STATE	PROJECT	FISCAL YEAR	SHEET NO	TOTAL SHEETS
	81-1,K,L,M	1969	1	39

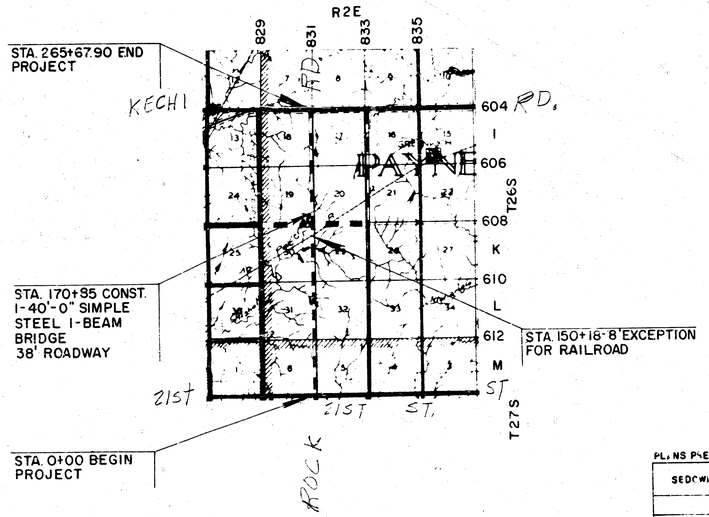
Phil Dietrich
268-7491

INDEX OF SHEETS

SHEET NO	1	TITLE SHEET
	2	TYPICAL GRADING SECTIONS
	3-7	PLAN AND PROFILE
	8	TRAFFIC CONTROL DEVICES
	9	SUMMARY OF QUANTITIES
	10-39	CROSS SECTIONS

SEDGWICK COUNTY HIGHWAY DEPARTMENT

GRADING & CULVERTS



Rock Road—
21st St. No. to Kechi Rd.

CONVENTIONAL SIGNS

- WIRE FENCE
- HEDGE ROW
- RAILROADS
- SURVEY LINE
- RIGHT OF WAY
- TELEPHONE POLE
- POWER POLE
- TOWNSHIP LINE

NET LENGTH OF PROJECT		FT.	MILES
NET LENGTH OF BRIDGES	40	FT.	.00758 MILES
NET LENGTH OF ROAD	26493.9	FT.	5.01778 MILES
EXCEPTIONS	34	FT.	.00643 MILES RAILROAD & ROAD 604 & 614
ADDITIONS		FT.	MILES
GROSS LENGTH OF PROJECT	26567.9	FT.	5.03179 MILES

PLANS PREPARED BY
SEDGWICK COUNTY ENGR'G. DEPT.
WICHITA, KANSAS
DATE

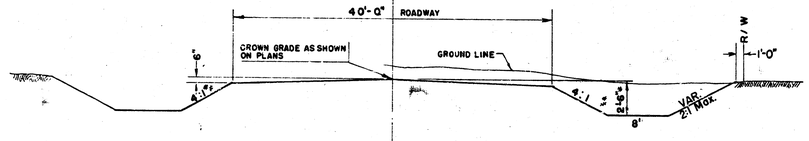
APPROVED DATE
CHAIRMAN
BOARD OF COUNTY COMMISSIONERS

FILED
FILED IN THE OFFICE OF
THE SEDGWICK COUNTY CLERK
COUNTY CLERK DATE

APPROVED
COUNTY ENGINEER
DATE

RECEIVED DATE

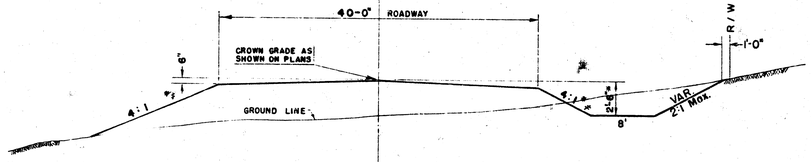
Pub. Road Div. No.	State	Project No.	Fiscal Year	Sheet No.	Total Sheets
5	Kansas	831-1,J,L&M	197	2	39



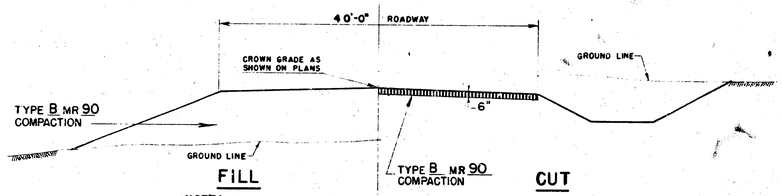
CUT SECTION (SUBGRADE)

NOTE:
*Dimensions shown are for typical roadway. Variations of slope and or ditch depths to be shown on cross sections. Slope corners may be rounded for a more pleasing appearance

For 2:1 slopes widen roadway 2'-0" for installation of guard rail



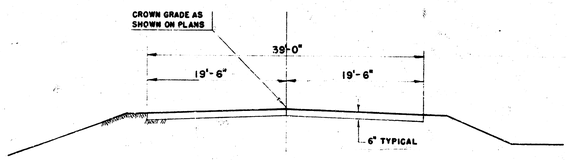
FILL SECTION (SUBGRADE)



FILL CUT

NOTE: All embankments shall be compacted except entrances, ditch plugs, waste berms

COMPACTION OF EARTHWORK



TYPICAL SECTION: LIME TREATMENT OF THE SUBGRADE (MANIPULATION & COMPACTION)

GENERAL NOTES

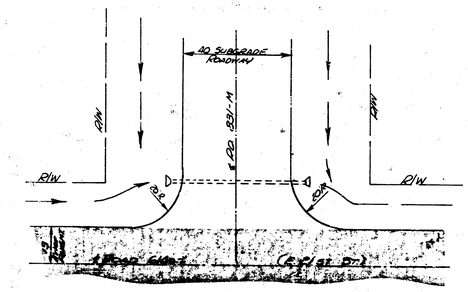
All easement, channel change, borrow pit locations and additional right of way to be furnished by Sedgwick County

All encroachments such as fences, buildings, telephone and power lines, shall be moved beyond the limits of construction by their owners or by the County, unless otherwise noted on the plans.

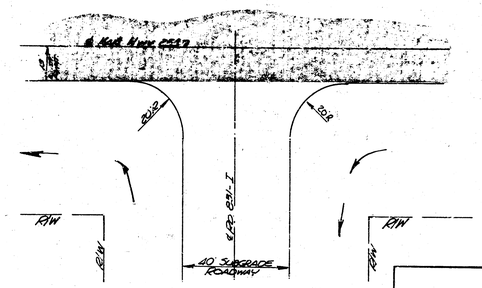
In the interest of public safety, all gas, oil, and water lines shall beyond the limits of the roadbed by owners, unless provision for their retention has been made. Operational devices for any and all lines which are permitted to remain in place shall be adjusted to conform with lines and grades of proposed improvements.

The stations shown for all drainage structures are to be considered as only approximate and it shall be the responsibility of the project engineer to place all structures in locations that fit the natural drainage conditions.

All salvagable culverts to be removed shall be removed shall be removed by the contractor and stacked on the right of way to be hauled away by Sedgwick County.



INTERSECTION DETAILS: Rd. 614 & Rd. 831



INTERSECTION DETAILS: Rd.831 & Hwy. K-254

TYPICAL GRADING SECTIONS

PREPARED BY
SEDGWICK COUNTY ENGINEERING DEPT.
— COUNTY ENGINEER

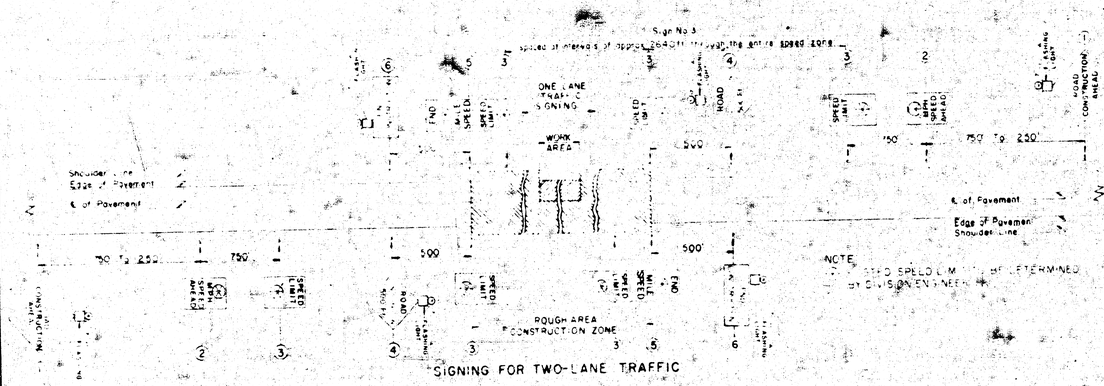
REVISED	SCALE	DESIGNED	TRACED	CHECKED	SHEET NO
	NONE	DIETRICH	DIETRICH	MANION	
	DATE				
	PLANFILE		TOTAL SHEETS		

TRAFFIC CONTROL SIGNING

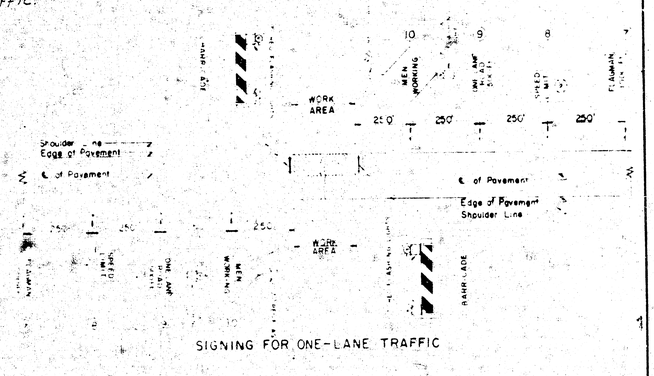
FOR TRAFFIC MOVEMENT THROUGH CONSTRUCTION

Note: Road to remain open to through traffic whenever possible; Contractor will abide by County Engineers decision for any exceptions thereof.

Access route to be provided at all times for local traffic.



SIGNING FOR TWO-LANE TRAFFIC



SIGNING FOR ONE-LANE TRAFFIC

NOTE: ON PORTIONS OF THE PROJECT WHERE NO WORK HAS STARTED OR WHERE WORK IS COMPLETED, NO SPECIAL SIGNING (OTHER THAN NORMALLY USED) IS NEEDED

(All signs shall conform to the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS IN KANSAS, Dated June 1, 1962)

GENERAL NOTES

SIGNING FOR TWO-LANE TRAFFIC is to be used to protect traffic in that part of the project under construction.

SIGNING FOR ONE-LANE TRAFFIC is to be used in addition to "Signing for Two-Lane Traffic" at locations where traffic is limited to one lane (concrete patching, finishing machines, etc.) If the only work in progress on the project limits traffic to one lane, Signs No. 1, 2, and 6 shall be used in addition to signs for one-lane traffic. FLAGMEN SHALL BE USED at one-lane traffic locations.

SIGNS NO 1, 4, 8, 9 shall have a reflectorized "Highway Yellow" Background with opaque black legend and border.

SIGNS NO 7, 8, 10 shall have a plain painted "Highway Yellow" or Orange Red, reflectorized Background with opaque black legend and border.

SIGNS NO 2, 3, 5, 6, 8 shall have a reflectorized White Background with opaque black legend and border.

SIGNING DETAILS (FOR TWO-LANE TRAFFIC)

Sign No 1 shall be 48" x 48" reflectorized sign, legend "ROAD CONSTRUCTION AHEAD" is to be erected 1,500 feet to 2,000 feet in advance of each end of construction work, depending on the terrain, and is to be moved ahead as work progresses. A yellow flashing warning light shall be maintained on top of this sign at night.

Sign No 2, R2-1, 24" x 36" reflectorized sign, legend "MPH SPEED AHEAD" is to be erected 750 feet in advance of the beginning of the speed zone, and is to be moved ahead as work progresses.

Sign No 3, R2-1, 24" x 30" reflectorized sign, legend "SPEED LIMIT MPH" is to be erected at the beginning of the speed zone and at intervals of approximately 2,640 feet through the entire speed zone, and is to be moved or removed as work progresses. Higher or lower speed limits should be used as conditions warrant.

Sign No 4, W20-1c, 48" X 48" reflectorized sign, legend "ROAD CONSTRUCTION 500 feet" is to be erected 500 feet in advance of the beginning of all rough areas, and is to be moved or removed when rough areas change locations or conditions. A yellow flashing warning light shall be maintained on top of this sign at night.

Sign No 5, R2-6, 24" x 30" reflectorized sign, legend "END MILE SPEED" is to be erected at the end of the construction zone, and is to be moved as work progresses.

Sign No 6, G20-2, 60" x 24" reflectorized sign, legend "END CONSTRUCTION" is to be erected past each end of construction zone, and is to be moved as work progresses. A yellow flashing warning light shall be maintained on top of this sign at night.

SIGNING DETAILS (For One-Lane Traffic)

Signs No. 7, 8, 9, 10 shall be removed or advanced when work in area is open to two-lane traffic.

Sign No 7, W20-7b, 48" X 48" plain painted sign, legend "FLAGMAN 1000 feet" is to be erected 1000 feet in advance of the beginning of the work area whenever flagmen are used.

Sign No 8, R2-1, 24" x 30" reflectorized sign, legend "SPEED LIMIT MPH" is to be erected 750 ft. in advance of the beginning of the work area [illegible] shall be maintained on top of this sign at night.

Sign No 9, W20-4c, 48" x 48" reflectorized sign, legend "ONE LANE ROAD 500 ft" is to be erected 500 ft in advance of the beginning of the work area. A yellow flashing light shall be maintained on top of this sign at night.

Sign No 10, W21-1, 30" x 30" plain painted sign, legend "MEN WORKING" is to be erected 250 ft in advance of the beginning of the work area with red flags mounted on top of this sign. This sign shall be used only when men are working on foot in the work area and shall be removed when equipment only is working, and at all times when work is not in progress.

Signs No. 7 and 10, shall be reflectorized when used at night.

FLASHING WARNING LIGHTS used on top of signs shall have six yellow lens minimum dia. 7". All flashing warning lights used on barricades placed in the traveled way shall have a red lens minimum dia. 7". All flashing warning lights placed on barricades over an open trench or window adjacent to the traveled way shall have two yellow lenses minimum dia 7", so flashing light can be seen in two directions. They shall be erected so flasher light is a minimum of 36" above top of surface edge and at 100 to 500 ft. intervals as instructed by Resident Engineer. All flasher lights shall be battery operated and regulated to flash 50 to 55 times per minute. The length of dwell shall not be less than 25% on time.

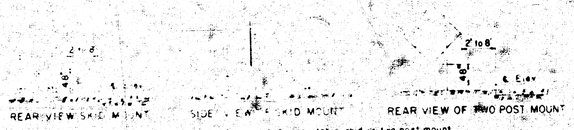
ALTERNATE LATERAL LOCATIONS FOR SIGNS & ROUTE MARKERS THAT ARE NOW IN PLACE



NOTES

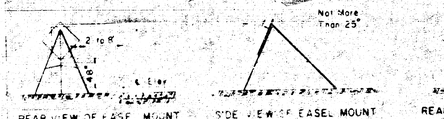
Signs and Markers may be erected on a portable mount, or post, at alternate locations whenever the work being performed will not permit placing the Sign or Marker at normal locations. The alternate locations for Signs and Markers shall be used only while work is in progress on the shoulder. All Signs and Markers shall be erected at their normal locations immediately after the shoulder work has been completed or when work is to be discontinued for two days or more.

HEIGHT & LATERAL LOCATIONS FOR SIGN NO 1, 4, 7, 8, 9



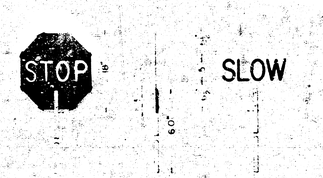
NOTE: Signs No. 1 and 4 may be mounted on portable skid or two post mount.

HEIGHT & LATERAL LOCATIONS FOR SIGNS NO 2, 3, 5, 6, 8, & 10



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

HAND SIGNALING SIGN



FRONT FACE OF SIGN SIDE VIEW BACK FACE OF SIGN

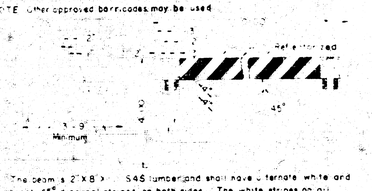
The hand signaling sign shall be made of ¾ inch tempered masonite, 18 inches in diameter, smooth on both faces, or of aluminum alloy 6061-T6, 0.063 inch (14 gage) thick, 18 inches in diameter. The handle shall be 60 inches long.

The color on the octagon face of the STOP side of the sign shall be Standard Signal Red, pure white letters and border. The color of the SLOW face of the sign shall be Highway Yellow, black letters. The letters shall be 8" series "D" Standard Alphabet for highway signs, with 0.75" width stroke.

This sign to be reflectorized when used at night.

DETAILS FOR CONSTRUCTION OF PORTABLE BARRICADE

NOTE: Other approved barricades may be used.



The beams 2" x 8" S4S lumber and shall have alternate white and black 45° diagonal stripes on both sides. The white stripes on all barricades shall be reflectorized white and black stripes shall be painted black. The standards are 2" x 4" rough lumber, plain painted white.

STATE HIGHWAY COMMISSION OF KANSAS

CONSTRUCTION TRAFFIC CONTROL DEVICES & LOCATION

STD NO. 745.2 REVISED MAY 3, 1965

SHEET NO.		SCALE	NONE	APP.		DATE	8-20-62
DESIGNED	J.F.B.	DETAILED	J.F.B.	DRAWN	J.F.B.	TRACED	M.W.F.
CHECKED	J.F.B.	QUANT. CK.	J.F.B.	QUANT. A	J.F.B.	TABLE CK.	L.E.H.

Pub Road Div No	State	Project No.	Fiscal Year	Sheet No.	Total Sheets
5	Kansas	991-UKLM	1970	9	39

EARTHWORK

Sta. to Sta.		Excavation Cu. Yds. Rock	Excavation Cu. Yds. Common	Embankment Cu. Yds. Type B MR 30
0+00	89+50		7,897	6,054
89+50	93+50		15,760	12,237
93+50	130+50		12,522	9,689
130+50	171+25		3,011	17,752
171+25	198+50		6,628	3,410
198+50	225+50		6,781	4,761
225+50	265+50		3,791	2,838
		Cut Correction		
0+13	2+50			176
6+30	9+00			200
28+30	31+00			482
37+40	42+20			378
51+00	55+70			320
61+50	63+30			133
87+90	90+50			230
98+70	102+20			407
106+50	111+00			282
126+10	131+00			369
150+00	156+90			466
173+30	180+00			422
194+50	196+40			111
206+40	211+20			556
228+20	230+00			139
251+00	253+90			289
TOTAL		62,791		63,274

DRAINAGE STRUCTURES

Station	Side	Size	Type	Conc. Cl. "A" Cu. Yds.	Reinf. Steel Lbs.	Entrance Pipe 18"	24"	43x27"	Cross Road Pipe 29x18"	30"	36x22"	43x27"	48"	50x31"	58x36"	65x40"	72"x44"
0+30	℄	36"CPAP	C.P.P.								44'						
11+20	Lt.	18"x24"	E.P.			24'											
21+62	Rt.	18"x24"	E.P.			24'											
121+94	℄	72"CMP 150	C.P.P.													50'	
30+85	Rt.	18"x24"	E.P.			24'											
40+19	Lt.	18"x24"	E.P.			24'											
47+14	℄	48"x52"	C.P.P.										52'				
53+00	℄	29"x18"CMP	C.P.P.						44'								
—	Lt.	18"x24"	E.P.			24'											
—	Lt.	18"x24"	E.P.			24'											
57+82	℄	43"x27"50	C.M.P.													50'	
62+02	Lt.	24"x24"	E.P.				24'										
74+18	Rt.	24"x24"	E.P.				24'										
76+70	Lt.	24"x24"	E.P.				24'										
80+30	℄	4-48"x27"CMP	C.P.P.s(Lat.)										68'				
80+80	℄	43"x27"50	C.M.P.										88'				
89+28	℄	1-43"x27"50	C.M.P.										100'				
91+94	Lt.	24"x24"	E.P.				24'										
92+85	℄	58"x36"160	C.P.P.												60'		
96+84	℄	43"x27"50	C.M.P.										96'				
100+01	Rt.	24"x24"	E.P.				24'										
100+02	Lt.	24"x24"	E.P.				24'										
123+79	℄	2-65"x40"50	C.M.P.													116'	
127+05	Rt.	18"x24"	E.P.			24'											
127+33	Lt.	18"x24"	E.P.			24'											
132+83	Rt.	24"x24"	E.P.				24'										
136+36	Lt.	24"x24"	E.P.				24'										
135+50	Rt.	24"x24"	E.P.				24'										
152+15	Rt.	18"x30"	E.P.			30'											
160+12	℄	58"x36"160	C.P.P.												42'		
166+68	Rt.	24"x24"	E.P.				24'										
170+85																	
175+80	Lt.	18"x24"	E.P.			24'											
185+09	Rt.	18"x24"	E.P.			24'											
186+16	℄	2-58"x36"50	C.P.P.s												100'		
188+01	Rt.	43"x27"CMP	E.P.					24'									
192+00	℄	29"x18"CMP	C.P.P.								42'						
211+52	Rt.	18"x24"	E.P.			24'											
212+77	Lt.	18"x24"	E.P.			24'											
220+14	Rt.	18"x24"	E.P.			24'											
220+86	℄	2-30"x48"	C.P.P.s							96'							
221+16	Rt.	24"x24"	E.P.				24'										
223+82	Lt.	24"x24"	E.P.				24'										
225+50	Rt.	29"x18"	C.P.				24'										
230+80	℄	7-36"CMP	C.P.P.												120'		
239+24	Rt.	24"x24"	E.P.				24'										
241+45	Lt.	24"x24"	E.P.				24'										
241+48	Rt.	24"x24"	E.P.				24'										
248+32	℄	50"x31"50	C.P.P.											50'			
TOTAL						394'	336'	24'	86'	96'	44'	358'	52'	50'	322'	116'	50'

END SECTIONS

Station	29"x18"	30"	36"x22"	43"x27"	48"	50"x31"	58"x36"	65"x40"	72"x44"
0+30			2						
121+94									2
47+14					2				
53+00	2								
57+82				2					
57+84				4					
80+85						2			
96+84				2				4	
123+79									
160+12							2		
186+16							4		
230+80	2								
188+01		4							
230+80				4					
248+32						2			
	4	4	2	12	2	2	8	4	2

RECAPITULATION OF BRIDGE QUANTITIES

Item	Unit	Bridge No. Station
Class 1 Excavation	Cu. Yds.	
Class 11 Excavation	Cu. Yds.	
Excavation	Cu. Yds.	
Water	M. Gals.	
Class Concrete	Cu. Yds.	
Class Concrete	Cu. Yds.	
Reinforcing Steel	Lbs.	
Structural Steel	Lbs.	
Bearing Devices	Lbs.	
Cast Iron	Lbs.	
Untreated Timber Piles	Lin. Ft.	
Treated Timber Piles	Lin. Ft.	
Steel Piles	Lin. Ft.	
Untr. Timber Test Piles	Lin. Ft.	
Steel Test Piles	Lin. Ft.	
Metal Pile Points	Each.	
Removal of Exist. Struct.	L. S.	

RECAPITULATION OF ROAD QUANTITIES

COMMON EXCAVATION	62,791	CU. YD.
ROCK EXCAVATION	—	CU. YD.
COMPACTION OF EARTHWORK (TYPE B MR 30)	63,274	CU. YD.
CLASS "A" CONCRETE	—	CU. YD.
REINFORCING STEEL	—	LBS.
WATER	1 M.	GAL.
LIME TREATMENT OF SUBGRADE (MAN. & COMP.)	114,803	SQ. YD.
13" ENTRANCE PIPE	394	LIN. FT.
24" " "	336	LIN. FT.
43"x27" " "	24	LIN. FT.
29"x18" CROSS ROAD PIPE	86	LIN. FT.
30" " " "	96	LIN. FT.
36"x22" " " "	44	LIN. FT.
43"x27" " " "	359	LIN. FT.
48" " " "	52	LIN. FT.
50"x31" " " "	50	LIN. FT.
58"x36" " " "	322	LIN. FT.
65"x40" " " "	116	LIN. FT.
72"x44" " " "	50	LIN. FT.
29"x18" END SECTION	4	EACH
30" " "	4	EACH
36"x22" " "	2	EACH
43"x27" " "	8	EACH
48" " "	2	EACH
50"x31" " "	2	EACH
58"x36" " "	8	EACH
65"x40" " "	4	EACH
72"x44" " "	2	EACH

STATE HIGHWAY COMMISSION OF KANSAS

SUMMARY OF QUANTITIES

STD. NO. 50.2

DETAILED & TRACED [illegible] APPROVED [signature] DATE 3/25/70

SUMMARIES TABULATED..... CHKD..... INKED.....

Sta. 0100 - S.W. Cor. Sec. 5
Minneha Township
Trimble
39.0 S.E. to 3" in. cor. post
42.9 S.W. " " on steel cor. post
295 E. " line of H.L.P's-S.
300 S. " " ft. E.

Sec. 6, Twp. 27S, R2E (Minneha)
Design Speed: 60 MPH
Traffic Count: 102 Vehicles Per Day

Plowed

R/W 50' From Sec. Line

Plowed

Sec. 5, Twp. 27S, R2E (Minneha)

Sta. 26+32.0 W 1/4 Cor. Sec. 5
Minneha Township
Iron Pipe
78.6 W. SW to 60" in ft. post
130 S to line of ft. west

Posture

Plowed

B.M. #1 - R.R. Spike in H.L.P. 50' S.E. of Sec. Cor.
S.W. Cor. 5 Minneha — Elev. = 1403.16

B.M. #2 - Bent 60 in ft. post 70 W. of 1/4 Corner
W 1/4 Cor. 5, Minneha — Elev. = 1408.61

Note: Highest grade is necessary to meet existing pavement at 1st Street

Ex. 1837 Cu. Yds. (130%)
Emb. 1038 Cu. Yds.

1400 VC

1800 VC

+0.538%

-0.584%

+0.733%

Subgrade Profile

1410
1400
1390

Sec. 6, Twp. 27S, R2E (Minneha)

2-18"x 84' E.P.s to be in. filled this 2"sq. location(s) to be determined by owners time of construction

R/W 50' From Sec. Line

Sec. 5, Twp. 27S, R2E (Minneha)

Sta. 53+42.3 N. Sec. 5
Minneha Town
Iron
64.3 N.W. to 30" in post
61.3 S.W. " cor.
62.1 W. SW " "
858 N.E. " ft.

B.M. #3 - Bent 60 in stump 70 S.W. of Sec. Corner
N.W. Cor. 5 - Minneha — Elev. = 1401.00

+0.733%

-0.521%

-0.66%

1800 VC

1400 VC

Pl. Elev. 1400.0

Road 831-M W.O. RC 323

PLAN
PROFILE

PLATE 2. PLAN-PROFILE
KEUFFEL & ESSER CO.

Sta 531+42.3 S1/4 Cor Sec. 32
Payne Township
Iron
62.3' N.W. 10.3ft. in fc. post
61.3' S.W. " " "cor. "
62.1 W.S.W. " " " fc "
65.8 N.E. " " " fc "

Sec. 31, Twp. 26 S., R2E (Payne)

Design Speed: 60 M.P.H.
Traffic Count: 3, Vehicles Per Day

Sta. 791+85.2 W1/4 Cor Sec 26
Payne Township
Iron over stone
35.2 W. 10.3ft. in fc post
68.8 N.W. - P.L.M.
In line of hedge E.

wheat

P.I. Sta 531+82.30
Remove 43127
x50' L.R.P. 1.5 Eng. Sec (2)
P.I. Sta 532+32.30

R/W 50 from Sec. Line

108: Install 24'x 24 E.P. Lt.

Plowed

R/W 50 from Sec. Line

5-27S-R2E

Sec. 32, Twp 26 S. R2E (Payne)

Wheat

B.M.#3: Bent 60d in stump 70 S.W. of Section Corner N.W. Cor S-Minneola — Elev.=1401.00

B.M.#4: Bent 60d in hedge tree 150 W of 1/4 Corner N.1/4 Cor-32-Payne — Elev.=1390.99

PLAN

PROFILE

Exc. 15,765 Cu Yds (129%)
Emb. 12,237 Cu Yds,

1400 VC

-0.521%

-0.067%

Subgrade Profile

-0.517%

1000 VC

Existing E.P. = 1395.9
Lt. = 1397.5

Existing E.P. = 1390.9

Sec. 31, Twp. 26 S., R2E (Payne)

Sta 1064+80 S.W. Cor. Sec. 29
Payne Twp Stone (Iron over)
105.0' W.N.W. to 3in's in T.P.
148.0' E.N.E. " "
30.5 N. to line of T.P.'s - W.

Plowed

Pasture

Pond

Pasture

Wheat

R/W 50 from Sec. Line

Wheat

BM#5-60d in T.P. 100' N.W. of Sec. Cor S.W. Cor. 29-Payne — Elev-1393.63

Sec. 32, Twp. 26 S. R2E (Payne)

1500 VC

-0.517%

+0.667%

1400 VC

Existing E.P. = 1393.6
Lt. = 1392.0

Existing E.P. = 1378.7
Lt. = 1378.9

Existing E.P. = 1380.0
Lt. = 1380.6

K&E PLATE 2. PLAN-PROFILE

Road #331-L

Sta. 106+48.0 SW. Cor - 29 Payne
Iron over Stone
105.0' W - N.W. to 3n° in T.P.
148.0' E - N.E. " " " "
30.5 N. to Line of T.P - W.

Design Speed: 60 M.P.H.
Traffic Count: 85 Vehicles Per Day

Sec 30 Twp 26 S. R2W (Payne)

Sta. 139+79.85 W 429 Payne
Iron
76.3' W. to 3n° in Hdg.
Line of Fe. E & Hdg. W

P.I. Sta. 107+50.00
Δ = 0°-00'-00"
D = 0°-00'-00"
T = 0.00
L = 0.00
E = 0.00

P.I. Sta. 139+78.30
Δ = 0°-00'-00"
D = 0°-00'-00"
T = 0.00
L = 0.00
E = 0.00

P.I. Sta. 107+50.00
Elev. 1374.00

P.I. Sta. 139+78.30
Elev. 1374.00

BM #5 - 60d in T.P. 100' N.W. of Sec Cor. SW - 29 Payne — Elev: 1393.63

BM #6 - 60d in Top Hdg. Stump 7.5' W. ¼ Cor. W¼ Sec. 29 Payne — Elev: 1378.82

E.C. 12,578 Cu Yds (130%)
Emb 9,669 Cu Yds.

Borrow Required 6,417 Cu Yds

Sta. 139+79.85 SW. Cor. 20
Payne Iron Over Stone
65.2' N.W. to 3n° in Gate Post
58.4' S.W. " Steel Cor. Post
40.3' S.E. " " " "
40.0' W. " Line of Fe. S.
40.0 S. " " " " W.

BM #7 - 60d in H.L.P. 150' W.S.W. of Sec Cor. SW Cor. 20 Payne — Elev: 1383.72

E.C. 9011 Cu Yds (130%)
Emb 11,631 " "
Borrow Required 6,417 Cu Yds

NOTE: Minor Grading may be necessary to meet existing R.R. Tracks

PLAN — HORIZ. SCALE 1" = 100' — DRAWN — TRACED — CHECKED — DATE

PROFILE — HORIZ. SCALE 1" = 100' — VERT. SCALE 1" = 10' — DRAWN — TRACED — CHECKED — DATE

K&E PLATE 2, PLAN-PROFILE KEUFFEL & ESSER CO.

831-K