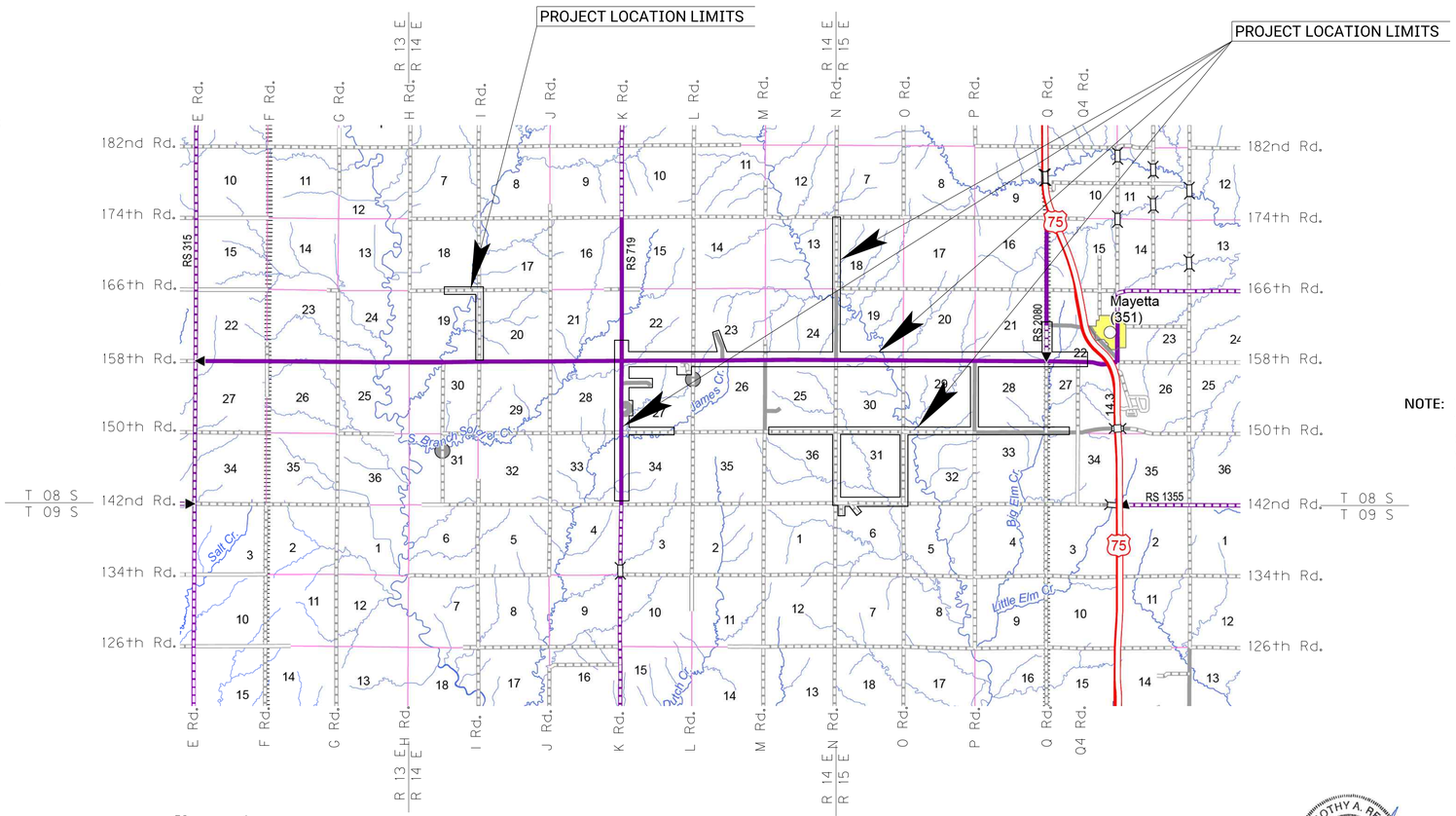
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	1	109

2024 PAVED ROAD REPAIR
PRAIRIE BAND POTAWATOMI NATION
JACKSON COUNTY, KANSAS

MILLING
ASPHALT PATCHING
ASPHALT OVERLAY
CULVERT REPAIR
CONCRETE BRIDGE APPROACH PAVEMENT

INDEX OF SHEETS



N

1 0 1 2

SCALE IN MILES

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

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	1172.18
RAILROADS		STREAM or CREEK	

PLANS PREPARED BY

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

TIMOTHY A. REED LICENSED 16324 KANSAS PROFESSIONAL ENGINEER 6-17-24

RECOM. FOR APPROVAL-DATE

PRAIRIE BAND POTAWATOMI NATION

DATE | BY
F&T
F&T

SURVEYED
CADD TECHNICIAN
DESIGNED
SQUAD

Plotted : 6/19/2024 2:37:08 PM
Drawn By : CAM
File : Title Sheet 2024 M&O.dgn

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	2	109

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

ONE CALL KANSAS

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 Savvage
(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

GENERAL NOTES

SPECIFICATIONS:
Specifications for this project shall be the Kansas Department of Transportation Standard Specifications for State Road and Bridge Construction where applicable, City of Topeka Curb & Gutter Standards, 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 an Asphaltic Concrete Overlay as detailed on the plans and in the Special Provisions. This overlay shall be paid for by the square yard of 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.

SURFACING MATERIAL (AB-3):
The bid item "Surfacing Material (AB-3) shall be bid by the ton and shall include the placement of this material at existing gravel driveways full width and a maximum of 10' long to transition to new asphaltic overlay. 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).

TYPE II-P INLET REPAIR :
The bid item "Type II-P Inlet Repair", Each, shall include removal and replacement of the existing top and grate and removal and replacement of adjoining curb and gutter. Contractor shall use caution during removal to prevent damage to existing inlet box. Any damage caused by the Contractor shall be repaired, to the satisfaction of the Engineer, at no expense to the PBPN. The new inlet top shall be precast to the dimensions as detailed. Bid item shall include 5'-0" curb and gutter on both sides of the box as detailed. Excavation and backfill around the existing top for access shall be included in the bid item. Bid item shall include all labor, materials and incidentals necessary to complete the work as detailed or as directed by the Engineer.

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 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)."

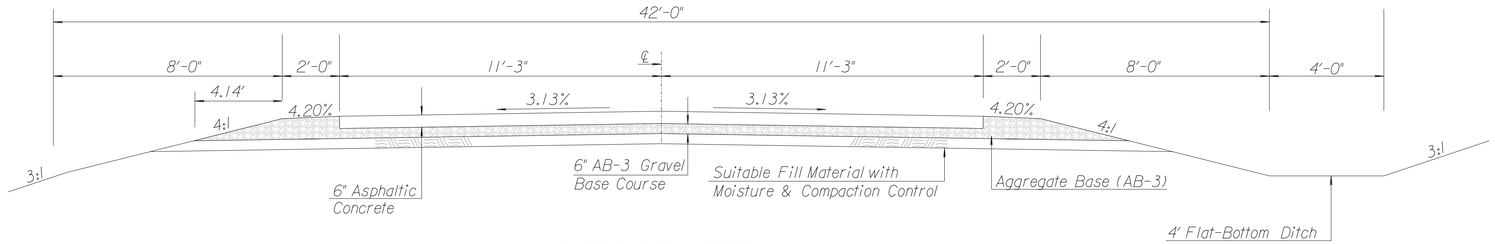
Drawn By : J. HARRINGTON
File : General Notes.dgn

PRAIRIE BAND POTAWATOMI NATION

GENERAL NOTES

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

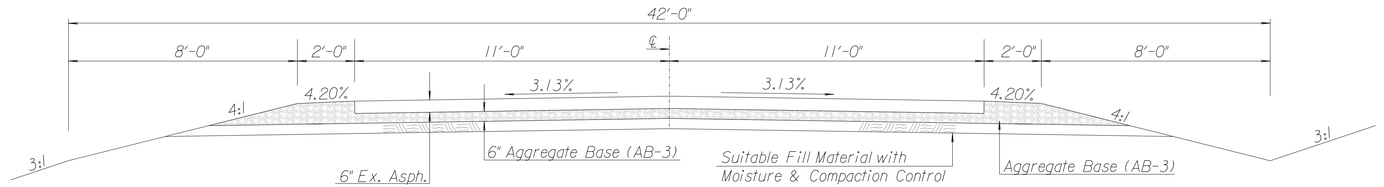
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	3	109



EXISTING TYPICAL SECTION

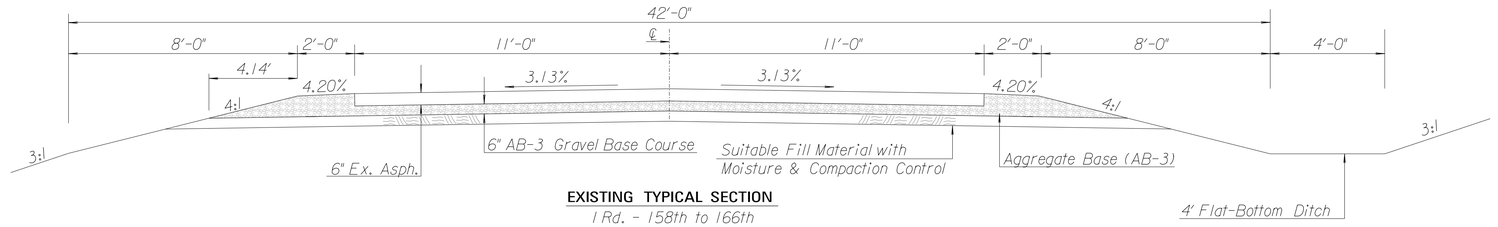
142nd Rd. - N to O

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



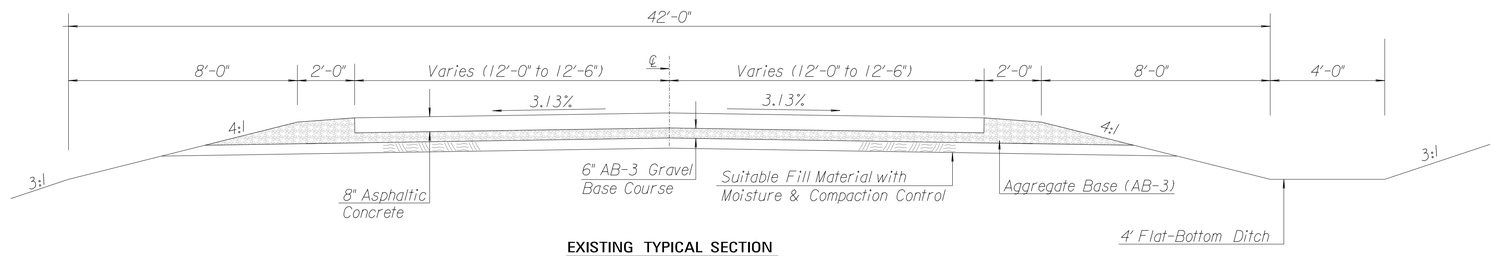
EXISTING TYPICAL SECTION

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



EXISTING TYPICAL SECTION

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



EXISTING TYPICAL SECTION

K Rd. - 150th to 158th

Aggregate Base (AB-3)

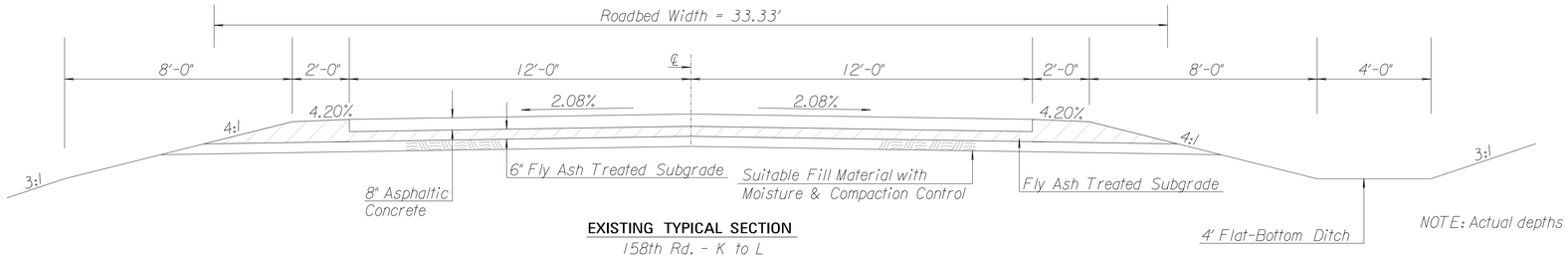
PRAIRIE BAND POTAWATOMI NATION

EXISTING TYPICAL SECTIONS

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

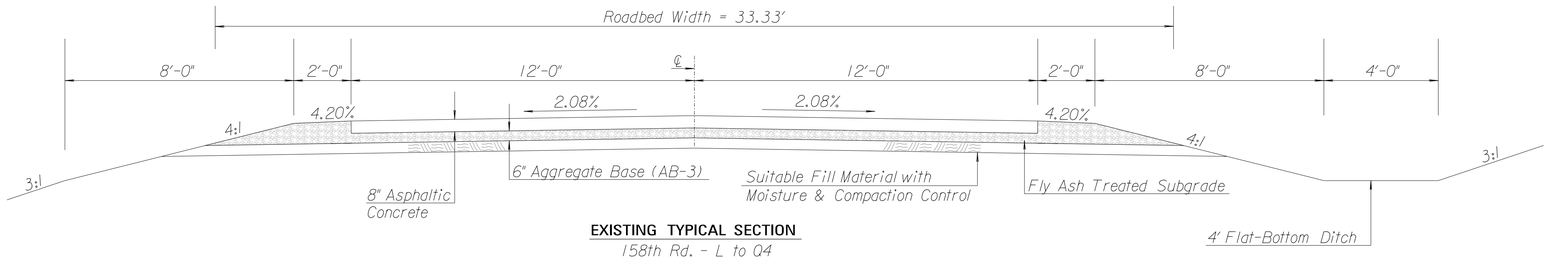
Drawn By : J. HARRINGTON
File : Typical Section 2024.dgn

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	4	109

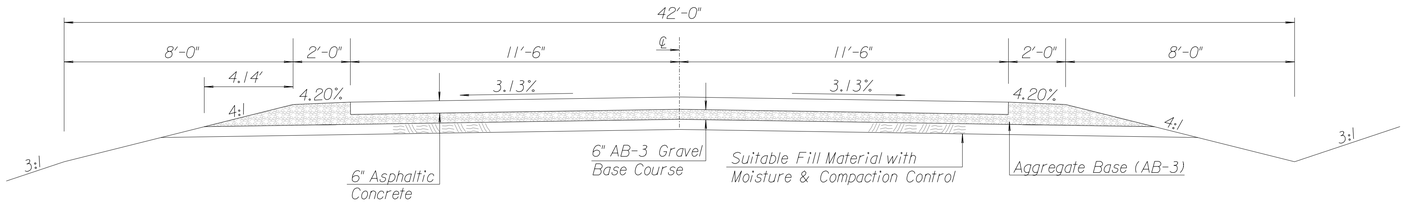


EXISTING TYPICAL SECTION
158th Rd. - K to L

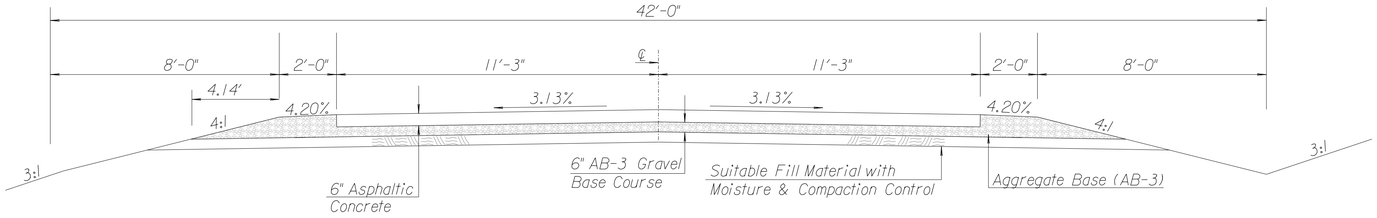
NOTE: Actual depths vary. See borings on plan sheets for more details.



EXISTING TYPICAL SECTION
158th Rd. - L to Q4



EXISTING TYPICAL SECTION
K Rd. - 158th to Sta. 119+50



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

Aggregate Base (AB-3)

PRAIRIE BAND POTAWATOMI NATION

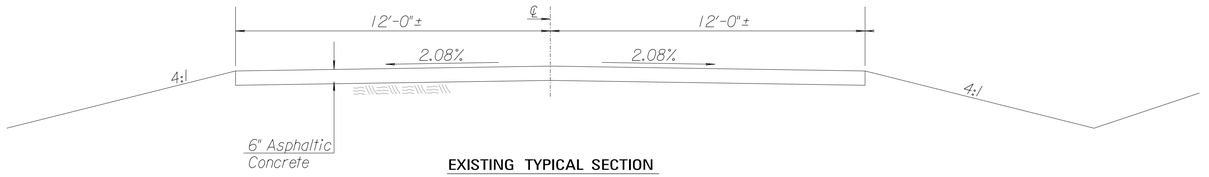
EXISTING TYPICAL SECTIONS

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

Drawn By : J. HARRINGTON
File : Typical Section 2024.dgn

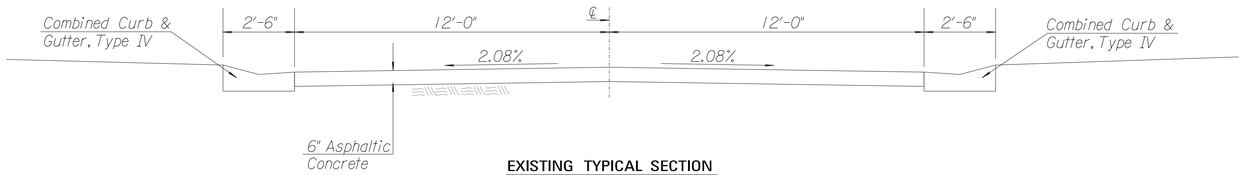
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	5	109

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



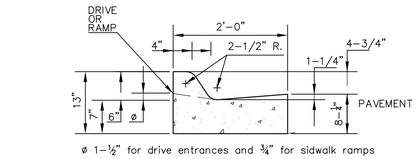
EXISTING TYPICAL SECTION

N1 Lane
N2 Lane
156th Lane
L4 Lane



EXISTING TYPICAL SECTION

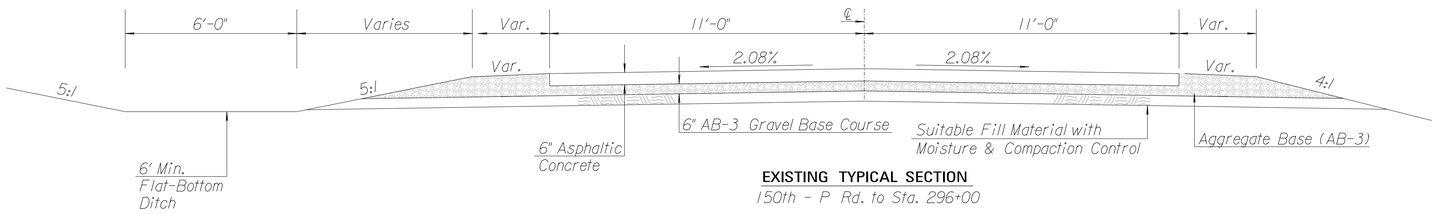
Meadow Lane
Meadow Lane Cul-de-sac
Wildflower Lane
Southwood Housing streets



ø 1-½" for drive entrances and ¾" for sidwalk ramps

EXISTING TYPICAL CURB SECTION

Along Entrances 150th Rd. - Sta. 266+00 to Sta. 298+00
(not to scale)

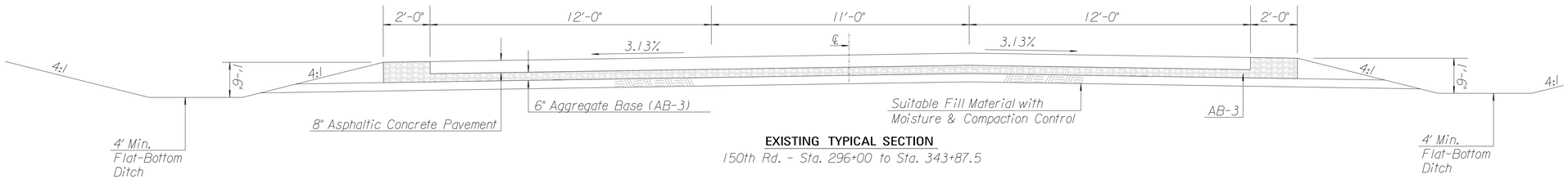


EXISTING TYPICAL SECTION

150th - P Rd. to Sta. 296+00

Fly Ash treated Subgrade

Aggregate Base (AB-3)



EXISTING TYPICAL SECTION

150th Rd. - Sta. 296+00 to Sta. 343+87.5

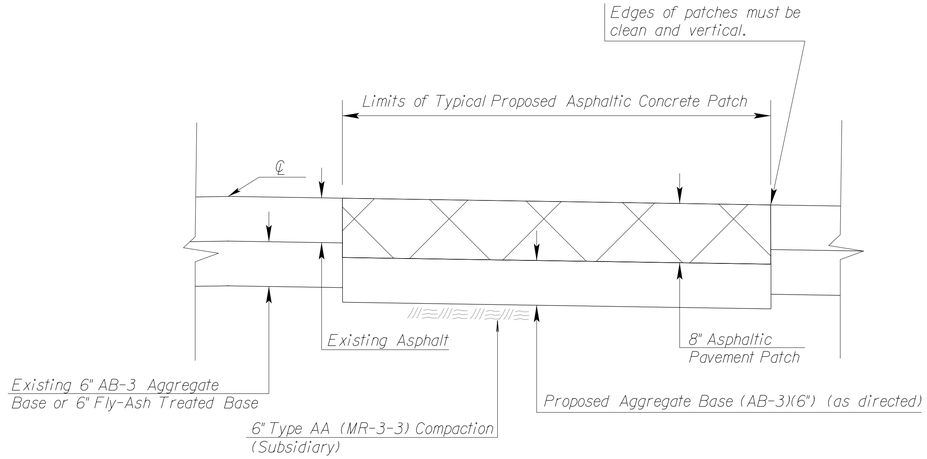
PRAIRIE BAND POTAWATOMI NATION

EXISTING TYPICAL SECTIONS

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

Drawn By : J. HARRINGTON
File : Typical Section 2024.dgn

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	6	109

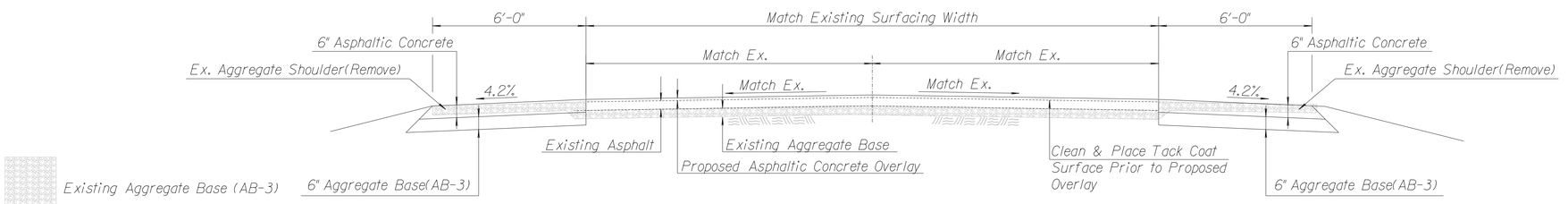


PROPOSED TYPICAL SECTION– ASPHALTIC CONCRETE PATCHING

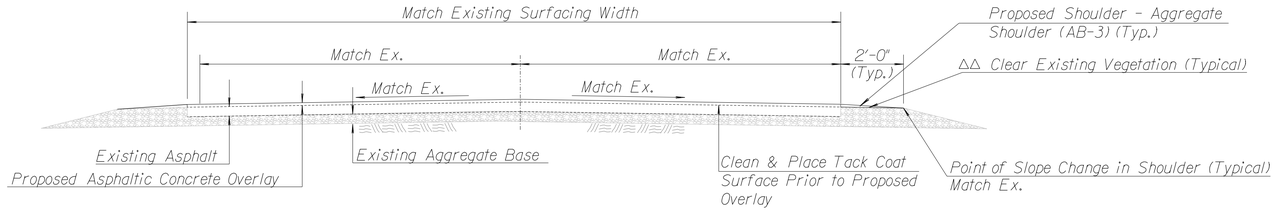
NOTE: Aggregate Base (AB-3)(6") is required where surface deformation is visible or if the existing base is determined to have absorbed moisture and has fallen out of optimum range. The Project Engineer shall have the full discretion to determine any aggregate base to be removed and replaced. No inadequate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

NOTE: The base lifts shall be 4" and 4" and the surface of the 8 inches shall be flush with adjacent existing pavement on each end. This will allow the 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 SECTION – ASPHALTIC CONCRETE OVERLAY WITH ASPHALTIC CONCRETE SHOULDERS

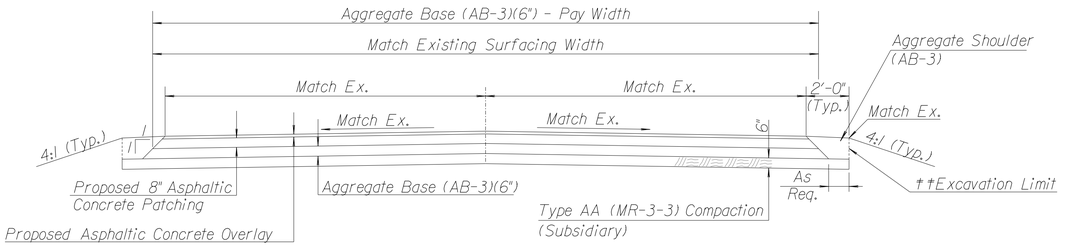


PROPOSED TYPICAL SECTION – ASPHALTIC CONCRETE OVERLAY

△△ *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 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: 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."



PROPOSED TYPICAL – FULL WIDTH REPLACEMENT

†† *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 recompacted 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.*

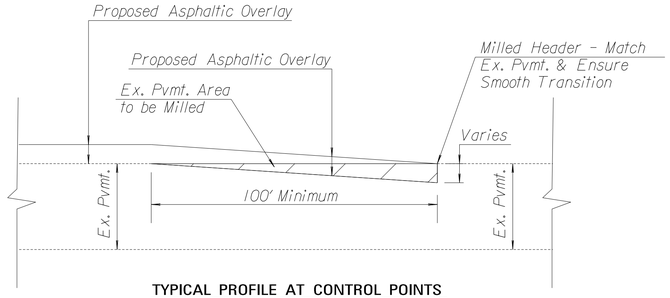
PRAIRIE BAND POTAWATOMI NATION

PROPOSED TYPICAL SECTIONS

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

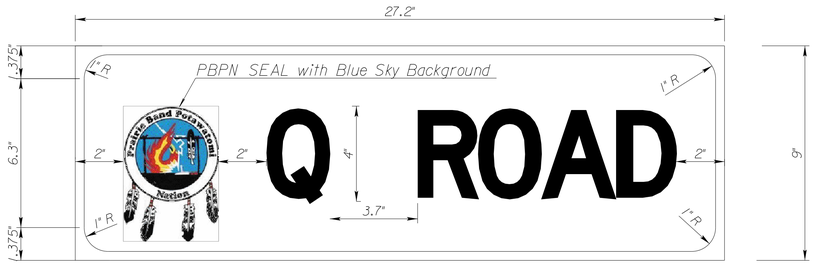
Drawn By : J. HARRINGTON
File : Typical Section 2024.dgn

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	7	109



TYPICAL PROFILE AT CONTROL POINTS

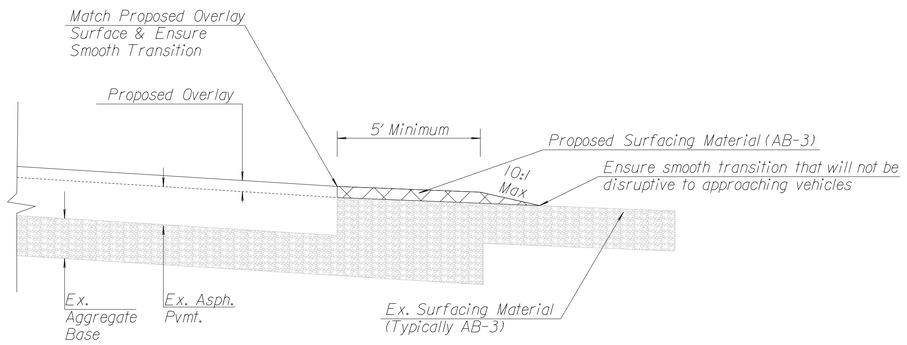
NOTE: The full width of pavement shall be milled. The dimensions shown are typical, see plan sheets in case of variations. For field variations at time of construction, the Contractor shall have approval from the On-Site Representitive or Project Engineer. Milling shall be paid in square yards of surface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



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

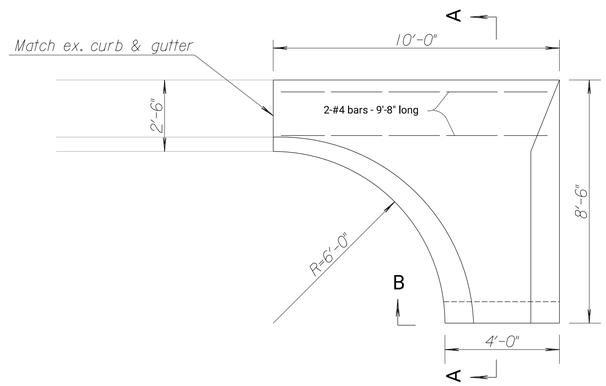
NOTE: Sign length shall vary depending on how many letters are required to spell out the street name.

TYPICAL PERMANENT STREET SIGN



TYPICAL 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.



SECTION A–A

SECTION B–B

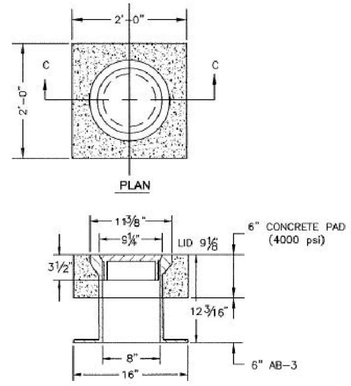
Flume Inlets shall be paid for by unit price per each. Reinforcing steel & welded wire reinforcement are subsidiary to Flume Inlet.

The entire area of the Flume Inlet shall be placed monolithic and struck off with a minimum thickness of 6 inches.

Concrete Grade 3.0 (AE) shall be used in Flume Inlet.

All exposed edges shall be finished with an edging tool.

FLUME INLET(CONCRETE)



SECT. C - C

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.

Contractor will 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 a 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."

PRAIRIE BAND POTAWATOMI NATION

TYPICAL DETAILS-MISCELLANEOUS I

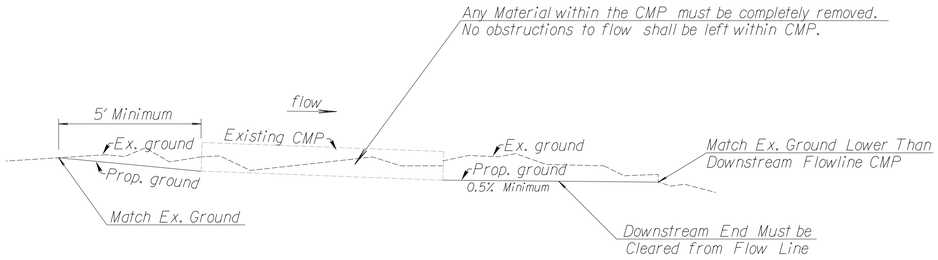
DESIGNED	DETAILED	QUANTITIES	
DESIGN CK.	DETAIL CK.	QUAN.CK.	

Drawn By: J. HARRINGTON
File: Typical Section 2024.dgn

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	8	109

CONCRETE ENTRANCE DIMENSIONS

Entrance Location Station, Side (All on K Rd.)	W feet	Pt. A Sta., Offset	Pt. B Sta., Offset	Pt. C Sta., Offset	Pt. D Sta., Offset	Pt. E Sta., Offset	Pt. F Sta., Offset	∡ A	∡ B	∡ C	Rad. A	Rad. B
58+22.42, Rt.	22.0	57+74.83, 12.00′	58+60.88, 12.00′	57+98.98, 44.97′	58+22.25, 43.15′	57+98.98, 44.97′	58+20.23, 50.66′	75°-00′	105°-00′	75°-00′	25′	40′
71+38.13, Lt.	30.0	71+78.13, 11.50′	70+98.13, 11.50′	71+53.13, 38.00′	71+23.13, 38.00′	71+53.13, 38.00′	71+23.13, 38.00′	90°-00′	90°-00′	90°-00′	25′	25′
74+79.98, Lt.	28.0	75+17.36, 11.75′	74+39.29, 11.75′	74+92.39, 37.17′	74+64.27, 39.33′	74+92.24, 40.54′	74+64.27, 39.33′	92°-28′	87°-32′	92°-28′	25′	25′
76+89.05, Rt.	26.5	76+50.84, 12.00′	77+27.25, 12.00′	76+75.80, 37.01′	77+02.30, 36.99′	76+75.80, 37.01′	77+02.30, 36.99′	90°-00′	86°-35′	86°-32′	25′	25′
81+97.70, Rt.	18.5	81+63.48, 12.00′	82+31.92, 12.00′	81+88.45, 37.38′	82+06.95, 37.65′	81+88.45, 37.38′	82+06.95, 37.65′	90°-00′	87°-26′	88°-03′	25′	25′
82+71.70, Rt.	18.5	82+37.50, 12.00′	83+05.87, 12.00′	82+62.45, 37.38′	82+80.95, 36.48′	82+62.45, 37.38′	82+80.95, 36.48′	90°-00′	87°-27′	85°-22′	25′	25′
85+60.99, Rt.	22.0	85+28.12, 12.00′	85+93.81, 12.00′	85+49.99, 26.39′	85+72.00, 26.28′	85+49.99, 26.39′	85+72.00, 26.28′	90°-00′	61°-01′	60°-44′	25′	25′
88+42.89, Rt.	25.3	88+11.59, 12.50′	88+87.95, 12.50′	88+36.31, 34.44′	88+63.82, 44.66′	88+38.98, 49.17′	88+63.82, 44.66′	100°-17′	79°-59′	103°-53′	25′	25′
94+51.78, Rt.	22.4	93+97.97, 12.00′	94+72.08, 12.00′	94+16.25, 41.61′	94+50.19, 26.42′	94+16.25, 41.61′	94+35.84, 52.43′	61°-18′	113°-56′	61°-06′	20′	25′



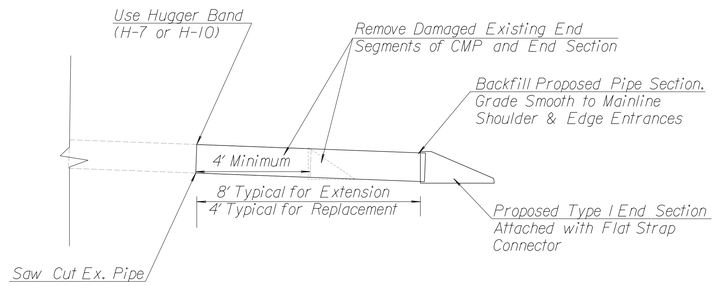
CLEAN EXISTING STRUCTURES & GRADE DITCH TO DRAIN

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.

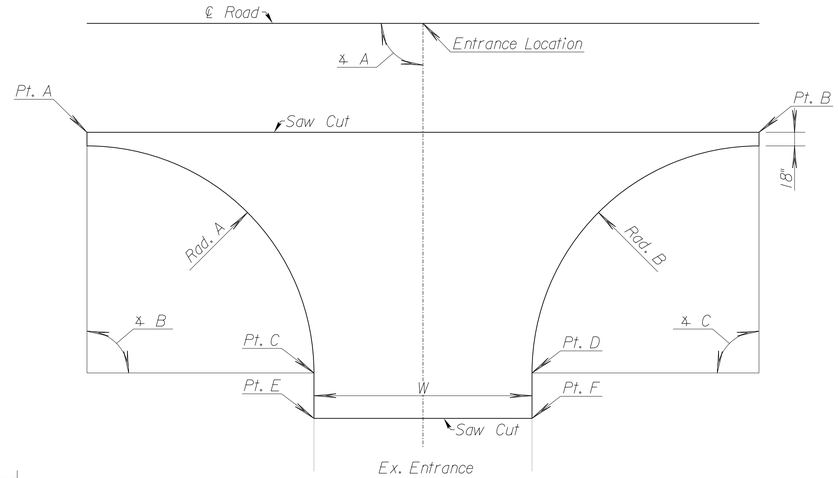
NOTE: A Ditch Check (Non–Rock) shall be placed downstream of all areas where ditch work and cleaning of structures occurs. See standard details.



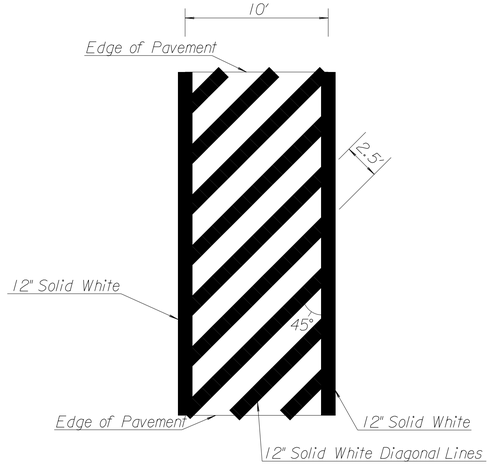
TYPICAL CMP EXTENSION

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

NOTE: See KDOT Standard RD660 for additional CMP information.

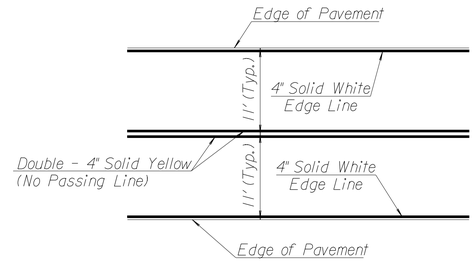


TYPICAL 8" REINFORCED CONCRETE ENTRANCE



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.	

Drawn By : J. HARRINGTON
File : Typical Section 2024.dgn

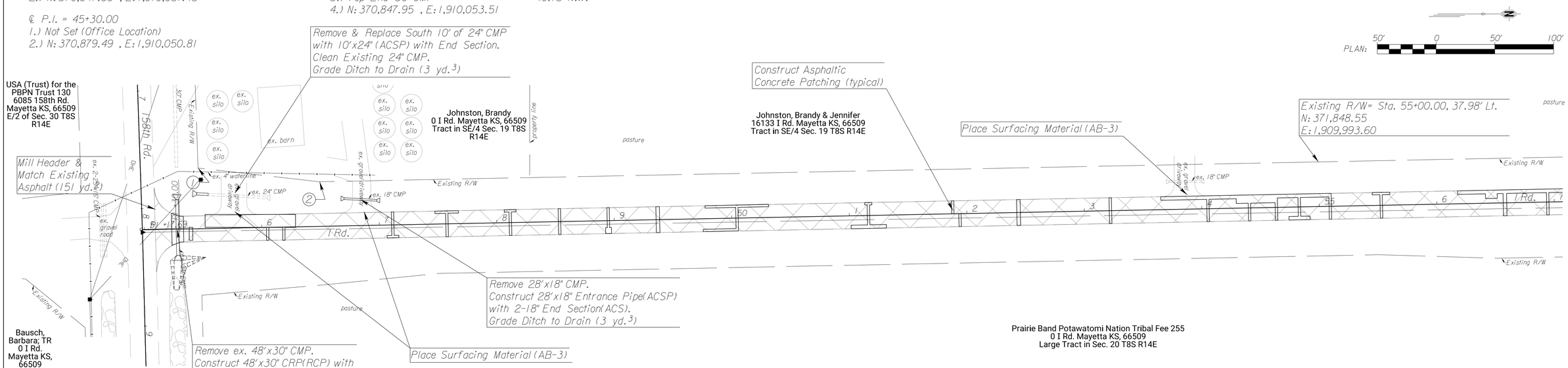
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	9	109

℄ P.O.T. = 44+98.38
1.) Not Set (Office Location)
2.) N: 370,847.88 , E: 1,910,051.43

℄ P.I. = 45+30.00
1.) Not Set (Office Location)
2.) N: 370,879.49 , E: 1,910,050.81

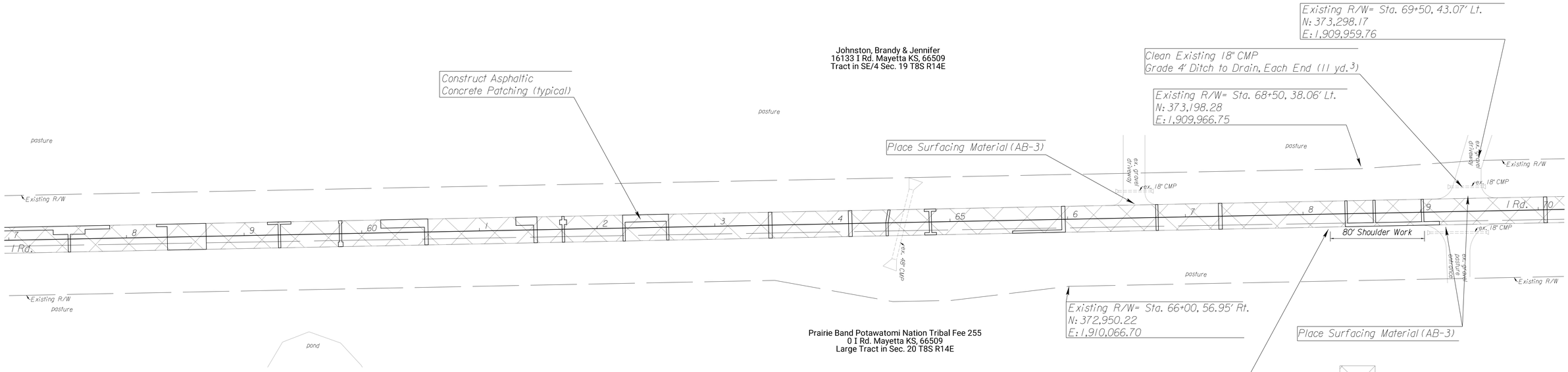
S.E. Corner Sec. 19, T8S, R14E
1.) Found Bar at Surface of Asphalt 36.26" N.E.
2.) Top End 30" CMP 40.15" N.W.
3.) Top End 30" CMP
4.) N: 370,847.95 , E: 1,910,053.51

PLAN: 50' 0 50' 100'



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



2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

I Rd.- 158th Rd. to 166th Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	10	109

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

Existing R/W= Sta. 71+42.02, 43.08' Lt.
N: 373,489.05
E: 1,909,955.96

Install Monument Box in Concrete Pavement.
(New Monument Box)

Construct 26'-0" x 13'-0" (Type B)
Concrete Pavement (10" Unif.)(AE)(Br.App.)

Construct Asphaltic
Concrete Patching (typical)

PLAN: 50' 0 50' 100'

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

USA Trust for Hale, Roy A
16193 I Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 19 T8S R14E

Prairie Band of Potawatomi Tribal Fee 172
0 I Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 19 T8S R14E

Mill 150' & Match New
Concrete Approach Slab

Mill 150' & Match New
Concrete Approach Slab

Existing Right of Way

Edge of Cultivation

Edge of Timber

property line

ex. gravel

ex. 18" CMP

PI +98.73

PI +23.66

existing gravel driveway

10 I Rd. 1 2 3 75 6 7 8 9 80 1 2 3 I Rd.

Place Surfacing Material (AB-3)

Place Surfacing Material (AB-3)

Existing R/W= Sta. 71+43.23, 56.92' Rt.
N: 373,493.34
E: 1,910,055.90

Existing R/W= Sta. 75+50, 45' Rt.
N: 373,899.52
E: 1,910,036.72

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

Remove Existing 28'x18" CMP.
Construct 28'x18" Entrance Pipe(ACSP)
with 2-18" End Section(ACS).
Grade 4' Ditch to Drain (2 yd.³).

Prairi

℄ P.C. = 88+55.13
1.) Not Set (Office Location)
2.) N: 375,203.92 , E: 1,909,974.29

℄ P.T. = 89+55.12
1.) Not Set (Office Location)
2.) N: 375,303.87 , E: 1,909,971.03

℄ P.C. = 94+90.39
1.) Not Set (Office Location)
2.) N: 375,838.42 , E: 1,909,943.29

℄ P.T. = 95+90.39
1.) Not Set (Office Location)
2.) N: 375,938.26 , E: 1,909,937.62

Construct Asphaltic
Concrete Patching (typical)

Prairie Band of Potawatomi Tribal Fee 172
0 I Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 19 T8S R14E

Booth, James C & Jo Anne; TR
0 I Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 19 T8S R14E

Place Surfacing Material (AB-3)

Edge of Cultivation

Edge of Timber

Existing Right of Way

property line

ex. 18" CMP

existing gravel driveway

PC +55.13

PT +55.12

PC +90.39

PT +90.39

3 I Rd. 4 5 6 8 9 90 1 2 3 4 95 I Rd. 6

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

Existing R/W= Sta. 84+50, 45' Rt.
N: 374,799.44
E: 1,910,024.70

P.I. Sta. 89+05.13 (Bk.)
Δ = 2°12'19" (LT)
D = 2°12'19"
R = 2,598.25'
T = 50.01'
L = 100.00'
E = 0.48'

USA (Trust) Allotment 474-A
16548 I Rd. Mayetta KS, 66509
N/2 of NW/4 Sec. 20 T8S R14E

Place Surfacing Material (AB-3)

P.I. Sta. 95+40.40 (Bk.)
Δ = 0°33'29" (LT)
D = 0°33'29"
R = 10,269.00'
T = 50.00'
L = 100.00'
E = 0.12'

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

I Rd.- 158th Rd. to 166th Rd.

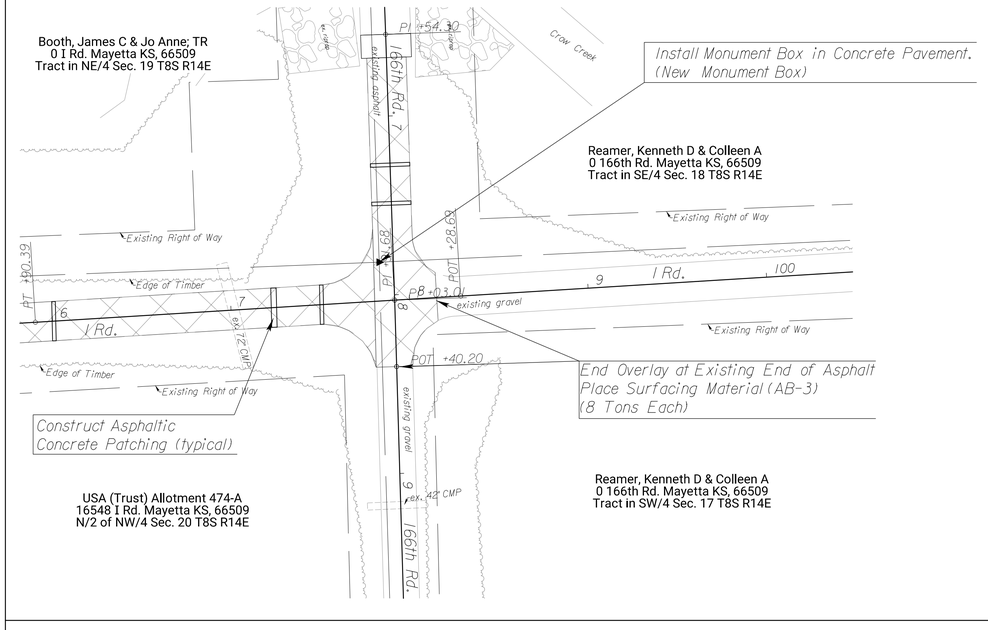
℄ P.I. = 97+91.68
1.) Not Set (Office Location)
2.) N: 376,139.17 , E: 1,909,925.23

℄ 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

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	11	109

PLAN: 50' 0 50' 100'



2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

IRd.- 158th Rd. to 166th Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	12	109

K Rd. ℄ P.O.T.= 10+00
1.) Not set (office location)
2.) N: 360,508.29 , E: 1,920,817.46

K Rd. ℄ P.I.= 11+00
1.) Not set (office location)
2.) N: 360,608.29 , E: 1,920,817.46

K Rd. ℄ P.I.= 14+63.99
1.) Not set (office location)
2.) N: 360,972.26 , E: 1,920,813.30

K Rd. ℄ P.I.= 19+05.35
1.) Not set (office location)
2.) N: 361,413.47 , E: 1,920,801.81

PLAN: 50' 0 50' 100'

USA (Trust) Tribal Trust 241
14381 K Rd. Mayetta KS, 66509
Tract in SE/4 Sec. 33 T8S R14E

Roman Catholic Archdiocese of Kansas City in Kansas
0 142nd Rd. Mayetta KS, 66509
Tract in SE/4 Sec. 33 T8S R14E

Remove existing 27'x18" CMP.
Construct 27'x18" Entrance Pipe(ACSP) with 2-18" End Section(ACS).
Grade Ditch to Drain, Each End (2 yd.^{3})

Place Surfacing Material (AB-3)

Existing RWD #3 Easement (364-2157 or 364-2135)

142nd Rd.

Existing Right of Way

POT +00.00

PI +26.68

PI +63.99

PI +05.35

Shipsee Cemetary

ex. chainlink fence

ex. gravel drive

ex. gravel ent.

ex. 18" CMP

Edge of Timber

property line

℄ Project K Road

K Rd.

Ex. Gravel Road

ex. 30" CMP

ex. culvert

ex. culvert wire

ex. pasture ent.

G.P.

ex. 24" CMP

ex. 72" CMP

Trib. James Creek

ex. wire fence

pasture

Clean Existing 30" CMP.
Grade Ditch to Drain (7 yd.^{3})

Place Surfacing Material (AB-3)
Ensure Smooth Transition from Gravel to Asphalt (8 Tons)

Remove ex. 47'x30" CMP.
Construct 47'x30" CRP(RCP) with 2-30" End Sections(RCP).
Grade Ditch to Drain, Each End (11 yd.^{3}). See Drainage Details.

Construct Asphaltic Concrete Patching (typical)

Kirkwood, R Arlen & Darlene M
0 142nd Rd. Mayetta KS, 66509
S/2 of the SW/4 Sec. 34 T8S R14E

K Rd. ℄ P.I.= 23+95.62
1.) Not set (office location)
2.) N: 361,903.53 , E: 1,920,787.76

K Rd. ℄ P.I.= 29+64.51
1.) Not set (office location)
2.) N: 362,472.18 , E: 1,920,771.10

USA (Trust)
14381 K Rd. Mayetta KS, 66509
Tract in SE/4 Sec. 33 T8S R14E

Thomas N Berry & Company
0 K Rd. Mayetta KS, 66509
N/2 of SE/4 Sec. 33 T8S R14E

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

PI +95.62

PI +64.51

ex. 24" CMP

ex. 18" CMP

ex. trail ent.

edge of cultivation

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

K Rd.- 142th Rd. to 150th Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	13	109

E 1/4 Cor. Sec. 33, T8S, R14E = ℄ 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. ℄ P.I.= 37+17.14
1.) Not set (office location)
2.) N: 363,224.50 , E: 1,920,749.68

PLAN: 50' 0 50' 100'

USA (Trust) Tribal Trust 219
0 K Rd. Mayetta KS, 66509
E/2 of NE/4 Sec. 33 T8S R14E

Thomas N Berry & Company
0 K Rd. Mayetta KS, 66509
N/2 of SE/4 Sec. 33 T8S R14E

Install Monument Box in Concrete Pavement. (New Monument Box)

Place Surfacing Material (AB-3)

Boring - B10

Place Surfacing Material (AB-3)

Construct Asphaltic Concrete Patching (typical)

Asphaltic Concrete (6")
Granular Baserock (6")
Fat Clay

Boring - B10
(not to scale)

Slattery, Lucille
0 K Rd. Mayetta KS, 66509
S/2 of NW/4 Sec. 34 T8S R14E

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

pasture
property line
Existing Right of Way
DHE
ex. wire fence
ex. pasture ent.
18" CMP
PI 37+17.14
K Rd.
Section Line
℄ Project K Road
edge of cultivation
ex. pasture ent.

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

USA (Trust) Tribal Trust 219
0 K Rd. Mayetta KS, 66509
E/2 of NE/4 Sec. 33 T8S R14E

Asphaltic Concrete (9")
Granular Baserock (7")
Fat Clay

Boring - B11
(not to scale)

Edge of Timber
Original R-o-W Variation No. 10 avoid Spring Branch James Creek

Construct Asphaltic Concrete Patching (typical)

Boring - B11

Place Aggregate Ditch Lining(4") (13 tons)

Place Aggregate Ditch Lining(4") (24 tons)

Place Surfacing Material (AB-3)

Construct 8" Reinforced Concrete Driveway. See Misc. Details.

Remove existing 38'x30" CMP.
Construct 48'x30" Cross Road Pipe(RCP) with 2-30" End Sections(RCP).

2" Asphaltic Concrete Overlay

USA (Trust) Tribal Trust 013
14880 K Rd. Mayetta KS, 66509
N/2 of NW/4 Sec. 34 T8S R14E

Slattery, Lucille
0 K Rd. Mayetta KS, 66509
S/2 of NW/4 Sec. 34 T8S R14E

pasture
DHE
ex. 24" CMP
ex. gravel
ex. chainlink fence
property line
PI 46+61.58
K Rd.
℄ Project K Road
24" CMP
ex. pasture ent.
Existing Right of Way
Edge of Timber
James Creek
2-14'x12' RCB

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

K Rd.- 142th Rd. to 150th Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	14	109

SE Cor. Sec. 28, T8S, R14E = ℄ 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

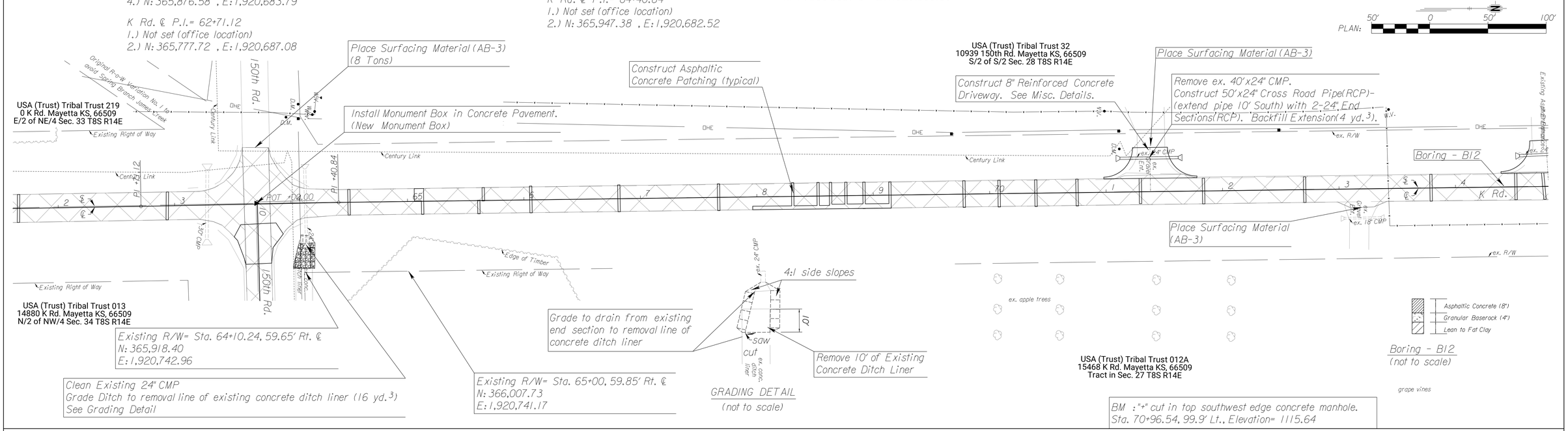
K Rd. ℄ P.I.= 62+71.12
1.) Not set (office location)
2.) N: 365,777.72 , E: 1,920,687.08

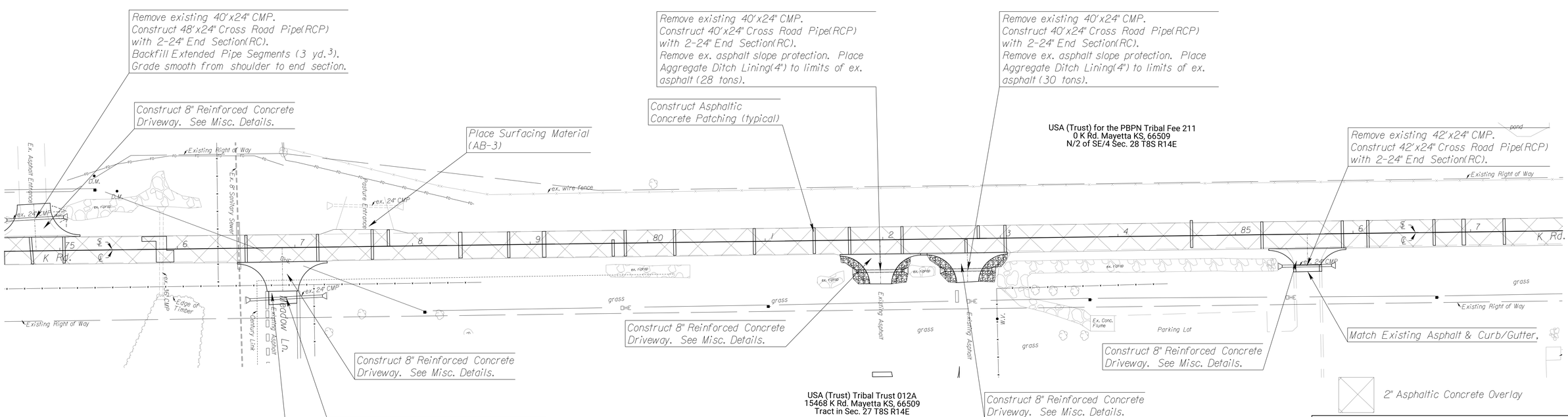
K Rd. ℄ P.O.T.= ℄ 150th = 63+70.03
1.) Not set (office location)
2.) N: 365,876.60 , E: 1,920,684.42

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

Reference Point #1 = ℄ Sta. 70+60.59, 161.13 Lt.
1.) Set 1/2"x24" Rebar 2" below surface
2.) ℄ 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

PLAN: 50' 0 50' 100'





PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

K Rd.- 150th Rd. to 158th Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	15	109

K Rd. ℄ 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 = ℄ Sta. 90+22.87, 0.32' Lt.
1.) Found bar 3" below surface
2.) Mag nail in north face power pole 62.58' E
3.) Nail & bottle cap in top fence post 43.55' W
4.) N: 368,528.89 , E: 1,920,630.47

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

PLAN: 50' 0 50' 100'

USA (Trust) for the PBPN Tribal Fee 211
0 K Rd. Mayetta KS, 66509
N/2 of SE/4 Sec. 28 T8S R14E

Remove existing 55'x18" CMP. Construct 55'x18" Cross Road Pipe(RCP) with 2-18" End Section(RC).

Install Monument Box in Concrete Pavement (New Monument Box)

Place Surfacing Material (AB-3)

Construct Asphaltic Concrete Patching (typical)

NOTE: Concrete at Edge of Pavement was Constructed Higher to Match Proposed Overlay. Ensure No Disrupting Change in Cross Slope to K Rd. Traffic

Mill Northbound Lane and Match Concrete Entrance at Firestation with Asphalt Overlay (329 yd.²)

Boring - B13

Construct 8" Reinforced Concrete Driveway. See Misc. Details.

Construct 8" Reinforced Concrete Driveway. See Misc. Details.

Match Existing Conc.

Sta. 99+88, 40' Rt.
Mill Header & Match Existing Asphalt (118 yd.²)

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

Boring - B13
(not to scale)

USA (Trust) Tribal Trust 012A
15468 K Rd. Mayetta KS, 66509
Tract in Sec. 27 T8S R14E

USA (Trust) Tribal Trust 012B
15468 K Rd. Mayetta KS, 66509
Tract in Sec. 27 T8S R14E

Potawatomi Tribal Fire Department Building

K Rd. ℄ 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

Boring - B14

Construct Asphaltic Concrete Patching (typical)

Place Surfacing Material (AB-3)

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

Boring - B14
(not to scale)

USA (Trust) Tribal Trust 012A
15468 K Rd. Mayetta KS, 66509
Tract in Sec. 27 T8S R14E

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

2" Asphaltic Concrete Overlay

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

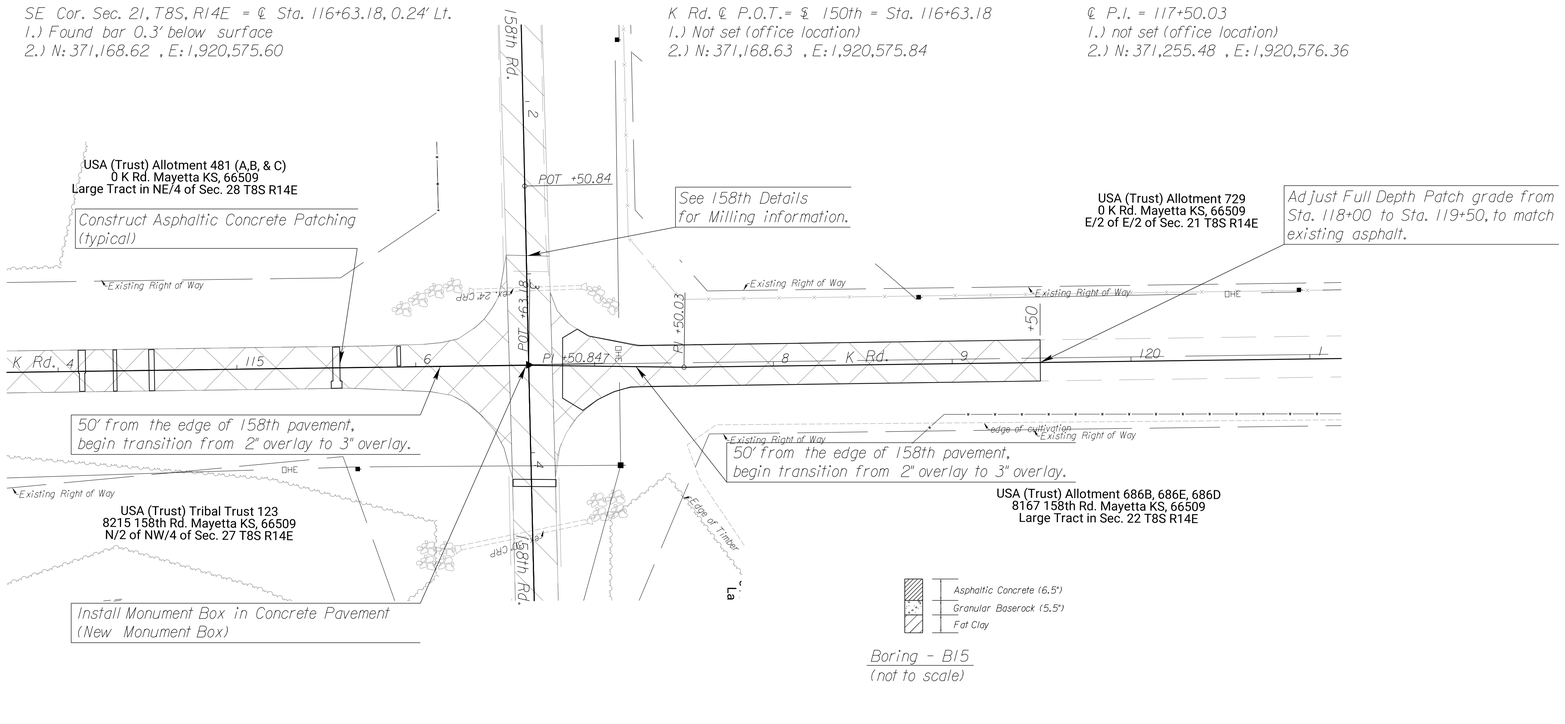
K Rd. ℄ P.O.T.= ℄ 150th = Sta. 116+63.18
1.) Not set (office location)
2.) N: 371,168.63 , E: 1,920,575.84

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

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

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	16	109

PLAN: 50' 0 50' 100'



Boring - B15
(not to scale)

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

K Rd.- 158th Rd. to Sta. 119+50

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	17	109

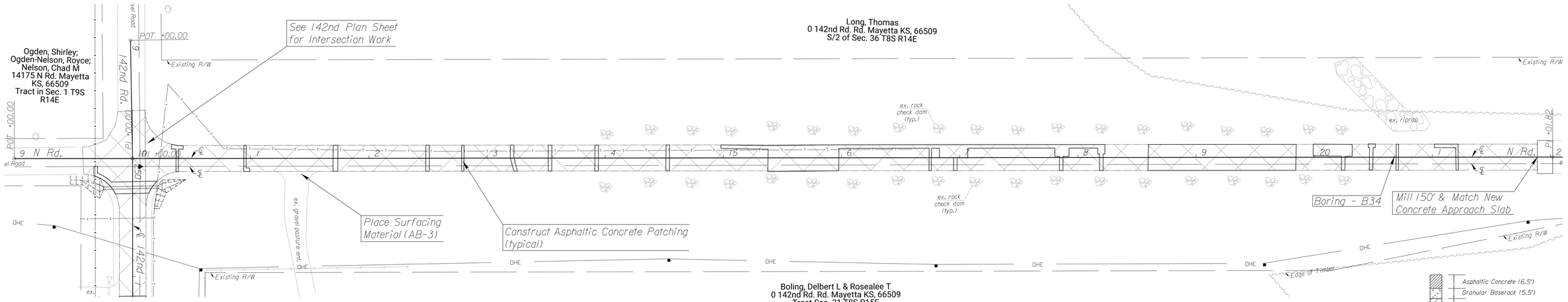
℄ P.O.T.= Sta. 9+00
1.) Not Set (office location)
2.) N: 360,953.44 , E: 1,936,666.43

℄ 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

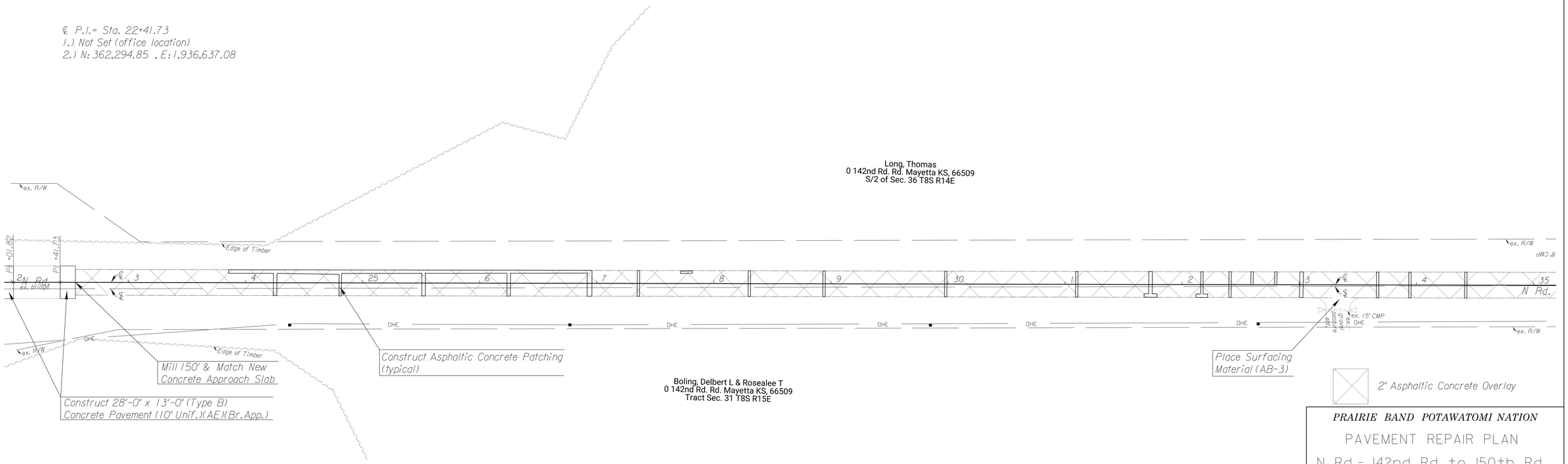
℄ P.I.= Sta. 22+01.82
1.) Not Set (office location)
2.) N: 362,254.95 , E: 1,936,637.94

PLAN: 50' 0 50' 100'



Boring - B34
(not to scale)

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



PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

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

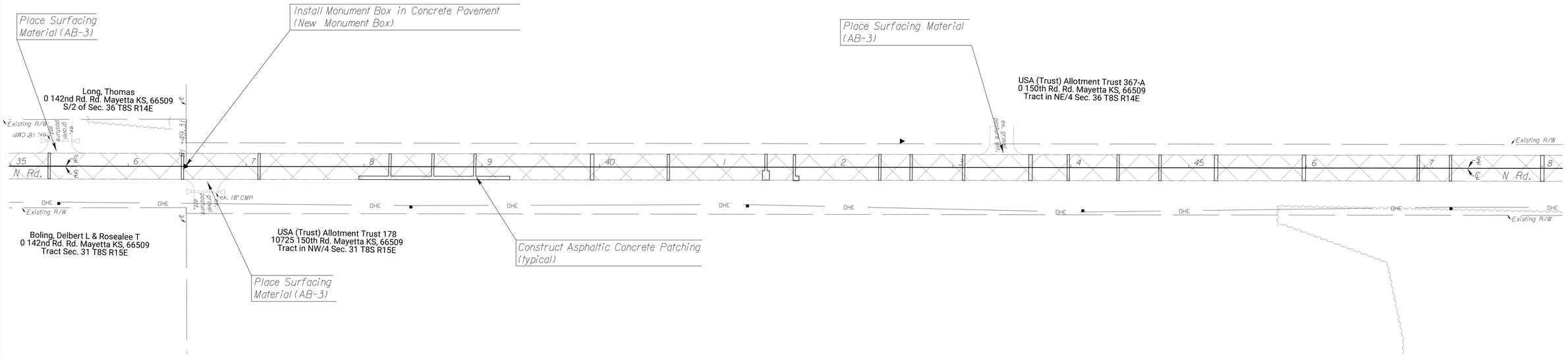
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	18	109

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

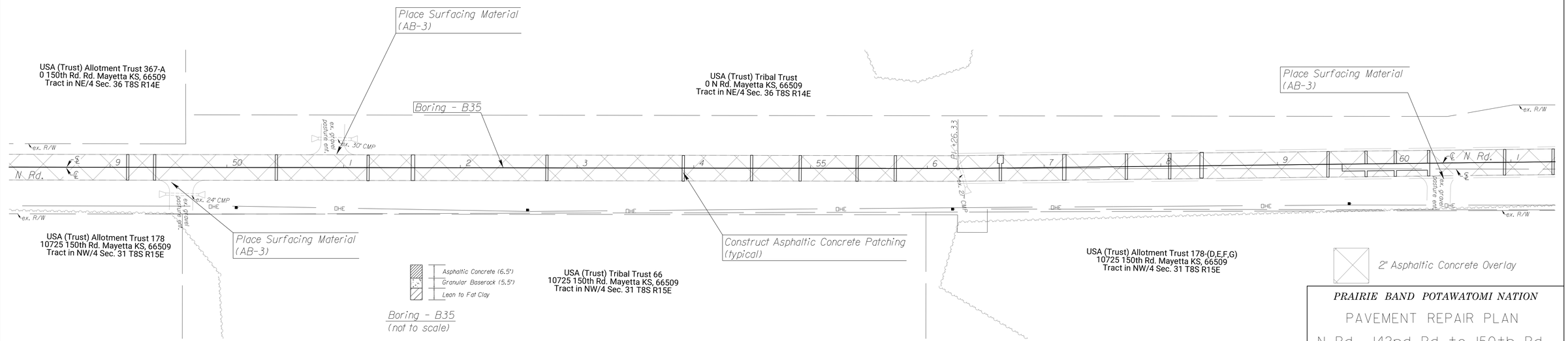
E 1/4 Cor. Sec. 36, T8S, R14E = ℄ P.I. at Sta. 36+49.31
1.) Found bar in monument box
2.) N: 363,701.45 , E: 1,936,610.50

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: 50' 0 50' 100'



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



PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

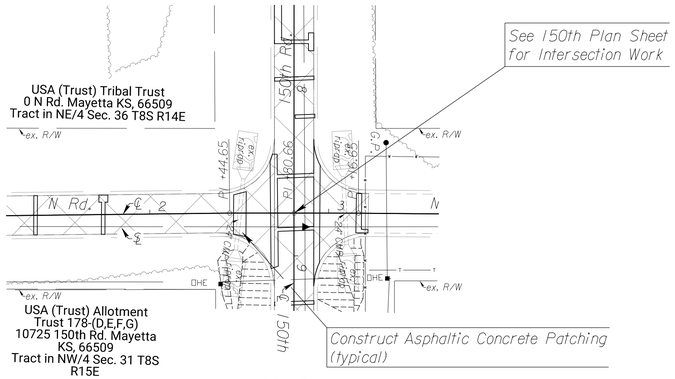
N Rd.- 142nd Rd. to 150th Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	19	109

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

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

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



P.I. Sta. 168+77.63 (Bk.)
Δ = 0°05' 15" (RT)
D = 0°01' 45"
R = 196,170.59'
T = 149.79'
L = 299.58'
E = 0.06'

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

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

PLAN: 50' 0 50' 100'

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

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

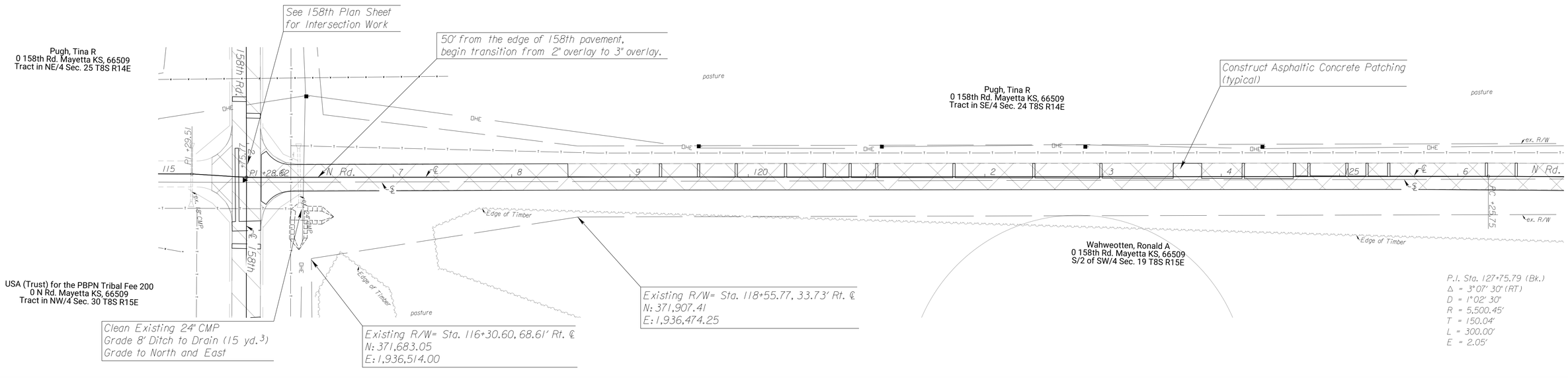
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	20	109

℄ 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

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

PLAN: 50' 0 50' 100'



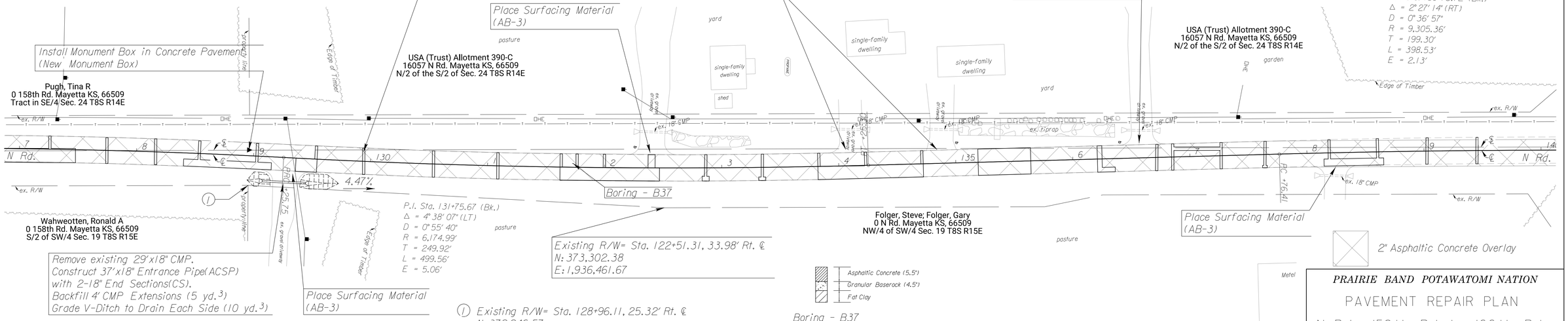
P.I. Sta. 127+75.79 (Bk.)
Δ = 3°07' 30" (RT)
D = 1°02' 30"
R = 5,500.45'
T = 150.04'
L = 300.00'
E = 2.05'

S.E. 1/16 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.R.C. = Sta. 129+25.75
1.) Not Set (office location)
2.) N: 372,976.44 , E: 1,936,425.55

℄ 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



① Existing R/W= Sta. 128+96.11, 25.32' Rt. ℄
N: 372,946.57
E: 1,936,449.98

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

N Rd.- 158th Rd. to 166th Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	21	109

℄ P.T. = Sta. 141+74.94
1.) Not Set (office location)
2.) N: 374,224.92 , E: 1,936,394.33

E 1/4 Cor. Sec. 24, T8S, R14E = ℄ Sta. 142+17.70, 5.0' Lt.
1.) Found bar with cap at surface pavement
2.) South end 18" CMP 49.0' S.S.W.
3.) N: 374,267.65 , E: 1,936,389.12

℄ P.C. = Sta. 145+02.90
1.) Not Set (office location)
2.) N: 374,552.87 , E: 1,936,392.63

℄ P.T. = Sta. 149+01.24
1.) Not Set (office location)
2.) N: 374,951.12 , E: 1,936,385.09

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

PLAN: 50' 0 50' 100'

Existing R/W= Sta. 141+00.70, 33' Lt. ℄
N: 374,149.89
E: 1,936,362.02

Remove existing 26'x18" CMP.
Construct 34'x18" Entrance Pipe(ACSP)
with 2-18" End Section(ACS).
Backfill over extension segments (6 yd.3)
Grade Ditch to Drain (6 yd.3)

Existing R/W= Sta. 142+17.86, 35' Lt. ℄
N: 374,267.65
E: 1,936,359.12

Construct Asphaltic Concrete Patching
(typical)

Clean Existing 12" CMP
Grade V-Ditch to Drain on Each Side (37 yd.3)

Existing R/W= Sta. 152+15.66, 46.2' Lt. ℄
N: 375,263.87
E: 1,936,328.64

USA (Trust) Allotment 390-C
16057 N Rd. Mayetta KS, 66509
N/2 of the S/2 of Sec. 24 T8S R14E

Nocktonick, Adam A & Ruthann; TR
16057 N Rd. Mayetta KS, 66509
Large Tract in of Sec. 24 T8S R14E

ex. R/W
ex. 18" CMP
Driveway
2.8' 3%
DHE
Edge of Cultivation
Edge of Timber
PC +02.90
PT +01.24
140
N Rd.
145
150
155
Ref. Bar
ex. 12" CMP
Boring - B38
Place Surfacing Material
(AB-3)
Install Monument Box Set in Concrete Pavement
(New Monument Box)
pasture

Folger, Steve; Folger, Gary
0 N Rd. Mayetta KS, 66509
NW/4 of SW/4 Sec. 19 T8S R15E

P.I. Sta. 147+02.10 (Bk.)
Δ = 1° 34' 28" (LT)
D = 0° 23' 43"
R = 14,494.75'
T = 199.18'
L = 398.34'
E = 1.37'

USA (Trust) Allotment 390-K & 390-J
0 N Rd. Mayetta KS, 66509
NW/4 of SW/4 Sec. 19 T8S R15E

Asphaltic Concrete (6")
Granular Baserock (4")
Fat Clay

Boring - B38
(not to scale)

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

Remove & Replace Existing 28'-0" x 15'-0" (Type A)
Concrete Pavement (10" Unif.)(AE)(Br.App.)

Mill 150' & Match New
Concrete Approach Slab

Mill 150' & Match New
Concrete Approach Slab

Existing R/W= Sta. 154+00, 44.0' Lt. ℄
N: 375,448.18
E: 1,936,324.83

Construct Asphaltic Concrete Patching
(typical)

Nocktonick, Adam A & Ruthann; TR
16057 N Rd. Mayetta KS, 66509
Large Tract in of Sec. 24 T8S R14E

Hug, Dean E & Robbin A
0 N Rd. Mayetta KS, 66509
Tract in of Sec. 24 T8S R14E

pasture
pasture
Edge of Timber
Edge of Timber
Edge of Timber
Edge of Timber
Edge of Cultivation
Edge of Timber
Edge of Timber
ex. R/W
ex. R/W
ex. R/W
ex. R/W
ex. 36" CMP
ex. 24" CMP
PT +58.23
N Rd.
160
165
N Rd.

Existing R/W= Sta. 165+00, 33.96' Rt. ℄
N: 376,549.79
E: 1,936,371.81

USA (Trust) Allotment 390-K & 390-J
0 N Rd. Mayetta KS, 66509
NW/4 of SW/4 Sec. 19 T8S R15E

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

N Rd.- 158th Rd. to 166th Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	22	109

℄ 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: 50' 0 50' 100'

Existing R/W= Sta. 168+59.57, 35' Lt. ℄
N: 376,907.96
E: 1,936,297.47

Existing R/W= Sta. 168+59.57, 40' Lt. ℄
N: 376,907.89
E: 1,936,294.37

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

Place Surfacing Material (AB-3)

Existing R/W= Sta. 167+62.50, 35' Lt. ℄
N: 376,811.05
E: 1,936,301.38

Remove existing 40'x18" CMP.
Construct 40'x18" Entrance Pipe(ACSP)
with 2-18" End Section(ACS).
Grade Ditch to Drain South & North End (17 yd.3)

Existing R/W= Sta. 172+00, 37.0' Lt. ℄
N: 377,248.26
E: 1,936,287.31

Construct Asphaltic Concrete Patching
(typical)

Boring - B39

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

pasture

Edge of Cultivation

ex. R/W

DHE

Gravel Ent.

18" CMP

N Rd.

99'+11.66 P.I.

Edge of Timber

Grade Ditch to Drain
(3 yd.3)

Clean Existing 18" CMP

USA (Trust) Allotment
390-K & 390-J
0 N Rd. Mayetta KS, 66509
NW/4 of SW/4 Sec. 19 T8S
R15E

Ex. Gravel Road

166th Rd.

Existing R/W= Sta. 168+39.66, 33.07' Rt. ℄
N: 376,889.37
E: 1,936,364.77

Install Monument Box in Concrete Pavement
(New Monument Box)

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

Ex. Pasture Ent.

12" CMP

Gravel Driveway

Morris, Lysette & Morris, Thamar L
16626 N Rd. Mayetta KS, 66509
Tract in Sec. 18 T8S R15E

Place Surfacing Material (AB-3)

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

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

Construct Asphaltic Concrete Patching
(typical)

Place Surfacing Material (AB-3)

99'+11.66 P.I.

Gravel Ent.

8" CMP

Edge of Timber

Place Surfacing Material (AB-3)

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

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

N Rd.- 166th Rd. to 174th Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	23	109

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

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

PLAN: 50' 0 50' 100'

Remove existing 28'x18" CMP.
Construct 36'x18" Cross Road Pipe(RCP) with 2-18" End Section(RC).
Backfill extensions(4 yd.^{3})
Grade Ditch to Drain (9 yd.^{3})

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

170th Rd.

20' 20'

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

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

Place Surfacing Material (AB-3)

Construct Asphaltic Concrete Patching (typical)

ex. R/W
Edge of Cultivation
OHE
Field Ent.
18" CMP
12" CMP
Gravel Driveway
N Rd.
195 3 4 6 7 8 9 200 1 2 3 4 205

Install Monument Box in Concrete Pavement (New Monument Box)

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. ℄
N: 379,528.76
E: 1,936,239.99

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

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

Construct Asphaltic Concrete Patching (typical)

Place Surfacing Material (AB-3)

Ex. Field Ent.
Ex. CMP
Edge of Cultivation
Edge of Timber
N Rd.
210 1 2 3 4 215 6 7 8

Boring - B40

Place Surfacing Material (AB-3)

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

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

pasture

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

Existing R/W= Sta. 208+17.12, 40.60' Rt. ℄
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 Baserock (6")
Lean to Fat Clay

Boring - B40
(not to scale)

2" Asphaltic Concrete Overlay

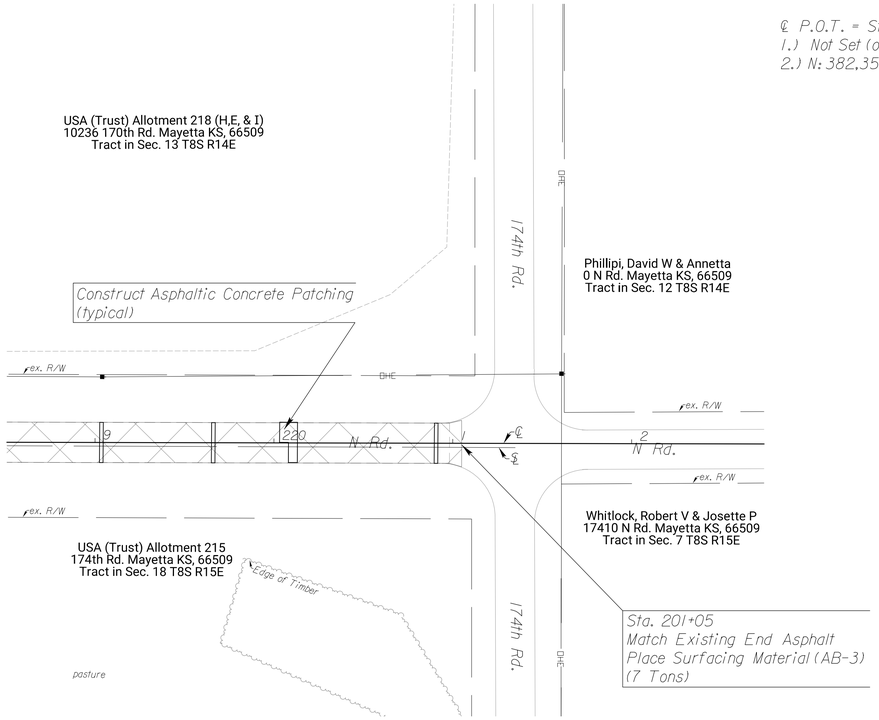
PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

N Rd.- 166th Rd. to 174th Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	24	109

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



2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

N Rd.- 166th Rd. to 174th Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	25	109

℄ 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: 50' 0 50' 100'

Reference Point No. 1 = ℄ Sta. 150+32.37, 38.43' Rt.
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

Construct Asphaltic Concrete Patching (typical)

Place Surfacing Material (AB-3)

Ref. Bar

See 142nd Plan Sheet for Intersection Work

POT +86.85

Hasenkamp, Louis C & Victoria A
0 142nd Rd. Rd. Mayetta KS, 66509
Tract Sec. 32 T8S R15E

Curch, Pott Methodist
14413 O Rd. Mayetta KS, 66509
Tract Sec. 31 T8S R15E

Boring - B33

Levering, Dale W
0 O Rd. Mayetta KS, 66509
Tract Sec. 31 T8S R15E

Hasenkamp, Louis C & Victoria A
0 142nd Rd. Mayetta KS, 66509
Tract Sec. 32 T8S R15E

Prairie Band of Potawatomi Fee 145A
0 O Rd. Mayetta KS, 66509
Tract Sec. 32 T8S R15E

Prairie Band of Potawatomi Fee 145B
14420 O Rd. Mayetta KS, 66509
Tract Sec. 32 T8S R15E

Asphaltic Concrete (6.25")
Granular Baserock (6.5")
Lean to Fat Clay

Boring - B33
(not to scale)

Wahweotten, Angela M
14548 O Rd. Mayetta KS, 66509
Tract Sec. 32 T8S R15E

USA (Trust) Tribal Tust 158
14580 O Rd. Mayetta KS, 66509
Tract Sec. 32 T8S R15E

Kansas Heritage Foundation
14592 O Rd. Mayetta KS, 66509
Tract Sec. 32 T8S R15E

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

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

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	26	109

℄ 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: 50' 0 50' 100'

Install Monument Box in Concrete Pavement (New Monument Box)

Place Surfacing Material (AB-3)

Construct Asphaltic Concrete Patching (typical)

Lutz, JoAnn B; TR
14969 O Rd. Mayetta KS, 66509
NE/4 of Sec. 31 T8S R15E

Trib. Little Soldier Creek

pasture

ex. chain fence

ex. R/W

Edge of Timber

Edge of Cultivation

Boring - B41

176+49.49

ex. 24" CMP

ex. gravel pasture entrance

ex. 18" CMP

ex. 24" CMP

ex. gravel driveway

ex. gravel driveway

ex. gravel pasture entrance

ex. gravel driveway

O Rd.

6 7 8 9 180 1 2 3 4 185 6 7 8 O Rd.

Place Surfacing Material (AB-3)

Place Surfacing Material (AB-3)

Place Surfacing Material (AB-3)

Place Surfacing Material (AB-3)

Place Surfacing Material (AB-3)

Kansas Heritage Foundation
14592 O Rd. Mayetta KS, 66509
Tract Sec. 32 T8S R15E

Kansas Heritage Foundation
14620 O Rd. Mayetta KS, 66509
Tract Sec. 32 T8S R15E

Loader, Eric L & Vicki R
14690 O Rd. Mayetta KS, 66509
Tract Sec. 32 T8S R15E

Johnson, Diane M
14710 O Rd. Mayetta KS, 66509
Tract Sec. 32 T8S R15E

Adame, Brandon T & April A
0 O Rd. Mayetta KS, 66509
Tract Sec. 32 T8S R15E

Kress, Dian L; Kress, Sean C & Melissa L
14760 O Rd. Mayetta KS, 66509
Tract Sec. 32 T8S R15E

single-family dwelling

single-family dwelling

Asphaltic Concrete (6")
Granular Baserock (6")
Lean to Fat Clay

Boring - B41
(not to scale)

Lutz, JoAnn B; TR
14969 O Rd. Mayetta KS, 66509
NE/4 of Sec. 31 T8S R15E

Little Soldier Creek

single-family dwelling

Place Surfacing Material (AB-3)

Construct Asphaltic Concrete Patching (typical)

Place Surfacing Material (AB-3)

Place Surfacing Material (AB-3)

ex. R/W

ex. rock check dam (typ.)

ex. riprap

Edge of Timber

Edge of Cultivation

ex. 18" CMP

ex. 18" CMP

ex. gravel pasture entrance

ex. 18" CMP

ex. gravel pasture entrance

ex. 24" CMP

ex. gravel driveway

ex. gravel driveway

ex. gravel pasture entrance

ex. 24" CMP

O Rd.

9 190 1 2 3 4 195 6 7 8 9 200 1 O Rd.

Place Surfacing Material (AB-3)

Place Surfacing Material (AB-3)

Existing R/W= Sta. 198+25, 19.28' Rt. ℄
N: 365,979.38
E: 1,941,581.38

Existing R/W= Sta. 200+00, 19.24' Rt. ℄
N: 366,154.33
E: 1,941,577.26

Place Surfacing Material (AB-3)

Remove existing 28'x12" CMP.
Construct 28'x15" Entrance Pipe(ACSP)
with 2-15" End Section(ACS).
Grade V-Ditch to Drain, Each End (5 yd.3).

U.S.A. Trust Allotment Trust 327-B
0 150th Rd. Mayetta KS, 66509
Tract in NE/4 NW/4 Sec. 32 T8S R15E

U.S.A. Trust Allotment Trust 327-B
0 150th Rd. Mayetta KS, 66509
Tract in NE/4 NW/4 Sec. 32 T8S R15E

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

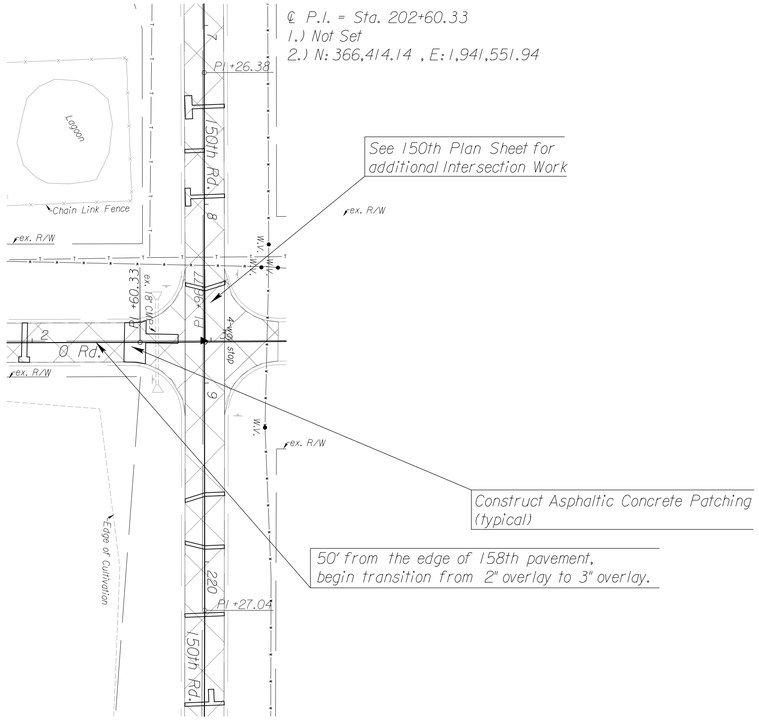
PAVEMENT REPAIR PLAN

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

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	27	109

℄ P.I. = Sta. 202+60.33
1.) Not Set
2.) N: 366,414.14 , E: 1,941,551.94

℄ P.I. = Sta. 202+96.77
1.) Not Set
2.) N: 366,450.56 , E: 1,941,550.97



PLAN: 50' 0 50' 100'

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

0 Rd.- 150th Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	28	109

℄ 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

PLAN: 50' 0 50' 100'

See 150th Plan Sheet for Intersection Work

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

B.M. #1

Construct Asphaltic Concrete Patching (typical)

Firekeeper Golf Course

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 Baserock (4.5')
Fat Clay

Boring - B44
(not to scale)

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

Slattery, Lucille
11799 158th Rd. Mayetta KS, 66509
Large Tract in 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

Mill 150' & Match New Concrete Approach Slab

Construct 28'-0" x 13'-0" (Type B) Concrete Pavement (10" Unif.)(AE)(Br.App.)

Mill 150' & Match New Concrete Approach Slab

Place Surfacing Material (AB-3)

Construct Asphaltic Concrete Patching (typical)

Clean Existing 18" CMP Grade Ditch to Drain, Each Side (11 yd.3)

Clean Existing 18" CMP Grade Ditch to Drain, Each Side (41 yd.3)

Remove existing 24'x18" CMP.
Construct 24'x18" Entrance Pipe(ACSP)(West Pipe) with 2-18" End Section(ACS).
Clean Existing 18" CMP, East Pipe
Grade Ditch to Drain, Each End (14 yd.3)

Existing R/W= Sta. 23+20.08, 41.91' Rt. ℄
N: 367,861.21
E: 1,946,823.28

Existing R/W= Sta. 25+00, 41.98' Rt. ℄
N: 368,041.10
E: 1,946,820.11

Existing R/W= Sta. 31+00, 42.19' Rt. ℄
N: 368,641.01
E: 1,946,809.54

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

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

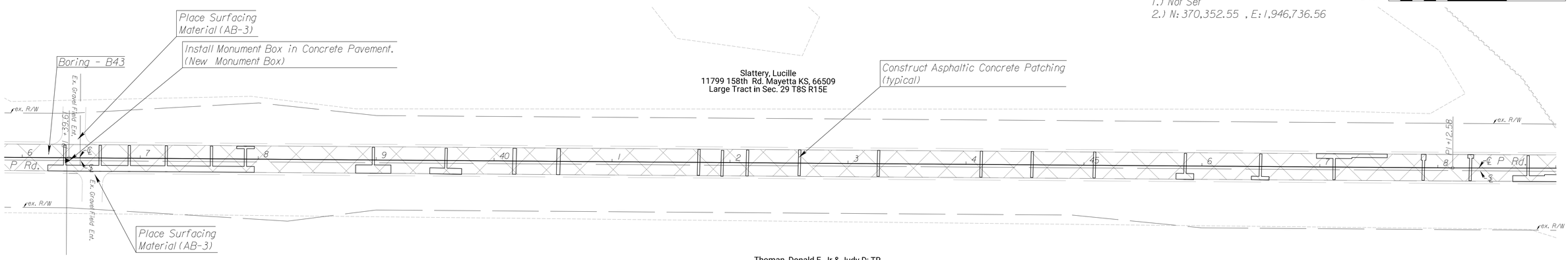
P Rd.- 150th Rd. to 158th Rd.

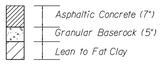
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	29	109

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

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

PLAN: 50' 0 50' 100'





Boring - B43
(not to scale)

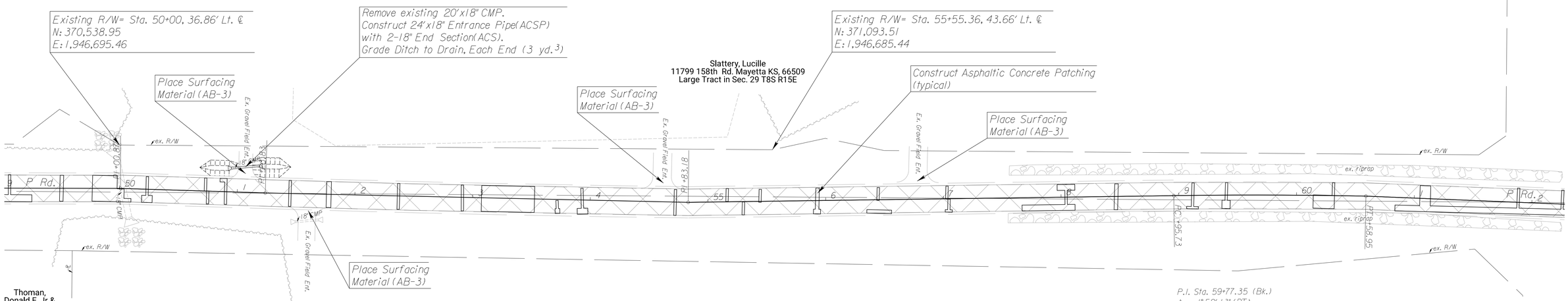
℄ P.I.= Sta. 51+00.87
1.) Not Set
2.) N: 370,540.79 , E: 1,946,732.29

℄ 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



P.I. Sta. 59+77.35 (Bk.)
Δ = 1°52' 13" (RT)
D = 1°08' 45"
R = 5,000.00'
T = 81.62'
L = 163.22'
E = 0.67'

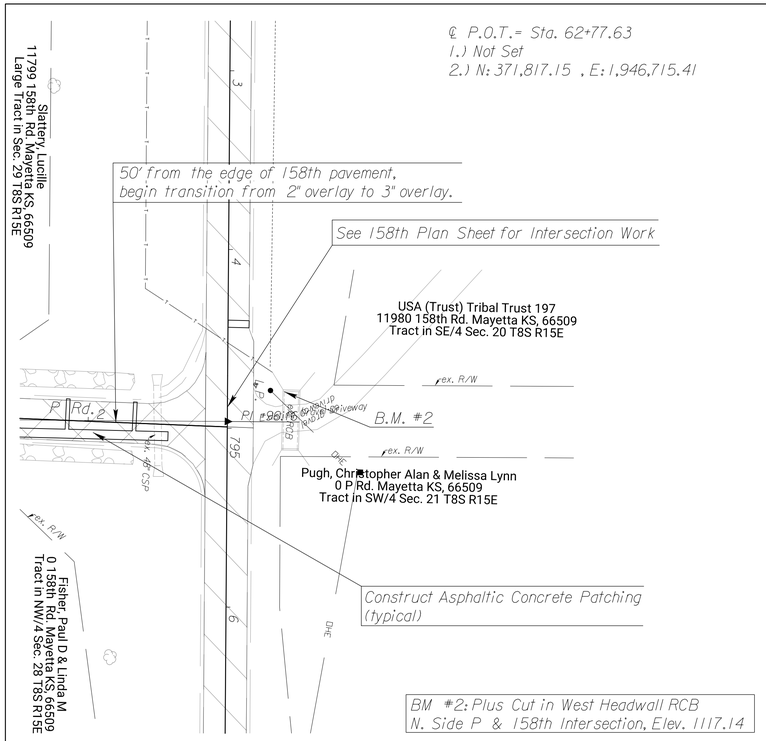
2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

P Rd.- 150th Rd. to 158th Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	30	109



PLAN: 50' 0 50' 100'

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
	2024	31	109

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

PLAN: 50' 0 50' 100'

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

158th Rd.

Q Rd.

50' from the edge of 158th pavement, begin transition from 2" overlay to 3" overlay.

Clean 18" CMP. Grade Ditch to Drain , Each End (24 yd.3)

Place Surfacing Material (AB-3)

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

Construct Asphaltic Concrete Patching (typical)

See 158th Plan Sheet for Additional Intersection Work

BM : "O" 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

garage
car port
shed
single-family dwelling

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

Q Rd.- 158th Rd. to 162nd Rd.

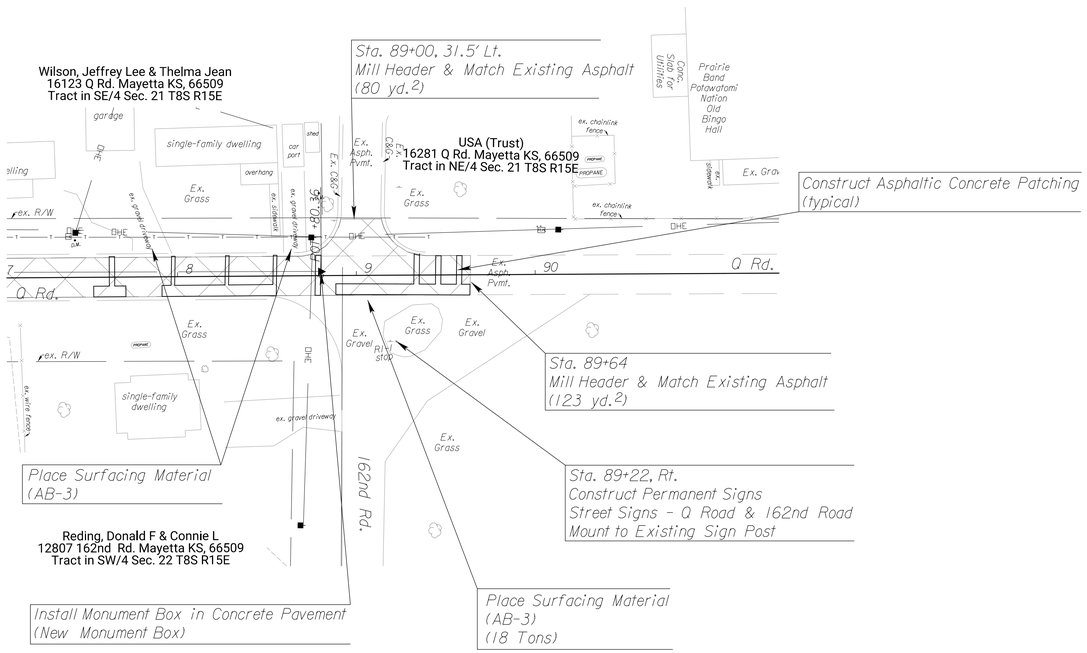
℄ P.I. Sta. 88+80.35
1.) Not Set (Office Location)
2.) N: 374,562.45 , E: 1,951,936.65

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

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	32	109

PLAN: 50' 0 50' 100'



2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

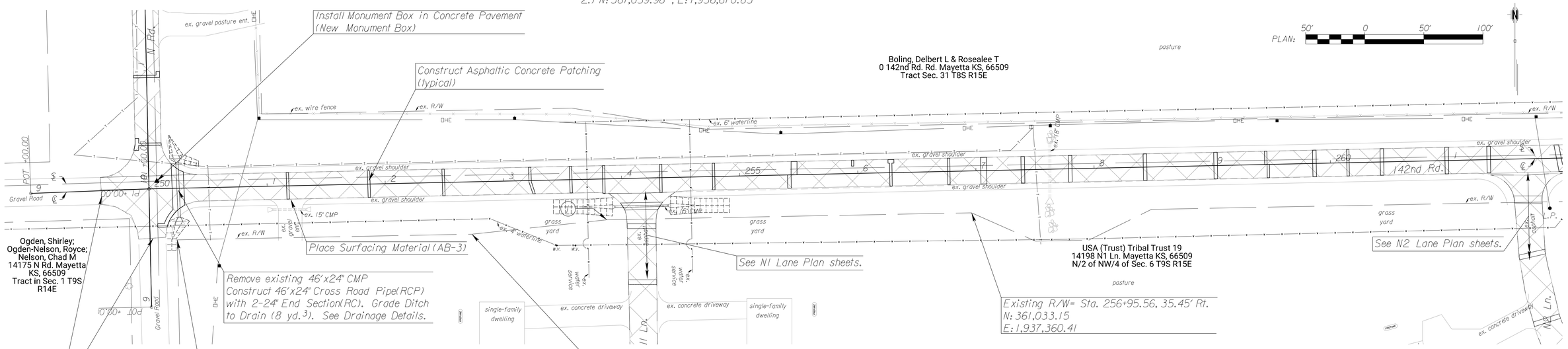
Q Rd.- 158th Rd. to 162nd Rd.

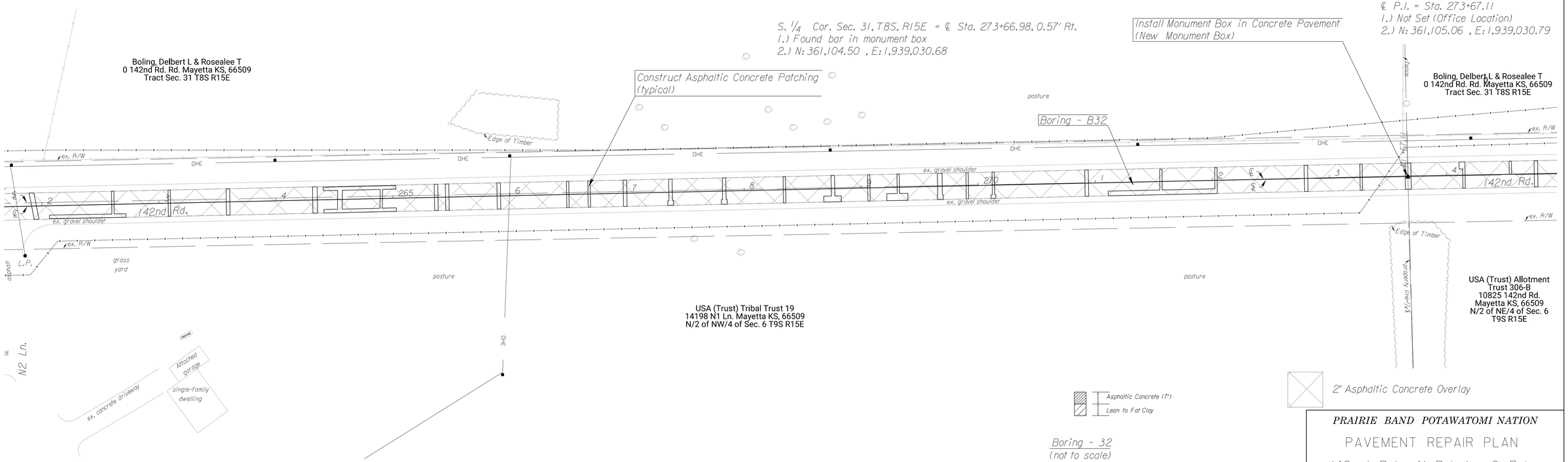
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	33	109

℄ 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: 50' 0 50' 100'



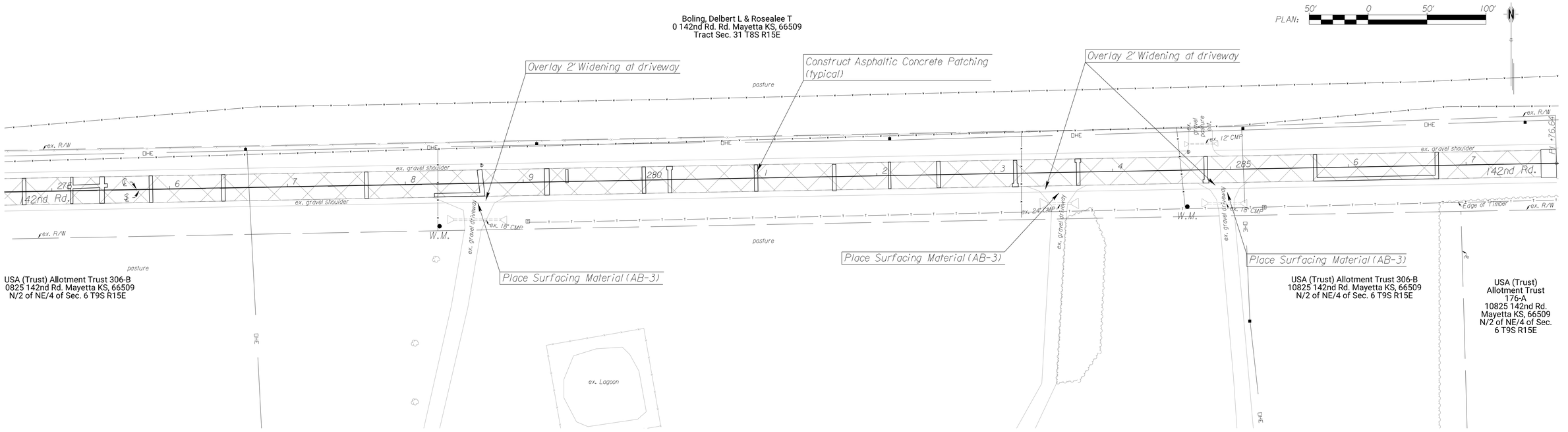


PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

142nd Rd.- N Rd. to O Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	34	109



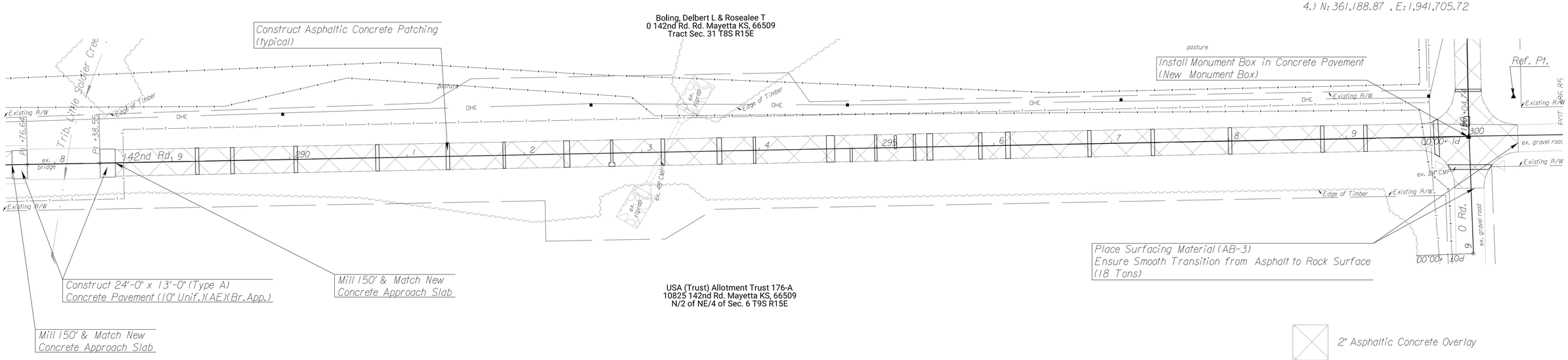
℄ P.I. = Sta. 287+76.64
1.) Not Set (Office Location)
2.) N: 361,131.00 , E: 1,940,440.08

℄ 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



PRAIRIE BAND POTAWATOMI NATION

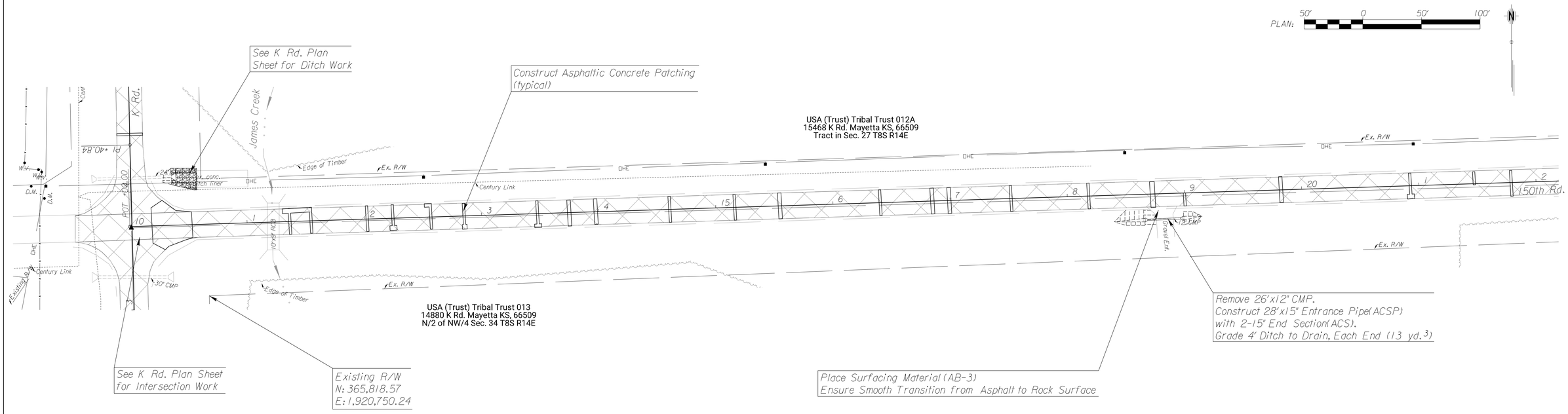
PAVEMENT REPAIR PLAN

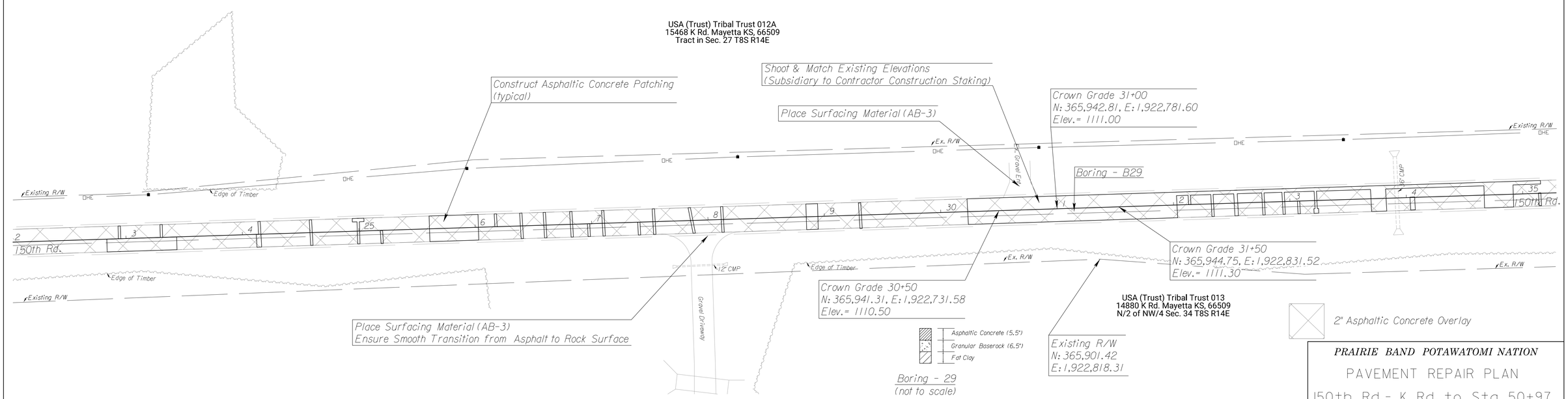
142nd Rd.- N Rd. to 0 Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	35	109

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

PLAN: 50′ 0 50′ 100′





PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

150th Rd.- K Rd. to Sta 50+97

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	36	109

South 1/4 Cor. Sec. 27, T8S, R14E = ℄ Sta. 36+47.56, 5.27' Rt.
1.) Found disk in monument box
2.) N: 365,956.95 , E: 1,923,328.94

℄ P.I. = Sta. 44+47.53
1.) Not Set (Office Location)
2.) N: 365,987.79 , E: 1,924,128.33

℄ P.I. = Sta. 44+78.27
1.) Not Set (Office Location)
2.) N: 365,988.94 , E: 1,924,159.05

PLAN: 50' 0 50' 100'

N

Install Monument Box in Concrete Pavement (New Monument Box)

USA (Trust) Tribal Trust 012A
15468 K Rd. Mayetta KS, 66509
Tract in Sec. 27 T8S R14E

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

Remove 26'x18" CMP.
Construct 28'x18" Entrance Pipe(ACSP) with 2-18" End Section(ACS).
Grade 4' Ditch to Drain, Each End (4 yd.3)

Construct Asphaltic Concrete Patching (typical)

Mill 150' & Match New Concrete Approach Slab

Construct 26'-0" x 32'-6" (Type C) Concrete Pavement (10" Unif.)(AE)(Br.App.)

Mill 150' & Match New Concrete Approach Slab

Existing R/W

OHE

Ex. R/W

150th Rd.

18" CMP

Gravel Driveway

concrete

single-family dwelling

USA (Trust) Allotment 2005
8427 150th Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 34 T8S R14E

USA (Trust) Tribal Trust 14
8561 150th Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 34 T8S R14E

Existing R/W
N: 365,945.77
E: 1,924,266.53

Existing R/W
N: 365,938.33
E: 1,924,349.74

Existing R/W
N: 365,916.97
E: 1,923,330.15

Place Surfacing Material (AB-3)
Ensure Smooth Transition from Asphalt to Rock Surface

Place Surfacing Material (AB-3)
Ensure Smooth Transition from Asphalt to Rock Surface

USA (Trust) Allotment 573-E & 573-C
8561 150th Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 34 T8S R14E

Clean Existing 18" CMP
Grade Ditch to Drain, Each End (5 yd.3)

℄ P.I. = Sta. 53+00.74
1.) Not Set (Office Location)
2.) N: 366,016.70 , E: 1,924,981.05

Construct Asphaltic Concrete Patching (typical)

+97 End Overlay & Patching

Sta. 50+97 Mill 150' & Match Existing Asphalt.

Edge of Timber

Existing R/W
N: 365,947.59
E: 1,924,650.80

USA (Trust) Allotment 573-E & 573-C
8561 150th Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 34 T8S R14E

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

150th Rd.- K Rd. to Sta 50+97

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	37	109

℄ 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

P.I. Sta. 115+98.46 (Bk.)
Δ = 0°15' 49" (LT)
D = 0°05' 16"
R = 65,190.36'
T = 150.03'
L = 300.06'
E = 0.17'

Construct Asphaltic Concrete Patching (typical)

Crown Grade 123+00
N: 366,220.82, E: 1,931,976.87
Elev.= 1206.65

Whiteman, Stephen G & Linda
15074 M Rd. Mayetta KS, 66509
SW/4 of SW/4 of Sec. 25 T8S R14E

PLAN: 50' 0 50' 100'

N

Existing R/W

Ex. R/W

ex. riprap

Trib. Little Soldier Creek

36" CMP

Edge of Timber

+00 Begin Overlay & Patching

PI +48.44

PI +48.53

150th Rd.

Gravel Ent.

12" CMP

30" CMP

Gravel Driveway

M Rd. Gravel Road

pasture

Sta. 117+00 Mill 150' & Match Existing Asphalt.

Crown Grade 122+00
N: 366,217.88, E: 1,931,876.92
Elev.= 1209.00

Seymour, Shirlene
9593 150th Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 35 T8S R14E

USA (Trust) Tribal Trust 188B
0 150th Rd. Mayetta KS, 66509
NW/4+Tract in NE/4 Sec. 36 T8S R14E

Place Surfacing Material (AB-3)
Ensure Smooth Transition from Asphalt to Rock Surface

Shoot & Match Existing Elevations
(Subsidiary to Contractor Construction Staking)

Replace Permanent Signs
Street Signs - M ROAD & 150th ROAD

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

Place Surfacing Material (AB-3)
Ensure Smooth Transition from Asphalt to Rock Surface

Crown Grade 138+00
N: 366,262.10, E: 1,933,476.31
Elev.= 1188.50

Crown Grade 139+00
N: 366,264.86, E: 1,933,576.27
Elev.= 1186.63

Construct Asphaltic Concrete Patching (typical)

Ref. Pt.

18" CMP

+03

Shoot & Match Existing Elevations
(Subsidiary to Contractor Construction Staking)

USA (Trust) Tribal Trust 188B
0 150th Rd. Mayetta KS, 66509
NW/4+Tract in NE/4 Sec. 36 T8S R14E

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

150th Rd.- M Rd. to N Rd.

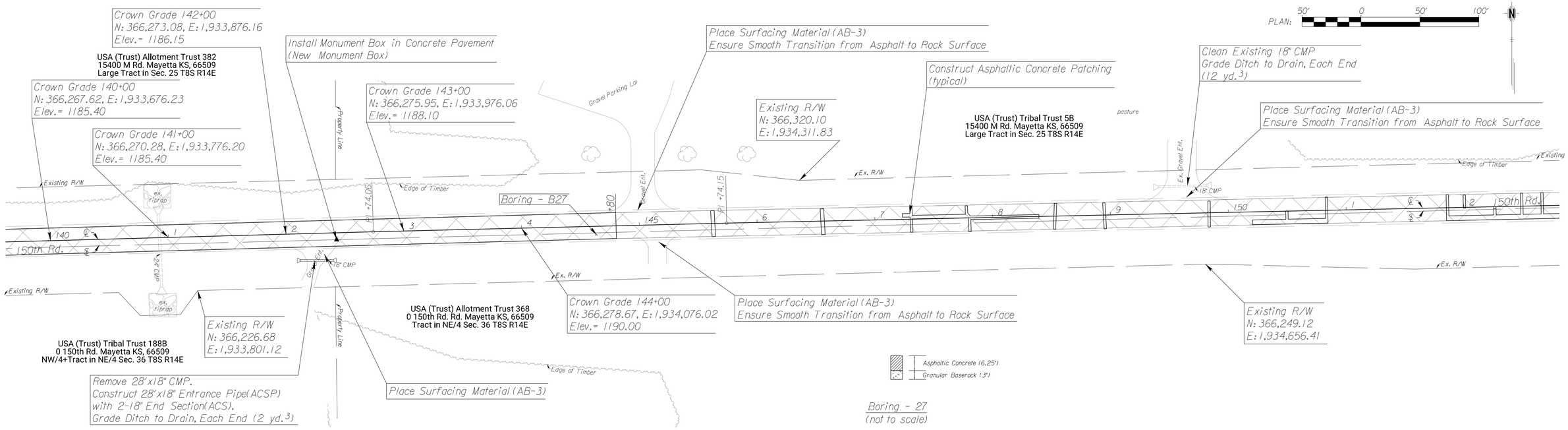
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	38	109

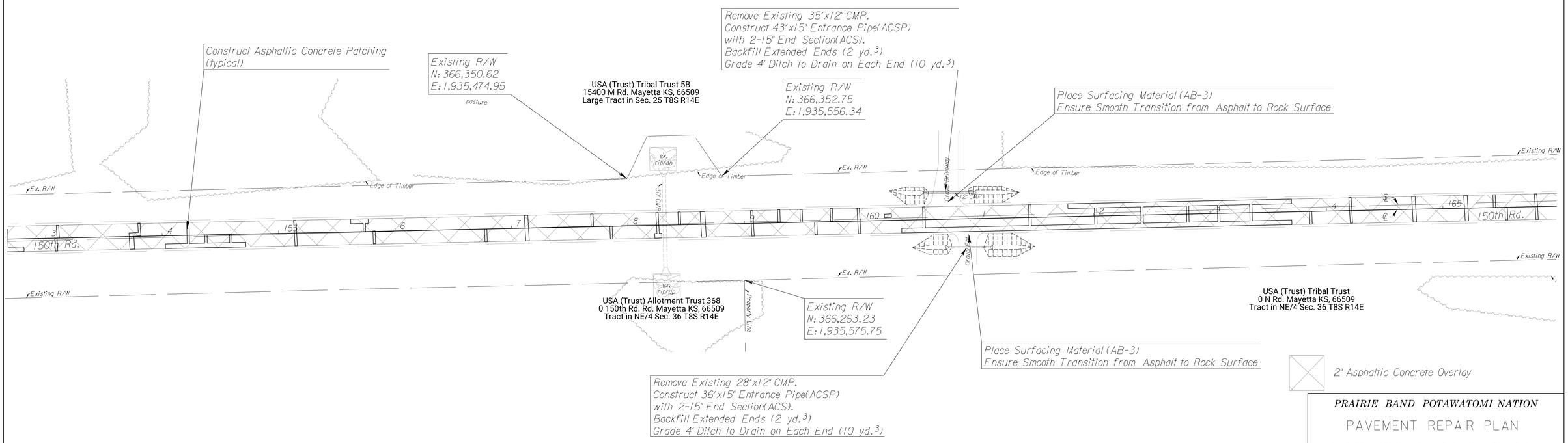
South 1/4 Corner Sec. 25, T8S, R14E=℄ Sta. 142+42.75, 5.87' Rt.
1.) Found Disk in Monument Box
2.) N: 366,269.78 , E: 1,933,919.01

℄ 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: 50' 0 50' 100'





PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

150th Rd.- M Rd. to N Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	39	109

℄ P.I. = Sta. 167+27.73
1.) Not Set (Office Location)
2.) N: 366,329.72 , E: 1,936,403.15

℄ P.I. = Sta. 170+27.73
1.) Not Set (Office Location)
2.) N: 366,335.88 , E: 1,936,703.09

℄ P.I. = Sta. 178+50.17
1.) Not Set (Office Location)
2.) N: 366,352.15 , E: 1,937,525.36

PLAN: 50' 0 50' 100'

Southeast Corner Sec. 25, T8S, R14E=℄ Sta. 168+83.83, 6.12' Lt.
1.) Found Bar with Red Cap in Monument Box
2.) N: 366,339.04 , E: 1,936,559.09

N

Existing R/W
N: 366,377.59
E: 1,936,503.22

Clean Existing 24" CMP
Grade 4' Ditch to Drain (15 yd.3)

Existing R/W
N: 366,389.70
E: 1,936,588.24

Existing R/W
N: 366,381.17
E: 1,936,654.84

USA (Trust) Tribal Trust 5B
15400 M Rd. Mayetta KS, 66509
Large Tract in Sec. 25 T8S R14E

USA (Trust) Tribal Trust 36
0 N Rd. Mayetta KS, 66509
SW/4 of Sec. 30 T8S R15E

Mill Header & Match Existing Asphalt (118 yd.2)

41.5' Lt.

Existing R/W
N: 366,390.12
E: 1,936,607.32

Mill 150' & Match New Concrete Approach Slab

Boring - B26

Edge of Timber

ex. R/W

pasture

150th Rd.

N. Rd.

24" CMP

Little Osage Creek

Gravel Driveway

Existing R/W
N: 366,287.61
E: 1,936,505.08

USA (Trust) Tribal Trust
0 N Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 36 T8S R14E

Existing R/W
N: 366,289.83
E: 1,936,595.05

Clean Existing 24" CMP
Grade 4' Ditch to Drain (12 yd.3)

Construct Asphaltic Concrete Patching (typical)

USA (Trust) Allotment Trust 178-(D,E,F,G)
10725 150th Rd. Mayetta KS, 66509
Tract in NW/4 Sec. 31 T8S R15E

Place Surfacing Material (AB-3)
Ensure Smooth Transition from Asphalt to Rock Surface

Construct 25'-0" x 13'-0" (Type B)
Concrete Pavement (10" Unif.)(AE)(Br.App.)

Install Monument Box in Concrete Pavement
(New Monument Box)

Asphaltic Concrete (6.5')
Granular Baserock (3.5')
Fat Clay

Boring - 26
(not to scale)

Mill 150' & Match New Concrete Approach Slab

Existing R/W
N: 366,405.18
E: 1,937,741.58

Construct Asphaltic Concrete Patching (typical)

USA (Trust) Tribal Trust 36
0 N Rd. Mayetta KS, 66509
SW/4 of Sec. 30 T8S R15E

18" CMP

12 CMP

Gravel Driveway

building

single-family dwelling

USA (Trust) Allotment Trust 178-(D,E,F,G)
10725 150th Rd. Mayetta KS, 66509
Tract in NW/4 Sec. 31 T8S R15E

Place Surfacing Material (AB-3)
Ensure Smooth Transition from Asphalt to Rock Surface

Existing R/W
N: 366,337.34
E: 1,938,745.72

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

150th Rd.- N Rd. to 0 Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	40	109

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

PLAN: 50' 0 50' 100'

Place Surfacing Material (AB-3)
Ensure Smooth Transition from Asphalt to Rock Surface

Existing R/W
N: 366,430.96
E: 1,938,908.83

Clean Existing 12" CMP
Grade Ditch to Drain (11 yd.3)

USA (Trust) Tribal Trust 134
0 150th Rd. Mayetta KS, 66509
Tract in SE/4 of Sec. 30 T8S R15E

Construct Asphaltic Concrete Patching
(typical)

Boring - B25

pasture

ex. R/W

1/4 ℄ & P.L.

Gravel Driveway

12" CMP

Edge of Timber

2 150th Rd. ℄ 3 4 195 6 8 9 200 2 3 4 150th Rd. ℄ 2

Existing R/W
N: 366,340.99
E: 1,938,911.22

Install Monument Box in Concrete Pavement
(New Monument Box)

Clean Existing 12" CMP
Grade Ditch to Drain (6 yd.3)

Lutz, JoAnn B; TR
14969 0 Rd. Mayetta KS, 66509
NE/4 Sec. 31 T8S R15E

Asphaltic Concrete (6")
Granular Baserock (6")
Fat Clay

Boring - 25
(not to scale)

Edge of Timber

Place Surfacing Material (AB-3)
Ensure Smooth Transition from Asphalt to Rock Surface

Grave Drive

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

Place Surfacing Material (AB-3)
Ensure Smooth Transition from Asphalt to Rock Surface

Sta. 213+79, Lt.
Mount Permanent Sign (R2-1-45) to Existing Post

Construct Asphaltic Concrete Patching
(typical)

Lutz, JoAnn B; TR
0 O Rd. Mayetta KS, 66509
SE/4 of SE/4 of Sec. 30 T8S R15E

pasture

ex. R/W

P.I.

12" CMP

205 150th Rd. ℄ 6 7 8 9 210 1 2 3 4 215 18" CMP 6 150th Rd. P.I.=26.38 ℄ 7 ℄ 8

W.V.

Edge of Timber

Gravel Driveway

Lutz, JoAnn B; TR
14969 O Rd. Mayetta KS, 66509
NE/4 Sec. 31 T8S R15E

Lagoon

Chain Link Fence

Shoot & Match Existing Elevations
(Subsidiary to Contractor Construction Staking)

Shoot & Match Existing Elevations
(Subsidiary to Contractor Construction Staking)

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

150th Rd.- N Rd. to O Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	41	109

℄ 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: 50' 0 50' 100'

N

Install Monument Box in Concrete Pavement (New Monument Box).

Mill Header & Match Existing Asphalt (119 yd.2)

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

Place Surfacing Material (AB-3) Ensure Smooth Transition from Asphalt to Rock Surface

Mill 150' & Match New Concrete Approach Slab

Construct 24'-0" x 13'-0" (Type B) Concrete Pavement (10" Unif.)(AE)(Br.App.)

Mill 150' & Match New Concrete Approach Slab

Boring - B24

0 Rd.

41.2' Lt.

W.V.

4-way stop

Edge of Timber

ex. R/W

Edge of Fill

pasture

24" CMP

P.I. = 220+27.04

P.I. = 225+84.29

P.I. = 226+44.42

Little Soldier Creek

Edge of Timber

Edge of Cultivation

ex. R/W

150th Rd.

℄

Clean Existing 18" CMP Grade Ditch to Drain (21 yd.3)

ex. 18" CMP

Existing R/W
N: 366,399.61
E: 1,941,855.75

42" CMP

Edge of Timber

ex. R/W

Edge of Cultivation

Existing R/W
N: 366,414.74
E: 1,941,571.12

U.S.A. Trust Allotment Trust 327-B
0 150th Rd. Mayetta KS, 66509
Tract in NE/4 NW/4 Sec. 32 T8S R15E

Construct Asphaltic Concrete Patching (typical)

Grade Ditch to Drain (7 yd.3)

Place Surfacing Material (AB-3) Ensure Smooth Transition from Asphalt to Rock Surface

Edge of Timber

ex. R/W

U.S.A. Trust Allotment Trust 327-B
0 150th Rd. Mayetta KS, 66509
Tract in NE/4 NW/4 Sec. 32 T8S R15E

Asphaltic Concrete (6.5')
Granular Baserock (5.5')
Fat Clay

Boring - 24
(not to scale)

Place Surfacing Material (AB-3) Ensure Smooth Transition from Asphalt to Rock Surface

Construct Asphaltic Concrete Patching (typical)

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

pasture

ex. R/W

Edge of Cultivation

Gravel Ent.

Edge of Timber

Ex. Field

150th Rd.

Ex. Gravel Field Ent.

Ex. CMP

Ex. Gravel Field Ent.

Ex. CMP

Edge of Timber

pasture

ex. R/W

Existing R/W
N: 366,431.91
E: 1,942,865.24

Cadue, Virginia
0 150th Rd. Mayetta KS, 66509
Tract in NE/4 NW/4 Sec. 32 T8S R15E

Place Surfacing Material (AB-3) Ensure Smooth Transition from Asphalt to Rock Surface

Remove Existing 40'x18" CMP.
Construct 40'x18" Entrance Pipe(ACSP) with 2-18" End Section(ACS).
Grade Ditch to Drain(3 yd.3)

Place Surfacing Material (AB-3) Ensure Smooth Transition from Asphalt to Rock Surface

Existing R/W
N: 366,449.18
E: 1,943,873.42

Edge of Timber

ex. R/W

Existing R/W
N: 366,451.97
E: 1,944,036.66

2" Asphaltic Concrete Overlay

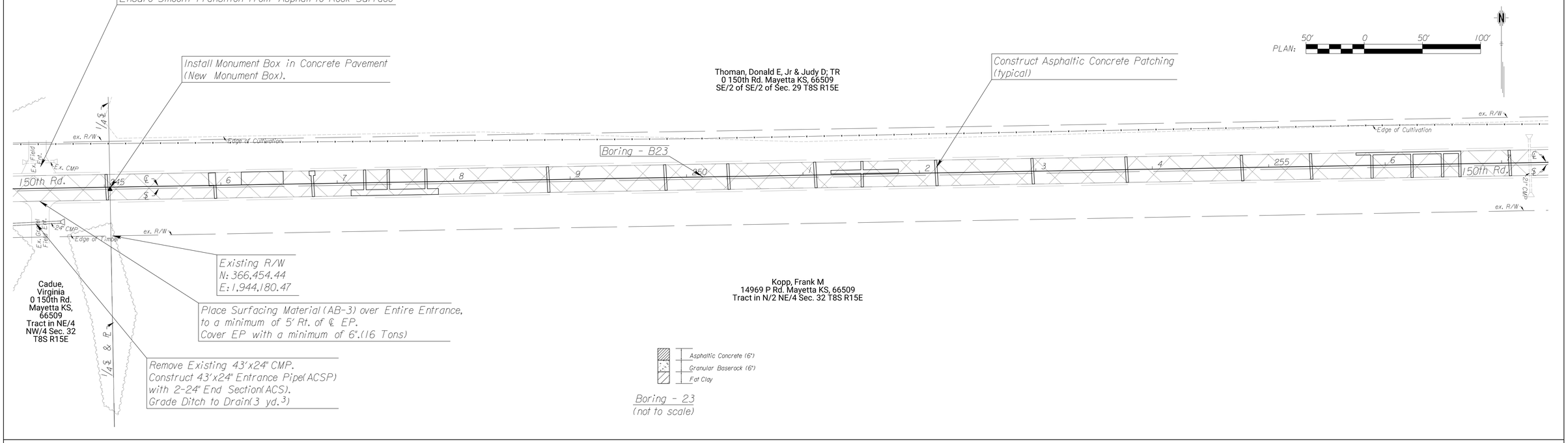
PRAIRIE BAND POTAWATOMI NATION

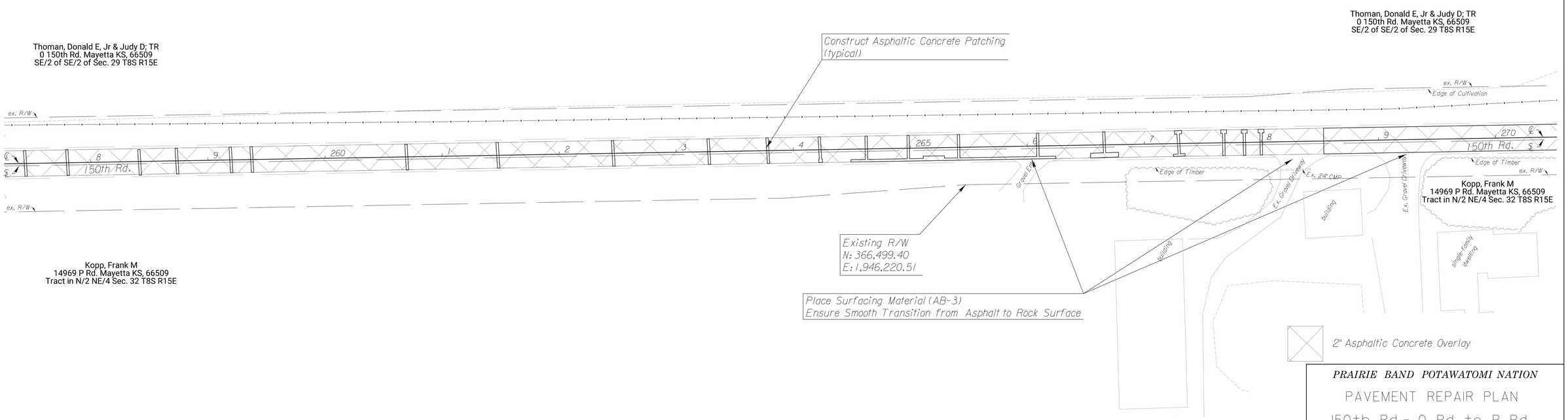
PAVEMENT REPAIR PLAN

150th Rd.- 0 Rd. to P Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	42	109

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





PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

150th Rd.- 0 Rd. to P Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	43	109

℄ P.I. = Sta. 271+34.52
1.) Not Set (Office Location)
2.) N: 366,541.60 , E: 1,946,807.73

℄ P.I. = Sta. 271+92.63
1.) Not Set (Office Location)
2.) N: 366,541.54 , E: 1,946,865.84

Southeast Corner Sec. 29, T8S, R15E=℄ Sta. 271+33.31, 2.13' Rt.
1.) Found bar with cap in Monument Box
2.) N: 366,539.45 , E: 1,946,806.55

PLAN: 50' 0 50' 100'

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

Install Monument Box in Concrete Pavement (New Monument Box).

Clean Existing 24" CMP Grade Ditch to Drain (6 yd.3)

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

Construct Asphaltic Concrete Patching (typical)

Edge of Cultivation
Edge of Timber
Existing R/W
Boring - B22
150th Rd. ℄
ex. R/W
DHE
Ex. Gravel Driveway
Property Line
Ex. Gravel Road
Creek Line
W.M.
P Rd.
Moriello, Guy C & Rita A
12005 150th Rd. Mayetta KS, 66509
Tract in N/2 NW/4 NW/4 NW/4 Sec. 33 T8S R15E

Existing R/W
N: 366,509.19
E: 1,946,792.42

Existing R/W
N: 366,514.90
E: 1,946,832.33

Place Surfacing Material (AB-3)

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

Place Surfacing Material (AB-3)
Ensure Smooth Transition from Asphalt to Rock Surface (8 Tons)

Remove Existing 40'x24" CMP.
Construct 48'x24" Cross Road Pipe(RCP) with 24" End Section(RC), Lt.
Match ex. end pipe location Rt.(all extension length to be to the left). Match ex. pipe grade.
Grade Ditch to Drain, Lt.(2 yd.3)
Cover Pipe Extension, Lt.(3 yd.3)

U.S.A. Trust Tribal Trust 154
14820 P Rd. Mayetta KS, 66509
Tract NW/4 NW/4 Sec. 33 T8S R15E

Clean Existing 24" CMP Grade Ditch to Drain (6 yd.3)

BM: "O" in open on hydrant
Sta. 271+84.99, 46.83' Lt., Elev.= 1129.68

Asphaltic Concrete (8")
Granular Baserock (7")
Fat Clay

Boring - 22
(not to scale)

℄ P.I. = Sta. 284+60.56
1.) Not Set (Office Location)
2.) N: 366,560.95, E: 1,948,133.61

℄ P.C. = Sta. 287+93.47
1.) Not Set (Office Location)
2.) N: 366,567.05, E: 1,948,466.47

℄ P.I. = Sta. 289+12.40(Bk.)
1.) Not Set (Office Location)
2.) N: 366,569.24, E: 1,948,585.61

℄ P.T. = Sta. 290+31.05
1.) Not Set (Office Location)
2.) N: 366,593.44 , E: 1,948,702.28

℄ P.C. = Sta. 290+87.90
1.) Not Set (Office Location)
2.) N: 366,605.00 , E: 1,948,757.97

℄ P.I. = Sta. 291+49.30(Bk.)
1.) Not Set (Office Location)
2.) N: 366,617.51, E: 1,948,818.31

℄ P.T. = Sta. 292+10.68
1.) Not Set (Office Location)
2.) N: 366,618.64 , E: 1,948,879.91

Return to Typical Pavement Markings See Typical Pavement Marking Detail

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

Place Pavement Marking 12" Solid Yellow Diagonal 20' Spacing

Place Pavement Marking 4" Solid White Lane Line

Place Pavement Marking 12" Solid Yellow Diagonal 20' Spacing

Place Pavement Marking Left Turn Arrow, 2 Each

Place Pavement Marking 4" Solid White Lane Line

Place Pavement Marking 4" Dashed White Lane Line 10' Skips, 20' Spacing

Place Pavement Marking 4" Solid Double Yellow (No Passing Line)

Install Monument Box in Concrete Pavement (New Monument Box).

Place Pavement Marking Left Turn Arrow, 2 Each

Place Pavement Marking Left Turn Arrow, 2 Each

CURVE DATA
P.I. Sta. 289+12.40 (Bk.)
Δ = 10°40' 10" (LT)
D = 4°29' 28"
R = 1,276.08'
T = 119.16'
L = 237.57'
E = 5.55'

Existing Gravel Shoulder
ex. 8" dsph. on 6" AB-3
ex. 15"CMP
Conc. Flume
ex. dsph.
Creek Line
ex. R/W
150th Rd. ℄
DHE
Edge of Cultivation
Property Line
Existing R/W
N: 366,537.45
E: 1,948,132.82

Sta. 285+38, 56' Rt.
Mill Header & Match Existing Asphalt (270 yd.2)
Match at Radius Return Point

Place Pavement Marking 4" Solid Double Yellow (No Passing Line)

Construct 6" Asphaltic (Shoulder) Only Where Existing Shoulder is Damaged (12yd.2)

Sta. 287+42, 42' Rt.
Mill Header & Match Existing Asphalt (112 yd.2)
Match at End of Curb

Place Pavement Marking 4" Solid Double Yellow (No Passing Line)

U.S.A. Trust Tribal Trust 31A
12305 150th Rd. Mayetta KS, 66509
E/2 NW/4 & N/2 SW/4 Sec. 33 T8S R15E

Sta. 290+78, 49' Rt.
Mill Header & Match Existing Asphalt (128 yd.2)
Match at end west curb

Construct 6" Asphaltic Concrete (Shoulder) Only Where Existing Shoulder is Damaged (9 yd.2)

Begin Transition Milling

Place Pavement Marking 4" Solid White Lane Line

Sta. 293+74, 68' Rt.
Mill Header & Match Existing Asphalt (247 yd.2)

ex. 18"x15" CMEP
ex. Type II CMG
ex. Type II CMG
2" Mill & Match Toe of Existing Gutter by 15' off Edge Pvmt.

Place Pavement Marking Left Turn Arrow, 2 Each

Place Pavement Marking 12" Solid Yellow Diagonal 20' Spacing

Existing Gravel Shoulder
ex. R/W
parking lot

Construct Asphaltic Concrete Patching (typical)

CURVE DATA
P.I. Sta. 291+49.30 (Bk.)
Δ = 10°40' 10" (RT)
D = 8°41' 29"
R = 659.86'
T = 61.62'
L = 122.76'
E = 2.87'

††2" Mill & Match Toe of Existing Gutter by 15' off Edge Pvmt.

2" Asphaltic Concrete Overlay

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

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	44	109

PLAN: 50' 0 50' 100'

N

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

Sta. 306+43, 40' Lt.
Mill Header & Match Existing
Asphalt (203 yd.²)

ex. R/W

Property Line

U.G. Utility (Giant Comm.)

DHE

150th- Sta. 295+95 to Sta. 344+00
Construct 6" Asphalt Shoulders (6' Wide)

Edge of Timber

Existing 6' Gravel Shoulder

150th Rd.

Ex. Gravel Entrance

Place Surfacing Material (AB-3)

ex. CMP

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

Sta. 297+45, 48' Rt.
Mill Header & Match
Existing Asphalt (188 yd.²)

lot

section line

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

pond

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

Boring - B21

Big Elm Creek

Edge of

Asphaltic Concrete (11.5")
Granular Baserock (6.5")
Fat Clay

Boring - 21
(not to scale)

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

150th Rd.- P Rd. to Q Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	45	109

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

PLAN: 50' 0 50' 100'

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

Richard, Gary & Cynthia D; Jones, Robert W & Jean A
15029 Q4 Rd. Mayetta KS, 66509
Tract in SW/4 Sec. 27 T8S R15E

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

Prairie Band of Potawatomi Tribal Fee 170
14968 Q Rd. Mayetta KS, 66509
Tract in NW/4 Sec. 34 T8S R15E

USA (Trust) Tribal Trust 108
0 150th Rd. Mayetta KS, 66509
Tract in NW/4 Sec. 34 T8S R15E

Mill Header & Match Existing Asphalt (141 yd.2)

Place Surfacing Material (AB-3)

150th- Sta. 295+95 to Sta. 344+00
Construct 6" Asphalt Shoulders (6' Wide)

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

65' 29+ Id

50.0' Lt.

98' 23+ 10d

ex. 24" CSP

Ex. Gravel Entrance

Existing 6' Gravel Shoulder

Existing 6' Gravel Shoulder

PI +55.49

150th Rd.

Q Rd.

Property Line

Edge of Timber

ex. R/W

D.M.

G.P.

OHE

150th- Sta. 295+95 to Sta. 344+00
Construct 6" Asphalt Shoulders (6' Wide)

Sta. 344+00 Mill 150' & Match Existing Asphalt.

50' Shldr. Taper, Lt. & Rt.
6' to Match Ex.

Existing 6' Gravel Shoulder

Existing 6' Gravel Shoulder

Existing 10' Asphalt Shoulder

Existing 10' Asphalt Shoulder

PC +04.33

150th Rd.

Q4 Rd.

Q4 Rd.

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

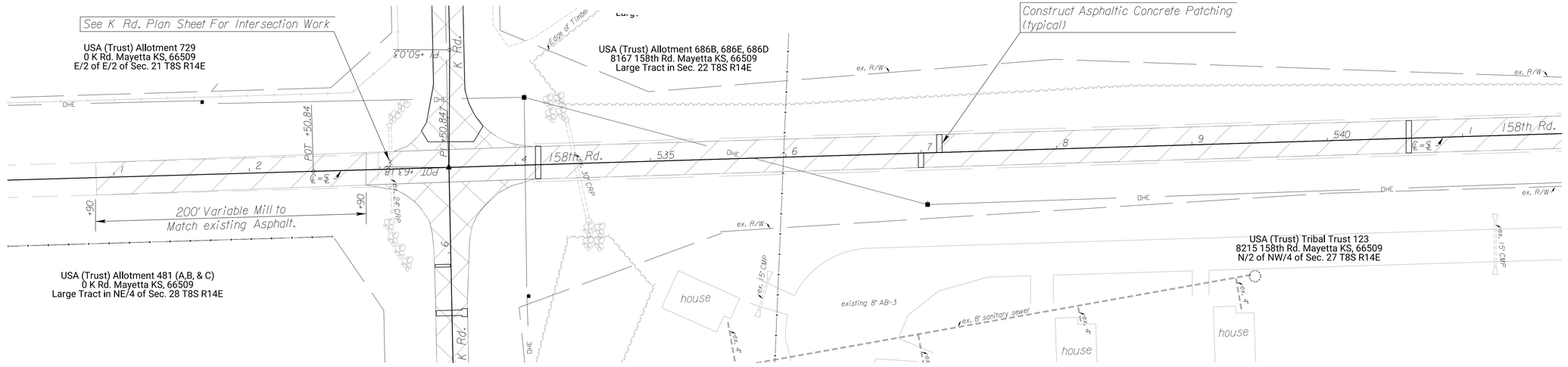
150th Rd.- Q Rd. to Sta 344+00

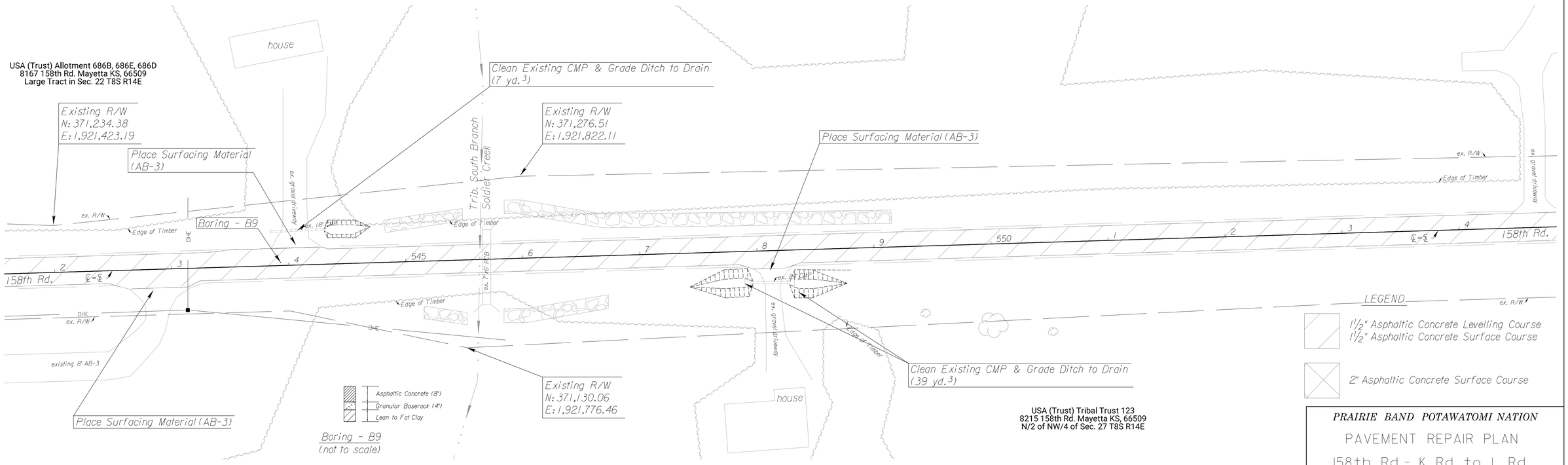
℄ P.O.T. Sta. 532+50.84
1.) Not Set
2.) N: 371,165.70 , E: 1,920,475.64

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

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	46	109

PLAN: 50' 0 50' 100'





PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

158th Rd.- K Rd. to L Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	47	109

South 1/4 Cor. Sec. 22, T8S, R14E= ℄ 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

PLAN: 50' 0 50' 100' N

USA (Trust) Allotment 687
8167 158th Rd. Mayetta KS, 66509
Large Tract in Sec. 22 T8S R14E

Install Monument Box in Concrete Pavement (New Monument Box).

Place Surfacing Material (AB-3)

ex. gravel driveway

ex. R/W

Edge of Timber

Boring - B8

P.I. 559+84.86

555 6 7 8 9 560 1 2 3 4 565 6 7

158th Rd. ℄=℄

ex. 24" CMP

ex. gravel pasture entrance

pasture

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

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

ex. asphalt bike route

Edge of Cultivation

ex. gravel field entrance

ex. 18" CMP

ex. 36" CMP

Asphaltic Concrete (8")
Lean to Fat Clay

Boring - B8
(not to scale)

T. 8 & R. 14

Reference Point= ℄ 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

LEGEND

1½" Asphaltic Concrete Levelling Course
1½" Asphaltic Concrete Surface Course

2" Asphaltic Concrete Surface Course

USA (Trust) Allotment 611
8167 158th Rd. Mayetta KS, 66509
Large Tract in Sec. 22 T8S R14E

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

Mill Header & Match Existing Asphalt Pavement (216 yd.2)

Construct Asphaltic Concrete Patching (typical)

570 1 2 3 4 575 6 7 8 9 580

158th Rd. ℄=℄

B.M.

34.0' Rt.

See Southwood Details.

W.V.

pasture

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

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
	2024	48	109

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

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

Existing R/W
N: 371,427.82
E: 1,925,877.31

Match Existing Edge of Asphalt
Place Surfacing Material (AB-3)(10 tons)

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

Install Monument Box in Concrete Pavement
(New Monument Box)

Clean Existing 30" CMP
Grade Ditch to Drain, East End (12 yd.³)

Edge of Cultivation

ex. R/W

ex. 30" CMP

Edge of Timber

Existing R/W
N: 371,365.82
E: 1,925,921.17

Existing R/W
N: 371,390.54
E: 1,926,070.46

Edge of Timber

38.6' Lt.

L Rd.

PI +28.88

158th Rd.

℄=℄

585

590

ex. bridge structure

ex. asphalt bike route

ex. 24" CMP

+39.84

pasture

F.H.

Trib. James Creek

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

Place Crosswalk for Bike Route
See Typical Detail

125' Rt.

Clean Existing 24" CMP
Grade Ditch to Drain, East End (8 yd.³)

Mill Header & Place Variable Asphaltic Overlay Transition to Asphalt Sidewalk.
Match Existing Asphalt at 10' from edge pvmt. L Rd., Each Side(24 yd.²)

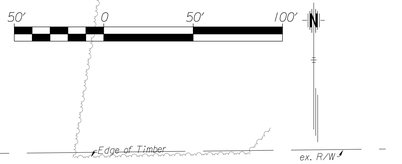
Mill Header & Match Existing Asphalt Pavement (122 yd.²)

Place Surfacing Material
(AB-3)

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

BM: "O" in Open on Hydrant
Sta. 586+90, 75' Rt. , Elev.= 1188.68

PLAN:



Edge of Timber

ex. R/W

Place Surfacing Material (AB-3)

ex. 6.5" RCB

Construct Asphaltic Concrete Patching
(typical)

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

Construct Asphaltic Concrete Patching
(typical)

Place Crosswalk for Bike Route
See Typical Detail

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

Edge of Timber

ex. asphalt bike route

ex. R/W

Boring - B7

158th Rd.

℄=℄

595

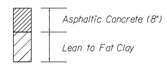
605

600

pasture

Mill Header & Place Variable Asphaltic Overlay Transition to Asphalt Sidewalk
Match Existing Asphalt at 10' from edge pvmt. 158th Rd., Each Side (24 yd.²)

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



Boring - B7
(not to scale)

LEGEND

1½" Asphaltic Concrete Levelling Course
1½" Asphaltic Concrete Surface Course

2" Asphaltic Concrete Surface Course

PRAIRIE BAND POTAWATOMI NATION

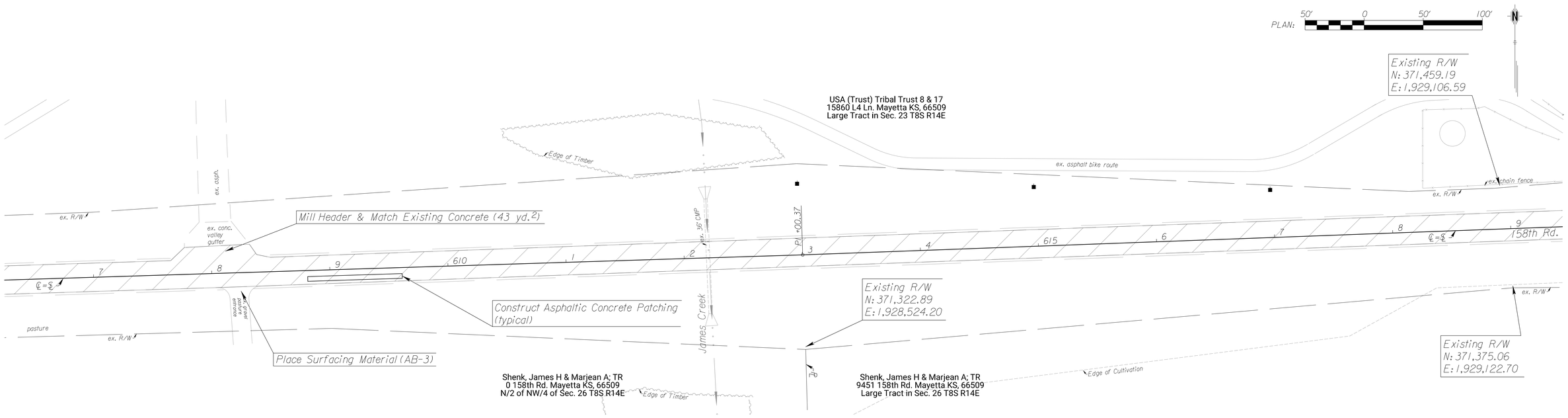
PAVEMENT REPAIR PLAN

158th Rd.- L Rd. to M Rd.

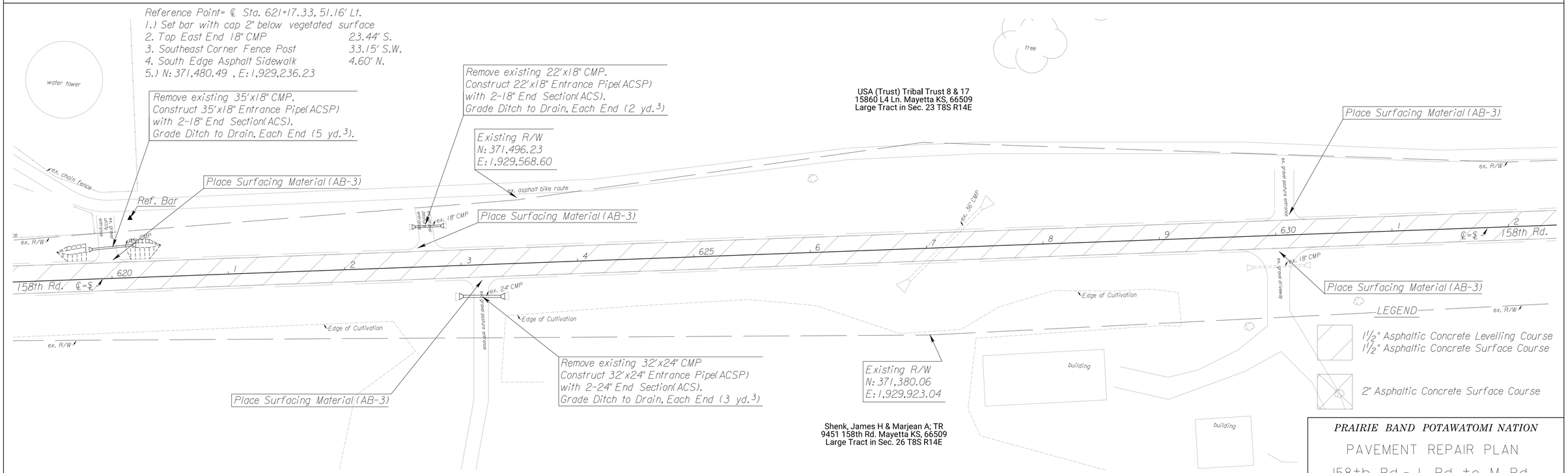
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	49	109

℄ P.I. Sta. 613+00.37
1.) Not Set
2.) N: 371,402.85 , E: 1,928,521.66

PLAN: 50' 0 50' 100'



Reference Point= ℄ Sta. 621+17.33, 51.16' Lt.
1.) Set bar with cap 2" below vegetated surface
2. Top East End 18" CMP 23.44' S.
3. Southeast Corner Fence Post 33.15' S.W.
4. South Edge Asphalt Sidewalk 4.60' N.
5.) N: 371,480.49 , E: 1,929,236.23



PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

158th Rd.- L Rd. to M Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	50	109

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

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

Mill Header & Place Variable Asphaltic Overlay Transition to Asphalt Sidewalk Match Existing Asphalt at 10' from edge pvmt. 158th Rd., Each Side (24 yd.2)

Grade 10' Ditch (35 yd.3) Construct Aggregate Ditch Lining(6")(33 tons).

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

Construct Asphaltic Concrete Patching (typical)

PLAN: 50' 0 50' 100'

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

pasture

ex. asphalt bike route

ex. R/W

Edge of Timber

Place Crosswalk for Bike Route See Typical Detail

158th Rd.

℄=℄

3 4 635 6 7 8 9 639+00 10 P.O.T. 639+63.77 1 640 2 3 4 645

ex. gravel

ex. 5'x5' RCB

4:1

3:1

ex. 24" CMP

56' Rt.

Sta. 637+88, Rt.
Mount Permanent Sign (D11-1) to Existing Post

Match Existing ℄ D.S. Elev.=1180.58

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

F.H.

ex. asphalt bike route

M Rd.

ex. riprap

Edge of Timber

pasture

ex. R/W

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

Existing R/W
N: 371,440.52
E: 1,931,121.64

Match Existing ℄ U.S. Elev.=1182.54

BM :"O" in Open on Hydrant
Sta. 639+25.54, 92.32' Rt., Elev.= 1193.21

Install Monument Box in Concrete Pavement (New Monument Box)

641+69, Rt.
Construct Permanent Sign (R2-1-55) & Post

Sta. 639+64 Mill Header & Match Existing Asphalt (226 yd.2)

Streeter, Randy M & Donnett R
15928 M Rd. Mayetta KS, 66509
SW/4 of SW/4 Sec. 24 T8S R14E

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

Place Surfacing Material (AB-3)

Construct Asphaltic Concrete Patching (typical)

ex. gravel

ex. 18" CMP

ex. 24" CMP

158th Rd.

℄=℄

6 7 8 9 650 1 2 3 4 655 6 7 8

Remove existing 73'x24" CMP
Construct 73'x24" Cross Road Pipe(RCP) with 2-24" End Section(RC).

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

LEGEND

1½" Asphaltic Concrete Levelling Course
1½" Asphaltic Concrete Surface Course

2" Asphaltic Concrete Surface Course

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

158th Rd.- M Rd. to N Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	51	109

South 1/4 Corner Sec. 24, T8S, R14E = ℄ 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: 50' 0 50' 100'

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

Install Monument Box in Concrete Pavement (New Monument Box)

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

Boring - B6

158th Rd.

℄=℄

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

ex. R/W
ex. 24" CMP
ex. gravel driveway
Edge of Cultivation
pasture

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

Boring - B6
(not to scale)

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

Construct Asphaltic Concrete Patching (typical)

ex. 18" CMP
ex. 48" CMP

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

LEGEND

1½" Asphaltic Concrete Levelling Course
1½" Asphaltic Concrete Surface Course

2" Asphaltic Concrete Surface Course

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

158th Rd.- M Rd. to N Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	52	109

PLAN: 50' 0 50' 100'

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

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

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

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

USA (Trust) for the PBPN Tribal Fee 200
0 N Rd. Mayetta KS, 66509
Tract in NW/4 Sec. 30 T8S R15E

Murphy, Celeste
10567 158th Rd. Mayetta KS, 66509
Tract in NW/4 Sec. 30 T8S R15E

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

Place Surfacing Material (AB-3)

See N Rd. Plan Sheet for Ditch Work

Construct Asphaltic Concrete Patching (typical)

Install Monument Box in Concrete Pavement (New Monument Box)

Sta. 692+29 Mill Header & Match Existing Asphalt (84 yd.²)

158th Rd. ℄=℄

N Rd. ℄=℄

685 690 695 700 705 710

29.3' Rt.

Pl 28.62

Pl 29.51

ex. 24" CMP

ex. 18" CMP

ex. 24" CMP

ex. R/W

OHE

Edge of Timber

Edge of Cultivation

pasture

house

building

LEGEND

1½" Asphaltic Concrete Levelling Course
1½" Asphaltic Concrete Surface Course

2" Asphaltic Concrete Surface Course

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

158th Rd.- N Rd. to 0 Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	53	109

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: 50' 0 50' 100'

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

Edge of Timber

ex. R/W

Install Monument Box in Concrete Pavement (New Monument Box)

Place Surfacing Material (AB-3)

Construct Asphaltic Concrete Patching (typical)

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

ex. 18" CMP

158th Rd. ℄=℄

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

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

USA (Trust) for the PBPN Tribal Fee 228
10751 158th Rd. Mayetta KS, 66509
E/2 of NW/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

Construct 28'-0" x 13'-0" (Type A) Concrete Pavement (10" Unif.)(AE)(Br.App.)

Mill 200' & Match New Concrete Approach Slab

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

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

ex. gravel driveway

Boring - B5

ex. bridge

Little Soldier Creek

ex. R/W Variation 1998 Petition 40'

Hinds, Denice
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

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

Boring - B5
(not to scale)

LEGEND

1½" Asphaltic Concrete Levelling Course
1½" Asphaltic Concrete Surface Course

2" Asphaltic Concrete Surface Course

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

158th Rd.- N Rd. to O Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	54	109

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
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: 50' 0 50' 100'

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

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

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

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

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

Install Monument Box in Concrete Pavement (New Monument Box)

Place Surfacing Material (AB-3)

Construct Asphaltic Concrete Patching (typical)

Sta. 742+13 Mill Header & Match Existing Asphalt (105 yd.²)

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

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

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

158th Rd. ℄=℄ 0 Rd. 35' Rt. 40' ex. R/W Edge of Timber Edge of Cultivation DHE ex. 18" CMP ex. 24" CMP ex. grain field entrance ex. 10" RCP M.H. 255 740 745 742+12.66

Construct 8" Rein. Concrete Driveway(10'x36').
Remove 20 L.F. of Combined Curb and Gutter, Type I.
Construct Concrete Flume(2 Each). See Typical Details.

Grade to Drain

Mill 3" & Match Existing Concrete Entrance (45.3 yd.²)

Milling Transition 150' from edge Concrete Entrance

Mill 3" & Match Existing Concrete Entrance (45.3 yd.²)

Milling Transition 150' from edge Concrete Entrance

Milling Transition 150' from edge Concrete Entrance

Milling Transition 150' from edge Concrete Entrance

Construct Asphaltic Concrete Patching (typical)

Grade to Drain

1.60% 3.68% 1.60% 3.68% 1.60% 3.68% 1.60%

158th Rd. ℄=℄ 750 755 760 ex. conc. ent. ex. R/W ex. grain field entrance ex. gravel driveway ex. 24" CMP W.M. W.M. W.M. Lumen Fiber PBPN Fiber DHE

Existing R/W
N: 371,700.78
E: 1,943,017.75

Place Surfacing Material (AB-3)

0" Mill Depth at Crown
3.68%
1.60%(Typ.)
Typical 3" Overlay Directly on Existing Grade
Hatching Indicates Milling
Existing Conc. Ent.
3" Mill Depth at Concrete
Existing Asph. Pvmt.
Section A-A (not to scale)

LEGEND

1½" Asphaltic Concrete Levelling Course
1½" Asphaltic Concrete Surface Course

2" Asphaltic Concrete Surface Course

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

158th Rd.- 0 Rd. to P Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	55	109

PLAN: 50' 0 50' 100'

South 1/4 Corner Sec. 20, T8S, R15E = ℄ P.I. at Sta. 768+56.07
1.) Found railroad spike, 3" below asphalt
2. Nail and washer in top corner post 51.50' N.
3. Nail and washer in top corner post 44.30' S.
4. 1/2" bar with plastic cap, illegible 49.93' N.
5.) N: 371,770.37 , E: 1,944,072.69

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

Construct Asphaltic Concrete Patching (typical)

Place Surfacing Material (AB-3)

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

ex. R/W
DHE
Lumen Fiber
ex. gravel field entrance
ex. 18" CMP
Boring - B4
158th Rd.
℄=℄
765
770
775
ex. gravel pasture entrance
Edge of Cultivation
P.I. -56.07
3/4"

Place Surfacing Material (AB-3)

Existing R/W
N: 371,717.48
E: 1,943,917.59

Existing R/W
N: 371,717.94
E: 1,944,217.56

Gitthens, Henry L & Maleea S
11555 158th Rd. Mayetta KS, 66509
NE/4 of NW/4 Sec. 29 T8S R15E

Clean Existing 24" CMP
Grade Ditch to Drain, Each End
(5 yd.^{3})

Place Surfacing Material (AB-3)

Install Monument Box in Concrete Pavement (New Monument Box)

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

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

Boring - B4
(not to scale)

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

Place Surfacing Material (AB-3)

Construct Asphaltic Concrete Patching (typical)

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

Edge of Timber
ex. R/W
DHE
Lumen Fiber
ex. field entrance
ex. 24" CMP
Boring - B3
158th Rd.
780
785
ex. gravel entrance
ex. 84" CMP
Edge of Cultivation

Place Surfacing Material (AB-3)

Clean Existing 24" CMP
Grade Ditch to Drain, Each End
(5 yd.^{3})

Existing R/W
N: 371,741.07
E: 1,945,517.35

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

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

Boring - B3
(not to scale)

LEGEND

1 1/2" Asphaltic Concrete Levelling Course
1 1/2" Asphaltic Concrete Surface Course

2" Asphaltic Concrete Surface Course

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

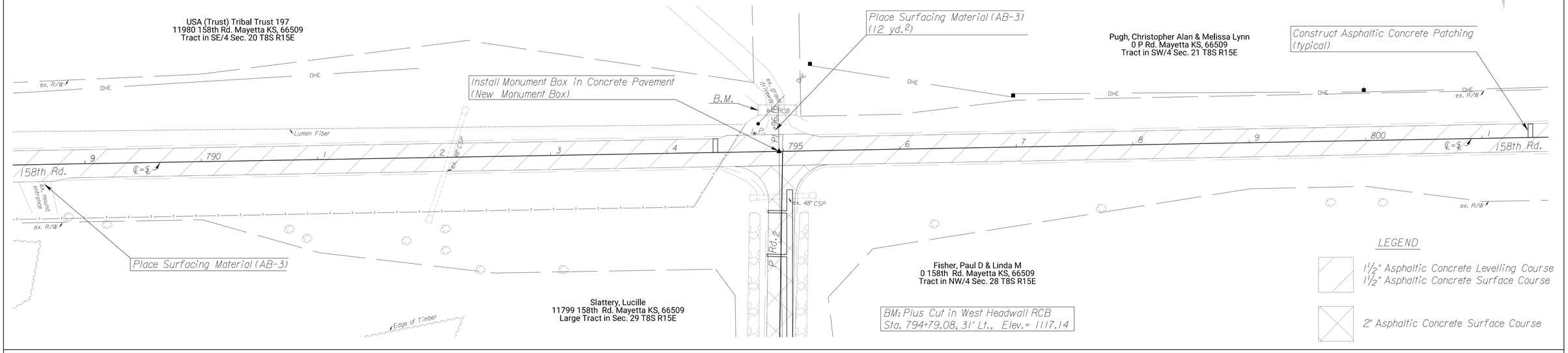
158th Rd.- 0 Rd. to P Rd.

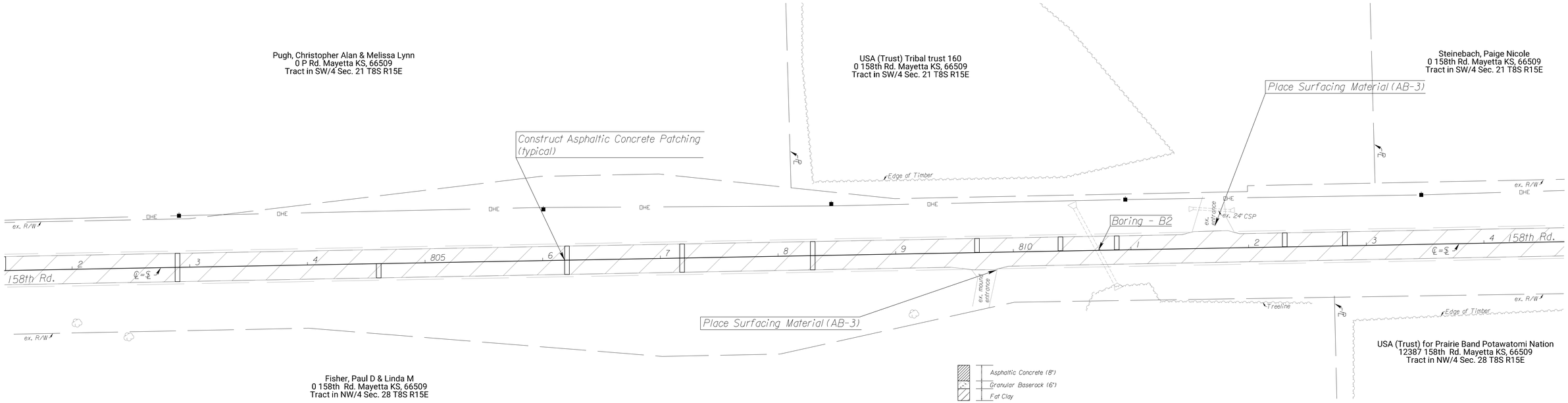
PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	56	109

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: 50' 0 50' 100'

N





PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

158th Rd.- P Rd. to Q Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	57	109

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

PLAN: 50' 0 50' 100'

N

Steinebach, Paige Nicole
0 158th Rd. Mayetta KS, 66509
Tract in SW/4 Sec. 21 T8S R15E

Meyer, Joshua Lee, Jr
0 158th Rd. Mayetta KS, 66509
Tract in SW/4 Sec. 21 T8S R15E

Prairie Band of Potawatomi Tribal Fee 179
0 158th Rd. Mayetta KS, 66509
Tract in SW/4 Sec. 21 T8S R15E

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

Place Surfacing Material (AB-3)

Place Surfacing Material (AB-3)

Install Monument Box in Concrete Pavement
(New Monument Box)

℄ 8 3/4"

℄

P.I. +41.35

ex. R/W

DHE

ex. gravel driveway

ex. 24" CSP

ex. 18" CSP

158th Rd.

815 6 7 8 9 820 1 2 3 4 825 6 7

℄=℄

Edge of Timber

USA (Trust) for Prairie Band Potawatomi Nation
12387 158th Rd. Mayetta KS, 66509
Tract in NW/4 Sec. 28 T8S R15E

Construct Asphaltic Concrete Patching
(typical)

Existing R/W
N: 371,819.86
E: 1,949,016.63

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

Treeline

USA (Trust) Tribal Trust 162A
0 158th Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 28 T8S R15E

Existing R/W
N: 371,835.90
E: 1,949,816.48

Place Surfacing Material (AB-3)

LEGEND

1½" Asphaltic Concrete Levelling Course
1½" Asphaltic Concrete Surface Course

2" Asphaltic Concrete Surface Course

Construct Asphaltic Concrete Patching
(typical)

Existing R/W
N: 371,934.68
E: 1,950,464.62

Place Surfacing Material (AB-3)

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

Edge of Cultivation

ex. gate

entrance

ex. 18" CSP

Boring - BI

158th Rd.

830 1 2 3 4 835 6 7 8 9 840

Place Surfacing Material (AB-3)

ex. gravel entrance

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

Place Surfacing Material (AB-3)

Existing R/W
N: 371,846.37
E: 1,951,016.51

Prairie Band Potawatomi Nation Tribal Fee 173
12573 158th Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 28 T8S R15E

Existing R/W
N: 371,829.39
E: 1,950,216.69

USA (Trust) Tribal Trust 162A
0 158th Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 28 T8S R15E

Property Line

Prairie Band Potawatomi Nation Tribal Fee 141
0 Q Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 28 T8S R15E

Hartoebben, Kevin A; Davis, Nina M
12675 158th Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 28 T8S R15E

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

Boring - BI
(not to scale)

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

158th Rd.- P Rd. to Q Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	58	109

PLAN: 50′ 0 50′ 100′

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

Existing R/W
N: 371,965.45
E: 1,951,914.29

Reding, Donald F; Reding, Kevin R
0 0 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

Place Surfacing Material (AB-3)

Construct Asphaltic Concrete Patching (typical)

ex. R/W

Edge of Cultivation

ex. field entrance

ex. 24" CSP

158th Rd.

OHE

ex. 36" CSP

Big Elm Creek

ex. fence

Pt. 77.76

845 850

ex. dsph. pvmt.

℄ =℄

Install Monument Box in Concrete Pavement (New Monument Box)

B.M.

D.M.

W.V.

F.H.

96°02' Id

45′ Rt.

0 Rd.

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

pasture

ex. maintenance access

Property Line

Prairie Band Potawatomi Nation Tribal Fee 173
12573 158th Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 28 T8S R15E

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

pasture

single-family dwelling

Sta. 742+13 Mill Header & Match Existing Asphalt (105 yd.²)

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

Big Elm Creek

Edge of Timber

855 860 865

LEGEND

1½" Asphaltic Concrete Levelling Course
1½" Asphaltic Concrete Surface Course

2" Asphaltic Concrete Surface Course

PRAIRIE BAND POTAWATOMI NATION

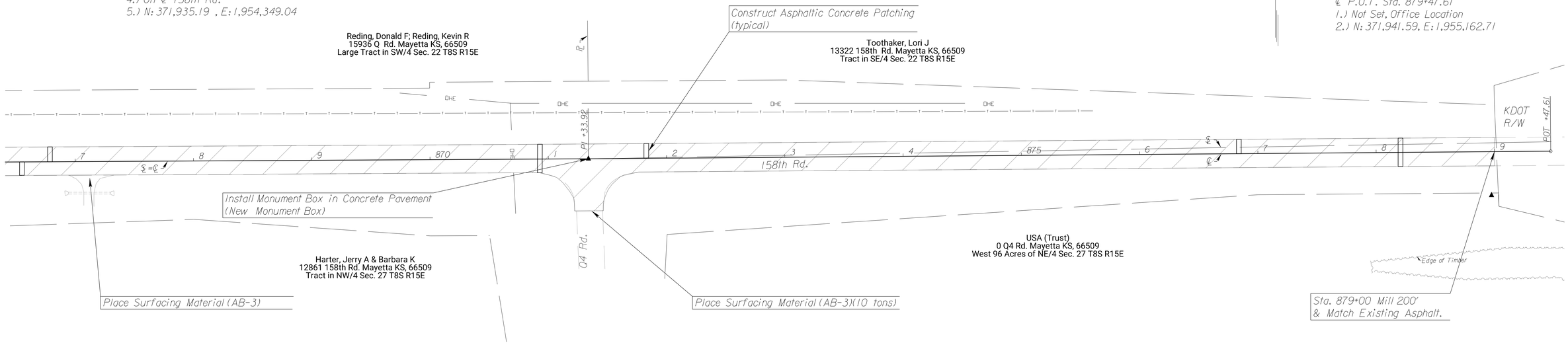
PAVEMENT REPAIR PLAN

158th Rd.- Q Rd. to Sta 879+00

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	59	109

North 1/4 Corner Section 27, T8S, R15E= ℄ P.I. at Sta. 871+33.92
1.) Found Bar 1" Below Asphalt Surface 23.02' W.N.W.
2.) Set Mag Nail in Asphalt Pavement 0.5' E.
3.) ℄ Q4 Rd.
4.) On ℄ 158th Rd.
5.) N: 371,935.19 , E: 1,954,349.04

℄ P.O.T. Sta. 879+47.61
1.) Not Set, Office Location
2.) N: 371,941.59, E: 1,955,162.71



LEGEND

1½" Asphaltic Concrete Levelling Course
1½" Asphaltic Concrete Surface Course

2" Asphaltic Concrete Surface Course

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

158th Rd.- Q Rd. to Sta 879+00

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	60	109

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

PLAN: 50' 0 50' 100'

USA (Trust) Allotment 84
0 166th Rd. Mayetta KS, 66509
Tract in SW/4 Sec. 18 T8S R14E

Sta. 10+48, Place Surfacing Material (AB-3)(10 tons)
Begin Asphalt Overlay at End Existing Asphalt
Ensure Smooth Transition from Rock Surfacing to Asphalt

Edge of Timber

Install Monument Box in Concrete Pavement
(New Monument Box)

Construct Asphaltic Concrete Patching
(typical)

Reamer, Kenneth D & Colleen A
0 166th Rd. Mayetta KS, 66509
Tract in SE/4 Sec. 18 T8S R14E

ex. R/W

℄ 166th Rd.

section line

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

Booth, James C & Jo Anne; TR
0 166th Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 19 T8S R14E

USA (Trust) Allotment 467-G, H, I
0 166th Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 19 T8S R14E

Mill Header 5' off South Edge Asphalt Pavement 166th
Rd. & Match Existing Asphalt Entrance (89 yd.2)

property line

Prairie Band Potawatomi Nation Tribal Fee 262
0 166th Rd. Mayetta KS, 66509
Tract in NW/4 Sec. 19 T8S R14E

Roman Catholic Archdiocese of Kansas City in Kansas
5971 166th Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 19 T8S R14E

℄ P.I. = Sta. 35+61.40
1.) Not Set (Office Location)
2.) N: 376,130.84 , E: 1,909,683.75

℄ P.I. = Sta. 36+54.30
1.) Not Set (Office Location)
2.) N: 376,134.09 , E: 1,909,776.60

℄ P.O.T. = Sta. 38+03.01
1.) Not Set (Office Location)
2.) N: 376,139.17 , E: 1,909,925.23

N.E. Corner Sec. 19, T8S, R14E
1.) Found Bar with Cap in Monument Box (Bartlett & West CLS 14)
2.) N: 376,130.47 , E: 1,909,904.02

Reamer, Kenneth D & Colleen A
0 166th Rd. Mayetta KS, 66509
Tract in SE/4 Sec. 18 T8S R14E

Place Surfacing
Material (AB-3)

Construct Asphaltic Concrete Patching
(typical)

pasture

existing gravel pasture entrance

ex. 18" CMP

edge of cultivation

existing wire fence

existing gravel shoulder

existing asphalt

existing bridge

Crow Creek

Edge of Timber

ex. R/W

ex. 15" CMP

Booth, James C & Jo Anne; TR
0 166th Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 19 T8S R14E

Mill 150' & Match New
Concrete Approach Slab

Construct 28'-0" x 13'-0" (Type B)
Concrete Pavement (10" Unif.)(AE)(Br.App.)

Mill 150' & Match New
Concrete Approach Slab

See I Rd. Plan Sheet for Additional Intersection Work

USA (Trust) Allotment 467-G, H, I
0 166th Rd. Mayetta KS, 66509
Tract in NE/4 Sec. 19 T8S R14E

property line

I Rd.

existing gravel

2" Asphaltic Concrete Overlay

PRAIRIE BAND POTAWATOMI NATION

PAVEMENT REPAIR PLAN

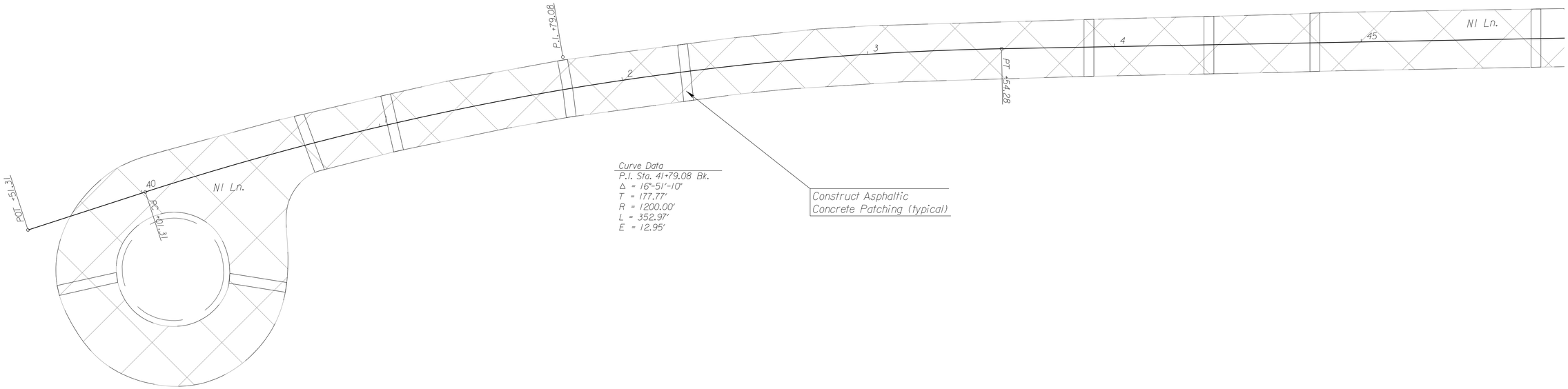
166th Rd.- H Rd. to I Rd.

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	61	109

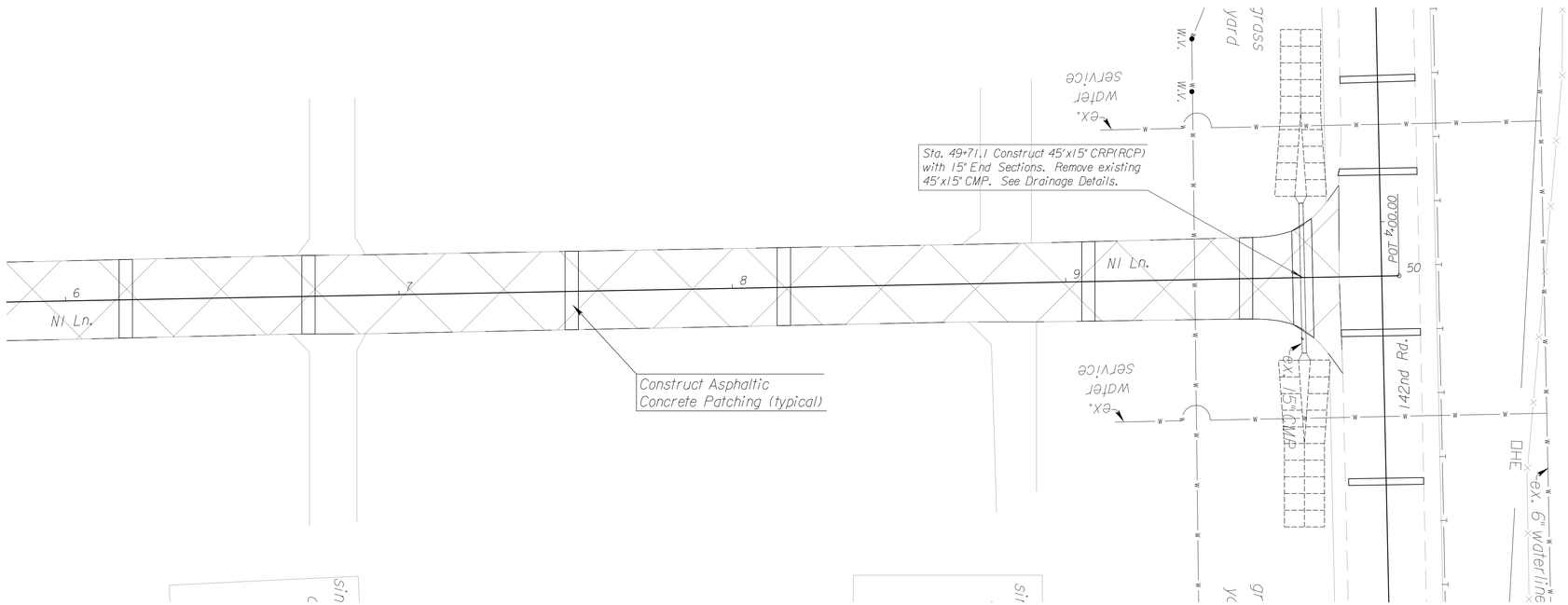
P.O.T. Sta. 39+51.31
1. Not Set, Office Location
2. Coord.: N 360,027.67, E 1,937,166.01

P.I. Sta. 41+79.08
1. Not Set, Office Location
2. Coord.: N 360,244.37, E 1,937,095.87

PLAN: 25' 0 25' 50'



P.O.T. Sta. 50+00.00
1. Not Set, Office Location
2. Coord.: N 361,067.71, E 1,937,080.34



LEGEND

1½" Mill and Asphaltic Overlay

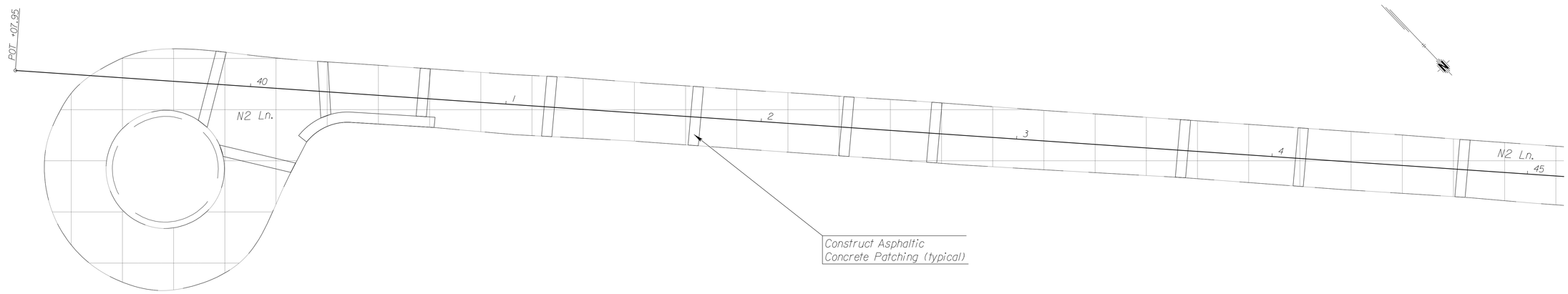
PRAIRIE BAND POTAWATOMI NATION

PLAN
N1 LANE

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	62	109

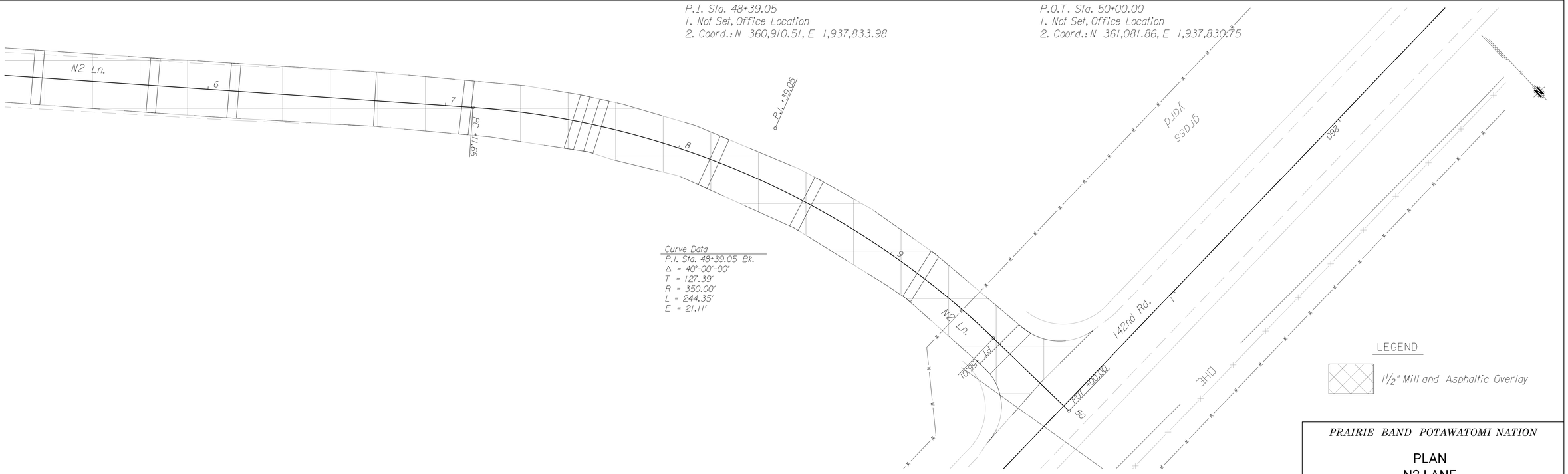
P.O.T. Sta. 39+07.95
1. Not Set, Office Location
2. Coord.: N 360,208.66, E 1,938,445.82

PLAN: 25' 0 25' 50'



P.I. Sta. 48+39.05
1. Not Set, Office Location
2. Coord.: N 360,910.51, E 1,937,833.98

P.O.T. Sta. 50+00.00
1. Not Set, Office Location
2. Coord.: N 361,081.86, E 1,937,830.75



PRAIRIE BAND POTAWATOMI NATION

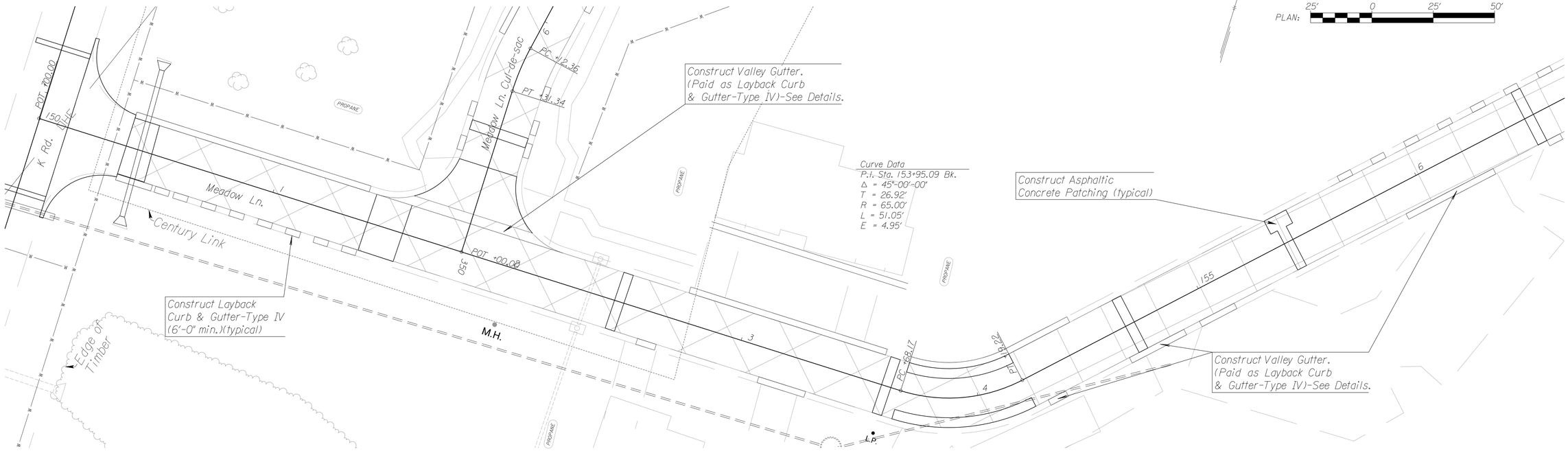
PLAN
N2 LANE

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	63	109

P.O.T. Sta. 150+00.00
1. Not Set, Office Location
2. Coord.: N 367,195.33, E 1,920,657.24

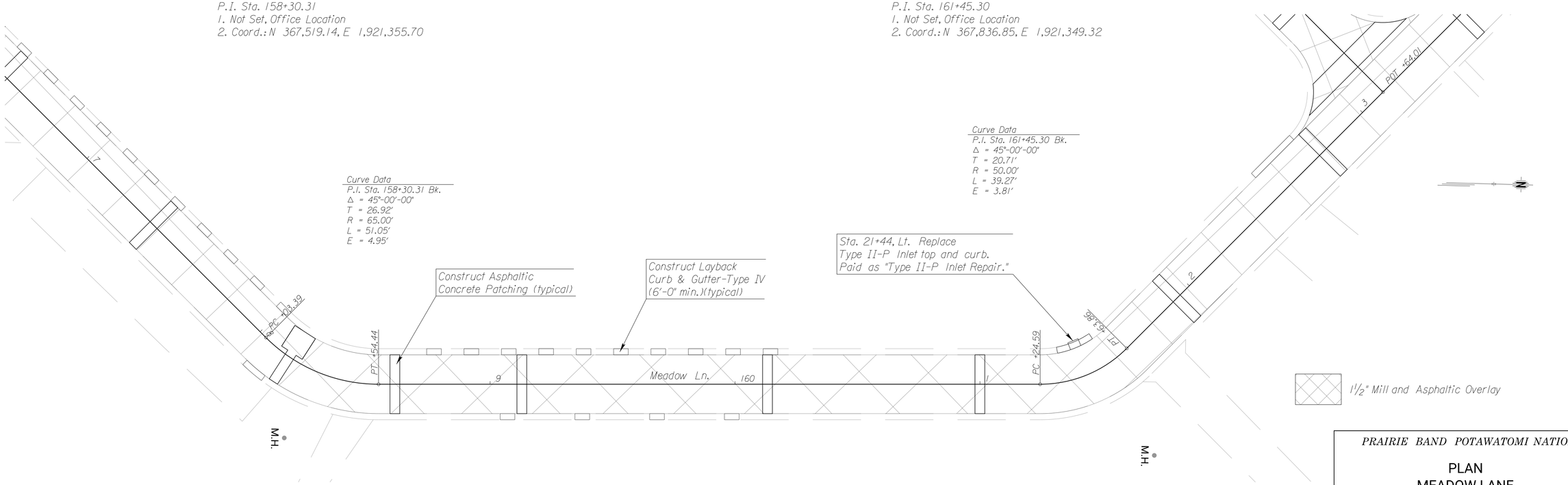
P.I. Sta. 153+95.09
1. Not Set, Office Location
2. Coord.: N 367,203.26, E 1,921,052.25

PLAN: 25' 0 25' 50'



P.I. Sta. 158+30.31
1. Not Set, Office Location
2. Coord.: N 367,519.14, E 1,921,355.70

P.I. Sta. 161+45.30
1. Not Set, Office Location
2. Coord.: N 367,836.85, E 1,921,349.32



PRAIRIE BAND POTAWATOMI NATION

PLAN
MEADOW LANE

P.I. Sta. 164+85.26
1. Not Set, Office Location
2. Coord.: N 368,073.87, E 1,921,102.60

P.O.T. Sta. 169+45.37
1. Not Set, Office Location
2. Coord.: N 368,064.58, E 1,920,639.79

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	64	109

1½" Mill and Asphaltic Overlay

PRAIRIE BAND POTAWATOMI NATION

PLAN
MEADOW LANE

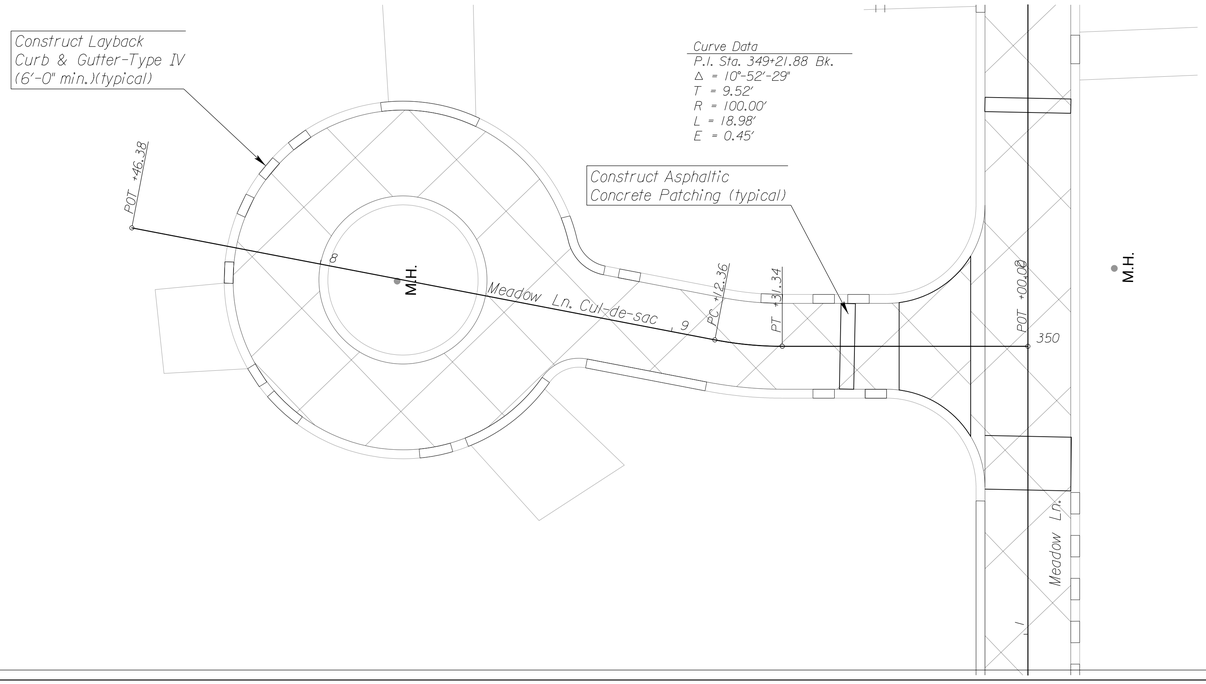
P.O.T. Sta. 347+46.38
1. Not Set, Office Location
2. Coord.: N 367,450.09, E 1,920,865.81

P.I. Sta. 349+21.88
1. Not Set, Office Location
2. Coord.: N 367,277.12, E 1,920,836.17

P.O.T. Sta. 350+00.00
1. Not Set, Office Location
2. Coord.: N 367,198.95, E 1,920,837.74

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	65	109

PLAN: 25' 0 25' 50'



1½" Mill and Asphaltic Overlay

PRAIRIE BAND POTAWATOMI NATION

PLAN
MEADOW LANE CUL-DE-SAC

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	66	109

P.O.T. Sta. 250+00.00
1. Not Set, Office Location
2. Coord.: N 367,740.88, E 1,920,646.29

P.I. Sta. 253+84.41
1. Not Set, Office Location
2. Coord.: N 367,748.59, E 1,921,030.62

PLAN: 25' 0 25' 50'

N

Curve Data
P.I. Sta. 253+84.41 Bk.
Δ = 45°-00'-00"
T = 46.60'
R = 112.50'
L = 88.36'
E = 8.56'

POT +00.00
250
1
2
3
PC 251+37.81
PT 252+25.17
4
255
2
3

Construct Layback Curb & Gutter-Type IV (6'-0" min.)(typical)

Construct Asphaltic Concrete Patching (typical)

P.O.T. Sta. 256+64.01
1. Not Set, Office Location
2. Coord.: N 367,953.71, E 1,921,227.68

4
POT +64.01
255
6
3

Construct Asphaltic Concrete Patching (typical)

1½" Mill and Asphaltic Overlay

PRAIRIE BAND POTAWATOMI NATION

PLAN
WILDFLOWER LANE

P.O.T. Sta. 50+00.00
1. Not Set, Office Location
2. Coord.: N 369,494.87, E 1,920,610.46

P.I. Sta. 50+52.68
1. Not Set, Office Location
2. Coord.: N 369,495.98, E 1,920,663.13

P.I. Sta. 52+65.79
1. Not Set, Office Location
2. Coord.: N 369,523.99, E 1,920,874.457

P.I. Sta. 54+34.44
1. Not Set, Office Location
2. Coord.: N 369,559.82, E 1,921,039.31

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	67	109

PLAN: 25' 0 25' 50'

N

Curve Data
P.I. Sta. 50+52.68 Bk.
Δ = 6°-20'-41"
T = 27.71'
R = 500.00'
L = 55.37'
E = 0.77'

Curve Data
P.I. Sta. 52+65.79 Bk.
Δ = 4°-42'-35"
T = 49.35'
R = 1200.00'
L = 98.64'
E = 1.01'

Curve Data
P.I. Sta. 54+34.44 Bk.
Δ = 10°-39'-09"
T = 102.55'
R = 1100.00'
L = 204.51'
E = 4.75'

POT +00.00
PC +24.97
PT +80.34
PC +16.45
PT +15.09
PC +81.88
PT +36.41
50
1
2
3
4
55
6
K Rd.
156th Ln.
D.M.
D.M.
D.M.

Construct Asphaltic Concrete Patching (typical)

N

156th Ln.
7
8
9
60
1
2
156th Ln.
D.M.
D.M.
M.H.
L.P.
M.H.
L.P.

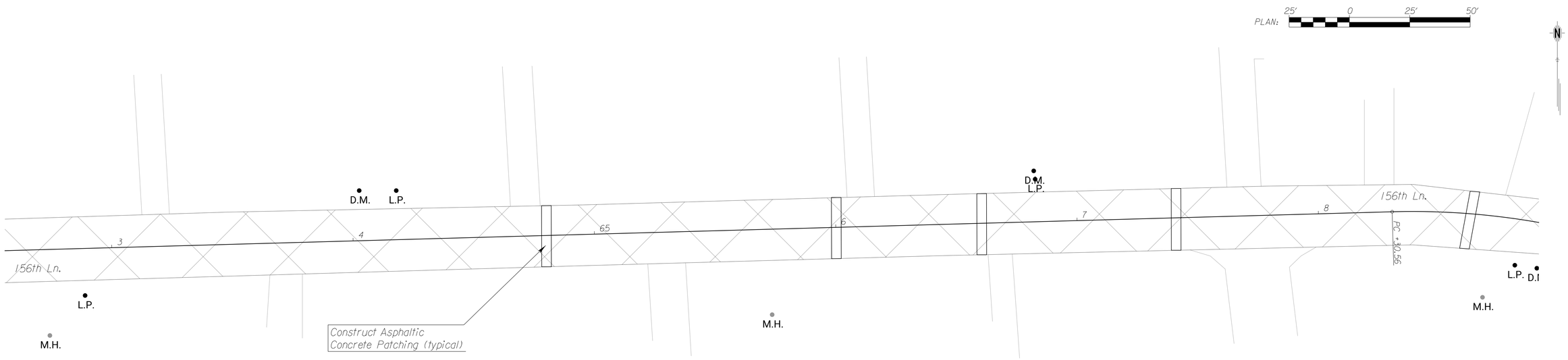
1½" Mill and Asphaltic Overlay

PRAIRIE BAND POTAWATOMI NATION

PLAN
156TH LANE

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	68	109

PLAN: 25' 0 25' 50'



P.I. Sta. 71+32.71
1. Not Set, Office Location
2. Coord.: N 369,607.49, E 1,922,737.49

P.O.T. Sta. 74+08.95
1. Not Set, Office Location
2. Coord.: N 369,201.72, E 1,922,748.88

Curve Data
P.I. Sta. 71+32.71 Bk.
Δ = 90°-00'-01"
T = 302.15'
R = 302.15'
L = 474.62'
E = 88.50'

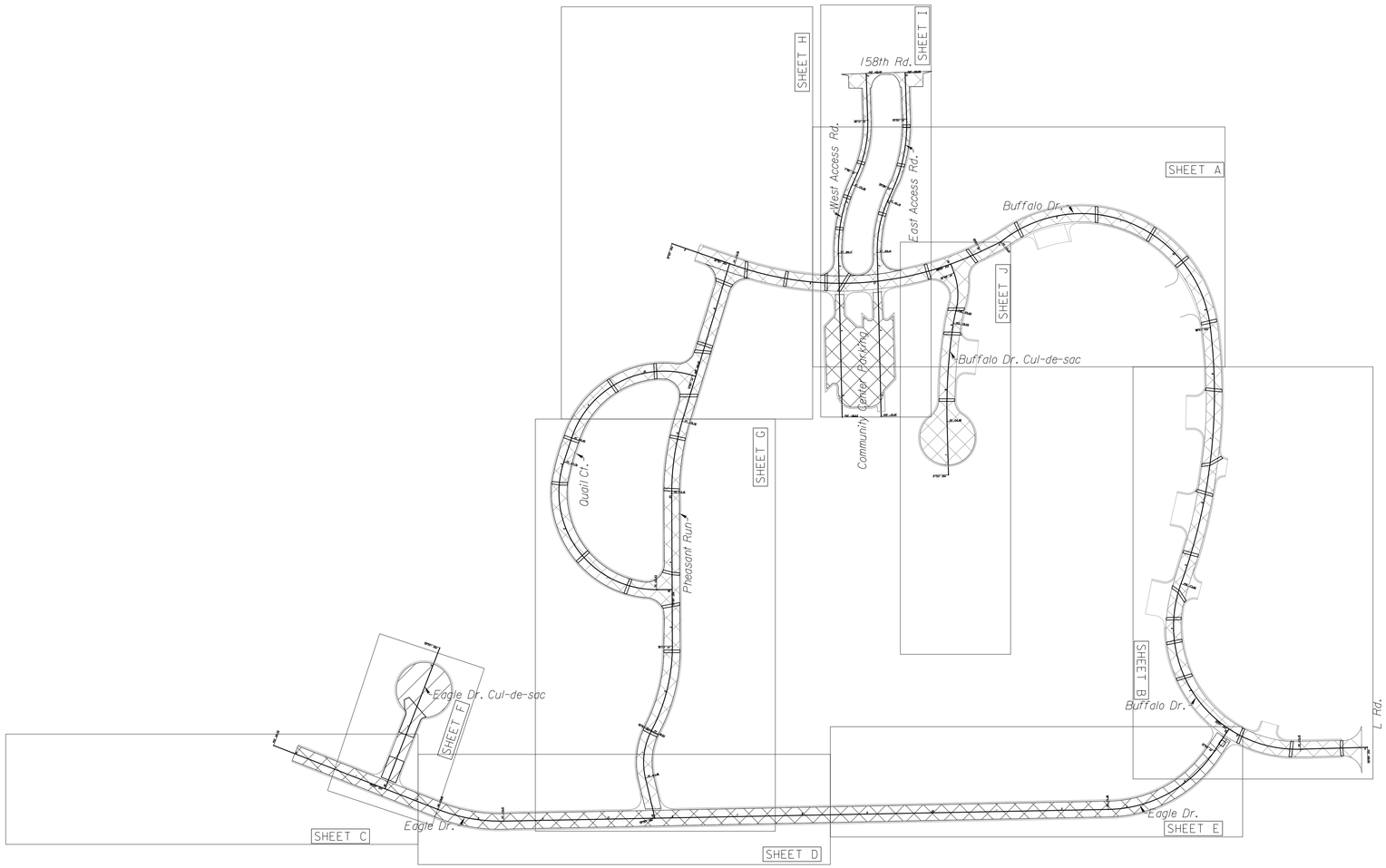
1½" Mill and Asphaltic Overlay

PRAIRIE BAND POTAWATOMI NATION

PLAN
156TH LANE

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	69	109

PLAN: 25′ 0 25′ 50′



LEGEND

Patching and 2" Asphaltic Overlay

Patching and 1½" Milling and Asphaltic Overlay

PRAIRIE BAND POTAWATOMI NATION

OVERVIEW PLAN
SOUTHWOOD HOUSING

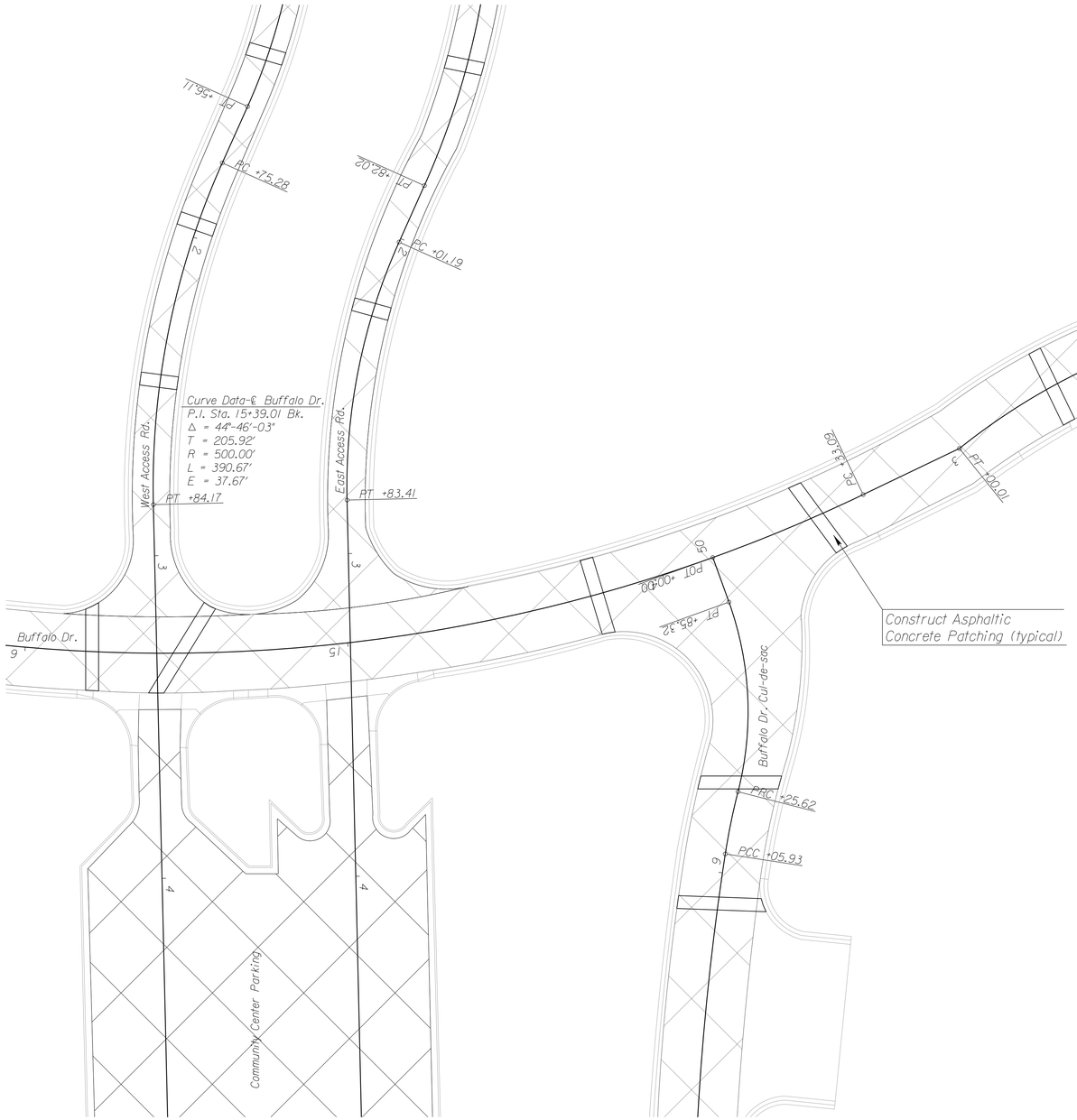
P.I. Sta. 15+39.01 - ℄ Buffalo Dr.
1. Not Set, Office Location
2. Coord.: N 370,923.75, E 1,925,101.64

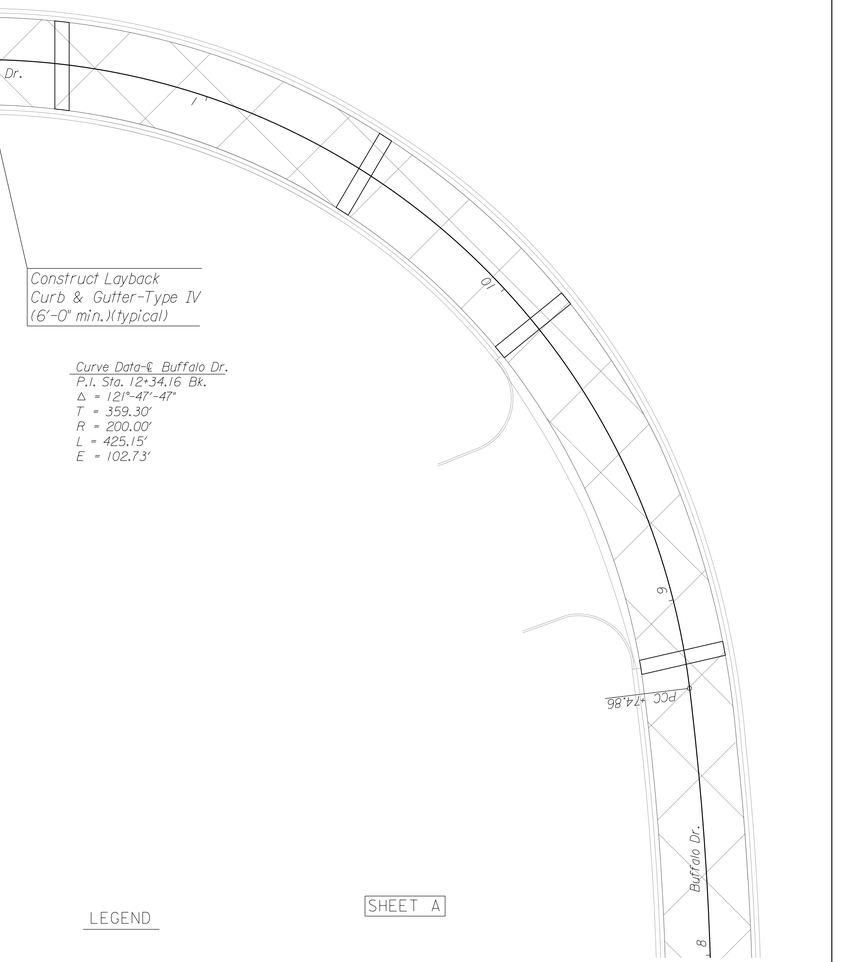
P.I. Sta. 13+00.01 - ℄ Buffalo Dr.
1. Not Set, Office Location
2. Coord.: N 371,027.09, E 1,925,317.15

P.I. Sta. 12+34.16 - ℄ Buffalo Dr.
1. Not Set, Office Location
2. Coord.: N 371,251.94, E 1,925,597.40

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	70	109

PLAN: 25′ 0 25′ 50′





SHEET A

LEGEND

Patching and 2" Asphaltic Overlay

Patching and 1½" Milling and Asphaltic Overlay

PRAIRIE BAND POTAWATOMI NATION

PLAN-Southwood Housing
Buffalo Dr. - Sta. 8+00 to Sta. 16+00

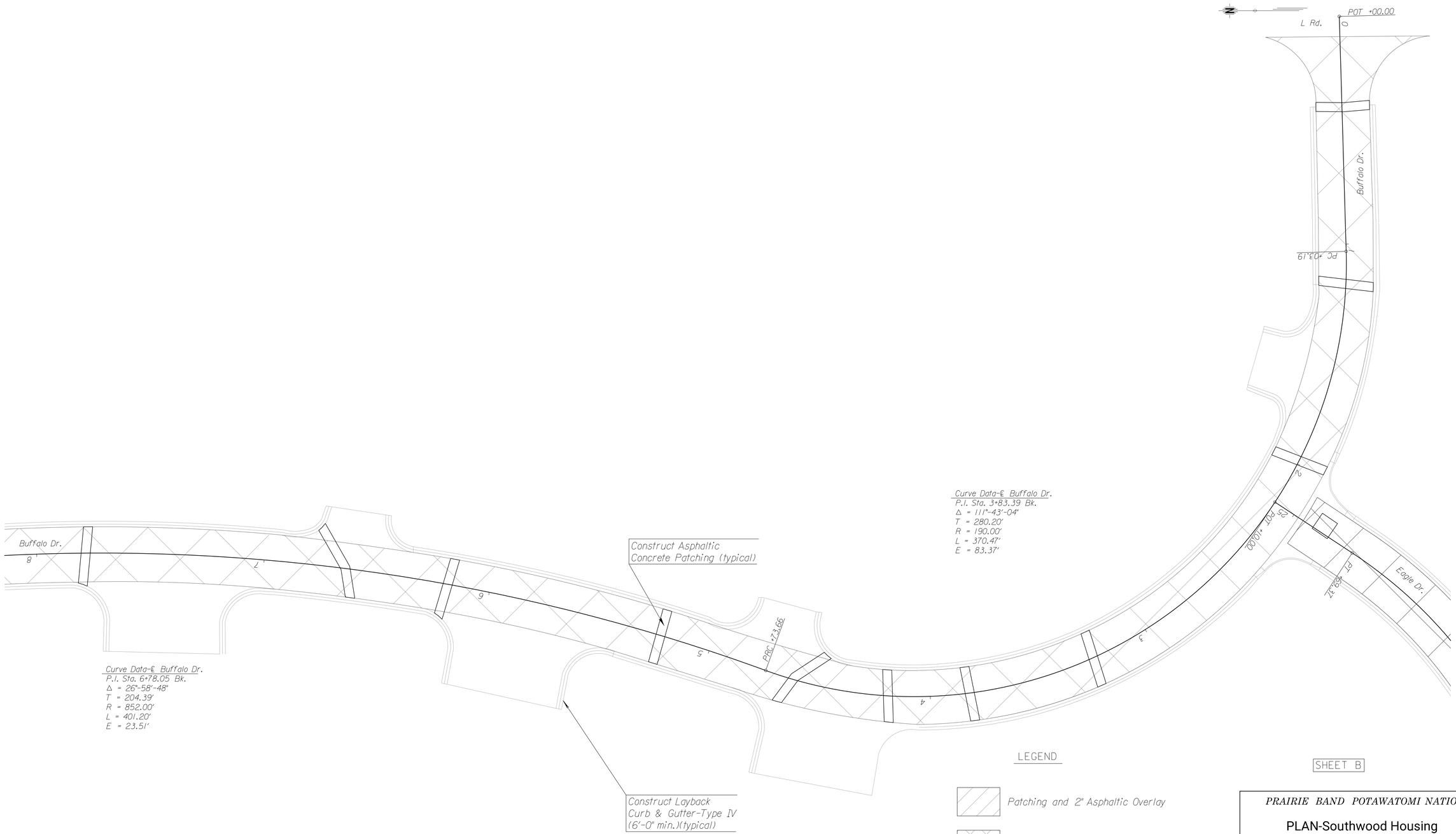
P.I. Sta. 6+78.05 - ℄ Buffalo Dr.
1. Not Set, Office Location
2. Coord.: N 370,692.38, E 1,925,665.55

P.I. Sta. 3+83.39 - ℄ Buffalo Dr.
1. Not Set, Office Location
2. Coord.: N 370,237.12, E 1,925,499.53

P.O.T. Sta. 0+00.00 - ℄ Buffalo Dr.
1. Not Set, Office Location
2. Coord.: N 370,248.38, E 1,925,882.75

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	71	109

PLAN: 25' 0 25' 50'



LEGEND

Patching and 2" Asphaltic Overlay

Patching and 1½" Milling and Asphaltic Overlay

SHEET B

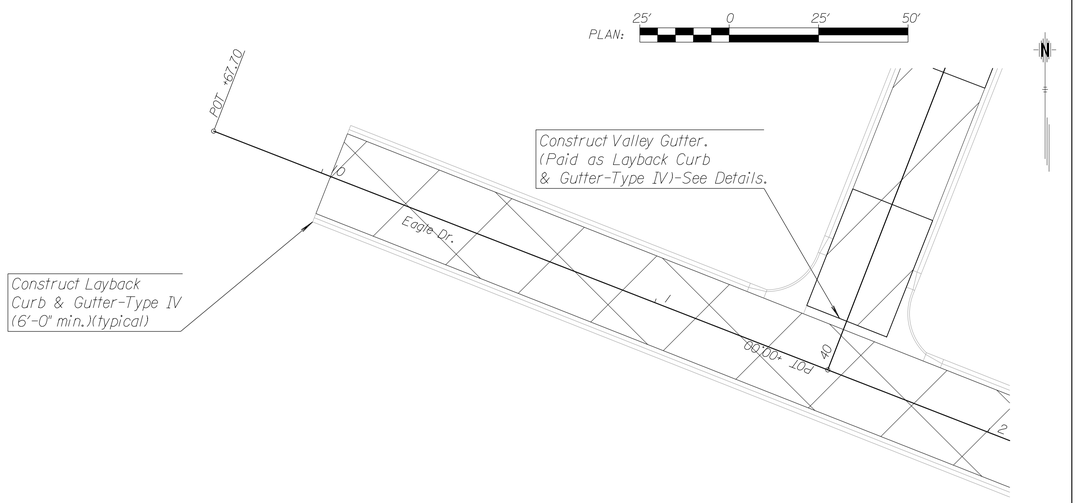
PRAIRIE BAND POTAWATOMI NATION

PLAN-Southwood Housing
Buffalo Dr. - Sta. 0+00 to Sta. 8+00

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	72	109

P.O.T. Sta. 9+67.70 - ℄ Eagle Dr.
1. Not Set, Office Location
2. Coord.: N 370,251.10, E 1,924,197.11

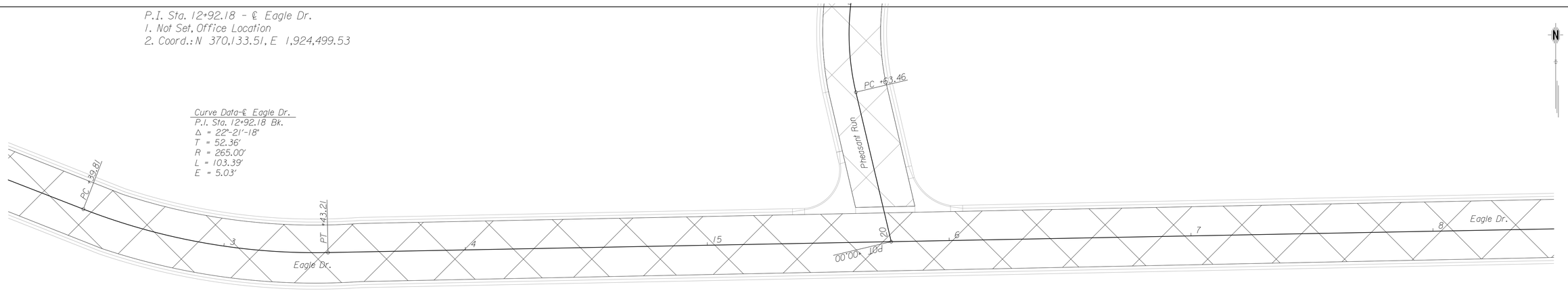
PLAN: 25′ 0 25′ 50′



SHEET C

P.I. Sta. 12+92.18 - ℄ Eagle Dr.
1. Not Set, Office Location
2. Coord.: N 370,133.51, E 1,924,499.53

Curve Data-℄ Eagle Dr.
P.I. Sta. 12+92.18 Bk.
Δ = 22°-21′-18″
T = 52.36′
R = 265.00′
L = 103.39′
E = 5.03′



SHEET D

LEGEND

Patching and 2″ Asphaltic Overlay

Patching and 1½″ Milling and Asphaltic Overlay

PRAIRIE BAND POTAWATOMI NATION

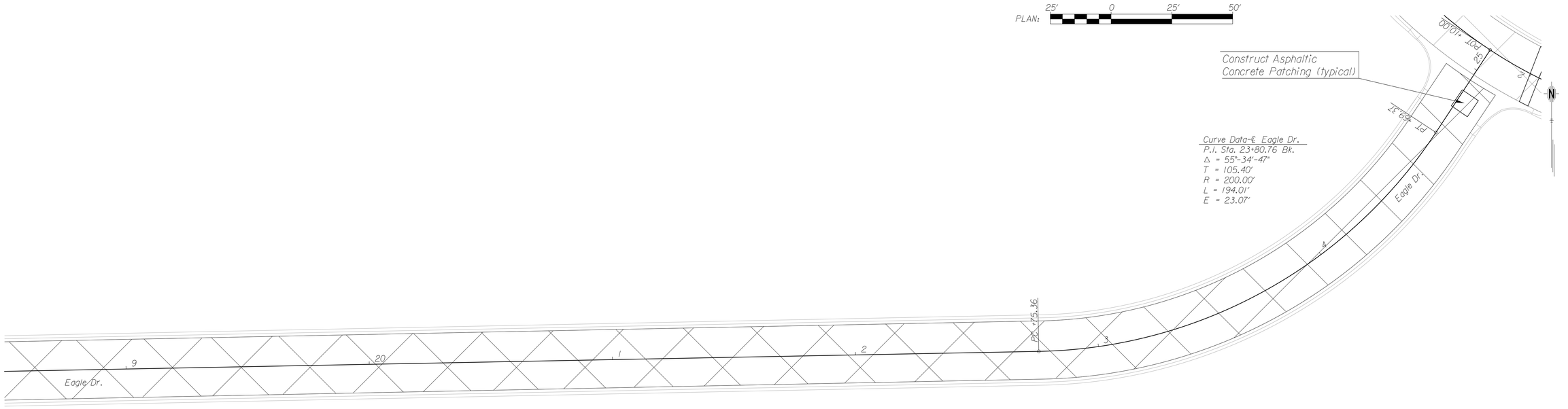
PLAN-Southwood Housing
Eagle Dr. - Sta. 10+00 to Sta. 18+50

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	73	109

P.I. Sta. 23+80.76 - ℄ Eagle Dr.
1. Not Set, Office Location
2. Coord.: N 370,154.60, E 1,925,589.25

P.O.T. Sta. 25+10.00 - ℄ Eagle Dr.
1. Not Set, Office Location
2. Coord.: N 370,276.64, E 1,925,669.45

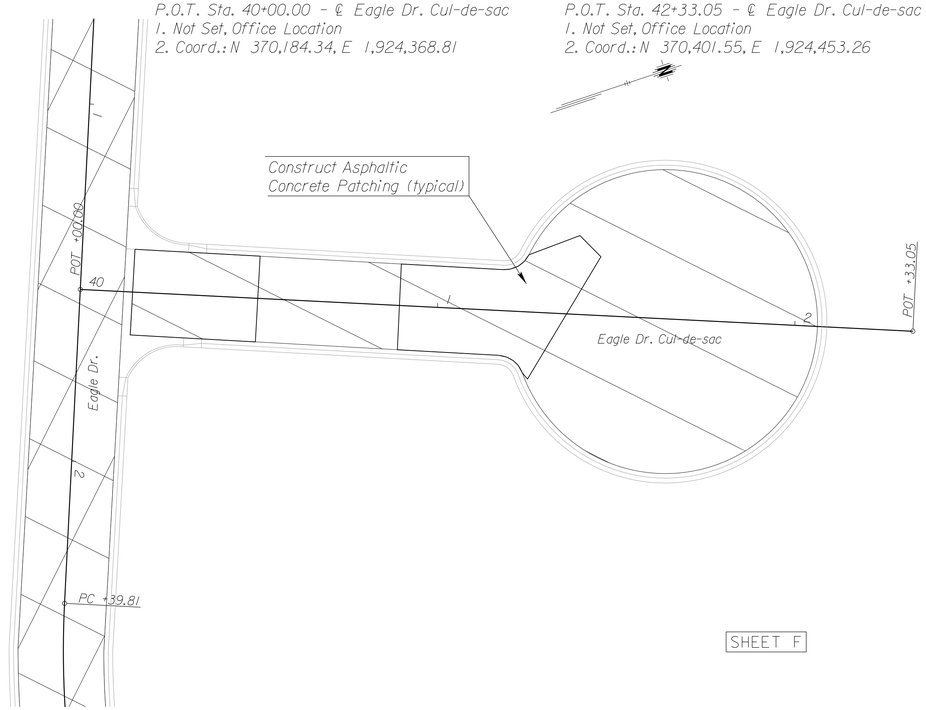
PLAN: 25′ 0 25′ 50′



SHEET E

P.O.T. Sta. 40+00.00 - ℄ Eagle Dr. Cul-de-sac
1. Not Set, Office Location
2. Coord.: N 370,184.34, E 1,924,368.81

P.O.T. Sta. 42+33.05 - ℄ Eagle Dr. Cul-de-sac
1. Not Set, Office Location
2. Coord.: N 370,401.55, E 1,924,453.26



SHEET F

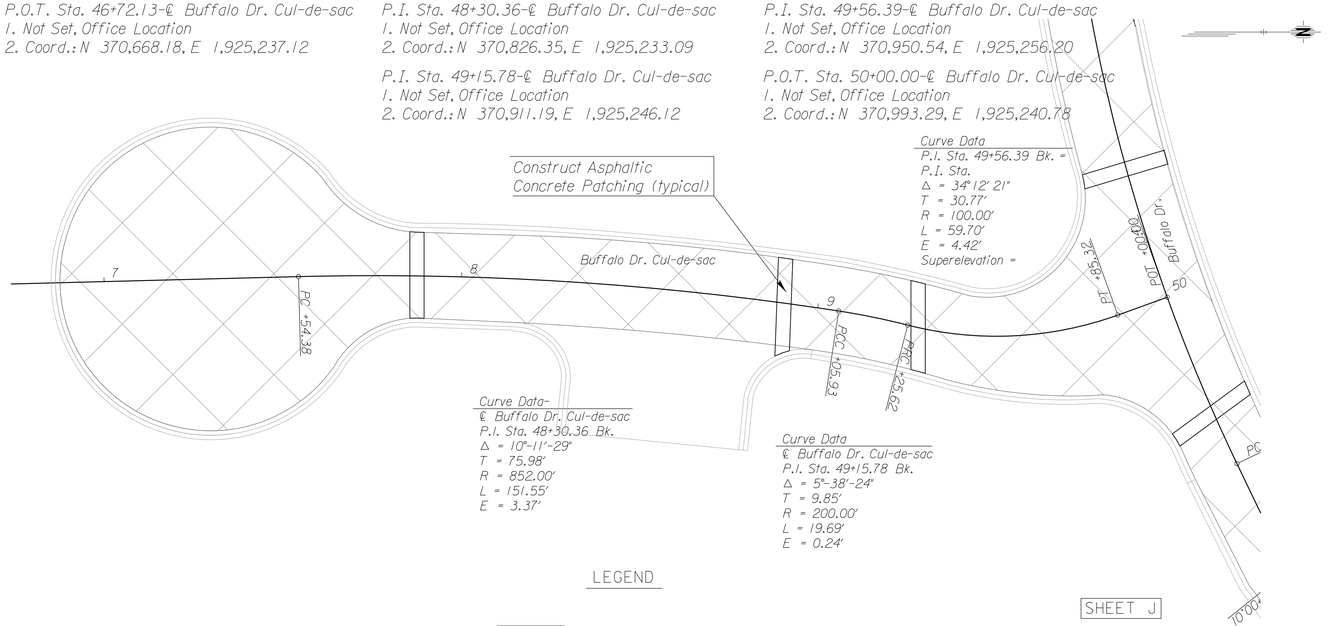
P.O.T. Sta. 46+72.13-℄ Buffalo Dr. Cul-de-sac
1. Not Set, Office Location
2. Coord.: N 370,668.18, E 1,925,237.12

P.I. Sta. 48+30.36-℄ Buffalo Dr. Cul-de-sac
1. Not Set, Office Location
2. Coord.: N 370,826.35, E 1,925,233.09

P.I. Sta. 49+15.78-℄ Buffalo Dr. Cul-de-sac
1. Not Set, Office Location
2. Coord.: N 370,911.19, E 1,925,246.12

P.I. Sta. 49+56.39-℄ Buffalo Dr. Cul-de-sac
1. Not Set, Office Location
2. Coord.: N 370,950.54, E 1,925,256.20

P.O.T. Sta. 50+00.00-℄ Buffalo Dr. Cul-de-sac
1. Not Set, Office Location
2. Coord.: N 370,993.29, E 1,925,240.78



SHEET J

LEGEND

Patching and 2" Asphaltic Overlay

Patching and 1½" Milling and Asphaltic Overlay

PRAIRIE BAND POTAWATOMI NATION
PLAN-Southwood Housing
Eagle Dr. - Sta. 18+50 to Sta. 25+00
Eagle Dr. Cul-de-sac
Buffalo Dr. Cul-de-sac

P.O.T. Sta. 20+00.00 - ℄ Pheasant Run
1. Not Set, Office Location
2. Coord.: N 370,139.03, E 1,924,784.67

P.I. Sta. 21+02.91 - ℄ Pheasant Run
1. Not Set, Office Location
2. Coord.: N 370,239.18, E 1,924,760.98

P.I. Sta. 22+08.46 - ℄ Pheasant Run
1. Not Set, Office Location
2. Coord.: N 370,335.51, E 1,924,811.93

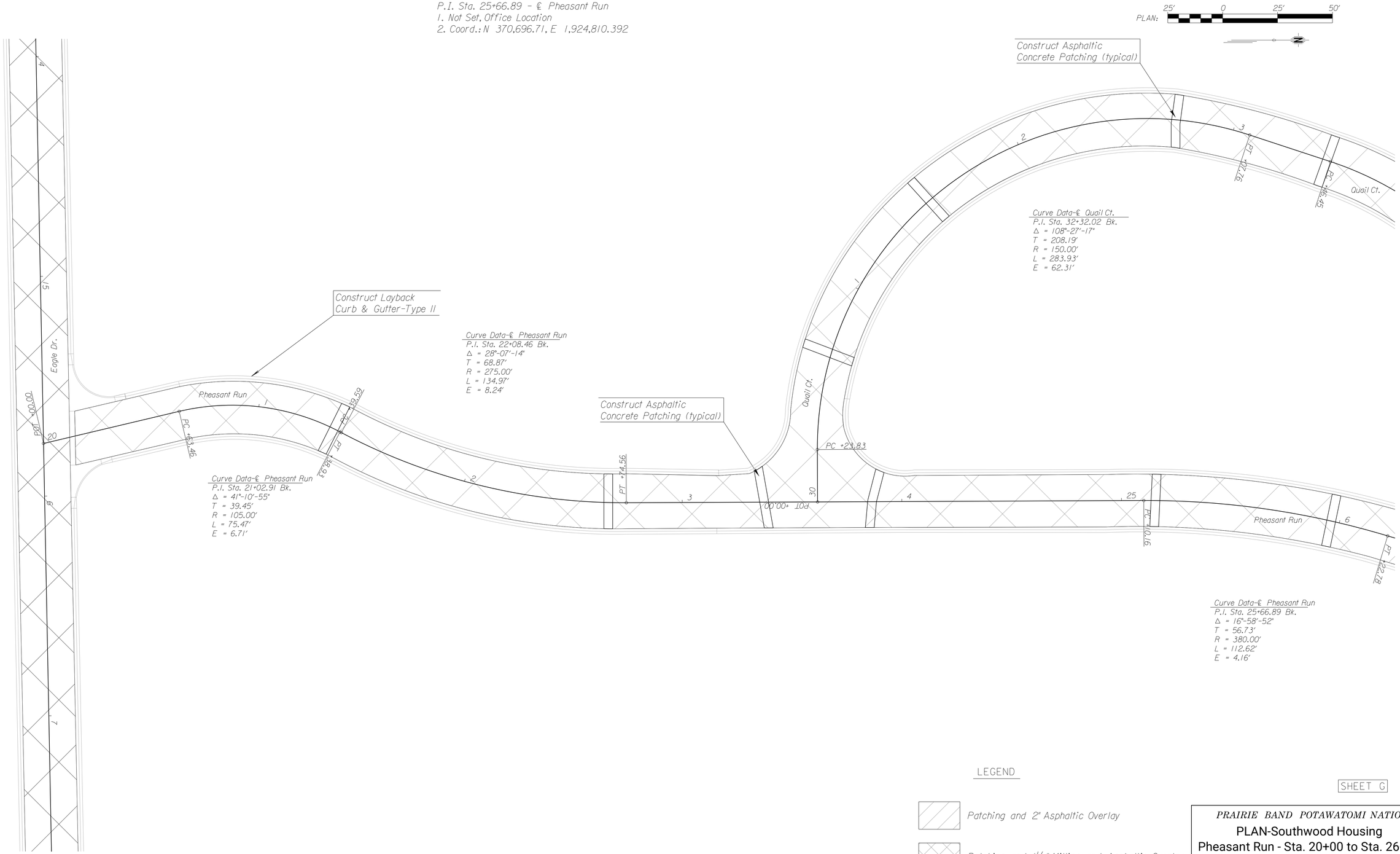
P.I. Sta. 25+66.89 - ℄ Pheasant Run
1. Not Set, Office Location
2. Coord.: N 370,696.71, E 1,924,810.392

P.O.T. Sta. 30+00.00 - ℄ Quail Ct.
1. Not Set, Office Location
2. Coord.: N 370,491.47, E 1,924,811.27

P.I. Sta. 32+32.02 - ℄ Quail Ct.
1. Not Set, Office Location
2. Coord.: N 370,490.48, E 1,924,579.25

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	74	109

PLAN: 25' 0 25' 50'



Curve Data-℄ Quail Ct.
P.I. Sta. 32+32.02 Bk.
Δ = 108°-27'-17"
T = 208.19'
R = 150.00'
L = 283.93'
E = 62.31'

Curve Data-℄ Pheasant Run
P.I. Sta. 22+08.46 Bk.
Δ = 28°-07'-14"
T = 68.87'
R = 275.00'
L = 134.97'
E = 8.24'

Curve Data-℄ Pheasant Run
P.I. Sta. 21+02.91 Bk.
Δ = 41°-10'-55"
T = 39.45'
R = 105.00'
L = 75.47'
E = 6.71'

Curve Data-℄ Pheasant Run
P.I. Sta. 25+66.89 Bk.
Δ = 16°-58'-52"
T = 56.73'
R = 380.00'
L = 112.62'
E = 4.16'

LEGEND

Patching and 2" Asphaltic Overlay

Patching and 1½" Milling and Asphaltic Overlay

SHEET G

PRAIRIE BAND POTAWATOMI NATION

PLAN-Southwood Housing
Pheasant Run - Sta. 20+00 to Sta. 26+25
Quail Ct. - Sta. 30+00 to Sta. 33+75

P.I. Sta. 34+92.64 - ℄ Quail Ct.
1. Not Set, Office Location
2. Coord.: N 370,863.86, E 1,924,702.09

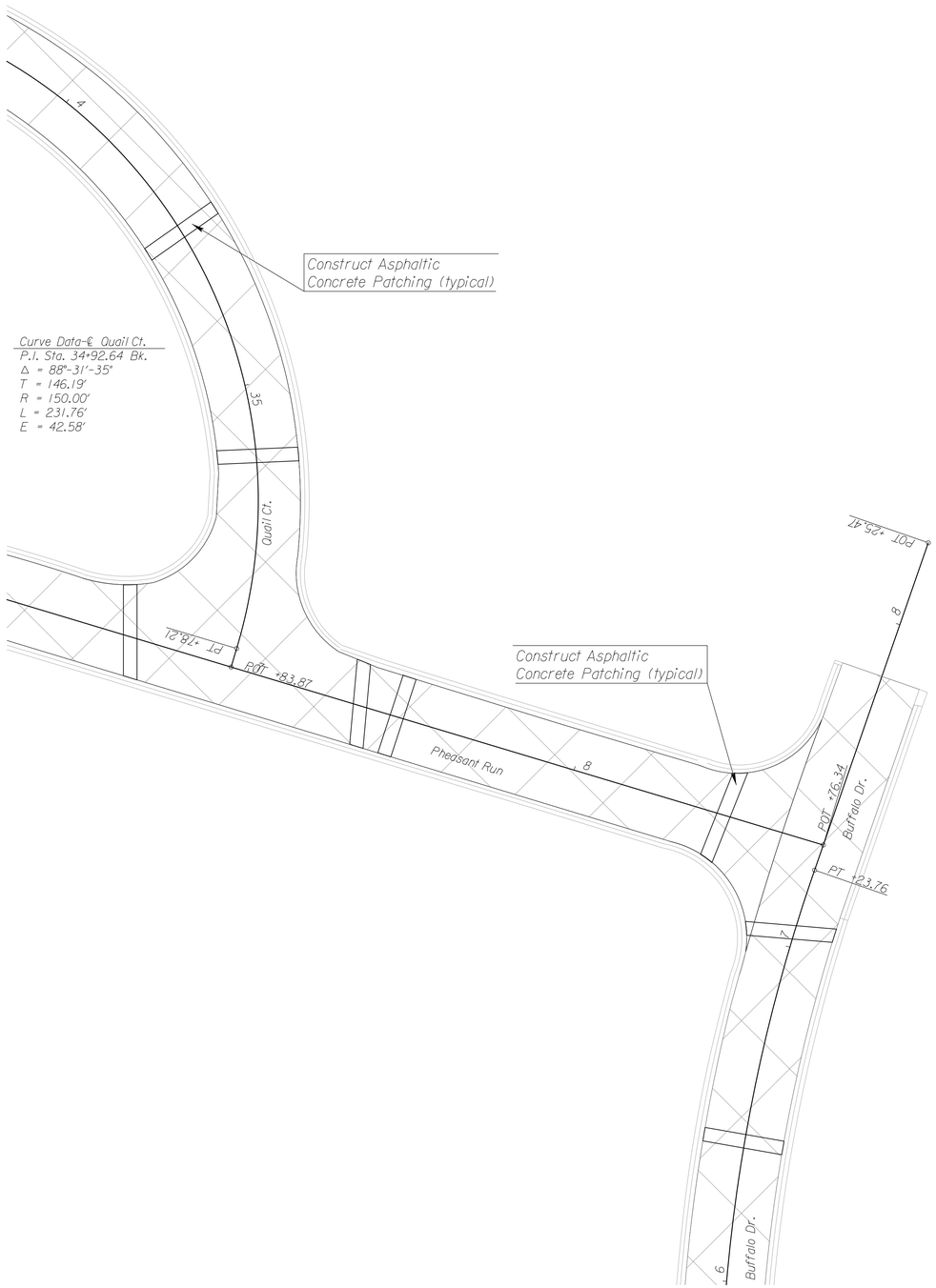
P.O.T. Sta. 35+83.87 - ℄ Quail Ct.
1. Not Set, Office Location
2. Coord.: N 370,820.13, E 1,924,847.51

P.O.T. Sta. 28+76.34 - ℄ Pheasant Run
1. Not Set, Office Location
2. Coord.: N 370,993.85, E 1,924,899.74

P.O.T. Sta. 18+25.47 - ℄ Buffalo Dr.
1. Not Set, Office Location
2. Coord.: N 371,024.65, E 1,924,811.04

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	75	109

PLAN: 25′ 0 25′ 50′



LEGEND

Patching and 2" Asphaltic Overlay

Patching and 1½" Milling and Asphaltic Overlay

SHEET H

PRAIRIE BAND POTAWATOMI NATION
PLAN-Southwood Housing
Pheasant Run - Sta. 26+25 to Sta. 28+75
Quail Ct. - Sta. 33+75 to Sta. 35+75
Buffalo Dr. - Sta. 16+00 to Sta. 18+00

P.O.T. Sta. 5+36.63 - ℄ West Access Rd.
1. Not Set, Office Location
2. Coord.: N 370,757.30, E 1,925,073.39

P.O.T. Sta. 5+35.87 - ℄ East Access Rd.
1. Not Set, Office Location
2. Coord.: N 370,758.70, E 1,925,133.37

P.I. Sta. 2+30.64 - ℄ West Access Rd.
1. Not Set, Office Location
2. Coord.: N 371,065.04, E 1,925,066.22

P.I. Sta. 2+42.99 - ℄ East Access Rd.
1. Not Set, Office Location
2. Coord.: N 371,052.88, E 1,925,126.53

P.I. Sta. 1+14.76 - ℄ West Access Rd.
1. Not Set, Office Location
2. Coord.: N 371,172.15, E 1,925,114.21

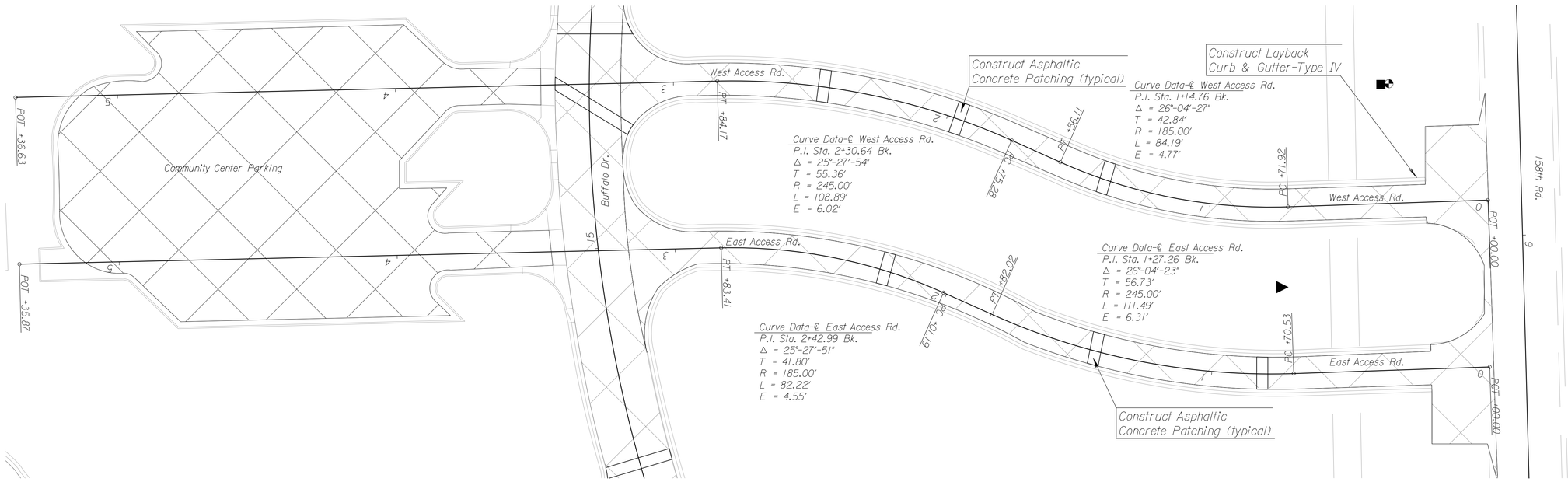
P.I. Sta. 1+27.26 - ℄ East Access Rd.
1. Not Set, Office Location
2. Coord.: N 371,160.29, E 1,925,174.64

P.O.T. Sta. 0+00.00 - ℄ West Access Rd.
1. Not Set, Office Location
2. Coord.: N 371,286.84, E 1,925,110.32

P.O.T. Sta. 0+00.00 - ℄ East Access Rd.
1. Not Set, Office Location
2. Coord.: N 371,287.48, E 1,925,170.33

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	76	109

PLAN: 25′ 0 25′ 50′



LEGEND

Patching and 2" Asphaltic Overlay

Patching and 1½" Milling and Asphaltic Overlay

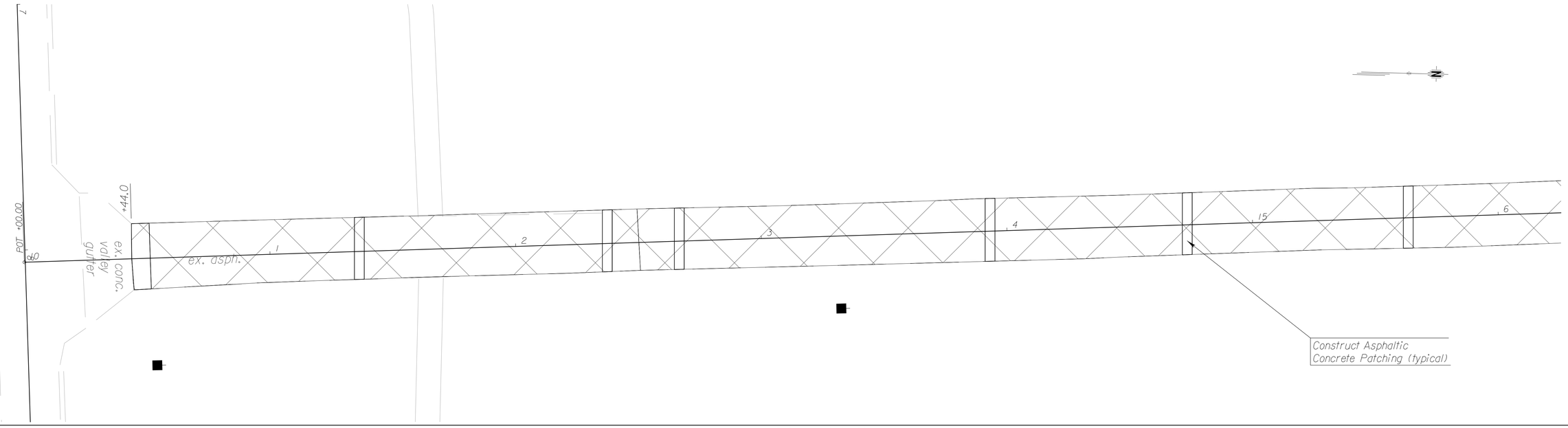
SHEET I

PRAIRIE BAND POTAWATOMI NATION
PLAN-Southwood Housing
West Access Rd.
East Access Rd.
Community Center Parking Lot

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	77	109

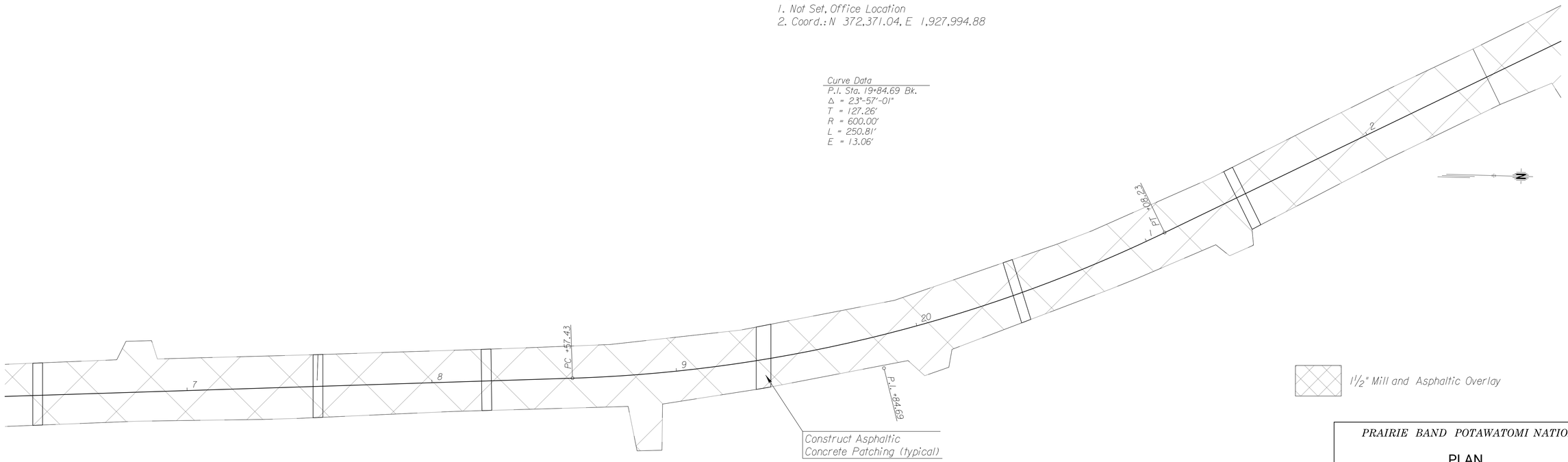
P.O.T. Sta. 10+00.00
1. Not Set, Office Location
2. Coord.: N 371,386.86, E 1,928,026.53

PLAN: 25' 0 25' 50'



P.I. Sta. 19+84.69
1. Not Set, Office Location
2. Coord.: N 372,371.04, E 1,927,994.88

Curve Data
P.I. Sta. 19+84.69 Bk.
Δ = 23°-57'-01"
T = 127.26'
R = 600.00'
L = 250.81'
E = 13.06'

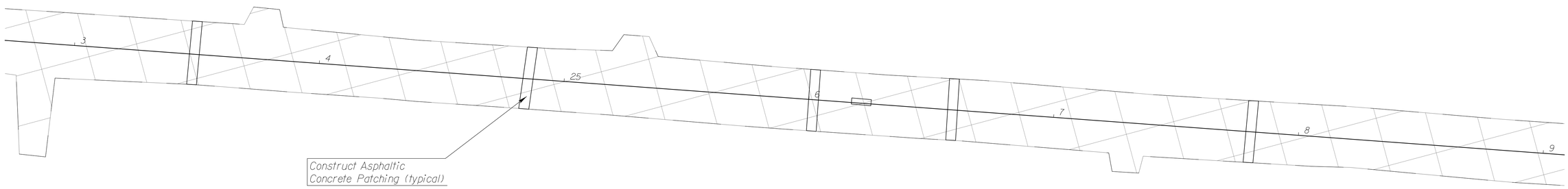


PRAIRIE BAND POTAWATOMI NATION

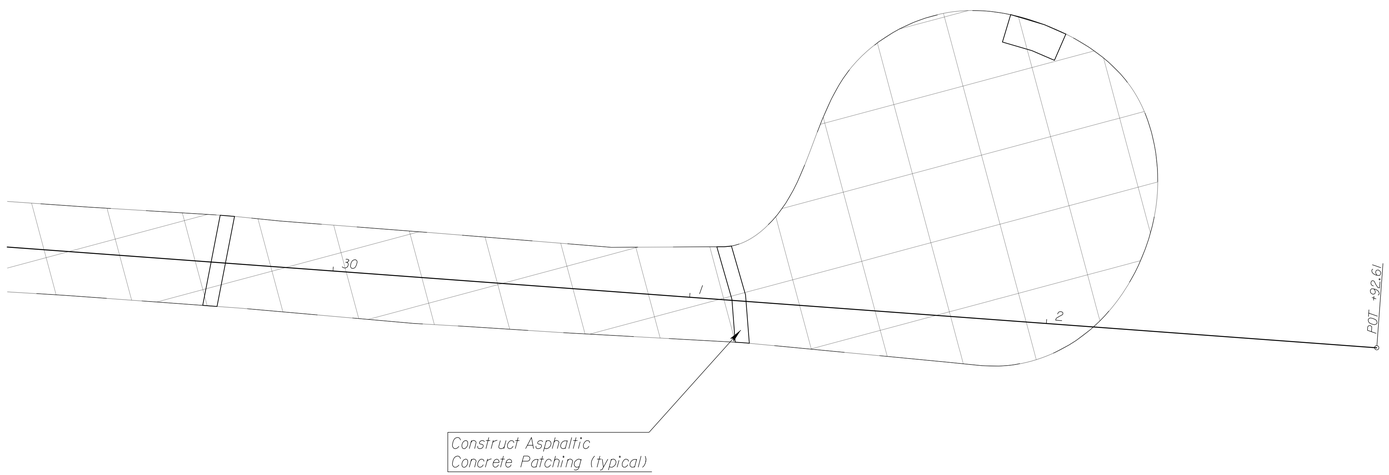
PLAN
L4 LANE

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	78	109

PLAN: 25′ 0 25′ 50′



P.O.T. Sta. 32+92.61
1. Not Set, Office Location
2. Coord.: N 373,552.01, E 1,927,424.17

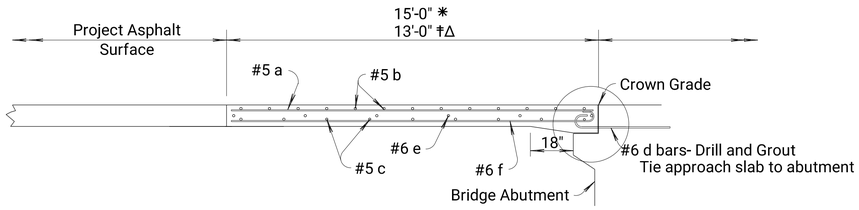


$1\frac{1}{2}$" Mill and Asphaltic Overlay

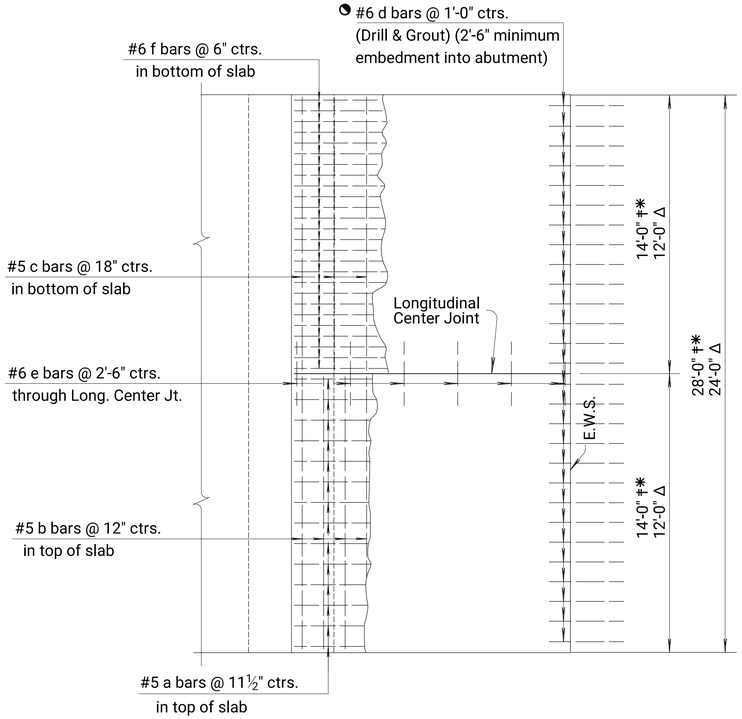
PRAIRIE BAND POTAWATOMI NATION

PLAN
L4 LANE

STATE	PROJECT N0.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	79	109



LONGITUDINAL SECTION ON CENTER LINE



Drill and grout #6 bars into the existing bridge abutment. Take care not to hit any existing reinforcing steel. Use a KDOT approved epoxy grouting material.

† 158th Road (Sta. 727+27.90) (28'x13')
✳ N Road (Sta.161+71.40) (28'x15')
Δ 142nd Road (Sta. 287+76.6) (24'x13')

PLAN FOR NORMAL APPROACH
(No Scale)

"D" Thickness = Thickness of Project Concrete Pavement (10" minimum).

NOTE: All bid items to be paid in accordance with KDOT Standard Specifications.

GENERAL NOTE

Special Concrete Bridge Approach shall be paid for as Sq. Yds. of Concrete Pavement (10" Unif.)(AE)(Br. App.)(Type A) and includes all work, including excavation and removal and all materials required to construct the approach slab as shown on this sheet.

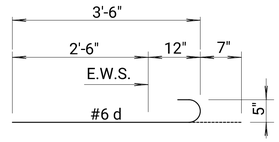
At the Contractor's option #4x3'-0" tie bars @ 15" centers may be substituted for the #6 e bars at 2'-6" centers.

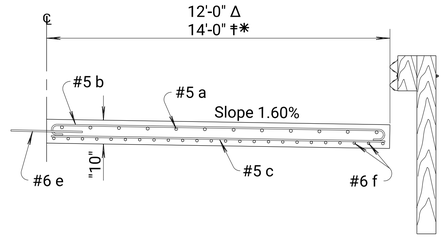
All reinforcing steel shall be epoxy coated.

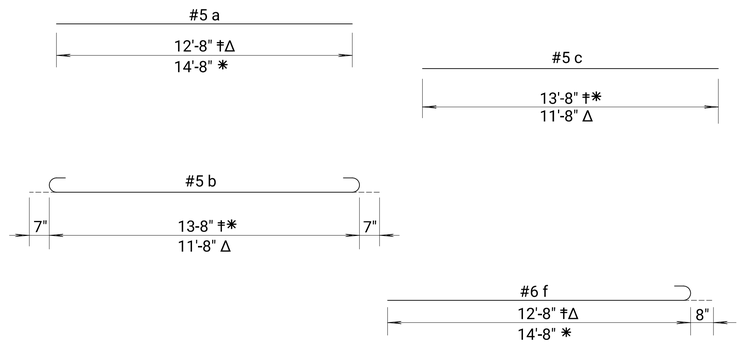
See Standard Drawing RD711 for details of joints.

Clearance from the face of concrete for all reinforcing steel shall be 2 inches.

Standard reinforcing bar hooks in accordance with the latest ACI specifications shall be used throughout.







Note: All dimensions are out to out on bars unless noted otherwise.

BENDING DIAGRAMS

† BILL OF MATERIALS-158th Road (Sta. 727+27.90)

NORMAL APPROACH

Bar	a	b			c	d		e		f	
No.	30	28			18	28		6		56	
Size	#5	#5			#5	#6		#6		#6	
Length	12'-8"	14'-10"			13'-8"	4'-1"		3'-0"		13'-4"	

Reinforcing Steel (Grade 60) (Epoxy Coated) 2,406 lbs.

Concrete Pavement (10" Unif.)(AE) 40.4 Sq. Yds.
Drilling & Grouting 28 Each

✳ BILL OF MATERIALS-N Road (Sta.161+71.40)

NORMAL APPROACH

Bar	a	b			c	d		e		f	
No.	30	32			20	28		7		56	
Size	#5	#5			#5	#6		#6		#6	
Length	14'-8"	14'-10"			13'-8"	4'-1"		3'-0"		15'-4"	

Reinforcing Steel (Grade 60) (Epoxy Coated) 2,732 lbs.

Concrete Pavement (10" Unif.)(AE) 46.7 Sq. Yds.
Drilling & Grouting 28 Each

Δ BILL OF MATERIALS-142nd Road (Sta. 287+76.6)

NORMAL APPROACH

Bar	a	b			c	d		e		f	
No.	26	28			18	24		6		48	
Size	#5	#5			#5	#6		#6		#6	
Length	12'-8"	12'-10"			11'-8"	4'-1"		3'-0"		13'-4"	

Reinforcing Steel (Grade 60) (Epoxy Coated) 2,073 lbs.

Concrete Pavement (10" Unif.)(AE) 34.7 Sq. Yds.
Drilling & Grouting 24 Each

Note: Quantities listed for one approach slab only. Two required per bridge. Reinforcing steel and joint lengths shown for information only.

NO.	DATE	REVISIONS	BY	APP'D
9	9-09-09	Revised Reinforcing Steel listing	S.W.K.	J.O.B.
8	5-14-09	Revised General Note	S.W.K.	J.O.B.
7	10-30-08	Added guardrail post detail at curb	S.W.K.	J.O.B.
6	11-07-07	Revised pavement slope to percent	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

CONCRETE BRIDGE APPROACH PAVEMENT ADJACENT TO ASPHALT SURFACE (TYPE A) Concrete Slab Bridge

~~RD715~~

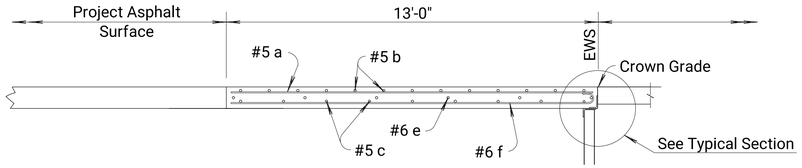
FHWA APPROVAL 6-9-09		APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

Note to Designer: The designer shall be responsible for designating pavement thickness and computing reinforcing steel and concrete quantities and dimensions necessary to complete this sheet.

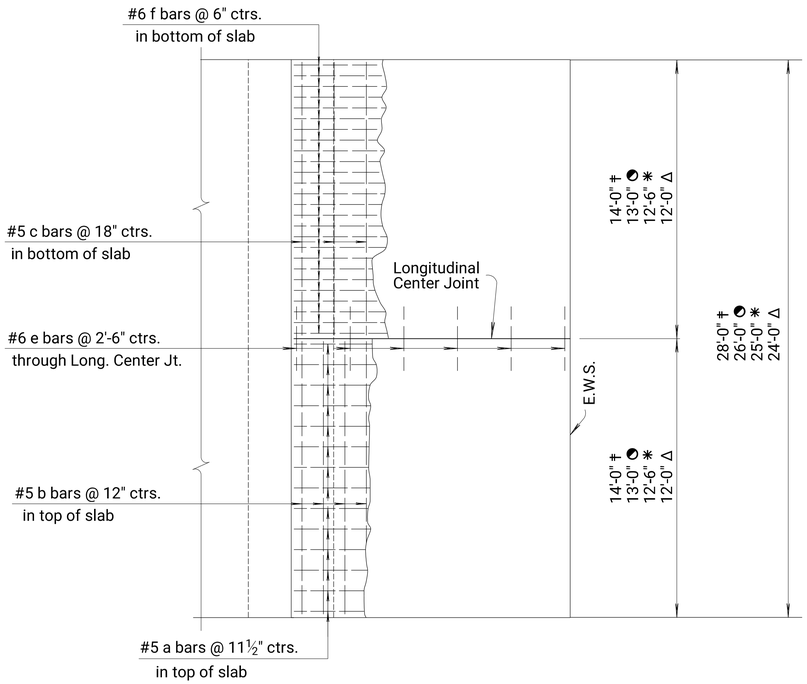
Plotted 6/19/2024 2:38:36 PM

Drawn By : CAM
Approach Slab.dgn

STATE	PROJECT N0.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	80	109

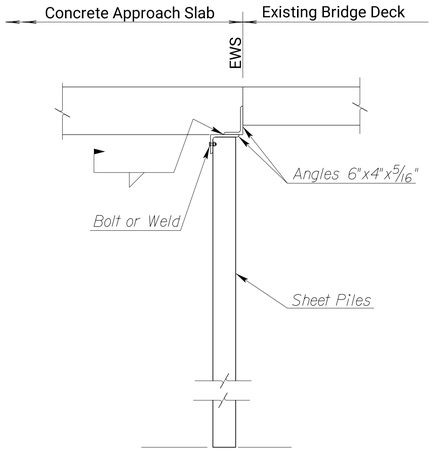


LONGITUDINAL SECTION ON CENTER LINE



PLAN FOR NORMAL APPROACH
(No Scale)

"D" Thickness = Thickness of Project Concrete Pavement (10" minimum).



TYPICAL SECTION

CONSTRUCTION SEQUENCE
1. Cutoff existing sheet piling 10" below top of bridge deck.
2. Connect 6"x4"x$\frac{5}{16}$" angle to top of existing sheet pile wall with bolts or welds.
3. Connect 6"x4"x$\frac{5}{16}$" angles by welding to each other with top angle vertical leg flush against edge of bridge deck.

GENERAL NOTE

Special Concrete Bridge Approach shall be paid for as Sq. Yds. of Concrete Pavement (10" Unif.)(AE)(Br. App.)(Type B) and includes all work, including excavation and removal and all materials required to construct the approach slab as shown on this sheet.

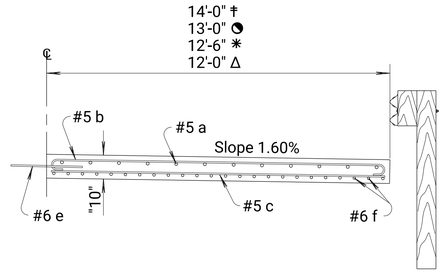
At the Contractor's option #4x3'-0" tie bars @ 15" centers may be substituted for the #6 e bars at 2'-6" centers.

All reinforcing steel shall be epoxy coated.

See Standard Drawing RD711 for details of joints.

Clearance from the face of concrete for all reinforcing steel shall be 2 inches.

Standard reinforcing bar hooks in accordance with the latest ACI specifications shall be used throughout.



BENDING DIAGRAMS

NOTE: All bid items to be paid in accordance with KDOT Standard Specifications.

Note: Quantities listed for one approach slab only. Two required per bridge. Reinforcing steel and joint lengths shown for information only.

ǂ BILL OF MATERIALS - N Road (Sta. 22+01.80)
P Road (Sta. 24+93.65)
166th Road (Sta. 35+61.40)
(28'x13')

NORMAL APPROACH

Bar	a	b	c	e	f					
No.	30	28	18	6	56					
Size	#5	#5	#5	#6	#6					
Length	12'-8"	14'-10"	13'-8"	3'-0"	13'-4"					

Reinforcing Steel (Grade 60) (Epoxy Coated) 2,235 lbs.
∠ 6"x4"x$\frac{5}{16}$" 56 Lin. Ft.

Concrete Pavement (10" Unif.)(AE) 40.4 Sq. Yds.

◔ BILL OF MATERIALS - I Road (Sta. 73+97.50)
(26'x13')

NORMAL APPROACH

Bar	a	b	c	e	f					
No.	28	28	18	6	52					
Size	#5	#5	#5	#6	#6					
Length	12'-8"	13'-10"	12'-8"	3'-0"	13'-4"					

Reinforcing Steel (Grade 60) (Epoxy Coated) 2,080 lbs.
∠ 6"x4"x$\frac{5}{16}$" 52 Lin. Ft.

Concrete Pavement (10" Unif.)(AE) 37.6 Sq. Yds.

✳ BILL OF MATERIALS - 150th Rd (Sta. 178+50.20)
(25'x13')

NORMAL APPROACH

Bar	a	b	c	e	f					
No.	28	28	18	6	50					
Size	#5	#5	#5	#6	#6					
Length	12'-8"	13'-4"	12'-2"	3'-0"	13'-4"					

Reinforcing Steel (Grade 60) (Epoxy Coated) 2,016 lbs.
∠ 6"x4"x$\frac{5}{16}$" 50 Lin. Ft.

Concrete Pavement (10" Unif.)(AE) 36.1 Sq. Yds.

Δ BILL OF MATERIALS - 150th Rd (Sta. 225+84.29)
(24'x13')

NORMAL APPROACH

Bar	a	b	c	e	f					
No.	26	28	18	6	48					
Size	#5	#5	#5	#6	#6					
Length	12'-8"	12'-10"	11'-8"	3'-0"	13'-4"					

Reinforcing Steel (Grade 60) (Epoxy Coated) 1,926 lbs.
∠ 6"x4"x$\frac{5}{16}$" 48 Lin. Ft.

Concrete Pavement (10" Unif.)(AE) 34.7 Sq. Yds.

Note: All dimensions are out to out on bars unless noted otherwise.

NO.	DATE	REVISIONS	BY	APP'D
9	9-09-09	Revised Reinforcing Steel listing	S.W.K.	J.O.B.
8	5-14-09	Revised General Note	S.W.K.	J.O.B.
7	10-30-08	Added guardrail post detail at curb	S.W.K.	J.O.B.
6	11-07-07	Revised pavement slope to percent	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

CONCRETE BRIDGE APPROACH PAVEMENT
ADJACENT TO ASPHALT SURFACE
(TYPE B) Steel Beam Bridge

~~RD715~~

FHWA APPROVAL 6-9-09		APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

Note to Designer: The designer shall be responsible for designating pavement thickness and computing reinforcing steel and concrete quantities and dimensions necessary to complete this sheet.

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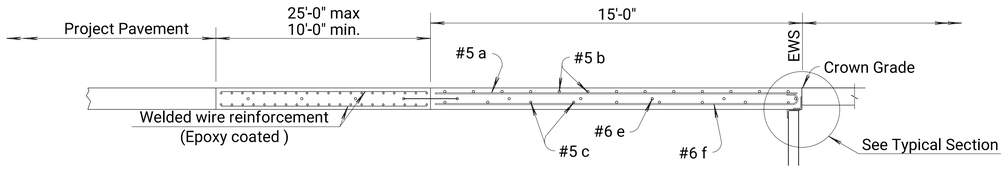
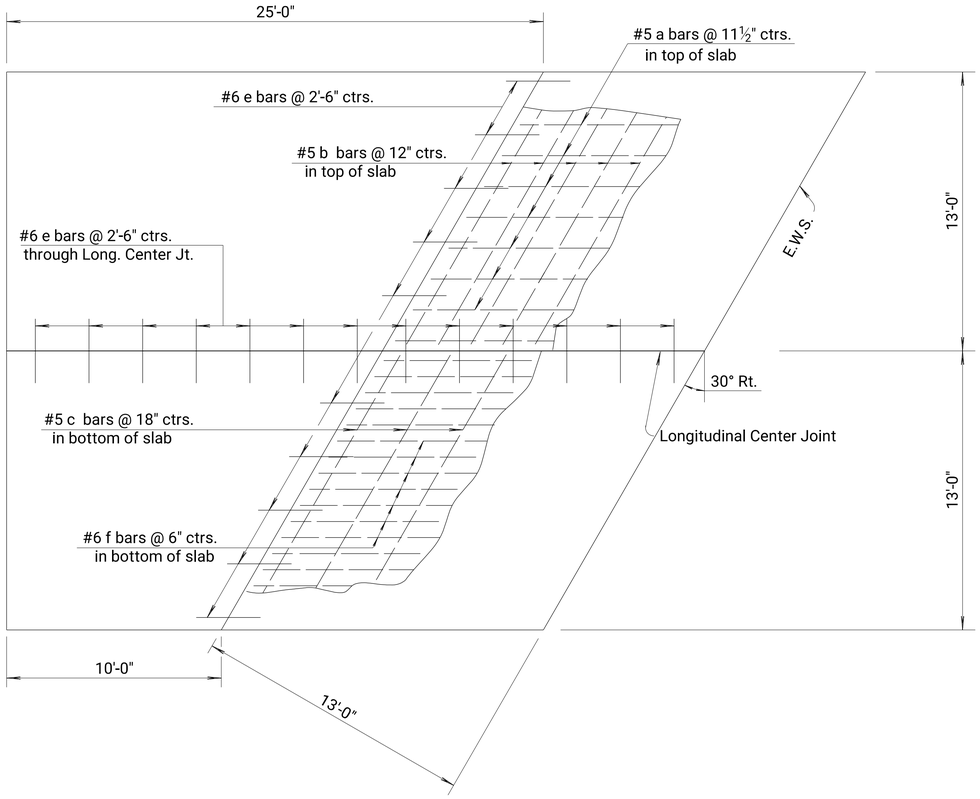
Drawn By : CAM
Approach Slab.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	81	109

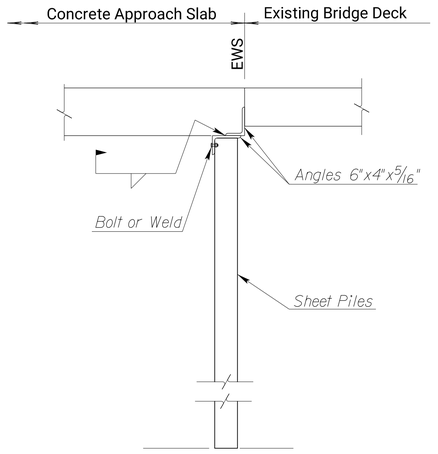


LONGITUDINAL SECTION ON CENTER LINE



PLAN FOR NORMAL APPROACH
(No Scale)

"D" Thickness = Thickness of Project Concrete Pavement (10" minimum).



TYPICAL SECTION

CONSTRUCTION SEQUENCE

1. Cutoff existing sheet piling 10" below top of bridge deck.
2. Connect 6"x4"x$\frac{5}{16}$" angle to top of existing sheet pile wall with bolts or welds.
3. Connect 6"x4"x$\frac{5}{16}$" angles by welding to each other with top angle vertical leg flush against edge of bridge deck.

GENERAL NOTE

Special Concrete Bridge Approach shall be paid for as Sq. Yds. of Concrete Pavement (10" Unif.)(AE)(Br. App.)(Type C) and includes all work, including excavation and removal and all materials required to construct the approach slab as shown on this sheet.

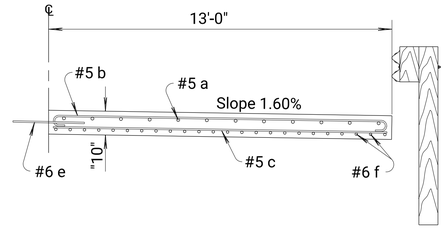
At the Contractor's option #4x3'-0" tie bars @ 15" centers may be substituted for the #6 e bars at 2'-6" centers.

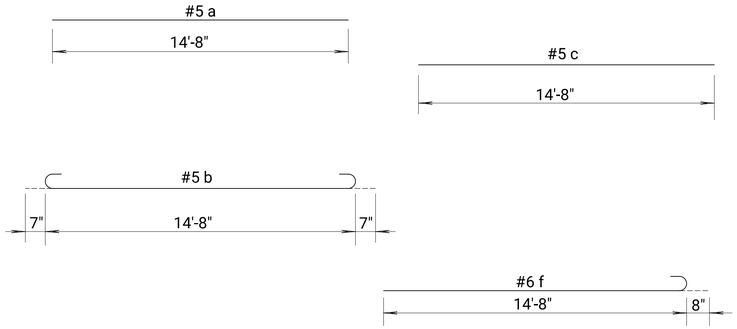
All reinforcing steel shall be epoxy coated.

See Standard Drawing RD711 for details of joints.

Clearance from the face of concrete for all reinforcing steel shall be 2 inches.

Standard reinforcing bar hooks in accordance with the latest ACI specifications shall be used throughout.





BENDING DIAGRAMS

NOTE: All bid items to be paid in accordance with KDOT Standard Specifications.

Note: Quantities listed for one approach slab only. Two required per bridge. Reinforcing steel and joint lengths shown for information only.

BILL OF MATERIALS - 150th Road (Sta. 44+47.53)

NORMAL APPROACH

Bar	a	b	c	e	f					
No.	28	28	18	25	52					
Size	#5	#5	#5	#6	#6					
Length	14'-8"	15'-10"	12'-8"	3'-0"	15'-4"					

Reinforcing Steel (Grade 60) (Epoxy Coated)	2,439 lbs.
∠ 6"x4"x$\frac{5}{16}$"	60 Lin. Ft.
Concrete Pavement (10" Unif.)(AE)	93.9 Sq. Yds.

Note: All dimensions are out to out on bars unless noted otherwise.

NO.	DATE	REVISIONS	BY	APP'D
9	9-09-09	Revised Reinforcing Steel listing	S.W.K.	J.O.B.
8	5-14-09	Revised General Note	S.W.K.	J.O.B.
7	10-30-08	Added guardrail post detail at curb	S.W.K.	J.O.B.
6	11-07-07	Revised pavement slope to percent	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

CONCRETE BRIDGE APPROACH PAVEMENT
ADJACENT TO ASPHALT SURFACE
(TYPE C) Steel Beam Bridge (30° Skew)

~~RD715~~

FHWA APPROVAL 6-9-09		APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

Note to Designer: The designer shall be responsible for designating pavement thickness and computing reinforcing steel and concrete quantities and dimensions necessary to complete this sheet.

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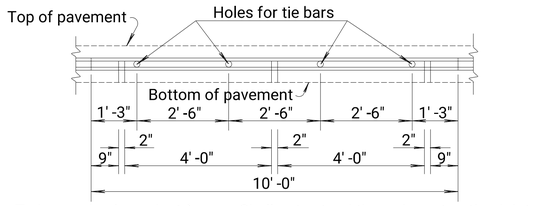
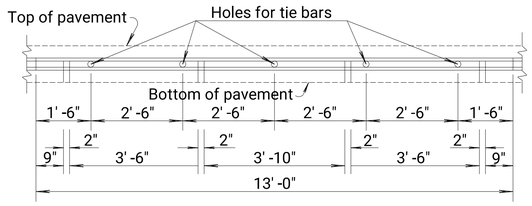
Drawn By : CAM
Approach Slab.dgn

STATE	PROJECT N0.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	82	109



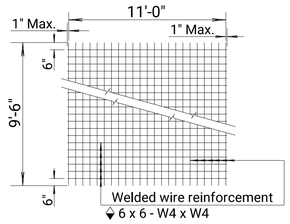
To be used only against forms. Shall not extend through contraction joints.

METAL STRIP FOR
LONGITUDINAL CONSTRUCTION JOINT (10'-0")



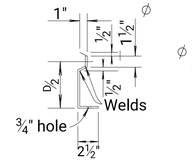
To be used only against forms. Shall not extend through contraction joints.

METAL STRIP FOR
LONGITUDINAL CONSTRUCTION JOINT (13'-0")



TYPICAL SHEET OF WELDED WIRE REINFORCEMENT
FOR SPECIAL BRIDGE APPROACH PAVEMENT

⬙ Note: Epoxy coated #3 bars longitudinally @ 12" ctrs. & #3 bars transversely @ 18" ctrs. may be substituted for each layer of epoxy coated welded wire reinforcement.



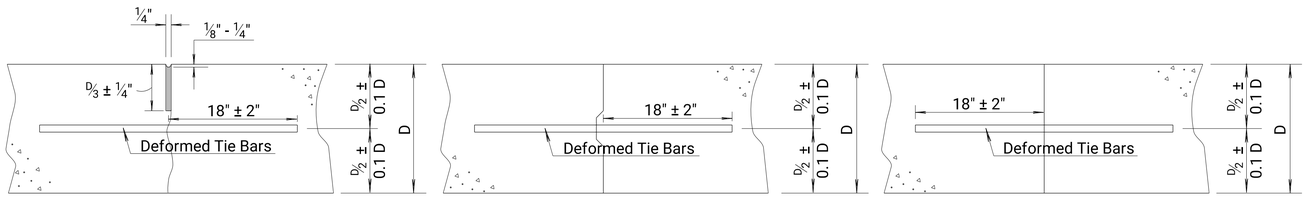
SECTION OF RECESSED
FORM LEG

∅ Snap-in leg or other approved designs may be used in lieu of welded leg.

DETAIL OF LAP FOR WELDED WIRE REINFORCEMENT

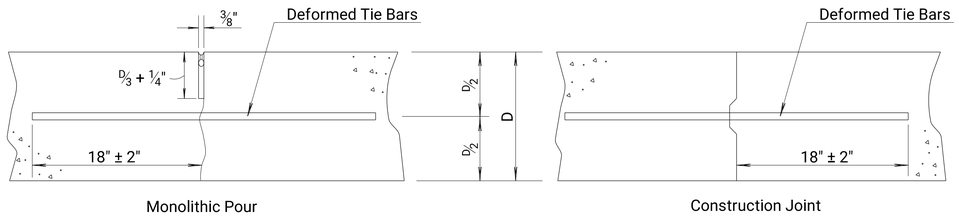
The lap shall extend beyond the first transverse or bag wire of each sheet.

The sheet shall be wired securely at the edges and at intervals not to exceed 2'-6" for the full width of the sheet. Approximate weight of welded wire reinforcement = 58 lbs. per 100 sq. ft. Other methods for fastening the sheets of welded wire reinforcement at the laps may be used with the approval of the Engineer.



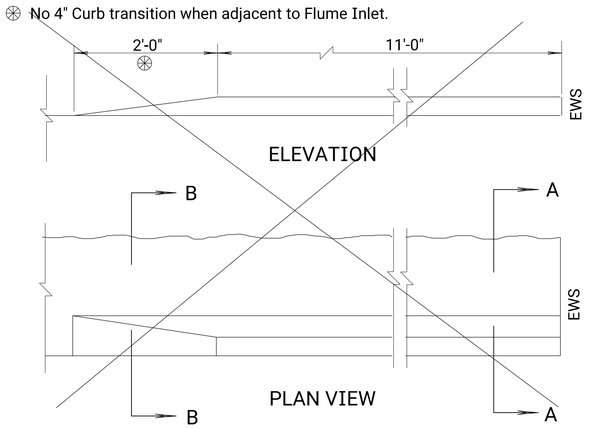
LONGITUDINAL JOINTS

Note: For longitudinal construction joints the contractor has the option of using either the keyed or butt type. Place deformed tie bars mid-depth of the shoulder.



TRANSVERSE JOINTS

Note: A construction joint is required when the concrete placement has been interrupted for a substantial length of time or at the end of a day's placement.



4" EDGE CURB DETAIL

GENERAL NOTES

All work shall be done in conformity with the Standard Specifications applicable to the project.

The cost of all bars and joint material shown on this sheet is to be included in the bid price for Concrete Pavement.

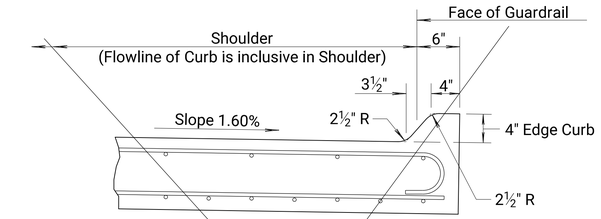
At each planned transverse joint location, a 4 to 6 inch wide strip of the pavement surface shall be protected from the texturing operation to provide a transverse textureless surface centered over the joint sawcut.

All sawed joints on this project shall be filled with sealant in accordance with Standard Specifications.

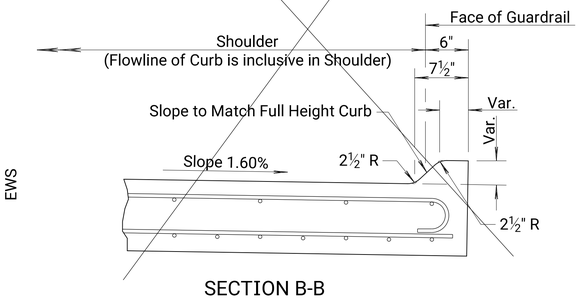
The 4 inch edge curb shall be constructed integral with the approach slab shoulder.

All materials and work required for this construction shall be Subsidiary to the concrete approach slab.

Tie bars shall be evenly spaced along the length of the slab and no tie bars shall be within 12" of contraction joint.



SECTION A-A



SECTION B-B

NO.	DATE	REVISIONS	BY	APP'D
13	5-17-13	Revised Note, Longitudinal Joints	S.W.K.	J.O.B.
12	5-1 4-09	Pres. Relief Jt. to RD712/tie bar lab.	S.W.K.	J.O.B.
11	10-23-08	Revised Sec. A-A and Sec. B-B	S.W.K.	J.O.B.
10	10-3-07	Add. manufacturer jt. size recom'd.	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS FOR CONCRETE BRIDGE APPROACH PAVEMENT

RD711

FHWA APPROVAL	10-23-13	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

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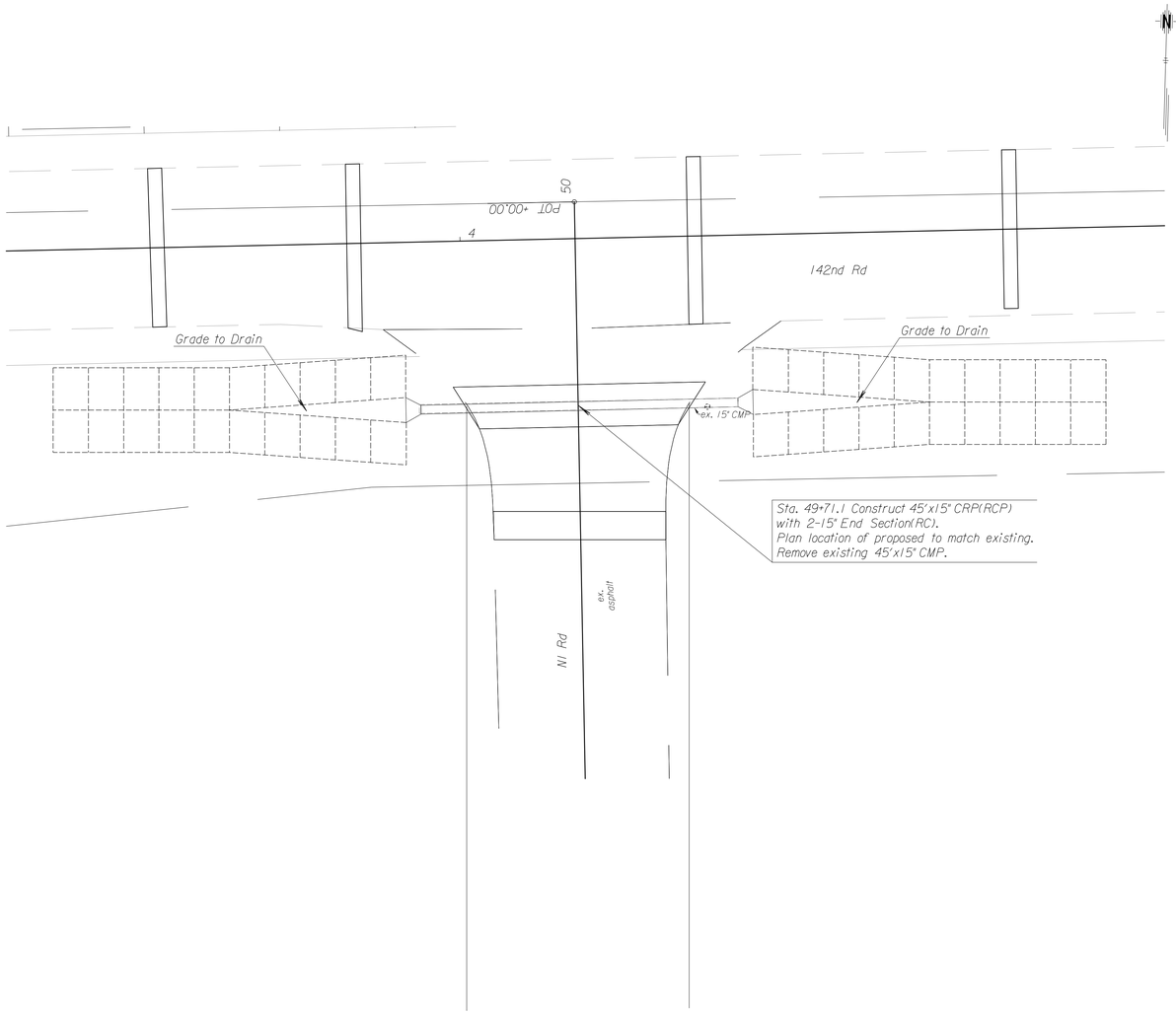
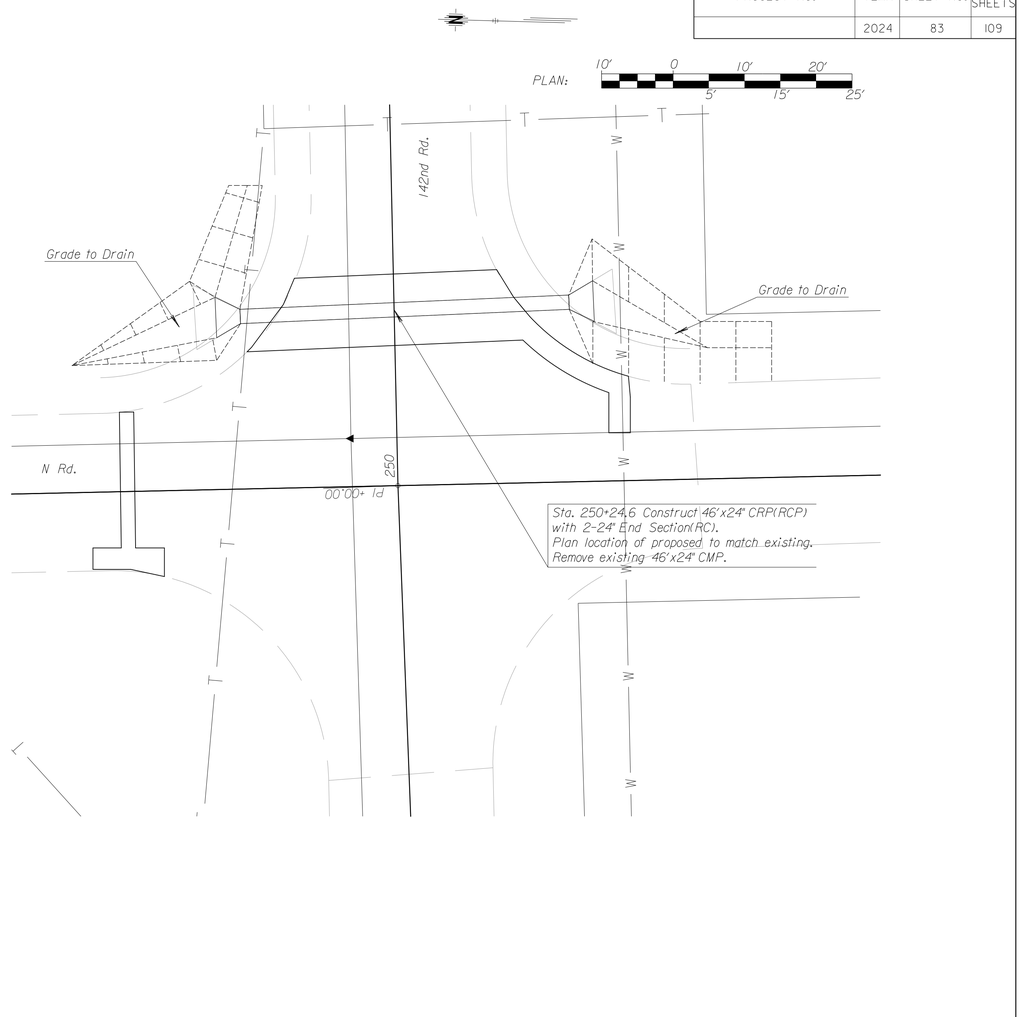
File : Approach Slab.dgn

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	83	109

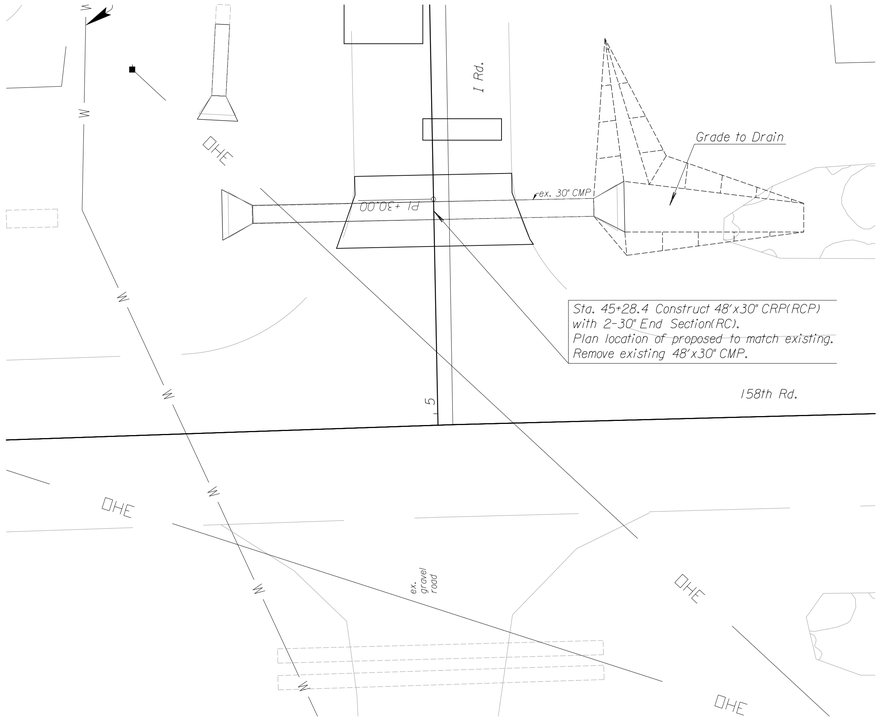




PRAIRIE BAND POTAWATOMI NATION

DRAINAGE DETAILS

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	84	109



PLAN: 10' 0 10' 20' / 5' 15' 25'

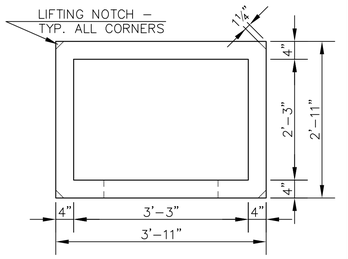
DRAINAGE NOTES:

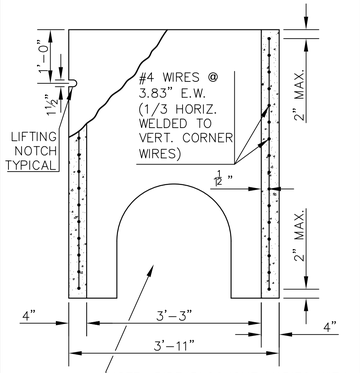
Pipe replacements:
When replacing 12" CMP with 15" ACSP, top of opening of the new pipe shall match the top of opening of the existing pipe. Grade to drain at each end.
New pipes shall match the plan location and elevation of existing pipes unless otherwise noted. Any changes to location or grade have been noted on the plan notes, or in the Drainage Details. Any deviation from the plans in location or elevation of the pipes shall be approved by the Engineer.
Pipe replacements for entrances shall be coordinated with the landowner, to minimize disruption.

Pipe Extensions:
Pipe extension shall include excavation, materials, labor, and incidentals required to complete the extension as noted. Existing pipe must be excavated, cut to the specified removal line, and the new pipe connected with the appropriate sized band. This work shall be included in the various bid items of "Pipe".

PRAIRIE BAND POTAWATOMI NATION

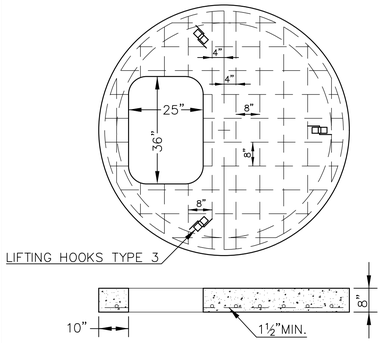
DRAINAGE DETAILS



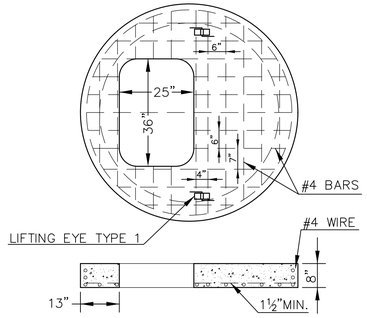


NOTE: PIPE BLOCKOUT VARIES WITH PIPE SIZE, MATERIAL AND ALIGNMENT AND SHALL ALLOW 3" CLEAR FROM PIPE TO WALL

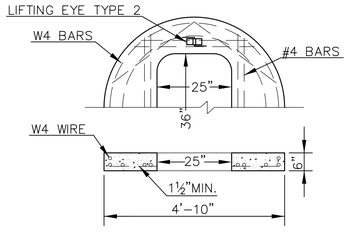
PRECAST INLET BOX RISER



6' ID IIP CURB INLET FLATTOP



5' ID IIP CURB INLET FLATTOP



4' ID IIP CURB INLET FLATTOP

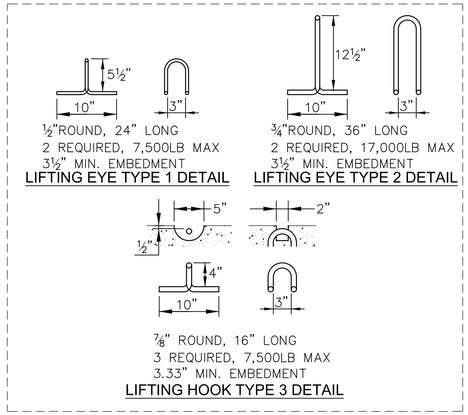
PRECAST INLET MANHOLE TOP NOTES

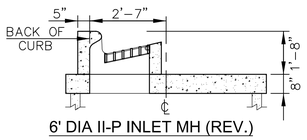
1. ALL REINFORCING SHALL BE #4 BARS EXCEPT AS NOTED
2. ALL CLEARANCE SHALL BE 1–1/2" EXCEPT AS NOTED

PRECAST INLET MANHOLE RISER NOTES

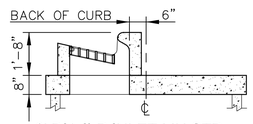
1. ALL MANHOLE RISER SECTIONS SHALL CONFORM TO A.S.T.M. 478–80.
2. ALL MANHOLE CONSTRUCTION SHALL BE WATERTIGHT.
3. STEPS SHALL BE PS1–PF OR PS2–PF AS MANUFACTURED BY M.A. INDUSTRIES INC. OF APPROVED EQUAL AND SHALL BE PLACED TO PROVIDE EASY ACCESS TO MANHOLE AT 16" O.C. MAX. WHILE MAINTAINING VERT. ALIGNMENT.

PRECAST INLET MANHOLE RISER & TOP

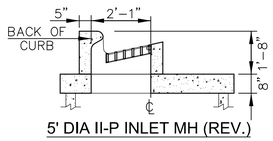




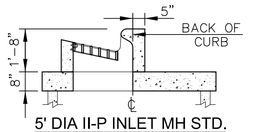
6' DIA II-P INLET MH (REV.)



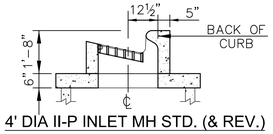
6' DIA II-P INLET MH STD.



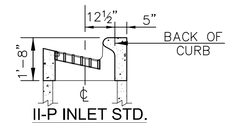
5' DIA II-P INLET MH (REV.)



5' DIA II-P INLET MH STD.



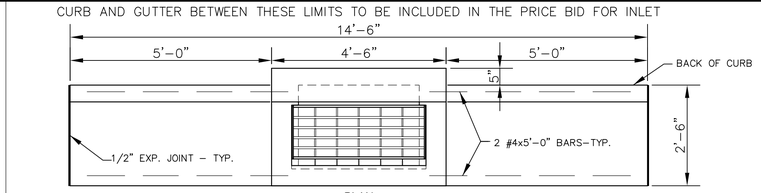
4' DIA II-P INLET MH STD. (& REV.)



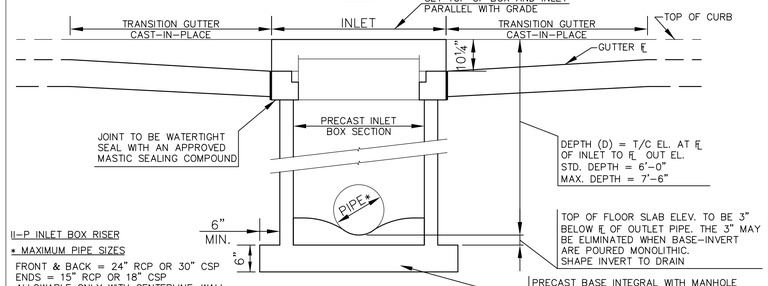
II-P INLET STD.

INLET POSITIONS WITH BACK OF CURB

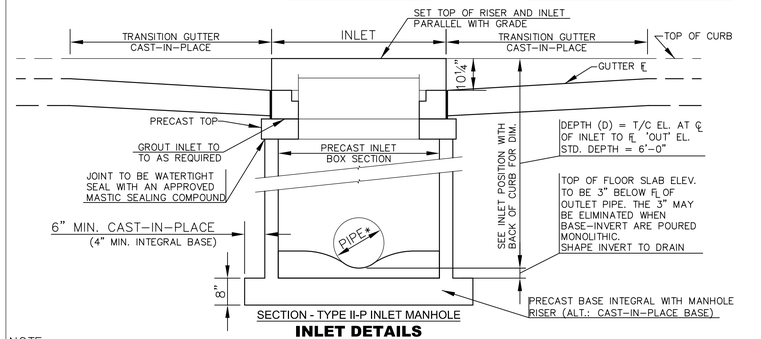
CURB AND GUTTER BETWEEN THESE LIMITS TO BE INCLUDED IN THE PRICE BID FOR INLET



PLAN



SECTION - TYPE II-P INLET



SECTION - TYPE II-P INLET MANHOLE

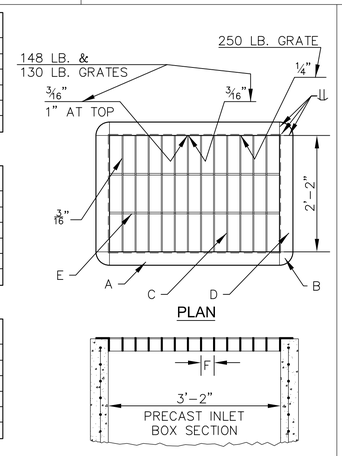
INLET DETAILS

NOTE:
THE BOTTOM SECTION OF ALL CAST–IN–PLACE MANHOLES AND PRECAST MANHOLES NOT BUILT MONOLITHICALLY WITH THE BASE SHALL BE SET INTO A STEEL REINFORCED (#4 @ 12" E.W.) CONCRETE BASE (4,000 PSI) A MINIMUM OF 4 INCHES. IN THIS CASE, THE BASE THICKNESS SHALL BE INCREASED BY 4 INCHES.

148 LB. PEDESTRIAN GRATE		
A	2 EA. ∠	1/4x3x3x3'–1½"
B	4 EA. FL	1/4x3x0'–3"
C	25 EA. R	1/4x2x2'–1⅞"
D	2 EA. ∠	1/4x3x3x2'–1½"
E	52 EA. P	⅜øx1½x0'–1⅛"
F	1–7/16" O.C.	

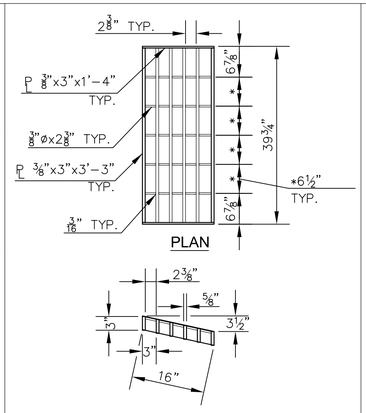
250 LB. TRAFFIC GRATE		
A	2 EA. ∠	1/4x3x3x3'–1⅞"
B	4 EA. FL	1/4x3x0'–3"
C	12 EA. FL	1/4x3x2'–⅞"
D	2 EA. ∠	1/4x3x3x2'–1"
E	26 EA. P	⅜øx0'–2⅝"
F	2⅝" O.C.	

130 LB. YARD GRATE		
A	2 EA. ∠	1/4x3x3x3'–1½"
B	4 EA. FL	1/4x3x0'–3"
C	12 EA. FL	1/4x3x2'–1⅜"
D	2 EA. ∠	1/4x3x3x2'–1½"
E	26 EA. P	⅜øx0'–2⅝"
F	2⅝" O.C.	



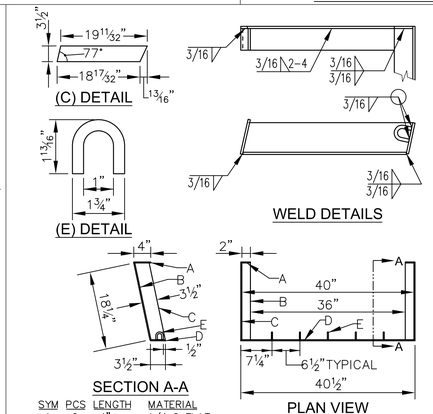
SECTION

AREA INLET GRATE



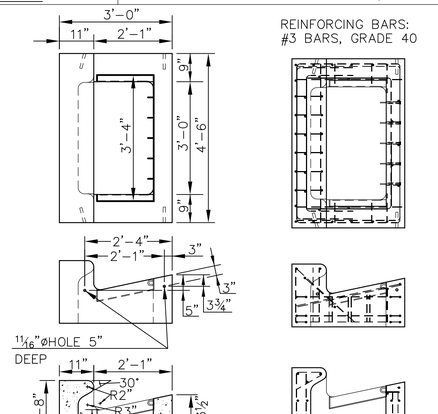
INLET GRATE

WEIGHT: 140 LBS



SYM	PCS	LENGTH	MATERIAL
A	2	4"	1/4x2 FLAT
B	2	18⅛"	1/4x2 FLAT
C	2		1/4x3.1/2 FLAT
D	1	40½"	1/4x3.1/2 FLAT
E	5	4"	3/8 HR ROUND

GRATE FRAME



II-P CURB INLET

WEIGHT: 1,550 LBS

NOTES:
1. CAST IN PLACE CONC. SHALL BE 4000PSI.
2. PRECAST CONC. SHALL BE 4000 PSI.
3. REINFORCING WIRE SHALL CONFORM TO ASTM A82.
4. REINFORCING BARS SHALL CONFORM TO ASTM A615.
5. GROUT ALL PIPES IN PLACE.
6. GRATES & FRAMES SHALL BE ASTM A36 STEEL COATED WITH BITUMASTIC BLACK SOLUTION (COAL TAR BASE) AS MANUFACTURED BY KOPPERS OR APPROVED EQUAL.
7. THE INLET TOP SHALL SIT SQUARELY ON TOP OF THE INLET BOTTOM SECTION. THE INLET WALLS SHALL NOT BE OFFSET MORE THAN ONE INCH BETWEEN TOP AND BOTTOM SECTIONS.
8. MAXIMUM PIPE INTRUSION INTO STRUCTURE IS 6". UNIQUE STRUCTURES MIGHT REQUIRE ADDITIONAL ANALYSIS. ENGINEER APPROVAL REQUIRED.

NO.	DATE:	REVISION	BY:	APP'D
3	June 2018	Added maximum pipe intrusion note	DHS	JVH
2	Dec. 2009	Mod. dim at Inl. Pos. & added 7.to NOTES	DHS	SB
1	Feb. 2008	Update	DHS	SB

DRAWN BY: rm/mc

APP'D BY: R. Timothy Kerr

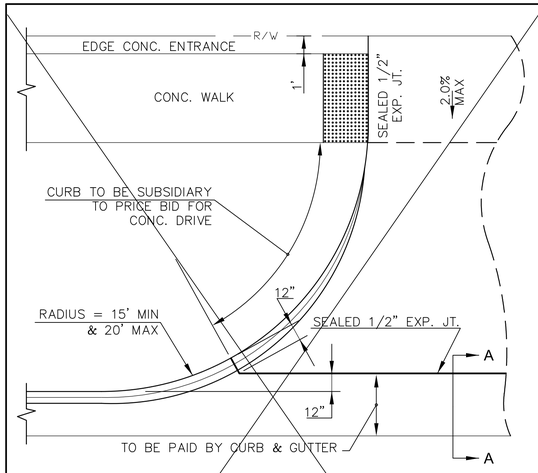
SHAWNEE COUNTY, KANSAS
PUBLIC WORKS DEPARTMENT
1515 NW SALINE
TOPEKA, KS 66618
(785) 233-7702

TOPEKA Public Works ENGINEERING
620 SE MADISON St. • 2nd Floor • TOPEKA, KS 66607
Phone: (785) 368-3842 • Fax: (785) 368-3881

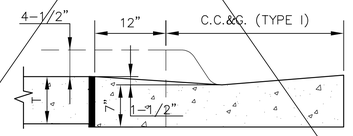
STANDARD DETAILS

TYPE II-P INLET
(PRECAST)
(DT-011)

DATE: _____
SHEET: _____
PROJ.: _____

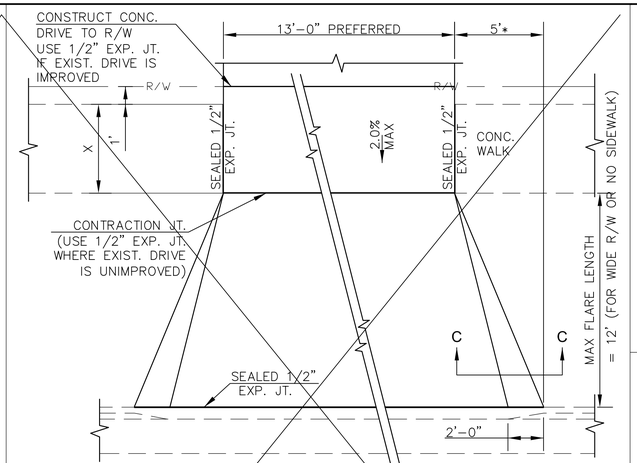


COMMERCIAL DRIVE APPROACH



SECTION A - A

T=8" NON–REINFORCED FOR COMMERCIAL DRIVE, ALLEY APPROACH, AND SIDEWALK IN DRIVE ENTRANCE.

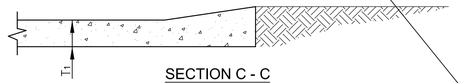


"X" = 5'–0" ON PRINCIPAL ARTERIAL, MINOR ARTERIALS AND COLLECTORS
"X" = 4'–0" ON SUB–COLLECTORS AND LOCALS

TYPICAL PRIVATE DRIVE APPROACH

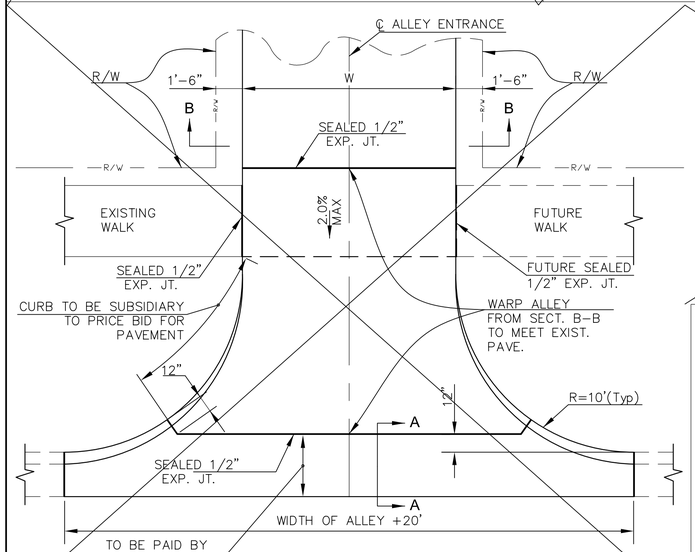
NOTES:
1. A SPECIAL DETAIL WILL BE PROVIDED WHEN SIDEWALK IS CLOSER THAN 6'–0" FROM BACK OF CURB.
2. THEORETICAL CURB HEIGHT OF 6" ABOVE ℄ SHALL BE OBTAINED IN ENTRANCE PAVEMENT.

* FLARE SHALL BE 5 FEET WIDE IN NEW CONSTRUCTION. VARIANCES MAY BE MADE WITH APPROVAL OF THE CITY ENGINEER IN SPECIAL CIRCUMSTANCES FOR THE REPLACEMENT OF EXISTING DRIVEWAYS.

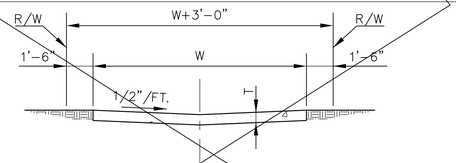


SECTION C - C

T1=6" FOR RESIDENTIAL DRIVE APPROACH AND SIDEWALK IN DRIVE ENTRANCE

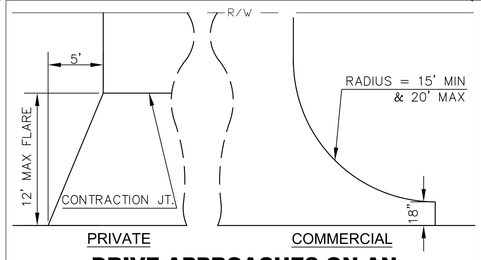


ALLEY APPROACH

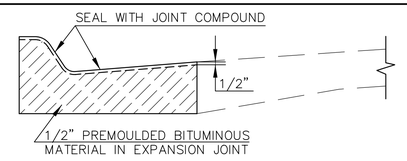


SECTION B - B

NOTES:
1. T=7" REINFORCED CONCRETE
2. WIDTH OF W WILL BE USED THROUGHOUT ON ALL ALLEY PAVING PROJECTS.
3. ALLEY RETURNS SHALL BE THE SAME THICKNESS AS THE ADJACENT STREET THICKNESS.
4. 1/2" EXP. JOINT AT EACH END OF ALLEY RETURN.

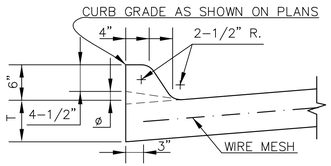


DRIVE APPROACHES ON AN UNIMPROVED ROADWAY

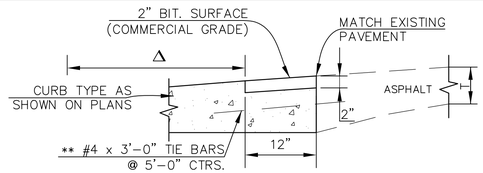


CURB AND GUTTER EXPANSION JOINT DETAILS

NOTES:
1. 1/2" EXPANSION JOINTS TO BE PLACED AT THE END OF ALL INTERSECTION RETURNS.
2. SAND IS NOT AN APPROVED FILL OR SUBGRADE MATERIAL.
3. ALL EXPANSION JOINTS SHALL BE SEALED WITH APPROVED MATERIAL.



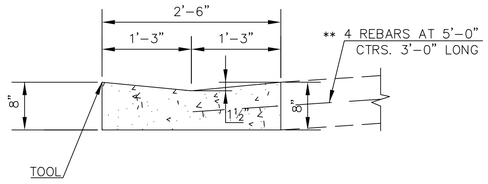
6" INTEGRAL CURB



CC&G (MODIFIED)

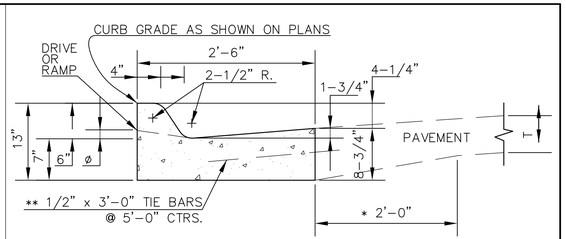
NOTE:
CURB AND GUTTER ABUTTING EXISTING ASPHALT

Δ DIMENSION IS FROM BACK OF CURB TO TOE, SEE APPROPRIATE DETAIL FOR CURB TYPE AS SHOWN ON PLANS

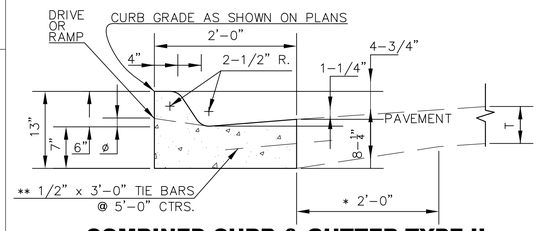


VALLEY GUTTER

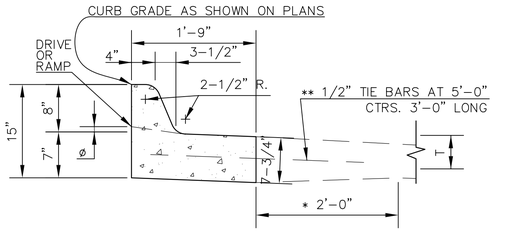
NOTE: VALLEY GUTTER TO BE PAID AS "COMBINED CURB AND GUTTER, TYPE IV."



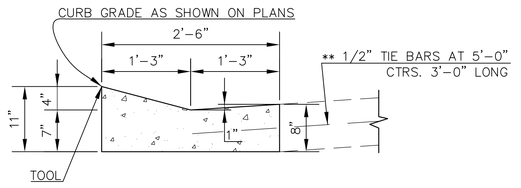
COMBINED CURB & GUTTER-TYPE I



COMBINED CURB & GUTTER-TYPE II



COMBINED CURB & GUTTER-TYPE III



LAYBACK CURB & GUTTER-TYPE IV

NOTES:
1. USE OF LAYBACK CURB AND GUTTER IS RESTRICTED TO STREET CLASSIFICATION OF SUB–COLLECTOR AND LOCAL. LAYBACK CURB AND GUTTER SHALL NOT BE USED IN INTERSECTION CURB RETURNS.
2. FOR CURB AND GUTTER ABUTTING EXISTING ASPHALT, REFER TO CC&G MODIFIED DETAIL

* THE CONTRACTOR HAS THE OPTION OF MAINTAINING OR TRANSITIONING AS SHOWN AT NO ADDITIONAL COST.

**THE TIE BARS MAY BE ELIMINATED WITH ASPHALTIC CONCRETE PAVEMENT CONSTRUCTION.

ø 1–1/2" FOR DRIVE ENTRANCES AND 3/4" FOR SIDEWALK RAMP

NO.	DATE:	REVISION	BY:	APP'D
5	March 2013	C&G payment @ alley appr. & bars to "	DHS	SB
4	Dec. 2012	Changed to tie bar from rebar	DHS	SB
3	March 2010	Eliminated keyed jt. at Com. Drive Appr.	DHS	SB
2	Dec. 2009	Added Dr. Appr. on Unimpr. Rdwy., added flare verbage, mod. S/W x–slope & remv. keyed joints from C & G.	DHS	SB
1	Feb. 2008	Mod. Com. Dr. & Alley Appr.	DHS	SB

DRAWN BY: rm/mc

APP'D BY: R. Timothy Kreutzer

SHAWNEE COUNTY, KANSAS
PUBLIC WORKS DEPARTMENT
1515 NW SALINE
TOPEKA, KS 66618
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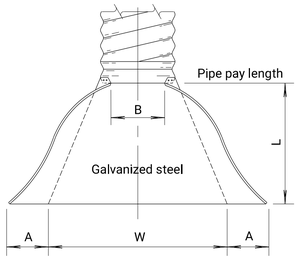
Phone: (785) 368-3842 ♦ Fax: (785) 368-3881

STANDARD DETAILS

CURB & GUTTER AND APPROACH DETAILS
~~(DT-003)~~

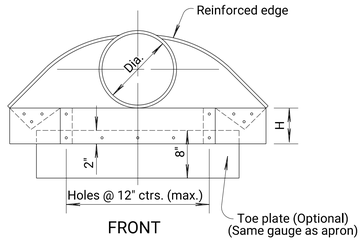
DATE:
SHEET:
PROJ.:

STATE	PROJECT N0.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	87	109

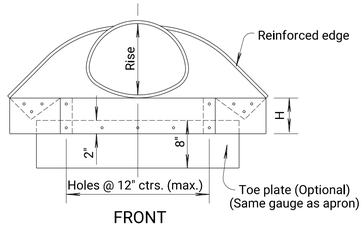


PLAN

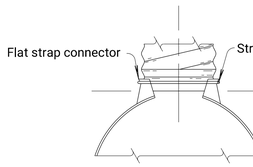
(Illustrated with Type #3 Connection)



FRONT

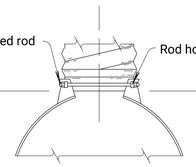


FRONT



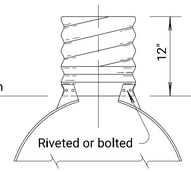
TYPE 1

Available in sizes 12" through 24" only.



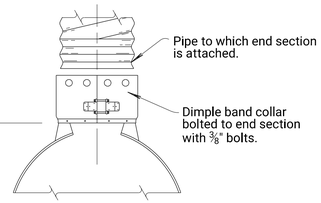
TYPE 2

Available in sizes 30" and 36" Round and 17"x13" through 57"x38" Pipe-Arches.



TYPE 3

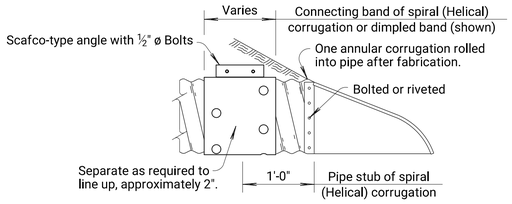
Available in sizes 42" through 96" Round and 60"x46" through 81"x59" Pipe-Arches.



TYPE 5

Available for all Round and equivalent Pipe-Arch sizes, (Type 1 and Type 2 connections are recommended for the smaller sizes with annular ends).

Note: Type 3 connection may be furnished instead of Type 1 or Type 2 for smaller round or arch pipe.



SPIRAL (HELICAL) CORRUGATION

For all sizes of round and arch culvert pipes having Spiral (Helical) corrugations, the end sections and connecting bands shall be as shown above.

Thickness CSP/ACSP	Thickness CAP	Gauge
0.064"	0.060"	16 ga.
0.079"	0.075"	14 ga.
0.109"	0.105"	12 ga.
0.138"	0.135"	10 ga.
0.168"	0.164"	8 ga.

Pipe Dia. (In.)	CS, ACS or CA Gauge	Dimensions in Inches A (min.)	B (max.)	H (min.)	L (±2")	W (min.)	Approx. Slope
12"	16	5	7	6	21	22	2½: 1
15"	16	6	8	6	26	28	2½: 1
18"	16	7	10	6	31	34	2½: 1
21"	16	8	12	6	36	40	2½: 1
24"	16	9	13	6	41	46	2½: 1
30"	14	11	16	8	51	55	2½: 1
36"	14	13	19	9	60	70	2½: 1
42"	12	15	25	10	69	82	2½: 1
48"	12	17	29	12	78	88	2¼: 1
54"	12	17	33	12	84	100	2¼: 1
60"	12/10	17	36	12	87	112	2: 1
66"	12/10	17	39	12	87	118	2: 1
72"	12/10	17	44	12	87	120	2: 1
78"	12/10	17	48	12	87	130	1½: 1
84"	12/10	17	52	12	87	136	1½: 1
90"	12/10	17	58	12	87	142	1½: 1
96"	12/10	17	58	12	87	144	1½: 1

Bid Designation Sq. Ft.	Nom. W.W. Area Sq. Ft.	Pipe Arch Span & Rise	Dimensions in Inches 2⅔" x ½" Corrugations CS, ACS or CA Gauge	A (min.)	B (max.)	H (min.)	L (±2")	W (min.)	Dimensions in Inches 3" x 1" or 5" x 1" Corr. CS, ACS or CA Gauge	A (min.)	B (max.)	H (min.)	L (±2")	W (min.)	Approx. Slope
1.0	1.1	17" x 13"	16	5	9	6	20	28							2½: 1
1.5	1.6	21" x 15"	16	6	11	6	24	34							2½: 1
2.0	2.2	24" x 18"	16	7	12	6	28	40							2½: 1
2.5	2.9	28" x 20"	16	7	16	6	32	46							2½: 1
3.0 or 4.0	4.5	35" x 24"	14	9	16	6	39	58							2½: 1
5.0 or 6.0	6.5	42" x 29"	14	11	18	7	46	73							2½: 1
7.0 or 8.5	8.9	49" x 33"	12	12	21	9	53	82							2½: 1
10.0 or 11.0	11.7	53" x 41"							12	17	26	12	63	88	2: 1
10.0 or 11.0	11.6	57" x 38"	12	16	26	12	62	88							2: 1
12.5 or 14.0	15.6	60" x 46"							12	17	36	12	70	100	2: 1
12.5 or 14.0	14.7	64" x 43"	12	17	30	12	69	100							2: 1
16.5	19.3	66" x 51"							12/10	17	36	12	70	112	1½: 1
16.5	18.1	71" x 47"	12/10	17	36	12	77	112							1½: 1
21.0	23.2	73" x 55"							12/10	17	36	12	77	124	1½: 1
21.0	21.9	77" x 52"	12/10	17	36	12	77	124							1½: 1
25.0	27.4	81" x 59"							12/10	17	44	12	77	136	1½: 1
25.0	26.0	83" x 57"	12/10	17	44	12	77	130							1½: 1
32.0	32.1	87" x 63"							12/10	17	44	12	77	136	1½: 1
36.0	37.0	95" x 67"							12/10	17	44	12	87	160	1½: 1
42.0	42.4	103" x 71"							12/10	17	44	12	87	172	1½: 1
47.0	48.0	112" x 75"							12/10	17	44	12	87	172	1½: 1

(Information listed in these tables are nominal and may vary by manufacturer.)

GENERAL NOTE for END SECTIONS

End section material shall follow KDOT Pipe Policy for geographic location. Location shall govern use of CS (Galvanized), ACS (Aluminized) or CA (Aluminum) (Type I) End Section. Pipe material and End Section material shall be the same with no mixing of types per location.

Toe plate extension, when specified, is an accessory and shall be the same gauge and metal as end section. Toe plate shall be punched to match holes in apron lip and attached with furnished 3#8" diameter nuts & bolts.

W + 10" for 12" to 30" diameter pipes inclusive.
W + 20" for 36" to 84" diameter pipes inclusive.
W + 10" for pipe-arches with a rise of 13" to 29" inclusive.
W + 20" for pipe-arches with a rise of 33" to 59" inclusive.

Multiple panel end sections may contain dual gauges of like metal and shall have lap seams which are tightly joined with rivets or bolts. For 60" and larger diameter round pipe end sections and 77"x52" arch pipe end sections, the reinforced edges are supplemented with stiffener angles. The angles are attached with nuts and bolts. Angle reinforcement may be required uder the center panel seams of 73"x55" and larger arch pipe end sections depending on manufacturer.

Other approved designs may be used in lieu of type shown.

Connection of end sections by welding will not be permitted.

Note to Designer: KDOT Pipe Policy provides guidance in identifying the prohibited and/or restricted uses of CSP, ACSP, PEP, PVCP, CAP & RCP. Provide end sections of the same type and coating as the pipe. Exceptions to this are noted in the Standard Specifications. Refer to the KDOT Design Manual, Volume I (Part C), Road Section, "Elements of Drainage & Culvert Design" for structural pipe design information which includes: corrugations, sizes, gauges, maximum/minimum fill heights and classes of pipe.

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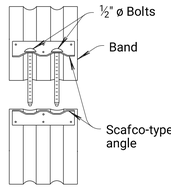
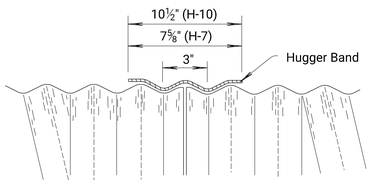


CONNECTION DETAIL
H-7 or H-10 BAND



UNIVERSAL REFORMED END with
H-7 or H-10 HUGGER BAND

DETAILS FOR H-7 HUGGER BAND (12" thru 36")
or H-10 HUGGER BAND (12" thru 120")

Pipe Dia. Inches	Minimum Gauge of Round Pipe 2⅔" x ½" Corr. CSP or ACSP	3" x 1" Corr. CSP or ACSP	5" x 1" Corr. CSP or ACSP	2⅔"x ½" Corr. CAP	3" x 1" Corr. CAP
12"	14			16	
15"	14			16	
18"	14			16	
21"	14			16	
24"	14			16	
30"	14			14	
36"	14			14	16
42"	14			12	16
48"	12	14	16	14	16	12	16
54"	12	14	16	14	16	12	16
60"	10	14	16	14	16	10	16
66"	10	14	16	14	16	8	16
72"	10	14	16	14	16	8	16
78"	8	14	14	14	14		14
84"	8	14	14	14	14		12
90"		14	14	14	14		12
96"		12	12	12	12		12
102"		12	12	12	12		10
108"		12	12	12	12		10
114"		12	12	12	12		8
120"		10	10	10	10		8

Bid Designation Sq. Ft.	Pipe Dimension Span & Rise	Sq. Ft.	Equiv. Round Pipe Diameter	Minimum Gauge of Arch Pipe 2⅔"x ½" Corr. CSP or ACSP	3" x 1" Corr. CSP or ACSP	5" x 1" Corr. CSP or ACSP	2⅔"x ½" Corr. CAP	3" x 1" Corr. CAP
1.0	17" x 13"	1.1	15"	14			16	
1.5	21" x 15"	1.6	18"	14			16	
2.0	24" x 18"	2.2	21"	14			16	
2.5	28" x 20"	2.9	24"	14			14	
3.0 or 4.0	35" x 24"	4.5	30"	14			14	
5.0 or 6.0	42" x 29"	6.5	36"	14			12	
7.0 or 8.5	49" x 33"	8.9	42"	14			12	
10.0 or 11.0	53" x 41"	11.7	48"		14			
10.0 or 11.0	57" x 38"	11.6	48"	12			10	
12.5 or 14.0	60" x 46"	15.6	54"		14			14
12.5 or 14.0	64" x 43"	14.7	54"	12			10	
16.5	66" x 51"	19.3	60"		14			14
16.5	71" x 47"	18.1	60"	10			8	
21.0	73" x 55"	23.2	66"		14			14
21.0	77" x 52"	21.9	66"	8				
25.0	81" x 59"	27.4	72"		14	12		12
25.0	83" x 57"	26.0	72"	8				
32.0	87" x 63"	32.1	78"		12	12		12
36.0	95" x 67"	37.0	84"		12	12		12
42.0	103" x 71"	42.4	90"		12	12		10
47.0	112" x 75"	48.0	96"		12	12		8
54.0	117" x 79"	54.2	102"		10	10		
60.0	128" x 83"	60.5	108"		10	10		
67.0	137" x 87"	67.4	114"		10	10		
74.0	142" x 91"	74.5	120"		8	8		

GENERAL NOTE for METAL PIPE

Culvert "Type" listed may be CSP, ACSP, CAP, RCP, PVCP & PEP within guidelines of KDOT Pipe Policy for geographic location. More than one pipe "Type" may be acceptable for a design location with allowable types listed for each site.

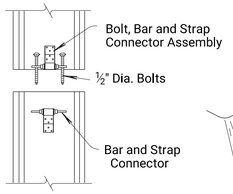
There shall be no payment for gain in pipe length due to fit of pipe at connecting band.

When Hugger Bands are used, the H-7 Hugger Band may be used on circular pipes 36" diameter and smaller or pipe arches 42"x 29" and smaller. The H-10 Hugger Band may be used on 12" thru 120" pipe. The H-12 or H-13 Hugger Band are for pipe sizes larger than 36" diameter or 42"x29" arch pipe.

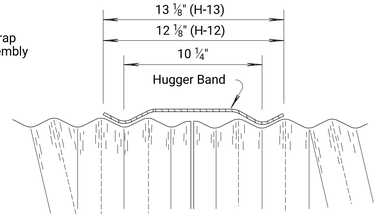
⊛ Pipe gauge listed in the tables on this sheet are minimum for E'=750 p.s.i. soil. Pipe gauge will be determined for each site based on the Design Manual Volume I- Part C Fill Height Tables and shall shall be listed in the Pipe Culvert Summary. Gauges shown on this Standard Drawing are KDOT minimum and may not be industry minimum gauge.

In geographic areas that allow CSP (24" or smaller arched or round pipe) for entrance and side road installation with less than 3,000 AADT, 16 gauge ACSP may be substituted for 14 gauge CSP.

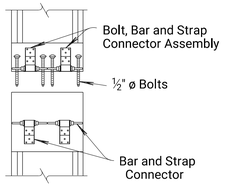
Aluminum or aluminized pipes or end sections shall be coated with an asphaltic paint when in contact with fresh concrete in accordance with the Standard Specifications.



CONNECTION DETAIL
SINGLE HARNESS



UNIVERSAL REFORMED END with
HUGGER BAND



CONNECTION DETAIL
DOUBLE HARNESS

DETAILS FOR H-12 or H-13 HUGGER BAND

NO.	DATE	REVISIONS	BY	APP'D
4	9-10-09	Rev. Round and Arch tables, add. Alum.	S.W.K.	J.O.B.
3	1-20-09	Rev. Round Pipe Gauges	S.W.K.	J.O.B.
2	4-1 8-08	Rev. layout, details, tables and notes	S.W.K.	J.O.B.
1	4-27-98	Added pipe corrugation option note	R.J.S.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

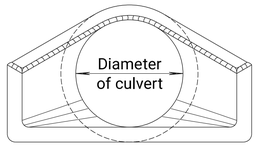
METAL END SECTION FOR ROUND & ARCH METAL CULVERTS (TYPE I) & PIPE GAUGE TABLES

RD660

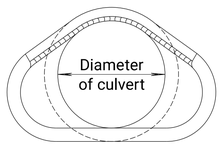
FHWA APPROVAL 12-16-09		APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	88	109

Note to Designer: KDOT Pipe Policy provides guidance in identifying the prohibited and/or restricted uses of CSP, ACSP, PEP, PVCP, CAP & RCP. Provide end sections of the same type and coating as the pipe. Exceptions to this are noted in the Standard Specifications. Refer to the KDOT Design Manual, Volume I (Part C), Road Section, "Elements of Drainage & Culvert Design" for structural pipe design information which includes: corrugations, sizes, gauges, maximum/minimum fill heights and classes of pipe.

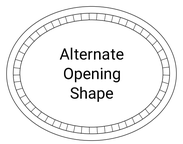


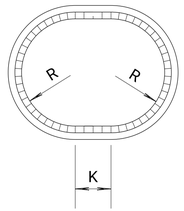
END ELEVATION (TYPE I)



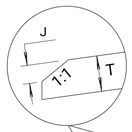
SECTION A-A

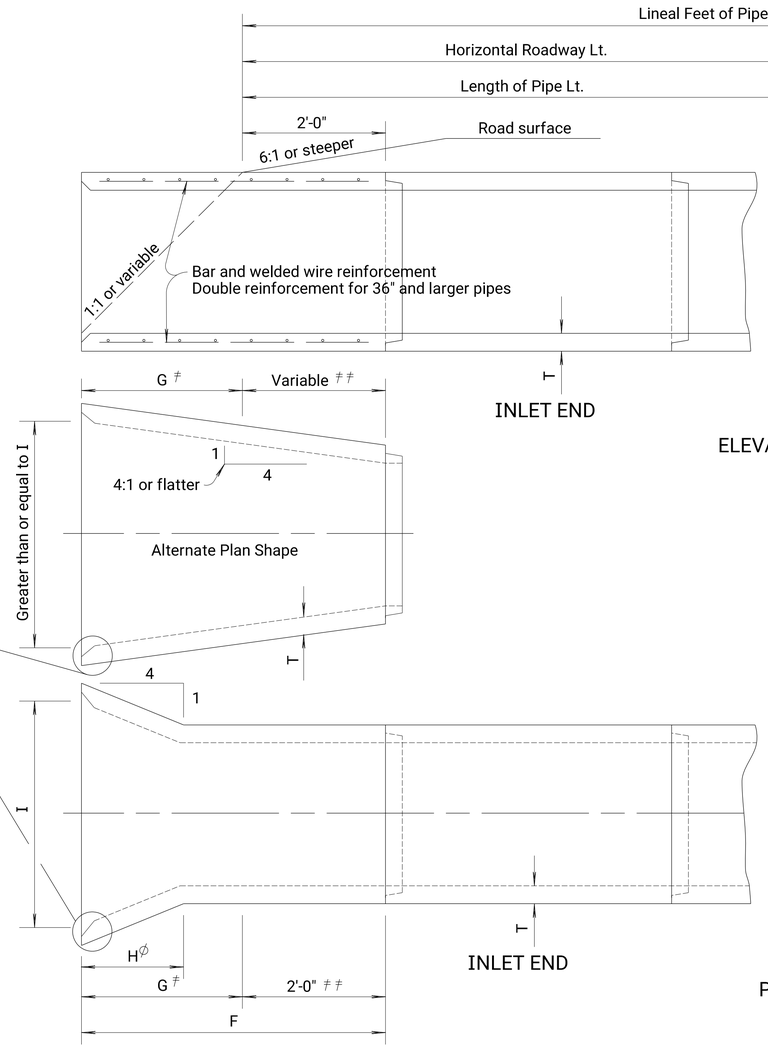
Showing rounding of inside edge of end section.





END ELEVATION
(TYPE III)





Note: There shall be no payment for gain in length due to joint fit tolerance.

∅ Transition to round pipe.

≠ Paid for as separate item of End Section, except when structures shall bid as alternates. In that case End Sections shall be subsidiary to bid item. "Drainage Structure No. ".

≠≠ Included in pay length of pipe.

⚹ Minimum waterway area is calculated at the inside of the bevel.

END SECTION (TYPE I) NOMINAL DIMENSIONS

Diam.	A	B≠≠	C≠	D	E	R_I	Slope	T
12"	6'-0 7/8"	4'-0 7/8"	2'-0"	2'-0"	4"	9	3:1	2"
15"	6'-1"	3'-10"	2'-3"	2'-6"	6"	11	3:1	2 1/4"
18"	6'-1"	3'-10"	2'-3"	3'-0"	9"	12	3:1	2 1/2"
24"	6'-1 1/2"	2'-6"	3'-7 1/2"	4'-0"	9 1/2"	14	3:1	3"
30"	6'-1 3/4"	1'-7 3/4"	4'-6"	5'-0"	1'-0"	15	3:1	3 1/2"
36"	8'-1 3/4"	2'-10 3/4"	5'-3"	6'-0"	1'-3"	20	3:1	4"
42"	8'-2"	2'-11"	5'-3"	6'-6"	1'-9"	22	3:1	4 1/2"
48"	8'-2"	2'-2"	6'-0"	7'-0"	2'-0"	22	3:1	5"
54"	8'-2 1/4"	2'-9 1/4"	5'-5"	7'-6"	2'-3"	24	2.4:1	5 1/2"
60"	8'-3"	3'-3"	5'-0"	8'-0"	2'-11"	24	21	6"
72"	8'-3"	1'-9"	6'-6"	9'-0"	3'-0"	24	1.86:1	7"
84"	9'-3 1/2"	1'-9"	7'-6 1/2"	10-0"	3'-0"	24	1.6:1	8"

SIDE TAPERED INLET SECTION (TYPE III)-NOMINAL DIMENSIONS

Diam.	Min. W.W.⚹ Area Sq. Ft.	F	G	H	I	J	K	R	T
24"	4.5	4'-3"	2'-3"	1'-5 1/8"	2'-8"	1 1/2"	8"	1'-0"	3"
30"	7.0	4'-9 1/2"	2'-9 1/2"	1'-9 1/2"	3'-4"	2"	10"	1'-3"	3 1/2"
36"	10.1	5'-4"	3'-4"	2'-1 1/2"	4'-0"	2"	1'-0"	1'-6"	4"
42"	13.7	5'-10 1/2"	3'-10 1/2"	2'-5 7/8"	4'-8"	2 1/2"	1'-2"	1'-9"	4 1/2"
48"	17.9	6'-5"	4'-5"	2'-10 1/8"	5'-4"	3"	1'-4"	2'-0"	5"
54"	22.7	6'-11 1/2"	4'-11 1/2"	3'-2 1/2"	6'-0"	3 1/2"	1'-6"	2'-3"	5 1/2"
60"	28.0	7'-6"	5'-6"	3'-6 7/8"	6'-8"	4"	1'-8"	2'-6"	6"
72"	40.3	8'-7"	6'-7"	4'-3 5/8"	8'-0"	5"	2'-0"	3'-0"	7"
84"	54.8	9'-8"	7'-8"	5'-0 3/8"	9'-4"	6"	2'-4"	3'-6"	8"

Dimensions for alternate shapes shall be equal to or greater than those shown in the table, unless otherwise shown.

NO.	DATE	REVISIONS	BY	APP'D
02	04-18-08	Added ref. to KDOT Pipe Policy	S.W.K.	J.O.B.
01	04-05-05	Revised reinforcement callout	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

CONCRETE END SECTIONS FOR CONCRETE PIPES TYPE I & SIDE TAPERED INLET SECTION (TYPE III)

RD662

FHWA APPROVAL	06-27-08	APP'D.	James O. Brewer
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK.

Plotted : 6/19/2024 2:38:46 PM

Drawn By : CAM
File : rd662.dgn

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	2024	89	109

SUMMARY OF QUANTITIES

LOCATION	Asphaltic Concrete Patching Sq. Yds.	Aggregate Base (AB-3)(6") Sq. Yds.	2" Asphaltic Concrete Overlay Sq. Yds.	1.5" Asphaltic Concrete Overlay Sq. Yds.	1.5" Asphaltic Concrete Leveling Course Sq. Yds.	6" Asphaltic Concrete (Shoulder) Sq. Yds.	△△Surfacing Material (AB-3) Tons	††Aggregate Shoulder (AB-3) Tons	Milling Sq. Yds.	Combined Curb and Gutter (Type IV) Lin. Ft.	Conc. Pvmt. (10" Unif.)(AE) (Br. App.) (Type A) Sq. Yds.	Conc. Pvmt. (10" Unif.)(AE) (Br. App.) (Type B) Sq. Yds.	Conc. Pvmt. (10" Unif.)(AE) (Br. App.) (Type C) Sq. Yds.	Drilling & Grouting Each
142nd Road - N Road to O Road	1,394	1,394	13,048				44	125	1,208		69.4			48
150th Road - K Road to Sta. 50+97	1,840	1,840	10,057				10	102	1,266				187.8	
150th Road - M Road to N Road	4,093	4,093	12,652				20	128	122					
150th Road - N Road to O Road	2,371	2,371	12,184				18	124	981			72.2		
150th Road - O Road to P Road	1,837	1,837	12,756				44	128	981			69.4		
150th Road - P Road to Q Road	497	497	16,524			3,644	20	279	1,285					
150th Road - Q Road to Sta. 344+00	30	30	5,090			2,660	6	151	400					
158th Road - K Road to L Road	71	71		14,664	14,664		28	129	216					
158th Road - L Road to M Road	46	46		14,365	14,365		23	133	91					
158th Road - M Road to N Road	76	76		14,031	14,031		14	131						
158th Road - N Road to O Road	112	112		13,177	13,177		22	1,191	266		80.8			56
158th Road - O Road to P Road	378	378		14,283	14,283		28	134	453					
158th Road - P Road to Q Road	215	215		14,422	14,422		18	134	168					
158th Road - Q Road to Sta. 879+00	65	65		8,428	8,428		18	41						
166th Road - H Road to I Road	750	750	6,419				16	65	1,070			80.8		
I Road - 158th Road to 166th Road	1,525	1,525	12,901				36	155	1,144			75.2		
K Road - 142nd Road to 150th Road	2,123	2,123	13,285			35	38	130	63					
K Road - 150th Road to 158th Road	1,418	1,418	14,191			54	10	128	581					
K Road - 158th Road to Sta. 119+50	800	800	13,544					135	258					
N Road - 142nd Road to 150th Road	1,700	1,700	12,845				16	132	979			80.8		
N Road - 158th Road to 166th Road	4,900	4,900	12,983				20	131	1,000		93.4			56
N Road - 166th Road to 174th Road	980	980	13,102				33	131						
O Road - 142nd Road to 150th Road	2,100	2,100	12,069				40	125	735					
P Road - 150th Road to 158th Road	2,116	2,116	13,155				16	133	1,002			80.8		
Q Road - 158th Road to 162nd Road	1,350	1,350	6,757				12	67	203					
N1 Lane	190	190		3,107					3,107					
N2 Lane	250	250		3,146					3,146					
L4 Lane	260	260		6,961					6,961					
Meadow Lane	320	320		4,137					4,137	800				
Meadow Lane Cul-De-Sac	90	90		920					920	220				
Wildflower Lane	360	360		2,170					2,170	10				
156th Lane	240	240		6,992					6,992					
Eagle Dr.	65	65		3,981					3,981	27				
Eagle Dr. Cul-de-sac	240	240		917					917					
Buffalo Dr.	250	250		4,752					4,752	25				
Buffalo Dr. Cul-de-sac	35	35		1,274					1,274					
Pheasant Run	100	100		2,306					2,306	25				
Quail Ct.	65	65		1,555					1,555					
West Access Rd.	15	15		518					518	6				
East Access Rd.	10	10		518					518					
Community Center Parking Lot	-	-		1,505					1,505					
Totals	35,277	35,277	213,562	138,129	93,370	6,393	550	4,262	59,231	1,113	244	459	188	160

△△ 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 the Engineer. Quantities are included for these tacks calculated at the rate of 0.05 gal. /sq. yd.

RECAPITULATION OF QUANTITIES

ITEM	UNIT	TOTAL
2" Asphaltic Concrete Overlay	Sq. Yds.	213,562
1.5" Asphaltic Concrete Overlay	Sq. Yds.	138,129
1.5" Asphaltic Concrete Leveling Course	Sq. Yds.	93,370
Asphaltic Concrete Patching	Sq. Yds.	35,277
6" Asphaltic Concrete (Shoulder)	Sq. Yds.	6,393
Aggregate Base (AB-3)(6")	Sq. Yds.	35,277
Surfacing Material (AB-3)	Tons	550
Aggregate Shoulder (AB-3)	Tons	4,262
Milling	Sq. Yds.	59,231
Combined Curb and Gutter (Type IV)	Lin. Ft.	1,113
8" Reinforced Concrete Driveway	Sq. Ft.	9,824
Conc. Pvmt. (10" Unif.)(AE) (Br. App.) (Type A)	Sq. Yds.	244
Conc. Pvmt. (10" Unif.)(AE) (Br. App.) (Type B)	Sq. Yds.	459
Conc. Pvmt. (10" Unif.)(AE) (Br. App.) (Type C)	Sq. Yds.	188
Drilling and Grouting	Each	160
Water (Aggregate Base)(Set Price)	Mgal	1

8" CONCRETE DRIVEWAY

LOCATION	QUANTITY (sq. ft.)	REMARKS
K Road, Sta. 58+22.42, Rt.	1,285	
K Road, Sta. 71+38.13, Lt.	1,151	
K Road, Sta. 74+79.98, Lt.	1,226	
K Road, Sta. 76+89.05, Rt.	1,004	
K Road, Sta. 81+97.70, Rt.	815	
K Road, Sta. 82+71.70, Rt.	810	
K Road, Sta. 85+60.99, Rt.	678	
K Road, Sta. 88+42.89, Rt.	1,231	
K Road, Sta. 94+51.78, Rt.	1,264	
158th Rd. Sta. 760+50, Lt.	360	
TOTAL	9,824	

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)

Plotted :6/19/2024 2:38:47 PM
Drawn By : CAM
File : Surfacing Quantities.dgn

SUMMARY OF QUANTITIES (Surfacing)

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

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	90	109

Removal of Existing Structure (For Information Only)

I Road-Sta. 45+28.1, ℄ - Remove 48'x30" CMP & End Sections
I Road-Sta. 45+55.0, Lt. - Remove South 10' of 24" CMP & End Section
I Road-Sta. 46+84.3, Lt. - Remove 28'x18" CMP & End Sections
I Road-Sta. 79+05.0, Rt. - Remove 28'x18" CMP & End Sections
K Road-Sta. 10+82.4, ℄ - Remove 47'x30" CMP & End Sections
K Road-Sta. 14+27.4, Lt. - Remove 27'x18" CMP & End Sections
K Road-Sta. 64+08, Rt. - Remove 120 ft.² of Concrete Flume
K Road-Sta. 74+79.4, Rt. - Remove 40'x24" CMP & End Sections
K Road-Sta. 76+92.0, Rt. - Remove 62'x24" CMP & End Sections
K Road-Sta. 81+97.6, Rt. - Remove 40'x24" CMP & End Sections
K Road-Sta. 82+72.0, Rt. - Remove 40'x24" CMP & End Sections
K Road-Sta. 85+60.3, Rt. - Remove 42'x24" CMP & End Sections
K Road-Sta. 88+45.2, Rt. - Remove 55'x18" CMP & End Sections
N Road-Sta. 129+27.0, Rt. - Remove 29'x18" CMP & End Sections
N Road-Sta. 141+57.0, Lt. - Remove 26'x18" CMP & End Sections
N Road-Sta. 168+87.2, Lt. - Remove 40'x18" CMP & End Sections
N Road-Sta. 194+98.7, Lt. - Remove 28'x18" CMP & End Sections
O Road-Sta. 199+06.2, Rt. - Remove 28'x12" CMP & End Sections
P Road-Sta. 23+60.4, Rt. - Remove 24'x18" CMP & End Sections
P Road-Sta. 51+06.3, Lt. - Remove 24'x18" CMP & End Sections
142nd Road-Sta. 250+24.6, ℄ - Remove 46'x24" CMP & End Sections
150th Road-Sta. 18+82.0, Rt. - Remove 26'x12" CMP & End Sections
150th Road-Sta. 38+23.7, Rt. - Remove 26'x18" CMP & End Sections
150th Road-Sta. 142+25.5, Rt. - Remove 28'x18" CMP & End Sections
150th Road-Sta. 160+75.8, Lt. - Remove 35'x12" CMP & End Sections
150th Road-Sta. 160+92.8, Rt. - Remove 28'x12" CMP & End Sections
150th Road-Sta. 217+92.0, Rt. - Remove 40'x18" CMP & End Sections
150th Road-Sta. 244+40.5, Rt. - Remove 43'x24" CMP & End Sections
150th Road-Sta. 276+00.8, ℄ - Remove 48'x24" CMP & End Sections
158th Road-Sta. 620+01.4, Lt. - Remove 35'x18" CMP & End Sections
158th Road-Sta. 622+72.8, Lt. - Remove 22'x18" CMP & End Sections
158th Road-Sta. 623+17.0, Rt. - Remove 32'x24" CMP & End Sections
158th Road-Sta. 649+16.7, ℄ - Remove 73'x24" CMP & End Sections

†† 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

LOCATION	QUANTITY (EACH)	REMARKS
I Road-Sta. 71+40.91, Rt.	1	New Box
I Road-Sta. 97+84.31, Lt.	1	New Box
K Road-Sta. 37+17.14	1	New 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
N Road-Sta. 36+49.31	1	New 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	New Box
O Road-Sta. 76+49.49	1	New Box
N Road-Sta. 195+01.24, Lt.	1	New Box
P Road- Sta. 36+37.85, Rt.	1	New Box
Q Road- Sta. 88+80.36, Lt.	1	New Box
142nd- Sta. 250+06.84, Lt.	1	New Box
142nd- Sta. 273+66.98, Rt.	1	New Box
142nd- Sta. 300+04.19, Rt.	1	New Box
150th- Sta. 36+47.56, Rt.	1	New Box
150th- Sta. 142+42.75, Rt.	1	New Box
150th- Sta. 168+83.83, Lt.	1	New Box
150th- Sta. 192+35.45, Lt.	1	New Box
150th- Sta. 218+76.28, Rt.	1	New Box
150th- Sta. 245+04.82, Rt.	1	New Box
150th- Sta. 271+33.31, Rt.	1	New Box
150th- Sta. 284+60, Lt.	1	New Box
158th- Sta. 559+84.86	1	New Box
158th- Sta. 586+28.88	1	New Box
158th- Sta. 639+64	1	New Box
158th- Sta. 665+98	1	New Box
158th- Sta. 692+29	1	New Box
158th- Sta. 715+85	1	New Box
158th- Sta. 742+12.66	1	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- Sta. 871+33.92	1	New Box
TOTAL	37	

CLEANING EXISTING STRUCTURES
(For Information Only)

LOCATION	SIZE	TYPE	QUANTITY
I Road-Sta. 69+39.6, Lt.	18"	EP(CSP)	1
K Road-Sta. 10+38.2, ℄	30"	CRP(CSP)	1
K Road-Sta. 64+12.5, ℄	24"	CRP(CSP)	1
N Road-Sta. 116+20.4, ℄	24"	CRP(CSP)	1
N Road-Sta. 152+66.5, Lt.	12"	EP(CSP)	1
N Road-Sta. 168+50.0, Rt.	18"	CRP(CSP)	1
N Road-Sta. 208+06.1, Rt.	12"	EP(CSP)	1
P Road-Sta. 23+60.4, Rt.	18"	EP(CSP)	1
P Road-Sta. 27+13.7, Rt.	18"	EP(CSP)	1
P Road-Sta. 28+79.3, Rt.	18"	EP(CSP)	1
Q Road-Sta. 69+71.4, Lt.	18"	EP(CSP)	1
150th-Sta. 47+11.3, Rt.	18"	EP(CSP)	1
150th-Sta. 149+61.5, Lt.	18"	EP(CSP)	1
150th-Sta. 168+74.8, Lt.	24"	CRP(CSP)	1
150th-Sta. 168+76.9, Rt.	24"	CRP(CSP)	1
150th-Sta. 192+03.2, Rt.	12"	EP(CSP)	1
150th-Sta. 192+30.2, Lt.	12"	EP(CSP)	1
150th-Sta. 218+77.1, Rt.	18"	CRP(CSP)	1
150th-Sta. 271+17.3, ℄	24"	CRP(CSP)	1
150th-Sta. 271+65.9, ℄	24"	CRP(CSP)	1
158th Road-Sta. 544+08.5, Lt.	18"	EP(CSP)	1
158th Road-Sta. 548+09.7, Rt.	24"	EP(CSP)	1
158th Road-Sta. 586+37.1, Lt.	30"	CRP(CSP)	1
158th Road-Sta. 586+39.7, Rt.	24"	CRP(CSP)	1
158th Road-Sta. 742.12.9, Rt.	18"	CRP(CSP)	1
158th Road-Sta. 766+67.6, Rt.	18"	EP(CSP)	1
158th Road-Sta. 782+26.8, Rt.	24"	EP(CSP)	1
158th Road-Sta. 824+95.5, Rt.	18"	EP(CSP)	1
158th Road-Sta. 834+22.1, Lt.	18"	EP(CSP)	1
158th Road-Sta. 834+87.0, Rt.	18"	EP(CSP)	1
			30

EARTHWORK

STATION to STATION	EXCAVATION				CONTR. FURN.	COMPACTION		
	COMMON		ROCK			TYPE AA MR-3-3	TYPE A MR-5-5	
	CU.YDS.	VMF	CU.YDS.	VMF	CU.YDS.	CU.YDS.	CU.YDS.	
I Rd.:								
158th to 166th	36	0.75				0		
K Rd.:								
142nd to 150th	22	0.75				0		
150th to 158th	22	0.75	18			3		
N Rd.:								
142nd to 150th	0	0.75				0		
158th to 166th	45	0.75				5		
166th to 174th	12	0.75				4		
O Rd.:								
142nd to 150th	5	0.75				0		
P Rd.:								
150th to 158th	17	0.75				0		
Q Rd.:								
158th to 162nd	24	0.75				0		
142nd Rd.:								
N to O	8	0.75				0		
150th Rd.:								
K to L	22	0.75				0		
M to N	34	0.75				4		
N to O	44	0.75				0		
O to P	40	0.75				0		
P to Q	1,231	0.75				3		
Q to End	873	0.75				0		
158th Rd.:								
K to L	46	0.75				0		
L to M	65	0.75				0		
M to N	0	0.75				0		
N to O	11	0.75				0		
O to P	20	0.75				0		
P to Q	21	0.75				0		
Q to End	0	0.75				0		
166th Rd.:								
H to I	0	0.75				0		
TOTALS	‡ 2,598		18			19		

‡Includes 2,573 yd³ to be wasted.

SUMMARY OF QUANTITIES

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

Drawn By : CAM Plotted : 6/19/2024 2:38:48 PM
File : Summary of Quantities.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	91	109

DRAINAGE STRUCTURES

LOCATION	SIZE	TYPE	ENTRANCE PIPE (15")(ACSP) LIN. FT	ENTRANCE PIPE (18")(ACSP) LIN. FT	ENTRANCE PIPE (24")(ACSP) LIN. FT	CROSS ROAD PIPE (18")(RCP) LIN. FT	CROSS ROAD PIPE (24")(RCP) LIN. FT	CROSS ROAD PIPE (30")(RCP) LIN. FT	END SECTION (15")(ACS) EACH	END SECTION (18")(ACS) EACH	END SECTION (24")(ACS) EACH	END SECTION (18")(RC) EACH	END SECTION (24")(RC) EACH	END SECTION (30")(RC) EACH
I Road-Sta. 45+28.1, ℄	30"	Cross Road Pipe						48						2
I Road-Sta. 45+55.0, Lt.	24"	Entrance Pipe			10						1			
I Road-Sta. 46+84.3, Lt.	18"	Entrance Pipe		28						2				
I Road-Sta. 79+05.0, Rt.	18"	Entrance Pipe		28						2				
K Road-Sta. 10+82.4, ℄	30"	Cross Road Pipe						47						2
K Road-Sta. 14+27.4, Lt.	18"	Entrance Pipe		27						2				
K Road-Sta. 58+15.3, Rt.	30"	Cross Road Pipe						48						
K Road-Sta. 71+37.2, Lt.	24"	Cross Road Pipe					50						2	
K Road-Sta. 74+79.4, Rt.	24"	Cross Road Pipe					48						2	
K Road-Sta. 76+92.0, Rt.	24"	Cross Road Pipe					62						2	
K Road-Sta. 81+97.6, Rt.	24"	Cross Road Pipe					40						2	
K Road-Sta. 82+72.0, Rt.	24"	Cross Road Pipe					40						2	
K Road-Sta. 85+60.3, Rt.	24"	Cross Road Pipe					42						2	
K Road-Sta. 88+45.2, Rt.	18"	Cross Road Pipe				55						2		
N Road-Sta. 129+27.0, Rt.	18"	Entrance Pipe		37						2				
N Road-Sta. 141+57.0, Lt.	18"	Entrance Pipe		34						2				
N Road-Sta. 168+87.2, Lt.	18"	Entrance Pipe		40						2				
N Road-Sta. 194+98.7, Lt.	18"	Cross Road Pipe				36						2		
O Road-Sta. 199+06.2, Rt.	15"	Entrance Pipe	28						2					
P Road-Sta. 23+60.4, Rt.	18"	Entrance Pipe		24						2				
P Road-Sta. 51+06.3, Lt.	18"	Entrance Pipe		24						2				
142nd Road-Sta. 250+24.6, ℄	24"	Cross Road Pipe					46						2	
150th Road-Sta. 18+82.0, Rt.	15"	Entrance Pipe	28						2					
150th Road-Sta. 38+23.7, Rt.	18"	Entrance Pipe		28						2				
150th Road-Sta. 142+25.5, Rt.	18"	Entrance Pipe		28						2				
150th Road-Sta. 160+75.8, Lt.	15"	Entrance Pipe	43						2					
150th Road-Sta. 160+92.8, Rt.	15"	Entrance Pipe	36						2					
150th Road-Sta. 217+92.0, Rt.	18"	Entrance Pipe		40						2				
150th Road-Sta. 244+40.5, Rt.	24"	Entrance Pipe			43						2			
150th Road-Sta. 276+00.8, ℄	24"	Cross Road Pipe					48						1	
158th Road-Sta. 620+01.4, Lt.	18"	Entrance Pipe		35						2				
158th Road-Sta. 622+72.8, Lt.	18"	Entrance Pipe		22						2				
158th Road-Sta. 623+17.0, Rt.	24"	Entrance Pipe			32						2			
158th Road-Sta. 649+16.7, ℄	24"	Cross Road Pipe					73						2	2
Contingencies			50	50	30	25	50	25	2	4	2	2	4	
TOTALS			185	445	115	116	499	168	10	30	7	6	21	8

NOTE: Contingencies to be used as needed for damaged existing pipe & extensions. Use shall be at the discretion of the project engineer.

RECAPITULATION OF ROAD QUANTITIES

ITEM	QUANTITY	UNIT
Contractor Construction Staking	L.S.	Lump Sum
Field Office and Laboratory (Type A)	L.S.	Lump Sum
Mobilization	L.S.	Lump Sum
Cleaning Existing Structures	L.S.	Lump Sum
Clearing & Grubbing	L.S.	Lump Sum
Removal of Existing Structure	L.S.	Lump Sum
Rock Excavation	18	Cu. Yds.
Common Excavation	2,598	Cu. Yds.
Compaction of Earthwork (Type A) (MR-3-3)	19	Cu. Yds.
Water (Grading) (Set Price)	1	MGal
Cross Road Pipe (18")(RCP)	116	Lin. Ft.
Cross Road Pipe (24")(RCP)	499	Lin. Ft.
Cross Road Pipe (30")(RCP)	168	Lin. Ft.
Entrance Pipe (15")(ACSP)	185	Lin. Ft.
Entrance Pipe (18")(ACSP)	445	Lin. Ft.
Entrance Pipe (24")(ACSP)	115	Lin. Ft.
End Section (18")(RC)	6	Each
End Section (24")(RC)	21	Each
End Section (30")(RC)	8	Each
End Section (15")(ACS)	10	Each
End Section (18")(ACS)	30	Each
End Section (24")(ACS)	7	Each
Flume Inlet(Concrete)	2	Each
Aggregate Ditch Lining(4")	87	Tons
Aggregate Ditch Lining(6")	80	Tons
Type II-P Inlet Repair	1	Each
Monument Box	37	Each
Permanent Signs (Varies)	7	Each

For Surfacing Quantities See Sheet No. 89
For Temporary Erosion and Pollution Control Quantities See Sheet No. 96
For Seeding Quantities See Sheet No. 101
For Pavement Marking Quantities See Sheet No. 93
For Traffic Control Quantities See Sheet No. 109

FLUME INLET(CONCRETE)

LOCATION	QUANTITY (EACH)	REMARKS
K Road, Sta. 760+31, Lt.	1	
K Road, Sta. 760+67, Lt.	1	
TOTAL	2	

AGGREGATE DITCH LINING(4")

LOCATION	QUANTITY (tons)	REMARKS
K Road, Sta. 57+95, Rt.	13	
K Road, Sta. 58+40, Rt.	24	
K Road, Sta. 81+80, Rt.	13	
K Road, Sta. 82+15, Rt.	11	
K Road, Sta. 82+55, Rt.	13	
K Road, Sta. 82+90, Rt.	13	
TOTAL	87	

AGGREGATE DITCH LINING(6")

LOCATION	QUANTITY (tons)	REMARKS
K Road., Sta. 64+12, Rt.	30	
158th Road, Sta. 639+20, Rt.	50	
TOTAL	80	

TYPE II-P INLET REPAIR

LOCATION	QUANTITY (Each)	REMARKS
Meadow Lane, Sta. 21+44, Lt.	1	
TOTAL	1	

PERMANENT SIGNS (VARIES)

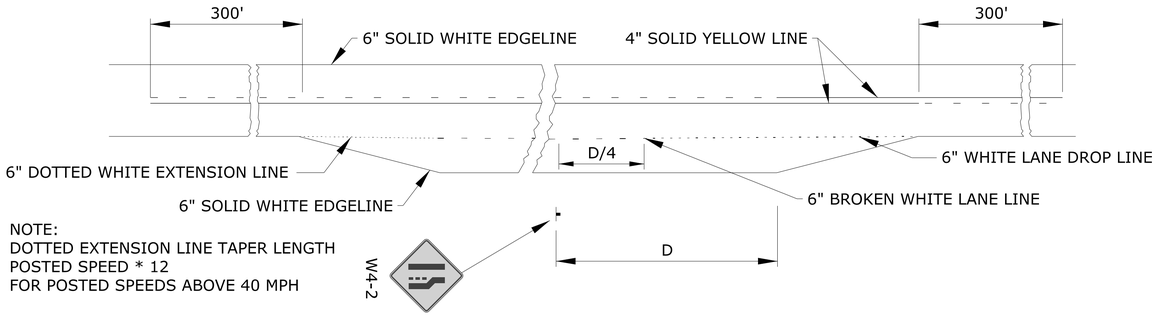
Sign Type	Location	Quantity (Each)	Remarks
Street Sign "Q ROAD"	Q Road - Sta. 89+22, 37' Rt.	1	Mount on Existing Sign Post
Street Sign "162 ROAD"	Q Road - Sta. 89+22, 37' Rt.	1	
Street Sign "M ROAD"	150th & M Intersection (SW Quadrant)	1	Requires New Post
Street Sign "150th ROAD"	150th & M Intersection (SW Quadrant)	1	
45mph Speed Limit (R2-1-45)	150th- Sta. 213+79, Lt.	1	Mount on Existing Sign Post
Bike Route (D11-2)	158th- Sta. 637+88, Rt.	1	Mount on Existing Sign Post
55mph Speed Limit (R2-1-55)	158th- Sta. 641+69, Rt.	1	Remove Damaged Sign & Post, Install New
Total		7	

SUMMARY OF QUANTITIES

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

Drawn By :CAM Plotted :6/19/2024 2:38:49 PM
File : Summary of Quantities.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	92	109

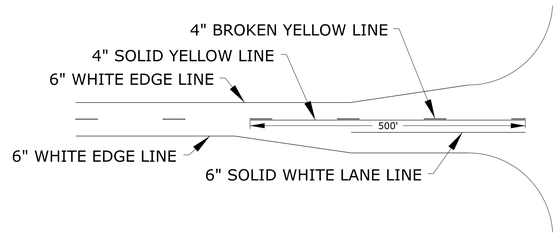


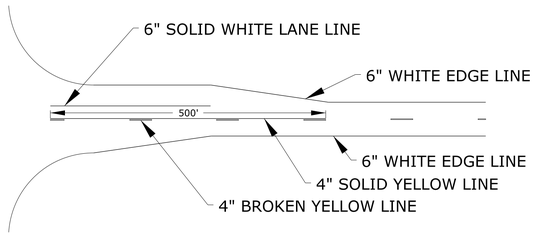
NOTE:
DOTTED EXTENSION LINE TAPER LENGTH
POSTED SPEED * 12
FOR POSTED SPEEDS ABOVE 40 MPH

TYPICAL MARKING FOR AUXILIARY PASSING LANE

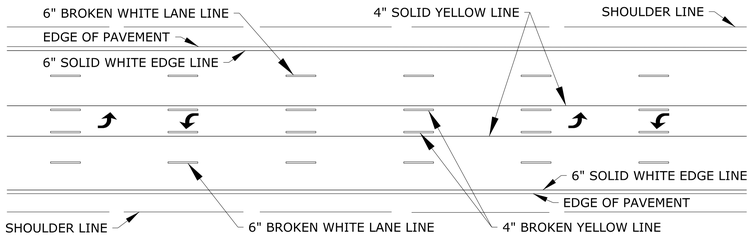
NOTE:
ALL PAVEMENT MARKINGS SHALL BE BROKEN AT CROSS ROADS.

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

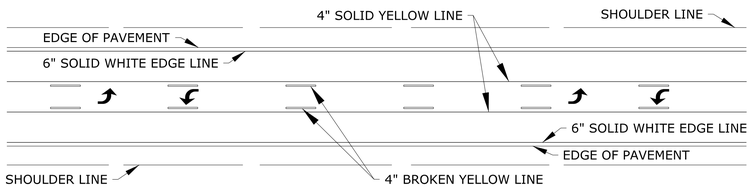




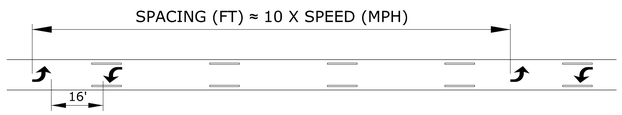
TYPICAL ROAD JUNCTION MARKINGS WITH BYPASS LANES



TWO-WAY LEFT TURN DETAIL FOR FIVE LANE ROADWAY

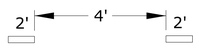


TWO-WAY LEFT TURN DETAIL FOR THREE LANE ROADWAY

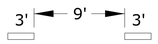


TWO-WAY LEFT TURN ARROW SPACING DETAIL

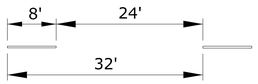
NOTE:
IF ARROWS ARE USED SPACE THE ARROWS AS SHOWN IN THE SPACING DETAIL.



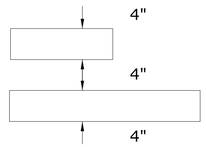
TYPICAL SPACING FOR DOTTED EXTENSION LINES, UNLESS OTHERWISE NOTED ON PLANS.



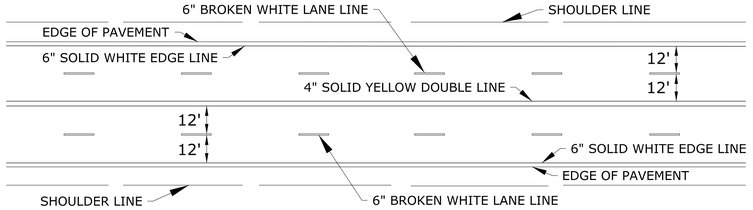
TYPICAL SPACING FOR LANE DROP. UNLESS OTHERWISE NOTED ON PLANS.



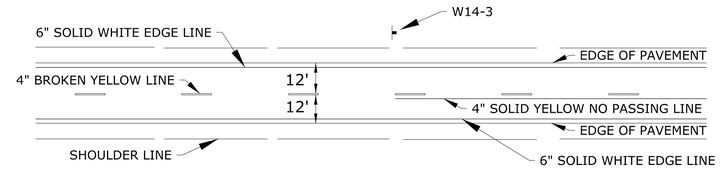
TYPICAL SPACING FOR BROKEN LINES UNLESS OTHERWISE NOTED ON PLANS



TYPICAL SPACING FOR NO PASSING LINES UNLESS OTHERWISE NOTED ON PLANS



TYPICAL MARKINGS FOR FOUR LANE ROADWAY



TYPICAL TWO LANE MARKINGS

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

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

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

KANSAS DEPARTMENT OF TRANSPORTATION

TYPICAL PAVEMENT MARKING DETAILS FOR UNDIVIDED ROADWAYS

TE308

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

Plotted : 6/19/2024 2:38:50 PM
$$KDOTGRP$$
Drawn By : CAM
File : Pvmt Marking.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	93	109

SUMMARY OF PAVEMENT MARKINGS

LOCATION	4" Solid WHITE Edge Line	12" Solid WHITE Diagonal Line	12" Solid WHITE Chevron Line	12" Solid WHITE Type I Crosswalk Line	4" Solid YELLOW Double Line	4" Solid YELLOW Line	4" Broken YELLOW Line	12" Solid YELLOW Diagonal Line		
I Rd.- Sta. 45+30 to 97+51	10,442				5,221					
K Rd.- Sta. 11+00 to 63+22	10,444				5,222					
K Rd.- Sta. 64+41 to 116+00	10,318				5,159					
K Rd.- Sta. 117+24 to 119+50	452				226					
N Rd.- Sta. 10+37 to 62+40	10,406				5,203					
N Rd.- Sta. 116+17 to 168+12	10,390				5,195					
N Rd.- Sta. 168+90 to 220+98	10,416				5,208					
O Rd.- Sta. 150+41 to 202+56	10,430				5,215					
P Rd.- Sta. 10+42 to 62+34	10,384				5,192					
Q Rd.- Sta. 62+83 to 88+48	5,130				2,565					
142nd- Sta. 250+41 to 299+64	9,846				4,923					
150th- Sta. 10+46 to 50+97	8,102				4,051					
150th- Sta. 117+00 to 168+35	10,270				5,135					
150th- Sta. 169+17 to 218+36	9,838				4,919					
150th- Sta. 219+17 to 271+00	10,366				5,183					
150th- Sta. 271+77 to 284+60.56	2,568				1,284					
150th- Sta. 284+60.56 to 296+68	2,030				1,226			78		
150th- Sta. 296+68 to 324+00	5,464				2,732					
150th- Sta. 324+75 to 344+00	3,850				1,925					
158th- Sta. 530+90 to 533+00	420				210					
158th- Sta. 534+14 to 585+95	10,362				2,936	1,895	2,245			
158th- Sta. 586+77 to 639+00	10,446	288		144	1,950	2,073	3,273			
158th- Sta. 640+06 to 691+85	10,358				1,535	3,750	3,750			
158th- Sta. 692+69 to 741+73	9,808				881	2,923	4,023			
158th- Sta. 742+54 to 794+57	10,406				1,321	3,250	3,882			
158th- Sta. 795+37 to 847+41	10,408				2,100	2,041	3,104			
158th- Sta. 848+25 to 871+00	4,550				250	1,625	2,025			
158th- Sta. 871+70 to 879+00	1,460				380	350	350			
166th - Sta. 10+42 to 37+94	5,504				2,752					
TOTALS	224,868	288		144	90,099	17,907	22,652	78		

PAVEMENT MARKING DETAILS

158th Rd.:	Left(W.B.)	Right(E.B.)
530+90 to 560+00	solid	solid
560+00 to 566+50	solid	broken
566+50 to 570+00	broken	broken
570+00 to 577+00	broken	solid
577+00 to 580+50	solid	solid
580+50 to 588+00	solid	broken
588+00 to 597+00	broken	broken
597+00 to 607+50	broken	solid
607+50 to 627+00	solid	solid
627+00 to 636+00	solid	broken
636+00 to 639+00	broken	broken
639+00 to 651+00	solid	solid
651+00 to 657+00	broken	solid
657+00 to 663+00	solid	broken
663+00 to 672+00	broken	solid
672+00 to 679+50	solid	broken
679+50 to 688+50	broken	solid
688+50 to 701+00	solid	solid
701+00 to 710+50	solid	broken
710+50 to 714+00	broken	solid
714+00 to 716+50	broken	broken
716+50 to 717+50	broken	solid
717+50 to 718+00	solid	solid
718+00 to 725+00	solid	broken
725+00 to 733+50	broken	broken
733+50 to 742+00	broken	solid
742+00 to 753+00	solid	solid
753+00 to 758+50	solid	broken
758+50 to 762+75	broken	broken
762+75 to 768+75	broken	solid
768+75 to 771+50	solid	solid
771+50 to 782+75	solid	broken
782+75 to 787+00	broken	solid
787+00 to 792+50	solid	broken
792+50 to 799+25	broken	broken
799+25 to 806+25	broken	solid
806+25 to 827+25	solid	solid
827+25 to 833+75	solid	broken
833+75 to 840+50	broken	broken
840+50 to 851+50	broken	solid
851+50 to 855+50	broken	broken
855+50 to 868+50	broken	solid
868+50 to 875+50	solid	solid
875+50 to 879+00	solid	broken

RECAPITULATION OF QUANTITIES

ITEMS	TOTAL	UNITS
PAVEMENT MARKING (THERMOPLASTIC)(WHITE)(4")	224,868	FT
PAVEMENT MARKING (THERMOPLASTIC)(WHITE)(6")		FT
PAVEMENT MARKING (THERMOPLASTIC)(WHITE)(8")		FT
PAVEMENT MARKING (THERMOPLASTIC)(WHITE)(12")	432	FT
PAVEMENT MARKING (THERMOPLASTIC)(YELLOW)(4")	203,768	FT
PAVEMENT MARKING (THERMOPLASTIC)(YELLOW)(6")		FT
PAVEMENT MARKING (THERMOPLASTIC)(YELLOW)(12")	78	FT
PAVEMENT MARKING (INTERSECTION GRADE)(WHITE)(12")		FT
PAVEMENT MARKING (INTERSECTION GRADE)(WHITE)(24")		FT
PAVEMENT MARKING (INTERSECTION GRADE)(YELLOW)(12")		FT
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)(LEFT ARROW)	8	EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)( )		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)( )		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)( )		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)( )		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(US-SHIELD)( )		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(K-SHIELD)( )		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(I-SHIELD)( )		EACH
		FT
		FT
		FT
		FT
		FT
		FT

SUMMARY OF WORD & SYMBOL MARKINGS

LOCATION							STOP	ONLY	X-ING	SCHOOL	70	435	24	400	18							
150th Rd.- Sta. 286+18 to 295+16					8																	
TOTALS					8																	

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

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

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

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

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

KANSAS DEPARTMENT OF TRANSPORTATION

SUMMARY AND RECAPITULATION OF PAVEMENT MARKING QUANTITIES

~~TE311~~

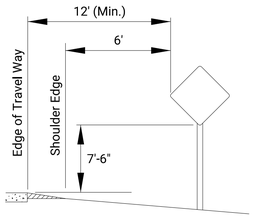
FHWA APPROVAL		5/25/2012	APP'D	Brian D. Gower	
DESIGNED	J.F.F.	DETAILED	J.F.F.	QUANTITIES	TRACED
DESIGN CK.	B.D.G.	DETAIL CK.	B.D.G.	QUAN. CK.	TRACE CK.

Sh. No. 93

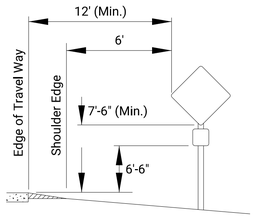
Plotted :6/19/2024 2:38:50 PM
$$KDOTGRP$$

Drawn By : CAM
File : Pvmt Marking.dgn

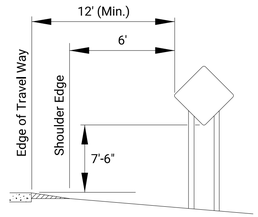
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	94	109



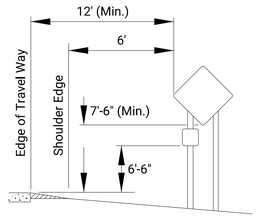
ONE POST



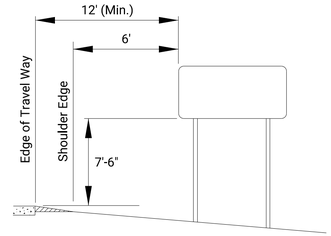
ONE POST WITH SUPPLEMENTAL SIGN



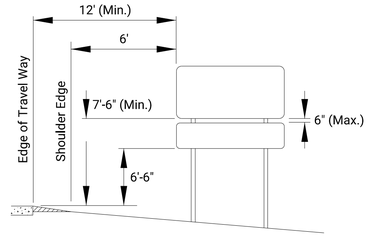
TWO POSTS



TWO POSTS WITH SUPPLEMENTAL SIGN

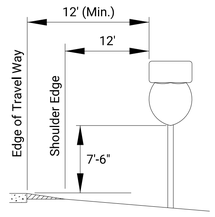


MULTIPLE POSTS

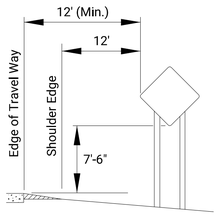


MULTIPLE POSTS WITH SUPPLEMENTAL SIGN

RAMPS AND EXPRESSWAY INTERSECTIONS



ONE POST



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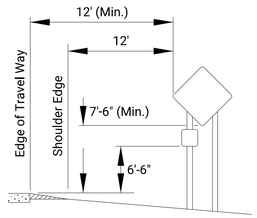

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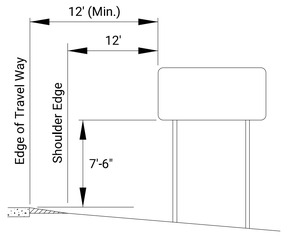
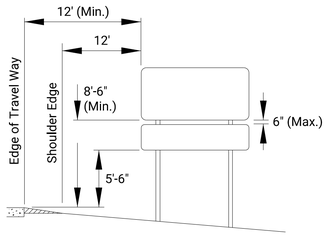
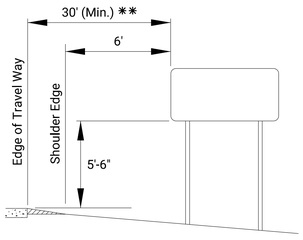


MULTIPLE POSTS

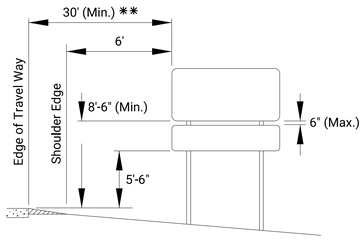


MULTIPLE POSTS WITH SUPPLEMENTAL SIGN

MAINLINE - SHOULDER MOUNT



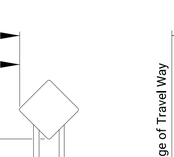
MULTIPLE POSTS



MULTIPLE POSTS WITH SUPPLEMENTAL SIGN

** 60' Max.

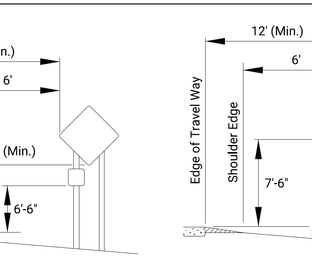
MAINLINE - OFFSET MOUNT



SHOULDER

Post Sizes:
D10-1: 2 Lb/Ft "U" Post
D10-2: 2 Lb/Ft "U" Post
D10-3: 3 Lb/Ft "U" Post

MILE POSTS



MEDIAN WIDTH
60' OR LESS
(SOIL)

MEDIAN WIDTH
GREATER THAN 60'
(SOIL)

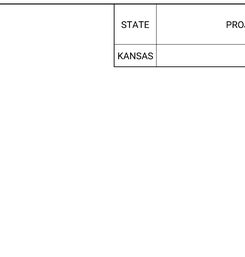
32" BARRIER

51" BARRIER

Post Size (Soil): 2" PSST Post with Footing

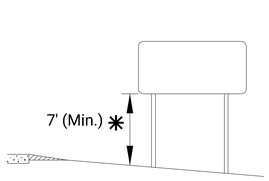
Post Size (Barrier): 1 3/4" PSST Post

INTERMEDIATE REFERENCE MARKERS

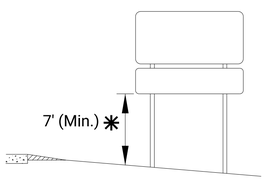


TYPICAL

ADOPT A HIGHWAY



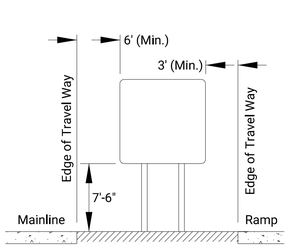
PRIMARY SIGN



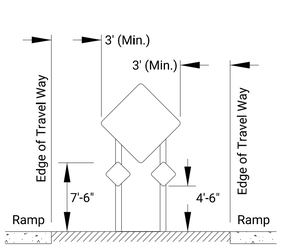
PRIMARY SIGN WITH SUPPLEMENTAL SIGN

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

GROUND CLEARANCE FOR STEEL BEAM POSTS



MAINLINE/RAMP



RAMP/RAMP

HIGHWAY GORES

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	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION

MOUNTING HEIGHT & LATERAL OFFSET
FOR
FREEWAYS AND EXPRESSWAYS

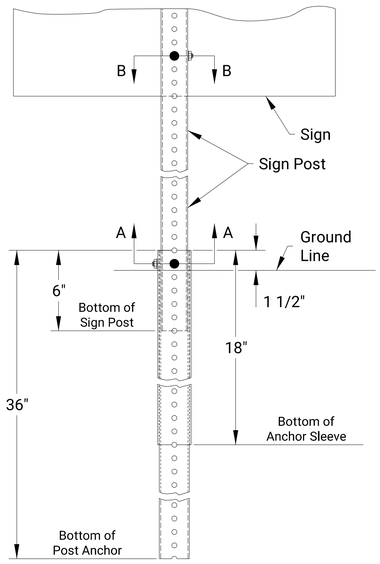
TE406 10/01/19

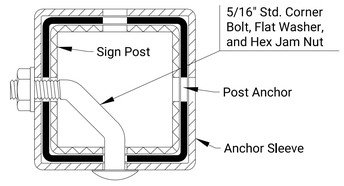
FHWA APPROVAL			10/01/2019	APP'D	Eric W. Nichol		
DESIGNED	D.D.G.	DETAILED	D.D.G.	QUANTITIES		TRACED	
DESIGN CK.	E.W.N.	DETAIL CK.	E.W.N.	QUAN. CK.		TRACE CK.	

Plotted : 6/19/2024 2:38:51 PM
$$KDOTGRP$$

Drawn By : CAM
File : te406.dgn

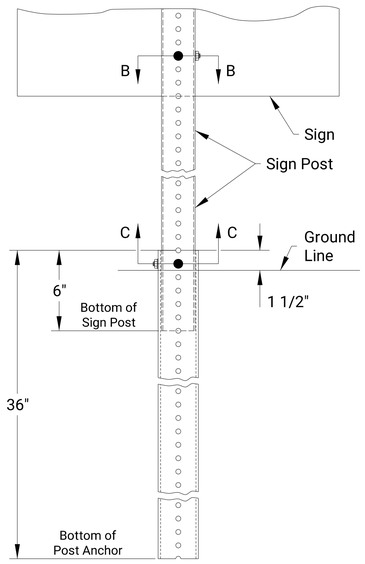
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	95	109

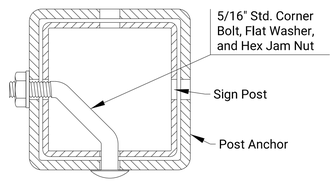




SECTION A-A

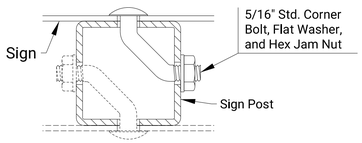
1 ¾", 2", OR 2 ¼" PSST SIGN POST





SECTION C-C

2 ½" PSST SIGN POST



SECTION B-B

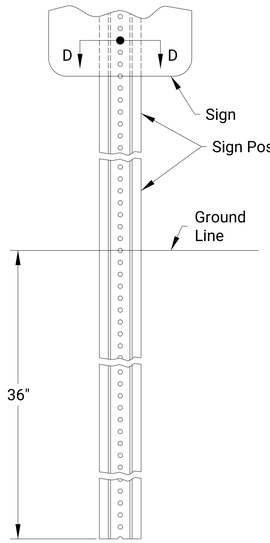
MATERIALS TABLE FOR SIGN POST AND FOOTING		
SIGN POST 12 GA. OR 14 GA.	FOOTING	
	POST ANCHOR	ANCHOR SLEEVE
1 ¾" X 1 ¾"	2" X 2" X 12 GA.	2 ¼" X 2 ¼" X 12 GA.
2" X 2"	2 ¼" X 2 ¼" X 12 GA.	2 ½" X 2 ½" X 12 GA.
2 ¼" X 2 ¼"	2 ½" X 2 ½" X 12 GA.	3" X 3" X 7 GA.
2 ½" X 2 ½"	3" X 3" X 7 GA.	Not Required

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

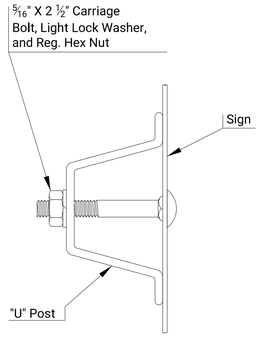
INSTALLATION PROCEDURES

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.

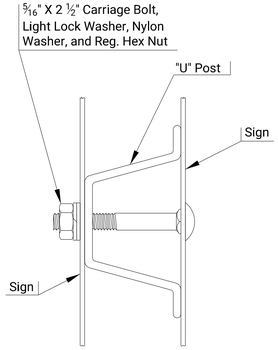
PERFORATED SQUARE STEEL TUBE POST (PSST)



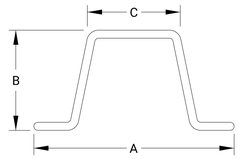
TYPICAL



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

STEEL "U" POST

NO.	DATE	REVISIONS	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION

DETAILS FOR PERFORATED SQUARE STEEL TUBE POSTS (PSST) AND STEEL "U" POSTS

TE466 10/01/19

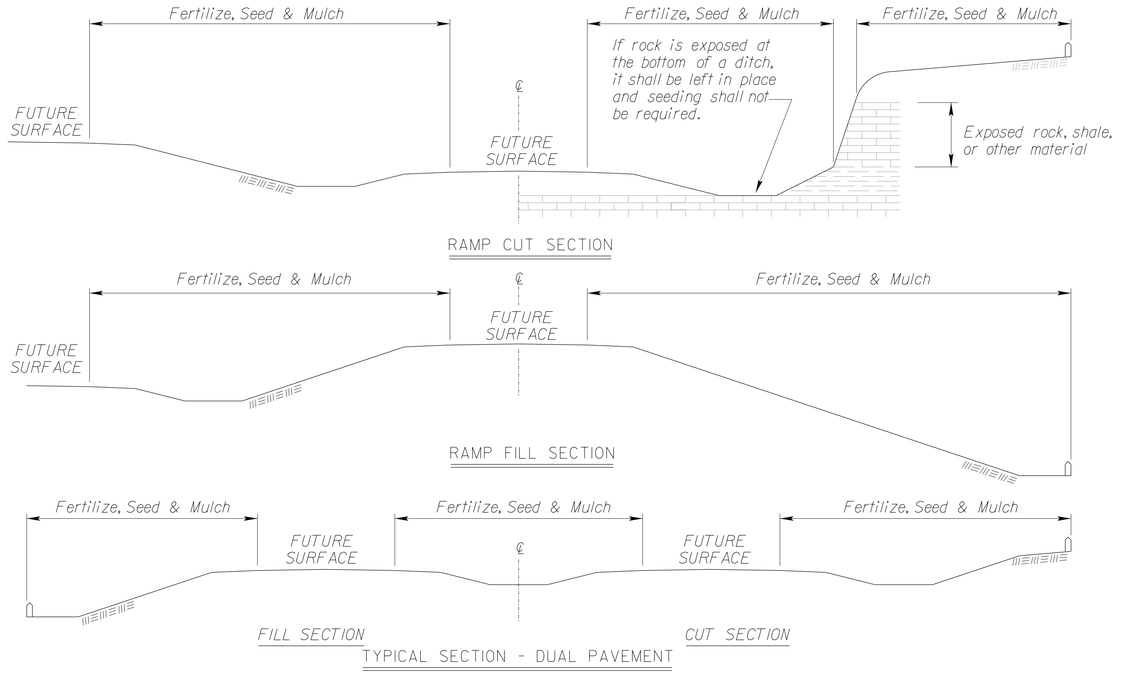
FHWA APPROVAL			10/01/2019	APP'D	Eric W.Nichol		
DESIGNED	D.D.G.	DETAILED	D.D.G.	QUANTITIES		TRACED	
DESIGN CK.	E.W.N.	DETAIL CK.	E.W.N.	QUAN. CK.		TRACE CK.	

Sh. No. 95

Plotted : 6/19/2024 2:38:52 PM
$$KDOTGRP$$

Drawn By : CAM
File : te466.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	96	109



FERTILIZER: A ratio and application rate that equals or exceeds the required minimum rate per acre of N, P_2O_5, K_2O listed in Summary of Quantities will be acceptable.

* - N = Nitrogen Rate of Application
** - P_2O_5 = Phosphorous Rate of Application
*** - K_2O = 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:

1¾ - 2¼ Tons per Acre = 1½" 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		3.0	0.25	Temporary Fertilizer (15 - 30 - 15)	488	LB
20		3.0		Temporary Seed (Canada Wildrye)	60	LB
45		3.0		Temporary Seed (Grain Oats)	135	LB
45		3.0		Temporary Seed (Sterile Wheatgrass)	135	LB
	109.9		0.25	Soil Erosion Mix	28	LB
				Erosion Control (Class 1, Type C)	1,200	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")	250	LF
				Filter Sock (18")	500	LF
				Geotextile (Erosion Control)		SQ YD
				Silt Fence	500	LF
				SWPPP Design †		LS
				SWPPP Inspection †		EACH
				Water Pollution Control Manager †		EACH
900 lbs / acre				Mulch Tacking Slurry		LB
2 tons / acre				Mulching	9.0	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 <u>total</u> 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)	0.13
4.5	Buffalograss Seed (Treated)	1.13
45	Perennial Ryegrass Seed	11.25
2.6	Prairie Junegrass Seed	0.65
6.3	Side Oats Grama Grass Seed (El Reno)	1.58
45	Tall Fescue (Endophyte Free)	11.25
6	Western Wheatgrass Seed (Barton)	1.5
109.9		27.5

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.

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

KANSAS DEPARTMENT OF TRANSPORTATION

TEMPORARY EROSION AND POLLUTION CONTROL

LA852A

FHWA APPROVAL		1/26/2018	APP'D	Scott H. Shields	
DESIGNED	MRD	DETAILED	MRD	QUANTITIES	CADD
DESIGN CK.	SHS	DETAIL CK.	SHS	QUAN.CK.	CADD CK.

Std. Base File:
Plotted By: CAM | Plot Location: $UNIT$
File: Erosion Stds.dgn
Plot Date: 6/19/2024 2:38:53 PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	97	109

Erosion Control (Class 1, Type C)

PIPE LOCATION	QUANTITY (Sq. Yds.)
I Road-Sta. 45+28.1, ℄	30
I Road-Sta. 45+55.0, Lt.	30
I Road-Sta. 46+84.3, Lt.	30
I Road-Sta. 79+05.0, Rt.	30
K Road-Sta. 10+82.4, ℄	30
K Road-Sta. 14+27.4, Lt.	30
K Road-Sta. 74+79.4, Rt.	30
K Road-Sta. 76+92.0, Rt.	30
K Road-Sta. 81+97.6, Rt.	30
K Road-Sta. 82+72.0, Rt.	30
K Road-Sta. 85+60.3, Rt.	30
K Road-Sta. 88+45.2, Rt.	30
N Road-Sta. 129+27.0, Rt.	30
N Road-Sta. 141+57.0, Lt.	30
N Road-Sta. 168+87.2, Lt.	30
N Road-Sta. 194+98.7, Lt.	30
O Road-Sta. 199+06.2, Rt.	30
P Road-Sta. 23+60.4, Rt.	30
P Road-Sta. 51+06.3, Lt.	30
142nd Road-Sta. 250+24.6, ℄	30
150th Road-Sta. 18+82.0, Rt.	30
150th Road-Sta. 38+23.7, Rt.	30
150th Road-Sta. 142+25.5, Rt.	30
150th Road-Sta. 160+75.8, Lt.	30
150th Road-Sta. 160+92.8, Rt.	30
150th Road-Sta. 217+92.0, Rt.	30
150th Road-Sta. 244+40.5, Rt.	30
150th Road-Sta. 276+00.8, ℄	30
158th Road-Sta. 620+01.4, Lt.	30
158th Road-Sta. 622+72.8, Lt.	30
158th Road-Sta. 623+17.0, Rt.	30
158th Road-Sta. 649+16.7, ℄	30
TOTAL Erosion Control(Class 1, Type C)= 960 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: 6/19/2024 2:38:53 PM
Plot Location: $UNIT$

NO.	DATE	REVISIONS	BY	APP'D
4				
3				
2				
1				

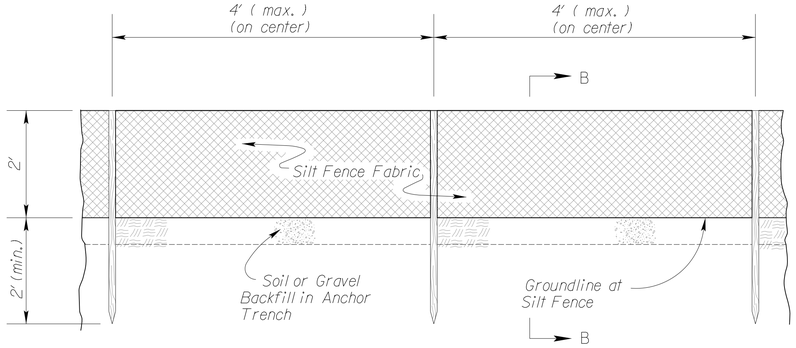
KANSAS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
SEEDING-SODDING

LA852A-EC

F.H.W.A. APPROVAL		1/04/2006	APP'D	Scott H. Shields			
DESIGNED	MRM	DETAILED	MRM	QUANTITIES		TRACED	MRM
DESIGN CK.	SHS	DETAIL CK.	SHS	QUAN.CK.		TRACE CK.	SHS

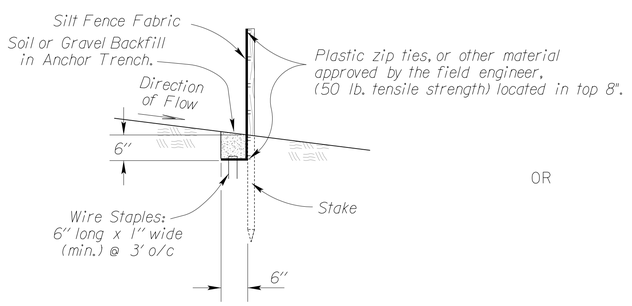
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	98	109



TYPICAL ELEVATION

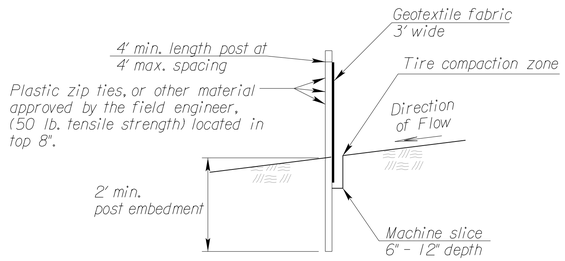
SILT FENCE SLOPE BARRIER

NO SCALE

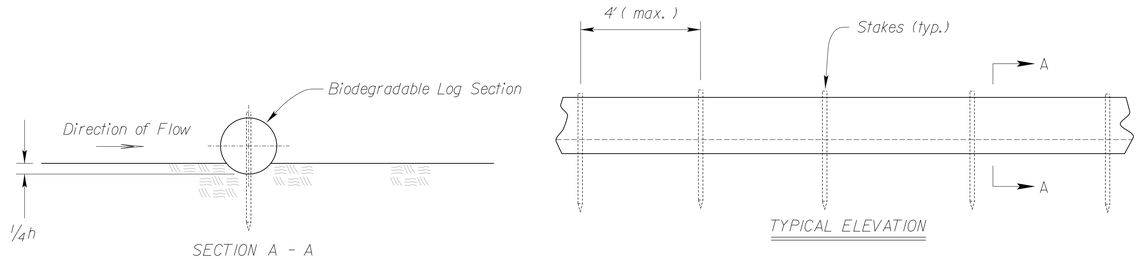


SECTION B-B

OR



SECTION B-B



SECTION A - A

TYPICAL ELEVATION

BIODEGRADABLE LOG SLOPE BARRIER

NO SCALE

INSTALLATION NOTES

SILT FENCE:

1. Stakes shall be 4' (min.) long and of one of the following materials:
   a. Hardwood - 1 3/16" x 1 3/16";
   b. Southern Pine (No. 2) - 2 5/8" x 2 5/8";
   c. Steel U, T, L, or C Section - 1.25 lbs. per 1'-0"; or
   d. Synthetic - same strength as wood stakes.
2. Cross pieces shall be of same material as stakes.
3. Attach fence fabric securely on 6" centers (max.).
4. Use of high flow material is acceptable.
5. Refer to plan sheets to estimate the length of silt fence required.

BIODEGRADABLE LOG BARRIERS

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

Biodegradable Logs, Straw Wattles & Sediment Logs

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

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.

	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

GENERAL NOTES

1) 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.

2) At culverts, the Silt Fence shall be placed over the culvert, not through the streambed flowline.

3) 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.

4) 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.

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

KANSAS DEPARTMENT OF TRANSPORTATION

TEMPORARY EROSION AND POLLUTION CONTROL

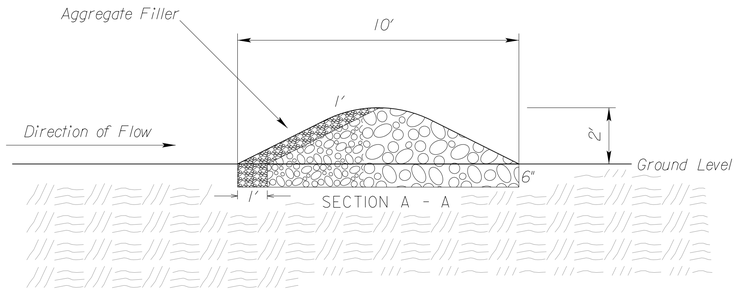
SILT FENCE SLOPE BARRIERS
BIODEGRADABLE LOG SLOPE BARRIERS

LA852D

FHWA APPROVAL	5/14/2013	APP'D	Scott H. Shields		
DESIGNED	MRM	DETAILED	MRM	QUANTITIES	CADD
DESIGN CK.	SHS	DETAIL CK.		QUAN.CK.	CADD CK.

Std. Base File:
Plotted By: CAM | Plot Location: $UNIT$
File: Erosion Stds.dgn
Plot Date: 6/19/2024 2:38:54 PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	99	109



TYPICAL ELEVATION

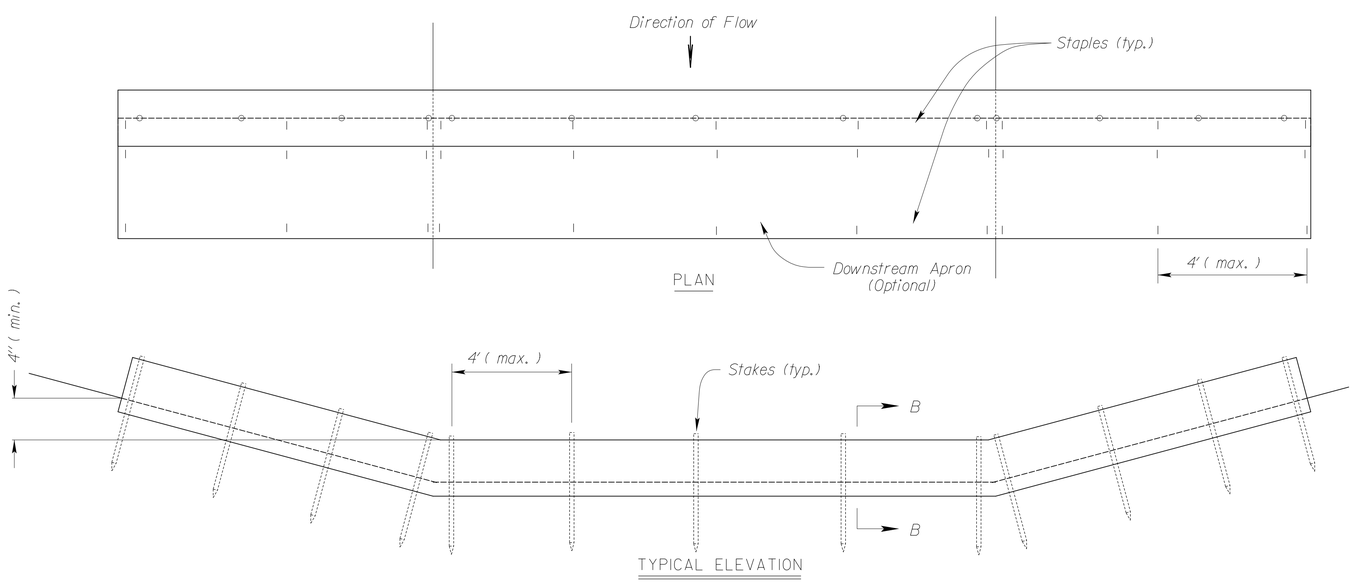
ROCK DITCH CHECK

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.

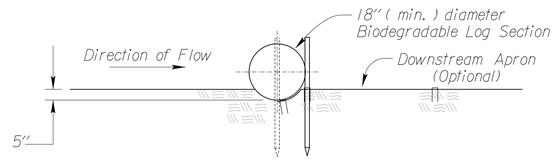


TYPICAL ELEVATION

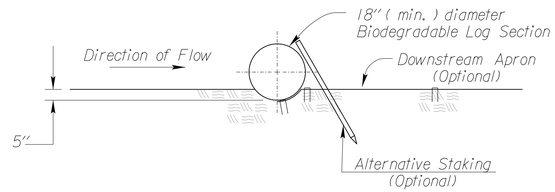
BIODEGRADABLE LOG DITCH CHECK

OR Filter Sock Ditch Check

NO SCALE



SECTION B - B



ALT. DETAIL OPTIONAL

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 1) (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.

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

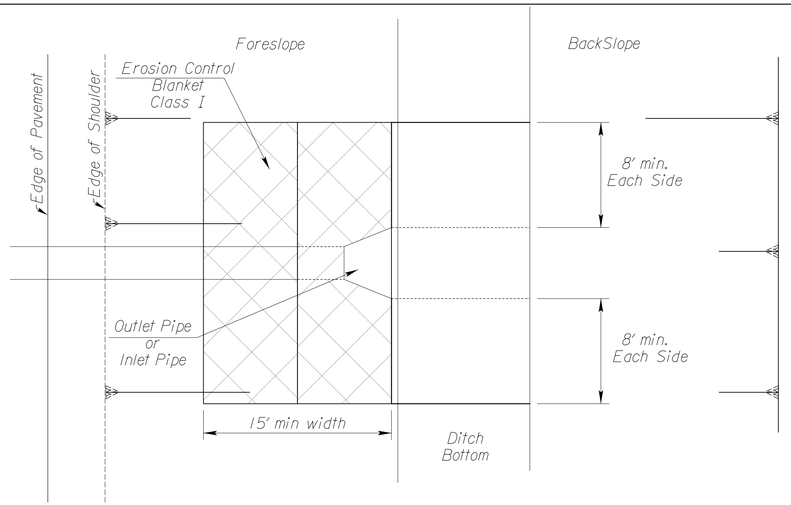
TEMPORARY EROSION AND POLLUTION CONTROL
ROCK DITCH CHECKS
BIODEGRADABLE LOG DITCH CHECKS

LA852G

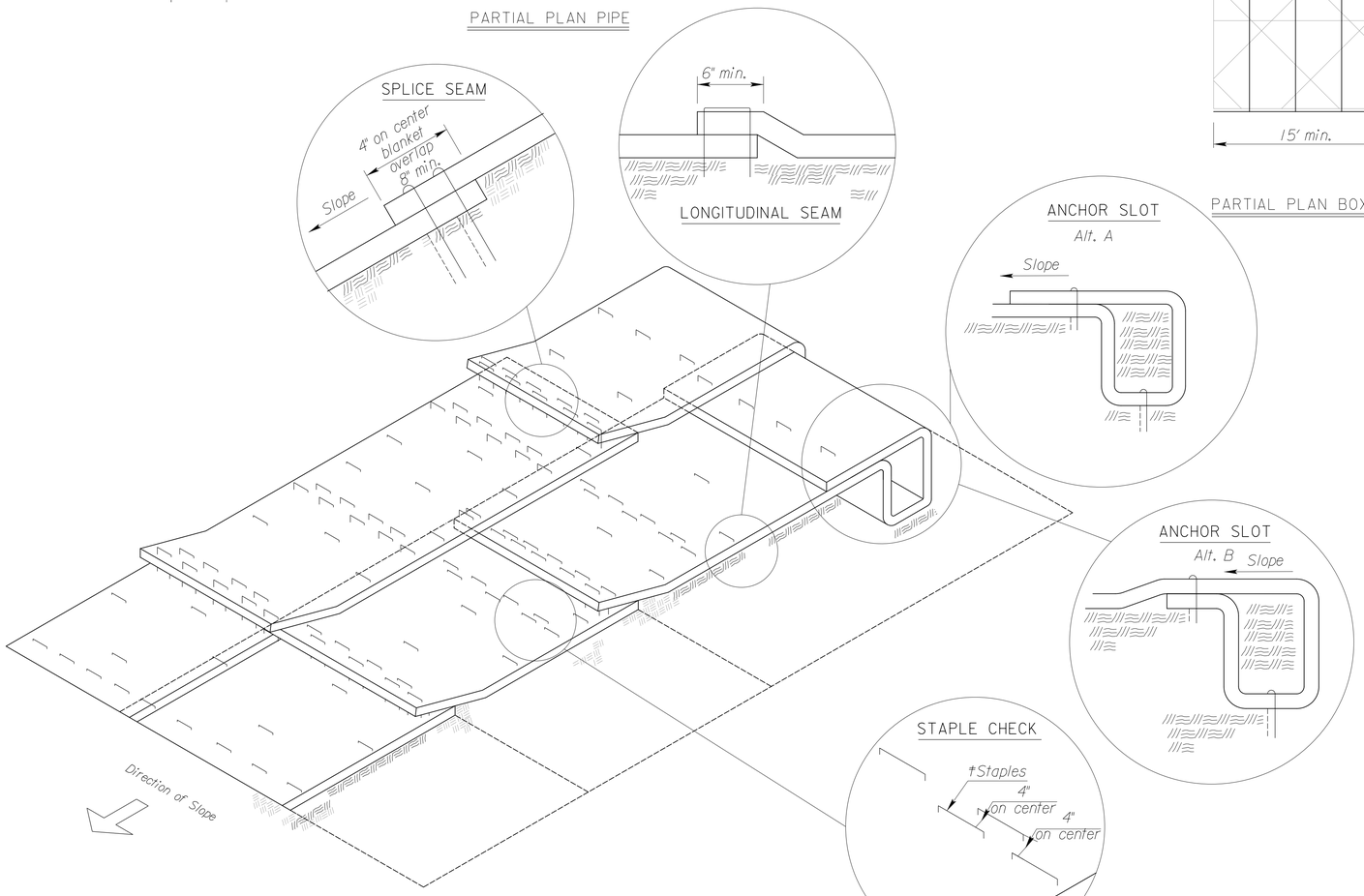
FHWA APPROVAL		11/19/2020	APP'D		Mervin Lare		
DESIGNED	ML	DETAILED	DK	QUANTITIES		CADD	RAA
DESIGN CK.	ML	DETAIL CK.	ML	QUAN.CK.		CADD CK.	RAA

Std. Base File: la852g.dgn
Plotted By: CAM
Plot Location: $UNIT$
File: Erosion Stds.dgn
Plot Date: 6/19/2024 2:38:54 PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	100	109

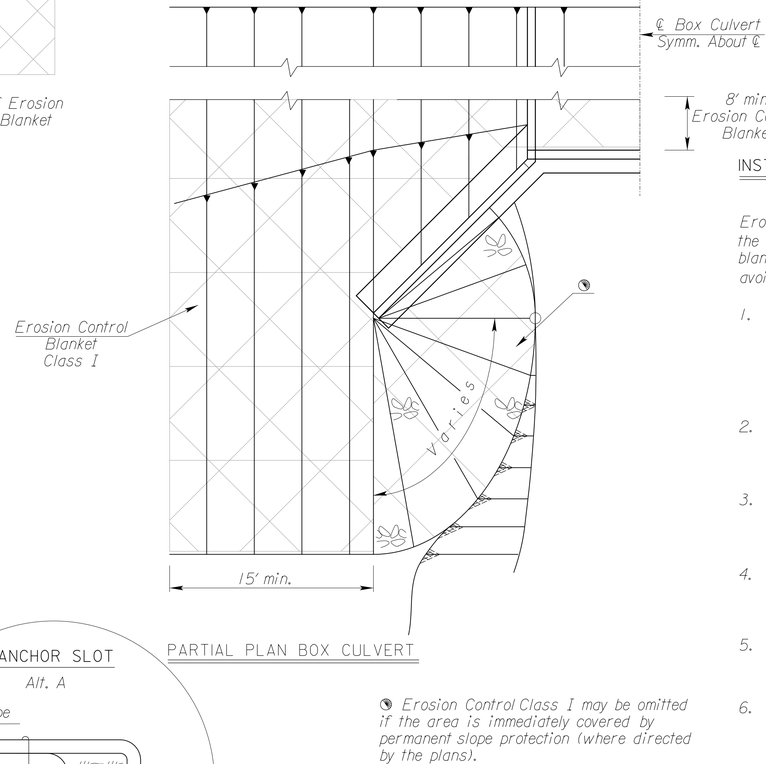


PARTIAL PLAN PIPE



ISOMETRIC VIEW

Limits of Erosion Control Blanket



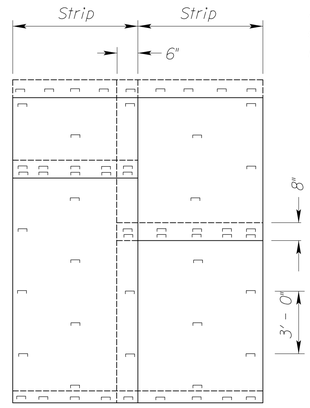
PARTIAL PLAN BOX CULVERT

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

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.

1. 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.
2. LONGITUDINAL SEAMS: The edges of the blanket should overlap each other a minimum of 6 inches, with anchors catching the edges of both blankets.
3. SPLICE SEAM: When splices are necessary, overlap end a minimum of 8 inches in direction of water flow. Stagger splice seams.
4. 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.
5. TYPICAL ANCHORS: Anchor design shall be as recommended by the manufacturer.
6. STAPLE CHECK: †Establish Staples in 2 rows 4" on center apart. Staple Checks - shall be 30' apart.



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

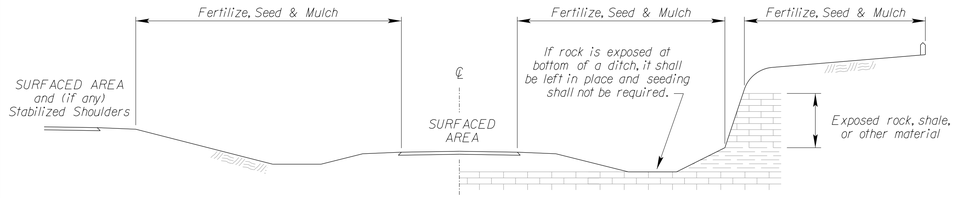
KANSAS DEPARTMENT OF TRANSPORTATION

INSTALLATION DETAIL
EROSION CONTROL CLASS I
SLOPE PROTECTION

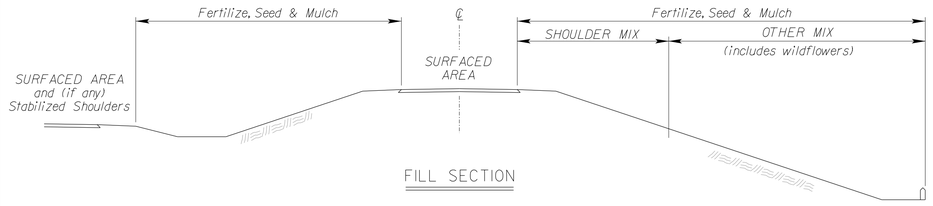
LA855

FHWA APPROVAL	3/10/2015	APP'D	Scott H. Shields
DESIGNED RAA	DETAILED RAA	QUANTITIES	CADD RAA
DESIGN CK.	DETAIL CK.	QUAN.CK.	CADD CK. RAA

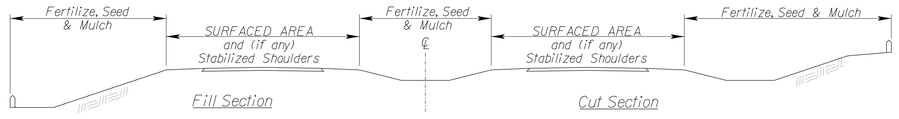
Std. Base File: la855.dgn | Plot Location: $UNIT$
Plotted By: CAM
File: Erosion Stds.dgn
Plot Date: 6/19/2024 2:38:54 PM



CUT SECTION



FILL SECTION



TYPICAL SECTION - DUAL PAVEMENT

GRASS & WILDFLOWER SEEDING SEASONS

COOL SEASON GRASSES February 15 thru April 20 August 15 thru September 30	WARM SEASON GRASSES & WILDFLOWERS 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.

SODDING SEASONS

COOL SEASON GRASSES March 1 thru April 15 September 1 thru November 15	WARM SEASON GRASSES 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.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	101	109

GENERAL NOTES

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

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

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

FERTILIZER: A ratio and application rate that equals or exceeds the required minimum rate per acre of N, P_2O_5, K_2O 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:

1¾ - 2¼ Tons per Acre = 1½" 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.

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.

SUMMARY OF SEEDING QUANTITIES

P.L.S. RATE/ACRE SHLDR	P.L.S. RATE/ACRE OTHER			ACRES SHLDR	ACRES OTHER			BID ITEM	QUANTITY	UNIT
200				3.0				Fertilizer (13-13-13)	600	LB
0.5				3.0				Seed (Lovington Blue Grama Grass)	1.5	LB
4.5				3.0				Seed (Treated Buffalograss)	13.5	LB
45				3.0				Seed (Perennial Ryegrass)	13.5	LB
2.6				3.0				Seed (Prairie Junegrass)	7.8	LB
6.3				3.0				Seed (El Reno Side Oats Grama Grass)	18.9	LB
45				3.0				Seed (Fescue)(Tall)(Endophyte-Free)	135	LB
6				3.0				Seed (Barton Western Wheatgrass)	18.0	LB
								Mulching *		

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.*

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

KANSAS DEPARTMENT OF TRANSPORTATION

PERMANENT SEEDING
SUMMARY OF SEEDING QUANTITIES

LA850

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

Std. Base File:
Plotted By: CAM
Plot Location: $UNIT$
File: Erosion Stds.dgn
Plot Date: 6/19/2024 2:39:12 PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	102	109

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.

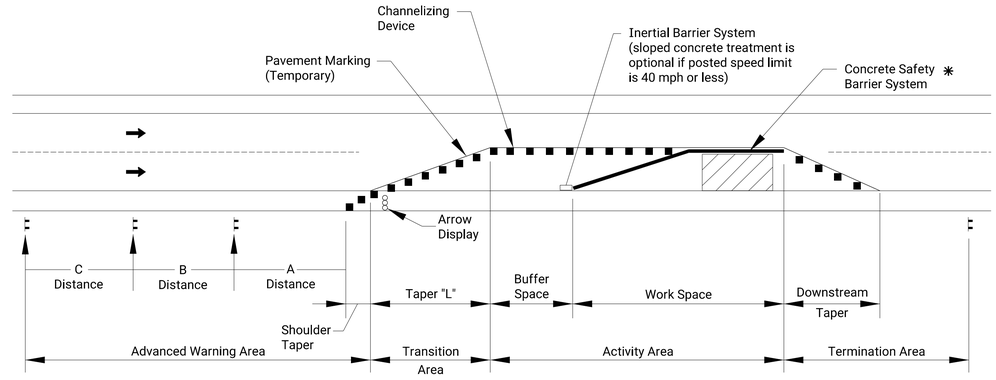
2) Minimum Lane Width: Lane widths shall be a minimum of 11' (measured between centerlines of pavement markings) or as shown on the plans, or as directed by the engineer. A lane width less than 11' may require restricted roadway width signing.

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 = WS²/60 for speeds of 40 MPH or less

Where: L = Minimum length of taper in feet
S = Numericial 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:

(1) 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.

(2) 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.

(3) Channelizing devices shall be placed for optimum visibility, normally at right angles to the traffic flow.

(4) Place directional indicator barricades in series to direct traffic onto the new path. The arrow sign should not be visible to opposing traffic.

(5) 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	APP'D
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

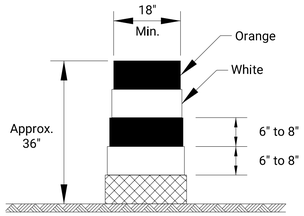
TRAFFIC CONTROL GENERAL NOTES

TE700

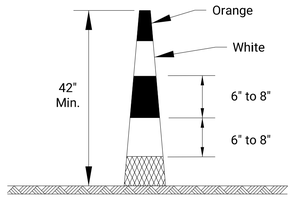
FHWA APPROVAL		03-13-18	APP'D.		Eric Kocher
DESIGNED	B.A.H.	DETAILED R.W.B.	QUANTITIES	TRACED	
DESIGN CK.		DETAIL CK.	QUAN.CK.	TRACE CK.	

Plotted : 6/19/2024 2:39:13 PM
Drawn By : CAM
File : TrafficControl.dgn

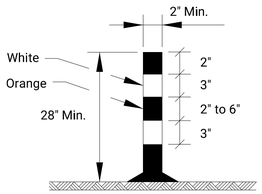
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	103	109



DRUM

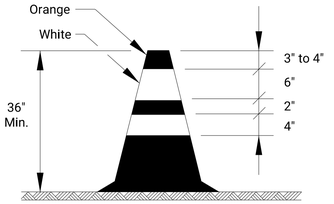


CONICAL DELINEATOR

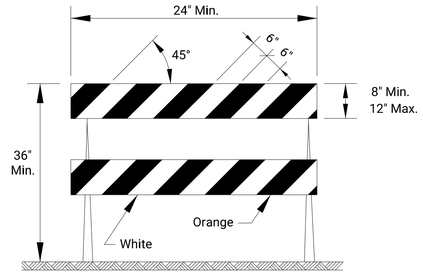


TUBULAR MARKER

Striping as shown for up to 42".

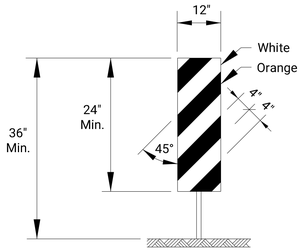


TRAFFIC CONE



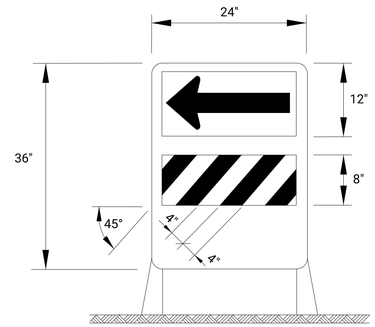
TYPE 2 BARRICADE

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



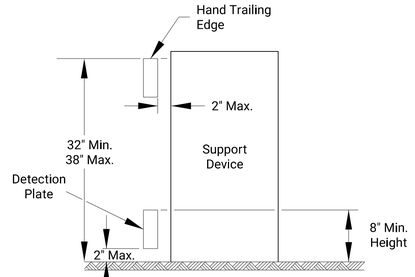
VERTICAL PANEL

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



DIRECTION INDICATOR BARRICADE

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



PEDESTRIAN CHANNELIZER

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

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

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

NO.	DATE	REVISIONS	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL CHANNELIZING DEVICES

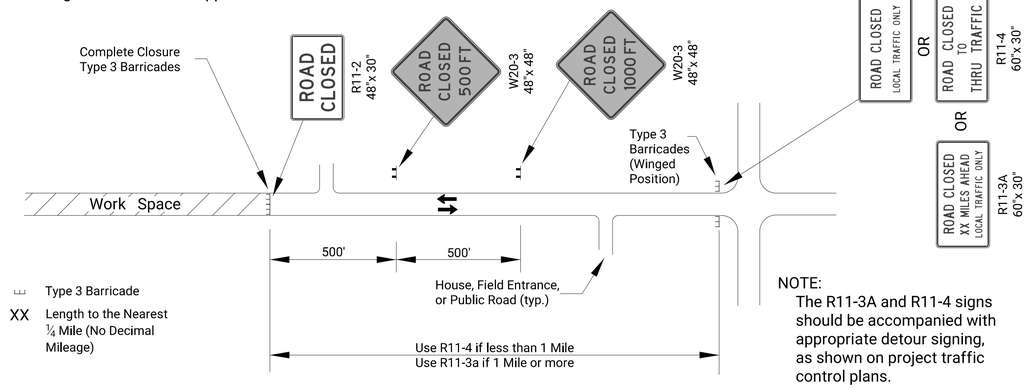
TE702

FHWA APPROVAL		06-01-15	APP'D.	Kristina Ericksen	
DESIGNED	L.E.R.	DETAILED R.W.B.	QUANTITIES	TRACED	
DESIGN CK.		DETAIL CK.	QUAN.CK.	TRACE CK.	

Plotted : 6/19/2024 2:39:14 PM
Drawn By: CAM
File : TrafficControl.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	104	109

Note: Signs shown for one approach to work zone.



NOTE:
The R11-3A and R11-4 signs should be accompanied with appropriate detour signing, as shown on project traffic control plans.

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

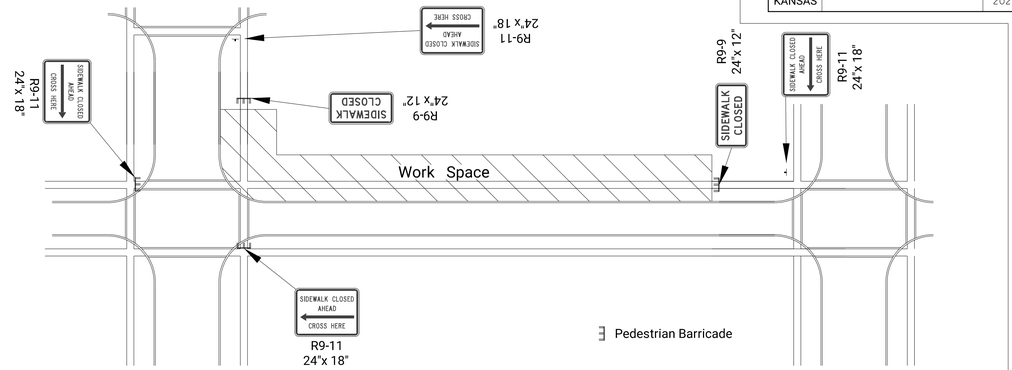


FIGURE 4: TYPICAL SIGNING FOR SIDEWALK CLOSED WITH OPPOSITE SIDEWALK AVAILABLE

Note: Sign shown for one approach to intersection (work zone).

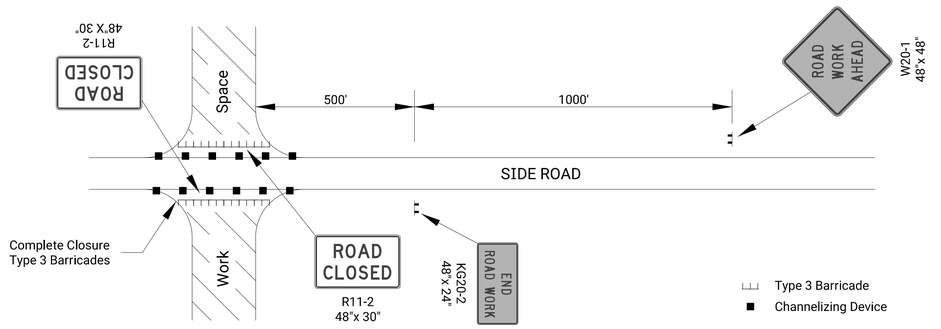
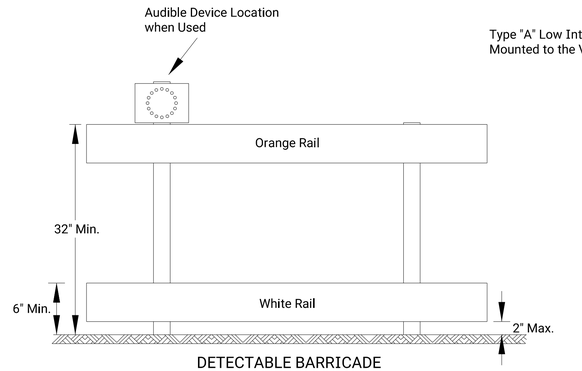
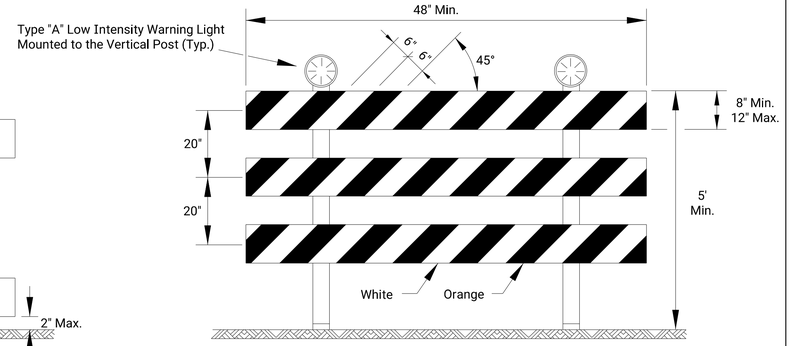


FIGURE 2: TYPICAL SIGNING FOR SIDE ROAD OPEN



DETECTABLE BARRICADE

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.



TYPE 3 BARRICADE WITH LIGHTS

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

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

Note: Signs shown for one approach to work zone.

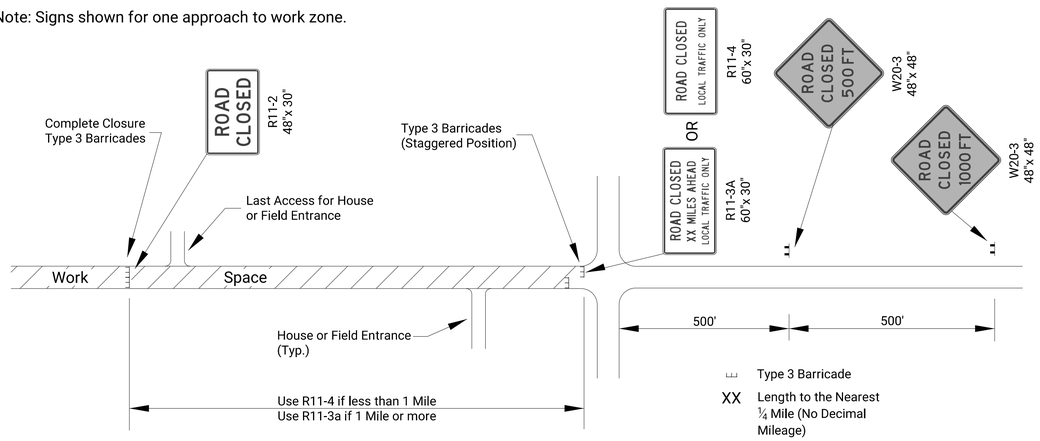


FIGURE 3: TYPICAL SIGNING FOR ROAD CLOSURE - LOCAL TRAFFIC ACCESS

ROAD CLOSED GENERAL NOTES

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

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

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

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

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

NO.	DATE	REVISIONS	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL CLOSURES

TE704

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

Plotted : 6/19/2024 2:39:14 PM
Drawn By: CAM
File : TrafficControl.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	105	109

SIGN LAYOUT INFORMATION

END ROAD WORK
KG20-2
Std. Size Expwy/Freeway: 6" C, 48"x 24"

WAIT FOR PILOT CAR
KG20-5
Std. Size Expwy/Freeway: 6" C, 48"x 24"

WORK ZONE
KM4-20
Std. Size: 3" C, 24"x 6"
Expwy/Freeway: 6" C, 48"x 12"

NEXT X MILES
W7-3a
Mileage to be Determined by the Engineer.


W8-17
Std. Size Expwy/Freeway: 48"x 48"

SHOULDER DROP-OFF
W8-17P (Optional)
Std. Size Expwy/Freeway: 30"x 24"

GROOVED PAVEMENT
W8-15
Std. Size Expwy/Freeway: 8" D, 48"x 48"

LOOSE GRAVEL
W8-7
Std. Size Expwy/Freeway: 8" D, 48"x 48"


W8-15p
Std. Size Expwy/Freeway: 30"x 24"

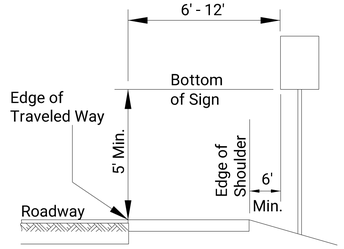
UNEVEN LANES
W8-11
Std. Size Expwy/Freeway: 8" D, 48"x 48"

NB US-75 CLOSED
FOLLOW DETOUR
SP-01 (Special Sign)
Std. Size: 6" C
Expwy/Freeway: 10" D

US-75 CLOSED
NORTH OF Topeka
FOLLOW DETOUR
SP-02 (Special Sign)

Std. Size		Expwy/Freeway	
Uppercase:	6" C	Uppercase:	10" D
Lowercase:	4.5" C	Lowercase:	8" D

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

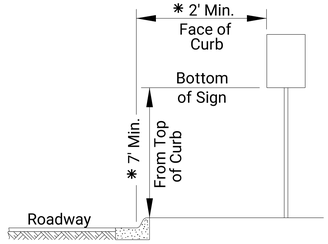


RURAL

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.

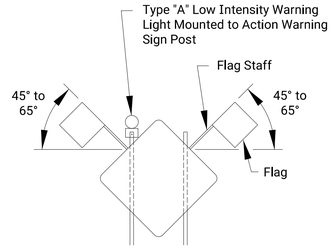
2) Neither portable nor permanent sign supports should be located on sidewalks or areas designated for pedestrian or bicycle traffic.

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.

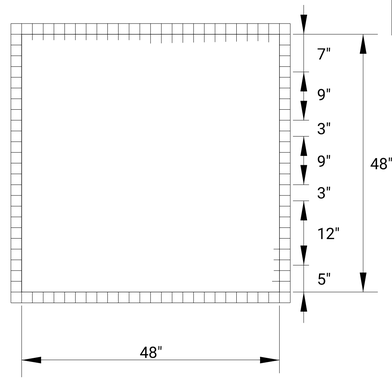
5) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.

✱ 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.



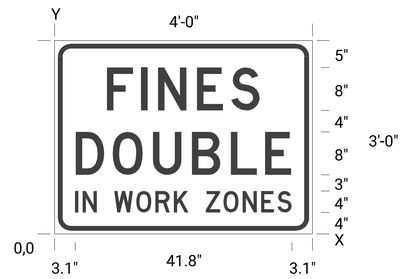
When the sign width is equal to or greater than 9', three or more wood posts may be used with a minimum of 4' between the centerline of each post. All signs less than 9' in width shall use a maximum of two wood posts.

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

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



KI-105a

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

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	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	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SIGN INFORMATION

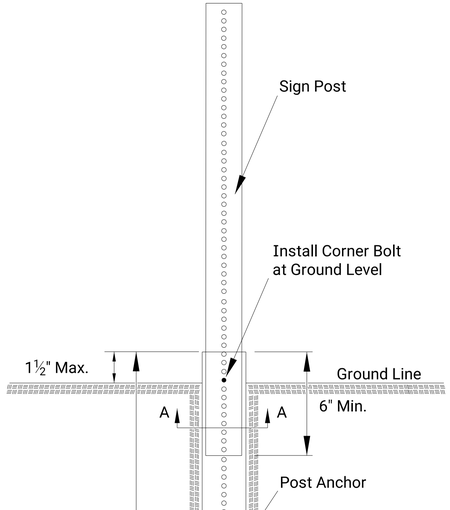
TE710

FHWA APPROVAL			06-01-15	APP'D.		Kristina Ericksen	
DESIGNED	R.W.B.	DETAILED	R.W.B.	QUANTITIES		TRACED	
DESIGN CK.		DETAIL CK.		QUAN.CK.		TRACE CK.	

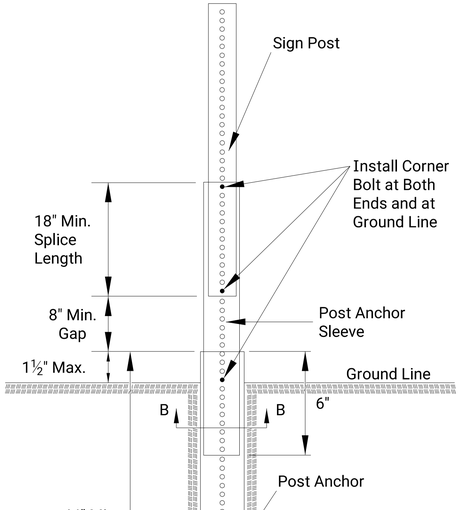
Plotted : 6/19/2024 2:39:15 PM
Drawn By : CAM
File : TrafficControl.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	106	109

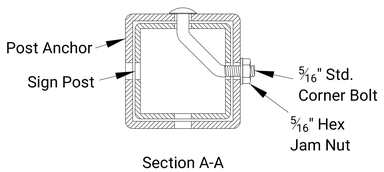
PERFORATED SQUARE STEEL TUBE (P.S.S.T.) POST SETUP



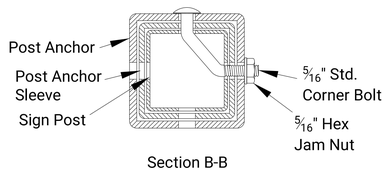
P.S.S.T. Detail



Telescoping P.S.S.T. Detail



Section A-A

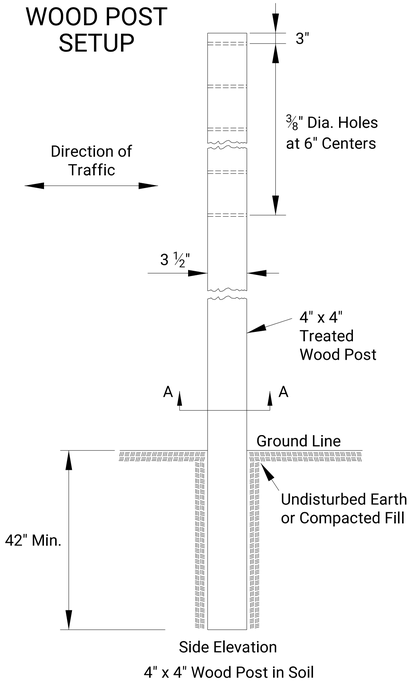


Section B-B

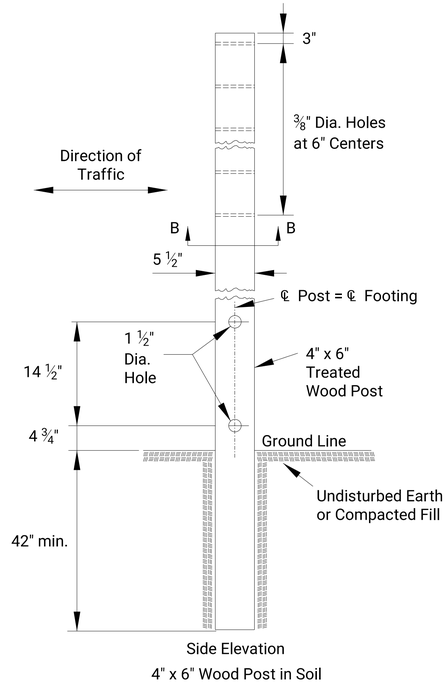
Details for 2", 2 ¼", or 2 ½" sign posts

Place bolts in the same corner along each sign post.

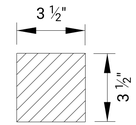
WOOD POST SETUP



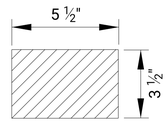
Side Elevation
4" x 4" Wood Post in Soil



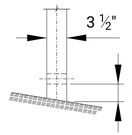
Side Elevation
4" x 6" Wood Post in Soil



Section A-A



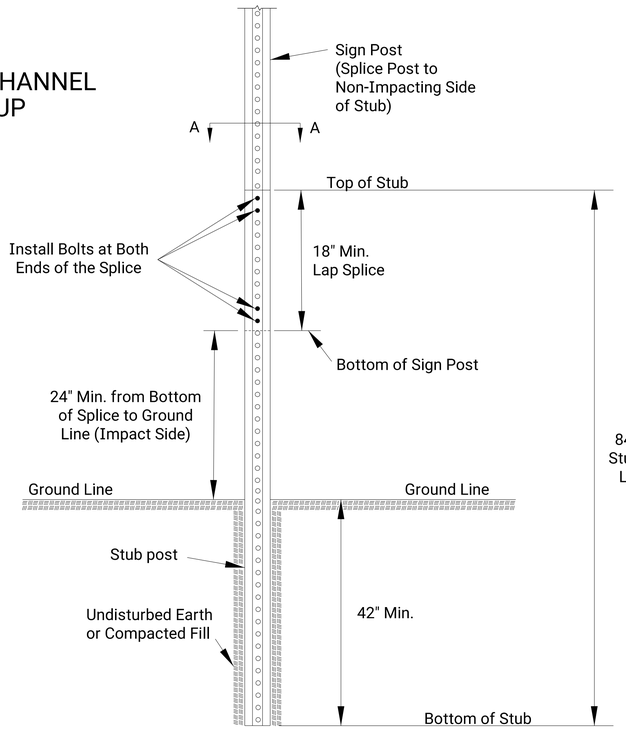
Section B-B



Front Elevation

See TE710 for Additional Details and Requirements

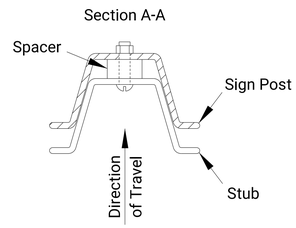
3 LB/F U-CHANNEL SETUP



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	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SIGN POSTS

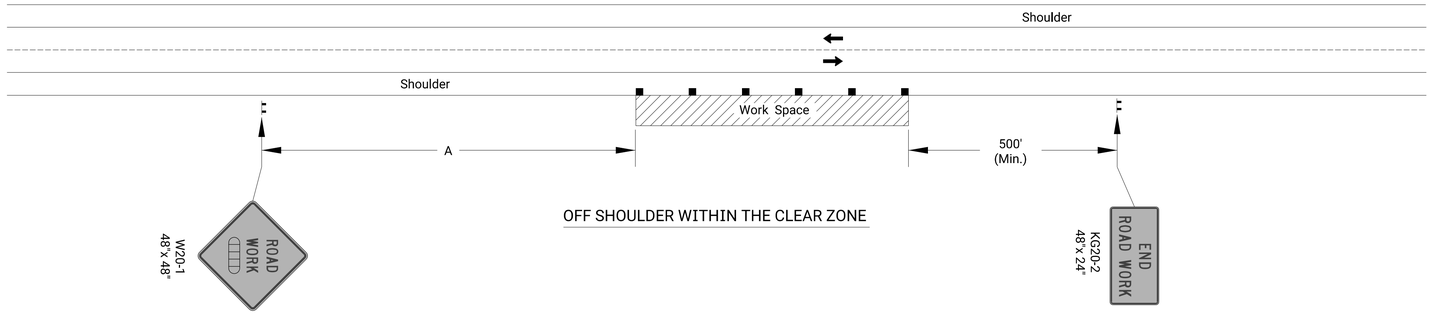
TE712

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

Plotted : 6/19/2024 2:39:15 PM

Drawn By: CAM
File : TrafficControl.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	105	109

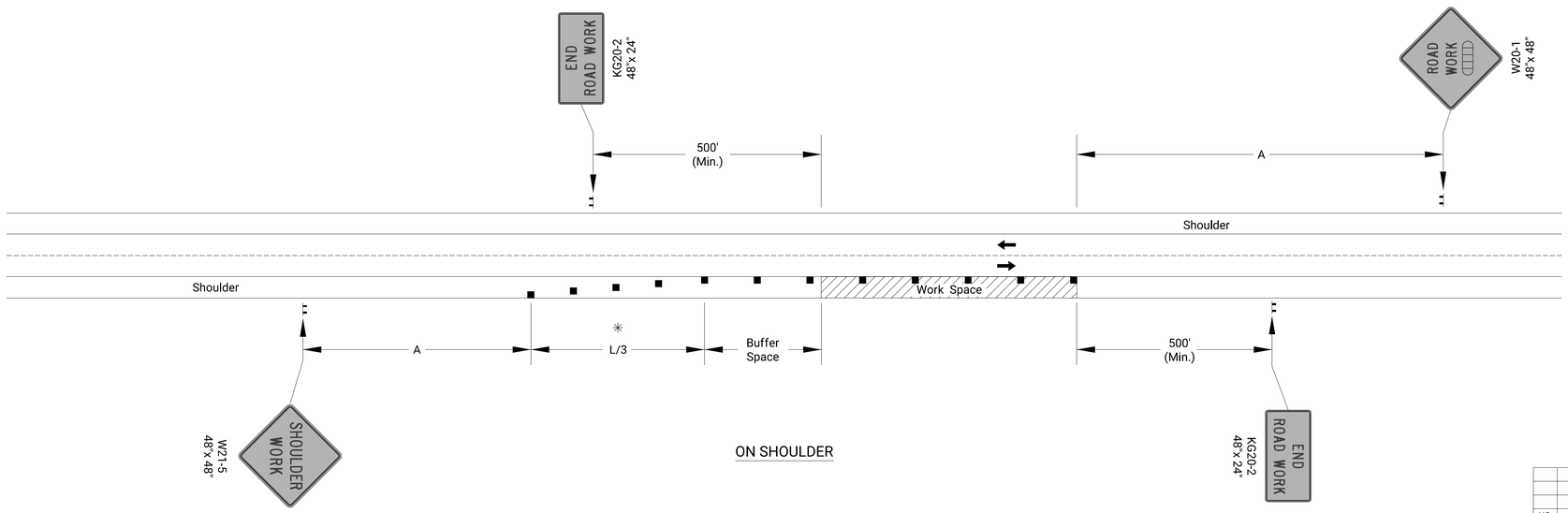


OFF SHOULDER WITHIN THE CLEAR ZONE

Notes:

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

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



ON SHOULDER

✳ Omit taper if paved shoulder is less than 8' wide.

■ Channelizing Device

Ahead, 1500 ft, or 1 Mile

NO.	DATE	REVISIONS	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SHOULDER WORK UNDIVIDED ROADWAY

TE720

FHWA APPROVAL		06-01-15	APP'D.	Kristina Ericksen	
DESIGNED	L.E.R.	DETAILED R.W.B.	QUANTITIES	TRACED	
DESIGN CK.		DETAIL CK.	QUAN.CK.	TRACE CK.	

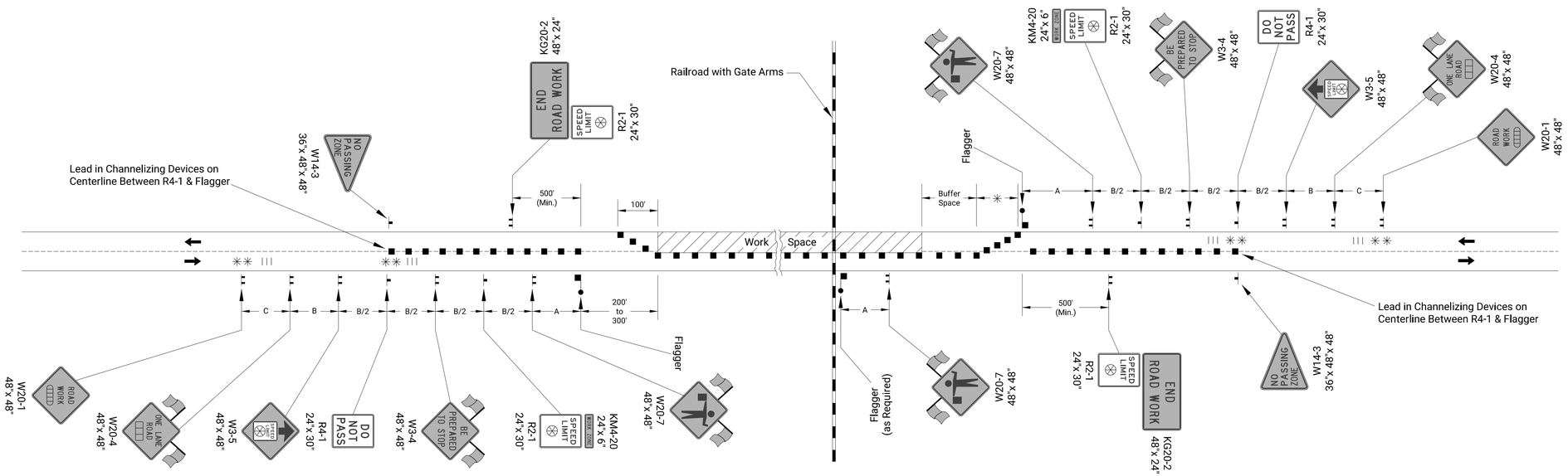
Plotted : 6/19/2024 2:39:16 PM

Drawn By : CAM

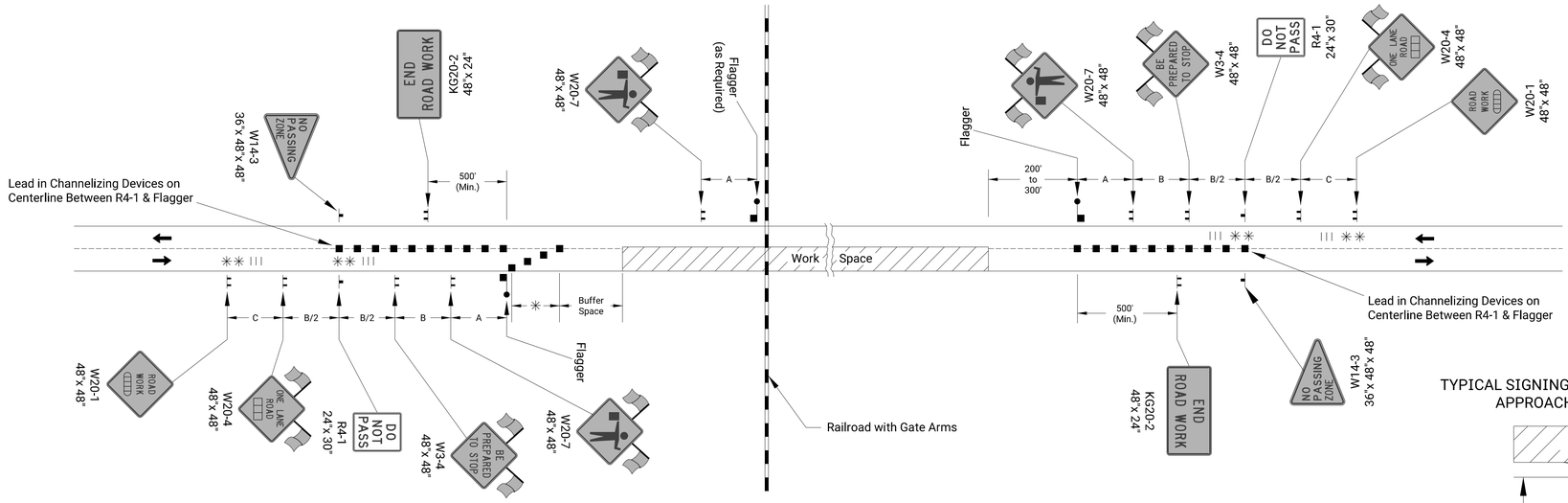
File : TrafficControl.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	108	109

FLAGGER



FLAGGER AND PILOT CAR



■ Channelizing Device
Ahead, 1500 ft, or 1 Mile
Ahead, 1000 ft, 1500 ft, or ½ Mile
Speed to be Determined by the Engineer
Type "A" Low Intensity Warning Light
Temporary Portable Rumble Strips

USE TE731 FOR FLAGGER OR PILOT CAR ON ROADWAYS WITH CONCRETE SHOULDERS GREATER THAN 8 FT.

Notes:

Trucks hauling material to the project should STOP at the Flagger. After stopping, upon approval of the Engineer, trucks may be allowed to move around the Flagger.

Place a Flagger at all highway and major collector intersections and at-grade railroad intersections with lights and gates in the work space to control traffic crossing the tracks to the left of the gate arm. The need for a Flagger at minor side road intersections shall be determined by the Engineer. Place a W20-7 (Flagger symbol) sign on each side road that is controlled by a Flagger.

Existing signs shall not be covered or removed between Flagger stations.

Temporary rumble strips may be used in lieu of lead in channelizing devices when the roadway is less than or equal to 30' including paved shoulders. When extenuating circumstances exist, the Area Engineer may elect to eliminate both the lead in channelizers and the rumble strips.

∗ Minimum six (6) channelizers spaced at 20' intervals.

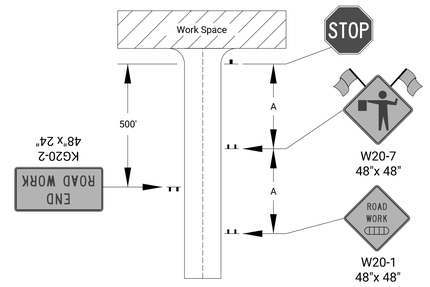
∗∗ Optional rumble strips may be placed: One set between the W20-1 and W20-4, and one set between the R4-1 and W3-4, on each approach.

△ Not required on substantial maintenance projects (1R).

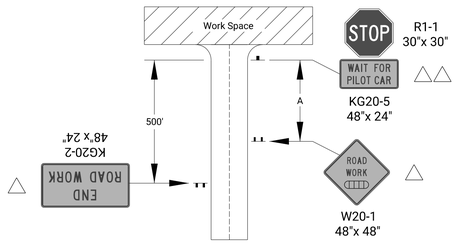
△△ The KG20-5 (WAIT FOR PILOT CAR) sign shall be mounted on an approved portable support and not attached to the existing stop sign post.

The KG20-5 sign shall be placed immediately in front of the existing stop sign, a minimum of 6" below the bottom of the stop sign. The sign should be removed or covered when there is no pilot car.

TYPICAL SIGNING FOR HIGHWAY OR MAJOR COLLECTOR APPROACH TO WORK SPACE



TYPICAL SIGNING FOR A MINOR SIDE ROAD APPROACH TO WORK SPACE



NO.	DATE	REVISIONS	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION

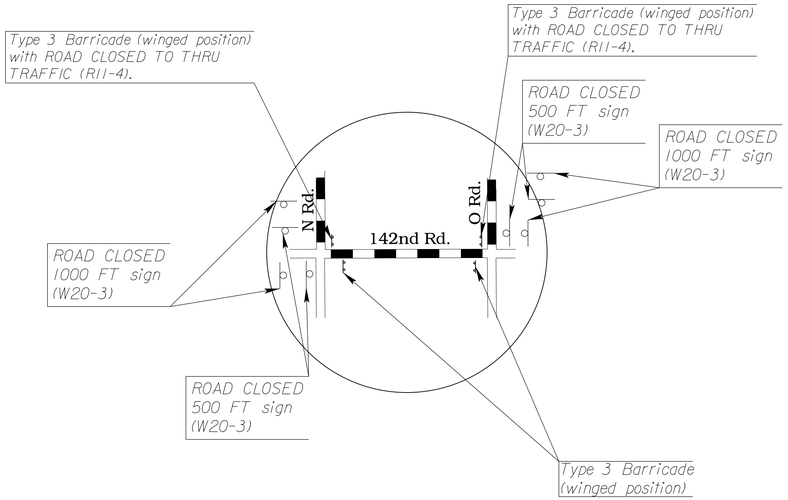
TRAFFIC CONTROL FLAGGER OR PILOT CAR

TE730

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

Plotted : 6/19/2024 2:39:16 PM
Drawn By : CAM
File : TrafficControl.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2024	109	109



EXAMPLE OF ONE MILE ROAD CLOSURE

CONSTRUCTION SEQUENCING;

Roads may be closed in 1 mile increments for patching. Segments shall not be consecutive so as to allow access to adjacent properties. Roads into the housing clusters that have only one way in and out shall be done half at a time. The Contractor shall submit for review and approval his sequence of road work. 158th Road shall be the last road to be repaired and resurfaced.

The exception is 150th Road from Sta. 284+00 to Sta. 344+00. Two-way traffic shall be maintained at all times from US-75 to the Casino. At no times shall this roadway be less than two lanes.

SUMMARY OF TRAFFIC CONTROL DEVICES (EACH PER DAY)

✳ QUANTITY MOST USED ON THE PROJECT AT ANY ONE TIME

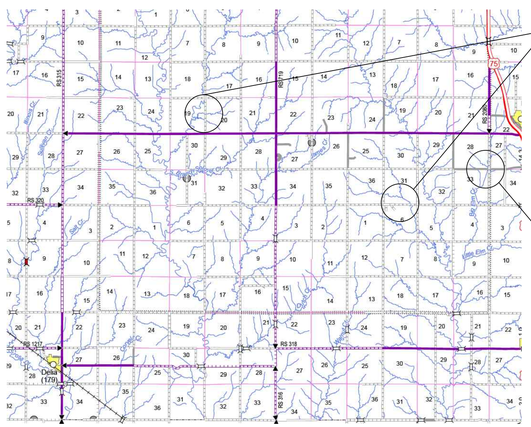
Work Zone Signs ✳			
Sign No.	Size - Sq.Ft.		
	0-9.25	9.26-16.25	16.26 & Over
R11-4		16	
W20-1		6	
W20-3		32	
W21-5a		8	
W21-5b		8	
W20-7		2	
R2-1	2		
KM4-20	2		
W3-4		2	
R4-1	2		
W3-5		2	
W20-4		2	
W14-3	2		

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 until the permanent pavement markings are placed. The temporary markings shall be yellow 3.3' stripes with 29.5' gap.

Recapitulation Of Quantities		
Item	Quantity	Unit
Work Zone Signs (O 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	Lump Sum	Lump Sum

E Rd. F Rd. G Rd. H Rd. I Rd. J Rd. K Rd. L Rd. M Rd. N Rd. O Rd. P Rd.



Only 2 Separate One Mile Road Segments Shall Be Closed At One Time
See Example of 1 Mile Road Closure Above

174th Rd.
166th Rd.
158th Rd.
150th Rd.
142nd Rd.

Contractor shall maintain two-way traffic on 150th Road from Sta. 284+00 to Sta. 344+00 at all times.

LOCATION MAP

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	

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

Plotted : 6/19/2024 2:39:16 PM
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Drawn By : CAM
File : TrafficControl.dgn