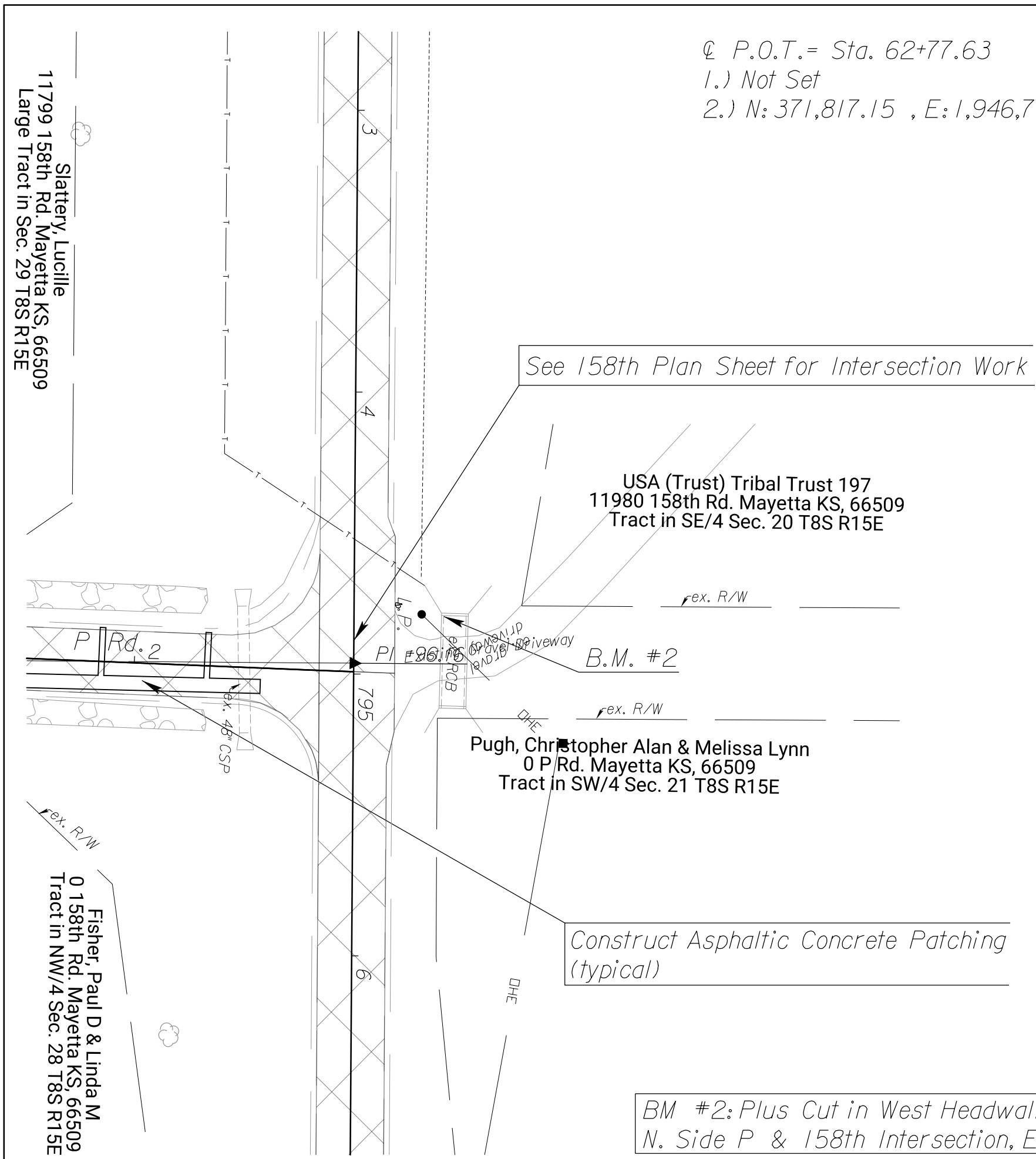
2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 P Rd.- 150th Rd. to 158th Rd.

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

PLAN: Lat. & Long. 

℄ P.O.T. = Sta. 62+77.63
 1.) Not Set
 2.) N: 371,817.15 , E: 1,946,715.41



 2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 P Rd.- 150th Rd. to 158th Rd.

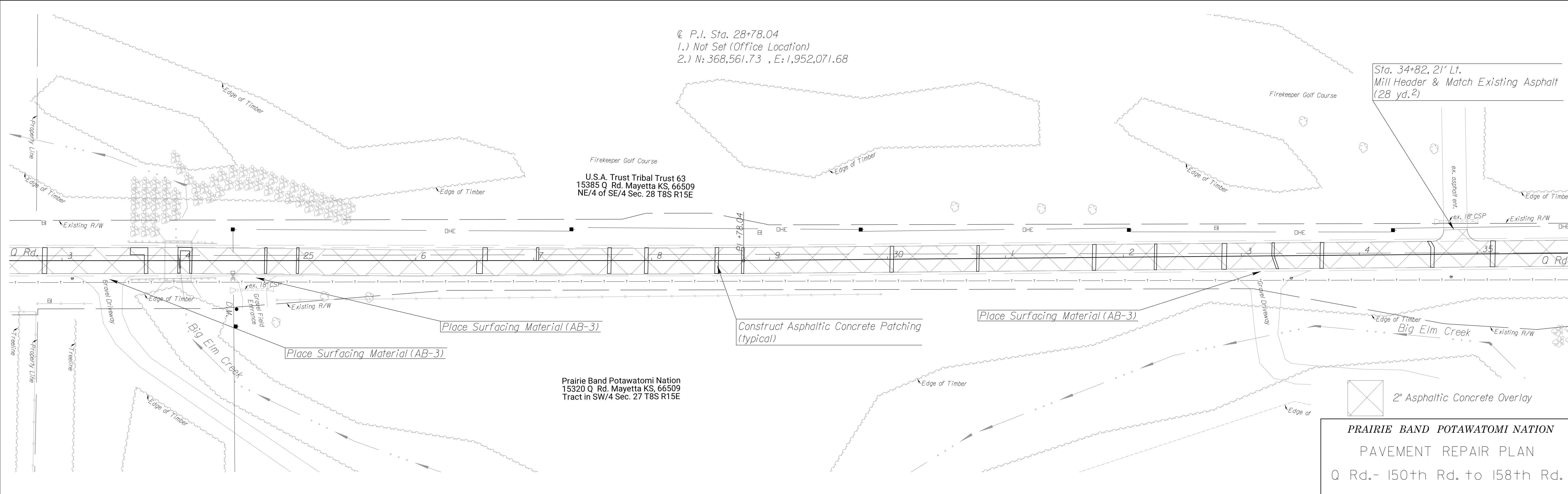
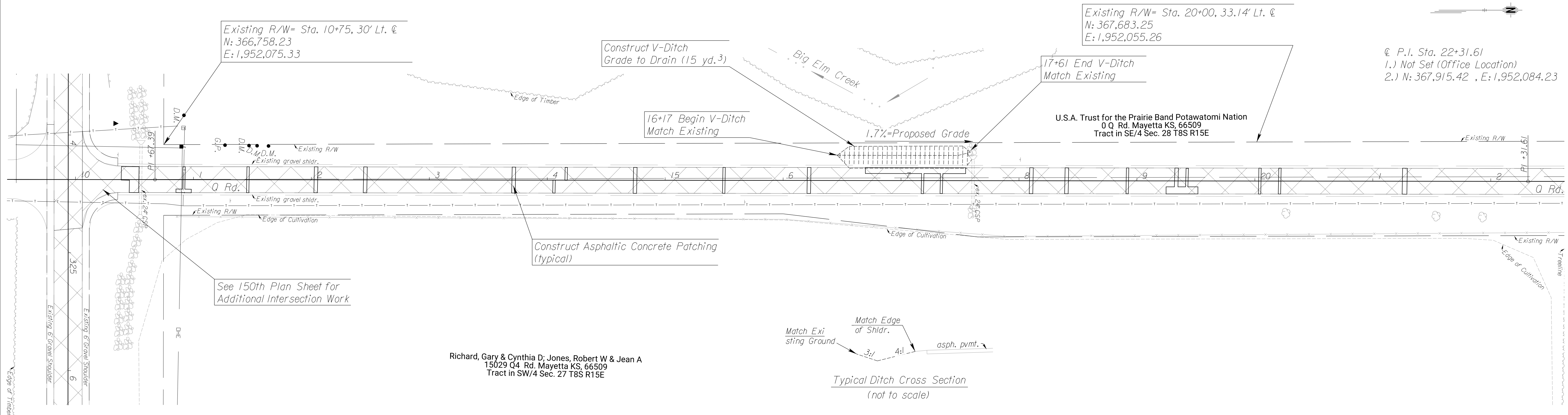
℄ P.O.T. Sta. 9+33.86
 1.) Not Set (Office Location)
 2.) N: 366,617.88 , E: 1,952,107.58

Reference Point #1 = ℄ Sta. 10+33.58, 47.64' Lt.
 1.) Set 1/2"x24" Rebar 2" below surface
 2.) Nail & washer in end of guard rail post
 3.) West edge pvmf. Q Rd.
 4.) N: 366,716.73 , E: 1,952,058.17

30.9' W.
 35.9' E.

PLAN: Lat. & Long. 

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

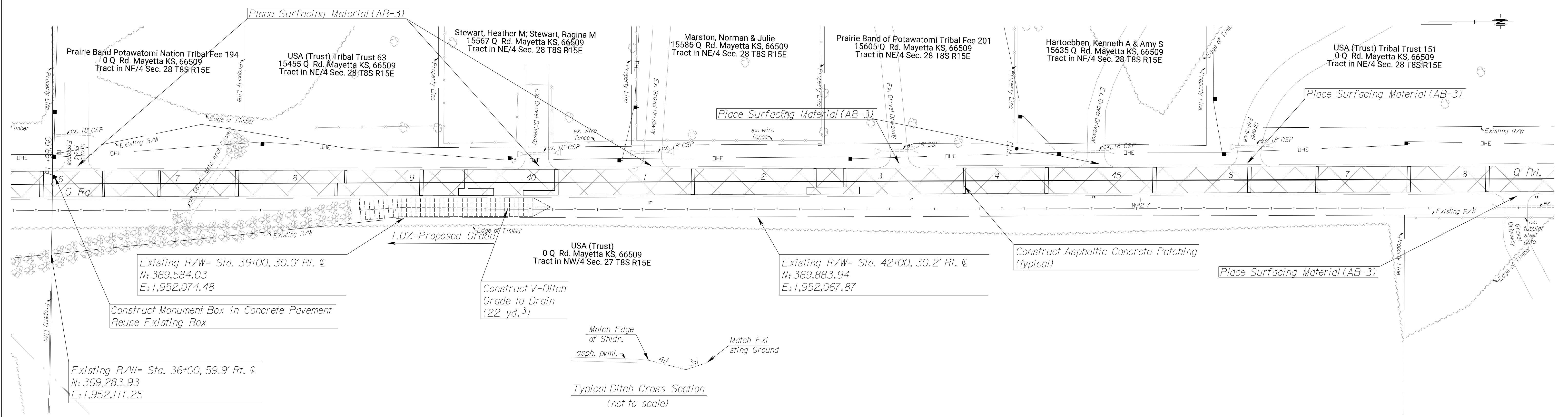


E 1/4 Cor. Sec. 28, T8S, R15E = @ Sta. 35+99.66, 0.25' Lt.
 1.) Found bar with cap (Tanking) in monument box
 2.) N: 369,283.06 , E: 1,952,051.11

@ P.I. Sta. 35+99.66
 1.) Not Set (Office Location)
 2.) N: 369,283.06 , E: 1,952,051.36

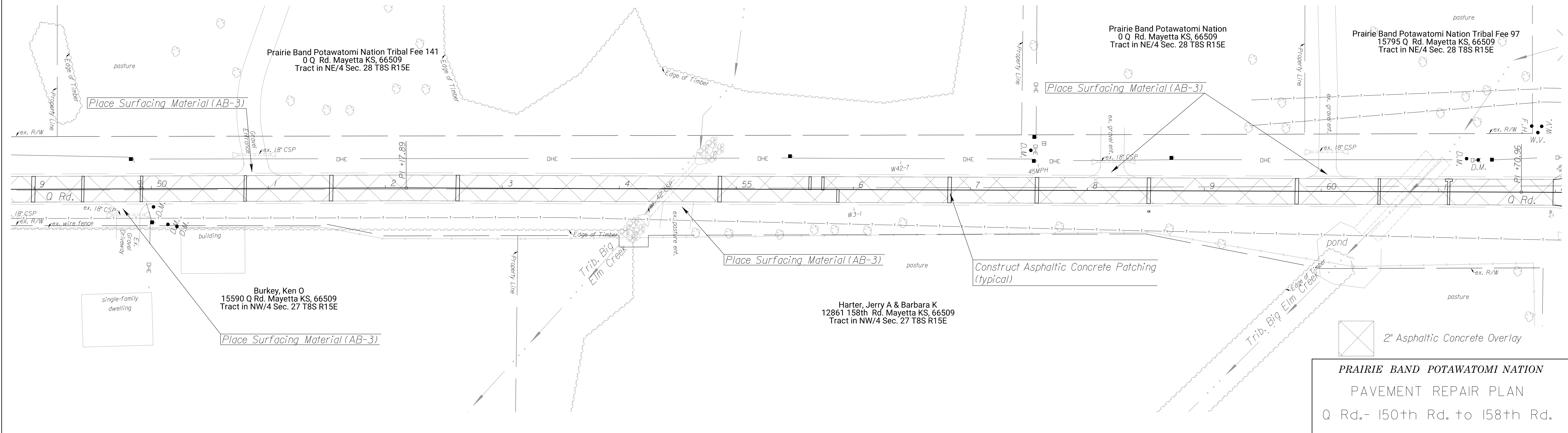
PLAN: Lat. & Long.

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



@ P.I. Sta. 52+17.89
 1.) Not Set (Office Location)
 2.) N: 370,900.87 , E: 1,952,014.38

@ P.I. Sta. 61+70.96
 1.) Not Set (Office Location)
 2.) N: 371,853.82 , E: 1,951,999.62



2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 Q Rd.- 150th Rd. to 158th Rd.

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

NE Cor. Sec. 28, T8S, R15E = @ Sta. 62+39.33, 5.81' Lt.
 1.) Found bar 3" below surface
 2.) N: 371,922.11 , E: 1,951,992.92
 @ P.I. Sta. 62+40.48
 1.) Not Set (Office Location)
 2.) N: 371,923.35 , E: 1,951,998.71

@ P.I. Sta. 65+96.16
 1.) Not Set (Office Location)
 2.) N: 372,279.00 , E: 1,951,994.42

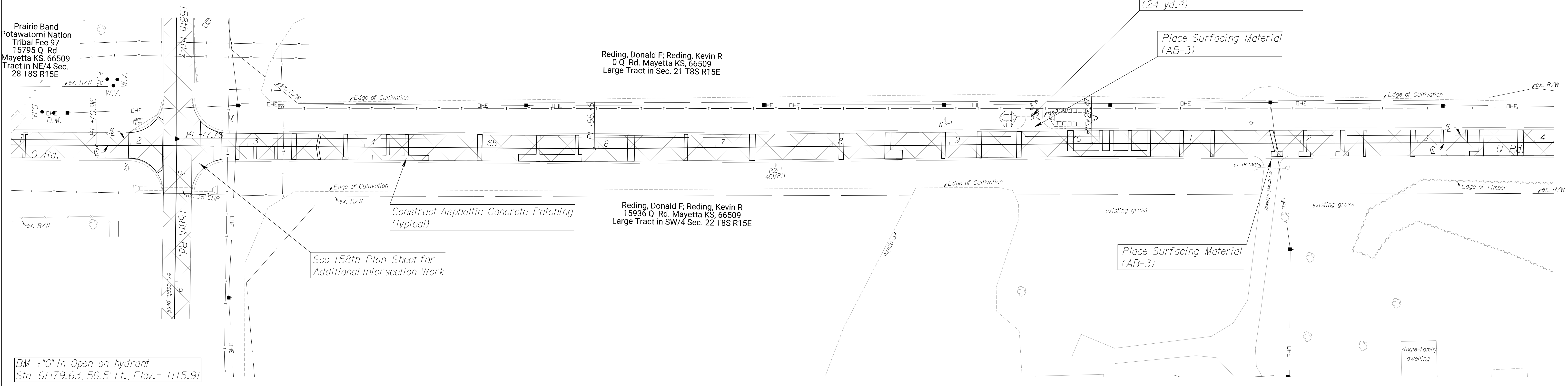
@ P.I. Sta. 70+21.47
 1.) Not Set (Office Location)
 2.) N: 372,704.12 , E: 1,951,981.79



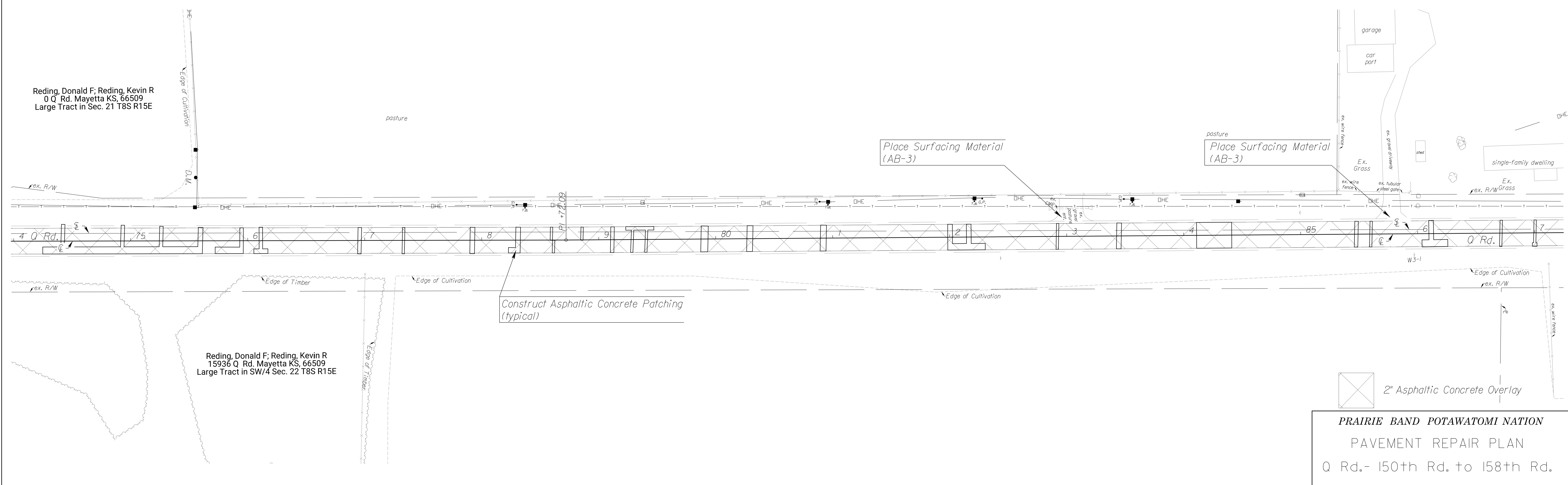
Prairie Band
 Potawatomi Nation
 Tribal Fee 97
 15795 Q Rd.
 Mayetta KS, 66509
 Tract in NE/4 Sec.
 28 T8S R15E

Reding, Donald F; Reding, Kevin R
 0 Q Rd. Mayetta KS, 66509
 Large Tract in Sec. 21 T8S R15E

Reding, Donald F; Reding, Kevin R
 15936 Q Rd. Mayetta KS, 66509
 Large Tract in SW/4 Sec. 22 T8S R15E

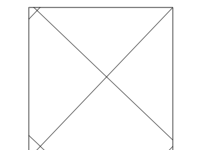


BM : "0" in Open on hydrant
 Sta. 61+79.63, 56.5' Lt., Elev. = 1115.91



Reding, Donald F; Reding, Kevin R
 0 Q Rd. Mayetta KS, 66509
 Large Tract in Sec. 21 T8S R15E

Reding, Donald F; Reding, Kevin R
 15936 Q Rd. Mayetta KS, 66509
 Large Tract in SW/4 Sec. 22 T8S R15E

 2" Asphaltic Concrete Overlay
PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 Q Rd.- 150th Rd. to 158th Rd.

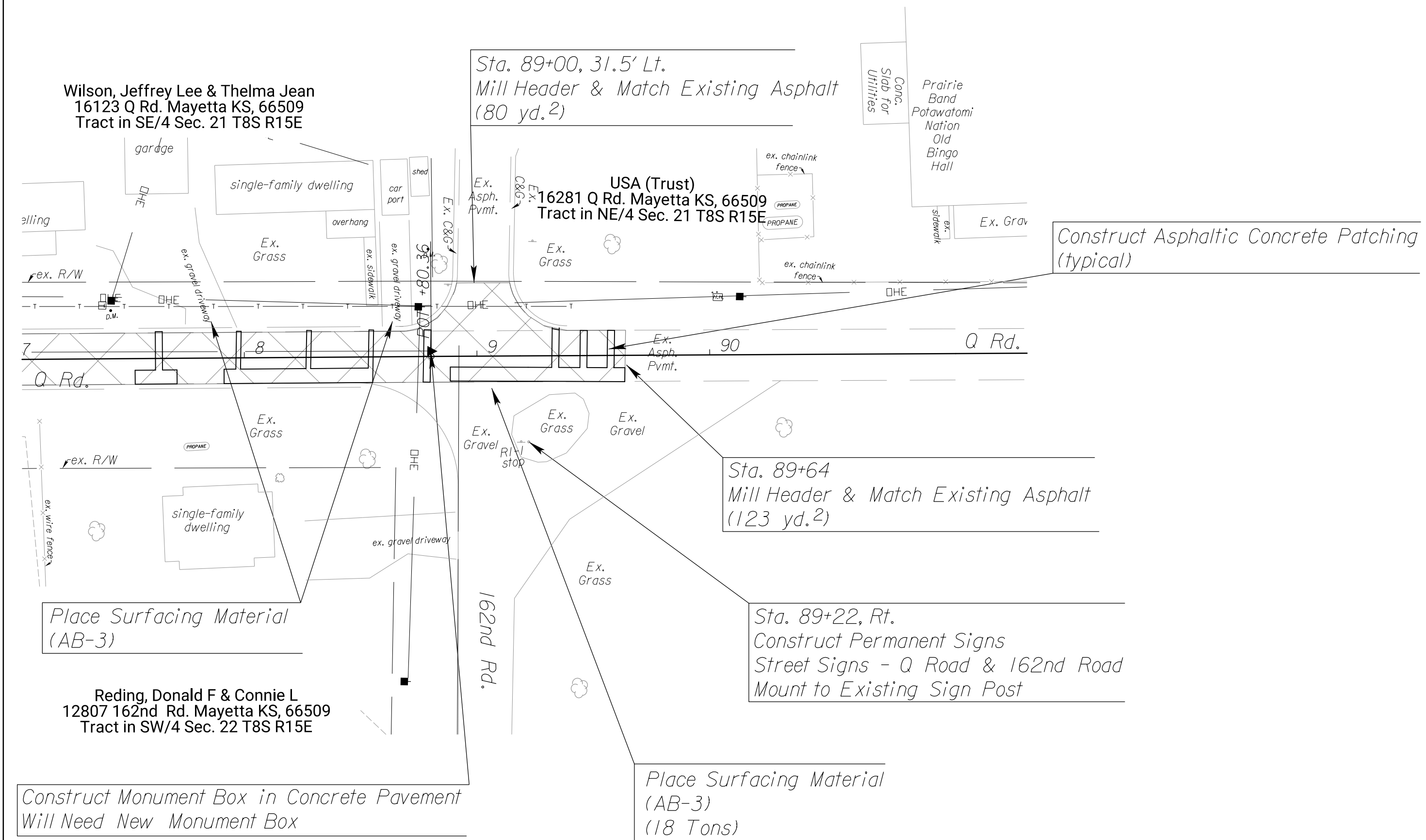
℄ P.I. Sta. 88+80.35
 1.) Not Set (Office Location)
 2.) N: 374,562.45 , E: 1,951,936.65

W 1/4 Cor. Sec. 22, T8S, R15E = ℄ Sta. 88+80.36, 2.25' Lt.
 1.) Found bar at surface
 2.) N: 374,562.15 , E: 1,951,934.40

℄ P.I. Sta. 90+00.00
 1.) Not Set (Office Location)
 2.) N: 374,682.04 , E: 1,951,933.69

PLAN: Lat. & Long. 

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



 2" Asphaltic Concrete Overlay

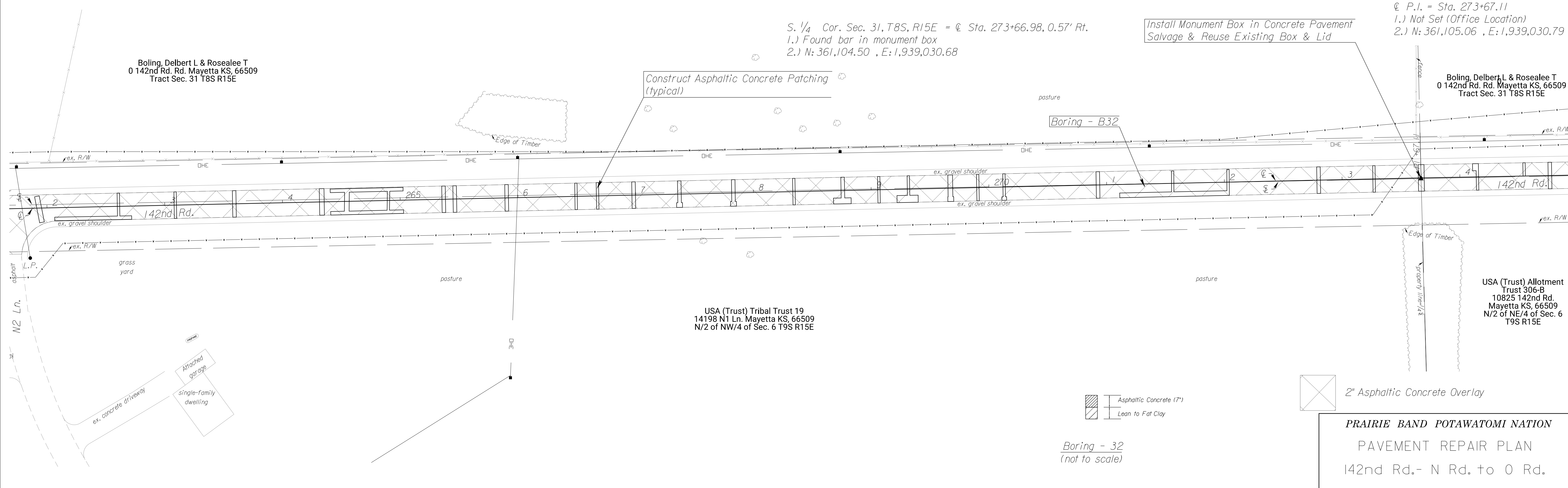
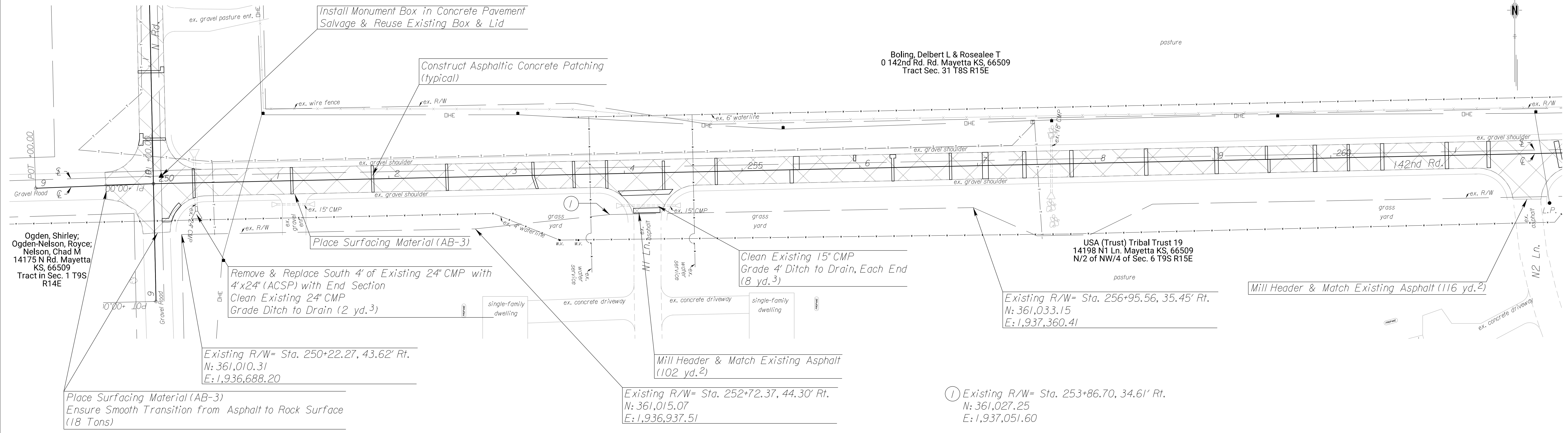
PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 Q Rd.- 150th Rd. to 158th Rd.

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

@ P.O.T. = Sta. 250+00
 1.) Not Set (Office Location)
 2.) N: 361,053.42 , E: 1,936,664.24

S.W. Cor. Sec. 31, T8S, R15E = @ Sta. 250+06.84, 6.42' Lt.
 1.) Found bar in monument box
 2.) N: 361,059.98 , E: 1,936,670.83

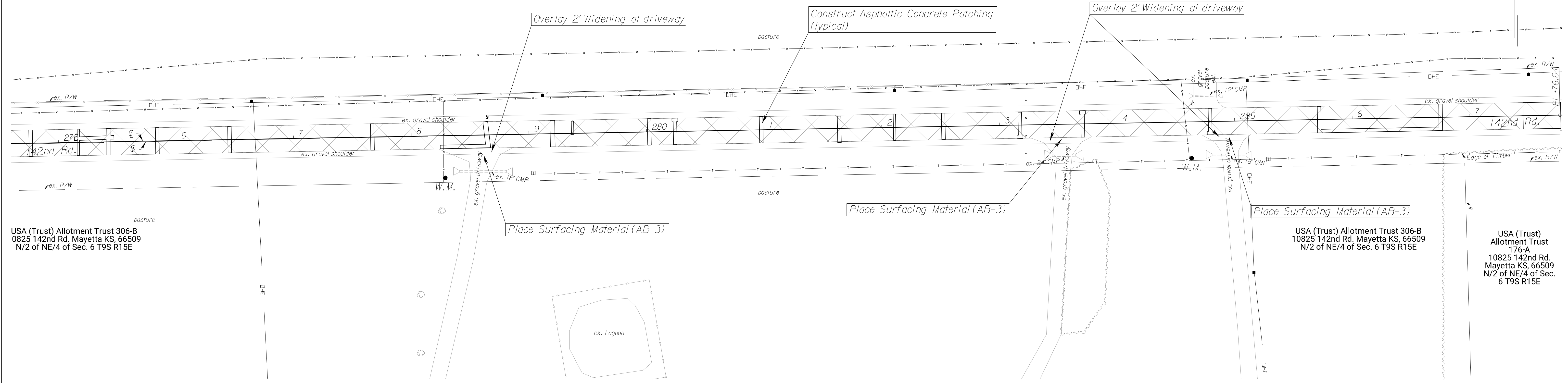
PLAN: Lat. & Long.



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

PLAN: Lat. & Long. 

Boling, Delbert L & Rosealee T
0 142nd Rd. Rd. Mayetta KS, 66509
Tract Sec. 31 T8S R15E



℄ P.I. = Sta. 287+76.64
1.) Not Set (Office Location)
2.) N: 361,131.00 , E: 1,940,440.08

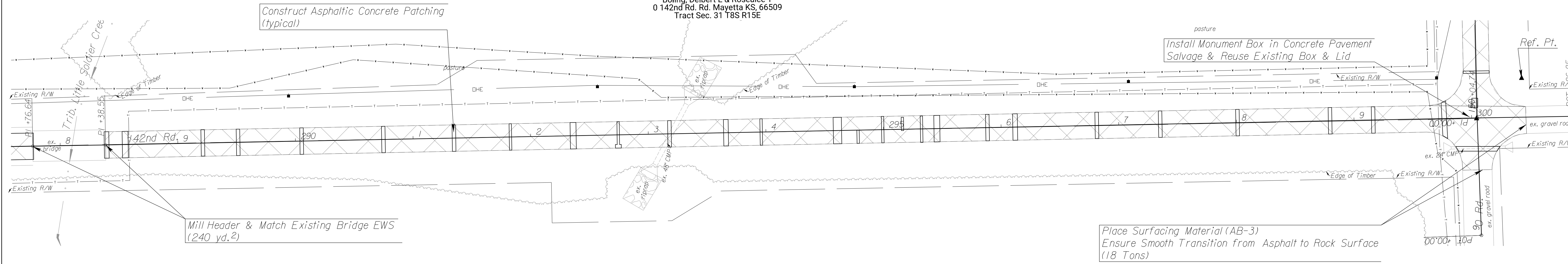
℄ P.I. = Sta. 288+38.55
1.) Not Set (Office Location)
2.) N: 361,132.03 , E: 1,940,501.98

S.E. Cor. Sec. 31, T8S, R15E = ℄ Sta. 300+04.19, 0.56' Rt.
1.) Found bar in monument box
2.) N: 361,154.52 , E: 1,941,667.40

℄ P.O.T. = Sta. 300+04.74
1.) Not Set (Office Location)
2.) N: 361,155.09 , E: 1,941,667.95

Reference Point No. 1
1.) Set bar 2" below vegetated surface
2.) East edge asphalt pavement 27.6' W.
3.) North edge gravel road 142nd 20.8' S.
4.) N: 361,188.87 , E: 1,941,705.72

Boling, Delbert L & Rosealee T
0 142nd Rd. Rd. Mayetta KS, 66509
Tract Sec. 31 T8S R15E



Mill Header & Match Existing Bridge EWS
(240 yd.2)

USA (Trust) Allotment Trust 176-A
10825 142nd Rd. Mayetta KS, 66509
N/2 of NE/4 of Sec. 6 T9S R15E

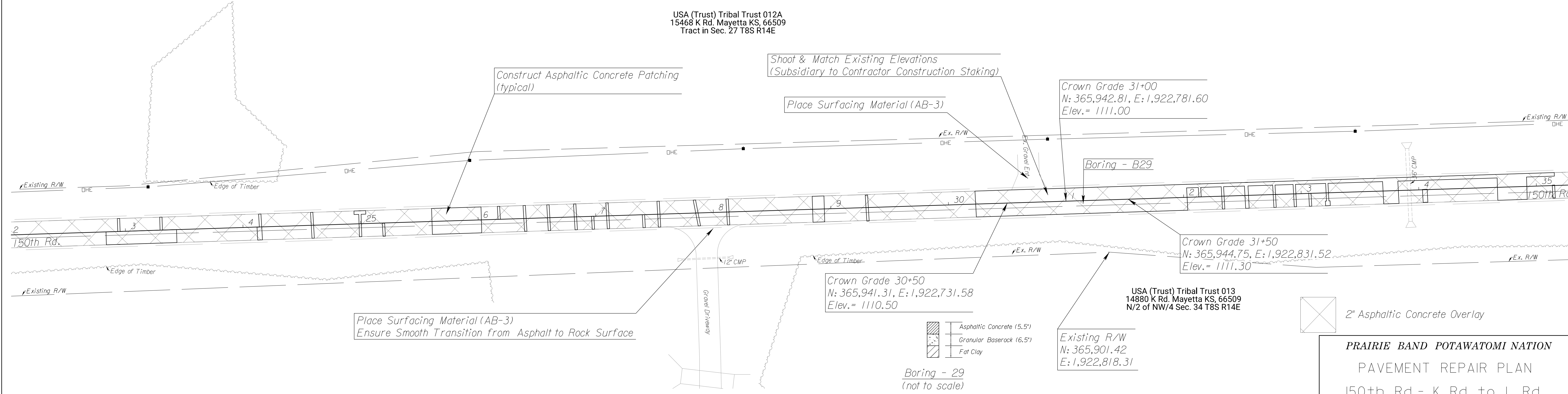
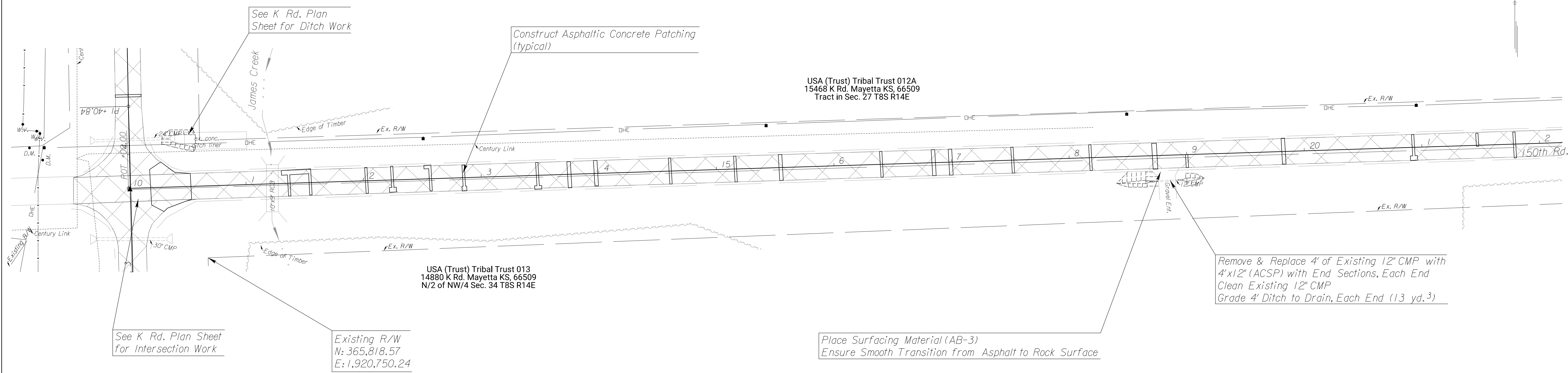
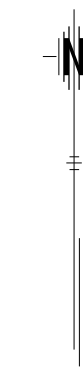
 2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
PAVEMENT REPAIR PLAN
142nd Rd.- N Rd. to 0 Rd.

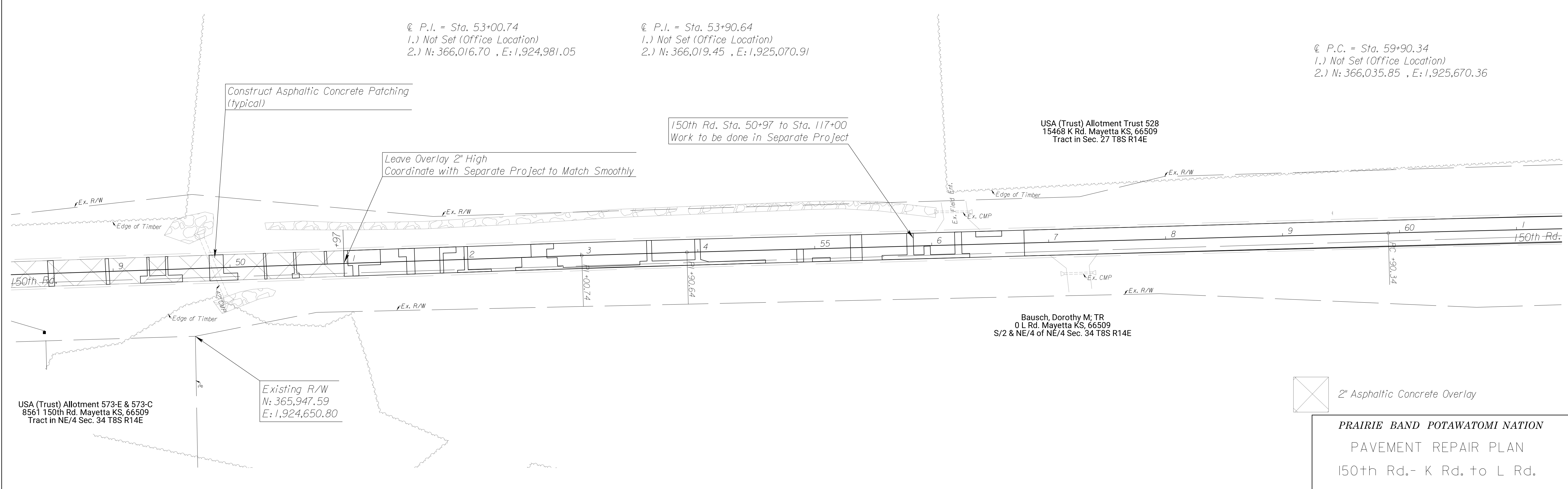
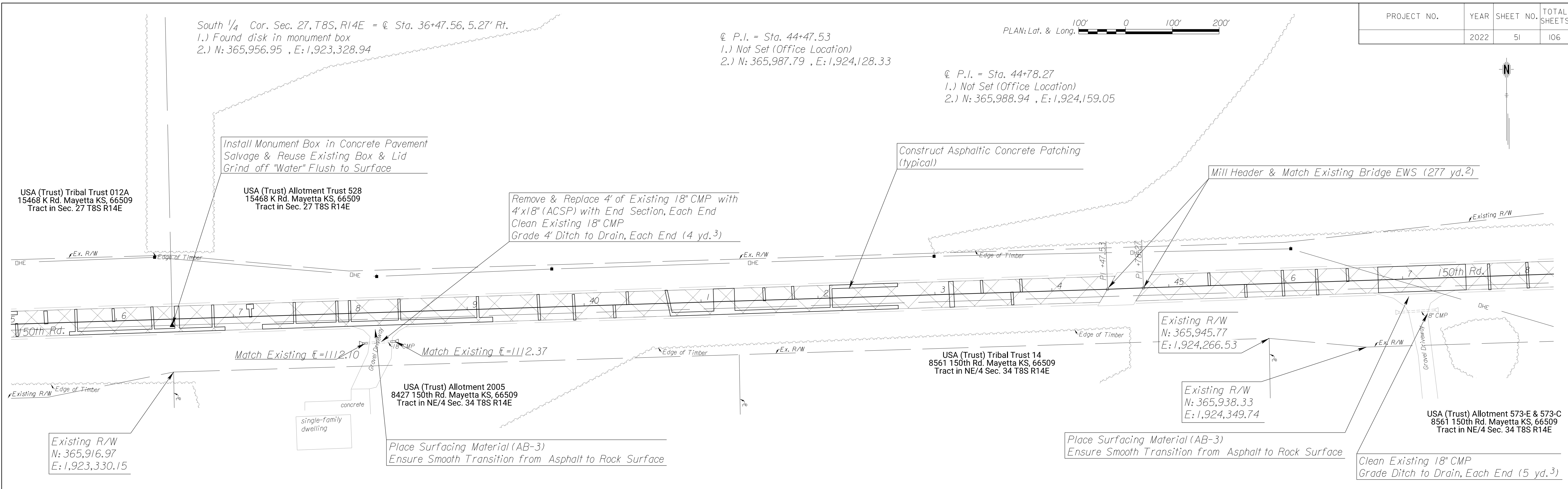
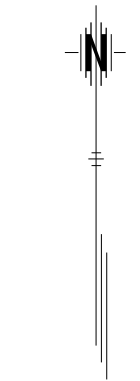
@ P.O.T. = Sta. 10+00
 1.) Not Set (Office Location)
 2.) N: 365,877.60 , E: 1,920,682.56

PLAN: Lat. & Long.
100'
0
100'
200'

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



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

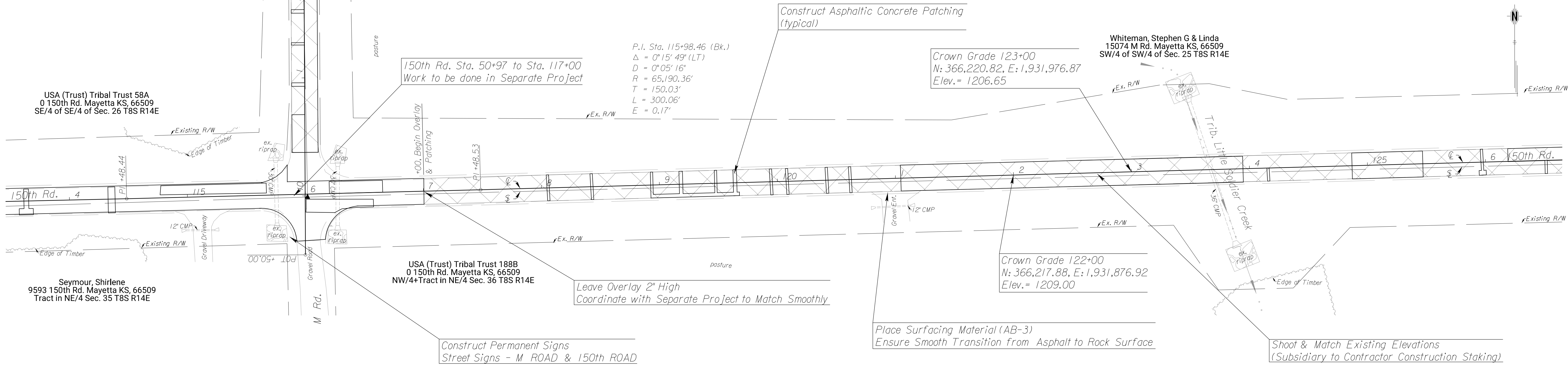
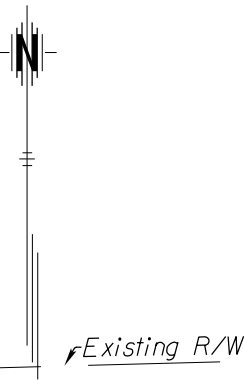


PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	52	106

@ P.I. = Sta. 114+48.44
 1.) Not Set (Office Location)
 2.) N: 366,199.27 , E: 1,931,125.66

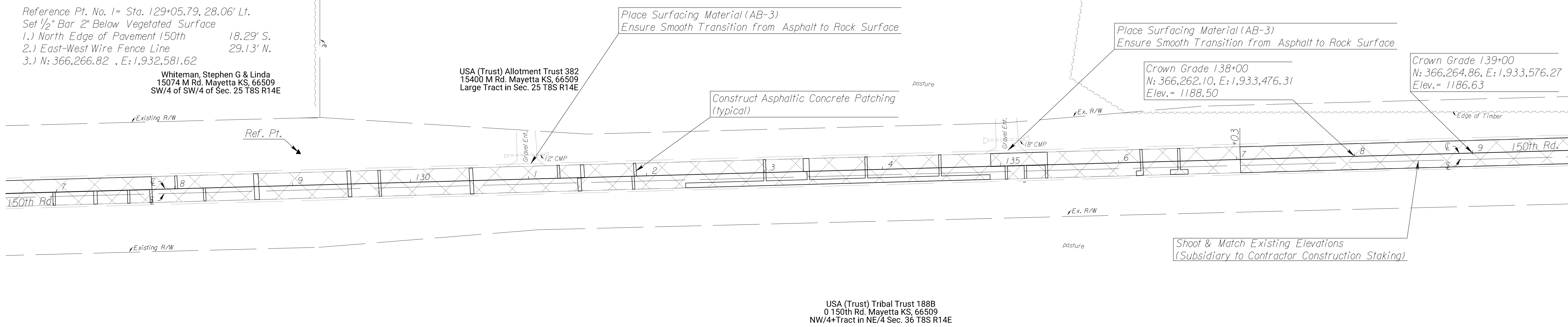
@ P.I. = Sta. 117+48.53
 1.) Not Set (Office Location)
 2.) N: 366,206.86 , E: 1,931,425.62

PLAN: Lat. & Long. 100' 0 100' 200'



Reference Pt. No. 1 = Sta. 129+05.79, 28.06' Lt.
 Set 1/2" Bar 2" Below Vegetated Surface
 1.) North Edge of Pavement 150th 18.29' S.
 2.) East-West Wire Fence Line 29.13' N.
 3.) N: 366,266.82 , E: 1,932,581.62
 Whiteman, Stephen G & Linda
 15074 M Rd. Mayetta KS, 66509
 SW/4 of SW/4 of Sec. 25 T8S R14E

USA (Trust) Allotment Trust 382
 15400 M Rd. Mayetta KS, 66509
 Large Tract in Sec. 25 T8S R14E



2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 150th Rd.- M Rd. to N Rd.

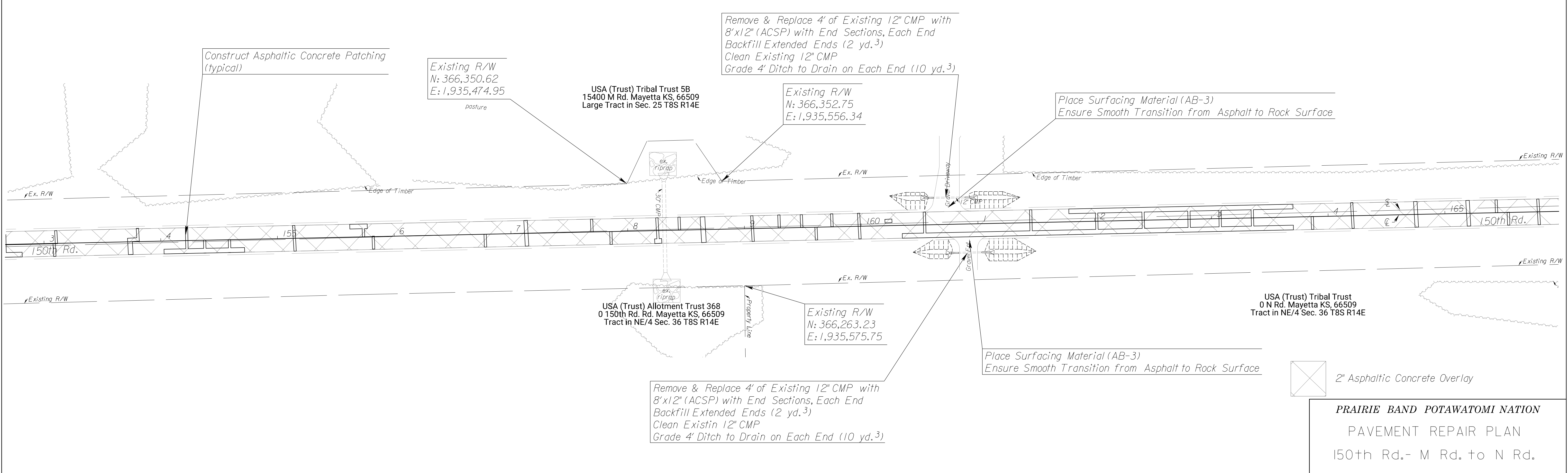
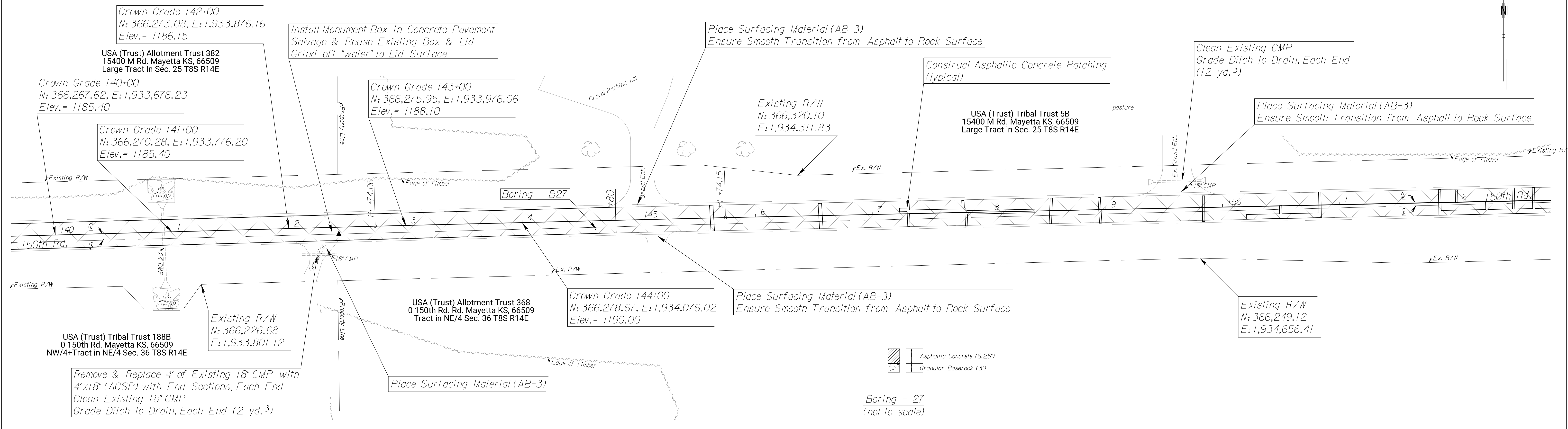
South 1/4 Corner Sec. 25, T8S, R14E = Sta. 142+42.75, 5.87' Rt.
 1.) Found Disk in Monument Box
 2.) N: 366,269.78 , E: 1,933,919.01

℄ P.I. = Sta. 142+74.06
 1.) Not Set (Office Location)
 2.) N: 366,276.51 , E: 1,933,950.15

℄ P.I. = Sta. 145+74.15
 1.) Not Set (Office Location)
 2.) N: 366,283.84 , E: 1,934,250.06

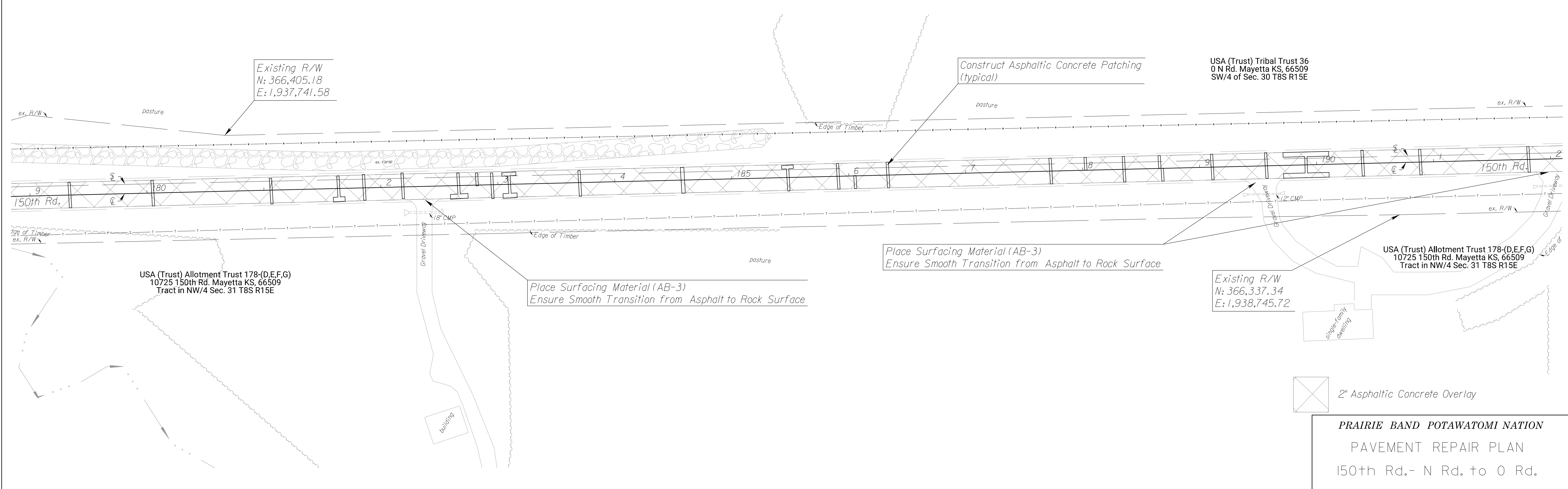
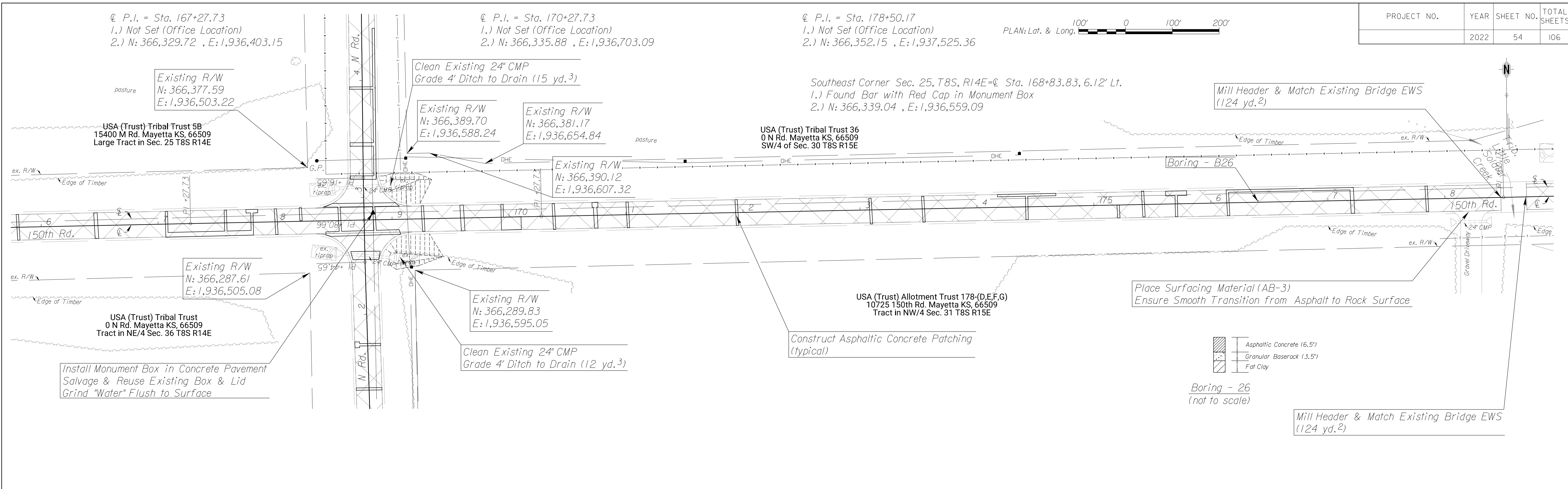
PLAN: Lat. & Long. 

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



PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 150th Rd.- M Rd. to N Rd.

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

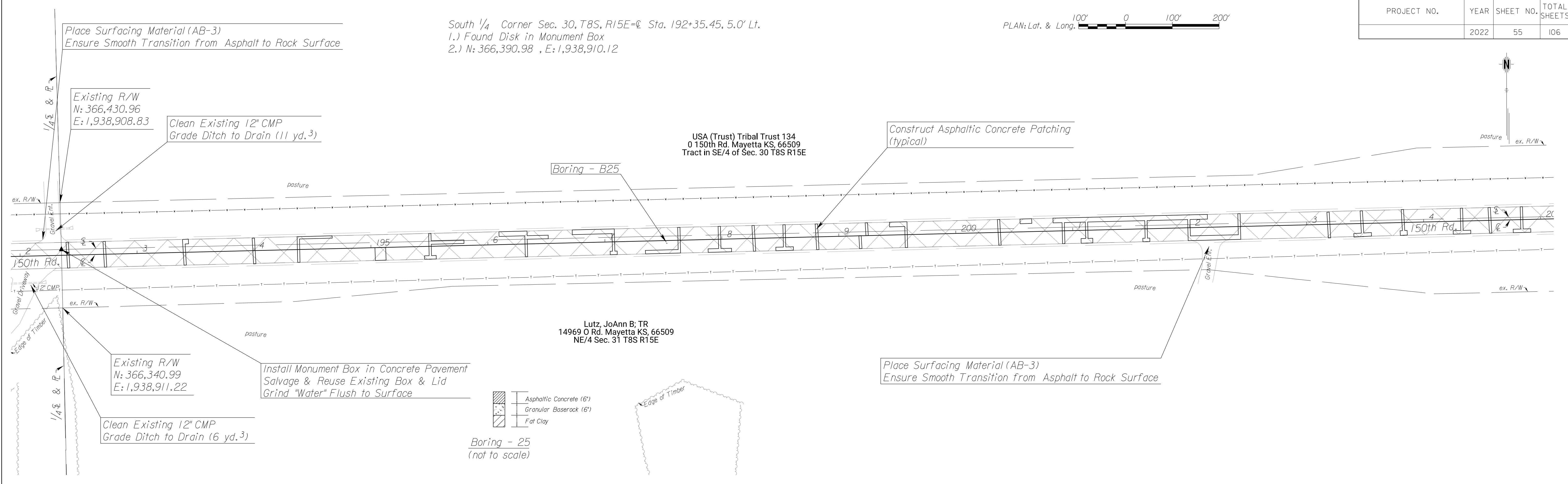


PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 150th Rd.- N Rd. to 0 Rd.

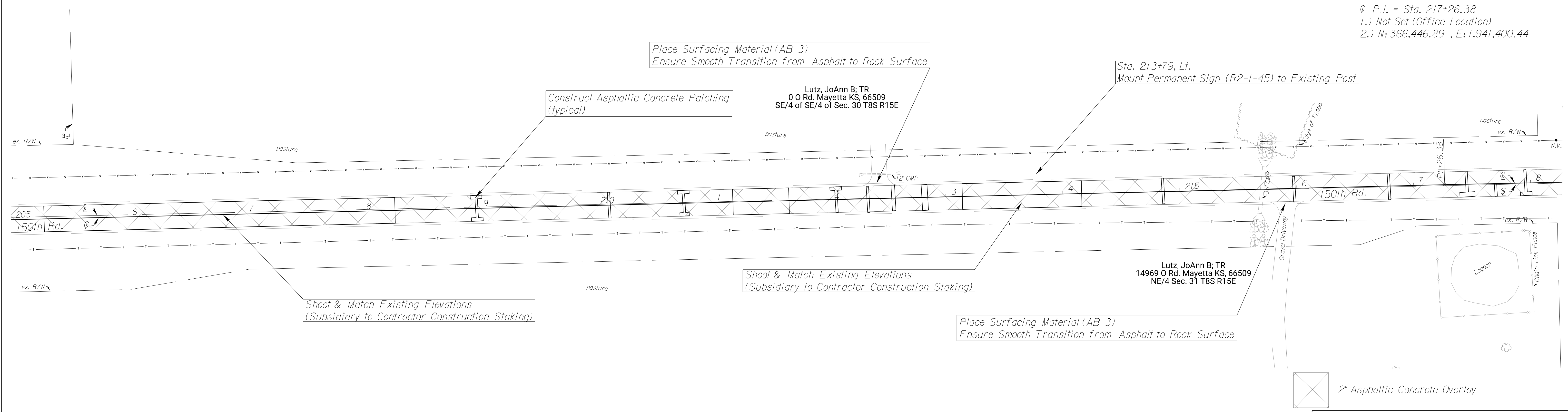
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	55	106

PLAN: Lat. & Long. 

South 1/4 Corner Sec. 30, T8S, R15E=℄ Sta. 192+35.45, 5.0' Lt.
 1.) Found Disk in Monument Box
 2.) N: 366,390.98 , E: 1,938,910.12



℄ P.I. = Sta. 217+26.38
 1.) Not Set (Office Location)
 2.) N: 366,446.89 , E: 1,941,400.44



PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 150th Rd.- N Rd. to 0 Rd.

℄ P.I. = Sta. 220+27.04
 1.) Not Set (Office Location)
 2.) N: 366,453.30 , E: 1,941,701.03

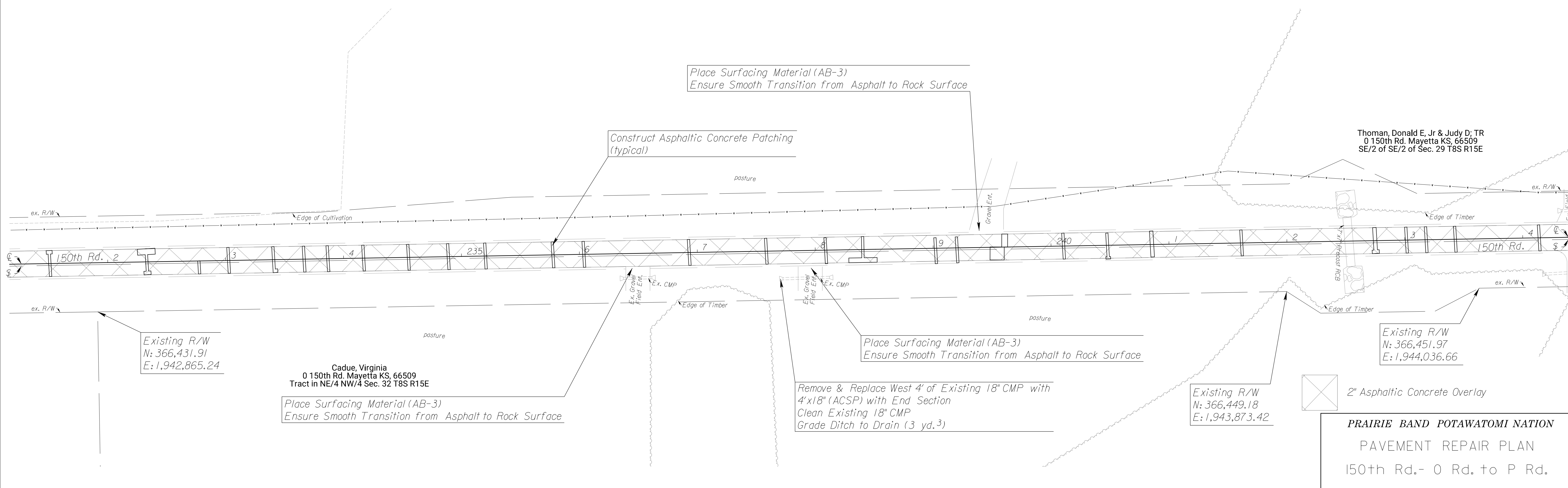
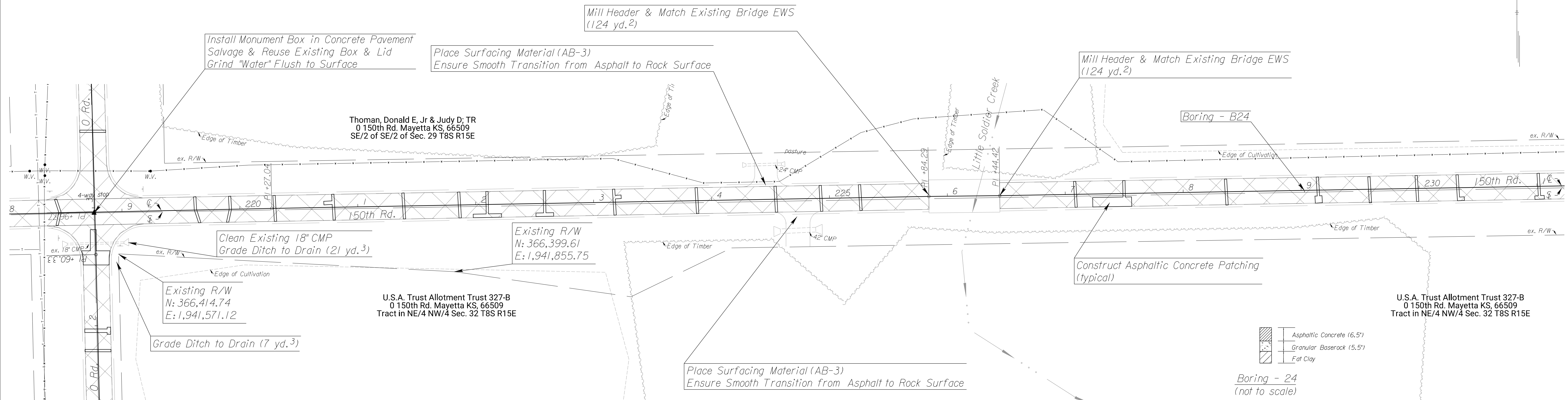
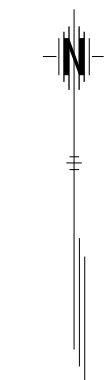
Southeast Corner Sec. 30, T8S, R15E=℄ Sta. 218+76.28, 0.70' Rt.
 1.) Found bar in Monument Box
 2.) N: 366,449.39 , E: 1,941,550.30

℄ P.I. = Sta. 225+84.29
 1.) Not Set (Office Location)
 2.) N: 366,463.45 , E: 1,942,258.17

℄ P.I. = Sta. 226+44.42
 1.) Not Set (Office Location)
 2.) N: 366,464.13 , E: 1,942,318.29

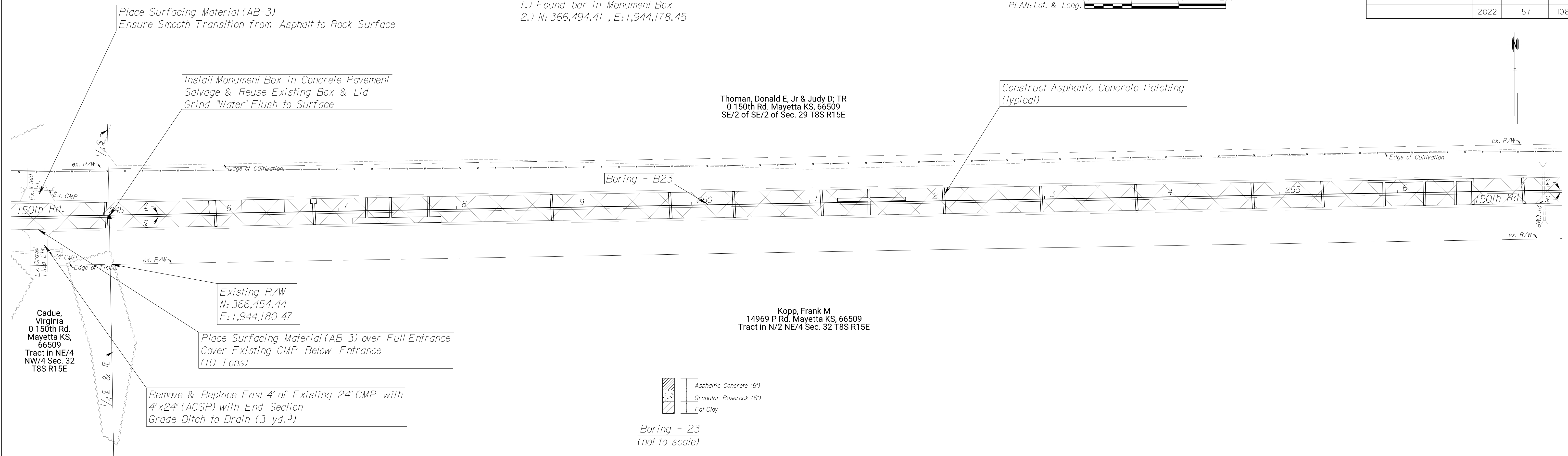
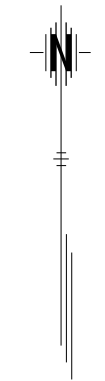
PLAN: Lat. & Long. 

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



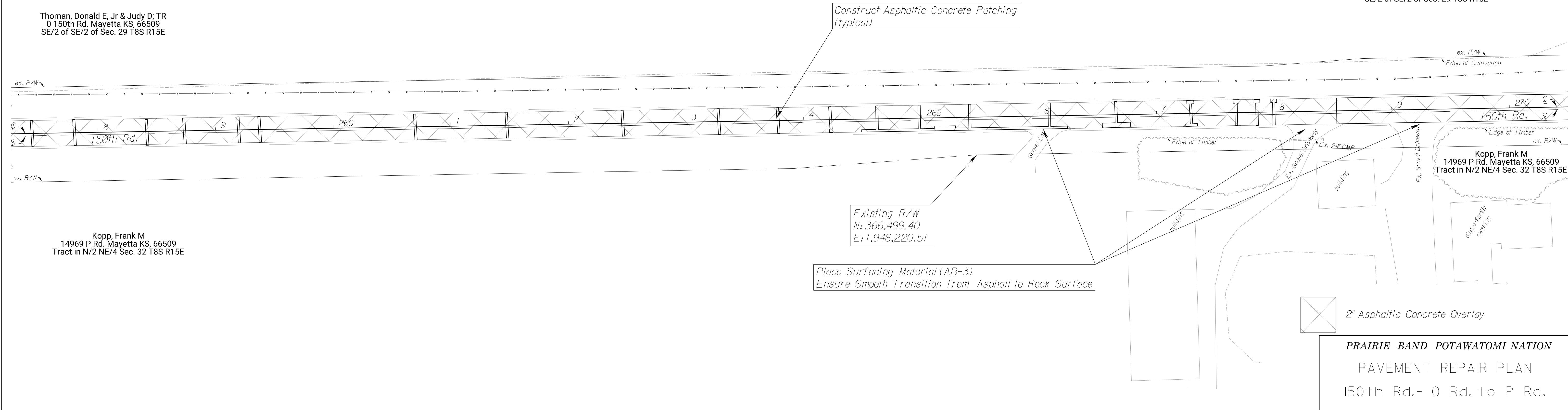
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	57	106

South 1/4 Corner Sec. 29, T8S, R15E = Sta. 245+04.82, 1.82' Rt.
 1.) Found bar in Monument Box
 2.) N: 366,494.41, E: 1,944,178.45



Thoman, Donald E, Jr & Judy D; TR
 0 150th Rd. Mayetta KS, 66509
 SE/2 of SE/2 of Sec. 29 T8S R15E

Thoman, Donald E, Jr & Judy D; TR
 0 150th Rd. Mayetta KS, 66509
 SE/2 of SE/2 of Sec. 29 T8S R15E

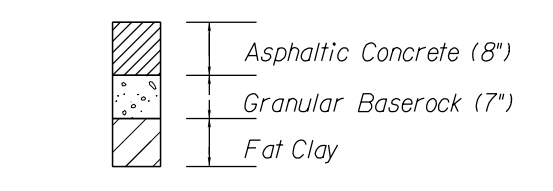
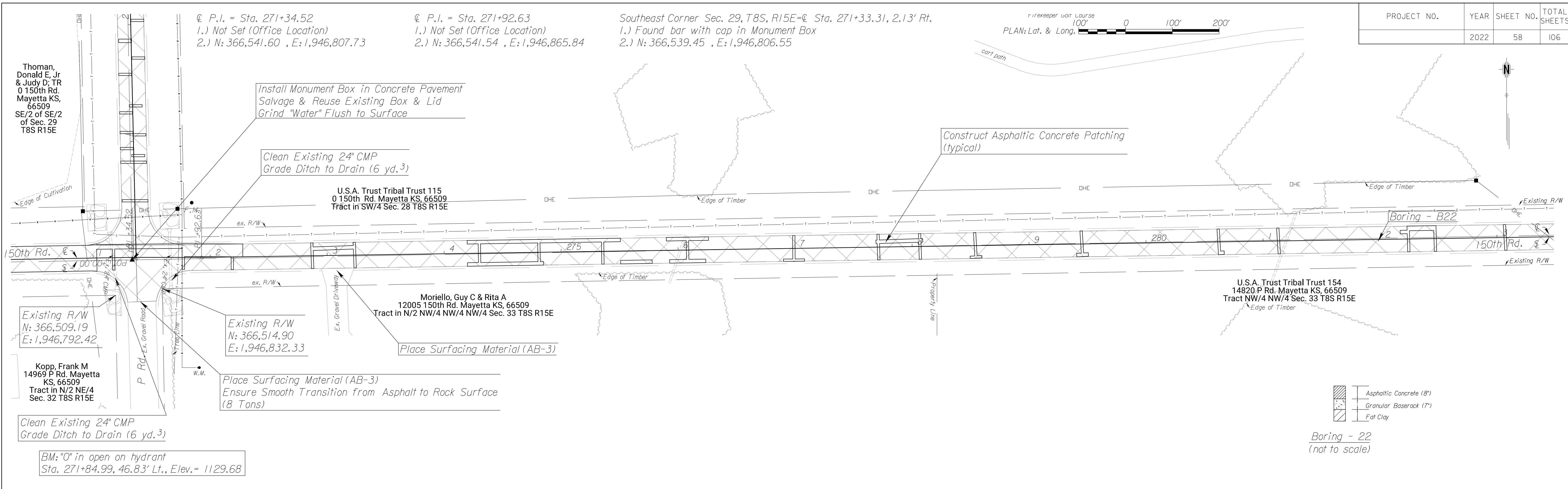
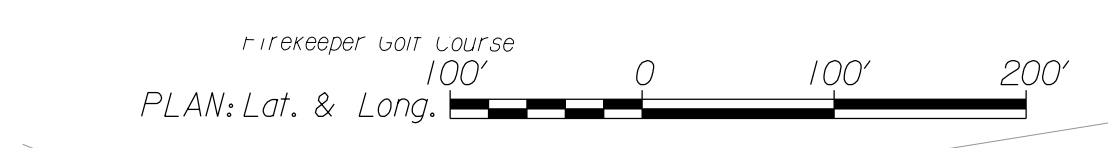


Kopp, Frank M
 14969 P Rd. Mayetta KS, 66509
 Tract in N/2 NE/4 Sec. 32 T8S R15E

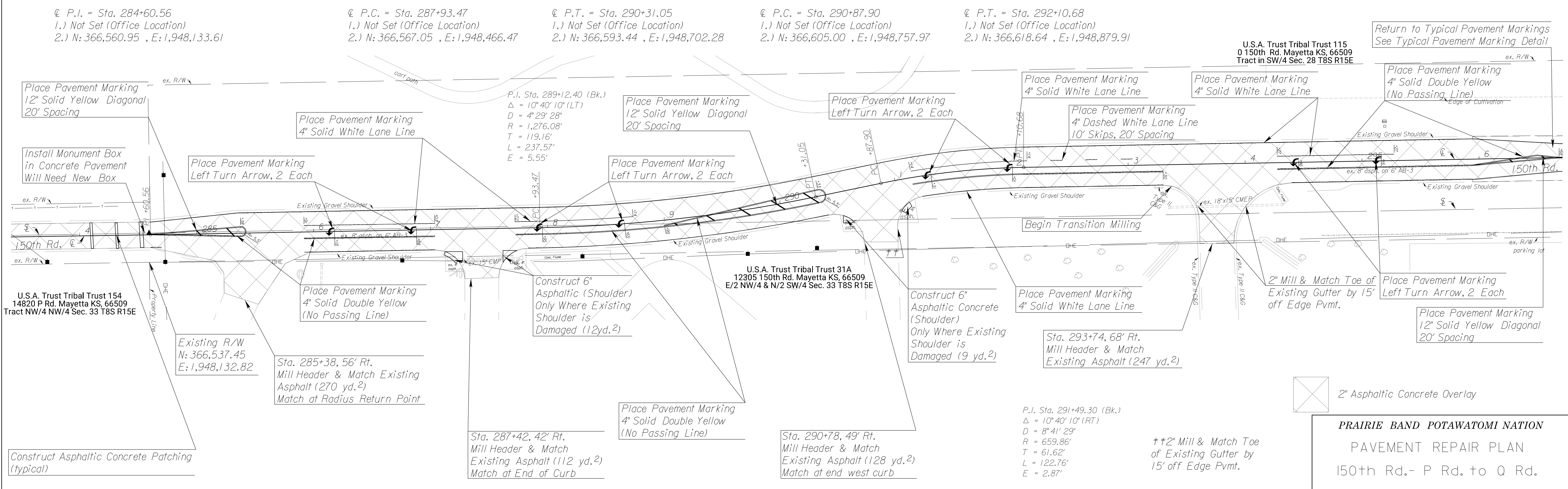
Kopp, Frank M
 14969 P Rd. Mayetta KS, 66509
 Tract in N/2 NE/4 Sec. 32 T8S R15E

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 150th Rd.- 0 Rd. to P Rd.

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



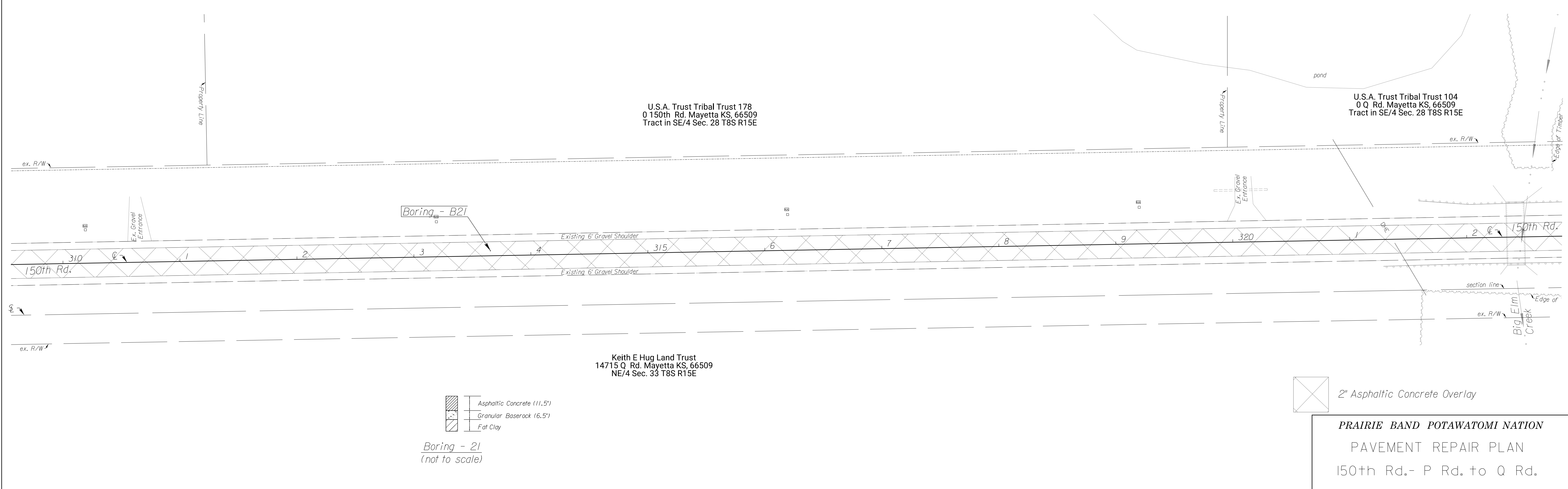
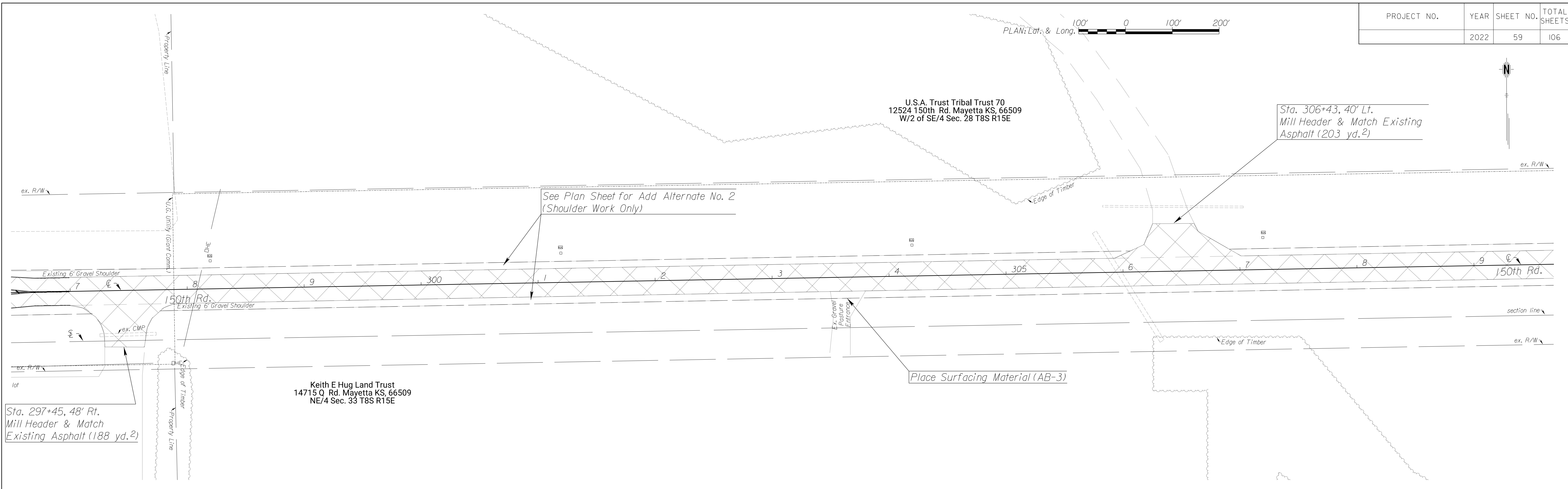
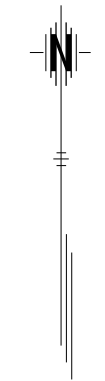
Boring - 22
(not to scale)



PRAIRIE BAND POTAWATOMI NATION
PAVEMENT REPAIR PLAN
150th Rd.- P Rd. to Q Rd.

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

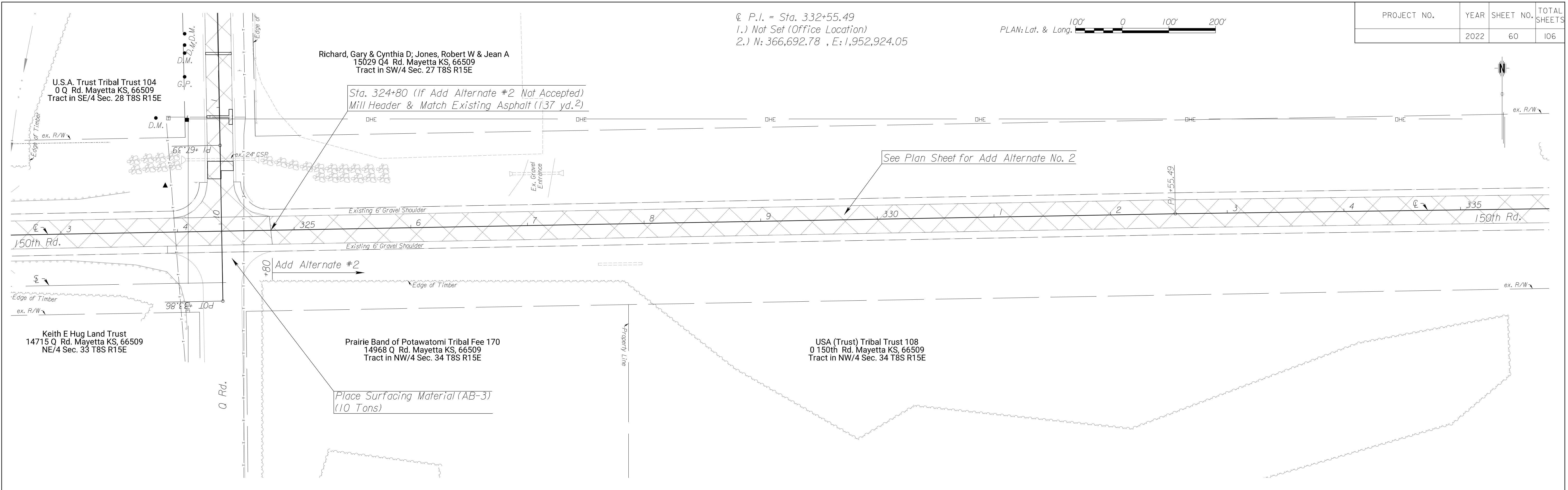
PLAN: Lat. & Long. 100' 0 100' 200'



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

@ P.I. = Sta. 332+55.49
 1.) Not Set (Office Location)
 2.) N: 366,692.78 , E: 1,952,924.05

PLAN: Lat. & Long. 

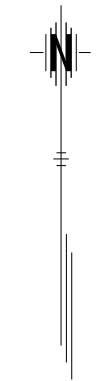


 2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 150th Rd.- Q Rd. to 75 HWY

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

PLAN: Lat. & Long. 



S.W. Cor. Sec. 23, T8S, R13E = @ P.I. Sta. 271+19.68
 1.) Found Cotton Gin Spindle at Surface of Asphalt
 2.) N: 370,488.36 , E: 1,894,359.23

Place Permanent Signs
 Street Sign, "158 ROAD" & "F ROAD"
 Attach to existing post/sign assembly

Mcqueen, Eudora J; TR
 16019 F Rd. Delia, KS, 66418
 E/2 of SE/4 Sec. 22 T8S R13E

Place Surfacing Material
 (AB-3)

Install Monument Box in Concrete Pavement
 Will Need New Box

Construct Asphaltic Concrete Patching
 (typical)

Crow Family LLC
 0 158th Rd. Delia, KS, 66418
 SW/4 Sec. 23 T8S R13E

Place Permanent Sign
 Double Arrow Sign, W1-7
 (two posts required)

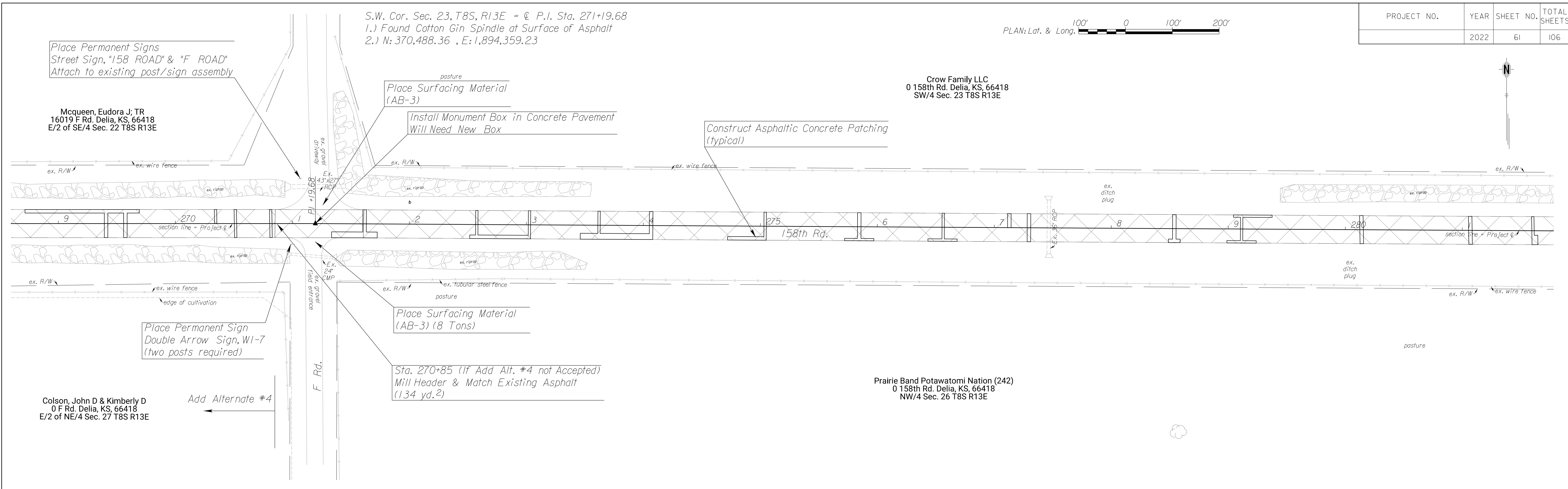
Colson, John D & Kimberly D
 0 F Rd. Delia, KS, 66418
 E/2 of NE/4 Sec. 27 T8S R13E

Place Surfacing Material
 (AB-3) (8 Tons)

Sta. 270+85 (If Add Alt. #4 not Accepted)
 Mill Header & Match Existing Asphalt
 (134 yd.²)

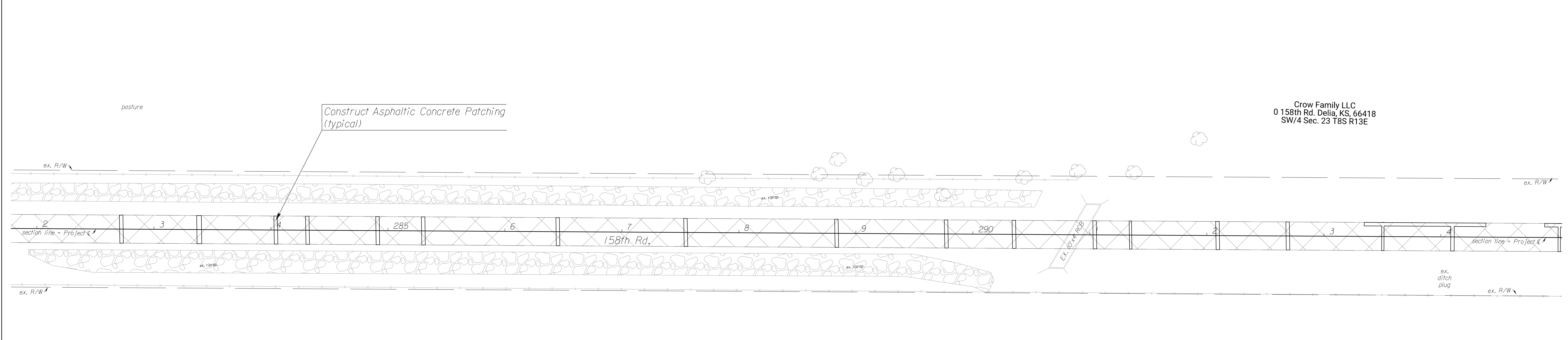
Prairie Band Potawatomi Nation (242)
 0 158th Rd. Delia, KS, 66418
 NW/4 Sec. 26 T8S R13E

Add Alternate #4



Construct Asphaltic Concrete Patching
 (typical)

Crow Family LLC
 0 158th Rd. Delia, KS, 66418
 SW/4 Sec. 23 T8S R13E




Prairie Band Potawatomi Nation (242)
 0 158th Rd. Delia, KS, 66418
 NW/4 Sec. 26 T8S R13E

 2" Asphalt Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 158th Rd.- F Rd. to G Rd.

S 1/4 Cor. Sec. 23, T8S, R13E = \varnothing P.I. Sta. 297+57.14
 1.) Found Cotton Gin Spindle at Surface of Asphalt
 2.) N: 370,529.04 , E: 1,896,996.37

PLAN: Lat. & Long. 

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

Crow Family LLC
 0 158th Rd. Delia, KS, 66418
 SW/4 Sec. 23 T8S R13E

Booth, James C & Jo Anne; TR
 0 158th Rd. Delia, KS, 66418
 W/2 of SE/4 Sec. 23 T8S R13E

Install Monument Box in Concrete Pavement
 Will Need New Monument Box

Construct Asphaltic Concrete Patching
 (typical)

Place Surfacing Material
 (AB-3)

Prairie Band Potawatomi Nation (242)
 0 158th Rd. Delia, KS, 66418
 NW/4 Sec. 26 T8S R13E

U.S.A. Trust for Indian Owners of Record Allotment No. 803
 0 158th Rd. Delia, KS, 66418
 NW/4 of NE/4 Sec. 26 T8S R13E

Booth, James C & Jo Anne; TR
 0 158th Rd. Delia, KS, 66418
 W/2 of SE/4 Sec. 23 T8S R13E

USA (Trust) for the Prairie Band Potawatomi Nation (129)
 0 G Rd. Delia, KS, 66418
 E/2 of SE/4 Sec. 23 T8S R13E

Grade Ditch to Drain
 (10 yd.³)

Clean 18" CMP

Place Surfacing Material
 (AB-3)

Grade Ditch to Drain
 (5 yd.³)

Place Surfacing Material
 (AB-3)

Construct Asphaltic Concrete Patching
 (typical)

Place Surfacing Material
 (AB-3)

U.S.A. Trust for Indian Owners of Record Allotment No. 803
 0 158th Rd. Delia, KS, 66418
 NW/4 of NE/4 Sec. 26 T8S R13E

Prairie Band Potawatomi Nation (243)
 0 G Rd. Delia, KS, 66418
 E/2 of NE/4 Sec. 26 T8S R13E

3:1 4' 4:1
 Typical Ditch
 (not to scale)

Existing R/W = 50' Lt. of \varnothing

 2" Asphalt Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 158th Rd.- F Rd. to G Rd.

S.W. Cor. Sec. 24, T8S, R13E = \odot P.I. Sta. 323+91.97
 1.) Found Cotton Gin Spindle at Surface of Asphalt
 2.) N: 370,572.13 , E: 1,899,630.86

Reference Point #2 = \odot Sta. 324+34.99, 47.49' Lt.

- 1.) Set 1/2"x24" Rebar 3" below surface
- 2.) North Edge Asphalt Pavement 158th
- 3.) East Edge Gravel G Rd.
- 4.) N: 370,620.34 , E: 1,899,673.07

35.5' S.
 37.0' W.

PLAN: Lat. & Long. 

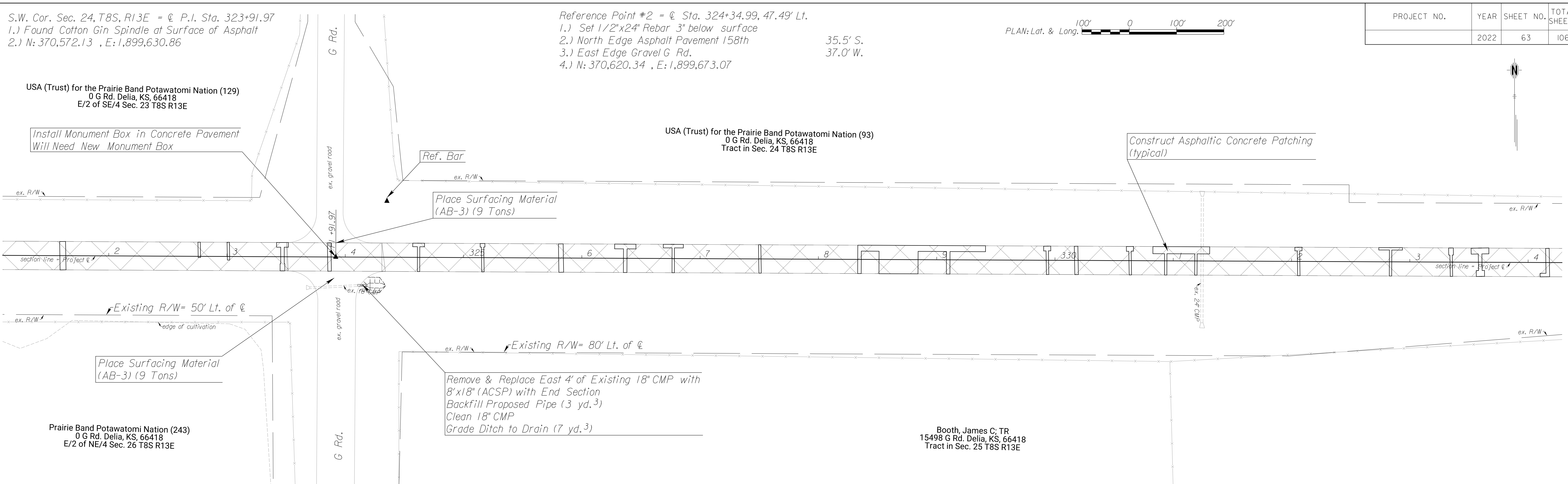
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	63	106

USA (Trust) for the Prairie Band Potawatomi Nation (129)
 0 G Rd. Delia, KS, 66418
 E/2 of SE/4 Sec. 23 T8S R13E

Install Monument Box in Concrete Pavement
 Will Need New Monument Box

USA (Trust) for the Prairie Band Potawatomi Nation (93)
 0 G Rd. Delia, KS, 66418
 Tract in Sec. 24 T8S R13E

Construct Asphaltic Concrete Patching
 (typical)



Existing R/W = 50' Lt. of \odot

Place Surfacing Material
 (AB-3) (9 Tons)

Existing R/W = 80' Lt. of \odot

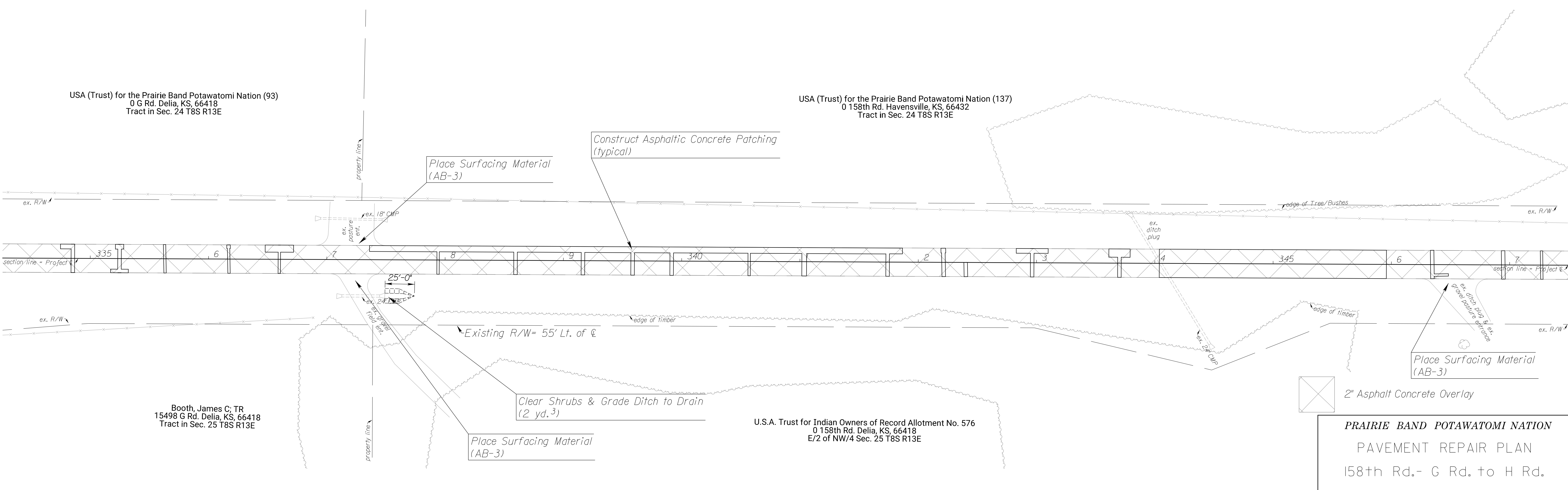
Remove & Replace East 4' of Existing 18" CMP with
 8"x18" (ACSP) with End Section
 Backfill Proposed Pipe (3 yd.³)
 Clean 18" CMP
 Grade Ditch to Drain (7 yd.³)

Prairie Band Potawatomi Nation (243)
 0 G Rd. Delia, KS, 66418
 E/2 of NE/4 Sec. 26 T8S R13E

Booth, James C; TR
 15498 G Rd. Delia, KS, 66418
 Tract in Sec. 25 T8S R13E

USA (Trust) for the Prairie Band Potawatomi Nation (93)
 0 G Rd. Delia, KS, 66418
 Tract in Sec. 24 T8S R13E

USA (Trust) for the Prairie Band Potawatomi Nation (137)
 0 158th Rd. Havensville, KS, 66432
 Tract in Sec. 24 T8S R13E



Place Surfacing Material
 (AB-3)

Construct Asphaltic Concrete Patching
 (typical)

Existing R/W = 55' Lt. of \odot

Clear Shrubs & Grade Ditch to Drain
 (2 yd.³)

Place Surfacing Material
 (AB-3)

Place Surfacing Material
 (AB-3)

2" Asphalt Concrete Overlay

Booth, James C; TR
 15498 G Rd. Delia, KS, 66418
 Tract in Sec. 25 T8S R13E

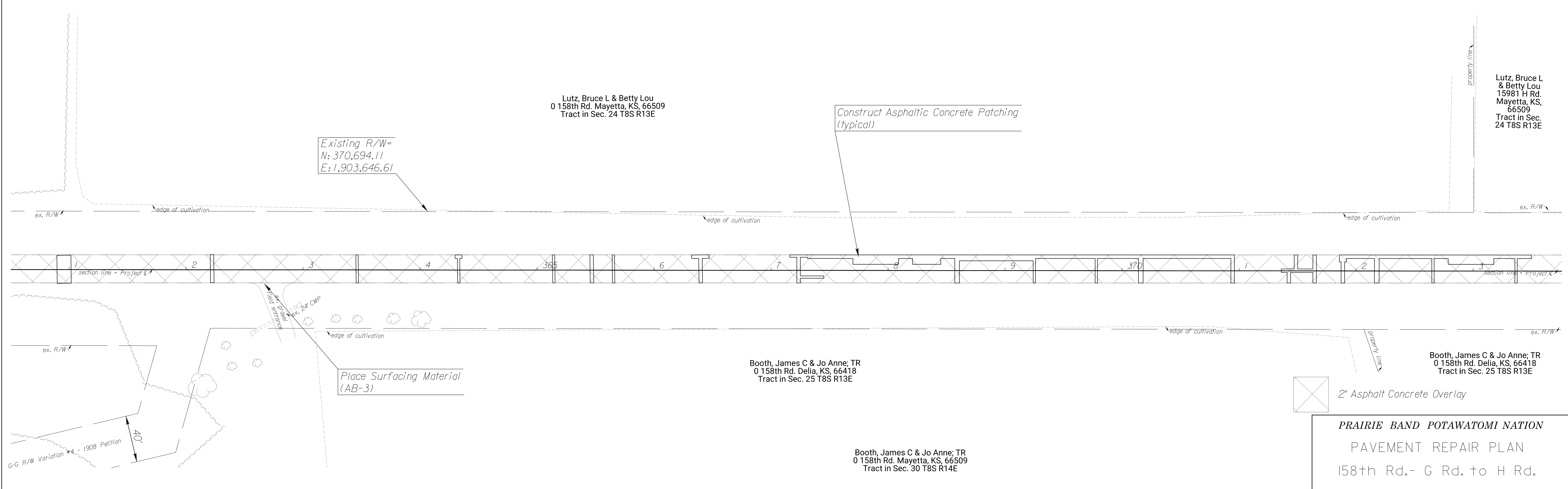
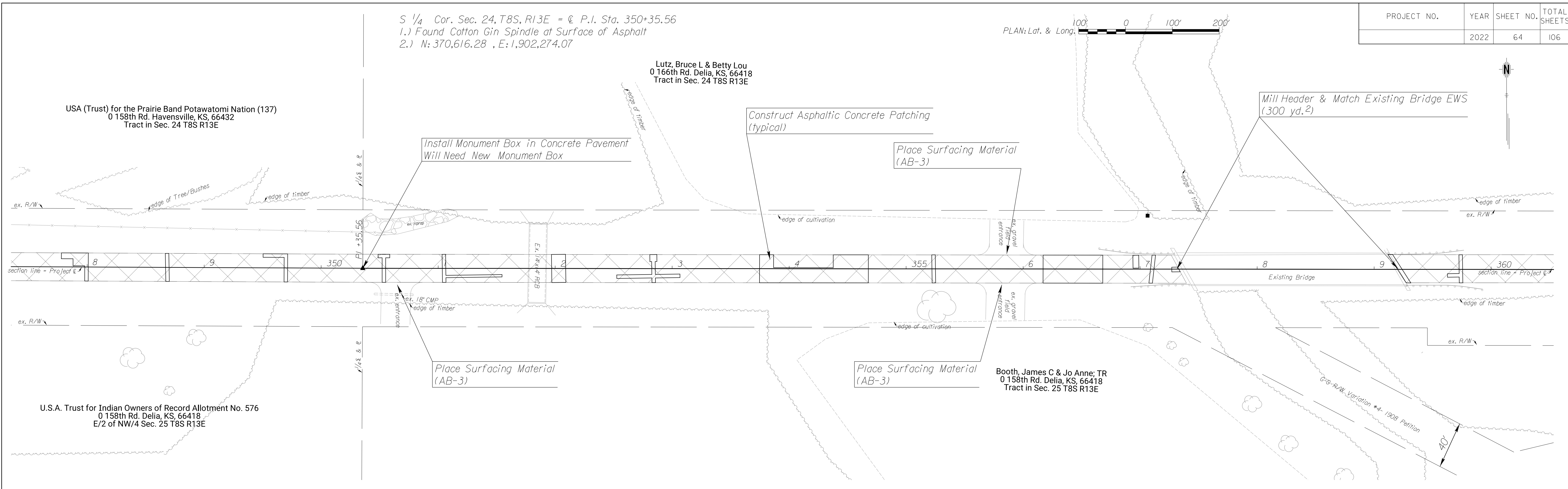
U.S.A. Trust for Indian Owners of Record Allotment No. 576
 0 158th Rd. Delia, KS, 66418
 E/2 of NW/4 Sec. 25 T8S R13E

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 158th Rd.- G Rd. to H Rd.

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

PLAN: Lat. & Long. 100' 0 100' 200'

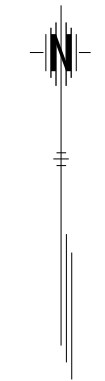
S 1/4 Cor. Sec. 24, T8S, R13E = ϕ P.I. Sta. 350+35.56
 1.) Found Cotton Gin Spindle at Surface of Asphalt
 2.) N: 370,616.28 , E: 1,902,274.07



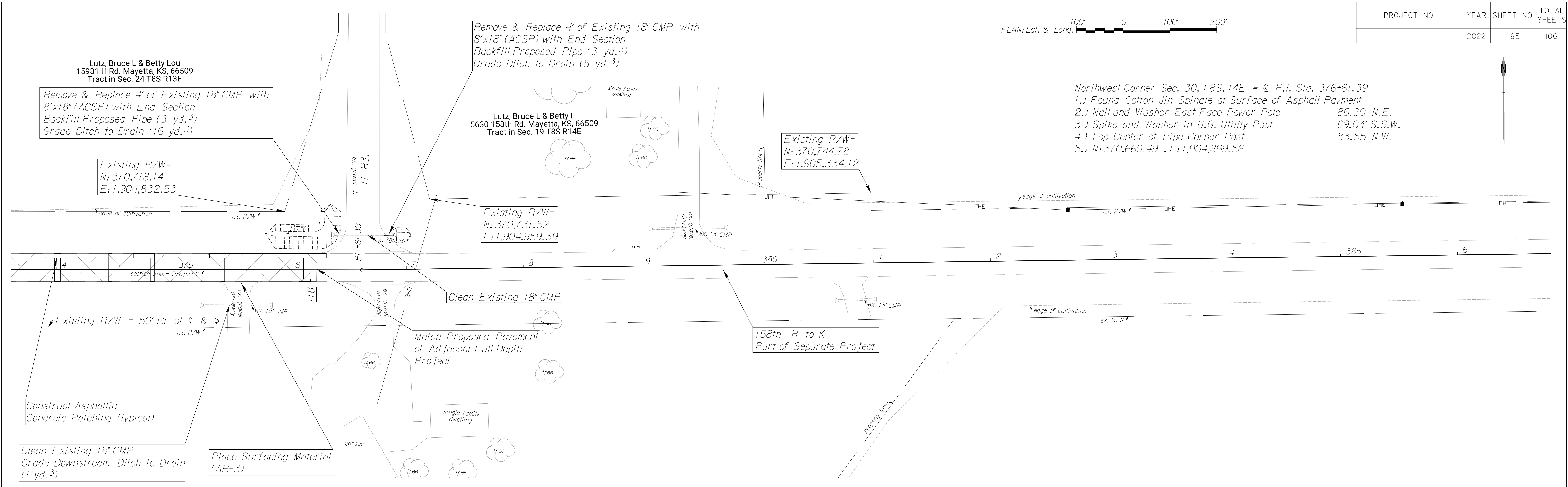
PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 158th Rd.- G Rd. to H Rd.

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

PLAN: Lat. & Long. 



Northwest Corner Sec. 30, T8S, 14E = \odot P.I. Sta. 376+61.39
 1.) Found Cotton Jin Spindle at Surface of Asphalt Pavment 86.30 N.E.
 2.) Nail and Washer East Face Power Pole 69.04' S.S.W.
 3.) Spike and Washer in U.G. Utility Post 83.55' N.W.
 4.) Top Center of Pipe Corner Post
 5.) N: 370,669.49 , E: 1,904,899.56



Lutz, Bruce L & Betty Lou
 15981 H Rd. Mayetta, KS, 66509
 Tract in Sec. 24 T8S R13E

Remove & Replace 4' of Existing 18" CMP with
 8'x18" (ACSP) with End Section
 Backfill Proposed Pipe (3 yd.³)
 Grade Ditch to Drain (8 yd.³)

Remove & Replace 4' of Existing 18" CMP with
 8'x18" (ACSP) with End Section
 Backfill Proposed Pipe (3 yd.³)
 Grade Ditch to Drain (16 yd.³)

Existing R/W=
 N: 370,718.14
 E: 1,904,832.53

Lutz, Bruce L & Betty L
 5630 158th Rd. Mayetta, KS, 66509
 Tract in Sec. 19 T8S R14E

Existing R/W=
 N: 370,744.78
 E: 1,905,334.12

Existing R/W=
 N: 370,731.52
 E: 1,904,959.39

Existing R/W = 50' Rt. of \odot & \odot

Clean Existing 18" CMP

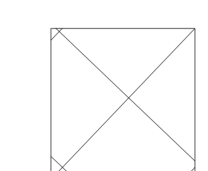
Match Proposed Pavement
 of Adjacent Full Depth
 Project

158th- H to K
 Part of Separate Project

Construct Asphaltic
 Concrete Patching (typical)

Clean Existing 18" CMP
 Grade Downstream Ditch to Drain
 (1 yd.³)

Place Surfacing Material
 (AB-3)

 2" Asphalt Concrete Overlay

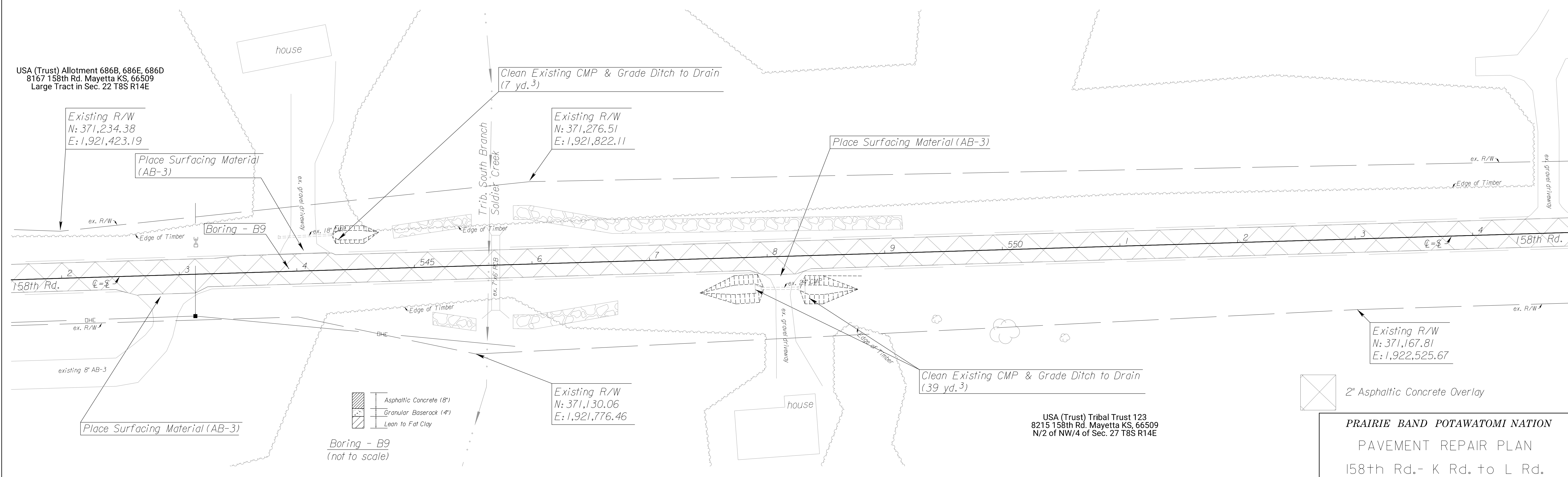
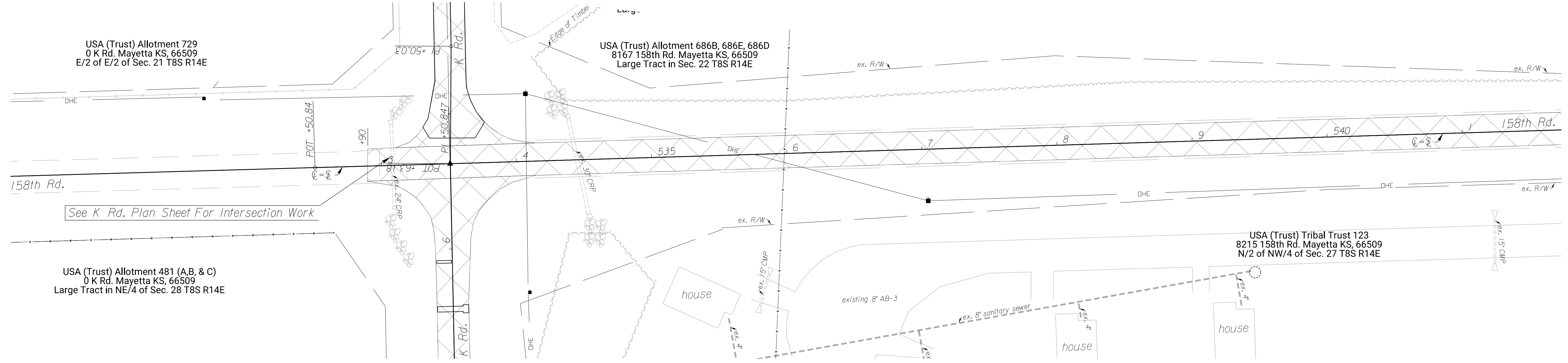
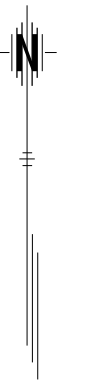
PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 158th Rd.- G Rd. to H Rd.

℄ P.O.T. Sta. 532+50.84
 1.) Not Set
 2.) N: 371,165.70 , E: 1,920,475.64

SE Cor. Sec. 21, T8S, R14E = ℄ P.I. at Sta. 533+50.84
 1.) Found bar 0.3' below surface
 2.) N: 371,168.62 , E: 1,920,575.60

PLAN: Lat. & Long.

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



- Asphaltic Concrete (8")
- Granular Base/rock (4")
- Lean to Fat Clay

Boring - B9
 (not to scale)

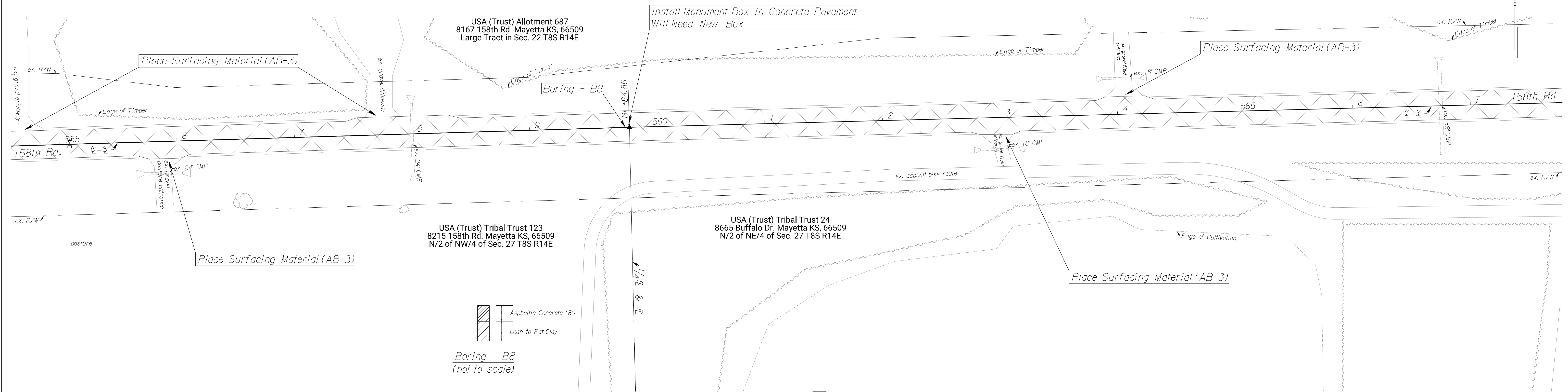
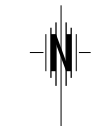
2" Asphaltic Concrete Overlay

USA (Trust) Tribal Trust 123
 8215 158th Rd. Mayetta KS, 66509
 N/2 of NW/4 of Sec. 27 T8S R14E

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 158th Rd.- K Rd. to L Rd.

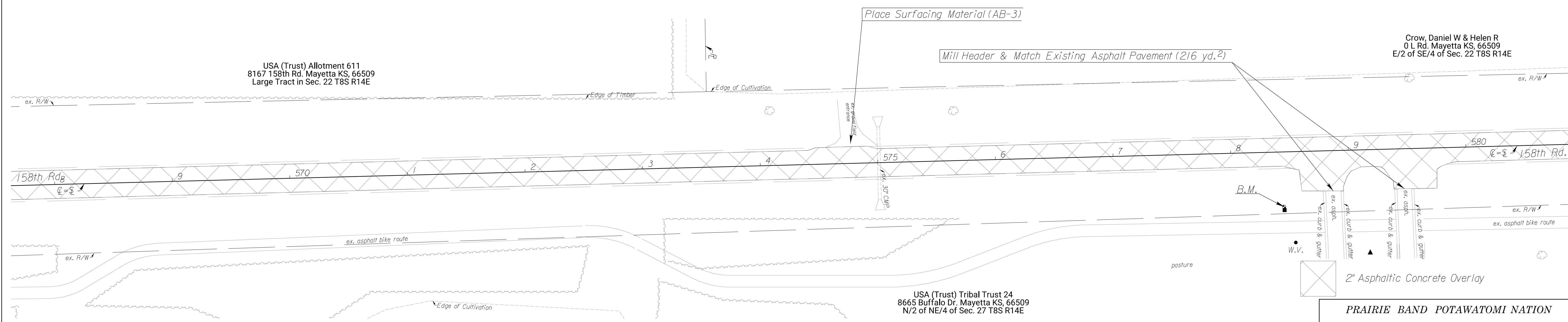
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	67	106

South 1/4 Cor. Sec. 22, T8S, R14E= \odot P.I. at Sta. 559+84.86
 1.) Found bar with cap (CLS 307) 0.3' below surface
 2.) N: 371,248.58 , E: 1,923,208.40



Asphaltic Concrete (18")
 Lean to Fat Clay
 Boring - B8
 (not to scale)

Reference Point= \odot Sta. 579+16.45, 87.55' Rt.
 1.) Set bar with cap 2" below vegetated surface
 2. East Back of Curb Ingress 20.45' W.
 3. West Back of Curb Egress 23.06' E.
 4. South Edge Asphalt Sidewalk 18' N.
 5.) N: 371,212.22 , E: 1,925,141.64



BM: RR Spike in North Face Power Pole
 Sta. 578+44 , 46.6' Rt. , Elev.= 1206.82

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 158th Rd.- K Rd. to L Rd.

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

NW Cor. Sec. 26, T8S, R14E, @ P.I. at Sta. 586+28.88
 1.) Found bar with cap 2" below asphalt surface
 2. Top 24" CMP S.E. quadrant L & 158th 57.32' S.E.
 3. Top 30" CMP N.E. quadrant L & 158th 54.70' N.E.
 4. North Edge Asphalt Sidewalk 65.66' S.
 5.) N: 371,318.60 , E: 1,925,851.50

PLAN: Lat. & Long.

Crow, Daniel W & Helen R
 0 L Rd. Mayetta KS, 66509
 E/2 of SE/4 of Sec. 22 T8S R14E

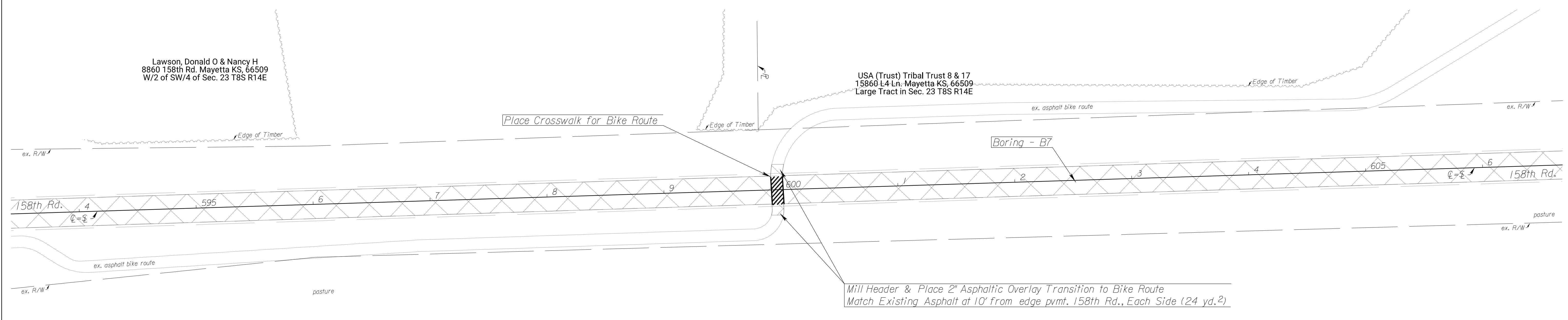
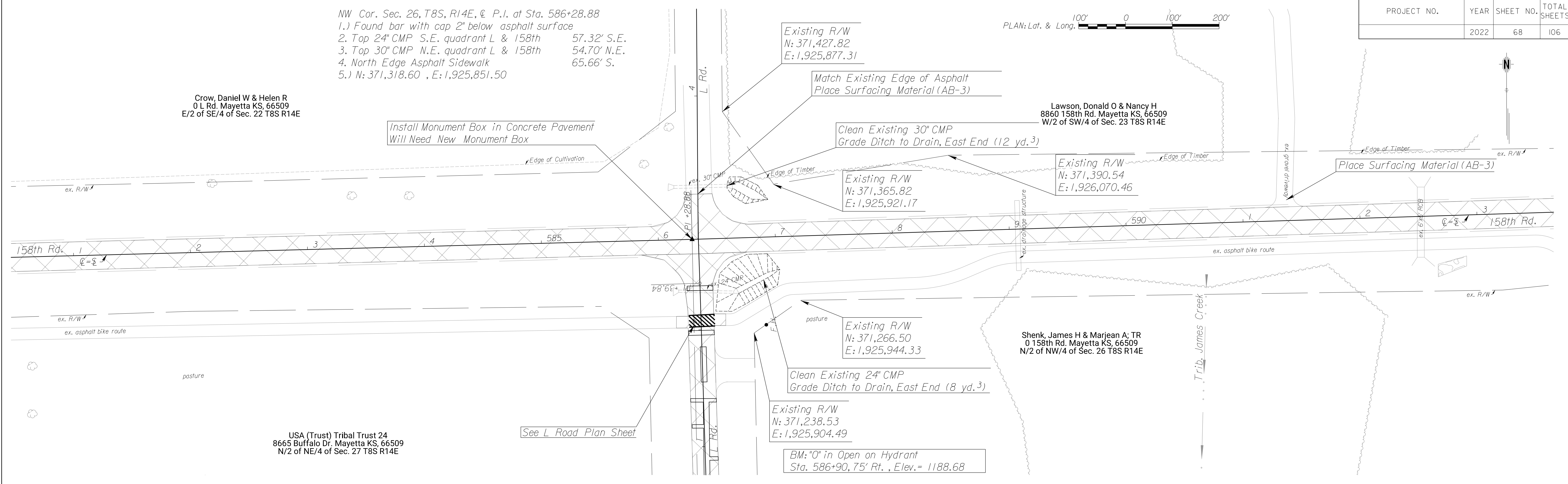
Lawson, Donald O & Nancy H
 8860 158th Rd. Mayetta KS, 66509
 W/2 of SW/4 of Sec. 23 T8S R14E

Shenk, James H & Marjean A; TR
 0 158th Rd. Mayetta KS, 66509
 N/2 of NW/4 of Sec. 26 T8S R14E

USA (Trust) Tribal Trust 24
 8665 Buffalo Dr. Mayetta KS, 66509
 N/2 of NE/4 of Sec. 27 T8S R14E

USA (Trust) Tribal Trust 8 & 17
 15860 L4 Ln. Mayetta KS, 66509
 Large Tract in Sec. 23 T8S R14E

Shenk, James H & Marjean A; TR
 0 158th Rd. Mayetta KS, 66509
 N/2 of NW/4 of Sec. 26 T8S R14E



Asphaltic Concrete (8")


 Lean to Fat Clay

 2" Asphaltic Concrete Overlay

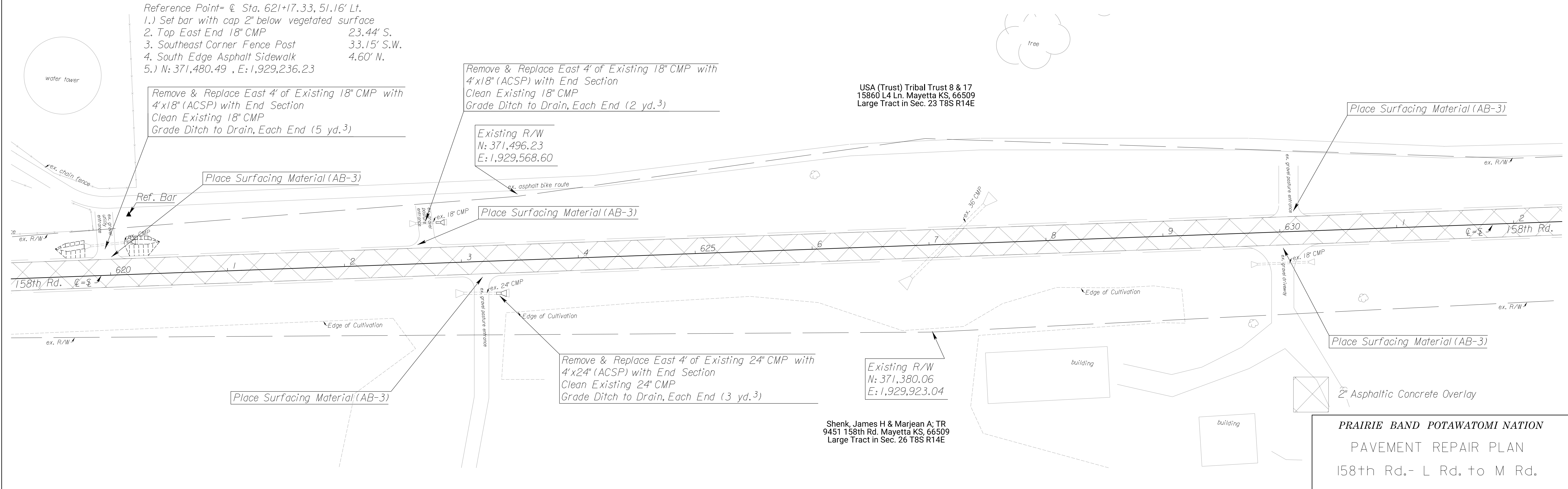
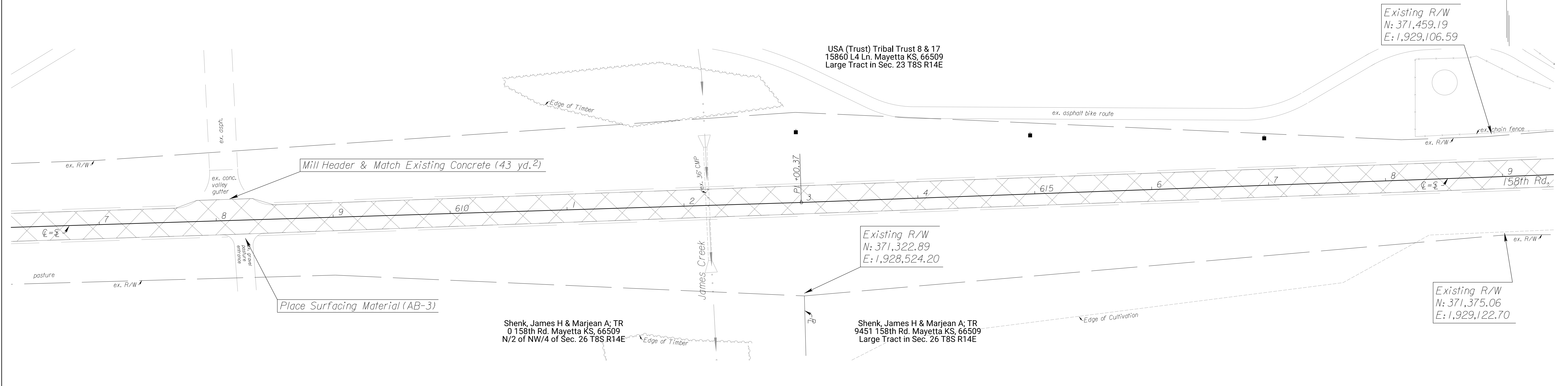
Boring - B7
 (not to scale)

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 158th Rd.- L Rd. to M Rd.

℄ P.I. Sta. 612+00.37
 1.) Not Set
 2.) N: 371,402.85 , E: 1,928,521.66

PLAN: Lat. & Long. 

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

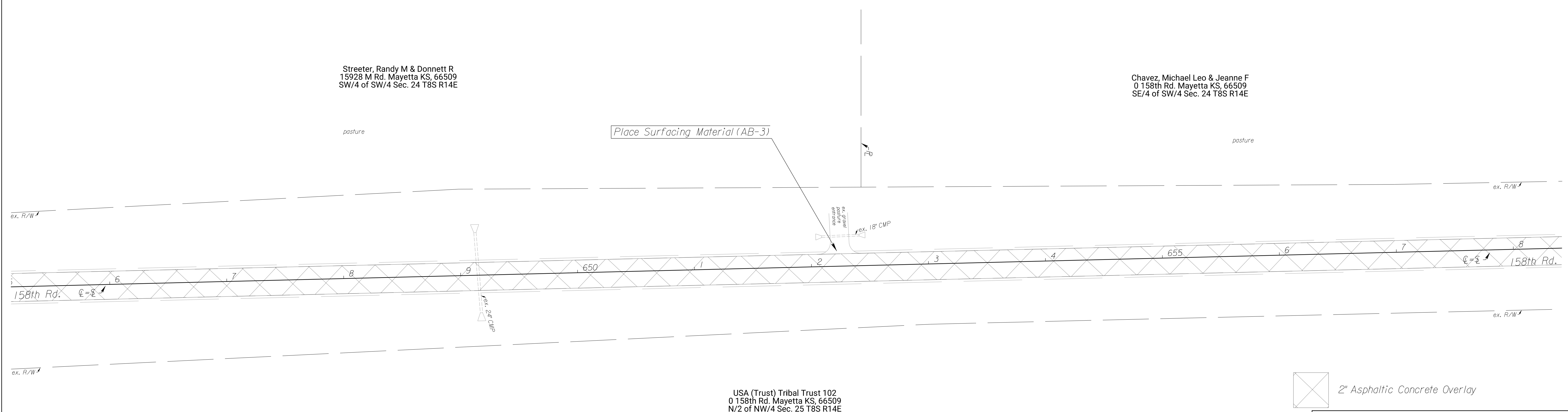
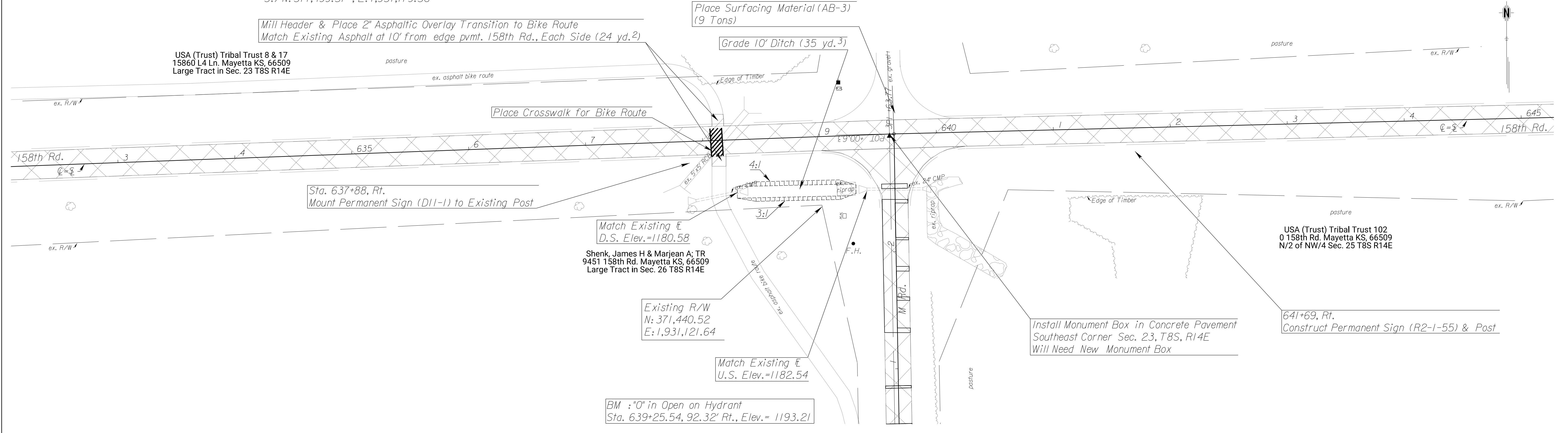
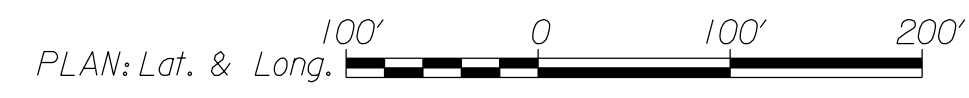


PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 158th Rd.- L Rd. to M Rd.

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

Southeast Corner Sec. 23, T8S, R14E = \odot Sta. 639+59.85
 1.) #4 rebar & cap (BG - RLS 387) flush with asphalt
 2.) On \odot 158th
 3.) N: 371,499.57 , E: 1,931,179.36

\odot P.I. Sta. 639+63.77
 1.) Not Set
 2.) N: 371,501.34 , E: 1,931,183.24



2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 158th Rd.- M Rd. to N Rd.

South 1/4 Corner Sec. 24, T8S, R14E = ℓ P.I. Sta. 665+98.10
 1.) #4 rebar & cap (BG - RLS 387) flush with asphalt
 2.) N: 371,567.13 , E: 1,933,816.81

PLAN: Lat. & Long. 

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

Chavez, Michael Leo & Jeanne F
 0 158th Rd. Mayetta KS, 66509
 SE/4 of SW/4 Sec. 24 T8S R14E

Pugh, Tina R
 0 158th Rd. Mayetta KS, 66509
 SW/4 of SE/4 Sec. 24 T8S R14E

Install Monument Box in Concrete Pavement
 South 1/4 Corner Sec. 24, T8S, R14E
 Will Need New Monument Box

Place Surfacing Material (AB-3)

USA (Trust) Tribal Trust 102
 0 158th Rd. Mayetta KS, 66509
 N/2 of NW/4 Sec. 25 T8S R14E


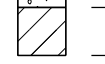
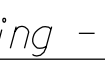
Hale, Aaron L & Joyce E
 0 158th Rd. Mayetta KS, 66509
 NW/4 of NE/4 Sec. 25 T8S R14E

Boring - B6

158th Rd.

ex. R/W

Edge of Cultivation

-  Asphaltic Concrete (9')
-  Granular Baserock (3')
-  Lean to Fat Clay

Boring - B6
 (not to scale)

Place Surfacing Material (AB-3)

Place Surfacing Material (AB-3)

Pugh, Tina R
 0 158th Rd. Mayetta KS, 66509
 SW/4 of SE/4 Sec. 24 T8S R14E

Comer, Darby Zackery & Anna R
 10198 158th Rd. Mayetta KS, 66509
 Tract in SE/4 Sec. 24 T8S R14E

Pugh, Tina R
 0 158th Rd. Mayetta KS, 66509
 Tract in SE/4 Sec. 24 T8S R14E

ex. 18' CMP

ex. 18' CMP

680

158th Rd.

Pugh, Tina R
 0 158th Rd. Mayetta KS, 66509
 Tract in NE/4 Sec. 25 T8S R14E

Hale, Aaron L & Joyce E
 0 158th Rd. Mayetta KS, 66509
 NW/4 of NE/4 Sec. 25 T8S R14E

 2" Asphaltic Concrete Overlay

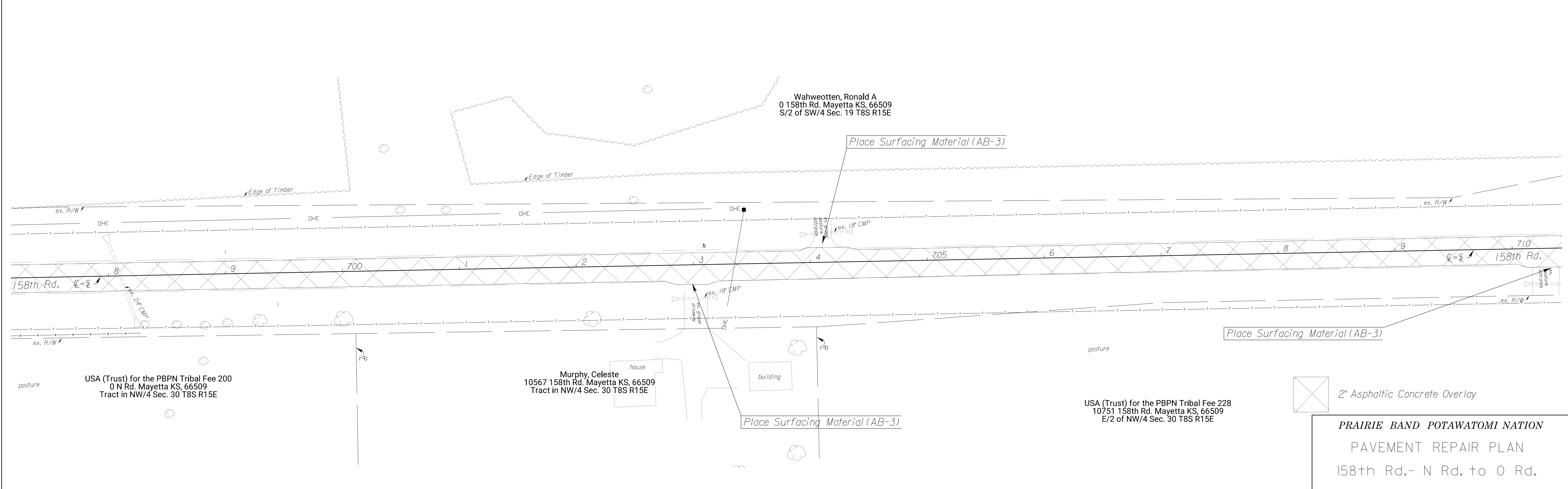
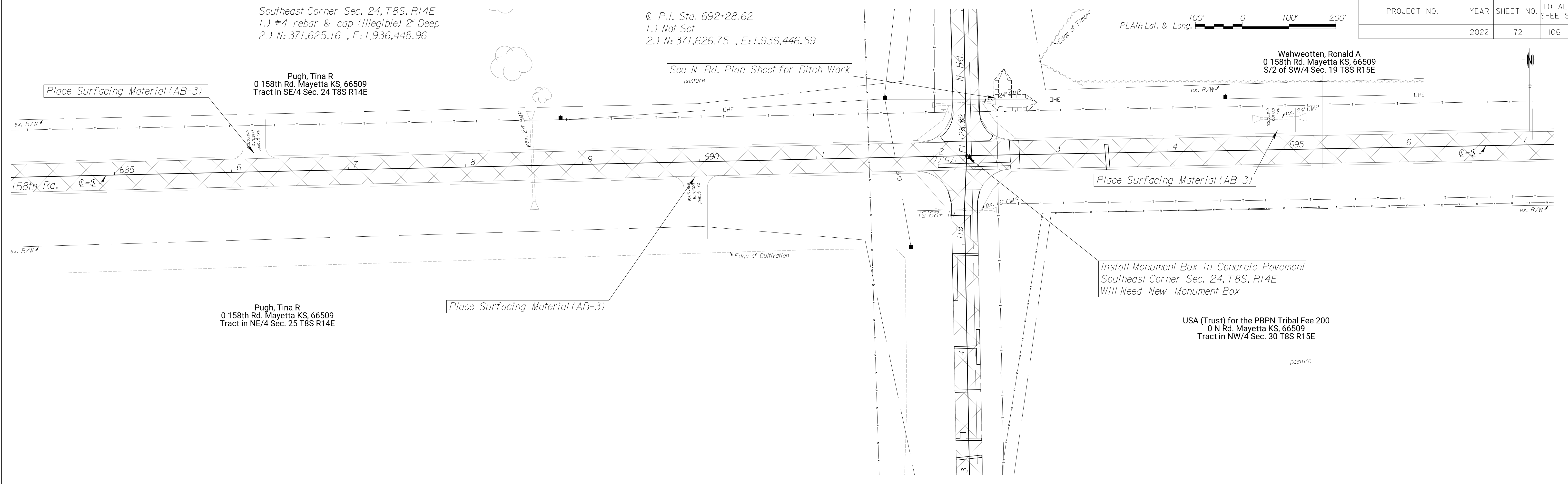
PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 158th Rd.- M Rd. to N Rd.

Southeast Corner Sec. 24, T8S, R14E
 1.) #4 rebar & cap (illegible) 2" Deep
 2.) N: 371,625.16 , E: 1,936,448.96

℄ P.I. Sta. 692+28.62
 1.) Not Set
 2.) N: 371,626.75 , E: 1,936,446.59

PLAN: Lat. & Long. 100' 0 100' 200'

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



2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 158th Rd.- N Rd. to 0 Rd.

Southeast Corner Sec. 24, T8S, R14E
 1.) #4 rebar w/ aluminum cap (illegible) 0.3' Deep
 2.) N: 371,670.62 , E: 1,938,792.93

℄ P.I. Sta. 715+84.66
 1.) Not Set
 2.) N: 371,672.29 , E: 1,938,802.20

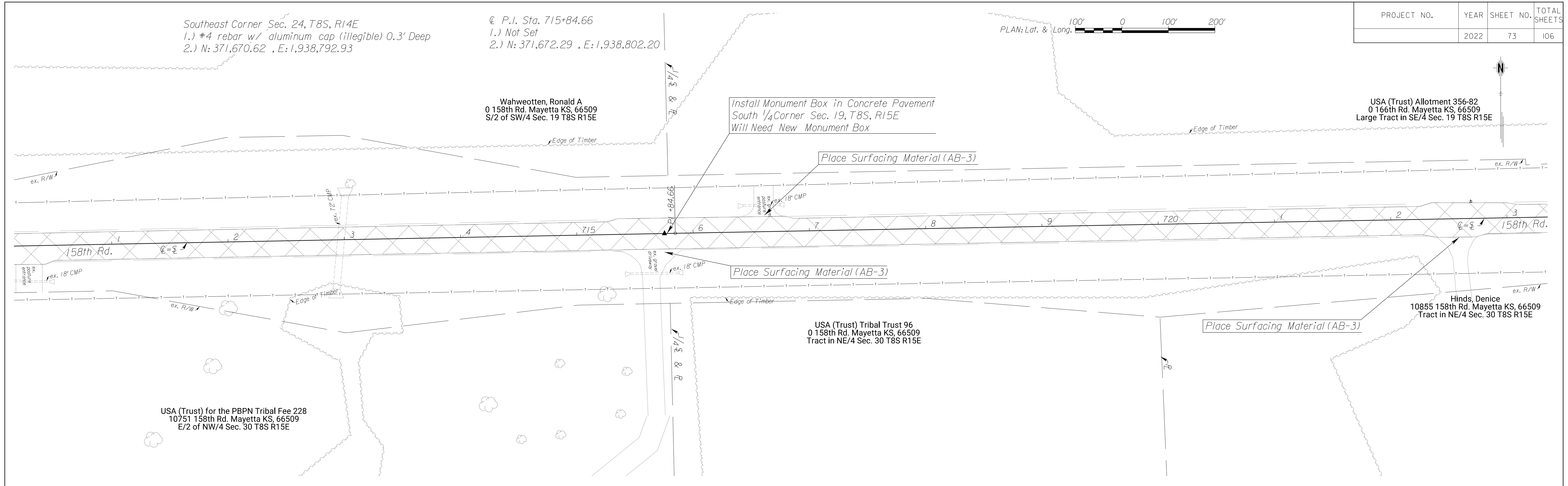
PLAN: Lat. & Long.

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

Wahweotten, Ronald A
 0 158th Rd. Mayetta KS, 66509
 S/2 of SW/4 Sec. 19 T8S R15E

Install Monument Box in Concrete Pavement
 South 1/4 Corner Sec. 19, T8S, R15E
 Will Need New Monument Box

USA (Trust) Allotment 356-82
 0 166th Rd. Mayetta KS, 66509
 Large Tract in SE/4 Sec. 19 T8S R15E



USA (Trust) for the PBPB Tribal Fee 228
 10751 158th Rd. Mayetta KS, 66509
 E/2 of NW/4 Sec. 30 T8S R15E

USA (Trust) Tribal Trust 96
 0 158th Rd. Mayetta KS, 66509
 Tract in NE/4 Sec. 30 T8S R15E

Hinds, Denise
 10855 158th Rd. Mayetta KS, 66509
 Tract in NE/4 Sec. 30 T8S R15E

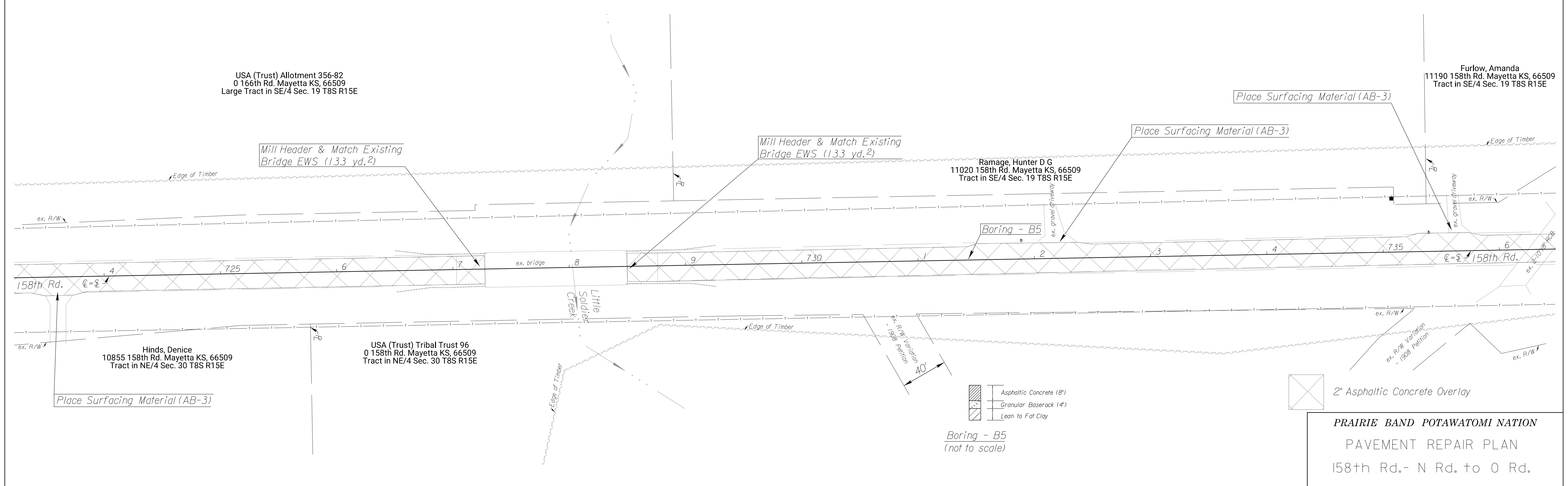
USA (Trust) Allotment 356-82
 0 166th Rd. Mayetta KS, 66509
 Large Tract in SE/4 Sec. 19 T8S R15E

Mill Header & Match Existing
 Bridge EWS (133 yd.2)

Mill Header & Match Existing
 Bridge EWS (133 yd.2)

Ramage, Hunter D G
 11020 158th Rd. Mayetta KS, 66509
 Tract in SE/4 Sec. 19 T8S R15E

Furlow, Amanda
 11190 158th Rd. Mayetta KS, 66509
 Tract in SE/4 Sec. 19 T8S R15E



Hinds, Denise
 10855 158th Rd. Mayetta KS, 66509
 Tract in NE/4 Sec. 30 T8S R15E

USA (Trust) Tribal Trust 96
 0 158th Rd. Mayetta KS, 66509
 Tract in NE/4 Sec. 30 T8S R15E

Boring - B5
 ex. gravel driveway

Boring - B5
 (not to scale)


- Asphaltic Concrete (18")
- Granular Baserock (4")
- Lean to Fat Clay

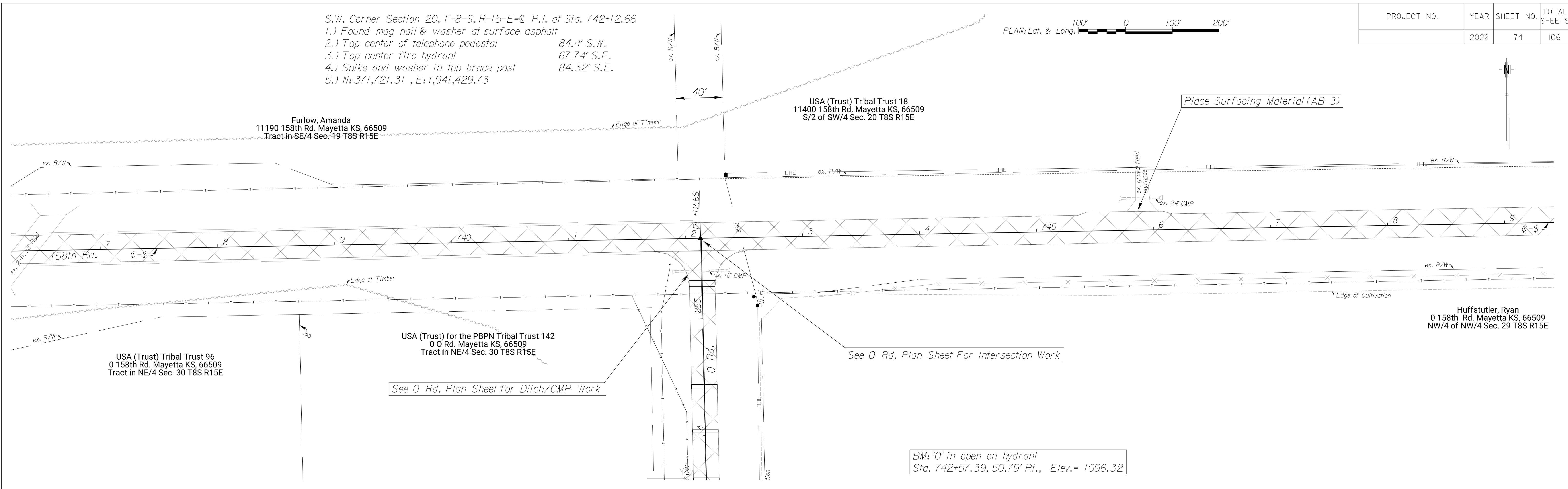
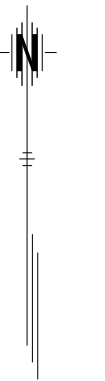
2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 158th Rd.- N Rd. to 0 Rd.

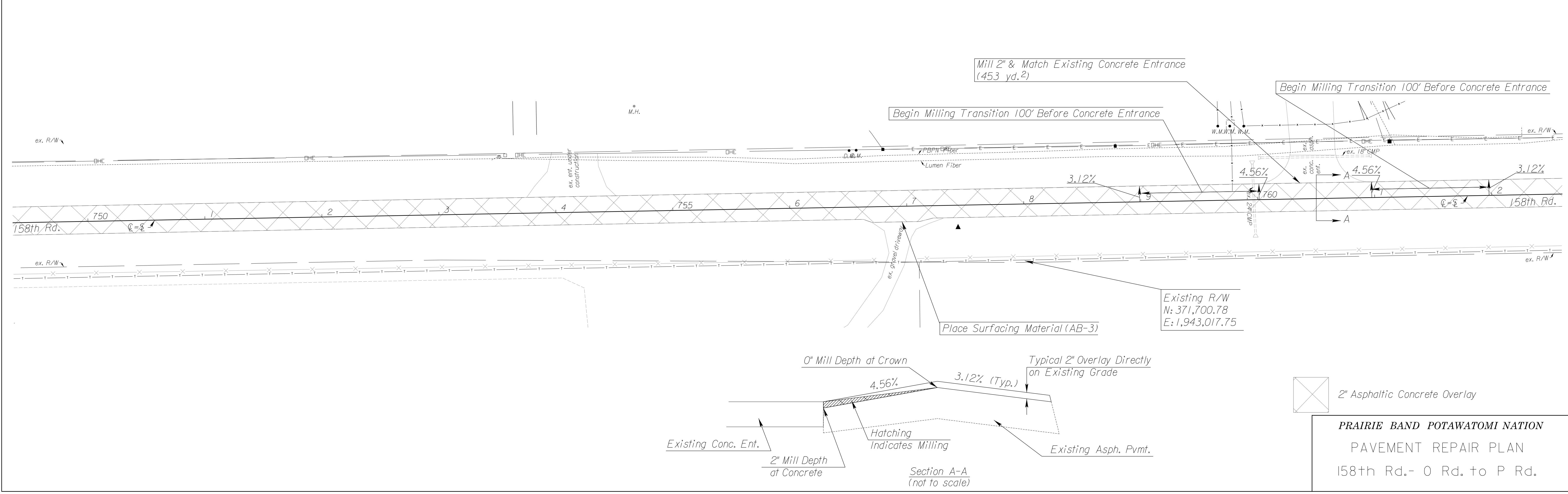
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	74	106

S.W. Corner Section 20, T-8-S, R-15-E=℄ P.I. at Sta. 742+12.66
 1.) Found mag nail & washer at surface asphalt 84.4' S.W.
 2.) Top center of telephone pedestal 67.74' S.E.
 3.) Top center fire hydrant 67.74' S.E.
 4.) Spike and washer in top brace post 84.32' S.E.
 5.) N: 371,721.31 , E: 1,941,429.73

PLAN: Lat. & Long. 



BM: "O" in open on hydrant
 Sta. 742+57.39, 50.79' Rt., Elev. = 1096.32



PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 158th Rd.- 0 Rd. to P Rd.

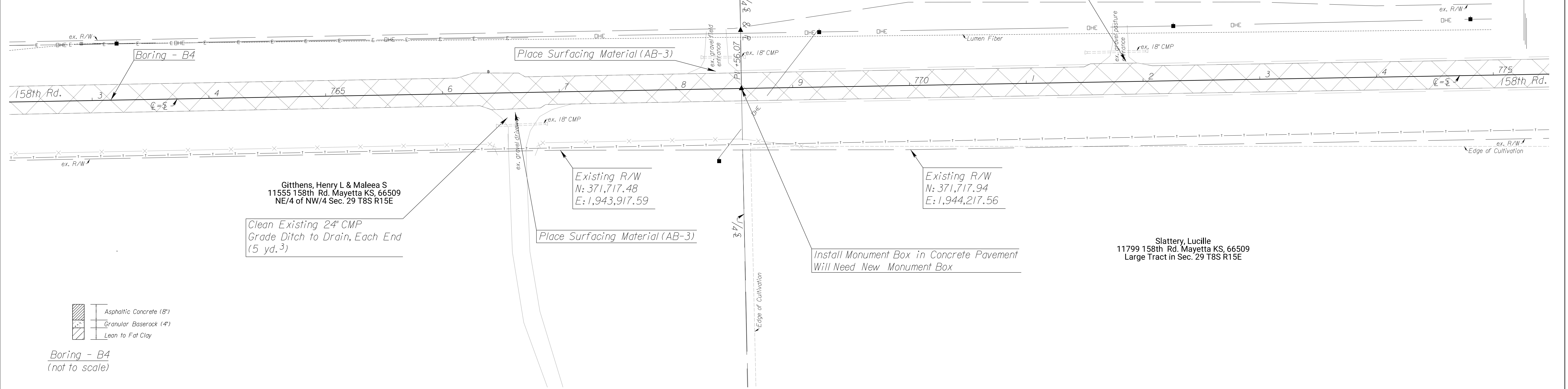
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	75	106

USA (Trust)
11400 158th Rd. Mayetta KS, 66509
S/2 of SW/4 Sec. 20 T8S R15E

South 1/4 Corner Sec. 20, T8S, R15E = \odot P.I. at Sta. 768+56.07
1.) Found railroad spike, 3" below asphalt
2. Nail and washer in top corner post
3. Nail and washer in top corner post
4. 1/2" bar with plastic cap, illegible
5.) N: 371,770.37 , E: 1,944,072.69

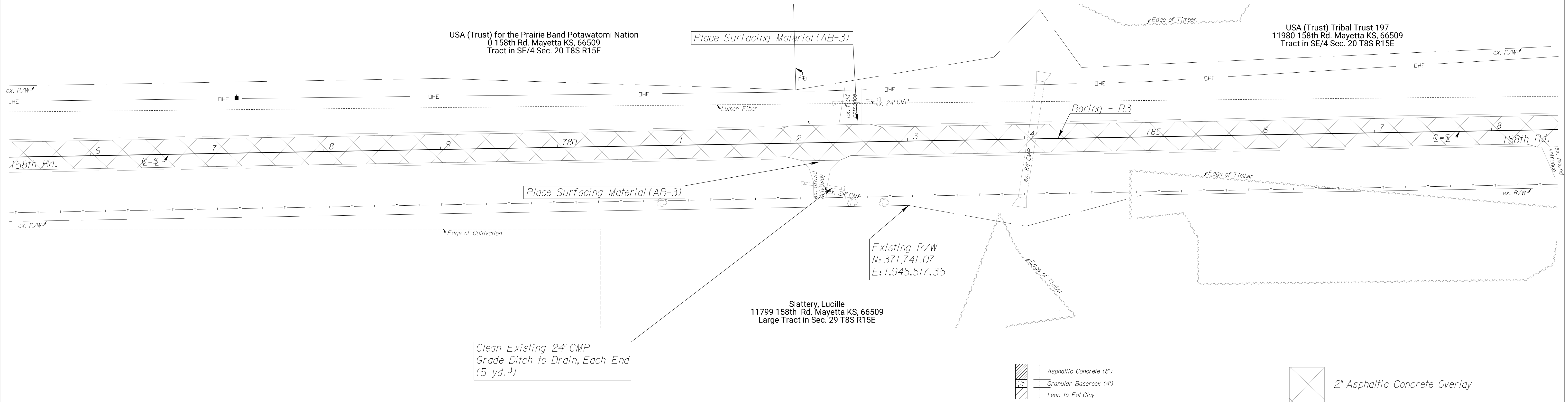
PLAN: Lat. & Long. 100' 0 100' 200'

USA (Trust) for the Prairie Band Potawatomi Nation
0 158th Rd. Mayetta KS, 66509
Tract in SE/4 Sec. 20 T8S R15E



USA (Trust) for the Prairie Band Potawatomi Nation
0 158th Rd. Mayetta KS, 66509
Tract in SE/4 Sec. 20 T8S R15E

USA (Trust) Tribal Trust 197
11980 158th Rd. Mayetta KS, 66509
Tract in SE/4 Sec. 20 T8S R15E



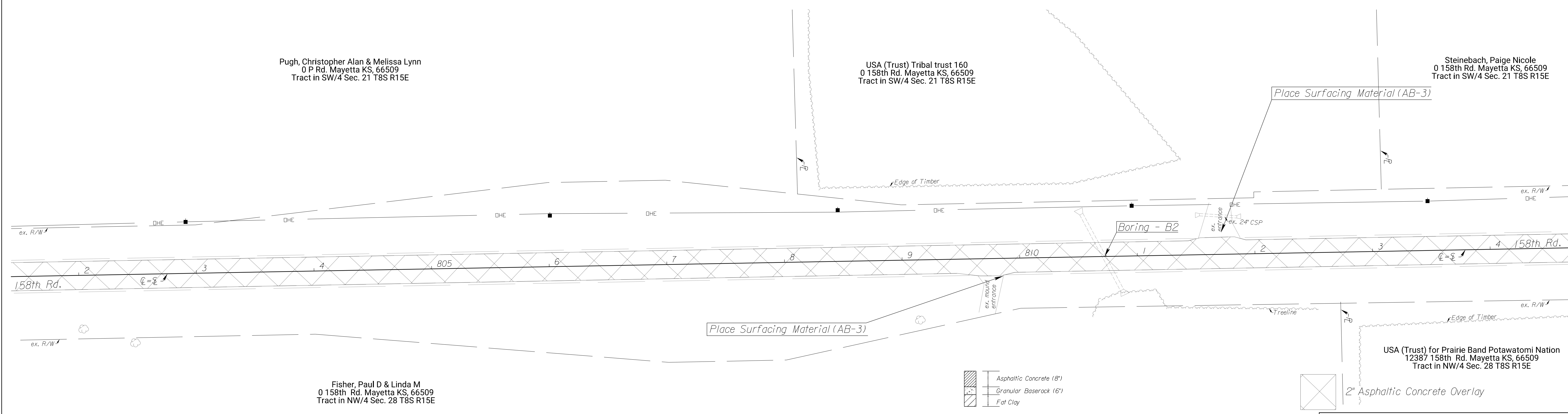
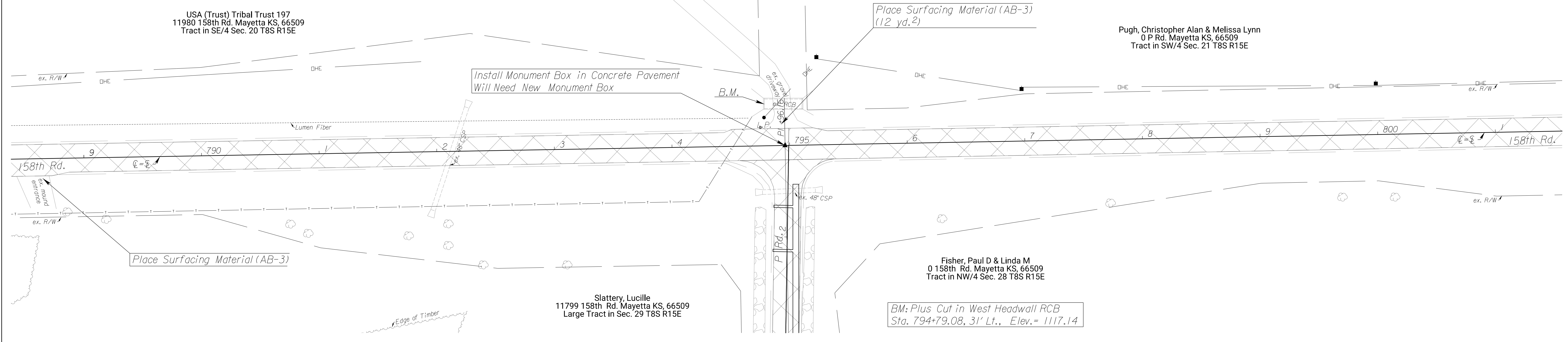
Slattery, Lucille
11799 158th Rd. Mayetta KS, 66509
Large Tract in Sec. 29 T8S R15E

PRAIRIE BAND POTAWATOMI NATION
PAVEMENT REPAIR PLAN
158th Rd.- 0 Rd. to P Rd.

N.E. Corner Section 29, T8S, R15E = @ P.I. at Sta. 794+96.16
 1.) Found RR Spike 2" Below Asphalt Surface
 2.) Plus Cut in West Headwall of RCB 39.47' N.N.W.
 3.) @ P Rd. 3.0' E.
 4.) On @ 158th Rd.
 5.) N: 371,817.34 , E: 1,946,712.36

PLAN: Lat. & Long. 

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

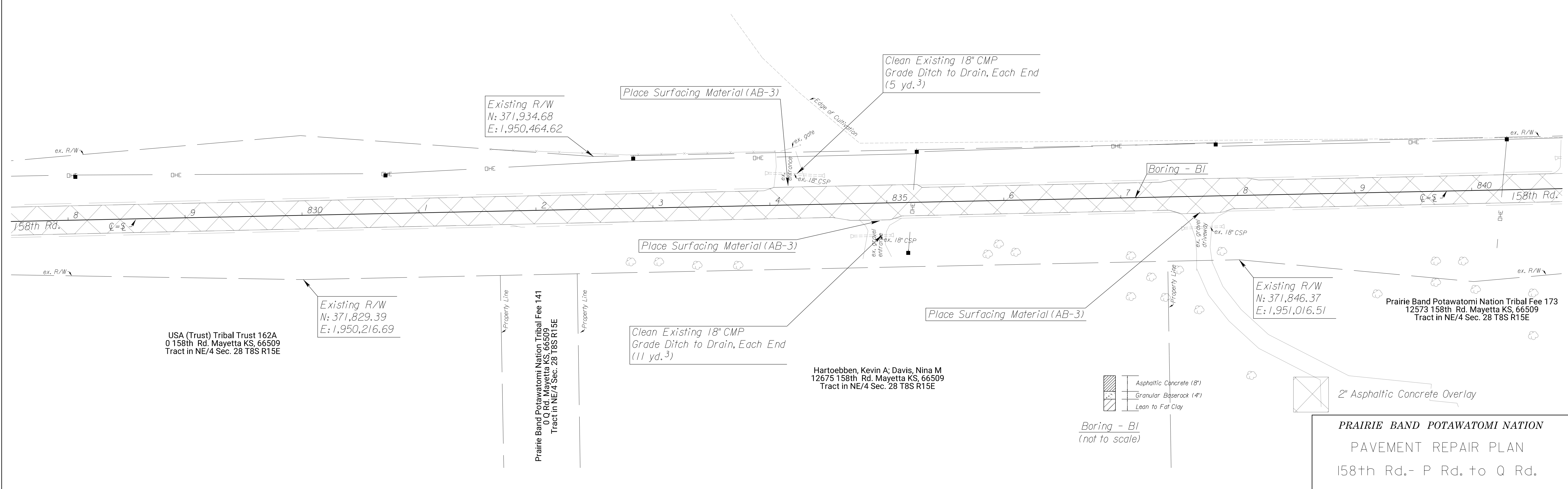
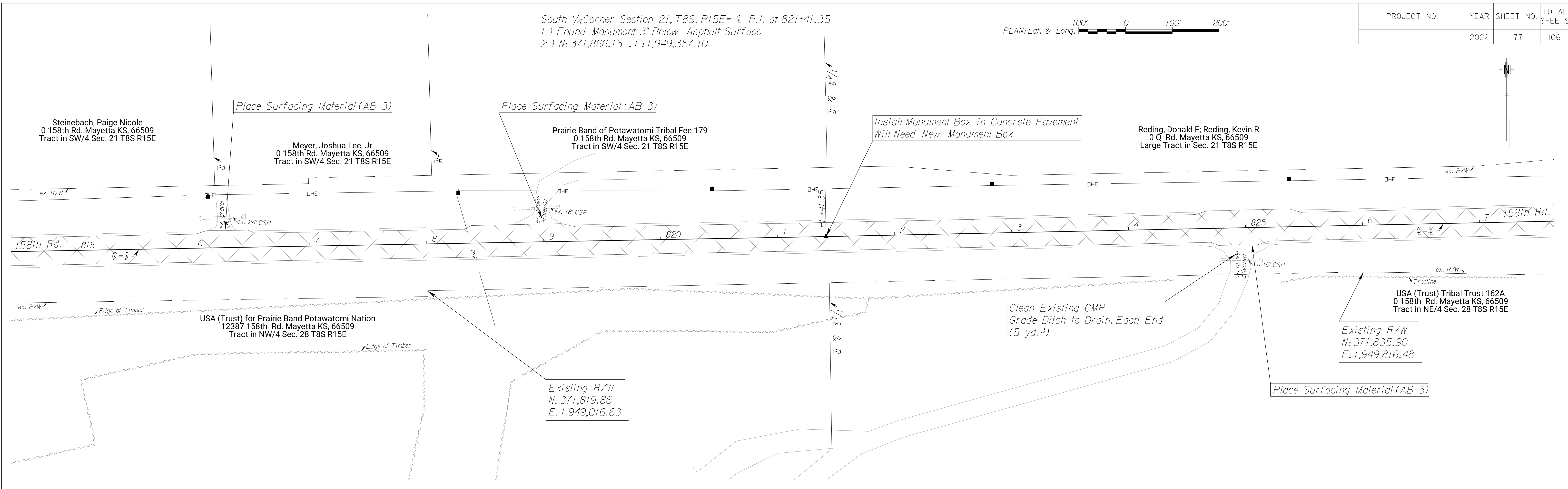


PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 158th Rd.- P Rd. to 0 Rd.

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

PLAN: Lat. & Long. 

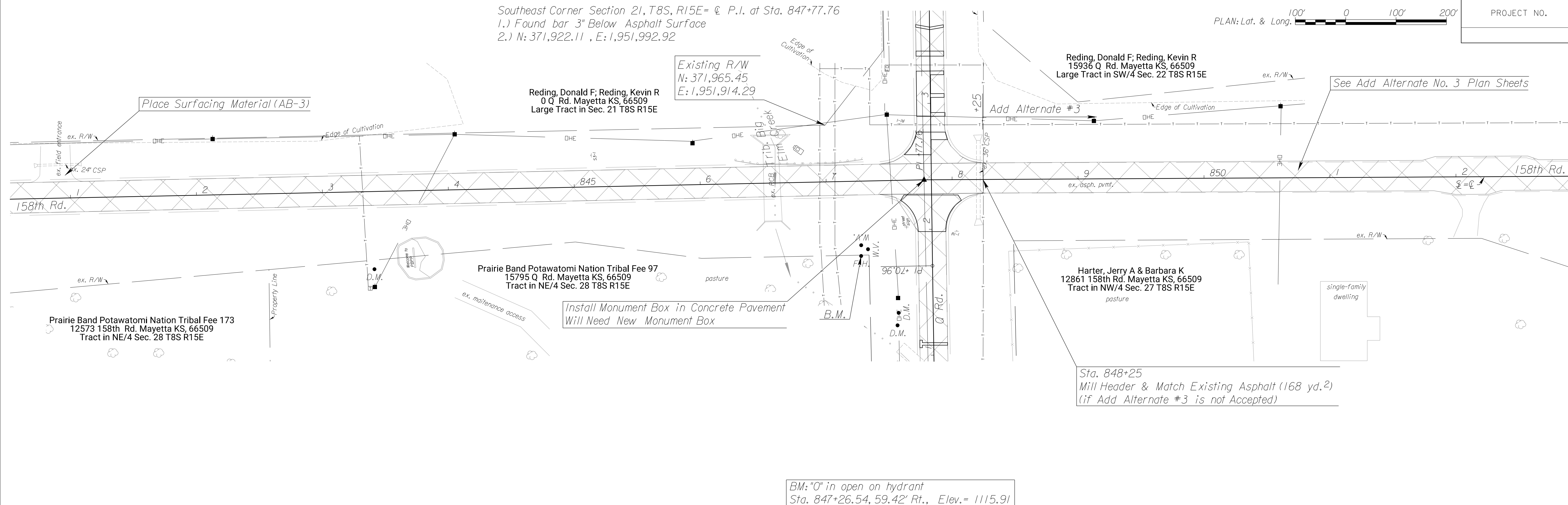
South 1/4 Corner Section 21, T8S, R15E = \odot P.I. at 821+41.35
 1.) Found Monument 3" Below Asphalt Surface
 2.) N: 371,866.15 , E: 1,949,357.10



Southeast Corner Section 21, T8S, R15E= \varnothing P.I. at Sta. 847+77.76
 1.) Found bar 3" Below Asphalt Surface
 2.) N: 371,922.11 , E: 1,951,992.92

PLAN: Lat. & Long. 

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



Install Monument Box in Concrete Pavement
 Will Need New Monument Box

Sta. 848+25
 Mill Header & Match Existing Asphalt (168 yd.²)
 (if Add Alternate #3 is not Accepted)

BM: "O" in open on hydrant
 Sta. 847+26.54, 59.42' Rt., Elev. = 1115.91

 2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 158th Rd.- Q Rd. to 75 HWY

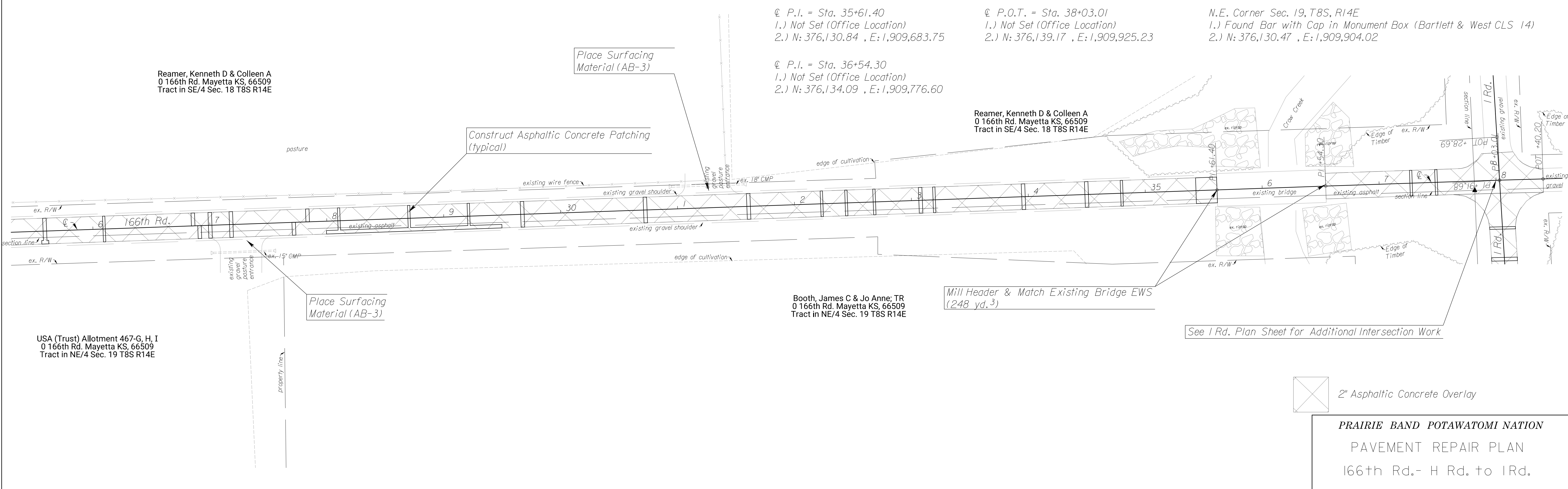
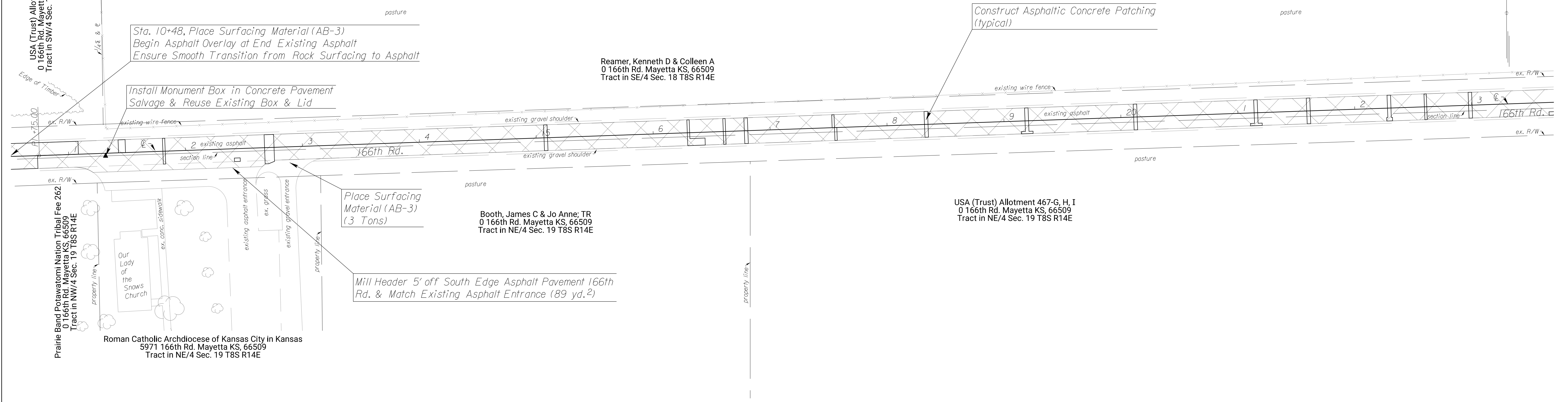
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	79	106

PLAN: Lat. & Long. 

N. 1/4 Cor. Sec. 19, T8S, R14E = @ Sta. 11+31.60, 2.31' Rt.
 1.) Found bar in monument box (Bartlett & West CLS 14)
 2.) N: 376,043.17 , E: 1,907,255.54


@ P.O.T. = Sta. 7+75
 1.) Not Set (Office Location)
 2.) N: 376,034.27 , E: 1,906,899.03

@ P.I. = Sta. 10+75
 1.) Not Set (Office Location)
 2.) N: 376,043.49 , E: 1,907,198.89



PRAIRIE BAND POTAWATOMI NATION
 PAVEMENT REPAIR PLAN
 166th Rd.- H Rd. to 1 Rd.

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

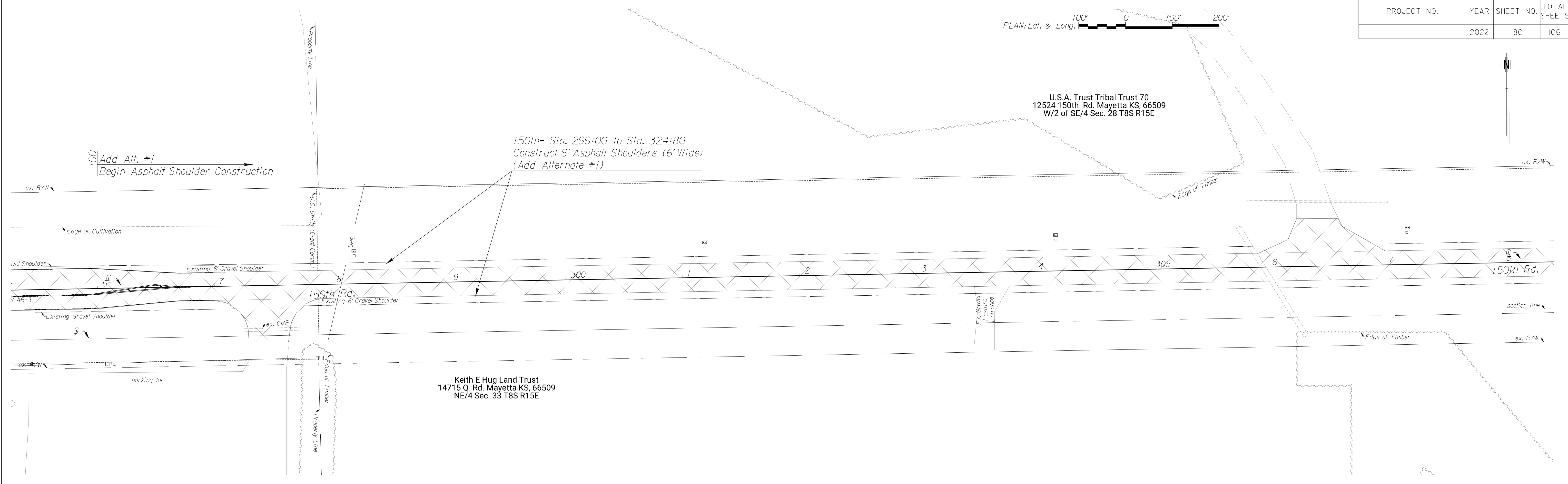
PLAN: Lat. & Long. 



U.S.A. Trust Tribal Trust 70
12524 150th Rd. Mayetta KS, 66509
W/2 of SE/4 Sec. 28 T8S R15E

150th- Sta. 296+00 to Sta. 324+80
Construct 6" Asphalt Shoulders (6' Wide)
(Add Alternate #1)

+00 Add. Alt. #1
Begin Asphalt Shoulder Construction



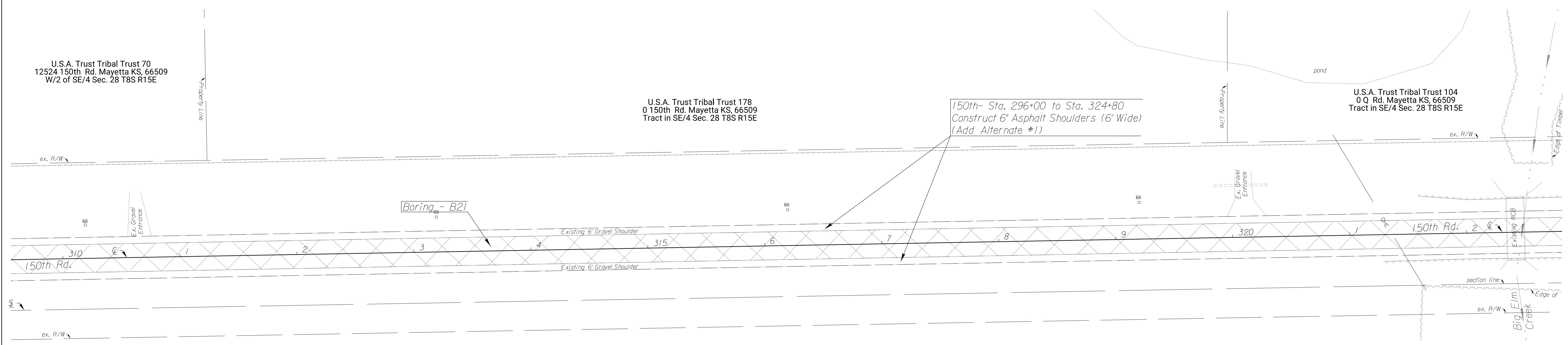
Keith E Hug Land Trust
14715 Q Rd. Mayetta KS, 66509
NE/4 Sec. 33 T8S R15E

U.S.A. Trust Tribal Trust 70
12524 150th Rd. Mayetta KS, 66509
W/2 of SE/4 Sec. 28 T8S R15E

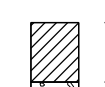
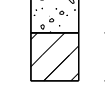

U.S.A. Trust Tribal Trust 178
0 150th Rd. Mayetta KS, 66509
Tract in SE/4 Sec. 28 T8S R15E

150th- Sta. 296+00 to Sta. 324+80
Construct 6" Asphalt Shoulders (6' Wide)
(Add Alternate #1)

U.S.A. Trust Tribal Trust 104
0 Q Rd. Mayetta KS, 66509
Tract in SE/4 Sec. 28 T8S R15E



Keith E Hug Land Trust
14715 Q Rd. Mayetta KS, 66509
NE/4 Sec. 33 T8S R15E

-  Asphaltic Concrete (11.5')
-  Granular Base/rock (6.5')
-  Fat Clay

Boring - 21
(not to scale)

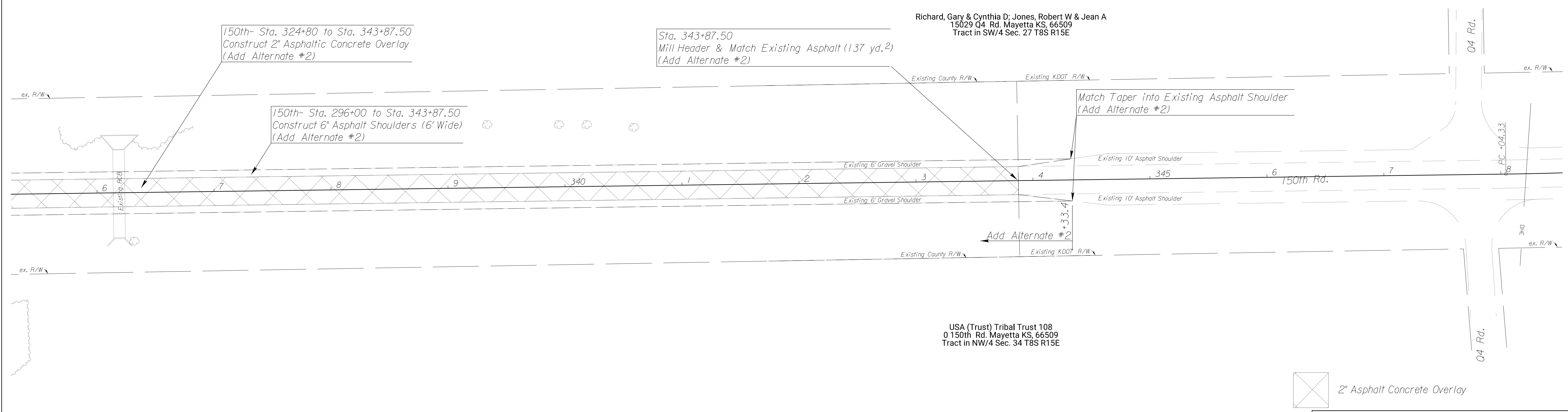
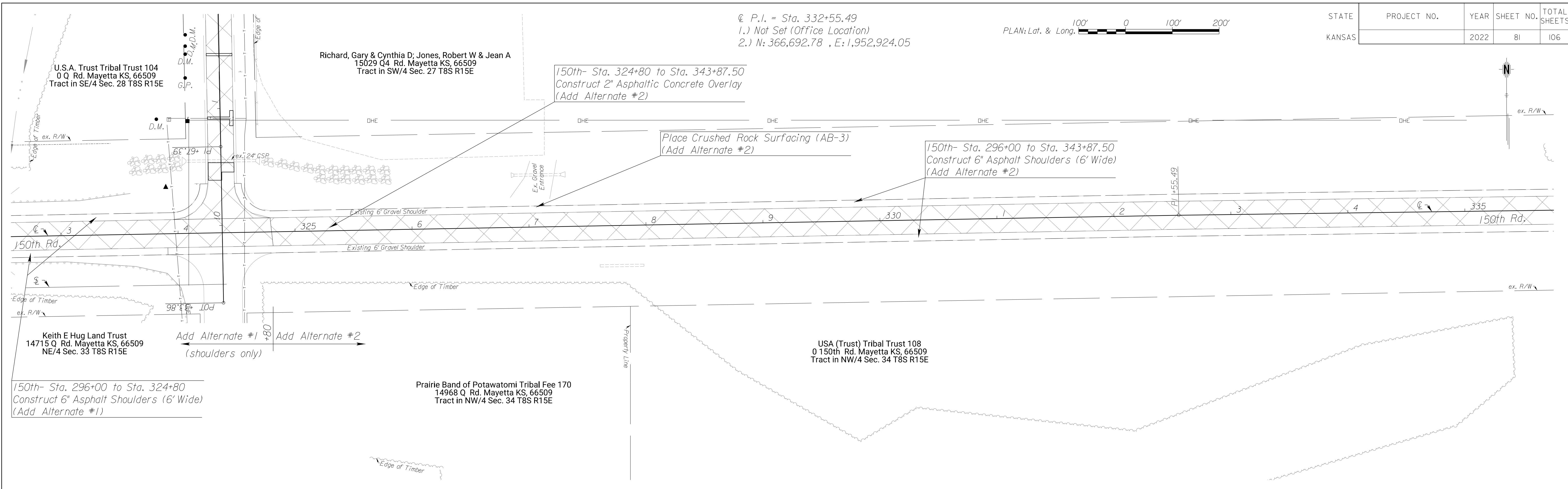
 2" Asphalt Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
ADD ALTERNATE NO. 1
150th Rd.- P Rd. to Q Rd.

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

PLAN: Lat. & Long. 

℄ P.I. = Sta. 332+55.49
 1.) Not Set (Office Location)
 2.) N: 366,692.78 , E: 1,952,924.05

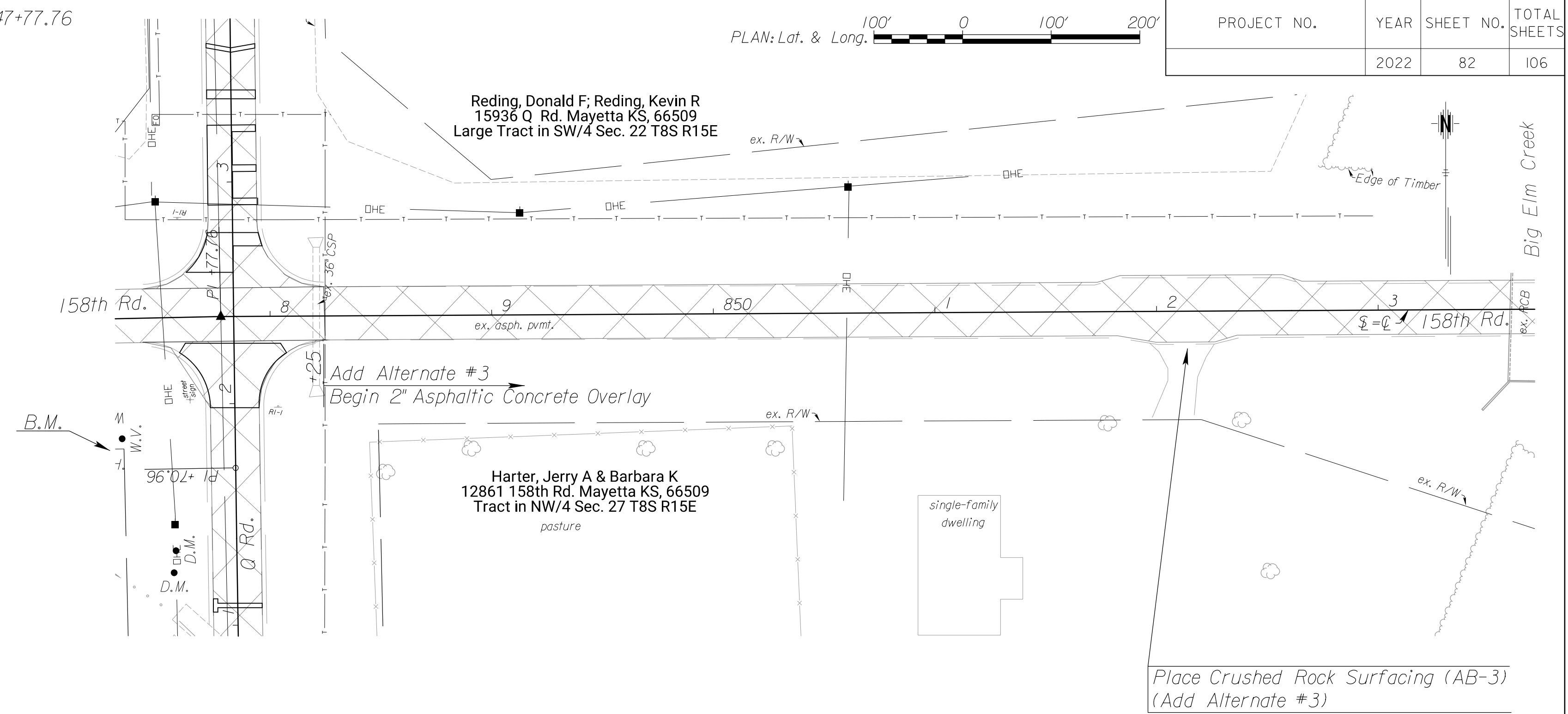


PRAIRIE BAND POTAWATOMI NATION
 ADD ALTERNATE NO. 2
 150th Rd.- 0 Rd. to Q4 Rd.

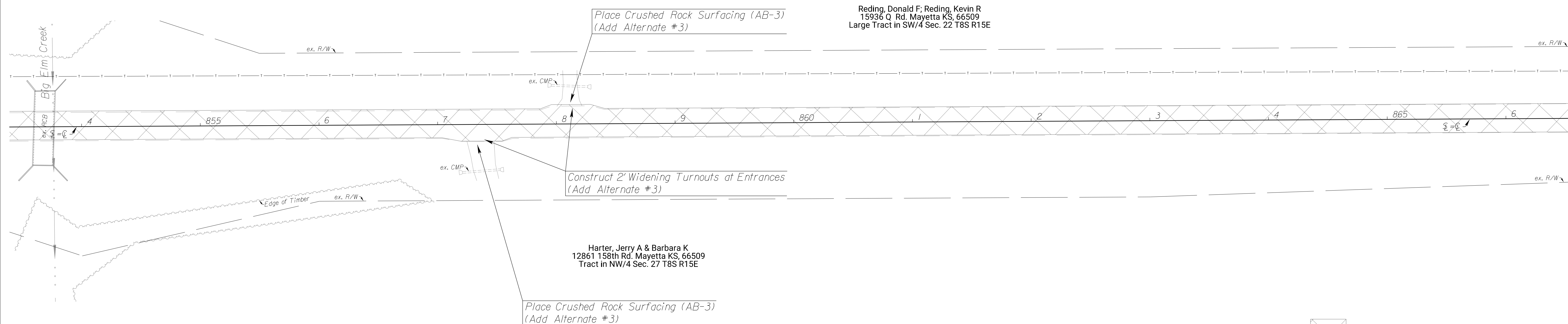
Southeast Corner Section 21, T8S, R15E = \varnothing P.I. at Sta. 847+77.76
 1.) Found bar 3" Below Asphalt Surface
 2.) N: 371,922.11 , E: 1,951,992.92

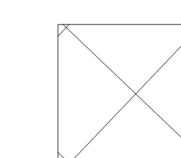
PLAN: Lat. & Long. 

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



BM: "0" in open on hydrant
 Sta. 847+26.54, 59.42' Rt., Elev. = 1115.91



 2" Asphalt Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 ADD ALTERNATE NO. 3
 158th Rd.- Q Rd. to 75 HWY

North 1/4 Corner Section 27, T8S, R15E = \odot P.I. at Sta. 871+33.92
 1.) Found Bar 1" Below Asphalt Surface
 2.) Set Mag Nail in Asphalt Pavement
 3.) \odot Q4 Rd.
 4.) On \odot 158th Rd.
 5.) N: 371,935.19 . E: 1,954,349.04

Reding, Donald F; Reding, Kevin R
 15936 Q Rd. Mayetta KS, 66509
 Large Tract in SW/4 Sec. 22 T8S R15E

Harter, Jerry A & Barbara K
 12861 158th Rd. Mayetta KS, 66509
 Tract in NW/4 Sec. 27 T8S R15E

USA (Trust)
 0 Q4 Rd. Mayetta KS, 66509
 West 96 Acres of NE/4 Sec. 27 T8S R15E

Install Monument Box in Concrete Pavement
 Will Need New Monument Box
 (Add Alternate #3)

Toothaker, Lori J
 13322 158th Rd. Mayetta KS, 66509
 Tract in SE/4 Sec. 22 T8S R15E

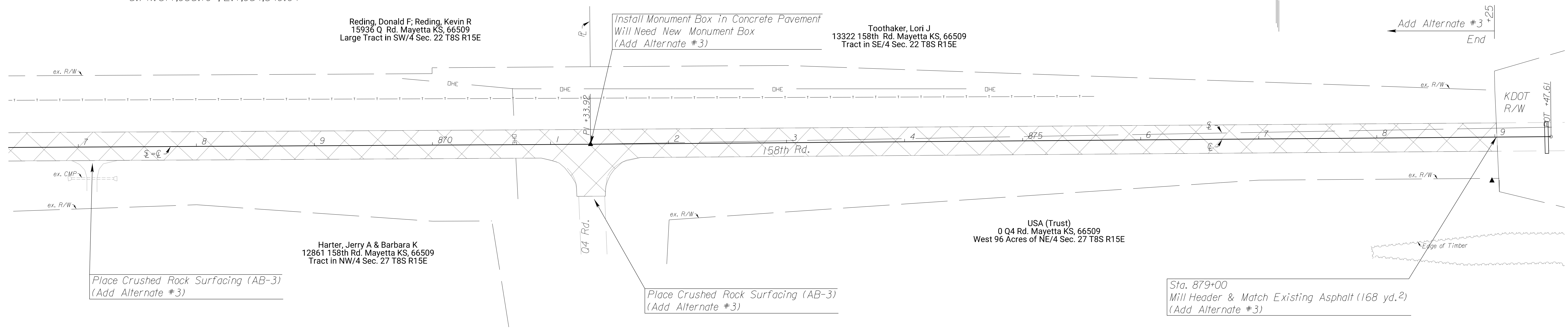
Place Crushed Rock Surfacing (AB-3)
 (Add Alternate #3)

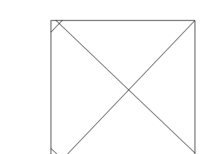
Place Crushed Rock Surfacing (AB-3)
 (Add Alternate #3)

Sta. 879+00
 Mill Header & Match Existing Asphalt (168 yd.2)
 (Add Alternate #3)

PLAN: Lat. & Long. 

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

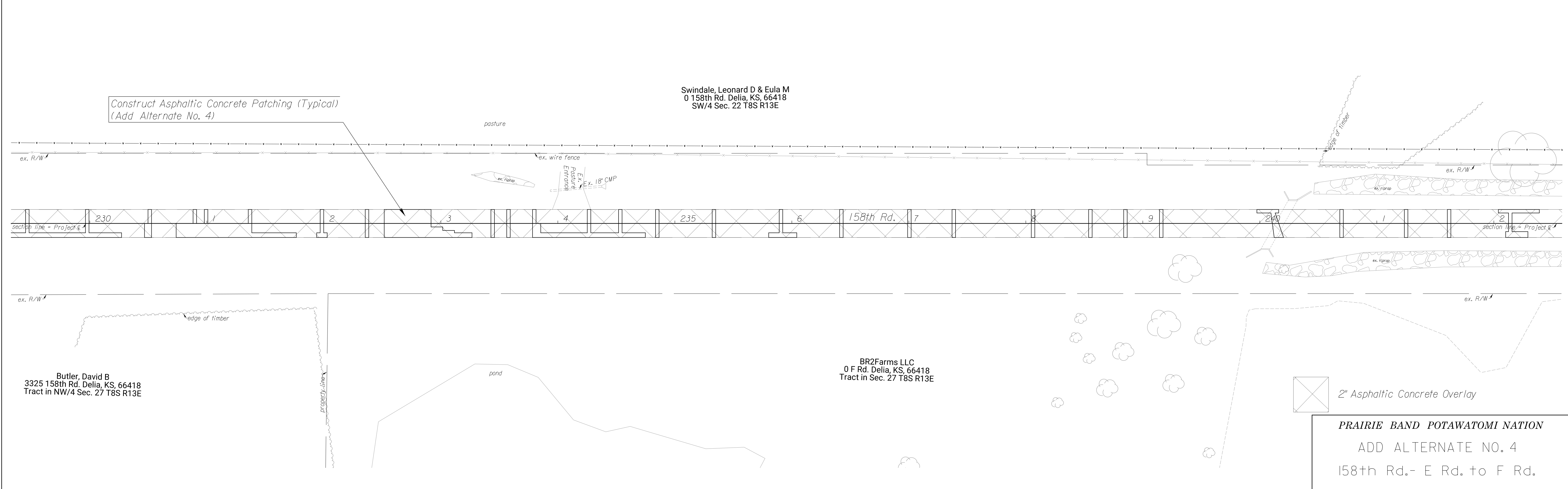
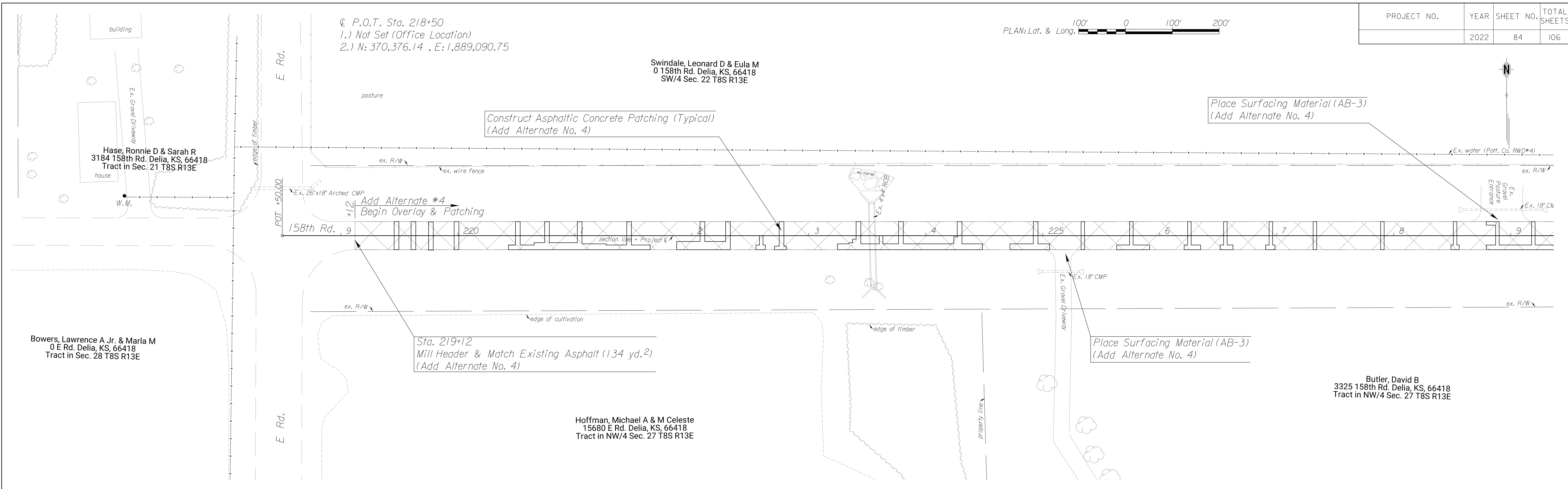


 2" Asphalt Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 ADD ALTERNATE NO. 3
 158th Rd.- Q Rd. to 75 HWY

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

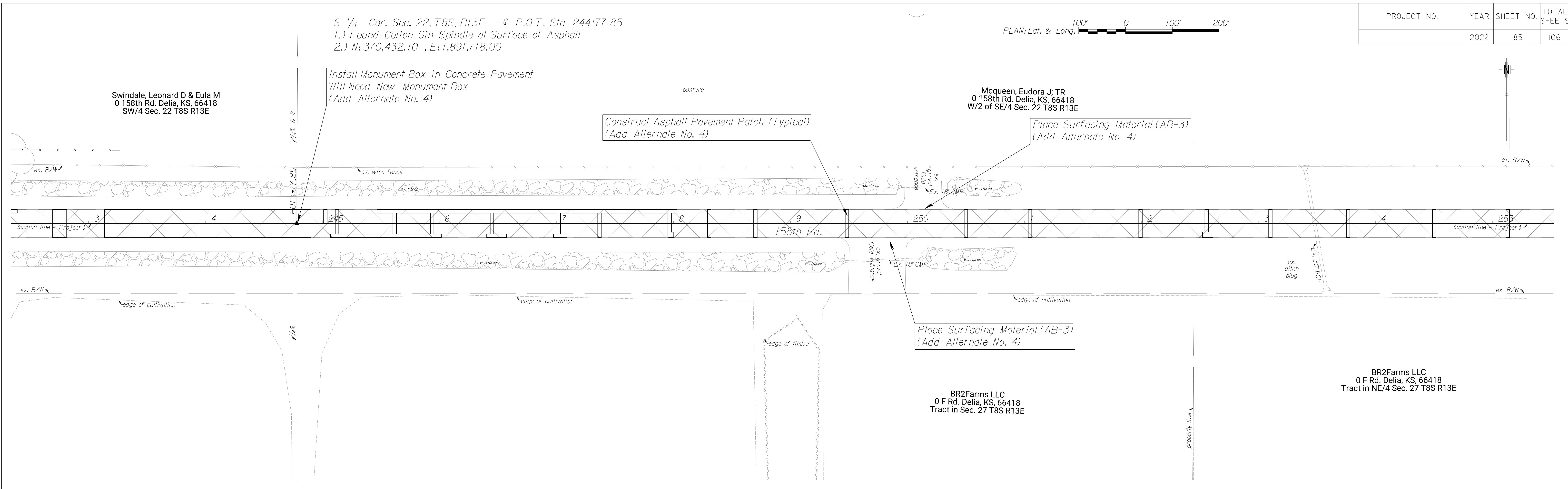
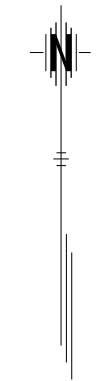
PLAN: Lat. & Long. 



PRAIRIE BAND POTAWATOMI NATION
 ADD ALTERNATE NO. 4
 158th Rd.- E Rd. to F Rd.

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


PLAN: Lat. & Long. 



 2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
ADD ALTERNATE NO. 4
158th Rd.- E Rd. to F Rd.

S.W. Cor. Sec. 23, T8S, R13E = @ P.I. Sta. 271+19.68
 1.) Found Cotton Gin Spindle at Surface of Asphalt
 2.) N: 370,488.36 , E: 1,894,359.23

PLAN: Lat. & Long. 

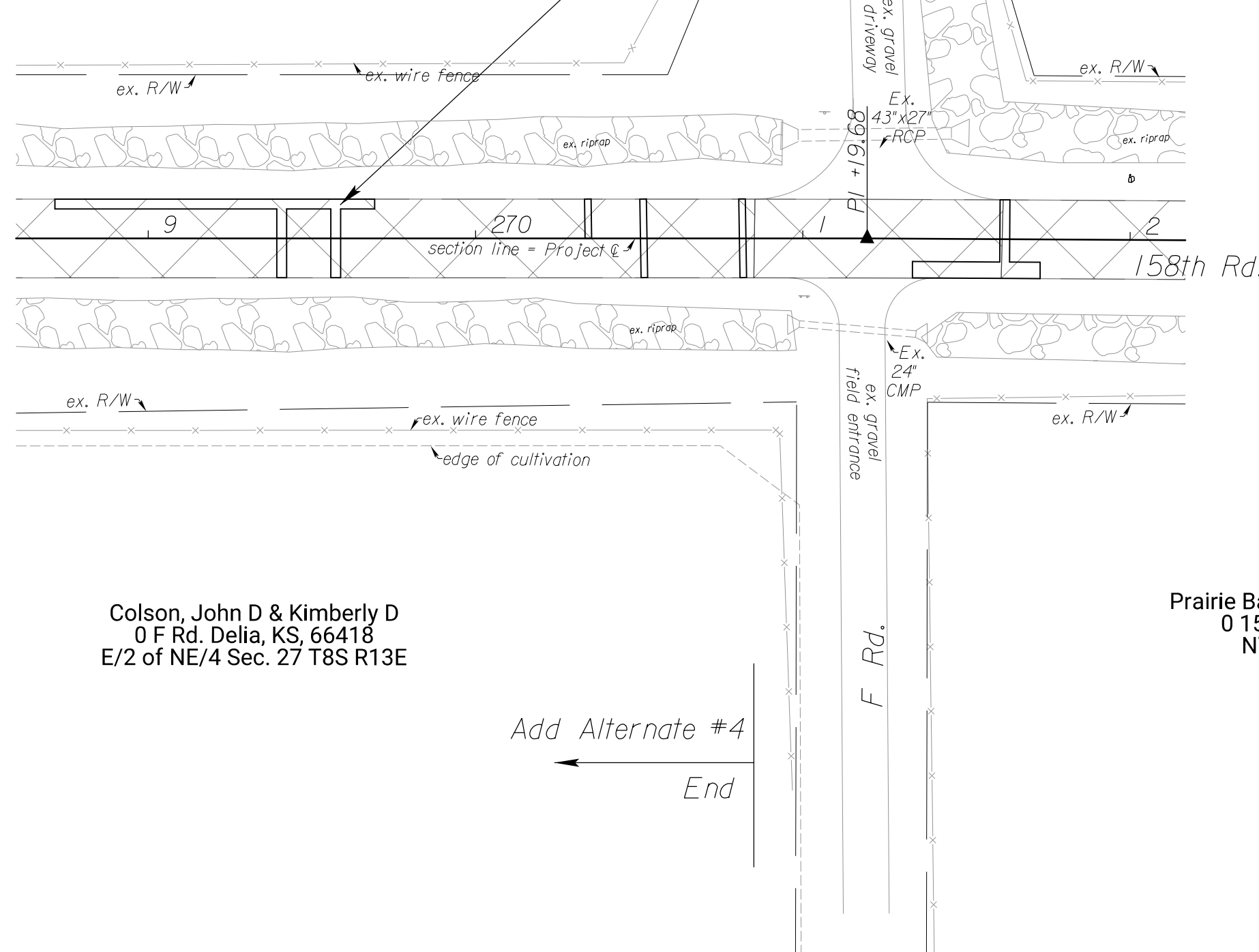
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2022	86	106



Construct Asphaltic Concrete Patching (Typical)
 (Add Alternate No. 4)

Mcqueen, Eudora J; TR
 16019 F Rd. Delia, KS, 66418
 E/2 of SE/4 Sec. 22 T8S R13E

Crow Family LLC
 0 158th Rd. Delia, KS, 66418
 SW/4 Sec. 23 T8S R13E



Colson, John D & Kimberly D
 0 F Rd. Delia, KS, 66418
 E/2 of NE/4 Sec. 27 T8S R13E

Prairie Band Potawatomi Nation (242)
 0 158th Rd. Delia, KS, 66418
 NW/4 Sec. 26 T8S R13E

Add Alternate #4
 ←
 End

 2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION
 ADD ALTERNATE NO. 4
 158th Rd.- E Rd. to F Rd.

SUMMARY OF QUANTITIES							
LOCATION	Asphaltic Concrete Patching Sq. Yds.	Aggregate Base (AB-3)(6") Sq. Yds.	2" Asphaltic Concrete Overlay Sq. Yds.	6" Asphaltic Concrete (Shoulder) Sq. Yds.	△△ Surfacing Material (AB-3) Tons	†† Aggregate Shoulder (AB-3) Tons	Milling Sq. Yds.
142nd Road - N Road to O Road	1,040	1,040	13,048		46	125	458
150th Road - K Road to Sta. 51+00	1,840	1,840	10,057		18	102	399
150th Road - Sta. 117+00 to N Road	3,900	3,900	12,652		18	128	122
150th Road - N Road to O Road	1,207	1,207	12,184		12	124	248
150th Road - O Road to P Road	1,438	1,438	12,756		18	128	248
150th Road - P Road to Q Road	245	245	16,524	21	14	279	1,285
158th Road - K Road to L Road			14,664		18	129	216
158th Road - L Road to M Road			14,365		23	133	91
158th Road - M Road to N Road			14,031		12	131	
158th Road - N Road to O Road			13,177		20	124	266
158th Road - O Road to P Road			14,283		26	134	453
158th Road - P Road to Q Road			14,422		16	134	168
166th Road - H Road to I Road	515	515	6,419		7	65	337
158th Road - F Road to G Road	1,020	1,020	13,841		26	134	134
158th Road - G Road to H Road	2,244	2,244	13,350		16	125	432
I Road - 158th Road to 166th Road	1,376	1,376	12,901		36	155	394
K Road - 142nd Road to 150th Road	1,691	1,691	13,285	35	28	130	63
K Road - 150th Road to 158th Road	917	917	14,191	54	18	128	1,045
K Road - 158th Road to 166th Road	3,064	3,064	13,544		23	135	258
K Road - 166th Road to 174th Road	4,736	4,736	13,150		52	133	
L Road - 150th Road to 158th Road	1,448	1,448	12,916		12	130	650
M Road - 150th Road to 158th Road	1,954	1,954	13,641		10	132	797
N Road - 142nd Road to 150th Road	1,272	1,272	12,845		16	132	246
N Road - 150th Road to 158th Road	1,572	1,572	12,892		10	134	244
N Road - 158th Road to 166th Road	4,733	4,733	12,983		24	131	250
N Road - 166th Road to 174th Road	427	427	13,102		28	131	
O Road - 142nd Road to 150th Road	1,608	1,608	12,986		44	127	
O Road - 150th Road to 158th Road	336	336	12,069		14	125	735
P Road - 150th Road to 158th Road	1,580	1,580	13,155		18	133	252
Q Road - 150th Road to 158th Road	631	631	12,901		32	129	28
Q Road - 158th Road to 162nd Road	1,094	1,094	6,757		30	67	203
Totals	41,888	41,888	399,091	110	685	4,047	10,022

△△ Estimated quantity for adjacent driveways, entrances, & approaches.

†† Estimated quantity for shoulders

TACK COAT;
A tack coat of SS-1HP shall be provided between each lift of all base courses and surface courses and under the first lift of base or surface courses when they are placed on an existing asphalt when so ordered by the Engineer and at the rate designated by him. Quantities are included for these tacks calculated at the rate of 0.05 gal. /sq. yd.

RATES OF APPLICATION		
RATE	UNIT	ITEM
145	lbs/cu. ft.	HMA- Commercial Grade (Class A)
156	lbs/cu. ft.	Aggregate Base (AB-3)
156	lbs/cu. ft.	Surfacing Material (AB-3)

SUMMARY OF QUANTITIES - ADD ALTERNATE NO. 1							
LOCATION	Asphaltic Concrete Patching Sq. Yds.	Aggregate Base (AB-3)(6") Sq. Yds.	2" Asphaltic Concrete Overlay Sq. Yds.	6" Asphaltic Concrete (Shoulder) Sq. Yds.	△△ Surfacing Material (AB-3) Tons	†† Aggregate Shoulder (AB-3) Tons	Milling Sq. Yds.
150th Road - P Road to Q Road				3,644			
Totals				3,644			

SUMMARY OF QUANTITIES - ADD ALTERNATE NO. 2							
LOCATION	Asphaltic Concrete Patching Sq. Yds.	Aggregate Base (AB-3)(6") Sq. Yds.	2" Asphaltic Concrete Overlay Sq. Yds.	6" Asphaltic Concrete (Shoulder) Sq. Yds.	△△ Surfacing Material (AB-3) Tons	†† Aggregate Shoulder (AB-3) Tons	Milling Sq. Yds.
150th Road - Q Road to Sta. 344+33.4			5,090	2,660	2	151	
Totals			5,090	2,660	2	151	

SUMMARY OF QUANTITIES - ADD ALTERNATE NO. 3							
LOCATION	Asphaltic Concrete Patching Sq. Yds.	Aggregate Base (AB-3)(6") Sq. Yds.	2" Asphaltic Concrete Overlay Sq. Yds.	6" Asphaltic Concrete (Shoulder) Sq. Yds.	△△ Surfacing Material (AB-3) Tons	†† Aggregate Shoulder (AB-3) Tons	Milling Sq. Yds.
158th Road - Q Road to Sta. 879+00			8,428		14	41	
Totals			8,428		14	41	

SUMMARY OF QUANTITIES - ADD ALTERNATE NO. 4							
LOCATION	Asphaltic Concrete Patching Sq. Yds.	Aggregate Base (AB-3)(6") Sq. Yds.	2" Asphaltic Concrete Overlay Sq. Yds.	6" Asphaltic Concrete (Shoulder) Sq. Yds.	△△ Surfacing Material (AB-3) Tons	†† Aggregate Shoulder (AB-3) Tons	Milling Sq. Yds.
158th Road - E Road to F Road	2,077	2,077	13,808		15	131	
Totals	2,077	2,077	13,808		15	131	

RECAPITULATION OF QUANTITIES										
ITEM	PROJECT		Add Alternate #1		Add Alternate #2		Add Alternate #3		Add Alternate #4	
	TOTAL	UNIT	TOTAL	UNIT	TOTAL	UNIT	TOTAL	UNIT	TOTAL	UNIT
2" Asphaltic Concrete Overlay	399,091	Sq. Yds.		Sq. Yds.	5,090	Sq. Yds.	8,428	Sq. Yds.	13,808	Sq. Yds.
Asphaltic Concrete Patching	41,888	Sq. Yds.		Sq. Yds.		Sq. Yds.		Sq. Yds.	2,077	Sq. Yds.
6" Asphaltic Concrete (Shoulder)	110	Sq. Yds.	3,644	Sq. Yds.	2,660	Sq. Yds.		Sq. Yds.		Sq. Yds.
Aggregate Base (AB-3)(6")	41,888	Sq. Yds.		Sq. Yds.		Sq. Yds.		Sq. Yds.	2,077	Sq. Yds.
Surfacing Material (AB-3)	685	Tons		Tons	2	Tons	14	Tons	15	Tons
Aggregate Shoulder (AB-3)	4,047	Tons		Tons	151	Tons	41	Tons	131	Tons
Milling	10,022	Sq. Yds.		Sq. Yds.		Sq. Yds.		Sq. Yds.		Sq. Yds.
Water (Aggregate Base)(Set Price)	1	Mgal		Mgal		Mgal		Mgal		Mgal

SUMMARY OF QUANTITIES (Surfacing)

**Removal of Existing Structure
(For Information Only)**

I Road-Sta. 45+45, Lt. - Remove South 4' of 24" CMP & End Section
 I Road-Sta. 46+70, Lt. - Remove South 4' of 18" CMP & End Section
 I Road-Sta. 46+70, Lt. - Remove North 4' of 18" CMP & End Section
 I Road-Sta. 78+91, Rt. - Remove South 4' of 18" CMP & End Section
 K Road-Sta. 10+82, Rt./Lt.-Remove East 4' of 24" CMP & End Section
 K Road-Sta. 14+14, Lt. - Remove South 18" CMP End Section
 K Road-Sta. 14+14, Lt. - Remove North 4' of 18" CMP & End Section
 K Road-Sta. 64+08, Rt. - Remove 120 ft.² of Concrete Flume
 K Road-Sta. 75+00, Lt. - Remove North 4' of 24" CMP & End Section
 K Road-Sta. 180+00, Rt. - Remove 20' of Ex. CMP
 K Road-Sta. 208+70, Lt. - Remove 20' of Ex. CMP
 K Road-Sta. 222+44, Lt. - Remove 5' of 24" CMP
 N Road-Sta. 129+12, Rt. - Remove 4' of 18" CMP & End Section
 N Road-Sta. 129+42, Rt. - Remove 4' of 18" CMP & End Section
 N Road-Sta. 141+70, Lt. - Remove 4' of 18" CMP & End Section
 N Road-Sta. 169+07, Lt. - Remove 4' of 18" CMP & End Section
 O Road-Sta. 198+92, Rt. - Remove South 4' of 12" CMP & End Section
 O Road-Sta. 253+44, Lt. - Remove South 4' of 12" CMP & End Section
 O Road-Sta. 253+70, Lt. - Remove North 4' of 12" CMP & End Section
 P Road-Sta. 23+48, Rt. - Remove South 4' of 18" CMP & End Section
 P Road-Sta. 50+97, Lt. - Remove South 4' of 18" CMP & End Section
 P Road-Sta. 51+16, Lt. - Remove North 4' of 18" CMP & End Section
 142nd Road-Sta. 250+36, Rt. - Remove South 4' of 24" CMP & End Section
 150th Road-Sta. 18+68, Rt. - Remove West 4' of 12" CMP & End Section
 150th Road-Sta. 18+96, Rt. - Remove East 4' of 12" CMP & End Section
 150th Road-Sta. 38+10, Rt. - Remove West 4' of 18" CMP & End Section
 150th Road-Sta. 38+38, Rt. - Remove East 4' of 18" CMP & End Section
 150th Road-Sta. 142+11, Rt. - Remove West 4' of 18" CMP & End Section
 150th Road-Sta. 142+41, Rt. - Remove East 4' of 18" CMP & End Section
 150th Road-Sta. 160+57, Lt. - Remove West 4' of 12" CMP & End Section
 150th Road-Sta. 160+93, Lt. - Remove East 4' of 12" CMP & End Section
 150th Road-Sta. 160+79, Rt. - Remove West 4' of 12" CMP & End Section
 150th Road-Sta. 161+06, Rt. - Remove East 4' of 12" CMP & End Section
 150th Road-Sta. 237+80, Rt. - Remove West 4' of 18" CMP & End Section
 150th Road-Sta. 244+54, Rt. - Remove East 4' of 24" CMP & End Section
 158th Road-Sta. 620+00, Lt. - Remove East 4' of 18" CMP & End Section
 158th Road-Sta. 622+65, Lt. - Remove East 4' of 18" CMP & End Section
 158th Road-Sta. 623+25, Rt. - Remove East 4' of 24" CMP & End Section

Any structure or item not specifically listed that interferes with new construction shall be removed. This work is subsidiary to the bid item Removal of Existing Structures.

MONUMENT BOX (1/2)

LOCATION	QUANTITY (EACH)	REMARKS
I Road-Sta. 71+40.91, Rt.	1	Salvage & Reuse Existing Box (Will Need New Lid)
I Road-Sta. 97+84.31, Lt.	1	Salvage & Reuse Existing Box
K Road-Sta. 37+17.14	1	Salvage & Reuse Existing Box
K Road-Sta. 63+70.03, Lt.	1	New Box
K Road-Sta. 90+22.87, Lt.	1	New Box
K Road-Sta. 116+63.18, Lt.	1	New Box
K Road-Sta. 142+00.93, Lt.	1	New Box
K Road-Sta. 169+56.96, Lt.	1	New Box
K Road-Sta. 196+22.62	1	New Box
L Road-Sta. 126+38.57, Lt.	1	Salvage & Reuse Existing Box
L Road-Sta. 139+57.94, Lt.	1	New Box
L Road-Sta. 141+91.84, Lt.	1	New Box
L Road-Sta. 142+20.86, Lt.	1	New Box
M Road-Sta. 36+49.14, Lt.	1	New Box
N Road-Sta. 36+49.31	1	Salvage & Reuse Existing Box
N Road-Sta. 89+26.77, Rt.	1	Salvage & Reuse Existing Box
N Road-Sta. 128+95.81, Lt.	1	New Box
N Road-Sta. 142+17.70, Lt.	1	New Box
N Road-Sta. 168+59.57, Rt.	1	Salvage & Reuse Existing Box (Grind "WATER" off Ex. Lid)
N Road-Sta. 195+01.24, Lt.	1	Salvage & Reuse Existing Box (Grind "WATER" off Ex. Lid)
O Road-Sta. 176+48.75, Lt.	1	Salvage & Reuse Existing Box
O Road- 150th to 158th	2	Reuse Ex. Boxes (Grind "WATER" off Ex. Lid)
O Road-Sta. 255+68.92, Lt.	1	New Box
P Road- 150th to 158th	1	New Box
Q Road- Sta. 35+99.66, Lt.	1	Salvage & Reuse Existing Box
Q Road- Sta. 88+80.36, Lt.	1	New Box
SUBTOTAL	27	Continued on Table to the Right

MONUMENT BOX (2/2)

LOCATION	QUANTITY (EACH)	REMARKS
142nd- Sta. 250+06.84, Lt.	1	Salvage & Reuse Existing Box
142nd- Sta. 253+66.98, Rt.	1	Salvage & Reuse Existing Box
142nd- Sta. 300+04.19, Rt.	1	Salvage & Reuse Existing Box
150th- Sta. 36+47.56, Rt.	1	Salvage & Reuse Existing Box (Grind "WATER" off Ex. Lid)
150th- Sta. 142+42.75, Rt.	1	Salvage & Reuse Existing Box (Grind "WATER" off Ex. Lid)
150th- Sta. 168+83.83, Lt.	1	Salvage & Reuse Existing Box (Grind "WATER" off Ex. Lid)
150th- Sta. 192+35.45, Lt.	1	Salvage & Reuse Existing Box (Grind "WATER" off Ex. Lid)
150th- Sta. 218+76.28, Rt.	1	Salvage & Reuse Existing Box (Grind "WATER" off Ex. Lid)
150th- Sta. 245+04.82, Rt.	1	Salvage & Reuse Existing Box (Grind "WATER" off Ex. Lid)
150th- Sta. 271+33.31, Rt.	1	Salvage & Reuse Existing Box (Grind "WATER" off Ex. Lid)
150th- Sta. 284+60, Lt.	1	(S.1/4 of 28-8-15) New Box
158th- Sta. 244+77.85	1	New Box (Add Alternate #4)
158th- Sta. 271+19.68	1	New Box
158th- Sta. 297+57.14	1	New Box
158th- Sta. 323+91.97	1	New Box
158th- Sta. 350+35.56	1	New Box
158th- Sta. 559+84.86	1	New Box
158th- Sta. 586+28.88	1	New Box
158th- Sta. 639+64	1	(S.E. Cor. of 23-8-14) New Box
158th- Sta. 666+15	1	(S.1#4 of 24-8-14) New Box
158th- Sta. 692+29	1	(S.E. Cor. of 24-8-14) New Box
158th- Sta. 715+85	1	(S.1#4 of 19-8-15) New Box
158th- Sta. 768+56.07	1	New Box
158th- Sta. 794+96.16	1	New Box
158th- Sta. 821+41.35	1	New Box
158th- Sta. 847+77.76	1	New Box
158th & Q4	1	New Box (Add Alternate #3)
TOTAL	52	

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

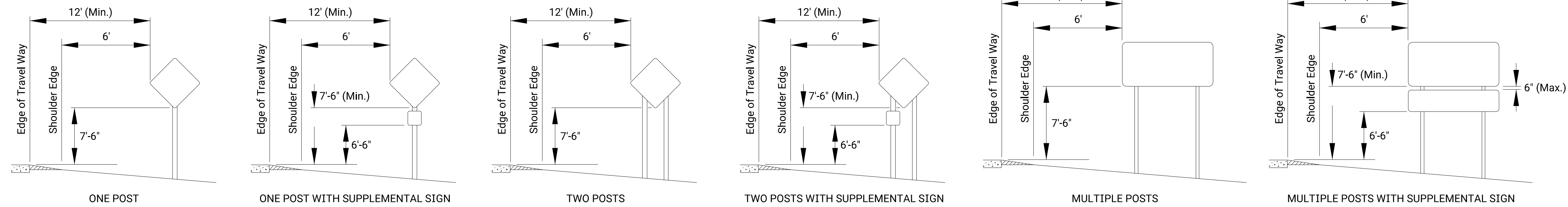
EARTHWORK

STATION TO STATION	EXCAVATION				CONTR. FURN. CU.YDS.	COMPACTION			THROUGH CUTS NOT SUBGRADED			EMBANKMENT (CU.YDS.)		PLACE. SELECT SOIL CU.YDS.
	COMMON		ROCK			TYPE AA MR-3-3 CU.YDS.	TYPE A MR-5-5 CU.YDS.		COMMON CU.YDS.	TYPE AA CU.YDS.	TYPE A CU.YDS.	INITIAL CONSOL.	SETTLE-MENT	
	CU.YDS.	VMF	CU.YDS.	VMF										
I Road	36	0.75												
K Road-Sta. 85+62, Rt.			7			3								
K Road- 142nd to 174th	87	0.75												
		0.75												
M Road- 150th to 158th	81	0.75												
N Road- 142nd to 174th	96	0.75				8								
O Road- 142nd to 158th	17	0.75												
P Road- 150th to 158th	69	0.75												
Q Road- 150th to 166th	71	0.75												
142nd Road - N to O	10	0.75												
150th Road - K to Q4	146	0.75				4								
158th Road - E to F		0.75												
158th Road - F to G	15	0.75												
158th Road - G to H	34	0.75				9								
158th Road - K to Q	142	0.75												
TOTALS	#804		7			24								
Add Alternate No. 1														
150th Rd. - Sta. 296+00 to 324+80	405													
Add Alternate No. 2														
150th Rd. - Sta. 324+80 to 343+87.5	296													

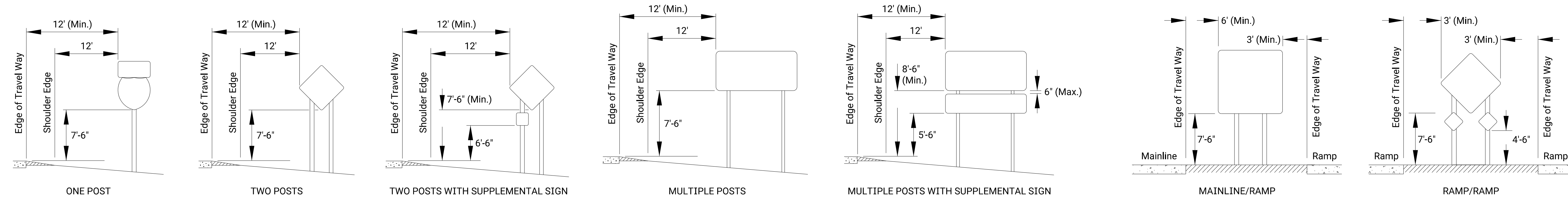
*Includes 772 yd³ to be wasted.

SUMMARY OF QUANTITIES

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

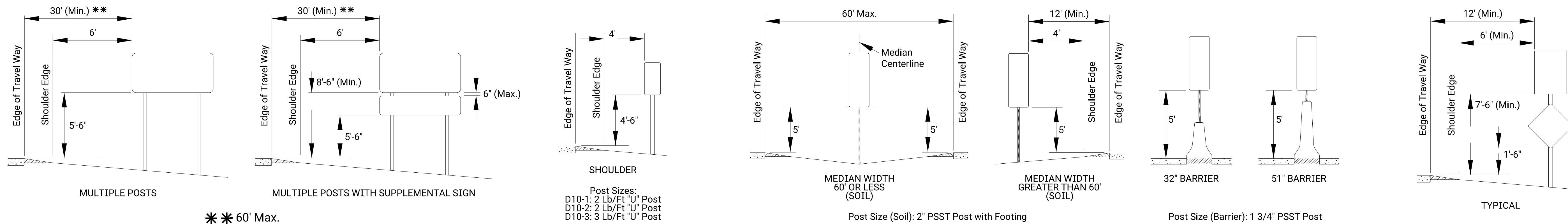


RAMPS AND EXPRESSWAY INTERSECTIONS



MAINLINE - SHOULDER MOUNT

HIGHWAY GORES

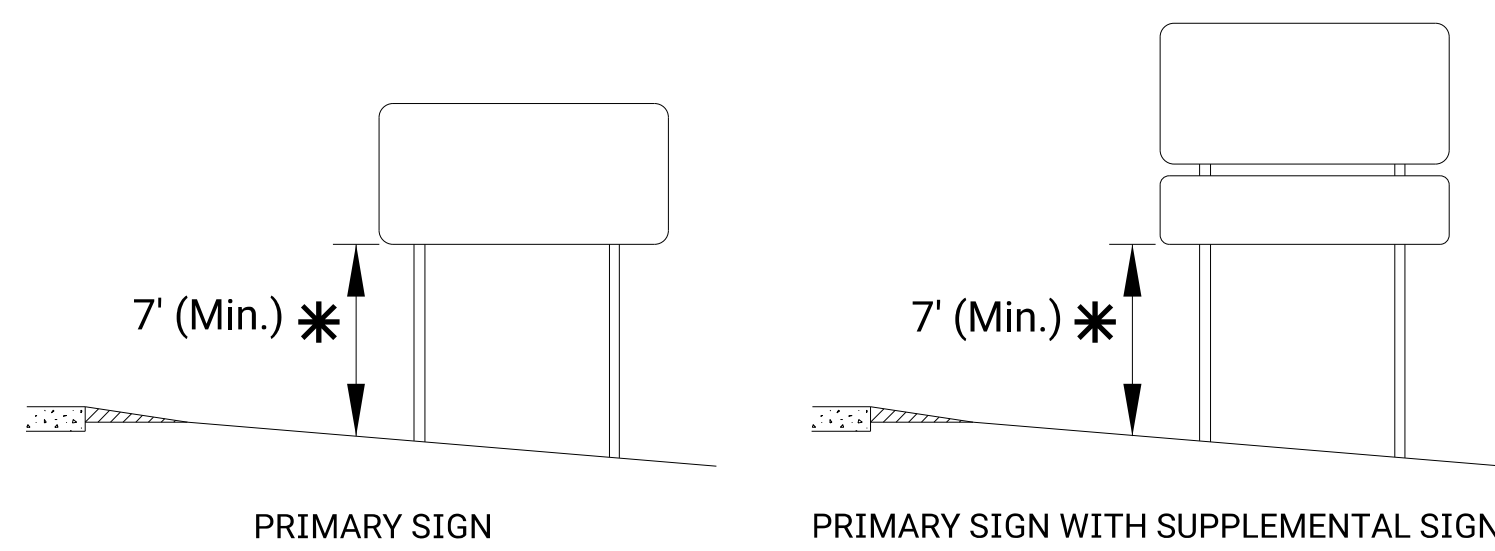


MAINLINE - OFFSET MOUNT

MILE POSTS

INTERMEDIATE REFERENCE MARKERS

ADOPT A HIGHWAY



***NOTE:** Measured from the nearest point between the sign and the groundline.

GROUND CLEARANCE FOR STEEL BEAM POSTS

The "Edge of Travel Way" is the edge line or the edge of driving lane.

The outer edge of the mainline sign shall be a minimum of 10' from the right of way line. The outer edge of the ramp sign shall not extend beyond the right of way line.

A minimum lateral clearance of 6' from pavement edge where lateral offsets are limited may be used.

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

The gore sign shall be installed in the paved gore area. The edges of the gore sign shall not extend beyond the shoulder edge. The minimum distance from the centerline of the posts to the back of the paved gore area is 2'.

Both the mounting height and ground clearance minimum dimensions are to be met for steel beam post installations.

NOTES

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

The maximum allowable longitudinal adjustments are:

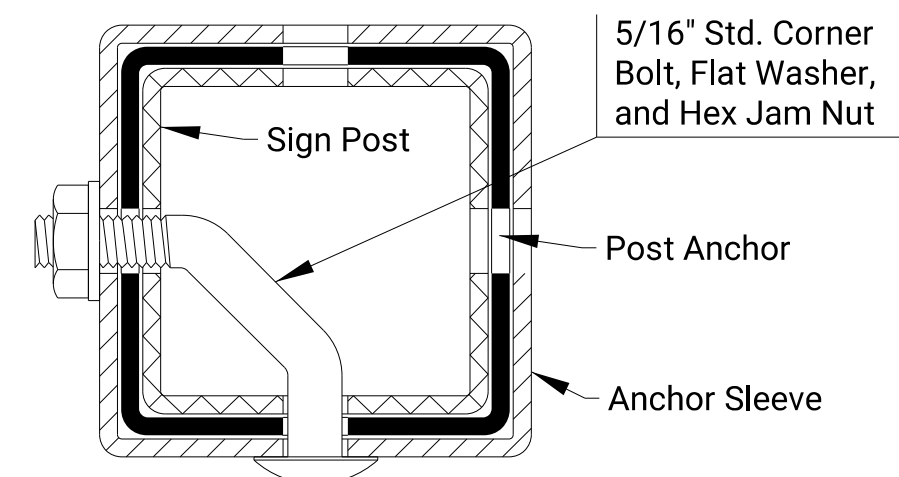
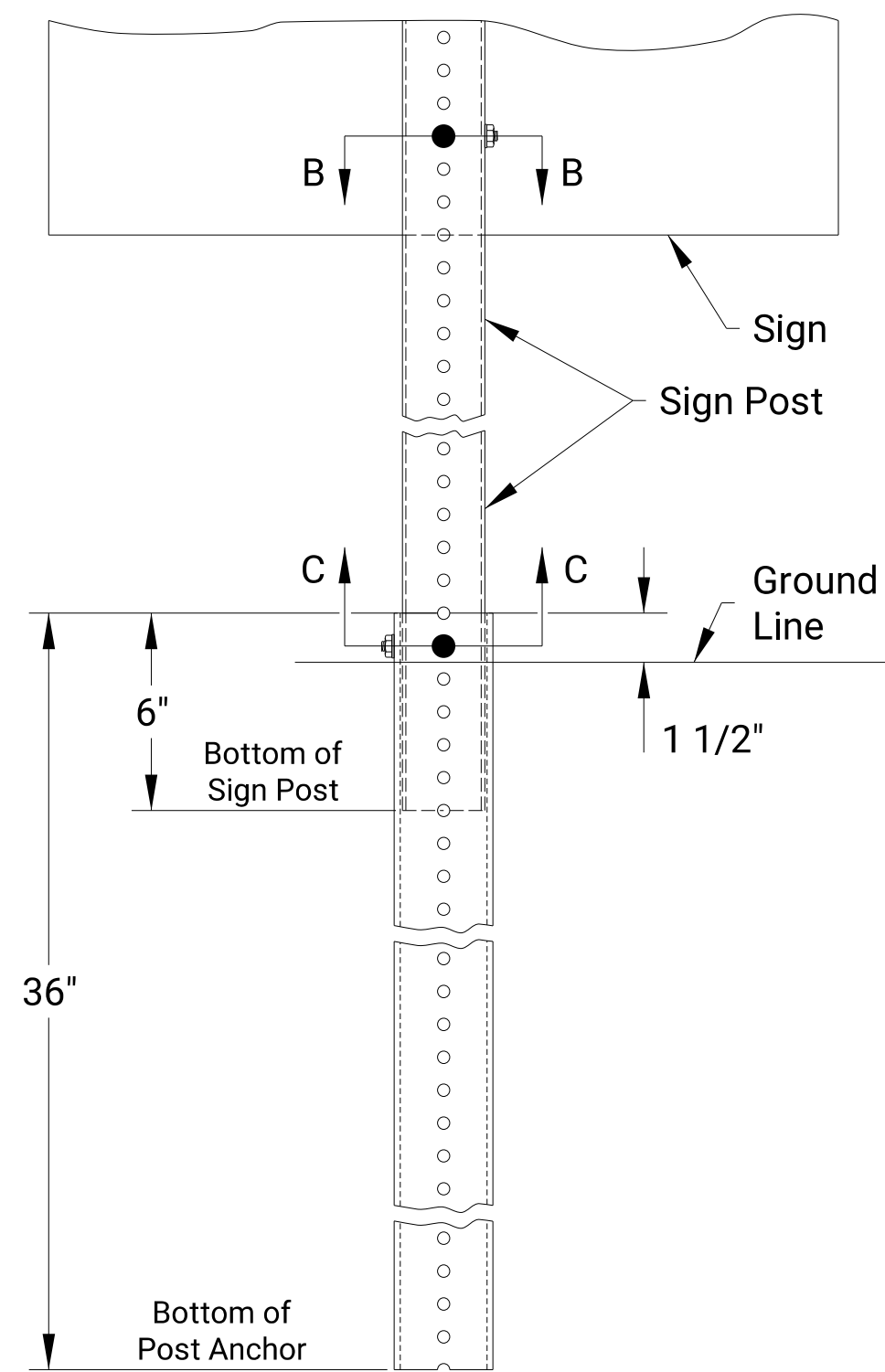
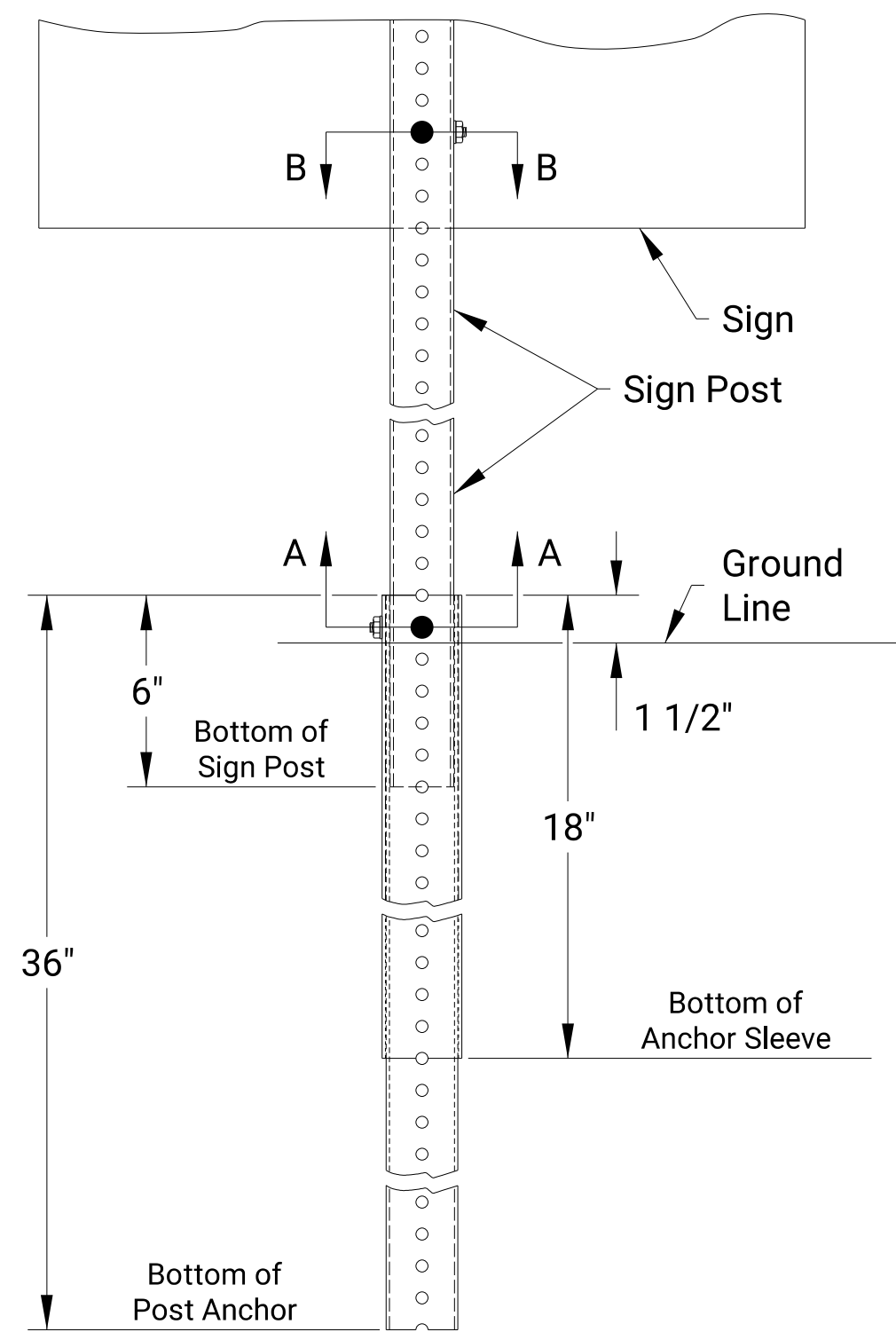
- Advance guide: 1320'
- Supplemental guide: 1320'
- Motorist service: 1320'
- Exit direction: 100'
- Mileage: 2640'
- Merge: 50'
- Mainline signs within an interchange: 50'
- Milepost or intermediate reference marker: 50'
- Ramp: 50'

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

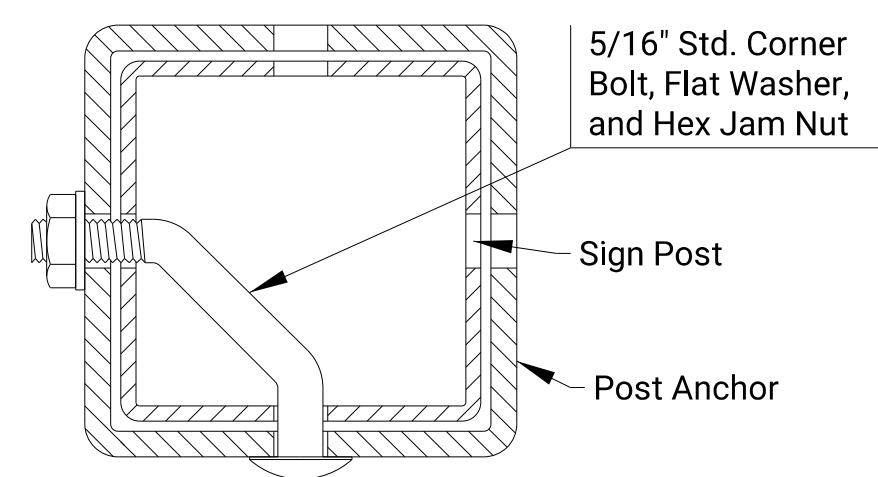
The minimum spacing between signs are:

- Mainline guide sign to mainline guide sign: 800'
- Mainline guide sign to regulatory, warning, route marker sign: 400'
- Ramp sign to ramp sign: 100'

NO.	DATE	REVISIONS	BY	APPD
KANSAS DEPARTMENT OF TRANSPORTATION MOUNTING HEIGHT & LATERAL OFFSET FOR FREEWAYS AND EXPRESSWAYS				
TE406				10/01/19
DESIGNED	D.D.G.	DETAILED	D.D.G.	QUANTITIES
DESIGN CK.	E.W.N.	DETAIL CK.	E.W.N.	QUAN. CK.
FHWA APPROVAL				10/01/2019
APPD				Eric W. Nichol
DESIGNED				TRACED
DESIGN CK.				TRACE CK.



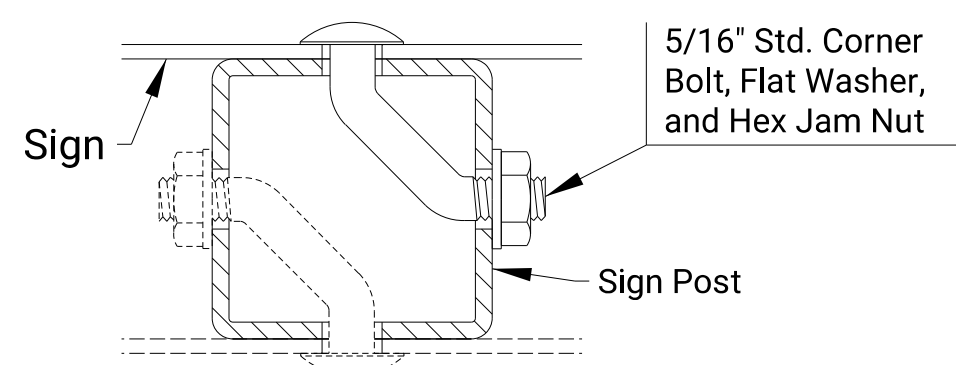
SECTION A-A



SECTION C-C

1 3/4", 2", OR 2 1/4" PSST SIGN POST

2 1/2" PSST SIGN POST



SECTION B-B

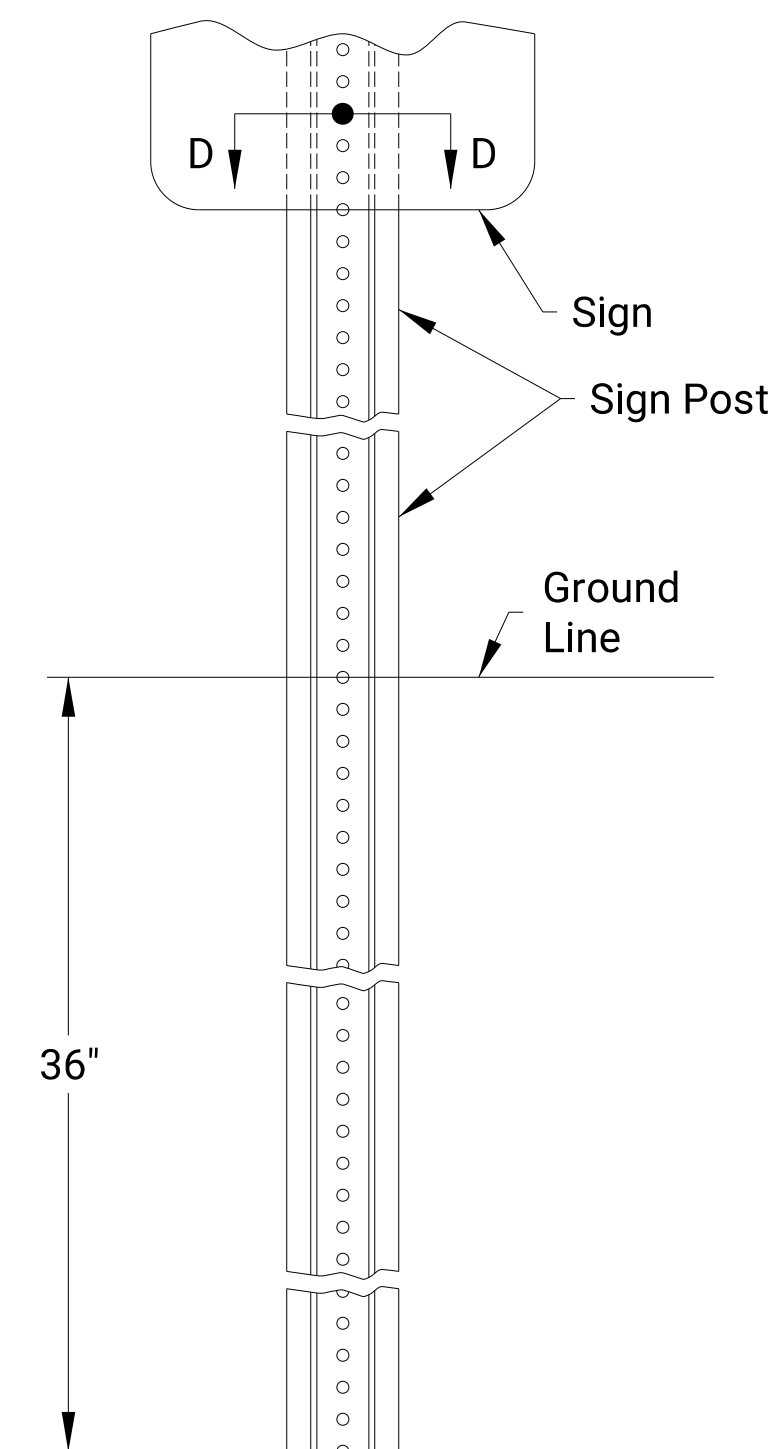
MATERIALS TABLE FOR SIGN POST AND FOOTING		
SIGN POST 12 GA. OR 14 GA.	FOOTING	
	POST ANCHOR	ANCHOR SLEEVE
1 3/4" X 1 3/4"	2" X 2" X 12 GA.	2 1/4" X 2 1/4" X 12 GA.
2" X 2"	2 1/4" X 2 1/4" X 12 GA.	2 1/2" X 2 1/2" X 12 GA.
2 1/4" X 2 1/4"	2 1/2" X 2 1/2" X 12 GA.	3" X 3" X 7 GA.
2 1/2" X 2 1/2"	3" X 3" X 7 GA.	Not Required

NOTE: 14 ga. posts must meet a certified minimum yield strength of 60,000 p.s.i.

INSTALLATION PROCEDURES

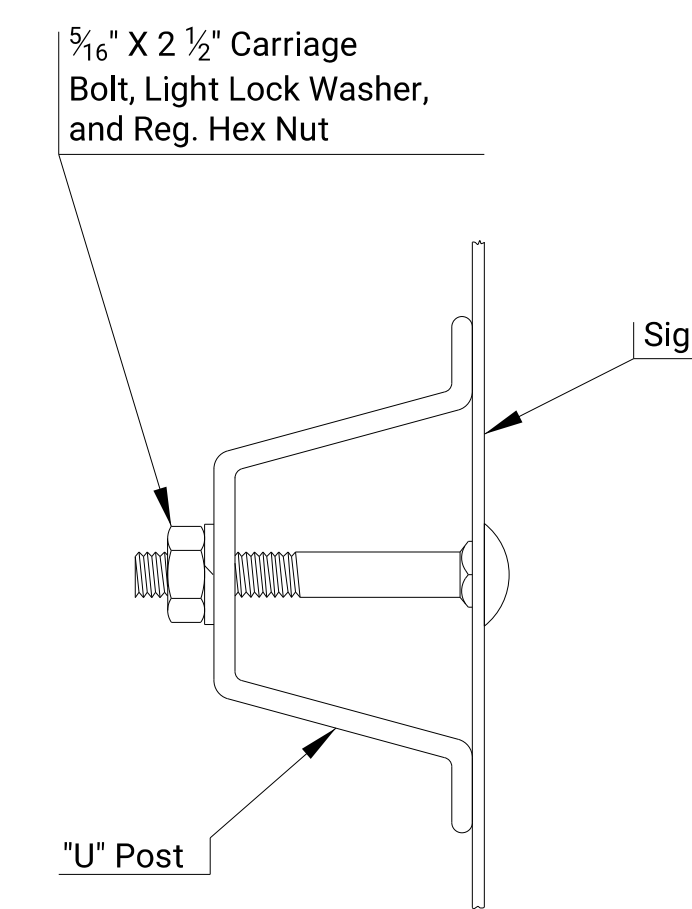
1. Plumb and drive post anchor into the ground 18", if anchor sleeve is required, or to the specified height above the ground line.
2. Install anchor sleeve (if required) on the post anchor and align the first holes above the ground line. Plumb and drive post anchor with anchor sleeve into the ground to the specified height above the ground line.
3. Install sign post into the post anchor.

PERFORATED SQUARE STEEL TUBE POST (PSST)

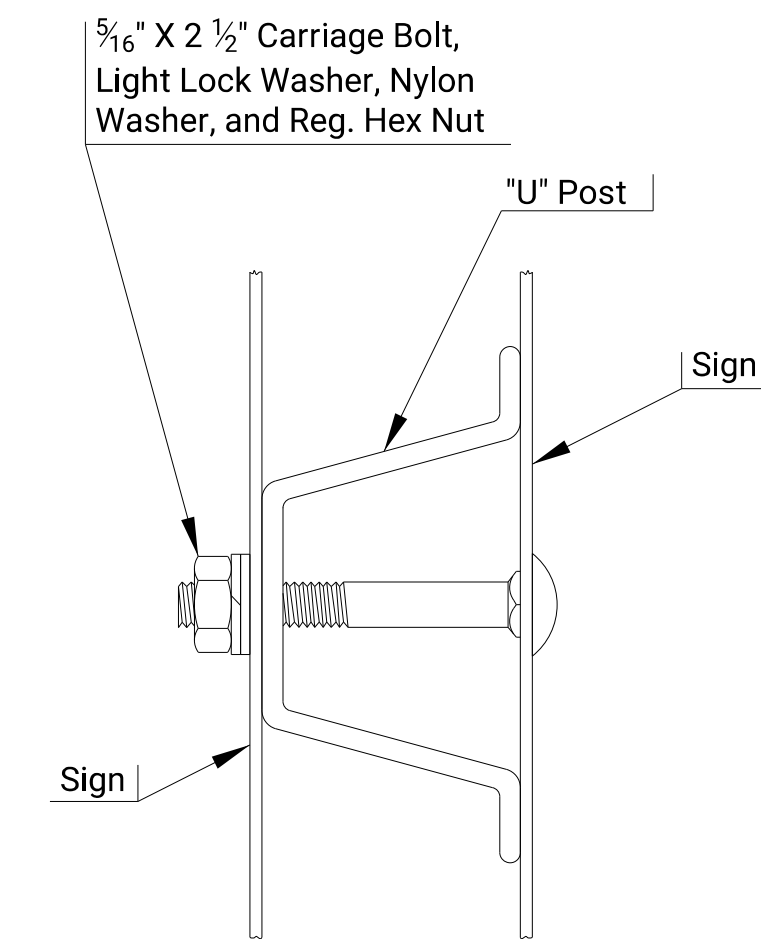


TYPICAL

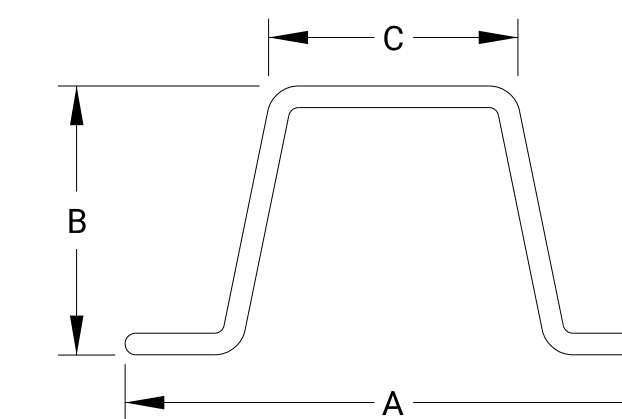
STEEL "U" POST



SECTION D-D
(TYPICAL)



SECTION D-D
(BACK TO BACK)



DIM.	2 LBS/FT	3 LBS/FT
A	3 1/8"	3 1/2"
B	1 17/32"	1 3/4"
C	1 1/4"	1 5/8"

(Dimensions are nominal)

"U" POST

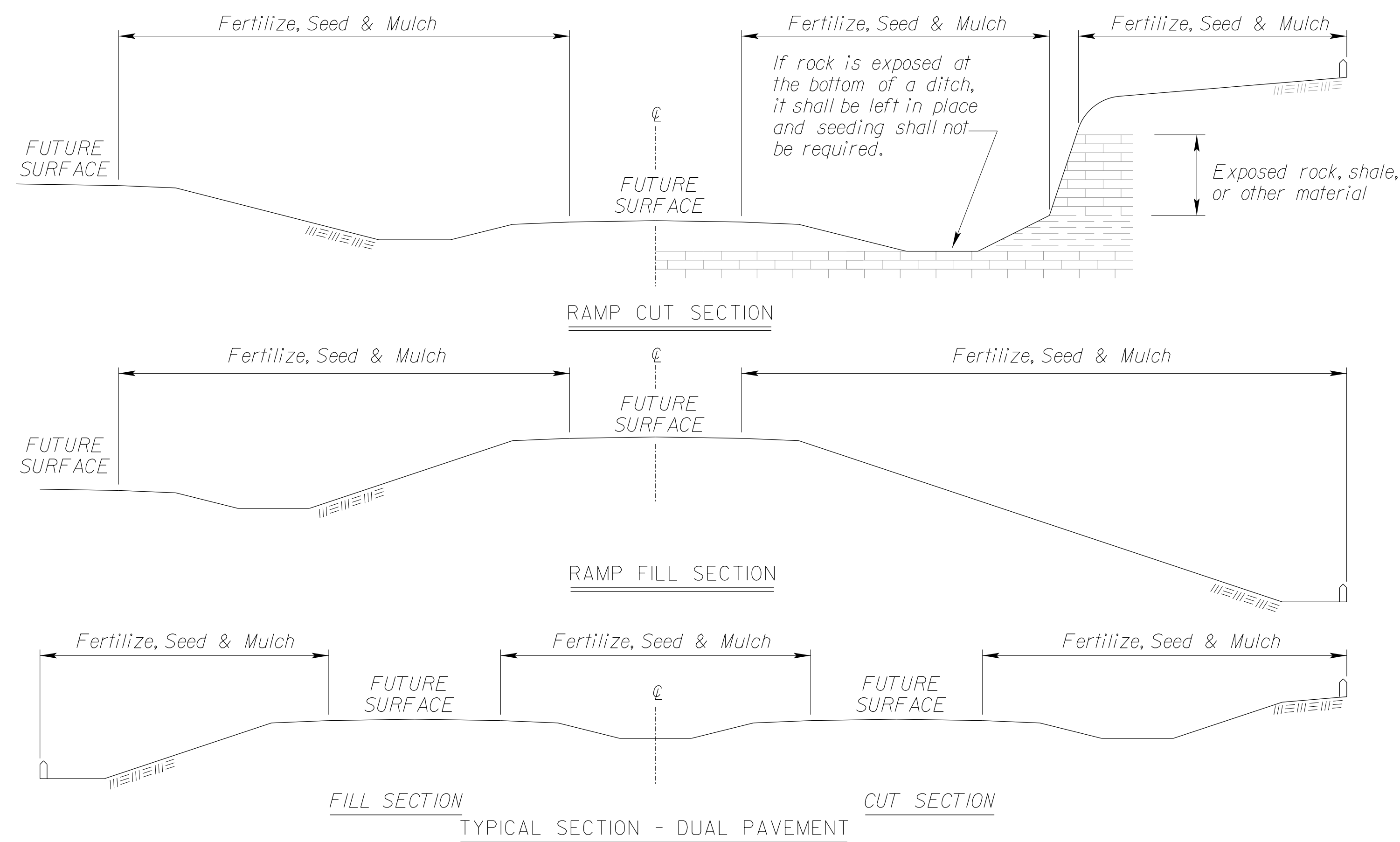
NO.	DATE	REVISIONS	BY	APPD

KANSAS DEPARTMENT OF TRANSPORTATION
DETAILS FOR PERFORATED
SQUARE STEEL TUBE POSTS (PSST)
AND STEEL "U" POSTS

TE466 10/01/19

DESIGNED	D.D.G.	DETAILED	D.D.G.	QUANTITIES	TRACED
DESIGN CK.	E.W.N.	DETAIL CK.	E.W.N.	QUAN. CK.	TRACE CK.

10/01/19



FERTILIZER: A ratio and application rate that equals or exceeds the required minimum rate per acre of N, P₂O₅, K₂O listed in Summary of Quantities will be acceptable.

- * - N = Nitrogen Rate of Application
- ** - P₂O₅ = Phosphorous Rate of Application
- *** - K₂O = 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		0.83		Temporary Fertilizer (15 - 30 - 15)		LB
20		0.83		Temporary Seed (Canada Wildrye)		LB
45		0.83		Temporary Seed (Grain Oats)		LB
45		0.83		Temporary Seed (Sterile Wheatgrass)		LB
	109.9			Soil Erosion Mix	42.8	LB
				Erosion Control(Class 1, Type C)	1,890	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)	100	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')	1,160	LF
				Filter Sock (18')	580	LF
				Geotextile (Erosion Control)		SQ YD
				Silt Fence	250	LF
				SWPPP Design †		LS
				SWPPP Inspection †		EACH
				Water Pollution Control Manager †		EACH
900 lbs / acre				Mulch Tacking Slurry		LB
2 tons / acre				Mulching		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)	0.2
4.5	Buffalograss Seed (Treated)	1.8
45	Perennial Ryegrass Seed	17.6
2.6	Prairie Junegrass Seed	1.0
6.3	Side Oats Grama Grass Seed (El Reno)	2.5
45	Tall Fescue (Endophyte Free)	17.6
6	Western Wheatgrass Seed (Barton)	2.3
109.9	Total (lb)	42.8

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	QUANTITIES	CADD
DESIGN CK.	SHS	DETAIL CK.	SHS	QUAN. CK.	CADD CK.

Std. Base File:
 Plotted By: CAM
 File: Erosion Stds.dgn
 Plot Location: \$UNIT\$
 Plot Date: 8/24/2022 3:29:29 PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	95	106

DITCH CHECK (NON-ROCK)	
LOCATION	LENGTH (ft.)
I Rd.-Sta. 45+30, Rt./Lt.	20
I Rd.-Sta. 45+78, Lt.	20
I Rd.-Sta. 46+84, Lt.	20
I Rd.-Sta. 69+40, Lt.	20
I Rd.-Sta. 79+04, Rt.	20
K Rd.-Sta. 10+38, Rt./Lt.	20
K Rd.-Sta. 10+82, Rt./Lt.	20
K Rd.-Sta. 14+28, Lt.	20
K Rd.-Sta. 64+12, Rt./Lt.	20
K Rd.-Sta. 180, Rt.	20
K Rd.-Sta. 188+28, Lt.	20
K Rd.-Sta. 208+70, Lt.	20
K Rd.-Sta. 222+73, Lt.	20
M Rd.-Sta. 25+40, Rt.	20
M Rd.-Sta. 30+25, Rt.	20
M Rd.-Sta. 36+22, Rt.	20
M Rd.-Sta. 37+75, Rt.	20
N Rd.-Sta. 116+21, Rt./Lt.	20
N Rd.-Sta. 129+25, Rt.	20
N Rd.-Sta. 152+66, Lt.	20
N Rd.-Sta. 168+49, Rt.	20
N Rd.-Sta. 168+85, Lt.	20
N Rd.-Sta. 195+00, Lt.	20
N Rd.-Sta. 208+05, Rt.	20
O Rd.-Sta. 199+05, Rt.	20
O Rd.-Sta. 253+57, Lt.	20
P Rd.-Sta. 23+59, Rt.	20
P Rd.-Sta. 27+14, Rt.	20
P Rd.-Sta. 28+79, Rt.	20
P Rd.-Sta. 51+06, Lt.	20
Q Rd.-Sta. 69+72, Lt.	20
142nd-Sta. 250+35, Rt./Lt.	20
142nd-Sta. 254+18, Rt.	20
150th-Sta. 18+82, Rt.	20
150th-Sta. 38+24, Rt.	20
150th-Sta. 47+12, Rt.	20
150th-Sta. 142+24, Rt.	20
150th-Sta. 160+75, Lt.	20
150th-Sta. 160+91, Rt.	20
150th-Sta. 168+75, Rt.	20
150th-Sta. 168+75, Lt.	20
150th-Sta. 192+03, Rt.	20
150th-Sta. 192+28, Lt.	20
150th-Sta. 218+78, Rt.	20
150th-Sta. 237+95, Rt.	20
150th-Sta. 271+17, Rt./Lt.	20
150th-Sta. 271+66, Rt./Lt.	20
158th Rd.-Sta. 310+58, Lt.	20
158th Rd.-Sta. 323+93, Rt.	20
158th Rd.-Sta. 376+63, Lt.	20
158th Rd.-Sta. 544+08, Lt.	20
158th Rd.-Sta. 548+12, Rt.	20
158th Rd.-Sta. 586+35, Rt.	20
158th Rd.-Sta. 586+35, Lt.	20
158th Rd.-Sta. 619+97, Lt.	20
158th Rd.-Sta. 622+70, Lt.	20
158th Rd.-Sta. 623+16, Rt.	20
158th Rd.-Sta. 834+94, Rt.	20
TOTAL DITCH CHECK (NON-ROCK)= 1,160 LIN. FT.	

Erosion Control (Class 1, Type C)	
PIPE LOCATION	QUANTITY (Sq. Yds.)
I Rd.-Sta. 45+30, Rt./Lt.	30
I Rd.-Sta. 45+78, Lt.	30
I Rd.-Sta. 46+84, Lt.	30
I Rd.-Sta. 69+40, Lt.	30
I Rd.-Sta. 79+04, Rt.	30
K Rd.-Sta. 10+38, Rt./Lt.	30
K Rd.-Sta. 10+82, Rt./Lt.	30
K Rd.-Sta. 14+28, Lt.	30
K Rd.-Sta. 64+12, Rt./Lt.	30
K Rd.-Sta. 188+28, Lt.	30
K Rd.-Sta. 222+73, Lt.	30
M Rd.-Sta. 25+40, Rt.	30
M Rd.-Sta. 30+25, Rt.	30
M Rd.-Sta. 36+22, Rt.	30
M Rd.-Sta. 37+75, Rt.	30
N Rd.-Sta. 116+21, Rt./Lt.	30
N Rd.-Sta. 129+25, Rt.	30
N Rd.-Sta. 152+66, Lt.	30
N Rd.-Sta. 168+49, Rt.	30
N Rd.-Sta. 168+85, Lt.	30
N Rd.-Sta. 195+00, Lt.	30
N Rd.-Sta. 208+05, Rt.	30
O Rd.-Sta. 199+05, Rt.	30
O Rd.-Sta. 215+90, Lt.	30
O Rd.-Sta. 253+57, Lt.	30
O Rd.-Sta. 255+41, Rt./Lt.	30
P Rd.-Sta. 23+59, Rt.	30
P Rd.-Sta. 27+14, Rt.	30
P Rd.-Sta. 28+79, Rt.	30
P Rd.-Sta. 51+06, Lt.	30
Q Rd.-Sta. 69+72, Lt.	30
142nd-Sta. 250+35, Rt./Lt.	30
142nd-Sta. 254+18, Rt.	30
150th-Sta. 18+82, Rt.	30
150th-Sta. 38+24, Rt.	30
150th-Sta. 47+12, Rt.	30
150th-Sta. 142+24, Rt.	30
150th-Sta. 160+75, Lt.	30
150th-Sta. 160+91, Rt.	30
150th-Sta. 168+75, Rt.	30
150th-Sta. 168+75, Lt.	30
150th-Sta. 192+03, Rt.	30
150th-Sta. 192+28, Lt.	30
150th-Sta. 218+78, Rt.	30
150th-Sta. 237+95, Rt.	30
150th-Sta. 271+17, Rt./Lt.	30
150th-Sta. 271+66, Rt./Lt.	30
158th Rd.-Sta. 310+58, Lt.	30
158th Rd.-Sta. 323+93, Rt.	30
158th Rd.-Sta. 376+63, Lt.	30
158th Rd.-Sta. 375+53, Rt.	30
158th Rd.-Sta. 544+08, Lt.	30
158th Rd.-Sta. 548+12, Rt.	30
158th Rd.-Sta. 586+35, Rt.	30
158th Rd.-Sta. 586+35, Lt.	30
158th Rd.-Sta. 619+97, Lt.	30
158th Rd.-Sta. 622+70, Lt.	30
158th Rd.-Sta. 623+16, Rt.	30
158th Rd.-Sta. 766+65, Rt.	30
158th Rd.-Sta. 782+25, Rt.	30
158th Rd.-Sta. 825+00, Rt.	30
158th Rd.-Sta. 834+15, Lt.	30
158th Rd.-Sta. 834+94, Rt.	30
TOTAL Erosion Control(Class 1, Type C)= 1,890 SQ. YDS.	

NOTE: The quantity shown for each pipe location accounts for the amount required to cover both ends of the pipe.

Std. Base File: la852a-ec.dgn
 Plotted By: CAM
 File: Erosion Stds.dgn
 Plot Date: 8/24/2022 3:29:30 PM
 Plot Location: \$UNIT\$/

4				
3				
2				
1				
NO.	DATE	REVISIONS	BY	APP'D
KANSAS DEPARTMENT OF TRANSPORTATION				
EROSION CONTROL SEEDING-SODDING				
LA852A-EC				
F.H.W.A. APPROVAL	1/04/2006	APP'D	Scott H. Shields	
DESIGNED	MRM	DETAILED	MRM	QUANTITIES
DESIGN CK.	SHS	DETAIL CK.	SHS	QUAN. CK.
			TRACED	MRM
			TRACE CK.	SHS

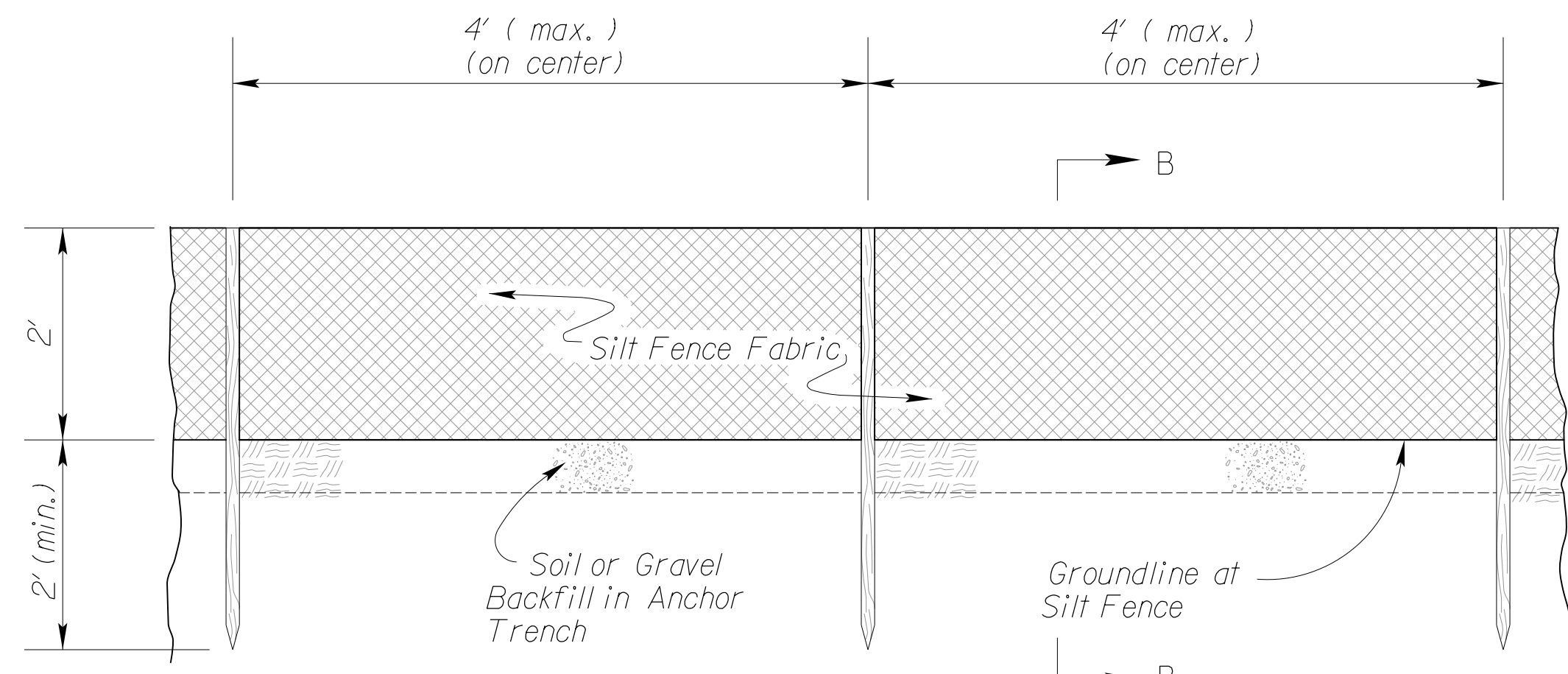
INSTALLATION NOTES

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 - 1.25 lbs. per 1'-0"; or
 - Synthetic - same strength as wood stakes.
- Cross pieces shall be of same material as stakes.
- Attach fence fabric securely on 6" centers (max.).
- Use of high flow material is acceptable.
- Refer to plan sheets to estimate the length of silt fence required.

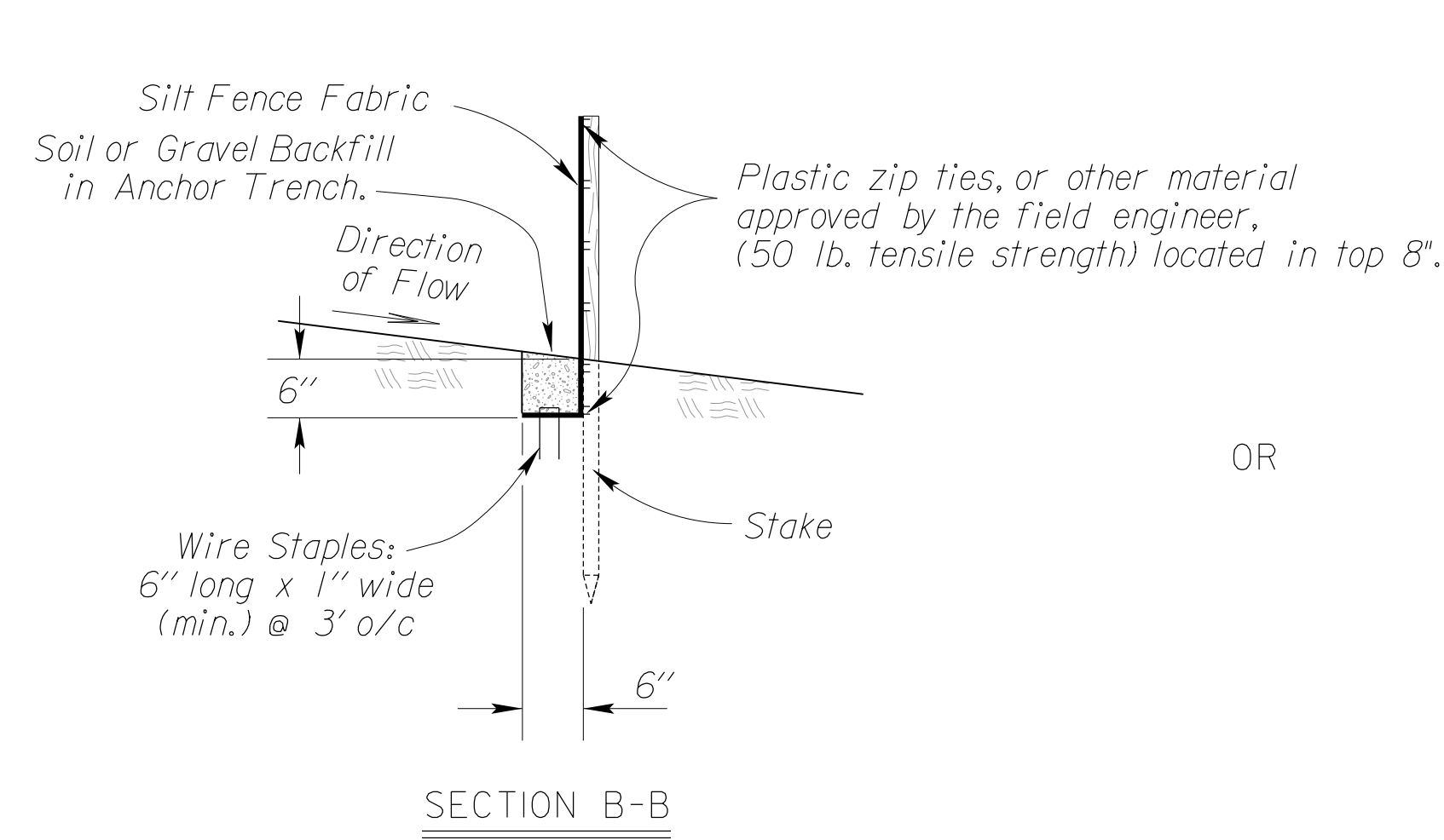
BIODEGRADABLE LOG BARRIERS

- Place biodegradable logs tightly together.
- Wood stakes shall be 2" x 2" (nom.).
- Wire staples shall be 6" long x 1" wide (min.) and placed on 4' (max.) centers.
- Refer to plan sheets to estimate length of biodegradable log barriers required.
- Logs should be keyed into the ground at a minimum of 25% of its height.
- Length of stakes should be 2 times the height of the log at a minimum.

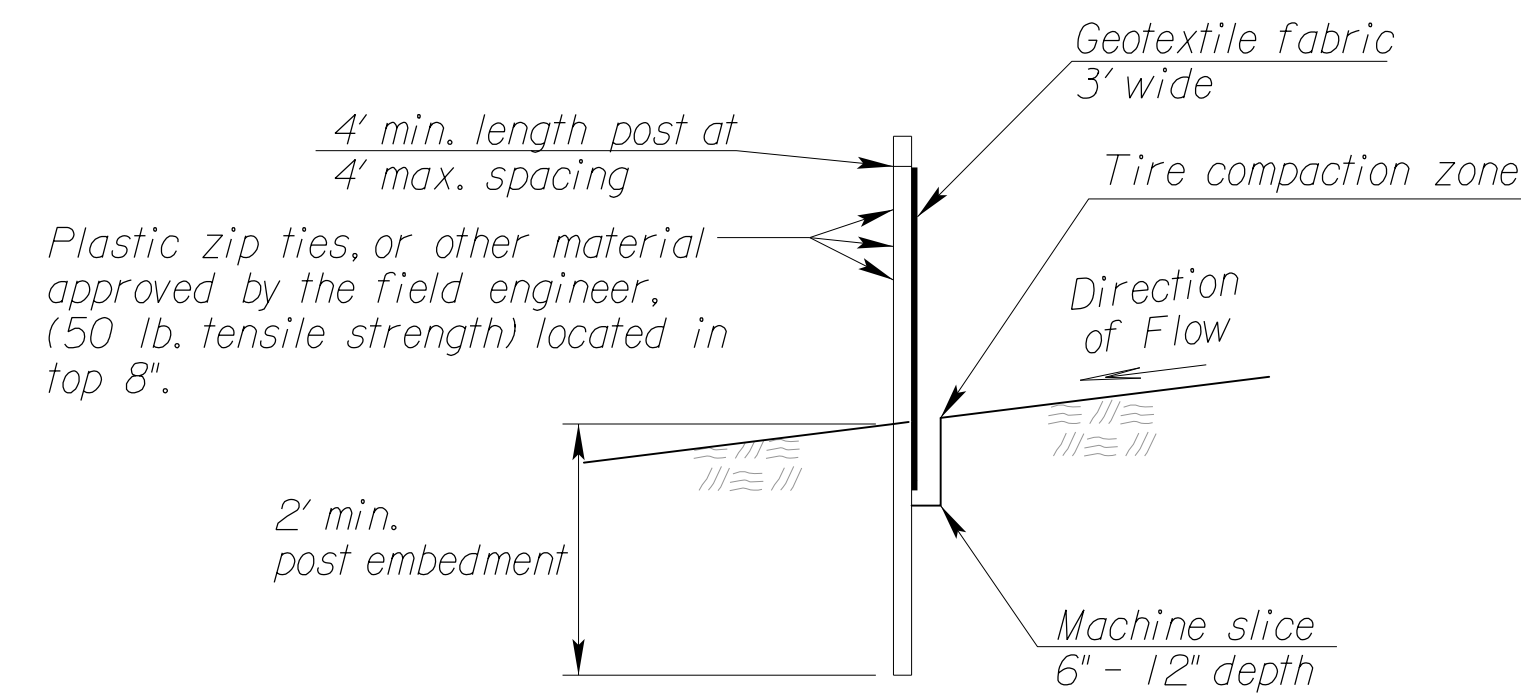


TYPICAL ELEVATION

SILT FENCE SLOPE BARRIER
NO SCALE



SECTION B-B



SECTION B-B

Biodegradable Logs, Straw Wattles & Sediment Logs

		PRODUCT		
		9" Sediment Log & 9" Straw Wattle (ft)	12" Sediment Log & 12" Straw Wattle (ft)	20" Sediment Log & 20" Straw Wattle (ft)
Slope Gradient	≤ 4H:1V	40	60	80
	3H:1V	30	45	60
	2H:1V	20	30	40
	1H:1V	10	15	20

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

9" and 12" material should only be used in areas which have been seeded and mulched. 20" material should be used in all other areas. Deviations should be approved by the Field Engineer.

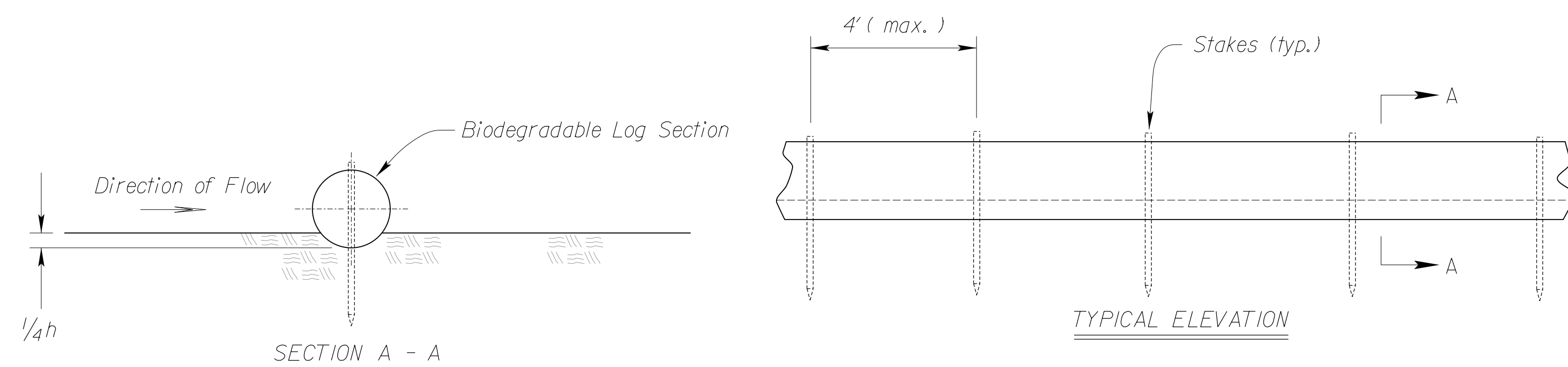
GENERAL NOTES

- The slope barriers shall be placed along contour lines, with a short section turned upgrade at each end of the barrier. The maximum length of the slope barrier shall not exceed 250 feet, and the barrier ends need to be staggered.
- At culverts, the Silt Fence shall be placed over the culvert, not through the streambed flowline.
- Barriers 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.

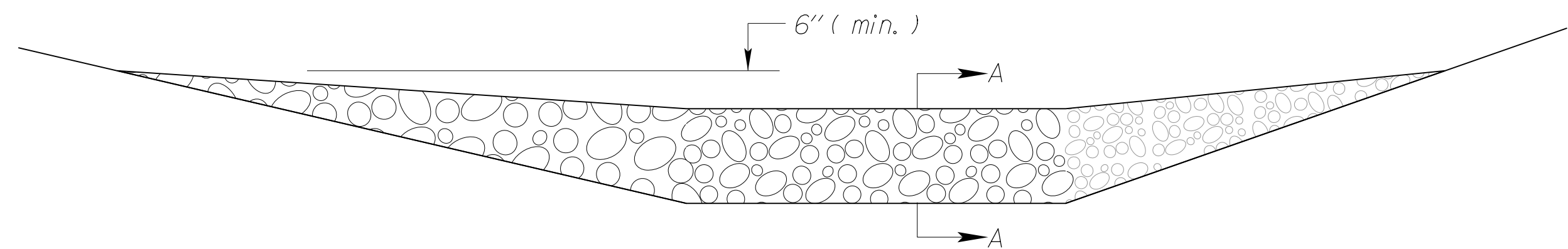
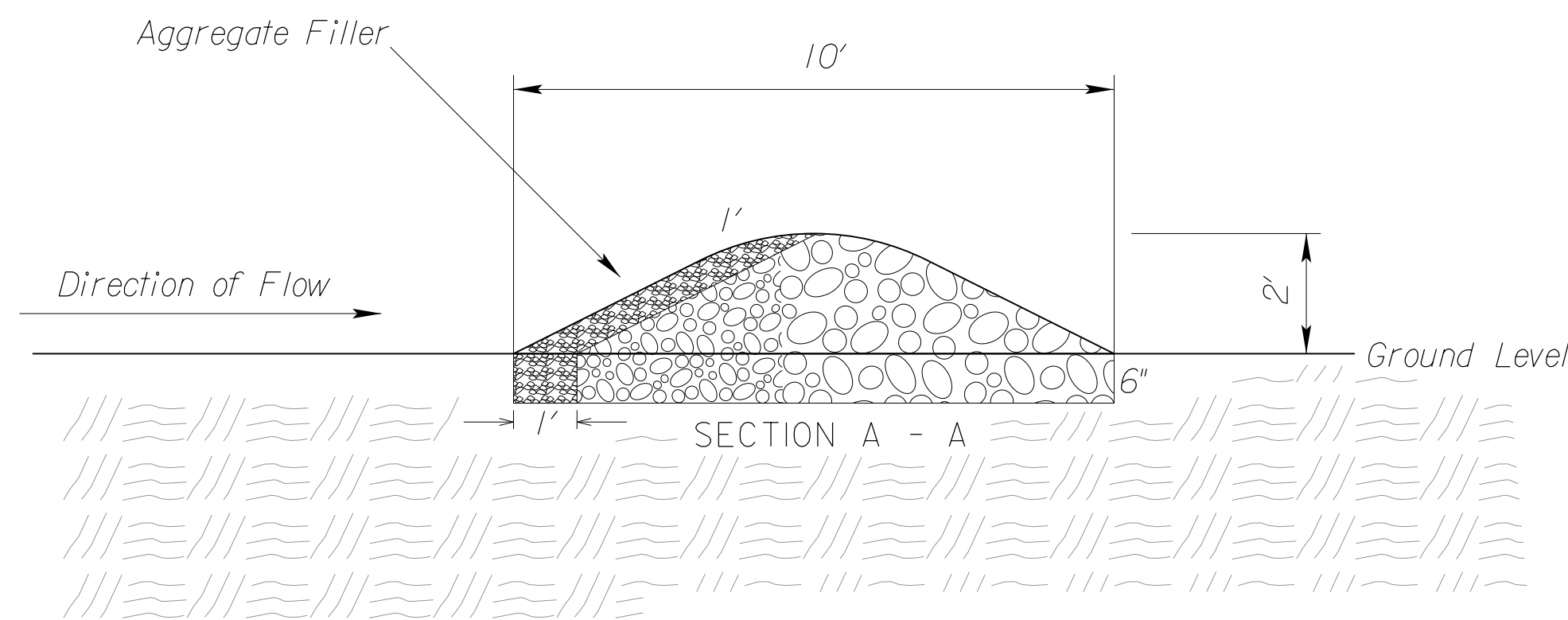
1	6/01/13	Revised Standard	MRM	SHS
2	3/01/13	Revised Standard	MRM	SHS
1	9/01/10	Revised Standard	MRM	SHS
NO.	DATE	REVISIONS	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION				
TEMPORARY EROSION AND POLLUTION CONTROL				
SILT FENCE SLOPE BARRIERS				
BIODEGRADABLE LOG SLOPE BARRIERS				
LA852D				
DESIGNED	MRM	5/14/2013	APP'D	Scott H. Shields
DESIGN CK.	SHS	DETAIL CK.	QUANTITIES	CADD CK.

Std. Base File: Plot Location: \$/UNIT/\$
 Plotted By: CAM
 File: Erosion Sids.dgn
 Plot Date: 8/24/2022 3:29:30 PM



BIODEGRADABLE LOG SLOPE BARRIER
NO SCALE



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

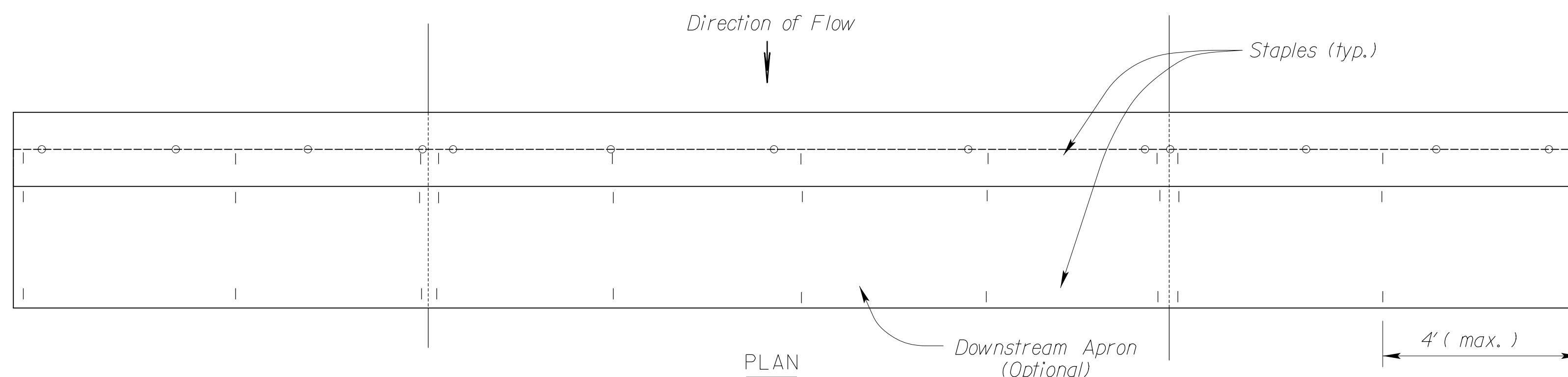
NOTE: Use this spacing for Rock Ditch Checks only.

ROCK DITCH CHECK NOTES

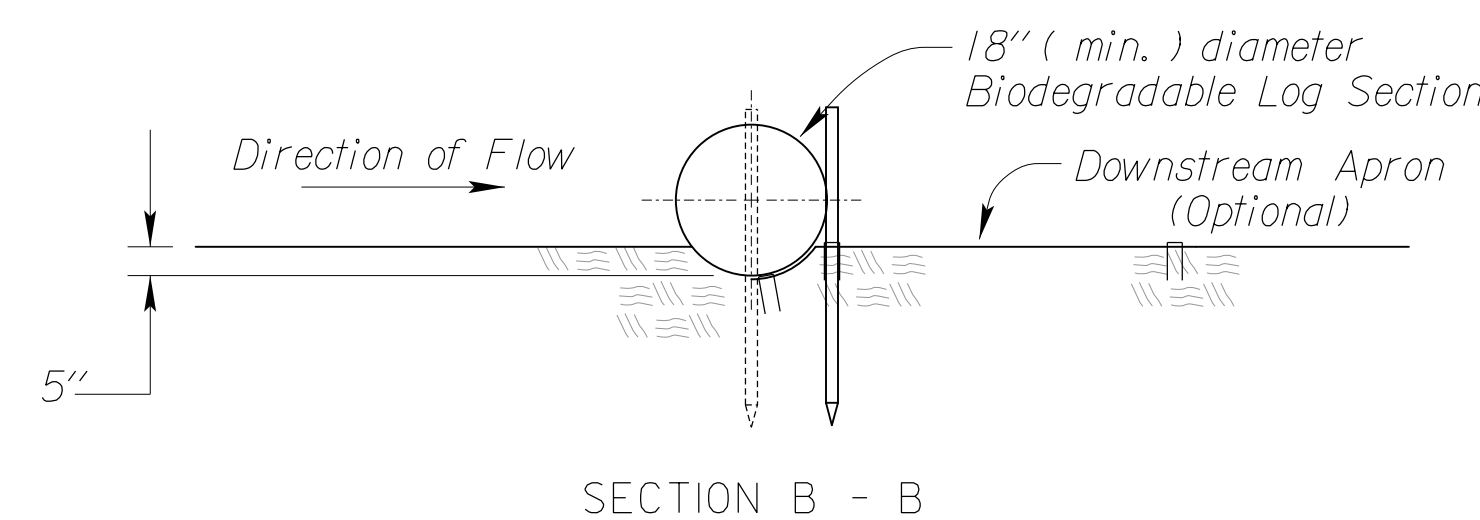
1. Rock shall be clean aggregate, D50-6" and aggregate filler.
2. Place rock in such manner that water will flow over, not around ditch check.
3. Do not use rock ditch checks in clear zone.
4. Excavation: The ditch area shall be reshaped to fill any eroded areas. Prior to placement of the rock, the ditch 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

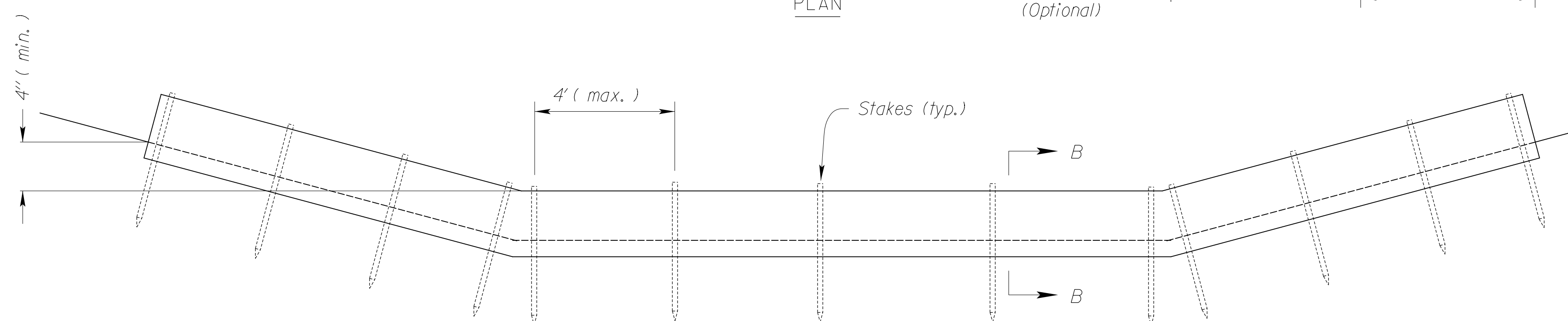
1. Use as many biodegradable log sections as necessary to ensure water does not flow around end of ditch check.
2. Overlap sections a minimum of 18".
3. Stakes shall be wood or steel according to Section 2114 of the Standard Specifications. Length of stakes shall be a minimum of 2 x the diameter of the 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.



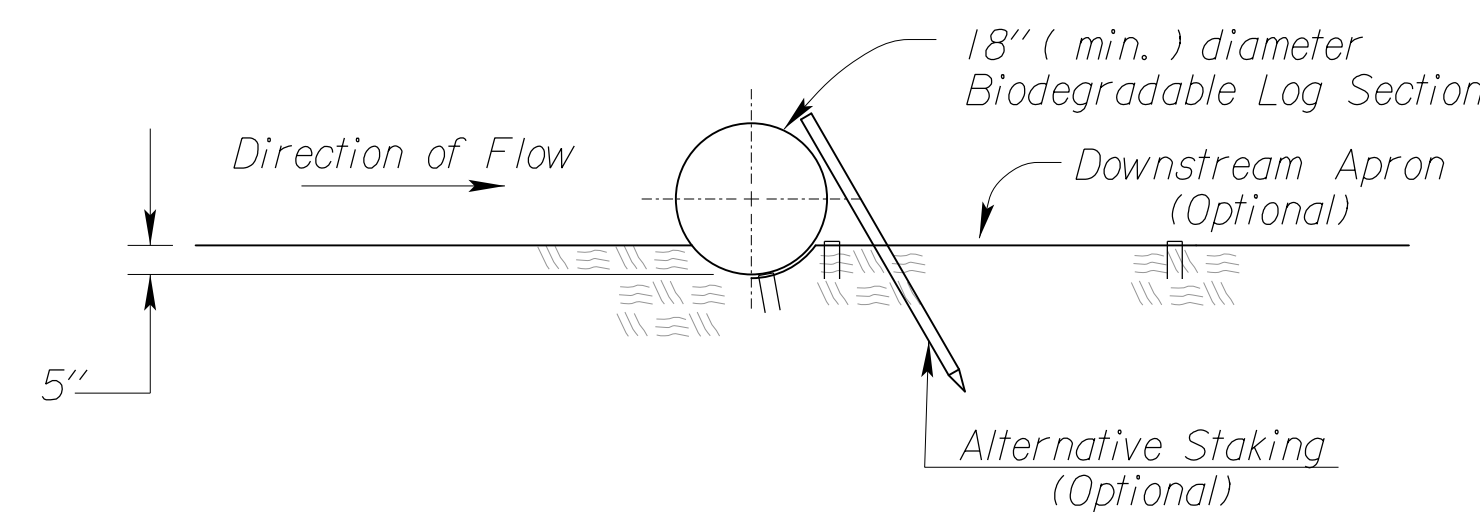
PLAN



SECTION B - B



TYPICAL ELEVATION



ALT. DETAIL OPTIONAL

BIODEGRADABLE LOG DITCH CHECK

OR Filter Sock Ditch Check
NO SCALE

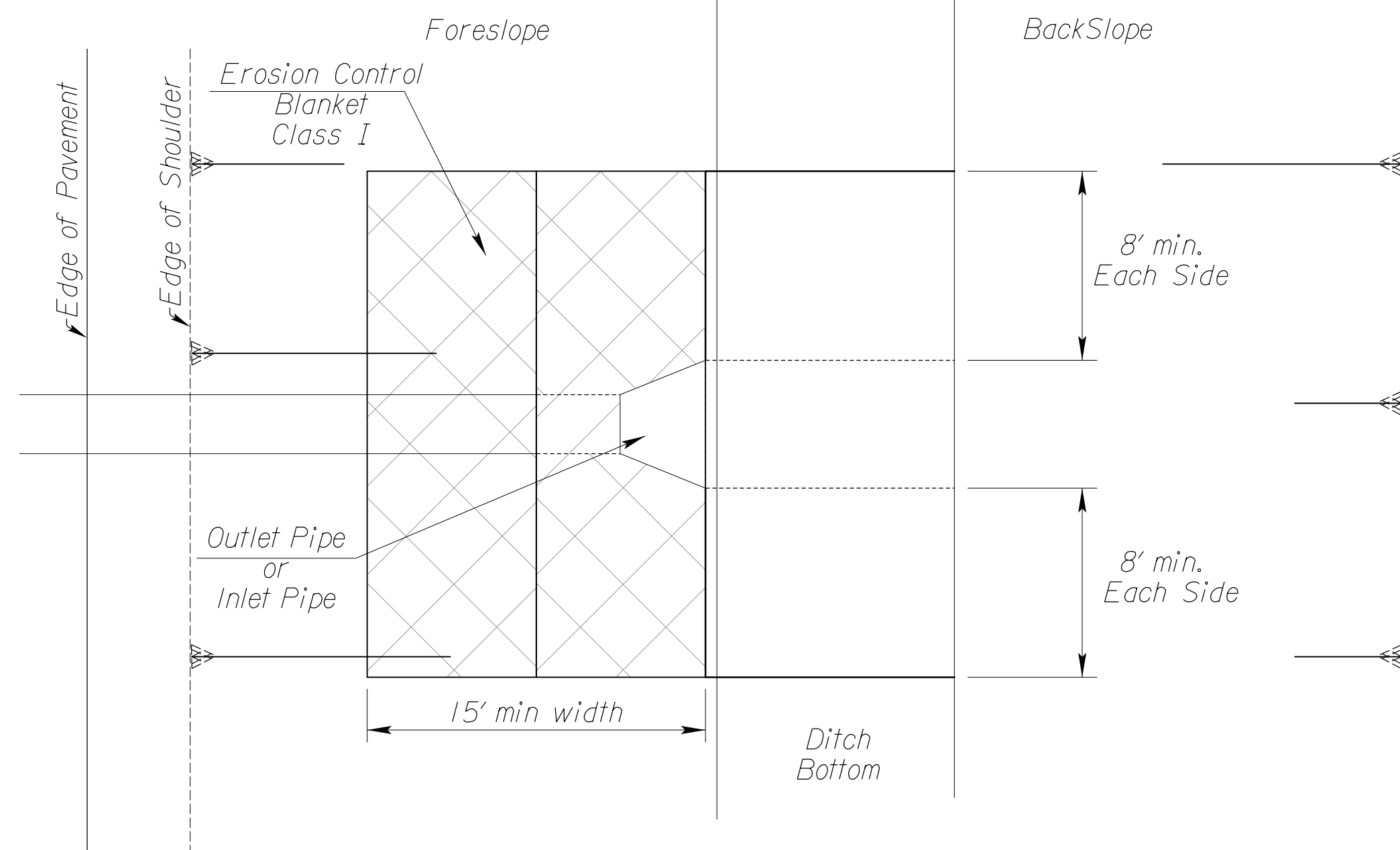
NO.	DATE	REVISIONS	BY	APP'D
3	11/19/20	Revised Standard	MRD	ML
2	8/10/16	Revised Standard	RAA	SHS
1	10/21/15	Revised Standard	RAA	SHS

KANSAS DEPARTMENT OF TRANSPORTATION			
TEMPORARY EROSION AND POLLUTION CONTROL			
ROCK DITCH CHECKS			
BIODEGRADABLE LOG DITCH CHECKS			
LA852G			
DESIGNED	ML	11/19/2020	APP'D Mervin Lare
DESIGN CK.	ML	DETAIL CK.	ML
QUANTITIES	DK	CADD	RAA
ML	ML	CADD CK.	RAA

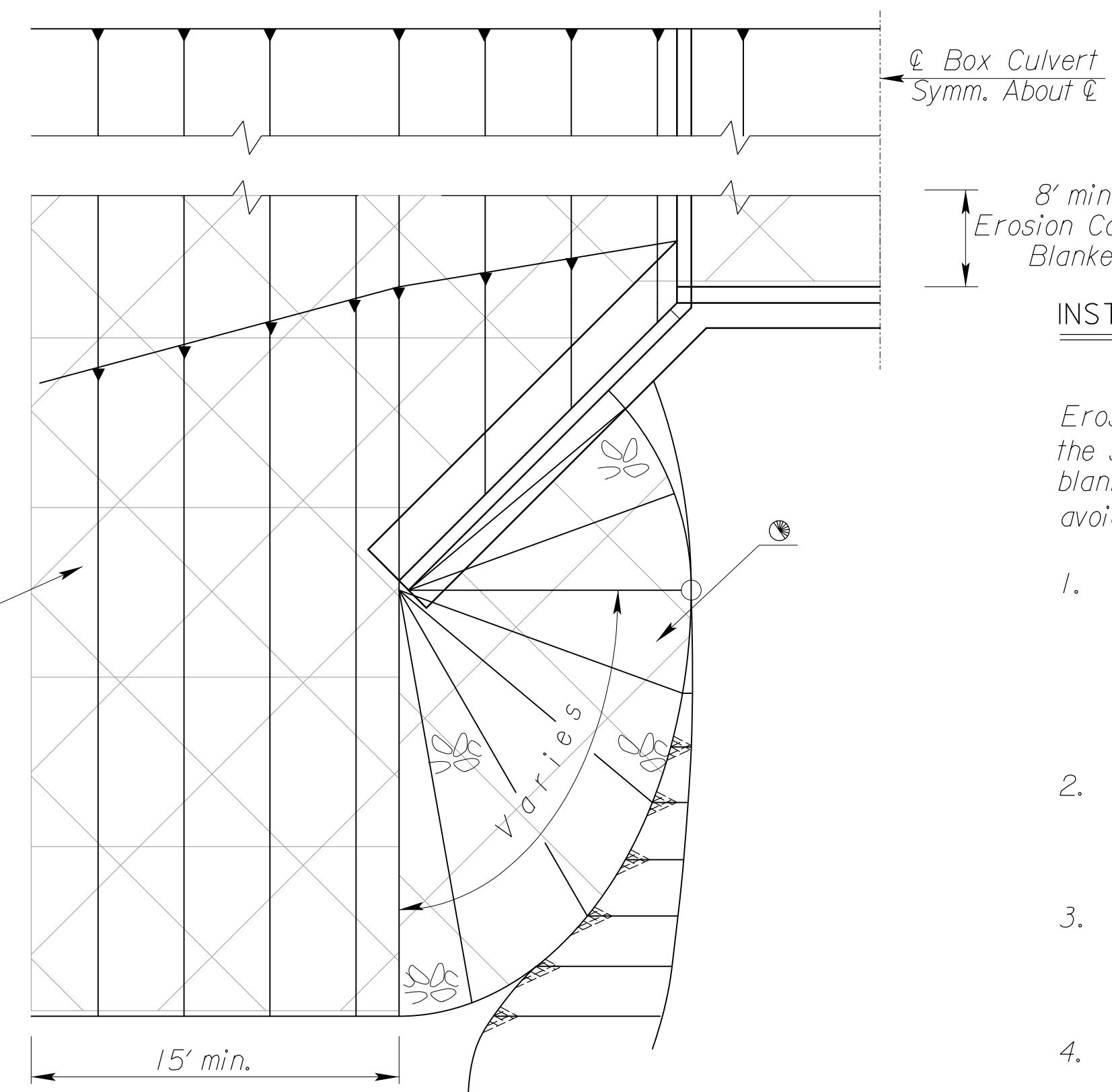
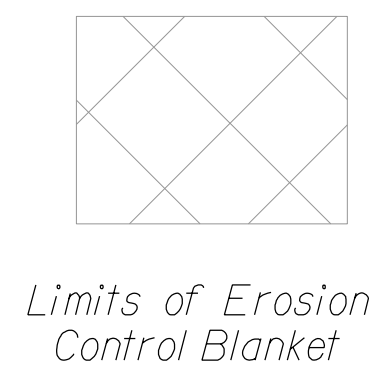
Std. Base File: la852g.dgn
 Plotted By: CAM
 File: Erosion Sids.dgn
 Plot Date: 8/24/2022 3:29:30 PM
 Plot Location: \$UNIT\$/

CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	98	106



PARTIAL PLAN PIPE



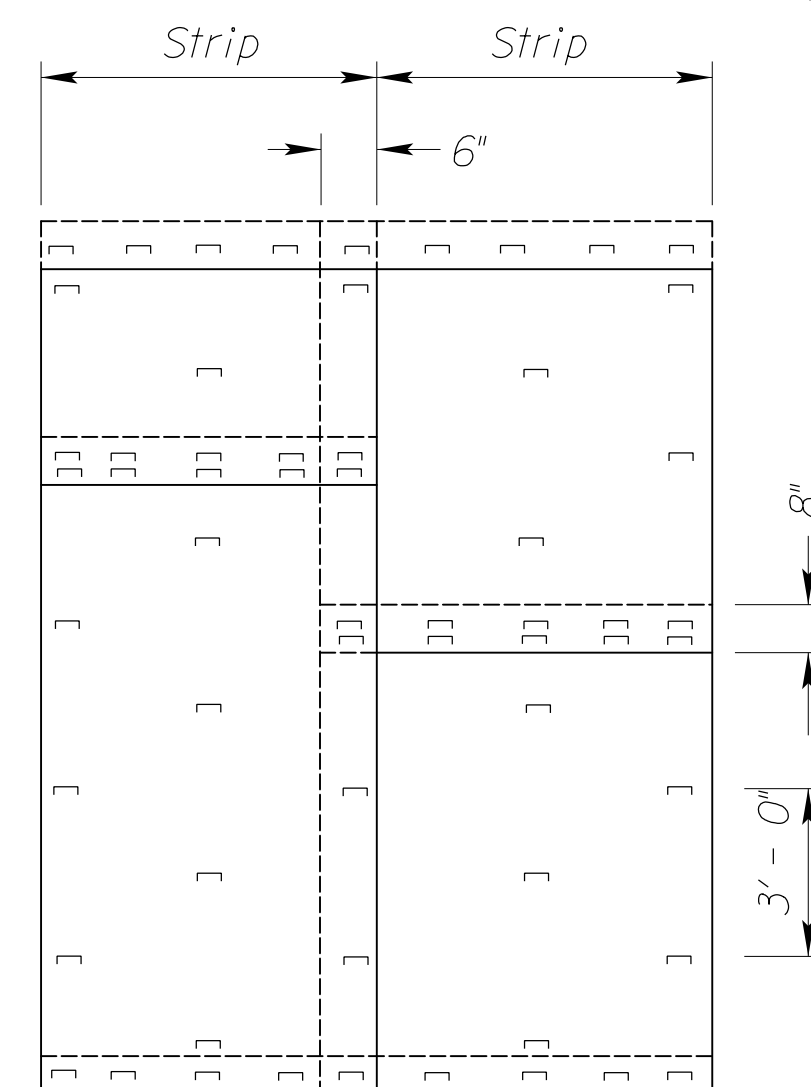
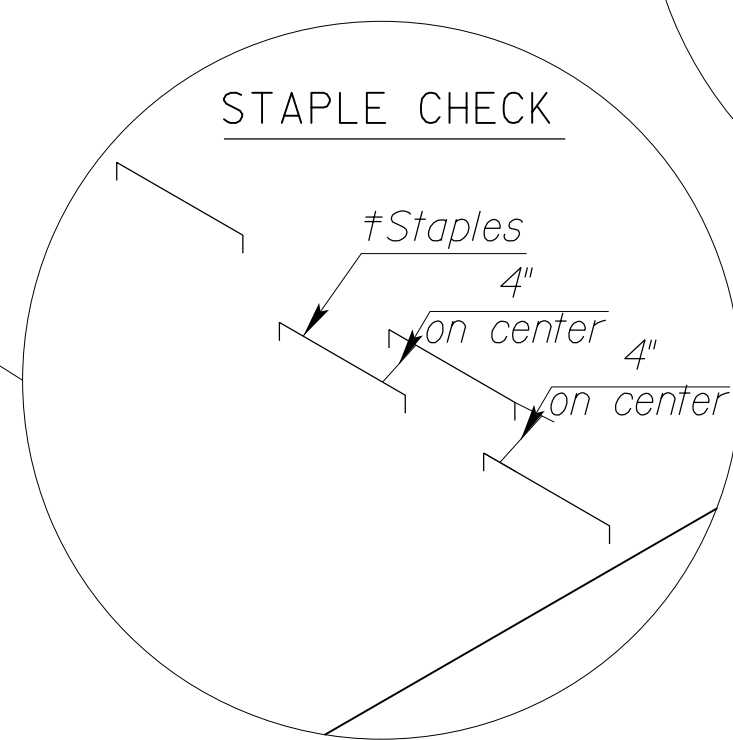
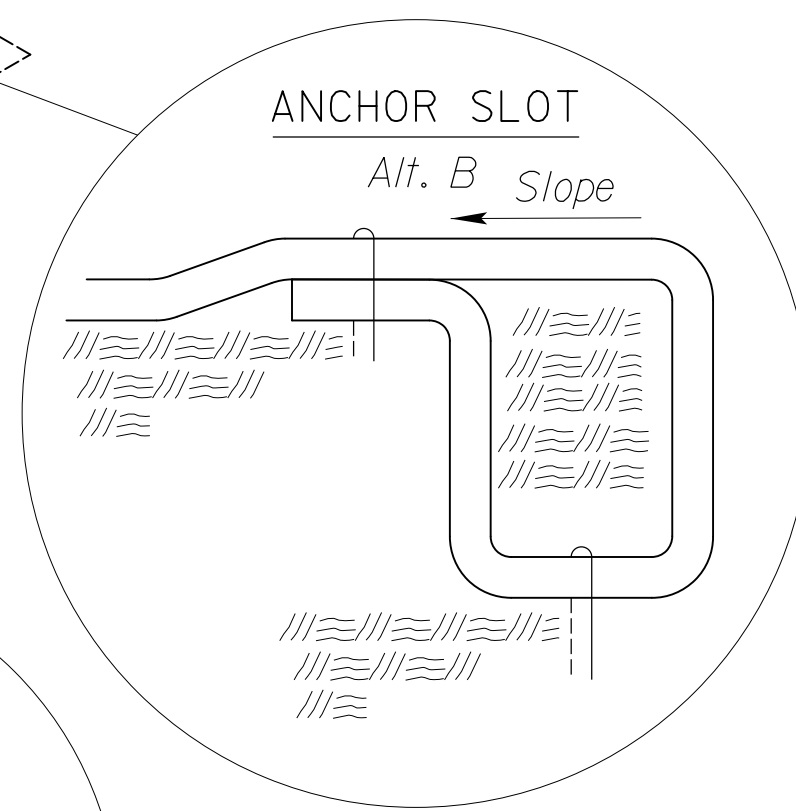
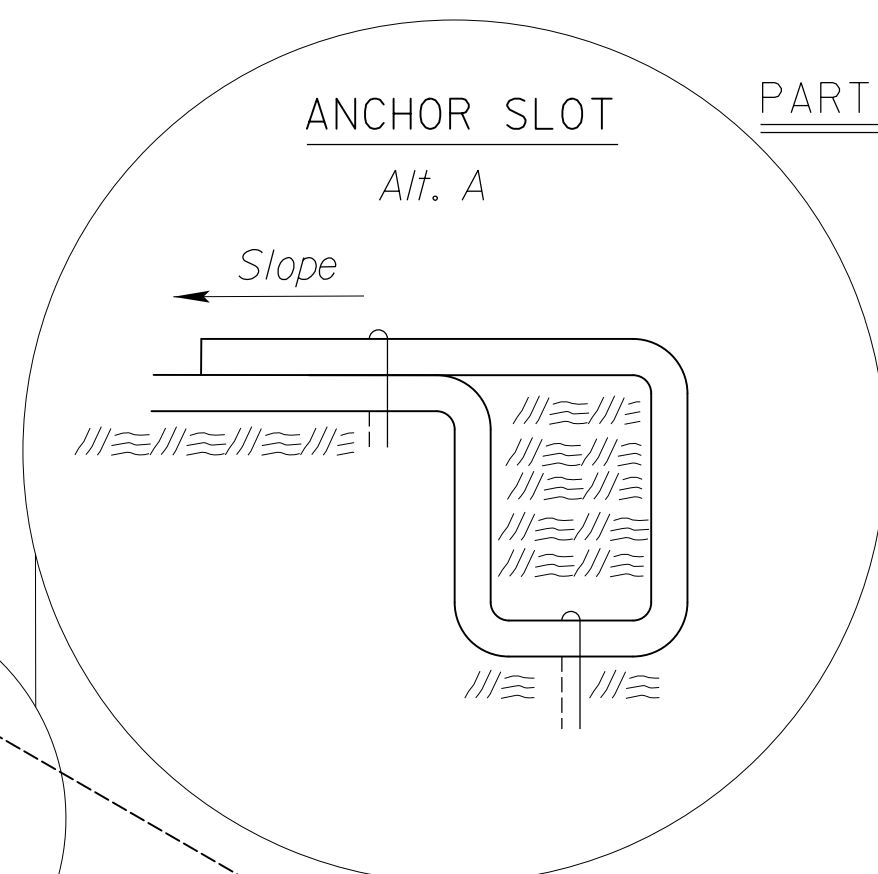
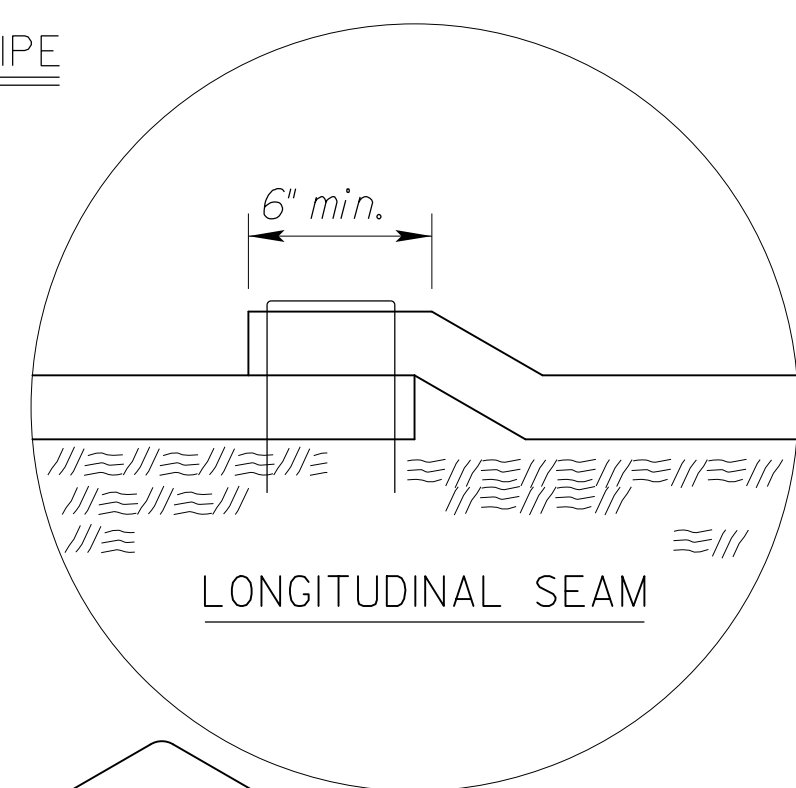
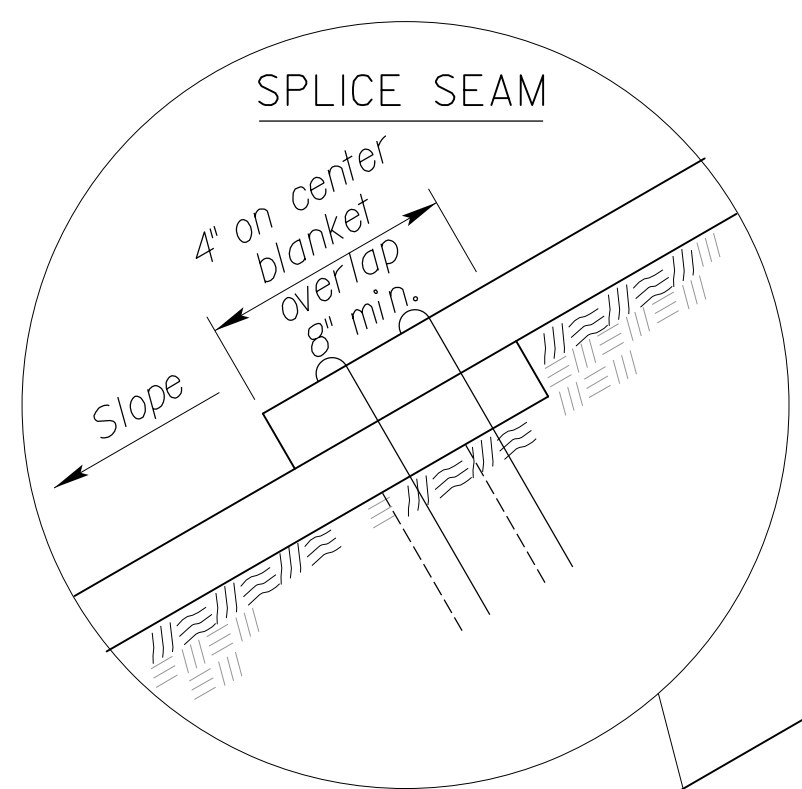
PARTIAL PLAN BOX CULVERT

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.

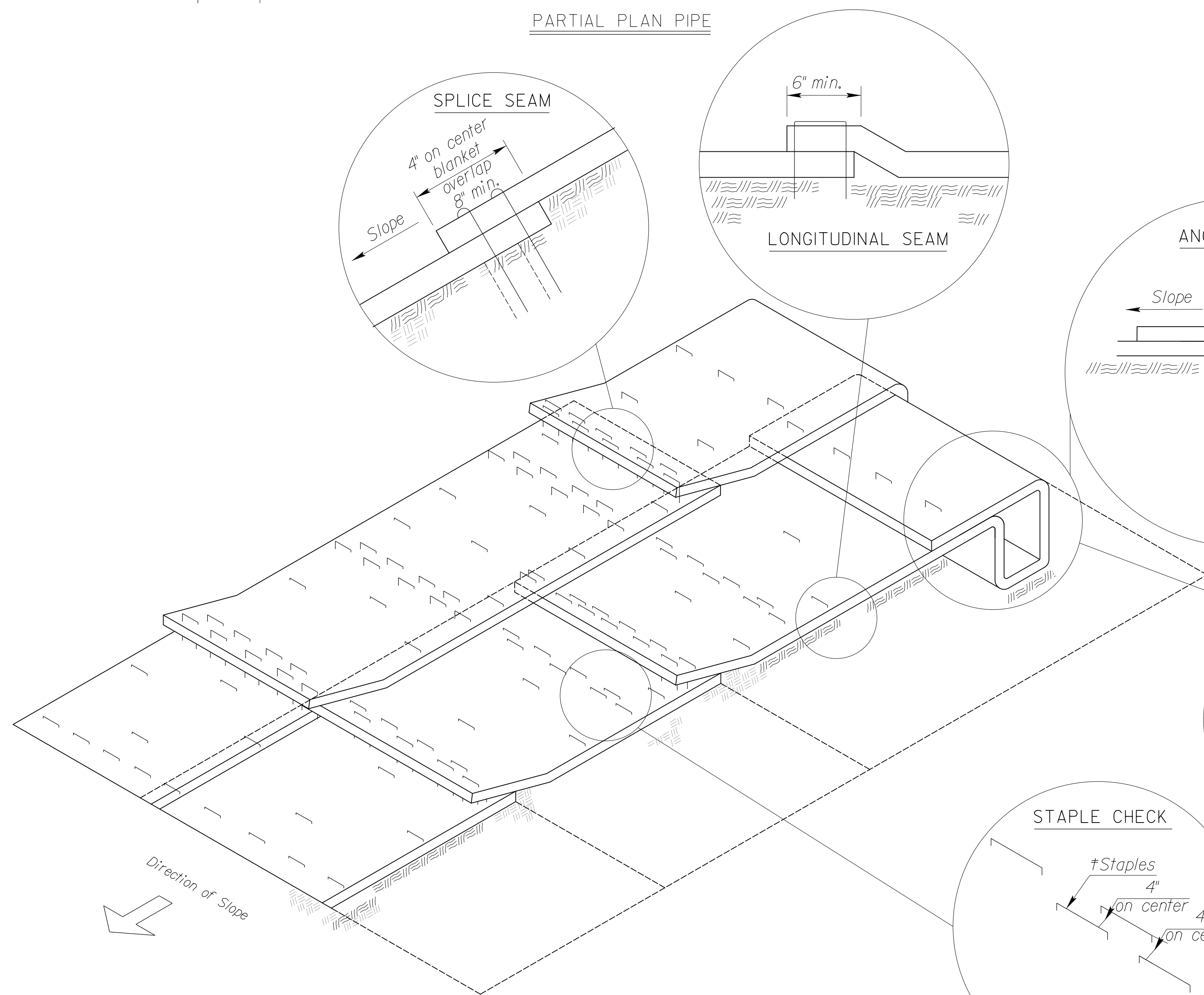
- ANCHOR SLOTS:** The top of the blanket should be "slotted in" at the top of the slope and anchored in place with anchors 6 inches apart. The slots should be 6 inches wide x 6 inches deep with the blanket anchored in the bottom of the slot, then backfilled, tamped and seeded.
- LONGITUDINAL SEAMS:** 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).



PLAN VIEW - ANCHORING DIAGRAM

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.



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	DATE	3/10/2015	APP'D	Scott H. Shields
	DESIGN CK.		DETAIL CK.		QUAN. CK.	

Std. Base File: la855.dgn
Plotted By: CAM
File: Erosion Sids.dgn
Plot Date: 8/24/2022 3:29:31 PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	99	106

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

When 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.

When 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, P₂O₅, K₂O 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.

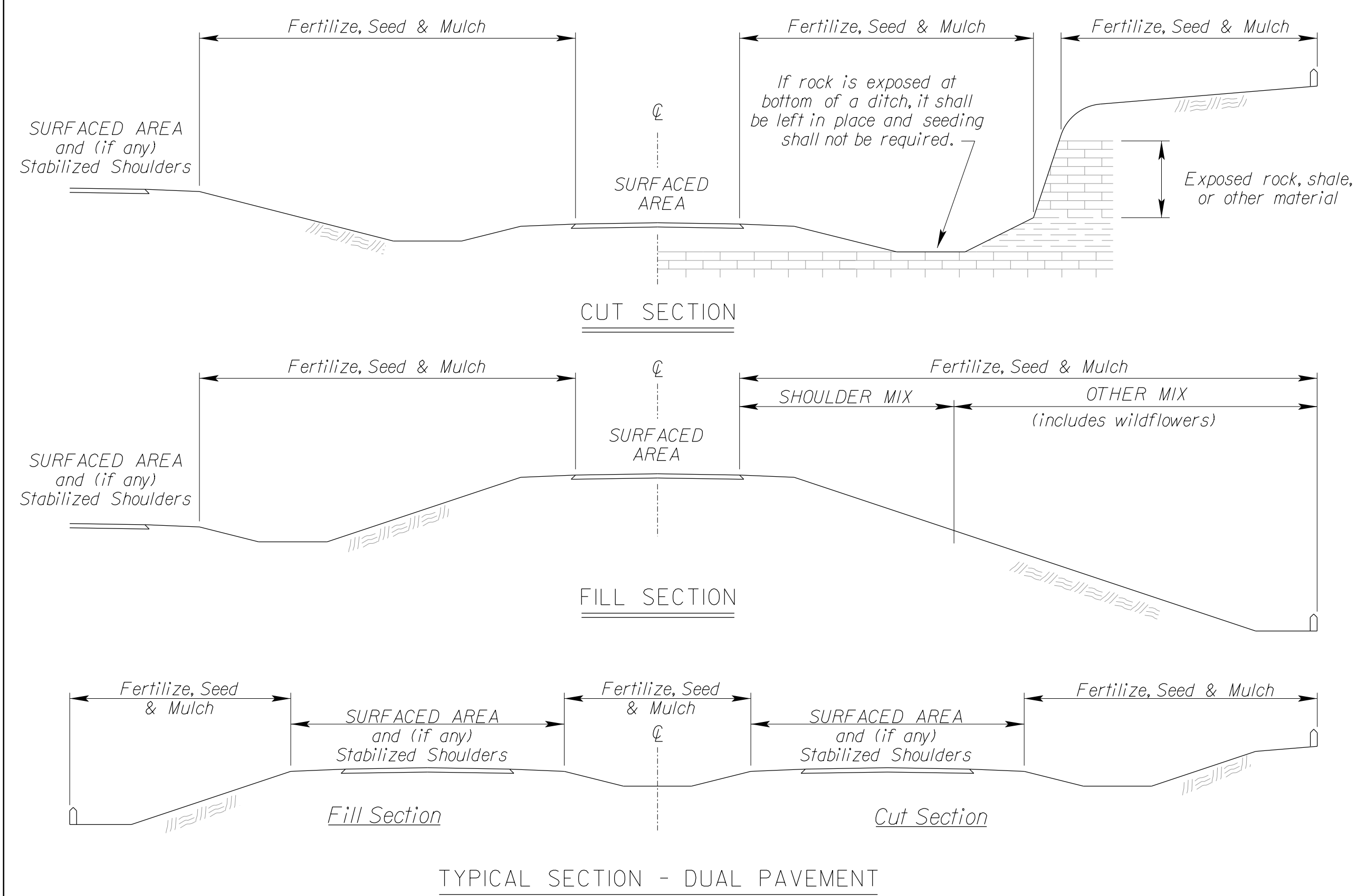
Other vegetative mulches are acceptable only with the Engineer's concurrence.

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		0.83		Fertilizer (13-13-13)		LB
0.5		0.83		Seed (Lovington Blue Grama Grass)		LB
4.5		0.83		Seed (Treated Buffalograss)		LB
45		0.83		Seed (Perennial Ryegrass)		LB
2.6		0.83		Seed (Prairie Junegrass)		LB
6.3		0.83		Seed (El Reno Side Oats Grama Grass)		LB
45		0.83		Seed (Fescue)(Tall)(Endophyte-Free)		LB
6		0.83		Seed (Barton Western Wheatgrass)		LB
				Seeding - Base Bid	Lump Sum	LS
				Seeding -Add Alternate No. 1	Lump Sum	LS
				Seeding -Add Alternate No. 2	Lump Sum	LS
				Seeding -Add Alternate No. 3	Lump Sum	LS
				Seeding -Add Alternate No. 4	Lump Sum	LS
				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		05/06/2019		APP'D	Mervin Lore
DESIGNED	MRD	DETAILED	MRD	QUANTITIES	CADD
DESIGN CK.		DETAIL CK.		QUAN. CK.	CADD CK.

Std. Base File:
Plotted By: CAM
File: Erosion Sids.dgn
Plot Date: 8/24/2022 3:29:31 PM
Plot Location: \$/UNIT \$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	100	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.

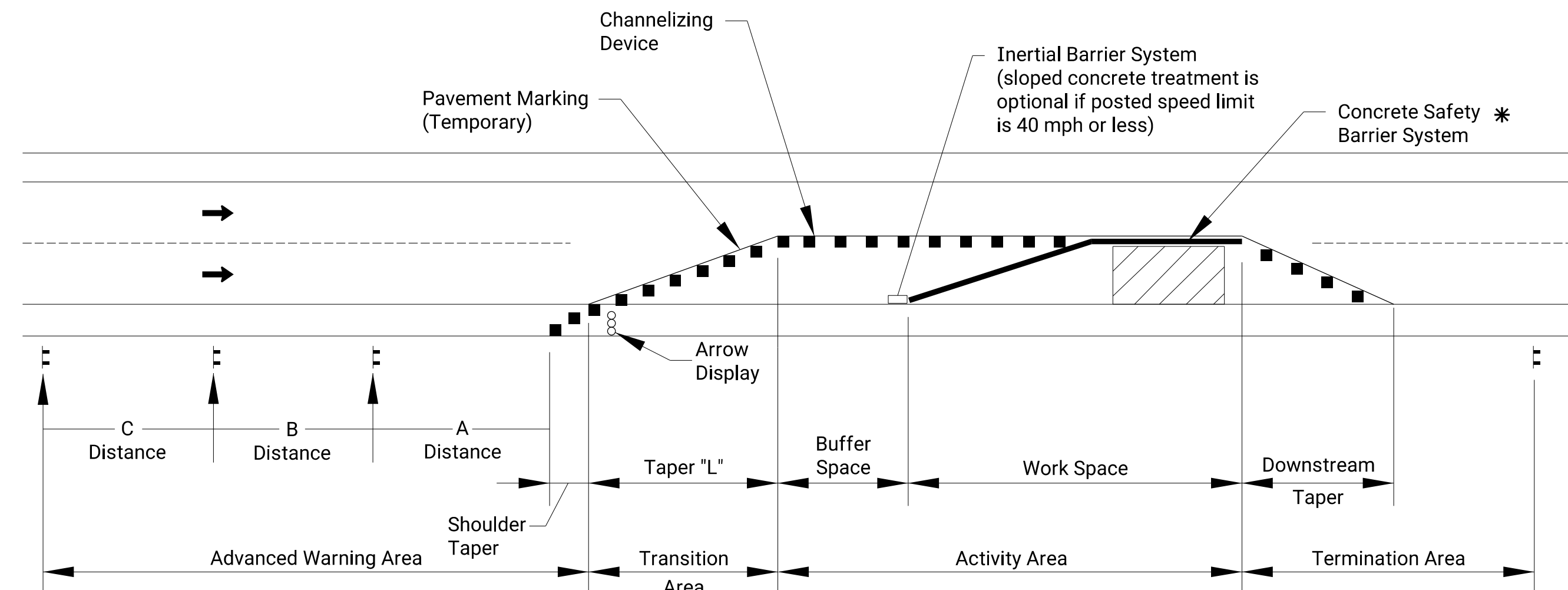
2) Minimum Lane Width: Lane widths shall be a minimum of 11' (measured between centerlines of pavement markings) or as shown on the plans, or as directed by the engineer. A lane width less than 11' may require restricted roadway width signing.

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.

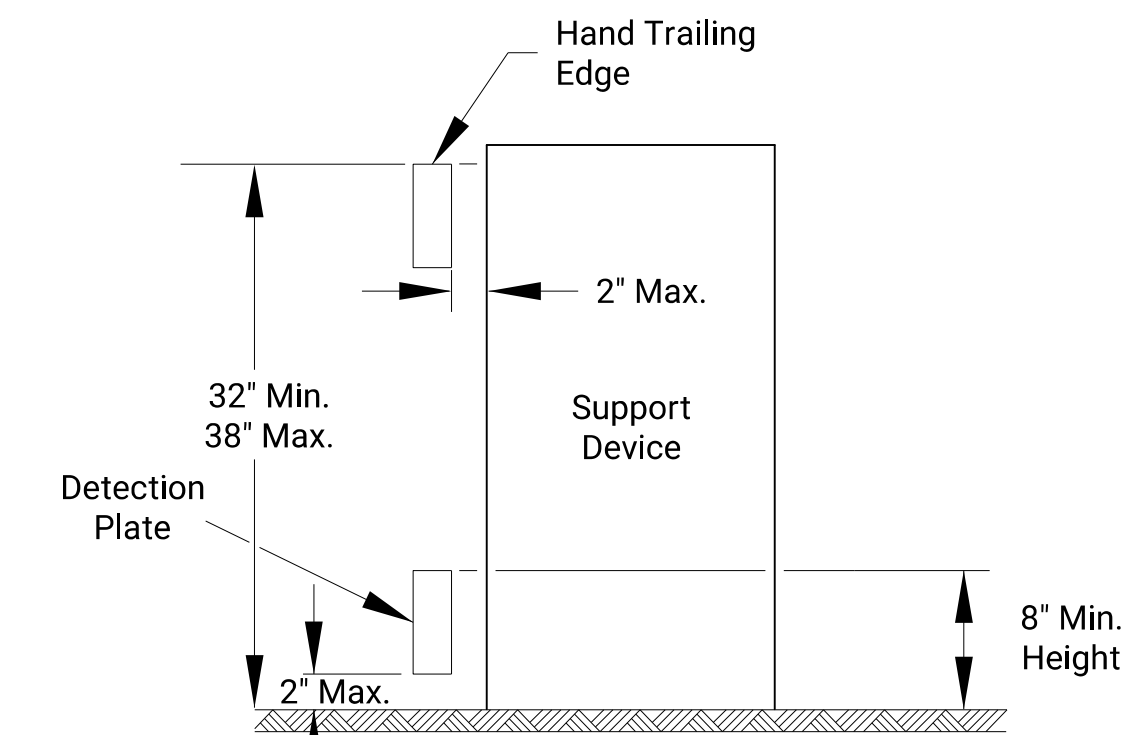
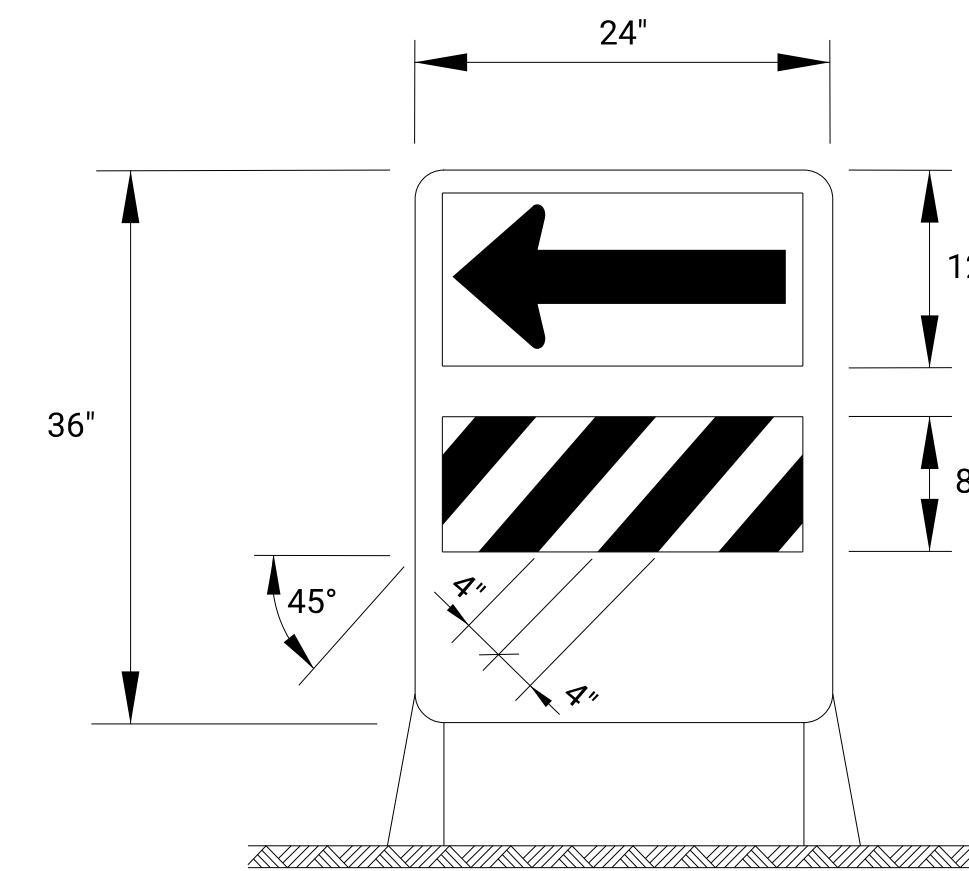
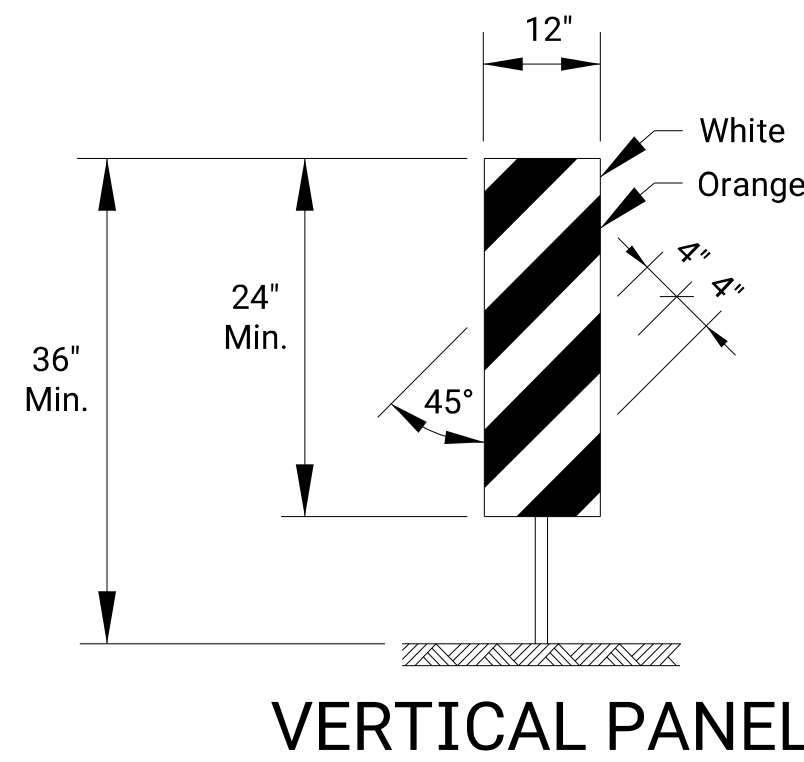
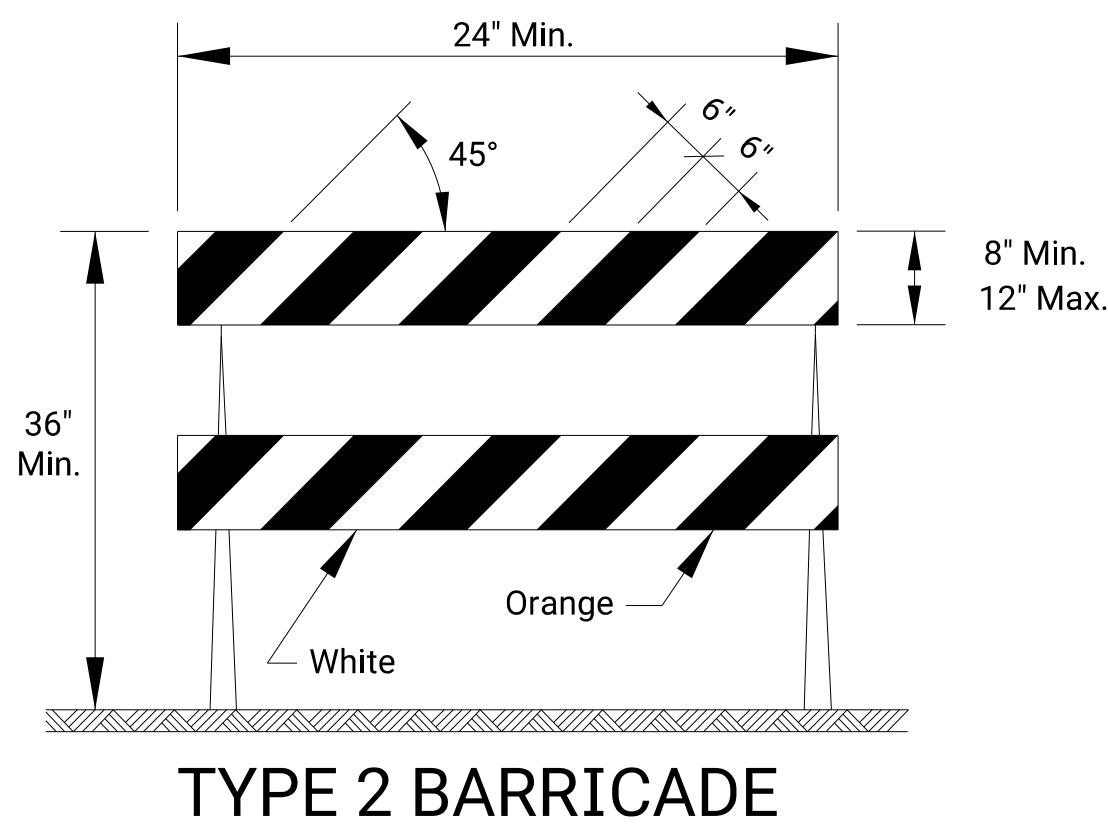
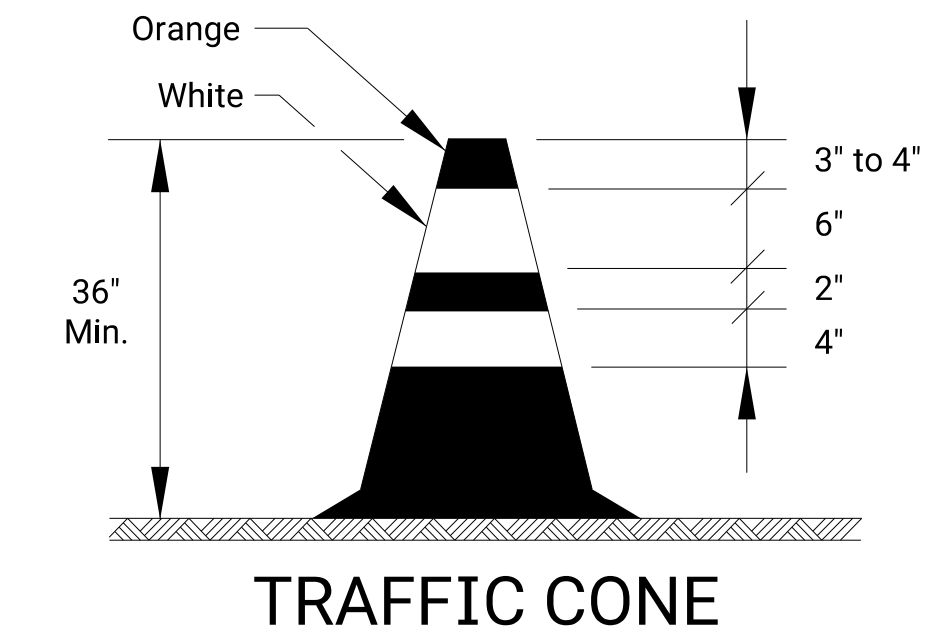
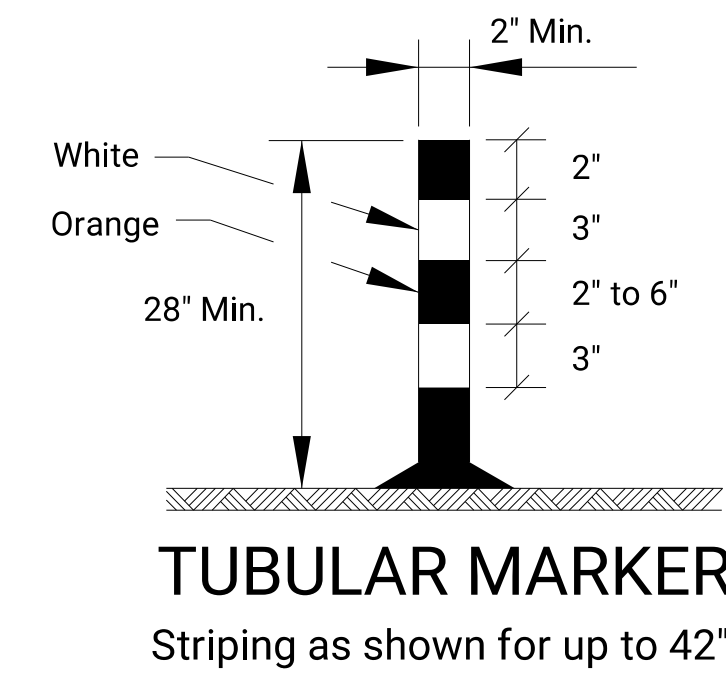
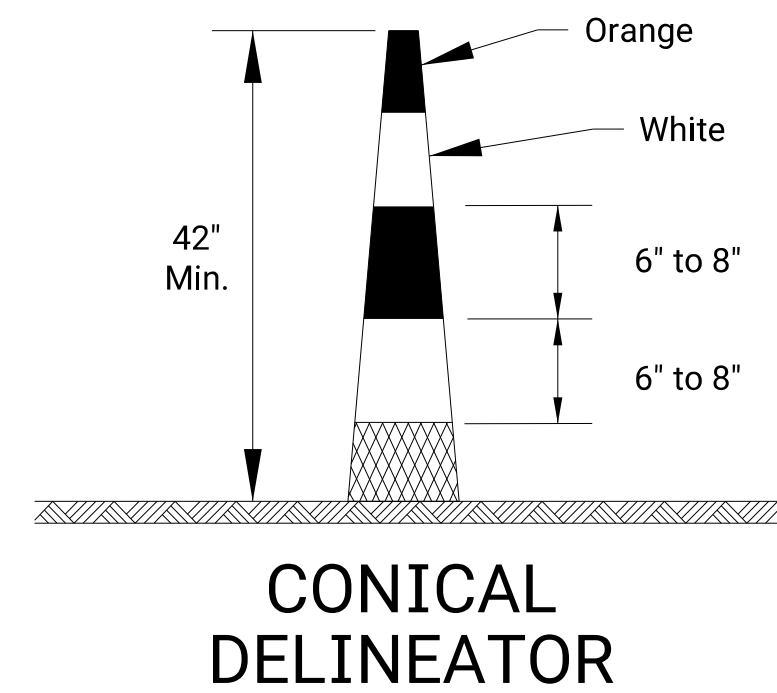
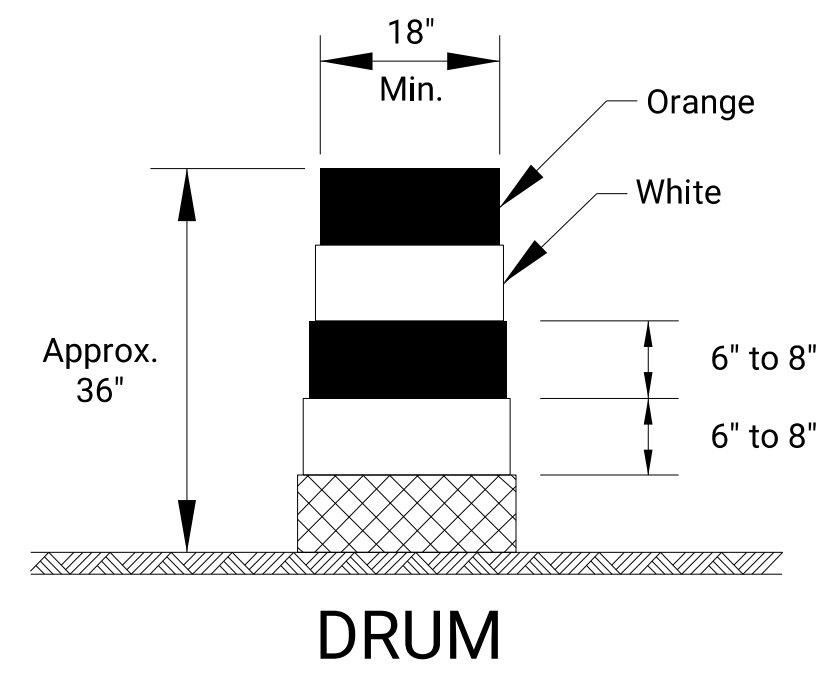
NO.	DATE	REVISIONS	BY	APPD
02	03-13-18	W8-15p usage changed to Shall	R.W.B.	E.K.G.
01	08-18-15	Channelizer spacing info	R.W.B.	K.E.

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.		



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

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

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.

- Support device shall not project beyond the detection plate into the pathway.
- Hand trailing edges and detection plates are optional for continuous walls.
- Interconnect pedestrian channelizers to prevent displacement and to provide continuous guidance through or around work.
- Alternate pathways shall be firm, stable, and slip resistant.
- 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.
- Use alternating orange/white on interconnected devices.

Item	Location										
		Cross-overs	Shoofly Divisions	Tangents	Tapers	Ramps	Head to Head	Object Identifier	Lead-in Devices	Gores	
Portable	Drums	Yes	Yes	Yes	Yes	Yes	(1)	Yes	Yes	Yes	
	Conical Delineators	Yes	Yes	Yes	Yes	Yes	(1)	Yes	Yes	Yes	
	Vertical Panels	(2)	(2)	(2)	(2)	(2)	(1,2)	Yes	(2)	(2)	
	Direction Indicator Barricade	No	No	No	Yes	No	No	No	No	No	
	Type 2 Barricade	(2)	(2)	(2)	(2)	No	No	Yes	No	No	
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				
TRAFFIC CONTROL CHANNELIZING DEVICES				
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.

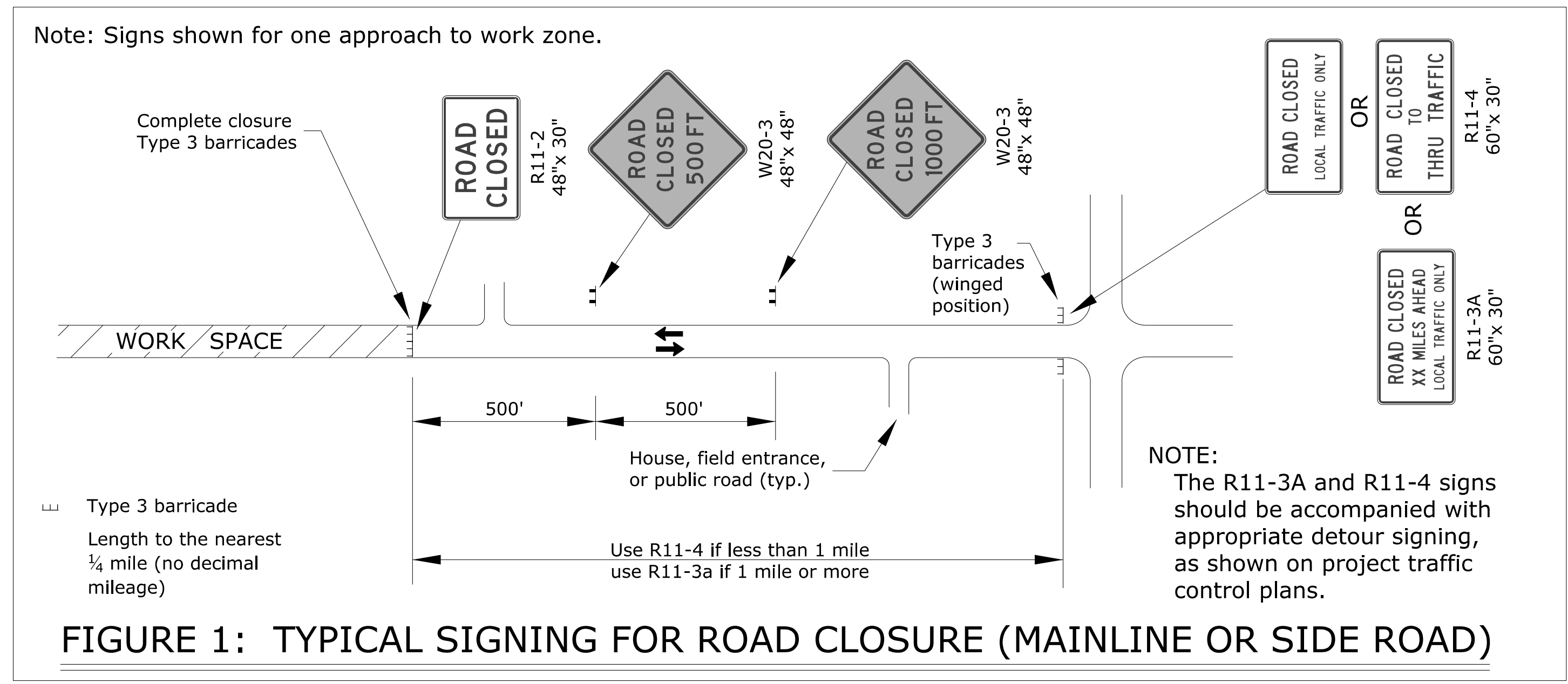


FIGURE 1: TYPICAL SIGNING FOR ROAD CLOSURE (MAINLINE OR SIDE ROAD)

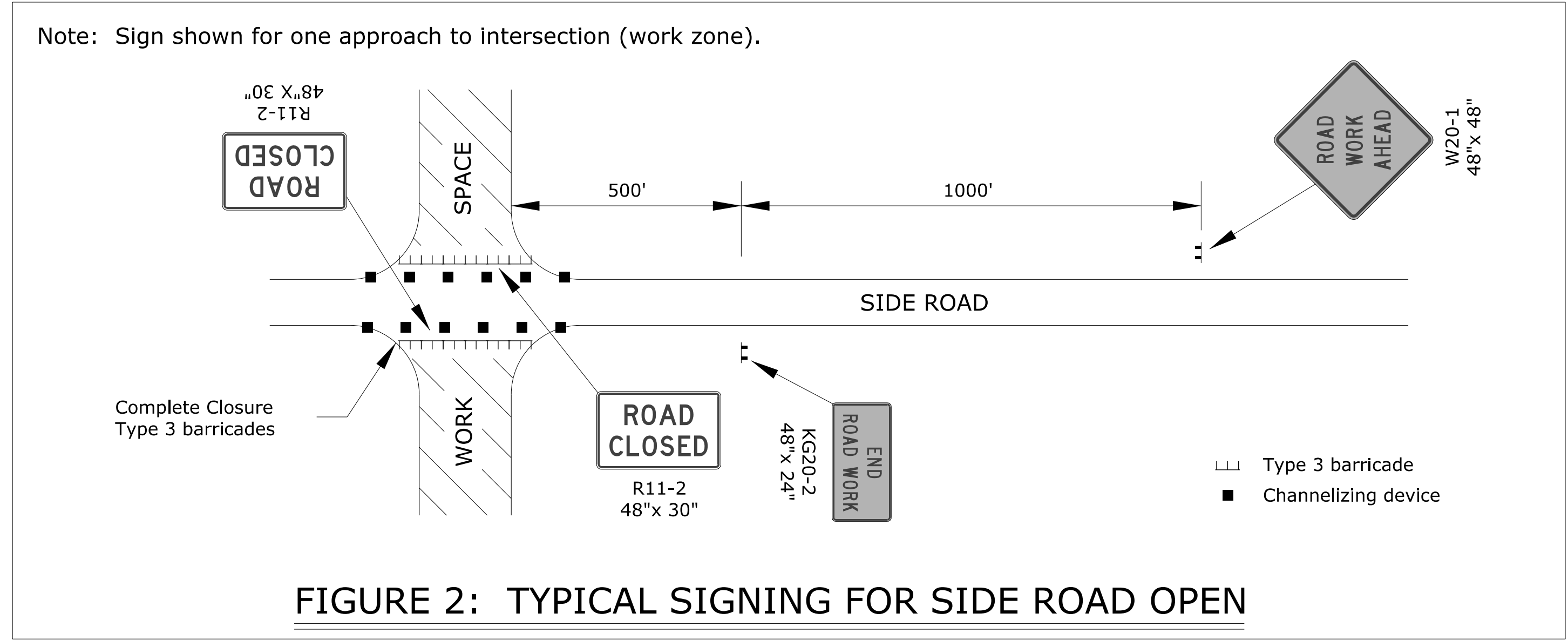


FIGURE 2: TYPICAL SIGNING FOR SIDE ROAD OPEN

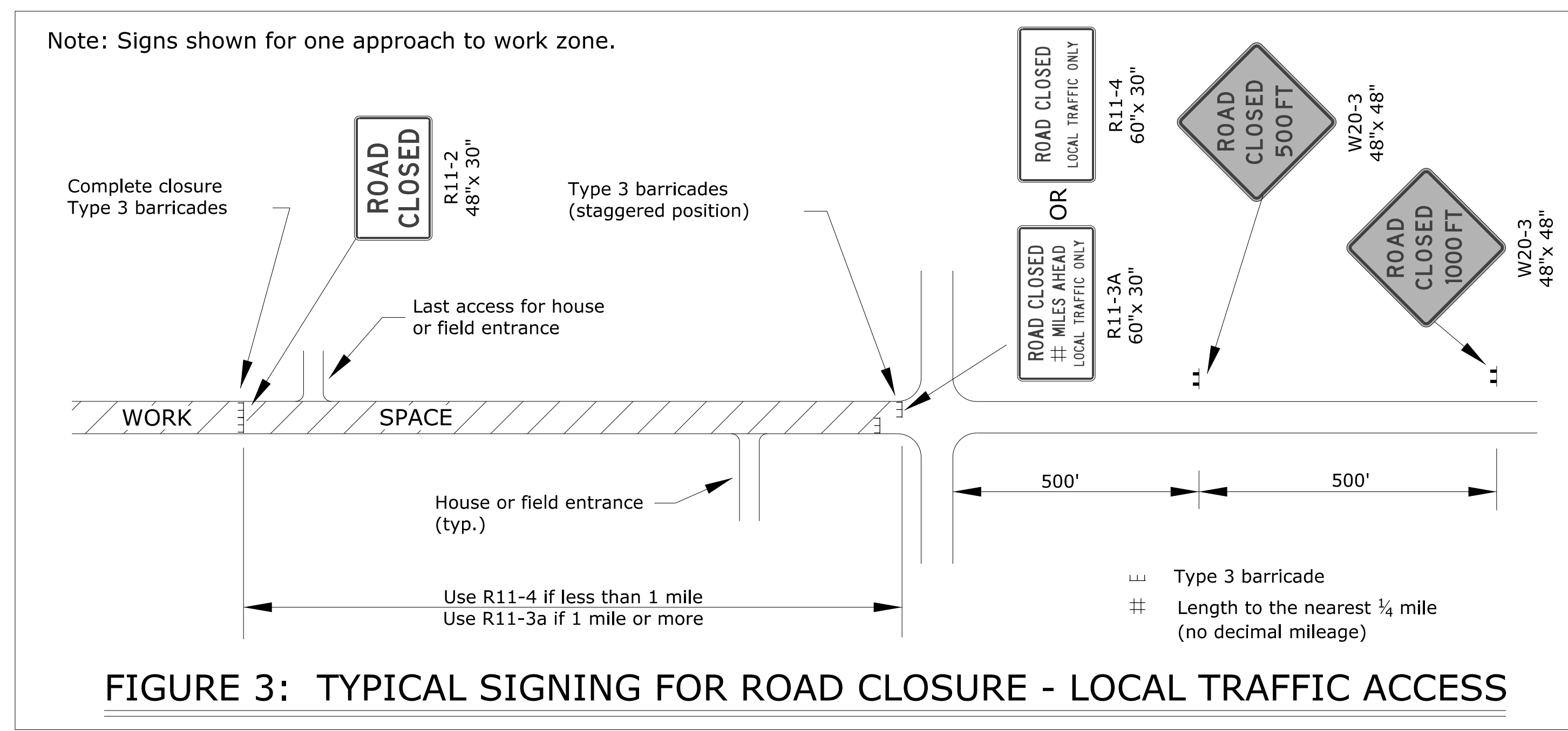


FIGURE 3: TYPICAL SIGNING FOR ROAD CLOSURE - LOCAL TRAFFIC ACCESS

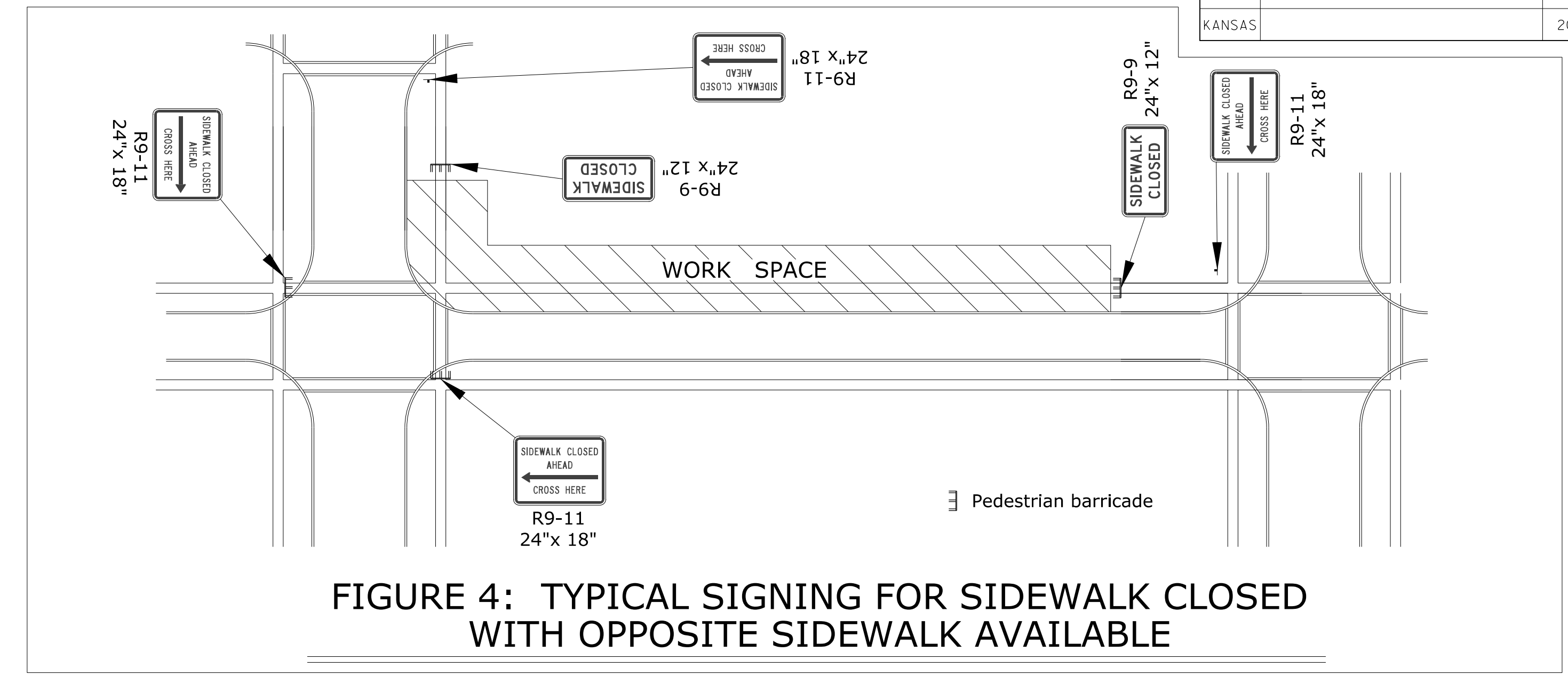
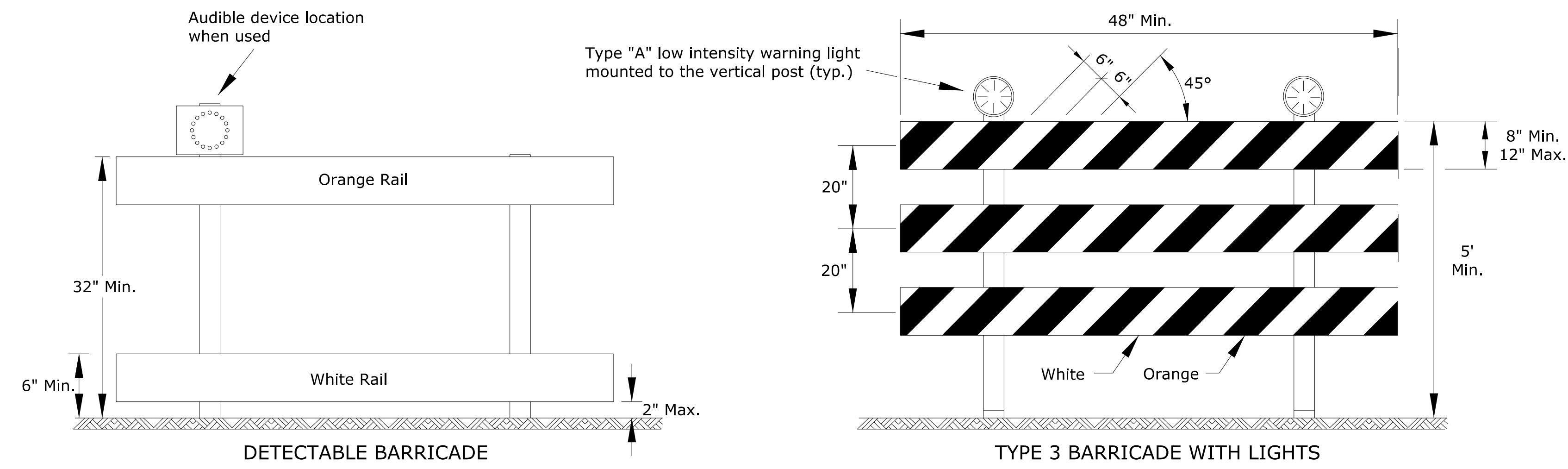


FIGURE 4: TYPICAL SIGNING FOR SIDEWALK CLOSED WITH OPPOSITE SIDEWALK AVAILABLE



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.

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

ROAD CLOSED GENERAL NOTES

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

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

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

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

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

3					
2					
1					
NO.	DATE	REVISIONS	BY	APP'D	

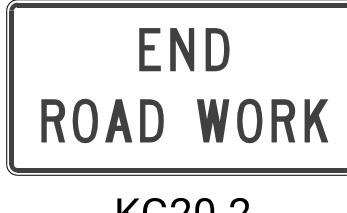





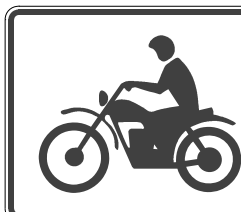




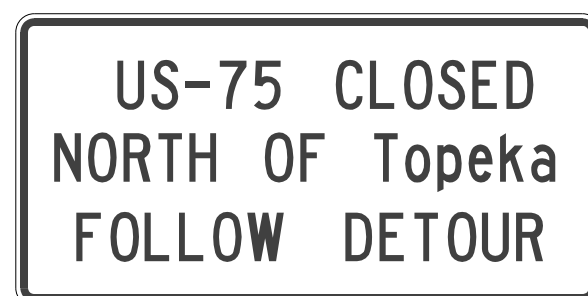
KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL CLOSURES

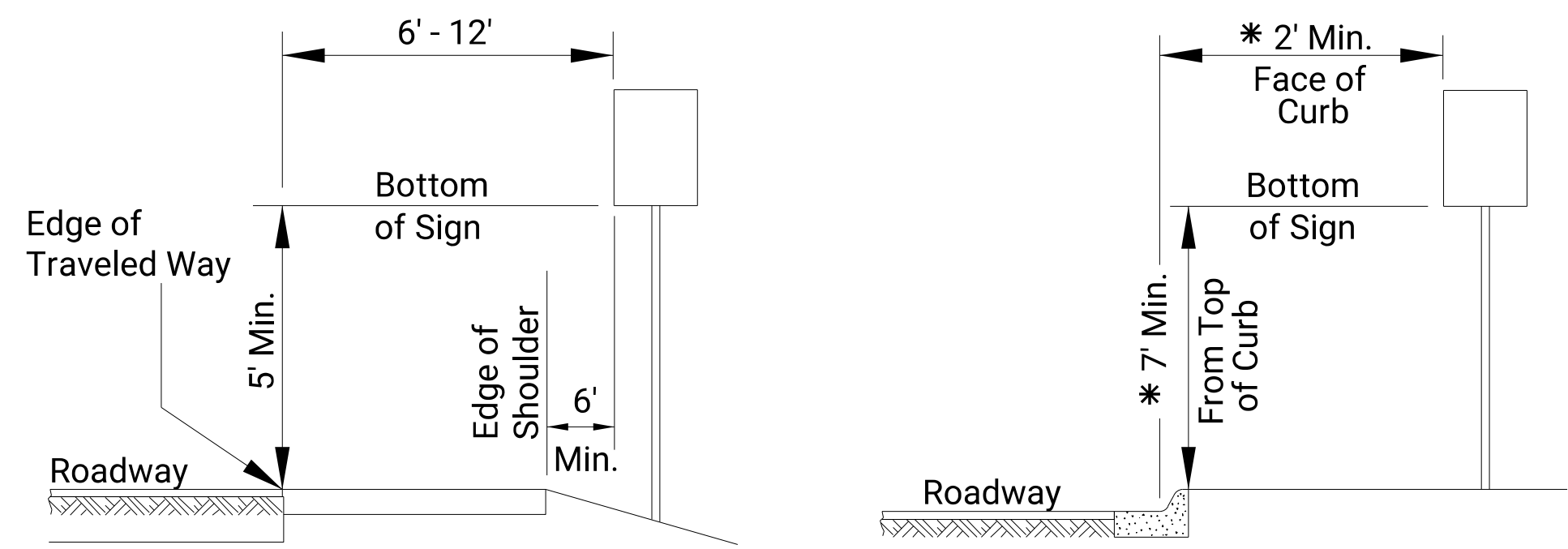
TE704

FHWA APPROVAL	06/01/15	APP'D	Kristina Erickson
DESIGNED	B.A.H.	DETAILED	R.W.B.
QUANTITIES	TRACED	DESIGN CK.	DETAIL CK.
QUAN. CK.	TRACE CK.		

SIGN LAYOUT INFORMATION

 <p>END ROAD WORK KG20-2</p>	<p>Std. Size Expwy/Freeway</p> <p>6" C 48"x 24"</p>	 <p>W8-15</p>	<p>Std. Size Expwy/Freeway</p> <p>8" D 48"x 48"</p>
 <p>WAIT FOR PILOT CAR KG20-5</p>	<p>Std. Size Expwy/Freeway</p> <p>6" C 48"x 24"</p>		
 <p>WORK ZONE KM4-20</p>	<p>Std. Size Expwy/Freeway</p> <p>3" C 24"x 6"</p> <p>6" C 48"x 12"</p>	 <p>W8-7</p>	<p>Std. Size Expwy/Freeway</p> <p>8" D 48"x 48"</p>
 <p>NEXT X MILES W7-3a</p>	<p>Mileage to be Determined by the Engineer.</p>	 <p>W8-15p</p>	<p>Std. Size Expwy/Freeway</p> <p>30"x 24"</p>
 <p>W8-17</p>	<p>Std. Size Expwy/Freeway</p> <p>48"x 48"</p>	 <p>W8-11</p>	<p>Std. Size Expwy/Freeway</p> <p>8" D 48"x 48"</p>
 <p>SHOULDER DROP-OFF W8-17P (Optional)</p>	<p>Std. Size Expwy/Freeway</p> <p>30"x 24"</p>		
 <p>NB US-75 CLOSED FOLLOW DETOUR SP-01 (Special Sign)</p>	<p>Std. Size Expwy/Freeway</p> <p>6" C 10" D</p>		
 <p>US-75 CLOSED NORTH OF TOPEKA FOLLOW DETOUR SP-02 (Special Sign)</p>	<p>Std. Size Expwy/Freeway</p> <p>Uppercase: 6" C Lowercase: 4.5" C</p> <p>Uppercase: 10" D Lowercase: 8" D</p>		

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

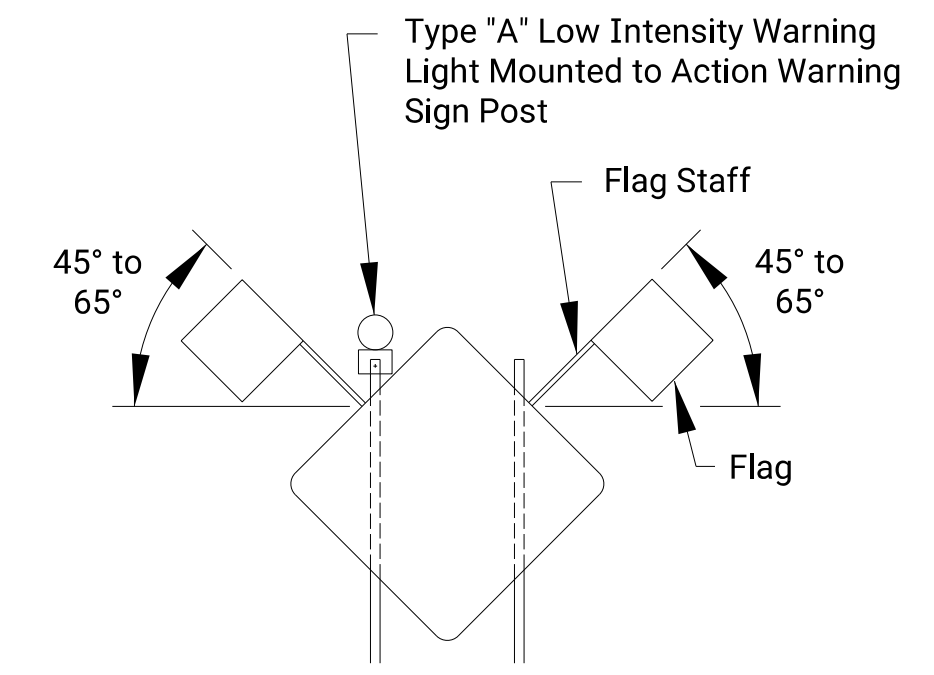


RURAL

- 1) Ground-mounted signs shall be mounted at a minimum height of 5' measured from the bottom of sign to the near edge of the pavement.
- 2) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.
- 3) The height of the secondary sign mounted below another sign may be 4' measured from the bottom of the sign to the near edge of the pavement. Signs shall not overlap each other.

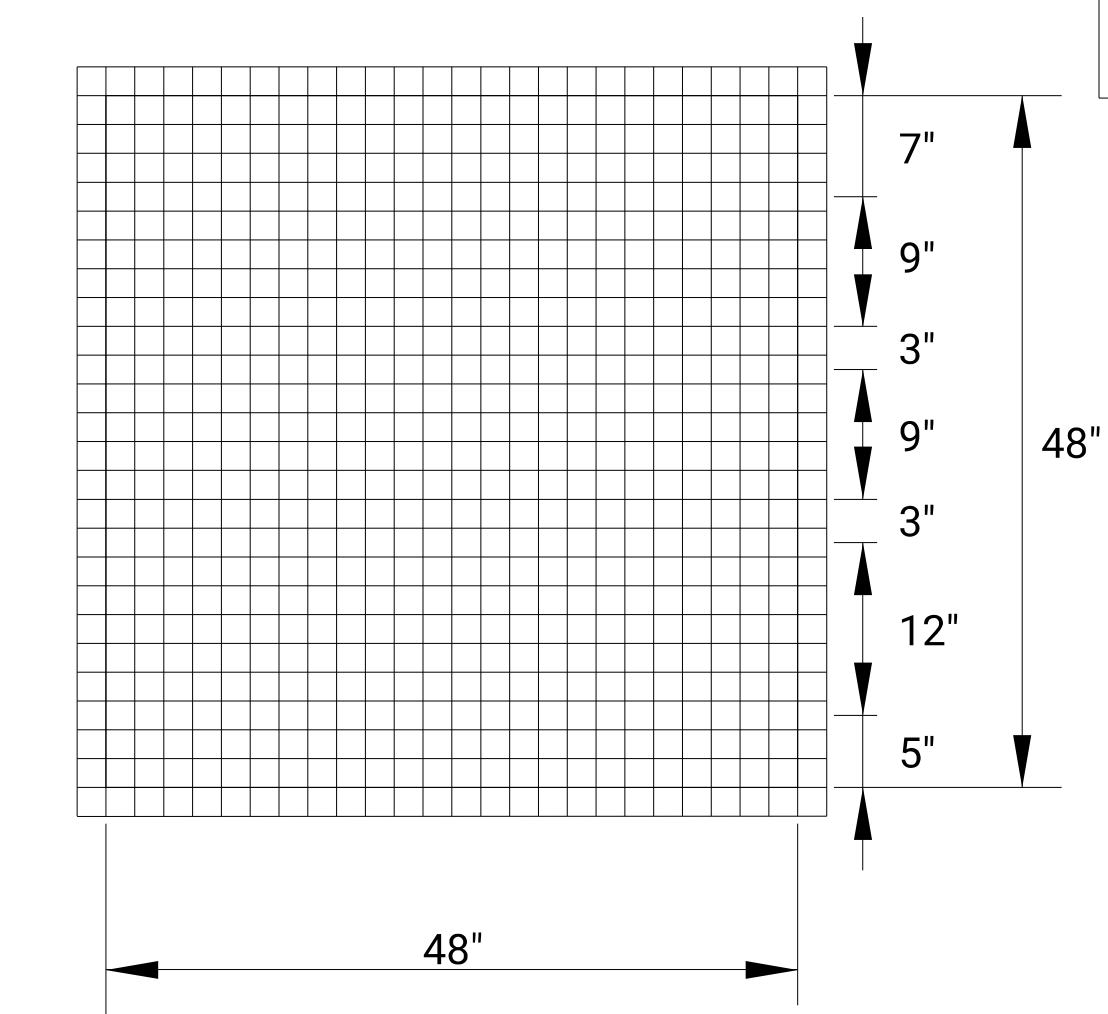
URBAN

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

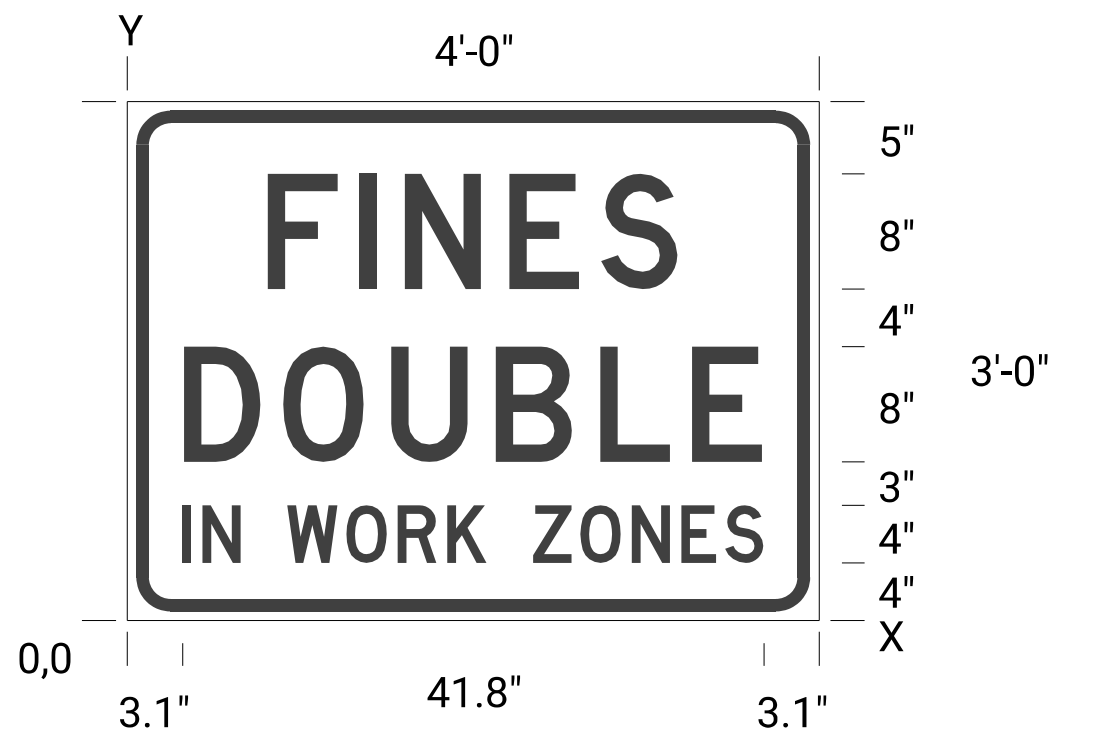


When the sign width is equal to or greater than 9', three or more wood posts may be used with a minimum of 4' between the centerline of each post. All signs less than 9' in width shall use a maximum of two wood posts.

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



KI-104a



KI-105a

Sign Number	GIVE EM A BRAKE
Width x Height	4'-0" x 4'-0"
Border Width	1.0"
Corner Radius	4.0"
Stripe Width	3.0"
Mounting	Ground
Background	Type: Non-Reflective 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.

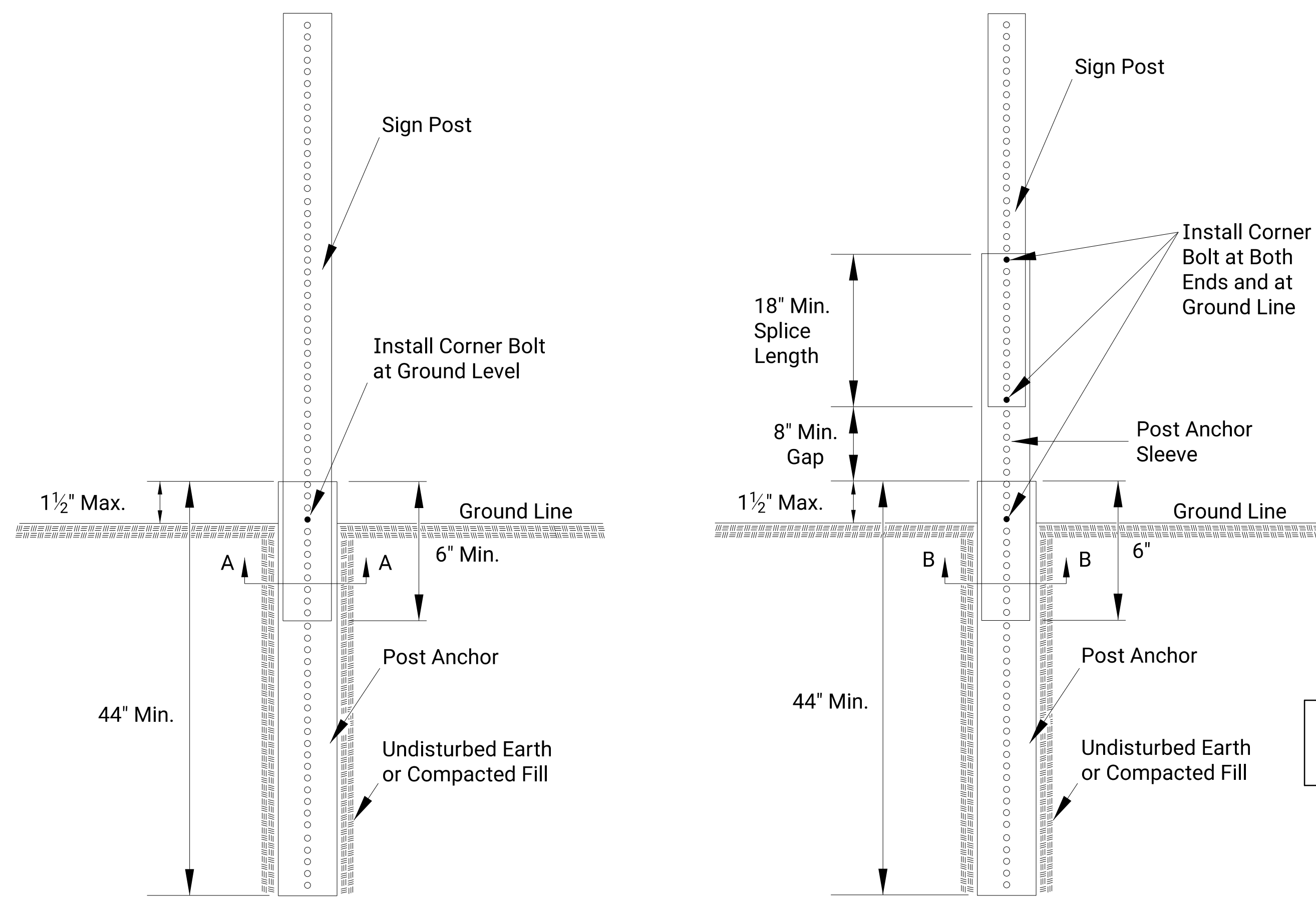
Install signs a minimum of 500' in advance of the road work ahead sign. The engineer may designate a more appropriate location if conditions dictate.

The informational signs are not to interfere with the traffic control signs for the project.

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

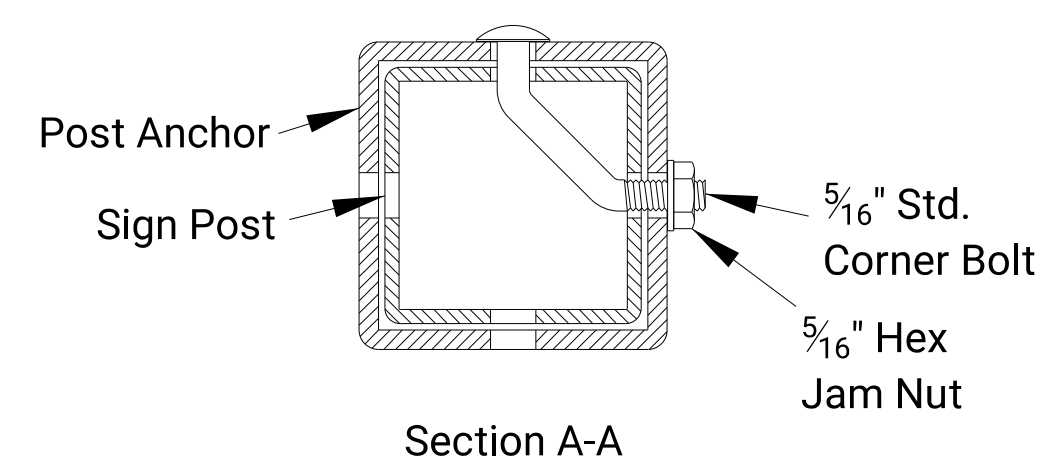
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	104	106

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

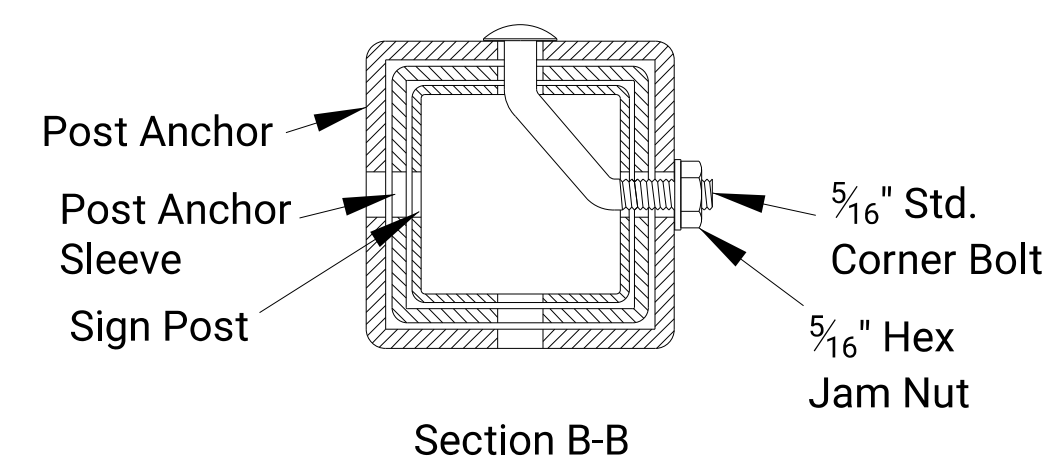


P.S.S.T. Detail

Telescoping P.S.S.T. Detail



Section A-A

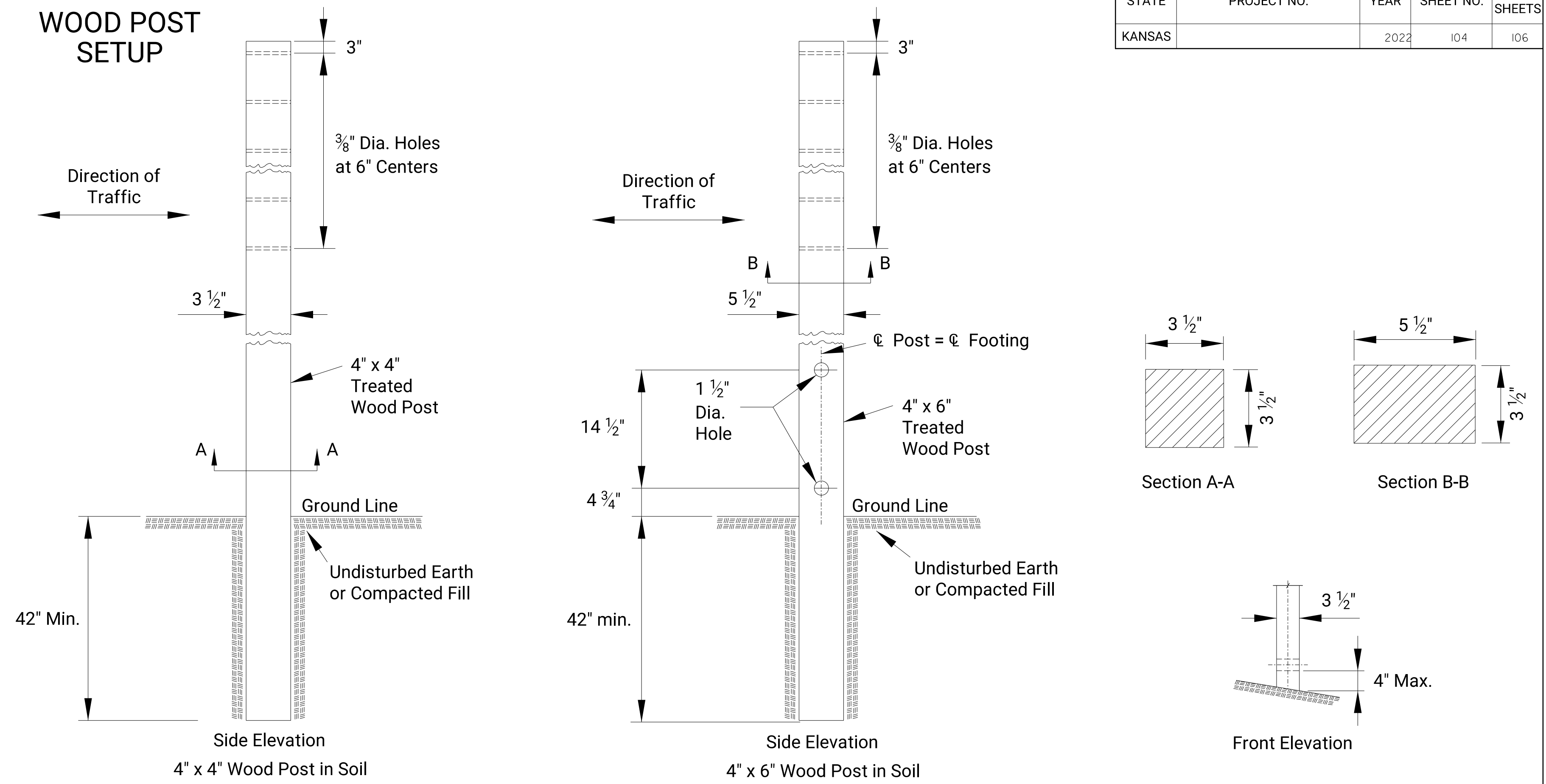


Section B-B

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

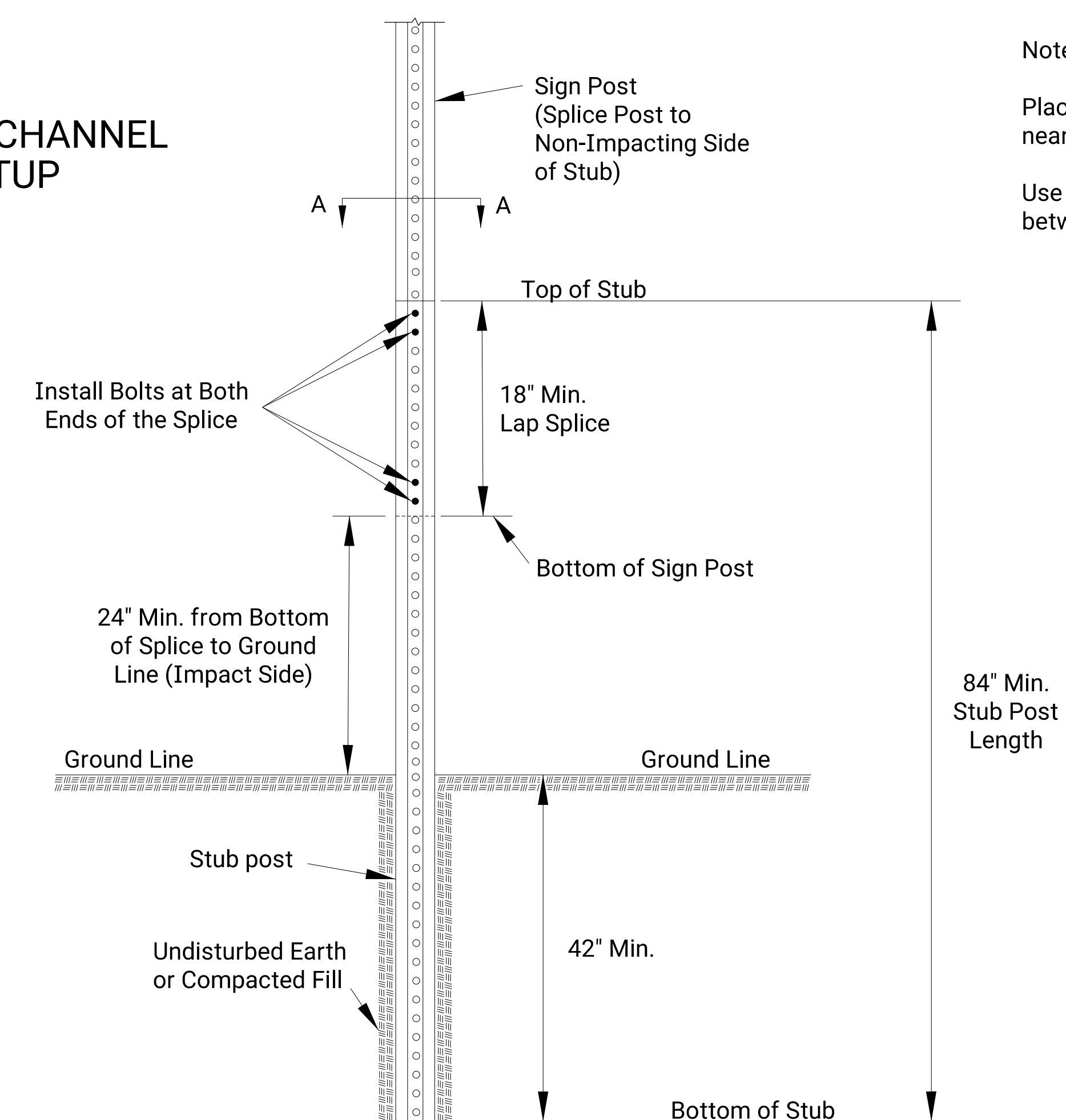
Section A-A

Section B-B

Front Elevation

See TE710 for Additional Details and Requirements

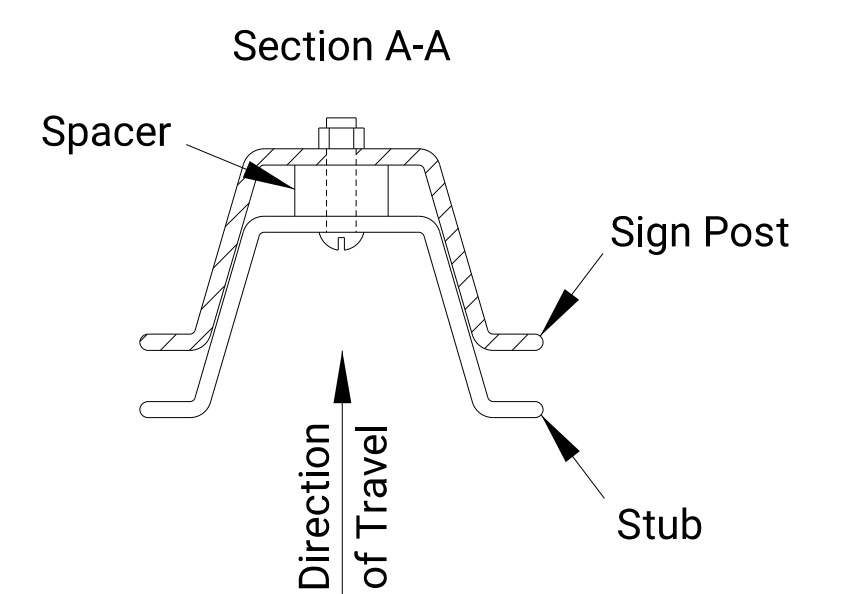
3 LB/F U-CHANNEL SETUP



Notes:

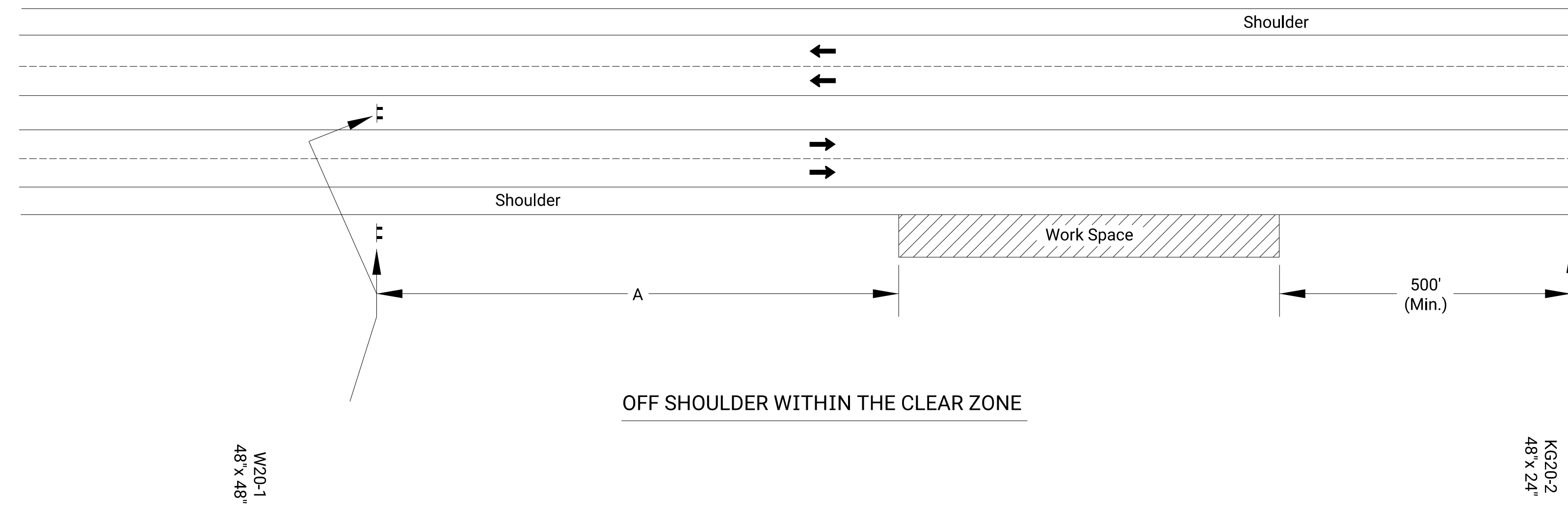
Place two bolts at both ends of the splice through the holes nearest the ends of the splice.

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



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

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2022	105	106

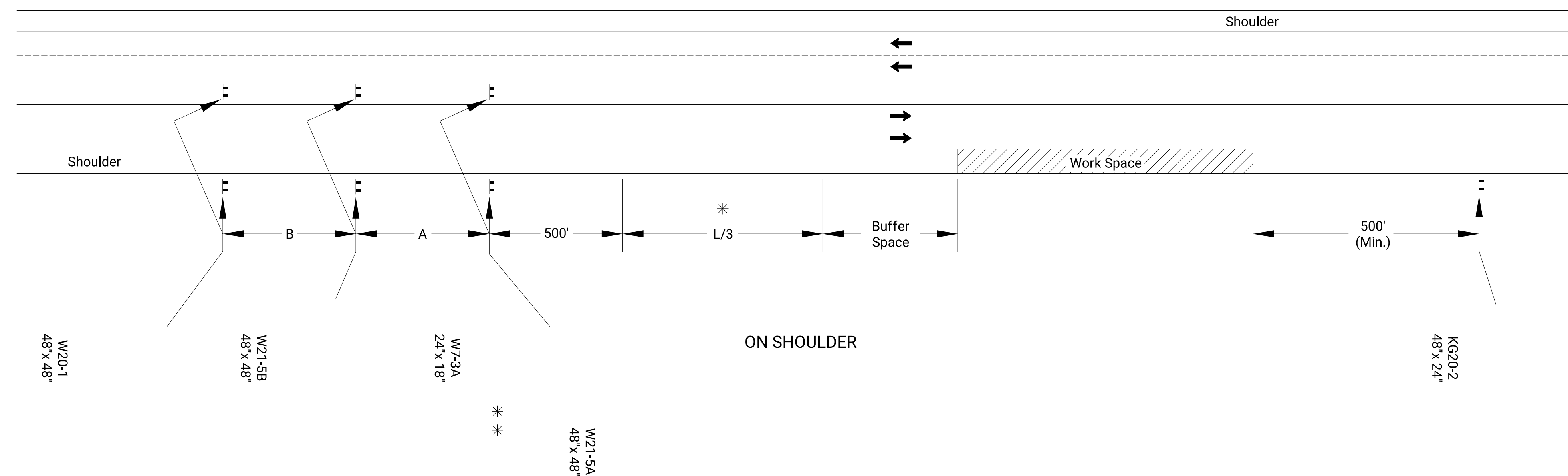


Notes:

For work in the median, install signs and channelizing devices for each direction of traffic according to the applicable typical drawing.

No traffic control is required if the Work Space is located outside of the clear zone.

For operations of 60 minutes or less, all signs and channelizing devices may be eliminated if a vehicle with a high-intensity rotating, flashing, oscillating, or strobe light is used.



- * Omit taper if paved shoulder is less than 8' wide.
- ** Eliminate W7-3a if shoulder is closed for less than 2 miles.

Length to the Nearest Whole Mile
 Channelizing Device
 Ahead, 1500 ft, or 1 Mile
 Ahead, 1000 ft, 1500 ft or 1/2 Mile

Drawn By : CAM
 File : TrafficControl.dgn
 Plotted : 8/24/2022 3:29:55 PM

NO.		DATE		REVISIONS		BY	APPD
KANSAS DEPARTMENT OF TRANSPORTATION							
TRAFFIC CONTROL SHOULDER WORK DIVIDED ROADWAY							
TE722							
FHWA APPROVAL		06-01-15		APPD.		Kristina Ericksen	
DESIGNED	L.E.R.	DETAILED	R.W.B.	QUANTITIES	TRACED		
DESIGN CK.		DETAIL CK.		QUAN.CK.	TRACE CK.		

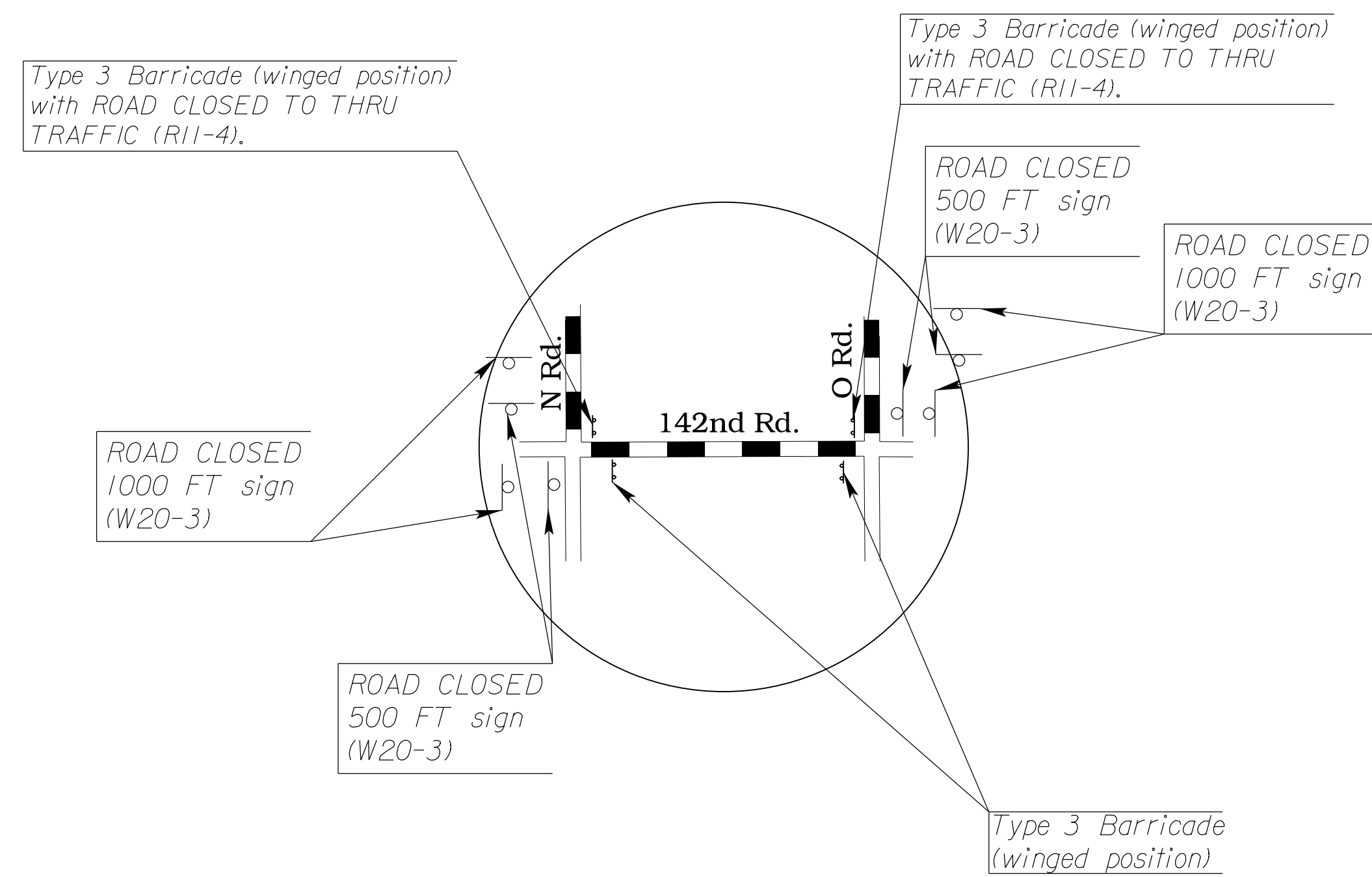
SUMMARY OF TRAFFIC CONTROL DEVICES (EACH PER DAY)

* 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
R11-4		16	
W20-1		4	
W20-3		32	
W21-5a		8	
W21-5b		8	

Notification shall be given to residents 7 days prior to road closure. The contractor shall not block off access to residents that live adjacent to closed roads. The Type 3 barricades and signs will not be paid for directly but shall be subsidiary to Traffic Control (Lump Sum).

NOTE: Temporary Pavement Markings are to be placed on the final asphalt surface till the permanent pavement markings are placed. The temporary markings shall be yellow 3.3' stripes with 29.5' gap.

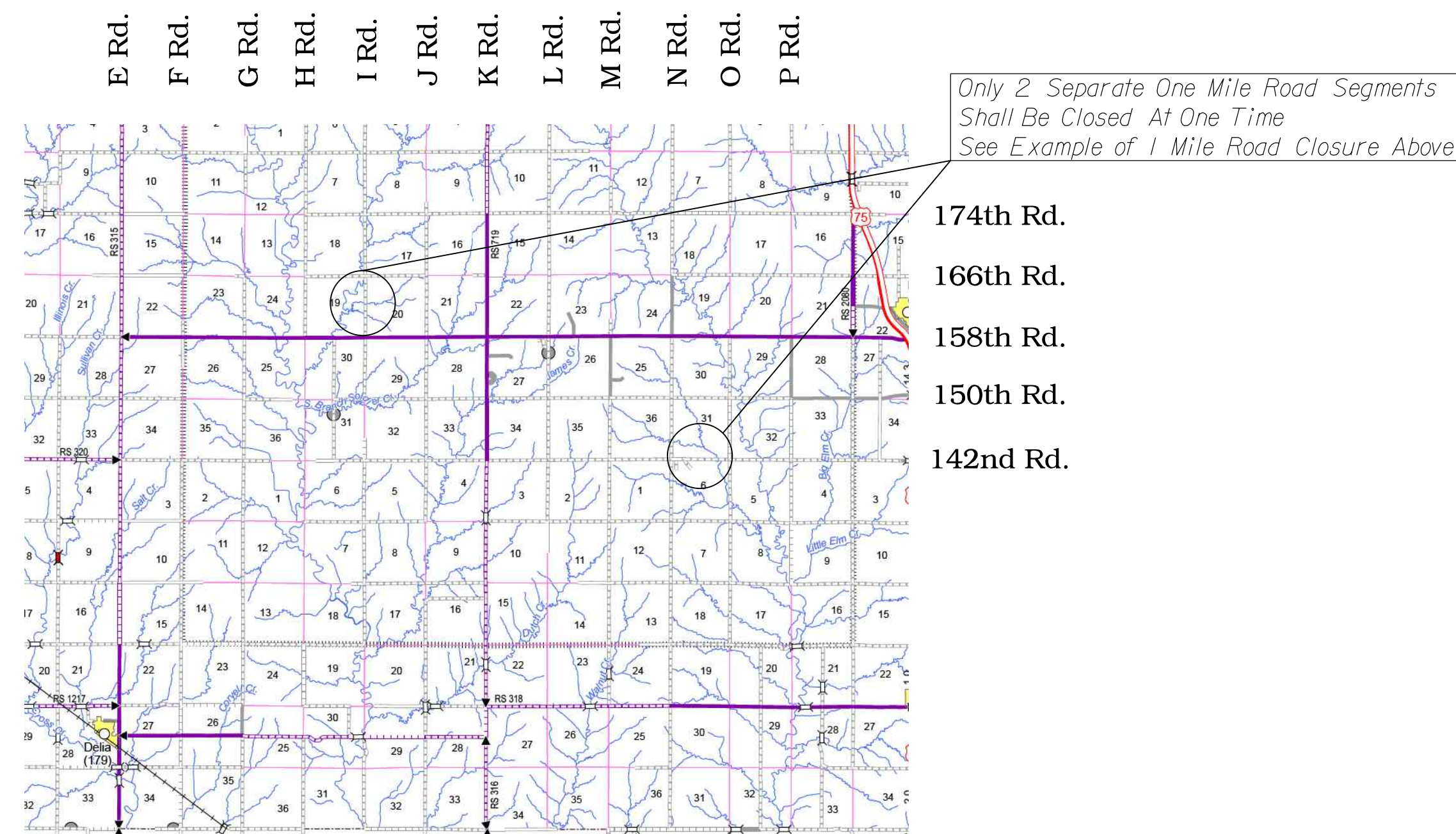


EXAMPLE OF ONE MILE ROAD CLOSURE

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 (3.3ft.)(Type I)(Tape or Paint)	100	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
Flagger (Set Price)		Hour
Traffic Control - Base Bid	Lump Sum	Lump Sum
Traffic Control - Alternate No. 1	Lump Sum	Lump Sum
Traffic Control - Alternate No. 2	Lump Sum	Lump Sum
Traffic Control - Alternate No. 3	Lump Sum	Lump Sum
Traffic Control - Alternate No. 4	Lump Sum	Lump Sum

Barricades *		Channelizing Devices *		
Type 3 (4' To 12')	Pedestrian	Fixed	Portable	Pedestrian
32			420	

Lighted Devices *	
Work Zone Warning Light (Type "A" Low Intensity)	64
Work Zone Warning Light (Red Type "B" High Intensity)	
Arrow Display	
Portable Changeable Message Sign	



LOCATION MAP

Plotted : 8/24/2022 3:29:55 PM
File : \$\$KDOTGRP\$\$

Drawn By : CAM
File : TrafficControl.dgn

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SUMMARY OF DEVICES RECAPITULATION OF QUANTITIES

TE795

FHWA APPROVAL	06/01/15	APP'D	Kristina Erickson
DESIGNED	B.A.H.	DETAILED	R.W.B.
DESIGN CK.		DETAIL CK.	
		QUAN. CK.	
		TRACE CK.	