FHWA REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87U-1312-01		3	13

S.W. Cor. Sec. 10; T.28S.; R.1E
(12.00' Lt. @ Sta. 0+29.59)
1. Iron Pin @ Cor. (Fnd)
2. Nail & Bottle Cap in Power Pole 63.06' N.W.
3. Top of ℄ Vent Pipe 91.52' S.W.
4. Top of ℄ Vent Pipe 98.89' S.E.

P.I @ Sta. 7+54.98 Ahd (Δ=9°25'; R=2913.98')
1. "t" Cut in Conc. Pavm't @ P.I.
2. Nail & Bottle Cap in Power Pole 45.70' S.S.E.
3. W. Face of W. Ent. Sign Post to Drive In. 27.52' N.E.
4. "□" Cut @ E. Curb Return N. Side of Drive In Ent. 71.21' N.

STA. 10+13.47 Proj. BEGIN
Proj. No. 87U-1312-01
Sta. 10+13.47 @ 12.52 Rt.

Ark. Valley Christian Church

+00 @ Exist. R/W
61' Lt. @
Yard

+15 @ Exist. R/W
69' Lt. @

Sta. 12+63 Const. Curb Cut Ramp Lt. +15 @ Type I See Sheet No.

Sta. 13+23 Const. Curb Inlet Type III Lt. Install 12"x30" C.M.P. See Sheet No.

Sta. 12+82 Const. Curb Cut Ramp Lt. Type I See Sheet No.

+28.47 29.50' Lt. End Taper

Const. 12.3 Sq. Yd. Approach Sidewalk (6'-8") See Sheet No.

Condemnation Case A-48670

Const. 15 Lin. Ft. Trans. Barrier Curb Sta. 13+38.11 29.5' Lt. to Sta. 13+53.11 30.0' Lt. See Sheet No.

Const. Special Bridge Approach Pavm't. Sta. 13+28.47 to Sta. 13+57.85, 16' Lt. See Sheet No.

Sta. 15+74 Construct 57'-4 @ 76'-57' Continuous Composite Steel Beam Bridge 58'-0" Roadway (6'-0" Median) Skewed 20° Lt.

ARKANSAS

Elev. = 79.9
Elev. = 82.6
Elev. = 82.8
12.0'
R=10' (Typ)
Cable T.V. Riser
80'
40'
*60'
Exist. R/W
Ungd. Cable T.V.
+73.47 25.25' Lt. Begin Taper
S.W. Cor. Sec 10, T28S-R1E @ Sta. 0+29.59, 12' Lt.
6" Conc. Sidewalk
Existing Curb
+53.47 P.C. 1.0 Ft. Lt.
℄ Construction Project & Station Line
Exist. Const. Joint
+53.47 P.T. 2.0 Ft. Rt.
Survey Base Line
Exist. Curb
Ungd. Tel. Cable
M.H.
Tel. Riser
6" Conc. Sidewalk
Ungd. Tel. Cable
Rocks
Exist. 24" R.C.P. Storm Sewer
30° B/B
+73.47 25.25 Rt. Begin Taper
+28.47 29.50' Rt. End Taper
Gate Valve
Tel. Riser
Edge of Water Sept 19, 1989
Const. 12.3 Sq. Yd. Approach Sidewalk (6'-8") See Sheet No.
RIVER
Sta. 11+05 Const. Curb Cut Ramp Rt. Type I See Sheet No.
Sta. 11+50 Const. Curb Cut Ramp Rt. Type I See Sheet No.
Const. Special Bridge Approach Pavement Sta. 13+90.11 to Sta. 13+69.49, 16' Rt. See Sheet No.
Const. 30 Lin. Ft. Trans. Barrier Curb Sta. 13+44.23, 29.5' Rt. to Sta. 13+74.23, 30.0' Rt. See Sheet No.
Exist. R/W
G-50'
Lelond J. Wells, Etux
Sta. 10+13.47 Begin 8" Concrete Pavement
Sta. 13+36 Const. Curb Inlet Type III Rt. Install 12"x30" C.M.P. See Sheet No.
+63.67 @ 15.68' Rt.
4" Conduit
2" Conduit
W
16"
9.25'
R/ 7+54.98
2525'
30.5' B/B
5.0'
2.70% 2.70%
78.45' Ent.
81°01'38"
+58 R=145'
+28 Ent.
+28 R=15'
12'
NOV. 2 8 1989
50 0 25 50 100
Plan: Lat. & Long
Profile: Horiz. Same as above.
Vert.

Existing Concrete & Asphalt to be removed.

B.M. #1 R.R. Spike in Power Pole 25' Rt. @ Sta. 8+57 Elev. 1277.37

B.M. #2 S.W. Bolt Storm Sewer Gate Volve 40' Rt. @ Sta. 13+30 Elev. 1279.75

* Includes 118 Cu. Yds. From Mainline
7082 Cu. Yds. Contractor Furnished Borrow

* 7200 Cu. Yds. Common Excavation (=32%
1049 Cu. Yds. Rock Excavation
5455 Cu. Yds. Embankment

No Ditch Lt
No Ditch Rt.
+1.58%
-0.84%
800' V.C. S.S.D.=663'
℄ In 1279.61
℄ In 1279.72
℄ Out 1277.89
℄ Out 1278.01
Existing Ground
Design High Water Elev. = 1277.53
Water Elev. 1262.00 Sept. 19, 1989
P.I. 1+00 Elev. 1286.78
Notch Existing Pavement
BEGIN CONSTRUCTION +13.47

1285
1280
1275
1270
1265
1260

UTILITIES

KG&E The Electric Co.
310 N. Market
Wichita, KS
(316)-261-6821

Southwestern Bell Corporation
Rm-1260
150 N. Broadway
Wichita, KS 67202
(316)-268-2930

Wichita Water Dept. & Sewer Maint.
455 N Main
Wichita, KS
(316)-268-4565

Multimedia Cablevision
701 E. Douglas
Wichita, KS
(316)-262-4270

9	10	1	2	3	4	15	6
79.09	79.28	79.67	80.07	80.46	80.85	81.21	81.56	81.89	82.20	82.49	82.76	83.01	83.25	83.46	83.66	83.84	84.00	84.14	84.26	84.36	84.44	84.51	84.55	84.58	84.59	84.57

PLAN — SUBMITTED / APPROVED / NOTE BOOK / No. / DATE / BY / ALIGNMENT CHECKED / AS-BUILT CODED

PROFILE — SUBMITTED / APPROVED / NOTE BOOK / No. / DATE / BY / GRADES CHECKED / AS-BUILT CODED / STRUCTURE NOTATIONS CHECKED