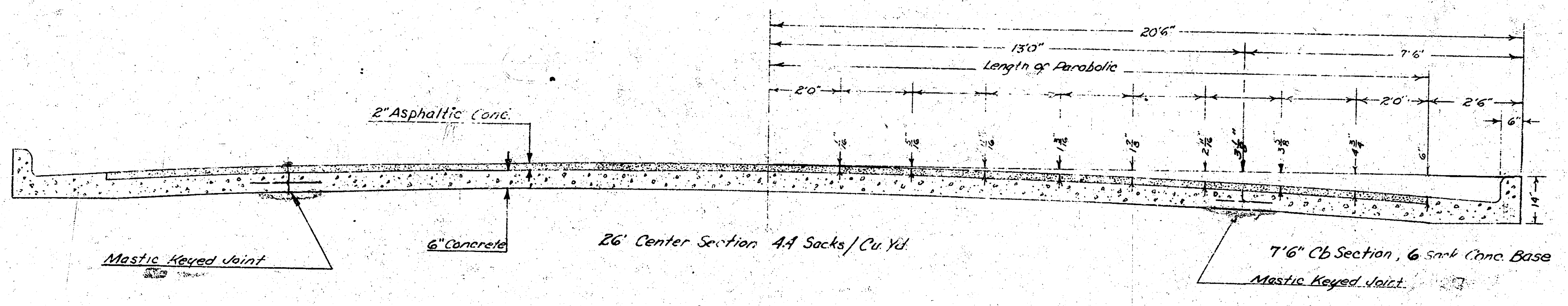
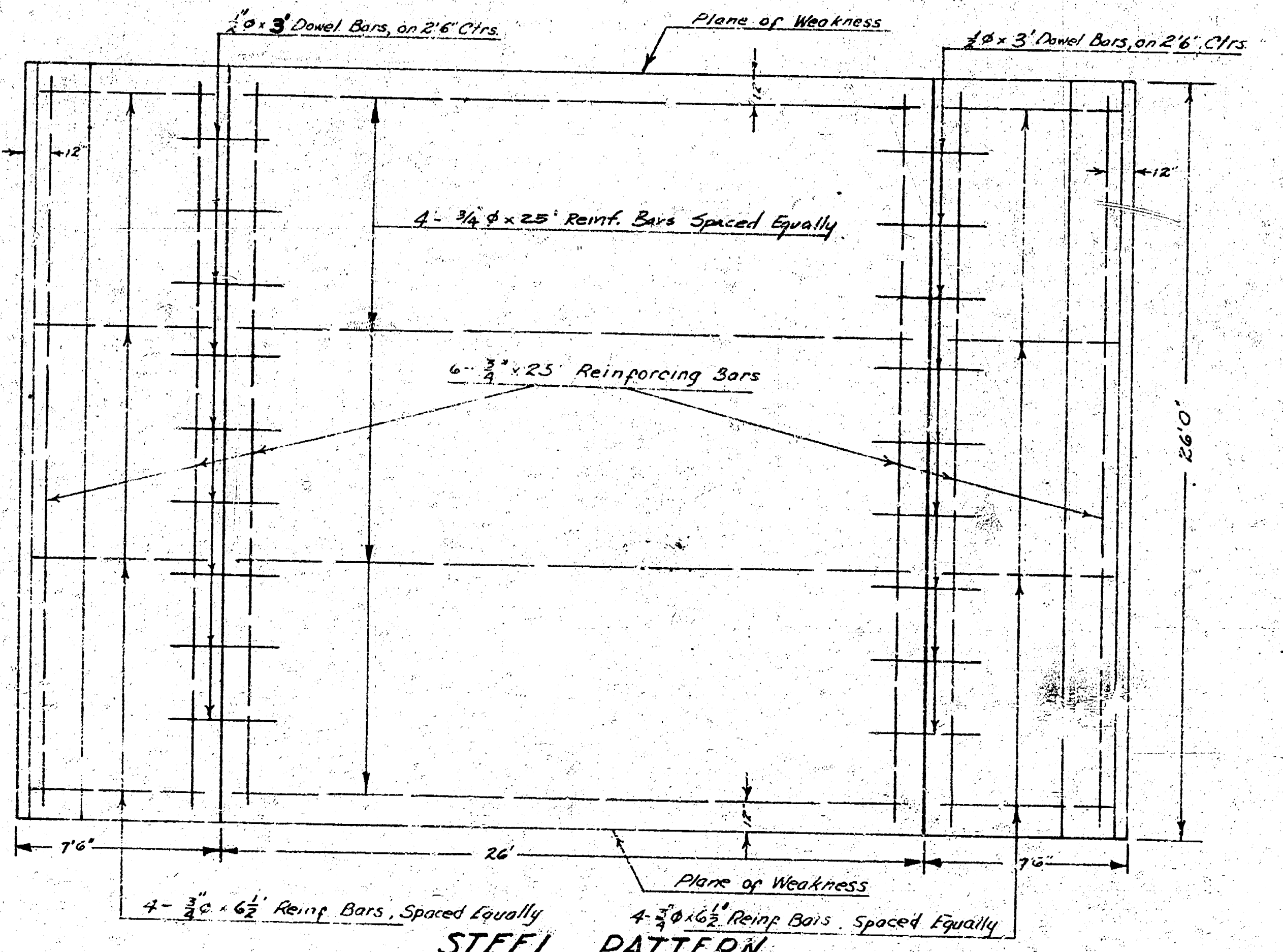
LINCOLN ST.
E.L. WOODLAWN TO W.L. GOVERNEOUR


20'6"
13'0"
7'6"
Length of Parabolic
2'0"
2'0"
2'6"
6"
14"
2" Asphaltic Conc.
6" Concrete
26' Center Section 4.4 Sacks / Cu. Yd.
7'6" Cb Section, 6 Sack Conc. Base
Mastic Keyed Joint
Mastic Keyed Joint

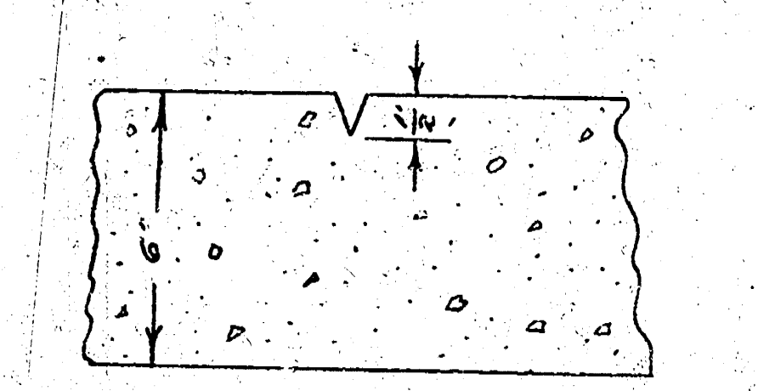
TYPICAL SECTION

Scale $\frac{1}{2}'' = 1'$


1/2"ø x 3' Dowel Bars, on 2'6" Ctrs.
Plane of Weakness
1/2ø x 3' Dowel Bars, on 2'6" Ctrs.
12"
12"
12"
12"
4 - 3/4ø x 25' Reinf. Bars Spaced Equally
6 - 3/4" x 25' Reinforcing Bars
26'0"
7'6"
26'
7'6"
Plane of Weakness
4 - 3/4"ø x 6 1/2' Reinf. Bars, Spaced Equally
4 - 3/4"ø x 6 1/2' Reinf. Bars, Spaced Equally

STEEL PATTERN

Scale $\frac{1}{4}'' = 1'$

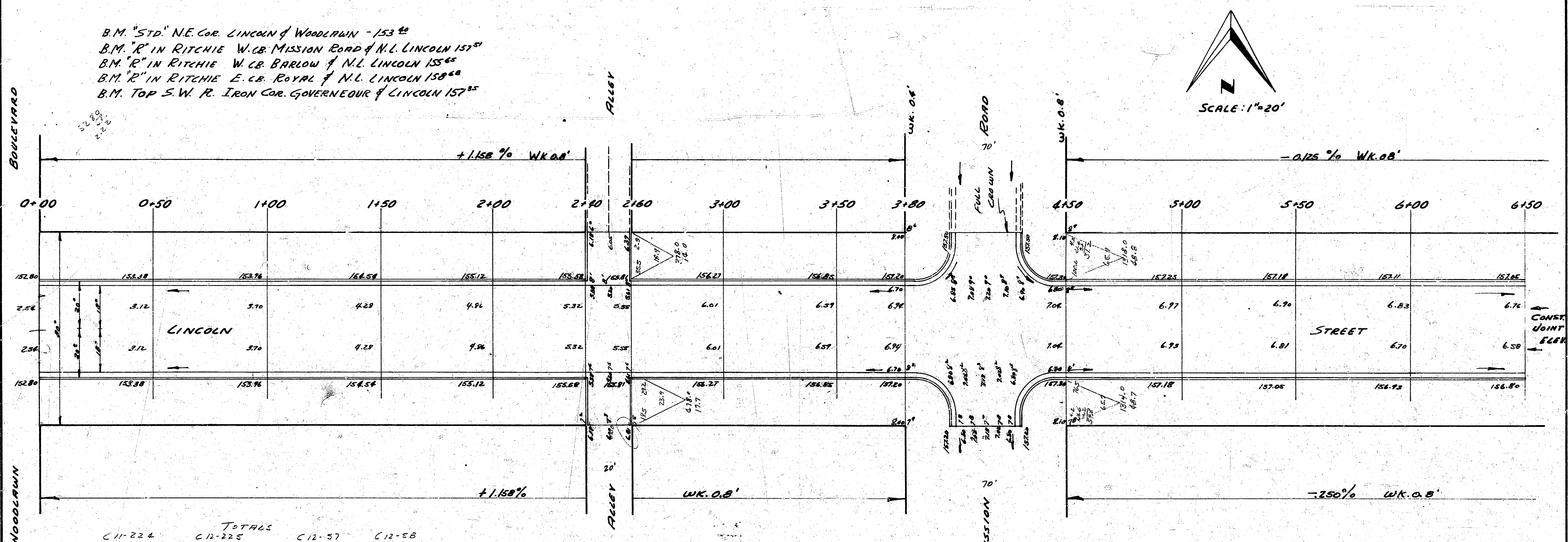


Detail Plane of Weakness

Plane of Weakness to Be Cut With Double-Edge Groover to Depth As Shown in a Straight Line from Curb to Curb 26' Ctr. to Ctr.

S-4

B.M. "STD." N.E. COR. LINCOLN & WOODLAWN - 153^{40}
B.M. "R" IN RITCHIE W. CB. MISSION ROAD & N.L. LINCOLN 157^{51}
B.M. "R" IN RITCHIE W. CB. BARLOW & N.L. LINCOLN 155^{65}
B.M. "R" IN RITCHIE E. CB. ROYAL & N.L. LINCOLN 158^{68}
B.M. TOP S.W. R. IRON COR. GOVERNEOUR & LINCOLN 157^{35}


SCALE: 1"=20'
N
BOULEVARD
WOODLAWN
ALLEY
ALLEY
MISSION ROAD
FULL CROWN
70'
70'
20'
LINCOLN
STREET
+1.158 % WK 0.8'
+1.158%
WK. 0.8'
WK. 0.8'
WK. 0.8'
-0.125 % WK. 0.8'
-.250% WK. 0.8'
0+00
0+50
1+00
1+50
2+00
2+40
2+60
3+00
3+50
3+80
4+50
5+00
5+50
6+00
6+50
CONST. JOINT ELEV.
152.80
153.38
153.96
154.54
155.12
155.58
156.27
156.85
157.20
157.30
157.25
157.18
157.11
157.05
3.12
3.70
4.28
4.96
5.32
5.55
6.01
6.59
6.94
7.04
6.97
6.93
6.90
6.81
6.83
6.70
6.76
6.58
156.93
156.80
157.05
20'
18'

TOTALS

	C11-224		C12-225	C12-57		C12-58
	CITY	PROP.	CITY	CITY	PROP.	CITY
	584.1			543.6		
	290.8			387.1		
	874.9	3837.9	1083.7	930.7	3411.0	1048.2
+10%	87.5	383.8	108.4	93.1	341.1	104.8
	952.4 yd^3	4221.7 yd^3	1192.1 yd^3	1023.8 yd^3	3752.1 yd^3	1153.0 yd^3

NOTE: STATIONING ON ℄

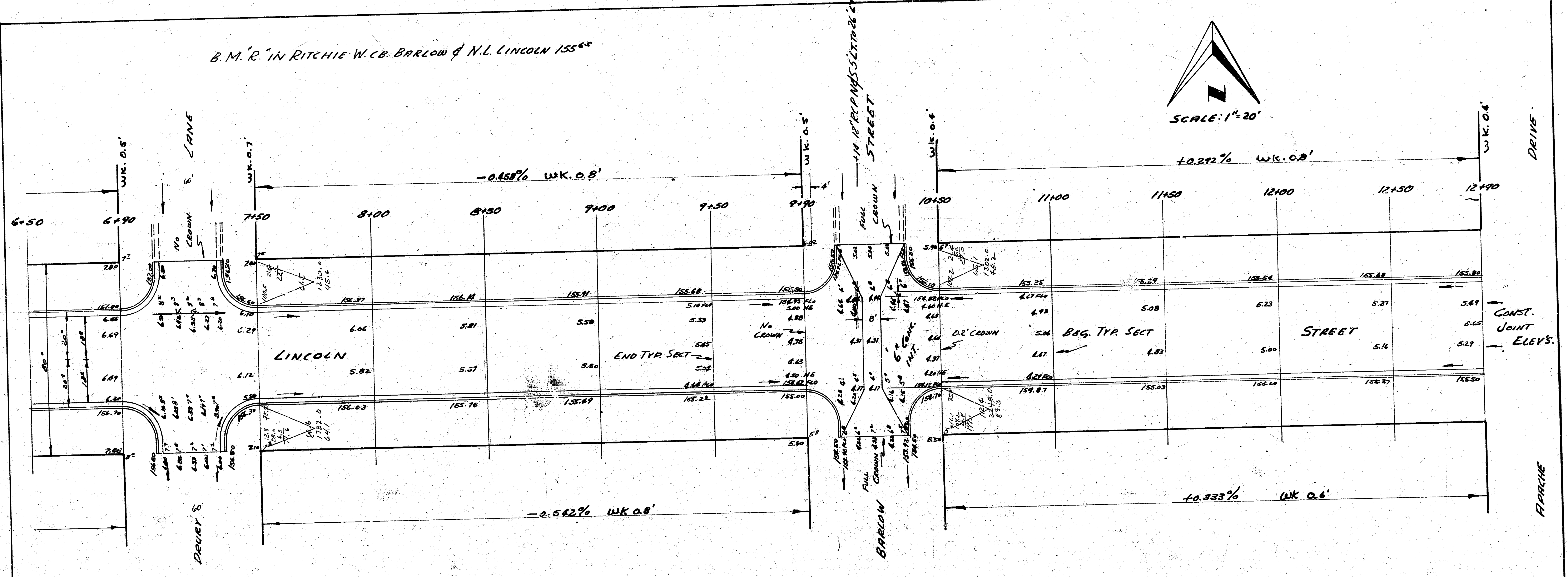
1/4

LINCOLN N½
E.L. WOODLAWN TO W.L. GOVERNEOUR
13-2-15 A.C. - WIDEN TO 20' A.C.
CITY OF WICHITA, KANSAS
L.K. WHITE CITY ENGINEER
JULY 1952 PROJ. NO. C11-224, C11-225

LINCOLN S½
E.L. WOODLAWN TO W.L. GOVERNEOUR
13-2-15 A.C. - WIDEN TO 20' A.C.
CITY OF WICHITA, KANSAS
L.K. WHITE CITY ENGINEER
JULY 1952 PROJ. NO C12-57 C12-58

S-6

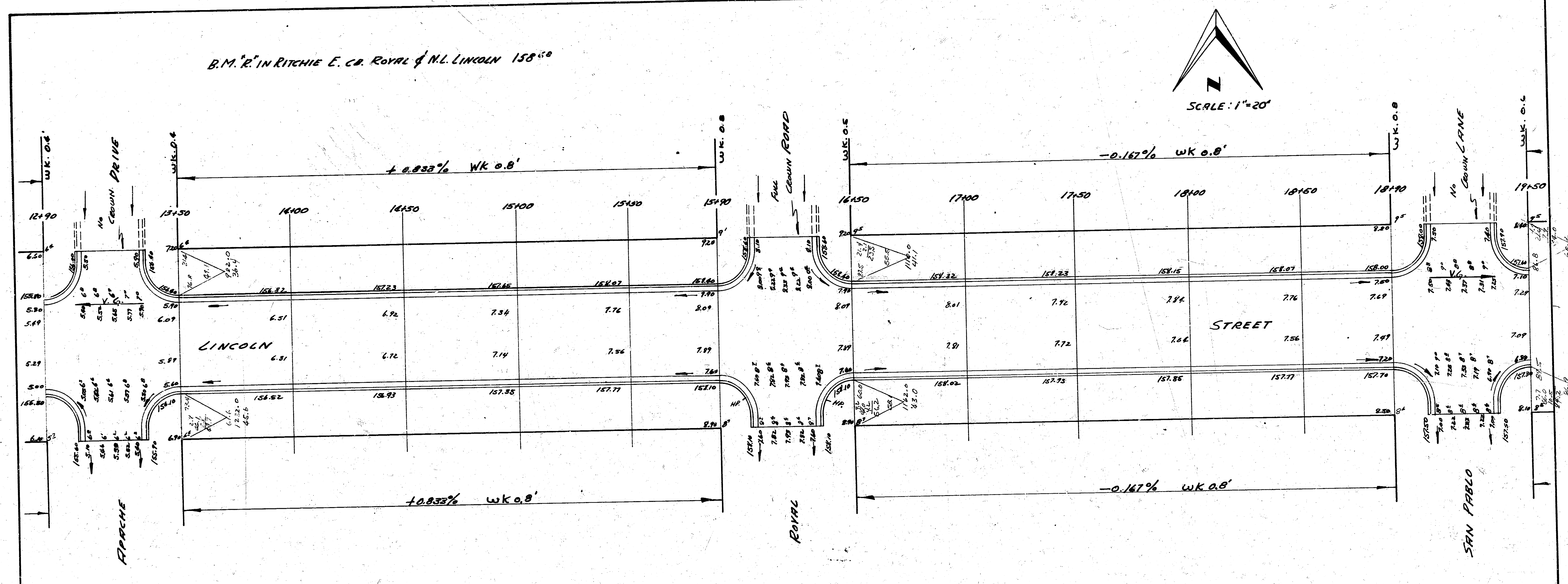
B.M. "R." IN RITCHIE W.CB. BARLOW & N.L. LINCOLN 155^{65}


SCALE: 1" = 20'
6+50
6+90
7+50
8+00
8+50
9+00
9+50
9+90
10+50
11+00
11+50
12+00
12+50
12+90
W.K. 0.5'
W.K. 0.7'
W.K. 0.5'
W.K. 0.4'
W.K. 0.4'
−0.658% W.K. 0.8'
−0.542% W.K. 0.8'
+0.292% W.K. 0.8'
+0.333% W.K. 0.6'
NO CROWN
FULL CROWN
NO CROWN
END TYP. SECT.
BEG. TYP. SECT.
0.2' CROWN
6" INT. CONC.
1/4 12" RCP NOS. S LT. TO 26' LT.
LINCOLN
STREET
DRURY LANE
BARLOW STREET
APACHE DRIVE
CONST. JOINT ELEV'S.

NOTE: STATIONING ON ℄

LINCOLN

2/4



B.M. "R" IN RITCHIE E. CB. ROYAL & N.L. LINCOLN 158^{68}

SCALE: 1"=20'

N
WK. 0.4'
WK. 0.4
WK. 0.8
WK. 0.5
WK. 0.8
WK. 0.6
+0.833% WK 0.8'
+0.833% WK 0.8'
-0.167% WK 0.8'
-0.167% WK 0.8'
12+90
13+50
14+00
14+50
15+00
15+50
15+90
16+50
17+00
17+50
18+00
18+50
18+90
19+50
NO CROWN DRIVE
FULL CROWN ROAD
NO CROWN LANE
LINCOLN
STREET
APACHE
ROYAL
SAN PABLO
V.G.
HP.
156.82
157.23
157.65
158.07
158.40
156.52
156.93
157.35
157.77
158.10
158.32
158.23
158.15
158.07
158.00
158.02
157.93
157.85
157.77
157.70
6.51
6.92
7.34
7.76
8.09
6.31
6.72
7.14
7.56
7.89
8.01
7.92
7.84
7.76
7.69
7.81
7.72
7.64
7.56
7.49
7.09
7.29
6.09
5.89
5.49
5.29
7.20
9.20
6.90
8.90
9.20
8.20
8.90
8.50
982.0
36.4
1232.0
45.6
1110.0
41.1
1162.0
43.0
1208.0
44.6
1238.0
64.4

NOTE: STATIONING ON ℄

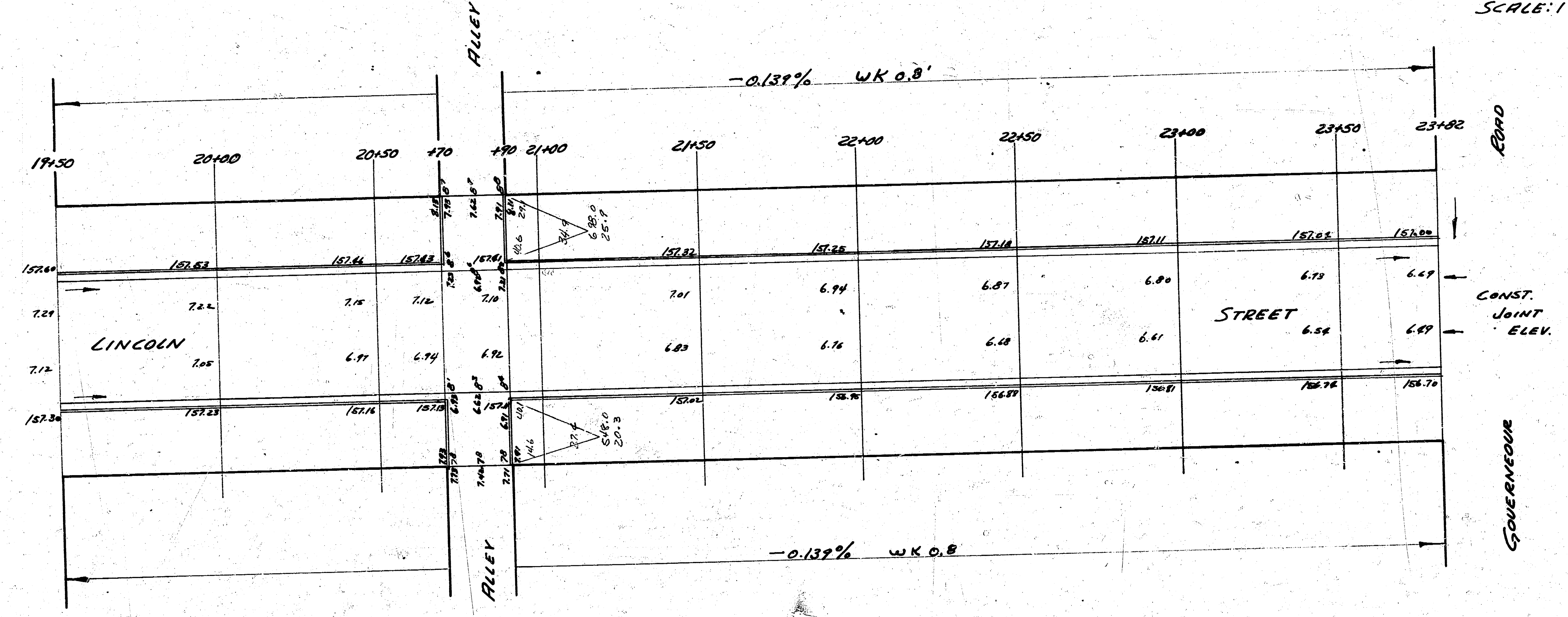
LINCOLN

3
4

S-4

B.M. Top S.W. R. Iron Cor. Governeour & Lincoln 157^{35}

SCALE: 1"=20'


ALLEY
ALLEY
−0.139% WK 0.8'
−0.139% WK 0.8
19+50
20+00
20+50
+70
+90
21+00
21+50
22+00
22+50
23+00
23+50
23+82
ROAD
GOVERNEOUR
LINCOLN
STREET
CONST. JOINT ELEV.
157.60
7.29
7.12
157.30
157.53
7.22
7.05
157.23
157.46
7.15
6.97
157.16
157.43
7.12
6.94
157.13
157.41
7.10
6.92
157.32
7.01
6.83
157.02
157.25
6.94
6.76
156.95
157.18
6.87
6.68
156.88
157.11
6.80
6.61
156.81
157.05
6.73
6.54
156.74
157.00
6.69
6.49
156.70
8.15
7.98
7.62
7.91
8.11
29.1
40.6
34.9
698.0
25.9
7.23
6.98
7.21
8'
8'
6.93
6.62
6.91
40.1
14.6
37.4
548.0
20.3
7.93
7.79
7.48
7.71
7.91

NOTE: STATIONING ON ℄

LINCOLN

$\frac{4}{4}$