

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	19-U-2553-01	2026	1	40

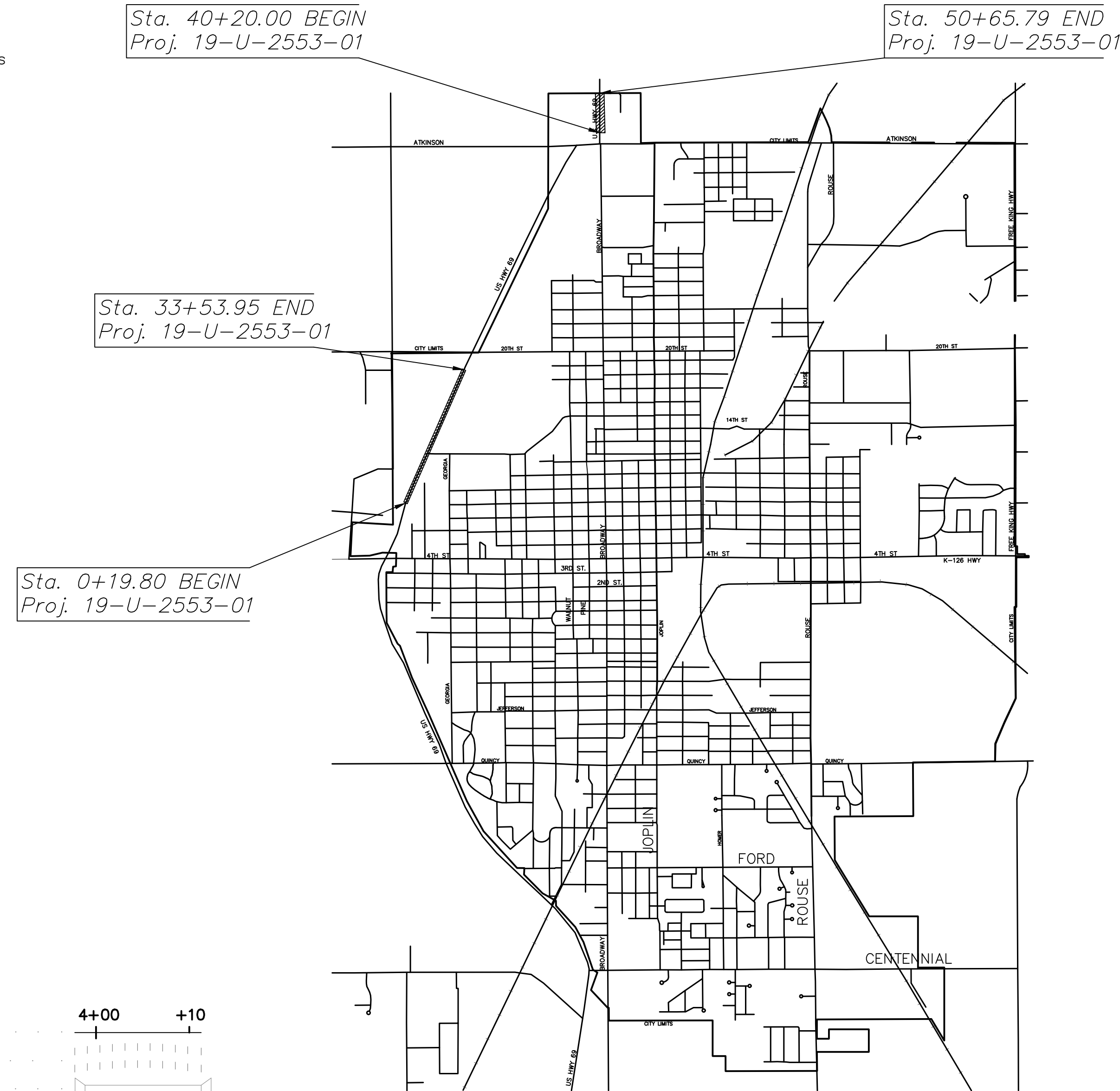
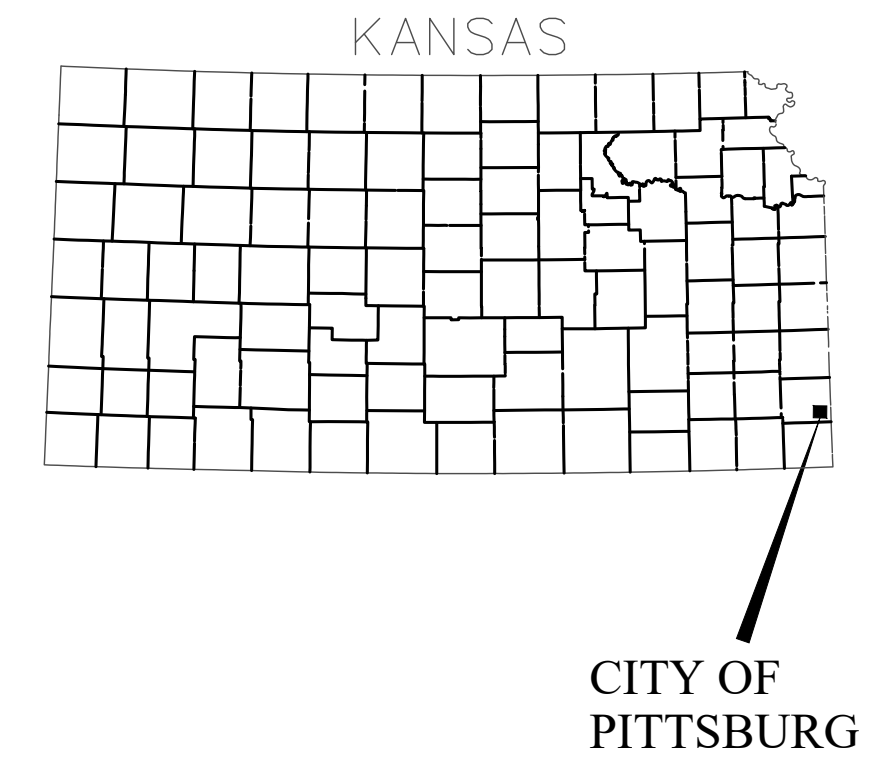
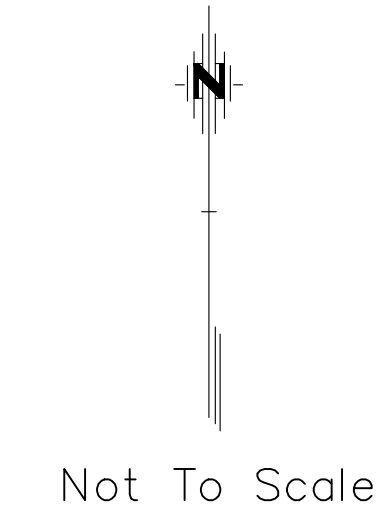
STATE OF KANSAS DEPARTMENT OF TRANSPORTATION 2026 US-69 SURFACE PRESERVATION

19-U-2553-01 STATE HIGHWAY CRAWFORD COUNTY US-69

MILL AND OVERLAY
PAVEMENT MARKING

INDEX OF SHEETS

- 1 Title Sheet
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- 20-25 Traffic Control Details
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- 27-40 Cross Sections



CITY of PITTSBURG
POPULATION 20,504 (2023)
S-21 & 28, T30S, R25E

NOTE:
Traffic to be carried through project during construction. Access to adjacent properties shall be maintained.

Revised By: J.DICKMAN
Plotted: 4/27/2026 6:41 PM

Filename: 25-007_01_TITLE SHEET.DWG
File Location: F:\2025\25-007_Pittsburg CCUP US-69 M-0\Civil\Drawings\Plan Set

CONVENTIONAL SIGNS	
COUNTY LINE	—————
CITY LIMITS	—————
STATE OR NATIONAL LINE	—————
TOWNSHIP, SECTION or GRANT LINE	- - - - -
PROPERTY LINE	— P —
HIGHWAY FENCE	— ■ — ■ —
EXISTING FENCE	— — — — —
GUARD FENCE	— H — H —
CONSTRUCTION LIMITS	— - - - -
RIGHT OF WAY LINE	— — — — —
TRAVELED WAY	— — — — —
RAILROADS	— + + + + —
CENTER LINE OF PROJECT	— + + + + —
TERRACE	— — — — —
CULVERTS	— — — — —
DROP INLET & STORM SEWER	— — — — —
ACCESS CONTROL	— — — — —
POWER POLE	— — — — —
TELEPHONE POLE	— — — — —
MARSH	— — — — —
HEDGE	— — — — —
TREES	— — — — —
PROFILE ELEVATION	— — — — —
STREAM OR CREEK	— — — — —

GROSS LENGTH OF PROJECT	4,379.94 ft. (0.830 mi.)
EXCEPTIONS	-- ft. (0.000 mi.)
NET LENGTH OF PROJECT	4,379.94 ft. (0.830 mi.)
NET LENGTH OF BRIDGES	-- ft.
NET LENGTH OF ROAD	4,379.94 ft. (0.830 mi.)

RECOM. FOR APPROVAL—DATE

ADJ 04/29/2026

LOCAL PUBLIC OFFICIAL

JASON P. DICKMAN
LICENSED PROFESSIONAL ENGINEER
18137
04/29/2026
KANSAS

PLANS PREPARED BY

EARLES ENGINEERING & INSPECTION, LLC

Engineers - Surveyors - Construction Inspectors

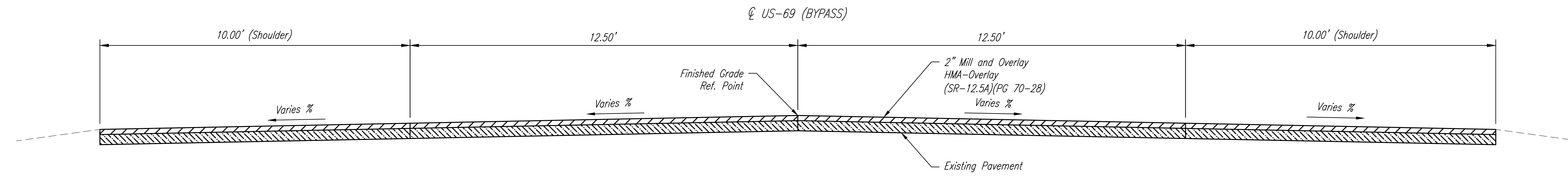
112 West 4th Street
Pittsburg, Kansas 66762
(620)308-5577

211 North Kansas
Liberal, Kansas 67901
(620)626-8912

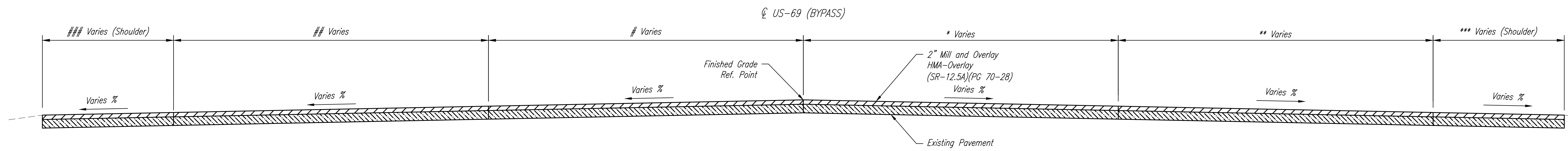
Email: earlesinc@earleseng.com

KANSAS DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	2	40



TYPICAL SECTION - US-69 (BYPASS)
 STA: 0+19.80 TO STA: 6+50.00
 STA: 16+65.00 TO STA: 29+55.00



TYPICAL SECTION - US-69 (BYPASS)
 STA: 6+50.00 TO STA: 16+65.00

STA: 8+45.00 TO STA: 10+45.00
 TRANSITION FROM 10.00' TO 5.00'

STA: 8+45.00 TO STA: 10+45.00
 TRANSITION FROM 0.00' TO 12.00'

STA: 6+50.00 TO STA: 8+45.00
 TRANSITION FROM 12.50' TO 12.00'

* STA: 6+50.00 TO STA: 8+45.00
 TRANSITION FROM 12.50' TO 12.00'

* STA: 6+50.00 TO STA: 8+50.00
 TRANSITION FROM 0.00' TO 12.00'

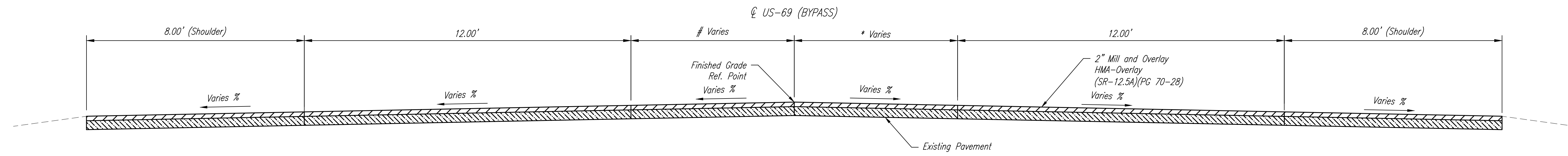
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 TRANSITION FROM 10.00' TO 3.00'

STA: 14+65.00 TO STA: 16+65.00
 TRANSITION FROM 5.00' TO 8.00'

STA: 8+45.00 TO STA: 10+45.00
 TRANSITION FROM 0.00' TO 12.00'

* STA: 12+40.00 TO STA: 14+60.00
 TRANSITION FROM 12.00' TO 0.00'

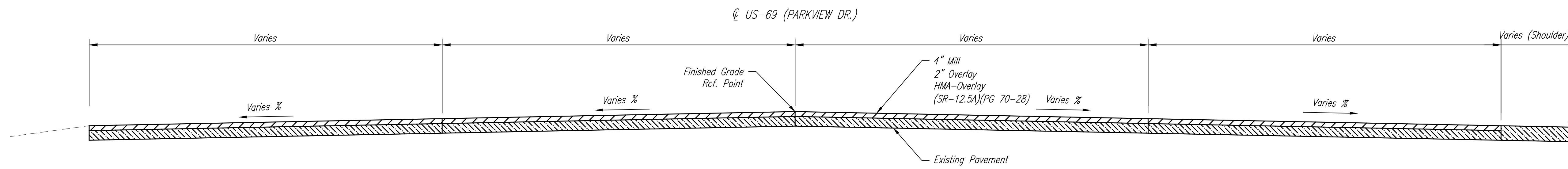
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 TRANSITION FROM 3.00' TO 8.00'



TYPICAL SECTION - US-69 (BYPASS)
 STA: 29+55.00 TO STA: 33+53.95

STA: 29+55.00 TO STA: 33+53.95
 TRANSITION FROM 0.00' TO 6.00'

* STA: 29+55.00 TO STA: 33+53.95
 TRANSITION FROM 0.00' TO 6.00'



TYPICAL SECTION - US-69 (PARKVIEW DR.)
 STA: 40+20.00 TO STA: 50+65.79

Varies = See Plan

NO.	DATE	REVISIONS	BY	APP'D
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION


**TYPICAL SECTIONS
 US-69 (BYPASS) AND (PARKVIEW DR.)**

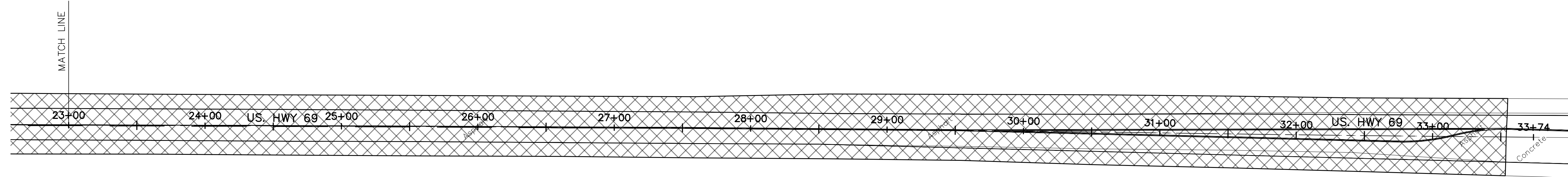
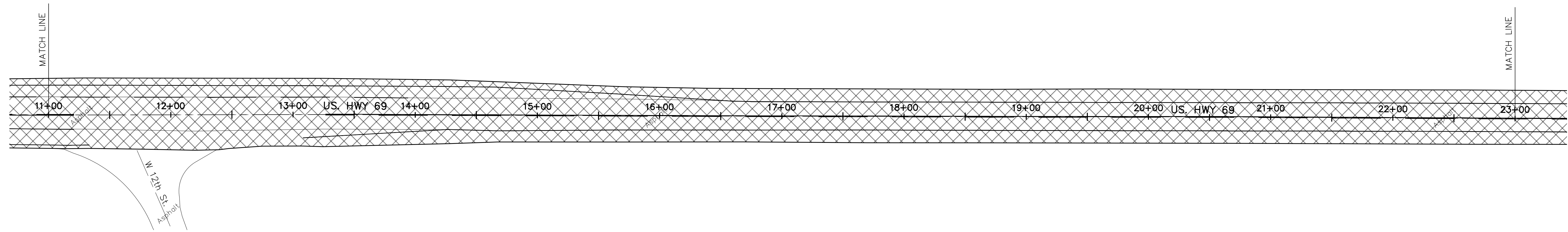
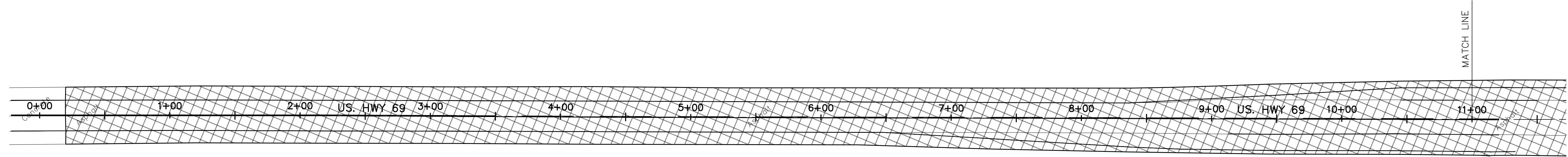
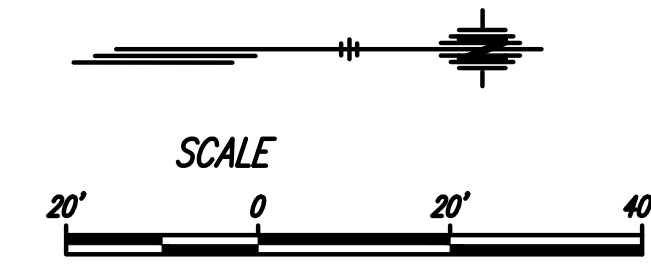
CITY OF PITTSBURG, KANSAS - CRAWFORD

FHWA APPROVAL	APP'D		
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.

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KANSAS	019-U-2553-01	2026	3	40

LEGEND
 Proposed Mill and Overlay



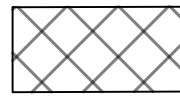
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DEMOLITION PLAN US-69 HWY (BY PASS)				
CITY OF PITTSBURG, KANSAS - CRAWFORD				
FHWA APPROVAL		APP'D		
DESIGNED	DETAILED	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	

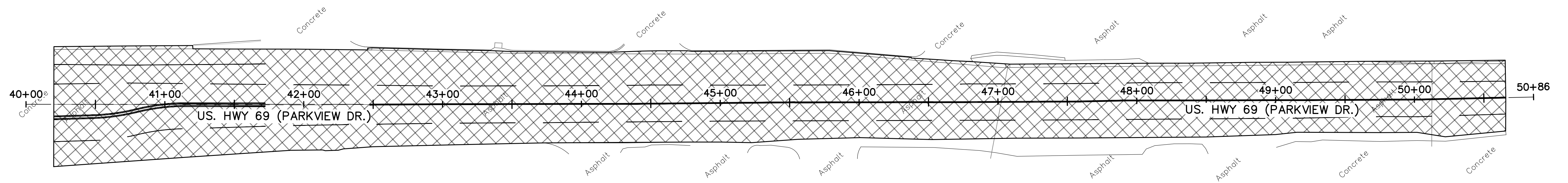
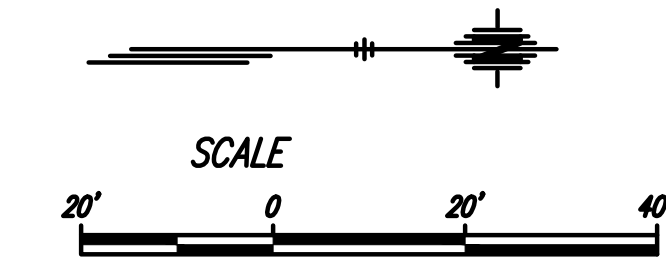
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	4	40

LEGEND

 Proposed Mill and Overlay



Revised By: JDICKMAN
 Plotted: 4/10/2026 10:28 AM

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NO.	DATE	REVISIONS	BY	APP'D
KANSAS DEPARTMENT OF TRANSPORTATION				
DEMOLITION PLAN				
US-69 HWY (PARKVIEW)				
CITY OF PITTSBURG, KANSAS - CRAWFORD				
FHWA APPROVAL		APP'D		
DESIGNED	DETAILED	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	5	40

GENERAL NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE 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 THE CENTERLINE. THIS WORK IS CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.
2. A PORTION OF THIS PROJECT CONSISTS OF A 2.0" MILL AND A 4.0" OVERLAY. THERE ARE SEGMENTS OF THE PROJECT THAT SHALL RECEIVE A THICKENED OVERLAY (4.0"). THESE SEGMENTS ARE OUTLINED ON THE TYPICAL SHEET. THESE THICKENED SEGMENTS (4.0") SHALL BE PLACED IN TWO LIFTS, AND ONE LIFT SHALL NOT EXCEED 2.0". A TYPICAL 50-FOOT TAPER SHALL BE USED TO TRANSITION FROM THE 2.0" OVERLAY TO THE AREAS THAT REQUIRE A THICKENED OVERLAY (4.0").
3. WHEN MILLING MAINLINE AREAS, A FULL-WIDTH MILL HEAD WILL BE REQUIRED TO MAINTAIN THE CROSS SLOPE OF THE EXISTING LANE BEING MILLED IN ONE PASS. A SMALLER MILL HEAD WILL BE PERMITTED IN MISCELLANEOUS AREAS, AS APPROVED BY THE ENGINEER, AND WILL NOT BE ALLOWED TO PERFORM MAINLINE MILLING.
4. THE CONTRACTOR MUST MILL AND INLAY ANY SECTION OF THE ROADWAY ON THE SAME DAY. NO TRAFFIC WILL BE ALLOWED ON THE MILLED SURFACE, AND THE CONTRACTOR MUST HAVE A CONTINGENCY PLAN IN PLACE IN CASE OF ADVERSE WEATHER CONDITIONS AND/OR EQUIPMENT BREAKDOWN.
5. A MINIMUM OF ONE LANE MUST BE CONTINUALLY MAINTAINED AND OPEN TO TRAFFIC THROUGHOUT THE WORK ZONE. ALL INTERSECTIONS ARE TO REMAIN OPEN DURING THE CONSTRUCTION PERIOD. NO LANE CLOSURES OR DETOURS WILL BE ALLOWED OVERNIGHT.
6. ALL MILLINGS WILL BECOME THE PROPERTY OF THE CONTRACTOR AND WILL BE DISPOSED OF AT SITES APPROVED BY THE ENGINEER. MILLING THICKNESS WILL BE ADJUSTED AT THE BEGINNING AND END OF THE PROJECT, AS WELL AS AT BRIDGE APPROACHES AND ALL GRADE CROSSINGS, TO ENSURE A SMOOTH TRANSITION.
7. PLEASE LET KDOT KNOW WHERE THE STAGING AREAS FOR MATERIALS/EQUIPMENT WILL BE AHEAD OF TIME. ATTAIN PERMISSION BEFORE PLACING ANY MATERIAL/EQUIPMENT ON KDOT-OWNED MIXING STRIPS.
8. ANY SIGNPOST STUBS OR FOOTINGS FOR TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED ENTIRELY. THE CONTRACTOR SHALL NOT BE ALLOWED TO CUT THE STUBS OR FOOTINGS OFF AT THE GROUND LEVEL.
9. CONTACT THE LOCAL KDOT PITTSBURG AREA OFFICE AT (620)-308-7626 FOR THE LOCATION OF THE RAP SAMPLING STOCKPILE.
10. CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLAN TO ENGINEER PRIOR TO BEGINNING ANY WORK.

B.P. BASELINE STA: 0+00.00 (BYPASS)
N: 1,607,307.5127, E: 2,409,262.3195
Not Set

P.I. BASELINE STA: 2+21.29 (BYPASS)
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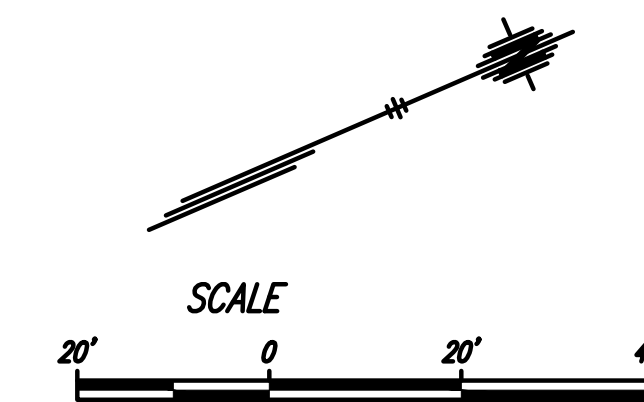
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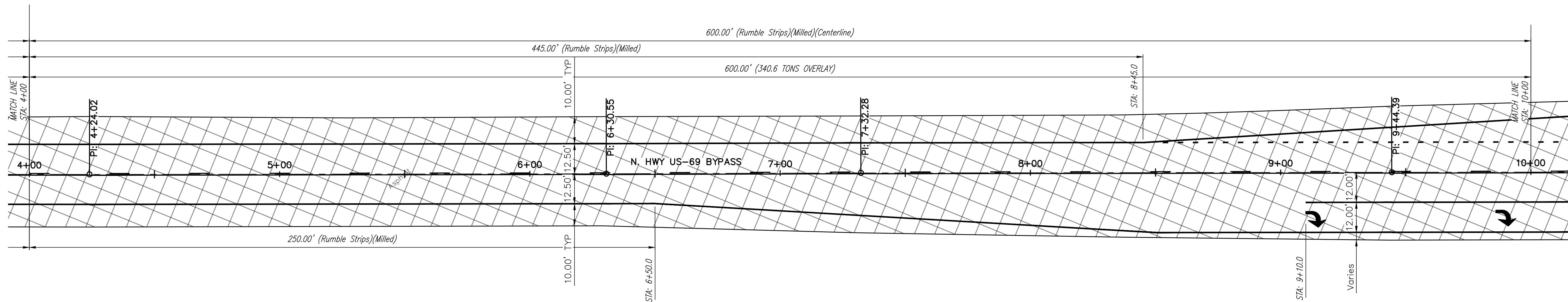
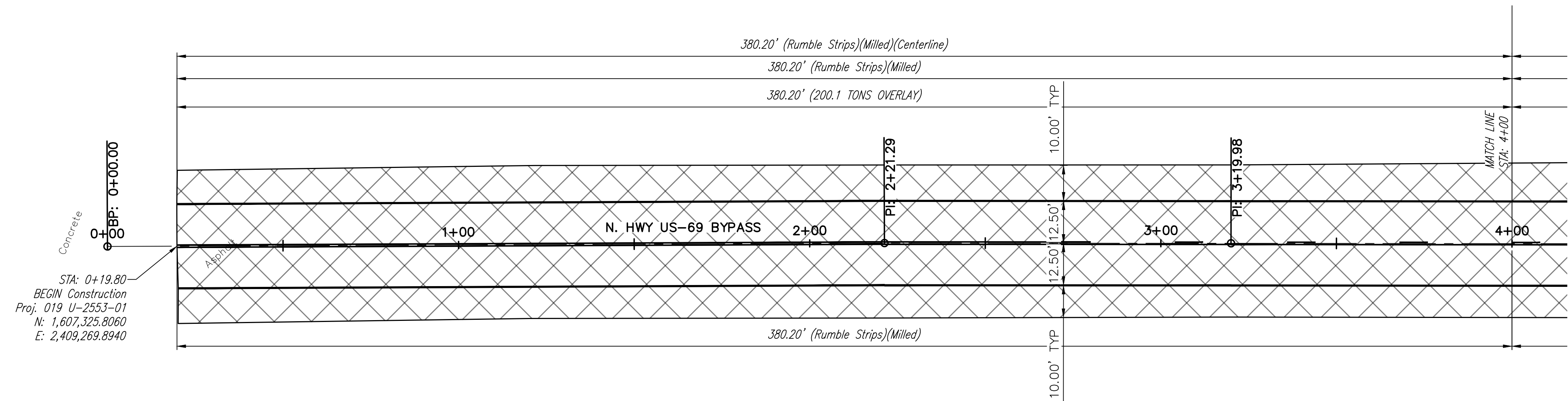
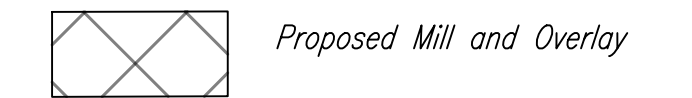
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Not Set

P.I. BASELINE STA: 10+44.37 (BYPASS)
N: 1,608,271.3570, E: 2,409,664.4500
Not Set



LEGEND



HORIZONTAL DATUM:
NORTH AMERICAN DATUM OF 1983 (NAD 83) STATEPLANE SOUTH ZONE COORDINATES

VERTICAL DATUM:
NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) USING GEOID 18

HORIZONTAL CONTROL PT. #1
N: 1,609,651.3600', E: 2,413,457.2800'
1/2" REBAR W/ CAP
PITTSBURG PUBLIC UTILITY ANNEX
1506 N. WALNUT
ELEV: 922.32

HORIZONTAL CONTROL PT. #2
N: 1,616,718.3480', E: 2,413,730.1860'
MAG NAIL
IN PARKING STALL AT COLTONS
4001 PARKVIEW DR.
ELEV: 928.33

UTILITY OWNERS

GAS SERVICE
KANSAS GAS SERVICE
(800) 794-4780

ELECTRIC SERVICE
WESTAR ENERGY
(800) 383-1183

WASTEWATER
CHRIS FARINACCI
1920 S. OLIVE ST.
(620) 230-5590

WATER/ SEWER/ STORM
CITY OF PITTSBURG
201 W. 4TH ST.
(620)-231-4100

TELEPHONE/FIBER OPTIC
AT&T
(800) 288-2020

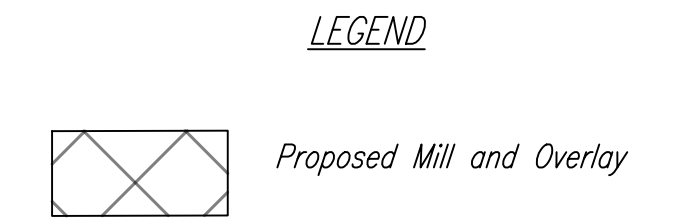
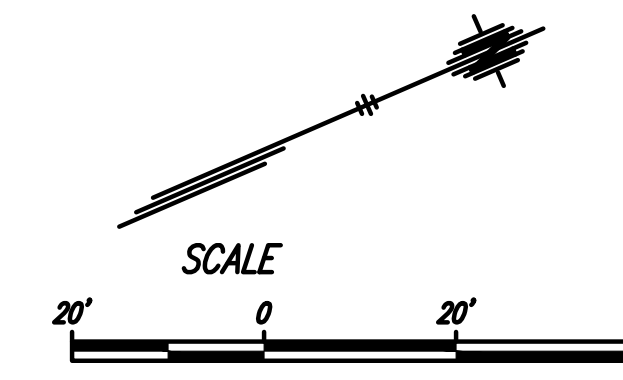
COLUMBUS TELEPHONE COMPANY
(855) 806-7325

COX COMMUNICATIONS
2802 N. JOPLIN
(620) 231-2099

CRAW-KAN TELEPHONE COOPERATIVE
200 N. OZARK
GERARD KS
(620) 724-8235

NO.	DATE	REVISIONS	BY	APP'D
2				
1				
KANSAS DEPARTMENT OF TRANSPORTATION				
CONSTRUCTION PLAN				
US-69 (BYPASS)				
STA: 0+00 TO STA: 10+00				
CITY OF PITTSBURG, KANSAS - CRAWFORD				
FHWA APPROVAL	DESIGNED		APP'D	
DESIGNED	DETAILED	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	6	40



P.I. BASELINE STA: 9+44.39 (BYPASS)
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Not Set

P.I. BASELINE STA: 10+44.37 (BYPASS)
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Not Set

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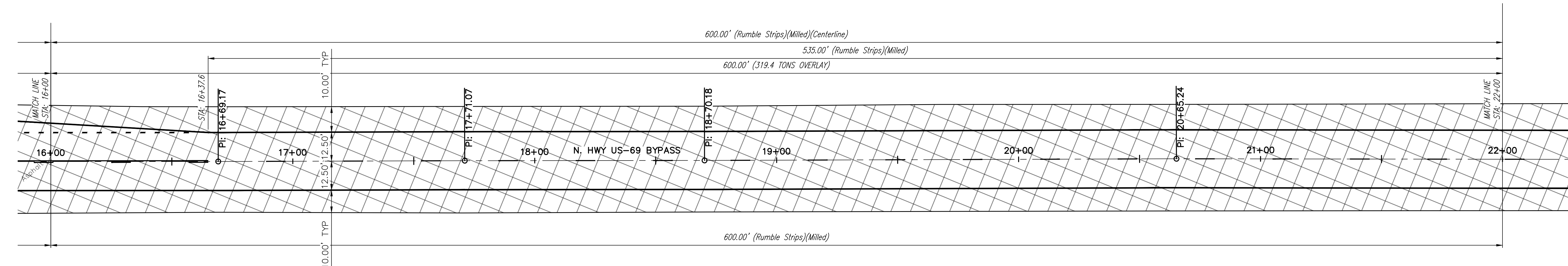
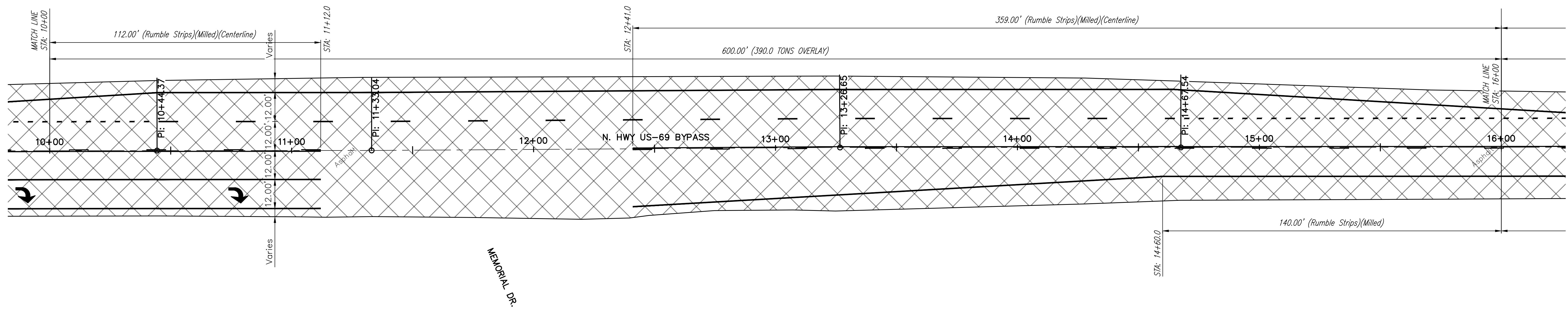
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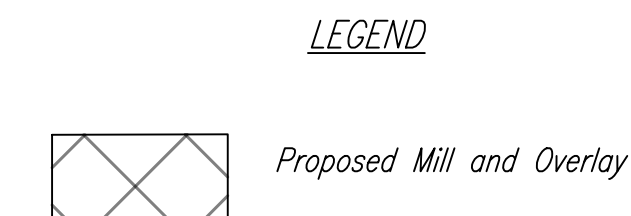
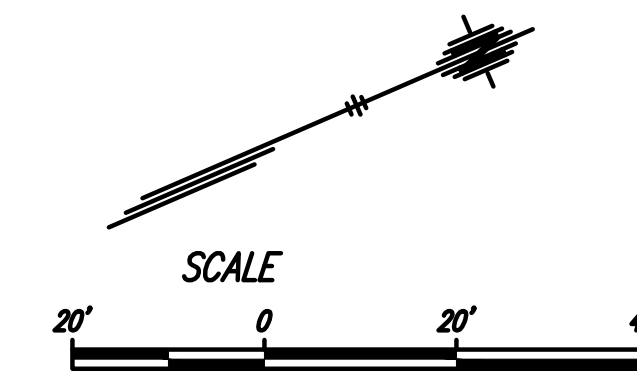


Revised By: J.DICKMAN
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NO.	DATE	REVISIONS	BY	APP'D
KANSAS DEPARTMENT OF TRANSPORTATION				
CONSTRUCTION PLAN				
US-69 (BYPASS)				
STA: 10+00 TO STA: 22+00				
CITY OF PITTSBURG, KANSAS - CRAWFORD				
FHWA APPROVAL		APP'D		
DESIGNED	DETAILED	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	7	40



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Not Set

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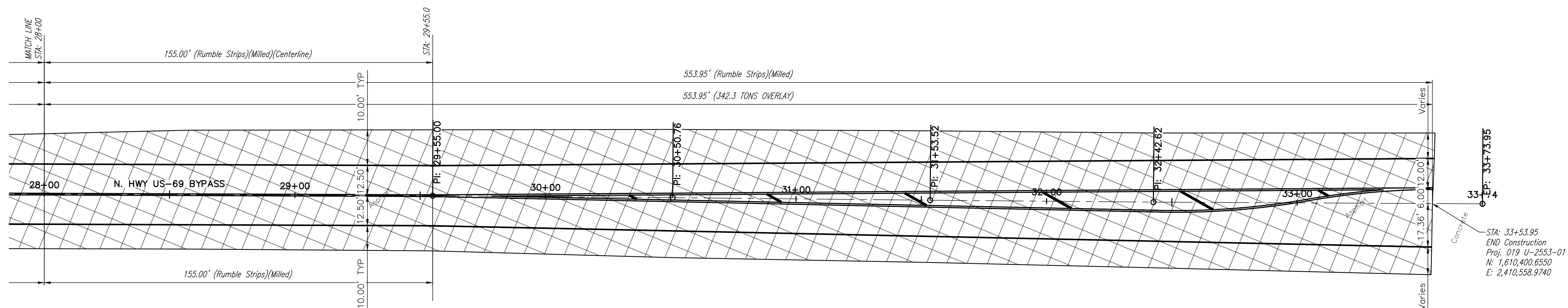
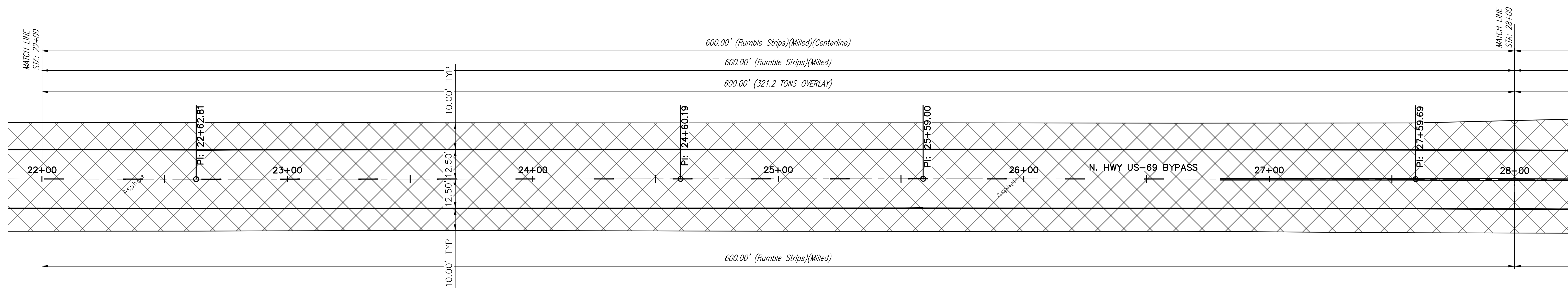
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Not Set



STA: 33+53.95
END Construction
Proj: 019 U-2553-01
N: 1,610,400.6550
E: 2,410,558.9740

2				
1				
NO.	DATE	REVISIONS	BY	APP'D
KANSAS DEPARTMENT OF TRANSPORTATION				
CONSTRUCTION PLAN				
US-69 (BYPASS)				
STA: 22+00 TO STA: 33+53.95				
CITY OF PITTSBURG, KANSAS - CRAWFORD				
FHWA APPROVAL		APP'D		
DESIGNED	DETAILED	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	

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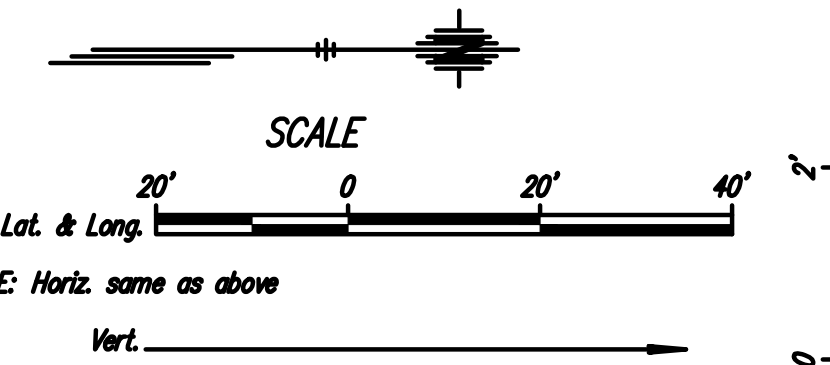
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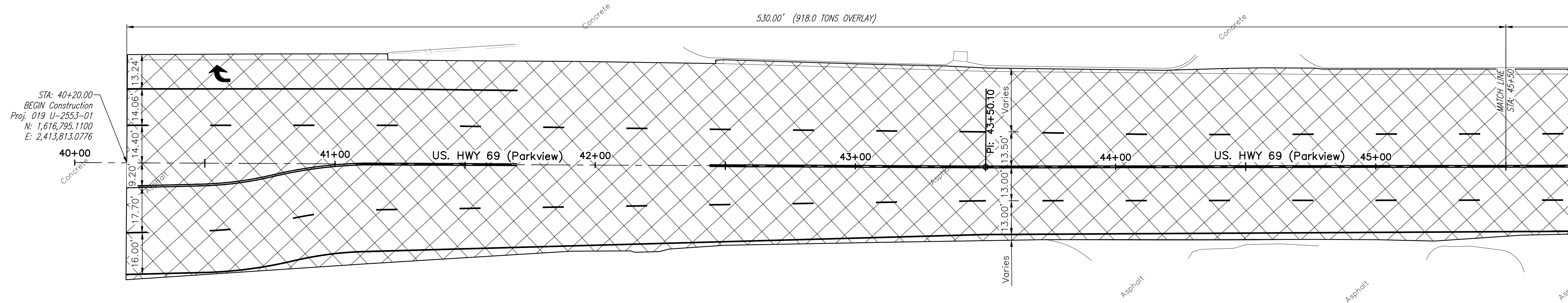
P.I. BASELINE STA: 45+78.79 (PARKVIEW)
 N: 1,617,353.4563, E: 2,413,790.8058
 Not Set

LEGEND

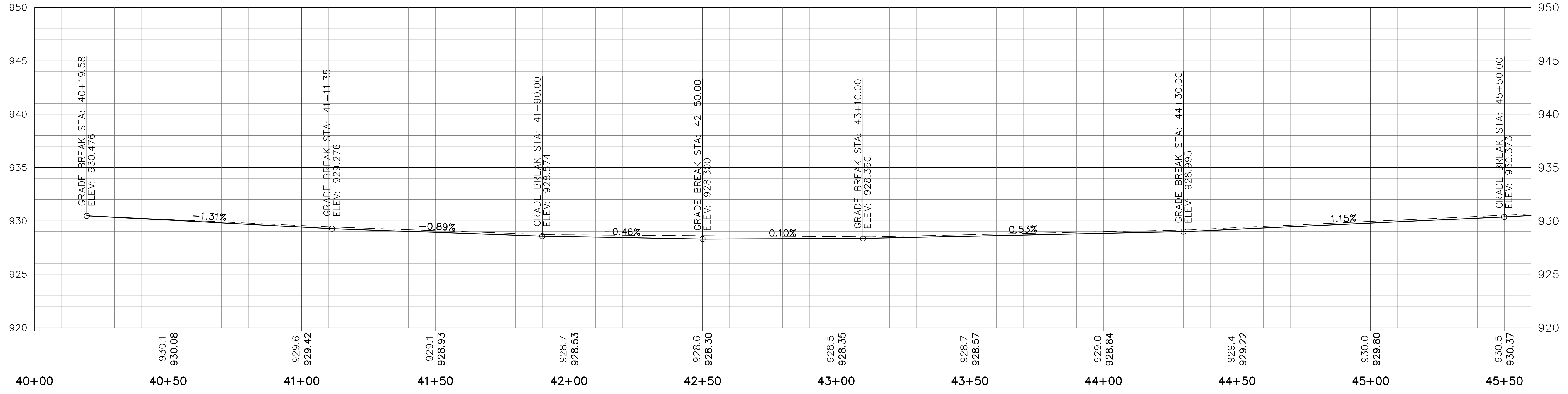
Proposed Mill and Overlay



STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	8	40



PARKVIEW DR. CENTERLINE PROFILE



Revised By: J.DICKMAN
 Plotted: 10/15/2025 6:01 PM
 Filename: 25-007_08-9_CONSTRUCTION PLAN PARKVIEW.DWG
 File Location: F:\2025\25-007_Pittsburg CCUP US-69 M-0\Civil\Drawings\Plan Set

NO.	DATE	REVISIONS	BY	APP'D
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLAN
US-69 (PARKVIEW)
STA: 40+00 TO STA: 45+00
 CITY OF PITTSBURG, KANSAS - CRAWFORD

FHWA APPROVAL	APP'D		
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.

B.P. BASELINE STA: 40+00.00 (PARKVIEW)
 N: 1,616,775.1239, E: 2,413,813.8249
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P.I. BASELINE STA: 50+01.59 (PARKVIEW)
 N: 1,617,775.8800, E: 2,413,772.9920
 Not Set

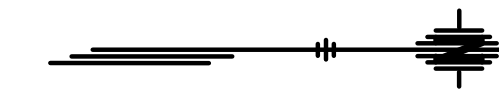
P.I. BASELINE STA: 43+50.10 (PARKVIEW)
 N: 1,617,124.9821, E: 2,413,800.7438
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E.P. BASELINE STA: 50+85.79 (PARKVIEW)
 N: 1,617,859.9299, E: 2,413,768.0029
 Not Set

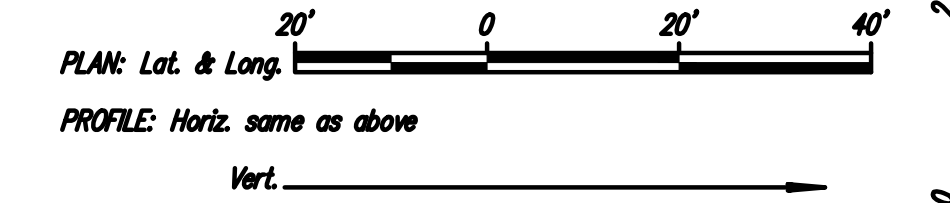
P.I. BASELINE STA: 45+78.79 (PARKVIEW)
 N: 1,617,353.4563, E: 2,413,790.8058
 Not Set

LEGEND

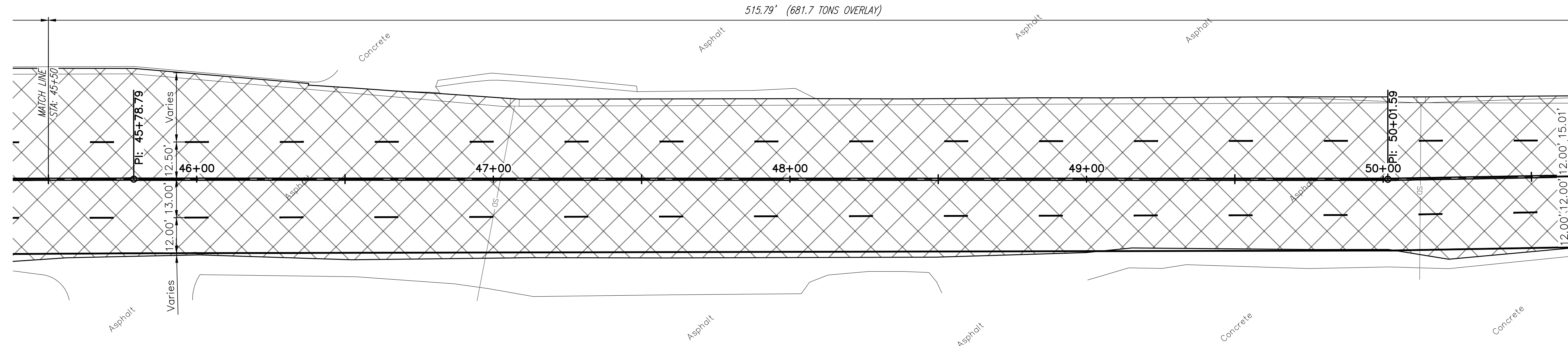
 Proposed Mill and Overlay



SCALE

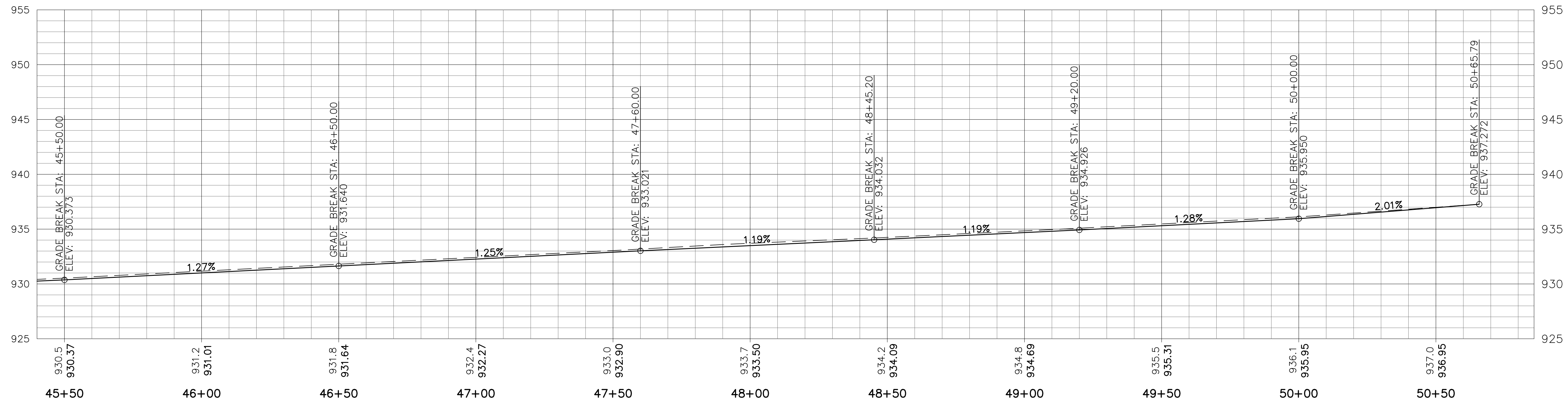


STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	9	40



STA: 50+65.79
 END Construction
 Proj. 019 U-2553-01
 N: 1,617,839.9650
 E: 2,413,769.1880
 50+86

PARKVIEW DR. CENTERLINE (1) PROFILE



NO.	DATE	REVISIONS	BY	APP'D
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

CONSTRUCTION PLAN
US-69 (PARKVIEW)
STA: 40+50 TO STA: 50+86

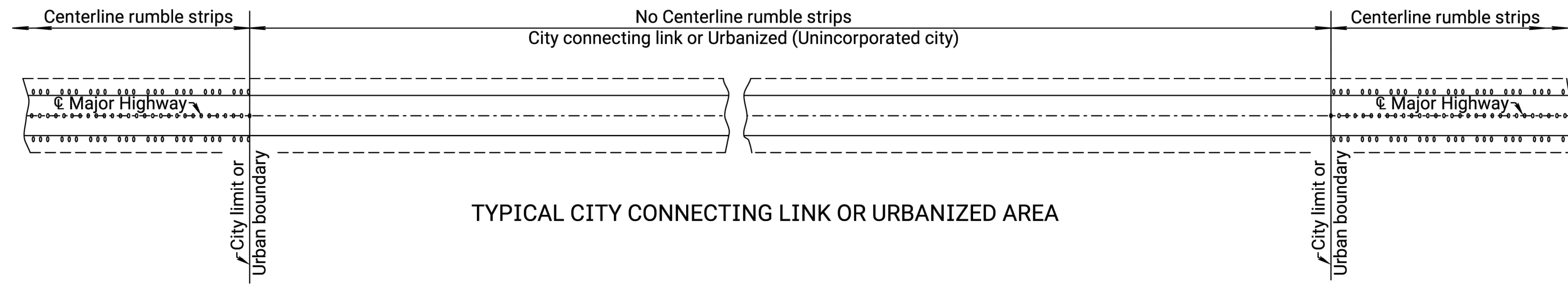
CITY OF PITTSBURG, KANSAS - CRAWFORD

FHWA APPROVAL	APP'D		
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.

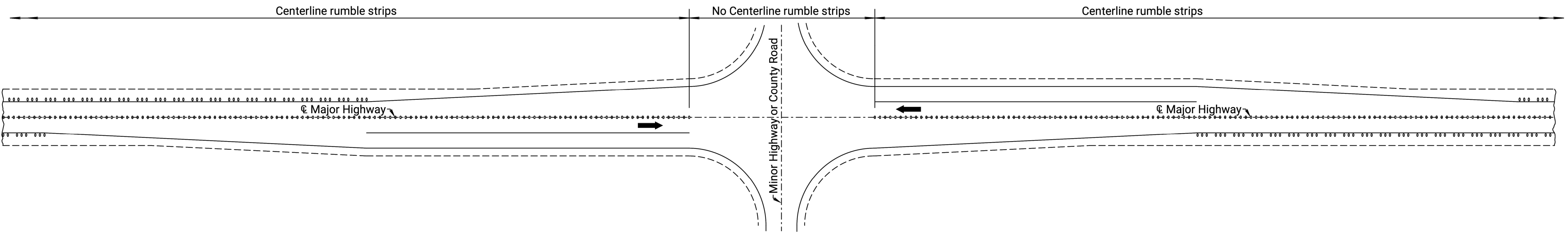
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	10	40

GENERAL NOTES

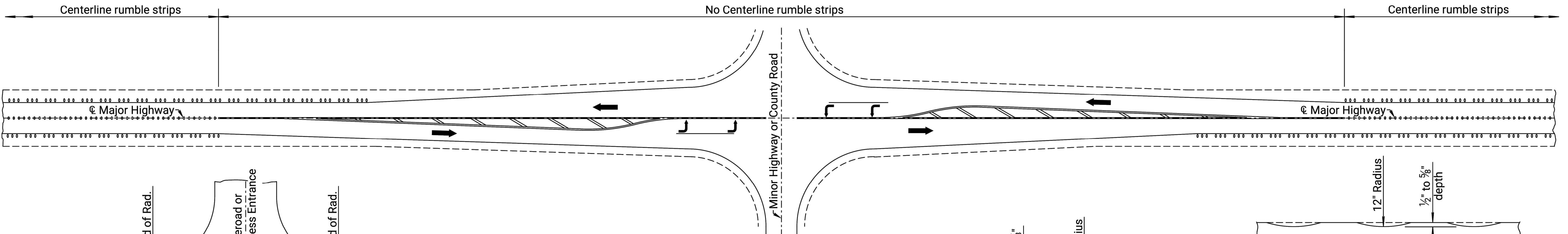
Construction of centerline rumble strips in asphalt pavement is paid under the bid item "Rumble Strips (Milled) (Centerline)". All work and materials required to construct the strips in accordance to these details and Special Provisions are included in this item.
 See typical sections for other surfacing details.
 Do not construct rumble strip on bridges or concrete bridge approaches.
 Do not omit rumble strip installations through field entrances, house entrances, or low volume, unpaved business entrances.
 No variation in spacing between depressions will be permitted.
 Either rumble strip shape is acceptable with no mixing of shapes on a project unless approved by the engineer.
 For Shoulder Rumble Strip details see KDOT Standard Drawing Milled Rumble Strips (Concrete/Asphalt Shoulder).



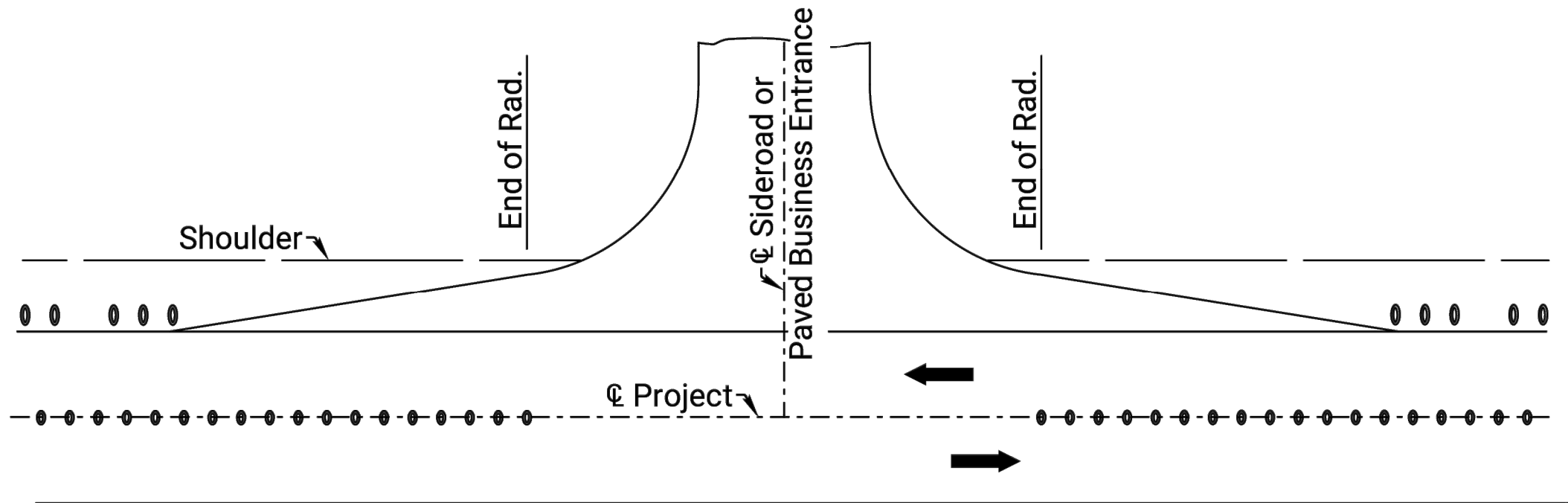
TYPICAL CITY CONNECTING LINK OR URBANIZED AREA



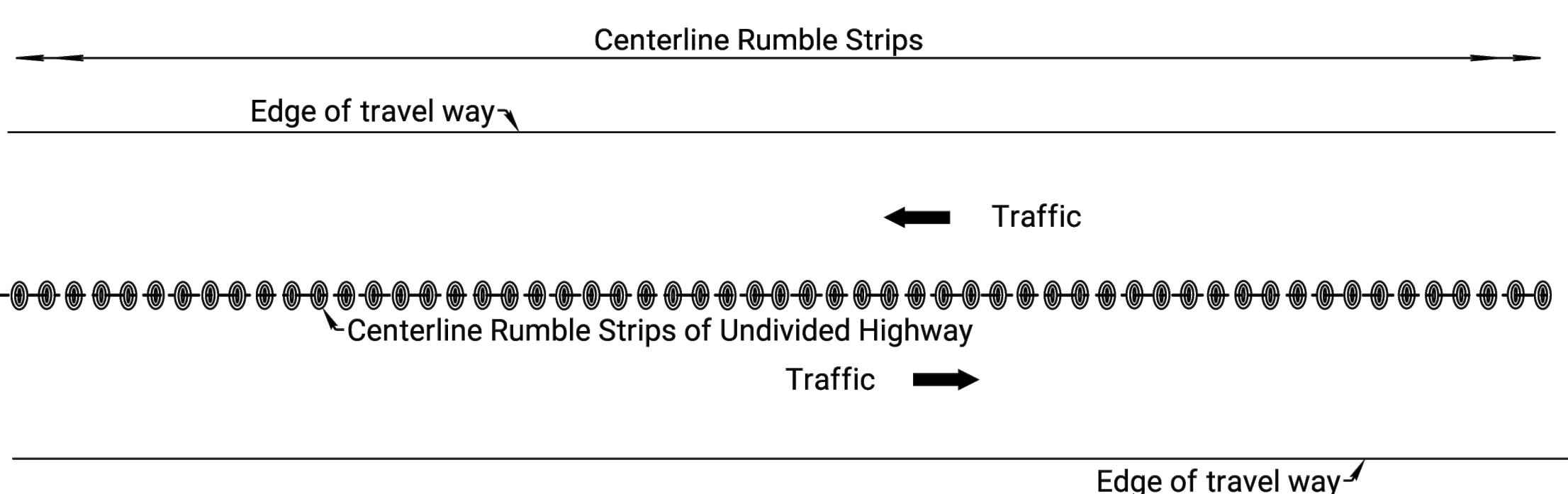
TYPICAL RURAL INTERSECTION WITH BYPASS LANES



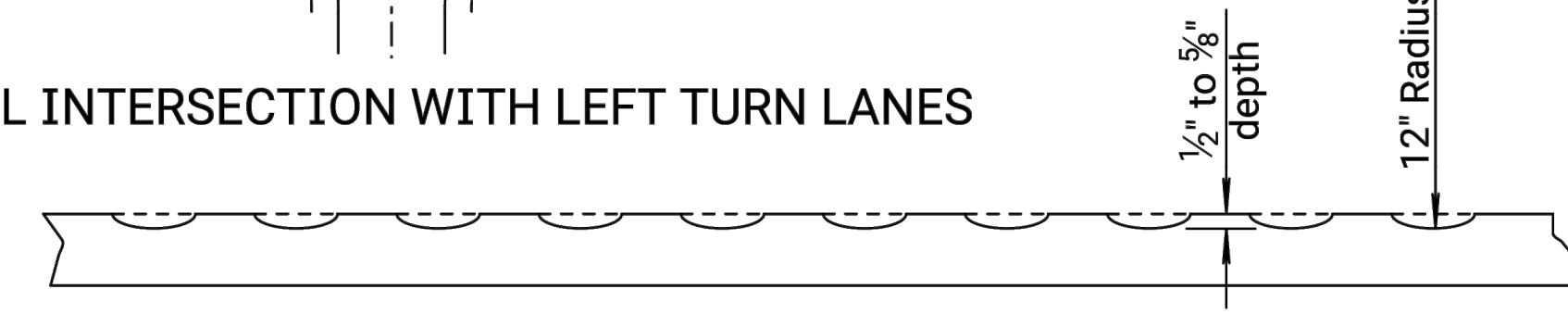
TYPICAL RURAL INTERSECTION WITH LEFT TURN LANES



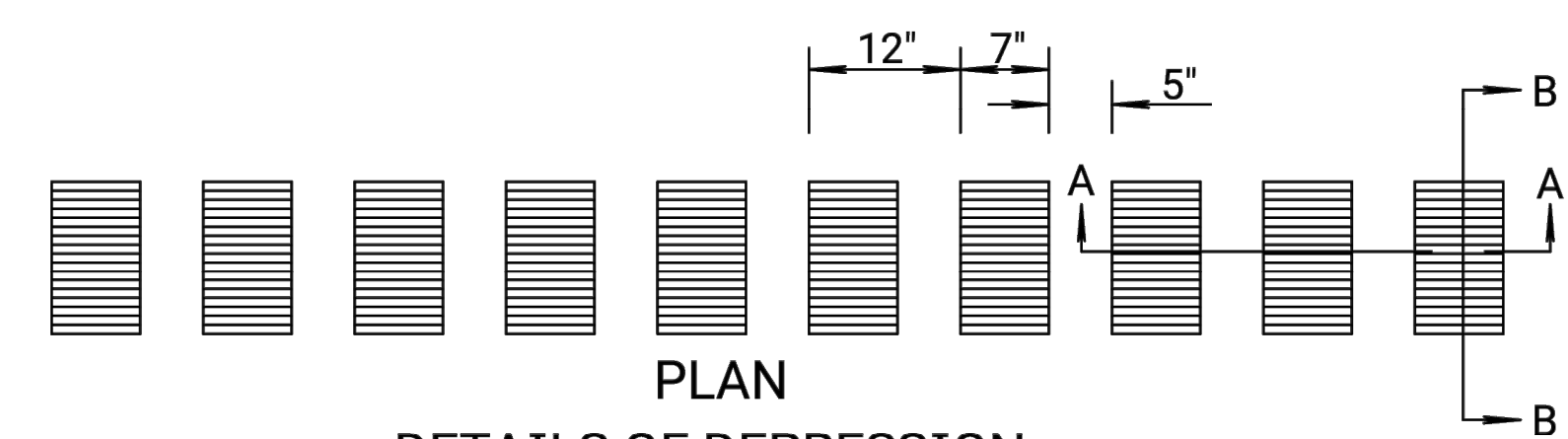
TYPICAL MINOR SIDEROAD OR ENTRANCE



TYPICAL INSTALLATION

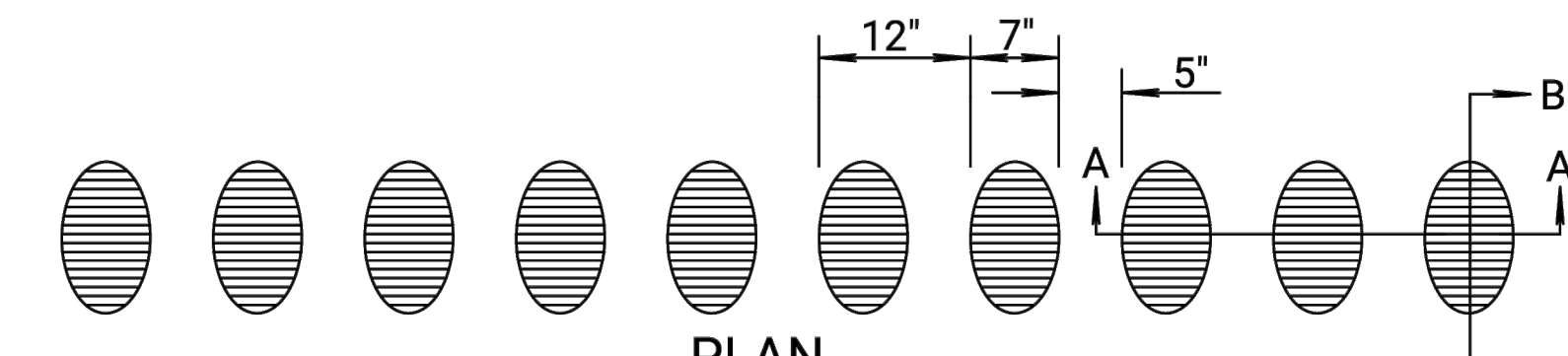


ELEVATION



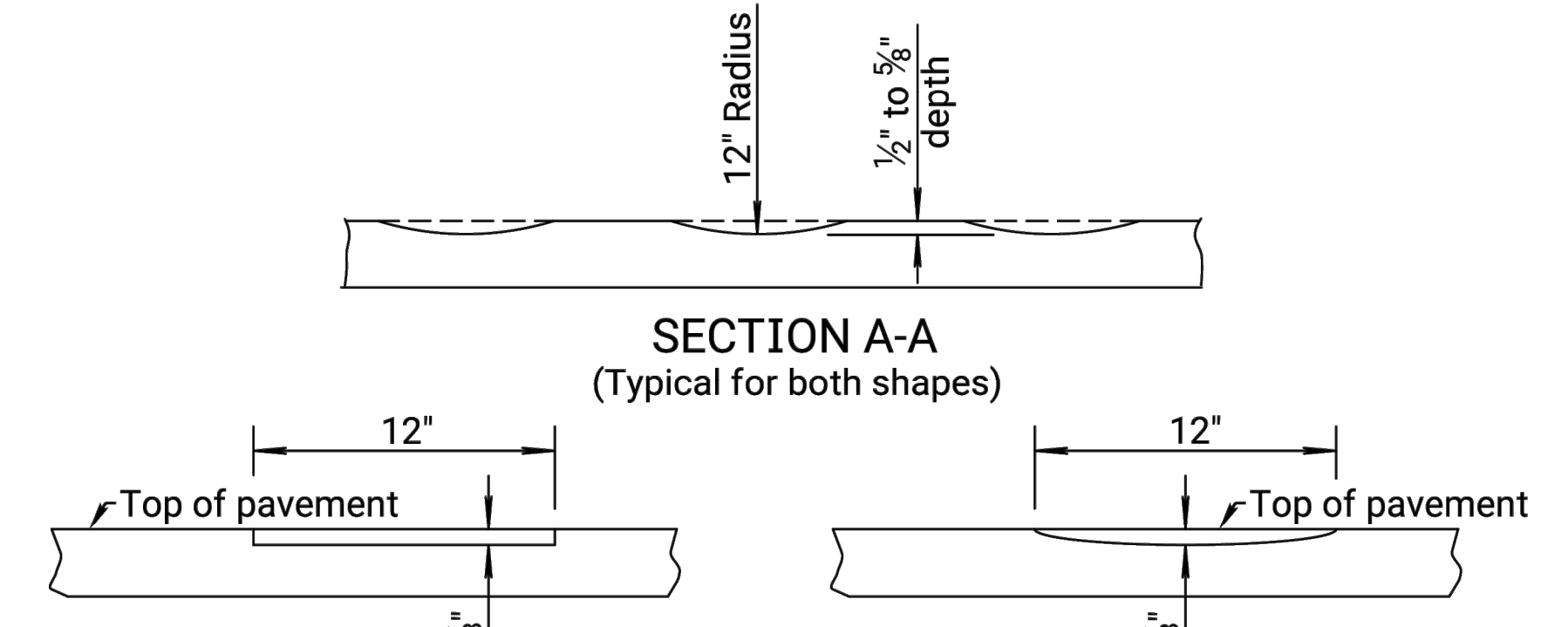
PLAN

DETAILS OF DEPRESSION



PLAN

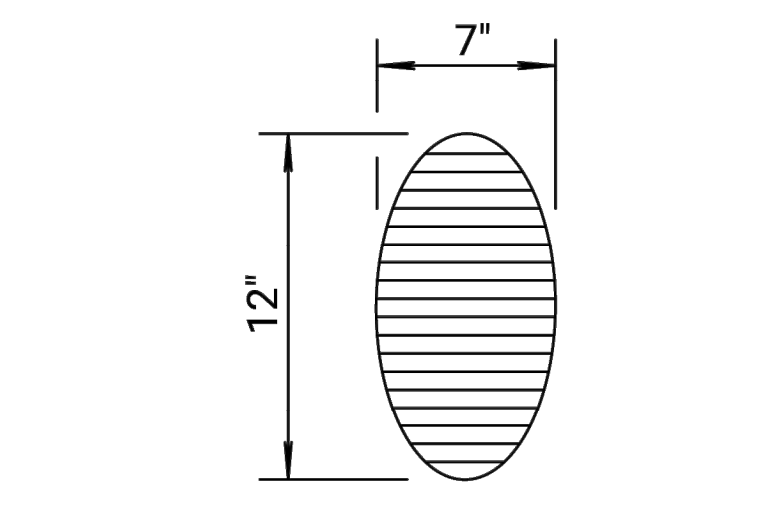
DETAILS OF DEPRESSION (Alternate Shape)



SECTION A-A
(Typical for both shapes)

SECTION B-B

SECTION B-B (ALT. SHAPE)



ALT. RUMBLE STRIP SHAPE

NO.	DATE	REVISIONS	BY	APPD
03	07-17-17	Revised notes & new sdrd. label	A.L.R.	S.W.K.
02	11-15-10	Revised notes	S.W.K.	J.O.B.
01	09-24-09	Rem 6 rumble strips thru sdrd.	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

**MILLED RUMBLE STRIPS
(CENTERLINE)**

RD706		Scott W. King	
FHWA APPROVAL	08-09-17	APPD.	
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.

Revised By: ALEZAMA
 Plotted: 8/6/2025 3:08 PM
 File Name: 25-007-CENTERLINE RUMBLE STRIP RD706.DWG
 File Location: F:\2025\25-007-Pittsburg CCUP US-69 M-0\Civil\Drawings\Plan Set
 Plotted by: KDOT#CADD.Support_ks.gov 6-JUL-2022 00:03
 File: rd706.dgn

KDOT Graphics Certified

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	11	40

GENERAL NOTES:

All work and materials required for construction of rumble strips in asphalt or concrete pavement are paid under the bid item "Rumble Strips (Milled)".
 See typical sections for other surfacing and shoulder details.
 Do not omit rumble strip installations through field entrances, house entrances, or low volume, unpaved business entrances.

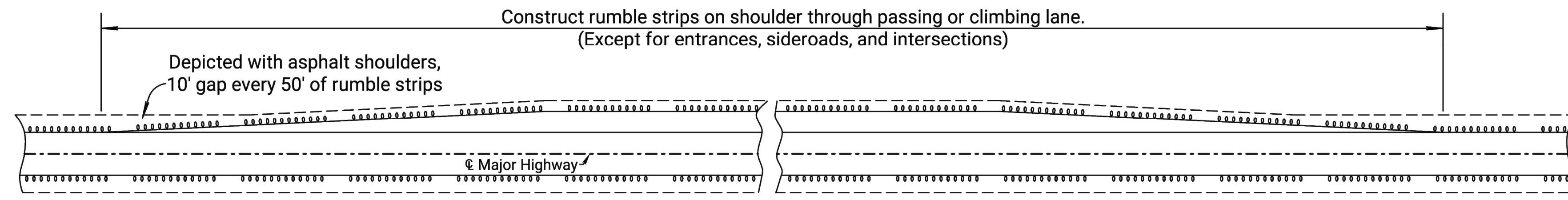
Do not construct rumble strips on bridges or concrete bridge approaches.
 Construct rumble strips on directional ramps and tapers.
 Either rumble strip shape is acceptable with no mixing of shapes on a project unless approved by the engineer.

SKIP PATTERN:
 Rumble strips on asphalt will not have a skip pattern. Rumble strips on concrete shoulders will have a skip pattern to avoid joints. See Rumble Strip Layouts. For asphalt overlays, where the joints will be sawed and sealed, utilize a skip pattern approved by the Engineer.

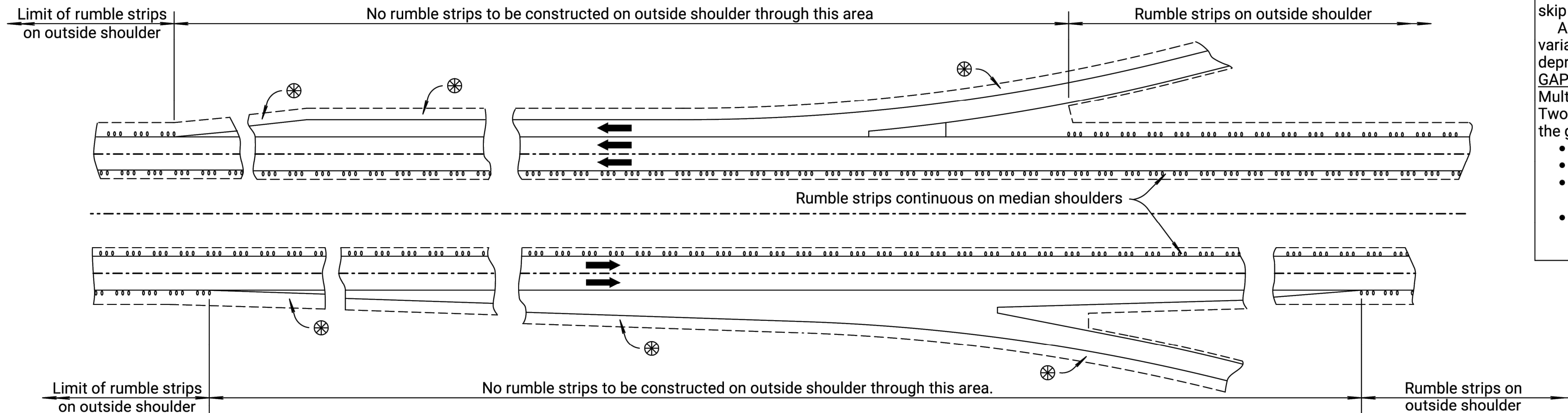
Adjust the number of depressions when concrete pavement contraction joint spacing is less than 15'-0". No variation in spacing between depressions is permitted. Clearance is 2'-0" (min.) to 3'-0" (max.) between the edge of depression and contraction joint. Center each group of depressions between contraction joints.

GAP PATTERN:
 Multilane Divided Highways: Rumble strips will not have a gap pattern.
 Two Lane Highways: Rumble strips will have a gap pattern for roadways with 3' or wider paved shoulder. Following the guidance below.

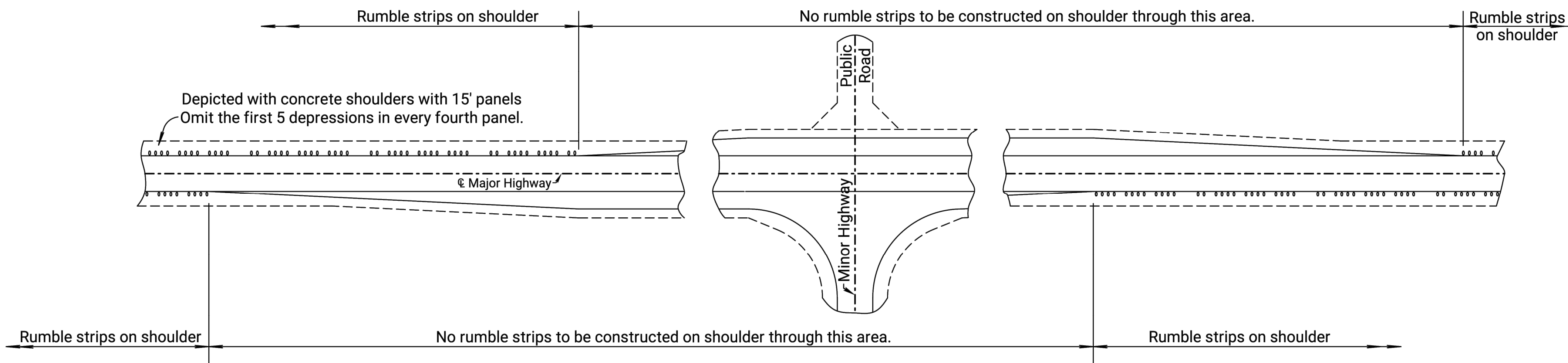
- Asphalt Shoulder: 10' gap provided every 50' of rumble strips
- Concrete Shoulder with 15' Joint Spacing: Omit the first 5 depressions in every fourth panel
- Concrete Shoulder with 6' Joint Spacing: Omit all the depressions in the 9th panel and the first 2 depressions in the 10th panel.
- Concrete Shoulder with other joint spacings or asphalt overlays: A gap pattern providing gaps of 10' to 12' every 40' to 60' of rumble strips should be developed and approved by the Engineer.



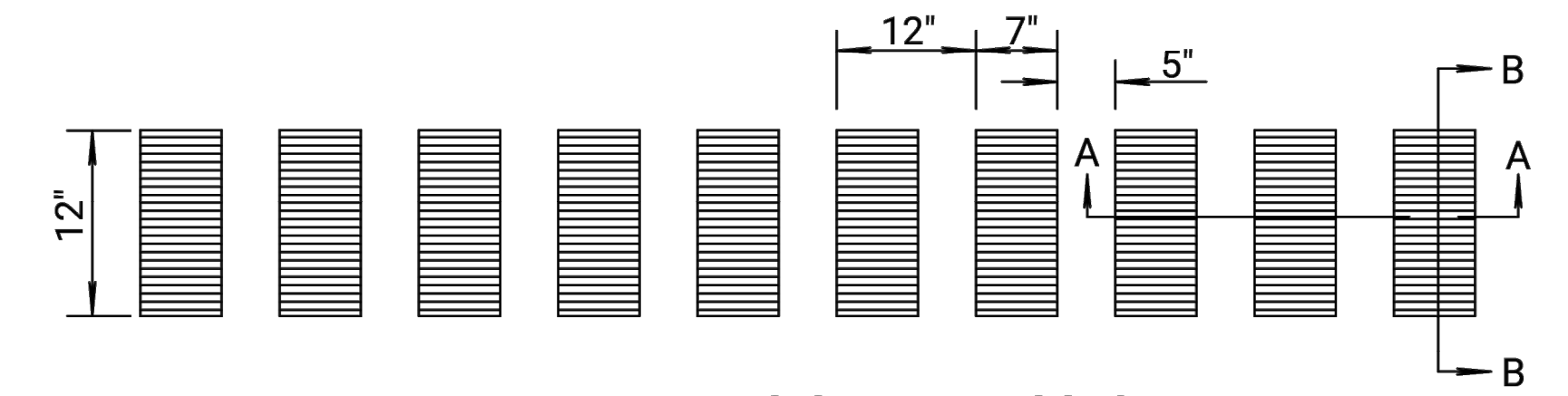
TYPICAL PASSING OR CLIMBING LANES



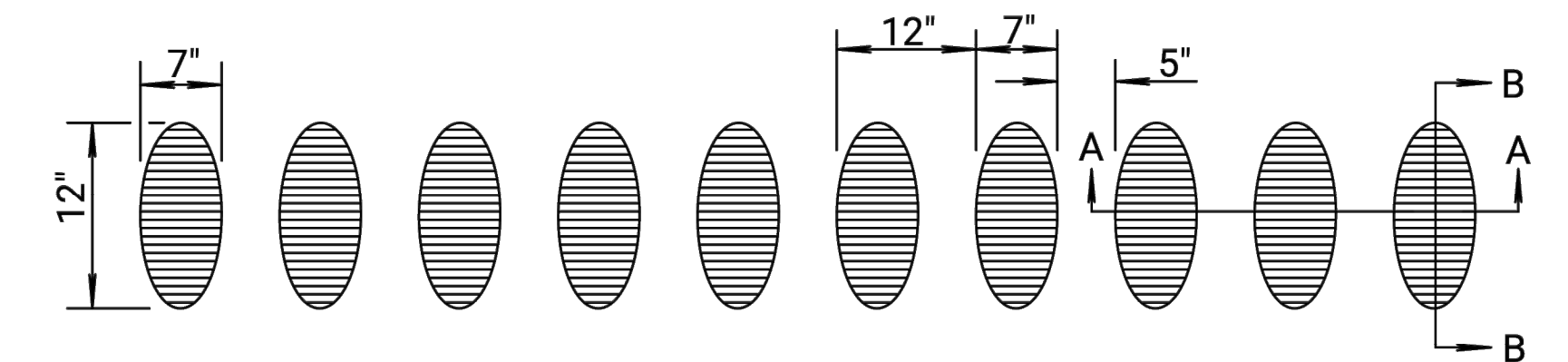
TYPICAL INTERCHANGE RAMP ENTRANCE & EXIT



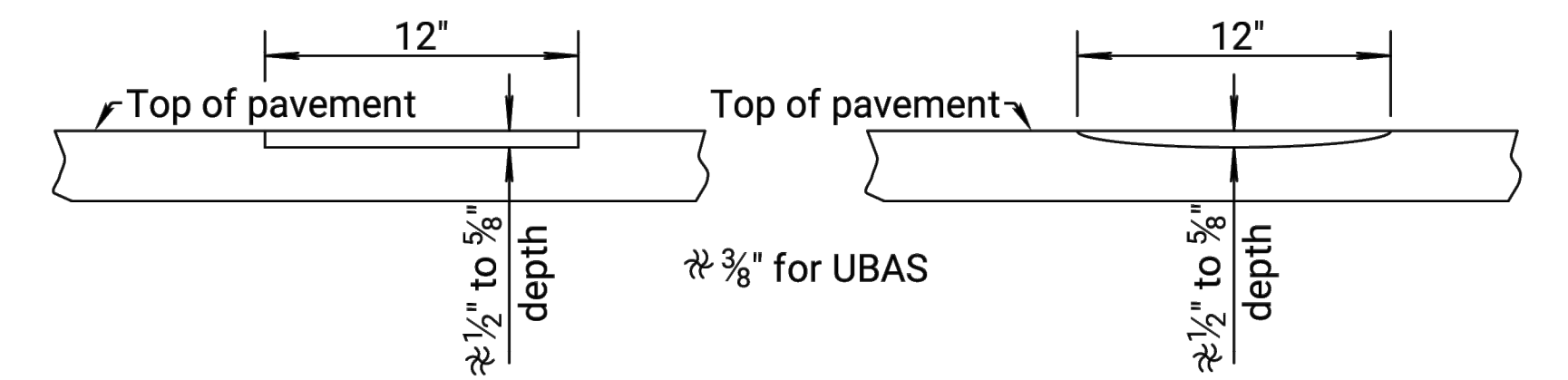
TYPICAL INTERSECTION



PLAN - DETAILS OF DEPRESSION

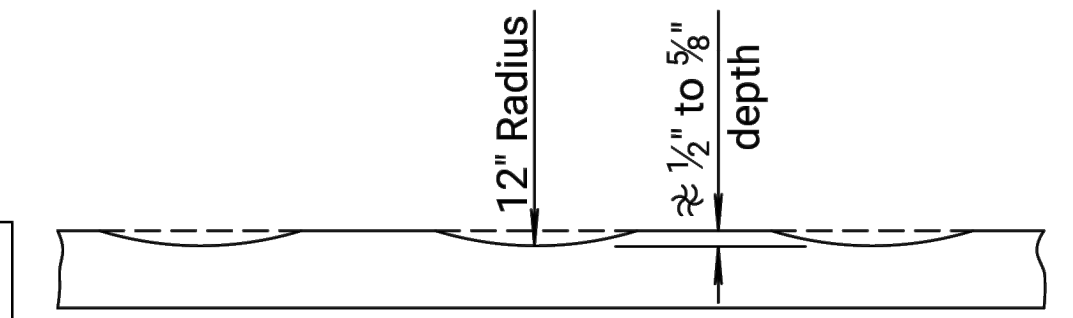


PLAN - DETAILS OF DEPRESSION (Alternate Shape)

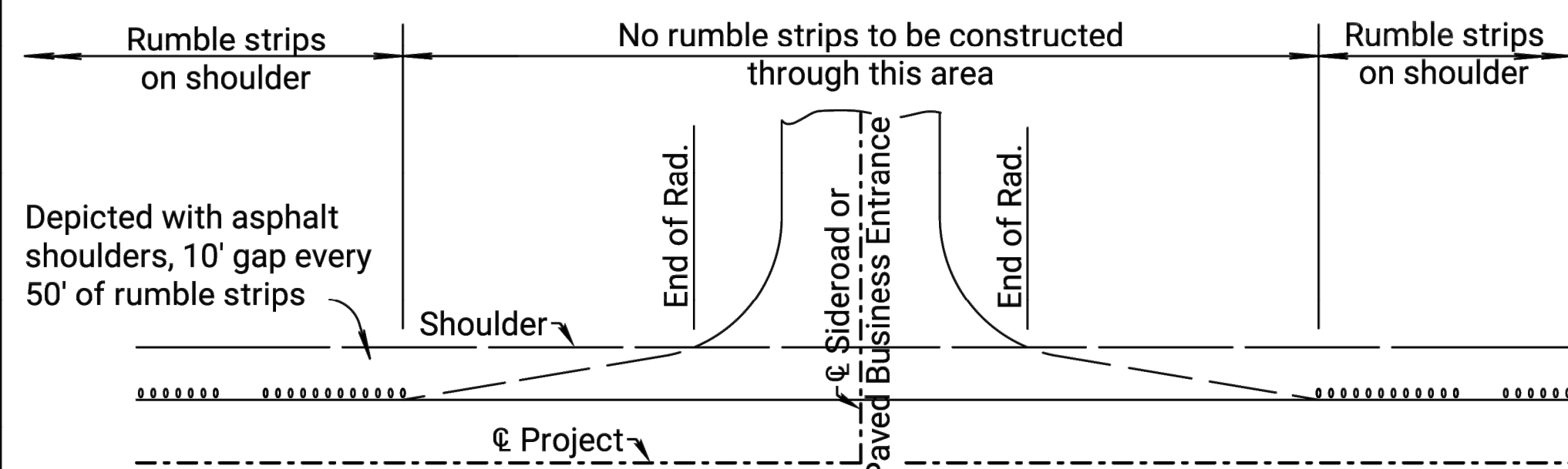


SECTION B-B

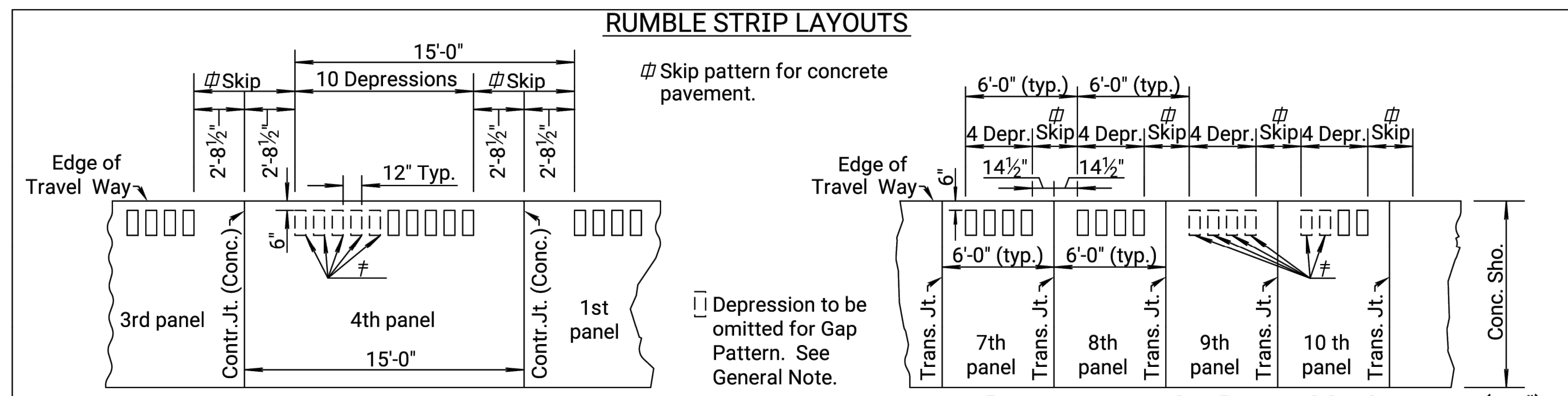
SECTION B-B (ALT. SHAPE)



SECTION A-A (Typical for both shapes)



MINOR SIDEROAD OR ENTRANCE



08	03-17-21	Gap patterns to accommodate bicyclists	A.L.R.	S.W.K.
07	07-17-17	Revised notes & new sdrd. label	A.L.R.	S.W.K.
06	11-08-12	Revised Detail, Rumble Strip Dim.	S.W.K.	J.O.B.
NO.	DATE	REVISIONS	BY	APPD

KANSAS DEPARTMENT OF TRANSPORTATION

MILLED RUMBLE STRIPS (CONCRETE/ASPHALT SHOULDER) SHOULDER WIDTH ≥ 2'-0"

RD707

DESIGNED	04-05-21	APPD	Scott W. King
DESIGN CK.	DETAIL CK.	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.

DOT Graphics Certified 06-28-2022 Sh. No. 11

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	12	40

RECAPITULATION OF ROAD QUANTITIES		
ITEM	QUANTITY	UNIT
Contractor Construction Staking	Lump Sum	Lump Sum
Field Office	1	Each
Mobilization	Lump Sum	Lump Sum
Traffic Control	Lump Sum	Lump Sum

For Surfacing Quantities, See Sht. 13
 For Pavement Marking Quantities, See Sht. 19
 For Traffic Control Quantities, See Sht. 26

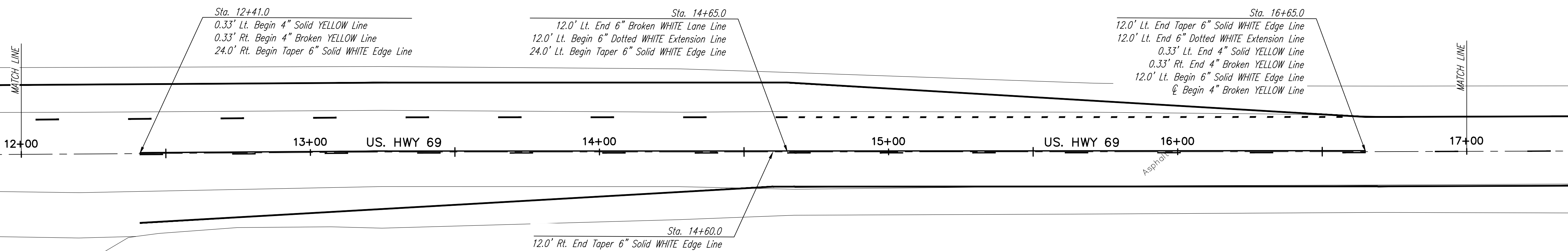
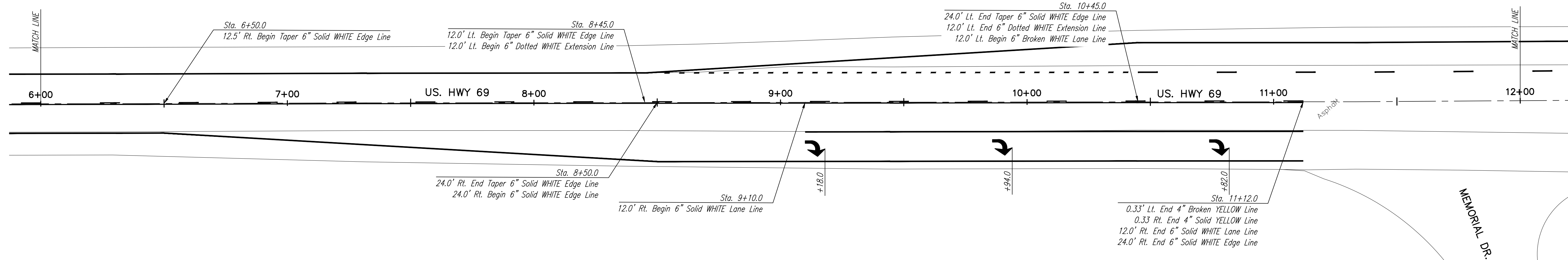
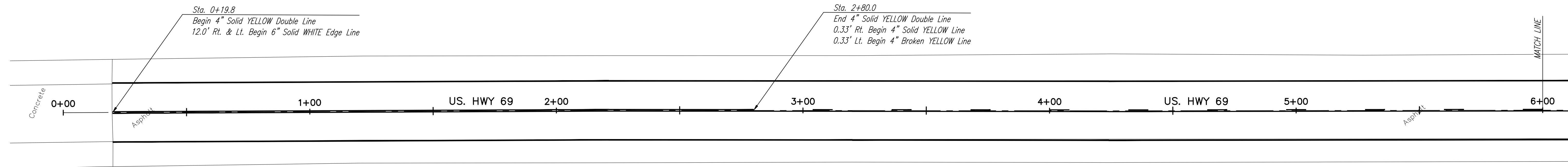
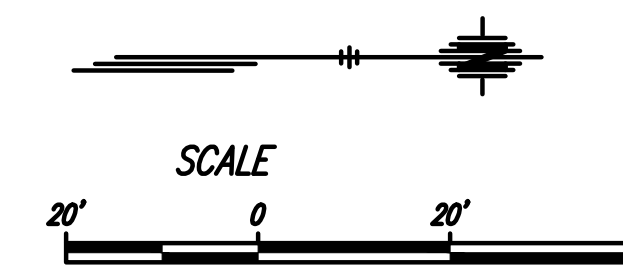
02	01-14-08	Rem. Drainage Structure summary	S.W.K.	J.O.B.
01	01-09-91	Detailed on CADD	R.J.S.	J.O.B.
NO.	DATE	REVISIONS	BY	APPD

KANSAS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

FHWA APPROVAL		05-28-08	APPD.	James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED	B.N.B.	
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK.	S.W.K.	

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	14	40

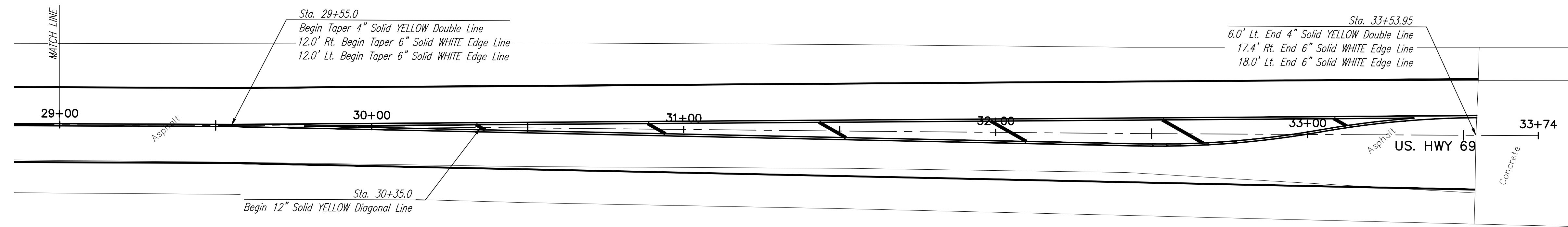
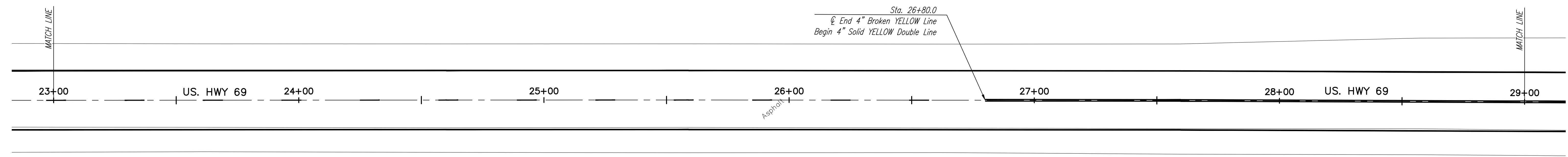
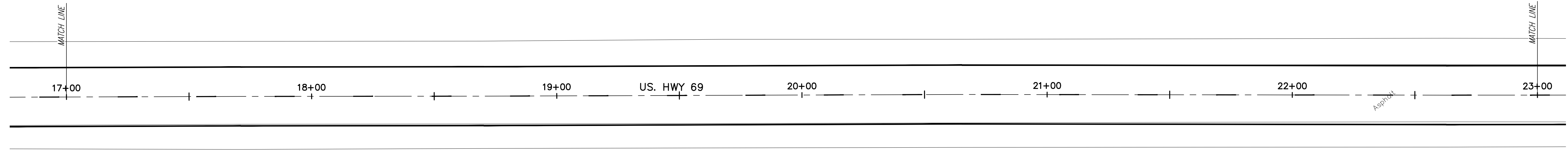
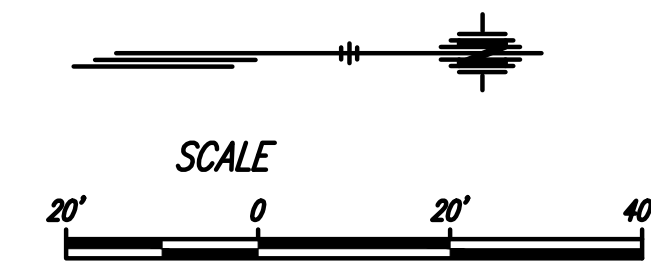


2				
1				
NO.	DATE	REVISIONS	BY	APP'D
KANSAS DEPARTMENT OF TRANSPORTATION				
PAVEMENT MARKING US-69 HWY (BY PASS)				
CITY OF PITTSBURG, KANSAS - CRAWFORD				
FHWA APPROVAL		APP'D		
DESIGNED	DETAILED	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	

Revised By: J.DICKMAN
Plotted: 10/15/2025 6:07 PM

Filename: 25-007-C22-23_PAVEMENT MARKING BYPASS 1.DWG
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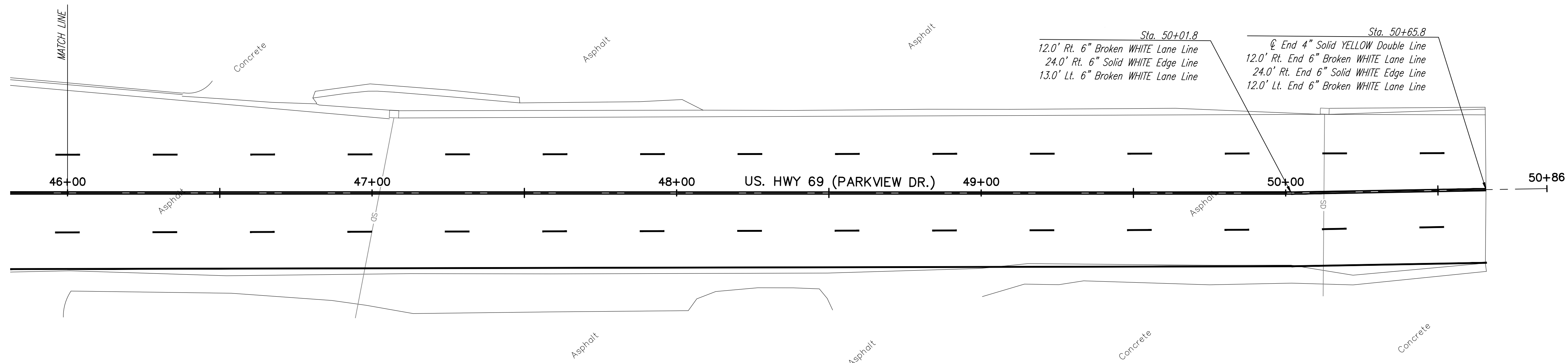
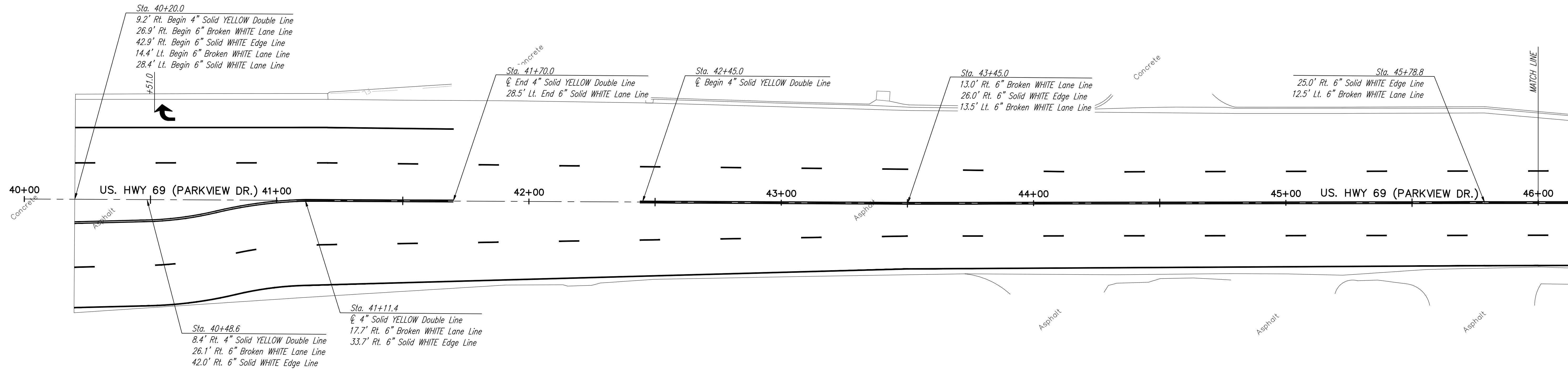
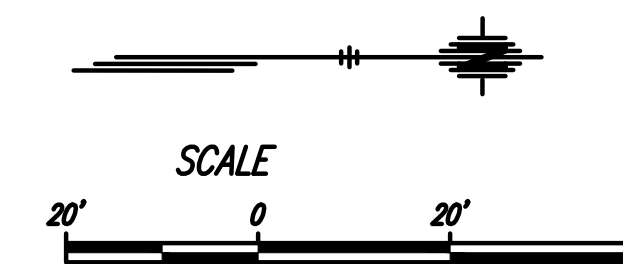
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	15	40



2					
1					
NO.	DATE	REVISIONS	BY	APP'D	
KANSAS DEPARTMENT OF TRANSPORTATION					
PAVEMENT MARKING US-69 HWY (BY PASS)					
CITY OF PITTSBURG, KANSAS - CRAWFORD					
FHWA APPROVAL			APP'D		
DESIGNED	DETAILED	QUANTITIES	TRACED		
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.		

Filename: 25-007_C22-23_PAVEMENT MARKING BYPASS 1.DWG
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 Revised By: J.DICKMAN
 Plotted: 10/15/2025 6:07 PM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	16	40



2				
1				
NO.	DATE	REVISIONS	BY	APP'D
KANSAS DEPARTMENT OF TRANSPORTATION				
PAVEMENT MARKING US-69 HWY (PARKVIEW DR.)				
CITY OF PITTSBURG, KANSAS - CRAWFORD				
FHWA APPROVAL		APP'D		
DESIGNED	DETAILED	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	

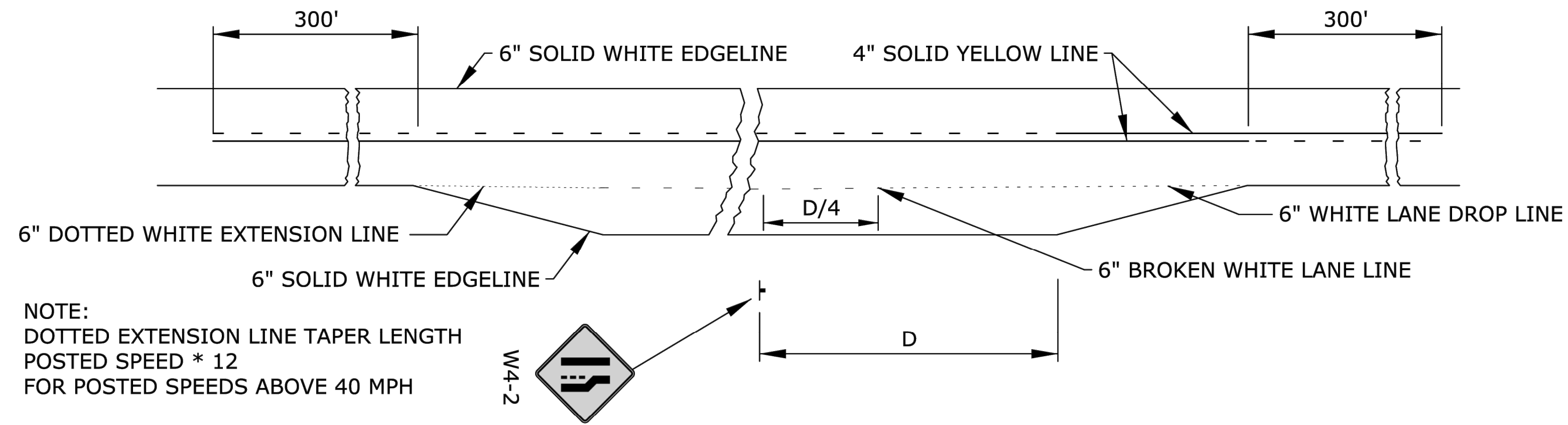
Revised By: ALEZAMA
Plotted: 8/6/2025 3:08 PM

Filename: 25-007-C24-PAVEMENT MARKING PARKVIEW 1.DWG
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	17	40

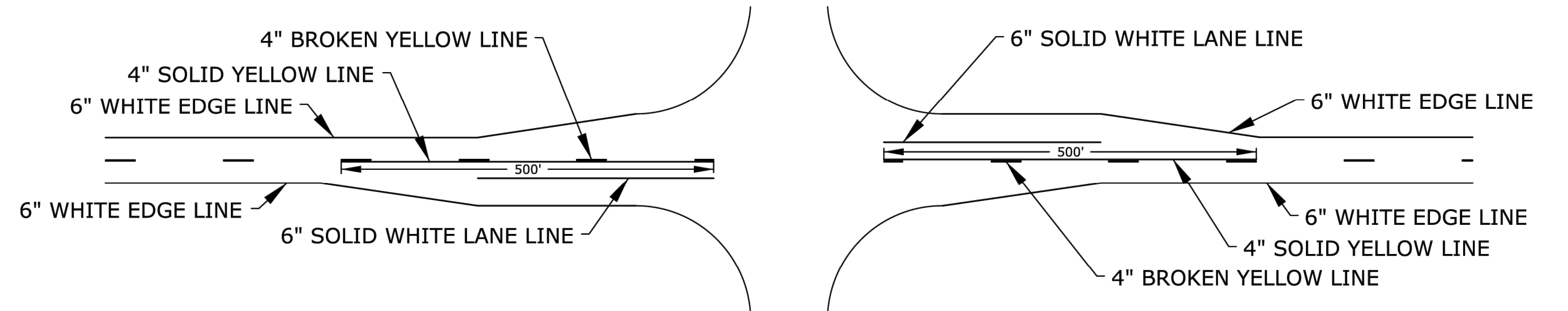
NOTE:
ALL PAVEMENT MARKINGS SHALL BE BROKEN AT CROSS ROADS.

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

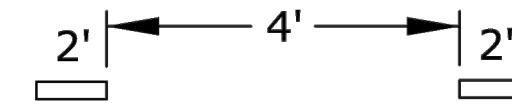


NOTE:
DOTTED EXTENSION LINE TAPER LENGTH
POSTED SPEED * 12
FOR POSTED SPEEDS ABOVE 40 MPH

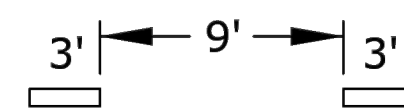
TYPICAL MARKING FOR AUXILIARY PASSING LANE



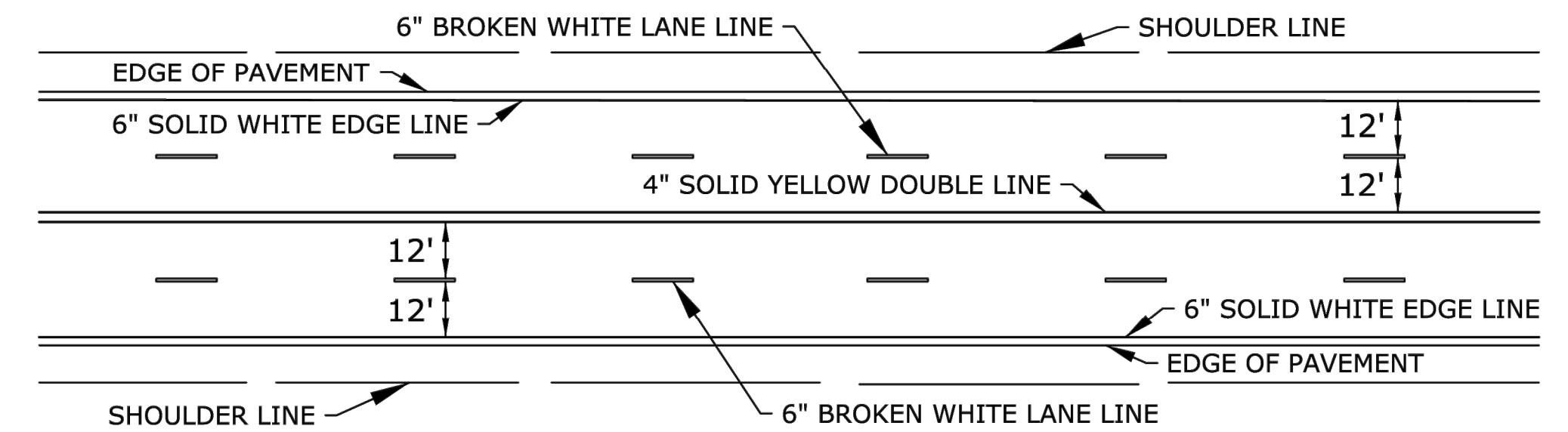
TYPICAL ROAD JUNCTION MARKINGS WITH BYPASS LANES



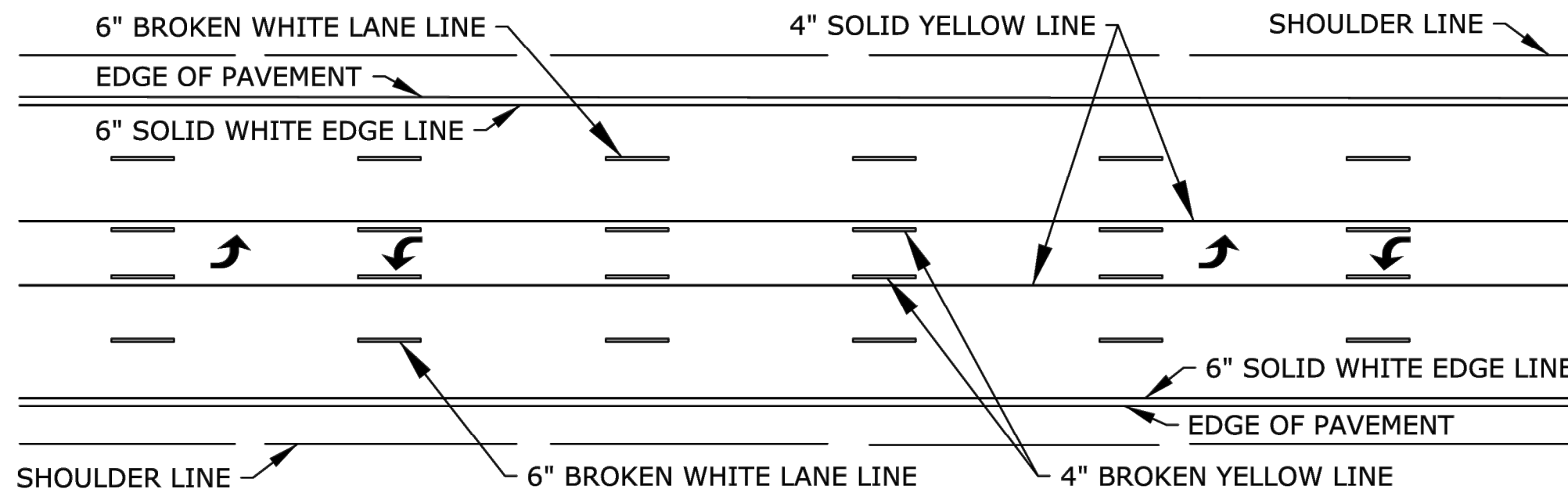
TYPICAL SPACING
FOR DOTTED EXTENSION
LINES, UNLESS OTHERWISE
NOTED ON PLANS.



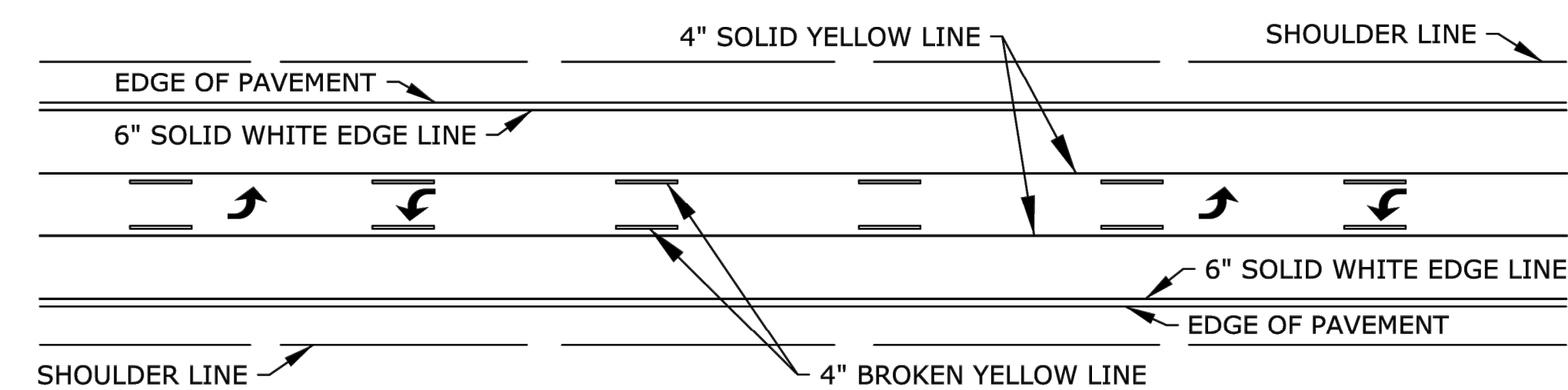
TYPICAL SPACING
FOR LANE DROP.
UNLESS OTHERWISE
NOTED ON PLANS.



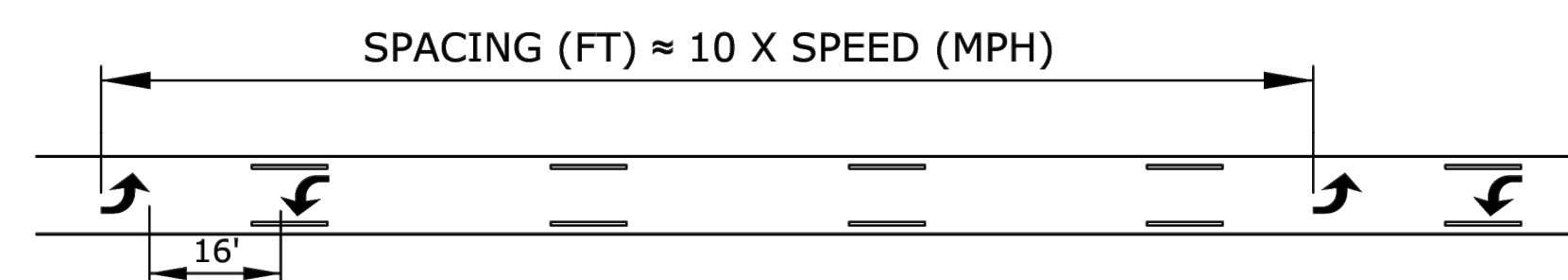
TYPICAL MARKINGS FOR FOUR LANE ROADWAY



TWO-WAY LEFT TURN DETAIL FOR FIVE LANE ROADWAY

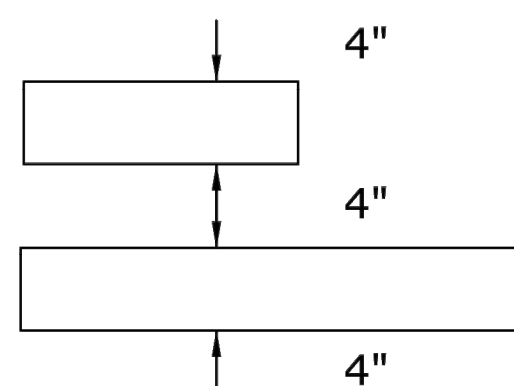


TWO-WAY LEFT TURN DETAIL FOR THREE LANE ROADWAY



TWO-WAY LEFT TURN ARROW SPACING DETAIL

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



TYPICAL SPACING FOR
NO PASSING LINES
UNLESS OTHERWISE
NOTED ON PLANS

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.

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.
NO.	DATE	REVISIONS	BY	APPD

KANSAS DEPARTMENT OF TRANSPORTATION
TYPICAL PAVEMENT
MARKING DETAILS FOR
UNDIVIDED ROADWAYS

TE308

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

KDOT Graphics Certified 07-17-2018

Revised By: ALEZAMA
Plotted: 8/6/2025 3:08 PM

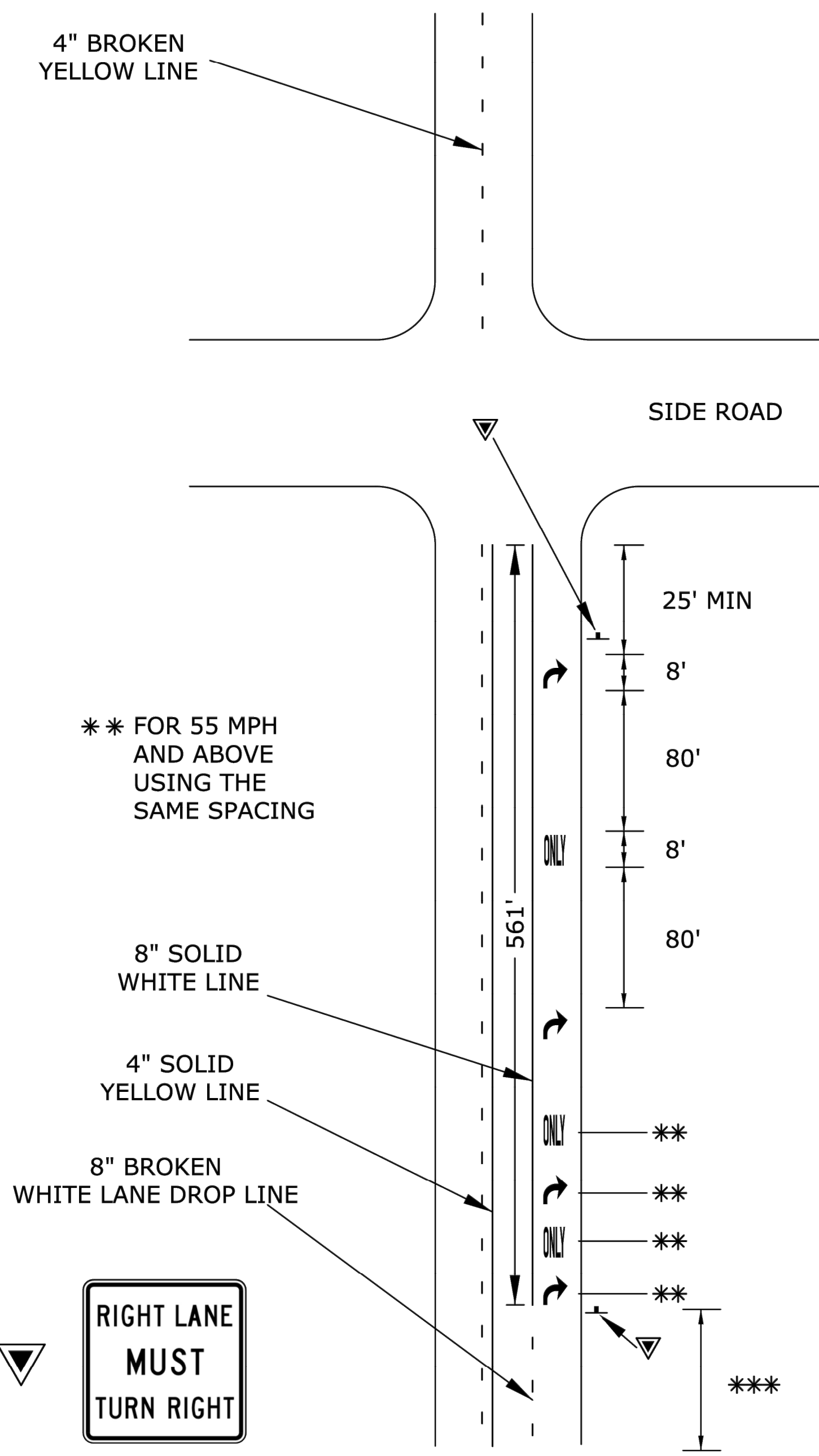
Plotted: 17-JUL-2018 11:35
Traffic

Drawn By: mushock
File: te308.dgn

Filename: 25-007_025_PM_DETAILS TE308.DWG
File Location: F:\2025\25-007_Pittsburg_CCUJ_US-69_M-0\Civil\Drawings\Plan_Set

KDOT Graphics Certified

TYPICAL SIGNING AND MARKING FOR RIGHT LANE MUST TURN RIGHT

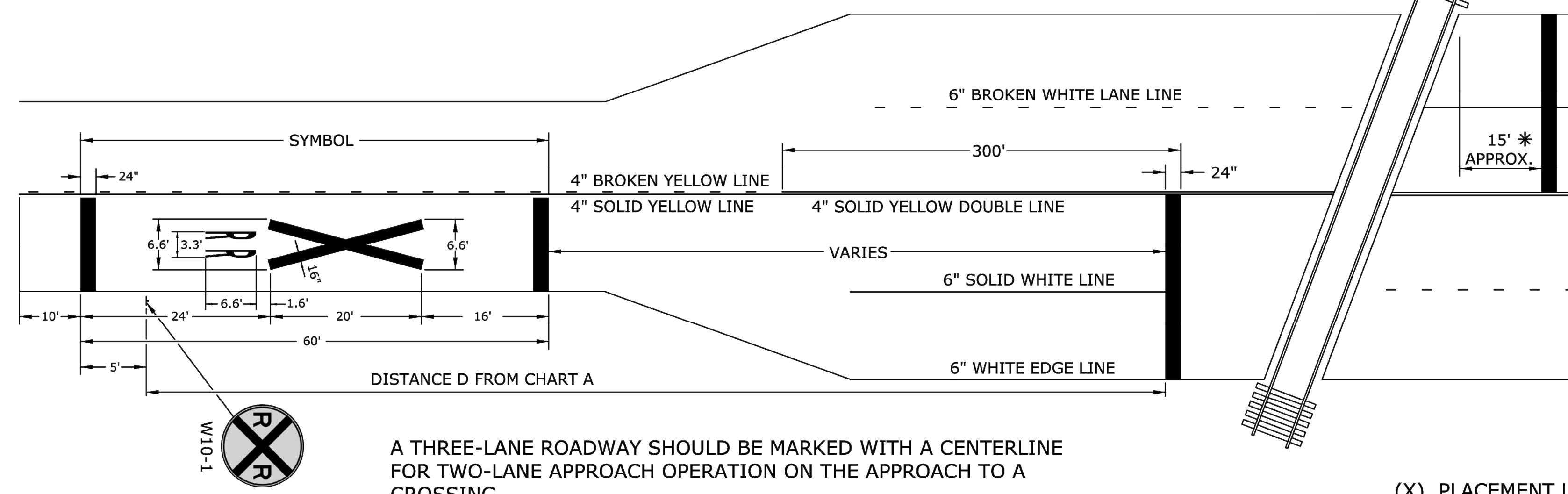


** FOR 55 MPH AND ABOVE USING THE SAME SPACING

RIGHT LANE MUST TURN RIGHT
R3-7

*** THE LANE DROP MARKINGS LENGTH IS A MINIMUM OF 100' AND A MAXIMUM OF 250' PRIOR TO THE 8" SOLID WHITE LINE

RAILROAD CROSSING MARKING



A THREE-LANE ROADWAY SHOULD BE MARKED WITH A CENTERLINE FOR TWO-LANE APPROACH OPERATION ON THE APPROACH TO A CROSSING. ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE. REFER TO STANDARD ALPHABET FOR HIGHWAY SIGNS AND MARKINGS FOR R X R SYMBOLS DETAILS.

*STOP LINE 8' FROM NEAR EDGE OF GATE OR CANTILEVER, IF PRESENT.

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.

CHART "A"

SPEED MPH	DISTANCE D (feet)
75	850
70	750
65	650
60	550
55	450
50	375
45	300
40	225
35	150
30	(X)
25	(X)
20	(X)

ALL DISTANCES ARE MINIMUM.

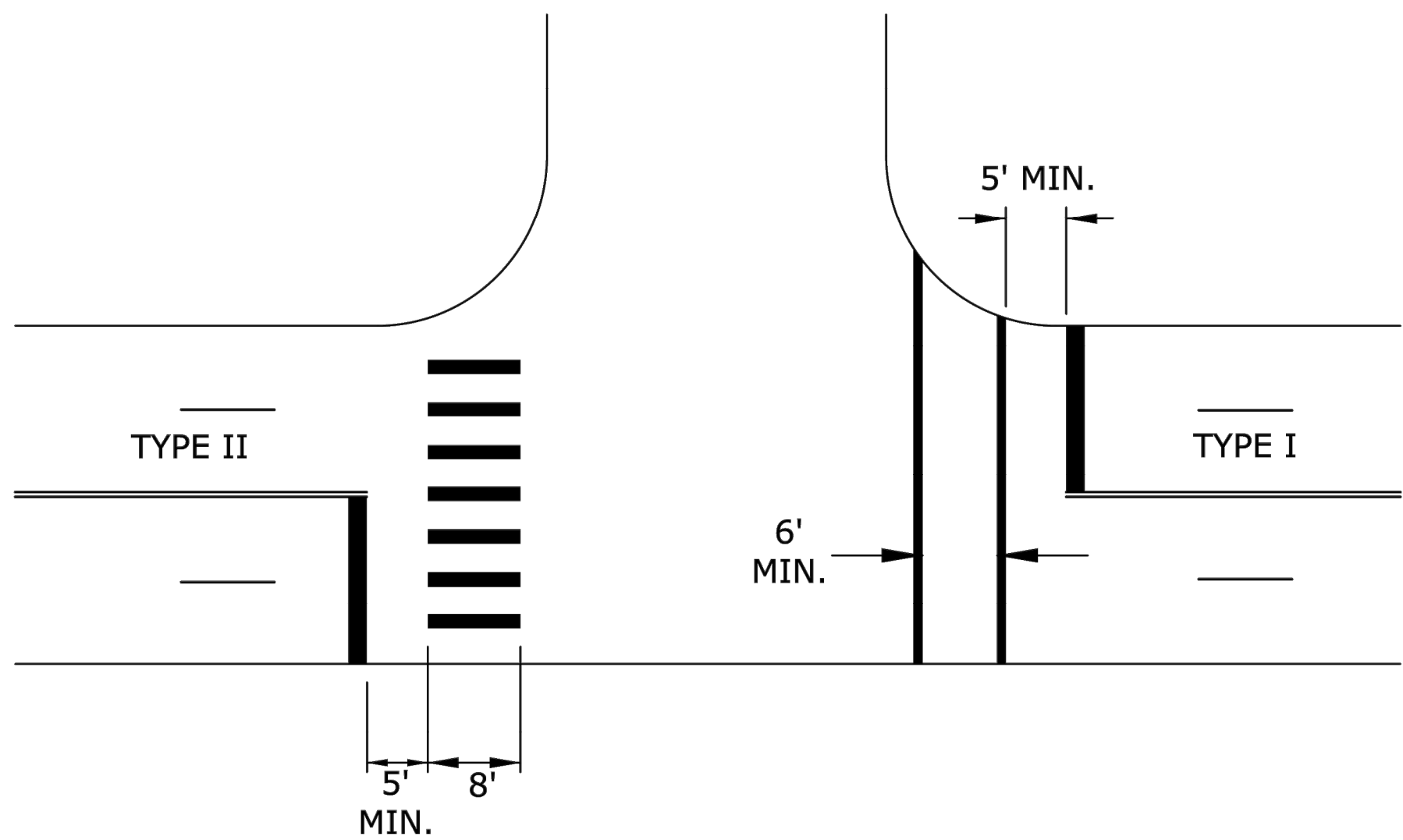
(X) PLACEMENT LOCATION IS DEPENDENT ON SITE CONDITIONS AND OTHER SIGNING TO PROVIDE ADEQUATE ADVANCE WARNING TO THE DRIVER

TYPICAL CROSSWALKS

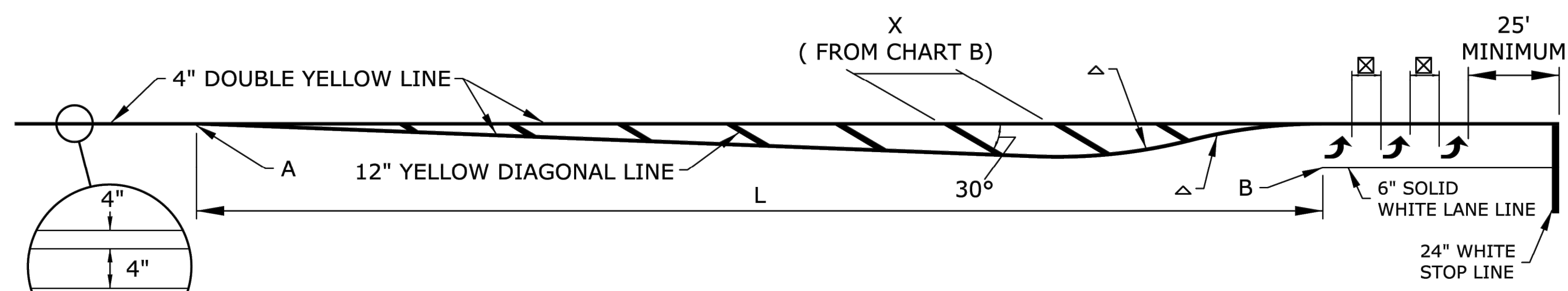
TYPE I: CROSSWALK LINES SHALL BE 12" SOLID WHITE LINES. THEY SHALL BE SPACED A MINIMUM OF 6' APART FROM INSIDE EDGE TO INSIDE EDGE.

TYPE II: THESE LINES SHOULD BE SOLID WHITE 24" WIDE PLACED PARALLEL TO THE DIRECTION OF TRAFFIC FLOW. THE LINE PLACEMENT IS DETERMINED BY LANE LINE, CENTER LINE, AND WHEEL PATH IN SUCH A MANNER AS TO MINIMIZE TRAFFIC WEAR. THE CROSSWALK WIDTH SHOULD BE NOT LESS THAN 8'. THE TRANSVERSE CROSSWALK LINES MAY BE ADDED.

WHEN REQUIRED, STOP LINES SHALL BE INSTALLED A MINIMUM OF 5' FROM CROSSWALKS.



TYPICAL APPROACH TAPER DETAIL



THE APPROACH TAPER LENGTH FROM POINT A TO POINT B IS TO BE DETERMINED USING CHART C. VALUES FOR L WERE CALCULATED USING THE EQUATIONS BELOW AND INCREASED TO THE NEXT HIGHER 5 MPH INCREMENT.

- SPEEDS < 45 MPH $L = \frac{W * S^2}{60}$

- SPEEDS = 45 MPH $L = W * S$

IF ARROWS ARE USED AND UNLESS OTHERWISE SPECIFIED THE SPACE BETWEEN LINES SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTERS FOR LOW SPEED ROADS BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTERS, UNDER ANY CONDITIONS.

FOR SPEEDS LESS THAN OR EQUAL TO 40 MPH, R=150'. FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH, R=300'.

CHART "B"

APPROACH SPEED	X
20 MPH	20'
25 MPH	25'
30 MPH	30'
35 MPH	35'
40 MPH	40'
45 MPH	45'
50 MPH	50'
55 MPH	55'
60 MPH	60'
65 MPH	65'
70 MPH	70'

CHART "C"

APPROACH SPEED	L
20 MPH	80'
25 MPH	125'
30 MPH	180'
35 MPH	245'
40 MPH	320'
45 MPH	540'
50 MPH	600'
55 MPH	660'
60 MPH	720'
65 MPH	780'
70 MPH	840'

3	5/25/12	Updated Chart B and Lane Drop Lines	B.A.H.	B.D.G.
2	10/20/06	RR Xing Symbol Changed from 18" to 16"	T.L.H.	B.D.G.
1	9/20/05	Added 4" Solid Yellow Double Line to RxBing	J.F.F.	B.D.G.
NO.	DATE	REVISIONS	BY	APPD

KANSAS DEPARTMENT OF TRANSPORTATION
TYPICAL MISCELLANEOUS PAVEMENT MARKING DETAIL SHEET
TE309

DESIGNED	J.F.F.	DETAILED	J.F.F.	QUANTITIES	J.F.F.	TRACED	B.D.G.
DESIGN CK.	B.D.G.	DETAIL CK.	B.D.G.	QUAN. CK.	B.D.G.	TRACE CK.	B.D.G.

7/26/2005 APPD Brian D. Gower

Revised By: ALEZAMA
Plotted: 8/6/2025 3:18 PM

Drawn By: mushock
File: te309.dgn
Plotted: 17-JUL-2018 11:35
Traffic

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	19	40

SUMMARY OF PAVEMENT MARKINGS

LOCATION	4" Solid WHITE Edge Line	6" Solid WHITE Edge Line	6" Broken WHITE Lane Line	6" Broken WHITE Lane Line (PCP)	6" Dotted WHITE Extension Line	6" Broken WHITE Lane Drop Line	6" Solid WHITE Lane Line	8" Broken WHITE Lane Drop Line	8" Solid WHITE Gore Line	8" Dotted WHITE Extension Line	12" Solid WHITE Diagonal Line	12" Solid WHITE Chevron Line	12" Solid WHITE Type I Crosswalk Line	24" Solid WHITE Type II Crosswalk Line	24" Solid WHITE Stop Line	4" Solid YELLOW Edge Line	4" Solid YELLOW Double Line	4" Solid YELLOW Line	4" Broken YELLOW Line	6" Solid YELLOW Edge Line	12" Solid YELLOW Diagonal Line	
US-69 (BYPASS)		1160.4															260.2	320.0	320.0			
0+19.80 to 6+00.00		1112.7	155.0		200.0		202.0											512.0	512.0			
6+00.00 to 12+00.00		918.7	265.0		200.0													424.0	459.0			
12+00.00 to 17+00.00		1200.0																	600.0			
17+00.00 to 23+00.00		1200.0															220.0		380.0			
23+00.00 to 29+00.00		908.0															854.0					52.4
29+00.00 to 33+53.95																						
PARKVIEW DR.																						
40+20.00 to 46+00.00		580.9	1160.8				150.0										413.6					
46+00.00 to 50+65.79		465.8	931.6														465.8					
TOTALS		7546.5	628.1		133.3		352.0										2213.6	1256.0	567.8			52.4

RECAPITULATION OF QUANTITIES

ITEMS	TOTAL	UNITS
PAVEMENT MARKING (WET RECOVERABLE)(WHITE)(4")		FT
PAVEMENT MARKING (WET RECOVERABLE)(WHITE)(6")	8,660	FT
PAVEMENT MARKING (WET RECOVERABLE)(WHITE)(8")		FT
PAVEMENT MARKING (WET RECOVERABLE)(WHITE)(12")		FT
PAVEMENT MARKING (WET RECOVERABLE)(YELLOW)(4")	4,038	FT
PAVEMENT MARKING (WET RECOVERABLE)(YELLOW)(6")		FT
PAVEMENT MARKING (WET RECOVERABLE)(YELLOW)(12")	53	FT
PAVEMENT MARKING (THERMOPLASTIC)(WHITE)(4")		FT
PAVEMENT MARKING (THERMOPLASTIC)(WHITE)(6")		FT
PAVEMENT MARKING (THERMOPLASTIC)(WHITE)(8")		FT
PAVEMENT MARKING (THERMOPLASTIC)(WHITE)(12")		FT
PAVEMENT MARKING (THERMOPLASTIC)(YELLOW)(4")		FT
PAVEMENT MARKING (THERMOPLASTIC)(YELLOW)(6")		FT
PAVEMENT MARKING (THERMOPLASTIC)(YELLOW)(12")		FT
PAVEMENT MARKING (EPOXY)(WHITE)(4")		FT
PAVEMENT MARKING (EPOXY)(WHITE)(6")		FT
PAVEMENT MARKING (EPOXY)(WHITE)(8")		FT
PAVEMENT MARKING (EPOXY)(WHITE)(12")		FT
PAVEMENT MARKING (EPOXY)(YELLOW)(4")		FT
PAVEMENT MARKING (EPOXY)(YELLOW)(6")		FT
PAVEMENT MARKING (EPOXY)(YELLOW)(12")		FT
PAVEMENT MARKING (INTERSECTION GRADE)(WHITE)(12")		FT
PAVEMENT MARKING (INTERSECTION GRADE)(WHITE)(24")		FT
PAVEMENT MARKING (INTERSECTION GRADE)(YELLOW)(12")		FT
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)(RIGHT TURN)	4	EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)()		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)()		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)()		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(WHITE)()		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(US-SHIELD)()		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(K-SHIELD)()		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE)(I-SHIELD)()		EACH
PAVEMENT MARKING (PATTERNED COLD PLASTIC)(WHITE)(6")		FT
PAVEMENT MARKING (PATTERNED COLD PLASTIC)(WHITE)(8")		FT
PAVEMENT MARKING (PATTERNED COLD PLASTIC)(WHITE)(12")		FT
PAVEMENT MARKING REMOVAL		FT

SUMMARY OF WORD & SYMBOL MARKINGS

LOCATION	↔	↖	↑	↗	↙	♿	STOP	ONLY	X-ING	SCHOOL	24	400	18	↪	↩	↪	↩	↗		= >		
US-69 (BYPASS)																						
6+00.00 to 12+00.00				3																		
PARKVIEW DR.																						
40+00 to 46+00				1																		
TOTALS				4																		

NOTE: WORDS & SYMBOLS SHALL CONFORM TO THE LATEST EDITION OF "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" PRINTED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION.

PRIOR TO COMMENCEMENT OF PAVEMENT MARKING WORK THE ENGINEER WILL ESTABLISH THE LIMITS FOR "NO PASSING" ZONES. THESE LIMITS SHALL BE USED FOR THE LOCATION OF "NO PASSING" LINES AND FOR THE COMPUTATION OF ACTUAL MARKING QUANTITIES FOR THIS LINE TYPE.

NOTE: FOR SPECIFIC PAVEMENT MARKING DETAILS AND DIMENSIONS SEE PLAN SHEETS

NOTE: ALL TOTALS REFLECT ACTUAL QUANTITY OF PAVEMENT MARKING MATERIALS REQUIRED.

2	5/25/12	Added Line Types, Symbols, and Shields	B.A.H.	B.D.G.
1	7/26/05	New FHWA Approval Date	J.F.F.	B.D.G.
NO.	DATE	REVISIONS	BY	APPD

KANSAS DEPARTMENT OF TRANSPORTATION
SUMMARY AND RECAPITULATION
OF PAVEMENT MARKING
QUANTITIES

TE311

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

File name: 25-007_027_SUM_PAVE_MARKING_TE311.DWG
 File Location: F:\2025\25-007_Pittsburg_CCUJ_US-69_M-0\Civil\Drawings\Plan_Set
 Drawn By : mushock
 File : te311.dgn
 Plotted : 17-JUL-2018 11:35
 Traffic
 Revised By: J.DICKMAN
 Plotted: 10/15/2025 6:14 PM

KDOT Graphics Certified

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	20	40

1) Design Speed: Those items delegated to temporary traffic control should be designed and installed using the posted/legal speed of the roadway prior to work starting.

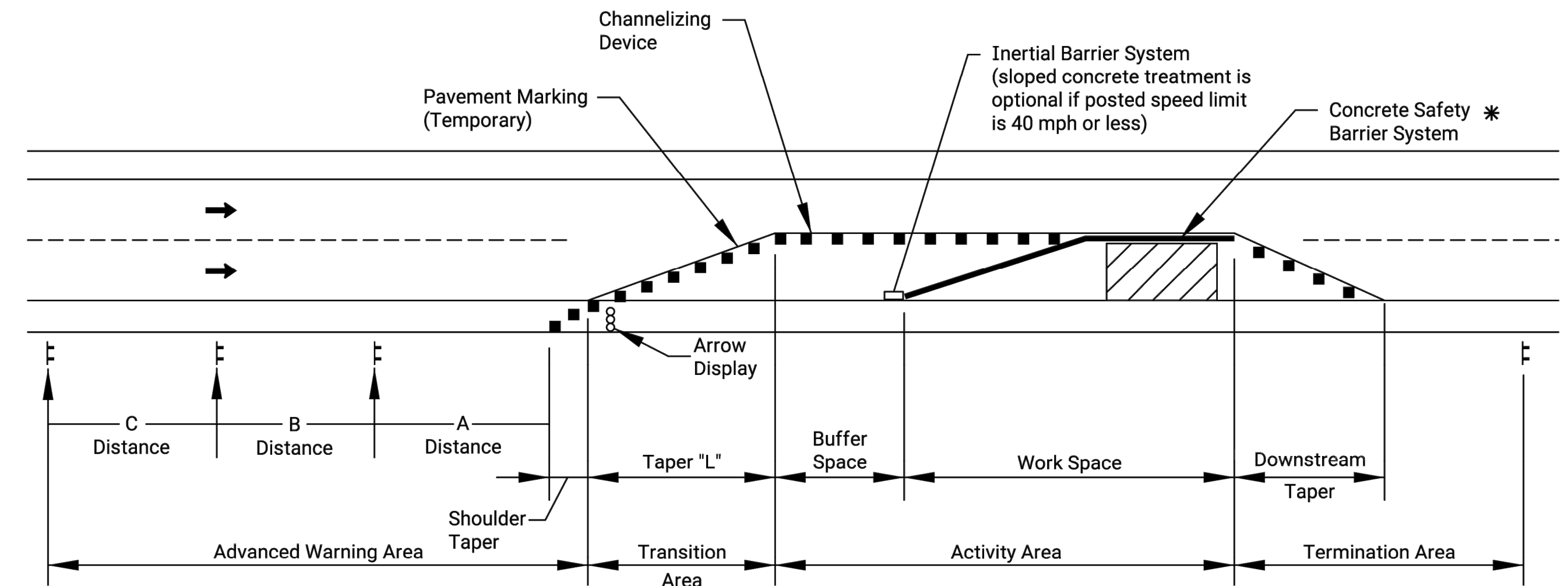
2) Minimum Lane Width: Lane widths shall be a minimum of 11' (measured between centerlines of pavement markings) or as shown on the plans, or as directed by the engineer. A lane width less than 11' may require restricted roadway width signing.

3) Consideration should be made to separate pedestrian and, if needed, bicycle movements from both work site activity and vehicular traffic. Unless a reasonable safe route that does not involve crossing the roadway can be provided, pedestrians should be appropriately directed with advance signing that encourages them to cross to the opposite side of the roadway. In urban and suburban areas with high vehicular traffic volumes, these signs should be placed at intersections (rather than midblock locations) so that pedestrians are not confronted with midblock work sites that will induce them to attempt skirting the work site or making a midblock crossing.

4) When existing pedestrian facilities are disrupted, closed, or relocated, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.

5) When the driving surface open to traffic is milled or is a temporary surface made of loose material, or when directed by the engineer a W8-15 (Grooved Pavement) or W8-7 (Loose Gravel) sign shall be used on mainline approaches. This sign should be placed a "C" distance after the W20-1 (Road Work Ahead) sign. A W8-15p motorcycle plaque shall be used to supplement the W8-15 or W8-7 signs. All signs shall be displayed as long as the condition is present.

6) Alternative temporary rumble strip options may be available. Please contact the Temporary Traffic Control Unit for more information at 785-296-1179 or 785-296-1183.



TYPICAL WORK ZONE COMPONENTS

* When concrete barrier system is used, portable channelizing devices are not needed along the tangent barrier section.

Minimum advance warning sign spacing (in feet):

SPEED (MPH) *	A	B	C
URBAN (40 MPH OR LOWER)	100	100	100
URBAN (45 MPH OR HIGHER)	350	350	350
RURAL (55 MPH OR LOWER)	500	500	500
RURAL (60 MPH OR HIGHER)	750	750	750
EXPRESSWAY/FREEWAY	1000	1500	2640

* Posted speed prior to work starting
 The minimum spacing between signs shall be no less than 100', unless directed by the engineer.
 The spacing between any signs may be increased beyond the minimum values in the table above as approved by the engineer in order to maximize visibility.

Taper Formulas:

$L = WS$ for speeds of 45 MPH or more

$L = WS^2/60$ for speeds of 40 MPH or less

Where: L = Minimum length of taper in feet
 S = Numerical value of posted speed prior to work starting in MPH
 W = Width in offset feet

Shifting Taper=1/2 L
 Shoulder Taper=1/3 L

Channelizer Placement:

- The spacing between devices in transition area (taper) should not exceed a distance in feet equal to 1/2 the posted speed limit in mph prior to work starting.
- The spacing between devices in the advanced warning area and the activity area should not exceed a distance in feet equal to two times the posted speed limit in mph prior to work starting.
- Channelizing devices shall be placed for optimum visibility, normally at right angles to the traffic flow.
- Place directional indicator barricades in series to direct traffic onto the new path. The arrow sign should not be visible to opposing traffic.
- Alternating diagonal orange and white striping must slope downward in the direction traffic is expected to pass.

Buffer Space

SPEED (MPH) *	20	25	30	35	40	45	50	55	60	65	70	75
LENGTH (ft)	115	155	200	250	305	360	425	495	570	645	730	820

* Posted speed prior to work starting

Neither work activity nor storage of equipment, vehicles, or material should occur in the buffer space. When a protection vehicle is placed in advance of the work space, only the space upstream of the vehicle constitutes the buffer space.

If temporary concrete safety barrier system is used to separate approaching traffic from the work space, the barrier system shall be considered part of the activity area. A full lane width should be available throughout the length of the buffer space. See typical work zone components above.

NO.	DATE	REVISIONS	BY	APPROVAL
02	03-13-18	W8-15p usage changed to Shall	R.W.B.	E.K.G.
01	08-18-15	Channelizer spacing info	R.W.B.	K.E.

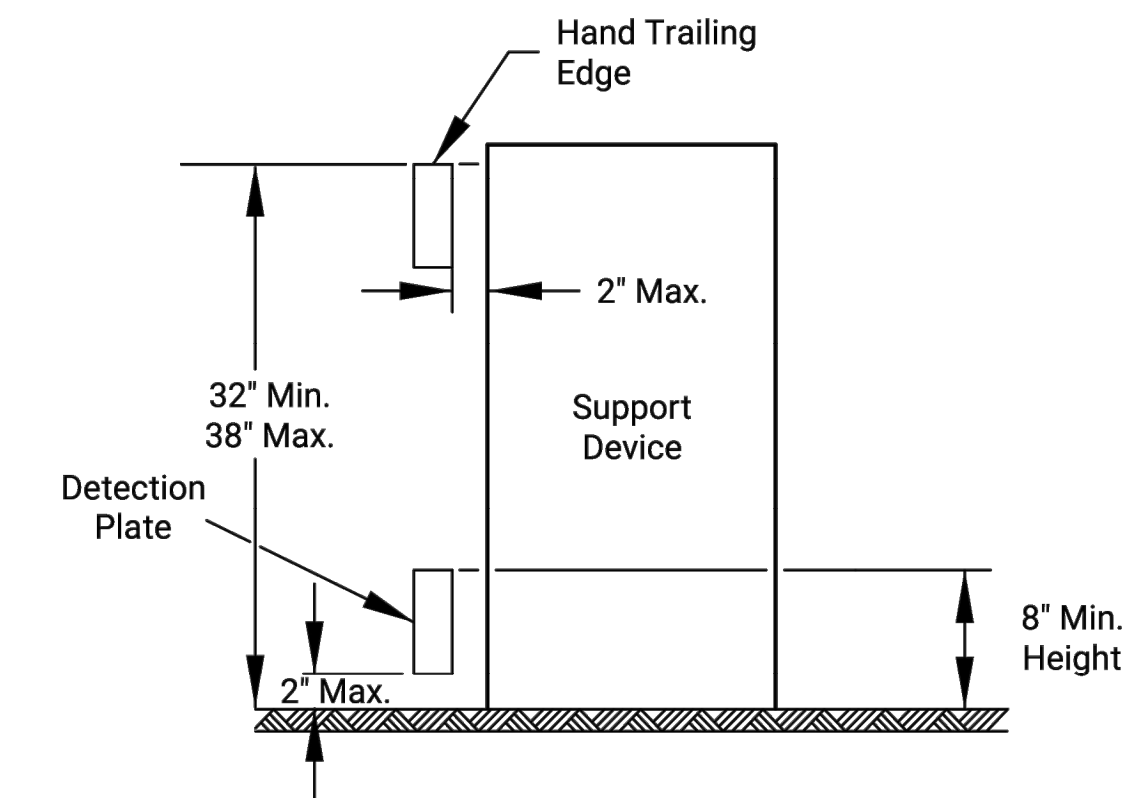
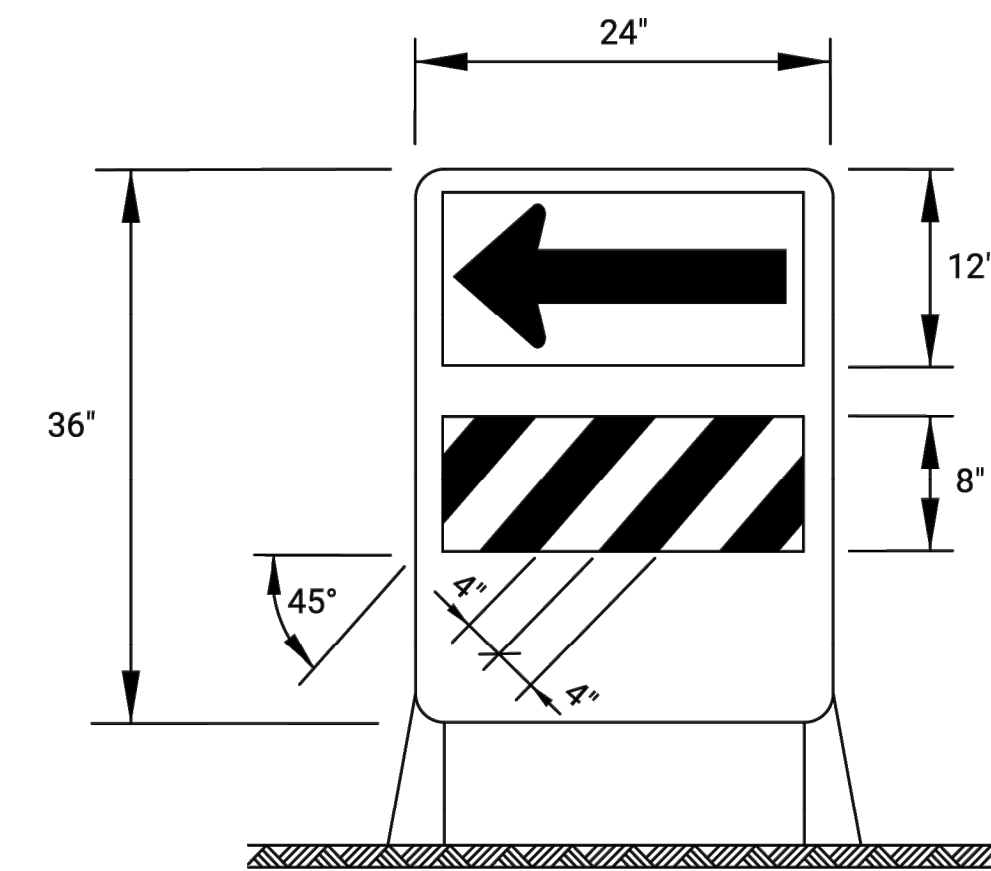
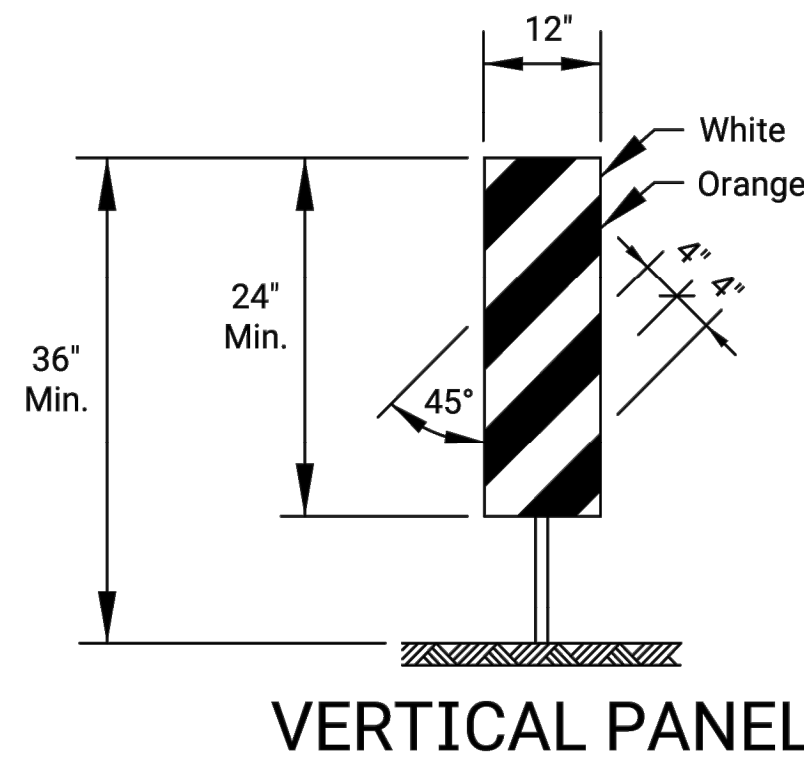
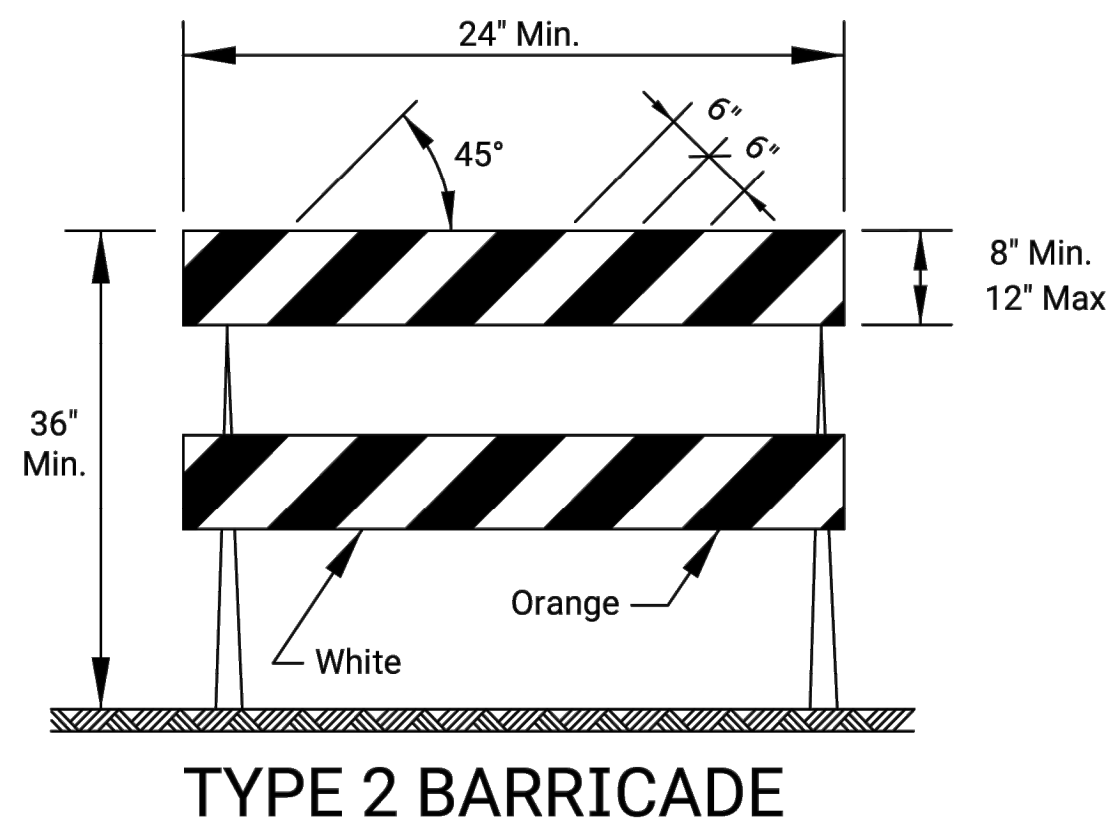
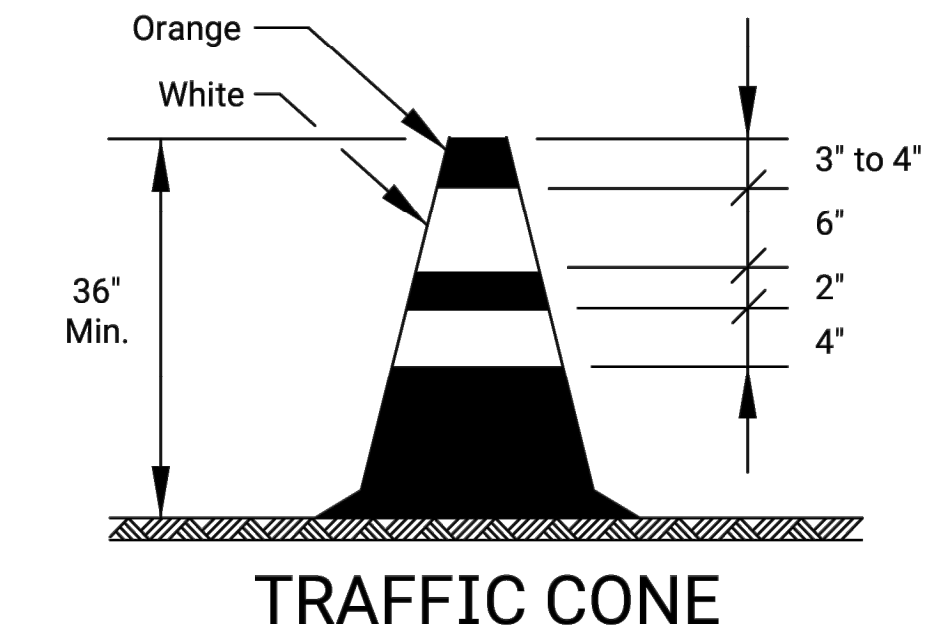
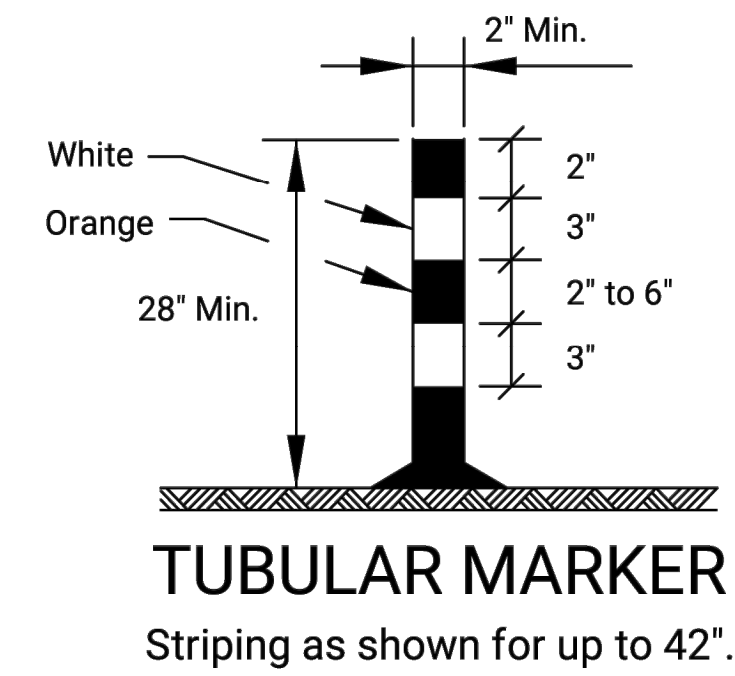
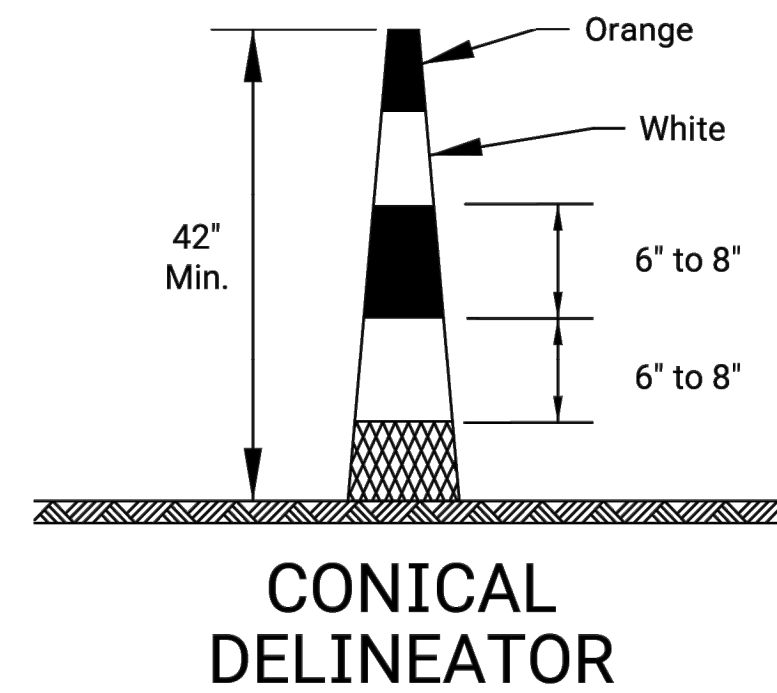
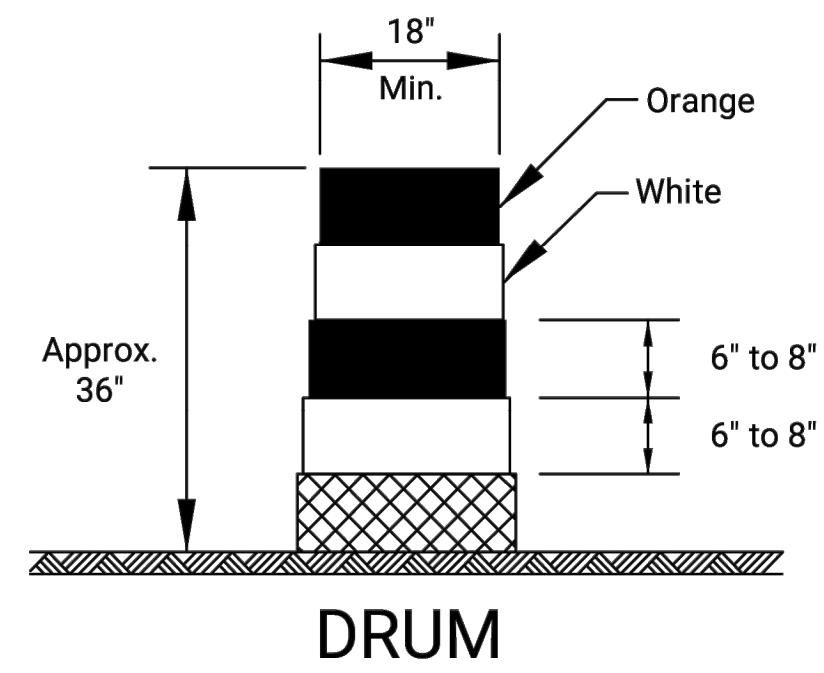
KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL GENERAL NOTES

TE700

DESIGNED	B.A.H.	DETAILED	R.W.B.	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

Eric Koehler



TYPE 2 BARRICADE

For rails less than 36" long, 4" wide stripes may be used. All stripes shall slope downward to the traffic side for channelization.

VERTICAL PANEL

The stripes shall slope downward to the traffic side for channelization.

DIRECTION INDICATOR BARRICADE

The stripes shall slope downward in the direction traffic is to pass. The direction indicator barricade shall be used in series to direct the motorist into the intended lane of travel.

PEDESTRIAN CHANNELIZER

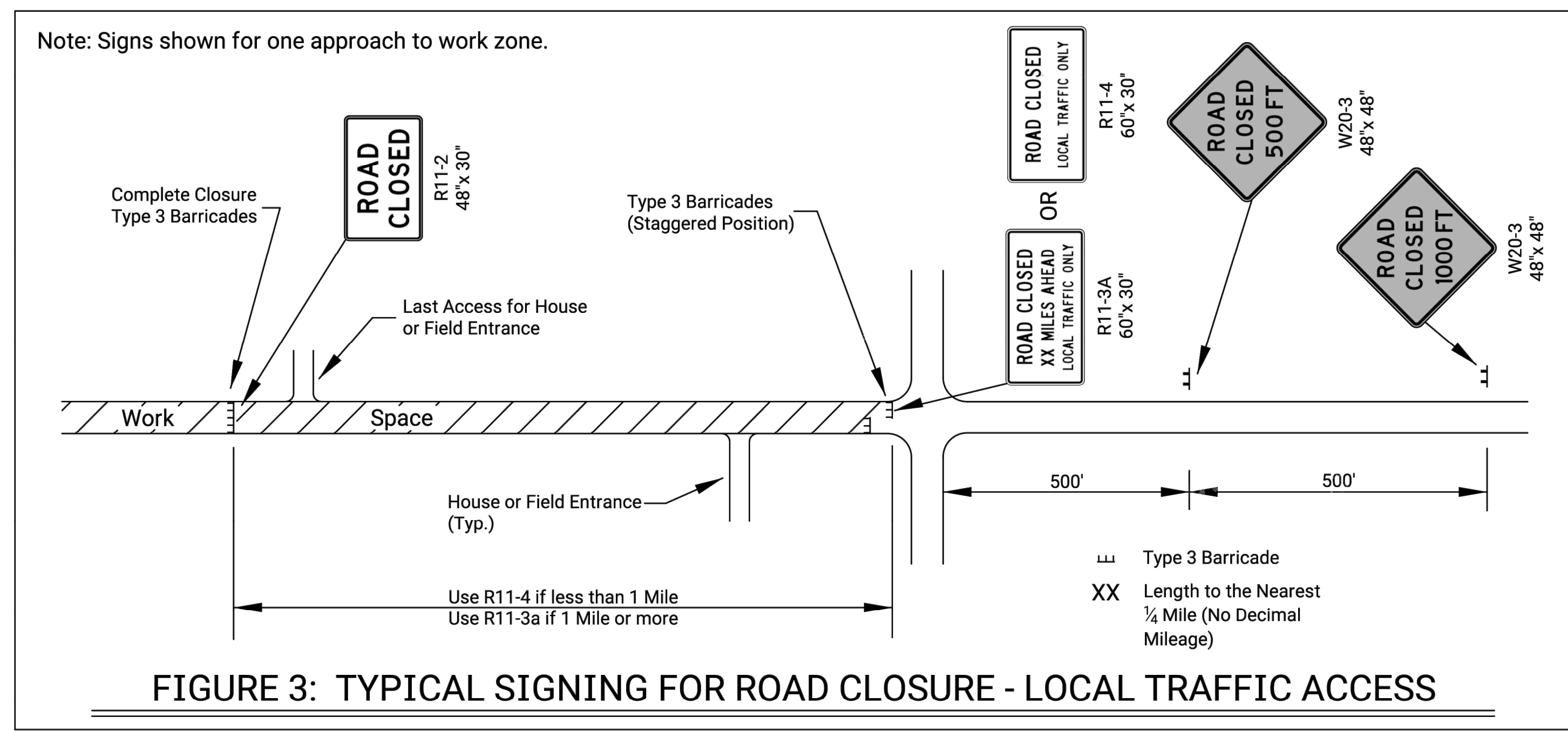
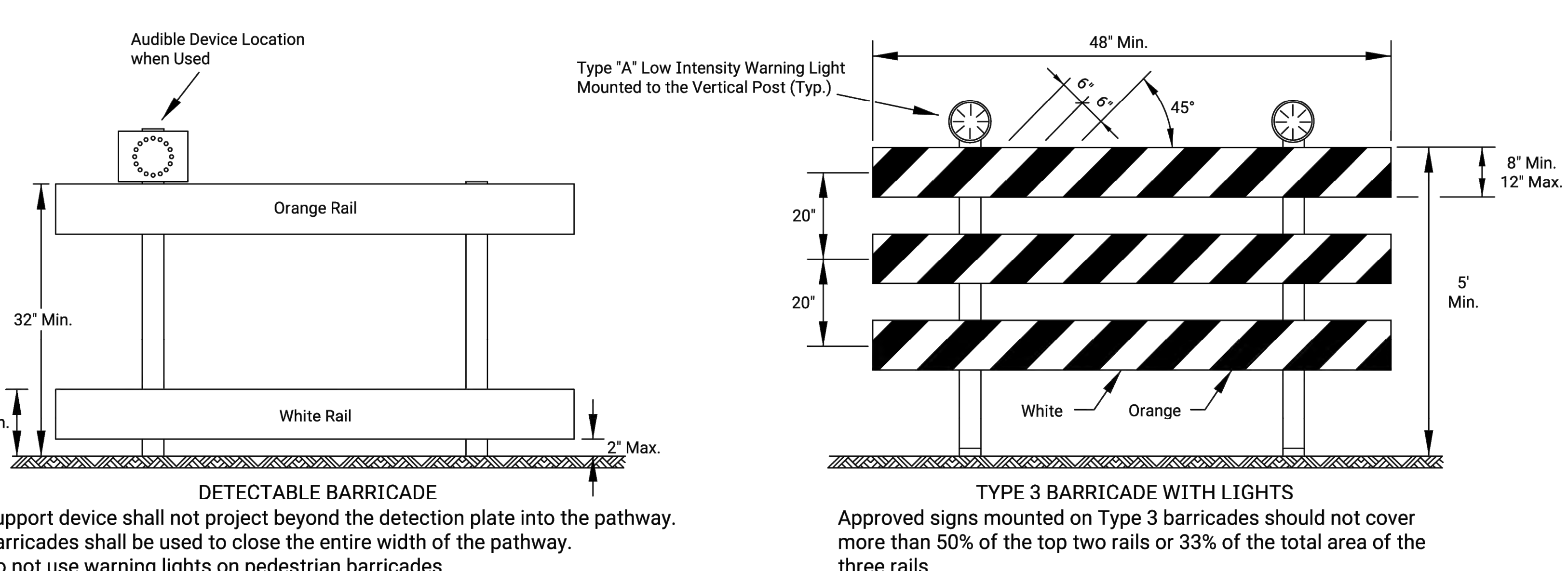
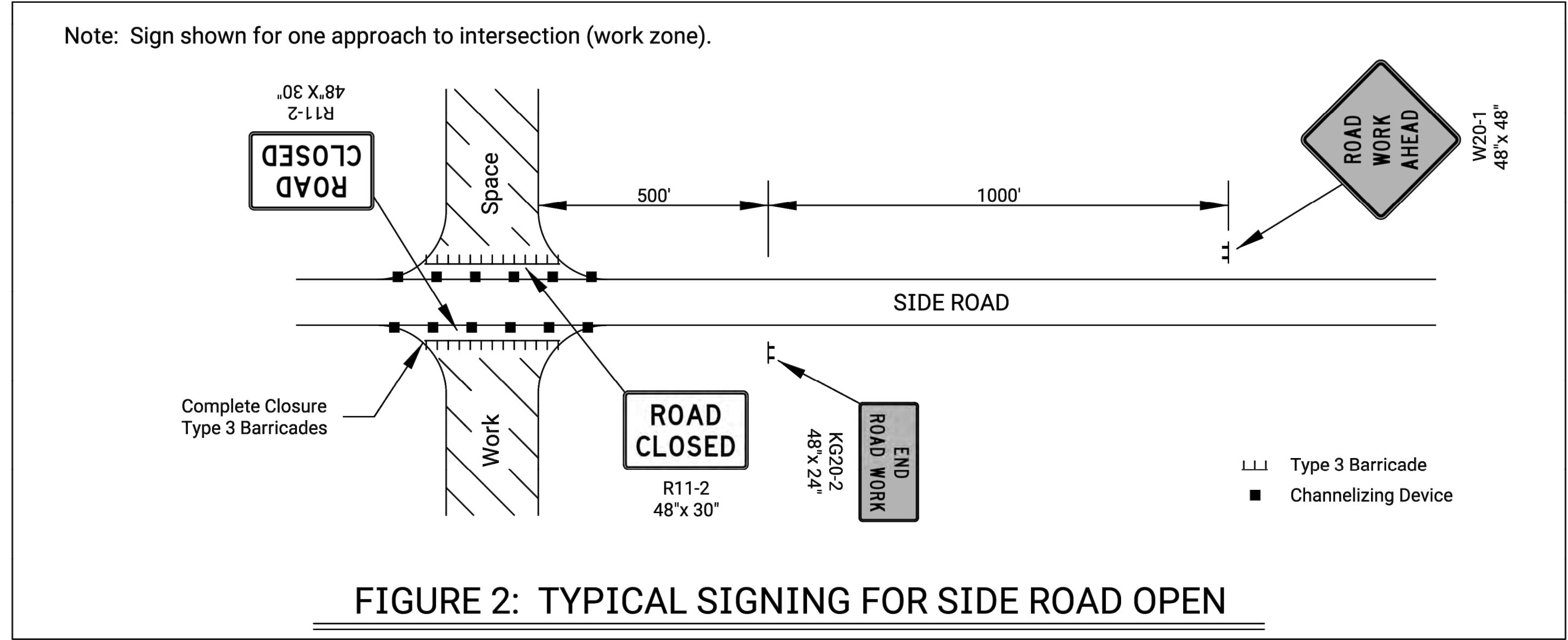
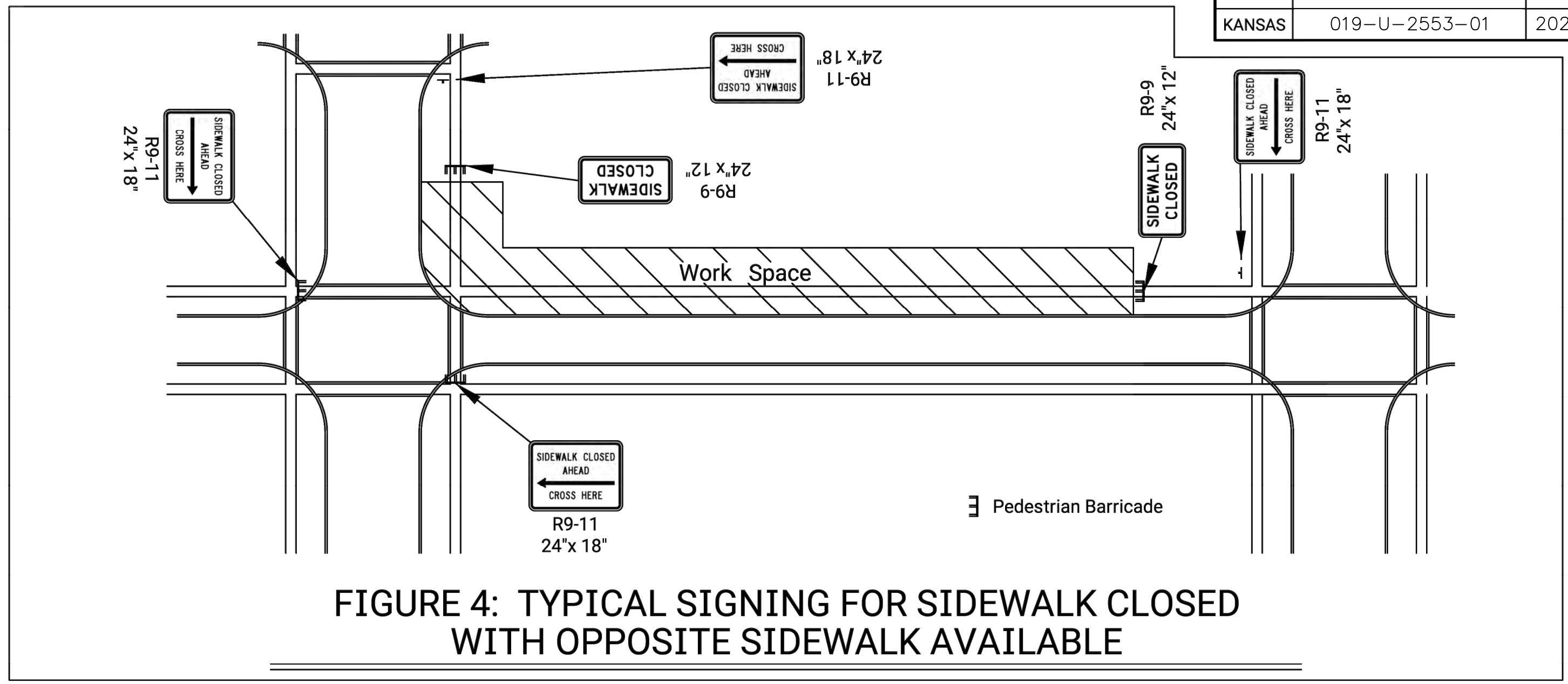
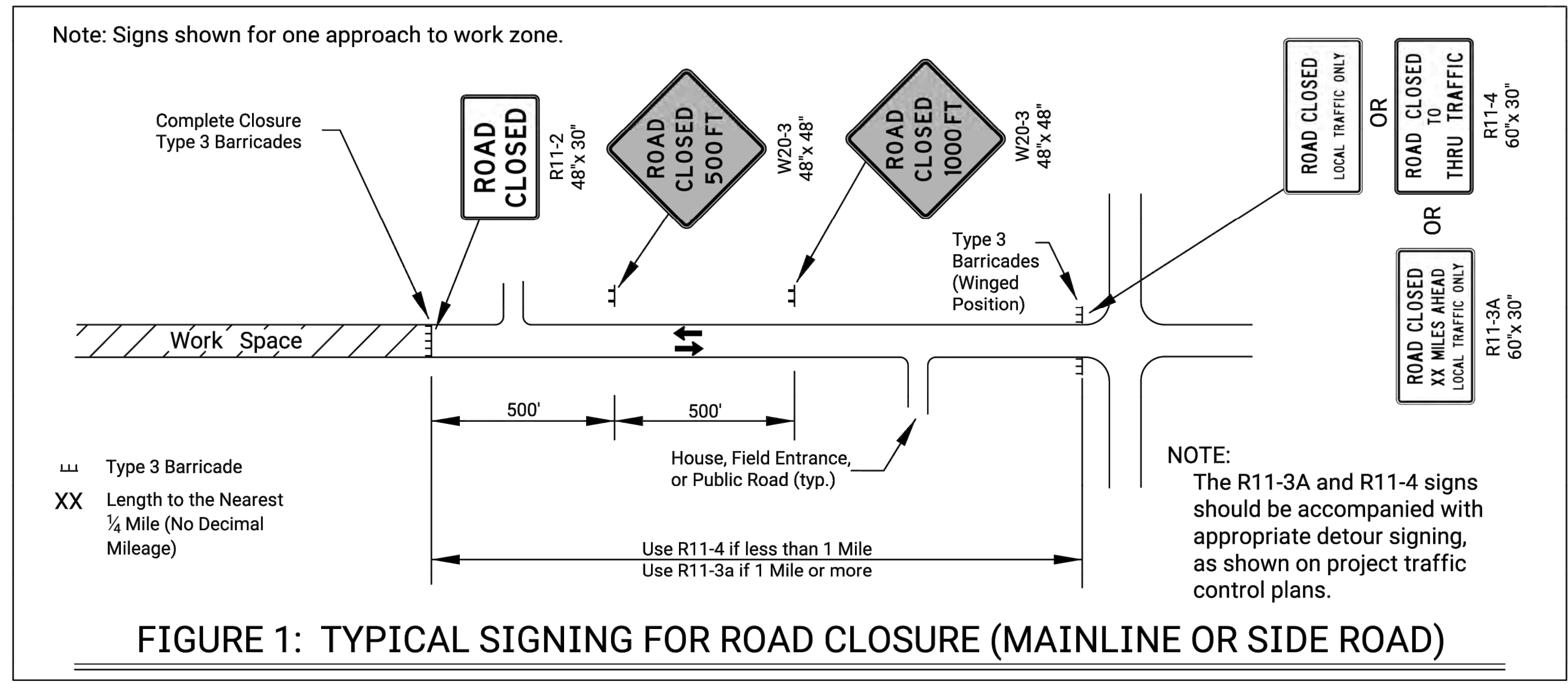
1. Support device shall not project beyond the detection plate into the pathway.
2. Hand trailing edges and detection plates are optional for continuous walls.
3. Interconnect pedestrian channelizers to prevent displacement and to provide continuous guidance through or around work.
4. Alternate pathways shall be firm, stable, and slip resistant.
5. Treat height differentials > 1/2" in the surfaces of alternate paths with a firm, stable, and slip resistant temporary ramp having a slope of 12:1 or flatter and having a width equal to the alternate path.
6. Use alternating orange/white on interconnected devices.

Item	Location	Cross-overs	Shoofly Divisions	Tangents	Tapers	Ramps	Head to Head	Object Identifier	Lead-in Devices	Gores
Portable	Drums	Yes	Yes	Yes	Yes	Yes	(1)	Yes	Yes	Yes
	Conical Delineators	Yes	Yes	Yes	Yes	Yes	(1)	Yes	Yes	Yes
	Vertical Panels	(2)	(2)	(2)	(2)	(2)	(1,2)	Yes	(2)	(2)
	Direction Indicator Barricade	No	No	No	Yes	No	No	No	No	No
	Type 2 Barricade	(2)	(2)	(2)	(2)	No	No	Yes	No	No
Fixed	Traffic Cones	No	No	(4)	(4)	(4)	No	(4)	(4)	(4)
	Tubular Markers	(3)	(3)	(3)	No	(3)	Yes	No	Yes	Yes
	Vertical Panels	(3)	(3)	(3)	(3)	(3)	(3)	Yes	(2,3)	(2)

- (1) Not allowed on centerline delineation along freeways or expressways.
- (2) The stripes shall slope downward to the traffic side for channelization.
- (3) May be used upon the approval of the engineer.
- (4) Daytime operations only.

NO.	DATE	REVISIONS	BY	APPD
KANSAS DEPARTMENT OF TRANSPORTATION				
TRAFFIC CONTROL CHANNELIZING DEVICES				
TE702				
DESIGNED		06-01-15		APPD. Kristina Ericksen
DESIGN CK.	L.E.R.	DETAILED	R.W.B.	QUANTITIES
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	TRACE CK.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	22	40



ROAD CLOSED GENERAL NOTES











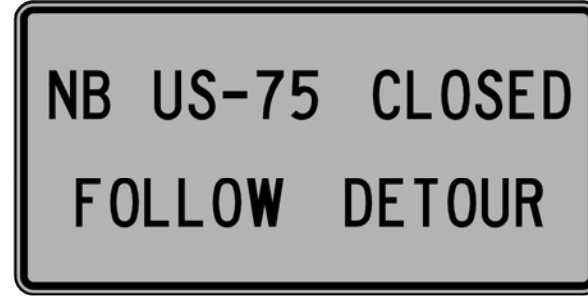
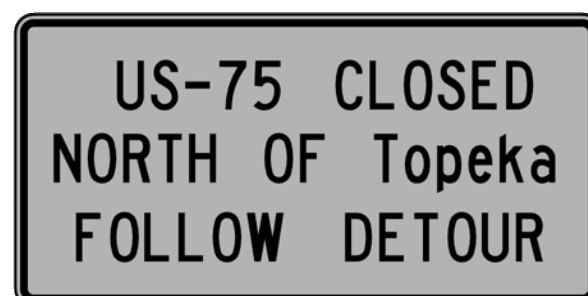
- As shown in Figure 1, at the point where thru traffic must detour and local traffic can proceed to the location where the roadway is completely closed, the R11-3a (ROAD CLOSED # MILES AHEAD LOCAL TRAFFIC ONLY) or R11-4 (ROAD CLOSED LOCAL TRAFFIC ONLY or ROAD CLOSED TO THRU TRAFFIC) sign shall be used with Type 3 barricades (winged position), placed on the shoulders of roadway.
- As shown in Figure 3, when local traffic must be allowed access into the work zone, Type 3 barricades shall be longitudinally staggered to maintain the appearance of a closed roadway. A second line of end-to-end Type 3 barricades shall be placed just beyond the last access point in the work zone, to completely close the roadway.
- The R11-4 (ROAD CLOSED TO THRU TRAFFIC or ROAD CLOSED LOCAL TRAFFIC ONLY) sign shall be used when the distance to the point of complete closure of the roadway is less than 1 mile.
- The R11-3a (ROAD CLOSED # MILES AHEAD LOCAL TRAFFIC ONLY) sign shall be used when the distance to the point of complete closure of the roadway is 1 mile or greater.
- The words "BRIDGE OUT" (or BRIDGE CLOSED) may be substituted for the words "ROAD CLOSED" on the R11-3a or R11-4 sign where applicable.

NO.	DATE	REVISIONS	BY	APPD
KANSAS DEPARTMENT OF TRANSPORTATION				
TRAFFIC CONTROL CLOSURES				
TE704				
DESIGNED	B.A.H.	DETAILED	R.W.B.	QUANTITIES
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE	CK.
FHWA APPROVAL		06-01-15	APPD.	Kristina Erickson
DOT Graphics Certified 05-24-2022 Sh. No. 22				

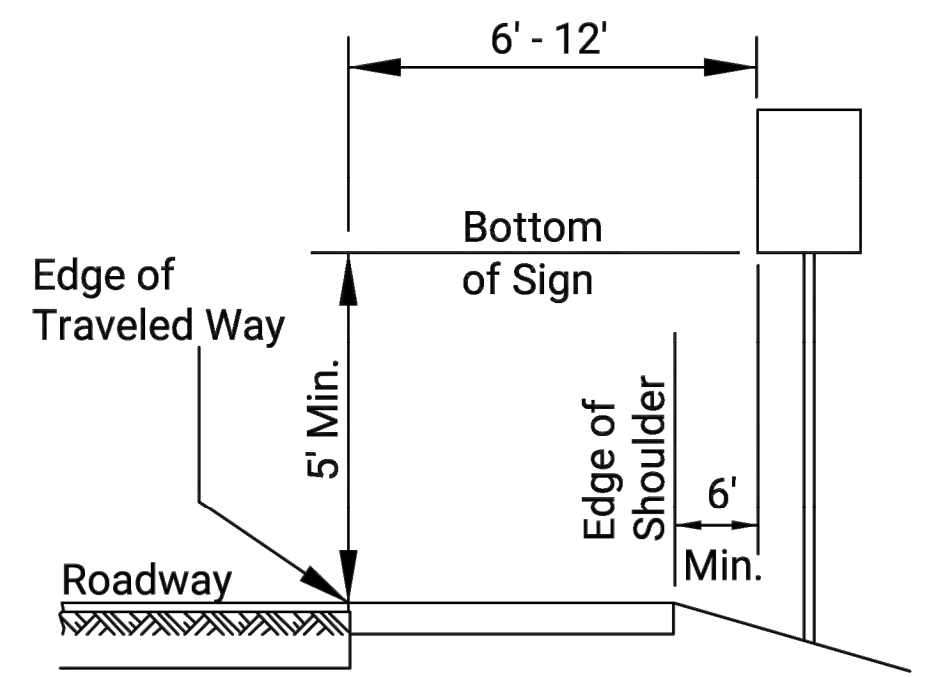
Revised By: ALEZAMA
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 Plotted by: pwwushock 6-JUN-2022 21:54
 File: te704.dgn

DOT Graphics Certified

SIGN LAYOUT INFORMATION

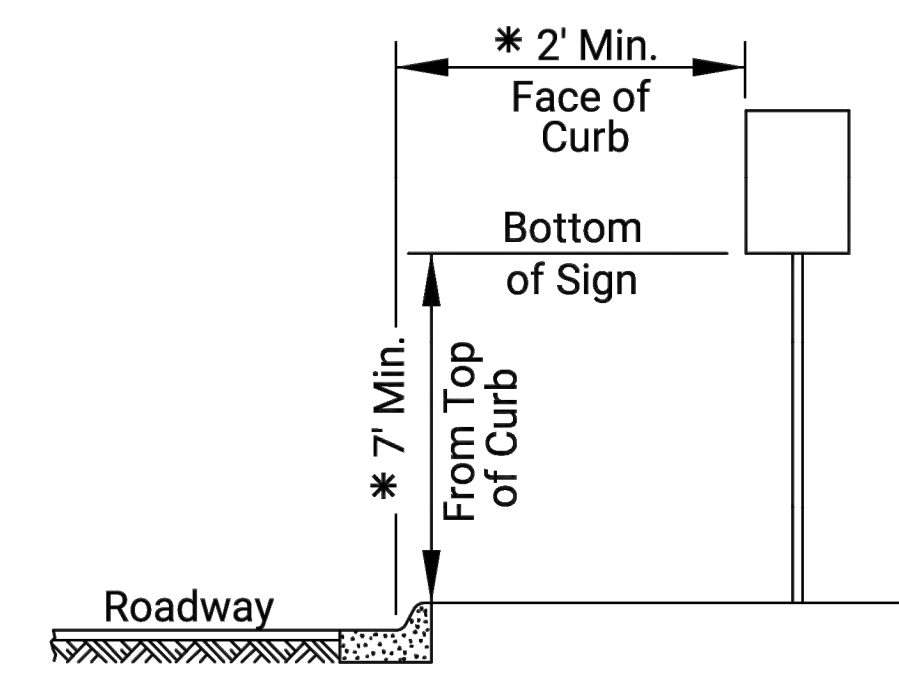
 END ROAD WORK KG20-2	Std. Size Expwy/Freeway 6" C 48"x 24"	 GROOVED PAVEMENT W8-15	Std. Size Expwy/Freeway 8" D 48"x 48"	
 WAIT FOR PILOT CAR KG20-5	Std. Size Expwy/Freeway 6" C 48"x 24"	 LOOSE GRAVEL W8-7	Std. Size Expwy/Freeway 8" D 48"x 48"	
 WORK ZONE KM4-20	Std. Size Expwy/Freeway 3" C 24"x 6"	Std. Size Expwy/Freeway 6" C 48"x 12"		
 NEXT X MILES W7-3a	Mileage to be Determined by the Engineer.		 W8-15p	Std. Size Expwy/Freeway 30"x 24"
 W8-17	Std. Size Expwy/Freeway 48"x 48"	 UNEVEN LANES W8-11	Std. Size Expwy/Freeway 8" D 48"x 48"	
 SHOULDER DROP-OFF W8-17P (Optional)	Std. Size Expwy/Freeway 30"x 24"			
 NB US-75 CLOSED FOLLOW DETOUR SP-01 (Special Sign)	Std. Size 6" C	Expwy/Freeway 10" D		
 US-75 CLOSED NORTH OF TOPEKA FOLLOW DETOUR SP-02 (Special Sign)	Std. Size Uppercase: 6" C Lowercase: 4.5" C	Expwy/Freeway Uppercase: 10" D Lowercase: 8" D		

All city names and street names on special signs and destination signs must have upper and lower case letters.



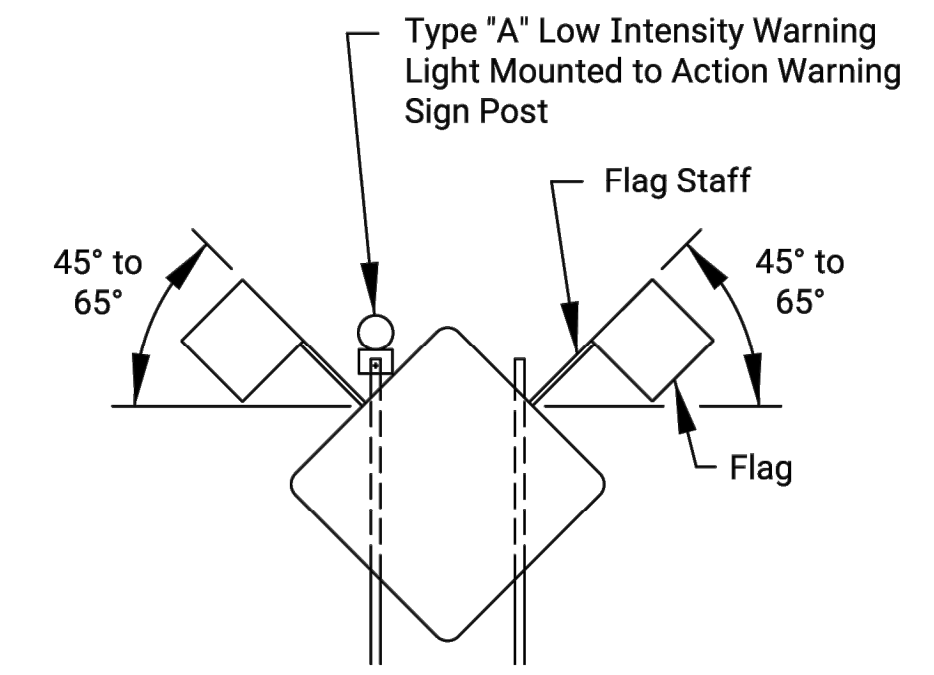
RURAL

- 1) Ground-mounted signs shall be mounted at a minimum height of 5' measured from the bottom of sign to the near edge of the pavement.
- 2) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.
- 3) The height of the secondary sign mounted below another sign may be 4' measured from the bottom of the sign to the near edge of the pavement. Signs shall not overlap each other.



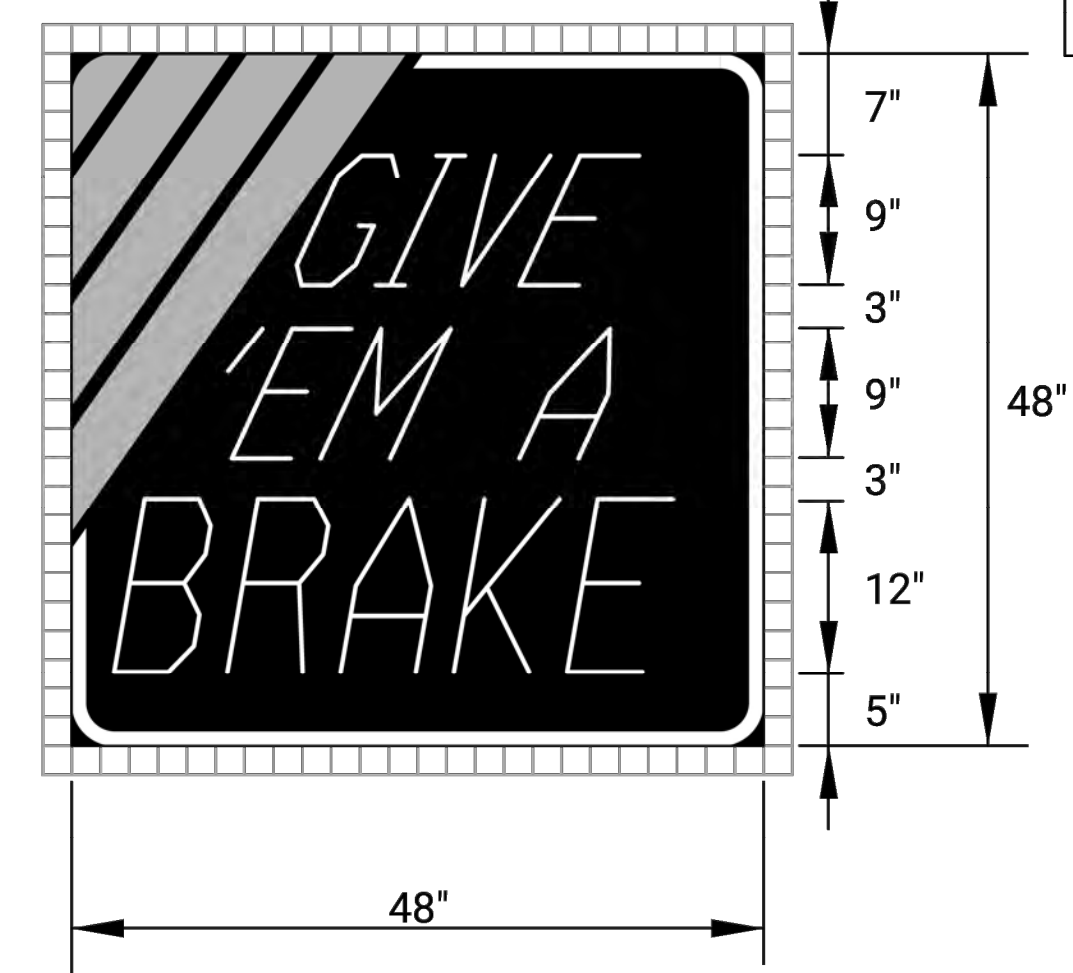
URBAN

- 1) Signs shall be mounted at a minimum height of 7' measured from the bottom of sign to the near edge of the pavement.
- 2) Neither portable nor permanent sign supports should be located on sidewalks or areas designated for pedestrian or bicycle traffic.
- 3) Signs mounted lower than 7' should not project more than 4" into pedestrian facilities.
- 4) The height from of the secondary sign mounted below another sign may be 6' measured from the bottom of sign to the near edge of the pavement. Signs shall not overlap each other.
- 5) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.
- * 6) Pedestrian detour signing shall be a minimum of 2' measured from the top of the pedestrian pathway to the bottom of the sign and shall not protrude into the walkway nor shall it project beyond the back of curb.

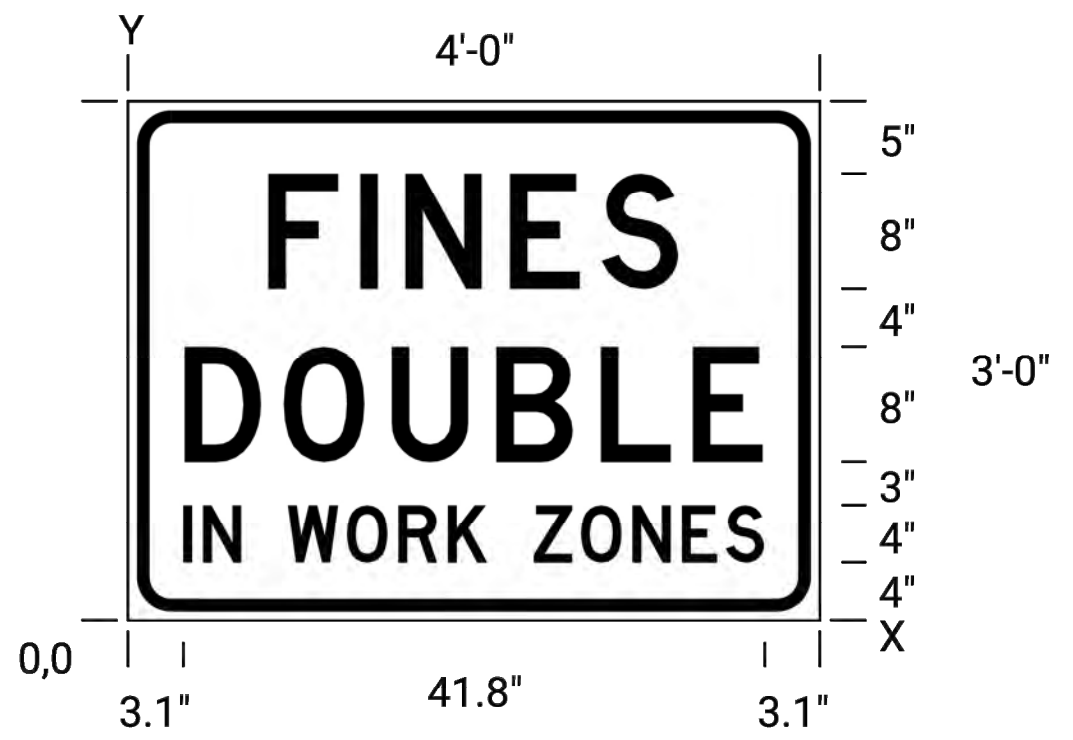


When the sign width is equal to or greater than 9', three or more wood posts may be used with a minimum of 4' between the centerline of each post. All signs less than 9' in width shall use a maximum of two wood posts.

- In the case of hitting rock when driving posts
1. Shift the sign location. Do not violate minimum sign spacing.
 2. With the engineer's approval, use acceptable alternative sign stands.



KI-104a



KI-105a

Sign Number	GIVE EM A BRAKE
Width x Height	4'-0" x 4'-0"
Border Width	1.0"
Corner Radius	4.0"
Stripe Width	3.0"
Mounting	Ground
Background	Type: Non-Reflective Color: Black
Legend/Border	Type: Reflective Color: White
Legend Font	Dutch 801 Roman SWC 25 Degree Slant
Stripes	Type: Reflective Color: Orange

Sign Number	FINES DOUBLE
Width x Height	4'-0" x 3'-0"
Border Width	0.9"
Corner Radius	3.0"
Mounting	Ground
Background	Type: Reflective Color: White
Legend/Border	Type: Non-Reflective Color: Black

Dimensions in inches Spacings are to start of next letter

Y FONT	LETTER SPACINGS												HT LEN			
23.0 D	F	I	N	E	S									8.0		
	9.7	6.4	3.2	7.3	6.4	5.4	9.7							28.6		
11.0 D	D	O	U	B	L	E								8.0		
	3.9	6.9	7.5	7.3	6.4	4.9	3.9							40.3		
4.0 D	I	N	W	O	R	K	Z	O	N	E	S			4.0		
	3.1	1.6	2.7	3.2	4.3	3.8	3.6	2.8	3.2	3.4	3.8	3.6	3.2	2.7	3.1	41.8

Notes:

- Typically, there are two sets of informational signs installed per project: one for each direction of traffic.
- Install signs a minimum of 500' in advance of the road work ahead sign. The engineer may designate a more appropriate location if conditions dictate.
- The informational signs are not to interfere with the traffic control signs for the project.

NO.	DATE	REVISIONS	BY	APPD

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SIGN INFORMATION

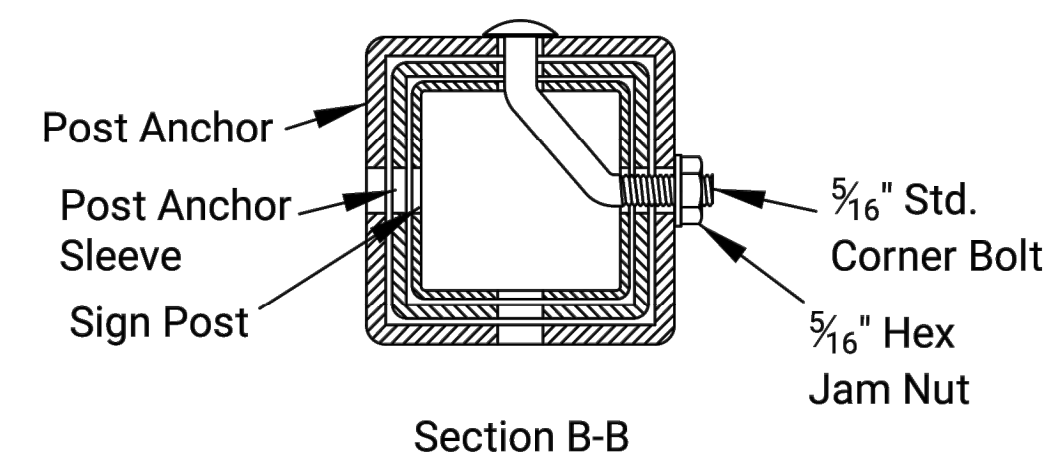
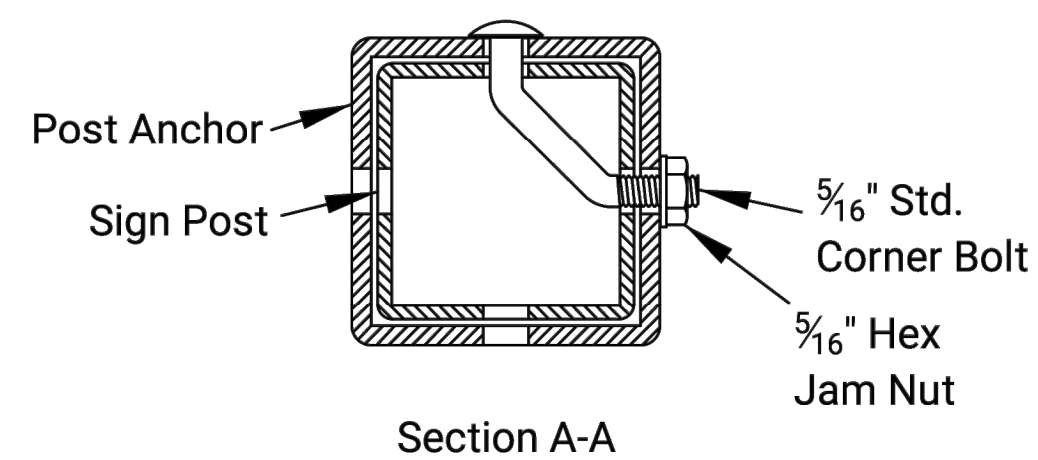
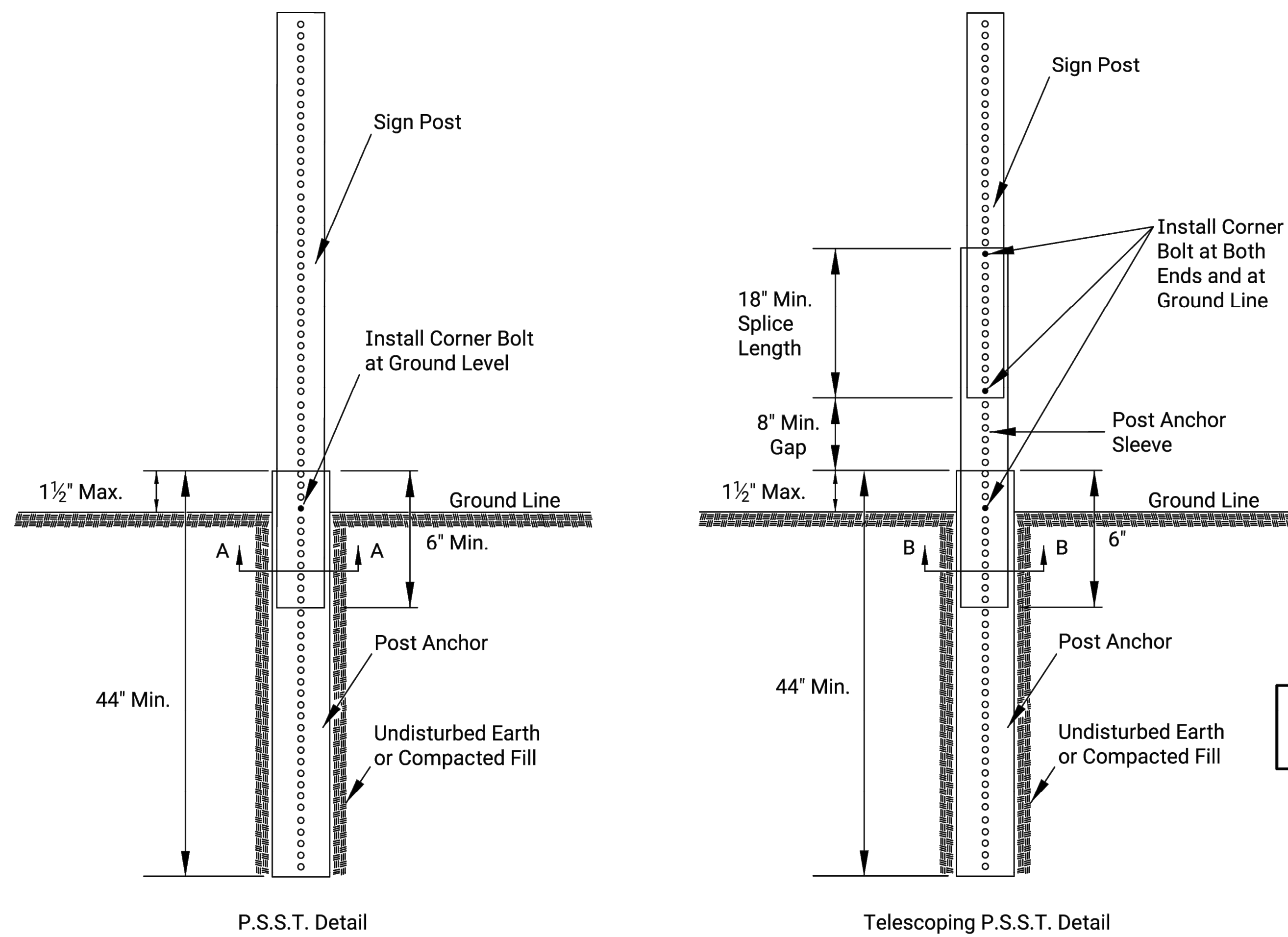
TE710

DESIGNED	R.W.B.	06-01-15	APPD.	Kristina Erickson
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACED	TRACE CK.

DOT Graphics Certified 05-24-2022 Sh. No. 23

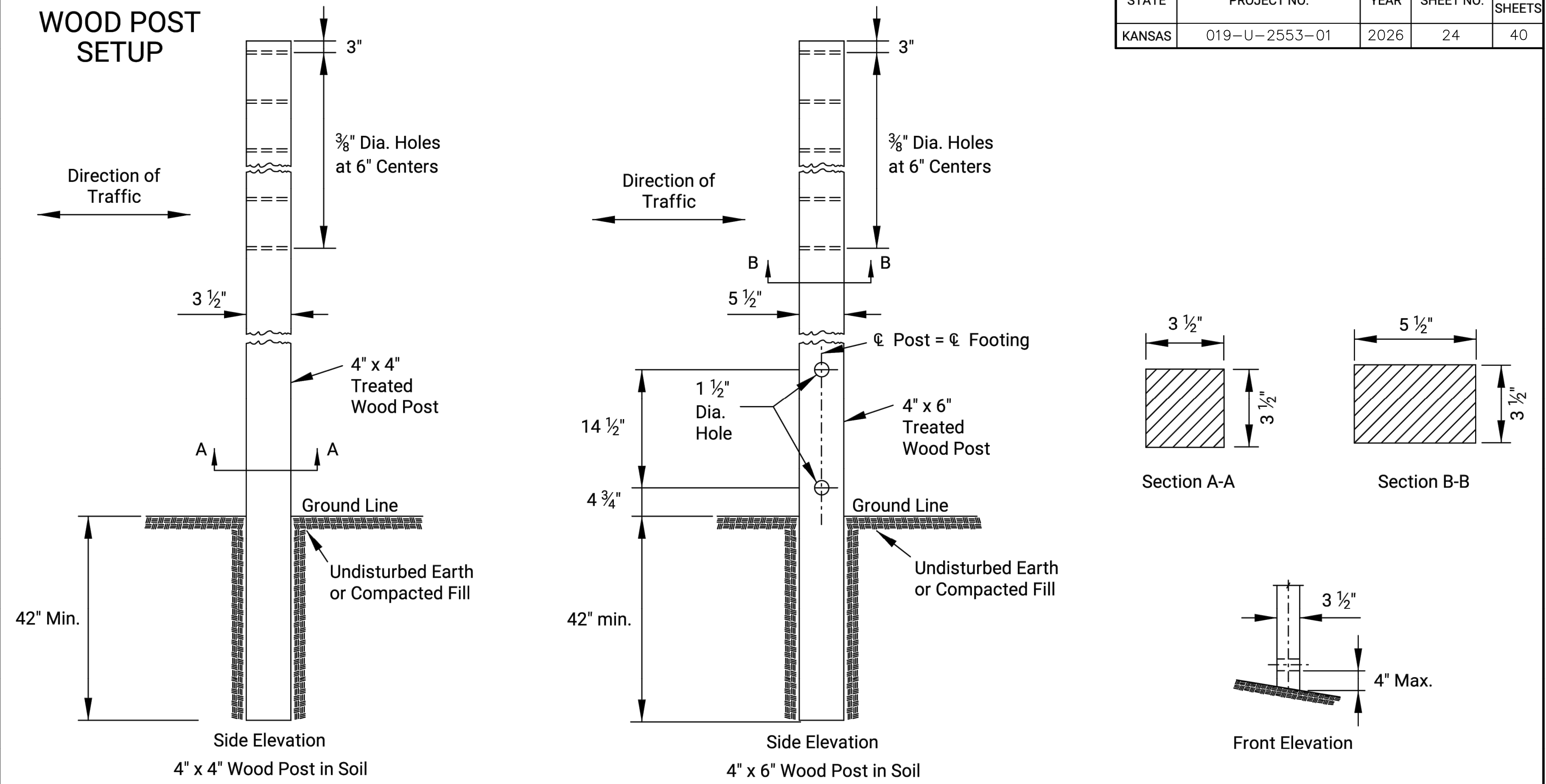
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	24	40

PERFORATED SQUARE STEEL TUBE (P.S.S.T.) POST SETUP



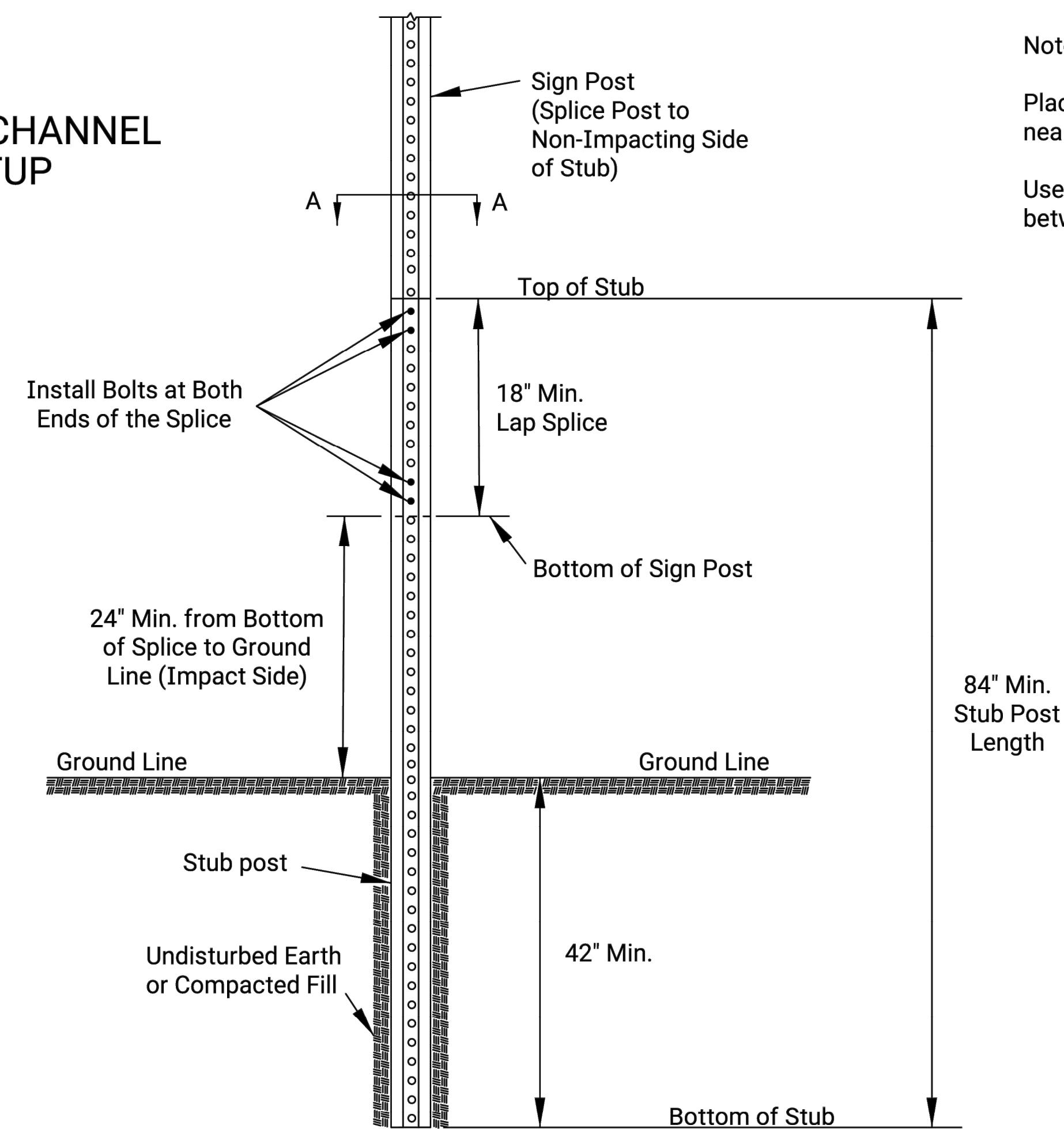
Details for 2", 2 1/4", or 2 1/2" sign posts
 Place bolts in the same corner along each sign post.

WOOD POST SETUP

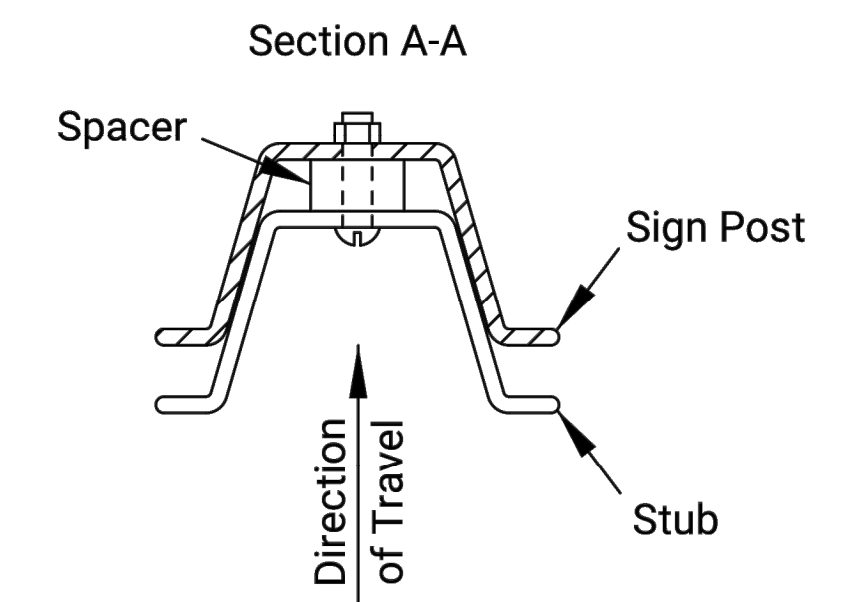


See TE710 for Additional Details and Requirements

3 LB/F U-CHANNEL SETUP



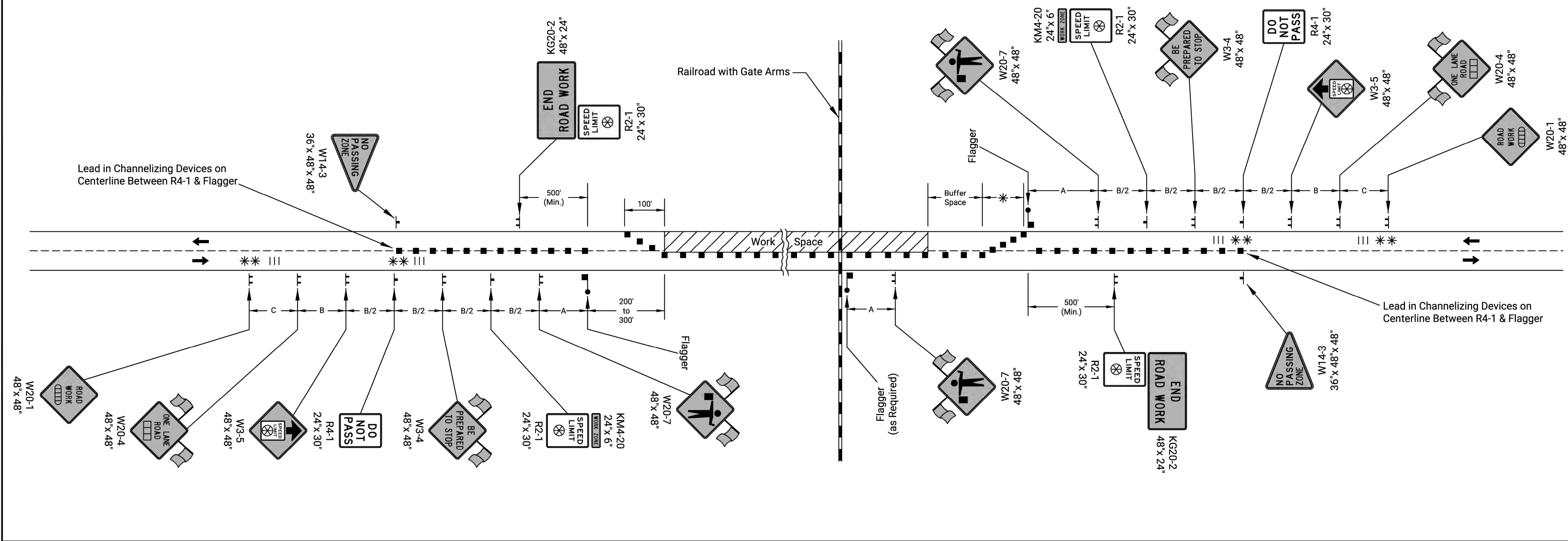
Notes:
 Place two bolts at both ends of the splice through the holes nearest the ends of the splice.
 Use manufacturer recommended spacers over the bolts between the spliced pieces of U-Channel.



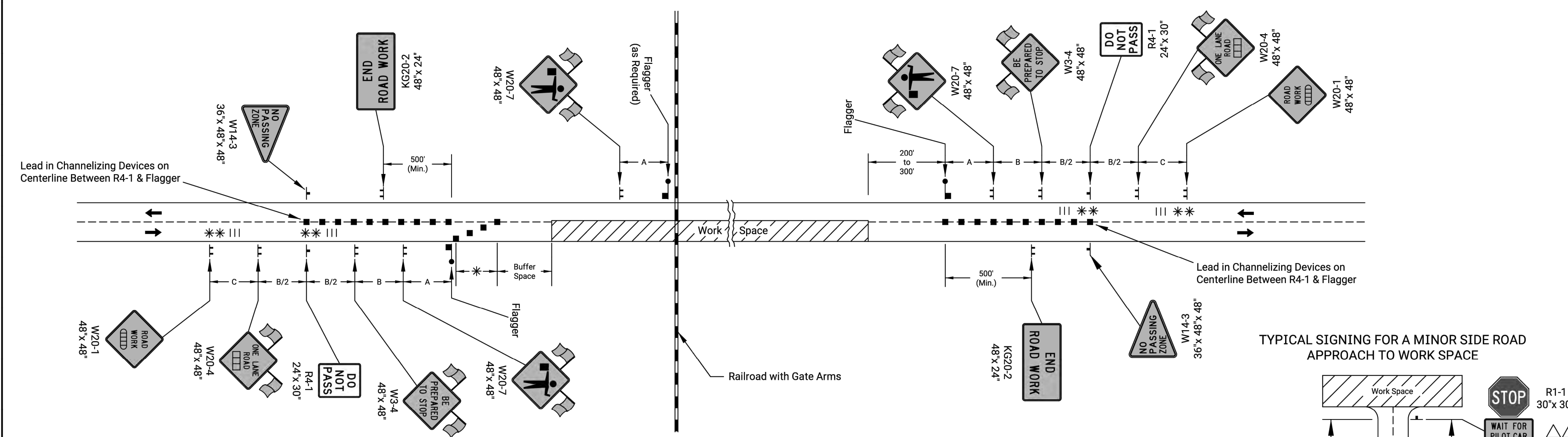
NO.	DATE	REVISIONS	BY	APPD
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TRAFFIC CONTROL SIGN POSTS				
TE712				
FHWA APPROVAL	06-01-15	APPD	Kristina Erickson	
DESIGNED	B.A.H.	DETAILED	R.W.B.	QUANTITIES
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE	TRACE CK.
KDOT Graphics Certified 05-24-2022 Sh. No. 24				

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	25	40

FLAGGER



FLAGGER AND PILOT CAR



- Channelizing Device
- ▭ Ahead, 1500 ft, or 1 Mile
- ▭ Ahead, 1000 ft, 1500 ft, or 1/2 Mile
- ⊗ Speed to be Determined by the Engineer
- Type "A" Low Intensity Warning Light
- ||| Temporary Portable Rumble Strips

USE TE731 FOR FLAGGER OR PILOT CAR ON ROADWAYS WITH CONCRETE SHOULDERS GREATER THAN 8 FT.

Notes:
Trucks hauling material to the project should STOP at the Flagger. After stopping, upon approval of the Engineer, trucks may be allowed to move around the Flagger.

Place a Flagger at all highway and major collector intersections and at-grade railroad intersections with lights and gates in the work space to control traffic crossing the tracks to the left of the gate arm. The need for a Flagger at minor side road intersections shall be determined by the Engineer. Place a W20-7 (Flagger symbol) sign on each side road that is controlled by a Flagger.

Existing signs shall not be covered or removed between Flagger stations.

Temporary rumble strips may be used in lieu of lead in channelizing devices when the roadway is less than or equal to 30' including paved shoulders. When extenuating circumstances exist, the Area Engineer may elect to eliminate both the lead in channelizers and the rumble strips.

* Minimum six (6) channelizers spaced at 20' intervals.

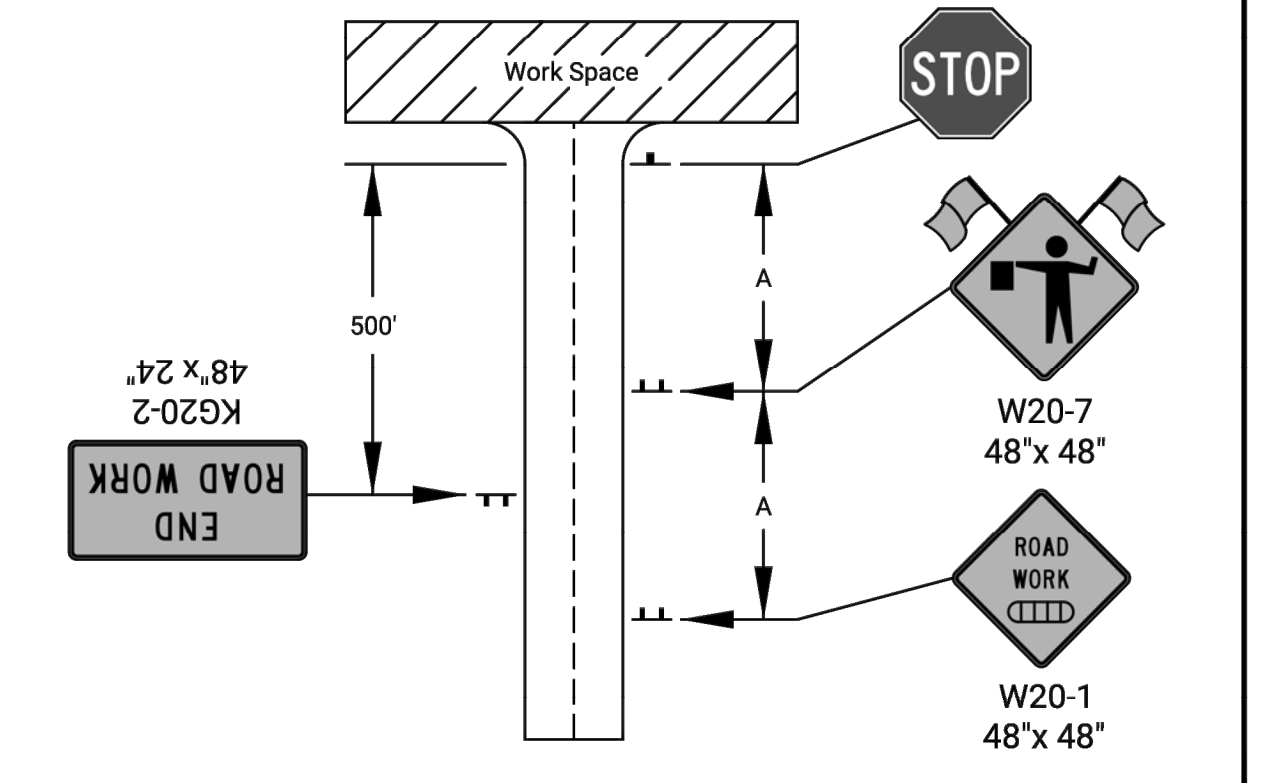
** Optional rumble strips may be placed: One set between the W20-1 and W20-4, and one set between the R4-1 and W3-4, on each approach.

△ Not required on substantial maintenance projects (1R).

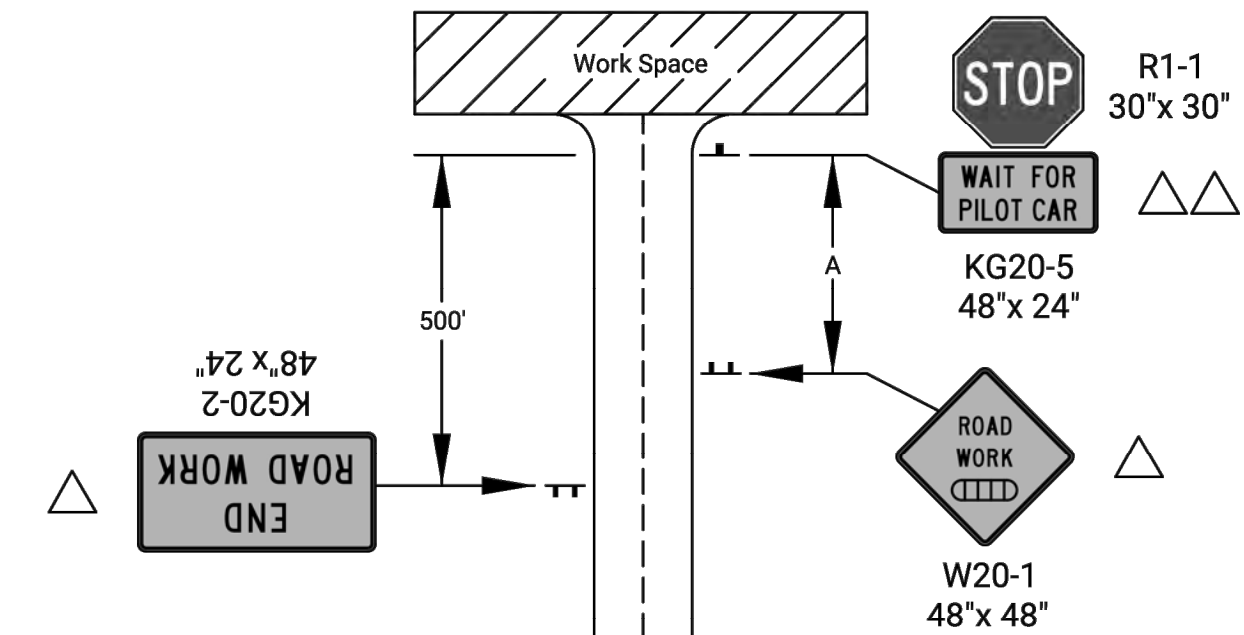
△△ The KG20-5 (WAIT FOR PILOT CAR) sign shall be mounted on an approved portable support and not attached to the existing stop sign post.

The KG20-5 sign shall be placed immediately in front of the existing stop sign, a minimum of 6' below the bottom of the stop sign. The sign should be removed or covered when there is no pilot car.

TYPICAL SIGNING FOR HIGHWAY OR MAJOR COLLECTOR APPROACH TO WORK SPACE



TYPICAL SIGNING FOR A MINOR SIDE ROAD APPROACH TO WORK SPACE



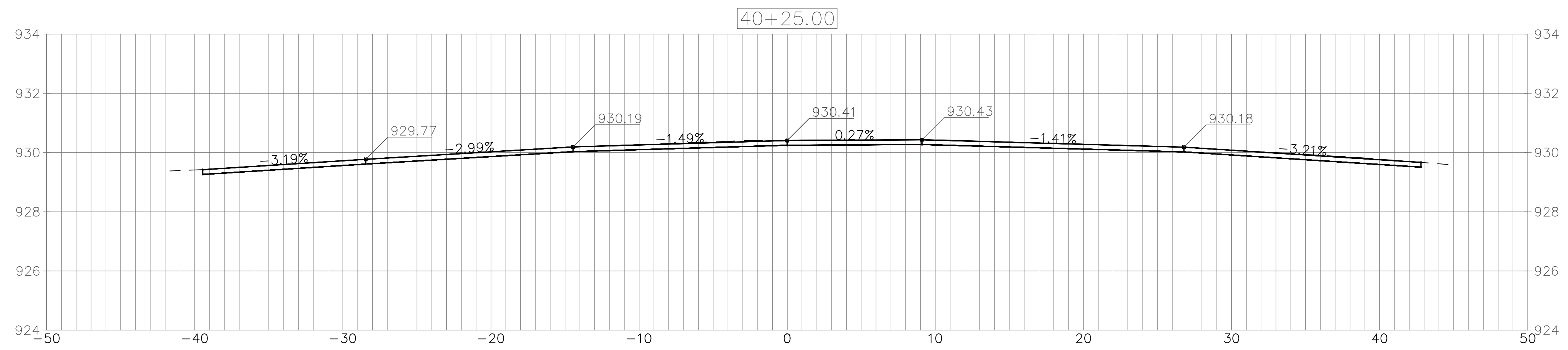
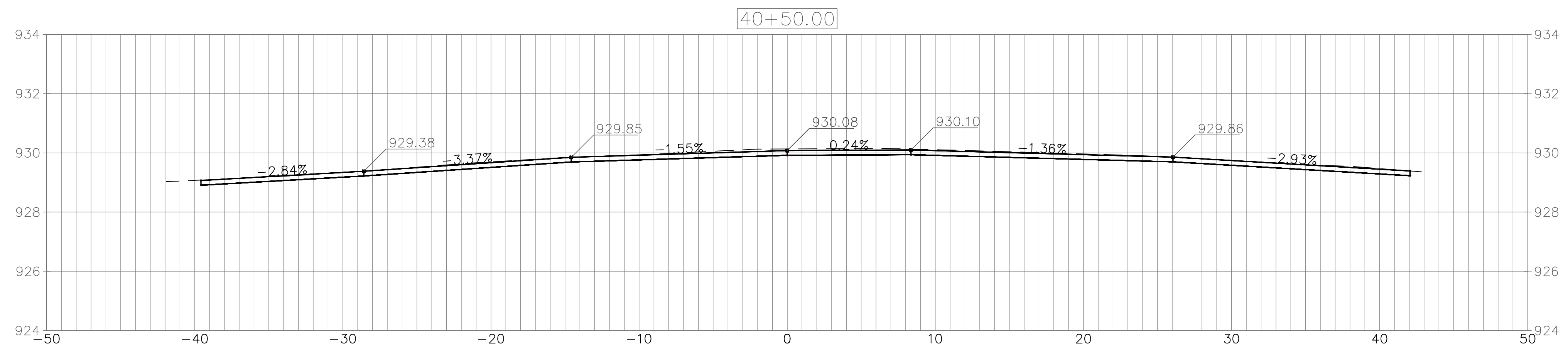
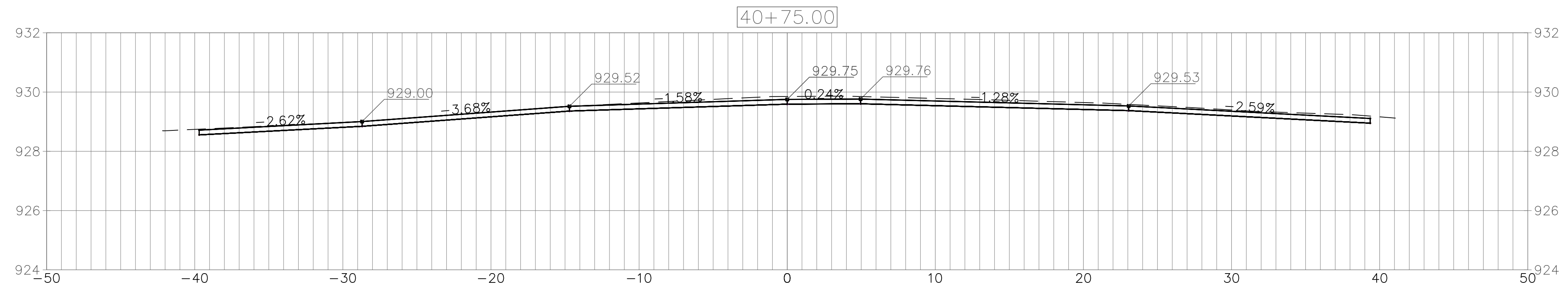
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Plotted: 8/6/2025 3:18 PM
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File Name: 25-007_C33_TRAFF CONTROL TE730.DWG
File : te730.dgn

KANSAS DEPARTMENT OF TRANSPORTATION																			
TRAFFIC CONTROL FLAGGER OR PILOT CAR																			
TE730																			
NO.	DATE	REVISIONS	BY	APPD															
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FHWA APPROVAL	06-01-15	APPD	Kristina Erickson																
DESIGNED	B.A.H.	DETAILED	R.W.B.	QUANTITIES															
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE	TRACE CK.															
KDOT Graphics Certified 05-24-2022 Sh. No. 25																			

KDOT Graphics Certified

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
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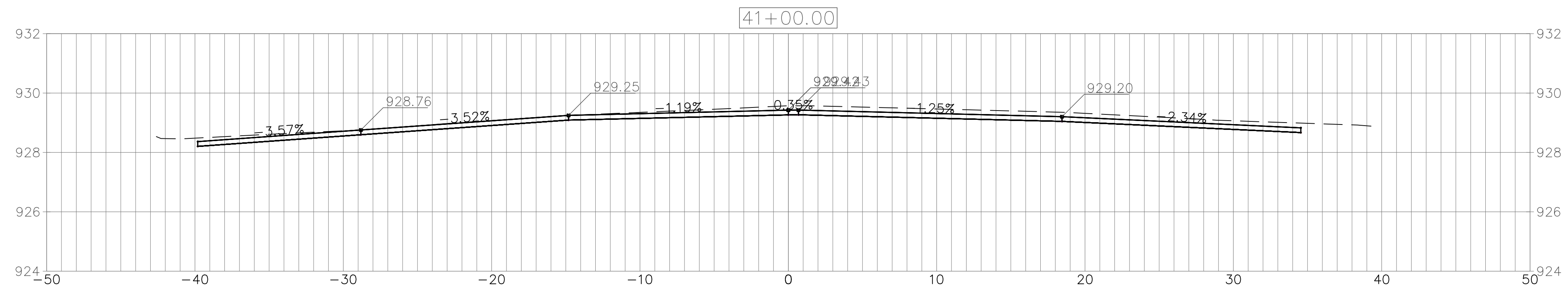
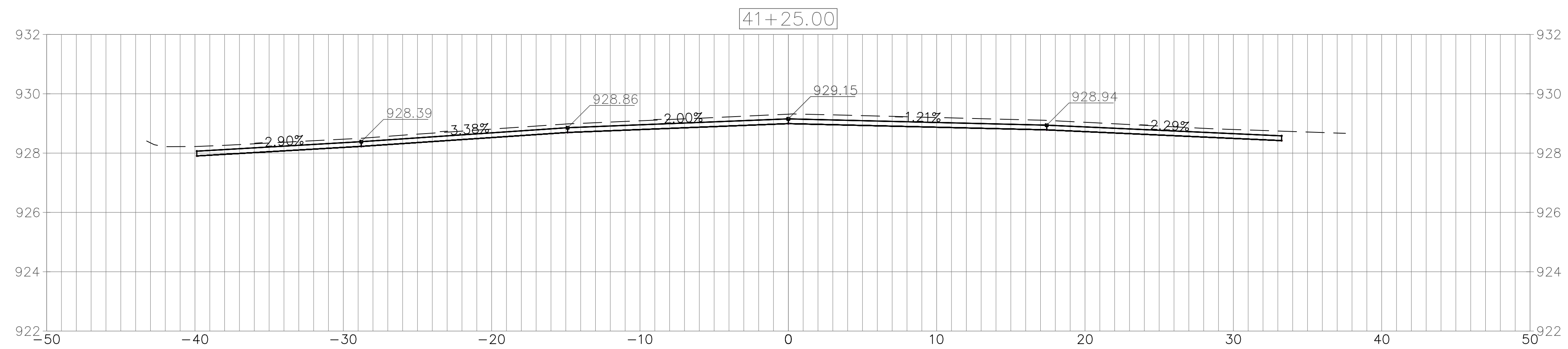
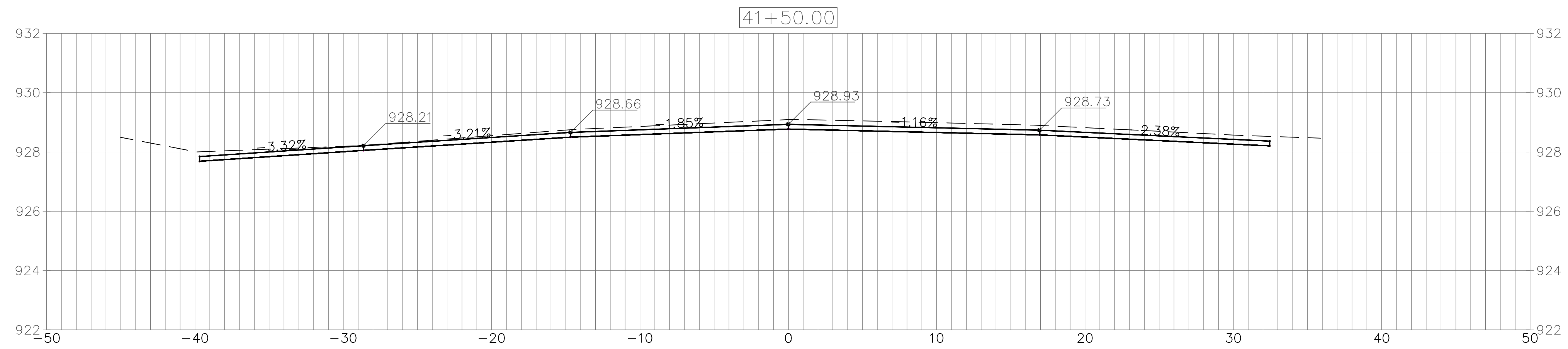


Revised By: ALEZAMA
Plotted: 8/6/2025 3:18 PM

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CITY OF PITTSBURG, KANSAS - CRAWFORD				
FHWA APPROVAL		APP'D		
DESIGNED	DETAILED	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
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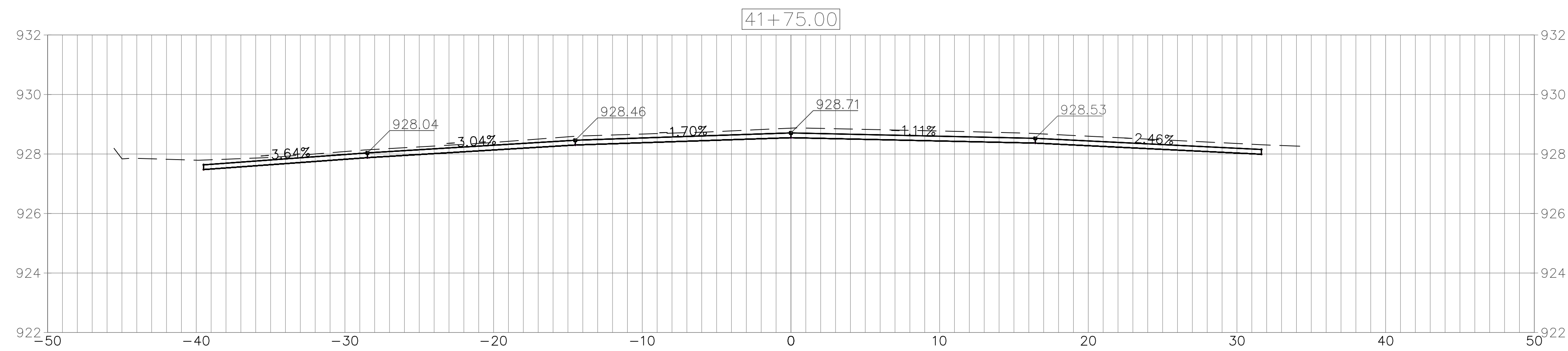
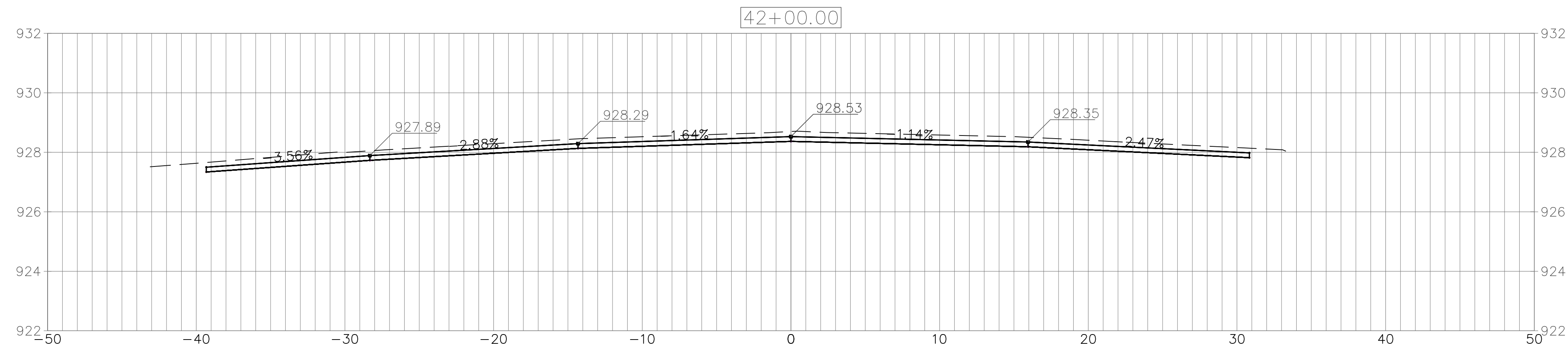
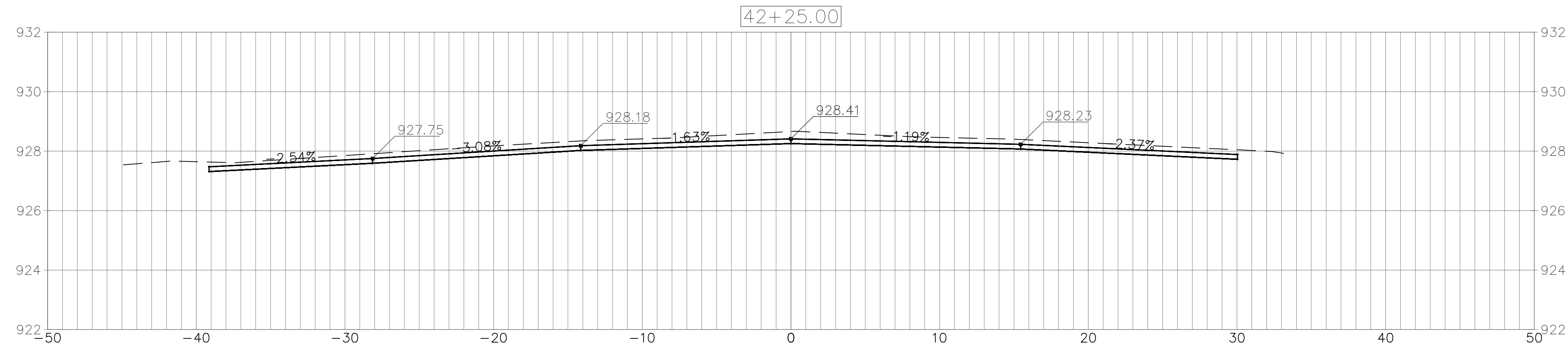


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DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	

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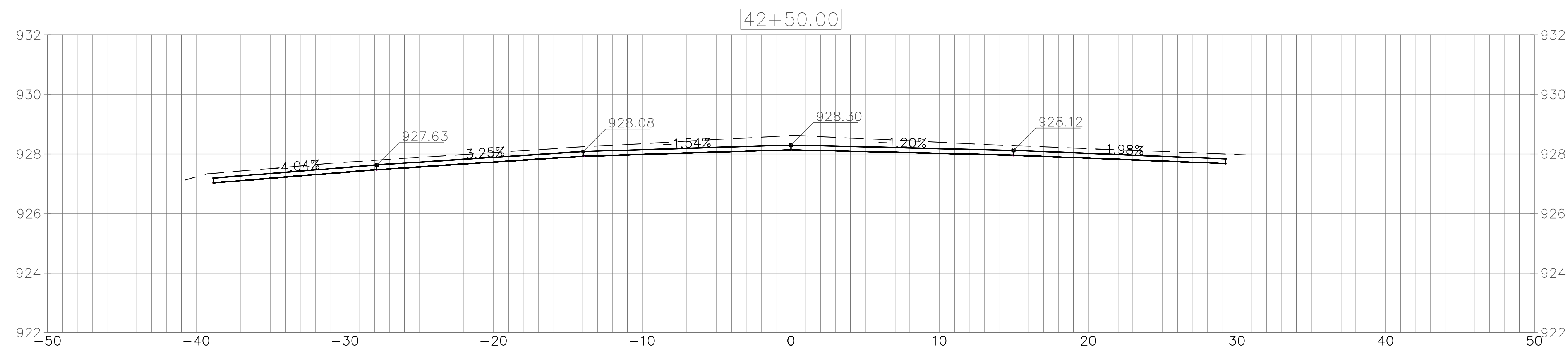
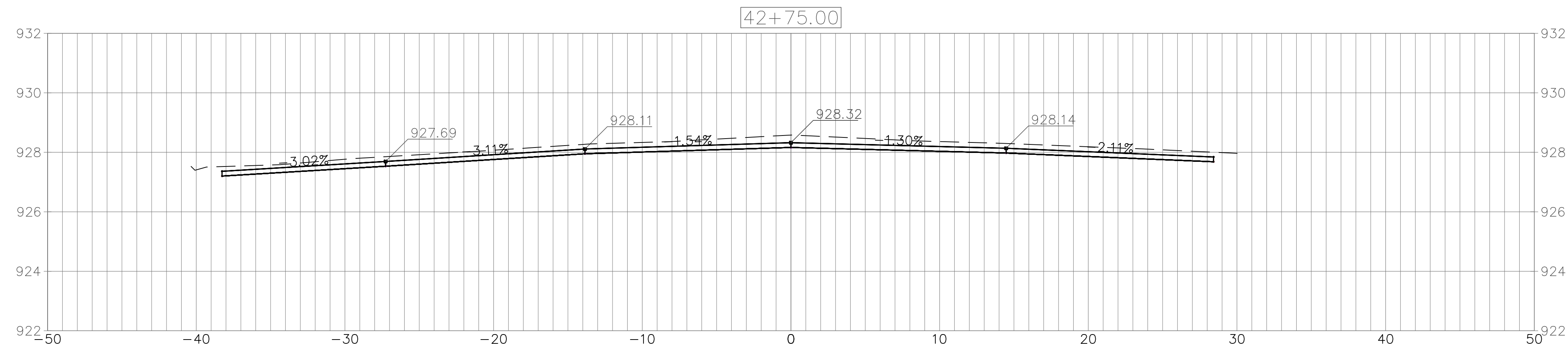
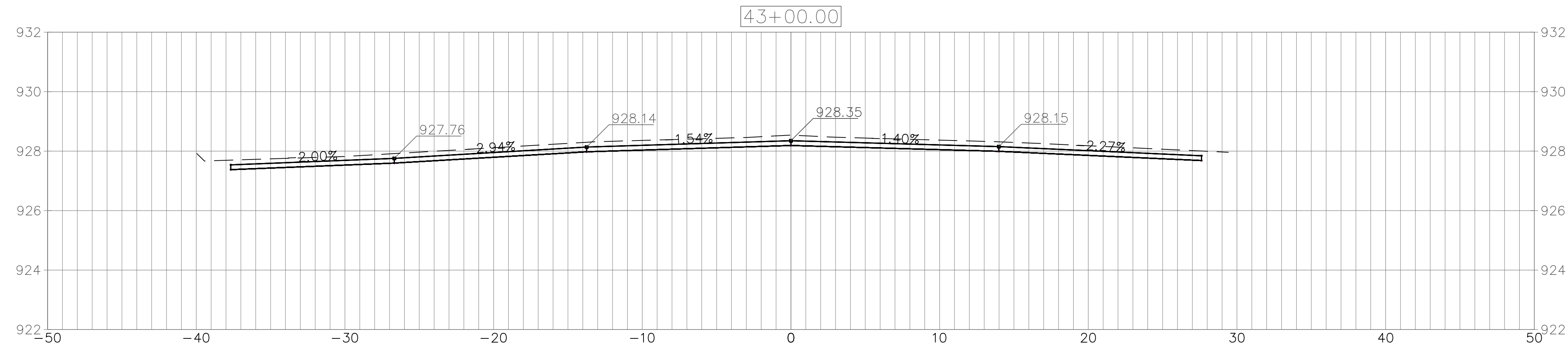


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DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	

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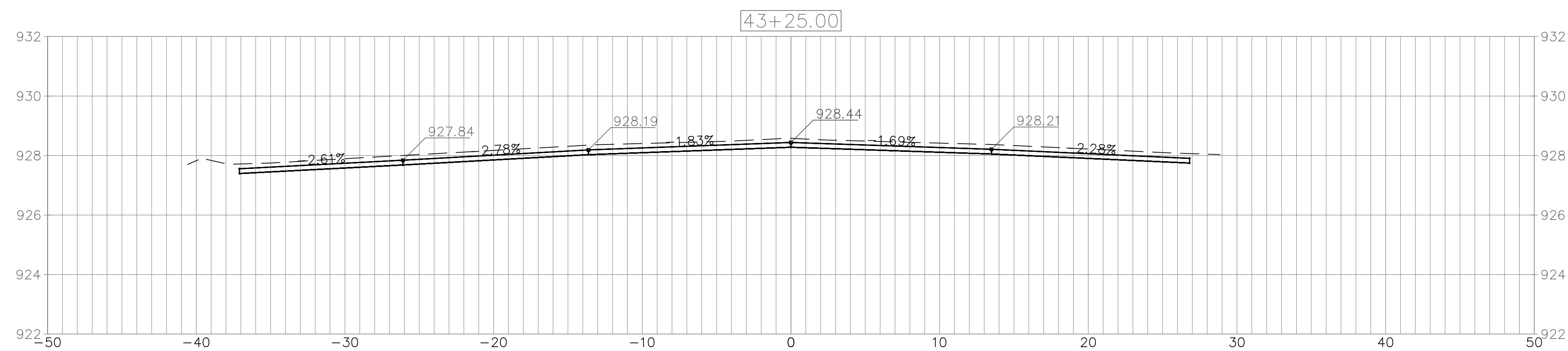
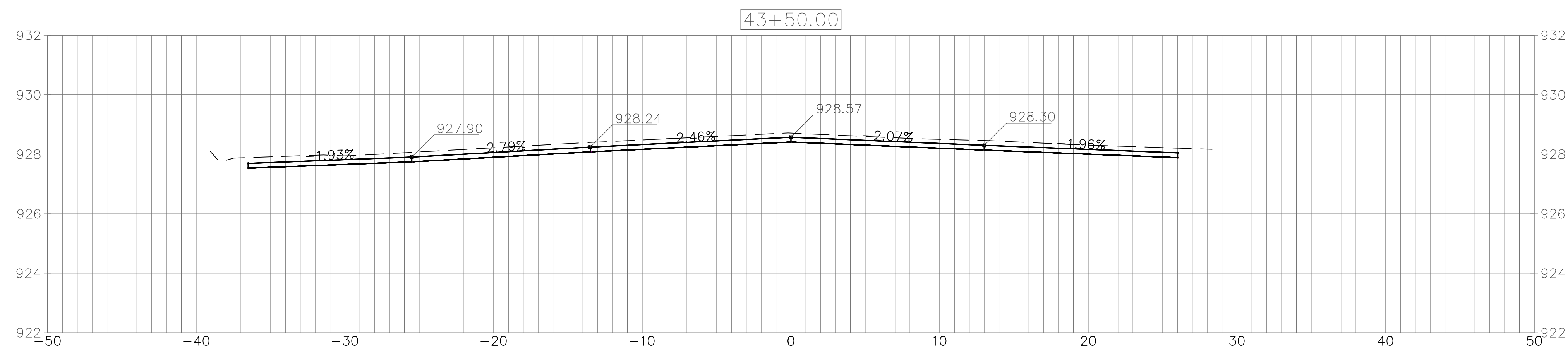
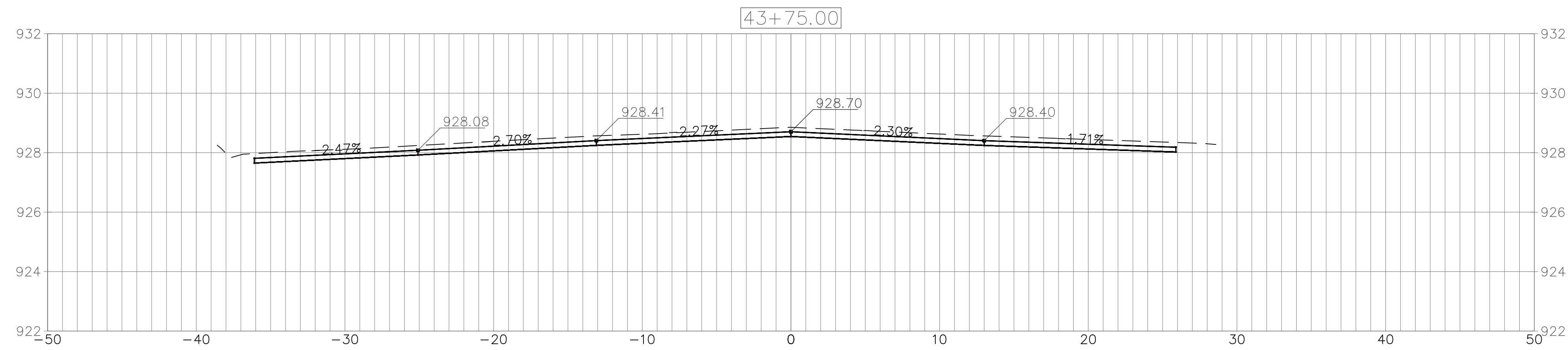


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DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
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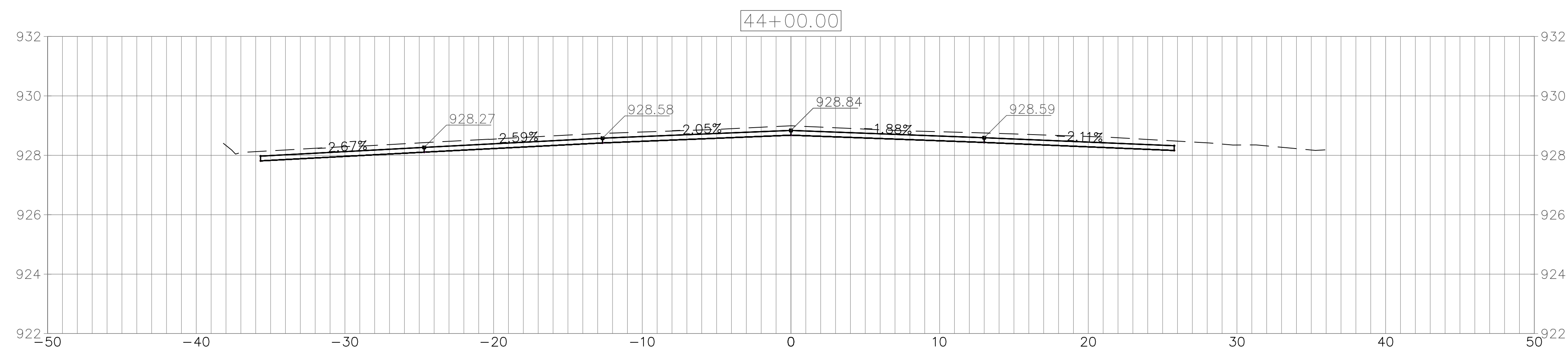
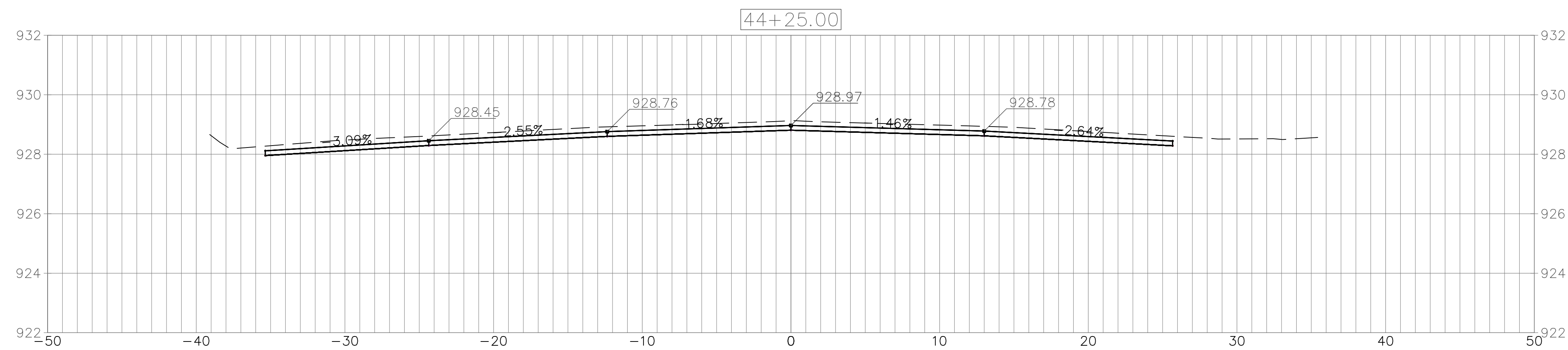
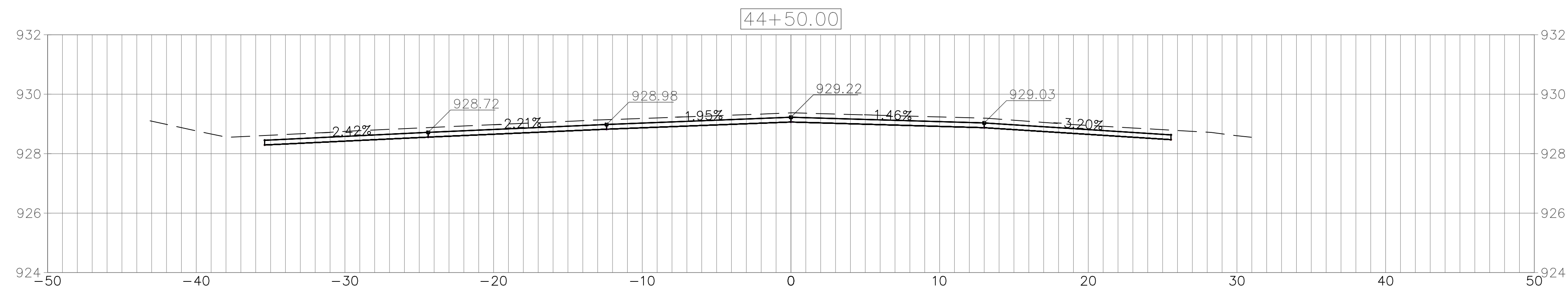


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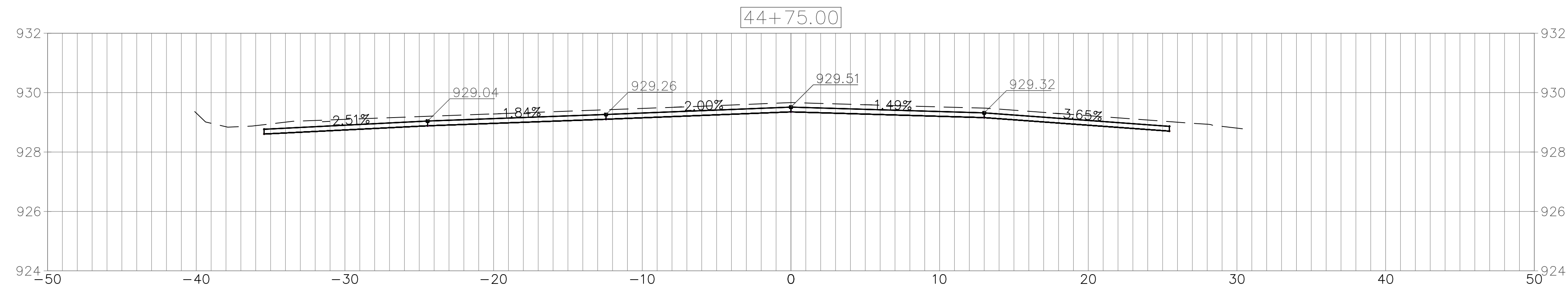
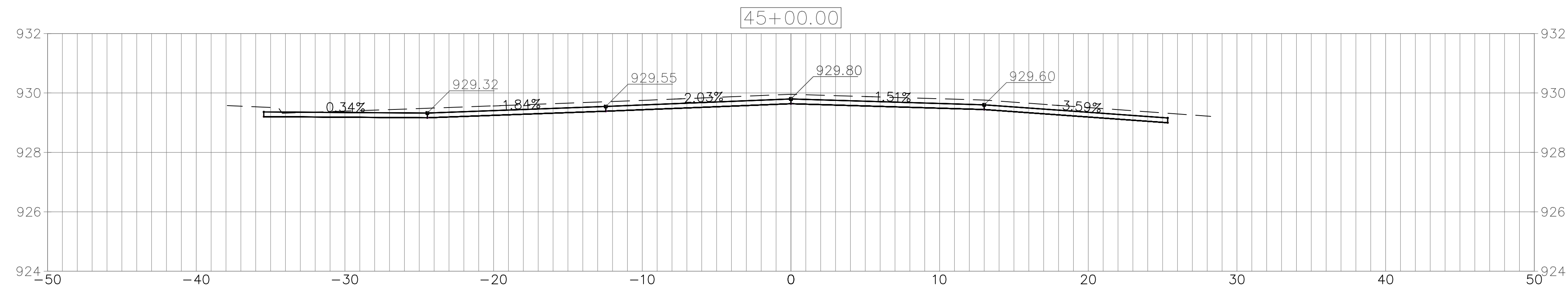
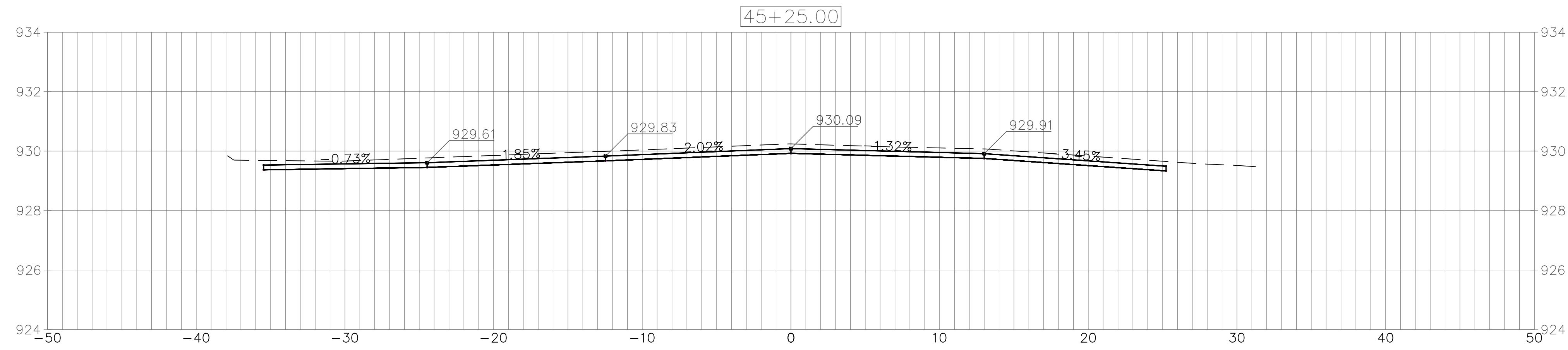


Revised By: ALEZAMA
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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
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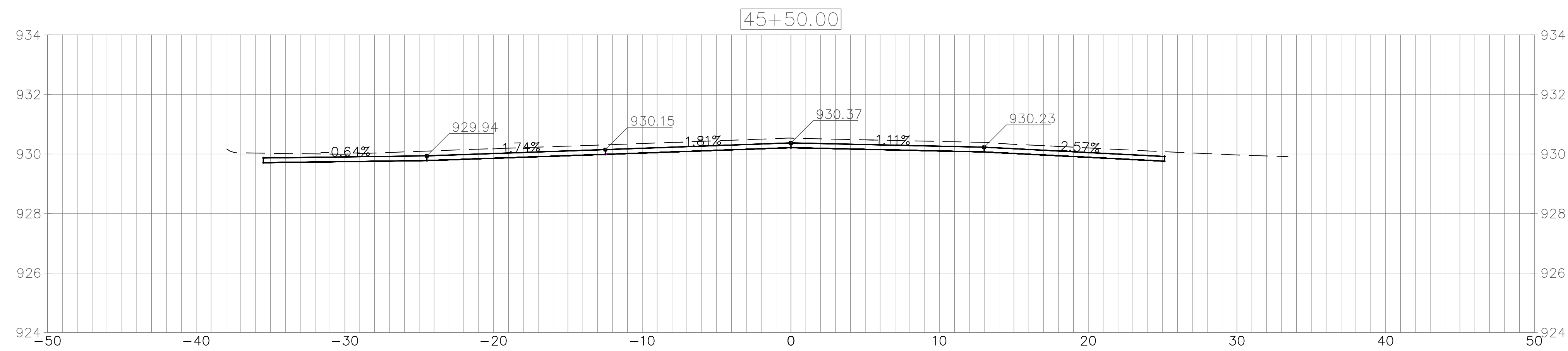
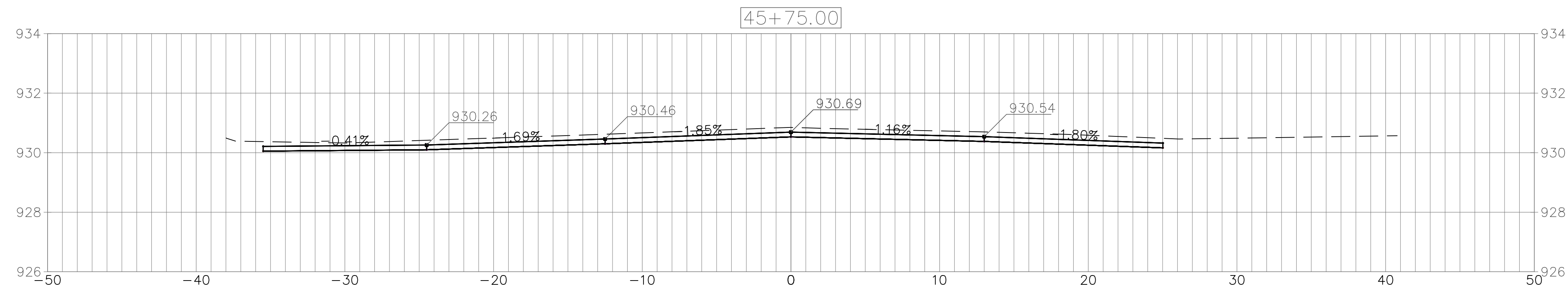
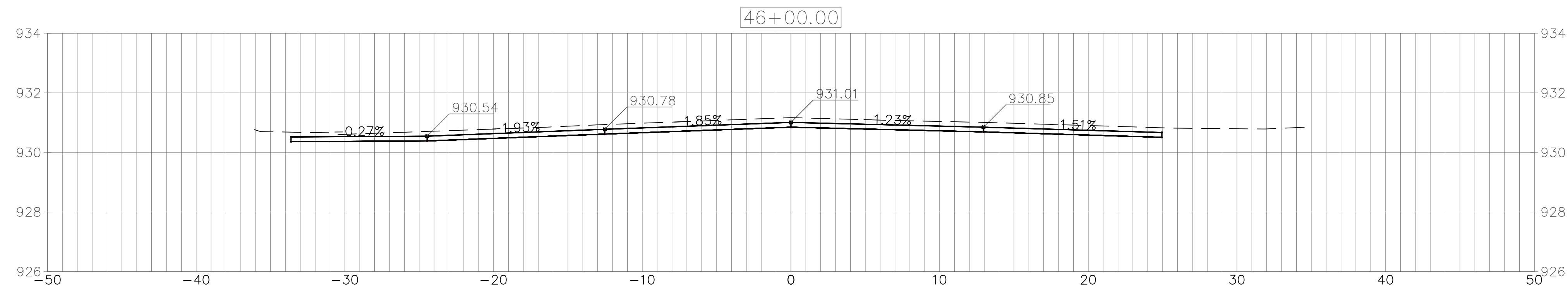


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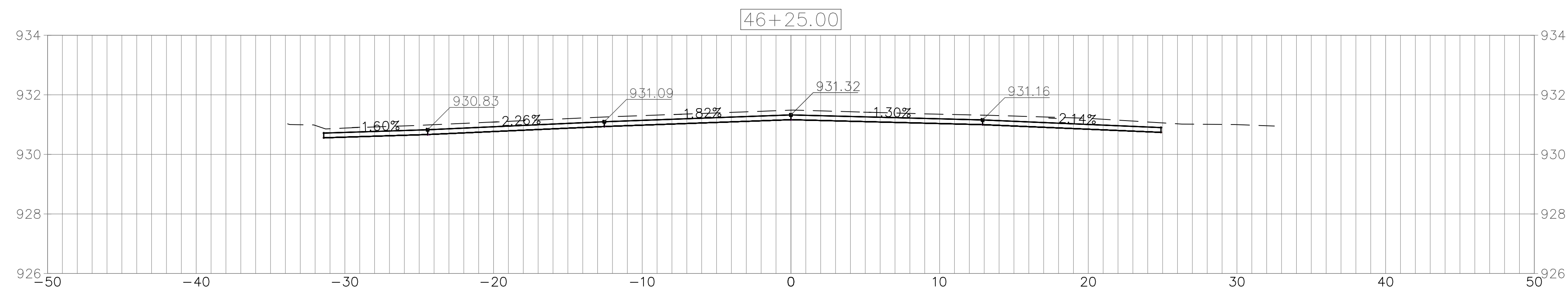
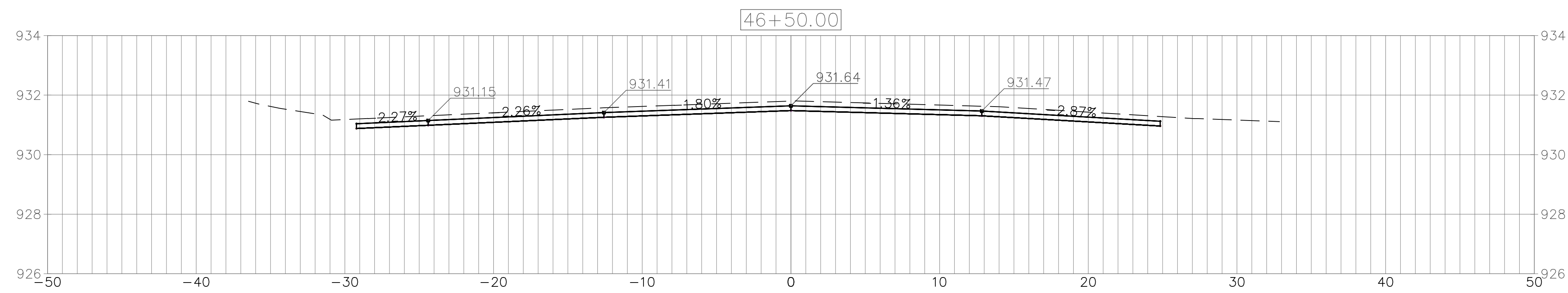
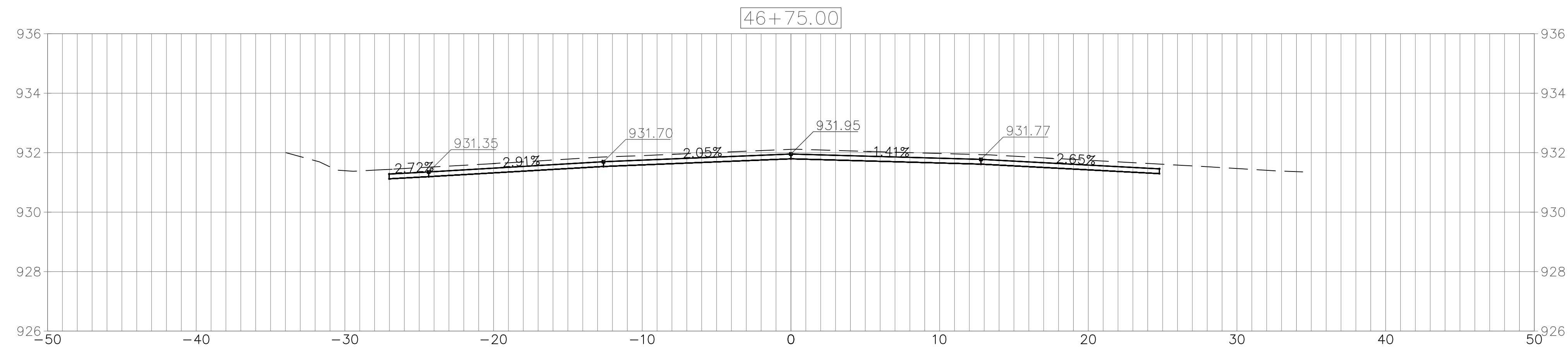


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NO.	DATE	REVISIONS	BY	APP'D
KANSAS DEPARTMENT OF TRANSPORTATION				
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STA: 49+25 TO STA: 50+50				
CITY OF PITTSBURG, KANSAS - CRAWFORD				
FHWA APPROVAL		APP'D		
DESIGNED	DETAILED	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
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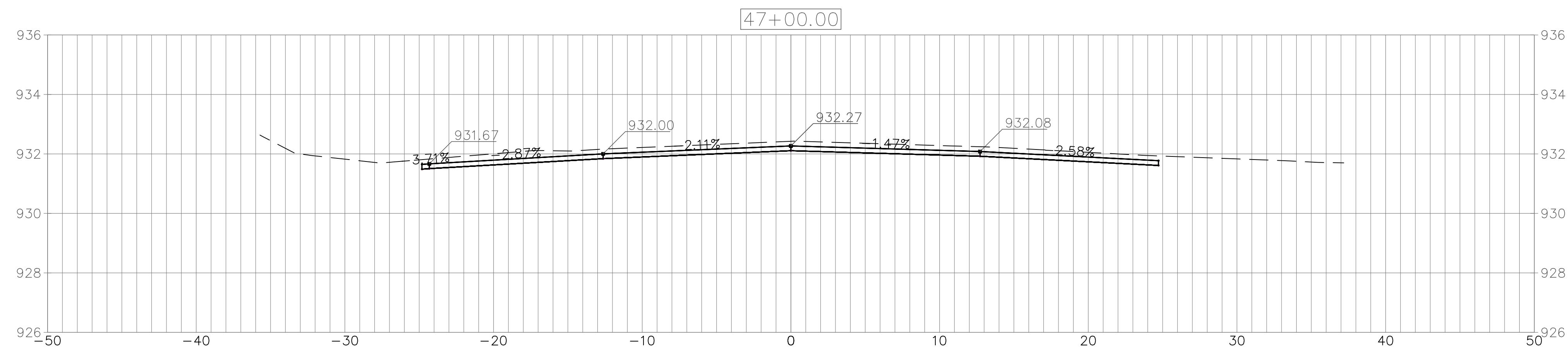
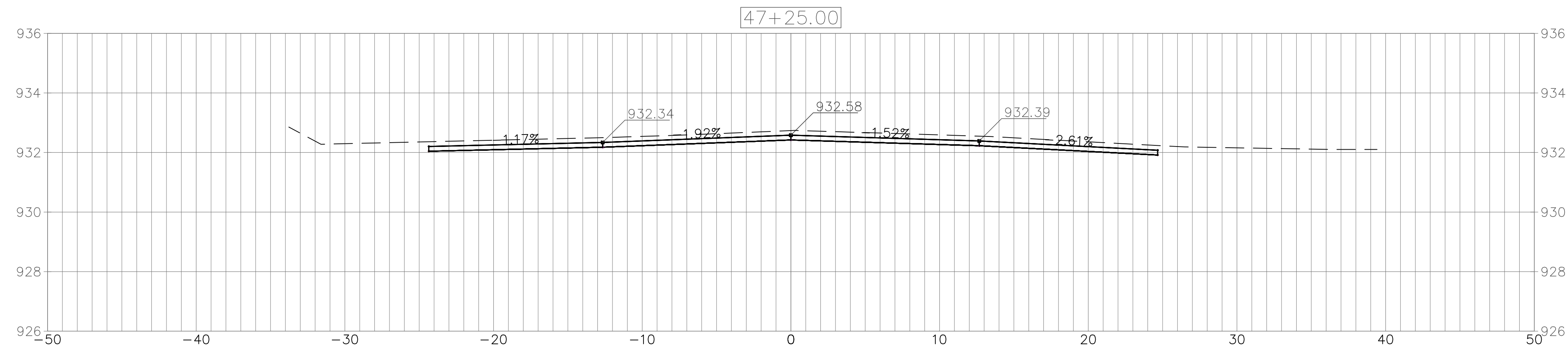
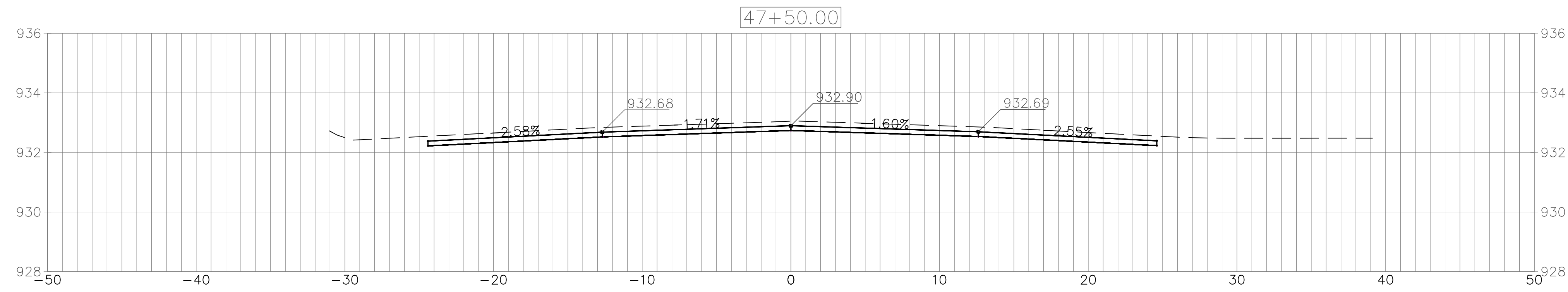


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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
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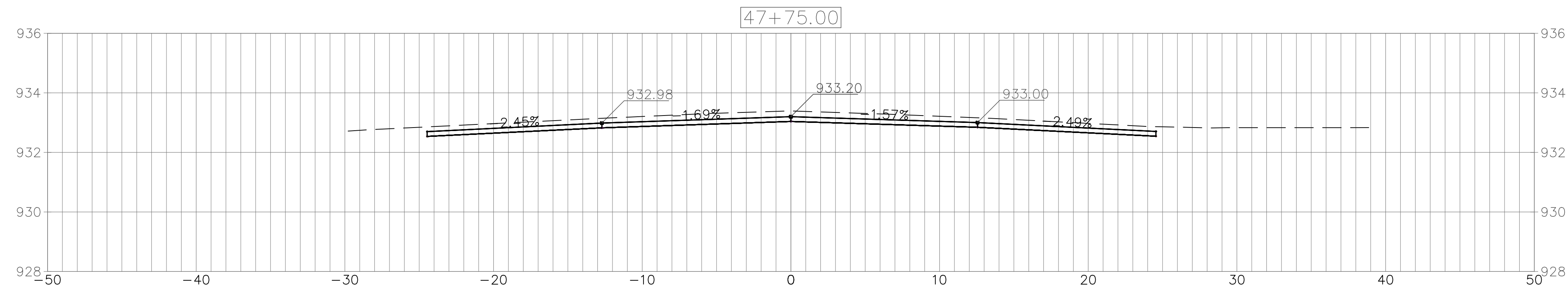
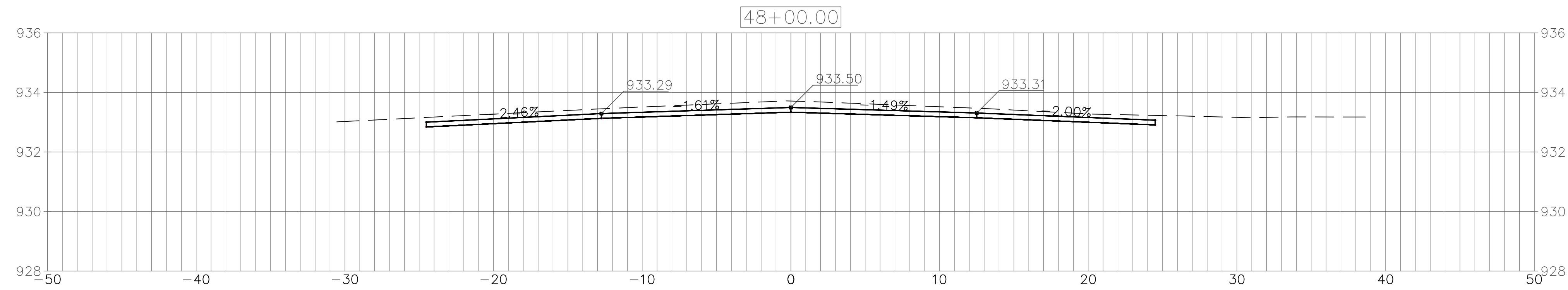
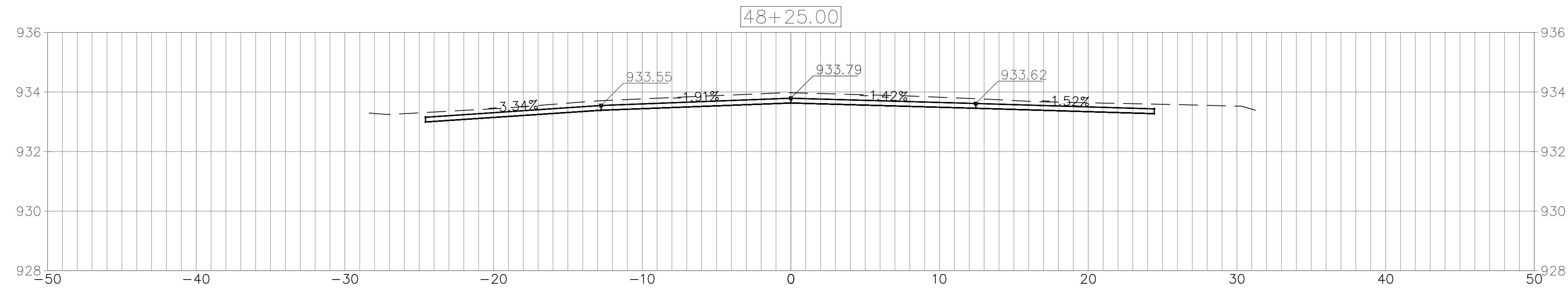


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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
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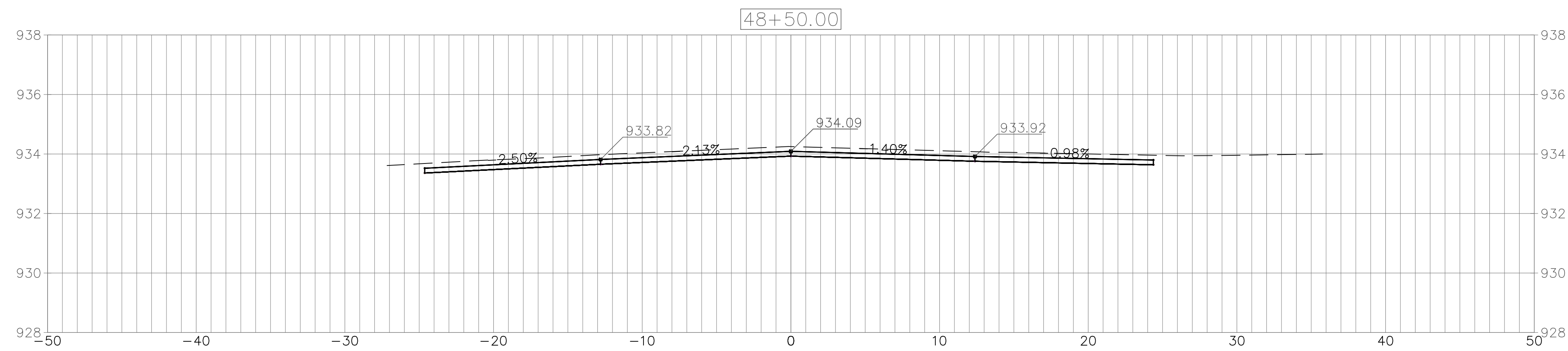
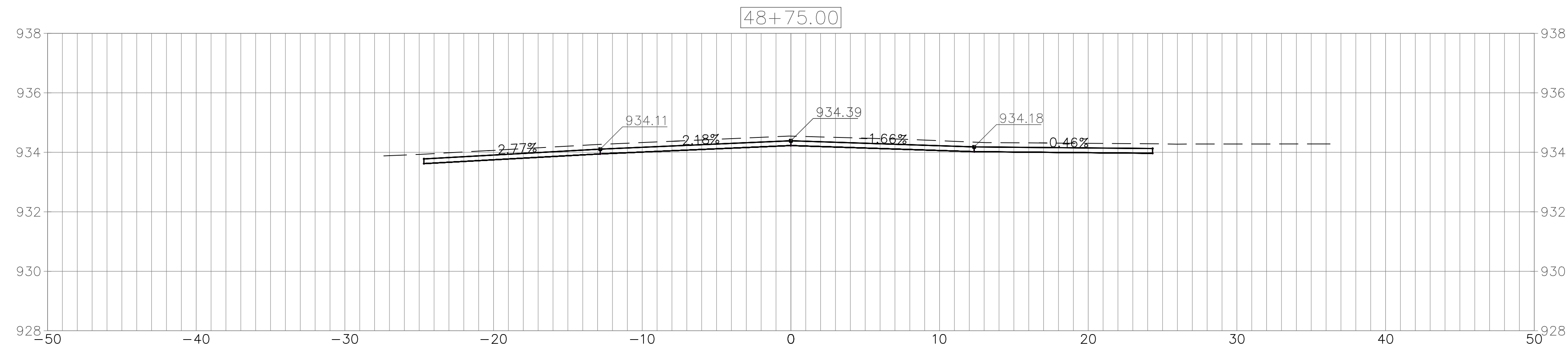
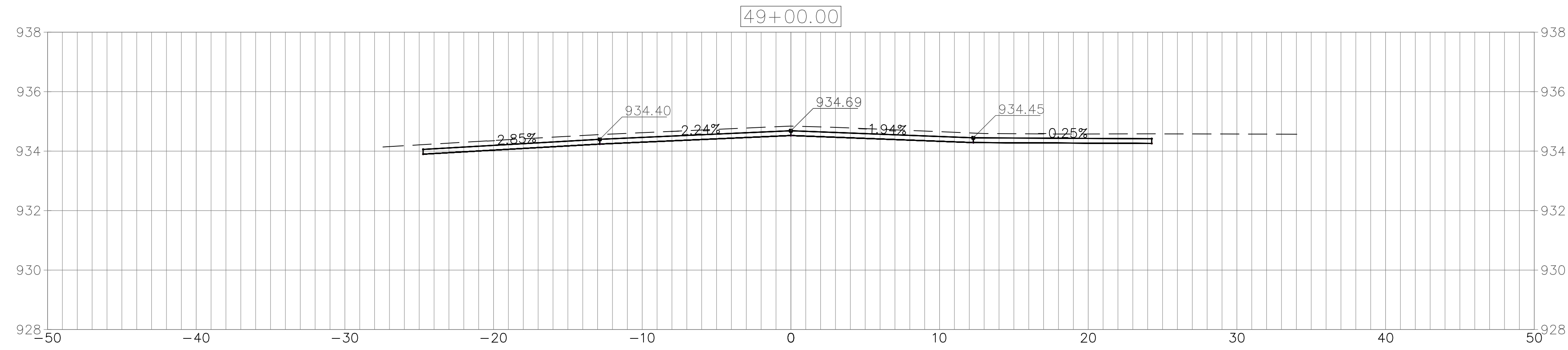


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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
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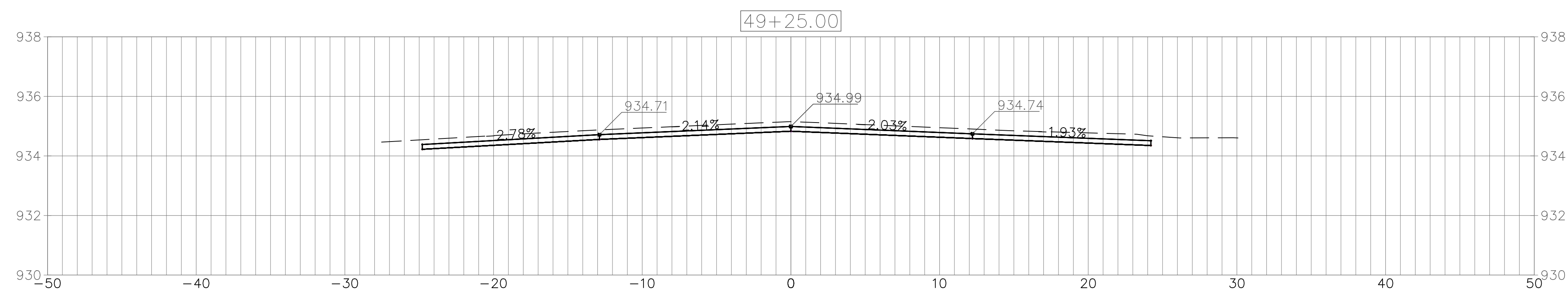
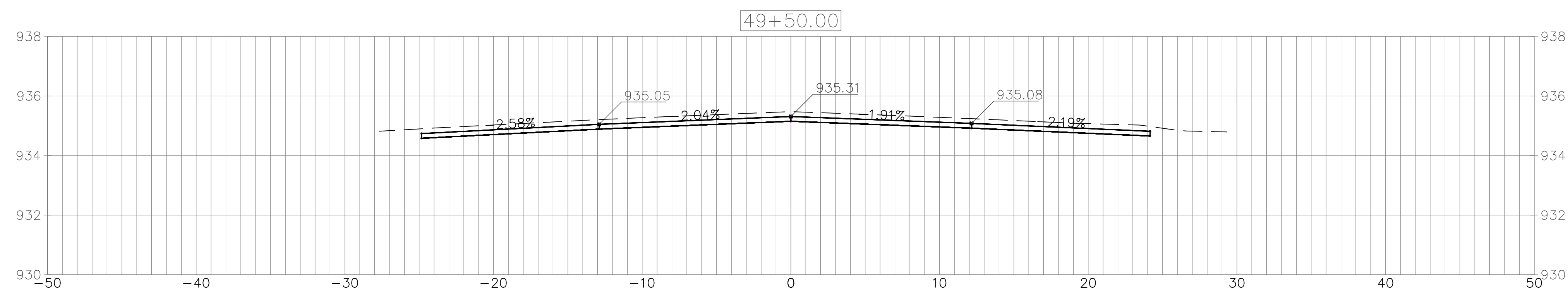
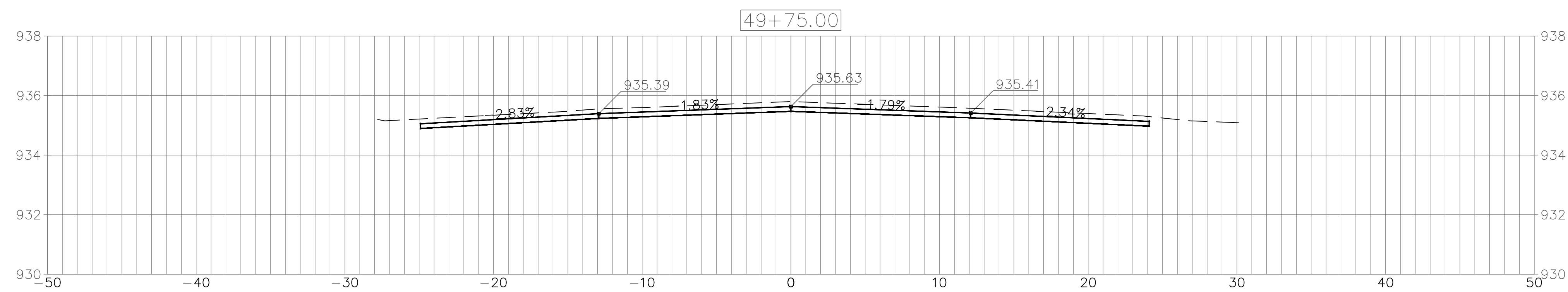


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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
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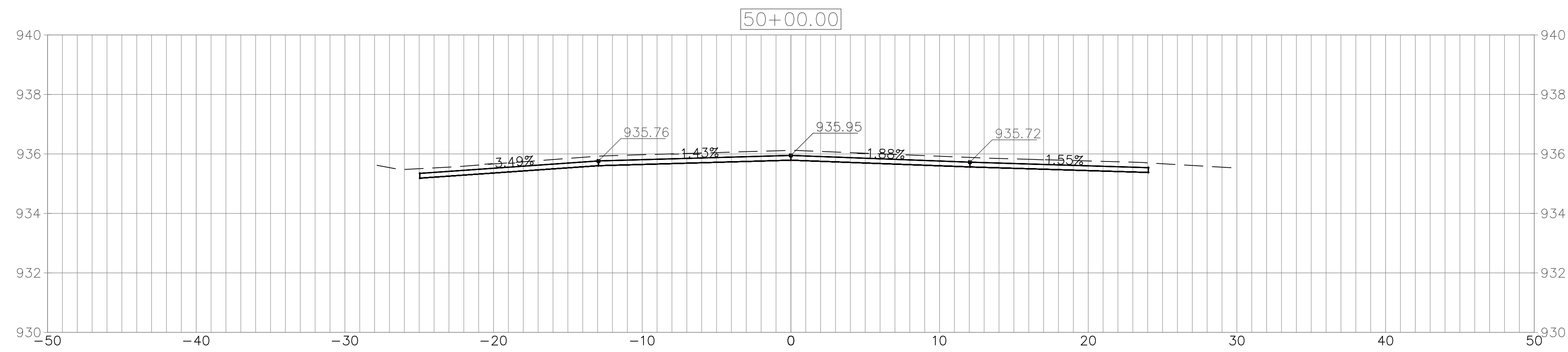
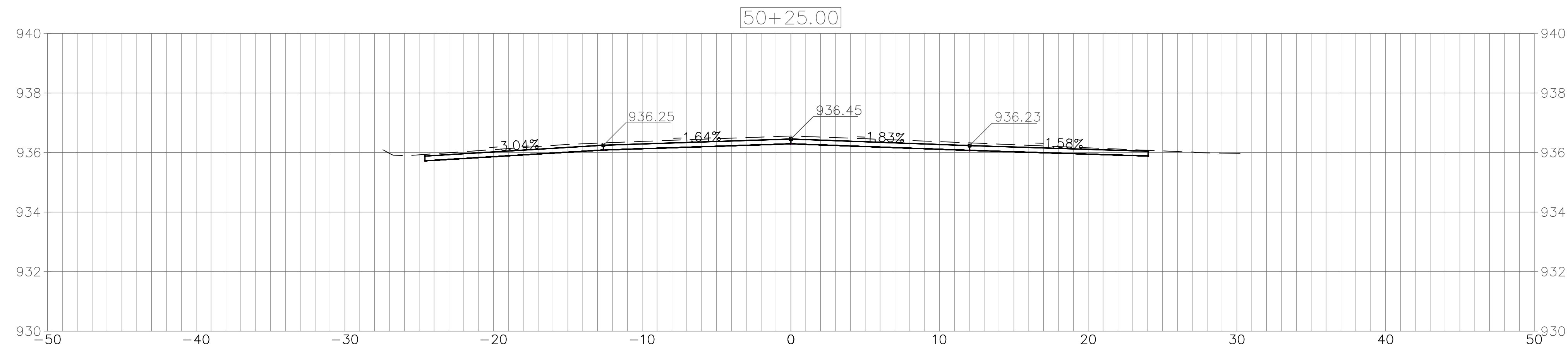
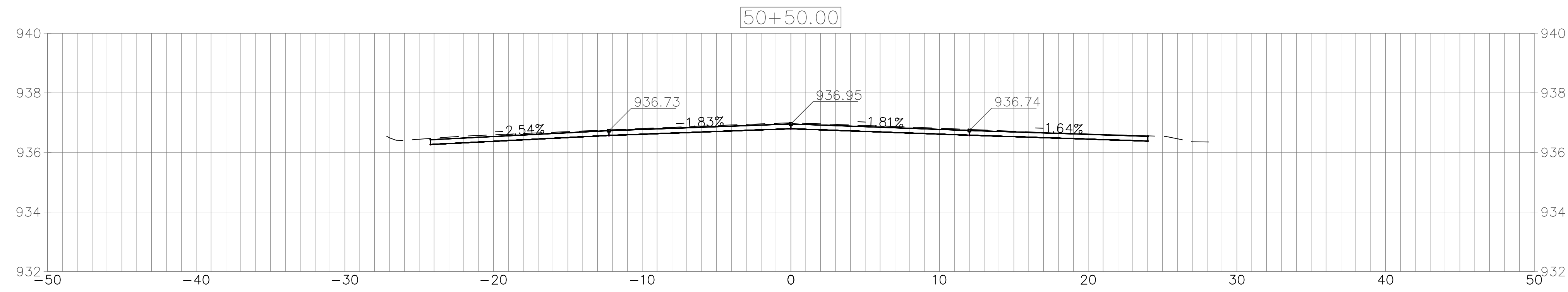


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STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	019-U-2553-01	2026	40	40



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