

At this time the Courthouse is open to the public. Anyone wishing to attend will need to call ahead at 913-684-0417 to reserve a seat as the meeting room has limited capacity. All visitors will be required to wear a mask. We are encouraging everyone to continue to view the meeting live via YouTube.

***Leavenworth County
Board of County Commissioners***

Regular Meeting Agenda
300 Walnut Street, Suite 225
Leavenworth, KS 66048
December 23, 2020
9:00 a.m.

- I. CALL TO ORDER
- II. PLEDGE OF ALLEGIANCE/MOMENT OF SILENCE
- III. ROLL CALL
- IV. PUBLIC COMMENT: Public Comment shall be limited to 15 minutes at the beginning of each meeting for agenda items **only** and limited to three minutes per person. Comments at the end of the meeting shall be open to any topic of general interest to the Board of County Commissioners and limited to five minutes per person. There should be no expectation of interaction by the Commission during this time.

Anyone wishing to make comments either on items on the agenda or not are encouraged to provide their comments in writing no later than 8:00 AM the Monday immediately preceding the meeting. These comments will be included in the agenda packet for everyone to access and review. This allows the Commission to have time to fully consider input and request follow up if needed prior to the meeting.
- V. ADMINISTRATIVE BUSINESS:
- VI. CONSENT AGENDA: The items on the Consent Agenda are considered by staff to be routine business items. Approval of the items may be made by a single motion, seconded, and a majority vote with no separate discussion of any item listed. Should a member of the Governing Body desire to discuss any item, it will be removed from the Consent Agenda and considered separately.

- a) Approval of the minutes of December 16, 2020
- b) Approval of the schedule for the week December 28, 2020
- c) Approval of the check register
- d) Approve and sign the OCB's
- e) Approve Case Number DEV-20-126 & 127 Plat for Sheehan Farms

VII. FORMAL BOARD ACTION:

- a) Consider a motion to approve budget amendments as presented by the County Clerk.
- b) Consider a motion to approve Board Order 2020-9, transferring funds from the Road & Bridge Fund to the Capital Road Fund in the amount of \$1,200,000.00.
- c) Consider a motion to approve Board Order 2020-10, transferring funds from the Solid Waste operating fund to the Capital Improvement Fund in the amount of \$11,585.00.
- d) Consider a motion to approve Board Order 2020-11, transferring funds from the Special Building, Buildings and Grounds fund to the Capital Improvement Fund in the amount of \$16,800.00.
- e) Consider a motion to approve Board Order 2020-12, transferring funds from the Election Fund to the Equipment Reserve Fund in the amount of \$25,000.00.
- f) Consider a motion to approve Board Order 2020-13, transferring funds from the Register of Deeds Technology Fund to the County Commissioners/ROD Tech Fund in the Equipment Reserve Fund in the amount of \$70,260.00.
- g) Consider a motion to approve Board Order 2020-14, transferring funds from the Special Building, Justice Center Fund to the Capital Improvement Fund in the amount of \$15,000.00.
- h) Consider a motion to approve Resolution 2020-49, waiving the requirements of K.S.A. 75-1120a(a) as they apply to the County of Leavenworth for the year ended 2020.

i) Consider a motion to approve Board Order 2020-15, appointing Dr. Alan Martinez and Dr. John Ralston as deputy district coroners for the First Judicial District.

j) Consider a motion to approve an agreement for maintenance of roads along the county lines for Leavenworth and Jefferson County.

k) Consider a motion to approve Case Number DEV-20-107 & 108, a preliminary and final plat for Linwood South Elementary School.

VIII. PRESENTATIONS AND DISCUSSION ITEMS: presentations are materials of general concern where no action or vote is requested or anticipated.

IX. ADDITIONAL PUBLIC COMMENT IF NEEDED

X. ADJOURNMENT

LEAVENWORTH COUNTY COMMISSIONERS MEETING SCHEDULE

Monday, December 21, 2020

Tuesday, December 22, 2020

Wednesday, December 23, 2020

9:00 a.m. Leavenworth County Commission meeting
• Commission Meeting Room, 300 Walnut, Leavenworth KS

Thursday, December 24, 2020 THE COURTHOUSE WILL BE CLOSED IN OBSERVANCE OF CHRISTMAS

Friday, December 25, 2020 THE COURTHOUSE WILL BE CLOSED IN OBSERVANCE OF CHRISTMAS

ALL SUCH OTHER BUSINESS THAT MAY COME BEFORE THE COMMISSION

ALL MEETINGS ARE OPEN TO THE PUBLIC

COMMENTS SHOULD BE OF GENERAL INTEREST OF THE PUBLIC AND SUBJECT TO THE RULES OF DECORUM

*****December 16, 2020 *****

The Board of County Commissioners met in a regular session on Wednesday, December 16, 2020. Commissioner Smith, Commissioner Stieben, Commissioner Kaaz, Commissioner Schimke and Commissioner Culbertson are present; Also present: Mark Loughry, County Administrator; David Van Parys, Senior County Counselor; Krystal Voth, Planning and Zoning Director; Bill Noll, Infrastructure and Construction Services; Commissioner-Elect Mike Smith

Residents: John Matthews, Anne Brockhoff, Christine Crews, Joe Herring, Russell Phelps

PUBLIC COMMENT:

There were no public comments.

ADMINISTRATIVE BUSINESS:

Mark Loughry requested approval of a cereal malt beverage license for Lakestop located at 158th and K-32.

A motion was made by Commissioner Schimke and seconded by Commissioner Kaaz to authorize the chairman to sign the cereal malt beverage license for Lakestop at 158th and K-32.

Motion passed, 5-0.

Mr. Loughry indicated yesterday was the deadline for CARES Act Funds submissions

A motion was made by Commissioner Stieben and seconded by Commissioner Culbertson to authorize Mr. Bill Noll, the director of ICS, to designate a surveyor or surveyors for the purpose of reviewing subdivision plats and executing such other acts relating to the duties of the county surveyor as provided for by K.S.A. 58-2005.

Motion passed, 5-0.

Mr. Loughry reported yesterday was the deadline for submission for the CARES Act Funding.

David Van Parys requested to authorize Bill Noll to designate a surveyor to sign off on plats.

A motion was made by Commissioner Stieben and seconded by Commissioner Culbertson to appoint

Motion passed, 5-0.

Commissioner Kaaz requested to remove the check registry from the consent agenda.

A motion was made by Commissioner Culbertson and seconded by Commissioner Schimke to accept the consent agenda for Wednesday, December 16, 2020 minus the check registry as presented.

Motion passed, 5-0.

A motion was made by Commissioner Culbertson and seconded by Commissioner Schimke to accept the consent agenda check registry.

Motion passed, 4-0, Commissioner Kaaz abstained.

Bill Noll requested approval of a contract with Finney and Turnipseed for the construction inspection services of Bridge SH-30.

A motion was made by Commissioner Kaaz and seconded by Commissioner Stieben to approve inspection services awarded to Finney and Turnipseed.

Motion passed, 5-0.

Mr. Noll requested to engage Bartlett and West to investigate the premature asphalt pavement cracking on dust abatement groups 2, 4, 5 and 7.

A motion was made by Commissioner Kaaz and seconded by Commissioner Schimke to approve Bartlett and West to investigation the premature asphalt failure of the dust abatement projects 2,4, 5 and 7.

Motion passed, 5-0.

Mr. Noll updated the Board on the intersection of K-32 and 158th indicating the KDOT's traffic investigation report does not warrant a stop light. KDOT will install stop bars, more signage and reducing the advisory speed limit.

Mr. Noll reported that the city of Basehor's projects moved through the next stage with MARC on the 155th Street improvement and a trail.

Krystal Voth presented Resolution 2020-39, the adoption of the 2006 International Building Codes and 2006 International Residential Codes.

A motion was made by Commissioner Stieben and seconded by Commissioner Kaaz to approve Resolution 2020-39, adopting 2006 International Building Codes and 2006 International Residential Codes for one and two- family dwellings with certain modifications with a start date of January 1, 2021.

Commissioner Culbertson requested that Easton and Kickapoo townships be excluded from the building codes resolution.

Motion failed, 2-3, Commissioners Schimke, Smith and Culbertson voted nay.

A motion was made by Commissioner Culbertson and seconded by Commissioner Kaaz to approve Resolution 2020-39, adopting the 2006 International Building Codes excluding Easton and Kickapoo townships from said resolution with an effective date of January 1, 2021.

Motion passed, 4-1 Commissioner Schimke voted nay.

Ms. Voth presented Resolution 2020-48, adopting the rezoning of County Road 1 that would follow the adopted land use A map.

Commissioner Smith opened the public hearing.

Don Budd's email was recognized.

Anne Brockhoff spoke in opposition.

Christine Crews spoke in opposition.

Commissioner Smith closed the public hearing.

A motion was made by Commissioner Stieben and seconded by Commissioner Kaaz that the rezoning map to be incorporated into the resolution as Exhibit "A" and the subsequent rezoning be amended to exclude from rezoning all of the area south of Hemphill Road with the exception of that area immediately near the intersection of County Road 1 and the turnpike that area amended to light

industrial and my motion to disapprove the recommendation of the Planning Commission as submitted and to refer the matter back to the Planning Commission with direction to review the changes proposed as well as changes as may be justified by recently adopted County Comprehensive Plan
Motion failed, 2-3 Commissioners Schimke, Culbertson and Kaaz voted nay.

A motion was made by Commissioner Kaaz and seconded by Commissioner Culbertson to approve Resolution 2020-48.
Motion passed, 3-2 Commissioners Stieben and Smith voted nay

Commissioner Kaaz participated in Kansas Beats the Virus meeting promoting face coverings. She will participate in a Zoom meeting this evening with the same group and the medical director who will be working on plan to encourage people to use the vaccine. She participated in a Zoom meeting with Connection for Success geared toward the youth.

Commissioner Culbertson met with the city of Easton to work on getting CARES ACT funds finalized.

Commissioner Schimke reported he is trying to get on the city of Leavenworth agenda to discuss a study regarding dispatch services.

Commissioner Smith participated in the MARC meeting via Zoom.

Commissioner Culbertson will be participating in the LCPA meeting tomorrow.

A motion was made by Commissioner Kaaz and seconded by Commissioner Culbertson to adjourn.
Motion passed, 5-0.

The Board adjourned at 11:12 a.m.

LEAVENWORTH COUNTY COMMISSIONERS MEETING SCHEDULE

Monday, December 28, 2020

Tuesday, December 29, 2020

Wednesday, December 30, 2020

9:00 a.m. Leavenworth County Commission meeting
• Commission Meeting Room, 300 Walnut, Leavenworth KS

Thursday, December 31, 2020

Friday, January 1, 2021 THE COURTHOUSE WILL BE CLOSED IN OBSERVANCE OF NEW YEAR'S DAY

ALL SUCH OTHER BUSINESS THAT MAY COME BEFORE THE COMMISSION

ALL MEETINGS ARE OPEN TO THE PUBLIC

COMMENTS SHOULD BE OF GENERAL INTEREST OF THE PUBLIC AND SUBJECT TO THE RULES OF DECORUM

TYPES OF CHECKS SELECTED: * ALL TYPES

			P.O.NUMBER	CHECK#					
249	ADVANCED HEALTH	ATCHISON HOSPITAL	317358	90635 AP	12/15/2020	0-001-5-28-212	NOVEMBER DRUG SCREENS, PHYS CA	640.00	
20588	ADVANTAGE	ADVANTAGE PRINTING	317416	90681 AP	12/16/2020	0-001-5-14-301	ACCTS PAYABLE CHECKS OVERS	36.72	
2167	ASTROPHYSICS INC	ASTROPHYSICS INC	317359	90636 AP	12/15/2020	0-001-5-14-259	1447 X-RAY INSPECTION SYSTEM	57,158.90	
338	BEAR GRAPHICS	BEAR GRAPHICS INC	317417	90682 AP	12/16/2020	0-001-5-41-306	7000 PERSONAL PROPERTY ENVELOP	1,868.29	
6400	BRYANT JOHN	BRYANT LAW OFFICE PA	317363	90640 AP	12/15/2020	0-001-5-09-231	COURT APPOINTED ATTORNEY	3,000.00	
24545	CDW GOVERN	CDW GOVERNMENT INC	317365	90642 AP	12/15/2020	0-001-5-18-301	3773122 TAPE MEDIA	2,615.81	
28831	CE WATER MANAGEMENT	CE WATER MANAGEMENT INC	317366	90643 AP	12/15/2020	0-001-5-31-290	LVCO QUARTERLY WATER TREATMENT	75.00	
28831	CE WATER MANAGEMENT	CE WATER MANAGEMENT INC	317366	90643 AP	12/15/2020	0-001-5-32-268	LVCO QUARTERLY WATER TREATMENT	120.00	
							*** VENDOR 28831 TOTAL		195.00
5447	CITY WIDE MAINTENANC	CITY WIDE MAINTENANCE	317367	90644 AP	12/15/2020	0-001-5-32-296	01001100496 JC JANITORIAL SVC	5,367.00	
5637	CLEARWATER ENTERPRIS	CLEARWATER ENTERPRISES,LLC	317368	90645 AP	12/15/2020	0-001-5-05-215	342-0317B242442011 GAS SERVICE	26.46	
5637	CLEARWATER ENTERPRIS	CLEARWATER ENTERPRISES,LLC	317368	90645 AP	12/15/2020	0-001-5-14-220	342-12094264312011 CH GAS SERV	1,379.95	
5637	CLEARWATER ENTERPRIS	CLEARWATER ENTERPRISES,LLC	317368	90645 AP	12/15/2020	0-001-5-32-392	342-12095329382011 GAS SERVICE	2,272.60	
							*** VENDOR 5637 TOTAL		3,679.01
2395	CMH PROFESSIONAL GRO	CMH PROFESSIONAL GROUP	317369	90646 AP	12/15/2020	0-001-5-14-321	SEXUAL ASSAULT EVIDENCE KIT CO	725.00	
2395	CMH PROFESSIONAL GRO	CMH PROFESSIONAL GROUP	317369	90646 AP	12/15/2020	0-001-5-14-321	SEXUAL ASSAULT EVIDENCE KIT CO	725.00	
2395	CMH PROFESSIONAL GRO	CMH PROFESSIONAL GROUP	317369	90646 AP	12/15/2020	0-001-5-14-321	SEXUAL ASSAULT EVIDENCE KIT CO	725.00	
2395	CMH PROFESSIONAL GRO	CMH PROFESSIONAL GROUP	317369	90646 AP	12/15/2020	0-001-5-14-321	SEXUAL ASSAULT EVIDENCE KIT CO	725.00	
2395	CMH PROFESSIONAL GRO	CMH PROFESSIONAL GROUP	317369	90646 AP	12/15/2020	0-001-5-14-321	SEXUAL ASSAULT EVIDENCE KIT CO	725.00	
2395	CMH PROFESSIONAL GRO	CMH PROFESSIONAL GROUP	317369	90646 AP	12/15/2020	0-001-5-14-321	SEXUAL ASSAULT EVIDENCE KIT CO	725.00	
2395	CMH PROFESSIONAL GRO	CMH PROFESSIONAL GROUP	317369	90646 AP	12/15/2020	0-001-5-14-321	SEXUAL ASSAULT EVIDENCE KIT CO	725.00	
2395	CMH PROFESSIONAL GRO	CMH PROFESSIONAL GROUP	317369	90646 AP	12/15/2020	0-001-5-14-321	SEXUAL ASSAULT EVIDENCE KIT CO	725.00	
2395	CMH PROFESSIONAL GRO	CMH PROFESSIONAL GROUP	317369	90646 AP	12/15/2020	0-001-5-14-321	SEXUAL ASSAULT EVIDENCE KIT CO	725.00	
2395	CMH PROFESSIONAL GRO	CMH PROFESSIONAL GROUP	317369	90646 AP	12/15/2020	0-001-5-14-321	SEXUAL ASSAULT EVIDENCE KIT CO	725.00	
2395	CMH PROFESSIONAL GRO	CMH PROFESSIONAL GROUP	317369	90646 AP	12/15/2020	0-001-5-14-321	SEXUAL ASSAULT EVIDENCE KIT CO	725.00	
2395	CMH PROFESSIONAL GRO	CMH PROFESSIONAL GROUP	317369	90646 AP	12/15/2020	0-001-5-14-321	SEXUAL ASSAULT EVIDENCE KIT CO	725.00	
2395	CMH PROFESSIONAL GRO	CMH PROFESSIONAL GROUP	317369	90646 AP	12/15/2020	0-001-5-14-321	SEXUAL ASSAULT EVIDENCE KIT CO	725.00	
2395	CMH PROFESSIONAL GRO	CMH PROFESSIONAL GROUP	317369	90646 AP	12/15/2020	0-001-5-14-321	SEXUAL ASSAULT EVIDENCE KIT CO	725.00	
2395	CMH PROFESSIONAL GRO	CMH PROFESSIONAL GROUP	317369	90646 AP	12/15/2020	0-001-5-14-321	SEXUAL ASSAULT EVIDENCE KIT CO	725.00	
							*** VENDOR 2395 TOTAL		8,700.00
22543	COMPLETE FAMILY CARE	COMPLETE FAMILY CARE	317370	90647 AP	12/15/2020	0-001-5-05-201	EMS MEDICAL DIRECTOR	1,250.00	
156	CONVERGEONE	CONVERGEONE INC	317371	90648 AP	12/15/2020	0-001-5-18-220	AOSLVCO0001 PROFESSIONAL SERVI	3,387.50	
24000	CUSTOM EARPIECE	CUSTOM EARPIECE	317419	90684 AP	12/16/2020	0-001-5-07-359	5581 12 M2TRAC EARPIECES FOR J	396.46	
5362	DIAMOND DRUGS	DIAMOND DRUGS,INC	317420	90685 AP	12/16/2020	0-001-5-07-219	KSLV NOV INMATE PRESCRIPTIONS	880.54	
1219	DIST CT CLERK LV	CLERK OF DIST COURT-LEAV	317373	90650 AP	12/15/2020	0-001-5-11-501	COUNTY ATTORNEY COURT COSTS	2,646.50	
30100	ELECTION WORKER	ROBERT DAVIDS	317421	90686 AP	12/16/2020	0-001-5-49-341	THANK YOU, ELECTION WORKER!	135.00	
30100	ELECTION WORKER	ROBERT DAVIDS	317421	90686 AP	12/16/2020	0-001-5-49-341	THANK YOU, ELECTION WORKER!	15.00	
30100	ELECTION WORKER	ROBERT DAVIDS	317421	90686 AP	12/16/2020	0-001-5-49-341	THANK YOU, ELECTION WORKER!	125.00	
30100	ELECTION WORKER	VICTORIA DAVIDS	317422	90687 AP	12/16/2020	0-001-5-49-341	THANK YOU, ELECTION WORKER!	202.50	
							*** VENDOR 30100 TOTAL		477.50
81	FULLER G	GARY L FULLER ATTY	317374	90651 AP	12/15/2020	0-001-5-09-231	COURT APPOINTED ATTORNEY	3,000.00	
243	GEOTAB	GEOTAB USA INC	317375	90652 AP	12/15/2020	0-001-5-14-340	EFMA01-LEAV CO REGION 1 PRO P	113.22	
22605	HINCKLEY S	HINCKLEY SPRINGS	317378	90655 AP	12/15/2020	0-001-5-11-208	17137512660768 FILTRATION SYST	45.25	
191	HOME DEPOT	HOME DEPOT USA	317424	90689 AP	12/16/2020	0-001-5-07-305	1137682 PLATFORM CART FOR MAIN	401.67	
8416	IRON MOUNTAIN	IRON MOUNTAIN INC	317380	90657 AP	12/15/2020	0-001-5-11-208	IRON MOUNTAIN SHREDDING RSV8/	20.00	
2017	KANSAS BAR	KANSAS BAR ASSOCIATION	317381	90658 AP	12/15/2020	0-001-5-11-203	2021 DUES	170.00	
2017	KANSAS BAR	KANSAS BAR ASSOCIATION	317381	90658 AP	12/15/2020	0-001-5-11-203	2021 DUES	170.00	
							*** VENDOR 2017 TOTAL		340.00
26400	KANSAS GAS	KANSAS GAS SERVICE	317382	90659 AP	12/15/2020	0-001-5-14-220	510614745 1628631 73 GAS TRANS	818.03	
26400	KANSAS GAS	KANSAS GAS SERVICE	317382	90659 AP	12/15/2020	0-001-5-32-392	510614745 1628631 73 GAS TRANS	1,264.40	
							*** VENDOR 26400 TOTAL		2,082.43
3197	KLM	LEAGUE OF KS MUNICIPALITIES	317383	90660 AP	12/15/2020	0-001-5-14-203	2021 DUES	899.34	
3197	KLM	LEAGUE OF KS MUNICIPALITIES	317383	90660 AP	12/15/2020	0-001-5-14-203	2021 DUES	750.00	
							*** VENDOR 3197 TOTAL		1,649.34
2111	LIFTOFF	LIFTOFF,LLC	317385	90662 AP	12/15/2020	0-001-5-18-254	SW21855514 SOFTWARE SUB	135.00	

START DATE: 12/12/2020 END DATE: 12/16/2020

TYPES OF CHECKS SELECTED: * ALL TYPES

			P.O.NUMBER	CHECK#					
17244	MARLOW WHI	MARLOW WHITE UNIFORM CO	317425	90690 AP	12/16/2020	0-001-5-07-350	SHERIFF-UNIFORM ALTERATIONS	50.00	
105	MIDWEST M	MIDWEST MOBILE RADIO SERVICE	317386	90663 AP	12/15/2020	0-001-5-05-4	ACCT R1292 - RADIOS, PROGRAMMI	2,298.00	
1962	MOTOROLA	MOTOROLA	317388	90665 AP	12/15/2020	0-001-5-05-4	CONTRACT 21810 3 APX4000 W/CHA	7,579.20	
4583	MURRFIELD	MURRFIELD FARM SUPPLY	317389	90666 AP	12/15/2020	0-001-5-53-305	1252 CHEMICALS	6,092.80	
4583	MURRFIELD	MURRFIELD FARM SUPPLY	317389	90666 AP	12/15/2020	0-001-5-53-305	1252 CHEMICALS	14,080.00	
							*** VENDOR 4583 TOTAL		20,172.80
196	OLSSON	OLSSON, INC	317390	90667 AP	12/15/2020	0-001-5-06-206	ON-CALL ENGINEERING TO 11.7.20	715.25	
8801	OSBORN JOSEPH	OSBORN LAW OFFICE	317391	90668 AP	12/15/2020	0-001-5-09-231	COURT APPOINTED ATTORNEY VOUCH	1,897.50	
8801	OSBORN JOSEPH	OSBORN LAW OFFICE	317391	90668 AP	12/15/2020	0-001-5-09-231	COURT APPOINTED ATTORNEY VOUCH	1,095.00	
							*** VENDOR 8801 TOTAL		2,992.50
7098	QUILL CORP	QUILL CORP	317393	90670 AP	12/15/2020	0-001-5-01-301	6310540 BOCC OFFICE SUPPLIES	46.23	
25224	SAFETY REM	SAFETY REMEDY	317396	90673 AP	12/15/2020	0-001-5-53-307	486 WIPES, WASH, GLOVES, GLASS	175.20	
25224	SAFETY REM	SAFETY REMEDY	317396	90673 AP	12/15/2020	0-001-5-53-307	486 BROWN JERSEY GLOVES	239.76	
							*** VENDOR 25224 TOTAL		414.96
1633	SMITH DOUG	DOUG SMITH	317398	90675 AP	12/15/2020	0-001-5-01-205	REIM MILEAGE 2020	158.13	
829	THOMSON REUTERS	THOMSON REUTERS - WEST	317399	90676 AP	12/15/2020	0-001-5-09-307	1000090351 KS CT R&P VOL I II	479.63	
829	THOMSON REUTERS	THOMSON REUTERS - WEST	317399	90676 AP	12/15/2020	0-001-5-11-210	1000590171 WEST INFO CHARGES	716.42	
							*** VENDOR 829 TOTAL		1,196.05
2598	TLO, LLC	TLO, LLC	317400	90677 AP	12/15/2020	0-001-5-07-208	421786 ONLINE INVEST SVC TO 9/	2,100.00	
350	TREASURER	LEAV CO TREASURER	317401	90678 AP	12/15/2020	0-001-5-14-241	LV CITY STORMWATER SPECIALS	18.65	
350	TREASURER	LEAV CO TREASURER	317401	90678 AP	12/15/2020	0-001-5-14-241	LV CITY STORMWATER SPECIALS	675.00	
350	TREASURER	LEAV CO TREASURER	317401	90678 AP	12/15/2020	0-001-5-14-241	LV CITY STORMWATER SPECIALS	84.00	
350	TREASURER	LEAV CO TREASURER	317401	90678 AP	12/15/2020	0-001-5-14-241	LV CITY STORMWATER SPECIALS	512.00	
350	TREASURER	LEAV CO TREASURER	317401	90678 AP	12/15/2020	0-001-5-14-241	LV CITY STORMWATER SPECIALS	1,200.00	
350	TREASURER	LEAV CO TREASURER	317401	90678 AP	12/15/2020	0-001-5-32-392	LV CITY STORMWATER SPECIALS	2,075.00	
							*** VENDOR 350 TOTAL		4,564.65
2	WATER DEPT	WATER DEPT	317402	90679 AP	12/15/2020	0-001-5-14-220	WATER SVC COURTHOUSE	757.87	
2	WATER DEPT	WATER DEPT	317402	90679 AP	12/15/2020	0-001-5-32-392	WATER SVC JUSTICE CENTER	3,958.34	
							*** VENDOR 2 TOTAL		4,716.21
276	WEX	WEX BANK	317428	90693 AP	12/16/2020	0-001-5-14-331	0496-00-618432-9 NOVEMBER MS F	569.61	
276	WEX	WEX BANK	317428	90693 AP	12/16/2020	0-001-5-14-332	0496-00-61432-9 NOVEMBER SHF F	1,590.56	
276	WEX	WEX BANK	317428	90693 AP	12/16/2020	0-001-5-14-901	0496-00-618432-9 OLD WEX (LAST	163.16-	
							*** VENDOR 276 TOTAL		1,997.01
2007	WIRENUTS	WIRENUTS	317429	90694 AP	12/16/2020	0-001-5-31-290	INSTALL ADD'L ACCESS CONTROL D	2,051.85	
							TOTAL FUND 001		151,138.98
22543	COMPLETE FAMILY CARE	COMPLETE FAMILY CARE	317370	90647 AP	12/15/2020	0-108-5-00-280	HEALTH DEPT DECEMBER SERVICES	1,200.00	
22543	COMPLETE FAMILY CARE	COMPLETE FAMILY CARE	317370	90647 AP	12/15/2020	0-108-5-00-280	HEALTH DEPT DECEMBER SERVICES	300.00	
							*** VENDOR 22543 TOTAL		1,500.00
23163	HEMOCUE AMERICA	RADIOMETER AMERICA INC DIV:HEM	317377	90654 AP	12/15/2020	0-108-5-00-380	29235 CUVETTES, SHIPPING/HANDL	99.00	
23163	HEMOCUE AMERICA	RADIOMETER AMERICA INC DIV:HEM	317377	90654 AP	12/15/2020	0-108-5-00-606	29235 CUVETTES, SHIPPING/HANDL	99.00	
							*** VENDOR 23163 TOTAL		198.00
							TOTAL FUND 108		1,698.00
156	CONVERGEONE	CONVERGEONE INC	317371	90648 AP	12/15/2020	0-115-5-00-409	AOSLVCO00001 HARDWARE	3,079.98	
							TOTAL FUND 115		3,079.98
118	CROSS MATCH TECH	CROSS MATCH TECHNOLOGIES, INC	317418	90683 AP	12/16/2020	0-130-5-00-2	179361 REPL LIVESCAN IN CCH/OF	6,586.62	
							TOTAL FUND 130		6,586.62
7158	A-1 RENTAL	A-1 RENTAL	317357	90634 AP	12/15/2020	0-133-5-00-214	12-8 MONTHLY TOILET RENTAL	100.00	
7158	A-1 RENTAL	A-1 RENTAL	317357	90634 AP	12/15/2020	0-133-5-00-214	12-8 MONTHLY TOILET RENTAL	100.00	

TYPES OF CHECKS SELECTED: * ALL TYPES

		P.O.NUMBER	CHECK#							
				*** VENDOR					7158 TOTAL	200.00
5637	CLEARWATER ENTERPRIS	CLEARWATER ENTERPRISES,LLC	317368	90645 AP	12/15/2020	0-133-5-00-304	12-34 342-560012011 GAS SERVIC	98.77		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-133-5-00-361	12-31 300467 ROCK	1,017.67		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-133-5-00-361	12-31 300467 ROCK	489.18		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-133-5-00-361	12-14 30047 ROCK	2,204.41		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-133-5-00-361	12-14 30047 ROCK	42.11		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-133-5-00-361	12-14 30047 ROCK	475.66		
				*** VENDOR					434 TOTAL	4,229.03
196	OLSSON	OLSSON, INC	317390	90667 AP	12/15/2020	0-133-5-00-213	12-36 ON-CALL ENGINEERING TO 1	2,145.75		
632	RWD 8	RURAL WATER DIST NO 8	317395	90672 AP	12/15/2020	0-133-5-00-216	12-35 WATER METER SERVICE AT S	15.00		
347	WINTER EQUIPMENT	WINTER EQUIPMENT COMPANY INC	317403	90680 AP	12/15/2020	0-133-5-00-306	12-4 BLOCKBUSTER HAMMERHEAD 12	2,921.61		
347	WINTER EQUIPMENT	WINTER EQUIPMENT COMPANY INC	317403	90680 AP	12/15/2020	0-133-5-00-306	12-4 BLOCKBUSTER HAMMERHEAD 12	2,921.61		
				*** VENDOR					347 TOTAL	5,843.22
				TOTAL FUND 133						12,531.77
8722	CSTK	CSTK	317372	90649 AP	12/15/2020	0-137-5-00-320	12-4 KRLE05 BRAKE PARTS, MULTI	1,426.93		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-8 300467 ROCK	486.95		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-8 300467 ROCK	1,815.80		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-8 300467 ROCK	250.13		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-8 300467 ROCK	244.77		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-8 300467 ROCK	2,233.19		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	2,413.96		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	293.34		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	2,921.80		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	3,242.44		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	748.58		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	1,332.89		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	271.61		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	730.85		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	1,812.27		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	1,220.69		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	1,865.14		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	1,827.36		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	319.56		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	1,333.60		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	761.53		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	140.82		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	140.20		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	258.45		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	113.20		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	3,364.55		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	3,102.47		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	750.85		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	343.48		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	5,261.62		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	598.91		
434	HAMM QUARR	HAMM QUARRIES	317376	90653 AP	12/15/2020	0-137-5-00-312	12-5 300467 ROCK	7,672.84		
				*** VENDOR					434 TOTAL	47,873.85
369	HOLLIDAY	HOLLIDAY SAND & GRAVEL CO	317379	90656 AP	12/15/2020	0-137-5-00-312	12-9 218331 ROCK	193.29		
369	HOLLIDAY	HOLLIDAY SAND & GRAVEL CO	317379	90656 AP	12/15/2020	0-137-5-00-312	12-6 218331 ROCK	125.64		
369	HOLLIDAY	HOLLIDAY SAND & GRAVEL CO	317379	90656 AP	12/15/2020	0-137-5-00-312	12-6 218331 ROCK	595.28		
369	HOLLIDAY	HOLLIDAY SAND & GRAVEL CO	317379	90656 AP	12/15/2020	0-137-5-00-312	12-6 218331 ROCK	395.21		

TYPES OF CHECKS SELECTED: * ALL TYPES

		P.O.NUMBER	CHECK#								
369	HOLLIDAY	HOLLIDAY SAND & GRAVEL CO	317379	90656 AP	12/15/2020	0-137-5-00-312	12-6	218331	ROCK	120.87	
369	HOLLIDAY	HOLLIDAY SAND & GRAVEL CO	317379	90656 AP	12/15/2020	0-137-5-00-312	12-6	218331	ROCK	777.15	
369	HOLLIDAY	HOLLIDAY SAND & GRAVEL CO	317379	90656 AP	12/15/2020	0-137-5-00-312	12-6	218331	ROCK	1,162.62	
369	HOLLIDAY	HOLLIDAY SAND & GRAVEL CO	317379	90656 AP	12/15/2020	0-137-5-00-312	12-6	218331	ROCK	134.28	
369	HOLLIDAY	HOLLIDAY SAND & GRAVEL CO	317379	90656 AP	12/15/2020	0-137-5-00-312	12-6	218331	ROCK	376.16	
369	HOLLIDAY	HOLLIDAY SAND & GRAVEL CO	317379	90656 AP	12/15/2020	0-137-5-00-312	12-6	218331	ROCK	136.89	
369	HOLLIDAY	HOLLIDAY SAND & GRAVEL CO	317379	90656 AP	12/15/2020	0-137-5-00-312	12-6	218331	ROCK	385.92	
369	HOLLIDAY	HOLLIDAY SAND & GRAVEL CO	317379	90656 AP	12/15/2020	0-137-5-00-312	12-6	218331	ROCK	629.01	
369	HOLLIDAY	HOLLIDAY SAND & GRAVEL CO	317379	90656 AP	12/15/2020	0-137-5-00-312	12-6	218331	ROCK	501.75	
369	HOLLIDAY	HOLLIDAY SAND & GRAVEL CO	317379	90656 AP	12/15/2020	0-137-5-00-312	12-6	218331	ROCK	408.87	
369	HOLLIDAY	HOLLIDAY SAND & GRAVEL CO	317379	90656 AP	12/15/2020	0-137-5-00-312	12-6	218331	ROCK	124.11	
369	HOLLIDAY	HOLLIDAY SAND & GRAVEL CO	317379	90656 AP	12/15/2020	0-137-5-00-312	12-6	218331	ROCK	171.78	
369	HOLLIDAY	HOLLIDAY SAND & GRAVEL CO	317379	90656 AP	12/15/2020	0-137-5-00-312	12-6	218331	ROCK	759.29	
									*** VENDOR	369 TOTAL	6,998.12
1123	POMPMIDWEST	POMP'S TIRE SERVICE INC	317392	90669 AP	12/15/2020	0-137-5-00-321	12-7	1960724	BOBCAT TIRE	255.00	
									TOTAL FUND 137		56,553.90

25101	CANON U S	CANON U S A INC	317364	90641 AP	12/15/2020	0-138-5-00-203	1865950	COPIER MAINT		7.47	
									TOTAL FUND 138	7.47	

2621	BOOKER TERRY	TERRY BOOKER	317362	90639 AP	12/15/2020	0-145-5-00-256	MEALS RESERVED 12/1-12/11		7,481.70		
2621	BOOKER TERRY	TERRY BOOKER	317362	90639 AP	12/15/2020	0-145-5-00-256	MEALS RESERVED 12/1-12/11		9,384.00		
									*** VENDOR	2621 TOTAL	16,865.70
4364	KLOTZ AGEN	THE KLOTZ AGENCY INC	317384	90661 AP	12/15/2020	0-145-5-00-203	NOTARY BOND - SOOK MIZELL		75.00		
2666	MISC REIMBURSEMENTS	PALMEDA ROBINSON	317387	90664 AP	12/15/2020	0-145-5-00-205	REIM MILEAGE		43.13		
2	WATER DEPT	WATER DEPT	317402	90679 AP	12/15/2020	0-145-5-00-246	WATER SVC CO ON AGING		124.71		
276	WEX	WEX BANK	317428	90693 AP	12/16/2020	0-145-5-00-304	0496-00-618432-9 NOV FUEL - CO		1,290.80		
									TOTAL FUND 145	18,399.34	

315	SALDIVAR TERRY	TERRY SALDIVAR	317397	90674 AP	12/15/2020	0-146-5-00-248	JANITOR - 725 LAMING 12/18-12/		400.00		
315	SALDIVAR TERRY	TERRY SALDIVAR	317427	90692 AP	12/16/2020	0-146-5-00-248	JANITOR - 725 LAMING - THANK Y		400.00		
									*** VENDOR	315 TOTAL	800.00
									TOTAL FUND 146	800.00	

7158	A-1 RENTAL	A-1 RENTAL	317357	90634 AP	12/15/2020	0-160-5-00-263	12-8 MONTHLY TOILET RENTAL		100.00		
17209	REDDI SERV	REDDI SERVICES	317394	90671 AP	12/15/2020	0-160-5-00-263	TRANSFER STATION MONTHLY SEPTI		295.00		
									TOTAL FUND 160	395.00	

1962	MOTOROLA	MOTOROLA	317426	90691 AP	12/16/2020	0-170-5-50-205	1000301747	ENCRYPTION KEYBOARD		5,333.77	
									TOTAL FUND 170	5,333.77	

11820	IMAGEMASTER	IMAGEMASTER,LLC	317412	1530 AP	12/15/2020	0-171-5-00-401	12-3 2020-A SUPPLEMENT/REV STA		1,250.00		
11820	IMAGEMASTER	IMAGEMASTER,LLC	317412	1530 AP	12/15/2020	0-171-5-00-401	12-3 2020-A SUPPLEMENT/REV STA		500.00		
									*** VENDOR	11820 TOTAL	1,750.00
2649	KANSAS STATE TREASUR	OFFICE OF THE STATE TREASURER	317413	1531 AP	12/15/2020	0-171-5-00-401	2020-A BOND REGISTRATION		300.00		
2649	KANSAS STATE TREASUR	OFFICE OF THE STATE TREASURER	317413	1531 AP	12/15/2020	0-171-5-00-401	2020-A BOND REGISTRATION		4,250.00		
2649	KANSAS STATE TREASUR	OFFICE OF THE STATE TREASURER	317413	1531 AP	12/15/2020	0-171-5-00-401	2020-A BOND REGISTRATION		30.00		
									*** VENDOR	2649 TOTAL	4,580.00
196	OLSSON	OLSSON, INC	317414	1532 AP	12/15/2020	0-171-5-05-201	12-4 ON CALL ENGINEERING 019-2		11,444.00		
115	SCHLAGEL	SCHLAGEL & ASSOCIATES,PA	317415	1533 AP	12/15/2020	0-171-5-04-302	12-1 PROJ 18131 PROF SVC DUST		1,233.00		
115	SCHLAGEL	SCHLAGEL & ASSOCIATES,PA	317415	1533 AP	12/15/2020	0-171-5-04-302	12-1 PROJ 18131 PROF SVC DUST		675.00		
115	SCHLAGEL	SCHLAGEL & ASSOCIATES,PA	317415	1533 AP	12/15/2020	0-171-5-04-302	12-1 PROJ 18131 PROF SVC DUST		179.74		

TYPES OF CHECKS SELECTED: * ALL TYPES

		P.O.NUMBER	CHECK#							
								*** VENDOR	115 TOTAL	2,087.74
								TOTAL FUND 171		19,861.74
118	CROSS MATCH TECH	CROSS MATCH TECHNOLOGIES,INC	317418	90683 AP	12/16/2020	0-194-5-00-2	179361	REPL LIVESCAN IN CCH/OF	6,586.63	
								TOTAL FUND 194		6,586.63
25101	CANON U S	CANON U S A INC	317364	90641 AP	12/15/2020	0-195-5-00-208	1865950	COPIER MAINT	7.48	
5637	CLEARWATER ENTERPRIS	CLEARWATER ENTERPRISES,LLC	317368	90645 AP	12/15/2020	0-195-5-00-290	342-0305A864302011	GAS SERVICE	82.89	
26400	KANSAS GAS	KANSAS GAS SERVICE	317382	90659 AP	12/15/2020	0-195-5-00-290	510614745 1628631 73	GAS TRANS	112.19	
								TOTAL FUND 195		202.56
24545	CDW GOVERN	CDW GOVERNMENT INC	317365	90642 AP	12/15/2020	0-197-5-00-201	3773122 3	LAPTOPS WITH MS OFFI	2,457.96	
24545	CDW GOVERN	CDW GOVERNMENT INC	317365	90642 AP	12/15/2020	0-197-5-00-201	3773122 3	LAPTOPS WITH MS OFFI	835.17	
								*** VENDOR	24545 TOTAL	3,293.13
								TOTAL FUND 197		3,293.13
86	EVERGY	EVERGY KANSAS CENTRAL INC	317423	90688 AP	12/16/2020	0-212-5-00-2		ELEC SVC SEWER DIST 2	133.90	
86	EVERGY	EVERGY KANSAS CENTRAL INC	317423	90688 AP	12/16/2020	0-212-5-00-2		ELEC SVC SEWER DIST 2	34.55	
86	EVERGY	EVERGY KANSAS CENTRAL INC	317423	90688 AP	12/16/2020	0-212-5-00-2		ELEC SVC SEWER DIST 2	28.70	
86	EVERGY	EVERGY KANSAS CENTRAL INC	317423	90688 AP	12/16/2020	0-212-5-00-2		ELEC SVC SEWER DIST 2	61.60	
								*** VENDOR	86 TOTAL	258.75
								TOTAL FUND 212		258.75
86	EVERGY	EVERGY KANSAS CENTRAL INC	317423	90688 AP	12/16/2020	0-218-5-00-2		ELEC SVC SEWER DIST 5	132.97	
								TOTAL FUND 218		132.97
2570	BOND ESCROW REFUND	ERICK LOWE	317360	90637 AP	12/15/2020	0-503-5-00-2		REFUND ENTRANCE PERMIT 207TH S	100.00	
2570	BOND ESCROW REFUND	GREG SCHUETZ	317361	90638 AP	12/15/2020	0-503-5-00-2		REFUND ENTRANCE PERMIT LORING	100.00	
								*** VENDOR	2570 TOTAL	200.00
								TOTAL FUND 503		200.00
								TOTAL ALL CHECKS		287,060.61

TYPES OF CHECKS SELECTED: * ALL TYPES

FUND SUMMARY

001	GENERAL	151,138.98
108	COUNTY HEALTH	1,698.00
115	EQUIPMENT RESERVE	3,079.98
130	CCH PERMITS	6,586.62
133	ROAD & BRIDGE	12,531.77
137	LOCAL SERVICE ROAD & BRIDGE	56,553.90
138	JUV INTAKE & ASSESSMENT	7.47
145	COUNCIL ON AGING	18,399.34
146	COUNTY TREASURER SPECIAL	800.00
160	SOLID WASTE MANAGEMENT	395.00
170	SALES TAX CAPITAL PROJECTS	5,333.77
171	S TAX CAP RD PROJ: 2015 SERIES	19,861.74
194	VIOLENT OFFENDERS	6,586.63
195	JUVENILE DETENTION	202.56
197	INK FEE FUND	3,293.13
212	SEWER DISTRICT 2: TIMBERLAKES	258.75
218	SEWER DIST #5	132.97
503	ROAD & BRIDGE BOND ESCROW	200.00
	TOTAL ALL FUNDS	287,060.61

CONSENT AGENDA 12/23/20
CHECKS DATED 12/11-12/16

No ACH transactions.

No CARES activity this period.

**Leavenworth County
Request for Board Action
Case No. DEV-20-126/127
Preliminary & Final Plat Sheehan Farm
Consent Agenda**

Date: December 23, 2020
To: Board of County Commissioners
From: Planning & Zoning Staff

Department Head Review: **Krystal Voth, Reviewed**

Additional Reviews as needed:

Budget Review **Administrator Review** **Legal Review**

Action Requested: The applicant is requesting a Preliminary and Final Plat for an 8-lot subdivision

Analysis: The applicant is requesting approval of an 8-lot subdivision located between 178th & 182nd Street, south of 24-40 Highway. Zoning in the area is RR2.5. Lots one through four situated along 182nd Street are 10 acres in size. Lots 5, 7 and 8 are 15 acres or larger. Lot six is approximately 2.7 acres. All lots meet the requirements for the zoning district. There is a large overhead transmission line that transects lots one through four.

The Stranger Township Fire Chief has requested that a fire hydrant be installed within 500 feet of each structure. The Suburban Water District indicates there is currently one fire hydrant located along 182nd Street at the north end of the development. Suburban also indicates additional hydrants can be installed along 178th Street but not along 182nd Street.

Staff is supportive of the request as proposed and recommends approval of the development.

Recommendation: The Planning Commission voted 9-0 to recommend approval of Case No.DEV-20-126 & 127, Preliminary and Final Plat for Sheehan Farm subject to conditions.

Alternatives:

1. Approve Case No. DEV-20-126 & 127, Preliminary and Final Plat for Sheehan Farm, with Findings of Fact, and with or without conditions; or
2. Deny Case No. DEV-20-126 & 127, Preliminary and Final Plat for Sheehan Farm, with Findings of Fact; or
3. Revise or Modify the Planning Commission Recommendation to Case No. DEV-20-126 & 127, Preliminary and Final Plat for Sheehan Farm, with Findings of Fact; or
4. Remand the case back to the Planning Commission.

Budgetary Impact:

- X Not Applicable
- Budgeted item with available funds
- Non-Budgeted item with available funds through prioritization

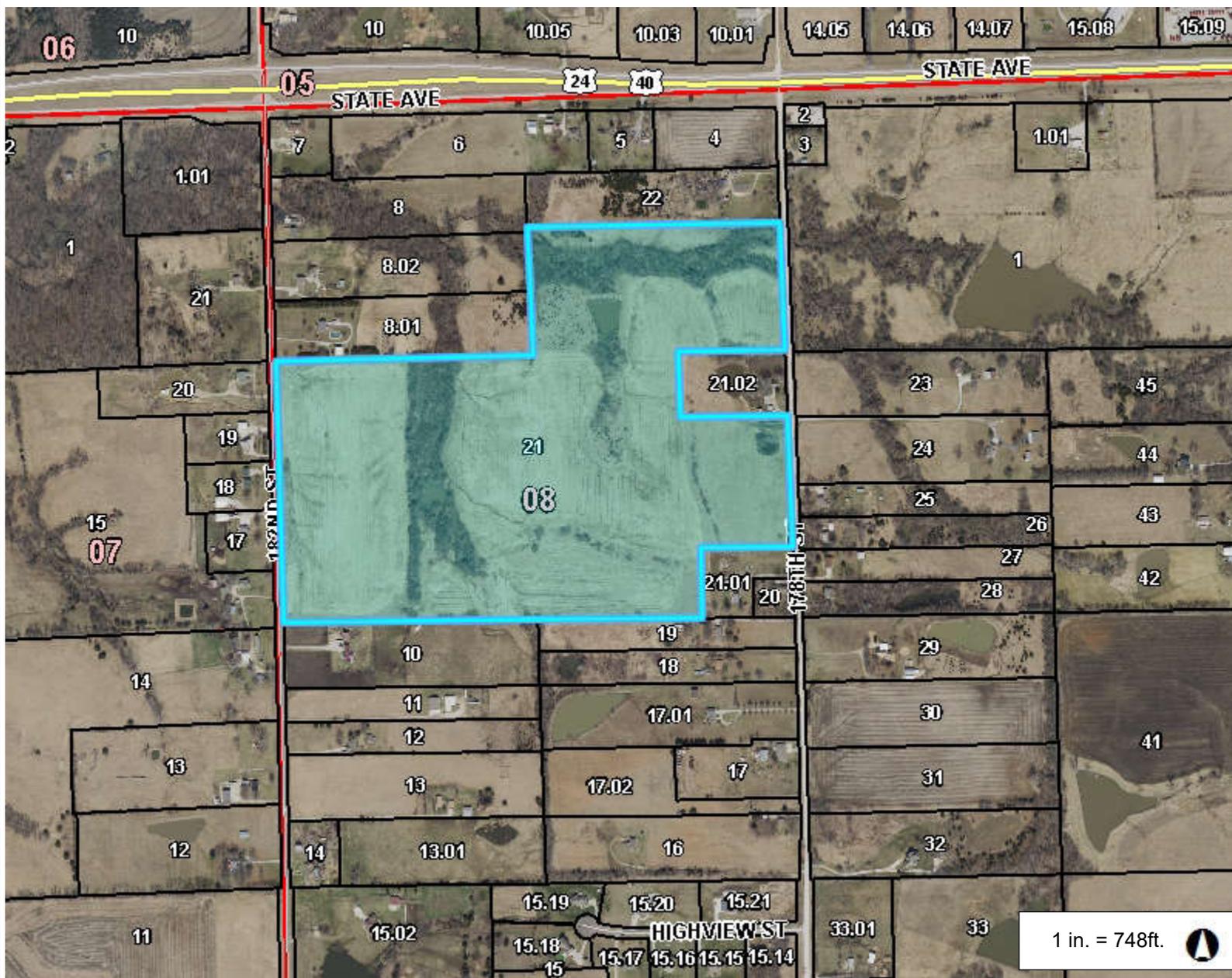
Non-Budgeted item with additional funds requested

Total Amount Requested:

\$0.00

Additional Attachments: Staff Report, Plat

Sheehan Acres Subdivision



Legend

- Parcel Number
- Parcel
- City Limit Line
- Major Road
 - <all other values>
 - 70
- Road
- Railroad
- Section
- Section Boundaries
- County Boundary

1 in. = 748ft. 

1,495.4 0 747.69 1,495.4 Feet

This Cadastral Map is for informational purposes only. It does not purport to represent a property boundary survey of the parcels shown and shall not be used for conveyances or the establishment of property boundaries.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

*****Consent Agenda*****
Case No. DEV-20-126/127
Sheehan Farm
Preliminary and Final Plat

Staff Report – Board of County Commissioners

December 23, 2020

GENERAL INFORMATION:

**Applicant/
Property Owner:** James Sheehan
7811 Ash
Prairie Village, KS 66208

Agent: Herring Surveying

Legal Description: A tract of land in the Northwest Quarter of Section 8, Township 11 South, Range 22 East of the 6th P.M, in Leavenworth County, Kansas.

Parcel Size: ± 91.07 acres

Zoning/Land Use: RR-2.5, Rural Residential 2.5-acre minimum size parcels

Comprehensive Plan: This parcel is within the Low Density Residential and the Mixed-Use land use categories.

Parcel ID No.: 183-08-0-00-00-021

Planner: Krystal Voth

REPORT:

Planning Commission Recommendation

The Planning Commissioner voted 8-0 to recommend approval of Case No.DEV-20-126 & 127, Preliminary and Final Plat for Sheehan Farm, with the following conditions:

1. Building permits shall be required for any new construction.
2. Erosion control shall be used when designing and constructing driveways. A form of sediment control shall be installed before work begins and maintained throughout the time that the land disturbing activities are taking place. Re-vegetation of all disturbed sites shall be completed within 45 days after completion of final grading weather permitting.
3. The applicant shall adhere to the following memorandums:
 - a. Public Works – Olsson Engineering, November 3, 2020
 - b. Wayne Malnicof – County Surveyor, October 27, 2020
 - c. Mark Billquist –Township Fire Department, November3, 2020
 - d. Travis Miles – Suburban Water November 6, 2020
4. A waiver for the use of private septic systems within this subdivision is granted with this approval.
5. Fire hydrants shall be installed at the time of development if adequate infrastructure is available.
6. After approval of this subdivision by the Board of County Commission, all conditions listed shall be adhered to and copies shall be provided to the Planning and Zoning Department within 30 days.

Request

The applicant is requesting a Preliminary and Final Plat for an 8-lot subdivision.

Adjacent Land Use

The surrounding properties are residences and farms on varying sized parcels ranging from 1 acre to over 140 acres in size.

Flood Plain

There are no Special Flood Hazard Areas on this parcel per FEMA Firm Maps 20103C0325G & 20103C0350G July 16, 2015.

Utilities/Services

Sewer: Private septic system

Fire: Stranger

Water: Suburban Water

Electric: Evergy

Access/Streets

The property is accessed by 178th Street & 182nd Street. 178th Street is a County road with a gravel surface ± 22' wide. 182nd Street is a County Collector with a paved surface ± 22' wide.

Agency Comments

See attached comments – Memo – Public Works – Olsson Engineering, November 3, 2020

See attached comments – Memo – Wayne Malnicof – County Surveyor, October 27, 2020

See attached comments – Memo – Mark Billquist – Township Fire Department, November 3, 2020

See attached comments – Memo – Travis Miles – Suburban Water November 6, 2020

Findings

1. The proposed subdivision is consistent with the zoning district of RR 2.5; Rural Residential Zoning 2.5 acre minimum size parcels.
2. The property is not within a sewer district boundary or is within 660 feet of the incorporated limits of a municipality; therefore, a waiver to the requirement of allowing private septic systems is supported by staff. A private sewage disposal permit may be issued per Leavenworth County Sanitary Code requirements.
3. The water district currently has adequate infrastructure to supply water to the lots within this subdivision.
4. The proposed subdivision is in accordance with the Comprehensive Plan

Subdivision Classification

This is classified as a Class "C" Subdivision. According to the Leavenworth County Zoning & Subdivision regulations, a Class "C" Subdivision is any subdivision in which all the lots lie within the Rural Growth Area of Leavenworth County.

Staff is supportive of a waiver of the requirement to connect to a sanitary sewer system as sanitary sewers are not located within 660' of the subdivision. (See condition 4)

Staff Comments

The applicant is requesting approval of an 8-lot subdivision located between 178th & 182nd Street, south of 24-40 Highway. Zoning in the area is RR2.5. Lots one through four situated along 182nd Street are 10 acres in size. Lots 5, 7 and 8 are 15 acres or larger. Lot six is approximately 2.7 acres. All lots meet the requirements for the zoning district. There is a large overhead transmission line that transects lots one through four.

The Stranger Township Fire Chief has requested that a fire hydrant be installed within 500 feet of each structure. The Suburban Water District indicates there is currently one fire hydrant located along 182nd Street at the north end of the development. Suburban also indicates additional hydrants can be installed along 178th Street but not along 182nd Street.

Staff is supportive of the request as proposed and recommends approval of the development.

ACTION OPTIONS:

1. Approve Case No. DEV-20-126 & 127, Preliminary and Final Plat for Sheehan Farm, with Findings of Fact, and with or without conditions; or
2. Deny Case No. DEV-20-126 & 127, Preliminary and Final Plat for Sheehan Farm, with Findings of Fact; or
3. Revise or Modify the Planning Commission Recommendation to Case No. DEV-20-126 & 127, Preliminary and Final Plat for Sheehan Farm, with Findings of Fact; or
4. Remand the case back to the Planning Commission.

ATTACHMENTS:

Aerial Map
Memorandums
Preliminary and Final Plat

Voth, Krystal

From: Travis Miles <Travis@suburbanwaterinc.com>
Sent: Friday, November 6, 2020 8:42 AM
To: Voth, Krystal
Subject: RE: DEV-20-126/127 Preliminary and Final Plat – Sheehan Acres

Notice: This email originated from outside this organization. Do not click on links or open attachments unless you trust the sender and know the content is safe.

Krystal,

I apologize for the delay in response to your questions.

- a. Does the water district have existing service lines in the vicinity of the proposed plat boundary to provide potable water to the lots of the subdivision?

Yes Suburban Water has existing services lines along both 178th Street and 182nd Street, that cover all lots shown.

- b. What is the size and location of the water line(s) and fire hydrants that are adjacent to this property?

Suburban has a 4" PVC water main along with west side of 182nd Street and a 6" PVC water main along the west side of 178th Street. Suburban has 1 fire hydrant adjacent to Sheehan Acres, located on 182nd Street at the north end of the development.

- c. Would the water district allow fire hydrants to be installed on the existing service line(s) in the area of the proposed plat boundary?

Suburban would allow fire hydrants to be installed along 178th Street, but not 182nd Street.

- d. Does the water district have plans to upgrade the service in this vicinity to such a level that fire hydrants can be installed in the foreseeable future, or within a set number of years? If so, what would the improvements consist of?

At this time Suburban Water does not have any plans to upgrade service in the area, however we do have sufficient capacity to supply domestic water service to the property for Sheehan Acres.

Travis Miles
Suburban Water

-----Original Appointment-----

From: Voth, Krystal [<mailto:KVoth@leavenworthcounty.gov>]

Sent: Thursday, October 29, 2020 9:50 AM

To: Voth, Krystal; Travis Miles

Subject: RE: DEV-20-126/127 Preliminary and Final Plat – Sheehan Acres

When: Friday, November 6, 2020 8:30 AM-9:00 AM (UTC-06:00) Central Time (US & Canada).

Where:

Travis,

Please see the attached plat for Sheehan Acres located within Suburban's territory. I would greatly appreciate it if you were able to answer the following questions:

- a. Does the water district have existing service lines in the vicinity of the proposed plat boundary to provide potable water to the lots of the subdivision?

- b. What is the size and location of the water line(s) and fire hydrants that are adjacent to this property?

- c. Would the water district allow fire hydrants to be installed on the existing service line(s) in the area of the proposed plat boundary?

- d. Does the water district have plans to upgrade the service in this vicinity to such a level that fire hydrants can be installed in the foreseeable future, or within a set number of years? If so, what would the improvements consist of?

Thanks so much and have a great day.

Krystal

SHEEHAN FARM

Tract of land in the Northwest Quarter of Section 8, Township 11 South, Range 22 East of the 6th P.M., Leavenworth County, Kansas.

FINAL PLAT

PREPARED FOR:
James Sheehan
00000 178th Street
Tonganoxie, KS 66086
PID No. 183-08-0-00-00-021

SURVEYORS DESCRIPTION:
Tract of land in the Northwest Quarter of Section 8, Township 11 South, Range 22 East of the 6th P.M., Leavenworth County, Kansas, more fully described as follows:
Commencing at the Northeast corner of said Northwest Quarter; thence South 02 degrees 07'03" East for a distance of 680.89 feet along the East line of said Northwest Quarter to the TRUE POINT OF BEGINNING; thence continuing South 02 degrees 07'03" West for a distance of 642.48 feet along said East line; thence South 89 degrees 09'26" West for a distance of 477.90 feet; thence South 02 degrees 08'31" East for a distance of 351.77 feet to the South line of said Northwest Quarter; thence South 88 degrees 45'41" West for a distance of 2156.13 feet along said South line; thence North 01 degrees 24'36" West for a distance of 1341.27 feet to the South line of the North Half of said Northwest Quarter as held this survey; thence North 89 degrees 09'26" East for a distance of 1320.06 feet along said South line; thence North 01 degrees 24'38" West for a distance of 616.78 feet; thence North 88 degrees 01'10" East for a distance of 1289.79 feet to the point of beginning. Together with and subject to covenants, easements, and restrictions of record. Said property contains 91.07 acres, more or less, including road right of way.
Error of Closure: 1 - 221205

CERTIFICATION AND DEDICATION
The undersigned proprietors state that all taxes of the above described tract of land have been paid and that they have caused the same to be subdivided in the manner shown on the accompanying plat, which subdivision shall be known as: SHEEHAN FARM.

Easements shown on this plat are hereby dedicated for public use, the rights of way which are shown with dashed lines on the accompanying plat, and said easements may be employed to locate and maintain sewers, water lines, gas lines, poles and wires and any other form of public utility now and hereafter used by the public over, under and along the strips marked "Utility Easement" (U/E).

"Drainage Easements" or "D/E" shown on this plat are hereby dedicated for the purpose of constructing, using, replacing and maintaining a culvert, storm sewer, drainage ditch, or other drainage facility or tributary connections, including similar facilities, and appurtenances thereto, including the right to maintain, repair and replace the drainage facility and for any reconstruction and future expansion of such facility, together with the right of access for the same, is hereby dedicated for public use. Drainage Easements shall be kept clear of obstructions that impair the strength or interfere with the use and/or maintenance of storm drainage facilities. The maintenance and upkeep of said Easements shall be the responsibility of the individual owners of the lots whereupon said Easements are dedicated. Leavenworth County shall bear no responsibility for any maintenance and upkeep of said Easements.

Streets shown on the accompanying plat and not heretofore dedicated for public use are hereby so dedicated.

Building Lines or Setback Lines (B.S.L.) are hereby established as shown on the accompanying plat and no building or portion thereof shall be built or constructed between this line and the street line.

IN TESTIMONY WHEREOF,
We, the undersigned owners of SHEEHAN FARM, have set our hands this _____ day of _____, 2020.

James Sheehan

NOTARY CERTIFICATE:
Be it remembered that on this _____ day of _____, 2020, before me, a notary public in and for said County and State came James Sheehan, a married person, to me personally known to be the same persons who executed the forgoing instrument of writing, and duly acknowledged the execution of same. In testimony whereof, I have hereunto set my hand and affixed my notary seal the day and year above written.

NOTARY PUBLIC:
My Commission Expires: _____ (seal)

Kathleen A. Sheehan

NOTARY CERTIFICATE:
Be it remembered that on this _____ day of _____, 2020, before me, a notary public in and for said County and State came Kathleen A. Sheehan, a single person, to me personally known to be the same persons who executed the forgoing instrument of writing, and duly acknowledged the execution of same. In testimony whereof, I have hereunto set my hand and affixed my notary seal the day and year above written.

NOTARY PUBLIC:
My Commission Expires: _____ (seal)

APPROVALS
We, the Leavenworth County Planning Commission, do hereby approve the foregoing plat of SHEEHAN FARM this _____ day of _____, 2020.

Secretary: Krystal A. Voth
Chairman: Steven Rosenthal

COUNTY ENGINEER'S APPROVAL:
The County Engineer's plat review is only for general conformance with the subdivision regulations as adopted by Leavenworth County. The County is not responsible for the accuracy and adequacy of the design, dimensions, elevations, and quantities.

County Engineer - _____

COUNTY COMMISSION APPROVAL:
We, the Board of County Commissioners of Leavenworth County, Kansas, do hereby approve the foregoing plat of SHEEHAN FARM, this _____ day of _____, 2020.

Chairman: Doug Smith
County Clerk: Janet Klasinski

REGISTER OF DEED CERTIFICATE:
Filed for Record as Document No. _____ on this _____ day of _____, 2020 at _____ o'clock ___M in the Office of the Register of Deeds of Leavenworth County, Kansas.

Register of Deeds - Stacy Driscoll



Scale 1" = 200'



VICINITY MAP
SCALE 1" = 2000'

- LEGEND:**
- - 1/2" Bar Set with Cap No.1296
 - - 1/2" Bar Found, unless otherwise noted.
 - - Concrete Base to be Set around Point
 - △ - PK Nail Found in Place
 - () - Record / Deeded Distance
 - () - Record / Deeded Distance
 - U/E - Utility Easement
 - D/E - Drainage Easement
 - B.S.L. - Building Setback Line
 - R/W - Permanent Dedicated Roadway Easement dedicated this plat
 - - Centerline
 - - Section Line
 - BM - Benchmark

COUNTY SURVEYOR
I hereby certify this plat meets the requirements of KSA-58-2001 through 58-2005. The face of this plat was reviewed based on Kansas Minimum Standards for Boundary Surveys. No field verification is implied. This review is for surveying information only.

COUNTY SURVEYOR - Wayne Malnicof, RLS

- RESTRICTIONS:**
- 1) All proposed structures within this plat shall comply with the Leavenworth County Zoning and Subdivision Regulations or zoning regulation jurisdiction.
 - 2) An Engineered Waste Disposal System may be required due to poor soil conditions.
 - 3) Erosion and sediment control measures shall be used when designing and constructing driveways and other structures. Re-vegetation of all disturbed areas shall be completed within 45 days after final grading.
 - 4) Lots are subject to the current Access Management Policy Resolution
 - 5) No off-plat restrictions.

ZONING:
RR-2.5, Rural Residential, 2.5-Acre minimum size parcels - Current and proposed

- NOTES:**
- 1) This survey does not show ownership.
 - 2) All distances are calculated from measurements or measured this survey, unless otherwise noted.
 - 3) All recorded and measured distances are the same, unless otherwise noted.
 - 4) Error of Closure - See Error of Closure Calculations
 - 5) Basis of Bearing - KS State Plane NAD 83, North Zone 1501
 - 6) Point Origin Unknown, unless otherwise noted.
 - 7) Proposed Lots for Residential Use.
 - 8) Road Record - See Survey
 - 9) Benchmark - NAVD88
Project Benchmark (BM) - SW COR NW 1/4 Section 8 - Alum Cap - Elev. 880.00'
 - 10) Easements, if any, are created hereon or listed in referenced title commitment.
 - 11) Reference Recorded Deed Book 966 Page 1858
 - 12) Utility Companies -
- Water - Suburban
- Electric - Evergy
- Sewer - Septic / Lagoon
- Gas - Propane / Natural Gas
 - 13) Reference Continental Title Company Commitment Number 20393181 updated October 7, 2020
 - 14) Property is not in a Special Flood Hazard Area per FEMA FIR Map 20103C0350G dated July 16, 2015
 - 15) Building Setback Lines as shown hereon or noted below
- All side yard setbacks - 15' (Accessory - 15')
- All rear yard setbacks - 40' (Accessory - 15')
 - 16) Distances to and of structures, if any, are + - 1'.
 - 17) Easements as per referenced Title Commitment are shown hereon - Right of way Easement Bk. 331 Pg. 230, blanket description, no evidence of said gas line crossing subject property, as per Kansas One-Call.
- Water Line Easement Bk. 503 Pg. 1037 does not affect surveyed as per discussion with Water District #9, line is East of said Property.
 - 18) Fence Lines do not necessarily denote the boundary line for the property.
 - 19) Reference Surveys:
KDOT Reference Reports, Notes, and Plans
(DGV) - D.G.White Survey dated 1992, S-13 #17 1990
(Byrd) - B.F.Bird Survey dated 1999
(JAH) - J.A.Herring Survey Doc. #20145020 & #20185038
(APT) - A.P.Tanking Survey dated 2000
(REB) - R.E.Bacon Survey S-7 #199 1965
(MDC) - M.D.Cooper Survey S-9 #123 1972



315 North 5th Street, Leav., KS 66048
Ph. 913.651.3858 Fax 913.674.5361
Email - survey@jeancash.com

Job # K-20-1171
October 20, 2020

I hereby certify that this survey was made by me, or under my direct supervision, on the ground during the dates September thru October, 2020 and this map or plat is correct to the best of my knowledge.

Joseph A. Herring
PS # 1296

SHEEHAN FARM

Tract of land in the Northwest Quarter of Section 8, Township 11 South, Range 22 East of the 6th P.M., Leavenworth County, Kansas.

FINAL PLAT

PREPARED FOR:
James Sheehan
00000 178th Street
Tonganoxie, KS 66086
PID No. 183-08-0-00-00-021

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IN TESTIMONY WHEREOF,
We, the undersigned owners of SHEEHAN FARM, have set our hands this _____ day of _____, 2020.

James Sheehan

NOTARY CERTIFICATE:
Be it remembered that on this _____ day of _____, 2020, before me, a notary public in and for said County and State came James Sheehan, a married person, to me personally known to be the same persons who executed the forgoing instrument of writing, and duly acknowledged the execution of same. In testimony whereof, I have hereunto set my hand and affixed my notary seal the day and year above written.

NOTARY PUBLIC:
My Commission Expires: _____ (seal)

Kathleen A. Sheehan

NOTARY CERTIFICATE:
Be it remembered that on this _____ day of _____, 2020, before me, a notary public in and for said County and State came Kathleen A. Sheehan, a single person, to me personally known to be the same persons who executed the forgoing instrument of writing, and duly acknowledged the execution of same. In testimony whereof, I have hereunto set my hand and affixed my notary seal the day and year above written.

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Chairman: Steven Rosenthal

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County Engineer - _____

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Filed for Record as Document No. _____ on this _____ day of _____, 2020 at _____ o'clock _____ M in the Office of the Register of Deeds of Leavenworth County, Kansas.

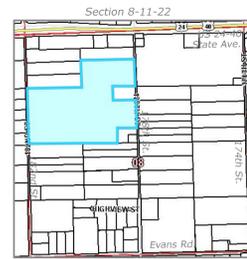
Register of Deeds - Stacy Driscoll



Scale 1" = 200'



Job # K-20-1171
October 20, 2020



"2156.14"
REVERSE BEARING

- LEGEND:**
- - 1/2" Bar Set with Cap No. 1296
 - - 1/2" Bar Found, unless otherwise noted.
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ZONING:
RR-2.5, Rural Residential, 2.5-Acre minimum size parcels - Current and proposed

- NOTES:**
- 1) This survey does not show ownership.
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(APT) - A.P. Tanking Survey dated 2000
(REB) - R.E. Bacon Survey S-7 #199 1965
(MDC) - M.D. Cooper Survey S-9 #123 1972

CALCULATIONS NOT SHOWN

CLEAN UP R/W TEXT

R/W REFERENCE

DISTANCE

SUBMIT REFERENCE REPORTS
SUBMIT CLOSURE CALCS FOR BOUNDARY AND LOTS
EXTERIOR CORNERS SET IN CONCRETE

REVERSE BEARING

REVERSE BEARING

LABEL LINE

REFERENCE EASEMENT

OVERALL DISTANCE DOES NOT MATCH LOT DIMENSIONS

POC

LABEL LINE

Voth, Krystal

From: Mark Billquist <stfdchief1760@gmail.com>
Sent: Tuesday, November 3, 2020 7:42 PM
To: Voth, Krystal
Subject: DEV-20-126/127 Preliminary

Notice: This email originated from outside this organization. Do not click on links or open attachments unless you trust the sender and know the content is safe.

With the development of this property, the Stranger Township Fire Department would request that enough fire hydrants be installed so that each structure is within 500 feet of a hydrant. This would help lower our Insurance Services Office rating which would result in lower home insurance premiums for all residents of the township.

--

Mark Billquist
Stranger Township Fire Chief
Midwest Regional Treasurer 10-33 Foundation
[913-369-0510](tel:913-369-0510) mobile
stfdchief1760@gmail.com

"Sometimes your joy is the source of your smile, but sometimes your smile can be the source of your joy." – Thich Nhat Hanh

SHEEHAN FARM

Tract of land in the Northwest Quarter of Section 8, Township 11 South, Range 22 East of the 6th P.M., Leavenworth County, Kansas.

FINAL PLAT

PREPARED FOR:
James F. Sheehan & Melanie R. Sheehan
34135 W. 90th Circle
Desoto, KS 66018

PROPERTY ADDRESS:
00000 178th Street
Tonganoxie, KS 66086
PID NO. 183-08-00-00-021

SURVEYOR'S DESCRIPTION:
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IN TESTIMONY WHEREOF,
We, the undersigned owners of SHEEHAN FARM, have set our hands this _____ day of _____, 2020.

James F. Sheehan
Melanie R. Sheehan

NOTARY CERTIFICATE:
Be it remembered that on this _____ day of _____, 2020, before me, a notary public in and for said County and State came James F. Sheehan and Melanie R. Sheehan, to me personally known to be the same persons who executed the forgoing instrument of writing, and duly acknowledged the execution of same. In testimony whereof, I have hereunto set my hand and affixed my notary seal the day and year above written.

NOTARY PUBLIC
My Commission Expires: _____ (seal)

APPROVALS
We, the Leavenworth County Planning Commission, do hereby approve the foregoing plat of SHEEHAN FARM this _____ day of _____, 2020.

Secretary
Krystal A. Voth
Chairman
Steven Rosenthal

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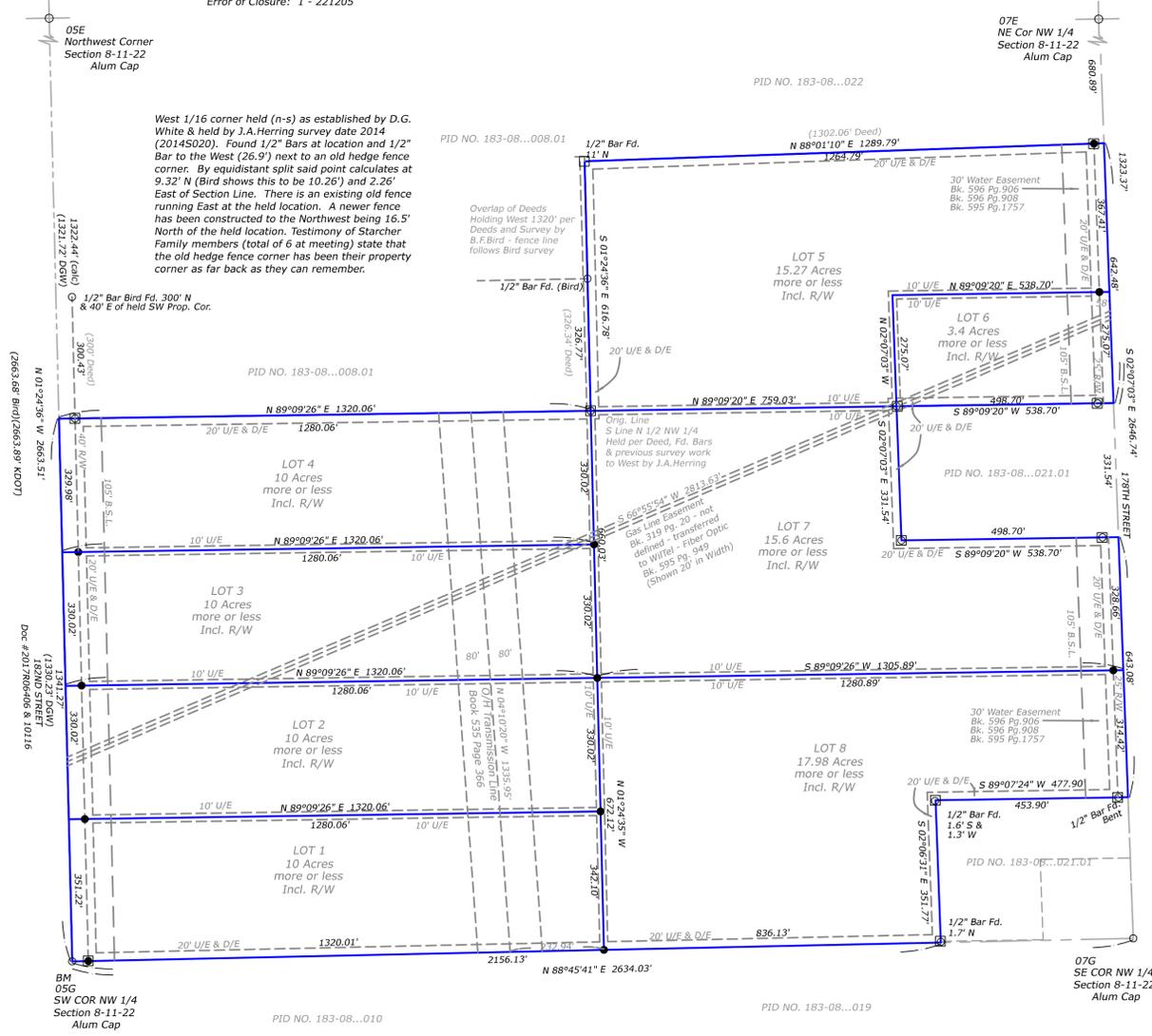
COUNTY COMMISSION APPROVAL:
We, the Board of County Commissioners of Leavenworth County, Kansas, do hereby approve the foregoing plat of SHEEHAN FARM, this _____ day of _____, 2020.

Chairman
Doug Smith
County Clerk
Attest: Janet Klasinski

REGISTER OF DEED CERTIFICATE:
Filed for Record as Document No. _____ on this _____ day of _____, 2020 at _____ o'clock _____ M in the Office of the Register of Deeds of Leavenworth County, Kansas.

Register of Deeds - Stacy Driscoll

West 1/16 corner held (n-s) as established by D.G. White & held by J.A.Herring survey date 2014 (2014S020). Found 1/2" Bar to the West (26.9') next to an old hedge fence corner. By equidistant split said point calculates at 9.32' N (Bird shows this to be 10.26') and 2.26' East of Section Line. There is an existing old fence running East at the held location. A newer fence has been constructed to the Northwest being 16.5' North of the held location. Testimony of Starcher Family members (total of 6 at meeting) state that the old hedge fence corner has been their property corner as far back as they can remember.



- LEGEND:**
- - 1/2" Bar Set with Cap No.1296
 - - 1/2" Bar Found, unless otherwise noted.
 - - Concrete Base to be Set around Point
 - △ - PK Nail Found in Place
 - () - Record / Deeded Distance
 - U/E - Utility Easement
 - D/E - Drainage Easement
 - B.S.L. - Building Setback Line
 - R/W - Permanent Dedicated Roadway Easement dedicated this plat
 - ⊕ - Centerline
 - - Section Line
 - BM - Benchmark

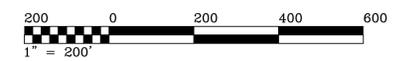
COUNTY SURVEYOR
I hereby certify this plat meets the requirements of KSA-58-2001 through 58-2005. The face of this plat was reviewed based on Kansas Minimum Standards for Boundary Surveys. No field verification is implied. This review is for surveying information only.

COUNTY SURVEYOR - Wayne Malnicof, RLS

- RESTRICTIONS:**
- 1) All proposed structures within this plat shall comply with the Leavenworth County Zoning and Subdivision Regulations or zoning regulation jurisdiction.
 - 2) An Engineered Waste Disposal System may be required due to poor soil conditions.
 - 3) Erosion and sediment control measures shall be used when designing and constructing driveways and other structures. Re-vegetation of all disturbed areas shall be completed within 45 days after final grading.
 - 4) Lots are subject to the current Access Management Policy Resolution
 - 5) No off-plat restrictions.

ZONING:
RR-2.5, Rural Residential, 2.5-Acre minimum size parcels - Current and proposed

- NOTES:**
- 1) This survey does not show ownership.
 - 2) All distances are calculated from measurements or measured this survey, unless otherwise noted.
 - 3) All recorded and measured distances are the same, unless otherwise noted.
 - 4) Error of Closure - See Error of Closure Calculations
 - 5) Basis of Bearing - KS State Plane NAD 83, North Zone 1501
 - 6) Point Origin Unknown, unless otherwise noted.
 - 7) Proposed Lots for Residential Use.
 - 8) Road Record - See Survey
 - 9) Benchmark - NAVD88
 - 10) Project Benchmark (BM) - SW COR NW 1/4 Section 8 - Alum Cap - Elev. 880.00'
 - 11) Easements, if any, are created hereon or listed in referenced title commitment.
 - 12) Reference Recorded Deed Document No. 2020R11976
 - 13) Utility Companies -
 - Water - Suburban
 - Electric - Evergy
 - Sewer - Septic / Lagoan
 - Gas - Propane / Natural Gas
 - 14) Reference Continental Title Company Commitment Number 20393181 updated October 7, 2020
 - 15) Property is not in a Special Flood Hazard Area per FEMA FIR Map 20103C0350G dated July 16, 2015
 - 16) Building Setback Lines as shown hereon or noted below
 - All side yard setbacks - 15' (Accessory - 15')
 - All rear yard setbacks - 40' (Accessory - 15')
 - 17) Distances to and of structures, if any, are ++ 1'.
 - 18) Easements as per referenced Title Commitment are shown hereon
 - Right of way to Socony-Vacuum Oil Company Book 319 Page 21, assigned to Magnolia Pipe Line Company Book 429 Page 20, assigned to Williams Pipe Line Company Book 570 Page 404, Book 850 Page 220
 - Easement granted to Suburban Water Book 595 Page 908 & 1757, falls within Platted 20' U/E & D/E along 178th Street
 - Easement granted to Kansas City Power & Light Book 361 Page 531, falls within Platted 20' U/E & D/E along 182nd Street.
 - Easement granted to Kansas City Power & Light Book 535 Page 366, to Magnolia Pipe Line Company Book 429 Page 20, assigned to Williams
 - 19) Reference Surveys:
 - KDOI Reference Reports, Notes, and Plans (DGW) - D.G.White Survey dated 1992, S-13 #17 1990 (Byrd) - B.F.Bird Survey dated 1999 (JAH) - J.A.Herring Survey Doc. #20145020 & #20185038 (APT) - A.P.Tanking Survey dated 2000 (REB) - R.E.Bacon Survey S-7 #199 1965 (MDC) - M.D.Cooper Survey S-9 #123 1972



I hereby certify that this survey was made by me, or under my direct supervision, on the ground during the dates September thru October, 2020 and this map or plat is correct to the best of my knowledge.
Joseph A. Herring
PS # 1296

2020
BUDGET REVIEW OF ESTIMATED BALANCES

	A	B	C	D	E	F	G	H	I	J	K
1	Fund #	Fund Name	2020 Adopted Budget	YTD Expenses Thru November 2020	Projected December Expenses	Projected December Payrolls	ESTIMATED TRANSFER IN	ESTIMATED TRANSFER OUT	ESTIMATED 2020 EXPENSES	UNDER or OVER BUDGET	Amend in 2020
2											
3	001	General	27,724,615	23,052,330	1,294,570	1,762,320	-	56,800	26,166,020	1,558,595	
4											
5	108	Health Department	1,350,880	1,166,510	15,010	108,754	-	0	1,290,274	60,606	
6											
7	112	Employee Benefits	8,125,000	6,615,048	25,000	1,000,000	-	0	7,640,048	484,952	
8									-	-	
10	117	Clerk Technology	54,000	52,100	-	-	-	0	52,100	1,900	
11											
12	118	Treasurer Technology	46,296	40,218	5,000	-	-	0	45,218	1,078	
13											
14	119	ROD Technology	115,263	91,752	5,000	2,268	-	70,261	169,281	(54,018)	amend
15											
16	133	Road and Bridge	9,589,844	8,455,871	450,000	262,400	-	1,200,000	10,368,271	(778,427)	900,000
17											
18	134	Special Alcohol	50,000	39,000	-	-	-	0	39,000	11,000	
19											
20	140	Economic Development	291,643	240,518	51,125	-	-	0	291,643	-	
21											
22	145	Council on Aging	2,597,314	2,165,775	55,000	108,000	-	0	2,328,775	268,539	
23											
25	158	Spec. Parks & Recreation	15,000	17,000	-	-	-	0	17,000	(2,000)	2,500
26											
27	160	Solid Waste	1,502,103	1,292,582	200,000	38,400	-	11,585	1,542,567	(40,464)	60,000
28									-	-	
29	170	Sales Tax, 2006 10 Yr.	1,465,769	715,266	-	-	-	0	715,266	750,503	
30									-	-	
31	171	Sales Tax 20 yr	5,525,767	9,591,478	40,000	-	-	0	9,631,478	(4,105,711)	4,500,000
32											
33	174	911 Tax	548,400	444,877	82,666	-	-	0	527,543	20,857	
34											
35	195	Juvenile Programs	746,764	631,057	3,763	58,830	-	0	693,650	53,114	
36											
38	304	Bond & Interest	1,761,291	1,761,290	-	-	-	0	1,761,290	1	
39											
40		TOTAL COUNTY BUDGET	61,509,949					1,338,646	1,338,646	60,171,303	

2020
BUDGET REVIEW OF ESTIMATED BALANCES

	A	B	C	D	E	F	G	H	I	J	K
1	Fund #	Fund Name	2020 Adopted Budget	YTD Expenses Thru November 2020	Projected December Expenses	Projected December Payrolls	ESTIMATED TRANSFER IN	ESTIMATED TRANSFER OUT	ESTIMATED 2020 EXPENSES	UNDER or OVER BUDGET	Amend in 2020
41											
42											
43	146	Motor Vehicle Fund	743,799	573,302	32,230	61,818	-	0	667,350	76,449	
44											
45	172	Cares	-	9,347,102	9,857,850	-	-	0	19,204,952	(19,204,952)	19,204,952
46			X								
47											
48											
49									-	-	
50		OTHER FUNDS									
51											
52	137	Local Service, Road & Bridge	3,307,683	3,036,415	220,000	76,800	-		3,333,215	(25,532)	50,000
54	210	Sewer District #1	66,331	20,480	19,956	-	-	0	40,436	25,895	
55	212	Sewer District #2	79,084	15,102	20,784	-	-	0	35,886	43,198	
56	214	Sewer District #3	103,712	103,212	-	-	-	0	103,212	500	
57	218	Sewer District #5	19,474	6,074	10,424	-	-	0	16,498	2,976	
58	216	Sewer District #6	6,678	-	-	-	-	0	-	6,678	
59	219	Sewer District #7	63,920	63,918	-	-	-	0	63,918	2	
60											
61											
62											
63		TOTAL OTHER FUNDS	3,646,882								
64			x								
65											
66											
67											
68											
69											
70											
71											
72											
73											
74											
75											
76											

2020
BUDGET REVIEW OF ESTIMATED BALANCES

	A	B	C	D	E	F	G	H	I	J	K
1	Fund #	Fund Name	2020 Adopted Budget	YTD Expenses Thru November 2020	Projected December Expenses	Projected December Payrolls	ESTIMATED TRANSFER IN	ESTIMATED TRANSFER OUT	ESTIMATED 2020 EXPENSES	UNDER or OVER BUDGET	Amend in 2020
77											
78	001-00	General Funds									
79	001-01	County Commission	622,948	470,012	10,000	52,130	-	0	532,142	90,806	
80	001-02	County Clerk	290,012	249,100	1,700	30,159	-	0	280,959	9,053	
81	001-03	County Treasurer	474,846	503,771	1,100	59,707	-	0	564,578	(89,732)	
82	001-04	ROD	217,982	188,699	300	27,488			216,487	1,495	
83	001-05	Ambulance	5,010,925	4,635,994	70,000	361,430			5,067,424	(56,499)	
84	001-06	Planning	594,438	389,245	6,000	34,147	-	0	429,392	165,046	
85	001-07	Sheriff	10,884,594	9,533,863	125,000	825,000	-		10,483,863	400,731	
86	001-09	County Counselor	502,641	341,809	300	14,400	-	0	356,509	146,132	
87	001-11	County Attorney	1,336,378	1,112,986	14,000	129,500	-	0	1,256,486	79,892	
88	001-13	Coroner	185,000	184,810	25,000	-	-	0	209,810	(24,810)	
89	001-14	Courthouse General	2,097,214	1,045,024	820,000	-	-	0	1,865,024	232,190	
90	001-18	Information Services	593,735	534,132	10,500	39,466	-	0	584,098	9,637	
91	001-19	District Court	248,241	127,315	10,000	-	-	0	137,315	110,926	
92	001-28	Human Resources	335,023	254,786	13,000	19,000	-	0	286,786	48,237	
93	001-31	Spec. Building Maint	525,349	413,324	10,000	30,048	-	16,800	470,172	55,177	
94	001-32	Spec. Building Justice Center	987,164	768,711	42,000	12,565	-	15,000	838,276	148,888	
95	001-41	Appraiser	744,372	608,731	27,070	74,880	-	0	710,681	33,691	
96	001-49	Election	512,461	321,286	500	26,700	-	25,000	373,486	138,975	
97	001-53	Noxious Weed	501,520	411,326	65,000	22,400	-	0	498,726	2,794	
98	001-82	Risk Management	10,485	621	600	3,300	-	0	4,521	5,964	
99	001-25-	Fair Building	68,000	68,000	-	-			68,000	-	
100	001-25-05	Fair Premium	11,000	11,000	-				11,000	-	
101	001-25-10	Riverside Resources	126,560	126,560	-				126,560	-	
102	001-25-20	Extension	244,065	244,065	-				244,065	-	
103	001-25-30	Soil Conservation	45,000	22,500	22,500				45,000	-	
104	001-29-201	CMHC - Guidance Center	291,237	291,237	-				291,237	-	
105	001-29-03	CASA	67,600	67,600	-				67,600	-	
106	001-29-04	Alliance Against Family Vio.	55,825	55,825	-				55,825	-	
107	001-29-05	St. Vincent	40,000	20,000	20,000				40,000	-	
108	001-25-250	Linwood Community Bldg.	-						-	-	
109	001-25-40	County Museums	50,000	49,998					49,998	2	
110	001-25-45	BOCC Contributions	50,000	-					-	50,000	
111		TOTAL	27,724,615	23,052,330	1,294,570	1,762,320	-	56,800	26,166,020	1,558,595	

2020 CASH REVIEW OF ESTIMATED BALANCES

	A	B	C	D	E	F	G	H	I	J	K	L
1	Fund #	Fund Name	CASH BALANCE as of 11/30/20	Projected Dec. Expenses	Projected Dec. Payroll	ESTIMATED DECEMBER RECEIPTS	ESTIMATED MTR. & REC. VEH. DIST.	ESTIMATED TRANSFER IN	ESTIMATED TRANSFER OUT	ESTIMATED CASH BALANCE 12/31/2020	BEGINNING CASH PER BUDGET 2021	FINAL BALANCE FOR 2020
32												
33	001	General	5,618,951	1,294,570	1,094,930	482,508	336,947	0	56,800	3,992,106	2,418,065	1,574,041
34												
35	108	Health Department	292,838	15,010	67,454	25,000	14,238			249,612	79,749	169,863
36												
37	112	Employee Benefits	1,709,526	25,000	590,000	0	93,722	0	0	1,188,248	766,345	421,903
38												
39	117	Clerk Technology	20,265	0	0	3,000	0			23,265	18,210	5,055
40												
41	118	Treasurer Technology	5,574	5,000	0	3,000	0			3,574	341	3,233
42												
43	119	ROD Technology	159,518	5,000	1,768	13,000	0		70,260	95,490	95,489	1
44												
45	133	Road and Bridge	2,341,653	450,000	164,000	0	173,992	280,000	1,200,000	981,645	699,423	282,222
46												
47	134	Special Alcohol	91,298	0	0	0	0	0	0	91,298	84,626	6,672
48												
49	137	Local Service Road & Bridge	412,707	220,000	48,000	0	63,730	120,000		328,437	317,402	11,035
50												
51	140	Economic Development	49,634	51,125	0		6,753			5,262	4,502	760
52												
53	145	Council on Aging	512,033	55,000	66,000	17,000	40,647	0	0	448,680	388,324	60,356
54												
57	158	Special Parks & Rec.	8,278	0	0	0	0	0	0	8,278	15,304	(7,026)
58												
59	160	Solid Waste	870,950	200,000	24,000	100,000	1,226	0	11,585	736,591	580,277	156,314
60												
61	170	2006 10 Yr. Sales Tax	162,142	0	0	0	0			162,142	-	162,142
62												
63	171	2016 20 Yr. Sales Tax	9,074,845	40,000	0	360,000	0	0	0	9,394,845	11,485,270	(2,090,425)
64												
65	174	911 Tax	596,016	82,666	0	40,180	0	0	0	553,530	474,922	78,608
66												
67	195	Juvenile Programs	184,543	3,763	36,932	850	11,676			156,374	22,453	133,921
68												
69	304	Bond & Interest	47,179	0	0	0	0			47,179	47,172	7

2020 CASH REVIEW OF ESTIMATED BALANCES

	A	B	C	D	E	F	G	H	I	J	K	L
1	Fund #	Fund Name	CASH BALANCE as of 11/30/20	Projected Dec. Expenses	Projected Dec. Payroll	ESTIMATED DECEMBER RECEIPTS	ESTIMATED MTR. & REC. VEH. DIST.	ESTIMATED TRANSFER IN	ESTIMATED TRANSFER OUT	ESTIMATED CASH BALANCE 12/31/2020	BEGINNING CASH PER BUDGET 2021	FINAL BALANCE FOR 2020
70												
71	210	Sewer District #1	143,987	4,500	0	0	0	0	15,456	124,031	99,071	24,960
72	212	Sewer District #2	274,329	8,000	0	0	0	0	12,784	253,545	210,089	43,456
73	214	Sewer District #3	42,238	0	0	0	0	0	0	42,238	42,738	(500)
74	218	Sewer District #5	114,128	1,800	0	0	0	0	8,624	103,704	100,728	2,976
75	216	Sewer District #6	6,678	0	0	0	0	0	0	6,678	6,678	-
76	219	Sewer District #7	29,012	0	0	0	0	0	0	29,012	29,294	(282)
77												
78	172	CARES	9,857,691	9,857,691	0	0	0	0	0	0	-	-
79												
80	146	Motor Vehicle Fund	77,904	32,230	38,636	37,000	0	0	0	44,038	79,981	(35,943)
81												
82			32,703,917	12,351,355	2,131,720	1,081,538	742,931	400,000	1,375,509	18,669,802	18,066,453	
83							ok					
84		General Fund Payroll	Cash for 12/9 & 12/23 Payrolls									
85	001-01	County Commission	33,632									
86	001-02	County Clerk	19,460									
87	001-03	County Treasurer	37,318									
88	001-04	ROD	17,180									
89	001-05	Ambulance	230,000									
90	001-06	Planning	21,342									
91	001-07	Sheriff	500,000									
92	001-09	County Counselor	9,000									
93	001-11	County Attorney	81,500									
94	001-18	Information Services	24,668									
95	001-28	Human Resources	12,000									
96	001-31	Spec. Building Maint	19,664									
97	001-32	Spec. Building Justice Center	7,866									
98	001-41	Appraiser	46,800									
99	001-49	Election	17,200									
100	001-53	Noxious Weed	14,000									
101	001-82	Risk Management	3,300									
102			1,094,930									
103												

BOARD ORDER 2020 - 9

AN ORDER OF THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF LEAVENWORTH, KANSAS, TRANSFERRING FUNDS FROM THE ROAD & BRIDGE FUND OF THE COUNTY TO THE CAPITAL ROAD FUND.

Now, on this 23rd day of December 2020 the Board of County Commissioners of Leavenworth County, Kansas adopts the following Board Order:

That the Clerk of Leavenworth County, Kansas is hereby directed to cause the transfer of the sum of **One Million Two Hundred Thousand and no/100 (\$1,200,000.00)** from the Road & Bridge Fund to the Capital Roads.

Transfer Out: Road & Bridge (D) 0-133-5-00-5
(C) 0-133-1-00-001

Transfer To: Capital Road Fund (C) 0-220-4-00-901
(D) 0-220-1-00-001

Dated this 23rd day of December 2020.

Board of County Commissioners
Of Leavenworth County, Kansas

Doug Smith, Chairman

Jeff Culbertson, Member

Vicky Kaaz, Member

Chad Schimke, Member

Mike Stieben, Member

ATTEST:

Janet Klasinski, Leavenworth County Clerk

BOARD ORDER 2020-10

AN ORDER OF THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF LEAVENWORTH, KANSAS, TRANSFERRING FUNDS FROM THE SOLID WASTE OPERATING FUND OF THE COUNTY TO THE CAPITAL IMPROVEMENT FUND.

Now, on this 23rd day of December 2020 the Board of County Commissioners of Leavenworth County, Kansas adopts the following Board Order:

That the Clerk of Leavenworth County, Kansas is hereby directed to cause the transfer of the sum of **Eleven Thousand Five Hundred and Eighty-Five Dollars (\$11,585.00)** from the Solid Waste Operating Fund to the Capital Improvement Fund to be designated for new scale and building.

Transfer Out: Solid Waste (D) 0-160-5-00-502
(C) 0-160-1-00-001

Transfer To: Capital Improvement, Solid Waste:
(C) 0-215-4-00-903
(D) 0-215-1-00-001

Dated this 23rd day of December 2020.

Board of County Commissioners
Of Leavenworth County, Kansas

Doug Smith, Chairman

Jeff Culbertson, Member

Vicky Kaaz, Member

Chad Schimke, Member

Mike Stieben, Member

ATTEST:

Janet Klasinski, Leavenworth County Clerk

BOARD ORDER 2020-11

AN ORDER OF THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF LEAVENWORTH, KANSAS, TRANSFERRING FUNDS FROM THE SPECIAL BUILDING, BUILDINGS AND GRUONDS FUND OF THE COUNTY TO CAPITAL IMPROVEMENT FUND.

Now, on this 23rd day of December 2020 the Board of County Commissioners of Leavenworth County, Kansas adopts the following Board Order:

That the Clerk of Leavenworth County, Kansas is hereby directed to cause the transfer of the sum of **Sixteen Thousand Eight Hundred and no/100 (\$16,800.00)** from the Special Building, Buildings & Grounds Fund to the Capital Improvement Fund designated for the Improvements at the Leavenworth County Courthouse.

Transfer Out: Special Building, B&G (D) 0-001-5-31-5
(C) 0-001-1-00-001

Transfer To: Capital Improvement Fund (C) 0-215-4-00-912
(D) 0-215-1-00-001

Dated this 23rd day of December 2020.

Board of County Commissioners
Of Leavenworth County, Kansas

Doug Smith, Chairman

Jeff Culbertson, Member

Vicki Kaaz, Member

Chad Schmike, Member

Mike Stieben, Member

ATTEST:

Janet Klasinski, Leavenworth County Clerk

BOARD ORDER 2020-12

**AN ORDER OF THE BOARD OF COUNTY COMMISSIONERS OF THE
COUNTY OF LEAVENWORTH, KANSAS, TRANSFERRING FUNDS FROM THE
ELECTION FUND TO THE EQUIPMENT RESERVE FUND.**

Now, on this 23rd day of December 2020 the Board of County Commissioners of Leavenworth County, Kansas adopts the following Board Order:

That the Clerk of Leavenworth County, Kansas is hereby directed to cause the transfer of the sum of **Twenty-Five Thousand Dollars and no/100 (\$25,000.00)** from the Election Fund to the Equipment Reserve Election Fund.

Transfer Out: Election (D) 0-001-5-49-501
(C) 0-001-1-00-001

Transfer To: Equipment Reserve/Election (C) 0-115-4-00-924
(D) 0-115-1-00-001

Dated this 23rd day of December 2020.

Board of County Commissioners
Of Leavenworth County, Kansas

Doug Smith, Chairman

Jeff Culbertson, Member

Vicky Kaaz, Member

Chad Schimke, Member

Mike Stieben, Member

ATTEST:

Janet Klasinski, Leavenworth County Clerk

BOARD ORDER 2020-14

AN ORDER OF THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF LEAVENWORTH, KANSAS, TRANSFERRING FUNDS FROM THE SPECIAL BUILDING, JUSTICE CENTER FUND OF THE COUNTY TO CAPITAL IMPROVEMENT FUND.

Now, on this 23rd day of December 2020 the Board of County Commissioners of Leavenworth County, Kansas adopts the following Board Order:

That the Clerk of Leavenworth County, Kansas is hereby directed to cause the transfer of the sum of **Fifteen Thousand and no/100 (\$15,000.00)** from the Special Building, Justice Center Fund to the Capital Improvement Fund designated for the Special Building Department for Painting and Carpeting at the Justice Center.

Transfer Out: Special Building, Justice Center (D) 0-001-5-32-5
(C) 0-001-1-00-001

Transfer To: Capital Improvement Fund (C) 0-215-4-00-904
(D) 0-215-1-00-001

Dated this 23rd day of December 2020.

Board of County Commissioners
Of Leavenworth County, Kansas

Doug Smith, Chairman

Jeff Culbertson, Member

Vicki Kaaz, Member

Chad Schimke, Member

Mike Stieben, Member

ATTEST:

Janet Klasinski, Leavenworth County Clerk

RESOLUTION 2020-49

WHEREAS the County of Leavenworth, Kansas, has determined that the financial statements and financial reports for the year ended 2020 to be prepared in conformity with the requirements of K.S.A. 75-1120a(a) are not relevant to the requirements of the cash basis and budget laws of this state and are of no significant value to the Board of County of Commissioners or the members of the general public of the County of Leavenworth and

WHEREAS there are no revenue bond ordinances or resolutions or other ordinances or resolutions of the municipality which require financial statements and financial reports to be prepared in conformity with. K.S.A. 75-1120a(a) for the year ended 2020.

NOW, THEREFORE BE IT RESOLVED, by the Board of County Commissioners of Leavenworth County, Kansas, in regular meeting duly assembled this 23rd day of December, 2020 that the Board of County Commissioners waives the requirements of K.S.A. 75-1120a(a) as they apply to the County of Leavenworth for the year ended 2020.

BE IT FURTHER RESOLVED that the Board of County Commissioners shall cause the financial statements and financial reports of the County of Leavenworth to be prepared on the basis of cash receipts and disbursements as adjusted to show compliance with the cash basis and budget laws of the state of Kansas.

Doug Smith, Chairman

Jeff Culbertson, Member

Vicky A. Kaaz, Member

Chad Schimke, Member

Mike Stieben, Member

Dated: December 23, 2020

Attest: Janet Klasinski, County Clerk

Leavenworth County Request for Board Action

Date: December 17, 2020.

To: Board of County Commissioners

From: David C. Van Parys

Department Head Approval: Mark Loughry, County Administrator

Additional Reviews as needed:

Budget Review **Administrator Review** **Legal Review**

Action Requested: Appointment of qualified physicians to serve as deputy district coroners for the First Judicial District.

Recommendation: Appointment of Dr. Alan Martinez, M.D. and Dr. John Ralston, M.D., as deputy district coroners for the First Judicial District

Analysis: Dr. Altaf Hossain, M.D., coroner for the First Judicial District (Atchison and Leavenworth counties) has requested that the board favorably consider appointing Dr. Alan Martinez, M.D. and Dr. John Ralston, M.D. as deputy district coroners.

No salary is authorized and there is no budgetary impact above the statutorily required services of the district coroner and his deputies.

Alternatives: Take no action to appoint.

Budgetary Impact:

- Not Applicable
- Budgeted item with available funds
- Non-Budgeted item with available funds through prioritization
- Non-Budgeted item with additional funds requested

Total Amount Requested: The position is currently funded for FY 2020 and FY 2020 within the Coroner's budgets.

Additional Attachments: A proposed board order effecting the appointments.

BOARD ORDER 2020-15

AN ORDER OF THE BOARD OF COUNTY COMMISSIONERS OF LEAVENWORTH COUNTY, KANSAS, PURSUANT TO K.S.A. 22a-226(e), APPOINTING DR. ALAN MARTINEZ, M.D., AND DR. JOHN RALSTON, M.D. AS DEPUTY DISTRICT CORONERS FOR THE FIRST JUDICIAL DISTRICT

ON THIS 23RD DAY OF DECEMBER, 2020, the board of county commissioners of Leavenworth County, Kansas, meeting in regular session, did consider the appointment of Dr. Alan Martinez, M.D., and Dr. John Ralston, M.D., as deputy district coroners for the First Judicial District. Whereupon the board entered the following order:

1. Dr. Alan Martinez, M.D., is hereby appointed deputy district coroner for the First Judicial District., and shall subscribe to the required oath prior to undertaking the duties of deputy district coroner.
2. Dr. John Ralston, M.D., is hereby appointed deputy district coroner for the First Judicial District., and shall subscribe to the required oath prior to undertaking the duties of deputy district coroner.

WHEREFORE IT IS SO ORDERED THIS 23rd DAY OF DECEMBER, 2020.

DOUG SMITH, CHAIR, 3RD DISTR.

JEFF CULBERTSON, MEMBER

VICKY KAAZ, MEMBER

CHAD SCHIMKE, MEMBER

MIKE STIEBEN, MEMBER

**ATTEST: JANET KLASINSKI
COUNTY CLERK**

Leavenworth County Request for Board Action

Date: December 23, 2020

To: Board of County Commissioners

From: Public Works

Department Head Approval: *Bill Noll*

Additional Reviews as needed:

Budget Review **Administrator Review** **Legal Review**

Action Requested: Approval of Agreement for Maintenance of Roads along the County lines for Leavenworth County and the Jefferson County

Recommendation: Approval

Analysis: Public Works has prepared updated agreements for all counties adjacent to Leavenworth County to update our current interlocal agreements for roadway maintenance. These updated agreements delegate responsibility for maintenance of roadway surface, right-of-way, bridges and drainage structures as well as any entrances along the roadway, landscaping and sidewalk/trails.

The proposed agreement formalizes the existing maintenance responsibilities. Jefferson County was provided the drafted agreement on November 10, 2020 for review. We received verification from Sherri Hoffman on December 11, 2020 that they were agreement with the attached proposed agreement.

Alternatives: Return for additional work, Deny, Table

Budgetary Impact:

- Not Applicable
- Budgeted item with available funds
- Non-Budgeted item with available funds through prioritization
- Non-Budgeted item with additional funds requested

Total Amount Requested: N/A

Additional Attachments:

Agreement for Maintenance of Roads On or Near the County Line

**AN AGREEMENT BETWEEN THE BOARDS OF COUNTY COMMISSIONERS OF
JEFFERSON AND LEAVENWORTH COUNTIES, KANSAS, PROVIDING FOR THE
ALLOCATION OF RESPONSIBILITY FOR THE CONSTRUCTION, REPAIR AND
MAINTENANCE OF ROADS, BRIDGES, CULVERTS AND SUPPORTING
INFRASTRUCTURE LOCATED ON OR NEAR THE COUNTY LINE BETWEEN SAID
COUNTIES.**

WHEREAS, statute K.S.A. 68-1122 and 12-2908 authorize the boards of county commissioners of the counties and the state of Kansas to enter into an agreement to construct, repair, and maintain roads, bridges, culverts and supporting infrastructure located on or near the county lines between those counties, and;

WHEREAS, the boards of county commissioners of Jefferson and Leavenworth counties desire to enter into such an agreement.

NOW THEREFORE, BE IT AGREED:

- 1) That the terms of this agreement shall apply to the construction, repair and the maintenance of roads, bridges and culverts located on or near the county line between counties of Jefferson and Leavenworth, Kansas.
- 2) The allocation of responsibility of maintenance for roads on or near the county line shall be as listed in Exhibit "A" attached hereto and fully incorporated herein. "Maintenance" shall mean:
 - a) Maintenance of the road surface, shoulders, drainage structures and back slopes as required from right-of-way to right-of-way
 - b) Installation and replacement of all required signage
 - c) Maintenance, repair and replacement of road culverts
 - d) Routine maintenance and inspection of existing bridge structures
 - e) Snow removal
- 3) In the event that major repair or replacement of an existing bridge located on the county line is required the counties shall confer and mutually agree to the scheduling of the major maintenance and the allocation and budgeting of necessary funding or contribution of equipment, labor or materials from each county. This will be done through a supplemental agreement to this document.
- 4) All entrances along roadways shall be permitted by the jurisdiction maintaining that section of roadway.
- 5) Acquisition of any easements or right-of-ways necessary for the maintenance of any road shall be obtained by the party having legal jurisdiction of the road and shall be obtained in a timely manner upon determination such easements or right-of-ways are required.

IN WITNESS WHEREOF the parties hereto have caused this Agreement to be signed by their
duly authorized officers, on this _____ day of _____, 2020.

LEAVENWORTH COUNTY
Attest:

Board of County Commissioners:

Janet Klasinski, County Clerk

Doug Smith, Chairman

Jeff Culbertson, 1st District

(SEAL)

Vicky Kaaz, 2nd District

Chad Schimke, 4th District

Mike Stieben, 5th District

IN WITNESS WHEREOF the parties here to have caused this Agreement to be signed by their
duly authorized officers, on this _____ day of _____, 2020

JEFFERSON COUNTY

Attest:

Board of County Commissioners:

Linda M. Buttron, County Clerk
(SEAL)

Lynn Luck, Chairman

Wayne Ledbetter, 2nd District

Richard Malm, 3rd District

**Leavenworth County
Request for Board Action
Case No. DEV-20-107 &108
Preliminary & Final Plat Linwood South Elementary – USD 458**

Date: December 23, 2020
To: Board of County Commissioners
From: Planning & Zoning Staff

Department Head Review: Krystal Voth, Reviewed

Additional Reviews as needed:

Budget Review Administrator Review Legal Review

Action Requested: The applicant is requesting a Preliminary and Final Plat for a single-lot subdivision located near Stillwell and Linwood Road. The plat is for the Linwood South Elementary School.

Analysis: The Basehor-Linwood School District has experienced significant growth and requires the addition of a new elementary school. In order to serve the students and families in the southern part of Leavenworth County, the District has identified a property located at the northwest corner of K-32 (Linwood Road) and Stillwell Road. The site is approximately 20 acres. The property is located within the Rural Residential Zoning District. According to Article 19 – Table of Uses, schools are allowed in RR-2.5 Zoning District.

The applicants are requesting three exceptions to policy. The first exception requested is in regards to Article 24 Parking Requirements, Section 5.4 Off Street Parking. This regulation calls for the parking area to have fencing or screening with a density of 100% and five feet in height. Due to the nature of the development, it is unsafe to have a parking area that is totally screened and enclosed. Staff is supportive of this exception request. The second exception request is an exception to the roadway spacing requirement set forth in Resolution 2020-37. This requires local roadways to be 1,320 feet from an intersection. Due to the location of the school, the addition of this section of 178th Street will be approximately 800' west of the intersection of Stillwell and Linwood (K-32). The submitted traffic study indicates the location of 178th is appropriate and supports the requested exception. The third exception to policy is the location of the driveway into the school. This driveway does not meet the spacing requirement from the intersection as identified in Resolution 2020-37. The engineering consultant for Basehor Linwood has stated moving the driveway north of the school will impact the location of the lagoons and would require a substantial change to the site. The traffic study indicates there will not be excessive stacking and the location of the driveway will not impede the safe flow of traffic. Staff is generally supportive of these exceptions. The applicants provided an area on the school grounds for installation of an emergency warning system as requested by the Emergency management Department.

Recommendation: The Planning Commission voted 8-0 (1 member absent) to recommend approval of Case No. DEV-20-107 & 108, Preliminary and Final Plat for Linwood South Elementary subject to conditions.

Alternatives:

1. Approve Case No. DEV-20-107 & 108, Preliminary and Final Plat for Linwood South Elementary, with Findings of Fact, and with or without conditions; or

2. Deny Case No. DEV-20-107 & 108, Preliminary and Final Plat for Linwood South Elementary, with Findings of Fact; or
3. Revise or Modify the Planning Commission Recommendation to Case No. DEV-20-107 & 108, Preliminary and Final Plat for Linwood South Elementary, with Findings of Fact; or
4. Remand the case back to the Planning Commission.

Budgetary Impact:

- X Not Applicable
- Budgeted item with available funds
- Non-Budgeted item with available funds through prioritization
- Non-Budgeted item with additional funds requested

Total Amount Requested:

\$0.00

Additional Attachments: Staff Report, Plat

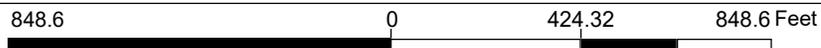
Basehor-Linwood South Elementary School



Legend

- Parcel Number
- Parcel
- City Limit Line
- Major Road
 - <all other values>
 - 70
- Road
- Railroad
- Section
- Section Boundaries
- County Boundary

1 in. = 424ft. 



This Cadastral Map is for informational purposes only. It does not purport to represent a property boundary survey of the parcels shown and shall not be used for conveyances or the establishment of property boundaries.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

Case No. DEV-20-107 &108
Linwood South Elementary – USD 458
Preliminary and Final Plat

Staff Report – BOCC

December 23, 2020

GENERAL INFORMATION:

**Applicant/
Property Owner:** Basehor-Linwood USD 458 – David Howard, SUPT.
PO Box 406
Basehor, KS 66007

Agent: Schlagel & Associates PE

Legal Description: A tract of land in the Southwest quarter of Section 32, Township11 South,
Range 22 East of the 6th P.M, in Leavenworth County, Kansas.

Parcel Size: ± 20.88 acres

Zoning/Land Use: RR-2.5, Rural Residential 2.5-acre minimum size parcels

Comprehensive Plan: This parcel is within the Rural Residential land use category.

Parcel ID No.: 189-32-0-00-00-005.02

Planner: Krystal A. Voth

REPORT:

Request

The Planning Commissioner voted 8-0 (1 member absent) to recommend approval of Case No. DEV-20-107 & 108, Preliminary and Final Plat for Linwood South Elementary, with the following conditions:

1. Building permits shall be required for any new construction.
2. Erosion control shall be used when designing and constructing driveways. A form of sediment control shall be installed before work begins and maintained throughout the time that the land disturbing activities are taking place. Re-vegetation of all disturbed sites shall be completed within 45 days after completion of final grading weather permitting.
3. The applicant shall adhere to the following memorandums:
 - a. Olsson Engineering – Public Works, November 24, 2020
 - b. Wayne Malnicof – County Surveyor, September 29, 2020
 - c. Mike Kriesel – State Fire Marshall, November 12, 2020
 - d. David Renaldi – Rural Water District 7, September 17, 2020
 - e. David Seitz – KDOT, October 29, 2020
4. The lagoons shall be regularly inspected and in conformance with KDHE at all times.
5. Fire Protection shall be required per the State Fire Marshall.
6. An exception to Article 25.5.4 – Parking Requirements for screening shall be granted with approval of the plat.
7. An exception to Resolution 2020-37 – minimum roadway spacing shall be granted with approval of the plat.
8. An exception to Resolution 2020-37 – minimum driveway spacing shall be granted with approval of the plat for the driveway to the school. Any future driveways may be subject to current and applicable resolutions or policies for driveway spacing.
9. All necessary easements shall be executed prior to the recording of the plat.

10. After approval of this subdivision by the Board of County Commission, all conditions listed shall be adhered to and copies shall be provided to the Planning and Zoning Department within 30 days.

Request

The applicant is requesting a Preliminary and Final Plat for a single-lot subdivision.

Adjacent Land Use

The surrounding properties are residences and farms on varying sized parcels ranging from 1 acre to over 140 acres in size.

Flood Plain

There are no Special Flood Hazard Areas on this parcel per FEMA Firm Map 20103C350G July 16, 2015.

Utilities/Services

Sewer: Private septic system

Fire: Sherman

Water: RWD 7

Electric: Evergy

Access/Streets

The property will be accessed off of 178th Street which is being built at the developers expense. Linwood Road is a State Maintained Arterial with a paved surface ± 24' wide. Stillwell Road is a County road with a paved surface ± 22' wide.

Agency Comments

See attached comments – Memo – Olsson Engineering – Public Works, November 24, 2020

See attached comments – Memo – Wayne Malnicof – County Surveyor, September 29, 2020

See attached comments – Memo – Mike Kriesel – State Fire Marshall, November 12, 2020

See attached comments – Memo –David Renaldi – Rural Water District 7, September 17, 2020

See attached comments – Memo –David Seitz – KDOT, October 29, 2020

See attached comments – Memo –Mark Breuer – Schlager & Associates – response to final comments November 30, 2020 & Request for Exceptions November 30, 2020

Staff Comments

The Basehor-Linwood School District has experienced significant growth and requires the addition of a new elementary school. In order to serve the students and families in the southern part of Leavenworth County, the District has identified a property located at the northwest corner of K-32 (Linwood Road) and Stillwell Road. The site is approximately 20 acres. The property is located within the Rural Residential Zoning District. According to Article 19 – Table of Uses, schools are allowed in RR-2.5 Zoning District.

The school building will be situated in the southern portion of the lot on the westerly side. The parking lot for the school will be located south of the building structure. Additionally, there will be a playground area located behind the school. According to the submitted plans, the District expects growth in the future and has identified an area for additional classroom space. The lagoons to service the school will be located in the northern portion of the lot appropriately distanced from the school and playground. The lagoons are regulated and inspected by KDHE. Additionally, the school requires the addition of a public roadway, 178th Street, which will be situated on the north side of Stillwell.

The applicants submitted a final plat, traffic study, drainage study, site plan/preliminary plat, photometric study, grading plan, stormwater plan, geotechnical report, conditional temporary construction easement, additional necessary easements and dedication of ROW for 178th Street upon acceptance of project. Additionally, the applicants have submitted a concept acceptance letter from the Kansas Department of Transportation. Currently, the only major requirement from KDOT is the realignment of Stillwell Road where it intersects with Linwood Road. Further, the development as presented has received acceptance and approval from the State Fire Marshall's Office. The building will be inspected prior to occupancy by the State Fire

Marshall. All submitted items have been reviewed by Staff and the engineering consulting firm for Leavenworth County. The applicants have addressed points of concern and have submitted final documents for approval. Any outstanding comments are minor in nature and do not impact the overall design or development.

The applicants are requesting three exceptions to policy. The first exception requested is in regards to Article 24 Parking Requirements, Section 5.4 Off Street Parking. This regulation calls for the parking area to have fencing or screening with a density of 100% and five feet in height. Due to the nature of the development, it is unsafe to have a parking area that is totally screened and enclosed. Staff is supportive of this exception request. The second exception request is an exception to the roadway spacing requirement set forth in Resolution 2020-37. This requires local roadways to be 1,320 feet from an intersection. Due to the location of the school, the addition of this section of 178th Street will be approximately 800' west of the intersection of Stillwell and Linwood (K-32). The submitted traffic study indicates the location of 178th is appropriate and supports the requested exception. The third exception to policy is the location of the driveway into the school. This driveway does not meet the spacing requirement from the intersection as identified in Resolution 2020-37. The engineering consultant for Basehor Linwood has stated moving the driveway north of the school will impact the location of the lagoons and would require a substantial change to the site. The traffic study indicates there will not be excessive stacking and the location of the driveway will not impede the safe flow of traffic. Staff is generally supportive of these exceptions. The applicants provided an area on the school grounds for installation of an emergency warning system as requested by the Emergency management Department.

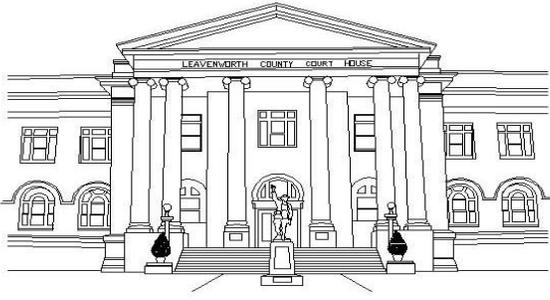
Staff recommends approval of the Preliminary and Final Plat for the Basehor-Linwood South Elementary School.

ACTION OPTIONS:

1. Approve Case No. DEV-20-107 & 108, Preliminary and Final Plat for Linwood South Elementary, with Findings of Fact, and with or without conditions; or
2. Deny Case No. DEV-20-107 & 108, Preliminary and Final Plat for Linwood South Elementary, with Findings of Fact; or
3. Revise or Modify the Planning Commission Recommendation to Case No. DEV-20-107 & 108, Preliminary and Final Plat for Linwood South Elementary, with Findings of Fact; or
4. Remand the case back to the Planning Commission.

ATTACHMENTS:

Aerial Map
Memorandums
Preliminary and Final Plat



COUNTY OF LEAVENWORTH

Department of Public Works

300 Walnut, Suite 007

Leavenworth, Kansas 66048-2815

Phone (913) 684-0470

Fax (913) 684-0473

November 24, 2020

Mr. Mark Breuer, P.E.
Schlagel
14920 W. 107th Street
Lenexa, Kansas 66215

Basehor Linwood South Elementary School

The Planning and Zoning Services Department and Public Works Department have reviewed the following documents:

- Right of Way and Utility Easement Documents along 178th Street (From Jenkins) received 11.20.20.
- Final Plat and Final Plat Comments (from 11.09.20) and responses received on 11.20.20.
- State Fire Marshal Plan Review Approval Letter dated 11.12.20.
- Response Letter to 11.10.20 comments dated 11.20.20.
- Letter of Acknowledgement dated 11.03.20 and received 11.20.20.
- Public Improvement Plans dated 11.20.20 and received 11.20.20.
- Public Improvement Plan Comment Responses dated 11.10.20 and received 11.20.20.
- Private Construction Documents dated and received 11.20.20.
- Private Construction Documents Responses dated 11.09.20 and received 11.20.20.
- Traffic Impact Study dated 11.13.20 and received 11.20.20.

Below are comments from the received documents listed above. Direct any questions to Krystal Voth at kvoth@leavenworthcounty.gov.

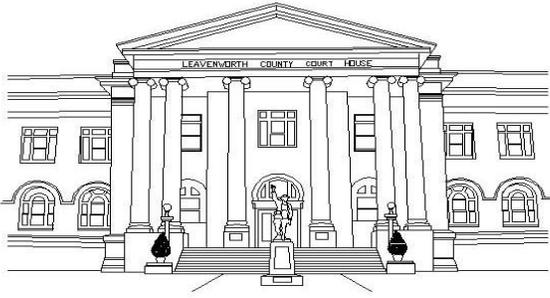
Right of Way and Utility Easement Documents

1. 11.10.20 Olsson Comment - Provide documentation showing all taxes are paid are up to date.

11.20.20 Schlagel Response – School District has filed for Tax Exemption and is awaiting approval from the County and State.

11.23.20 Olsson Response – Tax exemption certificate will not provide determination that taxes have been paid on the plat and ROW dedication (Jenkins).

2. 11.10.20 Olsson Comment - Review of easement and right of way documents are still under review by County's legal department.



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11.20.20 Schlagel Response - Noted. Revised documents have been included with this submittal that show the right of way revision north of the construction limits.

11.23.20 Olsson Response – Revised documents are under review by County’s legal department.

3. 11.10.20 Olsson Comment - Right of Way and easement documents outside of the final plat shall be approved by the County and filed with the register of deeds prior to the execution of the plat and any permitting.

11.20.20 Schlagel Response – Noted.

Final Plat Review

1. 11.10.20 Olsson Comment - See comments dated 11.09.20 on the Final Plat.

11.20.20 Schlagel Response - Final Plat comments have been addressed and revised Plat is submitted with this application.

11.20.20 Olsson Response – No Further comments. The review of the final plat was found to generally conform to Leavenworth County standards.

2. 11.10.20 County Comment - Per 11.06.20 correspondence from Krystal, it is acceptable for the ROW on the Jenkins property to taper down to 30’ north of the limits of the temporary cul-de-sac including drainage. The taper would begin over 600’ past the centerline of 178th and Stillwell Rd. Revise Plat.

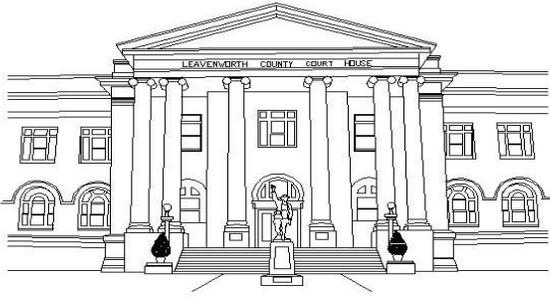
11.20.20 Schlagel Comment – Revised documents submitted with resubmittal.

11.23.20 Olsson Comment – No further comment.

Geotechnical Report

1. 11.10.20 Olsson Comment. - Document will be part of the project file as it is referenced in the public improvement plans. Note: The County and Olsson did not review the document for general conformance according to engineering standards.

11.20.20 Schlagel Response – Noted.



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KDOT Concept Acceptance Letter for the TIS dated 10.20.20

1. 11.10.20 Olsson - No Comments

11.20.20 Schlagel – Noted.

Traffic Impact Study dated 11.13.20 and Response Letter dated 11.20.20

Basehor-Linwood Elementary Traffic Impact Study dated 11.13.2020 has been reviewed for general conformance according to County requirements and/or engineer standards. No exceptions were noted.

Note: The determination of general conformance does not warranty such report and does not relieve the engineer of record of its obligations and requirements to meet the industry required standard of care. Engineer of record is solely responsible for all contents of the report regardless of the review provided.

Trash Enclosure

1. 11.10.20 Olsson Comment - No Comments on the trash enclosure plan received on 11.03.20. Note: The County and Olsson did not review the document for general conformance according to engineering standards.

State Fire Marshall Plan Review Approval

1. 11.10.20 Olsson Comment - Document will be part of the project file. Note: The County and Olsson did not review the document for general conformance according to engineering standards.

Private Construction Documents

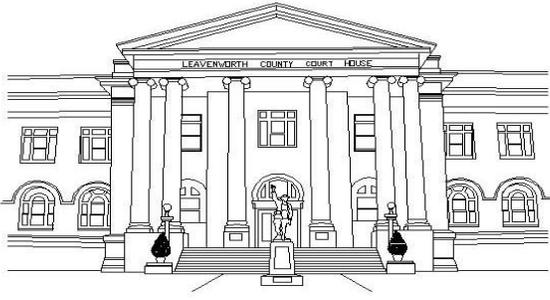
1. 11.10.20 Olsson Comment – Comment - Per Article 24, Section 5, #4 Off-street parking for 4 or more spaces located on land adjacent to property zoned for residential use shall be screened with screening or fencing having a density of not less than 100% and least 5 feet in height. Per documents, screening or fencing will not be provided. Applicant needs to request an exception.

11.20.20 Schlage Response - Exception has been requested on the plat.

11.23.20 Olsson Response – No request was found on plat. Please provide Krystal with an exception request.
2. 11.10.20 Olsson Comment - Will a fence be proposed and installed along K-32 for safety concerns?

11.20.20 Schlagel Response – No fence is being proposed along K-32.

11.23.20 Olsson Response – Noted.



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-
-
3. See comments on the private construction documents dated 11.09.20.

11.20.20 Schlage Response – Comments have been addressed.

11.23.20 Olsson Response – Basehor-Linwood Elementary Private Site Plans dated 11.20.2020 has been reviewed for general conformance according to County requirements and/or engineer standards. No exceptions were noted.

Note: The determination of general conformance does not warranty such documents and does not relieve the engineer of record of its obligations and requirements to meet the industry required standard of care. Engineer of record is solely responsible for all contents of the documents regardless of the review provided.

Site Grading Plan Comment Response Letter

1. 10.29.20 Olsson Comment – Grading located on the south side of Stillwell Road at the proposed intersection of 178th Street and Stillwell Road was shown to go beyond the existing right-of-way.

11.03.20 Schlagel Response – Grading was revised in this location given more accurate information. Currently with 4:1 side slopes a 3' easement would be required. If acceptable to the County we would propose to use a 3:1 and V bottom ditch section for this specific 150' stretch so an easement is no longer required.

11.09.20 Olsson Response – Noted and acceptable.

11.20.20 Schlage Response - Final grading has been revised. No TCE will be required to the south of Stillwell.

11.23.20 Olsson Response – Noted.

Letter of Acknowledgement

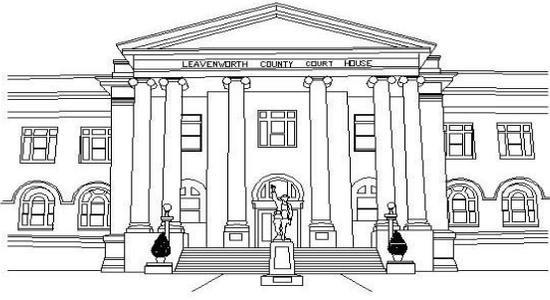
1. 11.10.20 Olsson Comment - Provide the County with a signed copy.

11.20.20 Schlage Response - Signed copy attached with submittal.

11.23.20 Olsson Response – No further comment.

2. 11.10.20 Olsson Comment - Contact Lauren Anderson with the County regarding the bond form. Bond length is 1 year.

11.20.20 Schlage Response – Noted.



COUNTY OF LEAVENWORTH

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-
-
3. 10.30.20 Olsson Comment #8 - County Public Roadway subgrade and pavement improvements will be conducted after the majority of building construction requiring trucks. Public Works shall determine when the majority of construction is complete to start subgrade and pavement operations.

11.03.20 Schlagel Response - Acknowledged. The construction of the school and associated Public Roadway improvements requires complex construction sequencing. It is the intent of the Owner to have all Public Roadway improvements completed prior to building construction. The Owner is willing to work with the County on the reasonable timing of the improvements, but also must be able to allow their contractor reasonable ways and means to construct the site improvements.

11.09.20 County Response – Add note on the public improvement plans to the follow effect: Contractor to provide the Public Works Department the construction schedule for review two weeks prior to construction.

11.20.20 Schlagel Response – Note has been added to the Public Improvement Plans.

11.23.20 Olsson Response – No further comment.

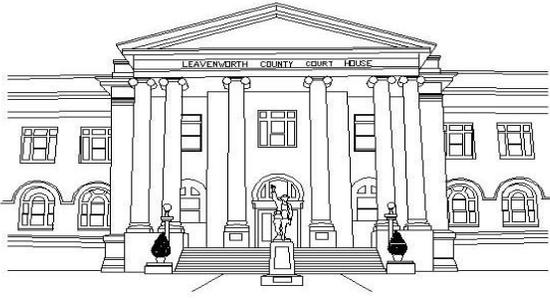
4. 11.10.20 Olsson Comment - The letter indicates attachments. Please clarify the County has received all documents.

11.20.20 Schlagel Response – No additional comments.

11.23.20 Olsson Response – No further comment.

Public Improvement Plans

1. 11.10.20 Olsson Comment - See comments on the private construction documents dated 11.10.20.
11.20.20 Schlagel Response - Private construction documents have been revised.
11.23.20 Olsson Response – See follow up comments 3-6 below.
2. 10.30.20 Olsson Comment – Grading located on the south side of Stillwell Road at the proposed intersection of 178th Street and Stillwell Road was shown to go beyond the existing right-of-way.



COUNTY OF LEAVENWORTH

Department of Public Works

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Phone (913) 684-0470

Fax (913) 684-0473

11.03.20 Schlagel Response – Grading was revised in this location given more accurate information. Currently with 4:1 side slopes a 3” easement would be required. If acceptable to the County we would propose to use a 3:1 and V bottom ditch section for this specific 150’ stretch so an easement is no longer required.

11.09.20 Olsson Response – Noted and acceptable.

11.20.20 Schlagel Response - Final grading has been revised. No TCE will be required to the south of Stillwell.

11.23.20 Olsson Response – No further comment.

3. 11.23.20 Olsson Comment – Section 1 on Sheet 5 indicates a pipe diameter of 1.25’ for Line 400. Sheet 16 indicates a 2’ diameter for Line 400. Revise.
4. 11.23.20 Olsson Comment – On Sheet 16, revise ditch grading to Structure 103 to remove hump.
5. 11.23.20 Olsson Comment – On Sheet 16, Line 400, change FES to 24” instead of 15”.
6. 11.10.20 Olsson Comment – Sheet 19, Per the Geotech Report (page 10-11), it is recommend the upper 12" of parent soil subgrade be chemically treated. Confirm this would apply to the public streets.

11.20.20 Schlagel Response – Detail has been added.

11.23.20 Olsson Response – Add to the detail label to include “(Chemically Treated)”

Final Stormwater Management Plan Dated 8.28.2020

1. County has not received an update or response on minor comments dated 9.29.2020 to the Final Stormwater Management Plan.
2. Update report to coordinate with private and public construction documents.

**State Fire Marshal
800 SW Jackson
Suite 104
Topeka, KS 66612-1216
PLAN REVIEW APPROVED - ICC**

Thursday November 12, 2020

**USD 458 LINWOOD ELEMENTARY NEW
K32 AND STILLWELL RD
BONNER SPRINGS, KS 66012**

We have completed a review of the design submittal received on Thursday November 12, 2020

The design submittal appears to be in compliance with the fire and life safety provisions of the Kansas Fire Prevention Code thus allowing the construction and/or installation work to commence. Submittal acceptance subject to comments listed below.

Plan reviews by the Kansas State Fire Marshal are cursory in nature, and compliance to the appropriate standards is expected. Comments provided by other reviewing parties or authorities having jurisdiction shall be acknowledged. Any omission of requirements on submitted plans or any omission during plan review shall in no way authorize any violation of applicable requirements under the Kansas Fire Prevention Code. Acceptance of design submittal shall not be construed to be an acceptance of items that do not conform to Kansas Fire Prevention Code.

Construction and/or work zones shall be separated from occupied areas by one-hour rated construction (or smoke resistive if sprinkler system is maintained on both sides of separation), per OSFM guidelines. Any temporary egress must be approved by OSFM. Additionally, the OSFM has the authority to verify at any time that construction and/or installation work complies with the accepted plans and state-adopted regulations.

Each project will require an inspection at 50% completion. A request for inspection must be made to the licensing agency at least 30-days before the 50% milestone. Fire Protection System shall adhere to the engineered drawings, manufacturer requirements/listings, and the appropriate Codes and Standards. The responsible contractor shall leave a copy at the facility of the final test report verifying that the installed fire protection system is in proper and compliant working condition. The completed fire protection system installation is subject to verification by OSFM. If changes are required in construction, separation to occupied spaces, or temporary egress, these changes must be approved, in writing, by OSFM. All work on the project shall stop until an approval is obtained. If the project, at any point, cannot maintain the required separation or causes any impairment to any fire protection system, the OSFM must be notified and the facility must perform a fire watch until the conditions are corrected. Failure to comply with these requirements could result in significant penalties including citation of Immediate Jeopardy or the issuance of an order to cease and desist.

Fire alarm, automatic suppression systems, and other extinguishing system plans must be submitted separately for review and approval, before final inspection. Final inspection and referral to licensing agency are required prior to final occupancy. The Office of the State Fire Marshal has reviewed these plans for compliance with the applicable codes and standards.

State and local licensing agencies may impose additional requirements.

11/12/2020 02:13:47 PM Mike Kriesel

PLAN REVIEW APPROVED AS SUBMITTED.

**Kriesel, Mike /Fire Protection Specialist
Fire Protection Specialist**

**State Fire Marshal
800 SW Jackson
Suite 104
Topeka, KS 66612-1216
PLAN REVIEW APPROVED - ICC**

Thursday November 12, 2020

**USD 458 LINWOOD ELEMENTARY NEW
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State and local licensing agencies may impose additional requirements.

11/12/2020 02:13:47 PM Mike Kriesel

PLAN REVIEW APPROVED AS SUBMITTED.

**Kriesel, Mike /Fire Protection Specialist
Fire Protection Specialist**

October 29th, 2020

Jeffrey Wilke
2400 Pershing Road
Suite 400
Kansas City, MO 64108

RE: Concept Acceptance for Basehor-Linwood Elementary School TIS

Dear Mr. Wilke:

This letter is in response to a Traffic Impact Study (TIS) written by Jeffrey J. Wilke, P.E., for the future Basehor-Linwood Elementary School, at the northwest quarter of the K-32 and Stillwell Road intersection in Leavenworth County.

KDOT has reviewed the TIS and accepted "in concept" the recommendations listed in the traffic impact study dated October 20th, 2020. KDOT will give **Concept Acceptance** for the change in use and geometric improvements to the K-32 and Stillwell Road Intersection.

We have the following general comments regarding this approval:

- A new TIS will be required for any development in which a prior TIS is more than two years old or where increased land use intensity in the immediate area of the proposed development will result in an increase in traffic generation on the surrounding transportation system by more than ten percent.
- Current KDOT practices and policies will apply to the design of the improvements identified in the TIS. Plans will be needed before a permit can be issued to the property owner.
- A Certificate of Liability Insurance will be required prior to issuing the Highway Access Permit. The coverage limits need to be in accordance with Access Management Policy section 5.3.2 by the entity performing the work.
- Construction cannot begin until a Highway Access Permit (Form 309) has been received by the property owner. The application (Form 827) can be obtained from the KDOT website (<http://www.ksdot.org/accessmanagement>) or at the local Area Office. The application will need to be submitted to the Area Office.
- Additional work may be needed for access completion, including, but not limited to the following: relocation of utilities, reconstruction of open ditch, pavement markings, traffic control, permanent signing and/or extensions of hydraulic structures.
- The improvements will not be funded by KDOT.
- This Concept Acceptance does not supersede any requirements the local authority (City or County) may have regarding accesses.

This acceptance will be valid for two years after the date of the above mentioned TIS. This Concept Acceptance letter is valid until October 29th, 2022.

If you have any questions, please contact this office at (785) 368-7099.

Sincerely,

A handwritten signature in black ink that reads "David Seitz". The signature is written in a cursive, flowing style.

David Seitz, P.E.
Special Projects Manager
David.Seitz@ks.gov

c: Leroy Koehn, P.E., District Engineer
Jason Van Nice, P.E. Area 3 Engineer

November 3, 2020

Krystal Voth, Planning Director
Leavenworth County Planning & Zoning
300 Walnut, Suite 007
Leavenworth, Kansas 66048

Basehor Linwood South Elementary School

The Planning and Zoning Services Department and Public Works Department have reviewed the following documents:

- Revised Traffic Impact Study (TIS) dated 10.20.20 and received 10.20.20.
- Site Plan (C100 & C200) received 10.15.20.
- 178th & Stillwell Street and Storm Sewer Public Improvement Plans received 10.15.20.
- Final plat received 10.15.20.

Comments regarding Site Plan (C100 & C200), 178th & Stillwell Public Improvement Plans, and Final Plat are attached within subject documents.

Review of the TIS is below and attached within the subject document.

Direct any questions to Krystal Voth at kvoth@leavenworthcounty.gov.

Traffic Impact Study Review

1. Pages 6 and 7: In addition to considering corner clearance, applicant should consider intersection influence area of Stillwell Road and 178th Street when determining location of access on 178th Street. Considering future development, southbound queuing along 178th Street is expected to approach the parking lot driveway. Considering expected queuing and intersection influence area, recommend relocation of parking lot driveway further north along 178th Street. Approximately 80 feet of road surface between curb returns of Stillwell Road and parking lot driveway. (See comments on site plan within the TIS.)

RESPONSE: See revised TIS.

2. Page 11/Table 8: Per e-mail from Jeff Wilke on October 22nd, 2020, the number of houses considered west on Stillwell Road was 105 not 125 as indicated in the report. The trip generation provided in Table 8 is accurate for 105 homes.

RESPONSE: See revised TIS.

3. Site plan (Figure A-2):
 - a. The proposed Parking Lot Drive should be adjusted north to improve spacing from Stillwell Road. Drive location could potentially be aligned with exiting traffic, although influence area should be checked to determine if adequate space is provided. Adjusting the drive location may also impact spacing with the bus drives.

RESPONSE: As discussed with county staff on 11.2.2020 there are site design factors that would be severely effected by shifting the bus loop and entrance further north. In addition to the topographic challenges this would present it would also force the entire building to the north to allow the bus loop to meet the proposed exit and pick up plan for the building as well as the north entrance of the bus loop aligning with the overflow parking and the southern entrance aligning with the trash enclosure as well as transformer pad. If the building is to shift north we would then not meet the KDHE requirements for the lagoon set back distances. If the bus loop is to shift North without the building it will cause the trash enclosure to become removed from the appearance of the building and removes the aforementioned alignments.

- b. The staging area for student drop-off/pick-up will block the majority of parking making it inaccessible. Provide statement in the TIS regarding this comment.

RESPONSE: It is anticipated that only 6 cars will be loading at a single time and that a majority of staff will be responsible for these events to provide supervision and the safety of the students. Therefore it is not anticipated that there will be an unnecessary amount of parking blocked. The proposed layout will also allow for the parking spots closest to the entrance to be unblocked. As shown on the Site Plan there is also an excess amount of required parking giving more flexibility of parking locations and/or "Pull Through" situations.

- c. Is adequate parking available to support school events? The roadway network will not support on-street overflow parking and on street parking is prohibited on public streets. Add a narrative in the TIS regarding all special events to be planned to ensure adequate parking onsite.

RESPONSE: The proposed school will allow for event "overflow parking" into the hard surface play areas. This is similar to the other schools in the district. All events in addition will be planned to ensure parking is available onsite. As the building expands there is also additional parking that will be proposed on the east end of the building. Additionally the site has approximately 30 extra parking spots than is required per the Leavenworth County Planning & Zoning Regulations.

4. Turning templates: Provide turning template for northbound left-turn movement on K-32 to Stillwell Road. May impact location of stop bar.

RESPONSE: Turning movement has been revised within TIS.

5. Page 6: Proposed spacing of 178th Street from K-32 (along Stillwell Road) is 610 feet. Although this is below the county minimum spacing standard for public streets, the spacing is expected to be adequate to support expected operations. The spacing is also expected to be adequate to accommodate any needed future improvements (turn lanes).
Include statement that improvements do not meet current spacing standards, and how the improvements are safe and operationally acceptable.

RESPONSE: See revised TIS.

6. Operations along 178th Street are expected to be acceptable. Dependent upon the density of the housing development that occurs north of 178th Street and is serviced by this roadway, drivers could experience delay during the AM peak hour period by the southbound left-turn movement into the school drive.

Include a statement that improvements how the improvements are safe and operationally acceptable.

RESPONSE: See revised TIS.



If you have any further comments or questions, please do not hesitate to contact me. Thank you.

Sincerely,

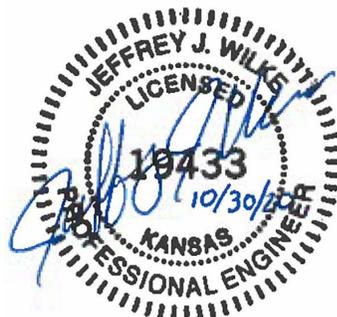
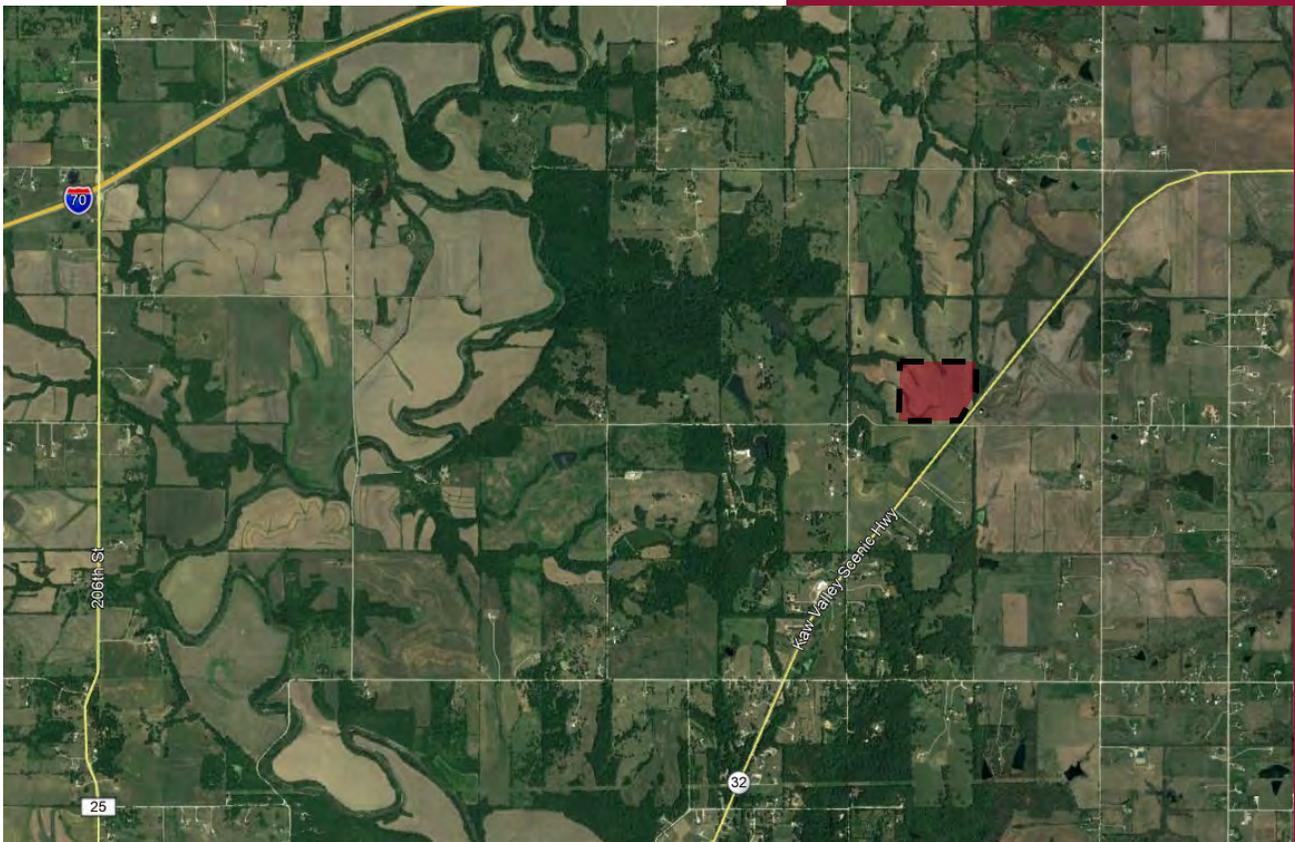
SCHLAGEL & ASSOCIATES, P.A.

Mark A. Breuer, PE
Principal / Engineering Manager
Direct Dial 913-322-7154
MAB@schlagelassociates.com

/mdr
Attachments

Basehor-Linwood Elementary Traffic Impact Study

K-32 and Stillwell Road
Leavenworth County, Kansas



Prepared for:
Basehor-Linwood USD 458

Prepared by TranSystems
October 2020



TranSystems
2400 Pershing Road
Suite 400
Kansas City, MO 64108
Tel 816 329 8600
Fax 816 329 8601
www.transystems.com

October 30, 2020

Mr. David Howard
Basehor-Linwood USD 458
2008 N. 155th
Basehor, KS 66007

**RE: Basehor-Linwood Elementary School Traffic Impact Study
K-32 and Stillwell Road
Leavenworth County, Kansas**

Dear Mr. Howard:

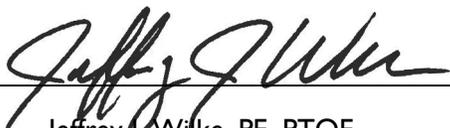
In response to your request and authorization, TranSystems has completed a traffic impact study for the proposed elementary school to be located generally in the northwest corner of the K-32 Highway and Stillwell Road near Linwood, Kansas in rural Leavenworth County. The purpose of this study was to assess the impact of the proposed development on the surrounding transportation system.

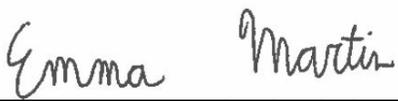
Included in this study is a discussion of the anticipated impact of the proposed development on the adjacent street network and identified improvements to mitigate deficiencies for the following scenarios:

- ▶ Existing Conditions
- ▶ Existing plus Development Conditions
- ▶ Future (Year 2040) Conditions

We trust that the enclosed information proves beneficial to you, Leavenworth County, and the Kansas Department of Transportation in this phase of the development process. We appreciate the opportunity to be of service to you and will be available to review this study at your convenience.

Sincerely,
TRANSYSTEMS

By: 
Jeffrey J. Wilke, PE, PTOE


Emma Martin, E.I.T.

JJW/ehm/PI01190287
Enclosure

Introduction

TranSystems has completed a traffic impact study for the proposed Basehor-Linwood elementary school to be located generally in the northwest corner of K-32 Highway and Stillwell Road near Linwood, Kansas in rural Leavenworth County. The purpose of this study was to assess the impact of the proposed development on the surrounding transportation system. The location of the development site relative to the major streets in the area is shown on **Figure A-1** in **Appendix A**.

This study also contains a description of the proposed development and the surrounding transportation infrastructure along with trip generation estimates, trip distribution estimates, capacity analyses, and a summary of the findings.

Proposed Development Plan

An elementary school is proposed on a 20 acre site. The proposed school will have a maximum capacity of 432 students. The school building will be located in the southern portion of the site. A parking lot designated for student pick-up and drop-off activity will be located along the south side of the school building. A bus loop will be located along the west side of the building. A copy of the proposed site plan is included on **Figure A-2** in **Appendix A** for reference.

Several roadways will be improved in conjunction with the development plan. Stillwell Road will be improved to meet the County's local road standards. This includes two 12-foot lanes with turf shoulders and ditches. Stillwell Road will be improved from the intersection with K-32 to the intersection with 178th Street, which includes the entire frontage of the school site.

The school will be accessed from a new local roadway, 178th Street, which will be constructed along the west property line of the site. 178th Street will be constructed as a two-lane local roadway for approximately 500 feet to the north of Stillwell Road. A driveway onto 178th Street will connect to the school's parking lot. The bus loop will also connect to 178th Street with an inbound and outbound driveway.

Study Area

To assess the impacts of the proposed development, the intersections listed below were identified for study during the A.M. and P.M. periods of a typical weekday.

- ▶ K-32 and Stillwell Road
- ▶ 182nd Street and Stillwell Road

Traffic Counts

The turning-movement traffic volume counts were collected at both of the study intersections on Wednesday, October 30, 2019. The turning movement counts were collected from 7:00 to 9:00 A.M. and from 4:00 to 6:00 P.M. The A.M. peak hour occurred between 7:00 and 8:00 A.M. and the P.M. peak hour occurred between 4:45 and 5:45 P.M. at the intersection of K-32 and Stillwell Road. The existing lane configurations, traffic control devices, and peak hour traffic volumes have been illustrated on **Figure A-3**.

Surrounding Land Uses and Street Network

Adjacent to the development site, K-32 Highway is a two-lane asphalt roadway with 3-foot shoulders and turf slopes to ditches along each side of the road. The highway is roughly 24 feet in width with two 12-foot lanes. The horizontal alignment of K-32 Highway is straight and the vertical alignment is generally level. However, there is a slight crest vertical curve to the north of the intersection of K-32 and Stillwell Road. The posted speed limit on K-32 Highway is 65 mph.

As part of the state highway system, K-32 Highway runs northeast/southwest near the proposed elementary school. K-32 Highway is a Class D route with no access control designation, and it is not a planned corridor. It is the primary highway route between Linwood and Bonner Springs. According to the Kansas Department of Transportation (KDOT) 2018 traffic flow map, the average annual daily traffic volume on this segment of K-32 is 3,550 vehicles, with approximately 7 percent of that being heavy commercial volume. It should be noted that lower truck percentages were observed in the turning movement counts. The truck percentages observed in the counts were used in the operational analyses.

Stillwell Road runs east/west and is the southern boundary of the proposed elementary school site. West of K-32 Highway, Stillwell Road is a two-lane road paved road that is approximately 18-feet wide with no posted speed limit. There are several tight horizontal curves in the roadway just to the east of the 182nd Street intersection. East of K-32 Highway, Stillwell Road is a two-lane gravel road. Based on the KDOT Functional Classification map of Leavenworth County, Stillwell Road is classified as a local road.

The first north/south road to the west of the proposed elementary school is 182nd Street. The segment of 182nd Street adjacent to Stillwell Road is a two lane gravel road. Based on the KDOT Functional Classification map of Leavenworth County, 182nd Street is classified as a minor collector road.

The development site currently consists of undeveloped land used for agricultural purposes. The land is also undeveloped in all directions surrounding the site. There are a few rural residential homes farther to the east and south of the site. The elementary school site is bounded on the east by K-32 Highway and on the south by Stillwell Road.

Analysis

The scope of analysis for the assessment of the proposed development's impact on the surrounding transportation system is largely based on the recommended practices of the Institute of Transportation Engineers (ITE), as outlined in their [Traffic Engineering Handbook](#). ITE is a nationally-recognized organization of transportation professionals with members from both private and public sectors. The analysis of the proposed development's impact included development of trip generation and trip distribution estimates as well as a traffic operations assessment for each study scenario. Each of the analysis methodologies and findings are described in the subsequent sections.

Trip Generation

Trip generation estimates were prepared using the Institute of Transportation Engineer's [Trip Generation Manual](#), 10th Edition. **Table 1** on the following page shows to expected trips to be generated by the

proposed development. The traffic volumes were projected using the peak hour generator category, however they were added on top of the existing A.M. and P.M. peak hour traffic volumes for a conservative estimate during the analysis. The trip generation was designed based on full capacity of the school, which is 432 students at maximum capacity.

**Table 1
Proposed Development Trip Generation**

Land Use	Intensity	ITE Code	Average Weekday	A.M. Peak Hour			P.M. Peak Hour		
				Total	In	Out	Total	In	Out
Elementary School	432 students	520	737	281	152	129	147	67	80

Trip Distribution

The estimated trips generated by the proposed development were distributed onto the street system based on the trip distributions summarized in **Table 2**. These distributions are based on data provided by school district staff, existing traffic patterns, and engineering judgment. The detailed distribution patterns through the study intersections are shown in **Appendix B**.

**Table 2
Trip Distribution**

Direction To/From	Percentage
North on K-32	50%
South on K-32	25%
East on Stillwell Road	20%
West on Stillwell Road	5%
Total	100%

Access Management Considerations

The Kansas Department of Transportation’s Access Management Policy includes guidelines for the location and design of access points along the state highway system. The following sections include a review of the proposed access and the K-32 Highway and Stillwell Road intersection based on the guidelines of the policy.

Auxiliary Turn Lanes

The Access Management Policy includes warrants for auxiliary turn lanes at intersections. The warrants are based on the speed limit and traffic volumes. The speed limit on K-32 Highway adjacent to the site is 65 mph. The traffic volumes associated with the elementary school will satisfy both the left- and right-turn lane warrants at K-32 and Stillwell Road. The southbound right-turn lane should have a minimum length of 555 feet with a 240-foot straight line bay taper. The northbound left-turn lane should have a minimum length of 650 feet with a 240-foot straight line bay taper. Widening for the left-turn lane will be

accomplished by adding six feet of width to each side of K-32 Highway. Through lane tapers of 390 feet are needed to shift the through lanes.

Leavenworth County does not have guidance to determine when turn lanes are warranted. Using KDOT turn lane warrant criteria, it is evident that traffic volumes are well below KDOT minimum volume criteria for turn lanes at the Stillwell Road intersections with 178th Street and 182nd Street. As such, turn lanes are not warranted at the 178th or 182nd Street intersections with Stillwell Road.

Intersection Configuration

The intersection of K-32 Highway and Stillwell Road is skewed with an angle of intersection of approximately 50-degrees. The Access Management Policy indicates that all intersections should have a 90-degree angle of intersection. At this location it would be difficult to achieve a 90-degree angle without significant impacts to adjacent properties. A Policy on Geometric Design of Highways and Streets (7th Edition), also referred to as the AASHTO Green Book published by the American Association of State Highway and Transportation Officials (AASHTO) states that although a right angle crossing is normally desired, some deviation from a 90-degree angle is permissible. Reconstructing an intersection to provide an angle of at least 75 degrees provides most of the benefits of a 90-degree intersection. **Appendix D** includes illustrations of the proposed conceptual geometry for the intersection showing Stillwell Road realigned to achieve a 75-degree angle of intersection.

Sight Distances

Another consideration in the configuration of the intersection is sight distance. Intersection sight distance is provided at intersections to allow the drivers of stopped vehicles to depart from their approach and enter or cross the uncontrolled street. These distances are generous, allowing enough distance for the stopped driver to complete their turning or crossing maneuver without requiring through traffic on the uncontrolled street to reduce their speed. Stopping sight distance is the minimum distance required to allow for a vehicle to stop before reaching a stationary object in its path.

Sight distance and stopping sight distance evaluation criteria is provided in the AASHTO Green Book. The minimum values for passenger cars and single-unit trucks for the K-32 Highway and Stillwell Road intersection are shown on the next page in **Table 3**. A single-unit truck is considered to have characteristics similar to a school bus. The values in the table reflect additional distance for vehicles to cross an additional lane, since a left-turn lane will be constructed.

The exhibits in **Appendix D** illustrate intersection sight distances in consideration of the proposed improvements and the vertical and horizontal alignments of both K-32 Highway and Stillwell Road. Looking to the south along K-32, sight lines are excellent and the available sight distances are well in excess of the values shown in **Table 3**.

When looking to the north along K-32 from the west leg of the Stillwell Road intersection, traffic in the proposed right-turn lane will block a stopped driver's line of sight. For that reason, the right-turn lane is to be offset from the through lane to provide a clear sight line. With that offset, the exhibits in Appendix

D indicate that a driver stopped on either approach of Stillwell Road will have adequate sight distance when looking to the north along K-32 Highway. The offset will also allow the southbound right-turn movement to be channelized and operate under yield sign control.

Table 3
Recommended Intersection Sight Distances
K-32 Highway and Stillwell Road

Design Vehicle	Intersection Sight Distance, feet				Stopping Sight Distance, feet
	Left-Turn from Minor Road	Right-Turn from Minor Road	Crossing Maneuver from Minor Road	Left-Turn from Major Road	
Passenger Car	765	625	670	575	645
Single-Unit Truck	975	815	880	625	645

Sight distances were measured in the field at 182nd Street and Stillwell Road. The field measured sight distances are compared to AASHTO criteria in **Table 4**.

Table 4
Intersection Sight Distances
182nd Street and Stillwell Road

182nd Street Approach	Direction Looking along Stillwell Road	Intersection Sight Distance, feet		Stopping Sight Distance, feet	
		Field Measured	Recommended ¹	Field Measured	Recommended ²
Northbound	East	310	390	165	250
	West	340	335	440	271
Southbound	East	120	335	165	250
	West	440	390	440	271

¹ – AASHTO Green Book criteria for an approach speed of 35 mph for right- and left-turn maneuvers
² – AASHTO Green Book criteria for 35 mph. West leg values adjusted for 6% downhill grade.

The measurements in **Table 4** indicate that sight distances are limited for several movements. Clearing the foliage within the right-of-way along the south side of Stillwell Road west of 182nd Street would improve visibility to improve the intersection sight distance when looking to the west from the south leg of the intersection. In the northeast quadrant of the intersection, trees should be trimmed back to the right-of-way line. Even with the tree trimming, the horizontal curvature of Stillwell Road will limit sight lines for drivers stopped on 182nd Street when looking to the east.

To address the sight distance concerns, warning signs should be installed to alert drivers on Stillwell Road of the 182nd Street intersection and the horizontal curves. Cross Road warning signs (MUTCD No. W2-1), with a 15 mph Advisory Speed plaque (MUTCD No. W13-1) should be installed for eastbound and

westbound traffic in advance of the intersection. While 15 mph is significantly less than the 35 mph posted speed limit for the roadway, the roughly 150-foot radii of the three horizontal curves requires a speed reduction for drivers to safely travel through the curves. Winding Road signs (MUTCD No. W1-5), with a 20 mph Advisory Speed plaque (MUTCD No. W13-1) should be installed for eastbound and westbound traffic in advance of the first curve in each direction.

Intersection Spacing

The proposed 178th Street intersection on Stillwell Road is 610 feet west of K-32 Highway and 1,950 feet east of 182nd Street, when measured between the centerlines of the roadways. The distance between 178th Street and K-32 Highway is less than Leavenworth County's access management standards, which indicate 1,320 foot minimum spacing between public streets. The distance between 182nd Street and 178th Street exceeds the County's minimum spacing requirements.

Given the close spacing of the 178th Street and K-32 Highway intersections along Stillwell Road, the intersection influence areas were calculated. Stillwell Road has no posted speed limit adjacent to the development site. Similar roads around the area have a posted speed limit of 35 mph, so that speed limit was assumed to determine the functional area of the intersections along Stillwell Road. The intersection influence areas are illustrated on **Figure A-10** in **Appendix A**, based on the queue lengths from the Existing plus Development Conditions operational analyses.

The influence areas of the two closely spaced intersections on Stillwell Road are projected to slightly overlap by about 34 feet in the eastbound direction. With the realignment of Stillwell Road, there will be roughly 550 feet between 178th Street and an eastbound drivers stopping point at the K-32 Highway intersection. While it is generally undesirable for influence areas to overlap, it should be noted that 178th Street is located as far from K-32 Highway as it can be on this site. The following sections will include an evaluation of traffic operations at the intersections and additional discussion of the intersection spacing will be provided with the results of the analysis.

As a local street, the Leavenworth County access management standards require driveways to be spaced 125 feet apart along 178th Street. Additionally, the County's corner clearance requirements state that a driveway must be spaced a minimum of 100 feet from an intersection. The parking lot driveway to the school is 135 feet north of the Stillwell Road intersection. The inbound drive for the bus loop is 155 feet north of the parking lot drive, and the outbound drive for the bus loop is 205 feet north of the inbound drive. Therefore all drives meet the County's minimum spacing and corner clearance requirements, when measured between centerlines.

Throat Length

Throat length is the distance along a driveway to the first on-site location where a driver can make a turn. At the school parking lot driveway, traffic will flow one-way counter-clockwise through the lot. During pick-up and drop-off times, one-way flow will allow for traffic to queue in two lanes after entering the driveway. Drivers will form a single line after making the turns in the parking lot, in advance of the front entrance to the school building. This arrangement will allow for as many as 58 vehicles to queue in the

parking lot, which is similar to the queue storage provided at two of the District's other elementary schools, Basehor Elementary School and Glenwood Ridge Elementary School. These schools have similar enrollment to what is planned for the proposed school.

The after school time period is when queues are typically at their longest at a school site. This is the time when drivers arrive to pick-up students before dismissal. As drivers arrive at the school, the queues build until students are dismissed. The trip generation calculations in **Table 1** estimate that 67 vehicles are projected to arrive at the site during the afternoon peak hour. Therefore the parking lot drive can store nearly all of the vehicles that are estimated to travel to the site during this peak time. Not all of the trips to the site will be drivers arriving before school is dismissed to pick-up students, therefore the queue storage of 66 vehicles should be adequate to store the anticipated queues on site. Additional queue storage for up to 20 more vehicles may be possible with future expansion of the parking lot, if necessary.

When exiting the parking lot driveway at peak times, vehicles will continue out the parking lot driveway in a single lane through two turns. One-way flow at the drive minimizes conflicts at the driveway throat and allows for ample queue storage when exiting the site.

The throat lengths for the bus loop are relatively short, but the loop will only be used for bus pick-up and drop-off. A few parking spaces are also accessed from the bus loop. Traffic in the bus loop will flow one-way in a counter-clockwise direction. The school district expects three to five buses to serve the school, and the bus loop is designed to contain six buses.

Crash Analysis

Crash records were obtained from the Kansas Department of Transportation (KDOT) for the study area for the time period between August 1st, 2015 and April 30, 2020. Over this 56 month period, four crashes occurred along K-32 Highway in the general vicinity of the Stillwell Road intersection. Of the four crashes, two were collisions with animals. Two other crashes were reported approximately 2,000 feet south of the intersection; one involved a vehicle hitting a fixed object, and one crash involved two eastbound vehicles in a rear end collision. Based on this data, none of the crashes were intersection related. The rear end crash was likely at a driveway location some distance from the intersection.

One crash was also reported in the vicinity of the 182nd Street and Stillwell Road intersection. The crash involved a single vehicle striking a fence 260 feet east of the intersection. This crash occurred within a horizontal curve on Stillwell Road, and was not likely related to the intersection. The warning signs previously identified for this area will enhance awareness of the horizontal curves and provide drivers with the information they need to safely navigate the roadway.

Traffic Operation Assessment

An assessment of traffic operations was made for the scenarios listed below. These scenarios allowed for comparison of the before and after impacts of the proposed development on the street network.

- ▶ Existing Conditions
- ▶ Existing plus Development Conditions
- ▶ Future (Year 2040) Conditions

The study intersections were evaluated using the Synchro traffic analysis software package. Calculations were performed based on the methodologies outlined in the Highway Capacity Manual (HCM), 6th Edition, which is published by the Transportation Research Board. The operating conditions at an intersection are graded by the “level of service” experienced by drivers. Level of service (LOS) describes the quality of traffic operating conditions and is rated from “A” to “F”. LOS A represents the least congested condition with free-flow movement of traffic and minimal delays. LOS F generally indicates severely congested conditions with excessive delays to motorists. Intermediate grades of B, C, D, and E reflect incremental increases in the average delay per stopped vehicle. Control delay is measured in seconds per vehicle. **Table 5** shows the upper limit of delay associated with each level of service for signalized and unsignalized intersections.

Table 5 Intersection Level of Service Delay Thresholds		
Level of Service (LOS)	Signalized	Unsignalized
A	≤ 10 Seconds	≤ 10 Seconds
B	≤ 20 Seconds	≤ 15 Seconds
C	≤ 35 Seconds	≤ 25 Seconds
D	≤ 55 Seconds	≤ 35 Seconds
E	≤ 80 Seconds	≤ 50 Seconds
F	> 80 Seconds	> 50 Seconds

While LOS measurements apply to both signalized and unsignalized intersections, there are significant differences between how these intersections operate and how they are evaluated. LOS for signalized intersections reflects the operation of the intersection as a whole.

Unsignalized intersections, in contrast, are evaluated based on the movement groupings which are required to yield to other traffic. Typically, these are the left turns off of the major street and the side-street approaches for two-way stop-controlled intersections. At unsignalized intersections lower LOS ratings (D, E and F) do not, in themselves, indicate the need for additional improvements. Many times there are convenient alternative routes to avoid the longer delays. Other times the volumes on the unsignalized approaches are relatively minor when compared to the major street traffic, and improvements such as traffic signal installation may increase the average delay to all users of the intersection.

The LOS rating deemed acceptable varies by community, facility type and traffic control device. Most communities in the region have identified LOS D as the minimum desirable goal for signalized intersections. However, at unsignalized intersections LOS D, E, or even F are often considered acceptable for low to moderate traffic volumes where the installation of a traffic signal is not warranted by the conditions at the intersection, or the location has been deemed undesirable for signalization.

Traffic queues were also evaluated as part of the analyses. Long traffic queues which extend beyond the amount of storage available, either between intersections or within turn lanes, can have significant impacts

on operations. The projected vehicular queues were analyzed to ensure the analyses are reflective of the physical constraints of the study intersections and to identify if additional storage is needed for turn lanes.

Existing Conditions

The results of the Existing Conditions intersection analyses are summarized in **Table 6**. The study intersections were evaluated with the lane configurations, traffic volumes, and traffic control devices shown on **Figure A-3**. The Synchro output files are included in **Appendix C**.

Table 6 Intersection Operational Analysis Existing Conditions					
Intersection	Movement	A.M. Peak Hour		P.M. Peak Hour	
		LOS ¹	Delay ²	LOS ¹	Delay ²
K-32 Highway and Stillwell Road					
	Northbound Left-Turn	A	0.0	A	7.5
	Southbound Left-Turn	A	0.0	A	0.0
	Eastbound	B	10.6	B	10.5
	Westbound	B	11.2	B	10.5
182nd Street and Stillwell Road					
	Northbound	A	9.1	A	9.2
	Southbound	A	9.0	A	8.7
	Eastbound Left-Turn	A	0.0	A	0.0
	Westbound Left-Turn	A	0.0	A	7.2

1 – Level of Service
2 – Delay in seconds per vehicle

The results of the analysis indicate that all movements at the study intersections currently operate at acceptable levels of service during the peak hours. Existing queue lengths are no more than one vehicle for all movements.

Existing plus Development Conditions

The results of the Existing plus Development Conditions intersection analyses are summarized on the next page in **Table 7**. This scenario evaluates the addition of traffic from the proposed elementary school. The study intersections were evaluated with the lane configurations, traffic volumes, and traffic control devices shown on **Figures A-4** through **A-6**. The Synchro output files are included in **Appendix C**.

For this scenario, a peak hour factor of 0.50 was used for the movements that include development trips to simulate the high peak of traffic arriving/departing around the beginning and end of school times. This factor results in a conservative analysis of the study intersections. A heavy vehicle factor of seven percent was used to account for bus trips, which was applied to the movements that include development trips. All turn lane improvements previously identified are reflected in the analysis results in the table.

As shown in **Table 7**, all movements at the study intersections and driveways are projected to operate at acceptable levels of service during both peak hours with the aforementioned turn lane improvements at the K-32 and Stillwell Road intersection.

Table 7
Intersection Operational Analysis
Existing plus Development Conditions

Intersection	Movement	A.M. Peak Hour		P.M. Peak Hour	
		LOS ¹	Delay ²	LOS ¹	Delay ²
K-32 Highway and Stillwell Road	Northbound Left-Turn	A	7.6	A	7.6
	Southbound Left-Turn	A	0.0	A	0.0
	Eastbound	C	19.1	B	12.5
	Westbound	C	14.5	B	11.7
178th Street and Stillwell Road	Eastbound Left-Turn	A	7.9	A	7.5
	Southbound	B	11.8	B	10.1
182nd Street and Stillwell Road	Northbound	A	8.7	A	9.1
	Southbound	A	9.1	A	8.9
	Eastbound Left-Turn	A	0.0	A	0.0
	Westbound Left-Turn	A	7.3	A	7.2
178th Street and Parking Lot Drive	Southbound Left-Turn	A	0.0	A	0.0
	Westbound	B	11.4	A	9.5
178th Street and Bus Drive (inbound)	Southbound Left-Turn	A	0.0	A	0.0
178th Street and Bus Drive (outbound)	Southbound Left-Turn	A	0.0	A	0.0
	Westbound	A	0.0	A	0.0

1 – Level of Service

2 – Delay in seconds per vehicle

All queue lengths are projected to be minimal, with the longest queues occurring during the A.M. peak hour. There are several locations where queue lengths are of particular importance. The 95th percentile queue length for the eastbound lane at Stillwell Road and K-32 Highway is projected to be 81 feet (2.7 vehicles) during the A.M. peak hour. The southbound queue at 178th Street and Stillwell Road is projected to be 42 feet during the A.M. peak hour, which will not block the adjacent school parking lot driveway. The westbound queue exiting the school's parking lot drive to 178th Street is 42 feet, which is contained within the throat of the driveway. Each of these same movements has a shorter queue length during the P.M. peak hour.

Given that the queue lengths are projected to be relatively short and the study intersections are projected to operate acceptably, the spacing of the 178th Street intersection from K-32 Highway should not be an operational or safety concern.

Future (Year 2040) Conditions

There are several factors that will influence future traffic growth at the study intersections. One factor is background traffic growth on K-32 Highway. Historical traffic counts from KDOT indicate that the volume on K-32 has fluctuated. In the past five years traffic has been steadily increasing, but current volumes are

lower than they were ten years ago. For this study a growth rate of one-percent per year was used to estimate background traffic growth on K-32.

Development in the surrounding area will also impact future traffic growth. There is potential for 178th Street to be extended north of the school in the future. County staff assumes that up to 49 large lot single-family residences could be constructed along 178th Street. Development may also occur along Stillwell Road. The County’s future land use map was used to determine possible land uses and intensities for development. Areas east and west of K-32 Highway are assumed to develop with single-family homes with lots that are a minimum of 2.5 to 5 acres. This methodology results in an extremely conservative analysis, as it assumes full build out of the area at the minimum lot size.

Trip Generation estimates were prepared for potential future development that could occur in the surrounding area. These estimates were prepared using the Institute of Transportation Engineer’s Trip Generation Manual, 10th Edition, and are shown in **Table 8**.

Land Use	Intensity	ITE Code	Average Weekday	A.M. Peak Hour			P.M. Peak Hour		
				Total	In	Out	Total	In	Out
Single-Family Detached Housing (North on 178th St)	49 homes	210	540	40	10	30	52	33	19
Single-Family Detached Housing (East on Stillwell Rd)	80 homes	210	847	62	16	46	83	53	30
Single-Family Detached Housing (West on Stillwell Rd)	125 homes	210	1,088	80	20	60	107	68	39

The future development trips for the potential single-family homes in **Table 8** were assigned to the street network using generally the same distributions as shown in **Table 2**. Consideration was also given to alternate routes these drivers may select, which may not travel through one of the study intersections.

The results of the Future Year 2040 Conditions intersection analyses are summarized in **Table 9**. The study intersections were evaluated with the lane configurations, traffic volumes, and traffic control devices shown on **Figures A-7** through **A-9**. The Synchro output files are included in **Appendix C**.

Intersection	Movement	A.M. Peak Hour		P.M. Peak Hour	
		LOS ¹	Delay ²	LOS ¹	Delay ²
K-32 Highway and Stillwell Road	Northbound Left-Turn	A	7.7	A	8.2
	Southbound Left-Turn	A	7.8	A	7.6
	Eastbound	F	72.9	C	17.4
	Westbound	C	18.1	C	22.0

**Table 9 – Continued
Intersection Operational Analysis
Future Year 2040 Conditions**

Intersection	Movement	A.M. Peak Hour		P.M. Peak Hour	
		LOS ¹	Delay ²	LOS ¹	Delay ²
178th Street and Stillwell Road					
	Eastbound Left-Turn	A	8.1	A	8.2
	Southbound	C	19.2	B	17.0
182nd Street and Stillwell Road					
	Northbound	A	9.9	B	10.9
	Southbound	B	11.5	B	12.5
	Eastbound Left-Turn	A	0.0	A	0.0
	Westbound Left-Turn	A	7.6	A	7.5
178th Street and Parking Lot Drive					
	Southbound Left-Turn	A	7.9	A	7.5
	Westbound	B	12.7	B	10.5
178th Street and Bus Drive (inbound)					
	Southbound Left-Turn	A	0.0	A	0.0
	Westbound	A	0.0	A	0.0
178th Street and Bus Drive (outbound)					
	Southbound Left-Turn	A	0.0	A	0.0
	Westbound	A	9.7	B	10.3

1 – Level of Service

2 – Delay in seconds per vehicle

The results in the table indicate that all movements at the study intersections are projected to operate at acceptable levels of service during both peak hours with one exception. The eastbound Stillwell Road approach to the K-32 Highway intersection is projected to operate at LOS F during the A.M. peak hour with lengthy queues. The addition of an eastbound left-turn lane would improve operations in the future. A separate eastbound left-turn lane would operate at LOS E with 41.1 seconds of delay, and a 95th percentile queue length of 165 feet. The other eastbound lane would operate at LOS B with queues of one vehicle or less.

While LOS E conditions are generally undesirable, it should be noted that this is a very conservative analysis scenario, assuming full build out of the area at the minimum lot size. County staff should monitor development along the Stillwell Road corridor west of K-32 Highway. If this level of development does not occur, then operating conditions will be better than what is projected in this scenario. If significant development does occur in this area, other forms of traffic control may be necessary to achieve an acceptable LOS at the K-32 Highway and Stillwell Road intersection in the future.

Queue lengths at several other intersections are projected to increase slightly in the future conditions scenario. The southbound queue at 178th Street and Stillwell Road is projected to be 102 feet during the A.M. peak hour. This queue will extend to the adjacent school parking lot driveway, but will not block it. The westbound queue exiting the school's parking lot drive to 178th Street is 48 feet, which is contained within the throat of the driveway. Each of the movements previously mentioned has a shorter queue length during the P.M. peak hour.

Summary

TranSystems has completed a traffic impact study for the proposed Basehor-Linwood elementary school to be located generally in the northwest corner of K-32 and Stillwell Road near Linwood, Kansas in rural Leavenworth County. The purpose of this study was to assess the impact of the proposed development on the surrounding transportation system.

According to the KDOT Access Management Policy, a northbound left-turn lane and a southbound right-turn lane will be warranted on K-32 Highway at Stillwell Road to accommodate development traffic from the proposed elementary school. The northbound left-turn lane should have a minimum storage length of 650 feet with a 240-foot straight line bay taper and an appropriate through lane taper. The southbound right-turn lane should have a minimum storage length of 555 feet with a 240-foot straight line bay taper.

Several other modifications are to be included at the intersection of K-32-Highway and Stillwell Road to enhance safety at the intersection. The Stillwell Road approaches are to be realigned to achieve a 75-degree angle of intersection. The southbound right-turn lane is also to be offset from the through lane to allow for better sight lines looking to the north from the stop controlled eastbound approach. With these modifications, all sight lines will be adequate for passenger cars and buses.

Sight distances were found to be less than the recommended distances along Stillwell Road at the 182nd Street intersection. Clearing the foliage within the right-of-way is recommended along the south side of Stillwell Road west of 182nd Street and in the northeast quadrant of the intersection. Warning signs should be installed on Stillwell Road in advance of the 182nd Street intersection and the horizontal curves. The warning signs will enhance awareness of the horizontal curves and provide drivers with the information they need to safely navigate the roadway.

The study intersections currently operate at acceptable levels of service during both peak hours with minimal queues. The study intersections are projected to continue operating at acceptable levels of service with the addition of the proposed elementary school traffic. Therefore, no additional improvements are identified to mitigate the addition of development traffic.

In the future, there may be a need for an eastbound left-turn lane at the K-32 Highway and Stillwell Road intersection. County staff should monitor development along the Stillwell Road corridor west of K-32 Highway. If significant development occurs in this area, other forms of traffic control may be necessary to achieve an acceptable LOS at the K-32 Highway and Stillwell Road intersection.



Appendix A - Figures

Figure A-1	Location Map
Figure A-2	Proposed Development Site Plan
Figure A-3	Existing Conditions Lane Configurations and Peak Hour Traffic Volumes
Figure A-4	Existing Plus Development Conditions Lane Configurations
Figure A-5	Existing Plus Development Conditions A.M. Peak Hour Traffic Volumes
Figure A-6	Existing Plus Development Conditions P.M. Peak Hour Traffic Volumes
Figure A-7	Future (Year 2040) Conditions Lane Configurations
Figure A-8	Future (Year 2040) Conditions A.M. Peak Hour Traffic Volumes
Figure A-9	Future (Year 2040) Conditions P.M. Peak Hour Traffic Volumes
Figure A-10	Intersection Influence Area

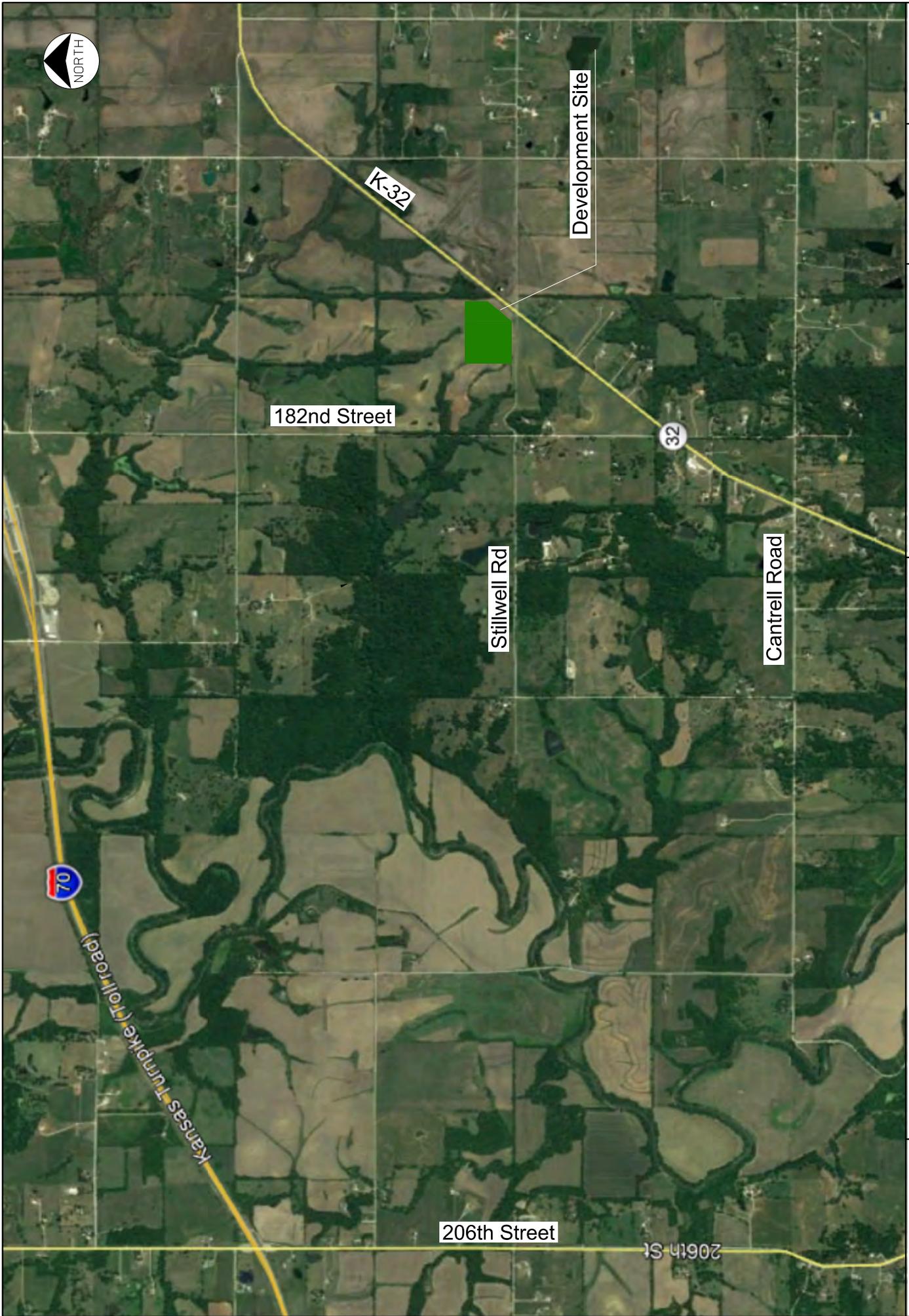


Figure A-1

October 2020

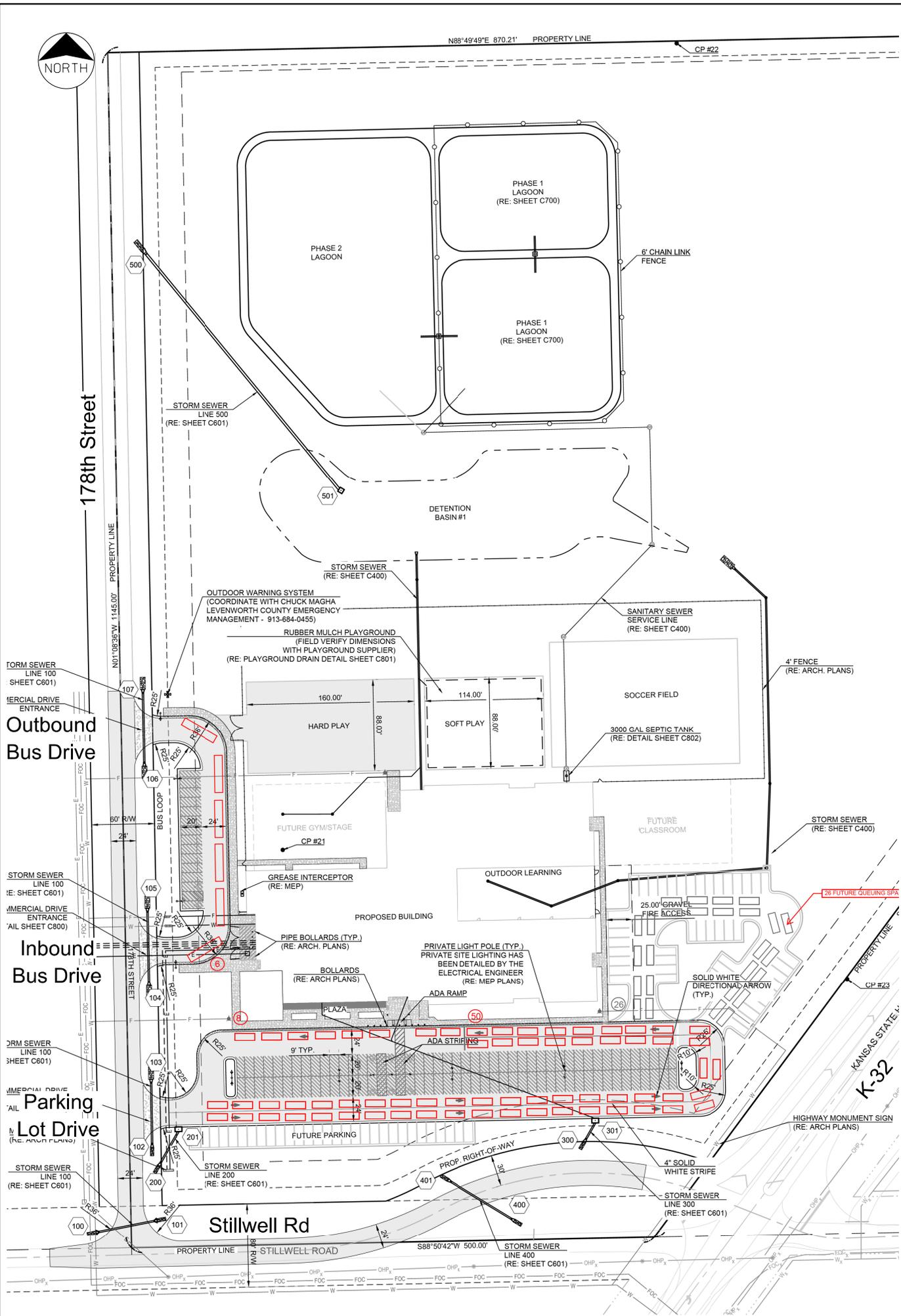
No Scale

Basehor-Linwood Elementary School
Traffic Impact Study
Linwood, Kansas

LOCATION MAP



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N88°49'49"E 870.21' PROPERTY LINE CP #22

178th Street

Outbound Bus Drive

Inbound Bus Drive

Parking Lot Drive

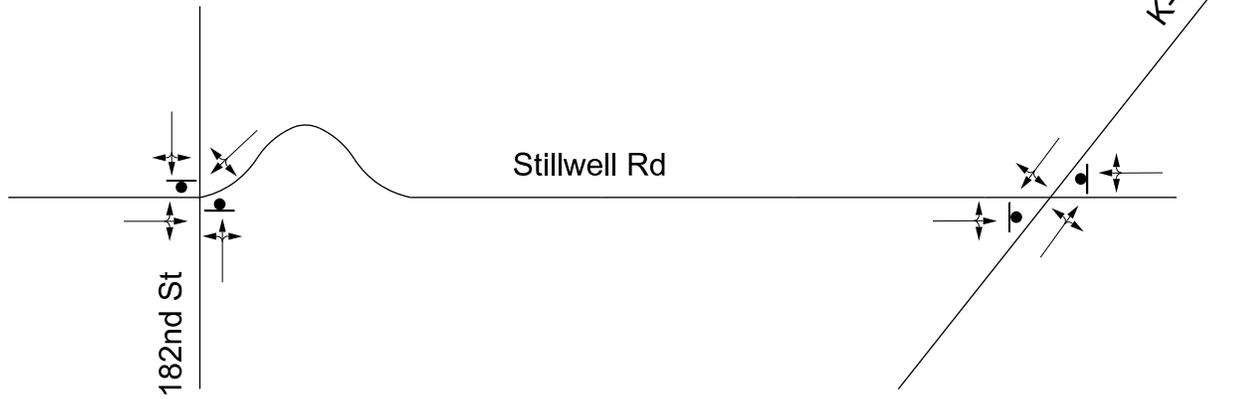
Stillwell Rd

K-32

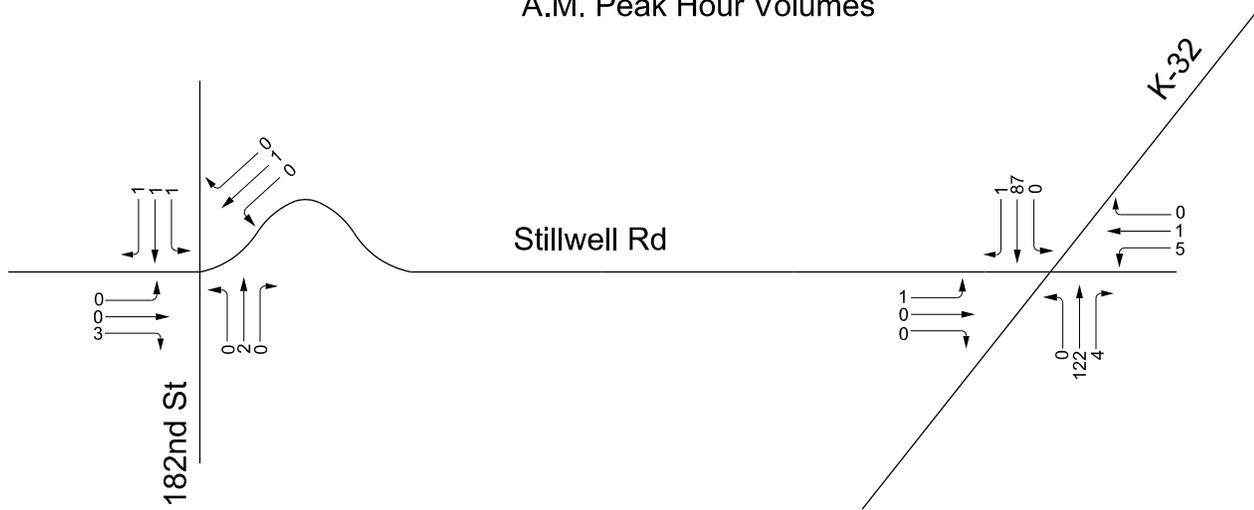
October 2020	Figure A-2
Basehor-Linwood Elementary School Traffic Impact Study Linwood, Kansas	No Scale
SITE PLAN	



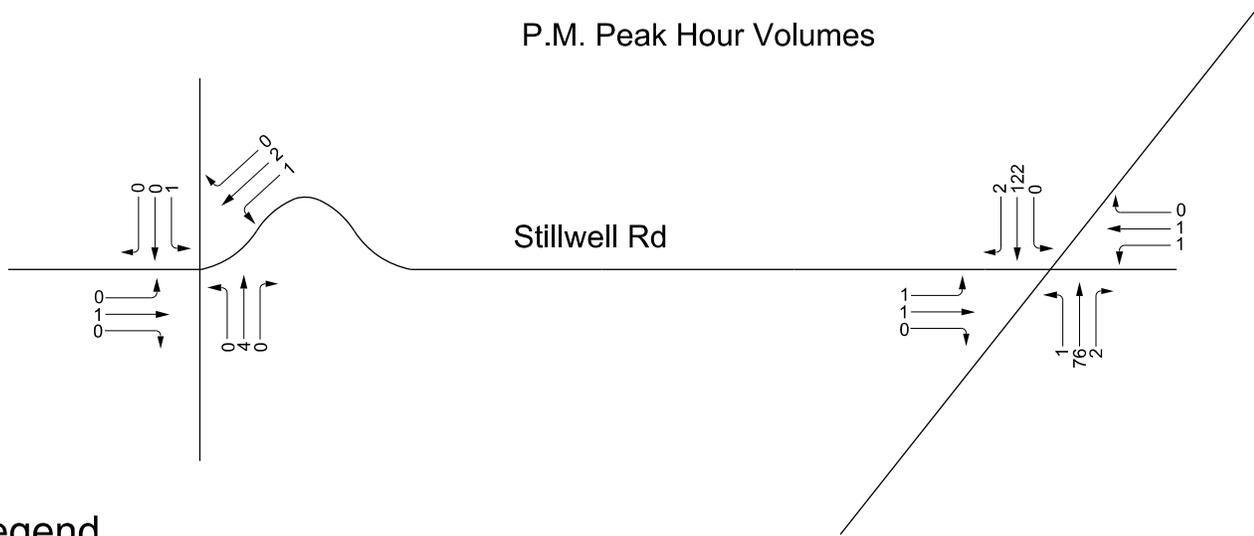
Lane Configurations



A.M. Peak Hour Volumes



P.M. Peak Hour Volumes



Legend

-  - Traffic Signal
-  - Stop Sign
-  - Lane Configuration
- 123 - Total Hourly Volume

Basehor-Linwood Elementary School
Traffic Impact Study
Linwood, Kansas

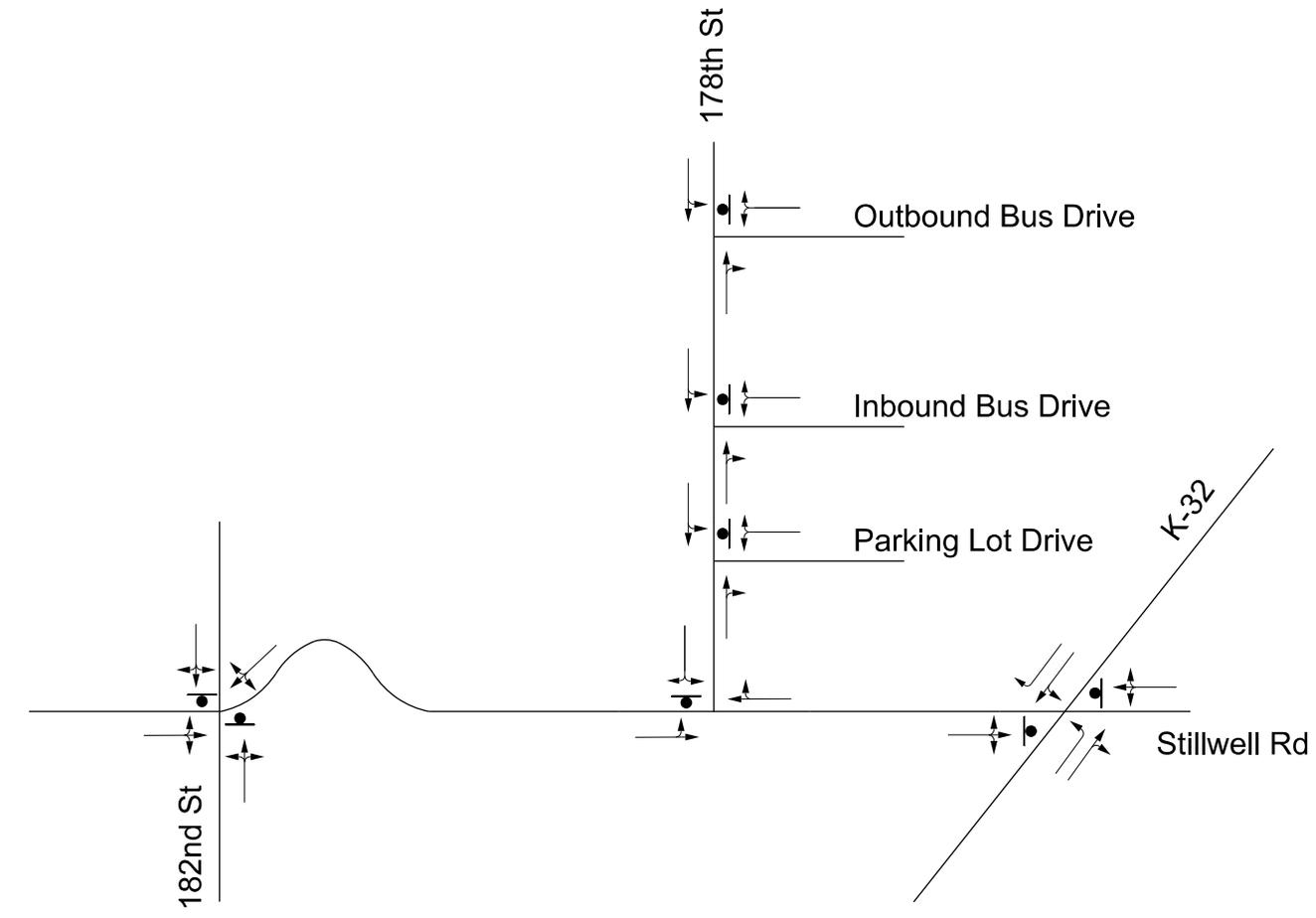
October 2020

No Scale

Figure A-3

EXISTING CONDITIONS LANE CONFIGURATIONS AND PEAK HOUR TRAFFIC VOLUMES





Legend

-  - Traffic Signal
-  - Stop Sign
-  - Lane Configuration



EXISTING PLUS DEVELOPMENT CONDITIONS LANE CONFIGURATIONS

Basehor-Linwood Elementary School
Traffic Impact Study
Linwood, Kansas

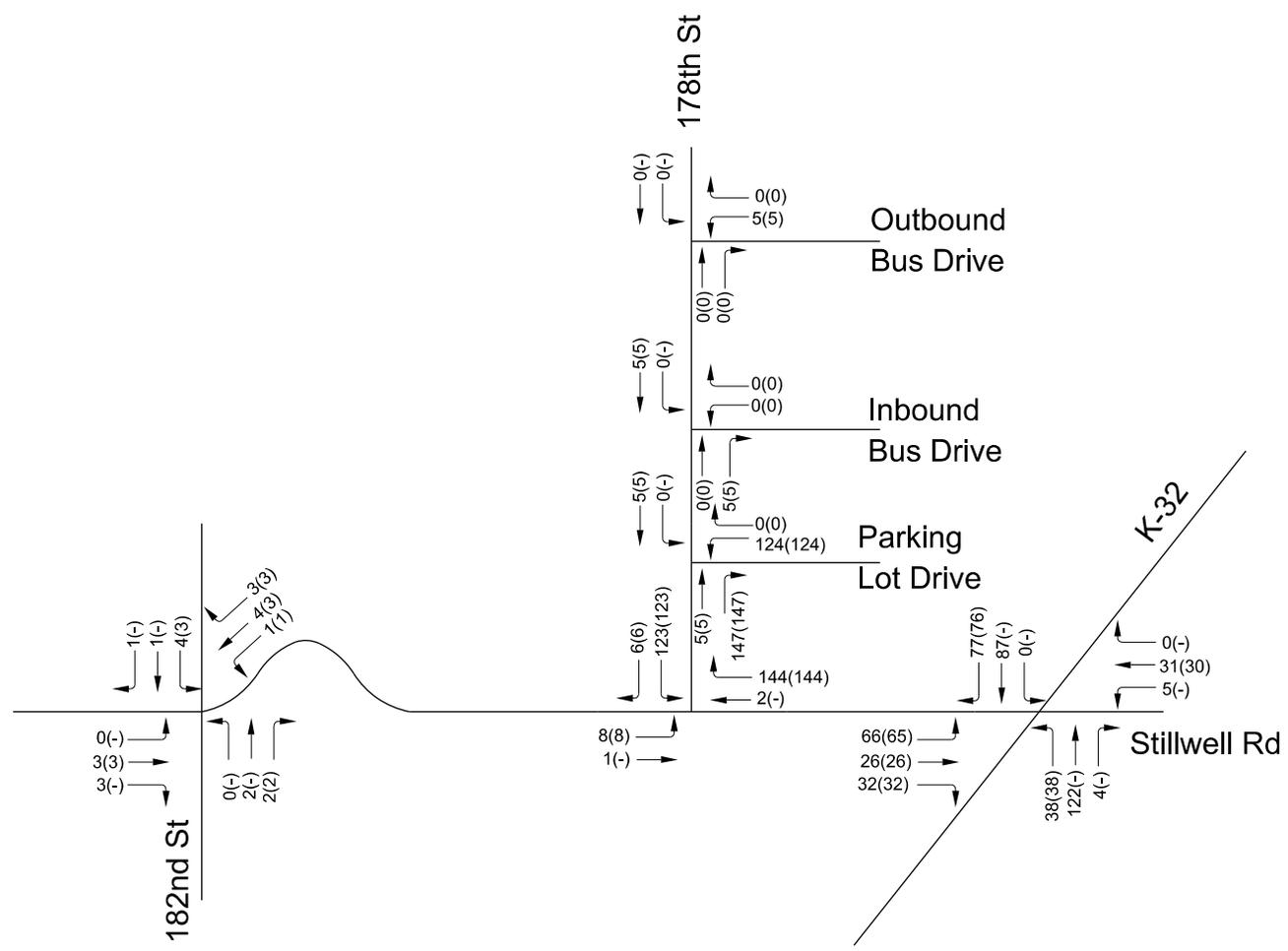
October 2020

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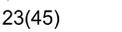
Figure A-4



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Legend

-  Total Hourly Volume
-  Proposed Development Traffic

October 2020
 Basehor-Linwood Elementary School
 Traffic Impact Study
 Linwood, Kansas

EXISTING PLUS DEVELOPMENT CONDITIONS A.M. PEAK HOUR TRAFFIC VOLUMES

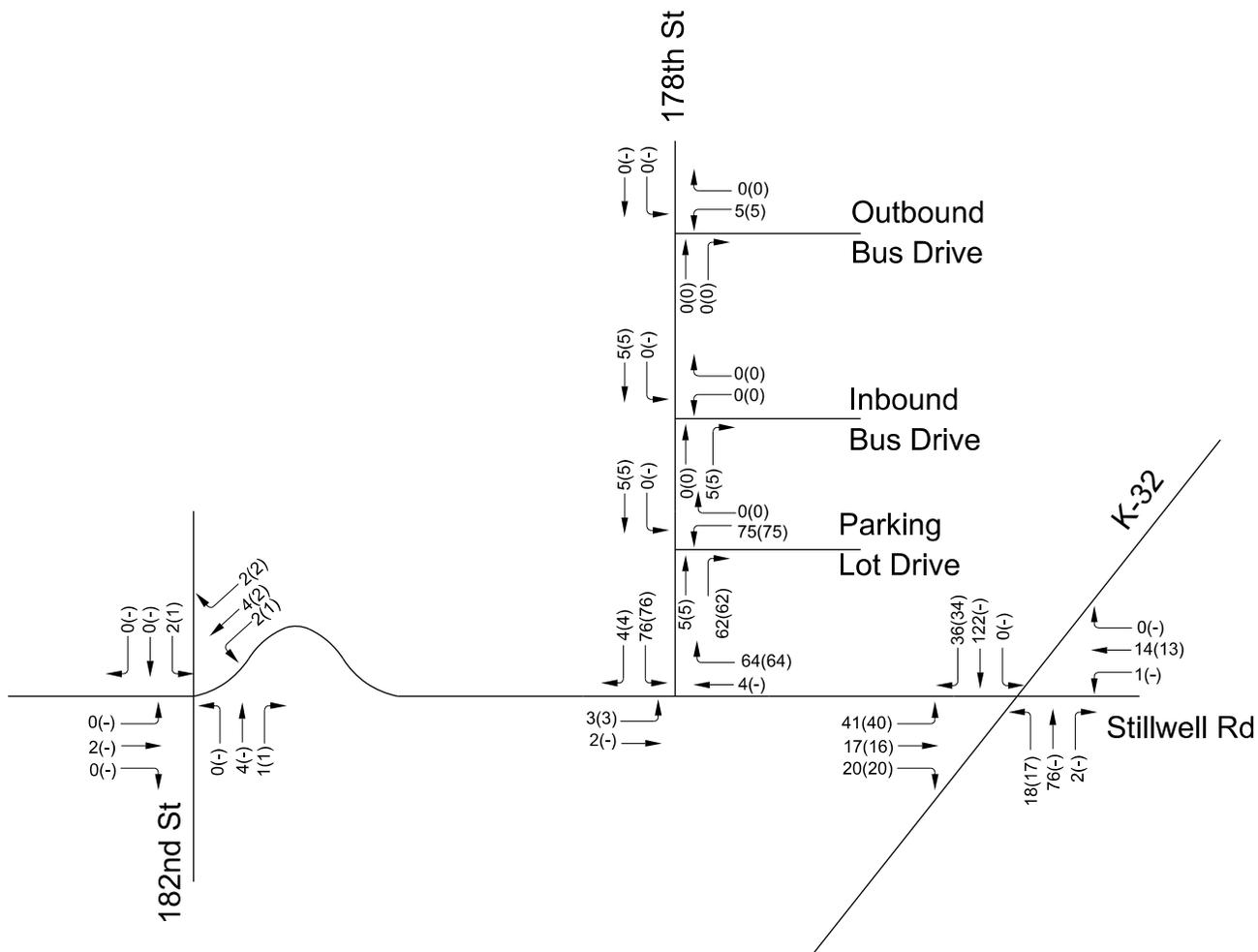


Figure A-5

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Legend

- Total Hourly Volume
- Proposed Development Traffic

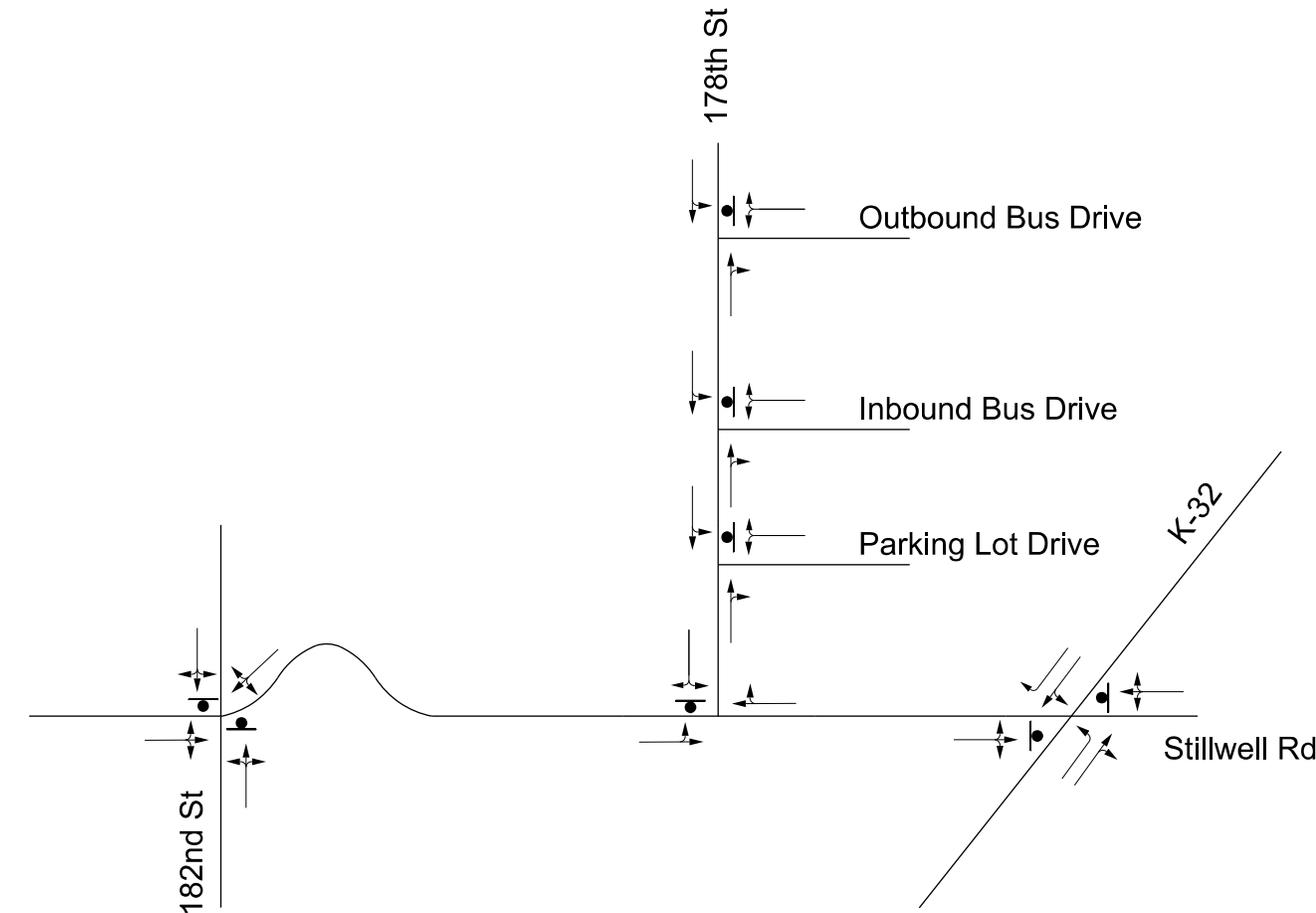
October 2020
 Basehor-Linwood Elementary School
 Traffic Impact Study
 Linwood, Kansas

EXISTING PLUS DEVELOPMENT CONDITIONS P.M. PEAK HOUR TRAFFIC VOLUMES



Figure A-6

No Scale



Legend

-  - Traffic Signal
-  - Stop Sign
-  - Lane Configuration



FUTURE YEAR 2040 LANE CONFIGURATIONS

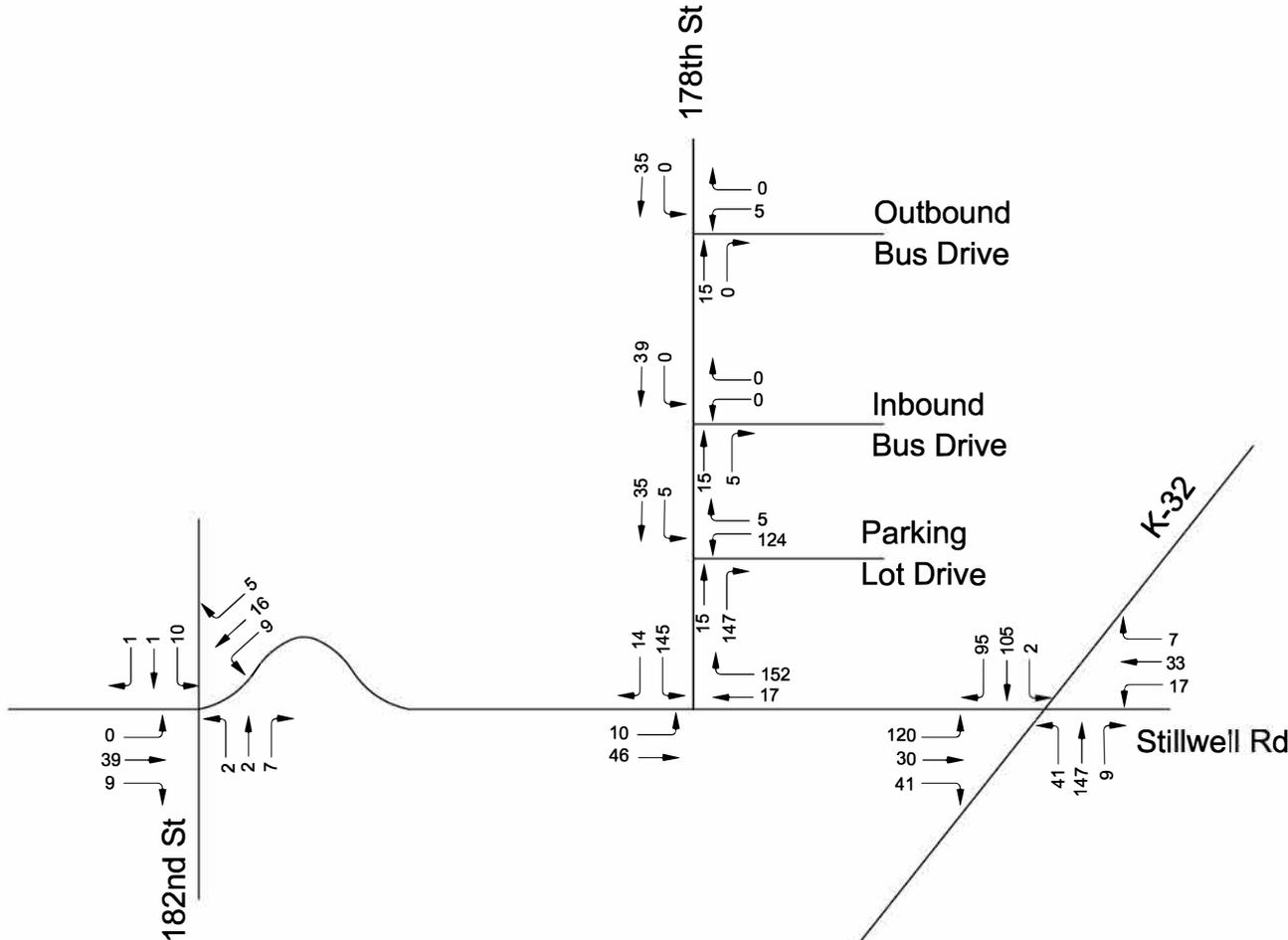
Basehor-Linwood Elementary School
Traffic Impact Study
Linwood, Kansas

October 2020
No Scale

Figure A-7



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Legend

123 - Total Future Hourly Volume



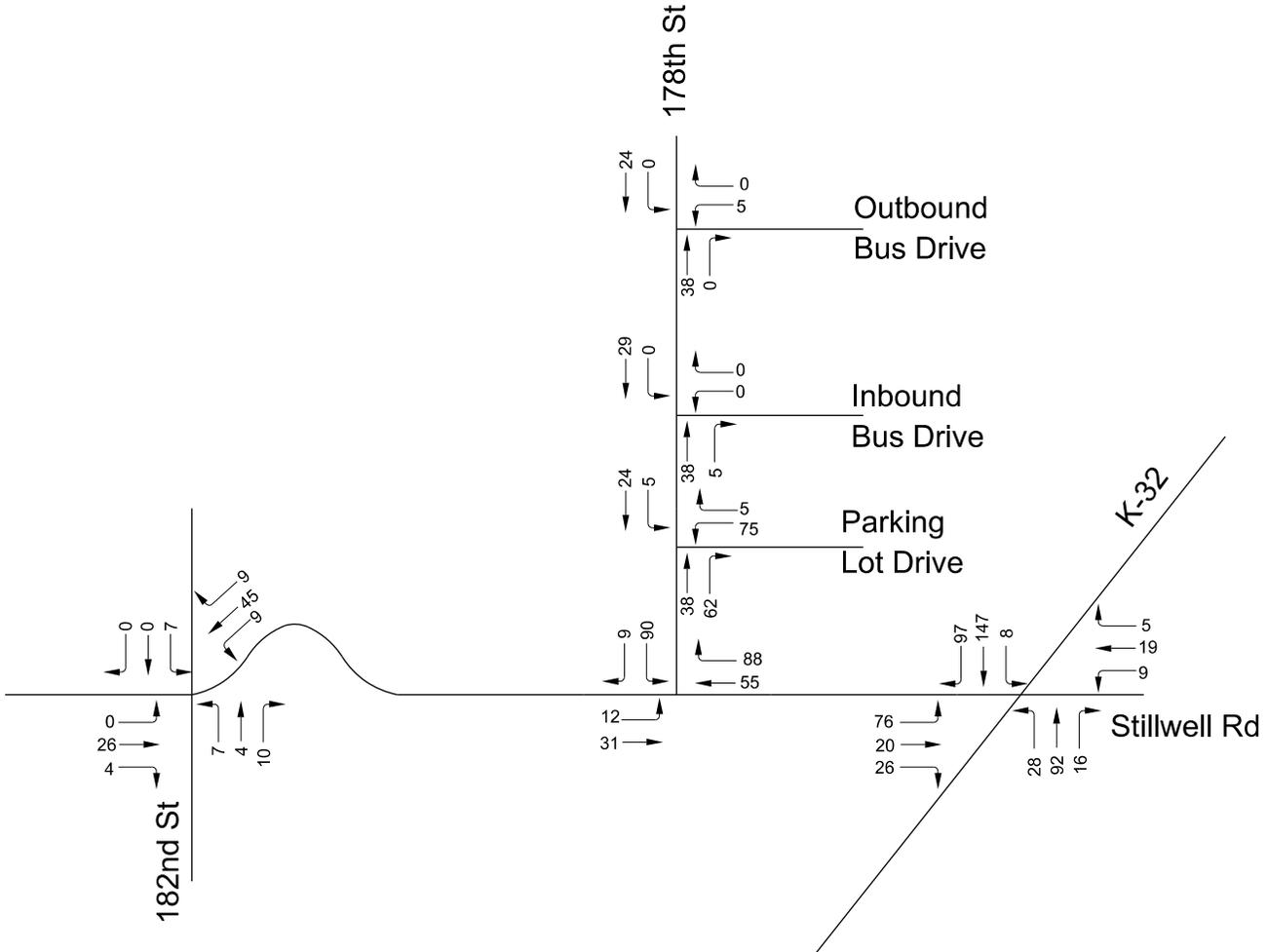
FUTURE YEAR 2040 A.M. PEAK HOUR TRAFFIC VOLUMES

Basehor-Linwood Elementary School
Traffic Impact Study
Linwood, Kansas

October 2020

No Scale

Figure A-8



Legend

123 - Total Future Hourly Volume



FUTURE YEAR 2040 P.M. PEAK HOUR TRAFFIC VOLUMES

Basehor-Linwood Elementary School
Traffic Impact Study
Linwood, Kansas

October 2020

No Scale

Figure A-9

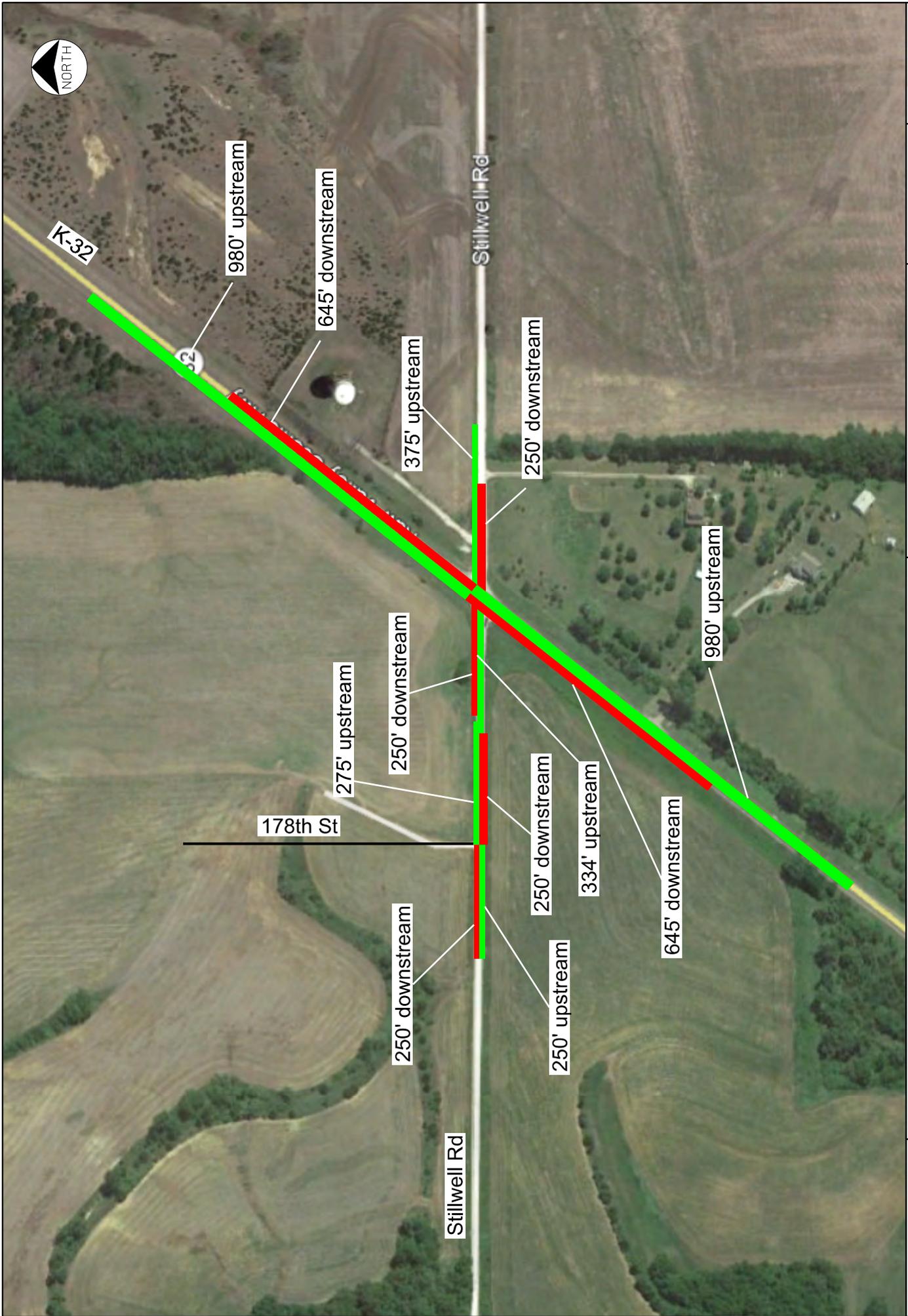


Figure A-10

October 2020

No Scale

Basehor-Linwood Elementary School
 Traffic Impact Study
 Linwood, Kansas

INTERSECTION INFLUENCE AREA





Appendix B – Traffic Volume Data and Trip Generation/Distribution

See attached worksheets.

Basehor-Linwood Elementary School TIS

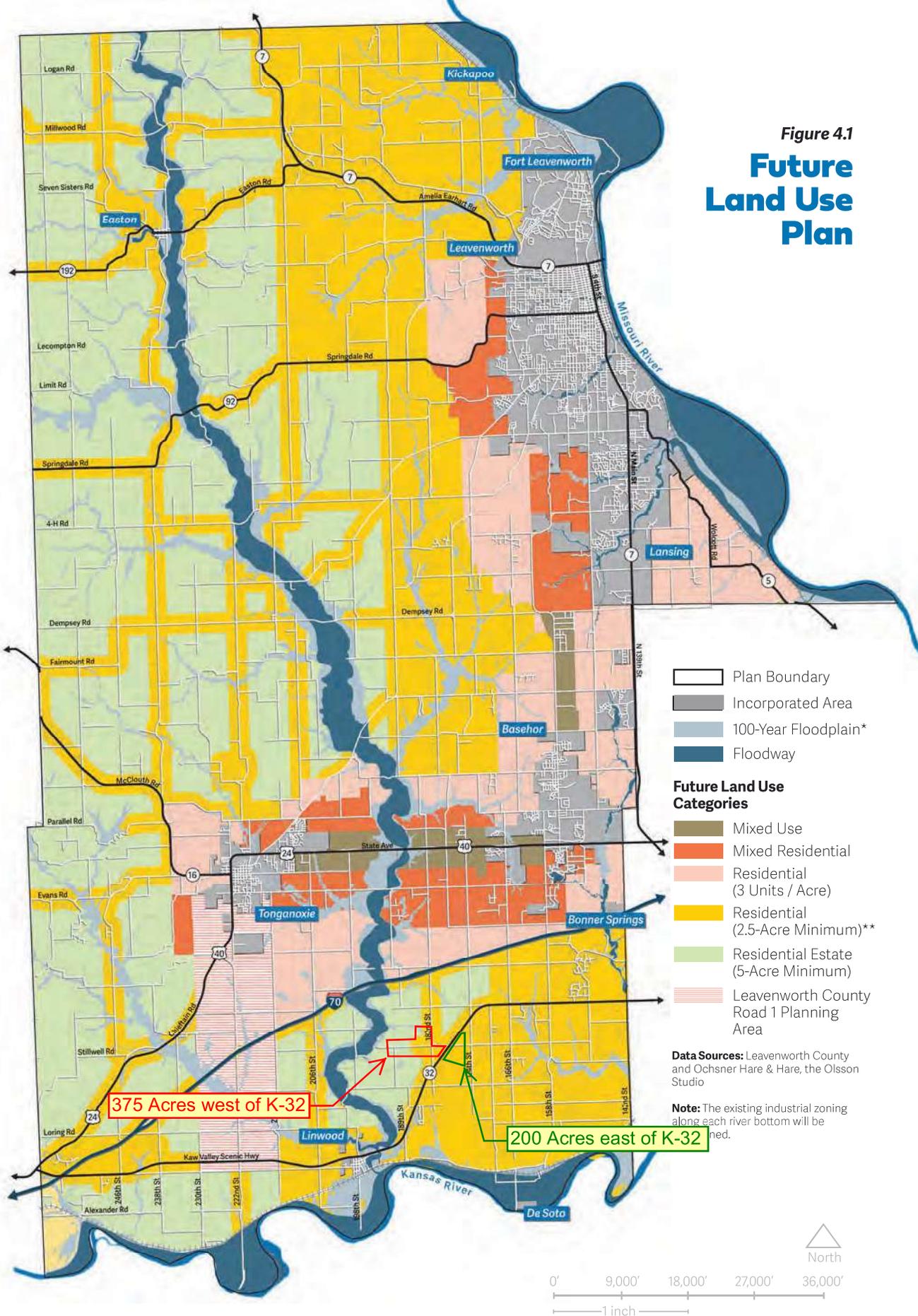
Linwood, Kansas

Trip Generation

Proposed Development	Intensity	ITE Code	Daily	A.M. Peak Hour			P.M. Peak Hour						
				Total	% In	% Out	In	Out	Total	% In	% Out	In	Out
Land Use Elementary School	432 students	520	737	281	54%	46%	152	129	147	45%	55%	67	80
Future Development													
Single Family Housing (North on 178th)	49 units	210	540	40	25%	75%	10	30	52	63%	37%	33	19
Single Family Housing (East on Stillwell Road)	80 units	210	847	62	25%	75%	16	46	83	63%	37%	53	30
Single Family Housing (West on Stillwell Road)	105 units	210	1,088	80	25%	75%	20	60	107	63%	37%	68	39

Trip generation estimates based on 10th edition

Figure 4.1
Future Land Use Plan



* Also known as Zone A or Zone AE, which are FEMA-defined Special Flood Hazard Areas

** Residential (2.5-Acre Minimum) is the designated future land use within a quarter-mile of each side of the centerline of all improved roads within Leavenworth County, unless the quarter-mile area on either side of the centerline of an improved road is designated as a denser future land use, such as Residential (3 Units / Acre), Mixed Residential, or Mixed Use. "Improved" roads refer to all paved roads within Leavenworth County, not including those roads that have been hard-surfaced through the dust-abatement process. Due to sporadic data inaccuracy, Figure 4.1 Future Land Use Plan may show this quarter-mile Residential (2.5-Acre Minimum) buffer along roads that are not improved. In such cases, the Residential (2.5-Acre Minimum) quarter-mile buffer does not apply to either side of the unimproved road's centerline.

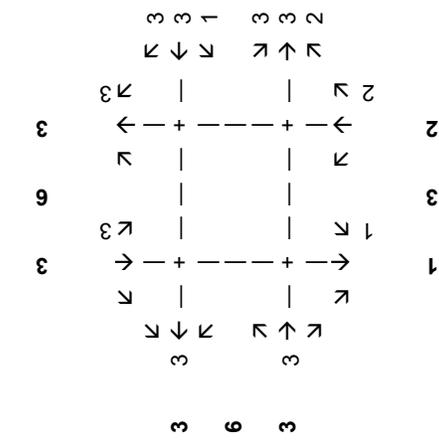
K-32 Historical Traffic Volumes

Year	ADT	Heavy Vehicle		
2019	3550	245		
2018	3540	235	5 year annual growth (2014-2019)	2.8%
2017	3580	225	<u>10 year annual growth (2008-2019)</u>	<u>-0.6%</u>
2016	3470	220	average	1.1%
2015	3220	215		
2014	3180	210		
2013	3640	205		
2012	3600	200		
2011	4140	245		
2010	4060	250		
2009	3780	365		
2008	3750	370		

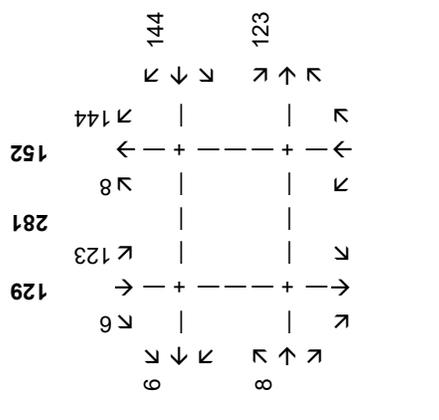
Basehor-Linwood Elementary School TIS Linwood, Kansas

Development Traffic Volumes A.M. Peak Hour

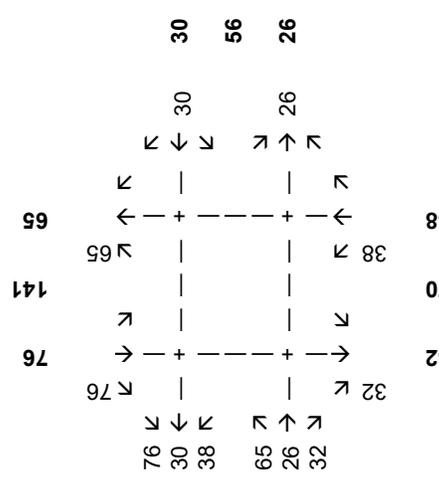
Stillwell Road and 182nd Street



Stillwell Road and 178th Street



Stillwell Road and K-32



Basehor-Linwood Elementary School TIS Linwood, Kansas

Existing plus Development Traffic Volumes P.M. Peak Hour

Stillwell Road and 182nd Street

4	4	2	2	6
↙	↘	↙	↘	↙
←	→	←	→	←
↖	↗	↖	↗	↖
4	2	4	4	2
↖	↗	↖	↗	↖
←	→	←	→	←
↙	↘	↙	↘	↙
6	8	2	6	5
↖	↗	↖	↗	↖
←	→	←	→	←
↙	↘	↙	↘	↙
2	2	2	2	1
↖	↗	↖	↗	↖
←	→	←	→	←
↙	↘	↙	↘	↙
2	6	2	6	5
↖	↗	↖	↗	↖
←	→	←	→	←
↙	↘	↙	↘	↙

Stillwell Road and 178th Street

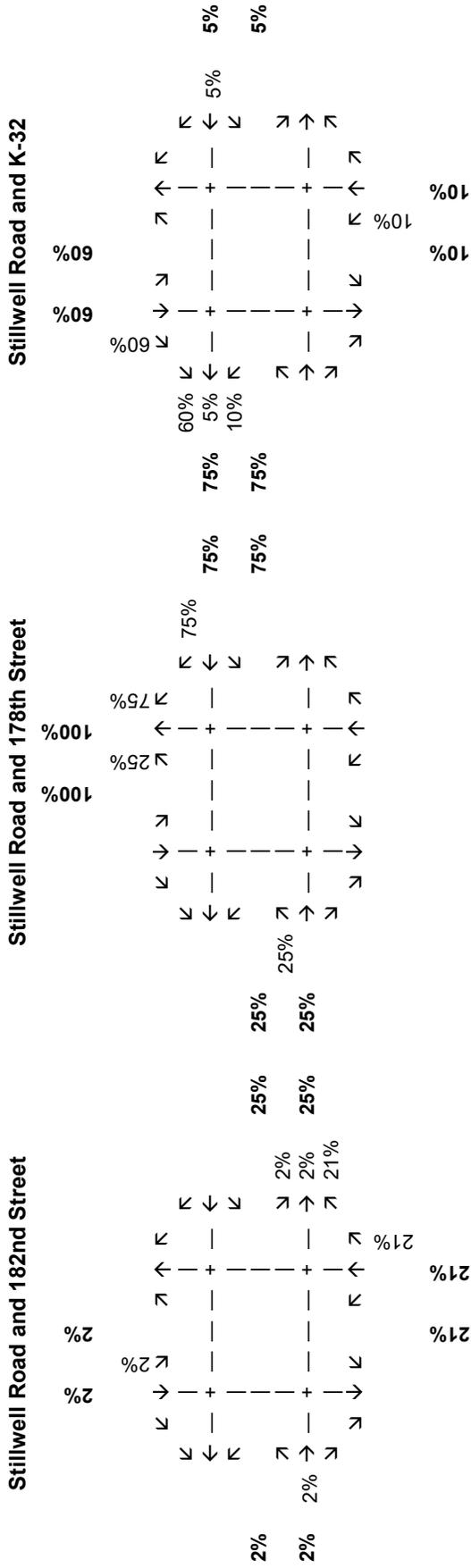
7	8	67
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←	→	←
↖	↗	↖
4	4	64
↖	↗	↖
←	→	←
↙	↘	↙
12	13	147
↖	↗	↖
←	→	←
↙	↘	↙
5	5	80
↖	↗	↖
←	→	←
↙	↘	↙
3	2	76
↖	↗	↖
←	→	←
↙	↘	↙
5	78	143
↖	↗	↖
←	→	←
↙	↘	↙

Stillwell Road and K-32

158	275	117
↙	↘	↙
←	→	←
↖	↗	↖
36	18	14
↖	↗	↖
←	→	←
↙	↘	↙
143	239	96
↖	↗	↖
←	→	←
↙	↘	↙
20	1	2
↖	↗	↖
←	→	←
↙	↘	↙
122	1	76
↖	↗	↖
←	→	←
↙	↘	↙
158	275	117
↙	↘	↙
←	→	←
↖	↗	↖
36	18	14
↖	↗	↖
←	→	←
↙	↘	↙
143	239	96
↖	↗	↖
←	→	←
↙	↘	↙
20	1	2
↖	↗	↖
←	→	←
↙	↘	↙
122	1	76
↖	↗	↖
←	→	←
↙	↘	↙

Basehor-Linwood Elementary School TIS Linwood, Kansas

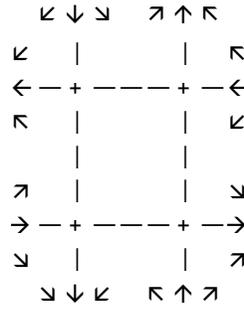
Future Northern Development Inbound A.M. Peak Hour



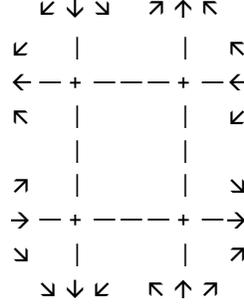
Basehor-Linwood Elementary School TIS Linwood, Kansas

Future Eastern Development Traffic Volumes A.M. Peak Hour

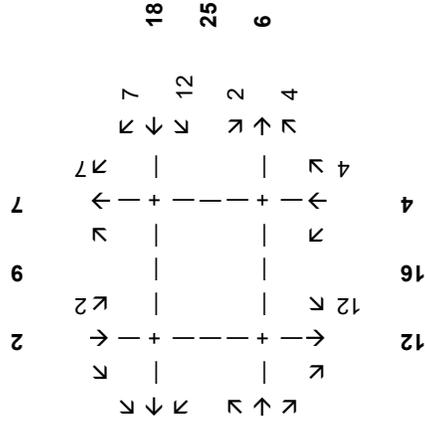
Stillwell Road and 182nd Street



Stillwell Road and 178th Street



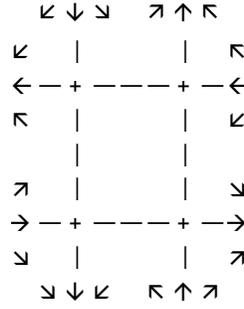
Stillwell Road and K-32



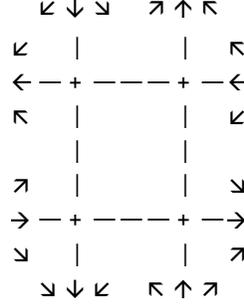
Basehor-Linwood Elementary School TIS Linwood, Kansas

Future Eastern Development Traffic Volumes P.M. Peak Hour

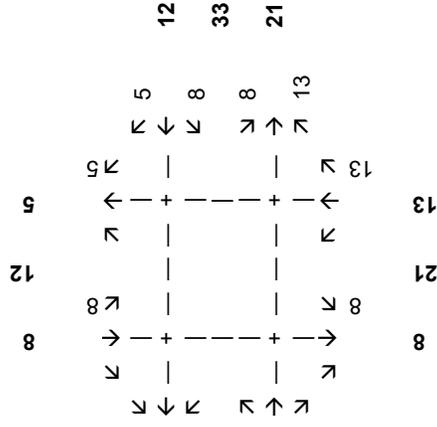
Stillwell Road and 182nd Street



Stillwell Road and 178th Street



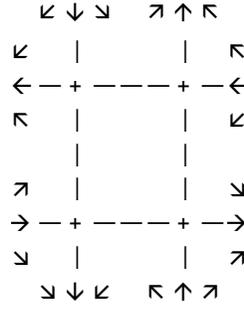
Stillwell Road and K-32



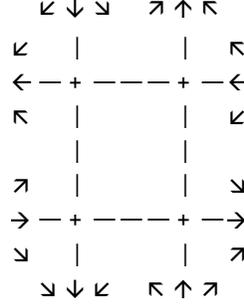
Basehor-Linwood Elementary School TIS Linwood, Kansas

Future Eastern Development Outbound A.M. Peak Hour

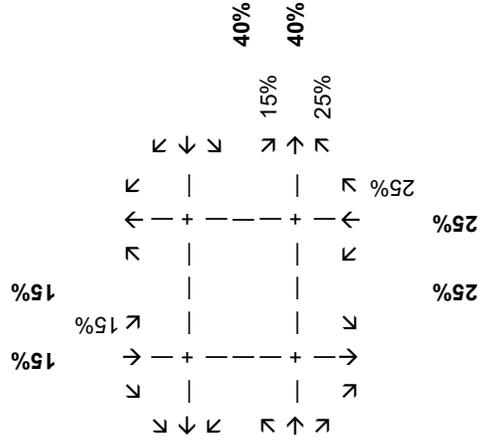
Stillwell Road and 182nd Street



Stillwell Road and 178th Street



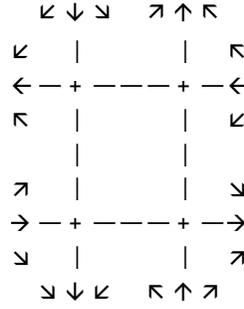
Stillwell Road and K-32



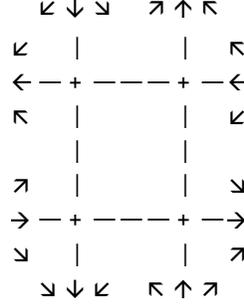
Basehor-Linwood Elementary School TIS Linwood, Kansas

Future Eastern Development Outbound P.M. Peak Hour

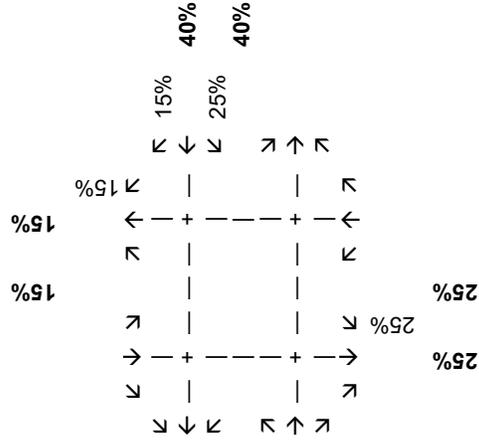
Stillwell Road and 182nd Street



Stillwell Road and 178th Street



Stillwell Road and K-32



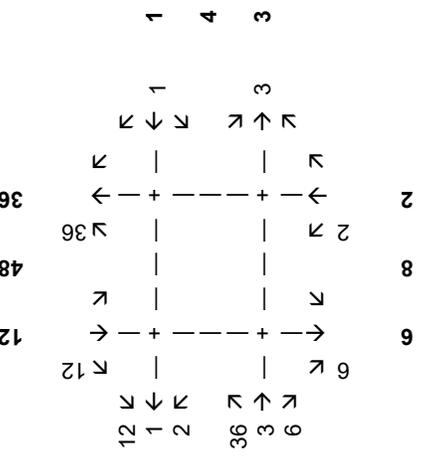
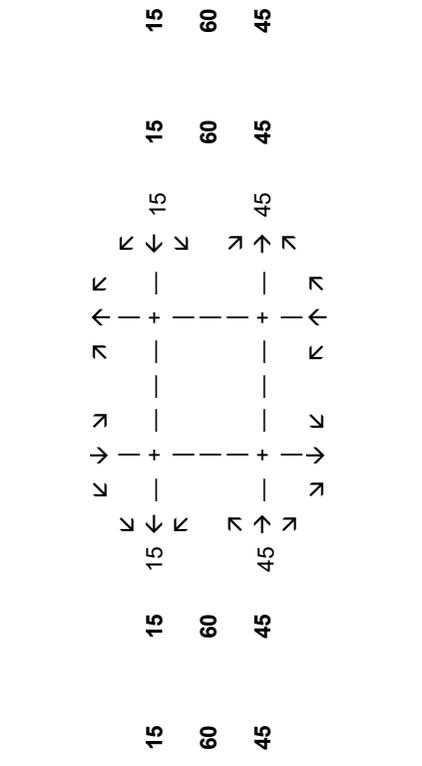
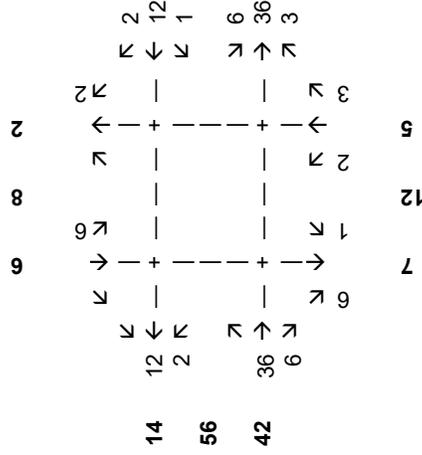
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Future Western Development Traffic Volumes A.M. Peak Hour

Stillwell Road and 182nd Street

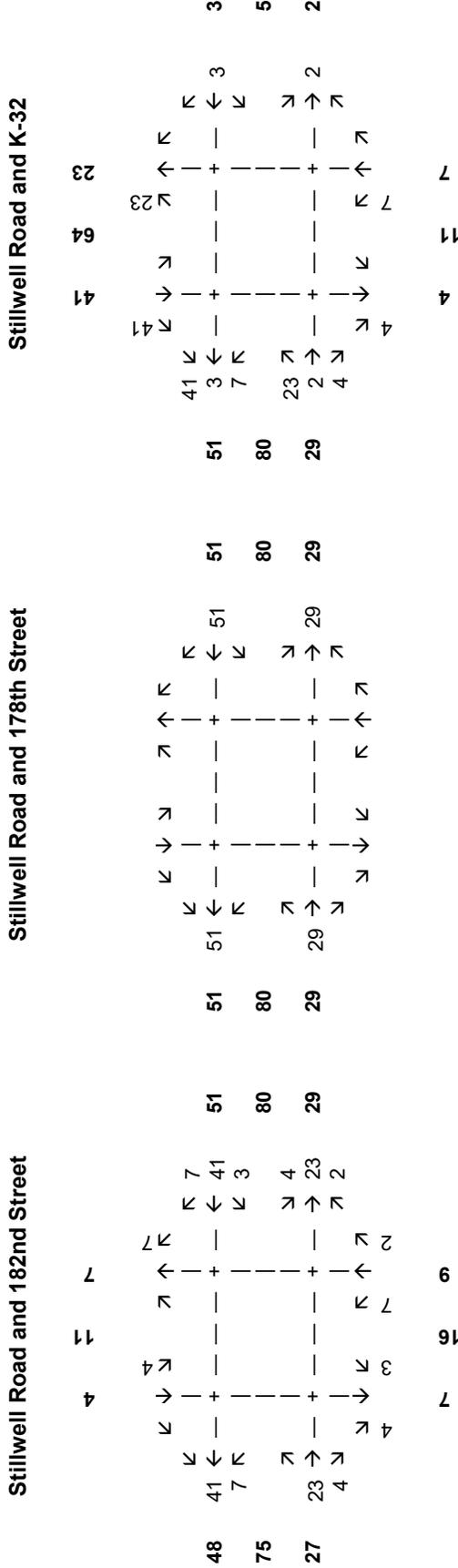
Stillwell Road and 178th Street

Stillwell Road and K-32



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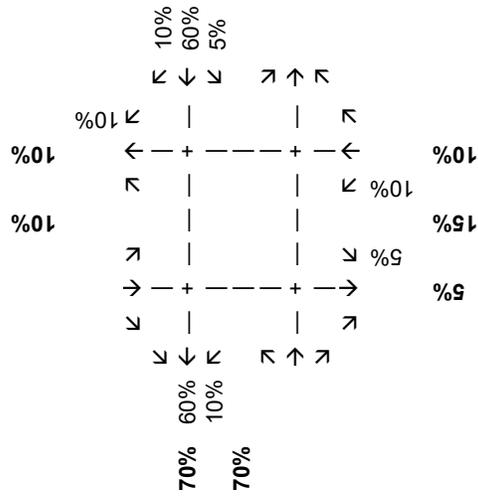
Future Western Development Traffic Volumes P.M. Peak Hour



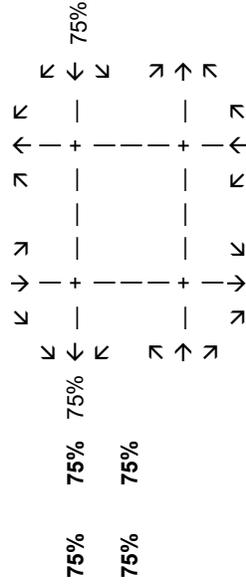
Basehor-Linwood Elementary School TIS Linwood, Kansas

Future Western Development Outbound A.M. Peak Hour

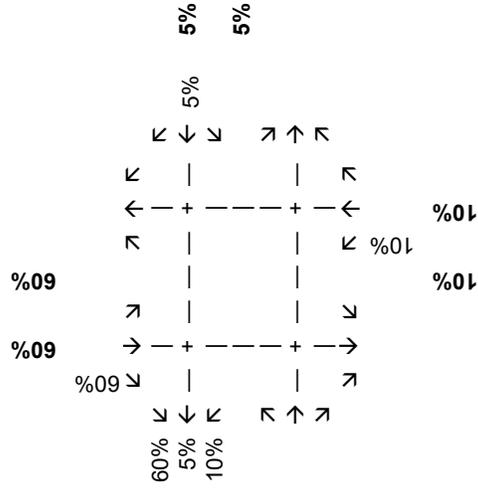
Stillwell Road and 182nd Street



Stillwell Road and 178th Street



Stillwell Road and K-32



Basehor-Linwood Elementary School TIS Linwood, Kansas

Total Future Development Traffic Volumes A.M. Peak Hour

Stillwell Road and 182nd Street				Stillwell Road and 178th Street				Stillwell Road and K-32					
17	15	2	62	29	84	55	84	167	167	94	32	41	50
←	←	←	←	←	←	←	←	←	←	←	←	←	←
→	→	→	→	→	→	→	→	→	→	→	→	→	→
9	9	9	9	145	321	162	152	145	321	162	152	145	321
→	→	→	→	→	→	→	→	→	→	→	→	→	→
←	←	←	←	←	←	←	←	←	←	←	←	←	←
5	5	5	5	10	10	10	10	10	10	10	10	10	10
→	→	→	→	→	→	→	→	→	→	→	→	→	→
←	←	←	←	←	←	←	←	←	←	←	←	←	←
9	9	9	9	145	321	162	152	145	321	162	152	145	321
→	→	→	→	→	→	→	→	→	→	→	→	→	→
←	←	←	←	←	←	←	←	←	←	←	←	←	←
15	23	9	15	145	321	162	152	145	321	162	152	145	321
→	→	→	→	→	→	→	→	→	→	→	→	→	→
←	←	←	←	←	←	←	←	←	←	←	←	←	←
96	96	96	96	122	222	125	125	122	222	125	125	122	222
→	→	→	→	→	→	→	→	→	→	→	→	→	→
←	←	←	←	←	←	←	←	←	←	←	←	←	←
53	53	53	53	12	12	12	12	12	12	12	12	12	12
→	→	→	→	→	→	→	→	→	→	→	→	→	→
←	←	←	←	←	←	←	←	←	←	←	←	←	←
45	45	45	45	41	41	41	41	41	41	41	41	41	41
→	→	→	→	→	→	→	→	→	→	→	→	→	→
←	←	←	←	←	←	←	←	←	←	←	←	←	←
37	37	37	37	119	119	119	119	119	119	119	119	119	119
→	→	→	→	→	→	→	→	→	→	→	→	→	→
←	←	←	←	←	←	←	←	←	←	←	←	←	←
87	87	87	87	30	30	30	30	30	30	30	30	30	30
→	→	→	→	→	→	→	→	→	→	→	→	→	→
←	←	←	←	←	←	←	←	←	←	←	←	←	←
7	7	7	7	2	2	2	2	2	2	2	2	2	2
→	→	→	→	→	→	→	→	→	→	→	→	→	→
←	←	←	←	←	←	←	←	←	←	←	←	←	←

Basehor-Linwood Elementary School TIS Linwood, Kansas

Total Future Development Traffic Volumes P.M. Peak Hour

Stillwell Road and 182nd Street

50	43	7	43	9	43	8	9	9	9
79	7	7	8	8	8	8	8	8	8
29	25	4	25	6	25	10	25	10	10
	4	4	4	4	4	4	4	4	4
	12	12	12	12	12	12	12	12	12
	28	28	28	28	28	28	28	28	28
	15	15	15	15	15	15	15	15	15
	9	9	9	9	9	9	9	9	9

Stillwell Road and 178th Street

60	60	60	60	60	60	60	60	60	60
101	101	101	101	101	101	101	101	101	101
41	41	41	41	41	41	41	41	41	41
	12	12	12	12	12	12	12	12	12
	29	29	29	29	29	29	29	29	29
	90	90	90	90	90	90	90	90	90
	199	199	199	199	199	199	199	199	199
	99	99	99	99	99	99	99	99	99
	100	100	100	100	100	100	100	100	100

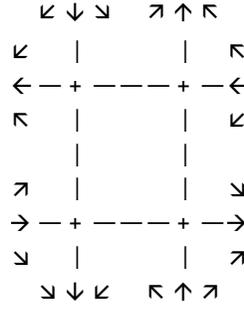
Stillwell Road and K-32

139	139	139	139	139	139	139	139	139	139
259	259	259	259	259	259	259	259	259	259
120	120	120	120	120	120	120	120	120	120
	26	26	26	26	26	26	26	26	26
	19	19	19	19	19	19	19	19	19
	75	75	75	75	75	75	75	75	75
	181	181	181	181	181	181	181	181	181
	102	102	102	102	102	102	102	102	102
	79	79	79	79	79	79	79	79	79
	40	40	40	40	40	40	40	40	40

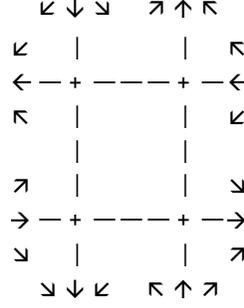
Basehor-Linwood Elementary School TIS Linwood, Kansas

Future Growth Traffic Volumes A.M. Peak Hour

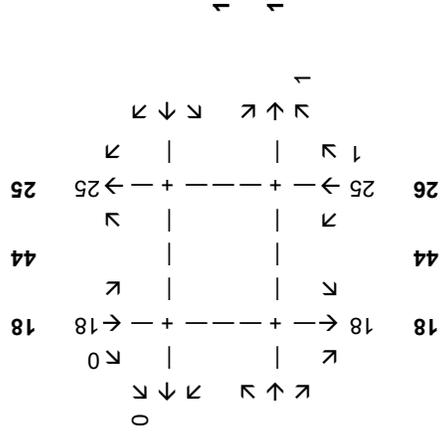
Stillwell Road and 182nd Street



Stillwell Road and 178th Street



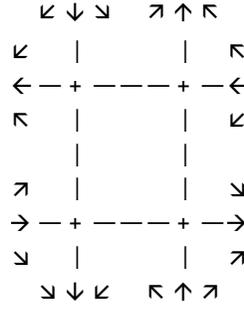
Stillwell Road and K-32



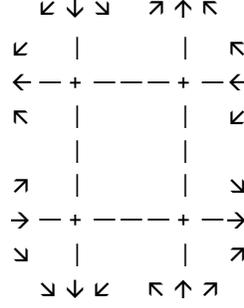
Basehor-Linwood Elementary School TIS Linwood, Kansas

Future Growth Traffic Volumes P.M. Peak Hour

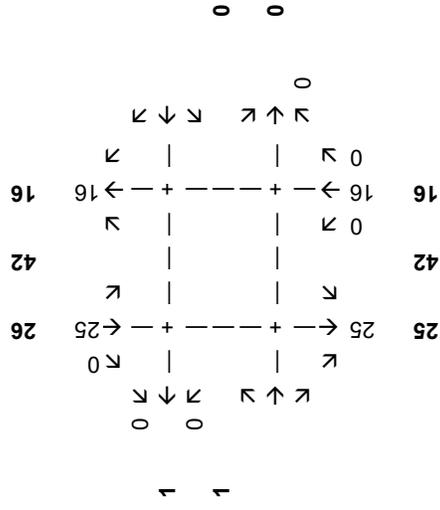
Stillwell Road and 182nd Street



Stillwell Road and 178th Street



Stillwell Road and K-32





Appendix C – Peak Hour Capacity Analysis Reports

See attached reports.

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	5	1	0	0	122	4	0	87	1
Future Vol, veh/h	1	0	0	5	1	0	0	122	4	0	87	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	42	25	25	25	69	25	25	75	25
Heavy Vehicles, %	2	2	2	2	100	2	2	4	2	2	3	100
Mvmt Flow	4	0	0	12	4	0	0	177	16	0	116	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	305	311	118	303	305	185	120	0	0	193	0	0
Stage 1	118	118	-	185	185	-	-	-	-	-	-	-
Stage 2	187	193	-	118	120	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	7.5	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.9	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	647	604	934	649	476	857	1468	-	-	1380	-	-
Stage 1	887	798	-	817	595	-	-	-	-	-	-	-
Stage 2	815	741	-	887	641	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	643	604	934	649	476	857	1468	-	-	1380	-	-
Mov Cap-2 Maneuver	643	604	-	649	476	-	-	-	-	-	-	-
Stage 1	887	798	-	817	595	-	-	-	-	-	-	-
Stage 2	810	741	-	887	641	-	-	-	-	-	-	-

Approach	EB		WB		NE		SW	
HCM Control Delay, s	10.6		11.2		0		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1468	-	-	643	595	1380	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.027	-	-	-
HCM Control Delay (s)	0	-	-	10.6	11.2	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	3	0	1	0	0	2	0	1	1	1
Future Vol, veh/h	0	0	3	0	1	0	0	2	0	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	38	25	25	25	25	50	25	25	25	25
Heavy Vehicles, %	2	2	100	2	2	2	2	2	2	2	2	100
Mvmt Flow	0	0	8	0	4	0	0	4	0	4	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	4	0	0	8	0	0	12	8	4	10	12	4
Stage 1	-	-	-	-	-	-	4	4	-	4	4	-
Stage 2	-	-	-	-	-	-	8	4	-	6	8	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	4.2
Pot Cap-1 Maneuver	1618	-	-	1612	-	-	1005	887	1080	1008	883	852
Stage 1	-	-	-	-	-	-	1018	892	-	1018	892	-
Stage 2	-	-	-	-	-	-	1013	892	-	1016	889	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1618	-	-	1612	-	-	997	887	1080	1005	883	852
Mov Cap-2 Maneuver	-	-	-	-	-	-	997	887	-	1005	883	-
Stage 1	-	-	-	-	-	-	1018	892	-	1018	892	-
Stage 2	-	-	-	-	-	-	1004	892	-	1011	889	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.1			9		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	887	1618	-	-	1612	-	-	909
HCM Lane V/C Ratio	0.005	-	-	-	-	-	-	0.013
HCM Control Delay (s)	9.1	0	-	-	0	-	-	9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	0	1	1	0	1	76	2	0	122	2
Future Vol, veh/h	1	1	0	1	1	0	1	76	2	0	122	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	25	68	50	25	92	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	0	4	4	0	4	112	4	0	133	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	259	259	135	259	259	114	137	0	0	116	0	0
Stage 1	135	135	-	122	122	-	-	-	-	-	-	-
Stage 2	124	124	-	137	137	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	694	645	914	694	645	939	1447	-	-	1473	-	-
Stage 1	868	785	-	882	795	-	-	-	-	-	-	-
Stage 2	880	793	-	866	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	689	643	914	689	643	939	1447	-	-	1473	-	-
Mov Cap-2 Maneuver	689	643	-	689	643	-	-	-	-	-	-	-
Stage 1	865	785	-	879	793	-	-	-	-	-	-	-
Stage 2	873	791	-	862	783	-	-	-	-	-	-	-

Approach	EB		WB		NE		SW	
HCM Control Delay, s	10.5		10.5		0.3		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1447	-	-	665	665	1473	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.012	-	-	-
HCM Control Delay (s)	7.5	0	-	10.5	10.5	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	0	1	2	0	0	4	0	1	0	0
Future Vol, veh/h	0	1	0	1	2	0	0	4	0	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	25	33	25	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	4	8	0	0	12	0	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	4	0	0	20	20	4	26	20	8
Stage 1	-	-	-	-	-	-	4	4	-	16	16	-
Stage 2	-	-	-	-	-	-	16	16	-	10	4	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1618	-	-	993	874	1080	984	874	1074
Stage 1	-	-	-	-	-	-	1018	892	-	1004	882	-
Stage 2	-	-	-	-	-	-	1004	882	-	1011	892	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1612	-	-	1618	-	-	991	872	1080	972	872	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	991	872	-	972	872	-
Stage 1	-	-	-	-	-	-	1018	892	-	1004	880	-
Stage 2	-	-	-	-	-	-	1002	880	-	997	892	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.4	9.2	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	872	1612	-	-	1618	-	-	972
HCM Lane V/C Ratio	0.014	-	-	-	0.002	-	-	0.004
HCM Control Delay (s)	9.2	0	-	-	7.2	0	-	8.7
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	66	26	32	5	31	0	38	122	4	0	87	77
Future Vol, veh/h	66	26	32	5	31	0	38	122	4	0	87	77
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	650	-	-	-	-	550
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	42	50	25	50	69	25	25	75	50
Heavy Vehicles, %	7	7	7	2	7	2	7	4	2	2	3	7
Mvmt Flow	132	52	64	12	62	0	76	177	16	0	116	154

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	484	461	116	511	453	185	116	0	0	193	0	0
Stage 1	116	116	-	337	337	-	-	-	-	-	-	-
Stage 2	368	345	-	174	116	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.12	6.57	6.22	4.17	-	-	4.12	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.12	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.12	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.518	4.063	3.318	2.263	-	-	2.218	-	-
Pot Cap-1 Maneuver	485	490	923	473	495	857	1442	-	-	1380	-	-
Stage 1	877	790	-	677	632	-	-	-	-	-	-	-
Stage 2	642	627	-	828	790	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	419	464	923	386	469	857	1442	-	-	1380	-	-
Mov Cap-2 Maneuver	419	464	-	386	469	-	-	-	-	-	-	-
Stage 1	831	790	-	641	599	-	-	-	-	-	-	-
Stage 2	545	594	-	720	790	-	-	-	-	-	-	-

Approach	EB		WB		NE		SW	
HCM Control Delay, s	19.1		14.5		2.2		0	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1442	-	-	500	453	1380	-	-
HCM Lane V/C Ratio	0.053	-	-	0.496	0.163	-	-	-
HCM Control Delay (s)	7.6	-	-	19.1	14.5	0	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.7	0.6	0	-	-

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	3	1	4	3	0	2	2	4	1	1
Future Vol, veh/h	0	3	3	1	4	3	0	2	2	4	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	38	25	25	25	25	50	25	25	25	25
Heavy Vehicles, %	2	2	100	2	2	2	2	2	2	2	2	100
Mvmt Flow	0	12	8	4	16	12	0	4	8	16	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	20	0	0	50	52	16	52	50	22
Stage 1	-	-	-	-	-	-	16	16	-	30	30	-
Stage 2	-	-	-	-	-	-	34	36	-	22	20	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	4.2
Pot Cap-1 Maneuver	1585	-	-	1596	-	-	950	839	1063	947	841	831
Stage 1	-	-	-	-	-	-	1004	882	-	987	870	-
Stage 2	-	-	-	-	-	-	982	865	-	996	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1585	-	-	1596	-	-	940	836	1063	935	838	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	940	836	-	935	838	-
Stage 1	-	-	-	-	-	-	1004	882	-	987	867	-
Stage 2	-	-	-	-	-	-	970	862	-	984	879	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	8.7	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	975	1585	-	-	1596	-	-	899
HCM Lane V/C Ratio	0.012	-	-	-	0.003	-	-	0.027
HCM Control Delay (s)	8.7	0	-	-	7.3	0	-	9.1
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	8	1	2	144	123	6
Future Vol, veh/h	8	1	2	144	123	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	25	25	50	50	50
Heavy Vehicles, %	2	2	2	7	7	2
Mvmt Flow	16	4	8	288	246	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	296	0	0	188	152
Stage 1	-	-	-	152	-
Stage 2	-	-	-	36	-
Critical Hdwy	4.12	-	-	6.47	6.22
Critical Hdwy Stg 1	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	5.47	-
Follow-up Hdwy	2.218	-	-	3.563	3.318
Pot Cap-1 Maneuver	1265	-	-	790	894
Stage 1	-	-	-	864	-
Stage 2	-	-	-	974	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1265	-	-	780	894
Mov Cap-2 Maneuver	-	-	-	780	-
Stage 1	-	-	-	853	-
Stage 2	-	-	-	974	-

Approach	EB	WB	SB
HCM Control Delay, s	6.3	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1265	-	-	-	785
HCM Lane V/C Ratio	0.013	-	-	-	0.329
HCM Control Delay (s)	7.9	0	-	-	11.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.4

Intersection						
Int Delay, s/veh	5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	124	0	5	147	0	5
Future Vol, veh/h	124	0	5	147	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	92	50
Heavy Vehicles, %	7	2	7	7	2	7
Mvmt Flow	248	0	10	294	0	10

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	167	157	0	0	304
Stage 1	157	-	-	-	-
Stage 2	10	-	-	-	-
Critical Hdwy	6.47	6.22	-	-	4.12
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.318	-	-	2.218
Pot Cap-1 Maneuver	812	889	-	-	1257
Stage 1	859	-	-	-	-
Stage 2	1000	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	812	889	-	-	1257
Mov Cap-2 Maneuver	812	-	-	-	-
Stage 1	859	-	-	-	-
Stage 2	1000	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	812	1257
HCM Lane V/C Ratio	-	-	0.305	-
HCM Control Delay (s)	-	-	11.4	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.3	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	5	0	5
Future Vol, veh/h	0	0	0	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	50	92	50
Heavy Vehicles, %	2	2	2	100	2	100
Mvmt Flow	0	0	0	10	0	10

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	15	5	0	0	10	0
Stage 1	5	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1004	1078	-	-	1610	-
Stage 1	1018	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1004	1078	-	-	1610	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1610	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	0	0	0	0	0
Future Vol, veh/h	5	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	92	92	92	92	92
Heavy Vehicles, %	100	2	2	2	2	2
Mvmt Flow	10	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	7.4	6.22	-	-	4.12	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	817	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	817	-	-	-	-	-
Mov Cap-2 Maneuver	817	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	0
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	41	17	20	1	14	0	18	76	2	0	122	36
Future Vol, veh/h	41	17	20	1	14	0	18	76	2	0	122	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	650	-	-	-	-	555
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	25	50	25	50	68	50	25	92	50
Heavy Vehicles, %	7	7	7	2	7	2	7	2	2	2	2	7
Mvmt Flow	82	34	40	4	28	0	36	112	4	0	133	72

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	333	321	133	356	319	114	133	0	0	116	0	0
Stage 1	133	133	-	186	186	-	-	-	-	-	-	-
Stage 2	200	188	-	170	133	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.12	6.57	6.22	4.17	-	-	4.12	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.12	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.12	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.518	4.063	3.318	2.263	-	-	2.218	-	-
Pot Cap-1 Maneuver	611	588	903	599	589	939	1421	-	-	1473	-	-
Stage 1	859	777	-	816	737	-	-	-	-	-	-	-
Stage 2	790	735	-	832	777	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	577	573	903	536	574	939	1421	-	-	1473	-	-
Mov Cap-2 Maneuver	577	573	-	536	574	-	-	-	-	-	-	-
Stage 1	838	777	-	796	719	-	-	-	-	-	-	-
Stage 2	740	717	-	760	777	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	12.5	11.7	1.8	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1421	-	-	635	569	1473	-	-
HCM Lane V/C Ratio	0.025	-	-	0.246	0.056	-	-	-
HCM Control Delay (s)	7.6	-	-	12.5	11.7	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.2	0	-	-

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	2	0	2	4	2	0	4	1	2	0	0
Future Vol, veh/h	0	2	0	2	4	2	0	4	1	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	25	33	25	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	0	8	16	8	0	12	4	8	0	0

Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	24	0	0	8	0	0	44	48	8	52	44	20
Stage 1	-	-	-	-	-	-	8	8	-	36	36	-
Stage 2	-	-	-	-	-	-	36	40	-	16	8	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1591	-	-	1612	-	-	958	844	1074	947	848	1058
Stage 1	-	-	-	-	-	-	1013	889	-	980	865	-
Stage 2	-	-	-	-	-	-	980	862	-	1004	889	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1591	-	-	1612	-	-	954	840	1074	930	844	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-	954	840	-	930	844	-
Stage 1	-	-	-	-	-	-	1013	889	-	980	861	-
Stage 2	-	-	-	-	-	-	975	858	-	987	889	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.8	9.1	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	888	1591	-	-	1612	-	-	930
HCM Lane V/C Ratio	0.018	-	-	-	0.005	-	-	0.009
HCM Control Delay (s)	9.1	0	-	-	7.2	0	-	8.9
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	2	4	64	78	4
Future Vol, veh/h	3	2	4	64	78	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	25	25	50	50	50
Heavy Vehicles, %	2	2	2	7	7	7
Mvmt Flow	12	8	16	128	156	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	144	0	-	0	112 80
Stage 1	-	-	-	-	80 -
Stage 2	-	-	-	-	32 -
Critical Hdwy	4.12	-	-	-	6.47 6.27
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	2.218	-	-	-	3.563 3.363
Pot Cap-1 Maneuver	1438	-	-	-	873 966
Stage 1	-	-	-	-	931 -
Stage 2	-	-	-	-	978 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1438	-	-	-	866 966
Mov Cap-2 Maneuver	-	-	-	-	866 -
Stage 1	-	-	-	-	924 -
Stage 2	-	-	-	-	978 -

Approach	EB	WB	SB
HCM Control Delay, s	4.5	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1438	-	-	-	870
HCM Lane V/C Ratio	0.008	-	-	-	0.189
HCM Control Delay (s)	7.5	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection						
Int Delay, s/veh	6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	75	0	5	62	0	5
Future Vol, veh/h	75	0	5	62	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	92	50	92	92	50
Heavy Vehicles, %	7	2	100	2	2	100
Mvmt Flow	150	0	10	67	0	10

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	54	44	0	0	77	0
Stage 1	44	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.47	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	942	1026	-	-	1522	-
Stage 1	966	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	942	1026	-	-	1522	-
Mov Cap-2 Maneuver	942	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	942	1522
HCM Lane V/C Ratio	-	-	0.159	-
HCM Control Delay (s)	-	-	9.5	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	5	0	5
Future Vol, veh/h	0	0	0	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	100	2	100
Mvmt Flow	0	0	0	10	0	10

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	15	5	0	0	10	0
Stage 1	5	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1004	1078	-	-	1610	-
Stage 1	1018	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1004	1078	-	-	1610	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1610	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	0	0	0	0	0
Future Vol, veh/h	5	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	92	50	50	92	50
Heavy Vehicles, %	100	2	100	100	2	100
Mvmt Flow	10	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	7.4	6.22	-	-	4.12	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	816	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	816	-	-	-	-	-
Mov Cap-2 Maneuver	816	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	816	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	0
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection												
Int Delay, s/veh	26.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	120	30	41	17	33	7	41	147	9	2	105	95
Future Vol, veh/h	120	30	41	17	33	7	41	147	9	2	105	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	650	-	-	-	-	550
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	42	50	25	50	69	25	25	75	50
Heavy Vehicles, %	7	7	7	2	7	2	7	4	2	2	3	7
Mvmt Flow	240	60	82	40	66	28	82	213	36	8	140	190

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	598	569	140	622	551	231	140	0	0	249	0	0
Stage 1	156	156	-	395	395	-	-	-	-	-	-	-
Stage 2	442	413	-	227	156	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.12	6.57	6.22	4.17	-	-	4.12	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.12	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.12	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.518	4.063	3.318	2.263	-	-	2.218	-	-
Pot Cap-1 Maneuver	407	425	895	399	435	808	1413	-	-	1317	-	-
Stage 1	835	759	-	630	596	-	-	-	-	-	-	-
Stage 2	585	585	-	776	759	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	327	397	895	305	406	808	1413	-	-	1317	-	-
Mov Cap-2 Maneuver	327	397	-	305	406	-	-	-	-	-	-	-
Stage 1	787	753	-	593	561	-	-	-	-	-	-	-
Stage 2	469	551	-	644	753	-	-	-	-	-	-	-

Approach	EB		WB		NE		SW	
HCM Control Delay, s	72.9		18.1		1.9		0.2	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1413	-	-	391	408	1317	-	-
HCM Lane V/C Ratio	0.058	-	-	0.977	0.33	0.006	-	-
HCM Control Delay (s)	7.7	-	-	72.9	18.1	7.8	-	-
HCM Lane LOS	A	-	-	F	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	11.4	1.4	0	-	-

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	39	9	9	16	5	2	2	7	10	1	1
Future Vol, veh/h	0	39	9	9	16	5	2	2	7	10	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	38	25	25	25	25	50	25	25	25	25
Heavy Vehicles, %	2	2	100	2	2	2	2	2	2	2	2	100
Mvmt Flow	0	156	24	36	64	20	8	4	28	40	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	180	0	0	318	324	168	330	326	74
Stage 1	-	-	-	-	-	-	168	168	-	146	146	-
Stage 2	-	-	-	-	-	-	150	156	-	184	180	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	4.2
Pot Cap-1 Maneuver	1513	-	-	1396	-	-	635	594	876	623	592	772
Stage 1	-	-	-	-	-	-	834	759	-	857	776	-
Stage 2	-	-	-	-	-	-	853	769	-	818	750	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1513	-	-	1396	-	-	615	578	876	587	576	772
Mov Cap-2 Maneuver	-	-	-	-	-	-	615	578	-	587	576	-
Stage 1	-	-	-	-	-	-	834	759	-	857	755	-
Stage 2	-	-	-	-	-	-	821	748	-	788	750	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.3			9.9			11.5		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	771	1513	-	-	1396	-	-	598
HCM Lane V/C Ratio	0.052	-	-	-	0.026	-	-	0.08
HCM Control Delay (s)	9.9	0	-	-	7.6	0	-	11.5
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.3

Intersection						
Int Delay, s/veh	7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	10	46	17	152	145	14
Future Vol, veh/h	10	46	17	152	145	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	25	25	50	50	50
Heavy Vehicles, %	2	2	2	7	7	2
Mvmt Flow	20	184	68	304	290	28

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	372	0	-	0	444 220
Stage 1	-	-	-	-	220 -
Stage 2	-	-	-	-	224 -
Critical Hdwy	4.12	-	-	-	6.47 6.22
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	2.218	-	-	-	3.563 3.318
Pot Cap-1 Maneuver	1186	-	-	-	562 820
Stage 1	-	-	-	-	805 -
Stage 2	-	-	-	-	802 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1186	-	-	-	551 820
Mov Cap-2 Maneuver	-	-	-	-	551 -
Stage 1	-	-	-	-	790 -
Stage 2	-	-	-	-	802 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	19.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1186	-	-	-	567
HCM Lane V/C Ratio	0.017	-	-	-	0.561
HCM Control Delay (s)	8.1	0	-	-	19.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	3.4

Intersection						
Int Delay, s/veh	5.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	124	5	15	147	5	35
Future Vol, veh/h	124	5	15	147	5	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	92	50
Heavy Vehicles, %	7	2	7	7	2	7
Mvmt Flow	248	10	30	294	5	70

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	257	177	0	0	324
Stage 1	177	-	-	-	-
Stage 2	80	-	-	-	-
Critical Hdwy	6.47	6.22	-	-	4.12
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.318	-	-	2.218
Pot Cap-1 Maneuver	721	866	-	-	1236
Stage 1	842	-	-	-	-
Stage 2	931	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	718	866	-	-	1236
Mov Cap-2 Maneuver	718	-	-	-	-
Stage 1	842	-	-	-	-
Stage 2	927	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	723	1236
HCM Lane V/C Ratio	-	-	0.357	0.004
HCM Control Delay (s)	-	-	12.7	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.6	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	15	5	0	39
Future Vol, veh/h	0	0	15	5	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	50	92	50
Heavy Vehicles, %	2	2	2	100	2	100
Mvmt Flow	0	0	16	10	0	78

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	99	21	0	0	26
Stage 1	21	-	-	-	-
Stage 2	78	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	900	1056	-	-	1588
Stage 1	1002	-	-	-	-
Stage 2	945	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	900	1056	-	-	1588
Mov Cap-2 Maneuver	900	-	-	-	-
Stage 1	1002	-	-	-	-
Stage 2	945	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1588	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	0	15	0	0	35
Future Vol, veh/h	5	0	15	0	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	92	92	92	92	92
Heavy Vehicles, %	100	2	2	2	2	2
Mvmt Flow	10	0	16	0	0	38

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	54	16	0	0	16	0
Stage 1	16	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	7.4	6.22	-	-	4.12	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	757	1063	-	-	1602	-
Stage 1	803	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	757	1063	-	-	1602	-
Mov Cap-2 Maneuver	757	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	757	1602
HCM Lane V/C Ratio	-	-	0.013	-
HCM Control Delay (s)	-	-	9.8	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	76	20	26	9	19	5	28	92	16	8	147	97
Future Vol, veh/h	76	20	26	9	19	5	28	92	16	8	147	97
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	650	-	-	-	-	555
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	25	50	25	50	68	50	25	92	50
Heavy Vehicles, %	7	7	7	2	7	2	7	2	2	2	2	7
Mvmt Flow	152	40	52	36	38	20	56	135	32	32	160	194

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	516	503	160	630	681	151	354	0	0	167	0	0
Stage 1	224	224	-	263	263	-	-	-	-	-	-	-
Stage 2	292	279	-	367	418	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.12	6.57	6.22	4.17	-	-	4.12	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.12	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.12	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.518	4.063	3.318	2.263	-	-	2.218	-	-
Pot Cap-1 Maneuver	462	464	872	394	366	895	1178	-	-	1411	-	-
Stage 1	767	709	-	742	682	-	-	-	-	-	-	-
Stage 2	705	671	-	653	582	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	389	429	872	325	338	895	1178	-	-	1411	-	-
Mov Cap-2 Maneuver	389	429	-	325	338	-	-	-	-	-	-	-
Stage 1	730	688	-	706	649	-	-	-	-	-	-	-
Stage 2	618	639	-	562	565	-	-	-	-	-	-	-

Approach	EB		WB		NE		SW	
HCM Control Delay, s	22.2		17.4		2.1		0.6	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1178	-	-	449	383	1411	-	-
HCM Lane V/C Ratio	0.048	-	-	0.543	0.245	0.023	-	-
HCM Control Delay (s)	8.2	-	-	22.2	17.4	7.6	0	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	1	0.1	-	-

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	26	4	9	45	9	7	4	10	7	0	0
Future Vol, veh/h	0	26	4	9	45	9	7	4	10	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	25	33	25	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	104	16	36	180	36	28	12	40	28	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	216	0	0	120	0	0	382	400	112	408	390	198
Stage 1	-	-	-	-	-	-	112	112	-	270	270	-
Stage 2	-	-	-	-	-	-	270	288	-	138	120	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1354	-	-	1468	-	-	576	538	941	554	545	843
Stage 1	-	-	-	-	-	-	893	803	-	736	686	-
Stage 2	-	-	-	-	-	-	736	674	-	865	796	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1354	-	-	1468	-	-	564	523	941	510	530	843
Mov Cap-2 Maneuver	-	-	-	-	-	-	564	523	-	510	530	-
Stage 1	-	-	-	-	-	-	893	803	-	736	667	-
Stage 2	-	-	-	-	-	-	715	655	-	816	796	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.1	10.9	12.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	695	1354	-	-	1468	-	-	510
HCM Lane V/C Ratio	0.115	-	-	-	0.025	-	-	0.055
HCM Control Delay (s)	10.9	0	-	-	7.5	0	-	12.5
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.2

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	12	31	55	88	90	9
Future Vol, veh/h	12	31	55	88	90	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	25	25	50	50	50
Heavy Vehicles, %	2	2	2	7	7	7
Mvmt Flow	48	124	220	176	180	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	396	0	-	0	528 308
Stage 1	-	-	-	-	308 -
Stage 2	-	-	-	-	220 -
Critical Hdwy	4.12	-	-	-	6.47 6.27
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	2.218	-	-	-	3.563 3.363
Pot Cap-1 Maneuver	1163	-	-	-	502 720
Stage 1	-	-	-	-	734 -
Stage 2	-	-	-	-	805 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1163	-	-	-	480 720
Mov Cap-2 Maneuver	-	-	-	-	480 -
Stage 1	-	-	-	-	702 -
Stage 2	-	-	-	-	805 -

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	17
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1163	-	-	-	495
HCM Lane V/C Ratio	0.041	-	-	-	0.4
HCM Control Delay (s)	8.2	0	-	-	17
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.9

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	5	38	62	5	24
Future Vol, veh/h	75	5	38	62	5	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	92	50	92	92	50
Heavy Vehicles, %	7	2	100	2	2	100
Mvmt Flow	150	5	76	67	5	48

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	168	110	0	0	143
Stage 1	110	-	-	-	-
Stage 2	58	-	-	-	-
Critical Hdwy	6.47	6.22	-	-	4.12
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.318	-	-	2.218
Pot Cap-1 Maneuver	811	943	-	-	1440
Stage 1	902	-	-	-	-
Stage 2	952	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	808	943	-	-	1440
Mov Cap-2 Maneuver	808	-	-	-	-
Stage 1	902	-	-	-	-
Stage 2	948	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	812	1440
HCM Lane V/C Ratio	-	-	0.191	0.004
HCM Control Delay (s)	-	-	10.5	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	38	5	0	29
Future Vol, veh/h	0	0	38	5	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	100	2	100
Mvmt Flow	0	0	76	10	0	58

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	139	81	0	0	86
Stage 1	81	-	-	-	-
Stage 2	58	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	854	979	-	-	1510
Stage 1	942	-	-	-	-
Stage 2	965	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	854	979	-	-	1510
Mov Cap-2 Maneuver	854	-	-	-	-
Stage 1	942	-	-	-	-
Stage 2	965	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1510
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	0	38	0	0	24
Future Vol, veh/h	5	0	38	0	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	92	50	50	92	50
Heavy Vehicles, %	100	2	100	100	2	100
Mvmt Flow	10	0	76	0	0	48

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	124	76	0	0	76	0
Stage 1	76	-	-	-	-	-
Stage 2	48	-	-	-	-	-
Critical Hdwy	7.4	6.22	-	-	4.12	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	683	985	-	-	1523	-
Stage 1	748	-	-	-	-	-
Stage 2	774	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	683	985	-	-	1523	-
Mov Cap-2 Maneuver	683	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	774	-	-	-	-	-

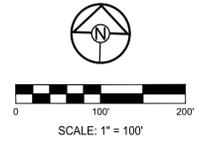
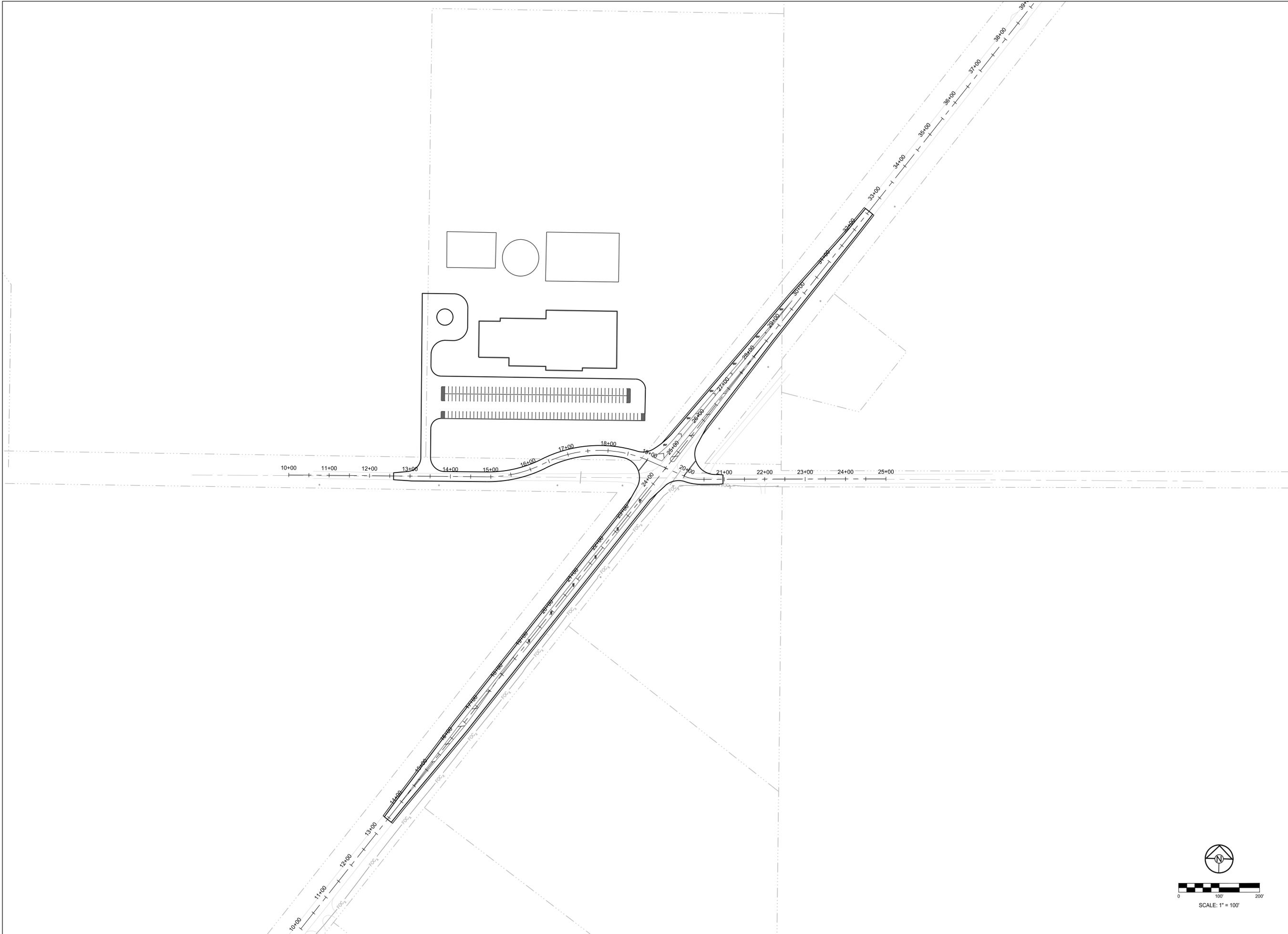
Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	683	1523
HCM Lane V/C Ratio	-	-	0.015	-
HCM Control Delay (s)	-	-	10.3	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0



Appendix D – Conceptual Geometrics and Sight Lines

See attached illustrations.



PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

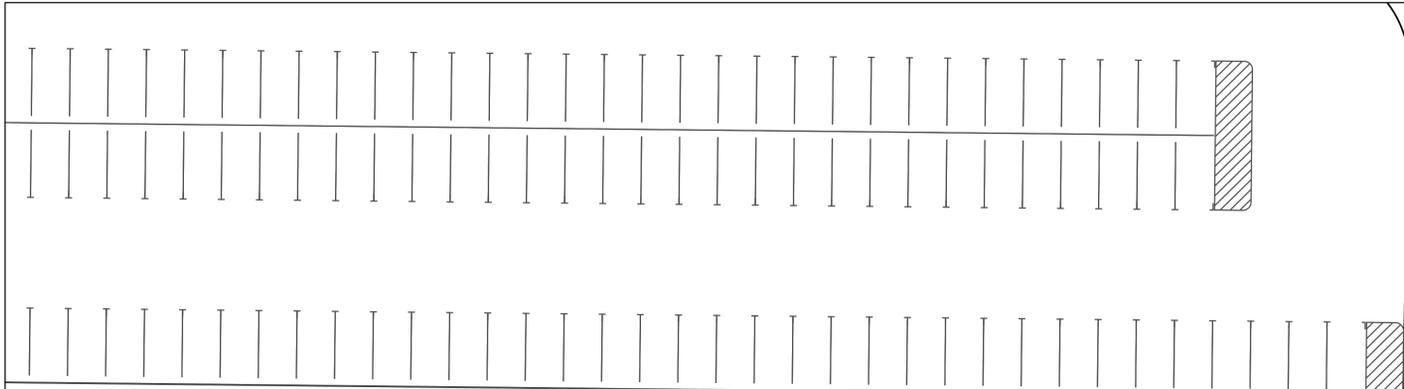
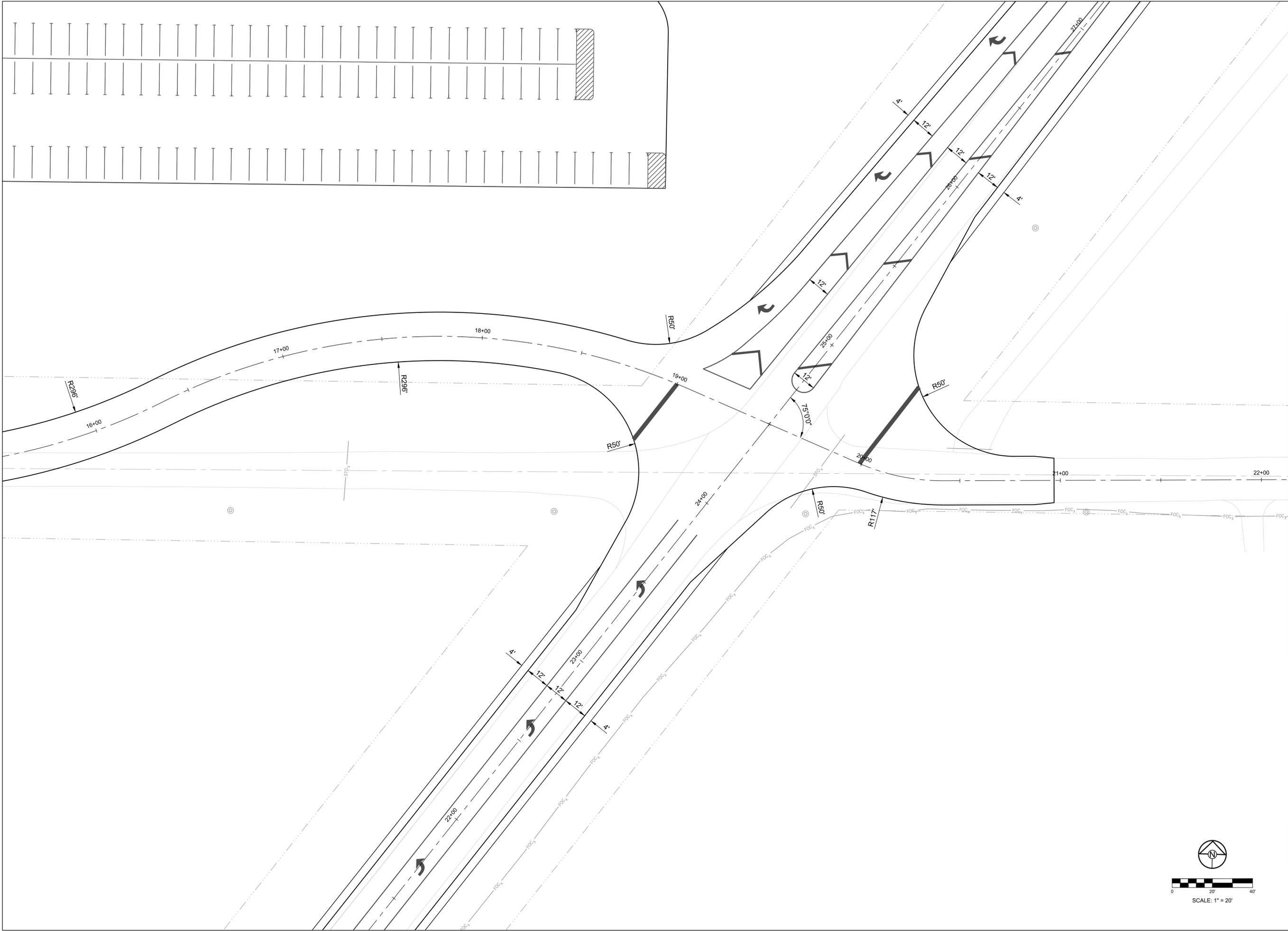
**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**

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DRAWN BY: MMW	CHECKED BY: MAB	DATE PREPARED: 9-30-20	PROJ. NUMBER: 18-011
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SITE LAYOUT

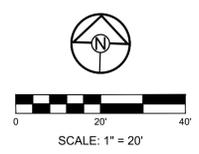
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**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**

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INTERSECTION
 DETAILS



PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

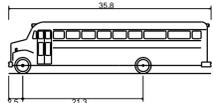
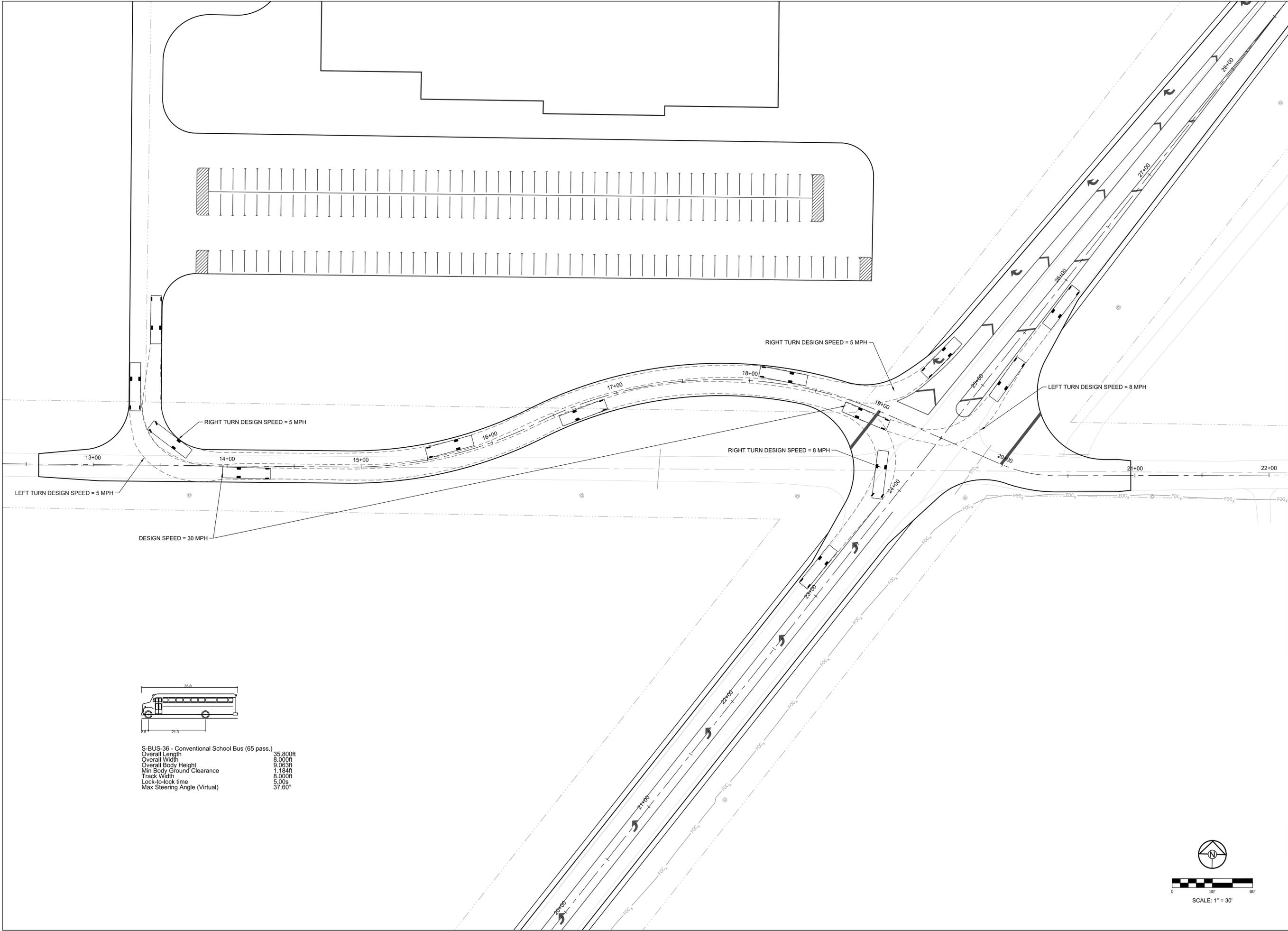
**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**

REVISION DATE	DESCRIPTION
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AUTOTURN
EXHIBIT

SHEET

3



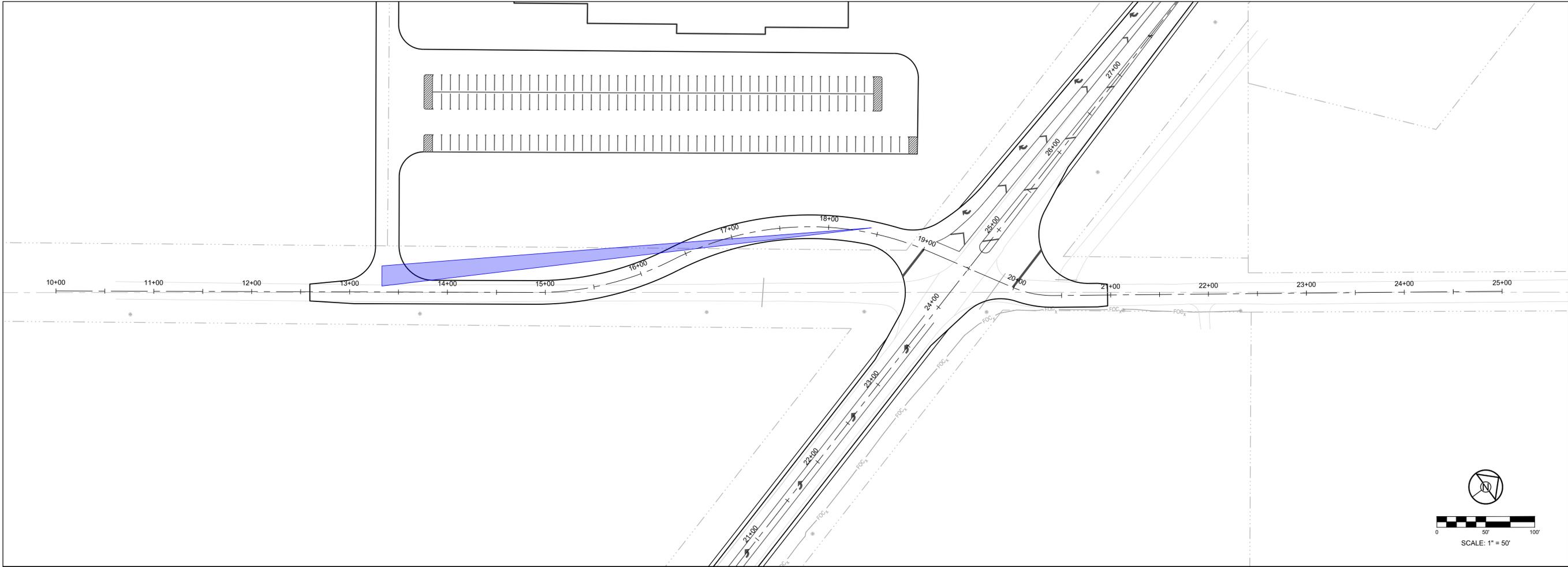
S-BUS-36 - Conventional School Bus (65 pass.)

Overall Length	35.800ft
Overall Width	8.000ft
Overall Body Height	

PREPARED BY:

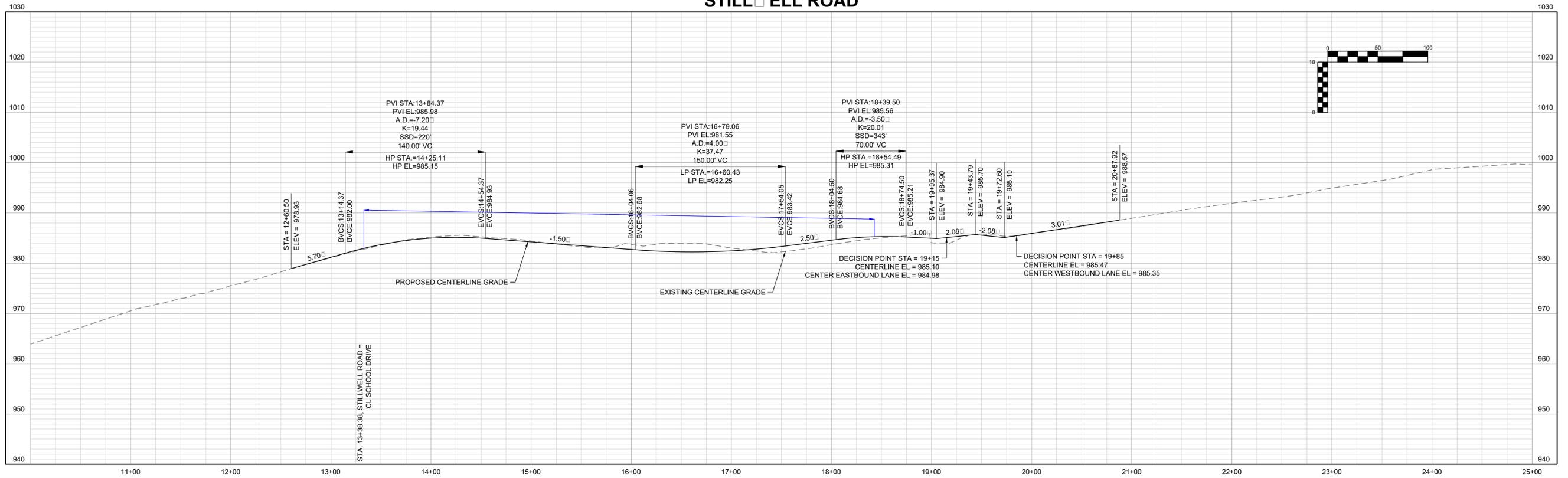
SCHLAGEL & ASSOCIATES, P.A.

**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**



CASE B1 (SCHOOL DRIVE)
 SINGLE AXLE TRUCK
 SIGHT DISTANCE = 510'
 EYE HEIGHT = 7.6'
 OBJECT HEIGHT = 3.5'

STILLWELL ROAD



REVISION DATE	DESCRIPTION
1/1/18	1
2/1/18	2
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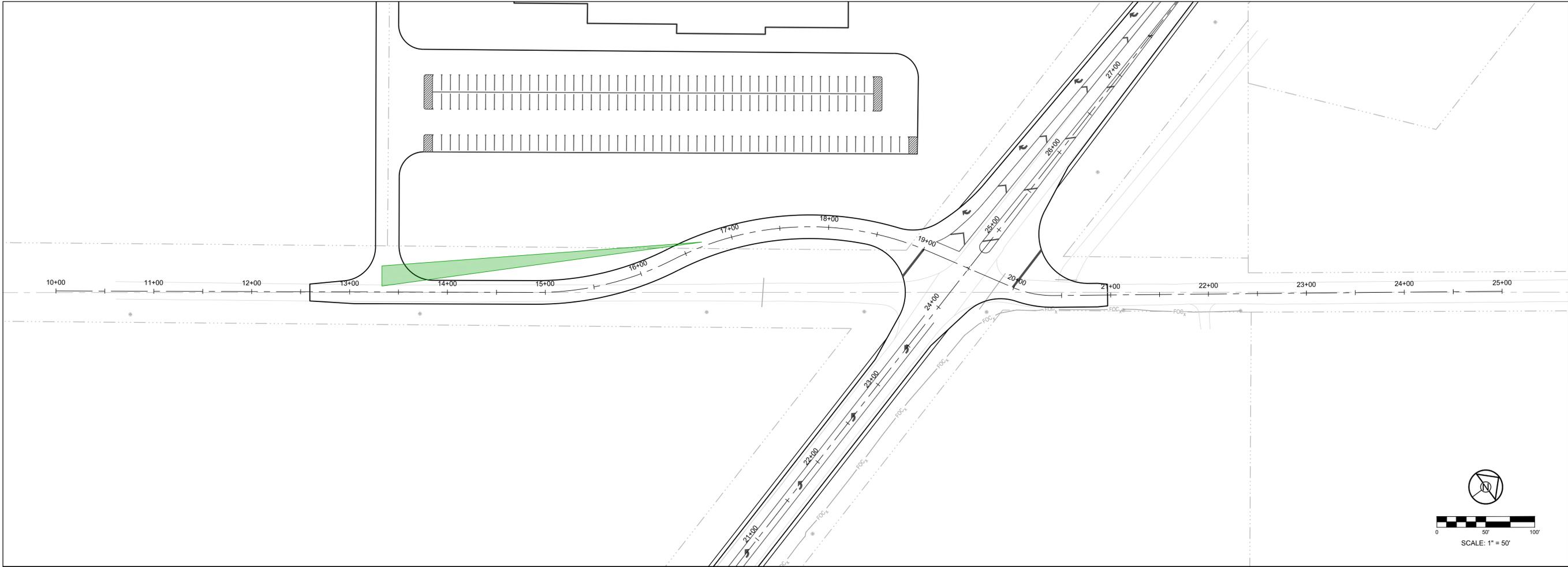
SIGHT DISTANCE
 CASE B1 (SCHOOL)
 SINGLE-UNIT
 TRUCK

SHEET

PREPARED BY:

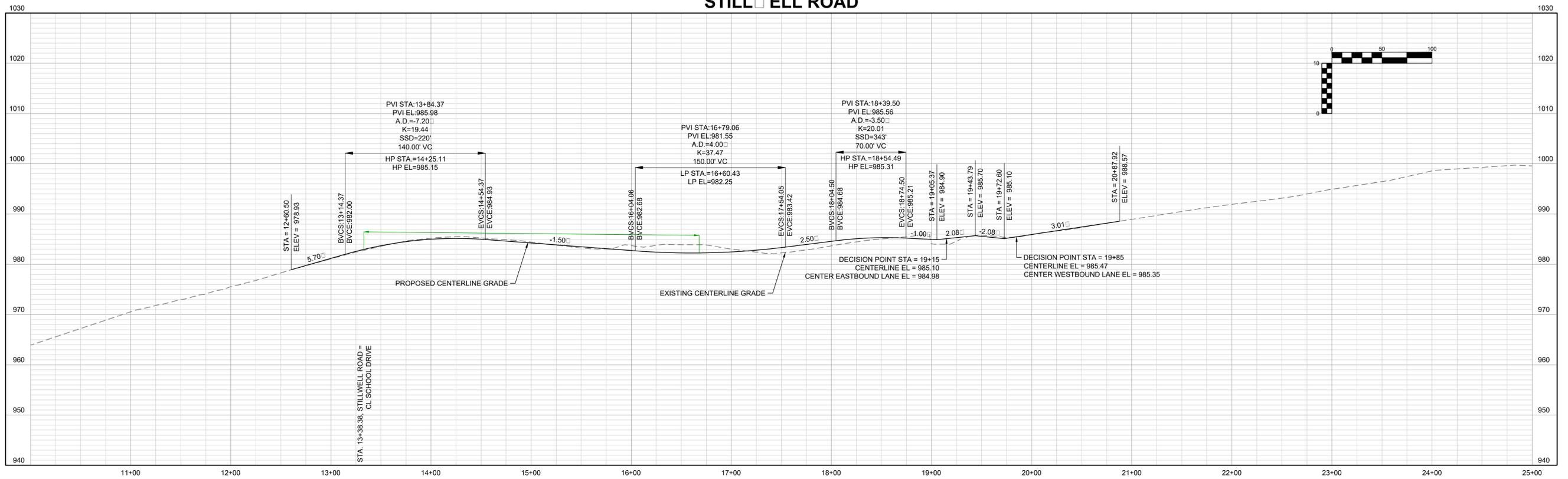
SCHLAGEL & ASSOCIATES, P.A.

SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS



CASE B1 (SCHOOL DRIVE)
 PASSENGER CAR
 SIGHT DISTANCE = 335'
 EYE HEIGHT = 3.5'
 OBJECT HEIGHT = 3.5'

STILLWELL ROAD



REVISION DATE	DESCRIPTION
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SIGHT DISTANCE
 CASE B1
 (SCHOOL)
 PASSENGER CAR

SHEET
5

PREPARED BY:

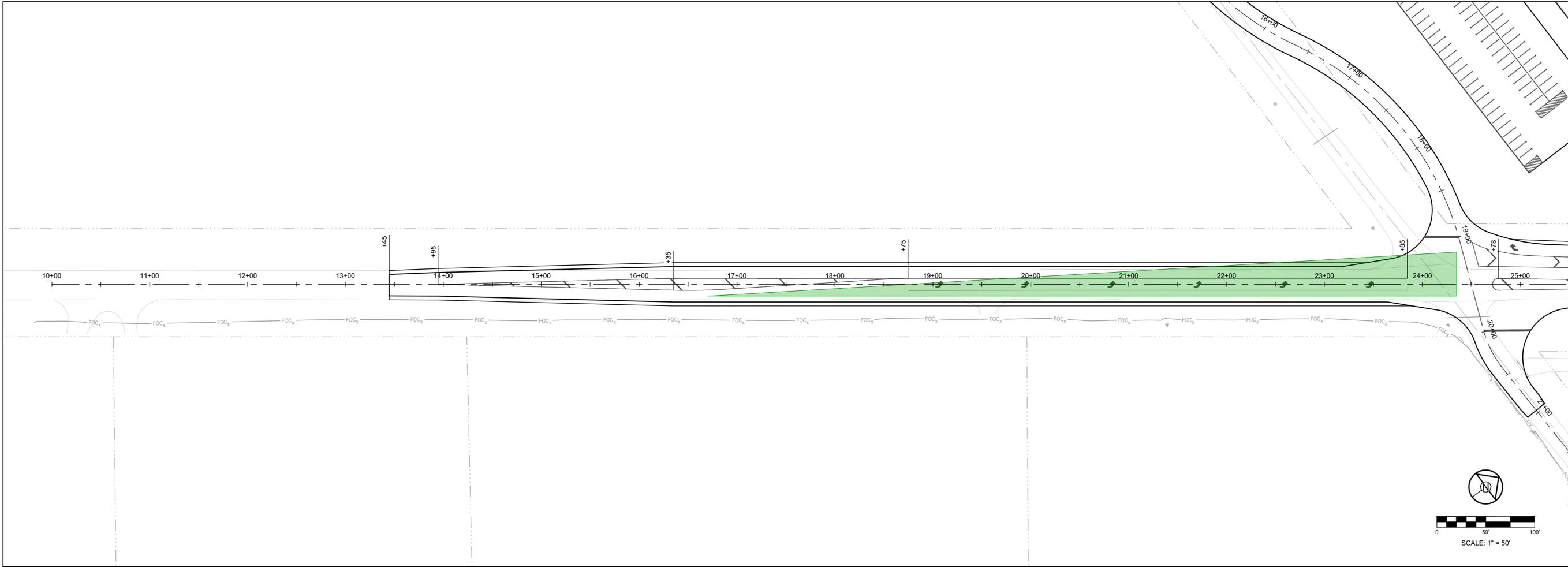
SCHLAGEL & ASSOCIATES, P.A.

**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**

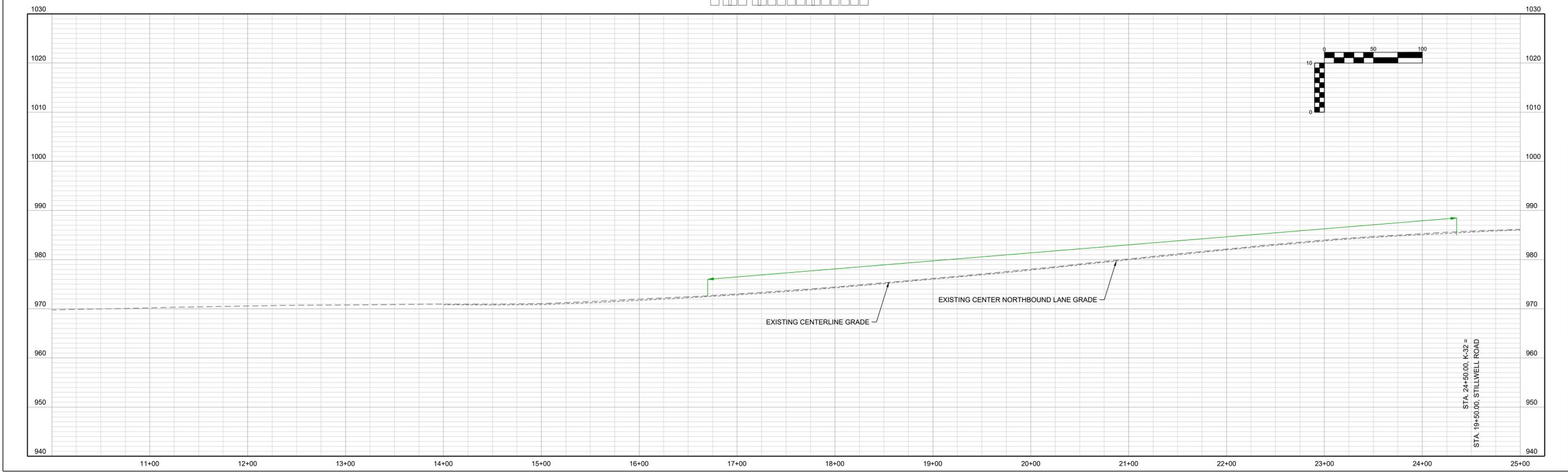
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12/1/35	300

SIGHT DISTANCE
 CASE B1 (WEST)
 PASSENGER CAR

SHEET
7



CASE B1 (WEST)
 PASSENGER CAR
 SIGHT DISTANCE = 765'
 EYE HEIGHT = 3.5'
 OBJECT HEIGHT = 3.5'



STA. 24+50.00, K-32 =
 STA. 19+50.00, STILLWELL ROAD

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**

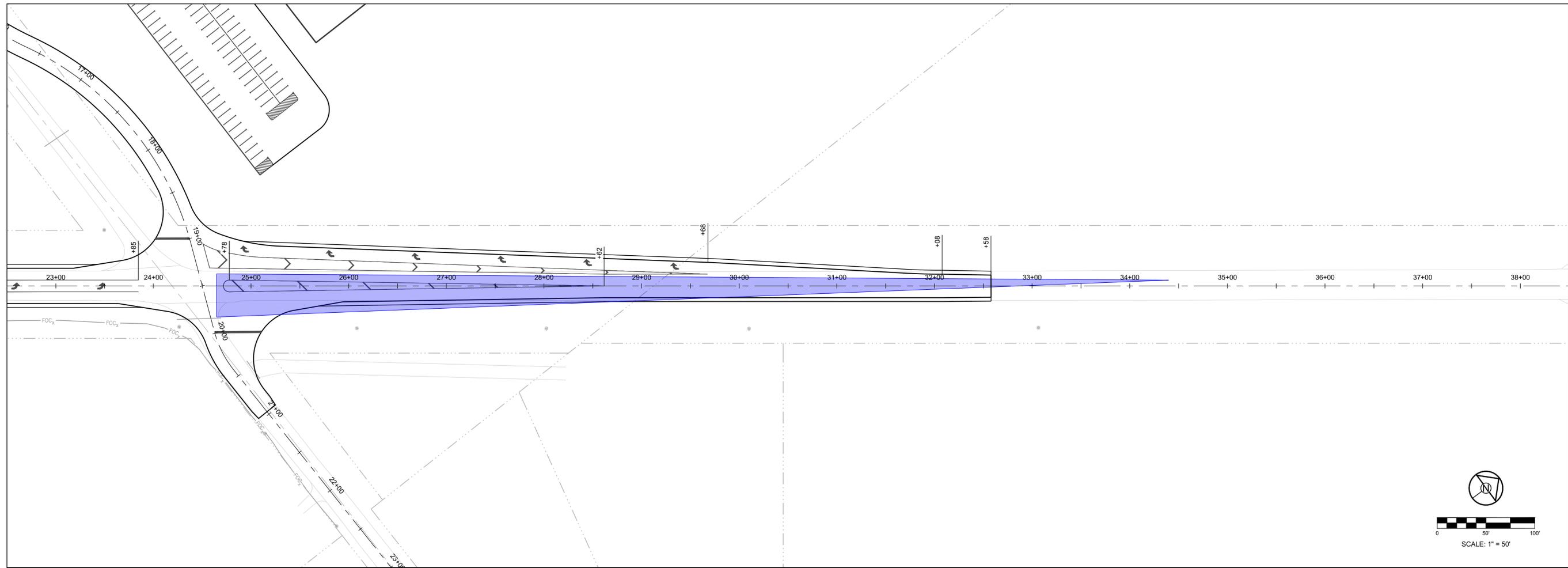
REVISION DATE DESCRIPTION

DRAWN BY: MWM
 CHECKED BY: MAB
 DATE PREPARED: 3-30-20
 PROJ. NUMBER: 18-011

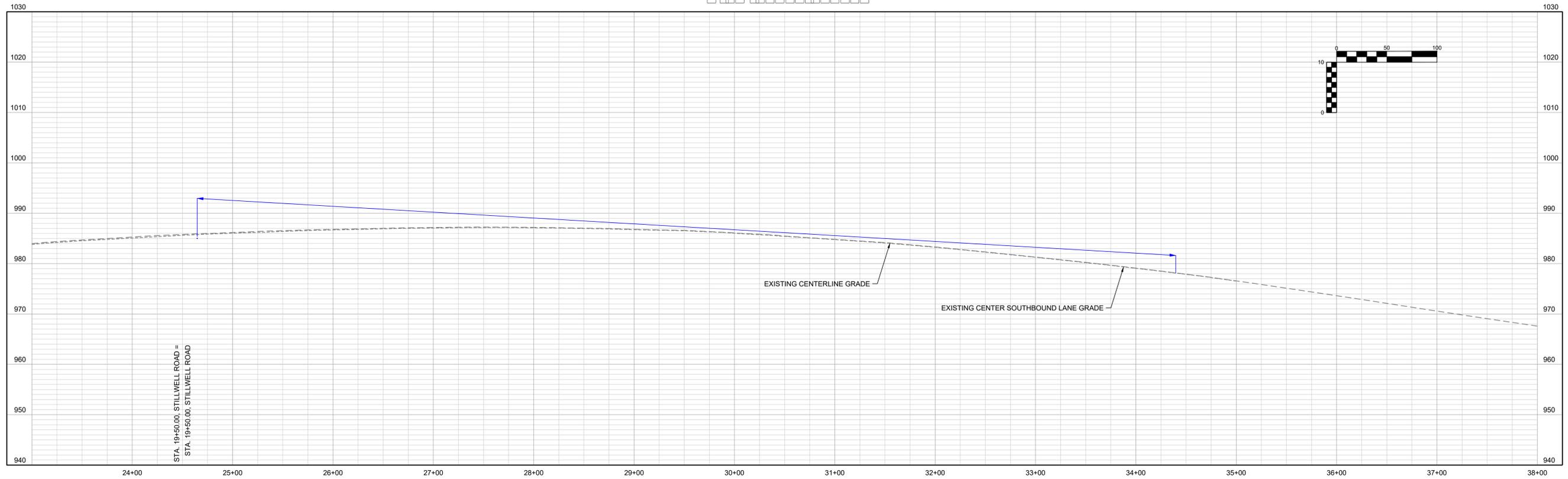
SIGHT DISTANCE
 CASE B1 (EAST)
 SINGLE-UNIT
 TRUCK

SHEET

8



CASE B1 (EAST)
 SINGLE AXLE TRUCK
 SIGHT DISTANCE = 975'
 EYE HEIGHT = 7.6'
 OBJECT HEIGHT = 3.5'



STA. 19+50.00, STILLWELL ROAD =
 STA. 19+50.00, STILLWELL ROAD

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

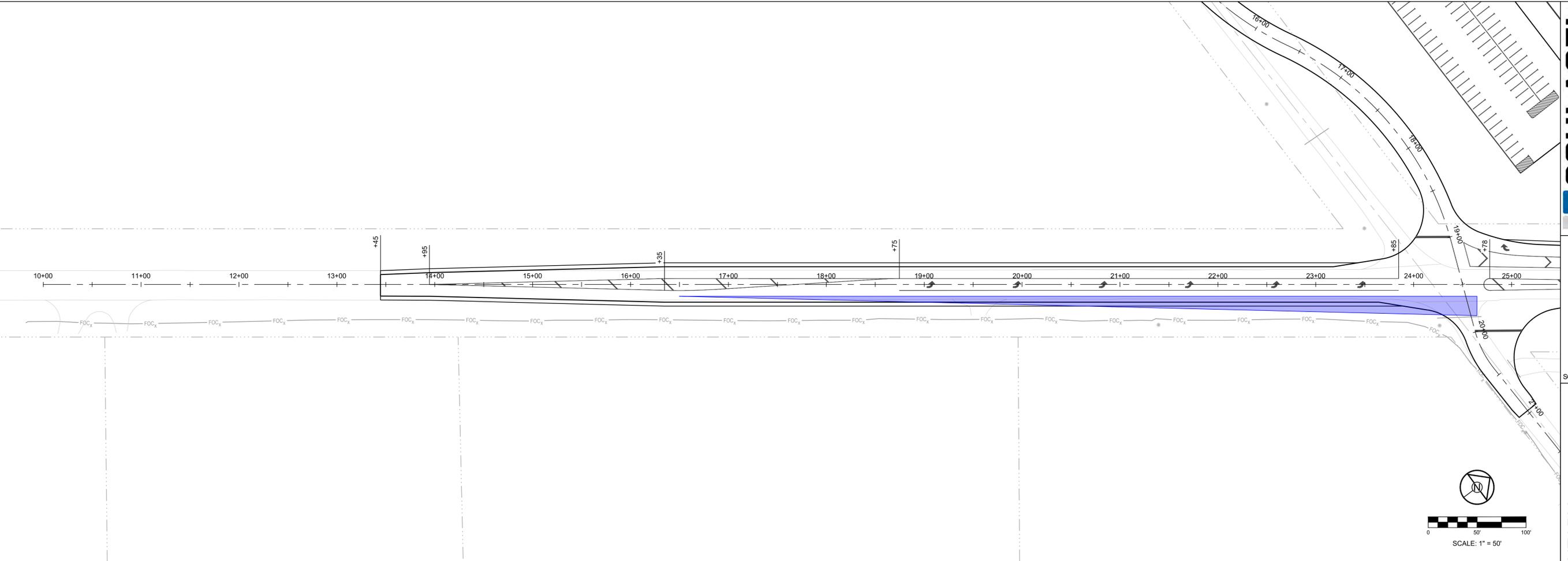
**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**

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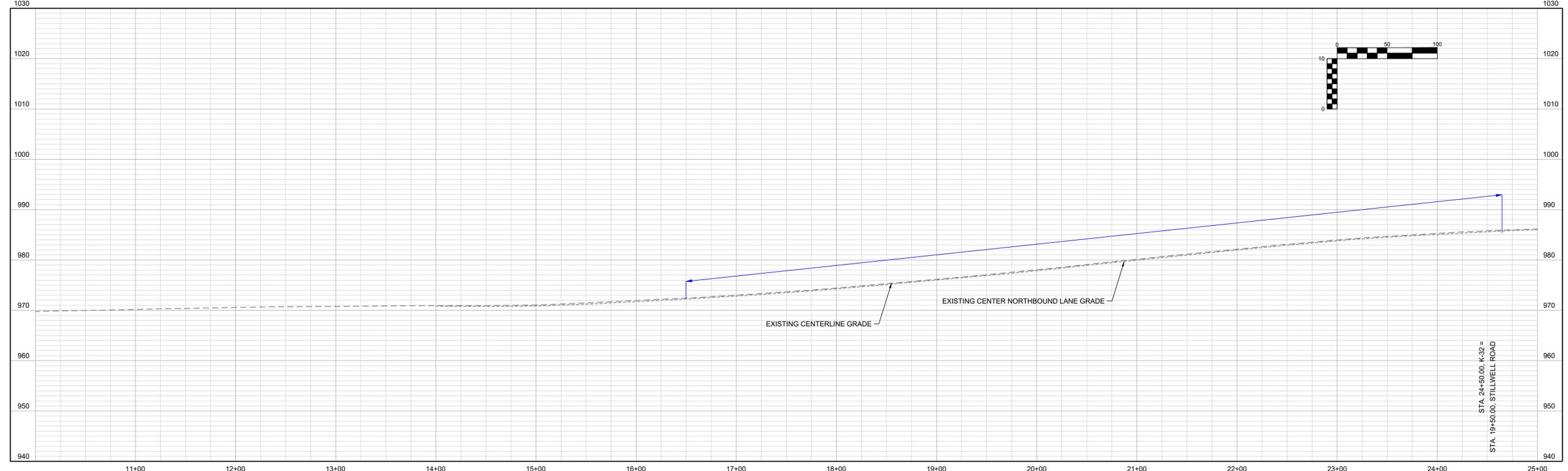
SIGHT DISTANCE
 CASE B2 (EAST)
 SINGLE-UNIT
 TRUCK

SHEET

10



CASE B2 (EAST)
 SINGLE AXLE TRUCK
 SIGHT DISTANCE = 815'
 EYE HEIGHT = 7.6'
 OBJECT HEIGHT = 3.5'

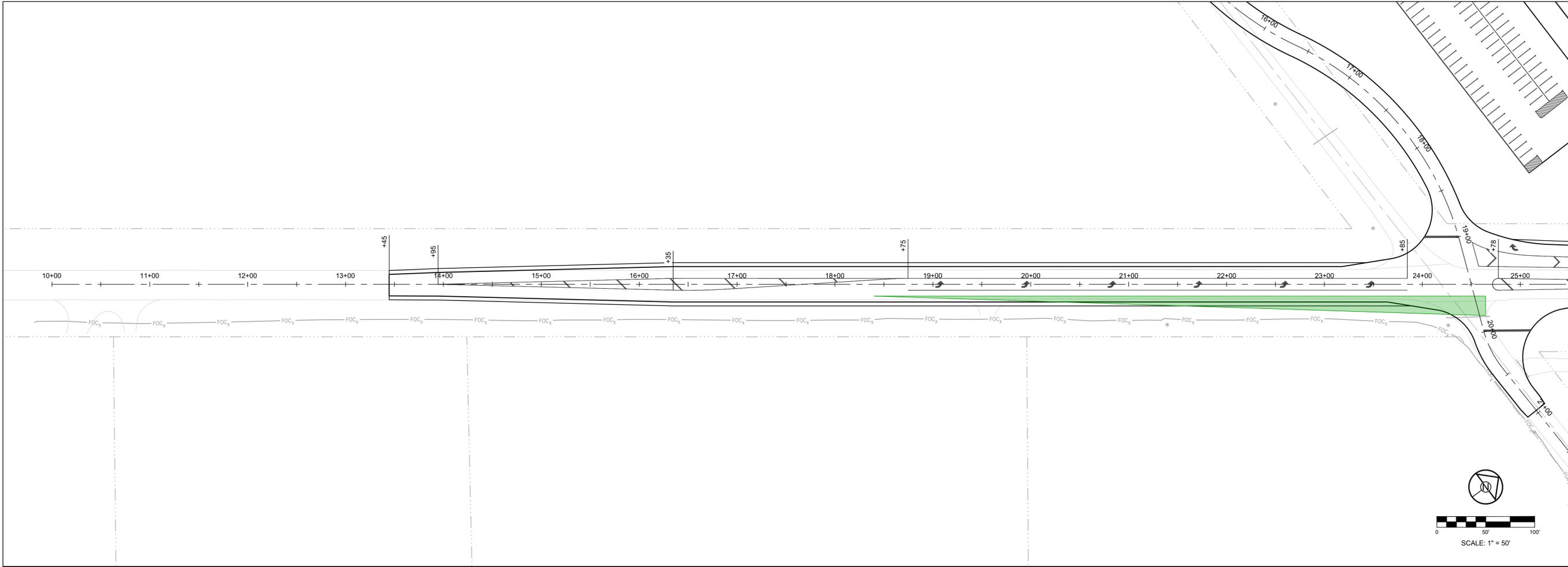


STA. 24+50.00, K-32 =
 STA. 19+50.00, STILLWELL ROAD

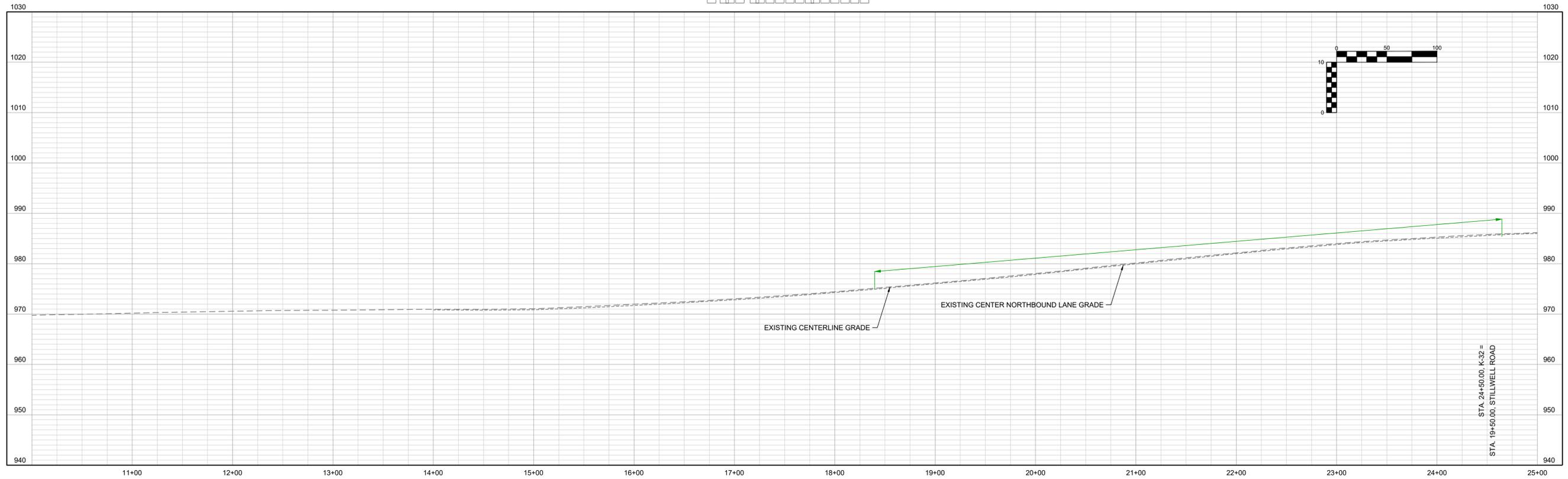
PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**



CASE B2 (EAST)
 PASSENGER CAR
 SIGHT DISTANCE = 625'
 EYE HEIGHT = 3.5'
 OBJECT HEIGHT = 3.5'



STA. 24+50.00, K-32 =
 STA. 19+50.00, STILLWELL ROAD

REVISION DATE	DESCRIPTION
11/11/11	1
11/11/11	2
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11/11/11	10

SIGHT DISTANCE
 CASE B2 (EAST)
 PASSENGER CAR

SHEET
11

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

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 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**

REVISION DATE DESCRIPTION

DRAWN BY: MWM

CHECKED BY: MAB

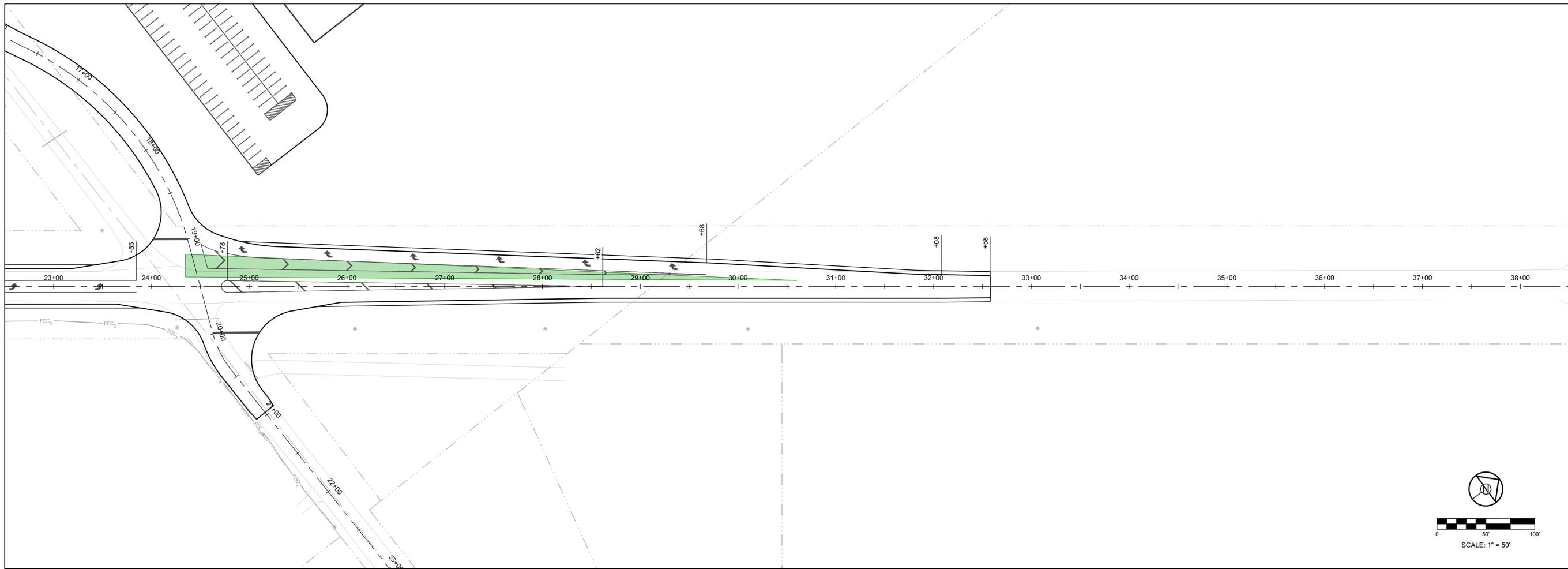
DATE PREPARED: 3-30-20

PROJ. NUMBER: 18-011

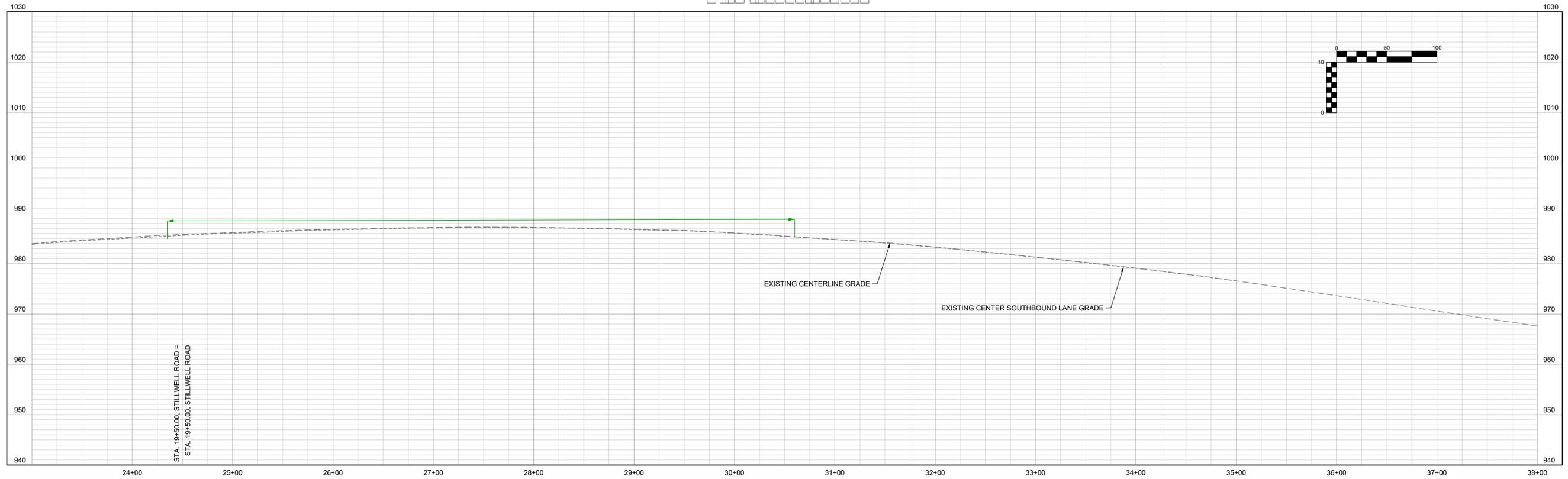
SIGHT DISTANCE
 CASE B2 (WEST)
 PASSENGER CAR

SHEET

13



CASE B2 (WEST)
 PASSENGER CAR
 SIGHT DISTANCE = 625'
 EYE HEIGHT = 3.5'
 OBJECT HEIGHT = 3.5'

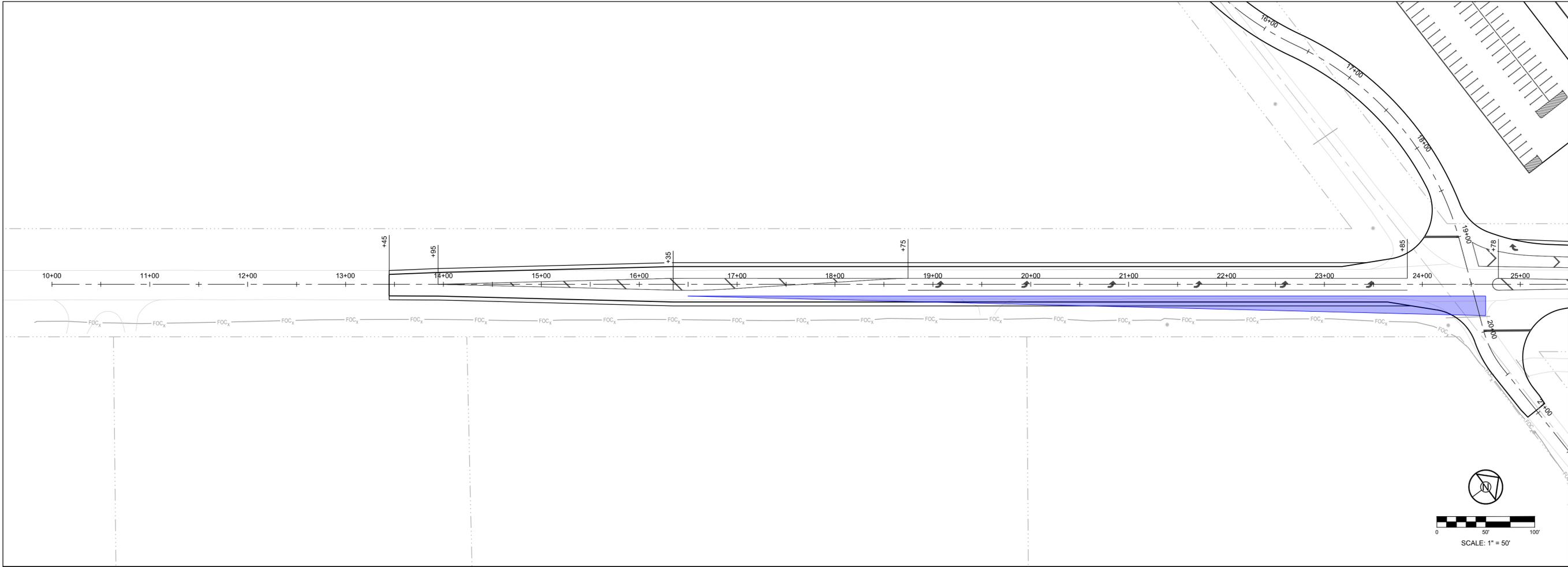


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 STA. 19+50.00, STILLWELL ROAD

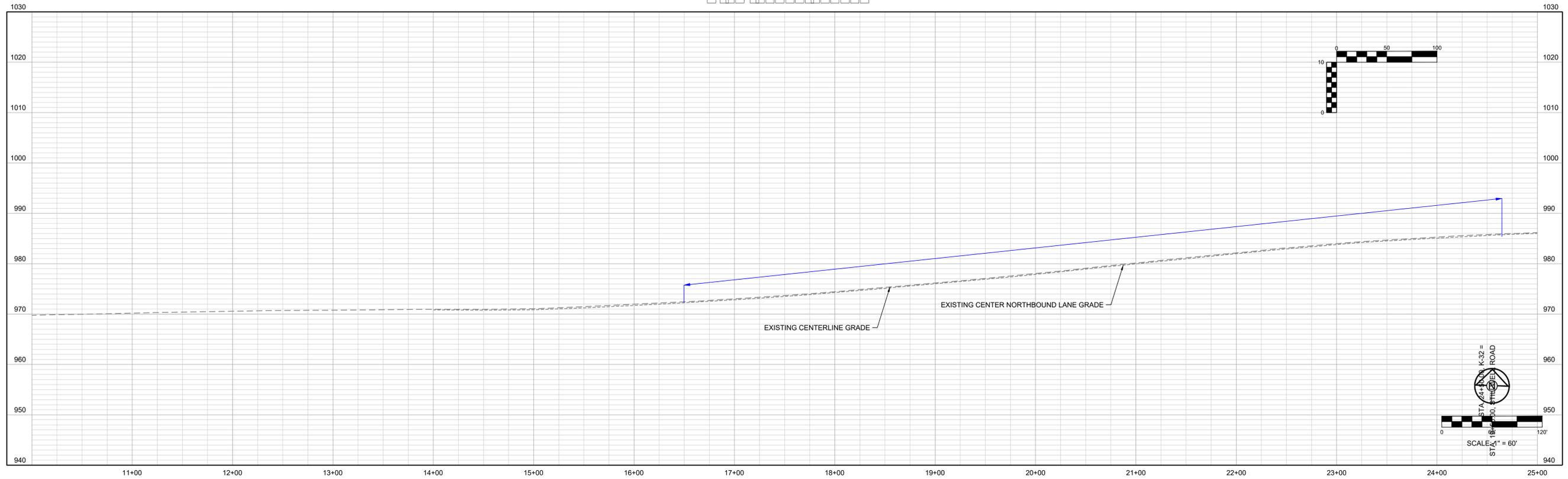
PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**



CASE B3 (EAST-ADJACENT LANE)
 SINGLE AXLE TRUCK
 SIGHT DISTANCE = 815'
 EYE HEIGHT = 7.6'
 OBJECT HEIGHT = 3.5'



REVISION DATE	DESCRIPTION
11/11/11	ISSUED FOR PERMIT

SIGHT DISTANCE
 CASE B3 (EAST)
 SINGLE-UNIT
 TRUCK

SHEET

PREPARED BY:

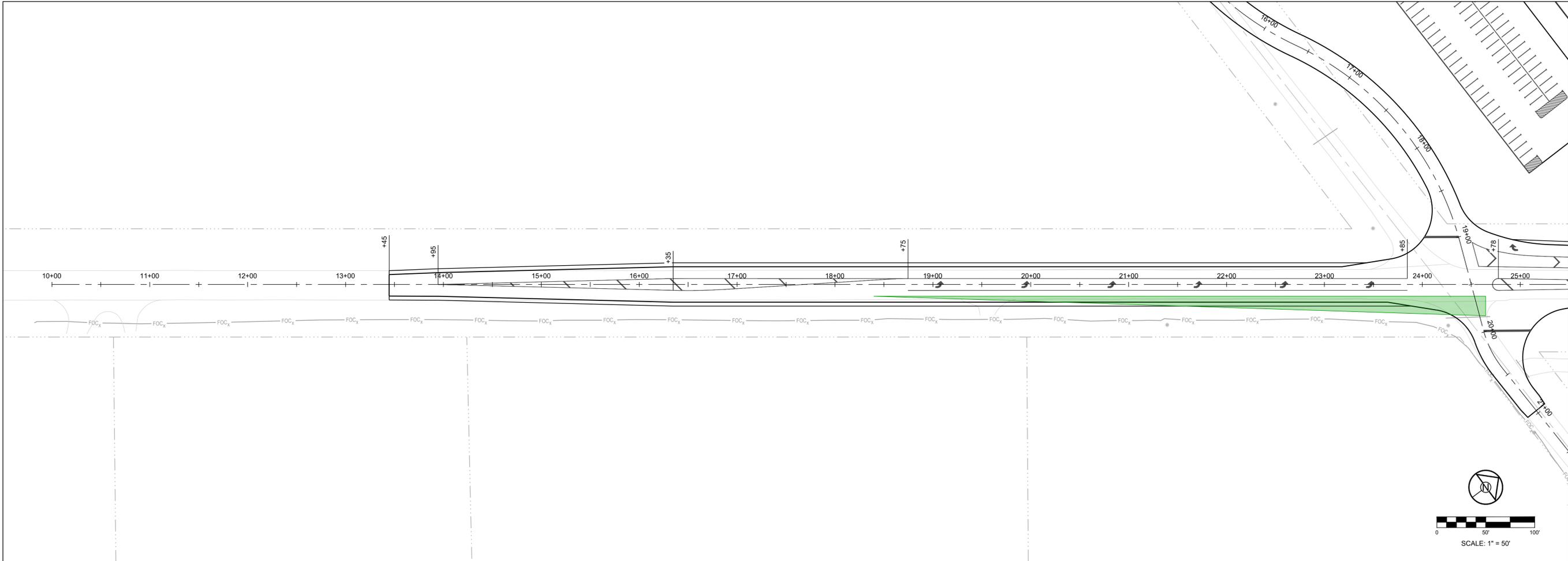
SCHLAGEL & ASSOCIATES, P.A.

**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**

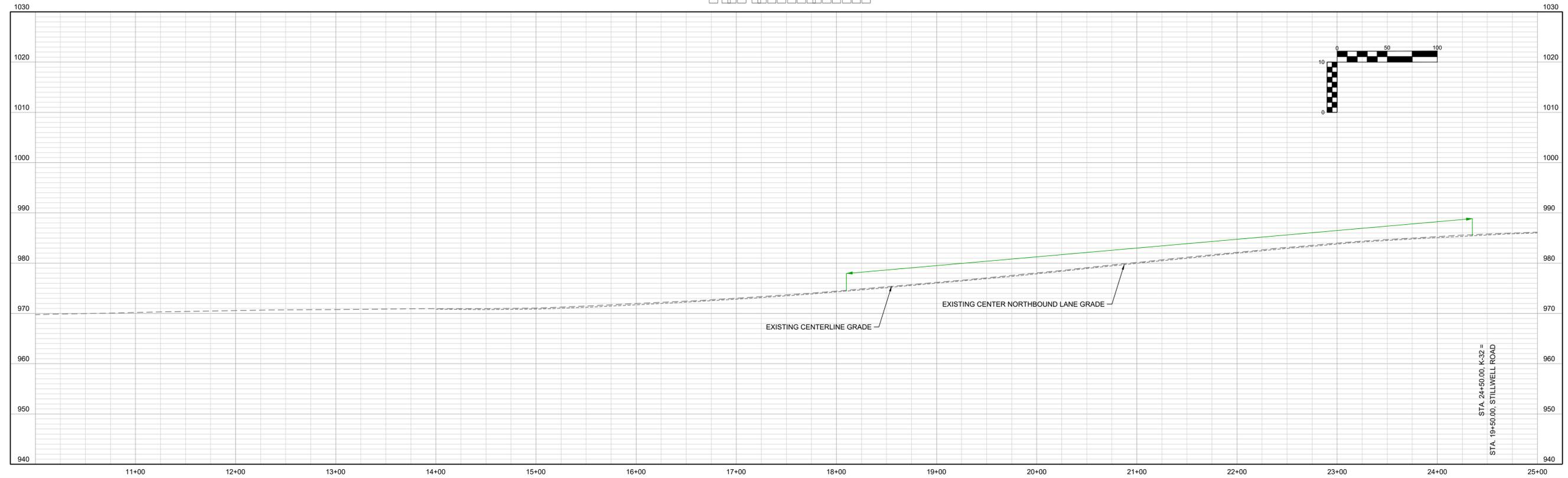
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SIGHT DISTANCE
 CASE B3 (EAST)
 PASSENGER CAR

SHEET



CASE B3 (EAST-ADJACENT LANE)
 PASSENGER CAR
 SIGHT DISTANCE = 625'
 EYE HEIGHT = 3.5'
 OBJECT HEIGHT = 3.5'

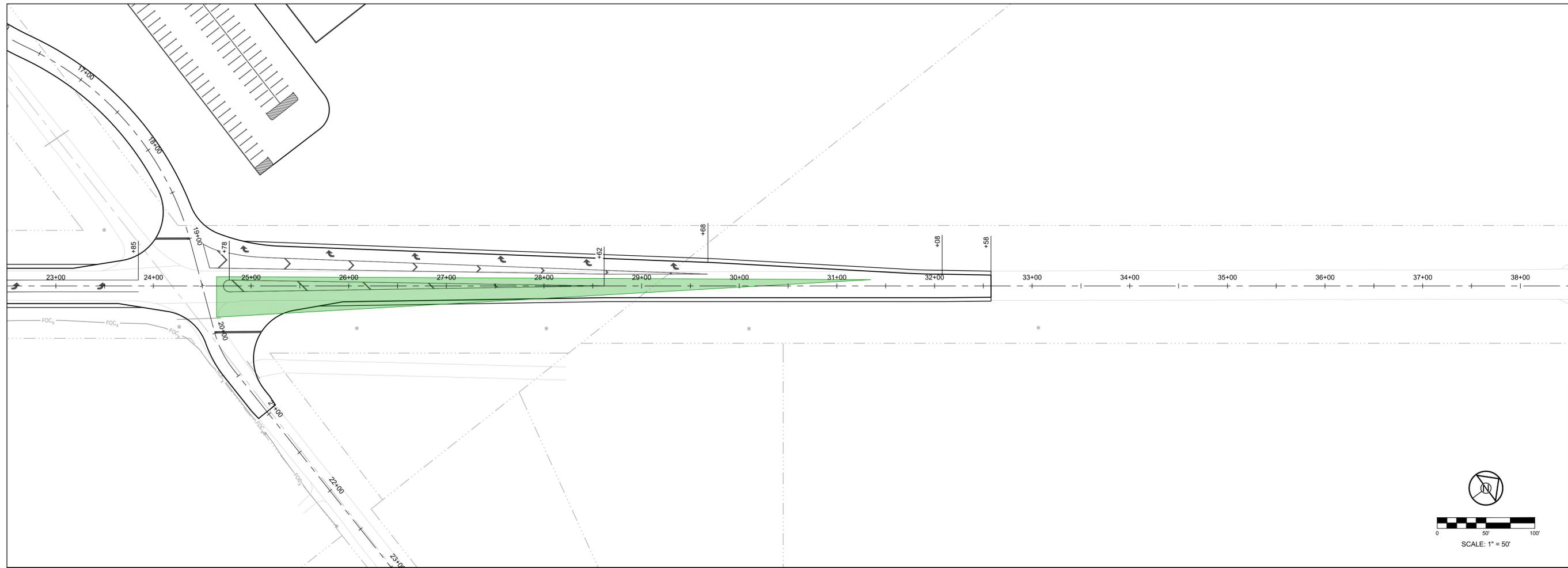


STA. 24+50.00, K-32 =
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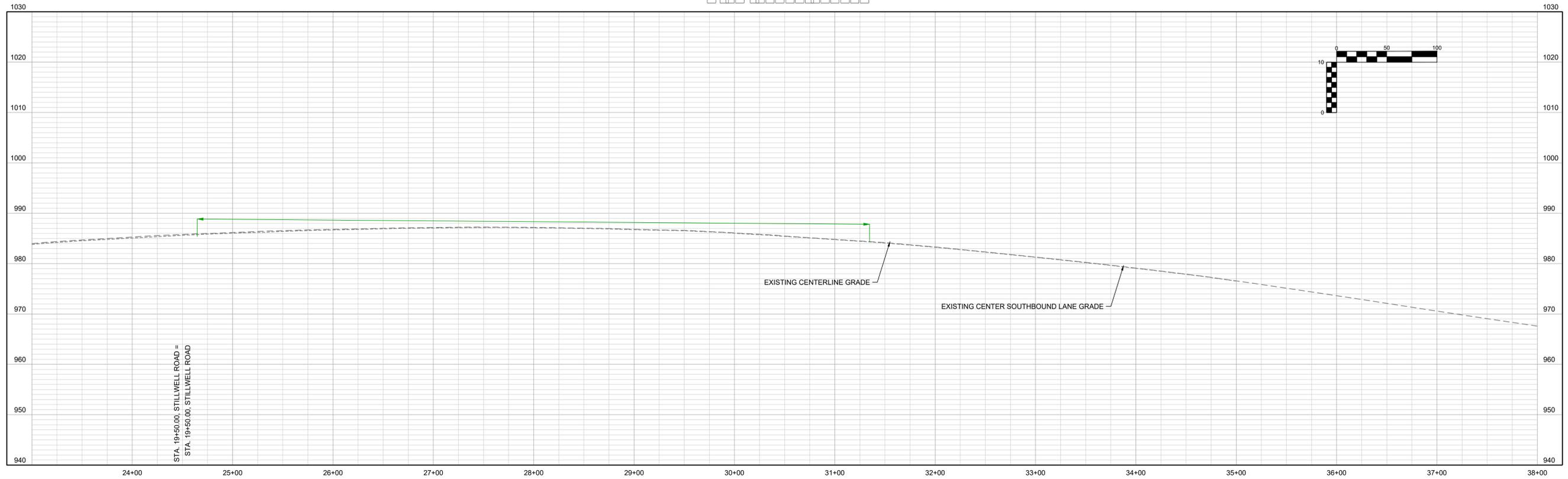
PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**



CASE B3 (EAST-OPPOSITE LANE)
 PASSENGER CAR
 SIGHT DISTANCE = 670'
 EYE HEIGHT = 3.5'
 OBJECT HEIGHT = 3.5'



STA. 19+50.00, STILLWELL ROAD =
 STA. 19+50.00, STILLWELL ROAD

REVISION DATE	DESCRIPTION
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SIGHT DISTANCE
 CASE B3 (EAST)
 PASSENGER CAR

SHEET
17

PREPARED BY:

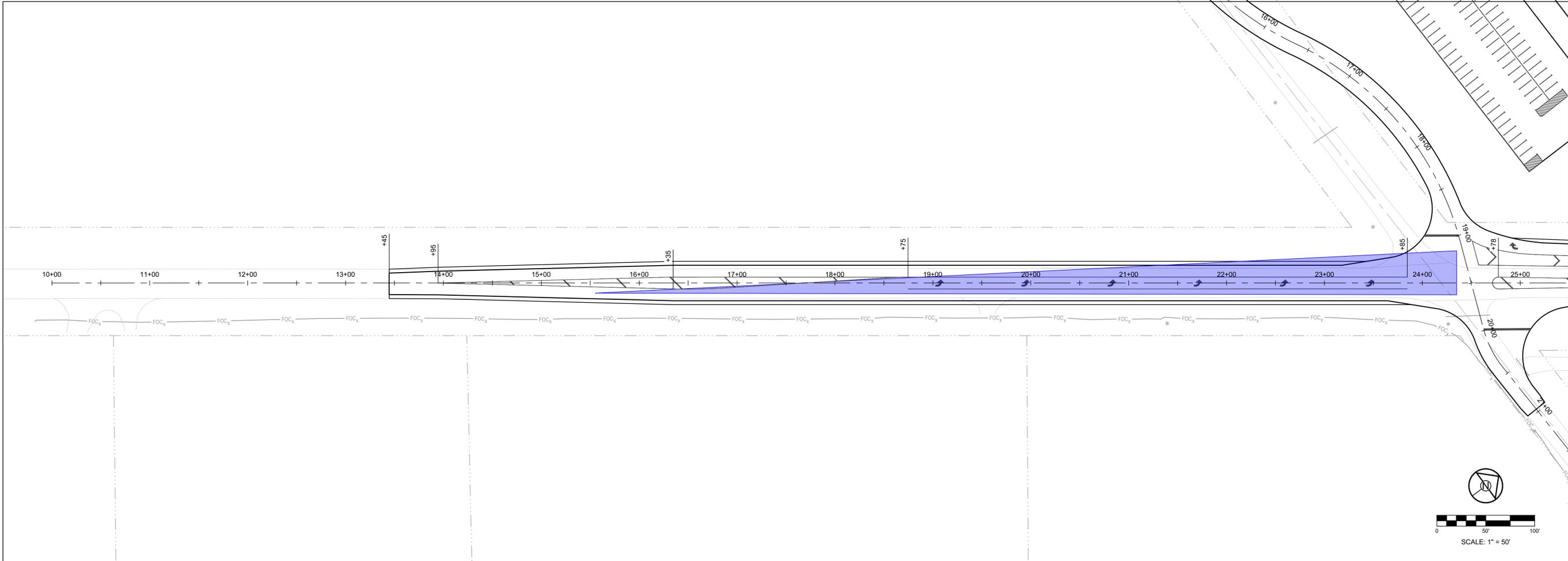
SCHLAGEL & ASSOCIATES, P.A.

**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**

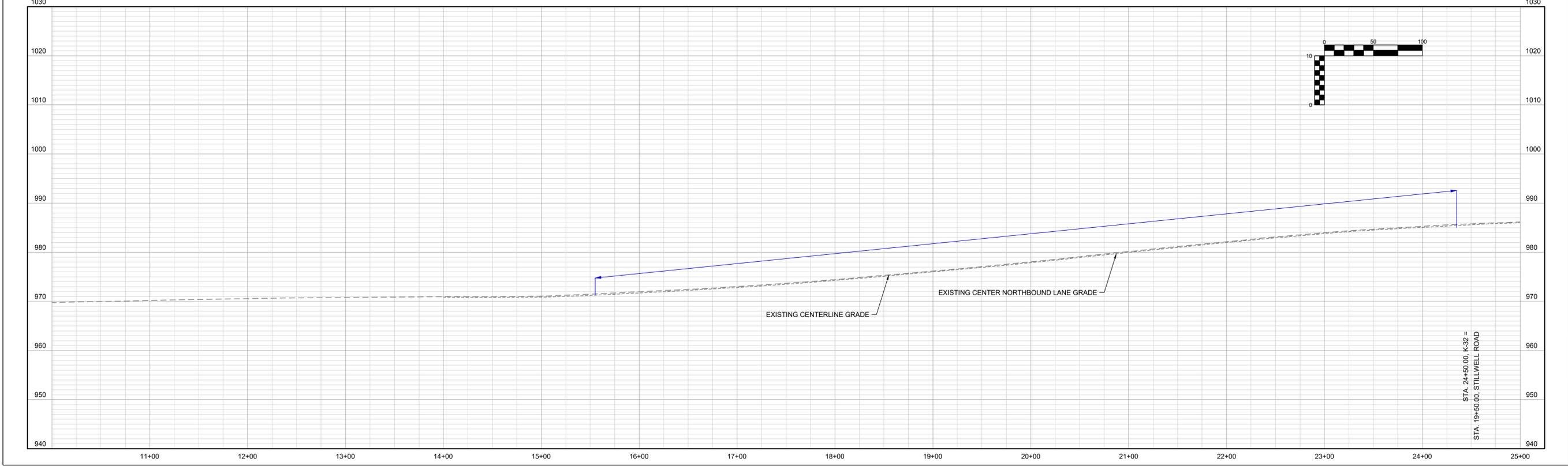
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12/1/35	300

SIGHT DISTANCE
 CASE B3 (WEST)
 SINGLE-UNIT
 TRUCK

SHEET



CASE B3 (WEST-OPPOSITE LANE)
 SINGLE AXLE TRUCK
 SIGHT DISTANCE = 880'
 EYE HEIGHT = 7.6'
 OBJECT HEIGHT = 3.5'

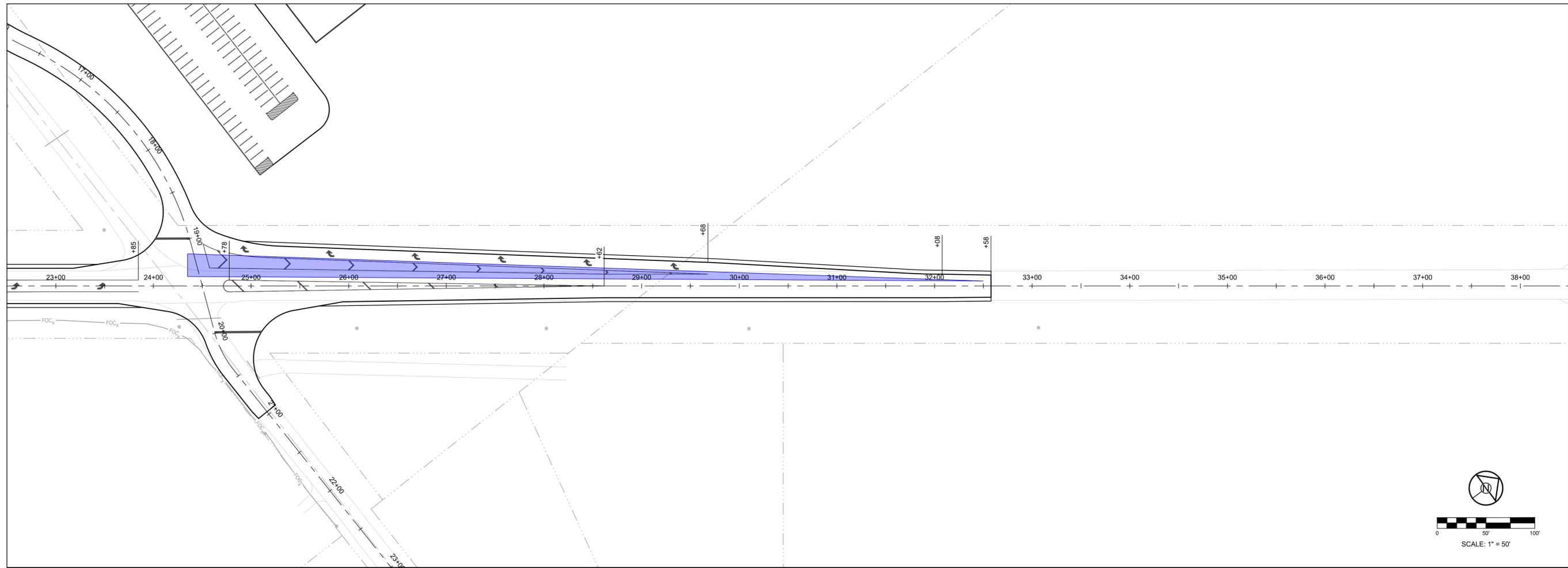


STA. 24+50.00, K-32 =
 STA. 19+50.00, STILLWELL ROAD

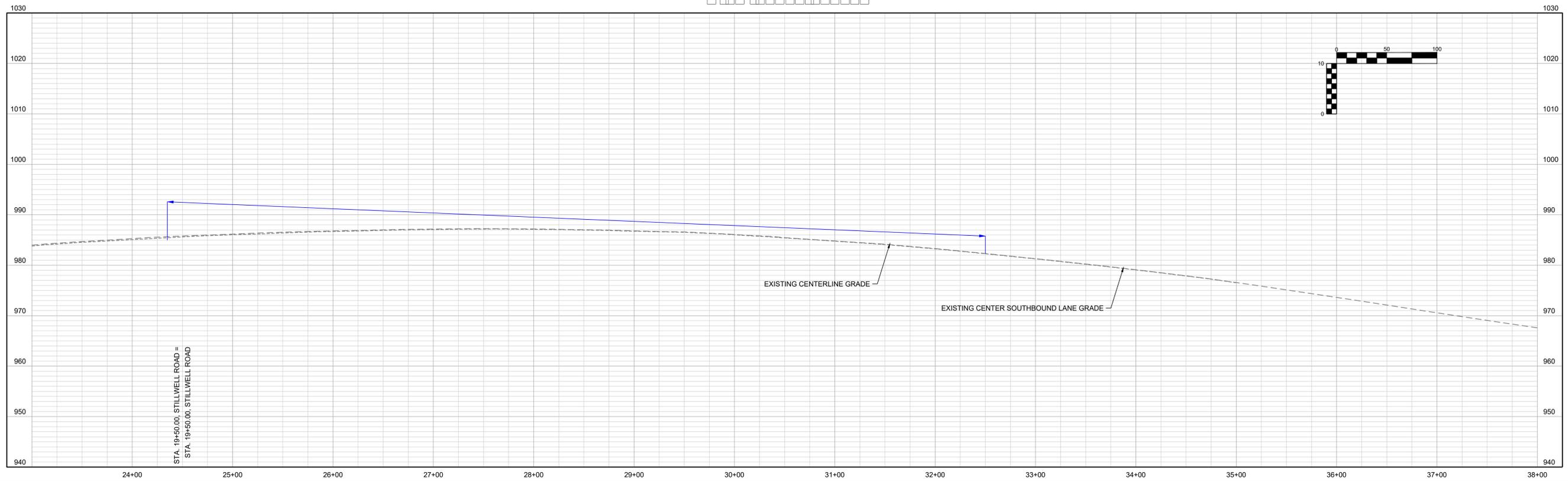
PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**



CASE B3 (WEST-ADJACENT LANE)
 SINGLE AXLE TRUCK
 SIGHT DISTANCE = 815'
 EYE HEIGHT = 7.6'
 OBJECT HEIGHT = 3.5'



REVISION DATE	DESCRIPTION
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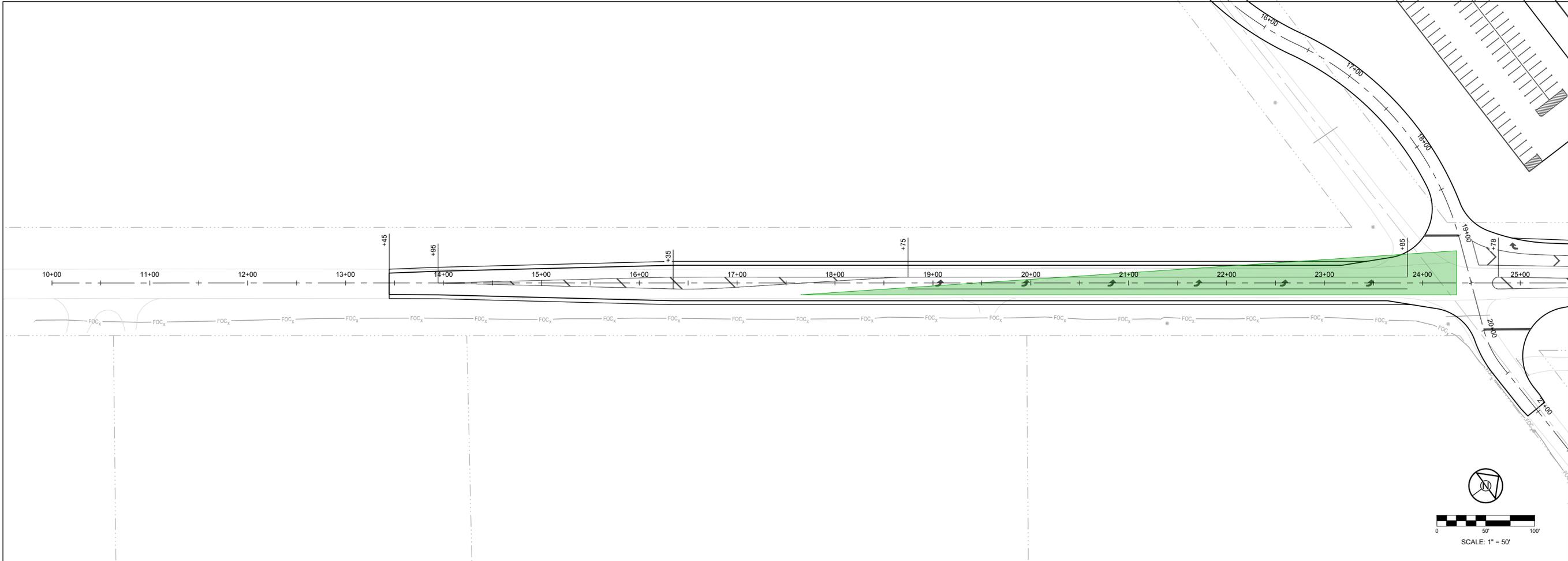
SIGHT DISTANCE
 CASE B3 (WEST)
 SINGLE-UNIT
 TRUCK

SHEET
19

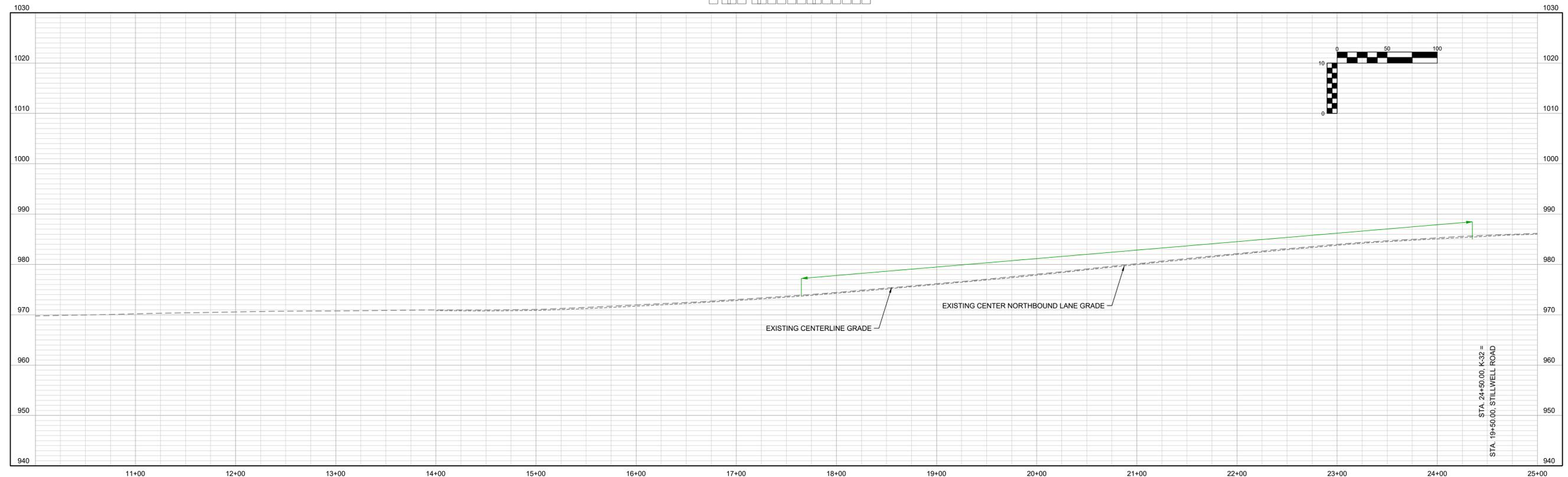
PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**



CASE B3 (WEST-OPPOSITE LANE)
 PASSENGER CAR
 SIGHT DISTANCE = 670'
 EYE HEIGHT = 3.5'
 OBJECT HEIGHT = 3.5'



STA. 24+50.00, K-32 =
 STA. 19+50.00, STILLWELL ROAD

REVISION DATE	DESCRIPTION
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5/1/11	REVISED PER COMMENTS
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9/1/11	REVISED PER COMMENTS
10/1/11	REVISED PER COMMENTS
11/1/11	REVISED PER COMMENTS
12/1/11	REVISED PER COMMENTS

SIGHT DISTANCE
 CASE B3 (WEST)
 PASSENGER CAR

SHEET
20

DRAWN BY: MWM
 CHECKED BY: MAB
 DATE PREPARED: 3-30-20
 PROJ. NUMBER: 19-011

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

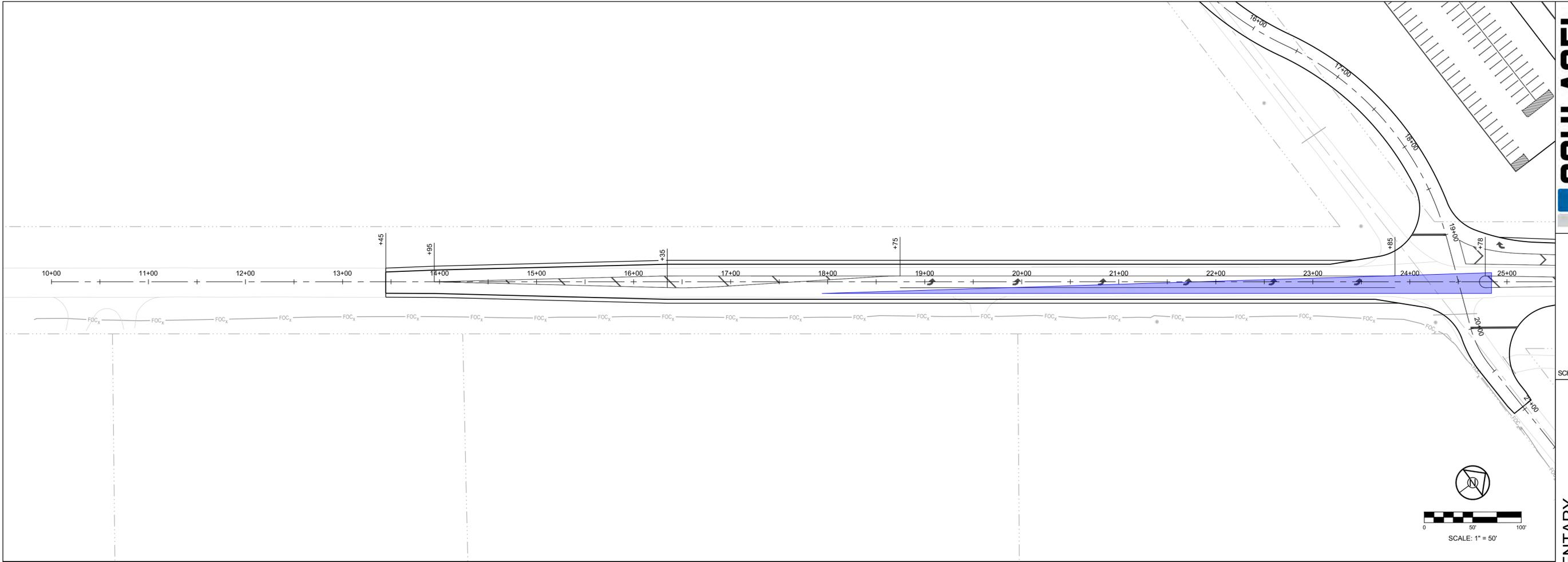
**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**

REVISION DATE DESCRIPTION

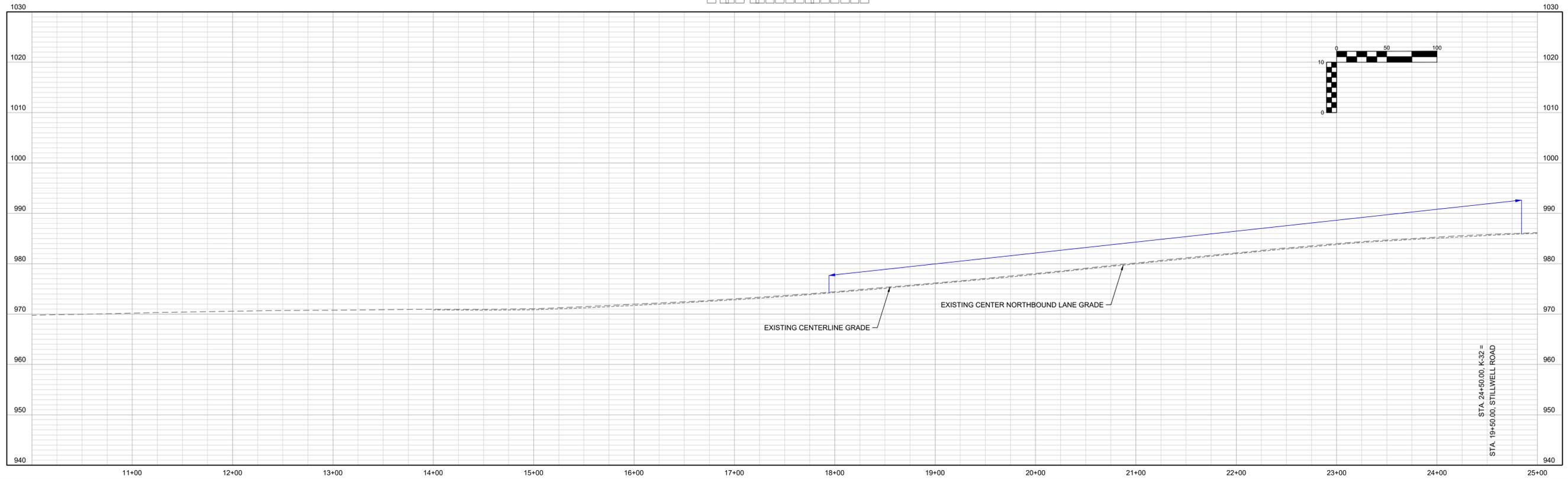
SIGHT DISTANCE
 CASE F (NORTH)
 SINGLE-UNIT
 TRUCK

SHEET

22



CASE F (NORTH)
 SINGLE AXLE TRUCK
 SIGHT DISTANCE = 690'
 EYE HEIGHT = 7.6'
 OBJECT HEIGHT = 3.5'



STA. 24+50.00, K-32 =
 STA. 19+50.00, STILLWELL ROAD

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

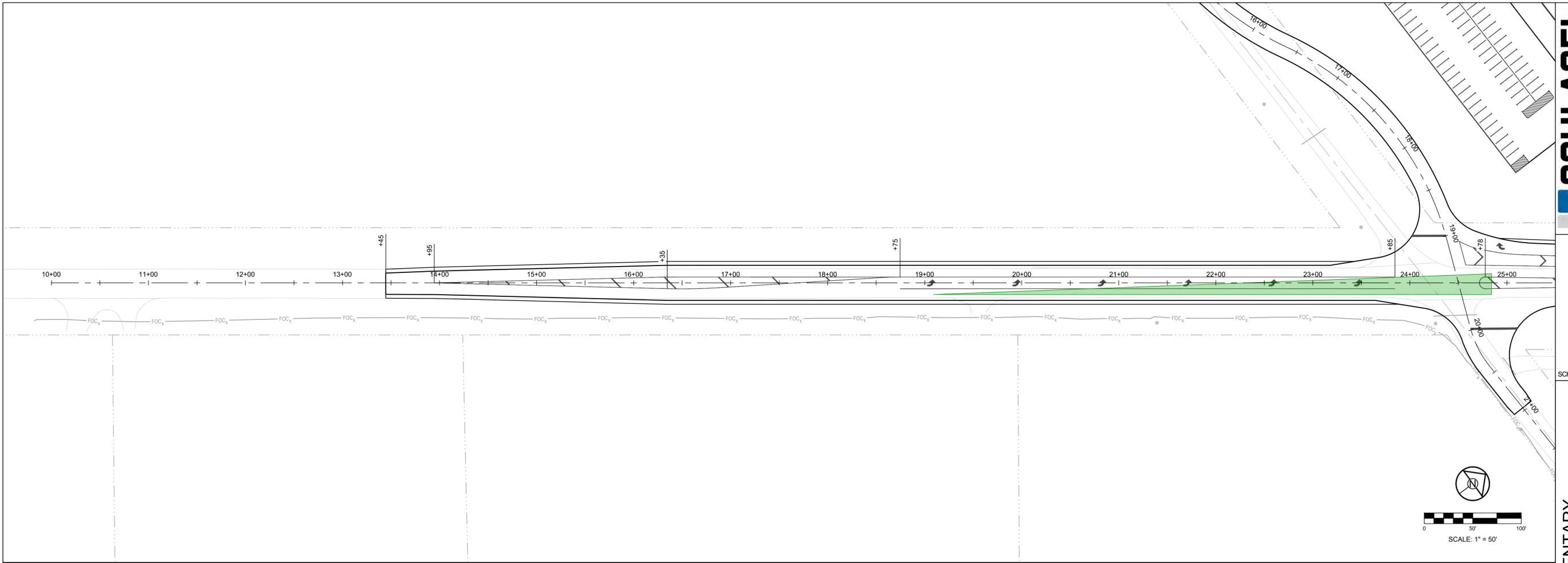
**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**

REVISION DATE DESCRIPTION

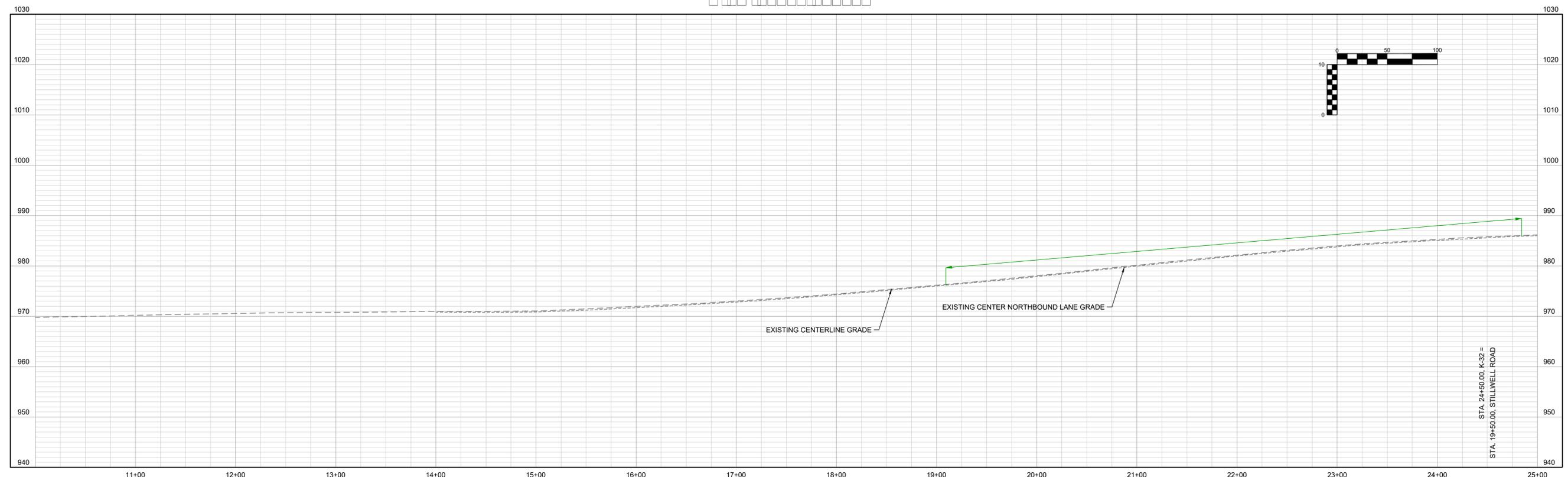
SIGHT DISTANCE
 CASE F (NORTH)
 PASSENGER CAR

SHEET

23



CASE F (NORTH)
 PASSENGER CAR
 SIGHT DISTANCE = 575'
 EYE HEIGHT = 3.5'
 OBJECT HEIGHT = 3.5'



STA. 24+50.00, K-32 =
 STA. 19+50.00, STILLWELL ROAD

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

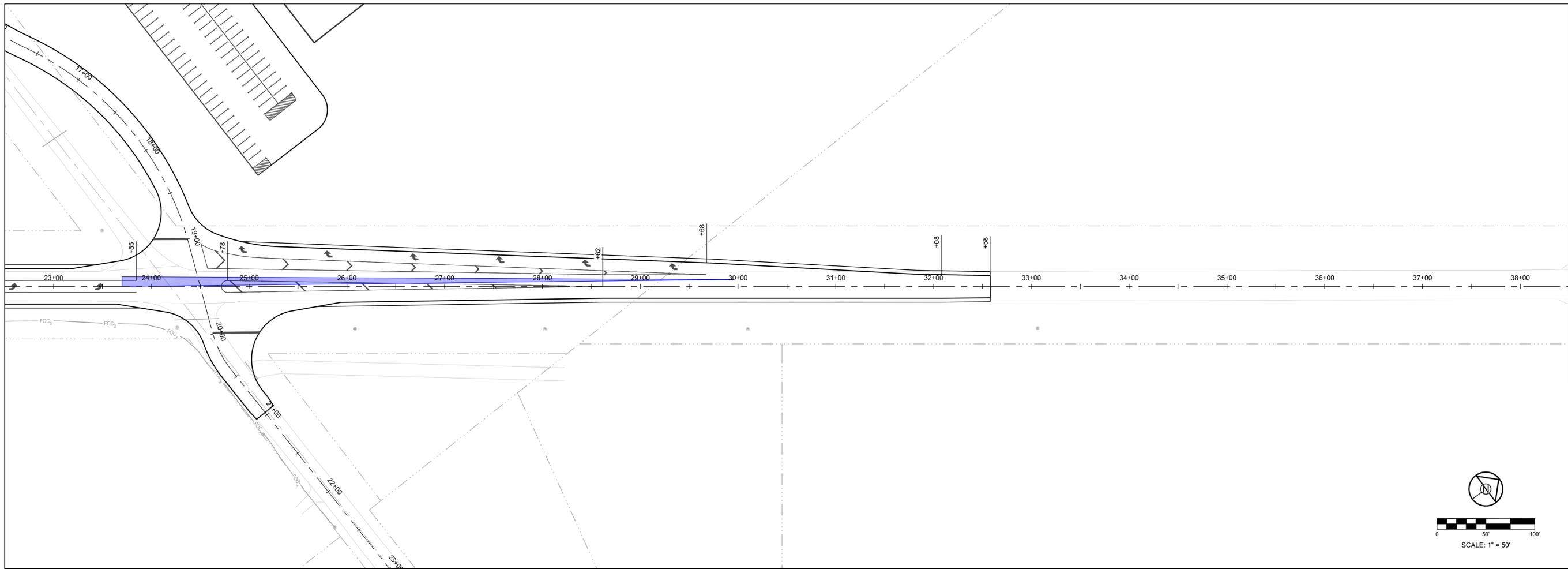
**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**

REVISION DATE	DESCRIPTION

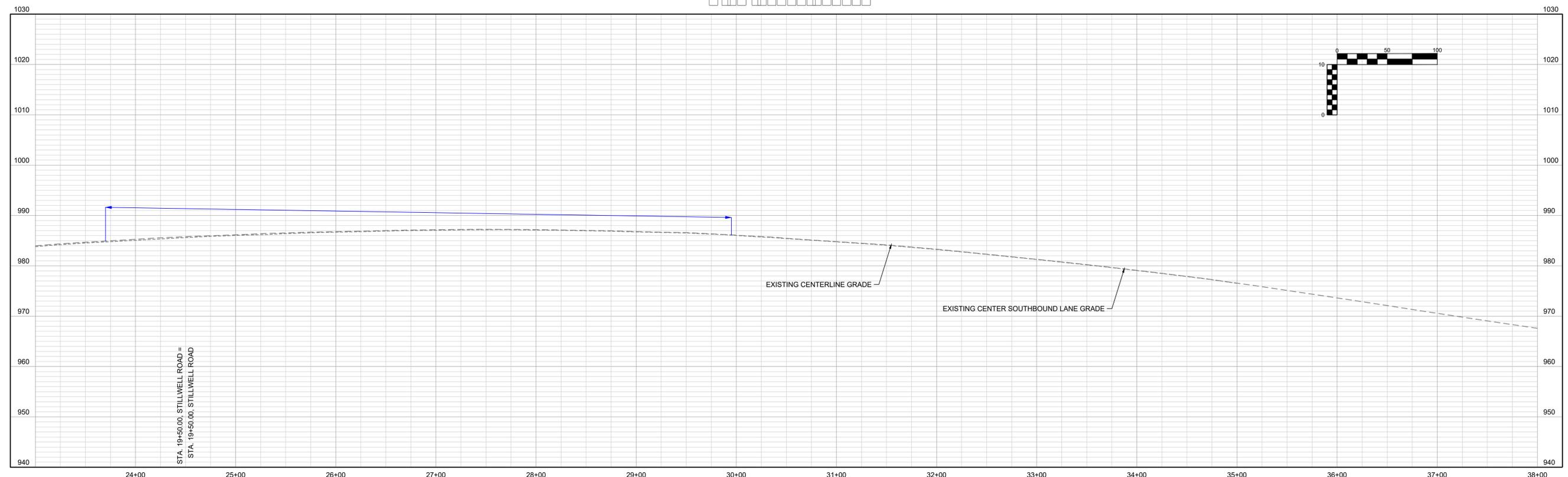
DRAWN BY: MWM
 CHECKED BY: MAB
 DATE PREPARED: 3-30-20
 PROJ. NUMBER: 18-011

SIGHT DISTANCE
 CASE F (SOUTH)
 SINGLE-UNIT
 TRUCK

SHEET



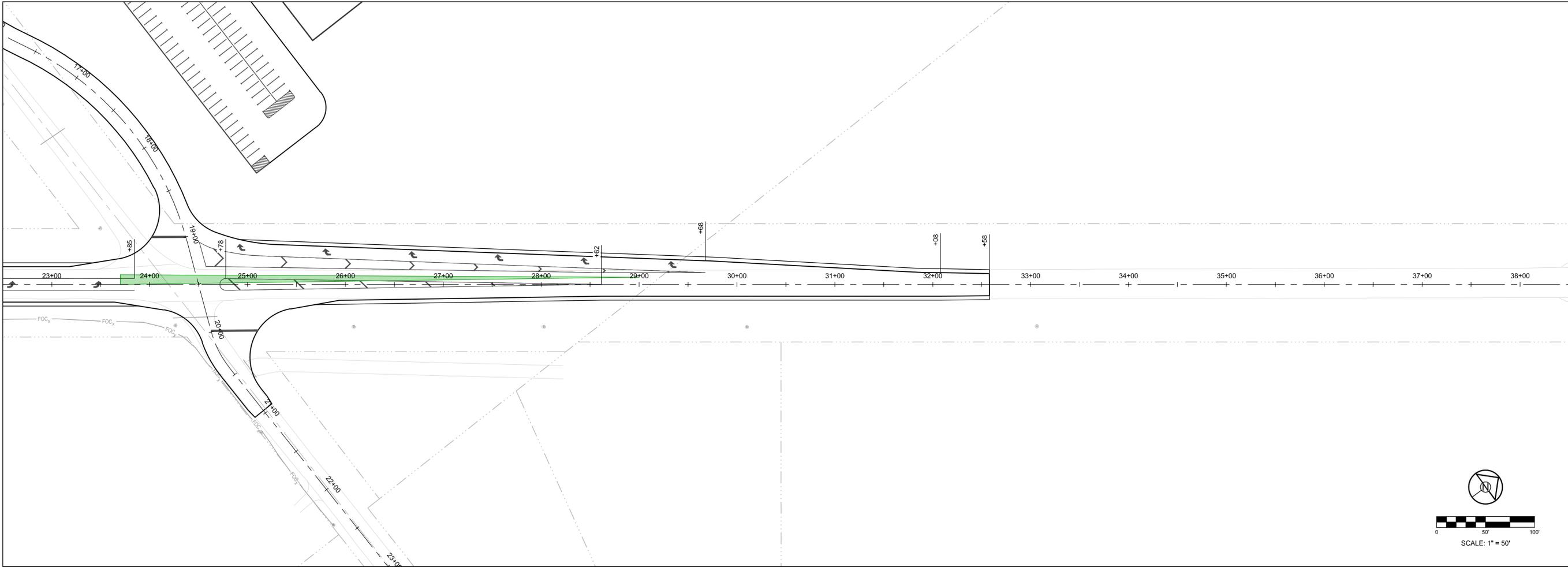
CASE F (SOUTH)
 SINGLE AXLE TRUCK
 SIGHT DISTANCE = 625'
 EYE HEIGHT = 7.6'
 OBJECT HEIGHT = 3.5'



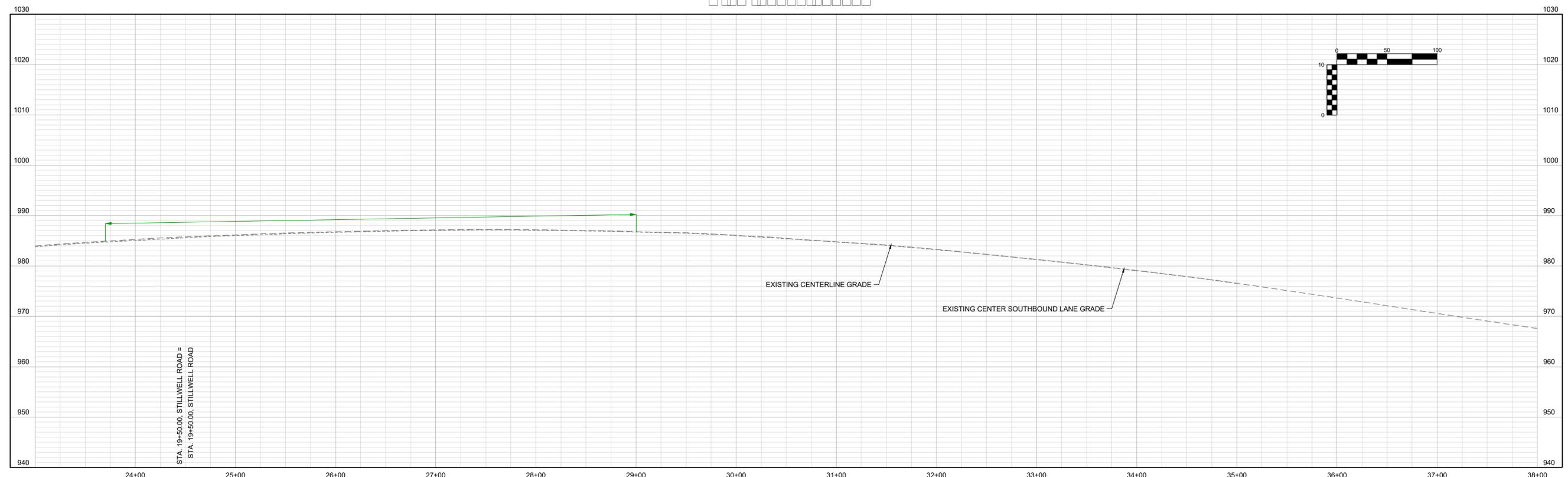
PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**



CASE F (SOUTH)
 PASSENGER CAR
 SIGHT DISTANCE = 530'
 EYE HEIGHT = 3.5'
 OBJECT HEIGHT = 3.5'



STA. 19+50.00, STILLWELL ROAD =
 STA. 19+50.00, STILLWELL ROAD

REVISION DATE	DESCRIPTION
1/18	
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8/18	

SIGHT DISTANCE
 CASE F (SOUTH)
 PASSENGER CAR

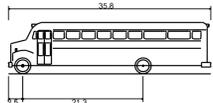
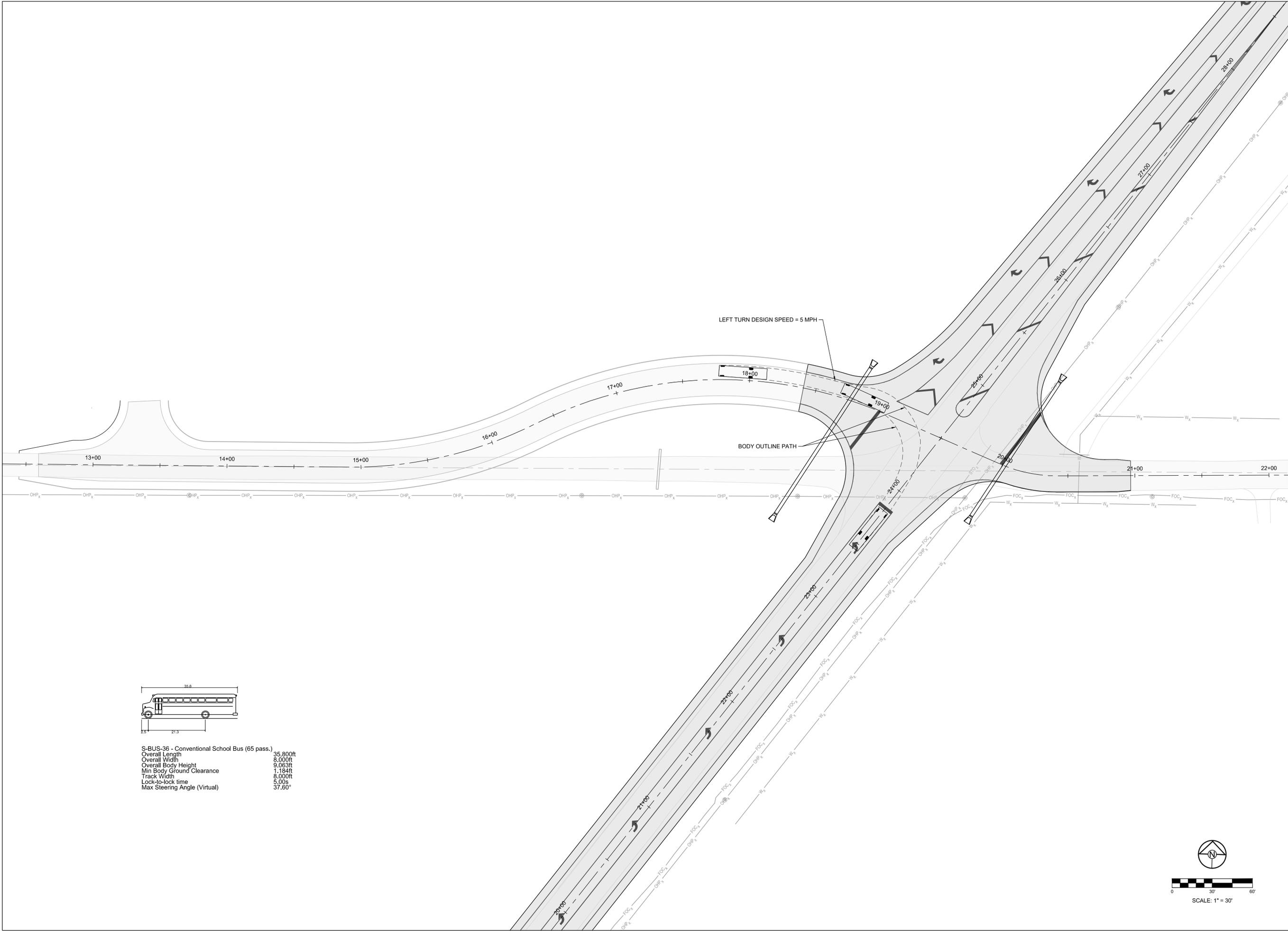
SHEET

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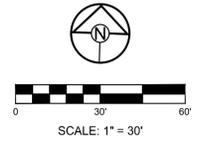
PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**



S-BUS-36 - Conventional School Bus (65 pass.)
 Overall Length 35.800ft
 Overall Width 8.000ft
 Overall Body Height 9.063ft
 Min Body Ground Clearance 1.184ft
 Track Width 8.000ft
 Lock-to-lock time 5.00s
 Max Steering Angle (Virtual) 37.60°



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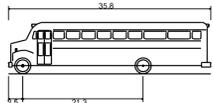
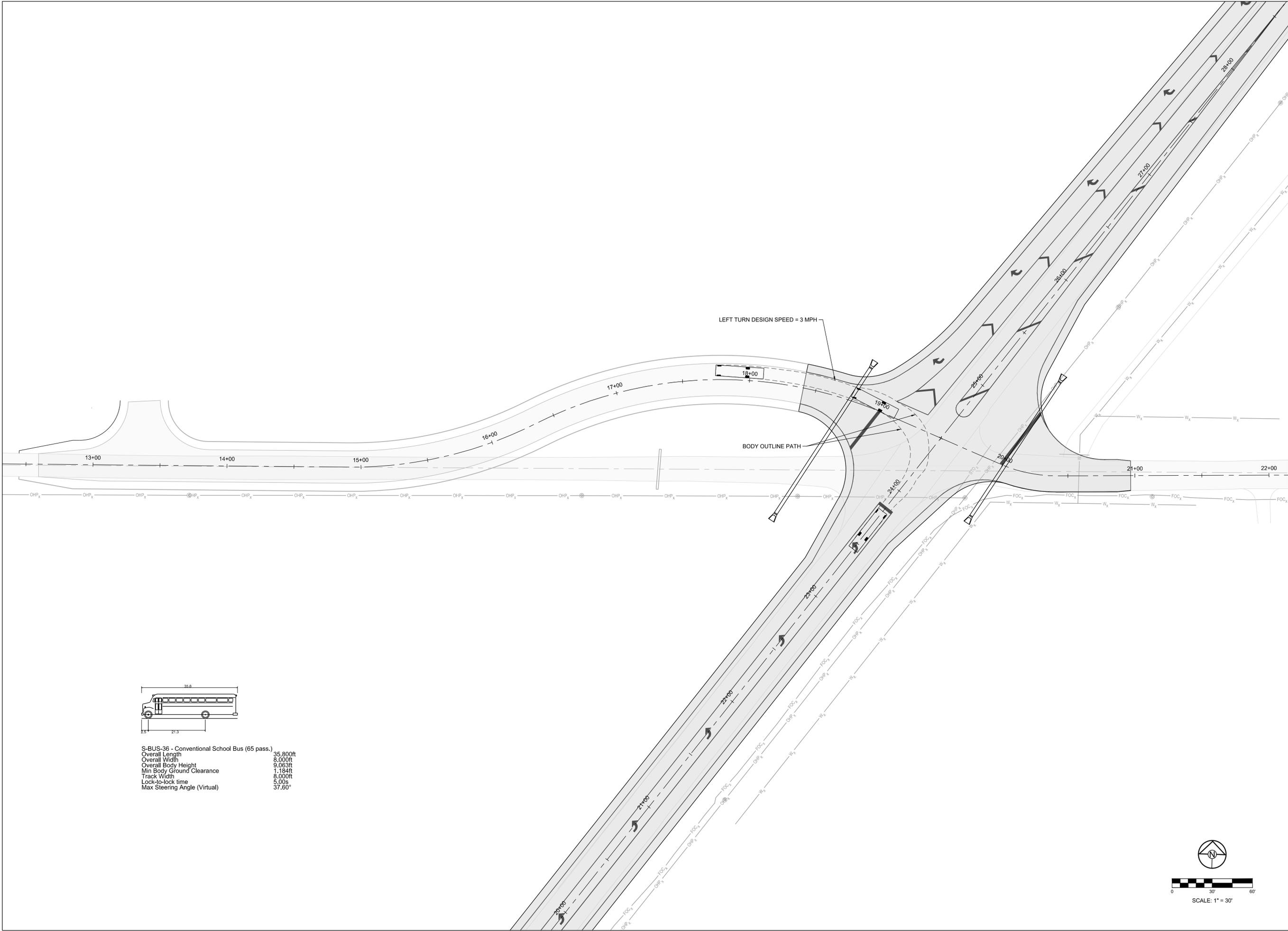
**AUTOTURN
 EXHIBIT**

SHEET
1

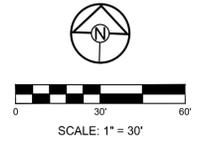
PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

**SOUTH ELEMENTARY
 INTERSECTION IMPROVEMENT PLANS
 K-32 AND STILLWELL ROAD
 BASEHOR, KANSAS**



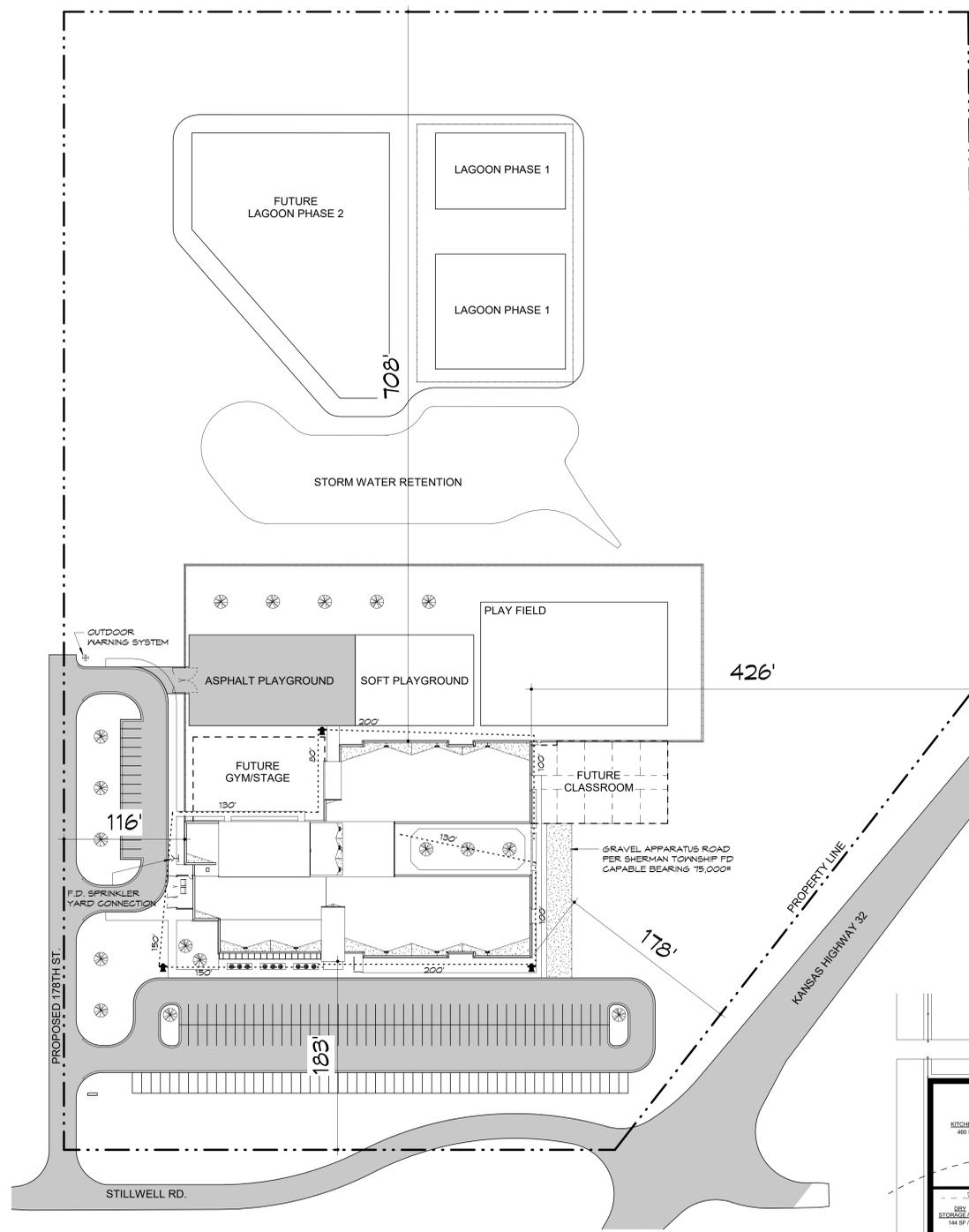
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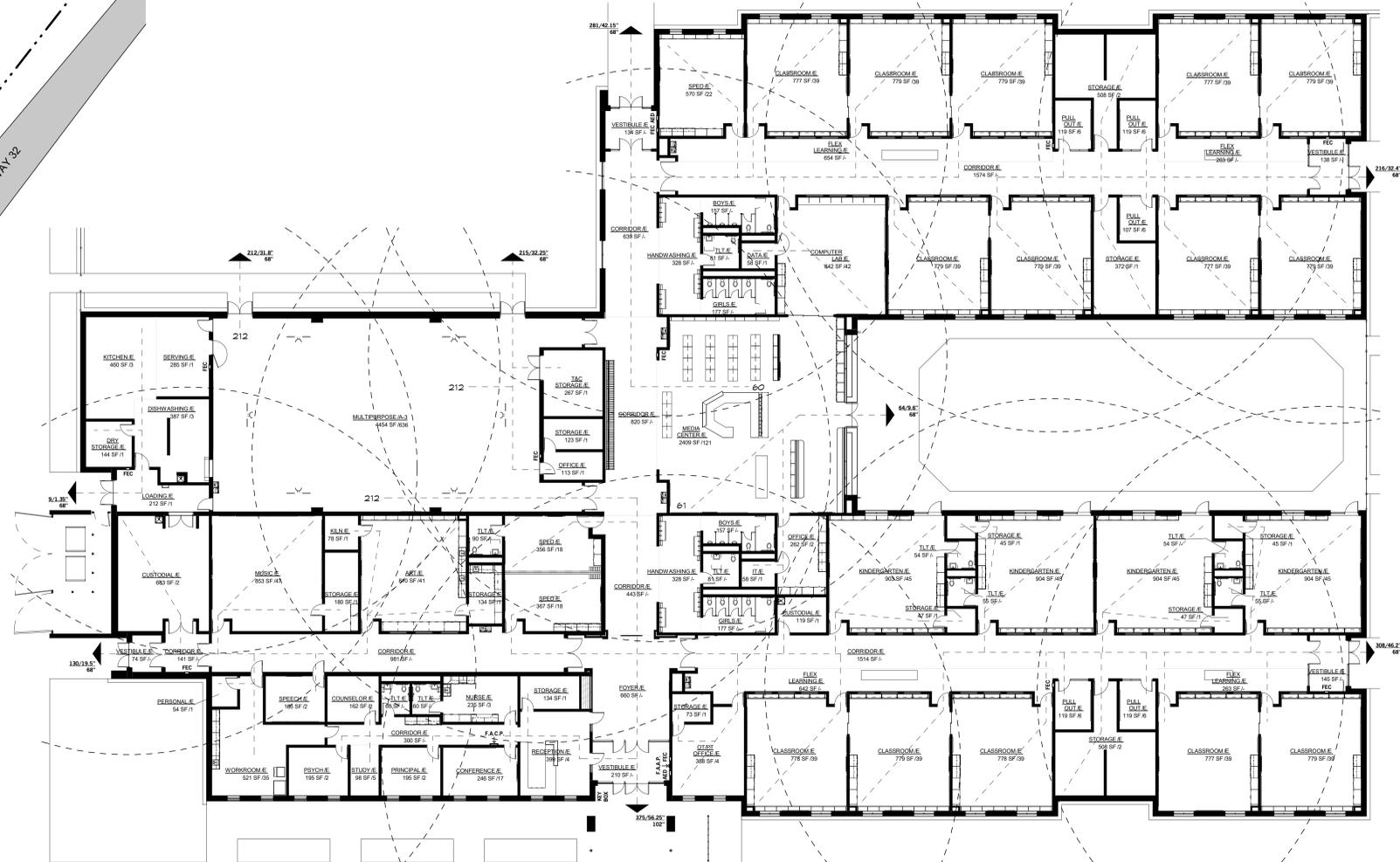
REVISION DATE	DESCRIPTION
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**AUTOTURN
 EXHIBIT**

SHEET
2



2 CODE SITE PLAN
1" = 60'-0"



1 CODE FLOOR PLAN - MAIN LEVEL
1/16" = 1'-0"

GENERAL INFORMATION:		AGENCY:		BASEHOR-LINWOOD USD 458		RESPONDING FIRE SHERMAN TOWNSHIP FIRE DEPARTMENT	
LOCATION: LINWOOD ELEMENTARY SCHOOL 00000 STILLWELL RD. LINWOOD, KS 66052		INFORMATION: 2008 155TH ST. BASEHOR, KS 66007		REASON FOR SUBMITTAL: NEW CONSTRUCTION		AUTHORITIES HAVING Department of Facilities Management JURISDICTION: Kansas State Fire Marshal's Office/ Leavenworth County	
PROJECT DESCRIPTION: New Construction: Elementary school							
APPLICABLE CODES: 2012-International Building Code 2012-International Mechanical Code 2012-International Plumbing Code 2012-International Fuel Gas Code 2012-International Energy Code 2012-International Fire Code 2012-National Electrical Code 2010-ADAAG							
OCCUPANCY & CONSTRUCTION TYPE Occupancy: E (Education), A-3 (Multi-purpose) Separation: Non-required per 303.1.3 - Spaces associated with E occupancies Construction Type: IIB							
GENERAL BUILDING LIMITATIONS: Construction Type II-B Structural Fire Ratings Table 601 Structural frame including columns, girders & trusses: 0 HR Bearing exterior walls: 0 HR Bearing interior walls: 0 HR Nonbearing exterior walls & partitions: 0 HR Nonbearing interior walls & partitions: 0 HR Floor construction including supporting beams & joists: 0 HR Roof construction including supporting beams & joists: 0 HR				BUILDING HEIGHT AND AREA: ACTUAL AREA: Total GSF: 49,902 sq. ft. ALLOWABLE AREA: Based on sprinkler increase & E occupancy: A ₁ = A ₁ (A ₁) + A ₁ (L) A ₁ = 14,500 + 14,500(1 + 14,500/3) A ₁ = 50,000 + 14,500(1 - 0.25)(30/300) A ₁ = 68,875 SQ. FT.		ACTUAL HEIGHT: 1 Storey - 35' ALLOWABLE HEIGHT: 1 Storey - 55' per 506.4 increase	
ACTIVE LIFE SAFETY SYSTEMS: Fire Alarm: Required/Provided: Y/Y FACP: Required/Provided: Y/Y Remote Annunciator Panel: Required/Provided: Y/Y Smoke Detection: Required/Provided: Y/Y Exit Signs: Required/Provided: Y/Y Egress Lighting: Required/Provided: Y/Y Emergency Lights: Required/Provided: Y/Y Suppression-Automatic: Required/Provided: Y/Y Fire Extinguishers: Required/Provided: Y/Y Automated External Defibrillator: Required/Provided: N/Y				TRAVEL DISTANCE: Allowable: 250 ft. Actual: 150 ft.		PLUMBING FIXTURE COUNT: Occupancy Occupant Water Lavatory Drinking Service Type Load Closet Fountain Sink E 1174 12M/12F 12M/12F 12 1 A 636 3M/5F/1U 2M/2F/1U 2 1	
REGISTERED DESIGN PROFESSIONALS: HTK Architects, Inc. 1900 W. 110th St. Suite 150 Overland Park, KS 66210 913-663-5373				WATER SUPPLY - FLOW TESTS: Projected Actual Residual: 20psi Pending Flow: 1000 GPM Pending Date: N/A Location: N/A Required: 1000 GPM per NFPA 1142 (Fire flow projected at a minimum of 1,000 GPM minimum for 2 hours after water main improvements)		CODE SYMBOL LEGEND SYMBOL DESCRIPTION PROTECTIVE ELEMENTS EXT: EXTERIOR EXT: INTERIOR (Assembly occ. 2nd floor and below from floor 1.) FIRE EXTINGUISHER FIRE DEPT. CONNECTION STANDPIPE HOSE CABINET HOSE CABINET WITH EXTINGUISHER FIRE EXTINGUISHER SPACNG (Show Radius) NON PROTECTED EXIT PATH LIMITED PROTECTION EXIT PATH PROTECTED EXIT PATH PROTECTED EXIT PATH (Sprinkler R. Occupancy) SPECIAL COVERAGE 1 HOUR FIRE PASSAGEWAY 2 HOUR FIRE PASSAGEWAY 1 HOUR EXT ENCLOSURE (vertical stairwell - 3 stories or less) 2 HOUR EXT ENCLOSURE (vertical stairwell - 4 stories or more) 1 HOUR FIRE BARRIER (Occupancy & Individual Use Areas) 1 HOUR FIRE BARRIER (Occupancy) 2 HOUR FIRE BARRIER (Occupancy) 4 HOUR FIRE BARRIER (Occupancy) 2 HOUR FIRE WALL (Building Separation) 3 HOUR FIRE WALL (Building Separation) 4 HOUR FIRE WALL (Building Separation) 1 HOUR SHIRT (3 stories or less) 2 HOUR EXT ENCLOSURE (4 stories or more) SPRINKLER INCIDENTAL USE AREAS FREE PARTITIONS (dwellings/operational (1) and (2) occupancies) SMOKE BARRIERS (1-2 and 1-3 stories) ACCUMULATED EXIT WIDTH AT REQUIRED EXIT PUBLIC FIRE HYDRANT (Show from building) CONF. / A.A. SHOW ACCA.D.D. OCCUPANT LOADS FOR COMPLEX PATHS OTHER SYMBOLS AS REQUIRED	



PERMIT SET
DATE: 09/18/2020
REVISED DATE:

LINWOOD ELEMENTARY SCHOOL
BASEHOR-LINWOOD USD 458
00000 STILLWELL ROAD, BONNER SPRINGS, KS, 66012

SHEET CONTENTS:
• CODE FOOTPRINTS
HTK PROJECT NUMBER:
• 1711.05-002
SHEET NUMBER:
G301
NOT FOR CONSTRUCTION

BASEHOR-LINWOOD USD 458: LINWOOD ELEMENTARY SCHOOL



BIRDSEYE

SHEET INDEX

- C000 TITLE SHEET
- C100 GENERAL PLAN
- C200 GRADING PLAN - OVERALL
- C201 GRADING PLAN - SCHOOL SITE
- C300 EROSION CONTROL PLAN
- C301 EROSION CONTROL DETAILS
- C400 UTILITY PLAN
- C500 DRAINAGE PLAN & CALCS
- C501 STORM PROFILES
- C502 OUTLET STRUCTURE 501
- C600 SANITARY LAGOONS
- C601 SANITARY SEWER PLAN & PROFILE
- C602 SANITARY LAGOON DETAILS
- C603 SANITARY LAGOON DETAILS
- C700 DETAILS
- C701 DETAILS
- C702 DETAILS
- L100 LANDSCAPE PLAN

PROJECT CONTACTS

OWNER USD No. 458

2008 155th St.
Basehor, KS 66007

PROJECT CONTACT
Chris Giffin
(913) 724-1946

ARCHITECT HTK Architects

4300 W. 110th St., Suite 150
Overland Park, KS 66210

PROJECT CONTACT
Brent Higgins
(913) 663-5373

CIVIL ENGINEER Schlagel Associates

14420 W. 107th St.
Lenexa, KS 66215

PROJECT CONTACT
Jake Hatlock
(913) 322-7155



STREET VIEW

DATE:
• 10/12/2020

REVISED DATE:

•
•
•

LINWOOD ELEMENTARY SCHOOL
 BASEHOR-LINWOOD USD 458
 00000 STILLWELL ROAD, BONNER SPRINGS, KS, 66012

SHEET CONTENTS:
• TITLE SHEET

HTK PROJECT NUMBER:
• 1711.05-002

SHEET NUMBER:

C000

NOT FOR CONSTRUCTION



COUNTY COMMENTS

DATE: NOV 25, 2020

REVISED DATE:

LINWOOD ELEMENTARY SCHOOL

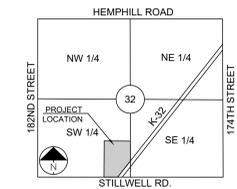
BASEHOR-LINWOOD USD
0000 STILLWELL ROAD, LINWOOD, KS 66052

SHEET CONTENTS:

- GENERAL PLAN

HTK PROJECT NUMBER:

SHEET NUMBER:
C100



SECTION 32-11-22
LOCATION MAP
SCALE 1" = 2000'

SITE DATA TABLE		
LOT AREA:	EXISTING	909,532 SQ. FT. (20.88 AC)
BUILDING AREA:	EXISTING	0.00 (0.00%)
	PROPOSED	49,902 S.F. (5.49%)

Site Information:

Property Address: Not Assigned, Bonner Springs, Kansas 66213

Current Use: Vacant - Agricultural
Proposed Use: Elementary School

Building Data:

Proposed Building Height: 1 story
Number of Entrance/Exit Points: 3 (North), 3 (East), 1 (South), 2 (West)
Train Enclosure: Fence required (See Sheet AS101)
Fire Code: IFC 2006 (Submittal through Kansas State Fire Marshall)
Proposed Number of Classroom: 24
Staff Capacity: 45 staff members

Parking Data:

Offstreet Parking: No on street parking within right-of-way.

Screening or fencing having a density of not less than 100% and at least 5 feet in height for off-street parking for 4 or more spaces located on land adjacent to property zoned for residential use will not be required.

Required Parking: School, elementary or junior high - 1.0 Stalls per teacher, administrator, and public or employee plus any required for auditorium, if none is present then one additional space per classroom is required.

45 - employees x 1.0	No Auditorium within building
24 - classrooms x 1.0	45 Stalls Req'd.
Total Parking:	24 Stalls Req'd.
	69 Stalls Req'd.

Proposed Parking: 109 Stalls (8 handicap-accessible stalls)

PROJECT CONTROL

CP #20, N272896.2399, E2165597.2269, ELEV = 986.943, 1/2" REBAR
CP #21, N273263.2854, E2165667.8933, ELEV = 994.206, 1/2" REBAR
CP #22, N274035.8563, E2166044.3933, ELEV = 988.229, 1/2" REBAR
CP #23, N273139.6726, E2166207.7224, ELEV = 997.437, 1/2" REBAR

BENCH MARK
LEAVENWORTH COUNTY VERTICAL CONTROL NETWORK
LVCO-401 ELEVATION = 907.7
PROJECT BENCH MARK

UTILITY CONTACTS:

Energy - Power
Brittney Reed
913-667-5124
Brittney.Reed@evergy.com

Midco Communications - Telecom
Richard Parnell, Construction Coordinator
Richard.Parnell@midco.com

Leavenworth RWD7 - Water
913-441-1205

Kansas One Call
811
www.kansasonecall.com

GENERAL NOTES:

SEE 178TH STREET AND STILLWELL ROAD - PUBLIC STREET AND STORM SEWER PLANS FOR ADDITIONAL INFORMATION AND CONSTRUCTION OF THE PUBLIC IMPROVEMENTS.

LEGEND:

A/E - ACCESS EASEMENT	— CURB & GUTTER - TYPE "B"
BC - BACK OF CURB	— CURB & GUTTER - TYPE "B" DRY
BB - BACK TO BACK	— CURB & GUTTER - FLAT CURB
BM - BENCHMARK	— CURB & GUTTER - PAINTED YELLOW W/ "FIRE LANE" PAINTED BLACK
BL or B.L. - BUILDING LINE	— CURB & GUTTER - EXISTING
CO - CLEANOUT	— TREELINE
TJB - TELEPHONE JUNCTION BOX	— EXISTING LOT AND RW LINES
C&G - CURB AND GUTTER	— EXISTING PLAT LINES
D/E - DRAINAGE EASEMENT	— PROPERTY LINES
E/E - ELECTRICAL EASEMENT	— P.L. - PROPERTY LINES
EL - ELEVATION	— R.O.W. - RIGHT-OF-WAY
FL - FLOW LINE	— PUB/E - PUBLIC EASEMENT
GE - GAS LINE EASEMENT	— RCP - REINFORCED CONCRETE PIPE
HDPE - HIGH-DENSITY POLYETHYLENE	— ROW or RW - RIGHT-OF-WAY
L/E - LANDSCAPE EASEMENT	— S/E - SANITARY SEWER EASEMENT
MSFE - MINIMUM SERVICEABLE FLOOR ELEVATION	— SL - SERVICE LINE
PVC - POLYVINYL CHLORIDE	— SW - SIDEWALK
P.L. - PROPERTY LINE	— TOP ELEVATION
PUB/E - PUBLIC EASEMENT	— U/E - UTILITY EASEMENT
RCP - REINFORCED CONCRETE PIPE	— WSE - WATER SURFACE ELEVATION
ROW or RW - RIGHT-OF-WAY	— W/E - WATERLINE EASEMENT
S/E - SANITARY SEWER EASEMENT	— ASPHALT PAVEMENT - EXISTING
SL - SERVICE LINE	— CONCRETE PAVEMENT - EXISTING
SW - SIDEWALK	— ASPHALT PAVEMENT DRIVE AREAS - PROPOSED
TOP ELEVATION	— ASPHALT PAVEMENT PARKING AREAS - PROPOSED
UTILITY EASEMENT	— ASPHALT PAVEMENT HEAVY DUTY - PROPOSED
WATER SURFACE ELEVATION	— CONCRETE SIDEWALK - EXISTING
WATERLINE EASEMENT	— CONCRETE SIDEWALK - PROPOSED
ASPHALT PAVEMENT - EXISTING	— CURB & GUTTER - TYPE "B"
CONCRETE PAVEMENT - EXISTING	— CURB & GUTTER - TYPE "B" DRY
8" CONC. DRIVE/TRASH ENCLOSURE	— CURB & GUTTER - FLAT CURB
ASPHALT PAVEMENT DRIVE AREAS - PROPOSED	— CURB & GUTTER - PAINTED YELLOW W/ "FIRE LANE" PAINTED BLACK
ASPHALT PAVEMENT PARKING AREAS - PROPOSED	— CURB & GUTTER - EXISTING
ASPHALT PAVEMENT HEAVY DUTY - PROPOSED	— TREELINE
CONCRETE SIDEWALK - EXISTING	— EXISTING LOT AND RW LINES
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COUNTY COMMENTS

DATE: ● NOV 25, 2020

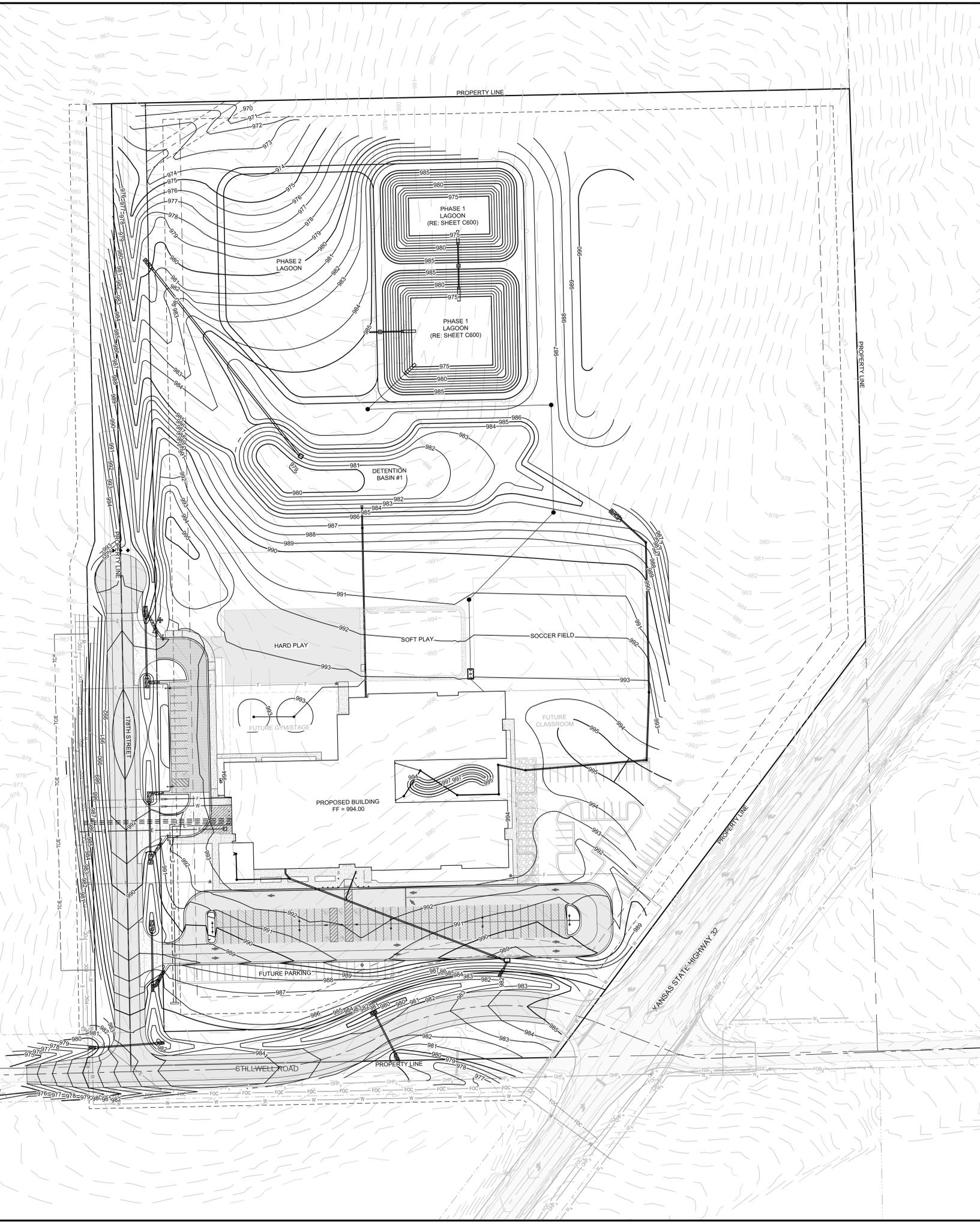
REVISED DATE:
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LINWOOD ELEMENTARY SCHOOL
 BASEHOR-LINWOOD USD
 0000 STILLWELL ROAD, LINWOOD,
 KS, 66052

SHEET CONTENTS:
● GRADING PLAN -
● OVERALL

HTK PROJECT NUMBER:
●

SHEET NUMBER:
C200



GRADING LEGEND:

- EXTG. SPOT ELEVATION
- PROPOSED TOP OF CURB ELEV.
- OR LIP OF CURB OR SPOT ELEVATION
- F.F.E. FINISHED FLOOR ELEVATION
- - - - - EXISTING CONTOUR
- — — — — PROPOSED CONTOUR

* - ALL SIDEWALKS TO BE INSTALLED WITH A 2.0% MAXIMUM CROSS SLOPE.

GENERAL NOTES:

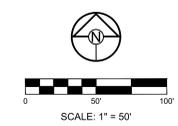
SEE 178TH STREET AND STILLWELL ROAD - PUBLIC STREET AND STORM SEWER PLANS FOR ADDITIONAL INFORMATION AND CONSTRUCTION OF THE PUBLIC IMPROVEMENTS.

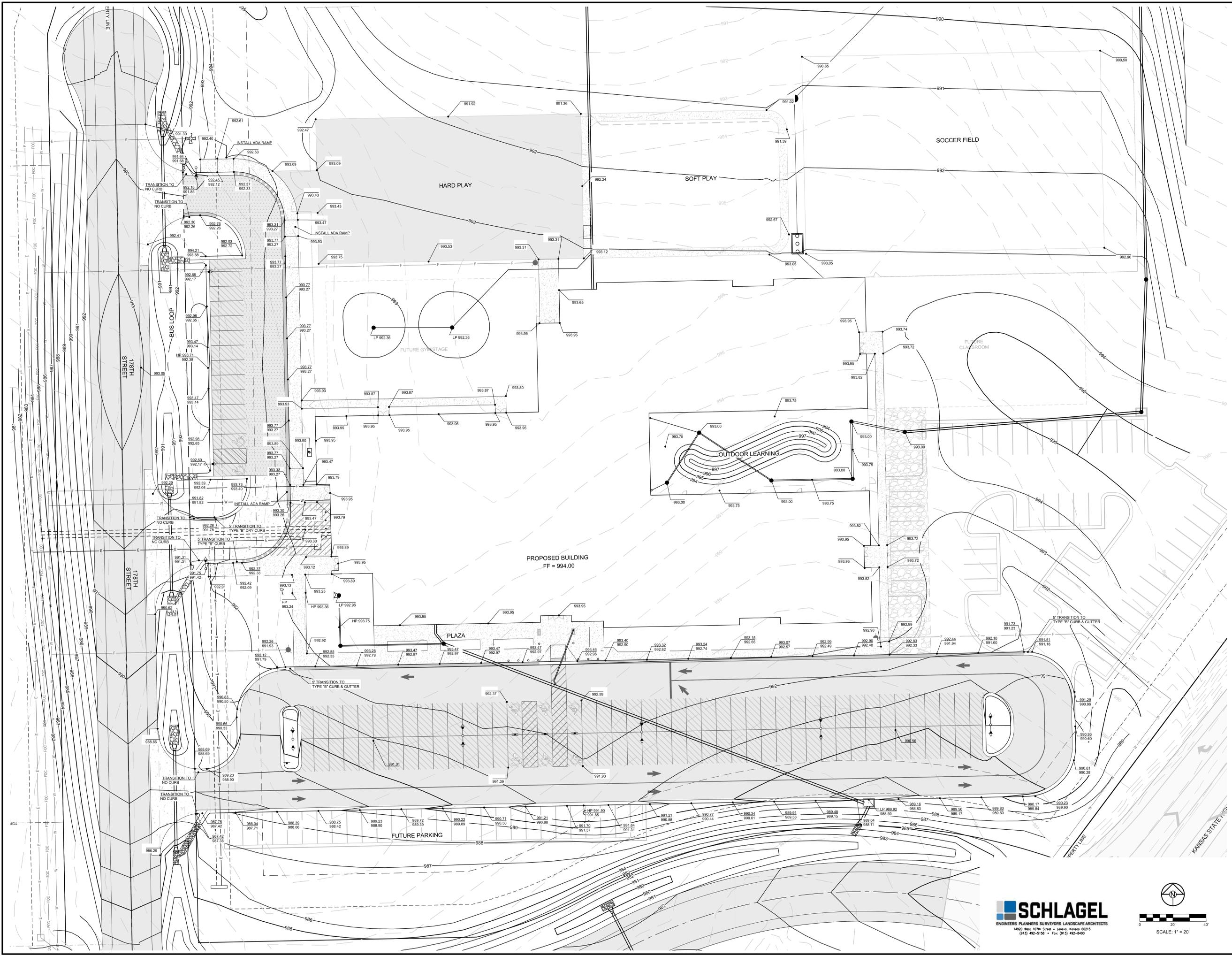
GENERAL GRADING EARTH OR NOTES:

1. All earthwork shall conform to the Geotechnical Report prepared for this specific project. It is recommended that a Geotechnical Engineer observe and document all earthwork activities.
2. Contours have been shown at 1-foot or 2-foot intervals, as indicated. Grading shall consist of completing the earthwork required to bring the physical ground elevations of the existing site to the finished grade (or sub-grade) elevations provided on the plans as spot grades, contours or others means as indicated on the plans.
3. The existing site topography depicted on the plans by contouring has been established by field verified prepared by Schigel and Associates, P.A. The contour elevations provided may not be exact ground elevations, but rather interpretations of such. Accuracy shall be considered to be such that not more than 10 percent of spot elevation checks shall be in error by more than one-half the contour interval provided, as defined by the National Map Accuracy Standards. Any quantities provided for earthwork volumes are established using this topography contour accuracy, and therefore the inherent accuracy of any earthwork quantity is assumed from the topography accuracy.
4. Proposed contours are to approximate finished grade.
5. Unless otherwise noted, payment for earthwork shall include backfilling of the curb and gutter, sidewalk and further manipulation of utility trench spoils. The site shall be left in a mowable condition and positive drainage maintained throughout.
6. Unless otherwise noted, all earthwork is considered Unclassified. No additional compensation will be provided for rock or shale excavation, unless specifically stated otherwise.
7. Prior to earthwork activities, pre-disturbance erosion and sediment control devices shall be in place per the Storm Water Pollution Prevention plan and/or the Erosion and Sediment Control Plan prepared for this site.
8. All topsoil shall be stripped from all areas to be graded and stockpiled adjacent to the site at an area specified by the project owner or his appointed representative. Vegetation, trash, trees, brush, tree roots and limbs, rock fragments greater than 6-inches and other deleterious materials shall be removed and properly disposed of offsite or as directed by the owner or his appointed representative.
9. Unless otherwise specified in the Geotechnical Report, all fills shall be placed in maximum 6-inch lifts and compacted to 95-percent of maximum density as defined using a modified proctor test.
10. Subgrade for pavements shall be proof-rolled prior to paving operations utilizing a fully loaded tandem axle dump truck. All areas exhibiting excessive pumping and heaving shall be removed, filled and compacted with suitable materials and retested until acceptable results are achieved and final approval has been obtained from the Geotechnical Engineer.
11. Subgrade for building pads shall include a minimum of 18-inches of Low Volume Change (LVC) material, or as identified in the site specific Geotechnical Report.
12. Fill materials shall be per Geotechnical Report and shall not include organic matter, debris or topsoil. All fills placed on slopes greater than 6:1 shall be benched.
13. The Contractor shall be responsible for redistributing the topsoil over proposed turf and landscaped areas to a minimum depth of 6-inches below final grade.
14. All areas shall be graded for positive drainage. Unless noted otherwise the following grades shall apply:
 - a. Turf Areas - 2.5% Minimum, 4% Maximum
 - b. Paved Areas - 1.2% Minimum, 5% Maximum
15. A.D.A. parking stalls shall not be sloped greater than 2% in any direction and constructed per A.D.A. requirements.
16. All disturbed areas shall be fertilized, seeded and mulched immediately after earthwork activities have ceased. Seeding shall be per the Erosion and Sediment Control Plan and/or Landscape Plan. If not specified seeding shall be per APWA Section 2400, latest edition. Unless otherwise noted, seeding shall be subsidiary to the contract price for earthwork and grading activities.
17. All disturbed areas in the right-of-way shall be sodded, per city requirements.
18. Underdrains are recommended for all paved areas adjacent to irrigated turf and landscaped beds.
19. Contractor shall adhere to the reporting requirements outlined in the Storm Water Pollution Prevention Plan (SWPPP) prepared for this project. Erosion and Sediment control devices shall be properly maintained and kept clean of silt and debris and in good working order. Additional erosion and sediment control measures shall be installed as required.

SITE CUT & FILL SUMMARY

NAME	CUT FACTOR	FILL FACTOR	2D AREA	CUT	FILL	NET
LINWOOD ELEMENTARY SCHOOL	1.00	1.15	684153.42 S.F.	36495.29 CU. YD.	33183.53 CU. YD.	3311.76 CU. YD. (CUT)





COUNTY COMMENTS

DATE: ● NOV 25, 2020

REVISED DATE:

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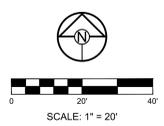
LINWOOD ELEMENTARY SCHOOL

BASEHOR—LINWOOD USD
458
0000 STILLWELL ROAD, LINWOOD,
KS , 66052

SHEET CONTENTS:
● GRADING PLAN —
● SCHOOL SITE

HTK PROJECT NUMBER:
●

SHEET NUMBER:
C201





COUNTY COMMENTS
 DATE: NOV 25, 2020
 REVISED DATE:

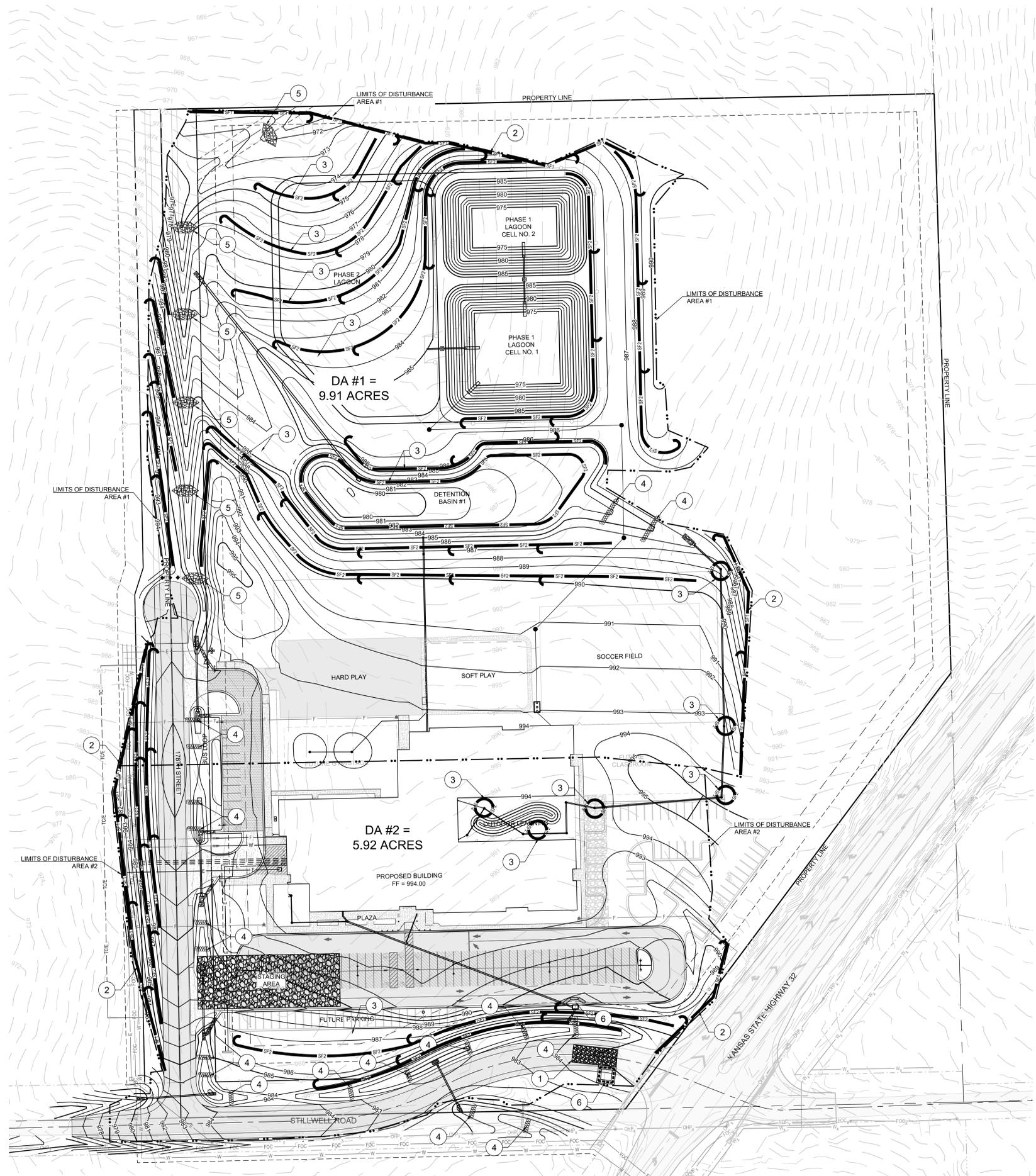
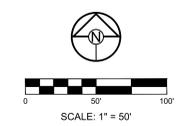
LEGEND	
	TEMPORARY STORAGE AREA FOR EXCESS MATERIAL
	TEMP. CONSTRUCTION ENTRANCE AND STAGING AREA
	CONCRETE WASHOUT AREA
	SILT FOAM DIKE - STAKED & INSTALL PER MFR'S RECOMMENDATIONS
	ROCK DITCH CHECK
	GRAVEL CURB INLET SEDIMENT TRAP
	SILT SOCK / ROCK SOCK / SOCK WATTLE
	BMP PLAN REF. NO.
	SILT FENCE (PRIOR TO LAND DISTURBANCE)
	SILT FENCE (DURING CONSTRUCTION)
	CONSTRUCTION FENCE
	LIMITS OF DISTURBANCE
	EXISTING CONTOURS
	PROPOSED CONTOURS
	STRAW BALE DITCH CHECK
	GRAVEL FILTER FOR STORM SEWER STRUCTURES ONLY

EROSION AND SEDIMENT CONTROL STAGING CHART				
PROJECT STAGE	BMP PLAN REF. NO.	BMP DESCRIPTION	REMOVE AFTER STAGE	NOTES:
A - PRIOR TO LAND DISTURBANCE	1	CONSTRUCTION ENTRANCE & STAGING AREA	D	MAINTAIN, REPAIR, OR REPLACE AS NECESSARY
	2	SILT FENCE (PRIOR TO LAND DISTURBANCE)	E	PLACE WHERE INDICATED, REPAIR OR REPLACE AS NECESSARY AND REMOVE ONLY WHEN GRADED AREAS HAVE SUFFICIENT GROUND COVER ESTABLISHED
B - MASS GRADING	3	SILT FENCE (DURING CONSTRUCTION)	E	PLACE WHERE INDICATED, REPAIR OR REPLACE AS NECESSARY AND REMOVE ONLY WHEN GRADED AREAS HAVE SUFFICIENT GROUND COVER ESTABLISHED
	4	STRAW WATTLE	E	PLACE WHERE INDICATED AS SOON AS SWALE IS ESTABLISHED, REPAIR OR REPLACE AS NECESSARY
	5	ROCK DITCH CHECK	E	PLACE WHERE INDICATED AS SOON AS SWALE IS ESTABLISHED, REPAIR OR REPLACE AS NECESSARY
C - UTILITY CONSTRUCTION	6	CONCRETE WASHOUT AREA	E	MAINTAIN, REPAIR, OR REPLACE AS NECESSARY
D - AFTER PAVING OPERATIONS	7	INLET PROTECTION (GRAVEL FILTER BAGS)	E	BOARDS SHALL BE PLACED IN FRONT OF INLET OPENING FROM THE TIME SILT FENCE IS REMOVED UNTIL SUCH TIME THAT THE CURB / THROAT IS POURED. PLACE GRAVEL FILTER BAGS AT THE OPENING OF ALL CURB INLETS IMMEDIATELY AFTER THE INLET THROATS ARE POURED
	8	SEEDING AND MULCHING	E	ALL DISTURBED AREAS AFTER 14 DAYS OF CONSTRUCTION INACTIVITY
E - UNTIL CLOSURE OF LAND DISTURBANCE PERMIT				ADDITIONAL SEDIMENT AND EROSION CONTROL MEASURES MAY BE REQUIRED ANY TIME CURRENT MEASURES ARE FOUND TO BE INEFFECTIVE.

DISTURBED AREA A C
DISTURBED AREA A C

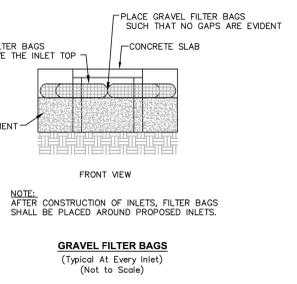
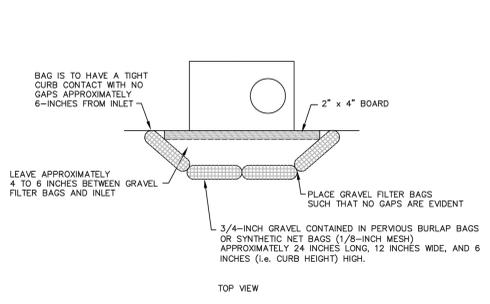
SITE SPECIFIC NOTES:

- THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL EXISTING UTILITY LOCATIONS PRIOR TO EXCAVATION.
- ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE IMPLEMENTED ACCORDING TO THE BMP STAGING CHART.
- ADDITIONAL EROSION CONTROL MAY BE REQUIRED BY THE CITY ENGINEER AT ANY TIME EXISTING MEASURES ARE FOUND TO BE INEFFECTIVE OR PROBLEMATIC AREAS ARE NOTED IN THE FIELD.
- STABILIZATION OF DISTURBED AREAS MUST, AT A MINIMUM, BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING, OR OTHER SOIL DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE SITE, OR TEMPORARILY CEASED ON ANY PORTION OF THE SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. THE DISTURBED AREAS SHALL BE PROTECTED FROM EROSION BY STABILIZING THE AREA WITH MULCH OR OTHER SIMILARLY EFFECTIVE SOIL STABILIZING BMPS. INITIAL STABILIZATION ACTIVITIES MUST BE COMPLETED WITHIN 14 DAYS AFTER SOIL DISTURBING ACTIVITIES CEASE.
- ALL PERIMETER SILT FENCE, EARTH DIKES, SEDIMENT BASINS, AND ROCK CONSTRUCTION ENTRANCES WILL BE INSTALLED BEFORE GRADING OPERATIONS BEGIN.
- SILT FENCE AND EARTH DIKES THAT ARE PLACED BEFORE GRADING BEGINS WILL BE MAINTAINED BY THE GRADING CONTRACTOR.
- AREAS WITHIN PUBLIC RIGHT-OF-WAY SHALL BE SODDED IMMEDIATELY AFTER CONSTRUCTION IS COMPLETE.

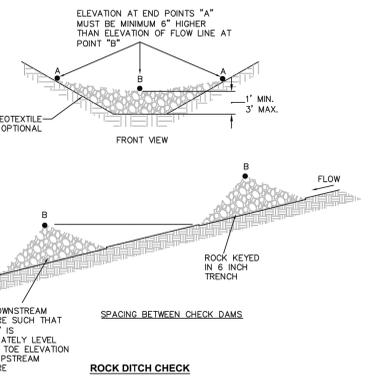
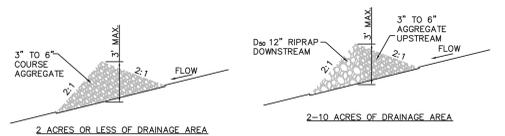




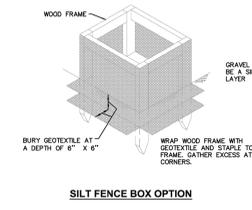
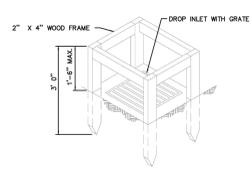
COUNTY COMMENTS
 DATE:
 • NOV 25, 2020
 REVISED DATE:
 •



GRAVEL BAG CURB INLET SEDIMENT TRAP



ROCK DITCH CHECK



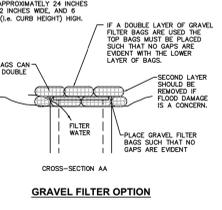
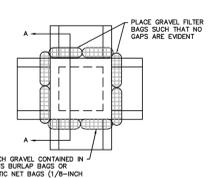
GENERAL NOTES:

- INLET PROTECTION AT AREA INLETS SHALL BE INSTALLED WITHIN 48 HOURS OF POURING INLET.
- OTHER AREA INLET PROTECTION METHODS WILL BE ALLOWED IF ACCEPTED BY THE CITY.
- SILTS FENCE BOX OPTION SHALL NOT BE USED WHEN POURING BEHIND THE SEDIMENT CONTROL MAY CAUSE STREET OR STRUCTURE FLOODING.

MAINTENANCE NOTES:

- THE CONTRACTOR SHALL INSPECT INLET PROTECTION AFTER EACH RAIN EVENT OF 1/2 INCH OR GREATER AND REPAIRS MADE AS NEEDED.
- SEDIMENT ACCUMULATED UPSTREAM OF INLET PROTECTION SHALL BE REMOVED WHEN THE SEDIMENT DEPTH REACHES 1/2 OF THE DESIGN DEPTH.
- TO PREVENT CLOGGING, FILTER FABRIC OR GRAVEL FILTERS SHOULD BE CLEANED OR REPLACED PERIODICALLY.
- INLET PROTECTION IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS ACCEPTED.
- WHEN INLET PROTECTION AT AREA INLETS ARE REMOVED, THE DISTURBED AREA SHALL BE SEEDED AND MULCHED OR OTHERWISE STABILIZED IN A MANNER ACCEPTED BY THE CITY.

DROP INLET PROTECTION



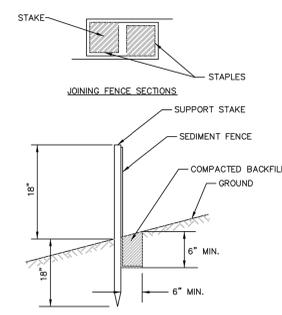
GENERAL NOTES:

- INLET PROTECTION AT AREA INLETS SHALL BE INSTALLED WITHIN 48 HOURS OF POURING INLET.
- OTHER AREA INLET PROTECTION METHODS WILL BE ALLOWED IF ACCEPTED BY THE CITY.
- SILTS FENCE BOX OPTION SHALL NOT BE USED WHEN POURING BEHIND THE SEDIMENT CONTROL MAY CAUSE STREET OR STRUCTURE FLOODING.

MAINTENANCE NOTES:

- THE CONTRACTOR SHALL INSPECT INLET PROTECTION AFTER EACH RAIN EVENT OF 1/2 INCH OR GREATER AND REPAIRS MADE AS NEEDED.
- SEDIMENT ACCUMULATED UPSTREAM OF INLET PROTECTION SHALL BE REMOVED WHEN THE SEDIMENT DEPTH REACHES 1/2 OF THE DESIGN DEPTH.
- TO PREVENT CLOGGING, FILTER FABRIC OR GRAVEL FILTERS SHOULD BE CLEANED OR REPLACED PERIODICALLY.
- INLET PROTECTION IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS ACCEPTED.
- WHEN INLET PROTECTION AT AREA INLETS ARE REMOVED, THE DISTURBED AREA SHALL BE SEEDED AND MULCHED OR OTHERWISE STABILIZED IN A MANNER ACCEPTED BY THE CITY.

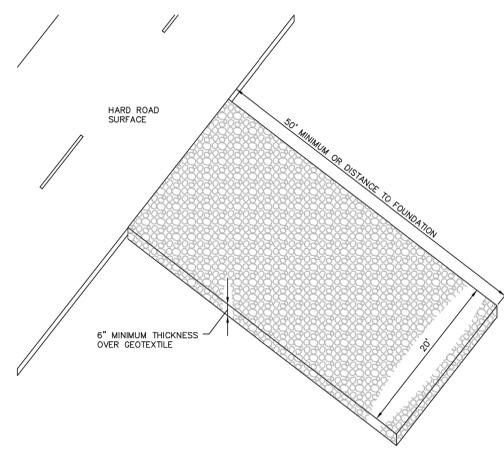
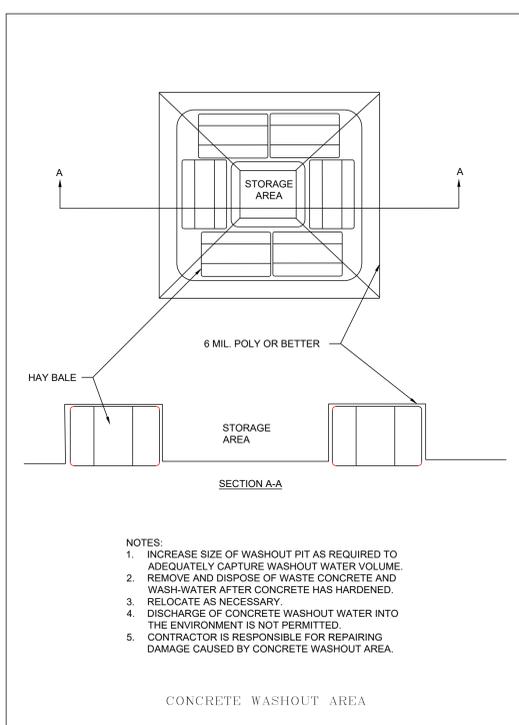
DROP INLET PROTECTION



NOTES:

- STAKES SPACED @ 6' MAXIMUM ON OPEN RUNS AND 3' IN DITCHES AND INSTALLED ON A SLIGHT ANGLE TOWARD THE ANTICIPATED RUNOFF SOURCE. USE 2" x 2" WOOD OR EQUIVALENT STEEL STAKES.
- SEDIMENT FENCES MUST BE PLACED AT LEVEL EXISTING GRADE. BOTH ENDS OF THE BARRIER MUST BE EXTENDED AT LEAST 8 FEET UP SLOPE AT 45 DEGREES TO THE MAIN BARRIER ALIGNMENT.
- ATTACH FABRIC TO UPSTREAM SIDE OF POSTS.
- SEDIMENT MUST BE REMOVED WHEN ACCUMULATIONS REACH 1/2 THE ABOVE GROUND HEIGHT OF THE FENCE AND SHALL BE UNIFORMLY DISTRIBUTED ON THE SOURCE AREA PRIOR TO TOPSOILING.
- ANY SECTION OF SEDIMENT FENCE WHICH HAS BEEN UNDERMINED OR TOPPED MUST BE IMMEDIATELY REPLACED WITH A ROCK FILTER OUTLET.
- THE MAXIMUM DRAINAGE AREA FOR OVERLAND FLOW TO A SILTS FENCE SHALL NOT EXCEED 1/2 ACRE PER 100 FEET OF SILTS FENCE. FILTER FENCE SHALL HAVE DOWNSLOPED ENDS TAPERED TO A J-HOOK ON A DOWNHILL SLOPE.
- THE MAXIMUM SLOPE LENGTH BEHIND THE SILTS FENCE IS 100 FEET; AND THE MAXIMUM GRADIENT BEHIND THE SILTS FENCE IS 50% (2:1).
- THE FENCE SHALL BE PLACED ALONG THE SITE CONTOURS. UNDER NO CIRCUMSTANCE SHOULD SILTS FENCES BE CONSTRUCTED IN STREAMS, SWALES, OR DITCHES WHERE FLOWS ARE LIKELY TO EXCEED 1 CUBIC FOOT PER SECOND (CFS).

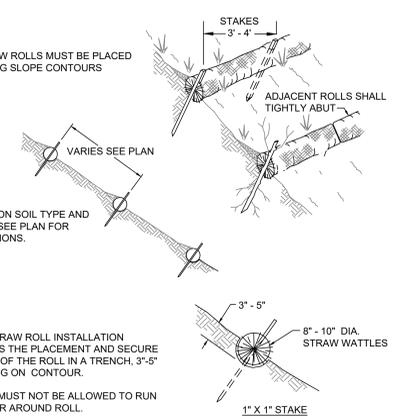
STANDARD SEDIMENT FENCE (18")



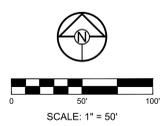
NOTES:

- INSTALL PRIOR TO START OF GRADING.
- USE 3 TO 5 INCH AGGREGATE STONE FOR COMMERCIAL APPLICATIONS AND 2 TO 3 INCH FOR RESIDENTIAL APPLICATIONS.
- DRIVE MUST BE AT LEAST 20 FEET WIDE AND 50 FEET LONG (MINIMUM) OR THE DISTANCE TO THE FOUNDATION, WHICHEVER IS LESS.
- REPLACE AS NEEDED TO MAINTAIN 6 INCH DEPTH OVER GEOTEXTILE.
- REMOVE MUD OR SEDIMENT TRACKED OR WASHED ONTO PUBLIC ROAD IMMEDIATELY.

ROCK CONSTRUCTION ENTRANCE



STRAW WATTLES
 NOT TO SCALE

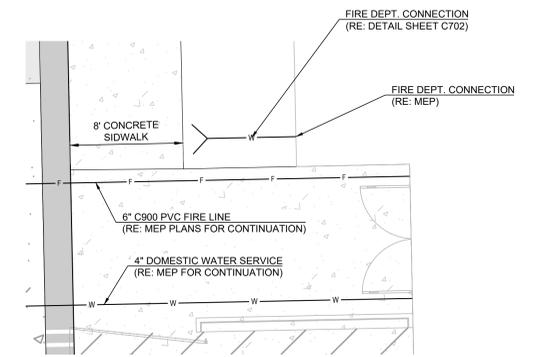




COUNTY COMMENTS
 DATE: NOV 25, 2020
 REVISED DATE:

LINWOOD ELEMENTARY SCHOOL
 BASEHOR—LINWOOD USD
 458
 0000 STILLWELL ROAD, LINWOOD,
 KS, 66052

SHEET CONTENTS:
 UTILITY PLAN
 HTK PROJECT NUMBER:
 SHEET NUMBER:
C400



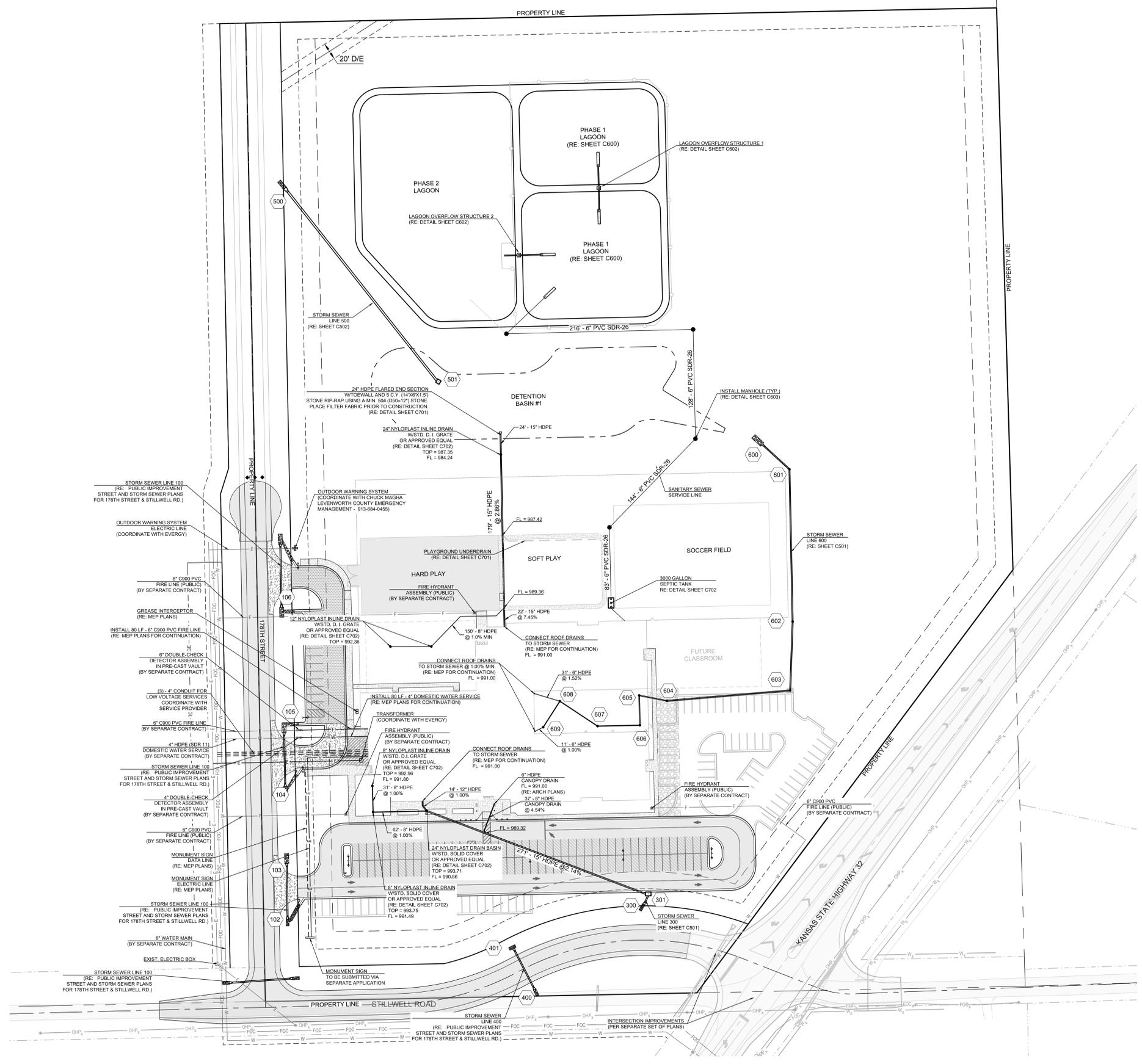
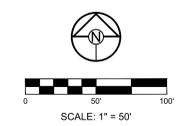
CONTRACTOR SHALL COORDINATE TIMING OF UTILITY CONSTRUCTION AT STREET CROSSINGS WITH UTILITY PROVIDER/PROVIDER'S CONTRACTORS.

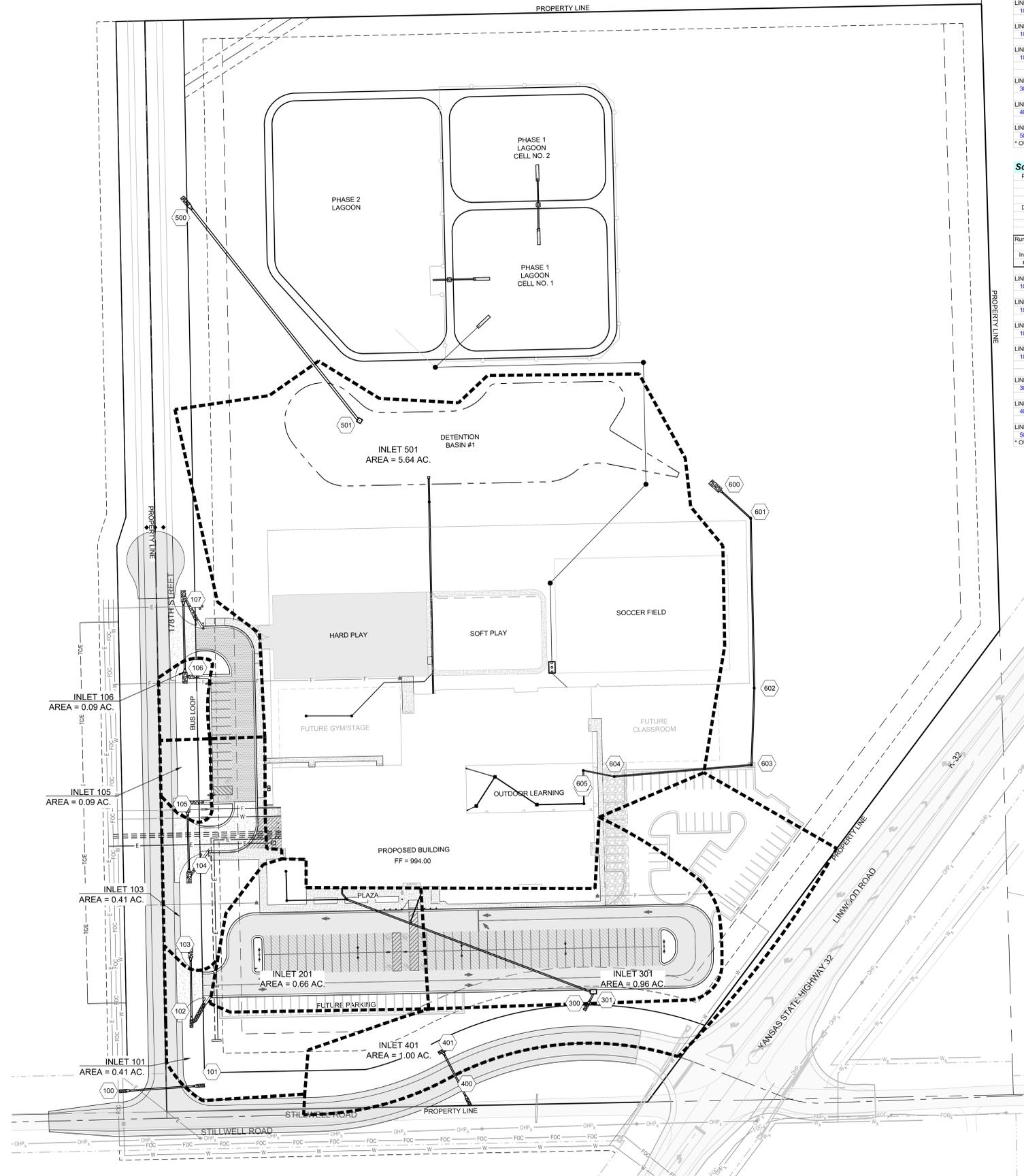
EVERGY
 BRITTANY REED
 (913) 667-5124

MIDCO
 RICHARD PARNELL/JEFFERY STROMBERG
 (785) 856-2335

RWD #7
 DAVID RINALDI
 (913) 481-4973

- W — WATER LINE (BY SEPARATE CONTRACT)
- F — FIRE LINE (BY SEPARATE CONTRACT)
- FOC — FIBER OPTIC (BY SEPARATE CONTRACT)
- E — ELECTRIC (BY SEPARATE CONTRACT)





Schlagel & Associates, P.A.
 Project Name: SOUTH ELEMENTARY SCHOOL
 Project #: 19-011
 Time: 11/13/2020 13:22
 Design Storm: 25
 "K" Value: 1.10
 "F" Factor: 1.00

Runoff Calculations										Pipe Properties															
Inlet #	Area (acres)	"C" Value	Cumul. Area (acres)	Cumul. Cx	To Intensity	Runoff To Inlet	Cumul. Runoff	Pipe Cap.	Pipe Vel.	Up Piped Inlet 1	Up Piped Inlet 2	Up Area (acres)	Up Cx	Up Inlet	Down Inlet	Pipe Type	"n" Value	Pipe Size	Length	Slope %	Drop In Inlet	FL Up	FL Down	Inlet Top	HGL Elev.
LINE 100																									
101	0.41	0.90	0.91	0.82	5.0	8.53	3.48	7.68	15.09	12.30	103	0.50	0.45	101	100	HDPE	0.012	15	53.72	4.65	N/A	981.00	978.50	980.15	982.45
103	0.41	0.90	0.50	0.45	5.0	8.53	3.48	4.22	13.02	10.61	105	0.00	0.08	103	102	HDPE	0.012	15	57.74	3.46	N/A	986.00	984.00	985.39	987.01
105	0.09	0.90	0.09	0.08	5.0	8.53	0.76	0.76	8.54	6.96		0.00	0.00	105	104	HDPE	0.012	15	67.06	1.49	N/A	990.00	989.00	990.39	990.40
107	0.09	0.90	0.09	0.08	5.0	8.53	0.76	0.76	9.57	7.80		0.00	0.00	107	106	HDPE	0.012	15	66.99	1.87	N/A	990.50	989.25	991.89	990.90
301	0.96	0.90	0.96	0.86	5.0	8.53	8.11	8.11	11.24	9.16		0.00	0.00	301	300	HDPE	0.012	15	19.34	2.58	N/A	985.50	985.00	988.96	987.00
401	1.00	0.90	1.06	1.76	5.0	8.53	8.44	16.55	26.62	8.47	301	0.96	0.86	401	400	HDPE	0.012	24	67.86	1.18	N/A	978.55	978.75	981.71	981.37
501	5.64	0.90	5.64	5.08	5.0	8.53	47.62	47.62	21.15	6.73		0.00	0.00	501	500	HDPE	0.012	24	267.80	0.75	N/A	980.00	978.00	985.00	991.90

* OUTLET STRUCTURE PER STORMWATER MANAGEMENT REPORT. SEE POND DETAIL SHEET WITH PRIVATE DEVELOPMENT PLANS

Schlagel & Associates, P.A.
 Project Name: SOUTH ELEMENTARY SCHOOL
 Project #: 19-011
 Time: 11/13/2020 13:23
 Design Storm: 100
 "K" Value: 1.25
 "F" Factor: 1.00

Runoff Calculations										Pipe Properties															
Inlet #	Area (acres)	"C" Value	Cumul. Area (acres)	Cumul. Cx	To Intensity	Runoff To Inlet	Cumul. Runoff	Pipe Cap.	Pipe Vel.	Up Piped Inlet 1	Up Piped Inlet 2	Up Area (acres)	Up Cx	Up Inlet	Down Inlet	Pipe Type	"n" Value	Pipe Size	Length	Slope %	Drop In Inlet	FL Up	FL Down	Inlet Top	HGL Elev.
LINE 100																									
101	0.41	0.90	0.91	0.82	5.0	10.32	4.76	10.57	15.09	12.30	103	0.50	0.45	101	100	HDPE	0.012	15	53.72	4.65	N/A	981.00	978.50	985.15	982.79
103	0.41	0.90	0.50	0.45	5.0	10.32	4.76	5.81	13.02	10.61	105	0.09	0.08	103	102	HDPE	0.012	15	57.74	3.46	N/A	986.00	984.00	985.39	987.22
105	0.09	0.90	0.09	0.08	5.0	10.32	1.05	1.05	8.54	6.96		0.00	0.00	105	104	HDPE	0.012	15	67.06	1.49	N/A	990.00	989.00	990.39	990.54
107	0.09	0.90	0.09	0.08	5.0	10.32	1.05	1.05	9.57	7.80		0.00	0.00	107	106	HDPE	0.012	15	66.99	1.87	N/A	990.50	989.25	991.89	991.04
301	0.96	0.90	0.96	0.86	5.0	10.32	11.15	11.15	11.24	9.16		0.00	0.00	301	300	HDPE	0.012	15	19.34	2.58	N/A	985.50	985.00	988.96	987.39
401	1.00	0.90	1.06	1.76	5.0	10.32	11.61	22.76	26.62	8.47	301	0.96	0.86	401	400	HDPE	0.012	24	67.86	1.18	N/A	978.55	978.75	981.71	981.75
501	5.64	0.90	5.64	5.08	5.0	10.32	65.50	65.50	21.15	6.73		0.00	0.00	501	500	HDPE	0.012	24	267.80	0.75	N/A	980.00	978.00	985.00	1002.50

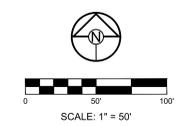
* OUTLET STRUCTURE PER STORMWATER MANAGEMENT REPORT. SEE POND DETAIL SHEET WITH PRIVATE DEVELOPMENT PLANS

Storm Sewer Construction Notes

Structure	Notes
100	STA 0+00.00, LINE 100 INSTALL 15" CMP FLARED END SECTION W/TWO WALL AND 3 C.Y. (12X5X1.5) STONE RIP-RAP USING A MIN. 50# (D50=12") STONE. PLACE FILTER FABRIC PRIOR TO CONSTRUCTION. N 272904.2266 E 2165484.9356
101	STA 0+66.28, LINE 100 INSTALL 15" CMP FLARED END SECTION W/TWO WALL AND 3 C.Y. (12X5X1.5) STONE RIP-RAP USING A MIN. 50# (D50=12") STONE. PLACE FILTER FABRIC PRIOR TO CONSTRUCTION. N 272908.8759 E 2165551.0532
102	STA 1+44.93, LINE 100 INSTALL 15" CMP FLARED END SECTION W/TWO WALL AND 3 C.Y. (12X5X1.5) STONE RIP-RAP USING A MIN. 50# (D50=12") STONE. PLACE FILTER FABRIC PRIOR TO CONSTRUCTION. N 272982.3227 E 2165548.7616
103	STA 2+02.36, LINE 100 INSTALL 15" CMP FLARED END SECTION W/TWO WALL AND 3 C.Y. (12X5X1.5) STONE RIP-RAP USING A MIN. 50# (D50=12") STONE. PLACE FILTER FABRIC PRIOR TO CONSTRUCTION. N 273039.7439 E 2165547.8775
104	STA 3+00.15, LINE 100 INSTALL 15" CMP FLARED END SECTION W/TWO WALL AND 3 C.Y. (12X5X1.5) STONE RIP-RAP USING A MIN. 50# (D50=12") STONE. PLACE FILTER FABRIC PRIOR TO CONSTRUCTION. N 273137.5208 E 2165546.0248
105	STA 3+55.78, LINE 100 INSTALL 15" CMP FLARED END SECTION W/TWO WALL AND 3 C.Y. (12X5X1.5) STONE RIP-RAP USING A MIN. 50# (D50=12") STONE. PLACE FILTER FABRIC PRIOR TO CONSTRUCTION. N 273193.1359 E 2165544.8501
106	STA 5+09.94, LINE 100 INSTALL 15" CMP FLARED END SECTION W/TWO WALL AND 3 C.Y. (12X5X1.5) STONE RIP-RAP USING A MIN. 50# (D50=12") STONE. PLACE FILTER FABRIC PRIOR TO CONSTRUCTION. N 273247.2633 E 2165540.4529
107	STA 5+76.15, LINE 100 INSTALL 15" HDPE FLARED END SECTION W/TWO WALL AND 3 C.Y. (12X5X1.5) STONE RIP-RAP USING A MIN. 50# (D50=12") STONE. PLACE FILTER FABRIC PRIOR TO CONSTRUCTION. N 273413.4807 E 2165540.4529
300	STA 0+21.21, LINE 300 INSTALL 15" HDPE FLARED END SECTION W/TWO WALL AND 3 C.Y. (12X5X1.5) STONE RIP-RAP USING A MIN. 50# (D50=12") STONE. PLACE FILTER FABRIC PRIOR TO CONSTRUCTION. N 272998.4318 E 2165962.9596
301	STA 0+31.49, LINE 300 INSTALL 6" X 4" CURB INLET N 273008.0311 E 2165966.6299
400	STA 0+00.00, LINE 400 INSTALL 24" CMP FLARED END SECTION W/TWO WALL AND 5 C.Y. (14X6X1.5) STONE RIP-RAP USING A MIN. 50# (D50=12") STONE. PLACE FILTER FABRIC PRIOR TO CONSTRUCTION. N 272899.3782 E 2165833.3944
401	STA 0+46.90, LINE 400 INSTALL 24" CMP FLARED END SECTION W/TWO WALL AND 5 C.Y. (14X6X1.5) STONE RIP-RAP USING A MIN. 50# (D50=12") STONE. PLACE FILTER FABRIC PRIOR TO CONSTRUCTION. N 272941.1649 E 2165812.1086

Storm Sewer Construction Notes

Structure	Notes
500	STA 0+00.00, LINE 500 INSTALL 24" HDPE FLARED END SECTION W/TWO WALL AND 5 C.Y. (14X6X1.5) STONE RIP-RAP USING A MIN. 50# (D50=12") STONE. PLACE FILTER FABRIC PRIOR TO CONSTRUCTION. N 273829.6937 E 2165548.9842
501	STA 2+82.59, LINE 500 INSTALL 4 X 4 BASIN OUTLET STRUCTURE N 273607.4258 E 2165723.5017
600	STA 0+00.00, LINE 600 INSTALL 15" CMP FLARED END SECTION W/TWO WALL AND 3 C.Y. (12X5X1.5) STONE RIP-RAP USING A MIN. 50# (D50=12") STONE. PLACE FILTER FABRIC PRIOR TO CONSTRUCTION. N 273531.7210 E 2166101.1937
601	STA 0+39.55, LINE 600 INSTALL 24" NYLOPLAST IN LINE DRAIN W/STD. D.I. GRATE OR APPROVED EQUAL N 273504.8762 E 2166130.2393
602	STA 2+17.77, LINE 600 INSTALL 24" NYLOPLAST IN LINE DRAIN W/STD. D.I. GRATE OR APPROVED EQUAL N 273326.6973 E 2166133.9242
603	STA 2+98.53, LINE 600 INSTALL 24" NYLOPLAST IN LINE DRAIN W/STD. D.I. GRATE OR APPROVED EQUAL N 273245.9833 E 2166131.0809
604	STA 4+41.78, LINE 600 INSTALL 24" NYLOPLAST IN LINE DRAIN W/STD. D.I. GRATE OR APPROVED EQUAL N 273233.8848 E 2165998.3440
605	STA 4+74.58, LINE 600 INSTALL 24" NYLOPLAST IN LINE DRAIN W/STD. D.I. GRATE OR APPROVED EQUAL N 273240.2207 E 2165956.1627
606	STA 5+09.48, LINE 600 INSTALL 24" NYLOPLAST IN LINE DRAIN W/STD. D.I. GRATE OR APPROVED EQUAL N 273205.3299 E 2165956.8843



COUNTY COMMENTS
 DATE: NOV 25, 2020
 REVISED DATE:

LINWOOD ELEMENTARY SCHOOL

SHEET CONTENTS:
 ● DRAINAGE PLAN &
 ● CALCS

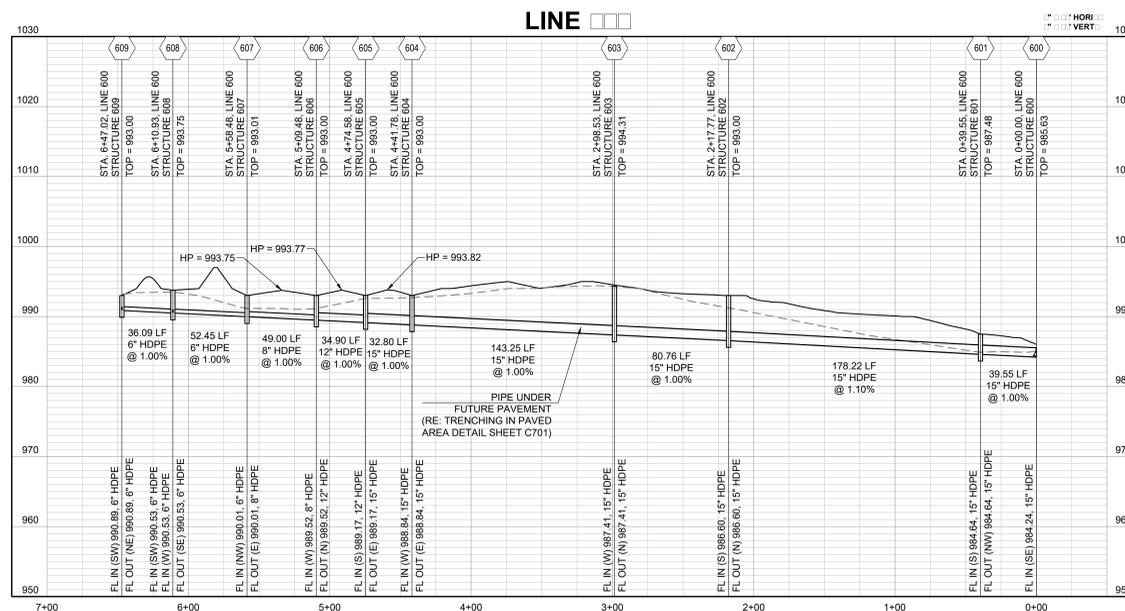
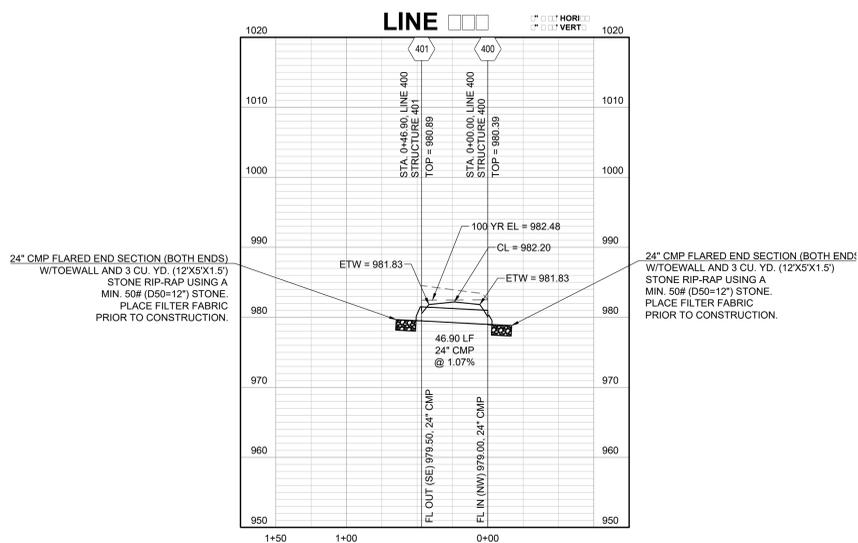
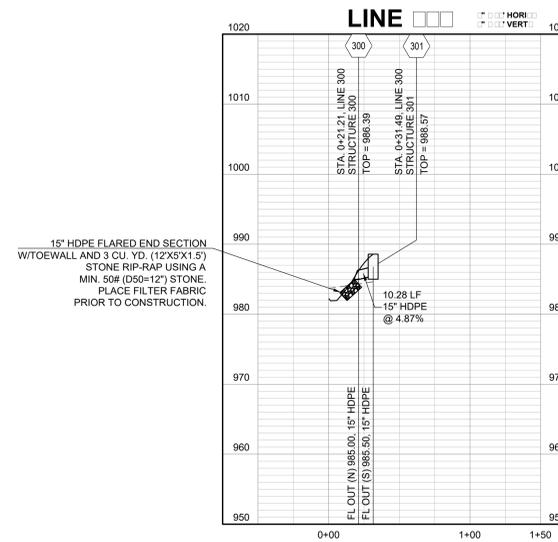
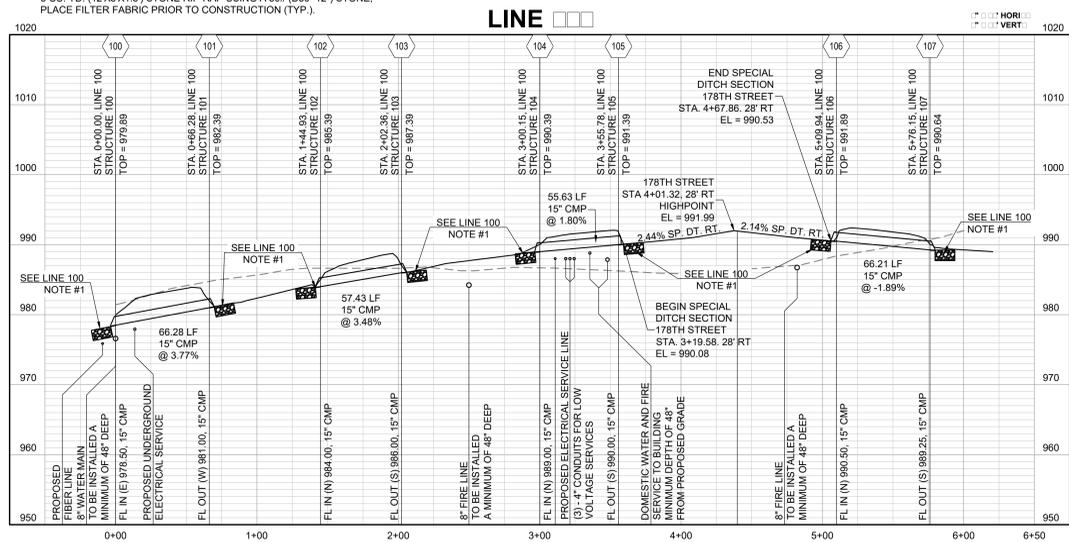
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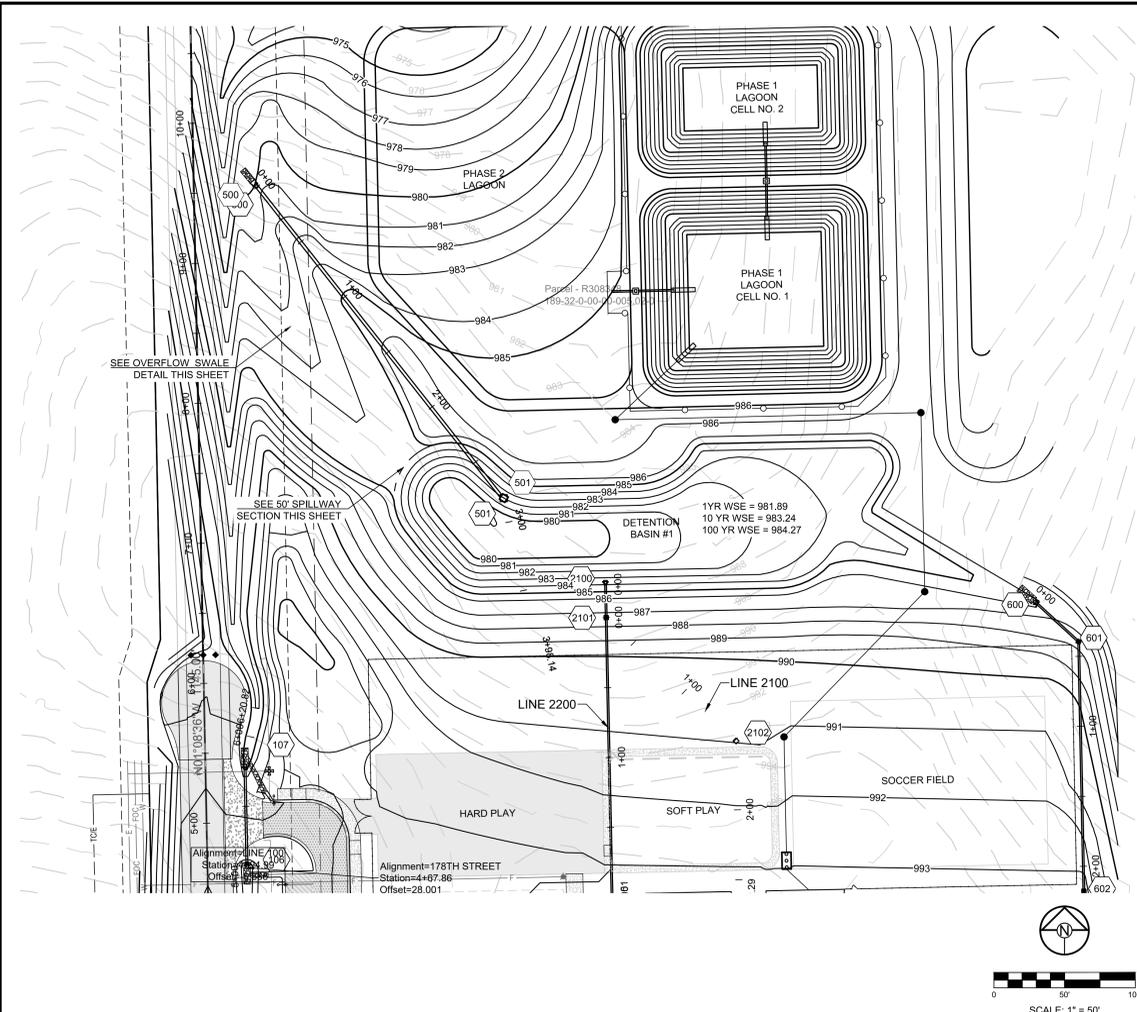
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C500

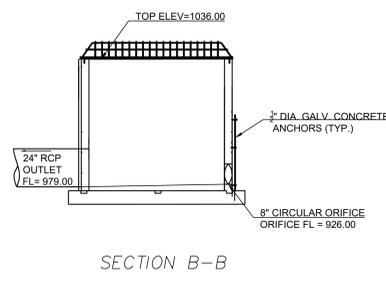
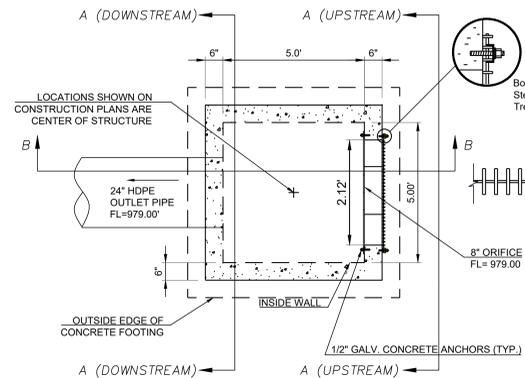
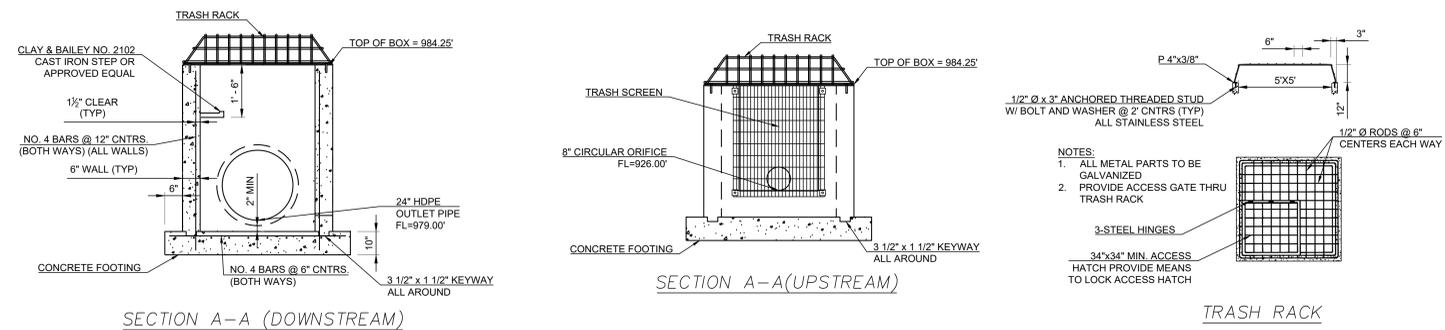
2017 S. KANSAS AVE., 9500 W. 117TH ST., STE. 450
 POPEVA, KANSAS 66612 OLELAND PARK, KANSAS 66210
 P: 785.860.3176 & 785.860.3177
 BASEHOR—LINWOOD USD
 458
 0000 STILLWELL ROAD, LINWOOD,
 KS , 66052

LINE 100 NOTE #1
STRUCTURES 100 - 107:
INSTALL 15" CMP FLARED END SECTION W/TOWEALL AND
3 CU. YD. (12'X5'X1.5') STONE RIP-RAP USING A 50# (D50=12") STONE.
PLACE FILTER FABRIC PRIOR TO CONSTRUCTION (TYP.)





EXTENDED WET DETENTION BASIN - OUTLET STRUCTURE DETAILS



Stage-Area-Storage for Pond 3P: NORTH DEI

Elevation (feet)	Surface (sq-ft)	Storage (cubic-feet)
979.00	50	0
979.20	817	87
979.40	1,583	327
979.60	2,350	720
979.80	3,116	1,267
980.00	3,883	1,967
980.20	4,534	2,808
980.40	5,185	3,780
980.60	5,835	4,882
980.80	6,486	6,114
981.00	7,137	7,477
981.20	8,142	9,004
981.40	9,147	10,733
981.60	10,151	12,663
981.80	11,156	14,794
982.00	12,161	17,126
982.20	13,488	19,690
982.40	14,815	22,521
982.60	16,142	25,616
982.80	17,469	28,977
983.00	18,796	32,604
983.20	20,199	36,504
983.40	21,603	40,684
983.60	23,006	45,145
983.80	24,410	49,886
984.00	25,813	54,909
984.20	26,938	60,184
984.40	28,064	65,684
984.60	29,189	71,409
984.80	30,315	77,360
985.00	31,440	83,535
985.20	32,340	89,913
985.40	33,240	96,471
985.60	34,139	103,209
985.80	35,039	110,127
986.00	35,939	117,225

NATIVE SEED BLEND

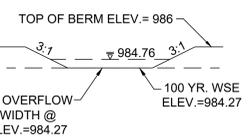
BROADCAST SEED AT 15 LBS PLS PER ACRE
DRILLED SEED AT 8 LBS PLS PER ACRE

Scientific Name	Common Name	% of mix by seed count	Pure Seed	Germination
Bouteloua curtipendula	Sideoats Grama	30%	90%	80%
Bouteloua gracilis	Blue Grama	10%	80%	70%
Buchloe dactyloides sp.	Buffalograss	15%	85%	70%
Pascopyrum smithii	Western Wheatgrass	10%	85%	70%
Schizachyrium scoparium	Little Bluestem	25%	80%	70%

- NOTES:
- ALL PLANT MATERIAL SHALL COMPLY WITH THE CITY OF KANSAS CITY, MO STANDARDS AND ANSI A60.1 THE AMERICAN STANDARD FOR NURSERY STOCK.
 - INSTALLATION AND MAINTENANCE OF LANDSCAPING SHALL COMPLY WITH THE CITY OF KANSAS CITY, MO STANDARDS.
 - AFTER COMPLETE INSTALLATION OF ALL PLANT MATERIAL AND SOIL THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT THAT THE WORK IS COMPLETE AND READY FOR REVIEW. THE LANDSCAPE ARCHITECT SHALL REVIEW THE LANDSCAPE INSTALLATION TO DETERMINE COMPLIANCE WITH THE APPROVED PLANS.
 - THE CONTRACTOR SHALL SUBMIT LETTER FROM THE SUPPLIER CERTIFYING THAT THE LANDSCAPE MATERIALS MEET OR EXCEED THE SPECIFICATION.

100 YEAR OVERFLOW SWALES											
SECTION	DRAINAGE AREA (AC.)	Q100 (CFS)	BED SLOPE (%)	BASE WIDTH (FT.)	SIDE SLOPE	TOP WIDTH (FT.)	NORMAL DEPTH (FT.)	VELOCITY (FPS)	VELOCITY HEAD (FT.)	EGL (FT.)	SHEAR STRESS (LB/FT ²)
A	5.64	57.45	2.00	50	4:1	13.69	1.09	5.67	0.50	1.59	1.36

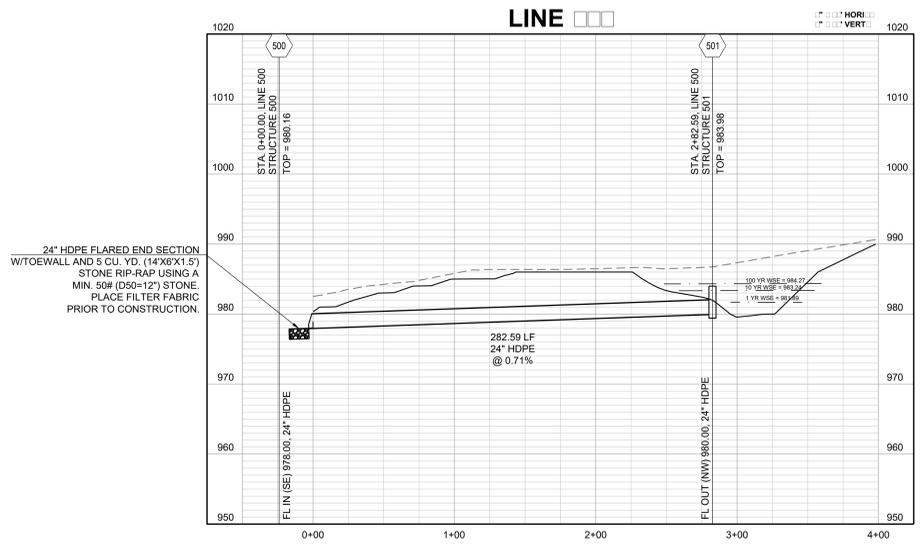
RUNOFF CALCULATIONS:
Q = FROM SWMR HYDROCAD INFLOW
MANNINGS "n" = .030 FOR SWALES



EMERGENCY SPILLWAY DETENTION STORAGE:
100 YEAR, 24 HR. RAINFALL - MAXIMUM WSE = 984.27 (SEE FINAL STORMWATER MGMT. PLAN)

AUXILIARY SPILLWAY SET AT MAX. WSE, SPILLWAY ELEV. = 984.27

AUXILIARY SPILLWAY DESIGN:
Q(100) = 57.45 CFS, C=CLH²(3/2), C=3.33, L=50 FT., 57.45 CFS = 3.33 * 50 FT. * (H³(3/2)), H=0.49 FT.



COUNTY COMMENTS
DATE: NOV 25, 2020
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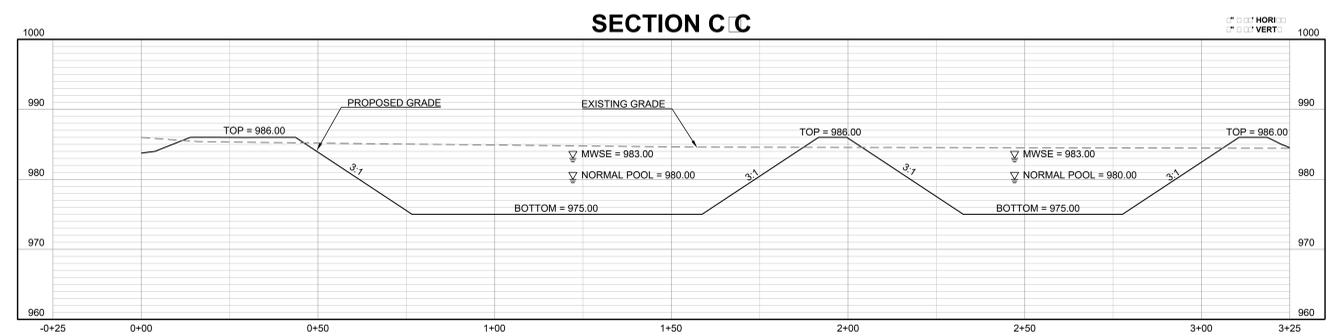
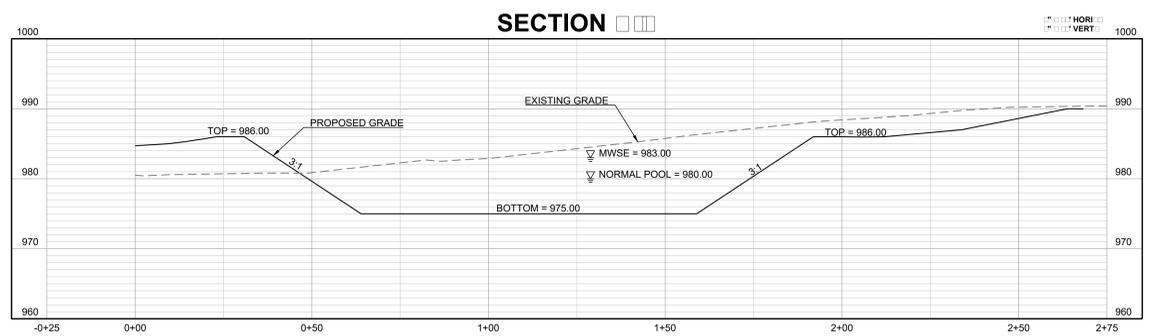
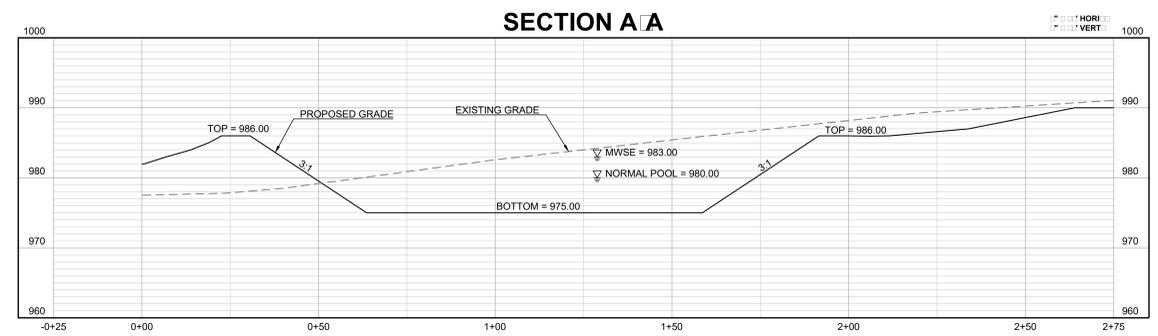
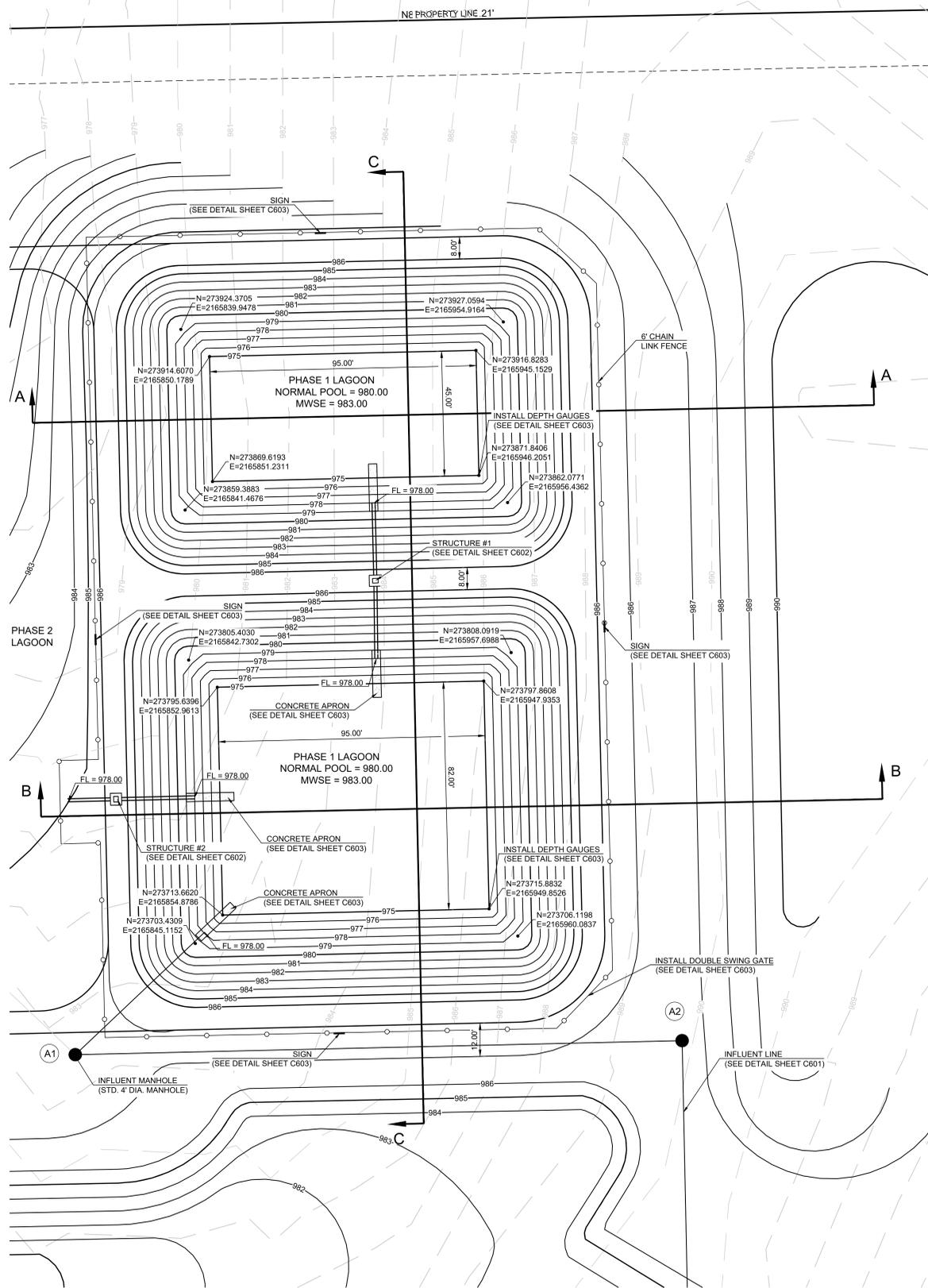
BASEHOR-LINWOOD USD
0000 STILLWELL ROAD, LINWOOD, KS 66052

SHEET CONTENTS:
OUTLET STRUCTURE
501

HTK PROJECT NUMBER:

SHEET NUMBER:

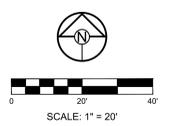
C502



COUNTY COMMENTS
 DATE: NOV 25, 2020
 REVISED DATE:

LINWOOD ELEMENTARY SCHOOL
 BASEHOR-LINWOOD USD
 458
 0000 STILLWELL ROAD, LINWOOD,
 KS, 66052

SHEET CONTENTS:
 ● SANITARY
 ● LAGOONS
 HTK PROJECT NUMBER:
 SHEET NUMBER:
C600





COUNTY COMMENTS
 DATE: NOV 25, 2020
 REVISED DATE:

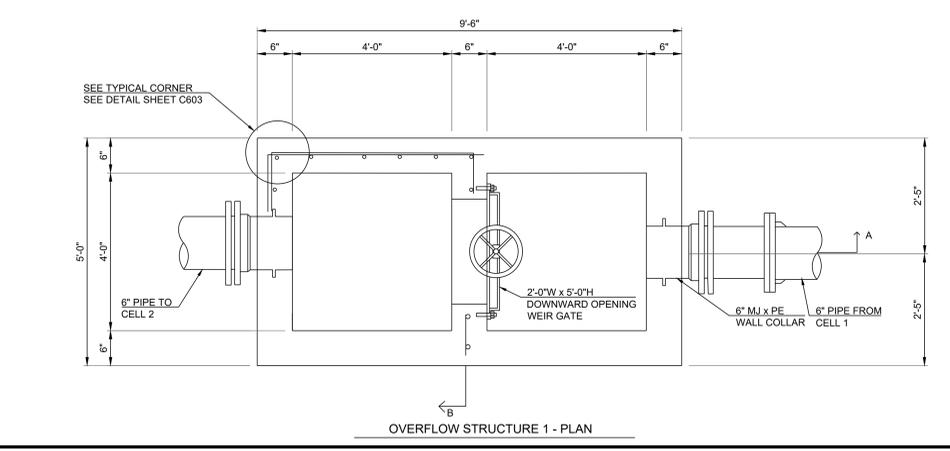
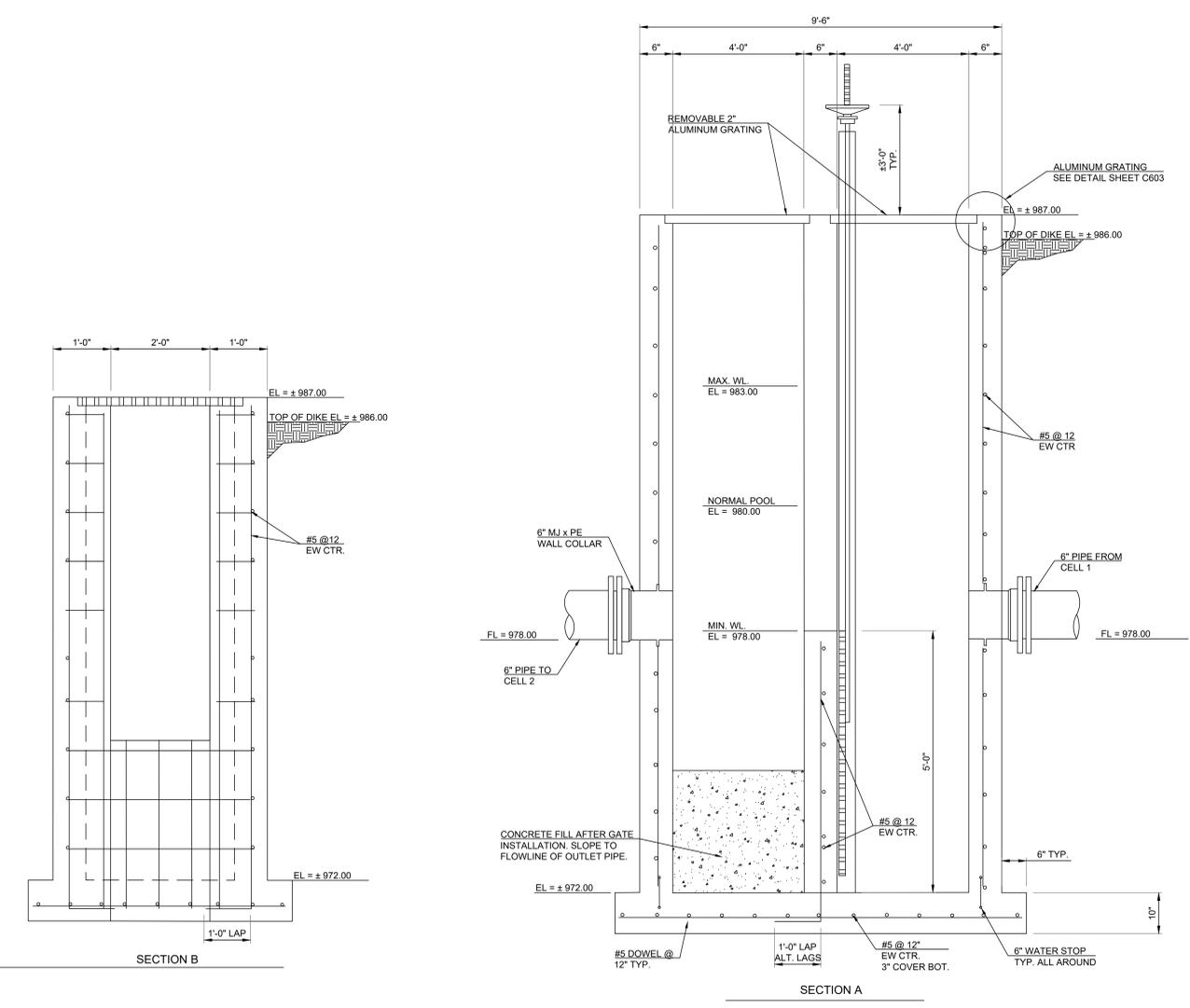
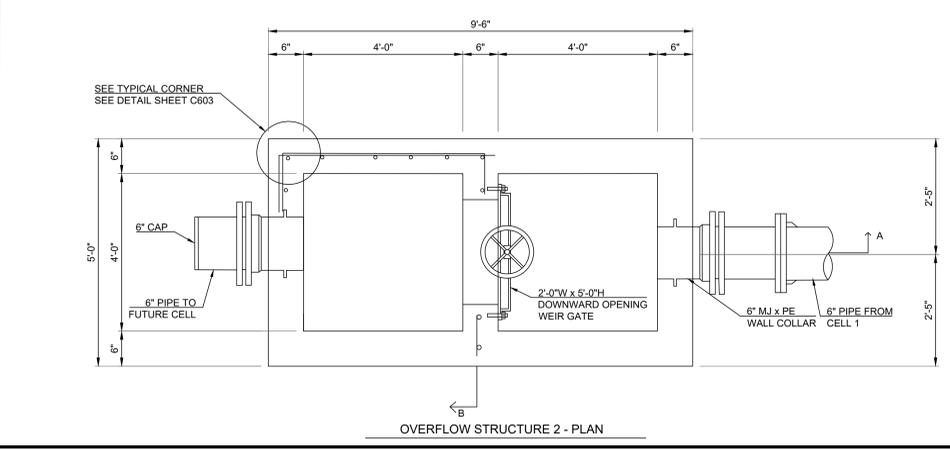
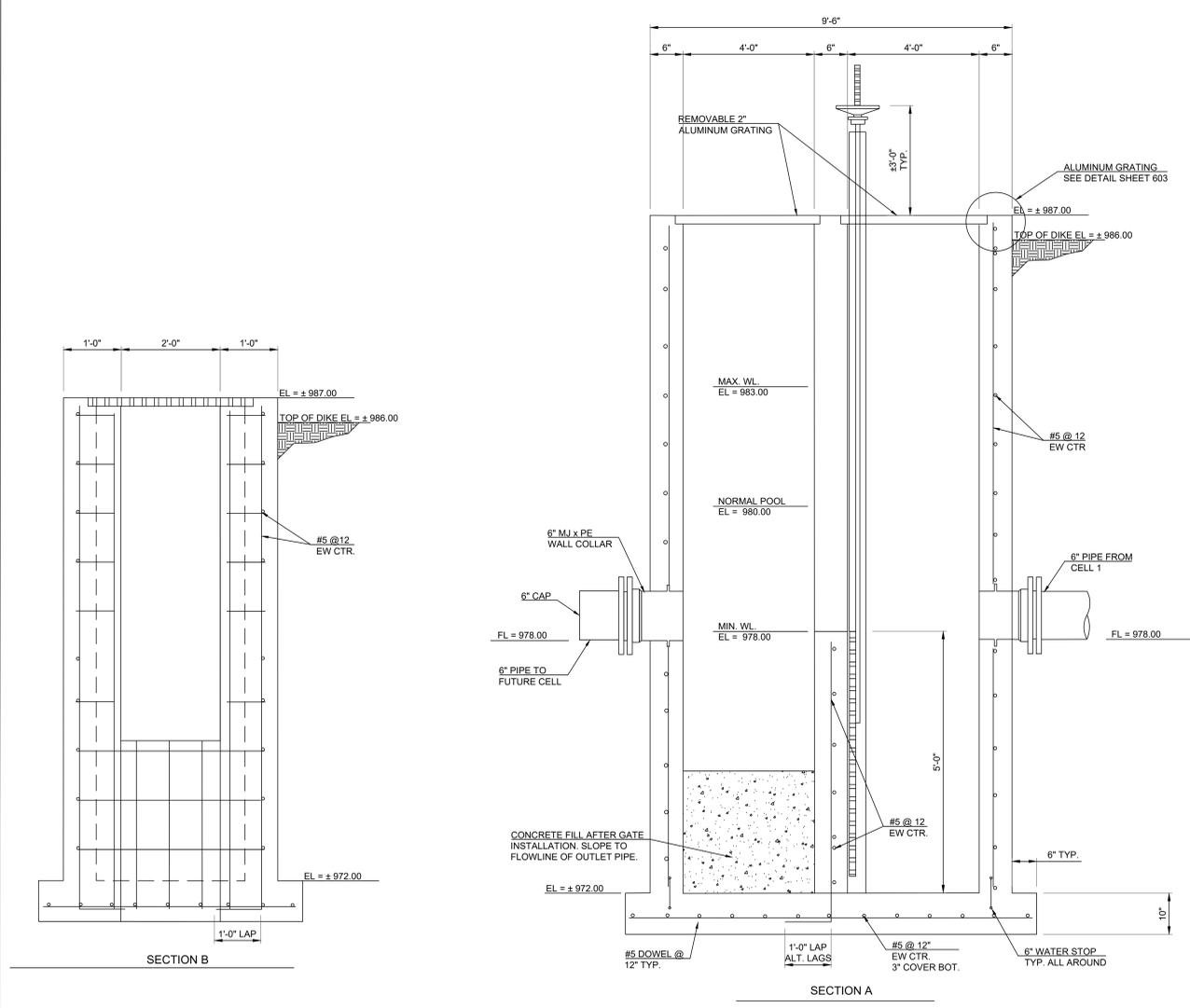
LINWOOD ELEMENTARY SCHOOL

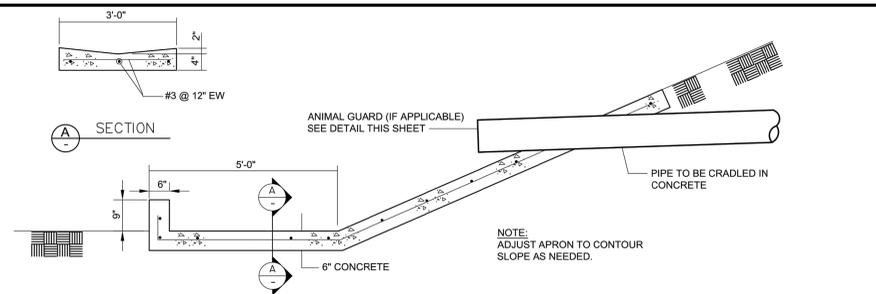
BASEHOR-LINWOOD USD
 458
 0000 STILLWELL ROAD, LINWOOD, KS, 66052

SHEET CONTENTS:
 • SANITARY
 • LAGOON
 • DETAILS

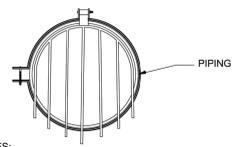
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SHEET NUMBER:
C602





CONCRETE APRON
NOT TO SCALE



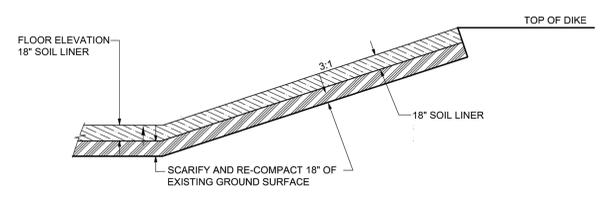
ANIMAL GUARD
NOT TO SCALE

NOTES:
1. USE ANIMAL GUARDS ON ALL NEW PIPES PROJECTING INTO LAGOON EXCEPT FOR THE DISCHARGE PIPE FROM INFLUENT MANHOLE.
2. ANIMAL GUARD MANUFACTURED BY AGRI-DRAIN OR APPROVED EQUAL.

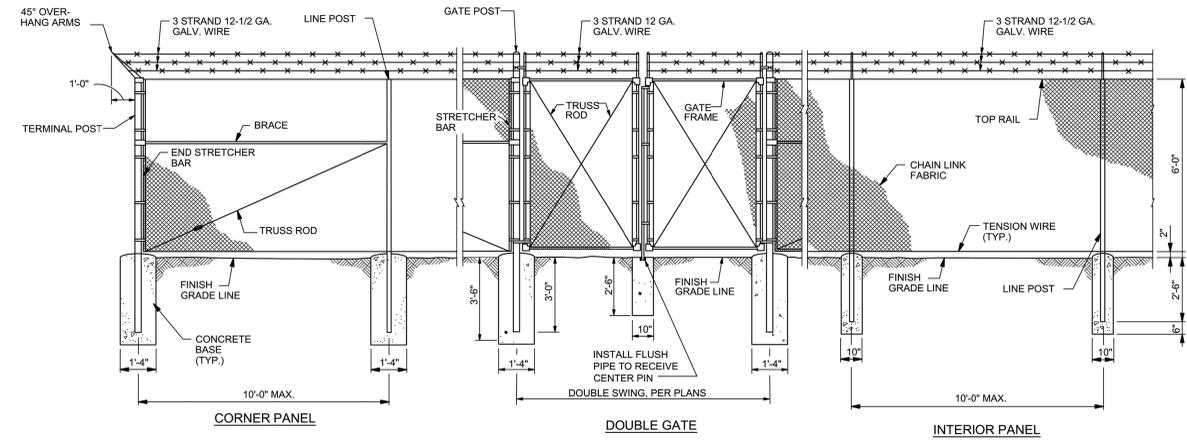


SIGN
NOT TO SCALE

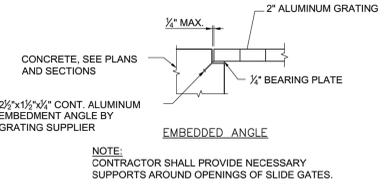
NOTES:
1. FRONT AND BACK OF WARNING SIGN TO BE PAINTED WHITE.
2. BLACK LETTERING AS SHOWN IN SKETCH TO BE APPLIED ON THE WHITE BACKGROUND ONE SIDE ONLY.
3. THIS SIGN IS TO BE TIED TO THE TOP STRAND AT THE WOVEN WIRE PORTION OF THE FENCE WITH TWISTED WIRE THROUGH THE PUNCHED HOLES AND AT THE LOCATIONS INDICATED ON THE SITE PLAN.



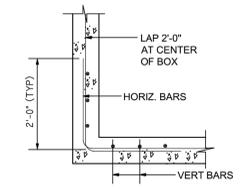
POND SEALING DETAIL
NOT TO SCALE



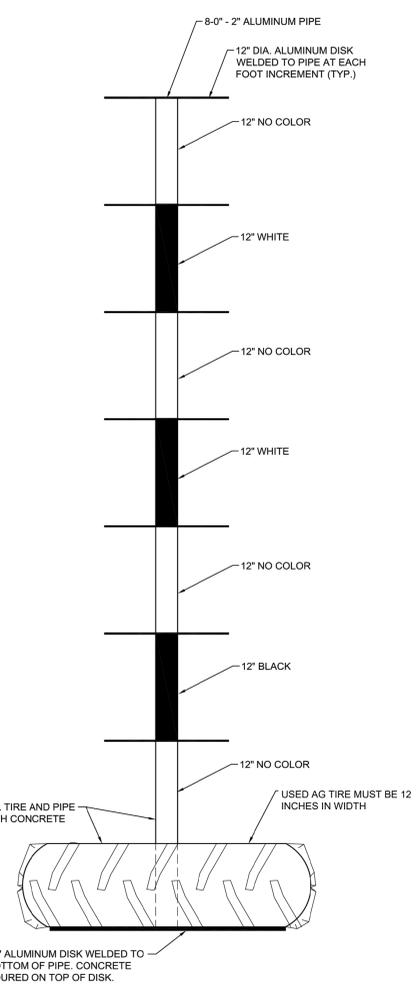
CHAIN LINK FENCE DETAIL
NOT TO SCALE



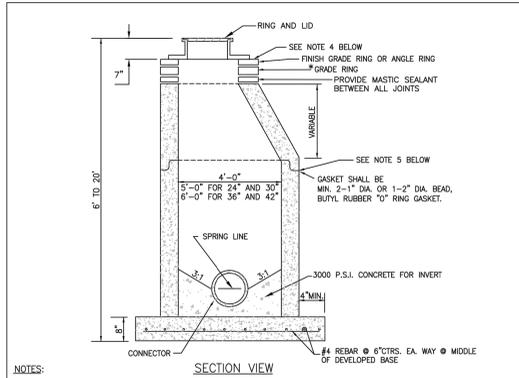
GRATING DETAIL
NOT TO SCALE



CORNER DETAIL
NOT TO SCALE

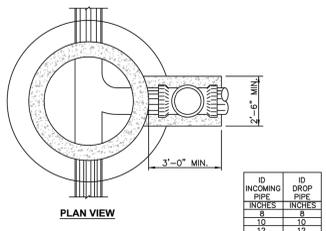


LEVEL MEASUREMENT DEVICE
NOT TO SCALE



PRECAST MANHOLE

NOTES:
1. PRECAST CONCRETE MANHOLES SHALL CONFORM TO ASTM C478 EXCEPT AS MODIFIED BY THE SPECIFICATIONS. WALL THICKNESS NOT LESS THAN 1/12 OF MANHOLE INSIDE DIAMETER PLUS ONE-INCH, OR FIVE INCHES, WHICHEVER IS GREATER.
2. MANHOLE MAY BE TRANSITIONED TO 4'-0" DIA., 8' ABOVE F.L. OF OUTFALL FOR 5'-0" AND 6'-0" MANHOLES.
3. THE BOTTOM SECTION OF ALL PRECAST MANHOLES NOT BUILT MONOLITHIC WITH THE BASE SHALL BE SET INTO A STEEL REINFORCED POURED CONCRETE BASE A MINIMUM OF 4". (#4 @ 6" E.W.). IN THIS CASE, THE BASE THICKNESS SHALL BE INCREASED TO 12".
4. ADJUSTMENT RINGS AND MANHOLE JOINTS BELOW GRADE SHALL BE SEALED WITH TAPE THAT COMPLIES WITH ASTM C877, TYPE III. USE TAPE WITH A MINIMUM 8-INCH WIDTH TO COVER JOINTS AND ENTIRE SURFACE OF THE ADJUSTMENT RINGS, OVERLAPPING ONTO THE MANHOLE RING 4 TO 6 INCHES.
5. THE COMPRESSIVE STRENGTH OF CONCRETE USED IN THE CONSTRUCTION OF PRECAST REINFORCED CONCRETE MANHOLES SHALL NOT BE LESS THAN 4000 PSI.
6. ONLY ECCENTRIC MANHOLE CONES WILL BE ALLOWED.
* 7. GRADE RING(S) SHALL PROVIDE A MAXIMUM ADJUSTMENT OF 9", IN ANY COMBINATION OF A MAXIMUM OF 3 RINGS.

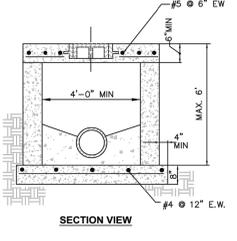
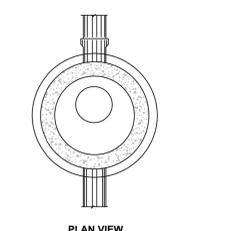


DROP MANHOLE DIMENSIONS

ID INCOMING PIPE INCHES	ID DROP PIPE INCHES
8	8
10	10
12	12
18	18
24	24
30	30
36	36
42	42
48	48

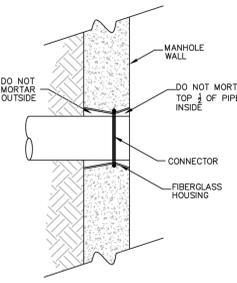
DROP MANHOLE

NOTES:
1. SEE STANDARD DETAIL 31-1 FOR GENERAL NOTES.
2. FLOWABLE FILL SHALL BE IN ACCORDANCE WITH SECTION 4000.



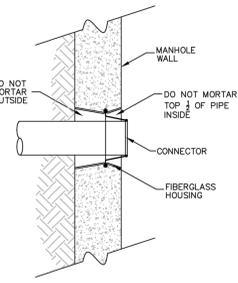
SHALLOW MANHOLE

NOTES:
1. SEE STANDARD DETAIL 31-1 FOR GENERAL NOTES.



CONNECTIONS TO NEW PRECAST MANHOLE

NOTES:
1. FLEXIBLE CONNECTOR SHALL BE CAST INTO ALL PRECAST MANHOLES AND SHALL CONFORM TO ASTM C923.
2. PRECAST MANHOLE MANUFACTURER SHALL INSTALL CONNECTORS PER MANUFACTURER'S INSTRUCTIONS.



CONNECTIONS TO NEW PRECAST MANHOLE

NOTES:
1. FLEXIBLE CONNECTOR SHALL BE CAST INTO ALL PRECAST MANHOLES AND SHALL CONFORM TO ASTM C923.
2. PRECAST MANHOLE MANUFACTURER SHALL INSTALL CONNECTORS PER MANUFACTURER'S INSTRUCTIONS.



COUNTY COMMENTS
DATE:
● NOV 25, 2020
REVISED DATE:
●
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SHEET CONTENTS:
● SANITARY
● LAGOON
● DETAILS

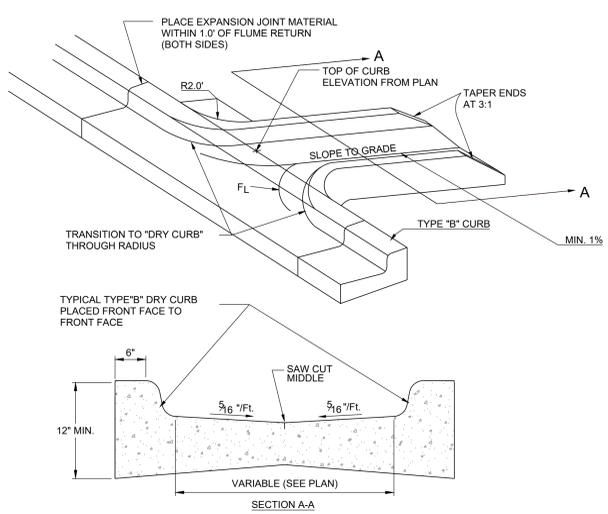
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●

SHEET NUMBER:
C603

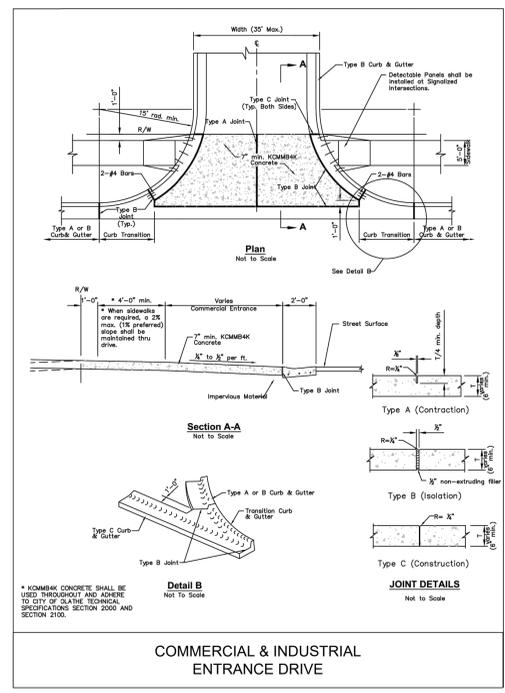


COUNTY COMMENTS

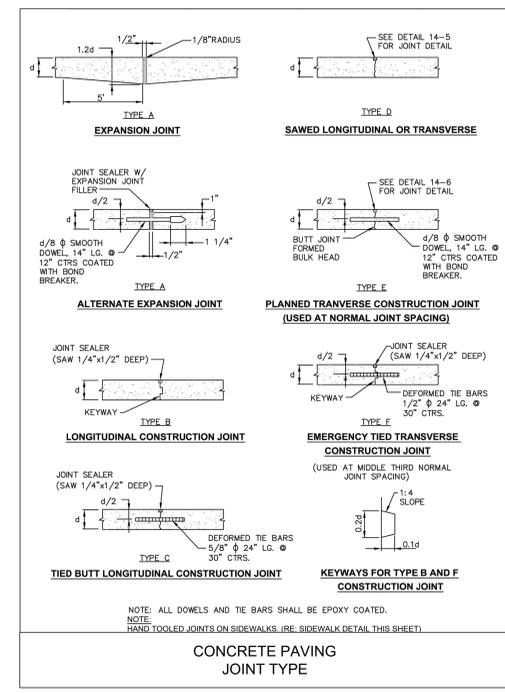
DATE: NOV 25, 2020
 REVISED DATE:



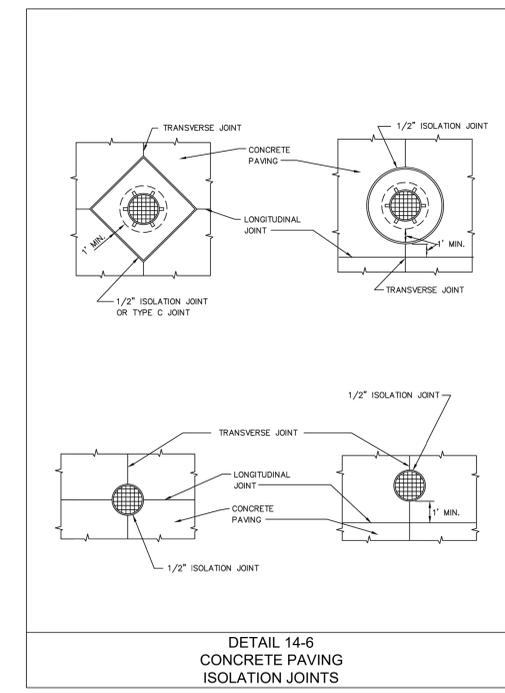
CONCRETE FLUME DETAIL



COMMERCIAL & INDUSTRIAL ENTRANCE DRIVE



CONCRETE PAVING JOINT TYPE



DETAIL 14-6 CONCRETE PAVING ISOLATION JOINTS

SURFACE COURSE			BASE COURSE			AGGREGATE BASE			MODIFIED SUBGRADE		
PARKING AREAS	DRIVE AREAS	HEAVY DUTY	1	2	3	1	2	3	1	2	3
1.5" - SEE SPEC SECTION 321216	2" - SEE SPEC SECTION 321216	2" - SEE SPEC SECTION 321216	2.5" - SEE SPEC SECTION 321216	4" - SEE SPEC SECTION 321216	6" - SEE SPEC SECTION 321216	6" - AB-3 OR SIMILAR	6" - AB-3 OR SIMILAR	6" - AB-3 OR SIMILAR	12" - SEE GEOTECH REPORT PAGE 9	12" - SEE GEOTECH REPORT PAGE 9	12" - SEE GEOTECH REPORT PAGE 9

NOTE: PAVEMENT SECTIONS BASED ON GEOTECHNICAL REPORT PROVIDED BY KRUGER TECHNOLOGIES, INC. (RE: BASEHOR-LINWOOD NORTH ELEMENTARY SCHOOL GEOTECHNICAL REPORT DATED NOVEMBER 20, 2019)

TYPICAL ASPHALT PAVEMENT SECTIONS WITH AGGREGATE BASE

SURFACE COURSE			BASE COURSE			MODIFIED SUBGRADE		
PARKING AREAS	DRIVE AREAS	HEAVY DUTY	1	2	3	1	2	3
2" - SEE SPEC SECTION 321216	2" - SEE SPEC SECTION 321216	2" - SEE SPEC SECTION 321216	4" - SEE SPEC SECTION 321216	6" - SEE SPEC SECTION 321216	8" - SEE SPEC SECTION 321216	8" - 4000 PSI PCC PAVEMENT (JCCB-4K)	8" - 4000 PSI PCC PAVEMENT (JCCB-4K)	4" - CLEAN ROCK

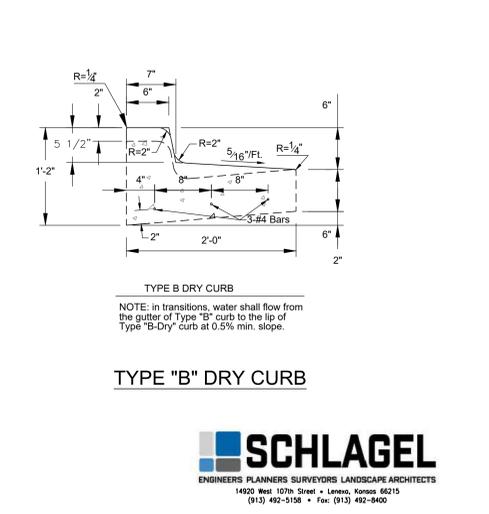
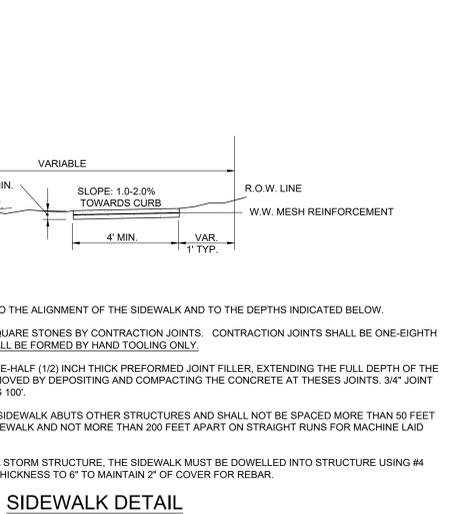
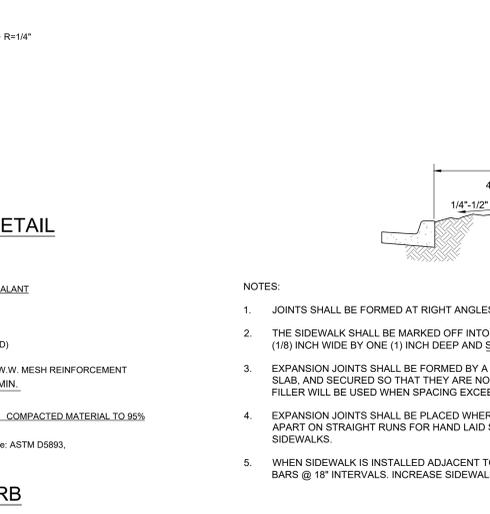
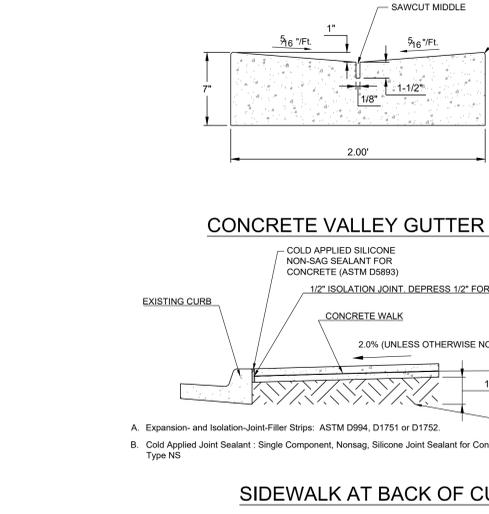
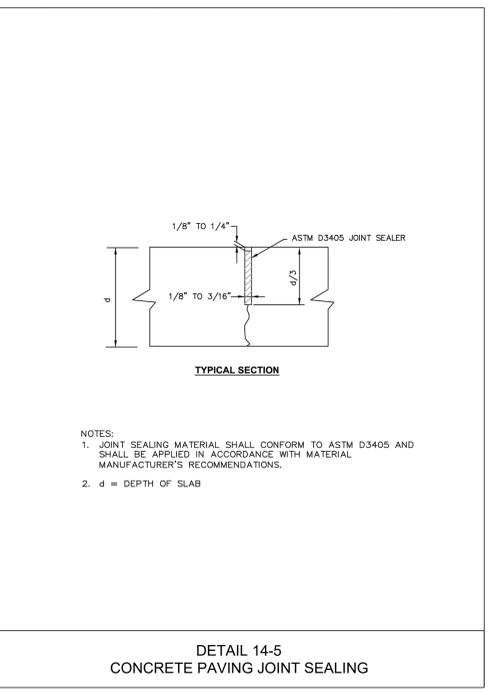
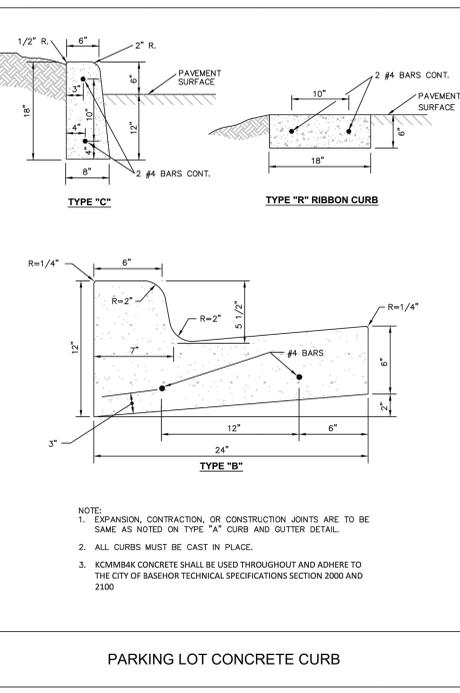
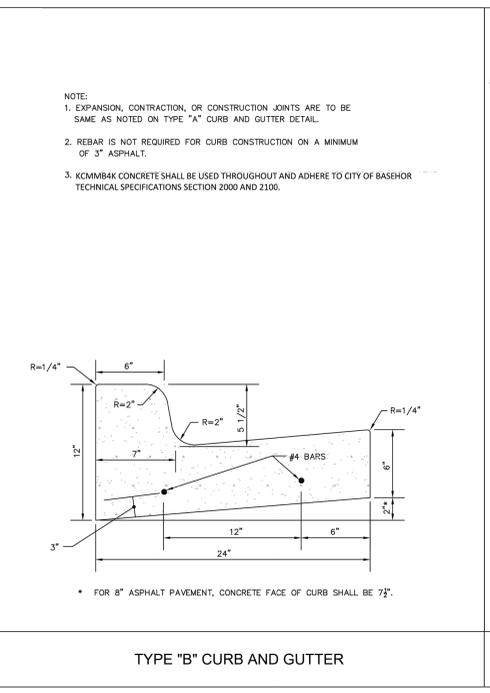
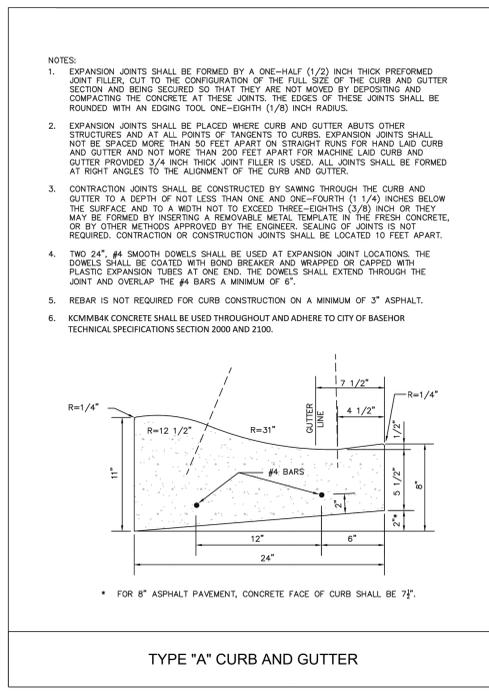
NOTE: PAVEMENT SECTIONS BASED ON GEOTECHNICAL REPORT PROVIDED BY KRUGER TECHNOLOGIES, INC. (RE: BASEHOR-LINWOOD NORTH ELEMENTARY SCHOOL GEOTECHNICAL REPORT DATED NOVEMBER 20, 2019)

TYPICAL ASPHALT PAVEMENT SECTIONS WITH MODIFIED SUBGRADE

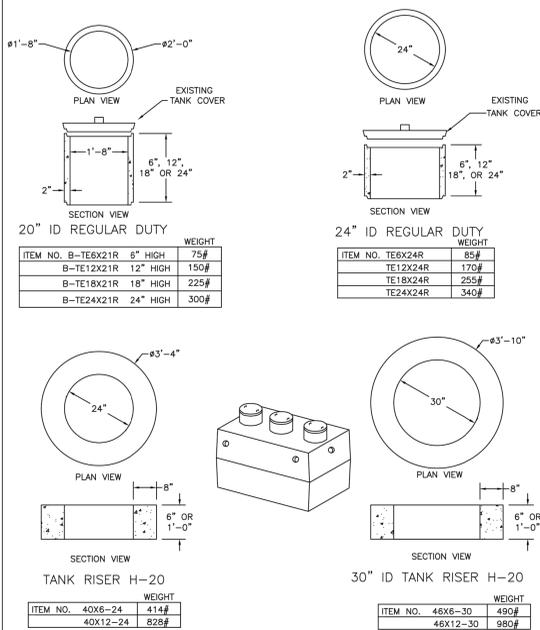
CONCRETE		ROCK	
DRIVE AND PARKING AREAS	TRASH AREA	1	2
5" - 4000 PSI PCC PAVEMENT (JCCB-4K)	8" - 4000 PSI PCC PAVEMENT (JCCB-4K)	4" - CLEAN ROCK	4" - CLEAN ROCK

NOTE: PAVEMENT SECTIONS BASED ON GEOTECHNICAL REPORT PROVIDED BY KRUGER TECHNOLOGIES, INC. (RE: BASEHOR-LINWOOD NORTH ELEMENTARY SCHOOL GEOTECHNICAL REPORT DATED NOVEMBER 20, 2019)

TYPICAL HEAVY DUTY CONCRETE PAVEMENT SECTIONS

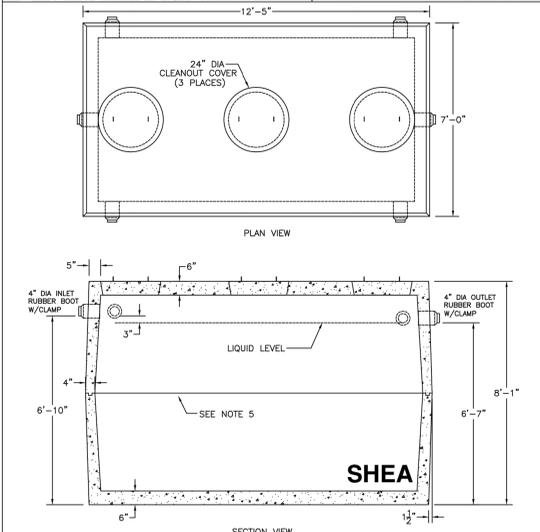


TANK EXTENSIONS



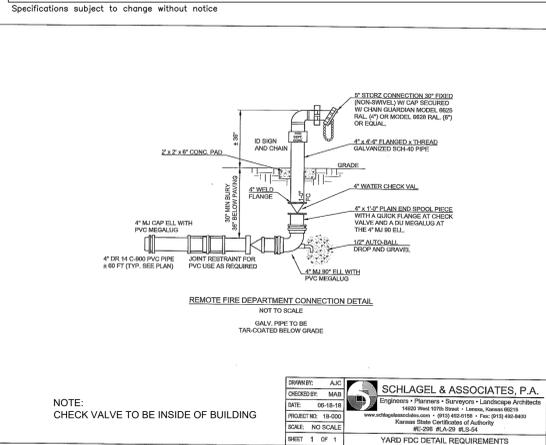
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 WEIGHT (LBS): SEE TABLES DRAWN BY: ARO DATE: 06/01/18 PAGE: M3
 773 Salem Street-Wilmington, MA | 153 Cranberry Hwy-Rochester, MA | 87 Haverhill Road-Amesbury, MA | 160 Old Turnpike Rd-Nortingham, NH
 Specifications subject to change without notice

SEPTIC TANK 3000 GALLON



SHEA PRODUCT ID: 3000H PREPARED FOR: FILE NAME: 183000A
 WEIGHT (LBS): 25,900# DRAWN BY: ARO DATE: 06/01/18 PAGE: B1.7
 773 Salem Street-Wilmington, MA | 153 Cranberry Hwy-Rochester, MA | 87 Haverhill Road-Amesbury, MA | 160 Old Turnpike Rd-Nortingham, NH
 Specifications subject to change without notice

REMOVE FIRE DEPARTMENT CONNECTION DETAIL



Section 2722 Engineered Surface Drainage Products

GENERAL
 PVC surface drainage inlets shall be of the inline drain type as indicated on the contract drawing and referenced within the contract specifications. The ductile iron grate for each of these fittings shall be considered an integral part of the surface drainage inlet and shall be furnished by the same manufacturer. The surface drainage inlets shall be as manufactured by Nyloplast a division of Advanced Drainage Systems, Inc. or prior approved equal.

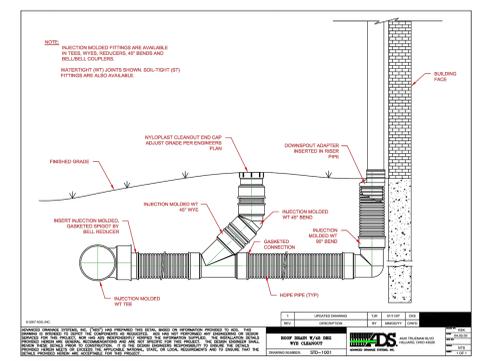
MATERIALS
 The grate furnished for this contract shall be manufactured from PVC pipe stock utilizing a thermo-molding process to form the pipe stock to the furnished configuration. The drainage pipe construction shall be manufactured from PVC pipe stock and formed to provide a watertight connection with the specified pipe system. This pipe system shall conform to ASTM D3214 for joints for 8" and 12" diameter pipe, using flexible elastomeric seals. The flexible elastomeric seals shall conform to ASTM D2657. The pipe for grates shall be formed to the grate body to provide a watertight connection. The grate material used to manufacture the pipe stock that is used to manufacture the inline drain body and pipe stock of the surface drainage inlets shall conform to ASTM D2768 call Class 1508.

INSTALLATION
 The grate furnished for all surface drainage inlets shall be ductile iron grates for sizes 8", 10", 12", 15", 18", 24" and 30" shall be made specifically for each fitting so as to provide a round bottom flange that closely matches the diameter of the surface drainage inlet. Grates for inline drains shall be capable of supporting H-20 wheel loading for traffic areas or H-15 loading for pedestrian areas. 12" and 15" square grates shall be tapered to the frame using pins. Metal used in the manufacture of the castings shall conform to ASTM A536 grade 70-50-05 for ductile iron. Grates shall be provided painted black.

The accepted PVC surface drainage inlet shall be installed using conventional flexible pipe backfill materials and procedures. The backfill material shall be placed above the grate and compacted uniformly in accordance with ASTM D3212. The drain body shall be set at the slope of the final grade. No back, stone or concrete block set is required to set the grate to the final grade height. For H-20 wheel load conditions, a concrete ring will be poured under and around the grate and frame. The concrete shall be designed taking into consideration local soil conditions, traffic loading, and other applicable design factors. For other installation considerations such as irrigation of trees, ground water, and soft foundations refer to ASTM D3212 guidelines.

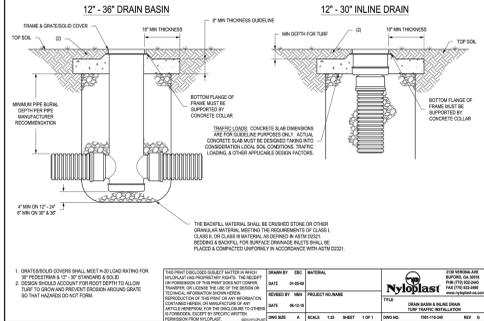


DATE	BY	REVISION
06/01/18	ARO	1.0



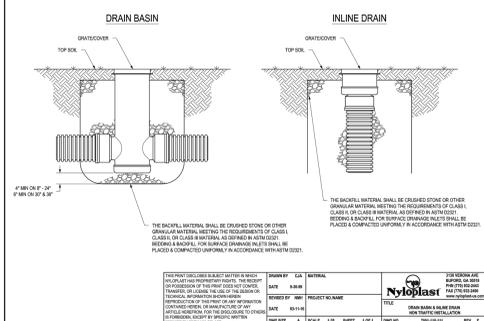
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 WEIGHT (LBS): 25,900# DRAWN BY: ARO DATE: 06/01/18 PAGE: B1.7
 773 Salem Street-Wilmington, MA | 153 Cranberry Hwy-Rochester, MA | 87 Haverhill Road-Amesbury, MA | 160 Old Turnpike Rd-Nortingham, NH
 Specifications subject to change without notice

NON TRAFFIC INSTALLATION



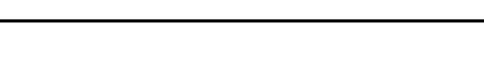
SHEA PRODUCT ID: 1230H PREPARED FOR: FILE NAME: 183000A
 WEIGHT (LBS): 25,900# DRAWN BY: ARO DATE: 06/01/18 PAGE: B1.7
 773 Salem Street-Wilmington, MA | 153 Cranberry Hwy-Rochester, MA | 87 Haverhill Road-Amesbury, MA | 160 Old Turnpike Rd-Nortingham, NH
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NYLOPLAST 8" INLINE DRAIN: 2708AG_X



SHEA PRODUCT ID: 8H PREPARED FOR: FILE NAME: 183000A
 WEIGHT (LBS): 25,900# DRAWN BY: ARO DATE: 06/01/18 PAGE: B1.7
 773 Salem Street-Wilmington, MA | 153 Cranberry Hwy-Rochester, MA | 87 Haverhill Road-Amesbury, MA | 160 Old Turnpike Rd-Nortingham, NH
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NYLOPLAST 12" INLINE DRAIN: 2712AG_X



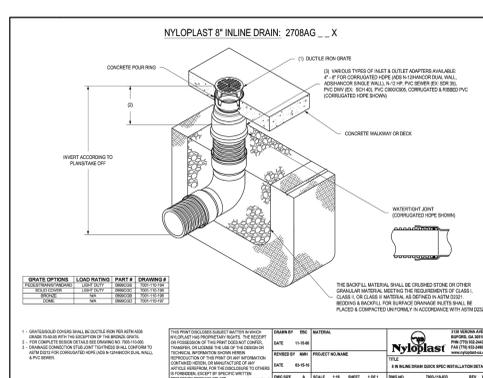
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 773 Salem Street-Wilmington, MA | 153 Cranberry Hwy-Rochester, MA | 87 Haverhill Road-Amesbury, MA | 160 Old Turnpike Rd-Nortingham, NH
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NYLOPLAST 24" INLINE DRAIN: 2724AG_X

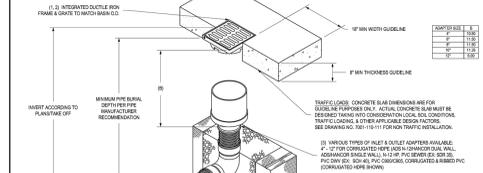
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 773 Salem Street-Wilmington, MA | 153 Cranberry Hwy-Rochester, MA | 87 Haverhill Road-Amesbury, MA | 160 Old Turnpike Rd-Nortingham, NH
 Specifications subject to change without notice

NYLOPLAST 30" INLINE DRAIN: 2730AG_X

SHEA PRODUCT ID: 30H PREPARED FOR: FILE NAME: 183000A
 WEIGHT (LBS): 25,900# DRAWN BY: ARO DATE: 06/01/18 PAGE: B1.7
 773 Salem Street-Wilmington, MA | 153 Cranberry Hwy-Rochester, MA | 87 Haverhill Road-Amesbury, MA | 160 Old Turnpike Rd-Nortingham, NH
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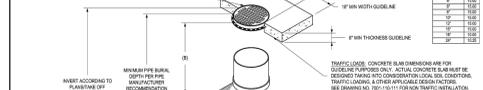
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 Specifications subject to change without notice



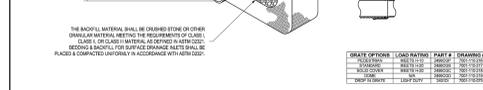
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SHEA PRODUCT ID: 24SC PREPARED FOR: FILE NAME: 183000A
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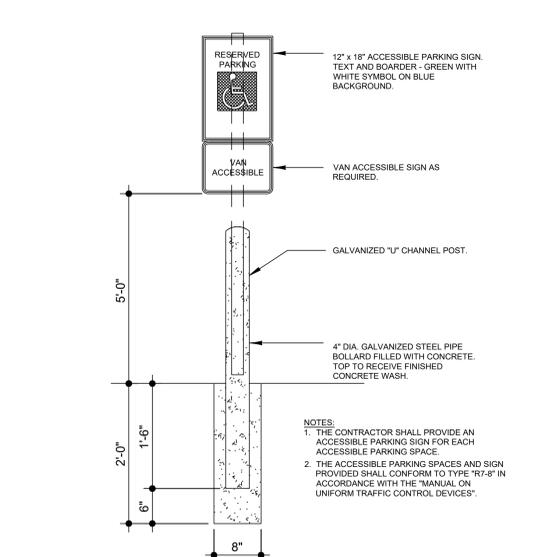
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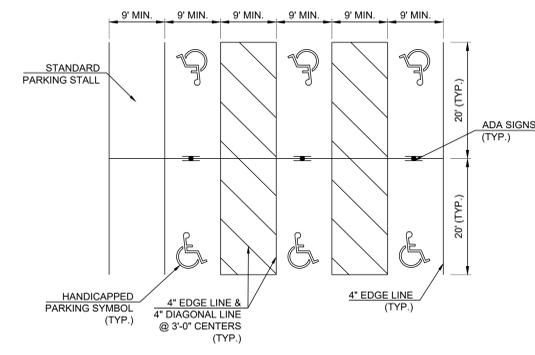
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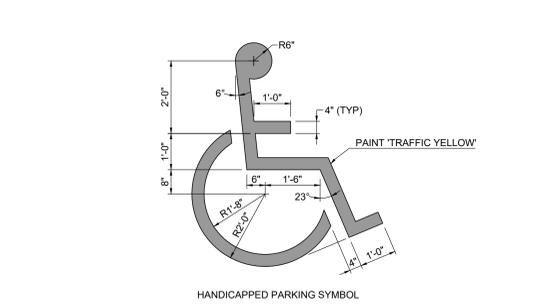
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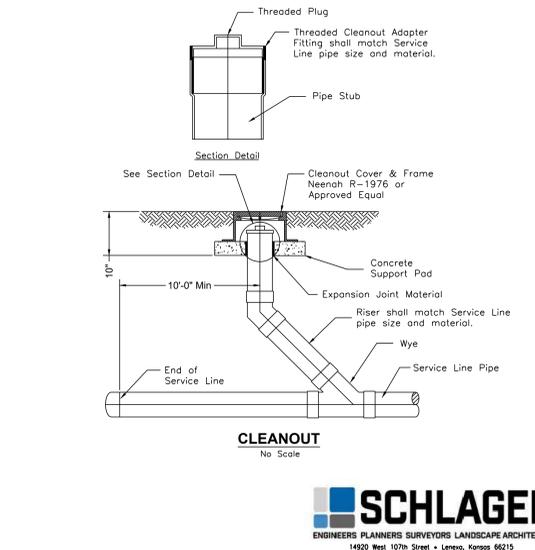
DATE: NOV 25, 2020
 REVISED DATE:



NOTE: SYMBOL TO BE CENTERED IN PARKING SPACE AND ORIENTED AS ILLUSTRATED ON PLANS.



NO SCALE

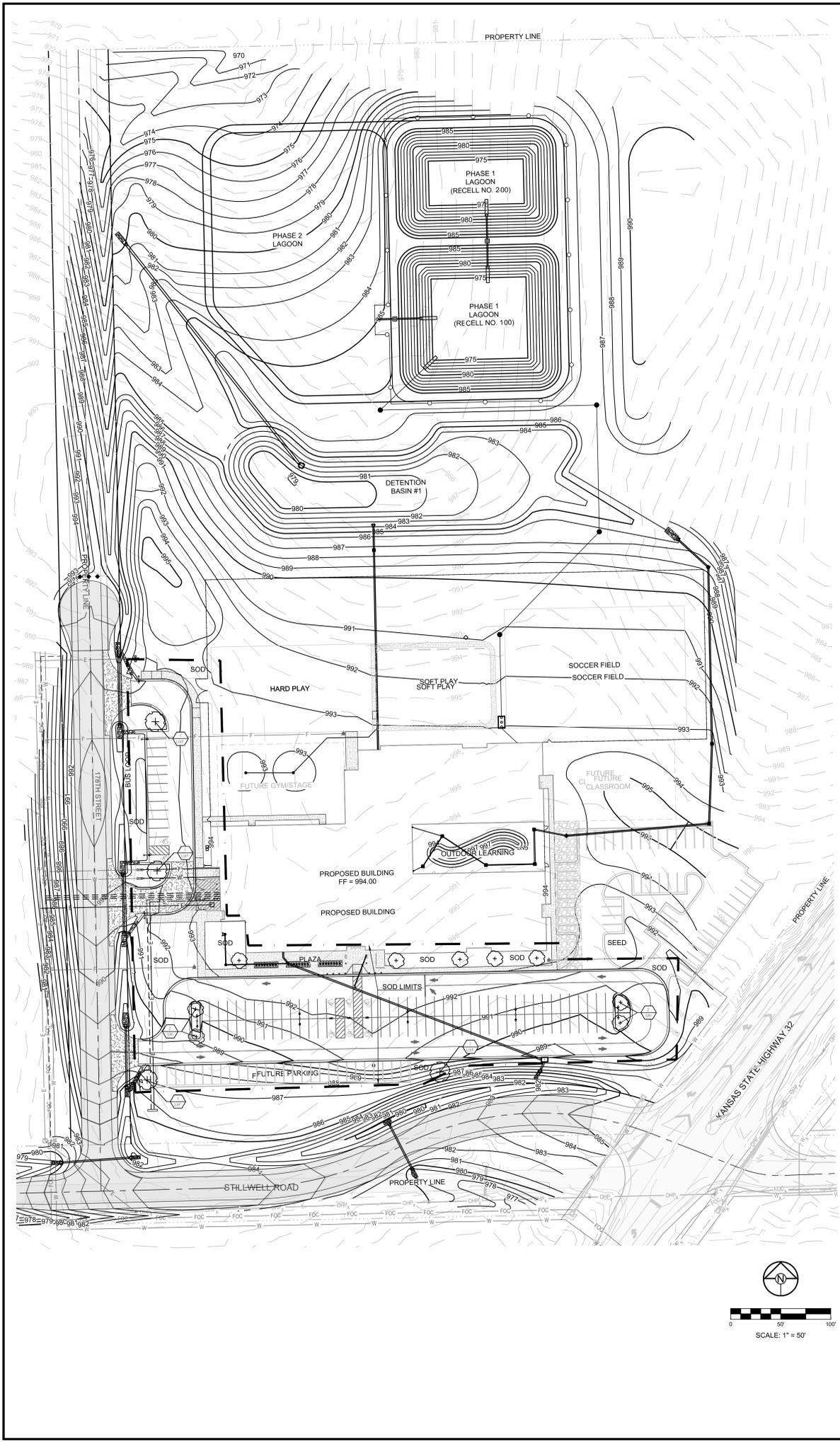


SHEET CONTENTS: DETAILS
 HTK PROJECT NUMBER:
 SHEET NUMBER: C702

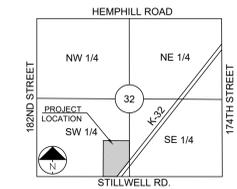


COUNTY COMMENTS

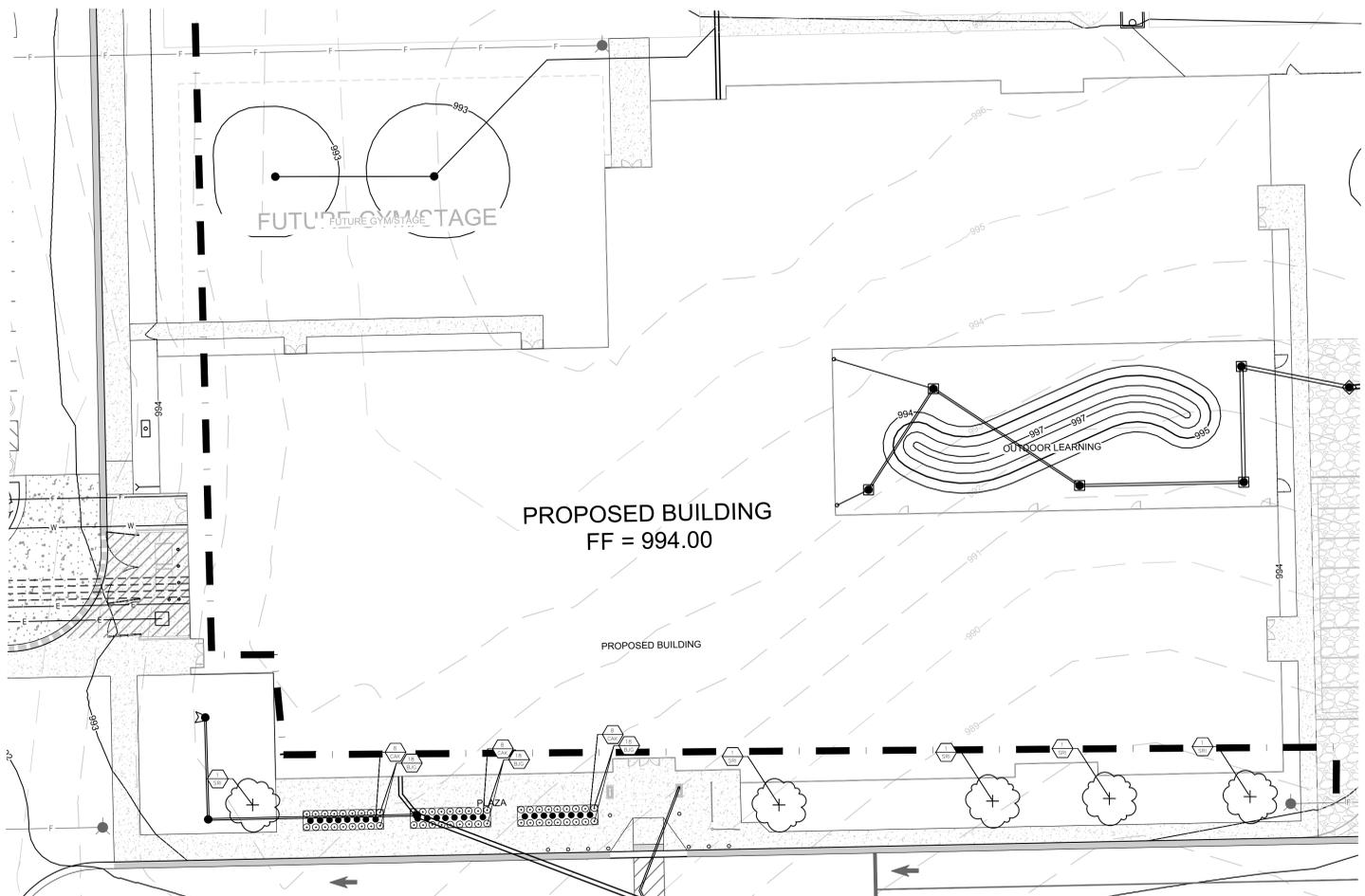
DATE: NOV 25, 2020
 REVISED DATE:



SHADE TREES	UXF 4 EA	Ulmus x Frontier	Frontier Elm	2" Cal.	888
ORNAMENTAL TREES	SRI 9 EA	Syringa reticulata 'Ivory Silk'	Ivory Silk Lilac Tree	2" Cal. 8" H.	888
SHRUBS	BJG 54 EA	Buxus microphylla var. japonica 'Griegem' PP21159	Baby Gem Boxwood	5 gal.	Cont.
	CAK 6 EA	Calamagrostis x acutifolia 'Karl Foerster'	Karl Foerster Grass	5 gal.	Cont.

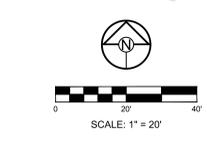


SECTION 32-11-22
 LOCATION MAP
 SCALE 1" = 2000'



- GENERAL NOTES:**
- UTILITY INFORMATION SHOWN IS DESIGNED LOCATION OR LOCATIONS BASED ON UTILITY LOCATES. AS BUILT LOCATIONS MAY VARY. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES PRIOR TO COMMENCING LANDSCAPE INSTALLATION. NOTIFY THE LANDSCAPE ARCHITECT OF ANY CONFLICTS OR OBSTRUCTIONS.
 - LOCATION OF PLANTS ILLUSTRATED ON THIS PLAN MAY REQUIRE RELOCATION AT INSTALLATION DUE TO FINAL GRADING AND LOCATION OF UTILITIES.
 - QUANTITIES INDICATED ON THE PLAN ARE FOR CONVENIENCE ONLY. CONTRACTOR SHALL VERIFY ALL PLANT QUANTITIES PRIOR TO PLANTING. NOTIFY THE LANDSCAPE ARCHITECT OF ANY DISCREPANCIES. THE PLAN QUANTITIES AND NUMBER OF SYMBOLS SHALL SUPERSEDE QUANTITIES IN THE SCHEDULE.
 - ALL PLANT MATERIAL SHALL COMPLY WITH THE CITY STANDARDS AND ANSI A60.1 THE AMERICAN STANDARD FOR NURSERY STOCK.
 - THE QUALITY AND INSTALLATION OF THE TREES AT A MINIMUM SHALL COMPLY WITH THE LIFE AND URBAN TREE FOUNDATION TREE STANDARDS AND SPECIFICATIONS. TREES SHALL BE CALIBERED AND UNDERZEEDED TREES SHALL BE REJECTED. TREE CALIPER SHALL BE MEASURED 4" INCHES ABOVE GROUND.
 - ALL TREES SHALL HAVE A MIN. 1.0 FT. DIA. AREA THAT HAS 3" MIN. DEPTH OF WOOD MULCH.
 - ALL SHRUBS TO BE UTILIZED FOR SCREENING SHALL BE 24" HEIGHT AT TIME OF PLANTING.
 - IRRIGATION SHALL BE PROVIDED AT THE FRONT ENTRANCE TO THE BUILDING AND PROJECT ENTRY IN PLANTING BEDS AND SOODED AREAS, EXCEPT THE SOODED AREA WHERE THE FUTURE PARKING ALONG GARDEN PARKWAY AND THE FUTURE DRIVE EXTENSION SHOWN ON THIS PLAN. THE PLAYGROUND AREA IS NOT IRRIGATED.
 - ALL ABOVE GROUND UTILITIES STRUCTURES SHALL BE SCREENED. CONTRACTOR TO INCLUDE A SEPARATE LINE ITEM IN BID FOR AN ALLOWANCE FOR 15 UPRIGHT EVERGREENS TO BE USED FOR SCREENING.
 - ALL SHRUBS SHALL BE CONTAINED WITHIN A BED THAT HAS 3" MIN. WOOD MULCH AND EDGED WITH STEEL EDGING.
 - ALL AREAS WITHIN THE RIGHT OF WAY AND ALL AREAS NOTED ON THE PLAN FOR SOD SHALL BE SOODED. ALL OTHER AREAS SHALL BE SEED. THE SOD AREAS PROVIDED ON THIS PLAN ARE HORIZONTAL AREAS AND DO NOT ACCOUNT FOR SLOPE OR WASTE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALCULATING THE QUANTITY OF SOD NEEDED TO FILL THE SOD AREAS INDICATED ON THE PLAN.
 - ANY DEVIATION FROM THE APPROVED LANDSCAPE PLAN SHALL REQUIRE WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT AND THE CITY, PRIOR TO INSTALLATION.
 - THE LANDSCAPE ARCHITECT AND OWNER SHALL APPROVE GRADES AND CONDITION OF SITE PRIOR TO SOODING OPERATIONS.
 - INSTALLATION AND MAINTENANCE OF LANDSCAPING SHALL COMPLY WITH THE CITY OF STANDARDS.
 - AFTER COMPLETE INSTALLATION OF ALL PLANT MATERIAL AND SOD THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT THAT THE WORK IS COMPLETE AND READY FOR REVIEW. THE LANDSCAPE ARCHITECT SHALL REVIEW THE LANDSCAPE INSTALLATION TO DETERMINE COMPLIANCE WITH THE APPROVED PLANS. WHEN THE LANDSCAPE INSTALLATION MEETS THE REQUIREMENTS OF THE APPROVED PLAN, THE LANDSCAPE ARCHITECT SHALL PROVIDE A SIGNED AND SEALED LETTER TO THE CITY STATING THAT ALL LANDSCAPE PLANTINGS HAVE BEEN INSTALLED PER THE APPROVED PLAN.
 - NO TREE, SHRUB, OR WOODY VEGETATION SHALL BE PLANTED WITHIN A DISTANCE OF 10 FEET FROM ANY FIRE HYDRANT.
 - NO TREES SHALL BE PLANTED WITHIN 15 FEET OF A STREET LIGHT.

- IRRIGATION NOTES:**
- METHOD OF DELIVERY FOR THE IRRIGATION SYSTEM IS DESIGN/BUILD.
 - CONTRACTOR TO PROVIDE SEPARATE BIDS FOR THE FOLLOWING:
 - Fescue Sod Turf Irrigation
 - QUANTITIES PROVIDED ON THE PLANS ARE FOR GENERAL REFERENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES AND COMPLETING ON TAKE OFFS FOR BIDS.
 - FINAL IRRIGATION DESIGN SHALL BE DONE BY COMPETENT DESIGN/BUILD IRRIGATION CONTRACTOR AND/OR LANDSCAPE CONTRACTOR THAT HAVE PROVEN EXPERIENCE WITH SIMILAR PROJECTS. DRAWINGS ARE TO BE APPROVED BEFORE ANY CONSTRUCTION IS INITIATED. THE CONTRACTOR IS TO KEEP DETAILED CONSTRUCTION DRAWINGS AND PROVIDE ACCURATE AND LEGIBLE (AS-BUILT) DRAWINGS FOR ALL PHASES OF THE PROJECT. ALL IRRIGATION WORK IS TO BE COORDINATED AND SCHEDULED IN COOPERATION WITH ALL OTHER CONTRACTORS. ANY DIFFICULTIES, COST CHANGES, OR DAMAGES DUE TO LACK OF COOPERATION OR COMMUNICATION ARE THE RESPONSIBILITY OF THE CONTRACTOR, IRRIGATION CONTRACTOR AND/OR LANDSCAPE CONTRACTORS.
 - THE LANDSCAPE/IRRIGATION CONTRACTOR SHALL VERIFY WATER PRESSURE AND AVAILABLE FLOW PRIOR TO CONSTRUCTION. IF DEFICIENCIES ARE NOTED THAT WILL HINDER THE SYSTEM'S PERFORMANCE, NOTIFY THE LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION TO CORRECT DEFICIENCIES.
 - ALL LANDSCAPED AREAS INDICATED FOR IRRIGATION ON THIS PLAN SHALL HAVE AN AUTOMATIC UNDERGROUND SPRINKLER SYSTEM WHICH INSURES COMPLETE COVERAGE AND PROPERLY ZONED FOR REQUIRED WATER USES. EACH HYDRO-ZONE IS TO BE IRRIGATED WITH SEPARATE INDIVIDUAL STATIONS.
 - SLEEPING SHALL BE INSTALLED AT ALL ROADS, DRIVES, WALKS, AND UTILITY CROSSINGS USING SCHEDULE 40 PVC. SLEEVES SHALL EXTEND 12" BEYOND SURFACE CROSSED.
 - PLANTER BEDS AND LAWN AREAS ARE TO HAVE SEPARATE HYDRO-ZONES.
 - MAIN LINES SHALL BE A MINIMUM DEPTH OF 36". LATERAL LINES SHALL BE A MINIMUM DEPTH OF 12".
 - PROPER BACKFLOW PREVENTION ASSEMBLY SHALL BE INSTALLED PER ALL LOCAL, COUNTY, AND STATE REGULATIONS AND CODES WHEN CONNECTING TO A PUBLIC WATER SOURCE.
 - POP-UP SPRINKLER HEADS SHALL HAVE A MINIMUM RISER HEIGHT OF 4" IN LAWN AREAS AND 12" IN PLANTER AREAS.
 - ELECTRONIC WATER DISTRIBUTION/TIMING CONTROLLERS ARE TO BE PROVIDED. MINIMUM CONTROLLER REQUIREMENTS ARE AS FOLLOWS:
 - PRECISE INDIVIDUAL STATION TIMING
 - RUN TIME CAPABILITIES FOR EXTREMES IN PRECIPITATION RATES
 - SUFFICIENT MULTIPLE CYCLES TO AVOID WATER RUN-OFF
 - POWER FAILURE BACKUP FOR ALL PROGRAMMED INDIVIDUAL VALVED WATERING STATIONS WILL BE DESIGNED AND INSTALLED TO PROVIDE WATER TO RESPECTIVE HYDRO-ZONES
 - THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE 100% HEAD-TO-HEAD COVERAGE SQUARE OR TRIANGULAR SPACING AS APPROPRIATE.
 - SPRINKLER HEADS SHALL BE ADJUSTED TO ELIMINATE OVERSPRAY ON ADJACENT IMPERVIOUS SURFACES SUCH AS SIDEWALKS, DRIVEWAYS, PATIO, FENCES, BUILDINGS, AND PARKING AREAS.



UTILITY CONTACTS:

Every - Power
 Britney Reed
 913-667-5124
 Britney.Reed@every.com

Midco Communications - Telecom
 Richard Parnell, Construction Coordinator
 Richard.Parnell@midco.com

Leavenworth RW07 - Water
 913-441-1205

Kansas One Call
 811
 www.kansasoncall.com

14920 West 107th Street • Lenexa, Kansas 66215
 (913) 492-5198 • Fax: (913) 492-9600

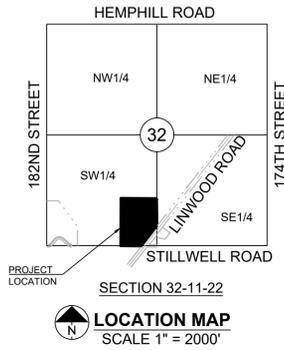
COUNTY COMMENTS
 DATE:
 • NOV 25, 2020
 REVISED DATE:
 •

FINAL PLAT OF SOUTH ELEMENTARY

A SUBDIVISION OF LAND IN THE SW. 1/4 OF SEC. 32-11-22
LEAVENWORTH COUNTY, KANSAS

DESCRIPTION:

A tract of land in the Southwest One-Quarter of Section 32, Township 11 South, Range 22 East of the 6th P.M., in Leavenworth County, Kansas, being more particularly described as follows:
Commencing at the Southwest corner of the Southwest One-Quarter of said Section 32; thence North 88 degrees 50 minutes 42 seconds East along the South line of said Southwest One-Quarter, a distance of 1764.67 feet to the Point of Beginning; thence North 01 degrees 08 minutes 36 seconds West a distance of 1145.00 feet; thence North 88 degrees 49 minutes 49 seconds East a distance of 870.21 feet to a point on the East line of said Southwest One-Quarter; thence South 01 degrees 39 minutes 28 seconds East along said East line, a distance of 657.67 feet to a point on the North right of way line of Kansas Highway 32 (Linwood Road) as now exists; thence South 36 degrees 29 minutes 55 seconds West along said North right of way line, a distance of 615.85 feet to a point on the South line of said Southwest One-Quarter; thence South 88 degrees 50 minutes 42 seconds West along said South line, a distance of 500.00 feet to the Point of Beginning and containing 20.8819 acres more or less excepting that part taken or used for road rights of way.



LEGEND:

- EXISTING LOT AND PROPERTY LINES
- - - EXISTING PLAT AND R/W LINES
- BL - BUILDING LINE
- R/W - RIGHT-OF-WAY
- U/E - UTILITY EASEMENT

PLAT CORNERS (CONTROLLING CORNERS OF SUBDIVISION)

- SET 1/2" REBAR, 3 FEET LONG IN CONCRETE W/LS-54 CAP
- SET 1/2" REBAR W/LS-54 CAP
- FOUND 1/2" BAR IN CONCRETE UNLESS OTHERWISE NOTED
- FOUND MONUMENT AS NOTED

SURVEYORS NOTES:

- Basis of bearings is the Kansas State Plane Coordinate System (NAD) 83, Kansas north Zone.
- Address Note: Stillwell Road - Bonner Springs, KS 66012.
- FLOOD NOTE: FEMA FIRM Map # 20103C0350G dated 7-19-2015, indicates area of minimal flood hazard area Zone X.
- This Survey has been prepared with the benefit of Commitment for Title Insurance, File No. SKC0056100C prepared by Fidelity National Title Insurance Company, Effective date October 30, 2019. Easements shown have been taken from this report.
- Property is subject to blanket Oil and Gas Lease recorded February 13, 1979, in Book 539, Page 1142. Lease was for a term of (2) years from date and as long thereafter as oil and gas or either of them is produced from said land.
- Reference surveys: Herring-2013S011, Herring-2014S035, Herring-2015S053, Herring-2020S055.
- Deed Reference: Warranty deed book 547, page 475, Quit Claim deed Document No. 2013R06106.

BENCH MARK
LEAVENWORTH COUNTY VERTICAL CONTROL NETWORK
LVCO-401 ELEVATION = 907.7
PROJECT BENCH MARK

07Z 1/2" REBAR
70.65' SW. TO MAG NAIL IN NORTH FACE FENCE POST,
20.20' S. TO MAG AND SHINER EAST FACE PP.,
20.80' S. TO 60D NAIL SHINER IN CNR POST,
24.35' SE. TO 60D NAIL IN E. FACE BRACE POST

05Z 1/2" REBAR (NO CAP)
36.05' NW. TO MAG NAIL IN E. FACE CORNER POST,
29.30' NW. TO NAIL AND SHINER W. FACE PP.,
49.95' SW. TO MAG NAIL IN NE FACE CNR POST,
48.00' SE. TO MAG NAIL IN W FACE STOP SIGN POST
INTERSECTION OF 182ND AND STILLWELL + 6' E AND 9' S.

07X 1/2" REBAR
2.85' NW TO MAG NAIL AND BHC SHINER E. FACE 24" HEDGE
2.15' S. TO MAG NAIL AND BHC SHINER N. FACE 12" HEDGE
2.80' NW. TO MAG NAIL AND BHC SHINER E. FACE 16" HEDGE
15.95' SE. TO MAG NAIL AND BHC SHINER W. FACE 6" HACKBERRY

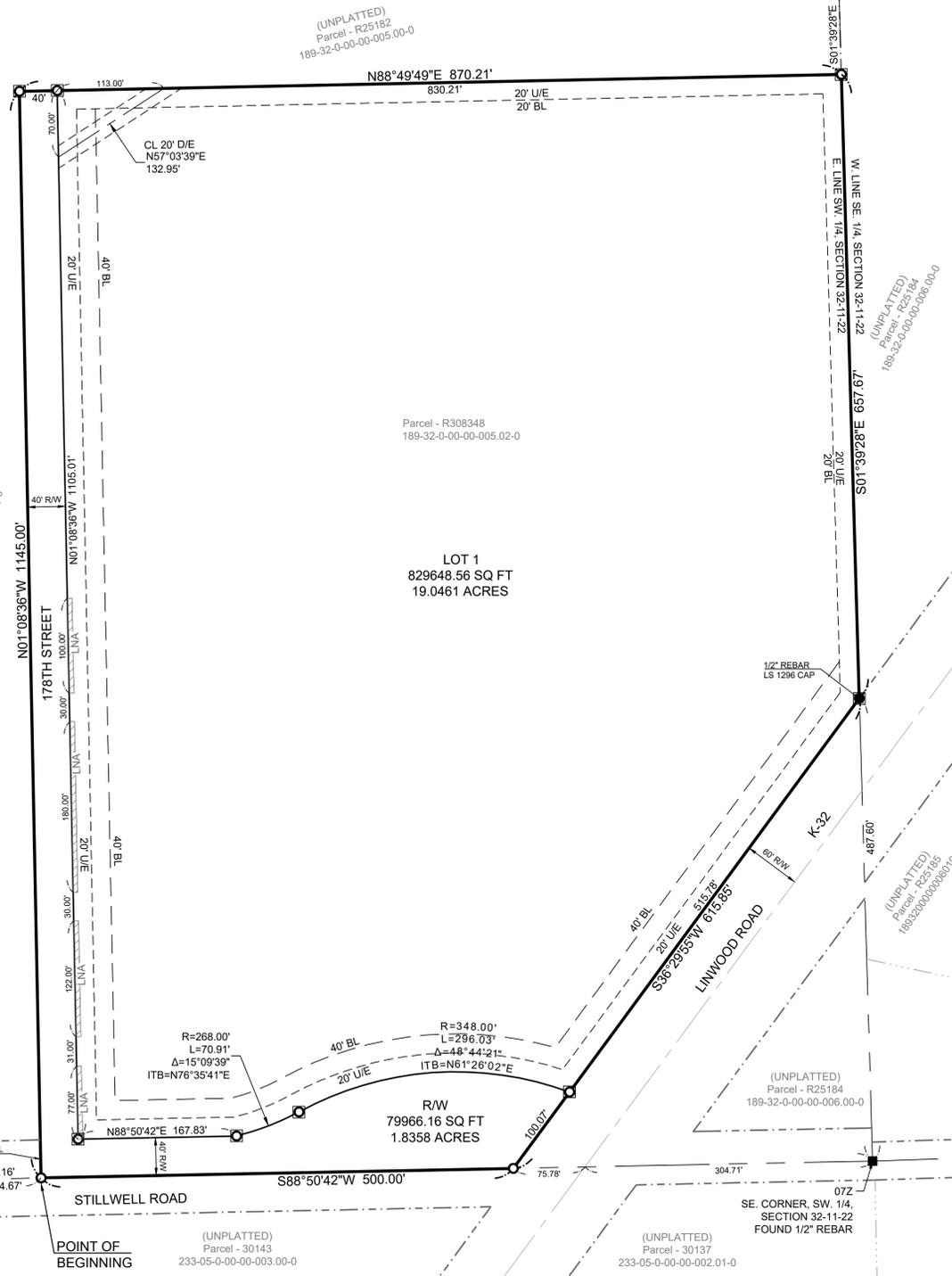
80' ROADWAY EASEMENT BOOK 877 PAGE 2296

S. LINE SW. 1/4, SECTION 32-11-22
N. LINE NW. 1/4, SECTION 5-11-22
POINT OF COMMENCING 05Z
SW. CORNER, SW. 1/4, SECTION 32-11-22
FOUND 1/2" REBAR

(UNPLATTED) Parcel - 30143
233-05-0-00-00-003.00-0

(UNPLATTED) Parcel - 30137
233-05-0-00-00-002.01-0

S. LINE NW. 1/4, SECTION 32-11-22
N. LINE SW. 1/4, SECTION 32-11-22
07X
NE. CORNER, SW. 1/4, SECTION 32-11-22
FOUND 1/2" REBAR



CERTIFICATION AND DEDICATION:

The undersigned proprietors state that all taxes of the above described tract of land have been paid and that they have caused the same to be subdivided in the manner shown on the accompanying plat, which subdivision shall be known as: "SOUTH ELEMENTARY".

Easements or licenses to enter upon, locate, construct and maintain or authorize the location, construction or maintenance and use of conduits, water lines, gas lines, sewer pipes, poles, wires, drainage facilities, ducts, cables and similar facilities, upon, over and under these areas outlined and designated on this plat as "Utility Easements" or (U/E) are hereby granted to Leavenworth County, Kansas with subordinate use of the same by other governmental entities and public utilities as may be authorized by state law to use such easements for and said purposes.

"Drainage Easements" or "D/E" shown on this plat are hereby dedicated for the purpose of constructing, using, replacing and maintaining a culvert, storm sewer, drainage ditch, or other drainage facility or tributary connections, including similar facilities, and appurtenances thereto, including the right to maintain, repair and replace the drainage facility and for any reconstruction and future expansion of such facility, together with the right of access for the same, is hereby dedicated for public use. Drainage Easements shall be kept clear of obstructions that impair the strength or interfere with the use and/or maintenance of storm drainage facilities. The maintenance and upkeep of said Easements shall be the responsibility of the individual owners of the lots whereupon said Easements are dedicated. Leavenworth County shall bear no responsibility for any maintenance and upkeep of said Easements.

Streets shown on the accompanying plat and not heretofore dedicated for public use are hereby so dedicated.

Building Lines or Setback Lines are hereby established as shown on the accompanying plat and no building or portion thereof shall be built or constructed between this line and the Road Right of way line.

RESTRICTIONS:

- Per Leavenworth County Zoning and Subdivision Regulations
- Leavenworth County Conservation District recommends sediment and erosion control procedures during construction activities.
- Property is subject to restrictions to be recorded by a separate document.
- Lots are subject the current Access Management Policy.
- Onsite Lagoons are permitted and regulated by the State of Kansas.
- There shall be no direct access to Stillwell and Linwood Roads from Lot 1.
- Limits of No Access (LNA) to 178th Street is shown hereon.

ZONING: RR 2.5(Existing and proposed)

UTILITY CONTACTS:

Power: Evergy
Brittney Reed
913-687-5124
Brittney.Reed@evergy.com

Telecom:
Midco Communications
Richard Parnell, Construction Coordinator
Richard.Parnell@midco.com

Water: Leavenworth RWD7
913-441-1205

EXECUTION:

IN TESTIMONY WHEREOF, David Howard, Superintendent of U.S.D. # 458 has caused this instrument to be executed, this ___ day of _____, 2020

U.S.D. # 458

By: David Howard, Superintendent

ACKNOWLEDGMENT:

STATE OF KANSAS)
COUNTY OF LEAVENWORTH) ss.

BE IT REMEMBERED that on this ___ day of _____, 2020, before me, the undersigned, a Notary Public in and for said County and State, came David Howard, Superintendent of U.S.D. # 458, who is personally known to me to be the same person who executed the foregoing instrument of writing on behalf of said company, and such duly acknowledged the execution of the same to be the act and deed of same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal on the day and year last above written.

Notary Public _____ My Commission Expires: _____

Print Name _____

APPROVALS:

We, the Leavenworth County Planning Commission, do hereby approve the foregoing plat of "SOUTH ELEMENTARY" this ___ day of _____, 2020.

Secretary, Krystal Voth, Interim. Chairman, Steven Rosenthal

COUNTY ENGINEER'S APPROVAL:

The County Engineer's approval is only for general conformance with the subdivision regulations as adopted by Leavenworth County. The County is not responsible for the accuracy and adequacy of the design, dimensions, elevations, and quantities.

County Engineer _____ Date _____

COUNTY COMMISSION APPROVAL:

We, the Board of County Commissioners of Leavenworth County, Kansas, do hereby approve the foregoing plat of "SOUTH ELEMENTARY" this ___ day of _____, 2020.

Chairman: Doug Smith County Clerk _____
Attest: Janet Klasinski

REGISTER OF DEED CERTIFICATE:

Filed for Record in Document # _____ this ___ day of _____, 20___ at _____ o'clock ___ M., in the Office of the Register of Deeds of Leavenworth County, Kansas.

Register of Deeds, Stacy R. Driscoll

COUNTY SURVEYOR:

I hereby certify this plat meets the requirements of K.S.A.-58-2005. The face of this plat was reviewed based on Kansas Minimum Standards for Boundary Surveys. No field verification is implied. This review is for surveying information only.

Leavenworth County Surveyor, Wayne Malnicoff, P.L.S., _____ Date _____

Disclaimer: Leavenworth County, Kansas, does not represent, warrant or guarantee that the details shown on this document and provided by the applicant, or any agent of the applicant, including any survey information, should be relied upon by any third party as being wholly or partially accurate and complete.

I HEREBY CERTIFY THIS PLAT WAS PREPARED UNDER MY DIRECT SUPERVISION BASED ON A FIELD SURVEY PERFORMED IN JANUARY OF 2020. THE DETAILS SHOWN ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.



SCALE: 1" = 80'



Aaron T. Reuter - Land Surveyor
KS# LS-1429

OWNER: USD # 458
PO BOX 282
BASEHOR, KS 66007

REV1: 2020.09.22
REV2: 2020.10.14

 ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS 14920 West 107th Street • Lenexa, Kansas 66215 Ph: (913) 492-5158 • Fax: (913) 492-8400 • WWW.SCHLAGELASSOCIATES.COM Kansas State Certificates of Authority #E-296 #LA-29 #LS-54		DATE 8-24-2020 DRAWN BY SCB CHECKED BY AR PROJ. NO. 19-011	
		SHEET NO. 1	