B.M. 144.58 City Disc, 32.5' N. & 67.5' W. of ℄ Rock Road & ℄ Lincoln

B.M. 154.91 Bridge Spike S. Side P. Pole 25' S. & 1' W. of S.E. Corner Morris & Rock Road

Install Drainage Pipe. Field Engineer to Determine Size & Length Required & Set Flo Grades

36' V.C. P.V.I. El. 157.54 (Cb.) -0+36

36' V.C. P.V.I. El. 5.85 0+00

100' V.C. P.V.I. El. 150.85 2+00

-0+65 | 0+00 | 0+50 | 1+00 | 1+50 | 2+00 | 2+50 | 3+00 | 3+50 | 4+00 | 4+50 | 5+00 | 5+50 | +71.1(P)

P.V.T. & P.V.C. -0+18

P.V.T. 0+18

-ROAD

-STREET

-2.400 % | -4.694 % | -2.500 % | 0.4 Wk. | -0.593 % | 0.4 to 0.7 Wk.

Taper Curb — FULL CURB — FULL CURB

IRON

6.35 .33.0 | 5.00 .18.8 | 3.75 .14.7 | 2.50 .0.8 | 1.49 .0.5 | 0.95 .0.8 | 0.66 .1.6 | 0.66 .15.8 | 0.36 .183.1 | 0.07 .3.1 | 9.77 .17 | 9.47 .3.8 | 9.35 .2.8

6.63 | 5.95 | 5.40 | 4.60 | 3.35 | 2.10 | 1.03 | 0.55 | 0.26 | 9.96 | 9.66 | 9.37 | 9.07 | 8.77 | 148.65

6.80 | 6.15 | 5.60 | 5.10 | 4.33 | MORRIS | 3.08 | 1.83 | 0.81 | 0.27 | 9.96 | 9.65 | 9.34 | 9.03 | STREET | 8.72 | 8.41 | 8.28

6.76 | 6.26 | 5.47 | 4.90 | 4.10 | 2.85 | 1.60 | 0.58 | 0.03 | 9.70 | 9.38 | 9.06 | 8.73 | 8.41 | 8.09 | 147.95

6.87 .13.2 | 5.87 .13.2 | 4.50 .13.2 | 3.25 .12.8 | 2.00 .12.8 | 0.98 .3.4 | 0.43 .0.0 | 0.10 .0.4 | 9.78 .131.2 | 9.46 .1.3 | 9.13 .1.4 | 0.81 .0.4 | 8.49 .2.4 | 8.35 .2.0

Full Cr. — 30' — 30' — 30' — 30'

6" Conc. Curb — Cb. 7.08 — 12" — 12" — 7.0 — 30'

IRON — IRON — IRON

ROLL CURB — ROLL CURB

-2.400 % | -5.083 % | -2.500 % | 0.4 Wk. | -0.647 % | 0.4 Wk.

-ROCK — -EASTMOOR

5+71.2 (P) IRON

-0+36 P.V.I. El. 157.18 Cb. 36' V.C.

-0+18 P.V.T. & P.V.C.

0+18 P.V.T.

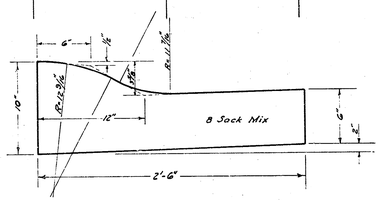
0+00 P.V.I. El. 155.35 36' V.C.

2+00 P.V.I. El. 150.35 100' V.C.

5+71.2 (P)

PROPERTY	EXC.	COMP. FILL
	1686 Cu. Yds.	337 Cu. Yds.
+10%	169 " "	40 " "
Totals	1855 Cu. Yds.	437 Cu. Yds.

CITY	EXC.	COMP. FILL
	13 Cu. Yds.	187 Cu. Yds.
	1 " "	19 " "
	14 Cu. Yds.	206 Cu. Yds.



ROLL CURB & GUTTER DETAIL

MORRIS STREET
FROM E.L. ROCK ROAD
to W.L. EASTMOOR STREET
26'-2'-30' Asph. Concrete
B.E. SMITH CITY ENGINEER
CITY OF WICHITA KANSAS
OCT. 1963
(1/2)
Project No. C19-117