

STREET IMPROVEMENTS
FOR
YOSEMITE DRIVE

From the west line of Yellowstone to the west line of
Lot 20, Block 5, THE PARK ADDITION

PROJECT NUMBER

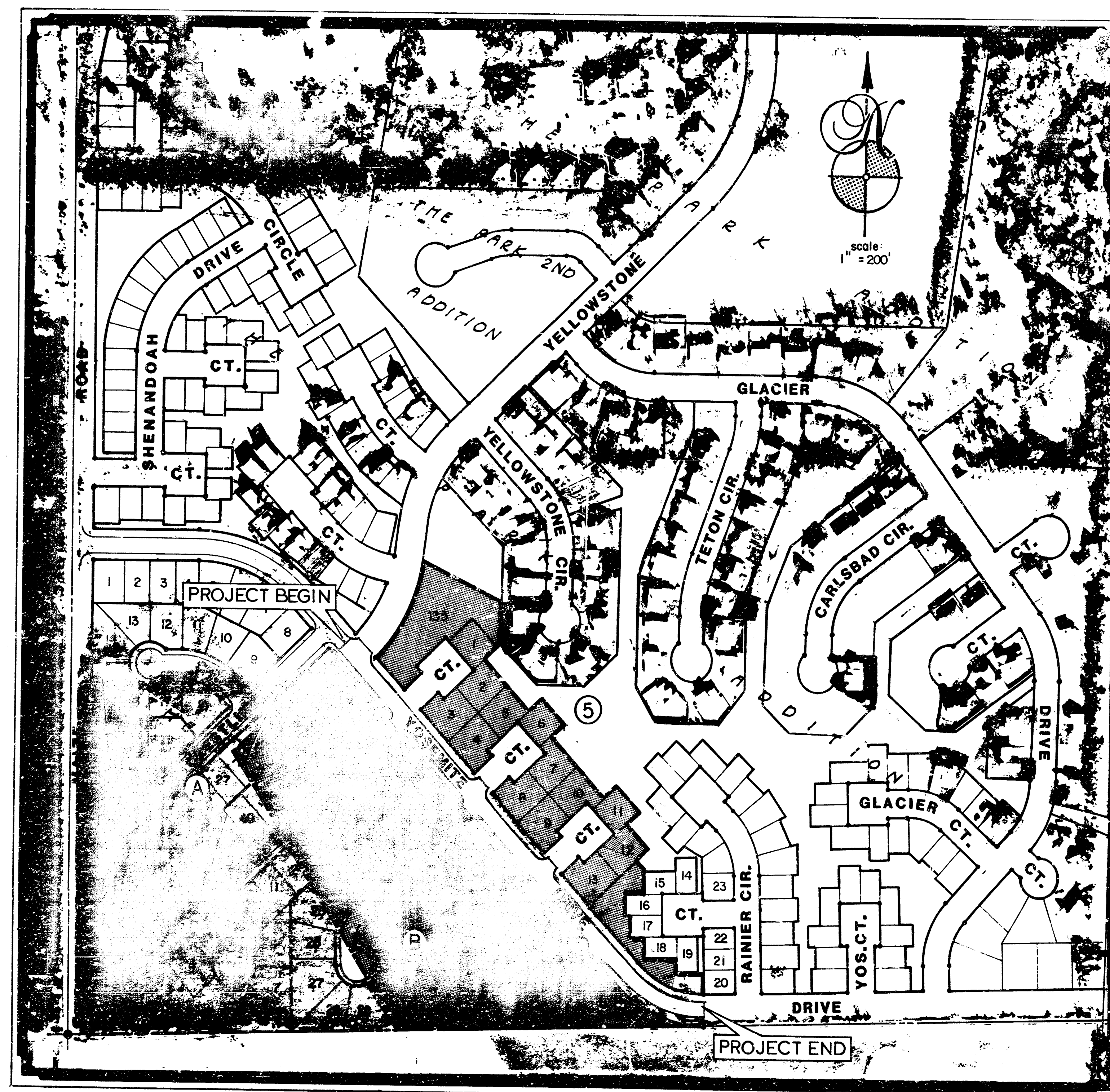
472-76-245-81600-000-001

GENERAL NOTES

1. Utility service lines, poles, valve boxes, meters, and etcetera are to be adjusted as necessary by others prior to construction unless the plans specifically call for their adjustment by the Contractor. Existing utilities and their location, as shown on the plans, represent the best information obtainable for design. The contractor will be required to work around existing utilities within the right-of-way which do not conflict with proposed construction.
2. Limits of earthwork shall match existing ground elevations at the right-of-way line unless otherwise noted on the plans with a new finished grade elevation. When a new finished grade elevation is shown, the earthwork shall extend one foot beyond the right-of-way line and then sloped up or down using permissible slopes to match the existing ground surface.
3. The Contractor shall be responsible for preserving property irons. The Contractor will be required to re-establish any property irons which are damaged or destroyed by his construction operations. Such irons shall be re-established by a licensed land surveyor or a licensed professional engineer in accordance with state laws.

 BENCHMARKS

- 1) Square cut in top of curb, right of station 20+16.62
Elevation = 135.15 City Datum
- 2) Square cut in top of curb on the south side of Yellowstone
at station 8+06, 85.4 feet left (See Plan)
Elevation = 139.19 City Datum
- 3) Railroad spike in east side of power pole, right side of
Yosemite at station 0+18.6
Elevation = 147.93 City Datum
- 4) City disc at Maize Road and 27th Street South, 25 feet east
and 4 feet south of quarter section corner
Elevation = 145.54 City Datum
- 5) City disc at the SE Corner, NW 1/4 of Section 5-28-1W
Elevation = 128.38 City Datum



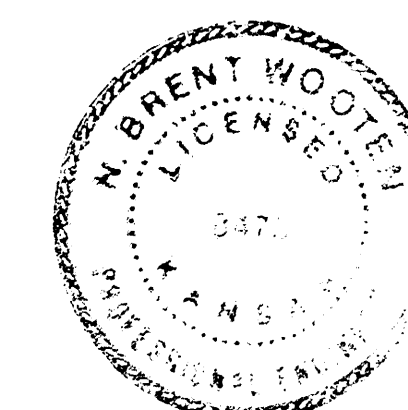
■ BENEFIT DISTRICT

THE CITY of WICHITA, KANSAS

MICHAEL E. LINDEBAK
CITY ENGINEER

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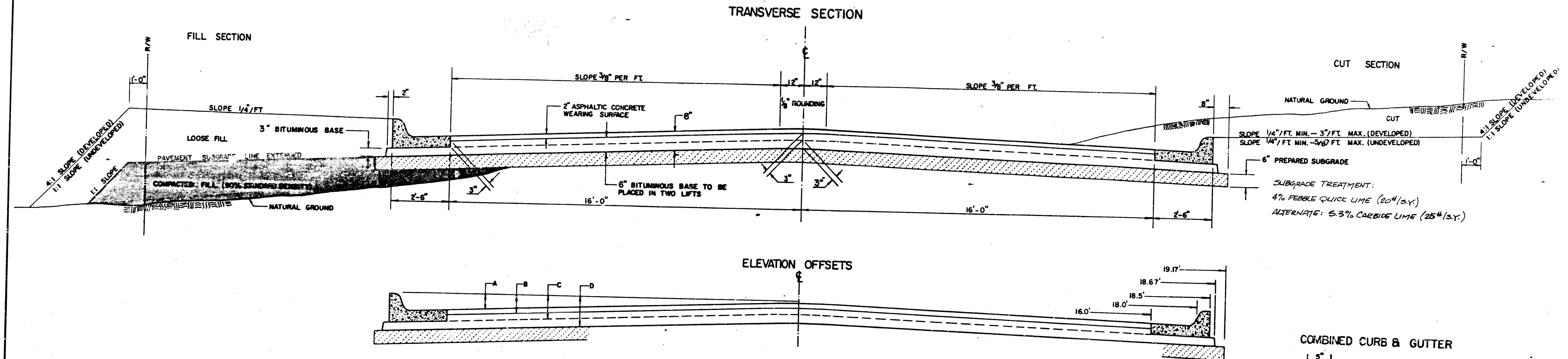
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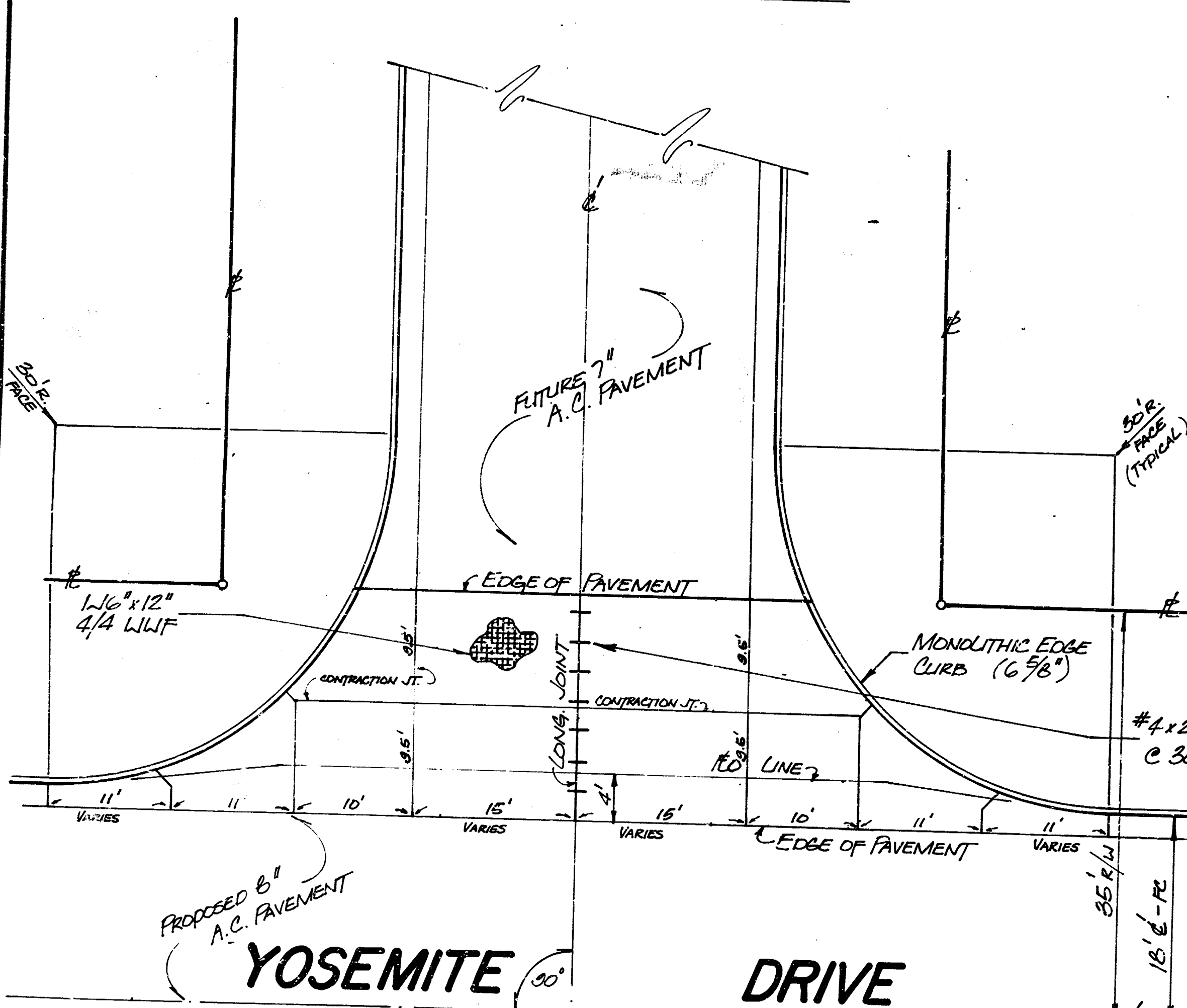
BAUGHMAN COMPANY, P.A.			
SURVEYING & ENGINEERING			
316262-7271 • 315 ELLIS • WICHITA, KANSAS 67211			
Design:	Drawn:	Approved:	Date:
N.B. Wooten	R.J.P.		February, 57
Scale:			1" = 20'

Sheet
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TYPICAL 37' PAVEMENT DETAILS

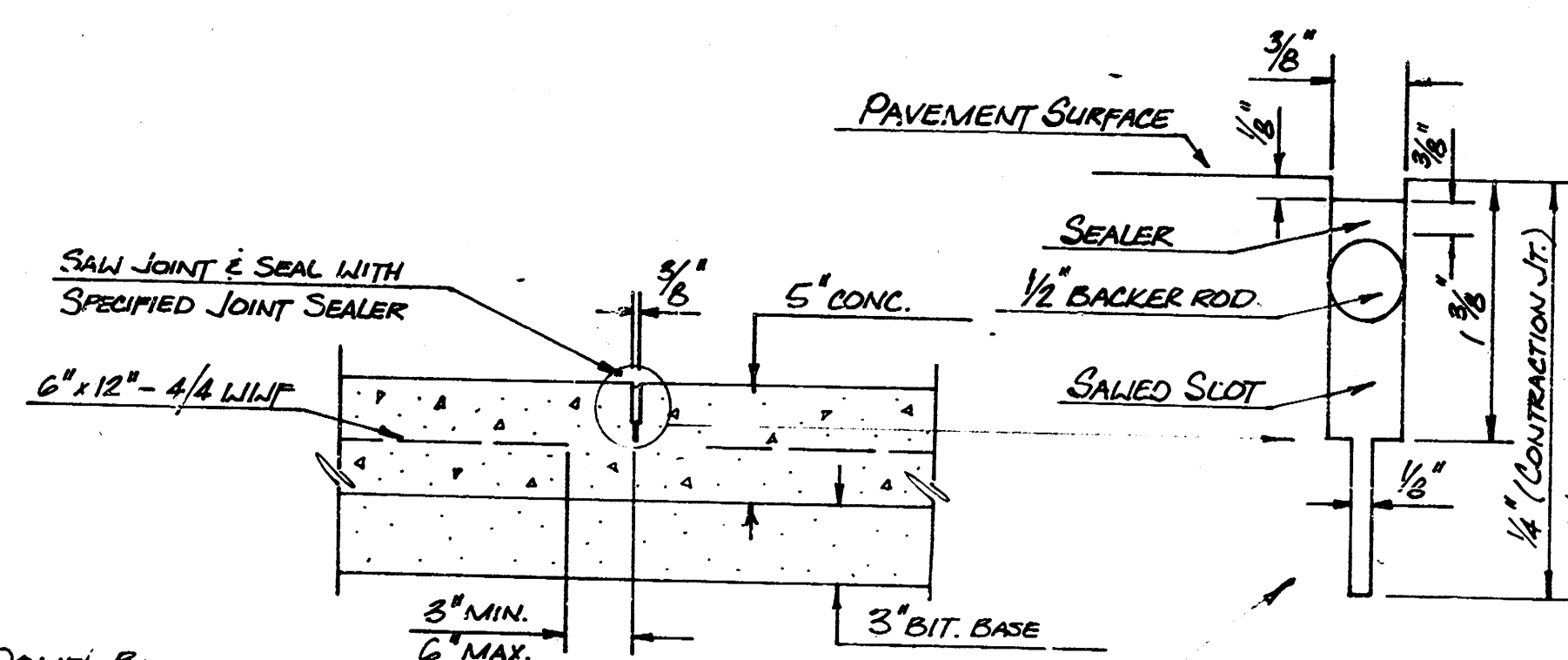


TYPICAL VALLEY GUTTER DETAIL

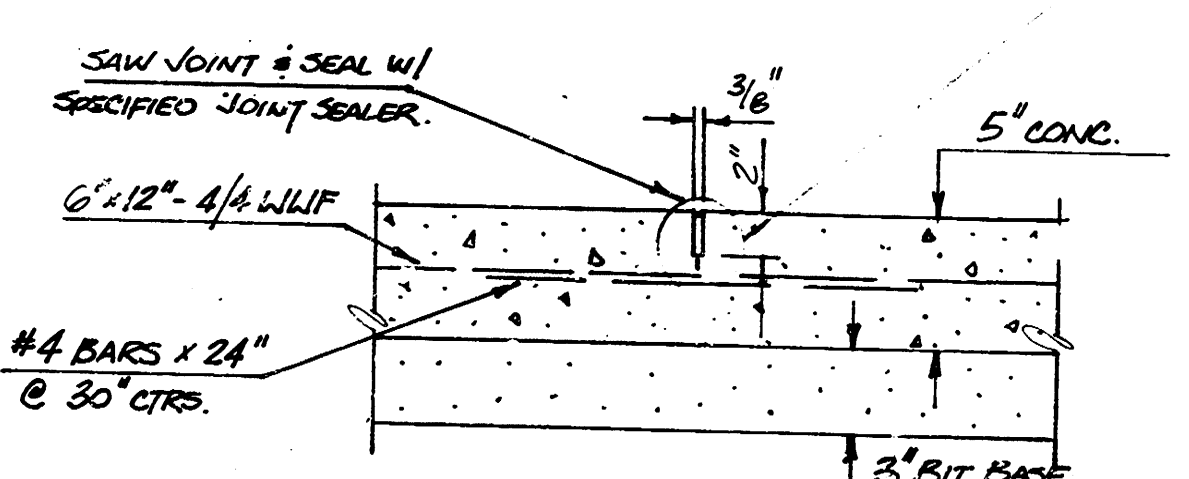


	DISTANCE FROM CENTERLINE (LT. & RT.)													
	0	2	4	6	8	10	12	14	16	18	18.5	18.67	19.17	
A: TOP OF CURBS TO TOP OF SURFACE LIFT	.01	.05	.11	.18	.24	.30	.36	.43	.49	—	—	—	—	
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	.17	.22	.28	.34	.40	.47	.53	.59	.65	—	—	—	—	
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	.42	.47	.53	.59	.65	.72	.78	.84	.90	.97	.98	.99	—	
D: TOP OF CURBS TO TOP OF SUBGRADE	.67	.72	.78	.84	.90	.97	1.03	1.09	1.15	1.21	1.23	1.24	1.25	

CONTRACTION JOINT FOR VALLEY GUTTER



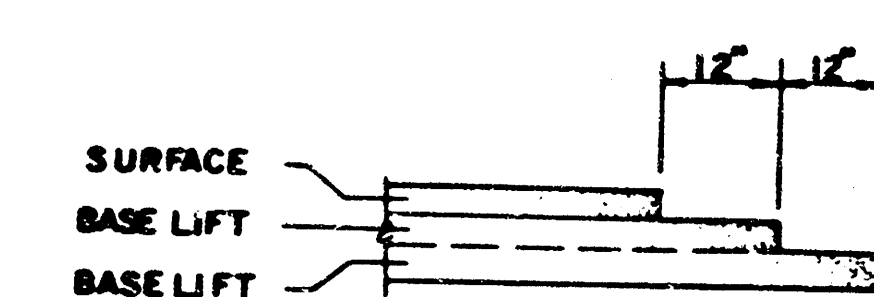
LONGITUDINAL JOINT DETAIL FOR VALLEY GUTTER



GENERAL NOTES

- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 8" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).
- 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 3" BITUMINOUS BASE.
- 3) A TACK COAT OF DUALSIFIED ASPHALT (50-LB OR 100-LB) SHALL BE APPLIED AT AN APPROPRIATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.
- 4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
- 5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.
- 6) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

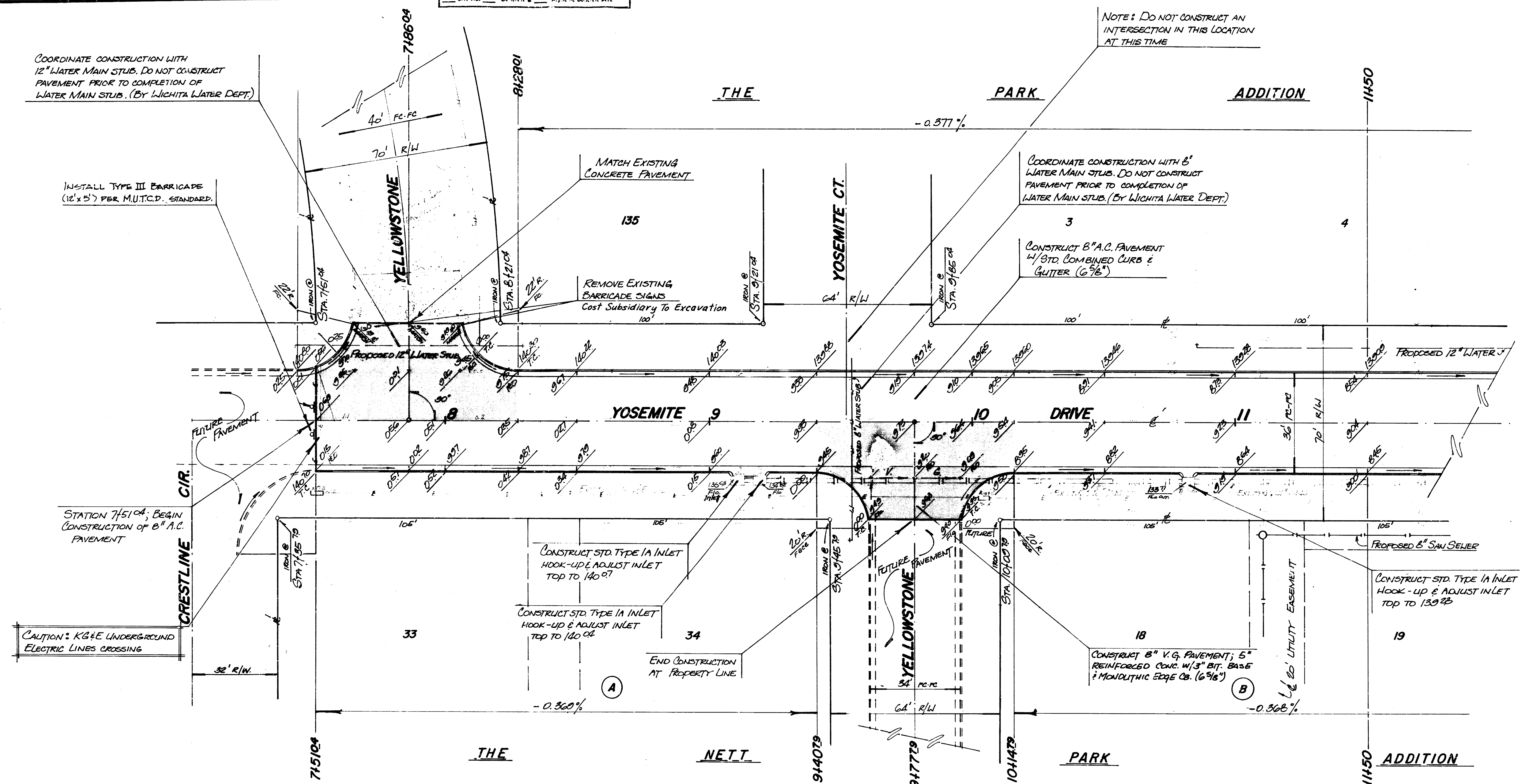
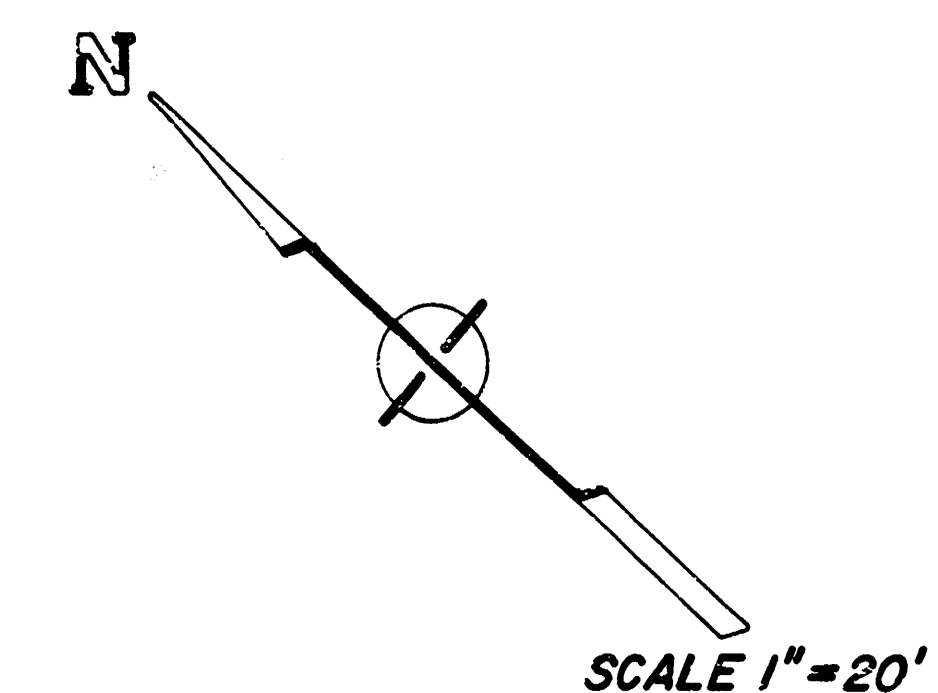
TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINTS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS OF 8" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).

- PROJECT BENCHMARK MARKS**
- 1) Square cut in top of curb, right of station 20+66.62
Elevation = 139.18 City Datum
- 2) Square cut in top of curb on the south side of Yellowstone
at station +806, 85.4 feet left (See Plan)
Elevation = 139.19 City Datum
- 3) Railroad spike in east side of power pole, right side of
Yonkers at station 0+0.5
Elevation = 147.93 City Datum
- 4) City disc at Maine Road and 77th Street South, 25 feet east
and 4 feet south of quarter section corner
Elevation = 140.56 City Datum
- 5) City disc at the SE Corner, NW 1/4 of Section 5-28-W
Elevation = 128.58 City Datum

- INTERSECTION QUANTITIES
- S.V. _____ Concrete Pavement
- 1200 S.V. 8 " Asphaltic Conc. Pavement (C.G. Bituminous Base)
- 100 S.V. 3 " Bituminous Base
- S.V. _____ F. Combined Curb & Gutter
- S.V. _____ I.F. Integral Curb
- S.V. _____ S.F. 4' Wheelchair Ramp
- S.V. _____ S.F. 4' Walk
- S.V. _____ C.V. Excavation
- S.V. _____ C.V. Compacted Fill
- 150 S.V. _____ S.F. Reinforcing Steel
- 250 S.V. _____ S.V. Manipulation
- _____ Total Line or Cement
- _____ S.V. W.G. _____ Concrete & _____ Asphaltic Concrete Base



- LEGEND
- | | |
|---|-------------------|
|  | EXISTING PAVEMENT |
|  | K&E LINES |
|  | STORM WATER SEWER |
|  | SANITARY SEWER |
|  | WATER LINE |

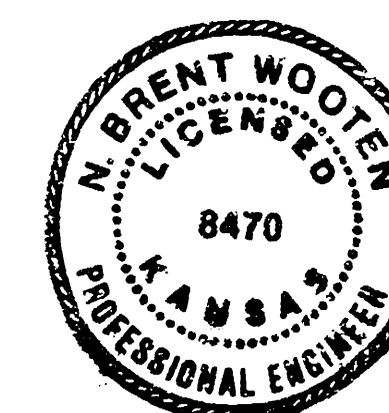
EARTHWORK QUANTITIES

Excavation = 5649.3 C.Y.	Loose fill = 169.7 C.Y.
+10% = 564.9 C.Y.	+10% = 17.0 C.Y.
Total = 6214.2 C.Y.	Total = 186.7 C.Y.

No Compacted Fill No Manipulated Fill

SUBGRADE MANIPULATION = 5904 SQUARE YARDS

- INTERSECTION QUANTITIES
- ____ S.V. _____ Concrete Pavement
- 18 S.V. 8 Alphabetic Code Pavement (6 " Bituminous Base)
- ____ S.V. _____ Bituminous Base
- ____ L.F. Combined Curb & Gutter
- 56 L.F. Major Curb
- ____ S.F. 4" Wheelchair Ramp
- ____ S.F. 4" Walk
- ____ C.Y. Excavation
- ____ C.Y. Compacted Fill
- ____ Lbs. Re-bar/ton of Steel
- 286 S.V. Manipulation
- ____ Temp. Lime or Cement
- 102 S.V. V.G. 6 Concrete & 3 Alphabetic Concrete Base



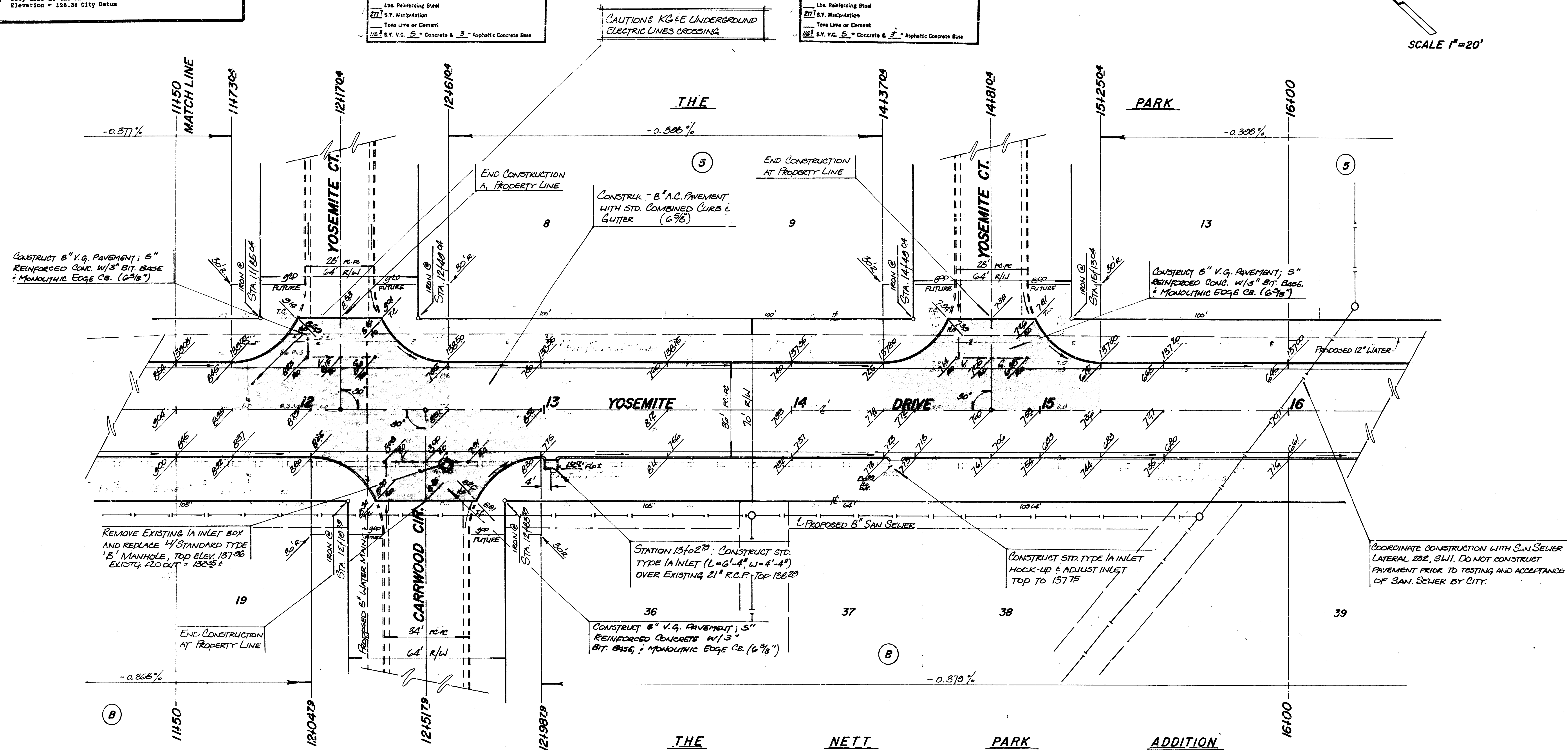
YOSEMITE DRIVE
STA. 7+51.04 to STA. 11+50

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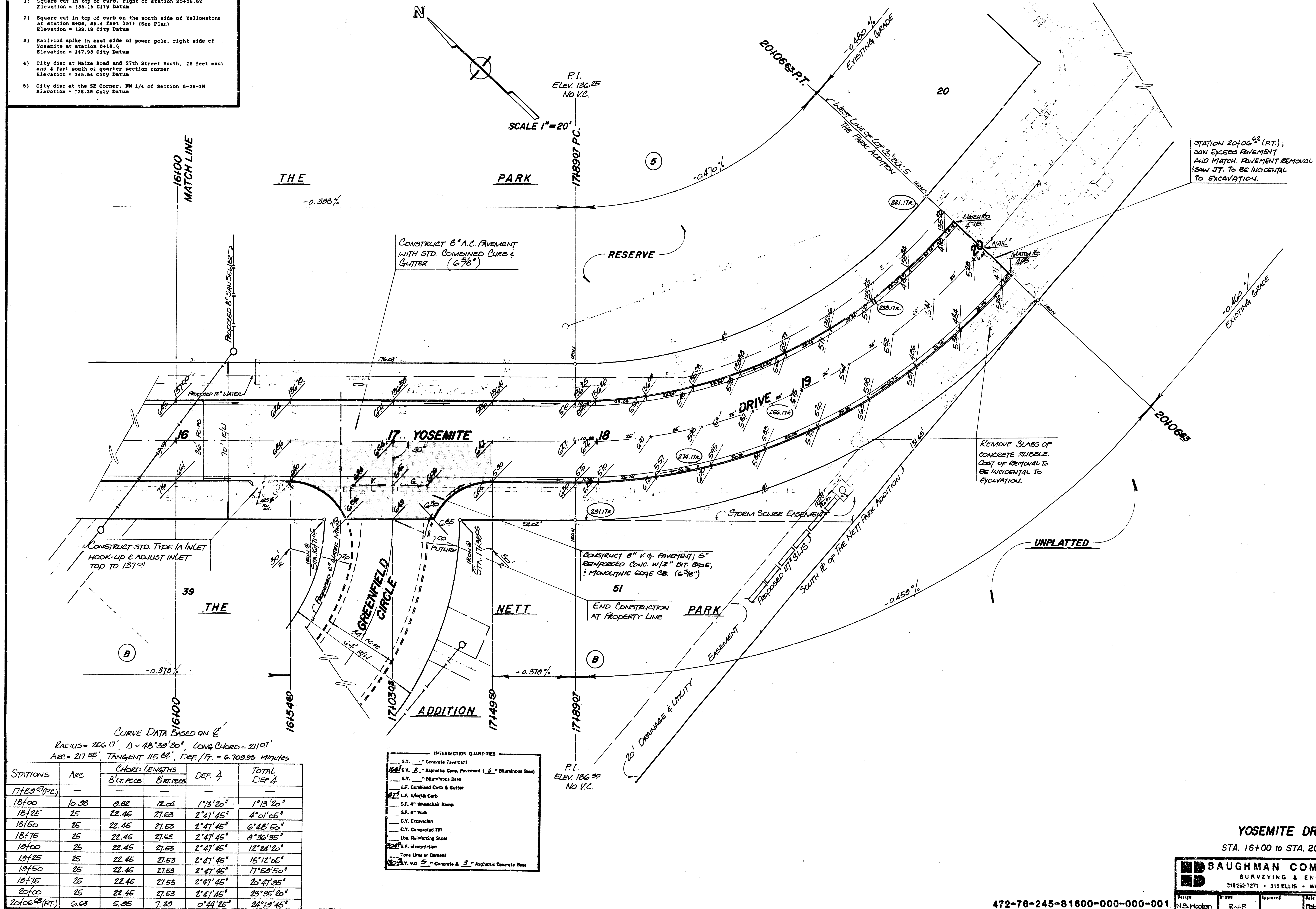
472-76-245-81600-000-000-001

Design	Drawn	Approved	Date	Scale
N.B. Wooten	R.J.P.		February 11, 67	1" = 20'

3	10
3	10



- PROJECT BENCH MARKS
- 1) Square cut in top of curb, right of station 20+16.62
Elevation = 135.15 City Datum
 - 2) Square cut in top of curb on the south side of Yellowstone at station 19+06.85.4 feet left (See Plan)
Elevation = 139.19 City Datum
 - 3) Railroad spike in east side of power pole, right side of Yosemite at station 0+18.5
Elevation = 147.93 City Datum
 - 4) City disc at Meize Road and 27th Street South, 25 feet east and 4 feet south of quarter section corner
Elevation = 145.54 City Datum
 - 5) City disc at the SE Corner, NW 1/4 of Section 5-28-1W
Elevation = 128.38 City Datum



YOSEMITE DRIVE
STA. 16+00 to STA. 20+06.63

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Drawn: N.S. Hooten
Checked: R.J.P.
Date: February, 57
Scale: 1" = 20'

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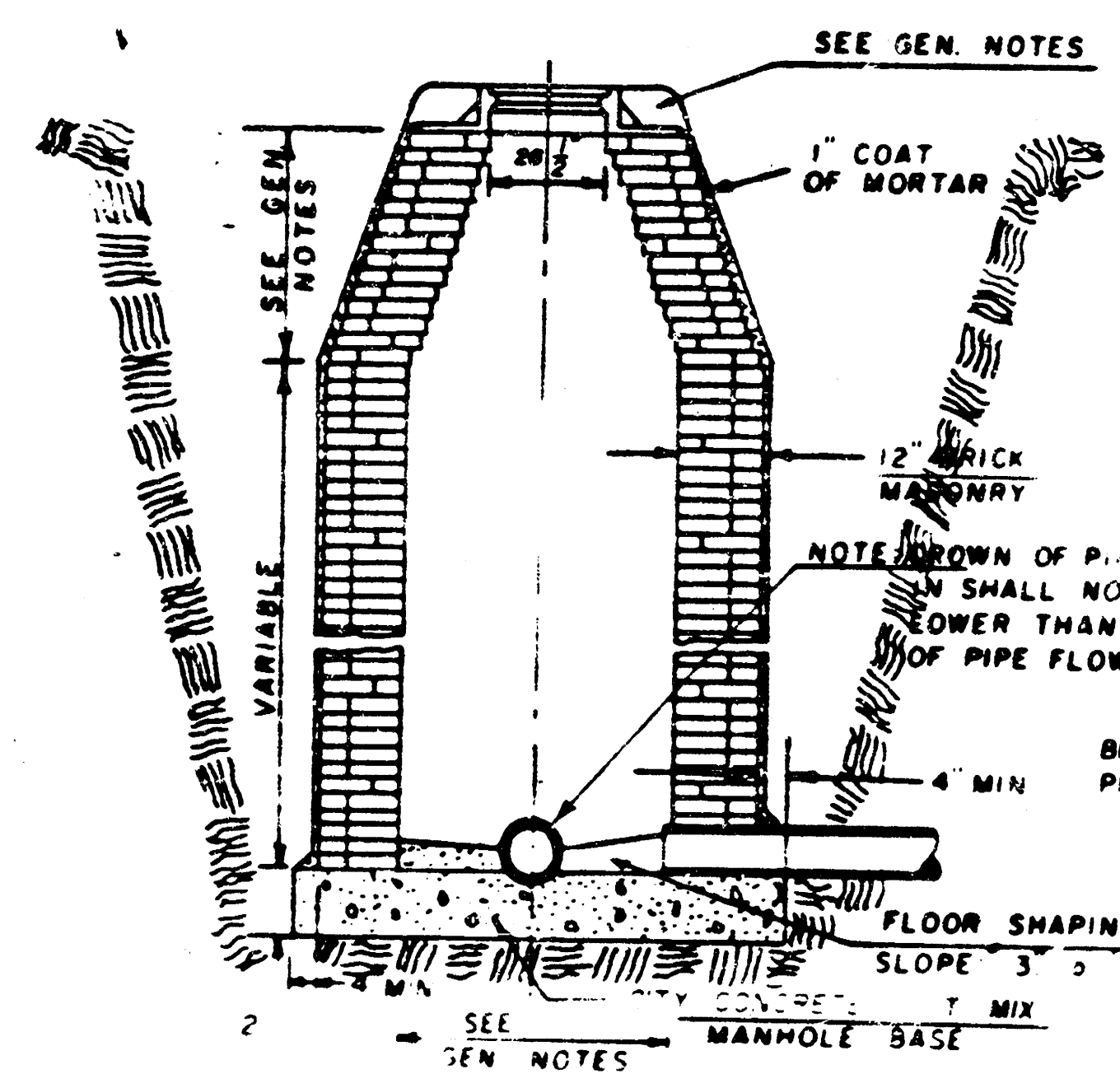
SEWER APPURTENANCES DETAILS

REVISED MAY 198
REVISED JAN. 1982

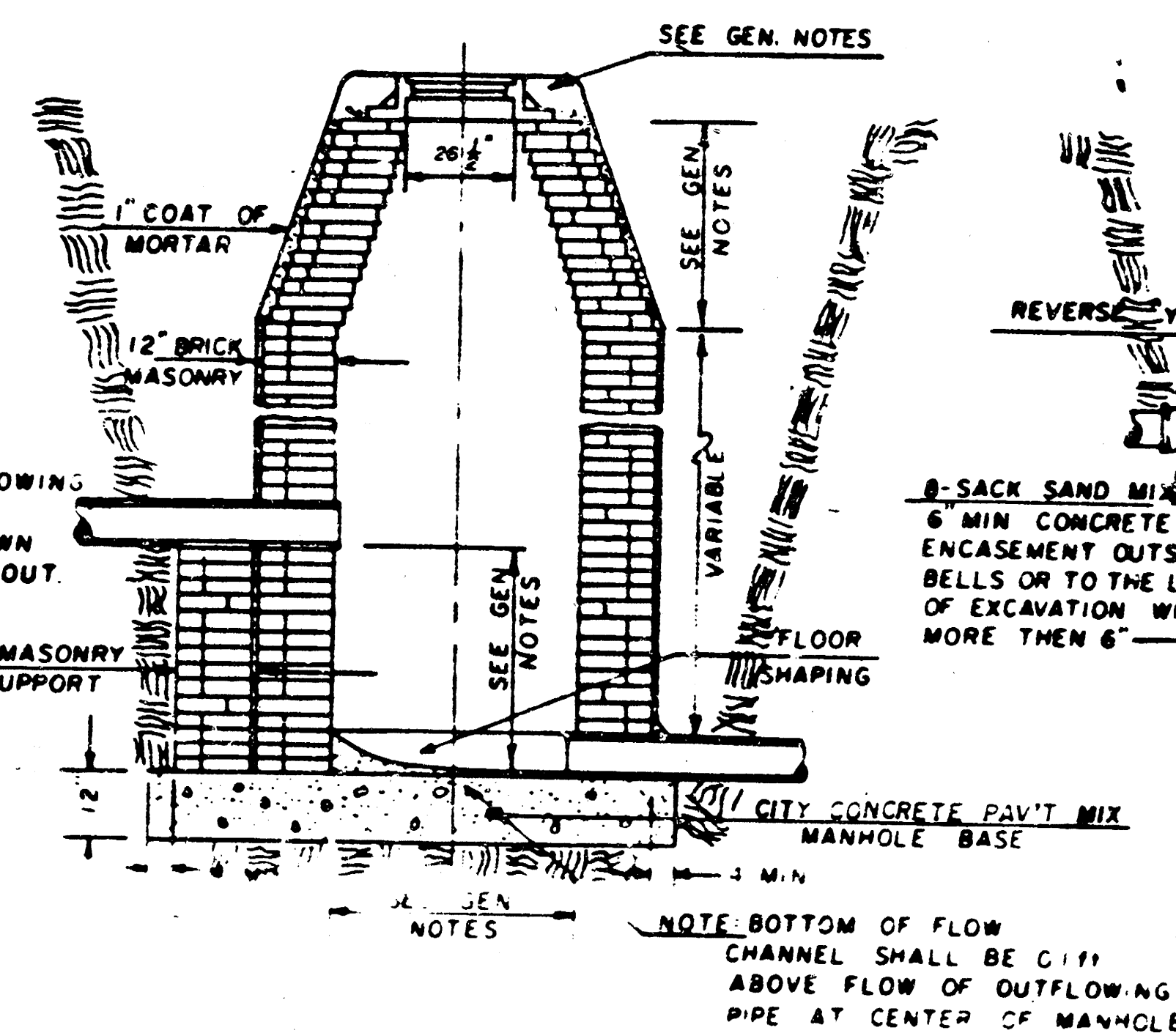
ADOPTED AS STANDARD DESIGN
BY

City of Wichita, Kansas

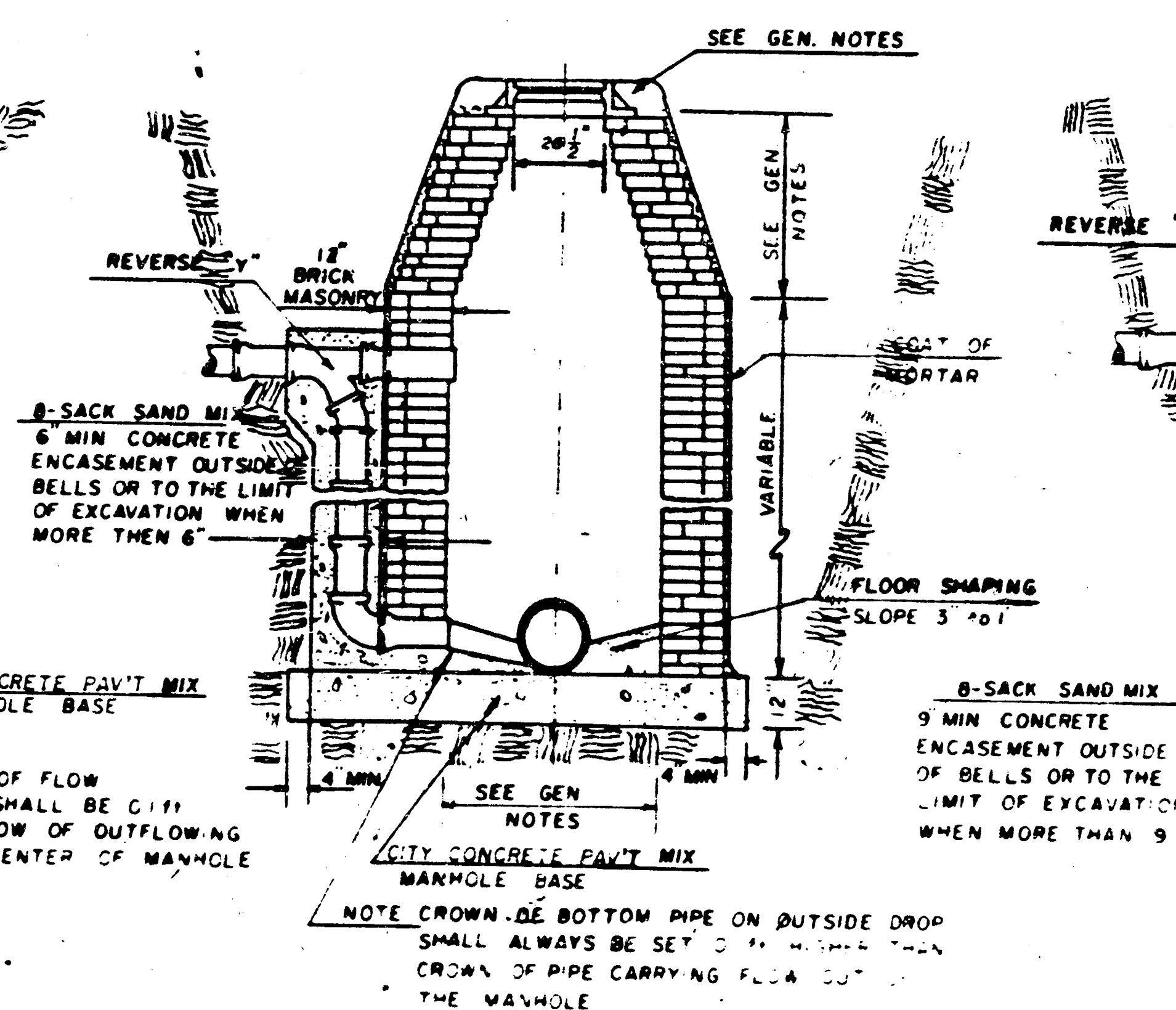
TYPE "B" MANHOLE



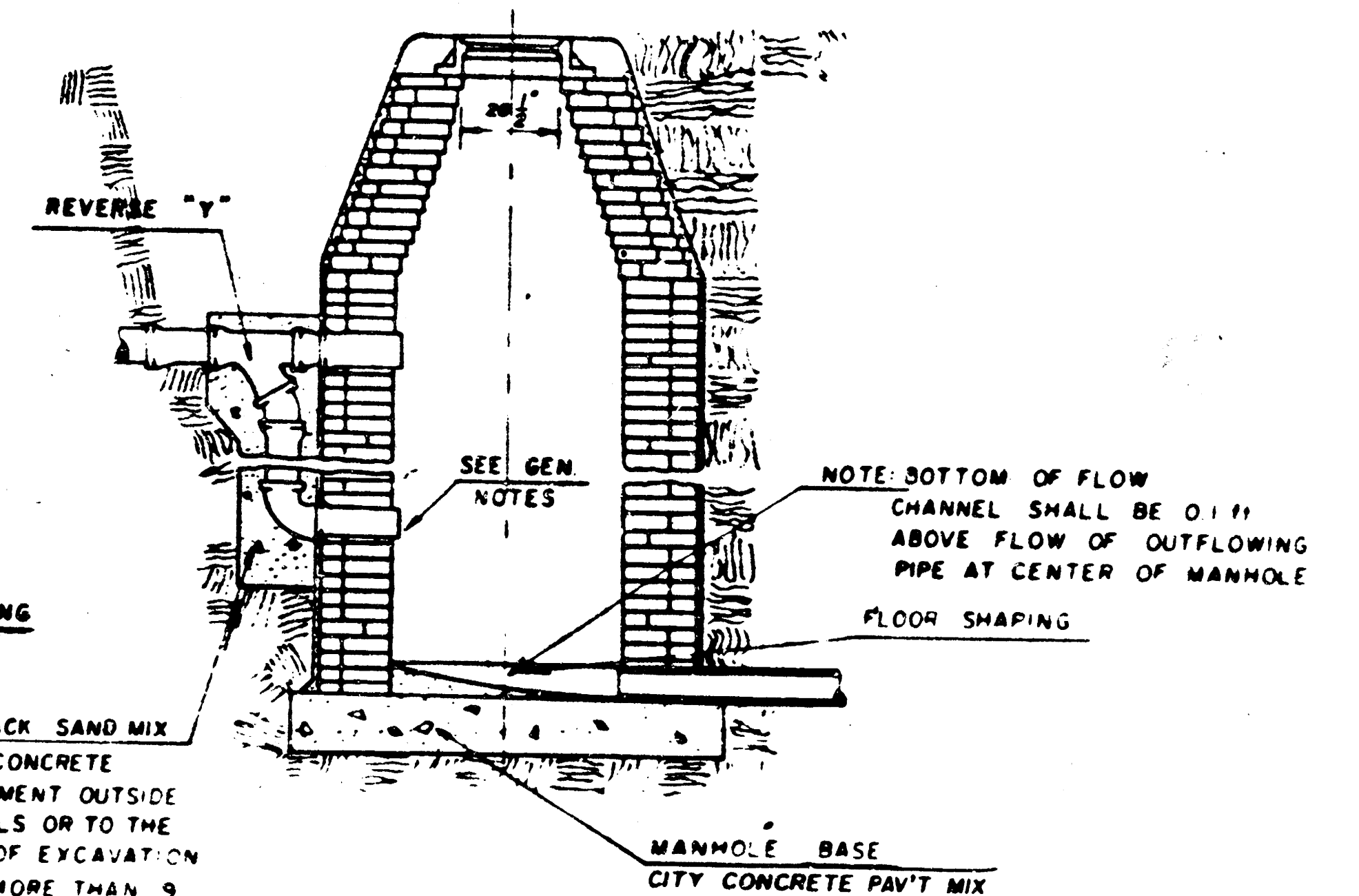
TYPE "B" INSIDE DROP MANHOLE



TYPE "B" OUTSIDE DROP MANHOLE



DETAIL OF OUTSIDE DROP
CONSTRUCTED ON EXISTING MANHOLE



GENERAL NOTES

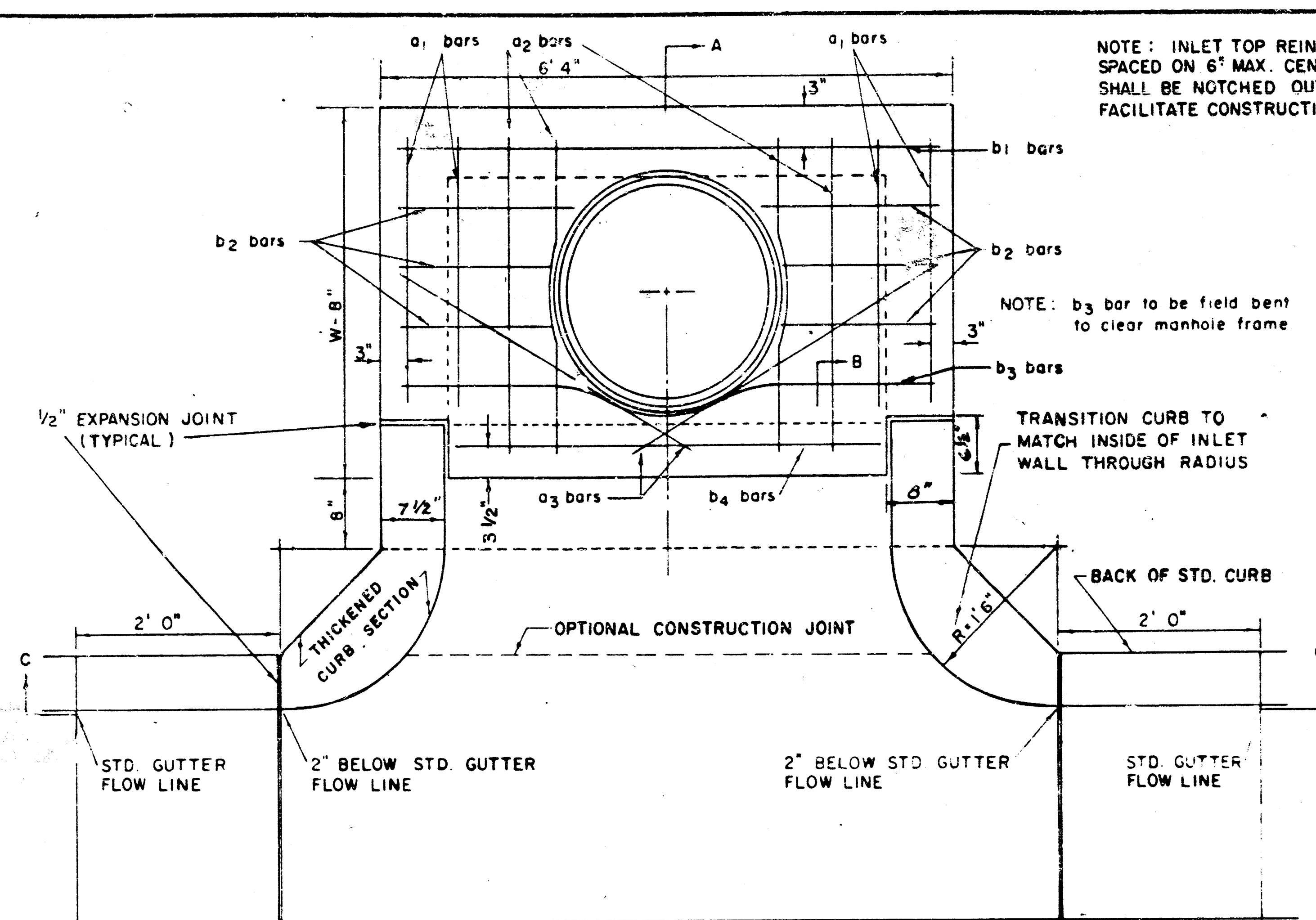
- MORTAR USED IN MASONRY CONSTRUCTION SHALL CONTAIN 8 SACKS OF CEMENT PER CUBIC YD. CONCRETE USED IN MANHOLE BASES SHALL CONFORM TO THE REQUIREMENTS OF CONCRETE FOR CONCRETE PAVEMENT CONSTRUCTION AS SPECIFIED IN THE CITY STANDARD PAVING SPECIFICATIONS USING CITY CONCRETE PAVEMENT MIX WITHOUT AIR ENTRAINING ADMIXTURE. MORTAR SHALL BE PLACED AROUND THE MANHOLE RING AS SHOWN ON THE DRAWINGS WHEN MANHOLES ARE CONSTRUCTED IN UNPAVED AREAS. TYPE "B" MANHOLES CAN BE USED ON SEWERS HAVING DEPTHS GREATER THAN 16' OR WHEN THE MANHOLE IS LOCATED IN PUBLIC STREET PAVEMENT. MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE SMALLER THAN 24" SHALL HAVE AN INSIDE DIAMETER OF 4'. MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE 24" OR LARGER SHALL HAVE AN INSIDE DIAMETER OF 5'. THE HEIGHT OF THE CORBELS ON 4' DIAMETER MANHOLES SHALL BE 4'. MANHOLES HAVING A DIAMETER OF 5' SHALL HAVE CORBELS 6' IN HEIGHT. COMPLETED MANHOLE SHALL BE WITHOUT LEAKS AND WATER TIGHT.
- REINFORCING STEEL SHALL BE INSTALLED IN THE MANHOLE BASES AND SHALL CONSIST OF NO. 4 BARS PLACED ON 5" CENTERS IN BOTH DIRECTIONS. THE MANHOLE BASE REINFORCEMENT SHALL BE PLACED 5" ABOVE THE BOTTOM OF THE MANHOLE BASE. ALL COSTS FOR FURNISHING AND INSTALLING REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.
- OPENINGS SHALL BE CUT INTO THE MANHOLE WALL WHEN OUTSIDE DROPS ARE CONSTRUCTED ON EXISTING MANHOLES. SUCH OPENINGS CUT INTO EXISTING MANHOLES SHALL BE AS SMALL AS PRACTICAL TO FACILITATE INSTALLING AND GROUTING THE NEW PIPE IN PLACE. WATERSTOP GASKETS SHALL BE USED WITH P.V.C. AND A.B.S. COMPOSITE PIPE. THE NEW PIPE SHALL BE GROUDED IN THE OPENING USING AN APPROVED NONSHRINK GROUT FOR THE FULL MANHOLE WALL THICKNESS. THE EXTERIOR OF THE COMPLETED CONNECTION SHALL BE SEALED WITH AN APPROVED BITUMINOUS COATING SUCH THAT THE CONNECTION WILL BE WATER TIGHT. FLOOR OF MANHOLE SHALL BE MODIFIED TO FORM NEW FLOW CHANNEL FOR THE NEW CONNECTION AS INDICATED BY THE DRAWINGS. THE VERTICAL DROP FROM THE LOWER PIPE ON SUCH OUTSIDE DROP CONNECTIONS SHALL NOT EXCEED 4' FOR INFLOWING PIPES SIZED 12" OR SMALLER AND 2' FOR INFLOWING PIPES SIZED LARGER THAN 12". THE CROWN OF THE LOWER PIPE SHALL NEVER BE SET BELOW THE CROWN OF ANY LARGER OUTFLOWING PIPE. THIS WORK, INCLUDING MODIFICATION OF MANHOLE FLOOR, SHALL BE PAID FOR AT THE UNIT PRICE BID FOR OUTSIDE DROP STACK CONSTRUCTED ON EXISTING MANHOLE.

- THE FLOOR OF ALL MANHOLES SHALL BE SHAPED WITH FLOW CHANNELS SUCH THAT THE MANHOLES WILL BE SELF-CLEANING AND FREE OF AREAS WHERE SOLIDS COULD BE DEPOSITED AS SEWAGE FLOWS THROUGH THE MANHOLE FROM ALL INLET PIPES TO THE OUTLET PIPE. FLOW CHANNELS SHALL BE FORMED TO MATCH THE BOTTOM HALVES OF THE INFLOWING PIPES AND THE OUTFLOWING PIPE AS SHOWN BY THE DRAWINGS EXCEPT FOR INSIDE DROP MANHOLES. FLOW CHANNELS FOR INSIDE DROP MANHOLES SHALL BE CONSTRUCTED AS INDICATED BY THE DRAWINGS. MANHOLE FLOORS SHALL HAVE SLOPES OF 3 INCHES PER FOOT IN THE AREAS OUTSIDE OF THE FLOW CHANNELS SLOPED TOWARD THE FLOW CHANNELS. PIPES LAID THROUGH MANHOLES SHALL HAVE THE TOP HALF REMOVED TO REAR LINES FOR THE FULL INSIDE DIAMETER OF THE MANHOLE. MANHOLE FLOORS SHALL THEN BE SHAPED AROUND THE BOTTOM HALF OF THE PIPE WHICH FORMS THE FLOW CHANNEL.
- PIPES INSTALLED WITHIN THE EXCAVATION MADE FOR THE MANHOLE SHALL BE CRADLED WITH CONCRETE TO THE LIMITS OF THE MANHOLE EXCAVATION. WHEN CLAY PIPE IS USED, THE CRADLE SHALL EXTEND TO THE FIRST JOINT OUTSIDE THE MANHOLE. THE CRADLE SHALL BE TERMINATED AT THE CLAY PIPE JOINT IN A MANNER WHICH WILL MAINTAIN THE FLEXIBILITY OF THE JOINT. COST OF CRADLE WITHIN MANHOLE EXCAVATION OR TO CLAY PIPE JOINTS ADJACENT TO MANHOLE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.
- MANHOLE COVER CASTINGS AND MANHOLE FRAME CASTINGS SHALL CONFORM TO THE REQUIREMENTS AS INDICATED IN THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE STANDARD DETAIL DRAWING.
- THE VERTICAL DROP IN INSIDE DROP MANHOLES SHALL NOT EXCEED 4' FOR INFLOWING PIPES SIZED 12" OR SMALLER AND 2' FOR INFLOWING PIPES LARGER THAN 12". THE CROWNS OF INFLOWING PIPES SHALL NEVER BE SET LOWER THAN THE CROWN OF THE OUTFLOWING PIPE.
- STANDARD MANHOLES TYPE "B" AND STANDARD INSIDE DROP MANHOLES TYPE "B" SHALL BE BID AS STANDARD MANHOLES FOR THE TYPE AND DIAMETER INDICATED. OUTSIDE DROP MANHOLES TYPE "B" SHALL BE BID AS STANDARD OUTSIDE DROP MANHOLES FOR THE TYPE AND DIAMETER INDICATED. ALL MANHOLE DIAMETERS WILL BE 4' UNLESS INDICATED OTHERWISE.

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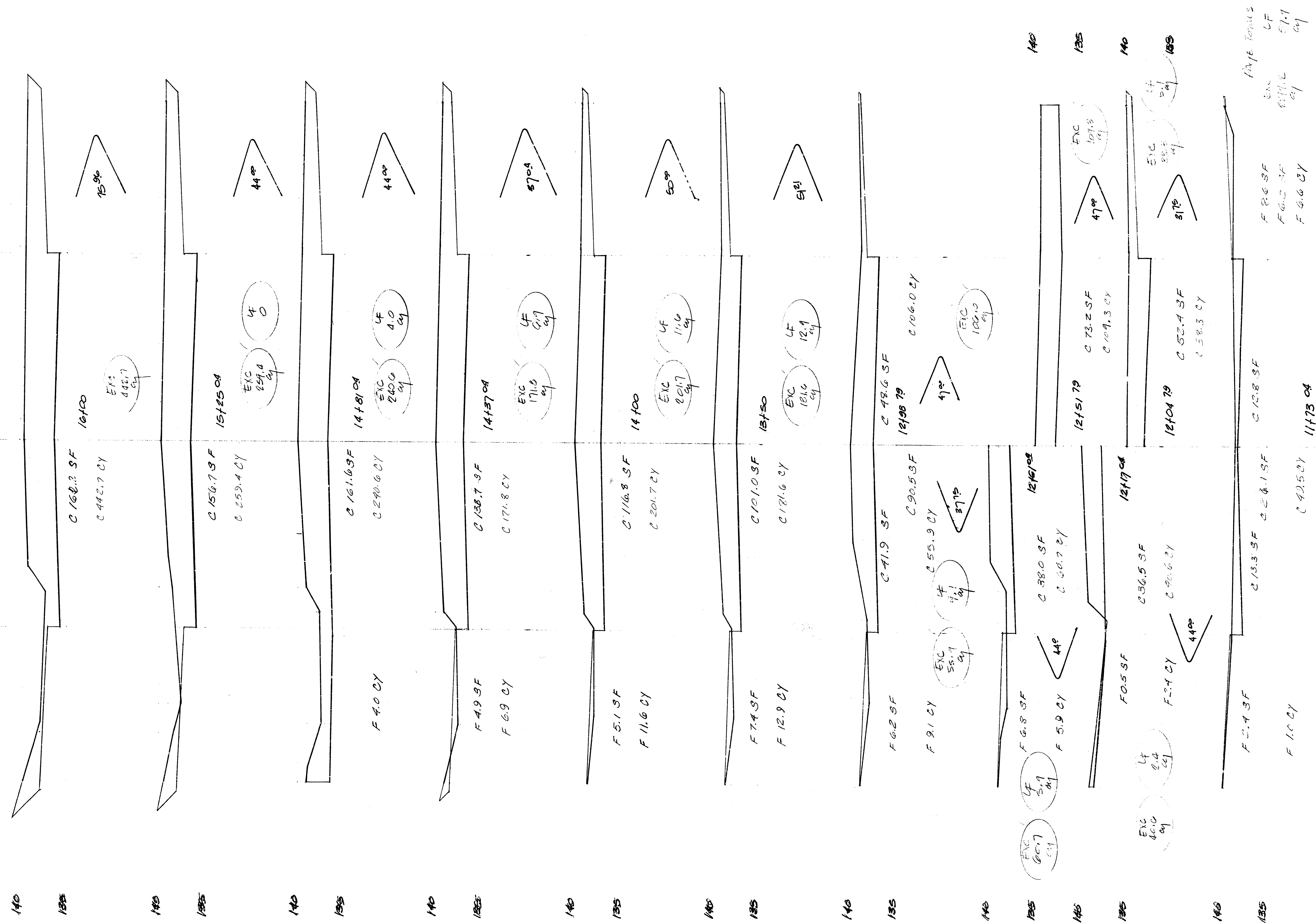
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PLAN

STEEL SCHEDULE

BAR	a ₁	a ₂	a ₃	b ₁	b ₂	b ₃	b ₄	WT LBS
NUMBER	4	4	2	1	3	5	7	9
SIZE	#4	#4	#4	#4	#4	#4	#4	#6
LENGTH	W-4'4"	5'7"	6'7"	4'0"	6'1"	-	-	-
	W-5'4"	7'7"	8'7"	5'0"	6'1"	-	-	-
	W-6'4"	9'7"	10'7"	6'0"	6'1"	-	-	-
	W-7'4"	11'7"	12'7"	7'0"	6'1"	-	-	-
	W-8'4"	13'7"	14'7"	8'0"	6'1"	-	-	-
	W-9'4"	15'7"	16'7"	9'0"	6'1"	-	-	-
	W-10'4"	17'7"	18'7"	10'0"	6'1"	-	-	-
	W-11'4"	19'7"	20'7"	11'0"	6'1"	-	-	-
	W-12'4"	21'7"	22'7"	12'0"	6'1"	-	-	-
	W-13'4"	23'7"	24'7"	13'0"	6'1"	-	-	-
	W-14'4"	25'7"	26'7"	14'0"	6'1"	-	-	-
	W-15'4"	27'7"	28'7"	15'0"	6'1"	-	-	-
	W-16'4"	29'7"	30'7"	16'0"	6'1"	-	-	-
	W-17'4"	31'7"	32'7"	17'0"	6'1"	-	-	-
	W-18'4"	33'7"	34'7"	18'0"	6'1"	-	-	-
	W-19'4"	35'7"	36'7"	19'0"	6'1"	-	-	-
	W-20'4"	37'7"	38'7"	20'0"	6'1"	-	-	-
	W-21'4"	39'7"	40'7"	21'0"	6'1"	-	-	-
	W-22'4"	41'7"	42'7"	22'0"	6'1"	-	-	-
	W-23'4"	43'7"	44'7"	23'0"	6'1"	-	-	-
	W-24'4"	45'7"	46'7"	24'0"	6'1"	-	-	-
	W-25'4"	47'7"	48'7"	25'0"	6'1"	-	-	-
	W-26'4"	49'7"	50'7"	26'0"	6'1"	-	-	-
	W-27'4"	51'7"	52'7"	27'0"	6'1"	-	-	-
	W-28'4"	53'7"	54'7"	28'0"	6'1"	-	-	-
	W-29'4"	55'7"	56'7"	29'0"	6'1"	-	-	-
	W-30'4"	57'7"	58'7"	30'0"	6'1"	-	-	-
	W-31'4"	59'7"	60'7"	31'0"	6'1"	-	-	-
	W-32'4"	61'7"	62'7"	32'0"	6'1"	-	-	-
	W-33'4"	63'7"	64'7"	33'0"	6'1"	-	-	-
	W-34'4"	65'7"	66'7"	34'0"	6'1"	-	-	-
	W-35'4"	67'7"	68'7"	35'0"	6'1"	-	-	-
	W-36'4"	69'7"	70'7"	36'0"	6'1"	-	-	-
	W-37'4"	71'7"	72'7"	37'0"	6'1"	-	-	-
	W-38'4"	73'7"	74'7"	38'0"	6'1"	-	-	-
	W-39'4"	75'7"	76'7"	39'0"	6'1"	-	-	-
	W-40'4"	77'7"	78'7"	40'0"	6'1"	-	-	-
	W-41'4"	79'7"	80'7"	41'0"	6'1"	-	-	-
	W-42'4"	81'7"	82'7"	42'0"	6'1"	-	-	-
	W-43'4"	83'7"	84'7"	43'0"	6'1"	-	-	-
	W-44'4"	85'7"	86'7"	44'0"	6'1"	-	-	-
	W-45'4"	87'7"	88'7"	45'0"	6'1"	-	-	-
	W-46'4"	89'7"	90'7"	46'0"	6'1"	-	-	-
	W-47'4"	91'7"	92'7"	47'0"	6'1"	-	-	-
	W-48'4"	93'7"	94'7"	48'0"	6'1"	-	-	-
	W-49'4"	95'7"	96'7"	49'0"	6'1"	-	-	-
	W-50'4"	97'7"	98'7"	50'0"	6'1"	-	-	-
	W-51'4"	99'7"	100'7"	51'0"	6'1"	-	-	-
	W-52'4"	101'7"	102'7"	52'0"	6'1"	-	-	-
	W-53'4"	103'7"	104'7"	53'0"	6'1"	-	-	-
	W-54'4"	105'7"	106'7"	54'0"	6'1"	-	-	-
	W-55'4"	107'7"	108'7"	55'0"	6'1"	-	-	-
	W-56'4"	109'7"	110'7"	56'0"	6'1"	-	-	-
	W-57'4"	111'7"	112'7"	57'0"	6'1"	-	-	-
	W-58'4"	113'7"	114'7"	58'0"	6'1"	-	-	-
	W-59'4"	115'7"	116'7"	59'0"	6'1"	-	-	-
	W-60'4"	117'7"	118'7"	60'0"	6'1"	-	-	-
	W-61'4"	119'7"	120'7"	61'0"	6'1"	-	-	-
	W-62'4"	121'7"	122'7"	62'0"	6'1"	-	-	-
	W-63'4"	123'7"	124'7"	63'0"	6'1"	-	-	-
	W-64'4"	125'7"	126'7"	64'0"	6'1"	-	-	-
	W-65'4"	127'7"	128'7"	65'0"	6'1"	-	-	-
	W-66'4"	129'7"	130'7"	66'0"	6'1"	-	-	-
	W-67'4"	131'7"	132'7"	67'0"	6'1"	-	-	-
	W-68'4"	133'7"	134'7"	68'0"	6'1"	-	-	-
	W-69'4"	135'7"	136'7"	69'0"	6'1"	-	-	-
	W-70'4"	137'7"	138'7"	70'0"	6'1"	-	-	-
	W-71'4"	139'7"	140'7"	71'0"	6'1"	-	-	-
	W-72'4"	141'7"	142'7"	72'0"	6'1"	-	-	-
	W-73'4"	143'7"	144'7"	73'0"	6'1"	-	-	-
	W-74'4"	145'7"	146'7"	74'0"	6'1"	-	-	-
	W-75'4"	147'7"	148'7"	75'0"	6'1"	-	-	-
	W-76'4"	149'7"	150'7"	76'0"	6'1"	-	-	-
	W-77'4"	151'7"	152'7"	77'0"	6'1"	-	-	-
	W-78'4"	153'7"	154'7"	78'0"	6'1"	-	-	-
	W-79'4"	155'7"	156'7"	79'0"	6'1"	-	-	-
	W-80'4"	157'7"	158'7"	80'0"	6'1"	-	-	-
	W-81'4"	159'7"	160'7"	81'0"	6'1"	-	-	-
	W-82'4"	161'7"	162'7"	82'0"	6'1"	-	-	-
	W-83'4"	163'7"	164'7"	83'0"	6'1"	-	-	-
	W-84'4"	165'7"	166'7"	84'0"	6'1"	-	-	-
	W-85'4"	167'7"	168'7"	85'0"	6'1"	-	-	-
	W-86'4"	169'7"	170'7"	86'0"	6'1"	-	-	-
	W-87'4"	171'7"	172'7"	87'0"	6'1"	-	-	-
	W-88'4"	173'7"	174'7"	88'0"	6'1"	-	-	-
	W-89'4"	175'7"	176'7"	89'0"	6'1"	-	-	-
	W-90'4"	177'7"	178'7"	90'0"	6'1"	-	-	-
	W-91'4"	179'7"	180'7"	91'0"	6'1"	-	-	-
	W-92'4"	181'7"						



1" = 5' Profile

