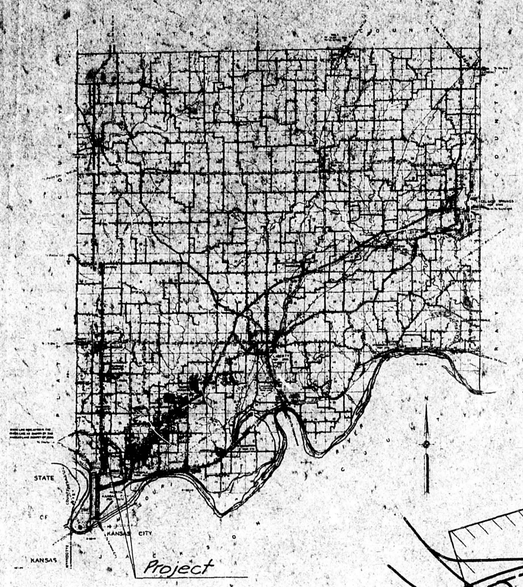
C-71

| COUNTY |
|---|
| CLAY |
| STATE ROUTE NO. |
| 71 |
| PROJECT NO. |
| UI-71-8(3) |

LOCATION MAP




# MISSOURI
# STATE HIGHWAY COMMISSION
# PLAN AND PROFILE
# OF PROPOSED
# STATE ROAD

FEDERAL AID PROJECT

CLAY COUNTY

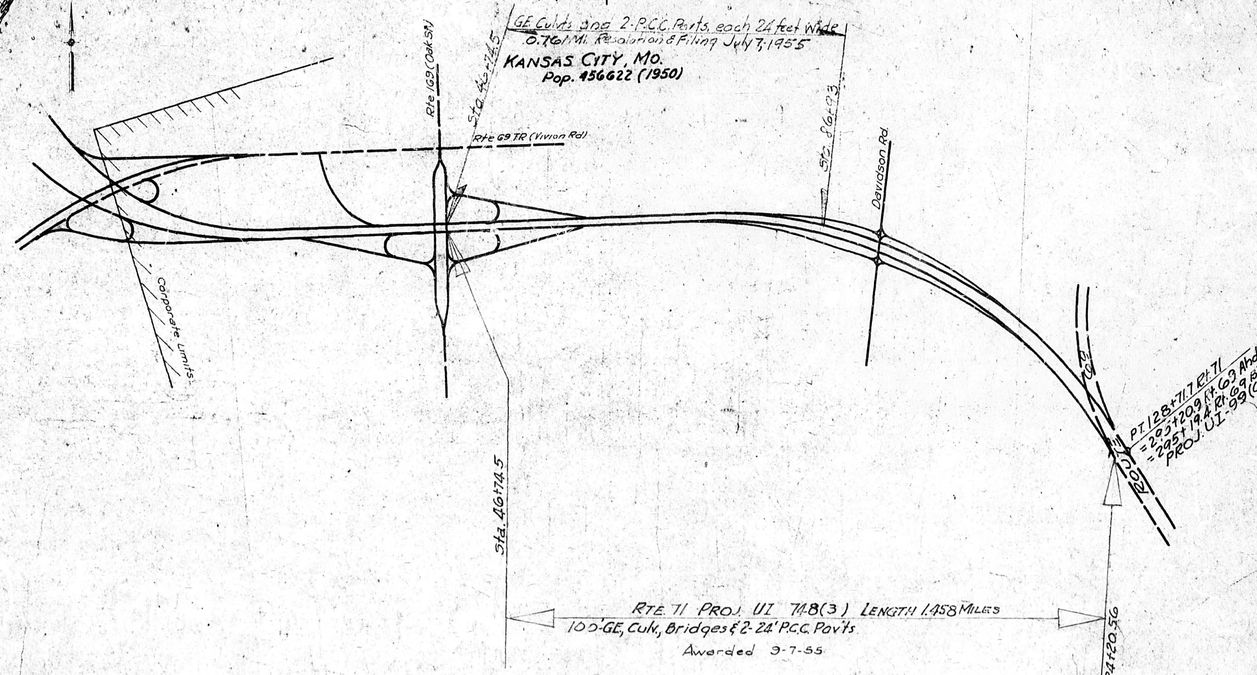
LIMITED ACCESS HIGHWAY

This shall be a limited-access highway between Station 4844.5 and Station 12420.56, except at locations and as otherwise specifically shown on these plans, no owners in right in, or of direct access to, from, or across the highway or its right of way, or lights, or leases to the property abutting on said section of highway, or to any person solely because of ownership of such abutting property. There shall be the usual right of access over any location either (1) shown on these plans as a property entrance (P.E.) field entrance (F.E.), or private underpass, or (2) where and when any such entrance, underpass, or an open public highway is being established by the governmental agency having authority therefor. Wherever an adjacent outer-roadway is so shown or maintained, there shall be the usual right of direct access between the abutting property and such outer-roadway and along it to and from the nearest lane of the through or public highway. However, during all times while an outer-roadway is being so maintained, there shall be no right of access over any part of an entrance which lies between said outer-roadway and the through.

.....LEGEND.....

BEGINNING AND ENDING OF LIMITED ACCESS

LIMITED ACCESS




RTE 71 PROJ UI 71-8(3) LENGTH 1.958 MILES
100-GE, Curb, Bridges & 2-24' P.C.C. Pavts
Awarded 3-7-55

CONVENTIONAL SIGNS

| | | | |
|---|---|---|---|
| STATE AND NATIONAL LINE | | LEVER | |
| COUNTY LINE | | CULVERTS | |
| CITY VILLAGE OR BOROUGH | | DROP INLET | |
| TOWNSHIP LINE | | TROLLEY POLE | |
| SECTION LINE | | POWER POLE | |
| GRANT LINE | | TELEPHONE OR TELEGRAPH POLE | |
| FENCE LINE | | MARSH | |
| GUARD RAIL | | HEDGE | |
| UNFENCED PROPERTY | | | |
| RIGHT OF WAY LINE | | GROUND ELEVATION | |
| TRAVELED WAY | | | |
| RAILROADS | | GRADE ELEVATION | |
| RETAINING WALL | | SURFACE LINE | |
| BASE OR SURVEY LINE | | GRADE LINE | |

REX M. WHITTONE NUMBER 6247 REGISTERED PROFESSIONAL ENGINEER

SUBMITTED BY [redacted] DATE [redacted]

CHIEF ENGINEER
MISSOURI STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL:

[redacted]
DISTRICT ENGINEER DATE

APPROVED:

[redacted]
DIVISION ENGINEER DATE

9-17

488

UI-748(3) 3

CLAY 71

FINAL PLANS

SE¼ SE¼
34-51-33

HAROLD KENNETH TAYLOR
LIMITED ACCESS R/W = 3.608 AC.
UNLIMITED R/W = 0.501 AC.
CONST. EASE. = 0.128 AC.

PI 25+75.73 LT. LANE
P.I 23+04.94 RT. LANE
Δ 31° 09' LT.
D 2° 00'
R 2864.79'
T 798.52'
L 1557.50'
E 109.21'
SE 0.03'/FT.

U.S. RTE. 69

15 20 25 30

34 35 2 3

4" SECT. COR. - 1-1/2" PUMP PIPE
KANSAS CITY LIMITS (1954)

P.C. 17+77.21

P.C. 15+06.42

T51N
T50N

S 58° 29' 09" E

POND

STA. 120+60 RTE 69 (St. 70° LA. Rte 69)
86 ft + 18" x 109' RCP PIPE CULV'T
Built - CB30 EC HDWLL (RT) ST. Ω TO PIPE
Built - STD 16A MANHOLE (On Existing 24" RCP PIPE)
"D" 150° STA. BEGINNING 123' Rt. Ω RTE. 69

STA. 119+87 RTE 69 (St. 70° LA. RTE. 69)
Built - 18" 45° RCP PIPE CULV'T
Built - CB30 EC HDWLL (Rt. STA. 119+78)
Built - STD 16A MANHOLE (On Ω of Rte 69)
"D" - 15'-9" 3'x3' OPENING

STA. 119+87 TO STA. 120+60 (Lt.) RTE 69
Built - 24" x 71' RCP PIPE CULV'T
(Between MANHOLES)

11+28 - 120+61 16A Manhole

18" RCP

10°

78" Pipe Vert.

Std. 16A Manhole

S 89° 30' E

338.6'

22° R 09

NOTE:-
Material placed in undercut cuts and in areas where unsat... removed from the roadbed shall be ... the Std. Spec. for "COMPACT...
Hedge ... paid for as a separate item on th... considered covered by the unit prices l...
Where ... to be const. west of Oak St. the Resident Engr. will adju... templates as shown on the Cross-sections to provide for the future P.C.C. Pvmt.

NE¼ NE¼
3-50-33

BUILT - 78" x 350' A.C.P. PIPE CULVT. (EXTRA STRENGTH)
(SOUTHEAST MANHOLE, ST 119+86, RTE 71 Ω MAN HOLE
5-A 119+87, RTE. 69) SE 35°-2.4
BUILT - STD. 16A MANHOLE (DR)
"D" 270° 3'x3' OPENING
BUILT - 24" LEB RCP PIPE CULVT. RT.
(SOUTHERN MANHOLE # 82 HDWLL)
BUILT - CB30 EB HDWLL RT.

P.I. STA. 119+87 RTE 71

MAIN ROAD

RAMP A

P.I. STA. 120+72 RTE. 69 - 24° RT.

P.C.

69'

CONST. EASE.

ESTHER A. GOULD
NEW R/W = 15.215 AC.
R/W IN MAIN ST. = 0.420 AC.

NW¼ NW¼
2-50-33

Total R/H Markers - 0

Clear
Grnd
Fert. & Mulch.

Lt. Lane Profile

Rt. Lane Profile

BM - 3 xad nails W. root 6" Elm
70 Rt. 25+25 Ramp A - Elev. 895.66

BM - 3 xad nails SE root 6" Elm
+75 Rt. 90+12 Ramp A - Elev. 911.38

1030 Units
13 Units
121,921.5 TOTAL SQ. FT.

PLATE 1—PLAN-PROFILE O. P. R. & B. E. STANDARD
U. S. BLUE, Chicago

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NW4 NW4
2-50-33

NE4 NW4
2-50-33

NW4 NE4
2-50-33

(UI-748(3)) 4
CLAY 71
FINAL PLANS

ERNEST L. STULTZ
NEW R/W = 12.234 AC.
R/W IN MAIN ST. = 0.420 AC.
CONST. EASM'T. = 0.995 AC.

SHEFFA VIVION FOSTER
NEW R/W 18.544 AC.
HOLMES ST. ROAD = 0.105 AC.
UNLIMITED ACCESS R/W = 0.016 AC.
CONST. EASM'T. = 0.039 AC.

P.T. 30+63.92

+74.3 1/4 1/4 LINE
389.9' N. TO IRON PIN (NW. COR. NE4 NW4 SEC. 2

P.T. 33+34.71

RAMP "F"

RAMP "G"

RAMP "K"

LOOP "M"

LOOP "R"

RAMP "P"

MAIN ST.

HOLMES ST.

10" WATER LINE

TELE DUCT

8" GAS LINE

PP

TRFWY

Sta. 32+74.9
Guard Rail Rt.
Built- 37.5 Lin. Ft.
(TYPE 1)

"Sta. 0[illegible] Built
Guard Rail Rt. U. L. LANE
Built- 150 Lin. Ft. (TYPE 1)

- Built- 50" x 36" RCP Pipe Culvt (Sk. 15° Ea.) (Extra Strength)
- Built- C.B.D. RB Howell Lt. (Sk. 30° to Pipe)
- Built- 36 E. Drop Inlet (UT)
  D'=6'6" 4'x6' Opening
  1- Type 'A' Cover 8-Spillways

- Built- 15" x 155' RCP Pipe Culvt (Sk. 65° Ea.)
- Built 36 E. Drop Inlet (LA)
  D'= 8'0" 3'x2' Openings
  1- Type 'A' Cover - 1- Spillway

Sta. 46+74.5
Begin Proj. UI-748(3)

L 650.00'
SE 0.0

Total R/W Markers = 17

Fert. & Mulch.

1150 | 2000 | 4200 | 5100 | 498 | 1900 | 5000 | 6075 | 3570 | 18585 | 20700 | 27700 | 19950 | 16773 | 6999 | 5670 | 3000 | 2250 | 1825 | 700 | 1151 | 3090 | 44255

1900' VC
M= 11.88
ND1D= 7.15

12.0%

-3.0%

Lt. Lane Profile

FL. 875.0

FL. 883.4

FL. 922.2

FL. 880.33

BM- 5/8" x 24" nail in N. face of 12" Hackberry 118' Rt. Sta 40+40 (Rt. Lane) = Elev. 922.06

BM- Truck axle driven flush with ground S. of Sta 41+40 (Rt. Lane) = Elev. 925.58

BM- 3/8" x 6" nail in SE. root of 18" Elm 60' Lt. Sta 41+00 Ramp K = Elev. 930.14

BM- Top 5/8" anchor bolt pump (on conc. mail cover) 115' Lt. Sta 42+05 (Lt. Lane) = Elev. 919.58

PLATE 1—PLAN PROFILE O.P.R.A.R.E. STANDARD
J. S. BLUE, Chicago

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UI-748(3) 4a

CLAY 71

FINAL PLANS

NW4 NW4 2-50-33

NE4 NW4 2-50-33

NW4 NE4 2-50-33

ERNEST L. STULTZ
NEW R/W = 12.234 AC.
R/W IN MAIN ST. = 0.420 AC.
CONST. EASM'T. = 0.995 AC.

SHEFFA VIVION FOSTER
NEW R/W 16.546 AC.
HOLMES ST. ROAD = 0.105 AC.
UNLIMITED ACCESS R/W = 0.016 AC.
CONST. EASM'T. = 0.039 AC.

N. MAIN ST.

HOLMES ST.

E 16th ST.

TRF VY.

RAMP "K"

RAMP "P"

LOOP "L"

LOOP "M"

LOOP "R"

Sta. 32+74.3 Guard Rail Rt. Built - 37.5 Lin. Ft. (Type 1)

Sta. 47+54.5 Begin 18" RCCP

45+83.7 LT. LANE (0+00 RTE. 169 OAK ST.)

Sta. 46+74.5
BEGIN PROJ. UI 748(3)

Sta. 57+24.0 LT. LANE BEGIN 18" RCCP

Sta. 57+21.68 RT. D

Sta. 57+14.5 RAMP "P" Built 18" RCP Pipe Culvt. Built C-230 RC Hdwll. (Rf.) Built 36 G Drop Inlet (Lt.) 15'-2" Opening With Frame & Grate

Sta. 57+59 Ramp "P" Built 18" RCP Pipe Culvt. (Sk. 0'-8" R.A.) Built C-230 RC Hdwll. (Rf.)

Sta. 57+14.5 Ramp "K" Built 18"x 100' RCP Pipe Culvt. (Bk. From M.H.) Built C-230 RC Hdwll. (Lt. & Rt. Pipe) Built 32'D - 16'C RCP Pipe Culvt. (Sk. 0'-8" R.A.) Built C-230 RC Hdwll. (Rf.) Built 36 G Drop Inlet (Lt.) "D"-2'-0" "C"-4'-0" 3'x3' Opening

Sta. 57+46.5 Ramp "K" Built 18"x 78' RCP Pipe Culvt. (Sk. 0'-8" R.A.) Built C-230 RC Hdwll. (Rf.)

Sta. 46+74.5 Ramp "R" Built 18"x 78' RCP Pipe Culvt. (Sk. 0'-8" R.A.) Built C-230 RC Hdwll. (Rf.)

Sta. 47+71.49 Ramp "R" Built 18"x 78' RCP Pipe Culvt. (Sk. 0'-8" R.A.) Built C-230 RC Hdwll. (Rf.)

Sta. 57+24.0 Lt. Lane Built 18"x 78' RCP Pipe Culvt. (Sk. 0'-8" R.A.) Built C-230 RC Hdwll. (Rf.)

Sta. 57+21.68 Rt. D Built 18"x 78' RCP Pipe Culvt. (Sk. 0'-8" R.A.) Built C-230 RC Hdwll. (Rf.)

Sta. 46+74.5 Ramp "R" Built 18"x 78' RCP Pipe Culvt. (Sk. 0'-8" R.A.) Built C-230 RC Hdwll. (Rf.)

Sta. 47+71.49 Ramp "R" Built 18"x 78' RCP Pipe Culvt. (Sk. 0'-8" R.A.) Built C-230 RC Hdwll. (Rf.)

Sta. 57+24.0 Lt. Lane Built 18"x 78' RCP Pipe Culvt. (Sk. 0'-8" R.A.) Built C-230 RC Hdwll. (Rf.)

Sta. 57+21.68 Rt. D Built 18"x 78' RCP Pipe Culvt. (Sk. 0'-8" R.A.) Built C-230 RC Hdwll. (Rf.)

Rt. Long Profile

EQUATION Sta. 54+15.84 = Sta. 57+19.00

| | | |

U.I-74-8(3) 5

CLAY 71

FINAL PLANS

NE¼ NE¼ 2-50-33

NW¼ NW¼ 1-50-33

SW¼ NW¼ 1-50-33

WILBUR J. DEAN
LIMITED ACCESS R/W = 0.524 AC.
UNLIMITED ROAD R/W = 0.427 AC.
OLD ROAD R/W = 0.055 AC.
2 CONST. EASE. 0.463 AC.

JAMES C. DAVIDSON
NEW R/W = 0.072 AC.

H.B.C. DEVELOPMENT CO.
7.340 AC. NEW R/W

FOWLER PLACE

CAMPBELL ST.

WILLIAM S. GODMAN 2nd ADD.

47TH ST. TERR. N.

6TH ST. NORTH

BLOCK 1

LOYD I. BELVEAL
NEW R/W = 4.818 AC.
HOLMES STREET = 0.034 AC.

DISPOSAL PLANT

S.E. COR. NW1/4 NW1/4 SEC.1 T.50N R.33W.

1st Lane Profile

BM- 3 xed nails E root 18" oak 125' Lt Sta 68+65 (Lt Lane) - Elev. 889.66

BM- 60d spike in N. side PP 132' Rt Sta 80+02 (Lt Lane) - Elev. 889.63

BM- 60d spike in N. side PP 142' Rt Sta 85+06 (Lt Lane) - Elev. 884.82

Total R/W Markers - 19

679 Units

190 Units

159,781.5 Total Sq. Ft.

PLATE 1—PLAN-PROFILE. O. P. R. & R. L. STANDARD
U. S. BUR. Chicago

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U.I-74-8(3) 5a

CLAY 71

FINAL PLANS

NE¼ NE¼ 2-50-33

NW¼ NW¼ 1-50-33

SW¼ NW¼ 1-50-33

H.B.C. DEVELOPMENT CO. 7.340 AC. NEW R/W

WILBUR J. DEAN
LIMITED ACCESS R/W = 0.524 AC.
UNLIMITED ROAD R/W = 0.427 AC.
OLD ROAD R/W = 0.055 AC.
2 CONST. EASE 0.463 AC.

FOWLER PLACE
JAMES C. DAVIDSON
NEW R/W = 0.172 AC.

LLOYD I. BELVEAL
NEW R/W = 4.618 AC.
HOLMES STREET = 0.034 AC.

CAMPBELL ST.

GORMAN AVE.

47TH ST. TERR. N.

OUTER RDWY.

CONST. EASMT

BLOCK 1

BLOCK 2

BLOCK 3

46TH

DISPOSAL PLANT

S.E. COR. NW¼ NW¼ SEC. 1 T. R. 33 W.

S.W. COR. NW¼ SEC.

Sta. 3+73.25 Sewer Sta. 75+96.6

Sta. 75+77 RT. LANE
Built 36"x175' R.C.P. PIPE CULVT. (SE. 101A) (EXTRA STRENGTH)
Built C230 RB HDWLS. (ET. & LT.)

CURVE DATA
83+04.4 LT. LANE
48°45' RT.
I 34°
D 3b57.29
T - 1651.1'
L - 311.8
E - 357.90
SE - 0.02'/FT.
$L_T$ - 150.0'

Sta. 82+90 RT. LANE
Built - 3'x3'x 247'8" C.S.C.O.
Concrete Box Culvt.
Built in Sections - Sta. 30+A.A.
2:1 Wing Slope (2:1)
Built 36 ϕ D.B.D.P. Inlet (81.)
2'-3'6" x 2'-2'-3" Opening
1-Type A Corner & Sidewalk (Special)

RIGHT LANE
P.I. 85+62.14
Δ 58°00' RT.
D I°35' 27.7"
T 1914.84'
L 3319.73'
R 3601.29'
E 477.42'
SE. 0.02'/FT.
$L_T$ 150.0'

Profile Grade Line

Rt. Lane Profile

Elev. 846.5

Elev. 832.5

-2.00%

-3.00%

+0.44%

+1.25%

PLATE 1—PLAN-PROFILE O P R & B E STANDARD
J. S. BLUE, Chicago

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UI-748(3) 6
CLAY 71
FINAL PLANS

SE¼ NW¼ 1-50-33 J.A. BRUENING

NW¼ SE¼ 1-50-33 J.A. BRUENING

NE¼ SW¼ 1-50-33

DAVIDSON RD.

RAMP "S"

RAMP "V"

RAMP "T"

KANSAS CITY POWER & LIGHT

CONST. EASEMENT

Slope Protection See Typ. Sec. Sheet

Begins Sta. 117+64.73

Total R/W Markers = 14

1574 Units
837 Units
16,912.5
Total 3,487

PLATE 1—PLAN-PROFILE O.P.R.A.R.E. STANDARD
U. S. BUR. Chngr

UI-718(3) 6a
CLAY 71
FINAL PLANS

SE4 NW4 I-50-33 J. A. BRUENING

NW4 SE4 I-50-33 J. A. BRUENING

NE4 SW4 I-50-33 J. A. BRUENING

DAVIDSON RD.

RAMP "S"

RAMP "U"

RAMP "V"

RAMP "T"

CONST. EASEMENT

Slope Protection See Typ. Sec. Sheet

Conc. U Gutter

KANSAS CITY POWER & LIGHT

1/4 SEC. LINE

1/4-1/4 SEC. LINE

ROAD 40

ROAD 20

R/W Marker in Place

Bridge Appr. Slabs See Spec. Sh. #18 & Std. 1548

Br. # L658 Spans Roadway Begins Sta. 117+64.73

Sta. 117+25.22 to Sta. 117+65.5 Lt Lane Bridge Appr. Slabs & Spec. Sh. #18

LEFT L
PI. 114-
Δ 48°-
D 1°34
- 1657.7
L 3112.7
R 3657.29
E 358.16

Profile

Rt lane Profile

500' VC M-2.49

EQUATION 3+21.1134.27 = 116+28.00 Ahd

116+28.73 Tm

PLATE 1—PLAN-PROFILE © P. R. & R. E. STANDARD
D. S. BLUE, Chicago

488

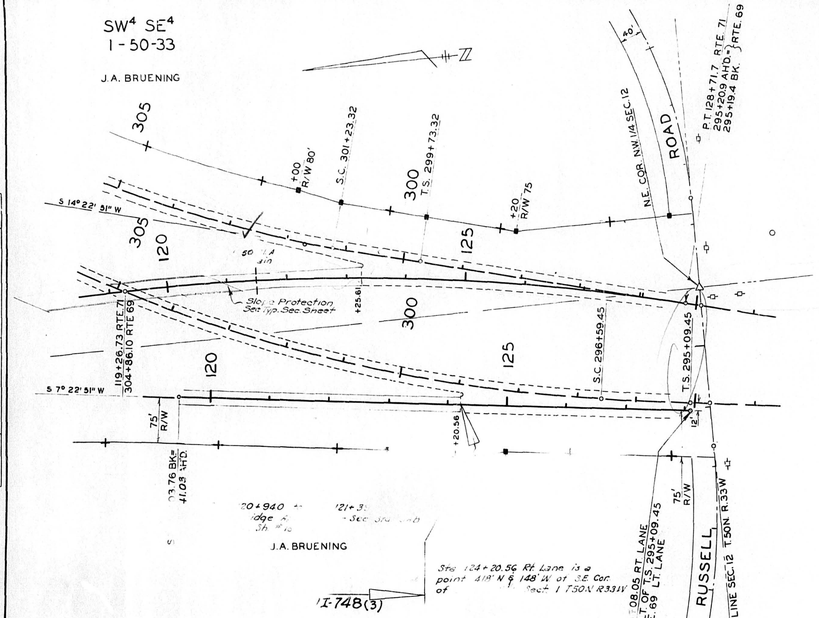
UI-748(3) 7

CLAY 71

FINAL PLANS

SW¼ SE¼
1-50-33

J.A. BRUENING




Note: R/W Marker

50-33

PLAN
SURVEYED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
NOTE BOOK
NO.
DATE
BY

PROFILE
SURVEYED
ITEMS CHECKED.
NOTE BOOK
GRADES NOTED.
NO.
STRUCTURE NOTATIONS CHKD.
DATE
BY

FERT. & MULCH

10,200 / 12,930 / 10,000 / 3,600 / 6,960 / 6,400 / 3,850 / 3,360 / 2,945 / 2,500

70147
TOTAL SQ. YD.

Lt. Lane Profile

Rt. Lane Profile

300
890
880

250' V.C.
M-0.60

120 1 2 3 4 125 120 1 2 3 4 5 6

PLATE 1—PLAN-PROFILE O.P.R.&B.E. STANDARD
U. S. BLUE, Chicago

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UI-748(3) 8

CLAY 71

# PRESENT U. S. ROUTE 69

## FINAL PLANS

SW¼ SW¼ 35-51-33

PRESENT SLAB
P.I. 103+93.2
Δ 56°18' LT.
D 4°30'
R 1273.57
T 710.3
L 1295.6
SE 0.0645

RAMP D
P.I. 118+55.35
Δ 37°47'27" LT.
R 550'
T 188+26
L 362.77

T 51 N
T 50 N

34 35 3 2

SECT. COR. 1-1/2" PUMP PIPE

KANSAS CITY LIMITS (195/1)

RAMP "D"

LOOP "B"

LOOP "E"

24" RCP W/HDWLS

322.83'

EQUATION
1+42.19 BK =
1+22.61 AHD

PC. 15+06.42

PC. 17+77.21

PT. 120+29.86

PC. 13+11.48

PT. 13+58.89

PT. 109+78.5

+33.3 X 2' BOX CULV.

Sta 112+76 Old 15" Pipe Culv with Drop Inlets in Curb & Gutter Rt (Rdwl Lt Stew 60' RA

Long C.I.A Underdrains

~~Sta 112+30 to Sta 116+50 in Median~~
~~Sta 114+00 to Sta 120+76 Lt of Lt Lane~~
~~Sta 117+30 to Sta 119+50 in Median~~
~~Sta 119+67 to Sta 121+34 Rt of Rt Lane~~
~~Sta 123+00 to Sta 126+00 in Median~~
~~Sta 118+20 to Sta 119+70 Rt of Rt Lane~~

RTE 69
"Built- 15" 1.32' RCP Pipe Culv't (From 10A MANHOLE BK. Sta. 75+1A)
"Built- C.I.P.B. HDWLL (RT)
"Built- STD 10A MANHOLE (RT) "D"-90°- 8'x8' OPENING WITH GRATE & FRAME
"Built- 15"x 4' ECP Pipe Culv't Lt. (From MANHOLE)

SEE SPECIAL SHEET NO.-2, 3, 4, 5 & 6 FOR PAVING LAYOUT

NW¼ NE¼ | NE¼ NE¼ | NW¼ NW¼ 2-50-33

Fr. Rdwy. E.
Fr. R.R. Rdwy. E.
Fr. B.M. 0

| PLAN | SURVEYED | BY | DATE |
|---|---|---|---|
| | PLOTTED | | |
| NOTE BOOK | GRADES CHECKED | | |
| NO. | ALIGNMENT CHECKED | | |
| | STRUCTURE NUMBERS CHKD. | | |

| PROFILE | SURVEYED | BY | DATE |
|---|---|---|---|
| | PLOTTED | | |
| NOTE BOOK | GRADES CHECKED | | |
| NO. | ALIGNMENT CHECKED | | |
| | STRUCTURE NUMBERS CHKD. | | |

PLATE I—PLAN-PROFILE D. P. R. & R. E. STANDARD
J. S. BLUE, Chicago

488

UI-748(3) 9
CLAY 71
FINAL PLANS

PRESENT SLAB
P.I. 136+48.7
Δ 10° 57' RT.
D 1° 30'
R 3819.83
T 366.1
L 730.0

SE¼SW¼ 35-51-33

SW¼SE¼ 35-51-33

HAMPTON SECURITIES CO.
NEW R/W = 0.158 AC.
CONST. EASE. = 0.460 AC.

STUART PERKINS
CONST. EASE. 0.103 AC.

KINSAS CITY LIMITS 1954

RTE. U.S. 69

RTE. U.S. 169

CONST. EASM'T

CONST. EASE.

R/W

P.T. 140+12.6

P.T. 148.3'

R=5720.55

R.C. 30+85.66

RAMP "F"

RAMP "K"

N. OAK ST.

2-TEL. DUCTS

TEL. M.H.

10" WATER LINE

PROP. 36" WATER MAIN (CONC.)

COAXIAL CABLE W/TEL. IN DUCT

CONC. WATER MAIN

P.I. 34+61.3 RAMP F
Δ 66°30' LT.
D 4°00'
R 372.96
T 375.68
L 665.00

P.I. 50+[illegible] RAMP K
Δ 27°00' [illegible]
D 5°[illegible]
R [illegible]
T [illegible]
L 540.00'
SE 0.04 FPF

11,12 FOR PAVING LAYOUT

NE¼NW¼

NW¼NE¼

PLAN
SURVEYED
PLOTTED
NOTE BOOK
NO.
RT. O. WAY CHECKED
DATE
BY

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
NO.
GRADE CHECKED
GRADE PLOTTED
DATE
BY

PLATE 1—PLAN-PROFILE O.P.R.R.E. STANDARD
U.S. BLDG. Chicago

488

UE748(3) 10
CLAY 71
FINAL PLANS

PLAN
SURVEYED —
PLOTTED —
NOTE BOOK —
NO. —
BY
DATE

PROFILE
MARKED
PLOTTED
NOTE BOOK
NO. —
BY
DATE

999+99.1
PC 000

1000+38.2
0000

F.T. 8+00

200'

PC 17+77.21

U.S. RTE. 69

20+05.59

20+04.2

15+08.42

17+76.8

17+21.6

16+84.6
17 28.50

POST 19+45.5

338.6'

PT 24+1.49

PC 25+69.38

PT 28+69.38

CONST. EASE

RAMP A
PI. 27+03.49
Δ 13° 21' RT.
D 5°00'
R 1145.92
T 134.11
L 267.00
SE 0.04'/FT.

BUILT- 24" 168' RCP PIPE CULVERT (SE. 45° RA.)
BUILT- C230 RC HDWLL LT.
BUILT- C230 RC HDWLL RT.

322.83'

PT 109+78.5

Conc. R/W Markers Used in place

PRESENT

PC 11+83.34

PT 13+51.34

RAMP A
PI. 71.40
Δ 41°54' RT.
R 230'
T 88.06'
L 168.20

RAMP A
PI. 10+80.29
Δ 44°30' LT.
R 1145.92

NOTE: SEE SPECIAL SHEET NO. 3, 4, 7 FOR PAVING LAYOUT.

Total R/W Markers - 5

FERT. MULCH.

937.5 3912.5 3500 2350 839.5

11,539.5
Total 5678

Ramp A Profile

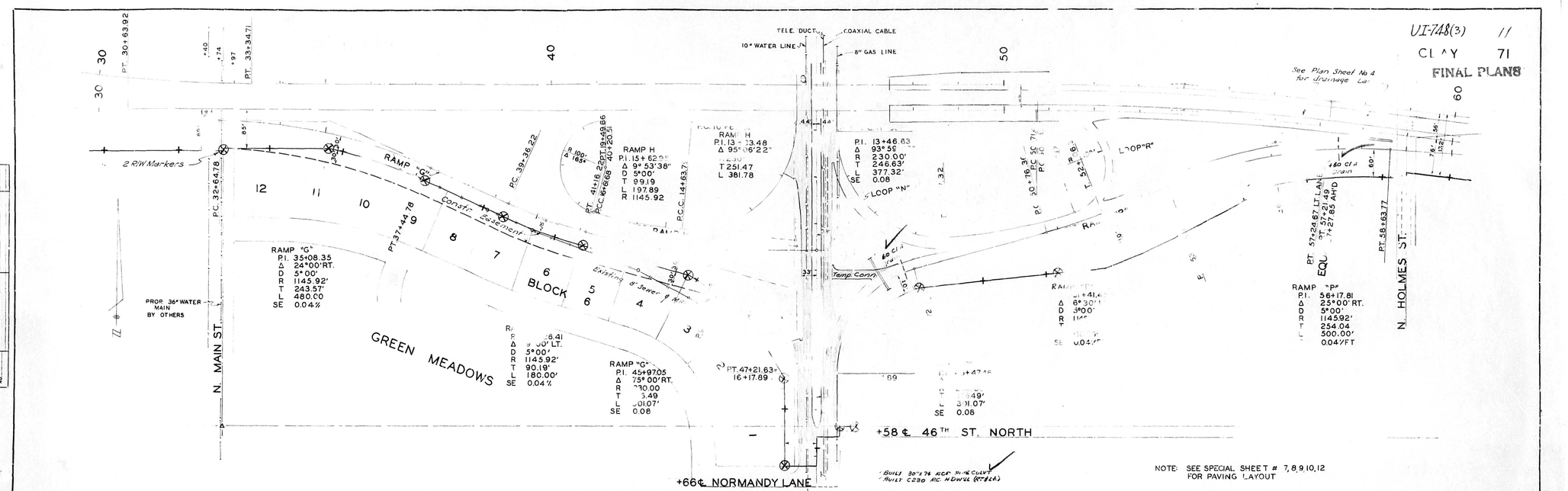
PLATE 1—PLAN-PROFILE O.P.R.A.B.E. STANDARD
J. S. BLUE, Chicago

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UI-748(3) 11

CLAY 71

FINAL PLANS



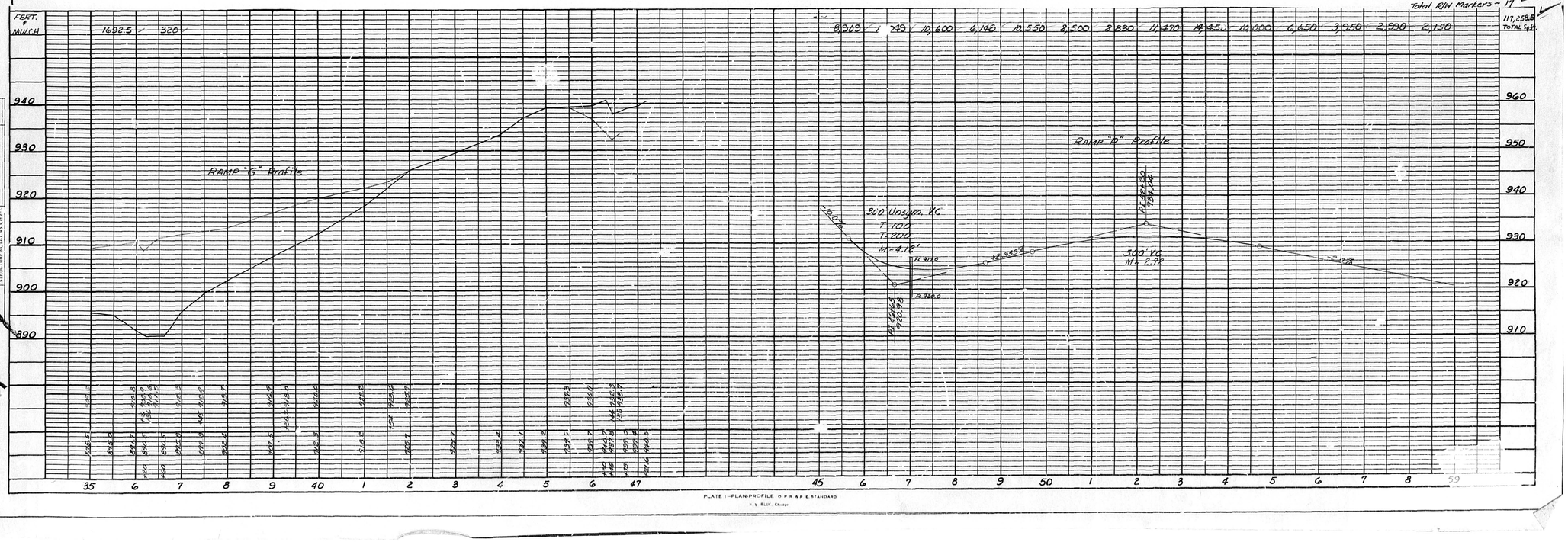




PLATE 1—PLAN-PROFILE O.P.R.&.E. STANDARD

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SW¼SE¼ 35-51-33

NW¼NE¼ 2-50-33

SW¼NE¼ 2-50-33

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CLAY 71

FINAL PLANS

Temp. Connection

P.C. 5+78.68

P.C. 47+36.70

P.I. 8+25.31 ∆ 93°59'40" 230.00' 248.63 T 377.32

P.T. 14+

P.T. 47+72.04

Temp. Conn. of Rolled Stone Base & 18" Type C Asph. Conc. 6 CMP 6+39 (C.I.A.)

C.I.A Longitudinal Drain 9+60 to 11+30

C.I.A Longitudinal Drain 17+00 to 21+18

2+00.5 - 5+11.6 AH'D

145+20 BK. RT. 169 30°00' 4+14.7 RT. 169

N. OAK ST. (RT. 169)

U.S. RTE. 69

TELE. DUCT

9" Spl. Curb Commission

CRESTVIEW

BLOCK 6

+58 ℄ 46TH ST. NOR

+66 ℄ NORMANDY LANE

GREEN MEADOWS

Sta. 10+56.0

Std. 1G41.3 Orig. Rte. 71 Sec. 44

NOTE: SEE SPEC. SH. NO. 8,9,10,11 FOR PAVING LAYOUT

KEY

- New P.C.C. Pvmt. built UI-748(3)
- Asphaltic Conc. Resurf.

## DRAINAGE STRUCTURES

| ITEM | DESCRIPTION | STATION & LOCATION | FLOWLINE | REMARKS |
|---|---|---|---|---|
| 1A | C 230 RC Hdwl | Lt of ℄ | 913.0 | Conn. to MH 2A with 24" RCP |
| 2A | Std. 16A Manhole | 60' Lt. of Sta. 11+74 | 907.5 | Conn. to MH 3A with 30" RCP, Conn. to MH 1A with 24" RCP, Conn. to MH 9A with 18" RCP |
| 3A | 36 B Drop Inlet | in Curb line Lt. Sta. 11+74 | 911.0 | Conn. to MH 2A with 27" RCP |
| 4A | C 230 RC Hdwl | Lt. Sta. 11+30 | 908.0 | Conn. to MH 5A with 18" RCP |
| 5A | Std. 16A Manhole | 60' Lt. of Sta. 11+30 | 906.5 | Conn. to MH 3A with 18" & 9" RCP, Conn. to MH 6A with 30" RCP |
| 6A | C 230 RC Hdwl | Lt. Sta. 9+31 | 908.0 | Conn. to MH 5A with 18" RCP |
| 7A | Std. 16A Manhole | 60' Lt. Sta. 9+31 | 903.0 | Conn. to MH 5A with 18" & 9" RCP, Conn. to MH 8A with 30" RCP |
| 8A | Std. 16A Manhole | 60' Rt. Sta. 9+31 | 896.75 | Conn. to MH 7A with 30" RCP, Conn. to MH 9A with 18" RCP, Outlets with 30" x 15" Pipe 20' LA |
| 9A | C 230 RC Hdwl | Rt. Sta. 11+30 | 908.0 | Conn. to MH 10A with 18" & 9" Pipe |
| 10A | Std. 16A Manhole | 60' Rt. Sta. 11+30 | 907.5 | Conn. to MH 8A (See above), Conn. to MH 12A with 18" x 18" Pipe |
| 11A | 36 B Drop Inlet | in curb line Rt. Sta. 12+10 | 912.25 | Conn. to MH. 12A with 15" x 15" Pipe |
| 12A | Std. 16A Manhole | 49' Rt. Sta. 12+10 | 912.0 | Conn. to MH. 10A & DI. 11A (See above), Conn. to MH. 13A (See below) |
| 13A | C 230 RC Hdwl | Rt of ℄ | | Conn. to MH. 12A with 15" x 24" Pipe |

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, ALL P&P CHECKED, NO., DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, ALL P&P CHECKED, STRUCTURE ROTATIONS CHK'D., NO., DATE, BY

FEET. MULCH.

2,000 | 3,000 | 4,268 | 6,384 | 5,480 | 10,835 | 7,430 | 3,280 | 6,559 | 8,346 | 7,544 | 3,069 | 1,800 | 615 | 437 | 1,400 | 644 | 73,003 Total Sq.Ft.

960 950 940 930 920 910 900

PLATE 1—PLAN-PROFILE O.P.R.&B.E. STANDARD

U. S. BUR. Chicago

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CLAY 71

FINAL PLANS

PRESENT SLAB
P.I. 136+48.7
Δ 10°57'
D 1°30'
R 3819.83
T 366.1
L 730.0

SE¼ SW¼ 35-51-33

SW¼ SE¼ 35-51-33

IRON PIN 85.8' NORTH FROM ℄ PRESENT RTE. 69= N.W. COR. NE¼NW¼ SEC. 2 — T 50 N — R 33 W

OLD PIKE ROAD

KANSAS CITY LIMITS (1954)

Constr. Easement

RTE. US. 69

CONSTRUCTION EASEMENT

Barricade (Removed)

P.C. 30+65.66

P.C. 132+82.60

RAMP "F"

RAMP F
P.I. 34+61.3
Δ 66° 30' LT.
D 10°00'
R 572.96'
T 375.65'
L 665.00
SE 0.07'/FT.

PT. 140+12.6

N. OAK ST. (RTE. 169)

R 45.20 BK RTE. 69
R 44.7 AH RTE. 169

2400.5
3+11.6 AH "D"

VIVION RD. US. RTE. 69

R 60'

TEL. M.H'S

RAMP K
P.I. 50+11.81
Δ 27°00' RT.
D 5°00'
R 1145.92
T 275.11
L 540.00
E 0.04'/FT.

RAMP K
P.I. 55+80.66
Δ 15°46-30
D 5°00'
R 1145.92
T 158.72
L 315.44
SE 0.04'/FT.

RAMP "K"

Temp. Connection

P.I. 8+25.31
Δ 93°59'40"
D 30°
R 6.83
T 7.32

R 100' LOOP "M"

HOLMES ST.

P.C. 54+21.93

P.T. 52+76.10

P.T. 57+37.38

100 C.I.A. Drain

PROP. 36" WATER MAIN BY OTHERS

10" WATER LINE

TEL. DUCT

48 M/H

P.C. 50+74.67

P.T. 50+71.49

NOTE: SEE SPECIAL SHEET 6,7,11,12 FOR PAVING LAYOUT

NE¼ NW¼ 2-50-33

NW¼ NE¼ 2-5-33

P.T. 57+24.67 LT. LANE
P.T. 57+21.45-57+27.85 AH

Total R/W Markers — 4

106,389 Total Sq. Ft.

FERT. & MULCH

1,595' 4,595' 4,800' 6,150' 4,850' 3,350' 2,077.5' 1,300' 112.5'

1,900' 5,430' 8,390' 7,890' 4,350' 2,640' 4,935' 3,896' 10,700' 7,100' 3,950' 2,770' 2,000' 3,900' 3,300'

Ramp "F" Profile

Ramp "K" Profile

150' V.C. M=1.60'

450' V.C. M=5.41'

PLATE 1—PLAN-PROFILE O.P.R.&B.E. STANDARD
J. S. BLUE, Chicago

PLAN: SURVEYED, PLOTTED, NOTE BOOK, NO., CHECKED, RT. OF WAY CHECKED, BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, NOTE BOOK, NO., STRUCTURE NUMBERS (PAGE), BY, DATE

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CLAY 71

FINAL PLANS

RAMP "S"
P.I. 20+01.32
Δ 39° 32' 25" RT.
D 29° 00'
T 88.54'
L 177.01'
R 2864.79'
SE SPEC., SEE PAVING LAYOUT

RAMP "T"
P.I. 91+01.8
Δ 90°-39' RT.
D 4°
T 19.86
L 2 9.18
R 1432.69'
SE .03'/FT.
L_T 150'

RAMP "U"
P.I. 101+59.48
Δ 25°-18' RT.
D 8°
T 11.7.03
L 317.69
R 716.41'
SE .05'/FT.
L_T 150' RT. END ONLY

RAMP "V"
P.I. 113+37.85
Δ 190° 15' 32" RT.
D 29° 17' 37"
T 423.83'
L 839.74'
R 2498.02'
SE SPEC, SEE PAVING LAYOUT

DAVIDSON

KANSAS CITY POWER & LIGHT CO. POWER LINE

RAMP "S"

RAMP "T"

RAMP "U"

RAMP "V"

1/4 SEC. LINE

CONST. EASE

STA. 32+97 DAVIDSON ROAD (Lt.)
BUILT-18"x69' RCP PIPE CULV.
(MANHOLE TO OUTLET AT STA. 32+52)
BUILT- STD 16A MANHOLE (38' Lt.)
D 2'0" 3'x3' OPENING
WITH FRAME & COVER

STA. 33+58 DAVIDSON ROAD
BUILT-18"x48' RCP PIPE CULV.
(FROM MANHOLE AT STA. 33+69)
TO INLET AT STA. 33+58)
BUILT- 36 G DROP INLET (10' Rt.)
D 2'0" 3'x2' OPENING
1-TYPE A COVER 1-SPILLWAY

STA. 33+69 DAVIDSON ROAD
BUILT-18"x90' RCP PIPE CULV.
(FROM MANHOLE AT STA. 32+97 TO
MANHOLE AT STA. 33+69)
BUILT- STD 16A MANHOLE (26.5' Rt.)
D 2'0" - 3'x3' OPENING
WITH FRAME & COVER

BUILT-18"x53' RCP PIPE CULV.
(FROM 36 G DROP INLET TO MANHOLE
AT STA. 33+69)
BUILT- 36 G DROP INLET (67' Lt.)
D 2'0" 3'x2' OPENING
WITH GRATE & FRAME

STA. 33+75 DAVIDSON ROAD
BUILT-15"x76' RCP PIPE CULV.
FROM 36 G DROP INLET AT STA. 33+75
TO MANHOLE AT STA. 32+97)
BUILT- 36 G DROP INLET (48' Rt.)
D 2'0" 3'x2' OPENING
1-TYPE A COVER 1-SPILLWAY

STA. 33+77 DAVIDSON ROAD
BUILT-15"x83' RCP RING CULV.
(FROM 36 G DROP INLET AT STA.
33+77 TO 36 G DROP INLET AT 33+69)
BUILT- 36 G DROP INLET (4 CURB)
D 2'0" 3'x2' OPENING
WITH GRATE & FRAME

STA. 33+58 DAVIDSON ROAD
BUILT-15"x48' RCP PIPE CULV.
(FROM 36 G DROP INLET AT STA. 33+69)
TO MANHOLE AT STA. 33+69)
BUILT- 36 G DROP INLET (67' Rt.)
D 2'0" 3'x2' OPENING
1-TYPE A COVER 1-SPILLWAY

STA. 35+37 DAVIDSON ROAD
BUILT-15"x76' RCP PIPE CULV.
(FROM MANHOLE AT STA. 33+69 TO
MANHOLE AT STA. 35+37)
BUILT- STD 16A MANHOLE (26.5' Rt.)
D 2'0" 3'x3' OPENING
WITH FRAME & COVER

STA. 35+47 DAVIDSON ROAD
BUILT-15"x76' RCP PIPE CULV.
(FROM 36 G DROP INLET AT STA.
35+47 TO MANHOLE AT STA. 35+37)
BUILT- 36 G DROP INLET (67' Rt.)
D 2'0" 3'x2' OPENING
1-TYPE A COVER 1-SPILLWAY

STA. 35+67 DAVIDSON ROAD
BUILT-15"x178' RCP PIPE CULV.
(FROM 36 G DROP INLET AT STA. 35+67
TO MANHOLE AT STA. 35+37)
BUILT- 36 G DROP INLET (66.5' Rt.)
D 2'0" 3'x2' OPENING
1-TYPE A COVER 1-SPILLWAY

STA. 36+20 DAVIDSON ROAD (St. 17° Lt.)
BUILT-18"x119' RCP PIPE CULV.
BUILT- CE30 RC MANHOLE 4N(56.45° To 6 PIPE)
BUILT- CE30 RC MANHOLE 4N(56.45° To 6 PIPE)

NOTE: EE X-SEC. FOR D.I., M.H., & PIPE CULV. FLOW LINES
E SPEC. SPEC. SH. 13, 15 FOR PAVING LAYOUT
RAMPS.

PLAN
SURVEYED
PLOTTED
QUANTITIES CHECKED
R.M. JOED
REVISIONS (QUOTATIONS ONLY)
NO. | BY | DATE

PROFILE
SURVEYED
PLOTTED
QUANTITIES CHECKED
R.M. JOED
REVISIONS (QUOTATIONS ONLY)
NO. | BY | DATE

Ramp "S" Profile
-0.29%
500' VC
M=-9.51
NPSD-360'
-0.35%
100' VC
M=-1.04
-0.25%
450' VC
M=2.80
NPSD-324'
70' VC
M=0.71
+0.98%

Ramp "T" Profile
+1.14%
600' VC
M=3.19
+0.85%

Ramp "U" Profile
-0.35%
65' VC
M=-0.05
-0.40%
100' VC
M=-2.925
-0.75%
500' VC
M=-3.97
NPSD-384'

Ramp "V" Profile
-0.39%
500' VC
M=-3.36
NPSD-368'

DAVIDSON ROAD

PLATE 1—PLAN-PROFILE O.P.R.&P.E. STANDARD
J. S. Bluff, Chicago

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