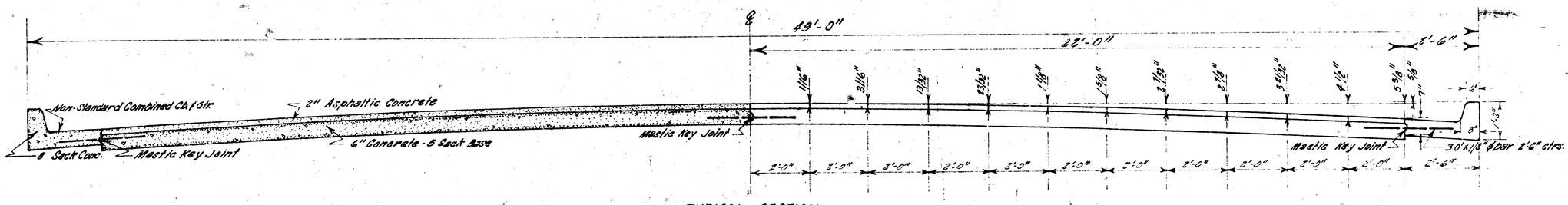
THIRTEENTH STREET

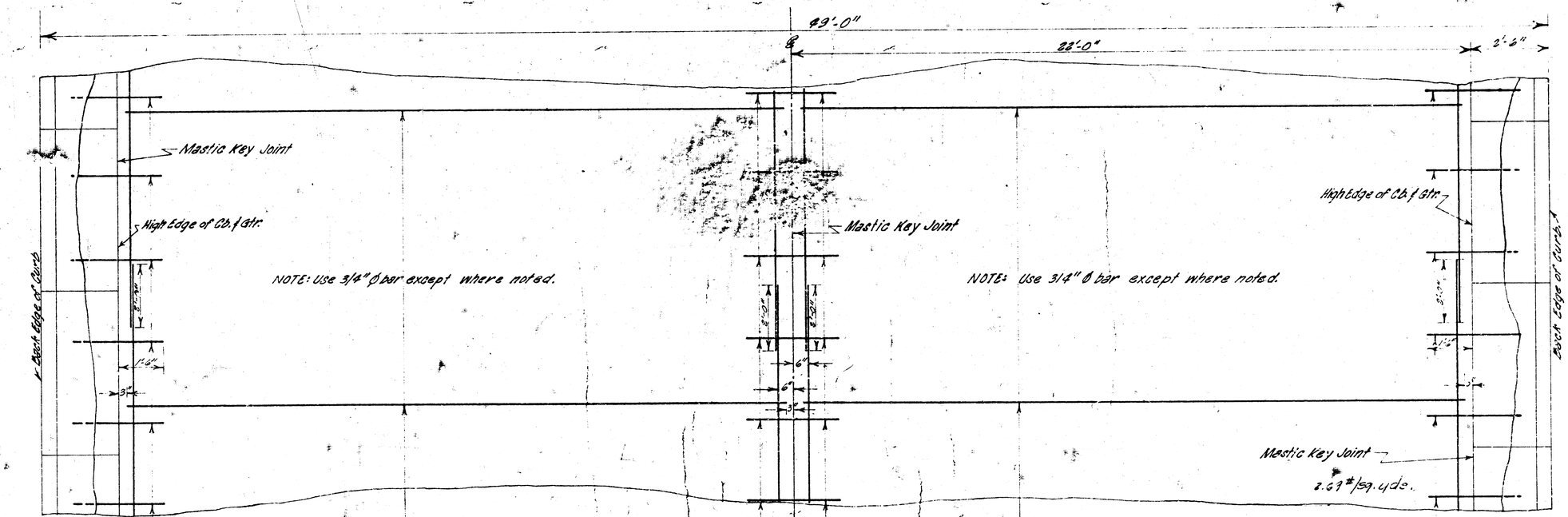
FROM E.L. HILLSIDE AVE. TO E.L. VESTA DRIVE

PROJECT NO. C16-1

B.E. SMITH CITY ENGINEER CITY OF WICHITA, KANSAS



TYPICAL SECTION
Scale: 1" = 2'-0"



STEEL PATTERN
Scale: 1" = 2'-0"

JAMES H. LEWIS
2012
REGISTERED ENGINEER

1/11

B.M. 171.75 "D" cut on S.W. corner Texaco Sign, base on N.E. corner 13th & Hillside

B.M. 181.50 R.R. Spike S. side 10" Elm Tree E. side Holyoke & 14' N. of N.L. 13th

B.M. 187.57 R.R. Spike on N.E. side large Elm tree on S.W. cor. Fairmount & 13th

N

Scale: 1"=20'

Existing Retaining Wall to Remain. Do Not Disturb.

NOTE: Street Car Track Ties Removed will be paid on Lin. Ft. of Track.

NOTE: All drives are to be ramp type between Hillside & Vale Ave. except from Sta. 1+30 to 2+55 (Rt.)

"X" cut in walk on B Line 28' (Lt) &

0+00 0+35 0+50 1+00 1+25 1+50 1+75 2+00 2+25 2+50 3+00 3+29.9 3+50 3+59.95 3+75 4+00 4+25 4+50 4+75 5+00 5+25 5+50 5+75 6+00 6+25

P.V.C. P.V.I. El. 174.29 50' V.C. P.V.T. P.V.C. P.V.I. El. 177.30 50' V.C. P.V.T. P.V.C. P.V.I. El. 180.15 P.V.T. P.V.C. P.V.I. El. 180.65 50' V.C. P.V.T. P.V.C. P.V.I. El. 182.60 50' V.C. P.V.T.

+3.242 % 0.1 WK. +4.013 % +2.850 % 0.1 WK. +0.500 % 0.1 WK. +1.950 % +2.400 % 0.1 WK.

VALE AVE.

IRON W. WHEELE

HILLSIDE

HOLYOKE

STREET

Texaco Station

Brick Apt House

Brick Apt House

Const. Full Walk.

SAW & MATCH

Const. Full Walk

Const 4' Walk. Match A.C. Drive

Full Ct.

Bldg.

Sta. 3+44.4 Lt. Cl.

Sta. 3+35.5 Lt. Cl.

Sta. 3+29.7 (Rt) 33.80 (Lt) ℄

Sta. 3+99.8 (Rt) 33.80 (Lt) ℄

Sta. 3+78.0 Rt. Cl.

Sta. 3+76.0 Rt. Cl.

Sta. 3+92.5 Lt. Cl.

Sta. 4+06.33 P.O.T. "X" cut on walk 26' So. ℄

20' ALLEY (Gravel)

0+33.9 0+75 P.V.C. 1+00 P.V.I. El. 173.90 50' V.C. 1+25 P.V.T. 1+75 P.V.C. 2+00 P.V.I. El. 177.47 50' V.C. 2+25 P.V.T. 2+75 P.V.C. 3+00 P.V.I. El. 180.15 50' V.C. 3+25 P.V.T. 3+37.3 3+64.9 4+00 P.V.C. 4+25 P.V.I. El. 180.65 50' V.C. 4+50 P.V.T. 5+25 P.V.C. 5+50 P.V.I. El. 183.30 50' V.C. 5+75 P.V.T.

+3.162 % 0.1 WK. +3.570 % +2.680 % +0.400 % 0.1 WK. +2.120 % +2.555 %

NOTE: Temporary asph. drives removed to be paid as Sq. Ft. Drive.

Existing Retaining Wall to Remain. Do Not Disturb

EXCAVATION		COMP. FILL
	1660 Cu. Yds.	1392 Cu. Yds.
+10 %	166 " "	139 " "
	1826 Cu. Yds.	1531 Cu. Yds.
Est.	600 " " Borrow	
Total	2426 Cu. Yds.	

Borrow Material will be paid as cu. yds. excavation, determined by X-Sec. at borrow material site which will be located by contractor. Overhaul will be paid from site to project.

JOHN L. ALLEN LICENSED 621 KANSAS PROFESSIONAL ENGINEER

2/11

13TH STREET

FROM E.L. HILLSIDE AVE.
TO E.L. VESTA DRIVE
44'-2'-48' A.C. & Sidewalk

B.E. SMITH CITY ENGINEER
CITY OF WICHITA KANSAS

Date: June 1966

Project No. C16-

B.M. 188.07 "B" Cut on back walk North, on E. side Vassar @ 7' N. of N.L. 13th St.

Const. Ret. Wall (Lf.) Approx. Stations 12+65 to 13+25. Vary height (h) as required.

P.O.T. "X" on walk 28' N. of ℄ 13th. 6+83.77

"X" on Base Lines 28' N. & 20' N. ℄ 11+08.42

P.O.T. "X" on walk 28'(Lf.) Large Nail on ℄ 9+57.49

50' V.C. P.V.I. El. 186.20 6+50

P.V.T. 6+75

6+87.5

P.V.C. 7+20

65.2' V.C. P.V.I. El. 188.20 7+52.6

7+67.6

P.V.T. 7+85.2

8+00

P.V.C. 8+25

8+50

8+75

150' V.C. P.V.I. El. 193.40 9+00

9+25

9+50

P.V.T. 9+75

10+00

10+49.8

P.V.C. 10+79.85

11+09.9

11+25

140.3' V.C. P.V.I. El. 186.40 11+50

11+75

12+00

P.V.T. 12+20.15

12+50

13+

400'

+1.949 %

+3.528 %

0.1 Wk.

−2.800 %

−4.821 %

0.1 Wk.

Const. Ret. Wall (h=2'-0")

Const. New Steps

MATCH

6" Conc.

7" Conc.

IRON Sta 11+09.90 (Mf.)

30.10 (Lf.)

Brick House

4 Ch. Link Fence

3 Board Fence

Top R.C.B. 184.73

Top R.C.B. 184.72

Gravel

STREET

+2.555 %

+3.191 %

−2.840 %

−4.400 %

FAIRMOUNT

VASSAR

SAW T

Match @ P.L.

Frame Gar. Dirt Floor

Frame Gar. Conc. Floor

11 Gutter South ith Asphalt

Widen drive to match garage.

6+89.7

7+19.6 P.V.C.

7+49.6 P.V.I. El. 188.40 60' V.C.

7+79.6 P.V.T.

8+25 P.V.C.

9+00 P.V.I. El. 193.20 150' V.C.

9+75 P.V.T.

10+49.5

10+79.6

11+09.7 P.V.C.

11+50 P.V.I. El. 186.10 80.6' V.C.

11+90.3 P.V.T.

6+83.77 P.O.T. "X" cut on walk on B Line 26 (Rf.) ℄

9+57.49 "X" on Wk. 26 (Rf.) ℄

C 16-1

3/11

B.M. 175.87 R.R. Spike S. side Large Elm Tree N. side 13th approx. 35' W. of W.L. Yale N.

B.M. 171.99 N.W. cor. conc. porch brick apartment #3623 E. 13th.

Set Walk Grade @ Drive 0.1 above Flo

80' V.C. P.V.I. El. 172.90 14+30

P.V.C. 13+90

P.V.T. 14+70

146' V.C. P.V.I. El. 170.90 16+50

P.V.C. 15+77.0 ±

P.V.T. 17+23

P.O.T. Tacked Stake 20' N. ℄ 17+24.33

50' V.C. P.V.I. El. 171.80 17+50

P.V.C. 18+00

100' V.C. P.V.I. El. 173.35 18+50

P.V.T. 19+00

13+00 13+25 13+50 13+75 14+02.3 14+52.4 15+00 15+25 15+50 16+00 16+25 16+40 16+75 17+07.7 ± 17+50 17+75 18+00 18+25 18+50 18+75 19+00 19+25

-4.821 % 0.1 wk. -0.909 % 0.1 wk. +0.300 % +1.550 % 0.3 wk. +3.767 %

YALE AVE. YALE BLVD. 13TH. STREET

Const. 6" Walk back Curb

Const. 4' Walk

7' Conc.

Saw Match

Double 12" Tree

14" Tree

Cedar Tree

Set Nail in Top of Curb

Set Drill

Match

Conc. Porch

Brick Apt. Bldg.

Brick House

-4.400 % -6.917 % -0.895 % 0.1 wk. +1.062 % +2.400 % +4.471 %

13+25 P.V.C.

13+75 P.V.T. & P.V.C.

15+50 P.V.I. El. 177.30 50' V.C.

14+04.49 P.O.T. "X" on walk B.L. 26'S. & 20'S. ℄

14+58 P.V.T.

14+76.5 ±

14+16.5 P.V.I. El. 172.70 83' V.C.

15+80 P.V.C.

16+40 P.V.I. El. 170.70 120' V.C.

17+00 P.V.T.

17+50 P.V.C.

17+24.33 P.O.T. on Base Line 20'So. & 38'So. ℄

18+00 P.V.I. El. 172.40 100' V.C.

18+50 P.V.T. & P.V.C.

19+00 P.V.I. El. 174.80 100' V.C.

Remove block wall & rail fence east of west R.L. Yale & shape dirt to match new pavement.

NOTE: Repair bad places in existing sidewalk.

C 16-1

4/1

B.M. 179.55 "□" cut top W. curb Gardner Dr. @ S.L. 13th Street

B.M. 189.89 N.E. corner conc. porch Brick Apt. #3711 E. 13th Street

B.M. 193.28 "□" cut top west curb Roosevelt 15' S. of S.L. 13th Street

NOTE: Sidewalk shown with dotted lines to be located in the field after the R.R. signal lights are re-located.

P.O.T. Tacked Stake 20' N. ℄ 20+40.73

P.O.T. Tacked Stake 20' N. ℄ 23+06.79

100' V.C. P.V.I. El. 179.00 20+00

50' V.C. P.V.I. El. 187.10 21+50

110' V.C. P.V.I. El. 194.10 23+00

140' V.C. P.V.I. El. 195.15 24+80

P.V.C. 19+75 — +3.767 % — P.V.T. 20+50 — +5.400 % — P.V.C. 21+25 — +4.667 % — P.V.T. 21+75 — 22+00 — 22+25 — P.V.C. 22+45 — +60 — 22+75 — +90 — 23+09.5± — 23+25 — P.V.T. 23+55 — +0.583 % — 23+87.7 — P.V.C. 24+10 — 24+35 — 24+50 — 24+65 — 25+00 — 25+25 — 25+50 — +4.005 % — 26+00

Beg. Curb 23+74

Const. 4' Walk

Construct Steps

Match @ P.L.

7" Conc.

6" Conc.

Conc. Parking

Curb Transition

Full Ch.

No Ch.

Conc. Base for R.R. Signal Box

Brick Apt. Bldg.

Use Elevs. Shown

Const. 4' Walk (Walk Grade is top Parking Curb)

Const. 4' Walk next to curb Fence to Remain

Curb Transition from No Ch. to Full Ch.

23+57 Beg. Curb +0.317 %

+3.437 % 0.1 Wk.

Chain Link Fence

Walk to Remain. Repair bad sections.

Do not replace drive unless space is provided for parking south of walk.

NOTE: Compact dirt next to curb where walk is constructed.

GARDNER DR. — 19+75.83 — 20+10.86 — P.V.C. 19+75.9 — P.V.I. El. 181.10 50' V.C. — P.V.T. 20+65.9 — 20+40.9

21+00 P.V.C. — 21+50 P.V.I. El. 187.50 50' V.C. — 21+75 P.V.T.

22+50 P.V.C. — 22+75 — 23+06.79 P.O.T. 38' (Rt) & 25 (Rt) Base Line — 23+25 — 23+50 P.V.T.

23+00 P.V.I. El. 193.80 100' V.C.

ROOSEVELT — 23+80.4± — 23+87.7 P.V.C. — 24+10 — 24+25 — 24+51.5± — 24+65 — 24+80 — 24+96.3 P.V.T.

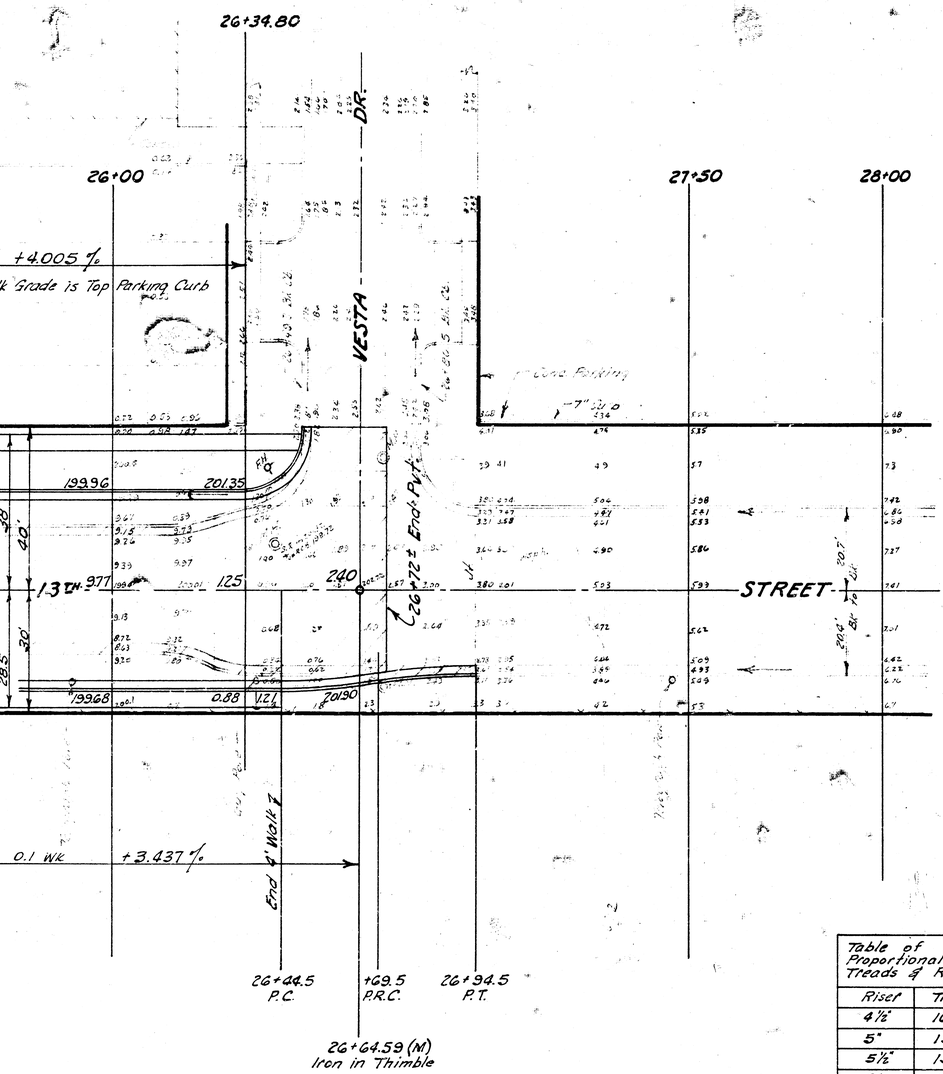
24+42 P.V.I. El. 194.25 108.6' V.C.

STREET

C 16-1

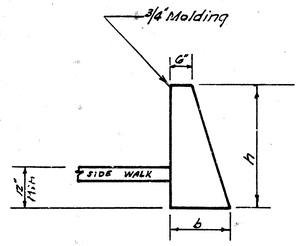
5/11

B.M. 202.62 "a" cut top conc. coping S.E. corner conc. parking on N.W. cor. Vesta Dr. & 13th St.



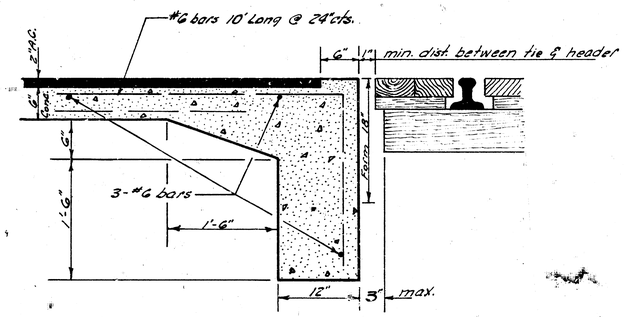


Const. tar paper keyed const. joint @ 20' intervals and 1" premolded exp. joint @ 100 (max.) spacing



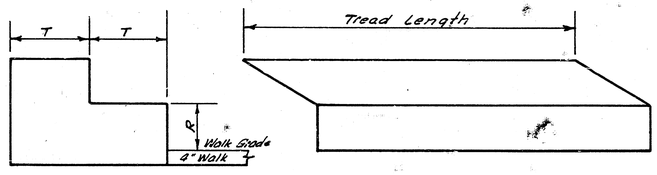
Dimensions		Conc. L. ft. Cu. yds.
h	b	
1'-9"	11"	.046
2'-0"	13"	.059
2'-3"	15"	.073
2'-6"	17"	.089
2'-9"	18½"	.104
3'-0"	20"	.120

GRAVITY TYPE (Conc) RETAINING WALL



DETAIL OF CONC. HEADER FOR R.R. CROSSING
Not to Scale

Table of Proportional Treads & Risers	
Riser	Tread
4½"	16⅝"
5"	15"
5½"	13¾"
6"	12⅝"
6½"	11⅝"



END VIEW

CONC. STEPS
No Scale

Bid Item for Lin. Ft. of Conc. Steps is the total Lin. Ft. of tread lengths constructed.

C 16-1

6/11

30 20 10 0 10 20 30

185.0
180.0
185.0
180.0
185.0
180.0
185.0
180.0
185.0
180.0
185.0
180.0
185.0
180.0
175.0
180.0
175.0
170.0
175.0
170.0
175.0
170.0
175.0
170.0
165.0

5+00

4+50

4+00

3+85.0 End Existing R.C.B. Box Culvert

3+41.25

3+43.5 End R.C.B. Box Culvert

3+75.5 BK. E. CL. HOLYOKE No.

3+76.7

3+78.0 BK. E. CL. HOLYOKE So.

3+44.0 BK. W. CL. HOLYOKE No.

3+48±

3+51.8 BK. W. CL. HOLYOKE So.

3+33 End Existing CL Box R.C.B.

3+33.6

3+42.3 End Existing CL Box R.C.B.

3+00

2+50

2+00

1+50

1+00

0+75

0+50

13TH Street from E.L. Hillside to E.L. Vesta Dr.

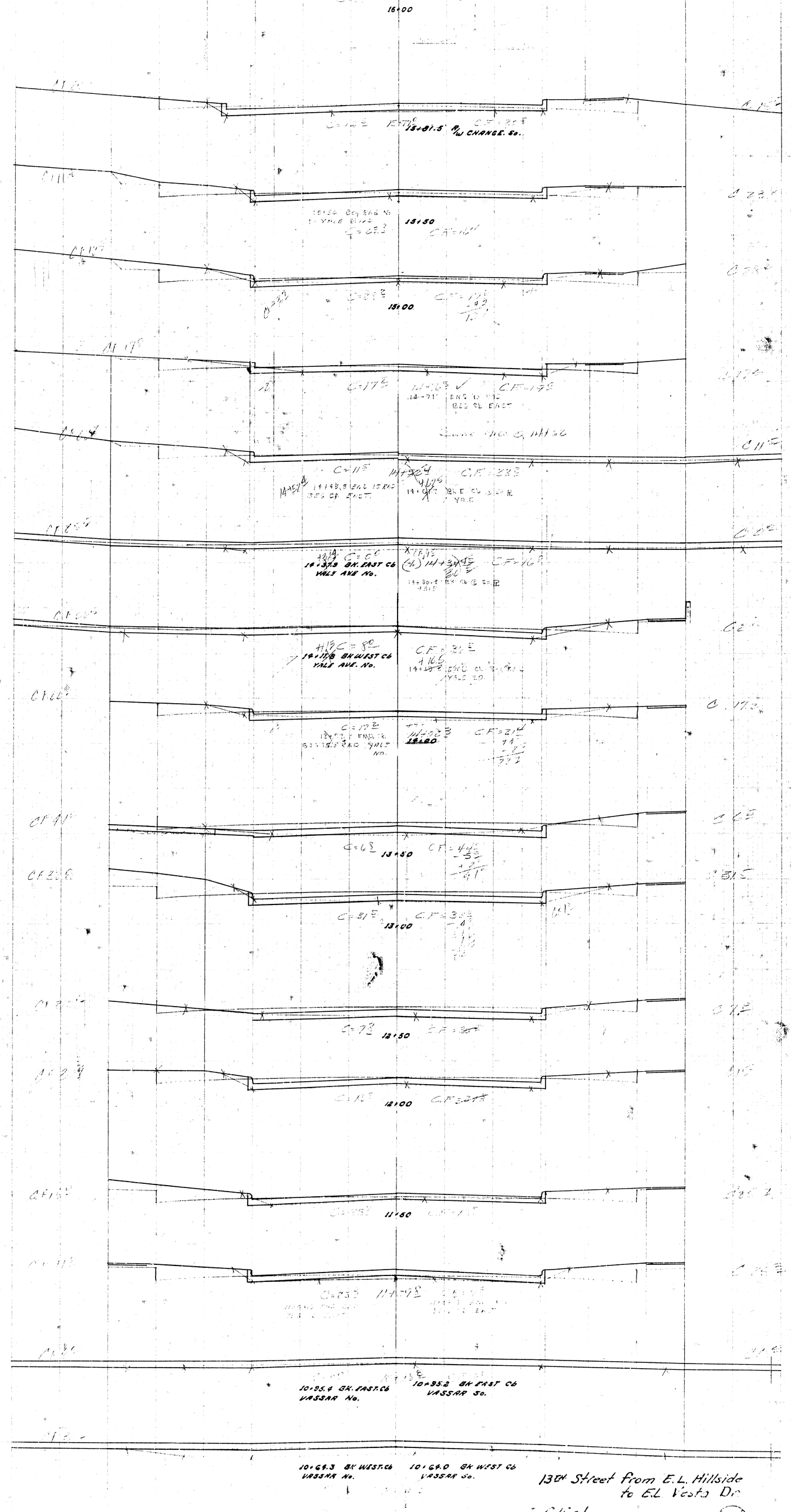
C 16-1

7/11

190.0
195.0
190.0
195.0
190.0
195.0
190.0
195.0
190.0
195.0
190.0
195.0
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190.0
185.0
190.0
185.0
190.0
185.0
190.0
185.0
190.0
185.0
180.0

C=40°
10+00
C=22°
10+00
C=17°
9+50
C=17°
9+25
C=20°
9+00
C=26°
8+75
C=29°
8+50
C=31°
8+25
C=34°
8+00
C=27°
7+75
C=12°
7+45L
CF=34°
7+97.6 END 10' RAD. BEG S.L. EAST
C=10°
7+38.1 BK EAST Cb No.
7+35.1 BK EAST Cb. FAIRMONT So.
C=5°
7+02 BK WEST Cb. No.
7+03.8 BK WEST Cb FAIRMONT So.
END ST. CAR TRACKS 7+02
CURVE RADIUS AS G. 72.4
C=11°
6+50
6+00
5+50

13th Street from E.L. Hillside to E.L. Vesta Dr.



13th Street from E.L. Hillside to E.L. Vesta Dr.

185.0
180.0
185.0
180.0
180.0
180.0
175.0
180.0
175.0
180.0
175.0
180.0
175.0
175.0
180.0
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175.0
170.0
175.0
170.0
175.0
170.0

20+75

20+50

20+26.4 BK. EAST C6.
GARDNER DR

20+00

19+95.33 BK. WEST C6
GARDNER DR

19+50

19+00

18+50

18+00

17+50

17+25

17+00

16+75

16+50

16+25

13TH Street from E.L. Hillside
to E.L. Vesta Dr.

C16-1

205.0
200.0
200.0
200.0
200.0
195.0
195.0
195.0
195.0
195.0
195.0
195.0
195.0
195.0
190.0
195.0
190.0
195.0
190.0
195.0
190.0
195.0
190.0
185.0
190.0
185.0
190.0
185.0

26+94.5
26+49.5
C=11° 26+34.8
C=22.5° 26+14
C=17° 25+50
C=20° 25+00
C=17.5° 24+78.3
C=6° 24+51.5
C=0° 24+30
C=6.5° 24+10
C=13.5° ~~23+90~~ 24+30
C=16.5° 23+70
C=7° 23+48
C=8° 23+09.5
C=7.5° 22+93.1 ~~23+00~~
22+60.7
22+45 ~~23+30~~
23+00
21+75
21+50

13TH Street from E.L. Hillside to E.L. Vesta Dr.

C16-1