B.M. #1 112.90 "S" in Soderberg c. wk. S. S.E. Cor. Hydraulic & Elm
B.M. #2 112.81 Double Spike W.U.T. Pole E.S. Hydraulic 15' N. of S.L. & S.F. R.R.
B.M. #3 115.95 "□" on N.W. Cor. N.W. Wing, Bridge @ Murdock & Canal
B.M. #4 116.79 "X" S.W. Cor. of S.W. Wing, Bridge @ Hydraulic & Canal
B.M. #5 114.80 Mon. S.E. Cor. Hydraulic & 9th

Chain E. on ℄

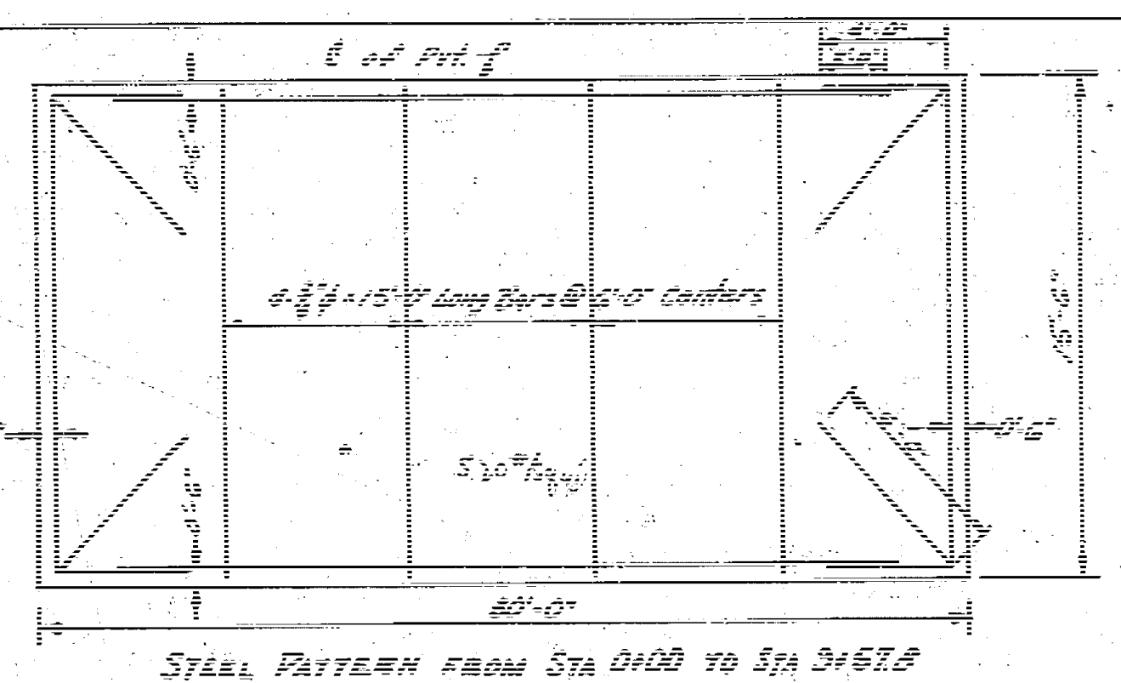
Ties - Mon. ℄ Hydraulic & Elm: 24.65' S. to N. Edge of pav., 37.20' S.E. to "S" in Soderberg. 30.0' E. to Iron.

Ties - Iron at Sta 0+25 30' E. of ℄ Hydraulic: 26.05' S. to "S" in Soderberg, c.wk. S.; 35.95' S.E. to N.W. cor. of Bldg.

Ties - Sta 4+25: 47.65' N. to gauge of S. Rail; 37.12 N.W. to face of Derail Post; 25.89' E. to face of Steel Cor. Post.

Ties - Sta. 5+25: 53.92' N.E. to SW cor. of bldg; 75.76' N.E. to N.W. cor. of bldg.; 47.53' S. to gauge of N Rail.

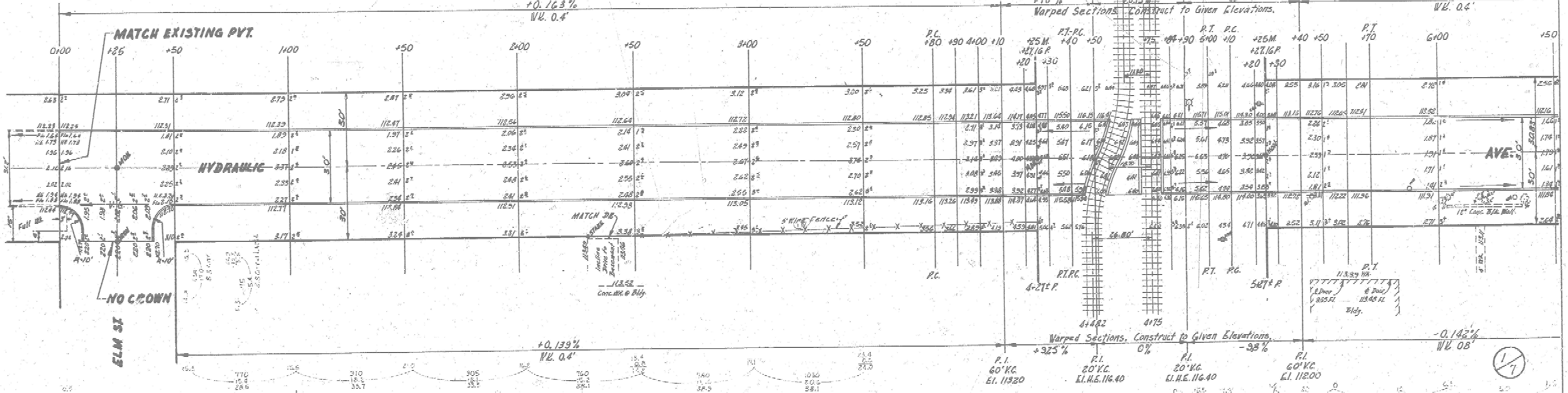
NOTE TO ENGINEER
All ties to Irons & Monuments to be checked before construction begins.

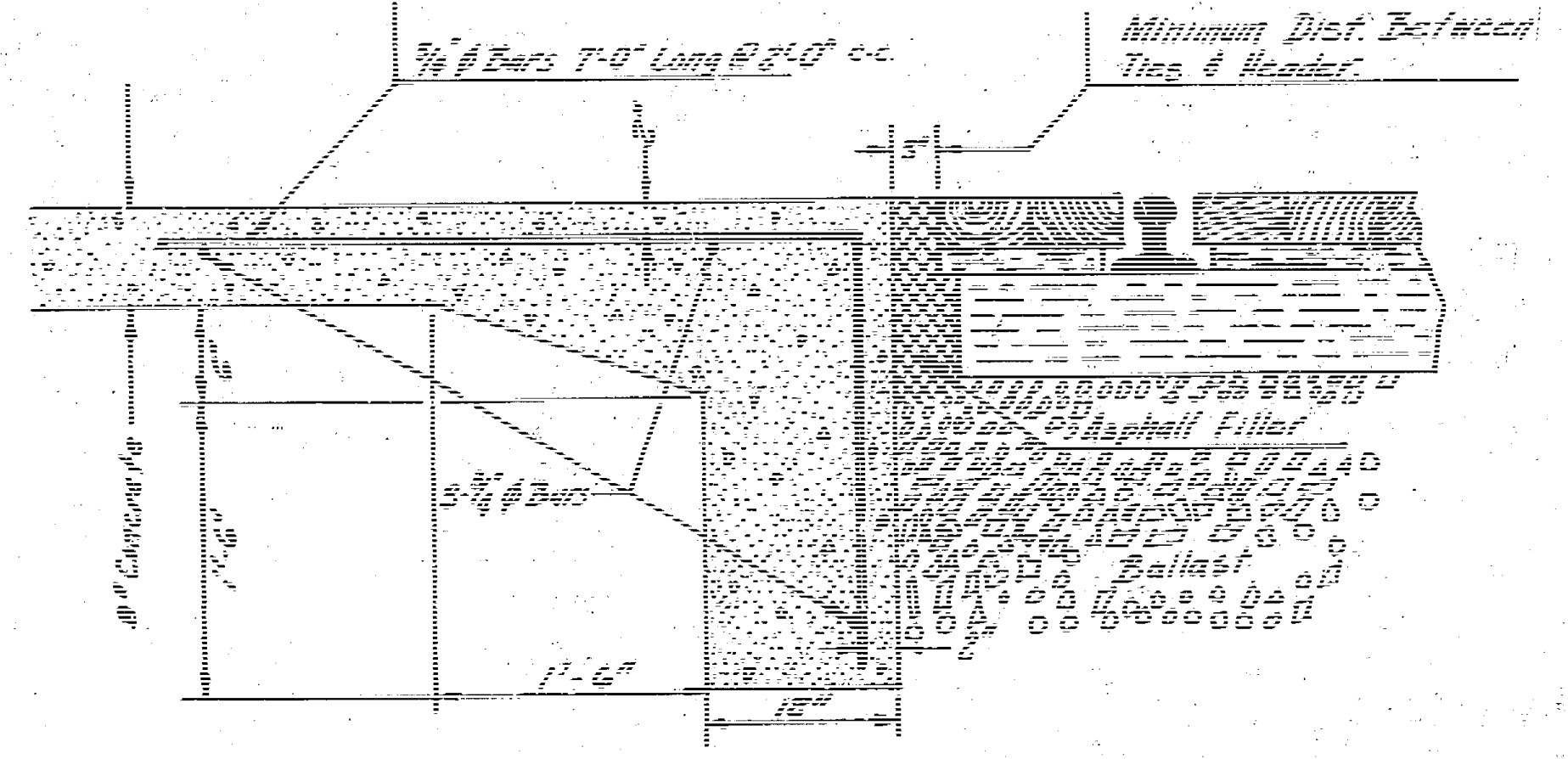


STEEL PATTERN FROM STA 0+00 TO STA 3+57.8
Not to Scale

EXCAV.			FILL	
PROP	CITY AT LARGE	CITY	PROP	CITY
357.9 Cu.Yd.	91.1 18.6 109.7 Cu.Yd.	23.2 Cu.Yd.	13.9 Cu.Yd.	0 Cu.Yd.

10' Door El. 114.16
10' Door El. 114.09




⅝"ϕ Bars 7'-0" Long @ 2'-0" c-c.
Minimum Dist. Between Ties & Header.
5"
Asphalt Filler
Ballast
3-⅝"ϕ Bars
8" Concrete
1'-6"
1'-6"
18"

DETAIL OF CONCRETE HEADER FOR R.R. CROSSING
Not to Scale

HAND EXCAV.
10×32×0.67= 214.4
2×34×2.375= 161.5
2×32×2.375= 152.0
527.9 ÷27= 19.6
+10% 2.0
21.6 Cu.Yd.

TOTAL EXCAV.					
	PROP		CITY AT LARGE		CITY
	4005.4		167.6		461.6
+10%	400.8	+10%	16.8	+10%	46.2
	4406.2 Cu.Yd.		184.4 Cu.Yd.		507.8 Cu.Yd.

TOTAL FILL		
	PROP	CITY
	30.9	0 Cu.Yd.
+10%	3.1	
	34.0 Cu.Yd.	

B.E. SMITH
436
KANSAS

HYDRAULIC AVE.

S.L. ELM - S.L. 9TH
30' CONC. & C.B.
S.L. ELM - S.L. MURDOCK
CONC. 2" EXTRA THICKNESS
CITY OF WICHITA, KANS.
B.E. SMITH CITY ENGINEER
SEPT., 1954 PROJ. NO'S. C14-228
C14-229

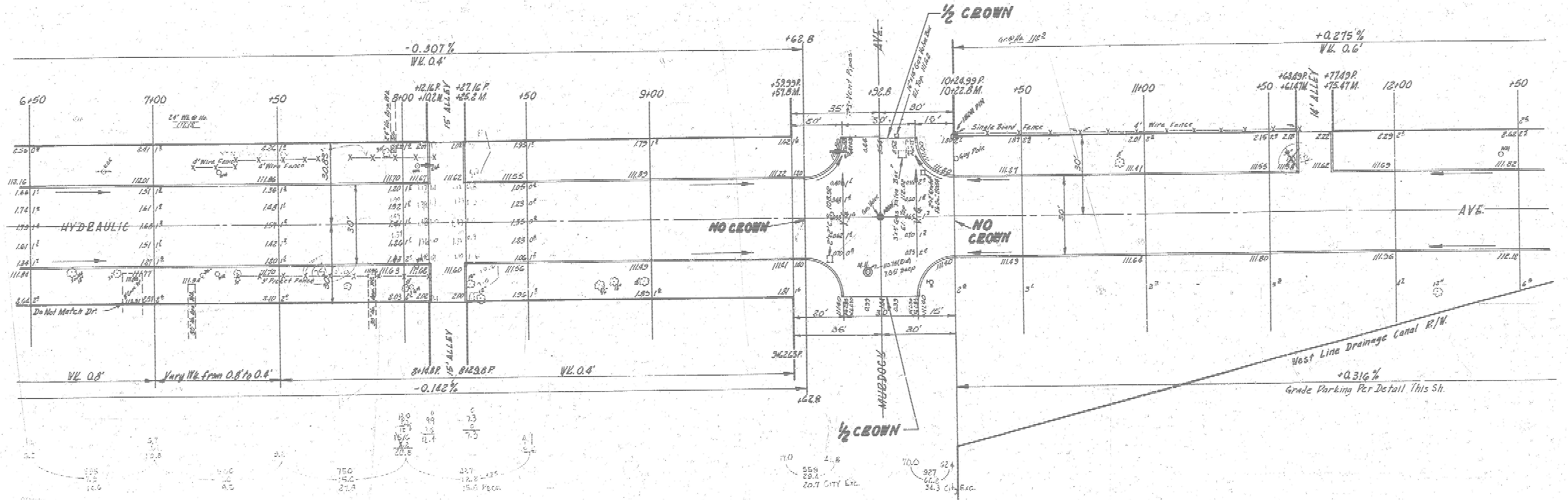
3/11/55

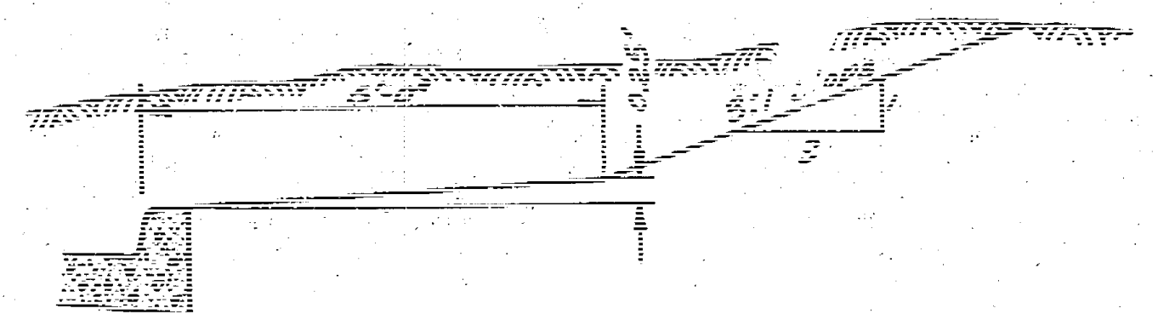
2

Ties: Mon. @ Sta. 9+92.8 – 38.25' N.W. to mid. 3 nails in guy pole. 62.93' S.S.E. to mid. 3 nails in 18" Elm. 41.40 N.E. to ctr. of Fire Hydrant.

NOTE: Remove C.B.'s at int.☐ of Murdock & Hydraulic. Plug lines & Salvage Castings.

EXCAV.			FILL	
Prop.	City	City at Large	Prop.	City
694.0 Cu.Yd.	182.1 Cu.Yd.	7.0 +60.9 67.9 Cu.Yd.	11.0 Cu.Yd.	0 Cu.Yd.





PARKING DETAIL FOR EAST SIDE OF PVT.
From Sta. 10+22.8 to Sta. 21+31.48
NOT TO SCALE

HYDRAULIC AVE.

PROJ. NO'S. C14-228
C14-229

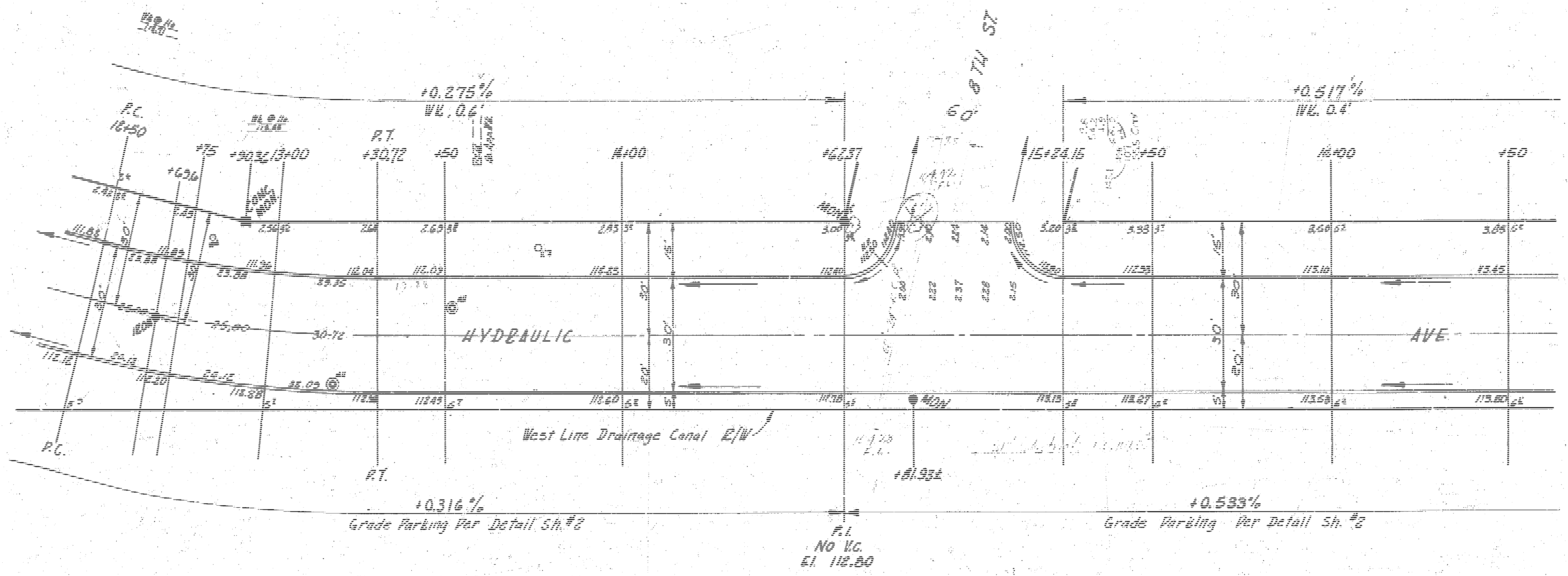
2/4

CURVE DATA FROM STA 12+50 TO STA 13+32.09 STA ON PVT. ℄ , R = 335.17' , Δ = 13°48'				
Sta	Chord Length of 6' Offset N.Cb	Chord Length of 6' Offset S.Cb	Deflection Angle	Total Angle Deflection
12+50				
+76	25.04	26.12	2°08'13"	2°08'13"
13+00	23.04	24.12	2°08'13"	4°16'26"
+32.72	28.79	32.64	2°37'34"	6°54'00"

Note: Iron @ Sta 12+69.6 is located @ P.I. of ℄ of Hydraulic & ℄ of 50' Road N.N.W. Ties— 34.60 N.W. to ctr. of Mon. ; 61.83 S.W. to mid. 3 nails S.S. of Cedar.

EXCAV.

PROP.	CITY
1912.8 Cu.Yd.	192.6 Cu.Yd.



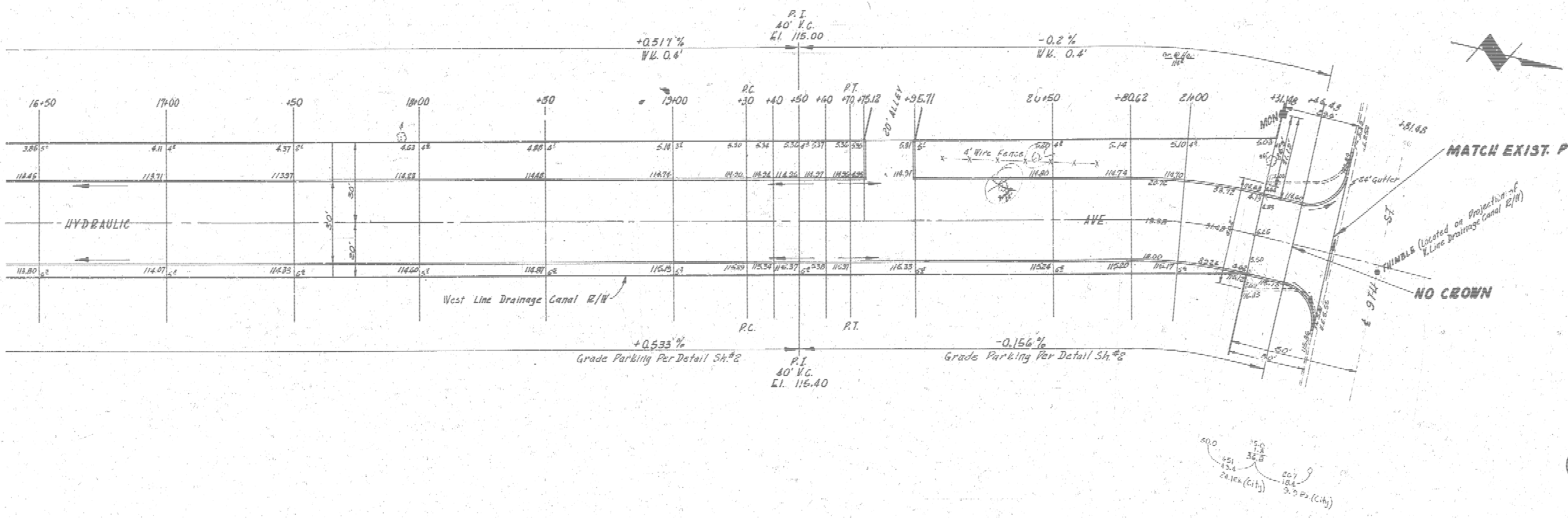
HYDRAULIC AVE.

PROJ. NO'S. C14-228
C14-229

EXCAV.	
PROP.	CITY
1040.9 Cu.Yd	63.7 Cu.Yd

CURVE DATA FROM STA 20+80.62 TO STA 21+31.48
STA. ON ℄ OF PVT., R = 211.18', Δ = 13°48'

Sta.	Chord Length on 6' Offset N. Cb.	Chord Length on 6' Offset S. Cb.	Deflection Angle	Total Angle Deflection
20+80.62				
21+00	21.30	17.45	2°37'45"	2°37'45"
+31.48	34.68	28.33	5°16'15"	7°54'00"



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HYDRAULIC AVE.

PROJ. NO. C14-228
C14 229