B.M. 173 OE Top of N.E.R. Rail W End N Pump Island Hudson Station 3 Side Kellogg

USE THIS ELEVATION !

Stationing on W/E

Elev. — Paved: 1328.6 +10% = 1461.5 cu. yds. — City: 102.6 +10% = 112.9 cu. yds.

Sta. 0+00 S. End Existing Pavt. (W/E).

1.63 Grd. Wall 9' Ht.

1.91 27" Reinforced Pipe 10.6 Ft.

1.94 27" Reinforced Pipe 9.2 Ft.

+22.0" Rise 51' Ft.

100 Elem. 38.85' Ft.

+0.653 % Gr. 0.9' Conc. Dr. 60.3' Ft.

+62.52 Elem. 0.15' Ft.

20' ALLEY

1.48 E 8.3' Conc. Dr. 64.3' Ft.

1.825 Pipe 10 Ft.

2.10 E Adm. Wa. 8.2' Ft.

2.47 E 9.9' Conc. Dr. 66.5' Ft.

1.48 E 8.3' Conc. Dr. 60.0' Ft.

1.838 15" Conc. 14' Ft.

2.11

1.44 E 8.3' Conc. Dr. 60' Ft.

1.644 F.P. 98 Ft.

ST.

OREME

Survey W/O 107 Bk. 40 S.

Const. W/O

Lic. Line

Checked

Meet Existing Pavt.

Lightner

+0.686 % Gr. 0.9'

Meet Existing Pavt.

Hook-up

KELLOGG U.S. 54

NOTE: Remove Service Sta. Drive Back to E.P.L. of Lightner. Extend 5" Lightner Dr. Pavt. to S. Edge Kellogg Slab with No Curb from Sta. 5+46.6 to Slab. Hook-up Service Sta. Drive & New Pavt. with 6" Drive.

1"=20'

B. E. SMITH — Licensed — 436 — Kansas — Professional Engineer

LIGHTNER DR.
N.L. OREME TO S.L. KELLOGG
30' CONC. & C.B.

CITY OF WICHITA, KANSAS
B.E. SMITH — CITY ENGINEER
SEPT., 1953 — PROJ. NO. C12-219