B.M. 210.52. R.R. spike in H.L. guy pole S.L. 17th W.L. Bluff

Transition Section

Note: No crown between sta. 1+80 & 2+20.
Starting at sta. 1+80 & 2+20, curb height is lowered until it is flush with grades at sta. 1+96.1 & 2+04.1 which are the same as the respective rail grades Flo. is raised 0.2' from sta. 1+80 to sta. 1+96.1 & lowered 0.2' from sta. 2+04.1 to sta 2+20

Pave this Area sta 1+42.4 to Sta. 24+35
Project No. C-19-168

EXCV'N FIGURED FROM CROSS SECTION

P.O./P.
171.3
145.0
138.3
171.2
162.3
917.0
913.5
1825
305.3
3.4
3.4
366.2
2796.2
+10%
3075.8 Cu. yds.

Lane

Drive

Regents

Vesta

Shocker

Drive

End Present Pavt.

End Present Pavt.

begin to flatten crown

end flattened crown

transition section see notes

R.R.

Ditch N.S. tracks

℄ R.R. tracks

Ditch S.S. tracks

N. Shoulder of ditch

Ditch - N. side N. bank

S. top S. bank

S. toe S. bank

INSTALL 2-15 C.B.

INSTALL 1-15 C.B.

St. & S.F.

Note: No work will be performed under these contracts on the RR. R/W

Shocker Drive
S.L. Regents ~ N.L. Vesta
26'-2'-30' A.C.
City of Wichita, Kansas
L.K. White - City Engineer
March 1949
Proj. # C-19-168 & C-18-173 & C-18-161