

OLIVER STREET

FROM S.L. ST. LOUIS & SAN FRANCISCO R.R. R/W TO S.L. 21 ST. STREET

CITY OF WICHITA KANSAS B.E. SMITH CITY ENGINEER

PROJECT NO. C14-52

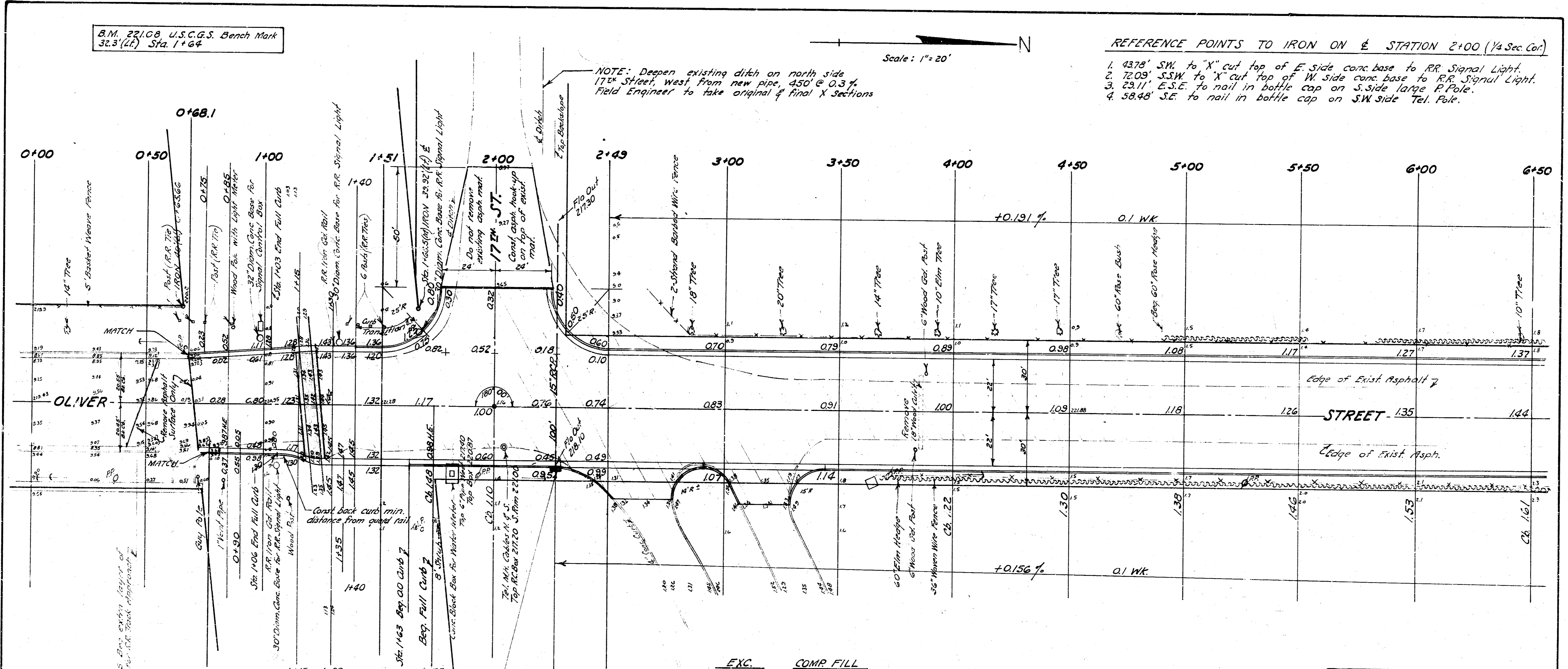
B.M. 22108, U.S.C.G.S. Bench Mark
32.3 (42) Sta. 1+64

Scale: 1" = 20'

REFERENCE POINTS TO IRON ON E. STATION 2+00. (1/4 Sec Cor.)

1. 43.78' SW to "X" cut top of E. side conc. base to RR. Signal Light.
2. 72.03' SSW to "X" cut top of W. side conc. base to RR. Signal Light.
3. 23.11' E.S.E. to nail in baffle cap on S. side large P. Pole.
4. 58.48' SE to nail in baffle cap on SW side Tel. Pole.

NOTE: Deepen existing ditch on north side
17th Street, west from new pipe, 450' @ 0.3%.
Field Engineer to take original & final X Sections



Surveyed
 Checked
 Approved

NOTE: See profile (sh#7) for grades across track

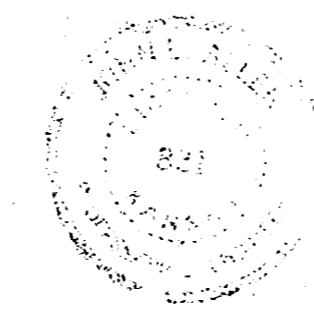
2+26 2+43
P.V. LEI. 220.95
No V. Curve

	EXC.	COMP. FILL
	6520 Cu.Yds.	226 Cu.Yds.
+10%	652	23
Totals	7172 Cu.Yds.	249 Cu.Yds.

Exc. quantities exclude existing
asph. mat.

Const. 2' x 5' Inlet and Install
100' - 15" R.C.P.

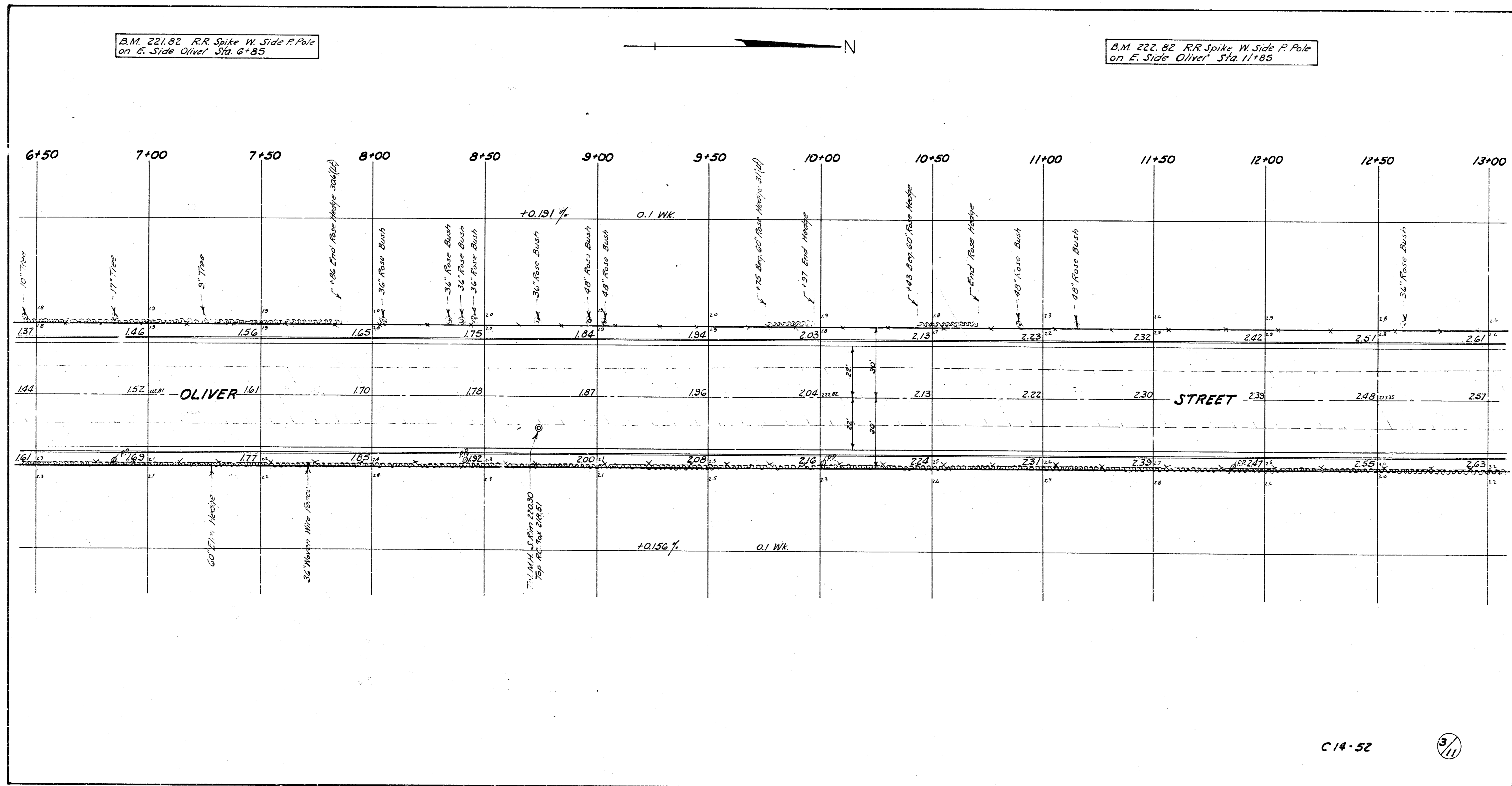
OLIVER STREET
 FROM S.L. ST. LOUIS & SAN
 FRANCISCO R.R. R/W TO
 S.L. 21ST STREET
 44'-2'-48" Asph. Conc.
 B.E. SMITH CITY ENGINEER
 CITY OF WICHITA KANSAS
 Date: NOV. 1904
 Proj. No. C.14-52



211

B.M. 221.82 R.R. Spike W. Side P. Pole
on E. Side Oliver Sta. 6+85

B.M. 222.82 R.R. Spike W. Side P. Pole
on E. Side Oliver Sta. 11+85



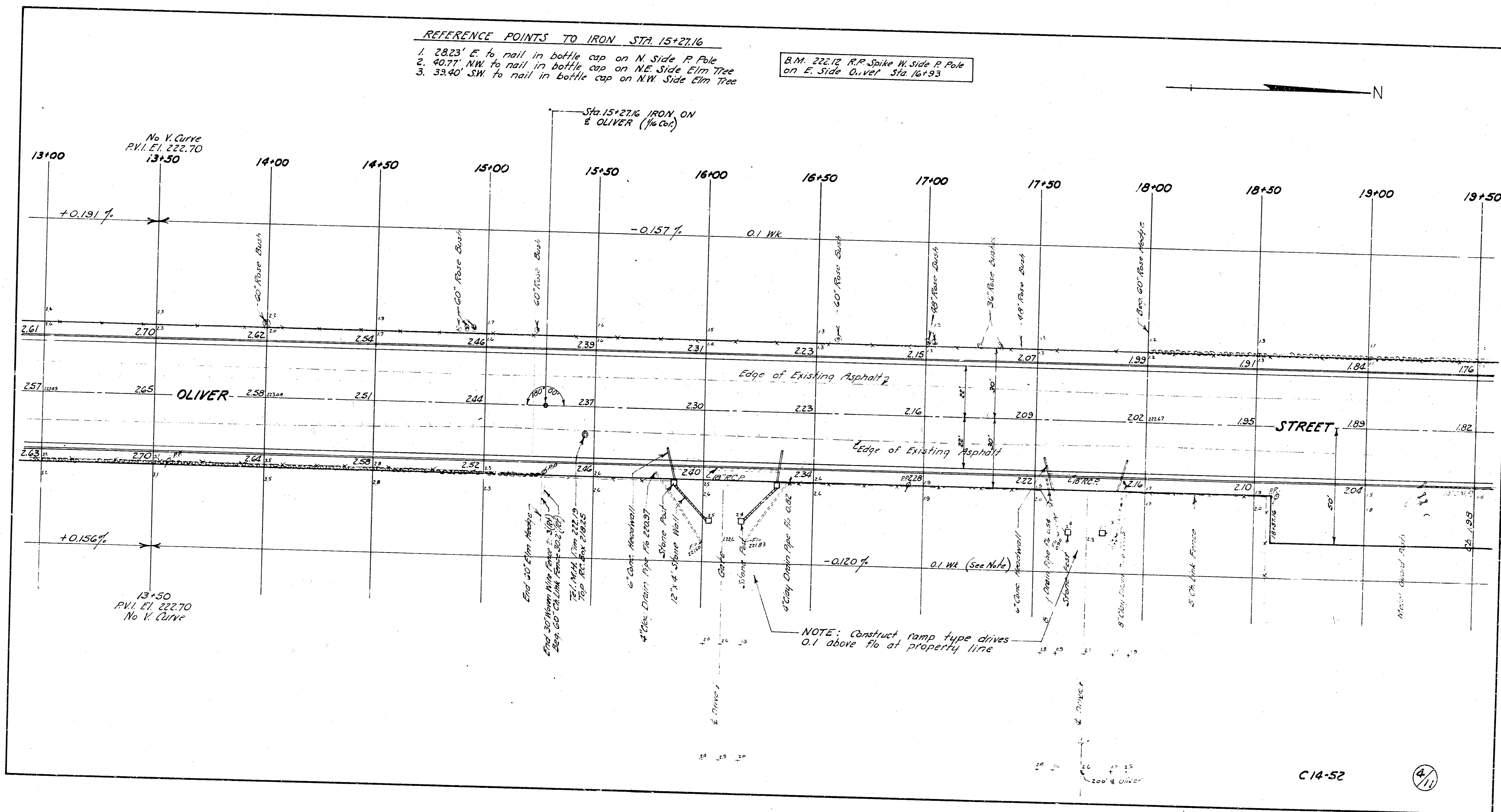
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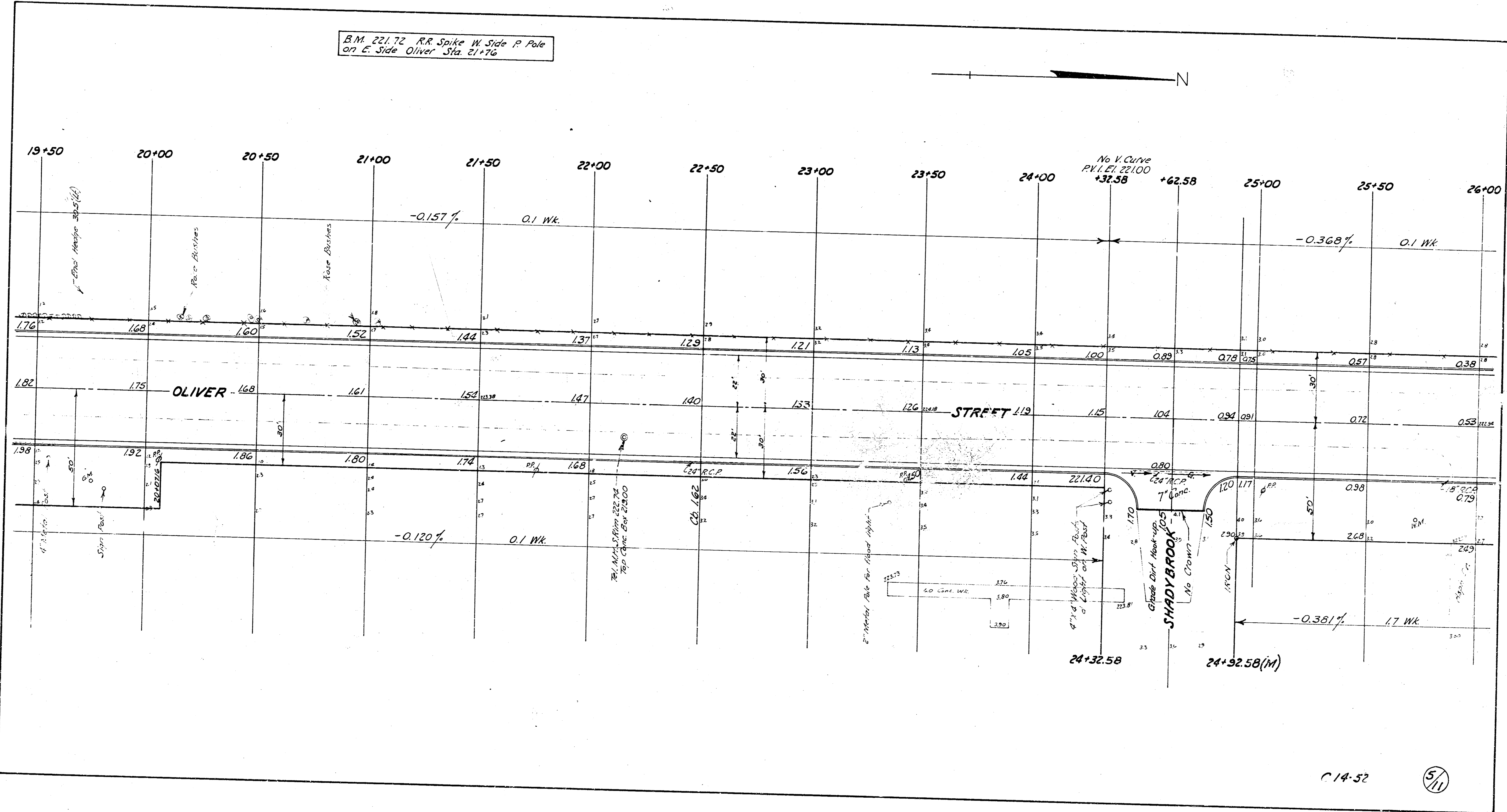
REFERENCE POINTS TO IRON STA. 15+27.16

- 28.23' E. to nail in bottle cap on N. Side P. Pole
- 40.77' NW. to nail in bottle cap on NE Side Elm Tree
- 39.40' SW. to nail in bottle cap on NW Side Elm Tree

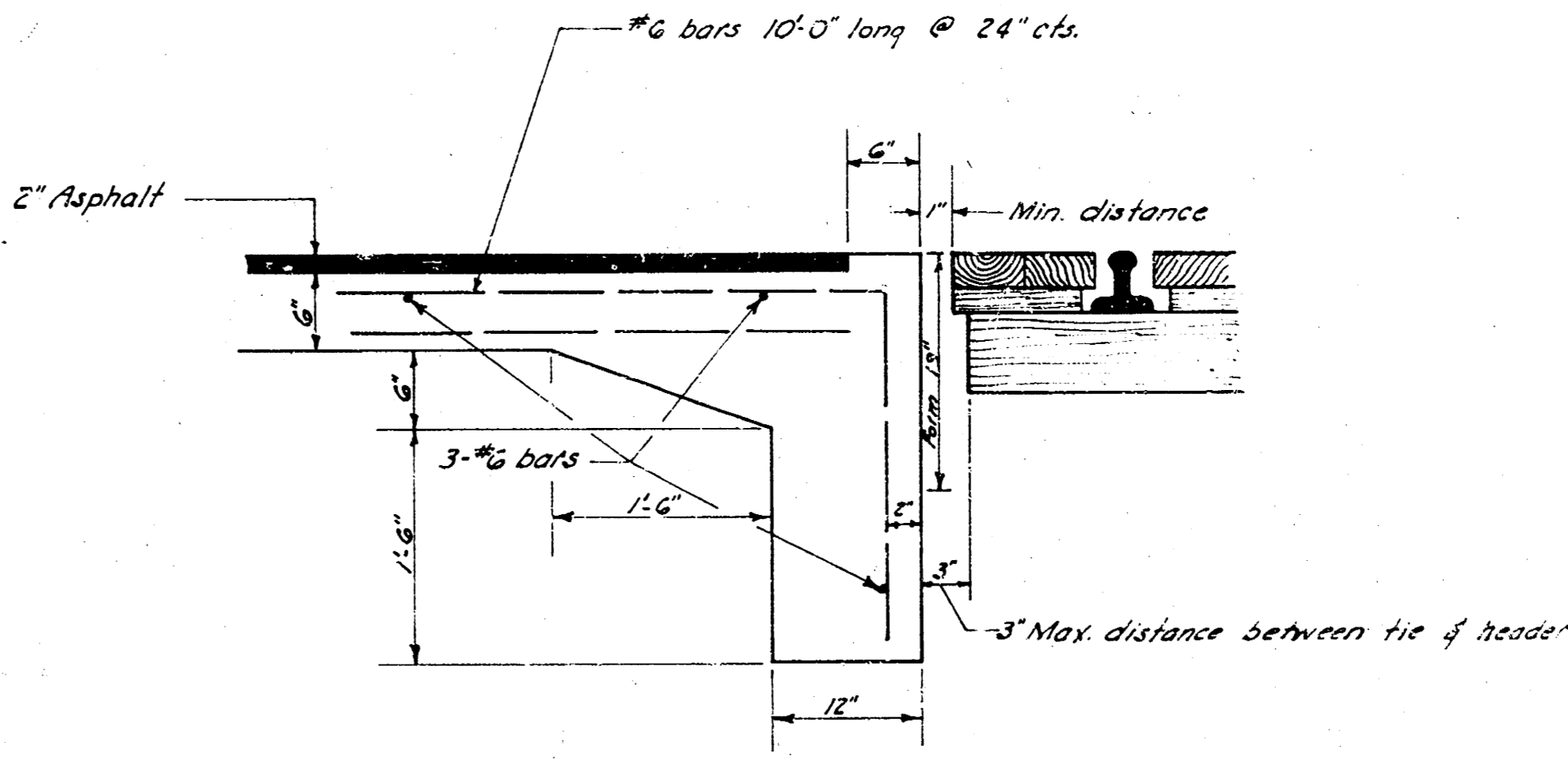
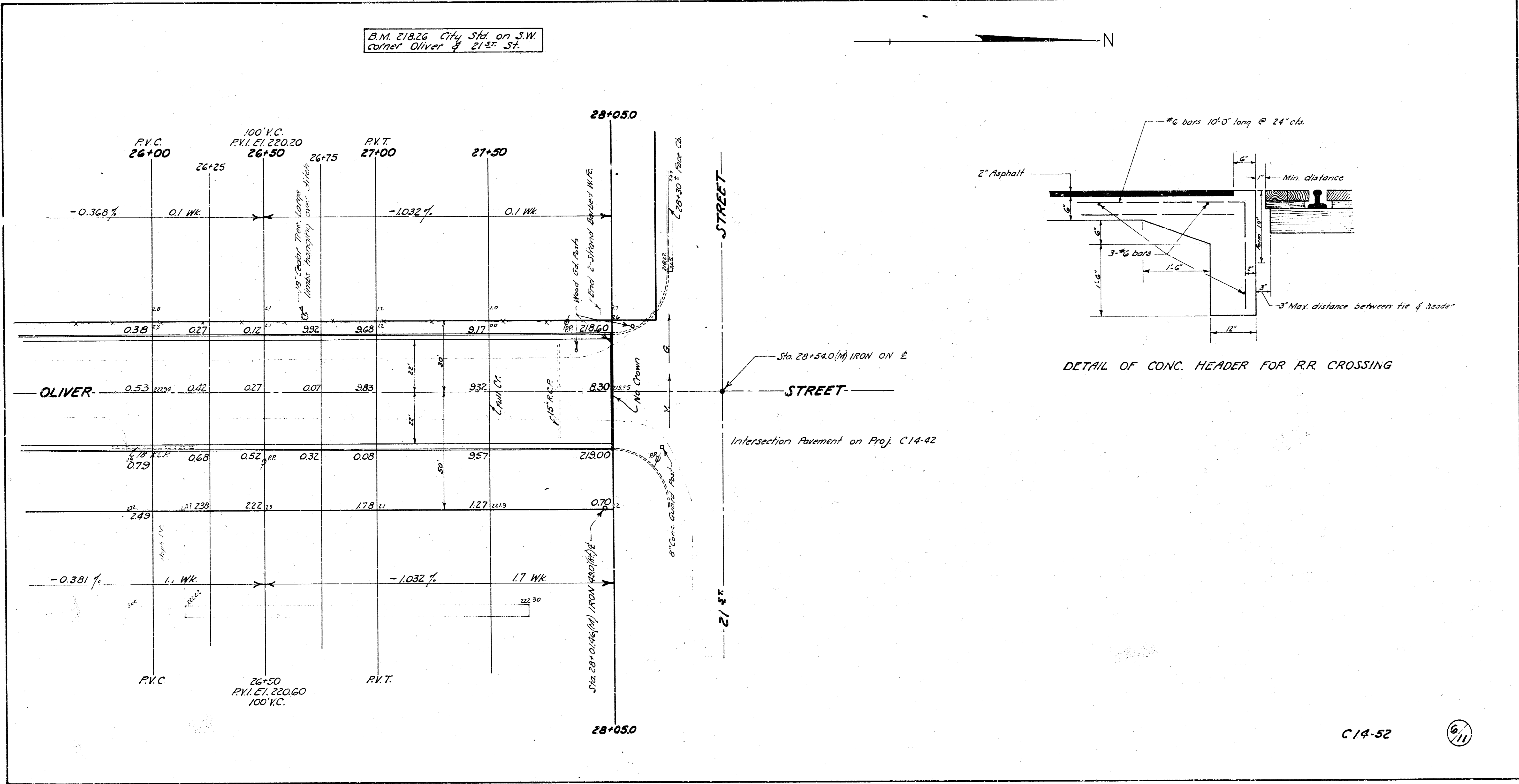
B.M. 222.12 R.P. Spike W. Side P. Pole on E. Side Oliver Sta. 16+93



B.M. 221.72 R.R. Spike W. Side P. Pole
on E. Side Oliver Sta. 21+76



B.M. 218.26 City Std. on S.W. corner Oliver & 21st St.



DETAIL OF CONC. HEADER FOR R.R. CROSSING