

Michael E. Lindebak, P.E. City Engineer

1. Contractor will be required to provide notice to utility companies a minimum of twenty-four (24) hours prior to any excavation, as follows:

Kansas One-Call 687-2470

The Contractor must notify the following in case of an emergency:

Cox Communications 262-4270
or 263-2061
K.P.L. Gas Service Company 263-7511
Kansas Gas & Electric Company 264-1141
Peoples Nat. Gas Company 942-8350
Southwestern Bell Telephone Company 1-571-2611
City of Wichita Water Department 268-4908
City of Wichita Sewer Maintenance 268-4071

2. Utility service lines, poles, valves 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 or unless the plans specifically identify a utility to be adjusted by its owner during construction. 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.
3. Trees and shrubs in public right-of-way which are in direct conflict with proposed new construction shall be removed by the Contractor with the Engineer's approval. Trees and shrubs which are not in direct conflict with proposed new construction shall be saved and protected from damage.
4. All areas disturbed by construction shall be seeded at 300 lbs./acre with Rye Grass immediately following construction in that area. Contractor shall prepare ground per City specifications.
5. Rubble from the removal of miscellaneous structures and excess excavation which is to be wasted shall be disposed of on sites to be provided by the Contractor. These sites shall be approved by the Engineer as to suitability, appearance and site location. Locations that, in the opinion of the Engineer, will leave an unsightly appearance will not be approved. All disposal sites must be approved by the Kansas Department of Health and Environment. Material either stockpiles or disposed of in a flood plain would a Kansas State Board of Agriculture permit. Any material dumped in waters of the United States or wetlands is subject to U.S. Corps. of Engineers permitting regulations. Any material buried or stockpiled beyond approved construction limits would require additional archaeological investigations unless buried in a previously approved borrow location.
6. 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 in accordance with state law.
7. A saw cut of at least one-half the depth of existing surface course or one-fourth the depth of the existing total pavement thickness shall be provided at locations where proposed construction abuts as existing surface course or pavement for which partial removal of that surface pavement is required. Sawed joint to facilitate removal within three feet of existing joints will not be permitted and for such instances limits of removal shall extend to the existing joint. Such saw cuts shall not be paid for directly and this cost shall be considered as subsidiary to the removal of the surface or pavement.
8. Mass grading will be completed prior to construction by separate project. Grades will be brought to within $0.2' \pm$ of existing grade shown on cross sections. Dirt will be available on site for Contractor's use in bringing dirt to finished grade and for backfilling right-of-way. Contractor shall be responsible for additional excavation or filling necessary to obtain proper subgrade elevation. Any cost necessary to achieve this additional fine grading shall be incidental to S.Y. 5" A.C. Pavement.

Project Earthwork Totals
Excavation = 2,684 C.Y.
Loose Fill = 815 C.Y.
Compacted Fill = 39 C.Y.

Total Project Length
3700 L.F. = 0.70 Miles

Benefit District:

Proposed Streets:

Siefkes from the east line of the plat, west to the north line
of Spring Hollow

Spring Hollow from the west line of Siefkes, south to the south line of the plat

**Castle Rock from the south line of Siefkes, south to the south
line of Lot 39, Block A**

Whitewood St. from the east line of Spring Hollow, east to the west line of Castle Rock

Whitewood St. from the west line of Spring Hollow, west to the west line of Hawthorne St.

**Whitewood Cir. from the west line of Hawthorne St. west to
and including the cul-de-sac**

Hawthorne St. from the north line of Whitewood St., north to the north line of Lot 17, Block D

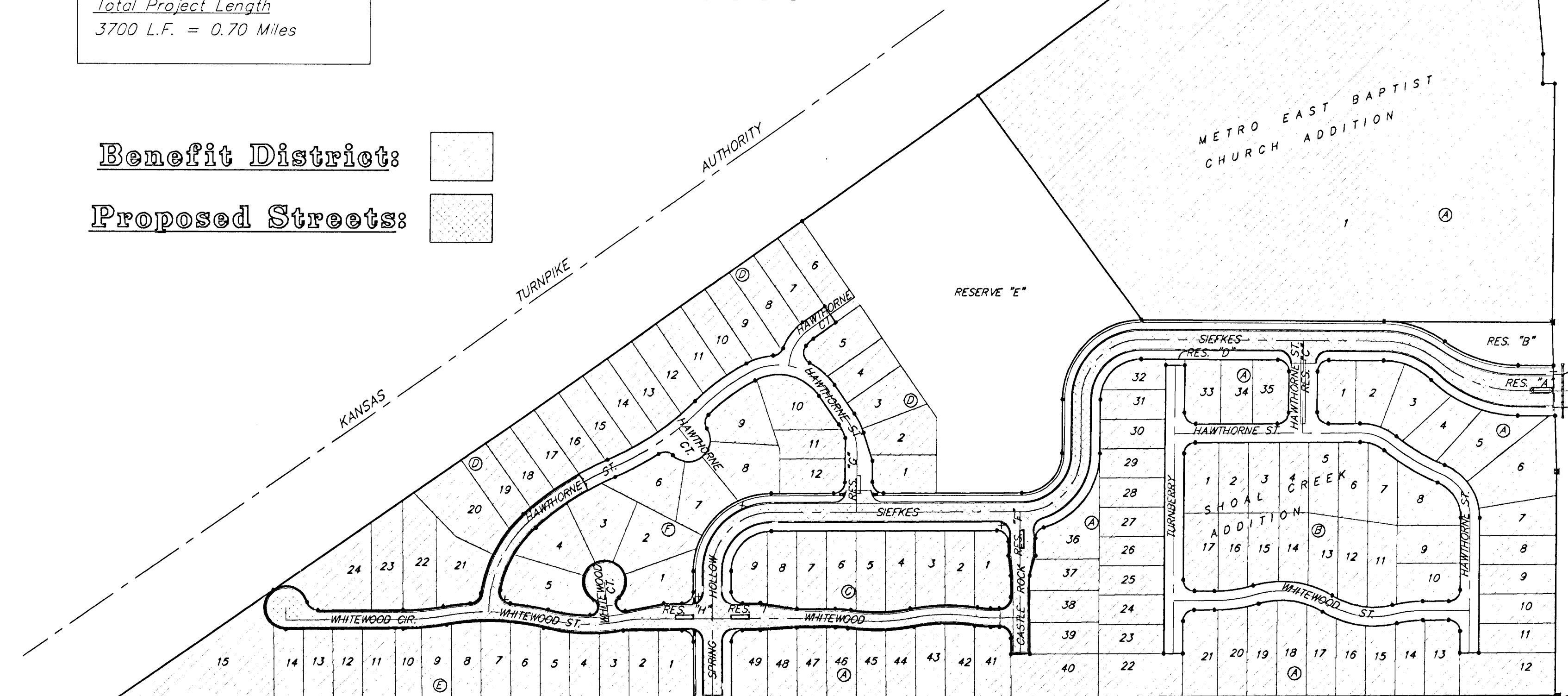
**Whitewood Court from the north line of Whitewood St., north
to and including the cul-de-sac**

Project Number

472-83296

O.C.A. Number

765666



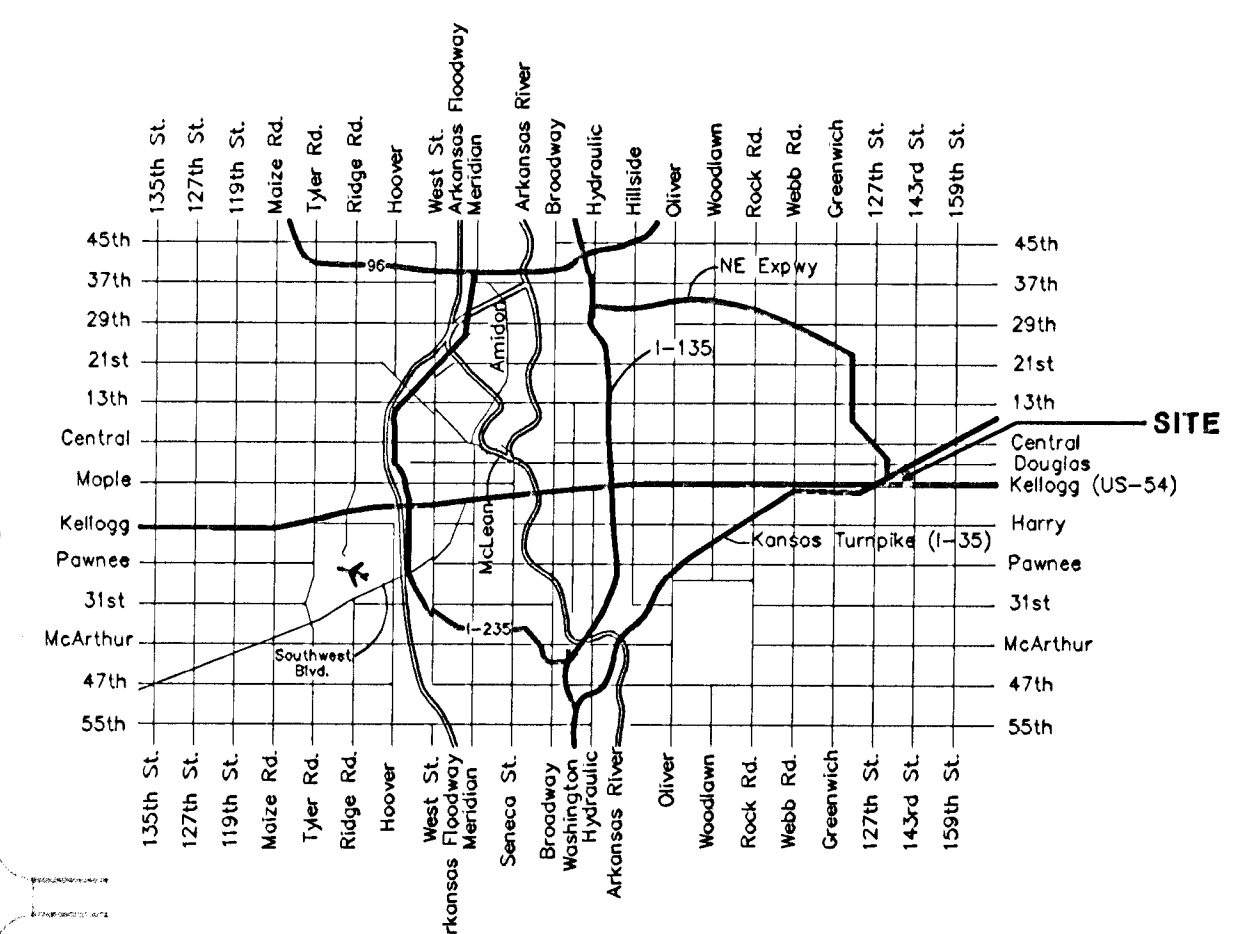
BM #1 "□" Cut on Top of Curb,
North Side Siefkes, NW of Center
Line of Siefkes Ct., Shadybrook
Meadow Addition.
Elev. = 135.19 City Datum

BM #2 "□" Cut on SW corner of
concrete base of SWB box 156'
north and 41.5' west of E 1/4
Sec. 23, T-27-S, R-2-E.
Elev. = 143.39 City Datum

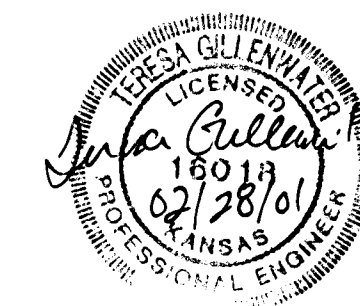
BM #3 "□" Cut on concrete base
of R/W fence brace post 510' NE
of SW corner of Shoal Creek
Addition. (South side of Turnpike).
Elev. = 154.13 City Datum

Scale: 1" = 150'

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<i>Copy of Plat</i>	30



Vicinity Map

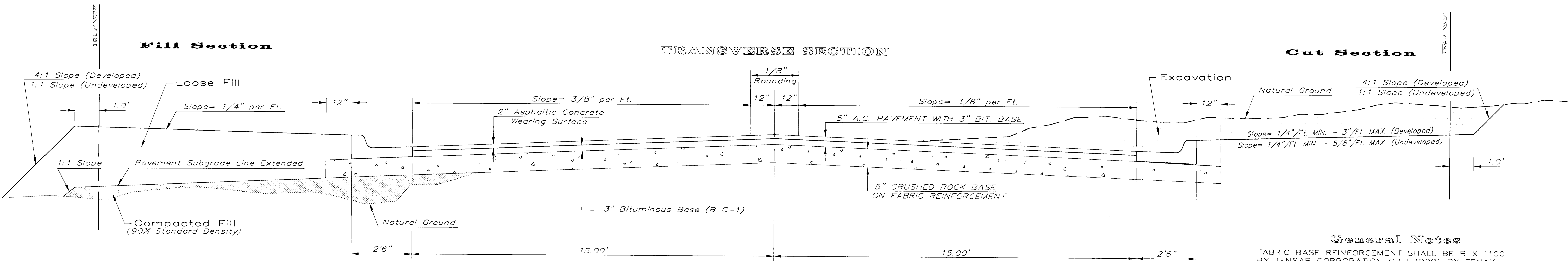


February 2001

Shoal, StrGov

BAUGHMAN COMPANY P.A.
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316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

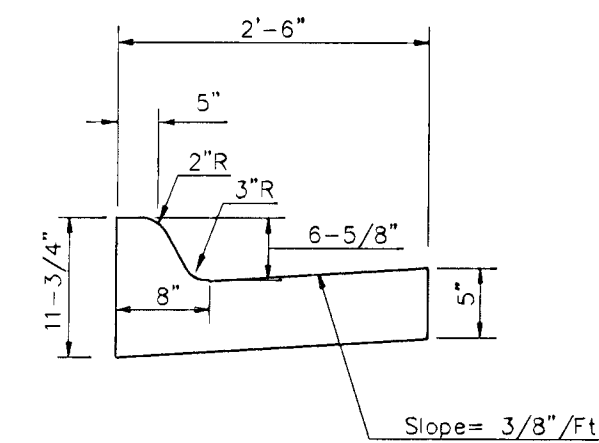
TYPICAL 35' B-B PAVEMENT DETAILS



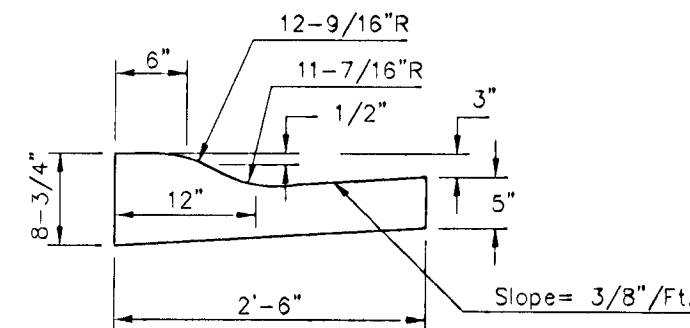
CRUSHED ROCK GRADATION REQUIREMENTS
PERCENT OF AGGREGATE RETAINED

2-1/2"	0
3/4"	20 - 60
#4	50 - 80
#40	80 - 94
#200	90 - 98

ROCK QUALITY SHALL CONFORM TO THE REQUIREMENTS SPECIFIED BY THE KDOT 1990 EDITION STANDARD SPECIFICATION SUBSECTION 1102 FOR DURABILITY CLASS I.

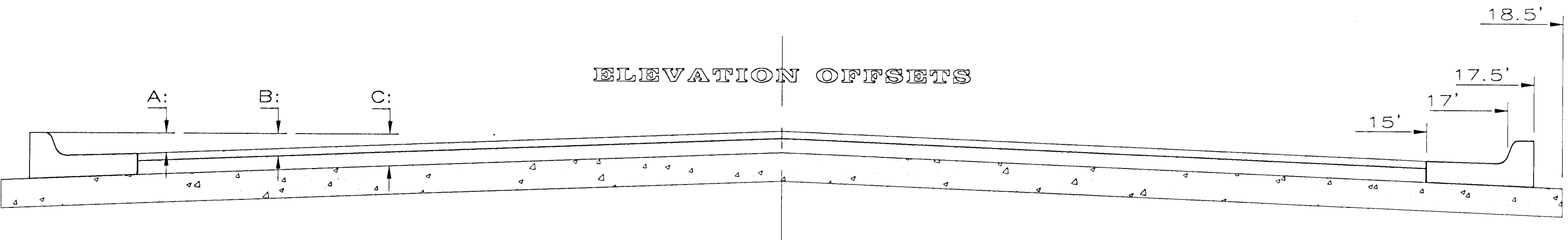


COMBINED CURB & GUTTER

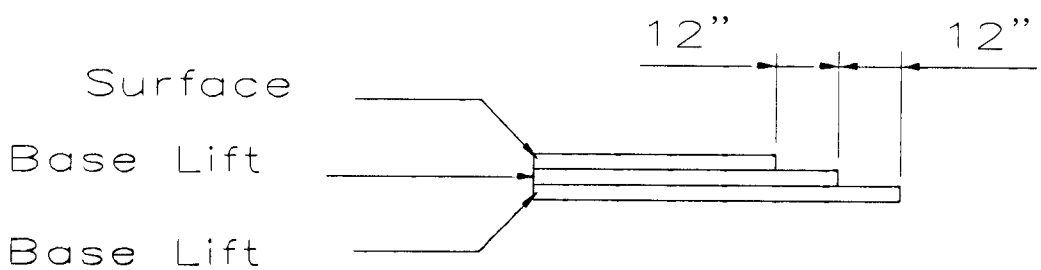


COMBINED ROLL TYPE CURB & GUTTER

ELEVATION OFFSETS

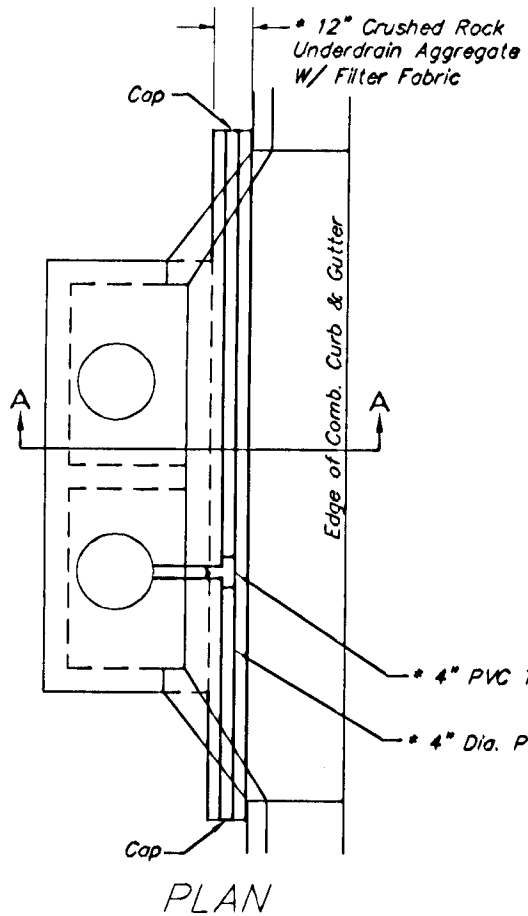


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	18.5'	
A: Top of Curbs to Top of Surface Lift	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	
B: Top of Curbs to Top of Upper Base Lift	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	
C: Top of Curbs to Top of C. R. Subgrade	0.46	0.50	0.56	0.63	0.71	0.75	0.81	0.88	0.91	0.97	0.98	1.01	



TRANSVERSE CONSTRUCTION JOINTS

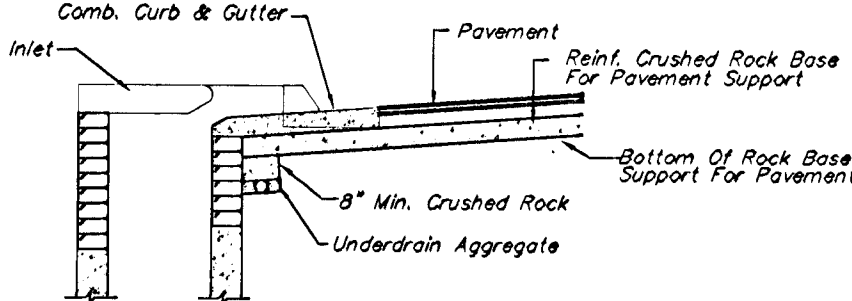
Transverse construction joints shall be constructed in flexible base pavements at locations where pavement joints existing flexible base pavement as shown by the detail. All costs associated with the construction of the transverse joint shall be included in the bid price for Square Yards 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE).



UNDERDRAIN AGGREGATE	Percent of Aggregate Retained
1"	0
3/4"	0 to 10
3/8"	45 to 80
#4	90 to 100
#8	95 to 100

Rock Quality Shall Conform To The Requirements Specified By K.D.O.T. 1990 Edition Standard Specification Subsection 1102 For Durability Class I.

NOTE: Place 4" PVC Perforated Pipe at all drainage sump locations. Cost of Underdrain System to be incidental to the Reinforced Crushed Rock Subgrade. Inlet Type May Vary From That Shown.



(Min. 15 Perforations Per Lin. Ft. @ 1/4" Dia.) Perforations To Be on Bottom Half

SECTION A-A

PAVEMENT UNDERDRAIN DETAIL
NOT TO SCALE

General Notes

FABRIC BASE REINFORCEMENT SHALL BE B X 1100 BY TENSAR CORPORATION OR LBO201 BY TENAX CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

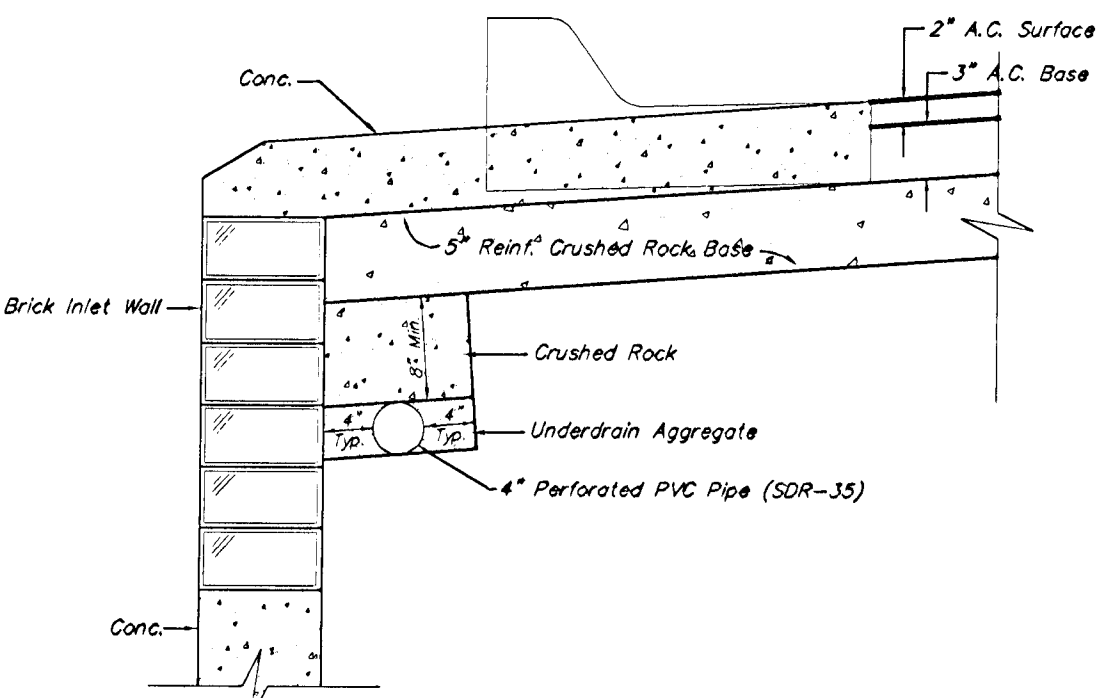
ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PRIOR TO PLACEMENT OF ASPHALT. TACK COAT WILL NOT BE APPLIED TO ROCK BASE.

A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

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.

THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE).



TRENCH DRAIN DETAIL FOR RES. STREETS
NOT TO SCALE

5 INCH Residential Asphaltic Concrete
Pavement w/ Crushed Rock Base on Fabric Reinforcement
City of Wichita, Kansas

BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
318-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

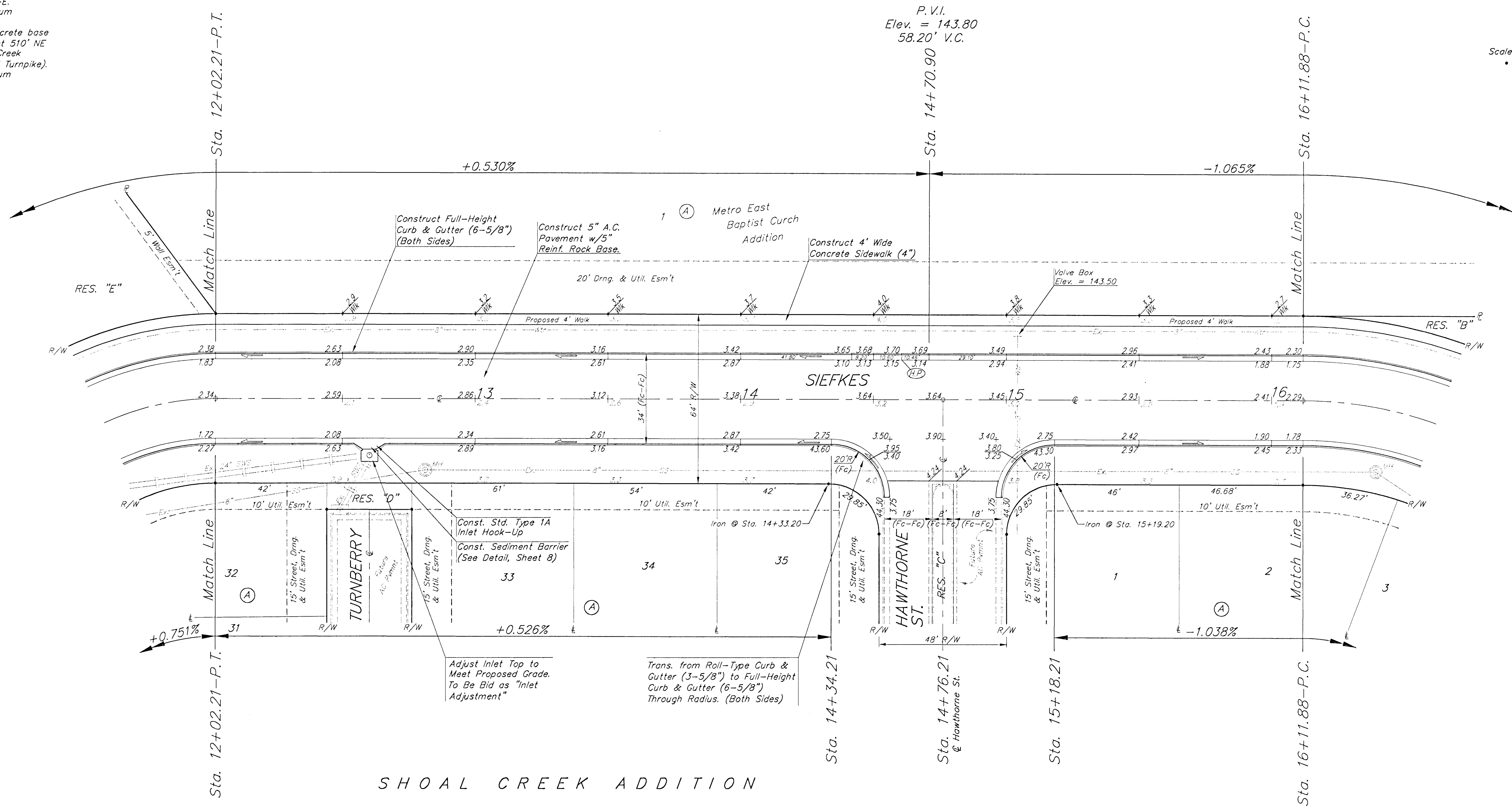
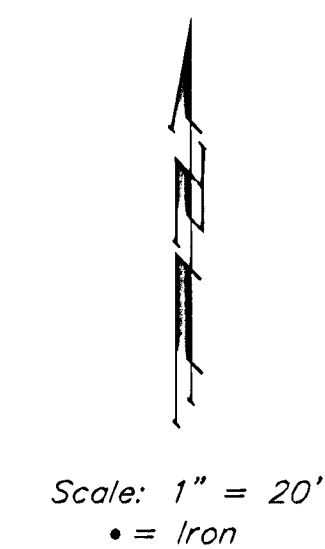
PROJECT NUMBER
472-83298

DESIGN C.O.W. DRAWN Staff APPROVED DATE 2-01 SCALE NONE SHEET 2 OF 30

BENCHMARKS:
 BM #1 "□" Cut on Top of Curb,
 North Side Siefkes, NW of Center
 Line of Siefkes Ct., Shadybrook
 Meadow Addition.
 Elev. = 135.19 City Datum

BM #2 "□" Cut on SW corner of
 concrete base of SWB box 156'
 north and 41.5' west of E 1/4
 Sec. 23, T-27-S, R-2-E.
 Elev. = 143.39 City Datum

BM #3 "□" Cut on concrete base
 of R/W fence brace post 510' NE
 of SW corner of Shoal Creek
 Addition. (South side of Turnpike).
 Elev. = 154.13 City Datum



SHOAL CREEK ADDITION

SHOAL CREEK ADDITION			
SIEFKES			
Sta 12+02.21 to Sta 16+11.88			
BAUGHMAN COMPANY P.A.			
ENGINEERING, SURVEYING, & PLANNING			
316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211			
PROJECT NUMBER		SHEET	
472-83296		11	
DESIGN	DRAWN	APPROVED	DATE
TMG	JAK		02-01
SCALE		Noted	
		30	

BENCHMARKS:
BM #1 "□" Cut on Top of Curb,
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Curve #6
Curve Data Based on Face of Curb
Rad. = 235' Delta = 34° 30' 47" Tangent = 73.00'
Arc = 141.56' L.C. = 139.43' Def/Ft. = 7.31415 Min.

Station	Arc	8' Lt.	Defl.	T. Defl.
17+02.21	—	—	0°00'00"	0°00'00"
17+25.29	23.59'	22.78'	2°52'32"	2°52'32"
17+51.26	23.60'	22.79'	2°52'37"	5°45'09"
17+77.63	23.59'	22.78'	2°52'33"	8°37'42"
18+04.32	23.59'	22.78'	2°52'32"	11°30'14"
18+31.23	23.59'	22.78'	2°52'32"	14°22'46"
18+58.26	23.60'	22.79'	2°52'38"	17°15'24"

Curve #7
Curve Data Based on Face of Curb
Rad. = 198.20' Delta = 43° 26' 55" Tangent = 78.97'
Arc = 150.30' L.C. = 146.72' Def/Ft. = 8.67238 Min.

Station	Arc	8' Rt.	Defl.	T. Defl.
17+23.50	—	—	0°00'00"	0°00'00"
17+46.34	25.05'	26.04'	3°37'15"	3°37'15"
17+68.97	25.05'	26.04'	3°37'14"	7°14'29"
17+91.43	25.05'	26.04'	3°37'15"	10°51'44"
18+13.77	25.05'	26.04'	3°37'14"	14°28'58"
18+36.03	25.05'	26.04'	3°37'15"	18°06'13"
18+58.26	25.05'	26.04'	3°37'15"	21°43'28"

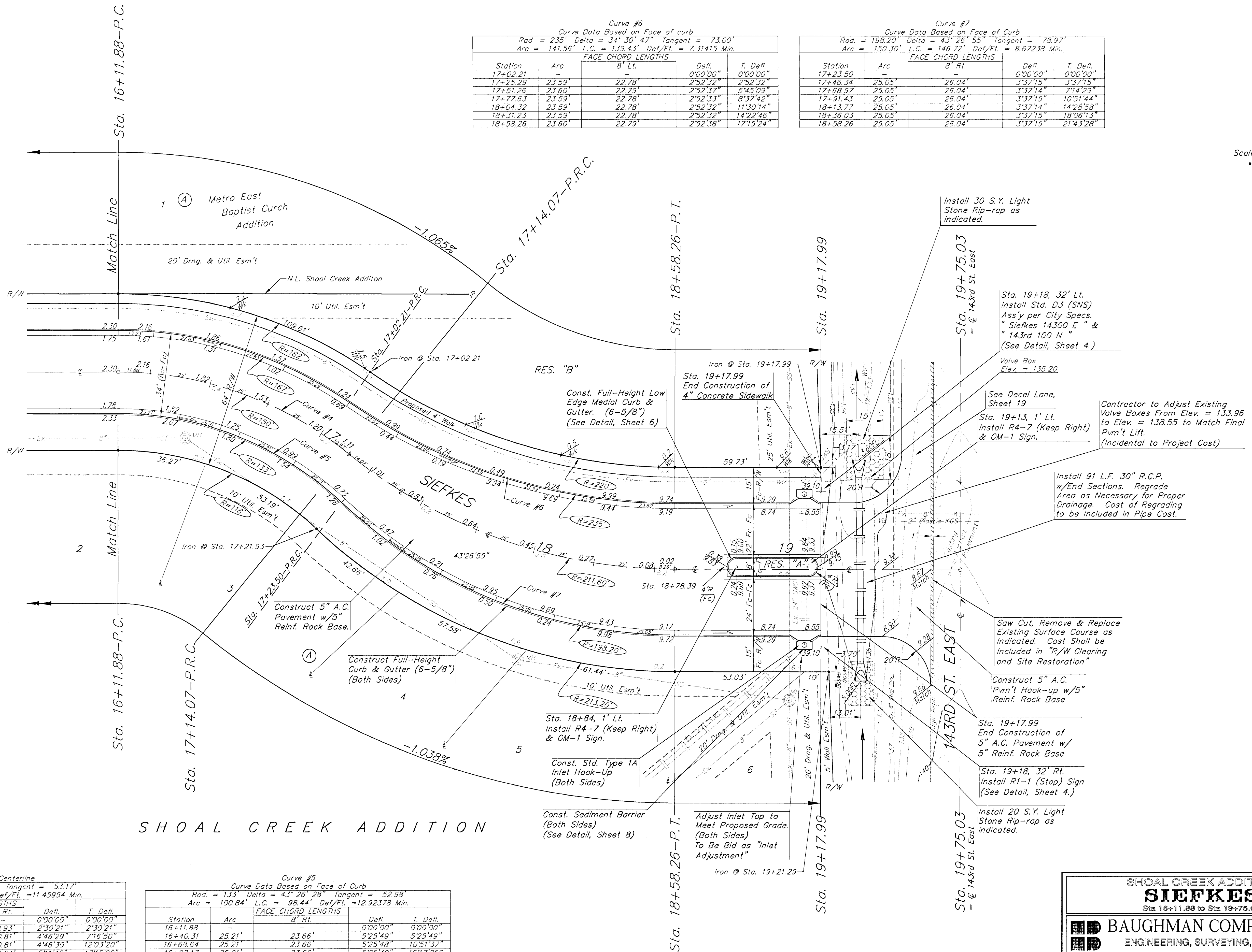
Scale: 1" = 20'
• = Iron

Curve #4
Curve Data Based on Centerline
Rad. = 150' Delta = 39°02'06" Tangent = 53.17'
Arc = 102.19' L.C. = 100.23' Def/Ft. = 11.45954 Min.

Station	Arc	8' Lt.	8' Rt.	Defl.	T. Defl.
16+11.88	—	—	—	0°00'00"	0°00'00"
16+25.00	13.12'	15.30'	10.93'	2°30'21"	2°30'21"
16+50.00	25.00'	29.13'	20.81'	4°46'29"	7°16'50"
16+75.00	25.00'	29.13'	20.81'	4°46'30"	12°03'20"
17+02.21	27.21'	31.70'	22.64'	5°11'48"	17°15'08"
17+14.07	11.86'	13.63'	9.88'	2°15'55"	19°31'03"

Curve #5
Curve Data Based on Face of Curb
Rad. = 133' Delta = 43° 26' 28" Tangent = 52.98'
Arc = 100.84' L.C. = 98.44' Def/Ft. = 12.92378 Min.

Station	Arc	8' Rt.	Defl.	T. Defl.
16+11.88	—	—	0°00'00"	0°00'00"
16+40.31	25.21'	23.66'	5°25'49"	5°25'49"
16+68.64	25.21'	23.66'	5°25'48"	10°51'37"
16+97.17	25.21'	23.66'	5°25'49"	16°17'25"
17+23.50	25.21'	23.66'	5°25'48"	21°43'14"



SHOAL CREEK ADDITION
SIEFKES
Sta 16+11.88 to Sta 19+75.03

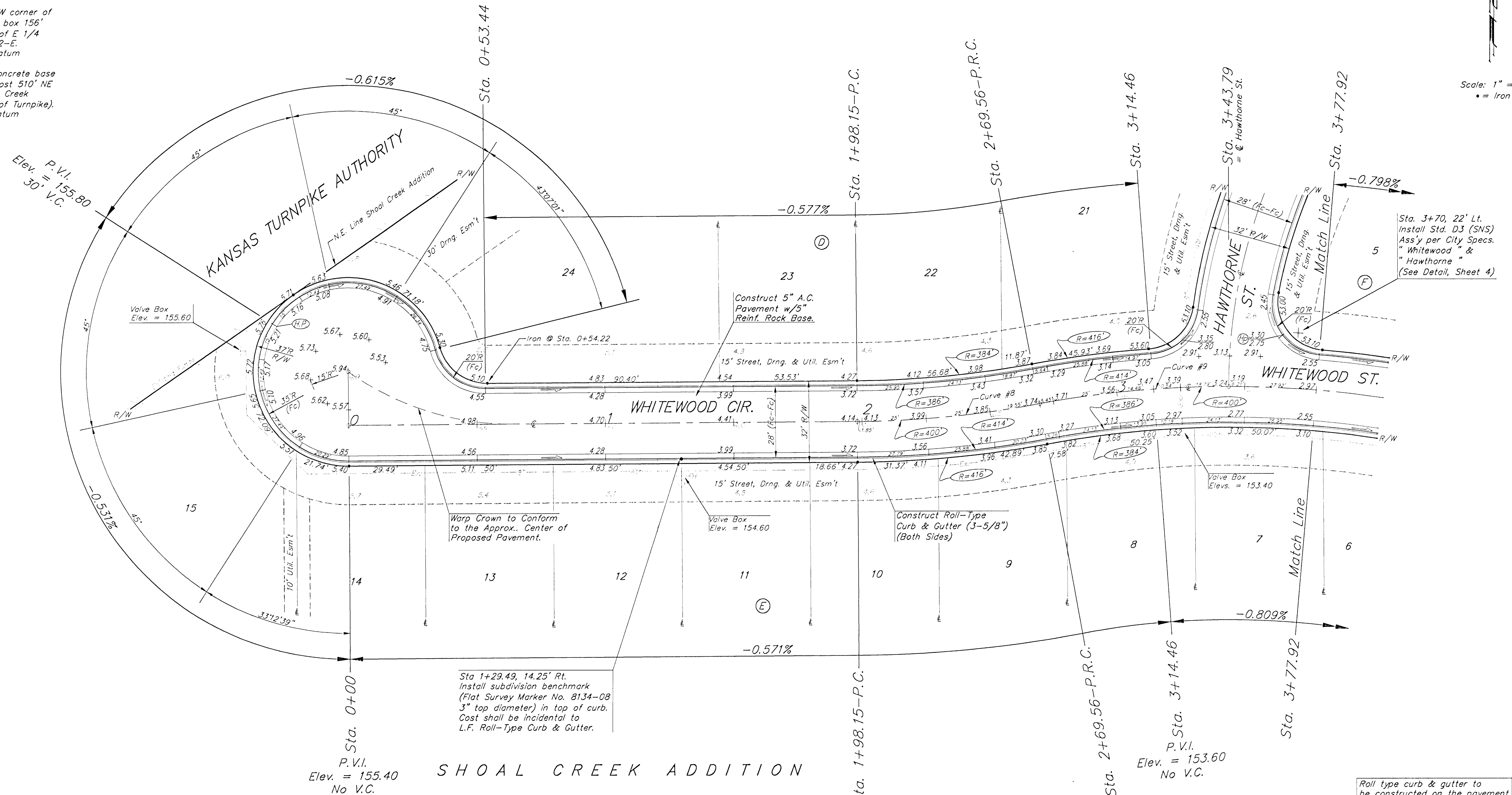
BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER: _____ SHEET: **12**
DESIGN: TMG DRAWN: JAK APPROVED: _____ DATE: 02-01 SCALE: Noted
OF: **30**

BENCHMARKS:
BM #1 "□" Cut on Top of Curb,
North Side Siefkes, NW of Center
Line of Siefkes Ct., Shadybrook
Meadow Addition.
Elev. = 135.19 City Datum

BM #2 "□" Cut on SW corner of
concrete base of SWB box 156'
north and 41.5' west of E 1/4
Sec. 23, T-27-S, R-2-E.
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BM #3 "□" Cut on concrete base
of R/W fence brace post 510' NE
of SW corner of Shoal Creek
Addition. (South side of Turnpike).
Elev. = 154.13 City Datum



Scale: 1" = 20'
• = Iron

Curve #8
Curve Data Based on Centerline
Rad. = 400' Delta = 24° 33' 51" Tangent = 87.08'
Arc = 171.41' L.C. = 171.31' Def/Ft. = 4.29690 Min.

Station	Arc	FACE CHORD LENGTHS		Defl.	T. Defl.
		8' Lt.	8' Rt.		
1+98.15	—	—	—	0°00'00"	0°00'00"
2+25.00	26.85'	25.37'	28.32'	1°55'22"	1°55'22"
2+50.00	25.00'	23.62'	26.37'	1°47'26"	3°42'48"
2+69.56	19.56'	18.48'	20.63'	1°24'03"	5°06'51"

Curve #9
Curve Data Based on Centerline
Rad. = 400' Delta = 24° 33' 51" Tangent = 87.08'
Arc = 171.49' L.C. = 170.18' Def/Ft. = 4.29719 Min.

Station	Arc	FACE CHORD LENGTHS		Defl.	T. Defl.
		8' Lt.	8' Rt.		
2+69.56	—	—	—	0°00'00"	0°00'00"
2+75.00	5.44'	5.44'	5.14'	0°23'23"	0°23'23"
3+00.00	25.00'	26.37'	23.62'	1°47'25"	2°10'48"
3+14.46	14.46'	15.25'	13.66'	1°02'08"	3°12'56"
3+25.00	10.54'	11.12'	9.96'	0°45'17"	3°58'13"
3+50.00	25.00'	26.37'	23.62'	1°47'26"	5°45'39"
3+77.92	27.92'	29.45'	26.38'	1°59'58"	7°45'37"
4+00.00	22.08'	23.29'	13.45'	1°34'52"	9°20'29"
4+25.00	25.00'	26.37'	23.62'	1°47'26"	11°07'55"
4+41.05	16.05'	16.93'	15.17'	1°09'01"	12°16'56"

Roll type curb & gutter to
be constructed on the pavement
on this sheet.
Top of curb elevation are given
for full height curb.

SHOAL CREEK ADDITION
WHITEWOOD CIR.
Sta. 0+00 to Sta. 3+77.92

BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
316-282-7271 • J.B. ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER
472-83298

DESIGN: TMG DRAWN: JAK APPROVED: DATE: 02-01 SCALE: Noted

SHEET
13
30

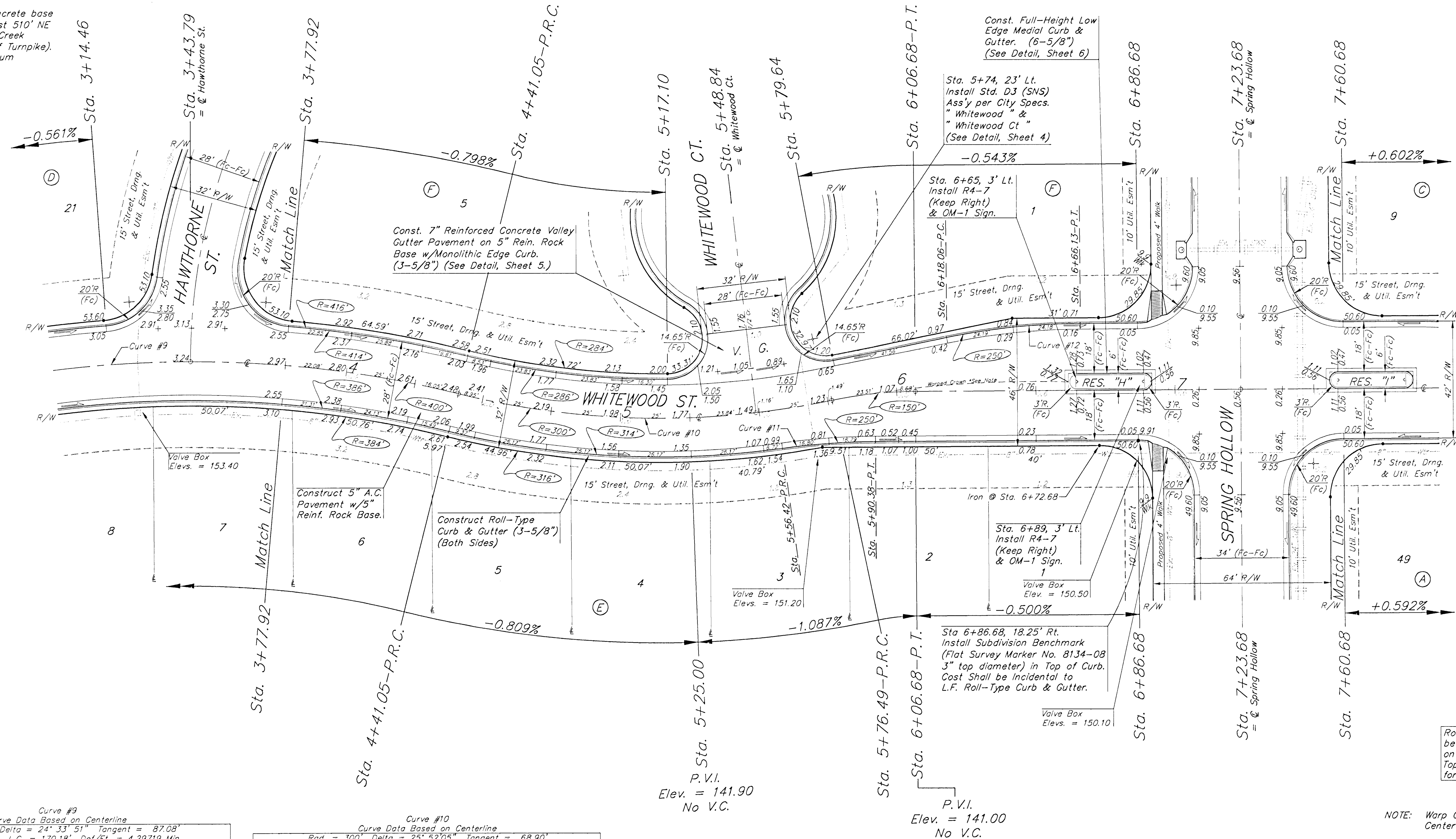
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Elev. = 154.13 City Datum

SHOAL CREEK ADDITION

Scale: 1" = 20'
• = Iron



Curve #9
Curve Data Based on Centerline
Rad. = 400' Delta = 24° 33' 51" Tangent = 87.08'
Arc = 171.49' L.C. = 170.18' Def/Ft. = 4.29719 Min.

Station	Arc	8' Lt.	8' Rt.	Defl.	T. Defl.
2+69.56	-	-	-	0°00'00"	0°00'00"
2+75.00	5.44'	5.74'	5.14'	0°23'23"	0°23'23"
3+00.00	25.00'	26.37'	23.62'	1°47'25"	2°10'48"
3+14.46	14.46'	15.25'	13.66'	1°02'08"	3°12'56"
3+25.00	10.54'	11.12'	9.96'	0°45'17"	3°58'13"
3+50.00	25.00'	26.37'	23.62'	1°47'26"	5°45'39"
3+77.92	27.92'	29.45'	26.38'	1°59'58"	7°45'37"
4+00.00	22.08'	23.29'	20.86'	1°34'52"	9°20'29"
4+25.00	25.00'	26.37'	23.62'	1°47'26"	11°07'55"
4+41.05	16.05'	16.93'	15.17'	1°09'01"	12°16'56"

Curve #10
Curve Data Based on Centerline
Rad. = 300' Delta = 25° 52'05" Tangent = 68.90'
Arc = 135.44' L.C. = 134.30' Def/Ft. = 5.72978 Min.

Station	Arc	8' Lt.	8' Rt.	Defl.	T. Defl.
4+41.05	-	-	-	0°00'00"	0°00'00"
4+50.00	8.95'	8.29'	9.61'	0°51'17"	0°51'17"
4+75.00	25.00'	23.16'	26.83'	2°23'15"	3°14'32"
5+00.00	25.00'	23.16'	26.83'	2°23'14"	5°37'46"
5+17.10	17.10'	15.84'	18.35'	1°37'59"	7°15'45"
5+25.00	7.90'	7.32'	8.48'	0°45'16"	8°01'01"
5+50.00	25.00'	23.16'	26.83'	2°23'15"	10°24'16"
5+56.42	6.42'	5.95'	6.89'	0°36'47"	11°01'03"
5+76.49	20.07'	18.60'	21.54'	1°55'00"	12°56'03"

Curve #11
Curve Data Based on Face of Curb
Rad. = 250' Delta = 7° 41' 57" Tangent = 16.82'
Arc = 33.59' L.C. = 33.57' Def/Ft. = 6.87630 Min.

Station	Arc	8' Lt.	Defl.	T. Defl.
5+56.42	-	-	0°00'00"	0°00'00"
5+72.49	16.80'	16.26'	1°55'31"	1°55'31"
5+90.38	16.79'	16.25'	1°55'28"	3°50'59"

Curve #12
Curve Data Based on Face of Curb
Rad. = 250' Delta = 11°05' 10" Tangent = 24.26'
Arc = 48.32' L.C. = 48.30' Def/Ft. = 6.87582 Min.

Station	Arc	8' Lt.	Defl.	T. Defl.
6+18.06	-	-	0°00'00"	0°00'00"
6+41.99	24.19'	24.96'	2°46'20"	2°46'20"
6+66.13	24.18'	24.95'	2°46'15"	5°32'35"

NOTE: Warp Crown to Conform to the Approx.
Center of Proposed Pavement.

SHOAL CREEK ADDITION
WHITEWOOD ST.
Sta. 3+77.92 to Sta. 7+60.68

BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
316-252-7271 • 315 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER
472-83288

DESIGN: TMG DRAWN: JAK APPROVED: DATE: 02-01 SCALE: Noted

SHEET
14
OF
30

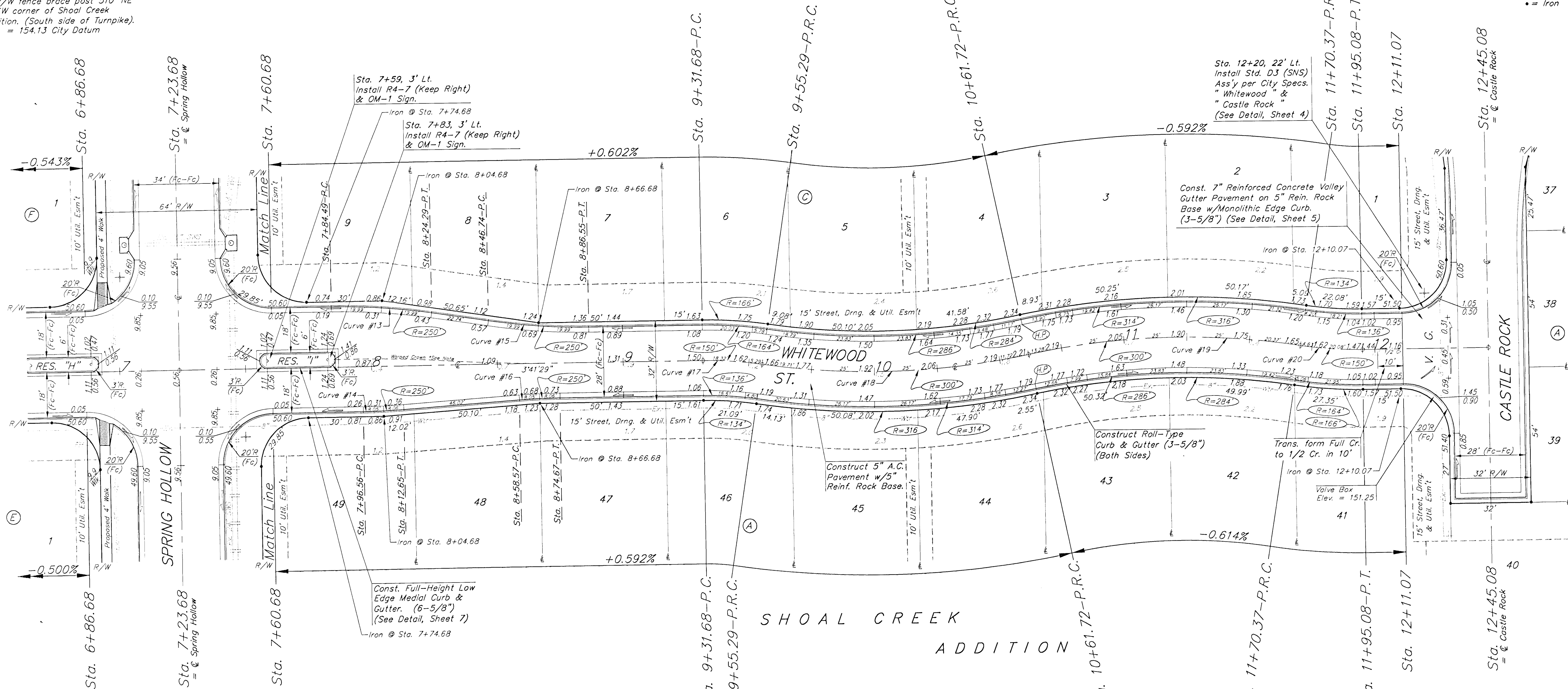
BENCHMARKS:
BM #1 "□" Cut on Top of Curb,
North Side Siefkes, NW of Center
Line of Siefkes Ct., Shadybrook
Meadow Addition.
Elev. = 135.19 City Datum

BM #2 "□" Cut on SW corner of
concrete base of SW box 156'
north and 41.5' west of E 1/4
Sec. 23, T-27-S, R-2-E.
Elev. = 143.39 City Datum

BM #3 "□" Cut on concrete base
of R/W fence brace post 510' NE
of SW corner of Shoal Creek
Addition. (South side of Turnpike).
Elev. = 154.13 City Datum

Curve #19					
Curve Data Based on Centerline					
Rad. = 300' Delta = 20° 44' 59" Tangent = 54.92'					
Arc = 108.65' L.C. = 108.05' Def/Ft. = 5.72933 Min.					
FACE CHORD LENGTHS					
Station	Arc	8' Lt.	8' Rt.	Def.	T. Def.
10+61.72	-	-	-	0'00'00"	0'00'00"
10+75.00	13.28'	14.25'	12.30'	1'16'05"	1'16'05"
11+00.00	25.00'	26.82'	23.16'	2'23'14"	3'39'19"
11+25.00	25.00'	26.82'	23.16'	2'23'14"	6'02'33"
11+50.00	25.00'	26.82'	23.16'	2'23'14"	8'25'47"
11+70.37	20.37'	21.86'	18.87'	1'56'43"	10'22'30"

Curve #20					
Curve Data Based on Centerline					
Rad. = 150' Delta = 9° 26' 20" Tangent = 12.38'					
Arc = 24.71' L.C. = 24.68' Def/Ft. = 11.45960 Min.					
FACE CHORD LENGTHS					
Station	Arc	8' Lt.	8' Rt.	Def.	T. Def.
11+70.37	-	-	-	0'00'00"	0'00'00"
11+75.00	4.63'	3.95'	5.31'	0'53'03"	0'53'03"
11+95.08	20.08'	17.12'	23.01'	3'50'07"	4'43'10"



Curve #13					
Curve Data Based on Face of Curb					
Rad. = 250' Delta = 9° 09' 44" Tangent = 20.03'					
Arc = 39.98' L.C. = 39.94' Def/Ft. = 6.87510 Min.					
FACE CHORD LENGTHS					
Station	Arc	8' Lt.	8' Rt.	Def.	T. Def.
7+84.49	-	-	-	0'00'00"	0'00'00"
8+04.45	19.99'	20.62'	21'72"	2'17'26"	2'17'26"
8+24.29	19.99'	20.62'	21'72"	4'34'52"	

Curve #14					
Curve Data Based on Face of Curb					
Rad. = 250' Delta = 3° 41' 29" Tangent = 8.06'					
Arc = 16.11' L.C. = 16.10' Def/Ft. = 6.87409 Min.					
FACE CHORD LENGTHS					
Station	Arc	8' Lt.	8' Rt.	Def.	T. Def.
7+86.56	-	-	-	0'00'00"	0'00'00"
8+04.61	8.05'	8.31'	0'55'20"	0'55'20"	
8+12.65	8.06'	8.32'	0'55'20"	1'50'45"	

Curve #15					
Curve Data Based on Face of Curb					
Rad. = 250' Delta = 9° 09' 44" Tangent = 20.03'					
Arc = 39.98' L.C. = 39.94' Def/Ft. = 6.87510 Min.					
FACE CHORD LENGTHS					
Station	Arc	8' Lt.	8' Rt.	Def.	T. Def.
8+46.74	-	-	-	0'00'00"	0'00'00"
8+66.58	19.99'	19.34'	21'72"	2'17'26"	2'17'26"
8+86.55	19.99'	19.34'	21'72"	4'34'52"	

Curve #16					
Curve Data Based on Face of Curb					
Rad. = 250' Delta = 3° 41' 29" Tangent = 8.06'					
Arc = 16.11' L.C. = 16.10' Def/Ft. = 6.87409 Min.					
FACE CHORD LENGTHS					
Station	Arc	8' Lt.	8' Rt.	Def.	T. Def.
8+58.57	-	-	-	0'00'00"	0'00'00"
8+66.62	8.05'	7.79'	0'55'20"	0'55'20"	
8+74.67	8.06'	7.80'	0'55'25"	1'50'45"	

Curve #17					
Curve Data Based on Centerline					
Rad. = 150' Delta = 9° 00' 59" Tangent = 11.83'					
Arc = 23.61' L.C. = 23.58' Def/Ft. = 11.45666 Min.					
FACE CHORD LENGTHS					
Station	Arc	8' Lt.	8' Rt.	Def.	T. Def.
9+31.68	-	-	-	0'00'00"	0'00'00"
9+50.00	18.32'	20.99'	15.62'	3'29'53"	3'29'53"
9+55.29	5.29'	6.06'	4.51'	1'00'37"	4'30'30"

Curve #18					
Curve Data Based on Centerline					
Rad. = 300' Delta = 20° 19' 38" Tangent = 53.78'					
Arc = 106.43' L.C. = 105.88' Def/Ft. = 5.72974 Min.					
FACE CHORD LENGTHS					
Station	Arc	8' Lt.	8' Rt.	Def.	T. Def.
9+55.29	-	-	-	0'00'00"	0'00'00"
9+75.00	19.71'	18.26'	21.15'	1'52'56"	1'52'56"
10+00.00	25.00'	23.16'	26.83'	2'23'15"	4'16'11"
10+25.00	25.00'	23.16'	26.83'	2'23'15"	6'39'25"
10+50.00	25.00'	23.16'	26.83'	2'23'15"	9'02'40"
10+61.72	11.72'	10.86'	12.58'	1'07'09"	10'09'49"

Roll type curb & gutter to
be constructed on the pavement
on this sheet.
Top of curb elevation are given
for full height curb.

P.V.I.
Elev. = 152.40
41.30' V.C.

NOTE: Warp Crown to Conform to the Approx.
Center of Proposed Pavement.

SHOAL CREEK ADDITION
WHITEWOOD ST.
Sta 7+80.68 to Sta 12+45.08

BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
318-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER
472-83298

DESIGN: IMG DRAWN: JAK APPROVED: DATE: 02-01 SCALE: Noted

SHEET
15
OF
30

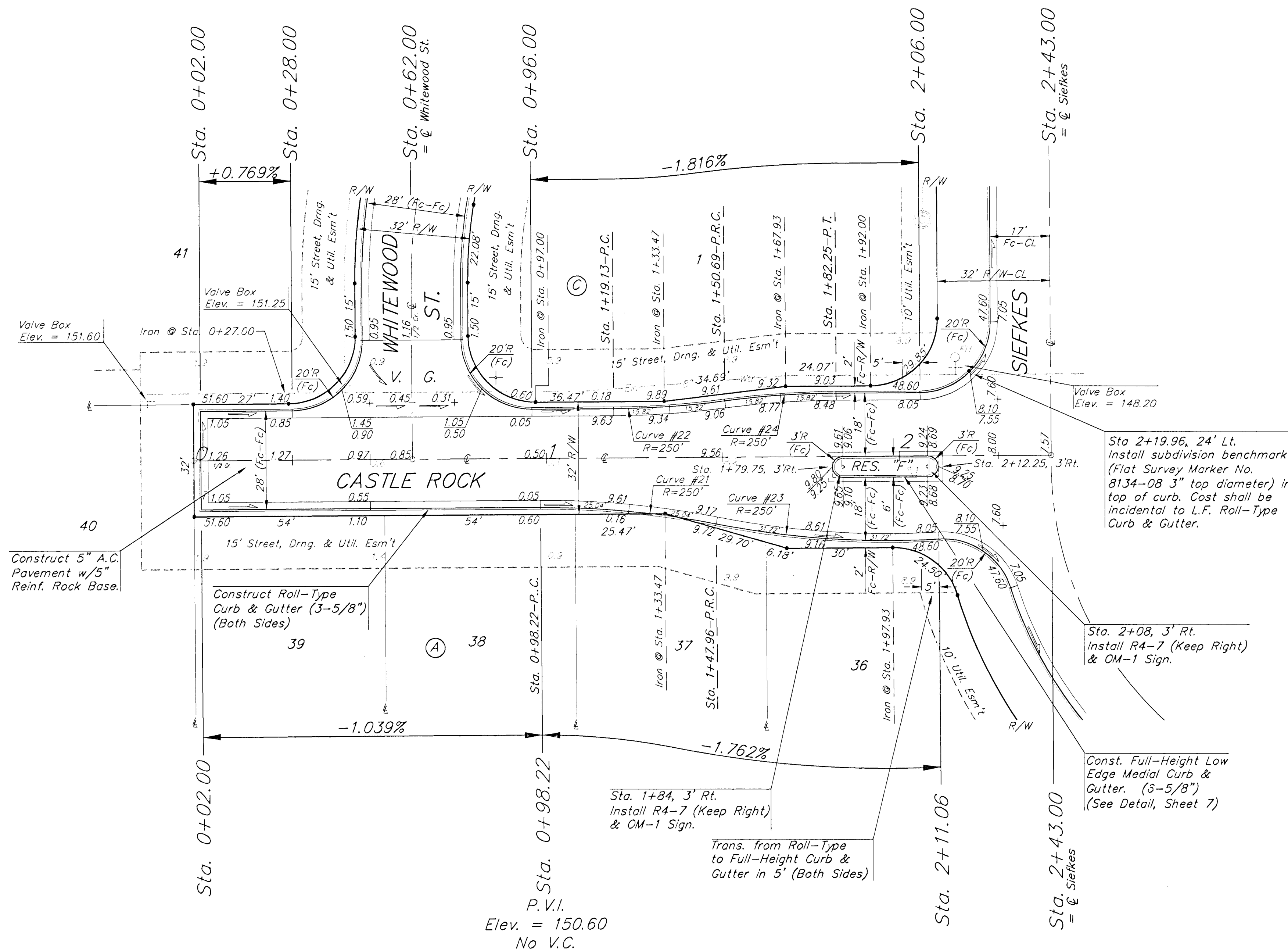
Scale: 1" = 20'
• = Iron

BENCHMARKS:
BM #1 "□" Cut on Top of Curb,
North Side Siefkes, NW of Center
Line of Siefkes Ct., Shadybrook
Meadow Addition.
Elev. = 135.19 City Datum

BM #2 "□" Cut on SW corner of
concrete base of SWB box 156'
north and 41.5' west of E 1/4
Sec. 23, T-27-S, R-2-E.
Elev. = 143.39 City Datum

BM #3 "□" Cut on concrete base
of R/W fence brace post 510' NE
of SW corner of Shoal Creek
Addition. (South side of Turnpike).
Elev. = 154.13 City Datum

Scale: 1" = 20'
• = Iron



Sta 2+19.96, 24' Lt.
Install subdivision benchmark
(Flat Survey Marker No.
8134-08 3" top diameter) in
top of curb. Cost shall be
incidental to L.F. Roll-Type
Curb & Gutter.

Sta. 2+08, 3' Rt.
Install R4-7 (Keep Right)
& OM-1 Sign.

Const. Full-Height Low
Edge Medial Curb &
Gutter. (5-5/8")
(See Detail, Sheet 7)

Sta. 1+84, 3' Rt.
Install R4-7 (Keep Right)
& OM-1 Sign.

Trans. from Roll-Type
to Full-Height Curb &
Gutter in 5' (Both Sides)

SHOAL CREEK ADDITION

Roll type curb & gutter to
be constructed on the pavement
on this sheet.
Top of curb elevation are given
for full height curb.

Curve #21				
Curve Data Based on Face of Curb				
Rad. = 250' Delta = 111° 28' 42" Tangent = 25.13'				
Arc = 50.08' L.C. = 50.00' Def/ft. = 6.87600 Min.				
Station	Arc	FACE CHORD LENGTHS	Defl.	T. Defl.
0+98.22	-	-	0'00'00"	0'00'00"
1+23.22	25.04'	25.83'	2'52'10"	2'52'10"
1+47.96	25.04'	25.83'	2'52'10"	5'44'21"

Curve #22				
Curve Data Based on Face of Curb				
Rad. = 250' Delta = 71° 15'08" Tangent = 15.84'				
Arc = 31.64' L.C. = 31.62' Def/ft. = 6.87632 Min.				
Station	Arc	FACE CHORD LENGTHS	Defl.	T. Defl.
1+19.13	-	-	0'00'00"	0'00'00"
1+34.94	15.82'	15.31'	1'48'47"	1'48'47"
1+50.69	15.82'	15.31'	1'48'47"	3'37'34"

Curve #23				
Curve Data Based on Face of Curb				
Rad. = 250' Delta = 14° 32' 20" Tangent = 31.89'				
Arc = 63.44' L.C. = 63.22' Def/ft. = 6.87526 Min.				
Station	Arc	FACE CHORD LENGTHS	Defl.	T. Defl.
1+47.96	-	-	0'00'00"	0'00'00"
1+79.37	31.72'	32.71'	3'38'05"	3'38'05"
2+11.06	31.72'	32.72'	3'38'06"	7'16'11"

Curve #24				
Curve Data Based on Face of Curb				
Rad. = 250' Delta = 71° 15'08" Tangent = 15.84'				
Arc = 31.64' L.C. = 31.62' Def/ft. = 6.87632 Min.				
Station	Arc	FACE CHORD LENGTHS	Defl.	T. Defl.
1+50.69	-	-	0'00'00"	0'00'00"
1+66.44	15.82'	16.33'	1'48'47"	1'48'47"
1+82.25	15.82'	16.33'	1'48'47"	3'37'34"

SHOAL CREEK ADDITION
CASTLE ROCK
Sta 0+00 to Sta 2+43.00

BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
315-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER
472-83298

DESIGN: TMG DRAWN: JAK APPROVED: DATE: 02-01 SCALE: Noted

SHEET
16
OF
30

BENCHMARKS:
BM #1 "□" Cut on Top of Curb,
North Side Siefkes, NW of Center
Line of Siefkes Ct., Shadybrook
Meadow Addition.
Elev. = 135.19 City Datum

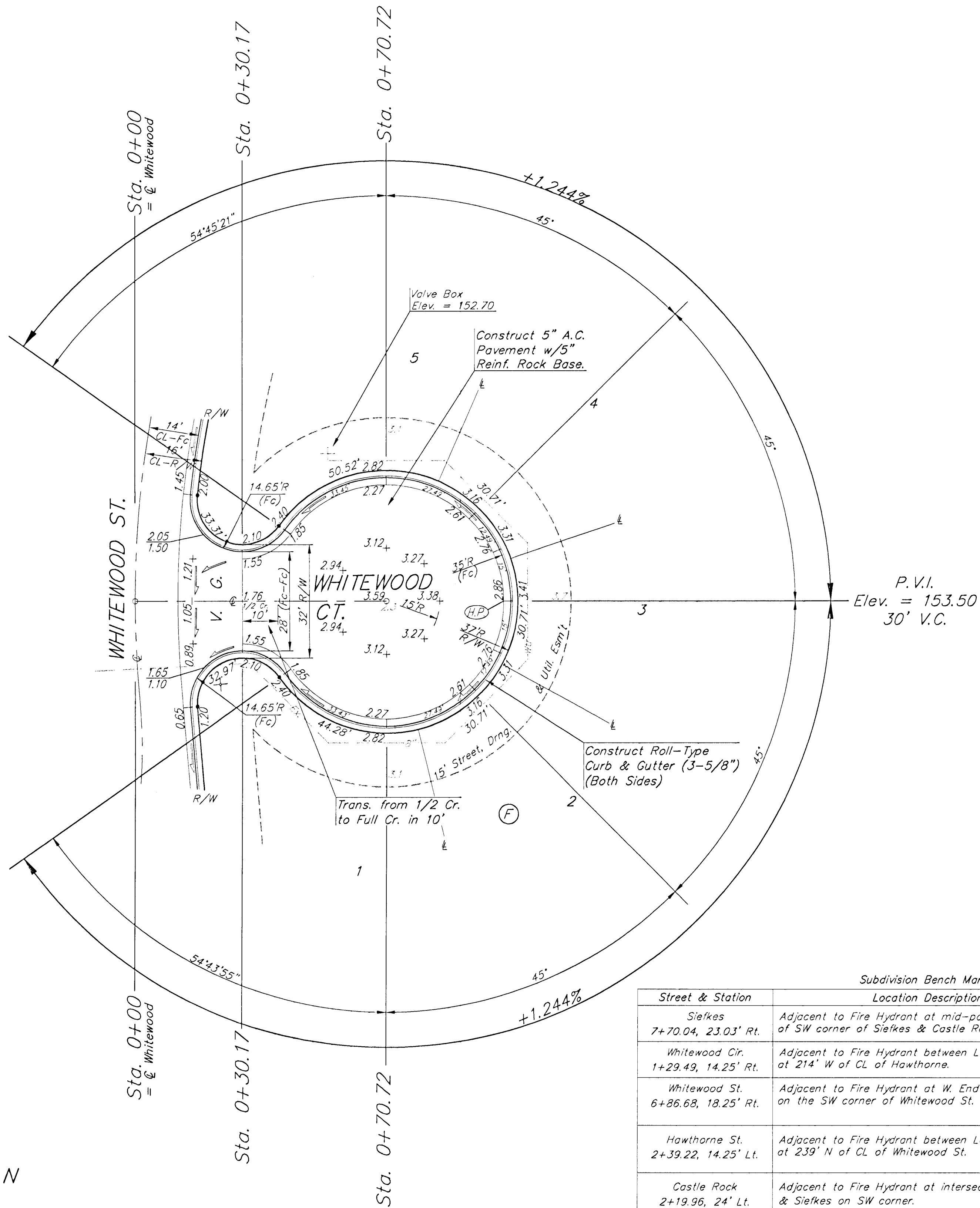
BM #2 " " Cut on SW corner of □
concrete base of SWB box 156'
north and 41.5' west of E 1/4
Sec. 23, T-27-S, R-2-E.
Elev. = 143.39 City Datum

BM #3 " " Cut on concrete base □
of R/W fence brace post 510' NE
of SW corner of Shoal Creek
Addition. (South side of Turnpike).
Elev. = 154.13 City Datum



Scale: 1" = 20'
• = Iron

SHOAL CREEK ADDITION



P.V.I.
Elev. = 153.50
30' V.C.

Subdivision Bench Marks

Street & Station	Location Description	Elevation
Siefkes 7+70.04, 23.03' Rt.	Adjacent to Fire Hydrant at mid-point of W. Curb Return of SW corner of Siefkes & Castle Rock	
Whitewood Cir. 1+29.49, 14.25' Rt.	Adjacent to Fire Hydrant between Lots 11-12, Block E at 214' W of CL of Hawthorne.	
Whitewood St. 6+86.68, 18.25' Rt.	Adjacent to Fire Hydrant at W. End of S. Curb Return on the SW corner of Whitewood St. & Spring Hollow	
Hawthorne St. 2+39.22, 14.25' Lt.	Adjacent to Fire Hydrant between Lots 17-18, Block D at 239' N of CL of Whitewood St.	
Castle Rock 2+19.96, 24' Lt.	Adjacent to Fire Hydrant at intersection of Castle Rock & Siefkes on SW corner.	

Roll type curb & gutter to
be constructed on the pavement
on this sheet.
Top of curb elevation are given
for full height curb.

SHOAL CREEK ADDITION

SHOAL CREEK ADDITION
WHITEWOOD CT.
Lots 1-5, Block F

BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER
472-83288

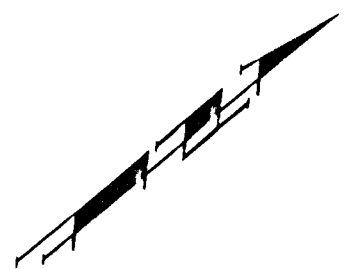
DESIGN TMG | DRAWN JAK | APPROVED | DATE 02-01 | SCALE Noted

SHEET
17
OF
30

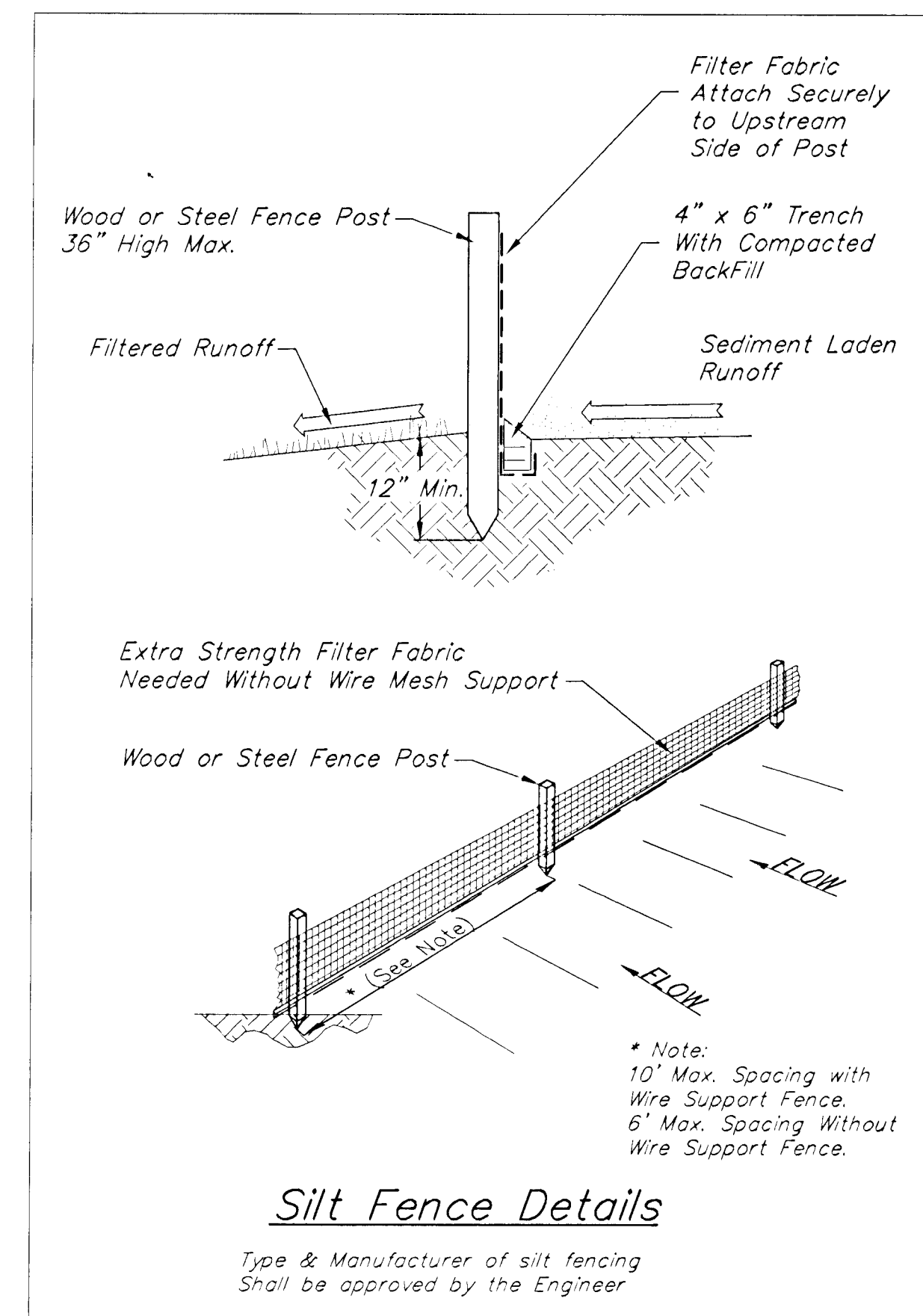
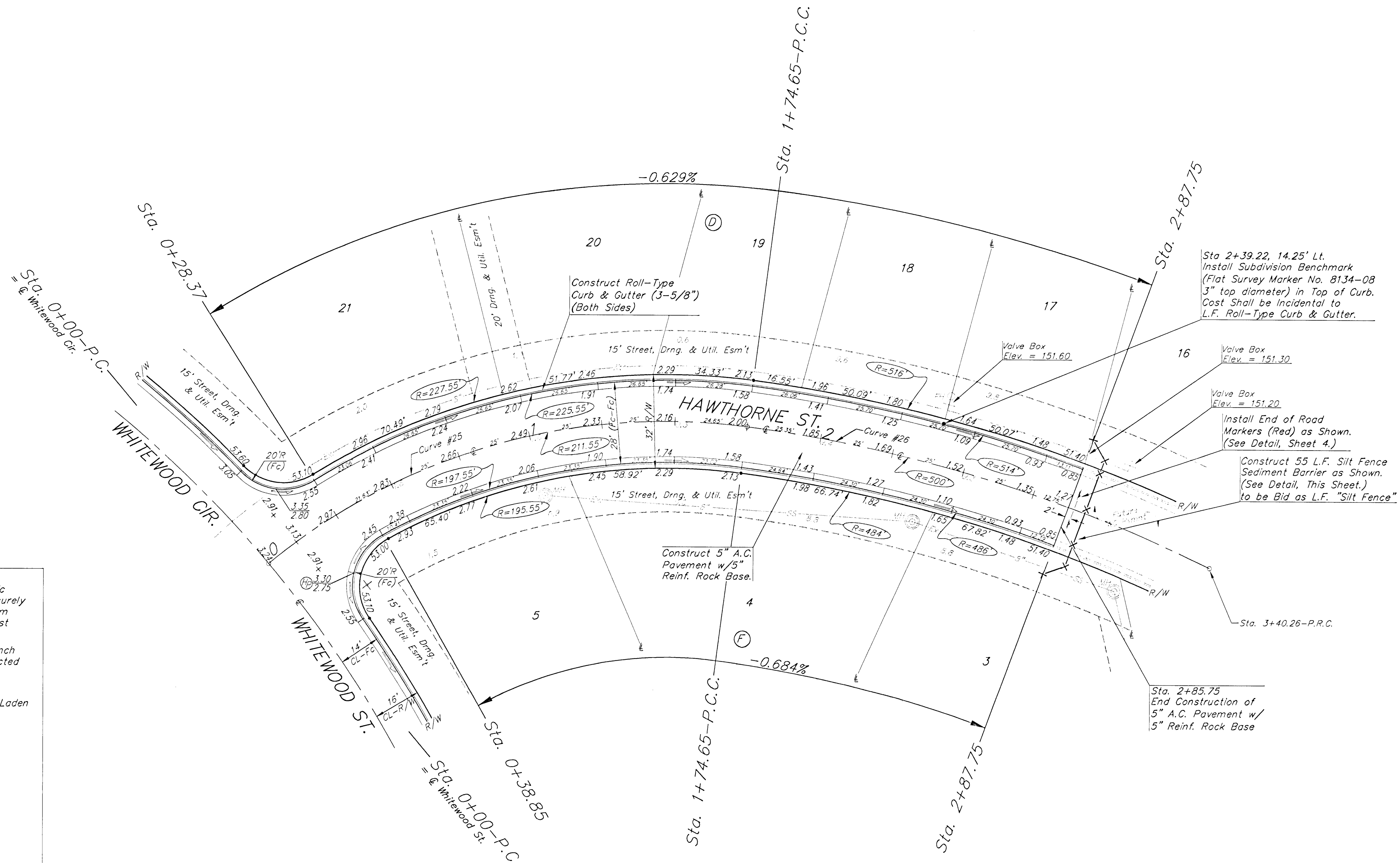
BENCHMARKS:
 BM #1 "□" Cut on Top of Curb,
 North Side Siefkes, NW of Center
 Line of Siefkes Ct., Shadybrook
 Meadow Addition.
 Elev. = 135.19 City Datum

BM #2 "□" Cut on SW corner of
 concrete base of SWB box 156'
 north and 41.5' west of E 1/4
 Sec. 23, T-27-S, R-2-E.
 Elev. = 143.39 City Datum

BM #3 "□" Cut on concrete base
 of R/W fence brace post 510' NE
 of SW corner of Shoal Creek
 Addition. (South side of Turnpike).
 Elev. = 154.13 City Datum



Scale: 1" = 20'
 • = Iron



Curve #25
 Curve Data Based on Centerline
 Rad. = 211.65' Delta = 42°18'11" Tangent = 92.69'
 Arc = 174.65' L.C. = 169.82' Del./Rt. = 8.12535 Min.

Station	Arc	FACE CHORD LENGTHS		Defl.	T. Defl.
		B' Lt.	B' Rt.		
0+00.00	—	—	—	0°00'00"	0°00'00"
0+25.00	25.00'	27.60'	22.40'	3°23'08"	3°23'08"
0+28.37	3.37'	3.72'	3.02'	0°27'23"	3°50'31"
0+38.85	10.48'	11.57'	9.39'	1°25'09"	5°15'40"
0+50.00	11.15'	12.31'	9.99'	1°30'36"	6°46'16"
0+75.00	25.00'	27.60'	22.40'	3°23'08"	10°09'24"
1+00.00	25.00'	27.60'	22.40'	3°23'08"	13°32'32"
1+25.00	25.00'	27.60'	22.40'	3°23'08"	16°55'40"
1+50.00	25.00'	27.60'	22.40'	3°23'08"	20°18'48"
1+74.65	24.65'	27.21'	22.09'	3°20'18"	23°39'06"

Curve #26
 Curve Data Based on Centerline
 Rad. = 500' Delta = 18°58'37" Tangent = 83.57'
 Arc = 165.61' L.C. = 164.85' Del./Rt. = 3.43764 Min.

Station	Arc	FACE CHORD LENGTHS		Defl.	T. Defl.
		B' Lt.	B' Rt.		
1+74.65	—	—	—	0°00'00"	0°00'00"
2+00.00	25.35'	26.46'	24.23'	1°27'09"	1°27'09"
2+25.00	25.00'	26.10'	23.90'	1°25'56"	2°53'05"
2+50.00	25.00'	26.10'	23.90'	1°25'56"	4°19'02"
2+75.00	25.00'	26.10'	23.90'	1°25'56"	5°44'58"
2+85.75	10.75'	11.22'	10.28'	0°36'57"	6°21'55"
3+00.00	14.25'	14.88'	13.62'	0°49'00"	7°10'55"
3+25.00	25.00'	26.10'	23.90'	1°25'56"	8°36'51"
3+40.26	15.26'	15.93'	14.59'	0°52'27"	9°29'18"

Roll type curb & gutter to
 be constructed on the pavement
 on this sheet.
 Top of curb elevation are given
 for full height curb.

SHOAL CREEK ADDITION
HAWTHORNE ST.
 Sta. 0+00 to Sta. 2+87.75

BAUGHMAN COMPANY P.A.
 ENGINEERING, SURVEYING, & PLANNING
 318-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER
472-83283

DESIGN: TMG DRAWN: JAK APPROVED: DATE: 02-01 SCALE: Noted

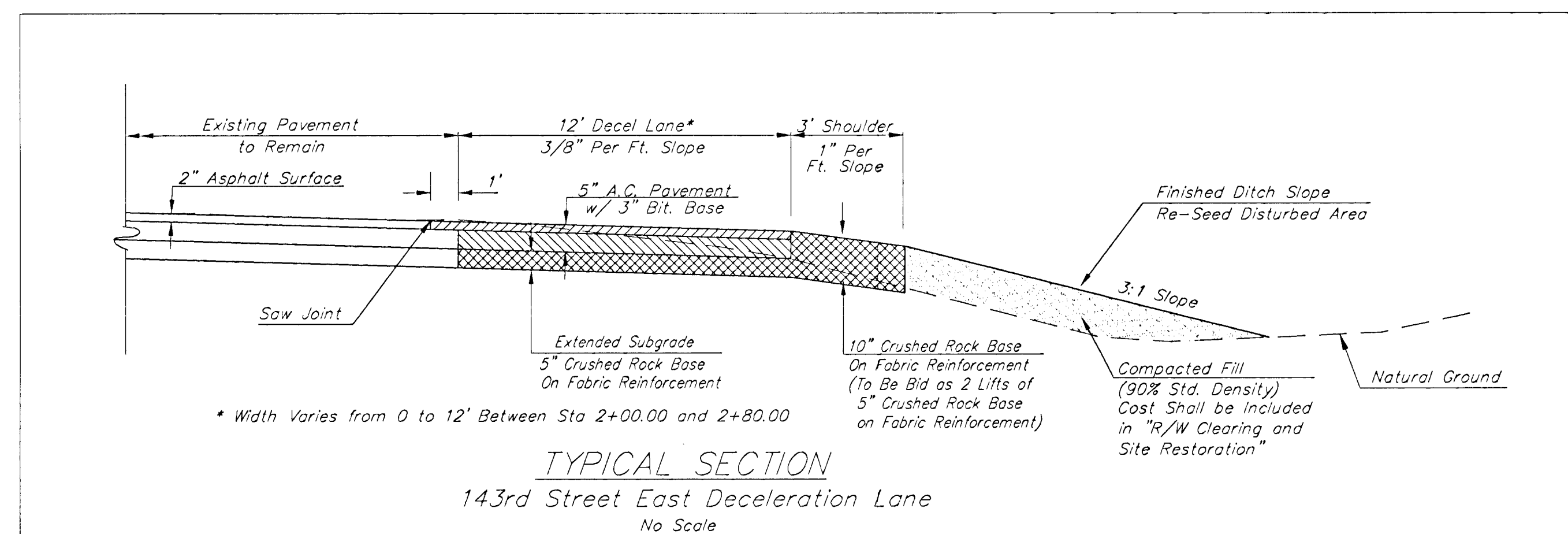
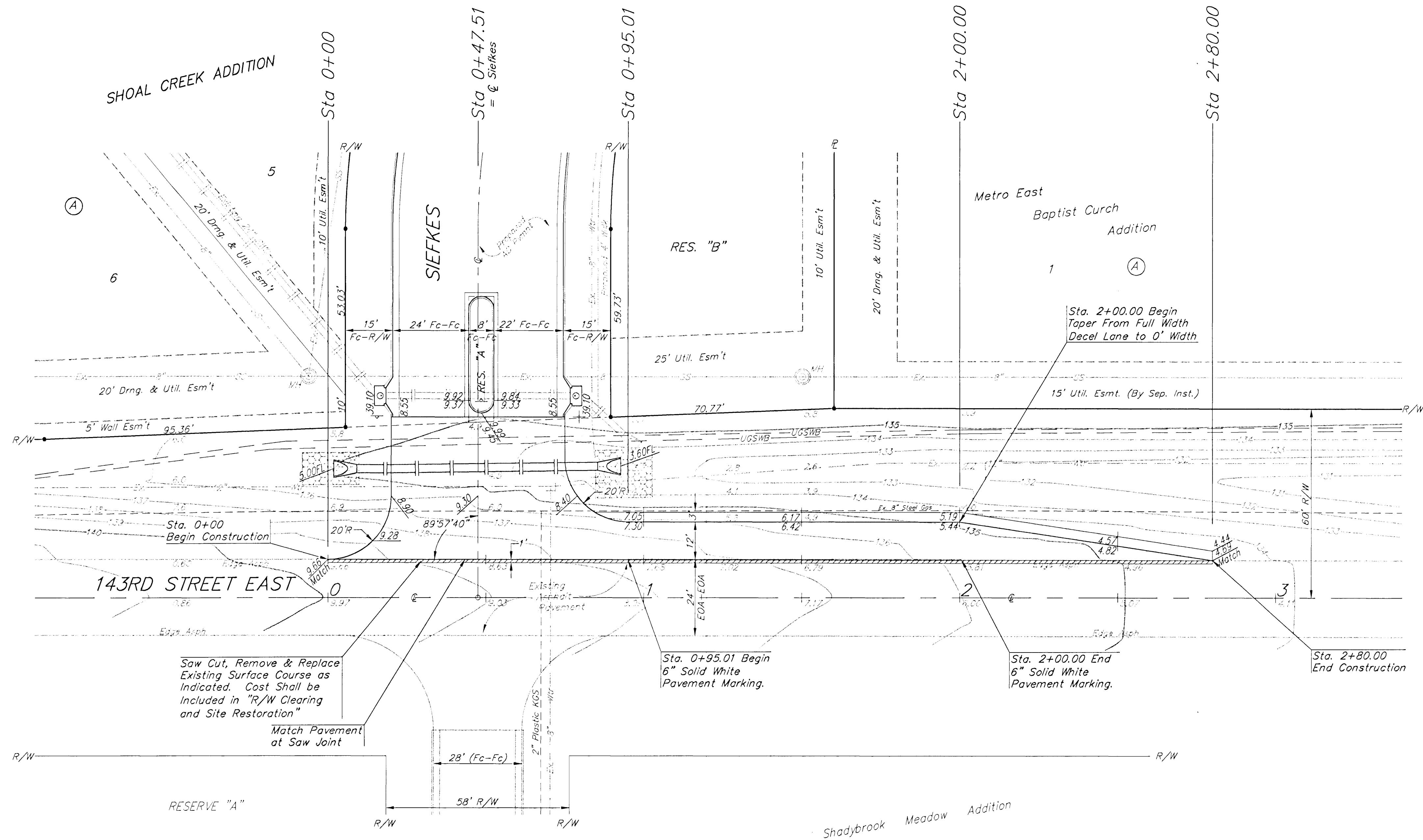
SHEET
18
 OF
30

BENCHMARKS:
 BM #1 "□" Cut on Top of Curb,
 North Side Siefkes, NW of Center
 Line of Siefkes Ct., Shadybrook
 Meadow Addition.
 Elev. = 135.19 City Datum

BM #2 "□" Cut on SW corner of
 concrete base of SWB box 156'
 north and 41.5' west of E 1/4
 Sec. 23, T-27-S, R-2-E.
 Elev. = 143.39 City Datum

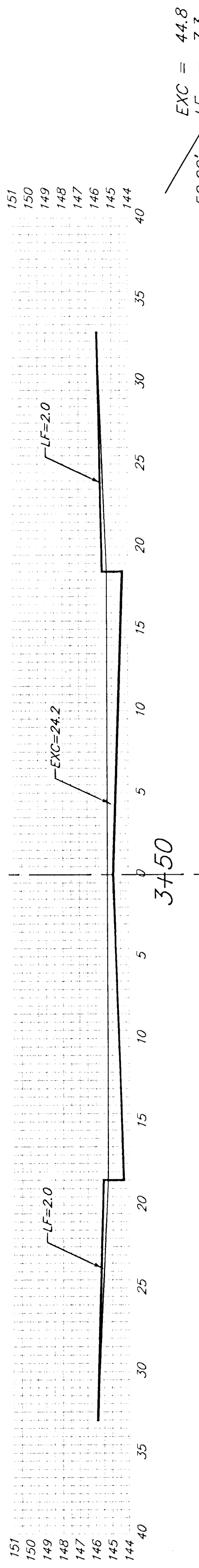
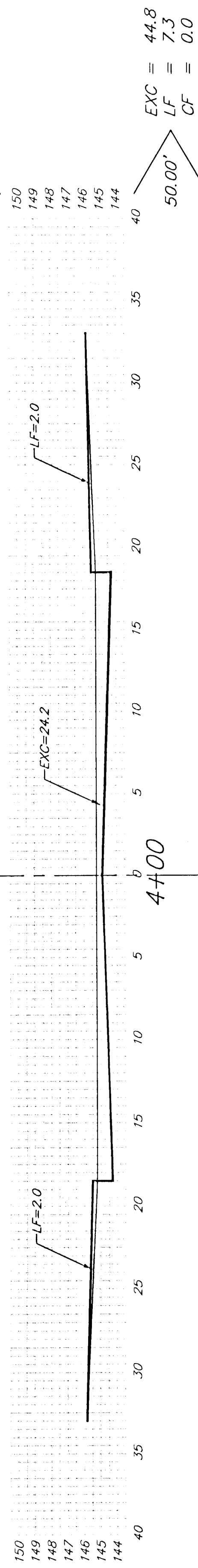
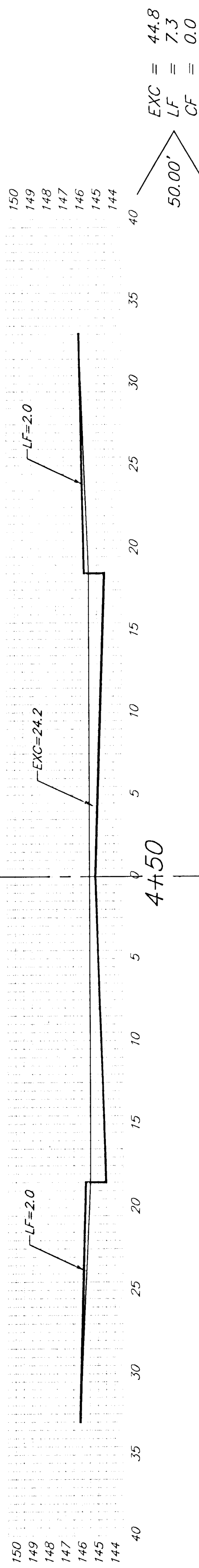
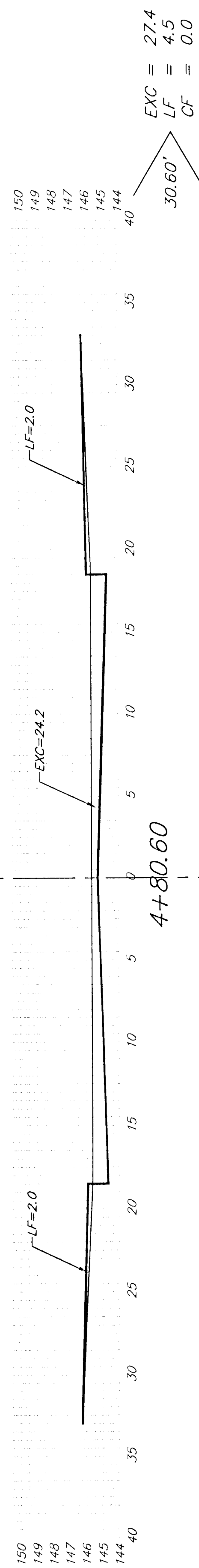
BM #3 "□" Cut on concrete base
 of R/W fence brace post 510' NE
 of SW corner of Shoal Creek
 Addition. (South side of Turnpike).
 Elev. = 154.13 City Datum

Scale: 1" = 20'
 • = Iron

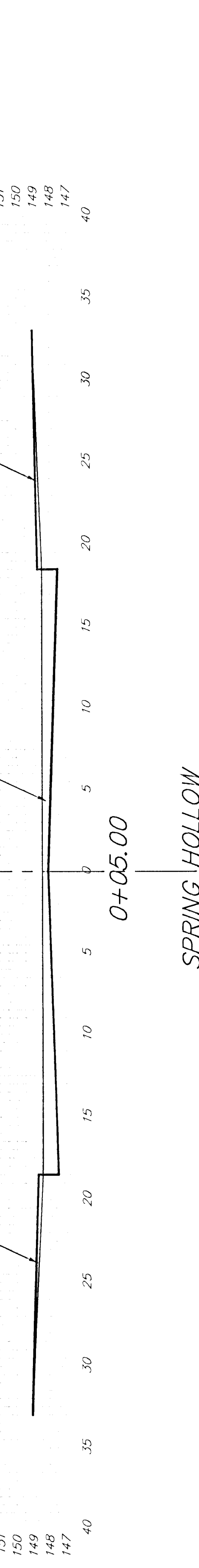
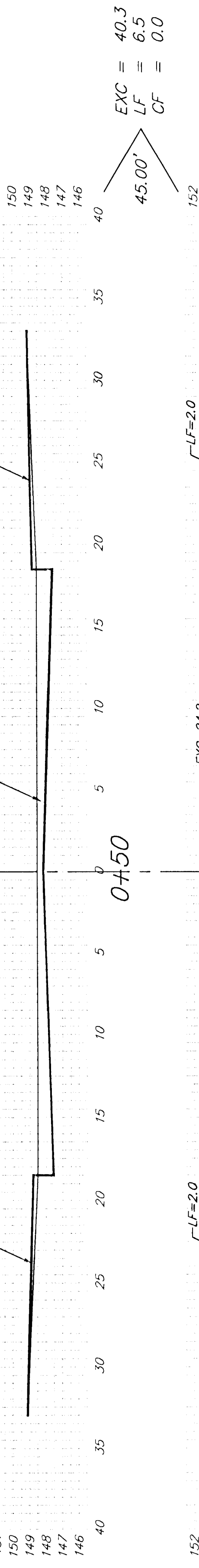
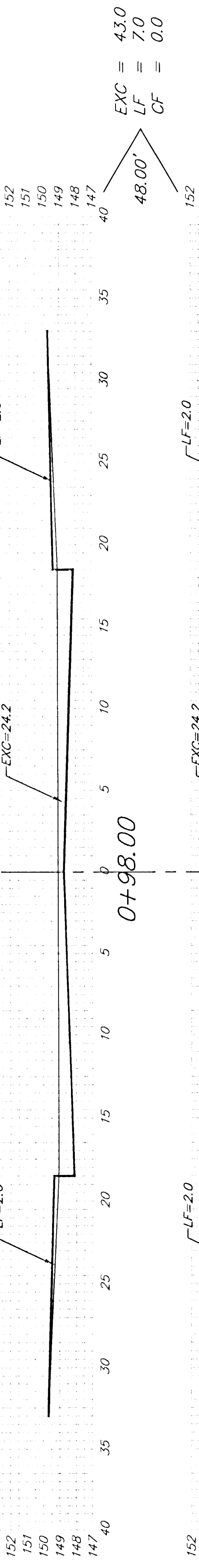
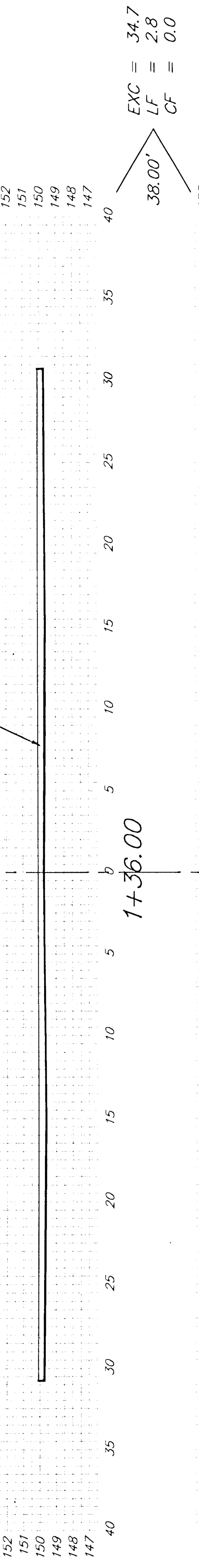
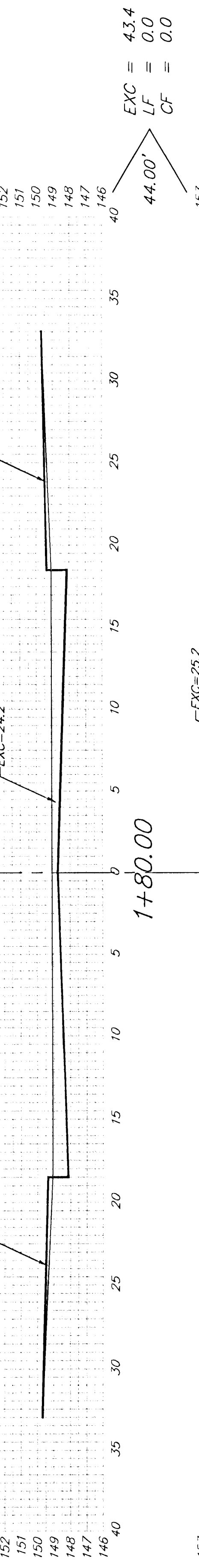
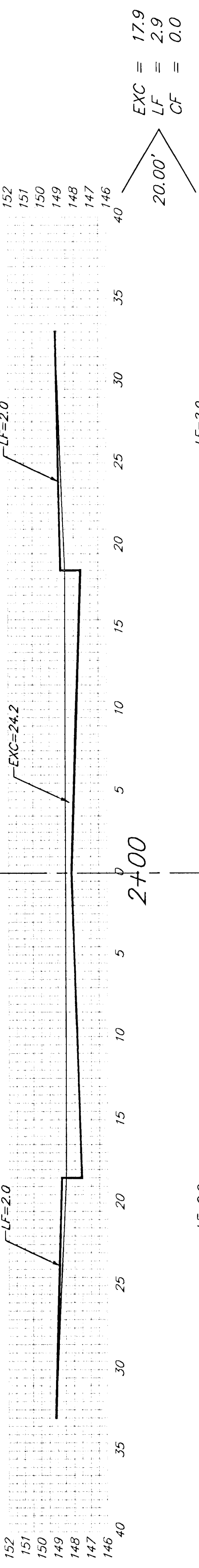
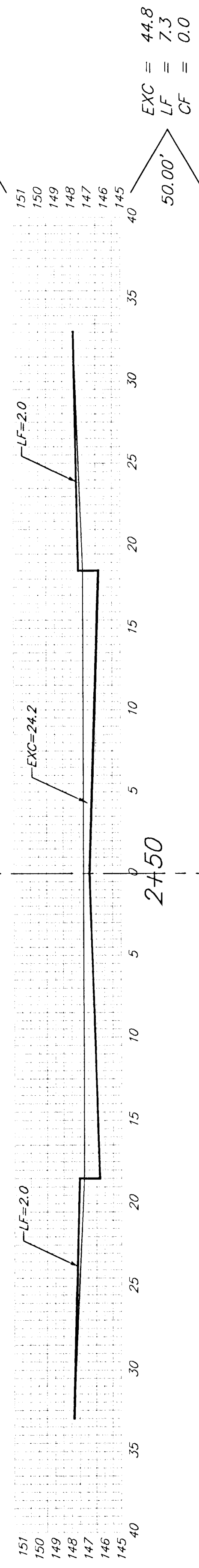
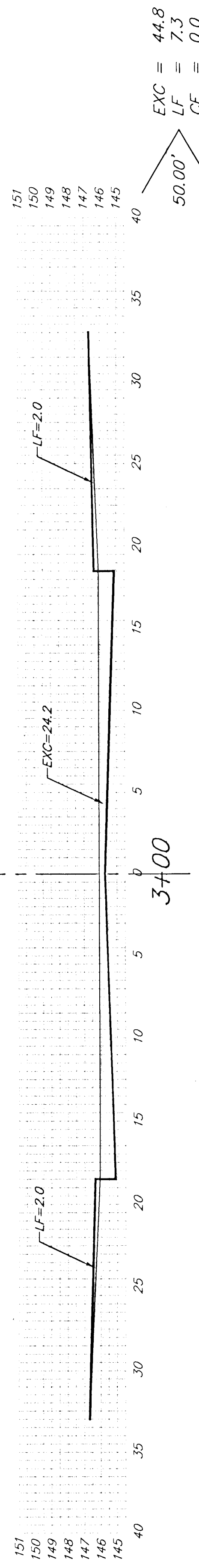


SHOAL CREEK ADDITION DECEL LANE Sta 0+00 to Sta 2+80.00				
B.D. BAUGHMAN COMPANY P.A. ENGINEERING, SURVEYING, & PLANNING 316-262-7271 • 318 ELLIS • WICHITA, KANSAS 67211				
PROJECT NUMBER 472-69298				
DESIGN TMG	DRAWN JAK	APPROVED	DATE 02-01	SCALE Noted
				SHEET 19 OF 30

Shoal Decel 00-11-2504



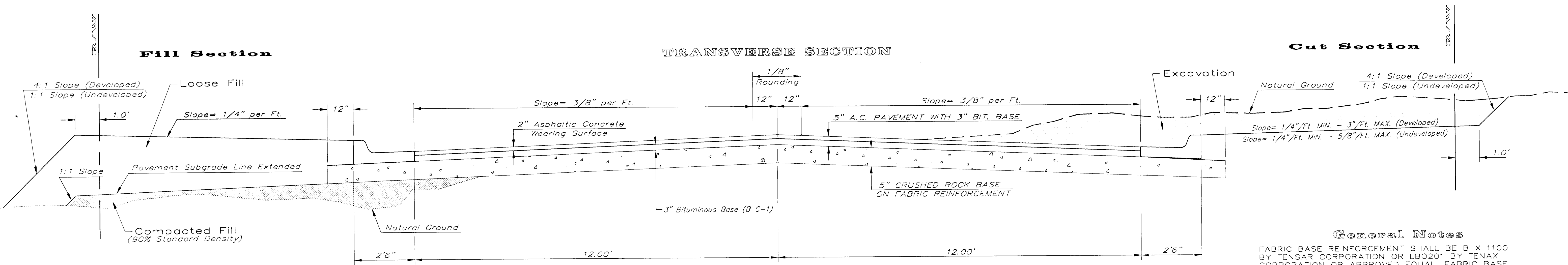
SIEKES



SPRING HOLLOW

Excavation = 430.7
Loose Fill = 60.2
Compacted Fill = 0.0

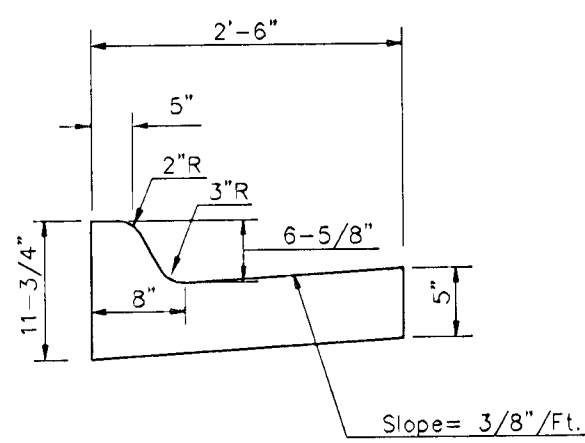
TYPICAL 29' B-B PAVEMENT DETAILS



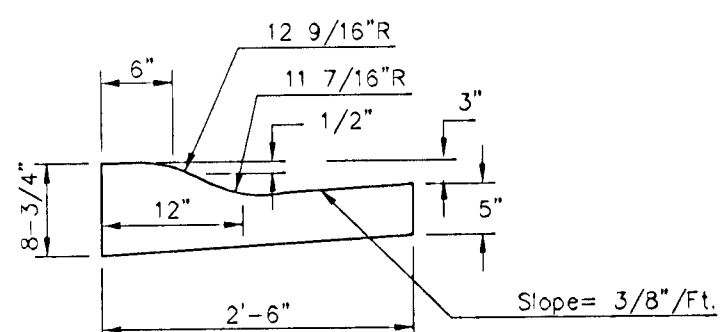
CRUSHED ROCK GRADATION REQUIREMENTS
PERCENT OF AGGREGATE RETAINED

2-1/2"	0
3/4"	20 - 60
#4	50 - 80
#40	80 - 94
#200	90 - 98

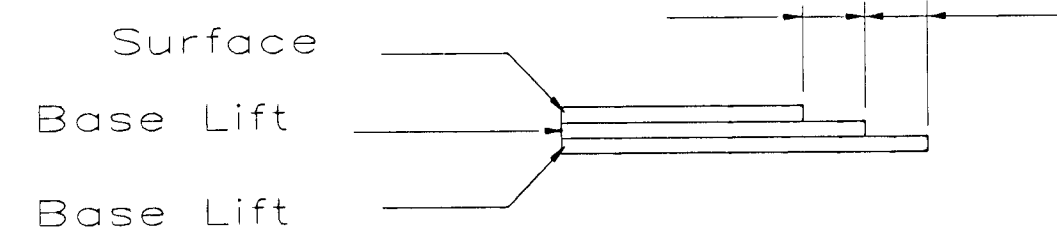
ROCK QUALITY SHALL CONFORM TO THE REQUIREMENTS SPECIFIED BY THE KDOT 1990 EDITION STANDARD SPECIFICATION SUBSECTION 1102 FOR DURABILITY CLASS I.



COMBINED CURB & GUTTER



COMBINED ROLL TYPE CURB & GUTTER

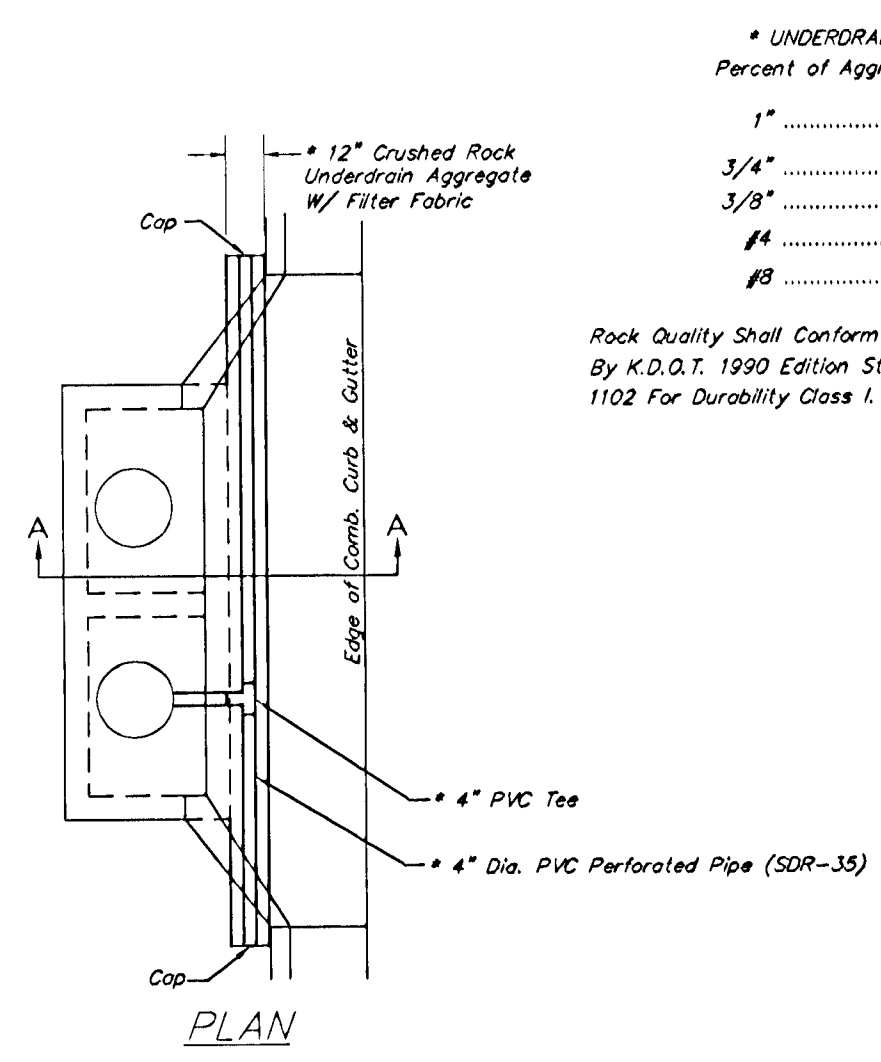


TRANSVERSE CONSTRUCTION JOINTS

Transverse construction joints shall be constructed in flexible base pavements at locations where pavement joins 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 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE).

	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	15.5'
A: Top of Curbs to Top of Surface Lift	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—
B: Top of Curbs to Top of Upper Base Lift	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—
C: Top of Curbs to Top of C.R. Subgrade	0.55	0.60	0.66	0.72	0.75	0.78	0.85	0.91	0.97	0.98	1.01

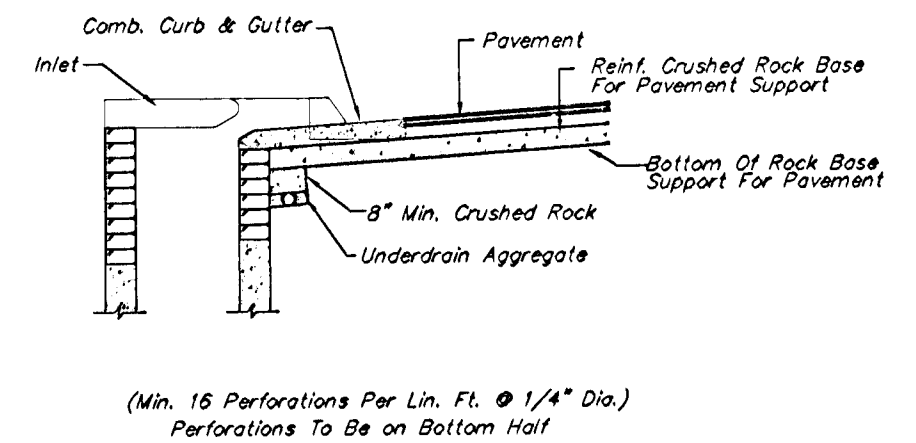
DISTANCE FROM CENTERLINE (L.T. & RT.)



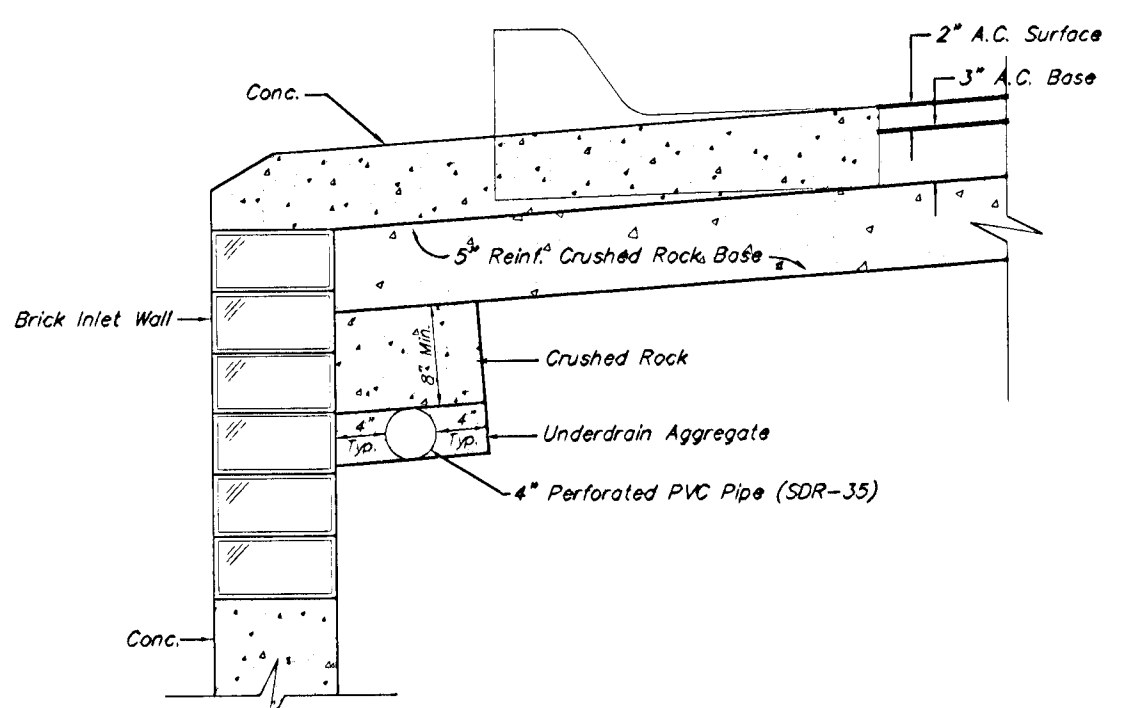
UNDERDRAIN AGGREGATE	Percent of Aggregate Retained
1"	0
3/4"	0 to 10
3/8"	45 to 80
#4	90 to 100
#8	95 to 100

Rock Quality Shall Conform To The Requirements Specified By K.D.O.T. 1990 Edition Standard Specification Subsection 1102 For Durability Class I.

NOTE: Place 4" PVC Perforated Pipe at all drainage sump locations. Cost of Underdrain System to be Incidental to the Reinforced Crushed Rock Subgrade. Inlet Type May Vary From That Shown.



SECTION A-A



TRENCH DRAIN DETAIL FOR RES. STREETS
NOT TO SCALE

General Notes

FABRIC BASE REINFORCEMENT SHALL BE B X 1100 BY TENSAR CORPORATION OR LBO201 BY TENAX CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PRIOR TO PLACEMENT OF ASPHALT. TACK COAT WILL NOT BE APPLIED TO ROCK BASE.

A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

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.

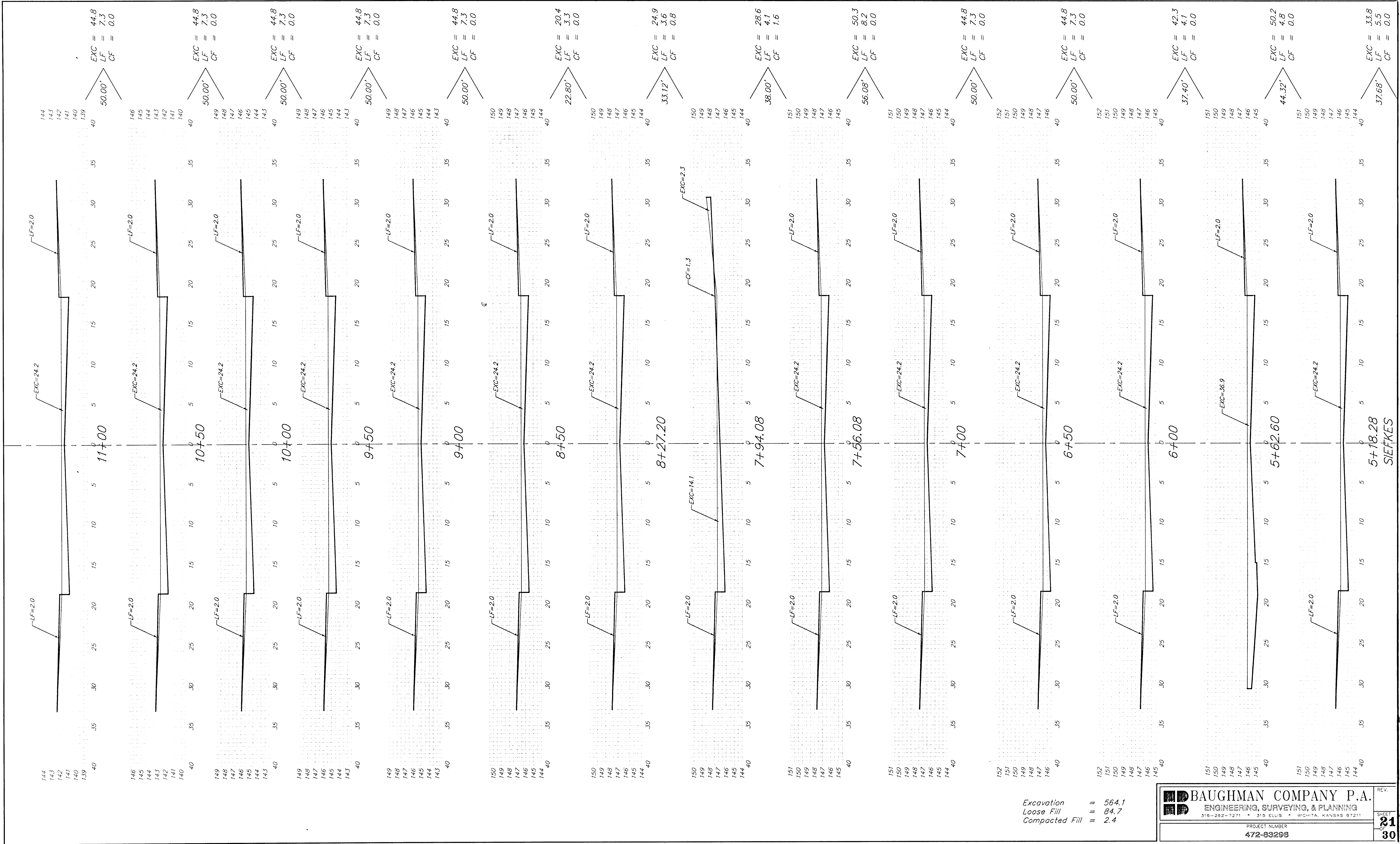
THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE).

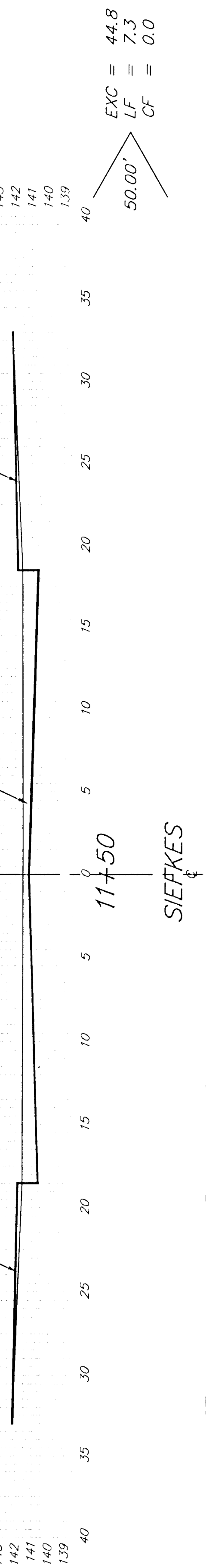
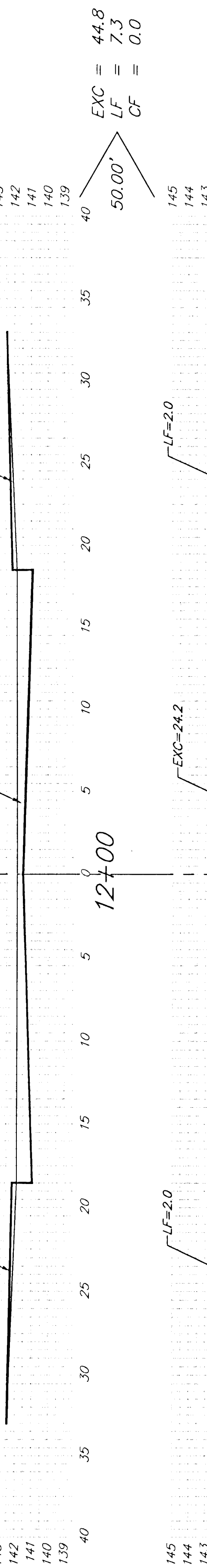
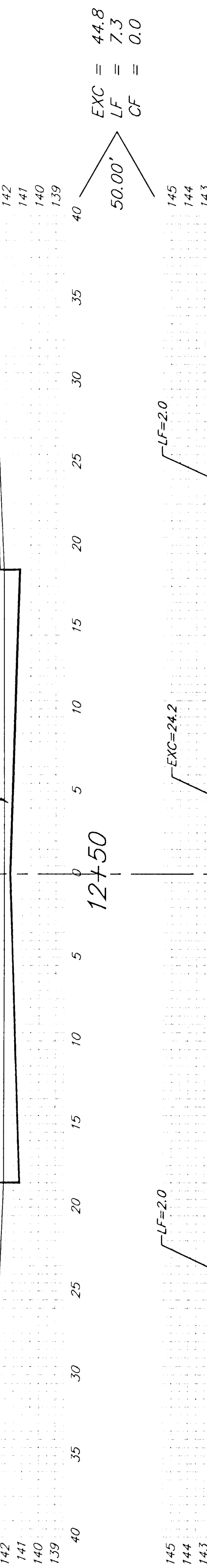
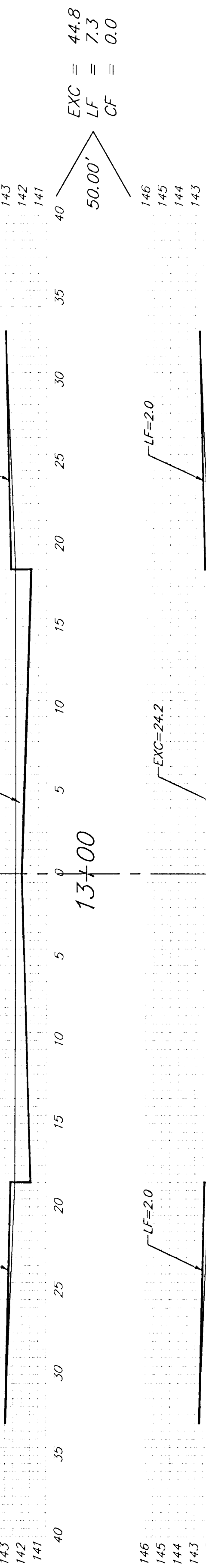
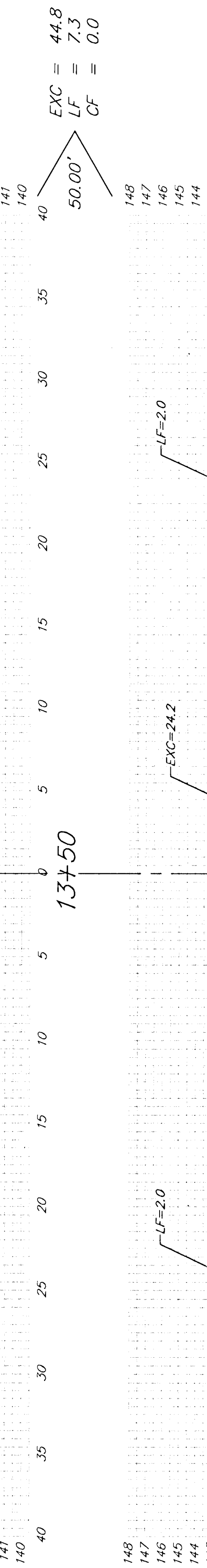
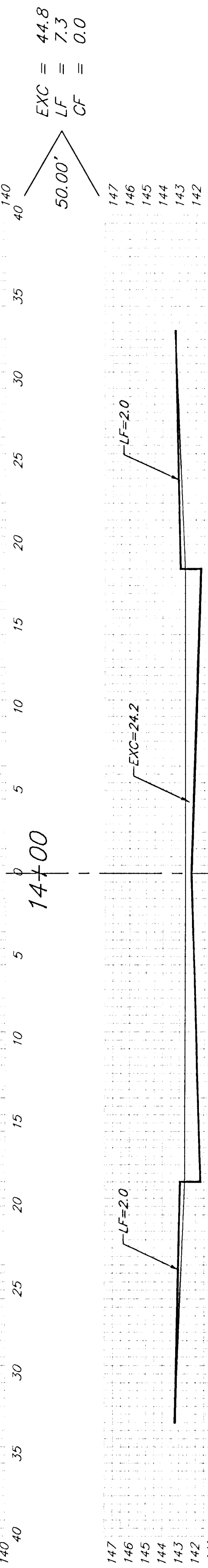
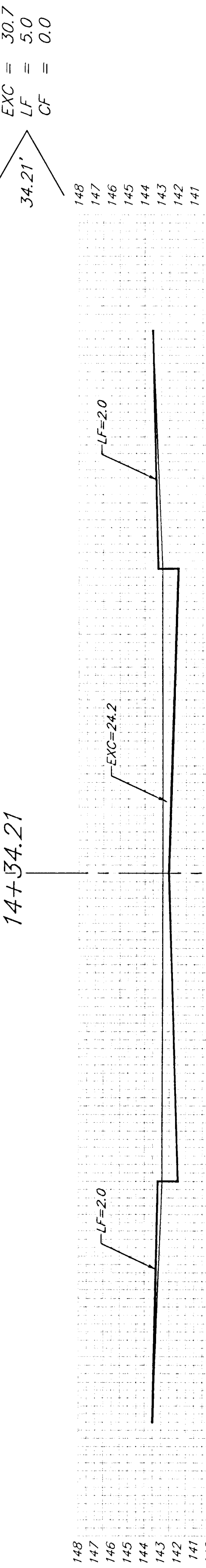
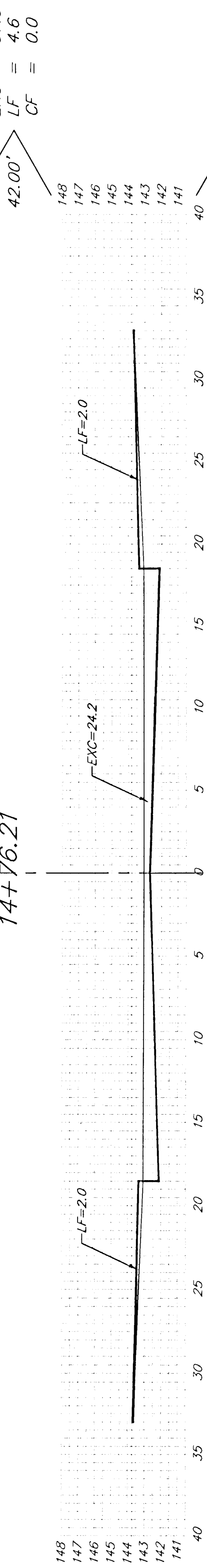
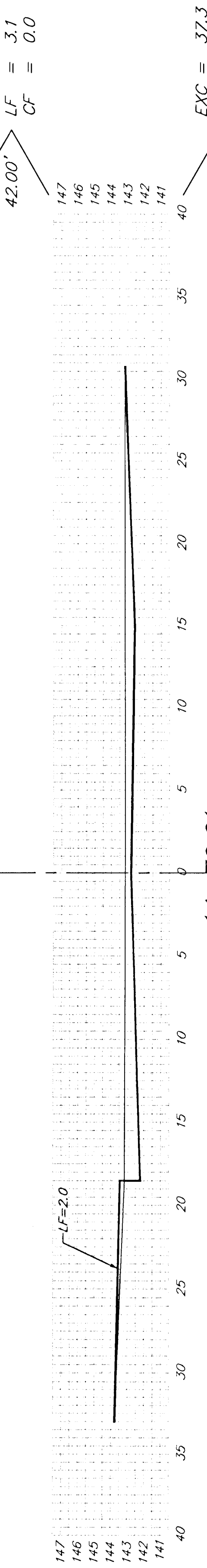
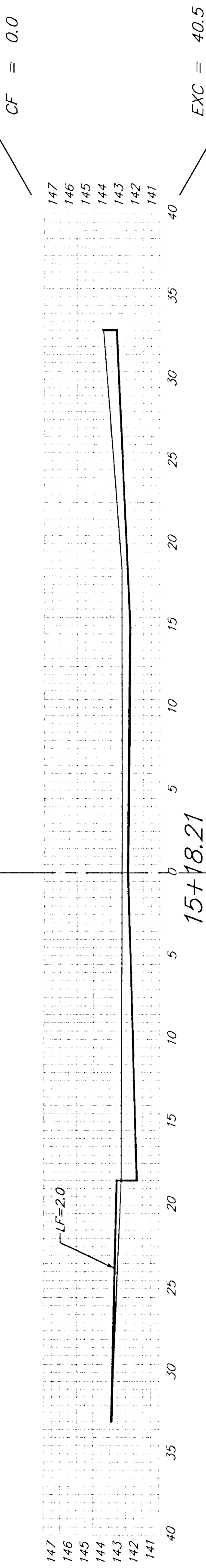
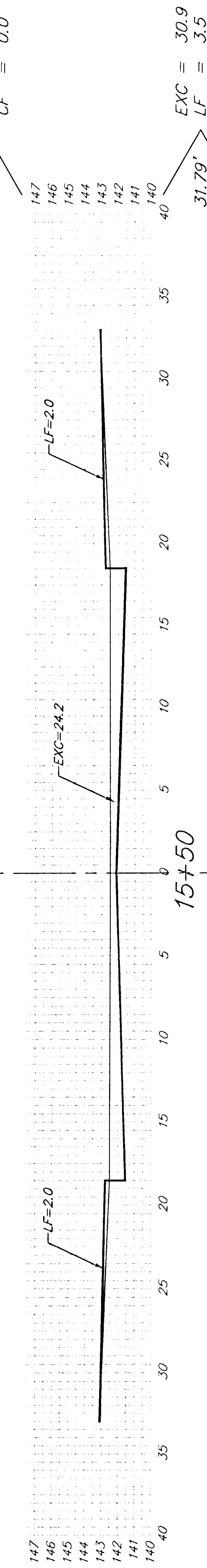
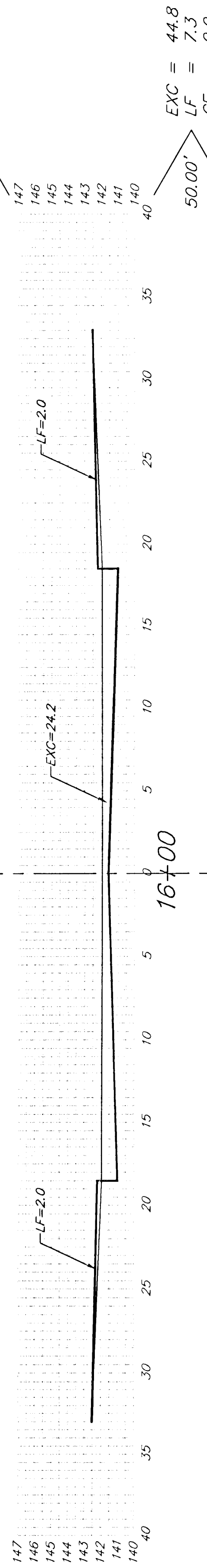
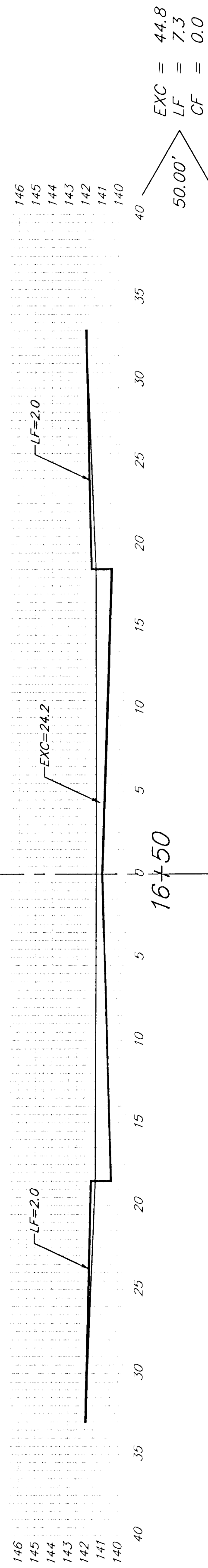
5 INCH Residential Asphaltic Concrete
Pavement w/ Crushed Rock Base on Fabric Reinforcement
City of Wichita, Kansas

BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

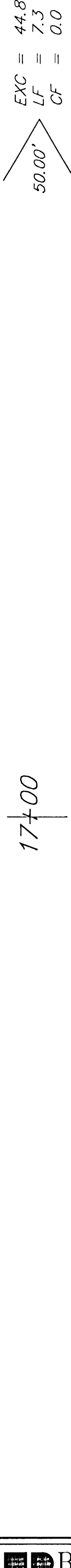
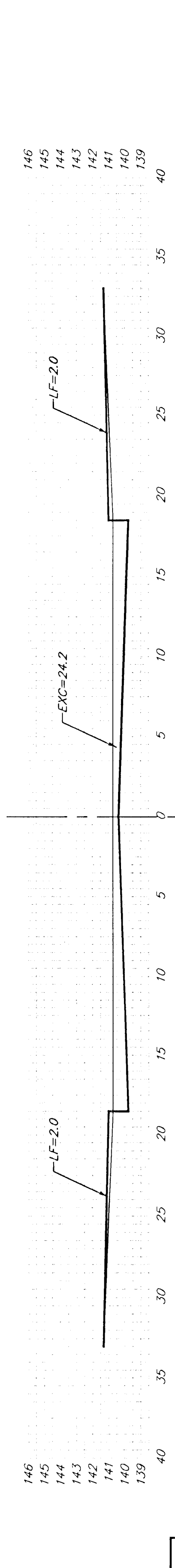
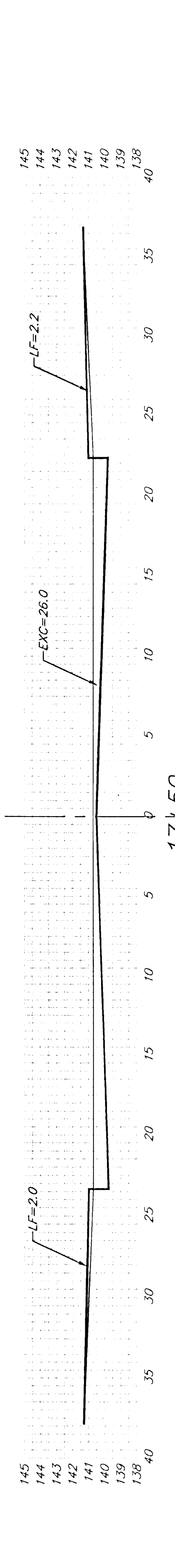
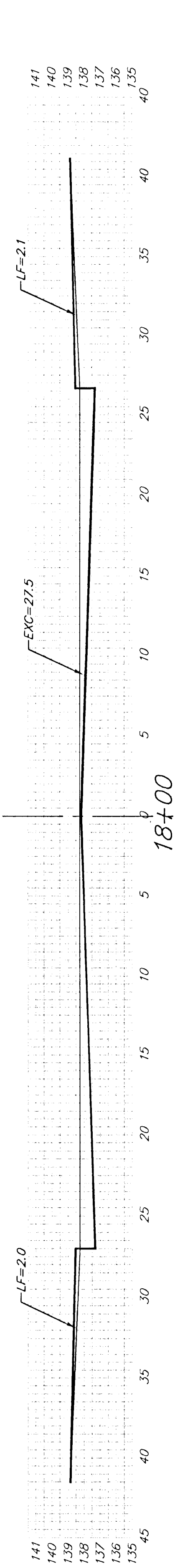
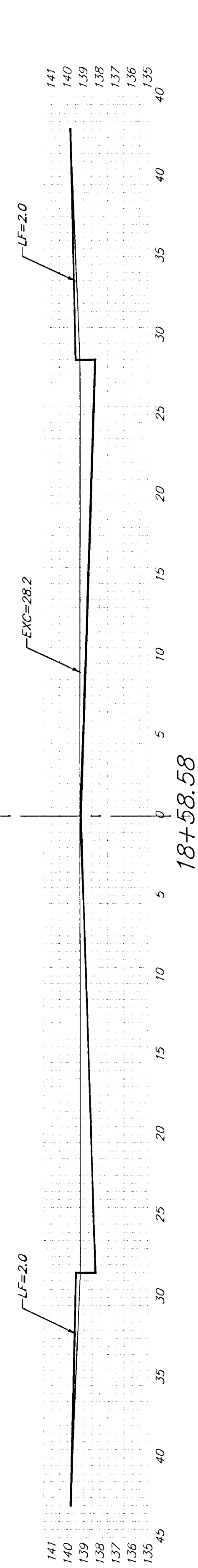
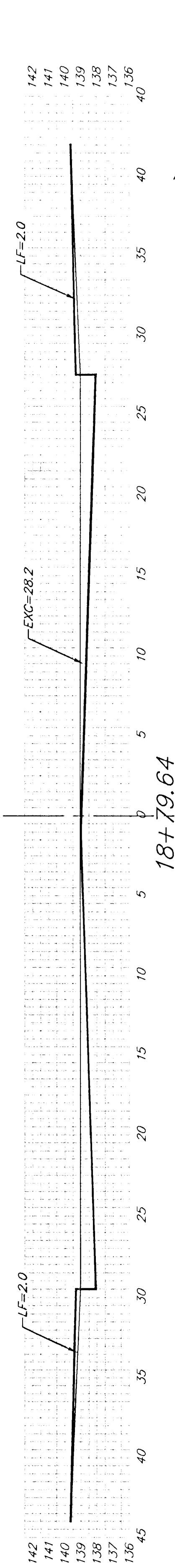
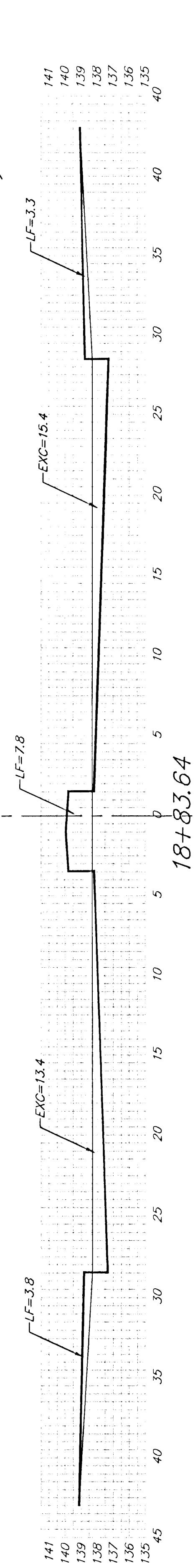
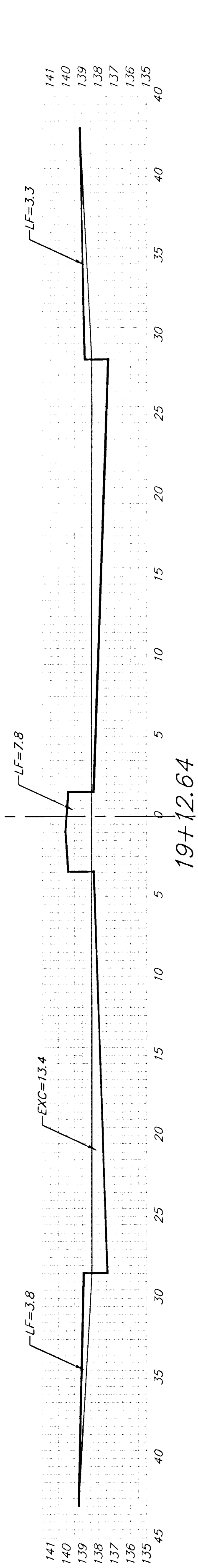
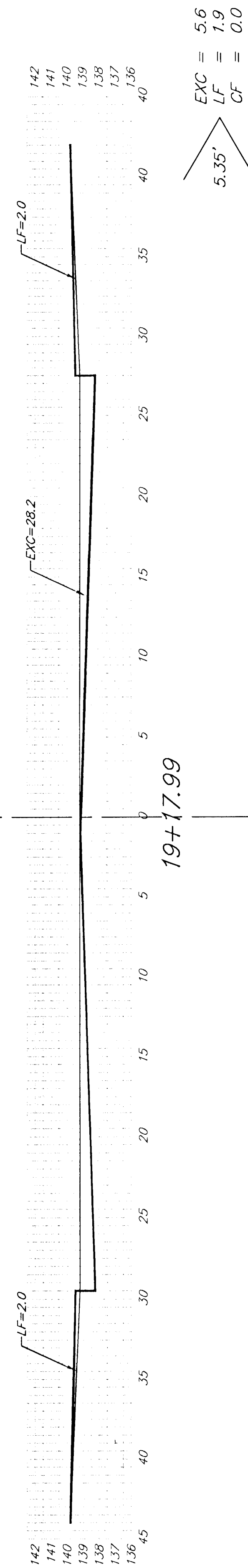
PROJECT NUMBER
472-83286

DESIGN: C.O.W. DRAWN: Staff APPROVED: DATE: 2-01 SCALE: SHEET: **3** OF **30**



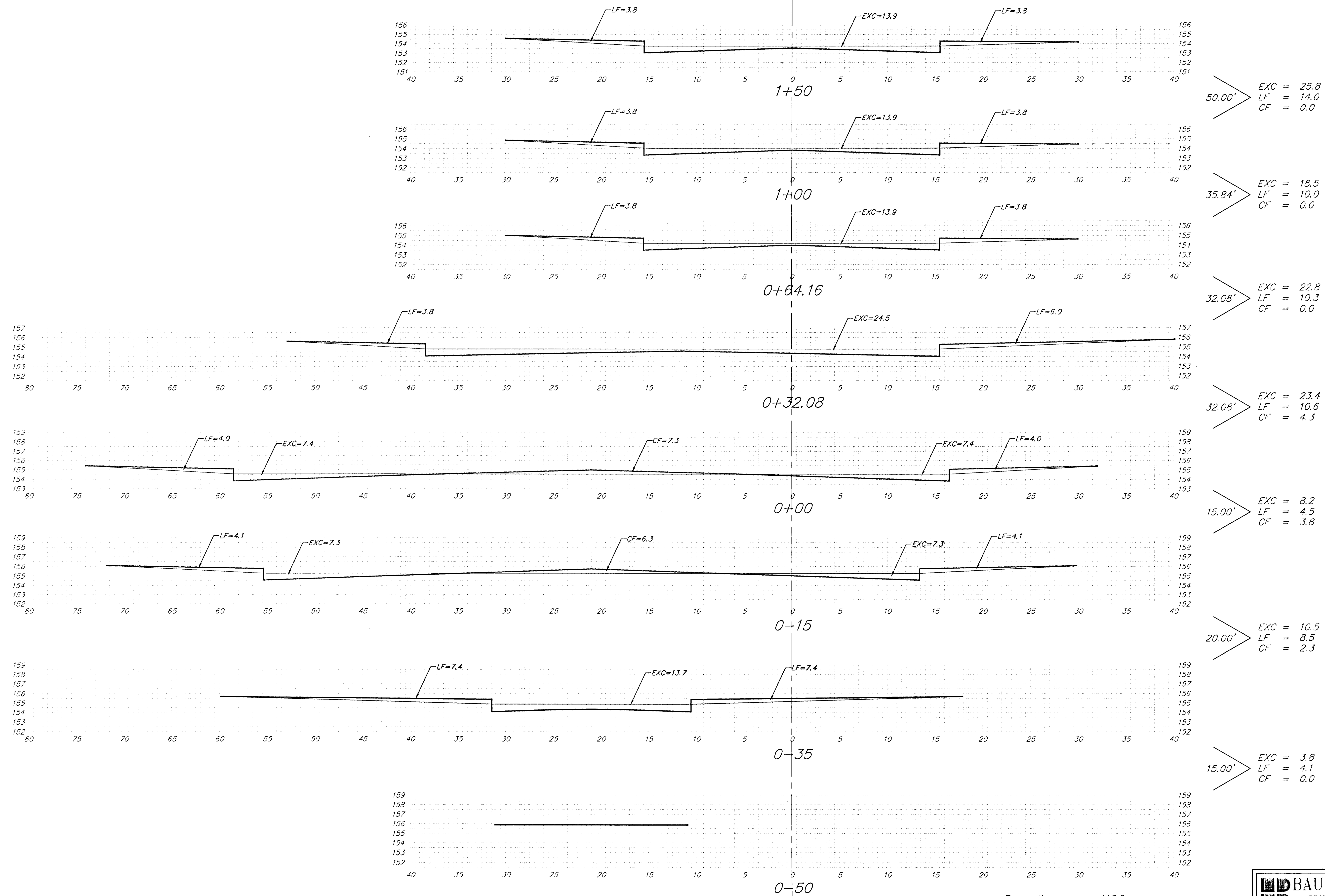


Excavation = 497.8
Loose Fill = 74.6
Compacted Fill = 0.0



SIEFKES

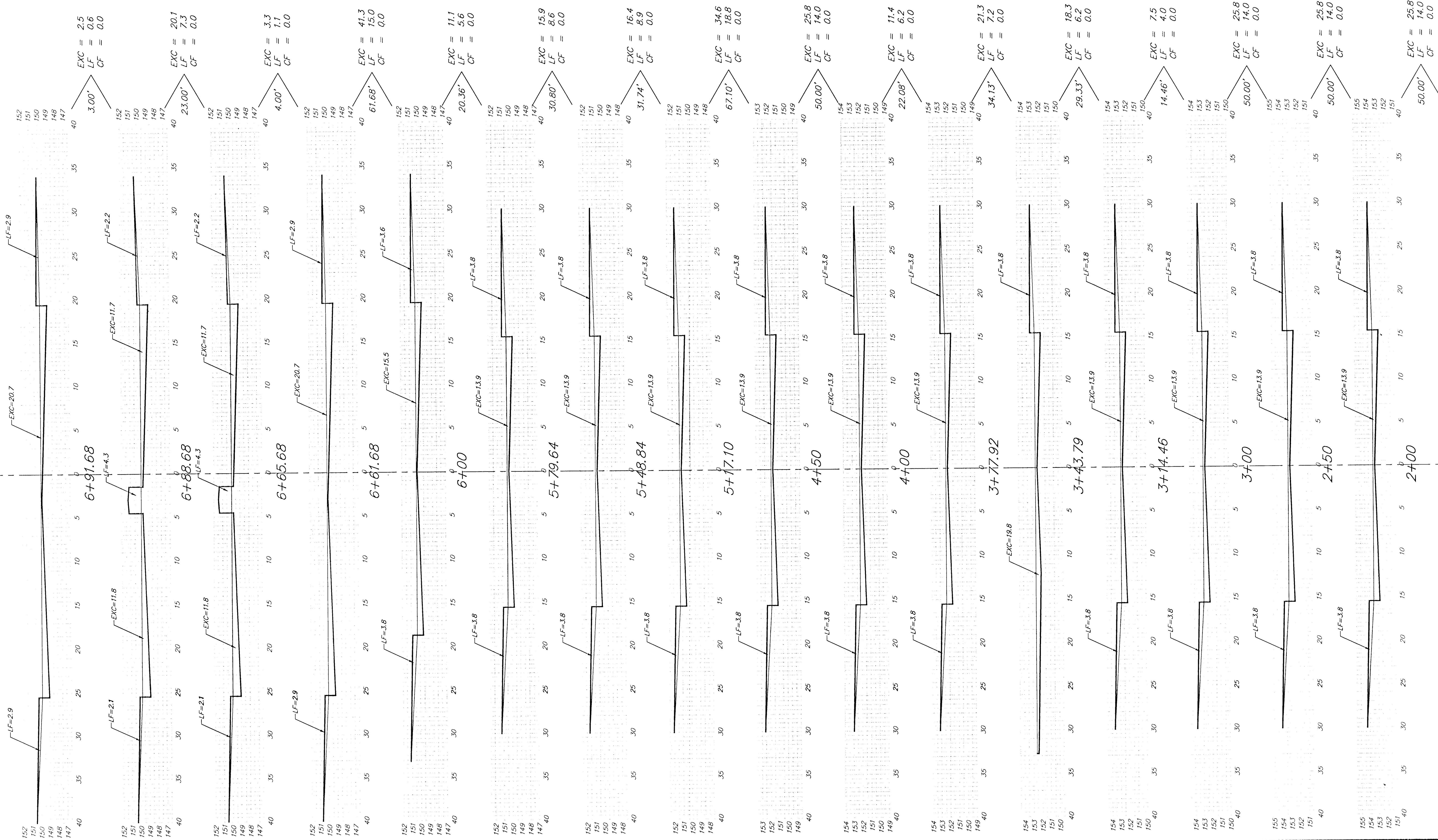
Excavation = 263.9
Loose Fill = 53.4
Compacted Fill = 0.0



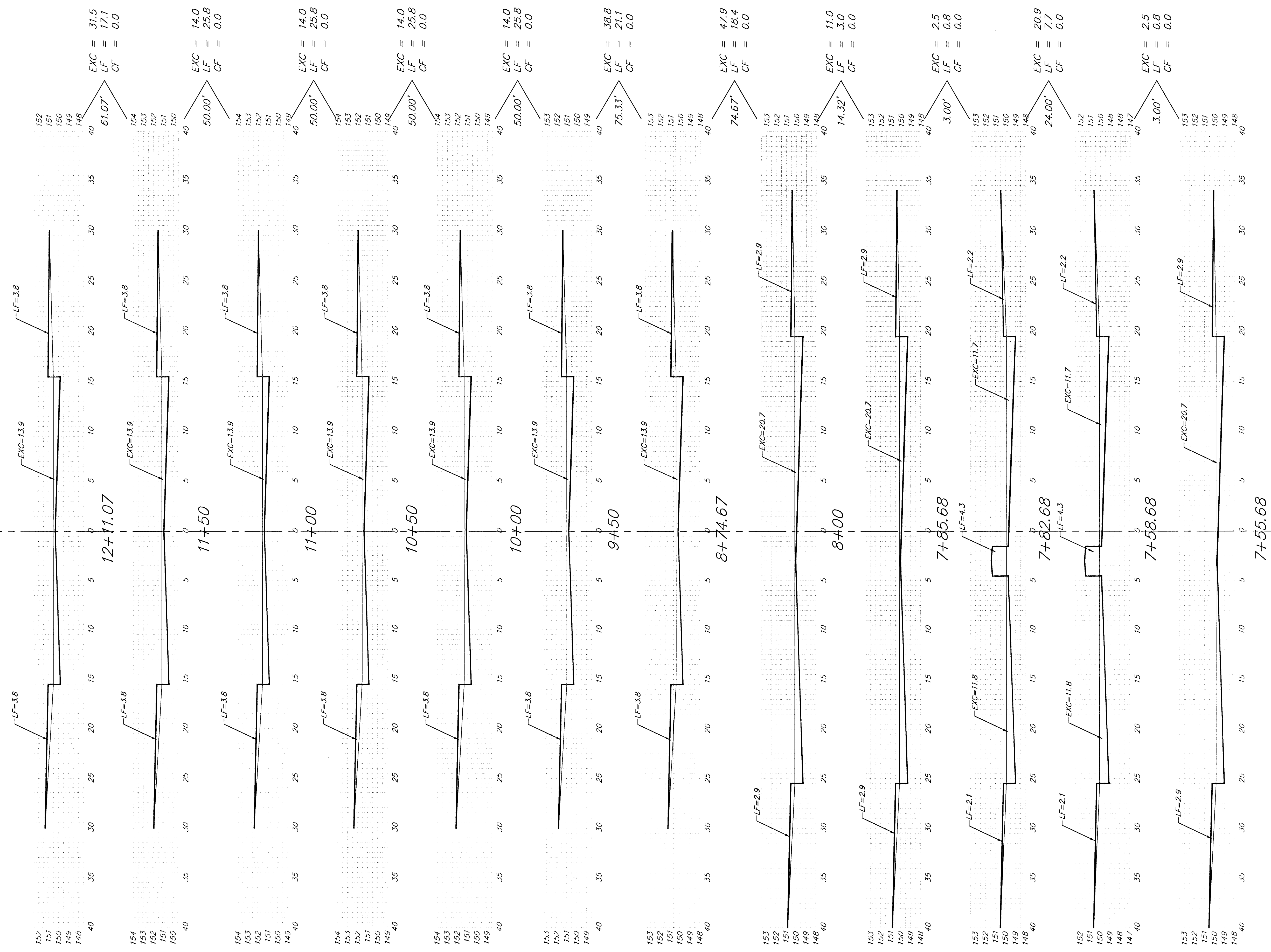
WHITEWOOD CIR

Excavation = 113.0
Loose Fill = 62.0
Compacted Fill = 10.4

BAUGHMAN COMPANY P.A. ENGINEERING, SURVEYING, & PLANNING 315-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211		REV.
PROJECT NUMBER 472-83298		SHEET 24 OF 30

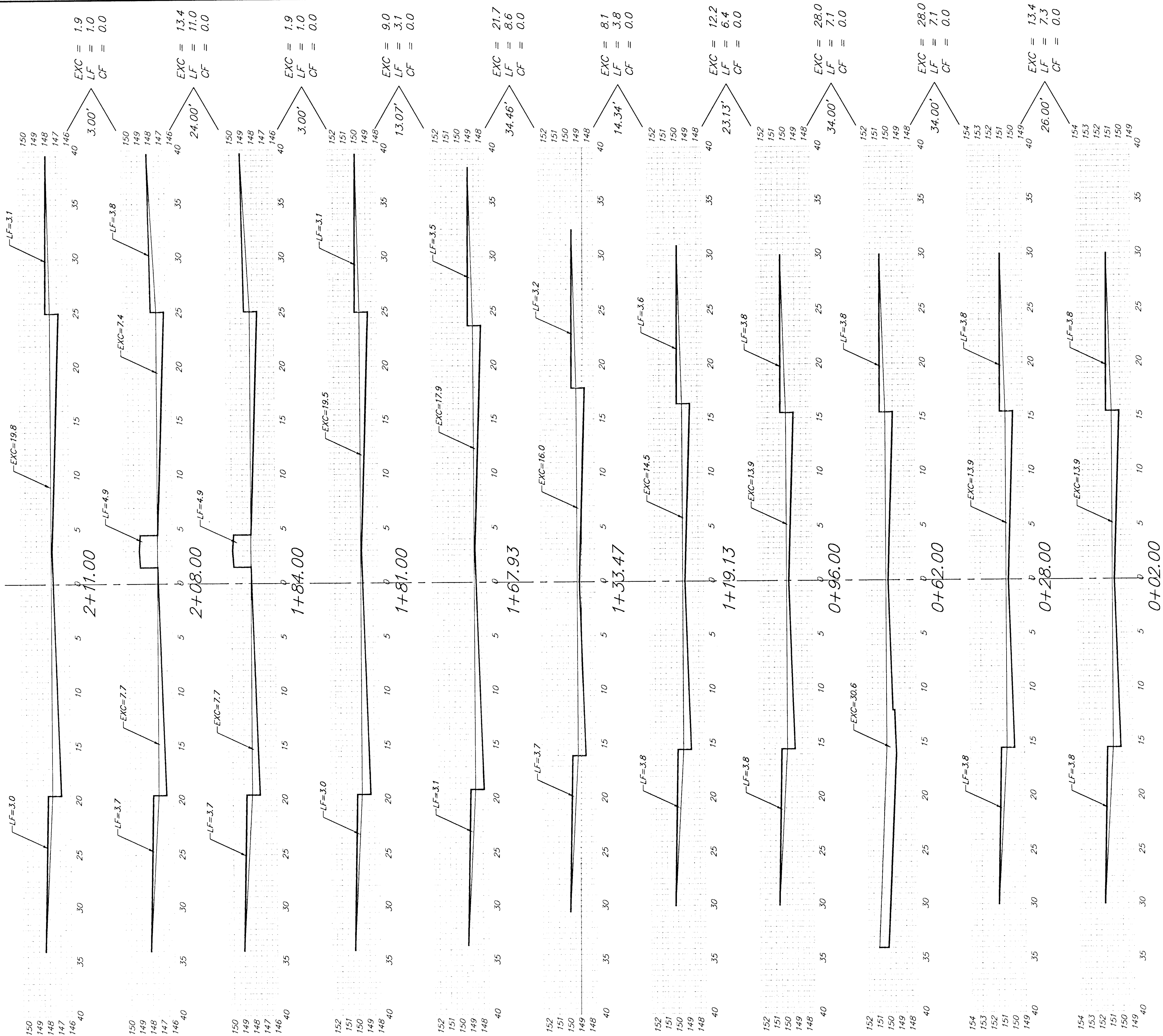


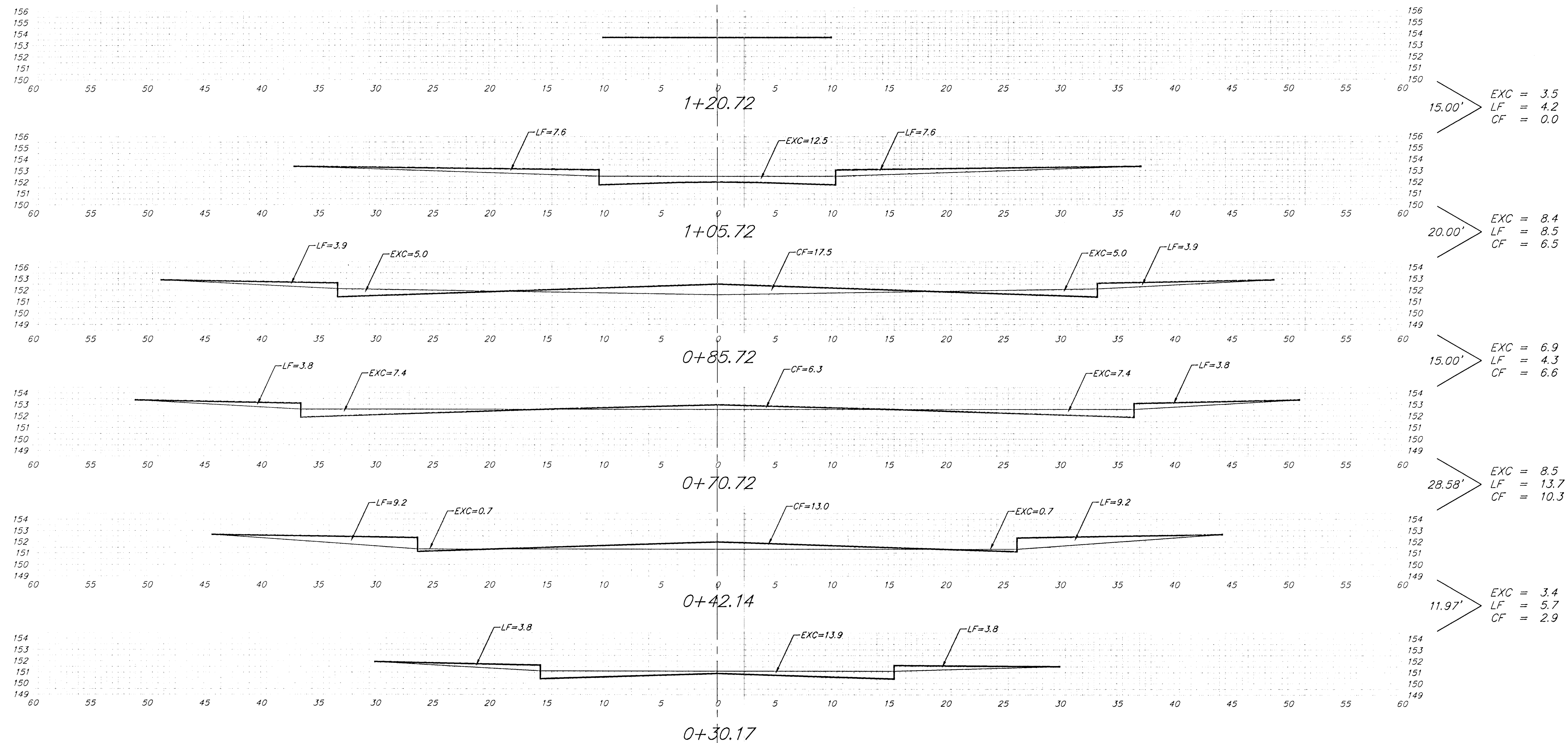
Excavation = 306.9
Loose Fill = 145.5
Compacted Fill = 0.0



WHITEWOOD ST.

Excavation = 211.1
Loose Fill = 172.1
Compacted Fill = 0.0

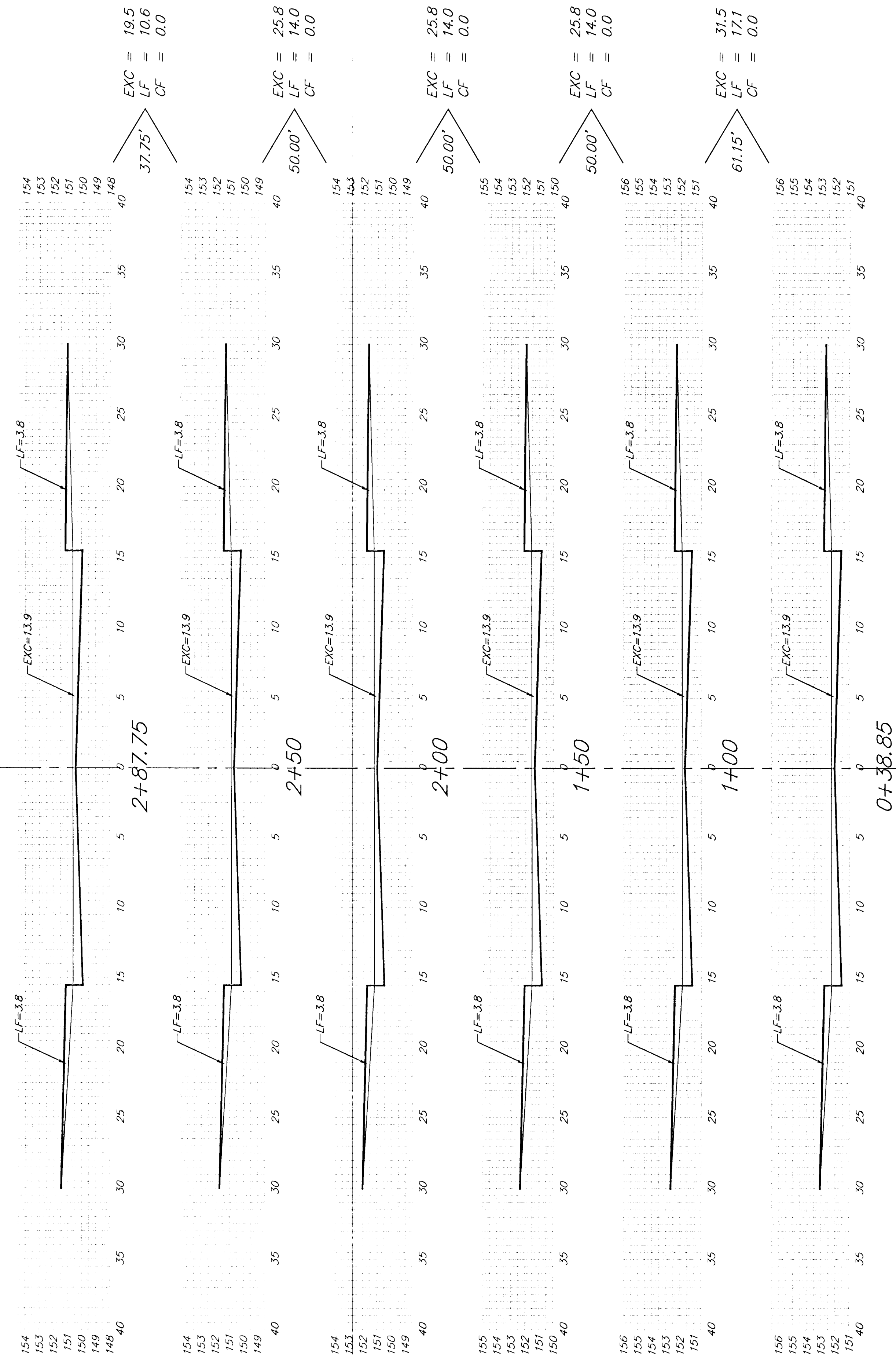




WHITEWOOD CT.

Excavation = 30.7
Loose Fill = 36.4
Compacted Fill = 26.3

BAUGHMAN COMPANY P.A. ENGINEERING, SURVEYING, & PLANNING 318-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211		REV.
PROJECT NUMBER 472-83298		SHEET 28 OF 30



HAWTHORNE ST.

Excavation = 128.4
Loose Fill = 69.7
Compacted Fill = 0.0

MD BAUGHMAN COMPANY P.A. ENGINEERING, SURVEYING, & PLANNING 316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211		REV. SHEET 29 30
PROJECT NUMBER 472-83298		XS70

State of Kansas) SS We, Baughman Company, P.A., Surveyors in
Sedgwick County and state do hereby certify that we have surveyed and
platted "SHOAL CREEK ADDITION", Wichita, Sedgwick County, Kansas and
that the accompanying plat is a true and correct exhibit of the property
surveyed, described as follows: All that portion of the NE1/4 of Sec. 23,
Twp. 27-S, R-2-E of the 6th P.M., Sedgwick County, Kansas, lying south
and east of the southerly right-of-way line of the Kansas Turnpike Authority
as described in that certain condemnation action in District Court of
Sedgwick County, Kansas, styled as Case No. A-54126, EXCEPT a tract of
land in the NE1/4 of Sec. 23, Twp. 27-S, R-2-E of the 6th P.M.,
Sedgwick County, Kansas described as follows: Commencing at the NE
corner of said NE1/4; thence on an assumed basis of bearing of
S00°06'24"W along the east line of said NE1/4, 849.22 feet to the
intersection of the southerly right-of-way line of Kansas Turnpike
Authority Condemnation Case A-54126 and for a point of beginning; thence
continuing S00°06'24"W along the east line of said NE1/4, 1173.38 feet; thence
N89°53'36"W perpendicular to the east line of said NE1/4, 754.19 feet;
thence N06°39'27"W, 467.18 feet, more or less, to a point on the
southerly right-of-way of Kansas Turnpike Authority Condemnation Case
A-45126; thence northeasterly along said southerly right-of-way line,
being a curve to the left, having a radius of 23068.31 feet, a distance of
1233.66 feet to the P.T. of said curve; thence N50°57'24"E, 73.17 feet to
the point of beginning, subject to road right-of-way agreements on 143rd
Street East (Film 876, Page 450), (Film 876, Page 448); Quit Claim Deed
(Film 845, Page 1441), and Right-of-way Agreement recorded 8-12-59
(Misc. Book 447, Page 50).

Existing easements and dedications being vacated by virtue
of K.S.A. 12-512(b).

Surveyor
Michael G. Conrey

Know all men by these presents that we,
the undersigned, have caused the land in the surveyors certificate to be
platted into Lots, Blocks, Streets, and Reserves to be known as "SHOAL
CREEK ADDITION", Wichita, Sedgwick County, Kansas. The utility easements
are hereby granted as indicated for the construction and maintenance of
all public utilities. The drainage and utility easements are hereby granted
as indicated for drainage purposes and for the construction and
maintenance of all public utilities. The drainage easements are hereby
granted as indicated for drainage purposes. The wall easements are
hereby granted as indicated for the construction and maintenance of
private screening walls and utility main lines and service lines shall be
allowed to cross these easements. Reserves "A", "C", "F", "G", "H", and "I"
are hereby reserved for entry monuments, landscaping, streets, open
space, and utilities. Reserve "B" is hereby reserved for drainage
purposes, open space, landscaping, berms, and utilities as confined to
easements. Any utilities installed in either Reserves "A" or "B" shall be
installed below finished grade, and no utilities or related appurtenances shall
be allowed to be installed above finished grade. Reserve "E" is hereby
reserved for drainage purposes, lakes, open space, utilities as confined to
easements, landscaping, berms, screening walls, recreational uses, sidewalks,
and swimming pools. Reserve "D" is hereby reserved for emergency access,
landscaping, street, open space, and utilities as confined to easements.
Reserves "A", "B", "C", "D", "E", "F", "G", "H", and "I" shall be owned and
maintained by the homeowners association for the addition. The streets
are hereby dedicated to and for the use of the public. All abutters rights
of access to or from 143rd St. East over and across the east line of
Lots 6, 7, 8, 9, 10, 11, and 12, Block A, and Reserve "B", are hereby
granted to the City of Wichita, Kansas. The Minimum Building Pad Elevations
for the lowest opening to the structures shall be as indicated on the face
of the plat.

Scott Land, L.L.C.
Jay W. Russell, Member

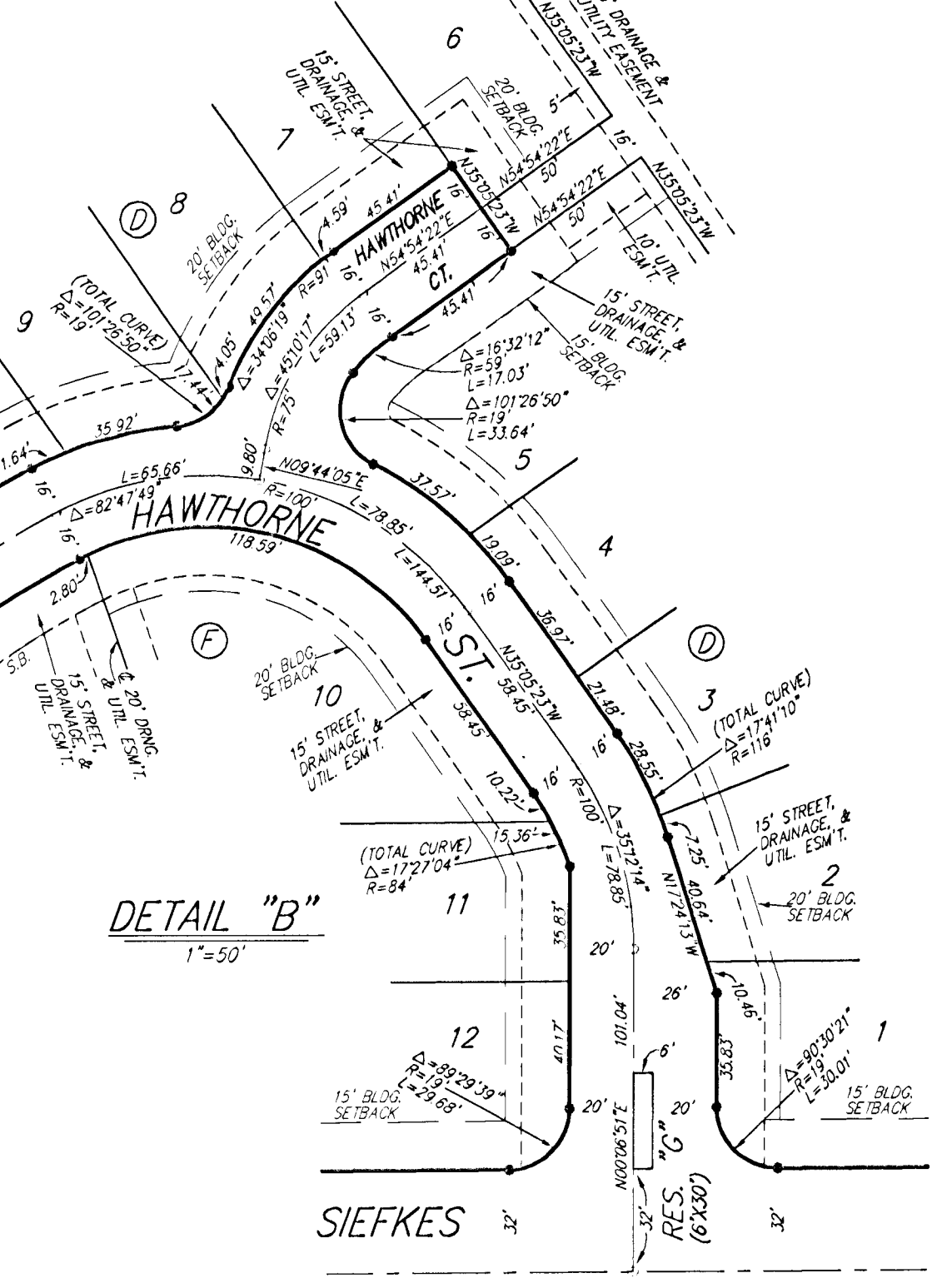
State of Kansas) SS The foregoing instrument acknowledged before
me, this day of , by Jay W. Russell, Member
of Scott Land, L.L.C., on behalf of the limited liability company.

My App't. Exp. , Notary Public

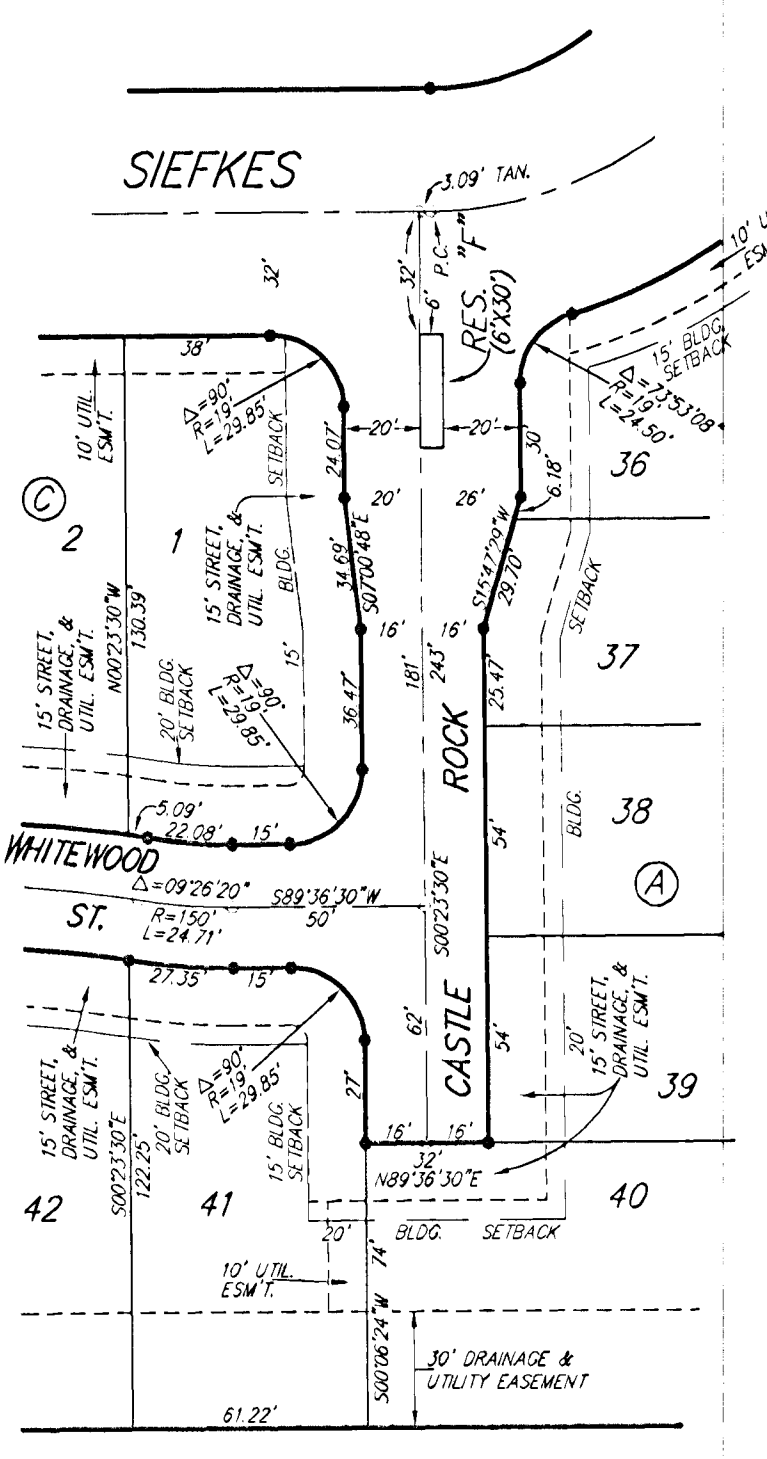
COOPERATIVE REFINING ASSOC. PIPELINE EASEMENT
(MISC. BOOK 241, PAGE 480)
CONFINED TO:
50' FARMLAND INDUSTRIES, INC. PIPELINE EASEMENT
(MISC. BOOK 241, PAGE 480)

We the undersigned holders of a mortgage on the
above described property, do hereby consent to this plat of "SHOAL
CREEK ADDITION", Wichita, Sedgwick County, Kansas.
State Bank of Kingman
The foregoing instrument acknowledged be-
fore me, this day of , by
of State Bank of Kingman, on behalf of the bank.
, Notary Public

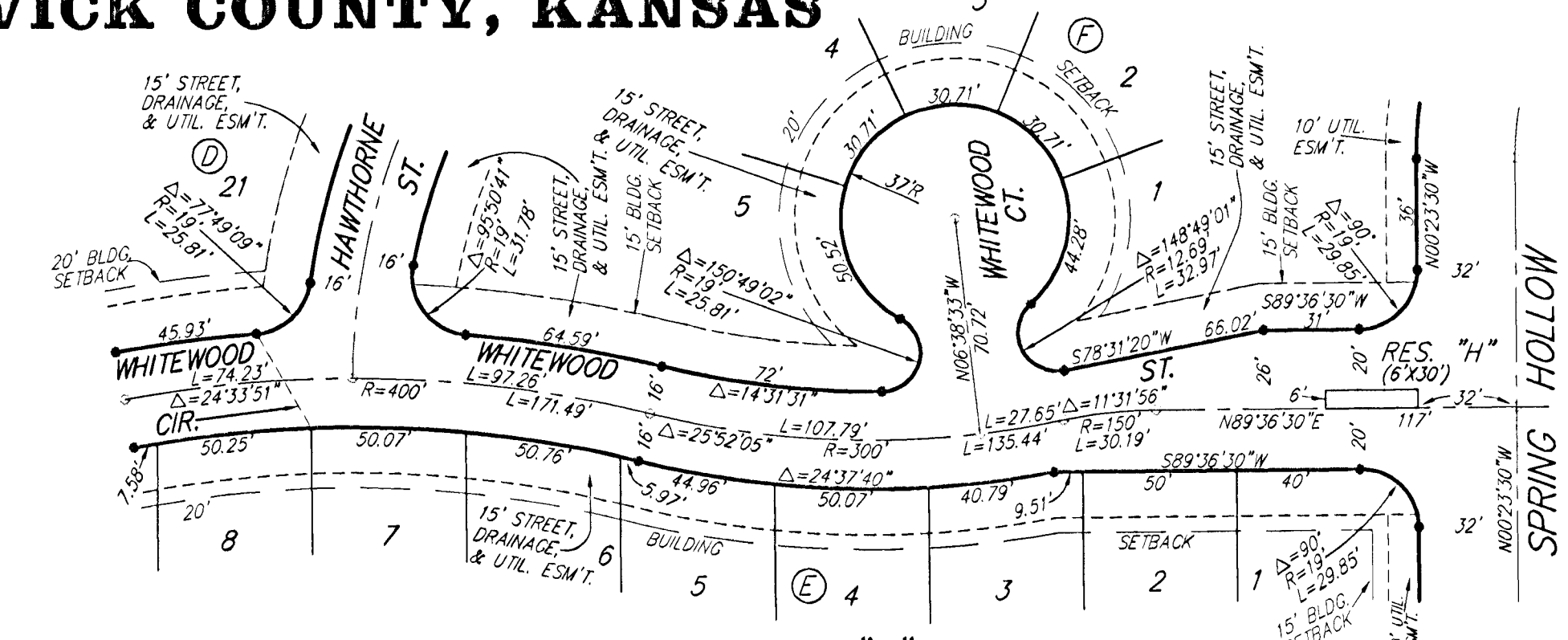
My App't. Exp. , Notary Public



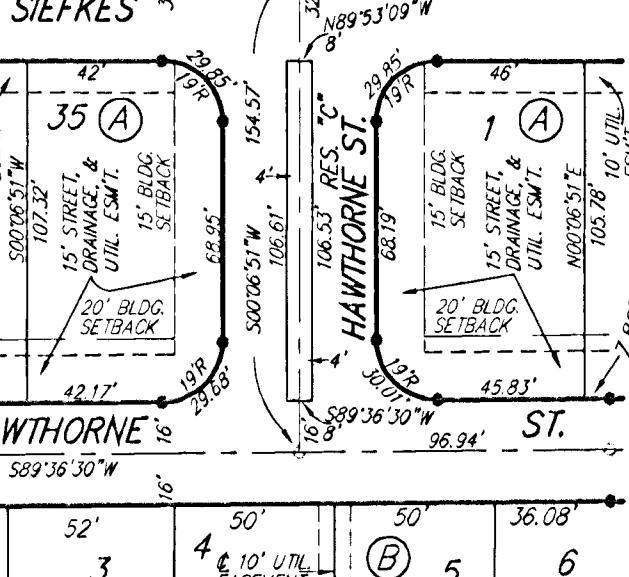
SHOAL CREEK ADDITION WICHITA, SEDGWICK COUNTY, KANSAS



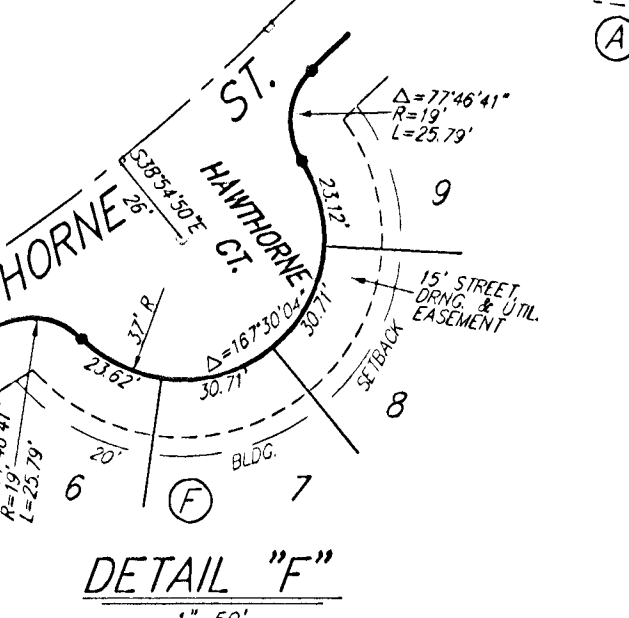
DETAIL "C" 1"=50'



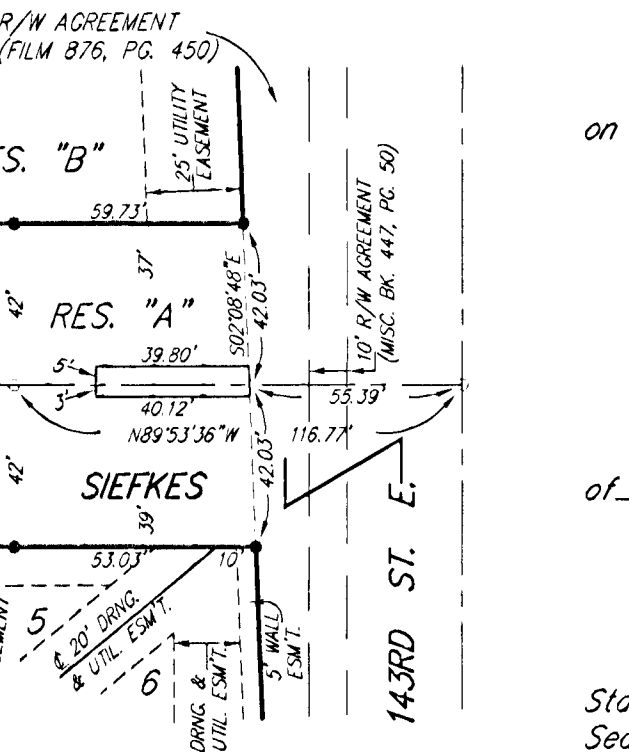
DETAIL "A" 1"=50'



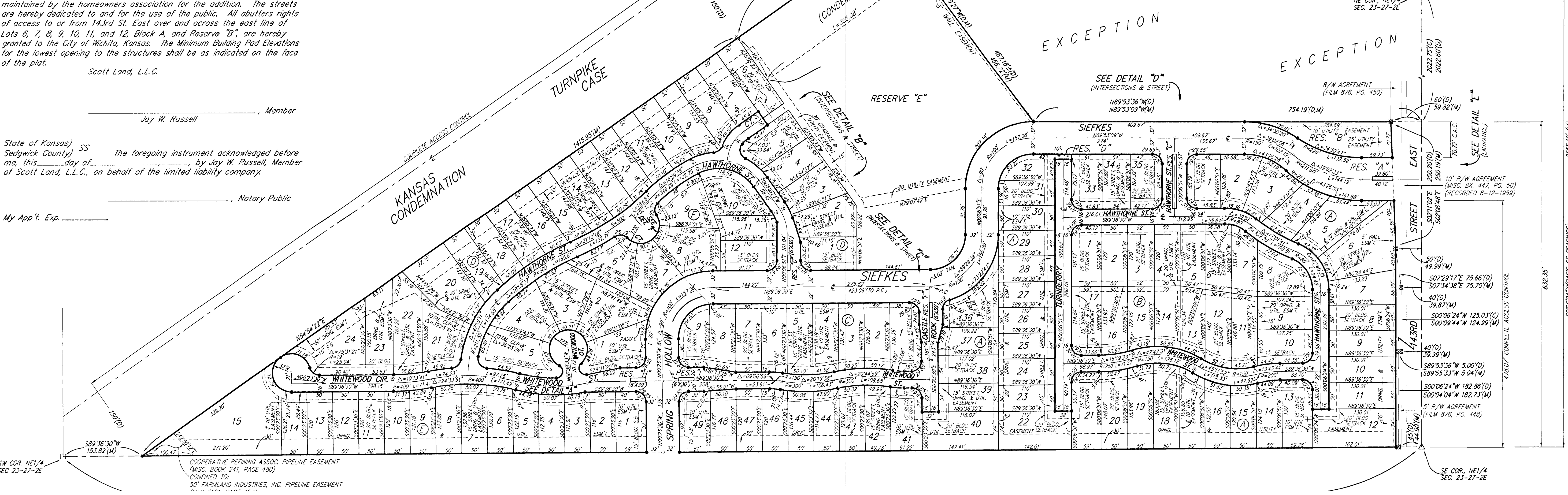
DETAIL "D" 1"=50'



DETAIL "F" 1"=50'



DETAIL "E" 1"=50'



This plat of "SHOAL CREEK ADDITION",
Wichita, Sedgwick County, Kansas has been submitted to and approved by
the Wichita-Sedgwick County Metropolitan Area Planning Commission,
Wichita, Kansas.
Dated this day of ,
Wichita-Sedgwick County Metropolitan Area Planning Commission
Chairman
Christopher S. Carraher
Secretary
Marvin S. Krout
This plat approved and all dedications shown
hereon, accepted by the City Council of the City of Wichita, Kansas,
and consent is hereby given for the formation of sanitary sewer
districts within the boundary of this plat by the Board of Sedgwick
County Commissioners as they deem necessary to provide sanitary
sewer service to this area, this day of .

Mayor
Bob Knight
City Clerk
Pat Burnett

Reviewed in accordance with K.S.A. 58-2005
on this day of .

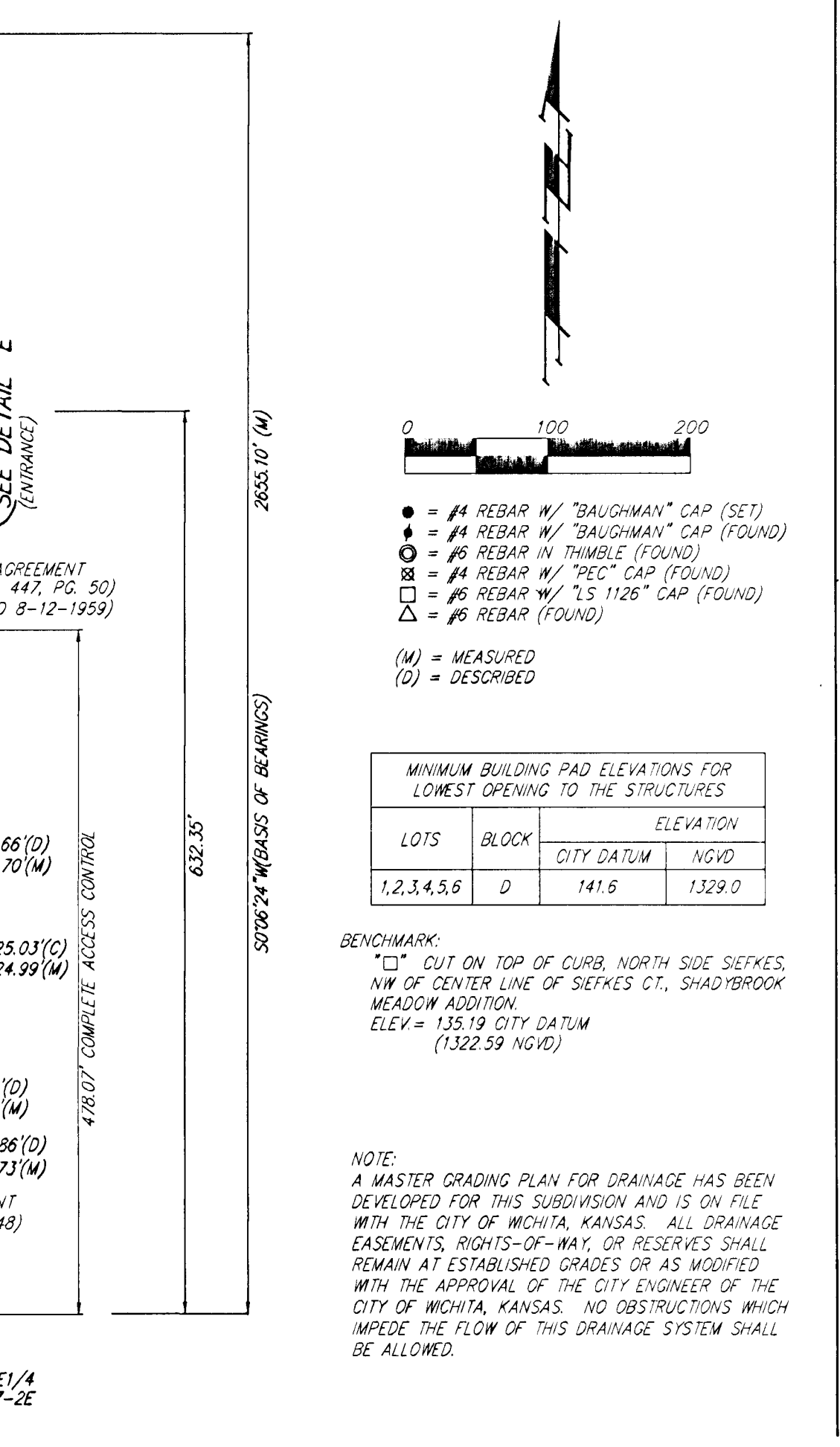
Tricia L. Robello, L.S. #1246
Deputy County Surveyor
Sedgwick County, Kansas

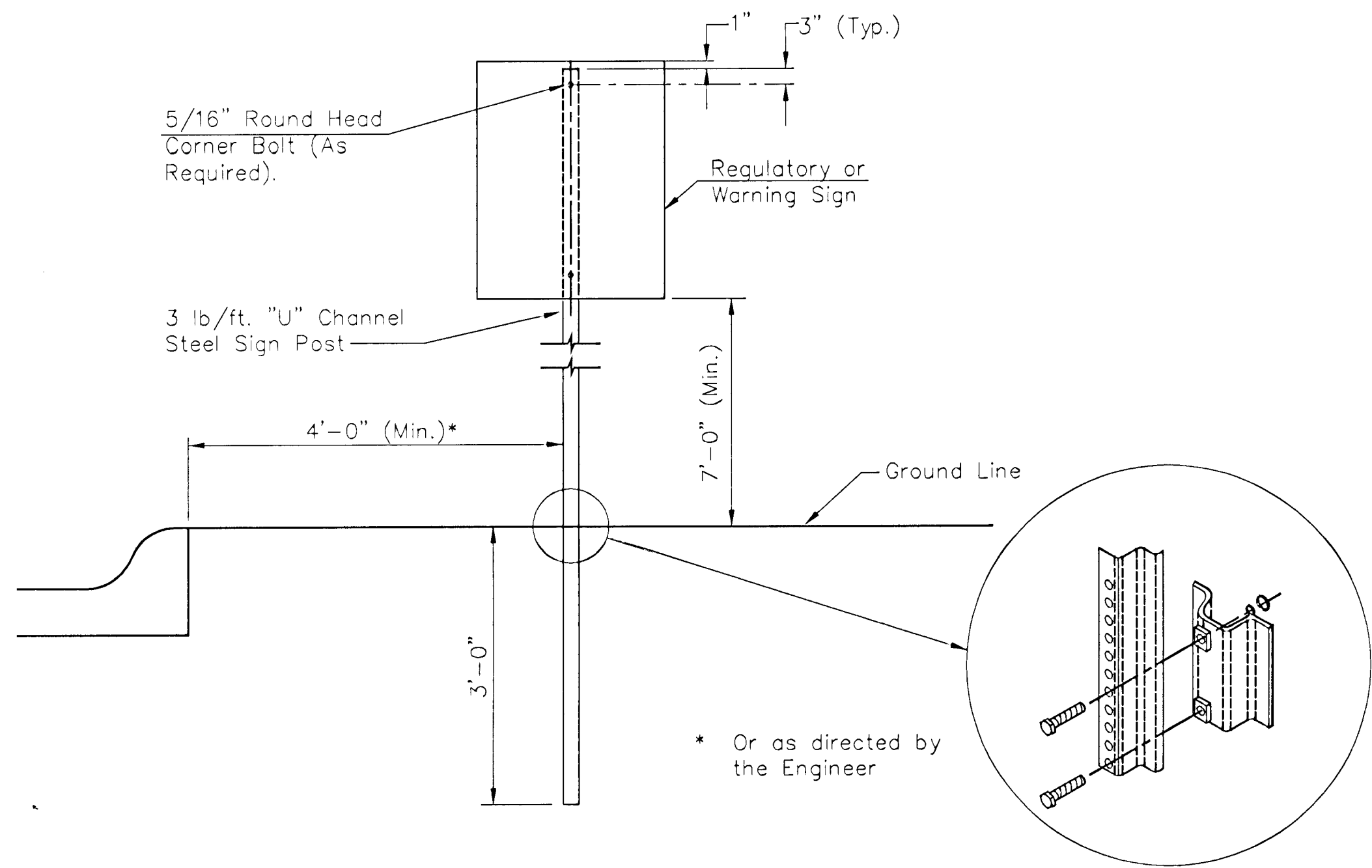
Entered on transfer record this day
of ,
County Clerk
James Alford

State of Kansas) SS This is to certify that this plat has been
filed for record in the office of the Register of Deeds, this day
of , at o'clock M., and is duly recorded.

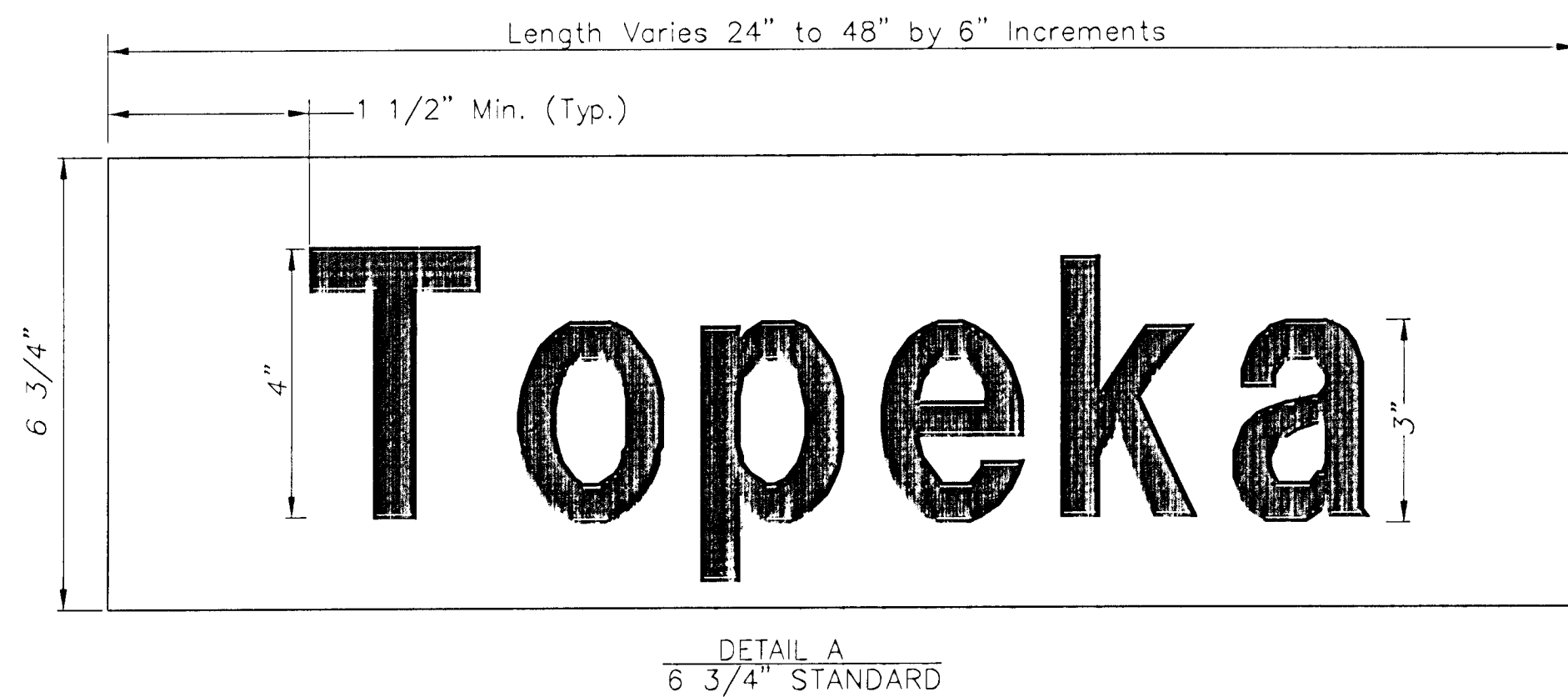
Bill Meek, Register of Deeds

Linda Kizzire, Deputy

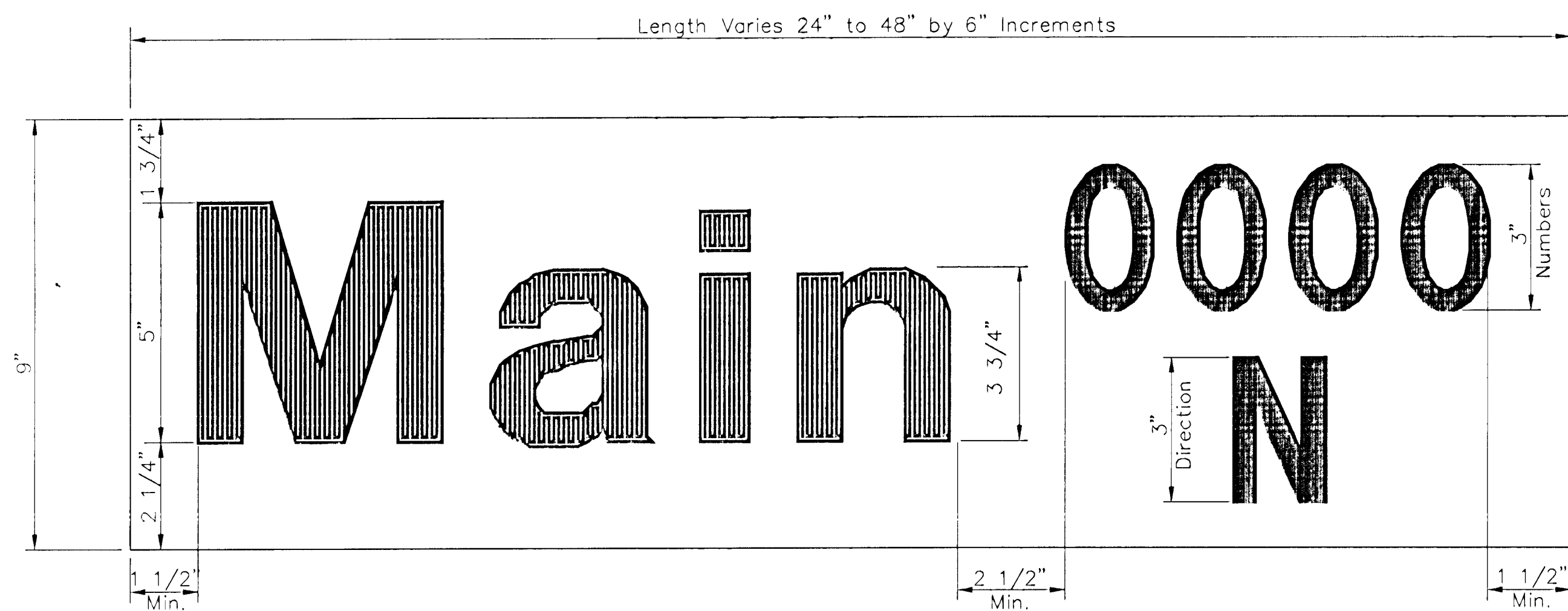




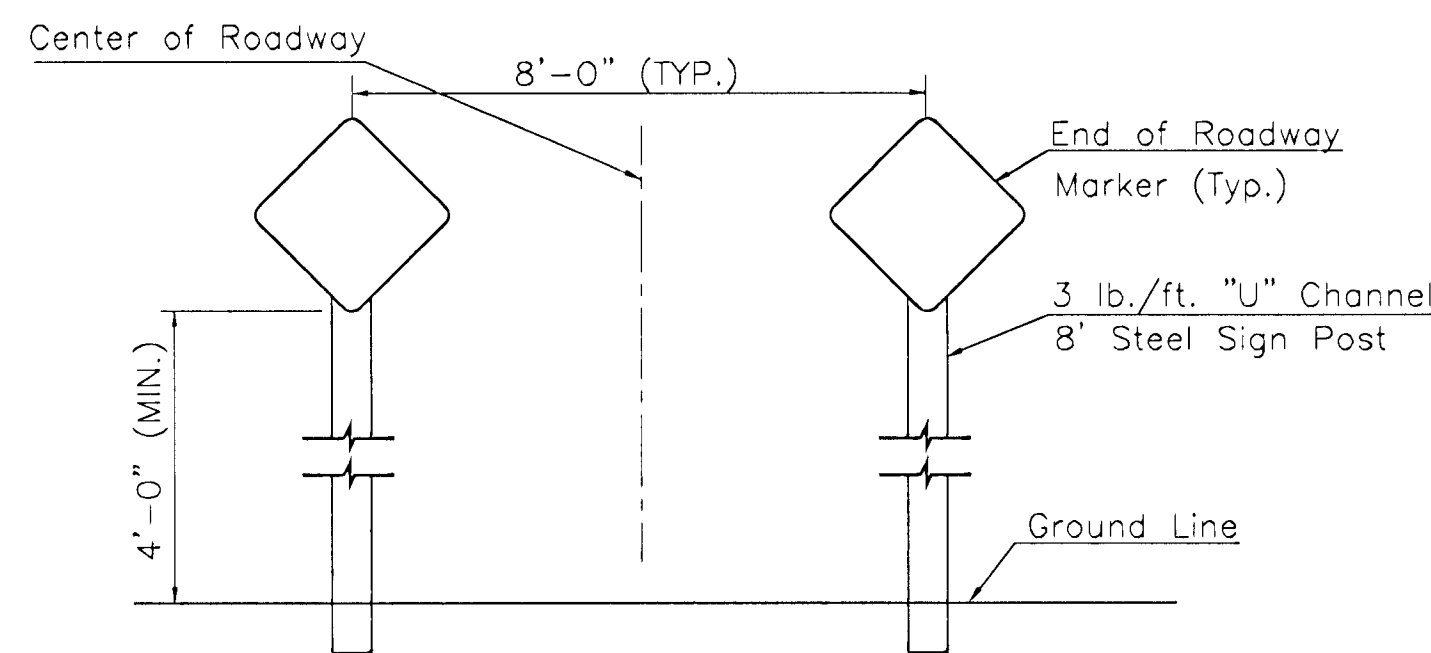
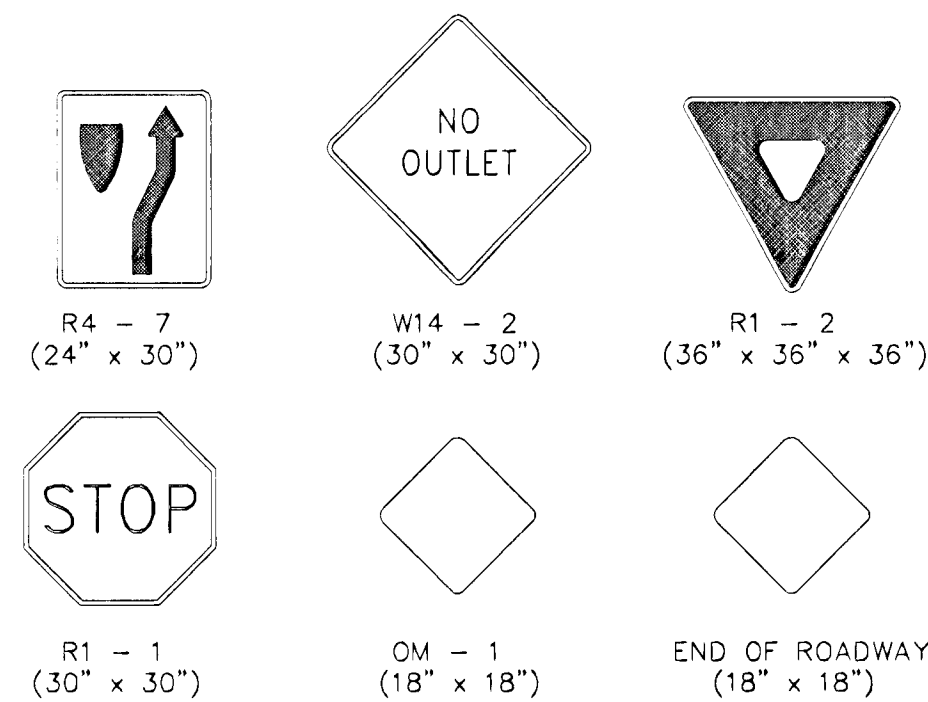
TYPICAL TRAFFIC CONTROL SIGN MOUNTING INSTALLATION
CURB AND GUTTER SECTION



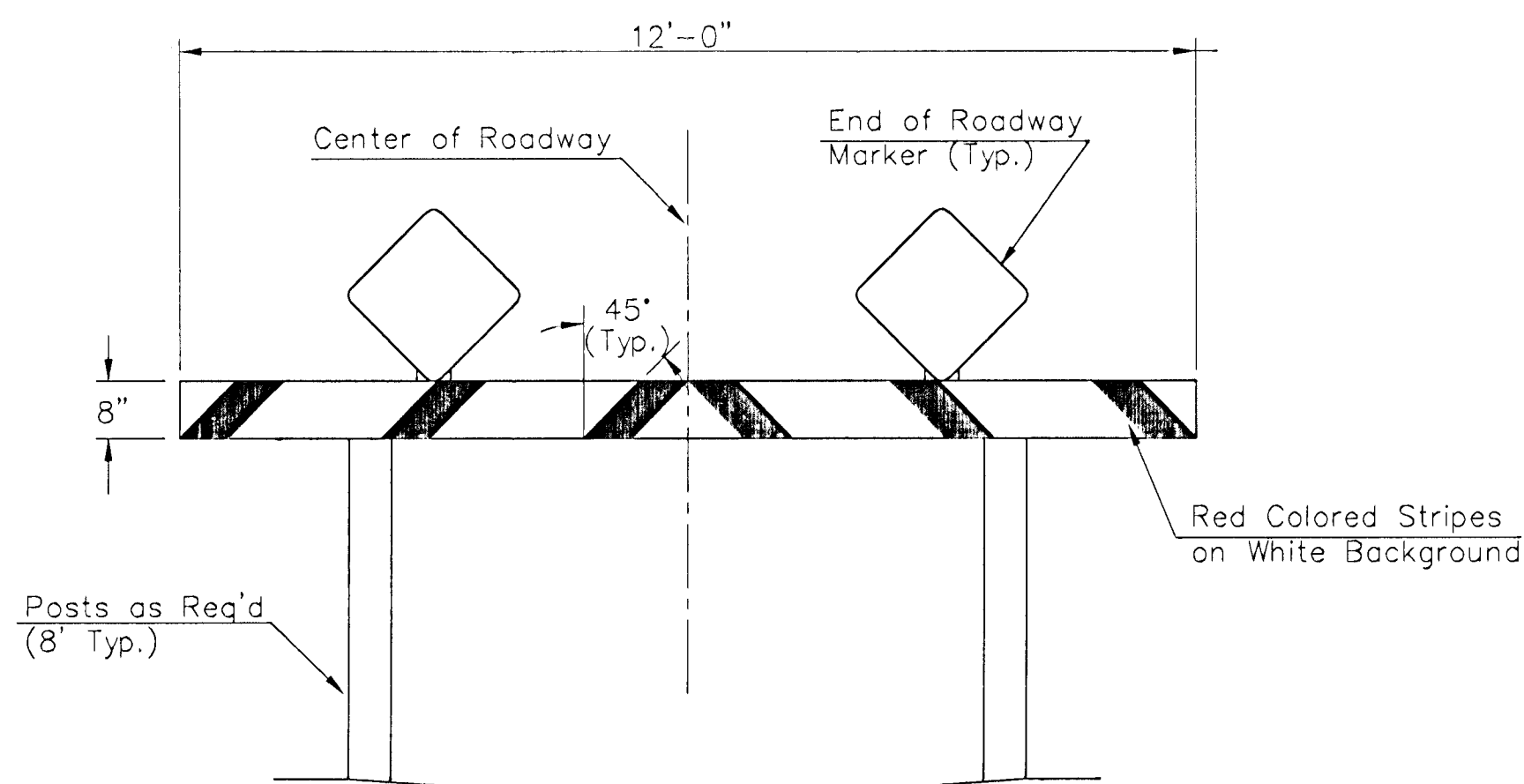
DETAIL A
6 3/4" STANDARD



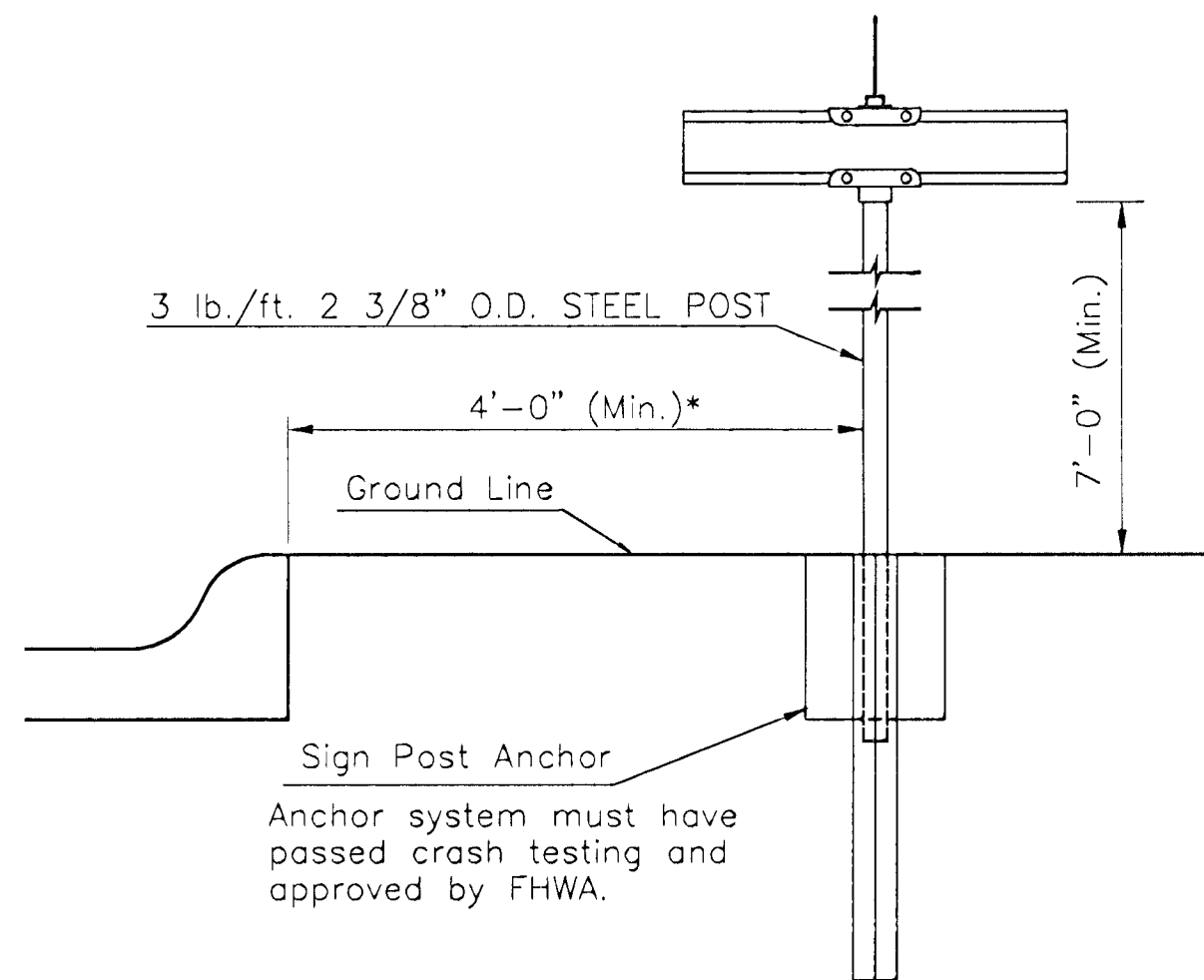
DETAIL B
9" METRO



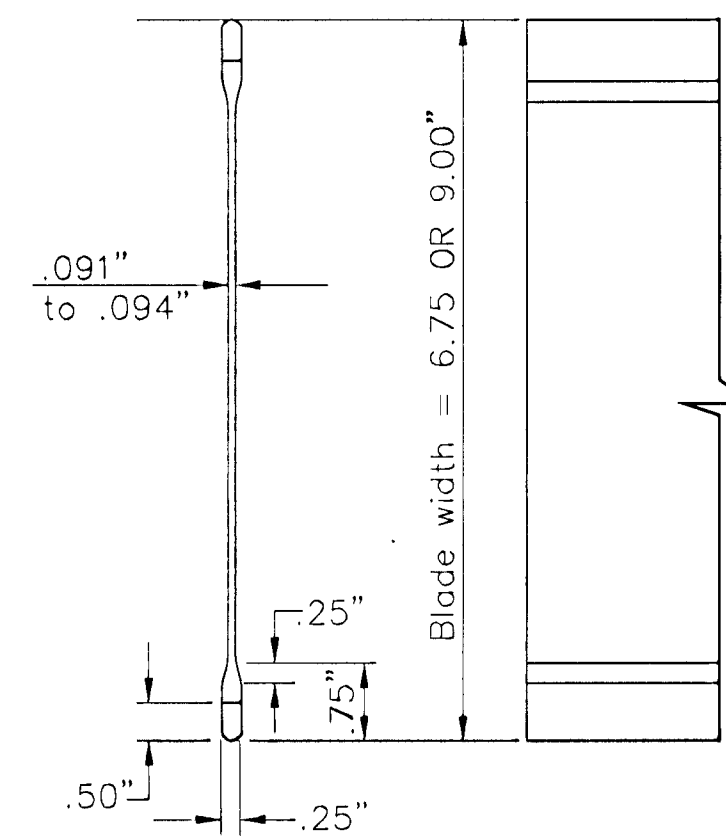
TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION



TYPE I BARRICADE DETAIL W/ E.O.R. MARKER



TYPICAL STREET NAME SIGN MOUNTING INSTALLATION
CURB AND GUTTER SECTION



STREET NAME SIGN
BLADE DETAILS

SIGN ASSEMBLY TABLE

STREET	STATION	OFFSET	SIGN	QUANTITY*
Spring Hollow	0+03	4' Lt./Rt.	EOR	2
Spring Hollow	1+73	23' Lt.	D3 (SNS)	1
Spring Hollow	3+33	22' Lt.	D3 (SNS)	1
Siefkes	7+62	23' Rt.	D3 (SNS)	1
Siefkes	18+84	1' Lt.	R4-7, OM-1	1
Siefkes	19+13	1' Lt.	R4-7, OM-1	1
Siefkes	19+18	32' Lt.	D3 (SNS)	1
Siefkes	19+18	32' Rt.	R1-1 (Stop)	1
Whitewood	3+70	22' Lt.	D3 (SNS)	1
Whitewood	5+74	23' Lt.	D3 (SNS)	1
Whitewood	6+65	3' Lt.	R4-7, OM-1	1
Whitewood	6+89	3' Lt.	R4-7, OM-1	1
Whitewood	7+59	3' Lt.	R4-7, OM-1	1
Whitewood	7+83	3' Lt.	R4-7, OM-1	1
Whitewood	12+20	22' Lt.	D3 (SNS)	1
Castle Rock	1+84	3' Rt.	R4-7, OM-1	1
Castle Rock	2+08	3' Rt.	R4-7, OM-1	1
Hawthorne	2+88	4' Lt./Rt.	EOR	2
TOTAL				20

* For Information Only

STREET NAME	NO. BLADES REQ'D	
	6 3/4" STD	9" METRO
Spring Hollow	2	
Siefkes	2	
Castle Rock	2	
Siefkes 14300 E		1
143rd St 100 N		1
Hawthorne	1	
Whitewood	4	
Whitewood Ct	1	

NOTE: REFERENCES BELOW TO "STANDARD SPECIFICATIONS" DENOTE "STANDARD SPECIFICATION FOR STATE ROAD AND BRIDGE CONSTRUCTION EDITION 1990" BY THE KANSAS DEPARTMENT OF TRANSPORTATION.

- POST ANCHORS: POSTS SHALL BE ANCHORED WITH A YIELDING BASE POST SUPPORT AS DETAILED.
- POSTS FOR TRAFFIC CONTROL SIGNS: POSTS SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1620 OF THE STANDARD SPECIFICATIONS EXCEPT THAT ALL POSTS SHALL WEIGH 3 LBS./FOOT MINIMUM.
- POSTS FOR STREET NAME SIGNS (SNS): POSTS SHALL BE 9 FEET LONG, CONSTRUCTED FROM 2 3/8" O.D. GALVANIZED STEEL PIPE WEIGHING A MINIMUM OF 3 LBS./FOOT. POSTS SHALL BE POSITIONED SO THAT THE BOTTOM BLADE IS 7 FEET ABOVE GRADE.
- POSTS FOR END OF ROADWAY SIGN TO BE 8' LONG AND INSTALLED A MINIMUM OF 4' FROM ROADWAY TO BOTTOM OF SIGN.
- SIGN BLANKS FOR TRAFFIC CONTROL SIGNS: SIGN BLANKS SHALL BE FABRICATED FROM 0.080" ALUMINUM ALLOY 6063-T6 CONFORMING TO THE REQUIREMENTS OF SUBSECTION 1626 OF THE STANDARD SPECIFICATIONS.
- SIGN BLADES FOR STREET NAME SIGNS: EXTRUDED ALUMINUM BLADES SHALL BE ALUMINUM ALLOY CONFORMING TO 6063-T6 OR 5052-H38 (ASTM SPECIFICATION B221, LATEST ISSUE). BLADES SHALL HAVE AN ALODINE OR PHOSPHATE ETCHED FINISH. BLADES SHALL HAVE SQUARE CORNERS AND NO HOLES.

MINIMUM BLADE LENGTH SHALL BE 24". MAXIMUM BLADE LENGTH SHALL BE 48". LENGTH VARIES BY INCREMENTS OF 6".

BLADES BEARING THE STREET NAMES SHALL BE FIRMLY ATTACHED TO THE MOUNTING BRACKETS USING ALLEN-TYPE SET SCREWS. THE BLADES SHALL BE ORIENTED PARALLEL TO THE STREET.

- MOUNTING BRACKETS FOR SIGNS: DIE-CAST ALUMINUM BRACKETS SHALL BE ALUMINUM ALLOY 360 HAVING A TENSILE STRENGTH OF 44,000 PSI. THE BRACKETS SHALL BE SMOOTHLY FINISHED FREE OF PITS, BURRS, AND FLAWS. EACH BRACKET SHALL BE TAPPED AND DRILLED FOR 5/16" ZINC-PLATED ALLEN-TYPE SET SCREWS HAVING SELF-LOCKING SAW-TOOTH ENDS.
- FASTENERS: ALL STEEL FASTENERS FOR TRAFFIC CONTROL SIGNS SHALL BE GALVANIZED AND SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1614 OF THE STANDARD SPECIFICATIONS.
- REFLECTIVE SHEETING: REFLECTIVE SHEETING SHALL BE TYPE II - HIGH PERFORMANCE CLASS HA IN ACCORDANCE WITH SUBSECTION 2201 OF THE STANDARD SPECIFICATIONS.
- PROCESS INK: ALL PROCESS INK SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 2202 OF THE STANDARD SPECIFICATIONS.
- DETAILS: REGULATORY AND WARNING SIGNS SHALL CONFORM TO THE DETAILS IN "STANDARD HIGHWAY SIGNS", FHWA, 1979.
- DETAILS - SNS: THE REFLECTIVE SHEETING FOR THE 6 3/4" STANDARD SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVER-WHITE #2 COPY WITH 4" UPPER CASE AND LOWER CASE PRIMARY COPY AND SUFFIX COPY. BOTH SERIES "C". FACES TO TRIM TO A 6 1/4". (SEE DETAIL A.)

THE REFLECTIVE SHEETING FOR THE 9" METRO SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVERWHITE #2 COPY WITH 5" UPPER CASE AND LOWER CASE PRIMARY COPY AND SUFFIX COPY. BOTH SERIES "C". THE CARDINAL DIRECTION CENTERED DIRECTLY BELOW THE BLOCK NUMBER SHALL BE AN UPPER CASE, 3" SERIES "C" LETTER. FACES TO TRIM TO A 8 1/2" WIDTH. (SEE DETAIL B.)

FOR CUL-DE-SAC STREETS, A 9" METRO SIZE BLADE SHALL BE USED WITH THE HOUSE NUMBERS DISPLAYED BENEATH THE STREET NAME. LETTERING TO BE THE SAME AS FOR THE 6 3/4" SIZE BLADE, EXCEPT THAT THE HOUSE NUMBER INFORMATION SHALL BE 4" SERIES "C".

SHOP DRAWINGS OF LAYOUT FOR SNS SHALL BE SUBMITTED TO THE TRAFFIC ENGINEERING DIVISION OF THE CITY OF WICHITA FOR APPROVAL PRIOR TO FABRICATION. THE FINISHED SIGNS AS SUPPLIED SHALL BE OF GOOD APPEARANCE, FREE FROM RAGGED EDGES, CRACKS SCALES OR BUSTERS AND SHALL BE CLEAN-CUT. SIGNS SHALL BE PACKED IN SUCH MANNER AS TO PREVENT DAMAGE OR DEFAACEMENT DURING SHIPMENT OR STORAGE.

- PERMANENT TRAFFIC CONTROL AND SNS: PERMANENT TRAFFIC CONTROL AND SNS SHALL BE MEASURED AND PAID FOR AT THE LUMP SUM PRICE FOR SIGNING. THE PAYMENT AS SET FORTH ABOVE SHALL BE CONSIDERED FULL COMPENSATION FOR ALL EXCAVATION, BACKFILLING, POSTS, ANCHORS, FASTENERS, MATERIALS, LABOR, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK.

City of Wichita Public Works
SIGNING DETAIL

BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
316-282-7271 • 315 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER
472-03298

DESIGN
C.O.W.

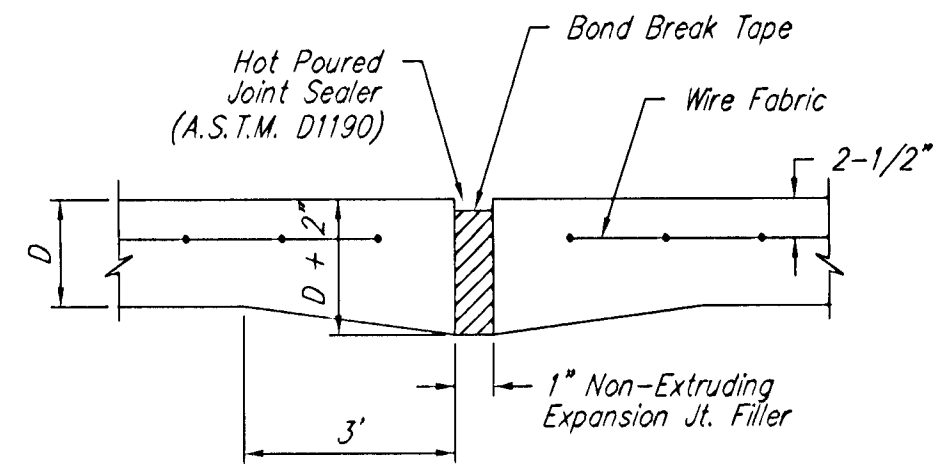
DRAWN
Staff

APPROVED

DATE
02-01

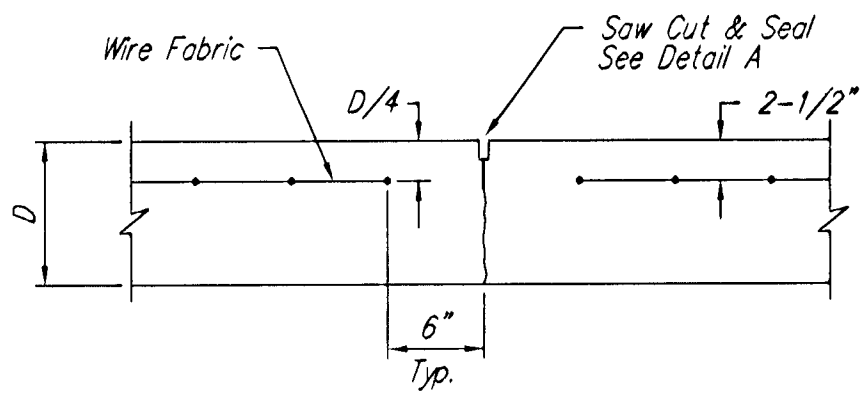
SCALE
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SHEET
4
OF
30

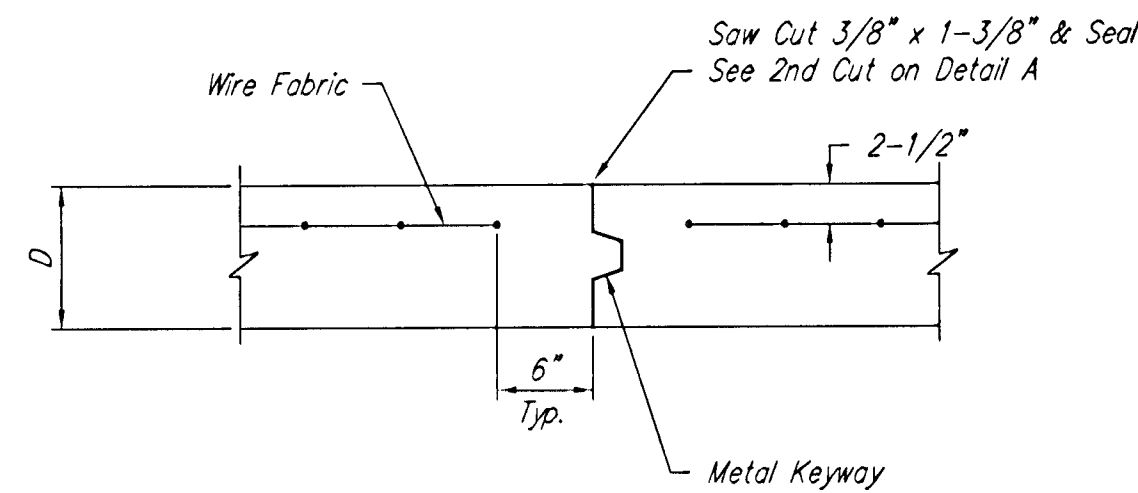


EXPANSION JOINT

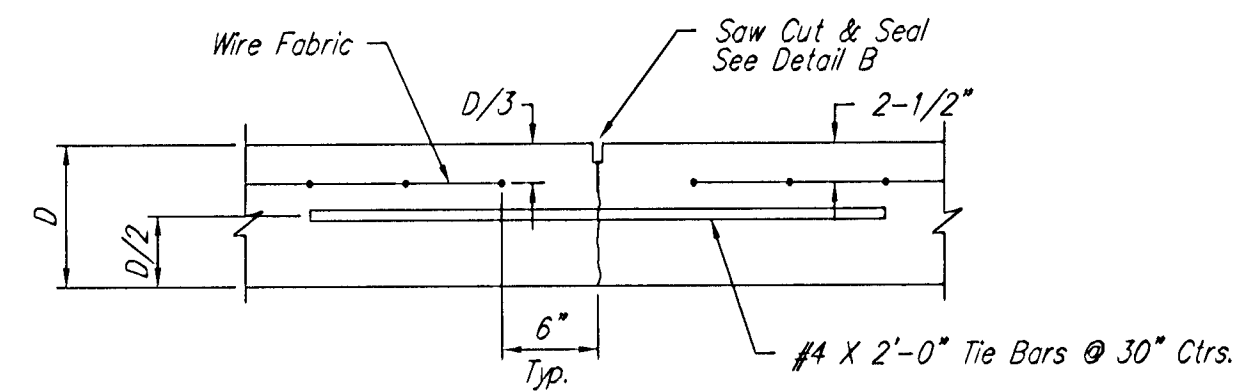
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement



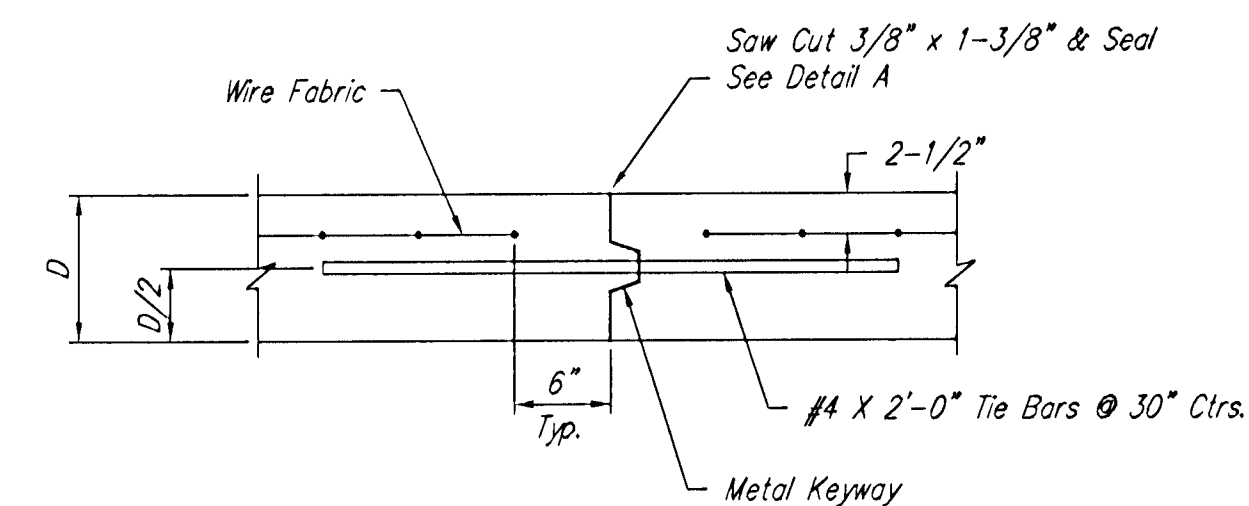
CONTRACTION JOINT DETAIL (C.J.)



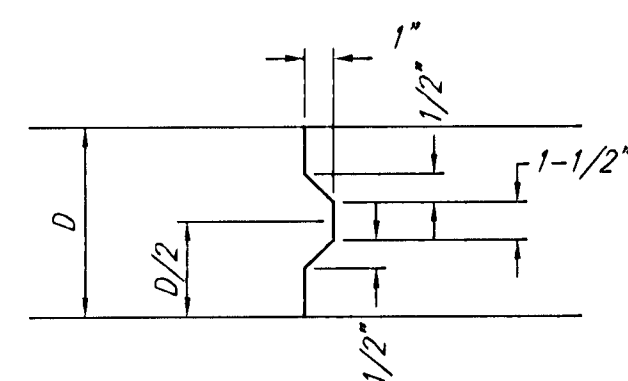
OPTIONAL CONTRACTION JOINT
(CONSTRUCTION JOINT)



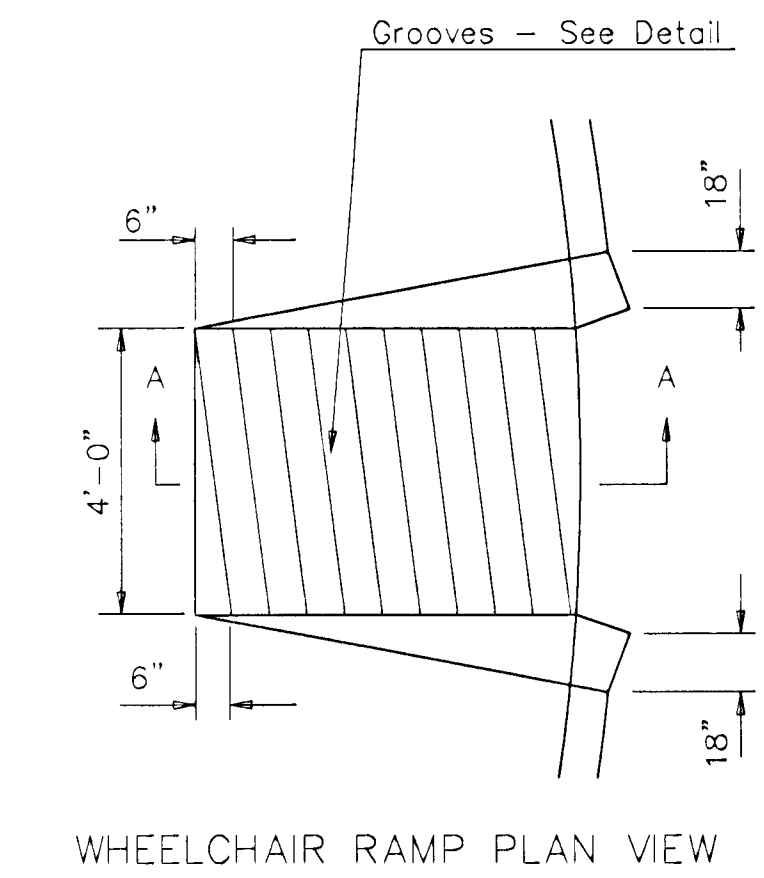
LONGITUDINAL JOINT DETAIL (L.J.)



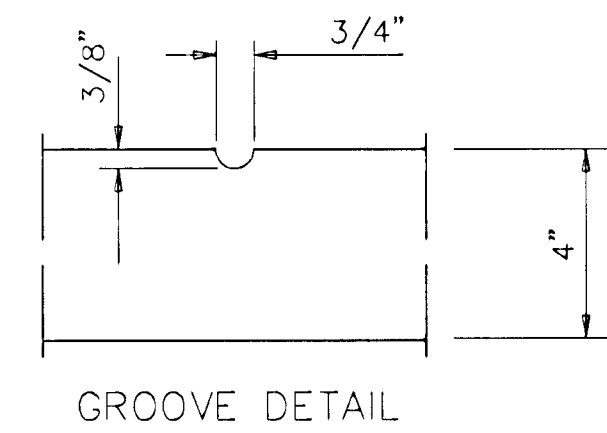
OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)
(CONSTRUCTION JOINT)



KEYWAY DETAIL

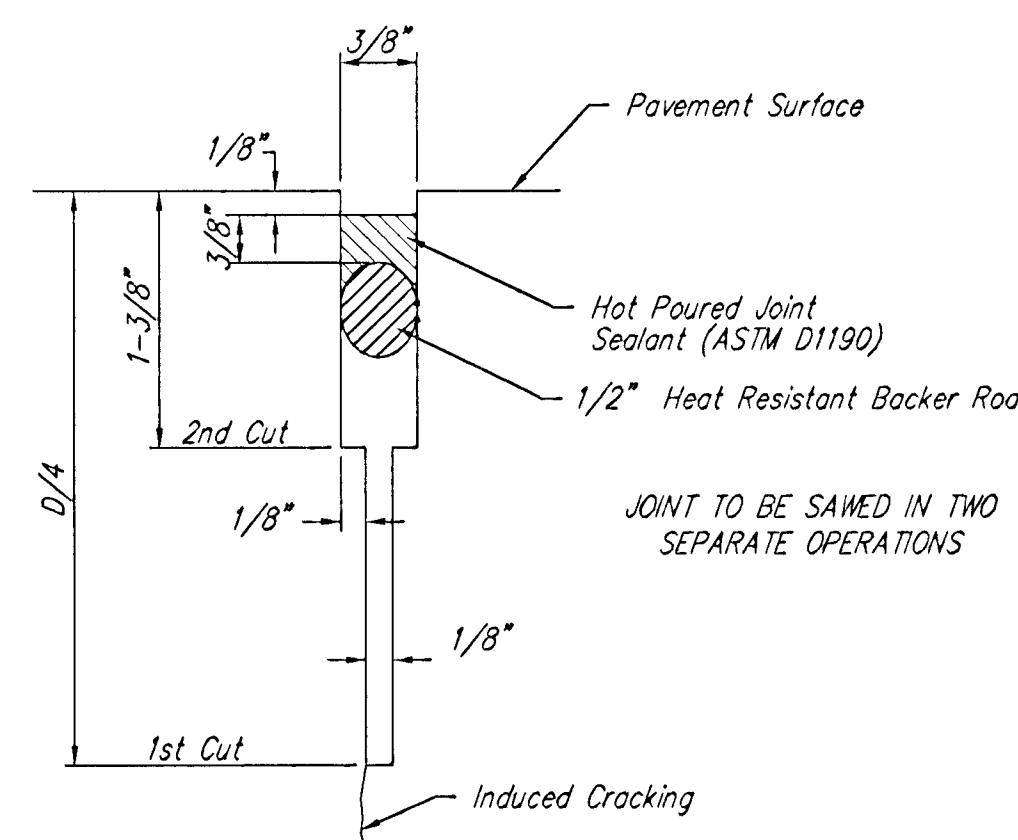


WHEELCHAIR RAMP PLAN VIEW

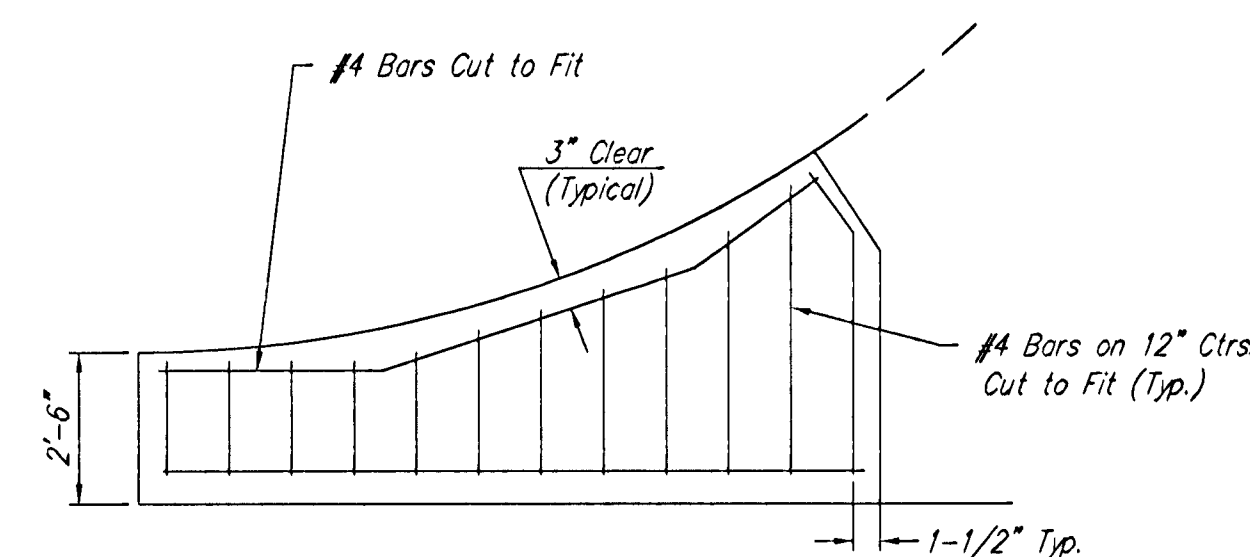


GROOVE DETAIL

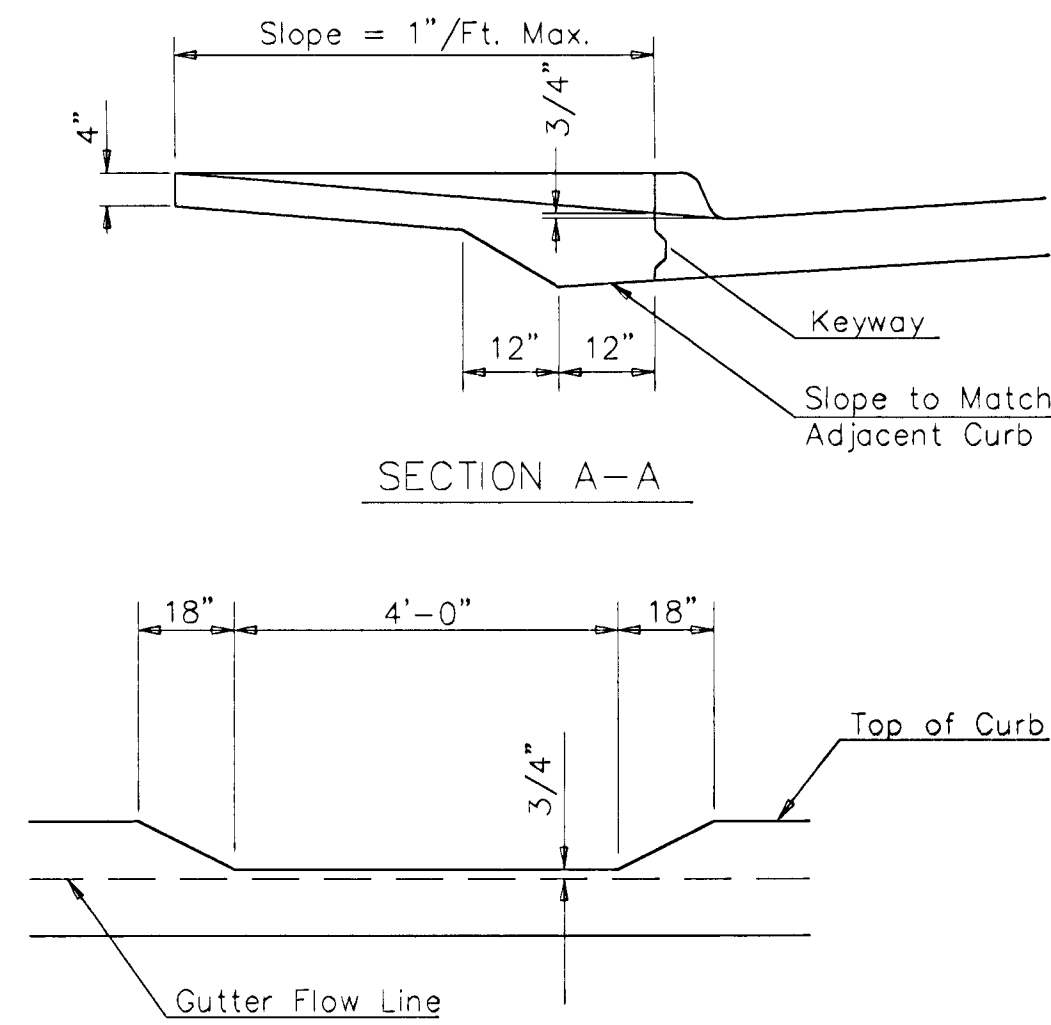
WHEELCHAIR RAMP DETAIL



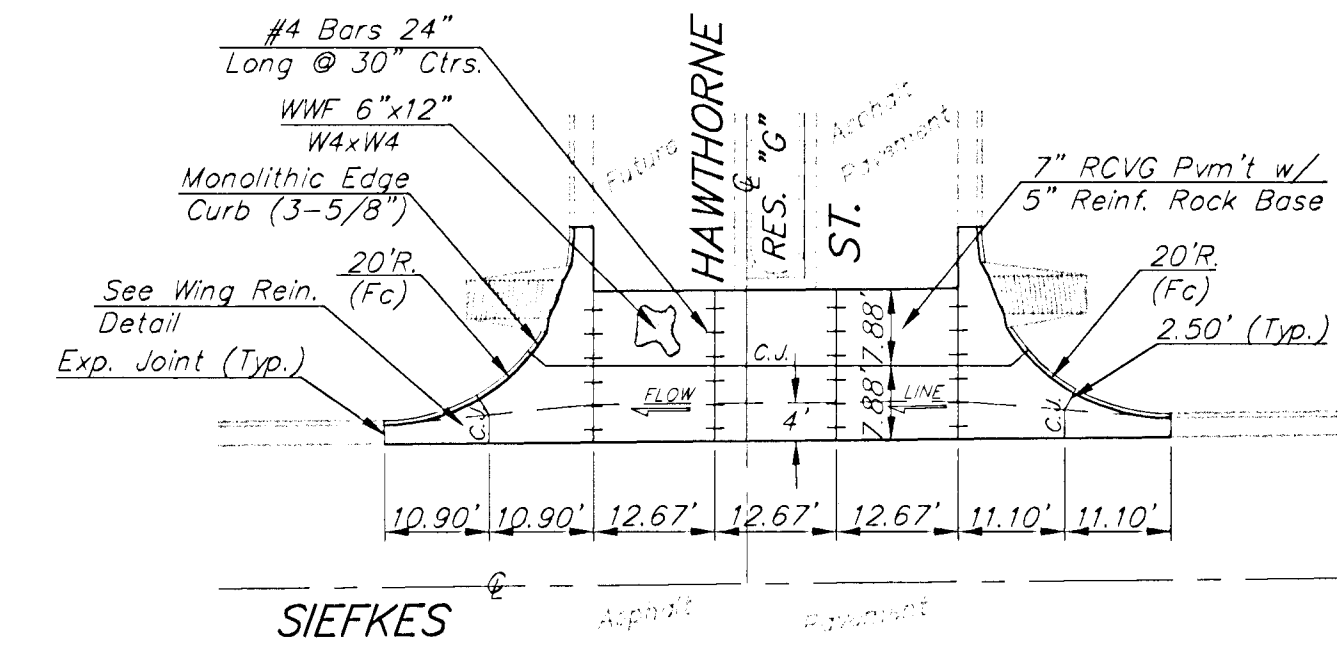
SAW JOINT DETAIL "A"



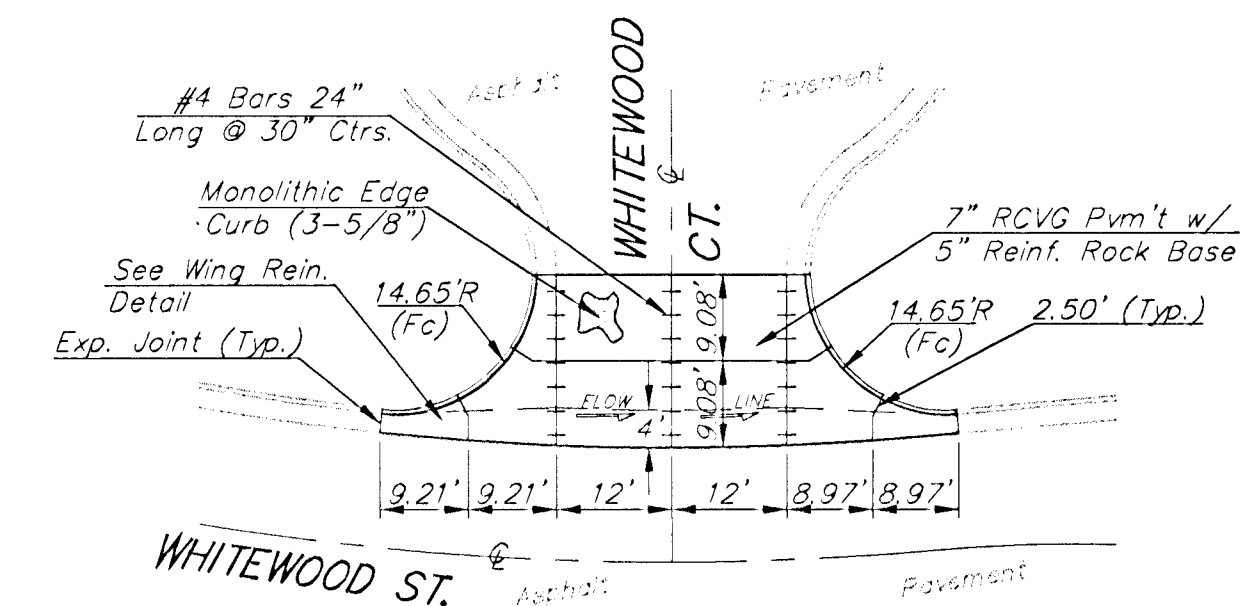
WING REINFORCING DETAIL



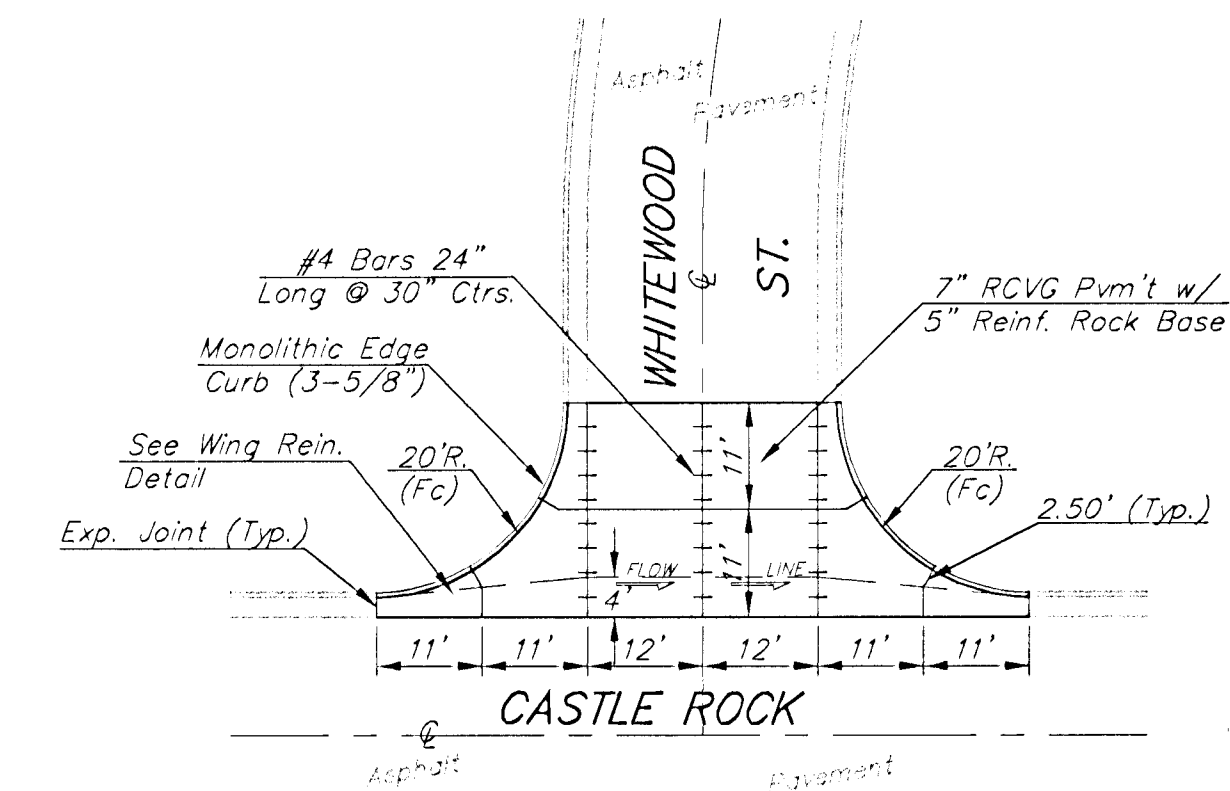
DEPRESSED CURB DETAIL



SCALE: 1" = 20'



SCALE: 1" = 20'

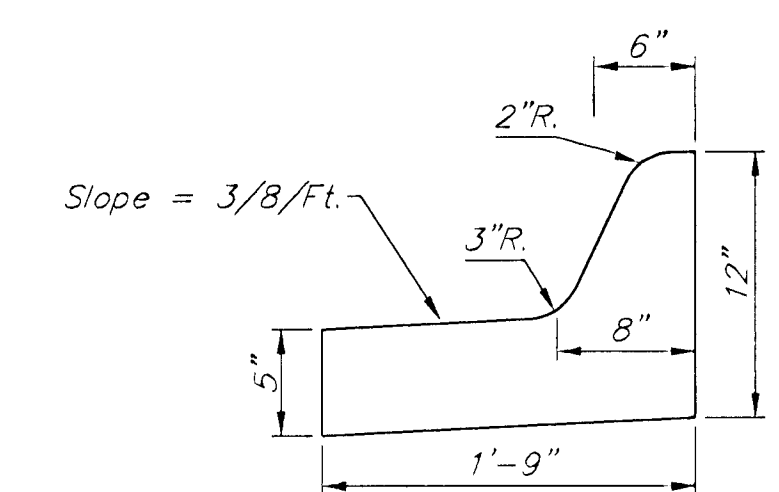
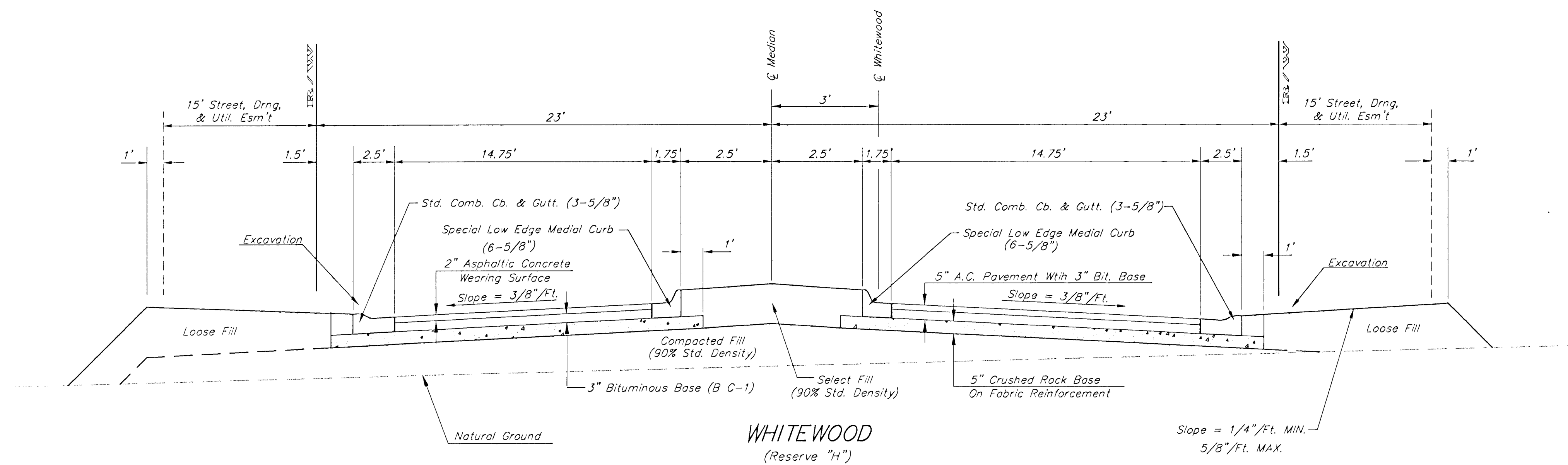
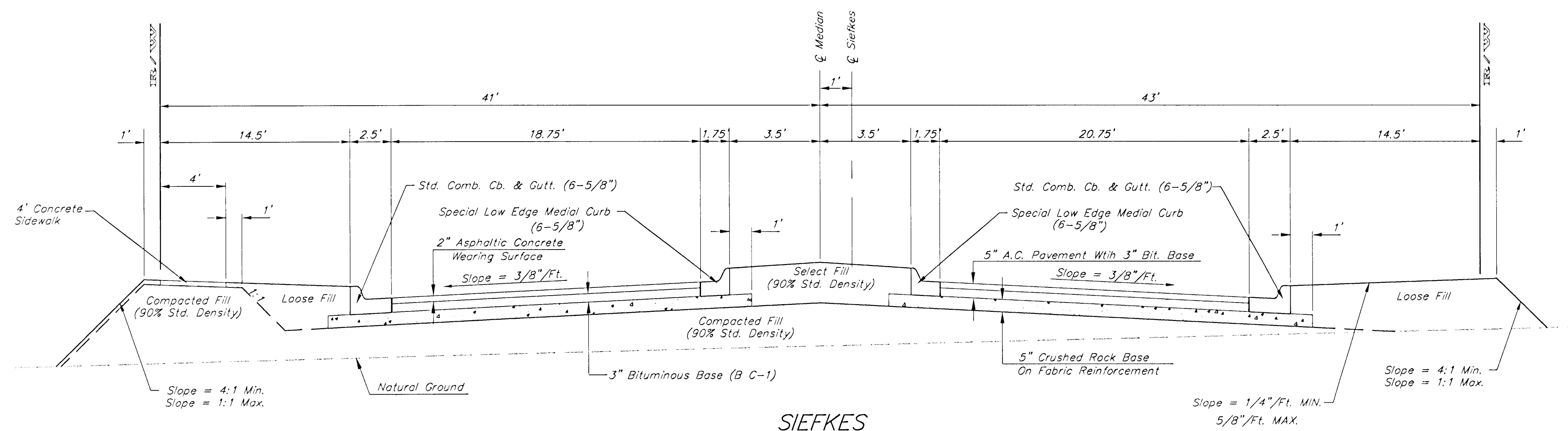


SCALE: 1" = 20'

VALLEY GUTTER DETAILS

NOTE: 6"x12" W4xW4 Wire Fabric Reinforcing Shall Be Placed So That The Wires With The 6" Spacing Will Run Parallel With The Longitudinal Joints.

SHOAL CREEK ADDITION VALLEY GUTTER & MISCELLANEOUS DETAILS					
BAUGHMAN COMPANY P.A. ENGINEERING, SURVEYING, & PLANNING 316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211					
PROJECT NUMBER 472-83298					
DESIGN TMG	DRAWN JAK	APPROVED	DATE 2-01	SCALE NONE	SHEET 5 OF 30

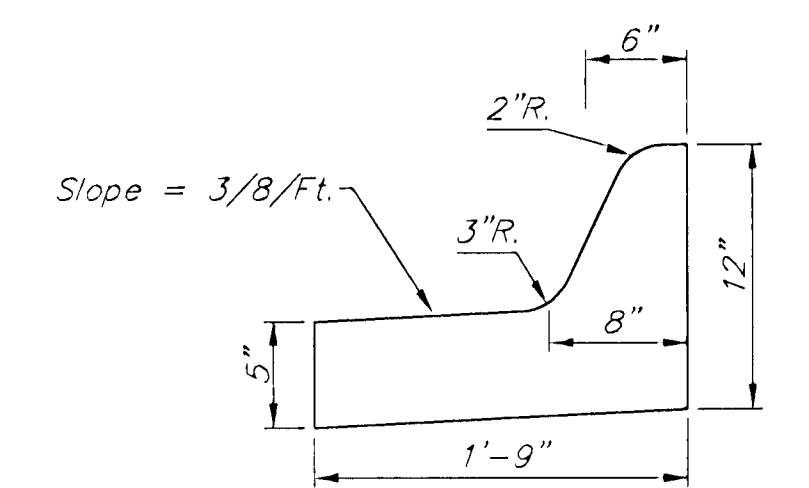
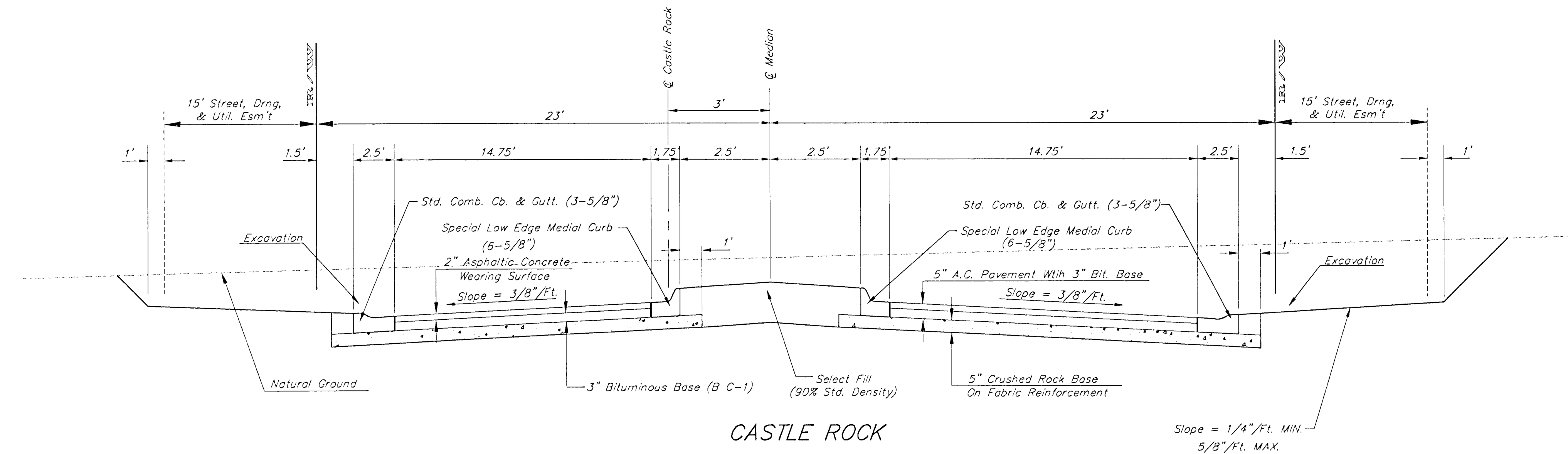
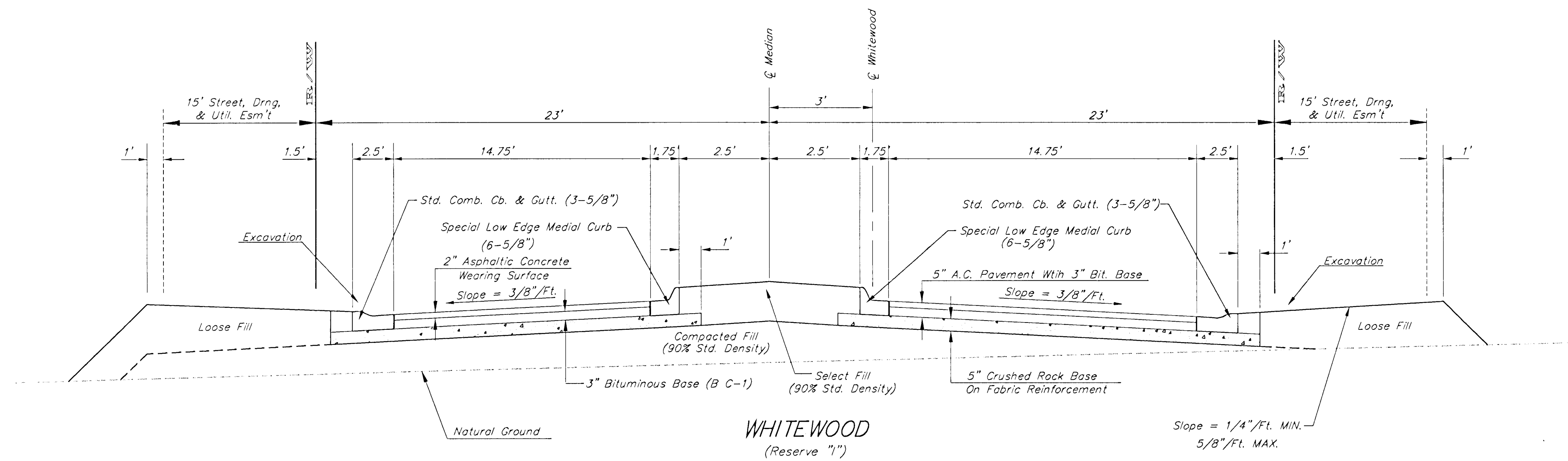


Medial Curb Detail
(Low Edge)
Not to Scale

Note: To be paid as Medial Curb & Gutter (6 5/8")

SHOAL CREEK ADDITION				
ENTRANCE DETAILS				
BAUGHMAN COMPANY P.A.				
ENGINEERING, SURVEYING, & PLANNING				
318-282-7271 • 319 ELLIS • WICHITA, KANSAS 67211				
PROJECT NUMBER				
472-89288				
DESIGN	DRAWN	APPROVED	DATE	SCALE
TMG	JAK		02-01	NONE
				SHEET
				6
				OF
				30

Shoal Creek Entrance



Medial Curb Detail
(Low Edge)
Not to Scale
Note: To be paid as Medial Curb & Gutter (6 5/8")

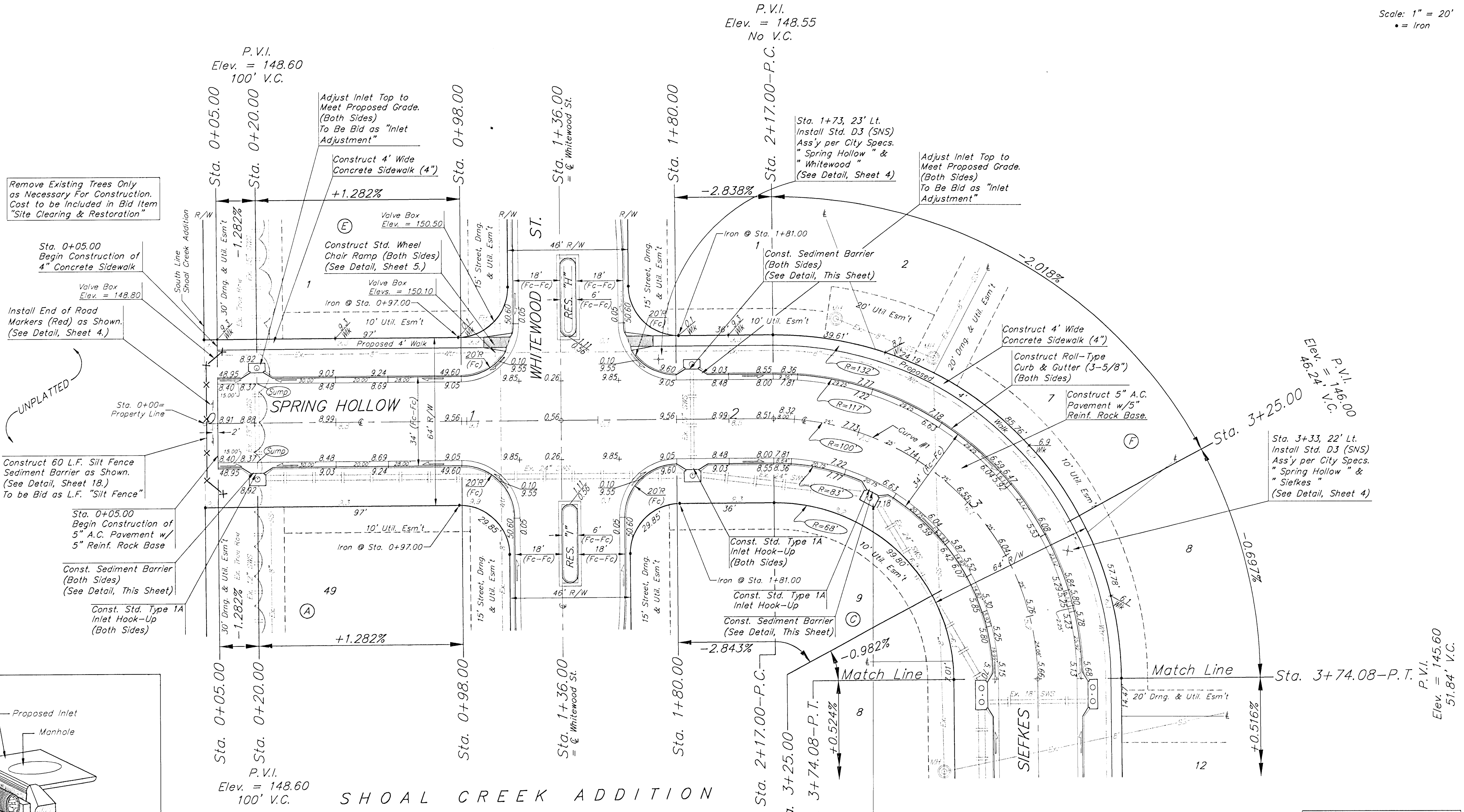
SHOAL CREEK ADDITION					
ENTRANCE DETAILS					
BAUGHMAN COMPANY P.A.					
ENGINEERING, SURVEYING, & PLANNING					
318-282-7271 • 315 ELLIS • WICHITA, KANSAS 67211					
PROJECT NUMBER					
472-93293					
DESIGN	DRAWN	APPROVED	DATE	SCALE	SHEET
TMG	JAK		02-01	NONE	7
					30

BENCHMARKS:
BM #1 "□" Cut on Top of Curb,
North Side Siefkes, NW of Center
Line of Siefkes Ct., Shadybrook
Meadow Addition.
Elev. = 135.19 City Datum

BM #2 "□" Cut on SW corner of
concrete base of SWB box 156'
north and 41.5' west of E 1/4
Sec. 23, T-27-S, R-2-E.
Elev. = 143.39 City Datum

BM #3 "□" Cut on concrete base
of R/W fence brace post 510' NE
of SW corner of Shoal Creek
Addition. (South side of Turnpike).
Elev. = 154.13 City Datum

Scale: 1" = 20'
• = Iron



Remove Existing Trees Only
as Necessary For Construction.
Cost to be Included in Bid Item
"Site Clearing & Restoration"

Sta. 0+05.00
Begin Construction of
4" Concrete Sidewalk

Valve Box
Elev. = 148.80

Install End of Road
Markers (Red) as Shown.
(See Detail, Sheet 4.)

UNPLATTED

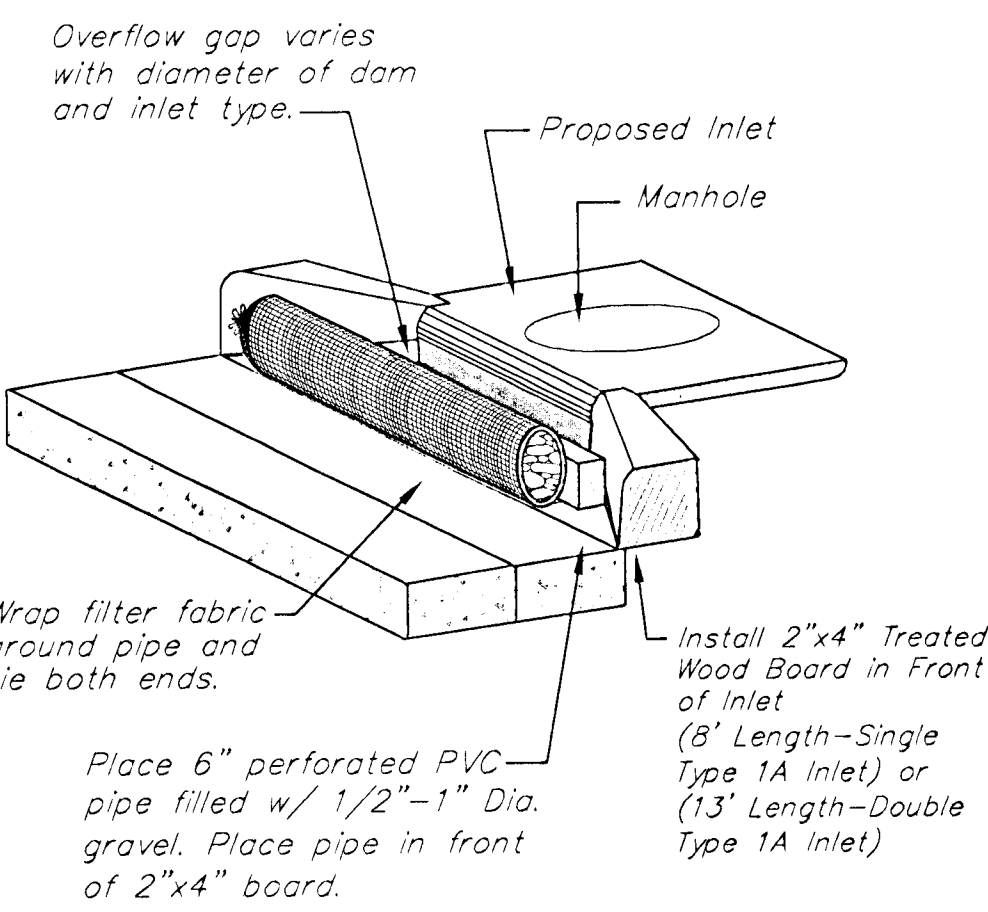
Sta. 0+00= Property Line

Construct 60 L.F. Silt Fence
Sediment Barrier as Shown.
(See Detail, Sheet 18.)
To be Bid as L.F. "Silt Fence"

Sta. 0+05.00
Begin Construction of
5" A.C. Pavement w/
5" Reinf. Rock Base

Const. Sediment Barrier
(Both Sides)
(See Detail, This Sheet)

Const. Std. Type 1A
Inlet Hook-Up
(Both Sides)



INLET PROTECTION
Perforated Pipe w/ Gravel

Curve Data Based on Centerline						
Curve #1						
Rad. = 100' Delta = 90°00'00" Tangent = 100.00'						
Arc = 157.08' L.C. = 141.42' Def/Ft. = 17.18869 Min.						
Station	Arc	FACE CHORD LENGTHS		Defl.	T. Defl.	
		B' Lt.	B' Rt.			
2+17.00	-	-	-	0°00'00"	0°00'00"	
2+25.00	8.00'	10.00'	6.00'	2°17'31"	2°17'31"	
2+50.00	25.00'	31.17'	18.70'	7°09'44"	9°27'14"	
2+75.00	25.00'	31.17'	18.70'	7°09'43"	16°36'57"	
3+00.00	25.00'	31.17'	18.70'	7°09'43"	23°46'40"	
3+25.00	25.00'	31.17'	18.70'	7°09'43"	30°56'23"	
3+50.00	25.00'	31.17'	18.70'	7°09'43"	38°06'06"	
3+74.08	24.08'	30.03'	18.02'	6°53'54"	45°00'00"	

Roll type curb & gutter to
be constructed on the pavement
on this sheet.
Top of curb elevation are given
for full height curb.

SHOAL CREEK ADDITION
SPRING HOLLOW
Sta 0+05.00 to Sta 3+74.08

BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING

315-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

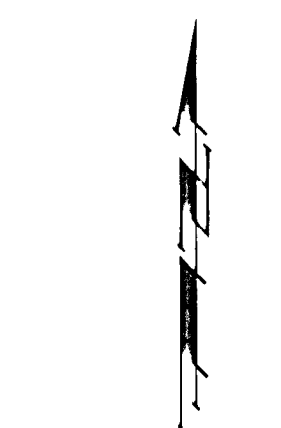
PROJECT NUMBER
472-83268

DESIGN: TMG DRAWN: JAK APPROVED: DATE: 02-01 SCALE: Noted

SHEET
8
OF
30

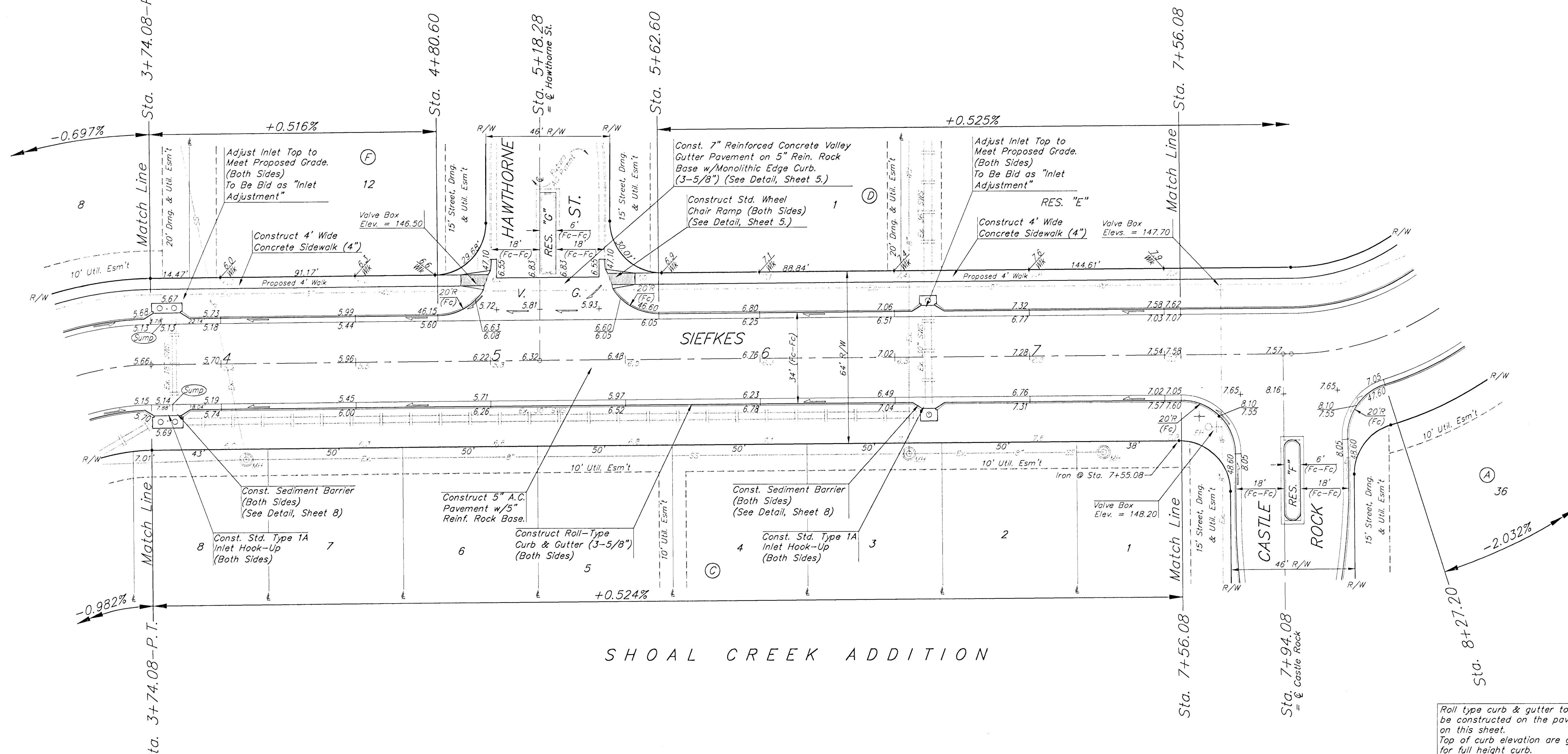
BM #3 "□" Cut on concrete base
of R/W fence brace post 510' NE
of SW corner of Shoal Creek
Addition. (South side of Turnpike)
Elev. = 154.13 City Datum

P. V.I.
Elev. = 145.60
51.84' V.C.



Scale: 1" = 20'

• = Iron



Roll type curb & gutter to be constructed on the pavement on this sheet.
Top of curb elevation are given for full height curb.

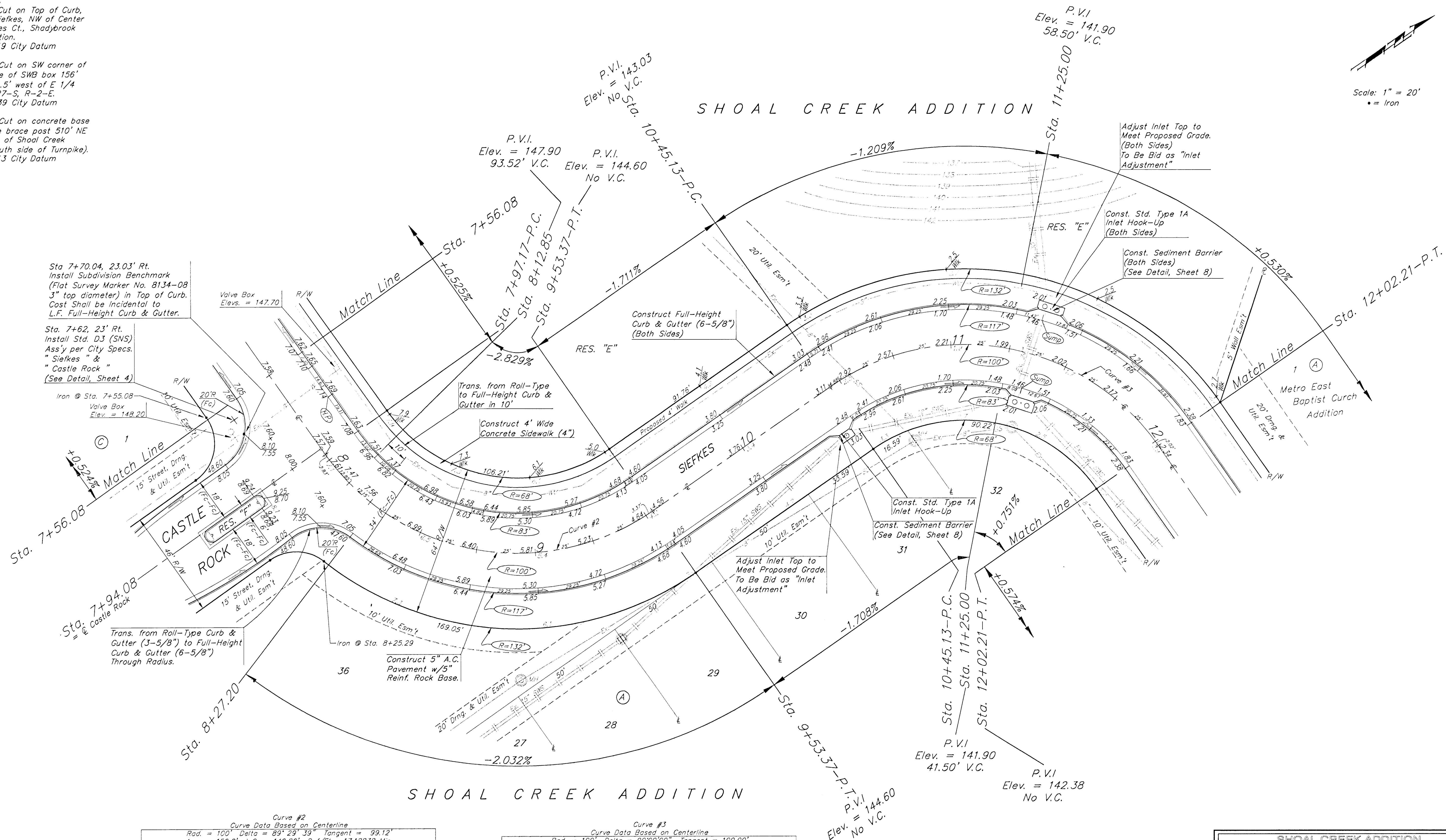
SHOAL CREEK ADDITION SIEFKES S/a 3+74.00 to S/a 7+58.08			
 BAUGHMAN COMPANY P.A. ENGINEERING, SURVEYING, & PLANNING 316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211			
PROJECT NUMBER 472-83288			SHEET 9 OF 30
DESIGN <i>HC</i>	DRAWN <i>JK</i>	APPROVED	DATE <i>12-01</i> SCALE <i>As Shown</i>

BENCHMARKS:
BM #1 "□" Cut on Top of Curb,
North Side Siefkes, NW of Center
Line of Siefkes Ct., Shadybrook
Meadow Addition.
Elev. = 135.19 City Datum

BM #2 "□" Cut on SW corner of
concrete base of SWB box 156'
north and 41.5' west of E 1/4
Sec. 23, T-27-S, R-2-E.
Elev. = 143.39 City Datum

BM #3 "□" Cut on concrete base
of R/W fence brace post 510' NE
of SW corner of Shoal Creek
Addition. (South side of Turnpike).
Elev. = 154.13 City Datum

Scale: 1" = 20'
• = Iron



Curve #2
Curve Data Based on Centerline
Rad. = 100' Delta = 89°29'39" Tangent = 99.12'
Arc = 156.2' L.C. = 140.80' Del/Ft. = 17.18838 Min.

Station	Arc	B' Lt.	B' Rt.	Defl.	T. Defl.
7+97.17	27.83'	20.80'	34.67'	0°00'00"	0°00'00"
8+25.00	27.83'	1.65'	2.75'	0°37'49"	8°36'10"
8+27.20	22.80'	17.06'	28.44'	6°31'54"	15°08'04"
8+50.00	25.00'	18.70'	31.17'	7°09'42"	22°17'46"
8+75.00	25.00'	18.70'	31.17'	7°09'43"	29°27'29"
9+00.00	25.00'	18.70'	31.17'	7°09'42"	36°37'11"
9+25.00	25.00'	18.70'	31.17'	7°09'43"	43°46'54"
9+50.00	25.00'	18.70'	31.17'	0°57'56"	44°44'50"

Curve #3
Curve Data Based on Centerline
Rad. = 100' Delta = 90°00'00" Tangent = 100.00'
Arc = 157.08' L.C. = 141.42' Del/Ft. = 17.18869 Min.

Station	Arc	B' Lt.	B' Rt.	Defl.	T. Defl.
10+45.13	4.87'	6.09'	3.65'	0°00'00"	0°00'00"
10+50.00	25.00'	31.17'	18.70'	1°23'43"	1°23'43"
10+75.00	25.00'	31.17'	18.70'	2°09'43"	8°33'26"
11+00.00	25.00'	31.17'	18.70'	7°09'43"	15°43'09"
11+25.00	25.00'	31.17'	18.70'	7°09'43"	22°52'52"
11+50.00	25.00'	31.17'	18.70'	7°09'43"	30°02'35"
11+75.00	25.00'	31.17'	18.70'	7°09'43"	37°12'18"
12+02.21	27.21'	33.91'	20.34'	7°47'42"	45°00'00"

SHOAL CREEK ADDITION
SIEFKES
Sta 7+56.08 to Sta 12+02.21

BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
316-282-7271 • 315 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER
472-83288

DESIGN: TMG DRAWN: JAK APPROVED: DATE: 02-01 SCALE: Noted

SHEET
10
OF
30