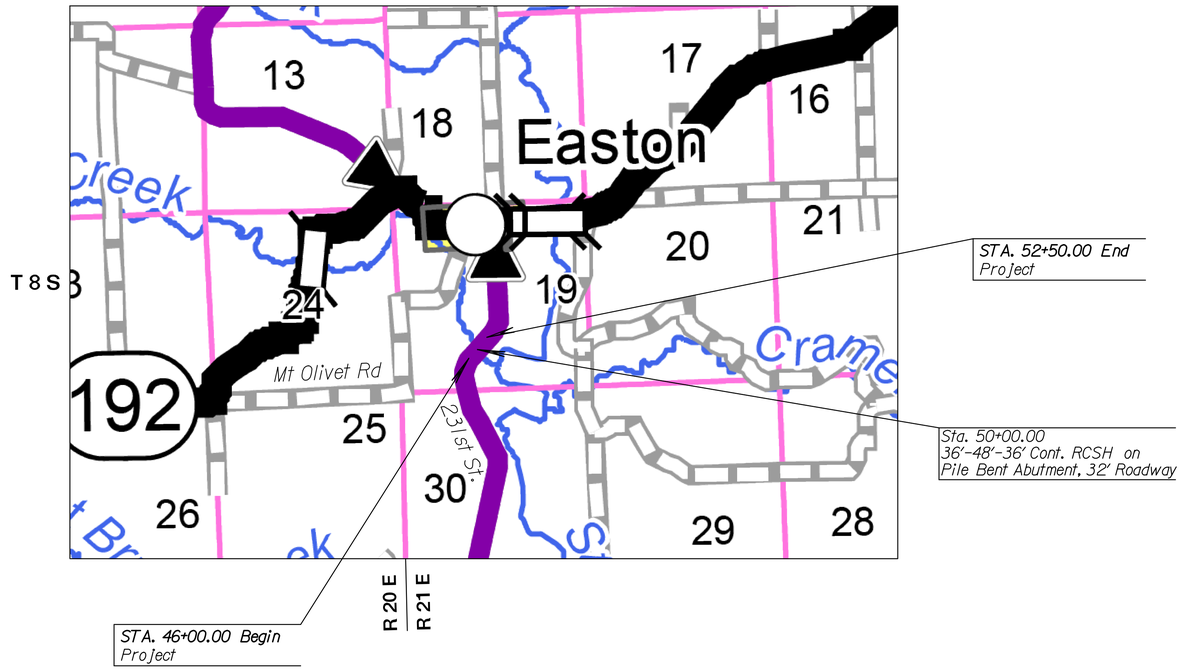
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	1	49

INDEX OF SHEETS

231ST STREET OVER DAWSON CREEK
LEAVENWORTH COUNTY, KANSAS
BRIDGE E-18

GRADING
SURFACING (ASPHALT)
SEEDING
BRIDGE
PAVEMENT MARKING



SCALE: 1" = 2,000'

DESIGN DESIGNATION

AADT (2017)	263
T	11%
V	40 mph
Clear Zone	10 FT

Note:
Bridge to be closed during construction.

CONVENTIONAL SIGNS

COUNTY LINE		CENTER LINE OF PROJECT	50 1
CITY LIMITS		TERRACE	
STATE OR NATIONAL LINE		CULVERTS	
TOWNSHIP, SECTION or GRANT LINE		DROP INLET & STORM SEWER	
PROPERTY LINE		ACCESS CONTROL	
HIGHWAY FENCE		POWER POLE	
EXISTING FENCE		TELEPHONE POLE	
GUARDRAIL		MARSH	
CONSTRUCTION LIMITS		HEDGE	
RIGHT OF WAY LINE		TREES	
TRAVELED WAY		PROFILE ELEVATION	172.18
RAILROADS		STREAM or CREEK	

GROSS LENGTH OF PROJECT	650.00 FT. (Includes Equations)	
EXCEPTIONS	None	
NET LENGTH OF PROJECT	650.00 FT.	0.123 MILES
NET LENGTH OF BRIDGES	122.50 FT.	0.023 MILES
NET LENGTH OF ROAD	527.50 FT.	0.100 MILES

MICHELE RAE KEAN
LICENSED
16497
KANSAS
PROFESSIONAL ENGINEER

JARROD M. RUSSELL
LICENSED
27335
12-16-21
KANSAS
PROFESSIONAL ENGINEER

Approved _____
Date

County Engineer

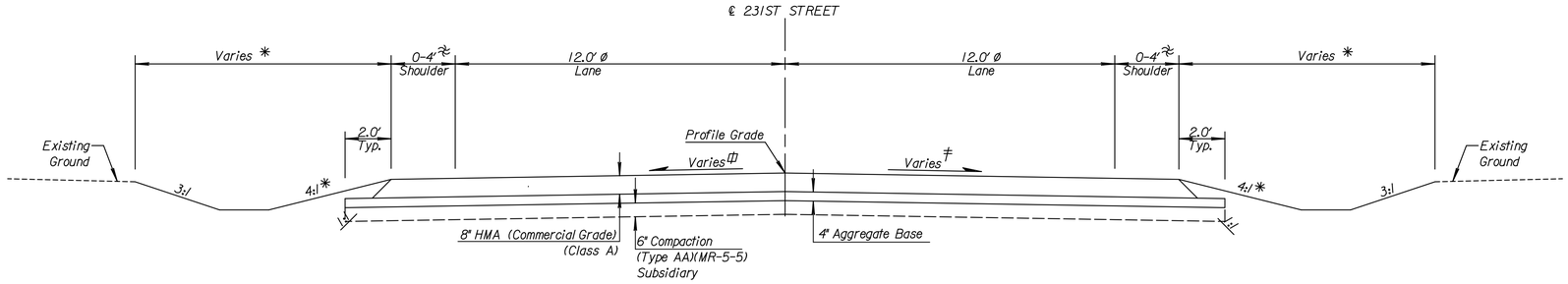
LEAVENWORTH COUNTY

Sh. No. 1

DATE | BY | SURVEY | CADD TECHNICIAN | DESIGNERS | SQUAD

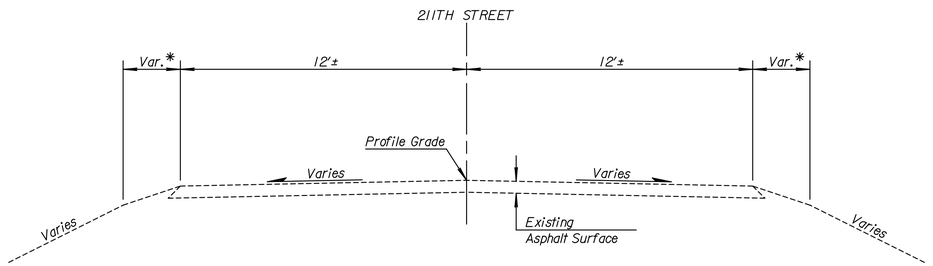
Plotted : 16-DEC-2021 11:16
Drawn By : mkeal
File : E18_Title.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	2	49



PROPOSED TYPICAL SECTION - 23IST STREET

Sta. 46+00.00 to Sta. 49+25.75
Sta. 50+74.25 to Sta. 52+50.00



EXISTING TYPICAL SECTION - 23IST STREET

✳ See plans and cross-sections for side slope variations.

✳ See plans and cross-sections for side slope variations.

ø Sta. 46+00.00 - Sta. 49+15.75
Transition lane width from existing to 12.0'
Sta. 50+97.00 - Sta. 52+50.00
Transition lane width from 12.0' to existing

≈ Sta. 46+00.00 - Sta. 49+15.75
transition shoulder width from 0' to 4'
Sta. 50+97.00 - Sta. 52+50.00
transition shoulder width from 4' to 0'

⌸ Sta. 46+00.00 - Sta. 47+10.00
transition from 1.60% to 3.70%
Sta. 47+10.00 - Sta. 48+94.56
3.70% cross slope
Sta. 48+94.56 - Sta. 49+28.75
transition from 3.70% to 2.08%
Sta.49+28.75 - Sta. 50+84.25
2.08% cross slope
Sta. 50+84.25 - Sta. 51+27.50
transition from 2.08% to 0.00%
Sta. 51+27.50 - Sta. 51+69.00
transition from 0.00% to -2.00%
Sta. 51+69.00 - Sta. 52+00.00
-2.00% cross slope
Sta. 52+00.00 - Sta. 52+50.00
transition from -2.00% to -4.13%

≠ Sta. 46+00.00 - Sta. 46+15.00
transition from -4.30% to -3.70%
Sta. 46+15.00 - Sta. 48+94.56
-3.70% cross slope
Sta. 48+94.56 - Sta. 49+28.75
transition from -3.70 to -2.08%
Sta. 49+28.75 - Sta. 50+84.25
-2.08% cross slope
Sta. 50+84.25 - Sta. 50+86.00
transition from -2.08% to -2.00%
Sta. 50+86.00 - Sta. 52+00.00
-2.00% cross slope
Sta. 52+00.00 - Sta. 52+50.00
transition from -2.00% to -3.36%

Note:
Intersection of all slope lines shall be softened and rounded for pleasing appearance.
Match Existing Roadway at Sta. 46+00.00 and Sta. 52+50.00

TYPICAL SECTIONS
23IST STREET

Sh. No. 2

Drawn By : mrockwell
File : E18_Typical Section.dgn
Plotted : 13-DEC-2021 10:59

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	3	49

GENERAL NOTES

1. THE CONTRACTOR SHALL THOROUGHLY REVIEW AND BECOME FAMILIAR WITH SPECIFICATIONS AND SPECIAL CONDITIONS OF THE CONTRACT DOCUMENTS PRIOR TO BEGINNING CONSTRUCTION ON THIS PROJECT.

2. THE GEOLOGICAL INFORMATION SHOWN ON THESE PLANS IS FROM STUDIES IN THE FIELD AND REPRESENTS THE BEST INFORMATION AVAILABLE TO THE ENGINEER.

3. AT BORROW AREA LOCATIONS ADJACENT TO THE RIGHT OF WAY, UTILITY POLES MAY BE SET AT THE PERMANENT LOCATIONS PRIOR TO CONSTRUCTION AS APPROVED BY THE ENGINEER PROVIDED A MINIMUM VERTICAL CLEARANCE, IN ACCORDANCE WITH THE NATIONAL ELECTRICAL SAFETY CODE, IS OBTAINED. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND THESE POLES TO COMPLETE THE WORK.

4. ALL BORROW TO BE OBTAINED FROM AREAS PROVIDED BY THE CONTRACTOR SHALL BE APPROVED BY THE ENGINEER, BOTH AS TO SUITABILITY OF MATERIAL AND SITE LOCATION. LOCATIONS WHICH, IN THE OPINION OF THE ENGINEER, CONTAIN UNSUITABLE MATERIAL OR WILL LEAVE AN UNSIGHTLY APPEARANCE ON THE PROJECT WILL NOT BE APPROVED.

5. EMBANKMENT QUANTITIES FOR INITIAL CONSOLIDATION AND SETTLEMENT SHOWN IN THE EARTHWORK QUANTITIES ARE SUBSIDIARY TO OTHER EARTHWORK ITEMS. MATERIAL FOR THE EMBANKMENT IS INCLUDED IN THE EXCAVATION QUANTITIES.

6. EXCAVATION REQUIRED FOR PLACING SELECT SOIL IS INCLUDED IN THE COMMON EXCAVATION QUANTITIES.

7. EXCAVATION SHOWN TO BE WASTED SHALL BE WASTED ON SITES PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE, AND SITE LOCATION. LOCATIONS THAT, IN THE OPINION OF THE ENGINEER, WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED.

8. ALL TREES, HEDGE ROWS, SHELTER BELTS, AND WOODY SHRUBS NOT SHOWN TO BE REMOVED AND LOCATED BETWEEN THE CONSTRUCTION LIMITS AND THE RIGHT-OF-WAY LINE OR EASEMENT LINE SHALL BE SPARED UNLESS DIRECTED BY THE ENGINEER TO BE REMOVED. ALL TREES WITHIN THE APPROPRIATE CLEAR ZONE SHALL BE REMOVED.

9. ALL EXISTING SLOPES STEEPER THAN 5 HORIZONTAL TO 1 VERTICAL, 5(H):1(V), IN FILL AREAS SHOULD BE BENCHED PRIOR TO PLACEMENT OF FILL. BENCHING OF THE SLOPE PROVIDES INTERLOCKING BETWEEN THE FILL AND NATURAL SOILS AND FACILITATES COMPACTION OF THE FILL. BENCHES SHOULD BE CUT AS THE FILL PROGRESSES AND SHOULD HAVE A MAXIMUM BENCH HEIGHT OF 3 FEET.

10. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTY OWNERS LOCATED WITHIN THE WORK ZONE.

11. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY TRAFFIC CONTROL IN ACCORDANCE WITH CURRENT MUTCD STANDARDS. THE CONTRACTOR SHALL PREPARE AND SUBMIT A TRAFFIC CONTROL PLAN TO THE COUNTY ENGINEER FOR REVIEW PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITY REQUIRING DIFFERENT TRAFFIC CONTROL THAN IS CURRENTLY SET UP.

12. POLICE, FIRE DEPARTMENTS, U.S. POSTAL SERVICE, AND SCHOOL BUS COMPANIES SHALL BE NOTIFIED PRIOR TO CLOSING ANY ROADS. ROAD CLOSURES REQUIRE THE APPROVAL OF THE COUNTY ENGINEER.

13. THE CONSTRUCTION COVERED BY THESE PLANS SHALL CONFORM TO THE 2015 EDITION OF THE KANSAS STANDARD SPECIFICATIONS FOR STATE ROAD AND BRIDGE CONSTRUCTION.

14. ALL WORKMANSHIP AND MATERIALS SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY LEAVENWORTH COUNTY, KANSAS.

15. ALL EXISTING UTILITIES INDICATED ON THE PLANS ARE ACCORDING TO THE BEST INFORMATION AVAILABLE TO THE ENGINEER; HOWEVER, ALL UTILITIES ACTUALLY EXISTING MAY NOT BE SHOWN. UTILITIES DAMAGED THROUGH THE NEGLIGENCE OF THE CONTRACTOR TO OBTAIN THE EXACT LOCATION OF SAME SHALL BE COORDINATED AND EITHER REPAIRED OR REPLACED BY THE CONTRACTOR AT THEIR EXPENSE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING UTILITIES PRIOR TO CONSTRUCTION TO VERIFY EXISTING FACILITIES, LOCATIONS OF RECENT RELOCATIONS, AS WELL AS LIMITS FOR ABANDONED FACILITIES. KANSAS ONE CALL - 800-344-7233. IF A UTILITY IS FOUND THAT WAS NOT LOCATED, THE CONTRACTOR SHALL CONTACT LEAVENWORTH COUNTY.

16. THE CONTRACTOR SHALL GIVE 48 HOUR ADVANCE NOTICE TO UTILITY COMPANIES PRIOR TO EXCAVATING WITHIN ANY PUBLIC RIGHT-OF-WAY.

17. SILTATION AND EROSION CONTROL SYSTEMS SHALL BE INSTALLED AT THE LOCATIONS AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING EROSION CONTROL SYSTEMS; REPAIRING DAMAGED OR FAILED EROSION CONTROL DEVICES; AND INSPECTING THE SITE AND REPAIRING THE EROSION CONTROL SYSTEM AS NEEDED WITHIN 24 HOURS AFTER A SIGNIFICANT RAIN EVENT.

18. ALL DISTURBED AREAS SHALL BE SEEDED. REFER TO THE KANSAS STANDARD SPECIFICATION FOR PROJECT SEEDING REQUIREMENTS.

19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY CORNERS AND GOVERNMENT LAND CORNERS. THE CONTRACTOR SHALL BE REQUIRED TO REESTABLISH ANY CORNERS WHICH HAVE BEEN DAMAGED OR DESTROYED BY THEIR CONSTRUCTION OPERATIONS. SUCH CORNERS SHALL BE REESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS. NO SEPARATE MEASURE OF PAYMENT WILL BE MADE FOR THIS WORK AS IT SHALL BE CONSIDERED SUBSIDIARY TO OTHER CONTRACT ITEMS.

20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE U.S. POSTAL SERVICE TO ENSURE MAIL DELIVERY IS MAINTAINED DURING ALL CONSTRUCTION ACTIVITIES. ALL MAILBOXES SHALL BE RELOCATED AND REINSTALLED BY CONTRACTOR AND SHALL BE SUBSIDIARY TO OTHER BID ITEMS.

21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO EXISTING PAVEMENT, DRIVEWAYS, OTHER SURFACE, STRUCTURE, TREE OR SHRUB, IRRIGATION SYSTEM, ETC. ADJACENT TO THE PROJECT. ALL REPAIRS SHALL BE MADE BY THE CONTRACTOR AT THEIR EXPENSE.

22. SAWCUTS SHALL BE SUBSIDIARY TO THE REMOVAL OF EXISTING PAVEMENT (ROCK EXCAVATION).

Plotted : 13-DEC-2021 10:59
Drawn By : mrockwell
File : E18_General Notes.dgn

GENERAL NOTES
211TH STREET

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	4	49

PT ℄ Sta. 45+07.68
N: 377,430.309 E: 2,127,544.446
I. Nothing Set

PC ℄ Sta. 46+55.96
N: 377,563.004 E: 2,127,610.620
I. Nothing Set

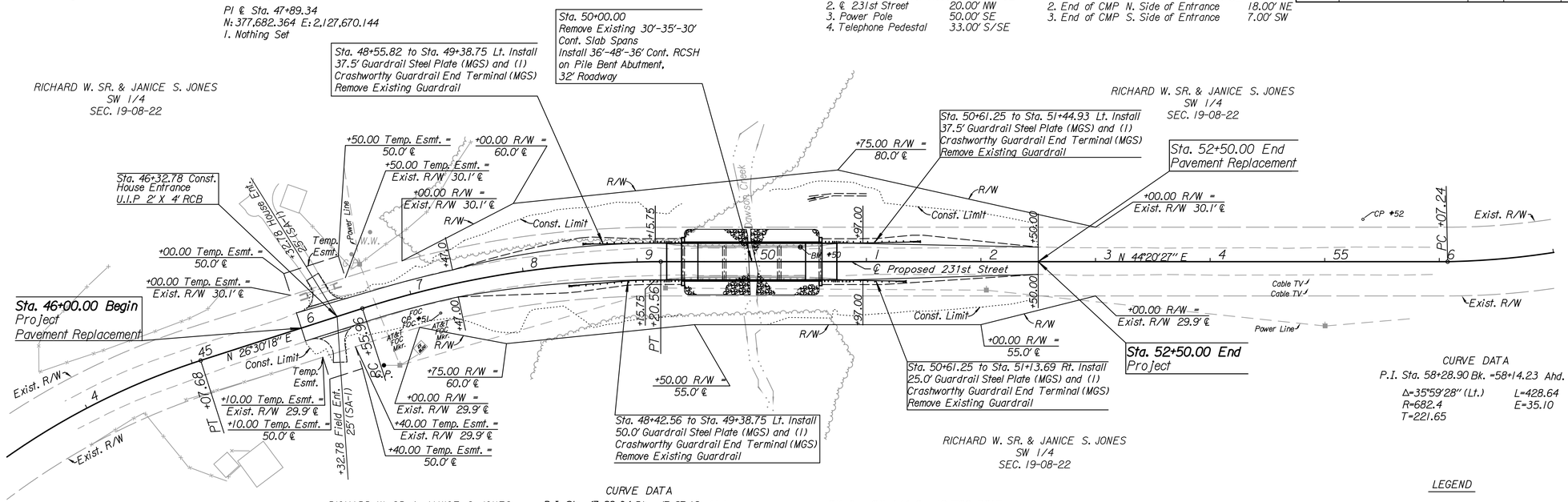
PI ℄ Sta. 47+89.34
N: 377,682.364 E: 2,127,670.144
I. Nothing Set

PT ℄ Sta. 49+20.56
N: 377,777.756 E: 2,127,763.365
I. Nothing Set

PC ℄ Sta. 56+07.24
N: 378,268.870 E: 2,128,243.305
I. Nothing Set

CP #51 STA 47+21.55, 22.29' RT
N: 377,609.050 E: 2,127,661.258
SET 1/2" Bar
1. NW Corner of Well House 26.00' SE
2. ℄ 231st Street 20.00' NW
3. Power Pole 50.00' SE
4. Telephone Pedestal 33.00' S/SE

CP #52 STA 55+33.37, 36.98' LT
N: 378,241.882 E: 2,128,165.225
SET 1/2" Bar
1. ℄ 231st Street 31.00' SE
2. End of CMP N. Side of Entrance 18.00' NE
3. End of CMP S. Side of Entrance 7.00' SW



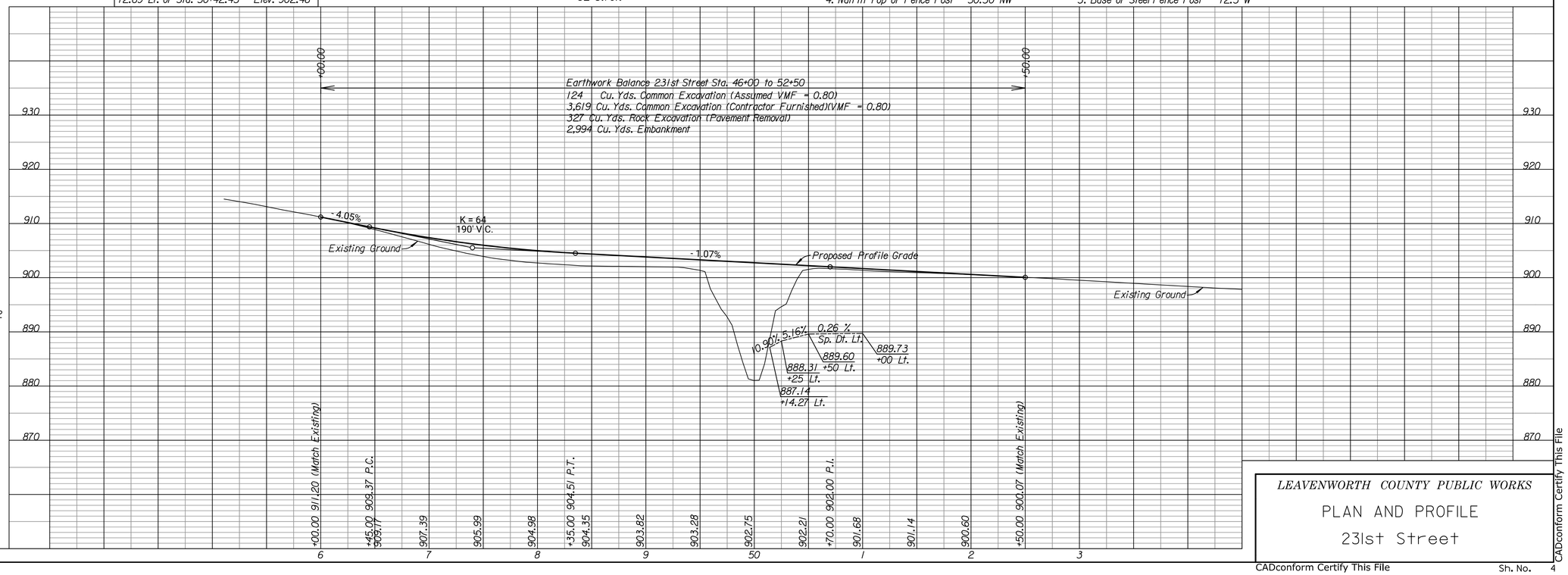
BM #50 LT Chisiled "D" on wing wall along the W. side of 231st St., N. of creek
Northing= 377873.79 Easting= 2127839.47
12.69' Lt. of Sta. 50+42.43 Elev. 902.48

SW Cor. SW 1/4 Sec 19, T8S, R21E
Found 5/8" Iron Bar
1. Nail in Power Pole 36.05' SW
2. Pk Nail in Corner Post 15.20' E
3. Nail & Washer Top Fence Post 52.40' N/NW
4. Nail in Top of Fence Post 50.30' NW

SE Cor. SW 1/4 Sec 19, T8S, R21E
Found 1"Ø" Iron Bar
1. 60D Nail in 100' Tree 11.3' S/SE
2. Pk Nail in Side of Corner Post 0.8' S
3. Base of Steel Fence Post 12.3' W

LEGEND
— Rip Rap

SCALE
50' 0 50' 100'
PLAN: Lat. & Long.



PROJECT SURVEY CONTROL

HORIZONTAL PROJECT DATUM
Proj. Coord. X 0.99991075 = Kansas North Zone
State Plane Coordinates NAD 83 (2011)

VERTICAL DATUM
Sea Level Datum NAVD 88
Datum Benchmark =
North American Vertical datum (1988)
LV 30 Elev. = 1082.02

NGS Data Monument LOPATA LV 50
Stainless steel rod encased in concrete,
120' North of center of Bayle Road
and 25' East of center of 251st Street. Elev = 1082.02

Utility Owners:

Fiber
Lumen
(785) 483-3691

Power
Evergy
(913) 758-2727

Water
Jefferson Co
Rural Water Distric #12
(913) 774-2875

LEAVENWORTH COUNTY PUBLIC WORKS

PLAN AND PROFILE

231st Street

Drawn By : mrockwell
File : E18_PP.dgn
Plotted : 13-DEC-2021 10:59

CADconform Certify This File

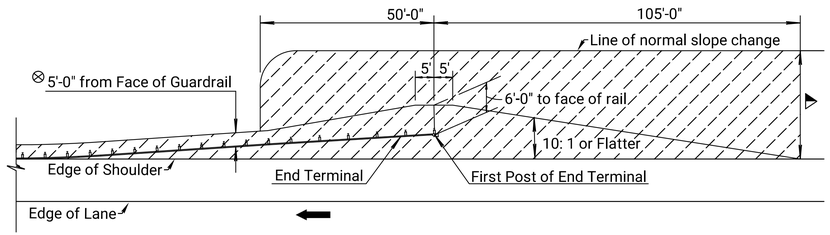
CADconform Certify This File

Sh. No. 4

Note to Designer - Design guardrail installations using guidance shown on KDOT's 'Guardrail Typical Alignments' Standard Drawings. 'Flared' guardrail installations are preferred over 'Parallel' or 'Zero Flare' installations. Where 'Flared' or 'Parallel' installations are used, the flare rate of the guardrail end terminal typically matches the flare rate of the remaining guardrail installation. For 'Zero Flare' installations, 'Parallel' guardrail end terminals should be designed using typical flare rates of 50:1 or flatter for the length of the end terminal. However, while 50:1 or flatter flare rates are typical for 'Parallel' guardrail end terminals, these end terminals may be flared as steep as 26:1 or flatter in order to offset the end terminal head as far from the edge of the through traveled lane as practicable.

GUARDRAIL CLEAR AREA

Applies to all guardrail installations unless otherwise shown in the plans.



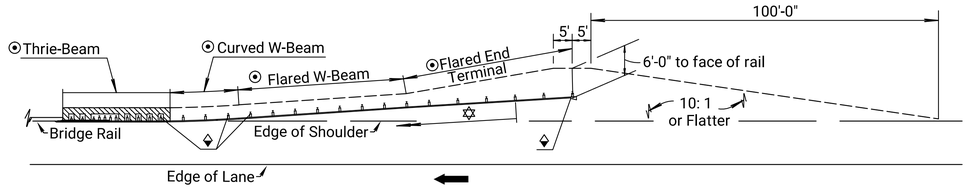
Keep Area Free of Stockpiled Material, Equipment, or Other Obstacles, Such as Temporary Signs, Regardless of Crash Worthiness. This Clear Area Extends 105 Feet in Advance of and 50 Feet behind the First Post of the Guardrail End Terminal and Then, in Order to Maintain Full Post Spacing, Continues 5 Feet behind the Face of the Guardrail through the W-Beam Portion of the Installation as Shown in the 'Guardrail Clear Area' Detail on this Sheet.

Normal Project Side Slope.

Deflection Distance for Normal Post Spacing

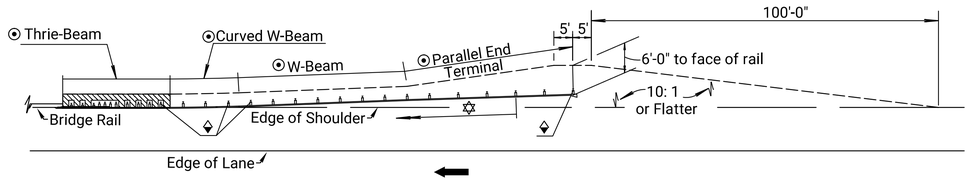
FLARED GUARDRAIL DETAIL

Applies to CGS AND MGS
(MGS Shown)



PARALLEL GUARDRAIL DETAIL

Applies to CGS AND MGS
(MGS Shown)



See Guardrail Layout Sheets for Details

On Guardrail Layout Sheets, Show Station AND Offset from the Roadway Alignment to the Face of Post at these Locations.

Length of Need (Begins at Post 3)

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	5	49

GENERAL NOTES

Install the guardrail end terminals according to the Manufacturer's Installation Manual. The Contractor will furnish a copy of the Manufacturer's Installation Manual to the Engineer prior to the start of the installation.

Use approved steel (preferred) or wood posts provided by the Manufacturer. The guardrail end terminal post type may be independent of the post type used in the remainder of the installation. However, no mixing of post types is permitted in the remaining w-beam and thrie-beam installation.

Use approved polymer (preferred) or wood blockouts provided by the Manufacturer. The guardrail end terminal blockout size and type may be independent of the blockout size and type used in the remainder of the installation. For blockout size and types for the remaining w-beam and thrie-beam portion of the installation see the details shown on KDOT's 'Guardrail Post Details' and 'Guardrail Thrie-Beam Transition Details' Standard Drawings.

Apply retroreflective sheeting to the end terminal impact head before installation.

Tighten all cable anchor assemblies as per the Manufacturer's Installation Manual.

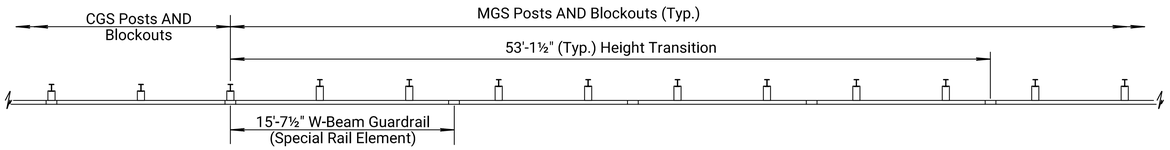
Lap w-beam and thrie-beam guardrail splices, in the direction of permanent traffic, even where temporary traffic may be carried in the opposite direction of the final traffic configuration. Lap end terminal splices per the Manufacturer's Installation Manual in the direction of permanent traffic, even where temporary traffic may be carried in the opposite direction of the final configuration.

The minimum length of w-beam guardrail required between the thrie-beam transition and the guardrail end terminal is 12'-6" for all installations; unless otherwise stated in the Manufacturer's Installation Manual.

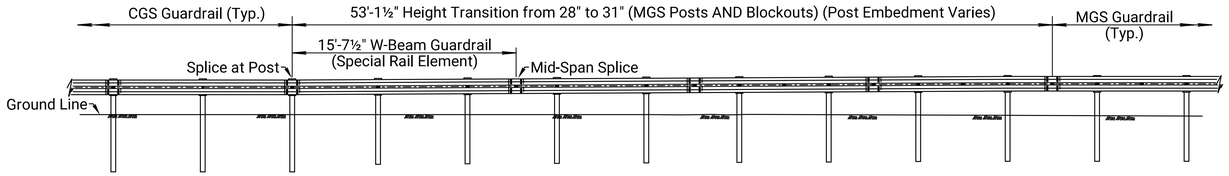
Where pavement with a thickness less than or equal to 8" is encountered during installation, use the details shown on KDOT's 'Guardrail Post Details' Standard Drawings to provide openings in the pavement for the guardrail posts. Where pavement with a thickness greater than 8" or geologic rock is encountered during installation, follow the Manufacturer's Installation Manual for guidance. Where the Manufacturer's Installation Manual does not address pavement with a thickness greater than 8" or geologic rock, contact the manufacturer for instructions or install the guardrail posts as directed by the Engineer.

All work and materials required for w-beam and thrie-bean guardrail installations are paid for under the appropriate bid items for either CGS or MGS guardrail depending on the type of installation.

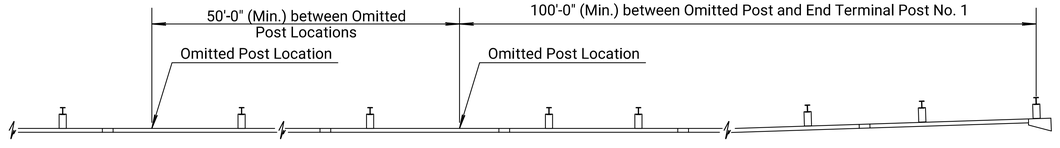
All work and materials required for guardrail end terminal installations are paid for under the bid item for the selected guardrail end terminal. See the table on this sheet for the appropriate end terminal bid item information.



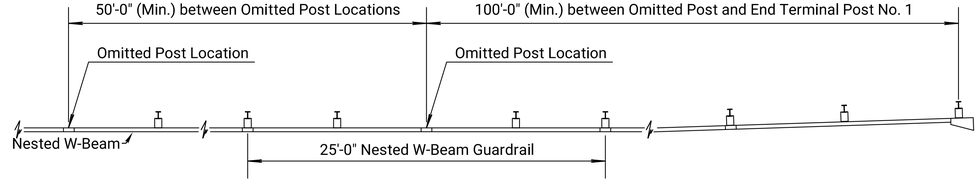
CGS TO MGS TRANSITION DETAILS (PLAN)



CGS TO MGS TRANSITION DETAILS (ELEVATION)



MGS OMITTED POST DETAIL



CGS OMITTED POST DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) END TERMINALS

END TERMINAL BID ITEM	FLARED OR PARALLEL	MOUNTING HEIGHT	CRASH TESTING CRITERIA	STEEL POST DESIGN AVAILABLE	WOOD POST DESIGN AVAILABLE	ENERGY ABSORBING	MANUFACTURER	DESIGN LENGTH	MANUFACTURER SYSTEM LENGTH
Guardrail End Terminal (MGS-FLEAT)	Flared	31"	NCHRP 350	Yes	Yes	Yes	Road Systems	40'-7½"	37'-6"
Guardrail End Terminal (MGS-SRT)	Flared	31"	NCHRP 350	Yes	Yes	No	Trinity Industries	40'-7½"	37'-6"
Guardrail End Terminal (MGS-MSKT)	Parallel	31"	MASH	Yes	No	Yes	Road Systems	46'-10½"	46'-10½"
Guardrail End Terminal (MGS-SOFTSTOP)	Parallel	31"	MASH	Yes	No	Yes	Trinity Industries	46'-10½"	50'-9½"

CONVENTIONAL GUARDRAIL SYSTEM (CGS) END TERMINALS

END TERMINAL BID ITEM	FLARED OR PARALLEL	MOUNTING HEIGHT	CRASH TESTING CRITERIA	STEEL POST DESIGN AVAILABLE	WOOD POST DESIGN AVAILABLE	ENERGY ABSORBING	MANUFACTURER	DESIGN LENGTH	MANUFACTURER SYSTEM LENGTH
Guardrail End Terminal (FLEAT)	Flared	28"	NCHRP 350	Yes	Yes	Yes	Road Systems	37'-6"	37'-6"
Guardrail End Terminal (SRT)	Flared	28"	NCHRP 350	Yes	Yes	No	Trinity Industries	37'-6"	37'-6"
Guardrail End Terminal (SKT)	Parallel	28"	NCHRP 350	Yes	Yes	Yes	Road Systems	50'-0"	50'-0"

NO.	DATE	REVISIONS	BY	APP'D
2	9-5-18	ADD. OMITTED POST AND TRANS. DETAILS	A.L.R.	T.T.R.
1	6-5-18	INITIAL RELEASE	A.L.R.	T.T.R.

KANSAS DEPARTMENT OF TRANSPORTATION

GUARDRAIL AUXILIARY DETAILS

RD606

FHWA APPROVAL	9-25-18	APP'D.	SCOTT W. KING
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK.

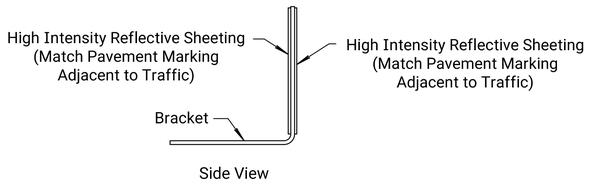
Sh. No. 5

Plotted :13-DEC-2021 10:59

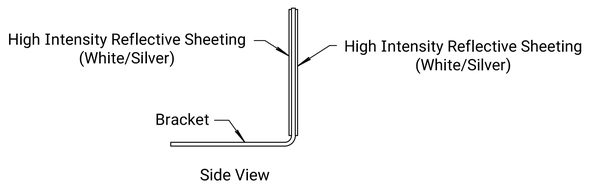
Drawn By : mrockwell
File : rd606.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	6	49

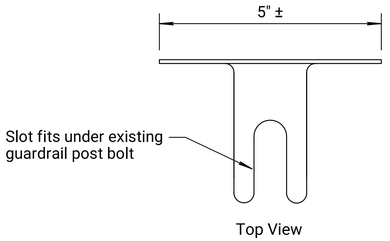
Flexible Marker
One-Way Traffic

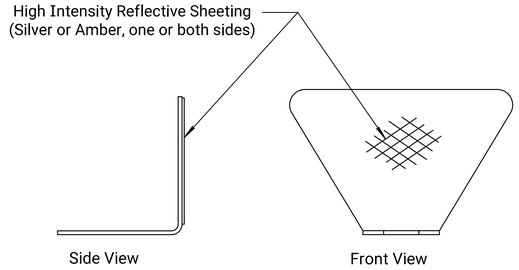


Flexible Marker
Median Locations



Flexible Marker
Two-Way Traffic





Flexible Guardrail Marker

(High Impact Polycarbonate approx. .085" thick, 5¼" x 3")

GENERAL NOTES

Install flexible markers on a post behind the guardrail bolt head on the traffic side of guardrail installations at a spacing not to exceed 25'. No marker is installed between the head and post #5 when the guardrail is terminated with a crashworthy end terminal.

Install flexible markers on the top of bridge rails at a spacing not to exceed 50', except for long bridges (greater than 200' long), where spacing may be increased to 100'.

Install flexible markers on the top of concrete safety barrier at a spacing not to exceed 100', except for barrier along a horizontal curve or along ramps and ramp tapers, where spacing is not to exceed 50'.

Where the height of the bridge rail or concrete barrier is greater than 32", mount the flexible markers on the side of the barrier at a height of 32" as shown on this sheet.

For guardrail, bridge rail, or concrete safety barrier located on two-way roadways, use flexible markers with white/silver high intensity reflective sheeting on both sides.

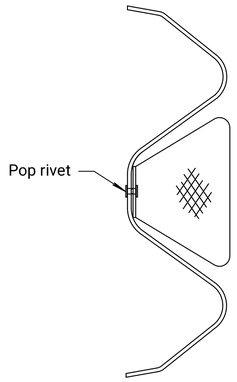
For guardrail located on one-way or divided roadways, use flexible markers with reflective sheeting installed on the approach traffic side of the bracket only. For bridge rail or concrete safety barrier located on the outside edge of one-way or divided roadways, use flexible markers with reflective sheeting installed on the approach traffic side of the bracket only. For bridge rail or concrete safety barrier located in the median, use flexible markers with reflective sheeting installed on both sides of the bracket. Match the color of the marker (yellow/amber or white/silver) to the color of the pavement marking adjacent to the traffic lane.

Use High Impact Polycarbonate Flexible Guardrail Marker with High Intensity Reflective Sheeting or an approved equivalent, see Standard Specifications.

Use zinc or cadmium plated fasteners that comply with Standard Specifications.

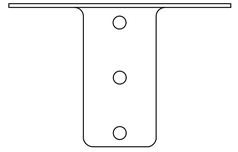
Work and materials required for installation of markers on guardrail, bridge rail, or concrete safety barrier are subsidiary to other bid items in the contract.

Install flexible markers for the final (permanent) traffic configuration.

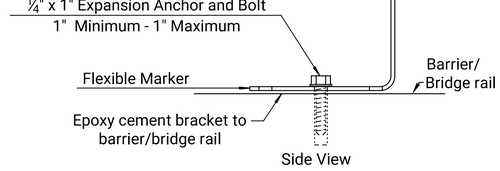


Typical Mounting on W-Beam

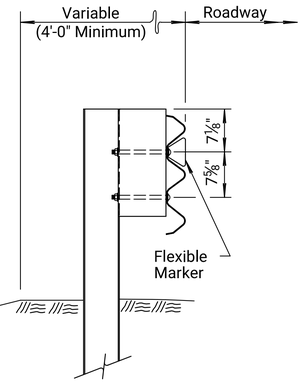
Pop rivet attachment to Guardrail when necessary.



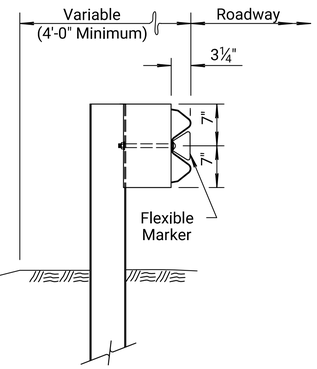
Barrier/Bridge Rail



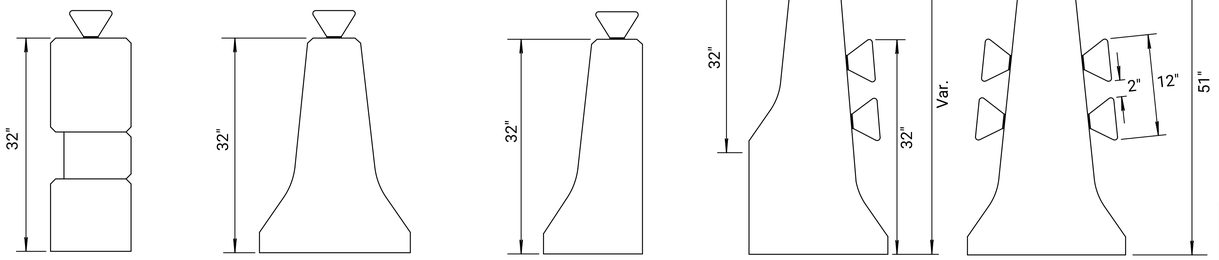
Method of Attaching Flexible
Marker to Barrier/Bridge Rail



THRIE-BEAM GUARDRAIL



W-BEAM GUARDRAIL



CORRAL RAIL | TYPE I CSB | TYPE II CSB or F-SHAPED BRIDGE RAIL | TYPE III CSB | TYPE IV CSB

TYPICAL BARRIER/BRIDGE RAIL MOUNTING DETAILS

NO.	DATE	REVISIONS	BY	APP'D
9	9-11-17	Rev. Det. Markers, Rev. Gen. Note	A.L.R.	S.W.K.
8	11-15-10	Revised notes	S.W.K.	J.O.B.
7	12-21-08	AKT marker or approved equal	S.W.K.	J.O.B.
6	3-10-09	Add. Flexible rem. Button deline	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

MARKER DETAILS FOR GUARDRAIL,
BARRIER, AND BRIDGE RAILS

RD610

FHWA APPROVAL	3-15-18	APP'D. Scott W. King	
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK.

Plotted :13-DEC-2021 10:59
Drawn By : mrockwell
File : rd610.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	7	49

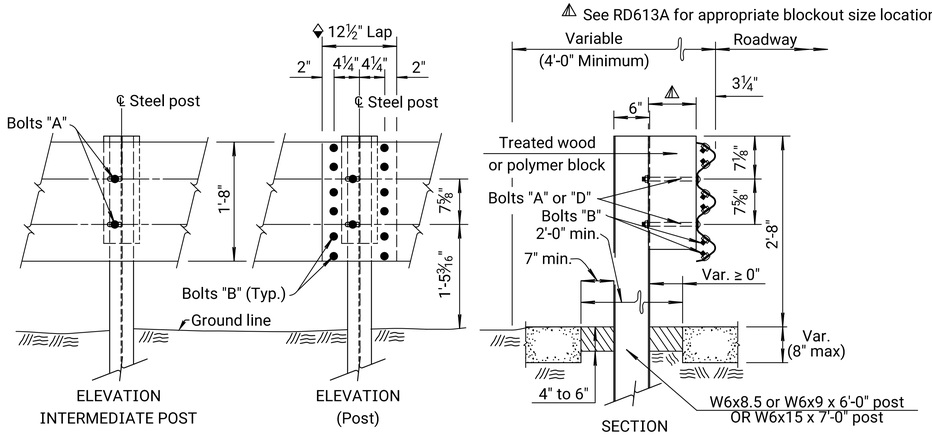
Notes to Designer: For posts installed in pavement thicker than 8" or posts installed in rock formations refer to AASHTO's Roadside Design Guide for details then revise this drawing and all supporting drawings appropriately.

Plotted :13-DEC-2021 10:59

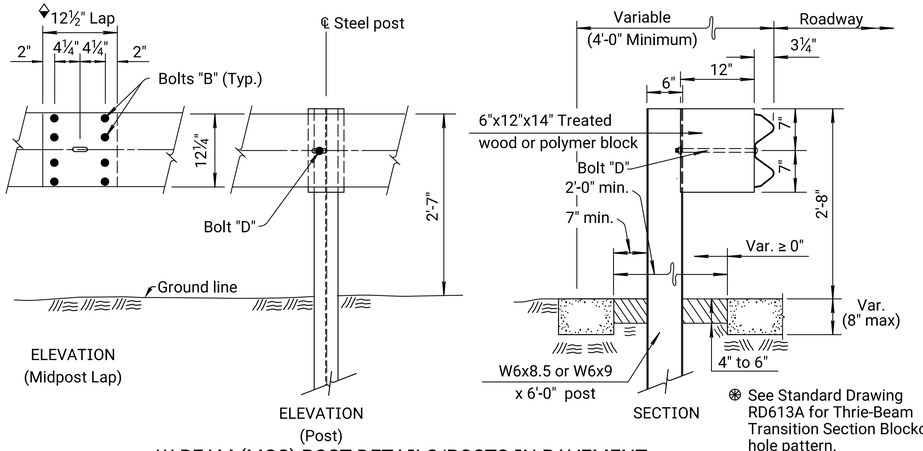
Drawn By : mrockwell
File : rd611a.dgn

♦ Lap guardrail splices, including terminal connector, in the direction of traffic. Where traffic is temporarily carried in the opposite direction of final configuration, lap rail splices in the direction of permanent traffic.

⚠ See RD613A for appropriate blockout size location.



THRIE BEAM POST DETAILS/POSTS IN PAVEMENT

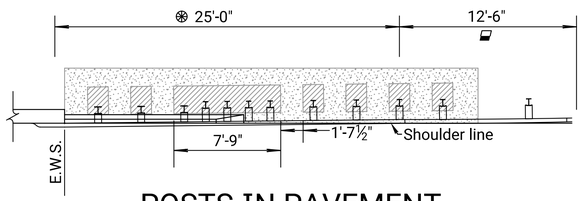


W-BEAM (MGS) POST DETAILS/POSTS IN PAVEMENT

⊛ See Standard Drawing RD613A for Thrie-Beam Transition Section Blockout hole pattern.

✡ Non-Metallic (Polymer) or Treated Wood Block

▭ See Guardrail Layout Sheets for Details.

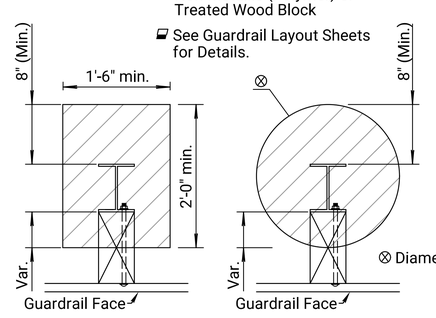


POSTS IN PAVEMENT

(Not to Scale)

▨ Slurry Grout (Low Strength)
See KDOT's Standard Specifications

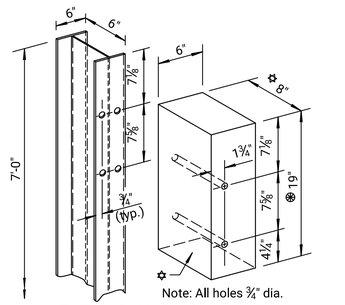
▩ Pavement (Concrete or Asphalt)



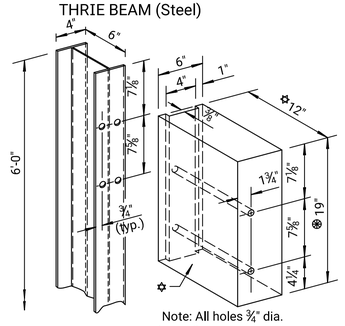
⊗ Diameter may vary from 1'-6" (min.) to 2'-0".

PLAN
(ALTERNATE GEOMETRIES)

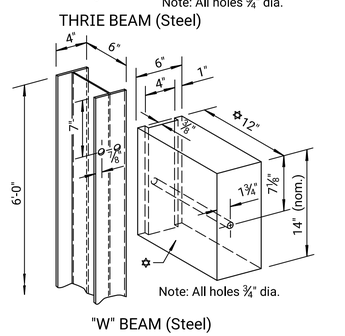
Note: Low Strength Grout must have a 28-day compressive strength of 120 psi or less. All work and materials related to posts in pavement are subsidiary to other guardrail bid items. Rectangular geometry shown in Posts in Pavement detail. Circular geometry, as shown on this sheet, may be used at the Contractor's option.



THRIE BEAM (Steel)



THRIE BEAM (Steel)



"W" BEAM (Steel)

GENERAL NOTES (Steel Posts)

Use grade of steel for steel posts that meets the requirements of the standard specifications.

Hot dip galvanize the posts after fabrication, see standard specifications.

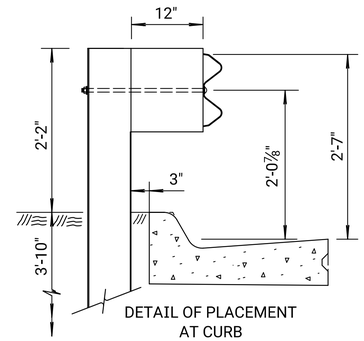
Wood blockouts may be used through the 25'-0" thrie-beam section with wood or polymer blockouts used throughout the remainder of the w-beam installation. The blockout size and material used in the guardrail end terminal may be independent from the remainder of the installation. For wood/polymer blockout requirements see standard specifications.

Use S4S rectangular blockouts for Thrie-Beam/W-Beam installation.

Set guardrail posts by digging or by driving. Use post caps to protect the post from crushing during driving operations.

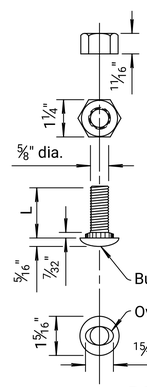
Contractor must notify Engineer at the earliest time when a non-removable manmade object (footing, pipe, etc.) is encountered that prevents installation of a full length post.

All dimensions are nominal and are subject to manufacturing tolerances. Excavation including rock, shale, and other materials for erection of Guardrail is subsidiary to various bid items for which payment is made.



DETAIL OF PLACEMENT
AT CURB

Note: Measure height of rail from the pavement surface at the curb/pavement joint as shown. A special design is needed when guardrail is not located as detailed. A Type II (laydown) curb & gutter is preferred when guardrail is adjacent to curb.



All bolts,nuts, and washers shall be galvanized in accordance with the Standard Specifications.

BOLT SIZE SCHEDULE	
Bolt	L
A	10"
B	1¼"
C	18"
D	14"
E	22"

BOLT & NUT DETAILS

NO.	DATE	REVISIONS	BY	J.O.B.
5	9-24-15	Separated Steel/Wood Post Details	T.T.R.	S.W.K.
4	11-8-12	Revised Detail, Posts in Pavement	S.W.K.	J.O.B.
3	8-1-12	Revised Note to Designer	S.W.K.	J.O.B.
2	5-24-12	Revised Detail, Posts in Pavement	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

GUARDRAIL POST (STEEL) (MGS) DETAILS

RD611A

FHWA APPROVAL	1-29-16	APP'D. Scott. W. King	
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

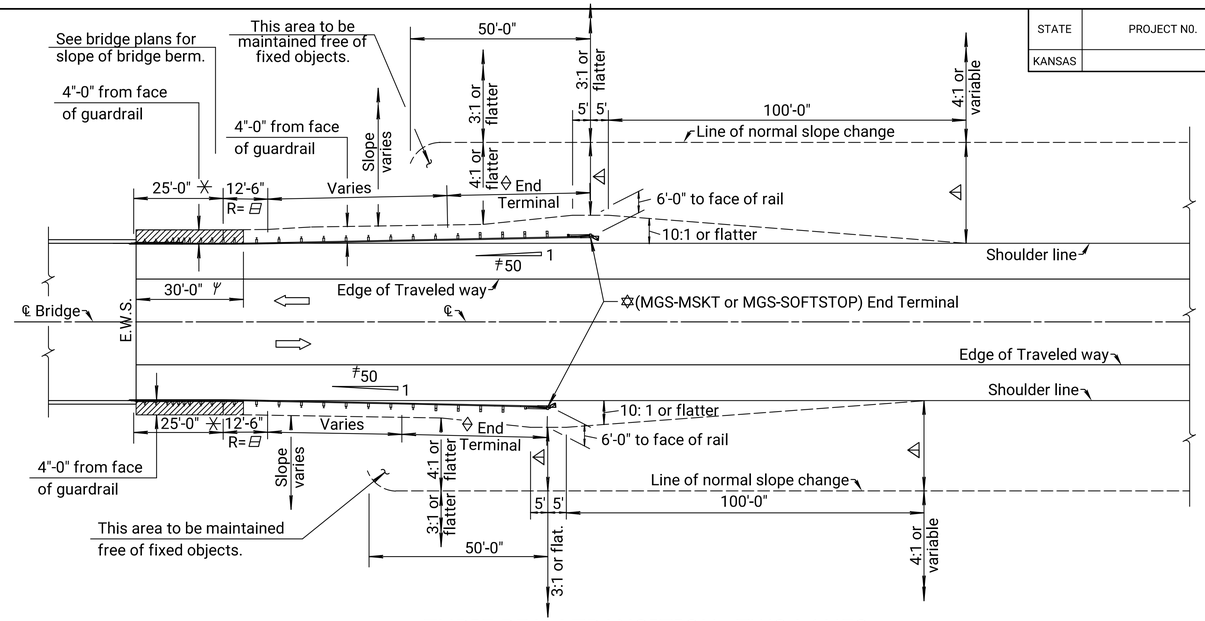
Sh. No. 7

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	8	49

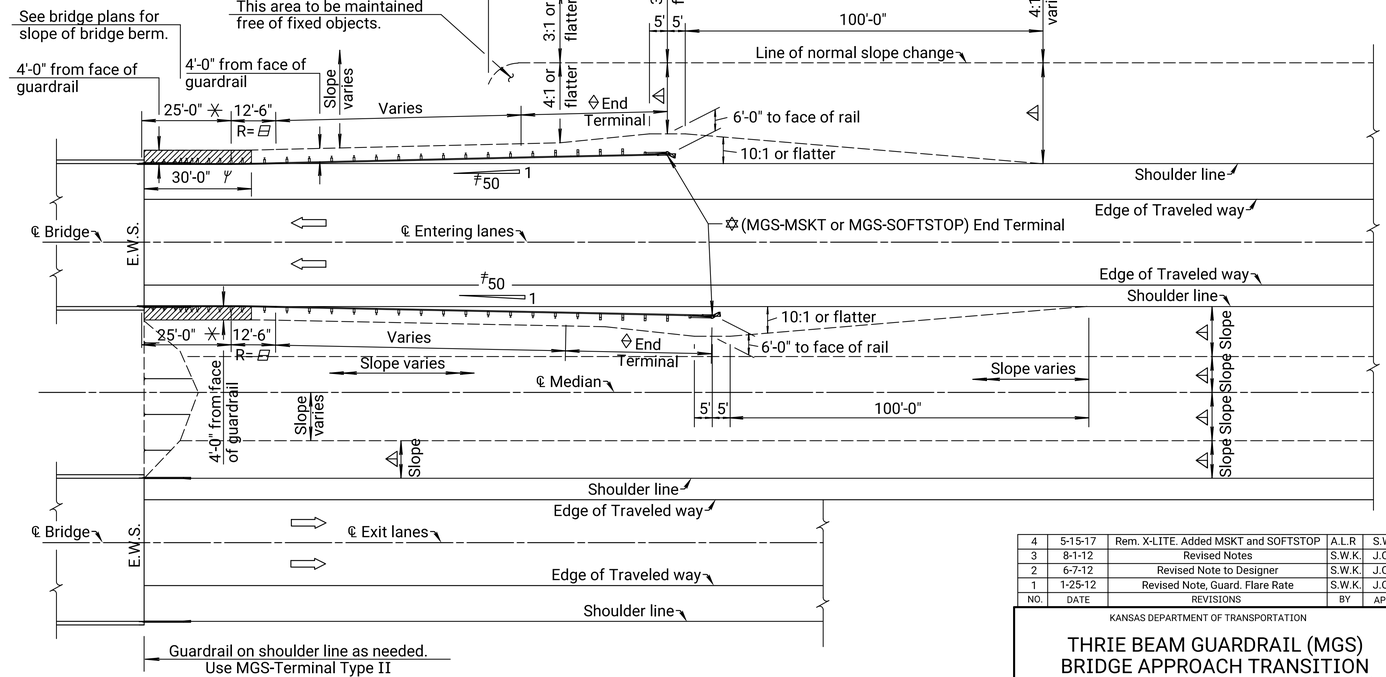
Notes to Designer: Determine the guardrail length of need using either KDOT's Length of Need Equation or a graphic design approach with an L_t distance measured from the edge of the area of concern to the P.I. of the curved guardrail section. Combine material for asphalt widening in the plan quantities.

"Parallel" installations are flared at a rate of 50:1. "Zero Flare' installations follow the edge of shoulder.

- ✳ Thrie Beam Transition. See Std. Drawing RD613A for details and general note.
- ⊟ Radius= 625.08'
- ⚠ Normal project side slope. See typical sections.
- ⟠ See KDOT's 'Guardrail Auxiliary Details' Standard Drawing.
- ⟡ 4" Asphalt material placed on 4'-0" embankment widening unless flume inlet and slope drain is constructed. See RD611A for "Post in Pavement" details.
- ≠ Terminate zero flare rate installations with a parallel guardrail end terminal. Typically parallel end terminals are flared at 50:1 over the length of the end terminal, but may be flared up to 26:1 or flatter.
- ✡ The minimum length of w-beam guardrail required between the thrie-beam transition and the guardrail end terminal is 12'-6" for all installations.



THRIE BEAM TRANSITION - TWO LANES



THRIE BEAM TRANSITION - FOUR LANES (DIVIDED)

NO.	DATE	REVISIONS	BY	APP'D
4	5-15-17	Rem. X-LITE. Added MSKT and SOFTSTOP	A.L.R	S.W.K.
3	8-1-12	Revised Notes	S.W.K.	J.O.B.
2	6-7-12	Revised Note to Designer	S.W.K.	J.O.B.
1	1-25-12	Revised Note, Guard. Flare Rate	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

THRIE BEAM GUARDRAIL (MGS) BRIDGE APPROACH TRANSITION TYPICAL ALIGNMENTS (PARALLEL)

RD612B

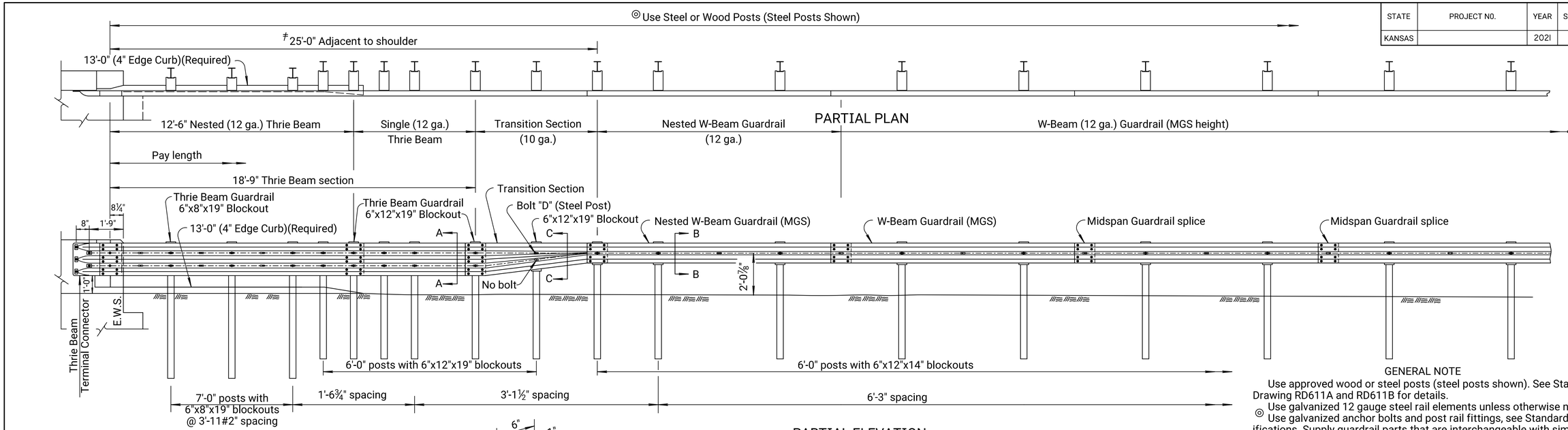
FHWA APPROVAL	10-12-17	APP'D. SCOTT W. KING	
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK.

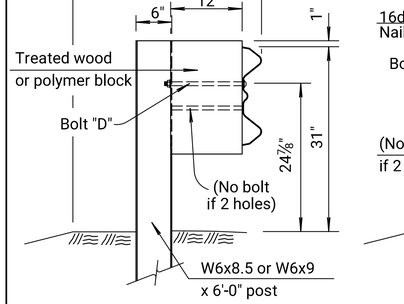
Drawn By : mrockwell
File : rd612b.dgn

Plotted :13-DEC-2021 10:59

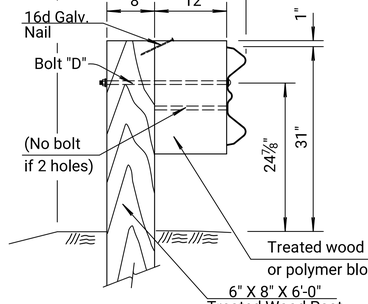
CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	9	49

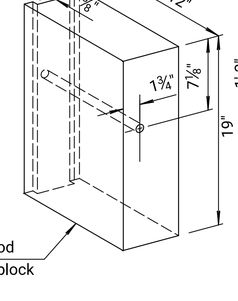




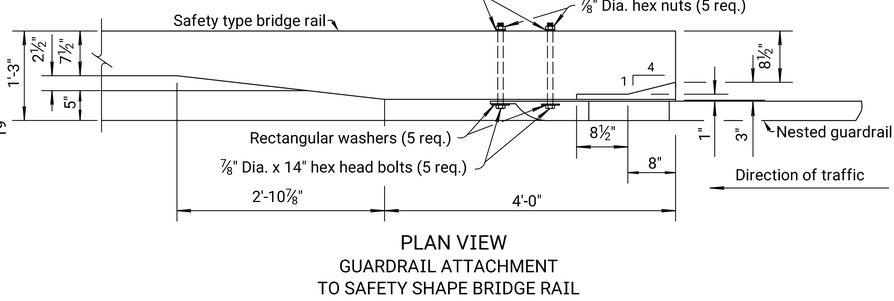
◎ SECTION C-C (STEEL POST)



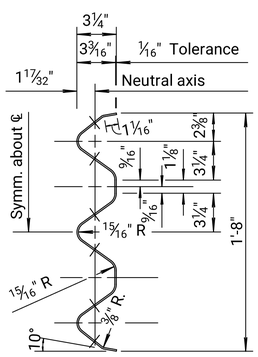
◎ SECTION C-C (WOOD POST)



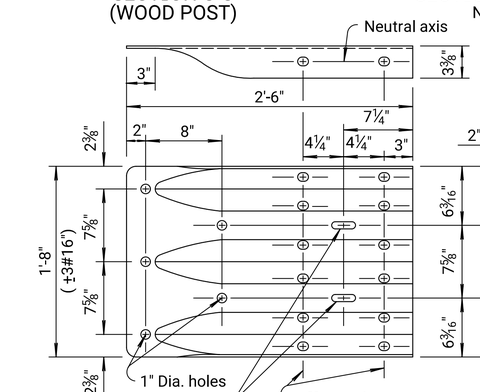
SECTION C-C (BLOCKOUTS)
Note: All holes ¾" dia.



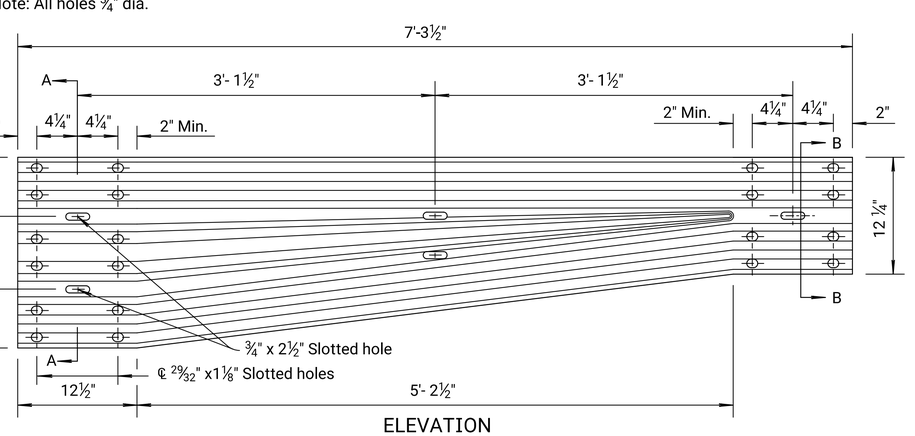
PLAN VIEW
GUARDRAIL ATTACHMENT
TO SAFETY SHAPE BRIDGE RAIL



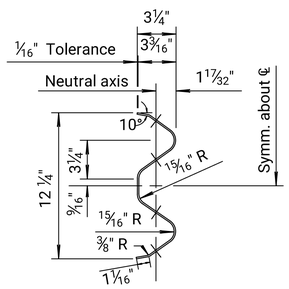
SECTION A-A
THRU RAIL ELEMENT
TYPICAL THRIE BEAM



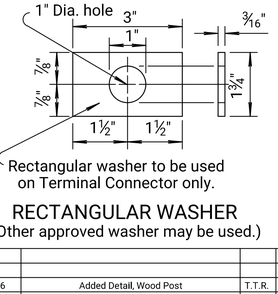
TERMINAL CONNECTOR
⊛ Optional 29⁄32" x 1¾" Slotted holes Rotated 50° (Typical) (12 req'd.)



ELEVATION
ASYMMETRICAL TRANSITION SECTION
(From Thrie Beam to W-Beam rail)



SECTION B-B
THRU RAIL ELEMENT
TYPICAL W-BEAM



RECTANGULAR WASHER
(Other approved washer may be used.)

GENERAL NOTE

Use approved wood or steel posts (steel posts shown). See Standard Drawing RD611A and RD611B for details.

◎ Use galvanized 12 gauge steel rail elements unless otherwise noted. Use galvanized anchor bolts and post rail fittings, see Standard Specifications. Supply guardrail parts that are interchangeable with similar parts regardless of source or manufacturer.

Wood blockouts may be used through the 25'-0" thrie-beam section with wood or composite blockouts used throughout the remainder of the w-beam installation. The blockout size and material used in the guardrail end terminal may be independent from the remainder of the installation.

Fabricate Terminal Connector from 10 gauge steel, see Standard Specification. The connector has the same section as thrie beam guardrail. Terminal connector is Subsidiary to the bid item "Guardrail, Steel Plate (MGS)".

Shop bend curve rails when radius is less than 150'.

Lap guardrail splices, including terminal connector, in the direction of traffic. Where traffic is temporarily carried in the opposite direction of final configuration, lap rail splices in the direction of permanent traffic.

Bridge to guardrail transition consists of 1- 18'-9" thrie-beam with 1- 12'-6" thrie-beam section nested in back of 18'-9" section (See Layout), 1- Thrie beam to W-beam Asymmetrical transition section, use associated hardware with post sizes and location shown. For the remainder of installation use (MGS) W-beam guardrail with only one post type used within (MGS) guardrail run.

All material and work required for this construction is Subsidiary to the bid item "Guardrail, Steel Plate (MGS)".

NO.	DATE	REVISIONS	BY	APP'D
2	2-10-16	Added Detail, Wood Post	T.T.R.	S.W.K.
1	1-25-12	Revised Details, Thrie-Beam	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

DETAILS OF THRIE BEAM to (MGS) GUARDRAIL TRANSITION

RD613A

FHWA APPROVAL	4-21-16	APP'D.	SCOTT W. KING
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK.

CADconform Certify This File

Sh. No. 9

Drawn By : mrockwell
File : rd613a.dgn

Plotted :13-DEC-2021 10:59

CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2021	10	49

SUMMARY OF QUANTITIES

Item / Location	Excavation Class I Cu. Yds.	Excavation Class II Cu. Yds.	Concrete (Grade 4.0) (AE) (SA) Cu. Yds.	Concrete (Grade 4.0) (AE) Cu. Yds.	Reinforcing Steel (Grade 60) (Epoxy Coated) Lbs.	Reinforcing Steel (Grade 60) Lbs.	* Piles (Steel) (HP 10x42) Lin. Ft.	* Piles (Steel) (HP 12x53) Lin. Ft.	Bridge Backwall Prot. System Sq. Yds.	Abutment Strip Drain Sq. Yds.	Slope Protection (Riprap Stone) Cu. Yds.	Bridge Deck Grooving Sq. Yds.	Cast Steel Pile Points Each	Concrete Pavement(10" Unif.) (AE)(Br. App.) Sq. Yds.
Abutment No. 1	64.7		**		**		240		21.9	18.5	285		4	47.7
Pier No. 1	43.0	64.9		48.4		3,700		549					9	
Pier No. 2	63.0	69.0		48.4		3,700		513					9	
Abutment No. 2	64.3		**		**		212		21.8	18.3	285		4	47.7
Substr. Total	235.0	133.9		96.8		7,400	452	1,062	43.7	36.8	570		26	
Superstr. Total			296.2		79,466							381.1		95.4
Total	235	134	296.2	96.8	79,470	7,400	452 †	1,062 †	44	37	570	381	26	95

** Quantities are included in the Superstr. Total Quantity.

† Summary of Piling
Abutment No. 1 4 @ 60'
Pier No. 1 9 @ 61'
Pier No. 2 9 @ 57'
Abutment No. 2 4 @ 53'

* NOTE: Only steel pile HP10X42 and HP12x53 shall be used on this project.

TRAFFIC DATA	
AADT (2017)	263
T	11%

INDEX TO BRIDGE DRAWINGS

GENERAL NOTES

EXISTING STRUCTURE: Plans of the existing 231st Street Bridge (E-18) structure over Dawson Creek are not available.

EMBANKMENT: Complete the embankment at the abutments as shown on the Bridge Excavation sheet prior to driving the abutment piling.

BRIDGE EXCAVATION: Elevation 886.62 shall designate the Excavation Boundary Plane of Class I and Class II Excavation; Class I above the plane, Class II below the plane. See the Bridge Excavation sheet for the limits of pay excavation.

BACKFILL COMPACTION: Compact backfill at the abutments.

PILING: Drive all piling to penetrate or bear upon the Shale formation. Driving shall stop when in the opinion of the Engineer additional driving may damage the piling. Drive all piling to the Pile Driving Formula Load of:

Abutment No. 1	68 Tons
Pier No. 1	81 Tons
Pier No. 2	81 Tons
Abutment No. 2	68 Tons

As a minimum drive each pile to the load and penetration, but in no case shall the pile be driven to more than 110% of Pile Driving Formula Driving Load. At any location where problems are experienced, pile damage is suspected, or the Pile Driving Formula Load occurs significantly above the design pile tip elevation, the Engineer may request that the Pile Driving Analyzer (PDA) equipment be used.

PILING SPLICE LOCATION: Integral pile splice locations and weld testing criteria for Abutments No. 1 & 2 and Piers No. 1 and 2 will follow the "Standard Pile Details" Sheet (BR110).

CORRAL RAIL: Build the corral rail after the falsework is struck.

ABUTMENT STRIP DRAIN: See the General Notes on the "Abutment Strip Drain" sheet.

BRIDGE BACKWALL PROTECTION SYSTEM: See the General Notes on the "Abutment Strip Drain" sheet.

REMOVAL OF EXISTING STRUCTURE: Removal of existing structure is included in the bid item "Removal of Existing Structure", Lump Sum. All materials removed from the existing structure shall become property of the Contractor except for guardrail, signs and object markers. Place the salvaged materials in the R/W area to be picked up by the County. Remove all other materials from the site.

CONCRETE: Superstructure concrete is bid as Concrete (Grade 4.0) (AE)(SA). Substructure concrete is bid as Concrete (Grade 4.0)(AE). The Contractor may use Concrete (Grade 4.0) in the footings. Bevel all exposed edges of all concrete with a ¾" triangular molding, except as otherwise noted on the plans. Construction joints are optional with the Contractor, but if used, place only at locations shown, or at locations approved by the Engineer.

REINFORCING STEEL: All reinforcing steel dimensions are to the centerline of bars unless otherwise noted. All reinforcing steel, except the spiral bars, shall conform to the requirements of ASTM A615, Grade 60. Spiral bars may meet the requirements of either ASTM A615 (Gr. 40 or 60) or A82, and are included in the bid item "Reinforcing Steel (Gr. 60)".

CAMBER: Provide camber as shown on the Camber Diagram unless the Contractor uses either long span steel beam falsework (concrete dead load deflection greater than 1/4") or timber falsework with greater than 12'-0" clear span. If either case exists, submit falsework plans that show the additional required camber.

FALSEWORK PLANS: A licensed Professional Engineer shall design the falsework details. Details shall bear the seal of a licensed Professional Engineer. See the Bridge Design Manual, Section 16.1 "Review and Approval of Falsework Plans", for a listing of items to be included on the falsework plan. Submit electronic plans conforming to Section 105 of the Standard Specification with details in compliance with KDOT Specifications to the Field Engineer for review.

FALSEWORK INSPECTION: This project has falsework plan requirements which are considered "Category 2" by KDOT specifications. If falsework deficiencies or variations from the approved and sealed plans are found, the falsework design Engineer of Record will provide written approval of the changes. If for the convenience of the Contractor the falsework becomes "Category 1" by the use of non-typical supports; then the inspection and review requirement of "Category 1" will be fully enforced, but at no cost to the County. "Category 2" falsework inspection is not paid for directly, but is subsidiary to other bid items.

FALSEWORK PLANS AND SHOP DRAWINGS: Use the U.S. Customary system of units on falsework plans and shop drawing details.

FALSEWORK: Leave the falsework in place for the entire unit until 15 days after the last concrete pour for the unit or longer as directed by the engineer.

DEWATERING: Where necessary, the Contractor shall provide an approved dewatering method to ensure a dry location is provided to construct the pier web walls. This may consist of diversion berms, cofferdams, well point dewatering, or other means. All labor and materials necessary to dewater the work areas, where needed, shall be considered subsidiary to other bid items. No special measurement or payment will be made.

DEMOLITION PLANS: This is a Category A Demolition. Submit detailed Demolition Plans to the Owner's designated Engineer per KDOT Specifications. No Demolition work will begin without approved Demolition Plans. A Licensed Professional Engineer is not required.

CONCRETE PLACING SEQUENCE: The sequence of placing concrete in the slab and curbs shall be as shown, or the Contractor may submit an alternate placing sequence for review. Submit the alternate placing sequence to the Engineer at the Preconstruction Conference. Include the proposed rate of concrete placement in C.Y./h, the plant capacity, placement direction, construction joint location, a description of the equipment used in placing the concrete, proposed admixtures, and the quantity of concrete in each placing segment. Any additional cost for the Contractor's alternate plan of placing concrete, including admixtures, shall be at the Contractor's expense and shall be considered subsidiary to the bid item, "Concrete (Grade 4.0)(AE)(SA)". Approval of the Contractor's alternate sequence is ~~required~~ prior to placement of concrete in the deck.

CONSTRUCTION LOADS: Only foot traffic is permitted on the new sub-deck, one-course deck or any concrete overlay during the seven day curing period, keep any exposed deck wet during the 7-day curing period. See KDOT Specifications Section 710 Table 710-2.

TEMPERATURE: The design temperature for all dimensions is 60° F.

QUANTITIES: Items not listed separately in the Summary of Quantities are subsidiary to other items in the proposal.

DIMENSIONS: All dimensions shown on the design plans are horizontal dimensions unless otherwise noted. Make necessary allowances for roadway grade and cross slope.

CONSTRUCTION JOINTS: The construction joints shown are optional with the Contractor. If used, place the construction joints only at locations shown or at locations approved by the Engineer.

BRIDGE DECK GROOVING: After the bridge deck has cured, transversely groove the deck in accordance with KDOT Specifications. For phased construction groove each completed phase before opening to traffic. Align the grooves from each adjacent phase across the bridge deck without jogs or discontinuities. For skewed bridges all grooving will be perpendicular to the centerline of the bridge.

BROKEN CONCRETE: Waste the broken concrete from the existing bridge on sites provided by the Contractor and approved by the Engineer.

SLOPE PROTECTION (RIPRAP STONE): Place Slope Protection (Riprap Stone) to the limits and thicknesses shown on the plans or as directed by the Engineer. Use "100 Lb. Stone for Riprap" as described in KDOT Specifications placed to limits shown on the plans. Place a 10 foot wide mat of geotextile under the rock/rubble embankment on the berm and berm slopes and centered under the drip lines of the slab.

DESIGN DATA

DESIGN SPECIFICATIONS:
AASHTO Specifications, 2007 Edition and latest Interim Specifications. Load and Resistance Factor Design.

DESIGN LOADING:
HL-93

Design Dead Load includes an allowance of 15 psf for a future wearing surface.

UNIT STRESSES:

Concrete (Grade 4.0)	f'c	=	4 ksi
Concrete (Grade 4.0)(AE)	f'c	=	4 ksi
Concrete (Grade 4.0)(AE)(SA)	f'c	=	4 ksi
Reinforcing Steel (Grade 60)	fy	=	60 ksi
Steel Piles	fy	=	50 ksi

LRFD DESIGN PILE LOAD:

Design Loading (Tons/Pile)	Strength	Service	Phi
Abutments	68	46	0.45
Piers	81	57	0.45

LFD & LRFR RATING FACTORS			
Truck	Rating Level	Inventory	Operating
HS-20	(36T)	1.65	2.76
Type HET	(110T)		1.39
2002 LFD Rating, 17th Edition AASHTO			
HL-93 Loading		1.41	1.83
2008 Manual for Bridge Evaluation			

NO.	DATE	REVISIONS	BY	APP'D
6	10/19/15	Added Asbestos NOT8221 Option	JPJ	CER
5	2/4/15	Modified Per 2015 Specification	JPJ	CER
4	4/7/14	Current Release	JPJ	CER
3	2/12/14	Added Benchmark	JPJ	CER
2	08/2/12	ADDED NOT3135 & NOT3145	JPJ	TLF
1	04/29/10	ADDED RATING TABLES	JPJ	KFH

KANSAS DEPARTMENT OF TRANSPORTATION
Br. No. E-18 Sta. 50+00.00
GENERAL NOTES AND QUANTITIES
BRIDGE E-18 REPLACEMENT
231st STREET OVER DAWSON CREEK
Proj. No. 130563.00 Leavenworth Co.

SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

CADconform Certify This File

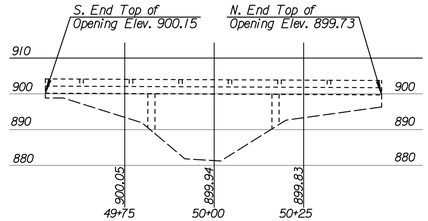
Sh. No. 10

Std. Base File:
Plotted By: mrockwell Plot Location:
File: E18_General Notes and Quantities.dgn
Plot Date: 13-DEC-2021 10:59

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2021	11	49

Utilities:
Fiber
CENTURYLINK
(800)778-9140

Power
FREESTATE ELECTRIC EAST
(913)486-5018



EXISTING WATERWAY OPENING
792 S.F. OPENING AREA

SW 1/4, Sec 19, T8S, R21E

Sta. 50+00.00
Remove Exist. 30'-34'-30' Cont. Concrete Slab Spans
Construct 36'-48'-36' R.C. Haunched Slab Spans (RCSH)
Pile Bent Abutments & Piers
32' Roadway, No Skew

Richard W. Sr. & Janice S. Jones
30917 231st Street
SW1/4 Sec 19, T8S R21E

Dawson Creek

Const. Limits
Exist. R/W
℄ Structure
℄ Proposed Improvements, Structure & Profile Grade
Guardrail Pad (Typ.)
13'-0" (Typ.)
Reinforced Concrete Bridge Approach Slab (Typ.)
N 44°20'26.60" E
C.T.V.
O.H.E.
20.56'
2.08%

Richard W. Sr. & Janice S. Jones
30917 231st Street
SW1/4 Sec 19, T8S R21E

SCALE
20' 0 20' 40'

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION
Br. No. E-18 Sta. 50+00.00
CONTOUR MAP
BRIDGE E-18 REPLACEMENT
231st STREET OVER DAWSON CREEK
Proj. No. 130563.00 Leavenworth Co.

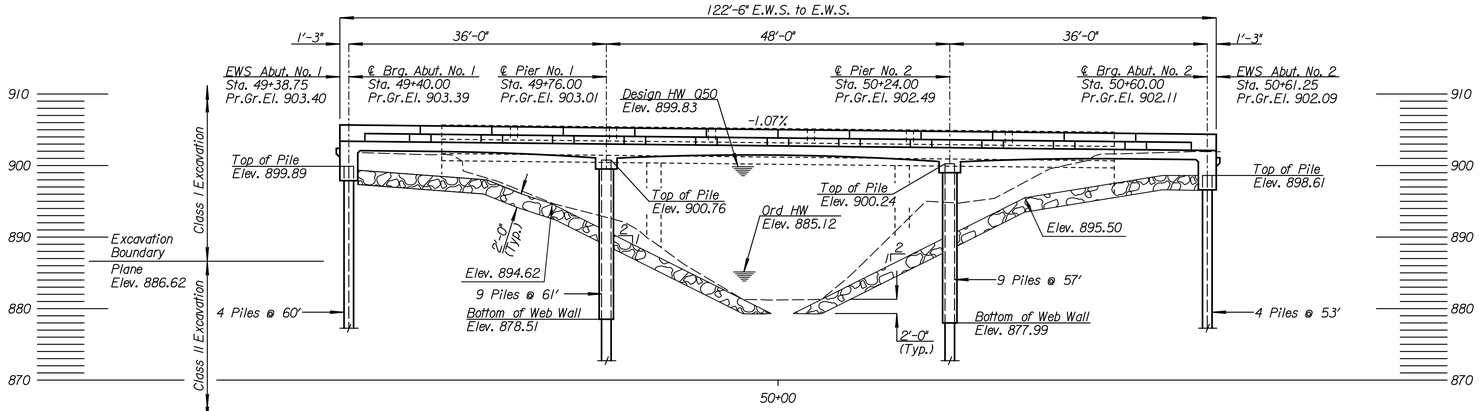
SHEET NO. 11 OF 49	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

CADconform Certify This File
Sh. No. 11

Plotted By: mrockwell | Plot Location:
File: $FILE$
Plot Date: $DATE$ $TIME$

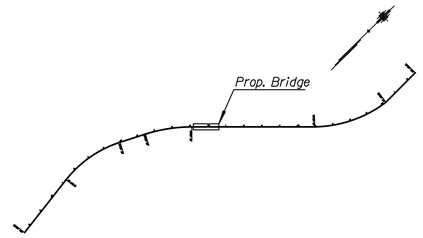
CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2021	12	49



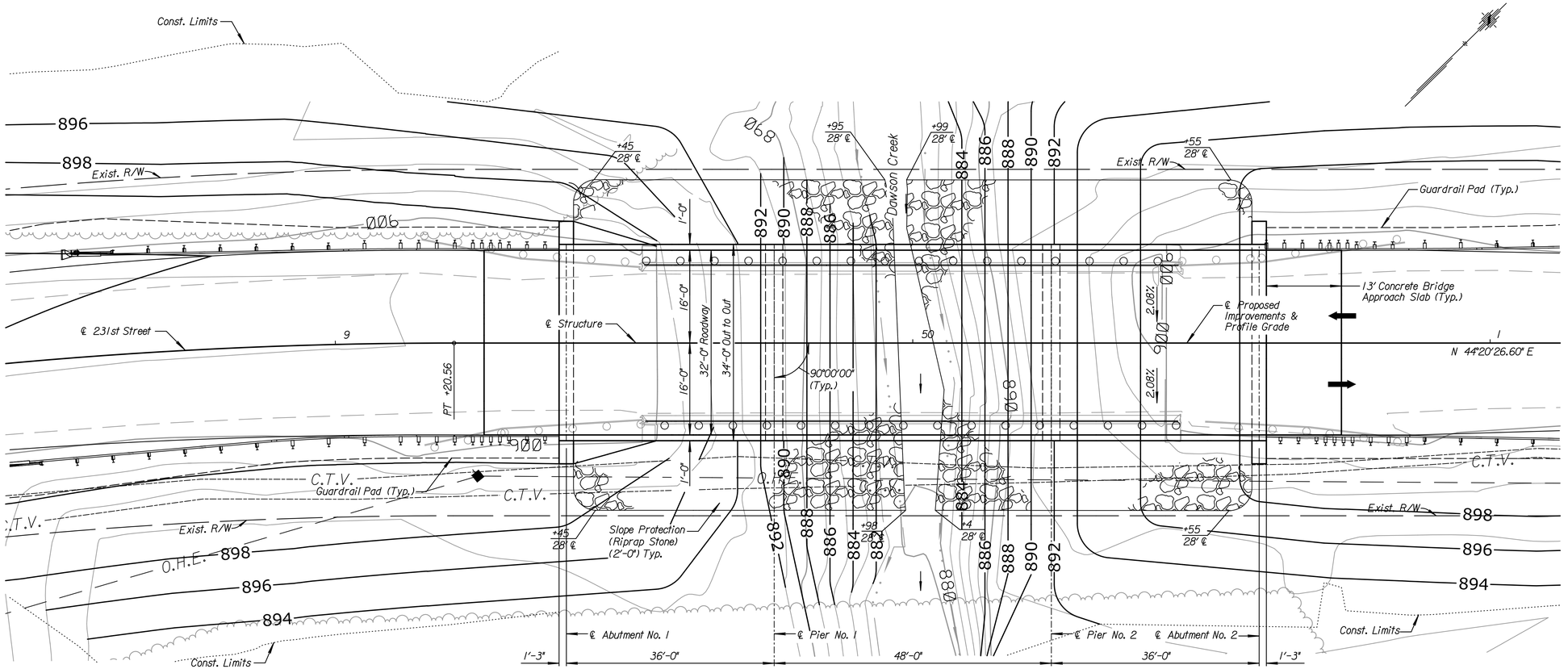
ELEVATION @ CENTER OF BRIDGE

36'-48'-36' R.C. Haunched Slab Spans (RCSH)
Pile Bent Abutments & Piers
32' Roadway, No Skew



HORIZ. ALIGNMENT

1:40 Scale



PLAN

SCALE
10' 0 10' 20'

BM #50
Chiseled square on wing wall along the West side of 231st Street, North of creek
Elevation = 902.48
Station = 22+82.89
N=377873.79, E=2127839.47

DRAINAGE DATA

Local Drainage Area	9.94	Sq.Mi.
Design Frequency	50	Yr.
Design Discharge (Q_{50})	2630	cfs
Design Highwater Elevation	899.8	Ft.
Design Backwater	0.03	Ft.
Change in Backwater	0.00	Ft.
Design Backwater Elevation	899.8	Ft.
Overtopping Elevation (Sta. 57+50)	897.00	Ft.
Overtopping Discharge	>1365	cfs
Overtopping Frequency	>5	Yr.
Discharge at Q_{100}	2946	cfs
Backwater at Q_{100}	0.03	Ft.
Change in Backwater at Q_{100}	0.00	Ft.
Backwater Elevation at Q_{100}	900.5	Ft.
Historic Highwater Elevation	892.0	Ft.
Ordinary Highwater Elevation	885.1	Ft.
Total Waterway Provided	896.7	Sq.Ft.
Design Waterway Provided (Q_{50})	121	Sq.Ft.
Estimated Ord. Highwater Discharge	302	cfs
Average Velocity at Q_{50}	1.96	fps
Average Velocity at Q_{100}	1.78	fps
Overflow Q_{50} (3% of Q_{total})	78.9	cfs

Historic Highwater Elevation is reported to be no higher than the banks adjacent to the structure. This was reported to the surveyor by a local residents with knowledge of the area.

FEMA Flood Insur. Rate Map Leavenworth County, 7/16/2015 Zone A at Bridge Site. Community Panel 200186 0103 G Map No. 20103C0103G

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

Br. No. E-18 Sta. 50+00.00

CONSTRUCTION LAYOUT
BRIDGE E-18 REPLACEMENT
231st STREET OVER DAWSON CREEK

Proj. No. 130563.00 Leavenworth Co.

SHEET NO. 12 OF 49	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

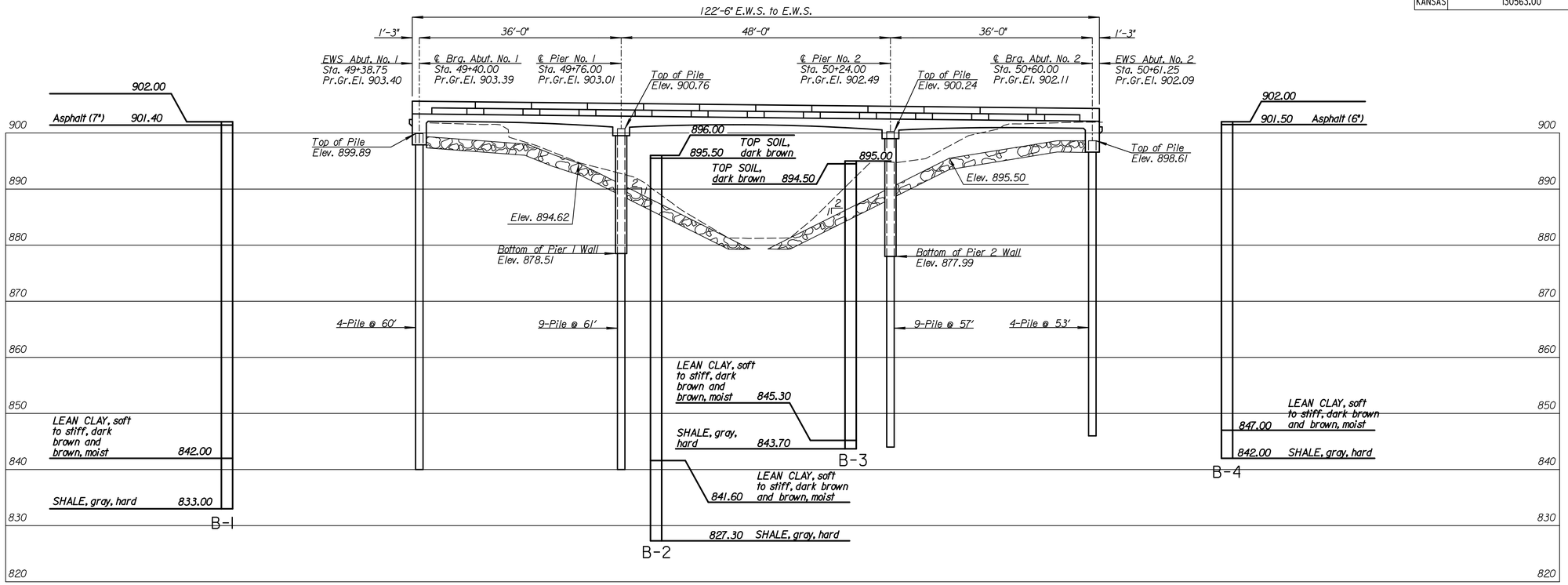
CADconform Certify This File

Sh. No. 12

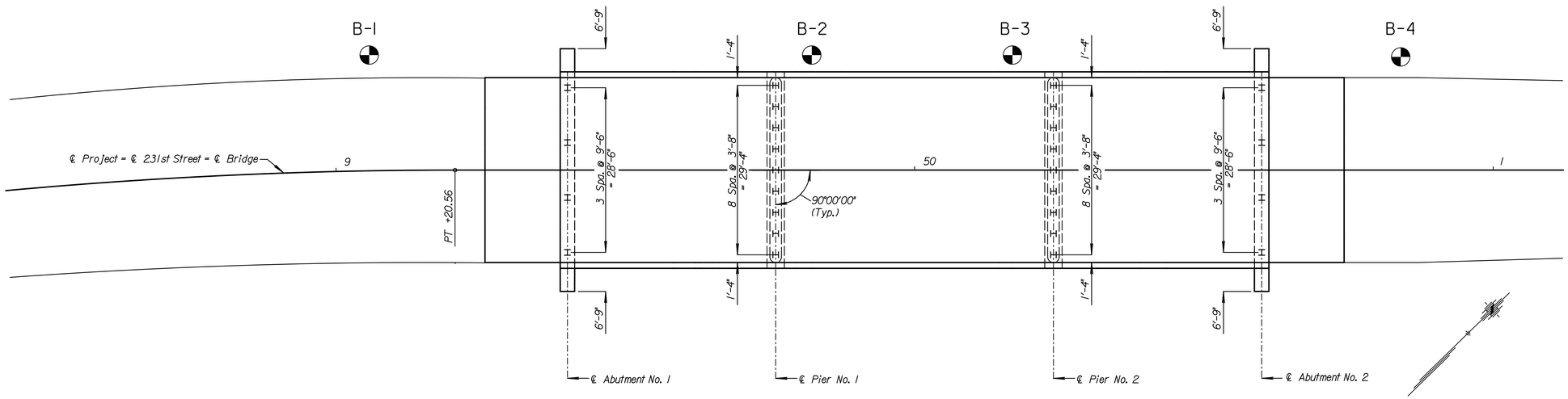
Plotted By: mrockwell | Plot Location:
File: $FILE$
Plot Date: $DATE$ $TIME$

CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2021	13	49



ELEVATION



PLAN

SCALE
10' 0 10' 20'

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

Br. No. E-18 Sta. 50+00.00

ENGINEERING GEOLOGY
BRIDGE E-18 REPLACEMENT
231st STREET OVER DAWSON CREEK

Proj. No. 130563.00 Leavenworth Co.

SHEET NO. 13 OF 49	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

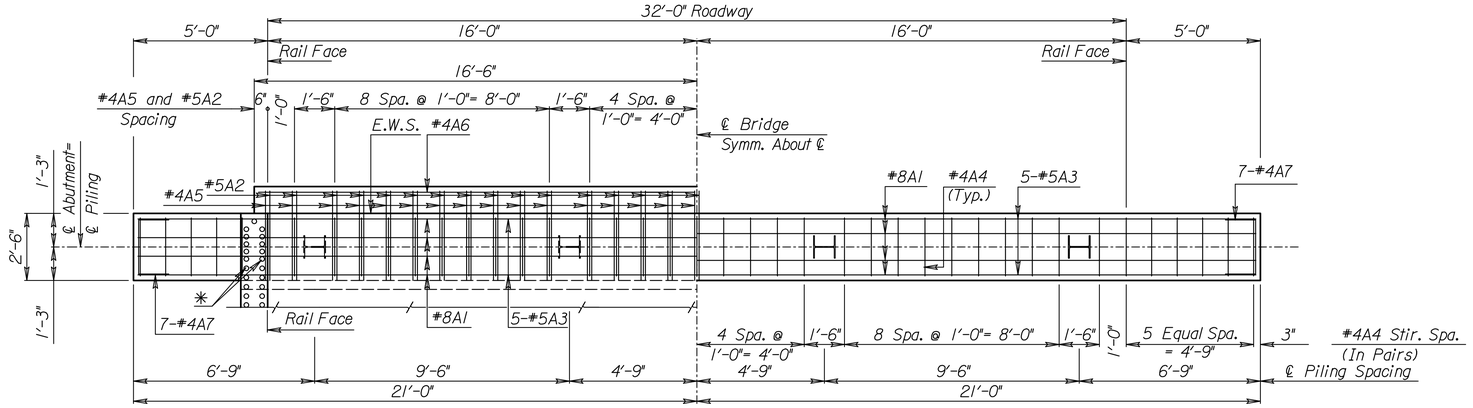
CADconform Certify This File

Sh. No. 13

Plotted By: mrockwell | Plot Location:
File: $FILE$
Plot Date: $DATE$ $TIME$

CADconform Certify This File

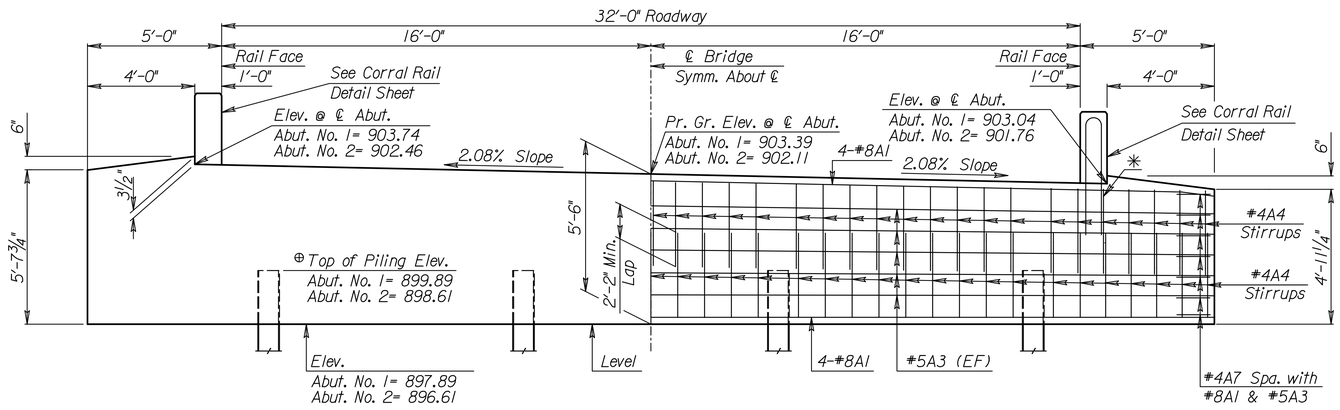
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2021	14	49



Reinforcing Steel in Top of Abutment

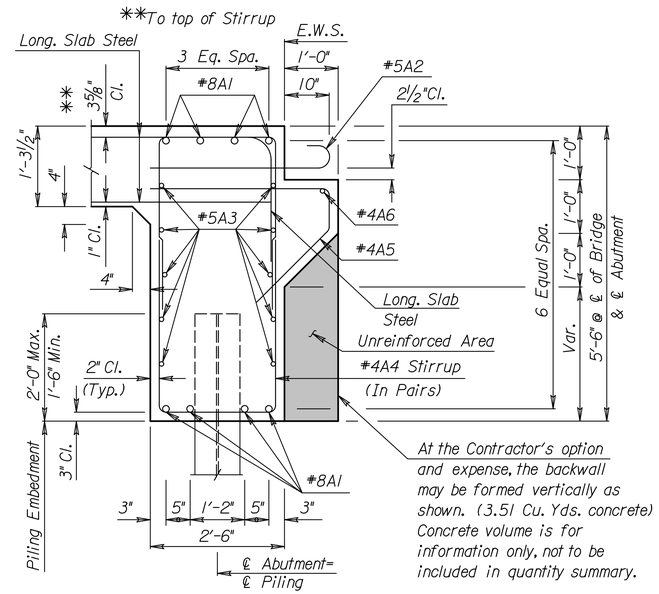
Reinforcing Steel in Bottom of Abutment

PLAN



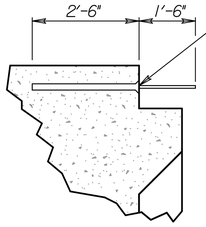
ELEVATION
(Along ℄ Abutment)

⊕ Note: Top of piling elevations are based on 2'-0" maximum embedment.



TYPICAL SECTION

✳ Adjust stirrup to avoid conflict with rail bars.



Reinforcing Steel
Mechanical Splice.
See KDOT Specifications.

APPROACH SLAB TIE BAR OPTION

The Contractor has the option (at no additional cost to the State) of substituting a mechanically spliced reinforcing bar of the same size for any or all of the cast-in-place approach slab tie bars.

Legend
EF = Each Face

NO.	DATE	REVISIONS	BY	APP'D
4	7/29/09	Remove Factored Resistance	DRT	KFH
3	03/24/09	Add Factored Reslst.to Pile Loading	DRT	KFH
2	3/6/07	correct Abut. Dim.'A' for 54-72-54	DRT	KFH
1	4/6/06	Adj. Abut. Vol. & DL	DRT	KFH

KANSAS DEPARTMENT OF TRANSPORTATION
Br. No. E-18 Sta. 50+00.00
ABUTMENT DETAILS
BRIDGE E-18 REPLACEMENT
231st STREET OVER DAWSON CREEK
Proj. No. 130563.00 Leavenworth Co.

SHEET NO. 14 OF 49	SCALE	APP'D			
DESIGNED DRT	DETAILED DRT	QUANTITIES DRT	CADD RCJ		
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.		

CADconform Certify This File

Sh. No. 14

CADconform Certify This File

Plotted By: mrockwell | Plot Location:
File: $FILE$
Plot Date: $DATE$ $TIME$

lsdb-lrfd\Vr501.dgn
LRFD
Roadway Width = 32'-0"
Skew and Direction = 0
Number of Piles = 4

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2021	15	49

GENERAL NOTES

ABUTMENT STRIP DRAIN: The Bridge Contractor shall excavate to the limits shown on the Bridge Excavation sheet, grade the bottom of the backfill area, place the strip drain, and place the perforated pipe, the outlet pipe, the CMP, and the backfill. Guide post and coarse aggregate are subsidiary to this bid item. Guide post and coarse aggregate are not required if the CMP empties onto riprap.

BRIDGE BACKWALL PROTECTION SYSTEM: Apply a Bridge Backwall Protective System to the approach side of the abutments and the wings in accordance with KDOT Specifications and the manufacturer's recommendations. Cover the abutments and wings to the limits shown on the details. Prior to backfilling, repair any damage done to the system at no charge to the state.

Place perforated pipe next to the strip drain. Use non-perforated pipe outside the limits of the strip drain. Enclose the perforated pipe with the extension of the filter fabric.

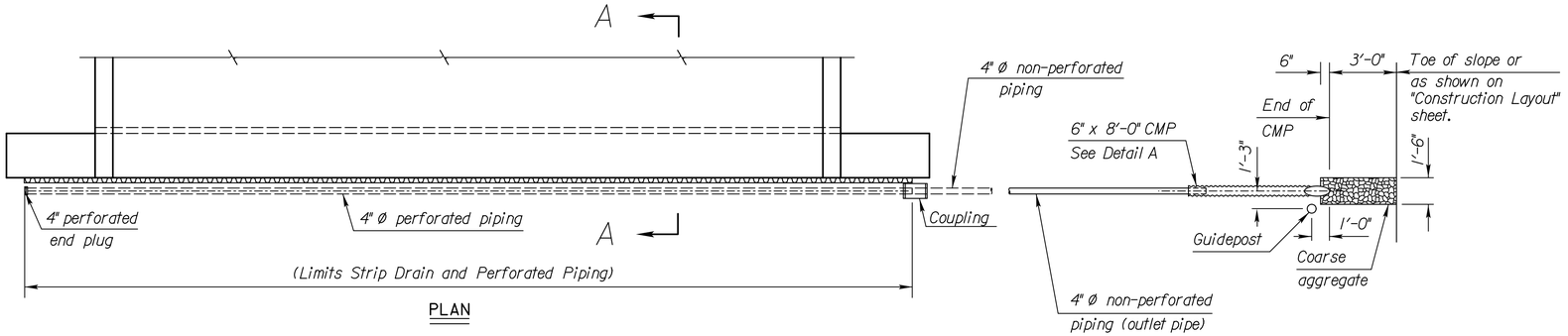
Compact the abutment backfill. See the KDOT Specifications.

Perforated pipe and non-perforated outlet pipe shall be corrugated polyethylene tubing conforming to the KDOT Specifications.

Fit the CMP end section with 1/4" galvanized mesh screen to prevent the entrance of rodents. Seal the joint between the outlet pipe and the end section with a joint sealer. Place coarse aggregate at the outlet end as shown.

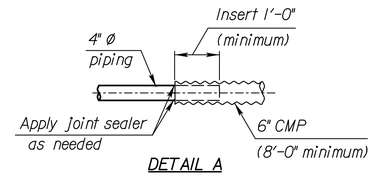
Grade the bottom surface of the excavated area to drain. Backfill this area with a cohesive type soil. The soil should be a silty clay or clay under the Kansas Classification System with a minimum plasticity index of 13. Compact the material to Type B standards.

Place the outlet pipe on the downstream side of structures over streams and as shown or noted on other crossings (See the "Construction Layout" sheet).

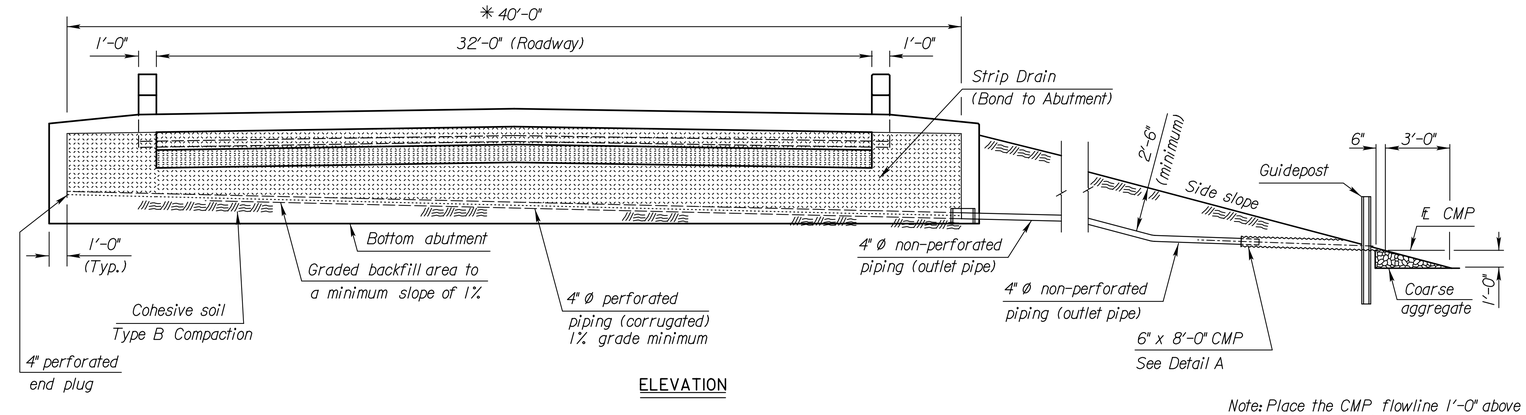


PLAN

Note: The 1'-0" lap and Joint sealer may be replaced by a reducing coupler at the Junction of the CMP and the 4" round tubing.

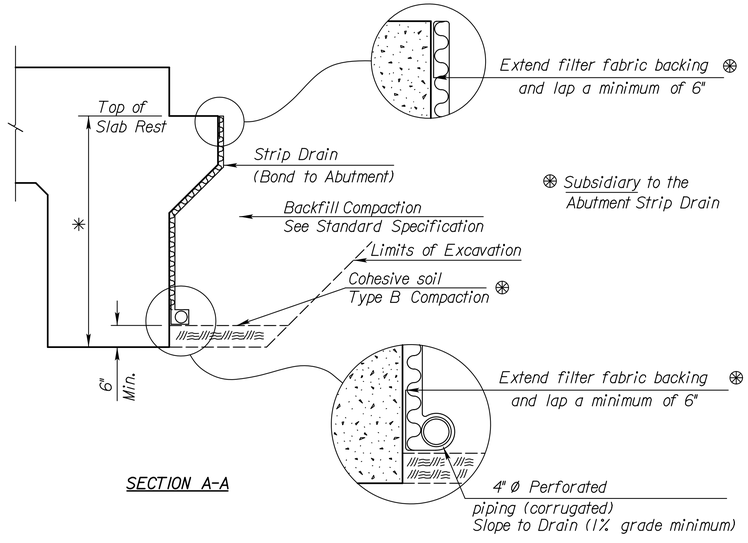


DETAIL A



ELEVATION

Note: Place the CMP flowline 1'-0" above ditch flowline, toe of sideslope, or as shown on the Construction Layout.



SECTION A-A

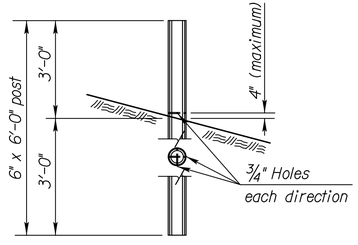
✳ Limits of Bridge Backwall Protection System (by Bridge Contractor)

GUIDE POST

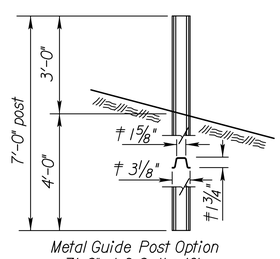
Notes:

Wood Guide Posts: Apply a preservative treatment conforming to the KDOT Specifications to the posts. Use only one type of preservative treatment on a project. Apply two coats of aluminum paint to the top 18" of the posts. Apply one coat of International Orange paint to the top 12" of the posts. State forces will apply reflectorized material.

Metal Guide Posts: Posts shall conform to the KDOT Specifications. Posts shall have a galvanized or baked enamel coating. Apply one coat of International Orange paint to the top 12" of the posts.



Wood Guide Post Option (6" Ø x 6'-0")



Metal Guide Post Option 7'-0" at 3.0 lbs/ft. flanged channel

± Nominal dimension.

SUMMARY OF QUANTITIES (Each Abutment)	
Abutment Strip Drain	18 Sq. Yds.
Bridge Backwall Protection System	21 Sq. Yds.
Items subsidiary to Strip Drain	
4" Ø Perforated Pipe	38.0 Lin. Ft.
4" Ø Outlet Pipe	9.9 Lin. Ft.
6" Ø CMP	8 Lin. Ft.
Guide Post	

NO.	DATE	REVISIONS	BY	APP'D
4	4/7/2014	Current Release	JPJ	CER
3	2/12/2014	Added Benchmark	JPJ	CER
2	7/14/08	Change Type 'C' Compaction to 'B'	JPJ	KFH
1	4-01-04	Current release		

KANSAS DEPARTMENT OF TRANSPORTATION

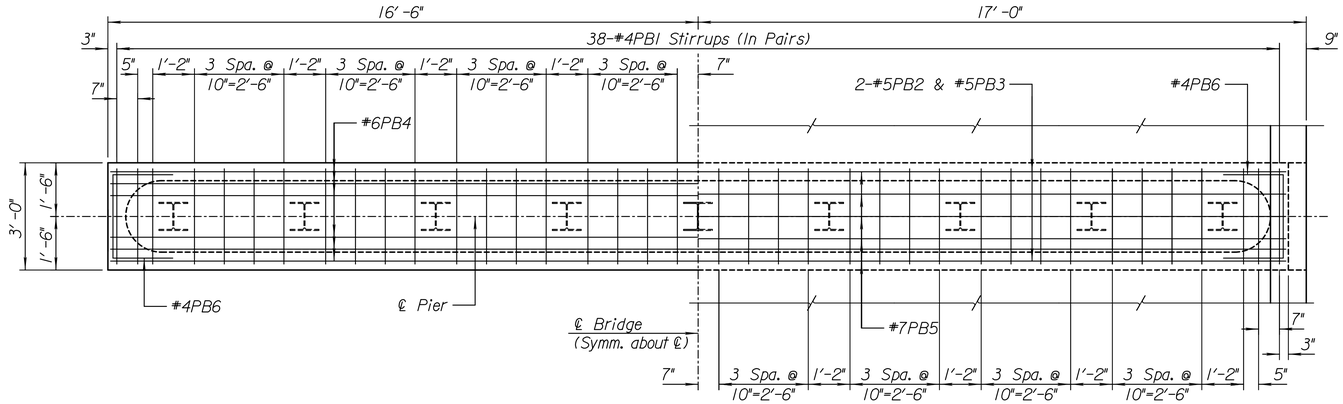
Br. No. E-18 Sta. 50+00.00

ABUTMENT STRIP DRAIN
BRIDGE E-18 REPLACEMENT
231st STREET OVER DAWSON CREEK

Proj. No. 130563.00 Leavenworth Co.

SHEET NO. 15 OF 49	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

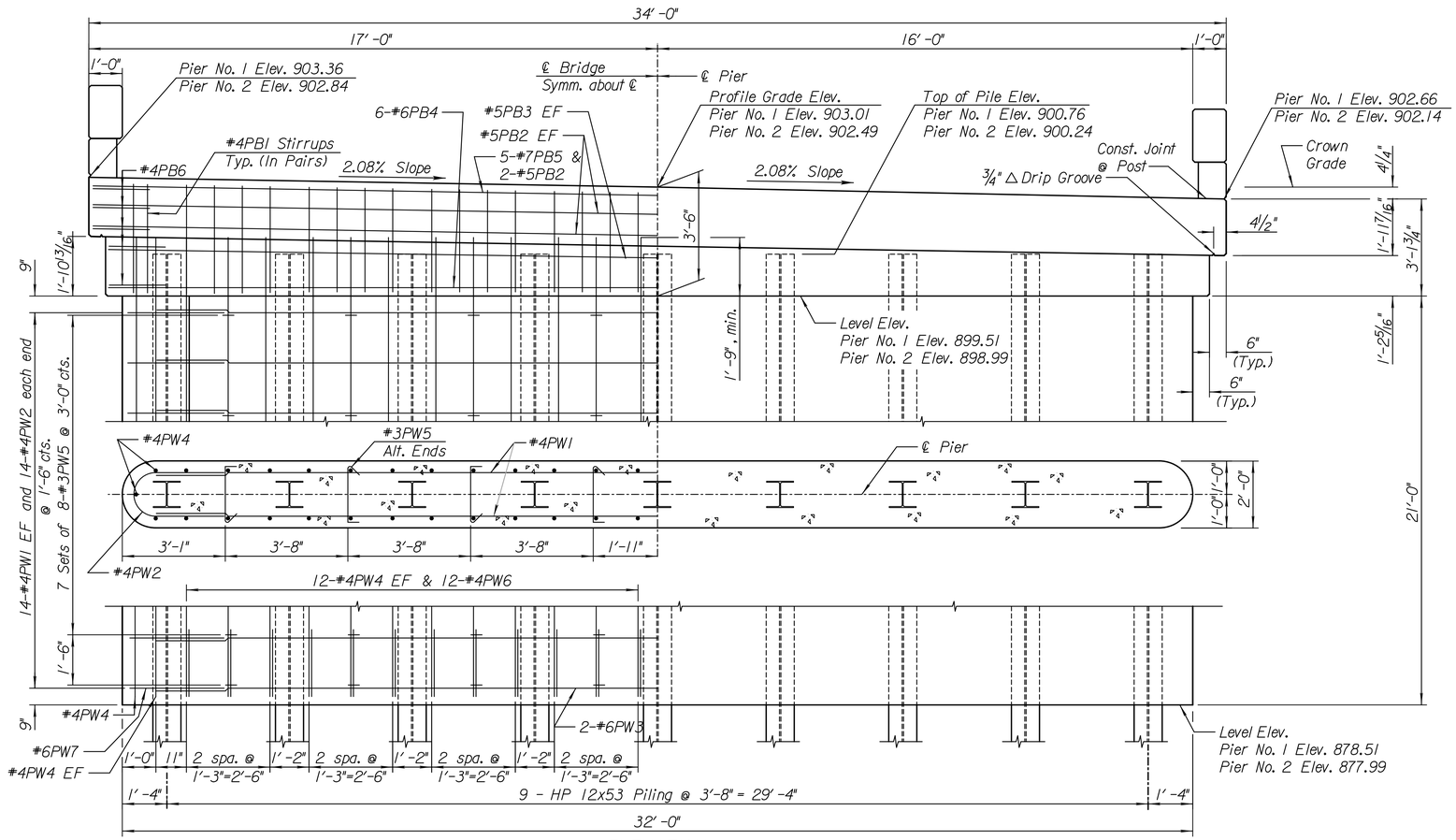
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2021	16	49



REINFORCING STEEL IN BOTTOM OF PIER BEAM

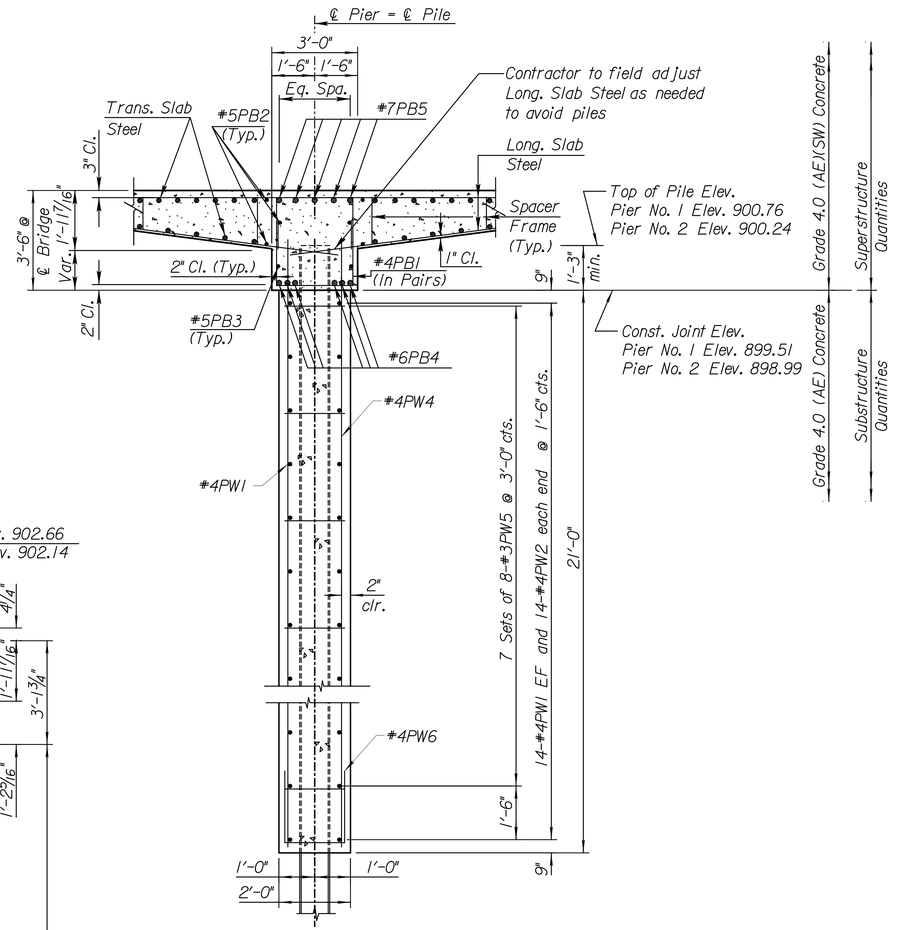
REINFORCING STEEL IN TOP OF PIER BEAM

PLAN



ELEVATION

@ Face of Pier Beam
Looking Forward with Stationing



SECTION THRU PIER BEAM

PIER PILE LOADING

LRFD DESIGN PILE LOAD:

Design Loading (Tons/Pile)	Strength	Service	Phi
Piers	81	57	0.45

Notes:
EF denotes each face.
Details shown for Pier #1, Pier #2 is similar, except as noted.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

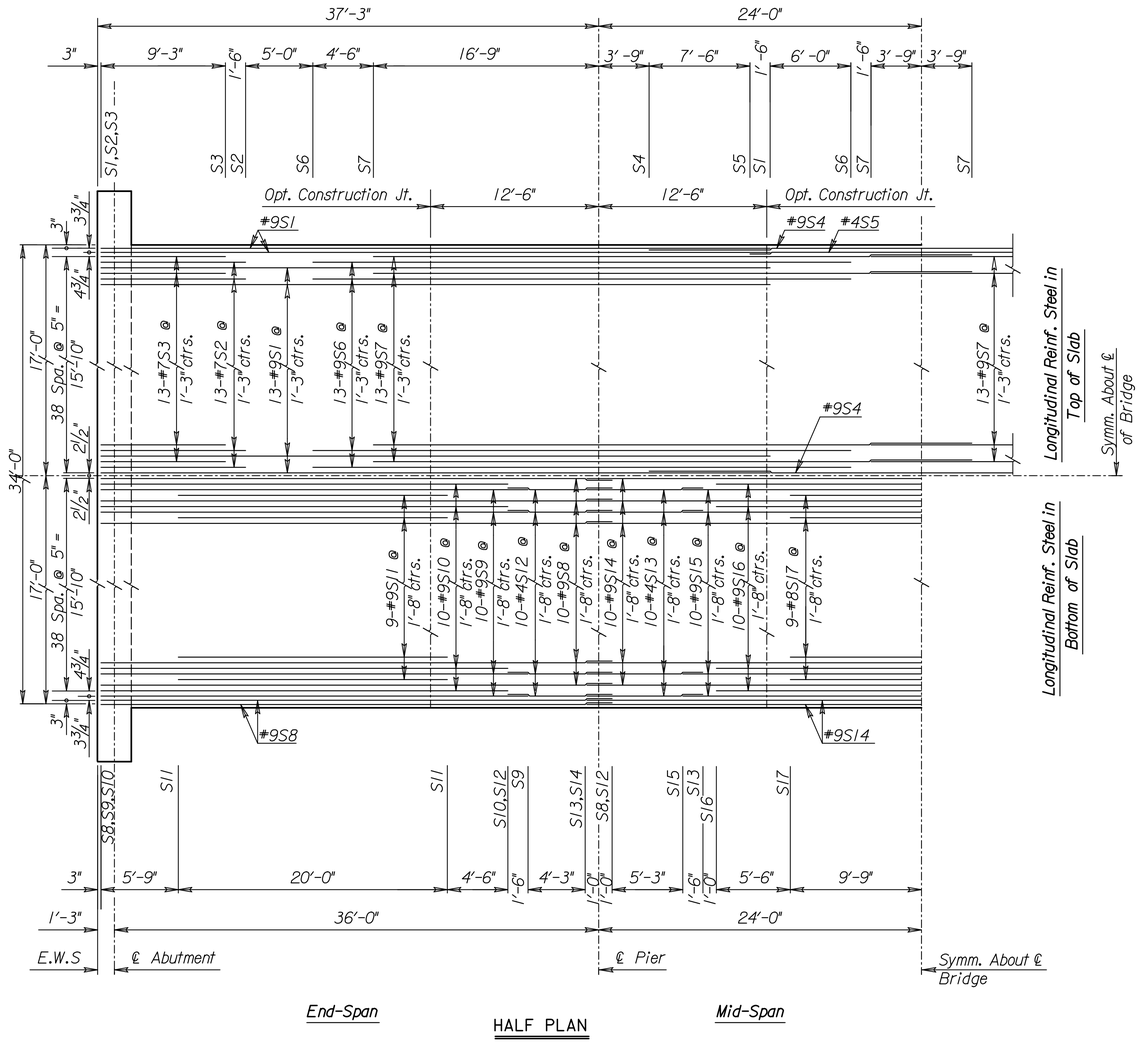
Br. No. E-18 Sta. 50+00.00

DETAILS OF PIER NO.1 AND NO.2
BRIDGE E-18 REPLACEMENT
231st STREET OVER DAWSON CREEK

Proj. No. 130563.00 Leavenworth Co.

SHEET NO. 16 OF 49	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2021	17	49

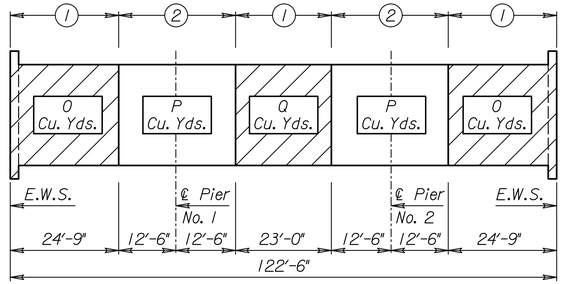


End-Span Mid-Span

HALF PLAN

Note:
See longitudinal section for transverse reinforcing steel.

PLACING SEQUENCE		
	Clear Cover	
Location	2½	3"
End Pour (O)	58.6	60.4
Pier Pour (P)	58.0	59.7
Mid Pour (Q)	37.9	39.1



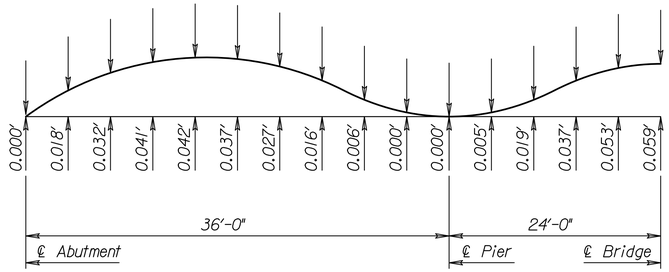
CONCRETE PLACING SEQUENCE DIAGRAM

CONCRETE PLACING SEQUENCE

When long span steel beams having a concrete dead load deflection greater than ¼" are used or when timber falsework with greater than 12'-0" clear span is used, follow the placing sequence shown. Segmental, combined or continuous pours are allowed, but stop a discontinuous pour at a construction joint short of a pier.

When timber falsework with 12'-0" or less clear span is used, the Contractor, subject to the approval of the Engineer, may use a continuous pour or may discontinue the pour at any construction joint shown.

The Contractor may place the corral rail continuously from one end of the bridge to the other.



DEAD LOAD CAMBER DIAGRAM AT TENTH POINTS

Long Term Deflections = Initial Deflections x 3.5
(Initial Deflections Based on $E_c = 3.644 \times 10^6$ p.s.i.)
(camber values in feet)

Note: 1.0 & 4.0 pts. are taken at ℄ of abutments
2.0 & 3.0 pts. are taken at ℄ of piers

Top of Form Elevation at 10th Points, (ft.)															
1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5
902.10	902.08	902.05	902.02	902.00	901.92	901.80	901.64	901.45	901.23	900.97	901.21	901.39	901.50	901.56	901.54
2.6	2.7	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	4.0	
901.45	901.30	901.08	900.80	900.45	900.64	900.78	900.89	900.97	901.02	901.02	900.97	900.92	901.03	900.82	

Note: Elevations are taken at Profile Grade.

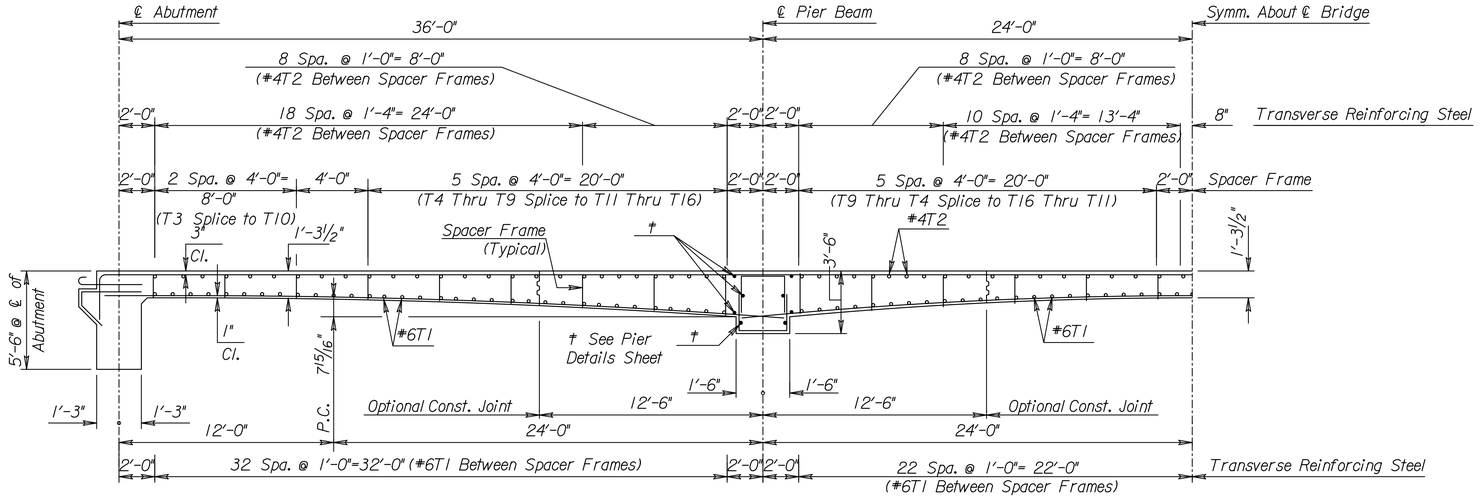
Note: The change in elevation from Profile Grade to the Edge of Slab is +/-0.272' depending on direction of superelevation.

NO.	DATE	REVISIONS	BY	APP'D
4	03/12/12	ADDED TOF Elevation Table	JPJ	TLF
3	02/08/11	ADDED QUANTITIES	JPJ	TLF
2	02/05/09	update LFD RF & Camber	DRT	KFH
1	02/11/08	Chg'd Neg. Mo. Steel		

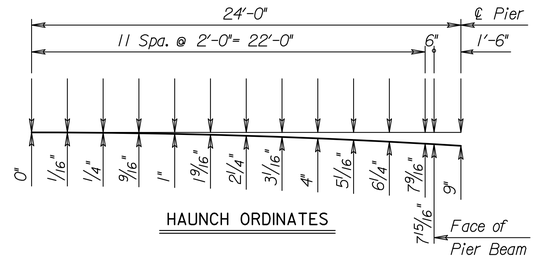
KANSAS DEPARTMENT OF TRANSPORTATION
Br. No. E-18 Sta. 50+00.00
SUPERSTRUCTURE DETAILS
BRIDGE E-18 REPLACEMENT
231st STREET OVER DAWSON CREEK
Proj. 130563.00 Leavenworth Co.

SHEET NO.	OF	SCALE		APP'D			
DESIGNED	DRT	DETAILED	DRT	QUANTITIES	BRW	CADD	RCJ
DESIGN CK.	ECF	DETAIL CK.	ECF	QUAN. CK.	CJW	CADD CK.	

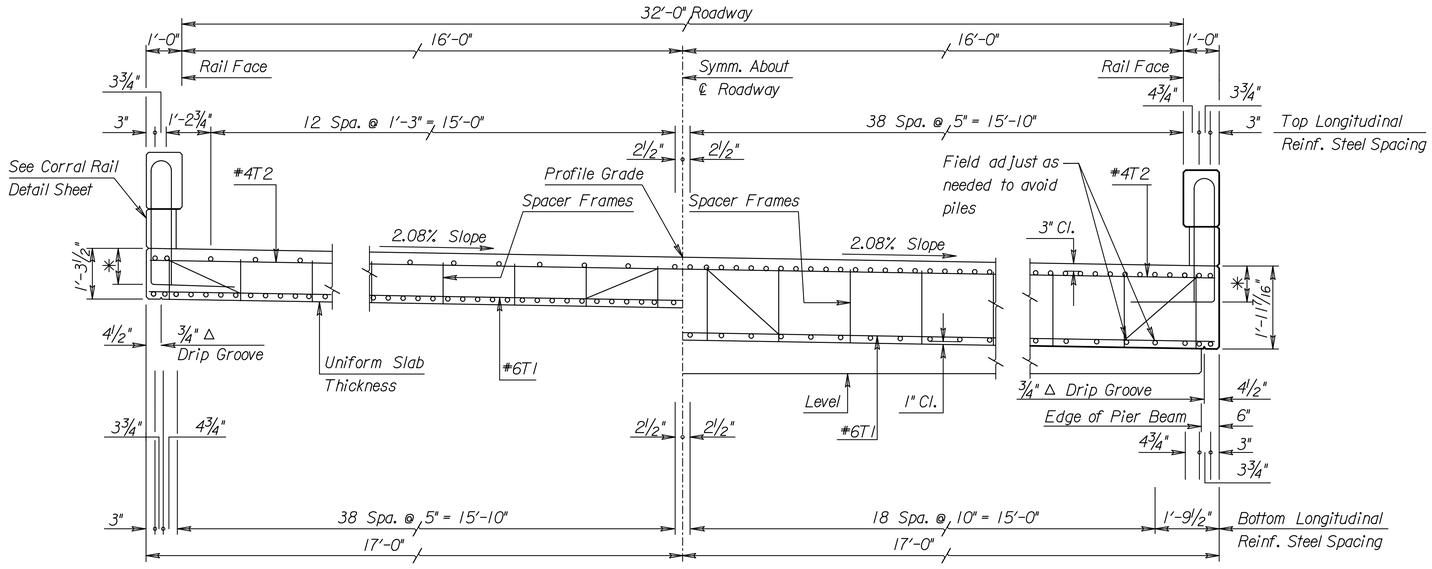
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2021	18	49



HALF LONGITUDINAL SECTION ALONG ℄ BRIDGE



HAUNCH ORDINATES



Half Section Near Mid-Span

Half Section at Face of Pier Beam

TYPICAL SECTION OF SLAB

* See Corral Rail Detail Sheet.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1	02/11/08	Chg'd Neg. Mo. Steel		

KANSAS DEPARTMENT OF TRANSPORTATION

Br. No. E-18 Sta. 50+00.00

SUPERSTRUCTURE DETAILS
BRIDGE E-18 REPLACEMENT
23lst STREET OVER DAWSON CREEK

Proj. No. 130563.00 Leavenworth Co.

SHEET NO. 18 OF 49	SCALE		APP'D			
DESIGNED	DRT	DETAILED	DRT	QUANTITIES	BRW	CADD	RCL
DESIGN CK.	ECF	DETAIL CK.	ECF	QUAN. CK.	CJW	CADD CK.	

CADconform Certify This File

Sh. No. 18

Plot 3
Irf\br5\7.dgn = 32' Roadway Width
Skew and Direction = 0
Loading = HL-93
Longest Span Length = 48'
Total No. of Spans = 3
Rolling Type = Corral

Plotted By: mrockwell
File: E:\PROJECTS\Bridge Section.dgn
Plot Date: 8/24/2021 #FRAME#
Plot Location:

CADconform Certify This File

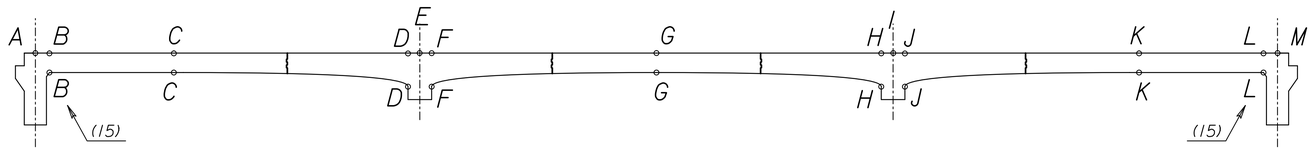
SLAB ELEVATIONS

				Formwork				Screed			Thickness			Deck Profile	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Survey	Station	† Location	Transverse Location	Estimated Falsework Crush	Target Elevation TOF	Actual Elevation TOF	TOF Variance (QA/QC)	Target Screed El. - TOC El.	Actual Bottom of Screed Elevation Prior to Pour	Screed Variance (QA/QC)	Plan Deck Thickness	Measured Deck Thickness	Deck Thickness Variance (QA/QC)	Plan TOC El.	Actual TOC El. Optional Survey
	(1)(16)	(13)	(13)	(inch) (1)(4)	(1)(6)	(2)	(± inch) (2)(5)	(1)(6)	(2)	(± inch) (2)(7)	(inch) (1)	(inch) (2)(8)	(± inch) (2)(9)	(1)	Date: (3)
A	49+40.00	℄ Brg. of Abut. #1	Left Fascia					903.74						903.74	
			Crown Gr.					903.39						903.39	
			Right Fascia					903.03						903.03	
B	49+41.25	Interior Face of Abut. #1	Left Fascia		902.44						1.29			903.73	
			Crown Gr.		902.08						1.29			903.37	
			Right Fascia		901.73						1.29			903.02	
C	49+54.40	4/10 Point from Abut. #1	Left Fascia	0.02083	902.35			903.65			1.30			903.59	
			Crown Gr.	0.02083	902.00			903.30			1.30			903.23	
			Right Fascia	0.02083	901.64			902.94			1.30			902.88	
D	49+74.50	Span #1 Face of Pier Beam	Left Fascia	0.02083	901.44						1.95			903.37	
			Crown Gr.	0.02083	901.09						1.95			903.02	
			Right Fascia	0.02083	900.73						1.95			902.66	
E	49+76.00	℄ Brg. of Pier #1	Left Fascia					903.36						903.36	
			Crown Gr.					903.00						903.00	
			Right Fascia					902.65						902.65	
F	49+77.50	Span #2 Face of Pier Beam	Left Fascia	0.02083	901.41						1.95			903.34	
			Crown Gr.	0.02083	901.05						1.95			902.99	
			Right Fascia	0.02083	900.70						1.95			902.63	
G	50+00.00	Midpoint of Span #2	Left Fascia	0.02083	901.89			903.18			1.29			903.10	
			Crown Gr.	0.02083	901.53			902.82			1.29			902.74	
			Right Fascia	0.02083	901.18			902.47			1.29			902.39	
H	50+22.50	Span #2 Face of Pier Beam	Left Fascia	0.02083	900.93						1.95			902.86	
			Crown Gr.	0.02083	900.57						1.95			902.50	
			Right Fascia	0.02083	900.22						1.95			902.15	
I	50+24.00	℄ Brg. of Pier #2	Left Fascia					902.84						902.84	
			Crown Gr.					902.49						902.49	
			Right Fascia					902.13						902.13	
J	50+25.50	Span #3 Face of Pier Beam	Left Fascia	0.02083	900.89						1.95			902.83	
			Crown Gr.	0.02083	900.54						1.95			902.47	
			Right Fascia	0.02083	900.19						1.95			902.12	
K	50+45.60	4/10 Point from Abut. #2	Left Fascia	0.02083	901.37			902.67			1.30			902.61	
			Crown Gr.	0.02083	901.02			902.32			1.30			902.26	
			Right Fascia	0.02083	900.67			901.97			1.30			901.90	
L	50+58.75	Interior Face of Abut. #2	Left Fascia		901.18						1.29			902.47	
			Crown Gr.		900.82						1.29			902.12	
			Right Fascia		900.47						1.29			901.76	
M	50+60.00	℄ Brg. of Abut. #2	Left Fascia					902.46						902.46	
			Crown Gr.					902.10						901.55	
			Right Fascia					901.75						901.19	

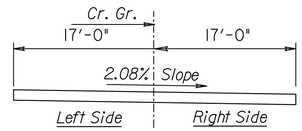
† Stationing shown increasing

NOTE: The Contractor will turn in a completed copy of this table to the Field Engineer.

* It is assumed that piling have been driven to design bearing and checked by ENR formula (QA/QC). No allowance for pile settlement is included in crush.



ELEVATION OF SLAB



TYPICAL SECTION
(Looking Up-Station)

Legend
TOF = Top of Formwork
TOC = Top of Concete
QA = Quality Assurance
QC = Quality Control

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2021	19	49

Pour Dates (2)	
	Deck
	Left Rail (13)
	Right Rail(13)

Survey Data (1)(11)	
Bench Mark No.	Elevation
B.M. #50	902.48

Crown Grade Profile(1)(12)	
	VPI Station
903.40	VPI Elevation
-1.07%	G1 %
	G2 %
	L in Stations

Slab Thickness (1)		Span Data (1)	
15½	Uniform Depth (inch)	HL-93	Design Loading
7.94	Haunch Depth @ Face of PB (inch)	36	Span #1 (ft)
		48	Span #2 (ft)
0.09	Haunch Depth @ 0.4 Point (inch)	3	Clear Cover (inch)

Roadway Data (1)(10)(13)	
34	Deck Width (ft) (14)
2.08	% Slope Left (±)
-2.08	% Slope Right (±)
0	Skew (dd:mm:ss)

Camber (1)(17)	
0.042	Span #1 0.4 Point (ft)
0.059	Span #2 Midspan (ft)

(1) By the Design Engineer
(2) By the Contractor
(3) By Request
*(4) Based on hardwood shims, assume 6 joints with 1/16" crush (Take Up) per Joint. Revise estimate if/when more accurate information becomes available. Ref; "Formwork for Concrete" Fifth Edition, by M.K. Hurd, Chapter 6
(5) (col 7 - col 6)x12
(6) Crush (Take Up) and camber must be included
(7) (col 10 - col 9)x12
(8) (col 10 - col 7)x12
(9) (col 13 - col 12)
(10) If transition falls on the bridge, then enter "Varies" for the % Slope
(11) From "Construction Layout" sheet
(12) If bridge is not on the vertical curve, enter Abutment #1 ℄ bearing elevation from the "Construction Layout" sheet. Represent a change in grade with G1 only.
(13) Looking Up-Station
(14) Out-to-Out
(15) Ignore Fillet
(16) Non-skewed bridges only require ℄ stations.
(17) Ignore theoretical camber at face of pier beams.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1	12-9-20	No longer need to send to SBO	MLL	MAH

KANSAS DEPARTMENT OF TRANSPORTATION
Br. No. E-18 Sta. 50+00.00
SLAB ELEVATIONS
BRIDGE E-18 REPLACEMENT
231st STREET OVER DAWSON CREEK
Proj. No. 130563.00 Leavenworth Co.

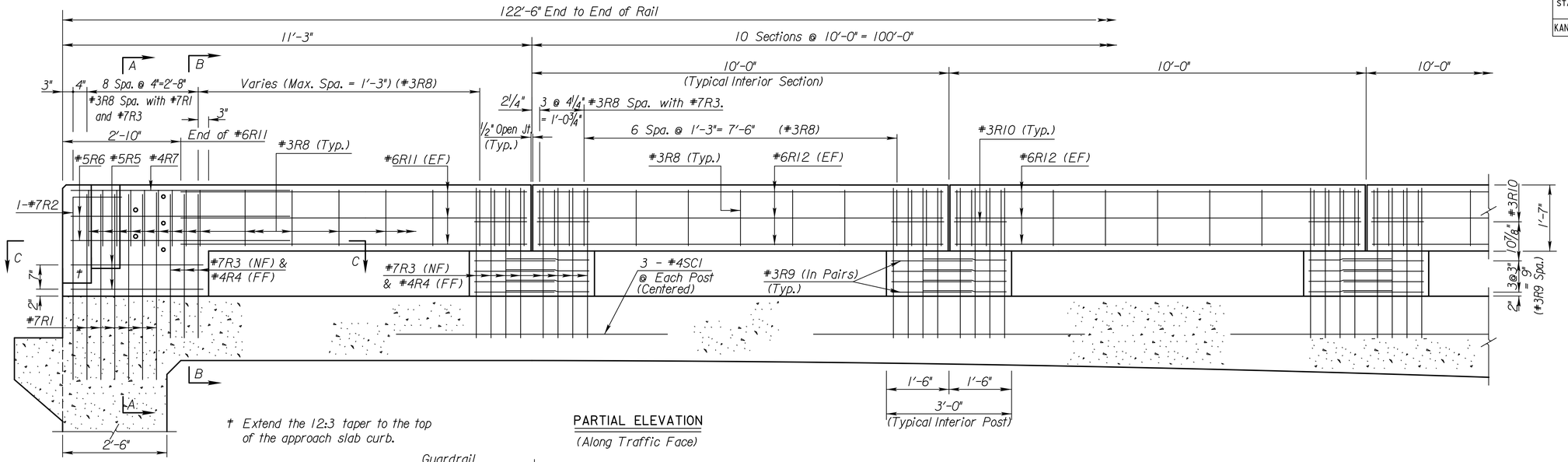
SHEET NO. 19 OF 49	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

CADconform Certify This File

Sh. No. 19

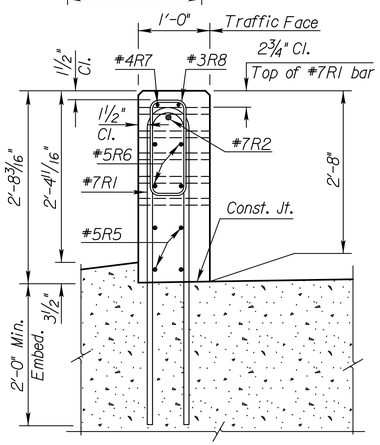
Plotted By: mrockwell | Plot Location:
File: E18_Slab Elevations.dgn
Plot Date: 13-DEC-2021 11:00

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2021	20	49

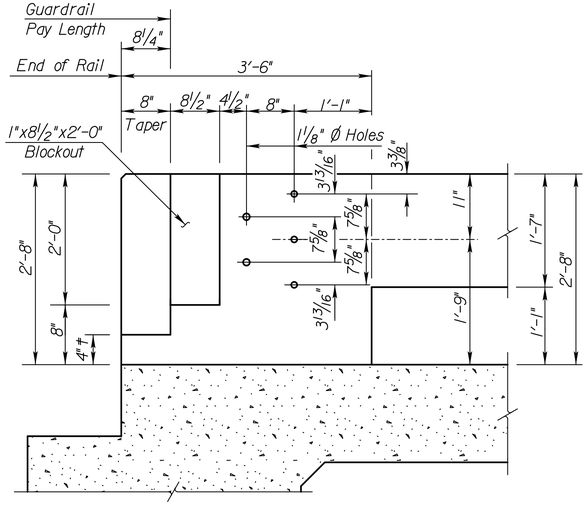


† Extend the 12:3 taper to the top of the approach slab curb.

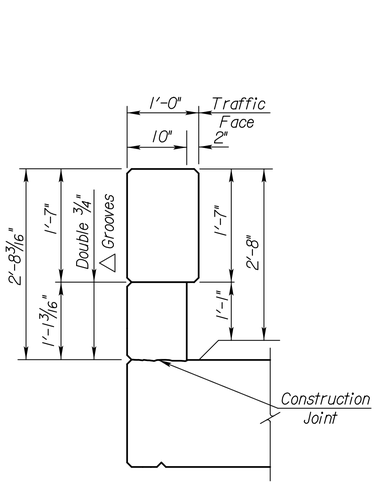
PARTIAL ELEVATION
(Along Traffic Face)



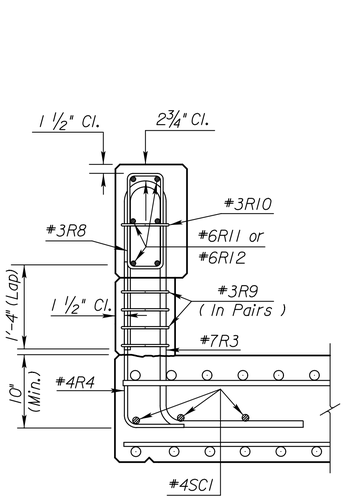
SECTION A-A



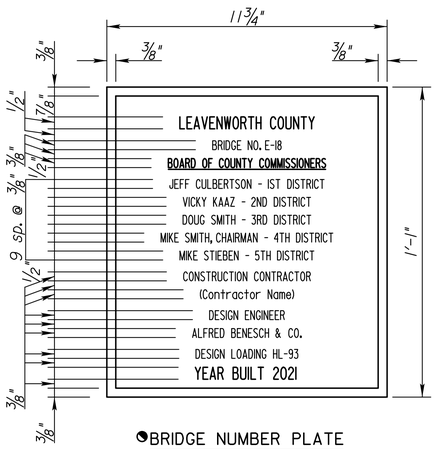
ELEVATION
(Dimensions at traffic face of rail.)



TYPICAL INTERIOR POST



SECTION THRU POST

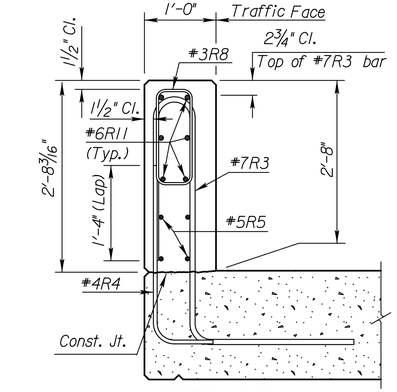


BRIDGE NUMBER PLATE
(1 Required)

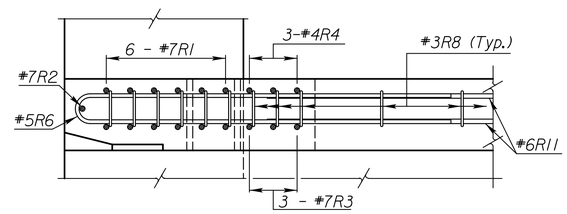
Note: Bridge Number Plate will not be paid for directly, but shall be subsidiary to other bid items on the project.

Note: Bridge Contractor shall install Bridge Number Plate. Number plate to be updated at time of construction.

PLAN



SECTION B-B



SECTION C-C

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1	6-30-05	Current Release		

KANSAS DEPARTMENT OF TRANSPORTATION

Br. No. E-18 Sta. 50+00.00

32" KANSAS CORRAL RAIL
R C HAUNCHED SLAB (WIthout Curb)

Proj. No. 130563.00 Leavenworth Co.

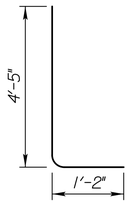
SHEET NO. 20 OF 49	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

Sh. No. 20

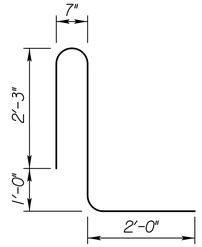
Std. Base File: br182a.dgn | Plot Location:
Plotted By: mrockwell
File: $FILE$
Plot Date: $DATE$ $TIME$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2021	21	49

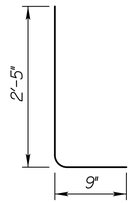
R1



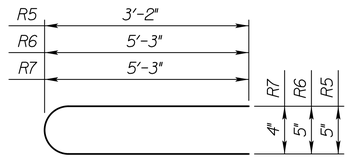
R2



R3



R4



R5, R6 & R7

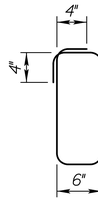
BILL OF REINFORCING STEEL
Non-Epoxy Coated - Grade 60

	Straight Bars				Bent Bars			
	Mark	Size	Number	Length	Mark	Size	Number	Length
Substructure	PW3	#6	4	30'-0"	PW7	#6	4	6'-6"
	PW1	#4	56	30'-0"	PW2	#4	56	6'-6"
	PW4	#4	108	22'-7"	PW6	#4	96	5'-8"
					PW5	#3	128	2'-7"

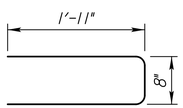
BILL OF REINFORCING STEEL
Epoxy Coated - Grade 60

	Straight Bars				Bent Bars			
	Mark	Size	Number	Length	Mark	Size	Number	Length
Superstructure - Abutment - Deck - Rail	S4	#9	4	40'-6"	S1	#9	60	52'-3"
	S6	#9	52	40'-0"				
	S7	#9	52	44'-6"	R1	#7	24	9'-3"
	S8	#9	48	38'-0"	R2	#7	4	5'-7"
	S9	#9	40	31'-9"	R3	#7	188	7'-9"
	S10	#9	40	30'-3"	S2	#7	52	13'-3"
	S11	#9	36	20'-0"	S3	#7	52	11'-9"
	S14	#9	24	50'-0"				
	S15	#9	20	35'-6"	A2	#5	62	3'-11"
	S16	#9	20	30'-6"	R5	#5	8	6'-6"
					R6	#5	8	10'-8"
	A1	#8	16	41'-8"				
	S17	#8	18	19'-6"	A4	#4	164	9'-8"
					A5	#4	62	6'-2"
	R11	#6	24	8'-3"	A7	#4	28	4'-9"
	R12	#6	120	9'-8"	R4	#4	188	3'-2"
	T1	#6	81	33'-8"	R7	#4	4	10'-8"
	A3	#5	20	41'-8"				
					R8	#3	332	4'-4"
	A6	#4	2	32'-8"	R9	#3	176	4'-6"
	S5	#4	2	25'-6"	R10	#3	44	4'-6"
	S12	#4	40	7'-9"				
	S13	#4	40	8'-9"	T3-T16			⊗
	T2	#4	62	33'-8"				
	SC1	#4	66	6'-6"				
Pier Beam	PB5	#7	10	33'-8"	PB1	#4	152	8'-0"
	PB4	#6	12	32'-8"				
	PB2	#5	12	33'-8"				
	PB3	#5	4	32'-8"				

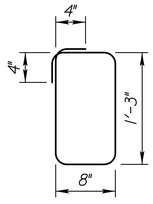
⊗ See Bending Diagram



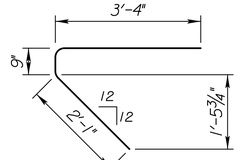
R8



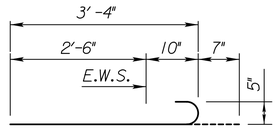
R9



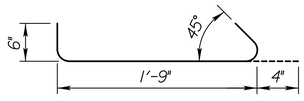
R10



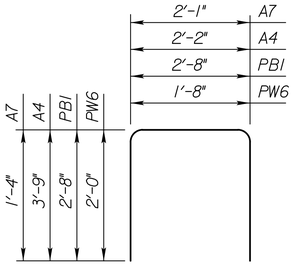
A5



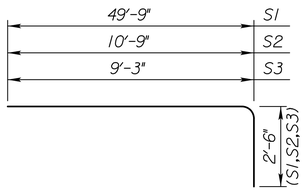
A2



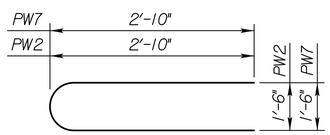
PW5



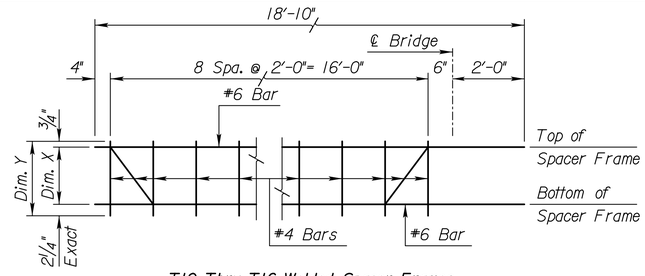
A4, A7, PB1 & PW6



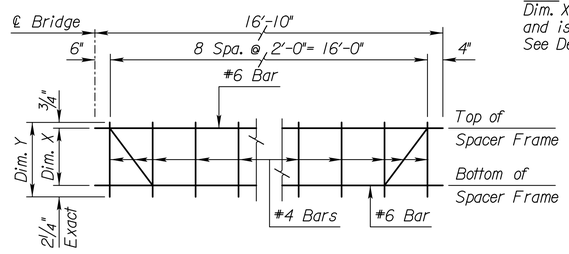
S1, S2 & S3



PW2 & PW7



T10 Thru T16 Welded Spacer Frames



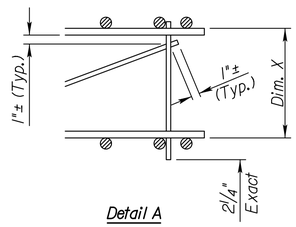
T3 Thru T9 Welded Spacer Frames

Note:
Dim. X is out to out and is an exact dim. See Detail A.

⊗ SPACER FRAMES
(Epoxy Coated)

Mark	No. Ea.	Dim. X	Dim. Y
T3, T10	6	9"	1'-0"
T4, T11	4	9 1/16"	1'-0 1/16"
T5, T12	4	9 9/16"	1'-0 9/16"
T6, T13	4	10 9/16"	1'-1 9/16"
T7, T14	4	1'-0 1/16"	1'-3 1/16"
T8, T15	4	1'-2 1/16"	1'-5 1/16"
T9, T16	4	1'-4 9/16"	1'-7 9/16"

Weight of spacer frames included in the weight of reinforcing steel.



Detail A

BENDING DIAGRAMS
(All dimensions are out to out of bars.)

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION
Br. No. E-18 Sta. 50+00.00
BILL OF REINFORCING STEEL
AND
BENDING DIAGRAMS
Proj. No. 130563.00 Leavenworth Co.

SHEET NO. 21 OF 49	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

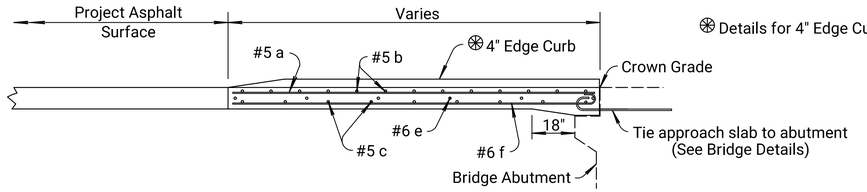
CADconform Certify This File

Sh. No. 21

Plotted By: mrockwell | Plot Location:
File: $FILE$
Plot Date: $DATE$ $TIME$

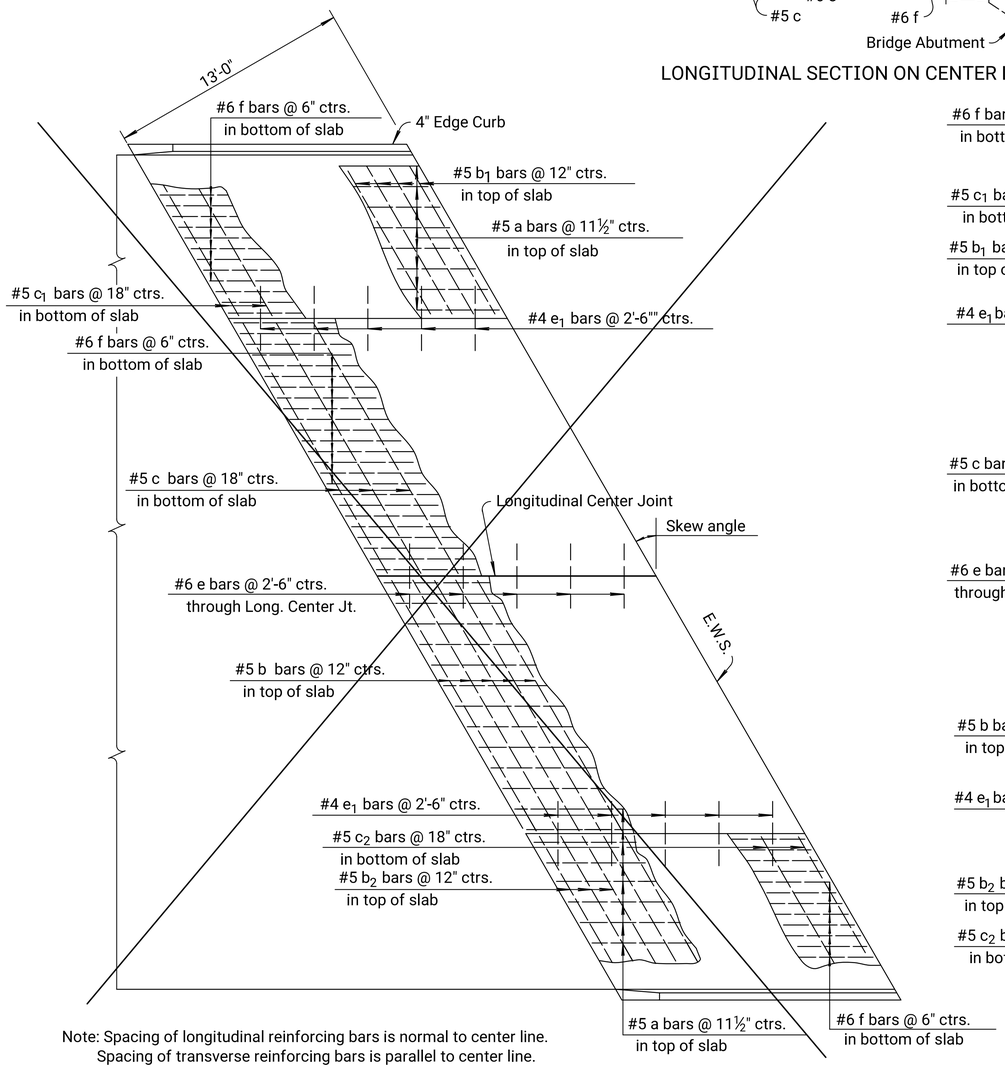
CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2021	22	49



Details for 4" Edge Curb, See Standard Drawing RD711.

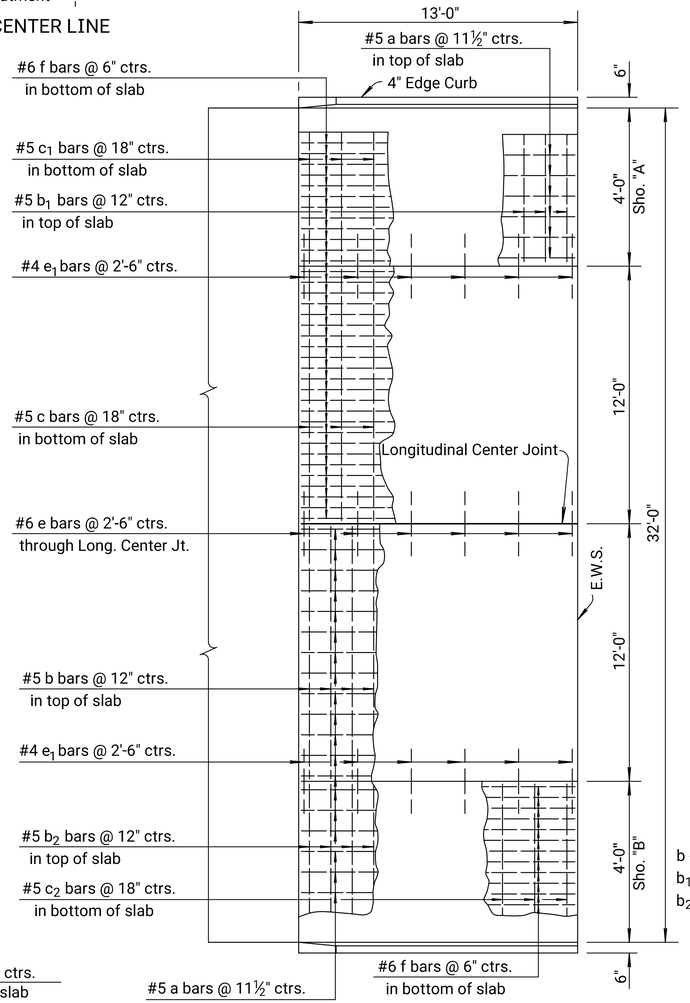
LONGITUDINAL SECTION ON CENTER LINE



Note: Spacing of longitudinal reinforcing bars is normal to center line.
Spacing of transverse reinforcing bars is parallel to center line.

PLAN FOR SKEWED APPROACH (SKEW ≤ 5 °)
(No Scale)

"D" Thickness = Thickness of Project Concrete Pavement (10" minimum).



PLAN FOR NORMAL APPROACH
(No Scale)

GENERAL NOTE

Special Concrete Bridge Approach shall be paid for as Sq. Yds. of Concrete Pavement (10" Unif.)(AE)(Br. App.) and includes all work and materials required to construct the approach slab as shown on this sheet.

All work and materials required for installation of joint material shall be subsidiary to this bid item.

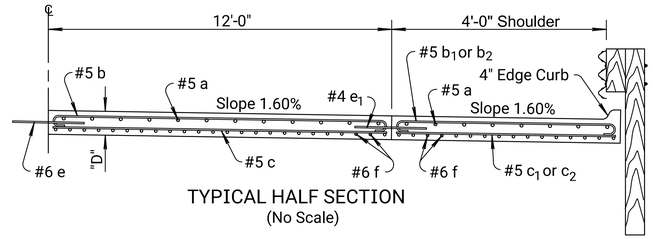
At the Contractor's option #4x3'-0" tie bars @ 15" centers may be substituted for the #6 e bars at 2'-6" centers.

All reinforcing steel shall be epoxy coated.

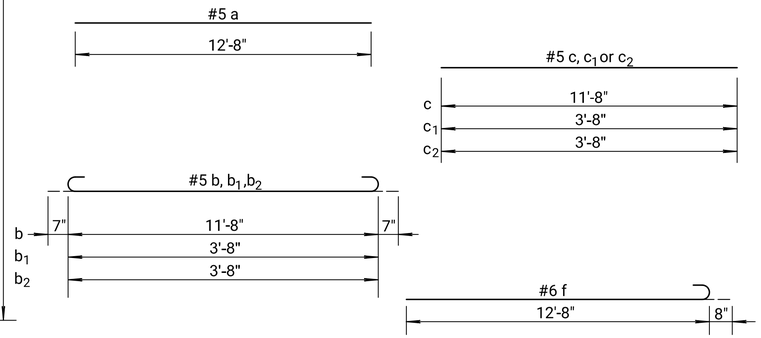
See Standard Drawing RD711 for details of joints and edge curb.

Clearance from the face of concrete for all reinforcing steel shall be 2 inches.

Standard reinforcing bar hooks in accordance with the latest ACI specifications shall be used throughout.



TYPICAL HALF SECTION
(No Scale)



Note: All dimensions are out to out on bars unless noted otherwise.

BENDING DIAGRAMS

BILL OF MATERIALS

BAR SCHEDULE

NORMAL APPROACH (Each Approach Slab)

Bar	a	b	b_1	b_2	c	c_1	c_2	e	e_1	f
No.	36	26	13	13	18	9	9	6	12	66
Size	#5	#5	#5	#5	#5	#5	#5	#6	#4	#6
Length	12'-8"	12'-10"	5'-4"	5'-4"	11'-8"	4'-2"	4'-2"	3'-0"	3'-0"	13'-4"

Reinforcing Steel (Grade 60) (Epoxy Coated) 2,638 lbs.

Concrete Pavement (10" Unif.)(AE) 47.7 Sq. Yds.

__° SKEW

a	b	b_1	b_2	c	c_1	c_2	e	e_1	f
#5	#5	#5	#5	#5	#5	#5	#6	#4	#6
							3'-0"	3'-0"	

Reinforcing Steel (Grade 60) (Epoxy Coated) lbs.

Concrete Pavement (__" Unif.)(AE) Sq. Yds.

__° SKEW

a	b	b_1	b_2	c	c_1	c_2	e	e_1	f
#5	#5	#5	#5	#5	#5	#5	#6	#4	#6
							3'-0"	3'-0"	

Reinforcing Steel (Grade 60) (Epoxy Coated) lbs.

Concrete Pavement (__" Unif.)(AE) Sq. Yds.

Note: Quantities listed for one approach slab only. Two required per bridge. Reinforcing steel and joint lengths shown for information only.

NO.	DATE	REVISIONS	BY	APP'D
9	9-09-09	Revised Reinforcing Steel listing	S.W.K.	J.O.B.
8	5-14-09	Revised General Note	S.W.K.	J.O.B.
7	10-30-08	Added guardrail post detail at curb	S.W.K.	J.O.B.
6	11-07-07	Revised pavement slope to percent	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

Br. No. E-18 Sta. 50+00.00

CONCRETE BRIDGE APPROACH PAVEMENT ADJACENT TO ASPHALT SURFACE

Proj. No. 130563.00 Leavenworth Co.

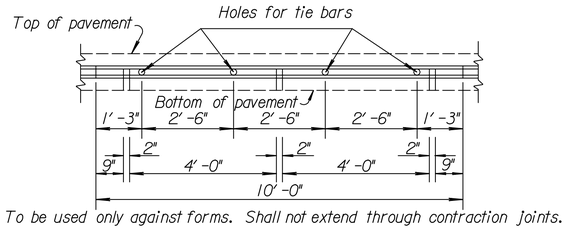
SHEET NO. 22 OF 49	SCALE	APP'D	James O. Brewer
DESIGNED	DETAILED	QUANTITIES	CADD Bowser
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK. King

CADconform Certify This File

Sh. No. 22

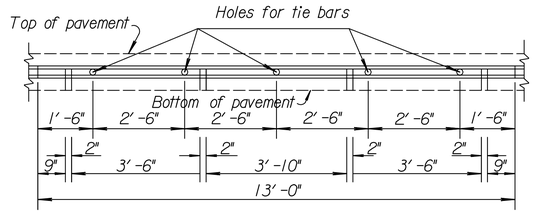
Plotted By: mrockwell Plot Location:
File: $FILE$
Plot Date: $DATE$ $TIME$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2021	23	49



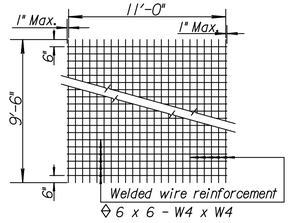
To be used only against forms. Shall not extend through contraction joints.

METAL STRIP FOR
LONGITUDINAL CONSTRUCTION JOINT (10'-0")



To be used only against forms. Shall not extend through contraction joints.

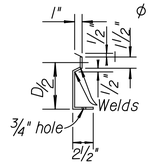
METAL STRIP FOR
LONGITUDINAL CONSTRUCTION JOINT (13'-0")



◊ 6 x 6 - W4 x W4

TYPICAL SHEET OF WELDED WIRE REINFORCEMENT
FOR SPECIAL BRIDGE APPROACH PAVEMENT

◊ Note: Epoxy coated #3 bars longitudinally @ 12" ctrs. & #3 bars transversely @ 18" ctrs. may be substituted for each layer of epoxy coated welded wire reinforcement.



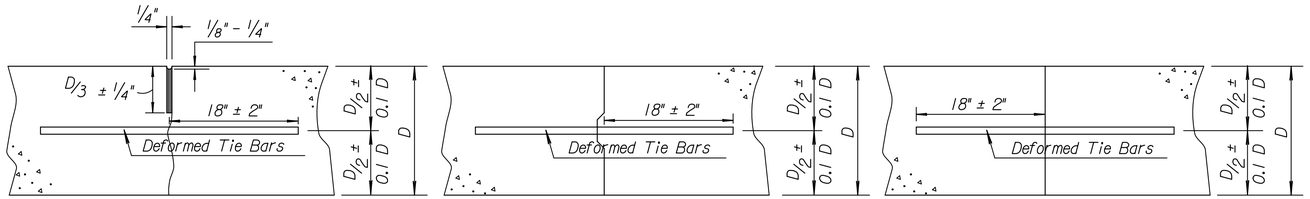
ϕ Snap-in leg or other approved designs may be used in lieu of welded leg.

SECTION OF RECESSED
FORM LEG

DETAIL OF LAP FOR WELDED WIRE REINFORCEMENT

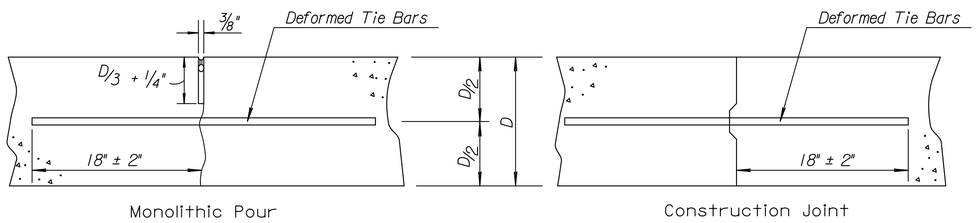
The lap shall extend beyond the first transverse or bag wire of each sheet.

The sheet shall be wired securely at the edges and at intervals not to exceed 2'-6" for the full width of the sheet. Approximate weight of welded wire reinforcement = 58 lbs. per 100 sq. ft. Other methods for fastening the sheets of welded wire reinforcement at the laps may be used with the approval of the Engineer.



LONGITUDINAL JOINTS

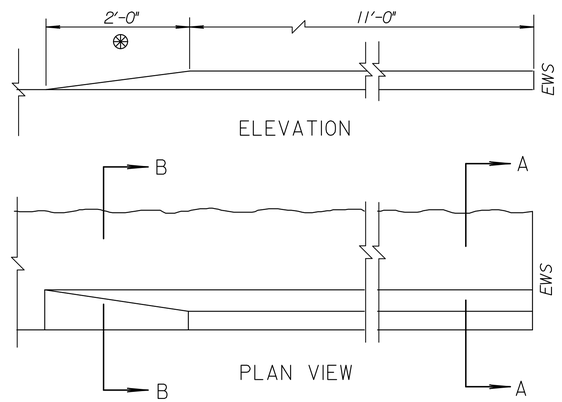
Note: For longitudinal construction joints the contractor has the option of using either the keyed or butt type. Place deformed tie bars mid-depth of the shoulder.



TRANSVERSE JOINTS

Note: A construction joint is required when the concrete placement has been interrupted for a substantial length of time or at the end of a day's placement.

⊛ No 4" Curb transition when adjacent to Flume Inlet.



4" EDGE CURB DETAIL

GENERAL NOTES

All work shall be done in conformity with the Standard Specifications applicable to the project.

The cost of all bars and joint material shown on this sheet is to be included in the bid price for Concrete Pavement.

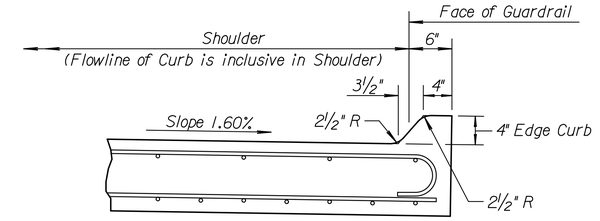
At each planned transverse joint location, a 4 to 6 inch wide strip of the pavement surface shall be protected from the texturing operation to provide a transverse textureless surface centered over the joint sawcut.

All sawed joints on this project shall be filled with sealant in accordance with Standard Specifications.

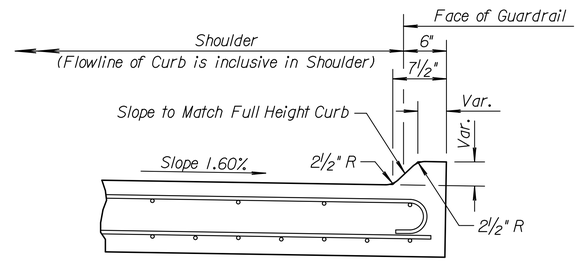
The 4 inch edge curb shall be constructed integral with the approach slab shoulder.

All materials and work required for this construction shall be Subsidiary to the concrete approach slab.

Tie bars shall be evenly spaced along the length of the slab and no tie bars shall be within 12" of contraction joint.



SECTION A-A



SECTION B-B

NO.	DATE	REVISIONS	BY	APP'D
13	5-17-13	Revised Note, Longitudinal Joints	S.W.K.	J.O.B.
12	5-14-09	Pres. Relief Jt. to RD712/tie bar lab.	S.W.K.	J.O.B.
11	10-23-08	Revised Sec. A-A and Sec. B-B	S.W.K.	J.O.B.
10	10-3-07	Add. manufacturer jt. size recom'd.	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS FOR CONCRETE BRIDGE APPROACH PAVEMENT

RD711

FHWA APPROVAL	10-23-13	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

Sh. No. 23

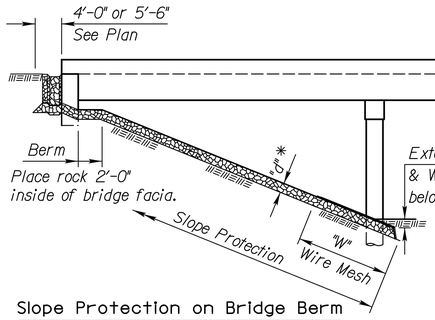
Plotted By: mrockwell | Plot Location:
File: $FILE$
Plot Date: $DATE$ $TIME$

CADconform Certify This File

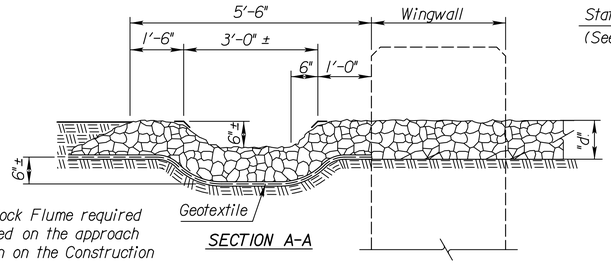
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2021	24	49

GENERAL NOTES

1. Limits of slope protection are shown on the Construction Layout sheet. Limits may be adjusted as needed at the direction of the Engineer to match ground elevations found at the site.
2. Gradation and aggregate for the Slope Protection (Riprap Stone) shall meet the requirements of Stone for Riprap and shall meet the class requirements for Light Series (100 Lb.) per KDOT Specifications.
3. Wire mesh shall be PVC coated and have a nominal mesh opening of 2½"x3¼". Wire mesh shall be furnished full width up to widths of 12.0 feet ("W"= 12.0 ft.). When widths greater than 12.0 feet are specified on the plans, the furnished width shall be as recommended by the manufacturer but not less than 6.0 feet. All splices shall be made with PVC coated lacing wire, PVC coated wire ties, or stainless steel fastener clips. The longitudinal edges of the wire mesh shall be securely selvedged to prevent ravelling of the mesh. Wire mesh and tie wires shall meet the material requirements for Gabions in the KDOT Specifications. Wire mesh shall not be used unless noted in the Plans and shown in the Table of Quantities. When wire mesh is specified, the bid item shall be "Slope Protection (Special)" and wire mesh shall be subsidiary.
4. Excavation and grading for placement of slope protection and all work and material to install geotextile fabric shall be subsidiary to slope protection.
5. Slope protection shall be underlain with geotextile fabric within limits shown. Fabric damaged or displaced during construction shall be replaced at no cost to KDOT. Fabric shall be installed and secured as recommended by the fabric manufacturer. One (1) copy of the fabric manufacturer's installation procedure shall be submitted to the Engineer. The installation procedure shall show details of the splices, overlaps, and pin layout. Minimum overlap of geotextile shall be 1 ft. Fabric shall be anchored along edges and splices at a maximum of 3 foot centers with staples or pins (w/washers). Interior area of fabric shall be pinned or stapled as recommended by the manufacturer but not more than 5 foot centers. Pins or staples shall be a minimum of 12 inches in length. Geotextile fabric shall meet the requirements of KDOT Specifications.
6. Unless noted otherwise on the Construction Layout, "d" shall be a minimum of 6 in., "W" shall be 12.0 ft.
7. The Contractor shall place the rock from the bottom to the top of the slope. Place the rock in a manner which produces a reasonably well graded mass of rock without segregation of the material sizes. Placement, measurement, and payment shall conform to KDOT Specifications for Slope Protection.

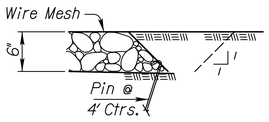


Slope Protection on Bridge Berm

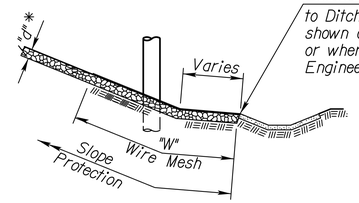


NOTE: Section A-A, Rock Flume required when curb is omitted on the approach slab or when shown on the Construction Layout sheet.

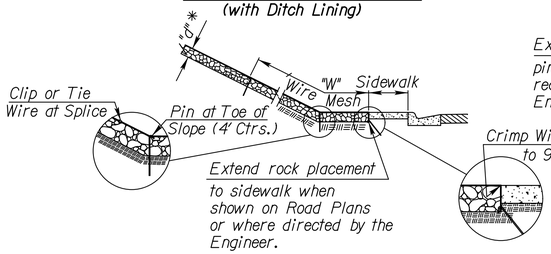
SECTION A-A



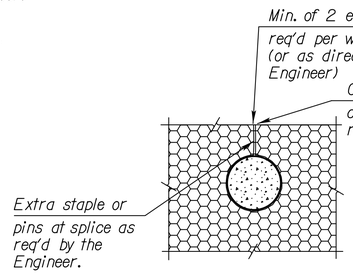
DETAIL AT EDGE OR TOE



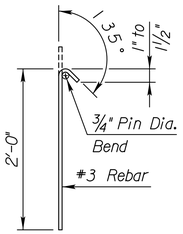
Slope Protection at Toe
(with Ditch Lining)



Slope Protection at Toe
(with Sidewalk)



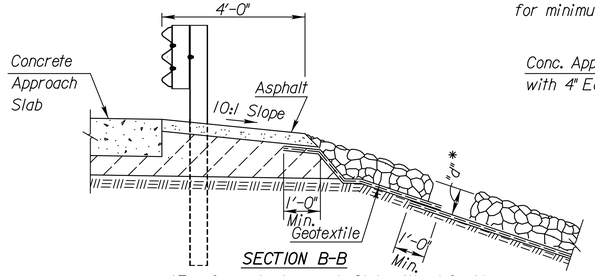
DETAIL AT COLUMNS
(Or Other Obstruction)



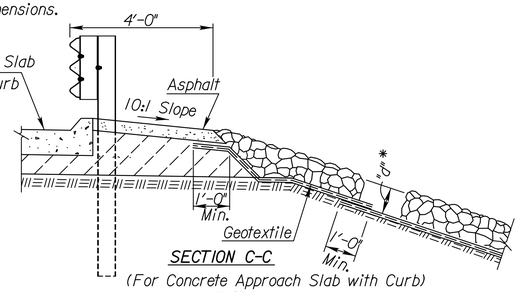
Note:
Pins shall be sharpened or geotextile shall be cut to allow penetration of stake without tearing or ripping the geotextile fabric.

TYPICAL PIN DETAIL

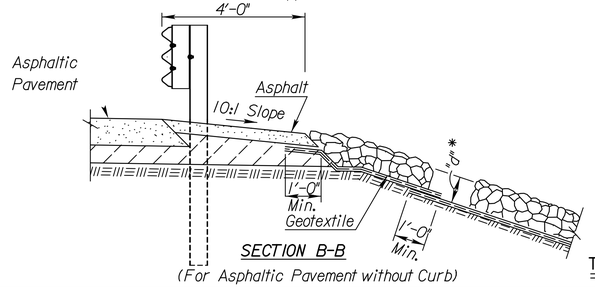
* See General Notes for minimum dimensions.



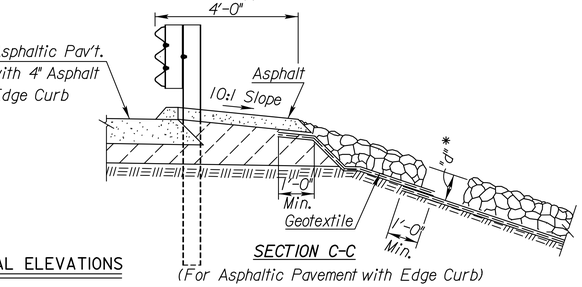
SECTION B-B
(For Concrete Approach Slab without Curb)



SECTION C-C
(For Concrete Approach Slab with Curb)

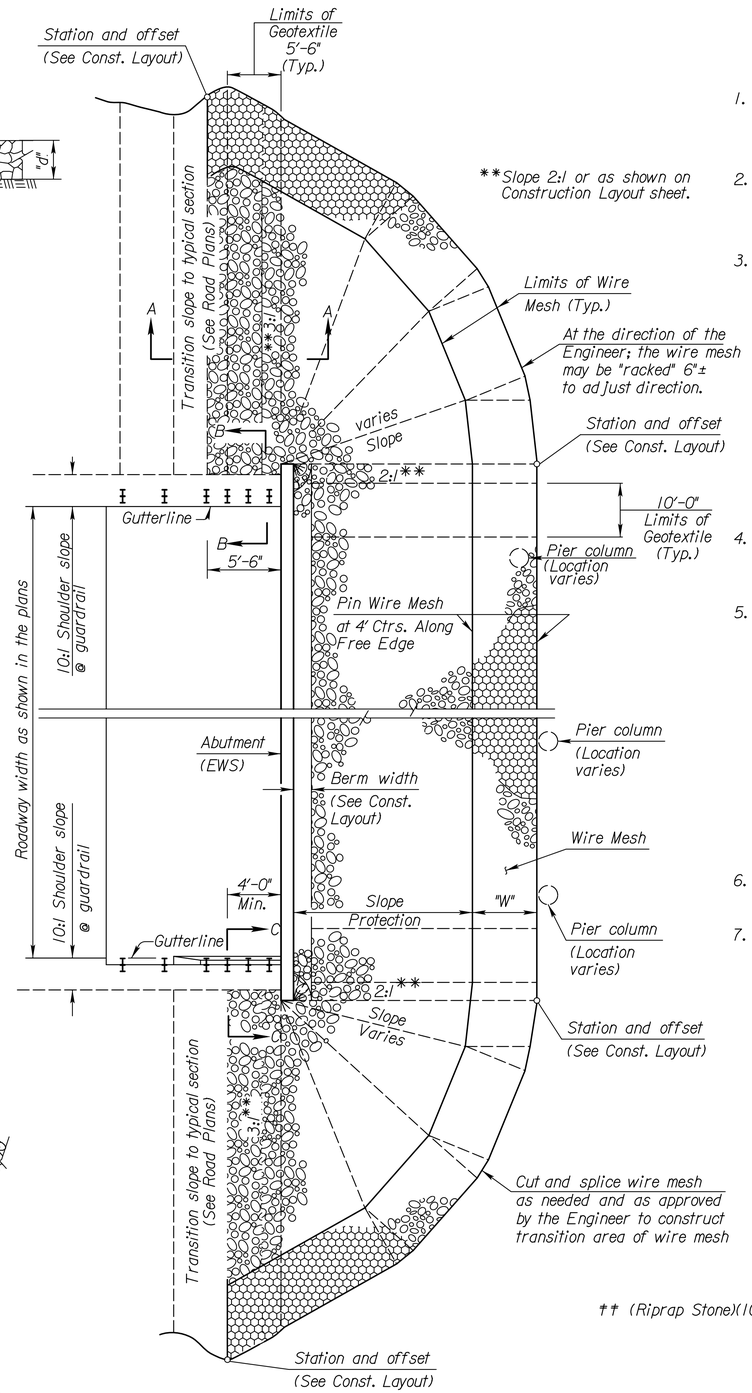


SECTION B-B
(For Asphaltic Pavement without Curb)



SECTION C-C
(For Asphaltic Pavement with Edge Curb)

TYPICAL ELEVATIONS



PLAN - BERM
AND SLOPE PROTECTION
STRAIGHT WINGWALL ABUTMENT

QUANTITIES
† For Information Only

Bridge Number E-18	Slope Protection (††) Cu. Yds.	†Geotextile Sq. Yds.	
Abut. No. 1	285.3	149.9	
Abut. No. 2	285.0	150.0	

NO.	DATE	REVISIONS	BY	APP'D
3	12/10/10	Clarified Geotextile	JPJ	TLF
2	7/14/04	Changed to guard "rail"	RAM	KFH
1	5/15/02	Clarified Bid Items	RAM	KFH

KANSAS DEPARTMENT OF TRANSPORTATION

BRIDGE BERM AND
SLOPE PROTECTION
STRAIGHT WINGWALL ABUTMENT

BRI32A Leavenworth Co.

FHWA APPROVAL			6/4/02	APP'D	KENNETH F. HURST
DESIGNED	RRR	DETAILED	PGF	QUANTITIES	CADD 5/95 PGF
DESIGN CK.		DETAIL CK.	RRR	QUAN.CK.	CADD CK.

CADconform Certify This File

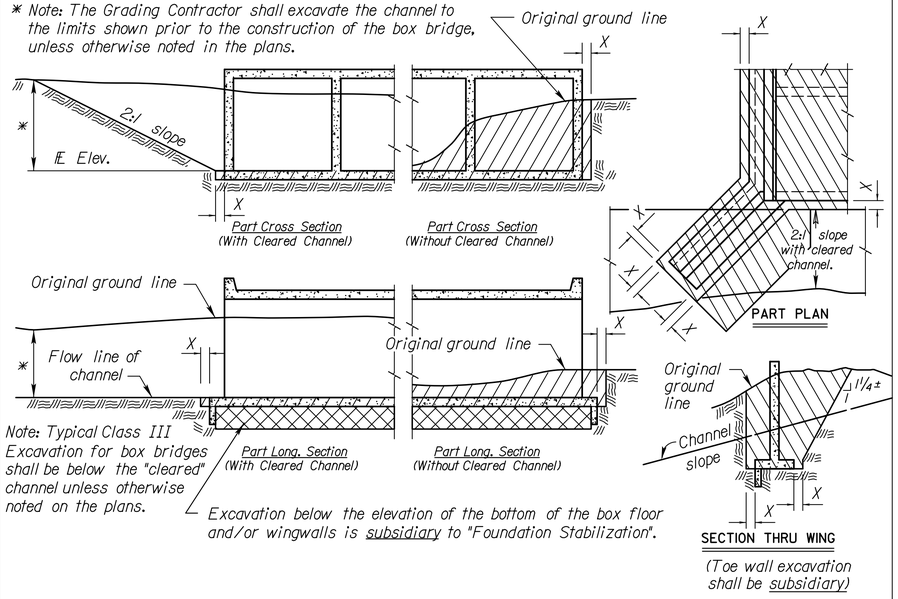
Sheet No. 24

Std. Base File: br132a.dgn
Plotted By: mrockwell
File: E18_Berm and Slope Protection.dgn
Plot Date: 13-DEC-2021 11:00
Plot Location:

CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2021	25	49

* Note: The Grading Contractor shall excavate the channel to the limits shown prior to the construction of the box bridge, unless otherwise noted in the plans.



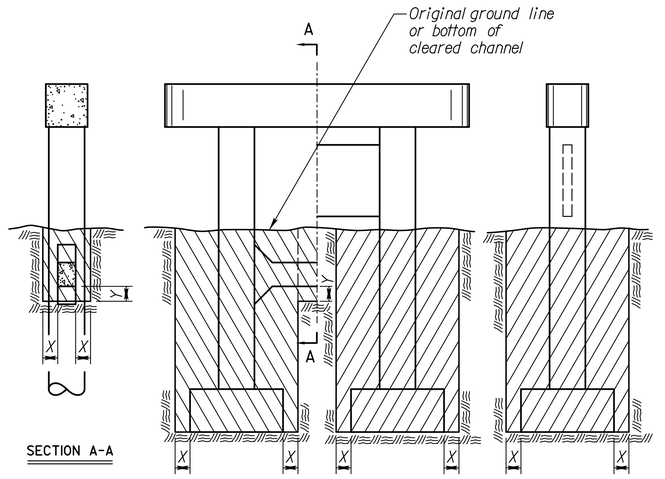
Note: Typical Class III Excavation for box bridges shall be below the "cleared" channel unless otherwise noted on the plans.

Excavation below the elevation of the bottom of the box floor and/or wingwalls is subsidiary to "Foundation Stabilization".

(Toe wall excavation shall be subsidiary)

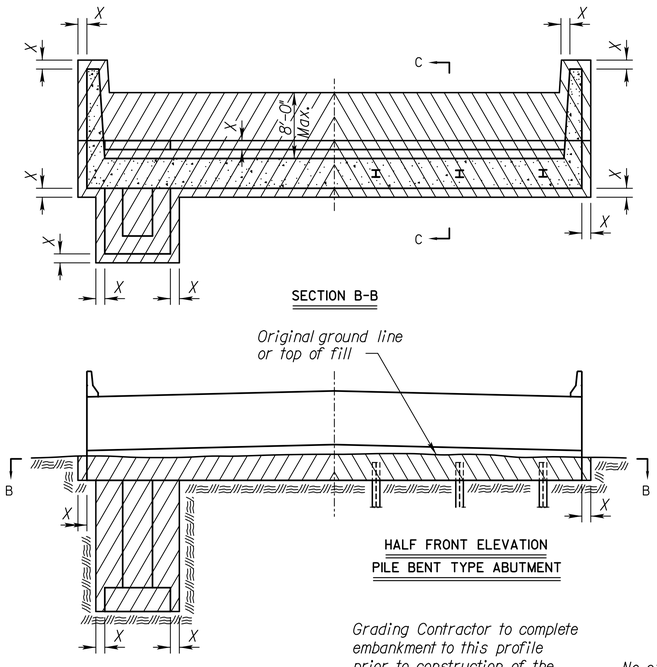
EXCAVATION DETAILS FOR REINFORCED CONCRETE BOX CULVERT

Note: Excavation for culverts less than bridge length and the additional excavation for "Embedded Structures" shall not be paid for as Class III Excavation, but shall be subsidiary to Grade 4.0 Concrete.



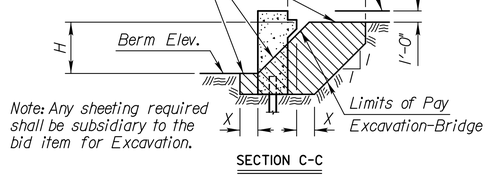
EXCAVATION DETAILS FOR TYPICAL PIERS

See detail when rock or shale (rock) is encountered. ⊛



Note: Bridge Contractor shall finish the embankment and berms after the construction of the abutment and dispose of any excess material as approved by the Engineer.

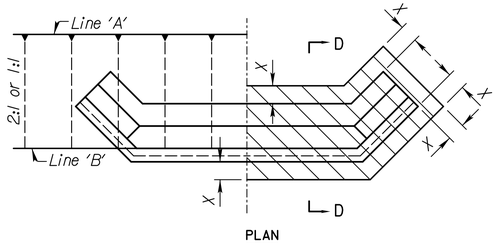
Grading Contractor to complete embankment to this profile prior to construction of the abutment

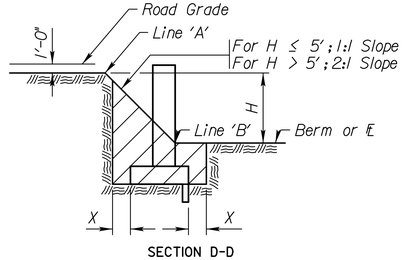


Note: Any sheeting required shall be subsidiary to the bid item for Excavation.

EXCAVATION DETAILS FOR TYPICAL ABUTMENTS

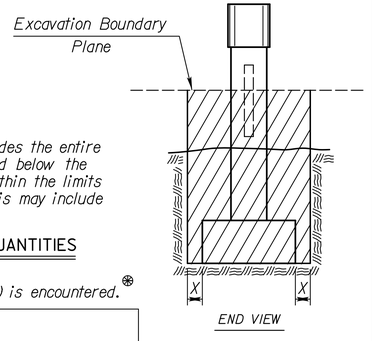
See detail when rock or shale (rock) is encountered. ⊛





(Toe wall excavation shall be subsidiary)

EXCAVATION DETAILS FOR ABUTMENTS WITH FLARED WINGWALLS



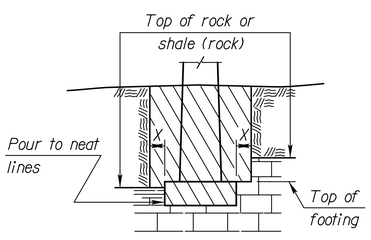
Note: Class II Excavation includes the entire volume of whatever nature found below the "Excavation Boundary Plane", within the limits specified for measurement. This may include water or air.

CLASS II EXCAVATION QUANTITIES

See detail when rock or shale (rock) is encountered. ⊛

Note: All bridge excavation shall be computed on the basis of the cross-hatch areas and boundary lines indicated on this sheet and the Excavation Boundary Plane on the Construction Layout.

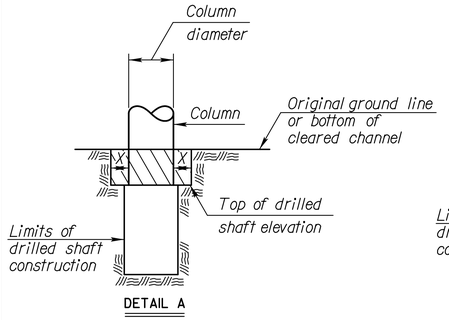
Sides of trenches in hard or compacted soil including embankments shall be shored, sheeted, braced or otherwise supported when the french is more than 5 feet in depth and 8 feet or more in length. In lieu of the shoring, the sides of the trench above the 5 foot level may be sloped to preclude collapse. The slope for average soils shall be 1:1. If the angle of repose of the soil is less, flatter slopes shall be required.

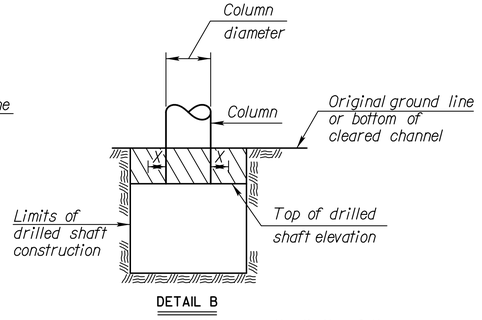


⊛ EXCAVATION DETAIL FOR FOOTINGS IN ROCK OR SHALE (ROCK)

(Piers and Abutments)

Note: Excavation below top of rock, hard shale or below top of footing, whichever is lower, shall be to neat lines of the concrete construction.





Note: Whenever the limits of the drilled shaft construction are greater than the Column Diameter + 2X, the limits of Class I, II or III Excavation shall be the limits of the drilled shaft construction. (See Detail B)

DRILLED SHAFT DETAILS

Dimension "X" shall be 2'-0" unless indicated otherwise on the general plans.

Dimension "Y" shall be 1'-6" unless indicated otherwise on the general plans.

NO.	DATE	REVISIONS	BY	APP'D
7				
6	8-15-12	Embeddement Excavation Subsidiary	JPJ	TLF
5	5-15-12	Revised Wing Excavation	JPJ	TLF
4	3-3-10	Revised Wing Excavation	JPJ	TLF
3	10-16-06	Revised 'Foundation Stab.' Note	JPJ	KFH
2	10-19-04	Concrete - Class to Grade	RAM	KFH
1	4-10-02	Added 'Foundation Stab.' Note	RAM	KFH

KANSAS DEPARTMENT OF TRANSPORTATION

Br. No. E-18 Sta. 50+00.00

BRIDGE EXCAVATION (LRFD)

Proj. No. 130563.00 Leavenworth Co.

SHEET NO. 25 OF 49	SCALE	4/17/10	APP'D	TERRY L. FLECK	
DESIGNED	DETAILED	RDR	QUANTITIES	CADD	
DESIGN CK.	DETAIL CK.	LRR	QUAN. CK.	CADD CK.	

Plotted By: mrockwell | Plot Location:
File: $FILE$ | Plot Date: $DATE$ $TIME$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2018	26	49

O D 10¾" T. = ††
O D 12¾" T. = ††
O D 14" T. = ††

†† See the Geology Report or "Summary of Quanities" for Pipe Pile wall thickness

Note:
Pile shall be driven with a steel head having a projecting ring fitting inside the pipe. Clearance between ring and pipe should be ¼".

Note:
Pile pipe may be spiral welded, longitudinal welded, or seamless steel pipe.

¾" Driving ℄

O D

¾" Round ℄

PLAIN ROUND
CAST-IN-PLACE CONCRETE PILES

Head
5 turns 1" pitch
16 turns-3" pitch
Continuous spiral W5 wire-6" pitch
W5 wire spiral ties
5 turns 1" pitch
Tip
12" or 14"
2" Cl.
8-#5 bars
W5 wire spiral ties
Note: If additional driving is required, use 1" pitch as shown.
Build-up
W5 wire 6"pitch
5"lap
8-#6 bars
Typ. both build-up sections

BUILD UP SECTION

8 - ⅜" Ø 270K strands
@ 16,000 Lbs. each
12" x 12" piles

8 - ½" Ø 270K strands
@ 22,700 Lbs. each
14" x 14" piles

12" OR 14"
PRESTRESSED
CONCRETE PILES

Prestress pile
BUILD-UP
WITHOUT DRIVING

9 - ½" Ø 270K strands
@ 24,800 Lbs. each

W5 wire spiral Ties

16" PRESTRESSED
CONCRETE PILES

5 turns-1" pitch
6 turns 3" pitch
See "Prestressed Piles" notes
Prestress pile 5 turns 1" pitch

BUILD-UP
WITH DRIVING

GENERAL NOTES

PRESTRESSED PILES: Fabricate prestressed concrete pile splices in accordance with the Manufacturer's recommendations subject to the approval of the Engineer.

Method of attachment of pile to build-up may be by any of the methods" given in the notes on "Alternate Methods. If mild reinforcing steel is used for attachment,the area shall be no less than that used in the build-up.

ALTERNATE METHODS: Method of attachment of a pile to build-up may be by any of the following methods:
1. Cut off at least 2'-0" of pile and expose a minimum of 2'-0" of strands.
2. Cast 8-#6, or 8-#5 bars (equally (spaced into pile head. All bars shall extend into pile head and project from pile head a minimum of 2'-0".
3. Drill 8 holes in pile head (equally spaced) for installation of 8 grouted dowel bars of same size and length as in 2.
4. Provide cored holes for bars as in 3.
No bars or strands are to extend from head of pile or build-up into footing or pile cap unless approved by the Engineer.

TEST PILES: Drive test piles where called for on the bridge plans. The test piles located within the limits of the substructure will become a part of the bridge pile system.

DRIVING FORMULA: Driving formula shall conform to the Standard Specifications.

MEASUREMENT AND PAYMENT: Measurement and payment for all piles shall comply with the Standard Specifications.

The following items are covered in Division 1000 of the Standard Specifications:

REINFORCEMENT: Use reinforcing steel conforming to ASTM A615, Grade 60. Hoops and spirals may be either plain or deformed bars.

PRESTRESSING STEEL: Use uncoated seven-wire stress relieved or low relaxation prestressing strand conforming to ASTM A416, Gr. 270.

SPECIFICATIONS: Standard Specifications for State Road and Bridge Construction as currently used by the Kansas Department of Transportation. The following items are covered in Division 700 of the Standard Specifications:

CONCRETE: Concrete for cast-in-place shall be f'c = 3,500 PSI.. Concrete for prestressed shall be f'c = 5,000 PSI.

WELDING: All field welding shall meet the requirements of the Standard Specifications.

Use only Shielded Metal Arch Welding SMAW (stick welding) for pile splices.

Use only low hydrogen E7018, 7016, or 7015 series welding rod (electrode) for all welding applications during pile splicing. See General Notes or proper storage of welding rod. welding filler rod (electrode) for field welding of splices.

New electrode are to be purchased for each KDOT project. The electrode shall arrive on the project in factory hermetically sealed containers opened and labeled with indelible ink in front of the engineer. The label shall include the current date and the project number. If the container seal is questionable or shows signs of damage the electrode is to be dried in an oven at least one hour at a temperature of 700°F to 800°F.

Upon removal from intact hermetically sealed factory packaging or the drying oven the electrode is to be placed in a storage oven with a minimum temperature of 250°F.

When electrodes are removed from the hermetically sealed container or storage oven and exposed to the atmosphere for less than 4 hours place into the storage oven for at least 4 hours before removing for use.

If electrode is exposed to the atmosphere for 4 hours or more (or 9 hours for moisture resistant electrodes designated with an R in their labeling) then electrode can be dried in a drying oven at a temperature of 450°F to 550°F.

If the electrode is exposed to the atmosphere for 4 hours or more a second time or the rod becomes wet discard rod.

CAST-IN-PLACE SHELLS: Steel shells for cast-in-place piles shall conform to the requirements of the Standard Specifications.
All piles driven without a mandrel shall be of the minimum thicknesses shown. Piles driven with a mandrel shall be of sufficient strength and thickness to withstand driving without injury and to resist harmful distortion and/or buckling due to soil pressure after the mandrel is removed.
Remove, replace or correct to the satisfaction of the Engineer improperly driven, broken or otherwise defective pipe piles. Otherwise drive an additional pile at no extra cost.
The Contractor shall maintain a light suitable for visual inspection of the pile on the job at all times prior to and during the filling of the pipe.

STEEL PILE: Steel pile shall conform to the requirements of the Standard Specifications.

PILE POINTS: Pile points shall conform to the dimensions shown and to requirements of the Standard Specifications.

PAINT: All paint shall comply with the Standard Specifications, or as specified on the plans.

MILL TEST REPORTS: Steel piles test reports and steel shell test reports shall comply with the Standard Specifications.

FOR INFORMATION ONLY
EQUIVALENT POINT BEARING PILES

STEEL PILES	CONCRETE PILES	
	Pipe	Pre-stress
HP10x42	10¾	
HP12x53	12¾	
HP14x73	14	12
HP14x102		14
HP14x117		16

CAST STEEL PILE POINT

The pile point shall be a one-piece unit of cast steel. Weld pile points in accordance with manufacturers recommendations to each steel pile before driving.

Length (L)
Pick-up point
0.7 L
0.3 L
SINGLE POINT PICK-UP

Pick-up points
0.21 L
0.58 L
0.21 L
DOUBLE POINT PICK-UP

PICK-UP POINTS FOR PRESTRESSED PILING

Max. length - 55' single point pick-up
Max. length - 80' double point pick-up

Note: Piles shall be marked at Pick-up points to indicate proper points for attaching handling lines.

Outside Flange

Inside Flange

H-Pile Point

PIPE PILE POINT

Weld Symbology Definition

Use grinder to bevel edges of splice as shown in weld symbology and drawing. In addition to bevels, produce clean, bare, and shiny surfaces at and around the splice welding location.

Use E7018, 7016, or 7015 series welding rod (electrode) for all welding applications during pile splicing. See General Notes for proper storage of welding rod.

Lay full penetration root weld from beveled side of splice.

Back gouge root weld from side opposite of root welding application making sure to remove all foreign materials, porous steel, and inclusions from root weld. Finish welding the non beveled side of the splice.

Finish welding beveled side of the splice while removing slag, foreign materials, porous steel, and inclusions in between welding passes, use of a grinder may be needed.

Verify that enough filler metal has been correctly placed in all weld locations to obtain a flush or convex surface with no concavity produced upon completion of the final welds.

SPLICES: Splices for steel piles and shell piling shall be in accordance with details shown on this sheet and the Standard Specifications.

For integral pile bent abutments and piers, if a pile splice is required, do not locate the pile splice within a region extending 2'-0" above and 10'-0" below the bottom of the concrete web wall. For abutments, locate the pile splice at least 10'-0" below top of fill.

With the approval of the Engineer, one splice per bent may be allowed in the region described above without testing. If additional splices are anticipated, based on the geology, the Contractor will add a sufficient amount to the bottom of pile, prior to driving, so that the splice is below the regions described above in the completed pile.

† For integral pile bent abutments and piers, if a splice is located within the regions described above, then the Contractor will test the welds by Radiograph (RT) test methods. Repair and retest any welds not passing the test(s). Each weld tested will have written confirmation of results. Report these results to the Engineer. This work is not paid for directly, but is subsidiary to "Piles".

45° Min.
0 to 1/8"
1/16" to 1/8"
SECTION THRU FLANGE
H-Pile Section

RT
BG
†
Cope regions
Pipe Section

PILE SPLICE DETAILS

BG = Backgouge

NO.	DATE	REVISIONS	BY	APP'D
4	09-15-15	Clarify Notes	JPJ	CER
3	06-18-12	Clarify f'c, rod type, use and weld	JPJ	TLF
2	1-5-09	Pile Splice Location and Weld Test	JPJ	KFH
1	6-14-06	Rev. Pile Splice Note & Reinforcing	JPJ	KFH

KANSAS DEPARTMENT OF TRANSPORTATION

STANDARD PILE DETAILS

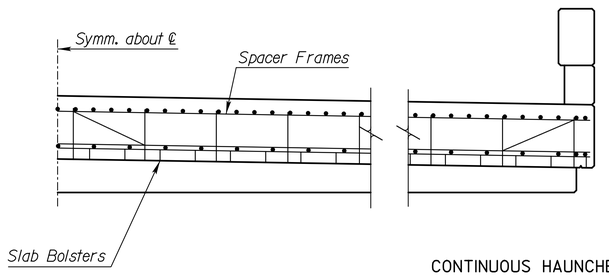
BRIIO

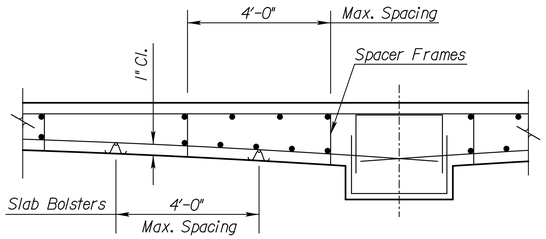
FHWA APPROVAL		10-04-12	APP'D	Terry L. Fleck
DESIGNED	JPJ	DETAILED	QUANTITIES	CADD RAA
DESIGN CK.		DETAIL CK.	QUAN.CK.	CADD CK.

Std. Base File: brII0.dgn
Plotted By: mrockwell
File: E18_Standard Pile Details.dgn
Plot Date: 13-DEC-2021 11:00
Plot Location:

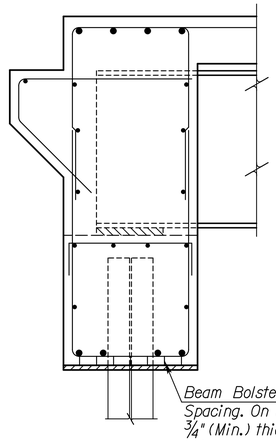
CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2021	27	49



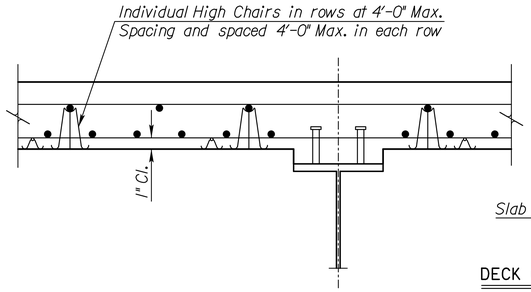


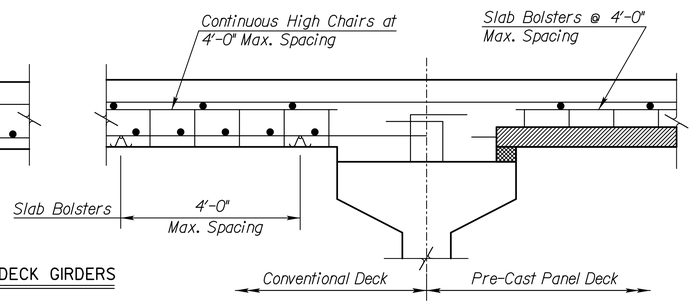
CONTINUOUS HAUNCHED SLAB



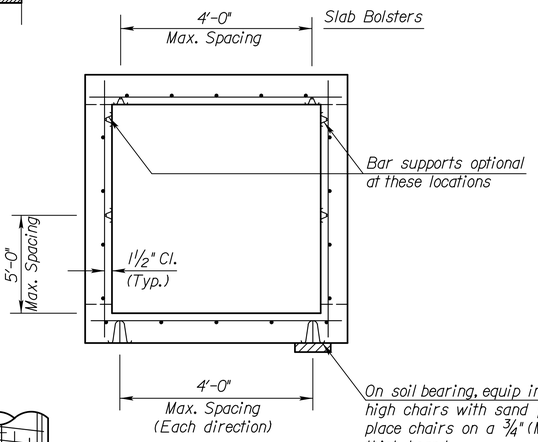
Beam Bolster at 4'-0" Max. Spacing. On soil bearing, place a 3/4" (Min.) thick board under bolster.

ABUTMENT

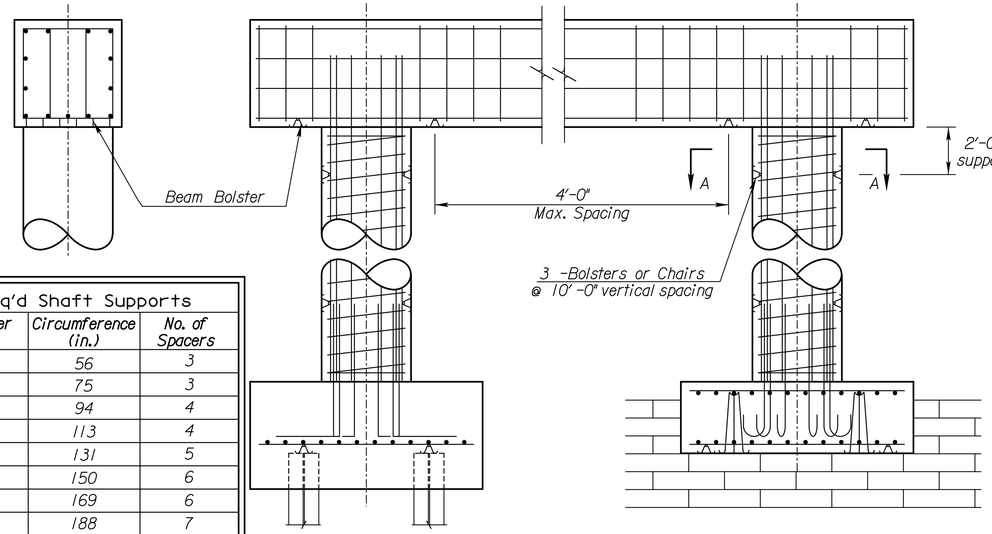




DECK GIRDERS

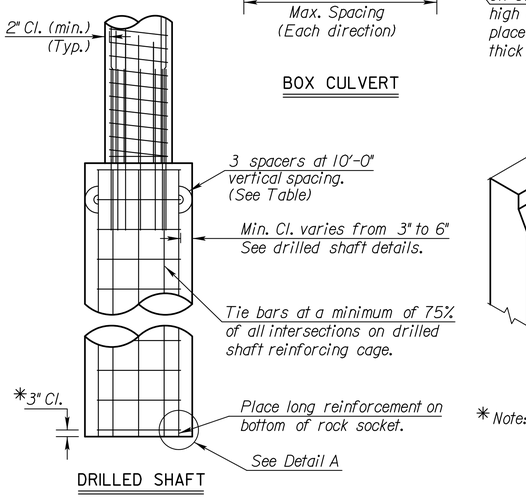


BOX CULVERT

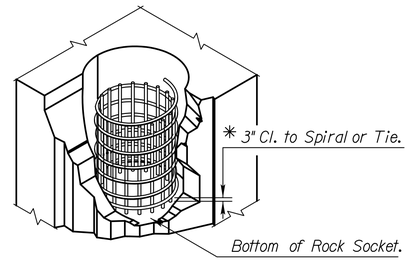


PIER

Req'd Shaft Supports		
Diameter (in.)	Circumference (in.)	No. of Spacers
18	56	3
24	75	3
30	94	4
36	113	4
42	131	5
48	150	6
54	169	6
60	188	7
66	207	7
72	226	8
78	244	9
84	263	9
90	282	10
96	301	11
102	320	11
108	339	12

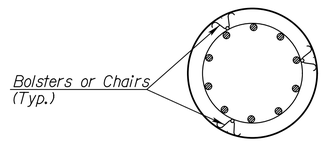


DRILLED SHAFT



DETAIL A

* Note: Longitudinal reinforcing steel is placed on the bottom of the rock socket. Maintain 3" clearance from the bottom of rock socket to the first spiral or tie bar.



SECTION A-A

GENERAL NOTES

Reference is made to the latest edition of the CRSI "Manual of Standard Practice" for recommended industry practices concerning reinforcing steel.

Use only the following types of bar supports:

1) Wire Bar Supports:

a) Epoxy coated reinforcing: Class 1 Protection
b) Non-epoxy coated reinforcing: Class 1, 2, or 3 Protection

2) Plastic Bar Supports

3) Supplementary bars

When securing epoxy coated reinforcement, use tie wires or metal clips that are epoxy or plastic coated.

Do not weld reinforcing steel to bar supports or to other reinforcing steel. Shop weld spacer frames for haunched slabs.

Tie bars at all intersections around the perimeter of each mat and at not less than 2'-0" centers or at every intersection, whichever is greater.

Where more than one length of bar support is required, lap the end legs so they are locked or tied together.

Use proper height supports to maintain the distance between the reinforcing and the formed surface or the top surface of deck slabs within 1/4" of that indicated on the plans.

Spacings shown are maximums. Use sufficient supports, as determined by the Engineer, to retain the reinforcing steel in position.

Construct any platforms, required for the support of workers and/or equipment during concrete placement, directly on the forms and not on the reinforcing steel.

Designs and arrangements of Supports or Spacers other than as shown on this sheet, may be used with the permission of the Engineer.

NO.	DATE	REVISIONS	BY	APP'D
5	11-10-10	Column Bar Supports Req'd	JPJ	TLF
4	12-01-05	Drilled Shaft Spiral Steel Placement	JPJ	KFH
3	8-21-00	Added Pre-Cast Panel Detail	RAM	KFH
2	12-20-99	Added Haunched Slab Bolsters	RAM	KFH
1	12-09-99	Revised Drilled Shaft Clearance	RAM	KFH

KANSAS DEPARTMENT OF TRANSPORTATION

Br. No. E-18 Sta. 50+00.00

SUPPORTS AND SPACERS FOR REINFORCING STEEL

Proj. No. 130563.00 Leavenworth Co.

SHEET NO. 27 OF 49	SCALE 11-17-10	APP'D	Terry L. Fleck
DESIGNED	DETAILED	QUANTITIES	CADD RAA
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK. RAM

CADconform Certify This File

Sh. No. 27

Plotted By: mrockwell Plot Location:
File: $FILE$
Plot Date: $DATE$ $TIME$

CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	28	49

CLEARING AND GRUBBING
1 acre

REMOVAL OF EXISTING STRUCTURES						
BEGIN STATION	END STATION	LOCATION	SIDE	DESCRIPTION	QUANTITY	UNIT
49+15.07	50+85.22	231st St	LT	Remove existing guardrail	171	LF
49+15.40	50+84.36	231st St	RT	Remove existing guardrail	169	LF
50+00.00		231st St	CT	Remove existing simple steel beam span	30	LF
					1 LUMP SUM	

EARTHWORK							
BEGIN STATION	END STATION	LOCATION	COMMON EXCAVATION (CY)	ROCK EXCAVATION (PAVEMENT REMOVAL) (CY)	COMMON EXCAVATION (CONTRACTOR FURNISHED) (CY)	COMPACTION (CY)	REMARKS
46+00	52+50	231st St	124	327	3619	2994	
		TOTAL	124	327	3,619	2,994	

Assumed VMF=0.80

MGS GUARDRAIL						
BEGIN STATION	END STATION	LOCATION	SIDE	LENGTH (FT)	CRASHWORTHY END TERMINAL (MASH) (EA)	REMARKS
48+45.82	49+28.75	231st ST	LT	37.5	1	
48+33.32	49+28.75	231st ST	RT	50	1	
50+71.25	51+54.93	231st ST	LT	37.5	1	
50+71.25	51+23.96	231st ST	RT	25	1	
			TOTALS	150	4	

PAVEMENT MARKING						
BEGIN STATION	END STATION	LOCATION	SIDE	MULTI-COMPONENT 6" SOLID WHITE (FT)	MULTI-COMPONENT 4" SOLID YELLOW (FT)	REMARKS
46+00.00	52+50.00	231st ST	LT	650		Edge Line
46+00.00	52+50.00	231st ST	CT		1,300	Double Yellow
46+00.00	52+50.00	231st ST	RT	650		Edge Line
			TOTALS	1,300	1,300	

MOBILIZATION
1 LUMP SUM

CONTRACTOR FURNISHED SURVEYING & STAKING
1 LUMP SUM

RECAPITULATION OF ROAD QUANTITIES		
ITEM	QUANTITY	UNITS
Contractor Construction Staking	1	L.S.
Mobilization	1	L.S.
Removal of Existing Structures	1	L.S.
Clearing and Grubbing	1	L.S.
Common Excavation	124	C.Y.
Common Excavation (Contractor Furnished)	3,619	C.Y.
Rock Excavation (Pavement Removal)	327	C.Y.
Compaction of Earthwork (Type AA)(MR-5-5)	2994	C.Y.
Guardrail, Steel Plate (MGS)	150	Lin. Ft.
Guardrail End Terminal (MGS MSKT)(Alt #1)	4	EA
Guardrail End Terminal (MGS SOFTSTOP)(Alt #2)	4	EA
Pavement Marking (Multi-Component)(White)(6")	1300	Lin. Ft.
Pavement Marking (Multi-Component)(Yellow)(4")	1300	Lin. Ft.

For Temporary Erosion & Pollution Control, See Sheet No. 31
For Permanent Seeding Quantities, See Sheet No. 39
For Bridge Quantities, See Sheet No. 10

Plotted : 13-DEC-2021 11:00
Drawn By : mrockwell
File : E18_rd050.dgn

SUMMARY OF QUANTITIES
231ST STREET

GENERAL NOTE:

On surfacing projects, the 6" of Compaction Type AA, shown for the center portion on the roadbed, is for the purpose of restoring the original Compaction Type AA which may have been lost since grading operations. The exact locations of this Compaction Type AA, which will be required, is to be determined by the Engineer at the time of construction. This work shall be paid under the bid item "Compaction of Earthwork (Type AA)(MR-5-5)".

~~Over all structures, unless otherwise directed by the Engineer, where the top of the hubguard is level with or above the finished shoulder grade, the earth cover over the structure slab shall be removed and backfilled with _____ material as directed by the Engineer. The removal of this material will be subsidiary.~~

~~The _____ material used to backfill over the structure shall be paid for at the prices shown in the contract.~~

~~The earth shoulders shall be compacted full depth (Type MR) except, when ordered by the Engineer, the top 3" shall be left uncompacted for seeding.~~

~~All side roads and house entrances shall be surfaced with _____ to the R/W line as indicated on the detail. All side roads and house entrances with existing asphalt surface shall be surfaced with _____ at least to the R/W line or to the end of construction, as directed by the Engineer. Each mailbox turnout (ON PROJECTS WHERE STABILIZED SHOULDERS ARE NOT SPECIFIED) shall be surfaced with _____ to the limits shown on the detail.~~

~~Surfacing material (SA-_____) shall be used for surfacing house entrances and side roads (_____C.Y./SQ. YD.) beyond the limits of the asphalt surface to the limits of construction as determined by the Engineer.~~

The thickness of side road and entrance surfacing may be increased to the same thickness as the stabilized shoulder within the approximate limits of the shoulder.

On projects which specify both asphalt base and surface course materials, side roads, house entrances and mailbox turnouts may be surfaced with both materials at the contractors option, with the approval of the Engineer.

~~Quantities for aggregate for shoulders, AS-1, are calculated on the basis of 150 lbs. per cu. ft. Quantities for stabilized base course, AB-3, are calculated on the basis of 1.56 lbs. per cu. ft. Weight/cu. ft. includes moisture allowed by specification.~~

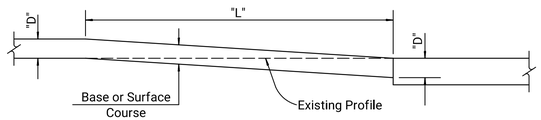
The base course shall be constructed to the plan thickness as shown.

Thicknesses indicated for all construction which is paid for on a weight or volume basis are approximate and may vary to correct for unevenness in the foundations or for other normal unevenness encountered in placement operations.

A tack coat of SS-1HP shall be provided between each lift of all base courses and surface courses and under the first lift of base or surface courses when they are placed on an existing asphalt, brick, or concrete surface, when so ordered by the Engineer and at the rate designated by him. ~~Quantities are included for these tacks calculated at the rate of 0.06 gal. /sq. yd.~~

~~Asphalt Material quantities are calculated on the basis of 8.328 lbs. per gal.~~

Shoulder rumble strips will not be constructed as part of this project.



TYPICAL PROFILE AT GRADE CONTROL POINTS

The Contractor shall cut the subgrade in accordance with this profile at all grade control points, i.e.; existing pavements, grade bridges and R.R. crossings, also at changes in thickness of base or surface courses. Corresponding dimensions of "D" and "L" shall be as given in the table below.

The work of cutting the subgrade and disposing of excess excavated material shall be subsidiary to other items in the contract.

TABLE OF DIMENSIONS

D	L	D	L	D	L	D	L	D	L	D	L
1"	25'	3"	75'	5"	125'	7"	175'	9"	225'	11"	275'
2"	50'	4"	100'	6"	150'	8"	200'	10"	250'	12"	300'

SUMMARY OF QUANTITIES

ITEM	MAINLINE	ENTRANCE				TOTAL	UNITS
HMA Commercial Grade (Class A)(8") †	670	6.1				676.1	TONS
AGGREGATE BASE (AB-3) (4")	1655					1655	S.Y.
SURFACING (SA-1)		22.3				22.3	TONS

† Computed at the rate of 145 lbs. per cu.ft.

RATES OF APPLICATION

RATE	UNIT	ITEM		

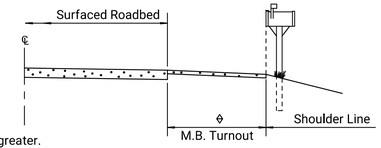
† Computed at the rate of

†† Computed at the rate of

RECAPITULATION OF QUANTITIES

ITEM				TOTAL	UNIT
HMA Commercial Grade (Class A)(8")				676.1	TONS
AGGREGATE BASE (AB-3) (4")				1655	S.Y.
SURFACING (SA-1)				22.3	TONS

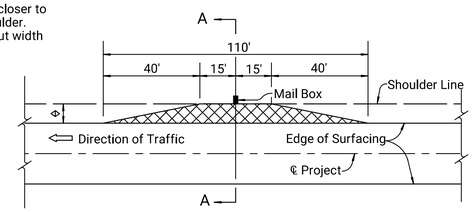
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	29	49



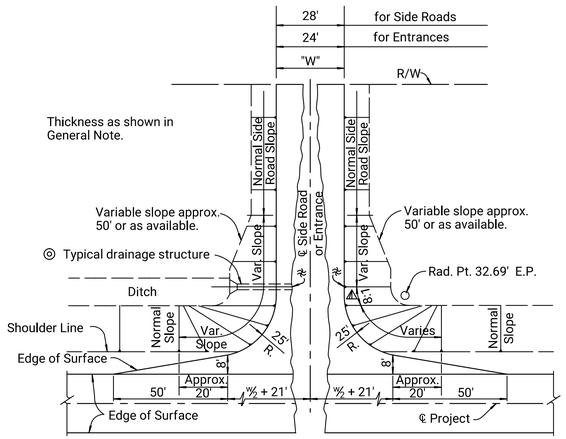
◊ Width shall be 8' or shoulder width, whichever is greater.

SECTION A-A

Note: The face of Mail Box should be no closer to the roadway than the edge of the shoulder. Align with edge of turnout when turnout width is greater than shoulder width.



DETAIL FOR SURFACING OF MAIL BOX TURNOUTS



WITH DRAINAGE STRUCTURE — MOUND ENTRANCE OR SIDE ROAD

DETAIL FOR SURFACING OF SIDE ROADS & HOUSE ENTRANCES

⚠ 8:1 Slope at the appropriate clear zone shall apply to all mound entrances and mound side roads to 10' fill height. Normal Slope (but not steeper than 6:1) for over 10' fill height.

◎ Normal Slope (but not steeper than appropriate clear zone width. 6:1) at approximate ℄ Structure or

⁜ On side roads and entrances which slope toward the highway, a low point approx. 6" deep shall be constructed to divert surface drainage into the high-way ditch, unless otherwise shown on the plans.

NO.	DATE	REVISIONS	BY	APP'D
12	1-10-07	Changed bituminous to asphalt	S.W.K.	J.O.B.
11	8-30-06	Changed tack type/rate	S.W.K.	J.O.B.
10	3-24-05	Revised compaction, tack type/rate	S.W.K.	J.O.B.
9	6-12-02	Added low point off shoulder.	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES (Surfacing)

RD051

FHWA APPROVAL 9-06-06		APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. Hecht

Plotted :13-DEC-2021 11:00

Drawn By : mrockwell

File : E18_rd051.dgn

CADconform Certify This File

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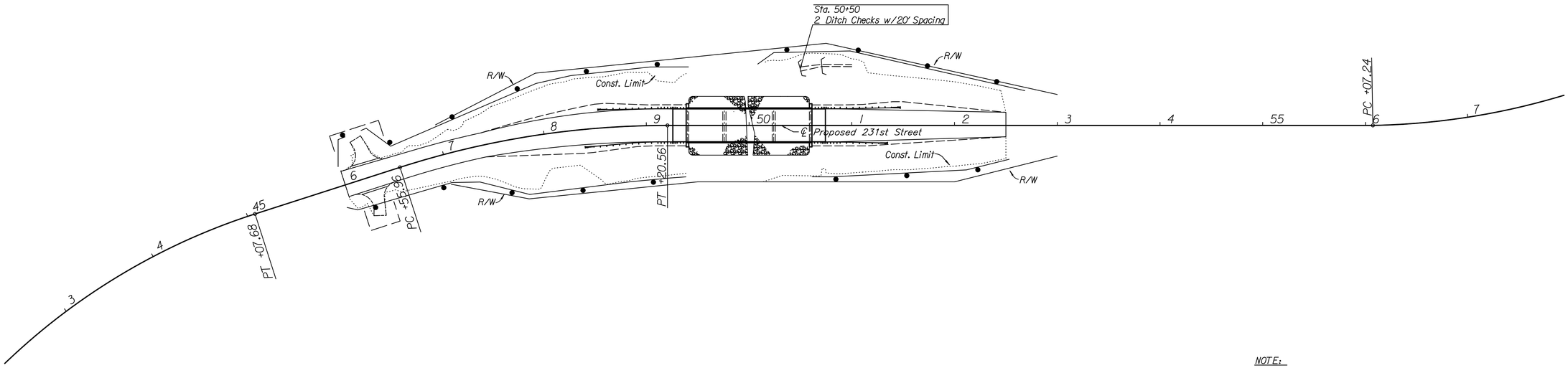
Sh. No. 29

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	30	49



SCALE

50' 0 50' 100'

PLAN: Lat. & Long.

NOTE:

1. All ditches shall be lined with Class II Type E channel liner. See Standard Drawing LA856.

LEGEND

Ditch Check

Silt Fence

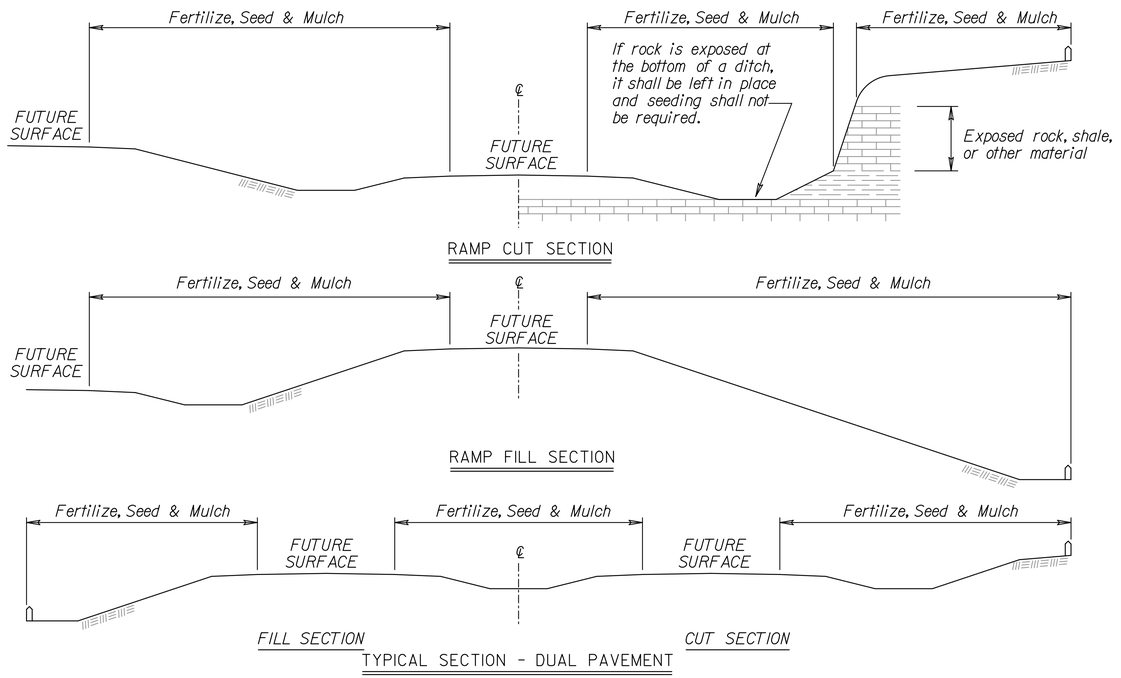
EROSION CONTROL
231ST STREET

Sh. No. 30

Plotted : 13-DEC-2021 11:00

Drawn By : mrockwell
File : E18_EC.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	31	49



FERTILIZER: A ratio and application rate that equals or exceeds the required minimum rate per acre of N, P_2O_5, K_2O listed in Summary of Quantities will be acceptable.

- * - N = Nitrogen Rate of Application
- ** - P_2O_5 = Phosphorous Rate of Application
- *** - K_2O = Potassium Rate of Application

The Contractor will be required to finish areas of excavation, borrow and embankment in accordance with the specifications. Areas that require installation or construction of temporary water pollution control items will be finished in reasonable close conformity to the alignment, grade and cross section shown on the plans or as established by the Engineer.

CLT = Construction Limit Tract. This area is defined by the entire disturbed area of the project that requires seeding and erosion control measures to be placed. Any impervious areas (i.e. pavement, gravel, riprap, etc.) shall not be included in this measurement.

Slope = Defined by the area of the project that requires Class 1 erosion control material to be placed. This area shall be seeded using the Soil Erosion Mix prior to placement of the material. Drilling seed is preferred, however, broadcasting is acceptable if drilling is not possible.

Channel = Defined by the area of the project that requires Class 2 erosion control material to be placed. This area shall be seeded using the Soil Erosion Mix prior to placement of the material. Drilling seed is preferred, however, broadcasting is acceptable if drilling is not possible.

GENERAL NOTES

The entire disturbed area, excepting the paved or surfaced areas, steep rocky slopes and areas of undisturbed native sod or other desirable vegetation shall be fertilized (limed when required), seeded, and mulched. Soil preparation shall conform to the Standard Specifications.

Temporary seeding shall be done during any time of the year that the soil can be cultivated. After the temporary seeding has been completed on the entire project, permanent seeding shall be done during the normal seeding season.

MULCHING: Mulch shall be spread uniformly over all disturbed areas and punched in the soil, unless otherwise noted on the plans. The rate of application per acre, thickness in place, for the mulching materials is generally as follows:

1¾ - 2¼ Tons per Acre = 1½" loose depth spread uniformly over acre.

Agricultural products, such as native prairie hay, used for mulching and erosion control practices, excluding wood based mulch, shall meet the North American Weed Free Forage Standards.
Other vegetative mulches are acceptable only with the Engineer's concurrence.

The above rate is a guide. It will be at the discretion of the Engineer to determine what rate is sufficient for adequate protection of newly seeded areas.

SUMMARY OF SEEDING / EROSION CONTROL QUANTITIES

P.L.S. RATE/ ACRE		ACRES		BID ITEM	QUANTITY	UNIT
CLT	SL/CH	CLT	SL/CH			
				Temporary Fertilizer (* - ** - ***)		LB
				Temporary Seed (Canada Wildrye)		LB
				Temporary Seed (Grain Oats)		LB
				Temporary Seed (Sterile Wheatgrass)		LB
				Soil Erosion Mix		LB
				Erosion Control (Class 1, Type Y)		SQ YD
				Erosion Control (Class 2, Type E)	20	SQ YD
				Sediment Removal (Set Price)	1	CU YD
				Synthetic Sediment Barrier		LF
				Temporary Berm (Set Price)	1	LF
				Temporary Ditch Check (Rock)		CU YD
				Temporary Inlet Sediment Barrier		EACH
				Temporary Sediment Basin		CU YD
				Temporary Slope Drain		LF
				Temporary Stream Crossing		EACH
				Biodegradable Log (9")		LF
				Biodegradable Log (12")		LF
				Biodegradable Log (20")	10	LF
				Filter Sock (18")	10	LF
				Geotextile (Erosion Control)		SQ YD
				Silt Fence	1,199	LF
				SWPPP Design †		LS
				SWPPP Inspection †		EACH
				Water Pollution Control Manager †		EACH
900 lbs / acre				Mulch Tacking Slurry		LB
2 tons / acre				Mulching	1.3	TON
				Water (Erosion Control) (Set Price)	1	MGAL

NOTE: Projects less than 1 acre shall be bid as "Seeding" by the lump sum. See Permanent Seeding Summary of Seeding Quantities sheet LA850 for further details.

Geotextile (Erosion Control) shall be removed prior to placement of permanent slope protection.

Regreen and Quick Guard are the approved sterile wheatgrass products.

† If the total disturbed area of the project, not just the seeding area, is 1 acre or more, then these bid items must be included.

***** List size of material.*

The amount of mulch and mulch tacking slurry in the bid quantities is estimated. (Acres of Seeding X 1.5 X 2 Tons/Acre). The estimated quantity includes mulching associated with both temporary and permanent seeding operations. The total mulch and mulch tacking slurry required shall be determined in the field. The bid item for mulching and mulch tacking slurry shall be paid for according to the Standard Specifications.

Quantities for all erosion control items are estimated to give full flexibility for compliance with the NPDES permit. Final quantities will be determined in the field.

SOIL EROSION MIX

PLS RATE	NAME	QTY (lb)
	Total (lb)	

The Soil Erosion Mix is to be placed under the Class 1 and/or Class 2 erosion control material.

The Soil Erosion Mix consists of the Shoulder Area of the Permanent Seed Mix used on the project.

NO.	DATE	REVISIONS	BY	APP'D
3	08/03/20	Added Note	MRD	ML
2	12/01/17	Revised Standard	MRD	SHS
1	06/01/17	Revised Standard	MRD	SHS

KANSAS DEPARTMENT OF TRANSPORTATION

TEMPORARY EROSION AND POLLUTION CONTROL

LA852A

FHWA APPROVAL		1/26/2018	APP'D	Scott H. Shields	
DESIGNED	MRD	DETAILED	MRD	QUANTITIES	CADD
DESIGN CK.	SHS	DETAIL CK.	SHS	QUAN.CK.	CADD CK.

Std. Base File:
Plotted By: mkeal | Plot Location:
File: la852a.dgn
Plot Date: 16-DEC-2021 12:55

CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	32	49

EROSION CONTROL- CLASS 2, TYPE E

STATION TO STATION	SIDE	LENGTH	WIDTH	SQ YARD
50+50.00 TO 50+71.25	LT	21.25	4.00	9
50+71.25 TO 51+00.00	LT	28.75	2.00	6
51+00.00 TO 51+23.69	LT	23.69	2.00	5
TOTAL EROSION CONTROL (CLASS 2, TYPE E) =				20

Std. Base File: _____
Plotted By: *mrockwell* | Plot Location:
File: *la852a-ec.dgn*
Plot Date: *13-DEC-2021 11:00*

NO.	DATE	REVISIONS	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
SEEDING-SODDING

LA852A-EC

FHWA APPROVAL		1/04/2006	APP'D	Scott H. Shields	
DESIGNED	MRM	DETAILED	MRM	QUANTITIES	CADD MRM
DESIGN CK.	SHS	DETAIL CK.	SHS	QUAN.CK.	CADD CK. SHS

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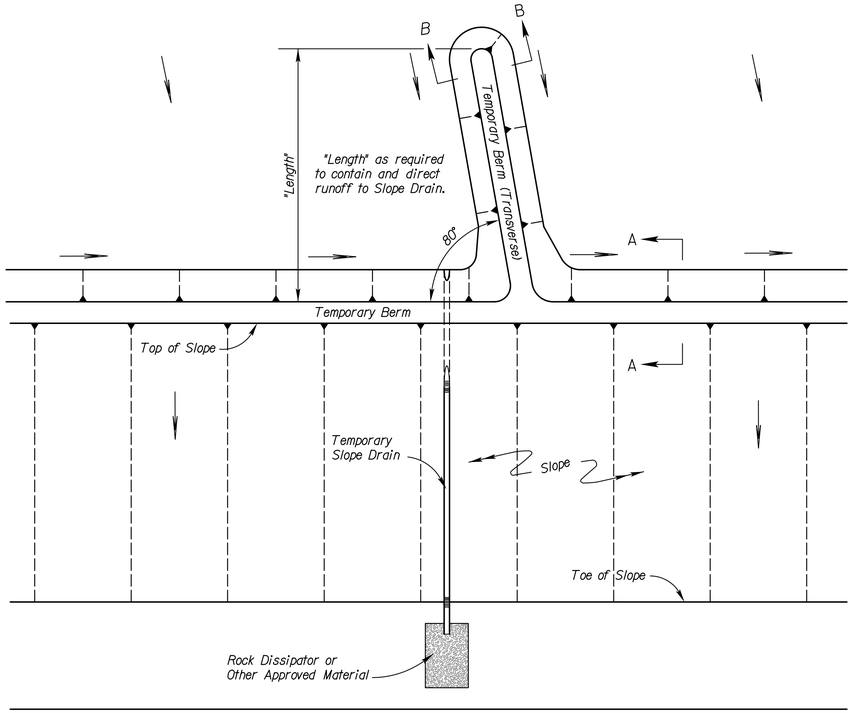
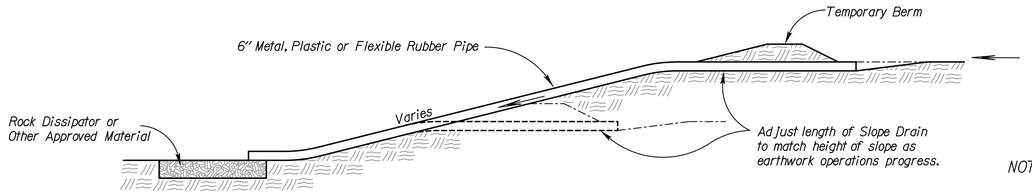
Sheet No. 32

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	33	49



TYPICAL PLAN VIEW OF TEMPORARY BERM AND TEMPORARY SLOPE DRAIN

NO SCALE



TYPICAL PROFILE OF TEMPORARY SLOPE DRAIN

NO SCALE

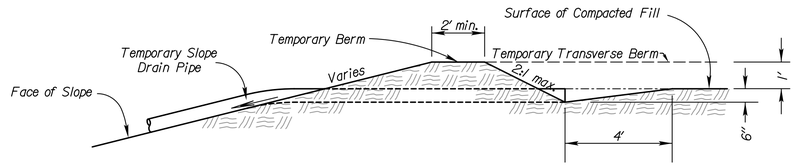
NOTES:

1) Temporary Slope Drain and Temporary Berm may be used on either project foreslopes or project backslopes.

2) Discharge of Slope Drains shall be into stabilized ditch or area, or into Sediment Basin.

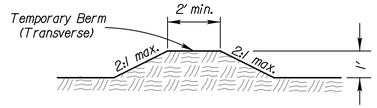
3) Pipe shall be secured in place as approved by Engineer.

4) Temporary Berms under 2,000 feet shall be bid by Set Price.



SECTION A-A

NO SCALE

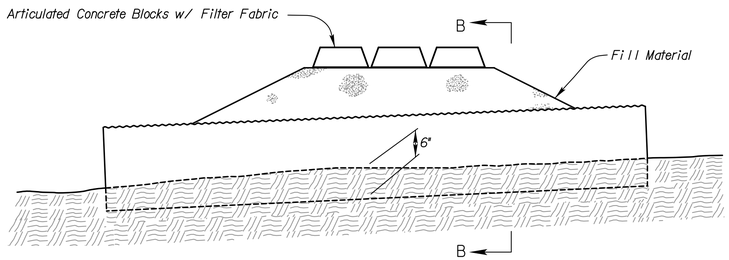


SECTION B-B

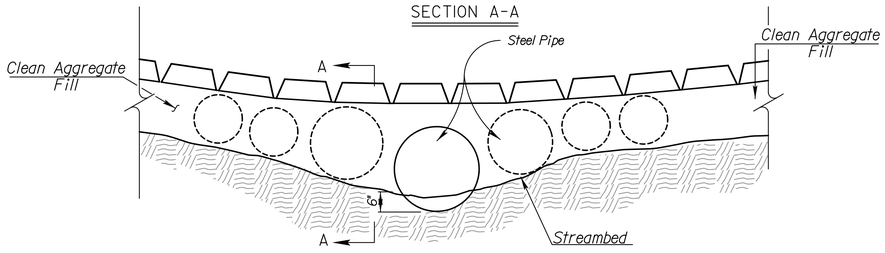
NO SCALE

TYPICAL PROFILE OF TEMPORARY BERM

NO SCALE



SECTION A-A



SECTION B-B

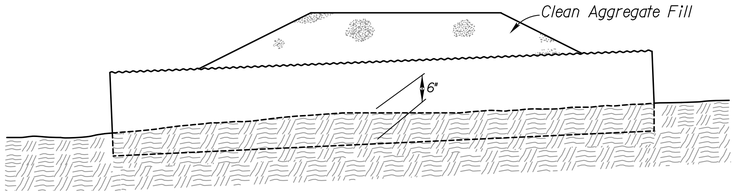
TEMPORARY STREAM CROSSING (ARTICULATED CONCRETE BLOCKS)

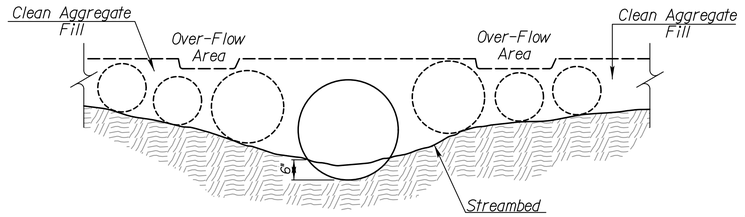
NO SCALE

Pipe size may vary

Place 1 pipe buried 6" into stream bottom, in the lowest point of the channel to allow the passage of aquatic organisms, with additional pipes placed along the remainder of the stream channel bottom such that ordinary high water (OHW) flows designated in the Contract Documents shall flow through the pipes without overtopping the crossing.

See KDOT Specifications for more information





SECTION B-B

TEMPORARY STREAM CROSSING (AGGREGATE)

NO SCALE

Pipe size may vary

Place 1 pipe buried 6" into stream bottom, in the lowest point of the channel to allow the passage of aquatic organisms, with additional pipes placed along the remainder of the stream channel bottom such that ordinary high water (OHW) flows designated in the Contract Documents shall flow through the pipes without overtopping the crossing.

See KDOT Specifications for more information

NO.	DATE	REVISIONS	BY	APP'D
3	6/11/13	Revised Standard	MRM	SHS
2	11/01/10	Revised Standard	MRM	SHS
1	10/15/10	Revised Standard	WCL	RDR

KANSAS DEPARTMENT OF TRANSPORTATION

TEMPORARY EROSION AND POLLUTION CONTROL

TEMPORARY SLOPE DRAIN

TEMPORARY STREAM CROSSING (AGGREGATE)

TEMP. STREAM CROSS. (ARTC. CONC. BLOCKS)

LA852B

FHWA APPROVAL	11/08/2010	APP'D	Scott H. Shields
DESIGNED MRM	DETAILED	QUANTITIES	CADD
DESIGN CK. SHS	DETAIL CK.	QUAN.CK.	CADD CK.

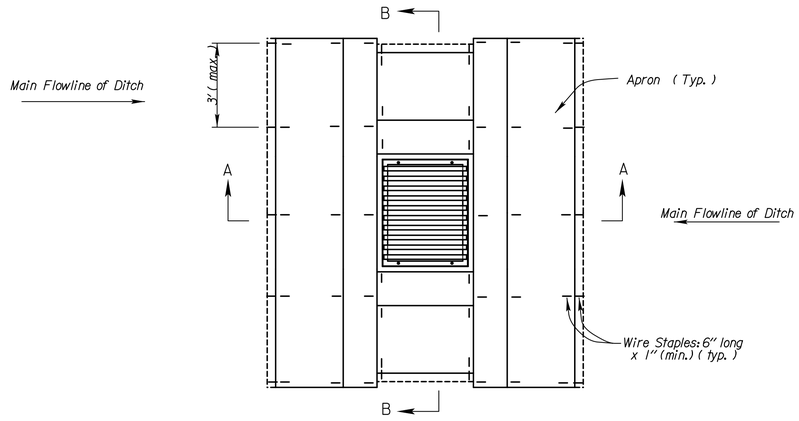
CADconform Certify This File

Sheet No. 33

Std. Base File: _____ Plot Location:
Plotted By: mrockwell
File: la852b.dgn
Plot Date: 13-DEC-2021 11:00

CADconform Certify This File

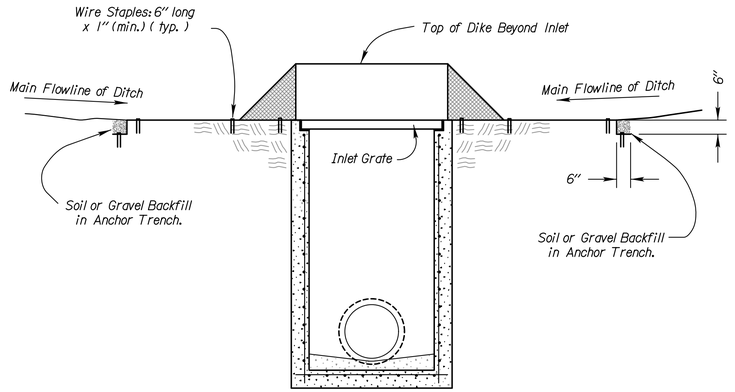
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	34	49



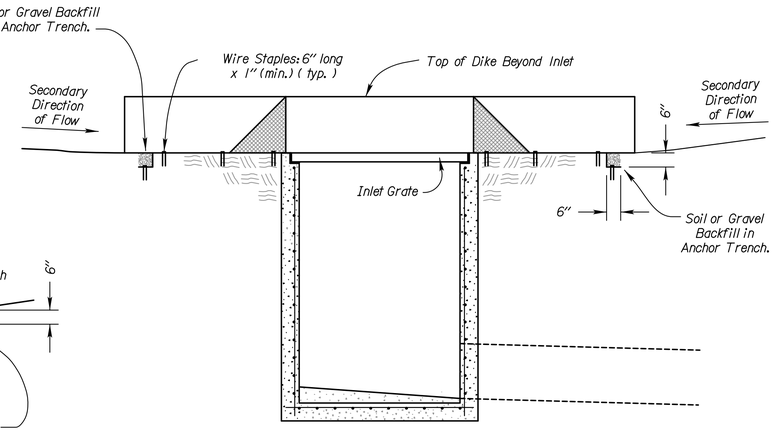
PLAN

TEMPORARY INLET SEDIMENT BARRIER
(TRIANGULAR SILT DIKE METHOD)

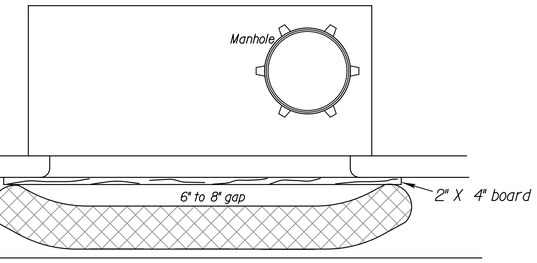
NO SCALE



SECTION A - A



SECTION B - B

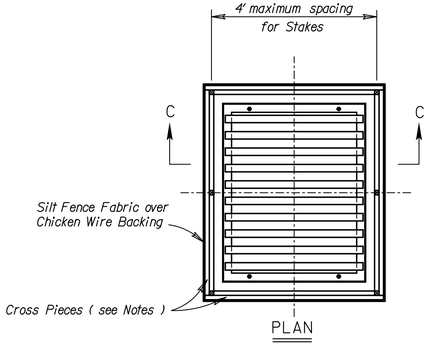


Bags = synthetic net (3mm mesh) or burlap bags

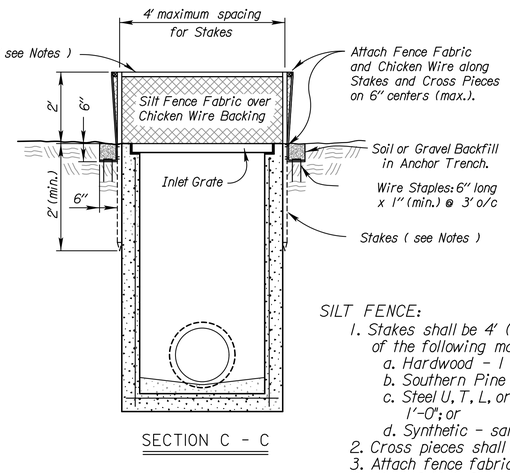
Rock = approximately 1" to 2" diameter

CURB INLET PROTECTION

1. If multiple gravel bags are required, place them in such a way that no gaps are evident.
2. Height of bags (8" minimum diameter) must not be above top of curb.
3. Alternative products may be used other than gravel bags such as the "Gutter Buddy". Products must be approved by the Engineer.
4. Curb inlet protection will be measured and paid for as Filter Sock.



PLAN



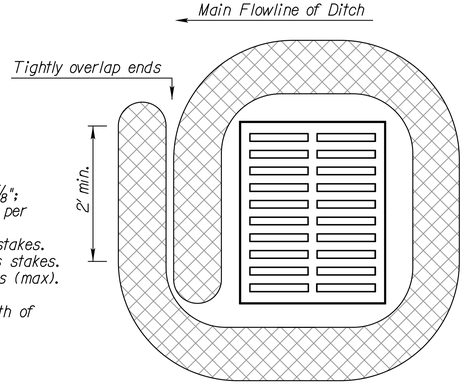
SECTION C - C

TEMPORARY INLET SEDIMENT BARRIER
(SILT FENCE METHOD)

NO SCALE

SILT FENCE:

1. Stakes shall be 4' (min.) long and of one of the following materials:
   a. Hardwood - 1 3/16" x 1 3/16";
   b. Southern Pine (No. 2) - 2 5/8" x 2 5/8";
   c. Steel U, T, L, or C Section - .95 lbs. per 1'-0"; or
   d. Synthetic - same strength as wood stakes.
2. Cross pieces shall be of same material as stakes.
3. Attach fence fabric securely on 6" centers (max).
4. Use of high flow material is acceptable.
5. Refer to plan sheets to estimate the length of silt fence required.



Drop inlet use
1'-6" TO 1'-8" diameter log

BIODEGRADABLE LOG/FILTER SOCK
DROP INLET PROTECTION

Note: 25% of log shall be keyed into ground during installation.

Stake every 4'

Material Requirements
Use 100% shredded mulch or other non-compost biodegradable material as fill for logs.
No compost or fines.
No hay or straw.
Do not use material which prohibits water infiltration.
Log Mesh: Use mesh with 1/4" openings or larger. Mesh must allow water infiltration but also hold fill material in place.

NO.	DATE	REVISIONS	BY	APP'D
3	9/26/19	Changed Direction of Main Flowline of Ditch Arrow	MRD	SHS
2	3/10/15	Revised Standard	RA	SHS
1	6/01/13	Revised Standard	MRM	SHS

KANSAS DEPARTMENT OF TRANSPORTATION

TEMPORARY EROSION AND POLLUTION CONTROL

TEMP. INLET SEDIMENT BARRIER (SILT FENCE)
TEMP. INLET SEDIMENT BARRIER (T.S.D.)
CURB INLET PROTECTION
DROP INLET PROTECTION

LA852C

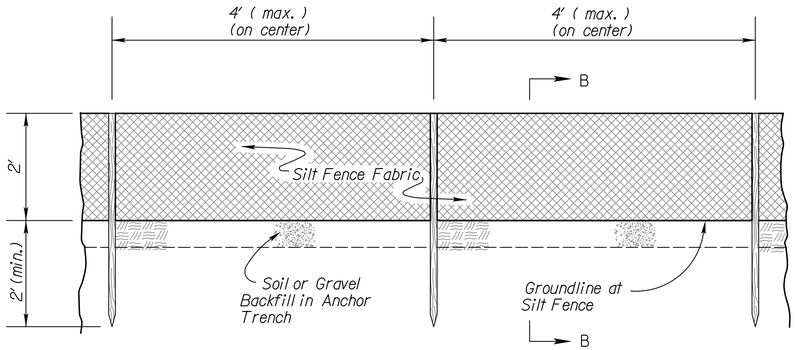
FHWA APPROVAL	3/10/2015	APP'D	Scott H. Shields
DESIGNED RA	DETAILED RA	QUANTITIES	CADD
DESIGN CK. SHS	DETAIL CK. SHS	QUAN.CK.	CADD CK.

Std. Base File: _____ | Plot Location:
Plotted By: mrockwell
File: la852c.dgn
Plot Date: 13-DEC-2021 11:00

CADconform Certify This File

CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	35	49



TYPICAL ELEVATION

SILT FENCE BARRIER

NO SCALE

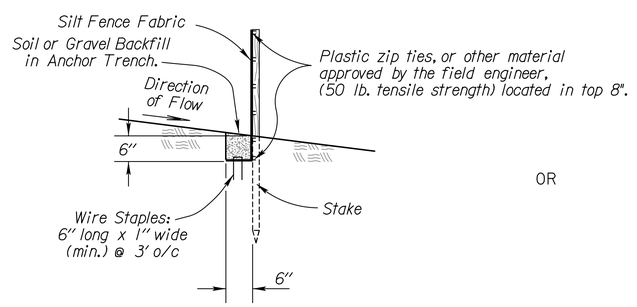
INSTALLATION NOTES

SILT FENCE:

1. Stakes shall be 4' (min.) long and of one of the following materials:
   a. Hardwood - 1 3/16" x 1 3/16";
   b. Southern Pine (No. 2) - 2 5/8" x 2 5/8";
   c. Steel U, T, L, or C Section - .95 lbs. per 1'-0"; or
   d. Synthetic - same strength as wood stakes.
2. Attach fence fabric with 3 zip ties within the top 8" of the fence
   Alternate attachment methods may be approved by the Engineer on a performance basis.
3. Use of high flow material is acceptable.
4. Refer to plan sheets to estimate the length of silt fence required.

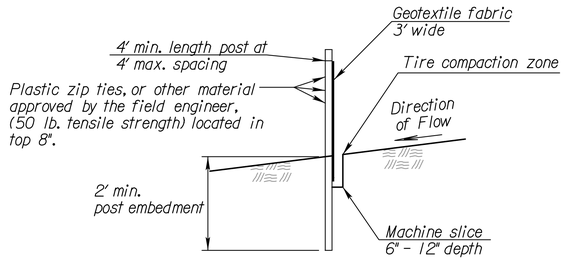
BIODEGRADABLE LOG OR FILTER SOCK

1. Place biodegradable logs or filter sock tightly together minimum overlap of 18".
2. Wood stakes shall be 2" x 2" (nom.).
3. Refer to plan sheets to estimate the length of biodegradable log and filter sock required.
4. Each log or sock (except compost filter socks) should be keyed into the ground at a minimum of 25% of its height. Compost filter socks should be placed on smooth prepared ground with no gaps between the sock and soil.
5. Length of stakes should be 2 times the height of the log at a minimum with minimum ground embedment equal to the height of the log / sock.



SECTION B-B

OR



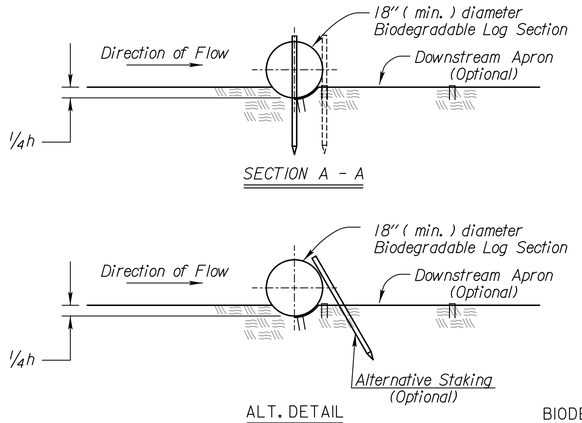
SECTION B-B

Biodegradable Log or Filter Sock Slope Interruptions

Slope Gradient	PRODUCT: 9" Sediment Log or 8" Filter Sock (ft)	12" Sediment Log or 12" Filter Sock (ft)	20" Sediment Log or 18" Filter Sock (ft)
≤4H:1V	40	60	80
3H:1V	30	45	60

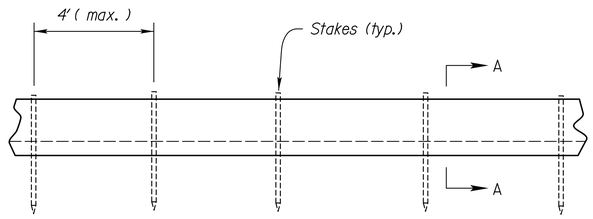
Deviations should be approved by the Field Engineer.

	BIODEGRADABLE LOG MATERIAL	
	LOW FLOW	HIGH FLOW
9"	Straw/Compost	Excelsior / Wood Chips / Coconut Fiber
12"	Straw/Compost	Excelsior / Wood Chips / Coconut Fiber
18"-20"	Straw/Compost	Excelsior / Wood Chips / Coconut Fiber



ALT. DETAIL

OPTIONAL



TYPICAL ELEVATION

BIODEGRADABLE LOG SLOPE INTERRUPTIONS

OR Filter Sock

GENERAL NOTES

1) Slope interruptions shall be placed along contour lines, with a short section turned upgrade at each end of the barrier.
2) The maximum length of the slope interruptions shall not exceed 250 feet, and the barrier ends need to be staggered.
3) Interruptions damaged by Contractor's negligence, including improper maintenance or lack of maintenance, shall be repaired immediately by Contractor at no additional cost to KDOT.
4) Agricultural products, such as native prairie hay, used for mulching and erosion control practices, excluding wood based mulch, shall meet the North American Weed Free Forage Standards.

NO.	DATE	REVISIONS	BY	APP'D
3	6/28/16	Revised Standard	RA	SHS
2	3/01/15	Revised Standard	RA	SHS
1	6/01/13	Revised Standard	MRM	SHS

KANSAS DEPARTMENT OF TRANSPORTATION

TEMPORARY EROSION AND POLLUTION CONTROL

SLOPE INTERRUPTIONS BIODEGRADABLE LOG / SILT FENCE

LA852D

FHWA APPROVAL		9/14/2016	APP'D	Scott H. Shields	
DESIGNED	SHS	DETAILED RA	QUANTITIES	CADD	
DESIGN CK.	SHS	DETAIL CK.	QUAN.CK.	CADD CK.	

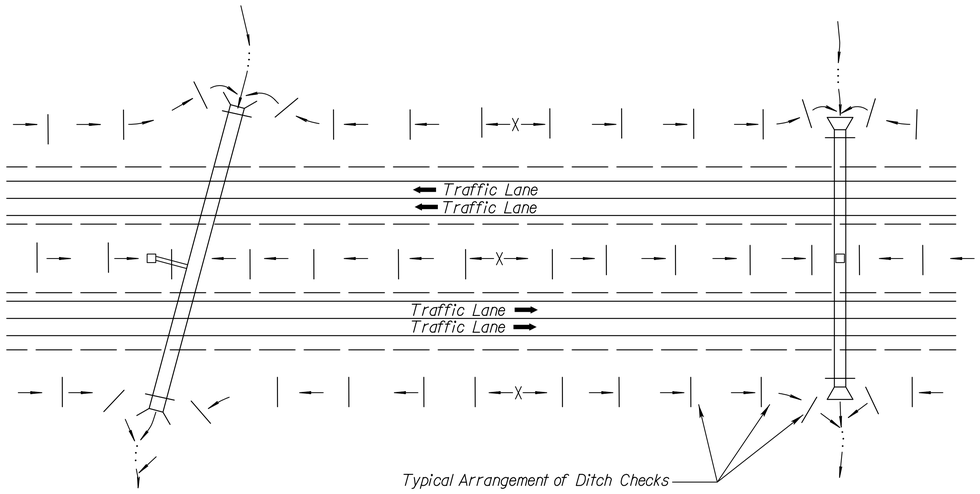
CADconform Certify This File

Sheet No. 35

Std. Base File:
Plotted By: mrockwell | Plot Location:
File: la852d.dgn
Plot Date: 13-DEC-2021 11:00

CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	36	49



TYPICAL DITCH CHECK LAYOUT PLAN

NO SCALE

20" BIOLOG CHECK SPACING	
DITCH ℄ SLOPE (%)	SPACING INTERVAL (FEET)
1.0	*125*
2.0	*60*
3.0	*40*
4.0	*30*
5.0	*25*
NOTE: Use this spacing for all except Rock Ditch Checks.	

18" FILTER SOCK CHECK SPACING	
DITCH ℄ SLOPE (%)	SPACING INTERVAL (FEET)
1.0	*110*
2.0	*55*
3.0	*35*
4.0	*25*
5.0	*20*
NOTE: Use this spacing for all except Rock Ditch Checks.	

GENERAL NOTES

1) *The choice of ditch check methods is at the option of the Contractor.*

2) *Use only rock checks in situations where the ditch slope is 6 percent or greater.*

2) *Ditch checks damaged by Contractor's negligence, including improper maintenance or lack of maintenance, shall be repaired by Contractor at no extra cost to KDOT.*

NO.	DATE	REVISIONS	BY	APP'D
3	8/10/16	Revised Standard	RAA	SHS
2	6/28/16	Revised Standard	RAA	SHS
1	6/01/13	Revised Standard	MRM	SHS

KANSAS DEPARTMENT OF TRANSPORTATION

TEMPORARY EROSION AND POLLUTION CONTROL

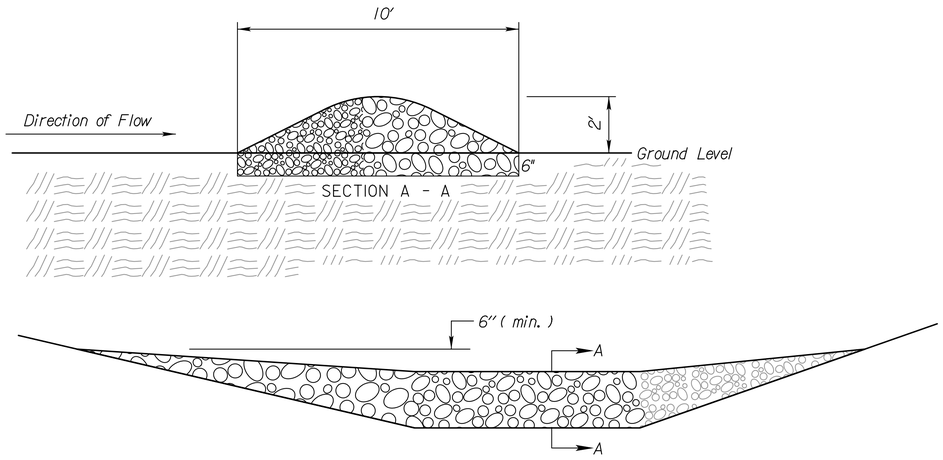
DITCH CHECKS

LA852E

FHWA APPROVAL	9/14/2016	APP'D	Scott H. Shields		
DESIGNED	SHS	DETAILED	RAA	QUANTITIES	CADD RAA
DESIGN CK.	SHS	DETAIL CK.	SHS	QUAN.CK.	CADD CK. SHS

Std. Base File:	
Plotted By: *mrockwell*	Plot Location:
File: *la852e.dgn*	
Plot Date: *13-DEC-2021 11:00*	

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	37	49



TYPICAL ELEVATION

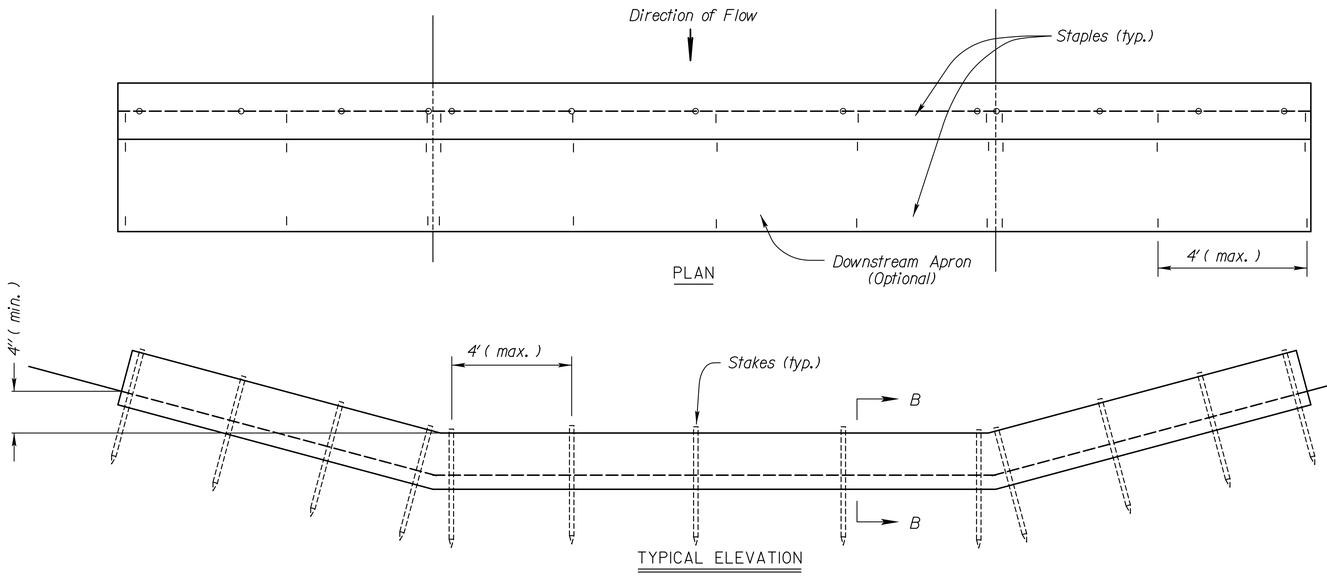
ROCK DITCH CHECK

NO SCALE

TEMPORARY ROCK DITCH CHECK SPACING	
DITCH ℄ SLOPE (%)	*SPACING INTERVAL (FEET)*
5.0	60
6.0	50
7.0	43
8.0	36
9.0	33
10.0	29
NOTE: Use this spacing only for Rock Ditch Checks.	

ROCK DITCH CHECK NOTES

1. Rock shall be clean aggregate, D50 = 6".
2. Place rock in such manner that water will flow over, not around ditch check.
3. Do not use rock ditch checks in clear zone.
4. Excavation: The ditch area shall be reshaped to fill any eroded areas. Prior to placement of the rock, the ditch shall be excavated to the dimensions of the Rock Ditch Check and to a minimum depth of 6" (150mm). After placement of the rock, backfill and compact any over excavated soil to ditch grade. This work shall be subsidiary to the bid item Temporary Ditch Check (Rock).
5. Aggregate excavated on site may be used as an alternate to the 6" rock, if approved by the Engineer.
6. The Engineer may approve the use of larger aggregates for the downstream portion of the check when conditions warrant their use.
7. When the use of larger rock is approved, the upstream portion of the check should be constructed of D50 = 6" or smaller.

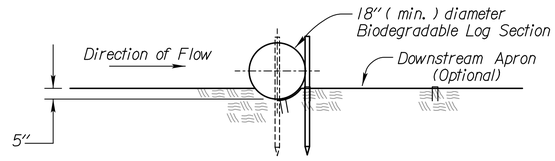


TYPICAL ELEVATION

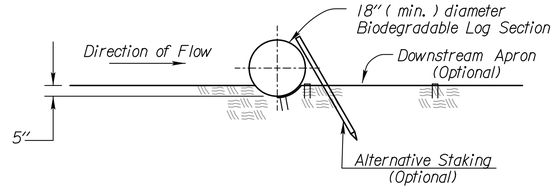
BIODEGRADABLE LOG DITCH CHECK

OR Filter Sock Ditch Check

NO SCALE



SECTION B - B



ALT. DETAIL
OPTIONAL

BIODEGRADABLE LOG DIKE NOTES

1. Use as many biodegradable log sections as necessary to ensure water does not flow around end of ditch check.
2. Overlap sections a minimum of 18".
3. Stakes shall be wood or steel according to Section 2114 of the Standard Specifications. Length of stakes shall be a minimum of 2 x the diameter of the log.
4. Use Erosion Control (Class 1) (Type C) as the downstream apron when required.
5. A downstream apron is required when directed by the Engineer. Apron material will be paid at the contract unit price.
6. Each log or sock (except compost filter socks) should be keyed into the ground at a minimum of 25% of its height. Compost filter socks should be placed on smooth prepared ground with no gaps between the sock and soil.

NO.	DATE	REVISIONS	BY	APP'D
3	8/10/16	Revised Standard	RAA	SHS
2	10/21/15	Revised Standard	RAA	SHS
1	9/15/14	Revised Standard	RAA	SHS

KANSAS DEPARTMENT OF TRANSPORTATION

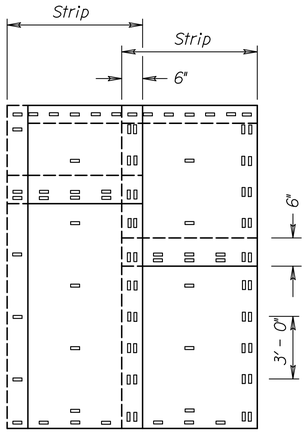
TEMPORARY EROSION AND POLLUTION CONTROL
ROCK DITCH CHECKS
BIODEGRADABLE LOG DITCH CHECKS

LA852G

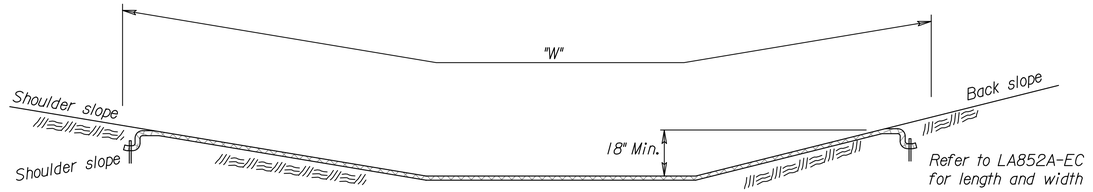
FHWA APPROVAL		9/14/2016	APP'D	Scott H. Shields	
DESIGNED	SHS	DETAILED	RAA	QUANTITIES	RAA
DESIGN CK.	SHS	DETAIL CK.	SHS	QUAN.CK.	RAA
				CADD	RAA
				CADD CK.	RAA

Std. Base File: la852g.dgn
Plotted By: mrockwell | Plot Location:
File: la852g.dgn
Plot Date: 13-DEC-2021 11:00

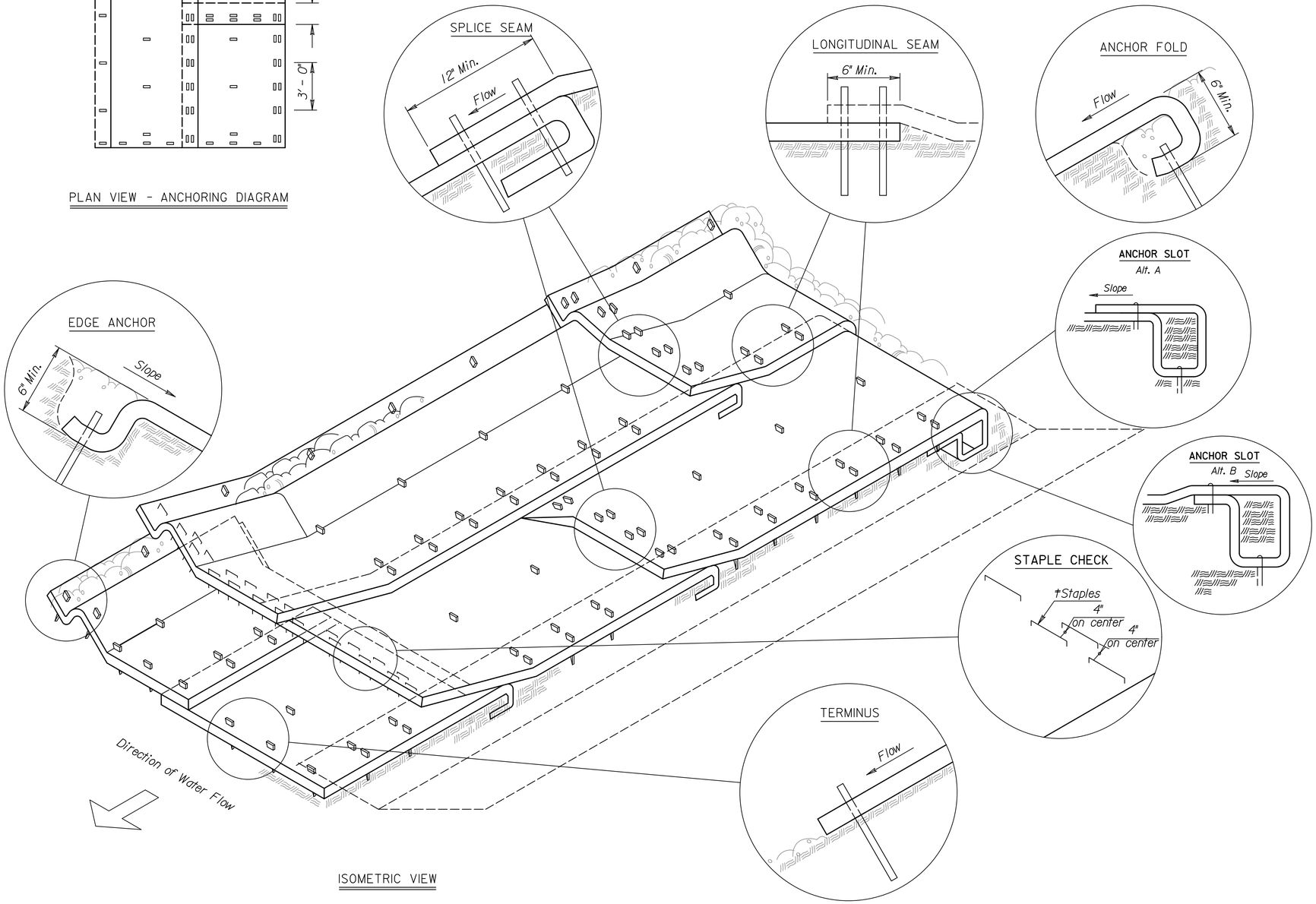
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	130563.00	2021	38	49



PLAN VIEW - ANCHORING DIAGRAM



CROSS SECTION (Ditch Lining)



ISOMETRIC VIEW

INSTALLATION DETAILS FOR EROSION CONTROL CLASS 2

Erosion Control Mats shall be laid loosely in the direction of the flow, with the first course at the centerline of channel, where applicable. In order for the mat to be in contact with the soil, lay the mat loosely, avoiding stretching.

1. *ANCHOR FOLD: The top of the mat should be folded under, buried and secured with approved anchors placed 6 inches apart. The top edge of the mat should be buried in a slot, 6 inches wide x 6 inches deep; anchored in the bottom of the slot, backfilled, and the mat folded over the top as shown in detail.*

2. *LONGITUDINAL SEAMS: The adjacent edges of the mat should overlap a minimum of 6 inches, with anchors catching the edges of both mats.*

3. *SPLICE SEAM: When splices are necessary, overlapend a minimum of 12 inches in direction of water flow. Stagger splice seams.*

4. *STAPLE CHECK: †Establish Staples in 2 rows 4" on center apart. Staple Checks - shall be 30' apart.*

5. *EDGE ANCHOR: Lay outside edge of mat into trench at top of side slope. Anchor at 3 foot intervals along trench.*

6. *TERMINUS: The bottom edge of the mat shall be anchored in place with anchors spaced at 9 inch intervals along the terminating edge.*

7. *TYPICAL ANCHORS: Anchor design shall be as recommended by the manufacturer.*

4	9/25/15	Modified Staple Check	RAA	SHS
3	9/15/14	Revised Standard	RAA	SHS
2	3/01/13	Revised Standard	MRM	SHS
1	9/22/99	Revised Standard	WCL	RDR
NO.	DATE	REVISIONS	BY	APP'D

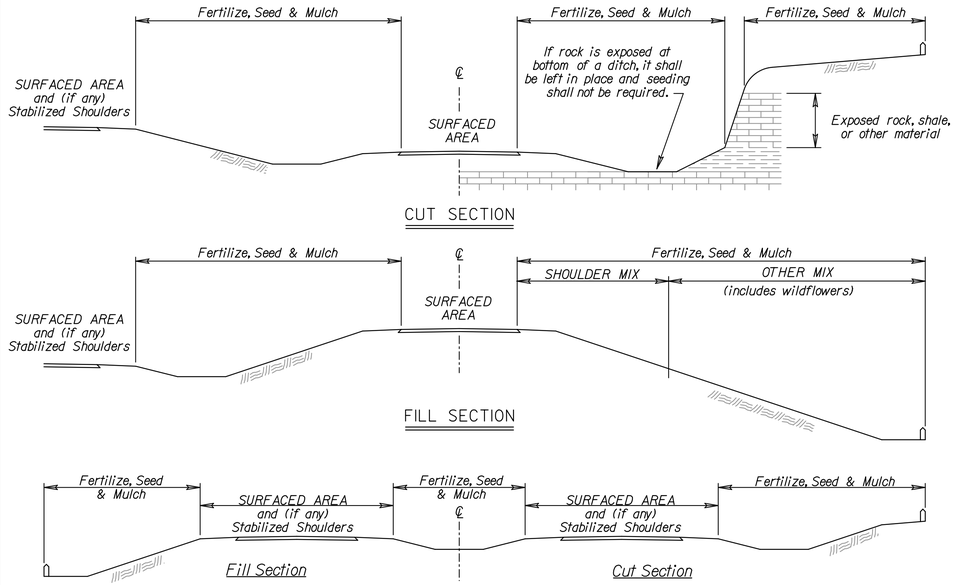
KANSAS DEPARTMENT OF TRANSPORTATION

INSTALLATION DETAIL
EROSION CONTROL CLASS 2
FLEXIBLE CHANNEL LINER

LA856

FHWA APPROVAL		11/02/2015	APP'D	Scott H. Shields	
DESIGNED	RAA	DETAILED	RAA	QUANTITIES	CADD RAA
DESIGN CK.	SHS	DETAIL CK.	SHS	QUAN.CK.	CADD CK.

Std. Base File: la856.dgn
Plotted By: mrockwell | Plot Location:
File: la856.dgn
Plot Date: 13-DEC-2021 11:00



TYPICAL SECTION - DUAL PAVEMENT

SEEDING PERIODS

COOL SEASON	WARM SEASON
February 15 to April 20 and August 15 to Sept. 30	November 15 to June 1
SPECIES	SPECIES
Bluegrasses	Big Bluestem
Bromegrasses	Blue Grama
Canada Wildrye	Buffalograss
Fescues	Indiangrass
Prairie Junegrass	Little Bluestem
Ryegrasses	Sand Bluestem
Sterile Wheatgrass	Sand Dropseed
Tall Dropseed	Sand Lovegrass
Western Wheatgrass	Side Oats Grama
	Switchgrass
	Wildflower Mixes

In areas of 1 acre or more, if Cool Season grasses are mixed with Warm Season grasses, seed the area during the Warm Season seeding period.

When the area to be seeded is less than 1 acre, seed the area any time of the year.

SODDING PERIODS

COOL SEASON	WARM SEASON
March 1 to April 15	May 15 to September 15
SPECIES	SPECIES
Bluegrass Sod	Buffalograss Sod
Fescue Sod	

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	39	49

GENERAL NOTES

The entire disturbed area, excepting the paved or surfaced areas, steep rocky slopes and areas of undisturbed native sod or other desirable vegetation shall be fertilized (limed when required), seeded and mulched. Soil preparation shall conform to the Standard Specifications except as noted below.

All borrow areas shown on the plans are to be fertilized, seeded, and mulched. However, operation in borrow areas where crops are growing may be omitted when requested by the owner.

If temporary cover has provided stable slopes with no erosion, seed the permanent grasses into the existing cover. If there has been erosion that requires repair prior to seeding, then it may be necessary to regrade the area, resulting in bare ground.

FERTILIZER: A ratio and application rate that equals or exceeds the required minimum rate per acre of N, P_2O_5, K_2O listed in Summary of Seeding Quantities will be acceptable.

MULCHING: Mulch shall be spread uniformly over all disturbed areas and punched in the soil, unless otherwise noted on the plans. The rate of application per acre, thickness in place, for the mulching material is generally as follows:

1¾ - 2¼ Tons per Acre = 1½" loose depth spread uniformly over acre.

Agricultural products, such as native prairie hay, used for mulching and erosion control practices, excluding wood based mulch, shall meet the North American Weed Free Forage Standards.

Other vegetative mulches are acceptable only with the Engineer's concurrence.

The above rate is a guide. It will be at the discretion of the Engineer to determine what rate is sufficient for adequate protection of newly seeded areas.

NATIVE WILDFLOWER MIX 1

PLS RATE	NAME	QTY (lb)
0.3	Butterfly Milkweed	0.2
0.3	Common Milkweed	0.2
0.3	Black Eyed Susan	0.2
0.5	Blanket Flower	0.3
0.5	False Sunflower	0.3
0.5	Lance-Leaf Coreopsis	0.3
0.2	Maximilian Sunflower	0.1
0.1	New England Aster	0.1
0.2	Pinnate Prairie Coneflower	0.1
0.2	Plains Coreopsis	0.1
0.3	Purple Coneflower	0.2
0.3	Upright Prairie Coneflower	0.2
0.3	Dames Rocket	0.2
0.3	Lemon Mint	0.2
0.2	Pitcher Sage	0.1
0.2	Wild Bergamot	0.1
1.0	Illinois Bundleflower	0.6
0.2	Common Evening Primrose	0.1
0.1	Hoary Verbena	0.1
0.8	Purple Prairie Clover	0.5
0.3	Roundhead Lespedeza	0.2
3.0	Showy Partridge Pea	1.7
0.2	White Prairie Clover	0.1
10.3	Total (lb)	6.2

NATIVE WILDFLOWER MIX 2

PLS RATE	NAME	QTY (lb)
0.3	Butterfly Milkweed	
0.3	Black Eyed Susan	
0.5	Black Sampson Coneflower	
1.0	Blanket Flower	
0.2	Maximilian Sunflower	
0.2	Plains Coreopsis	
0.2	Upright Prairie Coneflower	
0.2	Western Yarrow	
0.3	Lemon Mint	
0.4	Pitcher Sage	
1.5	Illinois Bundleflower	
0.2	Common Evening Primrose	
1.0	Blue Wild Indigo	
0.4	Leadplant	
0.4	Purple Prairie Clover	
0.3	White Prairie Clover	
7.4	Total (lb)	

Package and deliver the wildflower seed separately from the grass seed mix. Package and deliver the Tall Drop Seed separately from the grass seed and the wildflower mix. Place the grass seed (except Tall Drop Seed) in the large seed box and drill (cover) seed 1/8" - 1/4". Place the wildflower seed in a separate seed box and drill (cover) seed 1/16" maximum. Place the Tall Drop Seed in a separate (third) seed box and place the seed (using the seed drill) on the soil surface.

OPTION: Broadcast Tall Drop Seed on the soil surface.

SUMMARY OF SEEDING QUANTITIES

P.L.S. RATE/ACRE SHLDR	P.L.S. RATE/ACRE OTHER	ACRES SHLDR	ACRES OTHER	BID ITEM	QUANTITY	UNIT
	80			Fertilizer (15-30-15)		
	2			Big Bluestem Grass Seed (Kaw)		
	10			Canada Wildrye Grass Seed		
	2			Indiangrass Seed (Osage)		
	2			Little Bluestem Grass Seed (Aldous)		
	6.3			Sideoats Grama Grass Seed (El Reno)		
	10			Sterile Wheatgrass (Regreen/Quick Guard)		
	0.7			Switchgrass Seed (Blackwell)		
	0.5			Tall Dropseed		
	4			Western Wheatgrass Seed (Barton)		
	10.3			Native Wildflower Mix 1		
				LUMP SUM	1	LS
				Mulching *		

SHLDR = Seeded with the Shoulder Mix. Typically 15 feet for 2-lane roads and 30 feet for 4-lane roads. Includes outside roadsides, turfed portions of shoulders, and turfed portion of the median.

OTHER = Seeded with the "Other" Mix. Designated as all other turf areas, except the Shoulder. Usually includes a Native Wildflower Mix.

NOTE: Projects less than 1 acre shall be bid as "Seeding" by the lump sum. All disturbed areas shall be seeded, fertilized and mulched at the listed rate per acre. The acres are estimated.

Refer to the Standard Specifications, Division 900, Section 904 'Seeding', and Section 907 'Sodding', for the seeding and sodding seasons.

** See LA852A for mulching quantity. The quantity of mulch is estimated (Acres of Seeding X 1.5 X 2 Tons/Acre). The total mulch required shall be determined in the field. The bid item for mulching shall be paid for according to the Standard Specifications.*

NO.	DATE	REVISIONS	BY	APP'D
2	08/03/20	Added Seeding / Sodding Periods Charts	MRD	ML
1	04/18/19	Revised Standard	MRD	SHS

KANSAS DEPARTMENT OF TRANSPORTATION

PERMANENT SEEDING
SUMMARY OF SEEDING QUANTITIES

LA850

FHWA APPROVAL	05/06/2019	APP'D	Scott H. Shields
DESIGNED MRD	DETAILED MRD	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN.CK.	CADD CK.

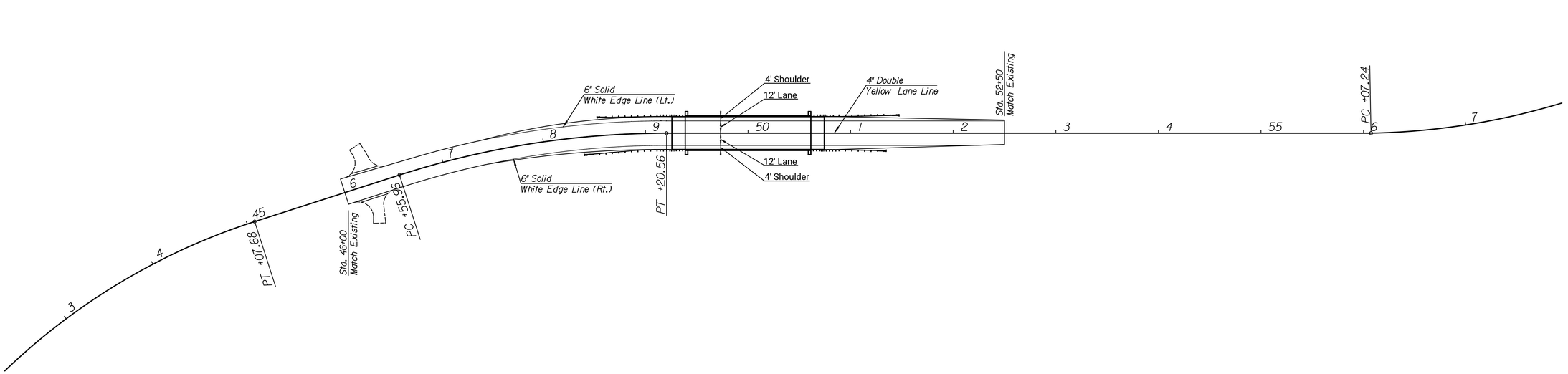
CADconform Certify This File

Sheet No. 39

Std. Base File: _____
Plotted By: mrockwell | Plot Location:
File: la850.dgn
Plot Date: 13-DEC-2021 11:00

CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	40	49



SCALE

50' 0 50' 100'

PLAN: Lat. & Long.

PAVEMENT MARKING

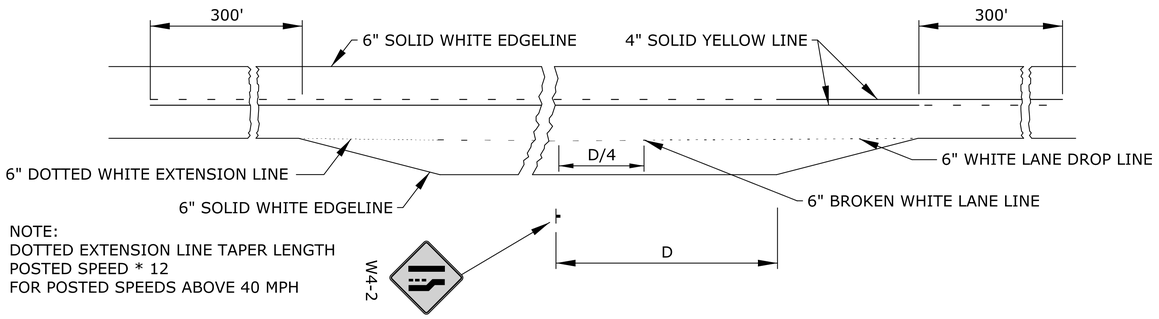
23IST STREET

Sh. No. 40

Drawn By : mrockwell Plotted : 13-DEC-2021 11:00

File : E18_Pavment Marking.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	41	49

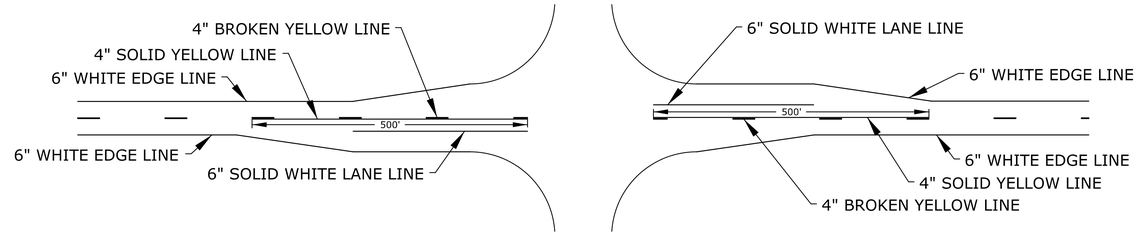


NOTE:
DOTTED EXTENSION LINE TAPER LENGTH
POSTED SPEED * 12
FOR POSTED SPEEDS ABOVE 40 MPH

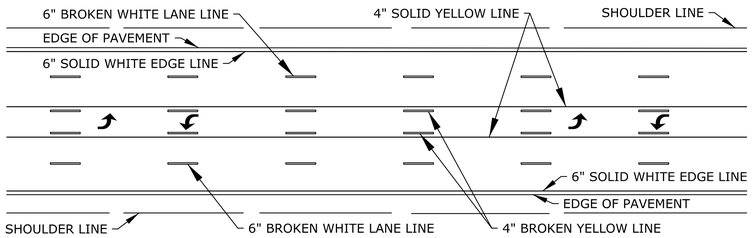
TYPICAL MARKING FOR AUXILIARY PASSING LANE

NOTE:
ALL PAVEMENT MARKINGS SHALL BE BROKEN AT CROSS ROADS.

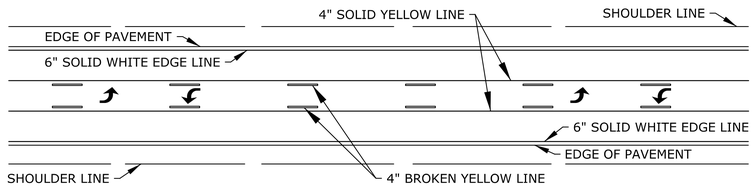
FOR HIGHWAY JUNCTIONS THE NO PASSING ZONE WILL EXTEND 1000' FROM INTERSECTION.



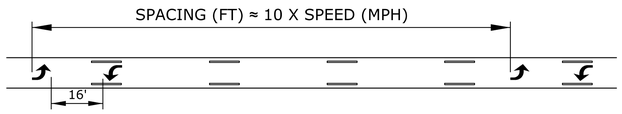
TYPICAL ROAD JUNCTION MARKINGS WITH BYPASS LANES



TWO-WAY LEFT TURN DETAIL FOR FIVE LANE ROADWAY

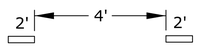


TWO-WAY LEFT TURN DETAIL FOR THREE LANE ROADWAY

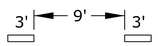


TWO-WAY LEFT TURN ARROW SPACING DETAIL

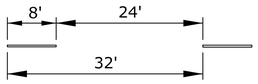
NOTE:
IF ARROWS ARE USED SPACE THE ARROWS AS SHOWN IN THE SPACING DETAIL.



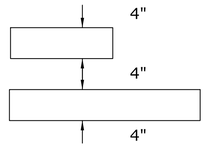
TYPICAL SPACING FOR DOTTED EXTENSION LINES, UNLESS OTHERWISE NOTED ON PLANS.



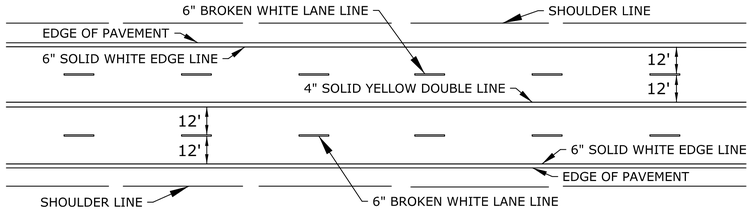
TYPICAL SPACING FOR LANE DROP. UNLESS OTHERWISE NOTED ON PLANS.



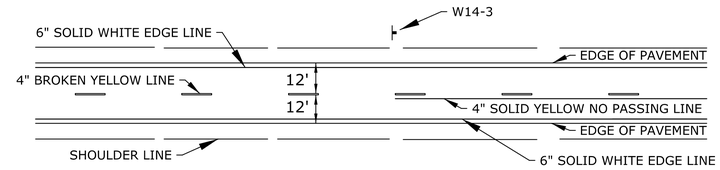
TYPICAL SPACING FOR BROKEN LINES UNLESS OTHERWISE NOTED ON PLANS



TYPICAL SPACING FOR NO PASSING LINES UNLESS OTHERWISE NOTED ON PLANS



TYPICAL MARKINGS FOR FOUR LANE ROADWAY



TYPICAL TWO LANE MARKINGS

NOTE:
LONGITUDINAL PAVEMENT MARKING LINES SHALL BE OFFSET A MINIMUM OF 2" FROM LONGITUDINAL PAVEMENT JOINTS.

NOTE:
ON NON I, US, AND K ROUTES, 4" EDGE LINES MAY BE INSTALLED.
6" EDGE LINES ARE NOT REQUIRED ON NON I, US, AND K ROUTES.

NO.	DATE	REVISIONS	BY	APP'D
3	5/25/12	Added Dotted Extension and Lane Drop Lines	B.A.H.	B.D.G.
2	9/20/05	Removed Aux. Passing Lane Dotted Ext. Line	J.F.F.	B.D.G.
1	7/26/05	New FHWA Approval Date	J.F.F.	B.D.G.

KANSAS DEPARTMENT OF TRANSPORTATION

TYPICAL PAVEMENT MARKING DETAILS FOR UNDIVIDED ROADWAYS

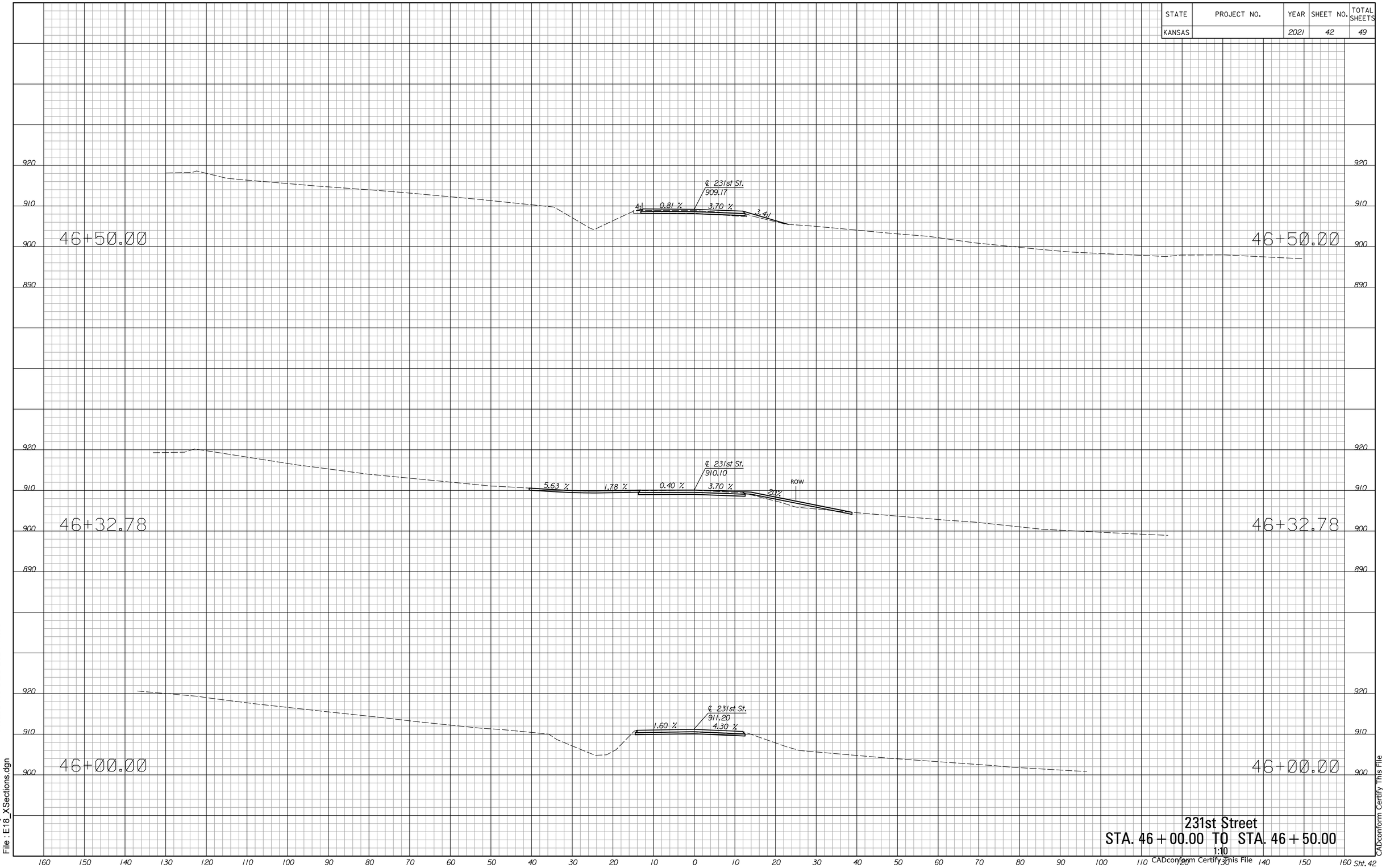
TE308

FHWA APPROVAL		5/25/2012	APP'D	Brian D. Gower	
DESIGNED	J.F.F.	DETAILED	J.F.F.	QUANTITIES	TRACED
DESIGN CK.	B.D.G.	DETAIL CK.	B.D.G.	QUAN. CK.	TRACE CK.

Sh. No. 41

Plotted : 13-DEC-2021 11:00
Drawn By : mrockwell
File : te308.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	42	49



231st Street
STA. 46+00.00 TO STA. 46+50.00
1:10

Plotted : 13-DEC-2021 11:00
Drawn By : mrockwell
File : E18_XSections.dgn

CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	43	49

Plotted : 13-DEC-2021 11:00

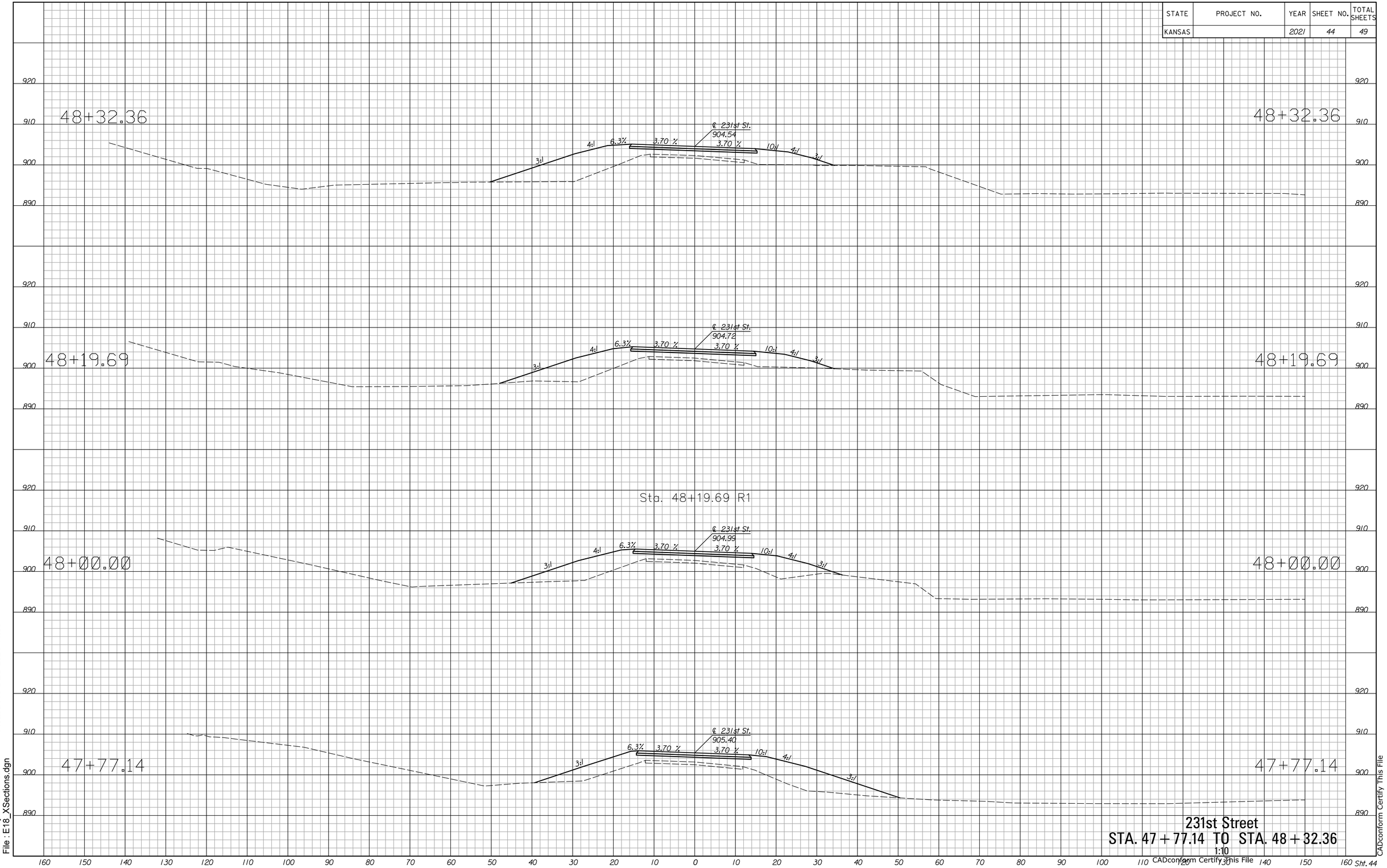
Drawn By : mrockwell
File : E18_XSections.dgn

231st Street
STA. 47+00.00 TO STA. 47+50.00
1:10

CADconform Certify This File

Sht. 43

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	44	49

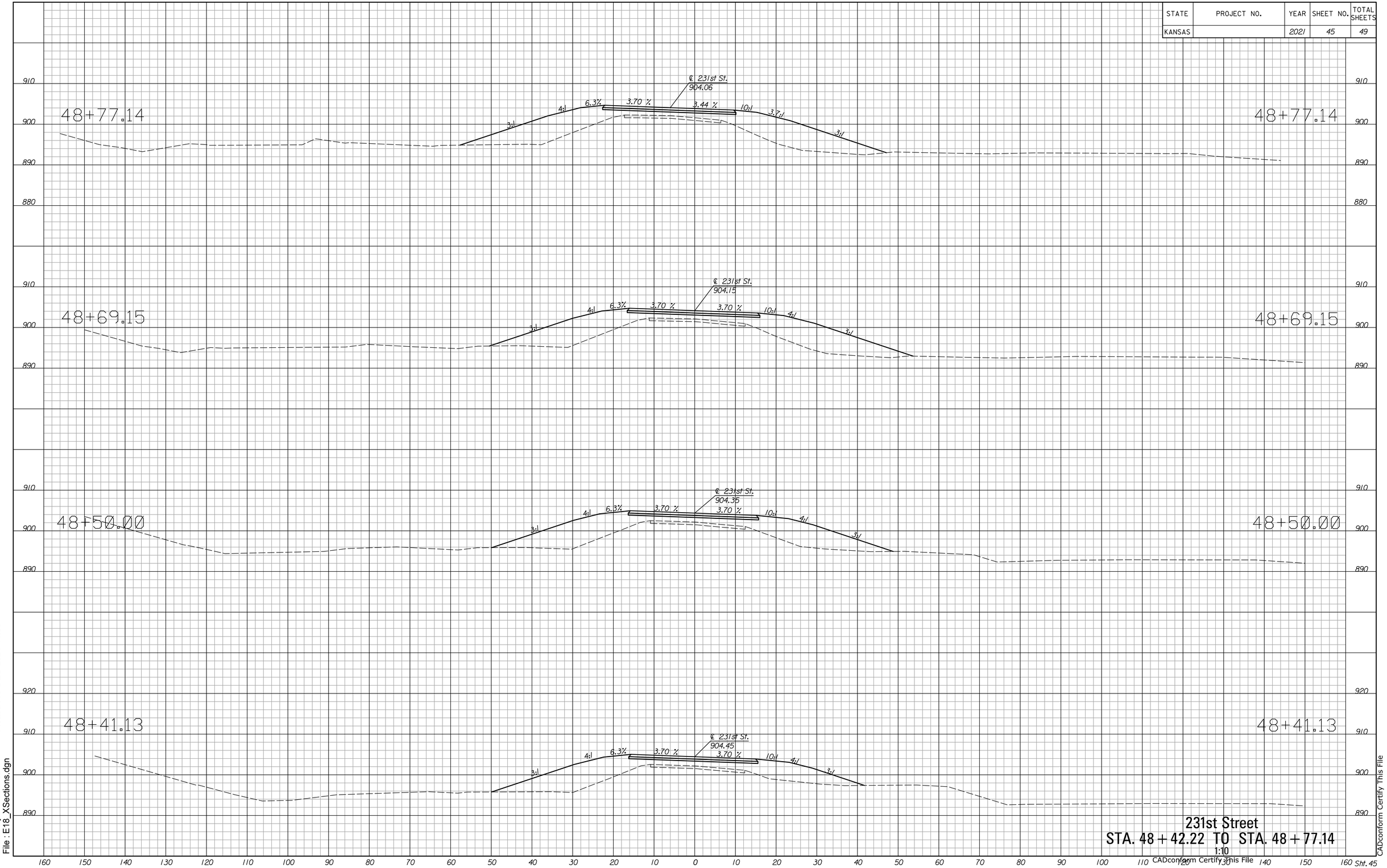


231st Street
STA. 47 + 77.14 TO STA. 48 + 32.36
1:10

Plotted : 13-DEC-2021 11:00
Drawn By : mrockwell
File : E18_XSections.dgn

CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	45	49

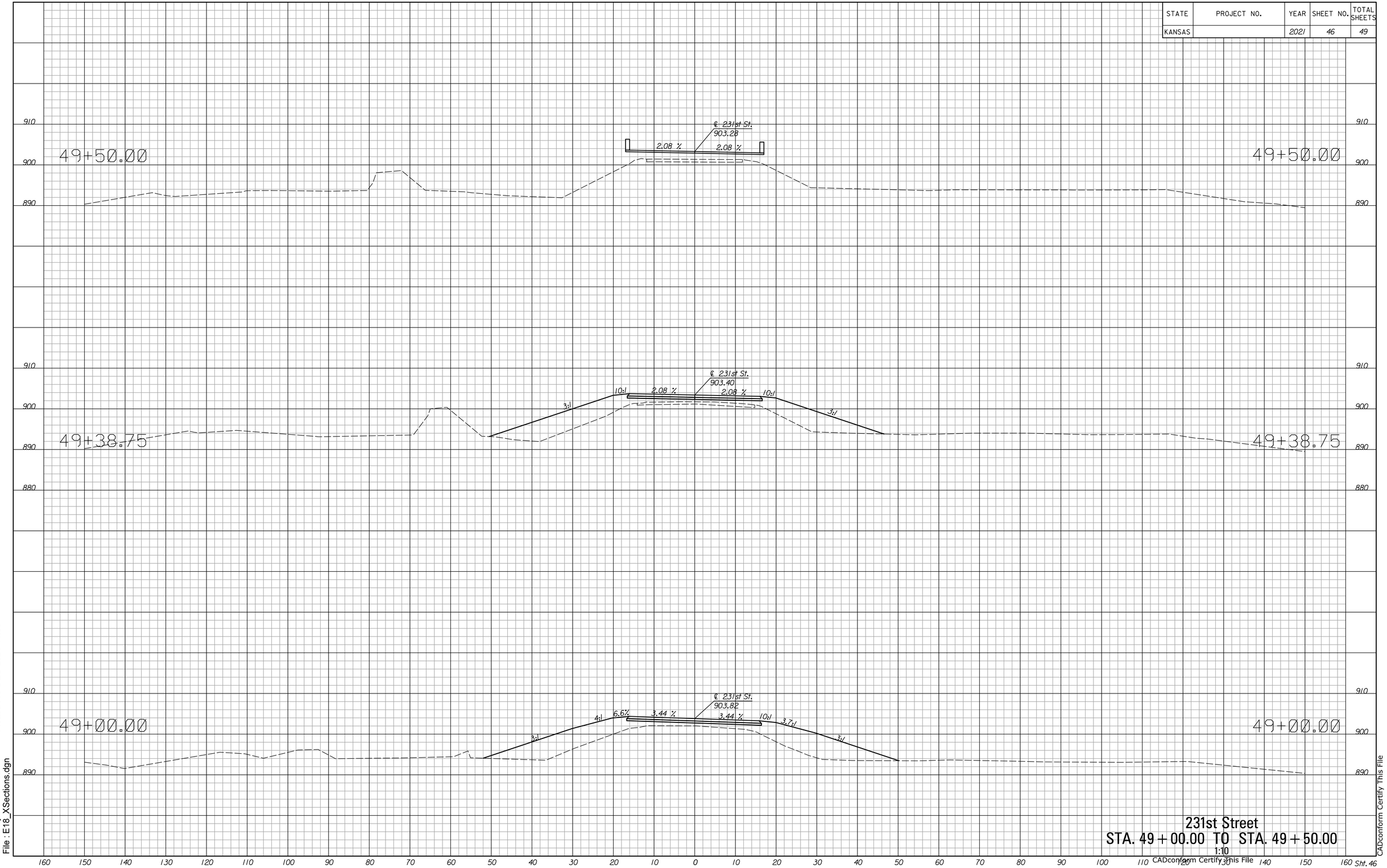


231st Street
STA. 48+42.22 TO STA. 48+77.14
1:10

Plotted : 13-DEC-2021 11:00
Drawn By : mrockwell
File : E18_XSections.dgn

CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	46	49



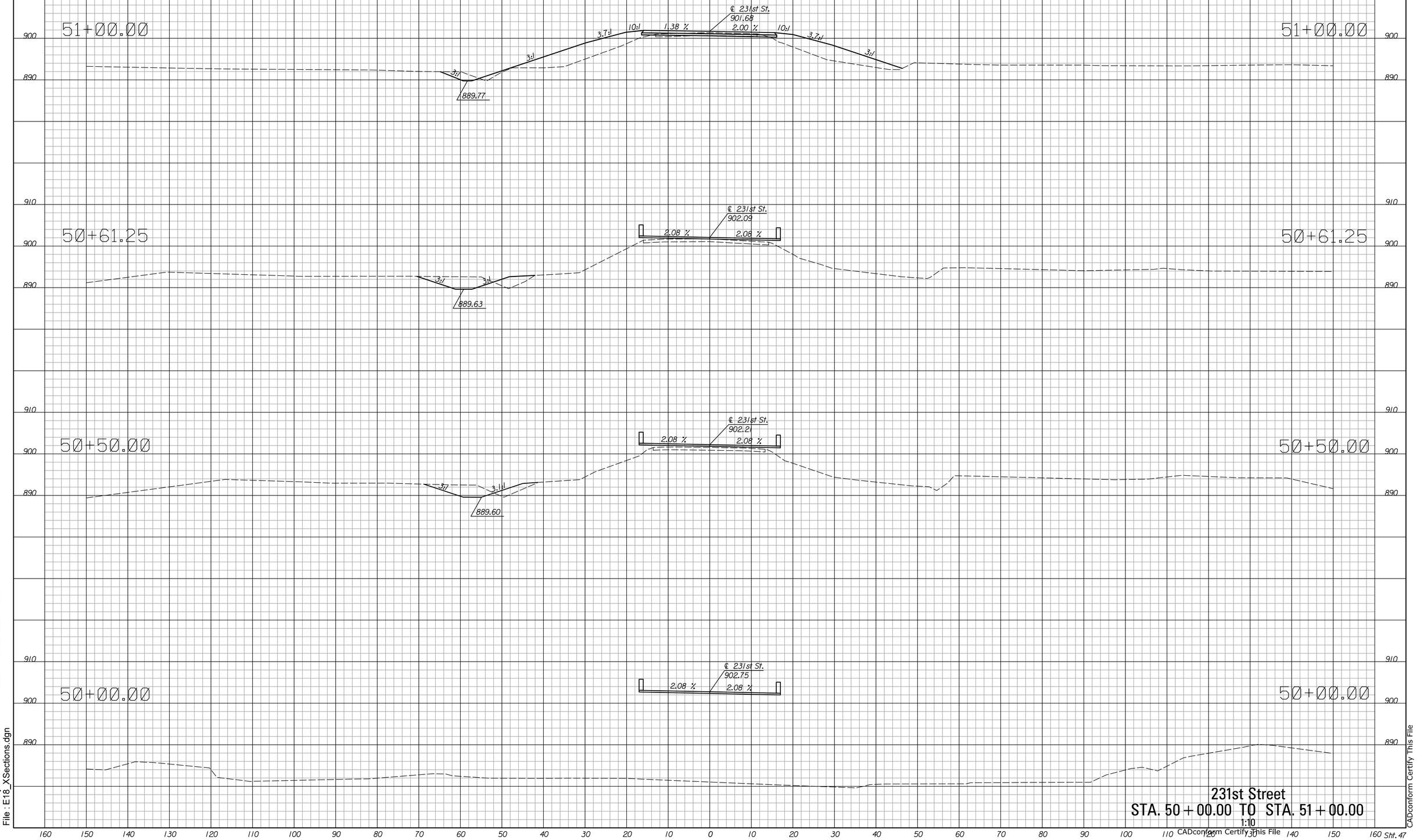
231st Street
STA. 49+00.00 TO STA. 49+50.00
1:10

Plotted : 13-DEC-2021 11:00
Drawn By : mrockwell
File : E18_XSections.dgn

CADconform Certify This File

CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	47	49

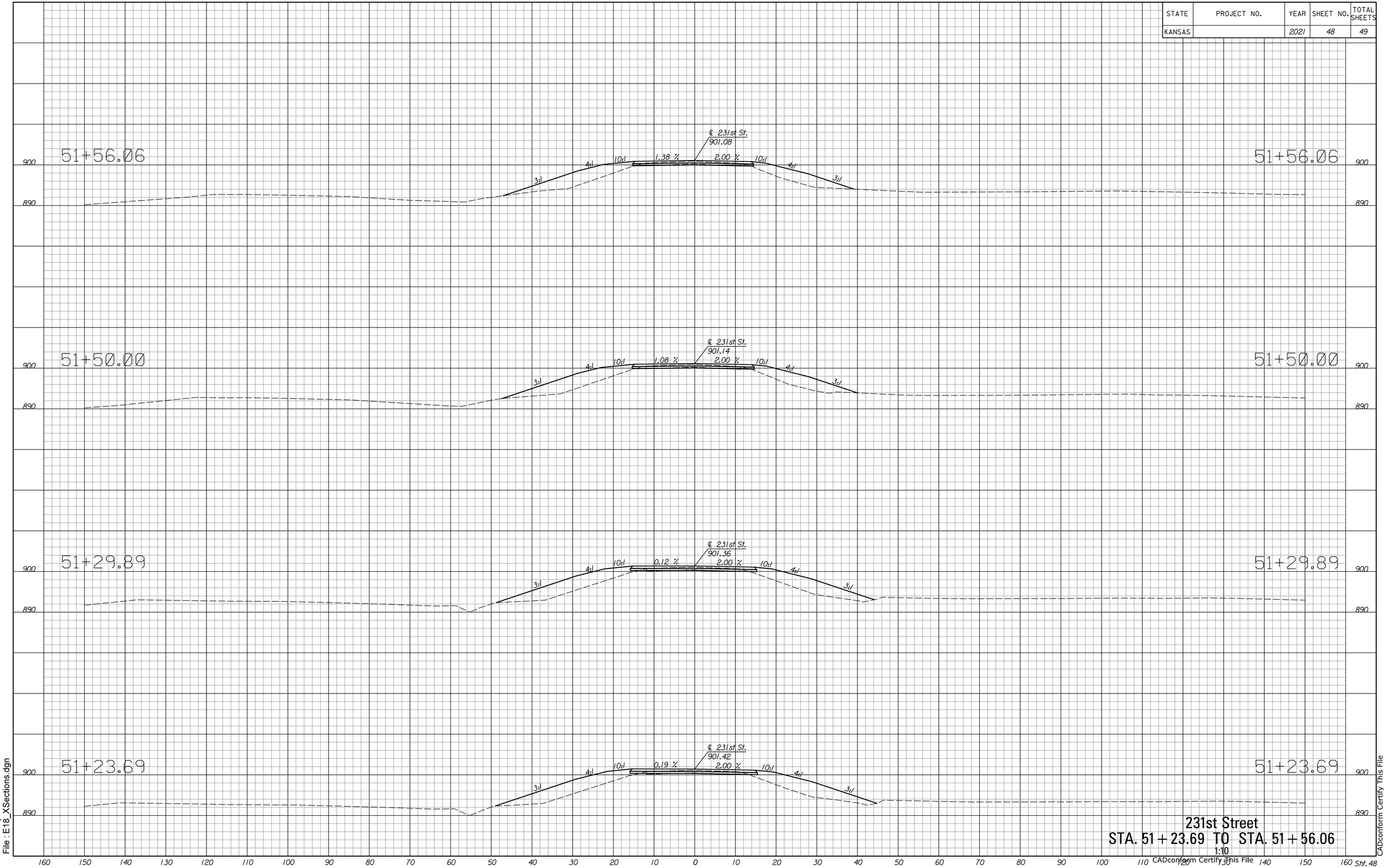


231st Street
STA. 50+00.00 TO STA. 51+00.00
1:10

Plotted : 13-DEC-2021 11:00
Drawn By : mrockwell
File : E18_XSections.dgn

CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	48	49



231st Street
STA. 51+23.69 TO STA. 51+56.06
1:10

Plotted : 13-DEC-2021 11:00
Drawn By : mrockwell
File : E18_XSections.dgn

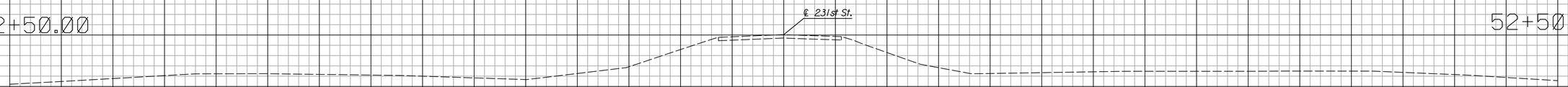
CADconform Certify This File

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2021	49	49

52+59.93

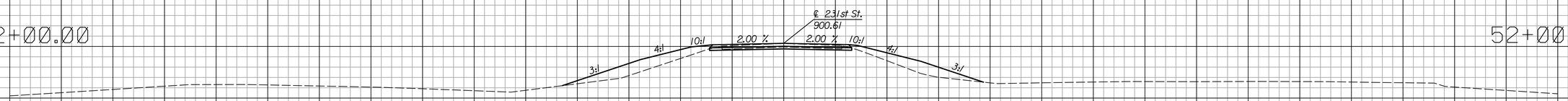
52+59.93

52+50.00



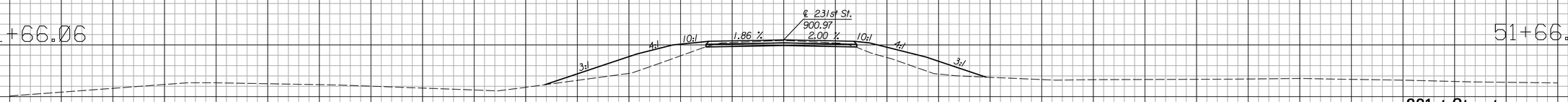
52+50.00

52+00.00



52+00.00

51+66.06



51+66.06

231st Street
STA. 51+66.06 TO STA. 52+59.93
1:10

Plotted : 13-DEC-2021 11:00
Drawn By : mrockwell
File : E18_XSections.dgn