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GENERAL NOTE

ENCROACHMENTS SUCH AS FENCES, BUILDINGS, TELEPHONE POLE GRAPHS 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 ROADWAY BY THE OWNER UNLESS SPECIAL PROVISION FOR THEIR RETENTION HAS BEEN MADE.

ALL WATER LINES LESS THAN THREE FEET BELOW THE SURFACE OF THE PROPOSED GRADE OR LINES NOT CONSTRUCTED OF LEAD, COPPER, CAST IRON OR WROUGHT IRON OR LINES NOT IN GOOD CONDITION SHALL BE LOWERED, REPLACED OR MOVED BEYOND THE LIMITS OF THE ROADWAY BY THE OWNERS.

ALL OTHER UNDERGROUND UTILITIES SHALL BE PLACED IN GOOD CONDITION AND ADJUSTED TO FIT THE NEW CONSTRUCTION BY THE OWNERS.

ALL VALVES, METER BOXES, HYDRANTS, MANHOLES, ETC. SHALL BE MOVED OR ADJUSTED TO THE NEW CONSTRUCTION BY THE OWNERS UNLESS NOTED OTHERWISE ON THE PLANS.

AT ANY LOCATIONS 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 12 FEET IS OBTAINED. THE CONTRACTOR WILL BE REQUIRED 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. FLOW LINE ELEVATIONS AND TO A WIDTH OF ONE FOOT OUTSIDE OF THE OUTSIDE WALL AND WITH SLOPES 2 TO 1 PRIOR TO CONSTRUCTION OF THE CULVERT. QUANTITIES INCLUDED IN EXCAVATION TOTALS.

ALL DREDGE TO BE GRABBED AND DUMPED THERE.

ALL ADDITIONAL RIGHTS-OF-WAY SHALL BE FURNISHED BY THE STATE UNLESS OTHERWISE NOTED.

***Except as Noted in Plans**

SCALE

PLAN: 1" = 40' Long

PROFILE: Horiz. Same as above
Vert. 1" = 10'

SEA LEVEL DATUM

P.O.T. Ref. Sta. 198+42.80
1. 1/2" Rebar @ P.O.T.
2. 117.55 S.E. Spine in Power Pole
3. 54.50 N.W.E. Spine in Power Pole
P.O.T. Located Near E. West Street,
290' S. South of E. W. 21st Street.

Curve Data - Centerline
L = 67'-00" - 55.91'
D = 11'-00" - 00"
R = 5729.65'
T = 306.07'
L = 611.55'
E = 8.17'
P.C. Sta. 208+93.93
P.T. Sta. 207+00
P.T. Sta. 210+05.48
S.E. = 0.0227%

P.O.T. Ref. Sta. 209+94.50 @
1. 1/2" Rebar @ P.O.T.
2. 9.2" N.W. Spine & Washer in 80" Cottonwood
3. 5.2" N.W.E. Spine & Washer in 40" Hedge
4. 7.5" Spine in Triple 40" Elm

STA. 209+94.53 - END
Proj. 235-871-235-11(1) 43 Part II
BEGIN
Proj. 235-871-235-11(1) 23 Part III

Sta. 211+25 to Sta. 212+15
Const. 60 Sq. Yds. Sp. Conc.
Dr. Lining. See Sheet No. 37

Sta. 213+24.36 Const.
Br. No. 235-87-20. No.
2(36" @ 45.5-36) R.C. Ho.
Slab Spans 2-30 Roadways
See Sheet No. 44 & 45

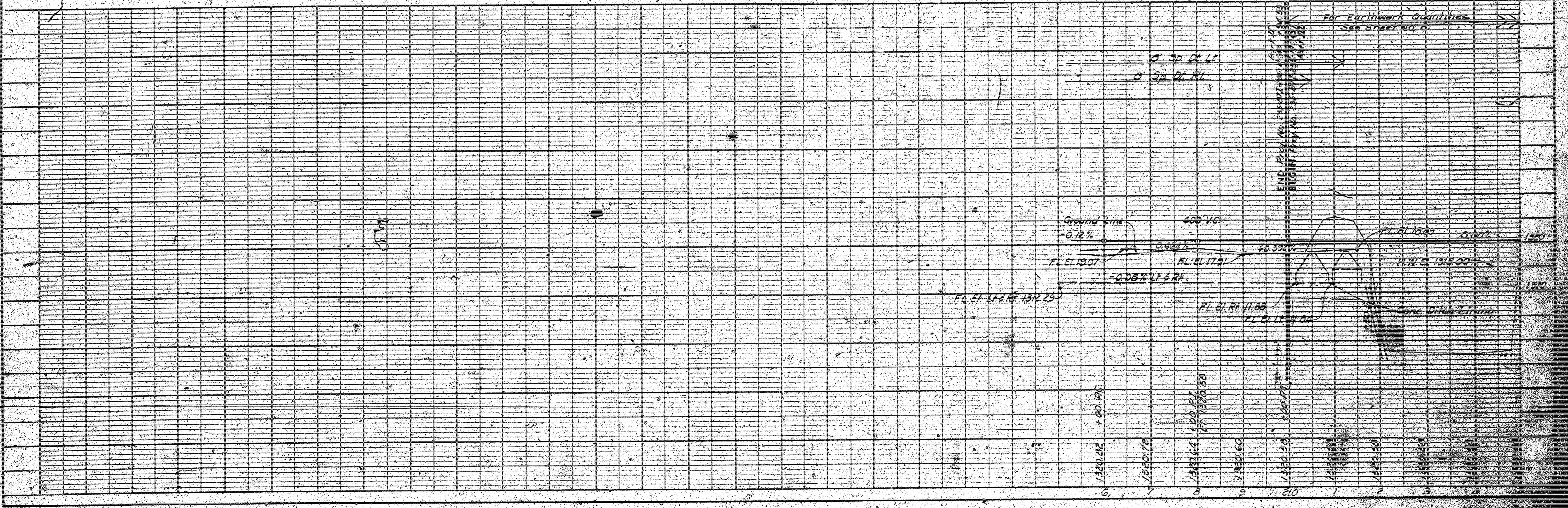
Sta. 211+57.75 to Sta. 212+05
Const. 60 Sq. Yds. Sp. Conc.
Dr. Lining. See Sheet No. 34

Grading Contractor Shall Complete All
Roadway Excavation and Embankment
in the vicinity of Bridge Piers or to the
Construction of Piers and Abutments

B.M. #145 U.S. Engr. Dept. Tulsa District
+ 11.1' Sta. 20+14 Elev. 1318.30

B.M. #146 A 10" in S.E. Corner of Wingwall
Big Arch Outlet Sta. Elev. 1316.31

B.M. #147A R.R. Spine in End of
Post Flood Cont. R/W. L. Sta. 200+18.65



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