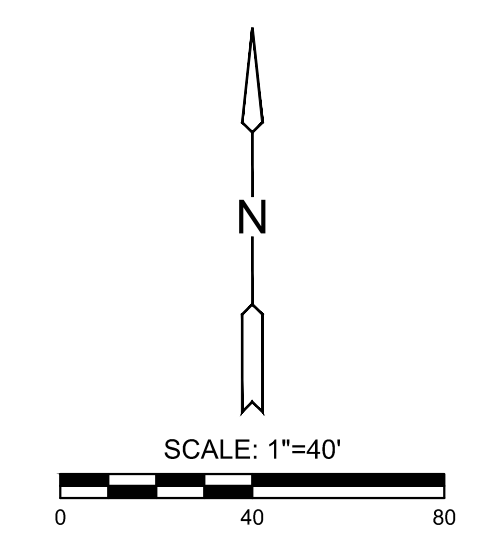
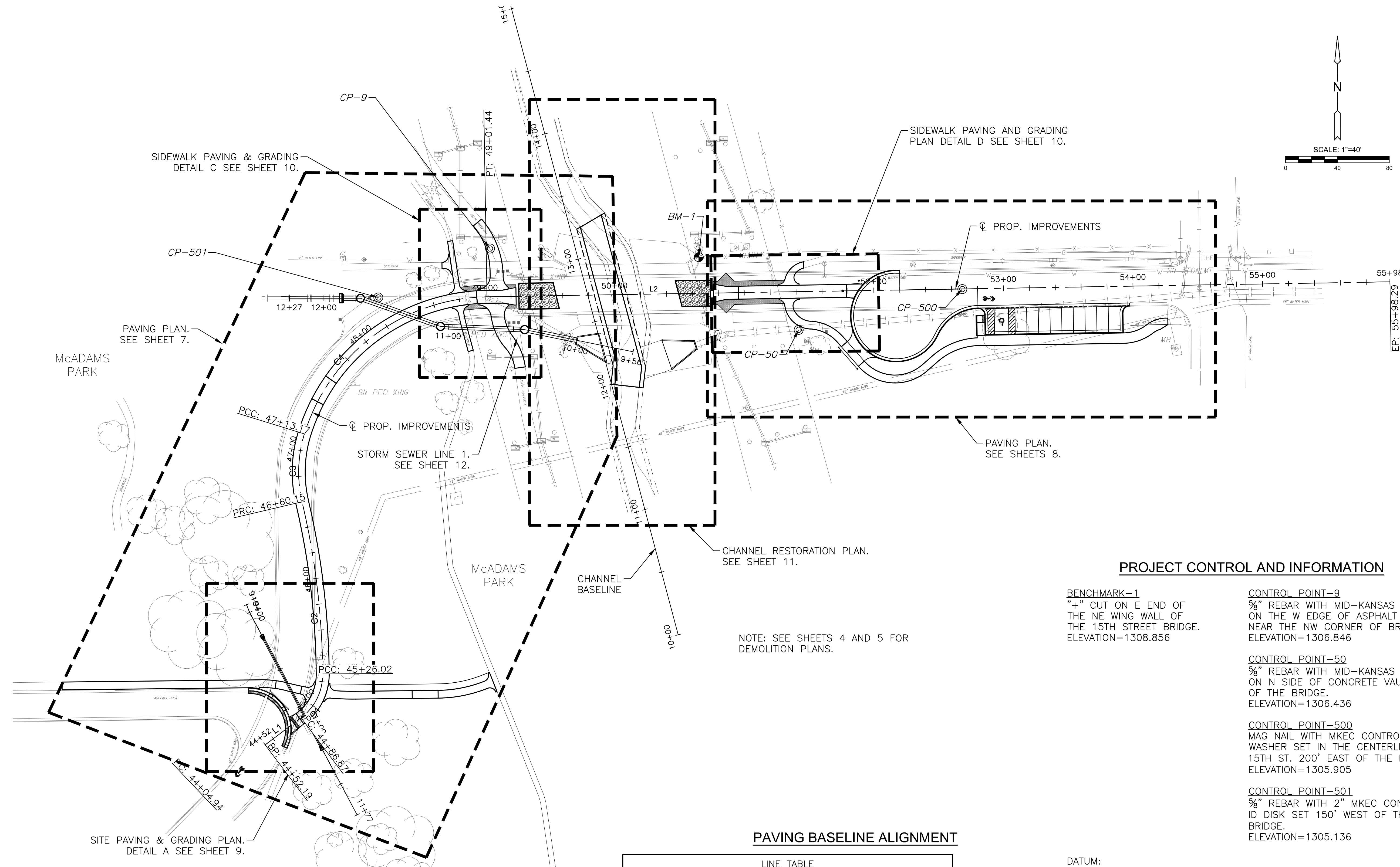


PLOTTED: Friday, August 01, 2025 @ 02:48PM  
 J:\PROJECTS\2023\20231010\431\_COW\_WDC\_BRIDGE REPLACEMENT AT 15TH STREET\100\_230431\_CAD\SHOTS\06\_CIVIL\SITE\230431\_KEY\_MAP.DWG



**PROJECT CONTROL AND INFORMATION**

- BENCHMARK-1**  
"4" CUT ON E END OF THE NE WING WALL OF THE 15TH STREET BRIDGE. ELEVATION=1308.856
- CONTROL POINT-9**  
5/8" REBAR WITH MID-KANSAS ID CAP ON THE W EDGE OF ASPHALT PATH NEAR THE NW CORNER OF BRIDGE. ELEVATION=1306.846
- CONTROL POINT-50**  
5/8" REBAR WITH MID-KANSAS ID CAP ON N SIDE OF CONCRETE VAULT SE OF THE BRIDGE. ELEVATION=1306.436
- CONTROL POINT-500**  
MAG NAIL WITH MKEC CONTROL WASHER SET IN THE CENTERLINE OF 15TH ST. 200' EAST OF THE BRIDGE. ELEVATION=1305.905
- CONTROL POINT-501**  
5/8" REBAR WITH 2" MKEC CONTROL ID DISK SET 150' WEST OF THE BRIDGE. ELEVATION=1305.136

NOTE: SEE SHEETS 4 AND 5 FOR DEMOLITION PLANS.

**PAVING BASELINE ALIGNMENT**

LINE TABLE				
Line #	Length	Direction	Start Point	End Point
L1	34.678	N52° 58' 56.39"E	(1653264.083,1694868.6464)	(1653291.7718,1694889.5248)
L2	696.852	N89° 02' 53.88"E	(1653435.183,1695214.4252)	(1654131.9389,1695225.9995)

Curve Table					
Curve #	ARC	Δ	Chord Direction	Start Point	End Point
C1	136.42'	53°24'51"	N26° 16' 30.67"E	(1653291.7718,1694889.5248)	(1653308.4840,1694923.3763)
C2	009.55'	12°48'30"	N06° 50' 09.98"W	(1653308.4840,1694923.3763)	(1653292.5520,1695056.2738)
C3	057.30'	30°22'32"	N01° 56' 50.92"E	(1653292.5520,1695056.2738)	(1653294.3326,1695108.6400)
C4	038.20'	71°54'47"	N53° 05' 30.32"E	(1653294.3326,1695108.6400)	(1653435.1830,1695214.4252)

DATUM:  
THE HORIZONTAL DATUM IS BASED ON THE KANSAS COORDINATE SYSTEM OF 1983(2011), SOUTH ZONE. COORDINATES SHOWN HAVE BEEN MODIFIED TO THE GROUND USING A COMBINED ADJUSTMENT FACTOR OF 1.0001200144. STATE PLANE COORDINATES CAN BE CALCULATED BY MULTIPLYING THE SHOWN VALUES BY 0.999988.

ALL ELEVATIONS SHOWN ARE BASED ON THE NAVD 88 VERTICAL DATUM.

NOTE:  
ALL CONTROL POINTS SHOWN HAVE ELEVATIONS ESTABLISHED USING STANDARD SURVEYING PROCEDURES AND CAN BE USED AS TEMPORARY BENCHMARKS. WHEN USING A CONTROL POINT AS A TEMPORARY BENCHMARK, IT IS RECOMMENDED THAT CROSS-CHECKS BE MADE TO OTHER CONTROL POINTS OR BENCHMARKS TO CONFIRM ELEVATIONS PRIOR TO USE.



**IMPROVEMENT PLANS FOR  
 15TH STREET BRIDGE OVER THE  
 WICHITA DRAINAGE CANAL**  
 WICHITA, KS

KEY MAP		
PROJECT NO.	472-2023-085864	
SCALE	1"=40'	
DRAWN	DESIGNED	CHECKED
RAM	JRA	JRA
NO.	REVISION	DATE
SHEET NO.		
6 OF 114		

©2025 MKEC ENGINEERING, INC. ALL RIGHTS RESERVED WWW.MKEC.COM THESE DRAWINGS AND THEIR CONTENTS, INCLUDING, BUT NOT LIMITED TO, ALL CONCEPTS, DESIGNS, & DETAILS ARE THE EXCLUSIVE PROPERTY OF MKEC ENGINEERING, INC. (MKEC), AND MAY NOT BE USED OR REPRODUCED IN ANY WAY WITHOUT THE EXPRESS CONSENT OF MKEC.