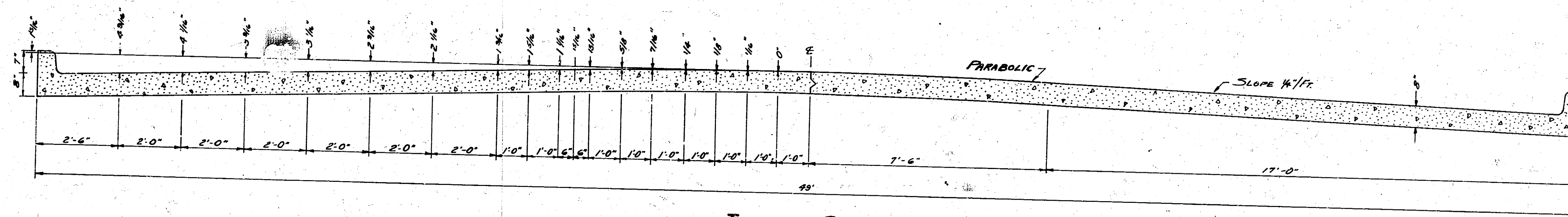
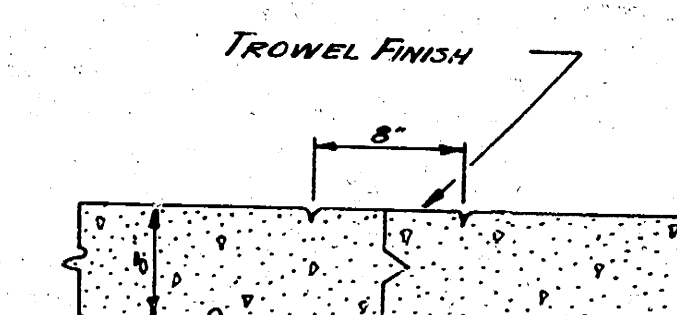


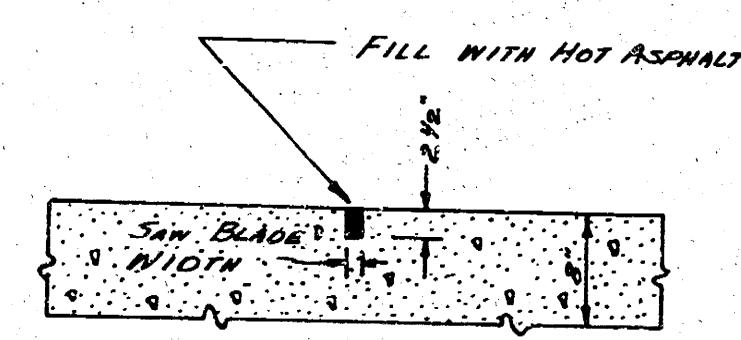
SENECA
 NL WHEELER TO S.L. DAYTON
 48'-8" CONCRETE AND CURB



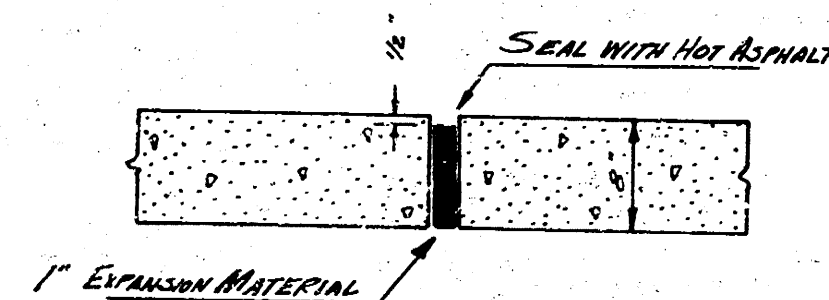
TYPICAL SECTION
 NO SCALE



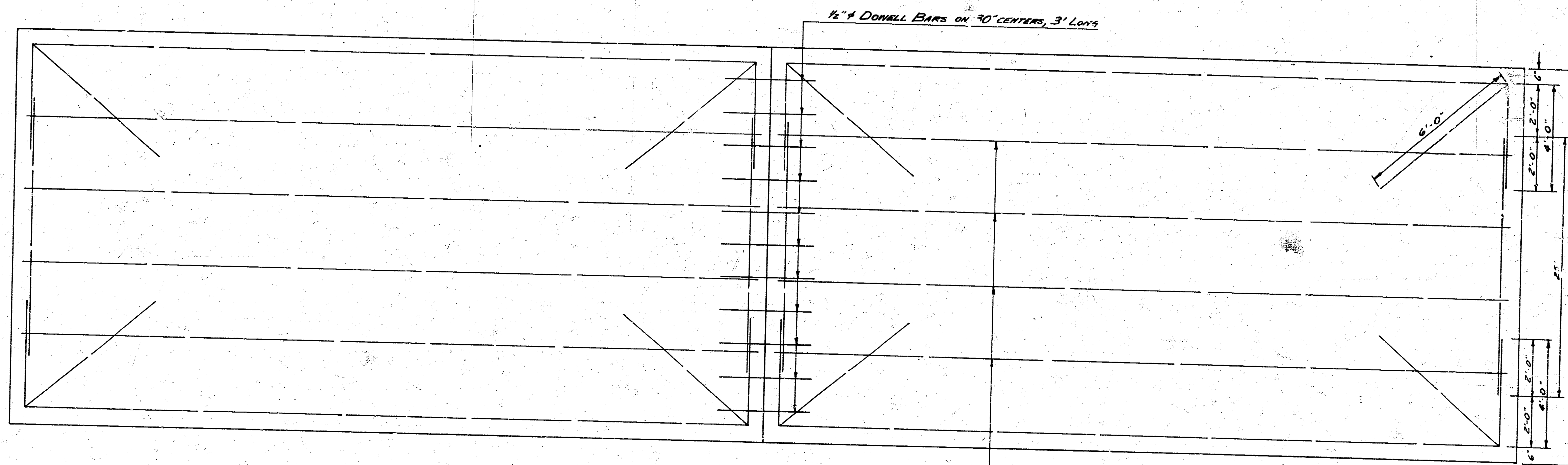
E MARKER DETAIL
 NO SCALE
 PLACE FULL LENGTH OF JOB



CONTRACTION JOINT
 NO SCALE
 TO BE USED AT 30' INTERVALS
 EXCEPT WHERE AN EXPANSION JOINT
 IS USED



EXPANSION JOINT
 NO SCALE
 TO BE USED AT 120' INTERVALS



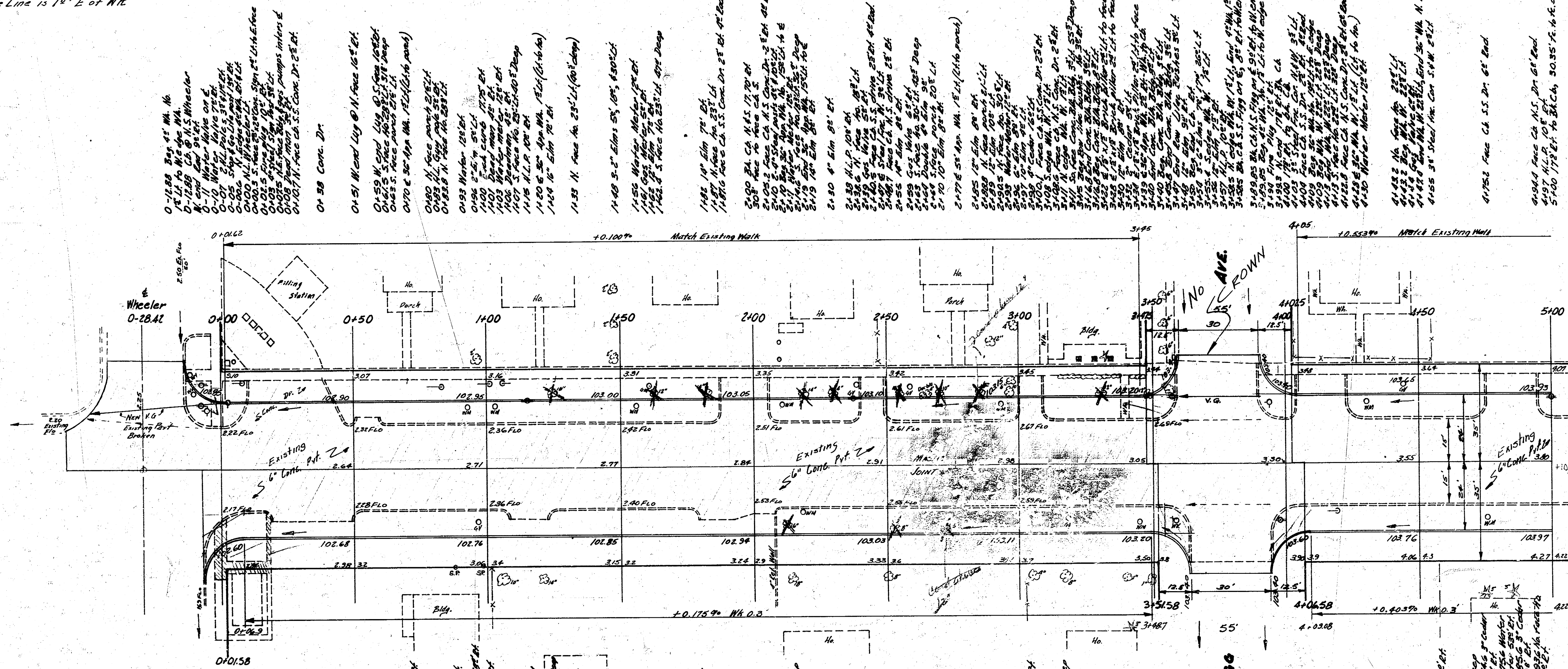
STEEL PATTERN

NO SCALE
 USE 3/8" # BARS UNLESS OTHERWISE SPECIFIED

4- 3/8" # BARS, EQUALLY SPACED, 24'-0" LONG

1/12

B.M. 102.82 Standard S.W. Cor. Seneca & Wheeler
 P.M. 103.41 K. in Kender, c. N.A.S., 12' S. 12' S.W. (Gr. Seneca & P. 23)
 Base Line is 18' E of N.E.



EXCAV
 575.5 Cu.Ys.

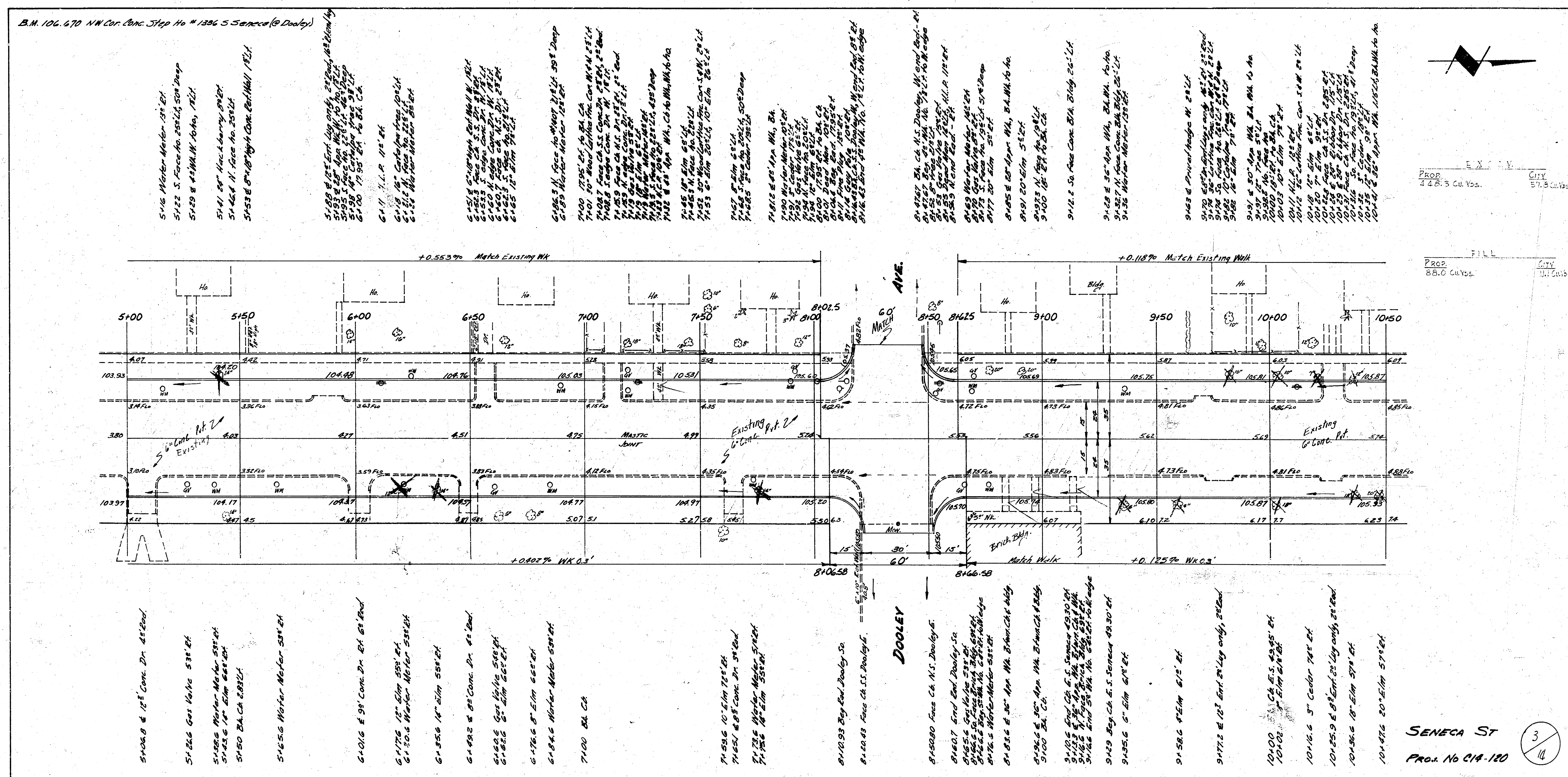
FILL
 2.5 Cu.Ys.

TOTAL EXCAV
 578.0 Cu.Ys.

TOTAL FILL
 2.5 Cu.Ys.

2/14

SENECA ST
 N.L. WHEELER TO S.L. DAYTON
 8' CONC. - 48' E.C.B.
 CITY OF WICHITA, KANSAS
 B.E. SMITH CITY ENGINEER
 JULY 1954 PROJ. No. C19-120



BM SE Cor conc base RR
Signal SW Seneca & Walker
10 7 808

10+55 18" Elm 90' E
10+57 18" Elm 10' E
10+61 18" Elm 10' E

10+77 18" Elm 10' E
10+79 18" Elm 10' E
10+80 18" Elm 10' E

11+01 18" Elm 10' E

11+02 18" Elm 10' E

11+03 18" Elm 10' E

11+04 18" Elm 10' E

11+05 18" Elm 10' E

11+06 18" Elm 10' E

11+07 18" Elm 10' E

11+08 18" Elm 10' E

11+09 18" Elm 10' E

11+10 18" Elm 10' E

11+11 18" Elm 10' E

11+12 18" Elm 10' E

11+13 18" Elm 10' E

11+14 18" Elm 10' E

11+15 18" Elm 10' E

11+16 18" Elm 10' E

11+17 18" Elm 10' E

11+18 18" Elm 10' E

11+19 18" Elm 10' E

11+20 18" Elm 10' E

11+21 18" Elm 10' E

11+22 18" Elm 10' E

11+23 18" Elm 10' E

11+24 18" Elm 10' E

11+25 18" Elm 10' E

11+26 18" Elm 10' E

11+27 18" Elm 10' E

11+28 18" Elm 10' E

11+29 18" Elm 10' E

11+30 18" Elm 10' E

11+31 18" Elm 10' E

11+32 18" Elm 10' E

11+33 18" Elm 10' E

11+34 18" Elm 10' E

11+35 18" Elm 10' E

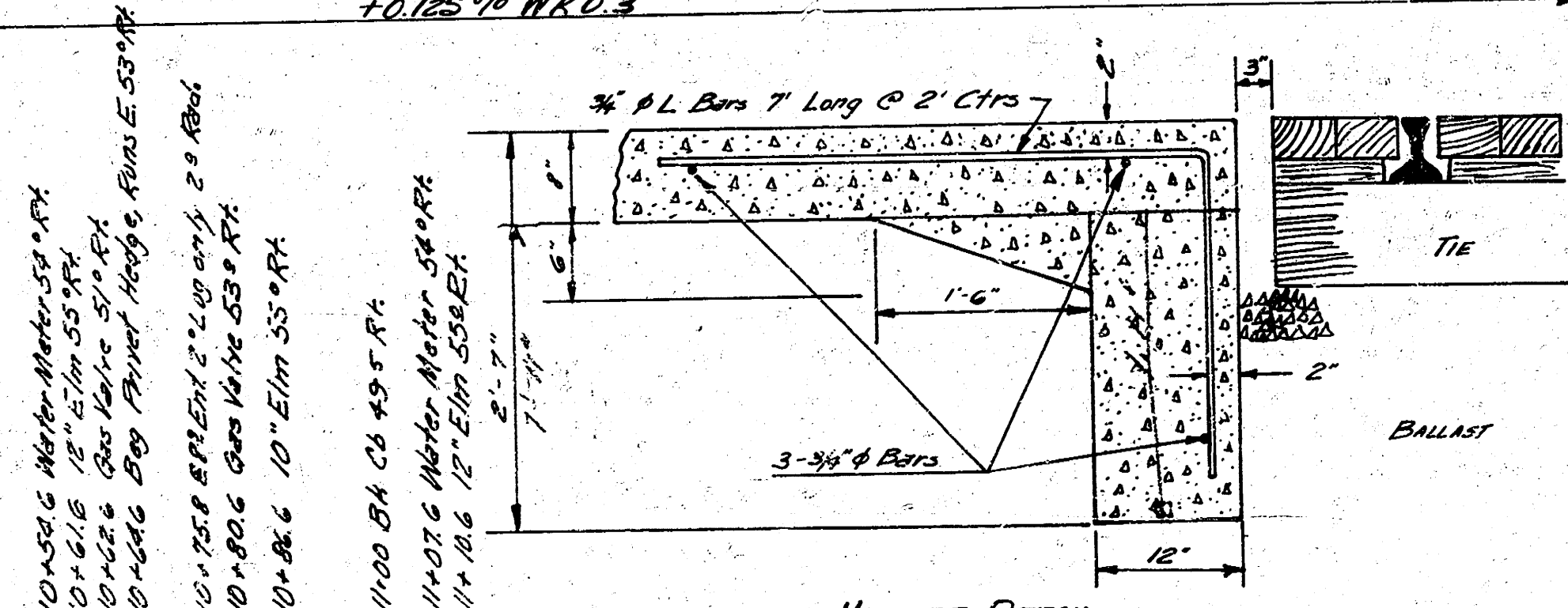
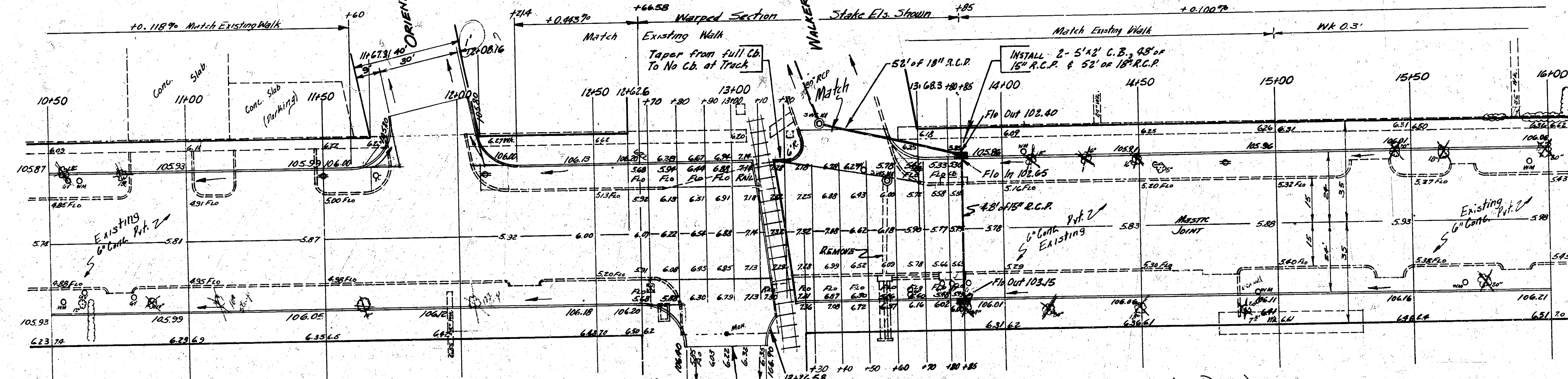
11+36 18" Elm 10' E

11+37 18" Elm 10' E

11+38 18" Elm 10' E

11+39 18" Elm 10' E

11+40 18" Elm 10' E



NOTE TO CONTRACTOR: SALVAGE
MANHOLE & CATCH BASIN CASTINGS &
DELIVER TO CITY YARD.

EXCAV
PROP 10.5 Cu Yds.
CITY 9.4

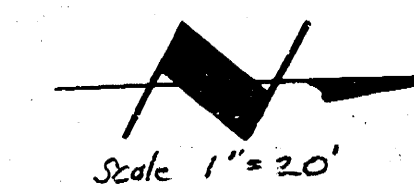
SENECA ST
PROJ. CH 120
4/14

B.M. 106.746 T in Timmons, Rt W.S. SW Seneca & Stillwell
B.M. 106.636 G in Glade NW 1/4 Irving, WL Seneca

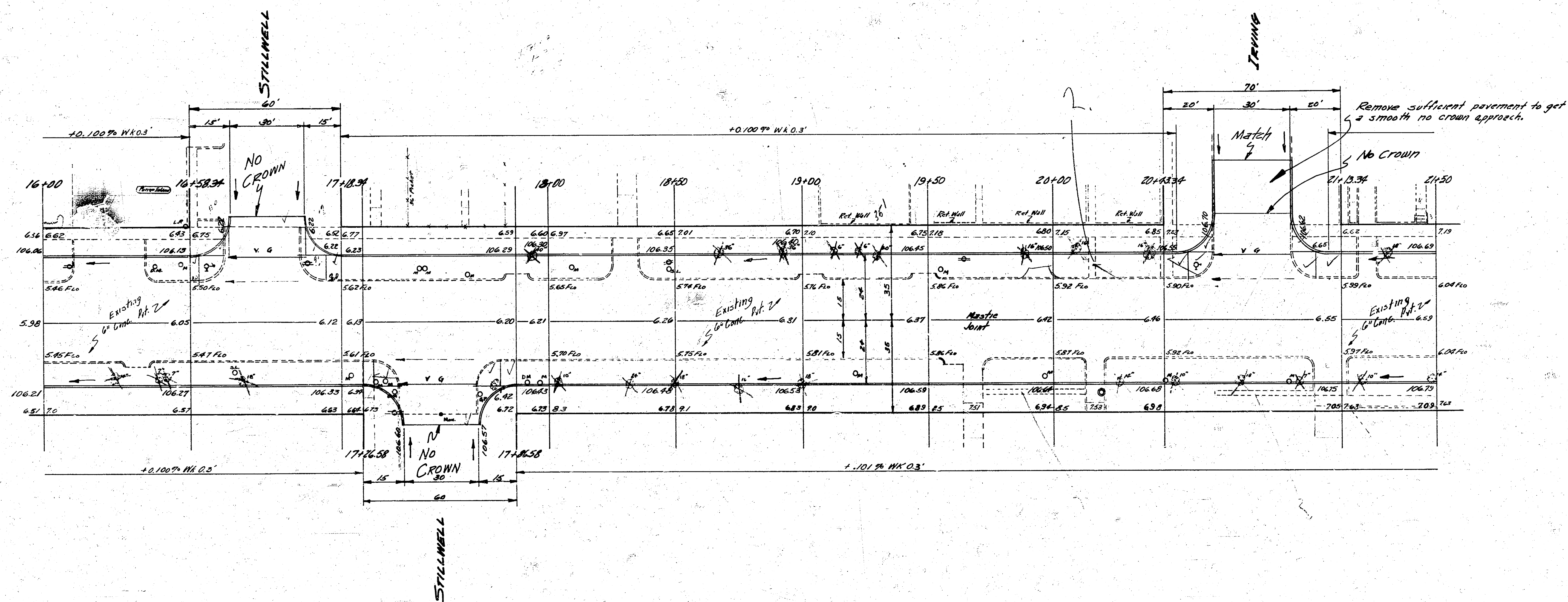
NOTE TO CONTRACTOR & ENGINEER

1. PAVT REPLACED BEYOND PROP. LINES OF SENEGA, TO SMOOTH OUT APPROACHES AT IRVING E. & W., MARY'S DR. W., Mc CORMICK E. & W. & MUNNELL E. & W., WILL BE OF CONC. 6" THICK.
2. REMOVAL OF DRIVES & APPROACH WALKS BEHIND PROP. LINE WILL BE HELD TO A MINIMUM, REM. ONLY ENOUGH TO MATCH NEW GRADE.

EXCAV
2800
7.000000
133.5 CUB. YDS.



Scale 1" = 20'



SENECA ST.
PROJ. C14-120

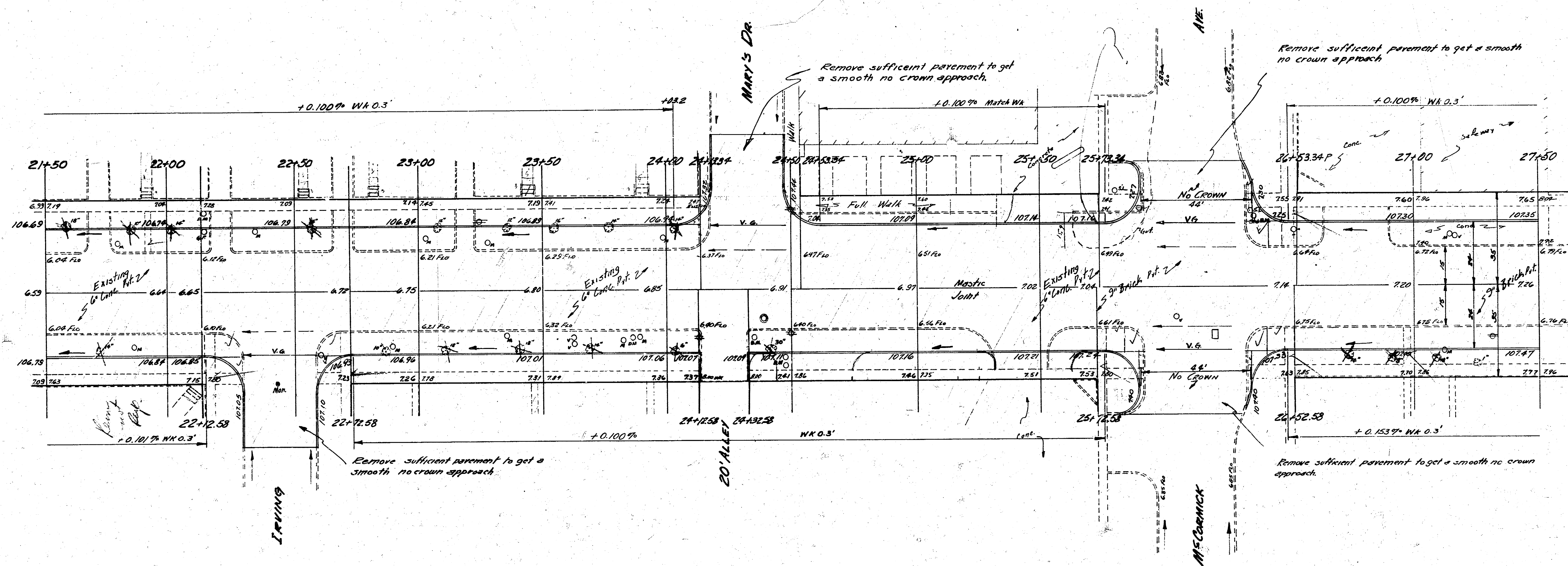
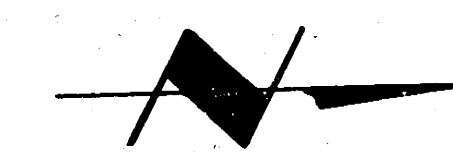
5/14

B.M. 106.656 @ 10' 6" NW Corner of W.L. Senger
 B.M. 107.228 Standard NW Corner of Seneca & McCormick

FILL
 PROP 10.8 Cu/Yds
 CITY 17.3 Cu/Yds

EXCAV
 PROP 506.3 Cu/Yds
 CITY 174.2 Cu/Yds

4' 2" = 16'



B.M. 10.013 K in Keeler SS Inter-D, NE Cor. Seneca & Murrel
 B.M. 108.385 K in Kensler, frt. of W. S., SE Cor. Seneca & Dayton
 B.M. 108.336 K in Kensler, SE Cor. Inter-D, NW Hendry & Seneca

Mon - H.L. N & W R/W of True Line N & S.
 Mon - S.L. W & R/W of True Line N & S.

Mon - E. Day's West & 0.18' E of True Line N & S.
 Mon - E. Murrel's West & 0.04' W of True Line N & S.

Mon - Day's West is 0.56' S. of E. Day's West
 & 0.52' W. of True Line N & S.

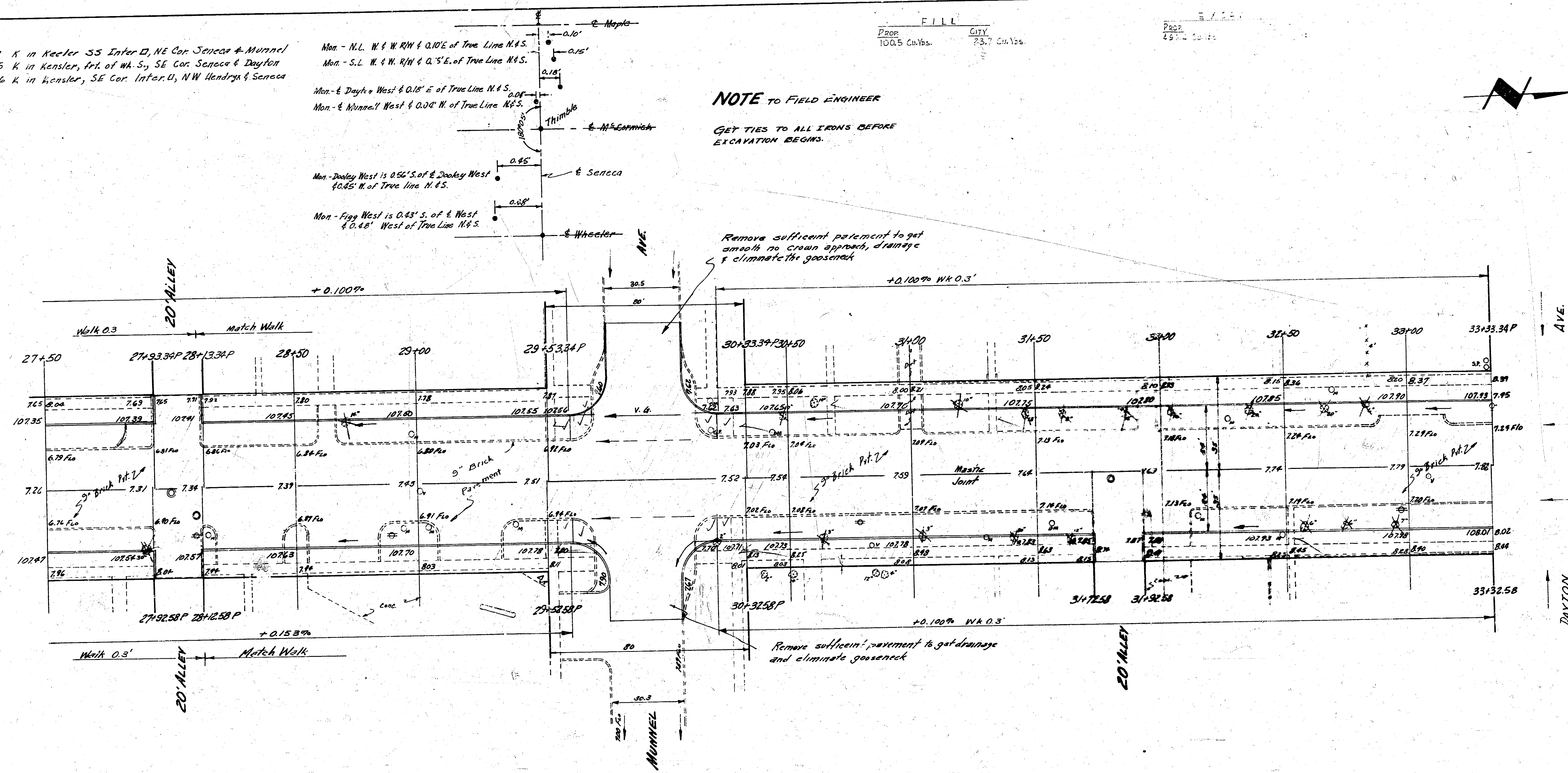
Mon - Day's West is 0.43' S. of E. Day's West
 & 0.48' W. of True Line N & S.

NOTE TO FIELD ENGINEER

GET TIES TO ALL IRONS BEFORE
 EXCAVATION BEGINS.

Remove sufficient pavement to get
 smooth no crown approach, drainage
 & eliminate the goose-neck

Remove sufficient pavement to get drainage
 and eliminate goose-neck



Seneca St
 Proj. CM-120

7/10