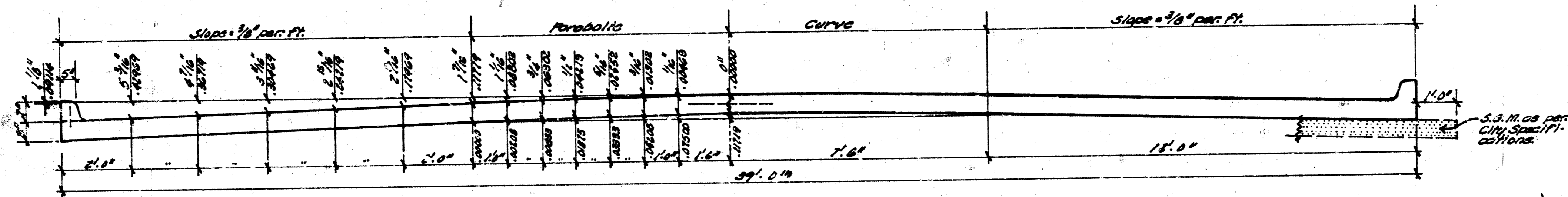
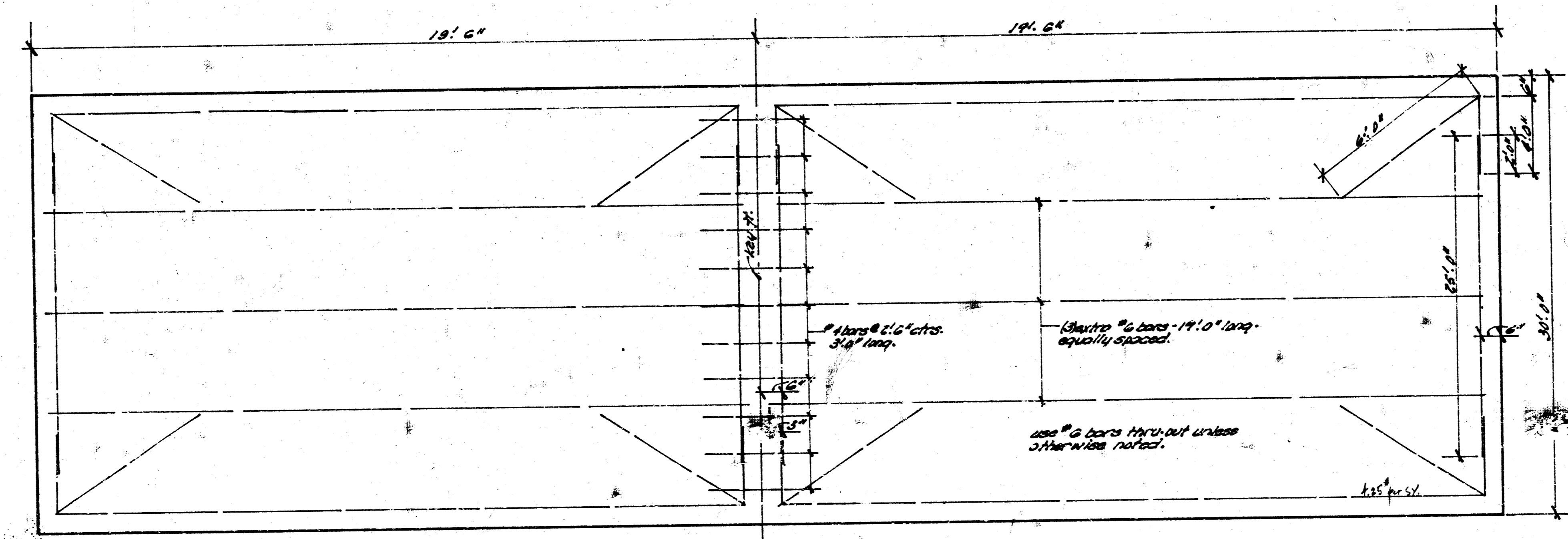


— MARKET STREET —

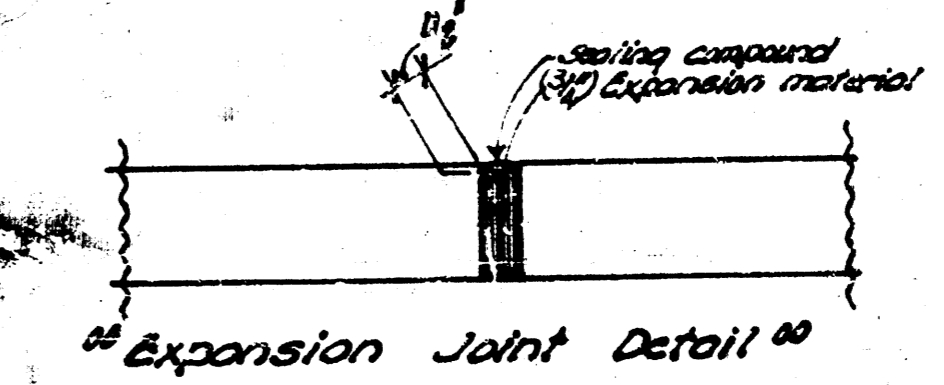
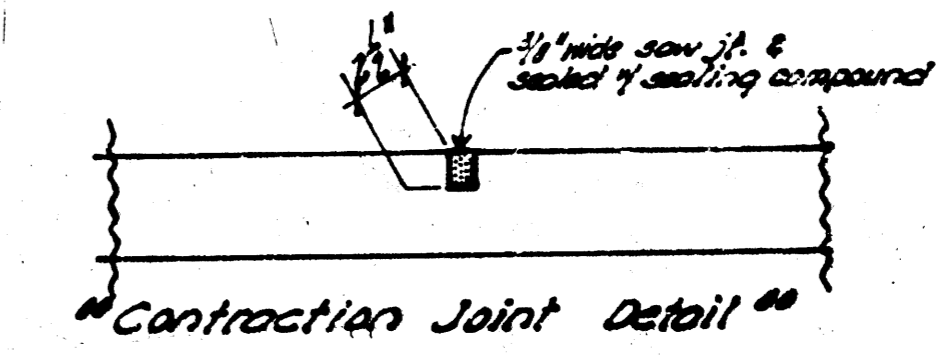
N.L. 13TH ST. to CL. 18TH ST.
 PROJ. NO. DAK M5 70050
 R.W. LINN — City Engineer



TYPICAL SECTION



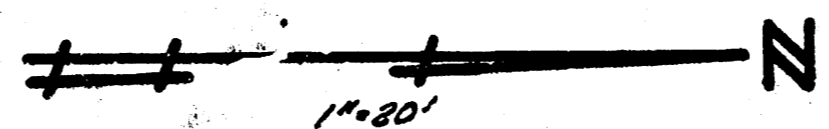
STEEL PATTERN



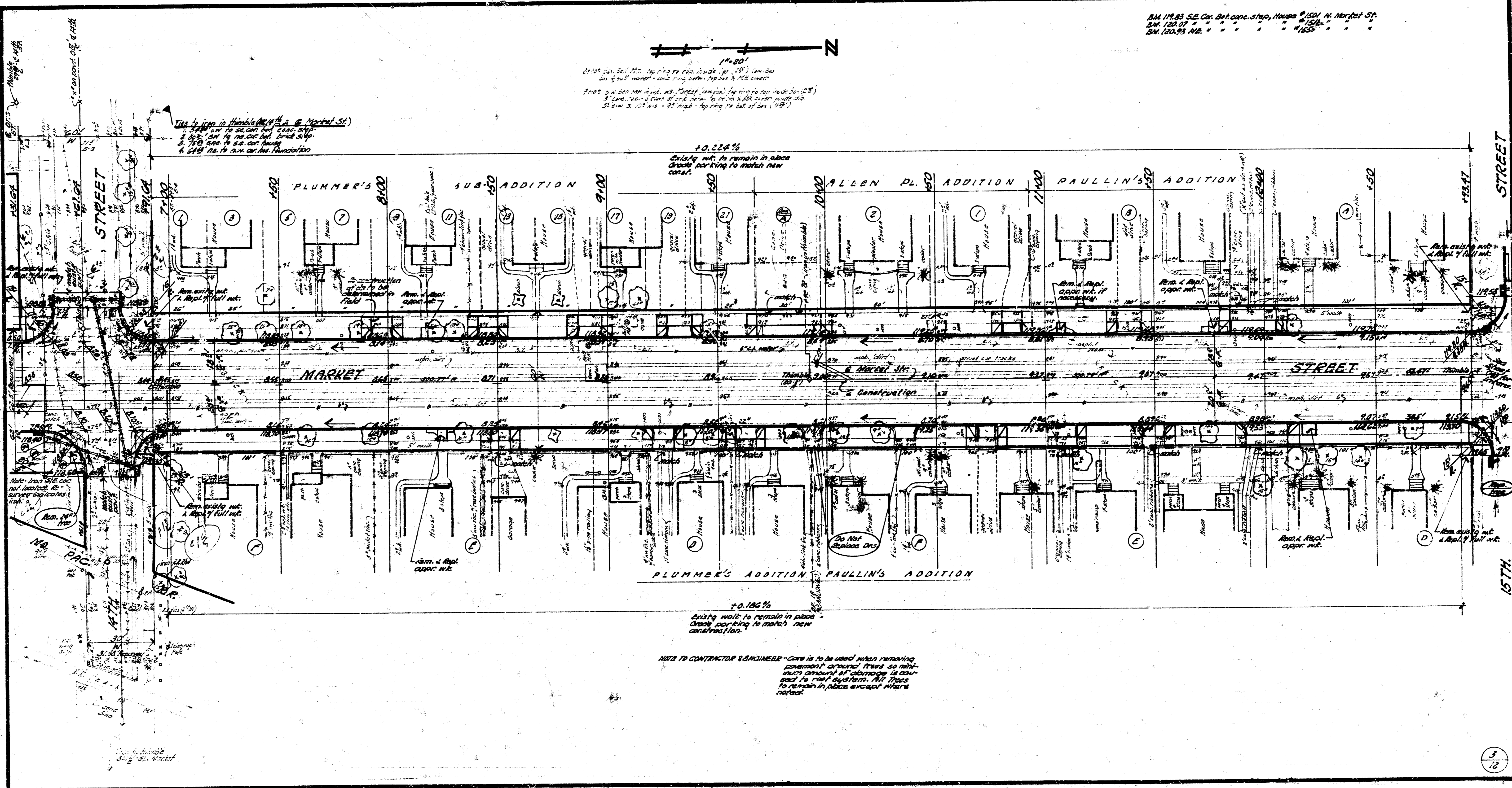
SUPERVISOR
 PHOENIX
 EX. DIRECTOR
 12/1/12



224 1/2 S.E. Cor. 2nd Ave. & 15th St., House # 101, N. Market St.
224 1/2 S.E. Cor. 2nd Ave. & 15th St.
224 1/2 S.E. Cor. 2nd Ave. & 15th St.



1" = 20'
2" = 40'
3" = 60'
4" = 80'
5" = 100'
6" = 120'
7" = 140'
8" = 160'
9" = 180'
10" = 200'



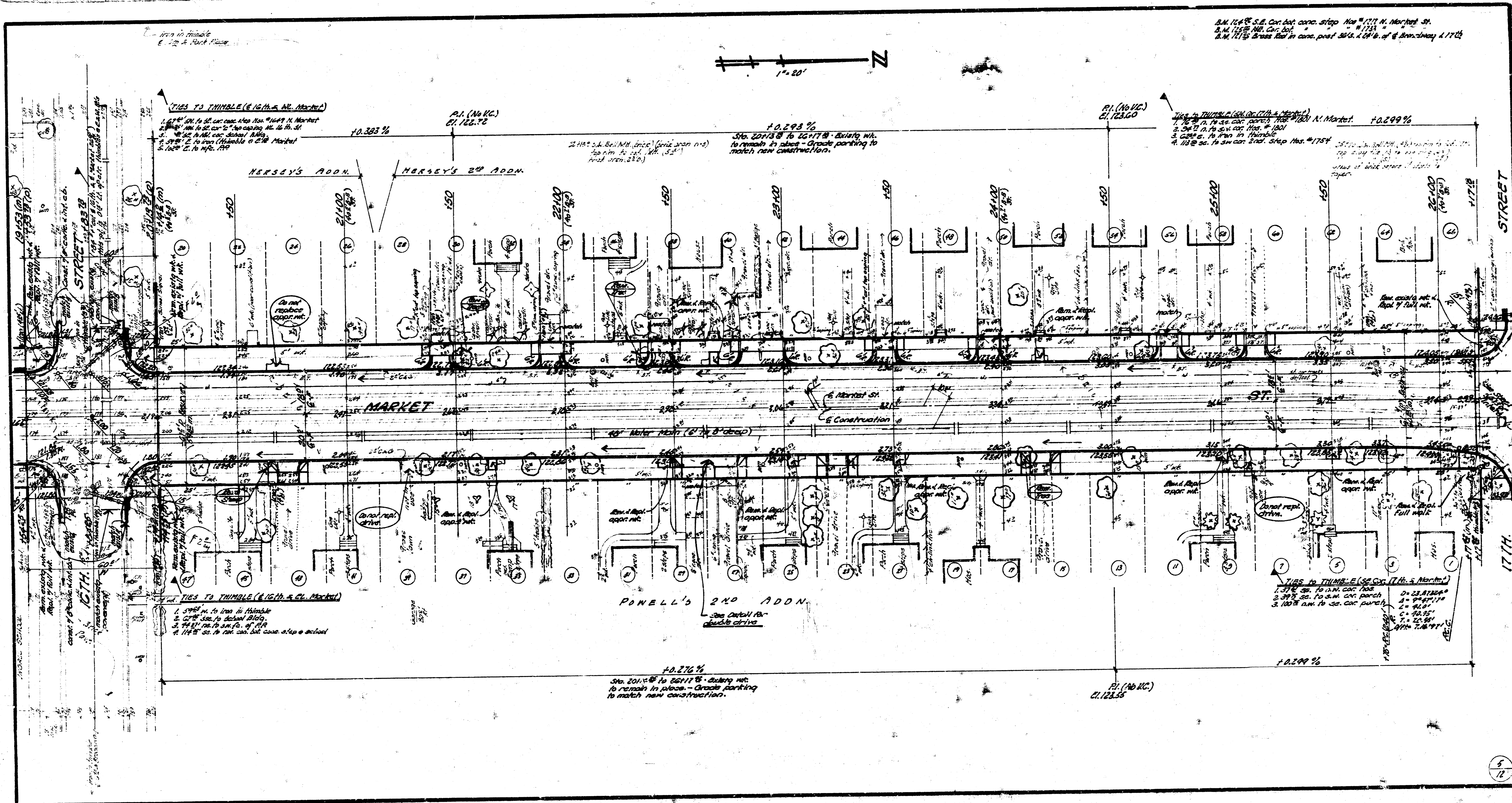
10.224%

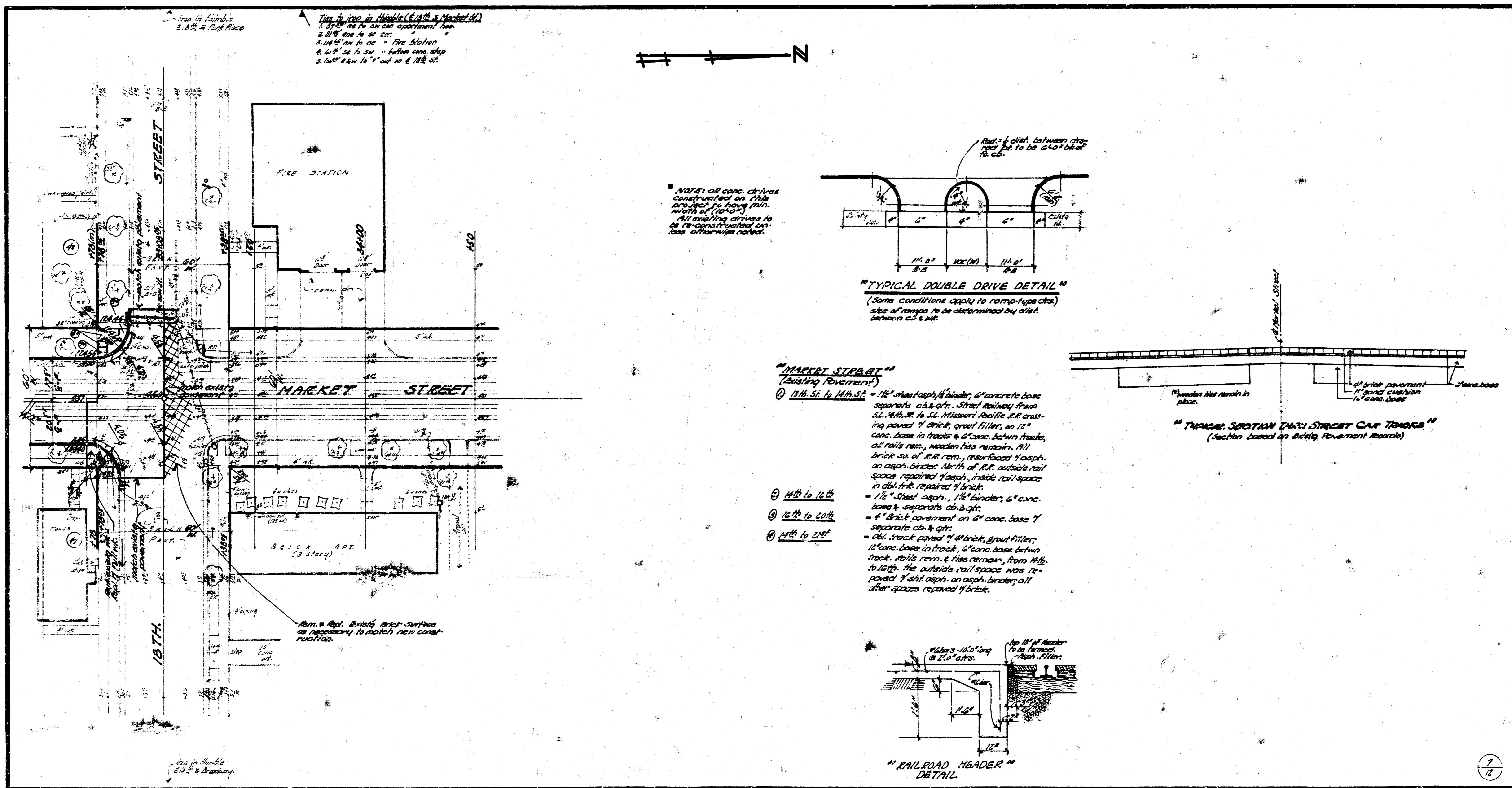
existing walls to remain in place
grade existing to match new
construction.

10.186%

existing walls to remain in place
grade existing to match new
construction.

NOTE TO CONTRACTOR & ENGINEER - Care is to be used when removing
pavement around trees so min-
imum amount of damage is done
to root system. All trees
to remain in place except where
noted.

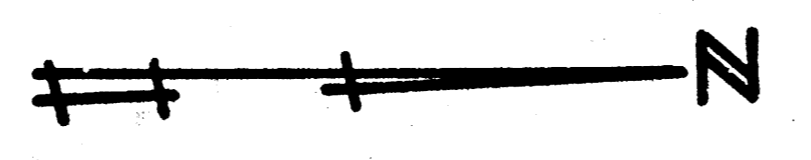




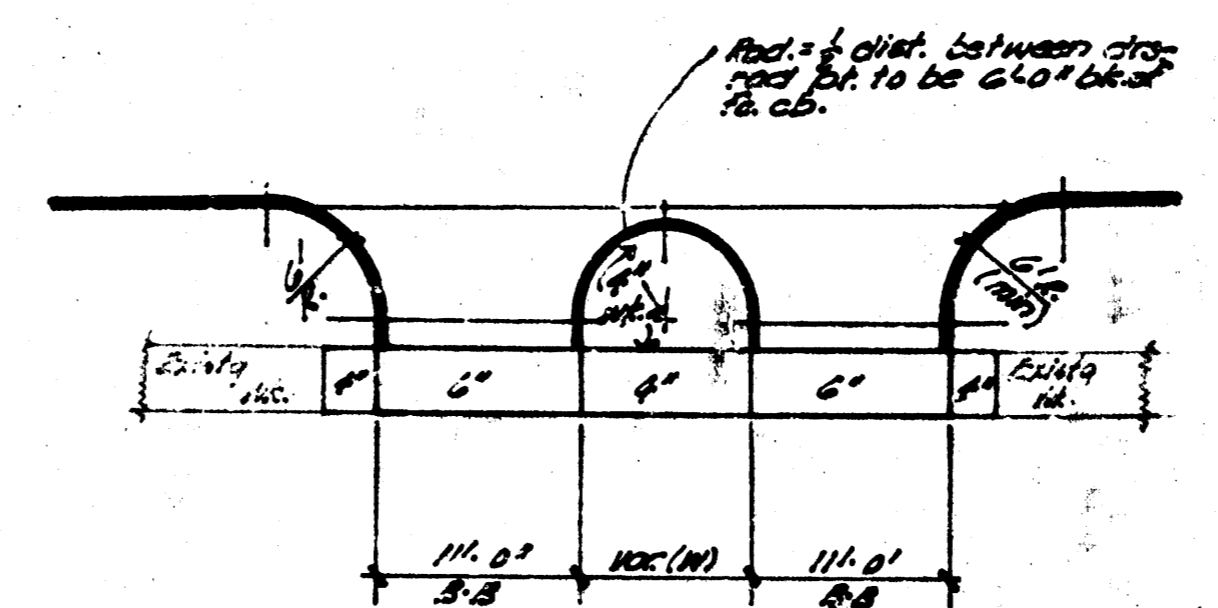
See in details E. 8th & Park Place

Ties to iron in double (E. 17th & Market St.)

1. 8" x 8" tie to iron in apartment base
2. 8" x 8" tie to iron in apt.
3. 10" x 10" tie to iron in Fire Station
4. 4" x 8" tie to iron in apt. base
5. 10" x 10" tie to iron in E. 18th St.



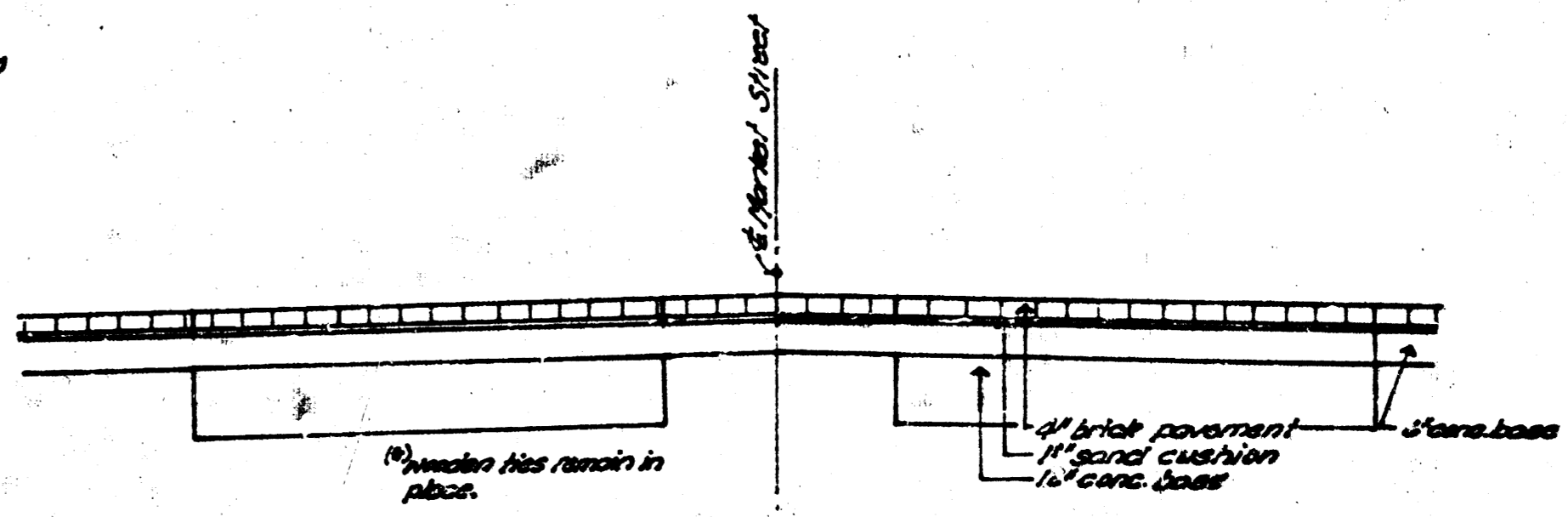
NOTE: all conc. drives constructed on this project to heavy rain. All existing drives to be reconstructed unless otherwise noted.



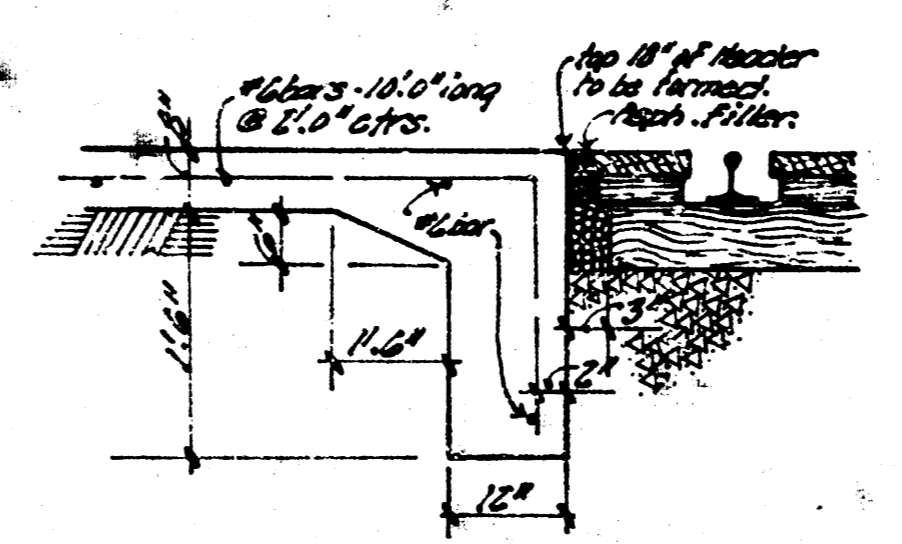
"TYPICAL DOUBLE DRIVE DETAIL"
(Some conditions apply to ramp-type cuts) size of ramps to be determined by dist. between cut & abut.

"MARKET STREET"
(existing pavement)

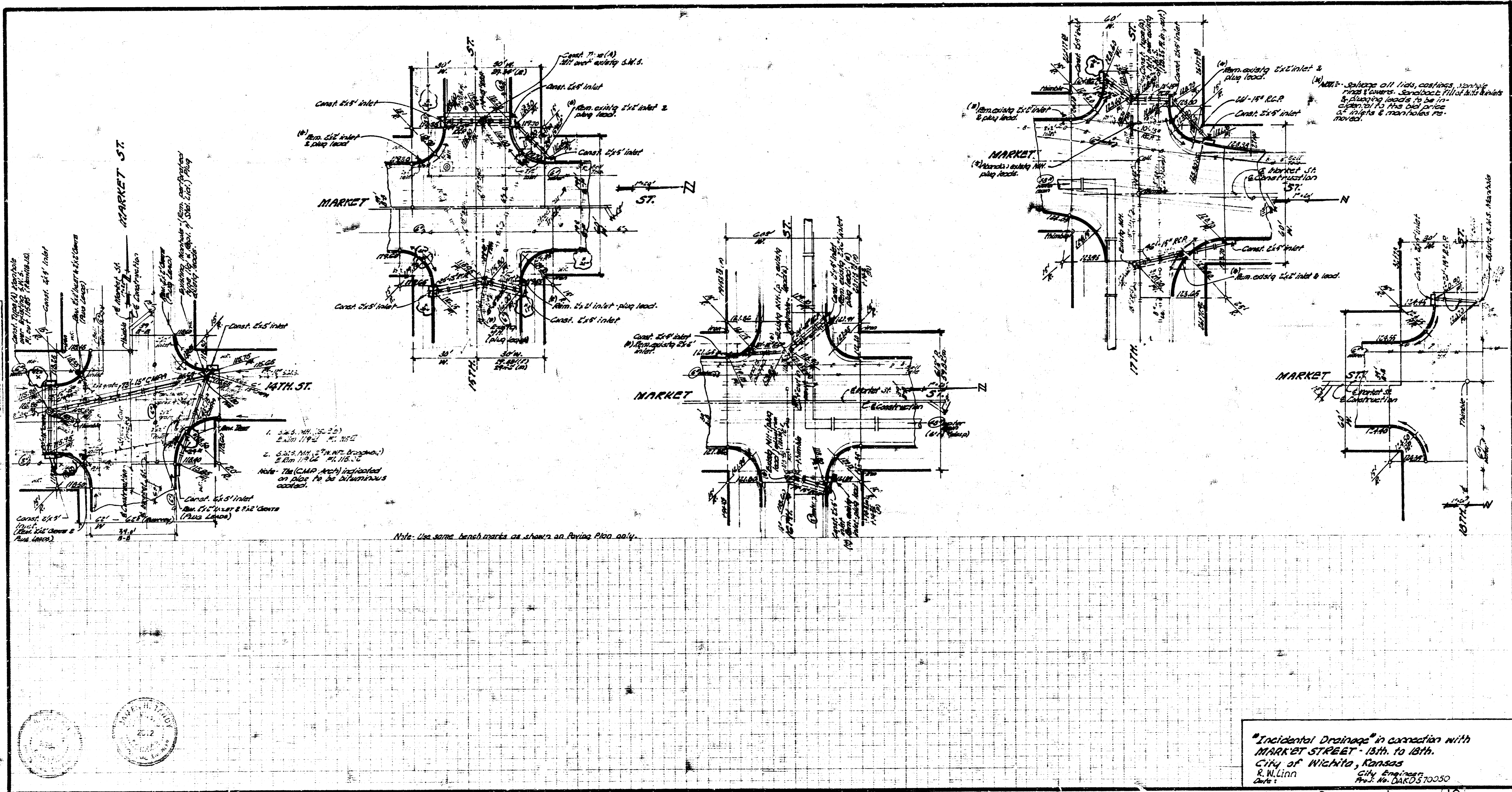
- ① 18th St. to 14th St. = 1 1/2" steel c/sph., 1 1/2" binder, 6" conc. base separate ch. & gtr. Street Railway from St. Ath. St. to St. Missouri Pacific R.R. crossing paved 1" brick, gravel filler, on 12" conc. base in tracks & 6" conc. base between tracks, all rails remain, wooden ties remain. All brick on all 1/2" rem. non-faced 1" depth on each side. North of R.R. outside rail space repaired 1" asphalt, inside rail space in dist. repaired 1" brick.
- ② 14th to 16th = 1 1/2" steel c/sph., 1 1/2" binder, 6" conc. base & separate ch. & gtr.
- ③ 16th to 20th = 4" brick pavement on 6" conc. base 1" separate ch. & gtr.
- ④ 14th to 21st = 2 1/2" track paved 1" brick, gravel filler, 6" conc. base in track, 6" conc. base between tracks, rails remain & ties remain, from 14th to 16th the outside rail space was repaved 1" asphalt, on each side, all other spaces repaired 1" brick.



"TYPICAL SECTION THRU STREET CAR TRACKS"
(Section based on existing pavement records)



"RAILROAD HEADER DETAIL"



SHEET 2 OF 2
 PLAN 24
 DRAWN BY
 CHECKED BY

1. S.W.S. 1/4, 22, 23
 2. S.W.S. 1/4, 24, 25, 26, 27
 3. S.W.S. 1/4, 28, 29, 30, 31, 32
- Note: The (CAMP AREA) indicated on plot to be eliminated contact.

Note: Use same bench marks as shown on Paving Plan only.

"Incidental Drainage" in connection with
 MARKET STREET - 15th. to 18th.
 CITY OF WICHITA, KANSAS
 E. W. Linn
 Date: City Engineer
 No. 240570050

