B.M. 95.81 'X' ON E. RIM M.H., W.S. MADISON, 5'S. OF N. CB. WASSALL
B.M. 96.89 'X' ON PAVT., W. EDGE K-15 SLAB ON ℄ WASSALL

WASSALL

MADISON

NOTE: REMOVE P.B. OF SLAB CURB & REPLACE TO GRADE

NOTE: REMOVE PAD GUTTER & REPLACE TO GRADE.

MEET EXISTING PAVT.

A.T. & S.F. R.R.

K-15

0.100 AT ℄ OF IRON ON ℄ WASSALL & MADISON

0.285 W.L. A.T. & S.F. R/W.

0.12 W. RAIL
0.77 E. RAIL

10.85 E.L. R.R. R/W

11.37 ℄ DITCH

11.65 W. EDGE W. SLAB

11.72 ℄

14.87 E. EDGE W. SLAB

21.00 DITCH

21.13 W. EDGE E. SLAB'

21.34 ℄ PAV.

21.35 E. EDGE E. SLAB

R=570'
Δ=37°-36'

FLO 95.10
C.B.
70' S. OF ℄

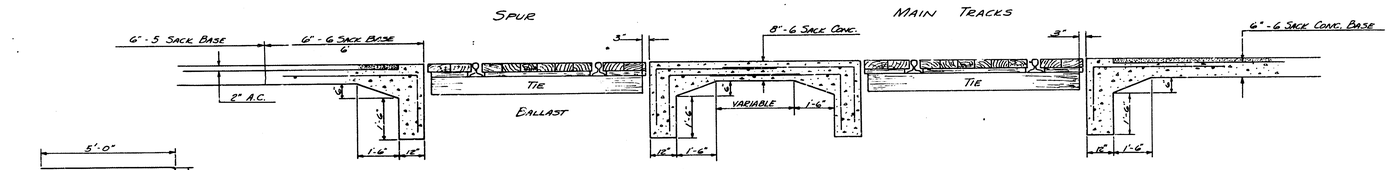
NOTE TO FIELD ENGINEER: STAKE ELEVATIONS SHOWN. TAPER CURB TO MATCH FLO @ R.R. TRACKS.

NOTE: INSTALL 15" R.C.P. IN DITCH @ STA. 11+37.

B. E. SMITH REGISTERED 636 KANSAS PROFESSIONAL ENGINEER

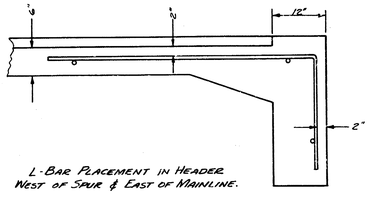
1/4

WASSALL ST.
W.L. MADISON TO W.L. K-15
26-2-30 A.C.
CITY OF WICHITA, KANSAS
B.E. SMITH · CITY ENGINEER
MARCH, 1954 PROJ. C12-170



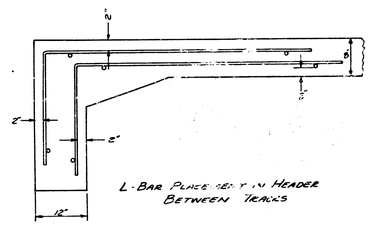
REINF. BARS @ HEADERS

HEADER DETAIL
SCALE: 1" = 2'



L-BAR PLACEMENT IN HEADER WEST OF SPUR & EAST OF MAINLINE.

STEEL PATTERN FOR HEADER BETWEEN TRACKS

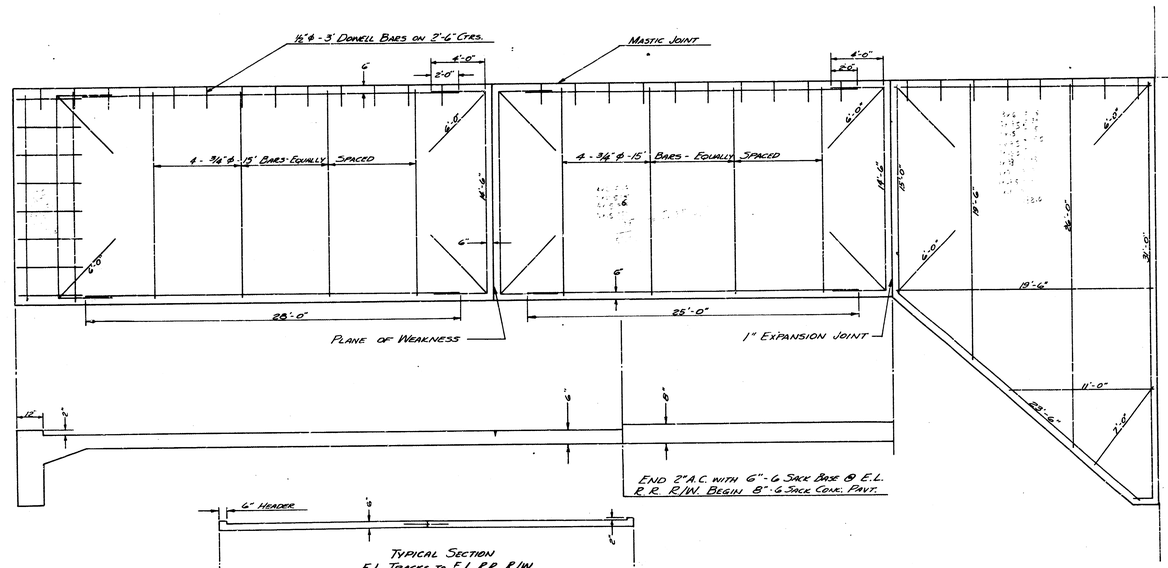


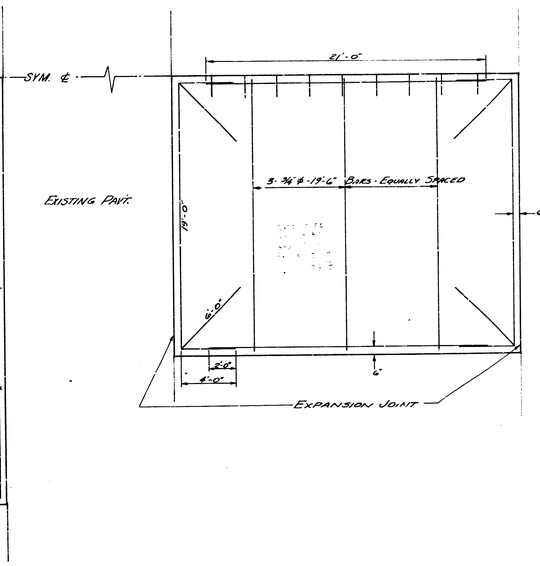
L-BAR PLACEMENT IN HEADER BETWEEN TRACKS

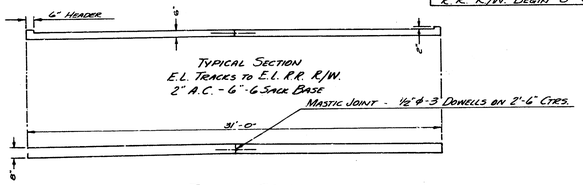
HEADER DETAIL

WASSALL
MADISON TO K-15

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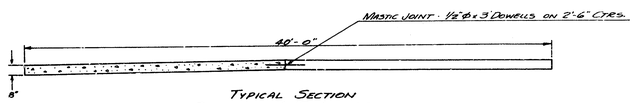






TYPICAL SECTION
E.L. TRACKS TO E.L. R.R. R/W.
2" A.C. - 6" - 6 SACK BASE

TYPICAL SECTION
E.L. R.R. R/W. TO K-15 PAVT.
8" - 6 SACK CONC.



TYPICAL SECTION
BETWEEN K-15 LANES
8" - 6 SACK CONC.

STEEL PATTERN & TYPICAL SECTIONS
WASSALL
MADISON TO K-15

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