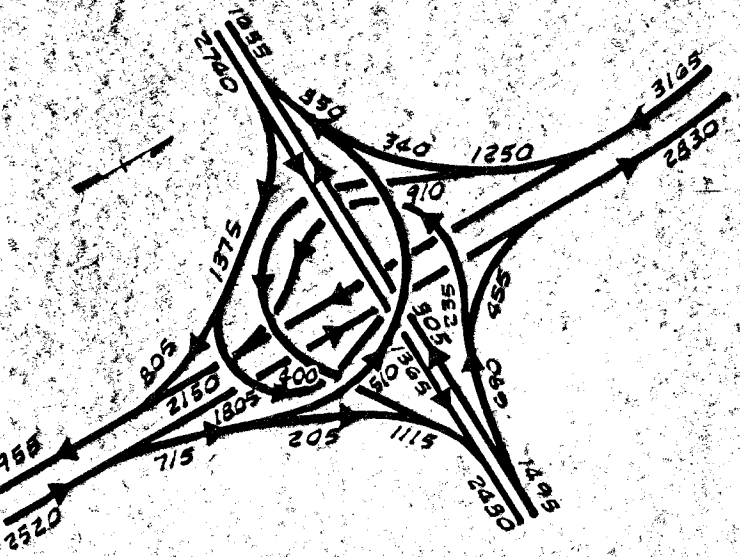


PUB. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	KANSAS	33W-97 I-35W -1(33) 46	1970	49	229

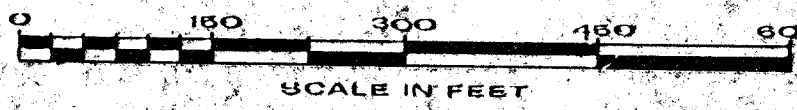
TRAFFIC FLOW DIAGRAM-1990 A.M. PEAK HOUR



TRAFFIC FLOW DIAGRAM-1990 P.M. PEAK HOUR

CURVE DATA (ARC DEFINITION)							
NO.	Δ	D	R	T	L	RADIUS PT. COORD.	
						NORTH	EAST
ENS	23° 02' 49"	2° 30'	2,291.83	467.26	921.88	22,477.64	100,712.34
ES-1	147° 17' 17"	12° 00'	477.46	-	1,227.40	20,026.98	99,278.83
ES-2	36° 56' 49"	10° 00'	572.96	191.41	369.47	19,079.18	98,667.51
EN	76° 13' 46"	6° 00'	964.93	749.15	1,270.49	21,177.38	100,401.49
SEW	22° 06' 59"	4° 00'	1,432.39	279.94	552.91	18,016.90	100,896.94
SW	124° 17' 47"	7° 00'	818.51	-	1,775.66	19,462.88	99,021.06
NSW	9° 28' 28"	7° 30'	763.94	63.31	126.33	20,782.64	97,597.62
SE	44° 35' 46"	10° 00'	572.06	234.96	445.96	19,344.83	100,562.35
WS	54° 37' 18"	8° 00'	716.20	369.83	682.77	19,194.62	97,982.15
WN-1	164° 45' 29"	14° 00'	409.26	-	1,175.84	19,445.05	99,260.52
WN-2	22° 50' 32"	11° 30'	498.22	100.65	198.63	20,161.55	99,950.56
WS-1	16° 32' 57"	6° 00'	964.93	138.88	275.82	18,542.04	98,154.99
WS-2	18° 40' 21"	6° 00'	964.93	157.00	311.21	18,177.02	98,280.67
NEW	23° 46' 01"	6° 15'	916.73	192.91	380.27	21,562.18	98,299.67
NE	134° 11' 32"	12° 00'	477.46	-	1,118.27	19,960.70	99,155.38
NSE	17° 43' 10"	6° 00'	964.93	148.85	295.32	19,117.63	101,040.51
NW-1	19° 05' 34"	4° 00'	1,432.39	240.89	477.32	21,647.47	97,778.94
NW-2	34° 57' 36"	11° 30'	498.22	156.90	304.00	20,623.51	98,107.28

ALIGNMENT DATA				COORDINATES	
NO.	ROAD	STA.	DESCRIPTION	NORTH	EAST
1	35W	313+63.70	INTERSECTION E 35W & STA. 50+00 KELLOGG	20,046.77	99,338.98
2	KELLOGG	36+70.86	INTERSECTION E KELLOGG & STA. 50+00 HYDRAULIC	19,976.47	98,011.69
3	KELLOGG	62+87.27	INTERSECTION E KELLOGG & STA. 60+00 GROVE	20,114.86	100,624.46
4	RP. ENS	10+00	P.C. ENS = 63.00' RT. STA. 66+00 KELLOGG	20,189.02	100,333.55
5	RP. ENS	19+21.88	P.T. ENS	20,324.23	99,327.91
6	RP. ES	19+21.88	BEGIN RP. ES. 24.00' LT. P.T. ENS	20,301.68	99,319.70
7	RP. ES	24+30.02	P.C. ES-1	20,475.60	99,442.25
8	RP. ES	30+57.42	P.T. ES-1	19,737.82	98,998.89
9	RP. ES	40+35.36	18.00' LT. P.C. ES-2	19,437.07	99,127.78
10	RP. ES	40+35.36	P.C. ES-2	19,426.17	99,113.45
11	RP. ES	44+04.83	P.T. ES-2 = 114.00' LT. STA. 304+00 35W	19,082.44	99,230.46
12	RP. EN	10+00	P.C. EN = STA. 16+59.07 RAMP ENS	20,248.62	100,179.47
13	RP. EN	22+70.49	P.T. EN = 114.00' RT. STA. 324+88.24 35W	21,171.94	99,446.58
14	RP. SEW	10+00	P.C. SEW = 114.00' RT. STA. 293+25 35W	18,008.75	99,464.58
15	RP. SEW	15+62.91	P.T. SEW	18,548.62	99,566.90
16	RP. SW	15+60.00	BEGIN RP. SW. 24.00' LT. STA. 10+00 RP. SE	18,564.11	99,547.25
17	RP. SW	21+89.93	P.C. SW	19,149.04	99,781.08
18	RP. SW	39+65.69	P.T. SW	20,281.96	98,843.82
19	RP. SW	46+04.20	END RP. SW. 24.00' LT. STA. 46+04.20 RP. NSW	20,113.68	98,220.36
20	RP. NSW	46+04.20	BEGIN RP. NSW	20,137.11	98,215.15
21	RP. NSW	50+67.30	P.C. NSW	20,036.83	97,763.05
22	RP. NSW	51+93.63	P.T. NSW = 63.00' LT. STA. 33+00 KELLOGG	20,019.77	97,638.03
23	RP. SE	10+00	BEGIN RP. SE. 24.00' RT. STA. 15+60 RP. SW	18,565.20	99,569.53
24	RP. SE	21+31.78	P.C. SE	19,583.82	100,041.62
25	RP. SE	25+77.74	P.T. SE = 24.00' RT. STA. 47+15.76 RP. NE	19,880.62	100,369.35
26	RP. WNS	10+00	P.C. WNS = 63.00' RT. STA. 36+00 KELLOGG	19,909.81	97,944.27
27	RP. WNS	16+82.77	P.T. WNS	19,639.58	98,543.35
28	RP. WN	17+00.00	BEGIN RP. WN. 24.00' LT. STA. 10+00 RP. WS	19,640.99	98,572.86
29	RP. WN	22+74.55	P.C. WN-1	19,190.78	98,929.83
30	RP. WN	34+51.39	P.T. WN-1	19,606.06	99,626.77
31	RP. WN	38+34.69	18.00' LT. P.C. WN-2	19,958.45	99,475.97
32	RP. WN	38+34.69	P.C. WN-2	19,965.54	99,492.52
33	RP. WN	40+33.32	P.T. WN-2 = 114.00' RT. STA. 314+75 35W	20,158.72	99,462.34
34	RP. WS	10+00	BEGIN RP. WS. 24.00' RT. STA. 17+00 RP. WN	19,626.08	98,564.06
35	RP. WS	16+50.00	P.C. WS-1	19,097.22	98,931.96
36	RP. WS	19+25.82	P.T. WS-1	18,862.91	99,067.91
37	RP. WS	23+11.87	P.C. WS-2	18,487.89	99,183.58
38	RP. WS	26+23.08	P.T. WS-2 = 114.00' LT. STA. 295+00 35W	18,182.45	99,235.58
39	RP. NEW	10+00	P.C. NEW = 114.00' LT. STA. 329+75 35W	21,557.40	99,216.38
40	RP. NEW	13+80.27	P.T. NEW	21,187.50	99,140.74
41	RP. NE	15+00.00	BEGIN RP. NE. 24.00' LT. STA. 10+00 RP. NW	21,068.10	99,115.13
42	RP. NE	25+00.00	P.C. NE	20,150.64	98,717.32
43	RP. NE	36+18.27	P.T. NE	19,514.21	99,324.55
44	RP. NE	47+15.76	END RP. NE. 24.00' LT. STA. 47+15.76 RP. NSE	19,903.07	100,360.84
45	RP. NSE	47+15.76	BEGIN RP. NSE	19,880.62	100,369.35
46	RP. NSE	50+82.36	P.C. NSE	20,010.51	100,702.17
47	RP. NSE	53+77.68	P.T. NSE = 63.00' RT. STA. 66+50 KELLOGG	20,021.13	100,990.00
48	RP. NW	10+00	P.C. NW-1. 24.00' RT. STA. 15+00 RP. NE	21,077.65	99,093.11
49	RP. NW	14+77.32	P.T. NW-1	20,679.13	98,834.43
50	RP. NW	20+09.88	P.C. NW-2	20,266.70	98,474.41
51	RP. NW	23+13.88	P.T. NW-2 = STA. 46+04.20 RP. NSW	20,137.11	98,215.15



3					
2					
1	JUL 71	REV. RAMP SW	63		
NO.	DATE	REVISIONS	BY	APP'D	
STATE HIGHWAY COMMISSION OF KANSAS					
KELLOGG AVENUE INTERCHANGE					
GEOMETRIC COORDINATE LAYOUT					
WILSON & COMPANY ENGINEERS & ARCHITECTS SALINA, KANSAS					
DESIGNED	G.A.S.	TRACED	J.F.B.	CHECKED	H.J.B.