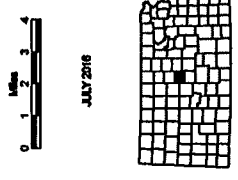


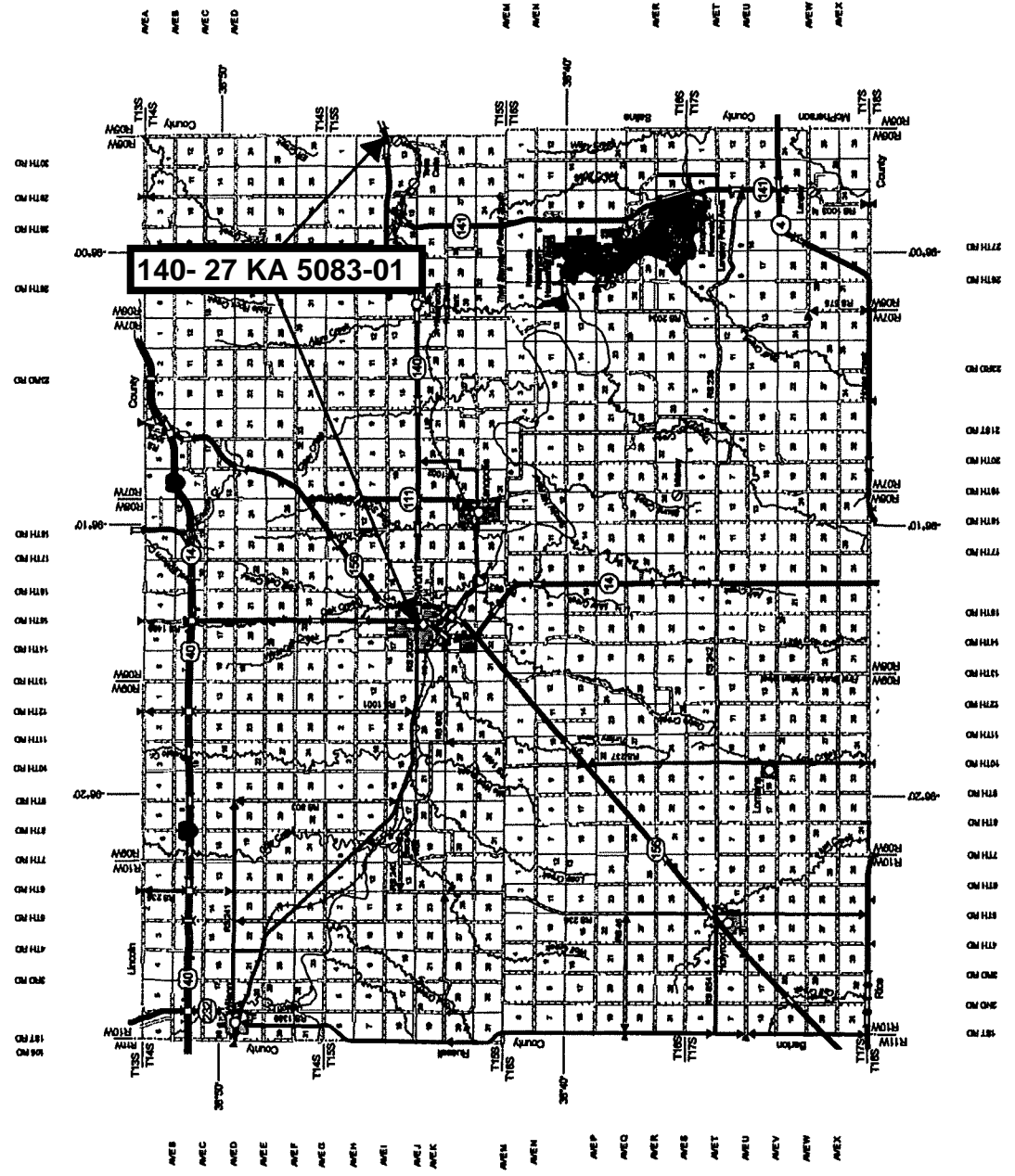
- BOUNDARIES**
- County Boundary
  - State Boundary
  - County Seat
  - City or Village Area
  - Unincorporated City Area
  - Urban Area
- ROADWAY MARKERS**
- Interstate Highway
  - Kansas Turnpike Authority
  - U.S. Numbered Highway
  - State Numbered Highway
- ROADWAY CLASSIFICATIONS**
- Kansas Turnpike (KTN)
  - Interstate Highway
  - U.S. Numbered Highway
  - State Route - Unimproved
  - State Route - Improved
  - Local Road - Unimproved
  - Local Road - Improved
  - Minor Road - Unimproved
  - Minor Road - Improved
  - Local Road - Improved
  - Local Road - Unimproved
- ROAD SYSTEM DESIGNATION**
- Road System Designation
  - Road System Designation
  - County Road System
  - State Road System
  - Other Road System
- ROADWAY FEATURES**
- Interchange
  - Overpass
  - Underpass
  - Roundabout
  - Grade Separation
  - Drainage
  - Water or Major Drainage
  - Water or Minor Drainage
  - Water or Other
  - Water or Other
  - Water or Other
  - Water or Other
- OTHER FEATURES**
- City or Village Area
  - County Seat
  - County Seat
  - County Seat
  - County Seat
  - County Seat
  - County Seat
  - County Seat
  - County Seat
  - County Seat

**ELLSWORTH COUNTY KANSAS**

PREPARED BY THE  
**KANSAS DEPARTMENT OF TRANSPORTATION**  
 BUREAU OF TRANSPORTATION PLANNING  
 IN COOPERATION WITH THE  
**U.S. DEPARTMENT OF TRANSPORTATION**  
 FEDERAL HIGHWAY ADMINISTRATION



NOTICE: This map is intended for general information only. It is not intended to be used as a legal document and the user assumes all liability for errors or omissions.





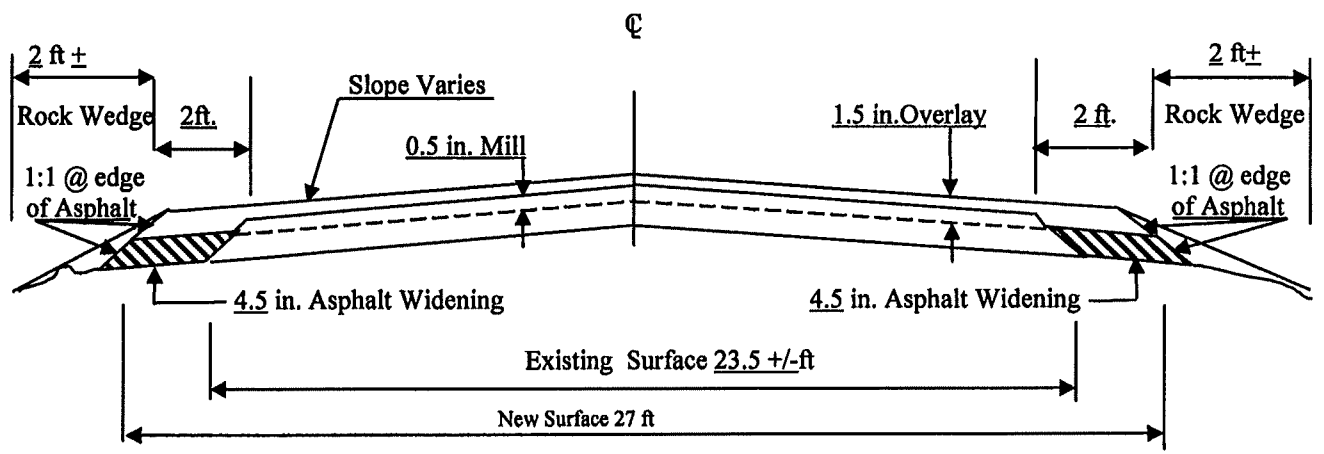
# General Notes

Project No. 140- 27 KA 5083-01

Note

- 1 The contractor is responsible for establishing and maintaining centerline of the traveled way for the duration of the project. Splitting the Traveled way with a tape measure is an acceptable technique to establish centerline. This work is considered subsidiary to other items of work.
- 2 The plant is to be onsite before milling starts.
- 3 All widenings are to be milled and overlaid.
- 4 Quantities for milling are based on a 1/2" nominal depth and a unit weight of 145 lbs/cu ft. The milling depth may be decreased if the actual weight is more than 145 lbs/cu ft, but will not be increased if the unit weight is less than 145 lbs/cu ft. This depth may also be altered by the Engineer to prevent "slabbing" or loss of the existing surface lift.
- 5 All excess milled material from the project is to become the property of the contractor and is to be removed from the project.
- 6 Permanent striping will be done by KDOT.
- 7 Rap samples for the mix can be obtained at the Salina KDOT Subarea yard at 3825 Yost Dr. Contact John King 785-827-6286.
- 8 Milling is the only acceptable method for excavating the trench for the HMA widening. It is to be milled along a line 11.5 ft. off centerline of the roadway.
- 9 The roadway from K156 west to K14 does not get widened.
- 10 The material from milling of HMA widenings shall be placed on the existing shoulder as it is being milled, struck off to prevent a hazard and then retrieved as backfill to the new surfacing. This work will be completed prior to Pavement Edge Wedge and shall be subsidiary to shoulders (Agg) (HMA Widening).
- 11 There are 3 manholes and one gas valve box located in the intersections that get paved.
- 12 Bituminous widening shall be excavated, HMA placed in the trench, and excavated rock wedge shall be "shouldered" up to the newly placed bituminous widening on the same day so as not to have an open trench overnight.

TYPICAL SECTION



not to scale

- Typical slope 1.56 % on tangents and on super-elevated sections to match existing super or as directed by the Engineer.
- Top lift on widening to be laid with mainline.
- Any Material required for earth wedges shall be furnished by the contractor and paid for as "Pavement Edge Wedge (Rock)". Shoulders to be brought to a 4.17% to 8.33% slope.
- To allow for a reasonable transition the overlay is to be tapered approximately three feet at all paved side roads and entrances (except those that are approved to be fully paved).

ROADWAY WIDTHS

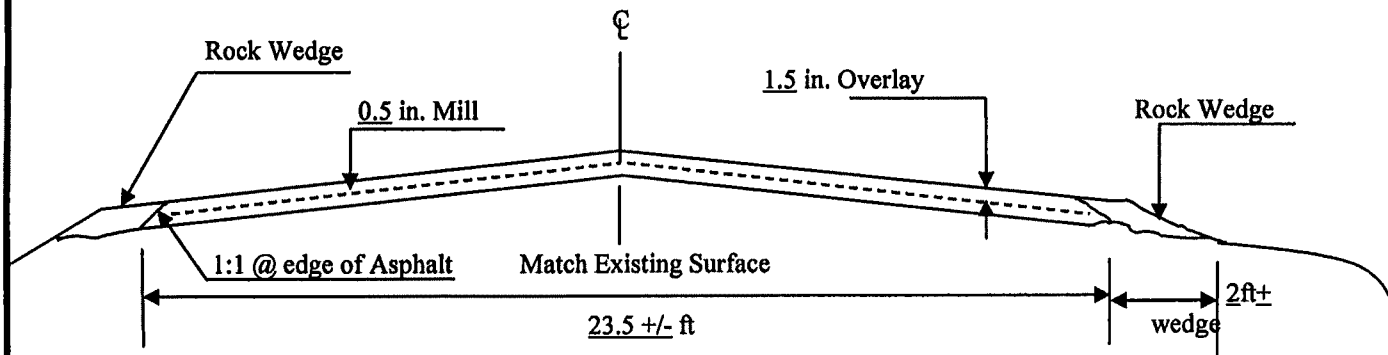
Location	mile	Approx. Width	Widenings	Approx. SQYD's
K140/K156 Jct, east to the Ellsworth/Saline Co. line.	15.503	27 ft +/-	K156/K140 Jct	1034.5
			Br #066	578
			Br #069 & 070	1338
			K141/K140 Jct	4921
			Paved Intersections	
			Evans ( 2 manholes)	426
			20 <sup>th</sup> Rd	349
			26 <sup>th</sup> Rd	481
			27 Intersecton Wedges	563
			16 Entrance Wedges	48
Exceptions			6 Mailbox turnouts	600
Br #059	163 ft			

RATE OF APPLICATION

Quantity based on SR- 12.5A @ 0.0816 T/yd<sup>2</sup> HMA Commercial Grade computed @ 145 lbs/ft<sup>3</sup>  
 PG 64 - 22 Millings computed @ 145 lbs./ft<sup>3</sup>  
 SS-1HP or approved alternate shall be used for Tack. Edge Wedge Rock (AS-1) @ 150 lbs./ft<sup>3</sup>

	Date: 8/22/2018 4:08 PM	KANSAS DEPARTMENT OF TRANSPORTATION
Ellsworth Co.	PROJ. NO. 140- 27 KA 5083-01	TITLE: MILLWIDENOLEW

**TYPICAL SECTION**



not to scale

- Typical slope 1.56 % on tangents and on super-elevated sections to match existing super or as directed by the Engineer.
- Existing surface may be irregular and contain edge ruts. Contractor to fill to finished slope. Material for wedges shall be furnished by the contractor and paid for as "Pavement Edge Wedge (Rock)".
- To allow for a reasonable transition the overlay is to be tapered approximately three feet at all paved side roads and entrances (except those that are approved to be fully paved).

**ROADWAY WIDTHS**

Location	mile	Approx. Width	Widenings	Approx. SQYD's
K14 Jct east to K156 Jct.	0.536	23.5 ft +/-	K156/K140 Jct	1016
			Paved Intersections	
			Aylward Ave (RT)	153.3
			Aylward Ave (LT)(Gas Valve)	936.7
			Dees Ave (LT) (Manhole)	733.3

**RATE OF APPLICATION**

Quantity based on SR- 12.5A @0.0816 Ton/yd<sup>2</sup>

PG 64 - 22

SS-1HP or approved alternate shall be used for Tack.

Edge Wedge Rock (AS-1) @ 150 lbs./ft<sup>3</sup>

Millings Computed @ 145 lb/ft<sup>3</sup>

	Date: 8/22/2018 4:07 PM	<b>KANSAS DEPARTMENT OF TRANSPORTATION</b>
Ellsworth Co.	<b>PROJ. NO. 140- 27 KA 5083-01</b>	<b>TITLE: MILLOLROCKW</b>

**SUMMARY OF TRAFFIC CONTROL DEVICES  
(FOR INFORMATION ONLY)**

All traffic control devices shall be placed in accordance with the applicable KDOT Traffic Control Standards. The contractor shall provide all signs and other traffic control devices for proper traffic control of all construction activities. Quantities listed are estimates only. Contractor operations may require additional signs and traffic control devices, this will be subsidiary to the bid item traffic control.

WORK ZONE SIGNS *			
SIGN NO.	SIZE - SQ. FT.		
	0-9.25	9.26-16.25	16.26 & OVER
R2-1			
R4-1		2	
W3-4		2	
W3-5			
W8-11			
W14-3		2	
W20-1		4	
W20-4		2	
W20-5			
W20-7		4	
W21-5			
W8-15		2	
W8-15P	2		
G20-4			
KG20-5	8		
KM4-20			
KG20-2	4		
KI-104a			
KI-105a			

LIGHTED DEVICES *	
WORK ZONE WARNING LIGHT (TYPE "A" LOW INTENSITY)	
WORK ZONE WARNING LIGHT (RED TYPE "B" HIGH INTENSITY)	
ARROW DISPLAY	
PORTABLE CHANGEABLE MESSAGE SIGN	

BARRICADES *		CHANNELIZING DEVICES *		
TYPE III (4' TO 12')	PEDESTRIAN	FIXED	PORTABLE	PEDESTRIAN
			75	

**SUMMARY OF TRAFFIC CONTROL DEVICES  
(EACH)**

WORK ZONE SIGN (SPECIAL)		
SIGN NO.	16.25 SQ. FT. & LESS	16.26 SQ. FT. & OVER

RECAPITULATION OF QUANTITIES <span style="float: right;">6/6</span>		
ITEM	QUANTITY	UNIT
WORK ZONE SIGNS (0 TO 9.25 SQ. FT.)		EADA
WORK ZONE SIGNS (9.26 TO 16.25 SQ. FT.)		EADA
WORK ZONE SIGNS (16.26 SQ. FT. & OVER)		EADA
WORK ZONE BARRICADES (TYPE 3 - 4' TO 12')		EADA
WORK ZONE BARRICADES (PEDESTRIAN)		EADA
CHANNELIZER (FIXED)		EADA
CHANNELIZER (PORTABLE)		EADA
CHANNELIZER (PEDESTRIAN)		EADA
WORK ZONE WARNING LIGHT (TYPE "A" LOW INTENSITY)		EADA
WORK ZONE WARNING LIGHT (RED TYPE "B" HIGH INTENSITY)		EADA
ARROW DISPLAY		EADA
PORTABLE CHANGEABLE MESSAGE SIGN		EADA
PAVEMENT MARKING (TEMPORARY)		
4" SOLID (TYPE I)		STA./LINE
4" SOLID (TYPE II)		STA./LINE
4" BROKEN (8')(TYPE I)		STA./LINE
4" BROKEN (8')(TYPE II)		STA./LINE
4" BROKEN (3')(TYPE I)		STA./LINE
4" BROKEN (3')(TYPE II)	845.2	STA./LINE
4" DOTTED EXTENSION (TYPE I)		STA./LINE
4" DOTTED EXTENSION (TYPE II)		STA./LINE
SOLID (LINE MASKING TAPE)		STA./LINE
BROKEN (LINE MASKING TAPE)		STA./LINE
SYMBOL (TYPE I)		EACH
SYMBOL (TYPE II)		EACH
FLEXIBLE RAISED PAVEMENT MARKERS (4" BROKEN (8'))		STA./LINE
FLEXIBLE RAISED PAVEMENT MARKERS (4" BROKEN (3'))	845.2	STA./LINE
PAVEMENT MARKING REMOVAL		LIN. FT.
CONCRETE SAFETY BARRIER (TYPE F3) (TEMPORARY)		LIN. FT.
CONCRETE SAFETY BARRIER (TYPE F3) (TEMP.-INSTALL ONLY)		LIN. FT.
CONCRETE SAFETY BARRIER (TYPE F3) (TEMP.-RELOCATE)		LIN. FT.
INERTIAL BARRIER SYSTEM		EACH
REPLACEMENT MODULES (IBS)		EACH
WORK ZONE SIGN (SPECIAL) (16.25 SQ. FT. & LESS)		EACH
WORK ZONE SIGN (SPECIAL) (16.26 SQ. FT. & OVER)		EACH
RIGID RAISED PAVEMENT MARKER (TYPE I)		EACH
RIGID RAISED PAVEMENT MARKER (TYPE II)		EACH
TRAFFIC SIGNAL INSTALLATION (TEMPORARY)		LUMP SUM
TRAFFIC CONTROL (INITIAL SET UP)		LUMP SUM
TRAFFIC CONTROL	LUMPSUM	LUMP SUM
FLAGGER (SET PRICE)	1	HOUR

NOTES: Signs listed are for 1 typical flagger & pilot car set up. The contractor is responsible for providing all traffic control needed and is subsidiary to the traffic control LSUM item.

3				
2				
1	11/10/16	Removed Replacement Modules Summary Table, Added "(IBS)" to Replacement Modules Description	JGB	
NO.	DATE	REVISIONS	BY	APP'D
KANSAS DEPARTMENT OF TRANSPORTATION				
<b>TRAFFIC CONTROL SUMMARY OF DEVICES RECAPITULATION OF QUANTITIES</b>				
<b>TE705</b>				
FHWA APPROVAL		06/01/16	APP'D	Kristine Erickson
DESIGNED	B.A.H.	DETAILED	R.W.B.	QUANTITIES
DESIGN CK.		DETAIL CK.		QUAN. CK.
				TRACED
				TRACE CK.