I-35W 45°-0" No. 1 and 2 Lines

38 Sheets

INDEX OF SHEETS

See Sh. No. 2.

STATE OF KANSAS

STATE HIGHWAY COMMISSION

PLAN AND PROFILE OF PROPOSED

STATE HIGHWAY

FEDERAL AID PROJECT

SEDGWICK COUNTY

I-35 W

PROJECT NO. 35W-87-1-35W-1 (63) 54

GRADING
SIDE ROAD SURFACING
BRIDGES
FENCING
SEEDING

Sta. 7/+53.27
Br. No. 35W-87-21.83 (SB)
Br. No. 35W-87-21.82 (NB)
Twin 46'-61'-61'-46' Cont.
R.C. Haunched Slab Spans.
40'-0" Roadways.

Sta. 139+35
Br. No. 35W-87-23.11
3-6'x5'x 27'2" R.C.B.
with Slide Gates & Lifts Rt. and Flap Gates Lt.

Sta. 22+11.07 (℄ of SB)
Br. No. 35W-87-22.84 (100.8'U)
39'-46'-52'-39' Cont.
R.C. Haunched Slab Spans.
Skew 33° 26' Rt.
70'-0" Relay "B-S Stks."

Sta. 192+87.80
Br. No. 35W-87-23.36 (SB)
Br. No. 35W-87-23.36 (NB)
Twin 76'-95'-76' Cont.
Steel Plate Girder Spans.
Skew 21° LJ.
40'-0" Roadways.

Sta. 226+97.65
Br. No. 35W-87-25.83 (SB)
Br. No. 35W-87-25.82 (NB)
49'-57'-57'-49' Cont.
R.C. Haunched Slab Spans.
40'-0" Roadway (SB)
48'-0" Roadway (NB)
(1° 20' C.N.B.)

Sta. 353+20.87
Br. No. 35W-87-30.89 (SB)
Br. No. 35W-87-30.28 (NB)
Twin 46'-61'-46' Cont.
R.C. Haunched Slab Spans
Skew 5°-16' Rt.
40'-0" Roadway

Sta. 423+82 (165°31')
Br. No. 35W-87-30.90 (SB U).
36'-48'-36' Cont. R.C. Haunched Slab Spans.
34'-0" Roadway.

Sta. 323+56.89
Br. No. 35W-87-27.84
42'-91'-91'-42' Cont.
Steel Girder Spans.
34'-0" Roadway

Sta. 18+65.97 (NB)
Br. No. 35W-87-20.81
38'-55'-3@93'-38' Cont.
Steel Girder Spans
44'-0" Relay (2°15') Curve

STA. 17+58.40 (N.B.) BEGIN
Proj. No. 35W-87 I-35W-1(63) 52
Sta. 517+59.49 END
Proj. No. 35W-87 I-35W-1 (65) 53

Sta. 125+30.36
Br. No. 35W-87-22.85 (SB)
Br. No. 35W-87-22.84 (NB)
Twin 30'-32'-32'-30' Cont.
R.C. Haunched Slab Spans.
0° 25' Curve
40'-0" Roadways.

Sta. 178+93.38
Br. No. 35W-87-23.35
42'-91'-91'-42' Cont.
Steel Girder Spans
28'-0" Roadway.

EXCEPTION for Equation
Sta. 192+21.41 = Sta. 196+00
- 378.59 ft.

ADDITION for Equation
Sta. 177+55.79 (O.R.) =
Sta. 177+55.21 (O.R.) + 0.58 ft.

Sta. 235+28.69
Br. No. 35W-87-31.85
42'-91'-91'-42' Cont.
Steel Girder Spans
23'-0" Roadway

Sta. 446+42.38
Br. No. 35W-87-28.84
42'-91'-91'-42' Cont.
Steel Girder Spans.
28'-0" Roadways.

ADDITION for Equation
Sta. 527+55.23 = Sta. 527+73.23
= 18.00 ft.

Sta. 595+61.75
Br. No. 35W-87-30.93 (SB)
Br. No. 35W-87-30.92 (NB)
Twin 30'-40'-30' Cont.
R.C. Haunched Slab Spans
40'-0" Roadways

STA. 553+80.87 END
Proj. No. 35W-87 I-35W-1 (65) 53
Sta. 553+80.87 Begin
Proj. No. 35W-60 F-35W-1 (66)

For Side Road Traffic Routing
See Sh. No. 2

DESIGN DESIGNATION

ADT (1962)-		19,030
ADT (1987)-		25,735
DHV	-	2,175
D	-	65%
T	-	3%
V	-	75 MPH
C OF A	-	FULL

CONVENTIONAL SIGNS

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

GROSS LENGTH OF PROJECT 53,254.37 FT.
EXCEPTIONS None
ADDITIONS None

NET LENGTH OF PROJECT	53,254.37 FT.	10.086 MILES
NET LENGTH OF BRIDGES	1,036.25★ FT.	0.196★ MILES
NET LENGTH OF ROAD	52,220.12 FT.	9.890 MILES

★ This length includes 77.75' of Bridges, No. 35W-87-36.88 and No. 36-W-87-30.89

PLANS PREPARED BY
BURGESS & NIPLE
CONSULTING ENGINEERS
TOPEKA, KANSAS
Paul R. Wilson — PARTNER
May 19, 1965 — DATE

RECOM. FOR APPROVAL DATE [redacted]
ENGINEER OF DESIGN
STATE HIGHWAY COMMISSION OF KANSAS

APPROVED DATE [redacted]
STATE HIGHWAY ENGINEER
STATE HIGHWAY COMMISSION OF KANSAS

RECOM. FOR APPROVAL DATE [redacted]
ENGINEER, BUREAU OF PUBLIC ROADS
FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF TRANSPORTATION

APPROVED DATE [redacted]
DIVISION ENGINEER, BUREAU OF PUBLIC ROADS
FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF TRANSPORTATION

PUB. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	35W-87-35W (65) 54	1964	2	445

SIDE ROAD TRAFFIC ROUTING

1. 25th Street to be closed during construction. Traffic to be routed over Hydraulic Avenue, either to North or South. 45th St. to be opened to traffic after the completion of bridge construction and the Grading Contractor has completed the 45th St. Surfacing.

2. 53rd Street to be closed during construction. Local traffic to be carried thru construction Sta. 39+50 to Sta. 44+50. Traffic to be routed over Hydraulic Avenue and G1st St. 53rd Street to be opened to traffic after the Grading Contractor completes the 53rd Street Surfacing.

3. G1st Street to be closed during construction after 53rd Street has been surfaced and opened to traffic. 61st Street traffic to be routed over 53rd St. Frontage Road traffic to be carried thru construction Sta. 34+25 to Sta. 37+25 on G1st Street. 61st Street to be opened to traffic after the completion of Chisholm Creek Bridge and the Grading Contractor has completed the Surfacing on G1st Street.

4. 69th Street to be closed during construction. Traffic to be routed over Hydraulic Avenue to 65th Street on G1st Street. 69th Street to be opened to traffic after the completion of bridge construction and the Grading Contractor has completed the 69th Street Surfacing.

5. 77th St. to be closed and traffic to be routed over 85th Street after the Grading Contractor has completed the Surfacing to 85th Street. 77th Street to be opened to traffic after the completion of bridge construction and the Grading Contractor has completed 77th Street surfacing.

6. 85th Street to be closed to traffic. Traffic to be routed through construction on 93rd Street. Grading Contractor to complete surfacing of 85th Street. When 85th Street surfacing is complete, 85th Street is to be opened to traffic.

7. 93rd Street to remain closed to traffic after the Grading Contractor has surfaced 101st Street. Local traffic will use 101st Street to traffic.

8. 101st Street traffic to be closed during construction. Traffic to be routed over Hydraulic Avenue and through construction on 93rd Street. Bridge Contractor to construct bridge and Grading Contractor to construct and surface 101st Street. Traffic to be routed over 101st Street after completion of bridge construction and surfacing.

9. Oil Field traffic to be carried through construction at Sta. 398+130± until 101st Street bridge and surfacing is completed and 101st Street is opened to traffic.

10. 109th Street to be closed during construction, traffic to be over Hydraulic Avenue and 93rd Street until 101st Street is opened to traffic. 109th Street to be opened to traffic after completion of bridge construction and surfacing.

11. 117th Street to remain closed. Traffic to be routed over Hydraulic Avenue to 93rd Street until 101st Street bridge and surfacing is complete.

12. 125th Street to be closed during construction. Traffic to be routed over Hydraulic Avenue and the completed bridge and surfacing of 101st Street. 125th Street to be opened to traffic after the completion of the Gooseberry Creek bridge and surfacing of 125th Street.

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BURGWIN & MARTIN
CONSULTING ENGINEERS
TOPEKA, KANSAS

STATE HIGHWAY COMMISSION OF KANSAS

SIDE ROAD TRAFFIC ROUTING & INDEX OF SHEETS

Lewis Williams Jr.
Prop. Pent SW¼

Sta. 26+39 Install
15"x 68' C.P.P. (RCP)
w/ 30° Sken Horiz End Sect
See Sh. Nos. 36, 111, 4

Ref. PI Sta 87+15.49 (Back)
PI Sta 87+09.74 (Ahead)
⅝" ø rebar @ PI
No other ref. available.

Ref. PI Sta 93+22.30
⅝" ø rebar @ PT
No other ref. available

Ref. PCT Sta. 98+22.23
⅝" ø rebar @ PCT
4" Norm. to 36" Hedge (west) 18.35° NW
16.13 NW
10.25 SW

Ref. PC Sta 107+78.97 (3¼" Reloc.)
No references.

(Incl. data)
Curve Data
PI Sta 87+15.30 (back)
PI Sta 87+15.30 (ahead)
Δ = 15°55'30" Lt.
D = 1°00'
R = 5735.58'
T = 78.72'
L = 159.17'
Super = 0.03' /'

Alice N. & Merle N. Provien
N.40 Rods SW¼

Sta. 23+89 Install
15"x 68' C.P.P. (RCP)
w/ 30° Sken Horiz End Sect L1
See Sh. Nos. 36, 111, 6

SEC. 16, T26S, R1E

Sta. 101+90 Const. Ditch
Inlet (Type I) ... Install
15"x 7' C.P.P. (RCP)
to connect to Tee in
10.0° C.R.P. @ Sta. 102+00
See Sh. No's. 39, 96, & 126A.

Sta 103+00 Const.
Ditch Plug Lt.

Note: There are three locations in Ponca Area No. 3 where high voltage poles have been placed. Large areas around these poles should remain undisturbed. All dirt and base should be piled around these locations. See Sh. No. 44A.

RALPH H. KORBER
NW¼

Victor F. Lygrisse
SE¼

Sta 102+00 Install
10.0°x 170' C.R.P. (RCP/ALE)
w/ End Sections,
@ 10.0° & 10.0° & 15" Tee @ ℄
D.A. = 12 Ac. Q = 50 c.f.s.
L.F. = 0.8 H.W. = 2.7'
See Sh. No. 112 & 126A

Sta 102+00 Const.
Ditch Plug Rt.

Sta. 109+50 Install
15"x 64' C.R.P. (RCP)
w/ Conc. Headwall & End
Sect. R1
See Sh. No. 36, 111 & 116

Sta. 110+45 Const.
Ditch Inlet Type II
Install 15"x 84' C.R.P. (RCP)
w/ End Section R1
See Sh. No. 22, 94 & 111

Sta. 103+00 Const.
Ditch Plug Rt.

Ralph H. Korber
SE¼, NE¼ Less Tr. in NW¼

Park City Improvement Co.

Existing Hedge
(+) Sta. 92+00 to Sta. 98+27 = 627 L.F.
Sta. 98+27 to Sta. 104+27 = 600 L.F.
Total = 1227 L.F.

Approx. Ø Tree

Approx. Ø Tree

Approx. Ø Tree

SEC. 16, T26S, R1E

SEC. 9, T26S, R1E

Ralph H. Walker

Orvel O. Morgan

Vernon J. Jacobs

Russell Rass

OFACO INC. & J.E. AHLF

Sta. 118+53 Const. Ditch Inlet Type I Install 15"ø C.R.P.(RCP) w/ End Section R1. See Sh. No. 98, 76, 111

Sta. 22+95 to Sta. 24+25 (Ramp F) Const. 325 Sq. Yds. Conc. Ditch Lining Lt. See Sh. No. 100

Sta. 125+33.36 Const. Br. No. 35W-67 22.35 (S.B.) Br. No. 35N-67 22.84 (N.B.) Twin 39'-52"-39' Cont. R.C. Haunched Slab Spans 38'-2" c-c 40'-0" Rdwy. See Sh. No. 141-168

Sta. 132+00 Const. Ditch Inlet Type I Install 15"ø C.R.P.(RCP) w/ End Section R1. See Sh. No. 98, 76, 111

Sta. 138+65 Const. Br. No. 55W-67.22 (1) 3-6'x5'x 276' R.C.B. with 31'-0" Clear & Unobstructed Waterway Flap Gates Lt. & Rt. D.A.=760 Ac. C=0.61 See Sht. No. 151A, 156 & 157

Sta. 13+50 (Ramp G) Install 24"ø C.M.P.(C.S.P.) w/ End Sections Dsg. Rate Q=10 cfs. L.F.=68 HW=16' See Sh. No. 111

Sta. 15+75 to Sta. 18+10 Const. 497 Sq. Yds. Conc. Ditch Lining Rt. See Sh. No. 100

Sta. 152+00 to Sta. 153+20 See Sh. No. 99

Reserve R/W

Culvert Access Berm

Office Rd.

Ramp F

Ramp G

Ramp H

Ramp I

Ramp J

Ramp K

Ramp L

Ramp M

Ramp N

Ramp O

Ramp P

Ramp Q

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Ramp S

Ramp T

Ramp U

Ramp V

Ramp W

Ramp X

Ramp Y

Ramp Z

Ramp AA

Ramp BB

Ramp CC

Ramp DD

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Note: The existing channel shall be lined for the entire length of the drainage ditch. Rip rap shall be placed by grading contractor after completion of bridge.

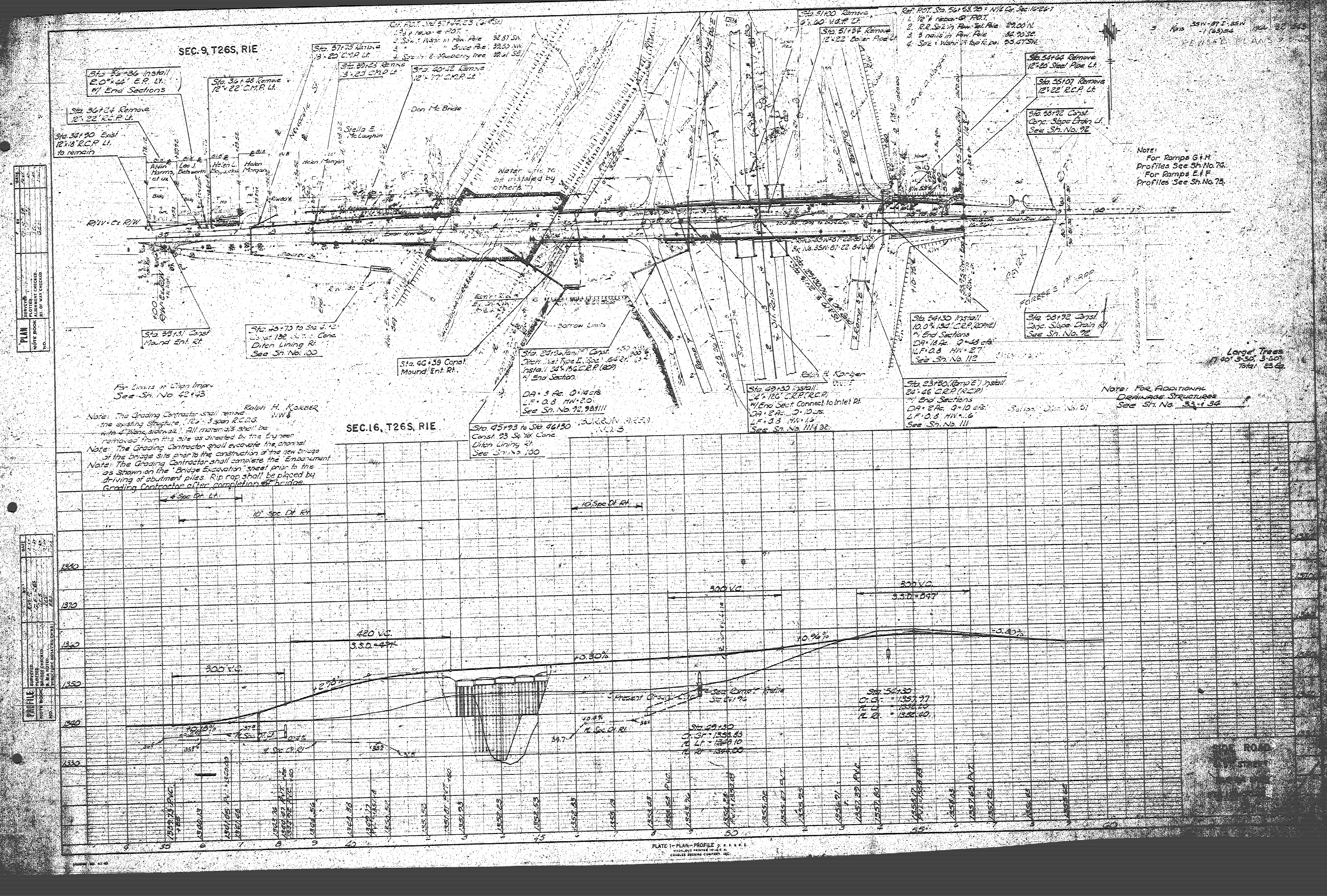
Note: The existing entrance to the bridge is to be demolished and removed after construction of the bridge.

Note: The grading contractor shall excavate the channel at the bridge site to the lines and grades shown on the plans. Excavated material shall be used in the embankment and the remainder disposed of as directed by the Engineer.

Note: This material shall be used for embankment and the remainder disposed of as directed by the Engineer.

Note: This material shall be used for embankment and the remainder disposed of as directed by the Engineer.

Note: The existing channel shall be excavated to the lines and grades shown on the plans. Excavated material shall be used in the


SEC. 9, T26S, R1E
Sta. 36+36 Install 2.0"x44' E.P. Lt. w/ End Sections
Sta. 36+48 Remove 12"x22' C.M.P. Lt.
Sta. 36+24 Remove 12"x22' R.C.P. Lt.
Sta. 34+90 Exist 12"x18' R.C.P. Lt. to remain
Sta. 37+75 Remove 13"x20' C.M.P. Lt.
Sta. 39+28 Remove 3"x23' C.M.P. Lt.
Sta. 40+42 Remove 12"x17' C.M.P. Lt.
Ref. P.O.T. Sta. 37+74.23 (6th St.)
1. 3/8" ø rebar @ P.O.T.
2. Spk. & Wshr. in Pow. Pole 32.87' SW.
3. " " " Brace Pole 32.50' NW.
4. Spk. in 8" Mulberry tree 32.61' SE.
Don Mc Bride
Stella E. McLaughlin
Alvin Harms, et ux
Lee J. Betsworth
Helen L. Boyd, etal
Helen Morgan
Water line to be installed by others.
R/W = Ex. R/W
Sta. 33+31 Const. Mound Ent. Rt.
Sta. 43+73 to Sta. 4_+2_ Const. 132 Sq. Yd. Conc. Ditch Lining Rt. See Sh. No. 100
Sta. 46+39 Const. Mound Ent. Rt.
Borrow Limits
Sta. 23+36 (Ramp "F") Const. Ditch Inlet Type II (Spec.) 64' Rt. Install 24"x 156' C.R.P. (RCP) w/ End Section. DA = 3 Ac. Q = 14 cfs. LF = 0.8 HW = 2.0 See Sh. No. 92, 98 & 111
Sta. 45+93 to Sta. 46+30 Const. 93 Sq. Yd. Conc. Ditch Lining Rt. See Sh. No. 100
Borrow Area No. 3
Sta. 51+00 Remove 6"x60' V.C.P. Lt.
Sta. 51+34 Remove 12"x22' Boiler Pipe Lt.
Ref. P.O.T. Sta. 56+53.95 = N1/4 Cor. Sec. 16-26-1
1. 1/2" ø rebar @ P.O.T.
2. R.R. Spk. in Pow. Tel. Pole 29.00' N.
3. 3 nails in Pow. Pole 84.90' SE.
4. Spk. & Wshr. in top Tel. pole 55.47' SW.
Sta. 54+64 Remove 12"x26' Steel Pipe Lt.
Sta. 55+07 Remove 12"x22' R.C.P. Lt.
Sta. 58+92 Const. Conc. Slope Drain Lt. See Sh. No. 92
Note: For Ramps G & H Profiles See Sh. No. 74. For Ramps E & F Profiles See Sh. No. 75.
Ramp "H"
Ramp "G"
Ramp "E"
Ramp "F"
Park
Forbes 1st Add.
Ralph H. Korber
Sta. 49+30 Install 24"x 126' C.R.P. (R.C.P.) w/ End Sect. Connect to Inlet Rt. DA = 2 Ac. Q = 10 cfs. LF = 0.8 HW = 1.6 See Sh. No. 111 & 92
Sta. 54+30 Install 10.0'x 134' C.R.P. (RCPHE) w/ End Sections DA = 18 Ac. Q = 48 cfs. LF = 0.8 HW = 2.7' See Sh. No. 112
Sta. 23+50 (Ramp "E") Install 24"x 46' C.R.P. (R.C.P.) w/ End Sections DA = 2 Ac. Q = 10 cfs. LF = 0.8 HW = 1.6' See Sh. No. 111
Large Trees 17-40", 3-50", 3-60" Total 23 Ea.
Note: For Additional Drainage Structures See Sh. No. 33 & 34
5 Kans. 35W-87 I-35W-1(63)54 1964 32 / 225
Revised Plans
For Limits of Chan. Impr. See Sh. No. 42 & 43
Ralph H. Korber NW 1/4
Note: The Grading Contractor shall remove the existing Structure, (126' - 3 span R.C.D.G. with 4' plank sidewalk). All materials shall be removed from the site as directed by the Engineer.
Note: The Grading Contractor shall excavate the channel at the bridge site prior to the construction of the new bridge.
Note: The Grading Contractor shall complete the "Embankment" as shown on the "Bridge Excavation" sheet prior to the driving of abutment piles. Rip rap shall be placed by Grading Contractor after completion of bridge.
SEC. 16, T26S, R1E
4' Spc. Dt. Lt.
10' Spc. Dt. Rt.
10' Spc. Dt. Rt.
1380
1370
1360
1350
1340
1330
300 V.C.
420 V.C.
S.S.D. = 471'
+2.98%
+0.15%
+0.30%
300 V.C.
300 V.C.
S.S.D. = 547'
+0.96%
-0.80%
Present Ground Line
See Ramp "F" Profile Sta. 24+96
Sta. 25+50 Or. Gr. = 1355.83 Fl. Lt. = 1349.10 Fl. Rt. = 1349.00
Sta. 54+30 Or. Gr. = 1357.97 Fl. Lt. = 1352.60 Fl. Rt. = 1352.40
4 35 6 7 8 9 40 1 2 3 4 45 6 7 8 9 50 1 2 3 4 55 6 7 8 9 60
PLATE 1 — PLAN — PROFILE
PLAN
PROFILE
Side Road

FRONT ROAD

CURVE DATA

Sta. of Intersection

No.	Δ	Rad.	Length
①	26° 48' 2"	10°	13.30
②	72° 30'	49.5'	62.75
③	40° 20' 00"	30.5'	53.90
④	131° 48' 23"	10°	53.30

Front Rd. P.I. Sta. 17+30.74
N 607 1' 0.11" W 21.81 Sta. 37+52

Δ 188° 22' 18" (E)

R = 10.00
T = 30.88
L = 58.33

Front Rd. P.I. Sta. 39+10.55
N 700 0' 0.11" W 21 Sta. 39+10

Δ 40° 16' 45" (E)

R = 10.00
T = 3.83
L = 7.03

Front Rd. P.I. Sta. 68+78.00
N 700 0' 0.11" W Sta. 68+78.00

Δ = 0° 00' 00"

R = 1145.00'
T = 0.00'
L = 0.00'

Sta. 37+52 Const. Curb Inlet Type 3' Lt. Install 24" RCP. See Sh. No. 93 with End Section

See Sh. No. 93, 93 & 111.

Sta. 18+21 (Fr. Rd.) Const. Curb Inlet Type 3' Lt. Install 15" CRP (RCP) 3. See Sh. No. 93+73

Sta. 37+52 to Sta. 42+75 Const. Gane Retaining Wall Lt. See Sh. No. 105-106A.

Sta. 39+10 Const. Curb Inlet Type 3' Rt. Install 30" CRP (RCP) See Sh. No. 102

Front Rd. P.I. Sta. 68+78.00
N 700 0' 0.11" W Sta. 68+78.00

Δ = 0° 00' 00"

E = 15.00'
T = 0.00'
L = 0.00'

PT Sta. 68+78.00

Sta. 44+00 Const. 30"x48" C.M.P. 1 Gane Howls Lt.

Sta. 47+40: Plug East Gall Lt.

Note: Contr. to use caution when adding rip-rap over water line.

Sta. 26+35 Const. Curb Inlet Type 3' Lt. Install 15" x 76" C.S.P. (RCP) See Sh. No. 93 & 96

Water Line installed by Others

Sta. 48+30 Const. Curb Inlet Type 3' Lt. Install 15" x 78" C.S.P. (RCP) See Sh. No. 93 & 96

BC No. 35W-87: 22.45 (GS)
BC No. 35W-87: 22.84 (GS)

35W-87(38)W
Kans. 7 (63) 56 1964 33

Front Rd. P.C. Sta. (Initial) 14+98.17
Δ 61° Sta. 31+25

Sta. 18+21 (Fr. Rd.) Const. Curb Inlet Type 3' Rt. Install 24" x 78' C.S.P. (RCP) to connect to inlet Lt. Sta. 37+52. See Sta. No. 93+98.

Sta. 39+10.50 Const. Curb Inlet Type 3' Rt. Install 15" x 48' C.S.P. (RCP) See Sh. No. 93+98

Sta. 39+10.50 Const. Curb Inlet Type 3' Rt. Install 18" x 84' C.S.P. (BCCMP) 18"x 84' 1" End Section. See Sh. No. 93, 93 & 110

Sta. 42+88.67 Lt. & Sta. 42+98.91 Rt. Const. 1 Step @ each. See Sh. No. 91.

Sta. 44+11.69 & (Ind.)
Sta. 1382.78 & Channel (Bank)
Sta. 1382.78 & Channel (Levee)

Sta. 45+83.57 Const. 1 Step Lt. See Sh. 91.

Sta. 45+33.51 Const. 1 Step Rt. See Sh. No. 91.

Sta. 46+35 Const. Curb Inlet Type 3' Rt. Install 18" x 60' C.S.P. (BCCMP) 18" x 60' 1" End Section. See Sh. No. 93, 93 & 110

Sta. 48+20 Const. Curb Inlet Type 3' Rt. Install 18" x 80' C.S.P. (BCCMP) (18"x 60') 1" End Section. 1 Gate 24' Lt. See Sh. No. 93, 93 & 110

For Details & Limits of Sidewalk Const. See Sh. No. 91.

Scale
1" = 50' Plans & Lat. Plan
1" = 5' Vert. Profile
1" = 10' Horiz. Profile

Note: Utilities to be re-located or adjusted by Owners.

Note: Transition Curb Height from Bridge to Type II Curb in 10 ± 6" at Bridge.

Sta. 22+00 Const. Bk. No. 35W-87-22.84 (GS) 30"x 78' C.M.P. See Sh. No. 93 & 98

Sta. 22+09 Const. Bk. No. 35W-87-22.84 (GS) 30" x 78' C.M.P. 39 : 6/12 : 39 Cont. 12' Headwall Slope Spans Cont. 33' 2" (E.) To Roadway 1:2:0 Sidewalk See Sh. No. 142-139

Sta. 44+00 Const. 30"x48" C.M.P. 1 Gane Howls Lt.

Sta. 47+40 Const. 30"x48" C.M.P. 1 Gane Howls Lt.

RIN 180 ± Lt. Slope

Sta. 46+35 Const. Curb Inlet Type 3' Rt. Install 18" x 60' C.S.P. (BCCMP) 18" x 60' 1" End Section. See Sh. No. 93, 93 & 110

Sta. 48+20 Const. Curb Inlet Type 3' Rt. Install 18" x 80' C.S.P. (BCCMP) (18"x 60') 1" End Section. 1 Gate 24' Lt. See Sh. No. 93, 93 & 110

Sta. 37+52
Cr. Gr. El. = 1342.09
E. Inlet = 1332.00
E. Out = 1335.50

18+21 (Lt.)
Cr. Gr. El. = 1338.50
E. out = 1330.06

18+21 (Rt.)
Cr. Gr. El. = 1338.50
E. Inlet = 1330.06

Present Ground Line

Proposed Grade

Existing Farmstead Road

Prop. Cr. Gr.

Est. H.W. 1337.5

H.W. 1336.8 (Est.)

Exist. Gr. & St. Profile

Chan. Sec.

+10.18%

+9.98%

+0.30%

+9.92%

-3.6%

420' V.C.

500' V.C.

320' V.C.

1338.50

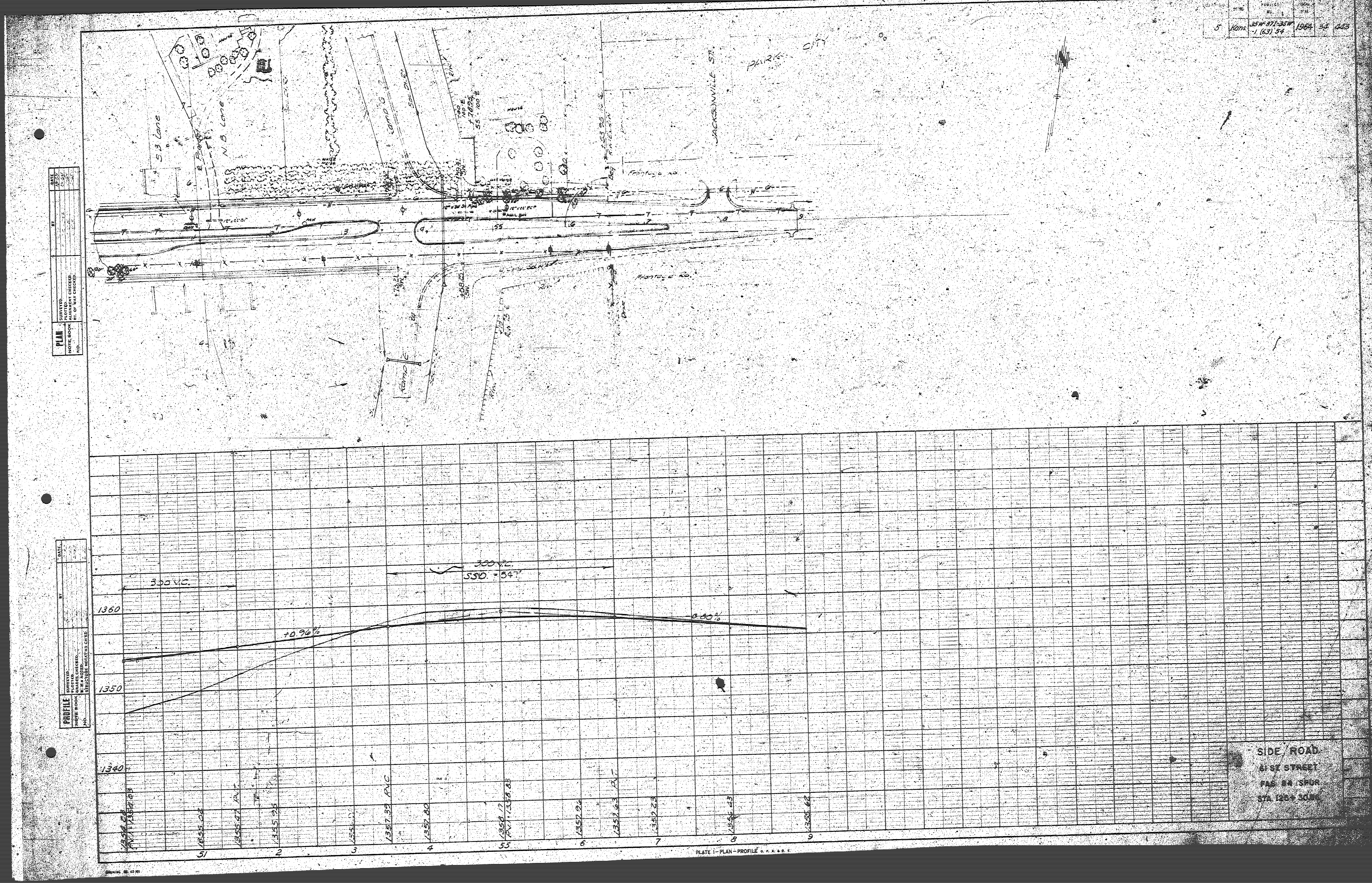
1344.00

1343.90

1333.00

SIDE ROAD
41ST STREET
FAS 24 SIDE
STA. 1+00 to 8+00

PLATE 1 - PLAN - PROFILE


5
Kans.
35W-871-35W-1 (63) 54
1964
34
443
PARK CITY
JACKSONVILLE ST.
S.B Lane
N.B Lane
Ramp G
Ramp E
Frontage Rd.
PLAN
NOTE BOOK NO.
SURVEYED.
PLOTTED.
ALIGNMENT CHECKED.
RT. OF WAY CHECKED.
PROFILE
300 V.C.
SSD = 547'
+0.96%
1360
1350
1340
1357.39 P.V.C
1357.80
1358.17
P.V.I. 1358.83
1356.62
51
2
3
4
55
6
7
8
9
PLATE I—PLAN—PROFILE
SIDE ROAD
61 ST STREET
FAS 84 SPUR
STA 120+30.86