LINCOLN ST.

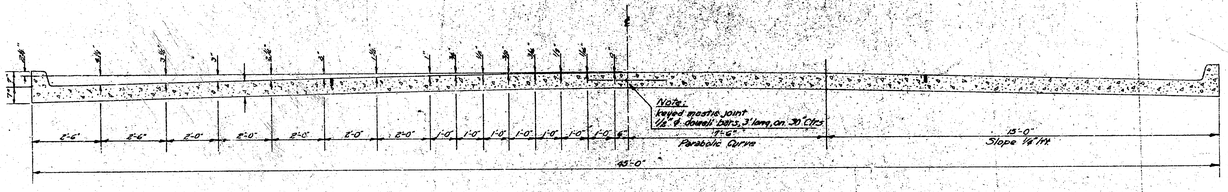
FROM E.L. BROADVIEW, W. TO
W.L. BLUFF & N. TO N.L. MORRIS

PROJECT NO. C16-7

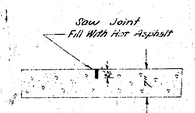
LINCOLN ST.

FROM E.L. HILLSIDE, E. TO E.L. CLIFTON,
N. TO N.L. MORRIS, & E. TO W.L. BLUFF

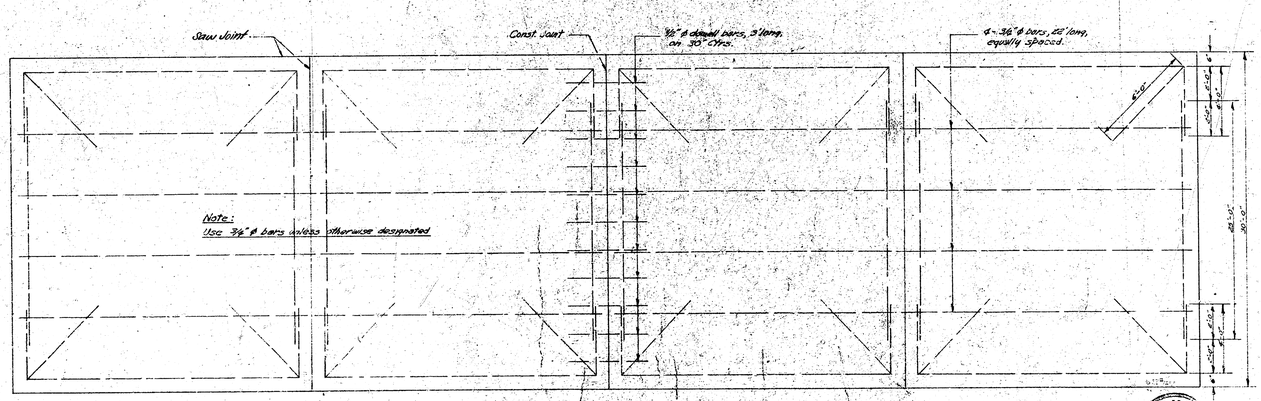
PROJECT NO. C16-8



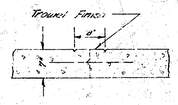
TYPICAL SECTION
NO SCALE



TRANSVERSE & LONGITUDINAL JOINT DETAIL
NO SCALE



STEEL PATTERN
NO SCALE



C.L. MARKER DETAIL
NO SCALE

NOTE -

WHERE CURBS IN THE SAME SECTION ARE AT DIFFERENT ELEVATIONS USE ELEVATION SHOWN ON PLAN FOR CONSTRUCTION JOINT.

Notes
Incl
includes

JOHN H. EPPERSON — LICENSED — 531 — KANSAS — PROFESSIONAL ENGINEER

R.E. SMITH — LICENSED — 435 — KANSAS — ENGINEER

B.M. 1017.35 Std. N.W. Cor. Lincoln & Hillside. 12 Bk. Ct. & 5¢ N.E. OF F.H.

NOTE: Const. 40' Walks both sides.
(Lt) Sta. 0+15.5 to a point approx. 17' south of P.T. Sta. 15+00.29 (Rt.) Sta. 0+15.5 to Clifton Ave.

NOTE TO CONTR. & ENGR. — Do not match pav'ts. Cut neat joint on exist. slab with paving breaker. Constr. new approach to elevs. shown. Constr. Asph. ramp hook-up as necessary to match slopes. Payment as per ton bid price on asphalt.

Sta. 0+39 Const. Expansion Joint for future widening of Hillside

+1.100 % Wk. 0.2'

-0.947% Wk. 0.2' grade reversed 6/11/60 Lima

+1.175 %

+2.292 % Wk. 0.2'

P.V.I. 765' V.C. 112.35

+1.045 % Wk. 0.3' TAPER Wk. 0.5' Wk. 0.85'

+2.264 % Wk. 0.4'

LINCOLN

HILLSIDE AVE.

ALLEY (VAC.)

HOLYOKE AVE.

ST.

FULL CROWN

½ CROWN

NO CROWN

MASTIC JT.

RAD. PC's

NOTE: Use hot asph. to finish areas between new construction and existing pavement.

NOTE TO CONTRACTOR & ENGINEER:
Field Engr. to determine necessary Drive & Walk Removal & Replace back of Property Lines.

2/22

LINCOLN	LINCOLN
FROM E.L. BROADVIEW, W. TO W.L. BLUFF & N. TO N.L. MORRIS.	FROM E.L. HILLSIDE, E. TO E.L. CLIFTON, N. TO N.L. MORRIS, & E. TO W.L. BLUFF.
44'-7" CONC. & CB.	44'-7" CONC. & CB.
CITY OF WICHITA, KANSAS.	CITY OF WICHITA, KANSAS.
B.E. SMITH — CITY ENGINEER	B.E. SMITH — CITY ENGINEER
APRIL 1960	4-60 PROJ. NO. C16-8

DONALD W. CRISTEN LICENSED 1577 KANSAS PROFESSIONAL ENGINEER

JOHN H. EPPERSON LICENSED 531 KANSAS PROFESSIONAL ENGINEER

I have no objection to permit the city to install this column on this print. John H. Epperson

LINCOLN ST. C16-8

LINCOLN ST. C16-8

B.M 126.% "+" on top cb., ctr. rad. S.E. Vassar @ Lincoln
B.M 117.63 "+" on top cb., S.s. Lincoln @ W.L. Rutan Sa.

NOTE TO FIELD ENGR.: Stake Valley Gutters to ELEV'S. shown @ Rutan & Vassar. These Valley Gutters are not on straight F.L. grades. (Graded with Broken Backs.)

+2.994% WK. 0.5' EXCEPT @ ALLEY & DRIVEWAYS, WK. 0.2' WITH SMOOTH TRANSITIONS
NOTE WK. TAPER AT STA. 6+93

+2.975% WK. 0.5' EXCEPT @ ALLEY & DRIVEWAYS, WK. 0.2'

+2.879% WK. 0.5' EXCEPT @ ALLEY & DRIVEWAYS WK. 0.2' WITH SMOOTH TRANSITIONS.
NOTE WK. TAPER @ EACH END OF BLOCK.

+2.283%

+2.070%

N

LINCOLN AVE.

RUTAN

VASSAR

ALLEY

ST.

NO CROWN

3/4 CROWN

1/2 CROWN

30' FULL CROWN

MASTIC JT.

TRANSITION SECTION, ALL 1/2 CROWN

6" C.I. Gas Line

Install Outfall Structure See Detail this Sheet Flo. 11"X18" C.M.P.A.= 4.32

Install 8'X5' C.B. Flo. Out = 126.06

Install M.H. & M. Flo. In = 125.66 Flo. Out = 125.62

11"x18" C.M.P.A. = 0.6 @ Sta. 9+25

240-11"x18" C.M.P.A.

Const. std. 24"x24" drop inlet. Top inlet El. 134.50 F.L.El. 132.00

Sta. 12+14 Const. brick manhole F.L.El. Out 127.04 F.L.E.I. In 131.50

SEE STORM SEWER AND DRIVE WAY DETAILS ON SHEET #8

P.V.C.

P.V.I. 133.89 66.97 V.C.

P.V.T.

3501

BRICK PO.

4 PLEX

8 PLEX DUPLEX

PO.

R.C.

NOTE: Weld Angle Irons to 1/2" Steel Ch'ltered plate as shown. Paint Cover 1 coat red-lead; 2 coats Aluminum.

SECTION A-A

COVER PLAN- SCALE: 1"=1'-0"

SECTION B-B

4'-4% curb opening

Bk. CB.

11"X18" Corr. Met. Pipe Arch. #16 Gage, Bit. coated, Bit. paved invert, and Galv. Connecting bands to be incl. in pipe bid.

3'-0" PARKING

1/2" STEEL CHECKERED PLATE

TOP OF CURB FLUSH WITH CONCRETE

END PIPE- Flo. El. 4.32

All work shown between bk. of cb. and front of Wk. on outfall structure to be done by Incidental drainage contractor.

OUTFALL STRUCTURE PLAN
SCALE: 1/2" = 1'-0"

NOTE TO INCIDENTAL DRAINAGE CONTRACTOR:
Outfall Structure to be installed after paving work is completed.

4'WK. NOT PART OF STRUCTURE

11"X 18" P.A. Flo. Area = 4.32

NO CROSS SLOPE

1/2" H-Bars @ 6" ctrs. (all walls)

1/2" V-Bars @ 12" Ctrs. (all walls)

Use Std. City Paving Mix Conc.

SECTION A-A
SCALE: 1"=1'-0"

3/22

Begin Superelevated Curve. 4.5% Total Superelevation From P.C. to P.T.

ALLEY P.C.

ALLEY ℄ N.H. 111+66.72 = 0+00 P.C.

EQUATION

LINCOLN

DESIGN SPEED = 32 M.P.H.

DESIGN SPEED 33.8 M.P.H.

1" EXP. JT.

SUPERELEVATION = 1.5% NO CROWN FROM P.C. TO P.T.

Δ = 89° 53'
R = 167 to ℄
T = 146.66'
L = 261.98'
E = 68.75'
℄ at E. Pt. from Pt. to Thimb. = 1° 15' 45"

EQUATION

+2.975%

+1.973%

WK. TO MATCH EXISTING DRIVEWAYS.

+1.109%

+1.187%

+1.109%

P.V.I. 141.60 99.42 V.C.

P.C.V.C.

P.V.I. 143.50 93.14 V.C.

P.V.T.

P.V.C.

P.V.I. 142.56 99.42 V.C.

P.R.V.C.

P.V.I. 142.76 93.14 V.C.

P.V.T.

+0.208%

+1.285%

+1.285%

+2.283%

NO CROWN

1½ CROWN ON TRANSITION SECTION

1" EXP. JT.

6" CONC.

℄ MASTIC JT.

CLIFTON

NO CROWN

SAVE FLOWER BED

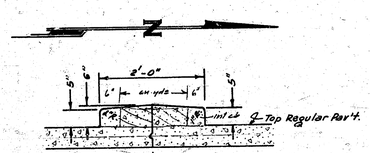
ORIG. 60' R/W

℄ SURVEY

CURVE DATA FROM STA. 111+66.72 TO 15+00.72 = STA. 0+00 TO STA. 2+61.72
STA. ON ℄ R = 167' Δ 89° 53'

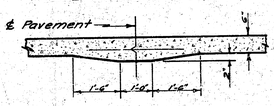
STA.	Chord Lgth. on 8' Offset S. Cb.	Chord Lgth. on 8' Offset N. Cb.	Deflection Angle	Total Angle Deflection
0+00				0° 11' 18"
0+25	27.46	20.69	4° 17' 10"	4° 28' 28"
0+50	27.46	20.68	4° 17' 17"	8° 45' 57"
0+75	27.46	20.68	4° 17' 17"	13° 03' 27"
1+00.36	28.71	22.15	4° 45' 46"	17° 37' 41"
1+27.61	29.05	20.30	4° 13' 43"	21° 51' 24"
1+50.25	23.05	20.90	4° 21' 42"	26° 05' 07"
1+75	27.04	18.88	3° 56' 21"	30° 01' 28"
2+00	27.46	20.69	4° 17' 17"	34° 18' 33"
2+25	27.46	20.69	4° 17' 17"	38° 35' 50"
2+61.72	43.53	30.27	6° 20' 37"	44° 56' 30"

GENERAL NOTE: Expansion Jts. noted on plans are to be 1" pre-molded, bituminous, non-extruding type joints. Standard Expansion Jts. to be used elsewhere as req'd.



NOTE: 2' Median to be installed as shown on Plans @ Intersections: Clifton & Lincoln, Clifton & Morris, and Morris & Bluff.

TYPICAL 2' MEDIAN CURB



MASTIC JOINT DETAIL FOR 6" PAV'T.

4/52

B.M. 145.45 R.R. Spike S.s. H.L.P. N.W. Morris & Clifton.

CLIFTON

MORRIS

YALE AVE.

LINCOLN

NOTE: Constr. Punched Cb. as shown. See Detail, this Sheet.

New curb grade to match exist. curb

New curb grade to match exist. curb

+1.995%

+3.755%

+2.19% WK. 0.7'

+2.26%

+1.356%

P.V.I. 154.80 (Cb) 98.56' V.C.

P.V.I. 146.80 (Cb) 103.96' V.C.

P.V.I. 154.14 83.36' V.C.

P.V.I. 146.14 91.46' V.C.

P.V.C.

P.V.T.

P.T. 270' R. RAD.

6°42'28" AND 21°40'E RT.

MATCH

MASTIC JT.

1" EXP. JT.

5" EXP. JT.

NO CROWN

FULL CROWN

½ CROWN

ORIG. 40' R/W

SURVEY'S

SUPERELEVATION = 0.66 NO CROWN FROM P.C. TO P.T.

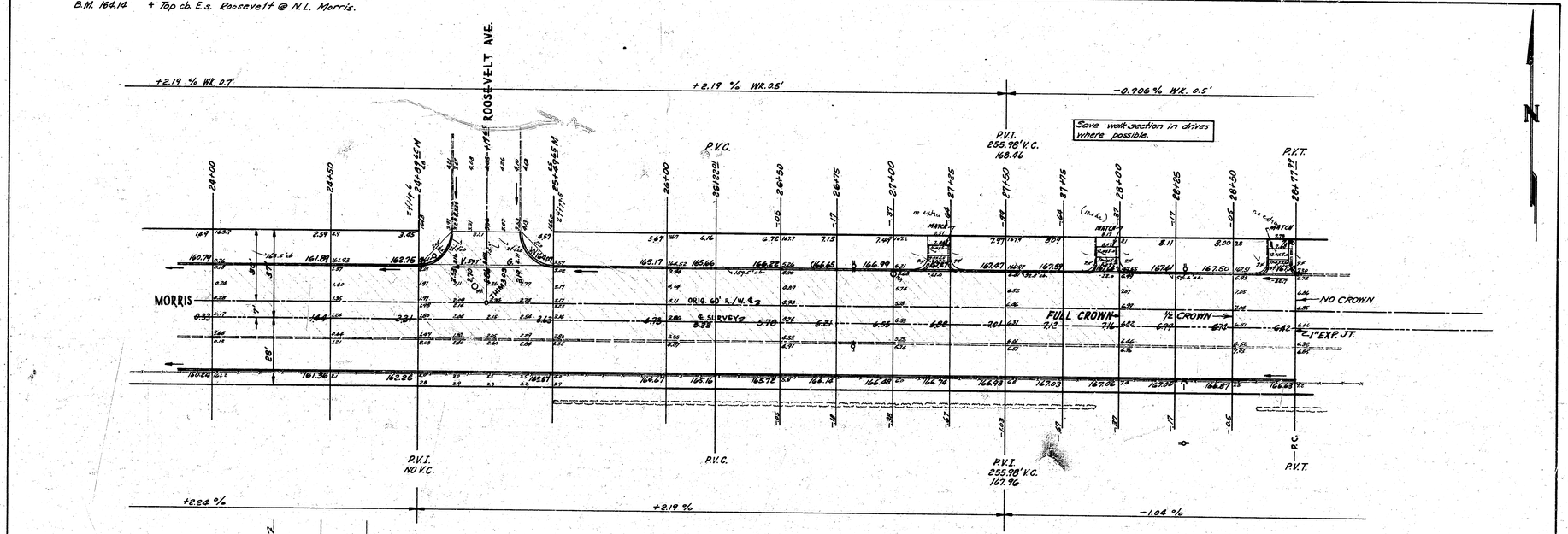
FIELD ENGINEER NOTE:
Preliminary Survey has a -100' Chaining error from Sta 21+60.24 to E and of project. Plan Station-ing is corrected.

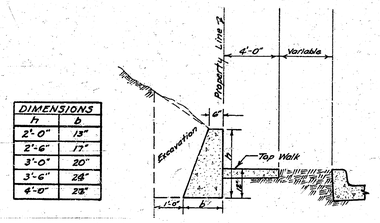
CURVE DATA FROM STA. 16+92.65 TO 21+60.24
STA. ON ℄ R = 298.0' Δ 89° 53'

STA.	Chord Lgth. on 8' Offset S. Cb.	Chord Lgth. on 8' Offset N. Cb.	Deflection Angle	Total Angle Deflection
16+92.65				
17+25	28.90	35.37	3° 06' 27"	3° 06' 27"
17+50	28.48	27.51	2° 24' 12"	5° 29' 39"
17+75	28.48	27.51	2° 24' 12"	7° 53' 51"
18+00	28.48	27.51	2° 24' 12"	10° 18' 03"
18+25	28.48	27.51	2° 24' 12"	12° 42' 15"
18+50	28.48	27.51	2° 24' 12"	15° 06' 27"
18+75	28.48	27.51	2° 24' 12"	17° 30' 39"
18+96.65	17.56	22.27	1° 54' 45"	19° 25' 28"
19+25.65	28.66	36.68	3° 02' 47"	22° 28' 15"
19+50.65	28.56	36.68	3° 02' 47"	25° 31' 02"
19+75	14.67	18.77	1° 36' 25"	27° 07' 27"
20+00	28.48	27.51	2° 24' 12"	29° 31' 39"
20+25	28.48	27.51	2° 24' 12"	31° 55' 51"
20+50	28.48	27.51	2° 24' 12"	34° 20' 03"
20+75	28.48	27.51	2° 24' 12"	36° 44' 15"
21+00	28.48	27.51	2° 24' 12"	39° 08' 27"
21+25	28.48	27.51	2° 24' 12"	41° 32' 39"
21+60.24	37.77	39.88	3° 23' 51"	44° 56' 30"

5/22

B.M. 164.14 + Top ob. E.s. Roosevelt @ N.L. Morris.



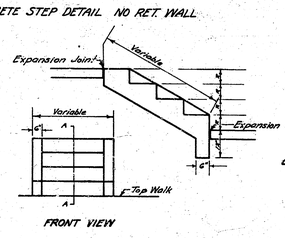


DIMENSIONS	
h	b
2'-0"	18"
2'-6"	19"
3'-0"	20"
3'-6"	21"
4'-0"	23"

DETAIL OF CONC. RETAINING WALL
No Scale

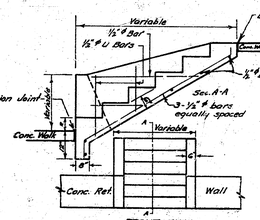
NOTE: Bid price on conc. retaining walls shall be by lin. ft. including all construction costs, including excavation. Back fill to be hand tamped to cut density.

CONCRETE STEP DETAIL NO RET. WALL



FRONT VIEW

CONCRETE STEP DETAIL WITH RET. WALL



FRONT VIEW

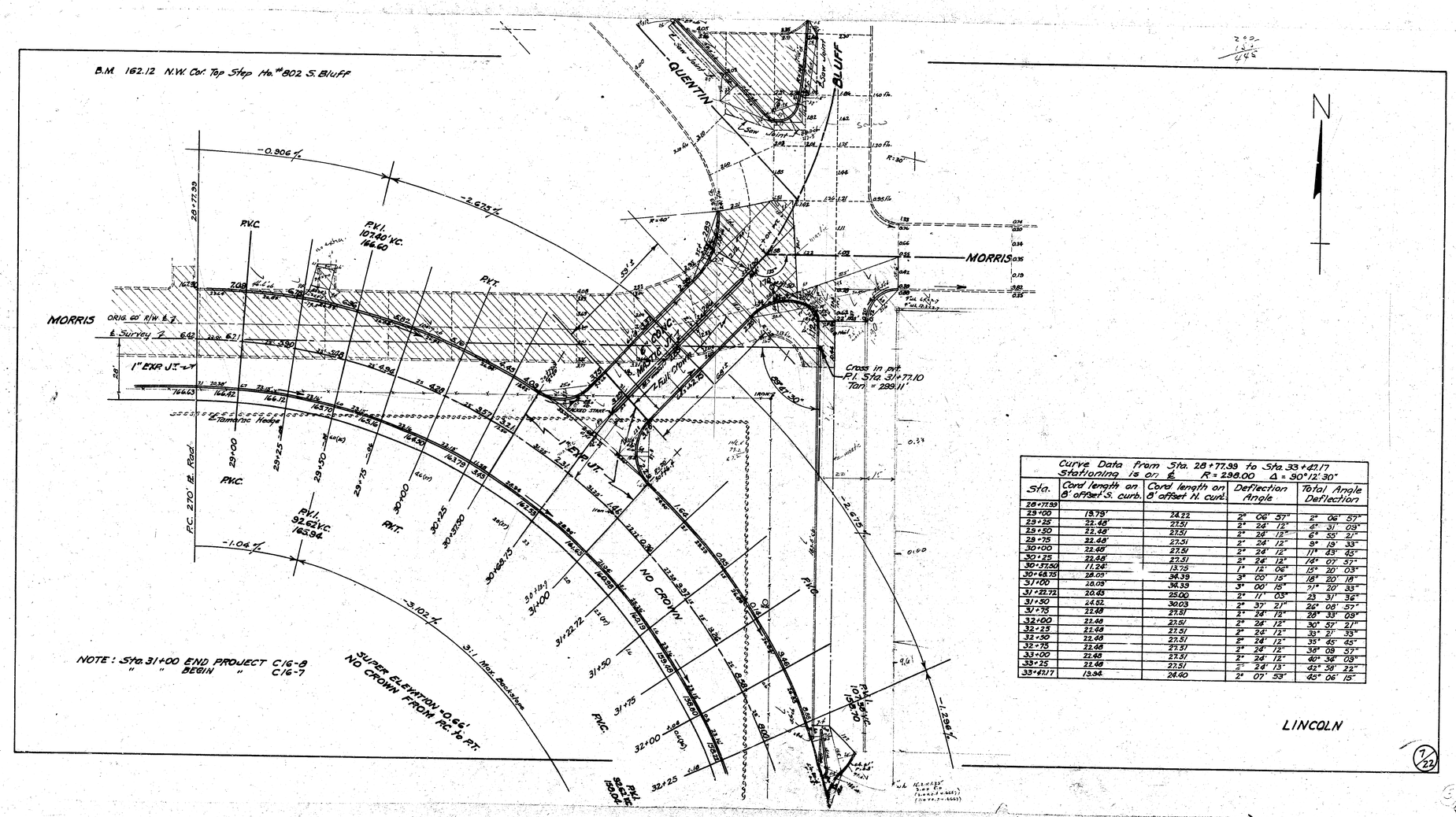
STEP DIMENSIONS	
Riser	Tread
5"	15"
5 1/16"	14 15/16
5 1/8	14 7/8
5 3/16	14 13/16
5 1/4	13"
5 5/16	13 11/16
5 3/8	13 5/8
5 7/16	13 9/16
5 1/2	13 1/2
5 9/16	13 7/16
5"	13 3/8
6 1/16	13 5/16
6 1/8	13 1/4
6 3/16	13 3/16
6 1/4	13 1/8
6 5/16	13 1/16
6 3/8	13"
6 7/16	12 15/16
6 1/2	12 7/8
6 9/16	12 13/16
6 5/8	12 3/4
6 11/16	12 11/16
6 3/4	12 5/8
6 13/16	12 9/16
6 7/8	12 1/2
6 15/16	12 7/16
7"	12 3/8

NOTE: Lin. Ft. of step is defined as width times the number of risers.

LINCOLN

6/22

B.M. 162.12 N.W. Cor. Top Step No. 802 S. Bluff



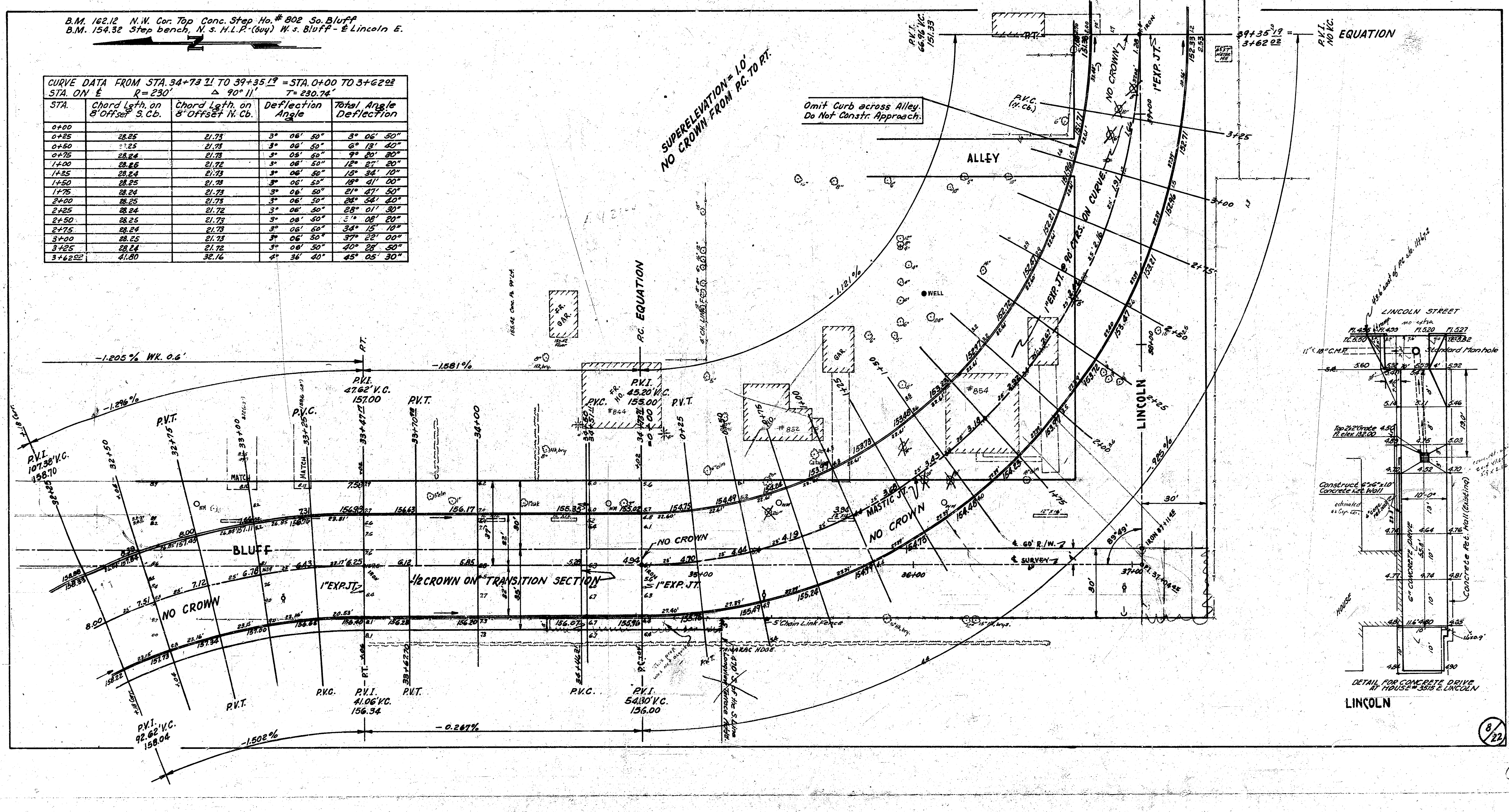
NOTE: Sta. 31+00 END PROJECT C/G-8
" " BEGIN " C/G-7

Curve Data from Sta. 28+77.39 to Sta. 33+42.17
Stationing is on ℄ R = 298.00 Δ = 90°12'30"

Sta.	Cord length on 8' offset S. curb.	Cord length on 8' offset N. curb.	Deflection Angle	Total Angle Deflection
28+77.39				
29+00	18.78'	24.22	2° 06' 57"	2° 06' 57"
29+25	22.48'	27.51	2° 24' 12"	4° 31' 09"
29+50	22.48'	27.51	2° 24' 12"	6° 55' 21"
29+75	22.48'	27.51	2° 24' 12"	9° 19' 33"
30+00	22.48	27.51	2° 24' 12"	11° 43' 45"
30+25	22.48	27.51	2° 24' 12"	14° 07' 57"
30+37.50	11.24'	13.75	1° 12' 06"	15° 20' 03"
30+68.75	28.09'	34.39	3° 00' 15"	18° 20' 18"
31+00	28.09'	34.39	3° 00' 15"	21° 20' 33"
31+22.72	20.45	25.00	2° 17' 03"	23° 37' 36"
31+50	24.52	30.03	2° 37' 21"	26° 09' 57"
31+75	22.48	27.51	2° 24' 12"	28° 33' 09"
32+00	22.46	27.51	2° 24' 12"	30° 57' 21"
32+25	22.48	27.51	2° 24' 12"	33° 21' 33"
32+50	22.48	27.51	2° 24' 12"	35° 45' 45"
32+75	22.48	27.51	2° 24' 12"	38° 09' 57"
33+00	22.48	27.51	2° 24' 12"	40° 34' 09"
33+25	22.48	27.51	2° 24' 13"	42° 58' 22"
33+41.17	13.94	24.40	2° 07' 53"	45° 06' 15"

LINCOLN

(7/22)



CURVE DATA FROM STA. 34+73 71 TO 39+35 19 = STA. 0+00 TO 3+62 02				
STA. ON ℄ R = 230'		Δ 90° 11'	T = 230.74'	
STA.	Chord Lgth. on 8' Offset S. Cb.	Chord Lgth. on 8' Offset N. Cb.	Deflection Angle	Total Angle Deflection
0+00				
0+25	28.25	21.73	3° 06' 50"	3° 06' 50"
0+50	[illegible].25	21.73	3° 06' 50"	6° 13' 40"
0+75	28.24	21.73	3° 05' 50"	9° 20' 30"
1+00	28.26	21.72	3° 06' 50"	12° 27' 20"
1+25	28.24	21.73	3° 06' 50"	15° 34' 10"
1+50	28.25	21.73	3° 06' 50"	18° 41' 00"
1+75	28.24	21.73	3° 06' 50"	21° 47' 50"
2+00	28.25	21.73	3° 06' 50"	24° 54' 40"
2+25	28.24	21.72	3° 06' 50"	28° 01' 30"
2+50	28.25	21.73	3° 08' 50"	31° 08' 20"
2+75	28.24	21.73	3° 06' 60"	34° 15' 10"
3+00	28.25	21.73	3° 06' 50"	37° 22' 00"
3+25	28.24	21.72	3° 08' 50"	40° 28' 50"
3+62 02	41.80	32.16	4° 36' 40"	45° 05' 30"

Step B.M. 154.32 N. s. H.L.P. (Guy) W. s. Bluff – ℄ Lincoln.

