

STATE OF KANSAS
STATE HIGHWAY COMMISSION

PROJ. NO. 226-87-US 256(3)
PROJ. NO. 226-87-US 256(3)

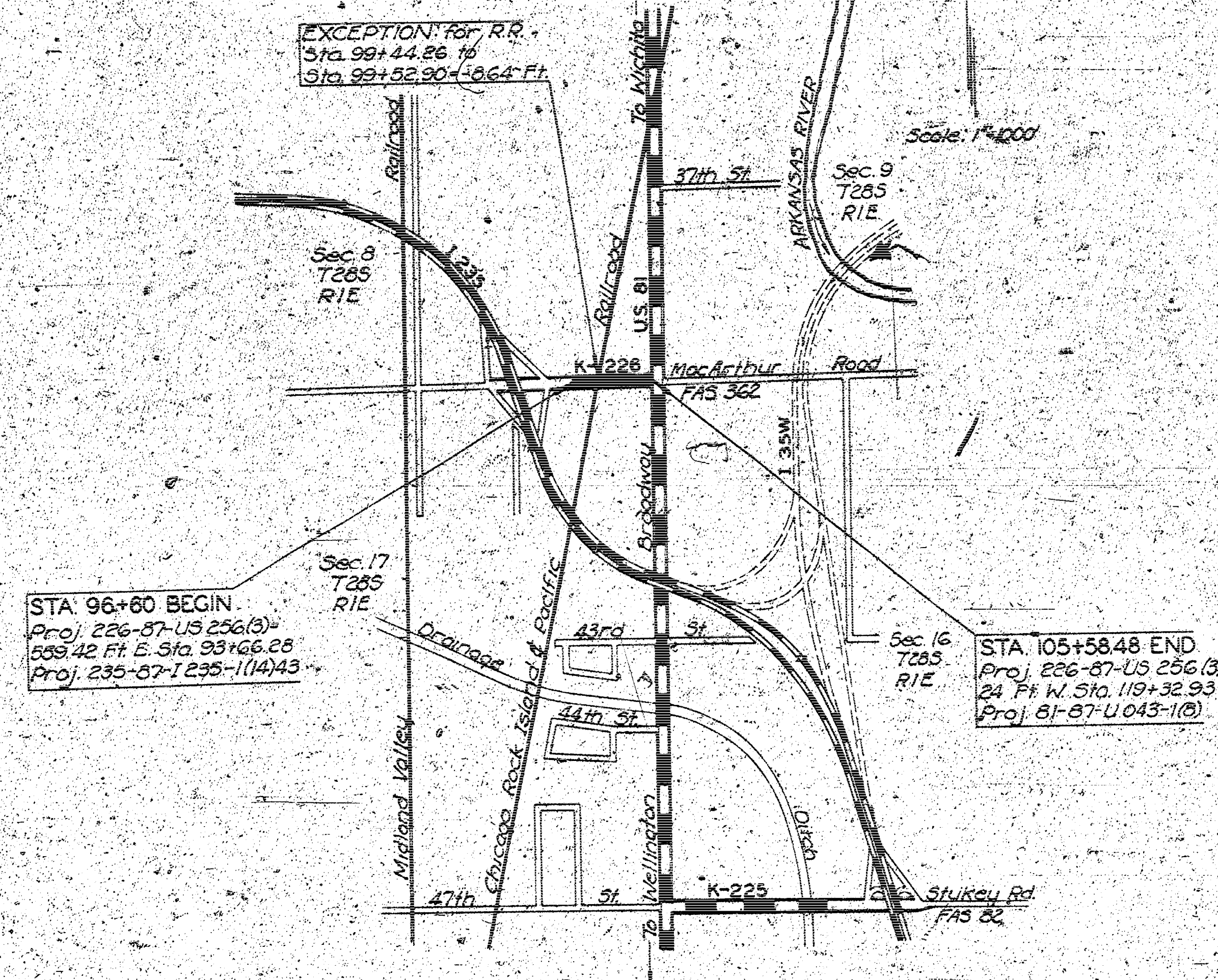
GRADING & PAVING
SODDING

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

FEDERAL AID PROJECT
SEDGWICK COUNTY
K-226

INDEX OF SHEETS

Sh. No.	Sheet
1	Title Sheet
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3-4	Plan Profile Sheets
5-6	Intersection Layouts
7-8	Payment Details
9-10	Incidental Structures
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12	Quantity Sheet
13	Seeding Sheet
14	Highway Crossing Protection
15	Detail of Crossing Signals
16	Timing Diagrams (Sheet No. 25 Deleted)
17	Traffic Control
18	Construction Identification Signs
19	Drainage Areas
20-31	Cross Sections



DESIGN DESIGNATION
1961 A.D.T. = 6500
1980 A.D.T. = 15,675
D.H.V. = 120%
D = 6%
T = 35%
V = 40 mph
C.R.A. = None

NOTE: TRAFFIC SHALL BE CARRIED
THROUGH CONSTRUCTION

CONVENTIONAL SIGNS

COUNTY LINE	RETAINING WALL
CORPORATE LIMITS	BASE OR SURVEY LINE
STATE OR NATIONAL LINE	LEVEE
TOWNSHIP LINE	CULVERTS
SECTION LINE	DROP INLETS
GRANT LINE	ACCESS CONTROL
FENCE LINE	POWER LINE
GUARD FENCE	TELEPHONE OR TELEGRAPH LINE
UNFENCED PROPERTY	MARSH
RIGHT OF WAY LINE	HERDGE
TRAVELLED WAY	TREES
RAILROADS	GRADE ELEVATION

GROSS LENGTH OF PROJECT 598.45 FT.
EXCEPTIONS
(FOR RR STA 99+44.26 TO 99+52.93 -- 8.64 FT.)

NET LENGTH OF PROJECT 589.84 FT. 0.168 MILES
NET LENGTH OF BRIDGES 0.00 FT. 0.000 MILES
NET LENGTH OF ROAD 589.84 FT. 0.168 MILES

RECOM. FOR APPROVAL DATE

ENGINEER OF DESIGN
STATE HIGHWAY COMMISSION OF KANSAS

APPROVED DATE

STATE HIGHWAY ENGINEER
STATE HIGHWAY COMMISSION OF KANSAS

RECOM. FOR APPROVAL DATE

ENGINEER
BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

APPROVED DATE

DIVISION ENGINEER
BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

PLAN
 DATE
 DRAWN BY
 CHECKED BY
 NO.

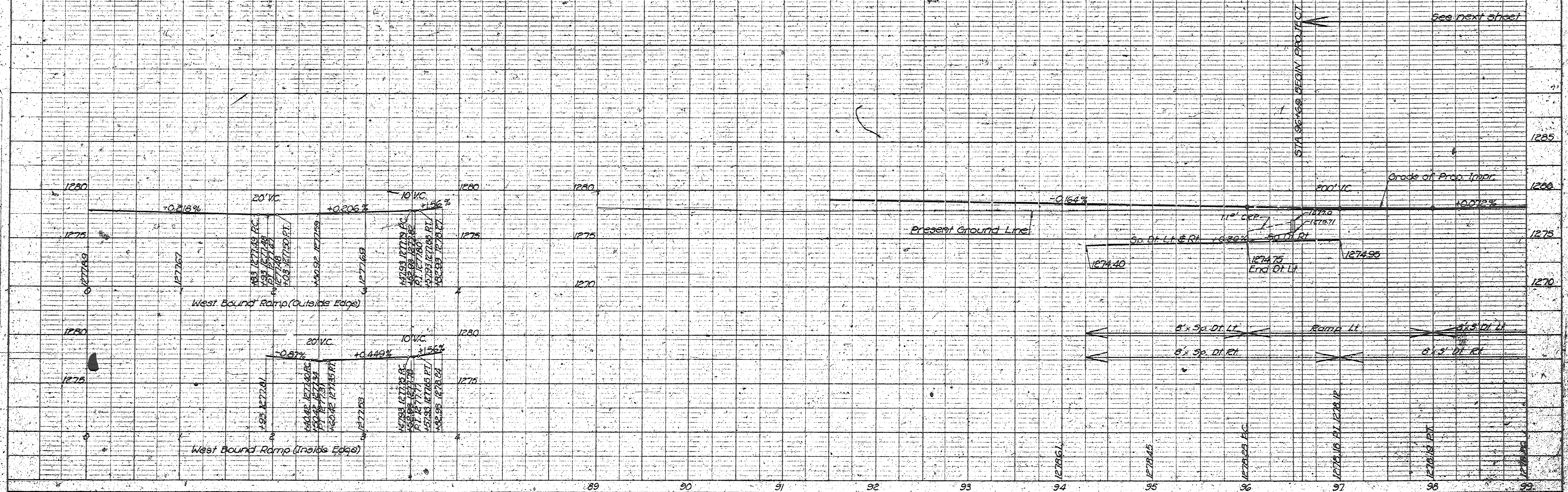
PROFILE
 DATE
 DRAWN BY
 CHECKED BY
 NO.

GENERAL NOTE

ENCROACHMENTS SUCH AS FENCES, BUILDINGS, TELEPHONE TOWERS, GRAPE AND POWER LINES SHALL BE MOVED BY THE OWNERS.
 IN THE INTEREST OF PUBLIC SAFETY, ALL GAS, GASOLINE AND OIL LINES SHALL BE MOVED BEYOND THE LIMITS OF THE ROADBED BY THE OWNER. THE USUAL PROVISION FOR THEIR RETENTION HAS BEEN MADE.
 ALL WATER LINES LESS THAN THREE FEET BELOW THE SURFACE OF THE HIGHWAY SHALL BE MOVED BY THE OWNERS. ALL LINES NOT CONSTRUCTED OF LEAD OR CAST IRON OR WROUGHT IRON OR LINES NOT IN GOOD CONDITION SHALL BE EXCAVATED, REPLACED OR MOVED BY THE LIMITS OF THE ROADBED BY THE OWNERS.
 ALL OTHER UNDERGROUND UTILITIES SHALL BE PLACED IN GOOD CONDITION AND ADJUSTED TO FIT THE NEW CONSTRUCTION BY THE OWNERS.
 ALL LINES WITHIN BUREAU HYDRANTS, MANHOLES, ETC., SHALL BE MOVED OR ADJUSTED TO THE NEW CONSTRUCTION BY THE OWNERS UNLESS NOTED OTHERWISE ON THE PLAN.
 AT THE LOCATION ADJACENT TO THE RIGHT-OF-WAY, UTILITY POLES MAY BE SET AT THE PERMANENT LOCATIONS PRIOR TO CONSTRUCTION AS APPROVED BY THE ENGINEER PROVIDED A MINIMUM VERTICAL CLEARANCE OF 14 FEET IS OBTAINED. THE LOCATION SHALL BE RECORDED TO WORK AROUND THESE POLES TO COMPLETE THE WORK.
 THE GEOLOGICAL INFORMATION SHOWN ON THESE PLANS IS FROM STUDIES MADE IN THE FIELD AND REPRESENTS THE BEST INFORMATION AVAILABLE TO THE KANSAS HIGHWAY COMMISSION.
 CHANNELS SHALL BE CUT AT ALL CULVERTS, UNLESS OTHERWISE NOTED, TO FLOW LINE ELEVATION AND TO A WIDTH OF ONE FOOT OUTSIDE OF EACH OUTSIDE WALL AND WITH SLOPES 2 TO 1 PRIOR TO CONSTRUCTION OF THE CULVERT. QUANTITIES INCLUDED IN EXCAVATION TOTALS.
 ALL TREES TO BE GROUBED ARE MARKED WITH X'S. SPARE ALL TREES NOT MARKED. EXCEPTIONALLY GOOD TREES SHALL BE SPARED BY ADJUSTING THE BACKSLOPE LINES DURING CONSTRUCTION.
 ALL ADDITIONAL RIGHT-OF-WAY SHALL BE TURNED OVER BY THE STATE, UNLESS OTHERWISE NOTED.
 If it is necessary to remove any existing surfacing on driveways or side streets beyond the limits of the new work as shown on the plans, an equivalent surfacing shall be replaced by the contractor as a satisfactory item.
 All borrow to be obtained from areas provided by the contractor shall be approved by the Engineer both as to suitability of material and site location. Locations that in the opinion of the Engineer will leave an unsightly appearance on this project will not be approved.

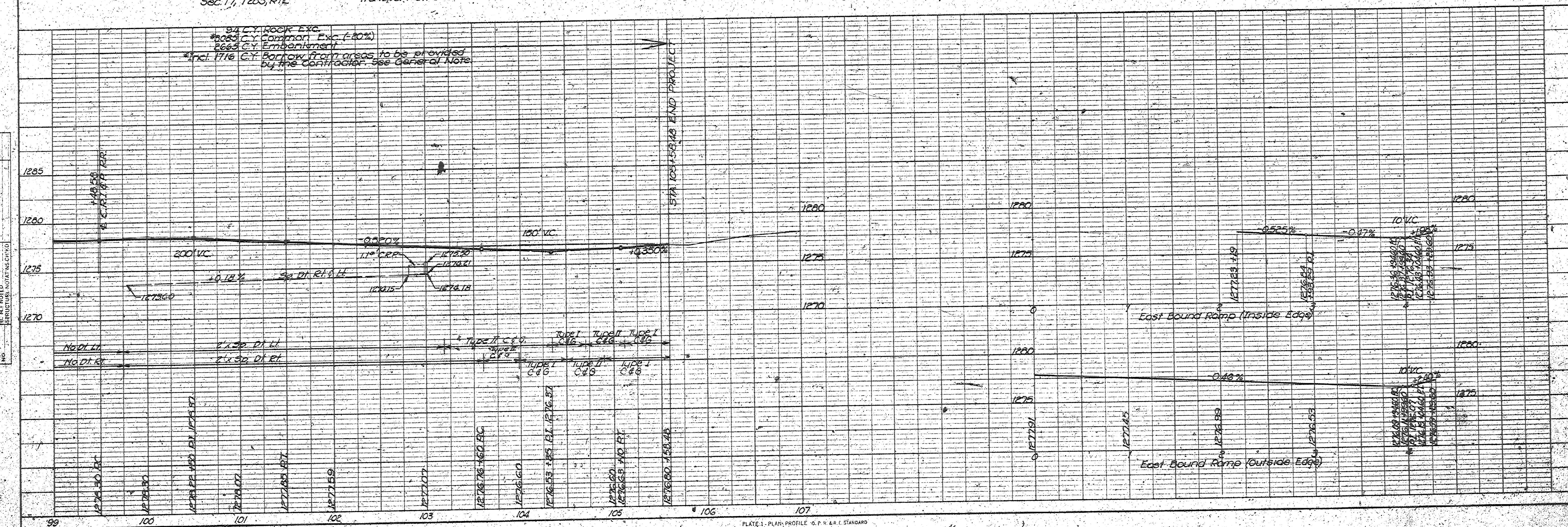
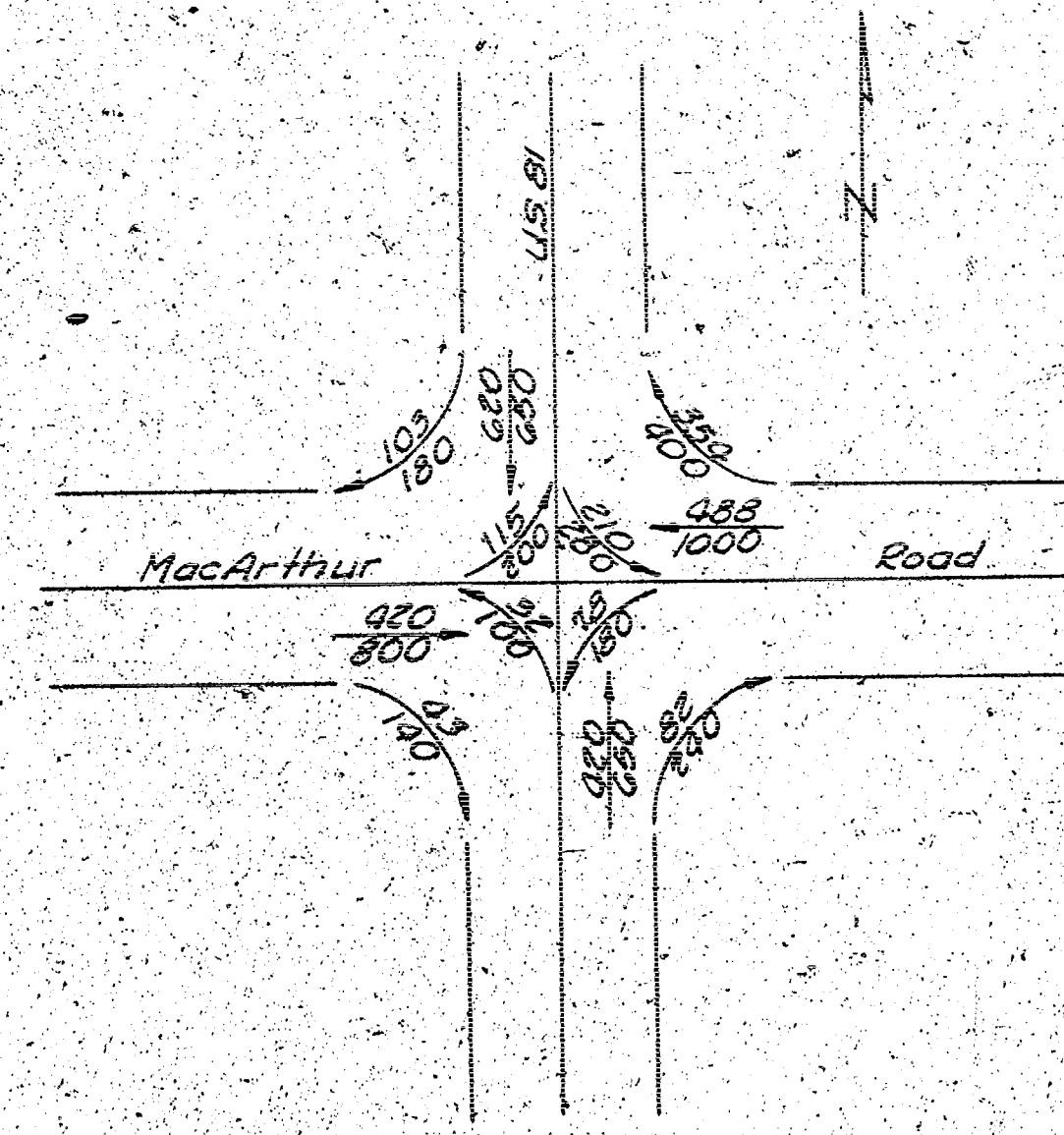
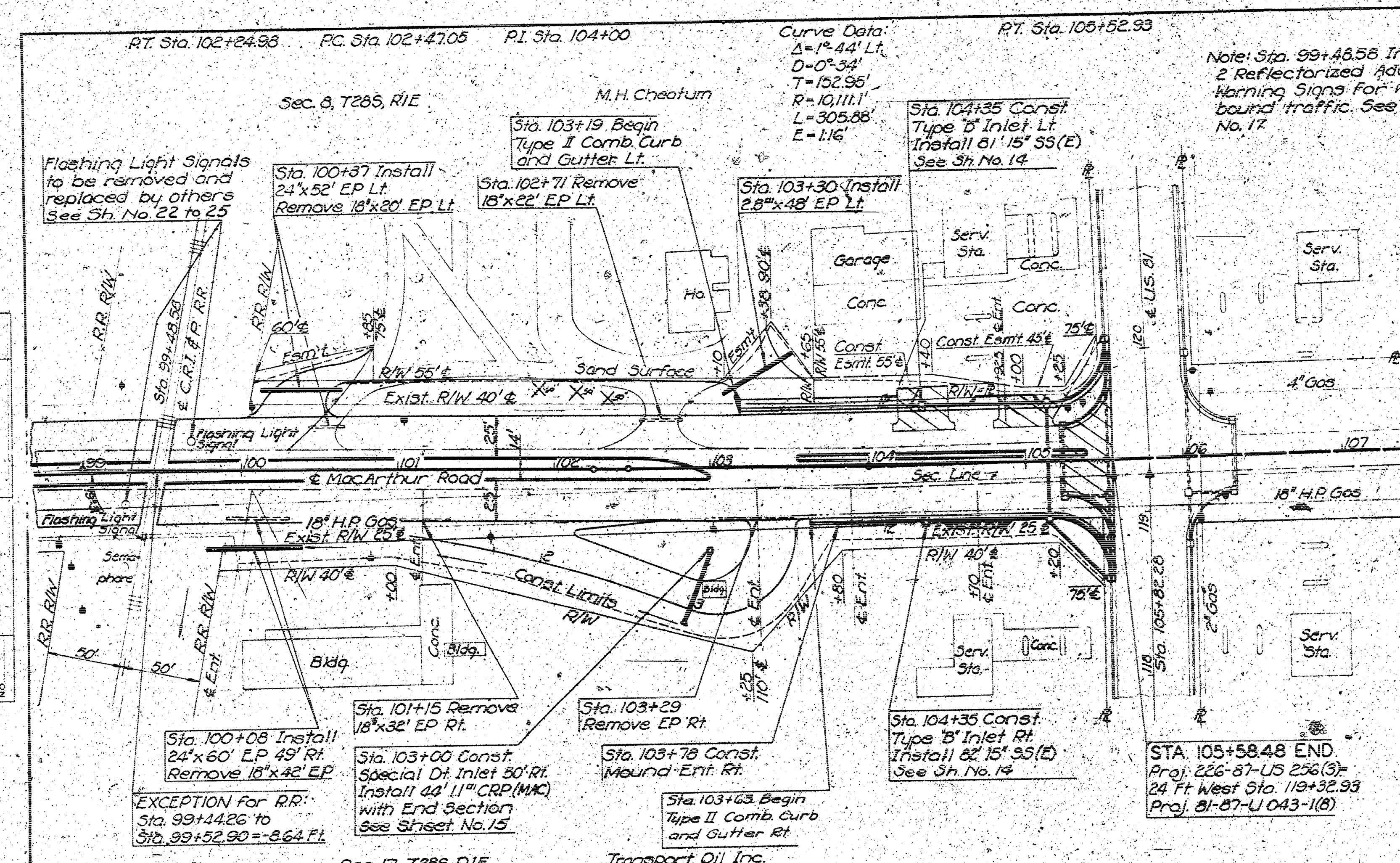
SCALE
 PLAN: 1" = 40'
 PROFILE: Horiz. same as above
 Vert. 1" = 10'

BM #102 Iron Bar South MacArthur Road
 141' RL: Sta. 92+75 (235-87-1235-11(4)43 Pt. 1) ELEV. 1276.09



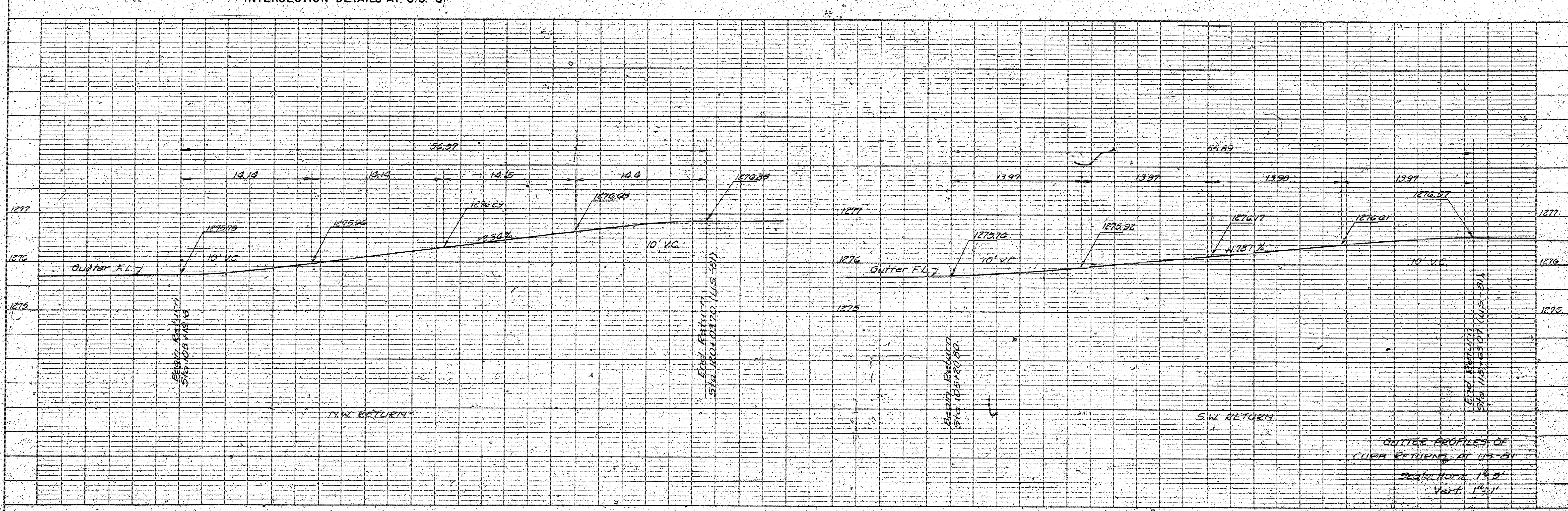
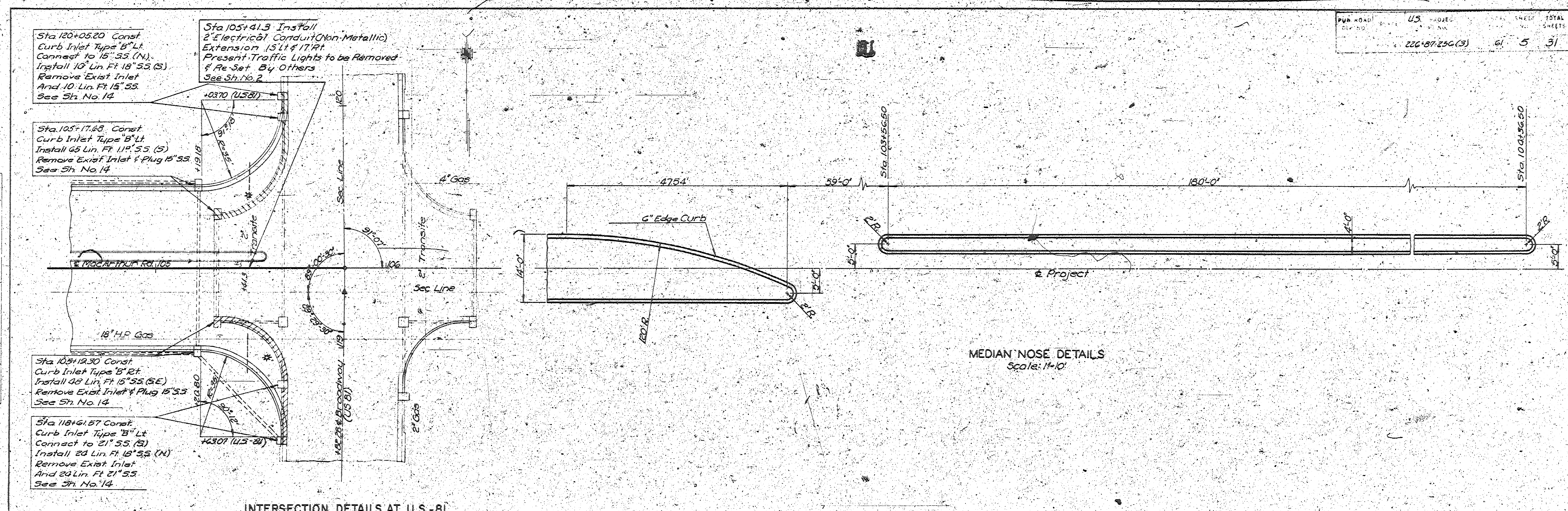
DATE	
BY	
REVISION	
1. SURVEYED	
2. DESIGNED	
3. CHECKED	
4. APPROVED	
5. NOTED	

DATE	
BY	
REVISION	
1. SURVEYED	
2. DESIGNED	
3. CHECKED	
4. APPROVED	
5. NOTED	



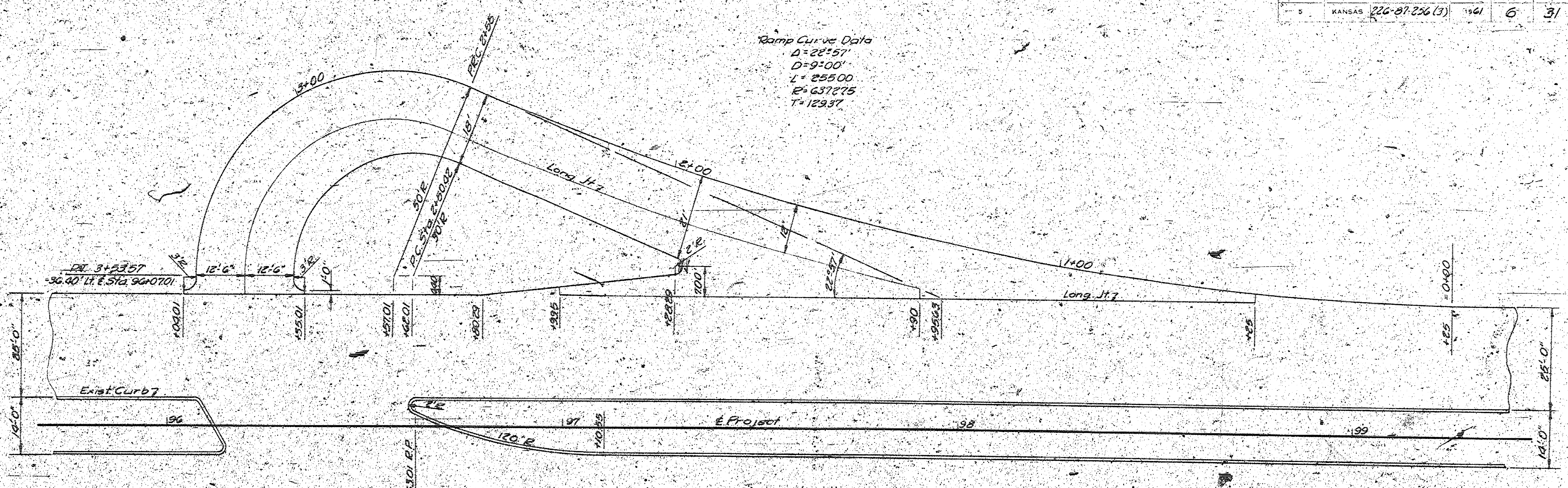
PLAN	DATE	BY	CHK
NO.	10/27/50	W. J. C.	W. J. C.
NO.	10/27/50	W. J. C.	W. J. C.

PROFILE	DATE	BY	CHK
NO.	10/27/50	W. J. C.	W. J. C.
NO.	10/27/50	W. J. C.	W. J. C.

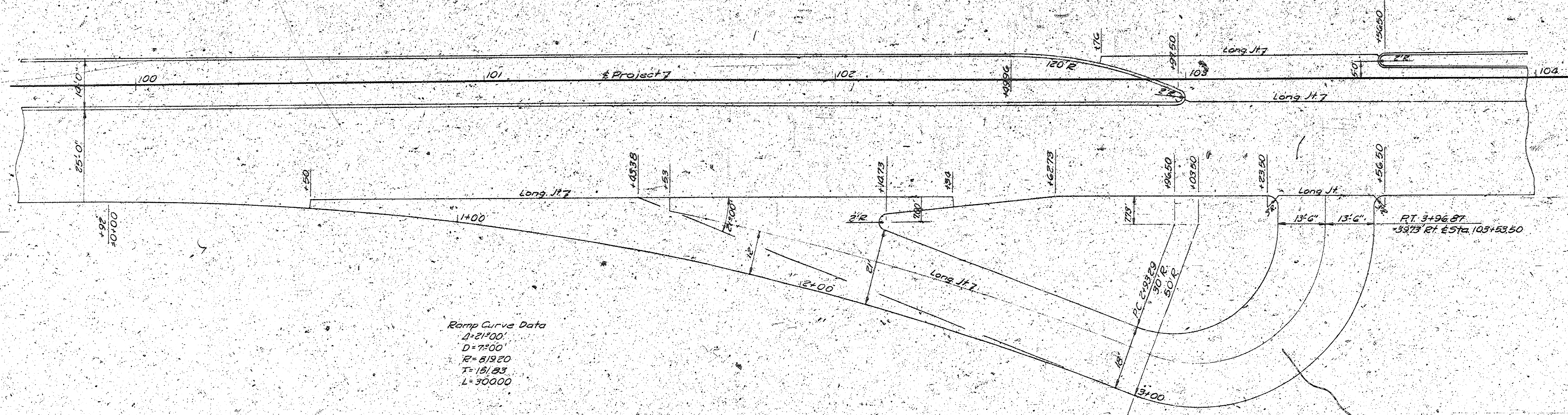


PUB. ROAD	STATE	PROJECT	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
220-87-236 (3)	KANSAS	U-3	1961	6	31

Ramp Curve Data
 $\Delta = 28^\circ 57'$
 $D = 9^\circ 00'$
 $L = 255.00$
 $E = 637.75$
 $T = 123.37$



WEST BOUND LANE



EAST BOUND LANE

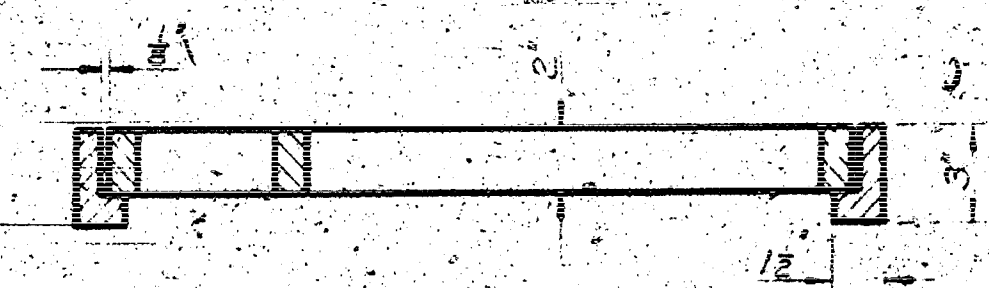
Ramp Curve Data
 $\Delta = 21^\circ 00'$
 $D = 7^\circ 00'$
 $R = 819.20$
 $T = 18.84$
 $L = 500.00$

NO.		DATE		REVISIONS		BY	APP'D
STATE HIGHWAY COMMISSION OF KANSAS							
U-TURN RAMP DETAILS							
DESIGN NO.	OF	SCALE	1" = 15'	DATE	1961	DESIGNED BY	TRACER
DESIGNER	BY	CHECKED BY	BY	DATE	1961	DESIGNED BY	TRACER

LT. STA. 96+50
RT. STA. 103+00

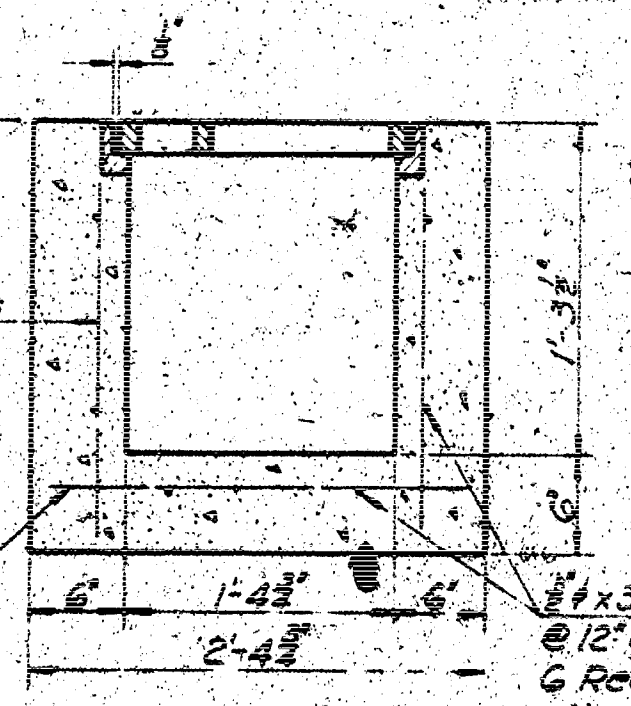
LT. STA. 96+50
RT. STA. 103+00

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Sta. 96+50 Elev = 1277.00
Sta. 103+00 Elev = 1275.50

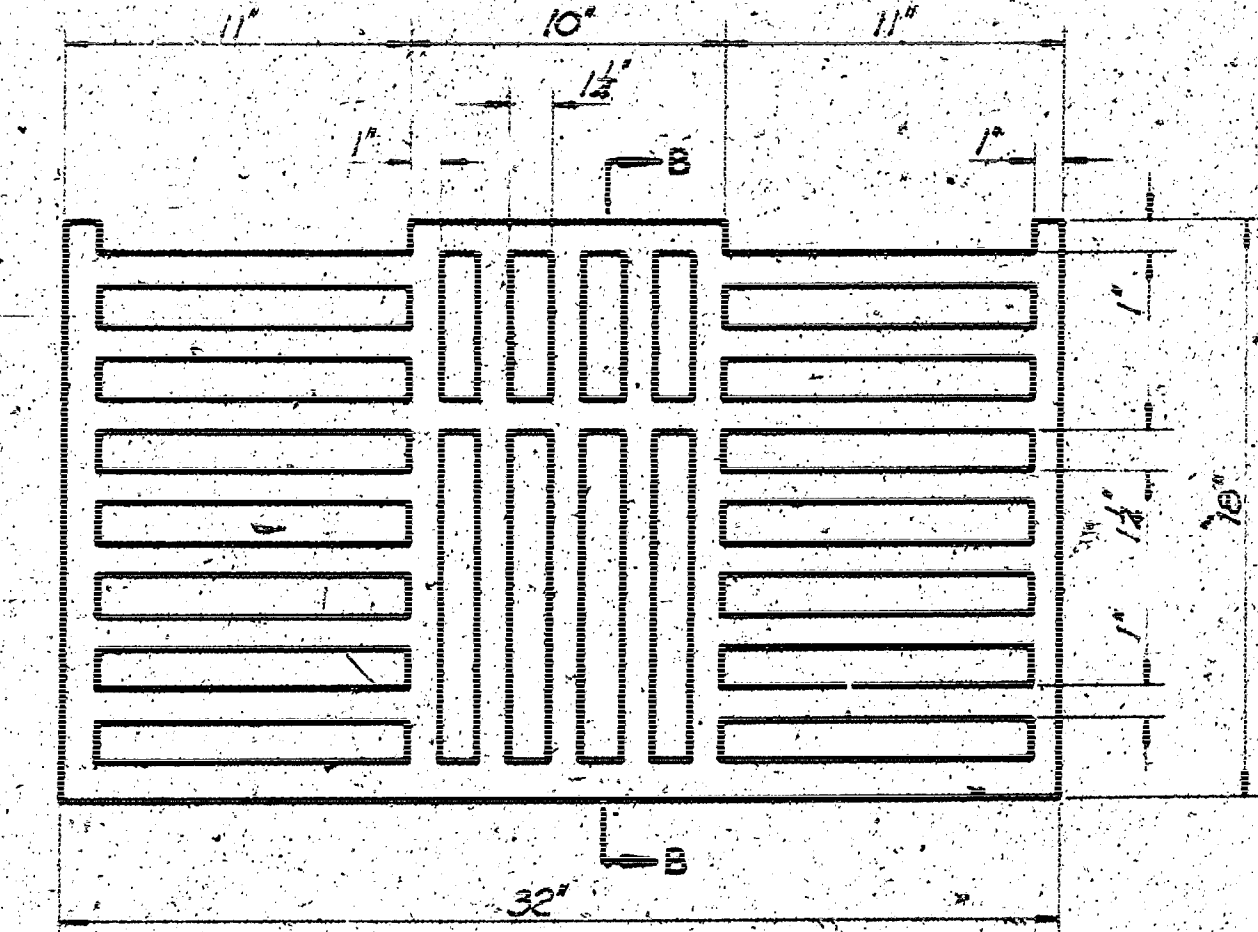
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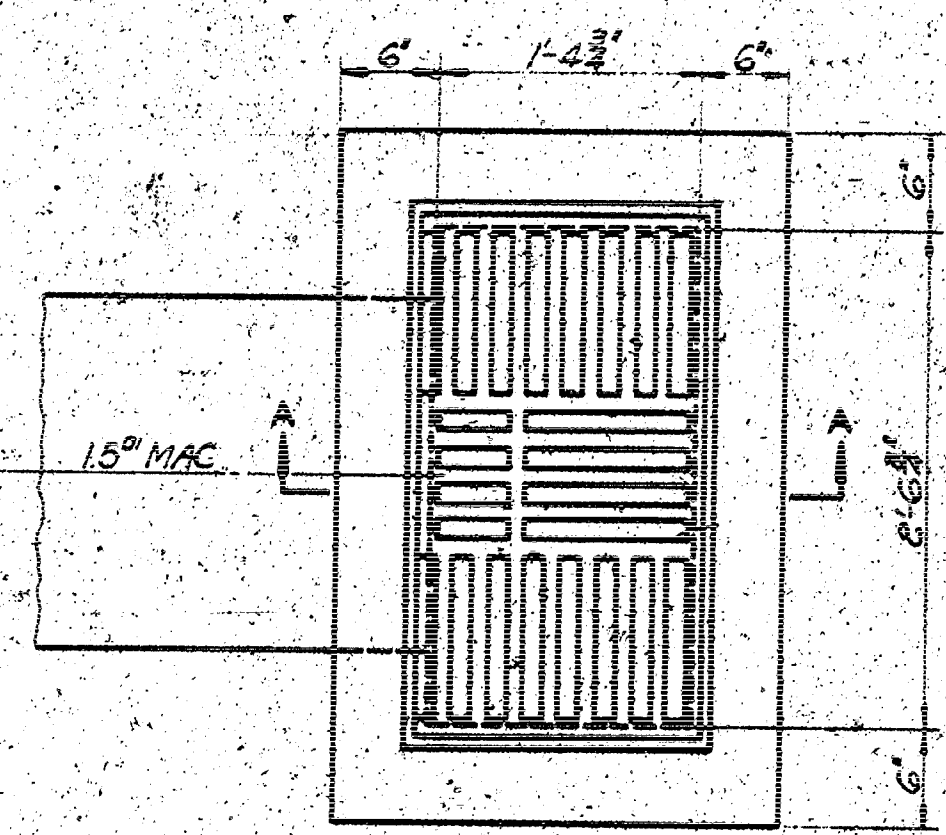
$\frac{1}{2} \phi \times 1'-4"$ bars
@ 12" ctrs.
10 Required

$\frac{1}{2} \times 2'-3"$ bars
@ 12" ctrs.
7 Required

2" x 3-3" bars
@ 12" ctrs.
6 Required



PLAN OF GRATE
Weight: 170 Lbs

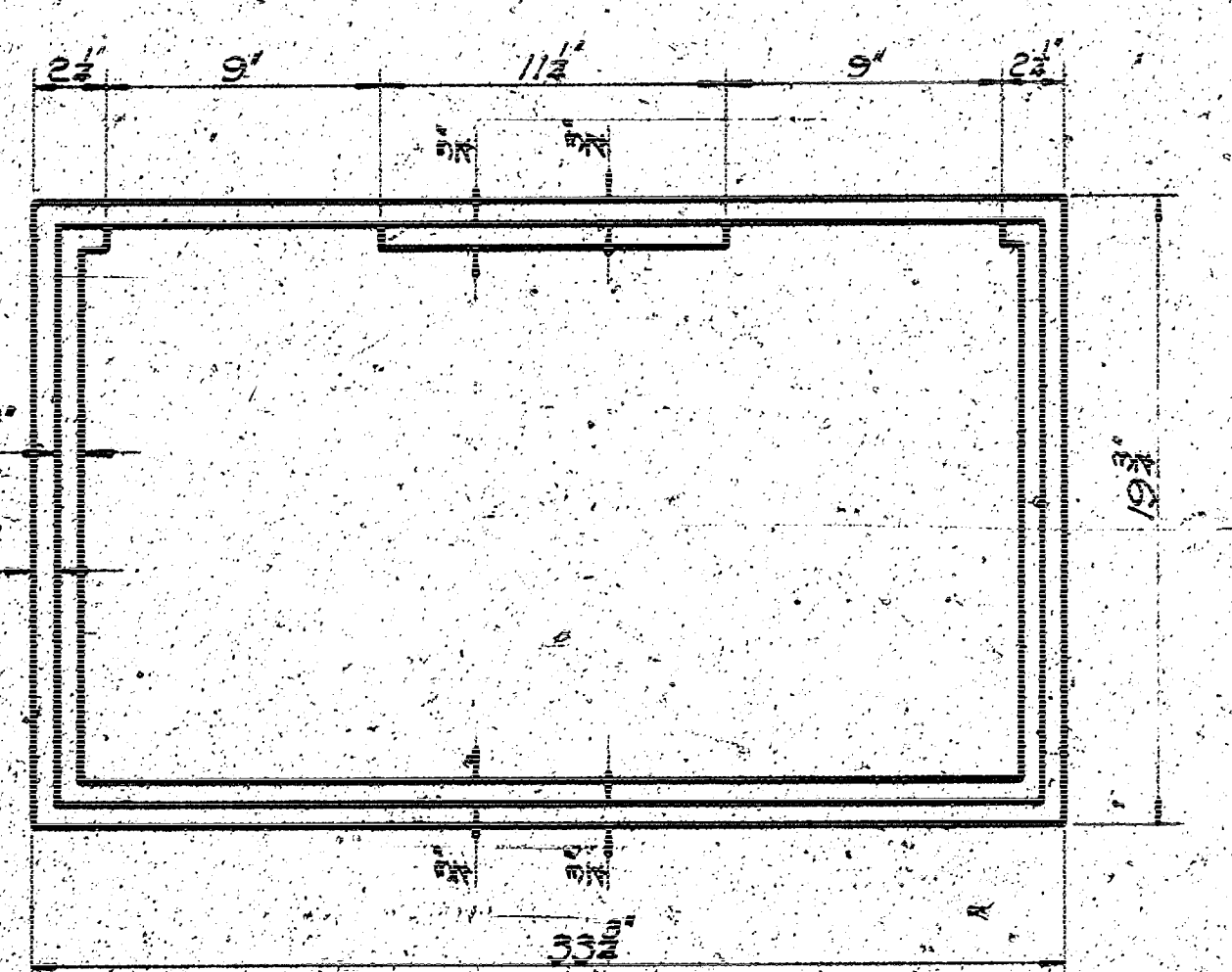


QUANTITIES

QUANTITIES	
Class #1 Concrete	0.4 Cu.Yd.
Reinforcing Steel	35 Lbs.
Cast Iron	255 Lbs.
Class III Excavation	2 Cu.Yds.

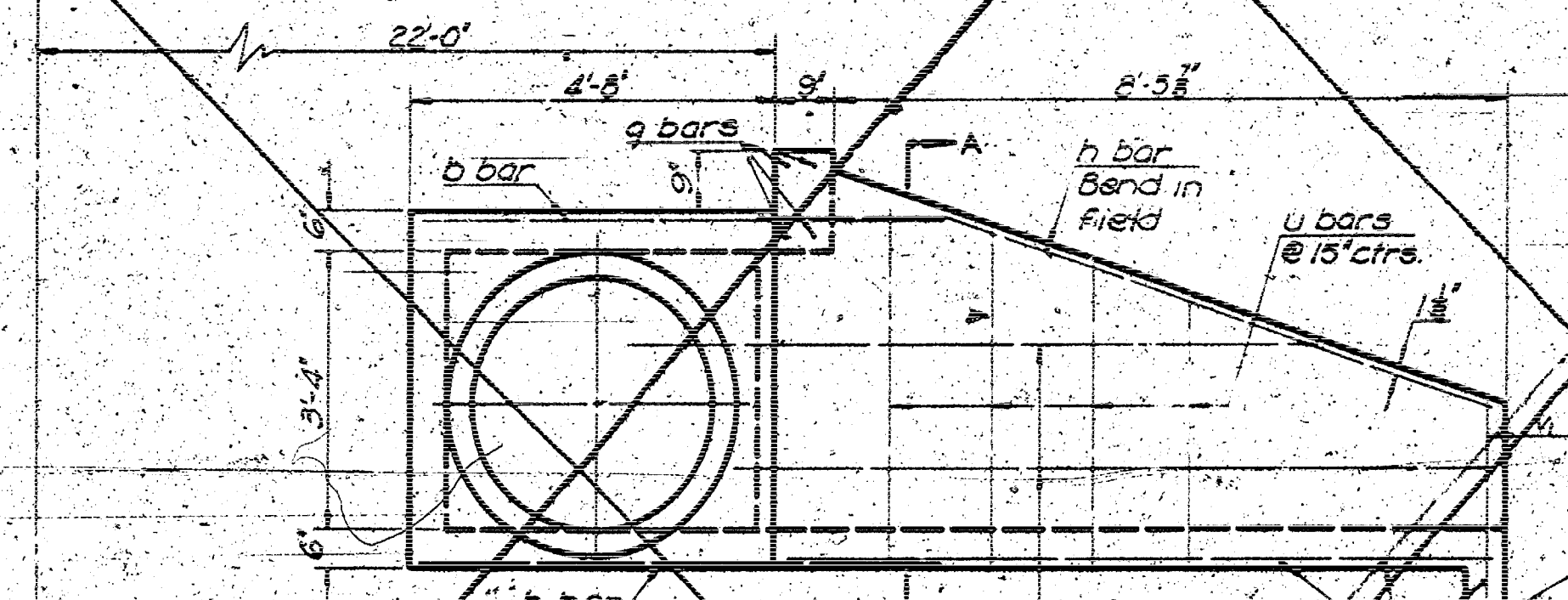
Notes:

Use Class A Concrete thruout.
All weights of castings are calculated weights with 10% allowed for filllets, overruns anchor bars and bolts.
Standard gutter castings for Type 4GC catch basin and catch basin manhole used by City of Tooele.

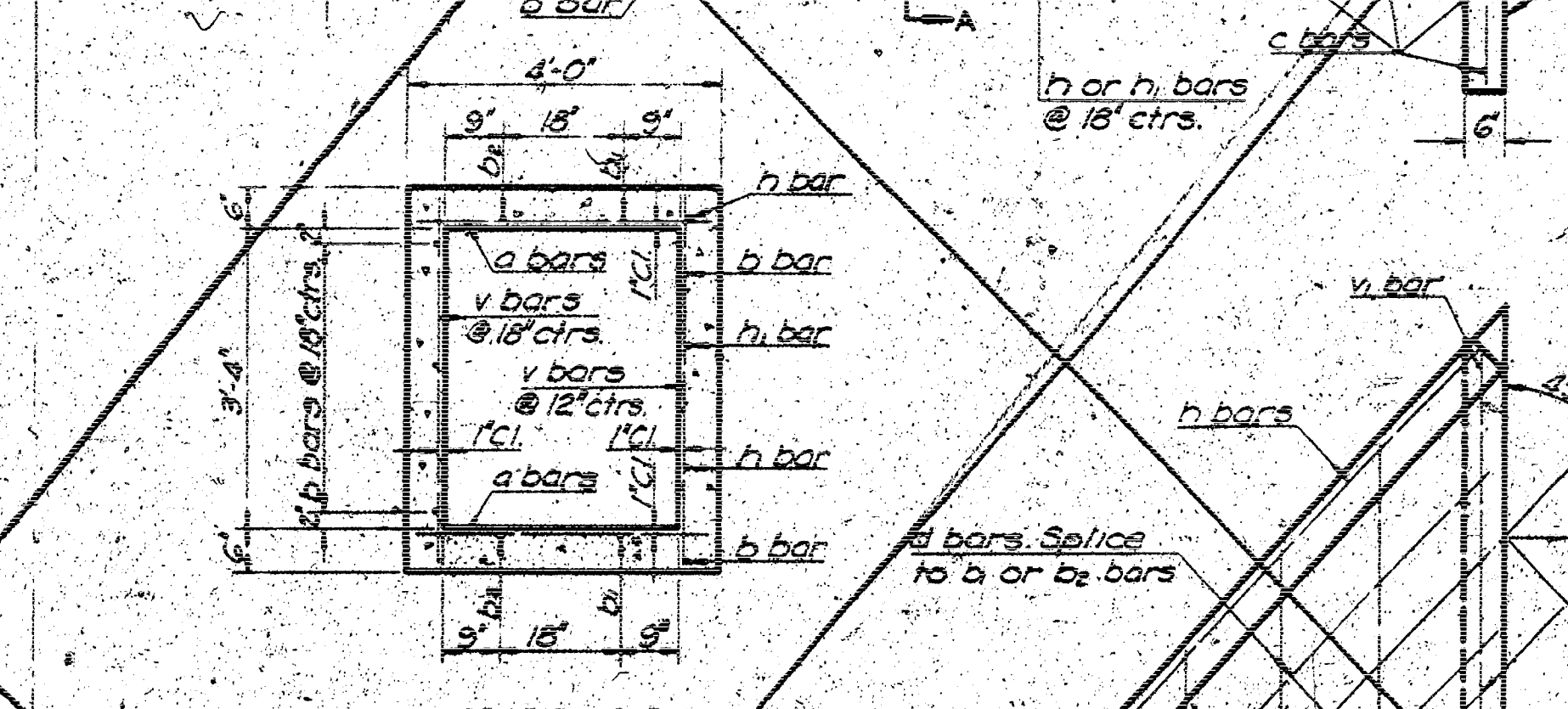
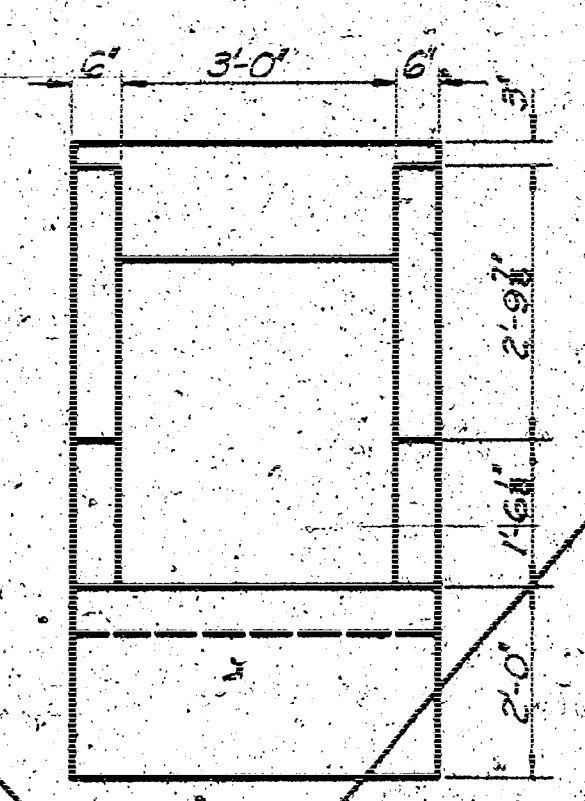


PLAN OF FRAME
Weight: 85 Lbs.
Scale: 2"=1'

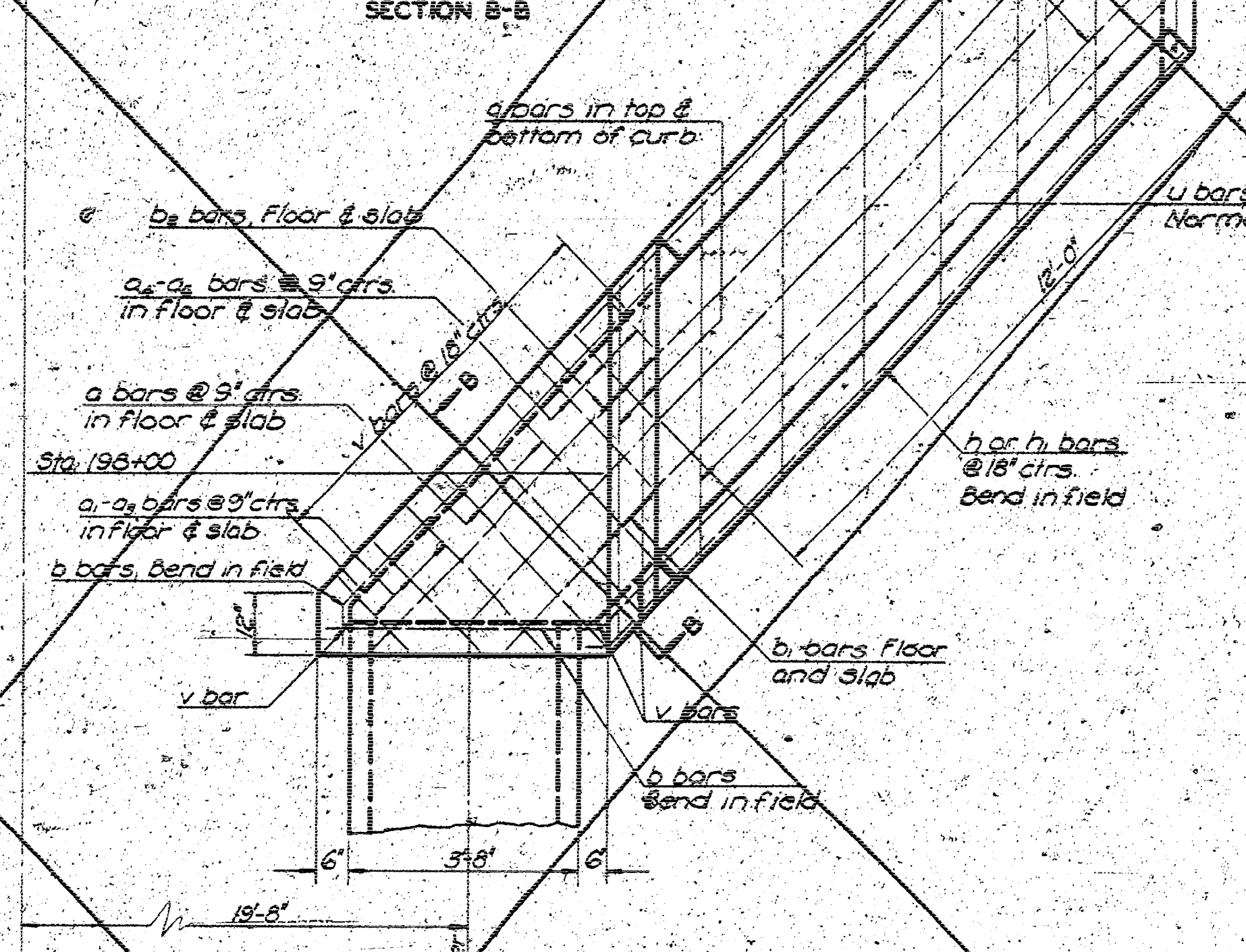
SPECIAL OUTLET HEADWALL

~~RT. STA. 198+00~~

Form the
face of
wall.



SECTION B-1



SECTION A-A

Cut 2 each
13'-0"

u bars (cut 1 each)

BENDING DIAGRAMS
All dimensions are out to out of bars.
All bars are No. 4.

100

Note: See Sh. No. for General Note.

BAR LIST

Bar #	a	a ₁	b	b ₁	b ₂	c	d	g	h	h ₁	u	v	
Number	6	12	5	2	2	4	2	4	5	1	4	8	2
Length	3'-9"	#	7'-6"	3'-3"	6'-3"	5'-5"	14'-5"	5'-13"	10'-0"	#	4'-2"	13'-3"	

* See Bending Diagrams for these lengths.

*See Bending Diagrams for these lengths.

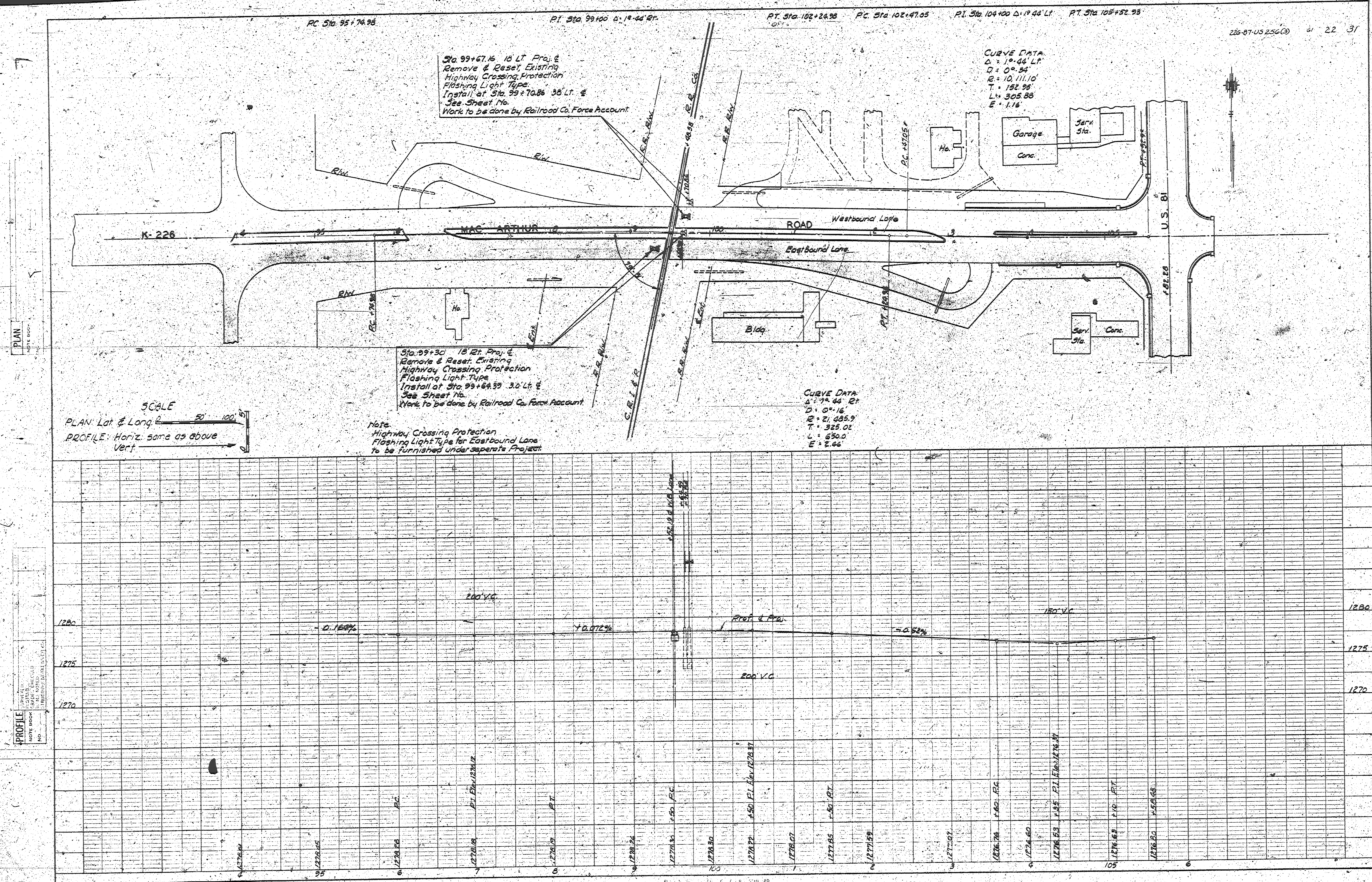
QUANTITIES

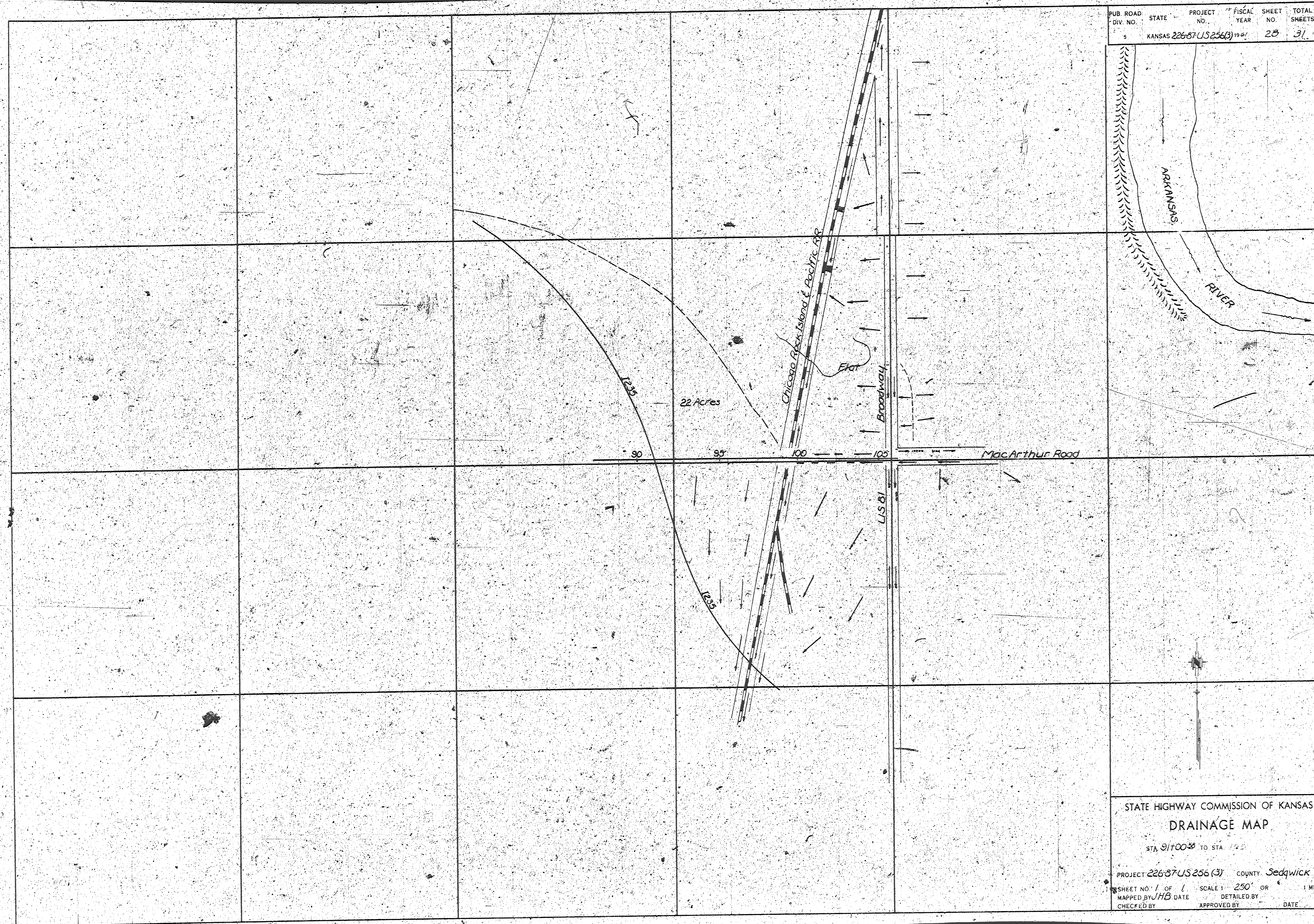
QUANTITIES	
Class 'A' Concrete	40 C.Y.
Reinf. Steel	230 Lbs.
Class III Exc.	21 C.Y.

STATE HIGHWAY COMMISSION OF KANSAS

DITCH INLETS

SHEET NO. 1	OF 1	STAIL	APP'D
DESIGNED BY CEM.	DETAILED BY CEM.	QUANTITY BY CEM.	RE. TO JWS
DESIGN CK M.R.	DETAIL CK M.R.	QUAN. CK M.R.	





PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
DIV. NO.	NO.	NO.	YEAR	NO.	SHEETS
5	KANSAS	22637US256(3)	1941	20	31



STATE HIGHWAY COMMISSION OF KANSAS
DRAINAGE MAP
STA. 91+00 TO STA. 105+00
PROJECT 22637US256(3) COUNTY Sedgwick
SHEET NO. 1 OF 1 SCALE 1" = 250' OR 1 MILE
MAPPED BY/HB DATE DETAILED BY
CHECKED BY APPROVED BY DATE