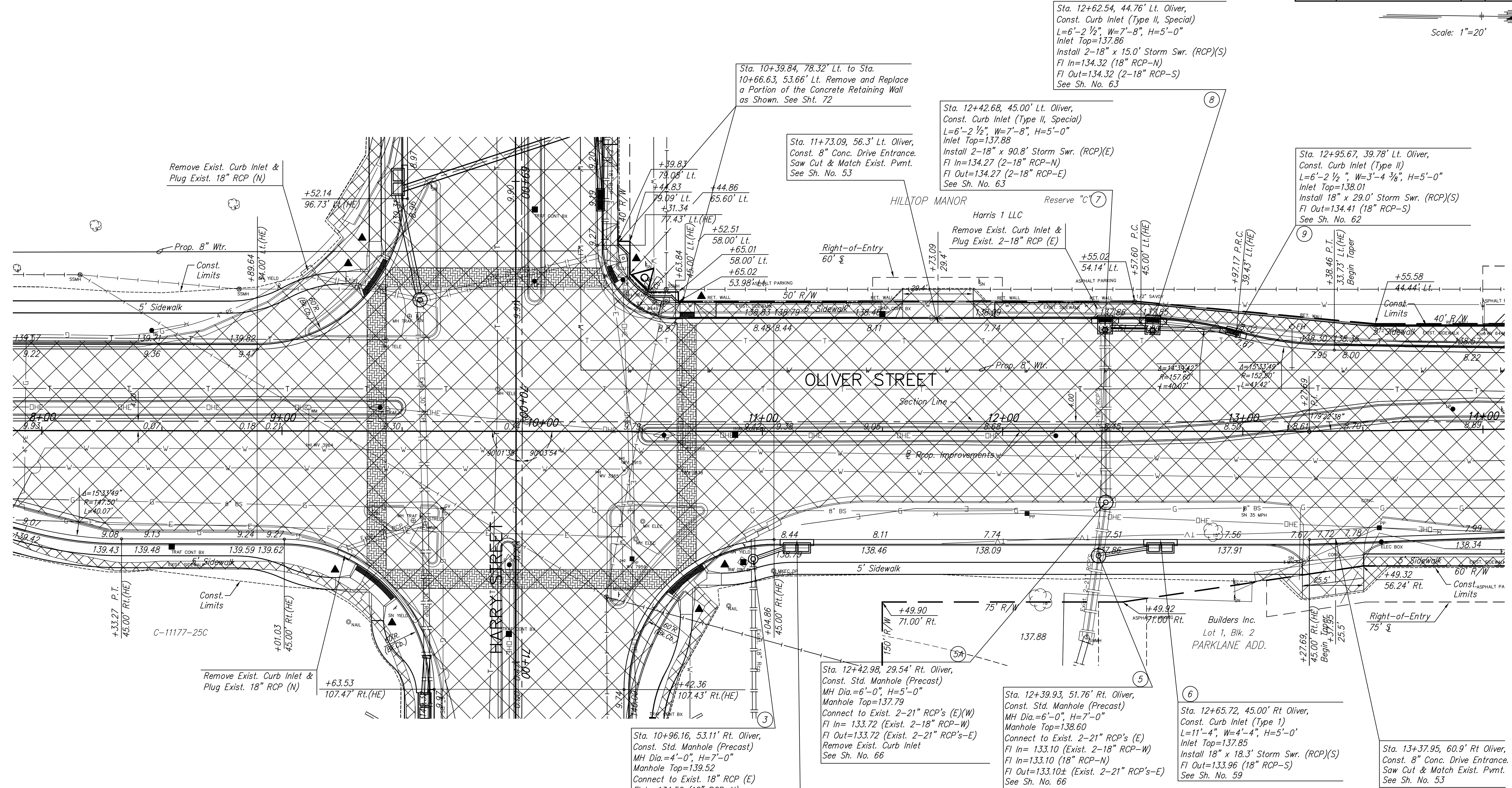


P.I. Sta. 9+99.99  
1. N=1678232.930, E=1665535.280

P.I. Sta. 13+27.69  
1. N=1678560.592, E=1665530.070

| STATE  | PROJECT NO.  | YEAR | SHEET NO. | TOTAL SHEETS |
|--------|--------------|------|-----------|--------------|
| KANSAS | 87 N-0357-01 | 2008 | 10        | 185          |

Scale: 1"=20'



- SW Cor. Sec. 25, T27S, R1E  
Sta. 9+99.99, 4.00' Lt.
- 5/8" Rebar w/MKEC cap in Thimble 76.25' NW
  - "X" cut in top of retaining wall 72.04' SW
  - 5/8" bar NW cor. Conc. Pad Signal Box 107.1' NE
  - City Disc BM NW cor. Bridge Headwall 143.36' ENE
  - N=1678232.870, E=1665531.280

Sta. 10+96.16, 53.11' Rt. Oliver,  
Const. Std. Manhole (Precast)  
MH Dia.=4'-0", H=7'-0"  
Manhole Top=139.52  
Connect to Exist. 18" RCP (E)  
FI In=134.52 (18" RCP-N)  
FI Out=134.28 (Exist. 18" RCP-E)  
Remove Exist. 2-Curb Inlets (W) &  
18" RCP Connecting to the Inlets  
89'-0" of Exist. 18" RCP (W)  
See Sh. No. 66

Sta. 11+14.35, 45.00' Rt. Oliver,  
Const. Curb Inlet (Type 1)  
L=11'-4", W=4'-4", H=5'-6"  
Inlet Top=138.72  
Install 18" x 12.0' Storm Swr. (RCP)(S)  
FI Out=134.58 (18" RCP-S)  
See Sh. No. 59

Sta. 12+42.98, 29.54' Rt. Oliver,  
Const. Std. Manhole (Precast)  
MH Dia.=6'-0", H=5'-0"  
Manhole Top=137.79  
Connect to Exist. 2-21" RCP's (E)(W)  
FI In= 133.72 (Exist. 2-18" RCP-W)  
FI Out=133.72 (Exist. 2-21" RCP's-E)  
Remove Exist. Curb Inlet  
See Sh. No. 66

Sta. 12+39.93, 51.76' Rt. Oliver,  
Const. Std. Manhole (Precast)  
MH Dia.=6'-0", H=7'-0"  
Manhole Top=138.60  
Connect to Exist. 2-21" RCP's (E)  
FI In= 133.10 (Exist. 2-18" RCP-W)  
FI In=133.10 (18" RCP-N)  
FI Out=133.10± (Exist. 2-21" RCP's-E)  
See Sh. No. 66

Sta. 12+65.72, 45.00' Rt. Oliver,  
Const. Curb Inlet (Type 1)  
L=11'-4", W=4'-4", H=5'-0"  
Inlet Top=137.85  
Install 18" x 18.3' Storm Swr. (RCP)(S)  
FI Out=133.96 (18" RCP-S)  
See Sh. No. 59

Sta. 13+37.95, 60.9' Rt. Oliver,  
Const. 8" Conc. Drive Entrance.  
Saw Cut & Match Exist. Pvmt.  
See Sh. No. 53

Sta. 12+62.54, 44.76' Lt. Oliver,  
Const. Curb Inlet (Type II, Special)  
L=6'-2 1/2", W=7'-8", H=5'-0"  
Inlet Top=137.86  
Install 2-18" x 15.0' Storm Swr. (RCP)(S)  
FI In=134.32 (18" RCP-N)  
FI Out=134.32 (2-18" RCP-S)  
See Sh. No. 63

Sta. 12+42.68, 45.00' Lt. Oliver,  
Const. Curb Inlet (Type II, Special)  
L=6'-2 1/2", W=7'-8", H=5'-0"  
Inlet Top=137.88  
Install 2-18" x 90.8' Storm Swr. (RCP)(E)  
FI In=134.27 (2-18" RCP-N)  
FI Out=134.27 (2-18" RCP-E)  
See Sh. No. 63

Sta. 11+73.09, 56.3' Lt. Oliver,  
Const. 8" Conc. Drive Entrance.  
Saw Cut & Match Exist. Pvmt.  
See Sh. No. 53

Sta. 10+39.84, 78.32' Lt. to Sta.  
10+66.63, 53.66' Lt. Remove and Replace  
a Portion of the Concrete Retaining Wall  
as Shown. See Sht. 72

Remove Exist. Curb Inlet &  
Plug Exist. 18" RCP (N)

Prop. 8" Wtr.

Remove Exist. Curb Inlet &  
Plug Exist. 18" RCP (N)

LEGEND

- Remove Tree
- Pavement Removal
- 2" Pavement Milling & Overlay
- Pavement Widening
- Construct Wheelchair Ramp  
See Sht. No. 56

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KANSAS DEPARTMENT OF TRANSPORTATION

OLIVER IMPROVEMENTS  
STA. 8+00 TO STA. 14+00

PROJECT NO. 87 N-0357-01 SEDGWICK CO

M K E C ENGINEERING CONSULTANTS, INC.  
WICHITA, KANSAS

|                  |                               |
|------------------|-------------------------------|
| DESIGNED BY: LAC | CHECKED BY: JRA               |
| DRAWN BY: WNJ    | DATE: 4/07/05 SHEET 10 OF 185 |