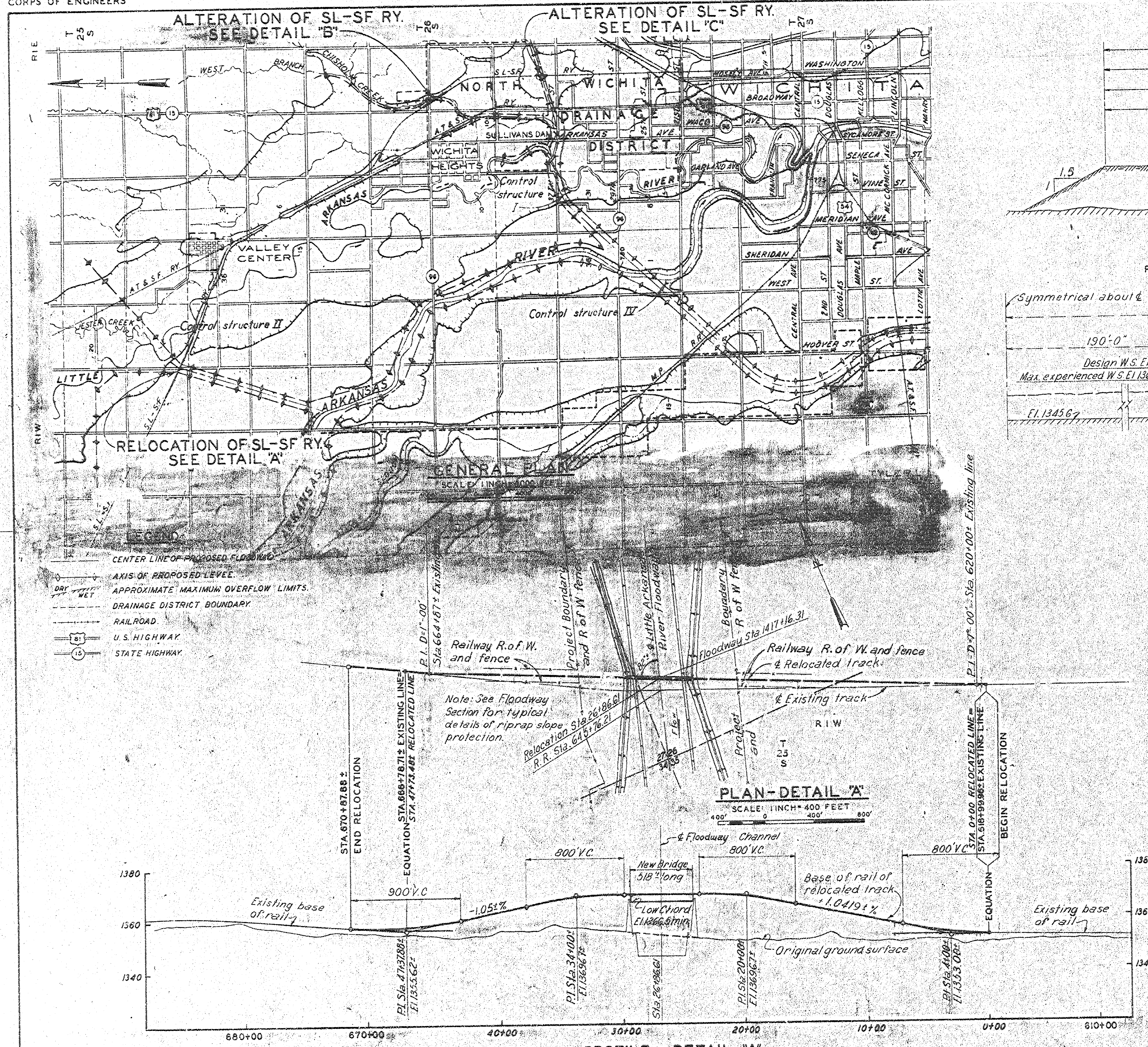
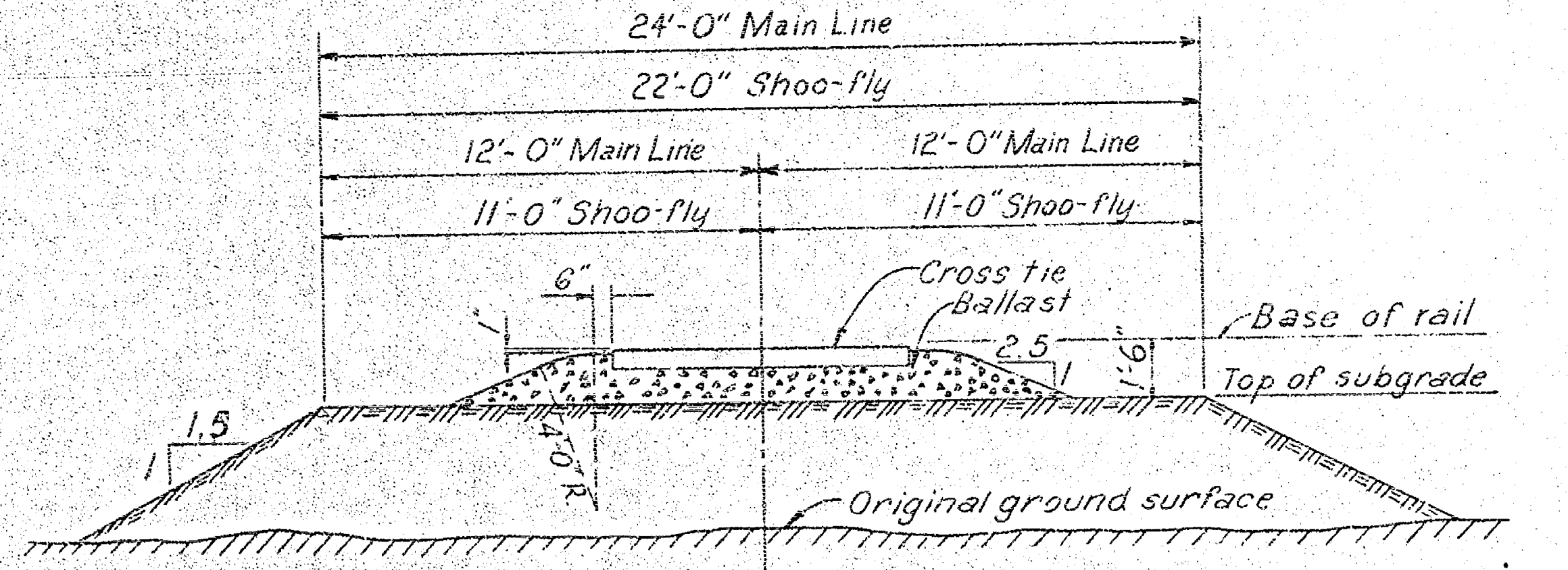


GENERAL PLAN

SCALE: 1 INCH = 4000 FEET

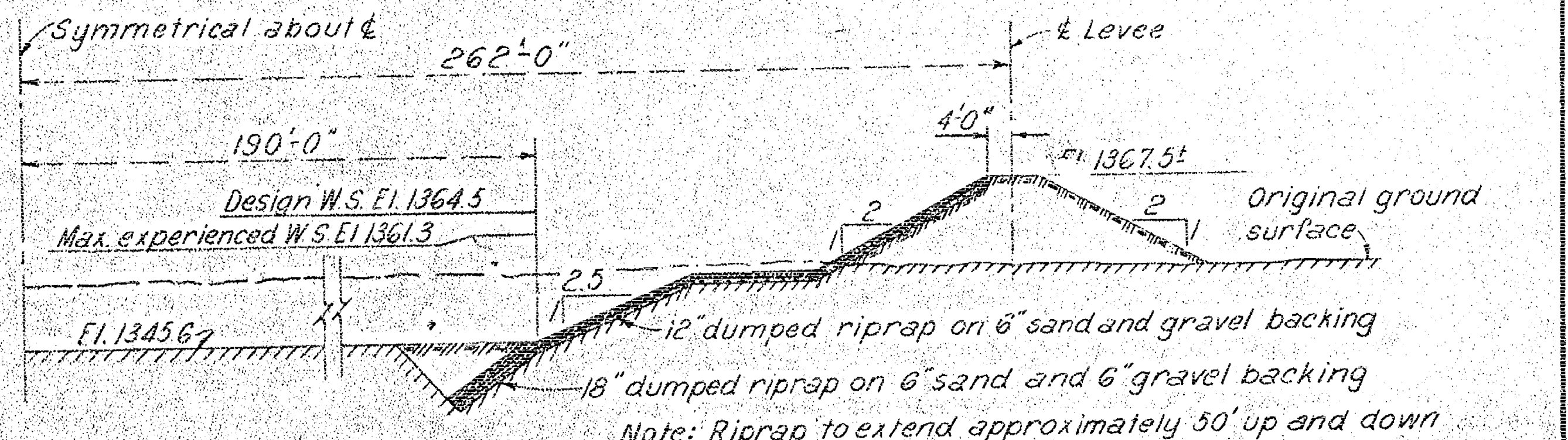
PLAN - DETAIL "A"

PROFILE - DETAIL "A"



TYPICAL SECTION
(EMBANKMENT AND BALLAST)

RELOCATED, ALTERED & SHOO-FLY TRACK
NO SCALE


Symmetrical about ¢
262'±0"
¢ Levee
4'0"
El. 1367.5±
190'±0"
Design W.S. El. 1364.5
Max. experienced W.S. El. 1361.3
2
1
2
1
Original ground surface
2.5
1
El. 1345.6
12" dumped riprap on 6" sand and gravel backing
18" dumped riprap on 6" sand and 6" gravel backing

Note: Riprap to extend approximately 50' up and down stream from ¢ of relocated track.

FLOODWAY SECTION
RIGHT ANGLE TO ¢ OF CHANNEL
STA. 1417+16.31
NO SCALE

COLOR LEGEND

- APPROXIMATE PROJECT BOUNDARY
- APPROXIMATE ¢ OF RELOCATED TRACK TO BE CONSTRUCTED.
- ¢ OF EXISTING TRACK TO BE REMOVED.
- APPROXIMATE LIMIT OF EXISTING TRACK TO BE REMOVED AND REPLACED AND/OR EXISTING BRIDGE TO BE REMOVED
- APPROXIMATE ¢ OF TEMPORARY SHOO-FLY TRACK TO BE CONSTRUCTED AND REMOVED.
- ¢ OF EXISTING TRACK NOT AFFECTED BY THIS CONTRACT.

EXHIBIT "B" Received Tulsa C. of E. JAN 18 1960

ARKANSAS RIVER WATERSHED ARKANSAS RIVER, KANSAS
WICHITA AND VALLEY CENTER
PROJECT

RELOCATION OF ST. LOUIS-SAN FRANCISCO
RAILWAY COMPANY FACILITIES-I

SCALE AS SHOWN
IN 2 SHEETS SHEET NO. 1
CORPS OF ENGINEERS, U.S. ARMY, TULSA DISTRICT, OCT. 31, 1955

SUBMITTED: Marvin E. Roberts
CHIEF, RELOCATIONS SECTION

APPROVAL RECOMMENDED
CHIEF, PROJECTS BRANCH

APPROVED
CHIEF, ENGR. DIVISION
FOR THE DISTRICT ENGINEER

DRAWN G.T.G. F.E.
TRACED
CHECKED L.B.H. P.A.S.

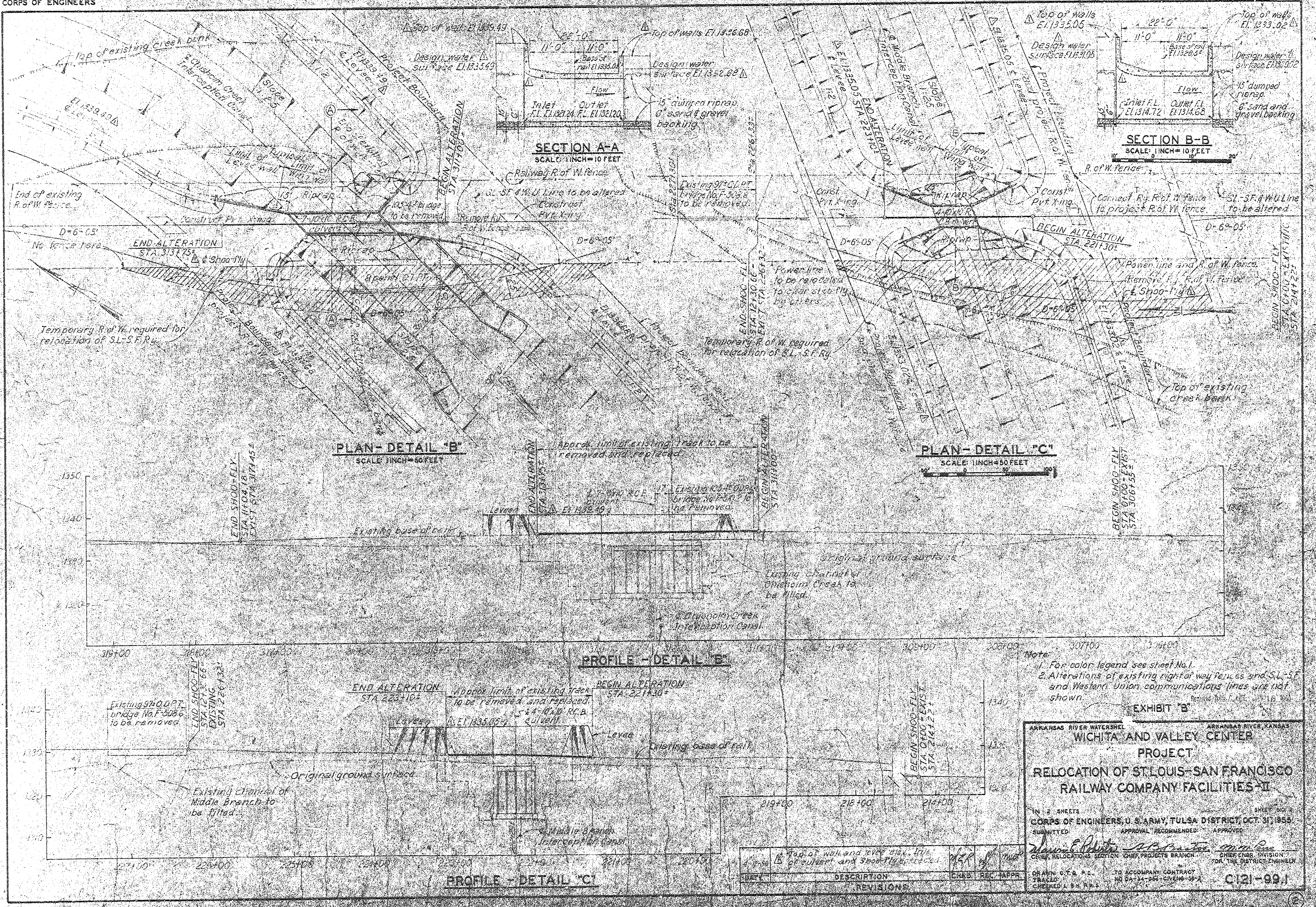
TO ACCOMPANY CONTRACT
NO. DA-34-066-CIVENG-56-2

C121-98

①

CORPS OF ENGINEERS

U.S. ARMY



SECTION A-A
SCALE: 1 INCH = 10 FEET
Top of walls El. 1339.43
Top of walls El. 1336.68
22'-0"
11'-0"
11'-0"
Design water surface El. 1333.49
Design water surface El. 1332.88
Flow
Inlet F.L. El. 1321.34
Outlet F.L. El. 1321.20
15" dumped riprap
6" sand & gravel backing
SECTION B-B
SCALE: 1 INCH = 10 FEET
Top of walls El. 1335.05
Top of walls El. 1333.02
Design water surface El. 1331.05
Design water surface El. 1330.72
Inlet F.L. El. 1314.72
Outlet F.L. El. 1314.68
15" dumped riprap
6" sand and gravel backing
Top of existing creek bank
Chisholm Creek Interception Canal
Slope
Project Boundary
Limit of Levee wall
End of existing R. of W. fence
No fence here
Construct Pvt. X-ing
Riprap
Culvert
END ALTERATION STA. 313+75±
BEGIN ALTERATION STA. 317+00±
Shoo-Fly
D=6°-05'
Railway R. of W. fence
SL-SF & W.U. Line to be altered
Construct Pvt. X-ing
Remove Ry. R. of W. fence
Existing 91'-0" GL OPT trestle No. F-505.8 to be removed
Temporary R. of W. required for relocation of SL-S.F. Ry.
END SHOO-FLY
PLAN - DETAIL "B"
SCALE: 1 INCH = 50 FEET
END ALTERATION STA. 223+10±
BEGIN ALTERATION STA. 221+30±
Const. Pvt. X-ing
Connect Ry. R. of W. fence to project R. of W. fence
SL-SF & W.U. Line to be altered
Power line to be relocated to clear shoo-fly by others
Power line and R. of W. fence
Remove Ry. R. of W. fence
Shoo-Fly
Middle Branch Interception Canal
Levee
Top of existing creek bank
PLAN - DETAIL "C"
SCALE: 1 INCH = 50 FEET
Approx. limit of existing track to be removed and replaced
Levee
END SHOO-FLY STA. 1104+16±
END ALTERATION
BEGIN ALTERATION
Existing base of rail
Existing 120'-0" OPT bridge No. F-505.8 to be removed
Original ground surface
Existing channel of Chisholm Creek to be filled
Chisholm Creek Interception Canal
BEGIN SHOO-FLY STA. 300+35±
1350
1340
1330
1320
319+00
318+00
317+00
316+00
315+00
314+00
313+00
312+00
311+00
310+00
309+00
308+00
307+00
306+00
PROFILE - DETAIL "B"
END ALTERATION STA. 223+10±
Approx. limit of existing track to be removed and replaced
5'-4-10'x10' R.C.B. culvert
El. 1335.05
BEGIN ALTERATION STA. 221+30±
Existing Shoo OPT bridge No. F-506.6 to be removed
END SHOO-FLY
Levee
Existing base of rail
Original ground surface
Existing channel of Middle Branch to be filled
Middle Branch Interception Canal
BEGIN SHOO-FLY
1340
1330
1320
1310
227+00
226+00
225+00
224+00
223+00
222+00
221+00
220+00
219+00
218+00
214+00
PROFILE - DETAIL "C"

Note:
1. For color legend see sheet No. 1.
2. Alterations of existing right of way fences and S.L.-S.F. and Western Union communications lines are not shown.

EXHIBIT "B"

DATE	DESCRIPTION	CHKD.	REC.	APPR.
4-12-56	△ Top of wall and water elev., inlet of culvert and Shoo-fly corrected.			

REVISIONS

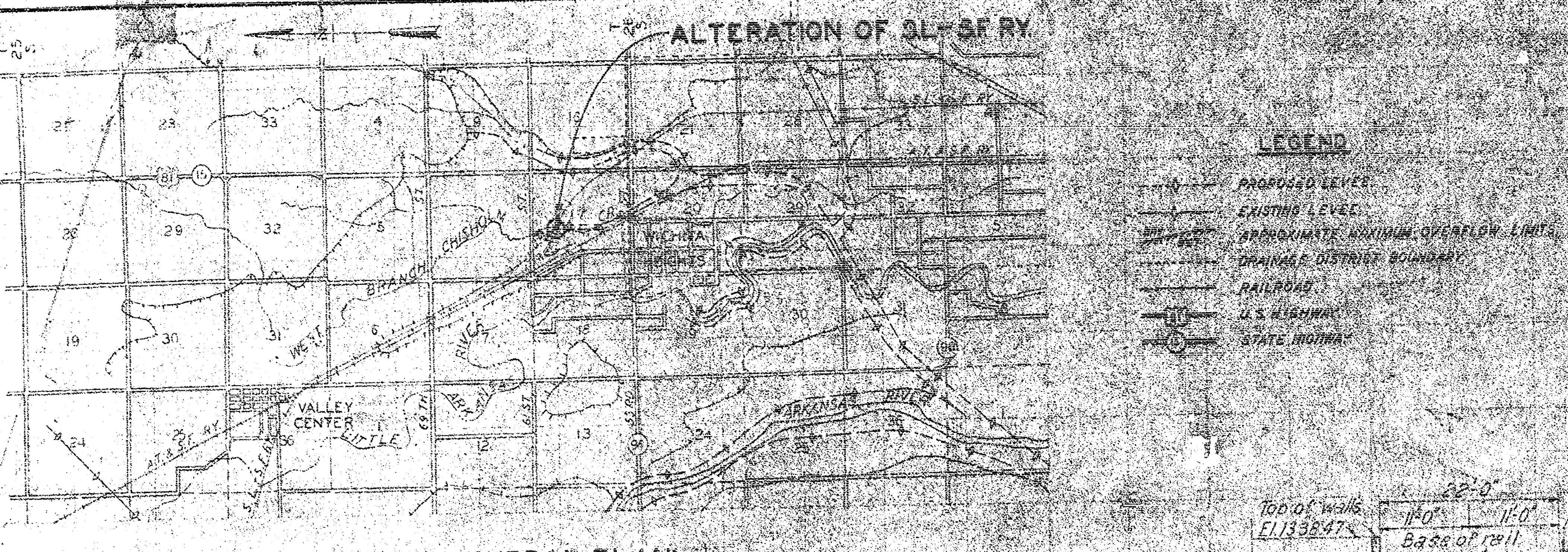
ARKANSAS RIVER WATERSHED ARKANSAS RIVER, KANSAS

WICHITA AND VALLEY CENTER
PROJECT
RELOCATION OF ST. LOUIS-SAN FRANCISCO
RAILWAY COMPANY FACILITIES-II

IN 2 SHEETS SHEET NO. 2
CORPS OF ENGINEERS, U.S. ARMY, TULSA DISTRICT, OCT. 31, 1955.
SUBMITTED: APPROVAL RECOMMENDED: APPROVED:
CHIEF, RELOCATIONS SECTION CHIEF, PROJECTS BRANCH CHIEF, ENGR. DIVISION FOR THE DISTRICT ENGINEER

DRAWN: G.T.& P.C.
TRACED:
CHECKED: A.B.H. R.W.G.
TO ACCOMPANY CONTRACT NO. DA-34-066-CIVENG-56-A

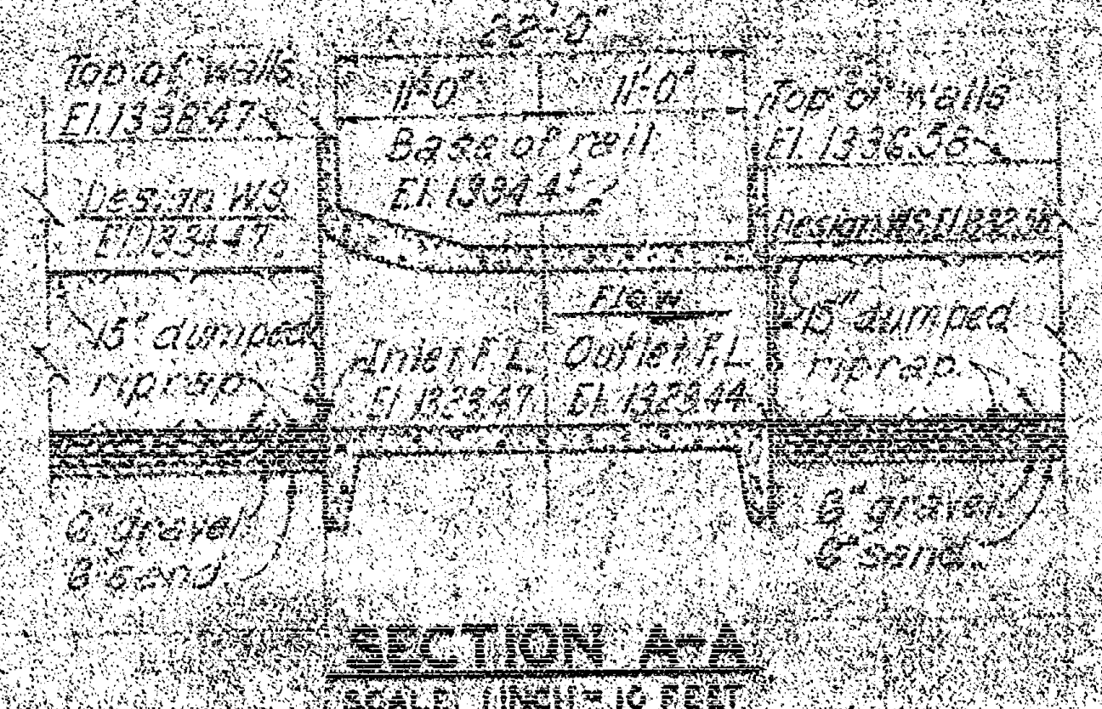
C121-99.1



GENERAL PLAN

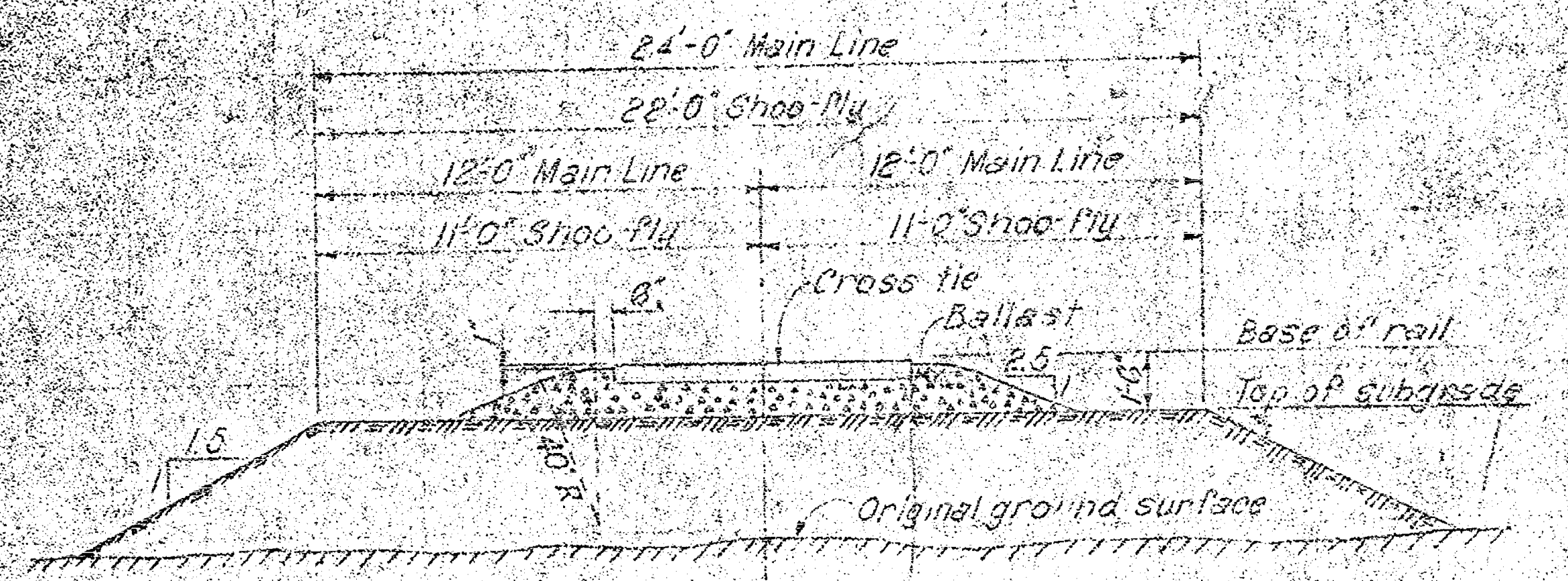
SCALE: 1 INCH=4000 FEET

4000 0 4000 8000



SECTION A-A

SCALE: 1 INCH=10 FEET

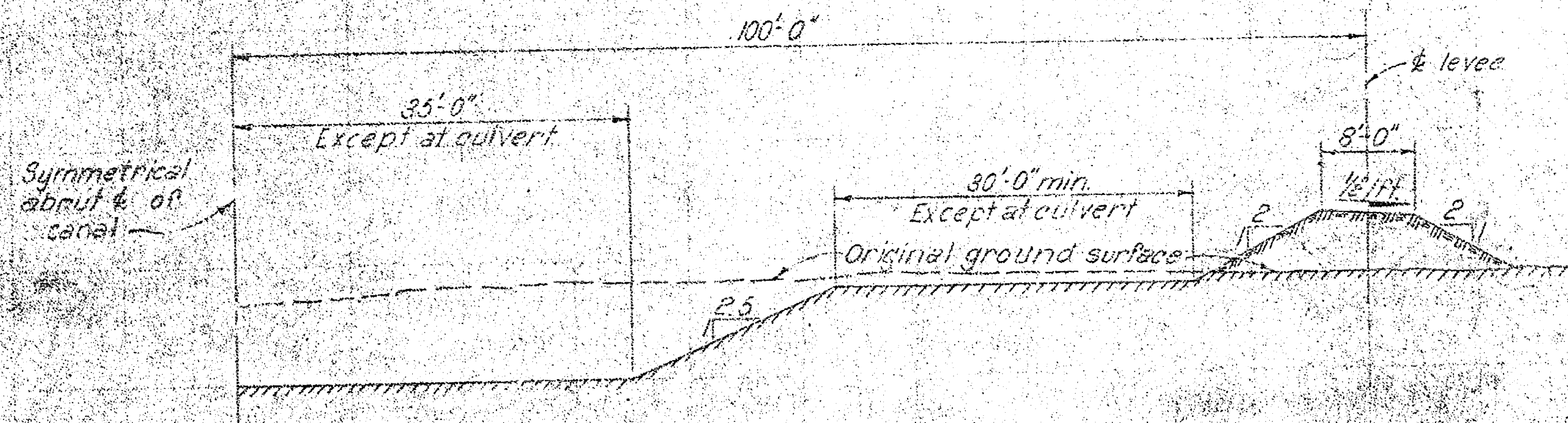


TYPICAL SECTION

(EMBANKMENT AND BALLAST)

ALTERED & SHOO-FLY TRACK

NO SCALE

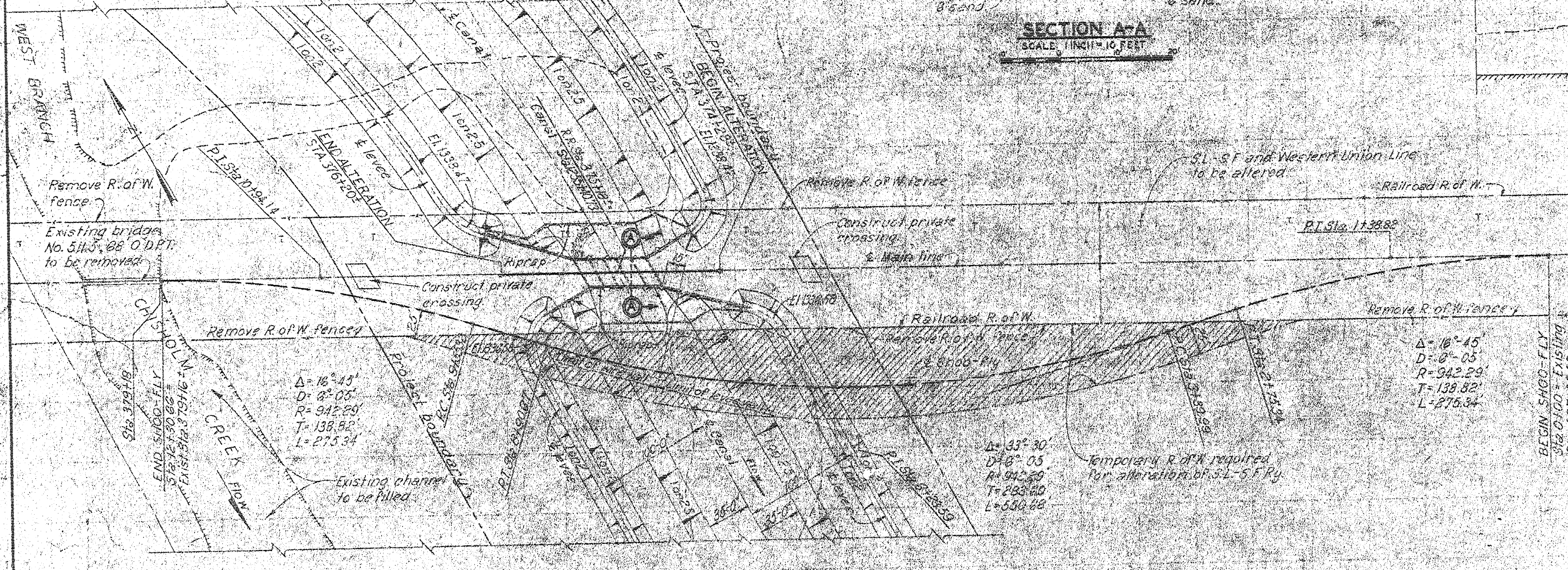


TYPICAL CHANNEL SECTION

SCALE: 1 INCH=10 FEET

COLOR LEGEND

— - - —	APPROXIMATE PROJECT BOUNDARY.
———	APPROXIMATE LIMIT OF EXISTING TRACK TO BE REMOVED AND REPLACED AND/OR EXISTING BRIDGE TO BE REMOVED.
— — —	APPROXIMATE ℄ OF TEMPORARY SHOO-FLY TRACK TO BE CONSTRUCTED AND REMOVED.
———	℄ OF EXISTING TRACK NOT AFFECTED BY THIS CONTRACT.


WEST BRANCH
CHISHOLM CREEK
FLOW
Remove R. of W. fence
Existing bridge No. 511.5, 68' O.D.P.T. to be removed
Construct private crossing
Riprap
Remove R. of W. fences
Existing channel to be filled
END ALTERATION STA. 376+20
BEGIN ALTERATION STA. 374+86
END SHOO-FLY Sta. 12+30.86 = Exist. Sta. 379+18
Project boundary
℄ Canal
℄ Levee
S.L.-S.F. and Western Union Line to be altered
Railroad R. of W.
P.T. Sta. 11+38.8
Construct private crossing
℄ Main line
Remove R. of W. fences
Remove R. of W. fence
℄ Railroad R. of W.
℄ Shoo-Fly
Temporary R. of W. required for alteration of S.L.-S.F. Ry.
BEGIN SHOO-FLY Sta. 0+00 = Existing Sta. 367+05.56
Δ = 16°-45'
D = 6°-05'
R = 942.29'
T = 138.82'
L = 275.34'
Δ = 33°-30'
D = 6°-05'
R = 942.29'
T = 283.60
L = 550.68
Δ = 16°-45'
D = 6°-05'
R = 942.29'
T = 138.82'
L = 275.34'
A
A

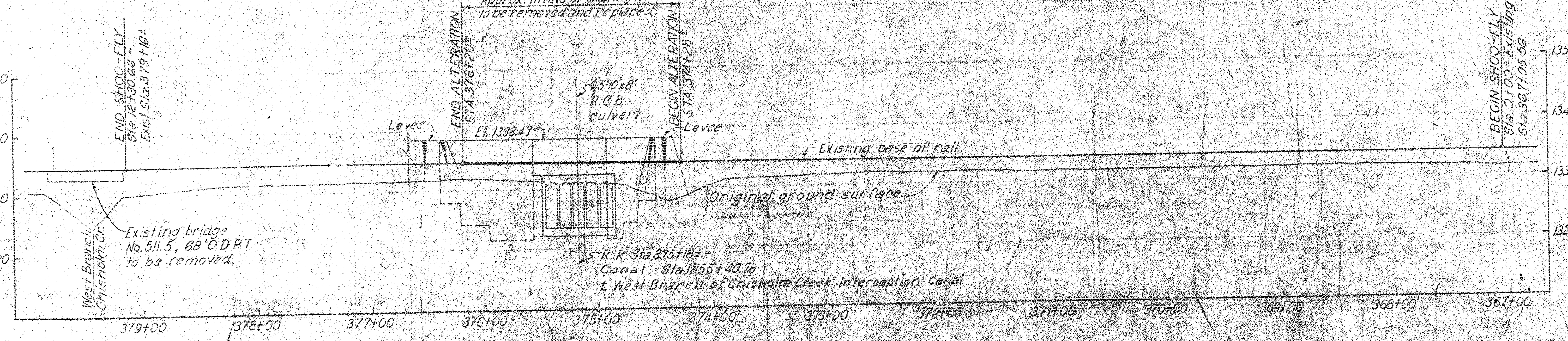
PLAN

SCALE: 1 INCH = 50 FEET

0 50 100

Notes:

1. Alteration of existing right-of-way fences and S.L.-S.F. and Western Union communication lines are not shown.


Approx. limits of existing track to be removed and replaced
END SHOO-FLY Sta. 12+30.86 = Exist. Sta. 379+18
END ALTERATION STA. 376+20
BEGIN ALTERATION STA. 374+86
BEGIN SHOO-FLY Sta. 0+00 Existing Sta. 367+05.56
Levee
Levee
El. 1339.47
3-5'-10'x8' R.C.B. culvert
Existing base of rail
Original ground surface
West Branch Chisholm Cr.
Existing bridge No. 511.5, 68' O.D.P.T. to be removed
R.R. Sta. 375+18.4±
Canal Sta. 11+55+40.76
℄ West Branch of Chisholm Creek Interception Canal
1350
1340
1330
1320
379+00
378+00
377+00
376+00
375+00
374+00
373+00
372+00
371+00
370+00
369+00
368+00
367+00

PROFILE

EXHIBIT C

ARKANSAS RIVER WATERSHED
ARKANSAS RIVER, KANSAS

WICHITA AND VALLEY CENTER PROJECT

RELOCATION OF ST. LOUIS–SAN FRANCISCO RAILWAY COMPANY FACILITIES – III

SCALE: AS SHOWN

IN 1 SHEET
SHEET NO. 1

CORPS OF ENGINEERS, U.S. ARMY, TULSA DISTRICT DEC. 17, 1956

SUBMITTED:
Marvin E. Johnson
FOR CHIEF, RELOCATIONS SECTION

APPROVAL RECOMMENDED:
CHIEF, PROJECTS BRANCH

APPROVED:
CHIEF, ENGR. DIVISION
FOR THE DISTRICT ENGINEER

DRAWN: G.T.G. R.O.B.
TRACED:
CHECKED: P.A.S.

C121-100

Received Tulsa C of E JAN 25 1960

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